

WALSH BAY ARTS PRECINCT

STATE SIGNIFICANT DEVELOPMENT APPLICATION –
SSD 6069

ENVIRONMENTAL IMPACT STATEMENT



Submitted to NSW Department of Planning and Environment

on behalf of Arts NSW

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Project Review	Helena Miller		
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STATEMENT OF VALIDITY

Environmental Impact Statement prepared by

Name Nicola Gibson

Qualifications Bachelor of Arts
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In respect of Walsh Bay Arts Precinct

Applicant & Land Details

Applicant name Arts NSW
Applicant address Level 5, 323 Castlereagh Street
Sydney NSW 2000

Lot No, DP Refer property description in Section 2.2 of the EIS

Environmental Impact Statement An Environmental Impact Statement (EIS) is attached

Statement of Validity I certify that I have prepared the contents of the Environmental Impact Statement and to the best of my knowledge:

- It is in accordance with Part 4 of the *Environmental Planning and Assessment Act 1979* and Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*
- The information contained in the Environmental Impact Statement is neither false nor misleading.

Signature



Name Nicola Gibson

Date 24 June 2014

ABBREVIATIONS

ACO	Australian Chamber Orchestra
ATYP	Australian Theatre for Young People
CEMP	Construction Environmental Management Plan
CMP	Conservation Management Plan
Department	Department of Planning and Environment
DGRs	Director-General's Requirements
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
LEP	Local Environmental Plan
REP	Regional Environmental Plan
RMS	Roads and Maritime Services
SCCAS	Sydney City Centre Access Strategy
SDC	Sydney Dance Company
SEPP	State Environmental Planning Policy
SSD	State Significant Development
SSDA	State Significant Development Application
STC	Sydney Theatre Company
WBAP	Walsh Bay Arts Precinct

EXECUTIVE SUMMARY

This Environmental Impact Statement (EIS) accompanies the Walsh Bay Arts Precinct (WBAP) Staged State Significant Development Application (SSDA) Number SSD 6069. The WBAP proposal comprises an integrated performing arts and cultural precinct together with an enhanced public domain at Walsh Bay. The arts precinct includes Wharf 4/5, Pier 2/3 and Sydney Theatre.

This Stage 1 SSDA seeks “in principle” approval for the overall WBAP concept only. It will be followed by one or more detailed SSDAs for the construction of the public domain, building alterations and specific uses. The purpose of this concept SSDA is to provide an overview of the project and potential impacts across the precinct, and to establish a framework for the future detailed design, land use and construction works required to deliver the proposed WBAP project.

The WBAP project is State Significant Development under Schedule 1 of State Environmental Planning Policy (State and Regional Development) 2011 (“State and Regional Development SEPP”) as it is a cultural facility with a capital investment value of over \$30 million.

The proponent for the SSDA is Arts NSW.

The Site

The site comprises:

- Pier 2/3, which is the last remaining undeveloped pier. It has approval for cultural uses, temporary arts events and some commercial events.
- Wharf 4/5 which is occupied by the Sydney Theatre Company, Australian Theatre for Young People, Bangarra Dance Theatre and other arts organisations.
- Shore Sheds which contain a range of commercial activities, including restaurants, bars, shops and offices.
- An area of water between Pier 2/3 and Wharf 4/5 which is proposed to be built over for an expanded public domain.

The Sydney Theatre is within the WBAP however it is not part of the proposed redevelopment.

The land owner of the WBAP site and adjoining water is the Roads and Maritime Services (RMS). Both Pier 2/3 (excluding the area discussed above) and Wharf 4/5 are occupied under various lease arrangements with Arts NSW, Department of Trade and Investment, primarily for arts and cultural uses.

The Concept

The WBAP redevelopment concept comprises:

- an adaptive re-use of Pier 2/3 providing new arts facilities including performance venues for the ACO, Bell Shakespeare and ATYP; retaining a large heritage commercial events/art space for Sydney Writers Festival, Biennale of Sydney and a wide range of commercial and artistic events;

- refurbishment of the ground floor arts facilities of Wharf 4/5 and its associated shore sheds for Bangarra Dance Theatre, SDC, Sydney Philharmonia, Gondwana and Song Company; new commercial retail opportunities; and
- creation of a major waterfront public square to become an innovative external platform for collaborative performances, festivals, public art, cafés, restaurants, commercial and community activities.

More specifically, this Stage 1 SSDA seeks “in principle” approval for the overall WBAP concept which comprises the following key elements:

- The introduction of new public domain, comprising a public square between Pier 2/3 and Wharf 4/5 for multipurpose use as well as steps down to the waterway
- A series of stairs and balconies designed as a contemporary interpretation of the original gantries reflecting the precinct’s former industrial heritage
- The inclusion of flexible and adaptable spaces in Pier 2/3 and Wharf 4/5 for a large range of arts and cultural activities
- Modification to the roof of Pier 2/3 to provide adequate acoustics for the Australian Chamber Orchestra auditorium
- Use of the precinct for arts festivals, events and pop ups as well as a range of activating uses such as restaurants, cafes and bars.

The exact number and scale of events to be held at WBAP, along with an assessment of their impact and identification of appropriate mitigation measures, will be the subject of a separate development application. Similarly, new commercial uses, such as restaurants and bars, will also be subject to separate development application(s) and environmental assessment.

Justification

The new arts precinct at Walsh Bay is intended to expand and strengthen the existing cluster of cultural institutions and attractions along Sydney’s “Arts and Cultural Ribbon”. The arts and cultural program within the WBAP will complement the other cultural initiatives in surrounding areas, including those proposed at nearby Barangaroo (currently under development). Fundamental to the WBAP concept is the recognition that the wharves’ unique location and distinctive heritage architecture provide significant opportunities for place making

The importance of the urban renewal of Walsh Bay is recognised in several key strategic planning documents, most recently in the State Plan: NSW 2021 – A plan to make NSW Number One. The State Plan presents a clear intention to capture the economic and social benefits of urban renewal in and around Walsh Bay.

A key target action is to ‘complete the development of a world class arts and cultural precinct at Walsh Bay.’ As recognised in the State Infrastructure Strategy (December 2012), completion of the Walsh Bay Arts Precinct is ‘the Government’s priority arts project’. It is also noted that with the release of the Walsh Bay Arts Precinct Master Plan (November 2013), there is a growing public awareness and interest in the project.

The social and economic benefits that result from a redeveloped Walsh Bay include direct and indirect use values (value attributable to the visitation and enjoyment of the area by local, interstate and international visitors), as well as the more intangible benefits derived from the intrinsic and existence value.

Having regard to the broader context, with the Barangaroo development and activation of the Harbour's western waterfront underway, there is an opportunity for the Walsh Bay Arts Precinct to capitalise on the significant increase in local, interstate and international visitors that will be drawn to the area in the first years following commissioning and operation of these adjacent sites. Synergies with public transport and urban design solutions, complementary cultural activities and events and governance and operational efficiencies can also be explored and secured.

Environmental Impact Assessment

The EIS assesses and responds to the environmental impacts of the Walsh Bay Arts Precinct Concept. In particular, it addresses the matters for consideration set out in the requirements issued by the former Director-General ("DGRs) and includes mitigation measures. Key issues that are addressed include:

- Built form and urban design
- Heritage and archaeology
- Noise and amenity
- Transport and accessibility
- Marine and maritime impacts
- Contamination
- Drainage, flooding and sea level rise
- Ecologically sustainable development

The EIS and supporting specialist reports provide a detailed assessment of the WBAP concept in relation to these and other matters set out in the DGRs and demonstrate that the proposal will have minimal adverse environmental impact. Any environmental issues can be effectively managed via the mitigation measures referred into the report.

1. Introduction

1.1 Overview of State Significant Development Application

This Environmental Impact Statement (EIS) accompanies the Walsh Bay Arts Precinct (WBAP) Staged State Significant Development Application (SSDA) Number SSD 6069. The WBAP proposal comprises an integrated performing arts and cultural precinct together with an enhanced public domain at Walsh Bay. The arts precinct includes Wharf 4/5, Pier 2/3 and Sydney Theatre.

This Stage 1 SSDA seeks “in principle” approval for the overall WBAP concept only. It will be followed by one or more detailed SSDAs for the construction of the public domain, building alterations and specific uses. The purpose of this concept SSDA is to provide an overview of the project and potential impacts across the precinct, and to establish a framework for the future detailed design, land use and construction works required to deliver the proposed WBAP project.

The WBAP concept comprises the following key elements:

- The introduction of new public domain, comprising a public square between Pier 2/3 and Wharf 4/5 for multipurpose use as well as steps down to the waterway
- A series of stairs and balconies designed as a contemporary interpretation of the original gantries reflecting the precinct’s former industrial heritage
- The inclusion of flexible and adaptable spaces in Pier 2/3 and Wharf 4/5 for a large range of arts and cultural activities
- Modification to the roof of Pier 2/3 to provide adequate acoustics for the Australian Chamber Orchestra (ACO) auditorium.
- Use of the precinct for arts festivals, events and pop ups as well as a range of activating uses such as restaurants, cafes and bars.



The new arts precinct at Walsh Bay is intended to expand and strengthen the existing cluster of cultural institutions and attractions along Sydney's "Arts and Cultural Ribbon. The arts and cultural program within the WBAP will complement the other cultural initiatives in surrounding areas, including those proposed at nearby Barangaroo (currently under development). Fundamental to the WBAP concept is the recognition that the wharves' unique location and distinctive heritage architecture provide significant opportunities for place making.

The four key objectives of the WBAP are to:

1. Activate the Precinct through the provision of a unique cultural offering and visitor experience
2. Rejuvenate a vital piece of Sydney's waterfront cultural heritage, providing intergenerational benefits for the people of NSW
3. Provide facilities that better enable arts organisations to develop world-class productions and experiences and deliver on their strategic visions and Government objectives
4. Create a financially sustainable operating model for the Precinct and its tenants.

The WBAP project is State Significant Development under Schedule 1 of State Environmental Planning Policy (State and Regional Development) 2011 ("State and Regional Development SEPP") as it is a cultural facility with a capital investment value of over \$30 million.

Under Section 89D of the Environmental Planning and Assessment Act 1979 (the EP&A Act) the Minister for Planning (the Minister) is the consent authority for SSDAs. SSDAs applications are to be accompanied by an EIS that has been prepared in accordance with requirements issued by the Department of Planning and Environment ("the Department").

The EIS has been prepared on behalf of Arts NSW and is in accordance with the requirements that were issued on 2 September 2013 by the former Director-General of the Department (Refer to Appendix 1). This report includes the following information relevant to the application and as set out in the Director-General Requirements (DGRs):

- A Statement of Validity of the EIS
- An executive summary
- A description of the proposed concept for which approval is being sought
- The existing planning provisions applying to the site, including the permissibility of the proposal and how it will achieve planning objectives
- Assessment of the environmental impacts and key issues
- Summary of proposed mitigation and management measures, and
- Justification for undertaking the project, including consideration of the suitability of the site and whether the proposal is in the public interest.

As noted above, this SSD application is a Stage 1 application for the WBAP concept only. The Stage 1 SSD application will be followed by one or more SSD applications for the detailed design and specific uses.

The project team for the preparation of the EIS has comprised:

Proponent	Arts NSW
Project Management	Savills
Urban Planning	MG Planning
Urban Design and Built Form and Public Domain	Bates Smart
Community/Stakeholder Consultation	Aspect Studios
Heritage and Archaeology	Elton Consulting
Noise	Design5
Traffic and Transport	WSP
Marine and Groundwater Assessment	GTA Consultants
Maritime Harbour Impact	Jacobs SKM
Accessibility	Royal Haskoning DHV
Building Code of Australia	Morris Goding
Fire Safety	Steve Watson & Partners
Contamination	Steven Grubits & Associates
Sustainability	JBS&G
Utilities	ARUP

1.2 Background to Walsh Bay Arts Precinct

After port activities ceased in the 1970s, the Walsh Bay area began to deteriorate significantly. The Sydney Theatre Company's relocation to Walsh Bay in the 1980s signalled a new arts visioning for the area and in part, led to the urban renewal of the whole of Walsh Bay.

Consideration by Government of potential options and uses in the 1990s resulted in the re-development of Piers 6/7 and 8/9 to provide a mix of residential, commercial and retail uses – to be complemented by the heritage/arts focus on Pier 2/3, as per the 1998 Master Plan Development Consent for Walsh Bay.

Since 2004, State Government commitments to accommodate Bell Shakespeare and Australian Theatre for Young People (ATYP) at Pier 2/3 further signalled the intent to deliver an arts and cultural focus at Walsh Bay and led to the first of many plans and options for the 'arts precinct.' A dozen or so options were explored from 2004 to 2010.

In late 2011, Arts NSW commissioned Arup to develop a high-level vision for the WBAP. The Walsh Bay Arts Precinct Vision issued in January 2012 acknowledged and built upon the key growth sectors of tourism, events, arts and culture identified as major contributors to Sydney and New South Wales economies. The vision for WBAP is described below.

Create a sustainable and activated arts and culture Precinct that supports and nurtures Sydney's home-grown culture and creativity. As a destination, it will be inclusive and accessible to all. It will be alive at all hours of the day and display a vibrant and accessible night life. As a cluster, Walsh Bay will be an ecosystem for creative production and cultural consumption where innovation and collaboration are a core of the Precinct's operations. This is supported by its design as a visible, networked, hybrid cluster. It is also an open platform for Sydney's artists, creative workers, performers and producers to come together. It will be where audiences meet the magic of theatre, dance, music and creation and have a good time. As an urban Precinct, Walsh Bay will be a place for living and working, supporting contemporary work styles as well as leisure

activities in a unique contemplative setting. It will be sticky and connected a decidedly 21st century interpretation of place.

This work was followed by the preparation of the WBAP Master Plan by the NSW Government Architect's Office. The WBAP Master Plan, released in November 2013, considered a range of development options for a revitalised arts and cultural precinct in Walsh Bay. The WBAP Master Plan proposed accommodation of nine resident arts companies, five performance venues, 16 rehearsal/studio spaces, commercial leasing opportunities, and spaces for creative and commercial mixed use. It also proposed a vibrant public domain.

The WBAP Master Plan was prepared having regard to the requirements of stakeholder agencies, the needs of potential resident arts organisations, and the financial and economic drivers for the project. It is one of a suite of documents contributing to a consolidated vision for the Precinct and has been adopted as a foundation document for the development of the Concept Design.

Since the WBAP Master Plan was developed, further refinement of the various elements in the master plan has been undertaken culminating in the development of a preferred option for the Precinct which is the subject of this Concept SSDA.

1.3 Assessment of Alternatives

The Sydney Theatre Company's relocation to Walsh Bay in the 1980's signalled the commencement of visioning for an arts precinct and indeed led the urban renewal of the whole of Walsh Bay. As noted above, consideration by Government of potential uses in the 1990's resulted in the re-development of Piers 6/7 and 8/9 to provide a mix of residential, commercial and retail uses – ultimately to be complimented by an arts and cultural focus on the Pier 2/3, Wharf 4/5 and the shore sheds.

As noted above, a number of options for the precinct were explored from 2004 to 2010. These options were further refined as part of an extensive preliminary concept design process, with the following four options tested

Following the preparation of the WBAP Master Plan, an extensive preliminary concept design process was undertaken in which four options were evaluated, including a base case or "do nothing" option. While in all options the external spaces (public domain and waterfront square) have remained reasonably constant, the internal mix of uses has been extensively tested, and functional areas substantially negotiated with shortlisted arts organisations. Through this process it was clear that the amount of available spaces for arts organisations exceeded demand and that the retention of 'open space' and the development of commercial tenancies were central to achieving the vision of the Precinct. The four options are described below.

- Option 1 Base Case: This option would maintain the status quo with no reconfiguration of existing tenants. All construction work would be limited to ongoing maintenance.
- Option 2 Modified WBAP Master Plan (most activated option): This option refined the Master Plan by locating the ACO, ATYP and Bell Shakespeare in Pier 2/3 along with around 2,000sqm of commercial events /arts space at ground level. The Shore Sheds would continue to accommodate the choirs as well as around 1,000sqm of new commercial retail space. Sydney Theatre Company (STC), Sydney Dance Company (SDC) and Bangarra would remain the primary tenants of Wharf 4/5 with the addition of a commercial retail tenancy at the north end of SDC's footprint. The public domain

would be upgraded to include a waterfront square between Pier 3 and Wharf 4 and six gantries with external stairs at the upper level of Pier 2/3.

- Option 3 Modified WBAP Master Plan (balanced option): This option further refined the Master Plan by decanting ATYPs offices into the Shore Sheds. ACO, Bell and ATYP performance spaces would be located in Pier 2/3 along with around 2,300sqm of commercial events / arts space at ground level. ATYP's office and the choirs' rehearsal and office spaces would occupy the Shore Sheds along with approximately 650sqm of commercial retail space. STC, SDC and Bangarra would remain the primary tenants of Wharf 4/5 with the addition of a commercial retail tenancy at the north end of SDCs footprint. The waterfront square would be retained but only five gantries are provided at the upper level of Pier 2/3.
- Option 4 Modified WBAP Master Plan (predominantly arts facilities): This option proposed commercial events / arts space throughout the entire ground level of Pier 2/3, with ATYP accommodated in a new facility in the Shore Sheds. ACO and Bell would be located on the upper level of Pier 2/3 along with almost 2,800sqm of commercial events / arts space at ground level. ATYP and the choirs' rehearsal spaces would occupy the Shore Sheds, while STC, SDC and Bangarra would remain the primary tenants of Wharf 4/5. The waterfront square would be retained with only four gantries provided at the upper level of Pier 2/3.

An evaluation of the options against the project objectives is provided in Table 1.

Table 1: Evaluation of options against project objectives

Project Objectives	Option 1	Option 2	Option 3	Option 4
Activate the WBAP through the provision of a unique cultural offering and visitor experience	x	✓	✓	✓
Rejuvenate a vital piece of Sydney's waterfront cultural heritage	x	✓	✓	✓
Provide facilities that better enable arts organisations to develop world-class experiences and deliver Government objectives	x	✓	Partial	Partial
Create a financially viable operating model for the WBAP and its tenants	x	✓	✓	x

Based on the outcomes of an economic appraisal, combined with the assessment of the options' ability to meet the project objectives, Option 2 has been deemed the preferred development option. Option 2 best supports the project objectives, in particular Objectives 3 and 4. Option 2 most closely resembles the original vision put forward in the WBAP Master Plan which was subject to extensive discussions and negotiations with the arts organisations over the past two years and best reflects their needs and tenancy requirements.

Option 2 also better supports the development of a financially viable precinct with the expansion of leasable commercial retail space on the ground floor of the precinct. It allows a diversity of commercial experiences, which benefits the visitor experience.

Of critical importance, the preferred option is financially viable operationally and pays for itself over the long term.

2. Site Analysis

2.1 Site and Surrounds

The WBAP site is part of the Walsh Bay area which is located adjacent to Sydney Harbour within the suburb of Dawes Point. Walsh Bay is strategically located to the north of Sydney's CBD in the vicinity of major tourist destinations including the Sydney Harbour Bridge, the historic areas of Millers Point and The Rocks, Circular Quay and the Sydney Opera House. The Barangaroo redevelopment precinct is located immediately to the south-west.

The location of the WBAP site is shown in Figures 1 and 2.

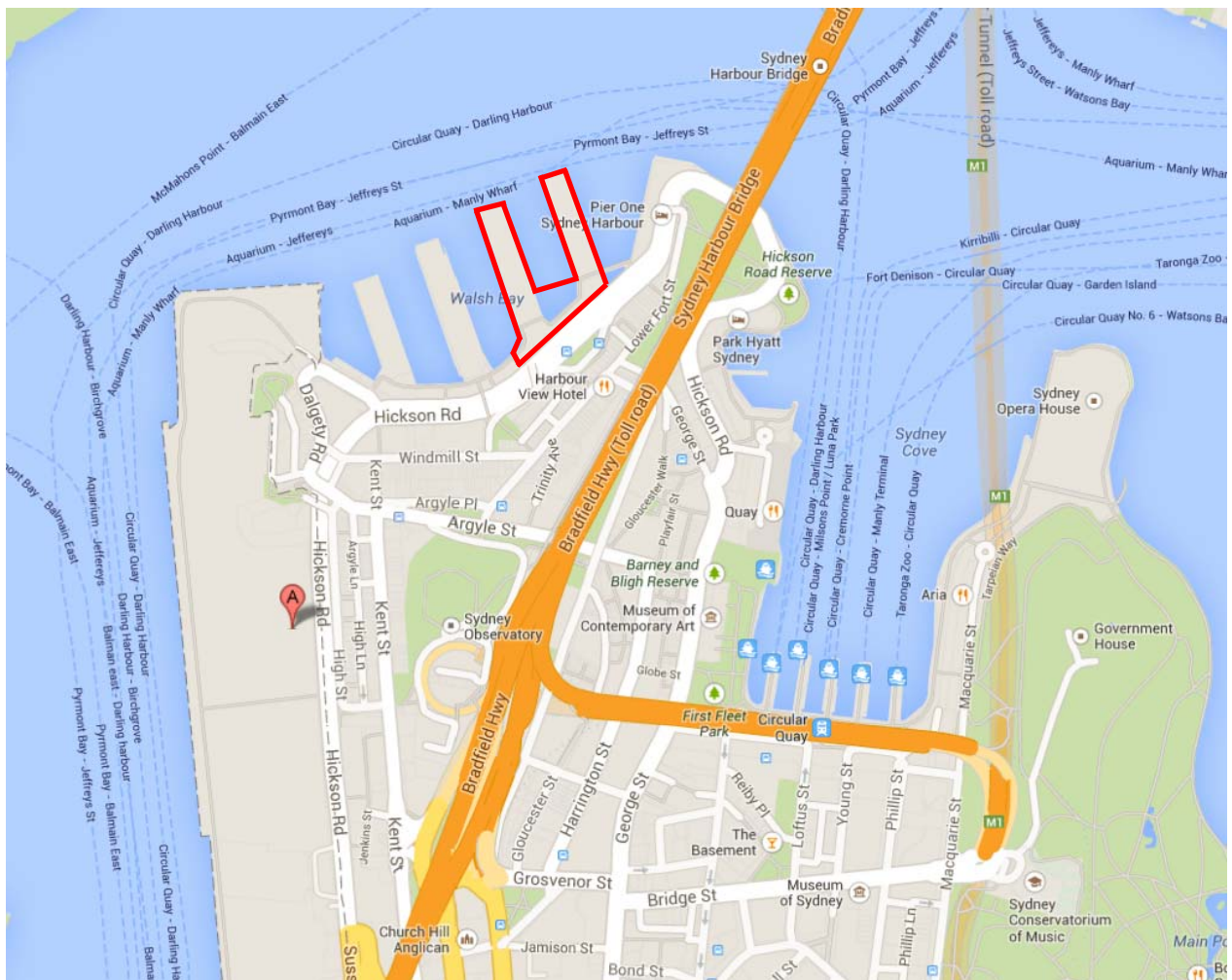


Figure 1: Site Location (Source: Google Maps)

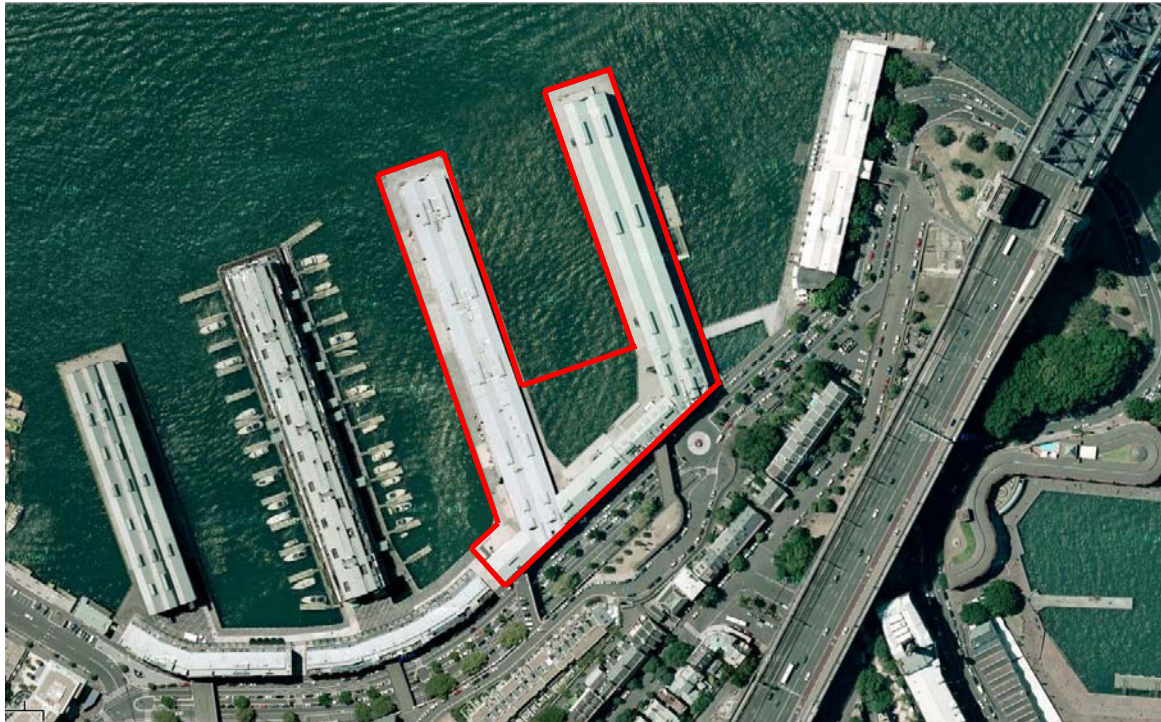


Figure 2: Subject Site (Source: Google Maps)

Walsh Bay comprises ten berths constructed between 1908 and 1922 for international and inter-state shipping. These are collectively known as the Walsh Bay Wharves. The Walsh Bay Wharves Precinct is listed as an item on the State Heritage Register.

