

**From:** [no-reply@planning.nsw.gov.au](mailto:no-reply@planning.nsw.gov.au) on behalf of [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Subject:** [REDACTED]  
**Date:** Pyrmont Peninsula Place Strategy  
Friday, 28 August 2020 12:58:05 PM  
**Attachments:** [pyrmont-peninsula-submission.docx](#)

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Submitted on Fri, 28/08/2020 - 12:53

Submitted by: Anonymous

Submitted values are:

**Submission Type**

I am making a personal submission

**Name**

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{Empty}

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**I would like my submission to remain confidential**

No

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**Suburb/Town & Postcode**

Pyrmont

**Submission file**

[pyrmont-peninsula-submission.docx](#)

**Submission**

Refer to the attached document

**I agree to the above statement**

Yes

{Empty}

The draft Pyrmont Peninsula Place Strategy (PPPS) looks great. I have two comments.

## 1. The proposed Hanson concrete plant on Glebe Island

The Department of Planning, Industry and Environment is currently considering an application by the Hanson Group to build and operate 24/7 a concrete plant on Glebe Island. The twenty year plus life of that plant would match the same period covered by the PPPS, which promotes “a 20-year vision” and has “a planning horizon of 2041”. For the reasons detailed below, the approval of the Hanson plant would make a nonsense of the PPPS.

### Views from Pyrmont

The foreword in the PPPS from the Minister for Planning and Public Spaces refers to Pyrmont’s “stellar harbour backdrop”. Elsewhere the document talks of “its stunning waterfront location” and asserts that “Pirrama will be a place with fantastic harbour views”. Page 69 is more specific – **“The head of the Peninsula is prominent when viewed from Anzac Bridge and the bridge itself provides a stunning backdrop to the area.”**


There is even a picture in the PPPS of the bridge as “a stunning backdrop” to Pyrmont –

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transport connections, with more cycleways and improved ferry and bus services, will also enhance Pyrmont and its sustainability.



New employment spaces for making, creating and producing, and new affordable and social housing

will enrich the area's vitality with a genuine mix of places, experiences and communities. Social and other infrastructure, particularly public green and open spaces, a richer, broader tree canopy and integrated and decentralised parking options will make Pyrmont a leader in social and environmental sustainability.

A tapestry of publicly accessible open spaces

in pockets, rooftops, and neighbourhood and regional parks will weave with links to the foreshore and a stunning waterfront promenade, including seamless connections from the Sydney Fish Market to Walsh Bay and beyond.

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However, that picture would look extremely different with the Hanson concrete plant right in the middle of it for the next twenty years –



Source: Hanson's Environmental Impact Assessment

Self-evidently, if the concrete plant was allowed, the bridge would not be the “stunning backdrop to the area” contemplated by the PPPS.

Furthermore, “the head of the Peninsula” would no longer be able to be viewed from a significant section of the ANZAC Bridge. Below is the current view from the north western part of the bridge. This fantastic view, enjoyed by tens of thousands of Sydneysiders every day, would be totally blocked from a more than 150-meter long stretch of the bridge if the Hanson plant was built.



## **The foreshore walk**

The Minister's foreword says that "the time is right to improve access to the harbour and to public spaces". A major part of that in the PPPS is the completion of the foreshore walk as reflected in the document's "Five Big Moves". Number 1 Big Move is "Build and link a world class foreshore". "It will provide 9.4 kilometers of uninterrupted foreshore promenade and create a new global destination for Greater Sydney."

The foreshore is described as "a breathtaking waterfront promenade" and "the much-loved green and open spaces along the waterfront". The harbour is described as "one of the world's most treasured harbours" and the PPPS seeks to enhance Pyrmont's "role as an attractive waterfront tourism and entertainment district supporting the global attraction of the Sydney Harbour". It will be "a waterfront destination showcasing the best of Sydney."

