
Bank Street Park Blackwattle Bay / Tjerruing

Environmental Impact Statement
1A – 19 Bank Street, Pyrmont
SSD-53386706

December 2023



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Architectus Australia Pty Ltd
ABN 90 131 245 684

Adelaide
Level 1, 15 Leigh Street
57 Wyatt Street
Adelaide SA 5000
T +61 8 8427 7300
adelaide@architectus.com.au

Brisbane
Level 2, 79 Adelaide Street
Brisbane QLD 4000
T +61 7 3221 6077
brisbane@architectus.com.au

Melbourne
Level 25, 385 Bourke Street
Melbourne VIC 3000
T +61 3 9429 5733
melbourne@architectus.com.au

Perth
QV1 Upper Plaza West
250 St Georges Terrace
Perth WA 6000
T +61 8 9412 8355
perth@architectus.com.au

Sydney
Level 18, 25 Martin Place
Sydney NSW 2000
T +61 2 8252 8400
sydney@architectus.com.au

architectus.com.au

Report Contacts

Jane Fielding
Associate Principal, Planning
jane.fielding@architectus.com.au

Tim Moore
Principal, Urban Design & Planning
tim.moore@architectus.com.au

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Appendix AV	Hazardous Building Materials Survey Report (<i>Presna</i>)
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Abbreviations

ACHAR	Aboriginal Cultural Heritage Assessment Report
ACM	Asbestos Containing Material
ASS	Acid Sulfate Soils
BDAR	Biodiversity Development Assessment Report
Biodiversity and Conservation SEPP	State Environmental Planning Policy (Biodiversity and Conservation) 2021
CEMP	Construction Environmental Management Plan
CIV	Capital Investment Value
DA	Development Application
DPE	Department Of Planning and Environment
DSI	Detailed Site Investigation
EIS	Environmental Impact Assessment
EP&A Act	Environmental Planning and Assessment Act 1979
EP&A Regulation	Environmental Planning and Assessment Regulation 2021
EPBC	Environment Protection and Biodiversity Conservation Act 1999
EPI	Environmental Planning Instruments
FM Act	Fisheries Management Act 1994
GANSW	Government Architect NSW
GBCA	Green Building Council of Australia
GFA	Gross Floor Area
INSW	Infrastructure NSW
LGA	Local Government Area
LSPS	Local Strategic Planning Statement
MLALC	Metropolitan Local Aboriginal Land Council
PAD	Potential Archaeological Deposits
PASS	Potential Acid Sulfate Soil
Planning Systems SEPP	State Environmental Planning Policy (Planning Systems) 2021
RAPs	Registered Aboriginal Parties
Resilience and Hazards SEPP	State Environmental Planning Policy (Resilience and Hazards) 2021
SDRP	State Design Review Panel
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
SLEP 2012	Sydney Local Environmental Plan 2012
SOHI	Statement of Heritage Impact
SSD	State Significant Development
SSP	State Significant Precinct
TfNSW	Transport for NSW

Statement of Veracity

Project Details

Project Name	Bank Street Park
Application Number	SSD-53386706
Address of the land in respect of which the development application is made	1A-19 Bank Street, Pyrmont NSW

Application Details

Applicant Name	Infrastructure NSW
Applicant Address	AON Tower, Level 27, 201 Kent Street, Sydney NSW 2000

Details of person by whom this EIS was prepared

Name and Professional Qualifications	Jasmine Bautista, Urban Planner <i>Bachelor of City Planning (Hons) UNSW</i>
	Terri Slater, Urban Planner <i>Master of City Planning, UNSW</i> <i>Bachelor of Media (Journalism and Communication), UNSW</i>

Details of person by whom this EIS was reviewed

	Jane Fielding, Associate Principal, Planning – <i>Bachelor of Landscape Architecture (University of Canberra)</i> – <i>Master of Social Science (International Urban and Environmental Management) (RMIT University)</i> – <i>Registered Planner, Planning Institute of Australia (PIA)</i>
Company	Architectus Australia Pty Ltd
Company Address	Level 18, 25 Martin Place Sydney NSW 2000

Declaration by Registered Environmental Assessment Practitioner

Name	Jane Fielding, Associate Principal, Planning
Registration number	8134
Organisation registered with	Planning Institute of Australia

Declaration

- The undersign declares that this EIS:
- Has been prepared in accordance with Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*;
 - Contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS related;
 - Does not contain information that is false or misleading;
 - Addresses the Planning Secretary's Environmental Assessment Requirements for the project;
 - Identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments;
 - Has been prepared having regard to the Department's *State Significant Development Guidelines – Preparing an Environmental Impact Statement*;
 - Contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development;
 - Contains a consolidated description of the project in a single chapter of the EIS;
 - Contains an accurate summary of the findings of any community engagement; and
 - Contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.

Signature



Date	30 November 2023
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Executive Summary

Preliminary

This Environmental Impact Assessment (EIS) has been prepared by Architectus Australia Pty Ltd (Architectus) on behalf of the Infrastructure NSW (INSW) (the Applicant) in support of a State Significant Development (SSD) Application (SSD-53386706) for the construction of a new waterfront public park within Blackwattle Bay, to be referred to as Bank Street Park.

This EIS should be read in conjunction with the Secretary's Environmental Assessment Requirements (SEARs) issued by the Department of Planning and Environment (DPE) on 11 May 2023 and attached at **Appendix A**, and the supporting technical documents provided at **Appendix B** to **Appendix AV**.

The Site

Bank Street Park is located at 1A-19 Bank Street, Pyrmont NSW within the City of Sydney local government area (LGA) and includes harbour development in Blackwattle Bay. The site area is approximately 1.9 hectares (including waterside works) and 1.1 hectares (excluding waterside works).

Bank Street Park is located on Gadigal Land, one of the twenty-nine clans of the great Eora Nation.

The site is situated within the Blackwattle Bay Precinct, which will be rezoned for a vibrant, mixed-use community providing for around 2,000 new residents and 5,600 new jobs, creating a vibrant 24/7 economy. Blackwattle Bay Precinct includes land on the western edge of the Pyrmont Peninsula and adjoins the waters of Blackwattle Bay. It adjoins the foreshores of Glebe to the west and Pyrmont Bridge Road and Wentworth Park to the south.

Proposed Development

The proposed SSD Application will seek approval for the staged construction of a new waterfront public park within Blackwattle Bay, to be referred to as Bank Street Park.

Development consent is being sought for a *recreation area* for the primary purpose of a *public park*, comprising:

- Site preparation works, including tree removal, earthworks and remediation to facilitate the proposed use;
- Demolition of three existing buildings at 1-3 Bank Street;
- New community building (community space, café, marina office), adapted amenities building, boat launching ramp, boat storage building;
- Recreational facilities including multipurpose court, and playground;
- Public domain works including a split level promenade;
- Harbour works including overwater boardwalk; new timber launching ramp for dragon boats; new kayak/passive craft pontoon and alterations to the existing seawall;
- Works to Bank Street road reserve, including separated cycleway;
- Staged construction. Stage 1 will comprise construction of works at 1-3 Bank Street. Stage 2 will cover the remainder of works and will commence following completion and operation of Stage 1.

Statutory and Strategic Planning Context

The proposal has been assessed against relevant strategic policies and planning controls and is found to be generally consistent with these, as detailed within **Section 2.3** and **4** of this EIS.

Consultation

The proponent team has undertaken consultation with State Government departments and agencies, the City of Sydney, stakeholders and the local community, as required by the SEARs. The issues raised during consultation have been addressed as part of the proposed development. Consultation outcomes have been addressed in detail at **Section 5**, the Community Engagement Summary at

Appendix D, the Phase 1 and Phase 2 Community Engagement Outcomes by Cred Consulting at **Appendix AT** and **Appendix AU**, and the Key Stakeholder Consultation Summary at **Appendix AW**.

Planning Framework and Assessment

The proposed development is State Significant Development because it has a capital investment value of more than \$10 million and is located within the Bays Precinct Site, pursuant to Section 2 of Schedule 2 of the State Environmental Planning Policy (Planning Systems) 2021.

The Minister for Planning and Public Spaces is the consent authority for SSD, pursuant to Section 4.5(a) of the Environmental Planning and Assessment Act 1979 (EP&A Act).

Environmental Impacts

Built Form, Urban Design and Design Quality

- The project is subject to the design excellence provisions under the Sydney Local Environmental Plan 2012 (SLEP 2012), and has been prepared in accordance with a Design Excellence Strategy (refer **Appendix L**) to ensure design excellence will be achieved. The Design Excellence Strategy was endorsed by Government Architect NSW (GANSW). Design excellence measures include utilising a competitive design tender process to ensure a world class design team and concept design was selected. Feedback has been sought to inform the proposed development from the State Design Review Panel (SDRP) and other key stakeholders such as the City of Sydney, Transport for NSW, and Placemaking NSW.
- The Design Report at **Appendix J** demonstrates that design excellence principles under SLEP 2012 have been achieved.

Biodiversity / Ecological

- The proposal will not result in any adverse impacts on native vegetation due to the highly disturbed nature of the existing site. Proposed native planting and tree canopy targets will significantly improve biodiversity within the site.
- Impacts of the proposal to threatened species or habitat are not expected and specific mitigation measures have been provided to minimise any potential impacts to microbat species during and post construction works.

Heritage

- Bank Street Park contains two listed heritage items (Anzac Bridge and Glebe Island Bridge) which will not be adversely impacted by the proposed development. Existing Buildings A-D at 1-3 Bank Street are considered by GML Heritage as having local heritage significance as a remnant maritime industrial complex in Blackwattle Bay. A preliminary heritage interpretation framework has been prepared to ensure key themes (Aboriginal heritage, colonial industry and migrant fishing) are integrated within the design of the park.
- Demolition of three buildings at 1-3 Bank Street considered to be of local heritage significance by GML Heritage, is acceptable on the basis that it is necessary to optimise community benefit and develop the site to be commensurate with the desired future character of the area.
- The proposed adaptive re-use of Building D and the retention of elements of Building A within an interpretation garden mitigates heritage impact. In addition, the salvage and re-use of significant fabric and interpretation of the site will provide further partial mitigation of this impact.
- The design incorporates commitments made to reflecting and respecting Country in the site that were informed by consultation with Aboriginal stakeholders.

Traffic

- The proposed development will not result in any adverse traffic impacts on the surrounding road network, and parking demand associated with the proposed development can be accommodated.
- The proposed development will significantly improve pedestrian connectivity within the site and broader Blackwattle Bay Precinct through new and widened pedestrian pathways which facilitate connections to future buildings and public transport (such as the Pymont Metro Station).

- A separated bi-directional cycleway is proposed which will promote the use of cycling as a mode of transport to the site and reduce reliance on private vehicles.
- Sustainable travel measures have been provided to further support sustainable transport choices for visitors to Bank Street Park. Green Travel Plans will also be prepared as per the recommendations of the Blackwattle Bay Transport Management and Accessibility Plan.

Noise and Vibration

- The proposed works during construction are able to comply with the relevant noise management levels at the nearest residential receivers with application of mitigation measures.
- During operation of the site, the proposed development is able to comply with the relevant noise management levels with the implementation of specific measures relevant to the use of the Multi-purpose Court. No other operational aspect of the site will result in adverse noise impacts.

Ecological Sustainable Development

- The proposed development integrates a series of sustainability principles into the design that reflect development ambitions, statutory requirements, industry and community expectations, and sustainability challenges in the built environment. The proposed development will comply with the relevant sustainability requirements and a summary of the sustainability initiatives proposed.
- Bank Street Park will contribute to achieving Green Star Communities 5 star rating for the broader Blackwattle Bay Precinct.

Navigational Impacts

- The proposed on-water structures will not have any significant impact on the navigation of vessels within the waterway area of Blackwattle Bay or on vessel access to the adjacent Blackwattle Bay Marina.

Social

- The proposed development will result in a positive social impact on the community, providing a significant addition to the Blackwattle Bay precinct that will open up the site for community access, encouraging use by multiple and diverse groups.

Economic

- The construction stage of the proposed development will generate employment opportunities.
- Primary sources of employment when the park is operational will be the café and facilities management (community building, maintenance, waste). While management of the open space and community facility will be the responsibility of Placemaking NSW, there will be employment associated with operations of the café and the potential future kayak kiosk.

Cumulative Impacts

- There may be some cumulative impacts resulting from two known SSD projects which have commenced in proximity of the proposed development, being the new Sydney Fish Market (Stage 2) and Harbourside Shopping Centre redevelopment. Potential impacts may include increased pressure on local parking, traffic, air quality and noise.
- To avoid or minimise cumulative impacts, projects would coordinate to ensure scheduling of noisy or dust generating works would not overlap, and to ensure the source of impacts are easily identified should complaints be received or potential non-compliances during construction be identified.

Public Interest

- The delivery of Bank Street Park will provide increased public open space for recreation, improve how people play and how they interact.
- The delivery of Bank Street Park will improve physical and mental health by providing a public open space that can benefit all by accommodating a range of passive and recreation activities.

- The delivery of Bank Street Park will provide positive cultural benefits for both Aboriginal and non-Aboriginal cultural heritage, including shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places, and buildings.
- Bank Street Park will increase employment and business opportunities during the construction phase as well as through use of the park for future events and activations.

Assessment Summary

There are no known site conditions which would prevent the development including geotechnical conditions, contamination, flooding, biodiversity, and Aboriginal cultural heritage.

While there are environmental impacts relating to heritage and cumulative impacts, these are justified through the public benefits of the proposal, and sufficiently ameliorated through the recommended mitigation measures.

On balance, having considered site suitability, environmental impacts, and key benefits, the proposed development is in the public interest.

The assessment finds that the SSD Application has merit and can be supported by the DPE and the Minister for Planning and Public Spaces.

1. Introduction

1.1 Applicant Details

The Applicant's details for the project are as follows:

- Name: Infrastructure NSW
- Address: AON Tower, Level 27, 201 Kent Street, Sydney NSW 2000
- ABN: 85 031 302 516

1.2 Secretary's Environmental Assessment Requirements

This EIS has addressed the SEARs issued by the DPE on 11 May 2023, as detailed in **Appendix A**.

1.3 The Site

Site and Context

Bank Street Park is located at 1A-19 Bank Street, Pyrmont NSW within the City of Sydney LGA and also includes harbour development in Blackwattle Bay. The site area is approximately 1.9 hectares (including waterside works) and 1.1 hectares (excluding waterside works).

Bank Street Park is located on Gadigal Land, one of the twenty-nine clans of the great Eora Nation.

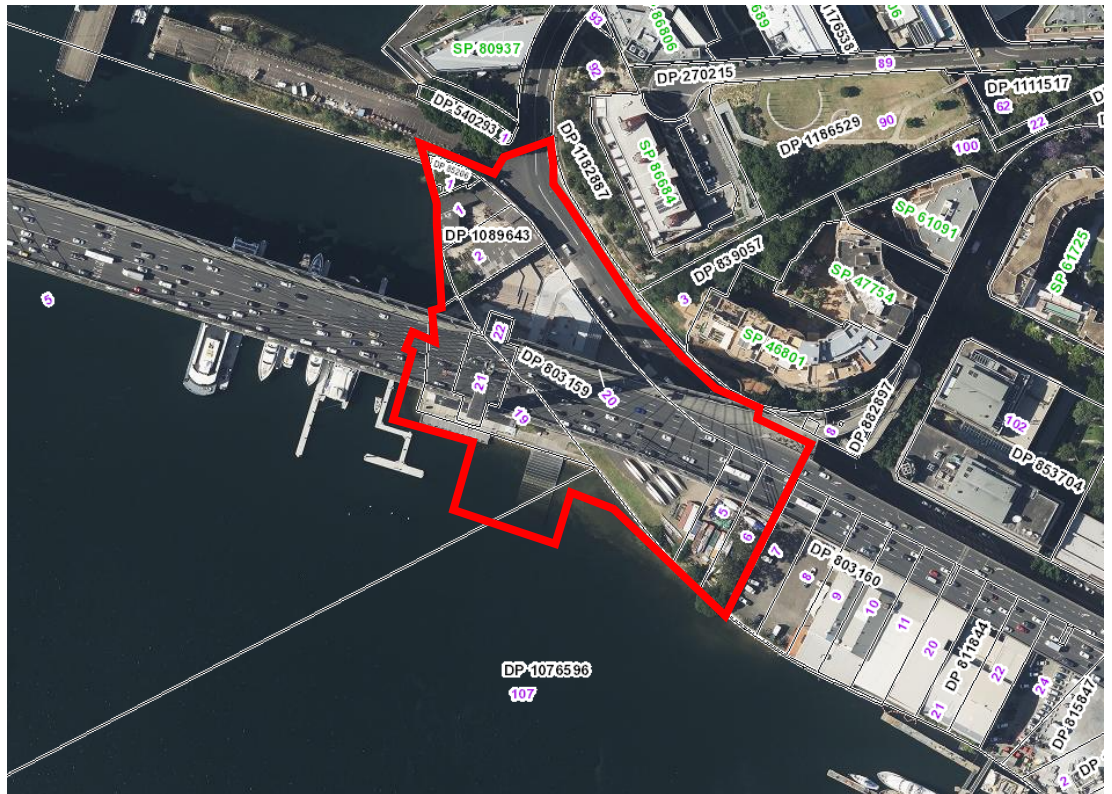


Figure 1 Site context map

The indicative site location is outlined in red.
Source: SixMaps with Architectus edits (2023)

The relevant lot and deposited plans and the respective ownership for the site are detailed in **Table 1**.

Table 1 Summary of land title details of the site

Street address	Lot and Deposited Plan details	Ownership
1A Bank Street, Pyrmont NSW 2009	Lot 1 DP 85206 Lot 1 DP 188671	Transport for NSW (TfNSW)
1-3 Bank Street, Pyrmont NSW 2009	Lots 1-2 DP 1089643 Lot 1 DP 439245	INNSW
5 Bank Street, Pyrmont NSW 2009	Lot 20 DP 803159	TfNSW
7 Bank Street, Pyrmont NSW 2009	Lot 19 DP 803159	TfNSW
9 Bank Street, Pyrmont NSW 2009	Lot 21 DP 803159	TfNSW
11 Bank Street, Pyrmont NSW 2009	Lot 22 DP 803159	TfNSW
17-19 Bank Street, Pyrmont NSW 2009	Lots 5-6 DP 803160	TfNSW
Sydney Harbour	Lot 5 DP 1209992	Roads and Maritime Services (TfNSW)
Sydney Harbour	Lot 107 DP 1076596	TfNSW
Part Bank Street Road reserve	N/A	City of Sydney

Background – Blackwattle Bay Precinct

Bank Street Park forms part of the Blackwattle Bay Precinct, which is an area of predominantly government owned land located on the western edge of the Pyrmont Peninsula and adjoining the waters of Blackwattle Bay.



Figure 2 Blackwattle Bay Precinct

Source: INNSW

The precinct was rezoned in December 2022 to facilitate a new mixed-use community, providing for around 2,000 new residents and 5,600 new jobs and creating a vibrant 24/7 economy. Updated planning and land use controls were incorporated into the Sydney Local Environmental Plan 2012, along with site specific design guidance in the Blackwattle Bay Design Guidelines.

A critical part of the Blackwattle Bay Precinct is the high quality public domain which includes a series of parks and open spaces connected by a foreshore promenade. Bank Street Park will bring new active and passive recreation uses into a unique park environment, catering for both existing and future communities in the vicinity.

1.4 Description of the Project

The proposed development is for a new waterfront public park within Blackwattle Bay, to be known as Bank Street Park. Bank Street Park is located at 1A-19 Bank Street, Pyrmont on the shoreline of Tjerruing Blackwattle Bay and adjacent areas of Blackwattle Bay.

Tjerruing Blackwattle Bay Country is known and named for Tjerruing (*Callicoma Serratifolia*) which grew prolifically along creeklines and was given the common name 'Blackwattle' by British colonists.

The project comprises:

- Site preparation works, including tree removal, earthworks and remediation to facilitate the proposed use;
- Demolition of three existing buildings at 1-3 Bank Street;
- New and adapted facilities for community use, including:
 - New single storey building to accommodate flexible community space, café, and marina office/store facilities, with green roof and photovoltaics;
 - Adaptive reuse of an existing building fronting Bank Street (Building D) for public amenities, bin and other storage;
 - Boat launching ramp and pontoon for passive watercraft, including dragon boats and kayaks;
 - Boat storage building with change facilities for dragon boat users with publicly accessible rooftop deck;
- Public domain works, including:
 - 'Interpretation Garden' in existing building 'ruins' at 1-3 Bank Street;
 - Split level foreshore promenade;
 - Multi-purpose court with edge seating and partial fence;
 - Nature-based inclusive playspace for ages 2-12;
 - Fitness equipment;
 - Public plaza and grassed open space areas;
 - New tree plantings and planter beds;
 - Public art, wayfinding and interpretative signage, lighting, bike parking and seating;
- Harbour works including:
 - Overwater boardwalk;
 - Land/water interface works, including sandstone terracing into water and support structure, to improve marine habitat;
 - Demolition and construction of a new timber launching ramp for dragon boats;
 - Kayak/passive craft pontoon; and
 - Restoration, repair and alterations to the existing seawall for new stormwater outlets.
- Works to Bank Street road reserve, including:
 - Road space reallocation to provide separated cycleway;
 - Cycleway transition to Bank Street to continue south as part of future works;
 - Reinstatement of existing on-street parallel parking;
 - Tree planting;
 - Accessible parking space; and
 - Loading zone adjacent 1-3 Bank Street.

- Stage 1 will comprise construction of works at 1-3 Bank Street. Stage 2 for the balance of works will commence following completion and operation of Stage 1.

1.5 Relevant Application History

The Site – 1A-19 Bank Street

A search of Development Application (DA) Consents applicable to the site was conducted on 9 November 2023 through the City of Sydney DA Tracker. The search did not reveal any existing approvals for 1A-19 Bank Street.

5-19 Bank Street

There are existing development consents applying to the land for the Bank Street Marina at 5-19 Bank Street. **Table 2** and

Table 3 summarises consents and project approvals discovered from a high-level desktop search.

Table 2 Project Approval Part 3A 11_0001

Application	Part 3A 11_0001
Land	Lot 1 DP 1049334, Lot 107 DP 1076596, Part Lot 19 DP 803159, Part Lot 20 DP 803159, Part Lot 22 DP 803159
Proponent	Sydney Maritime Museum Ltd trading as Sydney Heritage Fleet
Development Description	Maritime facility including: <ul style="list-style-type: none"> – Land component: boat storage facility, amenities, exhibition space, Community workspace and running maintenance workshop, green roof, earthworks, separate exhibition pavilion and kiosk, and a publicly accessible foreshore walk – Water component: fixed wharf, floating pontoons, three (3) dolphins, publicly accessible timber walkway, and piling.
Determination Date	26/03/2014
Approval Authority	Minister for Planning and Infrastructure
Determined by	Planning Assessment Commission

Table 3 Modification of Minister's Approval MP 11_001 MOD3

Application	MP 11_0001 MOD3
Land	Lot 1 DP 1049334, Lot 107 DP 1076596, Part Lot 19 DP 803159, Part Lot 20 DP 803159, Part Lot 22 DP 803159
Proponent	Urban Growth NSW
Development Description	Charter and tourism boating facility for the mooring of 22 vessels for a temporary period, including: <p>Land component: Demountable office building, storage compound, shipping containers, car and bicycle parking spaces, public open space and landscaping</p> <p>Water component: fixed wharf, floating pontoons, publicly accessible walkway, and piling</p>
Determination Date	12/12/2018
Approval Authority	Minister for Planning
Determined by	Minister for Planning
Limits on approval	Condition A8: <p>The operation of this approval from the commencement of the operation of this use is restricted to a maximum of five years.</p>

1.6 Project Team

The project team is set out below in **Table 4**.

Table 4 Project team

Discipline	Consultant
Project Manager	INSW, Oculus and Architectus
Landscape Architects	Oculus
Architect	Collins + Turner Architects
Urban Planner	Architectus
Visual Impact	Architectus
European Heritage	GML Heritage
Historical Archaeology	GML Heritage
Aboriginal Heritage Consultant	GML Heritage
Maritime Archaeology	Comber Consultants
Indigenous Design Interpretation	Greenaway Architects and Greenshoot Consulting
BCA And Access Consultant	Philip Chun
Arboricultural Impact	Tree IQ
Biodiversity Consultant	Eco Logical
Flood Engineer	Mott MacDonald
Infrastructure Management	Mott MacDonald
Waste Management Consultant	Mott MacDonald
Noise And Vibration Consultant	Stantec
CPTED Consultant	Core 42
Civil Engineer	Enspire
Surveyor	Craig and Rhodes
Traffic Consultant	JMT consulting
Wind Engineer	Windtech
Quantity Surveyor	Altus Group
Contamination Consultant	JBS&G
Preliminary Construction Environmental Management	JBS&G
Site auditor	Ramboll
Geotechnical Engineer	JK Geotechnic
Sustainability Consultant	Atelier Ten
Social Impact Consultant	WSP
Engagement Consultant	Cred Consulting
Navigation Impact Assessment	Haskoning DHV
Public Art Consultant	Cultural Capital
Wayfinding Consultant	Buro North

1.7 Project Value

The proposed development has a capital investment value (CIV) of more than \$10 million and is located within the Bays Precinct Site as shown on the State Significant Development Sites Map, and accordingly is SSD pursuant to Section 2 of Schedule 2 of State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP).

2. Strategic Context

2.1 Blackwattle Bay State Significant Precinct Study and Rezoning

The site is situated within the Blackwattle Bay Precinct. On 14 December 2022 the Premier of NSW declared that this Precinct will be rezoned for a vibrant, mixed-use community providing for around 2,000 new residents and 5,600 new jobs, creating a vibrant 24/7 economy.

Blackwattle Bay Precinct forms part of what was previously referred to as the Bays Precinct. In 2016, the then Minister for Planning declared the urban renewal of The Bays Precinct a matter of state planning significance and determined that The Bays Precinct should be considered a potential precinct. The Minister also identified Blackwattle Bay (then referred to as Bays Market District) as one of two investigation areas for rezoning within The Bays Precinct, the other being White Bay which is now part of a broader area referred to as Bays West.

A critical part of the precinct is high quality public domain which includes a series of parks and open spaces connected by a world class foreshore promenade. Bank Street Park is the first component of the Blackwattle Bay precinct to be developed.

INSW lodged a Bay State Significant Precinct (SSP) Study with DPE in early 2021, which was exhibited between 2 July 2021 and 20 August 2021. It sought to update the planning and design controls applying to the Bays Precinct to enable the development of a new mixed-use precinct.

After considering community and stakeholder feedback, including further feedback on the Response to Submissions revised proposal by INSW, the Blackwattle Bay SSP rezoning was finalised in December 2022.

The Bank Street Park site is zoned RE1 Public Recreation under SLEP 2012. Blackwattle Bay Precinct included a State Environmental Planning Policy (SEPP) Amendment to amend SLEP 2012 and various SEPPs, as identified in **Section 4**. The existing RE1 Public Recreation zoning did not change as part of the SEPP Amendment. The SEPP Amendment (Blackwattle Bay Precinct) 2022 commenced on 8 September 2023, together with Blackwattle Bay Design Guidelines.

