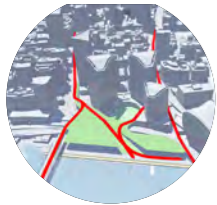


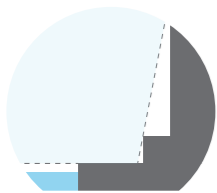
### Scale relationship to Pyrmont Bridge

- Address the bulk and massing of the podium and the relationship with Pyrmont Bridge



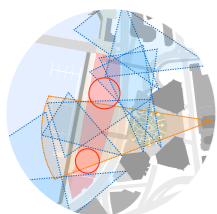
### Pedestrian linkages

- Provide a clear explanation of key linkages and connectivity
- Provide a clear explanation of pedestrian movements
- The required descent within the building footprint from the land bridge to the waterline of nominally 4 storeys is potentially highly conflicted
- Pedestrian connections must be at the grade of the existing main Pyrmont Bridge bridge deck



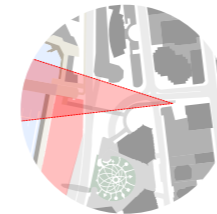
### Podium setback

- The net width of public access between the development and the water must be greater or equal to the existing
- Concern was raised that no spatial provision has been made for outdoor dining
- Outdoor dining should not impinge on the clear right of way of pedestrians
- To preserve sun access and sky view, no overhanging of the public domain should be supported



### Private View sharing

- Address view sharing impacts to nearby properties



### Public views and vistas

- Address view sharing impacts to the public domain and surrounding vistas
- Comment was made that the large commercial tower will result in significant visual impact
- Concern was raised that views will be lost from Druitt Street
- Concern was raised that views will be lost from Market Street
- The development does not consider the impacts on the visual landscape of the area



### Public benefit

Demonstrate that the public benefits such as:

- pedestrian linkages
- the new park
- open landscape an public domain
- connectivity between the city and darling harbour arising from the proposal are sufficient to justify the proposed scale of the development



### Heritage impacts on Pyrmont Bridge

- The proposed pedestrian bridge extending from Market Street/Darling Park over the eastern section of the Pyrmont Bridge does not acknowledge the form and fabric of the bridge
- Any pedestrian link to Pyrmont Bridge must be physically/structurally separated to the bridge structure

## 2.2 Design Review Process

Following receipt of the submissions made during the public exhibition of the original submission, a broad design panel with extensive expertise in Planning, Urban Design, Architecture, Landscape Design, Pedestrian Modelling and Public Space curation was convened.

The design panel included the following organisations:

Architecture and Urban Design	fjmt
Urban Design Peer Review	Tony Caro Architecture
Public Domain	Aspect Studio
Urban Planning	Ethos Urban
Public art and cultural contribution	Future City
Technology integration	Arup Digital
Pedestrian Modelling	Arup, Space Syntax



Fig. 28. Photographs of design review meeting

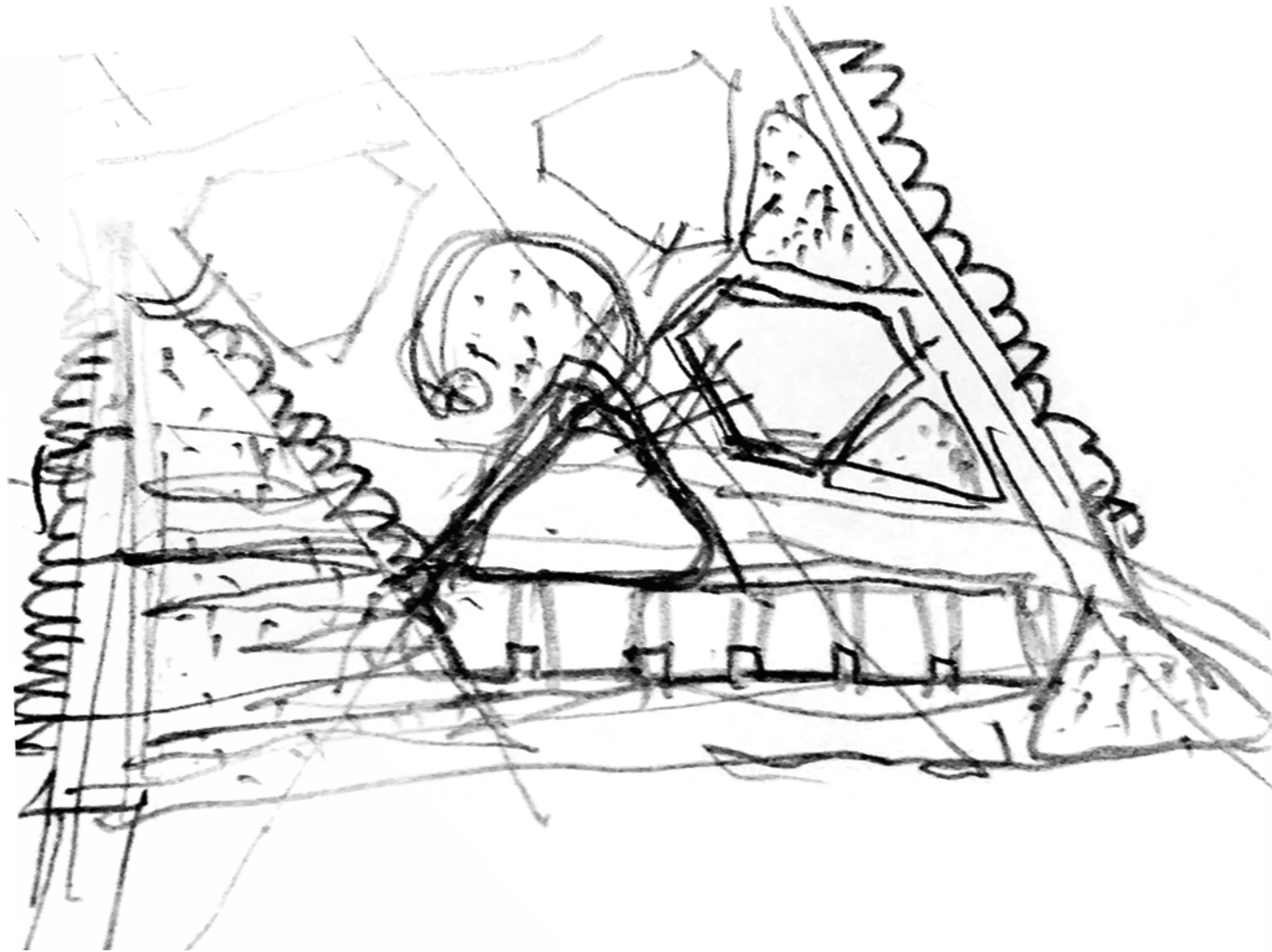


Fig. 29. Collaborative sketch from design review meeting

A series of workshops were held to review the original vision, the submissions received, proposed design changes and to establish revised design principles going forward.

#### Initial 'Discover' meetings

##### **Workshop 1 – 6th April**

Consultant Briefing

Response to Submissions Review

##### **Workshop 2 – 12th April**

Design & Development Vision Testing

##### **Workshop 3 – 19th April**

Site Constraints & Initial Principles Preparation

#### 'Define' Series to create new solutions

##### **27th April**

Arup – Placemaking Workshop 01

FJMT – Design Workshop 04 (Progress design with FJMT/Aspect/Elton/FutureCity)

##### **4th May**

FJMT – Design Workshop 05 (Additional consultants as required, structure, etc)

##### **11th May**

Arup – Placemaking Workshop 02

FJMT – Design Workshop 06 (Additional consultants as required, structure, etc)

#### PNSW concept presentation

**22nd May** – Concept presentation

**13th June** – Concept presentation

**10th July** – Concept presentation

**23rd August** – Concept presentation

## 2.3 Key Design Changes

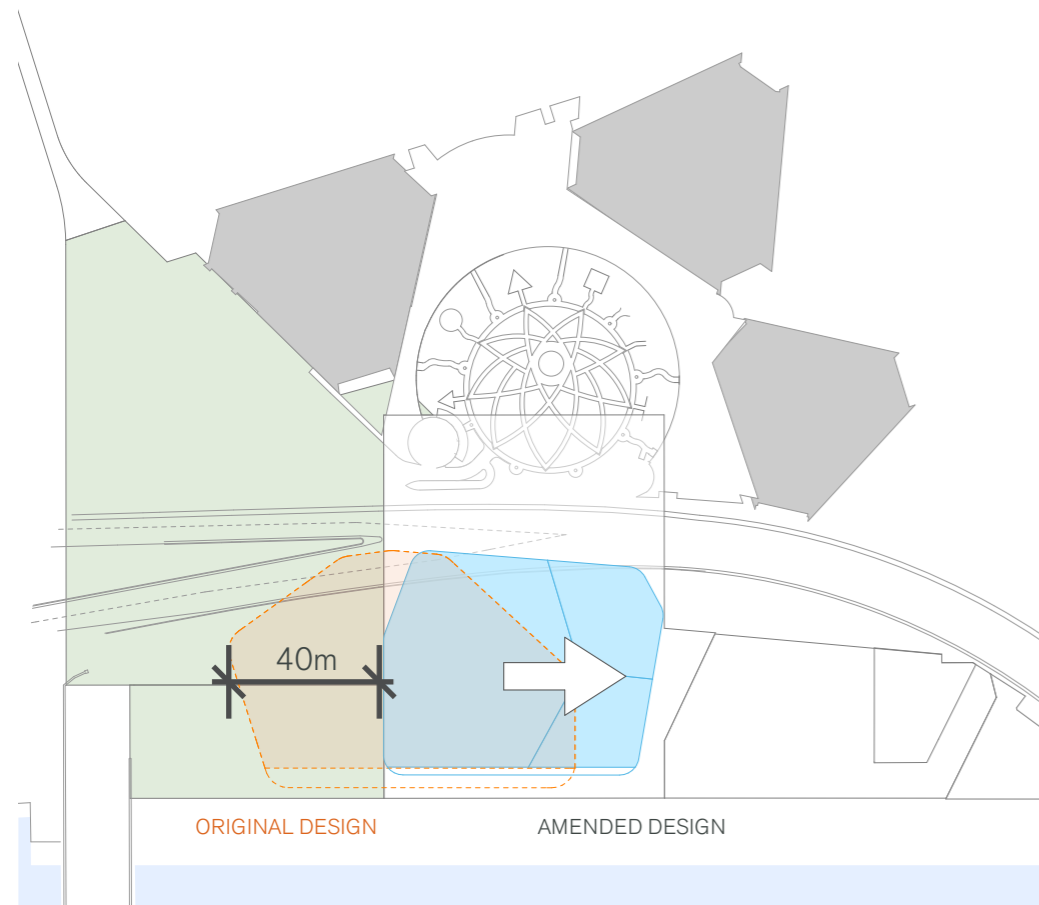
This section describes 10 key moves that have been made to the concept proposal to address the design based submission made to the original concept. Section 3 elaborates on the revised scheme and proposes new and enhanced design principles proposed for the project.

By designing from the ground up and focusing on public benefits, a series of key design changes were adopted. These changes are detailed below.

### 1. Tower Moved South

The proposed tower envelope has been moved south significantly. This move consolidates the new public space to the sunny north aspect, opens up view lines from Market Street and groups the new tower with the existing Darling Park complex, improving the clarity of built and open space.

The resulting tower position ensures that truly public space with direct access from Market Street to the harbour is created. Further, the location more evenly distributes private view loss from existing and approved residential buildings on Sussex Street.



Key design issue response:

#### — Bulk and scale

The tower has been relocated to read as part of the Cockle Bay complex, no longer reading in isolation

#### — Scale relationship to Pyrmont Bridge

The proposed tower has moved a further 40m from Pyrmont Bridge, to a minimum clearance of 65m

#### — Overshadowing

The revised position of the tower reduces overshadowing on the Cockle Bay foreshore

#### — Public views and vistas

The revised location of the tower opens up public views from Market Street

#### — Clarity of public space

The revised tower location consolidates public space to the north, providing a north facing public facility

#### — Pedestrian linkages

The revised tower location separates public and private pedestrian connections to the waterfront

#### — 24 hour access

The revised tower location does not interfere with 24 hour pedestrian linkages through the public space to the waterfront

#### — Amenity of proposed new public park

The revised tower location and the consolidation of the park to the north eliminates overshadowing, enhances views and provides wind protection to the new public park

#### — Private view sharing

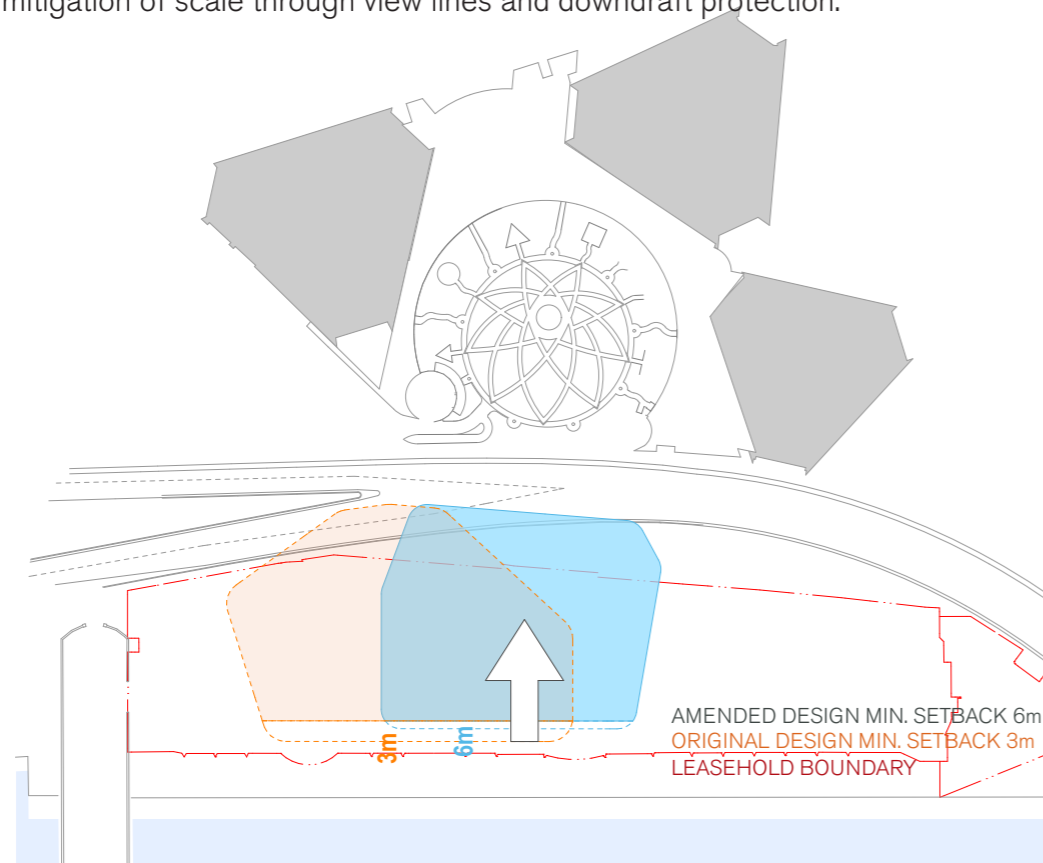
The revised tower position provides a more equitable view loss for existing and approved residential buildings on Sussex Street. Moving the tower south has more evenly balance the private view impact for residential buildings on the east side of Sussex Street behind the Darling Park complex.

