

**Harbourside Shopping Centre Redevelopment SSD-7874**  
**Amended Concept Proposal and Stage 1 Early Works October 2020 and**  
**Response to submissions**

My submission is to OBJECT based on the grounds that the minor changing to the northern podium do not :

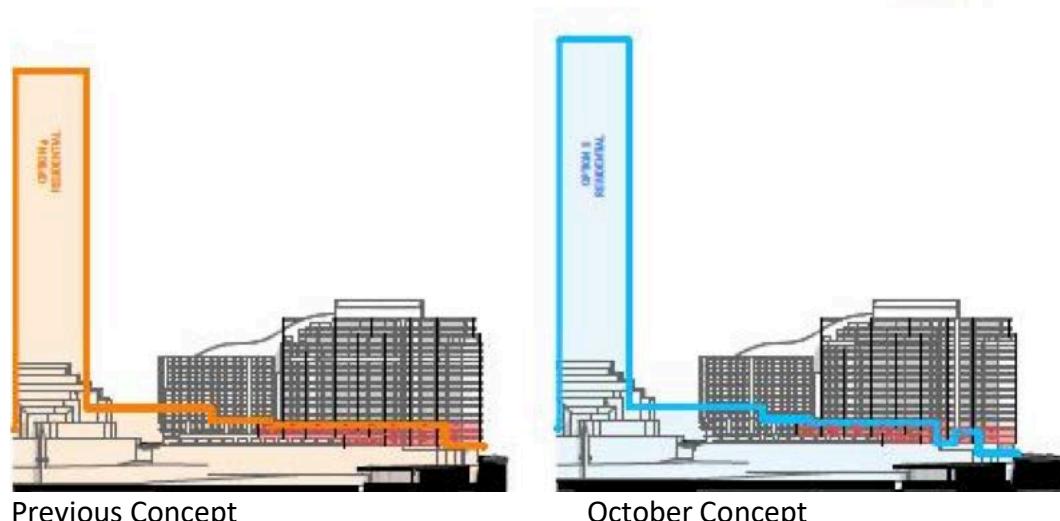
1. Reduce the view impacts to 50 Murray Street;
2. Not significant setback to improve the relationship with Pyrmont Bridge;
3. The provision of Guardian Square is not significant public open space and limited functionality .

***Mirvac's Response to Submissions***

Mirvac's latest response to submissions is to increase the tower height further to RL166.95 and then to use the additional GFA gained from increasing the height of the tower to reduce a small part of the height of the northern podium by the same amount in order to maintain the total GFA of 87,000 square meters. In doing so Mirvac has created a two level Park limiting its function and quality particularly for families who frequently come to Darling Harbour to enjoy the amenities.

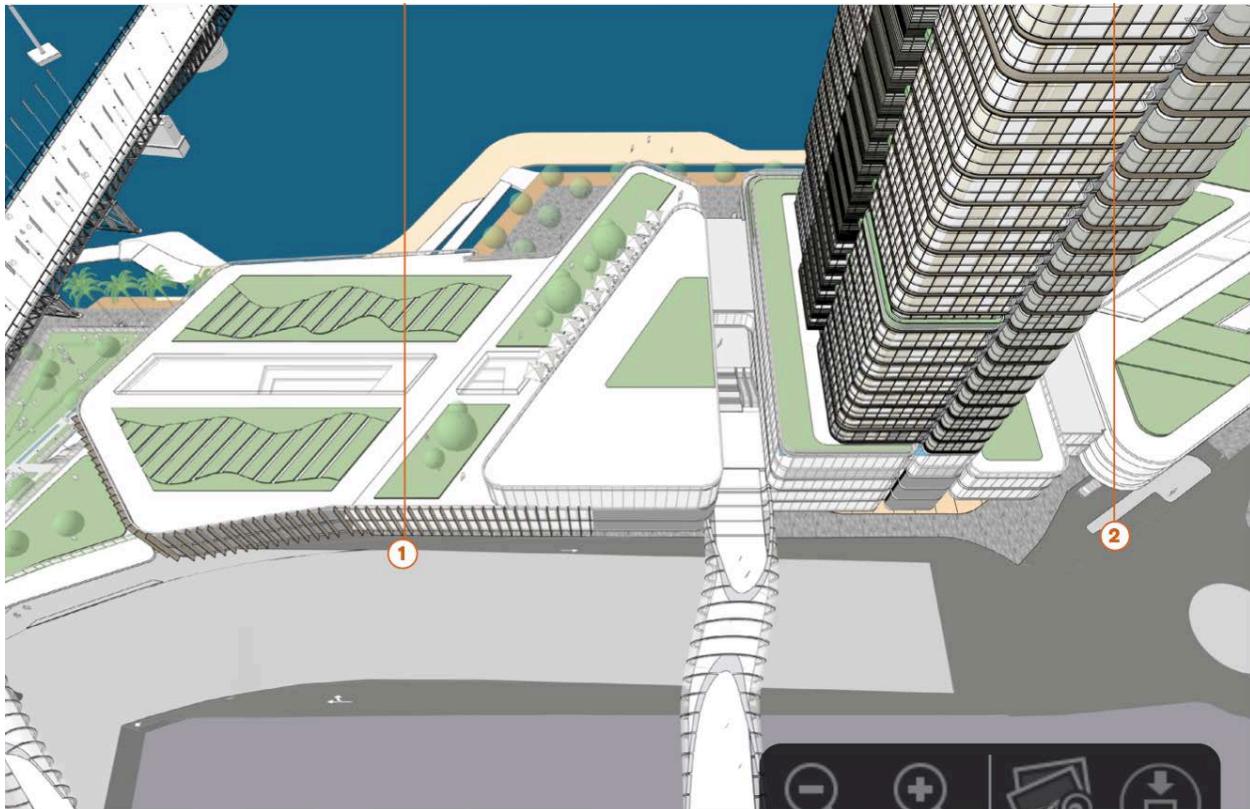
The issue of bulk and scale was by and far the dominant issue raised in submissions. The proponent's current Response to Submissions has made little attempt to address the issue, particularly the height of northern podium abutting the State listed Pyrmont Bridge, while maintaining a clear primary objective of maintaining 87,000 sqm of GFA across all three concepts.