In relation to the whole of the Blackwattle Bay precinct, the new planning controls enable transformation of the waterfront industrial and commercial precinct into a vibrant mixed-use precinct with:

- around 97,500 square metres of residential gross floor area (GFA) allowing for approximately 1,200 apartments with a population of around 2,400 residents;
- approximately 100,000 square metres of commercial and retail GFA allowing for approximately 5,600 new jobs;
- new buildings ranging from 6 storeys to 35 storeys in height;
- new homes close to jobs and services with existing and proposed public transport, including the proposed Pyrmont metro station;
- nearly 34,000 square metres of new interconnected parks and public space, including a 30 m wide foreshore promenade linking Glebe Island Bridge and the new Sydney Fish Market, and completing the harbour foreshore walk around the Pyrmont Peninsula; and
- a sustainable precinct that requires development to meet high sustainability criteria and demonstrate design excellence;
- contributions towards and provisions for infrastructure, including community and cultural uses and affordable housing.



Figure 3 Bank Street Park site location within Blackwattle Bay SSP

The indicative site location is outlined in red.

Source: Blackwattle Bay Design Guidelines with Architectus edits (2023)

2.2 Justification for the Project

The proposed development responds to the need for essential community infrastructure and great open spaces that enhance wellbeing and a sense of community identity, support sustainability, and attract residents, visitors, enterprise and investment to the Greater Sydney Region.

Providing an area of waterfront public open space in Blackwattle Bay Precinct delivers on the strategic vision for the site and locality for better activated public space as detailed in **Section 2.3** below.

The need for the development has been established in the Blackwattle Bay Social Sustainability Assessment prepared by Elton Consulting for the Blackwattle Bay SSP study related to the precinct's rezoning. The Social Infrastructure Assessment prepared as part of the Pyrmont Peninsula Place Strategy (Department of Planning, Industry and Environment, 2021) reinforced this need.

The Social Sustainability Assessment determined direct demand for social infrastructure (open space and community and recreational facilities) was created by:

- the proposed urban renewal of Blackwattle Bay;
- unmet demand (existing community needs) in the surrounding community; and
- regional demand, influenced by the waterfront open space's significance as a regional destination.

The Social Sustainability Assessment found Bank Street Park to be the primary focus for provision of this social infrastructure demand in the Blackwattle Bay precinct. This assessment stated:

Bank Street Open Space will be a critical public open space that is focussed on local, community needs rather than on visitors and events. Bank Street should include green space, sports courts for basketball and other courts sports, fitness equipment, a skate facility and play space. It should be a multi-generational and inclusive space that provides a balance between active and passive recreation.

The Precinct Plan includes both a boat house/club house facility with boat storage located under the Bank Street Open Space and directly off the Waterfront Promenade. While this facility is intended to serve the needs of the existing dragon boat and kayak communities, it is also intended to be shared, multipurpose facility that is available for wider community activities and programs.

Further, it is noted that the site has been zoned for recreation for some time, during which the City of Sydney has been collecting Section 7.11 contributions.

Part of the site is already utilised for recreation purposes (by Dragon Boats NSW) but is otherwise underutilised. The proposed Bank Street Park design aligns with the general view that access to the waterfront should be equitable, for recreational and general public use.

2.3 Regional and Local Land Use Planning Context

This EIS includes an assessment of the proposed development against the following strategic plans, policies, and guidelines, in accordance with the issued SEARs. It is found to be generally consistent with strategies, policies, priorities and strategic land use planning at State, local and precinct levels, as summarised in **Table 5** and **Table 6** below.

Table 5 Regional Strategic Planning Policies

Regional Strategic Planning policy	Response
Greater Sydney Region Plan, A Metropolis of Three Cities, Greater Sydney Commission	<p>The Greater Sydney Region Plan – A Metropolis of Three Cities, was released by the Greater Sydney Commission in March 2018 and is the NSW Government’s 40-year plan for the Sydney metropolitan area.</p> <p>The proposed development is consistent with the vision of the Greater Sydney Region Plan as the proposed scope of works will facilitate the delivery of new great social places, which has become increasingly important in improving wellbeing and the quality of life for residents.</p> <p>The proposed development of Bank Street Park will value the culturally rich history of the area and the arts through the provision of permanent storage for dragon boats and the inclusion of public art.</p> <p>This project will aid in developing the Eastern District’s urban tree canopy and expanding the Greater Sydney Green Grid. The delivery of Bank Street Park incorporates landscaping and additional tree canopy coverage, providing an attractive public open space for people to partake in recreational activities. Proposed cycling links and walking paths also contribute to achieving the plan’s objective of having a Green Grid across Greater Sydney.</p> <p>The project will include edge treatments, the addition of planting and rocks to the foreshore which will aid in improving marine habitats in the harbour. Upgrades to the seawall, will provide the site with greater protection from erosion and environmental impacts. The inclusion of a foreshore promenade enhances and protects scenic landscapes within the Eastern District.</p>
Our Greater Sydney 2056: Eastern City District Plan, Greater Sydney Commission	<p>The Eastern City District Plan is a 20-year vision that provides strategic guidance on the economic, social and environmental growth of the district.</p> <p>The proposed development contributes to the vision of ‘sustaining communities’ by providing more than 1 hectare of new public recreation space with new walking and cycling infrastructure, and dragon boat facilities to continue their use along the harbour.</p> <p>The proposed development also includes a range of social and green infrastructure including a new cycleway, space for community use, multipurpose court, and nature-based inclusive play space and fitness equipment. As such, the proposed development is consistent with the vision of ‘aligning growth with infrastructure, including transport, social and green infrastructure, and delivering sustainable, smart and adaptable solutions.</p> <p>The proposed development provides new landscaping and additional tree canopy on site, consistent with the plan.</p>

State Infrastructure Strategy 2022-2042, INSW	<p>The State Infrastructure Strategy is a 20-year infrastructure investment plan for NSW that places strategic fit and economic merit at the centre of investment decisions.</p> <p>The proposed development aligns with the strategy's objective of 'servicing growing communities' given it seeks to deliver quality social infrastructure in the CBD close to workplaces and homes.</p> <p>In addition, the objective to 'protect our natural endowments' has been considered in the proposed development by strengthening the tree canopy and marine environment through foreshore enhancement.</p>
Better Placed: An Integrated Design Policy for The Built Environment of NSW (GANSW, 2017)	<p>This policy provides design expectations for the built environment of NSW. It outlines clear guidance for the good design of public spaces and environments.</p> <p>An assessment of Better Placed objectives is provided in the Design Report prepared by Oculus and Collins + Turner at Appendix J.</p>
NSW Circular Economy Policy Statement	<p>The NSW Circular Economy Policy Statement provides guidance for decision making in the transition to a circular economy.</p> <p>The proposed development considers this, as discussed in the Waste Management Plan prepared by Mott MacDonald at Appendix AL.</p>

Table 6 Local Strategic Planning Policies

Local Strategic Planning policy	Response
City Plan 2036: Local Strategic Planning Statement (LSPS)	<p>The City Plan 2036: LSPS provides a vision for maintaining liveability in the City of Sydney. This strategic statement applies to areas of infrastructure, liveability, productivity, sustainability, and governance. The development of the Bank Street Park will meet the following priorities outlined in this statement:</p> <p><i>Movement for walkable neighbourhoods and a connected city</i></p> <p>Bank Street Park will provide more residents with access to walking tracks and green spaces. As well as providing links to the city and future connections through the implementation of a cycleway.</p> <p><i>Supporting community wellbeing with social infrastructure</i></p> <p>Bank Street Park improves access to infrastructure that supports health and wellbeing and enables vibrant social and cultural life.</p> <p><i>Protecting and enhancing the natural environment for a resilient city</i></p> <p>This development will contribute towards the city's resilience to natural hazards such as urban heat island effect as well as enhancing Sydney's waterways through foreshore design.</p> <p><i>Open, accountable and collaborative planning</i></p> <p>The proposed development is a result of considerable engagement activities during the rezoning of Blackwattle Bay Precinct, and also as part of the design process to inform this SSDA. Further detail is provided in Chapter 5 of this EIS.</p>
Greening Sydney Strategy 2021, City of Sydney	<p>The Greening Sydney Strategy 2021 is a strategy to increase green spaces and green cover in the City of Sydney.</p> <p>The park will assist in meeting targets to increase the tree canopy area on site from 7% to 40%, by transforming a space comprised of unused infrastructure, buildings and vacant land into an engaging and biodiverse green space on the harbour foreshore. As such, the proposed development will revitalise the site to be 'cool and calm', which is consistent with the guidelines.</p>

<p>Bicycle Network Plan, City of Sydney</p>	<p>The City of Sydney cycleway network map indicates that Bank Street (between Miller Street and the Glebe Island Bridge) would in future accommodate a new regional bicycle facility, connecting the existing Anzac Bridge cycleway and the future Glebe Island Bridge active transport connection.</p> <p>The proposed facilitates this planned cycleway by providing for a separated bidirectional cycleway on the western side of Bank Street adjacent to the site. In addition, approximately 30 bicycle parking spaces will be provided on site.</p>
<p>Urban Forest Strategy 2022, City of Sydney</p>	<p>The Urban Forest Strategy 2022 provides a comprehensive approach to expanding the City of Sydney's urban tree canopy. This strategy aims to ensure more equitable tree coverage across Sydney and the continued use of tree coverage as a strategy for environmental resilience. The strategy provides four key directions including:</p> <ul style="list-style-type: none"> - Direction 1 – An integrated forest; - Direction 2 – A growing forest; - Direction 3 – A forest for all; and - Direction 4 – A resilient forest. <p>Forestry is an integrated part of the design of Bank Street Park. The park will contribute to increases in the urban forest canopy of Sydney by proposing landscaping and increased tree canopy coverage. This park increases access to green space for a greater population of the City of Sydney by supporting the green grid and giving residents access to a greater network of other green spaces. The proposed development incorporates a range of diverse native trees which contributes to a more resilient urban forest.</p>
<p>Sustainable Sydney 2030: Community Strategic Plan 2017-2021</p>	<p>The Sustainable Sydney 2030: Community Strategic Plan 2017-2021 provides a community informed strategy for an evolving and sustainable city. The proposed development aligns with the following directions within this strategy:</p> <ul style="list-style-type: none"> - Direction 2: A leading environmental performer; - Direction 3: Integrated transport for a connected city; - Direction 4: A city for walking and cycling; - Direction 6: Resilient and inclusive local communities; - Direction 7: A cultural and creative city; - Direction 9: Sustainable development, renewal and design; and - Direction 10: Implementation through effective governance and partnerships. <p>The proposed development provides an integrated approach to redeveloping an attractive and sustainable part of the greater Blackwattle Bay precinct. The park considers a wide range of community needs to create an inclusive and vibrant space. This space accounts for an increase in green grid and sustainable transport links.</p>
<p>Pymont Peninsula Place Strategy, DPE</p>	<p>The revitalisation of the Pymont Peninsula, and the evolution of the Western Harbour precinct as the next jobs hub and economic driver of growth in Sydney, is underpinned by the Pymont Peninsula Place Strategy.</p> <p>The directions most relevant are detailed below.</p> <ul style="list-style-type: none"> - Direction 2: Development that complements or enhances that area - Direction 3: Centres for residents, workers and visitors - Direction 5: A tapestry of greener public spaces and experiences - Direction 6: Creativity, culture and heritage - Direction 7: Making it easier to move around - Direction 8: Building now for a sustainable future

	The proposed development forms part of the broader Blackwattle Bay Precinct which is being transformed into a vibrant mixed-use waterfront precinct. Bank Street Park will provide a new waterfront promenade. It will also comprise new open space, streets and social spots that integrate with the Pyrmont street network. Residents in the vicinity of the site will have improved access to green space and social infrastructure, making it more convenient to access such places by active transport.
Pyrmont Peninsula Place Strategy, Urban Design Report, Vol. 3 Sub-precinct Master Planning, DPE	<p>This report provides specific guidance relating to urban design for the Pyrmont Peninsula precinct. Specifically, for the successful delivery of spaces along the peninsula that embrace and complement the existing character, local activity, presence of the harbour and connections between Sydney's integrated transport system, Sydney CBD and Parramatta CBD.</p> <p>This proposed development aligns with the objective of delivering high-quality urban design, through the provision of a foreshore walk which will link green and open spaces along the foreshore and aligns with the structure plan with cycle connections for future links to Rozelle and the rest of Sydney.</p>
Blackwattle Bay Design Guidelines, DPE	<p>The Blackwattle Bay Design Guidelines supplement the Sydney Local Environmental Plan 2012, to guide the development of Blackwattle Bay.</p> <p>Refer to Appendix E for a consistency review of the proposed development against the Blackwattle Bay Design Guidelines.</p>

2.4 Site and Surrounding Context

Existing Development

1A Bank Street is the northern most tip of the site, forming part of the Glebe Island Bridge abutment. It is currently vegetated but otherwise vacant.

1-3 Bank Street is occupied by four vacant buildings and is owned by INSW. The buildings are in various states of disrepair. Refer to **Figure 6**.

5-19 Bank Street includes the area around the southern pylon of the Anzac Bridge as well as a dragon boat storage and launching area and the temporary landside component of the Bank Street Marina, built in 2019. Details of the project approvals for the marina are provided in **Section 1.5** above. INSW has worked with TfNSW to provide permanent marina office and storage space as part of the new park. The temporary facilities will be vacated prior to the construction of the Bank Street Park.

Most of the site is currently fenced and not accessible to the broader public. Access is possible via the Blackwattle Bay Marina to a waterfront area surrounding the bridge pylon. The site is used by cruise company All Occasion Cruises and by members of Dragon Boats NSW.

Dragon Boats NSW and 15 registered clubs currently use the site for passive boating activities, using an existing ramp. There are currently 30 boats stored at the site. Clubs utilise two shipping containers on site that support their operations and participation. One container holds everyday items such as lockers, oars, safety equipment, and first aid. The second container is accessed every few weeks and holds event gear. There are currently no change rooms.



Figure 4 Vegetation at 1A Bank Street, Pyrmont
Source: Oculus (2022)



Figure 5 Aerial image showing 1-3 Bank Street, Pyrmont and existing four buildings
Source: Nearmap with Architectus edits
The perimeter of 1-3 Bank Street Pyrmont is outlined in yellow and the existing four buildings indicated 'A, B, C & D'

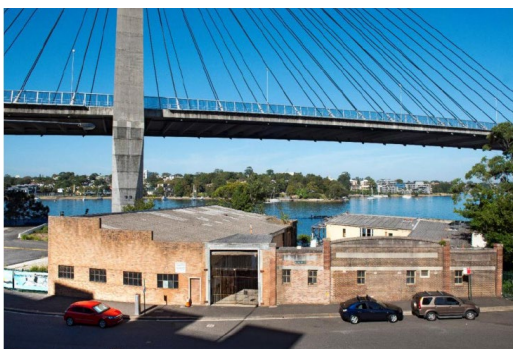


Figure 6 Existing buildings at 1-3 Bank Street, Pyrmont NSW 2009
Source: INSW

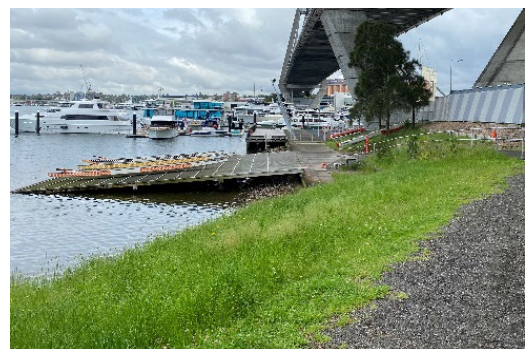


Figure 7 5-19 Bank Street, Pyrmont NSW 2009 showing the dragon boat launching area and Anzac Bridge
Source: Oculus (2022)



Figure 8 The southern pylon of Anzac Bridge
Source: Oculus (2022)

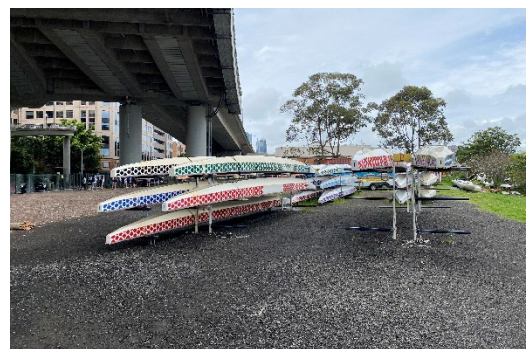


Figure 9 Dragon boat storage at 5-19 Bank Street, Pyrmont NSW 2009
Source: Oculus (2022)

Surrounding Locality

Bank Street forms the north eastern edge of the site. It includes parallel parking on both sides of the street. North of the site is Glebe Island Bridge, a heritage item listed on the State Heritage Inventory (SHR item no. 01914). Also to the north are small scale commercial uses, high density residential development, and public open space including Waterfront Park and Carmichael Park.

To the east of the site are high density residential development and commercial uses. A pedestrian and cycling access ramp provides access to Anzac Bridge.

To the south of the site are three private land owners with industrial uses, the existing Sydney Fish Market and Wentworth Park. Blackwattle Bay Ferry Wharf is approximately 320m from the site, on the opposite shore of Blackwattle Bay.

To the west of the site is Anzac Bridge, a heritage item listed on the section 170 Heritage & Conservation Register of TfNSW. Anzac Bridge forms part of the Western Distributor, a 3.8-kilometre-long grade-separated motorway elevated for most of its length along the western fringe of the Sydney CBD. Rozelle Bay and Glebe Point are also located west of the site, approximately 750 and 650m away.



Figure 10 Locality context plan
Source: Nearmap with Architectus edits
The site is outlined in red.

Topography

Bank Street, adjacent to the site, sits at approximately RL4.0-4.5. The majority of the park site is within this RL range but the land near the seawall and pylon surrounds drops down to between RL1.5 and 1.7.

Figure 11 highlights contour 3.0, which is the critical minimum RL for any future occupiable space based on sea level projections.

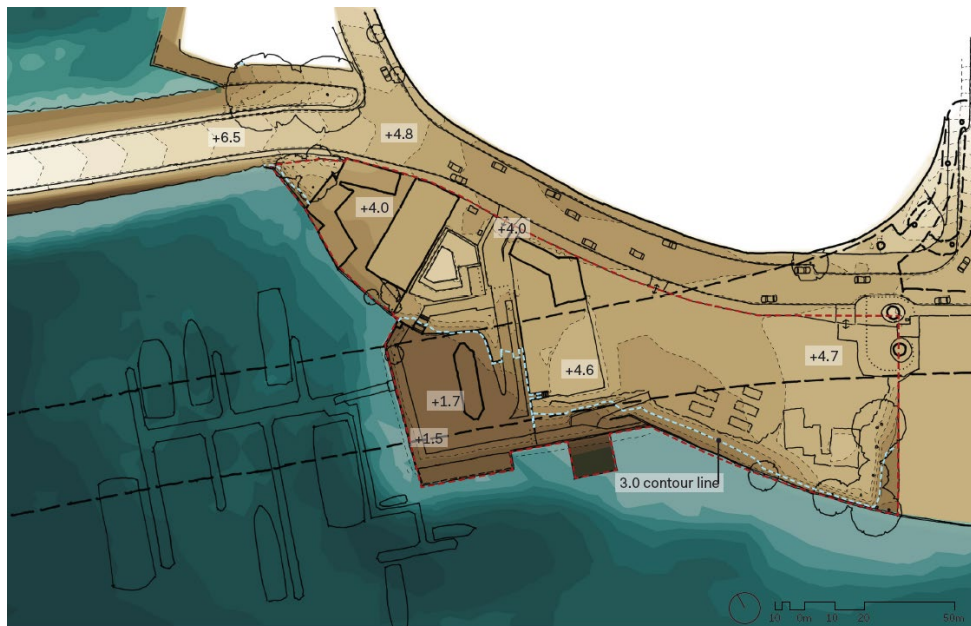


Figure 11 Topography map
Source: Oculus

Vegetation

There is very little vegetation (currently 4% existing tree canopy cover) on the site as it predominantly comprises hardstand areas or buildings. However, there are mature Fig and other trees on the northern periphery of the site, along the harbour edge towards Glebe Island Bridge.

An Arboricultural Impact Assessment was prepared for the site by TreeIQ (**Appendix AO**). The report determined that no existing trees are listed on the City of Sydney Register of Significant Trees 2013 based on their historical, cultural, social, ecological, or outstanding visual and aesthetic appeal. Two (2) trees on site have been allocated a high retention value.

Acid Sulfate Soils

Site characterisation assessment data available for subsurface conditions across the site has identified the occurrence of Acid Sulfate Soils (ASS)/Potential ASS material. ASS are located primarily below the water table at depths ranging approximately between 5.0 and 6.0 m bgs in fill material and natural soil.

Flooding and Stormwater

A Flood Risk and Impact Assessment has been prepared for the proposed development by Mott MacDonald at **Appendix AF**.

From review of the existing topographical conditions, the contributing catchment for the Bank Street road reserve is relatively small and worst case flooding conditions are likely from short duration storms with very high rainfall intensity.

The flood map at **Figure 12** indicates the worst case flooding in the 1% AEP under existing conditions.

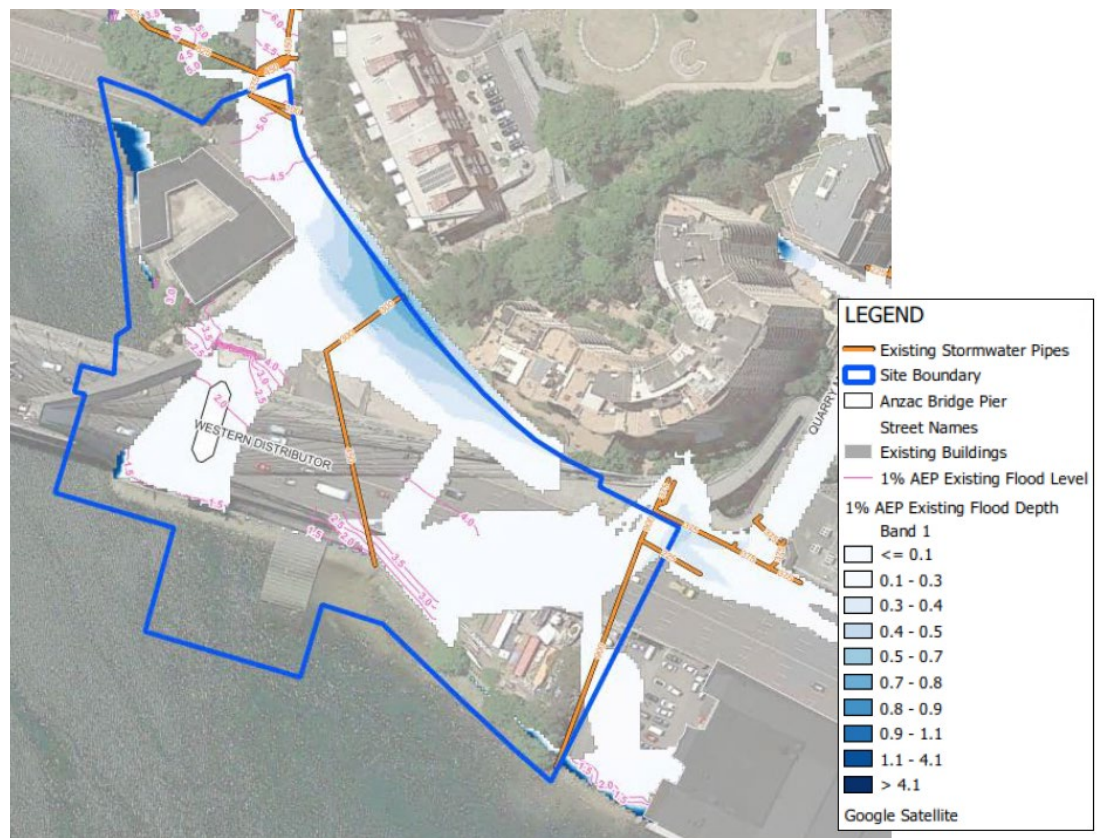


Figure 12 Existing 1% AEP Flood Depth

Source: Bank Street Park Flood Risk and Impact Assessment

Climate Change and Sea Level Rise

Coastal flood events do not typically cause inundation of the park. However, along the foreshore lower areas are subject to elevated water levels from Blackwattle Bay in isolated locations. These locations grow in extent and flood depth with the effects of climate change on sea levels

Transport, Access and Car Parking

Road Network

Road access to and from Blackwattle Bay is facilitated by a hierarchy of roads as defined in TfNSW's Schedule of Classified and Unclassified Roads:

- State Roads: Western Distributor, Harris Street, Bridge Road and Wattle Street;
- Regional Roads: William Henry Street; and
- Local Roads that support the State and Regional Roads.

Bank Street (and generally all roads within the local Pyrmont area) are local roads under the control of the City of Sydney.

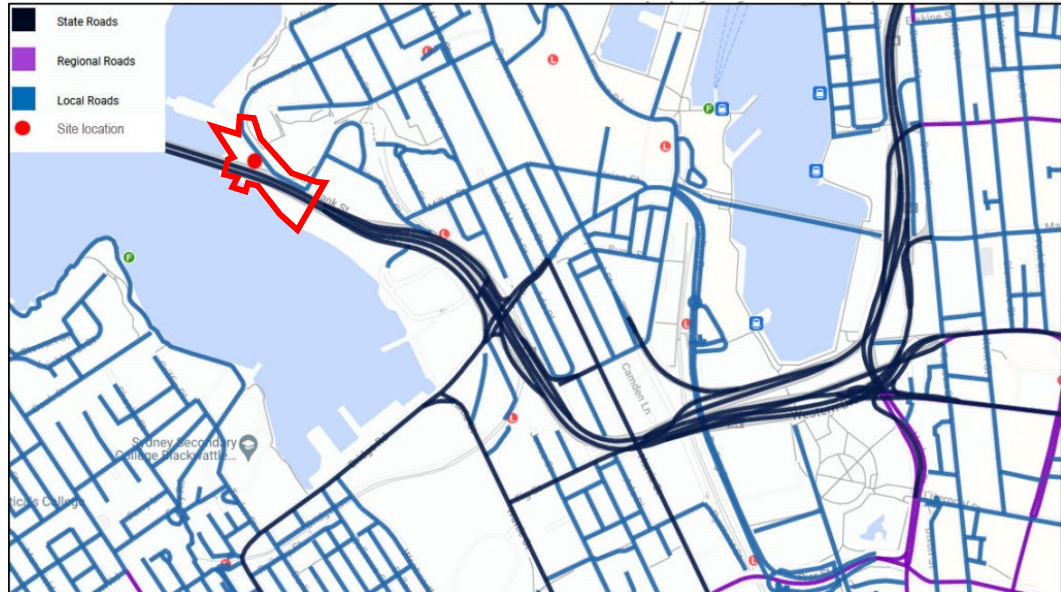


Figure 13 Map illustrating road network surrounding subject site

Site is shown in red.

