



Ms Dianne Leeson  
Assistant Commissioner  
Independent Planning Commission  
Level 3, 201 Elizabeth Street  
Sydney NSW 2000

Dear Ms Leeson

**Harbourside Shopping Centre redevelopment (SSD 7874)  
Response to Request for Additional Information**

I refer to this application and the Independent Planning Commission's (the Commission) letters of 23 April, 3 May and 5 May 2021, to the Department of Planning Industry and Environment (the Department), requesting additional information and a further options analysis for the proposal.

The Department's response to the Commission's questions is provided in **Schedule 1**. The Applicant also provided additional information in response to the issues identified by the Commission at **Schedule 2**.

The Department also requested the Applicant to provide an options analysis of alternative building envelopes, including modelling of the predicted overshadowing, visual and view loss impacts, in accordance with the Commission's request. The Applicant will present its findings to the Commission at the meeting arranged on Thursday 6 May 2021. The Department would be happy to provide any further information or analysis of the Applicant's revised envelope, if required, following the meeting.

If you have any questions about this matter, please contact Anthony Witherdin, Director, Key Sites Assessment on (02) [REDACTED] or [REDACTED]

Yours sincerely,

Marcus Ray  
Group Deputy Secretary  
Planning and Assessment

05/05/2021

## SCHEDULE 1

### 1. Pedestrian analysis supporting the proposed width of the promenade, including the proposal for a larger Ferris wheel (currently before Council) and the impacts that might have on queuing and circulation space.

The existing foreshore varies in width from 10.8m in the south, 29 m in the centre and 11.2 m at the north.

The proposal would regularise the foreshore, increasing the width of the promenade to 20 m for the majority of the frontage and 14 m along the northern portion of the site. This results in an overall increase in the foreshore area of 474 m<sup>2</sup>.

Although part of the foreshore would be narrowed by up to 9 m, the Department notes the existing 29 m width is compromised by a change in levels at this location. Further, the proposed Design Guidelines require the Applicant to deliver an additional event space within the building envelope, which is shown indicatively as the "Event Stairs" to provide additional event and gathering space.

The Department has also recommended a future environmental assessment requirement (C12) that the future DA(s) demonstrate how the proposal improves and enhances event and gathering capacity of the public domain.

The Department also considers upgrading and regularising the existing foreshore promenade would provide sufficient width for pedestrian, commensurate with other key pedestrian boulevards including:

- the eastern foreshore of Cockle Bay, which provides a boulevard width of 11.6m in the Concept Approval for Cockle Bay Park
- Tumbalong Boulevard, which provides a width of 20 m
- Barangaroo foreshore walk which provides a width of 15 m.

The Applicant has also provided pedestrian modelling (**Schedule 2**) which demonstrates the revised promenade width would result in increased pedestrian capacity compared to the existing width.

In relation to the Ferris wheel, the Department has consulted with the landowner, Place Management NSW which has advised:

- there is no long-term proposal / commitment to the Ferris wheel at this location
- the Ferris wheel is a short term/temporary proposal pending clarification with Mirvac as to whether it can be accommodated up to and during construction
- the DA with Council for the new Ferris wheel was lodged without Landowners consent pending further discussions with Mirvac.

### 2. A plan reflecting the current leasehold boundaries and any proposed amendments to the leasehold boundaries.

Lease arrangements at the site are managed by Place Management NSW. Place Management NSW has advised that:

- the final lease boundary is subject to future negotiation but is expected to reflect the footprint of the final stage 2 building envelope
- the public domain outside the building envelope will be owned and managed by Place Management NSW

- outdoor seating areas adjacent to the building envelope will be owned by Place Management NSW and licenced to the Applicant.

The Applicant has submitted a draft lease plan (**Schedule 2**) which aligns with the proposed concept envelope footprint, in line with the advice from Place Management NSW.

**3. Confirmation of the legal definition of the site being considered for this application.**

The legal description of the site is:

*Harbourside Shopping Centre, 2-10 Darling Drive, Sydney*

*Lots 1 to 10 and 12 to 17 DP 776815; Lot 2015 DP 1234971; Lot 1002 DP844561; and Lot 300 DP 836419*

**4. The extent to which the Department has taken the proposed Design and Place SEPP into consideration, noting the Explanation of Intended Effects is on exhibition.**

The Explanation of Intended Effect (EIE) for a Design and Place State Environmental Planning Policy (Design and Place SEPP) was on public exhibition until 28 April 2021. It outlines the proposed aims, structure and components of the Design and Place SEPP for the purpose of seeking public comment and inform how the policy will develop.

The Design and Place SEPP and related guidance is still a work in progress and is not yet State government policy. There will be further consultation research and modelling undertaken on aspects of the proposed policy and as such, the EIE is considered an early stage and subject to change.

Implementation of the Design and Place SEPP will include a transition phase to ensure applications that are pending at the time the new SEPP commences will be assessed and determined in accordance with the policies and provisions that applied when the applications were prepared and which applied at their lodgement. Transitional arrangements will be detailed when the SEPP goes on public exhibition.

**5. Confirmation as to how the traffic assessment addressed commercial car parking provision for the site, currently under separate arrangement with the Novotel.**

The Department notes the Applicant has an existing long-term lease arrangement with Place Management NSW for 255 car parking spaces beneath the Novotel hotel.

The Applicant's traffic engineer has clarified how the traffic assessment considered commercial car parking provision (**Schedule 2**). This response notes, that with respect to traffic impacts from trips to and from the development:

- traffic surveys were undertaken in February 2016 and January 2020
- traffic movements generated by trips to and from the 255 car parking spaces located in the Novotel car park were captured in the traffic survey data at the four key intersections expected to be impacted by the development
- the future traffic modelling and assessment adds anticipated traffic generated trips to the baseline traffic model, resulting from the proposed development uses
- the 255 car parking spaces at the Novotel are captured in the future development scenario, as it considers all the existing baseline traffic movements.

The Department is satisfied that any traffic impacts resulting from the provision of offsite car parking have been considered in the traffic assessment and that the development will not

result in increased traffic impacts or result in any significant impact on the function of the local road network.

**6. The extent to which the Department has taken the Pymont Place Strategy (response to Direction 8 into account (refer p.32)), particularly in relation to new buildings, in its assessment of the proposal regarding sustainability.**

Direction 8 of the Pymont Peninsula Place Strategy outlines key sustainability interventions to deliver precinct-based solutions towards a net zero precinct by 2041.

The Department has had regard to the Place Strategy in its assessment of the proposal, noting it will inform more detailed future sub-precinct masterplans and updated planning controls for Pymont.

The Department is satisfied that the development aligns with sustainability objectives in Direction 8 and has recommended conditions ensuring the future DA(s) demonstrates best practice ESD, which will contribute towards achieving the precinct wide ambitions of the place strategy, including:

- 6-Star Green Star Design & As Built v1.3 for commercial
- 5-Star Green Star Design & As Built v1.3 for the residential tower; (Stretch target of 6-star)
- 5-Star Green Star Design & As Built v1.3 for retail; (Stretch target 6\_star)
- 5.5-Star NABERS Energy for Offices
- 3.5-Star NABERS Water for Offices
- 20% water reduction per sqm for retail
- provision of deep soil zones, large canopy tree planting and biodiverse green roofs.

**7. Any examples of precedents whereby a covenant/restriction advising purchasers and occupiers of the potential amenity impacts of the precinct in which they are located has been placed on title and the effectiveness of imposing that covenant/restriction.**

The Department recommended a future environmental assessment requirement (C31) that:

*Future Development Application(s) shall include details of strategies and/or mechanisms which can be secured through the development consent or other legal agreement to make purchasers and occupiers of future residential apartments and non-residential tenancies aware that the development is in a vibrant entertainment and recreation precinct that is subject to many cultural and community events that may result in significant noise, light emissions, vibration and temporary changes to access arrangements.*

The Department notes the following examples of mechanisms to advise purchases and occupiers of potential amenity impacts:

- the Sydney Olympic Park Master plan requires new development to acknowledge that it will be located within a major sport and entertainment events precinct that may be subject to high noise events from time to time. This is achieved by creating a 'Section 88D' instrument (on Sydney Olympic Park land) or a 'Section 88E' instrument (on non – Sydney Olympic Park land) on title advising of likely noise levels in the precinct.

- Condition F17 of SSD 8517 for the adaptive reuse of Bays 1-4a of the Locomotive workshop, Australian Technology Park was imposed by the Independent Planning Commission to alert occupants that the Blacksmiths workshop has permission to operate 24 hours a day, 7 days per week.

Notwithstanding the examples cited above, the Department notes the recommended condition does not specify a particular mechanism that the Applicant must implement to meet the requirement.

The Applicant will need to explore and propose appropriate mechanism/s as part of future DA(s) and demonstrate that future purchasers/occupants will be made aware of the nature of entertainment and recreation uses/events that occur within the precinct and potential impacts.

The Department will then assess the proposal to ensure it appropriately meets the requirement at the future SSD stage.

- 8. Confirmation as to whether Place Management have granted landowner's consent to the proposed larger Ferris wheel currently being considered by Council. In the circumstances that Place Management have not granted landowner's consent for the proposed larger Ferris wheel, the timeframe within which Place Management will decide whether to grant landowner's consent.**

Place Management NSW has advised that the development application currently being considered by Council for the new Ferris wheel has been lodged without landowners' consent. Place Management NSW has advised that the matter is pending further discussions with Mirvac before any decision to give landowners consent is made.

4 May 2021

Anthony Witherdin  
Director - Key Sites  
Department of Planning, Industry, and Environment

Dear Anthony,

**RE: Harbourside Shopping Centre Redevelopment, SSD 7874 - Response to Questions on Notice**

We refer to the above matter and specifically the correspondence dated 23 April 2021 issued to the Department by the Independent Planning Commission (IPC) requesting further information.

To assist the Department in responding we provide the following response together with associated attachments prepared by Mirvac's project team.

