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Your Ref: SSD-67588459

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By email: Annika.Hather@planning.nsw.gov.au

Dear Annika,

SSD-67588459 – Environmental Impact Statement – Powerhouse Ultimo Revitalisation

Thank you for your correspondence dated 1 May 2024 inviting the City of Sydney (the City) to comment on the abovementioned State Significant Development Application.

The development involves a revised proposal for the Powerhouse Ultimo site at 494-500 Harris Street, Ultimo. The City previously provided extensive advice for the previous application. It is understood that this earlier consent has now been surrendered.

The City has reviewed the proposal and generally supports the proposal in principle the altered revitalisation of the Powerhouse site, retaining the use of the site as an 'information and education facility', and providing for additional exhibition and programme spaces. The site is well placed at the fringe of the city and supports the revitalisation Pyrmont/Ultime peninsula.

The revised approach provides the opportunity to embrace the heritage significance of the existing buildings and improve the public domain, including the provision of high quality and integrated landscaped public open spaces and improved pedestrian connectivity. Reorienting the entry towards the city takes advantage of Goods Line Harris Street and light rail services at the footsteps of the site.

The commitment to revitalise the Powerhouse, reinforces the importance of this cultural asset to the broader social, cultural, and economic activity within the Pyrmont Peninsula including employment, education, health, and other cultural institutions.

It is noted that the proposal seeks to provide exhibition spaces that are flexible and adaptable to ensure the museum can showcase diverse collections that represent the local community and continuing to support the history of the space around arts, design, and science. Community feedback highlights the connection they have with the current exhibition space and the need to ensure that future upgrades respect and reflect what is currently there. The application should capture the existing and proposed spaces used as exhibition space, whether that is permanent exhibition spaces or existing spaces capable

of being used for exhibitions or the proposed multi-purposed and flexible exhibition spaces. It should be ensured that there is no reduction in exhibition space.

The proposed opportunity to introduce an educational space would assist with immersive experiences particularly for younger people. Support for additional benefits around increased engagement with artistic experiences and a strengthened sense of place.

The following comments are provided for your consideration:

1. Heritage

1.1. Relevant Listings

The Powerhouse Ultimo site contains two state and locally listed heritage buildings, being:

- Ultimo Post Office (SLEP I2031 and SHR 00502)
- Ultimo Powerhouse (Turbine Hall, Engine House, Boiler House, North Annex and Switch House and Pump House) (SLEP I2030 and SHR 02045).

The local listing also includes a section of the forecourt and the northeast courtyard and sections of the Goods Line rail tracks.

The City's heritage listing of the Powerhouse Museum applies to the whole of Lot 1, DP 631345 and is therefore more extensive than the SHR listing. In addition to the original Buildings (the Turbine Hall, Engine House, Boiler House, North Annex and Switch House) the local listing includes:

- the northeast courtyard and associated Goods Line rail tracks
- part of the Harris Street forecourt being the parcel of land extending from Harris Street to the Switch House, and the parcel of land extending to Macarthur Street along the entire length of the Switch House
- the parcel of land that includes the Pump House to the northwest of the Boiler House extending to Pier Street.

The site area includes the Wran building completed in 1988, and the Harwood Building (former Tram Shed building location) although the Harwood Building is not subject to the application. Nevertheless, the City supports the retention of the Harwood Building and its potential future use for exhibition and cultural spaces.

1.2. Gradings of Significance

The HIS report includes a section on gradings of significance outlined in Figure 5.1 and Table 5.2 of the report. It is noted that the grading has been undertaken at a building level. It is recommended that a more detailed assessment of the fabric be included to inform the assessment of this application. This should include gradings of elevations, sections, interiors, and individual components of buildings which would ensure a more thorough understanding of significant elements to be retained and conserved.

The HIS report states that the assessment is in accordance with the NSW Heritage Council's October 2023 resolution to consider the significance of the entirety of the Powerhouse Museum site and confirms that the HIS assesses the proposal accordingly (Curio Projects, 21st March 2024, pp 22-23).

On the 15th of May 2023, the Council of the City of Sydney resolved, amongst other matters relating to Supporting the Powerhouse, that the Chief Executive Officer be requested to investigate the entire Powerhouse Museum site for heritage significance.

