



BLACKWATTLE BAY MARINA

Request for Director-General's Requirements

March 2012

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Introduction

Background

In early 2009, Blackwattle Bay Maritime Precinct was subject to a tendering process. As the land owner, NSW Maritime sought Requests for Proposal for the redevelopment and long term lease of the site as a working harbour facility. The Request for Proposal sought proposals for the redevelopment and long term lease of the site as a working harbour facility. The process was finalised in April 2010 with the execution of an Access and Works Licence and Long Term Lease Agreement with the successful proponent of the Blackwattle Bay Marina Pty Ltd.

In the intervening period, discussions with NSW Maritime (now Roads and Maritime Services (RMS)) as authority and land owner occurred, along with the commissioning of urban design, engineering, environmental and heritage studies and some preliminary stakeholder engagement. This process has refined the proposal and highlighted key constraints and desirable outcomes, including:

- Activation of the Harbour foreshore
- Development of appropriate back-of-house facilities for the charter vessel marina
- Provision of commercial space for associated maritime businesses

Scope

The proposed development contemplated within this Project Description refers only to the land component of the site. A separate application has been made in respect of the water component of the overall development.

Site and Context

Site Context

The site is located in Ultimo in the City of Sydney Local Government Area (LGA). As a working harbour site, it is best considered in the context of the harbour. It is located in the south-eastern corner of Blackwattle Bay, a bay connected by a shipping channel beneath Anzac Bridge to the rest of Sydney Harbour.

The site consists mostly of deck that is over-water rather than land behind seawall. Its frontage to land is only to Bridge Road, or Pyrmont Bridge Road as it is more commonly referred to. Wentworth Park is opposite the site on this frontage.

Significant nearby land use includes:

- Sydney Fish Markets;
- Concrete batching plants;
- Wentworth Park;
- Sydney Secondary College;
- Ultimo Pyrmont medium- and high density residential land use;
- City of Sydney Depot;
- Light rail corridor; and
- Glebe small lot residential land use.

Site Description

The development site is comprised of two allotments which are legally identified as Lot 3 and Lot 4, DP 1064339, being 100 Bridge Road, Ultimo. The site occupies most of the south-eastern shore of Blackwattle Bay, having frontage to Bridge Road and is adjacent to the Sydney Fish Market and Wentworth Park, comprising an area of 8,707 m².

The development site accommodates the following structures:

- A wooden wall and supporting concrete colonnade as the remnant of a Coal Bunker incorporating Energy Australia's Substation 405;
- A significant portion of the coal unloading crane in sections following its collapse; and
- A disused two-storey 'gatehouse' brick building.

Land ownership and control

The land is owned by the NSW Government and is managed by NSW Maritime. A letter of consent to make an application in respect of the land has been provided.

Roads/Connectivity

Bridge Road is a classified road with an AADT in excess of 20,000 providing direct link to Anzac Bridge. Three other roads define the sites context. Wattle Street, located to the north east of the site is adjacent to Wentworth Park and otherwise consists of a mix of high density and industrial uses. Wattle Street provides the main traffic link between Bridge Road, Sydney CBD, Cross City Tunnel and the Harbour Bridge. Wentworth Park Road, located to the south west of the site is also adjacent to Wentworth Park, consists of mostly residential uses and connects Bridge Road to southern end of Sydney's CBD and the schools, commercial and retail uses in Ultimo. The Western Distributor Freeway is located north east of the site and due to its above grade form and extremely high traffic volume, dominates the local area – particularly if Anzac Bridge is considered.

Proposed Development

Proposed Use

The Blackwattle Bay Maritime Precinct is currently and will remain under the proposed development a working harbour site. The use is noted to be retained and enhanced under NSW Policy as expressed in Sharing Sydney Harbour Regional Action Plan (2000), Land Supply for the Working Harbour (2003) and the Boat Storage Policy for Sydney Harbour (2004). NSW Maritime notes in documentation regarding this site: “The development of the maritime precinct at Blackwattle Bay is part of the NSW Government strategy to retain sufficient waterfront sites for working waterfront activities to cater for a range of maritime industries.”

