



NEWGATE
AUSTRALIA

COCKLE BAY PARK DEVELOPMENT

SUPPLEMENTARY CONSULTATION REPORT

October 2017



NEWGATE ENGAGE

Newgate Engage works inclusively and constructively with clients, their stakeholders and communities to identify issues and to generate solutions. Residents, neighbours, business owners, regional audiences, industry and peak groups are among those we work with.

Our team assesses each client's unique needs and uses a range of engagement methodologies including facilitated direct engagement, online and social media platforms, plain English documents and newsletters and third party forums.

Whether delivering a bespoke approach or reliably delivering the essentials, we work with you in flexible and practical ways to get outcomes.



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EXECUTIVE SUMMARY

This report is an appendix to the Cockle Bay **Amended Environmental Impact Statement 2017** and should be read and considered to supplement the information in that report.

This *Supplementary Consultation Report* should also be read in conjunction with the *Pre-Submission Consultation Report*, completed in November 2016 to accompany the initial 2016 *Development Application for Cockle Bay Wharf Revitalisation*.

Negate Engage has provided community and stakeholder engagement services to DPT and DPPT Operator Pty Ltd (the Proponent), as apart of considering the future form and function of Cockle Bay Wharf. In 2016, the Department of Planning issued requirements for an environmental impact assessment, including for consultation activities. The Proponent:

- ◆ Completed community and stakeholder engagement in preparing the EIS, and
- ◆ Then considered in detail the submissions to the Development Application and the EIS exhibition,

and is actively seeking to address as many issues, ideas and concerns as is viable.

For the 2016 development application Newgate undertook a community and stakeholder consultation program in August and September 2016, which included:

- ◆ Market research,
- ◆ Onsite community intercept surveys,
- ◆ Providing a newsletter to all neighbouring land uses,
- ◆ Monitoring and responding to the project email and information line, and
- ◆ holding meetings with local community groups, residents, businesses and government agencies.

After this phase of engagement and assessment the Stage 1 State Significant Development Application (SSDA) was submitted. During the public exhibition community and agency feedback was provided to the Department – some of the ideas and recommendations in those submissions echoed those provided during the initial consultations.

As a result, there has been a significant redesign process, amending the original concept design to respond to requests for:

- ◆ Better public parkland and open space,
- ◆ Better community access to the harbour edge and water,
- ◆ Better community access to the city and Pyrmont Bridge, and
- ◆ Better pedestrian access to Druitt Street and a rebuild of the Druitt Street pedestrian bridge.

The amended concept proposal has significantly changed aspects of the original design, primarily in response to the feedback provided during the pre-SSDA submission and the public exhibition of the Stage 1 SSDA. These changes include:

- ◆ Moving the location of the building further to the south of the site, to create a significant new sunny (north facing) park,
- ◆ Decreasing the height of the tower to reduce the building's limited overshadowing impact, and
- ◆ Increasing the amount of public recreational and community space.

Since November 2016 the proponent has continued to consult with stakeholders about these changes, in readiness for an extensive consultation once the information is placed back on display by the Department of Planning.



This information is outlined below and in the main report - ***Amended Environmental Impact Statement***.

Importantly, the proponent has recognised the importance of engaging the community and other stakeholders throughout the design process and has committed to further consultation with residents, community groups, business, government agencies and Cockle Bay visitors.

As part of next steps, an international design excellence process will be undertaken seeking input from the world's best design firms, to ensure Cockle Bay Park is a world-class development and a civic transformation.



1. THE PLANNING AND CONSULTATION PROCESS

1.1 Community and stakeholder consultation objectives

The objectives are:

- ◆ To build stakeholder and community awareness of, and capacity to participate in, the formal consultation process for Stage 1 and 2 of the SSDA, including submitting feedback about community facilities and amenities, landscaping, public art and preferred retail premises and restaurants,
- ◆ To enable stakeholders and community members to learn about the SSDA and to provide feedback,
- ◆ To provide a structured and understood framework for questions and comments, and
- ◆ To facilitate an understanding of both the commercial and public benefit aspects of the project and the need to balance inputs and outcomes.