***Addressing the Impact on Views of 50 Murray Street***



The majority of the **east facing** apartments of 50 Murray Street have highly valued views that enjoy **whole water views of Cockle Bay**. Every aspect (Floor to ceiling glass) of the apartments, in addition to the balcony, have a view of the water. With the previous concept, all east facing apartments at level 8 and below totally lost all Cockle Bay views. The amended concept as shown below still has east facing apartments loosing all Cockle Bay water views.

The proponent claims that by introducing a north east facing 'channel' it provides views north of Pyrmont Bridge and thus claims it has '*significant improved view sharing of 50 Murray Street*'. This is an **unacceptable claim**. It has been pointed out that east faced of 50 Murray Street is a curved. Providing a north east channel at the north end of the proposal has no impact on sharing the water views of Cockle Bay.



*Views from curved 50 Murray Street are inconsistent with the provision of a channel view platform to the north east claiming to have 'significantly improved view sharing of 50 Murray Street'*

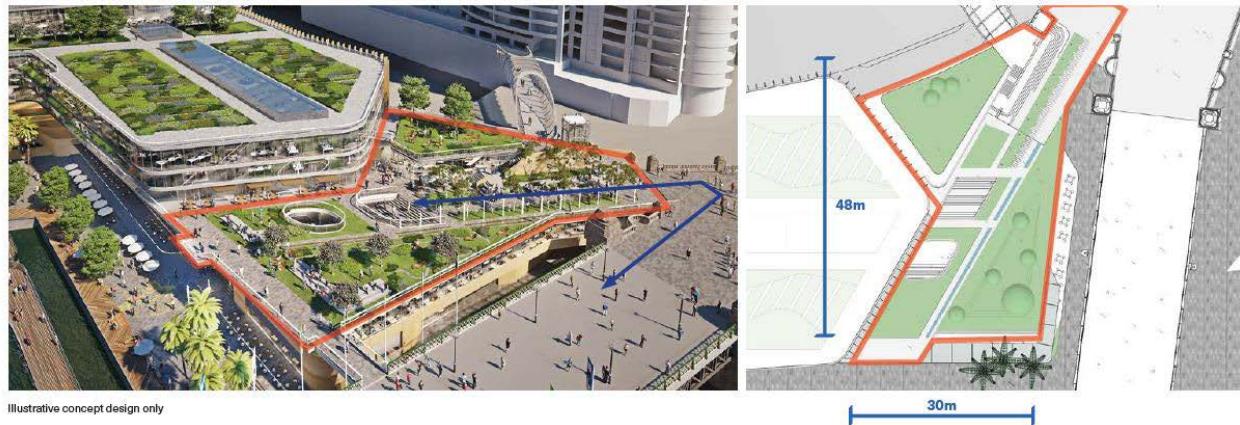
### ***Relationship with Pyrmont Bridge***

The podium setback to Pyrmont Bridge is only some 25 meters where the RL rises from 13.75 to RL 25 which still significantly overpowers the State listed Pyrmont Bridge. The Cockle Bay side of the Pyrmont Bridge has an RL of 12 for 65 meters.

