

# **WALSH BAY ARTS AND CULTURAL PRECINCT**

## **STATE SIGNIFICANT DEVELOPMENT APPLICATION**

**SSDA 8671**

### **APPENDIX 3: CONSULTATION OUTCOMES REPORT**

# ETHOS URBAN

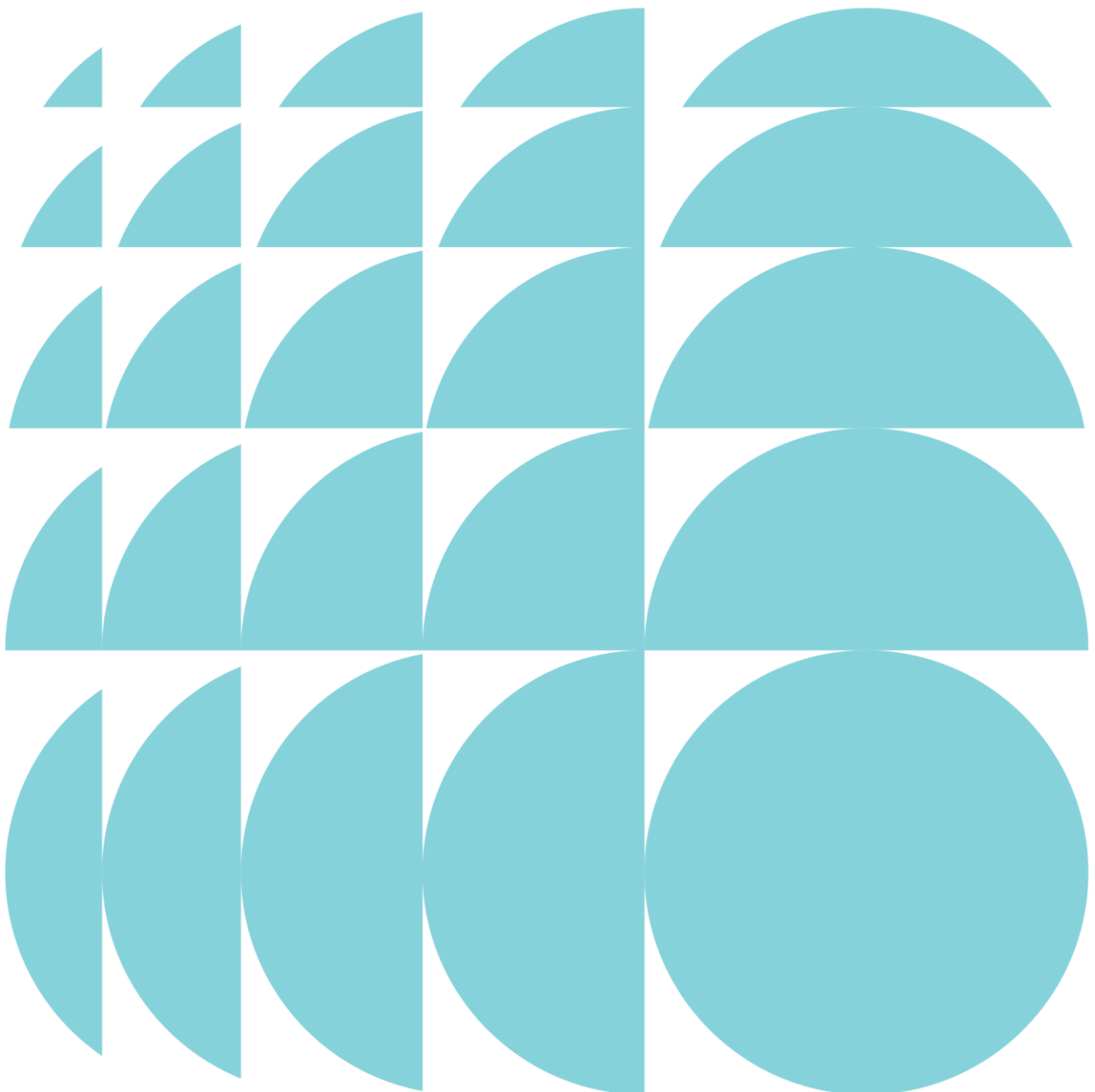
## **Walsh Bay Arts and Cultural Precinct**

Consultation Outcomes Report

Pier 2/3 and Wharf 4/5 Hickson Road, Walsh  
Bay

Submitted to Department of Planning and  
Environment  
On behalf of Infrastructure NSW

9 October 2017 | 17374



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## 1.0 Executive summary

This Consultation Outcomes Report has been prepared by Ethos Urban on behalf of Infrastructure NSW and Cultural Infrastructure Program Management Office (Arts, Screen and Culture Division) to outline the stakeholder consultation undertaken during the preparation of the State Significant Development Application (SSDA) for the Walsh Bay Arts and Cultural Precinct project.

The consultation program was informed by the Secretary's Environmental Assessment Requirements (SEARs), as well as consultation undertaken during the previous SSDA application for the Precinct.