1.2 Stakeholders

The community of interest for Cockle Bay is large. Property NSW (formerly the Sydney Harbour Foreshore Authority) advises there are 26 million visitors to Darling Harbour each year. This precinct is a focus for family and community outings, including:

- ◆ Significant public events and gatherings such as Australia Day and New Year's Eve celebrations,
- ◆ Local attractions and museums,
- ◆ Over 25 free events and cultural festivals sponsored by Property NSW annually,
- ◆ Restaurants, cafes and retail outlets, and
- ◆ Walking, relaxing and sightseeing.

Property NSW's most recent *Visitor Snapshot July 2014 – June 2015* stated that overseas and domestic visitors go to Darling Harbour to walk and sightsee (71% and 55% respectively). Sydneysiders and domestic visitors mostly go to Darling Harbour to visit restaurants and cafes (66% and 64% respectively) and to relax (48% and 43% respectively).

The majority of Sydney visitors come from Sydney's West (26%) and the city area (21%).

Accordingly, the **Amended Environmental Impact Statement** seeks to include more benefits for local and visitor community segments including new green and public spaces, retail and community facilities. Community and stakeholder consultation has therefore focussed on capturing the views and opinions of this diverse group including:

- ◆ Nearby residents and building owners including focused research on a representative cross section of residents from nearby suburbs,
- ◆ The wider Sydney community including focused research on a representative cross section of community members from wider Sydney,
- ◆ City planning and regulatory authorities,
- ◆ Local community groups,
- ◆ Existing Cockle Bay Wharf tenants and Darling Park tenants, and
- ◆ Cockle Bay Wharf local, domestic and overseas visitors.



1.3 Project timeline

Further consultation will be undertaken to support the design of the precinct.

Pending the approval of the Stage 1 SSDA, the Stage 2 consultation would include:

- ◆ Specific engagement with stakeholders from the design community,
- ◆ Engagement with the wider community on progressing the urban amenity elements, landscaping, ground and pedestrian level facilities, and the commercial tower design, and
- ◆ A display of the Stage 2 SSDA by the Department of Planning and Environment, seeking further submissions.

Figure 1 outlines the planning and consultation process.

This flow chart has been included in a fact sheet that has been distributed to the community, see Appendix A.

August – October 2016

Initial community consultation and concept development.

December 2016

Stage One Development Application on display and feedback received.

January – September 2017

Stakeholder discussion as part of developing the amended Concept Plan.

Late 2017

Lodge Amended Environmental Impact Statement.

2018

Stage Two Development Application Process for final design.

2019

Community consultation throughout the pre-construction and construction phase.

2023

Proposed precinct completion.



2. CONSULTATION AND FEEDBACK

2.1 2016 Market research

Prior to the 2016 submission of the Stage 1 SSDA, focus group research was held to consult with residents and visitors from wider Sydney about the proposal. The research sought to understand established attitudes and usage of the Cockle Bay area, ascertain areas of concern, build knowledge around the potential design of public space, explore public aspirations for the future of the area to understand the acceptability of a tall building in Cockle Bay, and gather information of the perceptions of current developments within the area.

The following is a brief summary of the findings from the research (the full research report can be found in Attachment 5 of the *Pre-Submission Consultation Report*).

Cockle Bay Wharf at present:

- ◆ Most participants would like to see Cockle Bay updated. Reasons given were the area looks tired, the Cockle Bay experience offers little past bars and dining and it is believed that Cockle Bay is being left behind compared to other developments in the CBD area,
- ◆ Participants' current usage of Cockle Bay is based on occasions, rather than everyday activity. Those who visit the area on special occasions feel let down by the experience, and
- ◆ The use of quantitative symbolic analysis research showed that participants feel Cockle Bay is old, tired and 'broken', and lacking a distinctive identity.

