

NSW Department of Planning, Industry and Environment

Pymont Peninsula Sub-Precinct Master Plan

Submission

I refer to the Pymont Peninsular sub-precinct master plans currently on exhibit, and wish to express my objection to certain proposals for the Darling Island sub-precinct.

I am a resident [REDACTED] and have been part of the broader Pymont community for several years. There are elements of the proposals that will have a significant and adverse impact on the quality of my family life in terms of noise, privacy and safety.

Of particular note, Darling Island sub-precinct is referred to as a mixed use recreational, cultural and entertainment destination. Despite a number of residential developments in the zone, there is no acknowledgement of the residential aspect of this sub-precinct and no considerations for protection of residential amenities are taken into account. The '*Darling Island Character and Experience*', continues with a complete lack of reference to the existence of a substantial residential community.

The most concerning aspect of the proposal is the concept of a Pymont Bay '*pier connection*' in the form of a foot bridge connecting the Pymont Bay finger wharfs and Darling Island. There are many aspects of this proposal that would result in the following negative impacts, which include the following.

- Increased noise and foot traffic delivered to [REDACTED] and Darling Island residential areas arising from the 24-hour entertainment precinct.
- Loss of privacy to the [REDACTED] as a footbridge would be elevated and as such would be extremely close to the residential balconies and windows.
- Reduced marina capacity by approximately half. Berths of the size are already a scarce resource on the harbour. The Sydney Wharf marina berths are leased to members of the public, and their removal appears contrary to the objective of making the area a more attractive and vibrant area providing improved access to the harbour.
- Unnecessary duplication of the foreshore path already in place. The existing path is only metres away and very effectively connects the Pymont finger wharfs with Darling Island.

The proposed '*pier connection*' footbridge would be an unnecessary piece of infrastructure cluttering the harbour foreshore and would deface the historic walkway and timber boardwalk surrounding the finger wharfs. It would also be visual impediment to the waterway surrounding the marina, Darling Island and Metcalf Park.

The wharf promenades are already very popular routes for walkers, joggers, and cyclists, and are accessible directly from a number of separate foreshore points, including Pymont Park, Metcalf Park and surrounding walkways and roads.

Metcalf Park is an open separation zone between the commercial and residential component of Darling Island, and is heavily used by the community. As the only off leash dog park in the sub-precinct, it is completely inappropriate for this recreational area to be in a designated 24-hour entertainment zone.

Residents of [REDACTED] are required by the terms of their lease to maintain elements of the foreshore promenade surrounding the residences. It is particularly disappointing that we appear to have been given no consideration regards the impact the proposals will have on the residents.

I support much of what is proposed in the Plan, however the Darling Island sub-precinct proposal needs to acknowledge the significant residential population at its heart. At present it does not. As Pymont is one of the most densely populated suburbs in Australia it is particularly concerning such a major development proposal lacks recognition of the permanent residents of the area.

The various levels of Government in recent years have encouraged increased residential presence in the sub-precinct, which in turn has provided a valuable contribution to the renewal of the area. The character of the area should be developed in a way that recognises and respects this contribution.

Sincerely,

[REDACTED]

[REDACTED]