Consultation with the following agencies and community groups occurred during August and September 2017, prior to lodgement of the SSDA. It should be noted that the project team contacted all agencies to request meetings, however given the nature of the project, and the fact that they had been consulted with during the previous SSDA, multiple stakeholders confirmed they did not require additional meetings.

Agency	Invitation sent	Meeting accepted	Follow up consultation during formal exhibition period
Central Sydney Planning Committee	✓	✓	✓
Environmental Protection Authority	✓	✗	✗
Roads and Maritime Services	✓	✗	✗
Transport for NSW (including CBD Coordination Office)	✓	✗	✓
Heritage Council of NSW	✓	✓	✗
The Port Authority of NSW	✓	✓	✗
NSW Police	✓	✗	✗
Department of Primary Industries including Fisheries NSW	✓	✓	✓
Fire and Rescue NSW	✓	✓	✗
Sydney Water	✓	✗	✗
Relevant recreational fishing industry groups	✓	✗	✓
Local Aboriginal Land Council and stakeholders, if required	✗	✗	✗
Community groups and affected landowners	✓	✓	✓
Broader local residents and interested people	✓	✗	✓

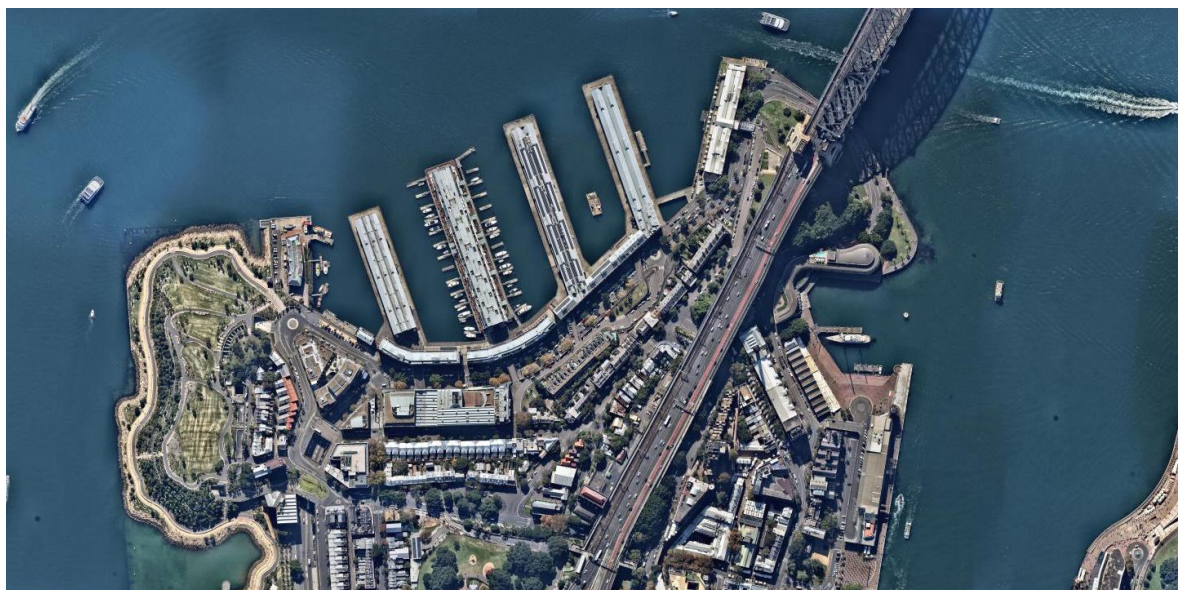
Two Community Information Sessions will be held on Wednesday 15 November 2017 from 12pm until 2pm and 5.30pm until 7.30pm. Local residents, arts tenants and businesses as well as other interested stakeholders will be invited to visit Walsh Bay, view the plans, meet the project team and provide important feedback.

This Consultation Outcomes Report will be updated following Community Information Sessions and incorporate feedback received.

## 2.0 Introduction

This Consultation Outcomes Report has been prepared by Ethos Urban on behalf of Infrastructure NSW and Cultural Infrastructure (Arts, Screen and Culture Division).

The State Significant Development Application (SSDA) will seek approval for the construction and operation of Pier 2/3 and Wharf 4/5 for arts and cultural uses with complementary commercial and retail offerings to further activate the Precinct, which is part of the Walsh Bay area.



**Figure 1:** Site aerial.

**Source:** Infrastructure NSW SEARs application

The communications and stakeholder engagement program includes pre-lodgement engagement with key stakeholders, as well as the opportunity for local residents and interested Sydneysiders to attend one of two Community Information Session during the formal public exhibition. The purpose of the engagement program is to present the updated plans and SSDA detail, and seek important feedback from relevant agencies, stakeholders and interested residents.

The stakeholder engagement and consultation program has been designed to address the Secretary's Environmental Assessment Request (SEARs), to ensure that all stakeholders are informed about the proposal and have the opportunity to provide feedback prior to the submission of the SSDA. This feedback has been considered during the preparation of the SSDA.