Regarding the 2016 proposal:

- ◆ Two thirds of participants were positive toward the proposal, specifically the concepts of the landbridge, urban park, community amenities and expanded retail and dining options,
- ◆ Concerns were raised about the height of the commercial tower, its potential to dominate the foreshore and commercialisation of the development,
- ◆ The participants generally understood the commercial and public domain aspects,
- ◆ Many participants expressed a desire for the new commercial tower to add aesthetic or iconic value to the Cockle Bay area and for it to be distinct,
- ◆ There were some concerns expressed regarding potential for over-development of Darling Harbour, and
- ◆ The desire for more green space was a strong theme.

In 2017, the Proponent considered further these community issues and ideas:

- ◆ The landbridge concept (over the Western Distributor) has been retained and strengthened,
- ◆ The urban park proposals have been reconsidered and strengthened,
- ◆ The commercial tower height and floor plate was reduced, and moved back from the shoreline, appreciating the community concern about the effect of a tall building in close proximity to the water,
- ◆ The need for distinctive high-quality design, marking this area as a special, iconic place, was appreciated and resolved, and
- ◆ Development sympathetic to increased public use of this space was required, and the site layout was reprioritised to achieve this.



2.2 2016 Intercept surveys

Prior to the submission of the Stage 1 SSDA, community interviews were conducted with users of the Cockle Bay Wharf area. These interviews were conducted on weekdays, weeknights and weekends to ensure a diverse range of opinions were gathered.

A total of 85 interviews were completed. Participants were asked for their views about the current development, retail, landscaping, public art and the concept of a tall office tower at Cockle Bay. A list of the questions can be found in the 2016 *Pre-Submission Consultation Report*. Community responses are described below.

Cockle Bay Wharf at present:

- ◆ The area needs an upgrade. Some participants said it lacks color, looks old, is too tourist focused and has no variety.
- ◆ Navigating the Cockle Bay Wharf Centre can be difficult and the idea of the land bridge was extremely positively received. Some participants mentioned difficulty accessing the present area with a pram or trolley and some said there was a lack of wayfinding and easy access for those with disabilities, and
- ◆ The development and its retail facilities may not be accessible for the average person. While many people liked walking past the area, they were unlikely to go into the restaurants.

WHAT IS MISSING FROM THE COCKLE BAY AREA?

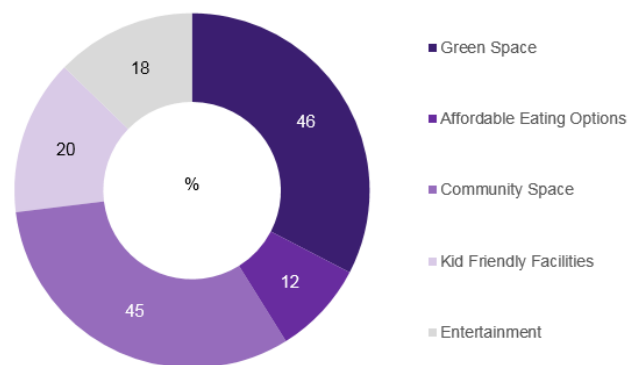


Figure 2: Statistics from the intercept survey, which can be found in the *Pre-Submissions Consultation Report*.

The 2016 proposal:

- ◆ Excitement was expressed by the potential new ideas be for retail, public domain/landscaping and public art. The survey team noted this in most interviews,
- ◆ A commercial tower was generally well supported in the context of what the development could be provided on the ground plane. It was felt that the building should be world class with interesting features different from other buildings and 49 participants said that the development should allow as much green space as possible,
- ◆ 67 participants stated that the tower height was acceptable or should be taller to allow more space for the public domain,
- ◆ 8 participants were very positive about the idea of a tower stating it could be a landmark building, interesting to look at, and it would add like to the area and be a canvas for light shows,
- ◆ 10 participants stated that tall buildings were already underway nearby and the area is changing accordingly,
- ◆ 13 participants rejected the proposal based on their dislike of the scale of the commercial tower,
- ◆ Of the participants who disliked the tower, 8 would prefer no tower at all and 5 stated that a shorter tower would be preferable,



- ◆ Reasons stated for the rejection of the tower included: dislike of the location by the harbour, a perception of over development of Sydney Harbour and preference for the current low structure of the Cockle Bay Wharf Centre,
- ◆ 3 participants stated that the building was too close to the water, and
- ◆ 1 participant was concerned about the area becoming too commercial.

