

APPENDIX 2: RESPONSE TO CENTRAL SYDNEY PLANNING COMMITTEE SUBMISSION

Issue		Response
(a) Urban Design		
	<p>Condition A10 of the Stage 1 consent (SSD 6069) incorporates a series of Urban Design Guidelines to inform the detailed Stage 2 design and redevelopment. The comments below relate to the public domain aspects of the WBAP Stage 2 SSD and consider whether the Stage 1 consent conditions have been adequately satisfied:</p>	
	<p>a. any development of a detailed Stage 2 proposal should not extend in the northerly direction (waterside) beyond the southern side of the Pier 2/3 shore shed 'breezeway' and axis of bridge from Pier 1 to Pier 2/3, their view of the water should not be interrupted by the deck/stage infill. All structures should be contained within a line extending from the face of the Pier 2/3 shore shed.</p>	<p>The design has been amended to ensure the waterfront square deck aligns with the southern side of the Pier 2/3 shore shed 'breezeway'. The lower tidal steps (.ie. those below the mean water mark) will extend beyond this point but will not disrupt pedestrian views to the water.</p>
	<p>b. full width tidal steps are supported for the transition between the deck and water. The alternative of a pontoon for boats in place of the steps is not supported. Steps are consistent with the Stage 1 indicative plans and provide public amenity</p>	<p>Full width tidal steps have been provided. No pontoon for boats is proposed along the northern edge of the waterfront square.</p>
	<p>c. the deck/stage works should be completely reversible without damage to the heritage fabric. The language should be robust, simple and in keeping with the unique industrial character distinguishing the original deck edge</p>	<p>The deck/stage works will be completely reversible to ensure the existing heritage fabric is not damaged. It is considered that the language is robust, simple and in keeping with the industrial character distinguishing the original deck edge. The materiality of the waterfront square is derived from the surrounding heritage context, yet is distinctly separate in terms of material palette, character and colour, in accordance with the Burra Charter conservation principles.</p> <p>The project has taken a two-fold approach. The first is a connection to historical narrative, where the use of materials such as timber, netting and catenary structures harks back to the Precinct's days as a working dock. The second embraces an industrial and utilitarian approach to space via clearly new and abstract surfaces such as industrial grating, and a clean planar rectangle of lawn redesigned to set back from the edge, both of which enhance and define the spatial composition of the waterfront.</p>

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	d. maintain a full width promenade for pedestrians between pier 2/3 and pier 4/5, uncluttered by development	A full width promenade is maintained for pedestrians between Pier 2/3 and Pier 4/5. This promenade will be uncluttered by development.
	e. a moveable stage structure is preferred to a fixed permanent stage structure	No fixed permanent stage structure is proposed. Any stage used in the precinct will be moveable and temporary.
	f. The infill deck is not to be considered a development site in the future. When the infill has reached its functional life, it should be removed and the water space restored;	The waterfront square deck is public domain and is not intended as a development site. The deck has been designed as a removable element.
	g. The raising of the central roof gutters in sections near the original lanterns should be reduced in their extent so there is separation from the original roof lanterns;	The raised central areas between the roof ridge lines on both Piers have been minimised in the design process. The volume indicated is required to accommodate the internal functions below, which include performance spaces and major mechanical plant rooms, where no reduction in size is possible. This has been repeatedly investigated by all of the design consultants. The extent shown is further required somewhat the supporting structure aligns with the original structural bays and the supporting piles below the wharf deck. As developed in the Richard Lamb View Analysis the proposed extent of roof alterations will not be visible from any significant public viewpoints, and will only obliquely be visible from limited areas such as the SHB cycleway.
	h. the existing windows to buildings along Hickson Road should provide visibility to the interior of tenancies, and be clear from fitout elements, signage, furniture and screens. Future fitouts should be required to meet these conditions following the SSDA approval;	<p>Refinements to the shore sheds along Hickson Road include moving the Choirs to a more internal location to assist with noise mitigation and using their original location for commercial and retail uses. These changes have resulted in the ability to open the Hickson Road frontages to the public and provide activation along the footpath. However, in general, it is not considered appropriate to modify the façade along Hickson Road given the heritage significance of the buildings and the need to keep the façade intact.</p> <p>The major entries to the precinct from Hickson Road have been further developed with glass awnings to signal these entries, which will include signage to future detail (see (i) below).</p>
	i. the proposal should be further developed to allow buildings to open out to Hickson Road, activating the public domain and allowing WBAP to have a greater	As above.