Source: JMT Consulting

Parking

A variety of parking controls are in place along Bank Street. In the northbound direction between Pyrmont Bridge Road and Miller Street, no parking is permitted except for authorised vehicles which are permitted in a kerbside bay. From Miller Street to the Blackwattle Bay Marina the kerbside is primarily used for parking, where 6-hour ticketed parking is permitted between 8:00am and 7:00pm with no restrictions outside of ticketed periods.

In the southbound direction between the Blackwattle Bay Marina and Miller Street, ticketed parking up to 6-hours is provided during the day with no restrictions outside of ticketed periods. Some parts of this parking zone include 15 minute parking areas and loading zones which are currently utilised by the Blackwattle Bay Dragon Boat club, as well as no stopping areas.

No parking is permitted along Bank Street from Miller Street to Pyrmont Bridge Road.

Active and Public Transport

The site is accessible via various modes of transport, including:

- Light rail services from the Fish Market light rail station, approximately 400m from the site;
- Bus services, which run along Miller Street approximately 120m from the site and Harris Street approximately 350m from the site;
- Pedestrian routes:
 - Glebe to the Sydney CBD corridor via Bridge Road / Pyrmont Bridge Road / Pyrmont Bridge
 - Blackwattle Bay to the Sydney CBD corridor via Miller Street / Union Street / Pyrmont Bridge;

- Blackwattle Bay to Central Station corridor via Jones Street / Wattle Street / Broadway;
- Regional and local cycleways at Miller Street, Union Street and Pyrmont Bridge form the existing east-west cycle link between Blackwattle Bay and behind Sydney Harbour Bridge.
- The closest train stations to the site are Town Hall Station, located a 1.9 kilometre walk to the east, and Central Station, a 2.5 kilometre walk to the south-east. Government has committed to a new Metro Station in Pyrmont as part of the Sydney Metro West line.

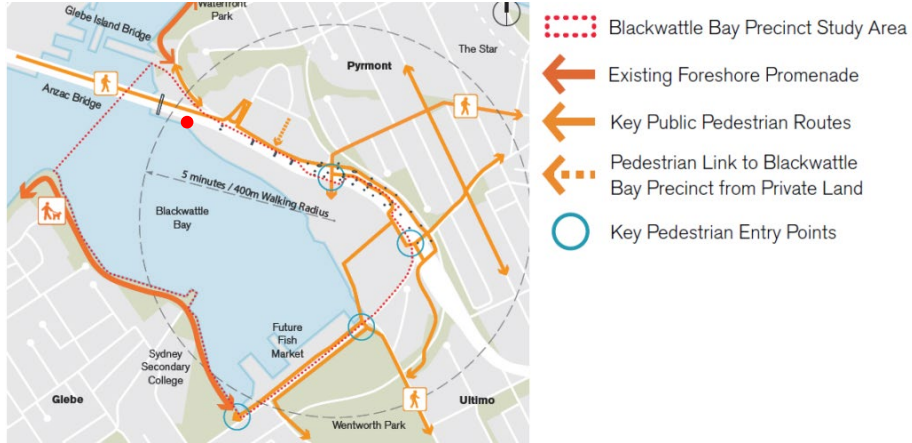


Figure 14 Existing pedestrian network
Site is shown by a red dot.
Source: FJMT

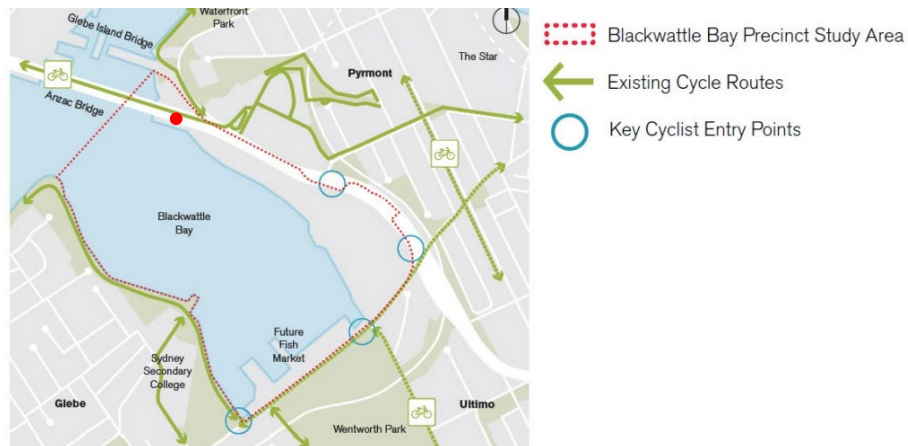


Figure 15 Existing cycle routes
Site is shown by a red dot.
Source: FJMT

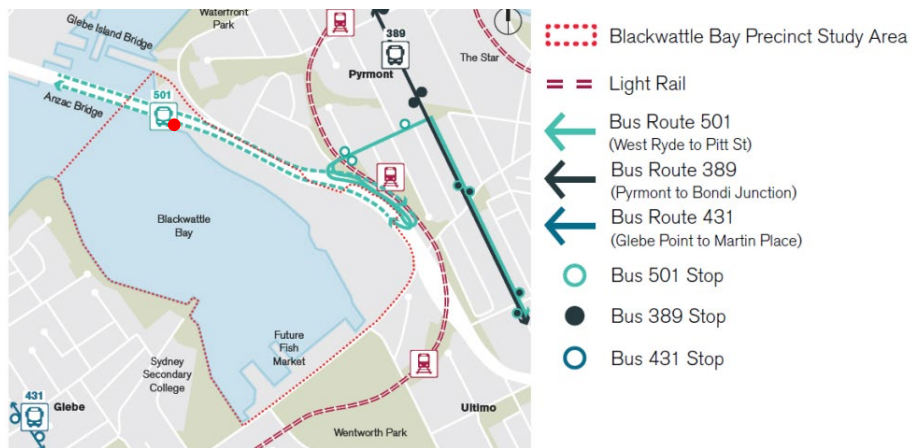


Figure 16 Light rail and bus services
Site is shown by a red dot.
Source: FJMT

Utility Services

The site is currently serviced with:

- Potable Water: Potable water is provided by Sydney Water through a number of existing mains on and adjacent to the site;
- Sewer: Wastewater facilities are provided by Sydney Water through a number of existing mains on and adjacent to the site;
- Stormwater: Stormwater assets are owned by City of Sydney LGA;
- Electrical: Electrical supply is provided by Ausgrid;
- Gas: Gas servicing is provided by Jemena Gas; and
- Telecommunications: Multiple telecommunications providers service the site including NBN, Nextgen, Optus/Uecomm, Telstra, Verizon, and Vocus.

It is also noted that there is recycled water infrastructure located within the site that is currently unused.

Historical Archaeology

There is a low–moderate potential for historical archaeological remains associated with the development of the site from the c1840s. Potential archaeological remains include:

- Evidence associated with the modification to the original landscape, including reclamation fills and quarrying (Phase 1: 1803–1895);
- Structural remains associated with the late-nineteenth-century timber stores, artefact deposits, industrial waste debris, dumps or discarded machinery (Phase 2: 1895c–1932); and
- Demolition material and fills associated with the construction of the extant brick buildings at 1–3 Bank Street (Phase 3: 1932–1980s).

There is a high potential for remnants of the late-nineteenth-/early-twentieth-century seawall. Parts of the seawall are in situ along the shoreline at 1–3 Bank Street, and sections of a sandstone seawall were previously exposed during excavation works as part of routine maintenance of the Anzac Bridge in 2011.

There is a low potential for remains of boats or other watercraft. If found, they could be of local or possibly state significance for their historical, technical and research potential depending on their date of construction, intactness and level of preservation.

Maritime Archaeology

A Maritime Archaeological Assessment Report was prepared for the proposed development by Comber Consultants at **Appendix U**.

Historical and desktop research undertaken for the report indicated that no items of state cultural heritage significance are likely to be present in the underwater component of the Bank Street Park area. The risk of significant heritage impacts was assessed to be low.

Aboriginal Cultural Heritage

An Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared by GML Heritage at **Appendix Q**.

The site is considered a part of the lands of the Gadi people of the Eora Nation. Gadi land extended from the South Head of Sydney Harbour to Alexandra Canal/ Cooks River, and inland to Petersham in Sydney's Inner West.

The site intersects with the boundary of Wanna Country, which is described as extending from Darling Harbour to Parramatta. A wide array of Aboriginal peoples hold ancestral connections to Sydney, including the Eora, Dharawal, Dharug, Gundangara, Gai-maragal and Guringai peoples. The site falls within the boundaries of the Metropolitan Local Aboriginal Land Council (MLALC).

Built Heritage

The site of Bank Street Park contains two heritage items:

- Anzac Bridge, listed under the Section 170 Heritage and Conservation Register of TfNSW (item no. 4305018). Anzac Bridge partially sits within the proposed park site. Elements of the bridge that are within the site include the south pylon beside the water, two piers on the southeast boundary and the span overhead. The eastern pylon is located on land reclaimed for the construction of the bridge, which has altered the waterfront boundary of the site.
- Glebe Island Bridge, listed under the State Heritage Register (item no. 01914), and the State Environmental Planning Policy (Biodiversity and Conservation) 2021 (Biodiversity and Conservation SEPP) (item no. 125). The eastern abutment of the Glebe Island Bridge is partially located in the northern edge of the site but will be outside the boundary of Bank Street Park once completed. This abutment was formed during the construction of the bridge from 1899 to 1903 and adjoins Bank Street. Part of the original sandstone-faced abutment may join 1A Bank Street; however, due to vegetation growth and modifications over the years, GML Heritage was unable to identify the extent of original bridge fabric in the area. A modern gate prevents access to the roadway on the eastern abutment of Glebe Island Bridge from Bank Street.

Refer to **Figure 17** below.

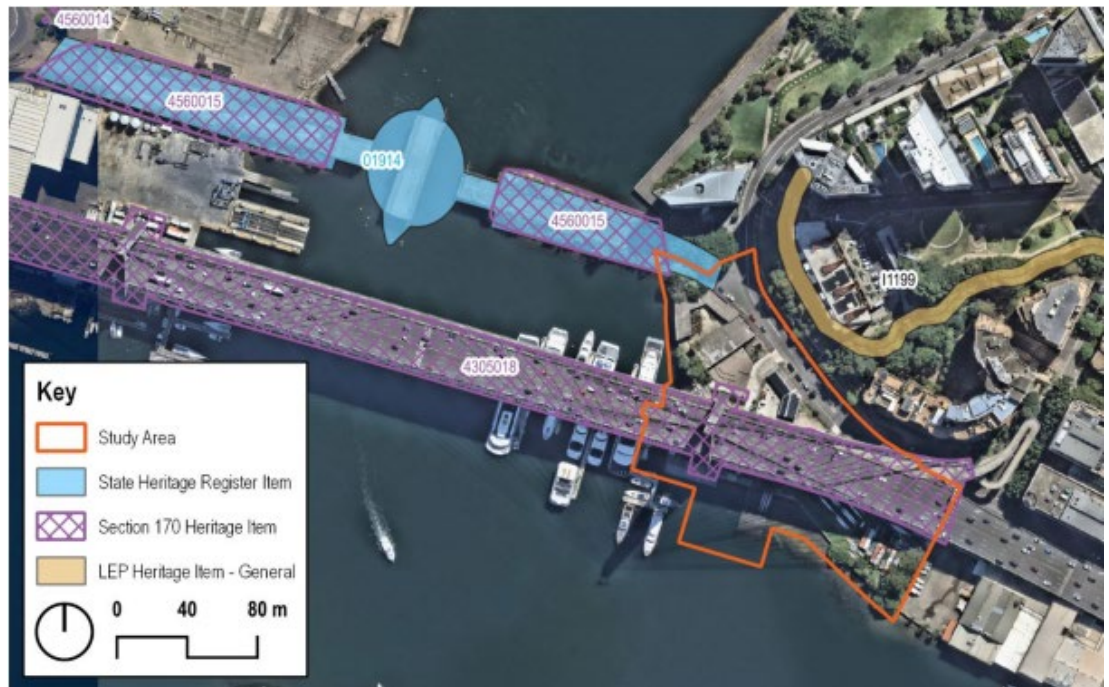


Figure 17 Heritage items within the site area

Source: SixMaps with a GML Heritage Overlay (2023)

There are many heritage items and conservation areas in the vicinity of the study area, especially in Pyrmont to the east and Glebe to the southwest. Refer to the full list within the Statement of Heritage Impact (SOHI) prepared by GML Heritage at **Appendix O**.

The site has been assessed by GML Heritage as being of local heritage significance as a remnant maritime industrial complex in Blackwattle Bay. 1–3 Bank Street is a building group comprising four brick buildings on an irregular shaped site in the northern part of the proposed Bank Street Park. The buildings have all been subject to modifications which has impacted their integrity:

- Building A has been modified on its interior and partly on its exterior, but it retains the layout of rooms and spaces which evidence its use as a warehouse. Some early twentieth-century fabric is also present, though disparate.
- Building B is internally modified with little to no original fabric remaining. However, the external fabric and openings of the building retain evidence of its use as a goods store and workshop, which reflects early twentieth-century industrial practice.

- Building C has been almost completely modified and no longer represents the fabric or characteristics of an early twentieth-century maritime building.
- Building D is the most intact externally, although it contains little original or early fabric on the interior, save for door and window joinery and the internal brick rooms. Building D is representative of a building within a maritime industrial complex used for non-industrial purposes such as offices.



Figure 18 An overview of 1-3 Bank Street, showing the existing buildings A-D
Source: Nearmap with GML Heritage overlay

2.5 Agreements

INSW is currently negotiating a Planning Agreement with DPE as part of the broader urban renewal of the Blackwattle Bay Precinct.

The Planning Agreement is proposed to be attached to the title(s) of the existing Sydney Fish Market site and includes the delivery of a range of infrastructure, including Bank Street Park. Under the Planning Agreement, INSW have proposed to deliver much of the public domain in the broader precinct, including Bank Street Park, prior to occupation of the first residential and/or commercial development on the existing Fish Market site. This is to ensure the early delivery of public benefits.

DPE are currently drafting the terms of the Planning Agreement, with a view to the agreed document being exhibited imminently.

2.6 Feasible Alternatives

The subject site is zoned RE1 Public Recreation under SLEP 2012 and this rezoning was retained in the Blackwattle Bay Precinct rezoning. Its conversion to an alternative zone and land use was not contemplated due to the suitability of the site to support public access and recreation needs for the wider precinct.

Analysis of feasible alternatives has been central to the consultation process for the proposed development.

The SSP was subject to an extensive consultation process, both statutory and non-statutory, to inform a vision and the social and community infrastructure needs for the Precinct and the Bank Street Park site. This included presentation of three scenarios of Blackwattle Bay Precinct to the community. The community took part in the development of design options and were able to highlight which components they would value in the precinct.

A Social Sustainability Assessment prepared for Blackwattle Bay Precinct, identified the types of social and community infrastructure and the range of social sustainability initiatives, to meet the needs of the

future mixed-use development in the Precinct, together with the infrastructure needs detailed in the Pyrmont Peninsula Place Strategy. The results of this community engagement, together with the findings of the Social Sustainability Assessment, were used to inform the list of minimum requirements to be provided within Bank Street Park and identified in the Blackwattle Bay Design Guidelines.

Bank Street Park Options and Consultation

In September 2022, further consultation was undertaken with the community to test the vision of Bank Street Park and to seek specific feedback to inform concept option development.

Three options were presented to the community. These are set out in **Table 7**.



The feedback received from this consultation was considered by Oculus and Collins + Turner as part of concept option development, and throughout design development.

Ultimately the SDRP and community feedback determined the preferred option, which was a variation on Option 3 below.

The key differences between Option 3 and the proposed design include:

- Adaptive reuse of Building D for public amenities. Concept 3 previously proposed demolition of all existing buildings at 1-3 Bank Street and construction of a new building; however, this was removed as GML Heritage assessed the existing buildings at 1-3 Bank Street to be of local heritage significance as a remnant maritime industrial complex in Blackwattle Bay.
- Deck over dragon boat storage.
- Kayak launch jetty.

Table 7 Bank Street Park Concept Options

Concept Options		Key features
Concept Option 1		<ul style="list-style-type: none"> - Consolidated green space through the centre of the park. - Deck over dragon boat storage - Court and fitness to the south - Playground close to café and amenities - 1-3 Bank Street: 2 buildings retained for adaptive reuse
Concept Option 2		<ul style="list-style-type: none"> - Centralised active recreation splitting passive lawn areas. - Playground and amenities to the south - 1-3 Bank Street: 1 building retained for adaptive reuse

Concept
Option 3



- Consolidated green space through the centre of the park.
- Deck over dragon boat storage
- Court and fitness to the south
- Playground in central location
- 1-3 Bank Street: New purpose-built landmark building

1-3 Bank Street Options

Heritage

Section 4.3.2 of the SOHI (refer **Appendix O**) provides an overview of consideration of alternatives for buildings at 1-3 Bank Street.

Analysis by GML Heritage concluded that Building C was of low significance and was largely rebuilt in the late twentieth century. Buildings A, B and D were identified as being of moderate significance, with modifications having removed almost all of the internal fabric.

Of the four buildings, Buildings A and D were identified as the best candidates for retention and adaptive re-use. Retention of Building C was discounted due to its poor condition and low significance. Retention of Building B was also discounted as the ground level would be unusable due to INSW flood and sea level impacts, diminishing the viability of its re-use.

The three initial concepts design for Bank Street Park were subsequently reviewed by GML:

- Concept 1 retained buildings A and D, with the reconfiguration of building A to create a path through its centre providing greater permeability through the southern brick wall. Buildings B and C were removed to create a waterfront promenade with potential stair access to Glebe Island Bridge.
- Concept 2 was the same as Option 1, except that Building D was proposed to be demolished for a planted seating area, with only its façade retained.
- Concept 3 proposed to demolish all buildings at 1–3 Bank Street and their replacement with a new, purpose-built building.

GML Heritage viewed concept 1 as the preferable option from a heritage perspective as it proposed to do the least.

Subsequent discussions between GML Heritage and the design team identified that the south elevation of Building A, a double-height brick wall, placed significant constraints on the design of the park.

To meet project objectives, it was proposed to mostly demolish Building A, retaining elements of its northern rooms as 'ruins' and adapting them into an interpretation garden.

GML Heritage considered it an acceptable solution, considering that the full retention of Building A was not compatible with project objectives.

Reduction in Bulk and Scale of New Building

Previously, the proposed new building at 1-3 Bank Street was anticipated to be two storeys in height, to establish itself as a key element on site. However, upon receiving feedback from the SDRP and Placemaking NSW, it was considered that reducing the bulk and scale of the new marina / community building from two storeys to one storey would be more appropriate for its park setting and would enable a better relationship with Building D and the interpretation garden. The proposed community space was also considered a more appropriate size and configuration to cater for the intended future uses.

2.7 Consequences of not Carrying out the Development

As provided above, the land is already zoned for RE1 Public Recreation, and this was the case prior to the Blackwattle Bay SSP rezoning. As such, it has long been envisaged that the site would deliver open space.

The consequences of not carrying out the development include:

- A lack of necessary open space and associated community and recreational facilities to support the existing local community;
- A lack of open space and associated community and recreational facilities to support the proposed community following delivery of new mixed use development in the Blackwattle Bay SSP;
- Not delivering on a critical piece of the 15km foreshore connection between Woolloomooloo and Glebe; and
- Unmet regional demand for open space for visitors to the precinct.

The open space demand was demonstrated in the Blackwattle Bay Social Sustainability Assessment prepared by Elton Consulting for the Blackwattle Bay SSP study together with the Social Infrastructure Assessment prepared as part of the Pyrmont Peninsula Place Strategy (DPIE, 2021).

3. Project Description

3.1 Project Overview

The proposed development is for a new waterfront public park within Blackwattle Bay, referred to as Bank Street Park. Bank Street Park is located at 1A-19 Bank Street, Pyrmont on the shoreline of Tjerruing Blackwattle Bay and adjacent areas of Blackwattle Bay.

The staged construction and operation of Bank Street Park is to be delivered prior to the construction of any commercial and residential development within the Blackwattle Bay Precinct.

Tjerruing Blackwattle Bay Country is known and named for Tjerruing (*Callicoma Serratifolia*) which grew prolifically along the creekline and was given the common name 'blackwattle' by British colonists.

3.2 Project Vision

The vision of the future Bank Street Park has been established through extensive community consultation, firstly through the SSP process, and more recently through targeted consultation for Bank Street Park. The vision statement, which has been tested and clarified through additional stakeholder engagement is:

'Bank Street Park provides a high quality, vibrant setting that encourages social interaction, community and recreation. The proposal seeks to enhance existing uses with additional sporting facilities opening the area to the wider community and recreational user.

Generous connections to the water will support rowing and dry boat storage areas as well as casual water's edge recreation. There is an opportunity for programmed events that optimise the harbour location and offer improved facilities for existing recreational organisations.

Bank Street open space also responds to local community needs, providing all ages play spaces including basketball, climbing walls, play equipment and skate park.

1-3 Bank Street is an important extension to the Bank Street Park. The existing masonry fabric has potential to be retained and new building forms introduced. The landside components of the existing marina (storage, waste and office space) could be relocated here freeing up the open space. A creative arts hub with a ground level cafe can provide an active node at corner of the open space. Public amenities and facilities could also be incorporated here.'

Source: Bank Street Park, Blackwattle Bay, Design Excellence Strategy (September 2022)

3.3 Project Objectives

The key project objectives for the proposed development are as follows:

- Ensure the living cultures of First Nations people and European heritage contribute to shaping of the place;
- Expand the range of recreational, community and cultural facilities within the Precinct;
- Maintain and enhance the connection to water through view, uses and activities;
- Deliver a place for everyone that is inviting, unique in character, socially inclusive and affordable;
- Achieve design excellence and deliver a world class harbour foreshore;
- Identify opportunities for the most efficient use of available space to maximise public benefits; and
- Ensure designs demonstrate value for money.

3.4 Project Description

Development consent is being sought for a *recreation area* for the primary purpose of a *public park*, comprising:

- Site preparation works, including tree removal, earthworks and remediation to facilitate the proposed use;
- Demolition of three existing buildings at 1-3 Bank Street;
- New and adapted facilities for community use, including:
 - New single storey building to accommodate flexible community space, café, and marina office/store facilities, with green roof and photovoltaics;
 - Adaptive reuse of Building D for public amenities, bin and other storage;
 - Boat launching ramp and pontoon for passive watercraft, including dragon boats and kayaks;
 - Boat storage building with change facilities for dragon boat users with publicly accessible rooftop deck;
- Public domain works, including:
 - 'Interpretation Garden' in existing building 'ruins' at 1-3 Bank Street;
 - Split level foreshore promenade;
 - Multi-purpose court with edge seating and partial fence;
 - Nature-based inclusive playspace for ages 2-12;
 - Fitness equipment;
 - Public plaza and grassed open space areas;
 - New tree plantings and planter beds;
 - Public art, wayfinding and interpretative signage, lighting, bike parking and seating;
- Harbour works including:
 - Overwater boardwalk;
 - Land/water interface works, including sandstone terracing into water and support structure, to improve marine habitat;
 - Demolition and construction of a new timber launching ramp for dragon boats;
 - Kayak/passive craft pontoon; and
 - Restoration, repair and alterations to the existing seawall for new stormwater outlets.
- Works to Bank Street road reserve, including:
 - Road space reallocation to provide separated cycleway;
 - Cycleway transition to Bank Street to continue south as part of future works;
 - Reinstatement of existing on-street parallel parking;
 - Tree planting;
 - Accessible parking space; and
 - Loading zone adjacent 1-3 Bank Street.
 - Staged construction with Stage 1 comprising all works at 1-3 Bank Street and Stage 2 for the balance of works, commencing upon completion and operation of Stage 1.

3.5 Design Approach – Primacy of Country

The defining narrative of the park is the primacy of Country. Going beyond interpretation, the design seeks to *heal, reveal* and *care* for Country. Designing *for, of* and *with* Country has been integral to the design process for Bank Street Park, and is reflected throughout the design response.

Local plants and trees cover the site; the colours of country are revealed in materials and building façades; new connections to the water are created; safe spaces for gathering and meeting are provided for use by all; and histories and truths are revealed through curated public artworks.

Lead by Greenshoot Consulting x Greenaway Architects, the project’s engagement approach invites Traditional Owners and Knowledge Holders to assist in the design translation of Aboriginal History and Culture to meaningfully and respectfully embed within the design opportunities of the project.

Both Greenshoot Consulting and Greenaway Architects and in particular, Jefa Greenaway, have been embedded in the design team from the outset of the project. This has ensured that First Nations voice has been at the forefront of the design philosophy for Bank Street Park. Refer to the Connection with Designing with Country Integration report at **Appendix R**.

The MLALC and Blak Diggers representatives have also been consulted to date as part of this process.

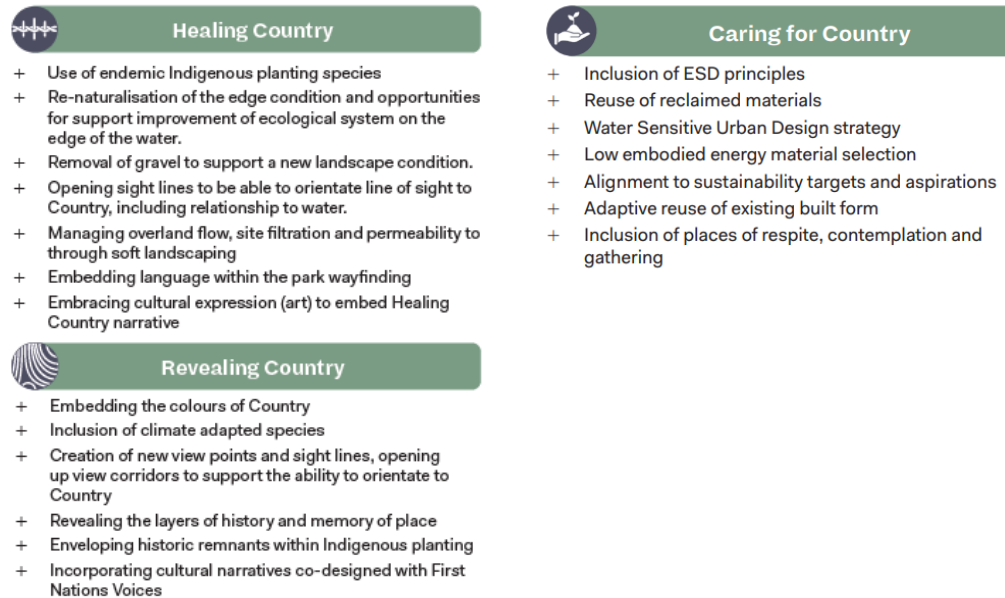


Figure 19 Designing for | of | with Country strategy revolves around three Principles
Source: Oculus and Collins + Turner

A Connecting with Country Framework for Tjerruing Blackwattle Bay was prepared for the Blackwattle Bay SSP by D’harawal Knowledge Keeper Shannon Foster, Jo Kinniburgh and Roger Miranda Navarro (Bangawarra). This framework establishes the relevance and importance of Connecting with Country to the design process and insists that this spirit needs to continue into each phase of Blackwattle Bay Precinct including the development of Bank Street Park (Tjerruing Blackwattle Bay).