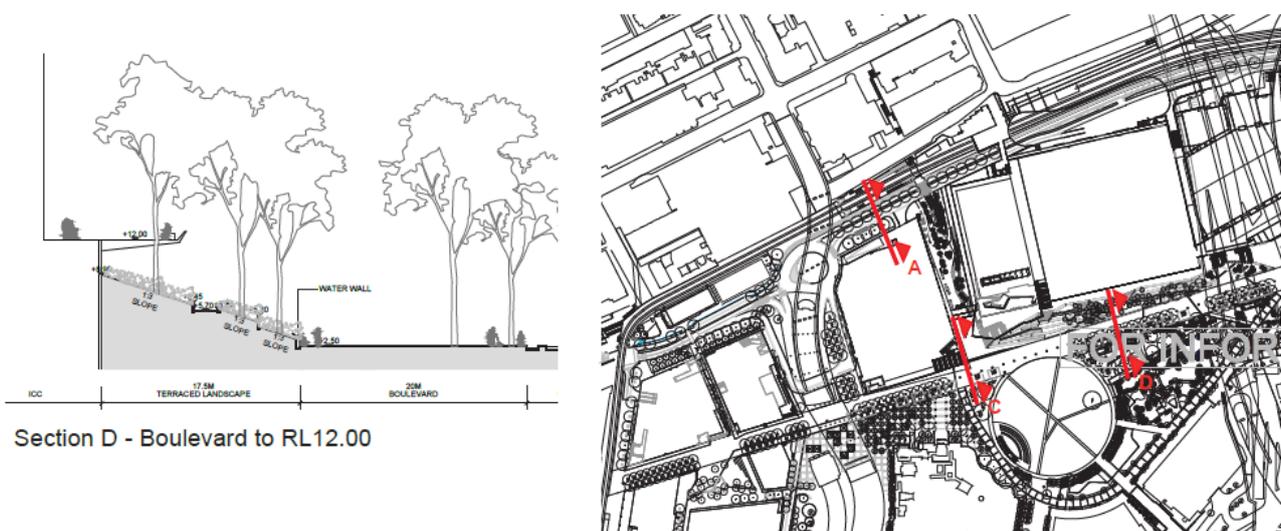
- *Pedestrian analysis supporting the proposed width of the promenade, including the proposal for a larger ferris wheel (currently before Council) and the impacts that might have on queuing and circulation space.*

**Context**

The design of the foreshore promenade, including its width, has been informed and based on the feedback and direction of the landowner – Place Management NSW, dating back to 2016 prior to lodgement of the original Concept Proposal (refer extract below from early correspondence issued from PMNSW).

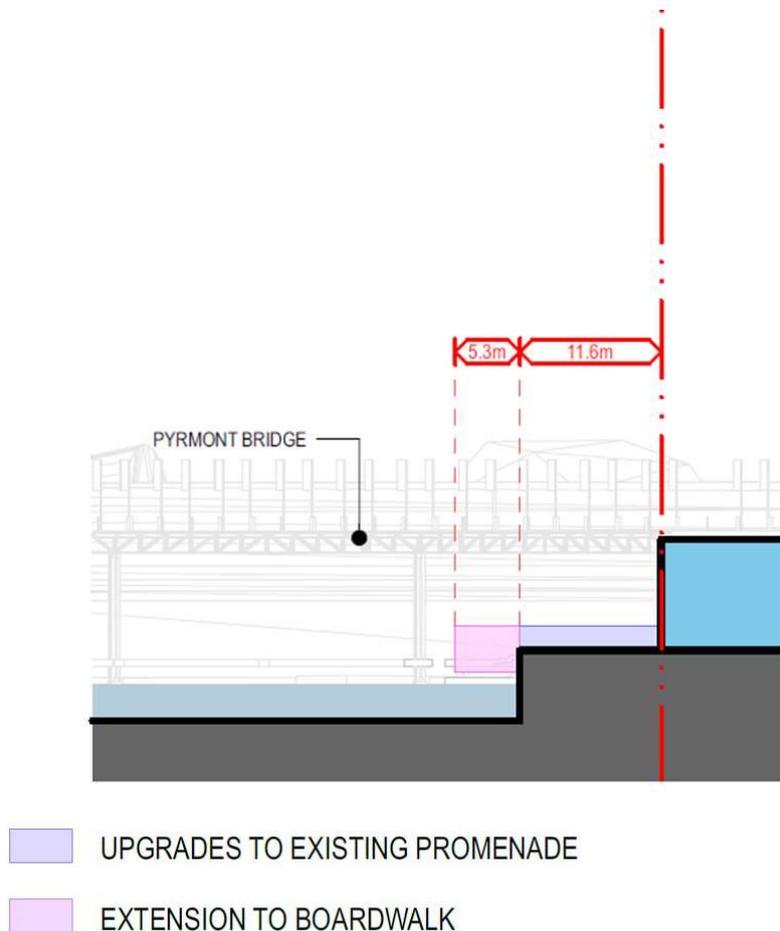
*“The project provides a once in a lifetime opportunity to provide a generously proportioned public promenade. Accordingly, it is considered that a continuous promenade width closer to 20m is something worth pursuing along the majority of the Cockle Bay elevation.”*

The basis for this design width is also to align with the Boulevard to the south that was delivered and considered acceptable as part of the Sydney International Convention, Exhibition and Entertainment Precinct project (refer to **Figure 1**).



**Figure 1 SICEEP Project Boulevard Design Parameters**

The approved Cockle Bay Wharf Concept Proposal (SSD 7684) also provides guidance around acceptable promenade widths, with the development proposal supporting retention of the existing 11.6m wide promenade together with a 5.3m wide extension (16.9m overall effective width). The Cockle Bay Wharf project is in the same precinct as Harbourside, with the same planning controls, landowner, and consent authority.



**Figure 2 Approved Cockle Bay Wharf Concept Proposal**

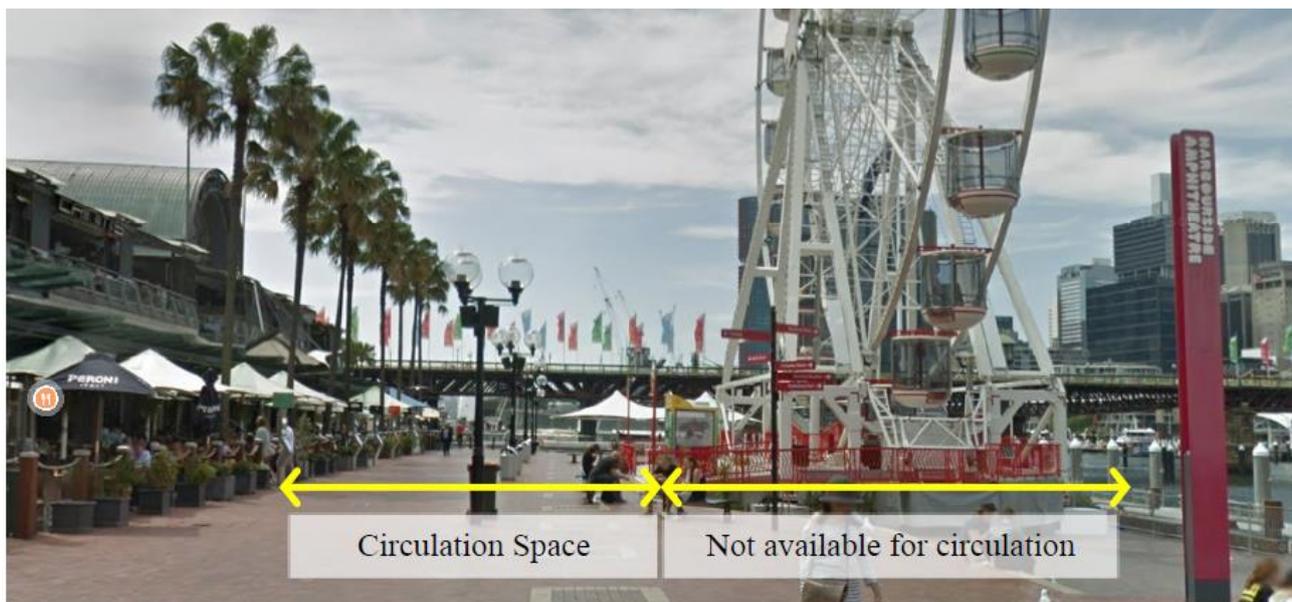
**Pedestrian Analysis**

Mirvac have engaged experts Arup to review the proposed design of the foreshore promenade, including from a capacity and safety perspective, refer to **Attachment A**.

Arup advise:

- The proposal supports an increase in area along the foreshore promenade of 474sqm for pedestrian circulation, retail activation, and other activities;
- The middle section of the existing promenade (refer to **Figure 3**) is the widest section of the entire area but as a functional circulation space it is compromised by the elevation change and the existing footprint of the Ferris wheel, which effectively blocks the lower level from use;
- The results from a Level of Service (LoS) assessment applying the Fruin methodology reveals for each section of the proposed foreshore promenade a significant improvement in pedestrian capacity, ranging from 100% for the southern section, 58% for the middle section and 29% for northern section.
- The proposal improves the overall safety and pedestrian experience, including by:
  - removal of steps and resultant trip hazards

- removal of pinch points at northern and southern ends
- increased pedestrian sight lines
- creating additional capacity and circulation to support bi-directional crowd movement and corrals (e.g. NYE fireworks, boat show, Vivid etc)
- allowing provision and capacity on-site beyond the 20m wide central section of the promenade for events (e.g. Event Steps)



**Figure 3 Existing middle section of foreshore promenade**

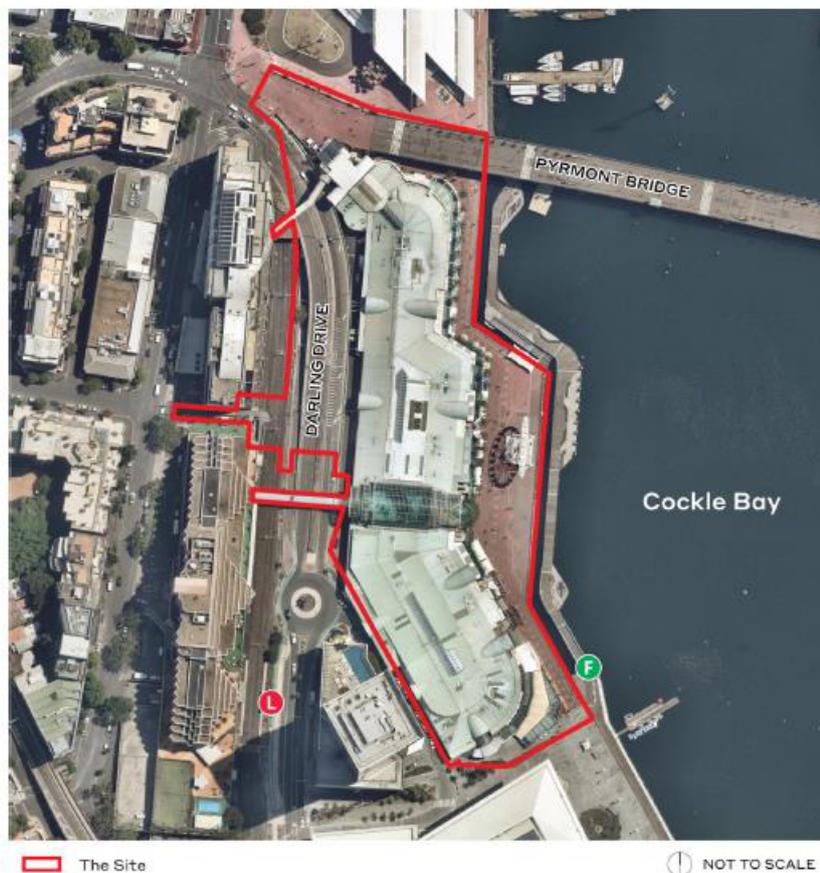
- *A plan reflecting the current leasehold boundaries and any proposed amendments to the leasehold boundaries.*

A plan has been prepared by Beveridge Williams Surveyors and included at **Attachment B** that clearly illustrates the existing Mirvac long-term leasehold boundary together with proposed amendments to the boundary in order to align with the proposed redevelopment. Of particular note is the proposed reduction in the area of Mirvac’s leasehold fronting the foreshore which facilitates an increase in the overall area and width of the promenade.

