

Submission Number: 19

Submitted at: 8/18/2022 12:38:00 PM

Submitted by: Robert Gavagna of Pymont

My earlier submissions were directed to INSW Team leader, Mr. Steve Driscoll.

My uploaded pdf file itemises the remaining issues of concern.

I also acknowledge where your revised plan has identified and attempted to amend matters of most concern, especially to local Pymont residents.

I am available for contact should any of my points require clarification or elaboration.

Sincerely,

Robert Gavagna

[REDACTED]

Pymont NSW 2009

[REDACTED]

Re: The Blackwattle Bay State Significant Precinct Study Revision

This submission is in response to your invitation for interested parties to comment on the revised INSW plan for redevelopment of Blackwattle Bay.

As I had indicated to INSW Team Leader, Mr. Steve Driscoll in my earlier submissions, your task would have been easier and more effective had the NSW state government included construction of the Sydney Fish Market (SFM) building in a tender for comprehensive redevelopment of Blackwattle Bay.

Notwithstanding this impediment, I believe your revised plan fails to fully incorporate a number of community concerns and suggestions.

1. Remaining Points of concern.

- **Buildings.**

Further reductions in building height and girth would be highly desirable -to allow greater sun & view access - especially from the higher western flank of Pyrmont peninsula.

This is especially relevant given the 'ringside' waterfront location of most proposed buildings. Many of these proposed buildings are still taller than almost all Pyrmont buildings! And where is the equity in allowing private entities to have such permanent, dominant view positions at the expense of those behind?

Additionally, southbound Anzac Bridge users will find the proposed corridor of buildings form an obstruction to their view of the ambitious new SFM building and its surrounding Bay waters. Similarly, northbound Anzac Bridge users will face an obstruction to their view of the Bridge pylons.

- **Road access.**

Existing Bridge Road peak hour traffic will be burdened by an additional source of cars to enter & exit from the new, dense residential cluster.

Traditional Bridge Road traffic pinch points will need to be more greatly eased; Wattle Street, Anzac Bridge ramp and Harris Street.

One possible future option may be to offer northbound Wattle Street traffic an earlier and additional ramp option to join Anzac Bridge (at the existing bridge nib). This would help to defuse traffic build up at the present pinch point of Wattle Street and Bridge Road.

The development plan envisaged by Mr. Robert Deans, actually had Bridge Road re-routed to go alongside the light rail viaduct and meet an intersection on Wattle Street, with the option to proceed forward, toward such an alternate Anzac Bridge ramp.

The multiple community benefits of his plan included relocation of the Wentworth Park light rail station to the Wentworth Park side of Wattle Street, to facilitate SFM visitor movement. It also created a relaxing waterfront park which would now enhance the entrance to the new SFM building! You may care to consider adopting this approach.

A similarly ambitious, eventual traffic easing improvement may be for Bridge Road to under pass Harris Street.

A small park at that intersection could provide added space for such an under pass, while still permitting traffic flow to and from Harris Street.

Hopefully, your revised INSW plan has retained the slip lane on Bridge Road for vehicle movement to/from the intended SFM car park, lest mature fig trees face destruction along the historic Bridge Road Peace Walk.

- **Car parking.**

There will be an inevitable need for increased – not decreased – SFM car parking. Given the ‘over water’ structure of the new SFM building, such additional car parking could only be located nearby.

If one accepts the logic that most people visit SFM to buy seafood, and this is supported by your INSW figures which show 75% of cars depart the SFM car park within one hour of arrival, this means such visitors remain only long enough to complete their shopping!

So, if we are to achieve a doubling of SFM visitor numbers, we clearly need more, rather than less car parking spaces! Moreover, if car driving SFM visitors should hang around longer, it follows that an already limited car park would become increasingly more limited!

Please consider carefully, if car parking should be further restricted, how many visitors would be willing to take their seafood purchases home in an esky on say two or three forms of public transport, especially to more outlying suburbs (e.g. Maroubra, Engadine, Auburn, Regent’s Park, Carlingford or Dee Why)?

Without realistically increased car parking space, it’s very hard to imagine the SFM visitor count doubling from 3,000,000 to a projected 6,000,000 visitors per year! And the ‘so far’ cost of the new SFM building is \$750,000,000!

Informatively, the earlier and alternate development plan by Mr. Robert Deans, had proposed an underground car park for 1000 cars (plus trucks), to be located near the end of Miller Street, Pyrmont.

- **Taxpayer cost.**

As our state Government chose to construct the SFM building, the consequence is for NSW taxpayers to meet this cost. Had the SFM building been included in a comprehensive tender for all Blackwattle Bay redevelopment works, all costs and profit would have rested with the selected developer.

At this stage, the writer is unaware of any arrangements made, or to be made regarding sale/purchase of relevant crown foreshore land, prior to its development.

- **Value Capture. ***

Additional to the very tall building cluster proposed for presently SFM occupied crown foreshore land, private landowners (P.L.O) along Bank Street foreshore also stand to enjoy massive rezoning windfall gains.