Similar to Section 2.1, in 2017 the proponent revisited these issues and ideas:

- ◆ Development sympathetic to the public use of this space was required, and the site layout was reprioritised to achieve this. The new design includes up to 15,000m² of publicly accessible open space.
- ◆ The urban park proposals have been reconsidered and strengthened.
- ◆ The need for distinctive high-quality design, marking this area as a special, iconic place, was appreciated and resolved.
- ◆ The proponent has committed to a design excellence process.

2.3 2017 Community consultation

During October 2017, the Proponent distributed an A4 colour project newsletter to residents of the Astoria Towers, local community groups, local businesses and some stakeholders. The newsletter provided information on the changes to the proposals for the site that have occurred since the initial Stage 1 SSDA submission and contact information including phone and email.

The newsletter was distributed to approximately 165 residents and apartment owners, directly emailed to five residents who were previously engaged in the project in 2016, and 5 community groups. These community groups were:

- ◆ Darling Harbour Alliance
- ◆ Darling Harbour Live Community Liason Group
- ◆ Pyrmont Action Group
- ◆ Pyrmont Community Group
- ◆ Council of Ultimo/Pyrmont Associations

Follow up calls have been made, and all community groups are yet to provide feedback.

The following feedback has been received since mid-October 2017.

- ◆ Five residents have responded to the newsletter distribution with the following concerns:
 - ◆ Four residents cited the new view impact to the Astoria Towers as their primary concern,
 - ◆ Two residents raised concerns with the potential impacts they feel they will face during the construction of the project,
 - ◆ Two residents feel that the building is too close to the harbour,
 - ◆ Two residents have expressed their encouragement of the revised park concepts,
 - ◆ One resident felt that the community consultation for this project has not been robust enough, as he believed that local residents were not updated or consulted with about the proposed concept design amendments.



For the Astoria Towers building, we are offering to undertake a view impact analysis for property owners, to document the anticipated change in views.

Nearby commercial buildings were identified as project neighbours during the initial stages of consultation. The list and consultations are outlined in the *2016 Pre-Submission Consultation Report*.

Since December 2016, the Proponent has met with Grocon (IMAX Theatre), as the Proponent of the Ribbon project, an important project neighbour, to discuss the new concept design. This meeting was considered helpful to contribute ideas to the amended Concept Proposal. We will continue to work closely with Grocon.

The proponent also distributed the project newsletter to local businesses that were engaged with this project during 2016. Businesses reached out to included:

- ◆ Charter Hall
- ◆ BT Tower
- ◆ Mirvac
- ◆ Australian National Maritime Museum
- ◆ Sydney Convention and Exhibition Centre
- ◆ Helm Bar

The project team was contacted by the owner of Helm Bar to discuss the project. The following concerns were raised:

- ◆ The potential closure of Wheat Road during construction would impact how businesses get deliveries into their bars and restaurants.
- ◆ The owner would like to remain closely updated and if possible have a meeting with the proponents. The proponent is currently in the process of organising a meeting.

The project team will continue to engage with local residents, community groups and local businesses after the submission of *Amended Environmental Impact Statement*. All feedback will be documented and provided to the proponent for consideration as part of the response to Stage 1 SSD public exhibition.