Much of Walsh Bay (excluding Wharf 4/5 and Pier 2/3) was redeveloped between 1997 and 2004 by the NSW Government in partnership with the Walsh Bay Partnership (Mirvac and Transfield).

The Walsh Bay Wharves comprise the following:

- Pier One which contains the Sebel Pier One Sydney Hotel
- Pier 2/3 is the last remaining undeveloped pier. It has approval for cultural uses, temporary arts events and some commercial events.
- Wharf 4/5 which is occupied by the STC, ATYP, Bangarra Dance Theatre and other arts organisations.
- Pier 6/7 which has been redeveloped for residential apartments and associated boat marina
- Pier 8/9 which has been redeveloped for office uses
- Shore Sheds which contain a range of commercial activities, including restaurants, bars, shops and offices.

The Sydney Theatre is within the WBAP however it is not part of the proposed redevelopment.

Given the significant difference in grade between Walsh Bay and Millers Point, there are a number of bridges over Hickson Road which provide pedestrian access between the site and Millers Point. The bridge linking Pottinger Street and Wharf 4/5 is also used for vehicular parking.

To the south-west of the wharves is Hickson Road, which provides the major vehicular access to the site. Hickson Road links the site to Barangaroo to the south-west and Circular Quay and The Rocks to the north-east. Other roads providing access to the site include Pottinger Street which provides access to Millers Point, and Towns Place which also provides access to Millers Point via Dalgety Road and Argyle Street.

The Barangaroo redevelopment project to the south of Walsh Bay comprises three redevelopment areas – the Headland Park, Central Barangaroo and Barangaroo South. The Headland Park is to be located adjacent to the Walsh Bay Precinct and is currently under construction. The park is being built up to reflect a similar landform to other headlands around Sydney Harbour. It is proposed that a 300 space car park and an as yet undefined cultural facility will be located inside the headland. Master planning for Central Barangaroo is currently underway with the intention that it will be the cultural and civic focal point for recreation, events and entertainment. Barangaroo South is being developed as a major commercial and mixed use centre.

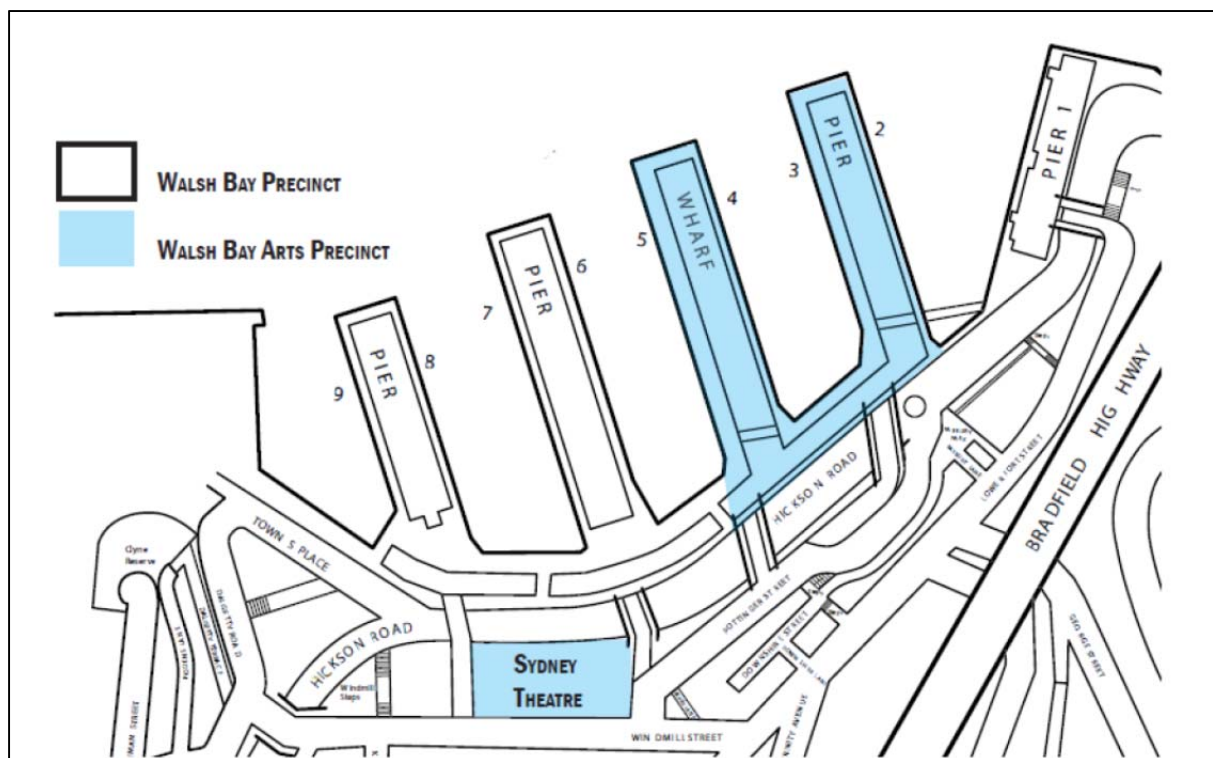


Figure 3: Walsh Bay Arts Precinct



Photo 1: View looking south-west with shore sheds to the left of photo and Wharf 4/5 to the right.



Photo 2: Pier 2/3



Photo 3: Existing commercial development in shore sheds



Photo 4: Existing offices in Pier 2/3



Photo 5: Hickson Road looking north-east. Note pedestrian bridge over Hickson Road in background.



Photo 6: Shore sheds along Hickson Road showing entry to Wharf 4/5



Photo 7: Residential apartments at Wharf 6/7



Photo 8: Residential apartments to the south-west of the wharves

Pier 2/3

Pier 2/3 is a finger wharf comprising two storeys (and associated shore sheds) and was constructed between 1912 and 1921. It is Sydney's last wharf structure in its original state. Much of it is an empty shell however it does contain some commercial uses. There is a 99 year lease between the Maritime Authority of NSW (now Roads and Maritime Services) and Communities NSW (which now rests with Arts NSW, Department of Trade and Investment) for the finger wharf, the portion of open air wharf apron, the pedestrian link bridge and the wharf substructure. The granting of this lease, amongst other things, allows Pier 2/3 to be used for arts, cultural and creative purposes.

The City of Sydney has granted consent for Pier 2/3 to be used as a cultural facility for a range of uses such as rehearsals, exhibitions, workshops, filming and events, including the Sydney Writers' Festival and the Biennale of Sydney. The consent was granted on 21 September 2011 and is for a period of 3 years.

Wharf 4/5

Wharf 4/5 is a four storey timber building which was built around 1917 and used as a steamship berthing and cargo storage facility until the mid 1970s. The Wharf has been progressively upgraded and adaptively reused since the early 1980s. Ten arts and cultural organisations use the facility which comprises a range of performance venues, rehearsal and workshop spaces, a recording studio, café/restaurants and office accommodation.

Wharf 4/5 is recognised as a highly successful adaptive reuse of an important heritage item. Its redevelopment 30 years ago was the subject of numerous architectural and design awards. However, many of its spaces are not fit for purpose and use of the space is not optimised.

Further details regarding the site characteristics are provided in the Concept Design Report prepared by Bates Smart attached at Appendix 2.

2.2 Land Ownership and Legal Description

Pier 2/3 is legally described as Lot 11 in DP 1138931 and Wharf 4/5 is legally described as Lot 65 in DP 1048377. The total area for these lots is 18,090m².

A land survey is provided in Appendix 3.

The land owner of the WBAP site is the Roads and Maritime Services (RMS). Both Pier 2/3 (excluding the area discussed above) and Wharf 4/5 are occupied under various lease arrangements with Arts NSW, Department of Trade and Investment, primarily for arts and cultural uses.

The area of water that the project proposes to build over is also owned by RMS. Its land title description is Lot 12 in DP 1138931.

Owner's consent to the lodgement of the SSDA is not required in this instance as Arts NSW is a public authority. However, written notice regarding lodgement of the SSDA has been provided to RMS in accordance with Clause 49(2) of the *Environmental Planning and Assessment Regulation 2000*. A copy of the written notice is provided at Appendix 18.

3. Director-General's Requirements

The requirements for the WBAP EIS were issued on 2 September 2013 by the former Director-General of the Department (refer Appendix 1).

Table 2 provides a summary of the individual matters listed in the DGRs and where these are addressed in this report or in supplementary material provide as appendices.

Table 2: Director-General's Requirements

Item	EIS Requirement	Section
General Requirements	<ul style="list-style-type: none"> ▪ Environmental Planning and Assessment Act 1979 ▪ Clause 6 & 7 of Schedule 2 of the <i>Environmental Planning and Assessment Regulation 2000</i> 	Throughout
Key Issues	Environmental Planning Instruments <ul style="list-style-type: none"> ▪ State Environmental Planning Policy No 55 – Remediation of Land ▪ State Environmental Planning Policy (Infrastructure) 2007 ▪ State Environmental Planning Policy (State and Regional Development) 2011 ▪ Sydney Regional Environmental Plan No 16 – Walsh Bay ▪ Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 	Section 6.3
	Permissibility <ul style="list-style-type: none"> ▪ Detail nature and extent of any prohibitions that apply to the development 	Section 6.3
	Development Standards <ul style="list-style-type: none"> ▪ Identify the development standards applying to the site. Justify any development standards not being met 	Section 6.3
	Contamination <ul style="list-style-type: none"> ▪ Demonstrate that the site is suitable for the proposed use in accordance with SEPP 55 (including consideration of <i>Managing Land Contamination: Planning Guidelines – SEPP 55 Remediation of Land</i>) 	Sections 6.3 and 7.8
	Policies, Guidelines and Planning Agreements <ul style="list-style-type: none"> ▪ NSW 2021 ▪ Metropolitan Plan for Sydney 2036 ▪ NSW Long Term Transport Master Plan ▪ Sydney City Draft Sub-Regional Strategy ▪ Sustainable Sydney 2030 ▪ Development near Rail Corridors and Busy Roads – Interim Guideline ▪ Planning Guidelines for Walking and Cycling ▪ NSW Bike Plan 2010 ▪ Integrating Land Use and Transport Policy Package ▪ Cycle Strategy and Action Plan 2007-2017 ▪ Heritage Council Guidelines Assessing the Significance of Archaeological Sites and Relics ▪ Crime Prevention Through Environmental Design Principles 	Section 6.4

	<p>Built Form and Urban Design</p> <ul style="list-style-type: none"> ▪ Address design quality, with specific consideration of the overall site layout, axes, vistas and connectivity, open spaces and edges, primary elements, gateways, façade, rooftop, mechanical plant, massing, setbacks, building articulation, materials and colours. ▪ Address all aspects of the public domain within the precinct, including open spaces, public art and lighting. 	Section 7.1 and Concept Design Report at Appendix 2
	<p>Ecologically Sustainable Development (ESD)</p> <ul style="list-style-type: none"> ▪ Detail how ESD principles will be incorporated in the design, construction and ongoing operation of the development. 	Sections 5.10 and 9.2 and Appendix 16
	<p>Amenity</p> <ul style="list-style-type: none"> ▪ Address and demonstrate a high level of environmental amenity in respect of solar access, acoustic and visual privacy, servicing requirements (including waste management, loading zones, mechanical plant), access to views, and wind impacts, particularly regarding the impacts of the outdoor amphitheatre. 	Section 7.3
	<p>Noise</p> <ul style="list-style-type: none"> ▪ Identify the main sources during operation. Outline measures to minimise and mitigate the potential noise impacts on surrounding occupiers of land. <p>Relevant Policy and Guidelines – <i>NSW Industrial Noise Policy (EPA)</i></p>	Section 7.4 and Appendix 14
	<p>Transport and Accessibility</p> <ul style="list-style-type: none"> ▪ Demonstrate the provision of sufficient on-site car parking for the development. Provide accurate details of daily vehicle movements and assess the impacts of proposed traffic generation on the local road network and intersection capacity, having regard to local planning controls and planned and approved developments in the area, in particular Barangaroo. ▪ Identify public transport links to and from the site, including ferry, bus, bicycle and pedestrian links and outline disabled access to the site. <p>Relevant Policies and Guidelines – <i>Guide to Traffic Generating Developments (RTA)</i></p>	Section 7.5 and Appendix 6
	<p>Impacts on Harbour uses</p> <ul style="list-style-type: none"> ▪ Address the impacts on all users of Sydney Harbour 	Section 7.6
	<p>Environment</p> <ul style="list-style-type: none"> ▪ Detail the potential impacts of the development on terrestrial and marine environments, including the seabed, marine ecology and biodiversity 	Section 7.7 and Appendix 13
	<p>Heritage and Archaeology</p> <ul style="list-style-type: none"> ▪ Address the impacts of the proposal on the heritage significance of the site and adjacent area, including any heritage items, places or relics significant to Aboriginal or European culture or history 	Section 7.2 and Appendix 12

	<p>Drainage, Flooding, Climate Change and Sea Level Rise</p> <ul style="list-style-type: none"> ▪ Provide a drainage concept for the site incorporating water sensitive urban design ▪ Address the potential risks from flooding and sea level rise on the development and the potential impacts on groundwater and detail any proposed mitigation measures 	<p>Section 7.9</p>
	<p>Utilities</p> <ul style="list-style-type: none"> ▪ Address the existing capacity of the site and any augmentation requirements for utilities, including staging of infrastructure arising from the development in consultation with relevant agencies 	<p>Section 5.11 and Appendix 10</p>
	<p>Plans</p> <ul style="list-style-type: none"> ▪ Include all relevant plans, architectural drawings, diagrams and relevant documents as required under Schedule 1 of the <i>Environmental Planning and Assessment Regulation 2000</i> 	<p>Plans for approval at Appendix 4</p>
	<p>Consultation</p> <ul style="list-style-type: none"> ▪ Consult with relevant local, State and Commonwealth authorities, service providers, community groups and affected landowners, particularly the following agencies: <ul style="list-style-type: none"> - Office of Environment and Heritage - Sydney Harbour Foreshore Authority - City of Sydney Council - Environment Protection Authority - Roads and Maritime Services - Transport for NSW - Heritage Council of NSW - Sydney Ports Corporation - NSW Police - Fisheries NSW (Department of Primary Industries) 	<p>Section 4 and Appendix 5</p>

4. Consultation

4.1 Overview

Arts NSW has undertaken an extensive consultation program with key stakeholders, government agencies and the community regarding the WBAP Master Plan. The focus of community engagement has been to provide key stakeholders and members of the local community with information about the Master Plan and provide an opportunity for comment. Arts NSW and its consultants have also undertaken consultation with a wide range of government agencies, as listed in the DGRs.

A Stakeholder Engagement Assessment Report documenting the community and stakeholder engagement has been prepared by Elton Consulting and a copy of the report is provided at Appendix 5.

Elton Consulting was commissioned to assist Arts NSW with community engagement activities undertaken in relation to the WBAP. Between November 2013 and June 2014 the following activities were undertaken:

- Establishment of “Have Your Say” website to promote the draft Master plan and provide an opportunity for stakeholder and community submissions
- Conduct of briefing sessions and meetings with key stakeholders
- Communications with key stakeholders, residents and businesses in Walsh Bay.

The majority of feedback received is supportive of the WBAP Master Plan and the overall concept for this project. The proposal is seen by many as an important and exciting initiative that will offer a wide range of social, cultural and economic benefits for visitors, Sydneysiders, the arts and cultural sector, and the broader economy.

A number of stakeholders identified key issues for consideration in the detailed planning and design of the WBAP. Potential impacts were identified by a smaller number of stakeholders. These focus on loss of amenity associated with increased activation and noise, and loss of trade / income, particularly during the construction phase and potentially in the operational phase.

4.2 Community Consultation

The “Have Your Say” Website was established by Arts NSW to seek input from stakeholders and community regarding the WBAP Master Plan. The website operated between 14 November 2013 and 21 February 2014. A total of 39 submissions were received by Arts NSW via the website, email and in hard copy. Detailed submissions were received from the City of Sydney, Committee for Sydney, Walsh Bay Precinct Association and a business proprietor in the shore sheds.

Many submissions identified a range of positive attributes or benefits of the proposal, such as:

- The contribution of Walsh Bay Arts Precinct to Sydney and the local arts scene
- Benefits for visitors and audiences, from Sydney siders, to interstate and international visitors (including guests of local hotels and hostels) – through “creating a world class arts precinct”
- Economic benefits, particularly for the arts, tourism and entertainment sectors

- Benefits for arts and cultural producers including new tenants through improved accommodation and opportunities for collaboration
- Helping to support a stronger sense of identity for “Walsh Bay”

The key issues and opportunities for the proposal raised in submissions were:

- The need for improved access and wayfinding to / from Walsh Bay – through an integrated transport plan that considers vehicle and pedestrian traffic. Suggestions include improved public transport (eg smaller buses, extension of bus service and proposed light rail, new ferry service), improved parking facilities, improved pedestrian paths and signage throughout the precinct and connecting to key destinations
- Noise issues, particularly for residents and businesses in Walsh Bay – to be appropriately monitored and managed through a noise management plan for the Precinct.
- Impacts on local businesses during the construction phase of the Precinct. Some were also concerned with potential impacts during the operational phase.
- Safety hazards and costly ongoing maintenance associated with any floating structures (Walsh Bay described as an “area of high wave or wash impingement”).
- Structural integrity of the wharf and allocation of costs for tenants / businesses.
- Heritage issues – concern was expressed in relation to the proposed bridge from Pier 2/3 to Wharf 4/5.
- Facilities for inclusion in the Precinct – suggestions included: a small 100-150 seat theatre or performance space for hire by independent theatre companies, a large theatre (to cater for Sydney’s growing population and visitors), a major cultural institution (eg Powerhouse Museum), activities to encourage people to linger in the area and appropriate amenities (eg appropriate public art, public toilets for visitors), adequate space for arts organisations “to inhabit comfortably for years to come”, and a netted harbour pool.

4.3 Stakeholder Consultation

The following stakeholders were consulted regarding the WBAP Master Plan:

- Millers Point, Dawes Point, The Rocks and Walsh Bay Resident Action Group
- Walsh Bay Precinct Association
- Walsh Bay Arts and Commerce Association
- Proprietor of business within shore sheds
- Millers Point Leaseholders’ Group

A series of briefings were held with key local stakeholders between December 2013 and February 2014. A meeting was held with the proprietor of a business within the shore sheds, at their request.

A summary of issues raised in the briefings and records of each session are provided in the Stakeholder Engagement Assessment Report at Appendix 5.

Feedback obtained through the briefings was generally supportive of the Walsh Bay Arts Precinct Master Plan and concept for the project. Several participants raised issues to be further investigated or considered as part of the detailed design. A small number of participants expressed concern relating to potentially adverse impacts of the proposal.

4.4 Agency Consultation

Arts NSW and its project team held a series of discussions with relevant government agencies and authorities in early to mid-2014. Agencies consulted were as follows:

- City of Sydney
- Heritage Branch, Office of Environment and Heritage
- Roads and Maritime Services
- Transport for NSW
- Department of Planning and Environment
- NSW Police
- Sydney Harbour Foreshore Authority
- Barangaroo Delivery Authority
- Environment Protection Authority
- Sydney Ports
- Sydney Water

A record of these sessions is provided in the Elton Report at Appendix 5.

In summary, feedback on the WBAP from government agencies has been generally positive. Key issues raised in agency consultations include: pedestrian access and wayfinding; public transport access; traffic and parking management; heritage matters; operational issues; noise management; and leasing arrangements.

4.5 Outcomes of Consultation

This Concept SSDA for the WBAP has been developed having regard to the feedback from the community, key stakeholders and government agencies regarding the Master Plan. The feedback generally reflected an overall high level of support for the WBAP Master Plan. Key aspects of the Master Plan that attracted particular support included: the contribution of Walsh Bay Arts Precinct to Sydney and the local arts scene; benefits for visitors and audiences; economic benefits, particularly for the arts, tourism and entertainment sectors; benefits for arts and cultural producers including new tenants; and supporting a stronger sense of identity for “Walsh Bay”.

A matrix is provided below identifying the key issues raised by participants and how these have been taken into account during the concept design process.

Key issues raised	How the Concept Design responds
Public transport	<ul style="list-style-type: none"> ▪ Sydney City Access Strategy (Dec 2013) identifies transport improvements for Walsh Bay including new bus services (over six buses an hour in peak periods) and taxi ranks. ▪ Sydney's Ferry Future (2013) does not identify ferry services to Walsh Bay as part of the future ferry network. ▪ Discussions will continue with City of Sydney, Roads and Maritime Services, Transport for NSW through the preparation of the subsequent Detailed State Significant Development Application. ▪ A light rail corridor has been preserved for the possible future introduction of light rail. ▪ A train station is being considered by the State Government for nearby Barangaroo.
Parking	<ul style="list-style-type: none"> ▪ A traffic report has been prepared which detailed a travel demand solution. ▪ Public parking for approximately 300 cars is proposed as part of Barangaroo's Headland Park. ▪ Discussions will continue City of Sydney, Roads and Maritime Services, Transport for NSW, Barangaroo Development Authority through the preparation of the subsequent Detailed State Significant Development Application.
Traffic	<ul style="list-style-type: none"> ▪ A traffic report has been prepared which detailed a travel demand solution. ▪ Traffic studies to be undertaken and traffic management plan to be prepared as requested by City of Sydney and Transport for NSW. ▪ Discussions will continue with City of Sydney, Roads and Maritime Services, Transport for NSW through the preparation of the subsequent Detailed SSDA.
Access and wayfinding	<ul style="list-style-type: none"> ▪ Discussions will continue with City of Sydney, Roads and Maritime Services, Sydney Harbour Foreshore Authority, Barangaroo Development Authority, Roads and Maritime Services, Transport for NSW through the preparation of the subsequent Detailed SSDA. ▪ The Detailed SSDA will develop the proposed wayfinding strategies to be incorporated into Walsh Bay Arts Precinct (and the broader area).
Amenity including noise	<ul style="list-style-type: none"> ▪ Noise studies have been undertaken and noise management plan to be prepared.
Heritage issues including proposed pedestrian bridge and gantries	<ul style="list-style-type: none"> ▪ The Concept Design does not include the pedestrian bridge originally proposed in the Master Plan. ▪ The Concept Design includes a reduced number of gantries than were originally proposed in the Master Plan. ▪ Walsh Bay Arts Precinct proposes the adaptation and celebration of the architectural heritage of the wharves. ▪ Heritage studies have been undertaken and heritage requirements to be addressed.
Identity	<ul style="list-style-type: none"> ▪ Walsh Bay Arts Precinct will help to raise the profile of Walsh Bay and the surrounding area locally and on the world stage, through the creation of a dynamic arts and cultural hub. ▪ The proposal engages with the site's unique harbour front setting – including through improved connections and public domain.
Sustainability	<ul style="list-style-type: none"> ▪ Sustainability is a core part of the Concept Design. Key initiatives include reuse of existing structures, water reuse and solar collection for water heating.

