



4 February, 2022

Department of Planning Industry & Environment (DPIE)

Pyrmont Peninsula Place Strategy (PPPS) Implementation

We provide the following recommendations, following close scrutiny of the voluminous documentation placed on exhibition by DPIE.

CONSULTATION

Pyrmont Action has provided input at every opportunity afforded by the Government since the rushed Greater Sydney Commission Pyrmont Peninsula Review was instituted, addressing the Commission and providing a written submission on the Review outcomes; participating in the PPPS Bounce Group with attendant problems relating to Zoom (which met 4 times); providing a written submission on the draft PPPS; and, with regard to the Blackwattle Bay State Significant Precinct Strategy (BBSSPS), involvement in the various iterations of the Bays Precinct Task Force, then provision of a written submission on that Strategy. Two community group representatives were invited to sit as Observers on the State Design Review Panel (SDRP) sessions associated with consideration of the Star and UTS Key Site concept Master Plans (although subject to provisions of Confidentiality Agreements and therefore unable to share any information with our members). We have tried to engage and provide constructive commentary and ideas which we hoped would be incorporated in the final Implementation Program spending countless volunteer hours in the hope that our voices would be heard. We are, once again, disappointed.

There has been no opportunity for formal engagement with DPIE during the period of the development of the Implementation Program (one of our key recommendations in our response to the draft PPPS). Informal telephone conversations and email exchanges have been the only means whereby we have tried to present our priorities; and we have attended several meetings, including on Zoom, with the planners at the City of Sydney who did have a seat at the table. Our reading reveals that virtually no consideration has been given to the recommendations proposed by the community for incorporation into the plan. In fact some key recommendations appear to have been rejected eg redevelopment of the Maybank site as a regional Community Sports & Recreation Centre.

The Implementation report (p38) outlines the Next Steps in the implementation involving DPIE's provision of amended planning controls and design guidance for the 4 Key Sites and the two Metro sites; Council's development of planning controls for the remaining sites identified as "capable of change"; and Council's review of "outdated" planning instruments. Council is also charged with developing a new local infrastructure contributions plan for the Peninsula. Whilst there is reference to "engagement" with community groups, no mechanism for such is provided in the documentation. It is clear that with no formally recognized seat at the table, once again our voices will not be heard during the next stage of Implementation, ie sub-precinct master planning,

refinement of the number of 'sites capable of change', and key site master planning processes; infrastructure delivery plan.

Recommendation A – *The City of Sydney be required to establish a PPPS Implementation Steering Committee to include community representatives, a representative of the Pyrmont Ultimo Chamber of Commerce, representation from Public and Affordable Housing residents and the Ultimo Primary School P&C, such Committee to meet regularly to review and provide input to the proposed Implementation plans.*

TRANSITION ZONE

We note that this Zone was not identified explicitly in the Cabinet approved PPPS and therefore we question the validity of inclusion of this new element within the Implementation recommendations (p35). We do note a brief mention of "transition building heights from Union Street (and higher land around Harris Street to the harbour so taller buildings are located to respect privacy, open space such as Union Square, views to and from the northern end of the Peninsula from the harbour, heritage items and existing buildings" associated with the Darling Island sub-precinct. (PPPS p49)

The boundaries of the Transition Zone (map p35) include a small section of Bowman Street, already occupied by the towers and podiums of Jacksons Landing; all of the Saunders Street/Quarry Master Drive/Jones Street precinct, occupied by medium density residential development, including Public Housing; John Street/Mount Street/Harris Street/Miller Street precincts, also incorporating medium density residential developments (including Public and Affordable Housing estates), as well as the Pyrmont Community Centre and the Maybanke Community Centre site. Most of the existing development within this Zone sits harmoniously within the topographic character of the precinct, with newer developments in John St, Mount Street and Harris Street complementing the height profile of heritage buildings including those adapted for commercial uses as outlined in Direction 2 of the PPPS. It should be noted that the map incorrectly designates Harris Street as Pyrmont Street; Wattle Street as Fig Street; and Bulwara Road as Harris Street.

We strongly **oppose** both the introduction of the Transition Zone, and the Height Objectives for this Zone which indicate a maximum height of RL90 up to the northern boundary of the Transition zone around 120m north of, and parallel with Union Street; along Bowman Street and along Bank Street. We have absolutely no idea what is meant by "a progressive increase in height up to the 'Open Space Sun Access Control as the distance from Union Street and Miller Street reduces". However, we note that the Transition Zone covers 3 sub-precincts – Blackwattle Bay, Darling Island and Pyrmont Village, all of which have place priorities, and are advised that RL90 translates to 22-25 storey buildings.

The PPPS (p49) cites "transition building heights from Union Street (and higher land around Harris Street) to the harbour so taller building are located to respect privacy, open space eg Union Square, views to and from the northern end of the Peninsula from

the harbour, heritage items and existing buildings". Harris Street is centrally located within the Pyrmont Village sub-precinct and the PPPS recommends (p75) "ensure new development complements the low-medium rise built form, heritage items and conservation areas and the special qualities of Harris Street". Blackwattle Bay sub-precinct (PPPS p67) seeks to "establish controls to ensure development protects sunlight to existing and future open space", noting the presence of existing parkland and public open space from the Distillery Hill clifftop, including Carmichael Park and Knoll Park, the urban bushland on the Western Escarpment and Jones Street Pocket Park, as well as land zoned Public Recreation at the base of the Paradise Quarry cliff face and in Bank Street under the Anzac Bridge approach. It is quite clear that new developments to a height of RL90 will not comply with the aspirations outlined in the PPPS.

Recommendation B – We **oppose** the introduction of the Transition Zone which allows building heights up to RL90 on the basis that such heights in these sub-precincts will compromise sunlight, privacy, views, heritage and public open space.

SITES CAPABLE OF CHANGE

We are somewhat confused by the maps in the Implementation documentation on pages 7 and 11. The one on p7 claims to be "Part of the PPPS Exhibition in 2020" yet differs markedly from the identical maps in the draft PPPS (p 45 July, 2020) and the final approved PPPS (p43 December, 2020). What we assume is the current thinking on this matter differs markedly from the map in the approved PPPS so we will restrict our comments to Fig 6, p11 of the Implementation documentation.

The first thing to note is that these sites were identified in complete absence of input from members of the local community, especially those most at risk of being removed from their homes, ie Public and Affordable Housing tenants. Six such sites in Pyrmont are included in Fig 6 – the Bowman Street Public Housing; the John Street/Harris St Affordable Housing; the Public Housing sites between Upper Mount Street and Harris Street; the Public Housing in the Quarry Master Drive/Saunders Street/Jones Street precinct; and that on the corner of Wattle Street and Wattle Crescent. There is one Public/Affordable Housing complex in Ultimo (East of Wattle Street), the Henry Ave/Jones Street complex, also identified as capable of change.

In what way are these homes to be changed? We note the current spate of sales of Public/Affordable Housing sites in Glebe, Erskineville and elsewhere near the CBD to private developers on the condition they provide replacement Public Housing within a much larger/higher private development. The reality is that the proposed replacement apartments are much smaller and, at best, will only accommodate the same number of people requiring such housing as will be evicted from their homes and communities. There is a waiting list of over 50,000 people seeking Public and Affordable Housing, so unless it is proposed to temporarily relocate the tenants of these seven such sites and build larger/higher dedicated Public/Affordable Housing estates on the same public sites, we **oppose** any proposal to change either the size/height/usage of the buildings but would support updating and refurbishment where required.

Recommendation C – *The seven Public/Affordable Housing sites identified as “capable of change” (Fig 6, p11) should be retained in public ownership specifically and solely for that purpose.*

We find it difficult to comprehend the identification of the Nokia Building (cnr Bowman/Harris Sts) and the recently completed 21 Harris Street opposite to the South, as sites “capable of change”. These commercial buildings are located near the foreshore and any redevelopment involving an increase in height would completely block views and sunlight from much of the surrounding residential development. Similarly, any increase in height of the existing office buildings in Bank Street would plunge the Quarry Master Drive/Saunders St precinct further into darkness, including the public open space and parks in the vicinity. We note the identification of the currently vacant block next to 100 Harris Street, self-evidently a site capable of change. We also note the Pyrmont Village place priority (PPPS p75) recommends: “ensure new development complements the low-medium rise built form, heritage items and conservation areas, and the special qualities of Harris Street”. We therefore support retention of the existing height parameters for this site as proposed in the current LEP. Recent residential development opposite the vacant site in Harris Street, is an exemplar of how new development can enhance and complement existing built form and heritage in this sub-precinct.

Recommendation D – *Any changes to LEP parameters for sites located near the waterfront should **not** involve increased height to a level that overshadows and/or compromises the visual amenity or views of existing residential apartments, or of nearby public open space; developments in Harris Street should complement the existing low-medium rise built form, heritage and conservation areas.*

We note that the second tower proposed to be built on the existing Star site has been removed from consideration as a Key Site and that The Star has purchased a site in Union Street on which it proposes to develop to the same height (RL140). This site is now proposed for the Eastern Pyrmont Metro Station. Both this site, and the W station site are earmarked as “capable of change” and DPIE is recommending a height no greater than RL 120 for any building constructed on the Union St site. We **recommend** the height limit for the E station site to be no more than RL90, noting that DPIE will be responsible for decisions in this regard.

Recommendation E – *DPIE to set a height limit of no more than RL90 as prescribed for the Transition Zone, for the Union Street Metro Station site in order to meet the requirements of Direction 2 (PPPS p25) – new or upgraded buildings to fit with the Peninsula’s evolving character - given that it is no longer defined as a Key Site.*

INFRASTRUCTURE DELIVERY PROGRAM

We note that the Infrastructure Delivery Plan developed by gln was based on “ongoing consultation with stakeholders”. However, key stakeholders were **not** consulted ie members of the Pyrmont and Ultimo communities. Yes, members of the community have

provided feedback on the 10 Directions and the PPPS, but had no direct “engagement” in their development. Given that Direction 1 was given prominence, despite low levels of support provided in public feedback, it is clear that the priorities of the Government have been “led by the Economic Development Strategy prepared by Treasury in 2020” (draft Pyrmont IDP p2) with little or no regard to community priorities. It is essential that the final infrastructure delivery plans be developed with formal and **genuine** community engagement in the process of identification of infrastructure to meet current and future community needs, noting that DPIE will lead the finalization of Key Sites and the 2 Metro sites planning and State Infrastructure delivery; and the City of Sydney will lead the review of planning parameters in various planning instruments eg the LEP, governing development of sites in the sub-precincts “capable of change” and the identification of local infrastructure to be provided to meet current and future community needs. It is imperative that community representatives have a seat at the table during the development of these plans and programs.

Recommendation F – That DPIE establish a **Steering Committee** to include community representatives from Pyrmont and Ultimo, to oversee and provide input to the development of the State Infrastructure program to be funded through Key Site developer contributions.

We note that the infrastructure schedule is underpinned by several technical studies and, more recently, consideration of Council’s strategies and these inform “priorities” (p6 IDP). Whilst some of these priorities are supported by Pyrmont Action, others are not, and still more of our priorities have not been incorporated into the plan. We address each category, as follows:

Transport

- 1.0 We **support** the provision of the Pyrmont Metro Station at the site selected but are unclear as to what “reinforce the existing centre in northern Pyrmont around the new Metro station” (IDP p6) means. We have also recommended provision of a pedestrian tunnel linking the western Metro site with the existing Fish Markets Light Rail station, to provide easier active transport connection to the Blackwattle Bay Sub-Precinct and the new Sydney Fish Markets. A copy of our submission on the Metro proposals is attached (Attachment A).
- 2.0 We **support** the existing active transport connection along the Western footpath of Bank Street linking the current Fish Markets with Glebe Island Bridge, and improved definition of the cycleway along Bulwara Road, linking cyclists in Pyrmont Bridge Road with the new cycleway in Miller Street. We **oppose** any use of Pyrmont Bridge Road beyond this point for cycling. While extension North of a cycleway from Jones Street raises many detailed design challenges, we **strongly** support provision of a safe and uninterrupted cycle crossing of Pyrmont Bridge Road in that vicinity. We note that already there is an active transport link, including steps and a lift from the top of the cliff in front of Harbour Mill apartments to a path which branches to take cyclists and pedestrians to Pyrmont Bridge Road and to Wattle Street. These linkages were developed in partnership

with Pyrmont Ultimo Landcare (PUL) whose volunteers maintain the urban bushland surrounding the Wentworth Park light rail station.

- 3.0 We **support** extension of the Goods Line, ensuring it does not impinge on the sites of the Harwood building and Powerhouse Museum. We have also long **advocated** for the completion of the Fig Street pedestrian link from Harris Street to the CBD. This popular pathway used to provide a direct active transport link from Pyrmont and Ultimo into the City but was truncated when the W Distributor bus lane was constructed, requiring cyclists, the disabled, and people with prams to use a lift down to Darling Harbour (often out of action). The redevelopment of Darling Harbour saw the extension of the path further East but our representations for it to go the whole way into the CBD were rejected as "not being in Lend Lease's design brief from Infrastructure NSW". This project is definitely a community **priority**.

- 4.0 We **oppose** the proposal to introduce a new bus service connecting the Bays Precinct to the north-west and Redfern by "creating an intermediate public transport route along this alignment" (IDP p7) and point out that the need for such a service would be met largely by the Metro line. Our much higher **priority** is provision of a new bus service linking Pyrmont to UTS, Broadway Shopping Centre, University of Sydney, RPAH, returning via Glebe and the new Sydney Fish Markets. Such a service would fill a large gap in services both to sites within the Innovation Corridor, and to the Inner West. We have long advocated for this service but have met with rejection by Transport for NSW.

We also **support** the reinstatement of the route previously taken by the 389 bus service. The Pyrmont termination point used to be outside the Australian National Maritime Museum which provided a transport interchange linking the bus service with the ferry stop at Pyrmont Bay and the LR service. The 389 service now terminates in Pirrama Road near Jones Bay Road intersection, with the bus making a circuitous journey up Jones Bay Road, along Pyrmont Street, then Pyrmont Bridge Road and back to the stop outside The Star via Murray St – with no stops along the way! We have proposed a stop in Murray Street at an existing bus stop (for four buses) near Pyrmont Bridge which would require the bus to proceed along Darling Drive to the first roundabout at the Sofitel Hotel, then return to a bus stop outside the Pyrmont Bay LR station in Murray Street, then resumption of its current route within Pyrmont. We have also sought a bus stop in York Street with the latest changes resulting in no stops between Allen Street, Pyrmont, and Park Street in the City, denying access to the central and eastern CBD, so far with no success.

- 5.0 We do **not oppose** the proposal to reduce lane capacity, widening footpaths and converting one-way streets to two-way operation provided there is adequate provision for deliveries to businesses in affected streets, but strongly **oppose** any proposal to do away with any of the current bus stops along Harris Street.

- 6.0 We **support** the provision of a new ferry stop at Cadi Park in the Pirrama sub-precinct. However, it should be noted that the water is quite shallow in this area so a jetty would have to be some distance offshore to accommodate a ferry.

Recommendation G – *That the community's priorities be addressed in the final Infrastructure schedule. We **support** active transport tunnel linking Pyrmont Metro station with Blackwattle Bay sub-precinct; investigation of an active transport crossing at Pyrmont Bridge Road in the vicinity of Jones Street/Bulwara Road; completion of the Fig Street pedestrian link from Harris Street to the CBD; provision of a new bus service; linking Pyrmont to UTS, Broadway Shopping Centre, University of Sydney, RPAH ,returning via Glebe and the new Sydney Fish Markets; retention of all current bus stops in Harris Street and provision of parking spaces for deliveries; provision of a new ferry stop at Cadi Park in the Pirrama sub-precinct; reinstatement of previous 389 bus route with a stop in Murray St at the Pyrmont Bridge.*

Open Space and Recreation

- 7.0 The Pyrmont and Ultimo communities have long sought (since 2006) the redevelopment of the site of the moribund Maybank Community Centre as a Community Sports and Recreation Centre. It would be a place where people, including the many younger school-aged children can come together to form teams, train, and compete with teams from other areas. It is envisaged as a regional facility serving not just Pyrmont and Ultimo residents and workers, but also those from nearby suburbs who also have no access to full-sized courts capable of enabling competitions, similar in scope to the popular Ian Thorpe Aquatic Centre in Ultimo. We have long advocated the social benefits of team sports and the community cohesion they engender. The City of Sydney and NSW Government would serve the community best by supporting a regional centre also accommodating a gym or gyms, thus freeing up space at the Pyrmont Community Centre for other community uses; being centrally located within the Pyrmont Peninsula and well served by public transport; and attracting people to the Pyrmont Village, thus boosting trade and commerce in the Harris Street precinct. It could be funded by developer contributions, in particular those raised by development of Key Sites. We do **not support** the redevelopment of the site as Maybanke Park as depicted in Fig 4.4.6 Urban Design Report (p70) and **reject** the "capacity improvements" proposed in Table A1, PPPS IDP (p41) as a totally inadequate response to our proposal.
- 8.0 We do, however, **support** provision of more public parkland and propose that the roof of our proposed Maybanke Community Sports and Recreation Centre could be developed as such and accessible to all via a lift, not by steps and stairs as depicted in Fig 4.4.6. We also **support** the proposal for a street park, similar to Quarry Green, at the southern end of Jones Street, between Thomas St and Broadway.

- 9.0 The IDP (p8) proposes provision of increased indoor and outdoor courts for **informal** recreation. It is noted that two full-sized courts are planned for the Fig/Wattle Street redevelopment and we would **not oppose** more such courts in other Key Site developments providing they are public facilities, not restricted to the private use of residents/workers in those new developments as has occurred in the Jacksons Landing development. But they should **not** be considered alternatives to our proposed Maybank Sports and Recreation Centre.
- 10.0 The IDP (p8) also proposes provision of improved play opportunities. Such facilities are already provided at Pirrama Park and Waterfront Park as well as James Watkinson Reserve in Pyrmont, Fig Park and in Maryanne St Park in Ultimo. We propose that other such **opportunities** can be met in the redevelopment of the Public Recreation Area in Bank Street (we propose it be renamed Tjerruing Park), if planning is undertaken in partnership with local community representatives, including parents of pre-school, primary and secondary school students whose sports and recreation needs are currently unmet.
- 11.0 Whilst embellishment of some existing parks and open space areas may be desirable, we are **not** in support of focusing substantial funding on small pocket parks such as Elizabeth Healey Reserve located at perhaps the busiest road intersection on the Peninsula and virtually unused by the public (apart from the steps outside popular Social Brew café). The proposal to extend the Reserve over the access road to Exhibition Street defies all logic. This road is shaded by the adjacent buildings and is required to enable access for Emergency Vehicles, and service vehicles eg garbage trucks which would be unable to turn in the narrow lane (Exhibition St) at the back of premises in Harris Street. Far better to focus on improvements in popular existing parks and those planned eg at Bank Street and Pyrmont Street Park. However, we would support installation of play equipment, provided it is fenced off from the busy intersection. Exercise equipment could also be provided, if space allows.
- 12.0 We **support** the expansion of Guardian Square and have advocated for many years the re-routing of Darling Drive under Pyrmont Bridge to Murray Street, as well as giving pedestrians priority at the intersection of Murray/Union Sts/Pyrmont Bridge Road with the introduction of a scramble crossing. Up to now these proposals have been rejected and we are pleased to see them now being advocated.
- 13.0 We **support** the provision of increased sports fields. There is an **opportunity** to retain the existing high quality oval at Wentworth Park dog track, currently used by local schools, for the use of local teams. Currently the northern sports fields are leased to large non-local clubs and are not available for the locals, and they are frequently fenced off for maintenance. We **oppose** the introduction of exercise equipment in Metcalfe Park and Ballarat Park on Darling Island as there is such equipment nearby in Pirrama Park.

