

Pymont Metro OSD – Residential Tower
Application Number SSD-49620481
Assessment Type State Significant Development
Development Type Rail transport facilities
Local Government Areas City of Sydney
Exhibition Start-End Date 12/03/2024 - 09/04/2024
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Sydney Metro West, Pymont Station

We understand this application is for the concept development application seeking approval for an over station development above the eastern entrance to the Sydney Metro Pymont Station, including:

- Maximum building envelopes, including parameters for heights and setbacks, for a new residential tower up to a maximum height of RL 120 (approx. 31 storeys) above the eastern entrance to the Sydney Metro station (subject to separate infrastructure approval SSI-22765520)
- Use of the building envelope for residential accommodation (indicatively 160 apartments) and commercial premises (within the podium)
- Maximum gross floor area (GFA) of 23,463sqm, excluding the approved Sydney Metro station GFA
- Maximum of 55 car parking spaces, bicycle parking and arrangements for servicing, waste and utilities

The Podium commercial space is creating A grade, before it becomes B to C and so on grade commercial space. Over half of Pymont's current A and B grade commercial space remains empty now and has been for years. Which has caused many small long term and family businesses in the area to close, adding many small commercial spaces also empty. We do not support the proposed commercial spaces above the street level (street activation/street level activation is needed for safety). All the building space above ground floor commercial needs to be residential in the proposed building envelope.

Unlike other Metro sites on this line (and other transport train/metro lines), the Pymont Metro site is incredibly fortunate to be located within numerous established transport options: walk to the City and Town Hall/Central train station, heavily used cycling paths, ferry stop x 1 (pushing for more), light rail x 3 in close proximity, plethora of surrounding community cars parking spots, bus stops x 2 with 2 x bus route lines/directions 389 and 501, plus a multitude of taxi zones.

We do not support the proposed max of 55 car parking spaces - underground parking for commercial or residential purposes. Disabled parking, motorbike parking, community car parking, EV charging and bicycle parking on site, loading/waste collection, building services management parking should be the only parking exception for this building.

To support the request for SEARs, it is understood the interface with the station, approval for the podium envelope and land uses within the podium that directly relate to the operation and function of Pymont Station (such as bicycle parking, end-of-trip facilities, station plant, and the concourse) are being sought as part of the Stage 3 CSSI Application.

Pymont Metro could be end of trip and/or could be last mile (very different needs) to not plan for both differently is an oversight.

It is our strong preference that the design of this building for the future, enhances and fits in with the established Pymont community ethos of successfully blending and supporting all cultures, ages, mobilities and socioeconomic diversities together. Our Pymont Metro building is a great opportunity to champion Green Travel Plan, Initiative & Design Excellence for this Metro Building plus showcase the Pymont way.

Rather than have one set of amenities for the public and another set of amenities for the tenants (residential or commercial). We support this building sharing amenity use: large last mile & end of trip facilities, increased public seating, more accessible toilets, more combination drinking fountains - dual: human and working/assistance dog height (working pets are on trains now and more may be in the future), a gym, swimming pool, plus meeting rooms.

Safety and security, we support the prolific installation of CCTV cameras and strategic safety lighting at all entrance points to ensure safety and security of residents, workers and visitors to this large site. And the inclusion of automated walking counter/pedestrian counters at all entry/exit points for future evidence-based planning and requests for information on Pyrmont Metro when/if needed by Council or other NSW Government agencies.

We strongly support the return of 24/7 Police presence in Pyrmont. As per other world cities locating police in the vicinity of a Station. Pyrmont is a robust anti-social / bad behaviour night area; pre-loading, public urination, property vandalism, car window smashing, assaults, hooning, drug dealing and street fighting. The Star employs several off-duty police that remain on site. Pyrmont no longer has a Police Station or the Water Police, we urge the Department of Planning to work with both the West Metro and the Police Department for a 24/7 police presence at street level, on this site.

Pyrmont was and remains a significant part of Sydney and NSW history. Transport stations historically displayed at least one externally facing clock. We encourage this State Significant Metro building in Pyrmont to commit to displaying and maintaining three equally large external facing clocks, one on each corner of the building for a public site.



