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Mirvac
Stage 1 Development Application
Harbourside

Community Consultation
Summary Report
09/11/2016

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1. Executive summary

This report supports a State Significant Development Application (SSDA) submitted to the Minister for Planning and Infrastructure pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

Mirvac Projects Pty Ltd (Mirvac) is seeking to secure approval to establish concept proposal details for the redevelopment of the Harbourside Shopping Centre (Harbourside), including a new retail shopping centre, residential apartment tower and substantial public domain improvements.

The proposed new retail and residential development is designed to be attractive to tourists, neighbours and the broader community with welcoming public spaces. It will provide improved public access and connection routes between Pyrmont, Darling Harbour and the CBD.

The project supports the realisation of the NSW State Government's vision for an expanded 'cultural ribbon' spanning from Barangaroo, around to Darling Harbour and Pyrmont. The project importantly will add further renewed diversity in tourism and entertainment facilities to reinforce Sydney's CBD being Australia's pre-eminent tourist destination.

Mirvac is committed to open, accessible and genuine consultation with affected stakeholders in relation to its proposal for Harbourside. Mirvac began informal consultation on the Harbourside project in October 2015 and received initial Secretary's Environmental Assessment Requirements (SEARs) in December 2015 for a proposed commercial/retail scheme.

The pre-lodgement consultation process undertaken by Mirvac and the project team has significantly influenced the final retail/residential Concept Plan. Mirvac initially prepared a retail/commercial Concept Plan (Figure 1) which it believed had good planning merit and would provide a positive outcome for the Site and the Darling Harbour precinct. This concept was a new podium building containing a shopping centre and a commercial tower above.

However following community and stakeholder consultation, it was identified that an improved alternative was available which would still satisfy the objectives of the project whilst better managing potential impacts. This enhanced alternative is the current Concept Proposal, which includes a new podium building containing a shopping centre and a more slender residential tower above (Figure 2).

Mirvac has engaged extensively and openly with stakeholders, adjoining landowners, community groups and the broader community. The feedback provided during the consultation has informed the design process and has led to significant changes in the proposal.

Over several months consultation activities were undertaken with government agencies, stakeholder organisations and the local community. The feedback provided led Mirvac to reconsider its initial retail/commercial proposal for a commercial office tower above the northern end of the retail centre and, through further consultation, Mirvac elected to proceed with a revised retail/residential tower proposal.

Broad ranging consultation has been undertaken. Various engagement methods and tools were used to gather feedback on the initial retail/commercial proposal. As a result of this extensive consultation and feedback received, Mirvac has significantly amended its proposal to reduce impacts where possible.

While there is wide-ranging support for the redevelopment of the shopping centre, the key concerns raised related to the location of the tower, its commercial use, view and shadowing impacts. As a result of consultation with key stakeholders, neighbours and community groups Mirvac considered a range of options, reviewed its approach to the site and significantly revised its original retail/commercial proposal.

After consideration of alternative commercial options, set back 25 to 50 metres from Pyrmont Bridge, Mirvac moved from a combination of retail and commercial uses, to a combination of a retail centre with a residential tower above. Mirvac lodged a new request for Secretary's Environmental Assessment Requirements (SEARs), based on the new retail/residential scheme. This change significantly mitigates a range of key concerns raised during the consultation process.

Throughout Mirvac has kept all stakeholders, including the local community, existing retail tenants, adjoining landowners and government authorities up to date with the development of the proposal. Mirvac will continue to engage with the stakeholders and the community during the exhibition of the Stage 1 Development Application as well as during future stages of the planning process.

Figure 1: Original retail/commercial Concept Plan

Figure 2: Final retail/residential Concept Plan following consultation

2. Project overview

2.1 Introduction

This report supports a State Significant Development Application (SSDA) submitted to the Minister for Planning and Infrastructure pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

Mirvac Projects Pty Ltd (Mirvac) is seeking to secure approval to establish concept proposal details for the redevelopment of the Harbourside Shopping Centre (Harbourside), including a new retail shopping centre, residential apartment tower and substantial public domain improvements.

The project supports the realisation of the NSW State Government's vision for an expanded 'cultural ribbon' spanning from Barangaroo, around to Darling Harbour and Pyrmont. The project importantly will add further renewed diversity in tourism and entertainment facilities to reinforce Sydney's CBD being Australia's pre-eminent tourist destination.

2.2 Background

Mirvac acquired Harbourside, a key location within the Darling Harbour precinct, in November 2013. Harbourside, which was opened in 1988 as part of the Bicentennial Program, has played a key role to 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, Mirvac are taking a carefully considered and staged approach to the complete revitalisation of the site and its surrounds.

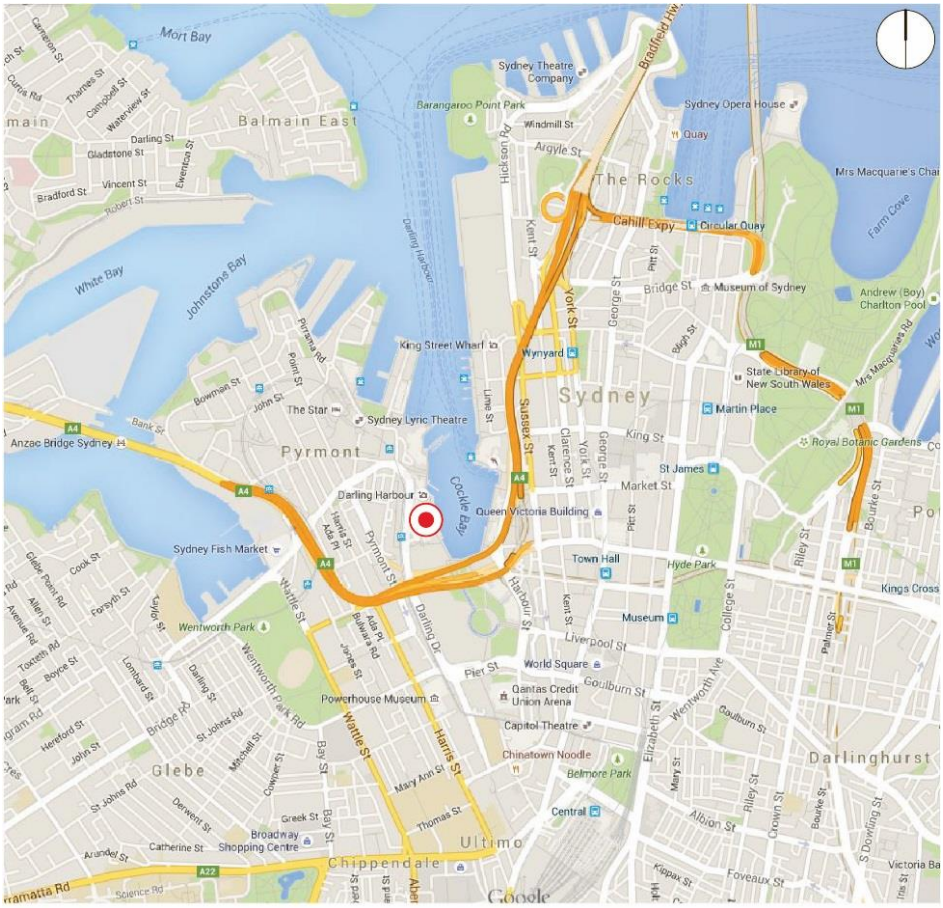
2.3 Site Description

The Site is located within Darling Harbour. Darling Harbour is a 60-hectare waterfront precinct on the south-western edge of the Sydney Central Business District 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.

A locational context area plan is provided at Figure 3.

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

Figure 3 – Location Context Area Plan

2.4 Overview of Proposed Development

The proposal relates to a staged development application and seeks to establish concept proposal details for the renewal and re-imagining of Harbourside.

The concept proposal establishes the vision and planning and development framework which will be the basis for the consent authority to assess future detailed development proposals.