A review of the needs for charter vessels as the dominant maritime industry for the site today and that of associated businesses for the waterfront potentially capable of being supported from the site indicates the following uses:

- (a) Commercial office space in both medium and small area configurations;
- (b) Water edge storage providing loading dock style access and safe working conditions for minor administrative activities;
- (c) Integration of vessel and on-site use by charter clients with an on-site function centre;
- (d) Traffic management to support boarding and alighting of passengers; and
- (e) Facilities to support and enhance safe waiting time of charter vessel clients prior to boarding with café or other retail activities.

In addition, the requirements for sewage management and potential sustainability approaches akin to that contemplated in the Sustainable Sydney 2030 initiative applicable to the surrounding land involves plant and balance of plant that result in land use for the storage of fuels, generation and storage of energy, re-cycling and/or the processing of waste, refuelling/recharging of vehicles or portable equipment and the storage and processing of storm and waste water.

Overview

Blackwattle Bay Marina Pty Limited has precedent conditions in respect of the long term leasehold of the site that address use, scale, and operational parameters. The concept of the proposed development is a response to the land owner’s requirements as defined by these conditions.

The proposed development includes:

- (a) commercial office space and storage space tailored to support the demand for such space by Maritime and related businesses;

- (b) an ancillary function centre in support of the tourist and related services as provided by the charter vessels to which NSW Maritime has designated this site as a key berthing location for Sydney Harbour;
- (c) ancillary retail space in support of the tourist and related services as provided by the charter vessels and/or the other Maritime businesses based at the site;
- (d) a car park potentially for up to 80 vehicles;
- (e) at grade on-site circulation for service vehicles for the charter vessel operations and bus, taxi and private vehicle passenger drop-off and pick-up; and
- (f) a designated area to facilitate and separate sewage treatment, energy generation and associated plant.

The scope of this proposed development does not include the water area contemplated within the long term leasehold with the land owner and as such the vessel berthing, although represented in the associated diagrams within this Project Description, is not sought to be considered here.

The resulting built form comprises five structures:

Building	Description
B1 Building	A three-storey structure potentially incorporating the existing coal bunker façade to Bridge Road, providing approximately 750m ² –1,750m ² of retail and 1,500m ² –2,500m ² of commercial office space;
B2 Building	A two-storey structure retaining Sydney Harbour views for Wentworth Park and Bridge Road and providing approximately 300m ² –500m ² of high-ceiling storage, up to 750m ² of commercial office space, and 250m ² –300m ² of retail frontage;
Jetty Building	A two-storey structure retaining vehicular access for charter vessels servicing providing approximately 1,100m ² of commercial space as a function centre and a further 1,000m ² as activated roof space. An indoor/outdoor restaurant may be incorporated into the water end of the structure;
Car Park	An at-grade car park and forecourt to the B2 Building;
Plant Building	A three to five storey structure adjacent to the neighbouring concrete batching plant to support site services, incorporating sewerage processing and management, fuel storage for energy generation, air conditioner chillers and other related plant materials.

Gross Floor Areas

Cumulatively, the proposed development incorporates:

- Retail: 1,000m²–2,150m²
- Commercial: 2,250m²–3,250m²
- Function Centre: 1,000m²–2,100m²

The range represents uncertainty in the use of covered external areas and the ground floor configuration of the B1 and Jetty Buildings.

Access & Parking

The site as it is today has only one viable access frontage to Bridge Road, a classified Road with a considerable traffic volume. This frontage currently has a number of driveways, although only three are active. There is no unshared pedestrian access, no safe access to the waterfront for pedestrians or cyclists and no provisions for disabled members of the public.

The proposed development provides separated pedestrian paths, 24-hour access to Sydney Harbour along all but 10m of the entire frontage, separated traffic management for service vehicles and tenant vehicles, under cover below grade parking and off-street waiting area for buses and taxis.

Vehicular Access

Access for tenant parking is provided by two driveways at each end of a one-way in-out circulation through the at-grade parking. The driveways are located in close proximity to existing, although not active, access points.

Access for drop-off/pick-up traffic is provided by a separate circulation. This access is shared with goods vehicles.