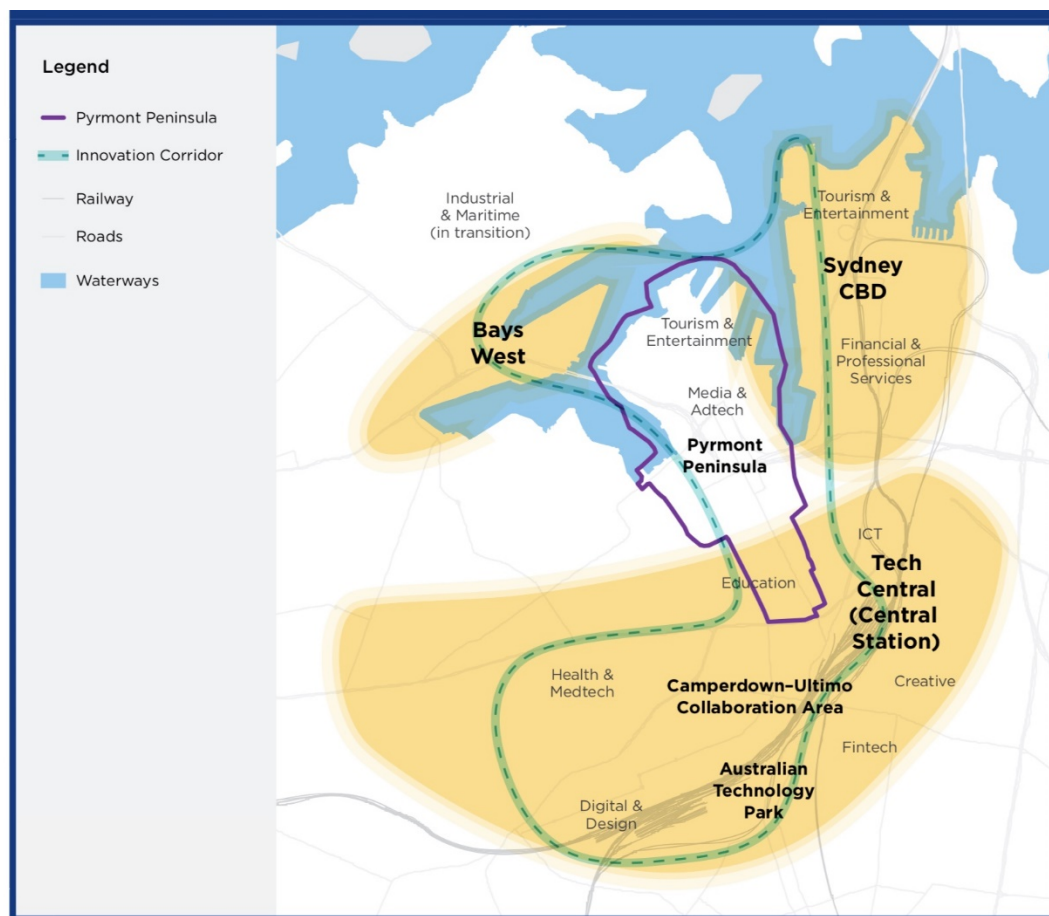
There is no discussion of the impact of the reindustrialisation of Glebe Island on this fabulous harbour and foreshore promenade for the next twenty years. The erection of an ugly concrete plant, together with 120 large vessels hauling and unloading aggregate, would be fatal to the



paradise contemplated in the PPPS. On top of other existing activities on Glebe island, it would be a bridge too far, a tipping point that would create levels of noise and fumes and a heavy industrial look that would ruin the vision of a beautiful Pyrmont foreshore and Sydney Harbour envisaged by the PPPS. It would be hypocritical of the department to claim that it supports the vision for Pyrmont in the PPPS and at the same time to allow the concrete plant to proceed.

### The innovation corridor and future development of GI

Another major component in the PPPS is Pyrmont's role in the important "Innovation Corridor". One of the objectives is to "to establish long term collaboration with businesses and industry across the Innovation Corridor." Here is the location of the Innovation Corridor –



All of Glebe Island is inside the Innovation Corridor. This is completely at odds with the proposed concrete plant. Not only is there nothing innovative about a concrete plant but its presence on Glebe Island for the next twenty years would ensure that none of the innovative industries contemplated by the PPPS would go near Glebe Island.

The map above refers to Bays West as “Industrial & Maritime (**in transition**)”. The Hanson plant would be a twenty year plus development. There would be nothing “transitional” about it within the “20-year vision” of the PPPS.