Supporting correspondence has also been prepared by King & Wood Mallesons – provided at **Attachment C**.

- *Confirmation of the legal definition of the site being considered for this application.*

The plan and correspondence provided at **Attachment B** and **C** respectively also provide confirmation of the legal definition of the site to which the development application relates to – which is generally illustrated below also in **Figure 4**. As clear throughout the planning documentation, the site boundary is broader than the land to which Mirvac has a real property interest in, incorporating land to which Mirvac is proposing public domain works.



**Figure 4 Harbourside DA Site Boundary**

- *The extent to which the Department has taken the proposed Design and Place SEPP into consideration, noting the Explanation of Intended Effects is on exhibition.*

**Status**

The Explanation of Intended Effect (EIE) for a new State Environmental Planning Policy (SEPP) relating to Design and Place was placed on public exhibition on 26 February 2021 – 28 April 2021.

The Department acknowledge the infancy of the proposed SEPP in its assessment and recommendation of the DA, acknowledging the EIE is not a matter for consideration in accordance with [Section 4.15](#) of the *Environmental Planning Assessment Act 1979* (EP&A Act). More specifically, the EIE is not a proposed planning instrument that is or has been the subject of consultation. It is only once the actual draft planning instrument/SEPP is formally placed on exhibition (targeted for end of 2021), that it would become a matter for consideration under the EP&A Act.

The [Frequently Asked Questions](#) (FAQs) released by the Department at the same time as the EIE provides clear guidance as to the status of the EIE and clear direction as to how the EIE should be considered by consent authorities (such as the Department and the IPC) when assessing DAs. As clearly stated, the EIE **‘is still a work in progress and is not yet state government policy’**. Further, as there will be further consultation that will occur, including with industry, the **‘EIE should be considered an early stage and subject to change’**. In essence it is essentially a discussion paper.

## Assessment Processes

### How should the Explanation of Intended Effect be considered by consent authorities?

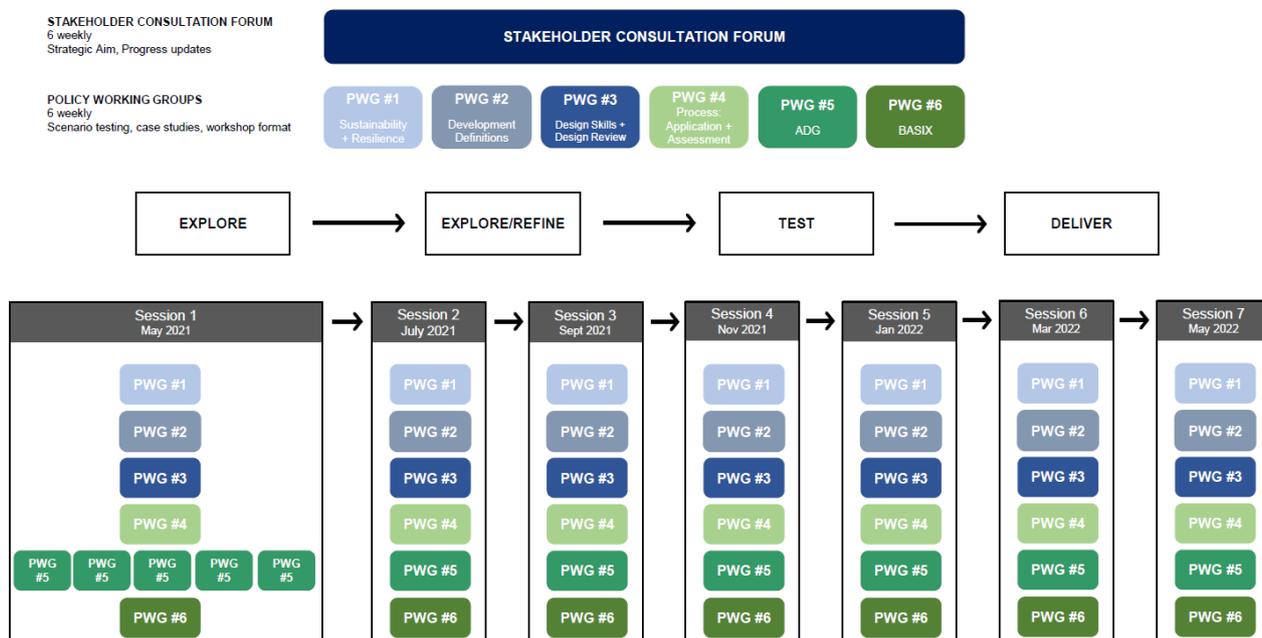
The Explanation of Intended Effect for a Design and Place SEPP is now on public exhibition. It outlines the proposed aims, structure and components of the Design and Place SEPP for the purpose of seeking public comment and inform how the policy will develop.

Councils and other consent authorities should note that the Design and Place SEPP and related guidance is still work in progress and is not yet state government policy. There will be further consultation, research and modelling undertaken on aspects of the proposed policy and as such, the EIE should be considered an early stage and subject to change.

As a further status update, GANSW presented to an Industry Event on Friday 30<sup>th</sup> April and confirmed that a large number of submissions were received from the exhibition process (including from Mirvac), with strong concerns regarding the significance of implications arising from the draft controls and approach foreshadowed in the EIE.

In response, GANSW has outlined an approach involving a series of policy working groups, commencing in May 2021 but expected to extend until May 2022 (see extract from GANSW presentation below – **Figure 5**).

## Industry Engagement Forums



**Figure 5** Indicative Stakeholder Engagement and Program for Progressing Design and Place SEPP / ADG

As a consequence, and reinforcing the earlier points made above, no specific weight can, nor should be applied to the proposed Design and Place SEPP provisions (as set out in the EIE), given that significantly more engagement is proposed with key stakeholders across a range of aspects prior to the NSW Government finalising the form of a draft planning instrument.

## Revised Apartment Design Guide

The proposed revisions to the Apartment Design Guide (ADG) as outlined within the EIE seek to reinforce and achieve a principle based and performance-based approach to planning – where guidance and criteria can be applied flexibly. The ADG, which applies right across NSW, is therefore not intended to be applied as a precise and mandatory control. This approach is further reinforced in the Planning Circulars released by the Department in 2015 (PS 15-002) and 2017 (PS-001).

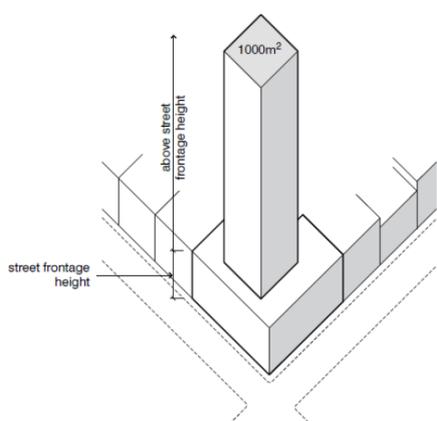
If any assessment is to be undertaken against the EIE for the Design and Place SEPP, it should be done holistically, not just focusing on one very specific element. We are confident if a broader assessment was undertaken that it would be demonstrated that the proposal achieves a high level of alignment and consistency.

The underlying objective for establishing guidance for building form (i.e. 700sqm max GFA floor plate above 9 storeys) is to achieve a slender tower, which in turn is identified as supporting a range of benefits – such as improvements to urban and public space amenity, open space, sky views, solar access, reduced bulk, scale and wind impacts. In this regard, the proposed tower envelope needs to be considered in the context of:

- the majority of the development proposal is for a low scale podium;
- the surrounding urban context – which is diverse in terms of built form, comprising low, medium and high rise development;
- that significant separation is achieved between the tower and other surrounding buildings (minimum 50m); and
- the size of the tower is very small relative to the overall total site area (~2 hectares).

In light of the above context, the stated benefits of a slender tower can be delivered within the subject site. Taking this further and acknowledging the ADG and suggested building form guidance is generic and applies right across NSW, there is not a one size fits all situation. Each location and centre where such building forms can be delivered is unique and therefore there is a need to apply flexibility. The setting of the site in Darling Harbour and Pyrmont (the western Gateway to the Global Sydney CBD) is very different to that of a site at Green Square, Burwood, Liverpool etc.

It is noted that the City of Sydney Council, who is often seen by other authorities as leading the way in terms of planning policy and requirements, has a maximum residential floor plate size requirement within its Development Control Plan of 1,000sqm (GFA) for Central Sydney – refer to **Figure 6**. This benchmark is considered the most appropriate for the project, and hence why it has been proposed to be adopted.



**Figure 6** Sydney DCP 2012 Maximum Residential Floorplate Size for Central Sydney

- *Confirmation as to how the traffic assessment addressed commercial car parking provision for the site, currently under separate arrangement with the Novotel.*

The traffic engineers for the Harbourside project, Arcadis, have prepared a response to this query (included at **Attachment D**).

In summary, Arcadis confirm:

- There is an existing public car parking station located underneath the Novotel hotel, which Mirvac under its existing long-term lease arrangement with the landowner (Place Management NSW) has rights to occupy 255 of the parking spaces. The existing Harbourside Shopping Centre therefore has retail parking provision for 255 spaces.
  - The existing public car parking station (including those 255 spaces allocated to the benefit of Mirvac) was considered in the baseline traffic modelling and assessment undertaken for the project.
  - The 255 parking spaces will remain for the benefit of the redeveloped Harbourside Shopping Centre, supporting the non-residential land uses (i.e. retail and commercial).
  - The only increase in parking provision project relates to the proposed residential component of the project, where on-site provision for up to 306 spaces is proposed. This provision of parking has been demonstrated to be acceptable and aligns with City of Sydney requirements for the surrounding Pymont Peninsula.
  - The future traffic generated by the development is based on the typical method of applying trip generation rates to the overall proposed development in terms of floor space (including all land use components, e.g. retail, commercial and residential). The assessment of traffic generation is not based on parking provision.
  - The future traffic modelling and assessment adds anticipated traffic generated trips to the baseline traffic model, resulting from the proposed development uses. As such, the 255 car parking spaces at the Novotel are captured in the future development scenario also, as the future development scenario considers all the existing baseline traffic movements.
  - The results from the traffic modelling reveal that the proposed development will result in a satisfactory outcome, with the operational performances of relevant intersections performing consistent with what would have otherwise occurred through existing traffic and modelled future traffic.
- *The extent to which the Department has taken the Pymont Place Strategy (response to Direction 8 into account (refer p.32)), particularly in relation to new buildings, in its assessment of the proposal regarding sustainability.*

Leading sustainability experts Cundall (ESD engineers for the Harbourside project) have prepared a response in relation to this query, included at **Attachment E**. In summary, Cundall advise:

- The Pymont Peninsular Place Strategy (PPPS) sets out high level ambitions to deliver precinct based solutions towards a net zero carbon precinct by 2041.
- Mirvac is an Australian leader in sustainability, receiving numerous industry awards demonstrating its commitment to suitability.
- Mirvac's 'This Changes Everything' strategy targets a range of objectives, including net positive carbon by 2030. Thus, there is alignment between Mirvac and the PPPS ambitions.
- Mirvac's high sustainability commitments and targets for the project (as agreed with the Department) will contribute towards the achievement of the precinct-based solutions (noting we are a single site within the broader precinct) outlined in the PPPS.