## 2. Increased Tower Setbacks

Increased tower setbacks from the waterfront improve the human scale at the waterfront and better manage the microclimate such as overshadowing and wind conditions.

Setbacks from the tower to the lease line have been increased, with the design adopting the current City of Sydney DCP 2012 standard of 8m average setback and 6m minimum setback.

This is a tested method of reducing the impact of bulk and scale on the pedestrian environment through mitigation of scale through view lines and downdraft protection.



Key design issue response:

### — Human scale

Tower setback reduce the impact of the tower on the public domain with the podium providing a more human scaled lining to the ground level public domain

### — Overshadowing

The increased tower setback reduces overshadowing caused by the tower on the Cockle Bay waterfront in the period from 11:00am until 12:00am in mid winter

### — Wind

Tower setbacks provide downdraft protection for the public domain at the waterfront

### 3. Bulk (breadth) Reduced

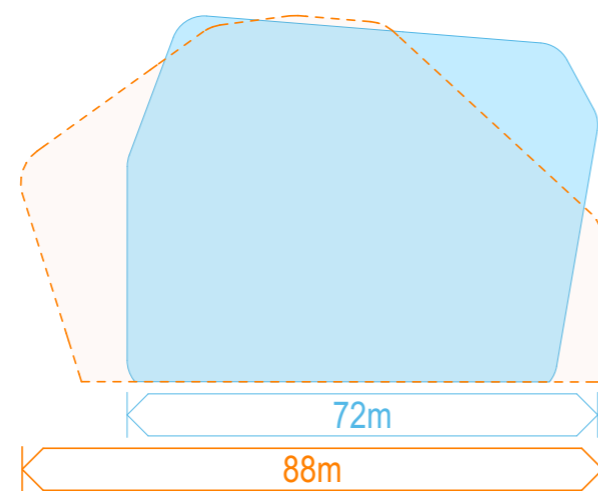
The reduction in the overall possible building envelope, in particular the breadth when viewed from the east and west, will result in a more appropriate design concept for the tower which will also have beneficial effect on the overshadowing of the proposed future Town Hall Square.

#### ORIGINAL DESIGN

Plan Area of Envelope	Peak tower floor plate area
3890m <sup>2</sup>	2350m <sup>2</sup> (GFA)

#### AMENDED DESIGN

Plan Area of Envelope	Peak tower floor plate area
3575m <sup>2</sup>	2350m <sup>2</sup> (GFA)



Key design issue response:

#### — Bulk and scale

The reduction of the building breadth has a substantial impact on the perception of building bulk. The proposed building breadth is now comparable to the existing Darling Park towers.

#### — Scale relationship to Pymont Bridge

The reduction of building breadth, combined with the move south and the grouping of the tower with the Darling Park complex, separates the building from the Pymont Bridge environs and reduces the impact of a new building near Pymont Bridge.

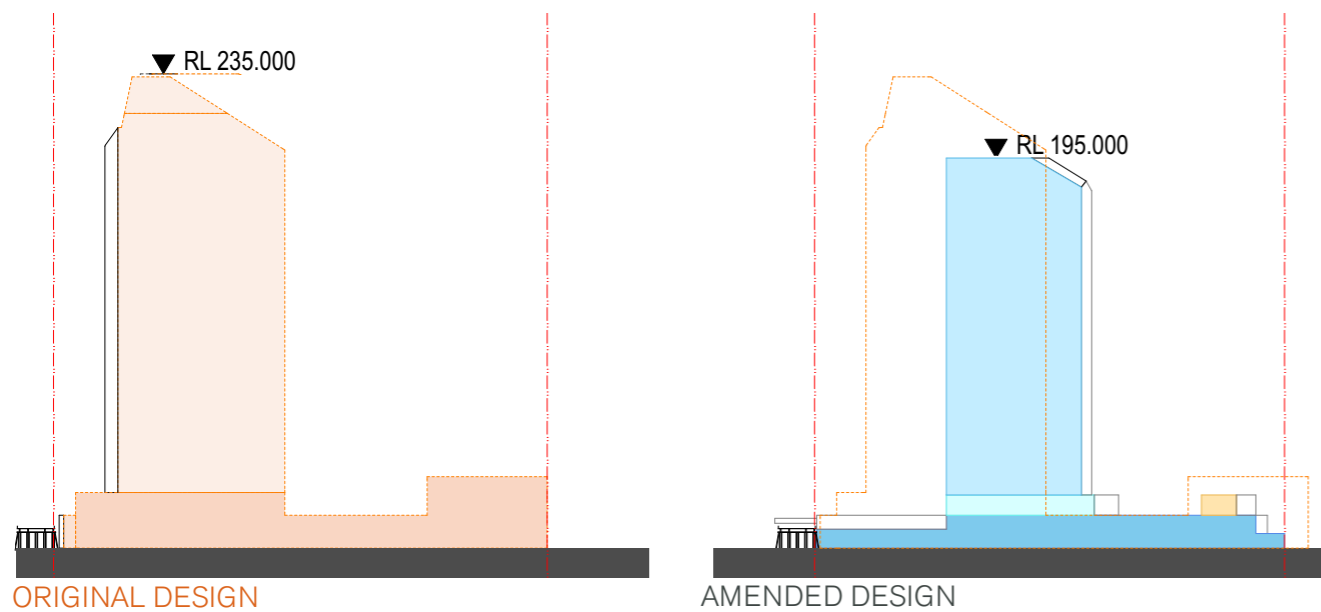
#### — Overshadowing

The reduction in breadth of the building reduces the additional overshadowing by the tower of the Cockle Bay waterfront and the proposed future Town Hall Square.

Further details on the overshadowing impact on Town Hall Square are provided in section 3 of this report and in the Solar Study included as an appendix to this report.

#### 4. Height Reduced

The maximum building height has been reduced from 235m to 195m. This 20% height reduction reduces the bulk and scale of the proposed new development and more closely relates the development to the existing Darling Park complex. It also has beneficial effects on overshadowing to the proposed future Town Hall Square.



Key design issue response:

##### — Bulk and scale

Height is a key component in the perception of bulk and scale. The combination of height and breadth reduction lead to a significant reduction in apparent bulk and scale

##### — Scale relationship to Pymont Bridge

The reduction of building height, combined with the move south and the grouping of the tower with the Darling Park complex separates the building from the Pymont Bridge environs and reduces the impact of a new building near Pymont Bridge

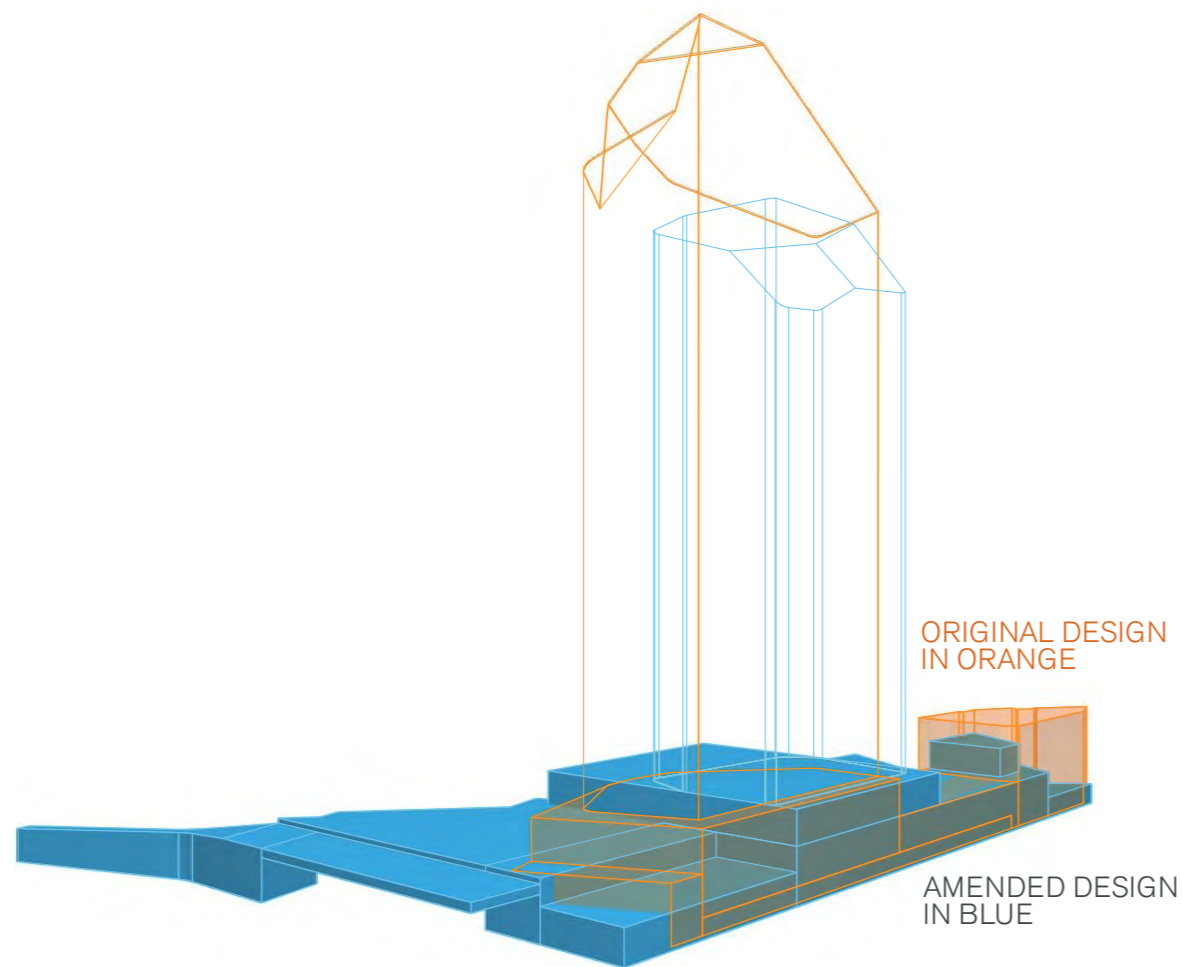
##### — Overshadowing

The reduction in height reduced the impact of overshadowing on the proposed Town Hall Square.

Further details on the overshadowing impact on Town Hall Square are provided in section 3 of this report and in the Solar Study included as an appendix to this report

## 5. Reduced Podium Scale at Pymont Bridge and Druitt Street Connections

The podium scale has been reduced at the northern end adjacent to Pymont Bridge and at the southern end at the Druitt Street footbridge arrival point. This reduction in scale opens the city toward the harbour, improves the relationship with Pymont Bridge, brings the park to the waterfront, improves solar access at the waterfront and increases podium setbacks.



