

Bank Street Park  
Blackwattle Bay / Tjerruing

SSD-53386706

# Appendix AW

## Key Stakeholder Consultation Summary (INSW)



December 2023

---

# Bank Street Park: Stakeholder Feedback

---

15 November 2023

Table 1 provides a summary of the feedback provided during stakeholder briefings that informed the preparation of the SSDA. Detailed feedback from Placemaking NSW is addressed separately in Table 2. Community engagement is not included and is addressed elsewhere.

Engagement has been undertaken in accordance with:

- ▶ Department of Planning and Environment (2021) *Undertaking Engagement Guidelines for State Significant Projects*, and specifically the key principles of:
  - 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 Department of Planning and Environment’s Secretary’s Environmental Assessment Requirements (SEARs), SSD -53386706.
- ▶ International Association of Public Participation (IAP2) Public Participation Spectrum.

Table 1 Summary of Stakeholder Feedback and Design Response

Organisation	Date	Summary of feedback	Design Response
City of Sydney	7 Feb 2023	<p><b>Topics of discussion</b></p> <ul style="list-style-type: none"> <li>• Overview of Bank Street Park concepts for public consultation prior to finalisation of SEARs.</li> </ul> <p><b>Summary of feedback</b></p> <ul style="list-style-type: none"> <li>• Ensure access to the water for recreational and passive watercraft</li> <li>• Ensure that the promenade is legible for all users, particularly highlighting cyclist accessibility.</li> <li>• Lighting at night of the promenade and across to the viaduct is a key consideration, noting this is a consideration for the broader precinct</li> <li>• A heritage assessment is required to determine what can be done to the buildings at 1-3 Bank Street.</li> <li>• Interface with southern lots to be addressed</li> </ul>	<ul style="list-style-type: none"> <li>• Inclusion of jetty for passive craft in final design.</li> <li>• Promenade design and lighting provides for safe access for all users, including managing conflicts between pedestrians and cyclists. This includes appropriate surface treatment, signage and lighting.</li> <li>• Solar analysis prepared and included in the development application.</li> <li>• Heritage assessment prepared. Iterative design process undertaken with heritage input to ensure appropriate consideration of heritage values in final designs.</li> <li>• Allowance has been made for future connections to the south, based on the approved building envelopes in the Design Guidelines.</li> </ul>
City of Sydney	10 May 2023	<p><b>Topics of discussion</b></p> <ul style="list-style-type: none"> <li>• Design of Bank Street Road Cycleway and Road reserve allocation.</li> </ul> <p><b>Summary of feedback</b></p> <ul style="list-style-type: none"> <li>• Investigate where pedestrian crossings should be located on Bank Street to integrate with the broader access network.</li> <li>• Cycleway may be widened, with 2.4m for the absolute minimum for a separated two-way cycleway.</li> <li>• Bank Street could suitably function as a local street (2.75m lane widths), or be narrowed further to a single, combined traffic lane.</li> </ul>	<ul style="list-style-type: none"> <li>• Amendments made to the Bank Street and cycleway design to address feedback, including incorporating pedestrian crossing and a buffer between on street parking and cycleway.</li> </ul>