Since that time, the City has engaged the firm Lovell Chen Architects to carry out a heritage assessment of the site which is still in progress. As a result of this resolution, the City is anticipating making a full assessment of the heritage impact of the proposal once the revised heritage report has been completed and an assessment can be made against the grading of significance identified and any other issues that may arise from that report.

The City may provide a further submission should the heritage assessment indicate heritage impacts not currently identified in the application.

1.3. Extent of Proposed Demolition

Wran Building

The HIS states that the proposal is to 'reline' the internal space of the Galleria, excluding daylight generally and most of the internal and external fabric will be removed, making way for the 'next evolution in museum design'.

Overall, the retention of this building form is supported in principle, however, at this stage the extent of intervention and whether this is an appropriate adaptive reuse is uncertain. The requested information above regarding the gradings of significance and the City's own heritage investigations would assist in forming a view.

For example, the removal of the southern end may be acceptable as it provides a physical and visual connection from Harris Street to the Goods Yard and beyond but requires further assessment once the nature of any further listing is known.

We are also concerned about proposed changes to the fabric of this originally lightweight building, to a more solid form, despite the grading of significance being upgraded from neutral to moderate. There is also some concern with the apparent use of bricks to cap the ends of the Wran Building, which would be a marked contrast to the existing lightweight mix of materials originally used in this building. More advice can be provided once the City's own heritage assessment has been completed based on the independent consultant's assessment of the significance of the building.

It is noted that Lionel Glendenning, the architect of the Wran Building is quoted (from 1988 and 2022) in the HIS to justify the proposed changes to the building. It is recommended that Mr Glendenning be approached as part of the Commonwealth's Moral Rights obligation to ensure the proposed design changes are consulted with him, given such extensive changes are now proposed to the retained building.

Goods Line

The remnant alignment of the Goods Line track traversing through the southeastern courtyard area are proposed to be demolished. These tracks are included in the local listing of the site and should be considered for retention or reinterpretation.

1.4. Proposed Design

The proposal includes a new building along Harris Street, which will impact on views from Harris Street to the existing buildings.

The City's previous submission highlighted the significance of the views from Harris Street to the historic core that retains the legibility of the heritage items and this retention of views which are an important attribute of the 1980s Powerhouse Museum design. Our submissions have also highlighted the importance of retaining adequate visual curtilage around eastern side of the Wran building.

The 2022 Conservation Management Plan (CMP) identifies the key views as:

- Views from Darling Harbour
- Views to the site from Harris Street and William Henry Street
- Views from William Henry Street Bridge
- Views from the Goods Line
- Views and access from Darling Drive, Exhibition Light Rail Station, and Hay Street

It is noted that the HIS provides justifications for the potential view impacts and should be assessed in detail as part of the application.

1.5. Historical Archaeological Assessment

Separate reports have been prepared by Curio (Appendixes T & V) for the project assessing the historical and Aboriginal archaeology of the site. The proposed bulk excavation for the basement for the new built form fronting Harris Street has the potential to impact the potential archaeological resources of the site (both Aboriginal and historical) and will require archaeological management strategies and mitigation.

The recommendations of the Heritage Archaeology Assessment and the Aboriginal Cultural Heritage Assessment Report should be adopted.

1.6. Further Recommendations

An archival recording of the existing buildings in their current form should be completed.

A comprehensive Heritage Interpretation Strategy for the site should be implemented in conjunction with the development works, with particular focus on integration with new public domain and landscaping design.

1.7. Award of Heritage Floor Space

The heritage floor space program incentivizes the conservation of heritage listed buildings. The City has advised the Powerhouse of proposed amendments to the Sydney Local Environmental Plan 2012 (SLEP) enabling the Powerhouse Ultimo site to be potentially eligible for an award of heritage floor space for conserved heritage listed buildings. To be eligible for an award of HFS in the future, the heritage listed buildings should not be subject to works that would increase the external envelope and floor space of the building other than a minor increase to facilitate the adaptive reuse of the heritage building.

2. Urban Design

2.1. Entry Points and Circulation

The proposed focus of the main museum entry to the southeastern courtyard off the Goods Line (in addition to Harris Street), is positive. However, legibility of the main entry may need to rely on the landscaping within the courtyard to direct people to the furthest

corner of the square. The pathways within the public domain need to better establish a hierarchy of movement through the entry courtyard to the main entry. Whilst the relocation is supported, a legible and inviting entry should be retained also along Harris Street. The design of the Harris Street entry is supported in principle.

