

## SUBMISSION

### SUMMARY

My submission is that I **object** to the bulk and scale of the northern portion of the podium due to:

- its visual impact on Pyrmont Bridge and Darling Harbour more broadly;
- it will not allow the full span of the bridge to be viewed from significant part of the harbour;
- inconsistent with the scale and proportions of the tower (as amended);
- it dominates the foreshore; and
- it still significantly inhibits the views of half the floors of 50 Murray Street (up to level 8).



*Current proposal*

The Department should give consideration to **amending the envelope for the northern portion of the podium consistent with the Cockle Bay Wharf approval (SSD 7684) to RL 12** for that portion of the podium facing the harbor and abutting Pyrmont Bridge and then rising to RL 19. These RLS should be maintained for 75 m to the south and then rising to RL 26.

- roof features, awnings, parapets, open space plantings, business and building identification signage and structures should be contained wholly within the building envelope, as such features can be substantial in size and may have additional unexpected visual and amenity impacts on the already proposed significant height of the podiums

I **support** the relocation of the tower from the north of the site to the centre of the site (the widest part of the site) and endorse the tower envelope location as it represents the best outcome for the site in terms of overshadowing, view loss, and heritage impact.

#### Consideration of the issues raised

##### **Bulk and Scale**

The issue of bulk and scale was by and far the dominant issue raised in submissions.

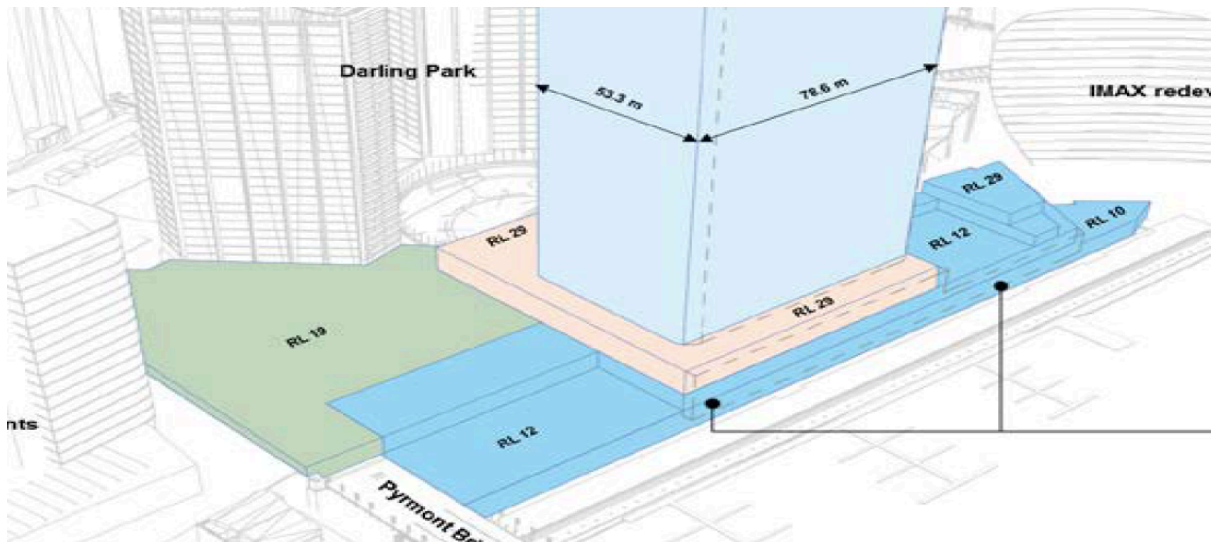
The Applicant (Planner and the Architect) response to submissions has made little attempt to address the issue and where he has he has increased the footprint in other parts of the project to ensure they maintain the 87,000sqm GFA – ‘minor’ was a good description for the effort to address such a significant issue.