OFFICIAL

Organisation	Date	Summary of feedback	Design Response
		<ul style="list-style-type: none"> <li>Removal of parking spaces on Bank Street unlikely to be an issue.</li> </ul>	
City of Sydney	8 November 2023	<p><b>Topics of discussion</b></p> <ul style="list-style-type: none"> <li>Update on preferred DA design</li> </ul> <p><b>Summary of feedback</b></p> <ul style="list-style-type: none"> <li>No feedback, discussion only</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
City of Sydney Public Art Panel	4 April 2023	<p><b>Topics of discussion</b></p> <ul style="list-style-type: none"> <li>Overview of proposed public art approach for Bank Street and Blackwattle Bay</li> </ul> <p><b>Summary of feedback</b></p> <ul style="list-style-type: none"> <li>General support for the themes, and in particular the Blak Diggers</li> </ul>	<ul style="list-style-type: none"> <li>Panel were supportive of approach, no amendments necessary</li> </ul>
Government Architect NSW	Various occasions 2022	<p><b>Topics of discussion</b></p> <ul style="list-style-type: none"> <li>Design Excellence Strategy for Park</li> </ul> <p><b>Summary of Feedback</b></p> <ul style="list-style-type: none"> <li>SDRP is appropriate panel for design review</li> <li>SDRP panel members could be engaged early by INSW to inform tender process and concept design</li> </ul>	<ul style="list-style-type: none"> <li>Various iterations of the Design Excellence Strategy were prepared in consultation with Government Architect, with the final strategy endorsed on 23/9/2022.</li> <li>Design Excellence Strategy process followed for all phases of the project.</li> </ul>
Transport for NSW – Property Asset Management	Various 2022-2023	<p><b>Topics of discussion</b></p> <ul style="list-style-type: none"> <li>Ongoing marina operations at Bank Street Park.</li> <li>Dragon boat operations.</li> <li>Storage for canoes and kayaks.</li> </ul> <p><b>Summary of feedback</b></p> <ul style="list-style-type: none"> <li>Marina operations will continue for the long term.</li> </ul>	<ul style="list-style-type: none"> <li>Marina storage and office space incorporated into the design, based on functional brief advised by TfNSW, and refined throughout the project.</li> <li>Marina storage area provided with direct access to Bank Street and at the Bank Street grade.</li> </ul>

OFFICIAL

Organisation	Date	Summary of feedback	Design Response
		<ul style="list-style-type: none"> <li>Design of marina facility generally acceptable, office and storage space can be refined to suit operations. Access to Bank Street required for marina storage.</li> <li>Dragon boat operations require space for manoeuvring and arrangements to avoid carrying heavy boats.</li> <li>Kayak storage requires management.</li> <li>TfNSW generally supportive of proposed design.</li> <li>TfNSW will continue to be consulted, including the opportunity to review operational details.</li> <li>TfNSW to continue to be engaged through design development.</li> </ul>	<ul style="list-style-type: none"> <li>Kayak storage included as indicative only and will be subject to future design development in consultation with TfNSW.</li> </ul>
<p>Transport for NSW, including Greater Sydney Roads (Anzac Bridge)</p>	<p>22 December 2022</p> <p>16 January 2023</p> <p>1 February 2023</p> <p>28 September 2023</p>	<p><b>Topic of discussion</b></p> <ul style="list-style-type: none"> <li>Bank Street Park design and impact on Transport for NSW assets associated with Anzac Bridge.</li> <li>Easements, safety and maintenance requirements</li> </ul> <p><b>Summary of feedback</b></p> <ul style="list-style-type: none"> <li>TfNSW outlined access requirements for maintenance and what measures would be required to undertake repairs without damaging the park, as well as what manoeuvring space is required for maintenance vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>Security to the pylon will be managed through bollards restricting vehicular access to the base of the pylon, as per current arrangements.</li> <li>Cherry picker is able to access the entire underside of the Anzac Bridge as needed (infrequent). Cherry picker maintenance indicative access plan provided as part of Design report.</li> </ul>
<p>Transport for NSW Glebe Island Bridge Project Team</p>	<p>8 June 2023</p>	<p><b>Topics of discussion</b></p> <ul style="list-style-type: none"> <li>TfNSW update on Glebe Island Bridge project.</li> </ul> <p><b>Summary of feedback</b></p> <ul style="list-style-type: none"> <li>Initial designs considering active transport across GIB, with a cycleway along the southern edge</li> </ul>	<ul style="list-style-type: none"> <li>Bank Street cycleway designed to enable connection to a potential future cycleway on southern side of Glebe Island Bridge.</li> <li>1A Bank Street retained as a landscaped area.</li> </ul>

