

From: no-reply@planning.nsw.gov.au on behalf of [Planning Portal - Department of Planning and Environment](#)
To: [DPE_PS_ePlanning Exhibitions Mailbox](#)
Cc: [REDACTED]
Subject: Pyrmont Peninsula Place Strategy
Date: Tuesday, 8 September 2020 11:31:11 AM
Attachments: [submission-on-pyrmont.pdf](#)

Submitted on Tue, 08/09/2020 - 11:25

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Ian

Last name

Bulluss

Council name

Sydney

Council email

{Empty}

I would like my submission to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Pyrmont 2009

Submission file

[submission-on-pyrmont.pdf](#)

Submission

The attached submission emphasizes people by promoting human spatial interaction through variations to transportation corridors and the provision of a new educational facility within the guidelines presented to future developers of multi-residential buildings.

I agree to the above statement

Yes

{Empty}

8 September 2020

Rob Stokes
Minister for Planning and Public Spaces
Parliament House
Macquarie Street
Sydney NSW 2000

RE. Draft Pyrmont Peninsula Place Strategy

Dear Minister,

Over several years, NSW has embarked upon a number of important strategic transportation and infrastructure projects; projects designed to progress the City of Sydney beyond the limited project initiatives that has dominated NSW government for many years.

It was therefore disappointing to review in the Draft Pyrmont Peninsula Place Strategy a seemingly lack of integration across the 7 sub-districts identified in the study. Of particular concern is an apparent absence of strategic direction that could be used to address the impacts of both the *New Sydney Fish Market* and the proposed residential development on the existing Fish Market site; while simultaneously ensuring that the vibrant community of Pyrmont is not adversely impacted through the construction of over sized towers dominating the skyline and impeding existing foreshore facilities.

There is a plethora of more areas of concern that others will no doubt present commentary. These include but are not limited to: the strategy's proposals for towers higher than the Anzac Bridge pylons; the absence of a world-class harbour park; lack of consideration to social housing communities that should not be uprooted to make way for high rise in exchange for only modest increases in affordable housing. Social infrastructure such as cultural centres, libraries, sport and recreation facilities, and schools are absent from the document despite proposals to significantly increase the residential population and there is little to foster connected communities.

Of particular concern is the rubber-stamping of towers at The Star Casino and Harbourside sites despite previous planning processes identifying overshadowing, and establishing barriers between Pyrmont and the waterfront.

However, there is some good news with a proposal for a metro station and return of the greyhound racing track land to Wentworth Park for public recreation. It is to that area that this submission offers you a workable solution that should be acceptable to both the Department of Planning and the communities of the Pyrmont Peninsula.

The following submission therefore attempts to present a slightly different approach; one that emphasizes people by promoting human spatial interaction through variations to transportation corridors and the provision of a new educational facility within the guidelines presented to future developers of multi-residential buildings.

Thank you for your kind deliberation of my submission.

Yours sincerely,



Ian Bulluss

Ccs.

Alex Grenwich, MP (Sydney)
Jamie Parker, MP (Balmain)
Clover Moore, (Mayor, City of Sydney)

SUBMISSION

on the

(DRAFT)

PYRMONT PENINSULA PLACE STRATEGY

by

IAN BULLUSS

8 September 2020

While the Draft Pymont Peninsula Place Strategy, July 2020, provides a snapshot of potential directions across seven identified sub-precincts, it fails to offer a clear overarching vision that integrates the peninsula and the needs of current and future residents, visitors and workforce personnel.

Any proposed development will necessarily result in a substantial increase in human and vehicular traffic. The very nature of any emerging human spatial interaction requires far greater emphasis to be given how any single variation to the physical environment flow and interacts with all other component.

By dividing and studying the peninsula in seven discrete sub-precincts, the draft strategy omits presenting an integrated approach and the opportunity of discussing drivers for change; the biggest driver being increasing population and employment opportunities in what is already a densely populated geographic location within the Sydney CBD.