Recommendation H – We **support**: redevelopment of the site of the

*Maybank Community Centre as a regional Community Sports and Recreation Centre with the roof developed as a public park; provision of additional indoor and outdoor courts for **informal** recreation providing they are public facilities; improved play opportunities which can be met in the redevelopment of the Public Recreation Area in Bank Street planned in partnership with local community and stakeholder representatives, and in Elizabeth Healey Reserve; expansion of Guardian Square and re-routing of Darling Drive under the Pyrmont Bridge; increased provision of sports fields and retention of the Wentworth Park oval for use by local teams; the proposed street park at the southern end of Jones Street, Ultimo.*

Recommendation I – We **oppose** the allocation of funding on the expansion of Elizabeth Healey Reserve which could be better allocated to more popular parks in much better locations.

Community and Cultural Facilities

- 14.0 We do **not support** the provision of additional community space scattered around the sub-precincts. Instead, we support centralization of such facilities in or near the two existing, vibrant and centrally located Community Centres in Pyrmont and Ultimo to avoid community fragmentation and to enhance social cohesion. The City of Sydney has approved funding for the refurbishment and partial redevelopment of the Pyrmont Community Centre, providing additional community space and improved disabled access to upper levels. If additional Library floor space is required, it should be incorporated into the existing Ultimo Library facility, not located in marginal areas of the Peninsula such as Blackwattle Bay.
- 15.0 We **support** provision of affordable space for the creative arts and recommend it be located at 1 Bank Street, either in the refurbished existing buildings, or in any new facility that may replace them. 1 Bank Street can also provide space for dragon boat change rooms, a café/bar to serve visitors and locals, an office for the proposed public marina, and other community facilities to be determined in partnership with the local community and other stakeholders. We **reject** any proposal to exempt such development from requiring subsequent planning approval such as outlined in the Blackwattle Bay State Significant Precinct Strategy (BBSSPS) and urge genuine community consultation in the development of such plans.
- 16.0 We **support** provision of community access to existing auditoriums and theatres, noting that in addition to those at the Powerhouse Museum, such access (out-of-school-hours) was built into the design of the hall at the new Ultimo Public School, also noting that such access has not been possible over the two years the school has been open because of Covid-19 concerns. Community space is also available in the Uniting Church's Harris Centre at Quarry Green.

Recommendation J – We **support** centrally located Community Centres to avoid

community fragmentation and enhance social cohesion; we do **not** support new library facilities on the edges of the Precinct, but refurbishment of the existing Ultimo Library, if required; we **support** inclusion of affordable artist studio space and other community amenities in a refurbished or redeveloped 1 Bank Street site identified in partnership with community representatives.

Green Infrastructure

- 17.0 We **support** all those items listed in Table A1 (IDP p44) as appropriate measures to reduce carbon emissions and conserve water. However, we **strongly urge** inclusion of public EV charging stations both in the Multi-Utility hubs and elsewhere across the Peninsula, including in the off-street public carpark at 13 Refinery Drive owned by the Office of Strategic Lands and leased to the City of Sydney. We also support mandating inclusion of EV charging stations in any new apartment or commercial buildings with approved parking, and provision of incentives to encourage existing residential and commercial stratas to retro-fit EV charging points within their buildings. We note that currently there is **no provision** for EV charging within the new Sydney Fish Markets carpark and urge the Government to enter urgent negotiations with the contractor to ensure sufficient power supply to this exciting new public destination. We also urge installation of EV charging stations at designated Taxi ranks, including at The Star, the Metro E station site and other popular destinations.

Recommendation K – We **support** green infrastructure proposed in Table A1 and, additionally, the roll-out of public EV charging stations in Multi-Utility hubs, taxi ranks, and other appropriate on-and off-street locations, including the new Sydney Fish Markets, The Star and the Metro E station site identified in consultation with local community representatives.

Public and Affordable Housing

- 18.0 As the IDP (p9) states, the Pyrmont Peninsula has a long history in providing affordable accommodation which is a “fundamental driver behind the unique character of the area”. In the first phase of redevelopment of the Pyrmont Peninsula new Public and Affordable Housing was successfully integrated into areas of private development, rather than within ghettos of disadvantage which so characterizes much of the post-war roll-out of such housing in far-flung suburbs. However, the sell-off of public housing in Millers Point, and now the corporatization of Public Housing sees the transfer of ownership of Government owned sites to the private sector.

The City of Sydney operates 3 affordable housing schemes, including the 1996 Ultimo/Pyrmont scheme which requires 1.1% of commercial floor area and 0.8% of residential floor area to be provided as affordable housing. This compares with contributions under the City of Sydney Affordable Housing Program: 1% for commercial uses and 3% for residential purposes.

City West Housing (CWH) was established in 1994 as a not-for-profit housing company to develop and manage affordable housing in the Ultimo/Pyrmont redevelopment area and it was originally envisaged that the scheme would result in 600 affordable housing dwellings in Pyrmont/Ultimo, but in 2009 a review saw funds raised in Pyrmont/Ultimo being redirected to other parts of the LGA. (City of Sydney Affordable Housing Program, August 2020 pp21-22).

The Infrastructure Delivery Plan (IDP) recommends the rationalization of the affordable housing policy with the City of Sydney's LGA-wide approach. The City has established a 2030 target of delivery of 9,700 additional dwellings in the City. As at 1 July, 2020, 859 affordable rental dwellings have been made available, with a further 135 in the development pipeline. (City of Sydney Affordable Housing Program, August 2020 p 21). Whilst we support this rationalization, we **recommend** that the contributions raised through the next stage of the Peninsula's redevelopment be allocated initially to affordable housing projects on the Peninsula at least until the original target of 600 such dwellings in the Pyrmont/Ultimo area set for the City West Scheme is achieved. In that way, the balance between public/affordable housing and private housing can be maintained to some extent.

Recommendation L – We **support** rationalization of the current Pyrmont/Ultimo affordable housing policy with the City of Sydney's LGA-wide Program on the **proviso** that any such contributions raised from developments on the Peninsula be spent in Pyrmont and Ultimo until the original target of 600 such dwellings is reached.

- 19.0 We strongly **oppose** any sale and/or redevelopment of existing Public/Affordable Housing sites, a number of which are identified as sites "capable of change" in Fig 6, p11 of DPIE's PPPS Implementation document. We have witnessed the distress and disruption of people's lives when the *Sirius* purpose-built public housing development was sold and the residents dispersed from their homes and community. A number of former residents were moved to housing in Pyrmont which is now earmarked for redevelopment. It is totally unacceptable to further disrupt their lives, and the lives of their neighbours and the City of Sydney should strongly **reject** any such proposition in setting land uses in the new LEP.

Recommendation M – We **oppose** the sale or private redevelopment of any existing Public/Affordable Housing sites in Pyrmont or Ultimo.

NSW Government Infrastructure

20. A glaring **omission** from the list of infrastructure projects to be considered for provision as part of this plan, is the additional State Infrastructure which is needed now and will certainly be needed when the 8,500 additional residents, and 23,500 new workers join the current population.

We have made representations to the Minister for Education regarding the need for a new **secondary school** but these have been rejected on the basis that current demand and any growth in demand can be met by squeezing more demountables on to the existing Balmain and Blackwattle Bay Campuses. Our pleas for **accessible** secondary schools have been dismissed with the claim that students from Pyrmont and Ultimo can reach Balmain Junior Secondary School within 30 minutes. The experience of local students who have to walk to a bus stop, catch a bus to Rozelle, and wait for another bus to deliver them to Balmain sitting in peak hour traffic often for over an hour, belies this claim. We have **proposed** that the current Blackwattle Bay Senior Campus be redeveloped in a similar way to the Inner City High School (from which P/U students are excluded in the catchment boundaries) as a Years 7 – 12 Blackwattle Bay College. Whilst such a development is taking place, students could be accommodated in the temporary school facilities currently located at Wentworth Park, housing children from Fort Street Primary School.

We have also called for the inclusion of a **Police Station** at street level at the Pyrmont Metro Station entry/exit in Union Street. Whilst the number of officers from our Local Area Command (LAC) based in Day Street, Surrey Hills, Kings Cross and the Rocks are able to manage the loads associated with these locations, they are stretched if required to maintain an adequate presence on the Pyrmont Peninsula over a longer period. In the early 2000s there was a police station at the Corner of Scott and Harris Streets, and a 24 hour police facility at the Water Police site (now Pirrama Park). These facilities were closed. As the population has grown, along with a growth in entertainment venues such as the Star and Doltone House, officers are only able to maintain an adequate presence for a few weeks at a time. It should be noted that The Star pays the salary of two officers to assist in managing patrons and events on Friday and Saturday nights. We maintain that provision of police based in Pyrmont on a permanent basis would greatly assist residents who are currently experiencing anti-social behaviour, driving offences, parking offences and crime but when reporting such, experience long delays in responding, or no responses at all so give up on reporting to the LAC. The Metro will inevitably bring further issues and is an ideal central location for a local police station to manage those that will inevitably arise with the increase in residential and worker populations on the Peninsula.

Recommendation N – We strongly **support** the redevelopment of the Blackwattle Bay Campus of the Sydney Secondary College as a Years 7 – 12 Campus to meet current and future demand for an accessible secondary school campus.

Recommendation O – We strongly **support** the provision of a staffed police station at the entrance/exit of the Pyrmont Metro Station at street level in Union Street.

KEY SITES

Pymont Action Inc has provided input on three out of the four Key Sites, and note that DPIE will be the body responsible for determining their final form and the infrastructure delivered by their development. We summarise our views on each Key Site, as follows:

Harbourside Key Site – We have made a number of submissions on the redevelopment of the Harbourside site, including addressing the Independent Planning Commission (IPC) which has approved the Concept DA, with conditions. As a site of State Significance, it was not subject to any planning rules or parameters so our voices made little impact on the final determination. We continue to **oppose** the height of the tower and the bulk of the podium, the reduction in the width of the foreshore walkway, and, especially, the privatization of a site dedicated to the people of Sydney. Whilst the IPC addressed some of the worst aspects of the proposed development, ie by relocation of and slimming of the tower, reduction in the height of the podium in front of 50 Murray Street apartments, and expansion of the public park, the height of the tower will have a significant visual impact and block views of the CBD from Pymont.

Recommendation P – We **oppose** the Harbourside tower height, podium bulk, reduced width of foreshore walkway and privatization of a site dedicated to the people of Sydney.

Blackwattle Bay Key Site - We have strongly **opposed** the built form of this Key Site presented to DPIE by Infrastructure NSW (INSW). Again, we have endeavoured to provide constructive input in the development of INSW's plans for the site through membership of the Bays Precinct CRG, but were blindsided by the *fait accompli* presented in the draft BBSSPS (exhibited in June 2021) which was subsequently incorporated unchanged into the PPPS. Our concerns were shared by many of the more than 2,400 people/organisations who made submissions on the draft Strategy and it is clear that the challenges they present, not least the overshadowing of public sites, the determination of Hymix to continue operating its concrete batching plant directly North of the site, and the noise and pollution impacts of the Western Distributor to the East of the site have resulted in the long delay in DPIE making a determination on this appalling proposal. Just as Pymont Peninsula is now walled off from the CBD by Darling Harbour to the East, it will be walled off to the West by up to 45-storey towers whose dominating visual impact from 20 public vantage points was so dramatically illustrated by the City of Sydney in its re-working of the images provided in the Visual Impact Analysis, Attachment 15. (Attachment C of this submission)

We attach a copy of our submission on the Blackwattle Bay State Significant Precinct Study (20 August, 2021) as Attachment B. It contains 30 recommendations including **support** for a significant expansion in provision of green public recreation areas along the foreshore; redevelopment of 1 Bank Street for community, boating and cultural purposes; allocation of some developer contributions towards the development of the centrally-located Maybank Community Sports and Recreation Centre; provision of childcare facilities; relocation of the commercial Blackwattle Bay Marina to a site next to the current Fish Markets site; provision of or contributions towards additional

Public/Affordable Housing in Pyrmont and Ultimo; genuine community engagement as stakeholders from the earliest stages of planning for the public realm, in particular the proposed Bank Street park.

Given the lack of a determination by the DPIE assessment team, we would expect to be provided with a further opportunity to provide input on this significant Strategy before it becomes a *fait accompli* in the PPPS context.

Recommendation Q – We **oppose** the height and bulk of the buildings. We **support** expansion of green public foreshore recreation areas; redevelopment of 1 Bank Street for community, boating and cultural purposes; allocation of developer contributions to development of the Maybank Community Sports and Recreation Centre; provision of childcare facilities; relocation of Blackwattle Bay Marina; provision of additional Public/Affordable Housing in Pyrmont/Ultimeo; community stakeholder engagement in planning for the public realm.

The Star Key Site – The PPPS presented recommendations for two developments associated with The Star – a six-star hotel on its existing site at the corner of Pirrama and Jones Bay Rds to a maximum height of RL 110; and a second tower elsewhere on its existing site to a maximum height of RL 140. The Star submitted a final Master Plan for the hotel site and for a mixed use podium/tower development on a site purchased in Union Street, and also proposed additional building height and gross floor area elsewhere on the existing site. Both the hotel proposal and the Union Street proposals were considered by the SDRP (attended by a Pyrmont Action representative) but not the other changes proposed for the existing site (PPPS Implementation p14). The Union Street site is not defined as a Key Site but is to be considered a “site capable of change” (PPPS Implementation, p20) as it is now the location for the Eastern Pyrmont Metro Station, along with the Western Metro station site at the corner of Pyrmont St and Pyrmont Bridge Road. We will consider their implementation separately.

We continue to **oppose** the height of the Star Key Site development with its proximity to the Peninsula foreshore and the visual impact it will have from vantage points around the Harbour. It does not meet the criteria in Direction 2 of the PPPS. We also seek a minimum podium setback from the road of 8 metres to allow for the planting of canopy trees to minimize visual and wind impacts. We request a further minimum of 8m setback of the tower from the street face of the podium. We note public benefits proposed include a 1% affordable housing levy; however, DPIE has proposed that the Star will be required to make such a levy up to 12% (IDP p18), a measure we **support**. Also proposed is the introduction of a Special Infrastructure levy to go towards the Metro funding from certain new developments, as well as an annual contribution from some commercial property owners which benefit from the new station. The DPIE Secretary will also be required to consider a range of impacts of the development on State public infrastructure, eg roads. We **propose** that any such contribution from The Star be directed towards the development of a Yrs 7 – 12 school on the site of the Blackwattle Bay campus; and inclusion of a Pyrmont police station on the Metro site. We **oppose** the use of such funds on projects which do not directly benefit the current and future population of Pyrmont Peninsula. A list of additional public benefits to be gained from Key Sites is outlined on

p18 PPPS Implementation document. We **propose** that any such local infrastructure contributions plan be developed by the City of Sydney in partnership with representatives of the community, and the Pyrmont Ultimo Chamber of Commerce.

Recommendation R - We **oppose** the height of the Star Key Site development; a minimum of 8m setback of the podium is required and any setback above the podium also should be a minimum of 8 metres; we **support** an affordable housing levy of up to 12% and a Special Infrastructure levy and payment of annual contributions for the Metro; we **propose** other State contributions be directed towards the development of a new school at Blackwattle Bay and inclusion of a Pyrmont police station on the Metro site.

UTS Key Site – In contrast to the other Key Site proposals, UTS is proposing a development which is, by virtue of its proposed uses, of immense public benefit comprising a First Nations Residential College, and Exhibition Space with an educational, not a commercial focus. Two options are presented for consideration in the PPPS Implementation document (pp28-29), both of which incorporate the local heritage NCR building envelope. Option 2 appears to better meet PPPS Direction 2, as it is lower (RL56.2) than Option 1 (RL68) which presents as a tower form. Option 2 better showcases the facades of the NCR building. We **support** such a development which fits in with its surrounds, but may become overwhelmed if much taller, bulkier buildings are approved on the sites to the West and North, identified as “capable of change”.

The IDP (p19) lists (Table 3) infrastructure items which could be delivered by development of the UTS Key Site, including upgraded public domain, new through-site links, a Multi-utility Hub and a new publicly accessible recreation facility. Whilst these items may be worthwhile, we **recommend** the establishment of a formal mechanism whereby community representatives can work with the City of Sydney to ensure that local infrastructure funding is allocated to projects which best meet the needs of the current and future residential, student and worker populations of Ultimo.

Recommendation S – We **support** Option 2 as Master Plan parameters for the UTS First Nations Residential College and Exhibition Space. We **recommend** community involvement in development of a schedule of local Ultimo infrastructure.

Metro Site E – We **support** the location of the Metro on the Union Street site and note that a maximum height of RL120 is now proposed (a reduction of 20RL from that proposed in The Star Master Plan and the PPPS). Whilst overshadowing of public open spaces should be minimized, of equal priority is the need to ensure that living spaces in residential buildings to the South of this site are protected from overshadowing. To limit receipt of direct sunlight to a minimum of 2 hours between 9am and 3pm in mid-winter (PPPS Implementation p22), especially if such residences have hitherto received substantially more hours of sunlight, is a totally unacceptable reduction in residential amenity. We therefore **recommend** a reduction in the height of the tower to a maximum of RL90 which is more in line with the heights of existing buildings to the South which are **not** identified as “capable of change” (PPPS Implementation Fig 6, p11)

We reiterate our **support** for the provision of a Pyrmont Police Station at street level adjacent the station entry/exit points. We also **recommend** that the podium be designed to maximise activation of Union Street, Edward Street and Pyrmont Bridge Road as recommended by the SDRP.

Metro Site W – Whilst few details are provided in PPPS Implementation (p23), we surmise that at a maximum height of RL 37.75 (22m), the proposed Metro station services building which will include a station entry/exit point, will be only marginally higher than the existing building on the site and will therefore sit comfortably among the adjacent buildings of similar height.

We have commented in more detail about the proposed Metro Station proposals in our submission on the draft application SSI-19238057 – See Attachment A.

Recommendation T – We **support** the E Metro station at the Union St site and **recommend** a maximum height of RL90 for the tower; provision of a Pyrmont Police Station at street level at the station entry/exit points; the height (RL 37.75) of the Metro W station services building.