### 2.1 Proposed Project

The redevelopment of Pier 2/3 and Wharf 4/5 is intended to create an arts and cultural hub demonstrating architectural excellence, accessibility and sustainability to a world class standard.

The scope of the application includes:

#### Pier 2/3

- The adaptive re-use of the building for new arts facilities including performance venues for the Australian Chamber Orchestra, Bell Shakespeare and Australian Theatre for Young People;

- Retaining a large heritage commercial events/art space for events such as the Sydney Writers Festival, Biennale of Sydney and a wide range of commercial and artistic events;
- A series of stair, external lift and balconies designed as a contemporary interpretation of the original gantries reflecting the precinct's former industrial heritage; and
- Modifications to the roof.

#### **Wharf 4/5 (including Shore Sheds)**

- Refurbishment of the ground floor arts facilities and associated Shore Sheds for Bangarra Dance Theatre, Sydney Dance Company, Sydney Philharmonia, Gondwana and Song Company;
- New commercial retail opportunities;
- A series of stairs, external lifts and balconies designed as a contemporary interpretation of the original gantries reflecting the precinct's former industrial heritage;
- Modification to the roof.



**Figure 2:** Proposed upgrades to Pier 2/3 and Wharf 4/5

**Source:** TZG Architects

## **2.2 Background**

A master plan for a Walsh Bay Arts and Cultural Precinct was prepared in 2013 outlining the vision for an enhanced and integrated public arts and cultural destination on Sydney Harbour. The master plan included redevelopment of Pier 2/3 for new arts facilities and performance venues, refurbishing existing facilities in Wharf 4/5 and creation of new public domain through a Waterfront Square.



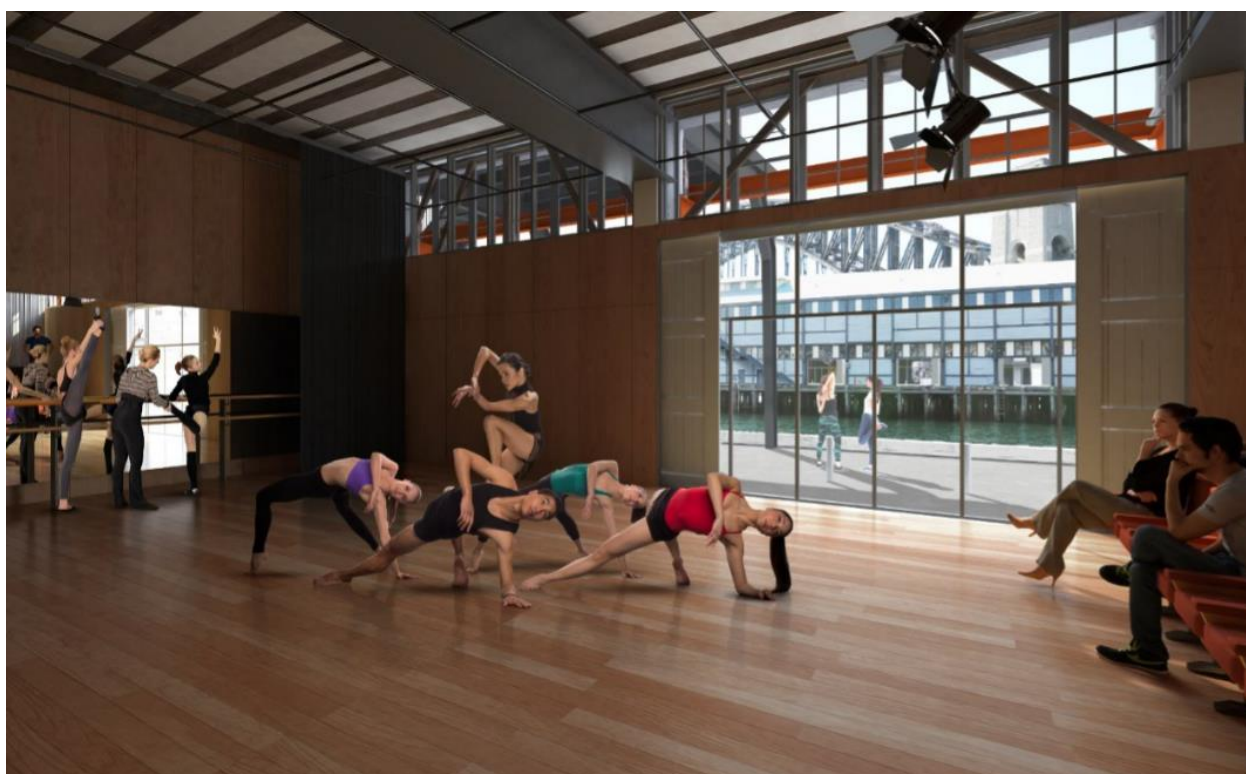
A staged SSDA process to realise the master plan vision commenced in 2014 with consent for Stage 1 granted in May 2015. A Stage 2 application process commenced in 2016 and proceeded to exhibition in November 2016.