We trust this response assists the Department in responding to the IPC and should you have any further questions please don't hesitate to contact the undersigned.

Yours sincerely,



**Alexis Cella**  
Director

[Redacted contact information]

Mirvac

**Harbourside Shopping Centre  
Redevelopment (SSD 7874)**

**Promenade Pedestrian Assessment**

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Issue 1 | 4 May 2021

This report takes into account the particular instructions and requirements of our client

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party

Job number 247556-00

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**ARUP**

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# 1 Introduction

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This document has been prepared by Arup Pty Ltd (Arup) to accompany a development application (DA) for a proposed mixed-use commercial development located at Harbourside, Darling Harbour Sydney (herein referred to as the “site” or the “Development”).

## 1.1 Document Purpose

The purpose of this document is to respond to a comment from the Independent Planning Commission (IPC) for the redevelopment of Harbourside. This document has been prepared to review the promenade adjacent to the Development from a pedestrian capacity point of view. In doing so, this report aims to show how the proposed promenade is consistent with planning and design directives from NSW government, improves upon existing conditions, and is therefore appropriate for the site.

# 2 IPC Comment

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The following comments are relevant to pedestrian movement:

Independent Planning Commission Letter, 23 April 2021:

The Commission requests the Department of Planning Industry and Environment (Department) provide further information in relation to:

Pedestrian analysis supporting the proposed width of the promenade

## 2.1 Review and Response Methodology

As we interpret the comment, the key issue is that IPC requests:

- An analysis of how the existing promenade width performs in terms of existing pedestrian capacity versus the proposed future capacity.

To respond to this question, the review presented in this Memo considers:

- Reflection on the proposed promenade within the context of relevant plans, strategies, and design documents,
- Comparison of existing and proposed layouts and dimensions,
- Capacity assessment of existing and proposed in terms of 2-way pedestrian flow.

### 3 Review and Analysis

#### 3.1 Promenade Proposal Overview

The focus of this review is the promenade width: existing versus proposed relative to the Darling Harbour context. Figure 1 below shows the gross width of the existing promenade in red, as compared with the proposed promenade in blue.



Figure 1: Promenade Existing Widths Compared with Proposed Widths (source: *Mirvac*)

As the image in Figure 1 demonstrates, the existing promenade width varies greatly between north and south while the proposed promenade aims to create a more regular and continuous path 20m wide in the south and middle sections, 14m wide in the north section.

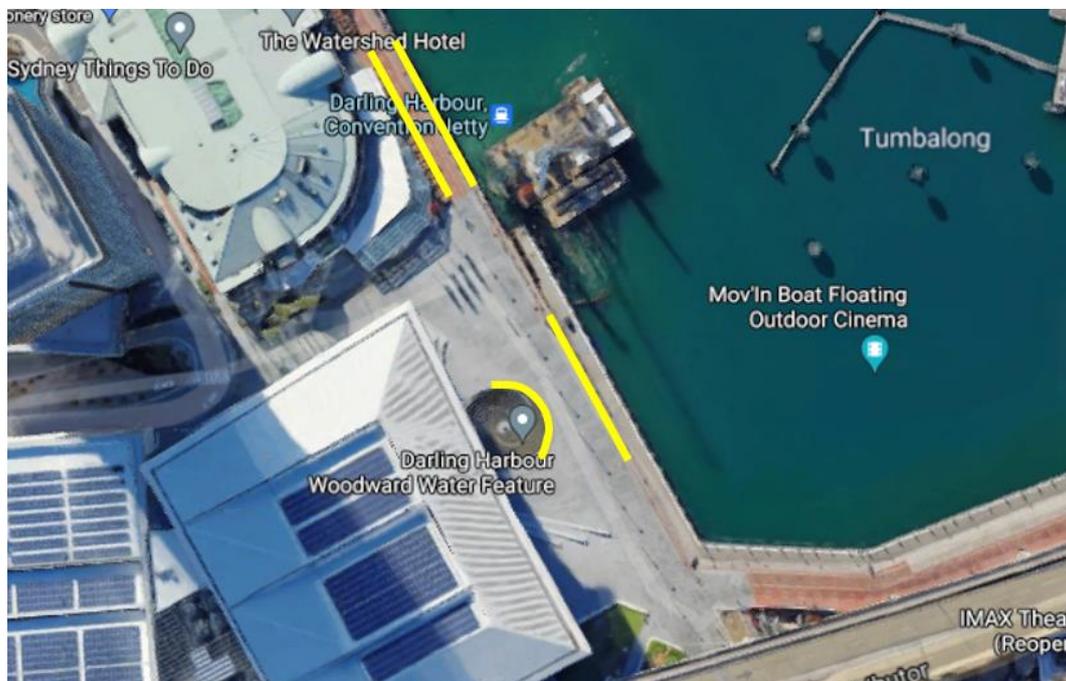


Figure 2: SICEEP Connection to Existing Harbourside Promenade (source: Google)

Figure 2 shows how the existing Harbourside promenade joins with the Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP) to the south. This diagram shows the inconsistency with how the Darling Harbour

precinct is evolving and how the existing width creates a pinch point along the promenade for people moving northbound towards Harbourside, the Pymont Bridge, The Australian National Maritime Museum and beyond. The proposed promenade width at the south end of Harbourside is planned at 20m to better align with the SICEEP promenade and to remove the pinch point.



Figure 3: Grade Change and Steps within Existing Promenade (source: *Google*)



Figure 4: Existing Promenade (without Ferris wheel) (source: *Mirvac*)

As shown in Figure 3 and Figure 4, there is a grade change and series of steps in the existing promenade within the 29m wide middle section. The proposed promenade aims to create a continuous, universally accessible flush surface for the entire length of the promenade. Section 3.3 includes a detailed width analysis.

## 3.2 Alignment with Darling Harbour Context

### 3.2.1 Strategies, Policies and Plans

The proposed amended boulevard, with its rationalised elevation and regular width, is aligned with the objectives of numerous strategy and policy documents, from the City scale to the local level. Below is a document short list with references to some key aims and principles.

#### **Greater Sydney Commission District Plan** (Future of the Eastern City District)

- Sustaining communities through vibrant public places, **walking and cycling**, and cultural, artistic and tourism assets,
- Aligning growth with infrastructure, including transport, **social and green infrastructure**, and delivering sustainable, smart, and adaptable solutions
- Being innovative in **providing recreational and open space areas**, and increasing urban tree canopy

#### **Pymont Peninsula Place Strategy** (Vol. 1 Project Analysis)

- Connectivity through and within the peninsula that is focused on people
- A continuous active transport loop which extends around the peninsula
- Recognition that the foreshore of Harbourside is critical component of the connection between the Sydney Fish Market to Cockle Bay.

#### **Darling Harbour Urban Form Strategy**

- Place making – integrate and activate the buildings and public domain to create the perfectly functioning whole and a unique destination
- Permeability – make it easy and inviting for tourists, business visitors and locals to explore everything that the precinct has to offer
- Flexibility – deliver public spaces that can effectively change from day-to-night, from week-to week and from year-to-year
- Connectivity – deliver seamless linkages to surrounding precincts and engage with neighbours to improve connections.

### 3.2.2 Harbourside Stage 1 DA Comments from Place Management NSW

Mirvac submitted the Harbourside Stage 1 Development Application on November 3<sup>rd</sup>, 2016. In response to the DA submission, comments were received from Place Management (now named Property NSW), Planning, Heritage and Leasing (Document Objective ID: A1435186). Place Management NSW specifically responded to the Urban Design and Public Realm Guidelines with the following comment:

### Public Promenade

The project provides a once in a lifetime opportunity to provide a generously proportioned public promenade. Accordingly, it is considered that a continuous promenade width closer to 20m is something worth pursuing along the majority of the Cockle Bay elevation.

The Mirvac team adopted Place Management NSW's recommendation and created a 20m wide promenade for approx. 200m of the approx. 265m waterfront. The remaining 60m has a 14m wide promenade. As such, more than 75% of the development's waterfront meets the objective set by Place Management NSW. In summary:

- The 14m section is an improvement from the existing 11.2m at the northern end of the boulevard (which is the tightest part of the site and the building can't be set back any further than 14m), and
- The 20m width has been consistent with all amended Concept Proposals Mirvac has submitted between 2016 and 2020. The width was a fundamental requirement of Place Management NSW from the outset of development discussions and has accordingly been maintained.

### 3.2.3 Sydney International Convention, Exhibition and Entertainment Precinct

The SICEEP to the south also includes a 20m promenade, which appears to be the genesis of the Place Management NSW comment. The following is from the Department of Planning's assessment report for the SICEEP project:

- The Boulevard forms the central pedestrian spine of the SICEEP proposal. It runs north/south and will connect the Core Facilities with 'The Haymarket' precinct in the south, Cockle Bay to the north and Tumbalong Green in the centre. The thoroughfare will facilitate straight-lines to key destinations and will have a generous 20 metre width to accommodate significant pedestrian footfall.

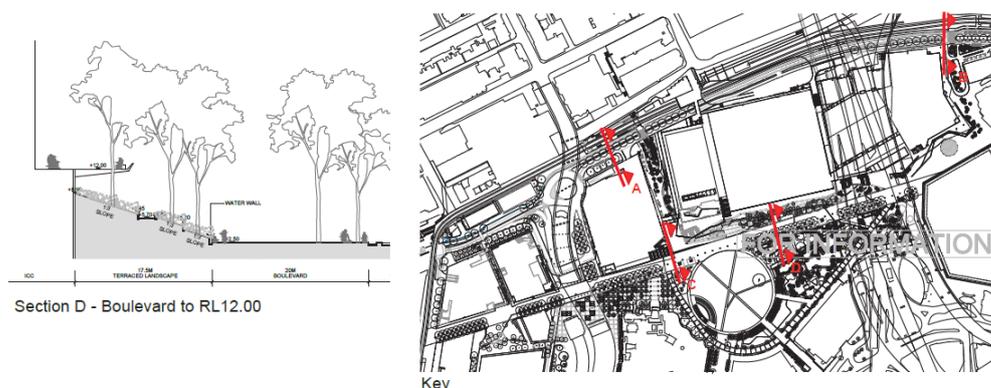


Figure 5: SICEEP 20m Boulevard (source: *Ethos Urban*)

In providing a 20m boulevard, the Harbourside development is consistent with SICEEP's design, consistent with the Department of Planning feedback to the SICEEP plan, and consistent with Place Management NSW's feedback.

### 3.2.4 Cockle Bay Park Development

The Cockle Bay Park (CBP) redevelopment on the east side of Darling Harbour was recently approved and has been through a similar process including reviews by Place Management NSW and Department of Planning / IPC. CBP includes a section of promenade adjacent to a proposed mixed-use podium with a commercial office tower. Per the images in Figure 6 and , the development proposes to maintain the existing 11.6m wide promenade section with the potential for an additional 5.3m wide promenade section floating on pontoons. The foreshore promenade is a consistent width from north to south at a single elevation.