### ***Provisions of Public Open Space***

Much is made by Mirvac of providing public open space called Guardian Sqaure. However as can be seen below open space is in two levels (RL 13.75 and RL17.60) with a maximum width of some **30m**, which require families to walk up **3.85m of stairs/ramps** to enjoy it. This area will be the entrance to this community destination for families coming from the light rail at the Star stop, for Pyrmont peninsular residents, for people who park in the public carpark under 50 Murray Street and people coming over Pyrmont Bridge. It will be a very busy and active access area and limited ability to enjoy it as a park. The majority of the site function is a 'site through link' rather than a park which families can enjoy. This **clearly limits its function as quality public open space**.

By way of comparison, the park in the Cockle Bay Wharf development is approved at **95m** wide and is on one level.



*Images of the two level Guardian Park*

***Options for Concept change to provide the proponent with the same development potential and reduce the impact on the loss of water view of 50 Murray Street and the impact on the State listed Pyrmont Bridge.***

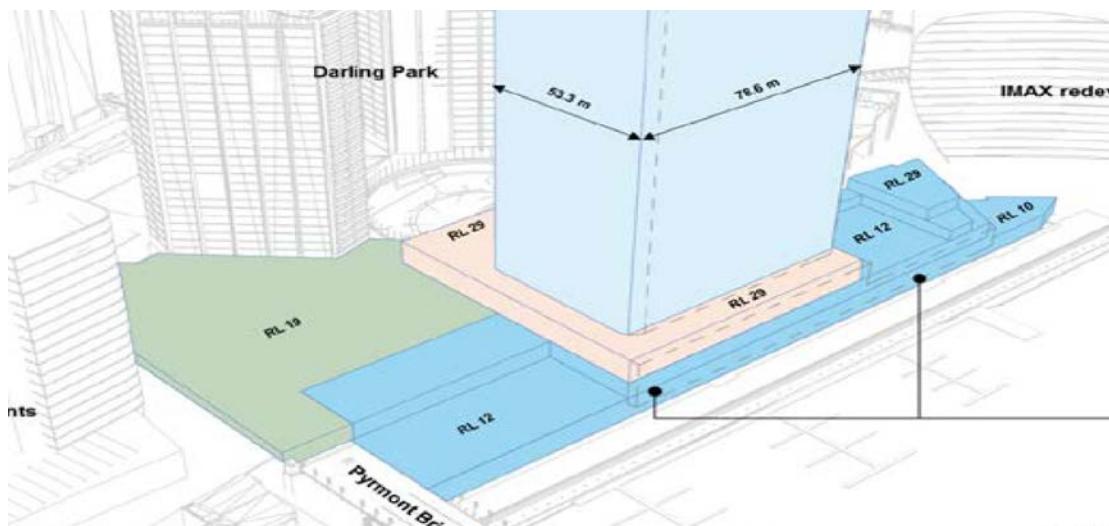
The Darling Harbour Development Plan No.1 is the environmental planning instrument which provides land use controls for land within the Darling Harbour precinct which includes the Harbourside Shopping Centre. The development of the Daring Harbour should all have a similar

strategy to ensure good urban design; consistency in building envelopes and setbacks in regard to the heritage Pyrmont Bridge and the water; as well as meeting the needs of all stakeholders.

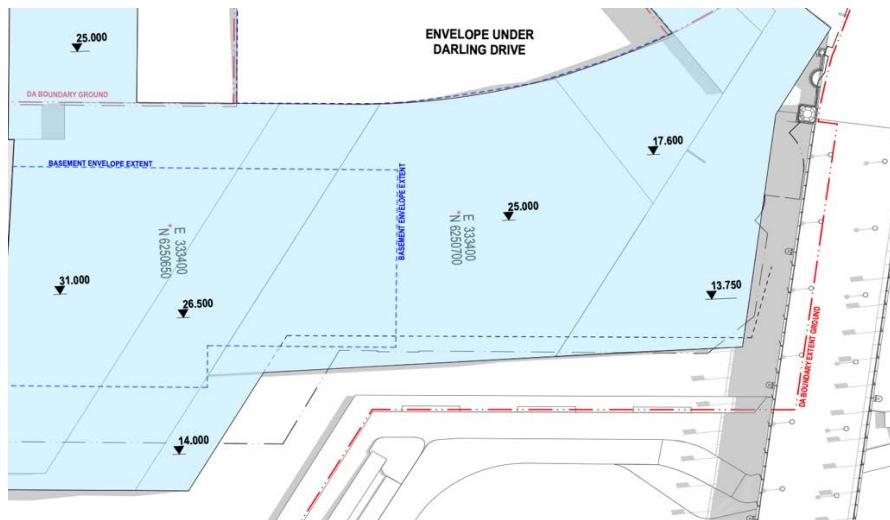
The proponent in its current documentation stated that 'establishing a similar strategy as the eastern edge of the Cockle Bay development' supported its tower height. Therefore consideration should be given to the strategy approved by the Department for Cockle Bay development.