OFFICIAL

Organisation	Date	Summary of feedback	Design Response
		<ul style="list-style-type: none"> <li>No plans for stair connection to Bank Street Park from GIB (through 1A Bank Street). Preference for connection via Bank Street.</li> <li>Commitment to continue to inform respective teams of progress.</li> </ul>	
Department of Planning & Environment – Environment and Heritage Group	various July 2023 2 August 2023	<p><b>Topics of discussion</b></p> <ul style="list-style-type: none"> <li>Microbat sampling</li> <li>Archaeological test excavation</li> <li>Flooding (Blackwattle Bay Precinct)</li> </ul> <p><b>Summary of feedback</b></p> <ul style="list-style-type: none"> <li>Agreed that microbat sampling can be undertaken in October</li> <li>Endorsement of proposed methodology for test excavation</li> <li>Endorsement of Blackwattle Bay Precinct Flood Study</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
Dragon Boats NSW	16 May 2023 8 June 2023 Ongoing informal discussions	<p><b>Topics of discussion</b></p> <ul style="list-style-type: none"> <li>Parking.</li> <li>Truck access.</li> <li>Design of dragon boat storage and necessary facilities.</li> </ul> <p><b>Summary of feedback</b></p> <ul style="list-style-type: none"> <li>Reduction in parking not an issue if adequate storage and shower facilities provided, which makes public transport more feasible.</li> <li>Boats are manoeuvred using a trolley, which could be used to get boats from the storage shed to Bank Street. Occasional truck access required during race season (2 movements per weekend for 4-6 months)</li> <li>Storage for 30 boats required.</li> <li>Currently able to launch 6 boats at a time.</li> </ul>	<ul style="list-style-type: none"> <li>Dragon boat storage allowed for required number of boats and sufficient storage.</li> <li>Separate dragon boat amenities (showers and toilets) provided.</li> <li>Sufficient manoeuvring space provided in front of storage shed.</li> <li>Height of storage shed allows for adequate boat storage and manoeuvrability within the shed.</li> <li>Ramp maintains existing dimensions to facilitate launching.</li> </ul>

OFFICIAL

Organisation	Date	Summary of feedback	Design Response
		<ul style="list-style-type: none"> <li>DBNSW to continue to be consulted on design requirements.</li> </ul>	
Paradragons NSW		<p><b>Topics of discussion</b></p> <ul style="list-style-type: none"> <li>Draft Bank Street Park design with respect to accessibility</li> </ul> <p><b>Summary of feedback</b></p> <ul style="list-style-type: none"> <li>Current slope of ramp is ok</li> <li>Having a smooth path of travel is important – i.e. a 1.5m wide section of the ramp which doesn’t include the tracks</li> <li>Consideration of boat rollers in the ramp to enable ease of launch</li> <li>Handrails are not necessary and are in fact a hindrance</li> <li>Pontons do not work, as wheelchairs need to be as close to boat as possible</li> </ul>	<ul style="list-style-type: none"> <li>Slope of ramp retained as close as possible to existing.</li> <li>No handrails provided on dragon boat ramp (although provided on kayak jetty to provide alternative)</li> <li>Other issues are to be addressed in detailed design.</li> </ul>
Pyrmont Heritage Boat Fleet	various	<p><b>Topics of discussion</b></p> <ul style="list-style-type: none"> <li>Update on progress of design and application</li> </ul> <p><b>Summary of feedback</b></p> <ul style="list-style-type: none"> <li>Desire to see mature trees retained</li> </ul>	<ul style="list-style-type: none"> <li>Significant trees proposed to be retained.</li> </ul>
Metropolitan Local Aboriginal Land Council	2 March 2023 and 15 April 2023	<p><b>Topics of discussion</b></p> <ul style="list-style-type: none"> <li>Identifying opportunities for designing with Country</li> </ul> <p><b>Summary of feedback</b></p> <ul style="list-style-type: none"> <li>Control of intellectual property, truth telling and self-determination are critical to developing respectful relationships with Aboriginal and Torres Strait Islander people.</li> <li>Revealing the history of women and fishing on the site is a significant narrative for Blackwattle Bay.</li> </ul>	<ul style="list-style-type: none"> <li>Endorsed themes included in park, with ongoing engagement with MLALC proposed.</li> </ul>