Goods Vehicle Access

Access for servicing the tenants either as occupiers of the commercial office space, storage space or vessel berthing only is provided by the at-grade circulation spared with the drop-off/pick-up circulation. The nature of the operations of the tenants means that the pattern of these shared uses through the 24-hour cycle provides little conflict.

Parking

The proposed development provides parking to address the operation of the tenants:

- (a) All-day parking for 80 vehicles for commercial office and some storage space tenants within the at-grade parking structure;
- (b) Short-stay goods vehicle parking adjacent to the storage space with the potential to treat the storage space as a loading dock dependent upon the internal configuration as implemented by the tenant;
- (c) An on-site taxi stand; and
- (d) Parking for buses, short-stay during the day and long-stay in the evening.

Capital Investment Value

The Capital Investment Value (CIV) for the proposed development has been estimated at \$25,000,000.

Public Spaces

The proposed development returns a significant proportion of the site to public space. The proposal activates the water frontage for public access providing a pedestrian path from close to the western edge of the site on the Bridge Road frontage, into the site, along the water front to the Sydney Fish Markets on the eastern side.

The B1 building includes an approximately 300m² atrium gallery space backing the remaining coal bunker wall and a 600m² under cover area to the water front accessible 24 hours a day as public space. The proposed development provides the majority of the jetty as public space and there is a potential for public access to the activated roof of the jetty building.

Planning Instruments

Overview of Relevant Regulations

The proposed development and the site's context provide for a scope that is relevant to a reasonably wide range of policy and regulation.

State Environmental Plan Considerations

The following State Environmental Planning Policies, Regional Environmental Plans and Development Control Plans have been identified as being relevant to the proposed development.

- (a) State Environmental Planning Policy No 33 – Hazardous and Offensive Development (SEPP 33)
- (b) State Environmental Planning Policy No 55 – Remediation of Land (SEPP 55);
- (c) State Environmental Planning Policy No 64 – Advertising and Signage (SEPP 65)
- (d) State Environmental Planning Policy (Major Development) 2005
- (e) State Environmental Planning Policy (Infrastructure) 2007
- (f) Sydney Harbour Foreshores and Waterways Area Development Control Plan 2005
- (g) Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (Harbour SREP);
- (h) Sydney Harbour Foreshores and Waterways Area Development Control Plan 2005 (Harbour DCP);
- (i) Sydney Regional Environmental Plan No 26 – City West (City West SREP), and;
- (j) 2007 Council of the City of Sydney Local Action Plan City West.

In addition, the following additional State planning instruments and guidelines have also been identified as relevant:

- (k) Metropolitan Plan for Sydney 2036;
- (l) Sydney City Draft Subregional Strategy; and
- (m) Planning Circular 08_016 – Development Near Rail Corridors and Busy Roads.

Local Environmental Planning Considerations

The site is not subject to a council local environment plan. The site is not included within the scope of the instruments of the City of Sydney. The site is noted in the Leichhardt Local Environmental Plan 2000 Zoning Map as subject to Waterfront Use Zone as defined in Section 20B of the City West SREP.

It may be relevant to consider that the context of the site is such that the land to the east is subject to controls for Ultimo Pyrmont within Sydney Local Environment Plan 2005 and land to the west is subject to controls within the Leichhardt Local Environment Plan 2000 under the transfer areas provisions as a result of local government boundaries changes effective 8 May 2003. Wentworth Park to the south of the site is also not included in within the scope of the instruments of the City of Sydney.

Other Relevant Controls/Guides

NSW Maritime as land owner requires as a condition of consent that the proposed development includes the key charter vessel operations support service of the management, storage and potential on-site treatment of sewage. In addition to the consideration of SEPP 33, the following have been identified:

- (a) Water Management Act 2000;
- (b) Protection of the Environment Operations Act 1997; and
- (c) NSW Health Sewage Management Facility Sewage Treatment Accreditation Guideline.

The proposed development incorporates solutions for sustainability that involve the management of waste, generation and storage of energy. The detail and scale of this component of the proposed development has not developed sufficiently to clarify the relevant instruments.