3.6 Park Functionality

Bank Street Park delivers on a diverse range of functions, arranged across the site in a logical and legible manner.

- **In the north of the site** an adaptively reused building plus new building provides amenities including cafe, marina facilities and community room. The cafe and community room opens out into the surrounding landscape areas. The landside marina facilities provide easy access to the existing marina.
- **Play space in the centre of the park** is in proximity to the cafe and amenities and caters to younger children of all abilities. Summer shade and winter sun is facilitated by the bridge overhead.

- **Underneath the bridge** a multi-purpose court and exercise equipment provides an active recreation zone within the park.
- **Open lawn areas with park shelters** nestled into planting make the most of the solar access in the northern corner of the site, and the views out across the harbour in the western edge of the site, providing areas to relax and gather that capitalise on the unique site conditions.
- **Closer to the water, the dragon boats are provided with upgraded facilities** that support their continued use of the site, with an accessible rooftop providing exceptional views and extending the usable area of the park.
- **The promenade provides for waterside seating** and the future connectivity along the waters edge from the south before cutting across the site to facilitate primary pedestrian movement.

Care has been taken to ensure the layout of the park is appropriate, providing defined zones for active and passive recreation.



Figure 20 Render of the proposed development
Source: Oculus



Legend					
① Glebe Island Bridge - potential pedestrian and cycle connection	⑦ Loading zone on Bank Street	⑬ Seating shelters amongst planting	⑰ Nature-based inclusive playspace for ages 2-12	⑲ Potential future kayak storage / kiosk	⑳ Sandstone blocks terracing into water to improve marine habitat
② Existing vegetation retained and supplemented	⑧ Seating and planting in existing building 'ruins'	⑭ Outdoor seating area to cafe	⑱ Fitness equipment	㉑ Anzac Bridge pylon	㉒ Split level promenade with trees and seating
③ Stair access to Glebe Island Bridge	⑨ New building with community facilities cafe kiosk and marina facilities	⑮ Bank Street with parallel parking and separated cycleway	㉒ Multi-purpose court	㉓ Deck over dragon boat storage	㉔ Existing mature trees retained with embankment down to adjacent property
④ Widened verge	⑩ PV and planting on roof	⑯ Open lawn area	㉓ Edge seating and fence to court	㉔ Boardwalk	㉕ Future boardwalk and promenade connection (outside of scope)
⑤ Amenities and storage in adaptively re-used building	⑪ Graded walkway access to plaza	⑰ Primary pathway across park	㉔ Substation and bridge pylons	㉕ Kayak launch jetty	㉖ Pedestrian link as part of future development (outside of scope)
⑥ Plaza	⑫ Substation retained	⑱ Cycleway transition to street - to continue south as part of future works	㉕ Marina	㉖ Dragon boat ramp	

Figure 21 Concept Plan
Source: Oculus

3.7 Landscape Approach

Numerical Overview

Table 8 below provides a numerical overview of key area schedules and calculations relevant to proposed trees and landscaping.

Table 8 Landscaping schedule and calculations

Item	Description
No. of existing trees	23
No. of trees proposed for removal	17
No. of trees proposed to be retained	6
No. of trees proposed for planting	114
Total no. of trees	120
Existing tree canopy cover	760 m ² (7%)
Proposed tree removal canopy cover	396 m ² (3%)
Proposed tree canopy cover as part of landscaping works	4244 m ² (37%)
Total tree canopy cover	4608 m ² (40%)
Proposed pervious area	5204 m ² (45%)
Impervious area (court, paths etc)	6252 m ² (55%)
Proposed deep soil	4105 m ² (36%)

Play and Recreation

Bank Street Park will provide a wide range of play and recreational opportunities for all ages and abilities.

The playground caters to ages 2-12, with nature based play amongst planting. Fenced for protection from the water and street, the playground is set up in three key zones; an exploration and free play zone through the centre and north of the playground with slides, balancing and climbing equipment; a sensory / interactive zone closer to Bank Street with water play, rain wheels and talking tubes; and a dynamic zone with carousel, swings and see-saw. Arrangement and circulation has considered the separation of uses and ages to allow for free movement while minimising potential conflicts between activities.

The active recreational area of the park consists of a multi-purpose sports court adjacent static exercise equipment, geared towards older children, teens and adults. The sports court is fenced to the southern boundaries and Bank Street to contain balls, however multiple access points ensure the court can be used by multiple groups or activities without feeling dominated by a single group.

Across the park the provision of numerous gathering spaces including around the court, the park shelter areas, the deck over the dragon boats, and open lawn areas, allow for small groups to gather safely and comfortably, with views of activity areas without needing to be on show.

Additional active recreational opportunities catered for at Bank Street Park include dragon boating, kayaking/ canoeing, fishing, cycling, walking and running.



Figure 22 View within the playground looking north
Source: Oculus

Water's Edge

Bank Street Park's harbourside location is at the forefront of the design, with connection to the water a strong theme throughout the consultation process. Connectivity to the south is future proofed through the pedestrian promenade, with a space provided for the future boardwalk connection. A new stepped edge is provided through rough-cut sandstone blocks and pockets of planting, allowing people a means of getting closer to the water while supporting land and marine ecology.

The dragon boat facilities are upgraded with direct access between boat storage and the dragon boat ramp. New access is provided for non-powered personal craft via an accessible kayak launch, serviced by a nearby rack for kayak storage / rental.

This harbour-side pedestrian access is continued for the full length of the park, with new boardwalk access linking the marina to the 1-3 Bank Street plaza and Bank Street. This link provides ample room for pedestrian movement to coincide with marina operations.



Figure 23 Water's Edge Plan
Source: Oculus

Planting Strategy

Bank Street Park planting strategy will utilise plant species that would once have occurred naturally on the Pyrmont peninsula and respond to micro-climatic conditions including aspect, topography, wind and available moisture.

Vegetation will provide a diversity of habitat for fauna and avi-fauna and provide shading and cooling in summer and wind protection in winter. The planting has been designed to achieve a self-sustaining system with minimum maintenance.

Proposed planting has also been selected to acknowledge pre-colonial indigenous plant communities and to re-establish Country.



Figure 24 Planting Communities

Source: Oculus

Materials and Finishes

A select number of materials have been chosen for the landscape design with an emphasis on robust, natural materials and tones, with lower embodied carbon and reflective of the site’s industrial history and context.

Pavements and other materials such as crushed sandstone and decomposed granite gravel have been selected for permeability (where appropriate), light coloured, reflective or “cool” in appearance.

Over-water structures will be designed with light penetration features to allow light to support food-chain ecology under hard structures.

Furniture

Landscape furniture is proposed throughout Bank Street Park including seating with backrest, bench seating, curved seating with backrest on rammed earth wall, shade structures with seating and table, landscape seating wall, bike hoops, bins, and bubblers.

Shelters

The design of the gathering spaces has been developed based on the historical and cultural mapping research undertaken, and in response to key stakeholders’ aspirations for Bank Street Park.

The structures of the gathering spaces reference the shields, wooden clubs and spears used by Aboriginal and Torres Strait Islander people in combat. The paving pattern references the snail shells found within the Sydney Harbour region and creates a contrasting surface that invites visitors to gather. The themes explored within the design of the gathering spaces intend to initiate and facilitate community gathering as well as recognition and acknowledgment for Aboriginal and Torres Strait Islander peoples’ history and connection to Country.

The shelters and gathering spaces are subject to further design development in conjunction with additional stakeholder and First Nations engagement.

Lighting

The strategy for Bank Street Park is to have a suite of simple and robust lighting fixtures that establish appropriate lighting levels, standards and luminaire criteria to create an enjoyable night-scape and feeling of comfort to attract and encourage people to stay and enjoy the parkland at night.

Refer to the Design Report prepared by Oculus and Collins + Turner **Appendix J** for further detail.

Heritage Interpretation

A Preliminary Heritage Interpretation Framework Report has been prepared for the proposed development by GML Heritage at **Appendix P**. The report identifies three key themes relevant to the subject site and broader Blackwattle Bay precinct, including:

- Aboriginal Heritage (primary theme);
- Colonial Industry (secondary theme); and
- Migrant Fishing (secondary theme).

A discussion of these themes and their interpretation within the design of Bank Street Park is provided below.

Aboriginal Heritage

Key interpretive devices integrated within the park's design relevant to the theme of Aboriginal Country include the following:

- Wayfinding/ Interpretive signage: Multifunctional signage that provides wayfinding and interpretive educational content about Aboriginal culture, located throughout the park.
- Public Art Commissions: The Bank Street Park multipurpose sports surface is transformed into a large-scale canvas for art to tell the story of the Blak Diggers.
- Themed Landscape Structure: The Gathering Spaces/ Pavilion structures have been designed to reference the shields, wooden clubs and spears used by Aboriginal and Torres Strait Islander people in combat. The shields acknowledge and honour Blak Diggers' participation in the war and intend to symbolise an appreciation for Indigenous soldiers' actions.
- Endemic Planting: Used in Garden Beds throughout the park to provide representation of Aboriginal Country.

It is noted that there is potential for further integration of public art relating to the history of Blak Digger's and truth-telling.

Colonial industry

Interpretive devices employed in response to the site's colonial industry heritage include the following:

- Etched interpretive wording of timber boardwalk areas and sandstone seating along water's edge; and
- Remnant heritage, in the form of Building A remains within the park/playground area.

Migrant fishing

The stories of Mediterranean migration to Sydney and the shaping of the Blackwattle Bay fishing industry, as well as Carlo Caminiti's business on Bank Street, have been interpreted through the retention of parts of Building A.

Refer to the Preliminary Heritage Interpretation Framework at **Appendix P** and the Design Report at **Appendix J** for further detail.

Public Art

A Public Art Plan has been prepared by Cultural Capital at **Appendix N**. The Bank Street Park public art opportunities are outlined below.

Contemporary interpretation of Blak Diggers

One artist will be engaged to develop an integrated art approach that offers a contemporary interpretation of the Blak Diggers story. This public art commission may find expression throughout the park and encompass various typologies and interventions at the site, including:

- Creative direction of the honour roll on the balustrade of the viewing deck;
- Architectural and/or landscape integration;
- Facade treatment;
- Ground plane integration;
- Lighting integration; and
- Embedding language on site.

Multi-purpose Sports Surface

The surface of the multi-purpose court will be transformed into a large scale canvas for art.

The thematic of the artwork will be informed by the Designing with Country Integration framework prepared by Greenshoot with particular reference to Colours of Country. The artist brief will encourage the artist to consider Water Country and the marine environment of Blackwattle Bay.

3.8 Built Form Approach

Numerical Overview

Table 9 below provides a numerical overview of key area schedules and calculations relevant to proposed built form.

Table 9 Buildings and structures schedule and calculations

Item	Area (GFA)
Building D	
Bin store	35 m ²
Placemaking store	37 m ²
Amenities	61 m ²
Total	133 m ²
Community, café and marina facilities building	
Café / Kiosk	58 m ²
Marina store	120 m ²
Marina office	71 m ²
Community space	133 m ²
Amenities	33 m ²
Plant	10 m ²
Total	425 m ²
Dragon boat building	
Boat store	420 m ²
General store	64 m ²
Total	484 m ²

1-3 Bank Street

1-3 Bank Street houses the primary built form of the site, with a mixture of old and new creating a rich and layered public domain. The buildings provide amenities, community room, café kiosk and marina facilities and are fully integrated into the surrounding landscape, nestled amongst a flexible plaza space, interpretive seating garden grown out of the remains of the previous building, and spill out areas to cafe.

Refer to **Figure 25** to **Figure 29**.

Legend

- ① Amenities and storage in adaptively re-used Building D
- ② New community building, marina office and storage
- ③ Solar panels and green roof
- ④ Outdoor seating area associated with kiosk/cafe
- ⑤ Interpretive deconstructed garden and outdoor seating
- ⑥ Public plaza
- ⑦ Seating and indigenous planting in existing building 'ruins'
- ⑧ Sandstone seating wall
- ⑨ New tree plantings in boardwalk along water's edge
- ⑩ Pedestrian stair access to Bank Street
- ⑪ Foundation planting and seating to amenities
- ⑫ Timber boardwalk
- ⑬ Stair connection to marina office and storage
- ⑭ Marina office terrace
- ⑮ New tree planting to shade the western sun
- ⑯ Open lawn area
- ⑰ Cycle racks and equal access to Bank Street
- ⑱ Separated cycleway
- ⑲ Existing vegetation retained and supplemented
- ⑳ Glebe Island Bridge abutments retained



Figure 25 Built form located at 1-3 Bank Street
 Source: Oculus and Collins + Turner

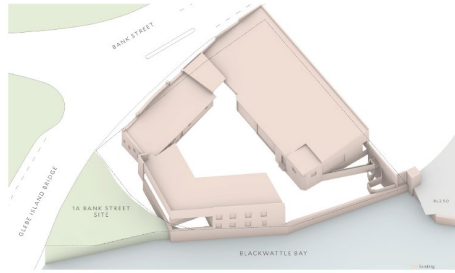


Figure 26 Existing Buildings- Isometric
Source: Collins + Turner

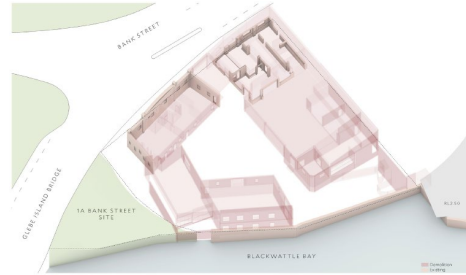


Figure 27 Indicative extent of demolition and retention
Source: Collins + Turner

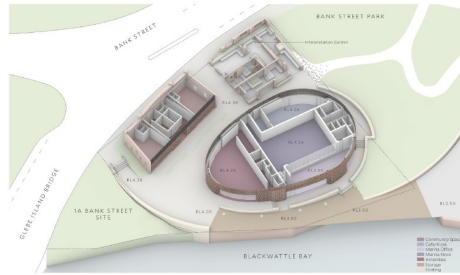


Figure 28 Overlay of proposed new works
Source: Collins + Turner

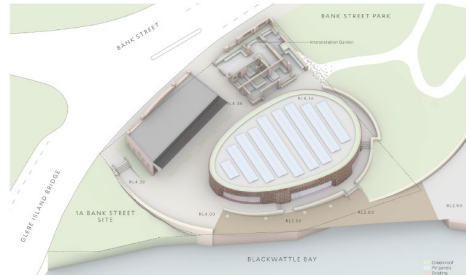



Figure 29 Proposed completed building forms
Source: Collins + Turner

Built Form Components

Table 10 Built form Components

Built Form Component	Proposed Uses and Description
 <p>Figure 30 Community, Café and Marina Facilities Building Source: Collins + Turner</p>	<ul style="list-style-type: none"> – Community space. – Marina offices and amenities. – Dragon boat changing. – Café / kiosk, and café storage. – Marina storage. – Green roof system. – Integration of artwork to building façade, using Colours of Country.
 <p>Figure 31 Amenities and Storage Building (Former Building D) (Left) Source: Collins + Turner</p>	<ul style="list-style-type: none"> – Public amenities; – Placemaking NSW storage. – Large bin store for marina use. – Adaptive re-use of one of the former structures used for maritime operations at the site.
 <p>Figure 32 Dragon boat storage building</p>	<ul style="list-style-type: none"> – Storage for dragon boats and equipment such as paddles, seat pads and the decorative dragon heads that are used during competitions.

Source: Collins + Turner



Figure 33 Viewing deck
Source: Collins + Turner

- Viewing deck that encourages people to come together in a communal atmosphere, to appreciate scenic vista.
- Located atop the dragon boat store.

Whilst kayak storage is not currently within the project scope, an area of the park (adjacent to the Anzac Bridge pylon) has been identified for a potential future kayak storage/ rental kiosk structure, and new access is provided for kayak and other non-powered personal craft via an accessible kayak launch from the jetty.

Façade and Materials

Materials selected for new building works at Bank Street Park have been selected to complement the proposed landscape works, as well as the industrial-maritime character of the existing forms and structures which will be retained at the water-front site.

Community, Café and Marina Facilities Building

The materiality of the community, café and marina facilities building includes:

- Masonry brick façade element;
- Glazed ceramic profile;
- Straight and curved slimline glazing with barrier-free threshold;
- Coloured resin – decorative and illuminated façade inserts;
- Black wattle wood – acacia mearnsii;
- Feature timber screen, e.g with Acacia mearnsii; and
- Tooled decorative timber surface & Off-form concrete with OSB formed surface.

The facade of the community, café and marina facilities building includes:

- Large format slimline framed solar control double glazing with barrier free threshold;
- Reclaimed Brick Paving;
- Metallic framed facade screen - open arrangement at window edges;
- Metallic framed façade screen – brick insert for increased privacy;
- Metallic framed facade screen - coloured ceramic insert / artwork;
- Backlit resin insert;
- Off-form concrete soffit with cast-in lighting;

- Art wall;
- Lightweight green roof system (Elmlich or similar) comprising roof top insulation and waterproofing on top of RC slab as part of integrated green roof system, with accessible perimeter gutter and reticulated downpipes; and
- Photovoltaic installation.

Dragon Boat Storage Building

The materiality of the dragon boat storage building includes:

- Metallic screen façade including fixed operable panels
- Metallic screen – internal club storage space
- Vaulted concrete soffit – off-form finish
- Galvanized mesh with painted signage – boat club storage lockers
- Stainless steel gratings – internal floor drainage
- Reclaimed brick floor with wide mortar joints

Amenities and Storage Building (Former Building D)

The materiality of the amenities and storage building includes:

- Existing east facade and Anzac Bridge;
- Metallic Screen - Western Façade;

- Terrazzo surface using recycled construction waste;
 - Glazed ceramic tiling including terracotta colourway;
 - Stainless steel paneling and robust fixtures;
 - Stainless steel WC Pan; and
 - Mesh signage with integrated LED.
- The facade of the amenities and storage building includes:
- Existing masonry to north and south walls;
 - Reclaimed brick paving;
 - Metallic facade screen - galvanized and painted with punched steel channels which open allows natural light and air;
 - Metallic facade screen - mechanically fixed brick insert for increased privacy;
 - Metallic awning;
 - Integrated access door;
 - Internal wall finish: Terrazzo incorporating reclaimed building waste; and
 - Standing-seam zinc roofing system

Refer to the Design Report prepared by Oculus and Collins + Turner at **Appendix J**.

3.9 Signage

Wayfinding Signage

A Signage Concept Plan for Bank Street Park was prepared by Buro North. Refer to the Wayfinding and Interpretation Strategy prepared by Buro North at **Appendix M**.

The plan identifies a set of information zones, used to define where different types of information are applied, and how users will navigate the site.

The approach to wayfinding has sought to utilise existing markers (e.g. Anzac Bridge) and sightlines wherever possible, to minimise additional clutter in the park. Signage is integrated into the design wherever possible. City of Sydney parks signage is also employed in strategic locations, which ensures the park integrates well with the surrounding area.

Building Identification Signage

Building Identification Signage is proposed for the following aspects of the development:

- Primary entrance: metal signage vertically mounted on stone ridge;
- Dragon Boat Facility: digitally illuminated fabricated letters;
- Community Centre: 3D metal letters;
- Tenancy signage: fabricated letters;
- Marina signage: freestanding fabricated sign box; and
- Boat storage: digitally illuminated fabricated letters.

Refer to the Signage Strategy Plan prepared by Collins + Turner at **Appendix I**, and the Wayfinding Strategy by Buro North at **Appendix M** which demonstrate early building identification concept designs for various locations within the Park. Building identification signage will be subject to ongoing design development.

3.10 Traffic and Access

A Transport and Accessibility Impact Assessment has been prepared by JMT Consulting for the proposed development at **Appendix AN**.

Pedestrian Connections

Bank Street Park will include a highly legible network of pedestrian connections including:

- Primary pedestrian pathway within the site facilitating the key pedestrian desire line between the northern end of Bank Street and the waterfront promenade serving the Blackwattle Bay precinct.
- Series of lower order pathways facilitating connectivity to future buildings and other areas.
- Significantly enhanced external footpath on Bank Street, including localised widening enabled via road space relocation.

- Proposed raised zebra crossing on Bank Street at the southern end of the site to accommodate safe and efficient pedestrian crossing movements towards the Anzac Bridge, Fish Market light rail and future Pymont Metro station.
- Provision for future cycleway connection to the Glebe Island Bridge.

Pedestrian Comfort levels

The western footpath on Bank Street adjacent to the site would be widened to approximately 3.65m to accommodate future pedestrian flows.

Cycling Connections

A separated bidirectional cycleway is proposed on the western side of Bank Street adjacent to the site.

The project facilitates the planned cycleway between Miller Street and the Glebe Island Bridge as identified by the City of Sydney cycleway network map. The remainder of the cycleway to Pymont Bridge Road would be delivered at a later date, as part of the redevelopment of the remainder of the Blackwattle Bay precinct.

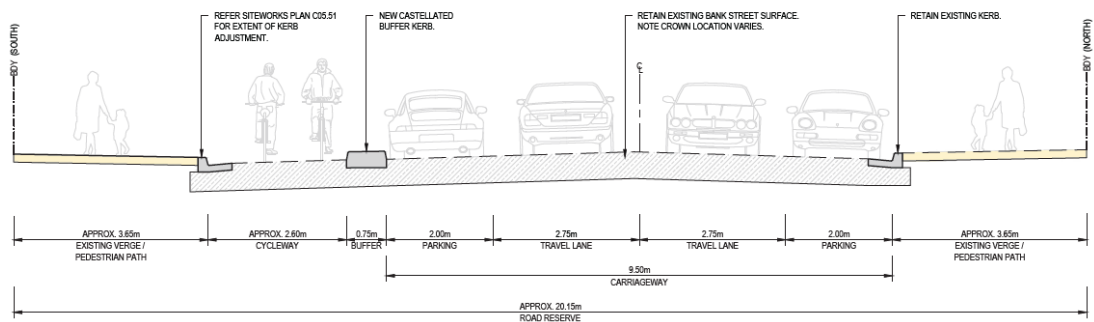


Figure 34 Bank Street Cycleway – Typical Section

Source: Oculus

Bicycle Parking

Thirty bicycle parking spaces will be provided. No specific bicycle parking requirements for open space areas are nominated in the Blackwattle Bay Design Guidelines, nor City of Sydney guidelines).

Vehicle Access Arrangements

No public vehicle access will be provided directly onto the site. Maintenance and service vehicles are provided with restricted vehicle access along a 5m width of clear paving provided to either side of the pylon.

Restricted vehicle access for dragon boat loading and unloading will also be provided subject to operational guidelines.

Loading

Loading is at the northern end of Bank Street, adjacent to the site. At approximately 8m in length this loading bay can accommodate a Small Rigid Vehicle (SRV) which is suitable to accommodate the servicing needs of the community facilities and other park features. A kerb ramp will be provided near the loading zone to allow goods to be efficiently transported by trolley from the street into the site.

Car Parking

No additional car parking is provided on site.

Thirty-six (36) kerbside parking spaces on Bank Street will be retained as part of the project.

The existing informal car parking on the site used by the Blackwattle Bay Dragon Boat Club will be removed as part of the project to facilitate the new public park.

3.11 Tree Management

Trees

An Arboricultural Impact Assessment has been prepared by Tree IQ and is appended at **Appendix AO**. A Design Report has been prepared by Oculus and Collins + Turner and is provided at **Appendix J**. These reports provide information on the significance, removal and replantation of trees on the proposed Bank Street Park site.

Trees Removed and Retained

A total of twenty (20) trees are to be removed and nine (9) retained. Refer to **Table 11** below.

Table 11 Summary of Tree Value and Status

Source: Arboricultural Impact Assessment, prepared by Tree IQ

	Retention Value			Total
	Low	Moderate	High	
Existing	11	16	2	29
Retain	2	5	2	9
Remove	9	11	0	20
Plant	-	-	-	114

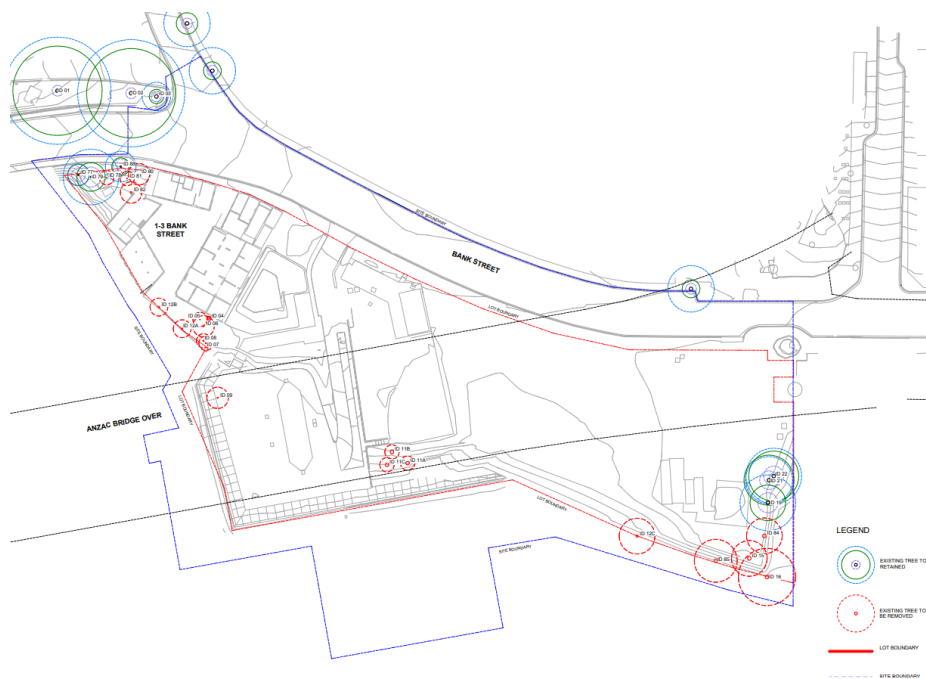


Figure 35 Tree Retention and Demolition Plan

Source: Oculus

Tree Planting

A total of 114 trees are proposed to be planted as part of the proposed development.

Canopy Coverage

The Landscape Plans prepared by Oculus (**Appendix H**) show the proposed canopy cover target of 30% in 10 years (as required by the Blackwattle Bay Design Guidelines) and a canopy cover target of 47% at maturity will be achieved with the proposed tree planting. Refer to **Figure 36** to **Figure 37**.