An appeal against the Stage 1 consent was heard in the Court of Appeal in April 2017. The Court ruled that the Stage 1 consent be declared invalid and set aside. As a consequence, the Stage 2 application was withdrawn by Infrastructure NSW.

The NSW Government remains committed to the creation of a public arts and cultural destination at Walsh Bay. Key to achieving this commitment is the redevelopment of Pier 2/3 and refurbishment of Wharf 4/5 in line with the 2013 master plan.

The Waterfront Square component of the master plan will not be pursued at this time and remains subject to further design consideration.

To achieve the NSW Government's commitment to public arts at Walsh Bay, an SSDA will be lodged in relation to Pier 2/3 and Wharf 4/5. This SSDA will seek approval for the construction and operation of Pier 2/3 and Wharf 4/5 for arts and cultural uses with complementary commercial and retail offerings to activate the precinct.



**Figure 3:** Proposed Sydney Dance Company rehearsal studio  
**Source:** TZG Architects

## 3.0 Consultation summary

### 3.1 Pre-lodgement engagement

The pre-lodgement communications and stakeholder engagement activities included:

- Reviewing engagement activities, reports and submissions from the 2016 public exhibition;
- Developing a Communications and Engagement Strategy to guide the consultation process to ensure timely and proactive communication of important information and to identify opportunities for further active engagement;
- Managing the existing 1800 community information number;
- Meetings with all existing Walsh Bay arts tenants; and
- Meetings with the following authorities and community stakeholder groups about the new SSDA:
  - City of Sydney planners and Central Sydney Planning Committee;
  - Department of Primary Industries – Fisheries;
  - Ports Authority NSW;
  - NSW Fire and Rescue;
  - Roads and Maritime Services, Transport for NSW and Transport CBD Coordination Office;
  - Heritage Division as delegate for NSW Heritage Council; and
  - Millers Point Resident Action Group.

A summary of the meetings and project team responses is provided in **Section 4** of this report.

It should be noted that the project team contacted all agencies to request meetings, however given the nature of the project, and the fact that they had been consulted with during the previous SSDA, they did not require follow up meetings. The following agencies did not require a meeting with the project team:

- Office of Environment and Heritage;
- NSW Police;
- Sydney Water; and
- Environmental Protection Authority.

The project team did not meet with the Local Aboriginal Land Council because there is no Aboriginal Heritage on the site. However, the project is committed to discussing concepts for interpretation with relevant Aboriginal stakeholders. This process will occur during the detailed design stage of the project.

### 3.2 Post lodgement engagement

Following lodgement of the SSDA, two Community Information Sessions will be held on Wednesday 15 November 2017 from 12pm until 2pm and 5.30pm until 7.30pm. Local residents, arts tenants and businesses as well as other interested stakeholders will be invited to visit Walsh Bay, view the plans, meet the project team and provide important feedback.

The Community Information Sessions will stimulate enthusiasm and awareness of the arts and cultural offerings in the Precinct, enable the project team to understand local community sentiment about the project and provide people with an opportunity to review plans while speaking to members of the project team.

- An invitation postcard will be delivered to 3000 surrounding residents and landowners on Wednesday 1 November 2017.
- An advertisement will be placed in the Central Sydney Newspaper on Wednesday 1 November 2017.
- Email invitations will be sent to all arts tenants to distribute to their databases, inviting their guests to attend one or both Community Information Sessions.
- The Community Information Sessions will be held on Wednesday 15 November 2017 from 12pm until 2pm and 5.30pm and 7.30pm. The format will be informal drop in style events, with project team members presenting the updated plans, answering questions about the proposed redevelopment and receiving feedback. Two times have been chosen to cater for both local businesses (daytime), and local residents (evening).



**Figure 4:** Proposed upgrades to Pier 2/3 commercial space

**Source:** TZG Architects

## 4.0 Summary of feedback received

### 4.1 Stakeholder meetings

The project team has consulted with the following authorities, agencies and organisations to date and the key issues and discussions topics are summarised below.