We see images of very large buildings worth hundreds of millions of dollars to appear along that street (specifically between the Anzac Bridge approach and Harbour foreshore). Such a rezoning bonanza is indeed their good fortune.

Due diligence to partly relieve the taxpayer burden of the Blackwattle Bay State Significant Precinct is to spread the significant cost of constructing the single SFM building through the consideration of a ‘value capture’ * contribution from those very fortunate rezoning beneficiaries.

2. Noted Points of Improvement.

- Whereas the reductions in height and girth reductions of proposed residential/commercial buildings are acknowledged, these do not go far enough.
- INSW recognition and partial acceptance of deep-seated objections concerning sun and view access, overshadowing, wind tunnelling and expansion of open space. But more can be done to ensure a better outcome for visitors and neighbouring property owners alike.
- A proposed Harbour front promenade to be widened along the Pyrmont shoreline. Unfortunately, a costly over water section has had to be included due to apparent space limitations on privately owned Bank Street properties.
- Due recognition of need for increased social housing and confirmation of prominent space for displays of and information about indigenous culture.

Sincerely,

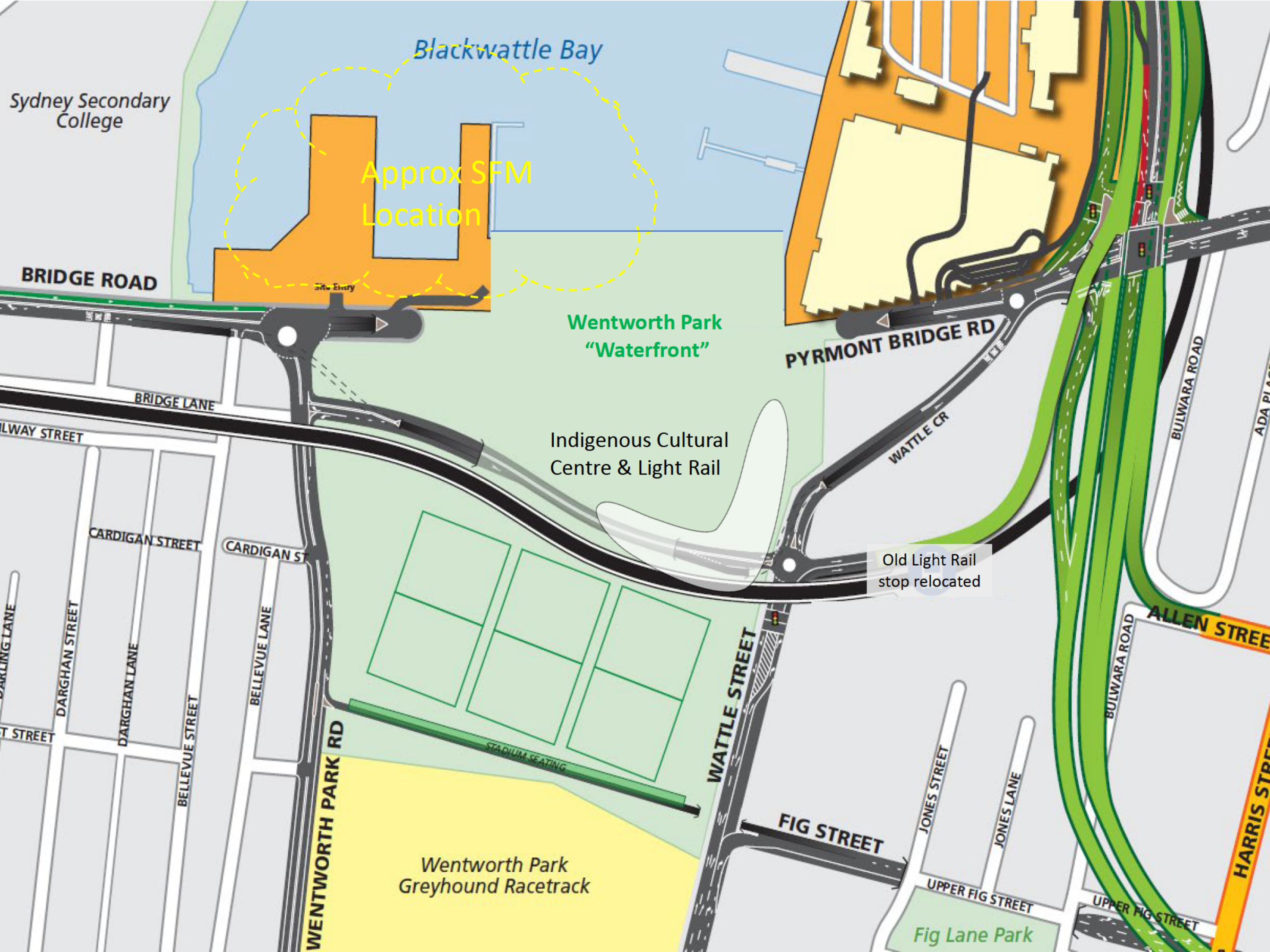
Robert Gavagna

[REDACTED]

Pyrmont NSW 2009

*** Value Capture**

This is based on a commonwealth parliamentary committee proposal for acquisition of land intended for very fast train inter urban service. The committee was chaired by former parliamentarian Mr. John Alexander. The concept is for fortunately benefited landowners to have a partial share of their sudden windfall gain, used to help defray the cost of providing such a desirable public facility.