In the following I have attempted to present a more integrated approach to the strategy document by approaching it from a perspective of 6 areas of human interaction. Viz.:

1. **Educational** Facilities.
2. **Affordable Housing**
3. **Public Transportation**
4. **Roads** / Cycle ways
5. **Pedestrian Thoroughfares**
6. **Parks**, Recreational Facilities

Governments for many years have argued the need for development on the Pymont Peninsula. In 1948, the state government proposed to declare Ultimo and Pymont industrial. However, Deputy Lord Mayor Jack Byrne¹ won a compromise whereby the two suburbs became a patchwork of residential and industrial zones.

Arguments for change were again mounted in the 1980s. As industries closed and people moved out, there was recognised need to build and support public housing on publicly owned land. Unfortunately, the government failed to build this housing and as the State acquired land, it was promptly sold to developers.

The dominant theory throughout was “Urban Renewal”.

Covertly, the “Urban Renewal” program continued into the 1990’s with the progressive creep of land acquisition and the building of a casino. Simultaneously, with the closure of the Colonial Sugar Refinery (CSR), and the purchase of its land by Lend Lease, the present Jacksons Landing Estate housing development took place.

Throughout this time, the population of Pymont/Ultimo has moved from approximately 2,000 in the 1970’s, 8,000 in the mid 1990’s and approximately 21,000 today.

When totalling the projected increase in residents and jobs across all of the 6 sub-precincts, the proposed new development that will occur as the result of the Pymont Peninsula Place Strategy will potentially add an additional 8,500 residents and 23,000 more jobs (Table 1).

This takes the residential population to approximately 30,000 (a figure reminiscent of the early 1900s). In addition there is an unknown number of daily commuters that will potentially be employed to meet the needs of an expanding workforce emanating from the new jobs.

With a time scale into the 2040s, the then population of the peninsula could well be 50,000!

¹ Article: “Politics of Urban Renewal”; <https://pyrmonthistory.net.au/politics-of-urban-renewal>
Ian Bulluss: Submission to NSW Department of Planning; 8 September 2020

Table 1

Sub-precincts	New Residents	New Jobs
Darling Island	600	2,735
Tumbalong Park	2,055	2,870
Ultimo	2,350	8,700
Wentworth Park	1,115	1,200
Blackwattle Bay	2,055	5,770
Pyrama	190	350
Pymont Village	135	1,380
Total	8,500	23,005

With these expected increase to both resident numbers and daily commuters due to the creation of new employment opportunities, the Pymont Peninsula Place Strategy lacks emphasis in several areas:

1. Educational Facilities.

The need for the strategy to accommodate projected growth in the number of children between the ages of 5 and 18 that will become residents of the Pymont peninsula over the next decade. This must include planning for school accommodation for years K to 12 and the construction of facilities that are both local and within easy walking distance.

In the 2016 Australian census², the Greater Sydney Area had 208,000 residents. Of these 22,410 were under the age of 20 but with 15,433 between the ages of 5 and 20 (7.5%). It is therefore not unreasonable to expect that the additional residents projected under the Pymont Peninsula Place Strategy to have 650 school age children!

Currently, primary age children attend the new Ultimo Public School. However, once leaving this school to attend a high school, and apart from those fortunate to be enrolled in a private school, the only local high school for children on the Pymont Peninsula is Balmain; the Blackwattle Bay High School is for senior students only.

There is an opportunity to address this shortage of educational facilities for both current residents as well as the expected increase in children as a result of the Place Strategy. In short, the peninsula requires a new K to 12 Public Education Institution. A possibly solution as to where these children are to attend school may be found in an opportunity presented below under **Public Transportation**.

2. Affordable Housing

The projected increase in the residential population will of necessity require the engagement of roles normally undertaken by employees requiring assisted housing. The Strategy Plan needs to ensure that due diligence is given to making available sufficient affordable housing places to accommodate these members of the new workforce.

² Australian Census Data (2016):
https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/LGA17200?opendocument

Any increase in the number of affordable housing places should not be achieved by the redevelopment of existing housing. Planning should entail the construction of new affordable housing together with the enhancement of existing structure so as to avoid any dislocation of current residents.

