



B. DUDLEY
1802/50 MURRAY ST.
PYRMONT 2009

Attention Director Key Sites Assessments

OBJECTION to application SSD7874

Location Harbourside shopping Centre 2-10 Darling Drive, Sydney



I object to the proposed construction of one or more high rise apartments on the waterfront at Cockle Bay.

My objection is based on a number of what I believe to be very proper grounds.

My first concern is, in my view, one of serious impact for the City, and relates to potential negative impacts on air quality and amenity.

The exhaust stack for the cross city tunnel at the Southern end of Cockle Bay, originally designed to vent toxic gases well above the heights of existing buildings, is about to be exceeded in height by the redesigned Imax. It is already dwarfed by new ICC Hotel and further new developments, such as the high rise developments proposed by Mirvac, would add to the very dangerous process of disabling the ventilation and dispersion integrity of the vent stack, with potentially disastrous consequences for the entire Darling harbour precinct.

It is public health irresponsibility writ large to even contemplate further building taller than the vent stack, without developing and implementing a viable plan to ensure its ongoing efficiency.

My second concern relates to transport amenity – both pedestrian and vehicular - in what is already a congested precinct.

Buildings of the type and scale proposed can only exacerbate the already significant clash of pedestrians and cyclists on Pyrmont Bridge – a vital link between the Sydney CBD and the Pyrmont Peninsula. Both are densely populated and trafficked areas. Many cyclists have little regard for speed or pedestrian safety, and many pedestrians are distracted by phones and the imposing vistas. The unfortunate result is that crossing Pyrmont Bridge safely is already a challenging exercise – one that will be made worse by the additional pedestrian and cyclist numbers inevitably induced by the developments proposed. I personally have fallen and suffered a broken hip after being jostled while crossing the bridge.

In addition to these issues for pedestrians and cyclists, the very significant existing parking problems in the area would be made worse by the developments.

My third area of concern relates to the inappropriate bulk, scale and height of the proposed developments.

Despite inevitable challenges, our existing cityscape offers a viable degree of shape and form. The CBD provides a peak, and the surrounding buildings and structures follow a general downward gradient from the central CBD zone. What is proposed seeks to introduce structures of a height and scale that risk breaking this existing, albeit imperfect, architectural harmony.

We have lost much of the charm of the “old” Sydney Harbour, and to some extent this is the inevitable collateral damage of progress. If the progress equation is net positive, then this trade off needs to be understood, and accommodated.

However, in this case, there are far more negatives than positives, and the equation is net negative.

The introduction of buildings of excessive height above that of buildings already existing introduces the risk, and probably the inevitability, of imposing a crowded unplanned look on an area which is already losing critical aspect of its original charm.

This trend should be arrested; not encouraged.

My fourth and final concern is a personal one.

As an original purchaser of a 99-year lease of a 13th floor waterside apartment from the Sydney Harbour Foreshore Authority, I would be devastated to lose my privacy, the harbour side view, the summer breeze on hot afternoon, and the light and sunshine.

My extensive garden with flowers, fountain, palms, herbs and vegetables - even a gum tree - would not be able to survive without sunlight.

Will the plan for future decades be to reclaim portions of Darling Harbour, and build even taller buildings in front of those now proposed? That may sound absurd, but not more so than the developments currently being promoted.

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