

An aerial photograph of a city harbor area, likely Auckland, New Zealand. The image shows a dense urban landscape with a mix of residential and commercial buildings. A prominent yellow circle highlights a specific area in the harbor, which appears to be a large industrial or commercial site, possibly a port or a large warehouse. The harbor is filled with water, and there are several bridges and roads visible. The overall scene is a detailed view of a city's waterfront and its surrounding urban environment.

Harbourside

Urban Design Review

For Mirvac
03 November 2016

Architectus Group Pty Ltd
ABN 90 131 245 684

Architectus Sydney
Level 3 341 George Street
Sydney NSW 2000
Australia
T +61 2 8252 8400
F +61 2 8252 8600
sydney@architectus.com.au

Architectus Melbourne
Level 7 250 Victoria Parade
East Melbourne VIC 3002
Australia
T +61 3 9429 5733
F +61 3 9429 8480
melbourne@architectus.com.au
Managing Director Melbourne
Mark Wilde

www.architectus.com.au

Quality Assurance

Project Leader

Oscar Stanish
.....

Reviewed by



Michael Harrison
Director
.....

Date

3 November 2016
.....

*This document is for discussion
purposes only unless signed.*

Contents

1	Introduction	5
1.1	Introduction and background	6
2	Site and context overview	8
2.1	City of Sydney	9
2.2	Darling Harbour precinct and environs	10
2.3	Site and adjacencies	13
3	The proposal	16
3.1	Description of the project	17
4	Assessment of the proposal	21
4.1	Land uses	22
4.2	Building typology	25
4.3	Massing	26
4.4	Heights	28
4.5	Setbacks/building separations	33
4.6	Pedestrian access and connectivity	40
4.7	Vehicular access and parking	42
4.8	Shadows	43
4.9	Landscape	45
4.10	Views	46
5	Conclusion	51

1 Introduction

1.1 Introduction and background

1.1 General

Architectus has been engaged by Mirvac Projects Pty Ltd (Mircvac) to provide an independent third party review of the State Significant Development Application (SSDA) for the replacement of the Harbourside Shopping Centre (Harbourside) at Darling Harbour. The SSDA is pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

Mircvac is seeking to secure approval to establish concept proposal details for the redevelopment of Harbourside, including a new retail shopping centre, residential tower and substantial public domain improvements.

The Darling Harbour precinct is undergoing significant redevelopment as part of the Sydney International Convention, Exhibition and EEP, Darling Square and IMAX renewal projects.

The new Harbourside will support the realisation of the NSW State Government and the City of Sydney’s vision for an expanded ‘cultural ribbon’ spanning from Barangaroo, around to Darling Harbour and Pymont. The project importantly will add further renewed diversity in tourism and entertainment facilities to reinforce Central Sydney as Australia’s pre-eminent tourist destination.

1.2 Background

Mircvac acquired Harbourside, a key location within the Darling Harbour precinct, in November 2013. Opened in 1988 as part of the Bicentennial Program, Harbourside has played a key role in the success of Darling Harbour as Australia’s premier gathering and entertainment precinct.

Despite its success, with an annual pedestrian visitation of around 13 million people, Harbourside is now outdated and in decline. The building lacks a quality interface to the Darling Harbour public domain and Cockle Bay and does not integrate well with the major transformation projects underway and planned for across Darling Harbour.

Harbourside is at risk of being left behind and undermining the significant investment being made in Darling Harbour that will see it return to the world stage as a destination for events and entertainment.

Accordingly, Mircvac is taking a carefully considered and staged approach to the complete revitalisation of the site and its surrounds.

1.3 The Project

The Concept Proposal seeks to replace the existing Harbourside shopping centre and associated infrastructure with a new development comprising retail, food and beverage, residential and open space uses.

