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**To:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Cc:** [REDACTED]  
**Subject:** Pyrmont Peninsula Place Strategy  
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Submitted by: Anonymous

Submitted values are:

**Submission Type**

I am making a personal submission

**Name**

**First name**

Mark

**Last name**

Scelts

**Council name**

{Empty}

**Council email**

[REDACTED]

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

No

**Info**

**Email**

[REDACTED]

**Suburb/Town & Postcode**

Pyrmont 2009

**Submission file**

{Empty}

**Submission**

Please find attached my submission.

**I agree to the above statement**

Yes

{Empty}

██████████,  
PYRMONT. NSW 2009  
██████████

29 August, 2020

Project Leader,  
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Submission on Draft Pymont Peninsula Place Strategy, July, 2020

I have lived in Pymont for 20 years. Whilst my first apartment purchase was envisaged to be an investment property, my partner and I soon fell in love with the peninsula, its harbourfront, and busy ports with large ships coming and going to Glebe Island and White Bay. So when the building was nearing completion, we sold our house in Lilyfield and moved in, and after 8 happy years, moved to a larger apartment having again purchased off-the-plan.

A number of elements attracted us, apart from the beauty of the harbour – the diversity of housing types, including the variety of form and affordability of apartments; the clever scattering of Social and Affordable Housing throughout Pymont, intermixing with new commercial buildings and re-purposed heritage wool stores and wharves; Pymont's heritage and history; and, as we met our new neighbours, its social fabric. The first transformation of Pymont from an abandoned industrial precinct, to an interesting, attractive, and socially integrated community was well planned and continues to be successful as it continues to evolve and grow.

We enjoy Pymont's proximity to the CBD and its historic and cultural assets and celebrate the fact that Pymont is **not** the CBD, even as it became the area of greatest urban density in Australia.

Pymont has never stopped growing, with new apartment and commercial buildings still being constructed. I simply do not understand why it has been targeted by the Premier for "revitalisation". Pymont is already vital. 51-storey towers for The Star's prospective international high rollers won't do anything for the Pymont community – just add to congestion, and crime. Gambling is less than innovative.

Whilst I have long supported the redevelopment of the Sydney Fish Markets, and favour the approved design for the new Markets at the head of Blackwattle Bay, I am appalled at the prospect of 3 x 45-storey towers rising, totally out of place among the modest height apartment and commercial buildings adjacent to the site. I could accept a building form such as the Harbour Mill apartment building in Jones Street, or the apartment buildings in Bulwara Road (S of Pymont Bridge Road) but towers would utterly destroy the character of this area of the harbour foreshore. I speak from experience as the view from my balcony is totally visually ruined by the erection (and I use that word advisedly) of Packer's monstrosity. Whilst not quite of that scale, the visual effect from Glebe would be similar.

Pymont can continue to evolve and grow without such alienating structures. Good planning and architecture should be able to deliver buildings of varying heights and with spaces in between but no higher than 15 - 20 storeys.

As for the cluster proposed for the so-called Tumbalong Park sub-precinct, I deplore the desecration of what used to be a place for the people of Sydney turning it into a privatised concrete jungle of large disparate buildings with no attempt at harmony of style. These new buildings now form a blank wall lining Darling Drive, with more to come. The proposed Harbourside redevelopment is even taller than the intrusive Sofitel hotel for which a helipad is proposed on its rooftop. I have heard that negotiations are taking place for the sale of Harbourside, the Novotel and Ibis hotels to a developer, which, if this eventuates will move the wall into Pymont, resulting in view loss, overshadowing and loss of privacy for the many residents in this and the adjacent Pymont Village sub-precinct. This precinct, a highlight of the bicentennial celebrations, has already become in a very short time, an example of the worst planning processes possible and third rate architecture. The visions of the PPPS effectively foreshadow that outcome in all clusters – a cancer that will destroy Pymont.

This PPP Strategy is almost wholly focused on the delivery of an economic outcome, with virtually no consideration given to the social fabric of the Peninsula, or provision of the social infrastructure that will be absolutely essential to support the anticipated addition of 8,500 residents and up to 23,000 workers, to the existing 20,000 residents and 40,000 workers already here on the Peninsula. The recently-completed commercial building at 21 Harris Street remains almost empty during the Covid-19 pandemic, and there is no guarantee that workers, like myself, who have enjoyed working from home effectively, will return to the daily commute if/when social distancing is no longer required.