Stakeholder group & date	Discussion summary	Project team response
<b>Walsh Bay Precinct Management Group</b> Tuesday 15 August	<ul style="list-style-type: none"> <li>Concern that the construction of the new redevelopment would increase traffic and negatively impact local amenity.</li> <li>Further consultation was sought with transport and local authorities related to concern about impacts of construction for other major precincts outside of Walsh Bay and Millers Point impacting local amenity (e.g Sydney Metro, Barangaroo Development Authority, City of Sydney).</li> <li>Concerns were raised about the noise, traffic and pedestrian impacts of the new function space and waterfront square operations.</li> <li>The Association confirmed their support for an enhanced arts precinct.</li> </ul>	<ul style="list-style-type: none"> <li>The Waterfront Square component will not be pursued at this time and remains subject to further design consideration.</li> <li>Events at the precinct are not expected to continue for a whole year and concurrency between events by different tenancies is quite rare. As such, the TIA explains the probable upper limit of the population that would be within the tenancies at one time and assesses four different scenarios of the proposed development.</li> <li>An operational management plan will be developed for the precinct and major events within the precinct.</li> <li>The construction impact of the proposed development has been addressed in a separate Construction Pedestrian and Traffic Management Plan.</li> <li>Further consultation will be facilitated by the Department for the Precinct Management Committee with Sydney Metro, Barangaroo Development Authority, Sydney CBD Coordination Office and City of Sydney during the exhibition period of the EIS.</li> <li>The precinct will introduce new arts and cultural spaces with complementary retail and commercial offerings which will activate the precinct and the Walsh Bay Area. An operational management plan will be prepared for larger events within the precinct.</li> <li>A Noise Impact Assessment has been prepared by Arup and will address noise levels associated with the new commercial space.</li> </ul>

<p><b>RMS, TfNSW and CBD Coordination Office</b> Friday 18 August 2017</p>	<ul style="list-style-type: none"> <li>• Flexibility in coordination between tenancies is needed to accommodate peak capacities.</li> <li>• Queuing requirements for point to point transport to and from the site should be investigated as part of the TIA.</li> <li>• Similar precincts within Australia should be investigated as precedents for arrival and departure patterns.</li> <li>• Integrated ticketing should be investigated.</li> <li>• No on street space for loading should be utilised. Loading requirements should be explained in detail in the TIA.</li> <li>• If a works zone is required discussions should be held with the City of Sydney for construction on Hickson Road.</li> </ul>	<ul style="list-style-type: none"> <li>• Events at the precinct are not expected to continue for a whole year and concurrency between events by different tenancies is quite rare. As such, the TIA explains the probable upper limit of the population that would be within the the tenancies at one time and assesses four different scenarios of the proposed development.</li> <li>• An operational management plan will be developed for big events within the precinct.</li> <li>• Integrated ticketing will be advised by TfNSW.</li> <li>• A new loading facility is to be provided on Pier 2/3 and will be contained within the existing apron. The existing loading facility on Wharf 4/5 will continue to operate as per its existing arrangement. The existing and proposed loading docks will be adequate to cater for the demands generated by the additional uses.</li> <li>• A new loading dock management system will be implemented to ensure efficient use of the available space. Further discussion on the proposed loading arrangements is provided in the TIA.</li> <li>• The construction impact of the proposed development has been addressed in a separate Construction Pedestrian and Traffic Management Plan.</li> <li>• Further consultation with TfNSW, RMS and the CBD Coordination Office will occur during the exhibition period of the EIS.</li> </ul>
<p><b>City of Sydney Planners</b> Thursday 24 August 2017</p>	<ul style="list-style-type: none"> <li>• City of Sydney pleased to see Waterfront Square has been removed from the application.</li> <li>• Would like to see increased activation of Hickson Road.</li> <li>• Would like to ensure the signage respects the character of the area.</li> </ul>	<ul style="list-style-type: none"> <li>• The team will prepare a signage strategy and include it in the DA package.</li> <li>• Approval will be sought for the projecting signs, there will be no advertising on any of the signage.</li> <li>• Create NSW will manage all tenants and their signage ability.</li> </ul>



	<ul style="list-style-type: none"> <li>• Would like to see more detailed drawings of the proposed development.</li> <li>• Ensure there is an Operational Plan of Management, particularly in relation to the events in the commercial space.</li> <li>• The DA needs to be clear about what approval is being sought.</li> <li>• Suggestion to review the City of Sydney outdoor dining guide as it identifies requirements for outdoor dining, frontages, maintenance, pedestrian circulation.</li> <li>• Consideration of wayfinding signage.</li> <li>• City of Sydney require the CSPC report prior to the presentation.</li> </ul>	<ul style="list-style-type: none"> <li>• A meeting with the City of Sydney bike team to address the bike issues will occur prior to lodgement.</li> <li>• The SSDA will be clear and concise, and highlight the differences between the first application and the new application.</li> <li>• A Heritage Interpretation Strategy will be submitted as part of the SSDA.</li> <li>• A Construction Management Plan will be developed for exhibition, however the building contractor will prepare the final plan in consultation with the City.</li> </ul>
<b>City of Sydney</b> Tuesday 29 August 2017	<ul style="list-style-type: none"> <li>• Bike storage within the precinct is currently limited. The proposal should provide options for end of trip facilities. Stacked bike storage will increase the available parking spaces within the storage rooms.</li> <li>• The redevelopment will provide storage to cover 5% of staff numbers and 1% of visitor numbers.</li> </ul>	<ul style="list-style-type: none"> <li>• The concept plan allows for 35 bicycle parking facilities on site for staff and 40 visitor bicycle parking racks within the public domain. Bicycle parking provision will meet 5% of the staff population and 1% of the visitor population. End of trip facilities will be provided in each tenancy, which will adequately accommodate the expected future demand. Further discussion is provided in the Traffic Impact Assessment prepared by GTA Consultants.</li> </ul>
<b>Port Authority NSW</b> Wednesday 13 September	<ul style="list-style-type: none"> <li>• Traffic along Hickson Road is already an issue. Management of traffic during construction and operation of the Precinct should be considered as part of this application.</li> </ul>	<ul style="list-style-type: none"> <li>• The Barangaroo redevelopment which is located within 800m of the site, will include a major transport hub to service the northern Sydney CBD, and the recently commissioned ferry wharf and new light rail to Circular Quay will improve the public transport offering and access to the WBACP.</li> <li>• The construction impact of the proposed development has been addressed in a separate Construction Pedestrian and Traffic Management Plan report as part of the SSDA.</li> <li>• During the operation, an operational traffic management plan will be developed. In addition to this, event specific traffic management plans will be prepared to manage arrivals and departures for the WBACP to ensure</li> </ul>