E-Waste Site, Assessors, could this State Significant site be considered to support the local community and transport users, by providing a drop off location for waste: E-waste, battery, toner cartridge, lamps, and globes recycling. Proof of City of Sydney residential address may be a provision for a drop off, the initiative could be offered during business hours or one day a month? Showing the Sydney Metro Waste, Pyrmont Station is committing to ongoing best practice environmental targets for its commercial, residential, plus public spaces, and support locals to further reduce waste, making the City and Pyrmont area Greener and Cleaner.

The site needs to have a high level of accessibility, particularly for pedestrians, therefore we endorse a building envelope that mitigates hard winds at street levels, particularly at points of road crossings (lights, wombat or zebra crossings) for safety reasons on any of the streets and intersections facing this site.

Assessors we request additional ground-level wind tunnel mitigation for people of all mobility needs to 'walk' in and out or pass-by this Metro and not be uncomfortable due to increased vertical or horizontal wind gusts. And for the building design at public level to have additional ground-level trees and landscaping to ensure a safe and comfortable wind environment and effectively reduce the wind loads (down, along and across) for human scale site occupants, neighbouring residents, on street dining. We request the Assessors undertake further wind assessment and make this Pyrmont Metro site safer, liveable and comfortable at ground level. As the 'comfort' results for the existing building and the 'comfort' levels for the proposed building its fare to say are not vastly improved for the design excellence money, changes in design and materials.

Table 4-1 to show the wind speeds and the achieved criteria.



Figure 4-1 brain sensor comfort results for existing buildings occupying the development site



Figure 4-3 Irwin sensor comfort results for proposed development

We understand Independent Design Review Panel (DRP)'s are utilised throughout each phase of the design excellence process. The Design Advisory Panel (DAP), a Sydney Metro initiative preceding the operation of the formal DRP and chaired by the NSW Government Architect and Professionals, and Council and State agencies are invited to participate in DAP meetings to advise on local issues and design outcomes as they relate to matters of interest.

The inclusion of critiquing the proposed building's glazing choices which currently will cause mass bird and other flying urban wildlife strikes/deaths does require the DAP to inform/strongly guide the design teams to refine their principles so that this State Significant building and the ongoing design development of others DAP responsible buildings take responsibility for a better outcome for urban wildlife.

Not attractive or welcome to see when you walk, ride, drive or live and work in a glass tower building is the direct results of Bird strikes on our City Streets, or balconies, very upsetting for residents and visitors alike. No one wants to walk out of or into the Pymont Metro building seeing dead/dying birds on the pavements.

