

Robin Nagy

Unit 137/ 149-197 Pyrmont Street,

Pyrmont NSW 2009

26/04/2020

Application No: SSD-7874

Amended Concept Proposal for the Harbourside Shopping Centre Redevelopment

Dear Sir/Madam,

I have been the owner of Unit 137 in Paragon Apartments, 149-197 Pyrmont Street for the past 11 years. Our unit is 250m from the proposed tower site.

I object to the proposal on the following grounds:

1. The 153.75m tower is not in keeping with the area and will significantly reduce the amount of direct morning sunlight in our unit as well as intruding on our views and privacy with an unsightly additional monolith to add to the new Sofitel which is an eyesore. Please see figures 1a and 1b for the view from our East-facing balconies before these two buildings and Figures 2a and 2b for an impression of what our view will look like if this proposal goes ahead in its current form. The Novotel Darling Harbour has been indicated in each photograph as a reference point.
2. The proposal does not improve pedestrian access from Pyrmont to Darling Harbour. Mirvac's own study concludes:

"Pedestrian access points into Harbourside should be given important consideration given the vast majority access the centre, and the broader Darling Harbour on foot. Options that increase the appeal of walking and improve accessibility will have a wide benefit." **p.44**

Appendix I Pedestrian Study

The recent redevelopment of Darling Harbour badly neglected to address the issue of connectivity and ground-level pedestrian access from Pyrmont Street to Darling Harbour. Indeed, one of the existing connections was removed (the bridge connecting the old Convention Monorail station with Darling Harbour to make space for the new ICC Sofitel Hotel).

Although the Bunn Street bridge is an improvement to through-flow from Murray Street, the existing bridge connecting the Harbourside carparks will be removed (as well as possibly the existing pedestrian bridge from Bunn Street to Harbourside?), so it will become even more difficult to access the Shopping centre and Darling Harbour from the South of Murray street and indeed from the Novotel carpark, resulting in a funnelling of pedestrian traffic between the Novotel and Ibis Hotels (the narrow pathway which is the continuation of Bunn Street and the proposed new access point).

In Appendix I – Pedestrian Study, Mirvac incorrectly assumes "The current footbridge linking the Wilson Harbourside Carpark ... mainly provides access for carpark users". This assumption

is incorrect as this bridge (accessed via the carpark) is currently the main method of access for residents and tourists who live in the core and south areas of Pyrmont Street (according to Mirvac 6,100 residents and 2,600 workers in 2016) and surrounds in the absence of any other access point for 700m to the south along Pyrmont Street (with the next access points being at Quarry Street and the Exhibition Light Rail station). See Figure 4 for a map view of these access points).

Taking away this footbridge will further restrict access to Darling Harbour to two access points: Bunn Street in the North and the convoluted route over the top of the Exhibition Centre, 700m further south (which is not at ground level). It is proposed that as part of the redevelopment, the area to the South of the Novotel carpark be pedestrianised to allow easy and open access over the light-rail tracks in the same manner as the pedestrian precincts exist at Market City and George Street. This area is owned by Property NSW and is used as a nursery and a dumping ground as well as for private parking for employees of Sydney Light Rail. Please see figures 3a, b, c, d and e for clarification of my proposed opening up of pedestrianised connectivity between Pyrmont/Ultimo and Darling Harbour. Figure 4 shows the strategic importance of this improvement in accessibility on a map of the area. If the tower does go ahead, at least this would be a reasonable trade-off as an amenity to both locals and tourists.