Key design issue response:

### — Human scale

The reduction in scale at the north and south end of the promenade allows the waterfront space to expand and reduces the continuous length of building

### — Scale relationship to Pymont Bridge

The set down of the envelope at the north is aligned with the deck level of Pymont Bridge. This alignment set up a datum at an intermediate level for the terraced landscaping and relates the scale of the podium to the Bridge

### — Overshadowing

The reduction in podium height at the north end improves the overshadowing of the Cockle Bay waterfront at the north end of the promenade

### — Public views and vistas

The stepping down of the envelope at the northern park and the Druitt Street connection to the south opens up views and vistas from the public domain and pedestrian routes

### — Clarity of public space

The stepping down of the podium created public domain areas to the north and south and a clear podium building zone in the centre of the site

### — Pedestrian linkages

The stepping down of the envelope at locations of pedestrian connection assist with the clarity and ease of access to proposed pedestrian linkages

### — 24 hour access

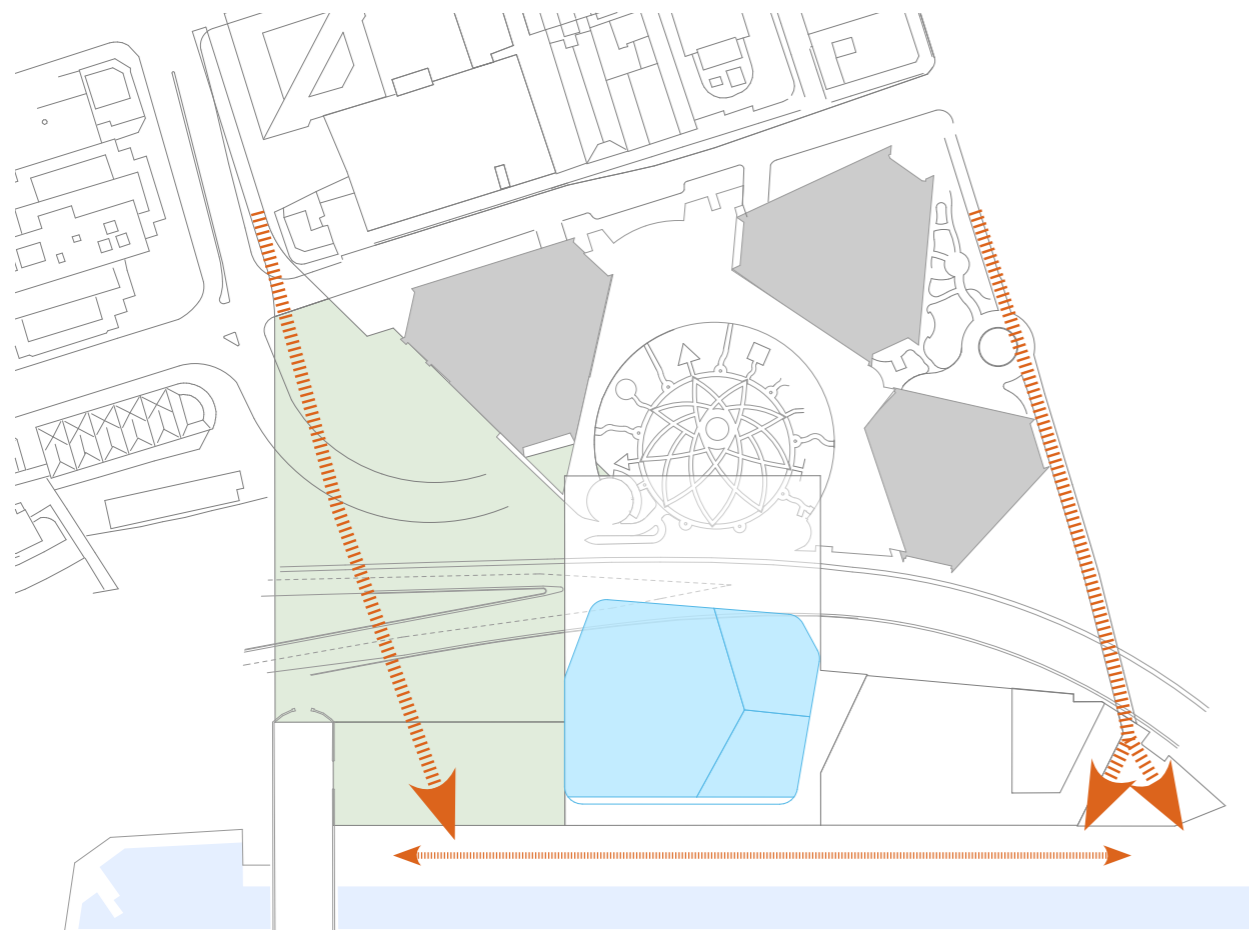
The stepping down of the envelope at location of pedestrian routes combined with the clarity of the public open space and the building areas define clear 24 hour accessible public routes

### — Podium setback

The stepping down of the envelope at the north and south provides opportunities for decompression of the public domain at the promenade creating a variety of widths and scales along the Cockle Bay waterfront

## 6. Open the City to the Harbour

The consolidation of the park to the north and the complementary opening out of the Druitt Street footbridge arrival point serve to open the city to the harbour and strengthen and clarify the linkages.



Key design issue response:

### —Public views and vistas

The strategy to open the city to the harbour through a major public space to the north and a secondary landing space at the Druitt Street connection opens up Views and vistas from Market Street and Druitt Street

### —Clarity of public space

The opening up and creation of space open to the harbour and north of the site clearly defines public space linked to city street and the waterfront, from private space linked to the new development and the Darling Park complex

### —Pedestrian linkages

Opening up routes from the city to the harbour provides clear site lines and desire lines for pedestrian movement and journeys to the harbour

### —Public benefit

Opening the city to the harbour provides an improved connection between the city to the harbour both physically and visually. People will be more likely to visit the harbour from the city and visitors to Darling Harbour are more likely to include the city in their itinerary

### —24 hour access

Opening the city to the harbour through public open space provides clarity and security of access both day and night without confusion about public vs private space

## 7. Consolidated and Clear Public Space

Public space has been consolidated into a large new sunlit public park to the north, which connects the city to the harbour, open up vistas on Market Street and steps down to the waterfront. A second area of active rooftop open space provides public enjoyment overlooking Cockle Bay with multiple programmes uses during the day, evening and during large scale events.



Key design issue response:

### —Public views and vistas

The new public park opens up vistas from Market Street to the water

### —Clarity of public space

The consolidation of public space to the north of the commercial tower provides clarity of public and private space

### —Pedestrian linkages

The consolidated public space provides clarity of pedestrian routes and linkages

### —Public benefit

The consolidation of public space into a new park to the north of the site provides an open space with high quality amenity, clear pedestrian linkages and connectivity between the CBD and Darling Harbour

### —24 hour access

The consolidation of public space and pedestrian routes away from the commercial tower provides clear 24 hour pedestrian routes between the city and the harbour

## 8. Public Park Access to the Waterfront

The new public park steps down to the waterfront through a series of steps or terraces. The minimum frontage of the interface between the terraces and the waterfront has been defined as 65m from the Pymont Bridge.



Key design issue response:

### — Human scale

A defined frontage of the public park provides for a variation in scale from the city scaled elements such as the new tower and Pymont Bridge, and the street scaled elements such as the new podium to the individual scale of gardens and pavilions.

### — Scale relationship to Pymont Bridge

The terraces will reveal the structure of Pymont Bridge back to the original buttress, with the bridge having a presence in the new garden and park areas.

### — Public views and vistas

Stepping the park assists with public views and vistas from Market street and the new park to the harbour.

### — Clarity of public space

Stepping the park to the waterfront provides clear indications of the public park areas vs the private retail areas of the podium.

### — Pedestrian linkages

Stepping the park assists with pedestrian linkages and desire lines.

### — Public benefit

Bringing the new park to the edge of the site enhances the experience from the city, from the park itself and along the waterfront. The park will provide free green space to pause and stay without the need to sit in a private retail seating area to enjoy the waterfront.

### — 24 hour access

Stepping the park to the waterfront provides clarity of 24 hour safe and accessible pedestrian routes.

### — Podium setback

Stepping the park provides variation in scale and setback along the waterfront and decompression at the ends of this busy stretch of promenade.

### — Amenity of proposed new public park

Stepping the park to the waterfront improves entry, access, activation and views from the new public park.

## 9. Upgraded Druitt Street Connection

The existing Druitt Street connection will be upgraded through the removal of the existing Spanish Steps and replaced with an arrival deck and clear connection to Darling Harbour. The new arrival deck opens up to the harbour and provides more direct connections to Cockle Bay south and the eastern Promenade. This deck will also be connected to the podium retail providing access to activation and services and food and beverage offerings for passers by.

The Druitt Street footbridge will be upgraded to become a public art experience, transforming the journey from an unpleasant necessity into one that is elevating and destinational.

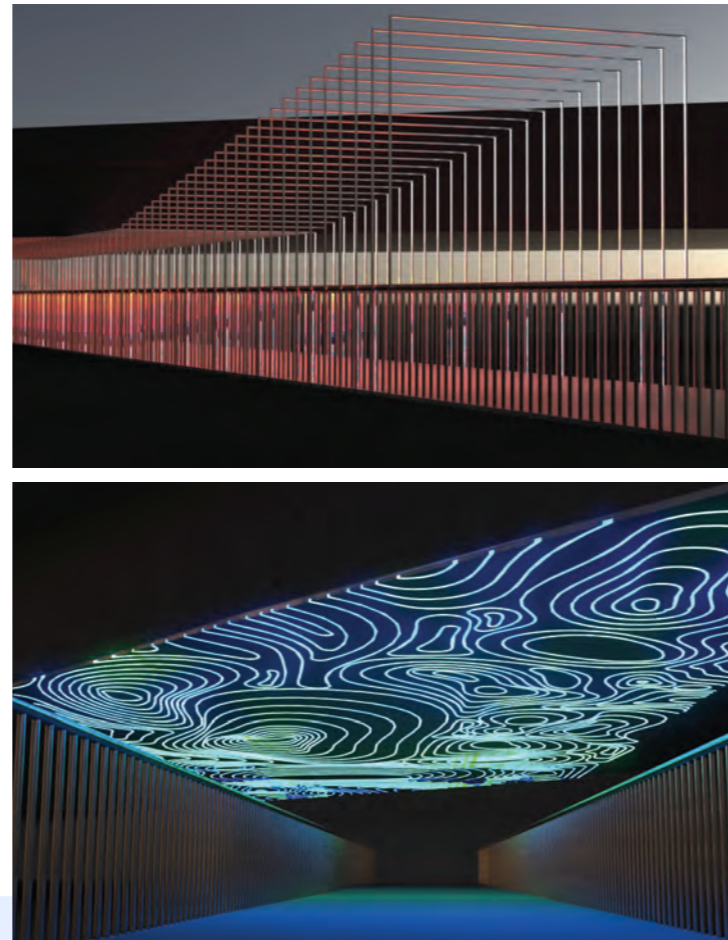
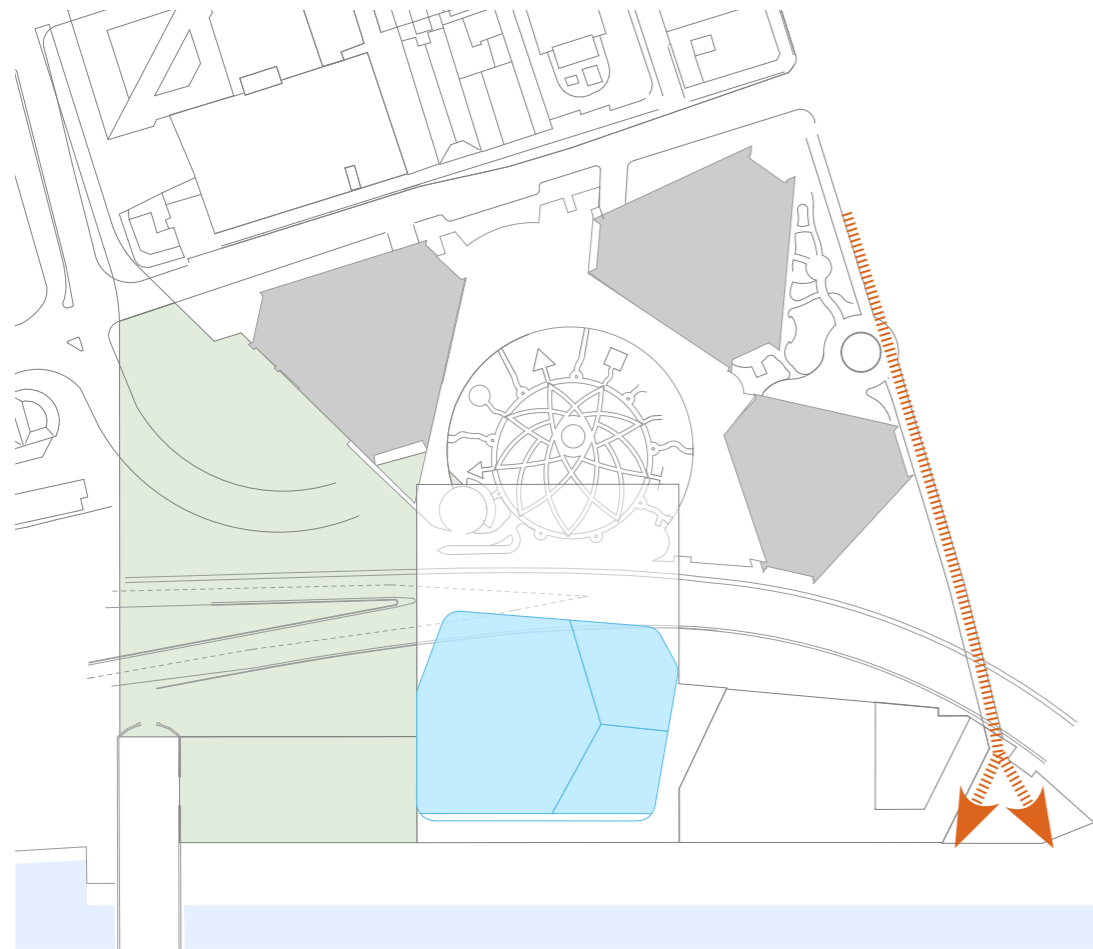


Fig. 30. Druitt Street bridge concept by Eness - example artwork

Key design issue response:

### —Public benefit

The enhancement of the pedestrian experience through opening up of views, more direct access and a destination public art programme provide significant public benefit to the Druitt Street environment

### —Public views and vistas

The opening up and creation of an arrival point at the Cockle Bay end of the Druitt Street connection improve the views and vistas along the Druitt Street pedestrian route

### —Clarity of public space

The arrival deck which opens out the harbour and provides clear connection down to the promenade is a clearly public arrival place, with access to the retail podium for services, food and beverages if desired

### —Pedestrian linkages

The enhancement of the Druitt Street experience improves pedestrian linkages and provides improved linkages into the Cockle Bay retail areas for access to services, food and beverages

### —24 hour access

The enhanced Druitt Street connect in a clearly publicly accessible and safe 24 hour access route

## 10. Integration with Crescent Garden

The northern public park has been designed to connect to the existing Crescent Garden providing a potential diagonal link from Druitt Street to Pymont Bridge and improving the accessibility of the garden for the general public.