Other key elements and parameters include:

- A network of open spaces and connections fully integrated into an improved public domain
- A maximum total Gross Floor Area (GFA) of 87,000m2, comprising 52,000m2 of retail, food and beverage and entertainment uses in a podium and 35,000m2 of residential development in a tower
- Urban Design and Public Realm Guidelines for future development and the public domain
- Strategies for utilities and services and ecologically sustainable development.

A more detailed description of the proposal in text and images is provided in Chapter 3.

1.4 Planning pathway

The Site is located within the Darling Harbour precinct, which is identified as a State Significant Site in Schedule 2 of State Environmental Planning Policy (State and Regional Development) 2011. As the proposed development will have a capital investment exceeding \$10 million, it is declared to be State Significant Development (SSD) for the purposes of the Environmental Planning and Assessment Act 1979 (EP&A Act), with the Minister for Planning the consent authority for the project.

This State Significant Development Application (DA) is a staged development application made under section 83B of the EP&A Act. It seeks approval for the concept proposal for the entire site and its surrounds.

More specifically the initial DA, the subject of this report, includes land uses, gross floor area, building envelopes, public domain concept, pedestrian and vehicle access and circulation arrangements and associated car parking provision.

Detailed development application/s (Stage 2 DAs) will follow seeking approval for the detailed design and construction of all or specific aspects of the proposal in accordance with the approved staged development application.

The Department of Planning and Environment provided the Secretary’s Environmental Assessment Requirements (SEARs) to the applicant for the preparation of an Environmental Impact Statement for the proposed development on 30 August 2016. This report has been prepared having regard to the SEARs as relevant.

It is important to note that at this Stage 1 DA Phase the submission focuses on key project parameters as described above. More developed architectural plans will be the subject of subsequent approval phases. Realistic 3D images and detailed plans are provided in this report for illustrative purposes only.

1.5 Role and Scope of Independent Review

The purpose of this report is to provide a comprehensive urban design review of the Harbourside Stage 1 DA by independent external consultants. Mircvac has appointed Architectus for this task to ensure that appropriately qualified and highly regarded consultants without prior involvement in the project are able to assess it impartially from first principles.

The scope of this review includes all aspects of the Stage 1 DA presentation, including land uses, density, building envelopes, public domain improvements, pedestrian and vehicle access and circulation arrangements and associated car parking provisions, overshadowing effects and view sharing with neighbours.

1.6 Architectus

Architectus is a leading design studio that brings together the experience of more than 250 architects, interior architects, urban designers and urban planners. With a strong history across architecture, interior and urban disciplines, Architectus teams have specialist expertise across all industry sectors, on projects from the smallest to largest scale.

Architectus' multidisciplinary design studios include both Urban Planning and Urban Design specialists. Our diverse and extensive portfolio of both corporate and government commissions includes the design of major urban projects, strategic regional planning, master planning and concept feasibility; through to detailed built form and public domain design.

Our team offers integrated services in strategic and statutory planning; development approvals and environmental assessment; urban design and master planning; and expert testimony.

Most members of our Urban team have dual qualifications, with skills across town planning, urban design, landscape architecture, architecture and environmental management enabling us to tailor consultancy services specifically for the project or to assemble multi-disciplinary teams as needed.

Urban projects involve many diverse players and stakeholders, and we believe our commitment to positive collaborative processes underpins Architectus' reputation for quality and our many awards in this sector.

1.7 Report Structure

This report is organised around five main chapters:

- Introduction – project background, summary description of the proposal, role and scope of this independent urban design review, consultant qualifications and documents relied upon
- Site and context overview – a comprehensive and accurate description and understanding of the site and its surroundings, fundamental to the validity of the review process
- The proposal – a description of the project, supported by images and plans in the body of the text and an appendix

– Assessment of the proposal – a thorough and dispassionate review of all aspects of the Stage 1 DA proposal, comprising:

- Land uses
- Building typology
- Massing
- Heights
- Setbacks/building separations
- Pedestrian access and connectivity
- Vehicular access and parking
- Shadows
- Views
- Landscape concept
- Public realm improvements
- Conclusion