SUB-PRECINCT MASTER PLANS

Pirrama Sub-Precinct

When this industrial precinct closed in the 1990s, Pyrmont was transformed in a program of Urban Renewal, pioneered by federal, state and City agencies. A striking achievement of the redevelopment is the integration of low-rise housing with medium to high rise apartments, interspersed with Public and Affordable Housing. The outcome is an unusually integrated community. The Pyrmont Community Centre in John Street hosts 50 programs, some managed by community-minded staff but most created and managed by residents. The choir, ukulele group, history group, theatre group, landcare, walking and dining groups, exercise classes and monthly community dinners attract the full range of Pyrmont residents. Christmas in Pyrmont, an annual street celebration held in John Street and adjoining Square, organized by community volunteers and supported by local businesses, raised, in 2019 (pre-Covid), over \$100,000 for distribution to local charities and the Ultimo Public School.

The Urban Design Report Vol 3 pp 54 – 57 describes the Pirrama Character and Experience exclusively in terms of its physical form – Landscape, Heritage, Materiality – but the Pyrmont (and Pirrama) Character is so much more than its bricks and mortar, and topography.

We have addressed our total **opposition** to any proposal to privatise or redevelop any existing Public or Affordable Housing sites across the Peninsula on pp 3, 4, 10 and 11 in this submission. The Bowman Street Public Housing and the Affordable Housing in John Street provide homes for many hundreds of people and are well integrated with other, private developments both in terms of building footprint, and socially. There are no ghettos of disadvantage in Pyrmont or Ultimo.

The Urban Design Report p56 foreshadows “expansion of John Street Square along Harris Street” but the Objectives do nothing to explain how this will be achieved. The Square is already well connected to Harris Street from both the upper and lower levels and is well served by public transport (bus and light rail) and it is an easy stroll down the hill to Pirrama Park where we hope there will be a public ferry stop. Harris Street, within this sub-precinct is already activated with a number of cafes and restaurants, in addition to those in John Street Square. However, there is one reasonably large retail space which pre-Covid was for the exclusive use of Chinese tour companies whose clients were regular visitors to the Duty Free Shop which operated there pre-Covid. Re-activation of this space as a local food market eg Harris Farm, would create a popular destination for locals and help boost custom at the other outlets in John Street Square.

We note the various proposals to make local streets more attractive for active transport. In the past we have advocated for John Street (West) to be made one-way traffic, as with parking and loading zones currently on both sides of the road and the use of the Mount Street intersection as a turning place for vehicles, there is a high degree of traffic congestion with room for only one car at a time to traverse safely the street and little room for vehicles to pull over to let traffic pass. We **propose** that John Street (West) be designated one-way traffic (to the West), and Mount Street to be designated Local Traffic Only, with a reconfiguration of the intersection to restrict entry and exit to only one car at a time. Any changes should be discussed with residents and businesses in John St and Mount Street.

The proposal to provide a pedestrian and cycle link to Bowman/Bank Street from Distillery Drive and Pirrama Road is **not** a priority project. The W footpath along Bank Street (which is wide) is already a designated shared path and pedestrians and cyclists who wish to proceed to Pirrama Road can either use the foreshore pathway, or the path that cuts through Waterfront Park from the Bowman Street corner through to Refinery Drive. We have made representations to the City of Sydney for the installation of a raised pedestrian crossing in Bowman St at its intersection with Refinery Drive and Tambua Street, to assist pedestrians access Waterfront Park, a local café, and, in the future, the ferry stop at Cadi Park. This is a particularly busy intersection with vehicles regularly turning into and out of the side streets to reach their carpark entires, made more hazardous by the blind crest of the hill at Jones Street which affects visibility of the intersection, especially if exceeding the speed limit (a common occurrence). We **support** this pedestrian safety measure.

We have already discussed the need for a new bus services to Broadway Shopping Centre, University of Sydney, RPAH, Glebe, new Fish Markets and Blackwattle Bay (p6). It is envisaged that it would return to Pyrmont using Bank and Bowman Streets, anticipating that by the time the implementation of the PPPS is underway, all public buses will be electric vehicles, and thus not disturb the residents living along these streets.

It should be noted that children's play equipment is already installed in Waterfront Park off Bowman Street, with further opportunities for such in the proposed Bank Street (Tjerruing) Park nearby.

Recommendation U – We **oppose** privatization of Bowman St Public Housing; we **support** provision of a fresh food market in retail space formerly used as a Chinese duty free shop in John St Square; making John St W one-way traffic; reconfiguration of Mount St/John Street intersection to restrict entry/exit to one car at a time; installation of raised pedestrian crossing in Bowman St at Tambua St/Refinery Drive intersection.

Darling Island Sub-Precinct

This precinct is dominated by The Star 24/7 Entertainment Precinct (including Pyrmont Bay Park). It is described (Urban Design Report Vol 3 p 50) as “a harbour home of large commercial, cultural and entertainment destinations” but it is also a substantial residential area with a mix of former wharves transformed into homes (Sydney Wharf), new buildings designed to complement the former wharfs, the heritage Revy C building beautifully converted into apartments, and the new multi-storey apartment buildings abutting Pirrama Road and overlooking Darling Island in Point Street. There are also heritage terrace homes in Pyrmont Street and historic St Bede’s Church and rectory sit directly opposite The Star. Commercial buildings include Jones Bay Wharf (predominantly strata offices) but also 5 function centres operated by Doltone House; and a campus owned and/or leased by Google, including the heritage Revy A and B buildings, the former Fairfax Building, and 1 Darling Drive (cnr Pirrama Rd). The sub-precinct is also home to the Australian National Maritime Museum (ANMM) which is identified as a “site capable of change” on p11 of DPIE’s Implementation document. The Sydney Heritage Fleet also has a home at Sydney Wharf.

Darling Island also supports two popular local parks, Ballarat and Metcalfe Parks which support a range of informal activities, as well as areas for passive recreation. We **do not support** any changes to these parks, with the exception of the planting of more native trees. Pyrmont Bay Park is proposed (Urban Design Report, Vol 3, pp 62-63) as “a destination for 24 hour events driven by arts and culture”. Whilst we support its use for such purposes, we strongly **oppose** its use for functions that will further exacerbate the severe impacts already felt by residents who live near The Star and Doltone House (Jones Bay Wharf). However, we would **support** the return of the monthly Growers Market to this park and evening cultural activities up to 10pm provided they are appropriately managed, in particular in relation to traffic, noise and anti-social behaviour impacts on local residents and visitors.

We note the proposal to build a bridge across Pyrmont Bay linking Darling Island with Sydney Wharf. Such a structure would impede the movement of boats in and out of the marina and is therefore **opposed**.

The former Fairfax building and that on the corner of Pirrama Road and Darling Island Rd have both been identified as “capable of change”. We **oppose** any proposal that raises the height of these buildings above the height of the Revy Buildings.

A proposal to better integrate the public spaces adjacent to the ANMM was proposed by Roads and Maritime Services (now Transport for NSW) several years ago, and

withdrawn. We would **not object** to an enlargement of open space but if the ANMM facilities are expanded at the expense of space currently occupied by the Australian Heritage Fleet, we would propose that a suitable site should be provided for the Fleet at Cockatoo Island, an appropriate location for such heritage items.

We have commented in detail on the Star Key Site proposal (pp 13 – 14) but propose a number of further measures to minimize the negative impacts currently experienced by nearby residents. Any further development of The Star site, including the Key Site, should incorporate noise mitigation measures including noise absorbing materials to external walls; installation of double airlock doors to outdoor spaces and acoustic panels to contain noise emanating from patrons, poker machines, or cleaning equipment; prohibition of taxi queueing in Jones Bay Road; early conversion to EVs of The Star's fleet of vehicles to reduce noise and pollution; installation of additional CCTV and noise monitoring equipment to assist in management of anti-social behaviour in local streets. We also **object** to the removal of healthy canopy trees on Pirrama Road and Jones Bay Road and to the planting of palm trees which do not provide shade.

We **support** the upgrade of the Edward Street/Pirrama Road intersection and the creation of a new light rail crossing. We also **support** the proposal to convert Union Street into civic space with landscaping, outdoor dining, street furniture and amenity, noting that most existing traffic would need to be diverted to Pyrmont Bridge Road.

Recommendation V – We **oppose** any changes of uses/configuration to Ballarat Metcalfe Parks; 24/7 use of Pyrmont Bay Park; a bridge across Pyrmont Bay; heights > Revy Buildings; removal of existing tree canopy. We **support** increased planting of native shade trees (not palm trees) in parks and along local streets; return of Growers Market to Pyrmont Bay Park; enlargement of open spaces around ANMM; relocation of Sydney Heritage Fleet to Cockatoo Island; measures to reduce negative impacts on local residents of developments at The Star, including of outdoor venues, taxi queueing, early conversion of its fleet to electric vehicles; installation of more external CCTV and noise monitoring devices outside venues generating noise and anti-social behaviour late at night; upgrade of Edward St/Pirrama Road intersection.

Pyrmont Village Sub-Precinct

Pyrmont Village may be the geographic heart of Pyrmont, but we agree that measures need to be taken to bring its retail and services sectors back to life. Various factors have led to its decline as a vibrant local precinct, not least the Covid-19 disruption over the past two years. But the village was in decline prior to 2020, with a number of factors at play: closure of the only two banks (leading to locals shopping at nearby Broadway Shopping Centre, with a host of key services in one place, and at the Tram Sheds in Glebe), loss of centrally-located ATMs, the active transport routes which resulted in people walking/cycling around the Peninsula foreshore, or speeding through its centre via Miller and Union Streets, noting that a number also stop on their way to buy breakfast in Union Square or the specialty pastry shop, Pioik, in Harris Street. The imposition of CBD rentals for premises in heritage terraces with a finite amount of space has also led to a

high volume of turnovers of shops, cafes and restaurants. It should also be noted that the major employer, The Star, provides in-house staff cafeterias and other services, including a Chemist, which ensures they don't patronize other local Pyrmont venues.

What is needed are facilities and infrastructure which attract visitors and locals to visit and remain in the village precinct, not just speed through or around it. The proposed regional Maybanke Community Sports and Recreation Centre is one such attractor and we have outlined the justification for funding this important social infrastructure on pp 6-7 of this submission. Another proposal we have explored with the City of Sydney (so far without success) is the redesign of Union Square to become a place for regular cultural events. Its current configuration, with many different levels with randomly placed steps and stairs is, in fact, quite hazardous, especially when filled with people, as at the Anzac Day ceremony and the annual Christmas Carols. We are aware of a number of people injured in falls, not just on these occasions. We have proposed tiered seating in amphitheatre configuration leading up to the Harris Street footpath, with a large, flat area for performances and other public events. We give higher priority to this project than any major overhaul of Elizabeth Healey Reserve which would be unsuitable for local events (Urban Design Report, pp72-73) as it is located at a very busy and noisy intersection. By all means plant a few more trees, garden beds and seating (ensuring that the large fig tree is retained), and installation of playground and exercise equipment, but our preference is for funding to be directed to the redesign of Union Square in the heart of the village and far less affected by traffic noise and pollution.

Previously we have also proposed the inclusion of a cinema within The Star complex which could attract Pyrmont workers to remain in Pyrmont after work to take in a film and patronize local cafes and restaurants, as well as locals and visitors from nearby suburbs, especially when the Pyrmont Metro station makes travel to Pyrmont easier. Consideration should be given to its inclusion in the development above the E Metro site.

We **support** the idea of utilising "the land beneath and surrounding the motorway to provide community infrastructure" (Urban Design Report, Vol 3 p66), but query how it could accommodate indoor sports as the base of the motorway is very low in places. However, there is potential for multi-utility hubs provided the underside of the road remains accessible for any maintenance that may be required. We recommend further discussion on potential uses with members of the community who live and work in the vicinity of the motorway. One key requirement for any such use is improved lighting and installation of CCTV in the vicinity, for increased safety.

Recommendation W – We **oppose** the enlargement of Elizabeth Healey Reserve if it closes vehicular access to/from Exhibition Street; we **support** redevelopment of the Maybanke site as a regional Maybanke Sports and Recreation Centre; redesign of Union Square to improve safety and increase its use for performance and other public events; inclusion of a cinema in a suitable new development project; public utilization of land under the Western Distributor.

Tumbalong Park Sub-Precinct

Most of Tumbalong Park Sub- Precinct has been redeveloped already, transformed from being a place dedicated to the people of Sydney, to a privatized and corporatized wall of buildings right on the edge of the harbour. The proposed Harbourside Key Site development has been approved by the Independent Planning Commission (IPC), adding public open space on top of the podium, but reducing the foreshore area to a path, thus removing the existing space which accommodates the ferris wheel and enables people to congregate to watch and participate in events. The only sizeable area of open space remaining is Tumbalong Park but, with the construction of The Ribbon and the approved Cockle Bay development, views of the harbour are significantly compromised both from Darling Harbour itself and from Pyrmont/Ultimo and the CBD.

Several other sites in the Sub-Precinct have been earmarked as “capable of change”, including those currently occupied by hotels, views from which are now compromised by the Sofitel Hotel and will be further impacted by the proposed Harbourside redevelopment. It is therefore anticipated that these could set the height precedent for any redevelopment of the Murray Street hotel sites. Similarly, the data storage building (situated between Fig and Quarry Sts), is also designated capable of change and could be replaced by a higher building which would overshadow residential buildings (including heritage terraces in Bulwara Road and Ada Place) and the public open space at Quarry Green. We **oppose** any redevelopment in this sub-precinct on a scale that further negatively impacts the residential amenity and public parks within this and adjoining sub-precincts. Pyrmont Peninsula is **not**, and should not be considered an extension of the CBD. It has its own character which should be protected, enhanced, and celebrated, with any new redevelopment “respecting privacy, public space...., views, heritage items and existing buildings” (PPPS p53).

As indicated on p8 of this submission we **support** infrastructure measures as outlined in the Urban Design Report (pp74 – 80) relating to Guardian Square, Pyrmont Street Park, and re-routing Darling Drive under Pyrmont Bridge. We also have been advocating for the re-installation of the *Curtain Call* sculpture in Darling Harbour. This installation was removed when the ICC and other buildings were constructed, and it remains in storage. The sculpture of bronze sheep celebrated the connection of Darling Harbour with the export of wool from its port. Our discussions with Property NSW have stalled but we strongly **recommend** that this installation be re-installed, possibly in the new public park associated with the Harbourside redevelopment. It should not continue to languish out of sight and out of its historical context for the foreseeable future.

We **support** improvements in active transport connections along Pyrmont and Murray Streets, noting that at present pedestrians walking north along Darling Drive have to make a wide detour around the front of Harbourside in order to access Union and Murray Streets, and support improved such E-W links from the ridge to the harbour.

Recommendation X – *The height precedents set by Harbourside and the Sofitel Hotel should **not** be taken into account when setting building parameters for sites*

*"capable of change" within the Tumbalong Park Sub-Precinct to ensure the amenity of public open space and residences is not compromised. We **support** re-installation of Curtain Call sculptures in Harbourside Park; improved E-W links to the harbour and active transport connections along Darling Drive, Pyrmont and Murray Streets.*

Ultimo Sub-Precinct

Fig 6 p11 Pyrmont Peninsula Place Strategy Implementation depicts about half of all sites in the Ultimo Sub-Precinct as "capable of change", including the City West Housing site at the corner of Henry Ave and Jones Streets. We have **objected** to the sale/privatization of any existing Public and Affordable Housing across the Peninsula on p3 above. Whilst the ABC site is also so identified, we can find no reference to any proposals to expand or redevelop this site and would **oppose** its privatization. The ABC plays a critical role in the sub-precinct as a place of culture, entertainment, and technological innovation, sitting appropriately in the heart of the Innovation Corridor. The Ultimo Community Centre is also depicted within this category. The only change that we would accept would be subject to its retaining its function as a community centre + library + childcare centre.

We are very **concerned** by the description (IDP pp 12 and 13) which states that the Powerhouse Museum will deliver dynamic retail, hospitality and outdoor activities" with no mention of its primary purpose - a Museum. We have strongly urged the NSW Government to retain the Powerhouse Museum and Harwood Building over the years of debate about its future but **oppose** any proposal to turn it into a function and commercial centre. Whilst we are pleased that the fabric of the former Ultimo Power Station and Tram Sheds is to be retained, we continue to make the case for the retention of the Museum for its original purpose – a Museum of Technological Sciences and Engineering. The permanent exhibition halls (Transport, Space and Steam Revolution) are essential and must be kept, given the context of the building as the engine room which powered the first tramline up Harris Street, to the Terminus Hotel at the corner of John Street. The Ultimo Powerhouse Museum lies in the heart of the Innovation Corridor so is in a prime location to display both the old and the new technologies that have had, and will continue to have a huge impact on the future, not just of Australia, but globally. The Harwood Building must be retained intact for museum-related activities, including storage of collection items, exhibition preparation and other behind the scenes support.

We have indicated our support for the extension of the Goods Line to the north but point out that the Powerhouse Museum occupies the entire site between Harris Street and the light rail tracks and any such extension must ensure there is no impact on the Museum site. We **support** construction of the extension over the light rail line and note that the Ultimo community has proposed this in submissions to DPIE on the plans for the ICC Exhibition Centre, unfortunately ignored at the time. The diagram on p88 of the Urban Design Report Vol 3, does not depict the extension much beyond Macarthur Street so we are unable to comment on how it could proceed beyond that point, given the proposal on p80 for the creation of the Pyrmont Street Park.

There is no indication as to how the other sites identified as “capable of change” are proposed to be changed. UTS and TAFE currently occupy these sites and UTS, in particular, has been engaged in many construction projects over the past 20 years and is also home to the brutalist-style tower which is a landmark in the area. We have commented on the Master Plan for the proposed Key Site development on pp 14-15 above and **support** its development.

Looking at Table 10, Proposed Ultimo infrastructure delivery schedule (p33 IDP), we **support** the following: Contra-flow bus lane – Harris St and Regent Street; closure of Jones Street for new open space, with treatment similar to that in Quarry St between Harris St and Bulwara Road; localized footpath widening along key streets; provision of 4 full-sized public outdoor courts (although no site has been identified for these); Mary Ann St park upgrade; upgrade of areas under the Western Distributor overpass, including provision of improved lighting and installation of CCTV to ensure safety; new production space for creative arts; provision of work-based childcare in large commercial developments; upgrade of the Ultimo Community Centre. We **oppose** any proposal to rationalize or relocate bus stops along Harris Street.

Recommendation Y – We **object** to sale/privatization of Affordable Housing site/s in Ultimo; conversion of the Powerhouse from Museum to function centre; sale/privatization of the ABC site; rationalization/relocation of Harris St bus stops. We **support** upgrade and expansion of the current functions of the Ultimo Community Centre retained in public ownership; retention of the Powerhouse and Harwood Buildings and reinstatement of their original purpose as a Museum of Technological Sciences and Engineering, as well as innovation; extension of the Goods Line North over light rail line; Ultimo/UTS Key site development; contra-flow bus lane – Harris St and Regent Street; closure of Jones Street for new open space; localized footpath widening along key streets; provision of 4 full-sized public outdoor courts; Mary Ann St park upgrade; upgrade of areas under the Western Distributor overpass, including provision of improved lighting and installation of CCTV to ensure safety; new production space for creative arts; provision of work-based childcare in large commercial developments.