<p>Construction and operational impacts (including opportunities for new and existing businesses)</p>	<ul style="list-style-type: none"> ▪ Construction management plan to be developed during the preparation of the Detailed SSDA to manage and mitigate potential impacts. Construction methodologies to be designed to minimise disturbances. ▪ An appropriate governance structure would be established to ensure strong communications / liaison between the Arts Coordinator and (existing) Precinct Manager. ▪ Consultation with residents and businesses in Walsh Bay (including proprietor of business within shore sheds) during preparation of the Construction Management Plan.
<p>Public domain</p>	<ul style="list-style-type: none"> ▪ The Concept Design proposes a wide variety of activities, programs, work schedules and modes of engagement for the public space in the Precinct, contributing to a rich visitor experience in Walsh Bay. ▪ It incorporates a high quality public domain including the waterfront square, new access ways, seating, shade protection, public art and public toilets.
<p>Provision of new facilities</p>	<ul style="list-style-type: none"> ▪ The uses shown within Pier 2/3 and Wharf 4/5 in the Concept Design are fixed due to limitations on the number and types of venue that can be accommodated (ie there is no opportunity to incorporate a museum or active recreational facilities). However, Pier 2/3 provides a flexible performance space that can be used for performances, events and activities of different types and sizes.

Arts NSW is committed to engaging with the community and stakeholders throughout all stages of the Walsh Bay Arts Precinct project. The issues raised in this initial phase of engagement have been carefully evaluated by Arts NSW and its project team, and will be considered in further specificity as part of the detailed design for the Precinct.

Productive discussions have been undertaken with a number of government agencies.

Ongoing engagement will also include further liaison with tenants and businesses in Walsh Bay who have expressed concerns about being adversely impacted by the proposal. While the initial engagement activities have been ‘targeted’ in nature, broader engagement is proposed, following lodgement of the Concept Design as part of this Stage 1 SSDA.

The next phase of engagement will focus on the detailed design for the Walsh Bay Arts Precinct that will form part of the Stage 2 SSDA.

5. Concept Description

5.1 Concept Overview

The WBAP redevelopment concept comprises:

- an adaptive re-use of Pier 2/3 providing new arts facilities including performance venues for the ACO, Bell Shakespeare and ATYP; retaining a large heritage commercial events/art space for Sydney Writers Festival, Biennale of Sydney and a wide range of commercial and artistic events;
- refurbishment of the ground floor arts facilities of Wharf 4/5 and its associated shore sheds for Bangarra Dance Theatre, SDC, Sydney Philharmonia, Gondwana and Song Company; new commercial retail opportunities; and
- creation of a major waterfront public square to become an innovative external platform for collaborative performances, festivals, public art, cafés, restaurants, commercial and community activities.

The redevelopment will allow a new program of events plus new cultural and artistic offerings; and heightened levels of activity day and night, as the opportunities of these spaces are explored. A range of complementary commercial opportunities will also be introduced to ensure the Precinct is self-sustaining over time.

The WBAP redevelopment concept will:

- enhance Sydney's reputation as a globally competitive city and as a major arts and cultural destination;
- create public open space and linkages across the 'Arts and Cultural Ribbon' by providing the community with new spaces for outdoor events, entertainment and leisure activities;
- make accessible Walsh Bay, and ensure life and sustainability to valuable heritage assets;
- meet Sydney's arts and cultural needs for the 21st Century by modernising the facilities at Wharf 4/5 and providing new facilities in Pier 2/3 to facilitate the creation of world class performances and experiences, and to ensure Australia's pre-eminent companies are able to compete with their national and international peers; and
- stimulate increased public participation and tourism engagement in NSW cultural and heritage attractions, delivering direct and indirect economic benefits to the State.

This Stage 1 SSSA seeks "in principle" approval for the overall WBAP concept which comprises the following key elements:

- The introduction of new public domain, comprising a public square between Pier 2/3 and Wharf 4/5 for multipurpose use as well as steps down to the waterway
- A series of stairs and balconies designed as a contemporary interpretation of the original gantries reflecting the precinct's former industrial heritage
- The inclusion of flexible and adaptable spaces in Pier 2/3 and Wharf 4/5 for a large range of arts and cultural activities

- Modification to the roof of Pier 2/3 to provide adequate acoustics for the Australian Chamber Orchestra auditorium
- Use of the precinct for arts festivals, events and pop ups as well as a range of activating uses such as restaurants, cafes and bars.

This Concept SSDA will be followed by one or more detailed SSDAs for the construction of the public domain, building alterations and specific uses. The purpose of this concept SSDA is to provide an overview of the project and potential impacts across the precinct, and to establish a framework for the future detailed design, land use and construction works required to deliver the proposed WBAP project.

The concept plans for approval are provided at Appendix 4. More detailed drawings have been prepared showing how the concept might be realised. These preliminary drawings are provided for information only and appended to the Concept Design Report at Appendix 2.

5.2 Public Domain

The public domain for the WBAP will provide a platform for performance, display and community engagement. Its design will allow for flexibility in use and configuration, with a strong emphasis on curation and diversity of cultural programming. The main elements of the new public domain will comprise:

- **The Waterfront Square** which will extend northwards of the existing public boardwalk between Wharf 4/5 and Pier 2/3. This will be a generous, flexible performance space with seating edges, scaled for a variety of performance and event configurations and day to day use.
- **Public Roof and Stage** which will be a shaded sheltered waterfront performance space located at the edge of the Waterfront Square.
- **The Wings** which will comprise platforms that utilise level change between Pier 2/3, Wharf 4/5 and the shore sheds apron. The platforms will provide a mix of fixed, informal and moveable seating as well as paces for small scale performance, exhibition and installation.
- **The Water Steps** that connect the new public square to the water
- **Temporary floating stage** located between the piers to the north of the Waterfront Square may be introduced from time to time to enable water based performances to occur.

The extent and location of the new public domain is shown on the plans for approval at Appendix 4. Further detail regarding the future public domain is provided in the Concept Design Report at Appendix 2.

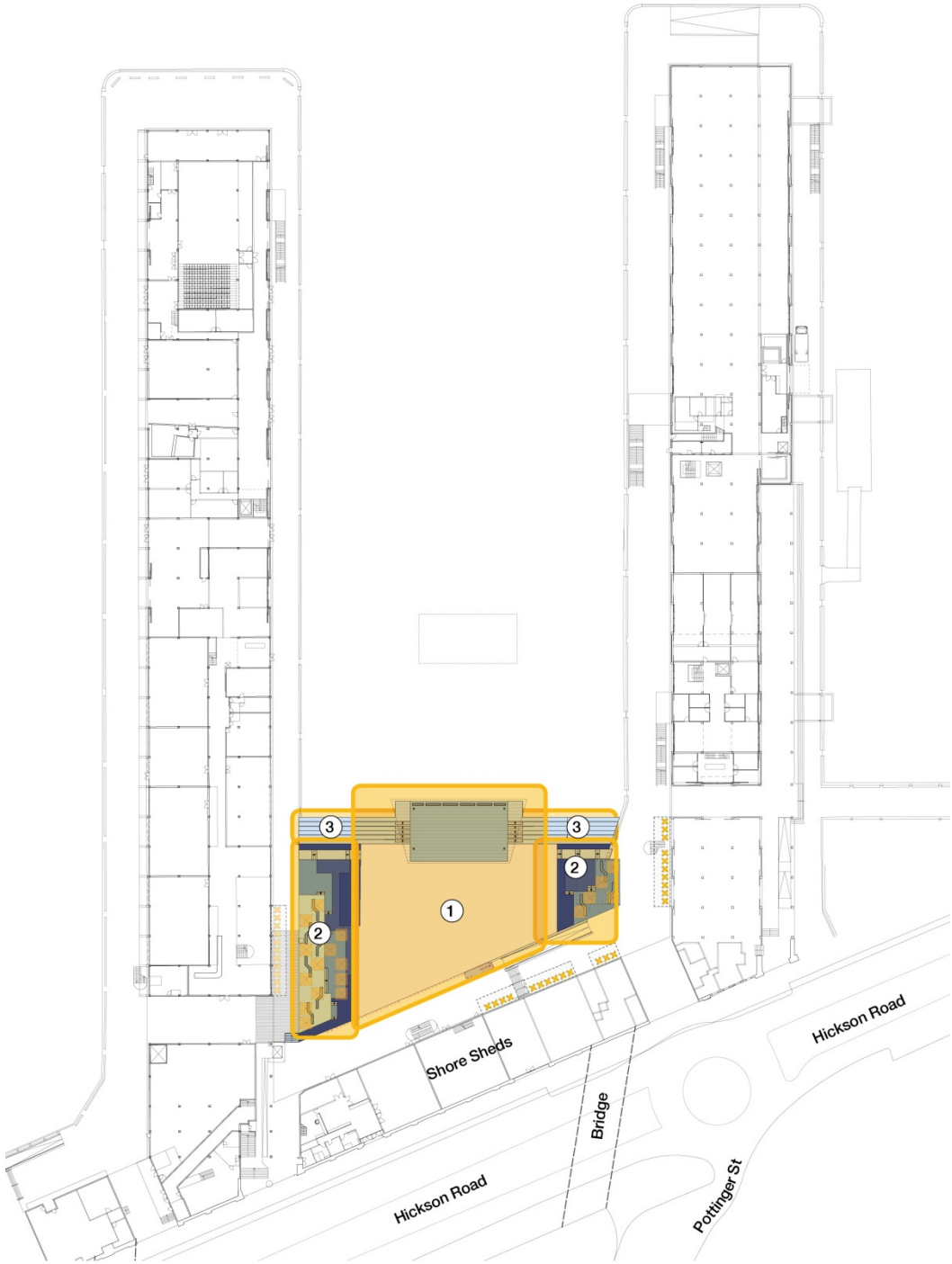


Figure 4: Future Public Domain Configuration with (1) the Waterfront Square and Public Roof, (2) the Wings and (3) the Water Steps

5.3 Internal Reconfiguration and Use of Buildings

Pier 2/3

It is proposed to adaptively reuse of Pier 2/3 to accommodate the ACO, Bell Shakespeare and ATYP, as well as festivals and events. New facilities will include:

- Two performance venues comprising a 450 seat theatre for ACO and a 200 seat theatre for ATYP
- Rehearsal rooms and production workshops
- Possible bars, cafes and foyer spaces extending onto external gantry platforms (balconies) providing breakout space for internal foyers and allowing views of outdoor performances
- Ancillary offices, meeting rooms and back of house facilities
- Retention of a large proportion of the ground floor in its existing 'raw' heritage state for events and festivals including the Sydney Writers' Festival and Biennale, and also for venue and commercial hire.

Wharf 4/5

Ground floor facilities at Wharf 4/5 will be upgraded to provide improved accommodation for Bangarra Dance Theatre and SDC, and to maximise new tourist, commercial and engagement opportunities. Upgrades will include:

- Improved permeability, natural light, climate control and public engagement
- Expanded and rationalised space for two Bangarra dance studios, two artists' studios, dressing rooms, office accommodation and a function space
- Improved entry foyer and exhibition space for Bangarra, and a new café at the end of the Wharf
- A new studio/commercial function space for the Sydney Dance Company and improved connection with the public square.

Shore Sheds

Expanded and upgraded facilities will be provided in the Shore Sheds between Wharf 4/5 and Pier 2/3 for the Sydney Philharmonia, Gondwana Choirs and Song Company including rehearsal rooms, meeting space and ancillary offices. Opportunities for additional commercial spaces, such as cafes restaurants and shops, will be explored.

Plans showing the possible internal reconfiguration of the WBAP buildings are provided in the Concept Design Report. It should be noted that these plans are provided for information only and do not represent the final internal layout or uses. These will be the subject of a separate application.

5.4 External Alterations

The WBAP project will include some alterations to the external facades of the existing buildings which aim to provide for greater activation and improved relationship between internal and external spaces. Alterations are likely to include:

- Opening up of sliding doors and installing glazing in the openings

- Replacing existing wall panels, some of which were originally openings, with glazing
- The construction of six new balconies at Pier 2/3, three on the eastern side and three on the western side. These design of these balconies will echo the form and detailing of the original industrial gantries
- New external stairs providing access to the three balconies on the western elevation and the northern-most balcony on the eastern elevation of Pier 2/3
- A new external stair at the northern end of Wharf 4/5, connecting the lower apron with the Sydney Theatre Company
- The floor level of the colonnade on the eastern elevation of Pier 2/3 will be raised by introducing a new raised deck and continuous set of steps to enable separation of pedestrian access from the service vehicles at the lower apron level.
- Modification to the roof of Pier 2/3 to provide adequate acoustics for the Australian Chamber Orchestra auditorium

The extent and location of the proposed external works is shown on the plans for approval at Appendix 4.

Further detail regarding external alterations is provided in the Concept Design Report at Appendix 2 and in Section 5 of this EIS.

5.5 Land Uses

The WBAP concept anticipates that the precinct will be home to an exciting array of arts and cultural uses. As noted above, the ACO, Bell Shakespeare and ATYP will be located in Pier 2/3 while the Sydney Dance Company, Bangarra Dance Theatre and Sydney Theatre Company will be located in Wharf 4/5. The Sydney Philharmonia Choir, Gondwana Choir and Song Company will be located in the Shore Sheds. A range of performance and rehearsal spaces, artist studios and events spaces will be provided to support these tenancies along with ancillary offices.

The redevelopment will allow a new program of events plus new cultural and artistic offerings, and heightened levels of activity day and night, as the opportunities of these spaces are explored.

Complementary commercial opportunities will also be introduced to ensure the Precinct is self-sustaining over time. The uses may include new cafes, restaurants, bars and shops. Around 850m² of floorspace is expected to be set aside for such commercial uses.

The enhancement of the public domain at the WBAP and upgrading of Pier 2/3 will enable an expanded array of events to be held on the site. The types of events that may be held include:

- Concerts and festivals
- Markets
- Open air cinema and theatre
- Food and wine events
- Special events such as New Year's Eve

The public domain is designed to be both highly accessible and highly flexible, suited to a wide range of events and performances.

The exact number and scale of events to be held at WBAP, along with an assessment of their impact and identification of appropriate mitigation measures, will be the subject of a separate development application.

5.6 Future Capacity

Table 3 shows future population forecasts for the WBAP undertaken for Arts NSW.

Table 3: Summary of Daily Population Forecasts

Period	Morning		Afternoon		Evening	
	Staff/ Performers	Visitors/ Audience	Staff/ Performers	Visitors/ Audience	Staff/ Performers	Visitors/ Audience
Weekday	387	290	116 [1]	605	296	1,795
Saturday	132	390	82 [1]	1,395	146	1,555

[1] Includes staff demands from the morning period.

Table 3 indicates an overall daily attendance of 3,489 (incorporating 799 staff/performers and 2,690 visitors/audience) on a typical weekday and 3,700 (incorporating 360 staff/performers and 3,340 visitors/audience) on a typical Saturday.

As indicated in the Transport Management and Accessibility Plan at Appendix 6, pedestrian, cyclist and vehicle counts undertaken in January 2013 suggest that the site currently attracts some 1,300 and 2,000 people across a typical weekday and Saturday, respectively. As such, the future forecast represents some 2,200 (+170%) and 1,700 (85%) additional people trips to the site.

The above forecasts exclude anticipated 'walkthrough' trips (i.e. people not attending a specific event/show/café at the site) that may be attracted to the site from The Rocks and Barangaroo precincts. Such visitation would typically be 'pass-by' trips from tourists already in the area, noting that such tourist activity would be strengthened by proposed increased arts and cultural offerings in the broader local area.

5.7 Access and Circulation

It is not proposed to provide any staff or visitor car parking on-site. This is generally consistent with the current operation of the site, noting that some informal/ opportunistic staff car parking currently takes place on the aprons to the pier (and is currently being removed separately to the redevelopment proposal).

In order to facilitate loading movements to and from the site it is proposed to maintain the existing crossovers from Hickson Road.

A new loading facility is to be provided on Pier 2/3. In order to maintain the heritage values of the site, the provision of a traditional recessed loading dock was not considered appropriate. As such, the provision of a loading dock contained within the existing apron was identified as the preferred loading solution. The existing loading facility on Wharf 4/5 will continue to operate as per its existing arrangement.

An on-site bicycle parking facility will be provided adjacent to the main entrance to the site. Additional on-street bicycle parking will be provided to complement the existing racks on Hickson Road. Shower and change room facilities will be provided as part of each of the arts tenancies.

The site is accessed by five entrances; one to the west, one to the east, two to the south on Hickson Road and one to the Pottinger Street bridge. While there are a number of entrances into the precinct, wayfinding is not particularly easy for new visitors to the site. The shore sheds along the Hickson Road frontage act as a barrier between the street and the waterfront and the laneways from Hickson Road into the precinct are not immediately identifiable. Improved wayfinding and precinct marking will be introduced at key site entries to help pedestrians navigate the precinct.

During major events, it is intended that access to the precinct will be controlled using existing entrances. Clear circulation zones will be marked around the buildings and water's edge.

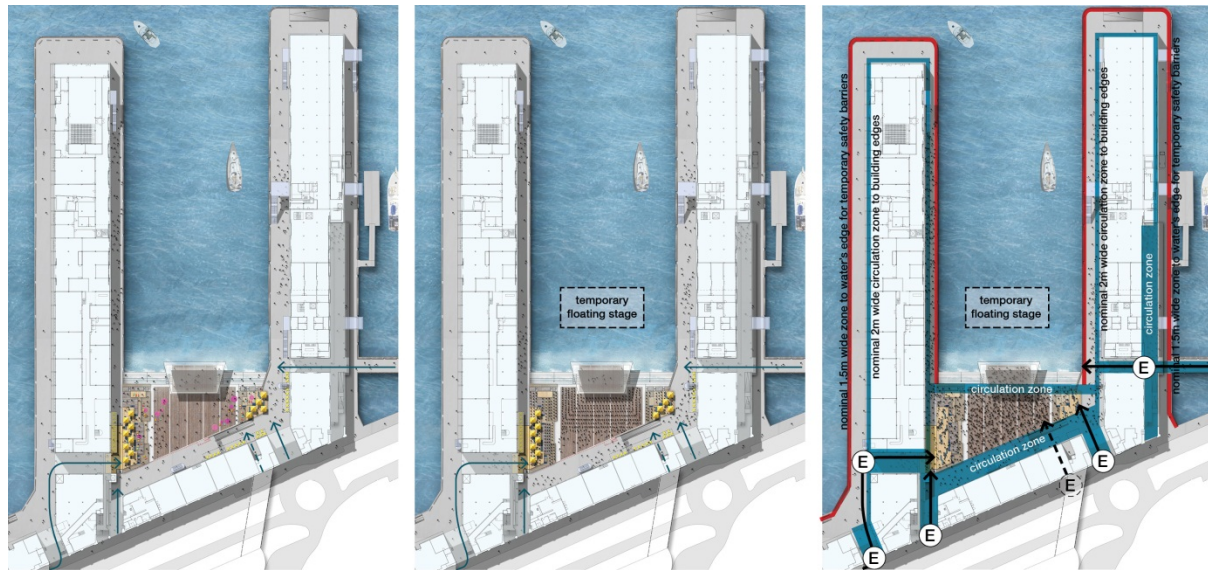


Figure 5: Different modes of use (daily use, performance mode and major event mode)

Further discussion regarding vehicle and pedestrian access is provided in Section 7.5.

5.8 Disabled Access

An Accessibility Report has been prepared by Morris-Goding Accessibility Consulting to provide initial advice and strategies to maximise reasonable provisions of access for people with disabilities (copy provided at Appendix 7).

The Accessibility Report reviewed the proposal to ensure that ingress and egress, paths of travel, circulation areas, lifts and toilets comply with relevant statutory guidelines. The report notes that in general the development has accessible paths of travel that are continuous throughout. It also notes that compliance with statutory requirements, pertaining to site access, common area access, and accessible sanitary facilities, can be readily achieved.

The main recommendations of the Accessibility Report are as follows:

- The existing external ramps (x2) that provide linkages between the 3 main buildings are to be audited and upgraded to achieve compliance with AS1428.1-2009. This can be done during design development stage.

- The existing lift within the Wharf 4/5 studios area (ground and level 1) needs to be reviewed to ensure better equitable access. Whilst this lift may provide wheelchair access to level 1, it is the interest of the project that a vertical platform lift is provided near the entry door and foyer staircase.
- The external lift also needs to be audited to ensure compliance with AS1735.12
- Provision of accessible toilets and ambulant cubicles in accordance with AS1428.1

These and other recommendations in the Accessibility Report will be carried through to the detailed design phase.

5.9 Building Code of Australia (BCA) and Fire Safety

A BCA Assessment Report has been prepared by Steve Watson and Partners, a copy of which is provided at Appendix 8. The report provides an assessment of the proposed design of the WBAP against the Deemed-to-Satisfy provisions of the relevant sections of the BCA.

The report concludes that the design is capable of complying with the requirements of the relevant sections of the BCA subject to resolution of the identified areas of non-compliance and compliance with the recommendations provided within the report. Because of the nature of the buildings, a large number of significant BCA issues are proposed to be addressed by Alternative Solutions. This will be undertaken during the detailed design phase and in consultation with the fire engineer, access consultant and energy efficiency consultant.

The BCA Assessment Report is supplemented by a Fire Strategy Report prepared by Steven Grubit and Associates (copy at Appendix 9). The Fire Strategy Report documents the departures from the Deemed-to-Satisfy provisions of the BCA that are proposed to be satisfied by way of an Alternative Solution and to identify possible critical fire safety features will be required to achieve compliance with the relevant Performance Requirements.

The report concludes that the identified departures from the Deemed-to-Satisfy provisions of the BCA could be supported by an Alternative Solution, based on the provision of appropriate fire safety features as detailed in the report. A fire engineering assessment will need to be undertaken during the detailed design phase to demonstrate that the specified fire safety strategy for the building will comply with the identified Performance Requirements.

5.10 Sustainability Measures

A Sustainability Framework has been developed for the WBAP which aims to achieve high standards of environmental sustainability in the following areas:

- Energy and Carbon
- Collecting, minimising and re-using water
- Sustainable materials
- User comfort and well being
- Sustainable transport
- Sustainable operation
- Social and community engagement

The WBAP is currently a low-impact site with low energy demands due to a number of key elements in practice.

- Photovoltaic cells to offset electric energy
- Primarily naturally ventilated spaces, with operable windows for occupant control
- Air Conditioning for prime spaces only, where thermal comfort is demanded for business operation
- Heating only in certain spaces for occupant comfort
- The original materials of the finger wharves, which maintain the heritage and history of the site. This also reduces the embodied energy of construction
- Recycled and re-used props for flooring, further reducing waste

A summary of the sustainability objectives and the range of initiatives being considered to meet those objectives in the WBAP is provided in Table 4. It should be noted that the range of sustainability measures to be adopted in the WBAP will be confirmed during the detailed design phase.