1.8 Relevant Reports

This report should be read in conjunction with the following documents which have been reviewed by Architectus in preparing this report:

- Harbourside Stage 1 DA Architectural Design Report - FJMT (Revision 2 September 2016)
- Harbourside Stage 1 DA Architectural Drawings - FJMT (Rev 3 October 2016)
- Additional shadow analysis - FJMT (October 2016)
- Private View Photomontages (Rev C), Public Ground View Photomontages (Rev B), View Sharing Analysis (Rev B) - Virtual Ideas
- Heritage Impact Assessment - Curio Projects (September 2016)
- Harbourside landscape package - Aspect Studios (31 August 2016)
- Harbourside pedestrian study - Urbis (April 2016)

1.9 Summary Findings

The detailed assessment presented in Chapter 4 of this report includes critiques of some generally less significant aspects of the proposal which Architectus considers would benefit from further design investigation.

Architectus is, however, strongly supportive of the Stage 1 DA proposal. We concur that the remaking of Harbourside in accordance with the principles and concepts set out therein will deliver important public benefits, particularly in relation to the waterfront promenade, and make an important contribution to the re-emergence of Darling Harbour.

2 Site and context overview

2.1 City of Sydney

The subject site is located on the western side of Darling Harbour. Darling Harbour is unique in Sydney for the intimate scale of its water body (only Circular Quay is comparable), the unparalleled diversity of land uses and activities it offers and its appeal to both Sydneysiders and visitors alike.

Reflecting its importance and the pressure for redevelopment, Darling Harbour is defined as a State Significant Development Site under NSW planning legislation. Other nearby and related precincts also so defined are Barangaroo, Bays Precinct and Central to Eveleigh (Figure 2.1.1).

State planning controls for Darling Harbour relate primarily to permitted uses. The primary planning instrument for the site is the Darling Harbour Development Plan No.1. The site is not subject to the City of Sydney LEP2012. Darling Harbour is associated with Central Sydney, as defined in the City of Sydney's "Central Sydney Planning Strategy 2016-2036". The Strategy acknowledges 'long term' growth potential of Central Sydney functions west as part of the City Centre as shown in the accompanying diagrams.

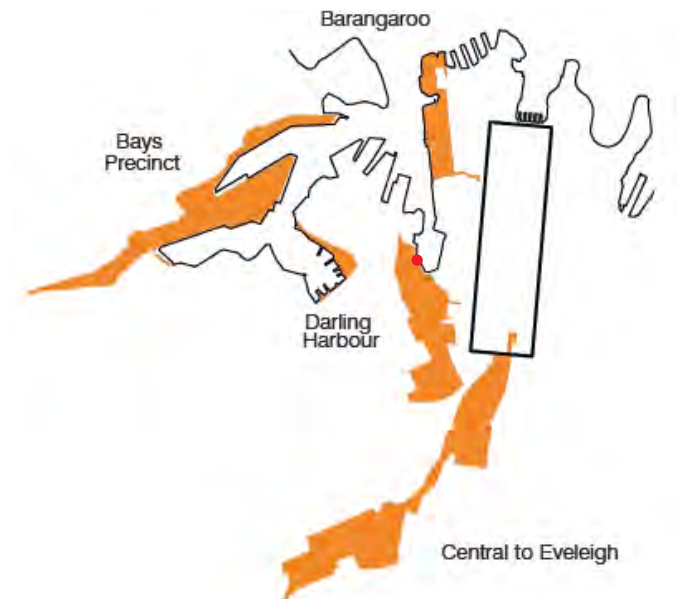


Figure 2.1.1 Approved and planned major developments State significant development sites (Draft Central Sydney Strategy)

• Subject site



Figure 2.1.2 Long term capacity (Draft Central Sydney Strategy - red box added).