Wentworth Park Sub-Precinct

This sub-precinct is characterized by low to medium rise apartments, historic warehouses and heritage terrace houses in the vicinity of the Quarry Green and Ada Place precincts which are the jewels in the crown of this part of the Peninsula. The former Fig/Wattle Street depot site, formerly owned by the City of Sydney and sold to a private developer, Landream, is zoned Mixed Use and a concept DA has been approved by the City delivering a residential apartment building, a building housing two tennis courts for informal public use and a childcare centre, and a commercial building. Contrary to the proposal that new buildings be stepped up in height (PPPS p62), the residential and commercial building will rise directly from the Wattle Street level up to a height that is several storeys above the level of Jones Street, thus blocking views from the heritage terraces on the E side of the street. We also ask for **reconsideration** of the positioning of the residential building which is proposed to be hard up against the Hell Hole Quarry cliff,

thus denying public access to a significant part of Pyrmont's industrial history. We note that the last remaining triangular site owned by the City to the N of the light rail line is identified as a site "capable of change" and would recommend that it remains in public ownership for public use, as a park, a playground, or, possibly, a skateboard area. It could also be considered as a site for Public/Affordable Housing.

Whilst extension of a cycleway from Jones St raises many detailed design challenges, we strongly **support** investigation of a safe and uninterrupted cycle crossing of Pyrmont Bridge Road in the vicinity of Jones Street/Bulwara Road. It should be noted that Pyrmont Ultimo Landcare (PUL) currently maintains sites around the Wentworth Park light rail station and the area below Harbour Mill is now flourishing as attractive bushland and habitat for native birds and animals, noting there is already an active transport link to Pyrmont Bridge Road and Wattle Street. It is the site of the heritage weighbridge associated with the delivery of wheat to the Mill and also a priority site listed in the City of Sydney's Urban Ecology Strategic Action Plan. We **recommend** that any investigation of this project involve community representatives, as well as from the City of Sydney and nearby residential Stratas.

We support provision of a multi-utility hub within this sub-precinct and would **support** its provision within the proposed commercial building on the former Fig/Wattle Street depot site but our preference would be to utilize the site fronting Pyrmont Bridge Road next to the Western Distributor, currently the site of temporary Transport for NSW offices.

With the removal of the dog track and facilities from Wentworth Park, and the return of this site for public use, we **recommend** the retention of the oval for the use of local teams. We have also proposed (p11 above) retention of the temporary school at Wentworth Park to enable the redevelopment of the Blackwattle Bay school campus for a Yrs 7 – 12 secondary college to accommodate current and future demand for an accessible secondary school, noting the current inaccessibility of the Balmain Junior campus from Pyrmont and Ultimo.

Recommendation Z – We **oppose** height/form of approved development on Fig/Wattle St depot site including removal of public access to former quarry cliff face. We **support** investigation of extension of active transport routes from Jones St South, provision of a safe, uninterrupted crossing of Pyrmont Bridge Road and involving community in investigation of the project; removal of the dog track and retention of the oval at Wentworth Park; multi-utility hubs on former and/or current Council depot sites in Wattle St; retention of temporary school at Wentworth Park to enable redevelopment of Blackwattle Bay campus for Years 7 – 12 students.

Blackwattle Bay Sub-Precinct

As there has been no resolution of the assessment of the Blackwattle Bay State Significant Precinct Strategy, we will restrict our comments to the ideas presented in the Urban Design Report Vol 3, pp98 – 105 which all relate to the public domain.

But first, errors in the report need to be corrected. Carmichael Park is in the Pirrama sub-precinct and the areas encircled and annotated as Carmichael Park in Fig 4.7.5 are in fact lands owned by the City of Sydney which comprise Jones Street Pocket Park and land sloping down from Carmichael Park to Quarry Master Drive. These lands are maintained by Pyrmont Ultimo Landcare Inc (PUL) except where access has been denied for some years because the Office of Strategic Lands (OSL) which is responsible for the lands above has not repaired the cliff faces along the Paradise Quarry cliff face. It should be noted that Jones St Pocket Park has been identified as a priority habitat site in the City's Urban Ecology Strategic Action Plan. Whilst we would **support** the inclusion of additional lands as depicted, we point out that some sites are fenced off because they are part of the light rail corridor and would need safety measures put in place to enable volunteers to access, rehabilitate and maintain the land.

PUL has been maintaining parts of Carmichael Park for over 15 years, with Council support via provision of native plants. However, it is a challenging site as it is in a very high wind area and a number of trees were destroyed in a "willy willy" about 6 years ago, and not replaced. The watering system installed originally has long since disintegrated and needs replacing as the soil dries out quickly due to the wind. The land above the closed off walkway between Quarry Master Drive and the Western Escarpment adjacent The Knoll, is weed-ridden and not maintained by OSL which also has totally neglected the maintenance of the urban bushland of the Western Escarpment which is now full of dead plants and weeds and in urgent need of rehabilitation.

We continue to draw these matters to the attention of OSL but have received no response over the past few months. The reclamation of and provision of public access to these public lands is a community **priority**.

Given the distance of the Blackwattle Bay sub-precinct from the Western Metro station entry and the many intersections and traffic lights that pedestrians/cyclists will have to negotiate to get to the station, we have reservations about the proposals outlined in the Urban Design Report Vol 3, (p102). We have **proposed** an active transport tunnel to connect directly the sub-precinct with the Metro station and **oppose** extension of cycling opportunities to Pyrmont Bridge Road (on safety/traffic grounds and the existence of the alternative cycleway in Miller Street). We **support** investigation of opportunities for use of areas under the Western Distributor in collaboration with members of the Pyrmont and Ultimo communities, noting their omission in the Urban Design Report from the list of agencies to determine these opportunities.

We have been seeking the establishment of a public park and passive boating facilities on the site zoned Public Recreation in Bank Street since 2004 when it was announced as such, and subsequently included in the approved Bank Street Master Plan in 2006. Unfortunately, the Master Plan was cancelled by the incoming Coalition Government and subsequently the site was incorporated into the Bays Precinct, and is now part of the BBSSPS. In the meantime, the IPC approved construction of a temporary (5 years) Blackwattle Bay Marina now leased by Transport for NSW to All Occasion Cruises. We have **supported** the relocation of this facility further South in Blackwattle Bay (as

depicted in the BBSSPS), and the installation of a passive boat storage facility close to the launching ramp for such craft.

We **support** the proposal for the development of a regional park on this site with the proviso that community and passive boating club representatives work with the park designers from the earliest stages of planning, noting that members of the community submitted a Great Idea for the park in the early stages of the development of the Bays Precinct Transformation Plan (October 2015). It is our strong **recommendation** that this park be named Tjerruing Park (Tjerruing being First Nations word for Blackwattle).

We **support** social infrastructure provision as outlined in Appendix A: Infrastructure (IDP pp 38-44), as follows: developer contributions directed towards the Maybanke Community Sports and Recreation Centre; space for creative arts (1 Bank Street); public tennis courts for informal games; work-based childcare centre; and a new medical centre; we **prefer** library services to be centrally located on the Peninsula; we do **not support** provision of a harbour pool in Blackwattle Bay as it is highly polluted and such a structure could impede use of the bay by rowing clubs.

We **support** the rehabilitation or redevelopment of 1 Bank Street to accommodate: affordable artists' studios; passive boating change rooms; café/bar; public marina office and any other use nominated by community.

Recommendation AA – We **support** urgent cliff stabilization and rehabilitation of public parkland and open space in the vicinity of Carmichael Park and inclusion of additional such lands; provision of an active transport tunnel between the sub-precinct and the Metro station; investigation of opportunities for public use of areas under the Western Distributor; establishment of a public park and passive boating facilities on the site zoned Public Recreation in Bank Street; relocation of commercial marina; developer contributions directed towards the Maybanke Community Sports and Recreation Centre; space for creative arts (1 Bank Street); public tennis courts for informal games; work-based childcare centre; a new medical centre; community use of 1 Bank Street premises.

Recommendation BB - We **oppose** extension of cycling opportunities along Pyrmont Bridge Road; provision of a harbour pool in Blackwattle Bay; and **prefer** library services to be centrally located on the Peninsula.

We would like to thank the teams at DPIE, led by Thomas Watt, and the City of Sydney, led by Tim Wise, for their willingness to answer questions, listen to our concerns, and help us in the preparation of this submission. We are particularly grateful for both teams' attendance at our December, 2021 meeting. As will be evident in the foregoing, we are passionate about our Place on the Pyrmont Peninsula, and our community. We are not anti-development, but pro **good** development. We trust that our serious reservations about some aspects of the proposed implementation will be taken seriously, and that we will have a genuine and ongoing role in the next phase of implementation.

Elizabeth Elenius, Convenor

RECOMMENDATIONS

Recommendation A – The City of Sydney be required to establish a PPPS Implementation Steering Committee to include community representatives, a representative of the Pyrmont Ultimo Chamber of Commerce, representation from Public and Affordable Housing residents and the Ultimo Primary School P&C, such Committee to meet regularly to review and provide input to the proposed Implementation plans.

Recommendation B – We **oppose** the introduction of the Transition Zone which allows building heights up to RL90 on the basis that such heights in these sub-precincts will compromise sunlight, privacy, views, heritage and public open space.

Recommendation C – The seven Public/Affordable Housing sites identified as “capable of change” (Fig 6, p11) should be retained in public ownership specifically and solely for that purpose.

Recommendation D – Any changes to LEP parameters for sites located near the waterfront should not involve increased height to a level that overshadows and/or compromises the visual amenity or views of existing residential apartments, or of nearby public open space; developments in Harris Street should complement the existing low-medium rise built form, heritage and conservation areas.

Recommendation E – DPIE to set a height limit of no more than RL90 as prescribed for the Transition Zone, for the Union Street Metro Station site in order to meet the requirements of Direction 2 (PPPS p25) – new or upgraded buildings to fit with the Peninsula's evolving character - given that it is no longer defined as a Key Site.

Recommendation F – That DPIE establish a **Steering Committee** to include community representatives from Pyrmont and Ultimo, to oversee and provide input to the development of the State Infrastructure program to be funded through Key Site developer contributions.

Recommendation G – That the community's priorities be addressed in the Final Infrastructure schedule. We **support** active transport tunnel linking Pyrmont Metro station with Blackwattle Bay sub-precinct; investigation of an active transport crossing at Pyrmont Bridge Road in the vicinity of Jones Street/Bulwara Road; completion of the Fig Street Pedestrian link from Harris Street to the CBD; provision of a new bus service linking Pyrmont to UTS, Broadway Shopping Centre, University of Sydney, RPAH, returning via Glebe and the new Sydney Fish Markets; retention of all current bus stops in Harris Street and provision of parking spaces for deliveries; provision of a new ferry stop at Cadi Park in the Pirrama sub-precinct; reinstatement of previous 389 bus route with a stop in Murray St at Pyrmont Bridge.

Recommendation H – We **support** redevelopment of the site of the Maybanke Community Centre as a regional Community Sports and Recreation Centre with the roof developed as a public park; provision of additional indoor and outdoor courts for **informal** recreation providing they are public facilities; improved play opportunities which

can be met in the redevelopment of the Public Recreation Area in Bank Street planned in partnership with local community and stakeholder representatives, and in Elizabeth Healey Reserve; expansion of Guardian Square and re-routing of Darling Drive under the Pyrmont Bridge; increased provision of sports fields and retention of the Wentworth Park oval for use by local teams; the proposed street park at the southern end of Jones Street, Ultimo.

Recommendation I – We **oppose** the allocation of funding on the expansion of Elizabeth Healey Reserve which could be better allocated to more popular parks in much better locations.

Recommendation J – We **support** centrally located Community Centres to avoid community fragmentation and enhance social cohesion; we do **not** support new library facilities on the edges of the Precinct, but refurbishment of the existing Ultimo Library, if required; we **support** inclusion of affordable artist studio space and other community amenities in a refurbished or redeveloped 1 Bank Street site identified in partnership with community representatives.

Recommendation K – We **support** green infrastructure proposed in Table A1 and, additionally, the roll-out of public EV charging stations in Multi-Utility hubs and other appropriate on-and off-street locations, taxi ranks, and other appropriate on-and off-street locations, including the new Sydney Fish Markets, The Star and the Metro E station site identified in consultation with local community representatives including the new Sydney Fish Markets.

Recommendation L – We **support** rationalization of the current Pyrmont/Ultimo affordable housing policy with the City of Sydney's LGA-wide Program on the **proviso** that any such contributions raised from developments on the Peninsula be spent in Pyrmont and Ultimo until the original target of 600 such dwellings is reached.

Recommendation M – We **oppose** the sale or private redevelopment of any existing Public/Affordable Housing sites in Pyrmont or Ultimo.

Recommendation N – We strongly **support** the redevelopment of the Blackwattle Bay Campus of the Sydney Secondary College as a Years 7 – 12 Campus to meet current and future demand for an accessible secondary school campus.

Recommendation O – We strongly **support** the provision of a staffed police station at the entrance/exit of the Pyrmont Metro Station at street level in Union Street.

Recommendation P – We **oppose** the Harbourside tower height, podium bulk, reduced width of foreshore walkway and privatization of a site dedicated to the people of Sydney.

Recommendation Q – We **oppose** the height and bulk of the buildings. We **support** expansion of green public foreshore recreation areas; redevelopment of 1 Bank Street for community, boating and cultural purposes; allocation of developer contributions to

development of the Maybanke Community Sports and Recreation Centre; provision of childcare facilities; relocation of Blackwattle Bay Marina; provision of additional Public/Affordable Housing in Pyrmont/Ultimo; community stakeholder engagement in planning for the public realm.

Recommendation R – We **oppose** the height of the Star Key Site development; a minimum of 8m setback of the podium is required and any setback above the podium also should be a minimum of 8 metres; we **support** an affordable housing levy of up to 12% and a Special Infrastructure levy and payment of annual contributions for the Metro; we **propose** other contributions be directed towards the development of a new school at Blackwattle Bay and inclusion of a Pyrmont police station on the Metro site.

Recommendation S – We **support** Option 2 as Master Plan parameters for the UTS First Nations Residential College and Exhibition Space. We **recommend** community involvement in development of a schedule of local Ultimo infrastructure.

Recommendation T – We **support** the E Metro station at the Union St site and **recommend** a maximum height of RL90 for the tower; provision of a Pyrmont Police Station at street level at the station entry/exit points; the height (RL 37.75) of the Metro W station services building.

Recommendation U – **oppose** privatization of Bowman St Public Housing; **support** provision of fresh food market in retail space formerly used as a Chinese duty free shop in John St Square; making John St W one-way traffic; reconfiguration of Mount St/John Street intersection to restrict entry/exit to one car at a time; installation of raised pedestrian crossing in Bowman St at Tambua St/Refinery Drive intersection.

Recommendation V – We **oppose** any changes of uses/configuration to Ballarat Metcalfe Parks; 24/7 use of Pyrmont Bay Park; a bridge across Pyrmont Bay; heights > Revy Buildings; removal of existing tree canopy. We **support** increased planting of native shade trees (not palm trees) in parks and along local streets; return of Growers Market to Pyrmont Bay Park; enlargement of open spaces around ANMM; relocation of Sydney Heritage Fleet to Cockatoo Island; measures to reduce negative impacts on local residents of developments at The Star, including of outdoor venues, taxi queueing; installation of more external CCTV and noise monitoring devices outside venues generating noise and anti-social behaviour late at night, early conversion of its fleet to electric vehicles; upgrade of Edward St/Pirrama Road intersection.

Recommendation W – We **oppose** the enlargement of Elizabeth Healey Reserve if it closes vehicular access to/from Exhibition Street; we **support** redevelopment of the Maybanke site as a regional Maybanke Sports and Recreation Centre; redesign of Union Square to improve safety and increase its use for performance and other public events; inclusion of a cinema in a suitable new development project; public utilization of land under the Western Distributor.

Recommendation X – The height precedents set by Harbourside and the Sofitel Hotel should **not** be taken into account when setting building parameters for sites “capable of

change" within the Tumbalong Park Sub-Precinct to ensure the amenity of public open space and residences is not compromised. We **support** re-installation of Curtain Call sculptures in Harbourside Park; improved E-W links to the harbour and active transport connections along Darling Drive, Pyrmont and Murray Streets.

Recommendation Y – We **object** to sale/privatization of Affordable Housing site/s in Ultimo; conversion of the Powerhouse from Museum to function centre; sale/privatization of the ABC site; rationalization/relocation of Harris St bus stops. We **support** upgrade and expansion of the current functions of the Ultimo Community Centre retained in public ownership; retention of the Powerhouse and Harwood Buildings and reinstatement of their original purpose as a Museum of Technological Sciences and Engineering, as well as innovation; extension of the Goods Line North over light rail line; Ultimo/UTS Key site development; contra-flow bus lane – Harris St and Regent Street; closure of Jones Street for new open space; localized footpath widening along key streets; provision of 4 full-sized public outdoor courts; Mary Ann St park upgrade; upgrade of areas under the Western Distributor overpass, including provision of improved lighting and installation of CCTV to ensure safety; new production space for creative arts; provision of work-based childcare in large commercial developments.

Recommendation Z – We **oppose** height/form of approved development on Fig/Wattle St depot site including removal of public access to former quarry cliff face. We **support** investigation of extension of active transport routes from Jones St South, provision of a safe, uninterrupted crossing of Pyrmont Bridge Road and involving community in investigation of the project; removal of dog track and retention of oval at Wentworth Park; multi-utility hubs on former and/or current Council depot sites in Wattle St; retention of temporary school at Wentworth Park to enable redevelopment of Blackwattle Bay campus for Years 7 – 12 students.

Recommendation AA – We **support** urgent cliff stabilization and rehabilitation of public parkland and open space in the vicinity of Carmichael Park and inclusion of additional such lands; provision of an active transport tunnel between the sub-precinct and the Metro station; investigation of opportunities for public use of areas under the Western Distributor; establishment of a public park and passive boating facilities on the site zoned Public Recreation in Bank Street; relocation of commercial marina; developer contributions directed towards the Maybanke Community Sports and Recreation Centre; space for creative arts (1 Bank Street); public tennis courts for informal games; work-based childcare centre; a new medical centre; community use of 1 Bank Street premises.

Recommendation BB - We **oppose** extension of cycling opportunities along Pyrmont Bridge Road; provision of a harbour pool in Blackwattle Bay; and **prefer** library services to be centrally located on the Peninsula.

Elizabeth Elenius, Convenor

[REDACTED]
[REDACTED]
[REDACTED]
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ATTACHMENT A

25 November, 2021

Planning and Assessment,
Department of Planning, Industry and Environment,
Locked Bag 5022,
PARRAMATTA NSW 2124

Major Civil Construction between The Bays and Sydney CBD – Pyrmont Metro Station – SSI-19238057

For many years Pyrmont Action Inc members have lobbied for improvements in public transport to serve Pyrmont and have strongly supported provision of a rail station at Pyrmont. Most recently, we have supported a Metro station on the sites in Pyrmont identified in the EIS for this leg of the project – between The Bays and the City – in our responses to the draft Pyrmont Peninsula Place Strategy and the draft Blackwattle Bay State Significant Precinct Strategy. The following recommendations primarily relate to the impacts of construction on the Pyrmont community, with proposals for actions which will enhance residential amenity in the longer term.