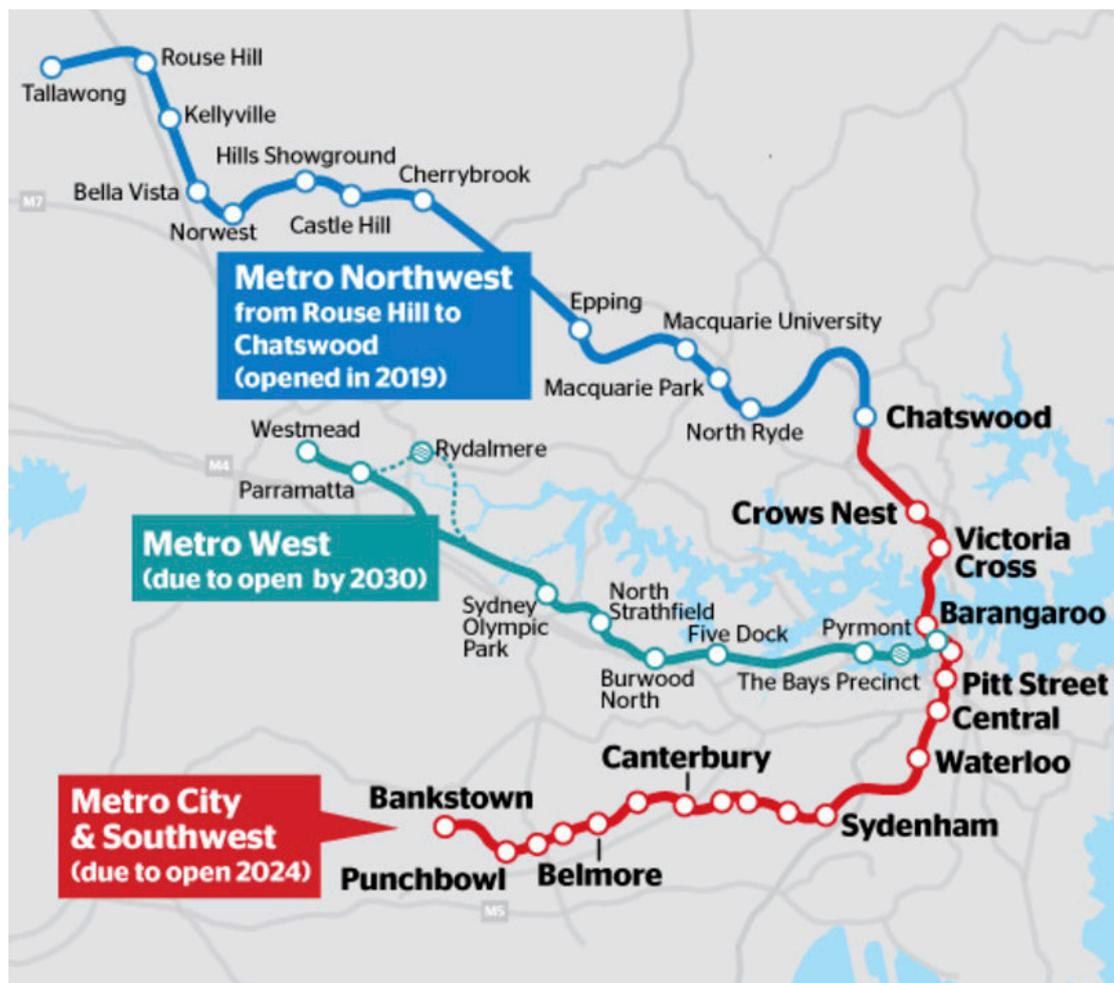
Any development should include a mandate to construct within any multi- residential buildings a strict proportion of residences devoted to affordable housing tenancy.

3. Public Transportation

The increase in the workforce population must include enhancement of existing public transport facilities. Currently the Pyrmont peninsula is serviced for public transportation through a combination of public buses, light rail and disjointed cycleways. Together with increasing traffic due to narrow roads and The Star casino, movement in and through the area is often severely impeded and public transport often overcrowded; especially the light rail due to its limited 2 carriage capacity.

