

Ultimo Village Voice

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Chair - Yimmy Seifert; Vice Chair - Bill d'Anthes; Treasurer – Charlie Crone; Minutes Secretary – Kris Leveson; Communications & Publicity Officer - Patricia Johnson; DA Officer – Zena Vaassen

5 December 2021

David Glasgow
Dept of Planning Industry & Environment

Dear Sir

Cockle Bay Wharf mixed use development

Ultimo Village Voice is a community group of Ultimo residents. We have previously lodged a submission to the Concept Plan in 2017.

We still have numerous concerns about this development which will result in overdevelopment on Darling Harbour's waterfront, creating impacts on the public domain and adjacent areas.

Details of our concerns are listed below.

Scale Impacts

The proposal for the commercial tower on the existing Cockle Bay Wharf marks a massive change in scale. The tower is excessively high, and would dominate Cockle Bay and surrounds, and add to cumulative impacts from other high rise plans and proposals in the precinct.

As previously stated, there are concerns regarding view loss, overshadowing and the domination of the tower on the waterfront location.

View Impacts

The tower would significantly impact on views within Darling Harbour, and from Pyrmont Bridge and Ultimo/Pyrmont. The tower would devastate city skyline views from Pier 26 and dominate them from the Harbourside promenade; the promenade at Cockle Bay Wharf would have most city views blocked. The tranquility and pleasantness of these waterfront public spaces would be eroded. Skyline views from Tumbalong Park, vital to its amenity, would be interrupted.

Of great concern are view impacts from heritage significant Pyrmont Bridge, with most city skyline views blocked. The heavy presence of the tower directly adjacent to the bridge would dominate the experience of walking on this important bridge and substantially detract from its heritage values and views.

As mentioned above, Darling Harbour is dedicated public land and one of its vital roles is providing public access to the harbour, blue skies and a varied skyline. No particular development should dominate outlooks.

It is also of vital importance to maintain the wide pedestrian walkway all the way from Darling Harbort to Cockle Bay.

Traffic & Transport Impacts

We believe that there are still not public transport options with good connectivity between Cockle Bay and the surrounding areas, from Pyrmont and Ultimo in the West to the City CBD in the east.

Additional Parklands

We welcome this initiative but wish to point out that the amenity and additional access to and from the city by the Pyrmont Bridge and additional parklands may well be ameliorated by strong and dangerous winds as the result of the air disturbances affected by the construction of this and the other oversized structures planned for the Pyrmont Ultimo peninsula.

Pedestrian Access

We welcome the pedestrian linkages to Druiitt Street, Sussex Street, Market Street and the Pyrmont Bridge, as well as the main public park link. However, despite the close proximity to the city, there is still lack of direct pedestrian access between Ultimo and Pyrmont to and from the city, especially after part of the previous walkway attached to the Western Distributor was removed for new lanes as part of the 2004 Cross City Tunnel changes.

We request consideration of options to provide better pedestrian access from Ultimo/Pyrmont to Darling Harbour/Cockle Bay and onto the City.

We respectfully request consideration of our concerns raised above.

Regards

Yimmy Seifert
Chair, Ultimo Village Voice