Note: The red outline box (added) indicates potential additional growth to the west side of Darling Harbour consistent with recent redevelopment.

2.2 Darling Harbour precinct and environs

The subject site is located on the western foreshore of Darling Harbour, immediately to the south of Pyrmont Bridge (Figure 2.2.1). To the east, across the water, lies the Cockle Bay dining and entertainment precinct and beyond the core of the city, seen primarily from the site as office and residential towers. To the north, the new Barangaroo office towers are prominent. To the south is Tumbalong Park and a mixture of uses and activities. To the west is Pyrmont, a mixed-use precinct of comparatively lesser density and building heights.

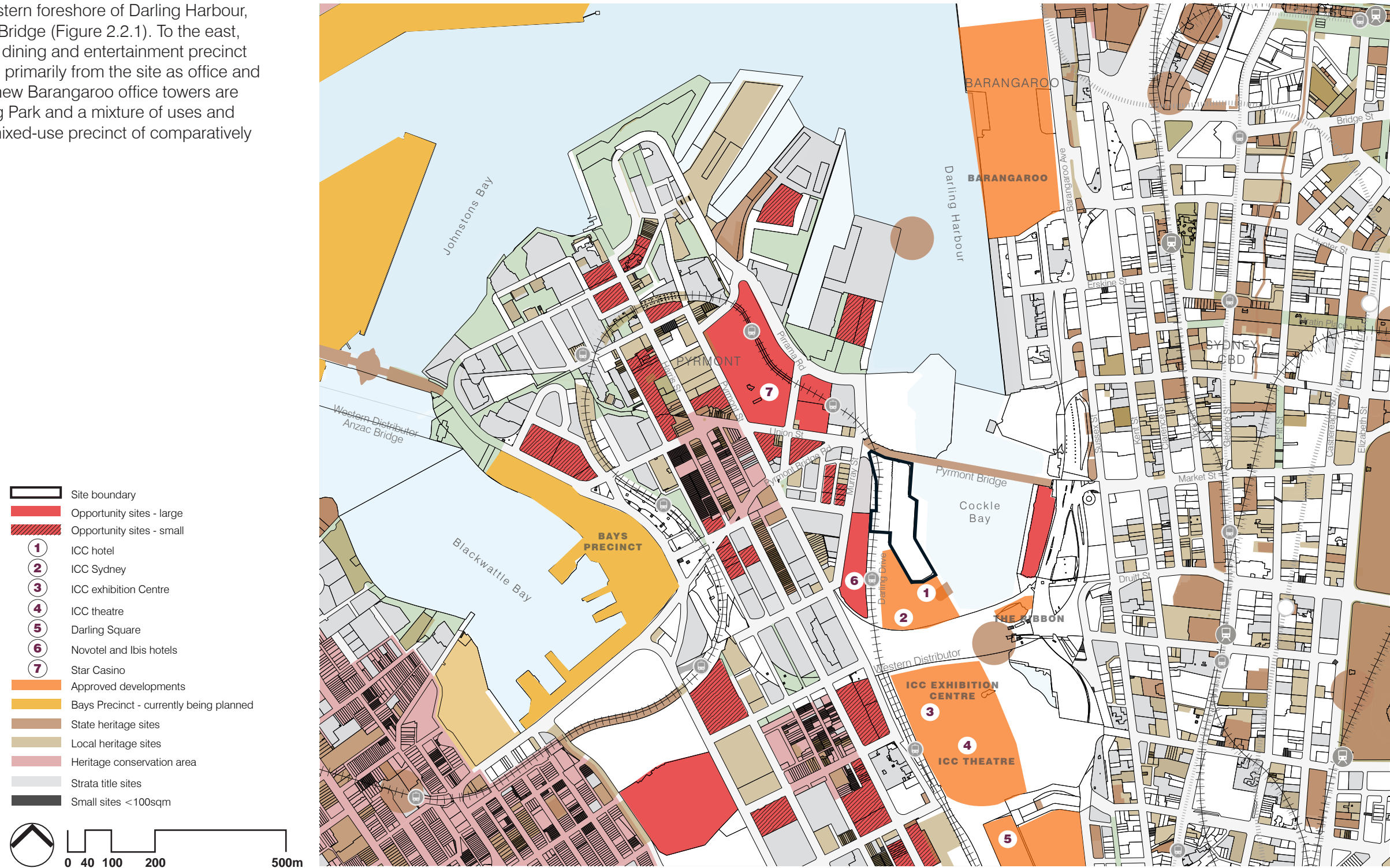


Figure 2.2.1 Existing built form, heritage sites, approved developments and opportunity sites

The site enjoys high levels of accessibility (Figure 2.2.2). Pyrmont Bridge is the primary pedestrian connector between Pyrmont and the city core. It is heavily used by residents, office workers and tourists. The waterfront promenade around Darling Harbour also experiences high pedestrian volumes.

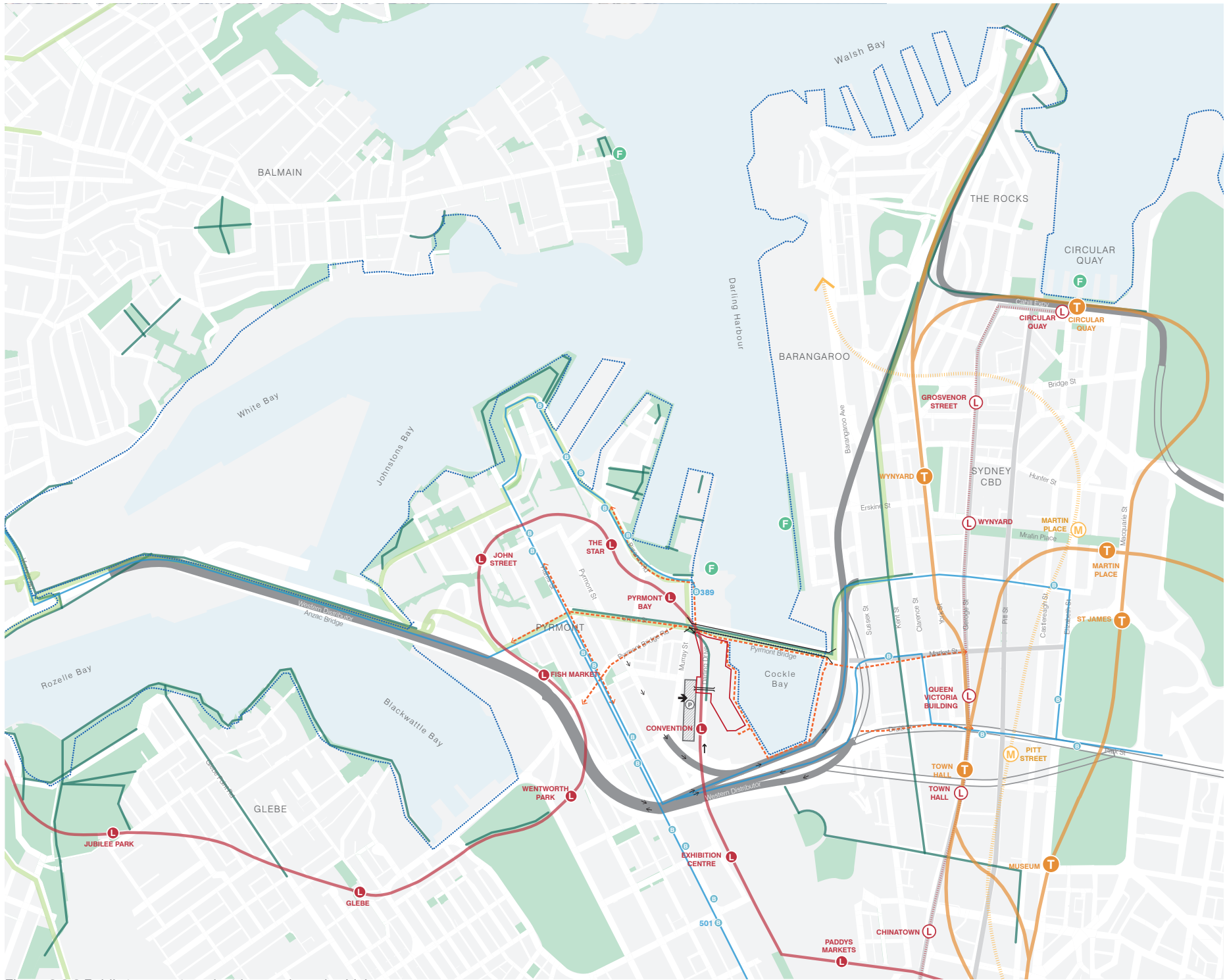
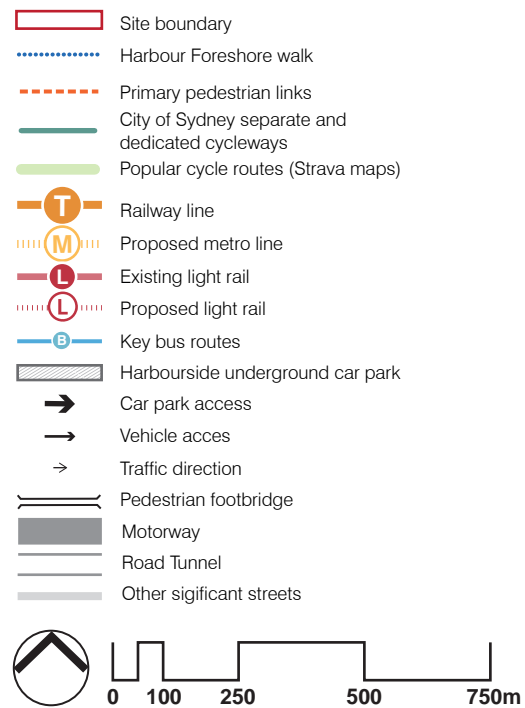