Project Configuration – We support the provision of the Pyrmont Station underground, with **modest** access points to street level at both the proposed Eastern and Western sites, such as are found in Paris and London. We also recommend provision of a street level, staffed Pyrmont police station at the Eastern site to serve both the existing residents and businesses, and also the anticipated additional 8,500 residents and 23,000 workers foreshadowed in the Pyrmont Peninsula Place Strategy. We strongly support activation of all street frontages of both sites, including adjacent to the proposed police station on the Eastern site, with shops, cafes and restaurants to serve residents, workers and visitors.

In addition, we have proposed a pedestrian tunnel be provided to link the Western site with Blackwattle Bay, possibly linking with the existing Fish Markets Light Rail station. The ~500m walk from the Western site via Pyrmont Bridge Road to the new Sydney Fish Markets involves delays at up to 4 sets of lights which can be quite a challenge for anyone carrying heavy shopping bags. We envisage such a tunnel being similar to that which links London's Green Park station with several significant museums and tourist destinations.

Community Communications Strategy – Appendix B outlines a framework for managing complaints, enquiries and escalation processes throughout the project lifecycle. It also outlines a range of communication and engagement tools to "ensure project information reaches a wide variety of people...". It is clear that these processes comprise those which deal reactively with complaints; and ways of getting the Metro's message out to people. There is no mechanism proposed to enable genuine consultation with the many people who will be affected by the project. Pyrmont Action

members have participated in a number of consultative committees over nearly 20 years, the most recent of which is the Sydney Fish Markets Community Consultative Committee established by the developer, Multiplex, to enable community representatives to bring issues to regular monthly meetings, and via email between meetings to endeavour collectively to resolve problems, as well as to bring upcoming project activities to the attention of members of the community. Community representatives are then able to advise their constituents and provide feedback to the Committee. This is a successful mechanism being pro-active and involving two-way communication. We strongly recommend the establishment of such a Consultative Committee which should include residents and businesses who will be most severely affected by the project and who can assist in resolution of issues that arise.

Construction Impacts – It is clear that there will be continuous and sporadic moderate to severe noise impacts for many residents, workers and businesses over a period of around 3 years, with some works occurring late at night, including 24/7 tunnelling. We appreciate that the trade-off for 24/7 work will (hopefully) result in a shorter total period of disruption and discomfort but ask that the Sydney Metro provide temporary alternative accommodation at high impact periods for those whose sleep is disturbed by late night works, including noisy vehicles. Consideration should be given to the installation of double glazing in the most severely impacted residences, where feasible.

Cumulative Impacts – The period of Pyrmont Station construction may coincide with the construction of The Star Key Site development in the vicinity of Pirrama Road and Jones Bay Road, with traffic congestion and noise arising from both projects occurring at the same time. It is also apparent, even in the early stages of construction of the new Sydney Fish Markets in Bridge Road that traffic can be severely disrupted and this project will possibly still be under construction when the Metro construction commences. The EIS studies fail to assess cumulative impacts if/when other major projects associated with the implementation of the Pyrmont Peninsula Place Strategy are constructed during the same period. We ask that the Metro work with other construction companies to ensure that cumulative impacts are avoided.

Traffic and Transport – Streets in Pyrmont are narrow and reflect the historical layout of the precinct. Traffic congestion, particularly in the vicinity of the Pyrmont Interchange and the routes leading to and from it (Harris Street, Pyrmont Bridge Road, Pyrmont Street, Bank Street) is such that vehicles using these routes come to a standstill, frequently with traffic stranded and blocking intersections, in particular at the Harris St and Pyrmont Bridge Road intersection. We note that it is aimed to minimize movements during peak hours, but these are often extended beyond the times outlined on p4 of Chapter 6. It should also be noted that peak hours can extend to weekends when the Fish Markets experience peak demand.

The current route of the 389 bus service takes the bus on the return journey from the CBD and Bondi Junction up Jones Bay Road at its junction with Pirrama Road, along Pyrmont Street, left into Pyrmont Bridge Road (past the W site), left again at Murray Street, then back to its terminus location outside The Star in Pirrama Road, near Jones Bay Road. We recommend that the 389 bus return to its original route which terminated in front of the

Australian National Maritime Museum off Murray Street. Not only will that measure avoid clashes between buses and vehicles associated with the Metro construction but will be much more convenient for residents and workers who live and work in the SE precinct of the Peninsula. It will also reinstate the much more convenient transport interchange, with only short distances between the Pyrmont Bay ferry stop, the 389 bus service and the Pyrmont Bay LR station.

We note that use of the S footpath in Union Street between Pyrmont St and Pyrmont Bridge Road will be diverted to the N footpath during construction and that the existing cycleway in Union Street will remain open at all times. Union Street is a particularly busy active transport route to and from the CBD and Rozelle and beyond. It should be noted that Pyrmont Bridge Road is a popular route for commuter cyclists to Glebe and Beyond and we recommend that clear notices be placed at the corner of Pyrmont Bridge Road and Bulwara Road N and at the Pyrmont Bridge Road/Bank Street intersection directing all cyclists to the Miller Street cycleway. Directional signage should also be installed at the corner of Pyrmont Bridge Road and Union Street, to direct all cyclists travelling West to the Union Street cycleway, away from Pyrmont Bridge Road.

We note and support ongoing consultation will be carried out with emergency providers. There have been recent changes in the configuration of the Bunn St/Pyrmont St intersection which make it awkward for fire engines from the Pyrmont Fire Station in Pyrmont Street to depart quickly from its premises. It is probable that there may be conflicts between construction activity at the W site and the ability of the fire engines to depart via Pyrmont Street (necessitating travelling against the one-way traffic). We recommend early discussion with Fire Services officers to ensure that their ability to reach a fire in an emergency is not hampered.

Noise and Vibration – It is quite clear that many households will experience mild to high noise exceedances at various times during the day, as well as over extended hours to 6pm on Saturdays associated with excavation using a rockbreaker at both sites; and 24/7 tunnelling. 35 households will experience moderate noise exceedances at night over a 2 week period; 128 households will experience low exceedances over the same period associated with rockbreaking. During a further 2 week period of night work 52 households will be impacted by low level exceedances and 16 households will be affected by moderate exceedances. High level out of hours daytime exceedances over a 17 week period will be experienced by 46 households. 19 non-residential “receivers” will experience 14 weeks of high level exceedance at night, 71 will be impacted over that period by moderate exceedances; and 72 by mild exceedances. We note that “respite may (our emphasis) be offered” for those severely affected by noise, including “alternate accommodation offers”. We recommend that all residents whose sleep is disturbed be offered appropriate respite to be paid for by Sydney Metro.

We note predictions that occupants of a number of heritage buildings adjacent to the W site in Paternoster Row and fronting Pyrmont Street will experience exceedances of comfort levels, similarly the building at the corner of Union Street and Edward Street. Worst-case vibration may occur over a period of around 17 weeks. It is foreshadowed that smaller equipment and alternative methodologies “would likely” be used in such

circumstances (p27, Chapter 7). We recommend that all such measures must be taken to minimize impacts without the qualifications of "may" or "would likely" being included in the final approved project plans. We are also concerned that it is predicted that up to four residential buildings north of the W site "have the potential" to receive "cosmetic" damage. We strongly recommend that, at a minimum, all buildings identified in Fig 7-6 (p7-28 Chapter 7) as likely to experience exceedance of human comfort criteria, not just the 4 identified for potential "cosmetic" damage, be inspected prior to work commencing by an independent inspector nominated by the NSW Building Commissioner. This is particularly important for the heritage buildings which could receive more severe damage than just "cosmetic". The cost of such inspections and any rectification required must be borne by the Sydney Metro or Department of Transport to a standard approved by the independent inspector.

Opportunities – We note (Chapter 5 p25) that utilities will need to be adjusted, relocated and/or protected where they might be impacted by construction. A number of streets in Pyrmont have not been upgraded by the undergrounding of services and removal of unsightly poles and wires. This includes the streets around the two sites, all of which will be affected by construction. This provides an excellent opportunity for the upgrade of these streetscapes and we urge the proponent to undertake these improvements by undergrounding of services and removal of the poles and wires.

Summary of Recommendations

We support:

- The proposed underground Pyrmont Metro Station with modest street access at the selected sites;
- Provision of a street level, staffed Pyrmont Police Station at the E site;
- Activation of street frontages at both sites;

We recommend:

- Provision of a pedestrian tunnel from the W site to Blackwattle Bay;
- Establishment of a Community Consultative Committee to assist communication and provide resolution of issues during the life of the project;
- Provision of temporary alternative accommodation during high impact periods for those whose sleep is disturbed'
- Consideration of installation of double glazing in severely impacted residences where feasible;
- That the Metro contractors work with other construction companies operating at the same time at nearby major construction sites in relation to traffic disruption;
- Re-routing of 389 bus service so that it terminates at the Australian National Maritime Museum and is kept off Pyrmont Street, Union St and Pyrmont Bridge Road during the life of the project;
- Installation of clear signage in Pyrmont Bridge Rd, east of its intersection with Bank Street to direct cyclists to the Miller/Union St cycleway
- Consultation with Pyrmont Fire Station officers to ensure access in the vicinity of the sites in the case of emergencies;
- The use of all suggested measures to minimize noise and vibration impacts;

- All buildings identified in Fig 7-6 be inspected by an independent assessor nominated by the NSW Building Commissioner, prior to work commencing and again, on conclusion of the project, with rectification of any damage identified;
- The upgrade of streetscapes marred by poles and wires by undergrounding of all services in the vicinity of both sites.

We reiterate our support for the construction associated with the proposed Pyrmont Metro Station at the two sites and understand that this will involve light to severe impacts on residents and businesses in the vicinity. We ask that our recommendations be included as requirements in the approval of these proposals.

Yours sincerely,

Elizabeth Elenius, Convenor
Pyrmont Action Inc.

Elizabeth Elenius, Convenor,
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

ATTACHMENT B

20 August, 2021

Submission on Blackwattle Bay State Significant Precinct Study

ABOUT PYRMONT ACTION INC

Pyrmont Action was formed in 2003 following a community campaign to achieve the installation of up-to-date telecommunications infrastructure to serve the rapidly growing residential and commercial redevelopment of the Peninsula. At that time, many who had moved to Pyrmont, only had access to a dial-up internet service. These early “settlers” recognized that some aspects of the development going on around them, could be improved with input from long time Pyrmont residents and from those moving from other parts of Sydney, NSW and even countries. We didn’t know one another, came from different backgrounds and with different life experiences but have joined together to create a strong, active, diverse and caring community. Our objective is to work with the City of Sydney, the NSW Government and local residents and businesses to improve the physical and social amenity of our suburb.

We have been represented on a number of Community Reference/Liaison Groups, including the early version of the Bays Precinct CRG which reported in 2010 and its successor (now the Blackwattle Bay CRG), the Glebe Island/White Bay CLG, the PPPS Bounce Group and, more recently, on the Sydney Fish Markets CCC. We have built up a body of knowledge relating to planning in Pyrmont – its history, geography and people – upon which we draw to deliver our constructive analysis of the documentation associated with this Study.

STATEMENT OF OBJECTION

At our meeting on 12 August, 2021, members provided feedback on the draft submission. It is our strong and unanimous view that the built forms presented will not only destroy the visual and solar amenity of much of Pyrmont, but they are the antithesis of the high quality of the architecture of the new Sydney Fish Markets which we laud as comparable with that of the Sydney Opera House. The towers and podiums should be replaced with buildings which sit comfortably with the building forms in the vicinity, should be set back from the waterfront, and be reduced in scale such that a green public park can be provided between the development and the new SFM. Views from existing residential developments should not be compromised and public benefit in the form of public open space and parkland should be given priority over the privatization of this publicly owned asset.

BLACKWATTLE BAY CONSULTATION

The earliest consultation on future development occurred in the context of the development and approval of Master Plans for Rozelle and Blackwattle Bays, and for Bank Street, including the sites now included in this Precinct Study. Many of the planning

principles underpinning these Master Plans which were generally supported by the local communities of Glebe, Rozelle, Annandale and Pyrmont, informed the work of the original Bays Precinct CRG (reporting to the Government via SHFA) established in 2010. Pyrmont Action was represented on the original Bays Precinct CRG whose membership included representatives from the Pyrmont, Glebe, Rozelle, White Bay and Balmain communities, representatives from key Government departments and agencies and from the City of Sydney and Leichhardt Council. They produced and presented an agreed report to Government entitled *Towards an Integrated Strategic Plan: Bays Precinct* in March 2010.

The election of the Coalition Government in 2012 saw the cancellation of all Master Plans associated with Blackwattle and Rozelle Bays, and the establishment of a new entity, Urban Growth NSW, tasked with the development of a Bays Precinct Plan. Following a range of public exhibitions and events, including the Bays Precinct International Summit 2014 and meetings of a new version of the Bays Precinct CRG, Urban Growth released the *Bays Precinct Sydney Transformation Plan* in October, 2015. This new Bays Precinct CRG, comprising a membership of any member of the community who wished to participate, was formed to provide input to the development of the Plan. Unlike the earlier CRG it did not include representatives from local business, local government, government departments and agencies and it proved incapable of providing meaningful input. The consultation certainly did not meet many of the 2010 CRG recommendations, objectives and principles, let alone Principle 4 of the *Transformation Plan* ie "Allow the time to invest in genuine and early engagement with, and broad acceptance of the government's plans from all categories of the public, government and industry." (pp13-14).

When Urban Growth was disbanded, planning for the Bays transferred to Infrastructure NSW (INSW) reporting to the Premier. The CRG continued but community membership was determined by application, thus its numbers were reduced. It met several times, basically to receive briefings, rather than engage meaningfully. Members also attended two workshops in 2019 (one on how to ensure meaningful acknowledgement of First Nations' story and culture in the Plan; the other to examine inclusion of Cultural elements).

The next engagement was the release of the 3 scenarios for comment in May 2020. There had been absolutely no contact between INSW and members of the CRG for many months and we were shocked when asked to choose between 3 scenarios, in which the building forms presented were largely the same, dominated by 45-storey towers above podiums – a concept which had never been shared or explored with CRG members. The feedback reported in *Revitalising Blackwattle Bay* (May 2020) clearly rejected the building heights presented. "Buildings over 35 storeys were not generally regarded as being appropriate for a harbourside location" (p4) was an understatement of the views expressed by community members who also deplored the lack of a "none of the above" option in the scenario questionnaire. The analysis of feedback by stakeholder groups demonstrated that "Community members, including residents, community groups and businesses, suggested buildings with lower heights to integrate

better with the existing built form of Pyrmont and Glebe and encourage solar access....”
(p4)

But these views were ignored as by then the Department of Planning, Industry and Environment (DPIE) had been required to incorporate the scenario building forms with heights up to 45-storeys within the Pyrmont Peninsula Place Strategy (PPPS) as a Key Site within the Blackwattle Bay Sub-Precinct, and the PPPS has been approved by a Government determined to “revitalize” an already vital Pyrmont Peninsula into an extension of the CBD. We ask, why has the Government spent huge amounts of public money, and induced unpaid volunteers who care about their communities to devote countless hours in a “consultation”, the outcome of which has been ignored?

Recommendation 1 - The Minister for Planning, Industry & Environment to require DPIE to review INSW’s proposals for Blackwattle Bay, and “allow the time to invest in genuine further consultation” with the community and the City of Sydney in order to meet their expectations of “urban renewal that respects the industrial heritage and architectural scale of Pyrmont without overshadowing the surrounding area” (p4 Revitalising Blackwattle Bay).

“SIMPLIFYING” THE PLANNING FRAMEWORK

We deplore the proposals outlined in Attachment 10 – Explanation of Intended Effect - aimed at providing a “simplified planning framework that is easier to understand and navigate...” (p5). Not only will it exempt plans for the public domain from all current assessment requirements, but, if the Government proposals to amend the Environmental Planning and Assessment Act are passed by Parliament, it will hand to the Government “unfettered powers to implement other reforms without parliamentary scrutiny” (Government News article, “Minister vows to press ahead with infrastructure contribution changes” 19/7/21 p2).

The consequences of handing powers to private certifiers, and reducing the period for stratas to identify serious building defects from 7 to 2 years, have been on full show during the period in which the Government has progressively “simplified” and privatized the planning approval system and cut “red tape”. The morphing of Part 3A developments into “State Significant” developments has sidelined both local governments and communities in the Government’s push to transform and simplify the planning system. Barangaroo and Darling Harbour are prime examples of the consequences of such unfettered powers being handed to the Government through removal of independent checks and balances resulting in loss of public and private amenity.

Our experience of participating in “consultation” associated with Darling Harbour, leads us to strongly oppose the use of the State Significant instrument in the planning and delivery of Blackwattle Bay developments. The latest iteration walls off Pyrmont from the CBD, reduces public foreshore areas to a 20m strip, incorporates huge towers which overshadow the public and private domain, including the harbour, and privatizes what was intended to be a public asset. All community attempts to mitigate the worst impacts via “tick-a-box consultation” were met by Lend Lease, the developer, with the riposte

that our proposals “were not in our design brief”. This “brief” was developed by INSW with little or no public input. The amendments to planning instruments proposed in the BBPPSP will, almost certainly, deliver a similar outcome on the Western foreshore of the Pyrmont Peninsula – gross overdevelopment.

Our experience in genuine community consultation in the development of Master Plans for Blackwattle/Rozelle Bays, Bank Street and Jacksons Landing in Pyrmont, has given us insights into the importance and weight such plans provide in the roll-out of developments. The Master Plan provides certainty to potential purchasers and a baseline beyond which developers should not stray, unlike what has happened at Barangaroo, and opportunities for genuine community input.

We note that SREP26 “requires the preparation of a Master Plan for the site at Blackwattle Bay” (BBSSPS p50) which is to address a number of issues including building envelopes and built forms, provision of public facilities and open space. However, we also note that SREP 26, and its predecessor SREP 25 specifically deal with protection and enhancement of views and the scenic quality of foreshores and waterways. There is no mention of such requirements in the changes outlined in a letter from DPIE to property owners in Pyrmont (6/7/21). We object strongly to the proposal to amend the *Sydney Local Environment Plan 2012* to allow the maximum building height up to RL 156 and other measures. The BBSSPS also seeks to remove the requirement to prepare a Development Control Plan (DCP) when proposed developments increase gross floor area, in particular for buildings greater than 55m above existing ground level or a development on a site area of greater than 5,000 sq.m. These measures are opposed not only by members of the local community, but by the City of Sydney. Any changes to Sydney LEP should require the agreement of the City of Sydney based on wide consultation with the local communities affected. This has been the process in the past.

The BBSSPS (p51) indicates that instead of meeting the requirements of SREP 26, INSW will, instead prepare a concept DA in respect of that land under the provisions of Section 4.23 of the *Environmental Planning and Assessment Act 1979*, as was done in the case of the new Sydney Fish Markets (SFM). In the latter case both the concept DA and the DA proper were put on exhibition simultaneously, thus any issues normally identified at the concept stage were unable to be addressed, including by the IPCN, in the event of receipt of over 50 objections. We fail to understand why the Blackwattle Bay SSP should be treated differently from other Key Sites and urge the preparation of a concept Master Plan for assessment, including community consultation, before proceeding to the development of a Master Plan the assessment of which should require genuine community input before final determination.