The Harbourside site is to be developed for a mix of non-residential and residential uses, including retail and restaurants, residential apartments, and open space.

The Concept Proposal seeks approval for the following key components and development parameters:

- Demolition of existing site improvements, including the Harbourside Shopping Centre, southern pedestrian bridge link across Darling Drive, obsolete monorail infrastructure, and associated tree removal;
- A network of open space areas and links generally as shown within the Public Domain Concept Proposal, to facilitate re-integration of the site into the wider urban context;
- Building envelopes;
- Land uses across the site, non-residential and residential uses;

- A maximum total Gross Floor Area (GFA) across the Harbourside site of 87,000m2 for mixed use development (non-residential and residential development);
- Basement car parking;
- Car parking rates to be utilised in subsequent detailed (Stage 2) Development Applications);
- Urban Design and Public Realm Guidelines to guide future development and the public domain; and
- Strategies for utilities and services provision, drainage and flooding, and ecological sustainable development.

A more detailed and comprehensive description of the proposal is contained in the Environmental Impact Statement (EIS) prepared by JBA.

2.5 Planning Approvals Strategy

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 this staged DA includes establishing 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 accordingly 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.

3. Consultation

3.1 Overview

Mirvac is committed to open, accessible and genuine consultation with affected stakeholders in relation to its proposal for Harbourside. Mirvac began informal consultation on the Harbourside project in October 2015 and received the initial Secretary's Environmental Assessment Requirements (SEARs) in December 2015 for a proposed retail/commercial scheme.

A program of consultation activities was undertaken with government agencies, stakeholder organisations and the local community. The feedback provided led Mirvac to reconsider its initial retail/commercial proposal for a commercial office tower above the northern end of the retail centre and, through further consultation, Mirvac elected to proceed with a revised retail/residential tower proposal.

New SEARs were requested and received on 30 August, which included the following requirements:

- During the preparation of the EIS, you are required to consult with the relevant local, State or Commonwealth Government authorities, service providers, and the local community.
- The EIS must describe the pre-submission consultation process, issues raised and how the proposed development has been amended in response to these issues. A short explanation should be provided where amendments have not been made to address an issue.
- The EIS must include a report describing the pre-submission consultation undertaken, including consultation with the local community, issues raised during that consultation and how the proposal responds to those issues. This report shall document community consultation undertaken in relation to this proposal for the redevelopment of the Harbourside Shopping Centre (SSD 7375)

Mirvac has proactively engaged with the community and stakeholders and, in response to feedback, has made fundamental changes to the original retail/commercial proposal.

This report has been drafted to document and describe the extensive consultation activities undertaken; the issues raised by agencies, stakeholders and the community; and how Mirvac has amended its proposal as a result.

3.2 Consultation process

Mirvac consulted with stakeholders and the community throughout the pre-submission process, providing accessible information on the proposal, creating opportunities for feedback and amending the design to address concerns where possible. This process is summarised in Figure 4 below.

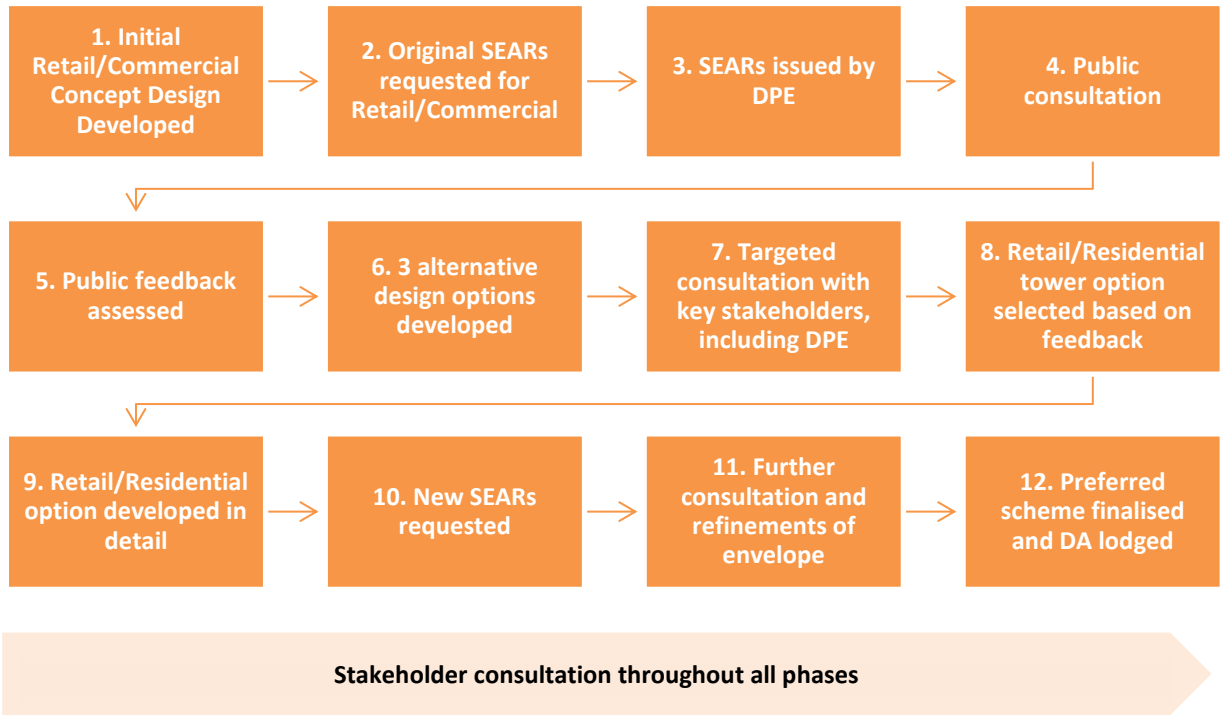


Figure 4 – Consultation, planning and design development process

A significant amount of consultation was undertaken with the public and key stakeholders throughout each stage including briefing meetings, public information sessions, correspondence, establishing public phone and email contact channels.

At the start of the process key stakeholders were identified who may have an interest in the proposed development. Meetings were held with these stakeholders throughout the development of the proposal, providing information and requesting feedback on issues such as the building envelope, key principles and features, public domain improvements and potential impacts. Feedback received through these stakeholder meetings was incorporated into the design process and resulted in significant and positive change by revising the commercial tower to residential.

Table 1 below outlines the chronological order of key activities and meetings that were undertaken throughout the various phases of the consultation process.

Date	Stakeholder	Activity
Initial retail/commercial concept design developed		
9 October 2015	Sydney Harbour Foreshore Authority Design Review Panel	Briefing presentation
Original SEARs requested, including retail podium and commercial tower element (October 2015)		
5 November 2015	The Star	Face to face meeting
6 November 2015	50 Murray Street (One Darling Harbour) Owners Corporation and the Facilities Manager	Face to face meeting
17 November 2015	NSW Property Council	Face to face meeting
20 November 2015	Lend Lease	Face to face meeting
23 November 2015	Sydney Business Chamber	Face to face meeting
25 November 2015	City of Sydney	Face to face meeting
15 December 2015	Infrastructure NSW	Face to face meeting
Original SEARs received from DPE (9 December 2015)		
21 January 2016	Department of Planning and Environment Transport for NSW City of Sydney Office of Environment and Heritage Sydney Water Roads and Maritime Services	Planning Focus Meeting See section 5.1
25 February 2015	Australian Maritime Museum	Face to face meeting
March 2016	General public	Project email address and 1800 phone line established
3 March 2016	Pyrmont Action Blackwattle Cove Coalition	Face to face meeting
10 March 2016	50 Murray Street (One Darling Harbour)	Face to face meeting
Public Consultation		
March 2016	General Public	Letterbox drop and newspaper advertisement