Figure 36 Canopy Cover after 10 years
Source: Oculus

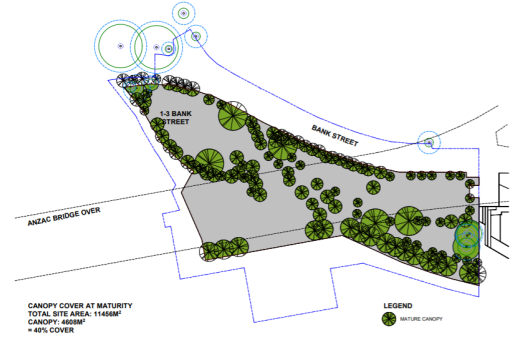


Figure 37 Canopy Cover at maturity
Source: Oculus

Hours of Operation

Bank Street Park will be accessible to the public 24 hours a day, however some of the amenities will only be available during daylight hours, as nominated in Table 12

Table 12 Hours of Operation

Item	Hours of Operation	Days
Dragon boat storage and amenities	Daylight hours (approx. 6am – 7pm)	7 days
Community space	7am – 6pm	7 days
Café/kiosk	7am – 6pm	7 days
Marina office	7am – 1am	7 days

Access to marina office and storage areas may be required outside regular business hours for post charter activities. These hours align with the existing approved hours for the marina office on 5-19 Bank Street. All activities would be undertaken in accordance with a future Plan of Management endorsed by Placemaking NSW and/or TfNSW.

3.12 Construction duration, staging and hours

Construction Duration

The indicative duration for the proposed construction works will be approximately 1.5 years.

Construction Staging

It is proposed to construct and use the Park in two stages, as follows:

- Stage 1: construction and operation of the Park and amenities at 1-3 Bank Street.
- Stage 2: construction and operation of the balance of the Park, following completion of Stage 1.

Construction Hours

It is expected work associated with the proposal will be carried out in accordance with the City of Sydney standard construction hours outlined in City of Sydney Code of Practice 1992 – Construction Hours/Noise within the Central Business District. Construction hours are summarised below.

Day	Proposed Construction Activities
Monday to Friday	7am – 5.30pm
Saturday	7.30am – 3.30pm
Sunday and Public Holiday	No work

These hours of construction are consistent with those in place for the new Sydney Fish Market project. The appointed Crown Certifier will be responsible for instructing and controlling all subcontractors regarding the hours of work. Any work outside the approved construction hours would be subject to specific prior approval.

3.13 Operational Management

Bank Street Park will be retained in State Government ownership. Placemaking NSW will be responsible for the ongoing maintenance and management of the park. TfNSW will be responsible for managing the landside marina component.

4. Statutory Context

4.1 Power to Grant Approval

Section 2.6(1) of the Planning Systems SEPP establishes development that is SSD as inclusive of the development types listed in Schedule 2 of that SEPP. The proposed development has a capital investment value of more than \$10 million and is located within the Bays Precinct Site as shown on the State Significant Development Sites Map, and accordingly is SSD pursuant to Section 2 of Schedule 2 of the Planning Systems SEPP.

Pursuant to Section 4.5(a) of the EP&A Act the Minister for Planning and Public Spaces is the consent authority for SSD.

4.2 Land Use Permissibility

Some proposed structures span over both land and harbour, and are therefore subject to both SLEP 2012 and Biodiversity and Conservation SEPP.

Land Development

Sydney Local Environmental Plan 2012

The land component of the site is currently zoned RE1 Public Recreation under SLEP 2012. Refer to **Figure 38**. The proposed park is consistent with all of the objectives of the RE1 Public Recreation zone.

The land use permissibility of the proposed park components is set out at **Table 13** below.

Table 13 Land development as defined under SLEP 2012

Proposed Component	Land Use Term under SLEP 2012
Park (including children's playground, multi purpose court for community use, and amenities building)	Recreation area
Office component of community building	Ancillary to the dominant purpose of the proposal, being a <i>recreation area</i> and also to the existing approved <i>marina</i> use adjacent to the site.
Boat launching ramp and pontoon	Water recreation structure
Boat storage building with change facilities	Community facility
Community building (except office)	Community facility
Café / kiosk	Food and drink premises
Cycleway	Roads

All of the above land uses specified at **Table 13** above are permissible with development consent in the RE1 zone.

The office component of the community building is ancillary to the dominant purpose of the proposal, being a *recreation area*. The office is also ancillary to the existing approved marina, which is situated adjacent to the proposed building. Notwithstanding and for the avoidance of doubt, Section 4.38(3) of the EP&A Act allows for development consent to be granted for development that is partly prohibited by an environmental planning instrument. Refer to the Statutory Compliance Table at **Appendix B** for details.

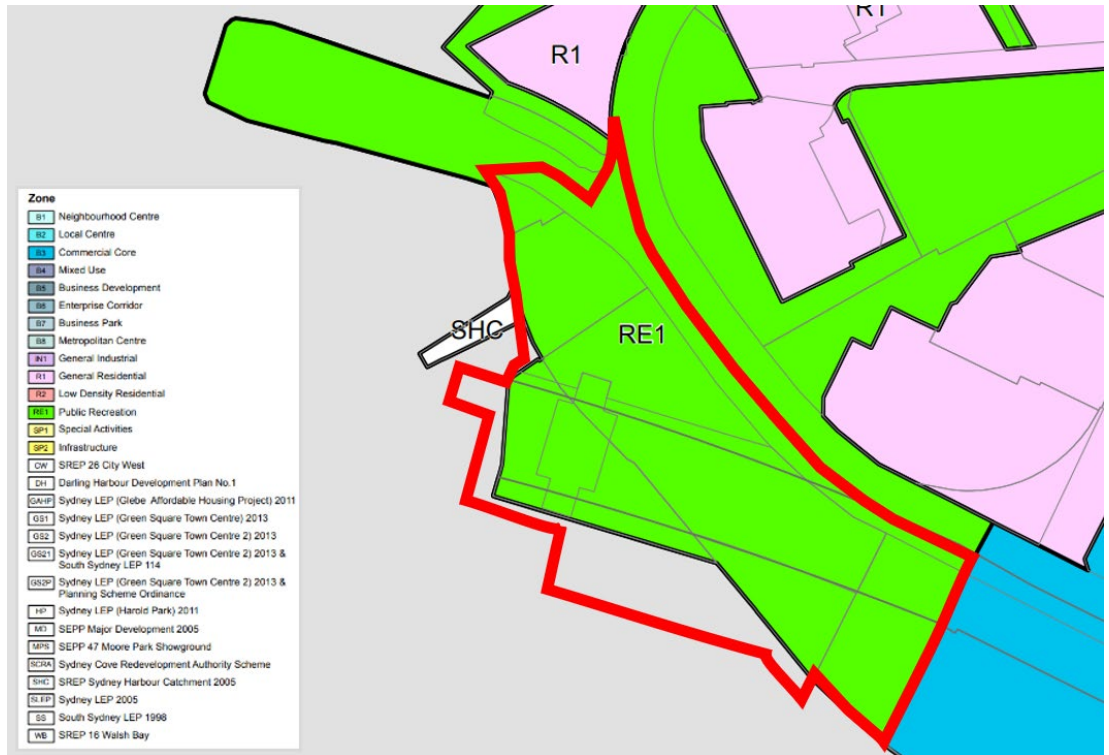


Figure 38 Land part of the site is zoned RE1 Public Recreation
 Site is outlined in red
 Source: SLEP 2012 Land Zoning Map - Sheet LZN_007 with Architectus edits

Harbour Development

State Environmental Planning Policy (Biodiversity and Conservation) 2021

Harbour development works are subject to Zone 1 Maritime Waters under Section 6.27 of Biodiversity and Conservation SEPP. Refer to **Figure 39**.

The objectives of Zone 1 Maritime Waters are:

- *To give preference to and protect waters required for the effective and efficient movement of commercial shipping, public water transport and maritime industry operations.*
- *To allow development that is compatible with, and will not adversely affect the effective and efficient movement of, commercial shipping, public water transport and maritime industry operations.*
- *To promote the equitable use of the Foreshores and Waterways Area, including use by passive recreation craft.*

To ensure consistency with the zone objectives, a Navigation Impact Assessment was prepared by Royal Haskoning DHV at **Appendix AH**. This found the proposed on-water structures would not have any significant impact on the navigation of vessels within the waterway area of Blackwattle Bay or on vessel access to the adjacent Blackwattle Bay Marina.

The permissibility of proposed harbour components is set out at **Table 14** below.

Table 14 Harbour development as defined under the Biodiversity and Conservation SEPP

Proposed Component	Land Use Term under Biodiversity and Conservation 2021
Boat launching ramp and pontoon	Public water recreational facility
Overwater boardwalk	Public boardwalk
Restoration, repair and alterations to the existing seawall	General restoration works

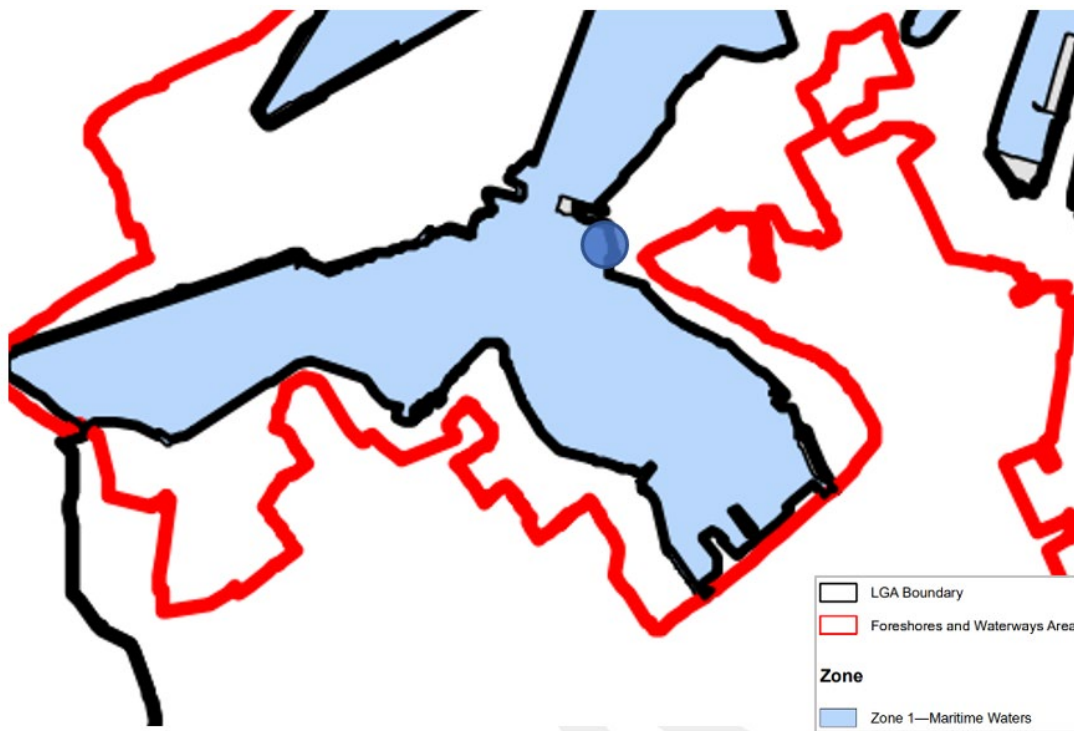


Figure 39 Harbour development in Zone 1 Maritime Waters


Site shown with a blue dot

Source: State Environmental Planning Policy (Biodiversity and Conservation) 2021 Sydney Harbour Foreshores and Waterways Area Map Sheet FWA_001

4.3 SLEP 2012

An assessment of the proposed development against key planning controls under SLEP 2012 is provided in **Table 15**. Further detail is provided within the Statutory Compliance Table at **Appendix B**.

Table 15 Sydney Local Environmental Plan 2012 compliance

Provision	Response
<p>6.18 Overshadowing of certain public places</p> <p><i>“Development consent must not be granted to development resulting in part of a building causing additional overshadowing to the following places shown on the Sun Access Protection Map during the specified dates and times...</i></p> <p><i>Bank Street Park – All year – 10am-2pm...</i></p> <p><i>(6) Development results in a building causing additional overshadowing if the total overshadowing of the relevant location during the specified times would be greater after the development is carried out than the overshadowing of that location during the specified times caused by existing buildings.”</i></p>	<p>The Design Report prepared by Oculus and Collins + Turner at Appendix J evaluates overshadowing impacts of the proposed development during the specified dates and times. It accounts for demolition of existing buildings, existing shadowing from Anzac Bridge, and 1-3 Bank Street not forming part of the sun access protection area (refer to Figure 40).</p>  <p>Figure 40 Extract of the sun access protection map Source: SLEP 2012 – Sun Access Protection Map – Sheet SAP_007</p> <p>Analysis has been provided at mid-winter (21 June), the spring equinox (23 September) and summer</p>

solstice (22 December). This analysis demonstrates that compared to the area of existing overshadowing there will be an **overall net reduction** in overshadowing of the park between 10am and 2pm mid-winter and at the equinox.

However, there will be a very small area of additional overshadowing from the dragon boat storage building, for a short period sometime between 10am and 11am at mid-winter. This area represents about half the width of the promenade in this location, with the other half in full sun during this period.

Depending on interpretation, it could be argued that the proposal is compliant with Clause 6.18, on the basis that overall, the proposal does not result in additional overshadowing to the identified area, during the specified times. To clarify, this interpretation is on the basis that between the total period from 10am to 2pm there is a significant net reduction in the total area of the park overshadowed. These figures are included in the Design Report at **Appendix J**.

However, in the event that the clause is interpreted to require no additional overshadowing of the park at different time intervals between 10am and 2pm, the proposal could be considered to involve a partial prohibition. Section 4.38(3) of the EP&A Act allows development consent to be granted despite that.

Refer to a detailed merit assessment in relation to this issue in the Statutory Compliance Table at **Appendix B**.

6.68 Erection of buildings

(1) This clause applies to development involving the erection of a building in the Blackwattle Bay Precinct.

(2) Development consent must not be granted to development on the land unless the consent authority is satisfied—

(a) the development is consistent with the Blackwattle Bay Design Guidelines, and

(b) the development will not result in the total gross floor area exceeding—

(i) for all buildings on land in Area 16—7,132m², and

(ii) for all buildings on land in Area 17—129,291m², and

(c) the percentage of the total gross floor area of the building that will be used for non-residential purposes is at least the following—

(i) for a building in Area 12—35%,

(ii) for a building in Area 13—30%,

(iii) for a building in Area 14—41%,

(iv) for a building in Area 15 or Area 16—100%,

(v) for a building in Area 17—43%, and

This clause was not intended to apply to small scale buildings within the RE1 zone. Notwithstanding, it has been assessed as part of this application.

Consistency with the Blackwattle Bay Design Guidelines is demonstrated at **Appendix E**.

The site is not identified in Areas 12 to 17 and is therefore not subject to controls regarding gross floor area.

Given the size of the proposed building, it is not proposed to seek a Green Star *building* rating. However, the proposed building still demonstrates a high standard of sustainability, with the inclusion of solar panels and a green roof, and is therefore compliant with sub clause 2(d)(ii). In addition, INSW has signed an agreement with the Green Building Council of Australia (GBCA) for the Communities Rating Tool v1.1 in Nov 2023, for the Blackwattle Bay precinct (including Bank Street Park). This rating tool is pivotal in achieving a highly ambitious, sustainable precinct and will be realised as part of the ongoing development of the government owned lands.

Refer to the Infrastructure Delivery, Management & Staging Report prepared by Mott MacDonald at **Appendix AM** and the Statutory Compliance Table at

(d) appropriate measures will be taken to ensure the building is capable of achieving—

(i) a Green Star building rating with a “credit achievement” in Credit 22: Energy Use, or

(ii) a standard the consent authority is satisfied is equivalent to the standard specified in subparagraph (i), and

(e) public utility infrastructure essential for the development is available, or adequate arrangements have been made to make the infrastructure available when it is required, and

(f) the development will not result in the number of car parking spaces exceeding 1 space for every 1,100m² of gross floor area used for business premises and office premises in the Blackwattle Bay Precinct.

Appendix B for detail regarding the Planning Agreement for Blackwattle Bay Precinct.

There are no car parking spaces proposed within the site.

For further detail on compliance of the proposed development against SLEP 2012, refer to the Statutory Compliance Table at **Appendix B**.

4.4 Blackwattle Bay Design Guidelines

The Blackwattle Bay Design Guidelines were prepared for the Blackwattle Bay Precinct and finalised in December 2022. They commenced on 8 September 2023. The Blackwattle Bay Design Guidelines prevail over the Sydney Development Control Plan 2012 in the event of an inconsistency, as outlined in Section 1.5 of the Design Guidelines. The purpose of the Blackwattle Bay Design Guidelines is to supplement the provisions of SLEP 2012 by providing more detailed provisions to guide development in Blackwattle Bay.

The proposed development is consistent with the Design Guidelines. An assessment of key provisions is provided in **Table 16** below.

Table 16 Assessment of the proposed development against key Blackwattle Bay Design Guidelines provisions

Provision	Assessment
2.3 Structure Plan	Bank Street Park is consistent with the Structure plan.
3.3 Sunlight to public open space	The Blackwattle Bay Design Guidelines state “Buildings must not result in any additional overshadowing of Bank Street Park between 10am and 2pm all year” This control is consistent with 6.18 of SLEP 2012. Refer to the discussion of that clause in Table 16 above.
3.4 Tree canopy, street trees and landscaping	The proposed development achieves the minimum tree canopy coverage target of 30% within 10 years and will achieve a canopy cover target of 47% at maturity. Refer to the Design Report at Appendix J for further detail.
6.4 Community and cultural uses	Development is to include floorspace that is suitable for community facilities as follows: <i>b. a community centre space of a minimum of 400 square metres (GFA) in a location that enables its use as a boat house/club house, such as Bank Street Park. The facility should accommodate existing dragon boat, kayak and canoe paddlers as well as be available for use as general multipurpose community meeting and activity space.</i>

The community facilities at 1-3 Bank Street provide space to accommodate these users, and exceeds the 400 square metres (GFA) requirement. Refer to the Design Report prepared by Oculus and Collins and Turner at **Appendix J**, Architectural Plans prepared by Collins and Turner at **Appendix I**.

For further detail on compliance of the proposed development against the Blackwattle Bay Design Guidelines provisions, refer to **Appendix E**.

4.5 Other Approvals

This section identifies any other approvals that are required to carry out the project, comprising:

- Consistent approvals: approvals that cannot be refused if the project is approved and must be substantially consistent with the approval;
- Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) Act approval, and whether the bilateral agreement applies;
- Other approvals: approvals that are not expressly integrated into the SSD assessment under the EP&A Act; and
- Approvals that would have been required if the project was not an SSD project.

Table 17 Other approvals required for the project

Statutory Reference	Relevance	Section in EIS
Consistent approvals		
Consent under section 138 of the Roads Act (s. 4.42(1)(f) of EP&A Act)	Schedule 2, Part 2, Division 1, clause 5(1) of the Roads Act, states that Section 138 does not require a public authority to obtain a roads authority's consent to the exercise of the public authority's functions in, on or over an unclassified road, other than a Crown road. Notwithstanding, INSW has consulted with the City of Sydney, as the roads authority, in relation to the proposed works to Bank Street, and TfNSW, in relation to the Anzac Bridge pylons.	Appendix B Statutory Compliance Table Appendix AN Transport and Accessibility Impact Assessment report
EPBC Act approval & bilateral agreements		
None – EPBC Act approval is not required and no bilateral agreements apply	-	Appendix B Statutory Compliance Table Appendix AP Biodiversity Development Assessment Report Appendix AS Marine Ecology Assessment
Other approvals (approvals that are not expressly integrated into the SSD assessment under the EP&A Act)		
Ports and Maritime Administration Regulation 2021	Section 110 of the Regulation requires that a person must not use drags, grapplings or other apparatus for lifting an object or material from the bed, or otherwise disturb the bed, of a port specified in Schedule 4 except— (a) with the written permission of the relevant harbour master, and	Appendix B Statutory Compliance Tables Appendix AS Marine Ecology Assessment Appendix AH Navigation Impact Assessment

	(b) in accordance with the conditions of the permission. The Marine Ecology Assessment at Appendix AS states that the “proposal will disturb the bed during demolition and construction of seawall and piles.” which is a trigger under this Regulation.	
Approvals that would be required if not SSD project		
Designated Development (Schedule 3 of Part 2 of EP&A Regulations)	N/A – none of the development/activity types for Designated Development are relevant to the proposed development as development is not SSD.	-
Fisheries Management Act 1994 (FM Act)	A. permit under Part 7 of the FM Act.	Appendix B Statutory Compliance Table Appendix AS Marine Ecology Assessment
Heritage Act 1977	An excavation permit under section 139.	Appendix S Historical Archaeological Assessment
National Parks and Wildlife Act 1974	An Aboriginal heritage impact permit under section 90.	Appendix Q ACHAR

4.6 Pre-condition to Exercising Power to Grant Approval

This section identifies any pre-conditions to exercising the power to grant approval for the project. These will include mandatory conditions that must be satisfied before the consent authority may grant approval.

Table 18 Pre-conditions to exercising the power to grant approval

Statutory Reference	Pre-condition	Relevance	Response and Section in EIS
State Environmental Planning Policy (Resilience and Hazards) 2021 Section 4.6 Contamination and remediation to be considered in determining development application	State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP) requires the consent authority to consider whether the subject land of any development application is contaminated and whether it can be suitable for the intended use	Further site contamination investigations have been undertaken and provided with the EIS to satisfy the requirements of the Resilience and Hazards SEPP.	Subject to implementation of the RAP and future long term Environmental Management Plan (EMP), the site can be made suitable for the proposed public open space land use. Appendix B Statutory Compliance Table Appendix Y Detailed Site Investigation Appendix AA Remedial Action Plan Appendix AB Site Audit Report
State Environmental Planning Policy (Biodiversity and Conservation) 2021 Section 6.6 Water	Development consent must not be granted to development on land in a regulated catchment unless the consent authority is satisfied the development ensures the effect on the quality of water entering	Site is in a regulated catchment (Sydney Harbour Catchment) and new stormwater outlets are proposed that will discharge to Sydney Harbour.	Stormwater discharge to the harbour will meet the pollutant removal (water quality) targets under the Blackwattle Bay Design Guidelines, and stormwater runoff will be reduced compared to the existing situation, thereby having a neutral to beneficial impact to the harbour.

<p>Quality and Quantity</p>	<p>a natural waterbody will be as close as possible to neutral or beneficial, and the impact on water flow in a natural waterbody will be minimised.</p>		<p>Appendix B Statutory Compliance Tables</p> <p>Appendix AS Marine Ecology Assessment</p>
<p>State Environmental Planning Policy (Biodiversity and Conservation) 2021</p> <p>Section 6.7 Aquatic ecology</p>	<p>Development consent must not be granted to development on land in a regulated catchment unless the consent authority is satisfied of certain matters specified under the provision.</p>	<p>Site is in a regulated catchment (Sydney Harbour Catchment) and will impact aquatic vegetation.</p>	<p>Direct impacts on aquatic animals and vegetation will be kept to the minimum necessary to carry out the development. Modification to the seawall will improve the intertidal habitat. Additional macroalgae habitat can be included to offset the loss of existing macroalgae, and improve connectivity around the bay.</p> <p>Appendix B Statutory Compliance Tables</p> <p>Appendix AS Marine Ecology Assessment</p>
<p>State Environmental Planning Policy (Biodiversity and Conservation) 2021</p> <p>Section 6.8 Flooding</p>	<p>Development consent must not be granted to development on flood liable land in a regulated catchment unless the consent authority is satisfied the development will not if there is a flood, result in a release of pollutants that may have an adverse impact on the water quality of a natural waterbody, or, not have an adverse impact on the natural recession of floodwaters into wetlands and other riverine ecosystems.</p>	<p>Site is in a regulated catchment (Sydney Harbour Catchment) and the site is flood liable land (in the Flood Planning Area).</p>	<p>Proposed site re-grading will achieve improvements in flood risk outcomes accounting for anticipated climate changes impacts and resulting in an acceptable outcome with the application of mitigation measures.</p> <p>Appendix B Statutory Compliance Tables</p> <p>Appendix AS Marine Ecology Assessment</p> <p>Appendix AF Flood Risk and Impact Assessment</p>
<p>State Environmental Planning Policy (Biodiversity and Conservation) 2021</p> <p>Section 6.9 Recreation and public access</p>	<p>Development consent must not be granted to development on land in a regulated catchment unless the consent authority is satisfied of certain matters, including that the development will maintain or improve public access to and from natural waterbodies for recreational purposes.</p>	<p>Site is in a regulated catchment (Sydney Harbour Catchment).</p>	<p>The Marine Ecology Assessment finds the proposed kayak pontoon and stepped seawall will enhance access to the harbour, whilst improving marine ecology through improved wall design and habitat connectivity.</p> <p>Appendix B Statutory Compliance Tables</p> <p>Appendix AS Marine Ecology Assessment</p>

<p>State Environmental Planning Policy (Biodiversity and Conservation) 2021</p> <p>Section 6.28 General</p>	<p>Development consent must not be granted to development in the Foreshores and Waterways Area unless the consent authority is satisfied of certain matters specified under the provision.</p>	<p>The site is located in the Foreshores and Waterways Area.</p>	<p>The development will:</p> <ul style="list-style-type: none"> – Not adversely affect the character and functions of the working harbour; – Be compatible with the adjacent marina; – Not result in excessive traffic congestion in the zoned waterway; and – Enhance, protect and maintain the unique visual qualities of the Foreshores and Waterways Area. <p>Appendix B Statutory Compliance Tables</p> <p>Appendix AH Navigation Impact Assessment</p> <p>Appendix K Visual Impact Assessment</p>
<p>State Environmental Planning Policy (Biodiversity and Conservation) 2021</p> <p>Section 6.31 Dredging</p>	<p>Development consent must not be granted to development for the purposes of dredging or maintenance dredging in the Foreshores and Waterways Area unless the consent authority has considered the adequacy of an acid sulfate soils management plan prepared for the development and the likelihood of the development resulting in the discharge of acid water.</p>	<p>The Marine Ecology Assessment identifies possible dredging required for installation of new water structures.</p>	<p>The Acid Sulfate Soils Management Plan provides measures and procedures to manage the risks of ASS associated with the proposed activities.</p> <p>Appendix B Statutory Compliance Tables</p> <p>Appendix AS Marine Ecology Assessment</p> <p>Appendix Z Acid Sulfate Soil Management Plan</p>
<p>State Environmental Planning Policy (Transport and Infrastructure) 2021</p> <p>Section 2.99 Excavation in, above, below or adjacent to rail corridors</p>	<p>Development that involves penetration of ground to a depth of at least 2m in a rail corridor or within 25m, requires written notice to the rail authority and certain matters to be taken into consideration. Concurrence is also required of the rail authority.</p>	<p>The Geotechnical Assessment finds the future Sydney Metro tunnel extending from Westmead to The Bays will extend below the subject site and approximately parallel with the northern side of Anzac Bridge.</p> <p>There are two proposed structures that may fall within the tunnel reserves: the Community Centre</p>	<p>The potential effects of the development on the safety or structural integrity of rail infrastructure facilities in the rail corridor will be determined through further consultation with the rail authority.</p> <p>Appendix B Statutory Compliance Tables</p> <p>Appendix X Geotechnical Assessment</p>

		<p>Café/Marina and the Dragon Boat Store.</p> <p>In JK Geotechnics opinion, they consider the potential effects of the proposed development on the rail corridor to be negligible and therefore satisfy Clause 2.99(i)&(ii) of the State Environmental Planning Policy (Transport and Infrastructure) 2021. Refer to Section 6.9 for further detail.</p>	
<p>State Environmental Planning Policy (Transport and Infrastructure) 2021</p> <p>Section 2.119 Development with frontage to classified road</p>	<p>The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied of certain matters referenced under the provision.</p>	<p>The site is located beneath the Western Distributor, which is a classified road, however, does not include any vehicle access or connection with it.</p>	<p>As the site does not have direct frontage to a classified road in terms of connection, it should therefore not trigger the assessment requirements under the provision.</p> <p>Appendix B Statutory Compliance Tables</p> <p>Appendix AN Transport Impact Assessment</p>
<p>SLEP 2012</p> <p>Clause 5.21 Flood planning</p>	<p>Development consent must not be granted to development on land the consent authority considers to be within the flood planning area unless the consent authority is satisfied of certain matter specified under the provision.</p>	<p>The site is within the flood planning area.</p>	<p>The development is compatible with the flood function and behaviour on the land, and will not adversely affect flood behaviour, or adversely affect the environment.</p> <p>The development raises site levels through site regrading, and demolishes a flood-affected building, improving flood outcomes. The floor level of the new community building is above the Flood Planning Level. The Flood Risk and Impact Assessment includes measures to ensure safe evacuation, and other measures.</p> <p>Appendix B Statutory Compliance Tables</p> <p>Appendix AF Flood Risk and Impact Assessment</p>
<p>SLEP 2012</p> <p>Clause 6.18 Overshadowing of certain public places</p>	<p>Development consent must not be granted to development resulting in part of a building causing additional overshadowing to the following places shown on the Sun Access</p>	<p>Overshadowing occurs to the Bank Street Park Sun Access Protection Area between the specified times.</p>	<p>Overall, there will be a net reduction in the area of the park overshadowed as a result of the development. However due to a small additional shadow for a brief period between 10am and 11am, the proposal can rely on Section 4.38(3)</p>

	Protection Map during the specified dates and times - Bank Street Park, all year, 10am – 2pm.		of the EPA Act which allows for development that is partly prohibited. Appendix B Statutory Compliance Tables Appendix J Design Report
SLEP 2012 Clause 6.21C	Development consent must not be granted to development to which this Division applies unless, in the opinion of the consent authority, the proposed development exhibits design excellence.	The clause is relevant as the proposed development involves the erection of a new building and external alterations to an existing building.	The development has been undertaken in accordance with a GANSW endorsed Design Excellence Strategy. It achieves design excellence by satisfying each of the matters under the clause (refer Design Report), and through endorsement of the design by the SDRP. Appendix B Statutory Compliance Tables Appendix J Design Report
SLEP 2012 Clause 6.68 Erection of buildings	Development consent must not be granted to development on the land unless the consent authority is satisfied the development is consistent with the Blackwattle Bay Design Guidelines; the building is capable of achieving certain sustainability measures; and public utility infrastructure essential for the development is available, or adequate arrangements will be in place.	The development involves the erection of a building in the Blackwattle Bay Precinct.	The development is consistent with the Blackwattle Bay Design Guidelines. There is necessary public utility infrastructure in place or proposed, as detailed in the Infrastructure Delivery, Management and Staging Report at Appendix M . The proposed development includes sustainability measures and demonstrates a high standard of sustainability. INSW has signed an agreement with the Green Building Council of Australia (GBCA) for the Communities Rating Tool v1.1 in Nov 2023, for the Blackwattle Bay precinct (including Bank Street Park). This rating tool is pivotal in achieving a highly ambitious, sustainable precinct and will be realised as part of the ongoing development of the government owned lands. Appendix B Statutory Compliance Tables Appendix E Design Guidelines Appendix AQ Sustainability Strategy Appendix AM Infrastructure Delivery, Management and Staging report

4.7 Landowner's Consent

Landowner's consent is not required when the application is made as the Applicant (INSW) is a public authority, pursuant to Section 23(2) of the EP&A Regulation.