The project tower base now engages with the Crescent Garden allowing direct internal and external integration with the Darling Park complex.



Key design issue response:

### — Public benefit

The integration with Crescent Garden provides improved public access and awareness of the gardens combined with a new diagonal link through the Darling Park precinct from Druitt Street to Pymont Bridge

### — Pedestrian linkages

The integration with Crescent Garden provides improved public access through a new diagonal link through the Darling Park precinct from Druitt Street to Pymont Bridge

### Other design changes

Other design changes which address key design issues are options for the interface with Pymont Bridge and how the building will respond to the potential future demolition of the Western Distributor.

### Pymont Bridge connection

Three options have been prepared for the Pymont Bridge interface:

— A ramped connection which allows direct access for wheelchairs, prams and bicycles to Market Street. This ramped access would have to be carefully designed to preserve the existing bridge fabric whilst reading as a separate, elegant and clearly modern addition

— A direct stair connection

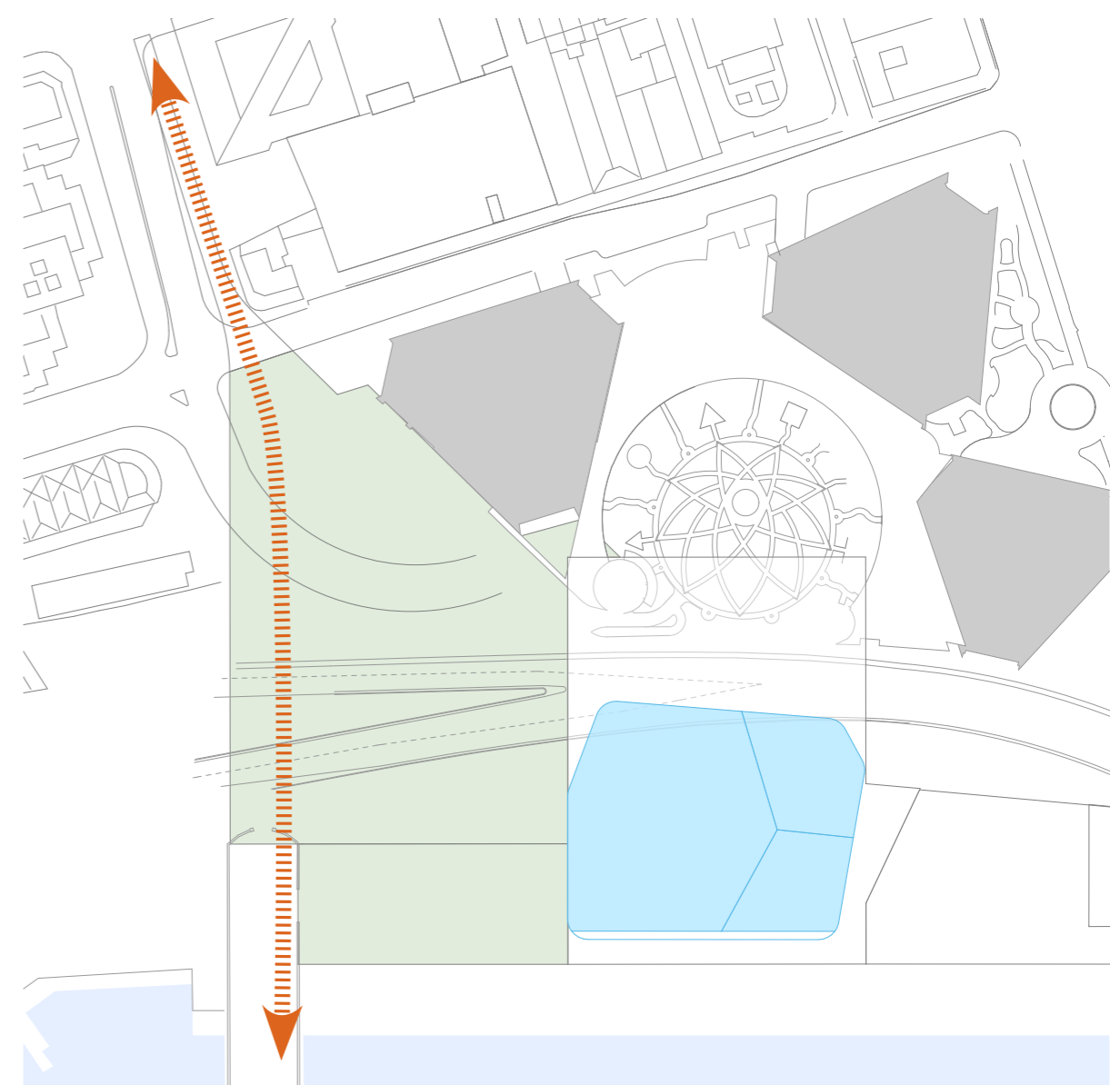
This option would provide a direct stair and escalator connection at the end of the bridge where the new buttress was constructed in the 1980s. A separate lift would be located to the side of the bridge for mobility restricted use

— Side stair connection

This option mirrors the existing condition with a stair and escalator to the side of the bridge and a lift for mobility restricted use

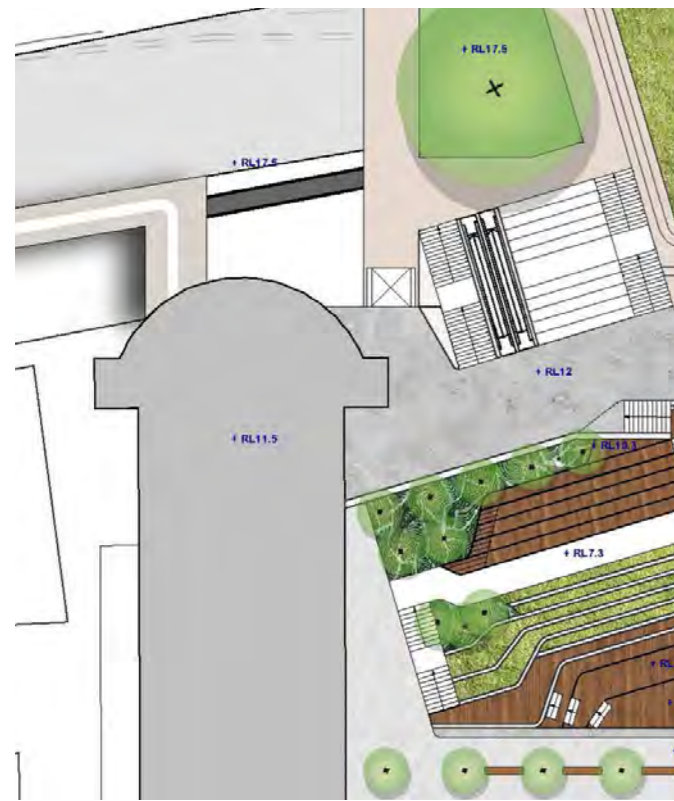
Key design issue response:

— Heritage impacts on Pymont Bridge



Pymont Bridge to Market Street connection options

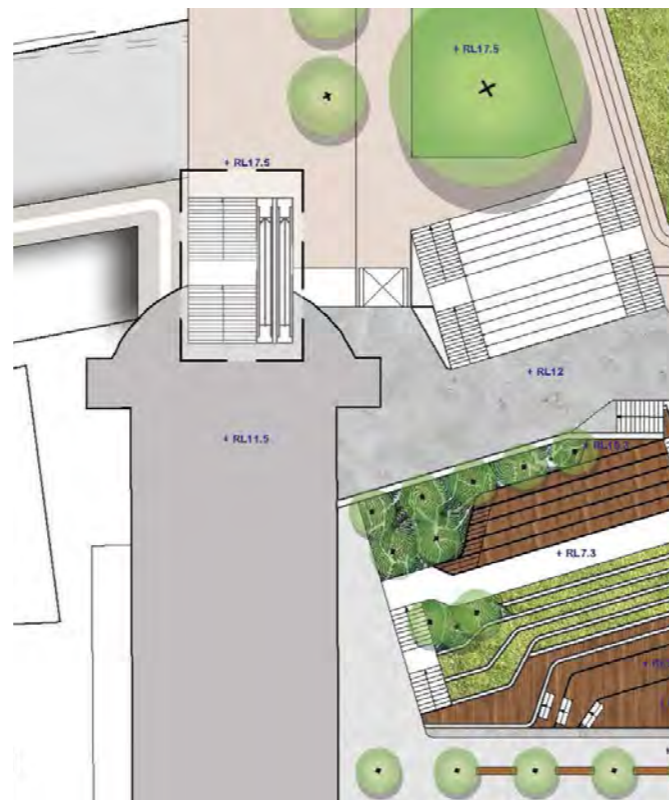
1. Lift, escalators and stairs to landing beside bridge



Pros: Minimised new building interface with heritage Bridge

Cons: Direct/Intuitive connection is not achieved

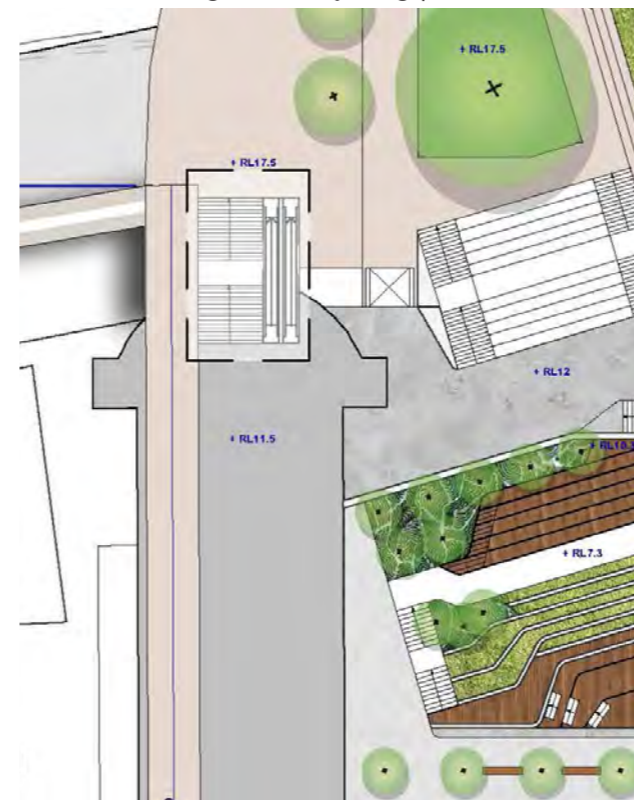
2. Stair and escalators landing on Pymont Bridge



Pros: Direct legible connectivity with wider and improved egress for event mode and day to day operation

Cons: Limited intervention on Pymont Bridge

3. 1:20 accessible ramp, 4m wide and 90-120m long with landing on Pymont Bridge. Access to King Street cycling path retained.



Pros: On grade access for prams, cyclists etc.

Cons: Greater intervention on Pymont Bridge. May result in greater pedestrian/cyclist conflict

Key design issue response:

- Heritage impacts on Pymont Bridge
- Option 2 is proposed to be adopted as it provides a reduced impact on Pymont Bridge whilst maintaining an improved direct connection to Market Street.

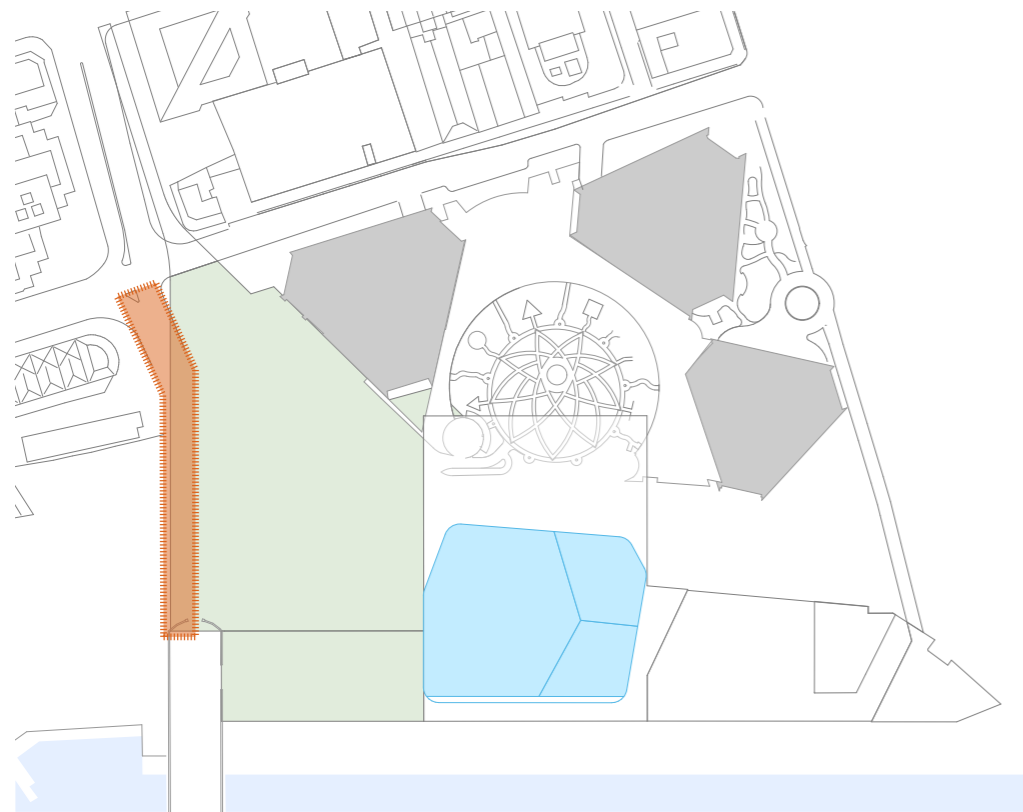
Fig. 31. Market Street connection options by ASPECT Studios (Conceptual illustration only - subject to design competition)

### Western Distributor

It remains an aspiration of the design community to one day remove the Western Distributor from the transport network. Concerns were raised that the new development may inhibit the achievement of this goal in the long run.

