

28 April 2020

Mark Constantine  
1002/50 Murray Street  
SYDNEY NSW 2000

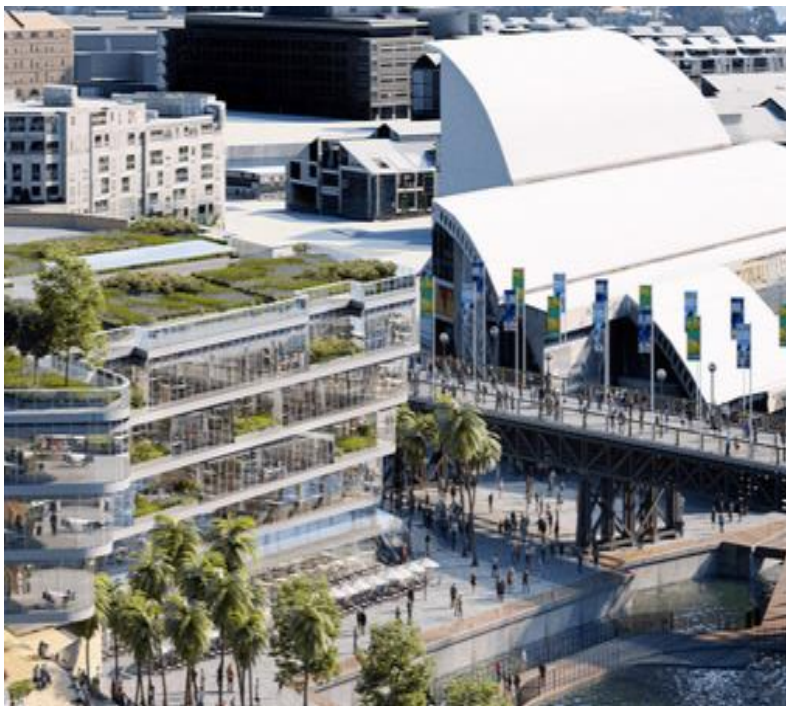
The Director  
Key Sites Assessments, Planning and Assessment  
Department of Planning, Industry and Environment  
Locked Bag 5022  
PARRAMATTA NSW 2124

Dear Sir/Madam

**Harbourside Shopping Centre Redevelopment (SSDA7874)**

My submission is that I **object** to the bulk and scale of the northern portion of the podium due to:

- its visual impact on Pyrmont Bridge and Darling Harbour more broadly;
- it will not allow the full span of the bridge to be viewed from significant parts of the harbour;
- its inconsistent scale and proportions of the tower (as amended);
- it dominates the foreshore; and
- it still significantly inhibits the views of half the floors of 50 Murray Street (up to level 8).



*Current proposal*

The Department should give consideration to **amending the envelope for the northern portion of the podium consistent with the Cockle Bay Wharf approval (SSD 7684)** to RL12 for that portion of the podium facing the harbour and abutting Pyrmont Bridge and then rising to RL19. These RL's should be maintained for 75 metres to the south and then rising to RL26.

As well, roof features, awnings, parapets, open space plantings, business and building identification signage and structures should be contained wholly within the building envelope as such features can be substantial in size & bulk and may have additional unexpected visual and amenity impacts on the already proposed significant height of the podiums.

I **support** the relocation of the tower from the north of the site to the centre of the site (the widest part of the site) and endorse the tower envelope location as it represents the best outcome for the site in terms of overshadowing, view loss and heritage impact.

#### Consideration of the issues raised

##### **Bulk and Scale**

The issue of bulk and scale was by and far the dominant issue raised in past objections.