OFFICIAL

Organisation	Date	Summary of feedback	Design Response
		<ul style="list-style-type: none"> <li>Representation of local landscape and flora and fauna is important to reflect the deep history and stories of Country.</li> </ul> <p>Further detail is provided in the Engagement Report prepared by Cred and the Landscape Design Report prepared by Oculus.</p>	
Blak Diggers	20 March 2023, 6 May 2023 and 22 September 2023	<p><b>Topics of discussion</b></p> <ul style="list-style-type: none"> <li>Identifying opportunities for designing with Country</li> </ul> <p><b>Summary of feedback</b></p> <ul style="list-style-type: none"> <li>It is important to acknowledge and represent Blak Diggers in the park due to its unique location and proximity to the Anzac Bridge.</li> <li>Significant Blak Diggers should be honoured in the park.</li> <li>Ensure ongoing consultation and conversations support Blak Diggers self-determination and their aspirations to inform design outcomes.</li> </ul>	<ul style="list-style-type: none"> <li>Opportunities to honour Blak Diggers incorporated into park. Ongoing engagement will be undertaken during design development to develop these opportunities further.</li> </ul>
Place Management NSW	Various 2022-2023	<p><b>Topics of discussion</b></p> <ul style="list-style-type: none"> <li>Bank Street Park design in the context of future management</li> <li>Wayfinding strategy</li> <li>Public art</li> <li>Safety in Design Workshop</li> </ul> <p><b>Summary of feedback (refer to detailed comments in table below)</b></p> <ul style="list-style-type: none"> <li>Detailed feedback was provided in relation to: <ul style="list-style-type: none"> <li>the community facilities</li> <li>café / kiosk, materials</li> <li>dragon boat storage and ramp</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Design updated to incorporate detailed feedback (refer to Table 2 for detail).</li> <li>Safety in Design workshop undertaken. Issues agreed to be addressed during detailed design.</li> <li>PMNSW endorsed design for DA lodgement. Regular meetings between INSW and PMNSW scheduled to address issues during design development.</li> </ul>



OFFICIAL

Organisation	Date	Summary of feedback	Design Response
		<ul style="list-style-type: none"> <li>○ security and maintenance of the Anzac Bridge pylon</li> <li>○ the foreshore promenade</li> <li>○ play equipment</li> <li>○ sports court</li> <li>○ youth space</li> <li>○ landscaping</li> <li>○ Connecting with Country</li> <li>○ Kayak storage</li> <li>○ Public art</li> </ul> <ul style="list-style-type: none"> <li>● Place Management NSW will continue to be engaged through the design and delivery of the park.</li> <li>● Endorsement of DA submission plans.</li> </ul>	

## Detailed Placemaking NSW Feedback

Placemaking NSW will be the future manager of Bank Street Park. The following feedback was provided by Placemaking NSW on the final draft concept and addressed in the final plans included in the development application.

Table 2 Placemaking NSW Feedback and Design Response

Area	Comments	Design Response
General/Misc	<ul style="list-style-type: none"> <li>● Consider requirements for parking associated with water access – trailers etc and operational access to marina and boat launch</li> </ul>	<ul style="list-style-type: none"> <li>● Ramp will be for dragon boats only, not private vessels and therefore trailer parking will not be needed. Dragon boat needs are all provided for on site. Restricted vehicular access to the ramp is possible via the</li> </ul>