Recommendation 2 – The Blackwattle Bay Key Site planning framework should involve preparation of a Master Plan requiring genuine community participation and agreement of the City of Sydney; we reject the Site’s State Significant declaration and amendments to the Sydney LEP to permit a maximum building height of RL 156; we seek compliance with SREP 26 provisions to ensure that developments protect and enhance views and the scenic quality of foreshores and waterways.

We are particularly concerned to ensure that developer contributions are allocated to meet the social and physical infrastructure needs of the local community and not be allocated beyond the boundaries of the Pyrmont Peninsula as defined in the PPPS. We are alarmed that the planned changes to the EPA Act, currently the subject of a Legislate Council review, “replaces special infrastructure contributions with a broad-based pooled regional contributions system... and enables developers to defer payments until after construction” (Government News 17/721 p2). Furthermore, it is apparent that there is no firm commitment to deliver the required infrastructure (as yet undetermined) before construction of the residential and commercial buildings, with only a vague statement (Attachment 10, p10) “that investigations regarding infrastructure needs, costs, staging, sequencing, delivery partners and mechanisms are underway....”.

Having sought clarification of measures outlined in Attachment 10 from both INSW and the City of Sydney, we understand that there are two classes of infrastructure – State infrastructure, and local infrastructure. It appears that “the Planning Secretary’s role is to determine whether satisfactory arrangements are in place for the adequate provision of State infrastructure before any development is approved” (INSW 28/7/21). We would place within the definition of State infrastructure provision of accessible School infrastructure to meet both current needs, and the needs of the 8,500 new residents moving to new homes within the Pyrmont Peninsula, also provision of roads within the Precinct. We are advised by INSW that “provision of public infrastructure works in the public domain at Blackwattle Bay by a government agency or the council would similarly be carried out without the need for development consent” (28/7/21). We strongly oppose this exemption as it removes the voice of the community from decisions as to what, where and when infrastructure will be provided.

Recommendation 3 – The BBSSPS provisions must ensure that all developer contributions raised through BB developments are allocated to projects that benefit Pyrmont Peninsula communities and not undermine or offset the funding and delivery of local contributions and infrastructure under the relevant contributions plan. The community must be consulted before any plan for the distribution of contributions is finalized and the agreed (with the City of Sydney and the Pyrmont/Ultimo communities) infrastructure delivered prior to the construction of residential and commercial buildings.

ECONOMIC RATIONALE

Noting that only 40% of respondents to the survey on the Directions to Inform the development of the PPPS, considered Direction 1 – Jobs and Industries of the Future – as their top priority, once again this BBSSPS ignores community input (with 63% placing Direction 2 – Development that complements and enhances the Area as its top priority) and places as the Government’s top priority its desire to make as large a profit as it can from the privatization and sale of public land to large developers.

And are the economic projections reliable? We note that the Minister for Planning, Industry and Environment has stated vis a vis Covid 19 that “there will be more pressure to

decentralize from the main CBD to smaller centres across the city". He also expects demand for apartments to be "patchy" and believes "the CBD would struggle while suburban centres would benefit from people working from home". A survey of large businesses conducted by the *Sydney Morning Herald* (12/7/21 pp 1 and 6) reported "the flexible work revolution is set to be one of the most enduring legacies of the coronavirus pandemic, with the potential to reshape Australia's workplaces." Additionally, there is no knowing future trends of Chinese investment in real estate, Chinese tourism and overseas student demand for accommodation, given the worsening relationship between Australia and China, irrespective of the impacts of the pandemic.

Recommendation 4 – INSW should engage independent consultants to prepare projections of demand for housing and commercial space taking into account the long-term impacts of the Covid pandemic and the worsening relationship between Australia and China.

Further, we object to the inequity of Pyrmont having to pay the price of the Sydney Fish Market development which is a beneficial resource for the whole of Sydney. The SFM provides quality assurance and food safety processes for wholesale and retail sale of seafood throughout Sydney and the State. They are much more than a local retailer and will attract many visitors to their cafes/restaurants, thus boosting the coffers of the tourism industry, and the State. We don't object to the Government recovering some of the cost of the SFM's construction by selling land vacated for appropriate commercial/residential development. But we have very real concerns that the proposed development quite dramatically reduces the amenity and value of many residential properties, as well as views from public vantage points, including from Glebe. Reducing the building height and size and spreading the cost across the broader beneficiaries of the SFM development will address many of our objections while adding a precinct that meets the overall objectives of INSW (including "user pays"). It may even reduce the need for a detailed and arguable business case for the adoption of this Strategy.

Recommendation 5 – The cost of construction of the new SFM should be shared between the Government and industries benefitting from the development, enabling a reduction in the height and scale of the proposed Blackwattle Bay Precinct developments.

BUILDING HEIGHT AND FORM

From a community perspective, the most egregious flaw in the BBSSPS is its presentation of the built form as a wall of buildings, relatively close to the foreshore, with towers reaching up to 45-storeys, more than double the height of existing apartment buildings in Pyrmont. A shadow diagram (p111 revised), clearly depicts residences in the Wattle Crescent precinct and in Bulwara Road and Jones Street up to Fig Street in shadow for all but around 2 hours per day in midwinter. Two additional diagrams – 9am-3pm in midsummer and at the Equinoxes - were provided indicating shadowing over public areas in the BB Precinct in the early morning, with evening shadowing (not shown) likely over residential precincts South East of the Precinct. The Heat Map (p112) indicates the

areas which will be largely free of shading ("50% solar access for 4 or more hours) and those "more solar restrained" (p111). It is clear that most public areas will be shaded to some degree in midwinter. Whilst this is permitted by the various planning instruments governing new developments, it is quite clearly contrary to Direction 2 – "Development that complements or enhances the area" – in the PPPS (p25). This Direction refers to the "character and charm of surrounding buildings and public domain" and states that "Any changes in building forms and public domain must be sympathetic to, or enhance, that character".

The *Visual Impact Analysis* Attachment 15 (p117) reports the findings from consideration of the visual impact of the proposed developments on 20 viewpoints in public spaces. Of those, 3 have a moderate rating, 6 have a high/moderate rating and 3 viewpoints have a high rating. The consultants recommend measures to mitigate these impacts and conclude, on the proviso that they will be implemented, that the impacts "are such that they would not constitute reasons to hinder approval on these grounds". They do acknowledge that perception of impacts is subjective and will differ from person to person. Having viewed the photomontages presented in the analysis, we conclude that from a number of vantage points including: Knoll Park, Jones St Cliff Top Walk, Cnr Harris/Miller Sts, Wattle St/Cresc, Gipps St, Jones/Miller St, the currently open and distant views will be completely dominated by these looming structures – and this doesn't take account of the loss of views and light currently enjoyed by thousands of residents who live adjacent to these public sites.

The BBSSPS (p38), in addressing the PPPS 10 Directions, claims that the Plan outlines built form that is sensitive to the existing neighbourhood context. "...tower forms are positioned to deliver solar amenity for new and existing open spaces". There has been no analysis of the impact on apartment buildings to the SE of the Precinct. Residents living in three large residential buildings – the Paragon and Mirage buildings in Pyrmont Street, and the Bulwara Road apartments – will lose their existing views and sunlight as well as the value of their homes.

Whilst the BBSSPS will certainly "add a noteworthy new level of built form to the visual scene" as claimed in the Visual Impact Analysis, this impact will be "noteworthy" for all the wrong reasons. The Pyrmont Peninsula Eastern edge is already walled in from the CBD by the Darling Harbour developments and will be similarly walled in by high rise buildings on its Western edge with towers endeavouring to compete with those in the CBD, with no reference to the low to medium rise form of heritage and modern terraces and heritage wool store buildings which lie in between.

We are also concerned about the health impacts on residents who move into the residential towers which will be constructed very close to the multi-lane Western Distributor and Anzac Bridge. Noise will reduce residential amenity and even if electric vehicles reduce toxic emissions, airborne particles from tyres will generate pollution, especially if the substantially increased traffic volumes forecast in the *Blackwattle Bay Precinct Plan Transport Management and Accessibility Plan* (p128 Attachment 4.1) are realized. It is also noted that the Hymix concrete batching plant located at the boundary of the current SFM site, also generates excessive noise, is unsightly and poses

health risks from emissions. The BBSSPS (p71) clearly states that “they do not ever envisage the site’s closure or relocation” throwing into doubt the realization of the proposed Miller St Reserve.

Recommendation 6 – Building heights should be reduced significantly and “complement and enhance” the existing built form, in line with the views expressed through the consultation process. We reject tall towers and bulky podiums so close to the waterfront.

In Pyrmont, we are very familiar with the wind tunnels created at ground level by rows of tall buildings. It is sometimes hard to keep upright, let alone proceed along the footpaths. The wall of tall buildings created along the W foreshore would take the full brunt of the strongest winds primarily from the West, and create turbulence in public areas.

Recommendation 7 – Building height should take into account adverse wind effects generated by the proposed towers.

PUBLIC OPEN SPACE

As mentioned above, Pyrmont Action has worked for many years with residents from nearby residential stratas, including 120 Saunders St, 2 Bowman St, 1 and 2 Distillery Drive and community groups, including dragon boaters, concerned to ensure that public open space in Pyrmont meets the needs of our community. We are therefore very concerned to read NSW’s proposal to exempt public authorities charged with delivery of plans for such spaces from the normal planning assessment processes under the provisions of the EP&A Act (BBSSPS p49). We strongly oppose “the amendment of the ISEPP to include Blackwattle Bay as a public authority precinct to ensure it’s an exempt development” (p97).

Recommendation 8 – Planning for Public Open Space in the Blackwattle Bay Key Site should be conducted under the provisions of the EP& A Act with the City of Sydney as the consent authority for projects under \$10m and the Planning Minister for those over \$10m. The community must be genuinely engaged as stakeholders from the earliest stages of planning for the public realm.

We all like the idea of being able to walk around the foreshore but foresee that concentrating public amenities and space along Blackwattle Bay will have a significant impact on the viability of small businesses in the Pyrmont Village Sub-Precinct including Union Square and Harris Street. Even pre-pandemic Pyrmont has become a place to walk/cycle around, or through, rather than represent a destination in which to stop and browse. High CBD rentals are seeing more and more “For Lease” signs in front of closed premises, including those previously accommodating Bendigo Bank and the Commonwealth Bank in Union Square. In planning uses for buildings lining the foreshore, consideration should be given to providing contributions to public infrastructure located within Pyrmont Village to encourage visitors to explore this precinct, rather than in duplicating public amenities at Blackwattle Bay. Such infrastructure is already centrally

located but requires substantial upgrades/redevelopment. INSW and DPIE planners must not plan each Sub-Precinct/Key Site in isolation from the whole Peninsula. Measures to entice visitors to Pyrmont Village include: improved street lighting and signage, noting that at present most signs point away from this precinct ie to "Parking", "Darling Harbour" and the "Fish Markets", with no "Welcome to Pyrmont" signs in sight.

Recommendation 9 – Ensure that BB Key Site developments do not further reduce the economic viability of small businesses located in Pyrmont Village by requiring funding to be directed to provision of centrally located regional community infrastructure eg the Maybank Sports and Recreation Centre (PPPS p75), improved lighting and signage.

The Pyrmont Peninsula remains very short of green public open space in which people can congregate, recreate, play and exercise. The small Miller Street Reserve or the small "parks" in front of the podiums will do little to address the current shortfall in useful public recreation spaces. The only site identified for such a park is at the Northern end of the precinct in Bank Street.

Recommendation 10 – Significantly expand the provision of green public recreation areas along the foreshore by reducing the building footprints of all proposed new developments.

We were part of the team which developed a Great Idea for the Bank Street Public Recreation Area (Attachment 1) and make the following suggestions for the site's future use, noting that it is recognized in the BBSSPS that the newly constructed Blackwattle Bay Marina at 3-5 Bank Street is only approved as a temporary structure for 5 years. NB the Great Idea images include what was, at the time, the approved plan for a museum and workshop for the Sydney Heritage Fleet, subsequently modified by RMS and approved as the Blackwattle Bay Marina (now to be relocated):

1-3 Bank Street – Whilst the existing structure (or part thereof) housed the original Fish Markets, we do not consider it has either heritage or architectural merit. We recognize that it could be re-purposed, with removal of asbestos and a major refurbishment, but if it is decided, following consultation with potential users such as the dragon boat clubs and the local community, that it should be demolished and a new facility constructed, we would support that as an option. We envisage it could be used to provide toilet and change room facilities for the passive boaters; affordable artists' studios and gallery; a public marina office; and a café/bar/restaurant to serve both the local community and visitors traversing the proposed foreshore promenade. We also recommend provision of appropriate berthing adjacent this site for the Tribal Warrior.

Bank Street Park– We are delighted that it is proposed to relocate the temporary commercial marina, currently leased to All Occasion Cruises, to the South of the BB Precinct, noting that it was only approved as a temporary facility for five years on the Bank St site. However, we suggest that the already constructed new paths to the waterfront associated with the temporary marina could be retained to link

with the proposed foreshore promenade. We strongly oppose the construction of a wide promenade cutting diagonally through the proposed parkland as is depicted on the front of the *Guide to the Blackwattle Bay State Significant Precinct Study*, as it would render the park unsuitable for informal active recreation such as soccer, as is the case with the nearby Pirrama Park. We do, however, acknowledge the suggested depiction of the former shoreline and this can be achieved by a thin strip of metal or other substance built into the surface of the lawn as has been done in Refinery Park off Bowman Street.

Recommendation 11 – Support the re-use or demolition and redevelopment of the buildings on 1 – 3 Bank Street for community, boating and cultural uses, including a café/bar/restaurant to serve both the community and visitors. Support the re-location of the temporary marina to the Southern section of the Precinct. The design for the proposed park at Bank Street, from the earliest stage of planning, should be developed in partnership with community and stakeholders.

Proposed Foreshore Promenade – We note that the width of the promenade varies from 30m width to just 10m width along a significant portion of the path in front of the buildings proposed on the privately-owned sites in Bank St. Our experience with the popular pathway along the Glebe foreshore is that 10m is not wide enough to accommodate safely cyclists, joggers, pedestrians, and parents with strollers. With the increase in active transport likely to be attracted to the foreshore path, the narrow section is likely to be quite hazardous, especially as some of the forms of transport such as powered scooters can travel at speed. Options which could be explored to expand this strip include:

- Expand the footpath beneath a building overhang to a total of 30m in width. This may not be viable given that any cafes/restaurants at ground level, are likely to expand their tables and chairs to the footpath; and the probability of adverse wind effects at ground level together with the certainty of shading for much of the day.
- Construct part of the walkway over the water. This may serve to separate the pedestrians from the other forms of active transport.
- Decrease the size of the buildings to accommodate a 30m wide footpath and exclude footpath dining

Recommendation 12 – The foreshore promenade should be 30m wide along its total length from Urban Park near the new SFM to the path serving the temporary marina.

Materials and Planting – Wherever possible, the use of concrete and hard surfaces should be avoided in public places, for aesthetic and water management reasons. Parks and reserves should be green and natural, rather than architectural in design to aid absorption of water. Local native plants should be incorporated in the designs, aided by reference to *Galumban Gabami*:

Connecting with Country Framework for Tjerruung Blackwattle Bay (March 2021), and with input from Pyrmont Ultimo Landcare Inc volunteers.

Recommendation 13 – Parks and reserves to be green and natural and hard surfaces avoided in public areas where possible.

Safety and Security – Over the past few years we have assisted residents whose amenity has been seriously compromised by poor behaviour of patrons attending Doltone House function centres. Anti-social behaviour involves double and illegal parking, causing traffic to travel in the oncoming traffic lane; loud yelling, drunkenness and tooting of car horns while waiting for transport late at night. Recently DPIE approved this venue operator to self-manage his venues which he has proven unable to do since the first venue opened ~15 years ago. In addition, residents living adjacent to The Star, suffer noise and traffic congestion and pollution, as well as anti-social behaviour associated with this 24-hour venue. Violent incidents also occurred recently in Pirrama Park involving passengers from party boats after disembarkation, requiring police attendance.

In March, we were involved in a number of consultations, including a community meeting, with police from the Local Area Command. Among other measures, including increased police presence, the police recommended the installation of external CCTV cameras as a deterrent, and enabling improved investigation of bad/criminal behaviour. They also raised the issue of the need for improved lighting around these venues and elsewhere in the Pyrmont Peninsula, including parks. As the Blackwattle Bay precinct will attract late night venues, and party boat operations, we urge the strategic placement of lights and CCTV in public spaces, in consultation with both the new and existing communities, the City of Sydney and police. We would also welcome INSW and DPIE support for our request for the installation of a police station associated with the new Pyrmont Metro station.

Recommendation 14 – We urge a condition of approval of residential and commercial developments, and of open space development involve the installation of CCTV cameras and strategic lighting to ensure the safety and security of residents, workers and visitors to the BB Precinct; we ask INSW/DPIE to support the installation of a police station at the Pyrmont Metro station.

TRAFFIC AND TRANSPORT

The transport challenges identified in the *Transport Management and Accessibility Plan (TMAP)* (Attachment 4.1) in particular that “the road network surrounding the Study Area is congested and highly constrained” (BBSSPS p135), have led the consultants, AECOM, to propose a mode share target of walking/cycling (27%), public transport (53%) and private vehicle use (20%). To meet these targets a number of initiatives are proposed:

- **Walking** – We support the improvements proposed in Fig 56 (p137) and propose the construction of a tunnel linking the proposed Metro station with the Eastern platform of the Fish Markets LR station which is served by a lift to Miller Street.
- **Cycling** – Whilst we support most of the initiatives outlined in Fig 57 (BBSSPS p138), we strongly oppose the proposed extension of shared pedestrian/cyclist access along the Pyrmont Bridge Road footpath beyond its intersection with Bulwara Road, noting that the City of Sydney has designated the cycling path to continue along Bulwara Road to Miller Street where it meets the new Miller Street cycleway to Pyrmont Bridge via Union Street. The Pyrmont Bridge Road footpath East of Bulwara Road narrows with the corner of a building jutting out and obscuring the vision of oncoming cyclists and pedestrians, creating a safety hazard. And there is no prospect of widening Pyrmont Bridge Road to accommodate a dedicated cycleway beyond this point.
- **Public Transport** – We are mystified as to why bus services which travel along Glebe Point Road and go nowhere near the Blackwattle Bay precinct are included in the TMAP (p87) as servicing the precinct under consideration. To access bus stops for the 370, 431 and 433 services people would have to walk ~500m from the precinct to the bottom of steep stairs climbing from the Bay to the Glebe ridge, maybe with heavy shopping, if visiting the SFM. Even with the Metro, Pyrmont is poorly served by public transport, especially in the SW corner of the Peninsula. Additionally, as Pyrmont has grown, bus service accessibility has declined with the removal of bus stops (at the bottom of Miller Street at Jones Street and near the Pyrmont Bay Ferry stop); and the removal of the (irregular) 449 service to Broadway Shopping Centre.