The southern entry courtyard at Macarthur Street connects to the north south axis which connects to the northern courtyard space located on Harris Street between the Post Office and the Powerhouse Museum.

The north south axis is the main circulation spine; however, this space has limited access to natural daylight. It is proposed to be capped at both the north and south ends with brick. Whereas, at present the north and south ends of the narrow vault (galleria) are glazed and this space is top lit from clerestory windows at the junction with the truncated barrel vault to the west and the Turbine Hall to the east.

It is unclear from the demolition and proposed drawings if the narrow vault is still capable of being top lit in the space between the Turbine Hall and the narrow vault. Daylight access to the narrow vault (galleria) should be considered, especially in relation to the use of artificial lighting required to illuminate this major circulation space. These elements all contribute to visitors being able to orient themselves within the development.

The entry points from The Goods Line, Harris Street and Macarthur Street all contribute to the activation of these streets and the permeability of the site. However, it is not clear if the courtyard spaces associated with the Powerhouse Museum are open (permeable to the street) or have lines of defence (fences and gates). This will need to be clarified; the CPTD report appears to be relying on CCTV for surveillance. The CPTD report does mention in section 6.16: *'Install a security door or secure electronic access (card / key controlled entries / lifts etc.) to all private entrances of the building to prevent unauthorised individuals from entering restricted areas not intended for public use (such as within the back of house areas, or areas where there is more private staff amenity sensitivity, as well as the loading dock).'*

Gates may need to be considered to the Macarthur Street entry points. But if so, should be well integrated into the design.

2.2. Entry Points

More information is required on the wind comfort of the proposed entry forecourt. The wind report accompanying the proposal is a qualitative wind report rather than quantitative report.

It is noted that the quantitative wind report for the student housing towers (SSD 6610) located to the east of the site predicts wind comfort criteria of walking and standing within the proposed courtyard area. Wind mitigation may be required for the eastern entry forecourt to ensure that the wind comfort levels are suitable.

2.3. Built Form

The proposed building built to the corner of Harris Street and Macarthur Street is also generally supported. The alignment both holds and turns the corner. Continuing the colonnade around the corner to the Macarthur Street entries is also supported as it provides pedestrian amenity.

The adaptive reuse of the Wran Hall is unclear at this stage. The demolition plans show some internal structural columns being removed. L24 demolition plan shows the external wall to Harris Street being retained and the roof appears to be retained on the L5

demolition plan. There are no demolition plans shown in sections to understand if the structural steel frame that forms the barrel vault is retained in part or full. More detailed demolitions plans should be provided in plan, elevation, and section.

The structural advice provided (Appendix CC) states that the proposed development will be compliant with the relevant codes, standards, guides, and structural principles but does not speak to the retention and extension of the super structure of the Wran Hall. Further advice should be provided.

The elevations do not denote the materiality nor construction of the Wran Hall roof. However, the roof vault arch is proposed to be completed. The survey shows that the apex of the curved roof is RL: 31.78 and the elevation when measured is also approximately RL:31.78.

Clarification is required as to whether the intent is to retain the existing roof form and structure and how this would be extended to complete the arch of the barrel. The materiality of the roof is also to be clarified with the continuing use of a high durable long life; lightweight metal roof preferred. Galvanic reactions between dissimilar metals must be avoided or managed.

The demolition of the lower-level colonnade associated with the Wran Hall allows creative industry spaces to be provided along and activate Harris Street. This is supported; however, the spaces would be disconnected from the Powerhouse Museum and servicing and waste removal needs to be further considered.

2.4. Materials and Building Expression

There is only a very limited palette of materials shown on the architectural drawing set:

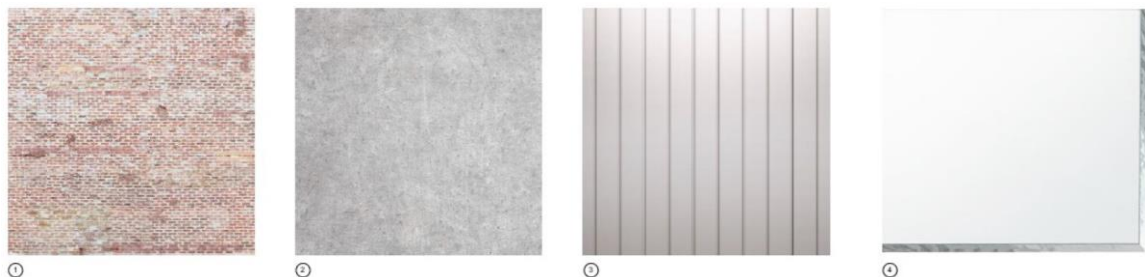


Figure 1. Extract from architectural plans (Appendix B)

