

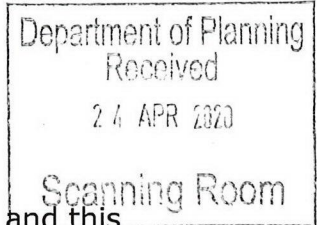
22.04.20

RE: STATE SIGNIFICANT DEVELOPMENT SSD 7874

I refer to the above development application submitted to the Department of Planning.

In preparing this submission of objection I have:

- Reviewed the environmental impact statement and supporting documentation supplied in the development application;
- Reviewed relevant planning provisions applying to the subject site and this form of development;
- Inspected the subject site and surrounding locality.



At the outset I would like to confirm that I have not made any political donations or gifts pursuant to section 147 of the Environmental Planning & Assessment Act.

The following are reasons for objecting the proposal in its current form for your attention.

1.0 DARLING HARBOUR EXISTING USE – TOURISM PRECINCT

Darling Harbour is a major tourist attraction for Sydney & Australia. The Darling Harbour precinct was opened formally by Queen Elizabeth II on 4 May 1988. Since this opening it has become a heartbeat for Sydney or its playground as it's affectionately known. Hundreds of thousands of tourists visit the precinct annually bolstering the economy significantly.

The increase in GFA sought under this current proposal is both grossly excessive and out of character with the local environment.

2.0 EXISTING AND PROPOSED BUILT FORM

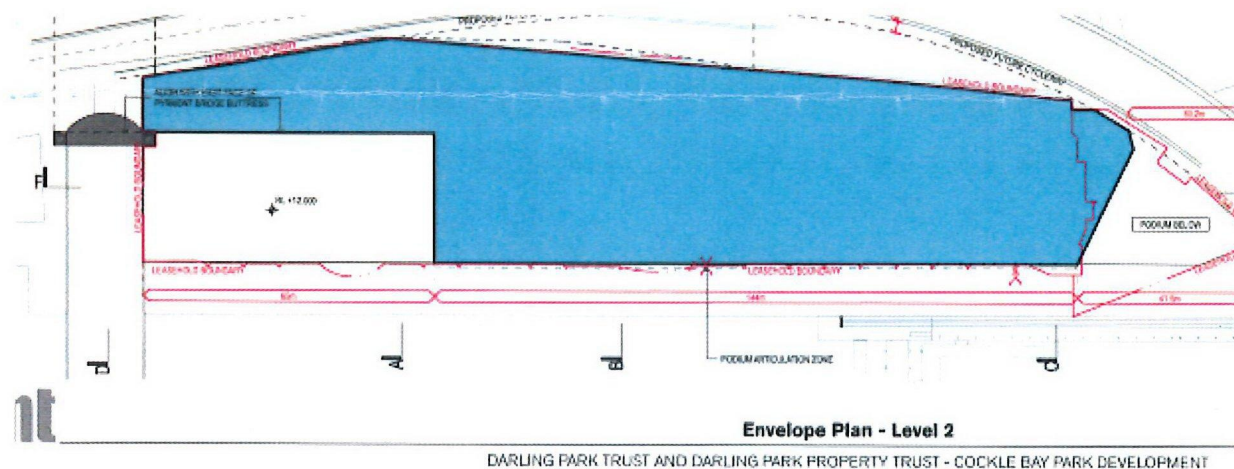
The existing built form & character of the precinct has been 'low-rise' development on the foreshore of the precinct being typically 2 - 4 stories with larger envelopes set back behind these properties to embody the private open space enjoyed by the precinct while preserving view sharing from all neighbouring properties. This notion was somewhat curtailed by the approval of the Cockle bay tower and its location, however as this was considered appropriate by the PAC, it is now more apparent than ever that this provides a precedent for development on the foreshore and around the precinct.

As such, there are principals that need to be maintained to ensure the integrity of the area and in particular the Heritage listed Pyrmont Bridge.