The drawing below illustrates that if this outcome does transpire, the project can be easily adapted to be consistent with the best case outcome of a direct link from Pymont Bridge to Market Street.

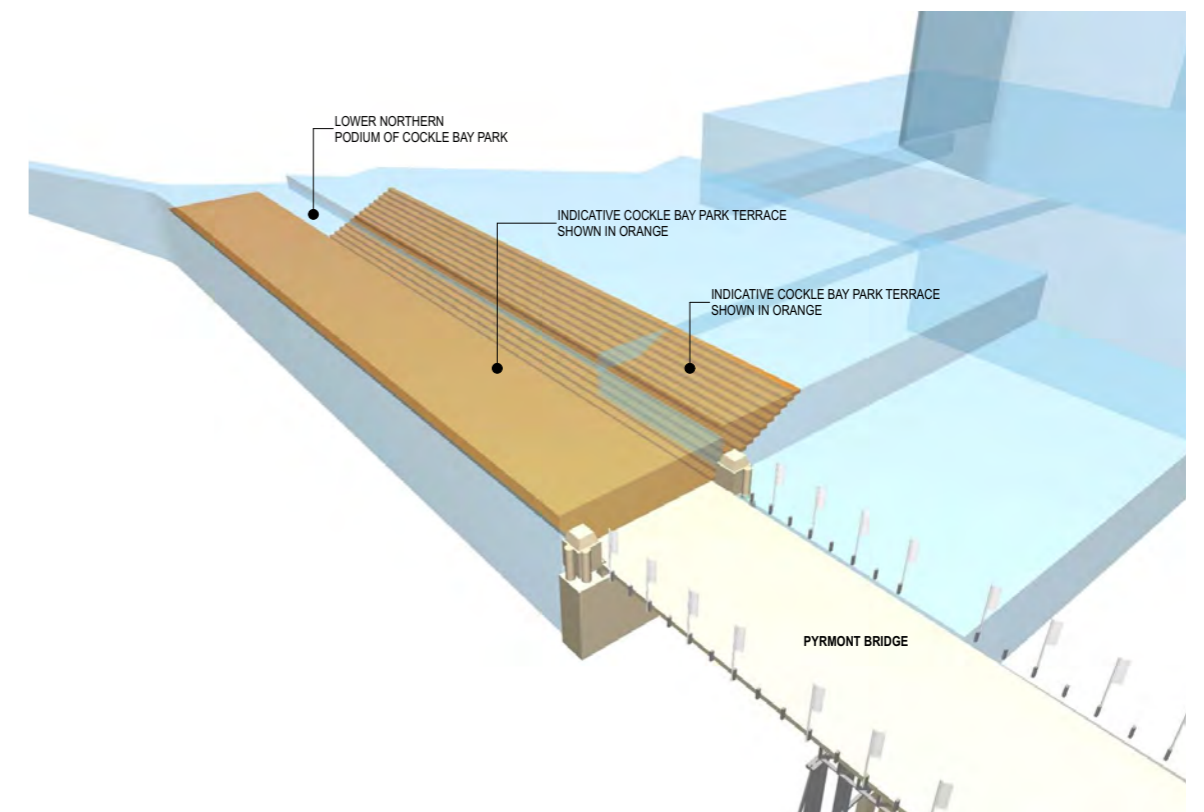
Should the Western Distributor be removed, the outcome could be developed as follows:



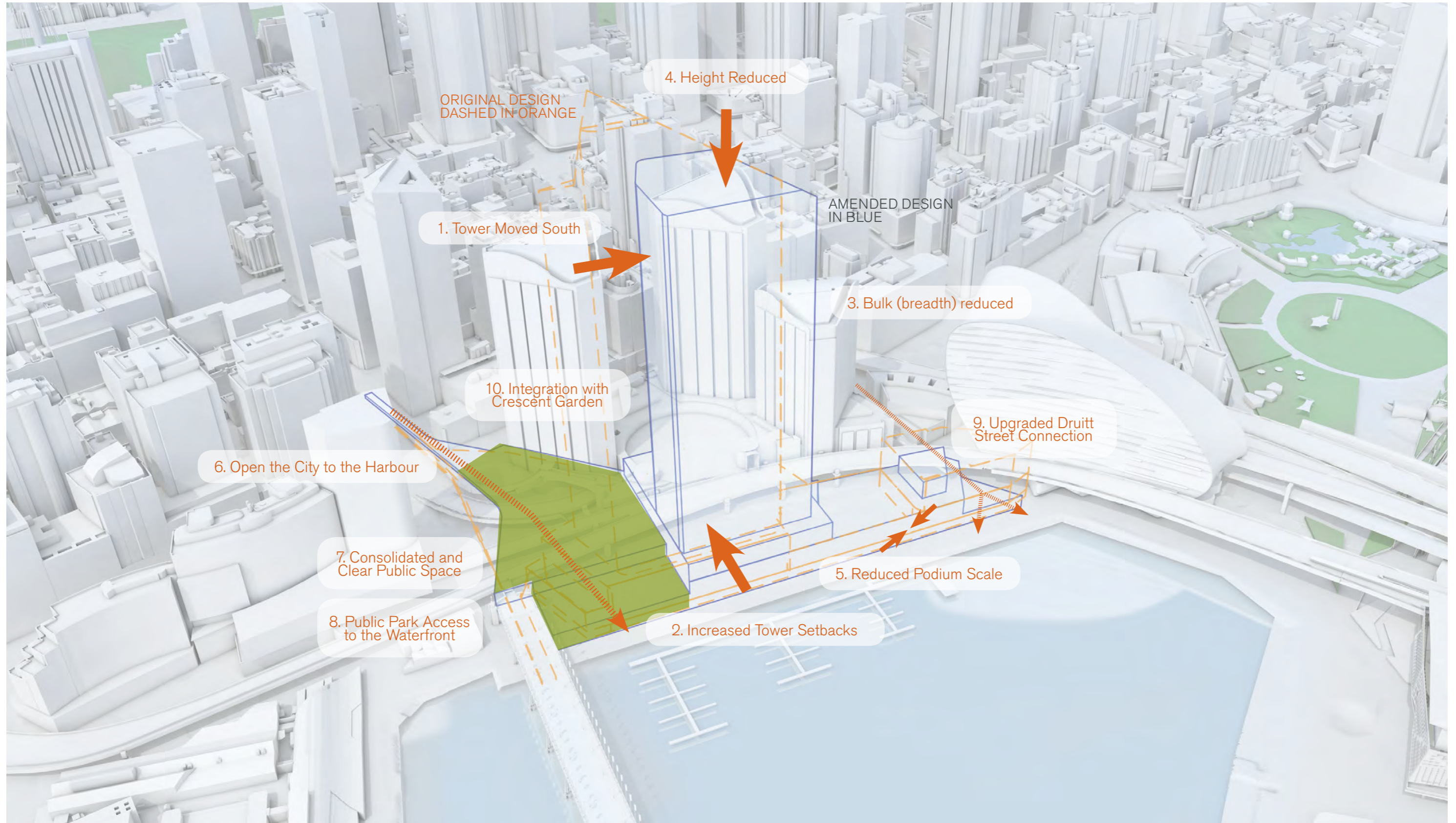
Key design issue response:

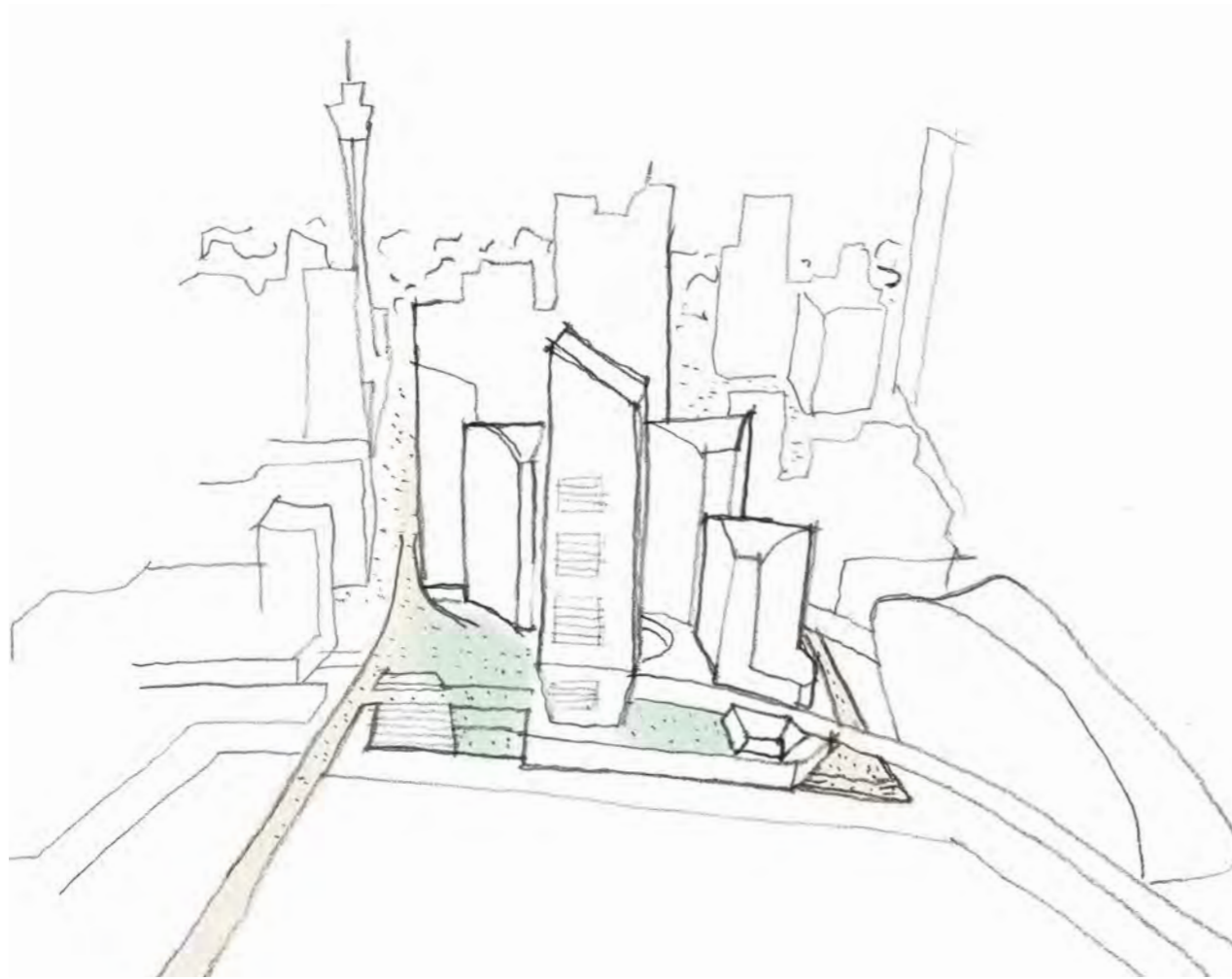
### — Relationship with the Western Distributor

The project can be adapted to take advantage of the possible future removal of the Western Distributor to provide a direct connect from Pymont Bridge to Market Street



Consolidated diagram of principal design changes





(Conceptual illustration only - subject to design competition)

## 3.0 Design Principles and Envelope

This section details the new proposed envelope which is the subject of the Development Application. Further, we set out the design principles considered to be relevant to the design and approval of future stages of development.

### 3.1 Urban Design Principles

#### Reconnect the city to the harbour

The proposal is at a key location between the retail core of the City and Darling Harbour. This connection is currently disrupted by the Western Distributor and the proposal is an opportunity to repair the urban fabric and reconnect the City to the Harbour.