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	street presence (within the constraints of the heritage structures);	
	j. outdoor dining areas within the precinct should be subject of a future approval or management strategy, to provide dimensional limitations ensuring adequate space for pedestrian circulation, egress and access to the water edge;	The project has undergone a detailed title and subdivision review and is conscious of the public access requirements across the precinct. These limitations have been incorporated in to the design and outdoor elements are within these boundaries.
	k. a coordinated suite of outdoor furniture (including umbrellas) should be selected and used by operators throughout the WBAP; g.	The branding and “look” of the WBAP are under study and will evolve as the tenants are further engaged and both the Precinct Manager and the commercial operator of the precinct are appointed. The City of Sydney will continue to be engaged in the urban design of the precinct. The integration of signage has been developed in principle in the Urban Design Guidelines and in the Signage and Wayfinding Strategy that form part of the SSDA.
	h. The Walsh Bay Art Precinct Public Art Policy should be provided to City of Sydney for review and comment; and	Arts NSW will work with the City of Sydney as the Public Art Policy is developed. The WBAP Public Art Policy and any public art proposal will be submitted to the City for review and comment.
	i. a public art proposal should be presented to the City of Sydney’s Public Art Panel for review and comment	
(b) Signage		
	(i) the signage strategy is not supported in its current form;	The signage strategy will be developed in consultation with the City.
	(ii) it is recommended that Arts NSW and their signage consultants meet with the City of Sydney to review the signage proposal prior to the lodgement of a development application with the City of Sydney;	It should be noted that the project has commissioned the same signage consultant as used by the City of Sydney in order to support and complement the City’s strategy. Signage is to be developed in consultation with the architects and heritage consultants that complements the built forms and street scape — whilst providing identifiable and recognisable destinations that assist with wayfinding and avoid confusion of venue location.
	(iii) any proposal for signage should be subject of a signage strategy prepared with the input of the nominated heritage consultant and subject of a separate development application to the City of Sydney; and	
	(iv) the need for additional wayfinding and signage in the public domain should be developed further in consultation with the City of Sydney and integrated with the existing City wayfinding system rather than introducing a new system;	It should be noted that the Legible Sydney Wayfinding System is in general a City precinct/district wayfinding system — rather than a

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	<p>venue specific system. It is agreed that any additional required precinct wayfinding in the public domain along Hickson Road shall be in Legible Sydney style, messaging and design. Arts venue signage and wayfinding on the waterside to venues, individual theatres and office spaces should/could be articulated in a way that complements the architecture, heritage, building and internal wayfinding signage and materiality — and the requirements of performance venues and a 'theatre district'. The Opera House and Carriageworks are good examples of venue specific signage that support the activities within the precinct. The current perceived inconsistencies in suburb and precinct names, venue names, wharf numbering and existing perceptions of place (Walsh Bay, Dawes Point, Millers Point & Barangaroo) need to be considered in the development of signage and wayfinding that aids in establishing a location identity that both allows patrons and visitors to easily find and access events and performances as well as establishing a clear sense of place and occupation for the arts precinct. Other signage types such as digital, event and interactive options all need to be considered.</p>
(c) ESD	
(i) the Sustainability Framework Report prepared by ARUP is reasonably solid. However, it should be revised to incorporate the following:	
<p>a. an above “minimum compliance” with Section J of the NCC to prevent future occupants from seeking inefficient heating solutions such as plug-in radiant or convection heaters. Concern is raised that if these design aspects are not well-resolved, it will be difficult to retrofit a passive design solution later;</p>	<p>The ESD report submitted with the Stage 2 SSDA states the Project’s desire to exceed MEPS for services. The design of the redevelopment focuses on passive strategies by maximising naturally ventilated spaces, providing spot cooling fans or minimal heating where possible. Risks associated with tenants can also be addressed with tenancy guides which nominate expectations in terms of system energy efficiencies.</p>
<p>b. visibly demonstrated commitment to solar water heating. As hot water demand for arts spaces is modest, only a modest solar water heat would be required. The City’s own Renewable Energy Masterplan identifies solar water heating as a significant energy savings option across the LGA;</p>	<p>The project will include solar hot water with gas boost for the domestic hot water services. The solar hot water panels will be coordinated next to the PV panels.</p>