Date	Stakeholder	Activity
6 April 2016	Australian Maritime Museum	Face to face meeting
7, 8 and 9 April 2016	Public Information Sessions	Three public drop in sessions, see section 5.4
Public feedback assessed		
14 April 2016	Department of Planning and Environment	Face to face meeting
19 April 2016	Owners of the Novotel and Ibis hotels (Abu Dhabi Investment Authority)	Face to face meeting
11 May 2016	Owners of the Novotel and Ibis hotels (Abu Dhabi Investment Authority)	Face to face meeting
12 May 2016	The Star	Face to face meeting
27 May 2016	CEO, Property NSW	Face to face meeting
Three alternative design options developed		
9 June 2016	Department of Planning and Environment	Face to face meeting that established Mirvac's intentions to investigate further design options; agreement that given consultation to date further targeted consultation with key affected residents and stakeholders was required: see section 4.5
Further targeted consultation with key stakeholders		
12 July 2016	City of Sydney	Face to face meeting
12 July 2016	50 Murray Street (One Darling Harbour) Owners' Corporation and their advisors	Structured meeting/workshop taking further detailed feedback on concerns around retail/commercial scheme: see section 6.2
26 July 2016	50 Murray Street (One Darling Harbour) Owners' Corporation and their advisors	Structured meeting/workshop presenting three alternative options for further comment: see section 6.2
Retail/Residential option selected based on feedback		
August 2016	50 Murray Street (One Darling Harbour)	Correspondence confirming Residential option selected and agreeing further consultation should be post-lodgement
Preferred option developed in detail and new SEARs requested		
August 2016	General Public	Letterbox drop. See section 4.2

Date	Stakeholder	Activity
18 August 2016	Department of Planning and Environment	Correspondence confirming consultation undertaken to date
22 August 2016	Pyrmont Action Blackwattle Cove Coalition	Face to face meeting
24 August 2016	Infrastructure NSW	Face to face meeting
26 August 2016	Owners of the ICC hotel	Face to face meeting
New SEARs issued		
24 August 2016	Infrastructure NSW	Face to face meeting
26 August 2016	Owners of the ICC hotel	Face to face meeting
Further refinement of envelope based on stakeholder feedback		
DA Lodged		

4. Public Consultation Activities

A wide range of tools and techniques were employed to ensure the local community and wider general public were aware of the proposal during the pre-submission phases and had an opportunity to provide feedback.

4.1 Community Contact Channels

Accessible, public-facing contact channels were established after receiving the initial SEARs that allowed members of the public to ask questions about the project, provide feedback and register for updates. These have remained open throughout the process and include:

- A 1800 Community Information Line has been established to take calls, questions and feedback about the project. (1800 795 667). Four phone calls requesting information on the community information sessions and the project have been received to date. (9 November 2016)
- A project specific email address was established for questions and feedback. 13 emails providing feedback have been received to date. (9 November 2016) (harbourside.enquiries@mirvac.com)

4.2 Letterbox Drops

Information postcards and flyers regarding the project, which also included details for the above contact channels, were distributed to 4,500 residential and business properties throughout the local area at two key stages of the project's development. This included:

- A postcard with outline project information on the initial retail and commercial proposal, details of the community information sessions beginning on 7 April, the 1800 phone line number and email address was delivered in March 2016.
- A follow up information flyer was conducted to the same delivery area following the submission of the revised SEARs request for the updated retail and residential proposal.

Distribution was arranged via a professional delivery company and tracked via GPS. See Appendices for a copy of the information distributed.

4.3 Newspaper Advertisements

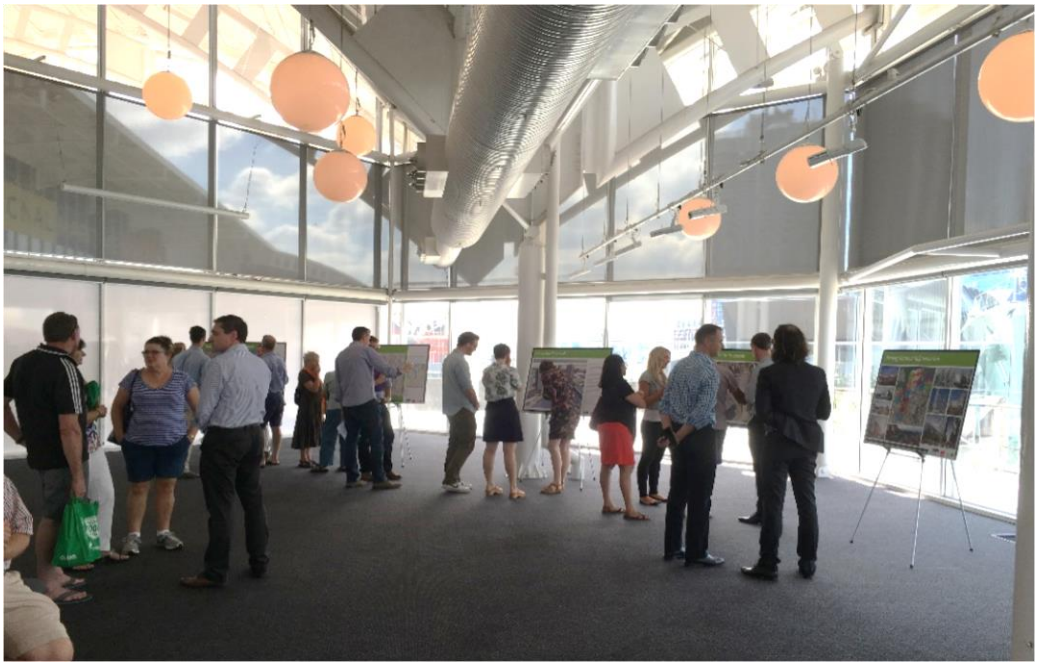
Newspaper advertisements were placed in two local papers: The Inner Western Suburbs Courier on 29 March 2016 and The Hub on 31 March 2016. The advertisements contained an invitation to the community information sessions, the 1800 community information line number and contact email address for further information.
See Appendices for a copy of the advertisements.

4.4 Community Information Sessions

Three Community Information Sessions were held after the initial SEARs were received to provide project information and the opportunity to talk to the project team about the proposal for the Stage 1 Development Application.

The sessions were held at the Australian National Maritime Museum adjacent to Harbourside Shopping Centre as follows:

- Thursday, 7 April 6pm – 8pm with 30 attendees
- Friday, 8 April 3pm – 5pm with 27 attendees
- Saturday, 9 April 10 am – Midday with 23 attendees



Representatives of Mirvac, the architects, the planners, heritage consultant, landscape architect and traffic consultant were in attendance to explain the proposal and answer questions from attendees. The Community Information Session provided the opportunity for feedback to be provided to the project team.

Feedback was captured through feedback forms and notes taken by the project team. Additional feedback was sent via email.

Meetings were scheduled at varying times to enable the broadest section of community to attend at a convenient time.

A copy of the display boards is included in the appendices.

4.5 Targeted Consultation on Retail/Residential option

Following the decision to revise the retail/commercial proposal and investigate additional design options, Mirvac met with the Department of Planning and Environment on 9 June 2016 to discuss the extent of public consultation undertaken already, and agreed further engagement would be undertaken with stakeholders around the refinement of the design targeted at the key parties most affected by the project, such as 50 Murray Street (One Darling Harbour).

5. Feedback received

5.1 Planning Focus Meeting

A planning focus meeting for the Harbourside project was organised with key government agencies, in conjunction with the Department of Planning and Environment on 21 January 2016, following the issuing of the initial SEARs.

The following agencies attended:

- Department of Planning and Environment;
- Transport for NSW;
- The Office of Environment and Heritage;
- Roads and Maritime Services;
- Sydney Harbour Foreshore Authority;
- City of Sydney; and
- Sydney Water.

Attending from the Harbourside project team were representatives from Mirvac, JBA, FJMT, Arcadis and Curio Projects. An overview presentation on the development was provided as well as an opportunity discuss key aspects of the project.

The key issues raised and discussed at the meeting are outlined below.