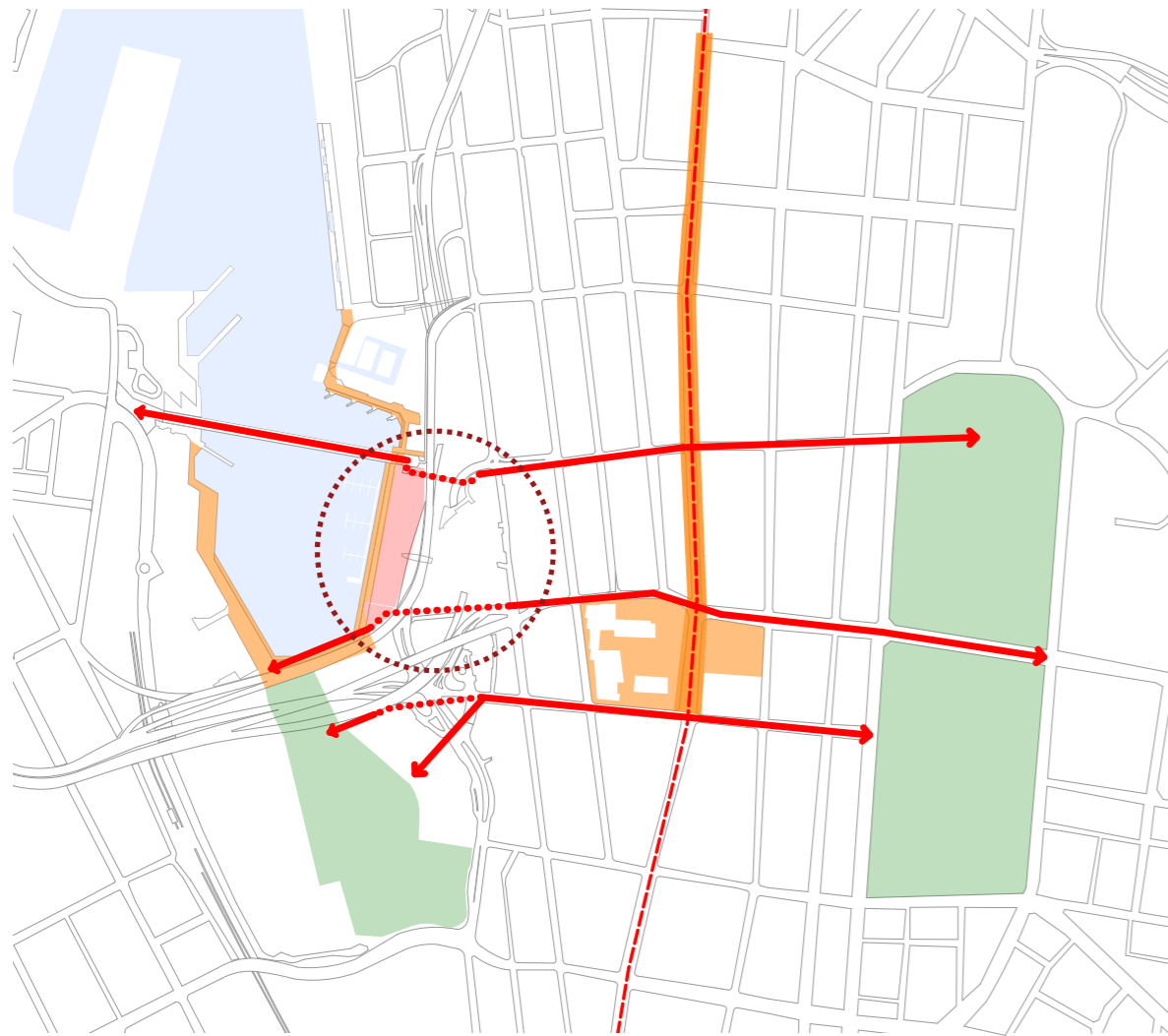


Fig. 33. Digram showing disrupted connections between the City and Harbour

#### Reconnect Pymont Bridge to Market Street

The construction of the Western Distributor severed the connection of Pymont Bridge to Market Street and the City. This proposal presents an opportunity to improve the connection of the eastern end of Pymont Bridge and to restore the original role of this bridge as a key connection between the City and Pymont.

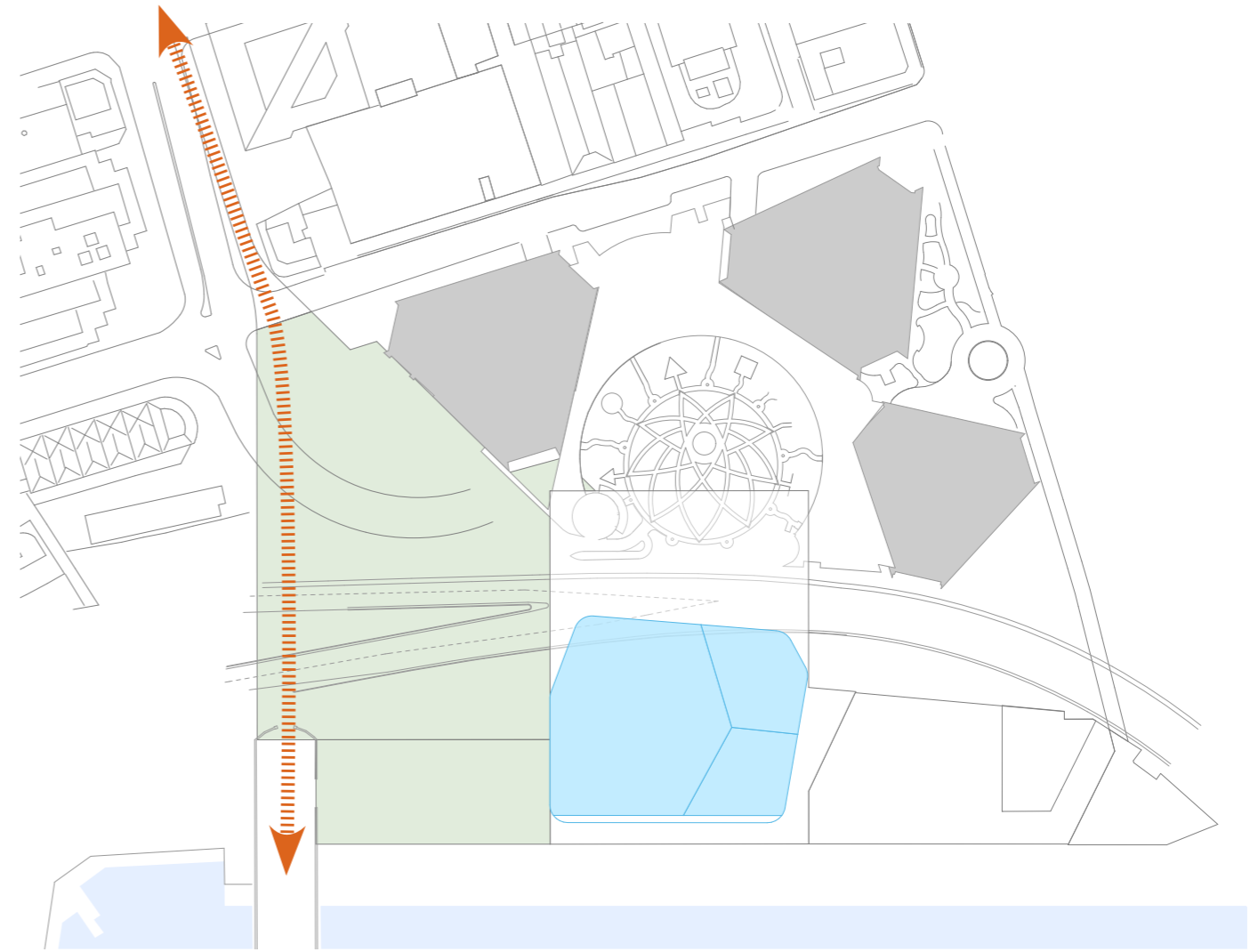


Fig. 34. Digram showing indicative reconnection between Market Street and Pymont Bridge

### Enhance the waterfront

The waterfront currently is a highly used and activated space. Any intervention to the Cockle Bay site should improve this space through:

- enhanced the amenity
- improved connections to retail
- improved north/south movement along the waterfront
- bring passive public open space closer to the waterfront
- handle increasingly large event populations
- improved connection to marine structures
- improved connections to Pyrmont Bridge
- improved connections to the Druiitt Street Bridge
- improved connections to Market Street
- Contribute to the broader Darling Harbour foreshore experience



Fig. 35. Artist impression by Doug & Wolf (Indicative render - subject to design competition)

### Contribute to the cultural experience of Darling Harbour

The proposal is located along the 'Cultural Ribbon' and should provide or foster significant cultural experiences. Examples of opportunities explored include:

- Artful Druiitt Street Bridge
- An active rooftop
- Natural amphitheatre for Cockle Bay events
- Embedded arts
- Cultural partnerships
- Programmed space
- Activated public realm
- Market Park



Fig. 36. Artist impression by Doug & Wolf (Indicative render - subject to design competition)

### Create a new public park on the waterfront

Provide a generous public space spanning the Western Distributor that connects to and opens toward the harbour.

The proposed new public park and connectivity provision is comparable in size to First Fleet Park, Town Hall Square, Federation Square and the Opera House forecourt and steps.



Fig. 37. Artist impression by Doug & Wolf (Indicative render - subject to design competition)

### Open Space Benchmarking

The proposed northern publicly accessible open space is significant in size and location and offers a unique opportunity to transform the exposed freeway network.

See following for benchmarking against other similarly scaled landscaped public precincts with major urban interventions, and supporting a range of uses and landscaped features.



Fig. 38. Open space study by ASPECT Studios

### Solar access to public spaces

Minimise any impact on solar access to public spaces, particularly during the winter months and during hours that those spaces are likely to be used by the public. Any impact on existing or future proposed spaces needs to be mitigated through the new public benefits of the proposal.



Fig. 39. Tumbalong Park



Fig. 40. Future Town Hall Square

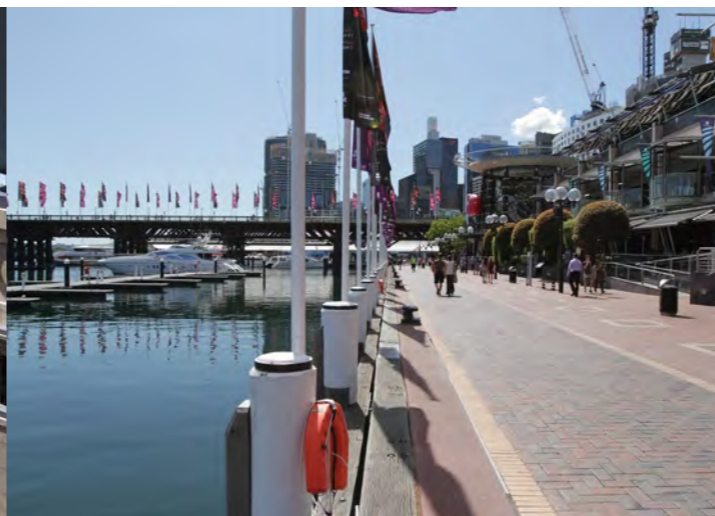


Fig. 41. Cockle Bay waterfront

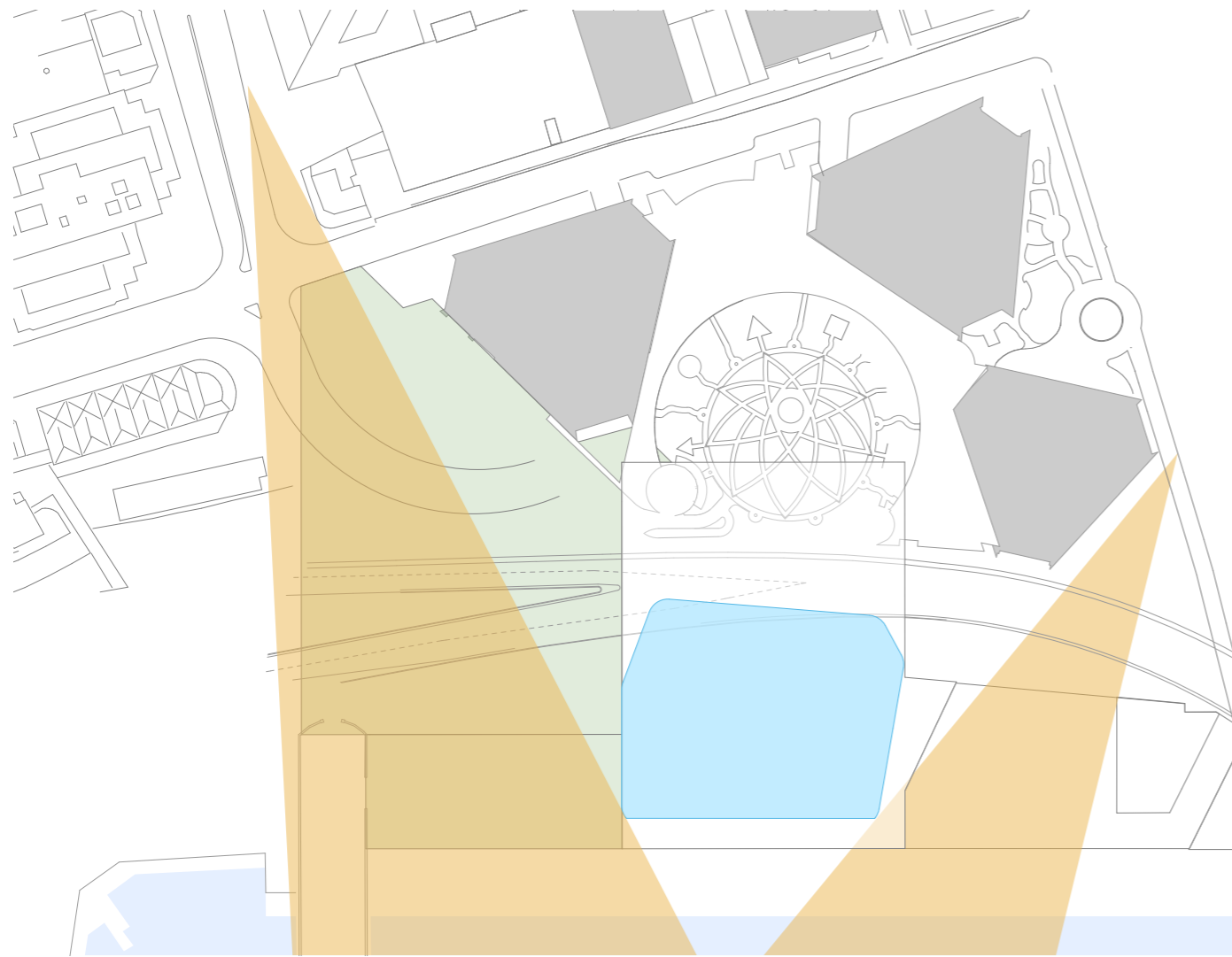


Fig. 42. Illustrative master plan by ASPECT Studios  
(Conceptual illustration only - subject to design conception)

### Preserve and enhance public vistas

The view from Market Street to the harbour is an important public vista and needs to be maintained and reinforced to enhance the visual connection between the city and the harbour.

