

12 August 2022

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Dear Lachlan and Greg,

## **COCKLE BAY PARK [SSD 7684] - DESIGN INTEGRITY PANEL - SESSION 11**

This letter has been prepared on behalf of the Design Integrity Panel (**DIP**) for the Cockle Bay Park State Significant Development (**SSD**), in relation to the design integrity process. This letter provides confirmation of the Panel's commentary on the design elements which required further resolution, in order for the development to be endorsed for design excellence. The feedback is based on the latest developed design, as presented by Henning Larsen on 4 August 2022.

The DIP participating in the design integrity process comprises four members. In accordance with the endorsed Terms of Reference (**ToR**), three of those members have been retained from the Jury.

The DIP members include:

Table 1: Design Integrity Panel

<b>Panel Member</b>	<b>Title</b>
<b>Paulo Macchia FRAIA (Chair)</b>	Director, Design Governance Government Architect NSW
<b>Graham Jahn AM LFRAIA</b>	Director, City Planning, Development and Transport City of Sydney
<b>Tony Caro FRAIA</b>	Director, Tony Caro Architecture
<b>Kate Luckraft</b>	Director, FLUMINIS

The DIP session occurred via MS Teams and was observed by members of the project team and the Proponent. Panel deliberations were observed only by Urbis in their role as the DIP Managers.

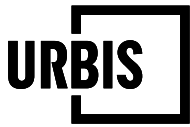
## 1. FUNDAMENTAL DESIGN EXCELLENCE ELEMENTS

As outlined in the endorsed Jury Report, the Henning Larsen scheme was unanimously chosen as the competition winner, subject to the identified development areas being addressed as part of the design integrity process.

The Jury's determination was based upon the ability of the conceptual framework (public domain, new park, podium retail and commercial tower) to achieve design excellence.

The fundamental elements of the conceptual framework that were identified as needing to be retained throughout the design integrity process, are listed below (as extracted from the Jury Report):

- *The fundamental urban sensibility of the concept enhancing Darling Harbour as a precinct and the site as a new western threshold to the city;*
- *The quality of connections and integration with various elements around the site demonstrates a thoughtful and contemporary approach to city making as a dialogue and respectful synthesis between built form and the public realm;*
- *A thoughtful holistic approach to the site as an urban landscape;*
- *The significant amelioration of the visual impact of the bulk and height of the tower on the public promenade by the integrated podium design and arrangement of publicly accessible open space;*
- *The skilful formal transition from the podium to the articulated tower form;*
- *The 'village strategy' of the conceptual framework characterised by fine grain elements compared with the more conventional continuous linear approach to the built form of the podium;*
- *The conceptual framework for the Northern Parkland;*
- *The embedded commitments to more sustainable design, with opportunity to explore a wide range of initiatives including harbour heat rejection and 'cloud burst' stormwater harvesting;*
- *The planning of the workplace environment demonstrates excellent capacity to accommodate a diverse range of tenant requirements; and*
- *The strength of the collaborative design process articulated by the Henning Larsen team.*



## 2. DESIGN INTEGRITY PANEL- SESSION 11

The following Sections 2.1 and 2.2 summarise the Panel’s consolidated commentary and considerations following DIP Session 11.

This feedback is based on the presentation by Henning Larsen and the Q&A session discussion.

The Panel comments are in relation to the three key focus areas that required further resolution, prior to endorsing the scheme for Design Excellence.



The scope of review for the DIP is set out in the Terms of Reference. The DIP is to provide advice specifically on the identified development areas in the Jury Report, with due regard to the Concept Approval. Whilst the promenade zone forms part of the Stage 1 concept approval, the DIP has previously been advised that any works to the promenade were excluded from this SSD DA.

### 2.1. DIP SESSION 11 - PANEL COMMENTARY

Table 2: Focus areas and commentary

FOCUS AREA	COMMENTARY
<b>3. PUBLIC DOMAIN</b>	
<b>Market Street / Civic Link Connection</b>	<p><b><u>Stairs</u></b></p> <ul style="list-style-type: none"> <li>▪ At DIP Session 10, the Panel recommended that Henning Larsen review the position of the stairs / escalators in relation to the stand stone pylons, and in particular recommended that the design team confirm if this element can be inset into the land-bridged structure as far east as possible.</li> <li>▪ Henning Larsen presented three options to the Panel, illustrating the constraints associated with shifting the stairs / escalators to the east and the potential benefits of each of these options, with regard to improving the alignment with and visibility of the heritage pylons.</li> <li>▪ Slide 31 confirmed that, to achieve any sense of visibility of the heritage pylon, the resultant stair gradient would be 159:275mm and the headstock would need to be lowered by 200mm. This in turn introduced new issues.</li> <li>▪ The Panel has assessed the difference between a more generous stair and the visual impact of the heritage pylons. The Panel notes that the most highly valued view of the sandstone pylons is the view walking from Pymont to the City. The sideways view from a private development is less important. The Panel also notes that on balance, shifting the lift core east is the single most effective design change that exposes the heritage pylons and the bridge, as discussed in the below comments.</li> <li>▪ With consideration given to the impact on headstock, the visual geometry and the pitch of the stair, the Panel agree that moving the stair and escalator to the east changes the pitch of the stair and the resultant</li> </ul>

