**Harbourside Shopping Centre Redevelopment, Darling Harbour (SSD 7874)**

*Submission by Owners of Apartment at SP 49259, 50 Murray Street, Darling Harbour.*

We join many others in objecting to the Mirvac proposal at Darling Harbour as to its structure and to its close proximity to Cockle Bay.

In this submission, we wish to outline a constructive vision of the future of Cockle Bay as a significant world-class precinct that adds to and complements other Sydney landmarks and that challenges other international rivals such as the Marina development in Singapore.

We are not aware that this concept has been considered by Mirvac and we make this submission for the consideration of the Planning Authority and all stakeholders including and in particular Mirvac.

The footprint of Darling Harbour Shopping Centre could, and perhaps should, be considered in the context of a much larger areas west of the Centre right through to Murray Street at the border of Sydney and Pyrmont postcodes and south of the Pyrmont Bridge. This part of Murray Street is topographically the first significant land ridge (the “Pyrmont Ridge”) to the west of Cockle Bay. The ridge is rendered conspicuous by the existing buildings to the east of Murray Street.

The Pyrmont Ridge is presently occupied by Novotel, Ibis and One Darling Harbour, the last being Strata Scheme 49259. The envisaged area includes the airspace above Darling Drive and above the Light Rail (the “DH Air Space”).

It would be a grand development if all the stakeholders would agree to a scheme encompassing (a) low rise shopping centre at the western foreshore of Cockle Bay and (b) a contiguous development of structures in the DH Air Space right through to the Pyrmont Ridge of *progressive heights* and (c) culminating in the height at the Pyrmont Ridge, a height that is presently envisaged in the much-criticised Mirvac Darling Harbour development.

Such an expansive development of Cockle Bay western foreshores that extends to the Pyrmont Ridge calls for architectural innovations that may have the promise of putting Cockle Bay on the world stage and that challenge international landmarks including the Singapore Marina Bay Hotels.

At the very start, this concept obviously requires the cooperation and participation of the following main stakeholders besides Mirvac: (a) ACCOR and its landholders TAHL, (b) Owners of SP 49259 and (c) the NSW State Government and the Sydney City Council in relation to the DH Air Space.

My wife and I are owners of a premises at the Strata since 1996. We have collectively served in two unrelated periods on the Strata Committee for a total of 9 years, separately as treasurer and chairman at a time when ACCOR operated the Grand Mercure Apartments in the strata building.

A fairly recent sample opinions we have sought from a significant number of the lot holders seem supportive of this expansive scheme. If this concept were to gain traction, I expect the Strata Owners could be inspired to co-operate pending of course on, among others, the underlying financial and transitional arrangements, and the ultimate results.

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