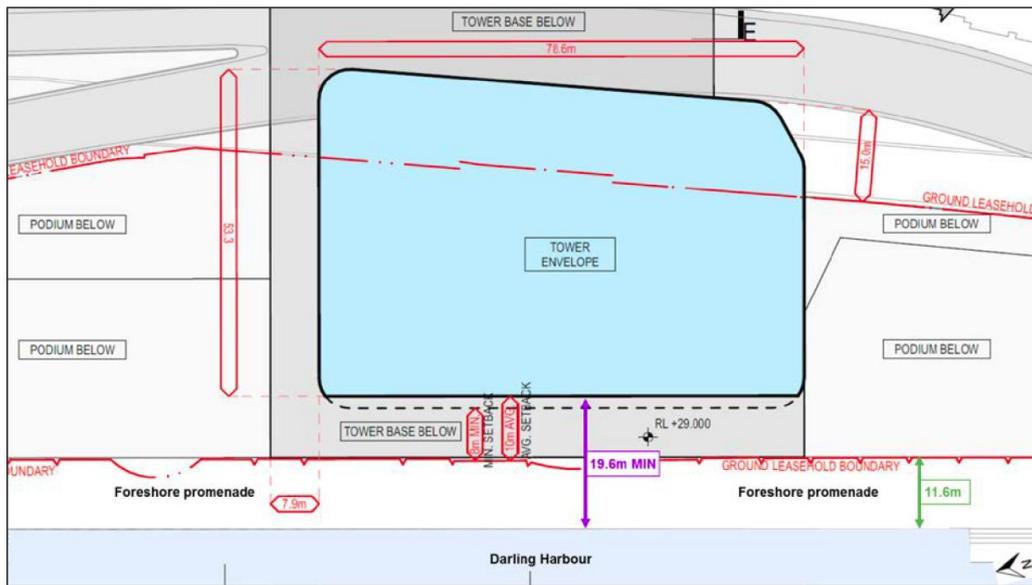


Figure 27 | Tower envelope minimum and average setback from the promenade (red) and minimum setback from Darling Harbour (purple) (Base source: Applicant's RtS)

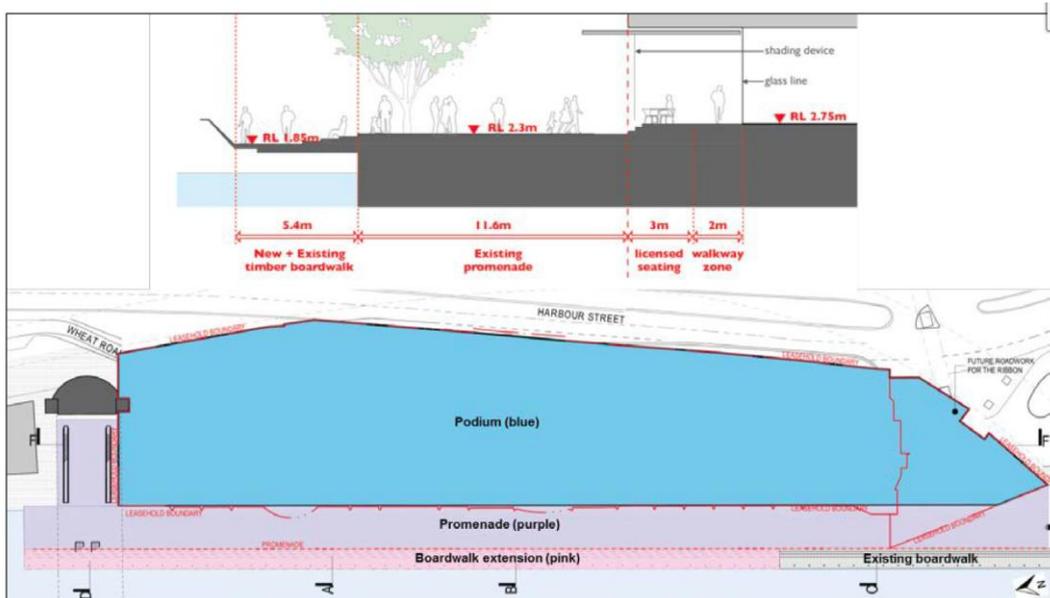


Figure 47 | Proposed boardwalk extension (highlighted pink) (Base source: Applicant's RtS)

Figure 6: Cockle Bay Park Foreshore in Plan and Section (source: Mirvac)



The existing layout includes 4,326m<sup>2</sup> of public domain area and the proposed layout includes 4,800m<sup>2</sup>. As such, the proposed layout yields an increase of 474m<sup>2</sup> additional area.

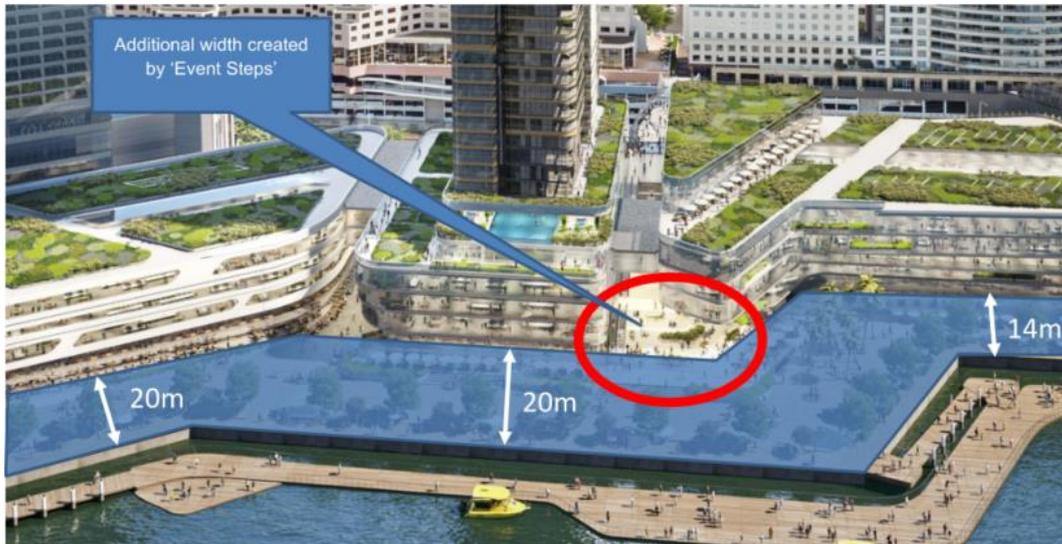


Figure 9: Proposed Event Steps Adjacent to Promenade (source: *Mirvac*)

The proposed layout also includes a set of “Event Steps” located between podium buildings and adjacent to the Promenade. The Steps are designed to function as a movement conduit joining with the central through site link and as a place for ambient activities. Although not included in the space calculations, these Steps are envisioned as being able to support events within the widest section of the proposed promenade.

Table 1 shows the typical width at three separate points along the promenade boulevard to describe width available for different uses. Gross width represents the full dimension from building line to sea wall (or water). Circulation width represents the space available for pedestrian circulation by deducting license area, planting, stairs, and space taken by the Ferris wheel from the gross width.

Table 1: Promenade Layout Comparison, Existing and Proposed

	Existing Promenade	Proposed Promenade
<b>Southern Section</b>	<p>Gross width = 10.8m Circulation width = 7.5m</p>	<p>Gross width = 20.0m Circulation width = 15.0m</p>
<b>Middle Section</b>	<p>Gross width = 29m Circulation width varies due to the stairs but is approx. 9.5m.</p>	<p>Gross width = 20.0m Circulation width = 15.0m</p>
<b>Northern Section</b>	<p>Gross width = 11.2m Circulation width = 8.5m</p>	<p>Gross width = 14.0m Circulation width = 11.0m</p>

In all promenade sections, the proposed layout increases the amount of space for pedestrian circulation. The middle section of the existing promenade is the widest section of the entire area but as a functional circulation space, it is compromised by the elevation change and the existing footprint of the Ferris wheel, which effectively blocks the lower level from use.

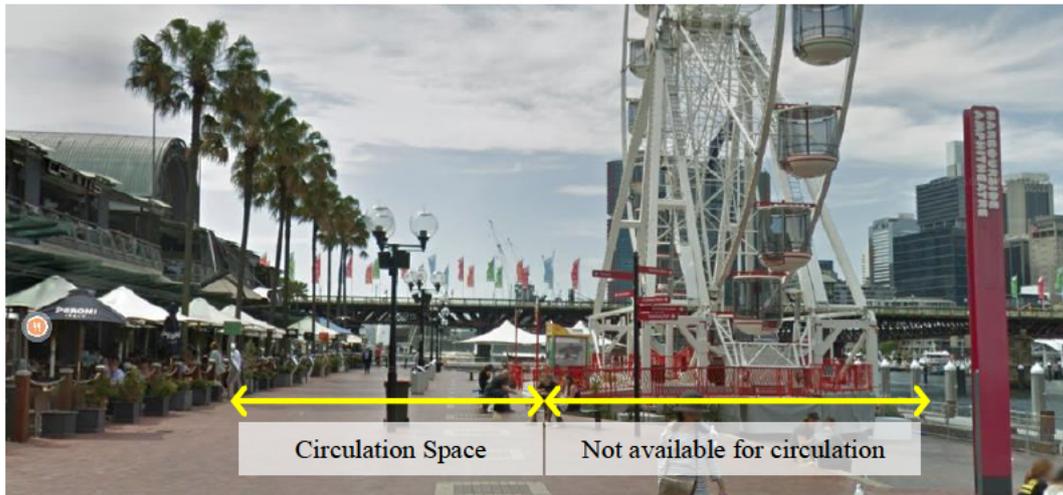


Figure 10: Existing Promenade Circulation Space at Ferris Wheel (source: Google Maps)

### 3.4 Capacity Comparison

The capacity to move people through a space is primarily dictated by width but is also influenced by pedestrian activities and behaviours, cross flows, level changes, furniture, and other design aspects.

For the assessment in this document, flow is measured according to Fruin’s Walkway Level of Service (LoS) thresholds. LoS describes pedestrian density and flow in both quantitative and qualitative ways. LoS describes whether individuals can walk at their preferred speed, overtake, or cross major flows. As shown in Figure 11 LoS A represents total freedom of movement while LoS F represents congestion to the level of breakdown in flow with many stoppages.