3. Additional residential real estate is not warranted in Pyrmont, which is already the most densely populated suburb in Australia. There is not enough infrastructure (schools, supermarkets, health facilities, parking) in Pyrmont to cope with additional residents in addition to the millions of tourists who visit Darling Harbour each year.
4. A few years ago, the ICC Sofitel tower (132m) was pushed through, despite considerable objection to its height and stark monolithic design. Initially an outrageous twin tower proposal was mooted, but this was cut back to one shorter tower in the re-submission which appeared to be a compromise but looked like a strategy which the current proposal is also following (initially put an outrageous proposal forward and then get approved something which looks like a compromise). The ICC Sofitel was the first tall building on the Pyrmont-side of Darling Harbour and the correct and fair procedures were not followed in terms of community consultation (fabricated documents, alleged to have been posted by NSW Planning to Pyrmont residents including all those in Paragon Apartments were not in fact sent and so the opportunity for local residents to object to the proposal in a timely fashion was overlooked and the tower pushed through anyway). It now appears that this 132m tower has become a precedent for taller and taller buildings which will increasingly crowd out the Pyrmont-side waterfront of Darling Harbour and irreparably change the character of the area. This escalation of tall monolithic buildings is a growing visual barrier which increasingly separates Pyrmont from Darling Harbour, in addition to the isolation caused by the light rail tracks and lack of pedestrian connectivity (see point 2 above). I strongly urge NSW planning to make a decision to limit the height of all future buildings on the Pyrmont-side of Darling Harbour to help protect its heritage character.

For the record, I am not affiliated to any political organisation and have not made any reportable political donations in the past two years.

Yours faithfully,

Robin Nagy

Figures

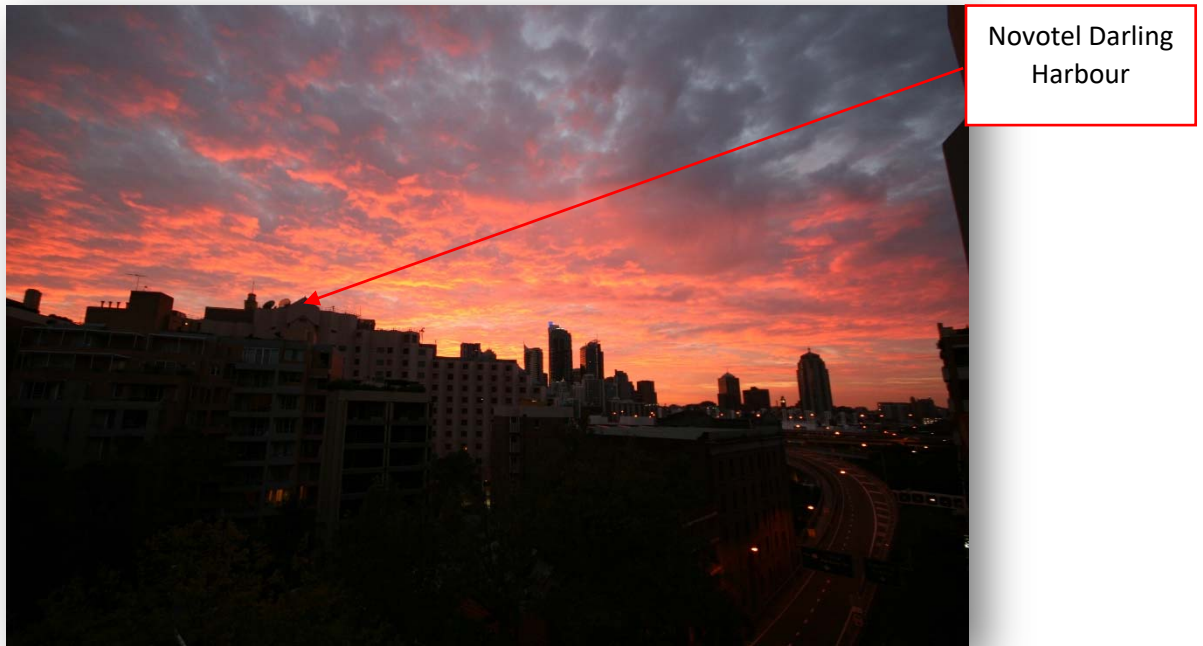


Figure 1a – View from Unit 137 Paragon Apartments pre-2017 (before ICC Sofitel tower)