The design report also includes garden mesh and aluminium cladding

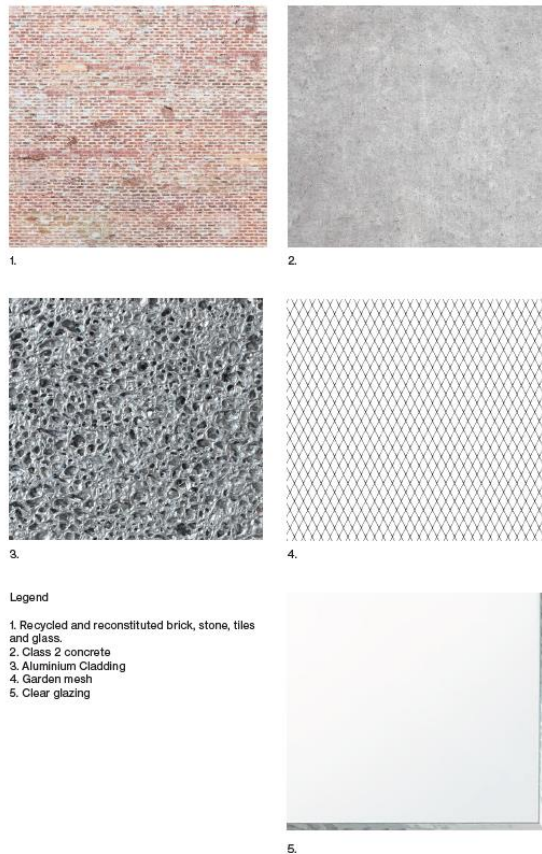


Figure 2. Extract from architectural design report (Appendix E)

The design report also references *'The new built form will be comprised of a mix of recycled and new bricks, brick slips, stone, ceramics, glass, metal cladding and class 2 in situ concrete and precast concrete.'*

The proposed materials and finishes need to be further clarified and the drawings should be amended to clarify materials and key these to the elevations and sections. This is also requested to assist in assessing the potential heritage impacts of the additions.

The design of the Wran hall and galleria adaption is generally supported; however, more information is required to understand the amount of demolition and retention of structure.

The northern and southern ends of the Wran hall and the galleria are shown in elevations as brick. More information is required regarding the construction and structural delivery of brick ends to the existing steel super structure. The roof skin is also to be clarified, it is unclear from the renders, what this is intended to be.

3. Public Domain

Increased public open space for community and visitors is supported as it will provide greater opportunities for connection, particularly with new outdoor café and seating.

3.1. Macarthur Street

The proposed conversion of Macarthur Street to a shared zone is generally supported for investigation, however, further consultation with the City's Local Pedestrian Cycling and

Traffic Calming Committee would be required. Certain vehicle count thresholds would need to be met for this to occur.

3.2. Footpath

The proposed footpath replacement work in Harris Street extends only to the southern extent of the Post Office building as the foot path has previously been upgraded to concrete pavers. It should be considered whether the footpath replacement should continue past the Post Office and around onto William Henry Street and Pier Street to maintain continuity given there is commonly variations between batches and existing wear issues.

3.3. Stormwater and Flooding

The site is identified as flood affected and flood modelling has been undertaken. The modelling shows significant ponding within the terrace area at the southeast corner of the site and some of the proposed new entries do not meet the requirement for 1% AEP + 0.5m - although a merit-based approach has been requested given the heritage significance of the existing building. No objection is raised given that the basement is protected up to the probable maximal flood level (PMF).

The MUSIC-Link report does not comply with the City's targets. An amended report should be provided.

4. Landscaping and Tree Canopy

4.1. Tree Removal – Supported

No objection is raised to the removal of the five *Platanus x acerifolia* (Trees 18-22) located within the southwestern courtyard given the reasons outlined in the Arboricultural Impact Assessment (AIA).