		<p>pedestrian safety and access and kerbside allocation is maintained.</p> <p>These will be developed and approved in consultation with TfNSW, Roads and Maritime, the Transport Management Centre and the Sydney Coordination Office. Further discussion is provided in the Traffic Impact Assessment.</p>
<p><b>Heritage Division as delegate for NSW Heritage Council</b> Wednesday 13 September</p>	<ul style="list-style-type: none"> <li>The EIS should address how this proposal differs from the previous DA.</li> <li>The project team should work with the Heritage Council NSW and the City of Sydney when the SSDA is on exhibition to determine whether the project needs to be submitted to the Heritage Council.</li> </ul>	<ul style="list-style-type: none"> <li>The redevelopment of the Precinct will exhibit architectural excellence, design and accessibility to a world class standard. External alterations will be designed to reflect the original gantries and the precinct's former industrial heritage. In addition, a large proportion of the ground floor will be retained in its existing heritage state for events and festivals.</li> <li>Post lodgement, the project team will meet with the Heritage Council NSW to discuss the vision and plans and determine whether the project needs to be submitted to the Heritage Council.</li> </ul>
<p><b>Central Sydney Planning Committee</b> Thursday 14 September</p>	<ul style="list-style-type: none"> <li>The CSPC is in support of the project, with the only issue raised being a signage strategy.</li> <li>Signage must be appropriate for the heritage context.</li> </ul>	<ul style="list-style-type: none"> <li>A signage strategy will be included in the SSDA and further discussion with the CSPC and the City of Sydney will be undertaken during the exhibition period.</li> </ul>
<p><b>Department of Primary Industries – Fisheries</b> Tuesday 19 September</p>	<ul style="list-style-type: none"> <li>Concern that the new 'arts hub' could compete with local fishers.</li> <li>Fishing groups are continuing to lose foreshore access and Walsh Bay is a key area for fishing kingfish.</li> <li>DPI Fisheries can work with the government and Council to develop appropriate fishing utilities for the Precinct (for example toilet and low-profile tables to prepare bait and clean fish).</li> <li>Consideration of building an east facing lower deck at the north end of Pier 2/3 for fishers.</li> <li>Concern that fishing groups will not be able to access the piers after the redevelopment.</li> </ul>	<ul style="list-style-type: none"> <li>The operational plan will address fishing in the Precinct and will be developed in accordance with DPI – Fisheries. This will establish an understanding of how the area is used by different cultural groups and the code of conduct for activities occurring on the foreshore.</li> <li>Walsh Bay will continue to remain open to all fishers.</li> <li>There will be no external works that could impact with loss of space for fishers.</li> <li>The project team will work with DPI to prepare a code of conduct for fishers.</li> <li>DPI Fisheries will manage engagement with recreational fishing groups during</li> </ul>

		the exhibition period, and the project team will support.
<b>NSW Fire and Rescue</b> Friday 22 September	<ul style="list-style-type: none"> <li>NSW Fire and Rescue were provided with the opportunity to comment on the inclusion of the draft Emergency Management Strategy for the project.</li> </ul>	<ul style="list-style-type: none"> <li>Comments from NSW Fire and Rescue will be included in the Strategy with further discussions held during the exhibition period.</li> </ul>
<b>Millers Point Resident Action Group</b> Wednesday 27 September	<ul style="list-style-type: none"> <li>MPRAG would like to see an integrated public transport system developed and include new bus routes and the ferry stop utilised.</li> <li>Concern about the operation and management of the commercial space.</li> <li>Would like to see the area better activated with new and quality restaurants and bars.</li> <li>Pleased to see the loading hours have been changed and restricted.</li> <li>Would like to see Waterfront Square built as part of the project.</li> <li>Would like the City of Sydney to have the residential streets changed to 1 or 2 hour parking after 6pm.</li> <li>Would like to see the project team present at the next MPRAG monthly meeting.</li> </ul>	<ul style="list-style-type: none"> <li>The site is broadly accessible by public transport. There will be a substantial increase in the provision of public transport with the Barangaroo redevelopment which will become a major transport hub to service the northern Sydney CBD, and the recently commissioned ferry wharf and new light rail to Circular Quay will improve the public transport offering and access to the WBACP.</li> <li>The precinct will introduce new arts and cultural spaces with complementary retail and commercial offerings which will activate the precinct and the Walsh Bay Area. An operational management plan will be prepared for larger events within the precinct.</li> <li>The Waterfront Square component will not be pursued at this time and remains subject to further design consideration.</li> <li>The TIA assesses the publicly available on-street and off-street car parking within approximately 250m east and west of the site. With consideration of the surrounding existing supply, the expected demand for parking is able to be accommodated.</li> <li>Non-car based travel modes are promoted, with a preliminary Green Travel Plan prepared as part of the SSDA requirements.</li> </ul>