Table 4: Sustainability Objectives and Targeted Outcomes

Sustainability Element	Objectives	Targeted Sustainability Outcomes
Energy efficiency	<ul style="list-style-type: none"> ▪ Maximise Natural Ventilation, and adoption of the adaptive comfort model ▪ Specify high efficiency systems, including innovative, site specific technologies. Harbour Heat rejection/ heat absorption ▪ Onsite Photovoltaic array 	<ul style="list-style-type: none"> ▪ Incorporate natural ventilation design strategies into all non-performance/ thermally critical spaces ▪ Provide mixed-mode ventilation strategies for offices and other appropriate locations as a preference over full air conditioning, ▪ Increase window openings to achieve efficient natural ventilation and daylight ▪ Maintain as much of the existing structure, façade and form as possible to reduce the embodied energy consumption of materials ▪ Window upgrades shall target minimum performance SHGC = 0.35 & VLT of 70% ▪ Re-use spill air from auditoria to temper surrounding spaces ▪ Meter large energy uses individually ▪ Target high efficiency mechanical services equipment. ▪ Install photovoltaics to offset arts/events space heating. Allow roof space for future PVs. ▪ Use LED/fluorescent light fixtures where possible to extend lamp life, reduce energy costs and waste. ▪ Install occupancy sensors and high-efficiency lighting in buildings. Provide dimmable lighting.
Potable water use	<ul style="list-style-type: none"> ▪ Reduce potable water demand ▪ Efficient, low water use systems ▪ Optional future upgrade to collect and store rainwater for reuse ▪ Remove parking from wharves to allow clean run-off of rainwater 	<ul style="list-style-type: none"> ▪ Specify water efficient fixtures to all fittings, including retrofits. ▪ Provide Harbour Heat Rejection ▪ Remove parking from wharves to reduce oil from storm water runoff ▪ Future allowance for rainwater tank & infrastructure to pier 2/3. Not included in this stage, but considered as a future retro-fit

Sustainability Element	Objectives	Targeted Sustainability Outcomes
		<ul style="list-style-type: none"> ▪ Provide fill water points for water bottle refill ▪ Consider a solar heating for domestic hot water as a future retrofit
Sustainable materials	<ul style="list-style-type: none"> ▪ Maintain / fix existing heritage façade and structure. ▪ Use opportunity to specific internal materials with low environmental impact. ▪ Local and Responsible Sourcing 	<ul style="list-style-type: none"> ▪ Implement a hazardous materials survey, and remove any asbestos, lead or polychlorinated Biphenyls found. ▪ Procure paints, sealants, fitout items and floor coverings with low levels of Volatile Organic Compounds ▪ Procure wooden articles that have either low or no formaldehyde. ▪ Flooring and wall coverings selected with no PVC or best practice PVC. ▪ Timber is re-used, recycled or FSC-AU certified
User comfort and well being	<ul style="list-style-type: none"> ▪ User-specific design for each space ▪ Design to maintain/enhance air and water quality ▪ Reduce legionella risk by providing non-water based heat rejection ▪ Upgrade existing services and space quality ▪ Adopt adaptive comfort and transient space gradings ▪ Provide high levels of fresh air ▪ Connect buildings and spaces to harbour views ▪ Ability for occupants to control windows ▪ High visual light levels to increase daylight levels 	<ul style="list-style-type: none"> ▪ Maximise the area of workspace with access to natural daylight and views to the outdoors. ▪ Large, user-operable windows to increase outdoor air ▪ High-VLT glazing selection ▪ Space-specific temperature requirements ▪ Optimise lanterns to maximise daylight levels ▪ Connect spaces to the outdoors with water views, and transient temperature gradient ▪ Provide temporary shading structures to the outdoor space.
Sustainable transport	<ul style="list-style-type: none"> ▪ On-site bicycle parking facilities for tenants and visitors ▪ Sydney public transport network embedded in site location ▪ Connect to Sydney City's current cycleways ▪ Link to harbour foreshore walk 	<ul style="list-style-type: none"> ▪ Provide designated bicycle parking for tenants, visitors and the community ▪ Encourage public modes of transportation ▪ Provide a space for information about travel options ▪ Connect cycle ways to Sydney's cycle network
Operational sustainability	<ul style="list-style-type: none"> ▪ Maintain an operation plan beyond occupancy for ongoing works ▪ Minimize and recycle waste ▪ Provide long life LED lighting ▪ Increase efficiency and comfort through on-going commissioning and awareness 	<ul style="list-style-type: none"> ▪ Develop an ongoing tuning/ commissioning strategy to provide an efficient running building ▪ Develop a Waste Management Plan ▪ Identify maintenance, replacement requirements ▪ Locate recycling and compost bins throughout the precinct with instructions on proper use of what can and cannot be recycled. ▪ Develop an Environmental Management Plan commensurate with Man-6 of the Green Star Public Buildings Pilot Tool
Social sustainability and community	<ul style="list-style-type: none"> ▪ Create diversification of uses and interaction with the local community ▪ Open the commercial spaces up to the public domain ▪ Lighting of public spaces to provide secure, welcoming areas after hours 	<ul style="list-style-type: none"> ▪ Space use to encourage the local community, through open gathering spaces, cafes, etc. ▪ Space hire for markets, festivals, functions and the like to increase the use and knowledge of the precinct. ▪ Open buildings to the public square ▪ Lighting the space at night to provide an encouraging and secure location.

5.11 Utilities

Hickson Road currently contains the hydraulic and fire infrastructure services required for the site.

The relevant authorities have been contacted to determine utility capacities. The utilities (Jemena and Sydney Water) do not however provide detailed (or binding) serviceability information at this project stage (prior to DA). Any application prior to development application is considered a non-critical 'feasibility' section 73 application.

A high level review by ARUP (refer Utilities Assessment Report at Appendix 10) suggests that the property is serviceable with water, sewer, stormwater drainage and gas that appear to have sufficient capacity for the proposed development.

The existing power supplies in Hickson Rd are expected to require augmentation to service the needs of the development. Detailed requirements will be determined during the detail design phase.

Broadband internet services are expected to be provided by the NBN. Telephony services are expected to be provided by commercial carrier using existing infrastructure. MATV and Pay TV will be provided via rooftop aerials.

Further detail regarding utilities is provided in the Utilities Assessment Report at Appendix 10.

6. LEGISLATION AND PLANNING POLICIES

This section addresses compliance of the WBAP concept with relevant legislative requirements and key strategic policies.

6.1 Commonwealth Legislation

The Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* applies to the subject site. This Act requires approval from the Federal Minister for the Environment to carry out a 'controlled action' where it is likely to have a significant impact on a 'matter of national environmental significance'. Matters of National Environmental Significance include among other matters world heritage properties, national heritage properties, listed threatened species, ecological communities and migratory species.

There are no known matters of National Environmental Significance occurring on or in the vicinity of Walsh Bay. Therefore it is considered that referral of the application to the Commonwealth Minister for the Environment, to determine if it is a 'controlled action', is not required.

6.2 Environmental Planning and Assessment Act

6.2.1 EP&A Act Objects

An assessment of the project in relation to the objects of the EP&A Act is provided in Table 5.

Table 5: Assessment of WBAP Concept against objects of EP&A Act

Object	Assessment
5(a)(i) to encourage the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment	The WBAP Concept will contribute to the proper management, development and conservation of the city, promote the social and economic welfare of the community and create a better environment. It will do this through creating a sustainable and activated arts and culture precinct that provides a unique cultural offering and visitor experience. The redevelopment will allow a new program of events plus new cultural and artistic offerings; and heightened levels of activity day and night. A range of complementary commercial opportunities will also be introduced to ensure the Precinct is self-sustaining over time.
5(a)(ii) to encourage the promotion and co-ordination of the orderly and economic use and development of land	The WBAP is a strategically important government site. The WBAP redevelopment will provide for the site's orderly and economic use by rejuvenating a vital piece of Sydney's waterfront cultural heritage and providing facilities that better enable arts organisations to deliver world class productions
5(a)(iii) to encourage the protection, provision and co-ordination of communication and utility services	The Utilities Report (Appendix 10) determines that the WBAP concept will not adversely impact on the provision or coordination of communication and / or utility services. Relevant utility providers have been consulted during the development of the proposal.
5(a)(iv) to encourage the provision of land for public	The WBAP concept will encourage the provision of land for public purposes through providing for an enhanced public domain and greater public use of, and access to,

purposes	this important government site.
5(a)(v) to encourage the provision and co-ordination of community services and facilities	Community services and facilities will be enhanced through the provision of an expanded and upgraded public domain and associated amenities.
5(a)(v) to encourage the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats	Given that Walsh Bay is a highly urbanised environment, there will be no adverse impacts arising from the WBAP concept on native animals and plants or their habitats. This is
5(a)(vii) to encourage ecologically sustainable development	The proposed development accords with the principles of Ecologically Sustainable Development, as set out in Schedule 2 of the EP&A Regulation 2000, as discussed in Section 9.2 of this EIS.
5(a)(viii) to encourage the provision and maintenance of affordable housing	N/A
5(b) to promote the sharing of the responsibility for environmental planning between the different levels of government in the State	Detailed and ongoing discussions regarding the WBAP concept have been held with both state government agencies and the City of Sydney (refer discussion in Chapter 4). Arts NSW is committed to continuing this constructive dialogue will all levels of government.
5(c) to provide increased opportunity for public involvement and participation in environmental planning and assessment	An extensive program of consultation with the community and key stakeholders has been undertaken (refer discussion in Chapter 4). Further opportunity for public involvement and participation will occur during public exhibition of the Concept SSDA and EIS and in subsequent stages of the project. The future program of public engagement is detailed in the Stakeholder Engagement Assessment Report at Appendix 5.

6.2.2 State Significant Development

Under Part 4, Division 4.1 of the EP&A Act, an assessment pathway is provided for State Significant Development. The State Significant Development provisions under the EP&A Act are accompanied by the State Environmental Planning Policy (State and Regional Development) 2011 (“the State and Regional Development SEPP”) which defines which projects are deemed to be of State Significance.

Under Schedule 1 of the State and Regional Development SEPP, development for cultural, recreation and tourist facilities that have a capital investment value of over \$30 million are declared to be SSD. The WBAP project is valued at over \$30 million and is therefore considered to be SSD.

Under Section 89D of the EP&A Act the Minister for Planning (“the Minister”) is the consent authority for SSD.

Under Section 89J of the EP&A Act certain authorisations that would normally be required from other agencies are suspended in relation to SSD. This includes an approval under Part 4 of the Heritage Act.

Section 83B of the EP&A Act relates to staged development applications. A staged DA is one that sets out concept proposals for the development of a site, and for which detailed proposals for separate parts of the site are to be the subject of subsequent development applications. This SSDA is a staged DA under the provisions of Section 83B.

6.3 Environmental Planning Instruments

The DGRs require consideration of the following statutory planning instruments:

- State Environmental Planning Policy No 55 – Remediation of Land (“SEPP 55”)
- State Environmental Planning Policy (Infrastructure) 2007 (“Infrastructure SEPP”)
- State Environmental Planning Policy (State and Regional Development) 2011 (“State and Regional Development SEPP”)
- State Environmental Planning Policy (Major Development) 2005 (“Major Development SEPP”)
- Sydney Regional Environmental Plan No 16 – Walsh Bay (“Walsh Bay REP”)
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (“Sydney Harbour Catchment REP”)

The proposal’s consistency and compliance with the relevant statutory plans and policies is summarised in Table 6 or discussed in more detail below.

Table 6: Compliance with Environmental Planning Instruments

Planning Instrument	Assessment
SEPP 55	A Phase 1 Environmental Site Assessment report has been prepared for the WBAP concept (refer Appendix 11). The report concludes that, subject to preparation of a construction environmental management plan for the future construction works by an appropriately qualified environmental consultant, the site is suitable for the proposed concept plan and associated use. Further discussion on this issue is provided in Section 7.8.
Infrastructure SEPP	<p>The Infrastructure SEPP provides the statutory planning framework for the delivery of government infrastructure and services across NSW. However, it does not include specific provisions relating to arts and cultural activities. This SSDA is seeking development consent for the conceptual development of the site and it is expected that the detailed design phase will follow a similar planning approvals pathway under Part 4 of the EP&A Act and not the Infrastructure SEPP.</p> <p>It should be noted that the SSDA does not apply to Hickson Road therefore provisions in the Infrastructure SEPP relating to development within the road are not relevant.</p> <p>Clause 103 and Schedule 3 of the Infrastructure SEPP set out those traffic</p>

	<p>generating developments that must be referred to the Roads and Maritime Services (formerly Roads and Traffic Authority). As the WBAP project has minimal capacity for parking, the development does not need to be referred to RMS under this provision. Notwithstanding, extensive consultation has already been held with RMS and the City of Sydney (as road authority) and is ongoing regarding traffic and access arrangements.</p> <p>There are no other provisions in the Infrastructure SEPP that are relevant to the proposal.</p>
State and Regional Development SEPP	Discussed in Section 6.2.2.
Major Development SEPP	<p>Clause 12 of the Major Development SEPP provides that the City of Sydney is the consent authority for development at Walsh Bay, except where the development is SSD or State Significant Infrastructure or a transitional Part 3A project. As noted above, the Minister for Planning is the consent authority for SSD.</p> <p>There are no other relevant provisions in the Major Development SEPP.</p>
Walsh Bay REP	Refer discussion in Section 6.3.1.
Sydney Harbour Catchment REP	Refer discussion in Section 6.3.2

6.3.1 Walsh Bay REP

The Walsh Bay REP is the principal environmental planning instrument applying to the site. The Walsh Bay REP is a “deemed State Environmental Planning Policy”. As of 1 July 2009, regional environmental plans (REPs) are no longer part of the hierarchy of environmental planning instruments in NSW. All existing REPs are now deemed State Environmental Planning Policies (SEPPS).

In general, the REP is a flexible instrument allowing for a wide range of uses within the precinct, including commercial, retail, residential and entertainment/recreation uses.

There are two zones under the REP:

- Zone 1 - Walsh Bay Conservation Zone
- Zone 2 - Walsh Bay Waterway Zone.

As is shown in Figure 6, Zone 1 applies to the wharves and surrounding precinct on land. Zone 2 applies to the harbour area between the wharves.

- provides for a world class arts and cultural precinct consistent with Sydney's global city status and in a way that complements and does not detract from the functions of Sydney's CBD
- ensures that any impacts on the residential amenity and functioning are minimised.

In Zone 1 the REP identifies uses that are prohibited rather than those that are permissible, viz:

Prohibited

Bus depots, bus stations, car repair stations, gas holders, generating works, helipads, heliports, industries (other than home industries and light industries), institutions, junk yards, liquid fuel depots, marinas, mines, roadside stalls, road transport terminals, sawmills

The proposed uses in the WBAP concept are therefore permissible with consent.

The objectives of the Zone 2 are:

- (a) *to control the use of the waterway between the wharves to ensure that any activities associated with any development are compatible with the commercial shipping and navigational requirements in Sydney Harbour,*
- (b) *to ensure that the Harbour and Harbour foreshore is recognised as a community asset, and*
- (c) *to limit mooring facilities for private vessels used by the lessees and tenants of property in Zone 1.*

The WBAP proposal is consistent with these objectives. It will not result in any activities that impact on commercial shipping and navigational requirements in Sydney Harbour. It will greatly enhance public access to and enjoyment of the Harbour and Harbour foreshore through an expanded and upgraded public domain. In addition, it does not propose new mooring facilities for private vessels.

The Walsh Bay REP identifies uses that are permissible with and without consent in Zone 2 as follows:

Without development consent

Aids to navigation, maintenance dredging, maintenance of mooring facilities, mooring of vessels owned by the Maritime Services Board

Only with development consent

Boating or waterway access stairs, dredging, emergency vehicle accessways, floating restaurants or entertainment facilities, flora and fauna enclosures, mooring facilities, mooring of fishing and charter vessels, pontoons, public walkways, utility installations (other than gas holders and generating works).

All other uses are prohibited in Zone 2.

The term "public walkway" is not defined in either the Walsh Bay REP or the *Environmental Planning and Assessment Model Provisions 1980* which are adopted by the REP. However,

“public boardwalks” are defined in the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (“the Sydney Harbour Catchment REP”) as follows:

***public boardwalk** means a decked structure, supported by piers or piles, providing public pedestrian access extending over or beyond the intertidal zone, but does not include a structure that is intended merely to provide direct access to a vessel.*

It is considered that the term public boardwalk and public walkway are interchangeable. The intended design and use of the waterfront square is commensurate with a public boardwalk and therefore the use is permissible with development consent. It is noted that waterway access stairs are also permissible with consent.

Clause 13 of the Walsh Bay REP requires that the consent authority must not grant consent to development unless it has taken into consideration the extent to which it would affect the heritage significance of the Walsh Bay Conservation Zone (Zone 1). Consideration of the impact of the WBAP proposal on the heritage significance of the Walsh Bay Conservation Zone has been undertaken and is discussed in Section 7.2 of this report and in the Heritage Impact Assessment provided at Appendix 12.

Clause 15 of the REP provides for the preparation of development control codes where the consent authority considers it appropriate to provide more detailed provisions that are contained in the plan. However, no such codes have been prepared.

Clause 16 of the REP requires consideration of a range of issues when determining DAs. These are:

(a) the views of the Central Sydney Planning Committee

The Central Sydney Planning Committee will be briefed by the City of Sydney and Arts NSW following the lodgement of the SSDA. This will enable the Committee to provide a formal response to the Department of Planning and Environment in accordance with clause 16.

(b) any conditions imposed by the Heritage Council under section 63 of the Heritage Act 1977

Section 63 of the Heritage Act does not apply in the case of State Significant Development. However, there have been ongoing discussions between Arts NSW and the Heritage Council regarding the proposal. The Heritage Council will also be formally consulted regarding the Stage 1 SSDA during the public exhibition period and will be able to recommend conditions of consent to the Department of Planning and Environment as part of its submission to the exhibition.

(c) in relation to Zone 2, the requirements of the RMS concerning the impact of the development on commercial shipping, recreational boating and navigational issues on Sydney Harbour

No impacts on commercial shipping, recreational boating and navigational issues on Sydney Harbour are anticipated as a result of the proposal. As noted in the advice provided by Haskoning Australia (refer Appendix 15), the waterway area around the

Walsh Bay wharves has been little used since its closure as a commercial port area in the 1970s. The waterway is exposed to considerable vessel wash from both long and short period waves and therefore has not been used much for mooring of small craft. The high deck heights of the wharf aprons are not very suitable for the discharge of passengers from small vessels, including cruise vessels. Construction of new overwater structures is therefore considered to have negligible negative impacts on commercial shipping, recreational boating and navigational issues on Sydney Harbour.

(d) *the Walsh Bay Redevelopment Conservation Guidelines dated February 1988*

The Walsh Bay Redevelopment Conservation Guidelines have been addressed in the Heritage Impact Assessment at Appendix 12.

(e) *any urban design guidelines*

None exist

(f) *the Walsh Bay Regional Environmental Study 1989*

The Walsh Bay Regional Environmental Study (RES) examines the history and heritage of the area and contains certain guidelines in relation to its future redevelopment. Key relevant matters to be addressed are:

Heritage – Development should retain the capacity of the Walsh Bay precinct to document and demonstrate its historic functions and its sense of time and place. There should be no radical introduction of civic works and infrastructures which do not reflect the heritage qualities of the precinct. The adjacent Millers Point area and its distinctive population should not be subject to changes as a result of the development of the Walsh Bay precinct. Industrial artefacts associated with the wharves and bond stores should be retained.

The heritage impact of the WBAP concept is discussed in Section 7.2. The proposed changes are modest and sensitive to the unique heritage qualities of the precinct and reflect the intent as described in the Walsh Bay RES. They will not impact on the adjacent Millers Point and will provide for the retention of existing industrial artefacts.

Future Land Use and Waterway Use – A mix of residential, commercial, cultural and leisure/entertainment uses is considered appropriate for the Walsh Bay sites. The capacity of the area to accommodate increased traffic is limited and a mix of uses which spreads the time people enter and leave the area is most appropriate. The number of private vessels mooring at Walsh Bay should be controlled. The scale and intensity of new land uses should not adversely affect existing residents of Millers Point but should encourage access to the area for local people.

The WBAP concept provides for a mix of uses and will spread the time when people visit the precinct, consistent with these objectives. No changes are proposed in relation to the mooring of vessels. The scale and intensity of the land uses will not adversely impact on residents in Millers Point.

Urban Design – Most of the built fabric should be retained, consistent with the Heritage and Conservation Guidelines. The simple lines of the wharves should be maintained and

no fixtures added which detract from the visual integrity of the wharves. The introduction of new materials to the outside of the wharves and shore shed buildings should be avoided.

The proposed changes maintain the simple lines of the wharves and will not detract from their visual integrity. The extent of interventions have been minimised and designed having regard to the Heritage and Conservation Guidelines. Further discussion regarding the built form and urban design impacts are provided in Section 7.1.

Traffic and Transportation – Public transport provision should be sufficient to reduce pressure on parking and ensure that there is no parking overflow into Millers Point. Traffic and pedestrian safety and amenity need to be addressed. Sufficient provision must be made for service vehicles.

Significant improvement to public transport in the precinct is expected with the introduction of a high frequency bus service along Hickson Road. No additional parking is proposed with the WBAP concept therefore traffic impacts will be minimal. Upgrading of arrangements for service vehicles will be provided in Pier 2/3. Further detail regarding traffic and transport arrangements is provided in Section 7.5. Pedestrian access will be enhanced through improved wayfinding and expansion of the public domain within the precinct.

(g) *the Central Sydney Strategy 1988*

The Central Sydney Strategy 1988 has been largely superseded by the City of Sydney's *Sustainable Sydney 2030* document which is the City's vision for making the city "green, global and connected" by 2030.

The 2030 vision identifies the establishment of a "cultural ribbon" which will link Sydney's leading cultural landmarks along the harbour's edge, such as The Wharf Theatre, the MCA, the Opera House, Customs House and other cultural attractions. The cultural ribbon is intended to focus on improved directional signage for Sydney's cultural attractions in the City Centre and form links to strengthen and support the cultural life of the city. As part of this initiative, the vision seeks to encourage a focus for cultural activities around Walsh Bay, and a foreshore connection between Circular Quay and Darling Harbour. The proposed WBAP concept is therefore consistent with Sustainable Sydney 2030.



Figure 7: Cultural Ribbon

- (h) *the adequacy of public access to the wharf aprons and to the foreshore*
 The proposed upgrade of the public domain, comprising the development of the waterfront square and steps down to the water as well as other improvements, will greatly improve public access to the wharf aprons and to the foreshore.
- (i) *where the development is or provides a public transport facility, whether that facility integrates with existing public transport services and provides an adequate level of service*
 The development does not involve the provision of a public transport facility.
- (j) *whether the development affects the continued use of wharf No 4 or 5 as a theatre complex and certain sites for RMS purposes*
 The proposal consolidates the continued use of Wharf 4/5 as a theatre complex.

Discussions between RMS and Arts NSW are ongoing regarding the use of Wharf 4/5 and other RMS sites within the WBAP (refer Stakeholder Engagement Assessment Report at Appendix 5).

- (k) *any plan indicating evidence of archaeological material prepared by or to the satisfaction of the Heritage Council*
 The Heritage Assessment Report at Appendix 12 identifies the potential for archaeological material, including industrial archaeology. Appropriate strategies for conservation and interpretation are recommended.
- (l) *whether the development generates traffic which adversely impacts on the amenity of the area and surrounds.*

The Traffic Management and Accessibility Report at Appendix 6 indicates that the proposal will not result in adverse traffic impacts, primarily because parking opportunities within and surrounding this site will be limited. Refer also discussion in Section 7.5.

Clause 17 of the REP states that the consent authority may only grant consent to development for commercial purposes if the development would result in a floor area used for the purposes of commercial premises in Zone 1 not greater than 30 per cent of the total floor area used for any purpose within that Zone at the time. Under the REP commercial premises means:

... a building or place used as an office or for other business or commercial purposes, except:

- (a) a building or place elsewhere specifically defined ...*
- (b) a building or place used for the purpose of parking vehicles for fee or reward.*

Separate definitions are provided for shops, refreshment rooms (i.e. restaurants, cafes and the like) and hotels (premises where an hotelier’s licence is granted) therefore these do not fall under the definition of commercial premises.

The City of Sydney’s 2006 Floor Space and Employment Survey of the CBD indicates that some 18,800 square metres of floorspace at Walsh Bay is being used as commercial office space. This represents around 13 per cent of the total gross floor area at Walsh Bay. The City is currently compiling a similar survey for 2011 although it has advised that the amount of commercial office space at Walsh Bay is unlikely to have changed significantly during the intervening period. It should be noted that the City’s survey is based on how space is actually used which would seem to correspond with the terminology used under clause 17.

Accordingly, the amount of commercial floorspace currently in use in Walsh Bay appears to be well below the 30 per cent cap. While the WBAP concept may include a small amount of ancillary office space for arts and cultural facilities, this will not represent a significant increase in commercial floor space overall and will not result in an exceedence of the 30 per cent cap.

6.3.2 Sydney Harbour Catchment REP

The site is within the Sydney Harbour Catchment as identified under Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 and is also within a “Strategic Foreshore Site” under Part 4 of the REP. The Sydney Harbour Catchment REP is also a “deemed SEPP”.

Part 3, Division 2 of the Sydney Harbour Catchment REP requires that the consent authority take into account a range of matters before granting consent for development under Part 4 of the EP&A Act. An assessment of the WBAP concept in relation to these matters where relevant is provided in Table 7.

Table 7: Assessment Against Relevant Sydney Harbour Catchment REP Provisions

Relevant matters to be taken into account	Assessment
Cl.21 Biodiversity, ecology and environment protection Development should: <ul style="list-style-type: none"> ▪ have a neutral or beneficial effect on water quality, ▪ protect and enhance terrestrial and aquatic species, populations and ecological communities, ▪ promote ecological connectivity between neighbouring areas of aquatic vegetation, 	A Marine and Groundwater Assessment for the project (Appendix 13) indicates that the proposed redevelopment of the Walsh Bay Arts Precinct is expected to have a low impact on the marine and groundwater environment subject to appropriate mitigation measures (refer also discussion in Section 7.7). Similarly, water quality and quantity impacts are considered to be minor (refer discussion in Section 7.9).