2.4 2017 Agency and stakeholder consultation

The proponent has engaged with State and local government agencies and peak bodies leading up to the initial Stage 1 SSDA submission. Since December 2016, the following project stakeholders have been re-engaged to discuss the 2017 redesign:

- ◆ Office of the Minister of Finance,
- ◆ Office of the Minister of Property,
- ◆ Office of the Minister of Planning,
- ◆ The Department of Planning and Environment,
- ◆ NSW Roads and Maritime Services,
- ◆ Transport for NSW, CBD Coordination Office, and
- ◆ Property NSW.

Each stakeholder has received a presentation on the new concept design with an appreciation of the improvement to public domain quality being a noted benefit of recent changes and reduction in height.

In particular, the Proponent and/or its consultant team has met with RMS on five occasions to focus on:



- ◆ The need to not affect the operations of the Western Distributor,
- ◆ Fire safety – especially under the landbridge area,
- ◆ Piering options,
- ◆ Access to the Western Distributor for maintenance and repair,
- ◆ Wheat Road arrangements and safe construction vehicle access, and
- ◆ Structural integrity of the landbridge.

The Proponent and / or its consultant team has met with Transport for NSW on four occasions, to focus on:

- ◆ Road network operations during construction, including the acceptability of any road closures,
- ◆ Pedestrian planning and infrastructure,
- ◆ Cycleway connections, and
- ◆ A Construction Pedestrian and Traffic Management Plan, especially considering the cumulative impact of Sydney Light Rail, Sydney Metro City and South West, the Ribbon development construction projects.

The proposal has been modified to address the concerns raised.



3. FEEDBACK

The following table outlines the themes and issues raised in the consultation leading up to the December 2016 proposal application exhibition, and how the issues have been considered in the work between December 2016 and September 2017. The responses to the issues raised in public and agency submissions to the EIS are contained in Appendices A and B **Amended Environmental Impact Statement**. Of note, the feedback and concerns are now considered against a significantly amended concept proposal, as described in the **Amended Environmental Impact Statement**.

As such, and as described below, much of the agency and community feedback has been positively resolved.

Local resident and visitor queries and concerns were captured during focus groups (Section 3.2 of the Pre-Submission Consultation Report), on site community interviews (Section 3.3 Pre-Submission Consultation Report), discussions with local community groups (Section 3.4 Pre-Submission Consultation Report) and engagement with project neighbours (Section 3.5 Pre-Submission Consultation Report).

Comment	Proponent response at December 2016	Proponent response at September 2017
The approval process regarding work design and construction interface with the road and transport network will be significant.	The proponent will continue to work with RMS and TfNSW during the planning and implementation phases of the project to ensure issues are addressed and resolved, and appropriate transport interface is considered.	A significant engagement with RMS has taken place since December 2016. The feedback received during these engagements have been documented in the Amended Environmental Impact Statement . Close liaison with RMS and TfNSW will be essential for the project, given the strong interface with transport infrastructure.
Placement of columns on the Western Distributor will need to be considered to minimise road impacts.	Column placement design will be considered as part of the detailed design pending approval of the Stage 1 DA, and this will be included in the Stage 2 DA. A preliminary concept is the EIS, section 5.2.1 – structural Engineering and the proponent is continuing to work with RMS to prepare more options.	The proponent has consulted extensively with RMS post exhibition to resolve road impacts, including both construction and operational issues. These investigations are documented separately at Appendix J Amended Environmental Impact Statement .
Traffic modelling is required to test any road changes, namely a right or left turn out of Wheat Street.	A preliminary impact study is included in Appendix E – Principles of Construction Traffic Management and a more	Wheat Road and access arrangements around and to the site are being resolved to enable safe vehicular access without interfering with traffic flows. These investigations are