Additional public vista which should be considered include the Druitt Street route toward the harbour, and new public vistas created from the new publicly accessible open space created on the landbridge.



### Enhance the Druitt Street connection

The Druitt Street connection from Sussex Street to Cockle Bay is an important pedestrian link but is highly compromised in terms of pedestrian experience. Celebrate the link from Town Hall to the harbour with an aesthetic treatment to the Druitt Street bridge and new arrival deck with integrated vertical transportation and adjacent a cultural destination. Enhance the user experience both during daytime and nighttime whilst improving pedestrian safety and security.

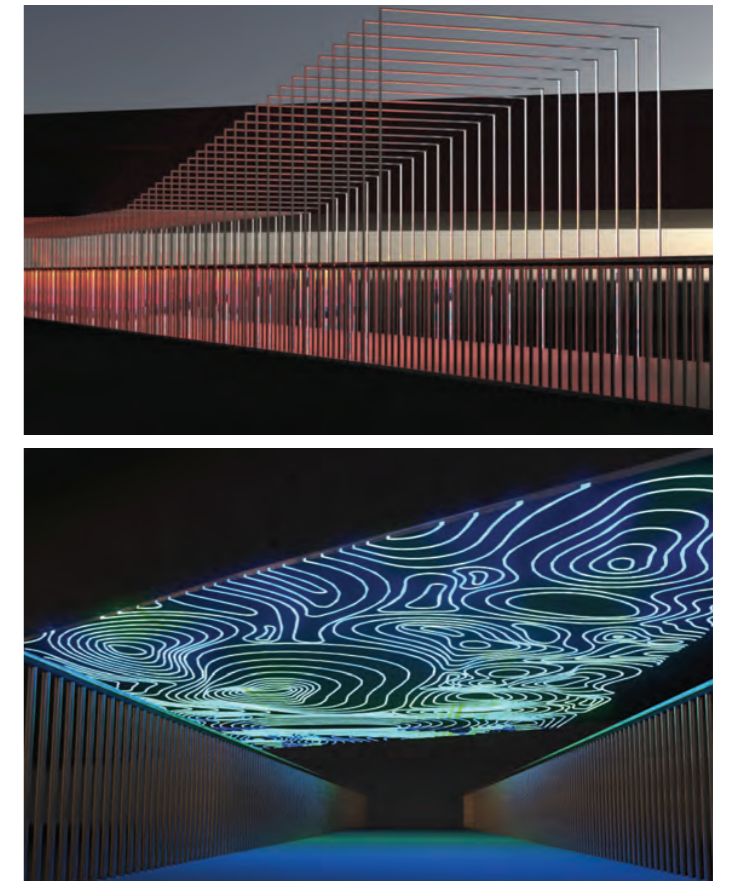
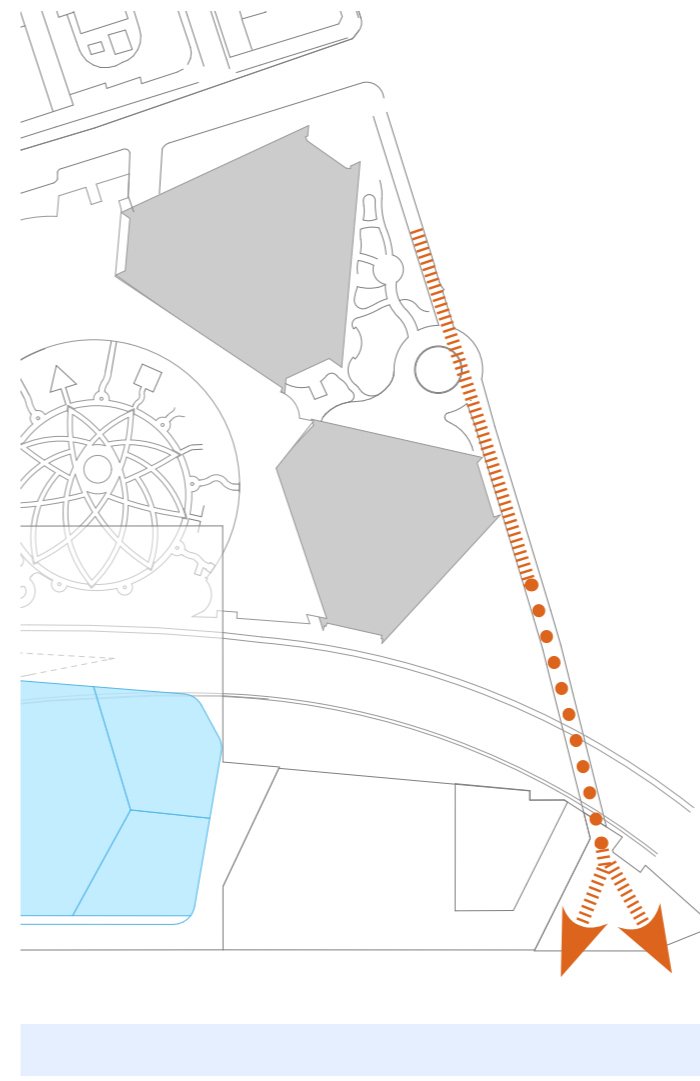


Fig. 43. Druitt Street bridge art installation concept by Eness - example artwork

### Preserve the heritage value of Pymont Bridge

Pymont Bridge is listed on the NSW State Heritage Register. Reconnecting the bridge to the city is a significant enhancement which restores the function of the bridge. Any new works will need to respect the original fabric and be high quality and clearly identifiable as modern additions.

Maintain the visibility of the full span of the bridge to the eastern buttress when viewed from the harbour, to the extent that the butters is visible in the existing condition, as a minimum.

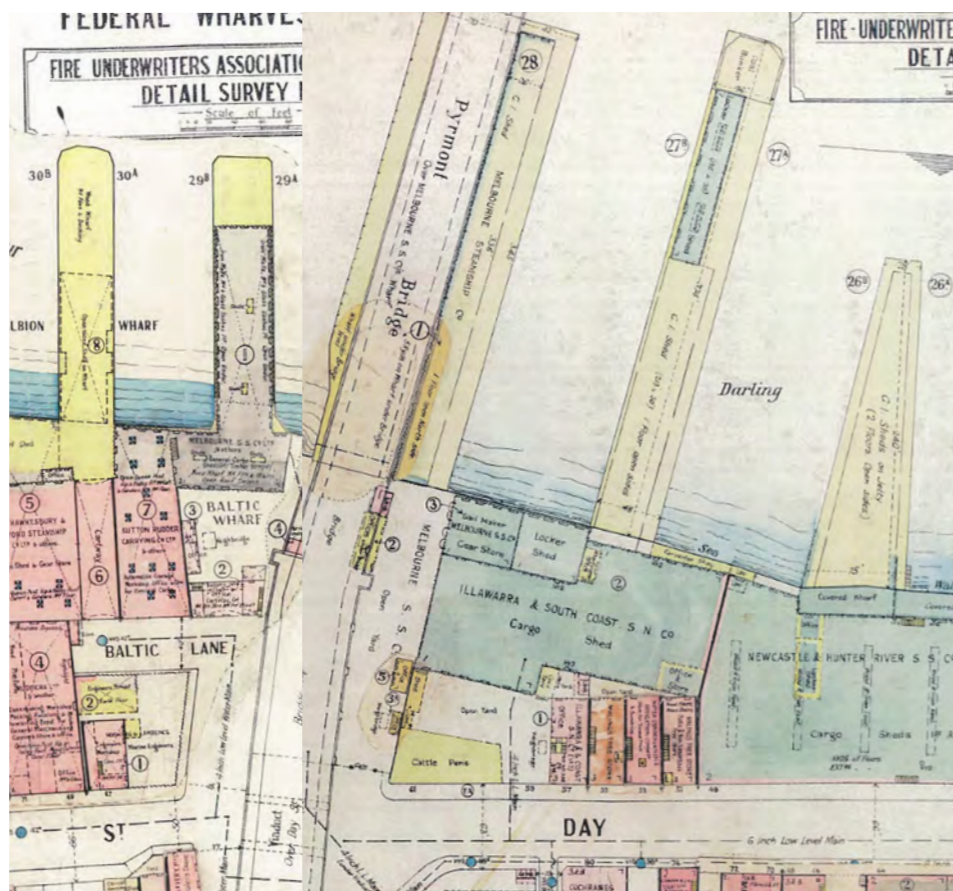


Fig. 44. Survey map showing original Pymont Bridge and Market Street connection

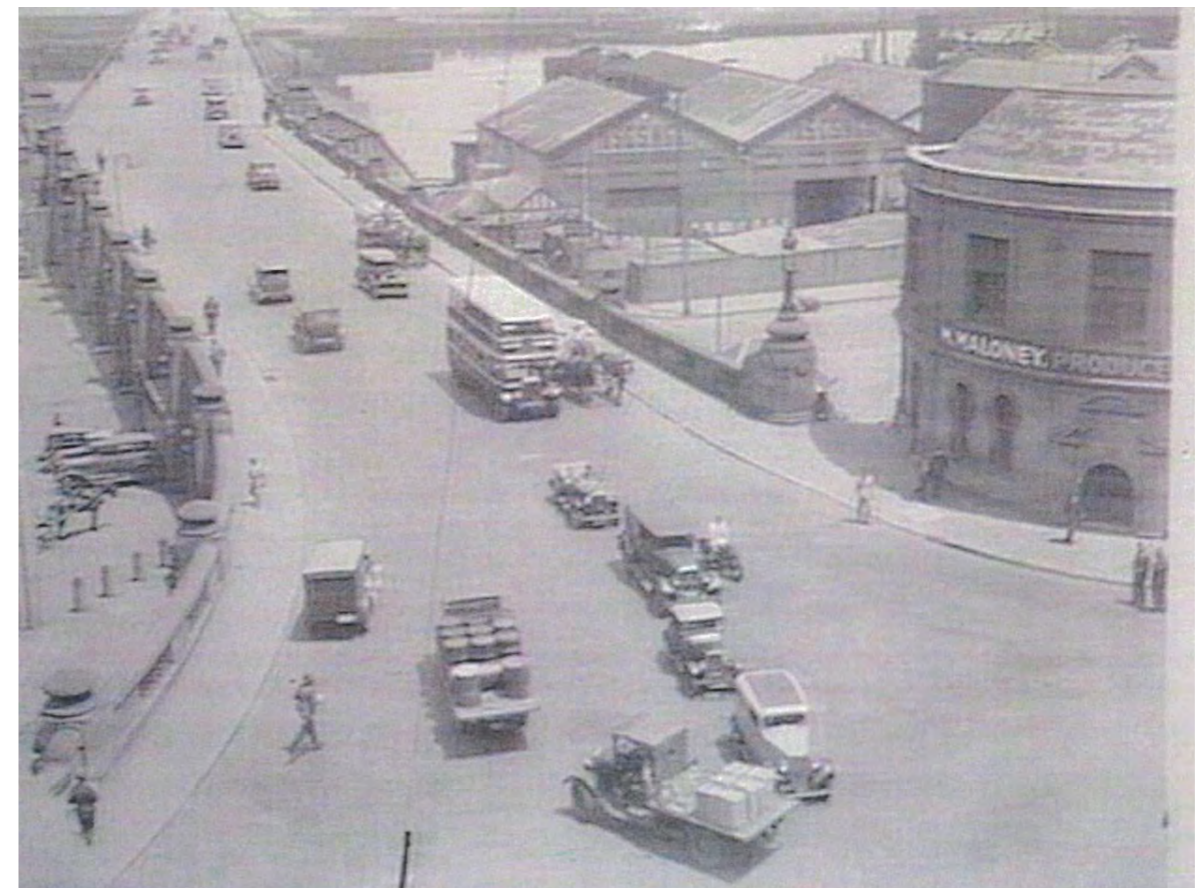


Fig. 45. Photograph of the original Pymont Bridge and Market Street connection

### Major public events

The new public domain should provide opportunities to enhance the enjoyment of major public events on Cockle Bay and support pedestrian access during event mode.