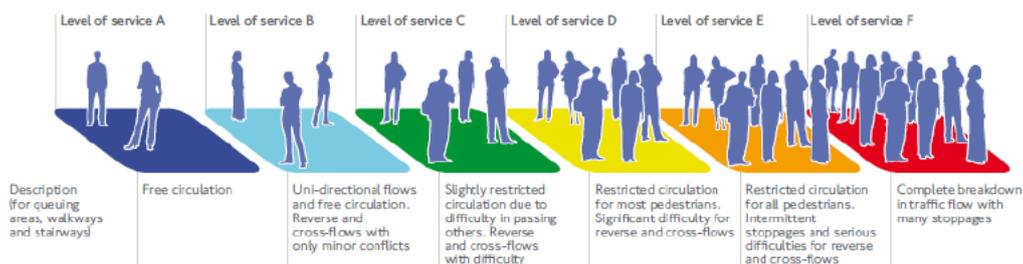


Figure 11: Fruin Level of Service Thresholds (source: Transport for London)

LoS C is a range from 32.8 people/metre/min (ppl/m/min) at the border of B, and 49.2 ppl/m/min at the border of D. A public realm environment like Harbourside is likely not expected to be used as intensely as a transit building (LoS C/D) but is also intended to be busy enough to be active. For this assessment, mid-LoS C (41 ppl/m/min) is used to define 2-way pedestrian flow capacity.

The capacity assessment below simply factors width by the Fruin LoS C flow rate and a friction factor of 90% to account for turbulence between each direction of travel, to yield effective width. Other factors such as edge effects and deductions for furniture and intermittent plantings have not been considered given the high-level nature of this basic assessment.

Table 2 below shows the capacity comparison of three areas of the promenade. In each section, the proposed layout increases promenade capacity from the existing condition.

Table 2: Promenade Capacity Comparison, Existing and Proposed

	<b>Promenade Section</b>		
<b>Existing</b>	<b>Northern</b>	<b>Middle</b>	<b>Southern</b>
Gross width (m)	11.2	29	10.8
Circulation width (m)	8.5	9.5	7.5
Effective width (m)	7.65	8.55	6.75
2-way Capacity ppl/hr	18,819	21,033	16,605
<b>Proposed</b>			
Gross width (m)	14	20	20
Circulation width (m)	11	15	15
Effective width (m)	9.9	13.5	13.5
2-way Capacity ppl/hr	24,354	33,210	33,210
<b>Increase from existing</b>			
Effective width (m)	2	5	7
2-way capacity (people/hr)	5535	12,177	16,605
2-way capacity (%)	29%	58%	100%

## 4 Findings Summary

This document was developed in response to an IPC comment requesting a pedestrian capacity assessment of the Harbourside promenade.

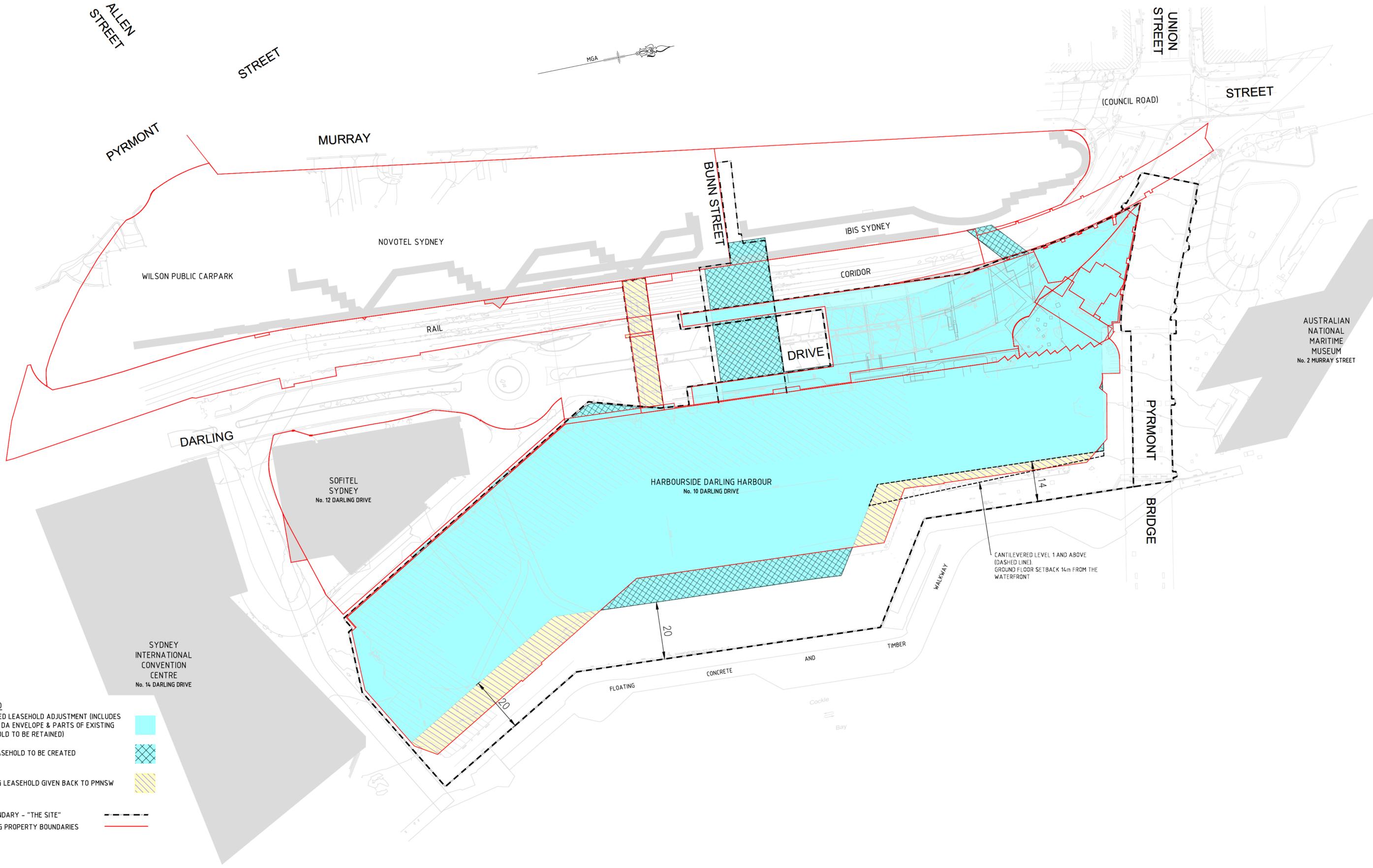
In terms of a quantitative capacity assessment, the proposed promenade layout:

- Is 20m wide for 200m and 14m wide for 60m due to building constraints. Place Management NSW (landowner) informed the 20m boulevard width, recommending 20m in 2016. Since that time 20m has consistently been shown.
- Is wider than the existing condition in all locations.
- Provides 474m<sup>2</sup> more space than the existing condition.
- Increases width and pedestrian capacity as follows:

Increase from existing	Northern	Middle	Southern
Effective width (m)	2	5	7
2-way capacity (people/hr)	5535	12,177	16,605
2-way capacity (%)	29%	58%	100%

In terms of the impact of the proposed layout, the promenade improves:

- Safety through:
  - Removal of steps and resultant trip hazard,
  - Removal of pinch points and improved pedestrian sight lines,
- Capacity and resiliency through:
  - Additional width throughout,
  - Additional 474m<sup>2</sup> area,
  - Width rationalisation and pinch point removals,
  - Removal of promenade elevation change, the steps and resultant universal level access and DDA compliance from north to south,
  - Increased area, which provides new/additional capacity for circulation as well as event staging, bi-directional crowd movement and corrals (e.g. NYE fireworks, Sydney International Boat Show, etc.)



**LEGEND**

PROPOSED LEASEHOLD ADJUSTMENT (INCLUDES STAGE 1 DA ENVELOPE & PARTS OF EXISTING LEASEHOLD TO BE RETAINED) ■

NEW LEASEHOLD TO BE CREATED ▨

EXISTING LEASEHOLD GIVEN BACK TO PMNSW ▨

DA BOUNDARY - "THE SITE"

EXISTING PROPERTY BOUNDARIES

VER	BY	AMENDMENTS	DATE
A	DH	INITIAL ISSUE	03.05.21
B	DH	HATCH AMENDMENTS	04.05.21
C	DH	FERRIS WHEEL REMOVED	04.05.21
D			
E			
F			
G			

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CLIENT:

MIRVAC PROJECTS PTY. LTD.

**Beveridge Williams**  
Land Development Consultants  
Registered Surveyors

Central Coast (02) 4351 2233 [www.beveridgewilliams.com.au](http://www.beveridgewilliams.com.au)

DETAILS:

PLAN OF DATA COMPILED FOR INFORMATION PURPOSES OVER LOTS 1-10, 12-15 & 17 DP 776815 10 DARLING DRIVE, SYDNEY

SCALE ORIGINAL SHEET SIZE 1:600 A1

CAD REFERENCE: 2000767-SK-006-C

SCALE ON ORIGINAL DRAWING AT 1:600

SURVEYOR:	D.H.
DRAWN:	D.H.
CHECKED:	A.O.
SURVEY DATE:	(12/20) (01/21)
VERTICAL DATUM:	AHD
HORIZONTAL DATUM:	MGA2020

PROJECT No.	2000767
DRAWING REF.	SK-006
VERSION	C
SHEET	1 OF 1

4 May 2021

To Mr Stephen Barry  
Planning Director  
Office of the Independent Planning Commission NSW  
Level 3, 201 Elizabeth Street  
Sydney NSW 2000

Dear Mr Barry

**Harbourside Shopping Centre Redevelopment (SSD 7874)  
Questions on Notice**

We refer to the above matter and to your letter to Mr Anthony Witherdin of the Department of Planning, Industry & Environment dated 23 April 2021, setting out requests for further information.

We act for Mirvac Projects Pty Ltd ("**Mirvac**"), the Applicant under SSD 7874, and have been instructed to respond specifically to the following requests:

- A plan reflecting the current leasehold boundaries and any proposed amendments to the leasehold boundaries.
- Confirmation of the legal definition of the site being considered for this application.

**Plan of Current Leasehold Boundaries and Proposed Amendments**

At this point of time, Mirvac has not prepared plans setting out the precise leasehold boundaries for the completed redevelopment, or of the boundary adjustments, partial surrenders and/or subdivisions to existing lot boundaries to create those parcels over which new leases will be granted on completion. This process will be advanced directly with Place Management NSW in due course.

However, our client's surveyors have prepared Plan SK-006 attached to this letter, showing:

- (shaded blue) the required footprint of the leasehold for the completed redevelopment, of which:
  - those areas that are blue and unhatched fall within the boundaries of the existing Harbourside leasehold (Registered Lease X518612, being the "**Existing Lease**"); and
  - those areas that are blue and cross hatched comprise the limited additional areas outside of the Existing Lease boundaries that will also be required for the leasehold of the completed redevelopment; and
- (shaded yellow and hatched) those areas of the Existing Lease which will not be required for the leasehold after completion of the redevelopment, and which will be given back to Place Management NSW.

We have investigated the attached Plan, the Existing Lease and the title searches of the lots referenced in the Existing Lease, and confirm that:

- the current lots subject to the Existing Lease (and as shown as such in Plan SK-006) are Lots 1 to 10, 12 to 15 and 17 in Deposited Plan 776815 (“**Current Lots**”), and Place Management NSW (formerly Sydney Harbour Foreshore Authority) is the registered proprietor of all Current Lots; and
- part areas of the following additional lots fall within the area shaded yellow and hatched in Plan SK-006 and are required for the leasehold of the completed redevelopment:
  - Lot 2015 in Deposited Plan 1234971;
  - Lot 1002 in Deposited Plan 844561; and
  - Lot 300 in Deposited Plan 836419,(together the “**Additional Lots**”). Place Management NSW is the registered proprietor of each Additional Lot.