OFFICIAL

Area	Comments	Design Response
	<ul style="list-style-type: none"> <li>Consider view corridors to and from Glebe Island Bridge - suggest relocate loading zone</li> <li>Wind – has the park been assessed</li> </ul>	<p>central path, however this is anticipated to be used for maintenance and emergency only.</p> <ul style="list-style-type: none"> <li>View corridors have been considered in both the heritage reports and VIA, with impacts negligible/acceptable. Loading zone located further away from GIB, behind accessible parking bay. Deliveries will be intermittent and not have a significant impact on views.</li> <li>Wind modelling was undertaken for the whole precinct as part of the rezoning. Desktop wind assessment has been undertaken to inform the park, which considers the qualitative analysis. This is appropriate given there are no major new structures as part of the park that will result in an increase in wind impacts. The report prepared for the park concludes that the park incorporates appropriate mitigating strategies and will be suitable for its intended use.</li> </ul>
<p><b>Community facilities</b></p>	<p>Specific discussions required:</p> <ul style="list-style-type: none"> <li>identified needs, strategic intent and purpose of community facilities spaces within buildings</li> <li>ownership, management and coordination arrangements with TfNSW</li> <li>access and security requirements to bridge infrastructure and potential impacts on park operation and maintenance</li> </ul>	<ul style="list-style-type: none"> <li>The final design is based on needs analysis undertaken for the rezoning, community engagement as part of the park and confirmed with social assessment for park. We note that CoS have advised that additional space is not required and requested \$ towards existing facilities, which will be provided.</li> <li>Notwithstanding, there are groups looking for hireable spaces, including first nations community groups and recreation groups in the area. The reduced scale of community facilities provides for this - Tribal Warrior and DBNSW for a start, as well as existing community groups looking for meeting space etc.</li> <li>Ownership etc is an ongoing matter. INSW will coordinate with TfNSW and PMNSW.</li> <li>Discussed with various parts of TfNSW and have an endorsed position. Cherry picker is able to access the entire underside of the Anzac Bridge as needed (infrequent).</li> </ul>
<p><b>Courtyard at 1-3 Bank Street</b></p>	<ul style="list-style-type: none"> <li>Understand the desire to have kiosk located closer to park but this large landscaped courtyard will</li> </ul>	<ul style="list-style-type: none"> <li>This area will have a high level of amenity and microclimate, with good solar access, protection and views to the water. It is also an interpretation of the existing courtyard space of 1-3 Bank Street, which has heritage value. It is anticipated that it will be well utilised</li> </ul>

OFFICIAL

Area	Comments	Design Response
	<p>seem a bit barren and utilised - can you put seating in, more landscape?</p>	<p>by people using the foreshore promenade in front of the building, to access to the stairs to Bank Street. It will also be activated during community events.</p>
<p><b>Cafe</b></p>	<ul style="list-style-type: none"> <li>Consider how the garden could be used for cafe seating - assuming that any operator will want some licenced outdoor seating space</li> </ul>	<ul style="list-style-type: none"> <li>It is anticipated that this area could accommodate tables and chairs associated with the café. This can be dealt with through a future licence/lease and plan if management once an operator is identified.</li> </ul>
<p><b>Materials</b></p>	<ul style="list-style-type: none"> <li>Strongly support the reuse of site materials</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Bricks and other materials will be reused in the paving and other areas of landscaping.</li> </ul>
<p><b>Building D</b></p>	<p>Please include:</p> <ul style="list-style-type: none"> <li>Family room</li> <li>Several locations for baby change</li> </ul>	<ul style="list-style-type: none"> <li>Family room provided in Building D</li> <li>Showers / changerooms provided for Dragon Boaters in new building.</li> </ul>
<p><b>Dragon Boat storage and ramp</b></p>	<ul style="list-style-type: none"> <li>A lot of this type of seating [on top of storage] also provided at Fish Markets - opportunity this could be something more local, comfortable.</li> </ul>	<ul style="list-style-type: none"> <li>Seating area on top of the dragon boat storage reviewed by Greenaway architects to improve the seating and gathering arrangement.</li> </ul>
<p><b>Pylon Security and Maintenance</b></p>	<ul style="list-style-type: none"> <li>Want to better understand the bridge access and maintenance requirements and their impacts on park operation and maintenance.</li> </ul>	<ul style="list-style-type: none"> <li>Security to the pylon will be managed through bollards restricting vehicular access to the base of the pylon, as per current arrangements. Cherry picker maintenance indicative access plan provided as part of Design report. Note cherry picker has relatively small turning circle of 6.6m radius. See other previous comments on maintenance and security.</li> </ul>
<p><b>Foreshore promenade</b></p>	<ul style="list-style-type: none"> <li>Potentially undertake Risk Assessment of foreshore edge to ensure design of edge is aligned with other similar foreshore edges with similar crowd/pedestrian numbers in similar locations eg Barangaroo Headland, Glebe foreshore etc. PMNSW undertaking similar risk assessment of other foreshore promenade edges.</li> </ul>	<ul style="list-style-type: none"> <li>Safety in Design workshop undertaken for park and agreed that all items are issues to be addressed during design development. In terms of falls into water, the workshop identified a moderate residual risk with the following mitigation: <ul style="list-style-type: none"> <li>Safety equipment, safety signage and ladders to be incorporated along the water's edge as part of design development and documentation. Stepped sandstone</li> </ul> </li> </ul>