4.2. Tree Removal – Unsupported

The landscape plans indicate that street trees T3 and T4 *Platanus x acerifolia* are to be removed and replaced in the same location with *Zelkova serrata* (Japanese Zelkova) in accordance with the replacement tree species for the area identified in the Sydney Street Tree Master Plan 2022. However, the plans do not indicate that Trees 3 and 4 will be impacted by the proposed design.

The Arboricultural Impact Assessment (AIA) report indicates that these trees are in fair health, having a moderate landscape value with a useful life expectancy (ULE) of 15-40yrs and have a retention value of 'consider for retention'. As these trees will not be impacted by the proposed development, are in good condition with a substantial life expectancy, these trees should be reconsidered for retention and protection. Further information from the arborist is required to justify these tree removals should removal continue to be proposed.

4.3. Trees Proposed for Retention

A total of 15 trees are proposed for retention, being:

- Tree 17 *Platanus x acerifolia* is an inroad planting located within the Macarthur Street alignment.
- Trees 12, 5-15 (12 trees) *Platanus x acerifolia* located along Harris Street footpath.

- Tree 16 *Tristaniopsis laurina* located within Macarthur Street footpath.

All trees have been given a value of 'Consider for Retention' except for Tree 16 which has been given 'Consider for Removal' and Tree 17 'Priority for Retention'. The City supports the retention and protection of these trees if possible.

4.4. Tree 17 *Platanus x acerifolia* – Macarthur Street inroad planting

Tree 17 *Platanus x acerifolia* located within the Macarthur Street alignment, on the site, will be subject to a major encroachment due to the proposed demolition and pavement installation within its TPZ. Due to the surrounding road surface and compaction within this area, the AIA report indicates there will unlikely be significant roots within this area.

However, the AIA report has given detail of tree protection requirements and mitigation measures within Section 3.2.9 of the report for the garden bed construction and resurfacing of the new road pavement. This includes the modification of the loading dock entrance outside of the SRZ of Tree 17, modification (extension) of the garden bed to the east and installation of bollards for future trunk protections from vehicle impact damages.

The plans should be amended to reflect design modifications as outlined within Section 3.2.9 of the AIA.

4.5. Harris Street Trees

The AIA report has indicated that pruning will be required for Trees 12 and 5-15. Trees 1 and 2 have been indicated to have significant branch removal with both trees requiring between 100 - 200mm diameter sized branches to be removed for building clearances. The indicated pruning does not include hoarding and scaffold clearances. Although total canopy removal percentages have not been indicated within the AIA report, the amount of pruning is excessive and is recommended to be reduced to lessen the impacts to these trees.

The AIA report also indicates that major encroachments within the TPZ will occur to Trees 2 and 5-14 which will be between 20-30% due to the proposed ground slab for the western building extension. The report recommends that a root investigation is carried out prior to any proposed excavations to determine any potential impacts to tree roots within the TPZ of these trees.

There is insufficient detail to confirm the full extent of impact this will have on the trees and their long-term health. Canopy cover is limited in this area, and therefore, a reduction in the encroachment into the SRZ / TPZ is recommended.

4.6. Landscaping

The landscape plans indicate 24 trees are proposed to be planted within the site and the public domain (road reserve). Four of these trees will be planted within the road reserve along Harris Street (*Zelkova serrata*) while the remaining will be planted within the site (*Angophora costata*, *Zelkova serrata* and *Eucalyptus racemosa*). All species are listed within the City's recommended tree planting list.

Regarding the four proposed *Zelkova serrata* along Harris Street, two of these trees are proposed to replace Trees 3 and 4 as stated above. However, it is recommended Trees 3 and 4 should be retained and protected.

The 15 *Eucalyptus racemosa* proposed to be planted within the garden bed on the northern boundary corner on William Henry Street and Harris Street appear to have planting distances between 2-2.5m. The planting schedule within the landscape plans indicate the mature canopy spread of these trees is 7m, noting the City's species list indicates an indicative 12m spread. To avoid the likelihood of suppressed growth and poor development it is recommended that the planting spacing of these trees is increased (to a minimum of 8m spacing) to support the establishment and maturity for the long term.