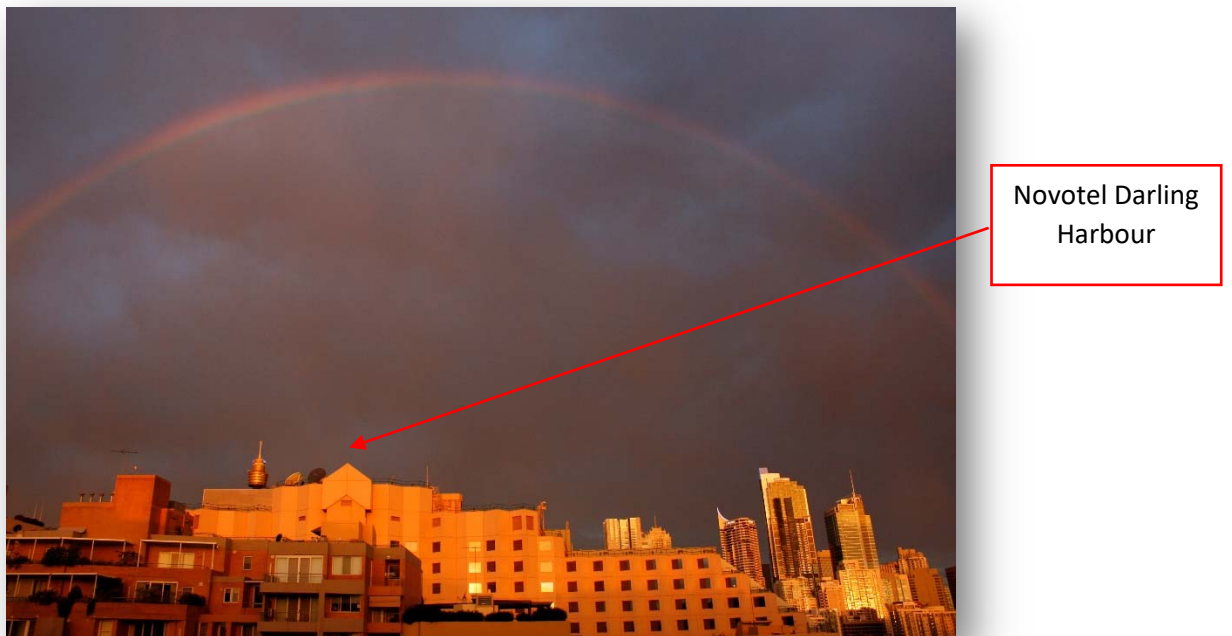
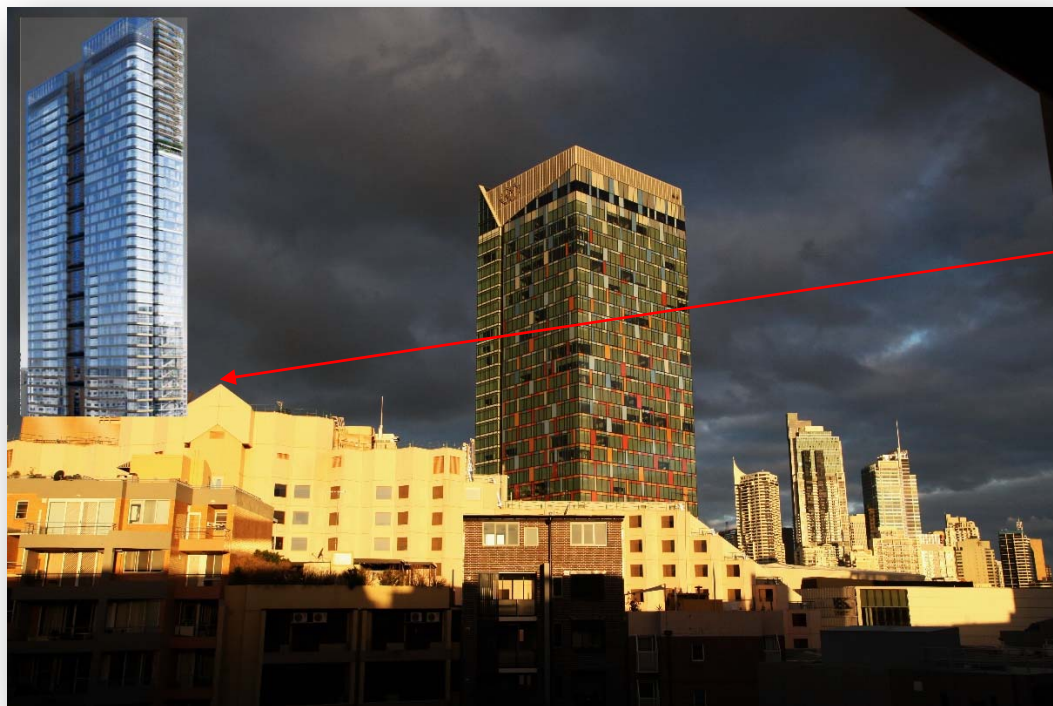