- Development program
- Anticipated timeframe of the project and potential cumulative impacts in the Darling Harbour area
- Design
- Proposed public domain improvements
- Potential for design excellence process in development program for a staged DA.
- Whether the podium and tower would be designed as a single entity or by separate architects
- The options analysis undertaken to arrive at the preferred scheme and rationale for alternatives being ruled out
- Benefits of replacing outdated centre with upgrading retail, dining and public domain
- Commercial tower
- Benefits of a single higher tower versus two or more lower towers
- Location of the tower and impacts of shifting it towards the south of the site
- Shadow impacts on public domain on the roof of the podium, particularly outside dining areas, and foreshore
- Relationship between the tower and Pyrmont Bridge
- Floor plate requirements, commercial demand and target tenants for the building.
- Overshadowing and solar access for nearby residential buildings and hotels
- View impact analysis to be undertaken
- Importance of architectural relationship with new International Conference Centre
- Proposed set back from the foreshore

- Connectivity
- Impacts on pedestrian traffic across Pyrmont Bridge and through Darling Harbour and potential for pedestrian modelling
- Relationship with existing light rail line and stops
- Proposed Bunn Street bridge connection and benefits
- Interface with Pyrmont Bridge and pedestrian desire lines
- Cycling connectivity and bicycle parking on site
- Traffic
- Impacts from additional 200 parking spaces on local road network
- Access arrangements and practicalities of proposed drop-off area
- Approach to traffic surveys
- Cumulative impact whilst other Darling Harbour construction projects are still under way
- Arrangements for buses and coaches along Darling Drive
- Relationship with other projects
- What are the potential cumulative impacts due to other development in the vicinity? Darling Harbour intent was for the people.
- How does the proposal give back to the people and what is the relationship with the tower on the ICC?
- Relationship with planned darling harbour foreshore boardwalk
- Heritage
- Heritage interpretation strategy
- Indigenous heritage interpretation strategy
- Opportunities to improve heritage setting of Pyrmont Bridge
- Relationship with heritage items outside of immediate site

5.2 Email and phone line

A 1800 number was set up in March 2016. The number was advertised in the postcard letterbox dropped to surrounding residents and businesses and in the newspaper advertisements.

Four phone calls requesting information on the community information sessions and the project have been received to date. (9 November 2016)

A project email address was set up in March 2016. The address was advertised in the postcard letterbox dropped to surrounding residents and businesses, and in the newspaper advertisements. 13 emails providing feedback have been received to date. (9 November 2016)

5.3 Community organisations and action groups

Meetings were held with local community representative associations and action groups. These meetings provided an opportunity for feedback, which was considered and addressed as part of the ongoing design process.

Pyrmont Action Group and Blackwattle Cove Coalition

A meeting was held with representatives of Pyrmont Action and Blackwattle Cove Coalition, on 3 March 2016 to discuss the proposal. Mirvac provided an overview of the proposal and responded to questions from the group. The following issues were raised:

- Would like public bus to area
- Concerned about impact on views and sunlight for One Darling Harbour
- Queried the need for office as the IMAX was changed to serviced apartments
- Would like the retail to be attractive to residents. Currently residents walk through area
- Would like to see full size tennis courts in area.
- Can a scramble crossing be implemented at Darling Drive intersection near Pyrmont Bridge?
- Urged that two pedestrian links be maintained
- Questioned whether proposal is higher than ICC hotel
- Queried whether there is a heritage concern about the bridge

A further meeting was held with representatives of both groups on 22 August 2016 to update them on Mirvac's revised retail/residential proposal following community feedback.

The Council of Ultimo/Pyrmont Associations (CUPA)

CUPA was contacted. CUPA advised no meeting was required as a briefing was scheduled with Pyrmont Action.

Pyrmont Community Group

A briefing was offered to Pyrmont Community Group and has not been taken up.

5.4 Community information sessions

A range of topics, issues and comments were covered during the briefings and Community Information Sessions, and via feedback forms and emails.
Key topics included:

- Amenity – overshadowing, loss of views and privacy, wind
- Building envelope, location of commercial tower and height
- Traffic, transport and parking
- Public domain and access
- Heritage
- Consultation

Details of the key issues raised and responses are below.

5.4.1 Commercial Tower – location and form

Feedback from a number of community members and, in particular, adjacent residents believed that the tower should be located further south on the site, closer to the ICC Hotel.

It was expressed that it was a more appropriate form at the southern end closer to other high-rise buildings and that the current proposed tower location did not leave adequate space between the building and the water's edge, and was not in keeping with Pyrmont, which is primarily lower rise.

Feedback included:

"A high-rise commercial tower in a residential and entertainment precinct was not appropriate and would change the village feel of Pyrmont."

"…we fail to see the need for an office tower in this largely residential/tourist precinct."

Response

Mirvac has revised its proposal and is now proposing a residential tower, as opposed to a commercial tower. In the development of the design, various building sizes, shapes and locations have been considered.

Locating the tower to the north of the site is considered the most appropriate location due to a range of reasons:

- It allows improved connections between Pyrmont and Darling Harbour. These connections include the proposed new Bunn Street connection and retention of one of the existing pedestrian links over Darling Drive. Direct access onto Pyrmont Bridge is retained and improved
- The location aims to minimise view impacts and balance the view sharing for all stakeholders
- Reduce overshadowing to the public domain to the south
- Architectural considerations and proximity to the ICC hotel

Following initial community consultation sessions Mirvac developed three options for further consultation:

- Option 1 : existing retail/ commercial proposal
- Option 2 : retail/commercial proposal set back a further from Pyrmont Bridge
- Option 3: retail/residential proposal set back further from Pyrmont Bridge with a smaller footprint and more slender form

Mirvac is now proceeding with Option 3. Under the original proposal, the commercial tower was set back approximately 25 metres from Pyrmont Bridge. Under the revised proposal the tower has been set back from Pyrmont Bridge by approximately 50 metres.

5.4.2 Commercial Tower – Overshadowing, loss of views, privacy and wind impacts

Key issues raised by attendees at the Community Information Sessions and via the feedback forms and emails related to impacts from the proposed commercial tower including overshadowing, loss of sunlight, loss of views and wind impacts on the adjacent building at 50 Murray Street.

Overshadowing, loss of sunlight and privacy

Adjacent residents expressed objections about the proposed commercial tower overshadowing of 50 Murray Street and the public domain. Residents did not want to lose morning and afternoon sun.

Feedback included:

"As a permanent resident of the building One Darling Harbour ….our main objections are …it will block out the morning and afternoon sun..."

"Major concern over shadowing of tower. Loss of sunlight"

"Depriving residents of light, view and winter sunlight"

Response

The proposed commercial tower has been replaced by a more slender residential tower. The residential tower casts a thinner shadow than the commercial tower. The shadow cast by the residential tower does not overshadow Tumbalong Park.

Detailed analysis of shadowing is included with the Development Application reports.

Loss of views and decreased property values

Residents on the eastern side of 50 Murray St objected to the loss of views from their apartments. Views were a primary reason expressed for their living in the building. It was expressed that not only were views and sunlight lost but also their property values would be impacted.

Feedback included:

"The tower will block a large percentage of the views my wife and I worked and saved for so many years to acquire. It will be an invasion of privacy. Our only window will directly face the tower including the bedrooms. It will significantly reduce the value of our apartment should we decide or have no option to sell."

"The tower will sit directly in front of our apartment"

"Loss of water views"

Response

The proposed commercial tower has been replaced by a more slender residential tower. This significantly reduces the view impacts and enhances view sharing for surrounding stakeholders.
In addition to the change in use of the tower from commercial to residential, Mirvac have also made further refinements to the envelope. These include:

- Reducing the height of the envelope at the northern end in front of 50 Murray Street
- Reducing the height of the envelope at the southern end in front of the ICC

These changes have helped to maximise the view sharing from these adjoining properties.

An adjustment to the envelope was also proposed in front of the ICC Hotel to improve view sharing. However, the owners of the ICC Hotel did not take this offer up.

Detailed view analysis has been undertaken and is included with the Development Application reports.