Of course, there will continue to be growth, but there are almost no vacant sites remaining on the Peninsula. The priority of any Strategy must be that such growth “complements or enhances the area” as stated in Direction 1. The highest priority must be the retention of the housing diversity which was planned in the current redevelopment phase. The PPPS must not include plans to redevelop any sites currently occupied by Social and Affordable housing. I am very alarmed to read on p 70 that a public housing site close to my home is described as an “opportunity” for redevelopment. I deplore what happened to the residents of the Sirius building in The Rocks, and would be appalled if my friends in the Peninsula’s well-placed public housing were to be displaced from their homes. I note that the Minister for Planning is also planning “a shake-up of planning controls to create greater housing diversity” (SMH 28/8/20) and commend the current such diversity in place on the Peninsula.

The biggest constraint on future development on the Peninsula is the traffic congestion, primarily associated with drivers passing through on their way to the CBD or the Western and Southern suburbs. We already have a high number of pedestrians and cyclists using our narrow roads, some built in the days of horses and carts. We need investment in greatly improved public transport and I support the Strategy’s strong support for a Pymont Metro station. The former Labor government failed to follow through with its plans for a Metro line. That proposal would have involved the part-demolition of one of the terrace houses lining Union Square and construction of a large entry which would have compromised the heritage values of the Square. I would oppose location of an entry in the vicinity of Union Square but would support an underground station with a modest entry to street level located in the vicinity of Pymont Bridge Road, to enable residents, workers, visitors and

tourists to access The Star, Darling Harbour and the new Sydney Fish Markets, and take some cars off our local roads.

We also need a bus service from Pyrmont to Broadway Shopping Centre via Harris Street and Parramatta Road with stops at Sydney University and close to RPAH, returning via Pyrmont Bridge Road and the Sydney Fish Markets. I also support a bus to the ATP where I worked for 12 years, commuting by car as there was poor public transport access.

Pyrmont and Ultimo definitely need more street activation and any new development should attract retail that makes for interesting streets. I am very disappointed that the large retail space provided in the new 21 Harris Street, has been leased to yet another fitness centre. Harris Street boasts hairdressers, massage parlours, real estate agents, with only one or two shops of interest to those who like to browse for clothes, books, and homewares. Models for interesting and activated streets are Crown Street, Surry Hills and King Street, Newtown. I support the City of Sydney's proposal to extend retail trading hours to 10pm but oppose any expansion of 24/7 trading from the areas currently so zoned – The Star, Darling Harbour and the area around Pyrmont Bridge. Activation should not be defined by how many drunks are wandering residential streets at 3am.

Even without an extension of 24/7 trading, the large increases foreshadowed in the number of jobs to be created by the Premier's "revitalisation" of the Peninsula will necessitate the establishment of a police station in Pyrmont. When I moved here, there was a small shopfront station at the corner of Harris and Scott Streets, with the 24/7 Water Police station at the end of Harris Street available in the event of a criminal event or anti-social behaviour. I'm aware of community efforts to have a police station located in or near The Star and would support any efforts to incorporate such a presence in any new development associated with the Metro station. I've seen very few police patrols of streets in Pyrmont but am aware of a recent murder and a serious assault in the area. Kings Cross and The Rocks, both high tourist precincts, both have police stations and Pyrmont should have one too.

The Peninsula has been chronically short of sporting and community centre space. The City built the Ian Thorpe Aquatic Centre in Ultimo, but there are currently no full-sized public courts in Pyrmont or Ultimo. The Better Cities Program of the Commonwealth Government provided funding for construction of the Ultimo Community Centre, and the City of Sydney funded a re-development of the former heritage Pyrmont Public School into the Pyrmont Community Centre, but with the huge expansion of both residential and worker populations over the past 30 years, this space cannot meet community needs now, let alone in the future, if resident and worker projections transpire. In particular, there is a demand for full-sized public multi-purpose courts, similar to those at King George V centre in The Rocks. The community has been asking for the redevelopment of the totally inadequate, largely unused, and understaffed Maybank Centre in Harris Street since 2006. The redevelopment of this site into the Maybank Community Sports & Recreation Centre, possibly using developer contributions, would enable relocation of the gym space in the Pyrmont Community Centre to this new facility, freeing up space for community activities.