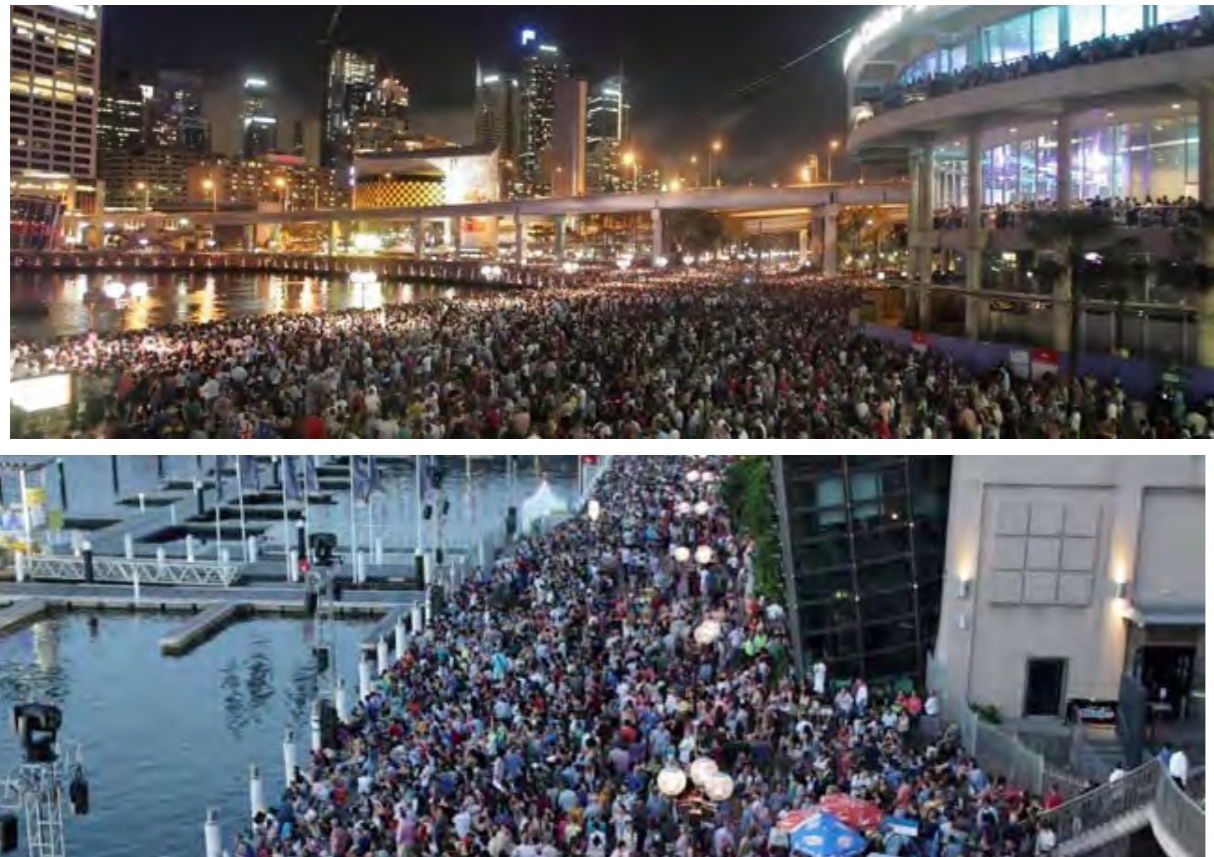


Fig. 46. Images of Darling Harbour during major public events

### Pedestrian Routes and Desire lines

Improve the connectivity and wayfinding between the City and the harbour, Pyrmont and the ICC through intuitive pedestrian routes and desire lines.

Provide and maintain access and a commercial address for the existing and new commercial buildings

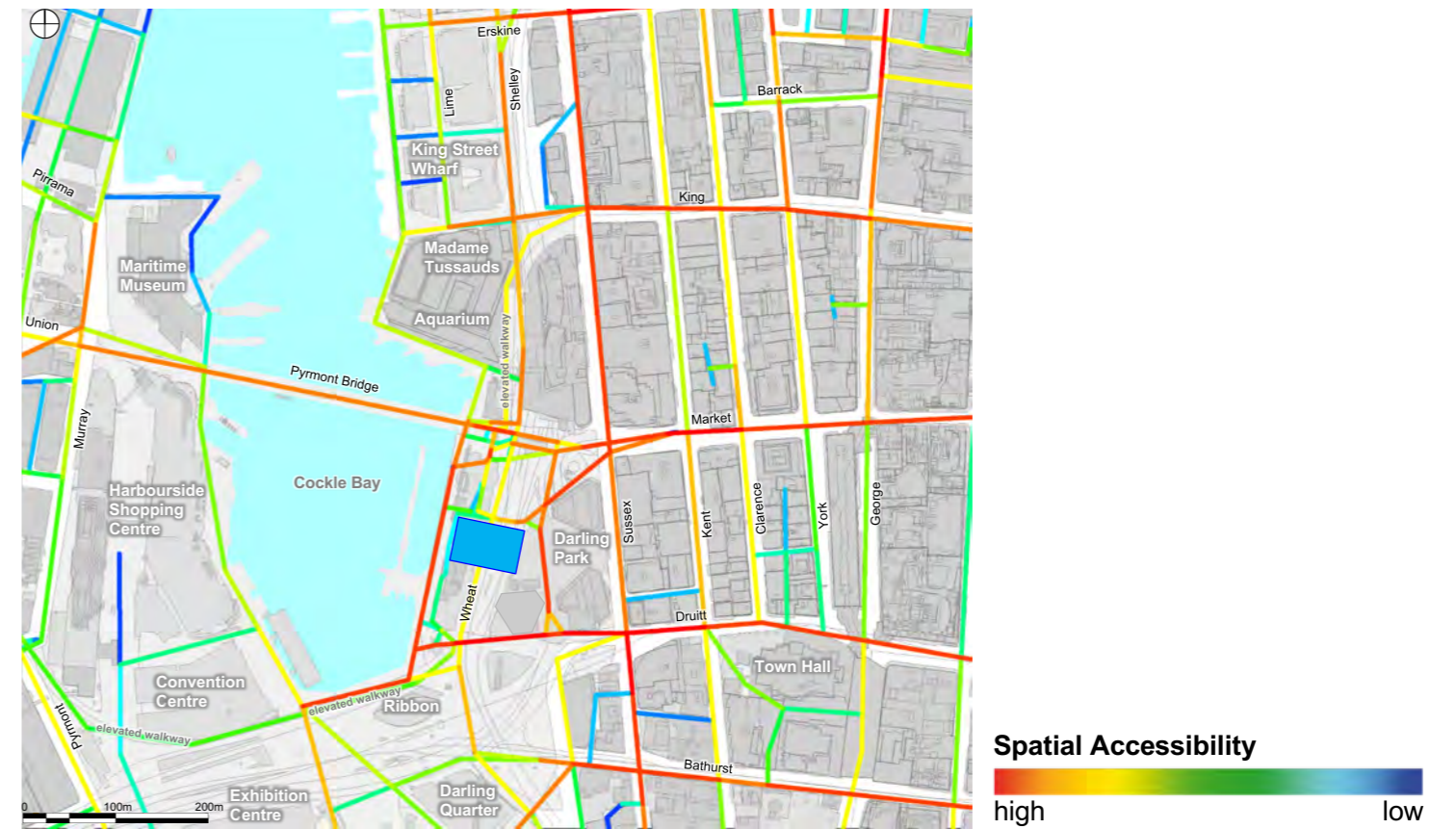


Fig. 47. Pedestrian modelling by Space Syntax - Route choice 800 metres - 10 minutes journey

### Consider the future removal of the Western Distributor

The new development must consider how the urban fabric can be enhanced should the Western Distributor be demolished at some future date.

Landbridge, podium and tower will be designed to be independent from the Western Distributor to allow for future Western Distributor removal without impact.

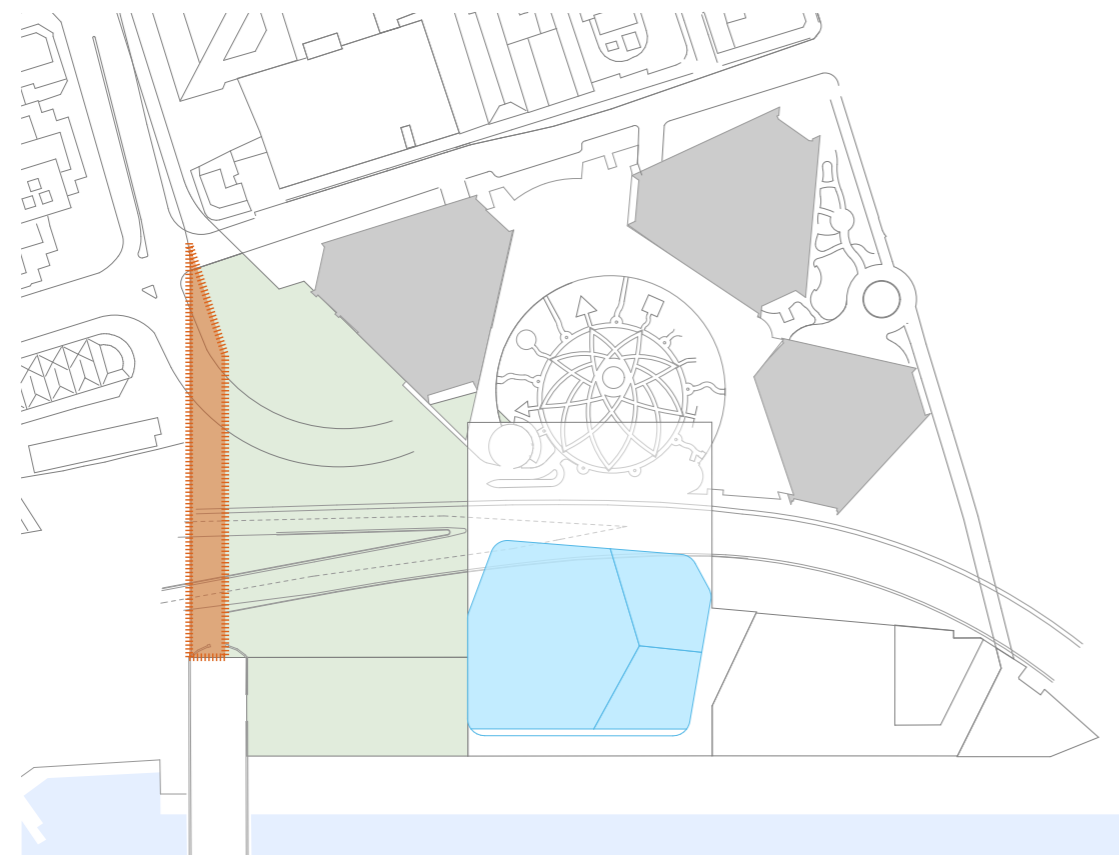


Fig. 48. Future direct connection between Pymont Bridge and Market Street with the removal Western Distributor showed in orange

### Private view sharing

Consider the impact on private residential views and mitigate where possible.

The original proposal had the proposed tower further north. In the position private views from the Astoria on 222 Sussex Street were relatively unaffected whereas private views from the new development at 230-234 Sussex Street were heavily affected. Moving the tower south has improved public vistas from Market Street and generated the public benefit of a north facing park, has more evenly balance the private view impact for residential buildings on the east side of Sussex Street behind the Darling Park complex. Tower separation has been considered in the revised envelope limits to allow view corridors between the existing and proposed towers.

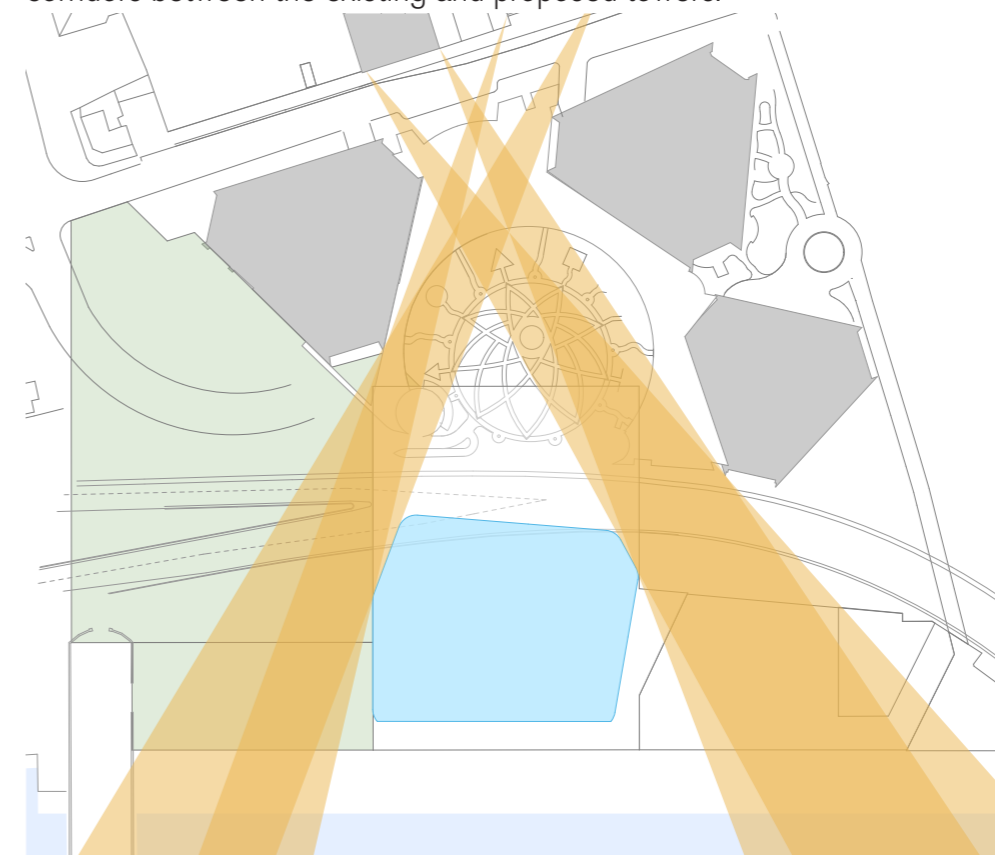


Fig. 49. Private view sharing diagram

### 3.2 Public domain design principles

The following public domain design principles were developed by ASPECT Studios in collaboration with the panel of experts.

#### Create a new public space

Open up to the harbour to create visual + physical connections to water. Open the site and invite the city in. New public space should achieve high levels of solar access in winter and late autumn, early spring. Realign public space to the north and open up to the harbour to create visual and physical connections to water. Ensure the space is very public, responds to people movement and invites the city in.



Fig. 50. Public domain diagram by ASPECT Studios



Fig. 51. Artist impression by Doug & Wolf (Indicative render - subject to design competition)

#### City scale Pyrmont Bridge and Market Street connection

Improve this main link between The City and The Bays and on to the west.

A wide and intuitive new connection from Market Street to Pyrmont Bridge opening onto an elevated green.

Provide equitable routes for pedestrians, wheelchairs and prams without encouraging cyclists to use the new crossing.



Fig. 52. Existing Pyrmont Bridge connection