There has been much discussion and public announcement from the NSW Department of Transport about whether a station for the Western Metro will be located on the peninsula at Pyrmont. An examination of the anticipated route for Western Metro (Map 1³) has the link passing through a station located at The Bays Precinct (White Bay) and thence to the Sydney CBD (Central/Redfern Stations).

Map 1



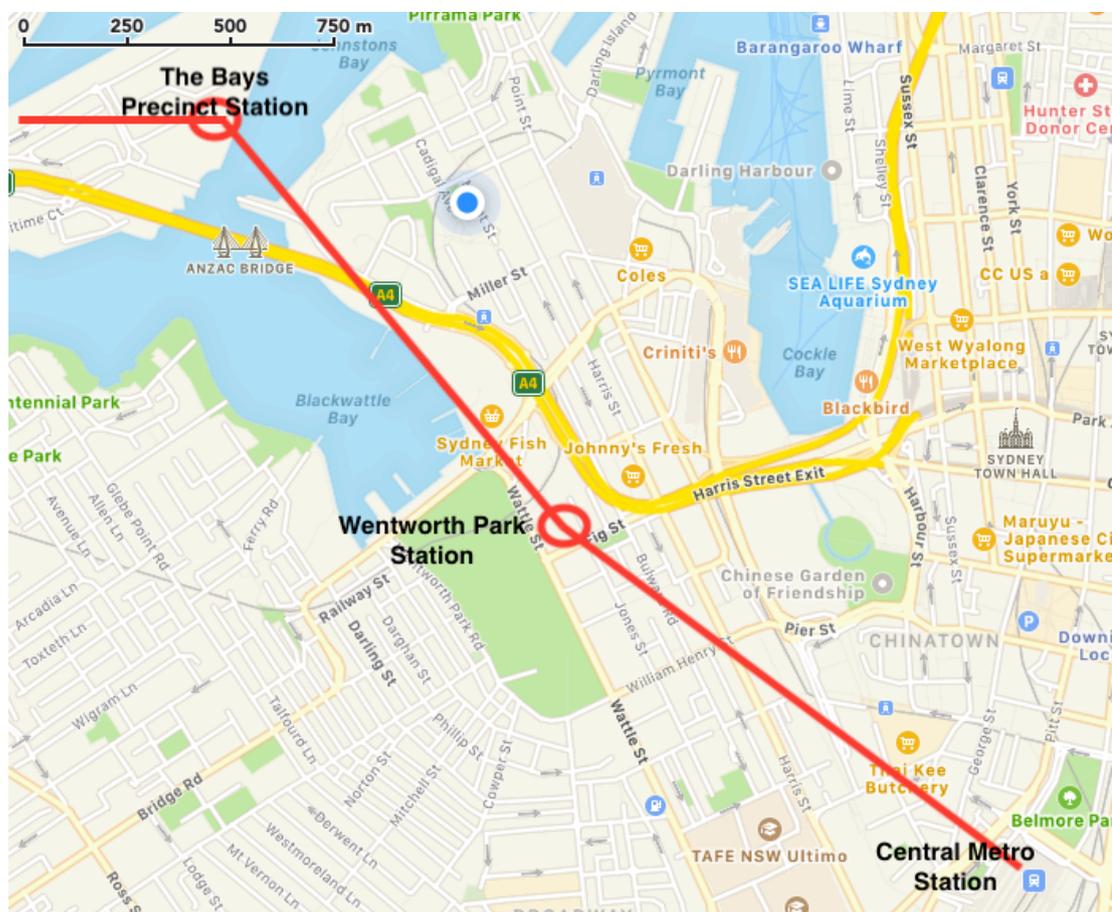
³ Tom Rabe; Sydney Morning Herald, 30 April 2020. <https://www.smh.com.au/national/nsw/metro-west-to-cut-crowds-on-busiest-lines-but-risks-cracking-houses-20200430-p54opc.html>

The movement of commuters from and to the peninsula to meet the requirements of Western Sydney and (potentially any extension of the metro network to service the La Perouse peninsula) requires the construction of a Metro station at Pyrmont; the location of which needs to be where commuters can easily access residences, employment, recreational facilities, educational institutions and interconnectivity to other transportation corridors.