Wind

Residents suggested that their balconies on 50 Murray Street would be negatively impacted by increased wind with the construction of a tower adjacent to their building.

Response

A wind study has been completed by CPP Wind Engineers and is included within the Development Application.

The conclusion made in the wind report is the design would meet the intended use for pedestrian comfort and safety. Additional testing will be conducted during the detailed design.

5.4.3 Traffic, transport and parking

Traffic and transport

Concerns were raised about the proposal increasing the current traffic in the area, particularly during peak hours. It was felt that any traffic studies done would not reflect the real situation as Darling Drive is currently experiencing differing traffic levels during the construction of the Convention Centre and hotel.

It was also felt that public transport, even with proposed light rail improvements, would not be enough to service transport needs.

Pyrmont Action Group identified the need for a local bus and requested Mirvac liaise with the RMS to install a scramble crossing at Darling Drive intersection next to Pyrmont Bridge.

Feedback included:

"Traffic concerns with influx of people. Support of light rail service but concerned whether it can able to address transport needs."

"Serious concerns about proposed use of existing roadway entrance into back of house services and carpark. More traffic analysis should be done as ICC and Entertainment Centre. Problems will be exacerbated. Single small roundabout currently on Darling Drive is inadequate. Unrealistic and does not improve amenity of that side of building. Redevelopment should use internal 'dockway' and recycling and rubbish area to reduce noise."

"Traffic concerns - gridlocked every night" and "… Concerns - traffic, Murray and Harris St at peak hour. Number of people working - safety issue."

Response

Arcadis (traffic consultant) has completed detailed traffic studies on the basis of the future associated traffic impact of Harbourside on the existing intersections and road network. The intersection modelling did not show any significant adverse impact when comparing existing and future scenarios.

Carparking associated with the proposed development is provided for the future residential element of the development. Given the close proximity of the development to existing public transport

facilities and the CBD, it is anticipated that the majority of future residents will either walk, cycle or use public transport to get to and from work.

Although Darling Drive had been closed since the Christmas holidays, the traffic model did consider and incorporate traffic flows on Darling Drive. Reference was made to the traffic surveys undertaken in 2013 for SICEEP when Darling Drive was open. An assessment of the 2013 and 2016 traffic surveys shows similar traffic on all roads so it is reasonable to assume Darling Drive traffic would be similar had it been open. Furthermore, a sensitivity assessment was undertaken by applying the 2013 volumes in place of the 2016 volumes and the likely outcomes of the intersection modelling has revealed that the outcomes are not likely to differ significantly than what has been reported with the application of 2016 traffic volumes.

There are several public transport options serving the development, such as buses, light rail, ferries and trains. Any changes to public transport and pedestrian crossings are matters for transport authorities.

Traffic associated with the future development loading dock will be similar to existing conditions.

A new dual off-road cycleway has recently been constructed along Darling Drive to promote cycling.

A 'Cumulative Traffic Impact Study' that assesses the cumulative traffic impact from Harbourside plus other surrounding developments (eg ICC) would be conducted for the Stage 2 DA.

The transport authorities attended a meeting with the Department of Planning on 21 January 2016. They did not object to the redevelopment proposal.

Parking

Varying views were held on the proposed allocation of 200 spaces in the original proposal for the retail centre and commercial. Some respondents felt that it was too many parking spaces, others believed the number of spaces was inadequate.

Feedback included:

"Nothing said about parking. Should be excess parking for patrons of office accommodation and shops, restaurants."

"Car parking is an issue as the streets are already overcrowded"

"Inadequate parking"

Response

The initial retail/commercial proposal included approximately 200 car spaces. The revised retail/residential proposal includes parking for approximately 295 cars. This is to provide an appropriate level of parking for residents.

5.4.4 Heritage

Respondents identified two main issues in relation to Pyrmont Bridge. They believe that the bridge should be free of attachment to the building and that any building should be set back from the bridge, so that the cultural significance of the site could be maintained. It was also expressed that the high-rise form proposed was not in keeping with the 'heritage' character of Pyrmont.

Feedback included:

"Pyrmont Bridge needs to stand free of any proposed building and not be 'appropriated' into the building."

"Totally inappropriate to have skyscraper right on Pyrmont Bridge. Whatever is built should be more sympathetic to the heritage of Bridge and area."

Response

Under the revised proposal for the retail centre and residential tower, the setback from the bridge will be increased to approximately 50m to respect its heritage significance. This doubles the setback provided under the original retail/commercial proposal.

A new bridge is proposed to link Pyrmont Bridge to the new plaza/retail. This bridge will be a "light touch" with the detailed design to follow in a later Stage 2 DA.

A new "ribbon stair" is proposed adjacent to the Pyrmont Bridge. This stair will be wider than the existing stair and the set back of the retail more generous than existing. This will help with the heritage interpretation of the bridge. This element is discussed further in the Heritage Report and EIS.

The proposed development includes improvements to the interpretation of the bridge, including removal of intrusive elements associated with the approaches to the bridge at the Pyrmont end.

5.4.5 Public Domain and Access

Support was expressed for the greening of the rooftop of the proposed retail centre. Whilst there was support for this concept, residents raised the issue of 24-hour access and security in this location.

Feedback included:

"Increased public space good in principle but how would it work?"

"Like the opening of roof to public use although noise from rooftop to adjacent residences may be a big problem."

Objections were raised about the location of the bulk and height of proposed development so close to the water. Respondents identified that they would like to see the building set back further from the water.

Feedback included:

"Would like open green area closer to the bridge."

"Bulk and height of development must be south near ICC. Tower sets precedent to build towers in Pyrmont… Should be set back from water and terraced… "

Response

Harbourside has always been a welcoming destination within Darling Harbour for Sydneysiders, interstate and international tourists. Mirvac intends to ensure a new Harbourside shopping centre continues this tradition. Mirvac is keen to increase the centre's attractiveness to the local community. Significant public domain improvements and better connections into the local area are key aspects of the proposal.

A public domain concept plan has been prepared by Aspect Studios. This has been developed with SHFA/PNSW and is included in the Development Application. The elements contained in this package are concepts only. Detailed design will be undertaken in future applications.

Footbridge over Darling Drive

Residents and community members would like to see the current bridge to the monorail station maintained and a second link implemented. Some residents queried as to why Bunn Street was chosen for the access point as there did not seem to be a logical desire line along that route. It was also felt that this issue needed to be jointly negotiated with 50 Murray Street and Novotel.

Feedback included:

"Footbridge from One Darling Harbour should remain and not be moved 20 metres south. If needed have two - think of disabilities."

"Existing bridge connection is good, because of canopy".

"Openness of centre and garden near footbridge is better option".

Response

Mirvac's proposal is to install a new pedestrian connection, directly connecting Bunn Street to Level 3 of the redeveloped retail centre (based on indicative only retail design). It is proposed this connection shall replace the existing bridge connection from the carpark below the Novotel. This bridge will provide a valuable pedestrian and visual link from Pyrmont.

As a result of feedback received at the initial community consultation, Mirvac intends to retain the existing bridge connection from 50 Murray Street.

5.4.6 Harbourside Shopping Centre Retail

Respondents at the Community Information Sessions and via feedback forms and emails expressed support for the redevelopment of the retail component at Harbourside and believed that a more appropriate retail mix was good for the area.

Feedback included:

"Happy to see shopping centre being redeveloped."

"Pleased that the retail elements of the project will be retained and enhanced to be more community friendly."

Respondents also reported that Harbourside was *"tired"* and that the *"current centre is in decline and terrible."*

A Harbourside retail tenant *"I completely support the new development as the centre is tired and lifeless. I love the new design as there is a lot of alfresco dining … Personally as a tenant I feel that traffic numbers are not what it used to be."*

Response

The renewed Harbourside will play a key role in the transformation of Darling Harbour, which is one of Australia's premier entertainment, dining and leisure precincts. The proposed redevelopment supports the Government's vision of an expanded cultural ribbon from Barangaroo through to Darling Harbour and Pyrmont.
The new retail, dining and residential precinct will be attractive to tourists, neighbours and office workers, with welcoming public spaces. It will provide improved public access and connection routes between Pyrmont, Darling Harbour and the CBD.