4.8 Mandatory Matters for Consideration

This section identifies the matters that the consent authority is required to consider in deciding whether to grant approval.

Table 19 Mandatory matters for consideration by consent authority

Statutory Reference	Mandatory consideration	Section in EIS
<p><i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i></p> <p>Section 6.33 Boat storage facilities</p>	<p>In deciding whether to grant development consent to development for the purposes of boat storage facilities in the Foreshores and Waterways Area, the consent authority must consider certain matters specified under the provision.</p>	<p>Appendix B Statutory Compliance Table</p>
<p><i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i></p> <p>Section 6.53 Requirement for development consent</p>	<p>In considering the effect of heritage development (i.e., Glebe Island Bridge) the consent authority must consider certain matters specified under the provision.</p>	<p>Appendix B Statutory Compliance Table</p> <p>Appendix O SOHI</p>
<p><i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i></p> <p>Section 2.121 Excavation in or immediately adjacent to corridors</p>	<p>Development that involves the penetration of ground to a depth of at least 3m below ground level (existing) on land that is the road corridor of the Western Distributor or road project, requires written notice of the application to TfNSW, and the consent authority to take into consideration their response and certain matters specified under the provision.</p> <p>Excavation is proposed within the road corridor and possibly within the extent of the Western Distributor Smart Motorways project that is greater than 3m depth.</p>	<p>Appendix B Statutory Compliance Table</p> <p>Appendix AC Civil Plans</p>
<p><i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i></p> <p>Section 2.122 Traffic-generating development</p>	<p>Before determining a development application for development to which this section applies, the consent authority must give written notice of the application to TfNSW and take into consideration their response, and certain matters referenced under the provision.</p> <p>The Transport Impact Assessment finds the proposal is not expected to impact the operation of the local road network and is therefore not considered to be 'traffic generating development.</p>	<p>Appendix B Statutory Compliance Tables</p> <p>Appendix AN Transport Impact Assessment</p>

5. Community and Stakeholder Engagement

This section provides a summary of the consultation carried out to inform the design of Bank Street Park. The engagement activities have been undertaken in accordance with:

- Department of Planning and Environment (DPE) (2021) *Undertaking Engagement Guidelines for State Significant Projects* and in particular the key principles:
 - Plan early;
 - Engage as early as possible;
 - Ensure engagement is effective;
 - Ensure engagement is proportionate; Innovative; Open and transparent; and
 - Implement the community participation objectives.
- Engagement requirements contained within the NSW DPE's Secretary's Environmental Assessment Requirements (SEARs), SSD-53386706.

Engagement of government agencies and the community will continue throughout the public exhibition of the EIS.

5.1 Engagement for Blackwattle Bay Precinct

Non-statutory consultation was conducted by INSW and Elton Consulting, to inform the revitalisation of Blackwattle Bay SSP from May to June 2020. This engagement program involved a community survey, webinars, submissions, and a panel survey.

Statutory consultation was also undertaken through the public exhibition process of Blackwattle Bay SSP from 2 July to August 2021. Over 2,400 submissions were received.

Of relevance to the proposed Bank Street Park, respondents prioritised good quality open space and the waterfront promenade and highlighted that there is an opportunity to celebrate Aboriginal cultural heritage.

5.2 Engagement already undertaken for Bank Street Park

Department of Planning and Environment

A Scoping Meeting was held with DPE on Monday 19 December 2022 to present and discuss the wider SSP outcomes, the Bank Street Park project including future engagement to be carried out for Bank Street Park.

For further detail, refer to the Key Stakeholder Consultation Summary prepared by INSW at **Appendix AW**.

Other Stakeholders

The following stakeholders and government agencies were engaged to inform Bank Street Park:

- City of Sydney including their Public Art Panel;
- TfNSW including the Property Asset Management, Greater Sydney Roads (Anzac Bridge), Glebe Island Bridge project teams;
- Placemaking NSW; and
- GANSW and SDRP.

Refer to the Key Stakeholder Consultation Summary prepared by INSW at **Appendix AW** for a summary of the feedback and how this influenced the proposed development. Detail of meetings with

GANSW and the SDRP, and design responses are provided in the Design Report prepared by Oculus and Collins + Turner at **Appendix J**.

Consultation Undertaken to Inform Technical Reports

Consultants that have contributed to the project also undertook consultation with key stakeholders to inform their respective technical reports, as detailed below:

- TfNSW – refer to the Design Report prepared by Oculus and Collins + Turner at **Appendix J**;
- City of Sydney Council – refer to the Design Report prepared by Oculus and Collins + Turner at **Appendix J**, the Stormwater Management Report prepared by Enspire at **Appendix AE**;
- NSW State Emergency Service – refer to the Flood Risk and Impact Assessment report prepared by Mott MacDonald at **Appendix AF**;
- DPE, Environment and Heritage Group – refer to the Flood Risk and Impact Assessment report prepared by Mott MacDonald at **Appendix AF**;
- MLALC and Blak Diggers – refer to the Design Report prepared by Oculus and Collins + Turner at **Appendix J** and Designing with Country Integration Report at **Appendix R**; and
- Registered Aboriginal Parties (RAP) – refer to the ACHAR prepared by GML Heritage at **Appendix Q**.

Consultation under the EP&A Act

The SEARs item 24 requires consultation with the agency relevant to an approval or authorisation that may be required under Section 4.41 and Section 4.42 of the EP&A Act. Engagement has been undertaken for the likely approvals or authorisations under Section 4.41 of the EP&A Act, as provided in **Table 20**.

Table 20 Consultation undertaken under the EP&A Act

EP&A Act	Response
Section 4.41(1)(b) a permit under section 201, 205 or 219 of the <i>Fisheries Management Act 1994</i>	The NSW Department of Primary Industries has been consulted by INSW. Refer to the Marine Ecology Assessment prepared by Eco Logical at Appendix AS .
Section 4.41(1)(c) an approval under Part 4, or an excavation permit under section 139, of the <i>Heritage Act 1977</i>	Heritage NSW has been consulted by GML Heritage. Refer to Historical Archaeological Assessment prepared by GML Heritage at Appendix S .
Section 4.41(1)(d) an Aboriginal heritage impact permit under section 90 of the <i>National Parks and Wildlife Act 1974</i>	Heritage NSW has been consulted by GML Heritage. Refer to the ACHAR prepared by GML Heritage at Appendix Q .
Section 4.42(1)(f) a consent under section 138 of the <i>Roads Act 1993</i>	Schedule 2, Part 2, Division 1, clause 5(1) of the Roads Act, states that Section 138 does not require a public authority to obtain a roads authority’s consent to the exercise of the public authority’s functions in, on or over an unclassified road, other than a Crown road. Notwithstanding, INSW has consulted with the City of Sydney, as the roads authority, in relation to the proposed works to Bank Street.

Community

Community consultation for Bank Street Park was undertaken in two phases between August 2022 and March 2023 to inform the proposed design.

- Phase 1 community consultation (August 2022 – September 2022): focused on understanding community desires and priorities to inform the tender brief for the design.

- Phase 2 community consultation (February 2023 – March 2023): sought feedback from the community on three design options for the park.

The table below provides a summary of the feedback provided during community consultation that informed the preparation of the SSDA. It should be read in conjunction with the detailed Consultation Reports prepared by Cred Consulting.

Table 21 Community consultation summary

Theme	Response
Phase 1 Consultation	
Connection to Country and First Nations representation	<ul style="list-style-type: none"> – Design for, of and with Country has been integral to the design process for Bank Street Park and is guided by the three principles of Healing Country, Revealing Country and Caring for Country. – Indigenous planting species have been selected. – The colours of Country will be incorporated into materials and building facades. – Opportunities for honouring Blak Diggers history has been incorporated into the park and will continue to be explored through consultation with elders – Seating shelters represent traditional shields. – Public Art Plan identifies a focus on indigenous artwork and commissions.
A welcoming and accessible park that caters to different users and activities	<ul style="list-style-type: none"> – A range of spaces and activities are provided to cater to a range of users, including: – Nature-based playspace. – Fitness equipment. – Community building. – Dragon boat storage and launching ramp. – Boat launching ramp for passive watercraft, such as kayaks. – Public plaza and grassed open space areas. – Seating areas. – Bike parking.
Quality amenities to support park users	<ul style="list-style-type: none"> – Shade and shelter is provided through planting and shade structures throughout the park. – A range of seating areas provided. – Public toilets are provided. – Adequate lighting is provided to ensure safety and accessibility.
Consideration of the needs of boating users and water sports	<ul style="list-style-type: none"> – Dragon boat storage is provided, as well as a new dragon boat launching ramp. – A boat launching ramp for passive watercraft is also provided to improve access to the water for the public. – The existing marina is retained.
Mixed views around the future of the buildings at 1-3 Bank Street regarding whether the buildings should be demolished or retained	<ul style="list-style-type: none"> – The buildings at 1 – 3 Bank Street have been partially retained, comprising adaptive reuse for amenities and storage and an 'interpretation garden' in the ruins of the remaining built form.

A green place of respite	<ul style="list-style-type: none"> – Extensive planting is provided throughout Bank Street Park, providing increased tree canopy and ground cover. The provision of seating and grassed areas throughout the park will provide a green place of respite for users of the park. – Tree canopy cover will be 30% (or 47% based on City of Sydney method for calculation)
Connection to the water and enhanced views	<ul style="list-style-type: none"> – Sandstone blocks terracing into the water provide a connection to the water and will improve marine habitat. – The boat launching ramp for passive watercraft increases connection to the water for kayakers and other recreational boat users. – Views through the park and to the water are provided, enhancing views from the public domain to the harbour.
A distinct identity for the park	<ul style="list-style-type: none"> – The playspace has been deliberately designed to cater for 2 – 12 year olds, providing a point of difference from other nearby parks. – The park incorporates a First Nations design approach that is unique to the location. – The park is also distinguished by the provision of community facilities, including the community building and the dragon boat storage and boat launching ramp.
Phase 2 Consultation	
Concept 3 should be used as the framework / inspiration for the final design to best address community priorities	<ul style="list-style-type: none"> – Concept 3 was used as the basis for the final design.
Include a new purpose-built community facility	<ul style="list-style-type: none"> – A new community centre is proposed, which will provide flexible space for use by various community groups.
Prioritise a natural play space theme, with climbing elements	<ul style="list-style-type: none"> – The play space is a nature-based area, incorporating natural materials and timber. Climbing structure included.
Include places for young people to sit and talk in groups, and interesting lighting for night-time user	<ul style="list-style-type: none"> – The design includes many opportunities for young people to sit and talk, including on the viewing deck. Proposed lighting has been designed to ensure safety and security of park and users, with opportunities for feature lighting installations to be considered in future and in consultation with Placemaking NSW and TfNSW.
Storage for dragon boaters close to the ramp, designed to avoid conflicts between promenade users and boat users	<ul style="list-style-type: none"> – Storage is included with direct access to the ramp. – A Plan of Management will be required to ensure conflicts are managed; however, it is anticipated that this will be managed through temporary detours/barriers when boats are launching.
Additional design considerations, such as providing increased seating, BBQs, increased parking, additional tree canopy cover, and providing information or interpretation about the history of Pymont	<ul style="list-style-type: none"> – A variety of seating, including shelters, is proposed at strategic and appropriate locations throughout the park. – Tree canopy cover will be 30% (or 47% based on City of Sydney method for calculation). – A heritage interpretation strategy has been prepared, which includes elements of colonial and First Nations heritage.

Further detail on community consultation is also provided in the Phase 1 Engagement Report at **Appendix AT**, Phase 2 Engagement Report at **Appendix AU**, and the Design Report at **Appendix J**.

5.3 Future Engagement

Following determination of SSD-53386706, engagement will continue to occur with the following government bodies and agencies:

- City of Sydney;
- Placemaking NSW;
- TfNSW;
- First Nation Advisors;
- MLALC and Blak Diggers; and
- Ausgrid.

6. Assessment of Impacts

This section provides an assessment of the potential impacts from the proposed development. It should be read in conjunction with the detailed technical studies in the appendices, which provide further detail regarding the impacts of the proposed development by discipline.

Potential impacts are to be mitigated through implementation of mitigation measures, as detailed in **Appendix C**.

6.1 Landscape Design, Built Form, and Design Quality

Landscape Design and Built Form

The approach to the landscape design of the park and its built form elements, is set out at Section 3 above, which details Primacy of Country as the driving narrative.

Embedding community consultation and stakeholder engagement from the outset in design of the park, has been integral to achieving the design outcome. This commenced with consultation processes as part of the Blackwattle Bay State Significant Precinct Study which established broad community needs, and later included community consultation on developed options, detailed at Section 2.6 above.

The park design seeks to provide the community with access to the foreshore and harbour once again, and links foreshore land either side with a generous public promenade. The park has been deliberately curated into functional areas which responds to existing features on site and its context, and seeks to minimise conflict between uses. New and adapted built form is concentrated in the northern corner of the site with existing buildings. The multi purpose court and dragon boat storage are situated under Anzac Bridge. Play areas are sited together. All is unified by a logical path network and embellished with endemic native plant palette and materials and finishes that respect Country.

Design Excellence

INSW is committed to design excellence throughout the design, planning approval and delivery processes in all their projects, including Blackwattle Bay.

The proposed new buildings and external alterations to existing buildings are subject to Clause 6.21C of SLEP 2012 regarding design excellence. 'Design Excellence' refers to the highest standard of architectural, urban and landscape design as well as a structured process to support world class design.

Design Excellence Strategy

A Design Excellence Strategy (September 2022) was developed for Bank Street Park, in collaboration with GANSW, to establish the framework that INSW will utilise to deliver design excellence. It was endorsed by GANSW on 23 September 2022.

The Design Excellence Strategy outlined the proposed development be reviewed by the SDRP at all phases of the project, including tender evaluation, concept development and detailed design development.

The Design Excellence Strategy outlined the approach for a competitive tender process which was undertaken to identify the lead design consultant for the Bank Street Park. A total of six consultancies were approached to provide a response to the Request for Tender (RFT). These were selected based on the following criteria:

- Accreditation on GANSW Strategy and Design Scheme;
- Having received an industry award (including AILA) award for a recent project; and
- Previous experience, with a particular focus on innovation.

Two members of the SDRP were engaged by INSW to provide expert design advice during the tender evaluation of the lead designer of the park, including one member with a landscape architecture background and another with a First Nations focus.

State Design Review Panel

- INSW also engaged the services of these same panel members throughout the concept development phase of the project, to provide advice and input to the design team in developing a preferred concept option for the park. This engagement exceeded SDRP requirements for SSD projects, and was sought to achieve an optimal design outcome for the park.
- Two design reviews were undertaken by the Design Review Panel (DRP) as part of the concept development phase, on 11 November 2022 and 16 January 2023. Key content areas included site analysis, benchmarking and design framework, and concept design options.
- Once the project commenced the SSD process, the SDRP undertook a formal role in reviewing and advising on the project at key milestones. The same panel members involved in the early phases of the project were also involved in the development application phase.
- Three SDRP reviews were undertaken for the proposed development, on 28 April 2023, 29 June 2023 and 10 August 2023. The SDRP provided commentary and recommendations on various aspects of the project design, including Connecting with Country, site strategy, landscape, architecture, sustainability and climate change.
- The SDRP design advice has shaped the design outcomes and greatly assisted the design team in achieving an exemplary design for Bank Street Park.
- Over the three SDRP presentations the panel was extremely positive regarding the development of the design and the design team's response to their comments. The final comments received in SDRP #3 have been incorporated into the final design. SDRP design advice and response to SDRP #3 are provided in the Design Report prepared by Oculus and Collins + Turner at **Appendix J**.

SLEP Design Excellence Requirements

The proposed design addresses the design excellence matters set out under Clause 6.21C of SLEP 2012. Refer to the response to these matters in the Design Report prepared by Oculus and Collins + Turner at **Appendix J**.

Design Excellence Summary

Ultimately, the proposed development achieves design excellence as it aligns with the framework and objectives in the Bank Street Park Design Excellence Strategy, it complies with the design excellence controls in SLEP 2012, and the scheme has been endorsed by GANSW SDRP.

Furthermore, design excellence is achieved through:

- Provision of a high quality landscape designed park, which significantly improves public access to open space and Sydney Harbour foreshore, provides respite, recreation, and amenity benefits, is aesthetically pleasing, and puts Primacy of Country foremost;
- Provision of a high quality building design and facade that responds to the site and context;
- Mitigation of environmental impacts, particularly heritage, sustainable design, overshadowing and solar access, visual and acoustic privacy, noise, wind and reflectivity, as detailed in **Section 6I**.

6.2 Ecologically Sustainable Development

A Sustainability Strategy Report has been prepared for the proposed development by Atelier Ten at **Appendix AQ**. The report sets out the key sustainability ambitions for Bank Street Park, and an approach to embed environmental, social and economic sustainability.

There is a commitment to net zero across the Blackwattle Bay Precinct, as well as the achievement of a 5-star rating under the Green Star Communities tool. The proposed Bank Street Park will play a pivotal role in this commitment.

The proposed development integrates a series of sustainability principles into the design, as detailed in **Table 22**.

Table 22 Sustainability principles and initiatives

Source: Atelier Ten

Sustainability Principle	Spatial Initiatives
Net Zero Carbon	<ul style="list-style-type: none"> - Re-using heritage buildings - Regenerated landscapes - All electric built environment - Design for cross-ventilation - All facades shade glazing - Low embodied carbon materials
Resilient and Adaptable	<ul style="list-style-type: none"> - Prioritise materials with low thermal mass or high solar reflectance index - Green roofs reduce peak rainwater runoff - Floodplains manage floods naturally - Buildings all perform 20% better than NCC for thermal envelope performance - Buildings collect rooftop rainwater for onsite reserve water source during emergencies - Extensively vegetated public realm to mitigate UHIE
Biodiverse and Regenerative	<ul style="list-style-type: none"> - Create robust wildlife corridors and protect habitats of existing species - Protect existing significant trees and remnant vegetation - Light sensitive urban design to reduce light penetration - Provide educational signage for protecting natural habitats including aquatic vegetation for migratory birds and fish - Balance between native PCT and high evapo-transpirative plant species - Environmental remediation of contaminated soil and water
Integrated Mobility	<ul style="list-style-type: none"> - Glebe Island Bridge as a potential pedestrian and cycle connection - Fully separated pedestrian and bicycle pathways - Pedestrian linkages to existing and future public transport services - Implement micro-mobility station - Bicycle parking - Smart transport technology to reduce congestion and improve road safety
Healthy and Inclusive	<ul style="list-style-type: none"> - Drinking water fountain located per 800m radius - Fully accessible pedestrian pathways and separated bicycle paths - Fitness facilities and multi-purpose courts contribute to Green Star communities - Waterfront promenade encourages physical activity and active mobility - Nature-based inclusive playspace - Artwork integrated in the public realm to create vibrance and reflection on culture and history.

Refer to the Sustainability Strategy Report at **Appendix AQ**, the Embodied Emissions Form at **Appendix AR**, and Mitigation Measures at **Appendix C** for further detail.

6.3 Trees and Landscaping

Section 3.11 above provides an overview of tree retention and removal relative to their rated significance. An Arboricultural Impact Assessment was prepared by Tree IQ (**Appendix AO**) and Landscape Plans and Design Report have been prepared by Oculus (**Appendix J** and **Appendix H** respectively).

Tree Removal

A total of 20 trees are being removed from the extent of works area.

Five trees located at the southern boundary of the site are proposed for removal to accommodate the new community facilities. Of these, only one tree was allocated a retention value of 'consider for retention'.

Four trees will be removed to facilitate the new timber launching ramp and kayak facilities, and four trees located at the existing seawall will be removed to facilitate seawall upgrades and the new boardwalk. These trees are of moderate landscape significance.

Three trees are proposed to be removed from near the eastern boundary to accommodate the new promenade. A further four trees of low landscape significance are proposed for removal to allow for the planting of more suitable species.

Tree Planting and Proposed Canopy Cover

An additional 114 trees are proposed to be planted, to offset those trees being removed from site, provide amenity benefits for park users, and generally increase canopy cover to meet required targets. Canopy cover targets for the site are summarised below:

- Bank Street Park achieves the 30% minimum tree canopy cover target as noted in the Blackwattle Bay Design Guidelines for parks within 10 years, with the proposal having an anticipated 40% canopy coverage at maturity.
- The City of Sydney's Greening Sydney Strategy 2021 sets a higher target of 46% canopy cover for parks by 2050, and the Urban Forest Strategy 2022 allocates a 55% canopy cover target for Neighbourhood Parks. The site achieves a 47% canopy coverage based on City of Sydney assessment criteria, which excludes hard courts and buildings.

The planting schedule maximises the canopy cover in park, in the context of other site constraints, most notably the Anzac Bridge. It achieves the canopy cover targets set out in the Blackwattle Bay Design Guidelines, which were established based on the site constraints and in consultation with the City of Sydney as part of the working group for the rezoning.

Species have been selected based on solar access and will need to be supported by piped and passive irrigation where rainfall is impeded by the bridge above.

6.4 Biodiversity

Terrestrial Biodiversity

A Biodiversity Development Assessment Report (BDAR) was prepared by Eco Logical and is at **Appendix AP**.

This BDAR demonstrates that the proposed development is not likely to have any significant impacts on biodiversity values.

Direct Impacts on Native Vegetation

The subject land has an extensive history of disturbance and absence of remnant vegetation as the land was cleared of all vegetation more than 100 years ago. The subject site is not connected to areas of intact native vegetation.

No native vegetation is expected to be impacted by the proposal.

Impacts on Threatened Species

Targeted surveys were conducted using acoustic devices for microbats to determine species presence and activity within the subject land. Three possible species credit species were recorded during targeted surveys including:

- *Miniopterus australis* (Little Bent-winged Bat) - listed as vulnerable under the Biodiversity Conservation Act 2016
- *Miniopterus orianae oceanensis* (Large Bent-winged Bat) - listed as vulnerable under the Biodiversity Conservation Act 2016
- *Myotis macropus* (Southern Myotis) - listed as vulnerable under the Biodiversity Conservation Act 2016

The results from the targeted surveys indicate that microbats only utilise the subject land on rare occasion and are not breeding or foraging within the subject land.

Three Matters of National Environmental Significance (MNES) listed under the Environment Protection and Biodiversity Conservation Act 1999 EPBC Act were identified, Bar-tailed Godwit, Curlew Sandpiper and Grey-headed Flying-fox. Assessments of significance were undertaken for these MNES in accordance with Significant impact guidelines 1.1 (Commonwealth of Australia, 2013). These assessments concluded that the proposed works are unlikely to have a significant impact on these species.

Mitigation measures have also been provided by Eco Logical to avoid and minimise impacts to vegetation and species present on the site. Specific measures have been included to minimise indirect impacts to microbat species during and post construction works. A Microbat Management Plan will also be prepared prior to demolition works to minimise construction impacts to microbats.

Refer to Mitigation Measures at **Appendix C** for further detail.

Marine Biodiversity

A Marine Ecology Assessment was prepared for the proposed development by Eco Logical at **Appendix AS**.