To ensure maximum usage and convenience for interchange to the Light Rail and access to the new (2025) Fish Market, (and later the residential area to be built along Bank Street), an opportunity exists for a Metro West station to be constructed on Wattle Street Ultimo at Wentworth Park; near Fig Street (Map 2).

An attraction to this location is also found in the ability to meet the need for the provision of future education facilities through the construction of a K-12 integrated public school above a Wentworth Park Metro Station and within a medium height, multi-use office building similar to that found in many overseas cities (Map 3).

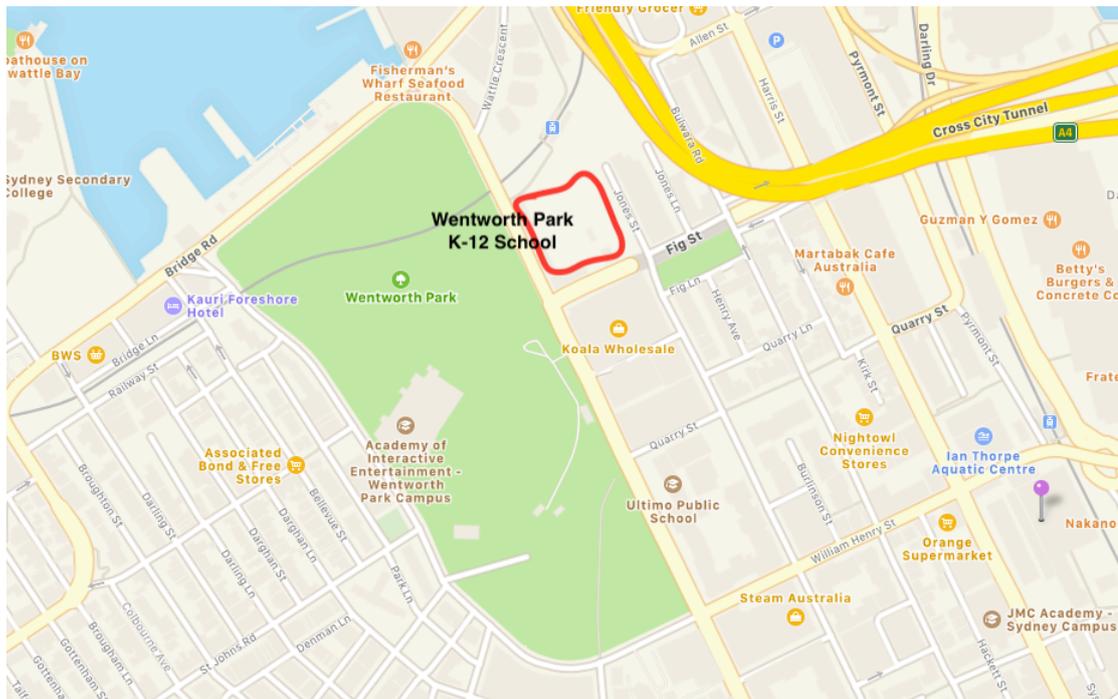
Map 2



An opportunity would therefore be also presented to enable the construction of a pedestrian walkway (travelator) from the station under the Pyrmont peninsula ridge to emerge on Harris Street at or near the Ultimo Museum of Applied Arts & Sciences (Powerhouse Museum) and Ultimo TAFE. Both sites are at similar elevations.

This would also enable close proximity with the Light Rail at Haymarket whilst simultaneously alleviating the current heavy demand on that infrastructure. An opportunity for this is presented below at **Pedestrian Thoroughfares**.

Map 3



4. Roads / Cycle ways

The increase in both the residential and workforce population will be accompanied by a large increase in vehicular traffic. The increased number and movement of vehicles will result in greater congestion of the current roadways; especially the movement of trucks on and off Anzac Bridge during the construction phase.

However, the current movement of traffic along Bridge Road trying to access both the city and ANZAC Bridge is a constant source of congestion. This will only be exacerbated with the construction of a new Sydney Fish Market (due in 2025) and the residential development to follow on the existing Fish Market site on Bank Street.