5.4.7 Consultation and SEARs response

Concern was expressed about the level of consultation, breadth of the community notifications and the proposal's response to the SEARs.

Feedback included:

"It is unclear... how extensive the notification for the initial pre-lodgement community information sessions was…"

"Distinct lack of information on the display boards, too many people around each board so no access. Multiple copies (of display) should have been available."

Concern that there was a lack of information relating to shadow diagrams, lack of information about additional background studies being completed, lack of visual representation from the ground level.

"…not undertaken effective and genuine community consultation…"

"Staff in attendance were courteous and gave information to best of ability. Next time hope there will be evidence of this feedback into a considered response by Mirvac and planning team. Neither party has all the right answers but working together could end up with a solution that surprises and delights visitors, residents and workers of Darling Harbour."

Response

Detailed consultation has been undertaken about the proposal. This has included key stakeholders, adjoining landowners, neighbours, community groups and the broader community.

Approximately 4,500 flyers were distributed into letterboxes in the surrounding precinct inviting recipients to attend one of three community consultation sessions. Advertisements were also placed

in two local newspapers. An email address and 1800 number were also provided in the flyer and the newspaper advertisements.

A further letterbox drop to the same area was undertaken providing information to the community about the revised proposal. This information update also included the email address and 1800 number.

A number of meetings and feedback sessions about the proposal have also been conducted with the close residential neighbours at 50 Murray Street (One Darling Harbour).

The extensive changes made to the proposal following community consultation demonstrate both the effective and genuine nature of the consultation process.

6. Revised retail/residential design and targeted consultation

6.1 Briefing with Department following public consultation

As outlined in Section 4.5, a meeting was held with Department of Planning and Environment on 9 June 2016. Following this meeting detailed targeted consultation was undertaken on the revised retail/residential design.

6.2 Development of design options and targeted consultation with one Darling Harbour

During the development of alternatives to the retail/commercial concept plan, Mirvac organised two meetings, on 12 and 26 July 2016, with members of the Executive Committee of One Darling Harbour's Owners' Corporation and their appointed technical consultants.

The first meeting provided an opportunity to provided further feedback, in particular from the technical advisors in relation to the retail/commercial concept plan.

The following issues were raised:

- Location of the commercial tower and suggestion it should be moved further south
- Tower scale and form out of place with the typology in the Darling Harbour area
- Overshadowing of public domain in front of shopping centre during lunch time hours
- View impacts and impact on One Darling Harbour
- Proximity to Pyrmont Bridge and heritage impacts
- Proximity of commercial tower to foreshore
- Commercial use inappropriate as not in character with the existing tourism, entertainment and residential mix of the area. Residential would be welcomed over the proposed commercial use.

On 26 July 2016, Mirvac presented three options to the One Darling Harbour Executive Committee (Option 1: existing proposal, Option 2: revised retail/commercial proposal and Option 3: retail with residential tower proposal with more slender building envelope).

The following comments and key issues were outlined by the Executive Committee, noting that these were personal comments only, with further discussion required between the Owners' Corporation and its advisors.

- Option 1 – identical to the first proposal and no additional feedback
- Option 2 – most of existing objections to Option 1 also apply to Option 2
- Option 3 – the residential proposal represented an improvement on the original scheme and positively addressed some of the major issues raised by the Owners' Corporation.

  While it has less impact on existing views, views to the east and south were of value due to fireworks at Darling Harbour. The proposed residential use, rather than commercial, was also welcomed. Committee members still believed the tower should be moved further south to align with the proposed Bunn Street connection.
- Height of envelope at northern end adjacent to Pyrmont Bridge questioned
- Asked for existing pedestrian connection over Darling Drive to be retained

- Committee members advised that the location of the tower, its bulk and impact on views from 50 Murray Street were of greater concern than its height. Additional building height could also be acceptable if it facilitated a slimmer building form and shifting the tower further south

6.3 Confirmation of preferred concept plan and further consultation

Following this targeted consultation, Mirvac elected to proceed with the residential/retail concept plan as its preferred option and that new SEARs would be requested. This was confirmed via correspondence to representatives of 50 Murray Street (One Darling Harbour).

Following on from the above, it was confirmed that given the extent of consultation undertaken to this point with 50 Murray Street, further discussions would be more productive during the public exhibition of the Development Application. This was subsequently confirmed in correspondence between JBA and the Owners Corporation representatives as an acceptable process.

6.4 Refinement of project envelope

Following the request for new SEARs further meetings were held with the following stakeholders:

- Lend Lease
- Infrastructure NSW
- ICC Hotel Group
- Property NSW / Sydney Harbour Foreshore Authority

The above stakeholders have interests in the International Convention Centre (ICC) and ICC Hotel that are located adjacent to Harbourside.

As a result of these meetings further amendments were made to the envelope, as follows:

1. The envelope at the southern end of the retail podium was lowered to improve the views from the International Convention Centre

2. The envelope at the northern end of the retail podium was lowered to improve the views from 50 Murray Street

A third amendment to the envelope was proposed in front of the ICC Hotel to improve the hotel's views from their pool deck and gym. However, the owners of the ICC Hotel did not take this offer up.

7. Consultation outcomes

Mirvac has engaged extensively and openly with stakeholders, adjoining landowners, community groups and the broader community. The feedback provided during the consultation has informed the design process and has led to significant changes in the proposal.

While there is wide-ranging support for the redevelopment of the shopping centre, the key concerns raised related to the location of the tower, its commercial use, view and shadowing impacts and level of consultation.

As a result of consultation with key stakeholders, neighbours and community groups Mirvac considered a range of options, reviewed its approach to the site and significantly revised its original retail/commercial proposal.

After consideration of an alternative commercial option, set back 50 metres from Pyrmont Bridge, Mirvac moved from a combination of retail and commercial uses, to a combination of a retail centre with a residential tower above. Mirvac lodged a new request for Secretary's Environmental Assessment Requirements (SEARs).

This change significantly mitigates a range of key concerns raised during the consultation process.

The table below outlines the key differences between the original retail/commercial proposal and the revised retail/residential proposal in response to community feedback.

Feature	Initial Retail/Commercial Proposal	Revised Retail/ Residential Proposal
New retail centre	Demolition of existing Harbourside Shopping and construction of new shopping centre	Demolition of existing Harbourside Shopping and construction of new shopping centre
Tower use	Commercial tower	Residential tower
Gross Floor Area (GFA)	97,000 m^2 GFA for retail and commercial uses This includes 52 000 m^2 of retail and 45,000 m^2 of commercial	87,000 m^2 GFA for retail and residential uses This includes 52 000 m^2 of retail and 35,000 m^2 of residential – a reduction of 10,000m^2
Tower footprint	Approximately 1,800 m^2	Approximately 1,100 m^2 – a reduction of 700m^2
Pyrmont Bridge setback	Tower setback 25 metres from the Pyrmont Bridge	Tower setback 50 metres from the Pyrmont Bridge
Pedestrian connection	New Bunn Street pedestrian connection. Demolition of both existing pedestrian connections over Darling Drive	New Bunn Street pedestrian connection Retention of existing pedestrian connection over Darling Drive from 50 Murray Street

Feature	Initial Retail/Commercial Proposal	Revised Retail/ Residential Proposal
		Demolition of existing pedestrian connection over Darling Drive from the Novotel
Public domain improvements	Boulevarde works including repaving Event steps New Bunn Street Bridge Demolition of existing pedestrian connections across Darling Drive including connection from the Novotel carpark, and connection from 50 Murray Street Observation area and landscaped publicly accessible space on level 3 of the new shopping centre "Ribbon" stairs between Pyrmont Bridge and the retail centre respecting the Bridge's heritage and create a better relationship to neighbours especially Australian National Maritime Museum New paving to entry of Pyrmont Bridge	Maintaining all public domain improvements included in the original retail/commercial proposal Additional publically accessible plaza adjacent to the Pyrmont Bridge (entry to level 2 retail)

8. Conclusion

Mirvac is seeking to deliver a revitalised Harbourside that complements the renewal occurring across the broader Darling Harbour precinct.

