

# GROUP ARCHITECTS

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NSW Department of Planning + Environment  
GPO Box 39  
SYDNEY NSW 2001

Dear Sirs

**Amended concept Proposal for the Harbourside Shopping Centre Development SSD-7874**

We refer to the above proposal and wish to make a submission on behalf of Sofitel Darling Harbour Hotel at 12 Darling Drive Sydney.

Having reviewed the proposal we wish to object to the amended concept proposal for a residential apartment tower, retail shopping centre and public domain improvements.

Specifically, we make the following comments:

**Darling Harbour Development Plan No. 1 – 1985**

(1) *The stated objects of the plan are:*

- (1) (a) *to promote the development of the Darling Harbour area as part of the State's Bicentennial Program*
- (b) *to encourage the development of a variety of tourist, educational, recreational, entertainment, cultural and commercial facilities within the area, and*
- (c) *to make provisions with respect to controlling development within that area.*

(2) *The means whereby this plan aims to achieve its objects are:*

- (a) *by providing that certain kinds of development may not be carried out in the Darling Harbour area otherwise than in accordance with the terms of a permit,*
- (b) *by prohibiting all other kinds of development within that area, and*
- (c) *by ensuring that the controls that apply in that area in relation to the carrying out of development apply also in relation to the demolition and renovation of buildings and works.*

**Comments:**

- The bicentennial has long passed and this proposal does not fall into that category.
- We submit the type of development encouraged envisages development other than residential.
- The Sofitel, as are the majority of developments on the site, is tourist based including retail, recreational, entertainment, cultural or commercial – not residential towers.
- While residential buildings are permitted under Schedule 1 we submit that they don't fulfil the objects of the plan, especially located so close to Cockle Bay and what is considered a tourist precinct.

### **Amenity Impacts**

While acknowledging that the DHDP has no prescriptive controls over heights of buildings or gross floor areas, the proposed scale of the residential tower at 45 storeys is in appropriate in its location.

The proposed tower is 29.3 metres higher than the Sofitel. That is 27.21% higher.

### **Views**

The building will obscure views from the Sofitel Hotel of the main harbour including the Harbour Bridge and parts of the Pyrmont Bridge.

### **Location/Overshadowing**

With the proposal located so close to Cockle Bay it will substantially overshadow the public promenade and Cockle Bay itself for extended periods.

It will also overshadow parts of the hotel including the main outdoor area which is the pool deck and cabanas on Level 4 which have been located to take advantage of the northern sun.

### **Privacy**

A 45 storey residential tower with balconies will offer an alternative style of occupation to tourism.

It will be different to hotel rooms in that residents will be able to overlook the hotel rooms and in particular the Level 4 pool deck. They will be residents who live there permanently, not guests of a hotel on short term stays.

### **Setbacks**

The narrowing of the public foreshore setback in front of the proposed development will restrict public access to the hotel and facilities generally.

It should be a tourist precinct which is accessible, open and enables varied activities related to its location.

### **Wind Impacts**

The Wind Report provided is basic at best. It does not provide testing to show the sorts of impacts which might be expected.

This again is critical to the use of the hotel's Level 4 outdoor terrace.

### **Traffic**

The general area is currently served by a single lane road each way from Haymarket to the site.

It is located near the main intersection for vehicular traffic and pedestrians at the intersection Pyrmont Bridge Road and Murray Street. This is the only viable access to Pyrmont and the western parts of the inner city.

A development of this scale will require servicing and vehicular access for residents of the tower.

Hotels are in the majority of cases serviced by taxis or buses.

A residential tower of this size would normally require some residential parking.

The transport infrastructure in Darling Harbour and beyond in Pyrmont is simply inadequate for a development of this size.

### **Summary**

There needs to be more detailed reports specifically addressing the social and environmental impacts.

The scale is way beyond the level of the existing development in Darling Harbour and will completely dominate the Darling Harbour precinct.

It is too close to the waterfront and should be located behind rather than in front of existing developments.

The retail podium is questionable unless a balance is reached between tourist based retail and the needs of a 45 storey residential tower.

In summary we submit the scale and type of development proposed is against the objects and spirit of the Plan in that it is introducing an element which doesn't complement or control development within the area.

Instead it will dominate the whole precinct with the consequential impact on the environment of the precinct and Pyrmont generally.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'M. Munro', with a long horizontal stroke extending to the right.

Michael Munro  
Director  
Group Architects Pty Ltd