***“A minor increase in the width of the building footprint of the tower has occurred, to accommodate the floorspace from the reduction in height of the tower and removal of the ‘tail’”*** (extract from planning report) which allowed the Applicant to maintain the GFA at 87,000sqm.

Although I acknowledge the lack of controls, such as FSR, for the site, the site is a part of the Darling Harbour Precinct and the bulk and scale should be consistent with character of the precinct and should enhance the experience and vibrancy of Darling harbour as well as its various landmarks particularly heritage elements such as the Pyrmont Bridge.

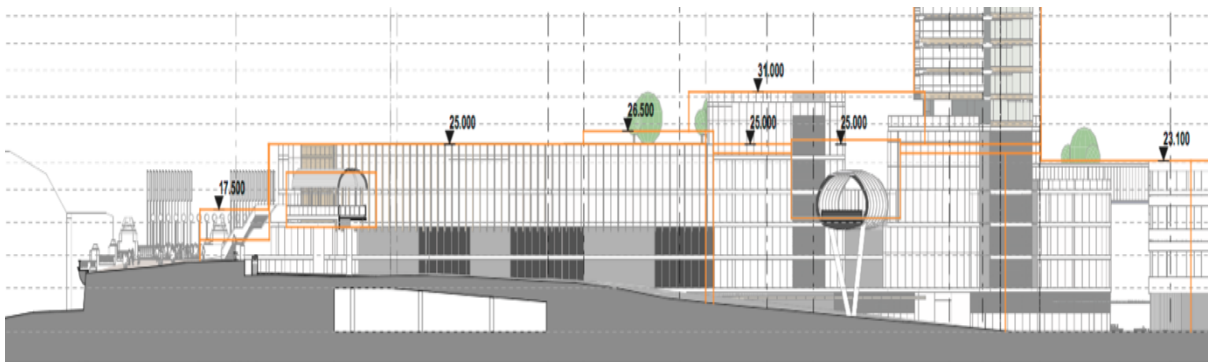
Early this year the Cockle Bay Wharf State Significant Development (SDD7684) was approved. The considerations and outcome of the Cockle Bay Wharf proposal and the Harbourside Shopping Centre Redevelopment proposal should exhibit consistency in building envelopes in that they are both significant elements of the Darling Harbour Precinct; both adjoin the Pyrmont Bridge and front the Darling Harbour.

The Department as well as its independent expert design advisor have gave considerable attention to the issue of the Cockle Bay Wharf development on the visual impact on Pyrmont Bridge and Darling Harbour more broadly. It endorsed an RL for the north portion of the podium of 12 fronting onto the harbour and a RL of 19 over the roadway rising to RL29 for the podium of the tower.



#### *Cockle Bay Wharf Development approved RLs*

The Harbourside Shopping Centre Redevelopment proposal is proposing and RL of 25 for the northern portion of the podium rising to RL 26.5 and then RL31.



#### *Harbourside Shopping Centre Redevelopment Amended Proposal*

The impact of approving the envelop Shopping Centre Redevelopment will produce two inconsistent character for the entry to the Pymont Bridge.



#### *Visual Impact on the East and west side of Pymont Bridge*

To maintain the character of the precinct and the consistency of the experience and vibrancy of Darling harbour as well as its various landmarks particularly heritage elements such as the Pyrmont Bridge it is recommended to **amend the proposed envelop for the northern portion of the podium to** RL 12 for that portion of the podium facing the harbor up until the beginning of the Bridge and then rising to RL 19 as the envelope moves west. These RLS should be maintained for 75 m to the south and then rising to RL 26.

## **Views**

The amende design still significantly inhibits the views of half the floors of 50 Murray Street (up to level 8).

The RL levels recommended above would enhance the views of occupants of 50 Murray Street Pyrmont and negate objection.

Name of submitter: Kerry Keogh

Relationship to Application: owner of unit 803, 50 Murray Street Pyrmont.

Declaration of political donations: Nil

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