Figure 2.2.2 Public transport, pedestrian, cycle and vehicle access

Major developments are under construction, approved or planned at various key sites in and around Darling Harbour (Figure 2.2.3). Some 16 billion dollars of investment is envisaged over the next decade. Most proximate is Sydney's new International Convention Centre. The ICC Hotel and the Convention Centre are nearing completion. Also proposed on the Darling harbour waterfront are a commercial building ("the Ribbon") and new construction at Cockle Bay Wharf. More distant, Barangaroo South is nearing completion. To the west, beyond Pyrmont, Urban Growth is planning the Bays Precinct, currently proposed as a mix of cultural, maritime, recreational, retail and commercial uses. There is also a proposal for a tall hotel/residential tower at the Star Casino site in Pyrmont.



Figure 2.2.3 Under construction, approved and planned major developments



Darling Harbour Live - ICC Hotel



Darling Harbour Live - Darling Square - mixed use



Barangaroo - mixed use



Darling Harbour Live - ICC



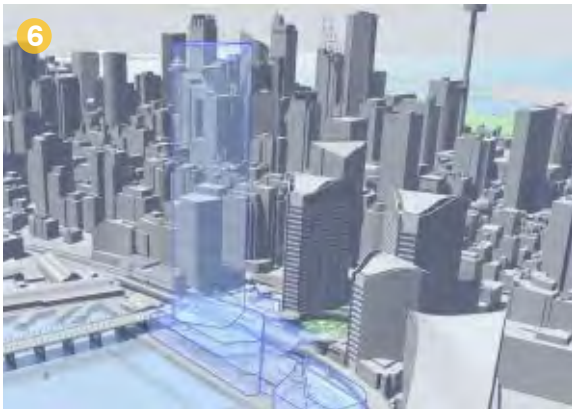
The Ribbon - commercial



Bays Precinct - mixed use (no residential) currently proposed



Darling Harbour Live - Exhibition Centre



Cockle Bay Wharf - mixed use (no residential)



Star Casino



2.3 Site and adjacencies

Darling Harbour, within which the site is located, is a 60 hectare waterfront precinct on the south-western edge of Central Sydney that provides a mix of functions including recreational, tourist, entertainment and business.