Preliminary EA

Key Issues

The proposed development complements the surrounding area, references the working harbour heritage and response to the future use. Nevertheless, the proposed development is of considerable scale for the waterfront involving excavation behind a sea wall, staged construction around an operational site, recovery and conversation of previous structure, piling of foundation in the harbour, integration with the Sydney Fish Markets development.

The key issues to address in considering the planning consent for the proposed development are:

- (a) the impact to the streetscape and harbour views;
- (b) management of contamination;
- (c) management of potentially hazardous and offensive industry; and
- (d) construction impacts of traffic, parking, heavy vehicle movement, noise and vibration.

Urban Design

The proposed development is envisaged to be a positive contributor to the built environment of Ultimo and Sydney Harbour's waterfront. The benefits of the proposed development are not achieved without an environmental impact, notably:

Streetscape

The scale of the proposed development is in keeping with the immediate surrounds and does not extend above the sight line provided by the row of fig trees along the common street frontage of Wentworth Park. The interface to Bridge Road is designed to enhance the prominence of the remaining structure of the collapsed coal bunker structure with the new built form set back from the road space.

Harbour Views

Views are obstructed by the new built form. The proposed development does not obscure views of the Harbour more than defined in the Master Plan and via the setback afford new vistas.

The proposed development responds to the advice and consultation feedback provided to date in order to achieve an urban form that serves the Maritime uses, provides public access, retains the remaining heritage and seeks to respect what has been lost, defines and provides views and vistas to landmarks of Sydney Harbour and does not visually impact the form defined by Wentworth Park, the fig trees and Sydney Fish Market. In upgrading and improving public access to the site, additional improvements will include:

CPTED

Crime Prevention Through Environmental Design (CPTED) applies design elements that dissuades unlawful behaviours.

Low Carbon Zone

The low carbon will allow the Precinct to generate its own renewable power independently, decreasing its impact on the area.

Traffic & Parking

The proposed development continues the use of the site as a charter vessel base, removes certain current heavy industry uses and provides considerable additional commercial office space and a function centre. The site is an overall generator of traffic with a slight net loss as a supplier of parking for the local area.

Sustainability

The requirement by NSW Maritime to manage the sewage as pumped out of on-site berthing and other vessels on Sydney Harbour provides for facilities that are now more commonly considered as part of sustainability initiatives.

The planning for the proposed development is targeting a five-star NABERS rating. The project will be further detailed with the expectation that a NABERS Energy Commitment Agreement can be undertaken.

The lack of basement and roof space potential within the proposed development provides for the placement of plant within its own structure.

Construction Impacts

The construction will involve minor scale shallow excavation, piling of foundation piers and structural piers in Sydney Harbour and the construction of light weight glass dominated structures. The process is hampered by the continued obligation under the Access and Works Licence for the site to be an ongoing base for most of the existing use with the construction period potentially exceeding a period of three years due to the staging to accommodate this.

Site Remediation

Construction of the B2 building will require piling in water area of the site. Reinstatement of the sea wall will also require water area access.

Excavation

The excavation of approximately 3500m³ at the site will involve up to 120 vehicle movements and generate noise and vibration.

Traffic and Parking

The construction is estimated to employ in excess of 190 people; however, this is across all professions and trades which are not required simultaneously. Nevertheless, as many as 100 people may be employed onsite on any particular day – all of whom must facilitate their journey to work. The nature of the professions and trades is such that most of this travel is via private transport, either in passenger vehicles or light good vehicles generating both local traffic and demand for parking.

The construction process does not remove the on-site parking and access ways and this will support this process. The process will involve a considerable number of movements of heavy vehicles in supply and removal of waste that will on occasion involve road occupancies.

Visual Amenity

The construction of the proposed development will involve the use of a crane to support the raising of the structure and placement of construction materials. The crane will extend to a height above the proposed built form.

Demolition

The site incorporates few existing structures that require demolition. The site is located on a classified road with nearby and overlooking residences. In so far as practical, the demolition will occur to limit disturbance to the local residents and not unduly impact local traffic. In line with the goals for sustainability, where practical, materials will be managed for re-use or recycling. The gatehouse building will require appropriate demolition due to the use of asbestos in construction.