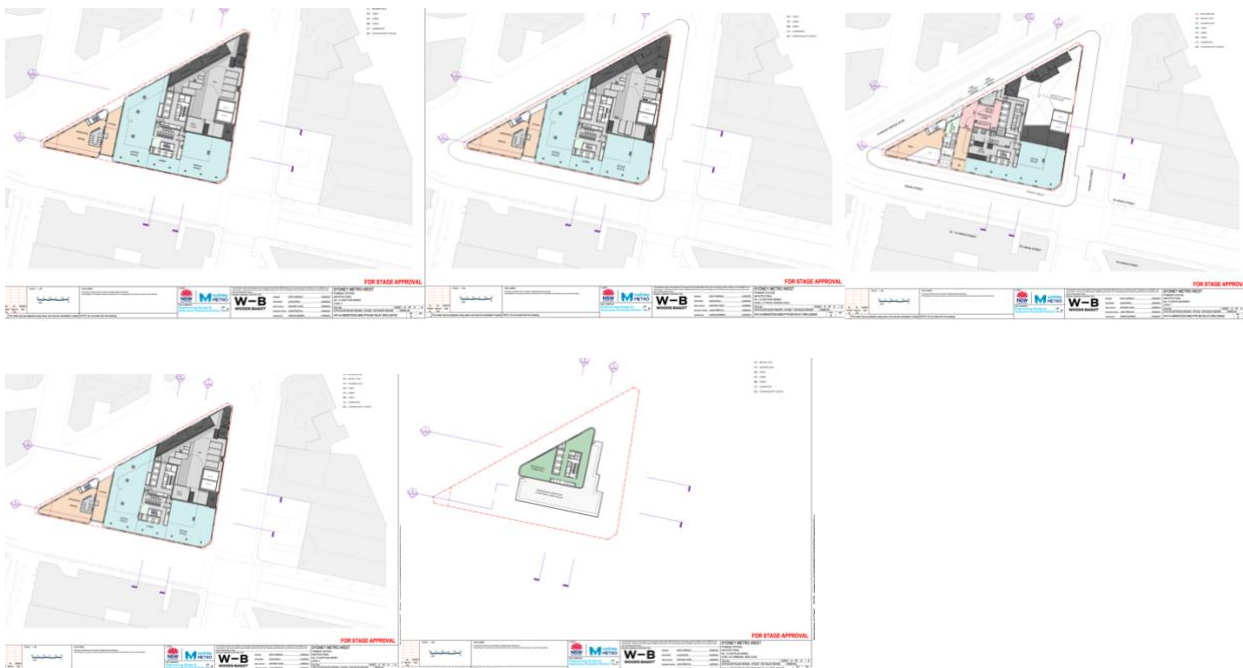
March 3 2024, SMH article 'Outcry over bird deaths at modern glass bridge'. Where the glass bridge owned by Marrickville Metro shopping centre that connects the two parts of the shopping centre came under fire for not protecting urban wildlife. The design followed the modern architectural trend for glass panels, particularly reflective glass, which leads to the death of millions of birds worldwide. The bridge glass is now being retrofitted with coloured glass and lasers and decals are installed to cover some panels with more modifications needing to be made as rainbow lorikeets continue to fly into the bridge. The bridge is invisible to the lorikeets. The Inner West Councillor Mathew Howard was to raise the issue at the council meeting on Tuesday as the number of birds 'striking' has been distressing for residents and shoppers. And hopes this sparks a bigger conversation about how our built environment can better support local wildlife and architecture be more friendly towards native birds.

The DAP can control the design phase/material choice of the Metro Pymont building which directly impacts; biodiversity, urban wildlife, public life.

As such, we adamantly oppose the Biodiversity Assessment Wavier Request submitted to DPE. The current design concept and methodology severely impacts the value of local biodiversity. The requirement to not only complete a BDAR is critical as part of the Concept SSDA it should be mandatory for the below significant reasons:

- 1. A building designed with see-through corners and reflectivity impact – glass needs to be safe

The current design includes parts of the podiums corners to be wrap-around glazing, the glazing is 'see-through' at the triangle's corners.





And

The concept development application Reflectivity Impact Assessment is from a driver's perspective. With 'the type of glare of concern being 'veiling glare', also known as 'disability glare'. In humans the eye hit by direct light from a bright source produces a perception that a thin veil has been overlaid on the visual scene, which can reduce luminance contrast, impair visual tasks, and at times cause temporary blindness. Disability glare experienced by drivers has the potential to cause road accidents.'



Birds cannot recognise daylight reflections and glass does not appear to them to be solid. If it is clear they see it as the image beyond the glass. They can also be caught in building cul-de-sac courtyards – open spaces with closed ends are traps. At night, the problem is light from buildings, it may disorientate birds. Birds are drawn to lights at night. Glass walls then simply act as targets.

Buildings with large amounts of glazing, buildings where you can see through, or mirrored facades are understood to be responsible for huge numbers of bird deaths each year globally, with [one billion killed in the US](#) and an estimated [100 million bird collisions in the UK](#).

In 2019 the US House of Representatives [passed a bill to reduce the amount of glass](#) used for federal buildings in a bid to protect birds from death by collision, while earlier this year [a bill was filed in Washington DC](#) calling for the city's new buildings to use bird-friendly glass. Architects can easily prevent billions of bird deaths a year caused by collisions with glazed glazing windows.