Any extreme increase in height at the northern end of the site will not only create an adhoc/piecemeal approach to town planning in NSW, but will also obliterate iconic views from neighbouring residential properties.

We understand from the proponents assertions that a tower is required to "ensure economic viability of the project", however whilst there is generally an understanding that the site requires development, it is imperative that there is a consistent and succinct approach. Specifically, the precedent that was set by the Department of planning/PAC in its approval of the SSD 7684 - Cockle Bay development is:

- The bulk/tower location is set back 73 Meters south of the Pyrmont Bridge;
- The development of the envelope adjoining the Pyrmont Bridge has a RL of 12M and 19M behind the buttress on Eastern side. (Excerpt taken from SSD 7684 Cockle Bay Approved Envelope Plan)



It is of extreme importance that these two fundamentals are be maintained when considering the current application. Any prostitution of these principals will ultimately evidence an adhoc/piecemeal and inconsistent approach to planning for a key NSW site.

The current RL for the Harbourside envelope is 19M. This really should only be 12M in front of the western buttress to ensure uniformity and maintain the proud significance of the Heritage listed bridge. Further to this, any increase in the height of the envelope at the northern end with obliterate iconic views of both the precinct and the bridge itself. Given the extremely large footprint of the envelope, it is unnecessary for the increase on height at this northern area of the site. There is sufficient opportunity elsewhere to develop appropriate space.

There is currently an opportunity to correct the issues associated with an unsatisfactory relationship with the bridge and approach.

Below is a site survey obtained from the current application. As evidenced, the western buttress is located 'behind' or to the west of the envelope. As such, the principles applied to the Cockle bay approval should be applied in this application also.



This proposal in its current form obliterates this notion and highlights an adhoc approach to the precinct and town planning principals applied.

The City of Sydney stated that the proposal “obliterates the heritage significance of the Pyrmont Bridge”, these statements are of immense concern to the people of Sydney. If the setbacks are maintained in line with the Cockle bay approval, this will clearly evidence a succinct plan to development in the area.

This significant increase in GFA across the three proposed centres are not necessary and should be curtailed in to a reasonable scale based on a reasonable and justified development for the area. There is no reasonable justification for a development of this scale at this time. It is clear, in the absence of planning controls, the applicant has lodged their application for the largest scale development in an attempt to maximise its commercial outcome. This endeavour should not be done at the expense of the precinct, its amenity and the people of Sydney. As such the application should be controlled to a far more appropriate & reasonable scale.

3.0 DEVASTATING VIEW LOSS FROM PUBLIC DOMAINS AND LOCAL PROPERTIES

There is an opportunity for any significant envelope changes to form a satisfactory relationship with the surrounding properties. At present, the proposed height of 25M at the north of the site, does not allow for this. It will obliterate iconic views at the north of the site and diminish solar access.

CONCLUSION

While the broader community supports the redevelopment of the site in its entirety, this should not be done in an adhoc haphazard form which the current GFA grab highlights. There is a once in a generation opportunity to ensure this

development enhances the Darling Harbour precinct and provides a reference point that the city can be proud of. This fact appears to be lost to this applicant and as such a push for the largest GFA possible is clearly evident in this application.

In light of the ongoing conjecture surrounding the Barangaroo development in both size and scale, it is imperative that careful consideration be given to any application to develop the largest footprint on the western foreshore of the Darling Harbour Precinct and adjacent to the Pyrmont Bridge.

The GFA grab by the applicant is both excessive and unjustified. The relationship with the neighbouring properties at the north of the site, their character and the valley floor relationship is also unsatisfactory. The extreme heights across the northern and tower should be curtailed.

If development of foreshore property in this scale is approved in its current form, this will pave the way for all foreshore properties, particularly those in the bays precinct and on the water front to be 'over-developed' to whatever scale an applicant sees fit. It is a dangerous precedent. For these reasons, the application in its current form is not justified and should be curtailed in to a more reasonable scale before any approval is considered.

Yours sincerely,



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