Consultation

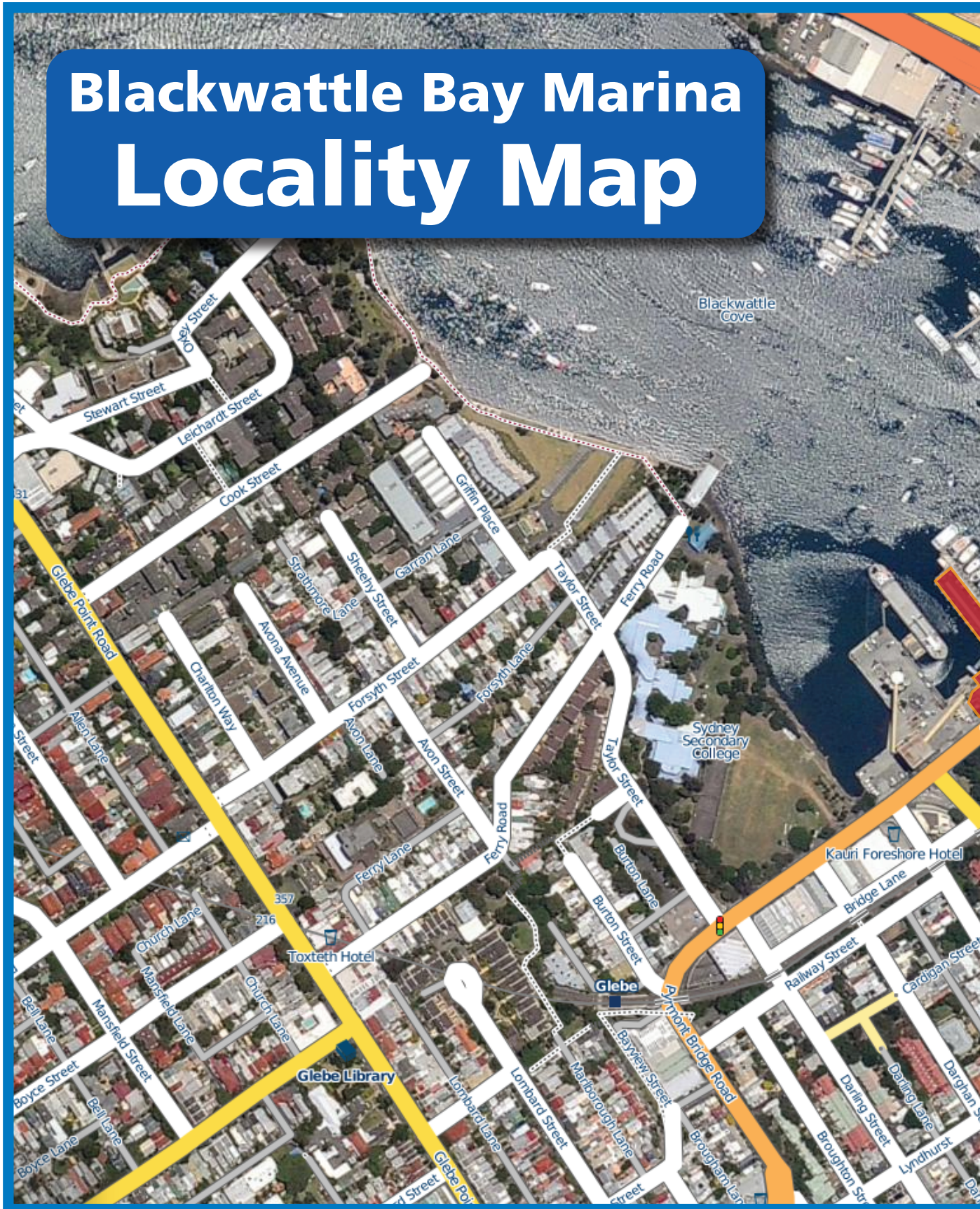
Government

Consultation with relevant government stakeholders has commenced; Blackwattle Bay Marina has been in contact with RMS, Sydney Ports, Sydney Harbour and Foreshore Authority (SHFA), City of Sydney and the NSW Department of Environment and Climate Change.