New York City passed a bird-friendly law requiring all new buildings and building alterations (at least under 23 metres tall, where most fly) be designed so birds can recognise glass. Windows must be “fitted” using applied labels, dots, stripes and so on.

A Zen curtain developed in Brisbane has worked at the University of Queensland. This approach uses an open curtain of ropes strung on the side of buildings. These flutter in the breeze, making patterns and shadows on glass, which birds don't like.

The impact that glazed buildings have on birds made headlines September 2021 when Melissa Breyer from New York City wildlife charity NYC Audobon [collected the corpses of 226 birds](#) killed at the World Trade Center in a single day.

As people are becoming increasingly aware of this issue, and as NSW Government, Councils and Architects learn that it's important to the public, more and more buildings will need to be constructed with design elements that help keep birds safe. We strongly echo that growing public interest is forcing architects to amend designs, switch plain glass for "bird-friendly glass", mandating bird friendly glass for new buildings (State Significant and other) and buildings applying for a development application involving glazing at a Council level.

Assessors, The Design Advisory Panel (DAP), The NSW Government Architect, and associated qualified Professionals on the DAP, Council and State Agencies...The majority of these deaths can be prevented by having a clear plan showing architects how to specify (add material) or amend their designs to directly protect birds from impacting glazing NOW at this stage.

Please DAP advise/instruct the Sydney Metro West, Pyrmont building design teams to specify from the ground up to the top of the tower and all-round architectural elements like awnings, screens, films, grilles, shutters or external louvers, shielding the façade with horizontal or vertical shading elements, facades with balconies and/or shading elements, green walls, opaque or coloured glass, patterned glass using a mixed UV wavelength (which alerts birds but has no effect on human sight) to deter birds from hitting buildings and dying/being injured? We added seatbelts to cars, and decals/etch images on glass doors to alert people, other countries are acting on innovation and material choice for bird and other flying urban wildlife safety!

The glazing envelope choices and measures must be considered / analysed and actioned in the Detailed SSDA for the final building design. The Pyrmont Metro building must reduce the predicted risk of bird strike. If there is not a Sydney based bird death due to urban design /glazing study, seek relevant advice and assessment from UK and USA as the key issue is the same for every city regardless of continent.

Birds make cities friendlier as part of the shared environment. The NSW Government Architect, NSW Government, Councils, the Built Environment Professionals have a responsibility to provide safe flying and security from the effects of human habitation and construction.

Again, we adamantly oppose the Biodiversity Assessment Wavier Request submitted to DPE. The current design concept and methodology severely impacts the value of local biodiversity. The requirement to not only complete a BDAR is critical as part of the Concept SSDA it should be mandatory for the below significant reasons:

2.

Large Canopy Street Trees and Urban Wildlife Biodiversity and capacity to successfully breed in Pyrmont and Ultimo

This Pyrmont Metro site has had a significant numbers of large canopy street trees removed. We strongly support the remaining large canopy street trees being protected during the years of excavation, haulage routes and building so this Pyrmont Metro station is not another hard and in-your-face building, but is softened by large shade providing, keeps temperatures lower going in/out Pyrmont Metro – important the user experience of the Metro at large in Pyrmont for people. And these large canopy street trees are the dwellings of the City's Australian Native Urban Wildlife (Currawongs, Magpies, Ravens, Rainbow Lorikeets, Kookaburras and Butcherbirds). And the Peninsula is “losing” large (thick branched) canopy trees at an alarming rate.

Images as per Appendix E – Built Form and Urban Design



1. The site looking westwards along Pymont Bridge Road and Union Street towards Blackwattle Bay
2. The site looking eastwards along Union Street towards Sydney CBD
3. View Eastwards towards Sydney CBD from Metro Site East



Images 13:08pm, 06.04.2024

Direct sun to footpaths and cycle paths

Result of multiple large canopy street trees removed

A recent community consultation 'Meet the Metro Team' 17:00 > 19:00pm session, 19.03.2024 at the Novotel informed us the City of Sydney's for/with the NSW Government Metro sites was/is responsible for actioning (within the City of Sydney), the City's arborists contractors to conduct street tree removal and/or severely lopping trees for Pymont Metro work zones and haulage routes.