As indicated in Map 4, planning needs to incorporate a roadmap that diverts eastbound traffic from Bridge Road Ultimo onto Wentworth Park Road. This traffic could then either turn into Wattle Street and access the Fig Street cutting en-route to the city or traverse William Henry Street, Pier Street and onto Goulburn Street.

As shown in Map 4, this would enable that section of Bridge Road along the waterfront at the new Fish Market to be narrowed to 2 lanes for westbound traffic plus a cycleway. This would present the opportunity for the foreshore park and passive recreational facilities to be extended as a component of the new fish market.

Access to Anzac Bridge would still be along Wattle Street but with a new elevated ramp to join the bridge traffic.

Cycle ways could then be implemented along the Fish Market foreshore and up Miller Street as an alternative to the current disjointed approach.

Map 4



5. Pedestrian Thoroughfares

The increase in both the residential and workforce population presents an opportunity to establish underground pedestrian walkways and interconnecting routes to meet the needs of residents, visitors and businesses.

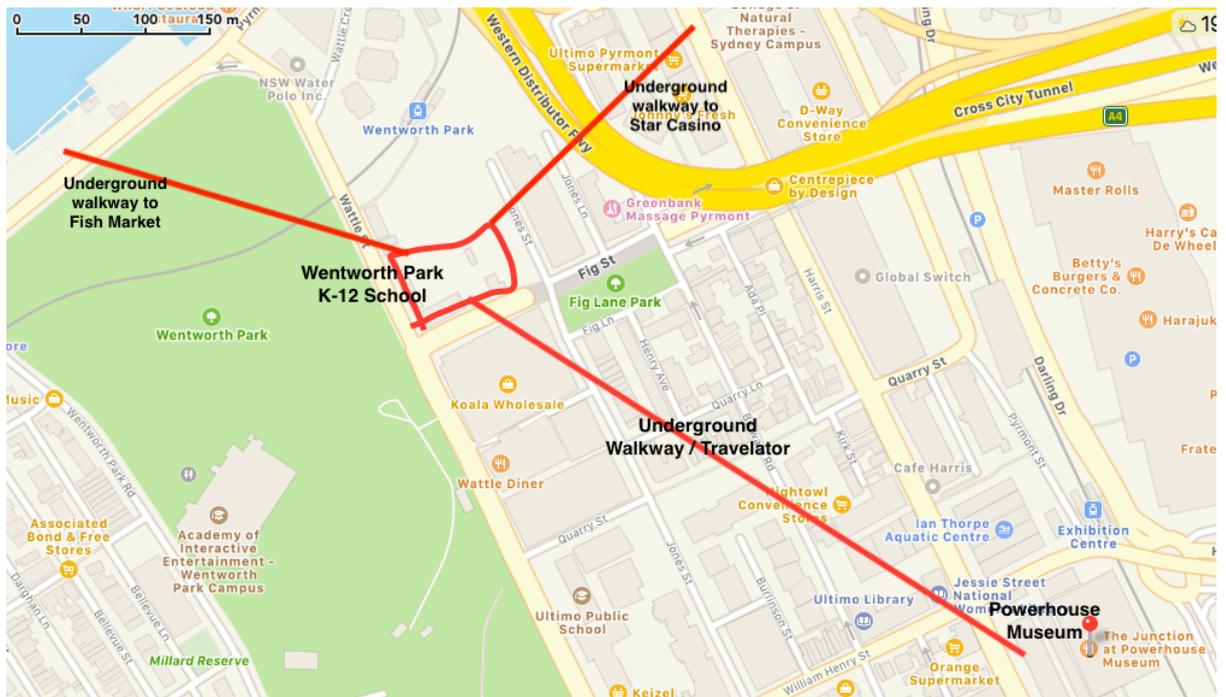
Interconnecting routes from a new Metro station at Wentworth Park can effectively be established through Wentworth Park onto the Fish Market and foreshore thus allowing further connection to a foreshore walk and through to the many established and new businesses in the area.