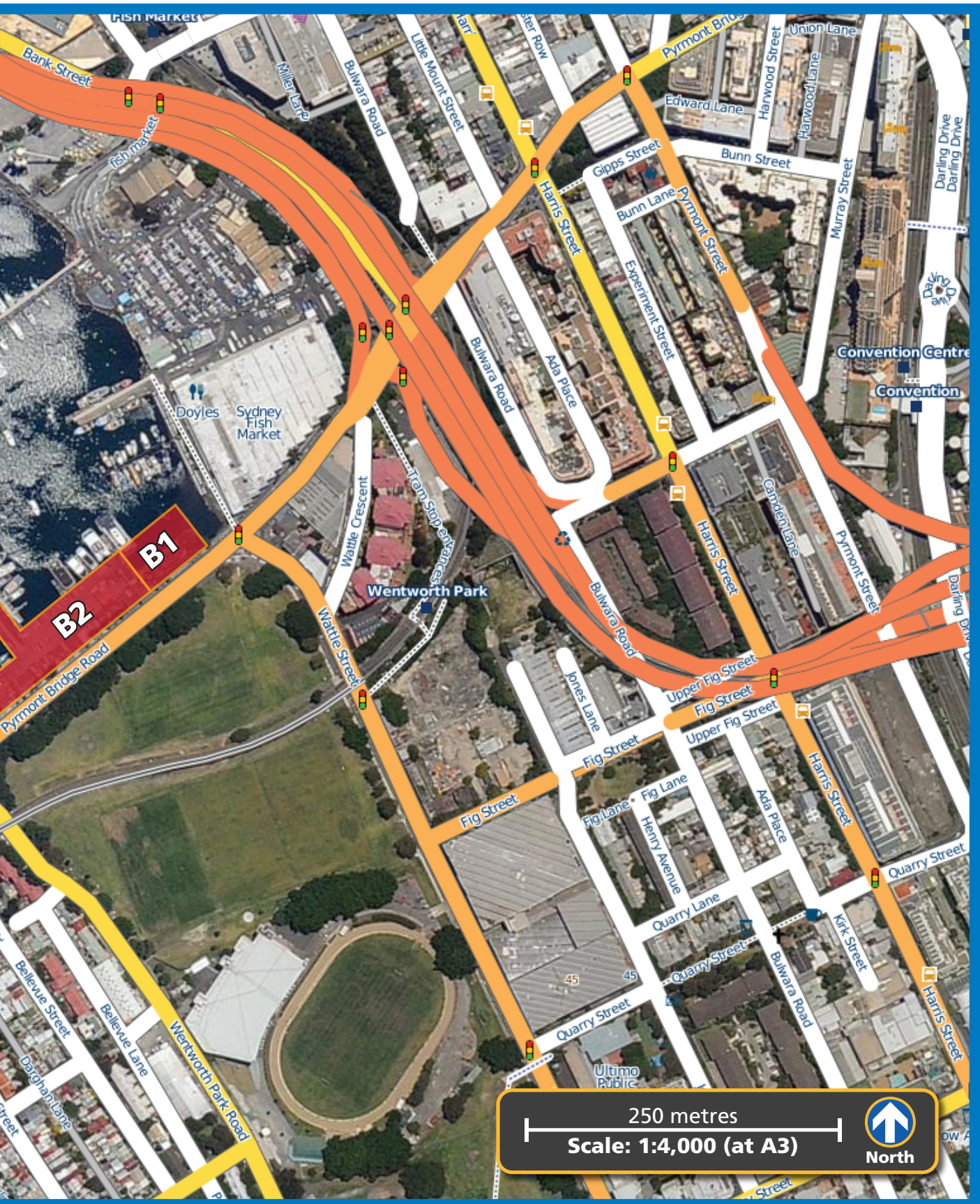
Community

Representatives from Blackwattle Bay Marina have met with the Blackwattle Bay Coalition in conjunction with RMS, and have discussed intended plans with the neighbouring sites Sydney Fish Markets and Hanson Concrete Australia. After DGRs have been received, further communication with the community will commence, primarily with a flyer distribution and business doorknock seeking input and feedback.