## 4.2 Letter responses

The following agencies responded to the Department of Planning and Environment's letter inviting feedback on the SEARs.

Stakeholder group	Discussion summary	Project team response
<b>Environmental Protection Authority</b>	<ul style="list-style-type: none"> <li>The EPA states that the current application is not dissimilar to the previous staged applications, excluding the 'Waterfront Square' activities.</li> <li>Previous comments to the EIS must be considered as the EPA's input to the draft SEARs for this project.</li> </ul>	<ul style="list-style-type: none"> <li>The Waterfront Square component of the master plan will not be pursued at this time and remains subject to further design consideration. The works proposed primarily consist of the adaptive re-use of Pier 2/3, refurbishment of Wharf 4/5 and external alterations and additions. The works will retain a large proportion of the heritage spaces.</li> <li>The comments issued with the original EIS have been reviewed and are incorporated into the updated proposal.</li> </ul>
<b>Roads and Maritime Services</b>	<ul style="list-style-type: none"> <li>The transport and traffic impact assessment of the proposed development must consider details of service vehicle movements and access arrangements during operation, drop-off/pick up areas and parking provisions.</li> <li>RMS require the report to consider the potential for implementing a location-specific sustainable travel plan and a non-car mode share for travel to and from the site.</li> </ul>	<ul style="list-style-type: none"> <li>Vehicle access to the precinct at the Hickson Road level will be altered to accommodate service vehicles via the perimeter only during typical operation, with up to 8.8m Medium Rigid Vehicles able to access Pier 2 and 6.4m Small Rigid Vehicles able to access Wharf 5.</li> <li>The site is accessible by public transport with bus, train and ferry stops located within 1.5km of the site, with a substantial increase in the provision of public transport in the future. These include the Sydney Metro, CBD and South East Light Rail, Barangaroo ferry wharf and a bus corridor along Hickson Road. In addition to this, new cyclist connections linking Barangaroo with the broader cyclist network will provide additional connections to the WBACP. End of trip facilities will also be provided for each tenancy.</li> <li>Further discussion is provided in the Traffic Impact Assessment.</li> </ul>
<b>Transport for NSW</b>	<ul style="list-style-type: none"> <li>The Traffic Impact Assessment needs to include vehicle routes, number of trucks, hours of operation, access arrangement, work zone location, construction program and traffic</li> </ul>	<ul style="list-style-type: none"> <li>The construction impact of the proposed development has been addressed in a separate Construction Pedestrian and Traffic Management Plan report as part of the SSDA.</li> </ul>

	<p>control measures for all demolition/construction activities.</p> <ul style="list-style-type: none"> <li>The traffic Impact Assessment needs to include details of any required temporary cycling and pedestrian access during construction, existing and proposed vehicular access, details of sustainable travel initiatives and an assessment of impacts on harbour vessel movements.</li> </ul>	<ul style="list-style-type: none"> <li>Existing bicycle lanes along Hickson Road provide a connection to the wider cycleway network within the Sydney CBD. As part of the Sydney City Centre Access Strategy and Sydney's Cycling Future, a cycleway will be developed to integrate with Barangaroo. The concept plan allows for 35 bicycle parking facilities on site for staff and 40 visitor bicycle parking racks within the public domain. The existing and proposed cycling facilities provide adequate access for the WBACP to key cycling links.</li> <li>Based on the existing and proposed public transport facilities near the precinct, the provision of public transport is considered to be sufficient to accommodate the increased future demand.</li> </ul>
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**Figure 5:** Proposed refurbishment of Wharf 4/5

**Source:** TZG Architects

## 5.0 Recreational fishing

Sydney Harbour has a long association with recreational fishing along the foreshore. Fishing offers the opportunity for an affordable (free) recreational activity that can be undertaken either alone or in groups. Furthermore, fishing is an activity that can be undertaken by a range of people of different ages, cultural backgrounds and socio-economic circumstances.

In pre-colonial times, the Aboriginal people utilised the harbour foreshore as a rich food source. This continued in post-colonial times where many people engaged in fishing as a means of obtaining food. In more recent times, fishing is being undertaken as a more recreational activity with less emphasis on food.