Mirvac is not currently in a position to prepare detailed survey plans for updated leasehold and stratum boundaries corresponding to the completed redevelopment. These will be prepared in collaboration with Place Management NSW once the final approved form and staging of the redevelopment has been resolved.

#### Legal Definition of the Site

We confirm that the sites being considered in respect of SSD 7874 are those parts of:

- Lots 1 to 10, 12 to 15 and 17 in Deposited Plan 776815;
- Lot 2015 in Deposited Plan 1234971;
- Lot 1002 in Deposited Plan 844561; and
- Lot 300 in Deposited Plan 836419,

that are contained within the ‘DA Boundary – “The Site”’ marked in Plan SK-006. This includes both the areas required as leasehold after completion of the redevelopment, and surrounding areas that are to be handed back to or retained by Place Management NSW.

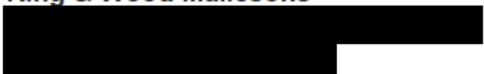
To clarify, whilst the “Exhibition of Amended State Significant Development Application” could be read as also referencing a Lot 16 in Deposited Plan 776815, there is no current lot in existence corresponding to this description. That former lot now comprises part of Lot 2015 in Deposited Plan 1234971 (see above).

Please let us know if you require further clarification on any of the above.

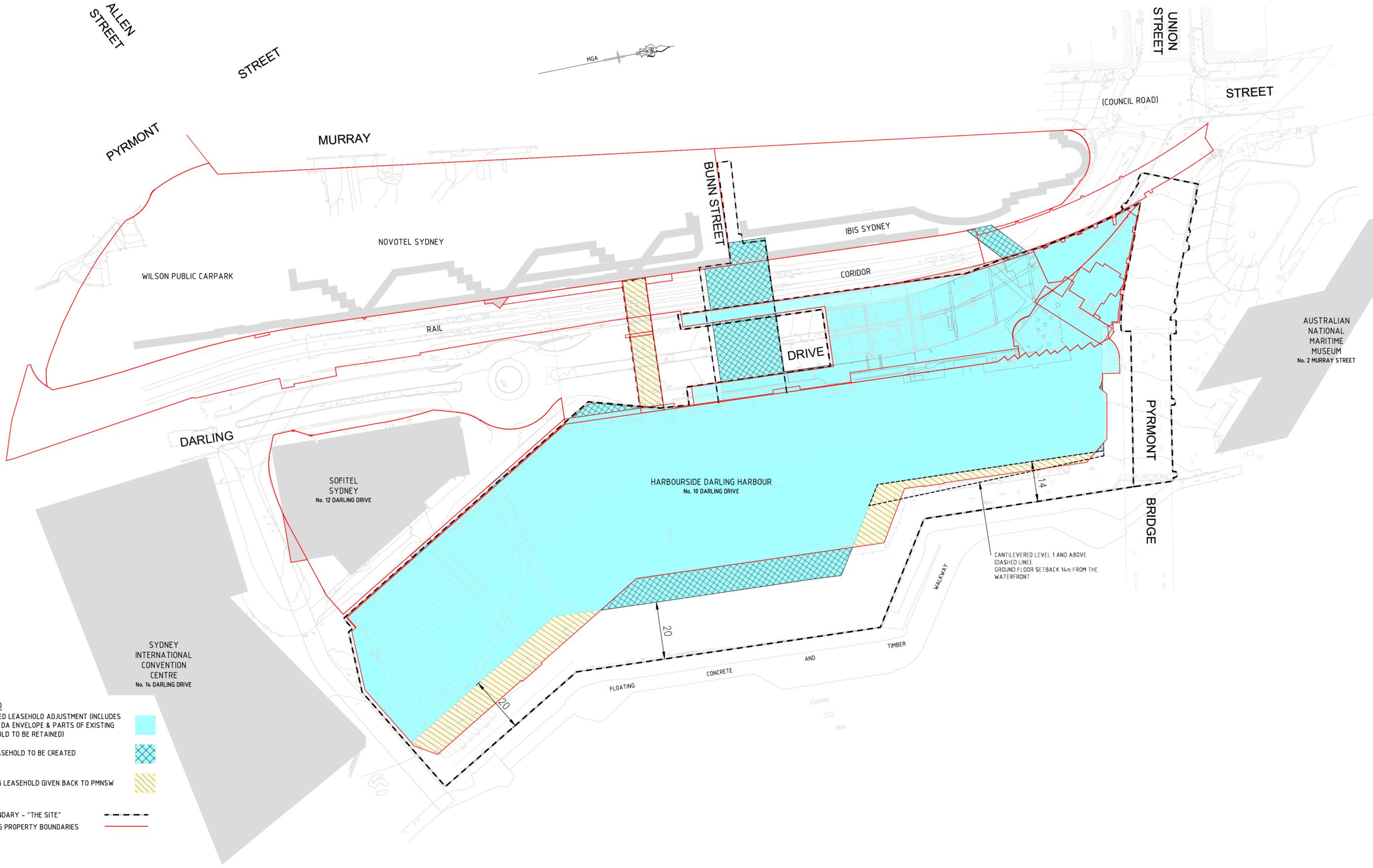
Yours sincerely,



**Chris Mitchell | Partner**  
**King & Wood Mallesons**



**Annexure – Plan SK-006**



**LEGEND**

PROPOSED LEASEHOLD ADJUSTMENT (INCLUDES STAGE 1 DA ENVELOPE & PARTS OF EXISTING LEASEHOLD TO BE RETAINED)

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EXISTING LEASEHOLD GIVEN BACK TO PMNSW

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PROJECT No.	2000767
DRAWING REF.	SK-006
VERSION	C
SHEET	1 OF 1

Mr Lachlan Attiwill  
Senior Development Manager  
Mirvac  
Level 28, 200 George Street, Sydney

Arcadis Australia Pacific Pty Ltd  
Level 16, 580 George Street  
Sydney NSW 2000  
Tel No: +61 2 8907 9000  
www.arcadis.com/au

30/04/2021

### Harbourside Shopping Centre Redevelopment DA (SSD-7874) – Response to IPC

Dear Lachlan,

We understand that a query has been raised to confirm how the traffic assessment has addressed commercial car parking provision for the development site.

In response to this query, Arcadis can confirm that the existing 255 car parking spaces that are located under the Novotel hotel, which are currently leased by Mirvac and are to be retained for use for the future retail and commercial components of the development have been considered in the existing baseline traffic modelling and assessment.

Details of the current car parking lease arrangement for the Novotel hotel car park are:

- The Novotel carpark is owned by Place Management NSW
- The Novotel carpark is operated by Wilson Parking
- Under the existing lease arrangement, Mirvac has the rights to occupy 255 car parking spaces for long term lease, within this car park
- Mirvac intend to keep this right for a renewed lease of 99 years

Standard best practice traffic modelling to establish baseline traffic conditions is based on an assessment of existing traffic movements, which are captured by traffic surveys at road intersections and mid-block locations.

Traffic surveys were undertaken in February 2016 and again in January 2020.

Traffic movements generated by trips to and from the 255 car parking spaces located in the Novotel car park would be captured in the traffic survey data at the four key intersections expected to be impacted by the development, which are located in the vicinity of the development.

The existing baseline traffic model was developed using traffic survey data of the intersections in the vicinity of the development four key intersections (refer to **Figure 1** for locations) expected to be impacted by the development, including:

- Murray Street/ Darling Drive (traffic signals)
- Darling Drive/ Pier Street (roundabout)
- Harbour Street/ Pier Street / Goulburn Street (traffic signals)
- Darling Drive/ Ultimo Road (traffic signals).

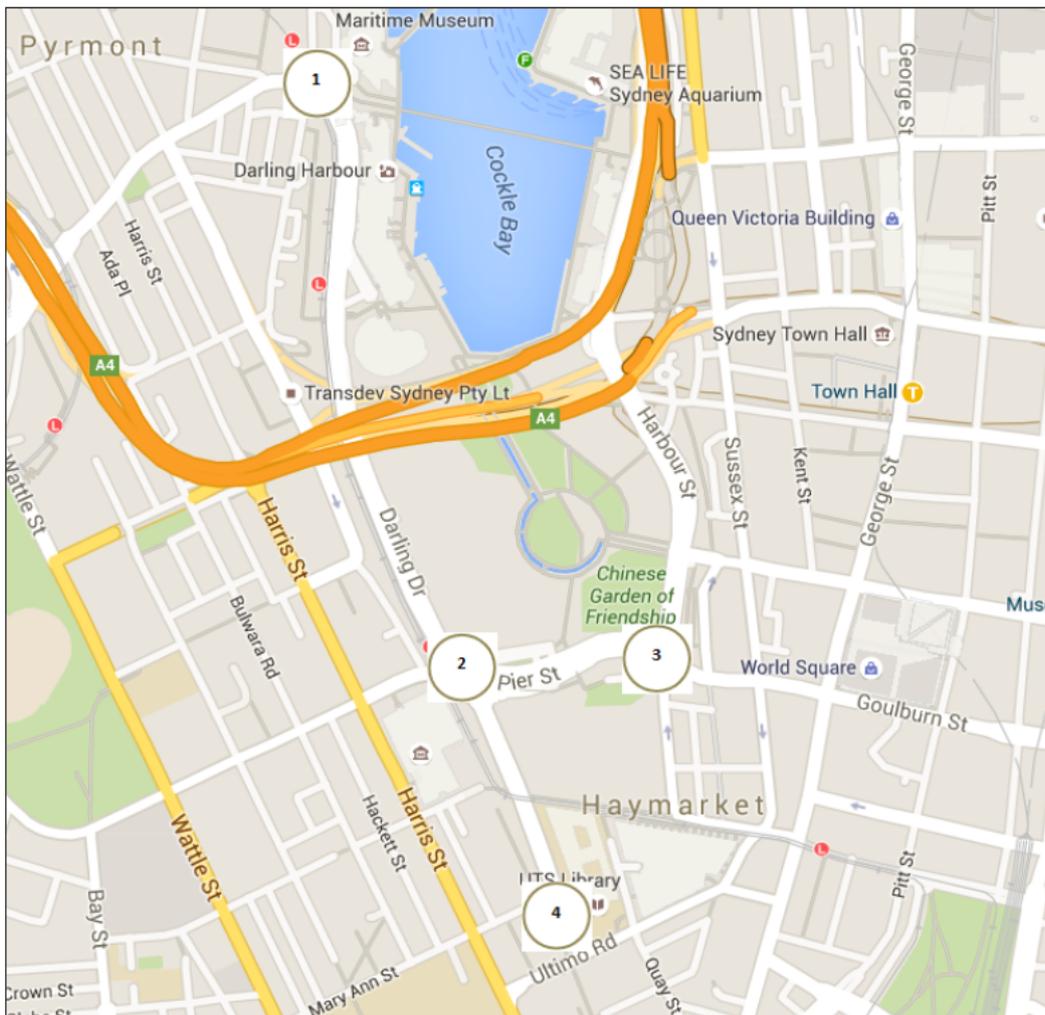


Figure 1 – Jan 2020 Traffic Survey Locations

The future traffic modelling and assessment adds anticipated traffic generated trips to the baseline traffic model, resulting from the proposed development uses. As such, the 255 car parking spaces at the Novotel are captured in the future development scenario, as the future development scenario considers all the existing baseline traffic movements.