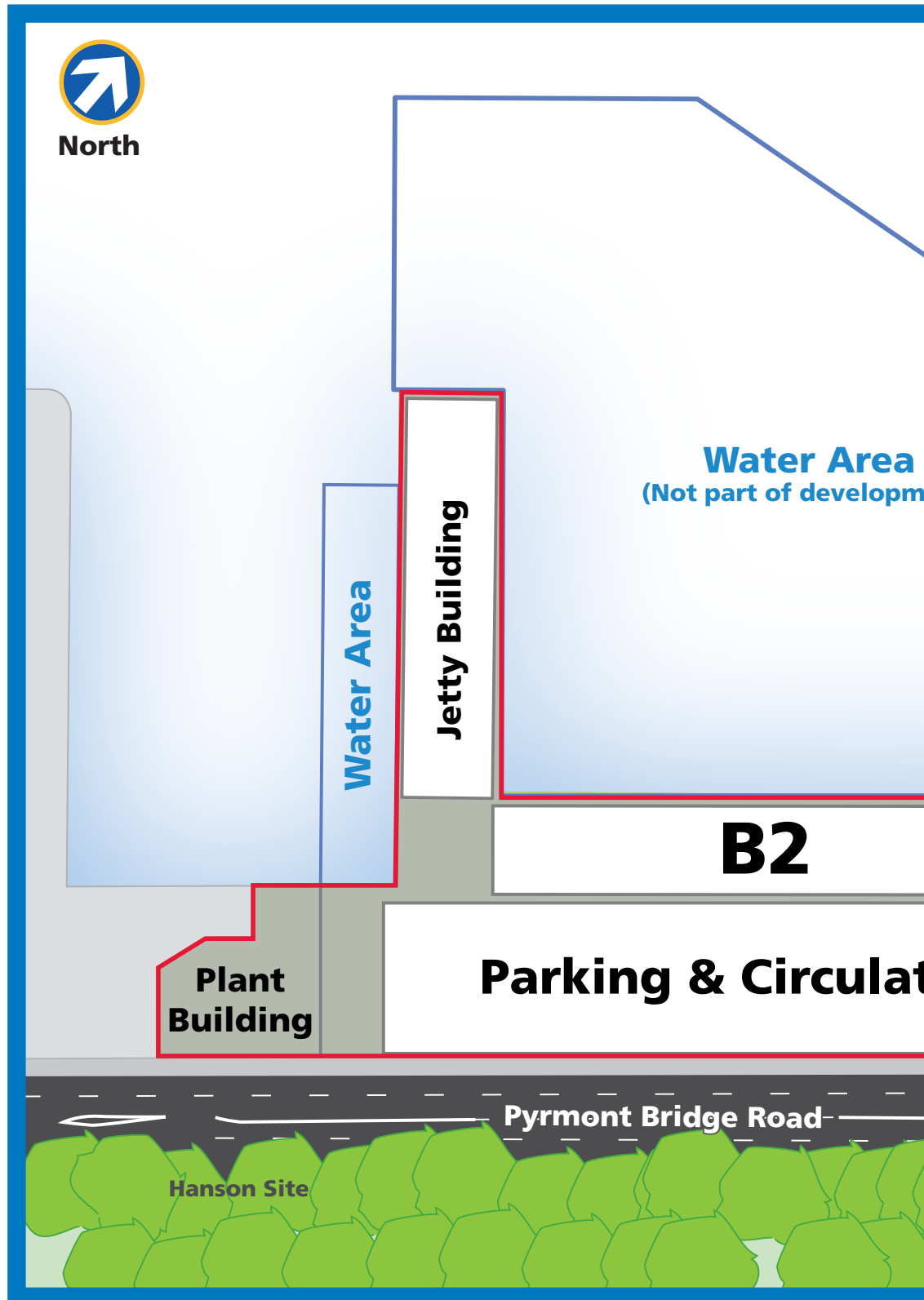
Appendix 1 – Locality Map

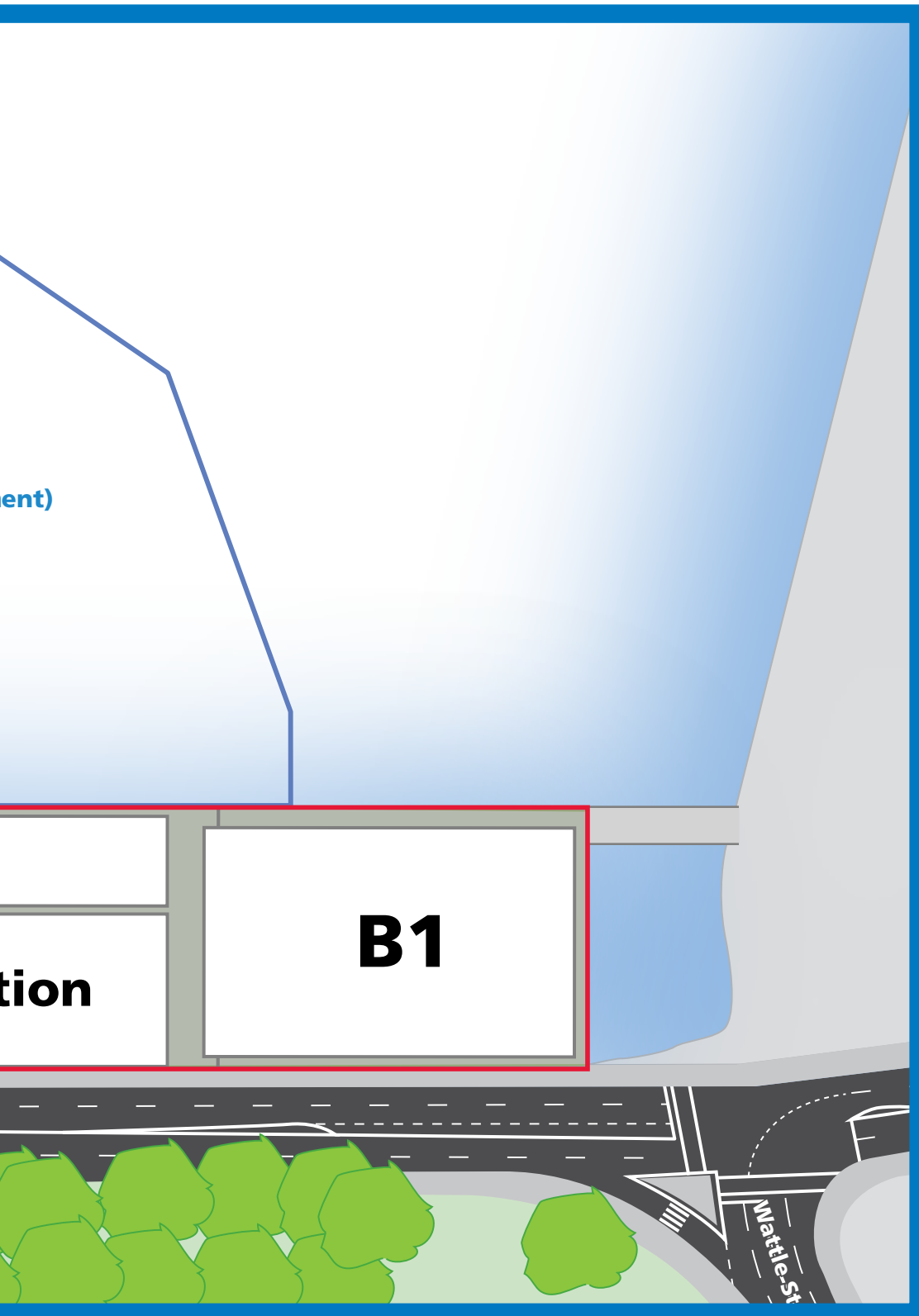


BLACKWATTLE BAY MARINA



Appendix 2 – Site Map







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