### **Glebe Island Bridge and access to Bays West**

The strategy in the PPPS incorporates creating a new link between Pyrmont and “Bays West”. It refers to “a walking and cycling connection to Bays West via a new link in the vicinity of Glebe Island Bridge”. Two of the “Pirrama place priorities” are the following

- 1) - “5. Create a continuous harbourside foreshore promenade with a new active/public transport link to Bays West.”
- 2) - **“9. Restore/reinstate/interpret the historic Glebe Island Bridge structure to provide active transport access to Bays West.”**

The “Transport Strategy” supporting document to the PPPS discusses the “Glebe Island Bridge active transport link to Bays Precinct” and describes “the Glebe Island Bridge rehabilitation” as a “key intervention”.

The proposed site for the Hanson concrete plant is right beside where the Glebe Island Bridge joins Glebe Island. Its presence would be totally incompatible with a restored swing bridge for at least two reasons. First, the 240 vessel movements a year associated with the plant (which would be problematic even with existing water traffic through the channel to Blackwattle Bay) would cause havoc around the opening and closing of a swing bridge. Secondly, the attractiveness of the bridge as a route to Bays West would be wiped out by an ugly concrete plant with all its noise, dust, and truck traffic.

Re the latter, the PPPS notes that “the restoration of Pyrmont Bridge as a pedestrian and cycle bridge re-established connectivity between the CBD and Darling Harbour.” A restored Glebe Island Bridge could similarly re-establish connectivity between Pyrmont and Rozelle, Balmain, and a restored White Bay Power Station. But not if the first stop on the journey was an ugly concrete plant with all its negative environmental impacts.

The redevelopment of Pyrmont should be undertaken as part of a wider Bays Precinct transformation. An integral part of that should clearly be opening up Pyrmont to Rozelle and Balmain, and indeed to Glebe Island itself. The development potential of Glebe Island is enormous. However, a concrete plant on Glebe Island right beside the Glebe Island Bridge would kill that development stone dead for decades. That would flow through to limiting the development of Pyrmont itself and that suburb’s role as a link between the CBD and the inner west.

I’m keen on the PPPS because I’m very much in favour of more residential, commercial, and public development in Pyrmont. However, there are many Pyrmont residents who think the PPPS is just an exercise in spin to cover changes to the planning rules in Pyrmont so that the

Star Casino can undertake the redevelopment that it wants. Given the clear conflict between the Hanson proposal and the objectives in the PPPS, the doubts of those people would be confirmed if the Hanson plant went ahead.

## **2. The proposed Metro station**

A Pyrmont metro station is more than just a good idea. It is essential given the massive redevelopment in the next few years, including the new fish markets, the extensive redevelopment of the old fish markets site, and the expansion along Harris St and in other parts of Pyrmont. Pyrmont is already congested, particularly around the Pyrmont Bridge Rd, Banks St, motorway area. The future will bring ever increasing periods of gridlock, including by the ANZAC Bridge on and off ramps, unless there are major changes to transport. It is self-evident that just adding buses will not prevent congestion. A metro link with the northern and central parts of the CBD is vital, particularly for tourists to the new fish markets.

That raises the question of where the new station will be located. I am very concerned by what is described in the PPPS as the 'Metro Investigation Area'. That area extends as far east as Pyrmont Bay Park. To cynics, it looks as if a metro station is being contemplated at Star Casino for the benefit of Star Casino. Surely the Department of Planning can see how that would look to Sydney residents. It would confirm for many that the state government is in the pocket of the city's two casinos.

Locating a metro station near the casino would be absurd on several grounds. It would be too close to the CBD which can already be reached from the north eastern side of Pyrmont by a short walk across the Pyrmont Bridge. Residents and workers in Parramatta would be rightly incensed that the time of their travel to and from the city would be extended by the addition of a station close to the CBD just for the casino.

A station near the casino would do nothing to address the transport problems surrounding the new fish markets. It would also do little to encourage the commercial and residential development along Harris St and elsewhere in Pyrmont that the PPPS purports to be promoting. If the department is serious about redeveloping Pyrmont, it needs to build a metro station in the center of the peninsula, on or west of Harris St. An underground walkway/travelator could easily link a centrally located station to the Star Casino to the north east. Similarly, a walkway/travelator could link the station to the redeveloped old fish markets site to the south west. From there it would be a short walk to the new fish markets. Facilitating underground movement in this way would also help address connectivity across the peninsula.

Ross Stitt

28 August 2020

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