The proposed new retail and residential development is designed to be attractive to tourists, neighbours and the broader community with welcoming public spaces. It will provide improved public access and connection routes between Pyrmont, Darling Harbour and the CBD.

Broad ranging consultation has been undertaken. Various engagement methods and tools were used to gather feedback on the initial retail/commercial proposal. As a result of this extensive consultation and feedback received, Mirvac has significantly amended its proposal to reduce impacts where possible.

Throughout Mirvac has kept all stakeholders, including the local community, existing retail tenants, adjoining landowners and government authorities up to date with the development of the proposal.

Mirvac will continue to engage with the stakeholders and the community during the exhibition of the Stage 1 Development Application as well as during future stages of the planning process.

9. Appendices

Letter Box drop 1: Flyer/Postcard

Proposed redevelopment of the Harbourside Shopping Centre

Dear resident/business owner,

Mirvac is exploring options for the possible redevelopment of the Harbourside Shopping Centre, including the creation of a new shopping centre and commercial office tower. The proposal will provide significant public domain improvements and increased pedestrian connectivity with Pyrmont and the Darling Harbour precinct.

Mirvac is planning to lodge a Stage 1 Development Application that sets out the concept proposal only for the redevelopment. The detailed design of any future redevelopment will form part of further Development Applications to be lodged with the Department of Planning & Environment.

You are invited to attend a community information session to find out more about the proposal and to provide feedback before the Development Application is submitted to the Department of Planning and Environment. There will be further opportunities to provide comments once the Development Application is placed on formal public exhibition.

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Community Information Sessions

LOCATION:

Australian National Maritime Museum
Terrace Room
2 Murray St, Pyrmont
Entry via main Museum entrance

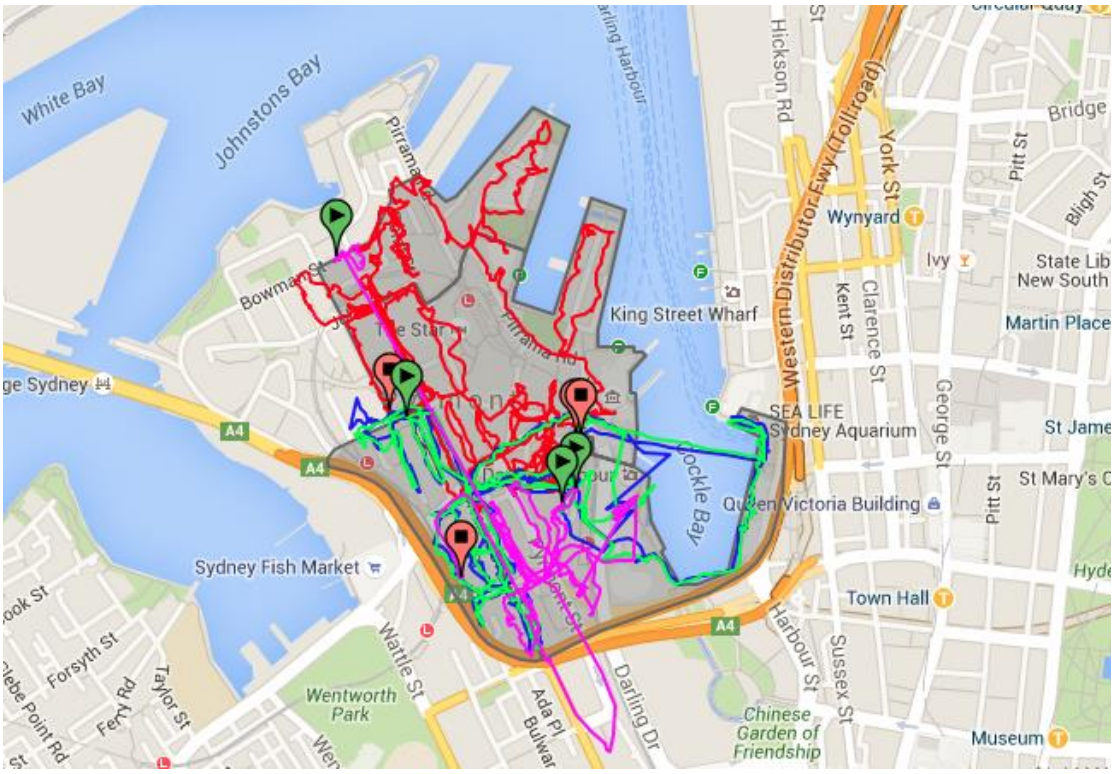
DATE + TIMES:

Thursday 7 April	6.00pm – 8.00pm
Friday 8 April	3.00pm – 5.00pm
Saturday 9 April	10.00am – 12noon

FOR MORE INFORMATION:

harbourside.enquiries@mirvac.com or call
1800 795 667 during business hours

Flyer/invitation to community sessions – delivery area (showing delivery monitored via GPS tracking)



Advertisements

Inner Western Suburbs Courier
29 March 2016
Early General News

HARBOURSIDE SHOPPING CENTRE
DARLING HARBOUR
PROPOSED REDEVELOPMENT

mirvac

Mirvac is exploring options for the possible redevelopment of the Harbourside Shopping Centre to provide a new retail shopping centre and commercial office tower.

You are invited to attend a drop-in community information session to find out more about the proposal and to provide feedback before a Stage 1 Development Application is submitted to the Department of Planning and Environment.

COMMUNITY INFORMATION SESSIONS

Australian National Maritime Museum
2 Murray St, Pyrmont
Entry via main Museum entrance

Thursday 7 April.....6pm – 8pm
Friday 8 April.....3pm – 5pm
Saturday 9 April .....10am – 12 noon

For information please call 1800 795 667 during business hours or email harbourside.enquiries@mirvac.com

City Hub
31 March 2016
Early General News

HARBOURSIDE SHOPPING CENTRE DARLING HARBOUR
PROPOSED REDEVELOPMENT

mirvac

Mirvac is exploring options for the possible redevelopment of the Harbourside Shopping Centre to provide a new retail shopping centre and commercial office tower. You are invited to attend a drop-in community information session to find out more about the proposal and to provide feedback before a Stage 1 Development Application is submitted to the Department of Planning and Environment.

COMMUNITY INFORMATION SESSIONS

AUSTRALIAN NATIONAL MARITIME MUSEUM	Thursday	7 April	6pm – 8pm
2 MURRAY ST PYRMONT	Friday	8 April	3pm – 5pm
ENTRY VIA MAIN MUSEUM ENTRANCE	Saturday	9 April	10am – 12 noon

For information please call 1800 795 667 during business hours or email harbourside.enquiries@mirvac.com

Display boards presented at Community Consultation Sessions

Site Context

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

Train
Ferry
Light Rail
Bus

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About the Proposal

CONCEPT DESIGN ONLY

Mirvac is proposing to revitalise the Harbourside Shopping Centre to create a new development that better integrates with the Pyrmont local area, the new International Convention Centre and hotel, and the wider Darling Harbour area.

This project will provide a much needed revitalisation of an outdated, inward facing building, improving the overall Darling Harbour experience, as well as a unique opportunity to improve connectivity between Pyrmont and Darling Harbour via new pedestrian links.

