



Greenwich Community Association Inc

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For current committee contact details see www.greenwich.org.au

Greenwich Point Wharf upgrade **Submission**

The Greenwich Community Association Inc (GCA) welcomes the opportunity to make a submission in respect of the revised design and Review of Environmental Factors (REF) for the Greenwich Point Wharf upgrade.

This submission supplements the submission made by the GCA dated 5 May 2021 (attached).

The GCA restates its full support of the objectives of the project to provide accessible public transport options to all.

Overview

It is acknowledged that the revised design seeks to address some of the concerns expressed by the GCA and the community generally in respect of the original concept design exhibited in early 2021.

The GCA notes, however, that some of the concerns articulated in its previous submission have not been addressed.

These concerns are more fully detailed below.

Given that this project involves expenditure of a significant amount of government funding (unspecified but understood to be between \$10 million and \$20 million) and that it is intended to provide a durable, long-term structure, it is hoped that TfNSW will work with the community to refine its design detail to achieve both TfNSW's accessibility objective and the concerns of the community that are specific to the location of the wharf, the surrounding topography and the prevailing weather conditions.

Specific concerns of the GCA

1. Public safety risk of reliance on lift access only for mobility impaired commuters

In its previous submission, the GCA raised concerns as to need to ensure that the selection of lift equipment will minimise the chance of lift failure given:-

- the location of the lift adjacent to salt water with the consequent risk of corrosion of components
- lack of personnel on site to monitor the wharf
- the lack of visibility at street level and the consequent risk of vandalism.

The REF at p vi refers to TfNSW's desire to "*Maximise the use of the ferry wharf Kit-of-Parts (standardised design elements) to provide continuity across Sydney Harbour wharves*".

The REF does not address the fact that the location of Greenwich Wharf raises very specific issues in terms of prevailing weather conditions and visibility that may make a "Kit-of-parts" approach inappropriate to achieve the of reliability of lift operations inherent in TfNSW's TAP scheme.

The GCA seeks more detail as to proposed measures to ensure the safety of passengers alighting at Greenwich, particularly at night, in the event that the lift is not operational.

2. Designs of skybridge, jetty, gangway and pontoon offer minimal weather protection for commuters.

Greenwich Point Wharf is in a weather exposed location. It is particularly impacted by southerly wind and rain squalls.

As was raised in 1 above, the "Kit-of-parts" approach outlined in the revised design will lead to unnecessarily unpleasant passenger experiences in inclement conditions.

The elevated skybridge (9.8m), a jetty (22m) and a gangway (18m) have no design features to protect passengers in the event of strong wind and rain.

Furthermore, the southerly orientation of the pontoon will serve to make the passenger experience even more miserable after the buffeting and drenching that may be involved in getting to the pontoon.

This should be contrasted with the weather protection afforded by the current timber shelter with its offset access points.

We request that, in the interests of the comfort and health of all ferry passengers, TfNSW revise the design of the skybridge, jetty, gangway and pontoon to afford weather protection appropriate to the orientation of Greenwich Wharf.

Design should address natural and heritage features of the wharf's location

It is noted that the REF includes the following commentary:-

The proposal has been considered in respect of the objectives from Clause 17 of the Sydney Harbour SREP for zone W8 Scenic Waters Passive Use (refer Table 4-2)

(e) To ensure that the scale and size of development are appropriate to the locality and protect and improve the natural assets and natural and cultural scenic quality of the surrounding area, particularly when viewed from waters in this zone or areas of public access.

The response provided in the REF to this requirement states:-

The upgrade would ensure Greenwich Point residents and other users would be provided with access to a ferry service (and public transport) over the next 50 years. The upgrade would allow the social and cultural association of a wharf in this location to be retained, including the relationship it provides for people between the harbour and foreshore.

We submit that the scale of the wharf improvements and the structural materials depicted in the revised design may detract from natural and cultural scenic quality of the surrounding area, particularly when viewed from waters in this zone or areas of public access.

Greenwich Point is designated as a Conservation Area.

The backdrop of the wharf includes a heritage home, a heritage streetscape, rocks, a stone wall, established trees, and the original Greenwich Wharf which is a heritage item.



The GCA submits that the Greenwich Wharf upgrade is not an appropriate project for the use of “Kit of parts” materials.

We request TfNSW to customise the design of the wharf upgrade and to select structural materials and colours that will not detract from the natural and cultural scenic quality of Greenwich Point, as required under the Sydney Harbour SREP.

We look forward to the opportunity to discuss this submission with you.

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