The assessment concludes that the proposed stepped sandstone seawall, stormwater outlets, dragon boat ramp relocation, kayak pontoon, partial wharf removal and overwater boardwalk would:

- Not have a significant impact on any aquatic threatened species, population or community;
- Not trigger the need for a Species Impact Statement, nor referral to a Commonwealth body for aquatic species;
- Not require a permit under Part 7 of the Fisheries Management Act 1994 as the type of work and impact is exempt under Section 4.41(1)(b) of EP&A Act;
- Require fauna management in regard to survey and relocation of seahorses, if any, prior to construction;
- Have a neutral impact on Type 2 (moderately sensitive) Key Fish Habitat and Type 3 (minimally sensitive) Key Fish Habitat, meeting NSW Department of Primary Industries Fisheries' policy of 'no net loss' of Key Fish Habitat;
- Have a long-term benefit to marine ecology due to an improved seawall and habitat connectivity if additional rocky rubble is included, plus other benefits if seahorse hotels or other fish habitat are installed;
- Meet the development controls for water catchments under the Biodiversity and Conservation SEPP; and
- Meet the marine habitat controls in the Blackwattle Bay Design Guidelines.

Refer to specific mitigation measures provided by Eco Logical at **Appendix C**.

6.5 Environmental Heritage

Built Heritage

A SOHI was prepared for the proposed development by GML Heritage at **Appendix O**.

1-3 Bank Street has been assessed by GML Heritage as being of local heritage significance as a remnant maritime industrial complex in Blackwattle Bay.

Refer to **Section 2.4** of this report for details of the heritage listings within and surrounding the site.

The heritage impacts of the proposal to various site elements are summarised in **Table 23**.

Table 23 Summary of heritage impact – heritage items

Source: GML Heritage

Heritage Item/ Element	Assessment of Heritage Impact
Anzac Bridge (State Heritage Item no. 4305018)	<p>The proposal will maintain a curtilage around the eastern pylon and piers of the Anzac Bridge to allow access to these elements in line with the bridge's operational requirements.</p> <p>The SOHI concludes that the proposal will result in a neutral impact to the Anzac Bridge.</p>
Glebe Island Bridge (State Heritage Item no. 125)	<p>The proposal will change the footpaths and road network to accommodate a cycleway on Bank Street as it approaches the eastern abutment of Glebe Island Bridge. Works include the removal or alteration of the gate and minor changes to the footpath network and kerbs which will join to the asphalt surface of the bridge.</p> <p>No changes to the bridge or bridge abutment are expected. Some trees will be removed from 1A Bank Street adjacent to the bridge abutment and will be replaced with new plantings. Several trees of some arboricultural value will be retained in this area. No other works to 1A Bank Street are proposed.</p> <p>The SOHI concludes that the proposal will result in a neutral impact to the setting of Glebe Island Bridge.</p>
<p>1-3 Bank Street (assessed by GML Heritage as being of local heritage significance as a remnant maritime industrial complex in Blackwattle Bay)</p>	<p>The proposal will demolish Buildings A, B and C of 1–3 Bank Street and adaptively reuse Building D. Whilst demolition results in adverse impacts, GML has found that the proposal is acceptable from a heritage perspective, as outlined below.</p> <p><u>Buildings A-C</u></p> <p>Options to retain the buildings were explored but discounted for a range of reasons, including impediments to planned facilities, movement and solar access.</p> <p>GML Heritage considers the impacts of the proposal to be acceptable from a heritage perspective in light of the constraints on retaining the buildings and the low significance of Building C and Building B's poor viability for re-use. The retention of Building A would also place significant constraints on the design of the park and impede the achievement of several key project objectives.</p> <p>The impact of the proposal is mitigated by the adaptive re-use of Building D and the retention of elements of Building A within an Interpretation Garden. The salvage and re-use of significant fabric and interpretation of the site will provide further partial mitigation of this impact.</p> <p>The renewal of the site as a public park will also provide greater benefits than retaining it 'as-is', with 1–3 Bank Street having poor prospects for adaptive re-use if the proposal does not proceed. The buildings at 1–3 Bank Street are in poor condition and not fit for purpose as they require repairs and upgrades. This would be for limited commercial or public benefit in the context of the newly rezoned Blackwattle Bay Precinct and is not commensurate with the desired future character of the area.</p>

	<p>While the loss is a heritage impact, examples throughout Pymont demonstrate that the redevelopment and adaptive re-use of former industrial sites can produce interesting and high-quality spaces of public benefit. The interpretation of the history of the site can successfully communicate its values to the wider community in a way which respects its history and adapts the site for contemporary use.</p> <p><u>Building D</u></p> <p>The proposed adaptive re-use of Building D involves works that will have an adverse impact on the building. However, as noted in the SOHI, this is considered acceptable in the context of the renewal of the site.</p> <p>In summary, demolition of Buildings A, B and C and adaptive reuse of Building D is considered the most feasible option to achieve maximum public amenity and benefit and is therefore acceptable with the implementation of specific mitigation measures/ recommendations.</p>
Heritage Items in the vicinity of the site	The proposed development will result in a neutral impact to heritage items in the vicinity of the site.

Refer to Mitigation Measures at **Appendix C** for specific recommendations to minimise and mitigate the identified heritage impacts of the proposal.

Historical Archaeology

A Historical Archaeological Assessment has been undertaken by GML Heritage at **Appendix S**. The following phases of historical development are relevant in understanding the archaeological potential of the site.

- Phase 1: 1803–1895 - Harris’s Ultimo Estate and the first Glebe Island bridge.
- Phase 2: 1895–c1932 - Subdivision and early industrial development.
- Phase 3: 1932–1980s - Cam & Sons and later twentieth-century development.
- Phase 4: 1980s–present - Modern land use.

The proposed development has potential to impact archaeology of local significance, as follows.

- Potential high impact on potential archaeology of local significance, specifically the structural remains associated with construction of Phase 3 buildings, as a result of the proposed new building at 1-3 Bank Street.
- Potential moderate to high impact on archaeology of local significance, specifically the remains associated with Phase 2 seawall and Phase 2 timber stores, as a result of the proposed dragon boat storage structure.
- Potential low to moderate impact on archaeology of local significance, specifically the remains associated with Phase 1 maritime features and Phase 2 timber stores and seawall, as a result of the proposed split level promenade.
- Potential for low impact on archaeology of local significance, specifically the remains associated with construction of Phase 2 timber stores, as a result of the proposed new building at 1-3 Bank Street.
- Potential for localised impacts on archaeology of local significance depending on the location and extent of excavation for soft landscaping.
- Potential for localised impacts on archaeology of local significance depending on the location and extent of service trenches for inground services.
- Nil impact on potential archaeology resulting from ground raising within the building footprint of Building B, excavation for the multi-purpose sports court, and demolition of temporary Blackwattle Bay Marina Office.

To reduce impact on historical archaeology of local significance on site, recommendations and mitigation measures have been established by GML Heritage, and a Historical Archaeological

Research Design and Excavation Methodology has been prepared for the proposed development as part of the HAA at **Appendix S**.

Maritime Archaeology

A Maritime Archaeological Assessment (MAA) was prepared for the proposed development by Comber Consultants at **Appendix U**.

The risk of significant heritage impact as a result of the proposed development was assessed as low. Notwithstanding, the report makes the following recommendations to mitigate associated risk.

The consultant finds, as the assessment has not been informed by survey of the harbour bed, it is recommended that an archaeological dive inspection is undertaken prior to commencement of disturbance of the harbour bed. The most effective form of survey in the shallow water of the study area would be a dive inspection or a shallow water side scan sonar survey. The findings of the MAA should then be reviewed and updated.

Mitigation measures are also included in the MAA for unexpected finds.

It is recommended that the dive inspection and unexpected finds measures in the MAA are included in a detailed Construction Environmental Management Plan (CEMP).

Preliminary Heritage Interpretation Framework

A Preliminary Heritage Interpretation Framework Report has been prepared for the proposed development by GML Heritage at **Appendix P**. The report identifies three key themes relevant to the subject site and broader Blackwattle Bay precinct, including:

- Aboriginal Heritage (primary theme);
- Colonial Industry (secondary theme); and
- Migrant Fishing (secondary theme).

A discussion of these themes and their interpretation within the design of Bank Street Park is provided at Section 3.7 above. Refer to the Preliminary Heritage Interpretation Framework at **Appendix P** and the Design Report at **Appendix J** for further detail.

While the interpretation framework does not entirely mitigate the impacts of the proposed development or preceding historical events on aboriginal, historical, built or maritime heritage, it goes some way to acknowledge the past by physically grounding these themes in the present, and educate the public of the site and context’s significance and values to all persons.

Aboriginal Cultural Heritage

An ACHAR was prepared by GML Heritage and is appended at **Appendix Q**. The following **Table 24** identifies potential archaeological deposits (PAD) on the site and cultural heritage aspects attributed to the site and context, that are potentially impacted by the proposed development.

Table 24 Aspects of Aboriginal Heritage and Impacts

Aspect of Aboriginal Heritage	Type of harm	Degree of harm	Consequence of harm
Archaeological deposit within 1-3 Bank Street (colluvium, PAD02A)	Direct. Excavation for the proposed development extends up to 1m depth and deeper excavation would be required for new footings and services below this depth. The new marina building is directly adjacent to the archaeological deposit PAD02A, and excavation and construction for the new buildings have the potential to impact this archaeological deposit.	Partial to total. Depending on the extent and location of PAD02A, the proposed development may result in the partial or total removal of PAD.	Partial to total loss of value
Localised remnant soils with potential for Aboriginal objects including PAD 02 (45-	Potentially direct. Excavation from earthworks, new buildings, services and landscaping may result in impacts	Partial to total, pending depth of impact in relation to areas of PAD.	Partial to total loss of value.

6-3338), PAD 03 and PAD 04	to PAD where these deposits survive in localized areas across the site.		
Views of Blackwattle Bay	Indirect. Construction of new buildings at 1-3 Bank Street are within the same location as existing buildings, are of similar height and would not result in a greater obstruction of views. Planting of trees and park furniture in the southern part of the site may partially screen views within parts of the park, however, views to Blackwattle Bay would be maintained overall from the site.	Partial. Connection to water has formed a key design principle in development of the park design. Views to the bay are highlighted in areas of the park design, and therefore impacts are minimal.	Minor partial impact. Views would be maintained across most of the park.
Commemoration of Blak Diggers	Intangible	None	None

Table 25 below provides a summary of the potential impacts to Aboriginal cultural heritage values from the proposed development.

Table 25 Summary of Aboriginal heritage values

Source: GML Heritage

Value	Manifest through	Grade of Significance	Consequence of harm
Social	Archaeological deposit in the form of a flint artefact.	Partial	Potential to total loss of value
Historic	No historic associations identified. Future connections between ANZAC bridge and Blak Diggers	None	None
Scientific	Isolated artefact find (flint artefact)	Partial	Partial loss of value
	Localised remnant soils with potential for Aboriginal objects including PAD 02 (45-6-3338), PAD 03 and PAD 04	Partial	Partial loss of value
Aesthetic	Views to Blackwattle Bay	-	Minor partial loss of value

Considering the ACHAR findings, GML Heritage provided several recommendations to be implemented prior to the commencement of works and during works. Refer to Mitigation Measures at **Appendix C**.

Refer to the ACHAR at **Appendix Q** for further detail. An Archaeological Research Design is also included under the ACHAR, detailing the research objectives and methodology for undertaking a program of Aboriginal archaeological excavation where remnant soils with PAD are identified during the construction program.

6.6 Traffic, Transport and Accessibility

A Transport and Accessibility Impact Assessment has been prepared by JMT at **Appendix AN**. A summary of their findings is provided below.

Traffic

Traffic Generation

The Transport and Accessibility Impact Assessment concludes that the proposal would not impact the operation of the surrounding road network nor trigger the requirement for any additional road network enhancements given the vast majority of users are anticipated to arrive via sustainable forms of

transport. The proposed use is not a significant generator of traffic activity – particularly during the commuter peak hours of 8am-9am and 5pm-6pm on weekdays. Traffic activity associated with this use is generally greatest outside of these peak hours on a weekday or on a weekend.

Key measures proposed to support sustainable transport to and from the site include enhanced pedestrian connections connecting to public transport stops, bicycle parking and a new bicycle facility along Bank Street.

Parking

Car Parking

No dedicated off-street car parking is proposed as part of the project. Kerbside parallel parking is available for those arriving by private vehicle.

The existing informal car parking on the site used by the Blackwattle Bay Dragon Boat Club will be removed as part of the project to facilitate the new public park. The project will however provide for equipment storage areas for the dragon boat club along with showers and change facilities which are not currently available. This availability of storage and end of trip facilities will make the use of public transport and other sustainable forms of transport more viable to club members compared to current conditions.

As will be the case with members of the public, dragon boat users will be able to access the site via public transport, walking or cycling or make use of the on-street public car parking spaces along Bank Street.

Bicycle Parking

The proposed provision of 30 bicycle spaces is considered reasonable given this is likely to represent between 5% to 10% of the typical onsite population for the park at any one point in the day. These public bicycle parking spaces will be located in areas with strong levels of passive surveillance at the periphery of the park to discourage cyclists riding in the heart of the park and potentially clashing with pedestrians.

The public domain design does not preclude an increase in the number of spaces to meet future demand.

Access

Vehicular Access

The proposed use is not a significant generator of traffic activity and does not create need for public vehicle access directly onto the site.

The proposal also makes provision for TfNSW to obtain vehicular access to the Anzac Bridge pylon and other TfNSW assets for the purposes of maintenance and emergency repairs and 5m width of clear paving is provided to either side of the pylon for maintenance access and security. Pathways and spaces have been designed to accommodate a boom lift to provide access to the underside of the bridge should it be needed for maintenance or repairs. Restricted vehicle access into the park for dragon boat loading and unloading will also be provided and subject to operational guidelines.

Pedestrian Access

The proposal includes significantly enhanced pedestrian connectivity which will link to both the broader Blackwattle Bay precinct as well as the potential future active transport connection across the Glebe Island Bridge.

The western footpath on Bank Street adjacent to the site is proposed to be widened to approximately 3.65m to accommodate future pedestrian flows.

This footpath width exceeds the minimum recommended width of 3.0m outlined in the NSW *Walking Space Guide* for 'Type 3' footpaths – defined as a main street footpath (medium activity) or local footpath (high activity). Given the location of Bank Street Park in the context of the broader Pyrmont Area, away from the main commercial / residential activity hubs, a Type 3 footpath is considered an appropriate reference.

The proposed Bank Street footpath width is appropriate and would comfortably accommodate future pedestrian demands.

Public Transport Access

The site is well located with respect to existing public transport infrastructure and services, including a close walk to the Fish Market light rail stop and bus stops on Miller Street.

The site will also benefit from various transport initiatives (separate to the subject application) that are planned to support the growth of the Pyrmont Peninsula, including new metro stations at Pyrmont and Bays West, a potential ferry stop in Blackwattle Bay as well as the potential of restoring the Glebe Island Bridge to provide active transport connectivity between Bays West and the Pyrmont Peninsula.

Separated Cycleway

A separated bi-directional cycleway on the western side of Bank Street is proposed which will promote the use of cycling as a mode of transport to the site and reduce reliance on private vehicles.

Recreational cyclists are also expected to use the internal pathways within the site, especially the waterfront promenade. These will act as shared pathways where cyclists must travel at slow speeds (less than 10km/h) and give way to pedestrians at all times.

These pathways will act in a similar way to those on the western side of Blackwattle Bay where pavement markings guide cyclists to slow down and give way.

Commuter cyclists travelling at higher speeds are expected to travel along the dedicated cycleway to be provided along Bank Street. This new cycleway will be complemented by bicycle parking within the site, as detailed above.

The safety of park users crossing the cycleway would be managed with removable bollards along Bank Street, which will act to slow cyclists that choose to enter the park, rather than use the cycleway..

Sustainable Travel

The proposal contains a suite of measures that will support sustainable travel choices for visitors to Bank Street Park, including:

- The improved pedestrian and cycling connections described above including publicly accessible bicycle parking to be provided within the site; and
- Encouragement of walking, cycling and public transport as the primary forms of transport to the site and the related discouragement of private vehicles and the exclusion of on-site car parking within the site.

As per the recommendations of the broader Blackwattle Bay transport strategy, Green Travel Plans are to be implemented and managed as part of any future residential and commercial developments in the precinct. These travel plans will support sustainable forms of travel to and from the precinct and will complement travel demand strategies as detailed in **Appendix AN**.

6.7 Construction Pedestrian and Traffic Management

A Preliminary Construction Pedestrian and Traffic Management Plan has also been prepared by JMT Consulting at **Appendix AD** to assess the proposed access and operation of construction traffic associated with the proposed development with respect to safety and capacity.

The document is preliminary in nature and is intended to be dynamic and respond to the future operation of the site. It is also noted that a more detailed Construction Pedestrian and Traffic Management Plan will be prepared by the contractor prior to the commencement of works.

A summary of the Preliminary Construction Pedestrian and Traffic Management Plan is provided in **Table 26**.

Table 26 Preliminary Construction Pedestrian and Traffic Management Plan Summary

Impact	Summary
Construction Hours	The proposed hours of construction are consistent with those in place for the new Sydney Fish Market project, also located within the Blackwattle Bay precinct. Refer to Section 3.12 above for project construction hours. The appointed contractor will be responsible for instructing and controlling all subcontractors regarding the hours of work. Any work outside the approved construction hours would be subject to specific prior approval.
Vehicle Types	A range of vehicles are likely to be utilised to facilitate the works on site, including 12.5m Heavy Rigid Vehicles, 8.8m Medium Rigid Vehicles and 6.4m Small Rigid Vehicles. Special permits and approval from the City Regulation Unit within Council will be required to bring in larger and oversize vehicles during the works if required including 19m semi-trailers and truck and dog vehicles. These will be managed on a case-by-case basis in close consultation with City of Sydney Council.
Construction Traffic Volumes	It is expected that the construction works may generate 5 vehicles per hour and 20 vehicles per day on a typical workday, and 10 vehicles per hour and 40 vehicles per day on a busy workday. Where practical minimal construction traffic movements to/from the site will be made during peak hours to minimise the impact on the wider road network.
Construction Vehicle Routes	Construction vehicle routes have been selected to align with key arterial roads such as Wattle Street, Western Distributor, Anzac Bridge and Cross City Tunnel. All vehicles will arrive / depart the site to / from the south along Bank Street. No local roads in the Pyrmont area will be utilised by construction vehicles to access the site.
Works Zones	On-street work zones may be required in the later stages of construction which may necessitate the removal of some existing on-site parking spaces, although these spaces are currently not allocated to any particular user (e.g., nearby residents) and therefore their temporary loss would be of low impact. The requirement of any work zones will be confirmed by the contractor in the detailed Construction Pedestrian and Traffic Management Plan.
Road Closures	No road closures are envisaged to facilitate the construction of the Bank Street Park. If a temporary road/lane closure is required during the works, this would be subject to a separate application for partial road closure (including a Road Occupancy Licence) by the contractor made to TfNSW and City of Sydney. Any temporary road closures would be scheduled well in advance and timed to avoid busy periods on the transport network so as not to impact existing transport services – most likely in the evenings.
Construction Worker Car Parking	Given the location of the site, workers will be encouraged to use public transport as a means of access. There will be limited or no on-site parking for the Contractor, employees of relevant subcontractors or visitors to the job site. As Bank Street and surrounding streets in Pyrmont are time limited to 6 hour parking (or less), and with staff to be on-site for the entire day, on-street parking in Bank Street or other residential streets will not be possible.
On-street Parking Impacts	The project may impact a small number of existing ticketed car parking on Bank Street associated with the delivery of a construction vehicle site access point and the establishment of a works zone. The final number of spaces impacted by the project, including the duration of the impact, will be confirmed at the time of the development of the detailed Construction Pedestrian and Traffic Management Plan.
Public Transport Impacts	It is not expected that public transport services would be affected by the works.
Pedestrian Management	Temporary fencing and hoardings will be installed along frontage of the works site to maintain pedestrian movements and ensure the safety of pedestrians walking adjacent to the construction site. Footpaths will remain open at all times to pedestrians and therefore minimal impacts are anticipated. Traffic control plans detailing further measures to manage pedestrian safety will be provided as part of the detailed Construction Pedestrian and Traffic Management Plan.

Road Network Impacts

The number of construction vehicles associated with the construction of the Bank Street Park is expected to be relatively low – at most 10 vehicles per hour. This is considered acceptable as the site currently has spare traffic capacity, is well accessed via the arterial road network, and as vehicles will be approaching the site from a number of directions, distributing the traffic load across a number of access routes.

The Preliminary Construction Pedestrian and Traffic Management Plan also provides mitigation measures to be adopted during the demolition and construction phases to ensure traffic movements have minimal impact on surrounding land uses and the community in general. Refer to Mitigation Measures at **Appendix C**.

6.8 Noise and Vibration

A Noise and Vibration Impact Assessment was prepared for the proposed development by Stantec at **Appendix AJ**.

Attended and unattended noise surveys were conducted to establish the ambient and background noise levels of the site and surrounds. The most affected/ sensitive receivers for the development are shown in **Figure 41** below.



Figure 41 Site, sensitive receiver and noise monitoring locations
Source: Stantec

Construction Noise

The Noise and Vibration Impact Assessment provides general recommendations only and provides applicable criteria together with feasible and reasonable noise and vibration control practices to be observed during the construction of the proposed development.

It is noted that a detailed Construction Noise and Vibration Management Plan will be prepared once a contractor has been appointed which will identify any noise criteria exceedances and relevant mitigation measures once construction methods and stages are known.

A preliminary construction noise assessment was carried out based on typical plant and machinery expected throughout the construction stages. The preliminary noise assessment has been considered at the nearest existing residential receivers.

Predicted noise levels for early works and demolition and structural works were assessed against construction noise criteria. The assessment demonstrated that the 'highly noise affected level' (75dBA) is not exceeded in either scenario. Notwithstanding, the report provides general recommendations to

minimise the spread of noise and vibrations to the potential receivers. Refer to these measures at **Appendix C**.

Construction Traffic Noise

The project may impact a small number of existing ticketed car parking on Bank Street associated with the delivery of a construction vehicle site access point and the establishment of a works zone. The final number of spaces impacted by the project, including the duration of the impact, will be confirmed at the time of the development of the detailed Construction Pedestrian and Traffic Management Plan, prior to the commencement of construction works on the site.

The small number of existing parking spaces to be temporarily removed on Bank Street is not considered to significantly impact the surrounding transport network.

Operational Noise

Community, Café and Marina Building

The noise emission from the use of community space and the operational noise of the café/kiosk is expected to comply with the noise emission criteria outlined by Noise Policy for Industry during the standard operational hours (7am – 6pm everyday) without requiring any specific acoustic mitigation measures.

Multi Purpose Court

The Noise Assessment considers typical court usage, which includes the use of referee's and whistles. Based on the predicted noise levels at the receivers, the noise emission from the use of basketball court (without the use of whistle) is expected to comply with the intrusive noise criteria set out by NSW Noise Policy for Industry between 7am to 10pm without requiring any specific acoustic mitigation measures.

The use of whistles on the court after 6pm is not expected to meet the noise criteria and their use after this time is not recommended.

Traffic Generation

The proposed development does not include any additional car parking spaces. Traffic generation is limited, and the proposed development is expected to comply with the requirements of the NSW Road Noise Policy.

Dragon Boats

Blackwattle Bay has been used for dragon boats for many years. Their continued use as part of the proposed development is not expected to create any additional adverse noise impact to the nearest receivers.

Loading/ Deliveries

The predicted noise levels of the loading dock activities at the surrounding noise-sensitive receivers are expected to comply with the project noise trigger levels.

Vibration

The proposed development is not expected to give rise to any vibration intensive activities that produce adverse vibration impacts to the nearest sensitive receivers during operation.

During construction, noise and vibration levels are proposed to be monitored through attended and unattended noise monitoring programs to ensure that noise generated as a result of remediation and construction does not disturb local businesses. Refer to the Navigation Impact Assessment at **Appendix AH** and Mitigation Measures at **Appendix C** for further detail.

6.9 Ground and Water Conditions

A Geotechnical Assessment was prepared for the proposed development by JK Geotechnics at **Appendix X**.

The Geotechnical Assessment comprised:

- A site walkover on 1 June 2023 by an Associate Geotechnical Engineer.
- A search of the JK Geotechnics project database to identify relevant geotechnical investigations completed nearby.
- A review of the draft JBS&G environmental report.
- A review of aerial photography and digital street view (Nearmap and Google Earth).
- A review of the regional geology maps.

No subsurface investigations were carried out as part of this assessment, given the adequacy of existing information.

The report found that the site is underlain by Hawkesbury sandstone with the on-shore portion of the site underlain by fill overlying sandstone bedrock. The off-shore area contains both sands and clays over sandstone bedrock.

Sydney Metro Tunnels

The Geotechnical Assessment has considered the future Sydney Metro tunnel extending from Westmead to The Bays located below the subject site, generally parallel to the northern side of Anzac Bridge.

There are two proposed structures that may fall within the tunnel reserves: the Community Centre Café/Marina and the Dragon Boat Store. Proposed piles for these buildings are expected to be found outside the tunnel second reserve.

Clause 2.99 of the State Environmental Planning Policy (Transport and Infrastructure) 2021 provides that concurrence with the rail authority may be required when penetration of the ground will occur to a depth of at least 2m below ground level within 25m of a rail corridor (measured horizontally) or above a rail corridor.

In accordance with Clause 2.99, the following needs to be considered in deciding whether to provide concurrence:

- i. the safety or structural integrity of existing or proposed rail infrastructure facilities in the rail corridor;*
- ii. the safe and effective operation of existing or proposed rail infrastructure facilities in the rail corridor; and*
- iii. what measures are proposed, or could reasonably be taken, to avoid or minimise those potential effects.*

In JK Geotechnics' opinion the potential effects of the proposed development on the rail corridor are negligible and therefore satisfy Clause 2.99(i)&(ii) of the State Environmental Planning Policy (Transport and Infrastructure) 2021 because:

- the relatively lightly loaded footings have minimal penetration into the high strength sandstone bedrock; and
- the footings are outside the second reserve of the tunnel.

In JK Geotechnics view further measures to avoid or minimise the potential effects are not warranted, beyond the typical measures taken during construction, including a review of structural drawings and an inspection of piled footings by a geotechnical engineer.

The Statutory Compliance Table prepared by Architectus at **Appendix B** includes a further assessment against relevant sections of the State Environmental Planning Policy (Transport and Infrastructure) 2021.

Acid Sulfate Soils

An Acid Sulfate Soils (ASS) Management Plan has been prepared for the proposed development by JBS&G at **Appendix Z**.

The site is located in an area of disturbed terrain, including areas historically impacted by reclamation of low-lying swamps for urban development.

Blackwattle Bay comprises an area of 'high probability' of ASS within bottom sediments. These areas can pose potentially severe environmental risk if bottom sediments are disturbed by activities such as dredging.

The Detailed Site Investigation (DSI) identified that the land is an area classified as Class 1 or Class 2 ASS under SLEP 2012, which requires development consent for any works below natural ground surface, or works that may lower the water table.