As Sydney has developed over the years, vantage points to participate in fishing have reduced. Foreshore development has either excluded public access or prevented fishing activities from being undertaken. The Walsh Bay wharves are one of the last remaining vantage points for deep water fishing within the harbour.

As access to the Walsh Bay wharves is protected through public easements, fishing has become a popular activity. Walsh Bay attracts an array of people of different ages and cultural backgrounds who predominately utilise the end of Pier 2/3 for recreational fishing.

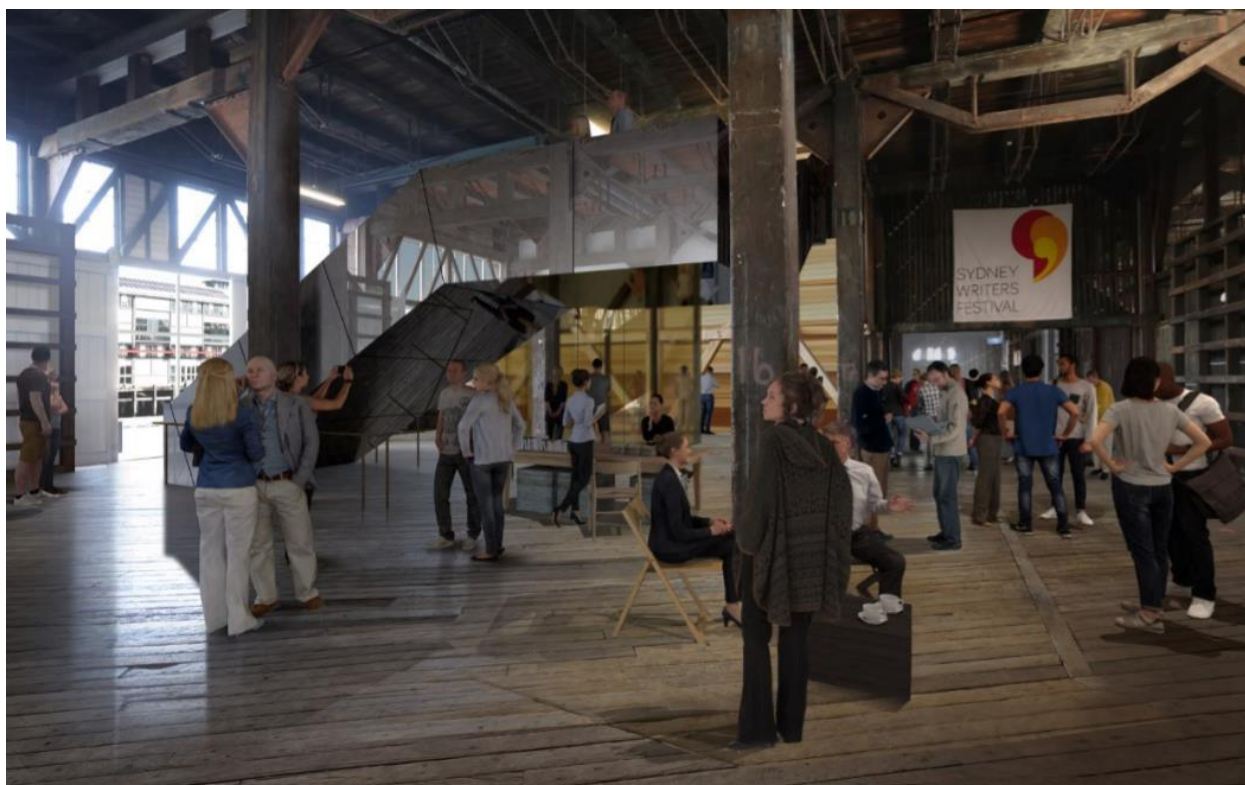
The Walsh Bay Arts and Cultural Precinct project will not preclude ongoing fishing activities from the wharves during operation. For safety reasons access to the wharves during construction will not be feasible and hence fishing will be restricted during this time. Once operational it is envisaged that fishing activities would be supported through better infrastructure such as rubbish bins and public toilets. Furthermore, the Precinct Manager will work with Fisheries NSW during operation to monitor fishing activities and ensure the wharf is shared amongst an array of users.

## 6.0 Conclusions and Next Steps

The consultation outcomes report provides a succinct overview of the communications and stakeholder engagement activities Ethos Urban undertook prior to the lodgement of the SSDA for the Walsh Bay Arts and Cultural Precinct.

In accordance with the SEARs requirements for consultation and stakeholder engagement, Ethos Urban has implemented a strategy to inform local residents, landowners, businesses and key agencies about the SSDA. This will not only ensure that the community have a clear understanding of the proposal but has also provided an important mechanism to gather feedback prior to lodgement of the SSDA.

Ethos Urban will continue to provide opportunities for local residents, landowners, businesses and key agencies to make enquiries and provide feedback as the development progresses, culminating in the information sessions on Wednesday 15 November 2017.



**Figure 6:** Proposed refurbishment of Pier 2/3

**Source:** TZG Architects