<ul style="list-style-type: none"> ▪ avoid indirect impacts on aquatic vegetation ▪ development should protect and reinstate natural intertidal foreshore areas, natural landforms and native vegetation, ▪ retain, rehabilitate and restore riparian land, ▪ maintain and enhance the ecological integrity of wetlands ▪ consider the cumulative environmental impact of development, ▪ consider whether sediments in the waterway adjacent to the development are contaminated, and what means will minimise their disturbance. 	
<p>CI.22 Public access to, and use of, foreshores and waterways. Development should:</p> <ul style="list-style-type: none"> ▪ maintain and improve public access to and along the foreshore, ▪ maintain and improve public access to and from the waterways for recreational purposes ▪ provide appropriate tenure and management mechanisms to safeguard public access to, and public use of, that land, ▪ consider the undesirability of boardwalks as a means of access across or along land below the mean high water mark if adequate alternative public access can otherwise be provided, ▪ consider the need to minimise disturbance of contaminated sediments. 	<p>The WBAP concept provides for enhanced public access to the foreshore through the expanded public domain. At present, the public areas in this important arts precinct are constrained and do not take full advantage of the site's proximity to the waterfront. The proposed extension of the existing boardwalk between Wharf 4/5 and Pier 2/3 will greatly improve the recreational experience and facility public access along the foreshore. Disturbance of contaminated sediments will be minimised, as discussed in Section 7.8 and in the Phase 1 Environmental Site Assessment at Appendix 11.</p>
<p>CI 23 Maintenance of a working harbour</p> <ul style="list-style-type: none"> ▪ foreshore sites should be retained so as to preserve the character and functions of a working harbour ▪ consideration should be given to integrating facilities for maritime activities in any development, 	<p>The character and significant features of the Walsh Bay Wharves, as a representative example of the working harbour in the 19th and early 20th century, will continue to be conserved and interpreted in the WBAP – refer discussion in Section 7.2 and Heritage Assessment Report at Appendix 12.</p>
<p>CI 24 Interrelationship of waterway and foreshore uses Development should:</p> <ul style="list-style-type: none"> ▪ promote equitable use of the waterway, including use by passive recreation craft, ▪ minimise any adverse impact on the use of the waterway, including the use of the waterway for commercial and recreational uses, ▪ minimise excessive congestion of traffic in the waterways or along the foreshore, ▪ ensure water-dependent land uses should have priority over other uses, ▪ avoid conflict between the various uses in the 	<p>There will be no adverse impact on the use of the waterway as a result of the WBAP concept. The waterway is already exposed to considerable vessel wash and is generally not used for mooring of small craft. The new overwater structures will have negligible impact on the current interrelationship of the waterway and foreshore uses (refer discussion in Section 7.6 and Appendix 15).</p>

<p>waterways and along the foreshores.</p>	
<p>CI 25 Foreshore and waterways scenic quality</p> <ul style="list-style-type: none"> ▪ the scale, form, design and siting of any building should be based on an analysis of: <ul style="list-style-type: none"> – the land on which it is to be erected, and – the adjoining land, and – the likely future character of the locality, ▪ development should maintain, protect and enhance the unique visual qualities of Sydney Harbour ▪ the cumulative impact of water-based development should not detract from the character of the waterways and adjoining foreshores. 	<p>The WBAP concept involves minimal interventions to the building fabric. The scale, form, design and siting of the proposed external façade changes have been carefully designed to maintain and celebrate the heritage structure. There will be no impact on the foreshore and waterways scenic quality as a result. The changes to the public domain are modest in scale and will enhance rather than detract from the character of the waterways and scenic enjoyment of this important landmark.</p>
<p>CI 26 Maintenance, protection and enhancement of views. Development should:</p> <ul style="list-style-type: none"> ▪ maintain, protect and enhance views (including night views) to and from Sydney Harbour, ▪ minimise any adverse impacts on views and vistas to and from public places, landmarks and heritage items, ▪ ensure the cumulative impact of development on views should be minimised. 	<p>As above</p>

The Sydney Harbour Catchment REP requires the preparation of a master plan for Strategic Foreshore Sites. However, under clause 41(4) a master plan does not have to be prepared for the “City Foreshores Area” which includes the subject site.

6.4 Strategic Planning Policies

The proposal’s consistency and compliance with the relevant statutory plans and policies is summarised in Table 8 or discussed in more detail below.

Table 8: Compliance with Policies

Policy	Assessment
<p>NSW 2021</p>	<p>The WBAP is a recognised State Government Priority in the State Plan: NSW 2021 – A Plan to Make NSW Number One. The State Plan presents a clear intention to capture the economic and social benefits of urban renewal in and around Walsh Bay. A key target action is to ‘complete the development of a world class arts and cultural precinct at Walsh Bay.’ As recognised in the State Infrastructure Strategy (December 2012), completion of the Walsh Bay Arts Precinct is ‘the Government’s priority arts project’. It is also noted that with the release of the Walsh Bay Arts Precinct Master Plan (November 2013), there is a growing public awareness and interest in the project.</p>
<p>Draft Metropolitan Strategy</p>	<p>The WBAP is consistent with the following metropolitan priorities for the Central Subregion:</p> <ul style="list-style-type: none"> ▪ Develop the subregion as a premier visitor destination by showcasing cultural and recreational facilities and venues for international events and promoting an active day and night economy ▪ enhance the role of the subregion as Sydney’s global economic driver

Policy	Assessment
	<ul style="list-style-type: none"> ▪ recognise the importance of Sydney Harbour as an icon of Sydney that will continue to drive investment in and around the subregion ▪ build on the character of the subregion’s vibrant suburbs and capitalise on the high amenity and accessibility to coastal landscapes, Sydney Harbour and parks ▪ recognise the well connected, highly accessible and walkable environments which contribute to the vitality of the suburbs in this subregion <p>The Draft Metropolitan Strategy also notes that promoting the arts and culture venues around Sydney Harbour and Sydney CBD as a priority.</p>
<p>NSW Long Term Transport Master Plan</p>	<p>The NSW Long Term Transport Master Plan was released in December 2012 and provides a framework to guide the NSW Government’s transport funding priorities over the next 20 years. Key actions in the master plan that may contribute to improving public transport at Walsh Bay include:</p> <ul style="list-style-type: none"> ▪ Redesign of the city-wide bus network with a focus on the Sydney CBD. The redesign of the bus network in the CBD will be accompanied by a high capacity north-south light rail line along George Street. ▪ Major initiatives at Barangaroo including the construction of a new ferry hub at Barangaroo South and new bus services along Hickson Road ▪ Upgrading of ferry facilities at Circular Quay to improve modal integration and way finding ▪ Long term investigations into possible extensions to the light rail line to Walsh Bay
<p>Sydney City Draft Subregional Strategy</p>	<p>The Sydney City Draft Subregional Strategy (SCDSS) was exhibited in July-September 2008 and has never formally been adopted. The SCDSS identifies Sydney CBD as the premier location for high level business activities as well as key retail, tourism and cultural uses. It notes that the western edge of the city includes a new cultural precinct developing around Walsh Bay. It identifies key challenges for the CBD including:</p> <ul style="list-style-type: none"> ▪ maintaining and improving amenity and cultural opportunities and ▪ encouraging development of lifestyle and entertainment activities. ▪ maintaining and improving accessibility ▪ successfully integrating new development sites such as Barangaroo <p>Key directions for the Sydney City Region include:</p> <ul style="list-style-type: none"> ▪ Promoting key tourist and visitor destinations ▪ Recognising and enhancing Sydney’s cultural and tourism precincts ▪ Continuing to upgrade foreshore access and important parts of the public domain <p>There are no specific actions identified for the Walsh Bay precinct.</p>
<p>Development Near Rail Corridors and Busy Roads</p>	<p>The Development Near Rail Corridors and Busy Roads – Interim Guideline sets out best practice methods to assist in the reduction of health impacts from the effects of noise and air from major roads and rail operations. The specific development types listed to be covered by this guideline are:</p> <ul style="list-style-type: none"> ▪ A building for residential use

Policy	Assessment
	<ul style="list-style-type: none"> ▪ A place of public worship ▪ A hospital ▪ And education establishment or childcare centre. <p>It is noted that the proposed development does not contain any of the above purposes, however does contain noise & vibration sensitive uses (performance spaces). The site is located > 100m from the nearest point of the Cahill Expressway (and associated Harbour Bridge railway line), however does have line-of-sight to the noise source due to the elevated nature of the road & railway.</p> <p>As such, detailed assessments have been undertaken in order to assess the impact of the roadway and railway on the proposed development; as these are two of the primary noise sources impacting the site. This has informed input into the proposed concept design to include noise mitigation measures for the building fabric (including glazing constructions, façade and roof constructions, and ventilation requirements) to mitigate noise intrusion to the noise sensitive spaces. No vibration mitigation measures are necessary due to the location and foundations of the proposed site.</p> <p>Further discussion on noise impacts is provided in Section 7.4.</p>
<p>Planning Guidelines for Walking and Cycling/NSW Bike Plan/ Cycle Strategy and Action Plan 2007-2017</p>	<p>There are existing bicycle shoulder lanes on Hickson Road. The Barangaroo Integrated Transport Plan proposes that these shoulder lanes will be upgraded or replaced with a separated bicycle path to connect to Darling Harbour and Walsh Bay, as an alternative to the foreshore path.</p> <p>While the WBAP concept does not extend to Hickson Road, on-site bicycle parking facilities will be provided and additional on-street bicycle parking will be provided to complement the existing racks on Hickson Road. Shower and change facilities will also be provided as part of each of the arts' tenancies. Further detail regarding bicycle end-of-trip facilities is provided in the Transport Management and Accessibility Plan at Appendix 6.</p>
<p>Integrating Land Use and Transport Policy Package</p>	<p>No on-site car parking is proposed for visitors and staff and as such consistent with City of Sydney and Transport for NSW policy. Limiting car parking provision will reduce the ability of the site to generate traffic onto a network that already experiences congestion. Instead, the majority of staff and visitors will access the precinct via sustainable transport modes (public transport, walking and cycling) consistent with the <i>Integrating Land Use and Transport Planning</i> policy package. Further discussion on this issue is provided in Section 7.5 and the Transport Management and Access Plan at Appendix 6.</p>
<p>Heritage Council Guidelines <i>Assessing the Significance of Archaeological Sites and Relics</i></p>	<p>Refer Heritage Impact Assessment at Appendix 12.</p>
<p>Crime Prevention Through Environmental Design Principles</p>	<p>Refer Section 7.1.3 for discussion</p>

7. ENVIRONMENTAL ASSESSMENT

This section of the report assesses and responds to the environmental impacts of the Walsh Bay Arts Precinct Concept. It addresses the matters for consideration set out in the DGRs (see Section 3). It includes mitigation measures which are also summarised in Chapter 8.

7.1 Built Form and Urban Design

The built form strategy for the WBAP concept design aims to respect the original building fabric by minimising the introduction of new openings and responding to the checker board rhythm of the original facades. The superstructure of the buildings is of the highest heritage value, thus the removal of structure is only considered where absolutely necessary to accommodate the proposed arts and cultural uses.

Where new openings are proposed, these have been carefully selected to provide a balance of solid and void, and in some cases it is intended that the detailed design will use screening as an interpretation of the solidity of the original façade.

The materiality and character of the WBAP public domain will respect the industrial heritage character of the site, whilst reinterpreting the space as a modern, playful performance space.

It should be noted that approval is not being sought in this Stage 1 Concept SSDA for any alterations or additions to the building. Rather, the application seeks approval for the extent and location of external building alterations, as shown on the plans at Appendix 4. The discussion below describes the design intent of the built form and public domain which will be further detailed in the subsequent stage 2 SSDA.

The following discussion regarding built form and urban design is drawn from the Concept Design Report prepared by Bates Smart and provided at Appendix 2.

7.1.1 Buildings

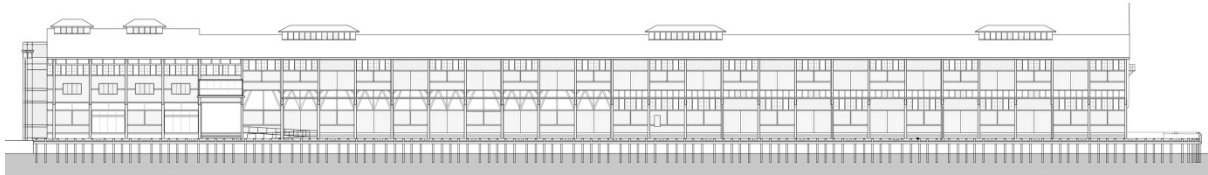
Pier 2/3 East Elevation

The eastern elevation of Pier 2 provides a ceremonial entrance to the precinct via the axial bridge and existing colonnade. The existing building facade has a chequerboard pattern of sliding doors which open up to provide panoramic views of the Sydney Harbour Bridge.

The following facade interventions are proposed:

- Sliding doors on the upper floor are fully opened up and glazing is installed in the opening, providing panoramic views of Sydney Harbour Bridge from the internal spaces
- At three key locations, generous balconies provide breakout space from the internal public areas. The design of these balconies echoes the form and detailing of the original gantries
- The northernmost balcony includes a generous stair which provides fire escape from the upper level

- Sliding doors on the lower level are half opened with glazing installed in the remaining opening. 2/3 opening the doors provides more solidity to the base of the building and serves as a reminder of the original use of the cargo doors
- An elevated walkway is proposed within the colonnade, providing safe pedestrian access separated from service vehicles at the lower apron level.



Pier 2/3 Existing East Elevation



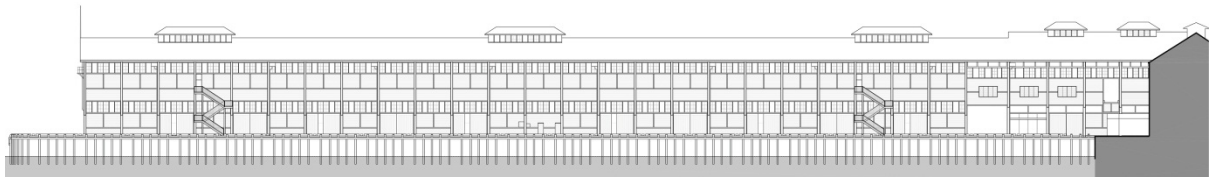
Pier 2/3 Proposed East Elevation

Pier 2/3 West Elevation

The western elevation of Pier 3 provides the ‘public’ face of Pier 2/3 presenting to the new waterfront square. The existing building has an alternating pattern of solid panels and cargo doors at ground level, and a solid wall to the upper shed.

The following facade interventions are proposed:

- Sliding doors on the lower floor are 2/3 opened and glazing is installed in the opening, connecting the flexible open space, central lobby and Bell workshops to the public domain
- The cargo doors to the lobby are fully opened with new glass sliding doors installed
- Three new balconies with associated stairs are proposed in front of the primary public spaces
- On the upper level alternate façade bays are opened up to respect the checkerboard rhythm of the building. Other than those in front of the balconies, new openings are screened with louvres adapted from the existing sidings to mimic the solidity of the existing facade.



Pier 2/3 Existing West Elevation



Pier 2/3 Proposed West Elevation

Wharf 4/5 East Elevation

The extent of work to Wharf 4/5 is less significant, with no change to Sydney Theatre Company’s facilities in the upper shed. At the lower level the following works are proposed:

- Sydney Dance Company’s facade is to be opened up to better activate the Waterfront Square. New glazing is proposed in every second bay in the original location of the sliding cargo doors.
- Bangarra Dance Theatre will have a new entrance and new glazing in bays of sliding cargo doors, opening up the foyer and main studio to the Wharf 4 apron
- A new external stair will connect the lower apron with STC.



Wharf 4/5 Proposed East Elevation

Pier 2/3 North Elevation

In the end elevation of Pier 2/3, three new openings are proposed. At the upper level, the central two bays will be replaced with glazing, providing harbour views from ACO's function space. At the lower level, the north eastern corner is opened up and replaced with glazing, reinterpreting the original building which was open in this corner.



Pier 2/3 Proposed North Elevation

Wharf 4/5 north elevation

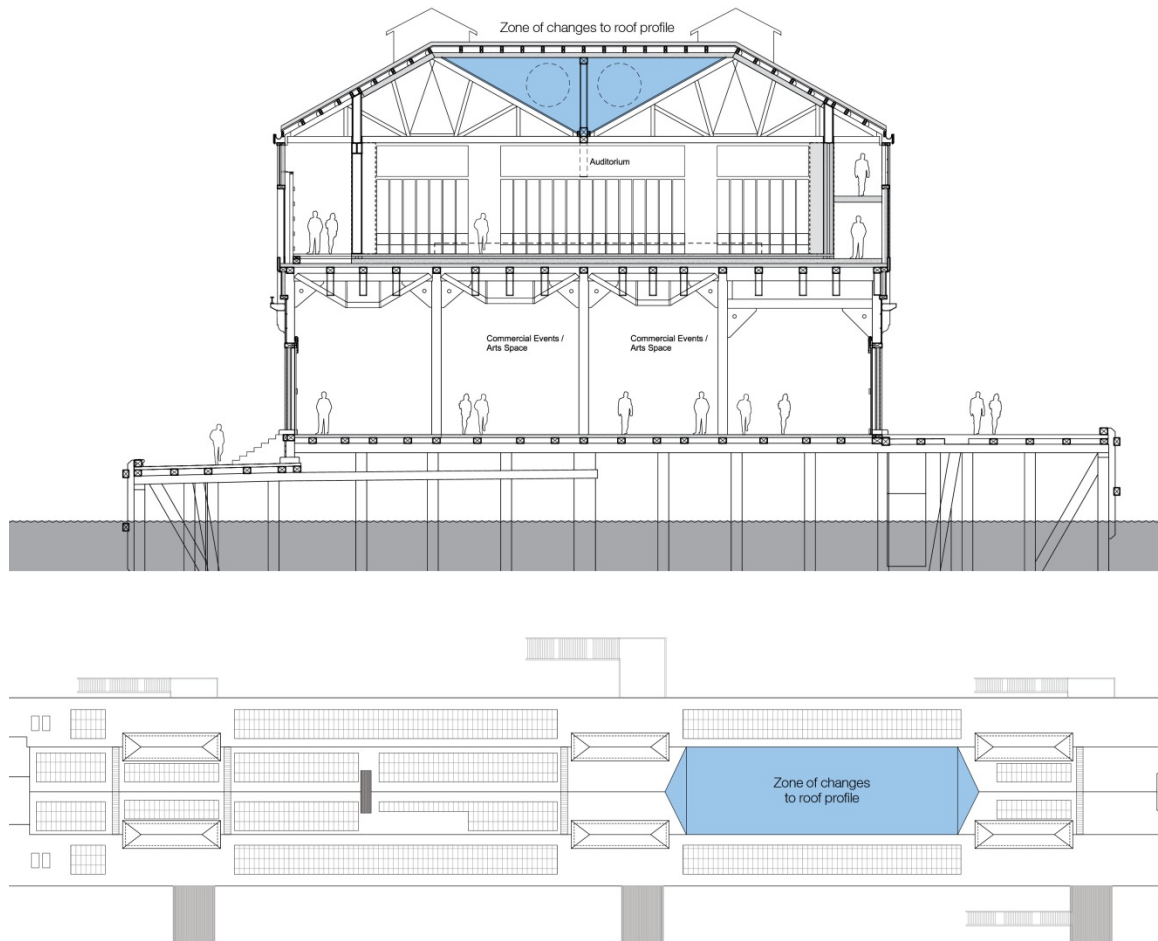
The northern elevation of Wharf 4/5 has already been significantly altered at the upper level. The central bays at the lower level will be replaced with glazing to provide access to and outlook from Bangarra's Cafe and Visitor Centre.



Wharf 4/5 Proposed North Elevation

Pier 2/3 Modification to Roof

The existing roof profile has been maintained wherever possible. However, the ACO auditorium requires additional volume for acoustics. Amendments to the existing roof have been minimised and changes to the profile are within the central valley and separated from the existing lanterns.



Pier 2/3 Proposed Roof Modification

7.1.2 Public Domain

The precinct is a unique, waterfront, north facing site with great opportunities for visual and physical access to the water. It is uniquely placed to enhance the activation and legibility of the Walsh Bay area as a desirable destination that changes with each visit.

Central to the success of the precinct is the public domain, which will become a platform for display and event, as well as a destination in its own right for both event and daily use. Following on from the Government Architect's Office Master Plan, the public domain will become the central, cultural hub of the precinct, and perform a vital role in connecting the resident arts organisations together. The approach for the public domain is informed by the six key principles from the GAO master plan, in particular the creation of a Waterfront Square, which:

- creates a unified arts precinct,

- connects the wharves via a cultural hub,
- creates an active water frontage,
- respects and celebrates heritage through approach to materiality and detailing,
- improves site wide connections and adopts a unified approach for wayfinding, and
- contributes to the success of the larger precinct by becoming a key attractor.

The materiality and character of the Walsh Bay Precinct will respect the industrial heritage character of the site, whilst reinterpreting the space as a modern, playful performance space and destination. Considered use of colour and material will be utilised to signal the separation of heritage and newly installed elements.

7.1.3 Crime Prevention Through Environmental Design

As the proposal is for a Concept SSD it has not been possible to assess many crime prevention treatments and strategies required - these will not be finalised until the detailed SSDA stage, occupation or long term management of the building. In particular the detailed design of signage and wayfinding has not yet been undertaken.

However, the information below has been prepared by Bates Smart and describes how the concept design has been developed to minimise the opportunity for crime in accordance with the four CPTED principles of:

- Surveillance and sightlines
- Access control
- Territorial reinforcement
- Space management

Increased population numbers

The proposal will improve safety and security in the local area by increasing the level of pedestrian activity both day and night. A wide range of uses is proposed at ground floor level including retail commercial, workshops, offices, dance studios, lobbies and arts event space to provide a broad range of active uses day and night. The increased level of pedestrian activity brings with it increased natural surveillance, a broader overview of sightlines, and the clearly defined public domain provides natural territorial reinforcement

The increase in population numbers also has the potential to impact on general safety in the area. In the detailed design stage it is proposed to work with NSW Police to develop appropriate procedures for managing places of mass gathering, minimizing alcohol related crime and minimizing opportunities for disruption to the public performance areas.

Separation of vehicles and pedestrians

The scheme proposes that vehicle movements (other than emergency vehicles) are limited to the outer wharves of Pier 2 and Wharf 5, leaving the inner Pier 3 and Wharf 4 for safe use by pedestrians. Deliveries and servicing will be provided from Pier 2 and Wharf 5, with turning provided at the end of the wharves. Bollards or boom gates will control access from Hickson Road.

Clearly defined public space

The design of the public domain is broken into zones, each with their own use, to provide natural territorial reinforcement and enhanced usability.

The existing aprons are major circulation routes which will be well lit and provide access into a range of building entries along the length of the wharves.

The waterfront square is a clearly defined area at a lower level with a different finish. This flexible space will be used for a range of activities as described above. At the centre of the waterfront square is a roofed stage, providing lighting at night and shade during the day. An alternative floor finish helps to define this zone.

On either side of the stage are steps down to the water which will be made from an expanded fibreless material to minimize the risk of slipping. Changes in level are kept below 1m to minimize the risk of injury if falling.

On both sides of the waterfront square a set of terraced seating has been proposed to separate the circulation areas on the apron and the activity zone in the waterfront square without the need for barriers.

The program of activities for the public space will be managed by the precinct manager who will coordinate the bumping in and out of additional services and amenities.

7.2 Heritage and Archaeology

Design 5 Architects have been engaged by Arts NSW to provide advice to the consultant team during the concept design phase and to prepare an assessment of the heritage impacts of the SSDA. The Heritage Assessment Report prepared by Design 5 is attached at Appendix 12.

7.2.1 Heritage Items and Context

Walsh Bay comprises ten berths constructed between 1908 and 1922 for international and inter-state shipping. These are collectively known as the Walsh Bay Wharves. The Walsh Bay Wharves Precinct is listed as an item on the State Heritage Register. Walsh Bay is intrinsically linked with the surrounding areas of Millers Point and Dawes Point. Millers Point is an historically mixed residential and industrial maritime precinct containing buildings and spaces dating from early 19th century. Dawes Point is a prominent landmark in Sydney Harbour. This area is of National Cultural Significance for its social and cultural mix and its historic use, architecture and as the site of the first European settlement in Australia.