4.6.1. Museum Entry Courtyard

The primary open space is located on deep soil except for a small portion of basement and exit stairs connected to exhibition space 1. The landscape design includes eight new *Angophora costata* planted in a continuous structural soil trench, and "*islands of paving embedded into the planting beds with diverse native grasses and flowering..*" There is not enough detail to assess the proposed levels, tree pit and trench locations and dimensions, garden beds or stone paving design.

As outlined in the heritage and urban design comments above, there is an opportunity to retain the existing alignment of the Goods Line track and provide a more direct entry through the proposed courtyard. The layout of the planters and stone pavers could be adjusted to provide a more legible paved and accessible route through the courtyard. This should be redesigned without impacting on new tree planting.

Refer to Section 5.3 of this submission regarding the proposed semi-trailer access through the courtyard.

4.6.2. Central Courtyard

The proposed courtyard that bridges the entry levels in the new building fronting Harris Street with the retained and adapted Switch building and connection to Macarthur Street is located entirely on built structure. The design of trees and planters on structure must allow for adequate soil depth and soil volume to support the new trees and comply with the City's Landscape Code. The landscape drawings omit a proposed courtyard tree species.

Further clarification is required, including:

- The proposed tree species, levels and details for the tree planters, stairs, and ramps
- The proposed design of landscaping on structure to ensure adequate soil depth and soil volume to support trees to maturity and understory planting.

4.6.3. Post Office Courtyard

A grove of 15 new *Eucalyptus racemosa* is proposed to be planted in the post office courtyard within paving. The landscaping concept is supported in principle; however, further clarification is required regarding the design, including:

- whether tree grilles or similar are provided
- whether pavement is proposed to be rigid or permeable
- the design of the tree pits

4.6.4. Landscape Drawings

The landscape drawings include a concept paving and planting design only. The package does not demonstrate that the design of landscaping on structure allows for adequate soil depth and soil volume to support trees to maturity and proposed understorey planting.

To provide a full assessment of the landscape and public domain located in outdoor spaces located within the project boundary, the City requires a more complete set of plans.

Landscape Plans should include:

- levels (RL, SSL, TW)
- amended resolved plant schedule with tree pot size, understorey species, pot size or rate per m²
- materials schedule
- details for softworks at grade, trees in structural soil and planters on structure,
- details for hard works including paving types, stairs, ramps, balustrades, and elements
- outline maintenance schedule including responsibility for the ongoing of highly used, traffic and visible landscape
- plant procurement strategy for grassland species.

4.7. Canopy Cover

The landscape plans indicate that the existing canopy for the site is 4.5%. The proposed canopy cover for the site is indicated to increase to 8% with a total proposed green cover within the project boundary of 14%.

Although there is a proposed increase in canopy over the site, the total percentage increases should be in line with the City's Greening Sydney Strategy and Urban Forest Strategy 2023 which aim for a canopy cover target of 28% by 2050 – acknowledging this target does not apply to Central Sydney area zoned B8 land.

4.8. Soil Volumes

The submitted landscape plans do not indicate any dimensions or volumes which would be required to ensure adequate soil depth and volume is provided to support the proposed plantings.

4.9. Recommendations of AIA

As per the recommendations of the AIA, outlined in Section 4.1.4, exploratory root investigations are to be conducted to the west of the existing retaining wall within the TPZ of Trees 1,2 and 5-15 prior to constructions of the site.

All protections for the existing trees should be adhered to as per the recommendations within the AIA report outlined in Sections 3.2.4, Appendix 5: *Tree Protection Specification* and Appendix 6: *Typical Tree Protection Details* including the appointment of a Project Arborist. This is to include the modifications to the garden bed, loading dock area and installation of bollards within the TPZ and SRZ of Tree 17 *Platanus x acerifolia* outlined within Section 3.2.9 of the report. Further, the plans should be amended to address the recommended modifications and tree sensitive construction methods within Section 3.2.9 of the report.

Any proposed underground service installation should not be located within the TPZ of any tree. If this is unavoidable, tree sensitive construction methods must be adhered to in as per recommendations within the AIA report outlined in Section 3.3 *Underground Services*.

5. City Access and Transport

5.1. Loading Access

Access to the loading dock has not been adequately demonstrated and currently may not be feasible based on the swept path analysis provided (Figure 24 of Appendix H). The access conflicts with a tree, identified as T17 *Platanus x acerifolia* (Appendix 3 of Appendix K).