More generally the site is bound by Pyrmont Bridge to the north, the Sydney International Convention, Exhibition and Entertainment Centre Precinct (SICEEP) to the south, Darling Drive and the alignment of the Light Rail to the west and Cockle Bay to the east.

The Darling Harbour precinct is undergoing significant redevelopment as part of the SICEEP, Darling Square, and IMAX renewal projects. The urban, built form and public transport / pedestrian context for Harbourside will fundamentally change as these developments are progressively completed.

The site and existing conditions immediately around it are shown in Figure 2.3.1.

The northern edge of the site directly abuts Pyrmont Bridge, which is a heritage item of high value. Beyond the bridge is the National Maritime Museum (Figure 2.3.2).

Immediately to the west of the site is a transportation corridor comprising the Inner West Light Rail (with a stop at the southern end of the site) and Darling Drive, a 4-lane ramp which connects Darling Drive to the more elevated Murray/Union/Pirrama intersection (Figure 2.3.3). A service road which accesses loading and service facilities for the current Harbourside development loops around under the Darling Drive ramp.

Beyond this corridor, facing east to the northern part of the site and Darling Harbour, are three substantial developments: 50 Murray Street, an 18 storey apartment building; the Ibis Hotel and Novotel Hotel (both 11 storeys facing Murray Street with up to 4 storeys carpark additional facing Darling Drive). These are shown in Figure 2.3.4. Their primary outlook is over the site to Darling Harbour and the city. To the south is a multi-storey parking garage, a significant portion of which serves as customer parking for the existing Harbourside development.

On the same side of Darling Drive and abutting the site at its southern end are the x storey ICC Hotel and Convention Centre, both nearing completion (Figure 2.3.5).

Vehicular access to the site is currently from the loop road under Darling

Drive and this will remain the only point at which vehicles can enter the site.

Existing direct pedestrian access to the site is from:

- the north, via the approach to Pyrmont Bridge at an upper level and the area in front of the bridge abutment at waterfront promenade level (Figure 2.3.6)
- the east, via multiple entry points along the waterfront promenade (Figure 2.3.7)
- the south, opposite the new Convention Centre (Figure 2.3.8)

Pedestrian access will continue to be available along these site frontages.

To the west of the site, pedestrian access is currently provided via two pedestrian bridges over Darling Drive:

- to the north end of the site, a bridge at the level of the Murray and Bunn Street intersection connects the public walkway along the east side of the Novotel and Ibis hotels to the former Monorail station and, via lift, the Pyrmont Bridge approach and current Harbourside entries below (Figure 2.3.4)
- at the centre of the site, a bridge provides direct pedestrian access from the parking garage to the existing Harbourside development. (Figure 2.3.9)

Between the Novotel and the parking garage, a view corridor on the axis of Bunn Street has been maintained (Figure 2.3.10). Its design resolution at street level is awkward, however and there is no direct link to Harbourside. Pedestrians currently use the corridor described above to reach Pyrmont Bridge and Harbourside.