The construction of a pedestrian tunnel, possibly including a travelator, (refer Map 5) from this submission's proposed location of a Wentworth Park Metro Station on Wattle Street would allow commuters from the western suburbs to traverse to the Haymarket and Darling Harbour without the need to interchange to the already overcrowded Light Rail network.

Emerging within proximity to the Ultimo Museum of Applied Arts & Sciences (Powerhouse Museum), the Museum would be presented with the opportunity to integrate and showcase industrial age transportation with the modern age and (then) emerging transportation technologies.

Additional pedestrian tunnels could interconnect a metro station at Wentworth Park to the new Fish Market and east to The Star Casino.

Map 5



6. Parks, Recreational Facilities

The increase in both the residential and workforce population will be accompanied by increased demand for facilities to enable passive recreational activities.

The greater Pyrmont Ultimo peninsula has facilities that are by whole disconnected and under utilised resulting in them being not being maintained nor fully incorporated into the *Draft Place Strategy*.

The above comments on **Public Transportation** and **Pedestrian Thoroughfares** highlights the opportunity to implement an expanded Wentworth Park, access to the harbour foreshore (at Sydney Fish Market), Bank Street water recreational facilities and Tumbalong Park (Darling Harbour).

“This Place Strategy is essential in framing future development that responds to economic demand in a way that is sensitive to Pyrmont’s existing dense, urban community.”⁴

The Pyrmont Peninsula Place Strategy has an opportunity through an integrated approach to the availability of a mix of passive and active recreational facilities, together with a strategic approach and ease of accessibility to these, to ensure that the recreational demands of both residents and visitors are catered.

⁴ Responding with a strategic, place-based approach. Draft Pyrmont Peninsula Place Strategy, July 2020, p17. Ian Bulluss: Submission to NSW Department of Planning; 8 September 2020

In Conclusion

Any new urban development to meet the needs of an expanding city will potentially result in increased human and vehicular movements. By its very nature this will result in increased congestion unless suitable contingencies are put in place at a holistic level.

The above discussion emphasises the need for action to be taken to address the core variant of any development upon the Pymont Ultimo peninsula. That variant is in two parts: people numbers and jobs.

The current approach of dividing and studying the peninsula in seven discrete sub-precincts omits presenting the required integrated approach and thereby the opportunity of discussing key drivers for change; increasing population and employment opportunities in what is already a densely populated geographic location within the Sydney CBD.

The Pymont peninsula has always been a place where people live and work; and a place where they and many visitors, both local and international, meet for entertainment and recreation. Whereas change on the peninsula to meet future growth in population, together with a changing workforce, is inevitable. But it must be undertaken in a strategic manner that ensures the fundamental character of the area is enhanced and not diminished.

Building on the deep history of the area and its intrinsic connection with the early development of Sydney as a leading world city, today's residents and visitors love Pymont's uniqueness and take comfort with its close community character.

There is a plethora of more areas of concern that others will no doubt present commentary. These include but are not limited to: the strategy's proposals for towers higher than the Anzac Bridge pylons; the absence of a world-class harbour park; lack of consideration to existing social housing communities; and only passing recognition of a need for affordable housing. Social infrastructure such as cultural centres, libraries, sport and recreation facilities, and schools are absent from the document despite proposals to significantly increase the residential population and there is little to foster connected communities.

Of particular concern is the rubber-stamping of towers at The Star Casino and Harbourside sites despite previous planning processes identifying overshadowing, and establishing barriers between Pymont and the waterfront.

This submission acknowledges the Draft Pymont Peninsula Place Strategy's five big moves⁵ (initiatives); in particular it attempts to address these through presenting an opportunity to put current and future residents first.

I can only trust that due diligence is applied to ensure that the needs of the current residents and local employers are not ignored as has been demonstrated to have occurred too often by past governments.

⁵ Draft Pymont Peninsula Place Strategy, July 2020. Five Big Moves: 1. A world-class harbour foreshore walk; 2. A vibrant 24-hour cultural and entertainment destination; 3. Connection to Metro; 4. Low-carbon, high-performance precinct; and 5. More better and activated public spaces
Ian Bulluss: Submission to NSW Department of Planning; 8 September 2020