Figure 1b – View from Unit 137 Paragon Apartments pre-2017 (before ICC Sofitel tower)



Novotel Darling
Harbour

Figure 2a – Impression of the view from Unit 137 Paragon Apartments if the proposal goes ahead (the ICC Sofitel tower is part of the real photograph and actual view in 2020)



Novotel Darling
Harbour

Figure 2b – Impression of the view from Unit 137 Paragon Apartments if the proposal goes ahead (the ICC Sofitel tower is part of the real photograph and actual view in 2020)



Figure 3a – Area to the South of the Novotel Carpark at the end of the Murray St spur road. Viewed from Darling Harbour looking West. It is proposed that this area be opened up to pedestrian access.

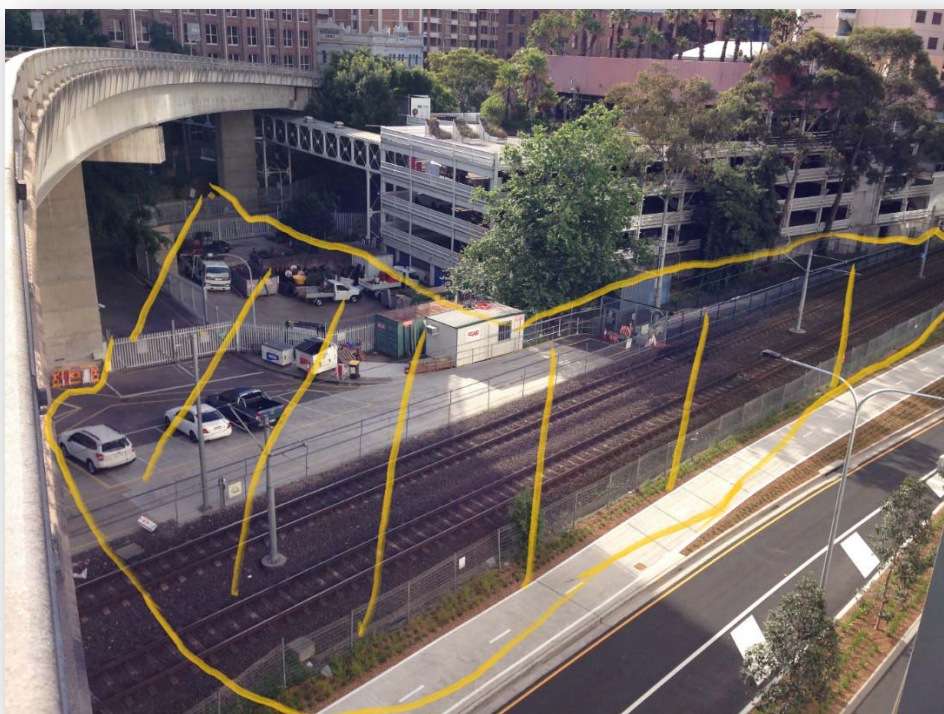


Figure 3b – Proposed pedestrianised precinct indicated by shading allowing easy through-flow and connectivity between Pyrmont and Darling Harbour.



Figure 3c - View of area to the South of the Novotel Carpark – the proposed pedestrianised zone - which is owned by Property NSW and used as a plant nursery, a dumping ground and a private car park for Sydney Light Rail employees. View from Pyrmont looking East towards Darling Harbour.



Figure 3d - View from Murray Street of the spur road which leads to the proposed pedestrianised area.



Figure 3e - View of the end of the spur road leading to a private car park for Sydney light rail employees.



Figure 4 – Showing the current and proposed lack of connectivity between Pyrmont’s Central and Southern aspects (the black line shows the 700m stretch of Pyrmont Street and Murray Street where there is no ground-level pedestrian access; the red stars show the pedestrian access points under the proposal and the shaded yellow area is my proposed pedestrianised zone which should be considered as an important opening up of connectivity at ground level if the proposal is to go ahead).