FOCUS AREA	COMMENTARY
	<p>outcome places the pedestrian permeability and comfort at risk in comparison to moving the lift tower.</p> <ul style="list-style-type: none"> <li>▪ The Panel agree that the current design, as presented on slide 29, presents the most desirable outcome as it provides for a generous new public stair and retains the alignment of the substructure. Given that the most benefit is gained from moving the lift, the Panel’s view is that the visual impact is negligible whether the stair moves or otherwise and the priority is to retain pedestrian permeability.</li> <li>▪ In acknowledging the detailed nature of this commentary, the Panel encourages the team to continue to refine the design geometry relationship between the stairs and escalators, as viewed from Pymont Bridge, so that it presents as one unified, simpler element.</li> </ul> <p><b><u>Headstock</u></b></p> <ul style="list-style-type: none"> <li>▪ The Panel support all design development relating to the headstock and notes the significant architectural improvements arising from this. The Panel have no further comments.</li> </ul>
<p><b>Waterfront Promenade</b></p>	<ul style="list-style-type: none"> <li>▪ The Panel notes that the presentation package included the waterfront promenade zone. This was the first time that this area was presented to the DIP. Acknowledging that the DIP has not reviewed this prior, the DIP refrains from providing detailed comments. Rather, the DIP suggests that any future detailed design of the promenade limits the interface zone between the retail tenancies and the promenade to ensure that pedestrian movement is not restricted.</li> <li>▪ Any works associated within the development, should be contained within the leasehold boundary and not encroach within the waterfront promenade.</li> </ul>
<p><b>4. RETAIL PODIUM</b></p>	
<p><b>Pymont bridge lift shaft</b></p>	<ul style="list-style-type: none"> <li>▪ The Panel commends Henning Larson on the design development with regard to the relocation of the lift core further towards the east. The visual legibility of the lift shaft moved back is far superior and significantly improves the visual connection with Pymont Bridge.</li> <li>▪ The relocation of the lift shaft, as shown in the right image on slide 25, exposes the sandstone pylon from an eastern direction and reduces the amount of visual clutter along this podium level.</li> <li>▪ The Panel notes Henning Larsen’s concerns regarding the planning at the ground level, perceived CPTED issues and the congestion this may cause, however the visual benefits at the upper level, outweigh the concerns at the ground level.</li> </ul>

FOCUS AREA	COMMENTARY
	<ul style="list-style-type: none"> <li data-bbox="470 555 1428 660">The Panel support the ‘alternative to the SSDA submission’, as shown in the two images below, and recommend that the team seek to increase the light and safety at the ground level to alleviate CPTED issues.</li> </ul> <div data-bbox="518 667 1136 1012">  </div> <div data-bbox="518 1019 1136 1357">  </div>

## 2.2. DIP SESSION 11 – PANEL CONSIDERATIONS

This table is relevant to matters discussed at the subject meeting (DIP 11) only. Refer to previous DIP feedback for advice pertaining to earlier DIP Sessions.

Table 3: Consideration Summary

<p><b>Design development the Panel supports</b></p>	<p>The Panel supports the design development that has taken place since DIP Session 10, in particular:</p> <ul style="list-style-type: none"> <li>▪ Architectural resolution of the northern land-bridge head stocks</li> <li>▪ Retention of the location of the escalators / stairs on Pymont Bridge and their relationship with the heritage pylons.</li> <li>▪ The relocation of the Pymont bridge lift shaft further east as shown in the option above.</li> </ul>
<p><b>Design development needing further resolution</b></p>	<p>The Panel recommends that Henning Larsen continue to refine the following elements:</p> <ul style="list-style-type: none"> <li>▪ Refine the physical and balustrade connections to Pymont Bridge and within the escalators and stairs connecting Pymont Bridge to Civic Link and along the north-south connection into Pymont Bridge.</li> <li>▪ Awnings above elevator doors appear to be excessively high and should be lowered, with a projection in the order of 1.8m to provide rain protection both for users and into the lift car.</li> </ul>
<p><b>Other matters of note</b></p>	<p>In relation to the Promenade, the Panel notes the following for consideration:</p> <ul style="list-style-type: none"> <li>– The usable width of the promenade should be maximised, by reducing the extent of the “interface zone”</li> <li>– Clarification should be provided regarding the intended end use of the interface zone. The Panel is concerned that this area will become an extension of the existing retail offering, with the potential for outdoor dining and licenced seating area. Given the restricted width of the promenade along this frontage, pedestrian movement should be the priority and this area should remain free from clutter.</li> <li>– All building elements associated with the retail premises should remain building the leasehold line. This may require the stairs and handrails to be inset to achieve DDA compliance.</li> </ul>



### **3. DIP COMMENTARY**

The DIP supports the design direction of the Henning Larsen scheme and commends the project team for the continued design development, since DIP Session 10. The comments raised during DIP Session 10 with regard to the headstocks and further design investigation into the Market Street & Civic Link stair / escalator, have been resolved. Only minor design resolution is required by Table 3.

The DIP has withheld from providing detailed commentary on the waterfront promenade, as this was originally excluded from the scope of works. Rather, the DIP has provided points for consideration in the Department's assessment. If the Department feels that it is necessary for the DIP to review the promenade, the Department can refer this to the Panel.

The DIP acknowledges that the application is now subject to assessment by the Department and that the Proponent is pending the submission of a Response to Submissions package.

Whilst the DIP supports the design direction, it is recommended that the Proponent submit the full suite of architectural plans for review and sign-off by the DIP, to confirm that the residual matters in this letter have been addressed, to ensure the achievement of design excellence, in accordance with Condition A17 of SSD 7684.

#### 4. PANEL ENDORSEMENT

The Panel Chair confirms that this letter is an accurate record of the DIP feedback and that the DIP provides the commentary and considerations by consensus.

This letter is to be used to guide further detailed design refinement of the Henning Larsen scheme.

**Design Integrity Panel (DIP) endorsement:**

Name	Signature	Date
Paulo Macchia FRAIA Panel Chair Director Design Governance Government Architect NSW		12/08/2022

Yours sincerely,



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