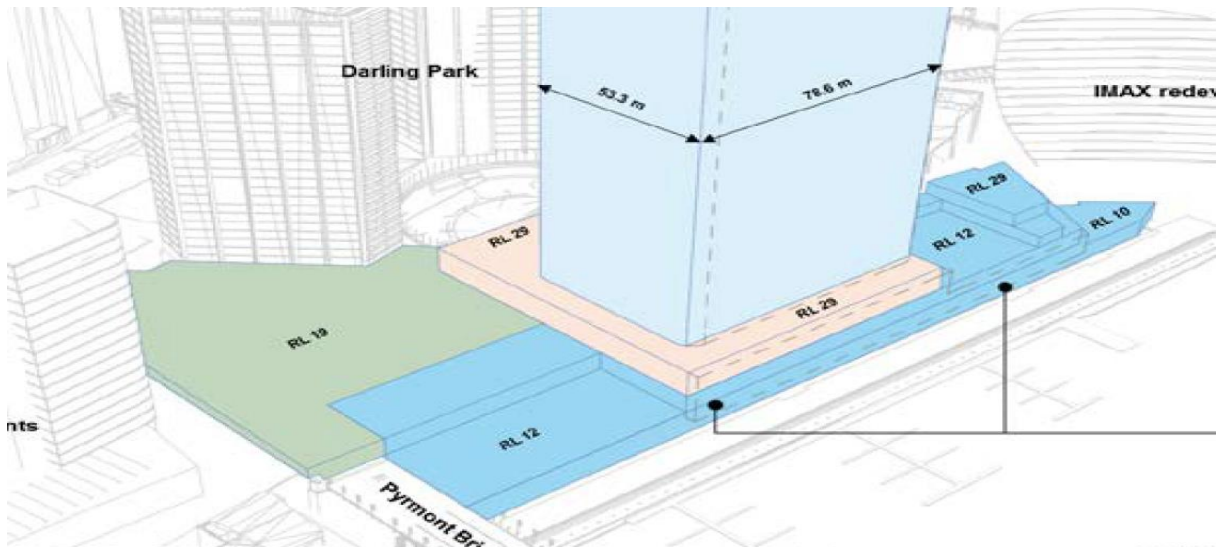
The Applicants (both Planner and Architect) have made little attempt to address the 'bulk and scale' issue and have increased the footprint in some parts of the project to ensure they maintain their 87,000sqm GFA. I note use of the word - 'minor' - was a good description for the effort to address such a significant issue.

***"A minor increase in the width of the building footprint of the tower has occurred to accommodate the floorspace from the reduction in height of the tower and removal of the 'tail' "***  
(extract from planning report) which allowed the Applicants to maintain the GFA at 87,000sqm.

Although I acknowledge the lack of controls (such as FSR) for the site, the site is a part of the Darling Harbour Precinct and the 'bulk and scale' should be consistent with the character of the precinct and should enhance the experience and vibrancy of Darling Harbour as well as its various landmarks particularly heritage elements such as Pyrmont Bridge.

Early this year the Cockle Bay Wharf State Significant Development (SDD7684) was approved. The considerations and outcome of the Cockle Bay Wharf proposal and the Harbourside Shopping Centre Redevelopment proposal should exhibit consistency in building envelopes in that they are both significant elements of the Darling Harbour Precinct; both adjoin Pyrmont Bridge and both front Darling Harbour.

The Department as well as its independent expert design advisor have given considerable attention to the issue of the Cockle Bay Wharf development and its visual impact on Pyrmont Bridge and Darling Harbour more broadly. It endorsed an RL12 for the north portion of the podium fronting onto the harbour and RL19 over the roadway rising to RL29 for the podium of the tower.



*Cockle Bay Wharf Development approved RLs*

The Harbourside Shopping Centre Redevelopment proposal is proposing RL25 for the northern portion of the podium rising to RL26.5 and then RL31.



*Harbourside Shopping Centre Redevelopment Amended Proposal*

The impact of approving the envelope Shopping Centre Redevelopment will produce two inconsistent characters for entry to Darling Harbour past Pymont Bridge.



*Visual Impact on the east and west side of Pymont Bridge*

**Views**

The amended design still significantly inhibits the views of half the floors of 50 Murray Street (up to level 8).

The RL levels recommended above would enhance the views of occupants of 50 Murray Street Pyrmont and negate further objection.

<b>Name of submitter:</b>	<b>Mark Constantine</b>
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<b>Declaration of political donations:</b>	<b>Nil</b>