OFFICIAL

Area	Comments	Design Response
	<ul style="list-style-type: none"> <li>How are we minimising pedestrian conflict with the Marina and DBNSW uses?</li> <li>Boardwalk connection (to the south) is vital. Are there preliminary sketches?</li> </ul>	<p>terraces as per current concept to provide a safe edge to the water.</p> <ul style="list-style-type: none"> <li>Seating and low walls provided along water's edge to separate edge from paths of travel, <i>consistent</i> with the nearby harbour edge treatments around Pymont / Jackson's Landing.</li> <li>Loading of boats can be managed to occur outside of peak park hours. A plan of management would be required from both marina and DBNSW operators under the terms of the licence/leases to ensure conflicts are managed appropriately. In addition, other methods of management include:             <ul style="list-style-type: none"> <li>wayfinding signage; minimising distances dragon boats are moved between storage and ramp; providing alternate pedestrian routes that avoid the dragon boat loading area; minimum 4m path width along harbour side of marina building; short and direct access between loading bay on Bank Street and marina storage.</li> </ul> </li> <li>A future connection has been accounted for in the design.</li> </ul>
<p><b>Play equipment</b></p>	<ul style="list-style-type: none"> <li>What are the CoS needs around recreation demand for facilities and playgrounds</li> <li>Does the demographic data (current and future residential) support that there is demand for these age groups?</li> <li>Encourage consideration of the demand in this area (current and future residential) and how this playground can provide a point of difference for a local level experience.</li> <li>Note that 2-12 is a significant age range - consider more holistically how the playspace, fitness equipment and court can be providing for a range</li> </ul>	<ul style="list-style-type: none"> <li>The social impact assessment prepared for the rezoning was based on CoS benchmarks. CoS were again consulted as part of the Social Assessment for the Bank Street Park DA.</li> <li>Benchmarking was undertaken as part of the initial design for the park, which led to certain features (e.g. water play) not being included. Comprehensive engagement was also undertaken as part of the early stages of design to inform what was included.</li> <li>Climbing structure added in north of playground targeted to up to 12y.o.</li> <li>See-saw, swings targeted for up to 12 y.o.</li> <li>Other recreational opportunities for both younger and older children available elsewhere in park, both formal and interpretive, e.g. scooting on paths and courtyard + court, sports court, places for</li> </ul>

OFFICIAL

Area	Comments	Design Response
	<p>of experiences and rec opportunities to meet a diverse range of needs.</p> <ul style="list-style-type: none"> <li>This equipment is primarily focused on small children - consider opportunities to increase range of skill and risk involved for play elements to increase appeal to up to 12.</li> <li>Opportunities for some components of the playground to be place based / interpretive?</li> <li>Could you provide details on where this type of concrete slide has been used we could have a look at?</li> <li>Review materials to be able to respond to robustness and maintenance requirements - not everything needs to be timber. The level of maintenance also needs to be commensurate to the local nature of the playground</li> <li>Play elements in turf - turf won't survive. Confirm no sand proposed - it is problematic maintenance wise for a playground at this scale</li> </ul>	<p>youth hang out and fitness etc. Overall, there is a good range of activities to cater for all age groups.</p> <ul style="list-style-type: none"> <li>Concrete slides have been installed as part of a fort structure at Shannon Reserve in Surry Hills. These are typically cooler than steel and plastic slides, very robust and fit well with the materials palette.</li> <li>Timber to still feature in design, however amount of timber has been reduced. Exercise equipment no longer proposed as timber. Swings proposed to have steel cross-member with timber and steel legs. This is considered appropriate, as preference from the community was for a nature-based play space.</li> <li>No turf or sand is proposed in playspace. Softfall to dynamic play equipment. Mulch softfall proposed elsewhere given design preference for natural materials.</li> </ul>
Sports court	<ul style="list-style-type: none"> <li>Confirm intended infrastructure to be included to make multi-purpose - only looks like basketball?</li> </ul>	<ul style="list-style-type: none"> <li>Recommendation through SDRP comments and CPTED review was to make the court as open as possible and reduce fencing which may reduce its ability to provide for sports such as tennis and futsal, however will be more open to youth hang out areas, scooters, multiple groups of users. Surface artwork may also encourage multiple uses for the court.</li> </ul>
Youth space	<ul style="list-style-type: none"> <li>Confirm tailored seating and lighting as youth space?</li> </ul>	<ul style="list-style-type: none"> <li>Feature lighting to shelters and Dragon Boat deck. Refer previous comments re seating.</li> </ul>
Site/Landscaping	<ul style="list-style-type: none"> <li>Will the turfed areas achieve sufficient sunlight to grow?</li> </ul>	<ul style="list-style-type: none"> <li>Turf located in relation to solar access and rainfall, with very limited turf underneath the bridge.</li> <li>Seats with backrests added throughout the design.</li> </ul>