Pier 2/3

Pier 2/3 is a Federation style, two level wharf structure built between 1912 and 1923. It consists of timber framed post and beam construction with regular grid layout, weatherboard cladding and double pitched roof. Externally the Pier is defined by its robust industrial character with regular bay doors, fenestrations, alternating solid and void unified by a single full length corrugated steel roof.

It is Sydney's last wharf structure to remain in its original maritime use state with minimal subdivision and services.

Wharf 4/5

Wharf 4/5 was constructed in 1922 as a Federation style, two level wharf structure. Similar to Pier 2/3, it consists mainly of timber structure with regular grid layout, altered in the early 1980s to accommodate arts and cultural uses.

Wharf 4/5 is recognised as a highly successful adaptive reuse of a redundant finger wharf and important heritage item. Its redevelopment 30 years ago was the subject of numerous architectural and design awards.

7.2.2 Heritage Significance

Statements of significance for the Walsh Bay Wharves Precinct, Pier 2/3 and Wharf 4/5 are quoted in the Design 5 Heritage Assessment Report. The Statements of Significance are sourced from the following documents:

- Walsh Bay Wharves Precinct -NSW Heritage Inventory, Office of Environment and Heritage
- Pier 2/3 – Walsh Bay Precinct Conservation Management Plan (CMP), Tropman and Tropman Architects, 2000
- Wharf 4/5 – Wharf 4/5 Walsh Bay CMP, Graham Brooks and Associates, 2007

The Heritage Assessment Report notes that it is important to recognise the changes that have occurred to Walsh Bay and other comparable wharves in Sydney Harbour since the Tropman and Tropman CMP was drafted in 2000. This includes alterations to Walsh Bay Pier 8/9, demolition and replacement of Pier 6/7 and adaptation and reuse of Jones Bay Wharf. The Heritage Assessment Report notes that in this context, the heritage significance and value of Pier 2/3 has increased.

The Walsh Bay Wharves Precinct is an area of State cultural significance. The Walsh Bay Wharves are a virtually intact port and stevedoring facility created by the Sydney Harbour Trust in response to the requirements of maritime trade at the time (1900s-1910s). The buildings and associated shore sheds have heritage significance for their historical, technological, social and aesthetic and architectural values.

Pier 2/3 is the only unaltered and intact example of large-scale wharfage and goods storage in Sydney Harbour dating from the early 20th Century. Internally, Pier 2/3 retains the ability to evoke the scale and processes of maritime cargo handling and storage. Its interiors possess a robust spatial quality, derived from its use, and construction. This type of architecture in an unaltered state is now a rarity in Australia.

7.2.3 Regulatory and Policy Context

The following statutory heritage listings relate to Walsh Bay Pier 2/3 and Wharf 4/5:

- State Heritage Register, listing number 00559 (Walsh Bay Wharves Precinct)
- Sydney Regional Environmental Plan No 16 – Walsh Bay listing
- S.170 Register, listing number 4920069 (Pier 2/3)
- S.170 Register, listing number 4920070 (Wharf 4/5)

While the Walsh Bay Wharves Precinct is listed on the State Heritage Register, section 89J of the EP&A Act states that separate approval under Part 4, or an excavation permit under section 139, of the *Heritage Act 1977* is not required in the case of SSD involving a State heritage item. This is to avoid duplication with the heritage impact assessment process undertaken as part of the SSDA and in consultation with the Heritage Council.

7.2.4 Assessment of Heritage Impacts

The Heritage Assessment Report provides a detailed analysis of the potential impact of the WBAP proposal on the heritage significance of the precinct. A summary of the key impacts of the proposal is provided in Table 9.

Table 9: Assessment of Heritage Impacts

Topic	Impact Summary	Impact
Archaeology	It is expected that any proposal for replacement of piles will cause no additional heritage impacts otherwise caused by normal repair and replacement.	Neutral
	Overlays show the proposed square is likely to affect part of an area formally occupied by late nineteenth century wharves, which in 1900 comprised 1no. jetty, as part of Dalton's complex (late Parbury's).	Low-Moderate
Industrial archaeology	The Proposal will retain and conserve items of industrial archaeology in Pier 2/3 and Wharf 4/5 including the dead-house (Pier 2/3), bag chute (Pier 2/3), gantry rails (Pier 2/3 & Wharf 4/5) and goods lift (Wharf 4/5).	Neutral
	Introduction of gantries will have a positive heritage impact on the east façade by adding visual depth and assisting in the interpretation of former uses and first floor cargo doors. The gantries should remain industrial in character, but can be built from modern expressed steel components, welded and bolted.	Positive
Views and vistas	Proposed changes to the exterior including opening cargo bay doors, new gantries, balconies and stairs will not alter the scale or mass of the buildings, which are central to their visual dominance.	Low
Waterfront Square and central performance space	Centrally located between two important headlands and culturally significant sites; the new Barangaroo Headland Park and Dawes Point Park. The waterfront square has potential to be one of Sydney's major outdoor public spaces and will have a heritage benefit through activation of the wharf.	Positive
	The design for the cover to the outdoor performance space should be sympathetic and respect the established identity and character of the place. However, within these constraints, there is the opportunity to create a modern structure that reflects current uses and responds to how people interact with historic environments and Sydney Harbour generally as a space for gatherings, events and celebrations.	Impact dependent on detail and quality of design. Could be positive.
Pier 2/3 elevations	The configuration of the west elevation retains the modular and repetitive character of the façade, including regular bay treatment, semi-flush fenestration and "chequerboard" appearance and accords with Policy 9.3.4.1 of the Tropman and Tropman CMP.	Low
	Additional openings are supported on the north elevations of Pier 2/3 and Wharf 4/5. Openings are minimised and centered in the facades with the corners retained as solid. The objective is to retain the wharf	Low - Moderate

Topic	Impact Summary	Impact
	as appearing solid at the end.	
	Opening up of northernmost first floor bay on the east and west by altering existing weatherboards to become adjustable louvres	High – but supported
Wharf 4/5 east elevation	External alterations to ground floor openings on Wharf 4/5 are made to existing glazed openings and will cause no additional heritage impact to significant fabric.	Low
	Heritage impact of the additional stair considered to be moderate but the public domain benefits and architectural benefit in mirroring Pier 2/3 are acknowledged	Low – Moderate
Roof	Provided that criteria identified in Section 7 of the Heritage Impact Assessment are followed, the heritage impacts of the alterations to the roof are considered to be relatively low to moderate. The additions appear to blend in with the existing roof and the lanterns and double ridge retain prominence as an architectural composition.	Low-Moderate
	The addition of the solar array on the inside roof slopes has a minor impact and is deemed acceptable but not on the external slopes	Low-Moderate
Surrounding area	The proposals to Pier 2.3 and Wharf 4/5 are mainly confined and centralised around the aprons of Pier 2/3 and Wharf 4/5. Additions to the east elevation of Pier 2/3 will have a positive heritage impact as activating the Pier towards Dawes Point, Pier One and the Harbour Bridge	Positive
	No physical changes are proposed to the Hickson Road shore shed elevations or the west elevation of Wharf 4/5. The buildings themselves act as screens to surrounding residential areas.	Neutral
	The proposal reinforces the area as an existing arts precinct and brings a benefit to this diverse community. The facilities will be used by a broad section of the community and considered a positive and “good fit”.	Positive
Internal alterations	<p>The internal configuration of spaces have been redesigned following the Master Plan and Final Business Case with an emphasis on improving the relationship and opportunities the heritage building offers each space. With consideration to program and planning matters, the current internal planning arrangement are considered to be the best outcome for the retention and celebration of heritage fabric.</p> <p>Volume, quality and material of original spaces are readily identified and appreciated while new elements are seen as separate and sitting within the heritage envelope. New insertions take on a secondary identity to the primary character of the heritage building. These qualities are fundamental to successful adaptive reuse and consistent with the Tropman and Tropman CMP.</p>	Moderate
	The accommodation of the ACO auditorium will have a high adverse impact, however, these impacts are minimised in terms of the impact to structure and location. The proposal is considered acceptable for the accommodation of the ACO auditorium only.	High but acceptable for the use of the ACO auditorium only
	The retention of a large raw space is a positive attribute to the proposal overall and recognises the important nature of Pier 2/3 as the	Positive

Topic	Impact Summary	Impact
	only unaltered and intact example of large-scale wharfage and goods storage in Sydney Harbour dating from the early 20th Century.	
Moveable heritage and interpretation	<p>The retention of moveable heritage provide opportunities for interpretive displays, however, these displays need to be carefully considered in their context and must not overwhelm or saturate the site.</p> <p>As noted in the Heritage Impact Assessment, the detailed interpretation plan and use of moveable heritage will need to be considered as an integral component of the detail design of the WBAP. No part of the proposal should prevent the interpretation and display of moveable heritage in accordance with the detailed interpretation plan.</p>	Refer to mitigation measures
Services	Introduction of services will need to be done sensitively to avoid potential for adverse impacts.	Potential for high adverse impacts. Subject to future design development

The Heritage Impact Assessment Report notes that the WBAP concept design has been altered to address most of the heritage comments and issues raised in the Final Business Case and these changes are generally considered acceptable.

The Heritage Assessment Report recommends that all policies in the CMPs should be adhered to and followed in future detailed designs and as amended by the recommendations in the Design 5 report. A detailed list of recommendations is provided in Section 8 of the Heritage Assessment Report. Briefly, the recommendations include:

- Detailed designs should be based on drawings prepared by Bates Smart Architects.
- An appropriately experienced conservation architect must be engaged to oversee and advise during detailed design and construction stages.
- Further detailed archaeological investigation will be required prior to works commencing.
- Industrial archaeology and evidence of previous uses as a maritime industrial complex must be retained and respected.
- External alterations to Pier 2/3 and Wharf 4/5 must be designed and detailed to respect the integrity of the industrial character of Walsh Bay.
- External alterations at the north end of Pier 2/3 must retain and respect the usually solid corners on the upper level. New openings on the north elevation should be centrally placed.
- The proposed public domain between Pier 2/3 and Wharf 4/5 must respect the configuration and reading of the original apron and industrial character of the Walsh Bay precinct. Any structure within the waterfront square must be of exceptional design merit and quality and respect the significance of the WBAP.
- Reinstatement of gantry platforms along the east elevation of Pier 2/3 is acceptable and will have a positive heritage impact. The gantries should remain industrial in character.
- Proposed additions to the roof on Pier 2/3, (located within the central valley and between roof lanterns) must not impact or alter the outer roof slopes, must respect the

prominence of the double ridge configuration and roof lanterns, should not extend higher than the outer roof ridges apart from minimal falls and overhangs required to shed water and must match the colour of the existing adjacent roofs.

- No more than six timber posts are to be removed from the upper levels of Pier 2/3 to accommodate proposed new uses.
- An Interpretation Strategy should be developed for these wharves but linked into existing or future Interpretation Strategies for the entire Walsh Bay precinct. The Interpretation Strategy must incorporate moveable heritage and be an integral part of the detailed designs for the WBAP.
- Removed storey posts should be retained on site and appropriately tagged to identify them with their original location. Posts should be retained on site as part of the moveable heritage collection.
- A photographic archival record of the building must be carried out prior to any works on site.
- The Commercial Arts/Events Spaces and Foyer should retain the reading of the space as predominantly unaltered. They should remain as full height and avoid any new structure or intrusive services. Any interventions must respect the predominant industrial character of the space and the environment in which it is located. Finishes are to remain as existing with evidence of previous related uses retained. The space should not be modified to accommodate an air-conditioned environment.

7.2.5 Mitigation Measures

The detailed design of the WBAP project will be undertaken in accordance with the recommendations in the Heritage Assessment Report.

7.3 Amenity

The WBAP proposal will provide for a high level of amenity within the buildings and the public domain. The modest alterations to the external façade will not generate wind impacts or create overshadowing. No changes are proposed to the west elevation of Wharf 4/5 so there will be no privacy impacts on nearby apartments as a result of the project.

In terms of solar access, shelter and shade, the public domain has been designed to maximise comfort for users. Elements to provide shelter and shade will include:

- The public roof which will be situated at the water's edge - this area will provide a comfortable, sheltered space to site by the water.
- Fixed umbrellas on either side of the waterfront square to provide shade and amenity, as well as creating spaces of human scale.
- Soft shade or awnings adjacent to the Sydney Dance Company tenancy in Wharf 4/5, to provide amenity and shade to café patrons.

In terms of views, the site offers panoramic views of Sydney Harbour to the north and west while immediately to the east the Sydney Harbour Bridge rises in the foreground. These views will

greatly enhanced with the introduction of new glazing within the buildings and through the expansion of the public domain.

In terms of servicing arrangements, a new loading facility will be provided on Pier 2/3 which will complement the existing loading facility on Wharf 4/5 and the on-street loading provisions. The loading facility will be able to accommodate vehicles up to MRV (8.8m) entering and exiting the site in a forward direction. The Transport Management and Accessibility Plan (Appendix 6) indicates that there will be adequate loading capacity to cater for the demands generated by the additional uses.

No outdoor amphitheatre is proposed.

The waste management strategy for the WBAP has not yet been developed and will be done so at the detailed design phase. The waste management strategy will set waste targets to be implemented throughout the life of the project which will be aimed at:

- Minimising the construction waste going to landfill
- Reducing disposal costs
- Reducing the waste generated in operation
- Reducing risk of water contamination
- Increasing recycled material as a resource

Noise impacts are addressed in Section 7.4.

7.4 Noise

WSP has prepared a Noise and Vibration Assessment Report to assess the noise and vibration impacts associated with the new Walsh Bay Arts Precinct. A copy of the Noise and Vibration Assessment Report is provided at Appendix 14. The following elements have been assessed and addressed:

- Noise egress from the development
- Mechanical and plant noise impact
- Operational (activity) noise impact
- Operational outdoor noise impact
- Impact on the external noise environment due to increased traffic movements

As no construction is proposed at this stage, construction noise and vibration will be assessed as part of a future Stage 2 SSDA.

7.4.1 Existing Noise Environment

The site is subject to the following existing noise sources:

- Road and rail traffic from Sydney Harbour Bridge
- Marine activity on Sydney Harbour
- Low levels of air traffic noise from aircraft using Sydney Airport

- Occasional but regular light aircraft (helicopter) noise.
- Existing restaurants and bars
- Existing noise generation from Pier 2/3 tenancies.

The nearest sensitive receivers are residential apartments in Pier 6/7 and within the shore shed buildings in the shore shed buildings to the west of Wharf 4/5 as well as the hotel in Pier 1 to the east. Residential properties are also located immediately to the south east above Hickson Road. Table 10 and Figure 8 identify the most affected noise sensitive receivers.

Table 10: Nearby noise sensitive receivers

Receiver	Building	Closest distance from site façade (horizontal)
R1	Residential apartments	80m
R2	Residential terrace houses	50m
R3	Residential hotel – Pier One	67m
R4	Residential Apartments – McMahons Point	540m
R5	Residential – McMahons Point	624m
C1	Commercial premises – cafes/restaurants	67m
C2	Commercial premises	25m



Figure 8: Surrounding Noise Sensitive Receptors (Source: Noise and Vibration Assessment Report)

Noise measurements were undertaken around the site to benchmark the prevailing noise environment surrounding the site. Noise measurement locations are shown in Figure 9.



Figure 9: Noise measurement locations (Source: Noise and Vibration Assessment Report)

Access was not available to undertake long-term noise measurements at the exact location of a number of the noise-sensitive locations identified. Instead, the noise levels at these locations were calculated based on the time-synchronised spot measurements and long-term logged noise data. This calculation was undertaken using an acoustic computer modelling program (which was calibrated to the measurement results obtained). As such, the noise levels presented at all noise sensitive receptors can be considered an accurate representation of the prevailing noise levels at these locations. Further detail on this issue is provided in the Noise Assessment and Vibration Report at Appendix 14.

7.4.2 New Noise and Vibration Sources

Sources of noise associated with the proposed development have been identified below:

- New rehearsal spaces will be located on the west façade of Pier 2/3 and two on the east façade. These spaces have are proposed to have operable louvers that can be opened or closed when needed. Alternative ventilation will be provided to ensure the room may operate in a 'sealed' mode.
- Noise from the new performance spaces within Pier 2/3. These new performance spaces are not expected to be significant as these are fully sealed internal spaces with controlled acoustic environments. Building fabric will be designed to mitigate these noise sources
- New plant equipment will be located on the roof of Pier 2/3.
- Noise from new commercial spaces throughout the precinct.
- 'Occasional events may be held in the Waterfront Square.

No sources of vibration affecting external receivers exist in the existing arrangement. No new sources are intended to be introduced as part of the proposed development.

7.4.3 Noise Impact Assessment

The Noise Assessment and Vibration Report predicts noise produced by activities on site and compares these results against the existing conditions to determine any impacts and where mitigation measures should be put in place. This assessment has been undertaken for both the standard indoor noise sources and for the infrequent outdoor music event scenario. The assessment also considers potential traffic noise and mechanical plant noise impacts.

(a) Indoor Noise Sources (internal rehearsal and performance spaces)

The assessment report indicates that noise levels due to internal activity noise are predicted to increase for most receivers. Nevertheless, the predicted noise levels do not exceed the daytime requirements set out in the NSW Industrial Noise Policy 2000 (INP2000). For the evening and night periods windows should be closed to achieve the INP2000 requirements.

A management strategy will be implemented to ensure that this is adhered and alternative ventilation provided to these spaces to allow them to operate in a 'sealed' manner. The new elements of building fabric (glazing, etc) will be specified in order to ensure the INP2000 noise targets are achieved.

(b) Outdoor events

Noise from events within the Waterfront Square should be controlled to within the INP2000 requirements for each of the identified noise sensitive receivers. To ensure this is achievable, the noise model of the site has been used to determine the noise limits for a noise source within Waterfront square when measured at a distance of 10 meters. These noise levels may be enforced through the implementation of permanent noise monitoring and noise limiting devices if required.

Additionally, creative measures may be employed by the operators of the space in consultation with the local community in order to limit the noise impact on the surrounding spaces. This may include the possibility of streaming audio for events to personal handheld devices (such as mobile phones, etc.) as opposed to using large speaker systems.

Special events within the Waterfront Square may be held on occasion. It should be noted that this first stage concept SSDA is seeking "in principle" approval for this public space to be created and for it to be used in the future for a range of events. However, it is not seeking approval to hold specific events within the space. This will be the subject of a separate Stage 2 SSDA. A detailed noise impact assessment for events and the preparation of an event Noise Management Plan will be undertaken at that stage. The Noise Management Plans may include community consultation and noise monitoring as part of their requirements.

(c) Commercial Uses

New commercial uses, such as restaurants and bars, are proposed, will be subject to separate development applications and noise impact assessment. However, it may be expected that such uses will be subject to the same noise management parameters currently applying to other similar uses within the Walsh Bay Wharves Precinct.

(d) Traffic noise

The Noise and Vibration Assessment Report states that it is unlikely that a noticeable increase in road traffic noise will occur to the nearby noise sensitive receivers. Therefore, no mitigation measures are recommended to mitigate noise due to traffic increases to the sensitive buildings surrounding the project site.

The assessment report recommends that noise from vehicular movements on the project site (associated with the loading dock) will be controlled via a management strategy including controlling the time of use of the loading dock, controlling the number of vehicles on the site simultaneously, as well as recommending the use of broadband (“quacker”) reversing alarms on all vehicles where possible from an OH&S perspective.

(e) Plant Equipment Noise Assessment

As the design is at a concept level, no plant equipment selections have been made; however, a high level assessment has been undertaken. Existing equipment on the roof of Pier 4/5 will be replaced as part of the new development. Due to advances in condenser and fan blade technologies the new units are expected to be more efficient and quieter than the existing equipment. Internal plant equipment such as fan coil units or fans, may be controlled using in duct methods such as lined duct or attenuators.

New cooling tower equipment on the Pier 2/3 roof will be the key new noise source on the site. This equipment will be designed such that the INP2000 noise levels at the receivers are not exceeded. This will be achieved with careful consideration in the selection, design and placement of all mechanical equipment that emit noise. Where equipment is in excess of these criteria, acoustic mitigation will be necessary. Typical measures to mitigate noise from this equipment may include, but are not limited to:

- Relocating equipment
- Careful selection of equipment
- Noise barriers
- Acoustic louvers

7.4.4 Noise Mitigation Measures

Indoor Noise Sources

- For evening and night periods; windows will be closed when noise generating activities are being undertaken.
- Alternative ventilation will be provided to these spaces to allow them to operate in a ‘sealed’ manner.
- The new elements of building fabric (glazing, etc.) will be specified in order to ensure the noise targets are achieved.

Outdoor Noise Sources

Noise levels from outdoor events within Waterfront Square will be monitored to ensure it is controlled to within the INP2000 requirements at the neighbouring noise sensitive receivers.

Monitoring throughout events will be undertaken in conjunction with limiters on equipment. To assist in this the following noise levels at 10 metres should be used as guidance;

- Day (0700-1800) - 81dBA at 10 metres
- Evening (1800-2200) - 78dBA at 10 metres
- Night (2200-0700) - 77dBA at 10 metres

Further to this, community consultation and complaint handling processes implemented by the event organisers to mitigate any adverse impacts on the surrounding environment will be required. These may include:

- Engaging the local community during the organisation process
- Providing a complaints hotline to quickly manage complaints.

As noted above, this first stage concept SSDA is seeking “in principle” approval for the public space to be created and for it to be used in the future for a range of events. However, it is not seeking approval to hold specific events within the space. This will be the subject of a separate Stage 2 SSDA. A detailed noise impact assessment for events and the preparation of an event Noise Management Plan will be undertaken at that stage. The Noise Management Plans may include community consultation and noise monitoring as part of their requirements.

Traffic Noise

Noise from vehicular movements on the project site will be controlled via a management strategy including:

- controlling the time of use of the loading dock
- controlling the number of vehicles on the site simultaneously
- recommending the use of broadband (“quacker”) reversing alarms on all vehicles where possible from an OH&S perspective.

Plant Equipment Noise

Acoustic mitigation measures will be included in any new equipment located internally and on the Pier 2/3 roof. These measures may include, but are not limited to:

- Relocating equipment
- Careful selection of equipment
- Noise barriers
- Acoustic louvres
- Acoustic absorption
- Lined duct
- Attenuators.

7.5 Transport and Accessibility

A Transport Management and Access Plan (TMAP) for the WBAP Concept SSDA has been prepared by GTA Consultants (March 2014) and is provided at Appendix 6. The key findings of the TMAP are considered below.

7.5.1 Existing Conditions

The existing transport and traffic conditions are described in the TMAP. Notable features of the existing conditions include the following:

- The site is located in the northwest corner of the Sydney CBD, in an area that, when compared currently to the remainder of the CBD, is relatively underserved by public transport.
- Circular Quay is located approximately 1.3km walk from the site (via George Street) and caters for ferry, train and bus services, as well as the future CBD light rail service. Wynyard Railway Station is located approximately 1.3km walk from the site. In addition, a number of bus routes service the site at various times.
- An existing on-site ferry berth is provided on the eastern side of Pier 2/3, however no regular route ferries stop.
- Pedestrian footpaths are generally provided on both sides of each of the roads in the vicinity of the subject site. There are good pedestrian links along the Sydney Harbour foreshore between the site and The Rocks precinct.
- Bike lanes are provided on both sides of Hickson Road and connect the site to the greater CBD cycle network, shown in Figure 4. Bicycle parking (approximately 7 racks) are provided adjacent to the Pottinger Street/ Hickson Road roundabout.
- Hickson Road is classified as a local road (Council controlled) and generally borders the northern boundary of the Sydney CBD. In the vicinity of the site, it is configured with single traffic and cycling lanes in each direction. On-street time restricted (generally 2P and 4P) car parking is provided on both sides of the carriageway as well as within the median.
- A number of on and off-street car parking facilities are provided in the vicinity of the site. On-street 2P and 4P car parking is generally provided on the road network surrounding the site. Two off-street car parking stations are located to the west of the site on Hickson Road, whilst a number of commuter car parking stations are located further afield in the northern part of the CBD.
- Some informal car parking currently occurs on-site.

7.5.2 Transport Strategy for the WBAP

Parking

As discussed in Section 5.7 no staff or visitor car parking is to be provided on-site. This is generally consistent with the current operation and reflects the constrained nature of the site.