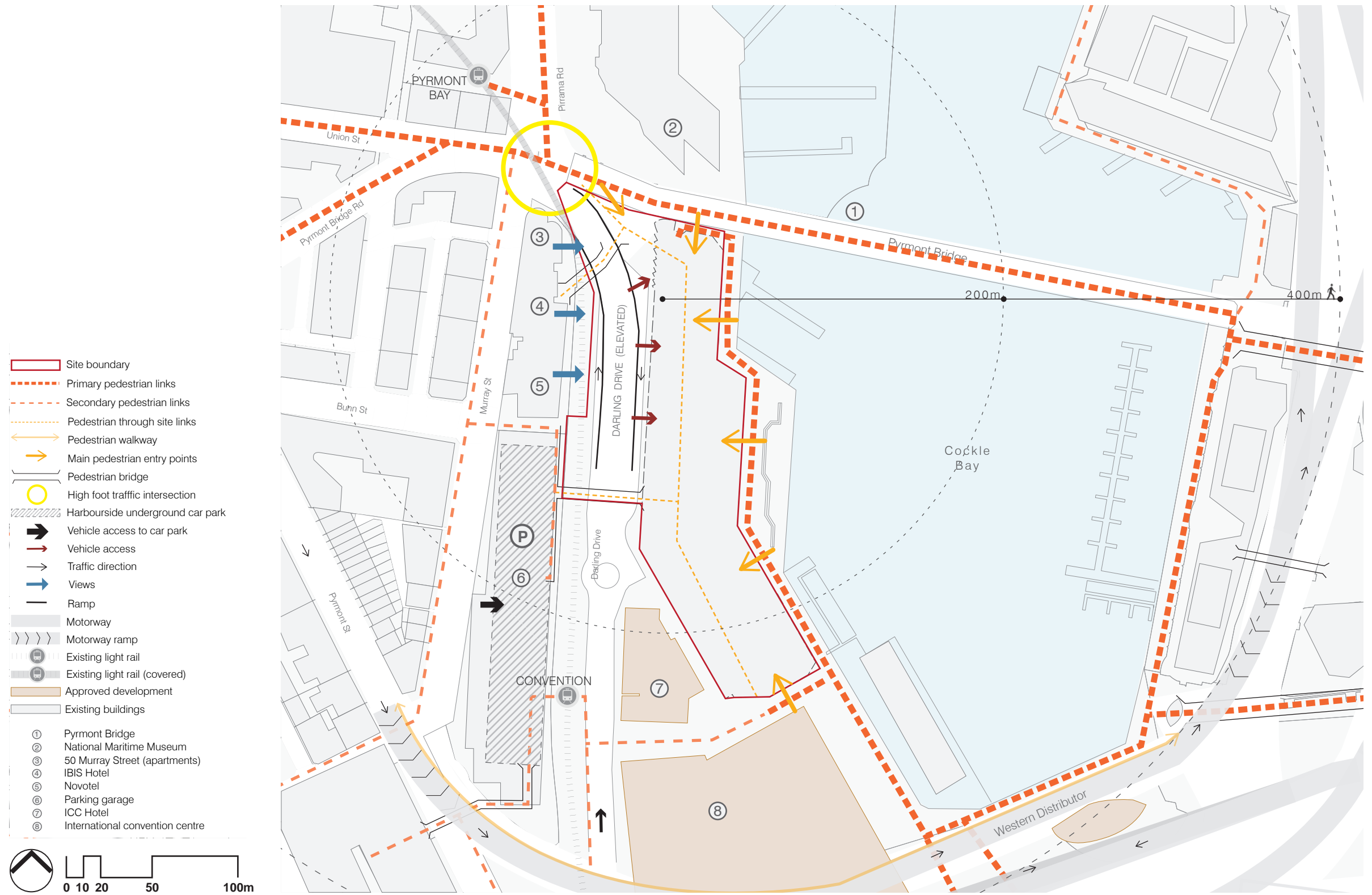


Figure 2.3.1 Pedestrian and vehicle access



Figure 2.3.2



Figure 2.3.5



Figure 2.3.7



Figure 2.3.9



Figure 2.3.3



Figure 2.3.8



Figure 2.3.10



Figure 2.3.4



Figure 2.3.6

3 The proposal