OFFICIAL

Area	Comments	Design Response
	<ul style="list-style-type: none"> <li>• Please also consider seating with back support and arm rests - we need inclusive spaces and places</li> <li>• Tree canopy</li> </ul>	<ul style="list-style-type: none"> <li>• Tree canopy targets met – arborist report prepared to confirm appropriate species selection.</li> </ul>
<b>Kayak access and storage</b>	<ul style="list-style-type: none"> <li>• It would be great to better understand the anticipated water based recreation (kayaks, public small boat access and contact with water etc). Noting that risk assessments may be required and life safety equipment will be needed (such as ladders, life buoys etc).</li> </ul>	<ul style="list-style-type: none"> <li>• Kayak pontoon is designed for small passive craft only, and dragon boat ramp will not be available for motorised craft. Safety in Design workshop undertaken for park. Life safety equipment and ladders to be provided. Jetty to be fenced.</li> </ul>
<b>First Nations</b>	<ul style="list-style-type: none"> <li>• Support for connecting with Country framework</li> </ul>	<ul style="list-style-type: none"> <li>• Noted</li> </ul>
<b>Public Art</b>	<ul style="list-style-type: none"> <li>• Support for the proposed commissions</li> </ul>	<ul style="list-style-type: none"> <li>• Noted, and these have been taken forward in the public art plan.</li> </ul>
<b>Wayfinding</b>	<ul style="list-style-type: none"> <li>• Approach should focus on a few really great ideas rather than trying to do everything.</li> <li>• Support integration of principles of connecting with country into the approach as well as the dual naming suggestions. PMNSW will work with INSW on this more in design development. Our commitment to Gujaga and Bila is that we will continue to engage with them as decisions are made for dual names around the foreshore.</li> <li>• Do not support the use of an unmodified Legible Sydney signage suite within the park, noting that it is out of scale and context, and is also not employed by the City in these instances. A version of the park suite may be more appropriate and should be considered, noting that at this stage it is a concept and there will be future opportunity to integrate the findings of our current wayfinding work.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction and rationalisation in wayfinding elements incorporated into final scheme, given size and opportunities for intuitive wayfinding.</li> <li>• Address dual language and naming during Design Development.</li> <li>• Legible Sydney signage not used in the park. A version of the park signage applied in a similar fashion to other CoS Parks, noting this can be adapted in design development to suite PMNSW wayfinding work. CoS Park style entry sign to Bank St, bespoke seating wall signage to Promenade.</li> <li>• Note future stages of signage may be appropriate, including directional precinct-wide wayfinding once the rest of the precinct is developed.</li> <li>• Pictograms included.</li> </ul>

Area	Comments	Design Response
	<ul style="list-style-type: none"><li>• Consider the threshold experience at park entries and how the signage may contribute to creating a more welcoming entry for people into the park.</li><li>• Consider how the park may be intuitively navigated given its size, level changes, open sightlines and proximity to the water – consider if less is more in regards to required signage.</li><li>• Consider Day 1 conditions vs the longer term adjacent development and if future stages of signage may be appropriate.</li><li>• Ensure that pictograms for all amenities facilities (parents room and baby change).</li></ul>	