We note that the proposed development will include a 4-level basement car park, which is proposed for residential use only. However, the future traffic generated from the development is based on trip generation rates outlined in the *Traffic Generating Developments Updated Traffic Surveys (TDT 2018/04a)* (Transport for New South Wales, August 2013) document, and it is not based on proposed car parking spaces.

The future traffic modelling and assessment applied these recommended and industry standard trip generated rates to the residential, commercial, and retail components of the proposed development.

The trip generation rates adopted for high density residential land use were:

- AM peak – 0.19 vehicle trips per unit
- PM peak – 0.15 vehicle trips per unit.

The trip generation rates adopted for retail land use were:

- AM peak – 3.1 trips per 100 m<sup>2</sup> GLFA
- PM peak – 6.2 trips per 100 m<sup>2</sup> GLFA.

The trip generation rate adopted for commercial developments such as office blocks is based on *Traffic Generating Developments Updated Traffic Surveys (TDT 2018/04a)* (Transport for New South Wales, August 2013).

Recommended trip generation rates for the general office building are based on surveys conducted in ten locations. Eight of the surveys were conducted within the Sydney urban area (two inner ring sites, four middle ring sites and two outer ring sites), and one each in Newcastle and Wollongong.

Due to the location of the proposed Harbourside development being situated within the CBD with close public transport access and limited parking available, and where few people commute to work by the private vehicle, it is expected that the proportion of commuters who choose to drive to work would be lower than the Sydney urban average. Of the areas surveyed, North Sydney, Chatswood and Parramatta represent the most comparative conditions, and an average of those rates were therefore adopted for the Harbourside development.

**Table 1** shows the trip generation rates adopted for the Harbourside development for each peak period.

Trips generated per 100 m <sup>2</sup> of GFA				
Peak hour	North Sydney	Chatswood	Parramatta	Adopted for Darling Harbour
AM peak	0.17	1.03	0.69	0.63
PM peak	0.14	0.84	0.61	0.53

**Table 1 Commercial Trip Generation Rates**

The peak hour distribution of trips into and out of the proposed development site are considered separated for each land use type and varies between the morning and afternoon peak periods. **Table 2** shows the peak hour distribution of trips.

Development type	AM peak		PM peak	
	Trips in	Trips out	Trips in	Trips out
Residential	25%	75%	60%	40%
Retail	60%	40%	50%	50%
Commercial	75%	25%	25%	75%

**Table 2 Peak Hour Distribution**

### **Existing development generated traffic trips**

The existing Harbourside consists of retail, commercial and open space. It should be noted that the site currently consists of an existing land use of approximately 19,700 m<sup>2</sup> GLA of retail and 1,140 m<sup>2</sup> GLA of office and other uses.

Application of the traffic generation rates, trip discounts and hourly distributions on the existing development yields a weekday peak period total traffic generation potential of 280 trips in/ 185 trips out during the morning peak hour, and 460 trips in/ 463 trips out in

the afternoon peak hour. **Table 3** shows the trip generation potential for each land use type and peak period.

Development type	AM peak		PM peak	
	Trips in	Trips out	Trips in	Trips out
Retail	275	183	458	458
Commercial	5	2	2	5
<b>Total peak hour generation</b>	<b>280</b>	<b>185</b>	<b>460</b>	<b>463</b>

**Table 3 Existing Trip Generation**

### **Future development generated traffic trips**

Application of the traffic generation rates, trip discounts and hourly distributions on the proposed development yields a weekday peak period total traffic generation potential of 264 trips in/ 164 trips out during the morning peak hour, and 260 trips in/ 326 trips out in the afternoon peak hour. **Table 4** shows the trip generation potential for each land use type and peak period.

Development type	AM peak		PM peak	
	Trips in	Trips out	Trips in	Trips out
Residential	14	41	26	17
Retail	119	79	198	198
Commercial	132	44	37	111
<b>Total peak hour generation</b>	<b>264</b>	<b>164</b>	<b>260</b>	<b>326</b>

**Table 4: Trip Generation Potential**

### **Summary**

The significant reduction in retail space from 19,700 m<sup>2</sup> GLA for the existing condition to 8,500 m<sup>2</sup> GLA accounts for the significant drop in traffic generated for the proposed Harbourside development.

The analysis above indicates that the baseline traffic conditions between 2016 and 2020, with the operation of SICEEP, have experienced minimal changes across the road intersections focused on in the traffic assessment.

Moreover, it should be noted that while the land use categories of the proposed development at Harbourside have been amended, the overall traffic impact remains similar to the previous assessment.

A summary of the overall traffic impacts can be described as follows:

- The traffic analysis indicates that the baseline conditions between 2016 and 2020, with the operation of SICEEP, have experienced minimal changes across the intersections focused on in this Report.
- Moreover, it should be noted that while the land use categories of the proposed development at Harbourside have been amended, the overall traffic impact remains similar to the previous assessment.
- The updated current development mix results in a reduced volume of trip in peak hours, due to the significant reduction in the proposed retail area, which is now much smaller in area than the current development.

- The operational performances of the intersections relevant to the Harbourside development have been demonstrated to be satisfactory.
- The results of modelling indicate that the impact of the Harbourside development does not impose conditions on the intersections worse than what would have otherwise occurred through existing traffic and modelled future traffic.

Yours Sincerely,



Joe Heydon  
Principal Engineer



Lachlan Attiwill  
Mirvac  
Level 28, 200 George Street  
Sydney NSW 2000

4 May 2021

Ref: 1019662-COR-SY-001 IPC ESD  
Response Letter-Rev A

To Whom it May Concern,

## **Harbourside Shopping Centre Redevelopment (SSD 7874) Response to Independent Planning Commission (IPC)**

I refer to the Harbourside Shopping Centre Redevelopment (SSD 7874) Questions on Notice letter received from the IPC dated 23<sup>rd</sup> April. This letter contains a response to the following query raised by IPC:

*The extent to which the Department has taken the Pyrmont Place Strategy (response to Direction 8 into account refer p.32)), particularly in relation to new buildings, in its assessment of the proposal regarding sustainability.*

Response to this query is set out as follows:

- The Pyrmont Peninsular Place Strategy (PPPS) sets out high level ambitions to deliver precinct-based solutions towards a net zero carbon precinct by 2041. Mirvac's sustainability strategy: *This Changes Everything* is aligned with the PPPS and has set to achieve a net positive carbon target by 2030.
- Examples of sustainability targets achieved in Mirvac delivered projects
- Mirvac's agreed sustainability targets with the Department of Planning Industry and Environment (DPIE)

### PPPS Precinct Target

The PPPS sets out high level ambitions to deliver precinct based solutions including emissions reduction, building performance, water, greening, waste and resilience with a commitment towards a net zero carbon precinct by 2041.

Mirvac Group is a leading Australian developer, owner and manager of real estate. Mirvac's 'This Changes Everything' strategy targets a range of objectives addressing each of the areas above and including net positive carbon target by 2030.

We note that some PPPS precinct ambitions will be outside the scope of the building owners/developers. Mirvac's Harbourside development alone is not able to achieve the precinct goals, however Mirvac's commitments for the buildings will contribute towards their achievement through the ESD targets set with DPIE and Mirvac's own internal commitments.

Mirvac develops highly efficient buildings that are powered by renewable energy to achieve the net positive carbon target by 2030 set in *This Changes Everything*, Mirvac's sustainability strategy. This is demonstrated by the average NABERS ratings across the Mirvac portfolio being 5.0 Stars NABERS Energy and 3.9 Stars NABERS Water.

## Targets achieved in Mirvac Delivered Projects

Examples of buildings local to the Pyrmont precinct designed and delivered by Mirvac which have achieved 6 Star NABERS Energy and 4 Star NABERS Water are One Darling Island and 65 Pirrama Rd. Mirvac also has a third NABERS 6 Star Energy building (& 5.5 Stars NABERS Water) at 23 Furzer St, Canberra. These are 3 of only 23 buildings nationally that have achieved a 6 Star NABERS Energy rating (base building, no GreenPower).

Furthermore, Mirvac currently purchases 100% renewable electricity for all sites, which has reduced their carbon footprint by over 80%. Mirvac will continue working towards reducing and offsetting the remaining emissions to achieve net positive by 2030 in line with *This Changes Everything*. In addition to this, Mirvac is also committed to net positive water and zero waste by 2030 in *This Changes Everything*.

As a result of the targets achieved, Mirvac has been recognised for sustainability in several developments and has won the following awards demonstrating a commitment to sustainability:

- PCA Innovation and Excellence Awards: Best Sustainable Development – Existing Building (200 George St): Winner, 2020
- AIA Awards: Sustainable Architecture, The David Oppenheim Award and the Milo Dunphy Award (Marrickville Library): Winner, 2020
- NSW Architecture Awards: Sustainable Architecture (Axle, South Eveleigh): Shortlisted, 2020
- 2020 Climate Alliance Board Leadership Award
- 2019 PCA Innovation & Excellence Awards. Sirius House, 23 Furzer Street, Woden ACT - Best Sustainable Development – Existing Building
- 2019 Chartered Institution of Building Services Engineers (CIBSE) Performance Awards. EY Centre, 200 George Street - International Project of the Year.
- 2019 Chartered Institution of Building Services Engineers (CIBSE) Performance Awards. EY Centre, 200 George Street - Building Performance Champion

## Targets Agreed with DPIE

At this stage of the development the targets are set to provide a minimum benchmark for the project to exceed and it is Mirvac's ambition to enhance the sustainability response as the design develops. Cundall has been engaged as a sustainability specialist to assist Mirvac with this strategy as will the wider design team once they are appointed in future stages. As such some of the more detailed aspects of the design and sustainability measures are yet to be developed.

Mirvac has already agreed the following sustainability targets with the DPIE per below:

- 6-Star Green Star Design & As Built v1.3 for the commercial spaces
- 5-Star Green Star Design & As Built v1.3 for the retail shopping centre
- 5-Star Green Star Design & As Built v1.3 for the residential tower
- 5.5-Star NABERS Energy for Offices
- 3.5-Star NABERS Water for Offices
- 20% water reduction target per m<sup>2</sup> of GLAR for Retail development

The development is also required to explore and implement measures to strive to achieve the following stretch ESD standards:

- 6-Star Green Star Design & As Built v1.3 for the retail
- 6-Star Green Star Design & As Built v1.3 for the residential tower

These targets align with the intent of the PPPS requirements for high environmental standards and will contribute towards achievement of the identified precinct wide outcomes.

Yours sincerely  
For and on behalf of  
Cundall Johnston and Partners Pty Ltd

**Julian Bott**  
**Director**

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