

From: noreply@feedback.planningportal.nsw.gov.au
Sent: Friday, 4 February 2022 5:49 PM
To: DPE CSE Pyrmont Peninsula Mailbox
Cc: DPE PS ePlanning Exhibitions Mailbox
Subject: Webform submission from: Pyrmont Peninsula sub-precinct master plans

Submitted on Fri, 04/02/2022 - 17:48

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Hugo

Last name

Li

I would like my submission to remain confidential

No

Info

Email

Suburb/Town & Postcode

ULTIMO, 2007, NSW

Please provide your view on the project

I am just providing comments

Submission

My submissions are directly relating to the draft Urban Design Report and Infrastructure Delivery Plan.

Although I appreciate that the characterisation of the sub-precincts in the Urban Design Report are not intended to be exhaustive, there ought to be some recognition of the existing residential/housing density in each of the sub-precincts. This is particularly important given that the Pyrmont is one of the most densely populated areas in Australia. This acknowledgement will help government, town planners, developers and other stakeholders understanding that the Pyrmont peninsula is first and foremost a place that many people call home. This will hopefully allow stakeholders to actively consider the importance of both commercial and residential amenity co-existing including the need to constantly review and re-review the need for adequate education and healthcare facilities. A prosperous City is often judged by how we cater for those less able including our children and elderly.

Regarding the infrastructure delivery plan, any investigation involving the development or extension of cycleways and the widening of footpaths/narrowing of roads must give consideration to members of the community who are vulnerable and have no other option but to drive. This includes people who cannot walk or access public transport (either due to physical ability or being immunosuppressed), in addition to people who may need the urgent assistance from our emergency services.

For example, I have witnessed Ambulance vehicles being unnecessarily held up across the CBD due to avoidable traffic congestion caused by narrow roads rather than amount of vehicles on roads. This was during lockdown where traffic was reduced. One such location is on George St Citybound approaching Rawson Place. This is the intersection where the Tram enters George St, the roadway is narrowed into 1 lane and the footpath significantly widened. Because of this, there is no other option than for the

emergency services vehicle to wait for the lights to turn green which may be several minutes as flow is prioritised for any approaching tram services. I am concerned that this is severely impacting upon the fundamental right to access healthcare. I understand that different level of governments control different roadways however I believe this master plan gives us an unique opportunity to plan a coordinated effort.

I agree to the above statement

Yes