The TMAP (p166) proposes a public transport strategy which we strongly support. In particular we propose a regular bus service running from the Northern end of Harris St to Parramatta Road, stopping at UTS, Broadway Shopping Centre, Sydney University, RPAH then via Lyons Road to Pyrmont Bridge Road and back to Harris St via Glebe, the SFM, Bank St and Bowman Street. This would not only provide resident/worker access to Broadway, but an easily accessible link to businesses and major institutions which are part of the Innovation Corridor.

We also seek the reinstatement of the 389 bus stop near the Pyrmont Bay Ferry stop, noting that there is an unused bus shelter in Murray Street near both the ferry stop and the Pyrmont Bridge which could be brought into service to assist those who live in the south east sector of the Peninsula.

We have long sought a ferry service for the Bays Precinct and suggest that it also incorporate White Bay as part of this service.

We strongly support an increase in the number of light rail services between Dulwich Hill and Central, noting that carriages (in non-Covid affected periods) are often at full carrying capacity.

We note the proposal for Walking School Bus and Cycling School Bus (TMAP p155) but point out that the only public schools in the area – Ultimo Primary School and the Blackwattle Bay Campus of Sydney Secondary College are some distance from many parts of Pyrmont, requiring a dedicated school bus to pick up and drop off primary students. The nearest Junior Secondary Schools are at Leichhardt and Balmain, not easily accessible by public transport from Pyrmont or Ultimo. Blackwattle Bay Senior College is accessible by light rail and walking. It is noted that P/U students are excluded from the catchment of the new Inner City Secondary School more easily reached by public transport from the Peninsula than Leichhardt and Balmain.

Recommendation 15 – We support: construction of a pedestrian tunnel linking Metro platform with Fish Markets LR station; additional services on the Dulwich Hill to Central Light Rail line; a new bus service from Pyrmont via Harris St to Broadway, Parramatta Road to Sydney University, RPAH, Pyrmont Bridge Road to Glebe, Sydney Fish Markets, Bank/Bowman Street to Harris Street; reinstatement of 389 bus stops; new ferry service to Blackwattle Bay to include stop at White Bay; inclusion of Pyrmont/Ultimo students within the catchment of the new Inner City High School. We oppose extension of the cycleway in Pyrmont Bridge Road beyond its intersection with Bulwara Road.

PARKING

The BBSSPS (p139) barely addresses the challenges associated with provision of parking to serve the precinct. We note the aspirations for a reduction in private vehicle use to 20% and the already approved limit on parking at the new SFM such that this facility will only accommodate the same number of vehicles as at the current facility, despite plans for a tripling of visitors to the site. However, parking provision for businesses and residents in the new precinct is addressed in the PPPS (p67) in which it is proposed that “a multi-utility hub for sustainable precinct-scale solutions such as integrated parking, electric vehicle charging, battery storage, recycled water and organic waste systems, or bike facilities” be investigated. We support this proposal and suggest that this hub be located beneath the Western Distributor and approach to the Anzac Bridge as this space is required to be kept free of structures to enable inspection and repair work to these elevated roadways. In the event that Chinese tours return to levels operating pre-pandemic, we also strongly recommend provision of off-street tour bus parking beneath these flyovers. We also request provision of sufficient numbers of disabled parking spaces, including on-street such parking directly outside the residential and commercial buildings.

Recommendation 16 – We support provision of a multi-utility hub for integrated parking, public fast electric charging, and other precinct services located under the Western Distributor and Anzac Bridge approaches. We also propose off-street tour bus parking similarly located and provision of adequate and accessible on-street disabled parking spaces.

STREET HIERARCHY

Whilst the street hierarchy proposed for the current SFM site is satisfactory, the approaches to the site, especially for pedestrians remains unsatisfactory and unappealing, and pedestrian access from Wattle Street and Pyrmont Bridge Road/Harris Street require long delays at traffic lights. We have been unsuccessful in our requests for pedestrian priority in the phasing of lights associated with the Pyrmont Interchange and recommend that the best solution would be provision of an overpass at the Wattle Street intersection and, further East, an underpass from Bulwara Road/Pyrmont Bridge Road linking to the Gipps Street extension within the site. In particular, we support the proposed Park Street which will provide a much-needed short-cut from Wattle Street to Miller Street for local vehicular traffic (BBSSPS p85) and will reduce traffic congestion at 2 sets of lights for vehicles entering the Anzac Bridge approach. It may even be able to be used for our proposed new bus service as outlined above.

Recommendation 17 – We support the street hierarchy as proposed and the use of Park Street by local vehicular, bus and active transport, to cut congestion at the Pyrmont Interchange. We recommend improvements in pedestrian access from outside the BB Precinct, including provision of over- and under-passes.

Fig 29, Public Domain Plan (p81) depicts a road (Bank Lane) encircling the towers which appears to abut the Western Distributor. Currently there are a number of mature fig trees growing in this area, most if not all likely to be removed. We propose that INSW, in consultation with the City of Sydney, examine the feasibility of transplanting them in existing parks, or in those planned for the BB precinct. In the construction of the Jacksons Landing precinct a number of mature figs were moved successfully to locations in the new parks constructed as part of the public domain, including Refinery Square and Waterfront Park.

Recommendation 18 – INSW and City of Sydney to investigate the relocation of mature figs currently growing at the site of the proposed Bank Lane.

SOCIAL INFRASTRUCTURE

- **Community Space** - Despite the huge increase in residential and worker population over the 30 years of its transition from redundant industrial precinct to one which supports a vibrant and active community, there is a growing shortfall of community space to meet our needs. Whilst the Commonwealth provided funding through its Better Cities Program for the construction of the Ultimo Community Centre and Library, noting provision of additional community space by the nearby Uniting Church, Pyrmont's community Centre (PCC) has been unable to meet the current demand for space for community activities and programs. We have long sought the redevelopment of the City of Sydney-owned Maybanke Community Centre site as a Community Sports and Recreation Centre. This facility currently comprises 2 small courts and a small building which was once a toilet block, but remains largely inaccessible as the City has not provided the required staffing to run it. The site is centrally located and close to Metro, bus and light rail stops and has the potential to be re-developed into a

high quality indoor Sports and Recreation Centre enabling junior and senior teams to be formed and to both train and compete on full-sized courts.

We attach our case for the Maybanke redevelopment (Attachment 2) and propose that rather than include public courts in a precinct on the fringes of the Peninsula as proposed in the BBSSPS, developers should be required to make a contribution towards the development of this much-needed Sports and Recreation Centre located close to the PCC and easily accessed by workers and residents from all parts of Pyrmont and beyond. It should be noted that the City has recently approved inclusion of 2 public courts in the major mixed development currently underway in nearby Wattle Street. It should also be noted that the City operates a public library located at the Ultimo Community Centre, with a Library Link at the PCC. Volunteers also manage a Book Exchange at the PCC.

Recommendation 19 – We strongly urge provision of a new Maybanke Community Sports and Recreation Centre constructed on the City of Sydney-owned Maybanke site in Harris Street, funded by BB developer contributions, rather than provision of public community facilities at Blackwattle Bay.

- **Educational Facilities** – The *Infrastructure and Contributions Review* (Attachment 22 p28) outlines the schools located within Glebe and Ultimo (noting that Pyrmont has no schools) but only two are within 800m of the Study Area – Ultimo Primary School and the Blackwattle Bay Senior Secondary College. Whilst there are 3 private secondary schools also located within Glebe and Ultimo, the report fails to mention that the only public Junior Secondary School campuses are located well outside the Study Area in Leichhardt and Balmain, neither of which is served by convenient public transport for Peninsula students.

The BB *Social Sustainability Assessment* Attachment 16 (p41) states the “consultation with the Department of Education conducted by INSW has identified that the development will not trigger demands for new schools” but it is also noted in Attachment 22 (p36) that “an enquiry to the (Blackwattle Bay) campus indicated that they were at capacity and not accepting out of area enrolments”. Assuming that approximately 100 children from the Study Area attend the school, enrolments would increase to around 880 and this doesn't include children moving to new developments constructed elsewhere in the Pyrmont Peninsula. However, it is also reported that “under current Department of Education policy, new local students would be required to be accepted and accommodated by the school.” [Note that in a recent personal conversation with the current head of the Blackwattle Bay Campus, I was advised that this campus has the largest number of HSC students of any Public school in NSW.]

The Department of Education has a poor record when it comes to predicting future school capacities. This is illustrated by the fact that in recent years the Ultimo Primary School has had to be rebuilt twice over a period of just 10 years in order to accommodate the unanticipated rapid increase in demand associated

with the first period of the Peninsula's transformation. The situation is made worse by the Department's exclusion of Pyrmont and Ultimo high school students from the catchment of the new Inner City High School which is more easily accessed by public transport than Balmain or Leichhardt. Given that the projections only related to increases associated with the BB Study Area and did not take into account all the other developments, including residential, proposed in the PPPS, it is almost certain that demand will outstrip supply associated with existing schools in the vicinity of the Peninsula.

Recommendation 20 – NSW to seek further independent investigations into the veracity of the Department of Education's demand forecasts for places at accessible public education campuses and require identification of those campuses with "a capacity for future growth" (Infrastructure and Contributions Review p36)

- **Childcare** – A new 80 place work-based childcare centre has been incorporated recently in the newly completed 21 Harris Street office building, with another 40 places incorporated within the re-built Ultimo Primary School. A new 80 place centre is also proposed for the recently approved development on the former Council depot site at Wattle/Fig Streets, close to the Blackwattle Bay Precinct. However, with the projected additional 8,500 residents and 22,935 workers projected to be attracted to the Pyrmont Peninsula (PPPS pp 48-74) with the implementation of the Place Strategy, it is certain that demand for places from both local families and workers will rise substantially. This demand can be met by the inclusion of childcare facilities in major commercial/mixed developments in most of the sub-precincts, including Blackwattle Bay Precinct.

Recommendation 21 – We support provision of childcare facilities within the podium of the mixed use development as proposed (BBSSPS p100)

- **Cultural Facilities** – The *Arts and Culture Strategy* Attachment 30 (p10) states that "there is little or no current active arts and cultural presence in the Blackwattle Bay precinct" ie "no resident arts organisations and little regular programming of arts and cultural activities". We would contend that this lack extends across much of the Peninsula, as few, if any, licenced venues and party boats (which often broadcast very loud recorded "music" as they cruise past foreshore residential precincts around Sydney Harbour) offer live music. We appreciate the presence of the Lyric Theatre at The Star and the National Maritime Museum and welcome the continuing operation of the Powerhouse in Ultimo but have recently lost the not-for-profit *Culture at Work* organization with the sale of its publicly-owned heritage-listed premises by Property NSW. This organization provided affordable studio space, hosted an Artist-in-Residence program, exhibition space, and free art lessons to local children. A number of regular cultural activities are organized by community volunteers including the local choir, Pyrmont Sings!, the Pyrmont Players theatre group, the Pyrmont Ukelele Group, Pyrmont Photography Group and the Pyrmont Women's Art Group which meet, exhibit and perform at the Pyrmont Community Centre in sub-optimal conditions.

Prior to the pandemic, musical performances have been included in local festivals and commemorative events, including the Pyrmont Food and Wine Festival organized by the local Chamber of Commerce, Christmas in Pyrmont, a street fair organized by local volunteers which regularly raises ~\$100,000 for local charities, the local Anzac Day Service and Nativity and Carol performances held in Quarry Green, Ultimo and Union Square respectively. Monthly Farmers Markets were conducted at Pyrmont Bay Park until around 5 years ago and were very popular providing both visiting and local vendors opportunities to sell their goods to both visitors and locals.

We note, with interest, the response of stakeholders attending the focus group workshops who “stressed the importance of the precinct’s natural environment (especially the water) and its working harbour, local community and inclusiveness” (Attachment 30 (p13) and endorse their aspirations listed on p14, as well as those associated with the celebration of First Nations culture and heritage and First Nations engagement and collaboration. We also strongly support the recommendation (p25) for the provision of affordable space for arts practitioners, creative industries and local communities and have proposed above the inclusion of affordable studio space at 1-3 Bank Street. We are not convinced of the financial sustainability of a min 2,000 sqm multi-purpose space in a new development, if it is to be accessible for those who may wish to use it but can’t afford to, unless it is subsidized by the City of Sydney, or by State or Commonwealth Government grants.

The proposal to “foster synergies and collaboration between the area’s knowledge-based industries and its arts and cultural programs” (p27) is welcome. Provision of both indoor and outdoor events space which is accessible to artists, performers, knowledge-based start-ups, possibly subsidized by more established ICT companies, education and tourism sectors is supported. [NB I worked at the Australian Technology Park for 10 years from its beginning and observed how successfully the re-purposed design of both the former Locomotive and Carriage Workshops facilitated collaboration between the scientists, aspiring entrepreneurs and more experienced business people as well as the establishment of technology start-ups, often through serendipitous and informal interactions in the large atriums served by cafes, or through attending events held both indoors and the large outside spaces.]

We strongly support provision of space dedicated to First Nations artists and arts and cultural programs, with the space being integrated such that it provides opportunities for cultural and knowledge exchange between residents, workers and visitors to the precinct. We note and support reference to the importance of early introduction of arts and cultural spaces, even before project completion (p31) and endorse the recommendation that “permanent event infrastructure and event DA provisions” are implemented across potential activation areas of the public domain. The insecure arrangements governing the monthly Growers Market saw its demise; and the organisers of the annual Pyrmont Food & Wine

Festival have experienced considerable annual uncertainty in gaining the required approvals, making it difficult to plan the event. We also endorse “an activation strategy to accompany the master planning process” (p32) thus providing certainty to both event organisers and local residents who may be impacted.

In the Implementation Recommendations (p36) we note the absence of any reference to consultation or collaboration with members of the local community, including those engaged in or organizing the many local cultural activities and events. We recommend that INSW ensure community engagement in the implementation of the Blackwattle Bay Arts and Culture Strategy.

Recommendation 22 – We support: provision of dedicated space for First Nations artists and arts and cultural programs and heritage; provision of affordable space for arts practitioners; collaboration between knowledge-based industries and arts and cultural programs; inclusion of community in the implementation of Blackwattle Bay Arts and Cultural Strategy.

PUBLIC HOUSING

As part of the first transformation of the Pyrmont Peninsula, planners successfully integrated provision of new Public and Affordable Housing, owned and administered by the Department of Housing and City West Housing. Regrettably, the quantum of such housing forecast in the City West Housing Agreement between the Government and the City of Sydney was not realized as Affordable Housing levies for such purpose raised through Pyrmont developments were re-directed to other areas of the City undergoing redevelopment. As the residential population has grown, an active and caring community has grown and flourished comprising residents from all walks of life, including those living in well-placed Public Housing, who look out for one another and step in to help when needed.

Unfortunately, with the approval of the PPPS, Public Housing residents face the prospect of their homes being sold to private developers, as they are perceived as sites providing “opportunities for redevelopment” in a similar manner to those sold, or proposed to be sold to developers in Glebe, Erskineville and Waterloo, to be replaced by much smaller units which will not decrease the number of those on the housing waiting list (numbering over 50,000), let alone those displaced by the sale and demolition of their homes.

We note (BBSSPS p143) that “the Greater Sydney Region Plan includes Affordable Rental Housing Targets for very low to low-income household... generally in the range of 5 – 10% of new residential floor space subject to viability”. INSW has adopted the lower figure of 5% for affordable housing through developer contributions (percentage unspecified). To go anywhere near addressing the need for Public Housing in a wealthy city in a wealthy country, a minimum of 20% of new housing developments should be dedicated for Public and Affordable Housing to reduce the number of homeless – currently at a level to shame those in all levels of Government – in line with the views of those who participated in the consultation process (Revitalising Blackwattle Bay p4). Affordable Housing

developer contributions should be used to provide such accommodation within the Pyrmont Peninsula not elsewhere in Sydney or NSW.

Recommendation 23 – A minimum of 20% of new residential development in the Pyrmont Peninsula should be dedicated to provision of Public and Affordable Housing, involving a mix of studio, 1, 2 and 3 bedroom apartments to ensure families eg those escaping domestic violence, as well as couples and singles can be accommodated with security of tenure.

ZONINGS

The BBSSPS proposes developments comprising 48% for employment and non-residential uses and 52% for residential uses (BBSSPS p79). We have not reached a consensus on the mix of uses of buildings in the precinct, with quite a few members favouring non-residential uses, including a mix of community, retail and commercial uses; and the remainder favouring a mix of uses, including provision for affordable housing within the Precinct. However, all members have concerns about the suitability of towers for residential purposes, given the impacts associated with the Western Distributor and the Hymix plant, and the consequential need to keep windows closed thus depriving residents of the cross ventilation, so necessary to meet Sustainability standards. Given the lack of consultation prior to the incorporation of the BBSSPS in the PPPS, we propose that further consideration be given not only to the height and scale of the proposed buildings but to the allocation of building uses across the precinct in consultation with the community.

Recommendation 24 – INSW to reconsider the mix of uses of buildings within the BB Precinct in consultation with the community.

SUSTAINABILITY

In line with commitments to actions to reduce carbon emissions, including the NSW Government's commitment to attain net zero emission by 2050 and 35% emissions reduction by 2030 compared with 2005 levels (p9); and the City of Sydney's aspirations to achieve 70% reductions by 2030 from 2006 levels (p11), the *Ecologically Sustainable Development Report* (Attachment 32) recommends the adoption of the Green Star – Communities governance framework to "inform decision making and design development", noting that this framework is being upgraded and new Future Focus tools developed. The Report also recommends the use of these tools to "ensure the latest standard of sustainability governance is applied..." (p17) in order to "achieve a much greater rating than the currently used 5-Star Green Star Communities Future Focus rating..." in the Precinct. We support this recommendation. Sustainability measures are summarized below:

Passive Design - We support the inclusion of Passive Design as a non-negotiable requirement to reduce power demand for all projects within the Precinct (p19). This approach includes consideration of "building orientation, layout, shading, thermal mass, natural ventilation, insulation, window placement and design, and

sky-lighting". Given that views will include those from the West or North-West, adoption of this recommendation will be challenging to implement. Challenges will also be faced in that achieving natural ventilation may require opening east-facing windows with the possibility of noise and poor air quality impacts emanating from the adjacent elevated freeways. In considering building orientation, account needs to be taken of the impact of prevailing strong winds, north-easterly in summer, and SE and Westerly winds in winter, noting that balconies in many of the taller apartment buildings in Pyrmont facing in these directions are unusable for much of the year. Residents have experienced the movement of heavy furniture by strong winds such that glass balustrade panels and windows have been damaged.