<p>Construction of the site should minimise disruption to customers using the CBD road network, in particular the Western Distributor.</p>	<p>detailed study will be completed as part of the Stage 2 DA, pending the approval of the Stage 1 DA.</p> <p>Traffic modelling will be completed and discussed with RMS and TfNSW, and be included as part of the Stage 2 DA. The proponent will continue to liaise with RMS regarding this modelling.</p>	<p>documented separately at Appendices E and K to the Amended Environmental Impact Statement.</p>
<p>The proposal should not impact on the need for future expansion, development or maintenance of the Western Distributor.</p>	<p>The proposal will be designed to not have any significant impact on the future use of the Western Distributor and the location of structural columns on the Western Distributor will be determined in consultation with RMS. A preliminary concept is included in section 46 of the EIS – indicative pile locations with further options being developed.</p>	<p>The land bridge super structure, substructure and foundation have been redesigned following the 2016 submission to ensure there is no interface with traffic flows, future expansion or maintenance of the Western Distributor.</p>
<p>The tower should be set back from the water as far as possible to ensure continued community amenity and access to the water.</p>	<p>The tower envelope has been set back a further six metres from the original proposal after community and stakeholder consultation and reviewing the design.</p> <p>Further details can be found in the Architectural Design Report.</p>	<p>Further to the 2016 adjustments, the September 2017 amended proposal tower envelope has been set back from the water's edge a further three metres.</p> <p>The setback of the tower to the edge of the proposed wharf is 24 m.</p>
<p>The proposal should not include new strata managed residential apartments.</p>	<p>Residential and strata apartment are not being considered for the proposal following this feedback.</p>	<p>There is no change to this response, following feedback in December 2016, and strata apartments are not being considered.</p>
<p>A range of items were raised regarding the height, massing and siting of the commercial tower.</p> <p>One stakeholder advised that the commercial tower should be considered within its immediate vicinity of Market Street and Darling Harbour.</p> <p>Local residents are interested in potential view impacts,</p>	<p>The proposal building envelope will accommodate a building of up to 230 metres however a design competition, carried out as part of the Stage 2 DA, would be likely to produce a different outcome.</p> <p>The building design itself will be the subject of the Stage 2 DA pending community consultation. The design intent would be an elegant structure, positioned and shaped to minimise view impacts and avoid overshadowing of Tumbalong Park thus maximising open space available for the public domain.</p>	<p>In order to improve pedestrian connections to the harbor and enhance the amount of open, green space within the site, we have located the tower further to the south within the Cockle Bay site.</p> <p>The height of the tower has been decreased to minimise the building's overshadowing impact. The amount of commercial floor space within the building has also been reduced.</p>



<p>overshadowing and access to sunlight.</p>	<p>Design guidance favours a tall building, rather than a wide building, to achieve grace and elegance. The initial analysis showed that the height and siting of the building is a better fit than long and low building formed in terms of access to light, protection of residential views, and look and feel of the precinct. The land bridge is proposed to be RL 19m, or 5.5 metres above Western Distributor.</p> <p>As detailed in section 38 of the EIS – Visual Analysis Camera Locations. Overshadowing considerations are discussed below.</p>	
<p>The Druitt Street connection at the south of Cockle Bay could be improved as part of the proposal.</p>	<p>The proponent is committed to an upgrade of the Druitt Street connection.</p> <p>Details of an improved Druitt Street linkage are being developed and would be included in the Stage 2 DA.</p>	<p>An upgrade of the Druitt Street connection continues to be a part of the current proposal. The amended proposal now includes the proposed upgrade of the Druitt Street pedestrian bridge, which will improve links between Darling Harbour, the Ribbon Hotel and Town Hall.</p>
<p>The proponent should consider the inclusion of a design competition as part of the planning process. Building design excellence and public benefits are essential to the proposal.</p> <p>Consultation included many requests for public domain inclusions including maintaining and improving pedestrian connections.</p> <p>The quality of the built environment and public domain is widely considered as important.</p>	<p>The detailed design will be considered as part of the Stage 2 DA subject to the approval of the Stage 1 DA, and further community consultation. The proposal would seek to include a range of public domain benefits including:</p> <ul style="list-style-type: none"> ◆ Improving the public realm for viewing Darling Harbour spectacles ◆ Reconnecting Darling Harbour and the CBD via a land bridge over the Western Distributor ◆ Creating fluid and accessible movement through the precinct ◆ Accommodating a range of activates with innovation landscaping and gardens. <p>The proponent is committed to continuing to consult and work with stakeholders and community members during the</p>	<p>The proponent is committed to design excellence and a design competition that also engages the community. The need to improve the public domain in this area has been a strong issue in the ongoing community and agency feedback.</p> <p>The 2017 proposal has been modified in direct response to this feedback. These include the quality of:</p> <ul style="list-style-type: none"> ◆ Public, open space ◆ The ease of access to the site and through the site ◆ The build form – height, scale, bulk and interface with ground level activation.