Given the site's location within the City of Sydney, the Transport Management and Accessibility Plan has referenced the City of Sydney's Local Environmental Plan 2012 (LEP 2012) as the basis for determining on-site car parking. LEP 2012 parking provisions for 'entertainment uses' specify the maximum number of car parking spaces that must be provided but no minimum car parking rate applies. Given that the City applies a maximum and no minimum car parking rate,

the provision of no car parking meets the City's requirements and is consistent with many of the City's and TfNSW transport policies that promote sustainable transport. The sustainable transport measures for the WBAP are discussed below.

Notwithstanding of the LEP requirements presented above (i.e. maximum car parking rates), it is acknowledged that the subject site is still anticipated to generate a level of car parking demand that will need to be accommodated off-site. The additional car parking demands will be accommodated within the surrounding publicly available car parking supply, including a combination of the following:

- surrounding on-street car parking supply
- surrounding off-street car parking stations (x2) to the immediate west of the site on Hickson Road
- future off-street car park to be provided as part of the Headland Park associated with the Barangaroo projects (approximately 300 spaces).
- off-street commuter car parking stations located at the northern end of the CBD that could cater for additional evening demands

The existing on-street car parking restrictions are generally 4P during the evening and a combination of 2P and 4P restrictions during the day. The evening time restrictions are conducive to accommodating the parking demands of the site. The 2P parking areas would not be generally suitable for users of the site and would continue to provide a parking provision for other competing uses within the precinct.

Should car parking demands begin to consistently exceed supply it will ultimately result in a further mode shift away from private vehicle use for existing and future users of the site and broader precinct. It is noted that the on-street car parking supply is anticipated to decrease, further exacerbating car parking demands, as a result of the recommendations contained within the City of Sydney's Harbour Village North Public Domain Study (2012). This further aligns with the objectives of the City of Sydney to increase sustainable transport travel to the CBD.

Public Transport

The Sydney City Centre Access Strategy (SCCAS) was released in December 2013 and identifies a number of initiatives to increase transport capacity into and out of the CBD. Specifically, the SCCAS identifies a number of measures and bus rerouting to improve and integrate bus services with the future CBD light rail service and a number of bus corridors that will accommodate high frequency bus services. In particular, it identifies the provision of new bus routes to service Barangaroo and Walsh Bay.

Advice from TfNSW indicates that a future bus frequency of 1 bus every 5 to 10 minutes off-peak (6 to 12 buses an hour) could be anticipated on Hickson Road, with greater frequencies during network peak hours. Service frequencies will reduce later in the evening. Bus stops are to be provided abutting the site on Hickson Road as well as on the eastern side of Hickson Road. The bus route(s) will terminate at Walsh Bay, with a bus layover area, capable of accommodating up to two buses, likely to be provided opposite the site on Hickson Road. It is understood that the buses servicing the site will operate between the Eastern Suburbs, Barangaroo and Walsh Bay, and will also service the Wynyard and Town Hall transport hubs in the CBD.

The priority bus routes identified within the SCCAS are illustrated in Figure 10.



Figure 10: Future Bus Network - SCCAS

The transport demand assessment indicates an anticipated peak hour bus demand of 450 and 250 patrons during the weekday and Saturday evening peak hours. The bus routes along Hickson Road will primarily service Barangaroo and during the PM peak periods are anticipated to carry peak loads from Barangaroo towards the city. As such, during the PM peak it is anticipated that there would be significant capacity to accommodate visitors travelling towards Walsh Bay as these services will be “contra peak”.

Assuming a capacity of 60 people per bus, the bus services along Hickson Road will have a future capacity between 360 and 720 patrons per hour. Given Walsh Bay will be used as a route terminus and layover, there is likely to be significant future bus service frequency/ capacity that would not otherwise be available for patronage-based service provision.

The ability of the future bus network to accommodate the anticipated bus patronage demands is dependent on the future frequencies of buses along Hickson Road. Additional bus capacity may be required during peak periods. However, the extent of the additional capacity will not be known until the frequency of buses along Hickson Road is confirmed. It is anticipated that bus network operators would respond appropriately to regular daily demand generated by both Barangaroo and Walsh Bay.

For larger events, site-specific shuttle buses are likely to be required to transfer patrons from high frequency bus and rail connections at Wynyard and/or Circular Quay and/or CBD parking stations to the site.

Another major public transport initiative will be the introduction of a new ferry hub at Barangaroo. This new facility will be located approximately 1.3km walking distance from Walsh Bay and will be integrated with Wynyard Station and Wynyard Walk.

The transport demand assessment indicates an anticipated peak hour rail demand of 450 and 250 patrons during the weekday and Saturday evening peak hours. The TMAP indicates that there is adequate capacity within the existing rail network to accommodate these additional evening peak hour demands.

Pedestrian Network

As a result of the isolated nature of the site from the CBD and significant grade changes, the site is currently difficult to navigate to on foot. Improved wayfinding and repeater signage from key nodes surrounding the site is essential for encouraging pedestrian access to the Walsh Bay Arts Precinct. It is envisaged that the majority of walking trips to the site will be from the CBD and the Wynyard and Circular Quay transport hubs. In this regard, the primary pedestrian links to and from the site will be via George Street towards the core of the CBD and Circular Quay and Hickson Road towards Barangaroo and Wynyard Walk (providing access to the railway station). An alternative route is also available via Observatory Hill.

Key pedestrian routes to and from the site are illustrated in Figure 11.

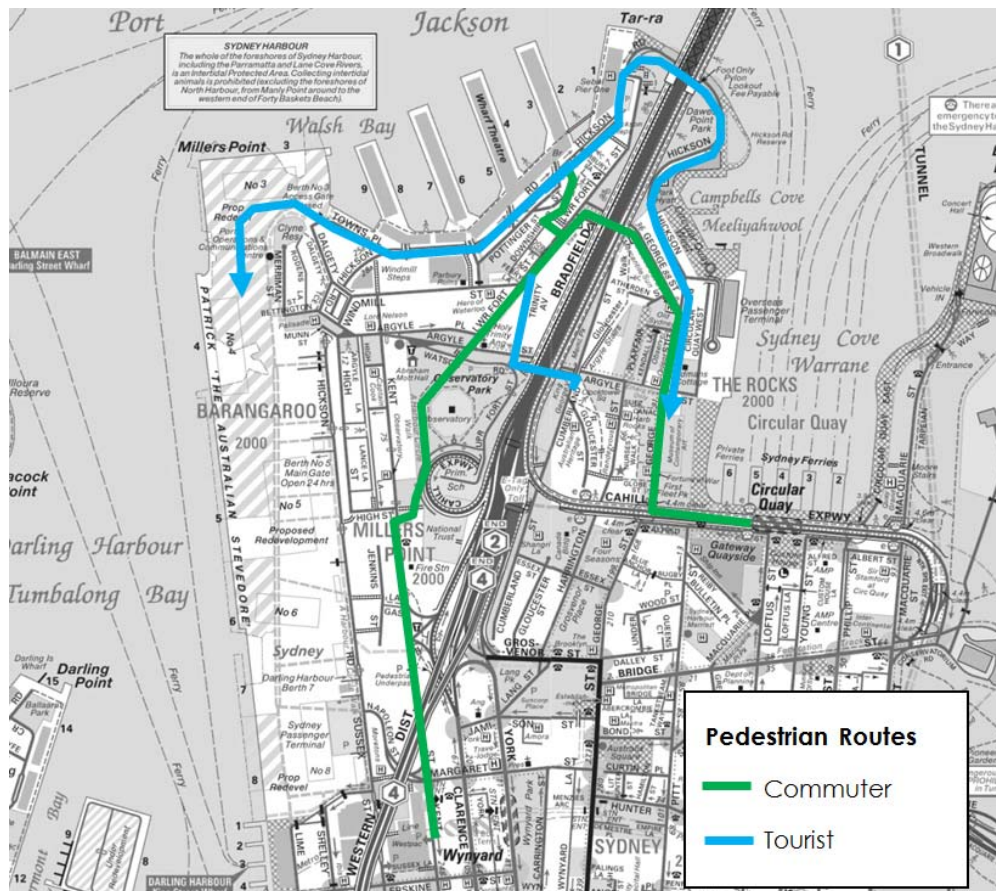


Figure 11: Key Pedestrian Routes

Wayfinding

A well considered and executed wayfinding strategy will be developed during the detailed design phase to enhance the existing entries to the Walsh Bay Arts Precinct, establish visible, ceremonial gateways and enhance accessibility from the greater site area. Wayfinding elements will be integrated into the public domain and structural elements, whilst being sympathetic to the industrial and working heritage of the precinct. The following principles will guide the development of the wayfinding strategy:

- Establish a legible wayfinding strategy which is highly visible, clear and informative.
- Mark precinct entries with precinct signage.
- Locate highly visible wayfinding and information signage at each precinct entry.
- Enhance the public domain and its unique location as a desirable destination to come back to time and time again.
- Improve physical and visual site connections by clearing existing entries of vehicular and loading infrastructure.
- Recognise the Walsh Bay Arts Precinct as a key destination on Sydney's cultural ribbon.
- Utilise digital technology, such as social media, free wifi and smartphone apps, to raise awareness of the precinct, facilitate navigation to it and encourage visitors to linger and return.
- Interpret the unique industrial character of the site through varied and dynamic means - integration with structure, signage, digital storytelling.
- Create precinct signage and interpretive elements that are finely detailed, integrated and enduring.

Improved wayfinding signage will be needed along the above key routes to and from the site, including tourist routes between The Rocks and Barangaroo and from the Harbour Bridge walkways and more direct routes between the key transport nodes. It is envisaged that signage at key transport nodes and along relevant routes would be integrated with other CBD wayfinding signage including finger boards, plinths and the like. Any focal point mapping prepared for the Sydney CBD should include the Walsh Bay Arts Precinct or another appropriate name that is recognisable to patrons.

Recent discussions with City of Sydney indicate that a CBD wayfinding strategy is currently being prepared by TfNSW as part of the SCCAS and that the Walsh Bay Arts Precinct should be incorporated into the strategy accordingly.

Bicycles

There are existing bicycle shoulder lanes on Hickson Road. The Barangaroo Integrated Transport Plan proposes that these shoulder lanes will be upgraded or replaced with a separated bicycle path to connect to Darling Harbour and Walsh Bay, as an alternative to the foreshore path.

While the WBAP concept does not extend to Hickson Road, on-site bicycle parking facilities will be provided and additional on-street bicycle parking will be provided to complement the existing racks on Hickson Road. The redeveloped site is anticipated to accommodate an overall workforce of 500 staff and performers on-site at any one time and a seating capacity of 1,800

seats. Given this, the TMAP suggests a future overall bicycle provision of up to 20 spaces, assuming a mode share of up to 5% for staff and 1% for visitors.

The TMAP recommends that 25 secure bicycle parking spaces be provided on-site to cater for staff and performer demands, ideally with shower and locker facilities to service the broader precinct. In addition, the TMAP recommends up to five bicycle racks be provided in addition to the seven existing in the Hickson road Reserve, resulting in a total of 12 racks altogether providing parking for 24 bicycles. The number and location of racks will be determined in consultation with the Central Sydney Traffic and Transport Committee.

Taxis and Pick up/Drop off Facilities

Demand for taxi and hire car services to and from the precinct is likely to increase as a result of the redevelopment. The TMAP recommends that an improved and expanded taxi rank facility (+2 spaces) be provided on Hickson Road abutting the site. In the short term, these facilities would be provided through changes to existing parking restriction signage. In the longer term, high-quality facilities could be incorporated into the streetscape design recommended by the Harbour Village North Public Domain Study.

Similarly, enhanced pick-up and drop-off facilities for private vehicles are recommended in the immediate vicinity of the site. The TMAP recommends that two additional pick-up/drop-off and two additional taxi zones be provided on Hickson Road.

The location of these spaces would need to be confirmed with the Central Sydney Traffic and Transport Committee. Initial advice from the City of Sydney indicates general support for the changes, subject to review as part of the SCCAS bus route implementation.

Green Travel Plan

A Green Travel Plan will be prepared for the WBAP and will include:

- a 'reach' transport goal / target to reduce private vehicle travel demand
- infrastructure to support walking, cycling, motorcycling and public transport access to the site
- programs to reduce drive-alone travel behaviour by staff, visitors and audiences
- tenant policies to reduce drive-alone travel demand at the subject site
- staff travel coordinator responsibilities
- monitoring tools and an evaluation program to document performance
- preparation of a Transport Access Guide to detail sustainable transport options for visitors to the site.

7.5.3 Traffic Impact

The ability for the site to generate traffic is limited through not providing on-site car parking. As a result, the TMAP finds that the site is anticipated to generate up to 120 vehicle movements during the site peak hour (2 vehicles per minute), which will not coincide with the road network peak hour. The TMAP further notes that the peak traffic generation from the Walsh Bay Arts Precinct is anticipated to occur during the early evening (i.e. after 6:00pm) and as such, is not

anticipated to coincide with the road network or Barangaroo peak traffic generating periods, stating that:

Given that the surrounding road network has been designed to accommodate the future traffic generation of the Barangaroo development during the road network peak hour, it is anticipated that the same network will be more than capable of accommodating the traffic generation from the subject site outside of the road network peak hour. It is further noted that the overall traffic generation from the site will be negligible when compared to the overall traffic generated by the Barangaroo site.

7.5.4 Loading Facilities

As noted in Section 5.7, a new loading facility will be provided on Pier 2/3 which will complement the existing loading facility on Wharf 4/5 and the on-street loading provisions. The loading facility will be able to accommodate vehicles up to MRV (8.8m) entering and exiting the site in a forward direction.

7.5.5 Mitigation Measures

The following mitigation measures will be undertaken in relation to transport and traffic:

- A Green Travel Plan will be prepared and adopted which will detail measures to reduce private vehicle travel to the site and encourage the use of active and sustainable transport modes
- Arts NSW will work with TfNSW and City of Sydney to ensure the current development of a wayfinding strategy for the Sydney CBD incorporates appropriate signage and other measures to assist access to Walsh Bay.
- Provision will be made for 25 bicycle spaces on site and associated end-of-trip facilities for use by staff and performers at Walsh Bay.
- Arts NSW will liaise with the Central Sydney Traffic and Transport Committee to provide for expanded pick-up/drop-off area and taxi facility along Hickson Road.
- Provision will be made for an upgraded loading facility within Pier 2/3 which will be able to accommodate vehicles up to MRV (8.8m) entering and exiting the site in a forward direction.

7.6 Impacts on Harbour Uses

A Maritime Facilities Report has been prepared by Royal Haskoning DHV and is provided at Appendix 15. In terms of potential impacts on harbour uses, the report does not identify any adverse impacts and notes as follows:

Since the closure of Walsh Bay as a commercial port in the 1970s, the waterway area around these wharves has been little used. The waterway is exposed to considerable vessel wash of both long and short period waves and thus has not been much used for mooring of small craft. The deck heights are not suitable for the discharge of passengers from small vessels including cruise vessels. Thus alienation of the waterfront by construction of new overwater structures will have negligible negative impacts.

There will be some positive benefits to the land-based users of the Harbour, insofar as access to the water will be significantly improved. Sightseeing, festival day and night viewing (New Year's Eve) and also land-water interactions will all be enriched. (Care will be required in design to ensure all users remain safe.)

The report also includes a detailed analysis of the maritime facilities that are proposed to be constructed and makes recommendations to ensure safety and durability of all infrastructure. These matters will be taken into account in the detailed design phase.

7.7 Marine Environment

A Marine and Groundwater Assessment has been prepared by Jacobs SKM to address the potential impacts of the development on terrestrial and marine environments. The assessment describes the existing environment, details potential impacts of the proposed works, and recommends mitigation measures. A copy of the report is provided at Appendix 13.

Walsh Bay occurs within a highly urbanised catchment with a history of industrial and commercial uses. The marine environment is affected by its landuse history which has resulted in the prevalence of contaminated sediments, sometimes poor water quality and relatively few sensitive habitats or species within the Bay.

The current marine and groundwater environment of Walsh Bay was characterised by a detailed literature review. The environment was found to be indicative of a highly disturbed, urban catchment which does not sustain species, populations, or communities of threatened species.

An assessment of the impact of the Walsh Bay Arts Precinct on the marine and groundwater environment is provided in Table 11. It indicates that the proposed redevelopment is expected to have a low impact on the environment provided that appropriate mitigation measures are in place.

Table 11: Potential Impacts on Marine and Groundwater Environment

Parameter	Nature of Impact	Significance of Impact	Assessment
Water Quality	<p><i>Construction</i></p> <ul style="list-style-type: none"> ▪ Gross pollutants from the construction site (including litter and construction materials) ▪ Disturbance of existing contaminated building materials ▪ Mobilisation of contaminated sediments from pile installation ▪ Increased turbidity from sediment disturbance ▪ Spills from chemicals and/or plant and machinery ▪ Leaching of contaminants and tannins from existing and new construction materials ▪ Runoff from sediment and/or construction stockpiles <p><i>Operation</i></p> <ul style="list-style-type: none"> ▪ Gross pollutants entering the water from increased visitors ▪ Leaching of contaminants from new construction materials 	Moderate	Water quality may be impacted during the construction and operation of the proposed redevelopment. Mitigation measures should be implemented to minimise the impact of resuspended sediments, gross pollutants and spills and contamination from construction materials

Parameter	Nature of Impact	Significance of Impact	Assessment
	<ul style="list-style-type: none"> Increase in boating-related pollution from higher visitation and berthing 		
Ecology – Marine Vegetation/Habitat	<p><i>Construction</i></p> <ul style="list-style-type: none"> Reduction of extent of marine vegetation from smothering by resuspended sediments and increased pollutants Removal from construction activities and maintenance (pile replacement) Loss of habitat for species which roost within the existing buildings <p><i>Operation</i></p> <ul style="list-style-type: none"> Shading of habitat-forming marine algae and seagrasses Loss of marine vegetation through increase in gross pollutants or leaching of contaminants from new construction materials Change in habitat structure with new piles and pontoons providing new/barren vertical surfaces for colonisation – increased risk of colonisation by marine pest species 	Low	<p>Construction and operation of the proposed development is not likely to impact seagrasses or algae. Seagrass habitat is not known to occur in Walsh Bay.</p> <p>Shading of marine vegetation is unlikely. Existing habitat observed on Walsh Bay berthing pontoon is not expected to be impacted as the pontoon will not be replaced or removed. New piles and pontoons will provide additional vertical surfaces for colonisation</p> <p>The construction may facilitate the colonisation or spread of the invasive <i>Caulerpa taxifolia</i>.</p>
Ecology – Threatened Species, Populations, communities	<p><i>Construction</i></p> <ul style="list-style-type: none"> Change in community composition, structure and function resulting from change in water quality Change in behaviour of biota Fatalities and injuries from pile driving <p><i>Operation</i></p> <ul style="list-style-type: none"> Increase in terrestrial pest species Decline in species abundance and diversity through reduced water quality 	Low-moderate	<p>No threatened species, populations or communities have been recorded in the project footprint.</p> <p><i>Aquatic Biota</i></p> <p>Direct impacts of the proposed redevelopment through the removal of aquatic species or destruction of habitat is unlikely. However potential impacts to water quality may affect sessile resident species or passing mobile species. Threatened species have a low-moderate likelihood of occurrence in the project vicinity.</p> <p><i>Terrestrial Biota</i></p> <p>Four threatened species have been recorded in the vicinity of the Project area in high numbers; the Powerful Owl, the Eastern Bent-wing Bat, the Southern Myotis and the Grey-headed Flying Fox. All species are flying fauna. Only the Southern Myotis has been known to roost in buildings, tunnels and caves, typically in high numbers. The existing building may provide habitat for the threatened Southern Myotis.</p>
Sediments	<p><i>Construction</i></p> <ul style="list-style-type: none"> Contamination of sediments from construction- 	Low	The proposed development is not

Parameter	Nature of Impact	Significance of Impact	Assessment
	<p>related spills</p> <ul style="list-style-type: none"> ▪ Increase in gross pollutants ▪ Mobilisation and suspension of contaminated sediments <p><i>Operation</i></p> <ul style="list-style-type: none"> ▪ Increase in gross pollutants ▪ Increase in boating-related pollution from higher visitation and berthing 		<p>expected to cause significant contamination to sediments provided appropriate control measures are in place. Sediment contamination is evident in Sydney Harbour with organic contaminants often exceeding guidelines.</p>
Groundwater	<ul style="list-style-type: none"> ▪ Contamination of groundwater or decline in quality ▪ Penetration of groundwater sources ▪ Impacts to groundwater users ▪ Change in groundwater flow direction and rates 	Unlikely	<p>Groundwater impacts are expected to minimal provided the appropriate controls are in place to contain surface chemicals. The Project does not include the extraction of groundwater. The nearest groundwater users (>3km) will not be impacted. No groundwater dependent ecosystems occur within or near the Project area. All works penetrating the ground surface will impact on the groundwater source. This impact will be negligible in context of the extant conditions.</p>

7.7.1 Mitigation Measures

Water Quality/Sediments

- Appropriate silt curtains and oil absorbent booms to contain run-off, gross pollutants, sediment and other pollutants will surround the project area to reduce potential impacts and eliminate the water quality decline outside the project area
- Routine monitoring of water quality and visual checks are will be undertaken in order to identify and manage water quality impacts if they arise
- Silt-generating activities (such as pile driving) will be restricted during adverse weather and wave conditions which may hamper the effectiveness of the silt curtain
- Gross pollutants will be regularly removed from the water
- Appropriate construction material will be used which minimise the leaching of pollutants into the waterway
- Stockpiling of construction material will be kept clear of the waterway and away from stormwater drains
- Surface waters (stormwater) will be directed away from building materials and stockpiles.
- Chemicals, if used, will be stored in an appropriately bunded containment area

- Spill kits will be made available on site and staff trained in spill management
- Any water to be discharged into the harbour will comply with the *Protection of the Environment Operations Act 1997*, any Sydney Water Corporation's Trade Waste Agreement and/or City of Sydney Council's water quality requirements
- Appropriate waste removal facilities (rubbish bins) or management to minimise visitor-related gross pollution will be provided. These practices will align with local, state and federal waste minimisation legislation and environmental standards.
- General wastes will be sorted into landfill, green and recyclables and removed off-site by a general waste contractor. Contaminated liquid and solid wastes will be contained in sealed containers in an allocated area for appropriate disposal off-site.

Ecology

As the proposed project will not directly harm marine flora or fauna, indirect impacts can be managed through the mitigation measures recommended for water quality

- The proposed project may facilitate the spread of *Caulerpa taxifolia* through ground disturbance and provision on new habitat. Measures to remove *Caulerpa* safely in the event it is discovered will be implemented (such as the application of salt). NSW Department of Primary Industries will be consulted regarding control measures.
- Consideration will be given to restricting pile driving to short durations (<30 mins) to minimise the impact of underwater noise depending on the frequency. Work will be suspended if marine mammals or threatened species occur within a predetermined exclusion zone. A noise model can identify the exclusion zone by determining the distance sound waves will travel. Stand-down procedures will be developed in the event large marine fauna are observed in the zone.

7.8 Contamination

JBS&G was engaged by Arts NSW to prepare a Phase 1 Environmental Site Assessment (ESA) for the WBAP project. A copy of the report is attached at Appendix 11. The objectives of the Phase 1 are to characterise the potential contamination at the site through:

- documenting the history of the site to identify areas of potential environmental concern and contaminants of potential concern associated with the current and former landuses;
- conducting a detailed inspection of current site conditions and surrounding land uses to identify potential on and off-site sources of site contamination; and
- drawing conclusions regarding the likely suitability of the site from a contamination viewpoint, for the proposed land use, or make recommendations to enable such conclusions to be drawn.

The investigation was conducted in general accordance with relevant guidelines made or endorsed by the NSW Environment Protection Authority (NSW EPA).