The PPPS foreshadows the return of the greyhound racing site in Wentworth Park to public open space when the current lease expires in 7 years. I've attended community events in this precinct, including the popular family pet dog race for the Wentworth Park Mongrel Cup, and was impressed by the quality of the oval which, I'm told, is used by nearby International Grammar School and public schools in its vicinity. Noting the difficult public transport access for Pyrmont and Ultimo kids who

have to attend public Junior High School campuses at Leichhardt and Balmain, both currently at full capacity, I strongly support the use of this site for a Years 7 – 10 public secondary school campus. With an additional 8,500 people living on the Peninsula, a new secondary school to serve kids from the Peninsula will be needed more than ever.

In considering the provision of green public spaces, I find it difficult to identify where additional parks could be established. However, I live virtually next door to an area of open space which was promised by the previous Labor government in 2004 as a public park and for the establishment of a dragon boat facility. The 2006 Bank Street Master Plan, approved by the then Planning Minister, Frank Sartor, was subsequently thrown out by the incoming Coalition Government, to the deep disappointment of everyone who had worked so hard to make a park a reality. This foreshore land which has been fenced off from the public for as long as I've lived in Pyrmont, is currently an unsightly carpark, with the recent addition of a shed and shipping containers for use by the infamous All Occasion Cruises (allegedly responsible for the death of a passenger who died from exposure to toxic fumes). This facility has been approved for this purpose for 5 years against strong opposition from the dragon boaters and the local community who still dream of this publicly owned site becoming a green park for passive and active recreation. This temporary marina must be removed when the 5-year lease expires and the site returned to the public.

The PPPS recommends inclusion of cultural space within new developments on the Peninsula. I'm absolutely delighted that the Government has finally decided to leave the Powerhouse where it is and I recommend that money be allocated to bring it back to its former glory as a world-class technological museum which celebrates Australian innovation and technology. I am a scientist and founder and Executive Director of an ASX-listed company which has developed new ways of processing minerals enabling the capture of carbon, and appreciate the role of such an institution, located in the heart of the Innovation Corridor. The nearby Tram Sheds/Harwood Building must also be protected. These buildings are ideal for re-use by technology start-ups, artists and other creative people, as well as for storage of valuable historic/heritage items often donated to the Powerhouse.

I work in the emerging sustainable industries. I support the mandating of incorporation of renewable energy technologies in any new or re-purposed buildings. There will also be a need for inclusion of EV charging within carparks either in new buildings, or associated with the development of Key Sites.

As a planning document, the PPP Strategy is most notable for its lack of vision on every metric other than economics. There is no evidence of an "all-of-government" approach, and with the missing elements, it is functionally incorrect to label it as a strategy, and would not pass first base in industry.

With regard to the implementation of the "Strategy", I note that it appears to favour an Industry-led Business Improvement District model over one that considers and includes a community voice. Whether the Premier likes it or not, the Pyrmont Peninsula has been largely successfully planned and those early planners have delivered a Place in which business and residential development is well integrated. The people who live here come from a variety of backgrounds, ethnicities and income levels. They matter just as much as developer profits and the creation of jobs. I urge the Government to include representatives from the Pyrmont and Ultimo communities and the Pyrmont-Ultimo Chamber of Commerce on any Governance entity established to oversee the implementation of the final Strategy.

It has been fascinating to watch the evolution of Pymont Peninsula from a former abandoned industrial precinct to the great place it is today – to live and work in. I would hate to see it become an extension of the CBD which has no soul, is bleak and dark, and from which all the interesting nooks and crannies, activated laneways, live music venues eg the Basement and Soup Plus have disappeared under concrete and blank curtain walls. I urge those who will make the final decision to curb their enthusiasm for yet more isolating towers, and work with those who have deep knowledge of the Peninsula and its communities to ensure that future development truly “enhances Pymont’s dynamic, interesting and intimate places”.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'M. Sceats', written in a cursive, flowing style.

(Dr) Mark G Sceats, FRACI, ComIEAust, FTSE