An ASS investigation was subsequently conducted on the land based portion of the site during the DSI (refer to **Appendix Y**) to assess the likelihood of encountering Potential Acid Sulfate Soils (PASS) or ASS during future development works. The investigation reported several areas of subsurface soil/fill and natural material characteristic of ASS/PASS. As discussed in the DSI previous investigation were conducted across the broader Blackwattle Bay Precinct looking at all sediments within the bay with respect to ASS/PASS.

The ASS Management Plan concludes that site characterisation assessment data, across both land based and harbour parts of the site has identified the occurrence of ASS/PASS in fill material and natural soil and primarily below the water table at depths ranging between 5.0 and 6.0 m bgs approximately.

Where existing and future assessment data identifies the presence of ASS/PASS materials that may be disturbed, the measures identified in this ASS Management Plan provide appropriate procedures to manage the risks associated with the proposed activities. If successfully implemented, these measures will minimise the environmental risks associated with disturbance.

Refer to Mitigation Measures at **Appendix C** for further detail.

6.10 Stormwater and Wastewater

A Stormwater Management Report was prepared for the proposed development by Enspire at **Appendix AE** to guide the civil engineering and stormwater management components and techniques for the proposed Bank Street Park.

There is no on-site stormwater detention proposed as part of the re-development works because the existing and proposed stormwater will discharge directly to Blackwattle Bay following treatment.

The stormwater quality assessment demonstrates that a specifically tailored treatment will be required to meet the pollutant removal targets as defined in the Blackwattle Bay Design Guidelines during the operational phase of the proposed development.

Key measures proposed to achieve these targets include:

- Proprietary gross pollutant filter baskets at surface inlet pits;
- Vegetated swales;
- Bioretention tree pits; and
- Proprietary storm water cartridge filters.

Stormwater runoff to the harbour will actually reduce compared to the existing situation due to removal of hard surfaces.

The community, café and marina building includes a green roof. As part of detailed design development opportunities to incorporate the green roof as part of the storm water treatment will be explored.

Refer **Appendix AE** for further details.

6.11 Contamination

The following documentation has been prepared to investigate contamination and recommend actions to make the site suitable for its intended use as a park:

- Detailed Site Investigation (DSI), by JBS&G (**Appendix Y**);
- Remedial Action Plan (RAP), by JBS&G (**Appendix AA**);
- Site Audit Report by Ramboll Australia Pty Ltd (**Appendix AB**).

Detailed Site Investigation

The DSI identifies conditions that require further consideration from a health and/or ecological risk viewpoint with regard to the suitability of the site for the proposed land use.

A summary of contaminants identified in the DSI is provided at **Table 27** with further details at **Appendix Y**.

Table 27 Summary of contaminants identified on site

Source: JBS&G

Contaminant	Location	Description/ Summary of Impact
Asbestos fines/friable asbestos and asbestos containing material (ACM) contaminated soils	1 sampling location (BH01 0.0-0.4)	Poses a potentially unacceptable risk to future site users under a long-term land use exposure scenario, unless subject to remediation and/or management
Trace level asbestos fines/friable asbestos	2 sampling locations (BH05 and BH09)	<p>Fill material contaminated with lead and PAHs (carcinogenic and total PAHs) was distributed across the site with contaminant concentrations exceeding the adopted health-based criteria posing an unacceptable risk to future site users under a long term land use exposure scenario, unless subject to remediation and/or management.</p> <p>Fill material was also observed to be impacted with copper, lead, zinc, TRHs and B(a)P exceeding the adopted ecological based criteria broadly across the site and as such management of the fill material will be required also with this regard in future landscaped areas;</p>
Perfluorooctanesulfonic acid (PFOS) in groundwater concentrations	4 groundwater monitoring locations	Detected at levels above the most sensitive 99 % criterion for ecological protection at all locations. In addition to the PFOS in groundwater, copper, lead and zinc in groundwater were also considered to be elevated with regard to the generic site assessment criteria. The concentrations are considered to most likely reflect urban background conditions within the site setting, however further consideration of contaminant migration to groundwater will be completed with consideration to the management of heavy metal contaminated fill material at the site.
Alluvial/marine soils	In proximity of site boundary	Assessed as PASS material. Given the potential for site development works to result in disturbance of such materials, an ASSMP has been prepared (separately) to support the development proposal.
Underground Storage Tanks and associated fuel lines	Northern portion of the site	Requiring further consideration. If present, will require decommissioning and removal during site preparation activities to ensure that no minor areas of inground impact occur within these areas of the site.

Suitability of Site for Proposed Use

JBS&G find that the site can be made suitable for the proposed public open space land use comprising a public park and community facility subject to preparation and successful implementation of an appropriate RAP (at **Appendix AA**) to address the areas of concern identified within the DSI (**Appendix Y**).

Based on the conclusions of the DSI the following actions are recommended.

- Management of the identified asbestos and chemical contamination in fill material will be addressed via preparation and implementation of a RAP.
- In the meantime, appropriate site management procedures should be implemented with an update of the site AMP/asbestos register to ensure occupational exposure risks are appropriately managed during any/all activities that result in ground surface disturbance;
- Management of the identified PASS will require preparation and implementation of an ASS Management Plan specific to the proposed development works.
- During development of the site, a CEMP should be prepared (in conjunction with the RAP), which incorporates an unexpected finds protocol to address any unexpected contamination and/or ASS conditions encountered during development of the site.

Remedial Action Plan

A RAP was also prepared by JBS&G at **Appendix AA**, which details measures to ensure the site can be made suitable for the proposed land use.

JBS&G conclude that the proposed actions outlined in the RAP conform to the requirements of the Contaminated Land Management: Guidelines for the NSW Site Auditor Scheme (3rd Edition) (EPA 2017) because they are: technically feasible; environmentally justifiable; and consistent with relevant laws policies and guidelines endorsed by NSW EPA.

Subject to the successful implementation of the measures described in the RAP, the site can be made suitable for the intended uses and the risks posed by contamination can be managed to protect human health and the environment.

Where any of the conditions assumed in development of the RAP are altered, by change of design plans, identification of alternate/distinct contamination conditions during works, additional investigation works, etc., the RAP should be revised as appropriate.

Site Audit

The Site Audit Report at **Appendix AB** concludes that the proposed remediation strategy is practical, technically feasible and appropriate for the contamination identified. Based on information presented in the reports reviewed and following the decision-making process for assessing urban redevelopment sites in NSW EPA (2017) Guidelines for the NSW Site Auditor Scheme (3rd Edition), the Auditor concludes that the site can be made suitable for the purpose of open space and recreational land use if the framework presented in the RAP at **Appendix AA** is followed.

Refer to Mitigation Measures at **Appendix C** for further detail.

6.12 Social Impact

A Social Impact Assessment (SIA) has been prepared for the proposed development by WSP and is appended at **Appendix V**. This report identifies and analyses the potential social impacts of the development and includes specific enhancement and mitigation measures to mitigate any identified social impacts.

The methodology used is consistent with the requirements of DPE's SIA Guideline (2021).

Overall, the proposed development will result in a positive social impact for the community, providing a significant addition to the Blackwattle Bay precinct that will open up the site for community access, encouraging use by multiple and diverse groups. Anticipated positive impacts of the park include:

- Continuation of existing recreation activities, with improved facilities, will benefit existing users;
- New open space supporting recreation and broad community use;

- Nature-based play space will respond to gaps in facilities for children;
- Benefits of a recreation space sheltered by the bridge for active and passive uses;
- New outdoor spaces and café will support community connections and cohesion;
- Increased public access to foreshore and land and water based activities will benefit the broad community;
- When built, the continuation of the foreshore promenade within the Blackwattle Bay Precinct will create cumulative benefits with the creation of a continuous foreshore link;
- Community health and wellbeing benefits associated with green and blue spaces for apartment dwellers;
- The nature-based playspace will likely create specific physical, social and cognitive opportunities for children aged 2-12;
- Improved visual aspect from Bank Street users and adjoining residents;
- There has been significant community consultation conducted to inform this project, involving local communities in decision-making.

Only one high negative impact is anticipated as a result of this proposed development relating to cultural impacts on places of Aboriginal heritage significance. Notwithstanding, the ACHAR prepared by GML Heritage at **Appendix Q** provides effective mitigation measures that downgrade potential negative impacts from high to medium.

Approximately half of the low and medium negative impacts are anticipated during construction and would largely affect local residents only. A small number of negative impacts may affect future users of the park but can be mitigated via the measures proposed in this report.

6.13 Navigation Impact

A Navigation Impact Assessment of on-water structures was prepared for the proposed development by Royal Haskoning DHV at **Appendix AH**.

The on-water structures that are proposed include the dragon boat launching ramp, kayak/passive craft pontoon and overwater boardwalks.

The proposed on-water structures would not have any significant impact on the navigation of vessels within the waterway area of Blackwattle Bay or on vessel access to the adjacent Blackwattle Bay Marina. The new dragon boat launching ramp would generally service the existing level of usage at the site by dragon boat clubs, whilst the kayak/passive craft pontoon would provide public access to the area for launching of passive craft.

It is not anticipated that there will be a significant increase in passive craft accessing the site as a result of the development due to the likely constraints imposed by available parking and the use of the multiple facilities at Bank Street Park by several other user groups. Although the periods for concurrent use of the passive craft launching structures and Blackwattle Bay Marina vessel movements are limited, ongoing monitoring and management of vessel interaction between marina vessels and nonpowered craft is recommended, in line with the existing use of the site.

Given the recent history of concurrent operation of Blackwattle Bay Marina, the existing dragon boat launching ramp (2019-2023) and the existing provisions for navigation safety within the Blackwattle Bay Marina Operational Management Plan, additional measures are recommended to minimise and mitigate potential navigation impacts. Refer to the navigation impact mitigation measures at **Appendix C** for further detail.

6.14 Contributions and Public Benefit

Development contributions and affordable housing contributions are addressed in the Statutory Compliance Table prepared by Architectus at **Appendix B**. Public interest is addressed at **Section 6.18** below.

INSW is currently negotiating a Planning Agreement with DPE as part of the broader urban renewal of the Blackwattle Bay Precinct.

The Planning Agreement is proposed to be attached to the title(s) of the existing Sydney Fish Market site and includes the delivery of a range of infrastructure, including Bank Street Park. Under the Planning Agreement, INSW have proposed to deliver much of the public domain in the broader precinct, including Bank Street Park, prior to occupation of the first residential and/or commercial development on the existing Fish Market site. This is to ensure the early delivery of public benefits.

It is expected that the agreed document will be exhibited in early 2024.

6.15 Other Impacts

An assessment of other environmental impacts arising from the proposed development is provided below in **Table 28**.

Table 28 Assessment of other relevant impacts

Impact of the Proposal	Assessment of Impact
Visual Impact	<p>The visual impact of the proposed development has been assessed from key viewpoints within the View Analysis and Visual Impact Assessment undertaken by Architectus at Appendix K. This includes five (5) key locations including the foreshore walk, within the Bays, Bays West future foreshore promenade, Bowman Street and surrounds and finally Bank Street and surrounds. The visual analysis concludes that the proposed development will not pose significant detrimental impacts to public domain and private views. There are several vantage points where visual impacts are improved, with new views to Blackwattle Bay will be opened up.</p> <p>Visual impacts to relevant heritage items have been assessed within the SOHI prepared by GML Heritage at Appendix O. Similarly, it is expected that there is no detrimental visual impact on views from items of heritage significance.</p> <p>Overall, the proposed development is considered to result in positive visual impacts.</p>
Wind	<p>A Pedestrian Wind Environment Statement was prepared by Windtech at Appendix AK.</p> <p>The effect of wind activity was examined for the three predominant wind directions for the region - the north-easterly, southerly, and westerly winds. The analysis of the wind effects relating to the proposed park were carried out in the context of the local wind climate, building morphology and land topography.</p> <p>The results of this assessment indicate that the proposal is not expected to result in the development of adverse wind impacts within the Bank Street Park and the wider Blackwattle Bay Masterplan. The current park design has incorporated several design features and wind mitigating strategies. It is recommended to retain the incorporation of the following features into the final design:</p> <ul style="list-style-type: none"> - Inclusion of all proposed dense tree planting and landscaping within and around the park, including an additional line of trees to the western aspect of the Marina area. - Inclusion of the proposed batten fence around the dragon boat deck, with 30% maximum porosity. <p>It is expected that wind conditions for the various trafficable outdoor areas within and around the development will be suitable for their intended uses, and that the wind speeds will satisfy the applicable criteria for pedestrian comfort and safety.</p>
Hazards and Risks	<p>A Hazardous Building Materials Re-assessment was prepared by Presna at Appendix AV to identify and re-assess the exposure risk posed by previously identified hazardous building materials which are considered accessible during normal occupation of the building.</p> <p>The scope of the assessment included the safely and reasonably accessible interior and exterior areas of the site. The following hazardous building materials were identified or assumed at the time of the assessment of 1-3 Bank Street:</p> <ul style="list-style-type: none"> - Friable and non-friable asbestos containing materials; - Synthetic Mineral Fibre;

- Poly-chlorinated Biphenyls; and
- Lead-containing paint.

Significant key findings include the following.

- High risk, friable asbestos in the form of dust and debris was identified within Building A (including warehouse) and Building C, likely associated with historic deterioration and weathering of the asbestos-containing corrugated sheet roof.
- Medium risk, friable asbestos in the form of pipe lagging was assumed to be present within the Building A warehouse, located high above the far east wall.
- Medium risk, friable asbestos in the form of window caulking was identified within Building A east hallway window frames.
- Low risk, friable asbestos was identified in the form of paper backed sheet vinyl beneath the kitchen sink in Building D.
- Medium risk, non-friable asbestos in the form of bituminous adhesive or “blackjack” was identified within various floor, and wall locations of Building A warehouse.
- A significant number of other asbestos-containing materials, lead-containing paints and polychlorinated biphenyls, in varying conditions and risk ratings, were identified or assumed to be present throughout the site.

The assessment provides several key recommendations for the management of hazardous building materials on the site. Refer to Mitigation Measures at **Appendix C** for further detail.

Waste Management and Servicing

An Operational, Construction and Demolition Waste Management Plan has been prepared for the site by Mott McDonald which details the likely waste streams to be generated by the development. It sets out the principles and best practice for effective waste management in the development according to state and local guidelines, waste minimisation targets, and waste hierarchy/circular economy principles. Refer to this plan at **Appendix AL**.

Waste will be generated during construction and demolition in the form of hardcore (concrete, bricks, paving, road material), soil, wood, buildings materials (timber, metals, plastics etc.), vegetation and general site waste such as small plastics and paper.

Material streams expected to be generated at the development during its operation include mixed recycling (paper and cardboard, metals, plastic, glass), residual waste, food waste, garden waste, electronic waste or e-waste, bulky waste (such as furniture and appliances) and problem waste (such as cooking oil, batteries and lighting).

Placemaking NSW will be responsible for the collection of waste and recycling from the site.

The Operational, Construction and Demolition Waste Management Plan is based on a hierarchy of avoid and reducing waste, followed by recycling and where neither of these are possible, by waste disposal.

The Plan also defines the key principles of the circular economy and provides an overview of the importance of embedding circular economy principles. The circular economy framework embedded into the Construction and Demolition Waste Management Plan and the Operational Waste Management Plan identify opportunities and recommendations to embed circularity into the design, construction, demolition and operation of the development.

Circularity recommendations and suggested actions are also provided and relate to designing out waste, facilitating adaptive reuse, increasing resource efficiency, reducing carbon emissions and contributing towards regenerating natural systems.

Refer to **Appendix AL** for further detail.

Construction Management

Construction Duration

The indicative duration for the proposed construction works will be approximately 1.5 years.

Construction Staging

It is proposed to construct the project in two stages, as follows:

- Stage 1: comprises construction and operation of works at 1-3 Bank Street.
- Stage 2: for the balance of works and will commence following completion and operation of Stage 1.

Construction Hours

It is expected work associated with the proposal will be carried out during the City of Sydney standard construction hours outlined in City of Sydney Code of Practice 1992 - Construction Hours/Noise within the Central Business District. Construction hours are summarised below.

Day	Proposed Construction Activities
Monday to Friday	7am - 5.30pm
Saturday	7.30am - 3.30pm
Sunday and Public Holiday	No work

These hours of construction are consistent with those in place for the new Sydney Fish Market project.

The appointed Crown Certifier will be responsible for instructing and controlling all subcontractors regarding the hours of work. Any work outside the approved construction hours would be subject to specific prior approval.

Construction Parking

The project may impact a small number of existing ticketed parking spaces on Bank Street for a construction vehicle access point and works zone. The final number of spaces impacted by the project, including the duration of the impact, will be confirmed at the time of the development and updated in the Construction Pedestrian and Traffic Management Plan.

Workers will be encouraged to use public transport as a means of access. There will be limited or no on-site parking for contractors, employees of subcontractors or visitors to the construction site.

Construction Noise

As noted in **Section 6.8** above a preliminary construction noise assessment was carried out based on typical plant and machinery expected throughout the construction stages. The preliminary noise assessment has been considered at the nearest existing residential receivers.

The assessment demonstrated that the 'highly noise affected level' (75dBA) is not by the proposed development. Notwithstanding, the Noise and Vibration Impact Assessment (**Appendix AJ**) provides general recommendations to minimise the spread of construction related noise and vibrations to the potential receivers. Refer to these measures at **Appendix C**.

Construction Waste

As detailed above, an Operational, Construction and Demolition Waste Management Plan was prepared by Mott Macdonald which details construction waste management for the proposed development. Refer to **Appendix AL** for further detail.

An assessment of cumulative impacts relating to construction of the proposed development is also provided at **Section 6.16** below.

Infrastructure

An Infrastructure Delivery, Management and Staging Report was prepared by Mott MacDonald at **Appendix AM**. The report summarises the utility assets within the site, assess the development impact on these assets, and identify infrastructure upgrades required to support the development.

Servicing

- The report finds that servicing is available to site. Indicative connections for each service includes:
- Potable Water: connections can be made to the existing mains on Bank Street and Bowman Street.
 - Sewer: connections can be made to the existing mains on Bank Street and Bowman Street.
 - Stormwater: connections can be made to the existing mains on Bank Street and Bowman Street.
 - Electricity: connections can be made to the existing mains on Bank Street and Bowman Street.
 - Gas: connections can be made to the existing main on Bank Street and Bowman Street.
 - Telecommunications: connections can be made with various telecommunication mains on Bank Street and Bowman Street.

The above assessment is preliminary only and will be further developed upon consultation with utility providers.

The proposal will also consider impacts upon other utility assets owned by Sydney Trains as they are within and adjacent to the site. Refer to **Appendix AM** for further detail.

Precinct-scale Utilities

The opportunity for precinct-scale facilities to improve sustainability outcomes is currently being investigated by INSW on the basis that the development of the broader precinct will provide the critical mass of demand and utilisation required to catalyse investment. Bank Street Park will be integrated into potential future precinct scale utilities as a customer of precinct scale facilities.

Recycled Water Infrastructure

As noted in the Stormwater Report at **Appendix AE**, the development of Bank Street Park will include infrastructure to allow connection to the recycled water network in the vicinity, once operational. INSW is investigating opportunities to reduce potable water use, including a district recycled water system.

In addition, Sydney Water’s regional plan outlined in the *Eastern Sydney Regional Masterplan* aims to increase the use of recycled water in the City of Sydney providing a future opportunity for Bank Street Park to integrate with this network.

Economic Impact	<p>As noted in the SIA (Appendix V), there will be employment opportunities created during construction.</p> <p>The estimated number of jobs generated by the project are:</p> <ul style="list-style-type: none"> – 102 full time equivalent During construction; and – 15 full time equivalent during operation. <p>Primary sources of employment when the Park is operational will be the café and facilities management (community building, maintenance, waste). While management of the open space and community facility will be the responsibility of Placemaking NSW, there will be employment associated with operations of the café and the potential kayak kiosk, depending on the preferred operational model.</p>
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6.16 Cumulative Impact

As noted in the Preliminary Construction Environmental Management Plan at **Appendix AD**, there are two SSD projects which have commenced and are within proximity of the proposed Bank Street Park. This includes the new Sydney Fish Market (Stage 2) which has an anticipated completion of late 2024, and the Harbourside Shopping Centre Redevelopment which is anticipated to be completed in 2026.

Potential cumulative impacts may include increased pressure on local parking, traffic, air quality and noise.

To avoid or minimise cumulative impacts, projects would interface and coordinate to ensure scheduling of noisy or dust generating works do not overlap, and the source of impacts are easily identified if complaints are received or potential non-compliances during construction are identified.

As noted in the SIA at **Appendix V**, some impacts of the proposal will be considered combined impacts, as they will affect some community groups in more than one way during a similar timeframe.

Based on the findings of the SIA, there are only limited combined impacts that will affect local residents, and minimal impacts on traffic movements. Most combined impacts will be positive impacts for future users of the park.

Refer to Mitigation Measures at **Appendix C** for further detail.

6.17 Suitability of the Site for the Development

Key matters affecting the suitability of the site for the development are summarised as follows.

- The proposed design reveals and heals the site, closer to its original condition, by designing for Country and restoring endemic native flora.
- There are no known site conditions which would prevent the development including geotechnical conditions, contamination, flooding, biodiversity, Aboriginal cultural heritage, historical archaeology, or other.
- While existing buildings of unlisted local heritage value will be demolished, this is a consequence of their flood affectation which impacts human safety, and the functional needs of the park. One building will be adapted into an amenities building and another will be partially demolished and interpreted in the landscape design.
- The impact on surrounding land uses during construction and operation can be effectively mitigated.
- The site is a missing piece in the connectivity along the Sydney Harbour foreshore. The proposed open space and public promenade will allow for generous public access.
- The site has long been zoned RE1 Public Recreation and the proposed purpose of a park meets the primary objectives of the zone and is a permissible land use.

6.18 Public Interest

The proposed Bank Street Park offers significant public benefits to the broader community by responding to existing and proposed local demand and regional demand for open space, community and recreational facilities. Bank Street Park is a new waterfront park that has been designed to celebrate First Nations culture and maritime history, be inclusive for all, and open up a previously inaccessible part of the Sydney Harbour to the public.

Bank Street Park is critical to delivery of the Blackwattle Bay urban renewal, under the Blackwattle Bay SSP rezoning, which is about transformation of the waterfront industrial and commercial precinct into a vibrant mixed-use precinct. Since late 2014, consultation has been undertaken for the revitalisation of Blackwattle Bay Precinct, to understand community views on the opportunities, challenges and priorities for the park. Outcomes of community consultation have informed and been integrated into the proposed development, to ensure that it reflects the needs and desires of the community.

While there are direct impacts with the proposed demolition and adaptation of buildings of heritage value, these impacts must be balanced against the lack of feasible alternatives to meet the identified social and community need for the park. Their demolition is offset by making this space available to the public, adding new levels of historic appreciation through well considered heritage interpretation.

The key public benefits of the proposed Bank Street Park include that it will:

- meet the identified shortfall in demand for open space and community facilities for:
 - the existing local community;
 - forecast community following the development of Blackwattle Bay; and

- regional demand for social infrastructure.
- increase the opportunity for recreation in a harbourside location previously inaccessible.
- improve physical and mental health with public open space and facilities for all with a range of passive and recreation activities, including playground, fitness equipment, multipurpose courts, indoor flexible community space, amenities, café, boat storage, and a boat launching ramp and pontoon.
- deliver positive cultural benefits, by recognising primacy of Country to reflect First Nations connection to the place, incorporating heritage interpretation of European heritage themes.
- increase employment and business opportunities during construction phase as well as through use of the park for future events and activations.
- demonstrate design with a new waterfront park that achieves a high standard of architectural, urban and landscape design.

On balance, taking into consideration site suitability, environmental impacts, and key social and community benefits detailed further above, the proposed development is in the public interest.

7. Justification for the Project

This EIS has been prepared for the proposed Bank Street Park (SSD-53386706) in accordance with the SEARs issued by DPE on 11 May 2023, Part 8, Division 2 of the EP&A Regulation 2021, and Section 4.15(1) of the EP&A Act. It includes assessment of the proposed development against the relevant strategic and statutory planning framework, undertakes a merit assessment of the environmental impacts including assessment of site suitability, and an evaluation of the public interest.

Bank Street Park is to be delivered prior to the construction of any commercial and residential development within the Blackwattle Bay Precinct.

Need for the Development

The need for the development was established in the Blackwattle Bay Social Sustainability Assessment prepared by Elton Consulting for the Blackwattle Bay SSP study for the precinct's rezoning, together with the Social Infrastructure Assessment prepared as part of the Pyrmont Peninsula Place Strategy (DPIE, 2021).

The Social Sustainability Assessment found Bank Street Park to be the primary focus for provision of this social infrastructure demand in the Blackwattle Bay precinct.

The resulting proposal for the nature and quantum of open space, community and recreational facilities on the site, is a result of these studies together with extensive community consultation, undertaken during the Blackwattle Bay SSP and targeted consultation for Bank Street Park.

Strategic / Contextual Fit

The proposed Bank Street Park provides a continuous publicly accessible waterfront promenade throughout the entirety of the precinct that provides a critical missing piece in the regional pedestrian and cycling network.

The site is zoned for the purpose of RE1 Public Recreation. The only regular recreational use of the site, by dragon boaters, will be maintained and enhanced.

The compatibility of the proposed park design with on-site marina facilities to serve the existing approved marina and proposed passive watercraft facilities were evaluated in an addendum to the Navigation Impact Assessment undertaken for the Blackwattle Bay SSP study. With the implementation of a Plan of Management for the park, any impacts can be mitigated.

Engagement

Engagement for Bank Street Park has focused on early and proactive communications throughout all stages of the project. This approach has ensured the community and other stakeholders understand the proposed development scope, and have had the opportunity to voice their concerns, needs and wants for the site. The proposed development includes elements that have responded to concerns raised through the engagement process. Community and stakeholder engagement will continue for the full lifecycle of the project. Refer to **Section 5** for further detail.

Statutory Planning Context

The proposal has been assessed against relevant statutory planning controls and is found to be generally consistent with these, as detailed within **Section 4** of this EIS.

Impact Assessment

The key environmental impacts of the proposed development are assessed in the environmental impact section of this EIS, which concludes that the impacts are acceptable, with the implementation of appropriate mitigation measures (**Section 6**).

Public Interest

- The delivery of Bank Street Park will provide increased public open space for recreation, improve how people play and how they interact.
- The delivery of Bank Street Park will improve physical and mental health by providing a public open space that can benefit all by accommodating a range of passive and recreation activities.
- The delivery of Bank Street Park will provide positive cultural benefits for both Aboriginal and non-Aboriginal cultural heritage, including shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places, and buildings.
- Bank Street Park will increase employment and business opportunities during the construction phase as well as through use of the park for future events and activations.

There are no known site conditions which would prevent the development including geotechnical conditions, contamination, flooding, biodiversity, and Aboriginal cultural heritage.

While there are environmental impacts relating to heritage and cumulative impacts, these are justified through the public benefits of the proposal, and sufficiently ameliorated through the recommended mitigation measures.

On balance, having considered site suitability, environmental impacts, and key benefits, the proposed development is in the public interest.

The assessment finds that the SSD Application has merit and can be supported by DPE and the Minister for Planning and Public Spaces.