7.8.1 Key Findings

Summary of key findings are as follows:

- Historical information indicates that the existing Pier 2/3, Wharf 4/5 and shore shed buildings were constructed circa 1910, however the alignment of the existing built structures and seawall are consistent with earlier versions of the Walsh Bay wharves in operation as early as 1890.
- While current use of the site is considered to have negligible potential for contamination of land and sea, the site was previously used as part of the Walsh Bay Wharves shipping facility. This former use, in combination with the location of the site in the central inner city indicated that heavy metals, organochlorine pesticides (OCPs), polychlorinated biphenyls (PCBs), polycyclic aromatic hydrocarbons (PAHs), total petroleum hydrocarbons (TPH) and asbestos were contaminants of potential concern (COPCs) in soil and sediments;
- Limited soil sampling results were available from the land based area of the site adjacent to Pier 2/3 (HLA 1996) which encountered a 1m thick layer of fill in this location underlying the surface concrete slab (600 mm thick). Laboratory analysis of fill from this location was reported to contain low concentrations of TPH, PAHs, heavy metals and OCPs.
- These conditions suggest that while the presence of contaminated fill in the surrounding area has been widely documented, the potential for contamination in fill materials on the site is low.
- With respect to contaminated sediments in the seabed, review of current studies has indicated that impacts present in sediments across the Sydney Harbour area include heavy metals, PAHs, TPH, OCPs and PCBs. These impacts would be expected within the seabed portion of the site, however the impacts are considered not to be attributable to the current use of the site.
- Seawater in the vicinity of the site is likely to be impacted with heavy metals and bacteriological contaminants however this consistent within impacts across the entire the Sydney Harbour and are considered not to be attributable to the current use of the site.

7.8.2 Assessment

Potential contaminants in soil at the site do not appear to represent a potential human health risk for continued commercial use of the site, and associated arts/cultural uses. While the surrounding area is known to be underlain by fill that is potentially impacted with a range of common urban contaminants, the available sample results have indicated fill at the southern end of the site is not impacted. Furthermore the site is not founded wholly on land but is largely supported on piers installed into the seabed. As such the site is considered suitable without the need for further assessment or remediation.

With respect to harbor sediments, given that disturbances to the seabed based on the proposed pile installation method are anticipated to be minimal, it is also considered that no direct exposure pathways to potentially contaminated sediments will exist following site redevelopment. Harbour sediment will remain separated from site users under a water column of at least 6m.

With respect to potential exposure to seawater, as associated with use of the proposed Water Steps, it is considered that general exposure to harbor water is safe, subject to adherence to

standard NSW EPA guidance on swimming after rainfall, and current NSW fisheries advice relating to fishing in Sydney Harbour.

Based on the above findings, from a contaminated site perspective, there appears to be no unacceptable risk with use of the site for continued commercial use, and associated arts/cultural use, under the proposed Concept Design.

It is however considered that completion of the proposed redevelopment works may provide the opportunity for construction site personnel to be exposed to fill, sediment and sweater at the site. It is therefore recommended that a construction environmental management plan (CEMP) is prepared for implementation during the redevelopment works. The CEMP should be cognisant of the harbourside location of the works and should be adequate to protect the health and safety of the construction site staff and the surrounding marine environment.

Subject to implementation of the CEMP during any redevelopment works in line accordance with the recommendations of this report the site is considered suitable for the proposed Concept Design and use.

7.8.3 Mitigation Measures

A CEMP will be prepared for implementation during the redevelopment works. The CEMP will be cognisant of the harbourside location of the works and will be adequate to protect the health and safety of the construction site staff and the surrounding marine environment.

The CEMP will be prepared by a suitably qualified environmental consultant and will as a minimum address the following:

- Implementation of works in the vicinity of asbestos, lead based paint, SMF and PCBs within the existing buildings in accordance with the Hazardous Materials Assessment;
- Minimising the potential exposure of construction site workers to fill and sediments through use of appropriate personal protection equipment (PPE) throughout the redevelopment works;
- Requirements for installation of sediment and erosions controls on land (silt fences, hay bales etc.) and sea (silt fences, booms) prior to the commencement of any works. Sediment and erosion controls should be consistent with the requirements of 'Managing Urban Stormwater; Soils and Construction – Volume 1 – 4th Edition' Landcom NSW Government 2004 (Landcom 2004);
- Procedures to minimise the potential for disturbance of acid sulfate soils during proposed pile replacement works and installation of new piles;
- Procedures to prevent the generation of dust and odours within and external to the construction site;
- Procedures to prevent discharges from the construction site directly into the Harbour;
- A monitoring program to ensure that uncontrolled releases to the environment are not occurring and exposure to the construction site workforce are acceptable; and
- Contingencies in the event that the monitoring results indicate that the redevelopment activities may result in adverse impacts to humane health or the environment.

7.9 Drainage, Flooding, Climate Change and Sea Level Rise

7.9.1 Drainage

Advice regarding the drainage concept for the site has been provided by ARUP (refer Appendix 17). A schematic of the stormwater drainage concept for the WBAP is shown below.

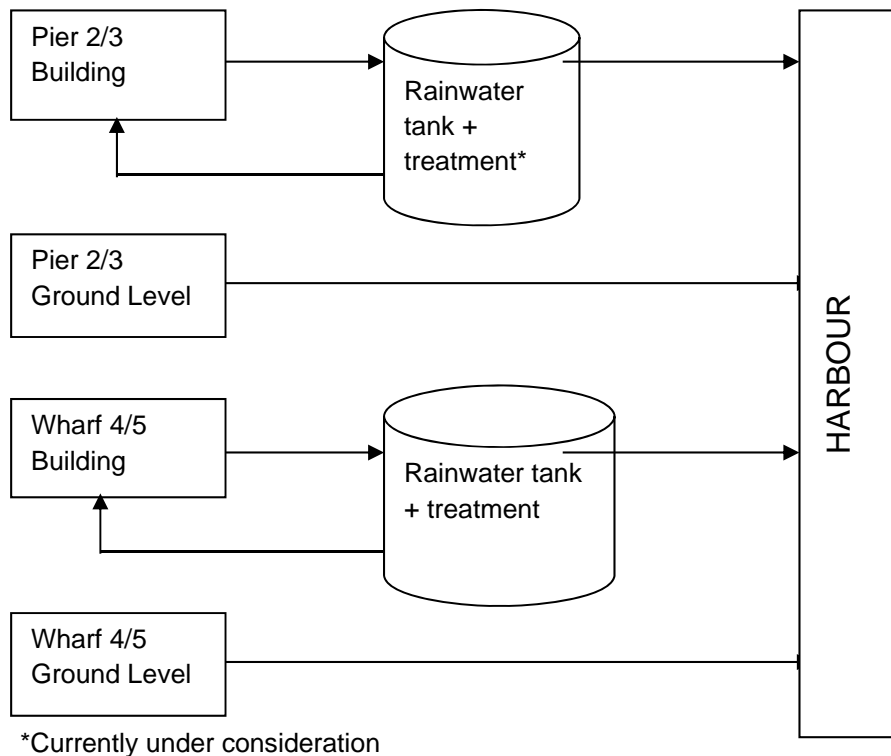


Figure 12: Schematic of stormwater drainage concept

Given the proximity of the site to the harbour, it is not proposed to provide On Site Detention (OSD) within the development, as OSD is not beneficial in reducing peak overland flows from the wider catchment when located at the downstream end of the catchment. In addition, given that the site is effectively 100% impermeable in both the pre and post-development scenario, the peak flow from the development is anticipated to be unchanged from existing.

There is currently a rainwater harvesting tank collecting roof drainage from Wharf 4/5. Overflow from the rainwater tank is discharged to the harbour. This arrangement will be retained by the proposed re-development. Rainwater harvesting and reuse for toilet flushing, irrigation and wash down is currently being considered for Pier 2/3. Intercepting and treating roof water runoff for reuse as described will aid in improving the water quality of the development's discharge to the harbour.

Given the site is located predominantly on a pier, there is limited opportunity for landscape-based water sensitive urban design treatments such as bioretention/raingardens, and for incorporating in-ground proprietary treatment measures such as gross pollutant traps/continuous deflecting separator units. These measures are therefore not proposed for the development.

The wharf site is currently impervious and will remain impervious, and no change to groundwater conditions is anticipated.

7.9.2 Flooding

Given its harbour frontage, the site is not located within a floodplain. Local overland flows will be conveyed along Hickson Road. Existing drainage capacities and performance in Hickson Road are at present unknown. It is understood that the City of Sydney has commissioned a flood study for the City Area catchment, of which the site forms part. The study is nearing completion, and it is proposed that the results of this study will be taken into account when undertaking the detailed design and as part of the Stage 2 SSDA.

Wharf 4/5 comprises fit out works only, and therefore there are no proposed changes to entrance thresholds. Pier 2/3 will be subject to flows from rainfall falling directly on the site only, and therefore entrances will not be subject to flooding.

7.9.3 Climate Change and Sea Level Rise

Based on the City of Sydney Floodplain Management Policy, the estimated sea level rise in 2050 is 40cm from 2009 levels, rising to 90cm in 2100. Haskoning Australia (refer Appendix 15) has undertaken a preliminary estimate of water levels at the end of the project's design life, that is, 50 years from an assumed date of construction of 2019, as shown in Table 12.

Table 12: Water Levels at Walsh Bay after sea level rise

Level	Chart Datum (metres)	AHD (metres)	Comment
Wharf 4 Apron Deck	4.3	3.4	Requires confirmation
Waterfront Square	2.9	2.0	Requires confirmation
Design Storm Water Level	2.9	2.0	Based on 1974 storms (100yr) ARI
Highest Astronomic Tide	2.7	1.8	Occurs once a year
Spring High Tide	2.2	1.3	Occurs two or three days a year
Mean High Water Neaps	2.0	1.1	The lowest level of all high tides. Equalled twice a day
Mean Sea Level	1.6	0.7	
Spring Low Tide	1.0	0.1	
Chart Datum	0.0	-0.925	Datum for all navigation charts and the tidal predictions
Wave Crest Level at Spring Tide	2.6	1.7	Wave crest at spring high tide and wash-wave 700mm high

With the current deck level proposal at RL 2.0m AHD, this is equal to the maximum stormwater level plus sea level rise at 50 years after the structure is built. Haskoning note that the depths of inundation of the various low level steps will increase, and some modifications, including possible closures of some of the steps and alterations to handrails and safety rails may be required in the future. However, the main floor level is considered satisfactory.

7.10 Site Suitability

Having regard to the characteristics of the Walsh Bay Arts Precinct site and its location to the north of the Sydney CBD and adjacent to the harbour, the proposal is considered suitable for the site as it:

- is capable of being developed in a manner that will minimise impacts to the natural, historical, and environmental qualities of the Walsh Bay Wharves and the surrounding area;
- will only result in only minor environmental impacts that can be appropriately managed and mitigated;
- is strategically located along the 'Cultural Ribbon', as envisaged in the City of Sydney's Sustainable Sydney 2030 document and the draft Metropolitan Strategy.
- will be served by a high frequency bus corridor as foreshadowed in the Sydney City Centre Access Strategy
- enhances the site's waterfront setting, enabling greater public access to the foreshore and to experience a wider range of arts and cultural offerings in an iconic setting

7.11 Public Interest

The Walsh Bay Arts Precinct redevelopment is considered to be in the public interest as it will:

- enhance Sydney's reputation as a globally competitive city and as a major arts and cultural destination;
- create public open space and linkages across the 'Arts and Cultural Ribbon' by providing the community with new spaces for outdoor events, entertainment and leisure activities;
- make accessible Walsh Bay, and ensure life and sustainability to valuable heritage assets;
- meet Sydney's arts and cultural needs for the 21st Century by modernising the facilities at Wharf 4/5 and providing new facilities in Pier 2/3 to facilitate the creation of world class performances and experiences, and to ensure Australia's pre-eminent companies are able to compete with their national and international peers; and
- stimulate increased public participation and tourism engagement in NSW cultural and heritage attractions, delivering direct and indirect economic benefits to the State.

8. SUMMARY OF MITIGATION MEASURES

MITIGATION MEASURES

NOISE

Indoor Noise Sources

- For evening and night periods; windows will be closed when noise generating activities are being undertaken.
- Alternative ventilation will be provided to these spaces to allow them to operate in a 'sealed' manner.
- The new elements of building fabric (glazing, etc.) will be specified in order to ensure the noise targets are achieved.

Outdoor Noise Sources

Noise levels from outdoor events within Waterfront Square will be monitored to ensure it is controlled to within the INP2000 requirements at the neighbouring noise sensitive receivers.

Monitoring throughout events will be undertaken in conjunction with limiters on equipment. To assist in this the following noise levels at 10 metres should be used as guidance;

- Day (0700-1800) - 81dBA at 10 metres
- Evening (1800-2200) - 78dBA at 10 metres
- Night (2200-0700) - 77dBA at 10 metres

Further to this, community consultation and complaint handling processes implemented by the event organisers to mitigate any adverse impacts on the surrounding environment will be required. These may include:

- Engaging the local community during the organisation process
- Providing a complaints hotline to quickly manage complaints.

Traffic Noise

Noise from vehicular movements on the project site will be controlled via a management strategy including:

- controlling the time of use of the loading dock
- controlling the number of vehicles on the site simultaneously
- recommending the use of broadband ("quacker") reversing alarms on all vehicles where possible from an OH&S perspective.

Plant Equipment Noise

Acoustic mitigation measures will be included in any new equipment located internally and on the Pier 2/3 roof. These measures may include, but are not limited to:

- Relocating equipment
- Careful selection of equipment
- Noise barriers
- Acoustic louvres
- Acoustic absorption
- Lined duct

- Attenuators.

TRAFFIC

- A Green Travel Plan will be prepared and adopted which will detail measures to reduce private vehicle travel to the site and encourage the use of active and sustainable transport modes
- Arts NSW will work with TfNSW and City of Sydney to ensure the current development of a wayfinding strategy for the Sydney CBD incorporates appropriate signage and other measures to assist access to Walsh Bay.
- Provision will be made for 25 bicycle spaces on site and associated end-of-trip facilities for use by staff and performers at Walsh Bay.
- Arts NSW will liaise with the Central Sydney Traffic and Transport Committee to provide for expanded pick-up/drop-off area and taxi facility along Hickson Road.
- Provision will be made for an upgraded loading facility within Pier 2/3 which will be able to accommodate vehicles up to MRV (8.8m) entering and exiting the site in a forward direction.

MARITIME FACILITIES – WATERFRONT SQUARE

- The Waterfront Square will be designed having regard to the recommendations in the advice provided by Haskoning dated 3 April 2014 and provided at Appendix 15 to this EIS.

MARINE AND GROUNDWATER

Water Quality/Sediments

- Appropriate silt curtains and oil absorbent booms to contain run-off, gross pollutants, sediment and other pollutants will surround the project area to reduce potential impacts and eliminate the water quality decline outside the project area
- Routine monitoring of water quality and visual checks will be undertaken in order to identify and manage water quality impacts if they arise
- Silt-generating activities (such as pile driving) will be restricted during adverse weather and wave conditions which may hamper the effectiveness of the silt curtain
- Gross pollutants will be regularly removed from the water
- Appropriate construction material will be used which minimise the leaching of pollutants into the waterway
- Stockpiling of construction material will be kept clear of the waterway and away from stormwater drains
- Surface waters (stormwater) will be directed away from building materials and stockpiles.
- Chemicals, if used, will be stored in an appropriately bunded containment area
- Spill kits will be made available on site and staff trained in spill management
- Any water to be discharged into the harbour must comply with the *Protection of the Environment Operations Act 1997*, any Sydney Water Corporation's Trade Waste Agreement and/or City of Sydney Council's water quality requirements
- Appropriate waste removal facilities (rubbish bins) or management will be provided to minimise visitor-related gross pollution. These practices will align with local, state and federal waste minimisation legislation and environmental standards.
- General wastes will be sorted into landfill, green and recyclables and removed off-site by a general waste contractor. Contaminated liquid and solid wastes will be contained in sealed containers in an allocated area for appropriate disposal off-site.

Ecology

- Measures to remove *Caulerpa taxifolia* safely in the event it is discovered will be implemented. NSW Department of Primary Industries will be consulted regarding control measures
- Consideration will be given to restricting pile driving to short durations (<30 mins) to minimise the impact of underwater noise depending on the frequency. Work will be suspended if marine mammals or threatened species occur within a predetermined exclusion zone. Stand-down procedures will be developed in the event large marine fauna are observed in the zone.

CONTAMINATION

A Construction Environmental Management Plan (CEMP) will be prepared for implementation during the redevelopment works. The CEMP will be cognisant of the harbourside location of the works and will be adequate to protect the health and safety of the construction site staff and the surrounding marine environment.

The CEMP will be prepared by a suitably qualified environmental consultant and will as a minimum address the following:

- Implementation of works in the vicinity of asbestos, lead based paint, SMF and PCBs within the existing buildings in accordance with the Hazardous Materials Assessment;
- Minimising the potential exposure of construction site workers to fill and sediments through use of appropriate personal protection equipment (PPE) throughout the redevelopment works;
- Requirements for installation of sediment and erosions controls on land (silt fences, hay bales etc.) and sea (silt fences, booms) prior to the commencement of any works. Sediment and erosion controls should be consistent with the requirements of 'Managing Urban Stormwater; Soils and Construction – Volume 1 – 4th Edition' Landcom NSW Government 2004 (Landcom 2004);
- Procedures to minimise the potential for disturbance of acid sulfate soils during proposed pile replacement works and installation of new piles;
- Procedures to prevent the generation of dust and odours within and external to the construction site;
- Procedures to prevent discharges from the construction site directly into the Harbour;
- A monitoring program to ensure that uncontrolled releases to the environment are not occurring and exposure to the construction site workforce are acceptable; and
- Contingencies in the event that the monitoring results indicate that the redevelopment activities may result in adverse impacts to humane health or the environment.

9. JUSTIFICATION AND CONCLUSION

9.1 Justification for WBAP

Pier 2/3 is the last remaining undeveloped Pier in Sydney and is the proposed new home for Australian Chamber Orchestra, Bell Shakespeare and Australian Theatre for Young People.

The Walsh Bay Arts Precinct is recognised as the 'rough diamond' in its prime harbour front location. Over a number of years, various proposals for the ongoing development of Walsh Bay have been prepared, particularly since the redevelopment of Wharf 4/5 in the 1980s, and the construction of Sydney Theatre in the mid-1990s. A range of opportunities have been examined by successive Governments, each recognising the social and cultural value that could be captured by the adaptive re-use and occupancy of Pier 2/3.

Private sector investors have also recognised the needs and opportunities and have presented unsolicited proposals for Government consideration. To date, no single cohesive and strategic vision for the site has been adopted.

A number of identified needs and drivers have led to the development of the WBAP concept. These include:

- the Precinct's potential is not realised, negating opportunities for a range of socio-economic benefits;
- the current physical conditions and design of the facilities (particularly Pier 2/3) do not support the operational, commercial and artistic needs of current and future resident arts companies; and
- NSW's arts and cultural offering cannot develop and compete internationally or nationally, without provision of new and improved facilities for premier arts organisations.

While the award-winning redevelopment of Wharf 4/5 in the mid-1980s began the culture-led regeneration of the broader Walsh Bay area in the early 2000s, the Wharf 4/5 facilities are now over 30 years old, and are in urgent need of renewal and upgrade. Critical Work Health and Safety issues, inefficient space and outdated equipment and facilities must be upgraded for the premier companies to remain competitive.

Pier 2/3 also needs a sensitive adaptive re-use to accommodate three new companies and meet all required performance, rehearsal, production and company requirements. The retention of over half the ground floor space in its 'raw' heritage state will enable the holding of an exciting array of commercial and arts events.

However, critical cultural, visitation and tourist objectives will not be achieved by simply accommodating three new companies in Pier 2/3 and upgrading Wharf 4/5. For the Walsh Bay Arts Precinct to realise its full potential to become a world class arts hub, this redevelopment must include dynamic and flexible event spaces, a rich layer of complementary commercial offerings and a new heart – a major new waterfront square between the Piers. It will become an innovative external platform for collaborative performances, festivals, public art, cafés, restaurants and community activities.

The importance of the urban renewal of Walsh Bay is recognised in several key strategic planning documents, most recently in the State Plan: NSW 2021 – A plan to make NSW Number One. The State Plan presents a clear intention to capture the economic and social benefits of urban renewal in and around Walsh Bay.

A key target action is to 'complete the development of a world class arts and cultural precinct at Walsh Bay.' As recognised in the State Infrastructure Strategy (December 2012), completion of the Walsh Bay Arts Precinct is 'the Government's priority arts project'. It is also noted that with the release of the Walsh Bay Arts Precinct Master Plan (November 2013), there is a growing public awareness and interest in the project.

The social and economic benefits that result from a redeveloped Walsh Bay include direct and indirect use values (value attributable to the visitation and enjoyment of the area by local, interstate and international visitors), as well as the more intangible benefits derived from the intrinsic and existence value.

Having regard to the broader context, with the Barangaroo development underway, the activation of the Harbour's western waterfront, from the Opera House to Pyrmont will be realised progressively from 2015 through 2018. Headland Park, Barangaroo is adjacent to Walsh Bay and will be completed in the next 2-3 years. This presents an opportunity for the Walsh Bay Arts Precinct to capitalise on the significant increase in local, interstate and international visitors that will be drawn to the area in the first years following commissioning and operation of these adjacent sites. Synergies with public transport and urban design solutions, complementary cultural activities and events and governance and operational efficiencies can also be explored and secured.

9.2 Ecologically Sustainable Development

The EP&A Regulation lists four principles of ecologically sustainable development to be considered in assessing a project. They are:

- The precautionary principle;
- Intergenerational equity;
- Conservation of biological diversity and ecological integrity; and
- Improved valuation and pricing of environmental resources.

9.2.1 Precautionary Principle

The precautionary principle provides that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. The precautionary principle requires careful evaluation of potential environmental impacts in order to avoid, wherever practicable, serious or irreversible damage to the environment.

This EIS has not identified any serious threat of irreversible damage to the environment as a result of the WBAP and therefore the precautionary principle is not relevant to the proposal.

9.2.2 Intergenerational equity

Inter-generational equity seeks to ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations.

The proposal has been designed to benefit both the existing and future generations by providing for the long term viable adaptive reuse of Wharf 4/5, Pier 2/3 and associated public domain which are part of the broader Walsh Bay Wharves Precinct which is identified as having heritage significance for the state. The proposal will also provide significant public domain which will greatly enhance public access and enjoyment of the precinct by current and future generations.

9.2.3 Conservation of biological diversity and ecological integrity

The principle of biological diversity upholds that the conservation of biological diversity and ecological integrity should be a fundamental consideration. As discussed in Section 7.7, the proposal will not have any significant effect on the biological diversity and ecological integrity of the site or surrounds. The area is highly urbanised and modified and does not contain any significant biodiversity or ecological elements.

9.2.4 Improved valuation, pricing and incentive mechanisms

The principles of improved valuation and pricing of environmental resources requires consideration of all environmental resources which may be affected by a proposal, including air, water, land and living things. As demonstrated throughout this EIS, the project will have significant social, economic and environmental benefits. Mitigation measures will be put in place to ensure environmental resources are protected. Sustainability initiatives will be incorporated into the design and operation of the various elements of the project as well as during the construction phase. Further detail regarding sustainability initiatives will be provided in the Stage 2 SSDA.

9.3 Conclusion

This Stage 1 SSDA seeks “in principle” approval for the overall WBAP concept only. It will be followed by one or more detailed SSDAs for the construction of the public domain, building alterations and specific uses. The purpose of this concept SSDA is to provide an overview of the project and potential impacts across the precinct, and to establish a framework for the future detailed design, land use and construction works required to deliver the proposed WBAP project.

The WBAP concept comprises the following key elements:

- The introduction of new public domain, comprising a public square between Pier 2/3 and Wharf 4/5 for multipurpose use as well as steps down to the waterway
- A series of stairs and balconies designed as a contemporary interpretation of the original gantries reflecting the precinct’s former industrial heritage
- The inclusion of flexible and adaptable spaces in Pier 2/3 and Wharf 4/5 for a large range of arts and cultural activities
- Modification to the roof of Pier 2/3 to provide adequate acoustics for the Australian Chamber Orchestra auditorium.

- Use of the precinct for arts festivals, events and pop ups as well as a range of activating uses such as restaurants, cafes and bars

The new arts precinct at Walsh Bay is intended to expand and strengthen the existing cluster of cultural institutions and attractions along Sydney's "Arts and Cultural Ribbon. The arts and cultural program within the WBAP will complement the other cultural initiatives in surrounding areas, including those proposed at nearby Barangaroo (currently under development). Fundamental to the WBAP concept is the recognition that the wharves' unique location and distinctive heritage architecture provide significant opportunities for place making.

This EIS has demonstrated that the proposed development will have minimal adverse environmental effects and where impacts do occur appropriate measures can be adopted to mitigate these impacts. Given the significant public benefits of the project to both the local and wider community of Sydney as well as visitors to the city, it is requested that the Minister approve the State Significant Development Application under Section 89E of the EP&A Act.

10. REFERENCES

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