	<p>planning and implementation process to obtain mutually beneficial objectives.</p> <p>A design excellence process would be undertaken prior to the stage 2 DA.</p> <p>All suggestions for public domain inclusions and pedestrian connections prior to the Stage 1 DA have been noted by the proponent for consideration during the Stage 2 DA. Improving connectivity where possible is a key project driver.</p>	
Overshadowing of Town Hall	<p>A range of tower forms have been tested and an elegant tower form is considered the best balance of public domain, height and overshadowing.</p> <p>A detailed analysis of shadowing of Town Hall Square has been prepared in the Architectural Design Report.</p>	Following this feedback, the 2017 proposals have a reduced building envelope with a 20-metre reduction of the tower height, which results in a reduction of the proposed overshadowing.
The proponent should continue close consultation with City of Sydney to ensure the proposal is in keeping with wider aspirations for the City, and future plans including Sydney 2030.	The proponent is committed to continuing to work with all stakeholders during the planning and implementation process.	The proponent is committed to continuing to work with all stakeholders through the exhibition of the revised concept proposal.
<p>The need to balance built form and commercial enterprise with public, open space and community amenities.</p> <p>Some stakeholders would prefer that the area is not redeveloped.</p>	<p>The Cockle Bay Wharf redevelopment is in keeping with the recent and future changes occurring in Darling Harbour and early community consultation has indicated that Cockle Bay is becoming tired and would benefit from being modernised and redeveloped to include benefits for a range of visitors.</p> <p>Early community consultation has indicated that on balance, the commercial building is seen as acceptable by approximately 75 per cent of community members who gave feedback, with some commenting that it would be in keeping with how Darling Harbour is changing.</p>	<p>The design of the site in response to public and agency feedback focussed on public amenity, landscape and accessibility are the primary design drivers. Following this approach, a new balance between commercial enterprise and public open space (some 15,000m²) and community amenity has been achieved – to provide very high and new public value.</p> <p>An important feature will be the provision of new public open space connecting to the waterfront, significantly improving the amenity of Cockle Bay.</p>



	<p>A review of development in and around Darling Harbour is included in the Architectural Design Report.</p> <p>Community Consultation will continue to provide the proponent with information for the development of the public domain proposal for the Stage 2 DA.</p> <p>The public benefits are proposed to be funded by value generated by the site redevelopment. The proponent is committed to including a range of public and private domain benefits however the proposal would not be feasible without the inclusion of commercial elements.</p>	
Construction impacts	<p>Preliminary noise, vibration, traffic, air quality and anticipation cumulative construction impacts assessments can be found in section 5.2.3 of the EIS – Construction Management. A Construction Environment Management Plan would be prepared during the preconstruction planning phase pending approval of the Stages 1 and 2 DA. The proponent would work closely with regulatory authorities and stakeholders to ensure impacts are mitigated where possible.</p>	<p>Several technical investigations have considered the proposal for noise, vibration, and air impacts, all of which can be addressed and are within the guidelines.</p>
Broad community consultation is required to develop the public domain	<p>The proponent has conducted broad community consultation prior to the Stage 1 DA phase to include:</p> <ul style="list-style-type: none"> ◆ Nearby residents and building owners including a representative cross section of residents from nearby suburbs ◆ A representative cross section of community members from wider Sydney ◆ Relevant city planning and regulatory authorities ◆ Local community groups ◆ Existing Cockle Bay Wharf tenants and Darling Park tenants 	<p>The proponent’s commitment to listening to community feedback is demonstrated by the substantial redesign process, with public amenity, accessibility and new open space concerns being addressed foremost.</p> <p>When the revised proposal is placed on public exhibition, a newsletter in Attachment A will be distributed to ensure community awareness of the revised proposal.</p> <p>We will continue to engage with:</p> <ul style="list-style-type: none"> ◆ Nearby residents and building owners including a representative cross section of residents from nearby suburbs



