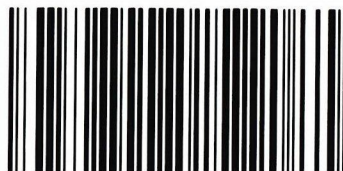


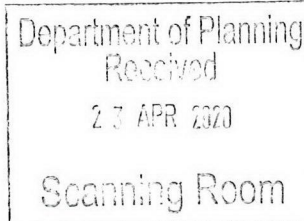
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PCU079472

18 April, 2020

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



Dear Director,

Amended Concept Proposal – Harbourside Redevelopment

I have lived in Pyrmont for the past 20 years and experienced many changes over that period, not least those developments which transformed Darling Harbour from a site designated in 1988 gifted to the people, to become a crowded private domain which has effectively walled off Pyrmont from the CBD. The proposed Harbourside redevelopment, if constructed as per the concept proposal, will provide the last "brick in the wall" which turns its back on Pyrmont and Ultimo.

There is absolutely no assessment of the proposed Harbourside redevelopment on the lives and amenity of those who live and work in Pyrmont and Ultimo, apart from its impact on residents of 50 Murray Street, Pyrmont. 50 Murray St Strata Committee aside, there has been, as far as I know, no consultation with the Pyrmont community or its representatives. There has been no examination of the over-shadowing effect on buildings to the South West of the site, including those in Pyrmont Street and Bunn Street.

The height of the residential tower, whilst marginally lower than originally proposed, still exceeds that of what is the benchmark for Darling Harbour redevelopment, the Sofitel Hotel. Even then, good planning would result in a tower that is significantly lower than the hotel when located further towards Sydney Harbour. The Department of Planning and the IPCN both rejected the 61-storey hotel/residential tower on the site of The Star for good reason, citing its visual impact from many points of the city, including from its near neighbours in Pyrmont. To cite the proposed Cockle Bay redevelopment as a precedent fails to understand that the latter blends into its CBD background and thus doesn't stick out like a sore thumb. This development has the same failings of the The Star, and on that basis does not comply with the recent recommendations of the Greater Sydney Commission "Sense of Place" recently proposed.

It's very difficult to gauge the impact of the tower and podium on residents in the 50 Murray St apartment building. Whilst the siting of the tower is an improvement on the original concept plan, I am advised that the views currently enjoyed by residents in levels 3 and 4 of the apartments are blocked by the podium, and that its scale blocks views of the water from higher levels.

I fail to see why two levels of the podium are committed to commercial use. The scale of the current Harbourside retail building is sufficient to meet the needs of residents, workers and visitors to Darling Harbour and should not be expanded.

The City of Sydney has stated in its submission that current plans more than meet the demand for residential apartments. I strongly support provision of more publicly managed Affordable and Social Housing in the CBD, but the Response to Submissions fails to define what the developer means by "affordable housing". Is it \$1million? \$2million? \$500,000? \$10million? What's "affordable" to someone on \$200k per year will look very different to what's affordable to someone on \$80k (the average salary of a teacher or nurse). Harbour views don't come cheaply and we've all seen what has happened in Millers Point as public housing tenants have been forced out of their long-established community as the government perceives that such people don't deserve a harbour view.

I also note that an additional traffic study was conducted in January 2020. Any data from such a study conducted at the height of the bushfires, then floods, followed by the beginnings of a lockdown

for Covid 19 is invalid. A further traffic study is required to enable a valid assessment of the traffic impact of bringing in an additional ~300 vehicles to an already severely congested road system, soon to be made worse by the Westconnex, Bays Precinct, and Pyrmont Peninsula Place "transformation". Such studies should be calibrated by the consideration of projects that have been approved, or in in development.

In summary:

- The height of the residential tower should be lowered such that it blends into the landscape of its near neighbour, Pyrmont, and does not dominate the skyline from the north and west
- The height should be such that buildings SW of the site are not overshadowed
- The podium should be reduced to 3 storeys
- The podium should be dedicated to retail and not include commercial space
- The tower should incorporate publicly managed Affordable and Social Housing
- A valid traffic study should be conducted that takes into account projects that are in progress.

Yours sincerely,

(Dr) Mark G Sceats

A handwritten signature in dark ink, appearing to read 'Mark G Sceats', written over the printed name.