Blackwattle Bay

Sydney Secondary College

Approx SFM Location

BRIDGE ROAD

Site Entry

Wentworth Park "Waterfront"

PYRMONT BRIDGE RD

WATTLE CR

BULWARA ROAD

ADA PI

Indigenous Cultural Centre & Light Rail

Old Light Rail stop relocated

ALWAY STREET

BRIDGE LANE

CARDIGAN STREET

CARDIGAN ST

DARLING LANE

DARGHAN STREET

DARGHAN LANE

BELLEVUE STREET

BELLEVUE LANE

WENTWORTH PARK RD

STADIUM SEATING

WATTLE STREET

FIG STREET

JONES STREET

JONES LANE

UPPER FIG STREET

Fig Lane Park

UPPER FIG STREET

ALLEN STREET

HARRIS STREET

Wentworth Park Greyhound Racetrack

DPE Revised Blackwattle Bay State Significant Study

An optimal development of Blackwattle Bay is crucial at both state and city level.

To this end, and beyond providing you with a copy of my earlier submission to the DPE (concerning its Revised Blackwattle Bay State Significant Study), I have taken the liberty of adding for you, a separate diagram which features three elements that could be incorporated into an eventual DPE plan for all of Blackwattle Bay.

These elements are taken from an earlier comprehensive development plan for Blackwattle Bay. This plan evolved through the vision of a highly talented team led by Mr. Robert Deans; several iterations were closely worked through by local communities for more than ten years. Mr. Robert Deans has approved inclusion of these specific plan components.

It would be remiss if the following three elements were not brought to the attention of relevant ministries for consideration, including: Planning, Infrastructure, Public roads, Finance, Tourism & Aboriginal affairs:

1. The first element is to relocate Wentworth Park light rail station to sit above Wentworth Park, just past Wattle Street, and alongside the viaduct light rail line.
2. The second element is to re-route Bridge Road to run alongside the light rail viaduct. This would re-position Bridge Road some 200 metres away from the new Sydney Fish Market building (SFM).

The road could also be built at a lower level than the present 1.5metre height of the park. This would be achieved by grading Bridge Road downwards from a junction at Wentworth Park Road and upwards to a junction at Wattle Street. I understand such a 'submersion' is called a berm.

Such a Bridge Road detour would ease present and future local traffic congestion. Additionally, whether at existing road level or 'submerged', it would incorporate and preserve the historic Peace Walk fig trees and perpetuate an enviable and very desirable, large green park between the two 'icons'; SFM and light rail viaduct.

3. The third element is a purpose designed amphitheatre for Aboriginal cultural activities and displays. This amphitheatre would be located in the north eastern corner of Wentworth Park, immediately adjacent to the relocated Wentworth Park light rail station and above the re-routed Bridge Road.

Benefits:

- To establish a large, pedestrian friendly water front park directly in front of the new SFM building.
- To facilitate car free access for light rail passengers between station and SFM.
- To relieve existing road traffic pressure at the present junction of Wattle Street and Bridge Road.
- To provide easier Bridge Road vehicle ingress/egress at the site of the new high density residential cluster (at the existing SFM location).
- To offer the option of an additional and direct ramp access to an existing nib on the Anzac Bridge, by continuing straight across such a new junction at Wattle Street.
This would enable motorists wishing to visit Pyrmont, or use existing ramp access to Anzac Bridge, to turn left into Wattle Street. Another possible option would be to turn into Wattle Crescent and thence to Bridge Road. Those wishing to drive to the CBD, Harbour Bridge or eastern suburbs would turn right into Wattle Street.
- To simplify calmer SFM car parking access at the western end of the Bridge Road SFM building.
- To offer east bound Bridge Road motorists the option of the detoured section of Bridge Road or to continue along Wentworth Park Road and thence to Fig Street, CBD or Harbour Bridge.
- The design of and activities at the Aboriginal amphitheatre would also provide an added attraction for SFM visitors. Moreover, I understand this historically appropriate location and cultural function facility are valued and appreciated by aware members of the Aboriginal community.

- ***An issue of community concern.***

There exist three private landowners (PLOs) along Bank Street that individually have large land holdings. Each of these land holdings will be subject to rezoning regulation.

Two have properties with warehouses and offices. One of the two simply owns such property. Both properties were originally operated with relevance to the SFM. The third has a concrete batching plant which is simply and coincidentally a neighbour to the SFM.

As a result of rezoning, each of the three PLOs are being given a huge uplift in valuable floor space with no apparent relevance to the SFM and for no obvious community benefit. Why is this so?

Sincerely,

Robert Gavagna


Pymont NSW 2009