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	c. indication of additional photovoltaics and the scale of systems that could be accommodated should be provided;	Current architectural drawings reflect the work that was completed for sizing - the system maximises available roof space.
	d. with regard to the above two points, there is no need for roof space allocation for solar water heating to be traded against space for photovoltaic panels – both technologies can be accommodated and when placed alongside each other make a clear statement of commitment to diverse renewable energy solutions;	See “b” above.
	e. the application of Battery Storage technology to enable onsite renewable energy generated during daylight hours to be used to meet the higher site energy demand of the evening/night. This is a serious oversight given the rapid development of battery technology and the NSW Government’s stated commitment to energy efficiency innovation;	An option for battery storage is being explored to assess the feasibility of batteries systems based on life cycle costs. An option of combining the STC solar PV panels and the Wharf 2/3 proposed PV panels is being assessed as a precinct wide strategy.
	f. references to using recycled and sustainably sourced (certified – FSC) timber “where possible” are somewhat vague and uncertain. The applicant must demonstrate a commitment to this aspect of the proposal and ensure that only certified or recycled timber is used;	The matrix within the framework provided in the ESD report from the EIS states "95% by cost to be FSC with CoC". 100% was not nominated given that there is a concern over meeting the heritage requirements for replacement structural timber piers.
	g. a stronger commitment to lock in rainwater capture and re-use is required. New storage capacity should be included as part of the current design and construction – not deferred to the future;	The water conservation strategy reduces potable water consumption via efficient appliances and the innovative application of using the harbour water as a source of heat rejection. Wharf 4/5 has an existing rainwater storage system that was installed as part of the <i>Greening of the Wharf</i> project. There is a surplus of recycled rainwater that can be supplied from the STC rainwater system to supply recycled water to the landscaped areas in the waterfront square and based on the results of further study may extend to Pier 2/3.
	h. greater consideration for working with the Barangaroo site owners/operators to establish whether export of recycled water services is feasible to WBAP; and	The precinct has developed a water conservation strategy using efficient appliances and recycled rainwater from Wharf 4/5 to supply toilet flushing in Wharf 4/5 and irrigation of the waterfront square. Also one of the main typical large water uses in a building are cooling towers which have been replaced with a harbour heat rejection system therefore eliminating water make up and cooling towers. Therefore, it is not believed that another source of recycled water from an external third party is required or feasible

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WBAP	i. little or no reference is made to existing adopted NSW Government energy efficiency, renewable energy or water conservation plans/policies. As the proponent, INSW should accord with the latest policy positions of the NSW government including the recently exhibited NSW Climate Change Fund Draft Strategic Plan and its Draft Plan to Save NSW Energy and Money	to supply the WBAP. Design is being developed to reflect the current Government plans / policies and will incorporate requirements once they are finalised within government.
(d) Heritage		
	(i) the site is listed as part of the State Heritage Register Walsh Bay Wharves Precinct and, as such, the views of the NSW Heritage Council should be sought;	Extensive consultation and presentation to the Heritage Council has occurred as part of the preparation of all stages of the SSDA process.
	(ii) the involvement of a heritage consultant at all stages of the project, including the use of skilled and experienced tradespeople, is crucial to ensuring minimal heritage impacts (STC); and	Noted, the project consultant team includes Tropman and Tropman who wrote the original Conservation Management Plan for the site and continue to provide expert advice on heritage throughout the Walsh Bay area.
	(iii) further detail is sought regarding heritage interpretation. Such interpretation should be consistent with the goals and directions of Walsh Bay Precinct Interpretation Plan 1999 and include moveable heritage (STC);	Interpretation per Heritage Council requirements was provided in the EIS. However, additional interpretation will be an important part of the signage and branding strategy to be developed in the future.
(e) Transport and Access		
	(i) the quantity of onsite bicycle parking and quality of end-of-trip facilities is inadequate and unlikely to cater for increasing demand in the future. Both proposals should comply with the Green Travel Plan prepared for the site, which recommends bicycle parking spaces at a rate of 5% of staff and 1% of visitor population;	The Green Travel Plan states that various NSW bicycle planning guidelines typically outline that bicycle parking provision should be approximately three to five per cent of staff numbers. The estimated staff numbers for the WBAP (excluding STC) are as follows: <ul style="list-style-type: none"> • Pier 2/3 Ground & Mezzanine Floors – 125 • Pier 2/3 Levels 1 & 2 – 85 • Wharf 4/5 Ground & Mezzanine Floors – 308 • Shore Shed Tenancies and Precinct Manager’s Office – 44 Based on a total of 562 staff and adopting the higher bicycle parking rate of 5%, a total of 28 bicycle parking spaces will need to be provided. It is considered that this number of spaces can be accommodated within the existing bicycle storage facility. Further