A State Significant Development Application is currently being prepared for the site, which will be submitted to the Department of Planning and Environment. A Stage 1 Development Application will seek approval for the concept envelope, with detailed design of the final retail and office tower to be included in subsequent Development Applications. The proposed redevelopment includes:

- Improved and activated public domain areas
- A new four level retail centre
- A commercial office tower
- Basement car parking
- Demolition of the existing retail centre

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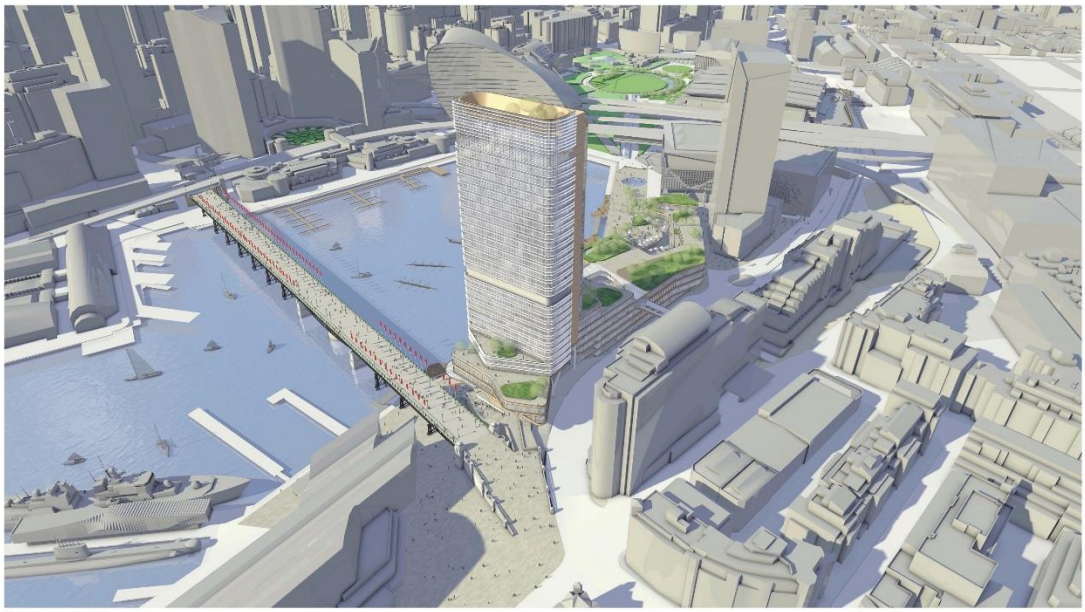
About the Proposal



CONCEPT DESIGN ONLY

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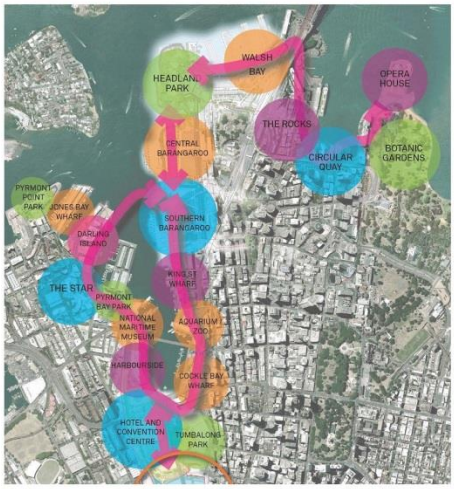
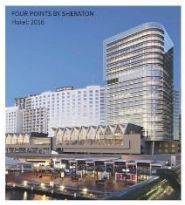
Darling Harbour Rejuvenation





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Public Domain and Improved Connectivity

The proposed design strategy is to promote open and connected public domain spaces. It is envisaged this includes six key spaces.

KEY PUBLIC DOMAIN SPACES

1. **BUNN STREET CONNECTION** – A generous public bridge connecting Bunn St to Darling Harbour
2. **PUBLIC VIEWING PLATFORM** – A dedicated public space taking in views across the Harbour and CBD
3. **BOULEVARD UPGRADE WORKS** – The main spine and circulation of the public domain on the harbour
4. **DINING** – Activated retail edge that interfaces with the public domain
5. **BRIDGE INTERFACE** – Celebrate heritage character
6. **THE EVENT STAIRS** – Seating terrace for viewing large events on land and water

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Project Timeline

WE ARE HERE

Initial community and stakeholder consultation prior to lodgement of the Stage 1 Development Application

Stage 1 Development Application is lodged with the Department of Planning and Environment and then placed on public exhibition

Submissions are analysed and final determination is made by the Minister or Planning Assessment Commission

If the Stage 1 Development Application is approved, the Stage 2 Development Application will be prepared

Construction commences

Have Your Say

Thank you for visiting today's session. Please fill out a feedback form so your suggestions can be considered for the Stage 1 Development Application, which will be lodged with the Department of Planning and Environment.

For more information or to provide feedback:

1800 795 667

harbourside.enquiries@mirvac.com

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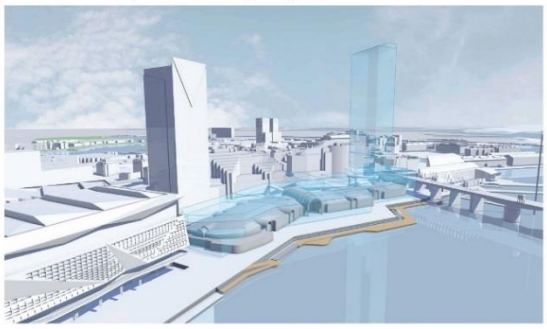
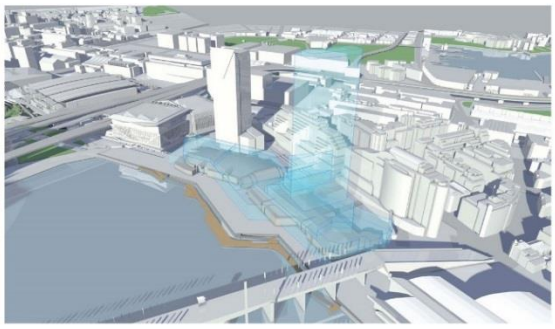
Second letterbox drop re: new SEARS

COMMUNITY UPDATE

Proposed redevelopment of the Harbourside Shopping Centre
Plans revised following community consultation

New SEARs - retail/residential - 87,000sqm GFA





9 August 2016

Dear Neighbour,

Mirvac has been exploring options to redevelop the Harbourside Shopping Centre which is an important tourist, shopping and leisure destination in the heart of Darling Harbour.

Mirvac is proposing to demolish the existing centre, build a new shopping centre, improve the public space in and around the centre and improve the connections from Pyrmont through to Darling Harbour.

A key aspect of the redevelopment proposal is the addition of a tower above the shopping centre. Initial plans presented for community feedback included a commercial tower adjacent to the Pyrmont Bridge. As a result of the feedback received at the community consultation sessions, Mirvac has revised its plans and is now proposing a more slender residential tower with a greater setback from Pyrmont Bridge.

The proposed envelope for the retail and residential development will include 87,000sqm gross floor area. This is a reduction from the previous 97,000sqm gross floor area for the retail and commercial scheme.

Mirvac has requested new Secretary's Environmental Assessment Requirements from the NSW Department of Planning and Environment for the revised proposal. Mirvac is intending to lodge a Stage 1 Development Application for the redevelopment in the coming months. The Stage 1 Development Application will set out the concept proposal for the redevelopment and will seek the approval for the land uses, building envelope (including scale and massing) and carpark provision. The Development Application will be placed on exhibition for public comment. The detailed design of the shopping centre and the residential tower will be prepared for later Development Applications.

Mirvac is committed to ensuring Harbourside neighbours are kept updated as planning continues for the proposed renewal of the Harbourside Shopping Centre.

For more information or to provide feedback

harbourside.enquiries@mirvac.com

1800 795 667 during business hours

KJA
engaging solutions

Sydney office

Level 9, 2 Elizabeth Plaza, North Sydney NSW 2060
PO Box 302, North Sydney NSW 2059
T 02 9955 5040 F 02 9955 5901

Melbourne office

Suite 1102, 530 Little Collins Street Melbourne VIC 3000
PO Box 16215, Collins Street West VIC 8007
T 03 9005 2030

E info@kjassoc.com.au | www.kjassoc.com.au