Assessors, The Design Advisory Panel (DAP), The NSW Government Architect, and associated qualified Professionals on the DAP, Council and State Agencies. The conversation with numerous 'staff' at this meeting was engaging, and respectful, despite sharing we adamantly oppose the Biodiversity Assessment Waiver Request. And requested information on the protocols for Urban Wildlife Safety from this group of 'staff' for the Pymont Metro building.

The discussion stayed thoughtful and respectful as we covered how Urban Wildlife Toolbox Talks for Native Birds is or is not part of the Biodiversity Assessment and should be, so no to the Waiver Request. It was suggested we should write a submission (that was a given). And the meeting ended with three people (all very nice) stating a representative would take ownership of this conversation, follow through with others and would call me and the lady didn't call as promised (I will not name and shame).

At this community meeting, together we discussed how to avoid arborist work occurring during mating /nesting season in Pymont, Ultimo for the Pymont Metro Site (factoring in haulage routes).

And would the DAP ensure the Metro Pymont site contracted arborists (Council or State) which have in-advance, Seasonal schedules of street tree that are to be severe lopped and/or street tree removal. Contact known WIRES Pymont Volunteers to share documented past, current and capture new pertinent information on the nesting (skeleton and active nests surrounding the site and on the haulage route) to prevent urban wildlife nest destruction and Native Bird death? Tree removal and severe lopping during bird mating/nesting season directly relates to bird death.

We discussed that Biodiversity protection and management are necessary for these publicly identifiable nests and birds. Pending the season, should arborists remove or do hard pruning of large trees. Active birds' nests should not be removed or the adult birds scared off. One adult bird could be sitting on eggs, while the other adult bird gathers and returns with food. Or feeding young.

Again, a full assessment of the trees in/close to DA's. work zones, haulage routes and park land impacted by construction vehicles and storage areas should be carried out with a representative from WIRES. For Pymont, the Pymont WIRES volunteer would also complete a thorough examination (dawn and dusk) of all the trees (all sizes) for skeleton and in use birds' nests.

We requested information on where does the Pymont Metro and DAP stand in protecting Urban Wildlife in Pymont & Ultimo (and Metro wide), when it comes to large healthy (thick branched) canopy street trees with active and/or skeleton birds' nests (mating season, nest sitting, young feeding / flying lessons)?

those dogs need walking, dying rodents outside of work sites endanger our domestic pets on walks using public footpaths and local dog friendly (on or off lead) parks. Rodent management needs to stay strictly on site and stated at a policy and planning stage.

To The Assessors, The Design Advisory Panel (DAP), The NSW Government Architect, and associated qualified Professionals on the DAP, Council and State Agencies we strongly request you endorse a Pymont Metro Biodiversity Assessment and The Environmental Impact Statement (EIS) includes an environmental risk assessment to identify the potential biodiversity environmental impacts the current designs glazing will have on the local urban wildlife (native birds and bats), keep rodent management on site and implement Urban Wildlife Toolbox Bird Talks.

The Pymont Metro OSD Residential Tower building needs to be designed and engineered to improve the health and well-being of our connectable city. The building design and its surrounds needs to be: walkable, safe, comfortable and maintainable for decades to come. And The Pymont Metro building as a State significant site/s x 2 would have this opportunity to set a higher precedent for current and future development for Pymont Peninsula Place Strategy sites identified as capable of change/development and other known Pymont plus Ultimo State Significant sites, the New Fish Markets, then Blackwattle Bay, UTS, the Star, Global Switch and Darling Harbour.

Your consideration is appreciated.

Local Resident

References:

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- [Mass bird deaths in New York City caused by skyscraper collisions](https://www.dezeen.com/2021/09/17/mass-bird-death-new-york-city-skyscraper-collisions/)
<https://www.dezeen.com/2021/09/17/mass-bird-death-new-york-city-skyscraper-collisions/>
- [Windows 'fatal trap for UK birds'](http://news.bbc.co.uk/2/hi/science/nature/3505256.stm)
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