The Cockle Bay Wharf State Significant Development (SDD7684) was approved earlier this year. The Department together with the advice from 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. The north podium (closest to Pyrmont Bridge) has an approved RL of 12 at the harbour's edge and RL of 19 over the road providing a on level park some 95m wide. This two level podium extends for 95m away from Pyrmont Bridge before increasing to RL 29 which is only 7.9m before the tower commences.

In contrast, the Harbourside Shopping Centre Redevelopment proposal is for a two level park RL's of 13.75 and RL 17.6 extending away from the Pyrmont Bridge by only some 30m before rising to 25, proposing and RL of for the northern portion of the podium rising to RL 26.5 and then RL31.



*RL's of Cockle Bay Wharf Approved Development*



*RL's of Harbourside Concept Proposal*

The impact of approving the envelop for the Harbouside Shopping Centre Redevelopment will produce two inconsistent character of addressing the Cockle Bay basin as well as an inconsistent start and end of the Pyrmont Bridge.



*Harbourside interface with Pyrmont Bridge*



*Cockle Bay interface with Pyrmont Bridge*

### ***Does the public benefit offered out weigh community concerns?***

The current use is for 20,000 square meters of GFA of retail. The current proposal is for 87,000 square meters of GFA of which 42,000 sqm is for residential and 45,000 non-residential and of this 8,500 sqm GLA for retail. The **public benefit** for such very significant uplift is stated as **stairs, steps, paving, upgrade of bridge and a 25 meter wide two level public park.**

Further in terms of government's commitment to provide for affordable housing, Mirvac is offering \$5.2m (no affordable housing apartments in our luxury tower just money), which is likely equates to two apartments or some 0.5% of Mirvac's proposed 357 apartments whereas the norm across Council's is 5%.

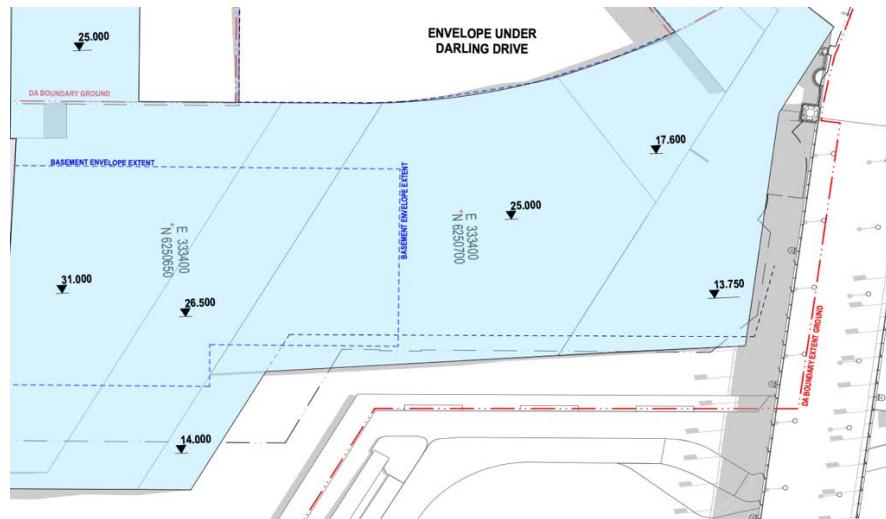
Mirvac started with 87,000 square meters of GFA in their first concept and although the majority of objections have been focused in bulk and scale, Mirvac has maintained 87,000 square meters GFA in their two Response to Submissions thus far. No doubt their focus to maximise **Mirvac benefit** must have been a challenge in balancing the needs of all stakeholders and providing a balanced public benefit.

The answer to this question is No.

## ***Suggestion Amendment to address my objection***

To adequately address :

- Sharing of views of Cockle Bay particualy from 50 Murray street; and
  - the character of the precinct and the consistency of the experience and vibrancy of Cockle Bay 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 maintain the RL 13.75, but extend the RL 17.60 such that it extends 75m from Pyrmont Bridge as set out below. Such an outcome would negate my objection.



Name of submitter: Jeff and Lulu BOST

Relationship to Application: owner of unit 1213, 50 Murray Street Pyrmont.

### **Declaration of political donations: Nil**

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