	<ul style="list-style-type: none"> ◆ Cockle Bay Wharf local, domestic and overseas visitors. <p>Pending approval of the Stage 1 DA, further community and stakeholder consultation would be conducted for the building and public domain design. Refer to section 4.2 of this report.</p>	<ul style="list-style-type: none"> ◆ A representative cross section of community members from wider Sydney ◆ Relevant city planning and regulatory authorities ◆ Local community groups ◆ Existing Cockle Bay Wharf tenants and Darling Park tenants ◆ Cockle Bay Wharf local, domestic and overseas visitors.
Management of the retail space and whether there is a need for more commercial and retail space	This has been noted by the proponent.	Retail strategies will be considered following the design competition and communicated to the public.
Air quality	Air quality would be assessed as part of the Stage 2 DA, once the land use is determined and more specifically in any future tenants DAs.	Air quality studies have been completed and are appended to the RIS. An air quality impact assessment is in Appendix Y to the Amended Environmental Impact Statement .
Operational noise	Operational noise would be assessed as part of the Stage 2 DA, once the land use is determined and more specifically in any future tenants DAs.	An acoustic assessment has been undertaken by Acoustic Logic at Appendix K and is discussed at Section 6.12 of the RTS. The assessment concludes that overall, construction noise levels are accepted to be below the noise criteria. Where exceedances do occur, they are expected to be able to be managed through construction conditions and through the construction management plan.



4. NEXT STEPS

As a result of the 2016 community consultation undertaken prior to the SSDA exhibition, and December 2016 submissions to the exhibition of the Stage 1 SSDA, significant changes have now been made to the 2017 concept proposal.

4.1 November 2017 SSDA Re-Submission

After the resubmission of amended Concept Proposal to the NSW Department of Planning and Environment in October 2017, a community and stakeholder engagement will continue.

The community engagement activities will ensure local residents, businesses and community groups are informed of the revised proposal and have the opportunity to provide feedback.

- ◆ A newsletter will be distributed to over 2,000 local residents, local businesses and community groups, offering to meet with anyone interested in the proposal.
- ◆ Phone calls to all people who previously enquired about the Stage 1 SSDA and to community group leaders to let them know the **Amended Environmental Impact Statement** is on public display.
- ◆ Meetings with interested residential project neighbours and owners' corporations as required.
- ◆ Offering meetings to interested local businesses, including:
 - ◆ Cockle Bay Wharf tenants
 - ◆ Merlin Entertainment
 - ◆ Grocon - The Ribbon development
 - ◆ Helm Bar
 - ◆ the International Convention Centre Sydney
 - ◆ Harbourside Shopping Centre/Mirvac
 - ◆ Darling Quarter Management
- ◆ Meetings with any interested local community groups, following the mail/email out of the project newsletter.
- ◆ The commencement of a project website to provide an online source for information.

4.2 Stage 2 design and engagement process

The next step following the Stage 1 SSD Determination is the Stage 2 State Significant Development Application.

As part of the Stage 2 design process, a design-excellence competition with international architects, urban planners and place makers will be held. The design principles and envelop approved as part of the Stage 1 SSD Determination will be used as the basis for the design excellence competition. The accepted design emerging from the design excellence competition will form the basis for the project's design.

A detailed design will then be submitted as part of the Stage 2 SSDA and will again, be subject to community and stakeholder consultation as part of the development application exhibition by the Department of Planning and Environment.





CONTACT DETAILS

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