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	<p>detailed design will be undertaken to ensure this number of spaces is provided.</p> <p>End of Trip facilities are provided separately within each tenancy, including showers, change facilities and lockers</p> <p>It should be noted that bicycle parking for STC staff is not provided for within the WBAP SSDA. It is understood that separate accommodation will be provided by STC for staff bicycle parking.</p> <p>In relation to visitor bicycle parking, the maximum estimated visitor capacity of the site is 7,500. This equates to 75 bicycle parking spaces at the rate of 1% of visitor population. The WBAP project provides for 80 visitor bicycle parking spaces which is in excess of this requirement.</p>
<p>(ii) approval by the City’s Pedestrian, Cycling and Traffic Calming Committee is required for all changes to street parking restrictions; and</p>	<p>Noted, the appropriate applications would be made for any temporary or permanent changes to kerbside restrictions.</p>
<p>(iii) due to site constraints and difficulty in accommodating Medium Rigid Vehicles (MRV), all loading and unloading should be undertaken outside of scheduled event times and peak attendance periods, with service vehicles no larger than a MRV;</p>	<p>The precinct manager would manage/ schedule loading activities to avoid conflicts between user groups as well as avoiding any queuing issues that could affect Hickson Road. It is envisaged that all standard loading activities could be restricted to an 8.8m MRV design vehicle.</p>
<p>(f) Contamination, Noise and Food Safety</p>	
<p>(i) the former use of the site as a shipping facility, combined with its location in the central inner city, indicates that the site is subject of potential contaminants. Although the current use of the site is considered to have negligible potential for contamination by the land and sea, Council’s Health Unit request the following reports <i>prior</i> to determination:</p>	
<p>a. a Detailed Site Investigation must be completed and a Remedial Action Plan be devised and endorsed by a qualified Site Auditor;</p>	<p>Additional sampling has occurred since the lodgement of the Stage 2 SSDA. The results show that no undue contamination is present within the WBAP and no RAP or ASSMP is required. A Site</p>
<p>b. an Acid Sulfate Soils Management Plan (ASSMP)</p>	

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	Auditor's Certificate has also been provided by an EPA Accredited Site Auditor.
(ii) a site specific Demolition, Excavation & Construction Noise & Vibration Management Plan; and	This information is contained within the new Construction Noise and Vibration Management Plan and the updated ESCMP contained with the RTS/PPR.
(iii) kitchen plans demonstrating compliance with AS4674 and Food Safety Standards 3.2.2 and 3.2.3 should be submitted for assessment including mechanical ventilation details and point of discharge.	<p>Sangster Design Group (SDG) was commissioned early in 2016 to provide the design team with food and beverage requirements which have been integrated with current design. All recommendations have been incorporated and will be designed to fully comply with, but not limited to:</p> <ul style="list-style-type: none"> • AS4674-2004 Design Construction and fit out of food premises • AS/NZS 1668.2 Ventilation design for indoor air contaminant control • AS/NZS 1680 interior lighting • AS/NZS 4586 Australian slip resistance standards • AS/NZS 3500 National plumbing and drainage code • BCA Building Code of Australia • ANZFA food standards code of Australia
ADDITIONAL COMMENTS RECEIVED FROM CITY OF SYDNEY BY EMAIL DATED 13 MARCH 2017	
The deck should clearly be seen as an 'infill', so that there is bridging over water to pass from the existing decks to the new apron. Lightweight decking, netting, subtle levels changes down to the new area and the like could used	The major infill areas will be articulated with see-through grating, allowing the water to be seen and heard, and for cooling breezes in the space. Other areas will be netting open to the Harbour below, and timber, relating to the timber decking within the wharf buildings.
The lawn and concrete deck should be eliminated- the sense of being on an open structure over the water is important	This view is not supported. The application of lawn for contexts, such as Walsh Bay is a regularly utilised and highly successful design strategy deployed in many multi-award winning heritage and adaptive reuse projects, including those that sit within an industrial harbour context. Examples in Australia include the Paddington Reservoir Gardens, Ballast Point Park, Cockatoo Island,

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The new work refer to both the original fabric and the distinguished though understated additions that have been introduced since the 1980's

the MCA, and the new Tonsley Main Assembly Building. Well known international projects include The Highline, The Danish National Maritime Museum and Torpedo Hall Apartments.

The new arrangement of the lawn space allows the fibreglass grating to act as a bridge between the decking and the lawn. This new configuration breaks the expanse of the material and clearly defines circulation.

The new design is contemporary and in character with the marine precinct and the original STC fit-out from the 1980s. It uses material common to both phases of construction, simply detailed and robust in character.