The Arboricultural Impact Assessment indicates that this tree is required to be retained and makes recommendation requiring the loading dock entrance to be relocated outside of the SRZ of the tree and extension to the existing garden bed to protect the tree. Any extensions to the existing garden bed or installation of bollards are to be contained within the property boundary of the site.

An amended design is to be prepared and is to be supported with a swept path analysis for the largest design vehicles both entering and exiting the site. The analysis must also reflect the existing and proposed kerbs lines along Macarthur Street and required mitigation measures outlined in the AIA.

5.2. Loading Dock

The Traffic Impact Assessment (TIA) identifies the use of MRV and SRV to service the site.

The loading dock access ramp provides a 3.5m clearance, however, in accordance with AS 2890.2, MRVs require 4.5m clear height and will have a maximum length of 8.8m. The access ramp will require redesign to accommodate the height clearance for MRVs.

The loading bay second from the left in Figure 4 of the TIA should be marked as a SRV bay only, noting independent access to the middle bay is not possible if a MRV is parked in this space.

SRV loading bays must be a minimum of 3.5m wide by 6.4m long to comply with AS 2890.2. The loading dock design is to be amended to comply with minimum requirements.

The loading dock is proposed to operate with one-way movements only and would be subject to management measures as outlined in Section 4.4.2 of the TIA. Entering vehicles should also be given priority using a traffic light system. However, the proposed one-way operation can only be supported subject to the resolution the following scenario:

- A MRV entering the site occupies the entire width of the loading dock entry and then will need to use the vehicle turntable to turn around an access a loading bay. The TIA suggests that an existing vehicle would be located behind the stop line, however, the exiting vehicle would conflict with the entering vehicle and would also be located on, or partly on the turn table.

The internal queuing arrangements are to be outlined to ensure that entering vehicles are not impeded and queuing does not occur back onto the street.

The preparation of a freight and servicing management plan, as suggested in Table 11 of the TIA is supported. The management plan will also need to include arrangements for waste and general deliveries and should incorporate a scheduling system to ensure that no queuing occurs, particularly having consideration to the constraints provided by the proposed one-way access and vehicle turntable.

The access driveway to the loading dock indicates level changes within the public domain that do not appear to have considered public domain level and gradient requirements. It is also unclear whether the twisting in the levels would cause vehicle scraping (Refer to Figure 3 below).



Figure 3. Extract from Macarthur Street Elevation

5.3. Semitrailer access

Occasional access (one or two instances per year) is anticipated to be required for semitrailers to deliver and remove large museum pieces. Access is proposed via the landscaped courtyard adjacent to the switch house.

There has been no consideration shown in the design of the forecourt terrace area to accommodate such truck movements. The proposed use of what is otherwise intended to be a landscaped courtyard for truck movements would seriously inhibit the potential design of this space and the opportunity to provide landscaping and trees. The likelihood of landscaping being damaged during truck movements also needs to be considered.

A swept-path analysis for a 20m articulated vehicle completing this movement should be submitted for review. The paths should commence and end at Harris Street to understand the potential impacts to on street parking and street trees.

From an access perspective, the proposed arrangement is not supported. Should this be approved, it must be conditional that the management strategies outlined in the TIA are implemented.

5.4. Bicycle Parking and End-of-trip facilities

There is insufficient information provided to confirm whether the proposed bicycle parking and end-of-trip facilities are adequate. The quantum of staff bicycle parking spaces is supported, allowing for a 10% mode share for staff, however, no details have been provided regarding the location or design of the bicycle parking and end-of-trip facilities.

The design of the bicycle parking and end-of-trip facilities should comply with AS 2890.3 and the relevant section of Sydney Development Control Plan 2013 should be used as a guide. At least 20% of bicycle parking spaces should be provided as horizontal spaces. The bicycle parking and end-of-trip facilities should be located so that they are easily accessible, via a 1.8m wide path of travel, ramp accessible, and either on the ground floor or within the basement.

No details have been provided regarding the location of public bicycle parking spaces. Consultation with the City's Public Domain staff is required.

5.5. Coach Parking

Coach parking is proposed to be retained on Harris Street rather than being relocated to Macarthur Street (given Macarthur Street is narrow). It is not yet clear what the desired form or vision for Macarthur Street is and whether any footpath widenings are proposed.

