The current Harbourside proposal has unreasonable adverse impacts on the **amenity and heritage of the area** due to the **bulk and scale of the northern podium envelope.**

I will offer four points for the Panel’s consideration.

Firstly the northern podium envelope of the Harbourside Proposal is not commensurate in bulk and scale with the neighbouring Cockle Bay redevelopment, particularly adjacent to the Pyrmont Bridge. This creates inconsistency in the character of the Cockle Bay basin, and a lack of coherence in the developments at the start and end of the Heritage Pyrmont Bridge.

The Cockle Bay redevelopment has a podium envelope with an approved RL of 12 at the harbour’s edge and RL of 19 over the road, and provides a large family, pram and disabled friendly, one level park behind Pyrmont Bridge. The podium at **RL 12 extends for more than 65m** away from Pyrmont Bridge before increasing to **RL 29 for 7.9m**.

In contrast, the Harbourside Proposal plans for a three-level park, starting at RL of 13.75 for a mere 30m before **rising to RL26.5 for about 60m** right along the water’s edge. The bulk and scale **reduces the amenity** of the public walkway, being twice the height of the bridge platform (~RL12.5), and unreasonably obstructs views of the bridge and water from surrounding buildings and is inconsistent with the Cockle Bay Redevelopment.

Also, the proposed three-level park is not family friendly and will be a deterrent for those who require disabled access and for the many families that visit the harbour with prams, including myself. Instead, a publicly trafficable RL 13.75 or RL17.5 one-level tier extending for 75m along the waterfront would provide a significant family and disabled friendly, flat, open space similar to the Cockle Bay development.

**Secondly,** the podium envelope setback from the Pyrmont Bridge is only some **25 meters** before the RL rises from 13.75 to **RL 26.5, which still significantly overpowers the Heritage Pyrmont Bridge being twice the height of the bridge platform (~RL12.5)**. In contrast, the Cockle Bay side of the Pyrmont Bridge has an **RL of 12 for 65 meters which is the same height as the bridge platform**, and this scale was recognised by the Department of Planning and Environment to provide “*a relatable scale of development adjacent to the foreshore. The podium height would not challenge the visual dominance and heritage significance of Pyrmont Bridge*”[[1]](#footnote-1). In contrast, I contend that the current height and bulk of the northern podium of the Harbourside Proposal, inappropriately and unacceptably challenges the visual dominance and heritage significance of Pyrmont Bridge**. To ensure coherence at both ends of the bridge, the podiums should be of a similar height and extend for a similar length along the Harbour.**

**Thirdly, my valuable whole water views from ODH over Cockle Bay will be entirely taken away from me** by the Harbourside Proposal for its own enjoyment. This is true of many of my neighbours in ODH who will also suffer the loss of all or the majority of their existing whole water views. When it comes to my highly valued water views, it will not be ‘**view sharing’** but a devastating total loss of water views.

The provision of a northern ‘corridor’ in the Harbourside Proposal does not facilitate view sharing given the curved nature of the ODH building. It does not in any way benefit the many apartments who will experience a total or majority loss of valuable whole water Cockle Bay views which is devastating in impact to the amenity of the pre-existing residential apartments. The visual assessment impact was done based on balcony views, however, I, like most residents spend much more time inside the apartment and my views are enjoyed from the living room and bedrooms, and the Northern Corridor will not create any view sharing from these points.

**Fourthly**: The current Harbourside Proposal does not include the height of landscaping or amenities which will further increase the bulk and scale of the northern podium, which already has an unacceptable impact on the amenity and heritage of the area.

**In conclusion, I recommend the Panel to adopt the following:**

- that the proposed northern podium envelope commence with the current RL of 13.75 or 17.5, creating a one level publicly trafficable park, and extend south for 75m from the Pyrmont Bridge to ensure coherence with the Cockle Bay end of the Pyrmont Bridge which was approved for a podium of RL12 for 65m along the water ; and

- that the landscaping and any proposed amenities be restricted to elevations within the suggested envelope.

These requests will still provide the Applicant similar development potential.

**The benefits of the recommendation:**

1. Northern Podium no longer dominates Heritage Pyrmont Bridge at ~RL12 or ~RL17, being same or similar height as the Bridge
2. Consistent treatment of area adjacent to both ends of Pyrmont Bridge, creating coherence and harmony in Cockle Bay Basin, podiums at both ends will be of similar height (~RL12 or ~RL17) and extend for similar length along foreshore (~75m)
3. Negate view sharing issues with ODH as majority of Northern Podium will be similar height as Bridge Platform/existing shopping centre
4. Large one level park creates significant public amenity that family, pram and disabled friendly
5. Applicants proposal is not unduly impacted, able to still create around 2-3 storeys of commercial space and build approx. 400 residential apartment tower with no changes to southern podium.

1. Para 2, point 4 of [Slide 49 of:](Slide%2049%20of:%20) <https://www.ipcn.nsw.gov.au/resources/pac/media/files/pac/projects/2019/01/cockle-bay-wharf-redevelopment-concept-proposal/department-of-planning-and-environment-assessment-report/assessment-report.pdf> [↑](#footnote-ref-1)