The report also explores other initiatives for a reduction in energy consumption and emissions including: energy efficiency measures eg effective insulation and smart lighting; building electrification requiring a transition from gas to electricity; use of renewable electricity; installation of on-site renewable energy (PV systems) which "can assist in meeting and exceeding several targets set for the precinct" (p22), noting that "it is likely that off-site renewable energy will be required to contribute in meeting the target of 50% renewable energy in the precinct" (p23); installation of precinct-scale microgrids requiring central governance (p24); long-term power purchase agreements for electricity generated by off-site renewables (p24); green infrastructure eg green roofs and vertical gardens (p25) which is described as "corresponding well to priorities for the BB sub-precinct" in the PPPS; use of cool roofs and pavements using light-coloured materials to reflect solar radiation is also an option. Whilst all these options are explored, the report makes no firm recommendation as to which option or suite of options will achieve the best ESD outcome. It does, however, recommend that all designs undergo in-house review, review by the Design Advisory Group, Project Working Group and the Project Review Panel, and reference to Design Review Panels (DRPs), as well as consideration of the incorporation of community feedback in future design processes (p48). It should be noted that DPIE has recently arranged for Community Observers to sit in on sessions of DRPs examining the concept Master Plans for The Star and UTS Ultimo and Haymarket Key Sites making presentations to the Panel and providing further comments following a Q&R session with the proponents. We recommend this inclusion as one measure to ensure community views are taken into consideration during the assessment process.

- **EV Charging Infrastructure** – Noting that by 2040 EV's are projected to account for 70 – 100% of new vehicle sales we strongly support incorporation of fast EV charging stations in the proposed parking and services hub foreshadowed for this Key Site (PPPS p67). It is not clear whether it is proposed that parking in this hub would be restricted to residents and workers associated with the precinct, or include public parking. If public parking is excluded from the hub, we urge provision of fast EV charging in public parking areas, and if private parking is to be provided within developments, slower, off-peak EV charging could be accommodated. At present, the transition from conventional fossil-fueled vehicles to EV is inhibited by the lack of public charging points, including in the

City of Sydney, and the difficulty and cost of retro-fitting existing apartment and office buildings. The decreasing cost of EVs combined with increasing improvements in the efficiency of batteries enabling progressively faster charging and longer travel distances, will see take up accelerate, so provision of public and private EV charging points is critical in ensuring that the BB Precinct meets the Government's and City of Sydney's emissions reduction targets.

- **Water Recycling** – The ESD Report makes a distinction between the management of stormwater and rainwater (p31). We support all measures recommended in this report. In particular, we encourage collection of the large amounts of water which emerge from the cliff face of the Western Escarpment opposite the proposed Bank St park noting that the aquifers which fed Tinkers Well (providing fresh water to the First Nations people living and using the area, as well as the early settlers after colonisation) are still very much in operation, even in prolonged dry periods. Until recent improvements to the road drainage system, this section of Bank Street was frequently flooded during heavy downpours. Capture and re-use of this water will ensure a continuous supply for the maintenance of the proposed park. We also support the use of water absorbent materials and grass, rather than concrete wherever possible in public spaces throughout the precinct, noting that the manufacture of cement accounts for over 6% of global emissions.

Recommendation 25 – We support: adoption of Green Star Communities national framework to drive ESD planning in the precinct; mandatory Passive Design measures for all precinct buildings; energy efficiency measures and installation of on-site renewable energy systems and battery storage; installation of fast public EV charging stations, and within the proposed services/parking hub; maximizing on-site storm/rainwater collection and recycling across the precinct; maximizing use of absorbent surfaces in public spaces.

FIRST NATIONS' RECOGNITION

We strongly support the recommendations in the *Aboriginal Cultural Heritage Assessment Report* Attachment 27 (p32) in relation to the 1A and 1-3 Bank St sites, that further archaeological testing be carried out in these areas. It appears that 1A, in particular, has had relatively little disturbance, with the "potential for intact preserved natural soil profiles and therefore for intact Aboriginal objects or places" to be identified. Table 9 (p 33) confirms the moderate to high historic and scientific significance of Blackwattle Bay investigation area and the rarity of such sites in an area which has been subjected to so much destructive development. The report (p35) goes on to suggest that "ground disturbing works" may be undertaken on these sites which are zoned Public Recreation. 1A Bank St accommodates possibly the only area of relatively undisturbed bushland in the precinct and should only be lightly disturbed for the investigation of its archaeological significance for that reason.

We support the views of Registered Aboriginal Parties that despite disturbances, the Precinct is "in a foreshore location once highly utilized by local Aboriginal people and its associated cultural values are therefore high and not limited to archaeological

potential" (BBSSPS p162). We also support the strategies and recommendations developed by City People outlined Table 21 (BBSSPS pp163-165), ensuring the highest degree of involvement of First Nations people, but recommend that there be more than one First Nations arts and culture representative on the proposed arts advisory panel. Every effort should be made to include First Nations people in all aspects of the implementation of all strategies associated with their archaeology, history, culture and artistic expression in the development of the precinct, noting that 17 First Nations stakeholders registered as holding cultural knowledge relevant to the determination of their cultural values but only 2 people attended the site visit on 17 June, 2017, or provided feedback on the draft report (ACHA pp 8-10).

Recommendation 26 – Support recommendations to further test sites identified as having possible archaeological significance; ensure only light disturbance on the 1A Bank St site.

Recommendation 27 – Support strategies and recommendations developed by City People ensuring highest degree of involvement of First Nations people; increase First Nations' representation on proposed arts advisory panel and other implementation bodies.

We highly commend the document *Gallumban Gabami: Connecting with Country Framework for Tjerruing Blackwattle Bay* (Attachment 28) prepared by Bangawarra in March 2021, as a guide to appropriate First Nations' recognition in the design of the precinct. In particular, we share the frustrations of the authors of this seminal work expressed in the observation that "it is highly offensive to approach communities with an already established design and strategy to request approval and sign off for a tick-a-box outcome" (p48). The primacy of Country, and living respectfully with Country should be the guiding principle for any development and Governments, developers and local non-First Nations members of communities are asked to take care not to "succumb to the inherently racist, colonial impositions on local Aboriginal cultures and continue the erasure and silencing of Aboriginal peoples". (p15).

Recommendation 28 – Primacy of Country should be the guiding principle for precinct development.

In discussing the implementation of principles across Tjerruning Blackwattle Bay, the authors highlight the need of local Sydney Traditional Owners and their Aboriginal Elders and Knowledge Keepers "to have opportunities to share their deep Ancestral knowledges of this place with all those who come to Tjerruing Blackwattle Bay to live, work or visit..." (p29). It is recommended that urban development and landscape need to:

- incorporate complete ecologies, including faunal habitat and locally native planting that is not confined to openings in concrete or planted in areas of monoculture (p31);
- incorporate stories of Country throughout the public spaces of Tjerruing Blackwattle Bay (p32);

- reflect the stories of Country, the features and the creatures of this place in the languages of the local peoples (at the very least D'harawal, Dharug, Eora and Gai-maragal (p33);
- show where the shoreline was, as well as the stories of Country (p33);
- acknowledge the outcrops and peninsula highpoints as ceremonial space (p34) (noting these are outside of the precinct boundary);
- incorporate measures for future anticipated climate change and sea level rise (p36);
- provide a dedicated space where everyone can celebrate local Aboriginal cultures, story, history, performance and knowledges, acknowledging that the proximity to the new fish market also ensures a regular influx of visitors and tourists who would be an enthusiastic prospective audience (p37).

Recommendation 29 – Adopt the recommendations outlined in the Caring for Country Strategy Chapter (pp28 – 37).

In line with the recommendations above, we strongly support the re-naming of the precinct as Tjerruing Blackwattle Bay, the proposed park in Bank Street as Tjerruing Park, with other parks, streets, promenades and plazas also using First Nations words, selection of which should be done in consultation with those with First Nations' association with this Country.

Recommendation 30 – Support using appropriate First Nations' names, including Tjerruing, throughout the precinct in consultation with First Nations people associated with the precinct.

CONCLUSIONS

The amount of material provided with the BBSSPS has been extremely challenging to absorb and assess and has covered a huge range of issues. Whilst we have endorsed a number of features presented, our primary concern remains the height and scale of the proposed developments. These will have a highly significant adverse impact on local residents in particular – and that impact has received little, if any, analysis. There has been scant genuine engagement with the Pyrmont and other affected communities, with the heights of buildings presented as a *fait accompli*, not only to the communities, but to those developing the Pyrmont Peninsula Place Strategy. We urge the Government (NSW and DPIE) to reconsider the maximum height limits thus established, and reimagine the Blackwattle Bay Key Site as one which “complements and enhances the area”, not one which destroys the amenity of the many thousands of residents in Pyrmont, Glebe and beyond.

The Coalition was voted into power with a policy to “return planning powers to the people”. With more than 10 years of this government in power, we have seen a progressive and dramatic whittling away of people's ability to influence planning and environmental protection in NSW, and a similar reduction in the planning powers of local governments. Concurrently, we have seen a rise in influence of quasi-advisory bodies such as the Committee for Sydney and the Western Harbour Alliance, whose members

include representatives of large development companies and those with vested interests in the extraordinary push for so-called "transformation" of places where the citizens of Sydney live, work and play, turning them into CBD copycats, and in the process substantially reducing the amenity of homes and lives.

Elizabeth Elenius, BA Earth Sciences (Macq Univ) 1979, (Land Management and Geomorphology)

Convenor

Pyrmont Action Inc



RECOMMENDATIONS

Recommendation 1 - The Minister for Planning, Industry & Environment to require DPIE to review INSW's proposals for Blackwattle Bay, and "allow the time to invest in genuine further consultation" with the community and the City of Sydney in order to meet their expectations of "urban renewal that respects the industrial heritage and architectural scale of Pyrmont without overshadowing the surrounding area" (p4 Revitalising Blackwattle Bay).

Recommendation 2 – The Blackwattle Bay Key Site planning framework should involve preparation of a Master Plan requiring genuine community participation and agreement of the City of Sydney; we reject the Site's State Significant declaration and amendments to the Sydney LEP to permit a maximum building height of RL 156; we seek compliance with SREP 26 provisions to ensure that developments protect and enhance views and the scenic quality of foreshores and waterways.

Recommendation 3 – The BBSSPS provisions must ensure that all developer contributions raised through BB developments are allocated to projects that benefit Pyrmont Peninsula communities and not undermine or offset the funding and delivery of local contributions and infrastructure under the relevant contributions plan. The community must be consulted before any plan for the distribution of contributions is finalized and the agreed (with the City of Sydney and the Pyrmont/Ultimo communities) infrastructure delivered prior to the construction of residential and commercial buildings.

Recommendation 4 – INSW should engage independent consultants to prepare projections of demand for housing and commercial space taking into account the long-term impacts of the Covid pandemic and the worsening relationship between Australia and China.

Recommendation 5 – The cost of construction of the new SFM should be shared between the Government and industries benefitting from the development, enabling a reduction in the height and scale of the proposed Blackwattle Bay Precinct developments.

Recommendation 6 – Building heights should be reduced significantly and "complement and enhance" the existing built form, in line with the views expressed through the consultation process. We reject tall towers and bulky podiums so close to the waterfront.

Recommendation 7 – Building height should take into account adverse wind effects generated by the proposed towers.

Recommendation 8 – Planning for Public Open Space in the Blackwattle Bay Key Site should be conducted under the provisions of the EP& A Act with the City of Sydney as the consent authority for projects under \$10m and the Planning Minister

for those over \$10m. The community must be genuinely engaged as stakeholders from the earliest stages of planning for the public realm.

Recommendation 9 – Ensure that BB Key Site developments do not further reduce the economic viability of small businesses located in Pyrmont Village by requiring funding to be directed to provision of centrally located regional community infrastructure eg the Maybank Sports and Recreation Centre (PPPS p75), improved lighting and signage.

Recommendation 10 – Significantly expand the provision of green public recreation areas along the foreshore by reducing the building footprints of all proposed new developments.

Recommendation 11 – Support the re-use or demolition and redevelopment of the buildings on 1 – 3 Bank Street for community, boating and cultural uses, including a café/bar/restaurant to serve both the community and visitors. Support the re-location of the temporary marina to the Southern section of the Precinct. The design for the proposed park at Bank Street, from the earliest stage of planning, should be developed in partnership with community and stakeholders.

Recommendation 12 – The foreshore promenade should be 30m wide along its total length from Urban Park near the new SFM to the path serving the temporary marina.

Recommendation 13 – Parks and reserves to be green and natural and hard surfaces avoided in public areas where possible.

Recommendation 14 – We urge a condition of approval of residential and commercial developments, and of open space development involve the installation of CCTV cameras and strategic lighting to ensure the safety and security of residents, workers and visitors to the BB Precinct; we ask INSW to support the installation of a police station at the Pyrmont Metro station.

Recommendation 15 – We support: construction of a pedestrian tunnel linking Metro platform with Fish Markets LR station; additional services on the Dulwich Hill to Central Light Rail line; a new bus service from Pyrmont via Harris St to Broadway, Parramatta Road to Sydney University, RPAH, Pyrmont Bridge Road to Glebe, Sydney Fish Markets, Bank/Bowman Street to Harris Street; reinstatement of 389 bus stops; new ferry service to Blackwattle Bay to include stop at White Bay; inclusion of Pyrmont/Ultimo students within the catchment of the new Inner City High School. We oppose extension of the cycleway in Pyrmont Bridge Road beyond its intersection with Bulwara Road.

Recommendation 16 – We support provision of a multi-utility hub for integrated parking, public fast electric charging, and other precinct services located under the Western Distributor and Anzac Bridge approaches. We also propose off-street

four bus parking similarly located and provision of adequate and accessible on-street disabled parking spaces.

Recommendation 17 – We support the street hierarchy as proposed and the use of Park Street by local vehicular, bus and active transport, to cut congestion at the Pyrmont Interchange. We recommend improvements in pedestrian access from outside the BB Precinct, including provision of over- and under-passes.

Recommendation 18 – NSW and City of Sydney to investigate the relocation of mature figs currently growing at the site of the proposed Bank Lane.

Recommendation 19 – We strongly urge provision of a new Maybanke Community Sports and Recreation Centre constructed on the City of Sydney-owned Maybanke site in Harris Street, funded by BB developer contributions, rather than provision of public community facilities at Blackwattle Bay.

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Recommendation 26 – Support recommendations to further test sites identified as having possible archaeological significance; ensure only light disturbance on the 1A Bank St site.

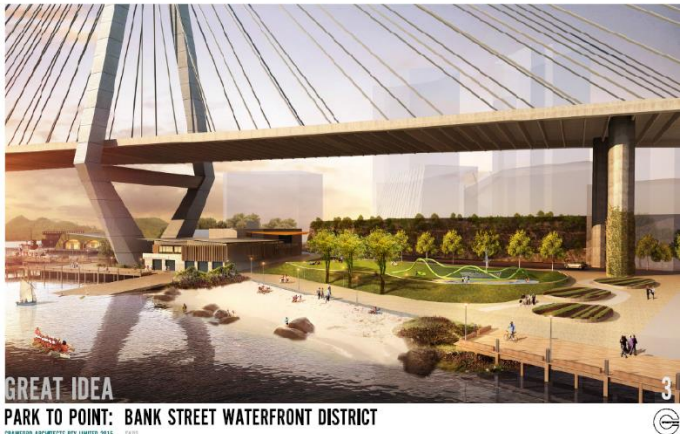
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Recommendation 29 – Adopt the recommendations outlined in the Caring for Country Strategy Chapter (pp28 – 37).

Recommendation 30 – Support using appropriate First Nations' names, including Tjerruing, throughout the precinct in consultation with First Nations people associated with the precinct.

APPENDIX 1 – PYRMONT COMMUNITY VISION FOR BANK STREET PUBLIC RECREATION AREA
– OCTOBER 2015



APPENDIX 2 - SPORTING AND RECREATIONAL FACILITIES ON THE PYRMONT PENINSULA

In accordance with the State Significant Plan (SSP) process, submissions from the public are currently being sought regarding the future of Blackwattle Bay. The Pyrmont peninsula is a sub-precinct of Blackwattle Bay and the Pyrmont Peninsula Place Strategy (PPPS) feeds into planning for the Bays precinct as a whole.

This submission relates to the report on the PPPS commissioned by DPIE and undertaken by Cred Consulting (October 2020), *Social Infrastructure assessment*, Part 5: **Gap Analysis and Action Plan – Open space and recreation facilities**, p.118, Specifically Need 6: Increased indoor and outdoor courts for informal recreation.

We draw the planners' attention to the Maybanke site in Harris Street Pyrmont and its eminent suitability and availability for the above purpose. (see attached plan of site area)

Maybanke: its history and current status

1965: The General Manager of the Colonial Sugar Refining Company at Pyrmont offered the site to Council for perpetual use for recreational purposes;

1970: Council accepted CSR's gift;

1979: The site was acquired by Council.

Thus Council owns the site. A small basketball court occupies to the lower level, a difficult-to-access small-sized tennis court the upper level, and there is a small cement-block building.

2007: The potential for redevelopment of Maybanke was acknowledged in 2007, when Council received the *Open Space and Recreation Needs Study* it had commissioned from Stratcorp Consulting. That document proposed a **Capital Works Program**, with an accompanying **Direction: Continue capital works allocations and funding to the open space network and recreation facilities**.

Under **Projects Initiatives/Actions** and the heading **Key current major park and recreation facilities projects** three 'recreation facilities' were listed and rated as short to medium priority, that is, to be finished by 2012:

Ian Thorpe Aquatic Centre
Waterloo Youth Centre

Maybanke Youth Centre.

The first two projects were completed and are operating, but for whatever reason there has been no subsequent redevelopment of Maybanke.

The difficult topography of the site and Council's failure to redevelop means that Maybanke Centre, as it is currently called, is largely unused and unusable.

However, the site has significant advantages which make it ripe and highly suitable for redevelopment:

- It sits on an area of Council-owned land which is large enough to accommodate a several-storey multipurpose sports and recreation centre.
- The difficulties of the site align with a significant potential asset: it sits on the sandstone for which Pyrmont is famous. In 2017 over 1000 blocks of high-quality yellow block sandstone were excavated from a building site almost adjacent to the Maybanke site. It seems likely that similar high-quality sandstone, which is highly sought after for heritage and restoration purposes, could be 'harvested' from the Maybanke site. This would defray the cost of redevelopment.
- A redeveloped Maybanke could accommodate:
 1. Outdoor and indoor recreational activities for children and youth;
 2. multipurpose sports courts;
 3. a gym for adults aged 20 to 35 and young people with focused programs, including those who cannot afford private gym membership;
 4. exercise space and equipment for over 55s;
 5. space and equipment for sporting teams; and
 6. café, meeting spaces, change and shower rooms.

Adapted from previous submissions from:

Friends of Pyrmont Community Centre
Council of Ultimo Pyrmont Associations (CUPA)
Pyrmont Action Inc.
Pyrmont Cares Inc.
Pyrmont Community Group

July 2021



**ATTACHMENT C – Blackwattle Bay Visual Impacts (City of Sydney Submission on BBSSPS)
pp9 and 25**

Figure 2. Visual Impact Assessment

Source: Adapted from Visual Impact Assessment, Clouston Associates, June 2021 – View east from Rozelle Bay



Figure 7. Visual Impact Assessment

Source: Adapted from Visual Impact Assessment, Clouston Associates, June 2021 – View south from Distillery Hill