The City accepts retaining coach parking along Harris Street in the short term but notes that future plans for Harris Street might mean that an alternative needs to be developed.

5.6. Green Travel Plan

The City supports the preparation of a green travel plan. This should be required as a condition of consent. However, the mitigation measures state that "*Provision of secure bicycle parking at the Powerhouse Ultimo for staff and parking within the public domain for visitors*" and "*Provision of good quality pedestrian connections between the Powerhouse Ultimo and the surrounding transport network*" will occur following occupation.

The mitigation measures should be amended to ensure that the relevant design requirements are implemented **prior to construction** to ensure that the facilities and amenities can be accommodated.

6. Cleansing and Waste

The plans submitted do not detail the proposed waste storage area and access arrangements.

The waste management plan includes the use of hook lift bins on site. Whilst this may be supported as an alternative to a bulky waste storage area, the clearance height required to collect hook lift bins is significantly higher than ordinarily required for waste collection. The architectural plans should detail that adequate clearances are provided to maneuver the waste vehicle and collect the hook lift bins.

The architectural plans should detail the following:

- a) the number of bins required based on the collection frequency correctly scaled, distinguishing between sizes (e.g., 240L, 660L, 1100L)
- b) the proposed layout of bins within storage areas
- c) indicate door and lift widths adequate for the transfer of bins
- d) mark up the bulky and problem waste storage areas (see Guidelines for Waste Management in New Developments 2018 for minimum requirements).
- e) identify the location and size of bin handling equipment like, compactors, balers, tugs/trolleys, glass crushers and any other equipment.
- f) show the path of access to the waste storage area and collection point for both users and collection vehicles.

A demolition and construction waste management plan should be prepared.

The proposed independent creative industries spaces fronting Harris Street do not have internal servicing access. Further clarification is required as to whether waste and

recycling is proposed to be transferred to the centralised collection area and how this will be done.

7. Public Art

The application does not address any public art despite the previous scheme identifying significant opportunities for public art to provide recognition of First Nations people and culture within the public facing areas of the museum, and to draw upon the collection to inform significant and memorable public art to act as wayfinding or a destination marker.

It is recommended that public art be reconsidered as a critical aspect of the social and cultural design of the revitalisation of the Powerhouse Museum and that a Public Art Plan be prepared by an experienced public art curator that can harness the opportunities of the development, and the site and the important place in the social, cultural and physical geography of the City.

8. Design Excellence

The City raises no objection to the proponent's request for an exemption from the requirement to run a competitive design competition by retaining the same team. This is on the basis that a competitive design process was run based on the previously approved concept application and the winning scheme has been appropriately adapted for the revised scope of the works and has the support of the selection jury.

The requirement to retain and consult with the DIP is considered fundamental to the continued pursuit of design excellence and should be captured in the development consent.

9. Contamination

A Detailed Environmental Site Investigation (DESI) has been carried out. The DESI concludes that a Remediation Action Plan (RAP) is required. This is to be provided before the application is determined.

The RAP/RWP must be reviewed by an NSW EPA Site Auditor and include a Section B Site Audit Statement or Letter of Interim Advise issued by the Auditor certifying that the RAP/RWP is practical, and the site will be suitable after remediation for the proposed use.

10. Summary

In summary, the City supports in principle the adaptive approach to the Powerhouse Museum Ultimo, however, further information is required to understand the potential impacts to the heritage significance of the site, in particularly the Wran Building. Additional comments have been provided to further assess the application and develop the design further.

The retention of the Powerhouse Ultimo site as a museum space for the community is supported. In doing so, the revitalised Powerhouse should provide the same amount, if not more, of exhibition space. The revitalisation provides the opportunity to the adapt and improve the existing spaces, including the introduction of flexible spaces.

Additional comments have also been provided regarding matters that impact the public domain (both on site and City) including landscaping, traffic, waste and servicing. Additional information and design changes are suggested to ensure these issues can be resolved.

Should you wish to speak with a Council officer about the above, please contact Michael Stephens, Senior Planner, on 9265 9040 or at mstephens@cityofsydney.nsw.gov.au

Yours sincerely,

A handwritten signature in black ink, appearing to read 'A-T' or 'AJT', with a long horizontal stroke extending from the top right.

ANDREW THOMAS
Executive Manager
City Planning and Development