

Appendix 1

Amended SSDA drawing pack

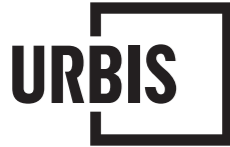
Appendix 2

DIP #9 Minutes

DIP #10 Minutes

DIP #11 Minutes

DIP #9 Minutes



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24 December 2021

Mr Lachlan Adams
Development Director
AMP Capital Pty Ltd
Via email: Lachlan.Adams@ampcapital.com

Mr Greg Mannes
Project Director
The GPT Group
Via email: Greg.Mannes@gpt.com.au

Dear Lachlan and Greg,

COCKLE BAY PARK [SSD 7684] - DESIGN INTEGRITY PANEL - SESSION 9

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 are supported / unsupported and those elements which require further resolution. The feedback is based on the latest developed design, as presented by Henning Larsen on 14 December 2021.

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

Panel Member	Title
Paulo Macchia FRAIA (Chair)	Director, Design Governance Government Architect NSW
Graham Jahn AM	Director, City Planning, Development and Transport City of Sydney
Tony Caro FRAIA	Director, Tony Caro Architecture
Kate Luckraft	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 of 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 9

The following Sections 2.1 and 2.2 summarise the Panel’s consolidated commentary and considerations following DIP Session 9.

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 are required to be resolved in order to achieve Design Excellence, as discussed.

2.1. DIP SESSION 9 -- PANEL COMMENTARY

Table 2: Focus areas and commentary

FOCUS AREA	COMMENTARY
3. PUBLIC DOMAIN	
Market Street / Civic Link Connection	<ul style="list-style-type: none"> The Panel continues to raise concern over the Market Street / Civic Link connection, as presented on slides 41 and 42. The Panel was advised that TfNSW requires the northern wall to be of a specific height (3m) for safety and security reasons. The Panel recognises the need for this, however the design submitted to the meeting is for a primarily solid element that would be better as a lightweight structure that visually connects the link with Market St and the northern/central CBD. This would also assist in improving sight lines and way-finding for pedestrians in Market Street heading west towards the site and beyond. The Panel recommends that further design work is required to better engage the civic link with the site context and views along the Market St/Pymont Bridge corridor. As per the DIP Session 8 feedback solutions may include, but are not limited to, replacing solid walls above deck height with a more open/perforated structure or replace the solid elements entirely with a glazed screen system clipped onto deck level that fosters views above and screening of deck substructure below. As discussed at the meeting and further below, the Panel felt that the architectural concept, language and materiality for bridge elements should be clearly differentiated from that proposed for the Wheat Road podium (eastern) facade. The Panel also raises concerns over road directional signage requirements that TfNSW are likely to require, and how this can be successfully integrated into the overall design. Discussions with relevant authorities should be undertaken to determine requirements. In relation to weather protection of the Civic Link escalators, the Panel appreciates that a range of canopy options have been tested, and had the benefit of reviewing this over the course of previous DIP sessions. The canopy cover presented on slide 45 is extensive, and provides good weather protection whilst retaining reasonable visual connectivity from within the Civic Link. The Panels preference is to minimise screening, to optimise wayfinding and heritage impacts on the Bridge. The preferred outcome is for a more open, simpler canopy (as presented on slide 44), however this would need to be tested against ongoing maintenance requirements, pedestrian comfort and other implications if the weather protection around the escalator was to be entirely removed.

FOCUS AREA	COMMENTARY
	<ul style="list-style-type: none"> The Panel looks forward to seeing this being resolved through the assessment period.
4. RETAIL PODIUM	
Darling Harbour Frontage (southern retail podium)	<ul style="list-style-type: none"> The Panel acknowledges the design adjustments that Henning Larsen have made to the southern podium massing, in an effort to strengthen the village concept as presented in the competition winning scheme. The Panel supports this design development and its ongoing refinement. The Panel questioned the use of the podium western facade primary material and coloration for the Level 3 connecting bridge elements. From an urban perspective, the Panel suggested that the scale of the podium (equivalent to a full north-south city block in length) could be articulated as a sequence of individual buildings or clusters of buildings rather than a single building, and that this may be better achieved by using a structure/cladding system that differentiates the connecting bridges on Level 3 of the podium from the building elements. The Panel noted that the generously planted green walls and soffits were fundamental to the articulation and character of the podium, and until such time as the planting matures, the bridge elements may appear stark and the podium overly homogeneous. The Panel suggested that a darker more recessive colour and a lighter structure could be considered to alleviate this. The Panel recommends that the design team explore alternative options for the connecting bridges. These options should also include the bridge at the northern end of the Level 3 podium and re-cladding of the existing pedestrian bridge over the roadways to the south of Crescent Garden. The Panel looks forward to seeing this resolved through the assessment period.
Materiality - Wheat Road Podium Design	<ul style="list-style-type: none"> The Panel commends the conceptual approach and design work that has been undertaken with regard to the Wheat Rd podium facades and ongoing maintenance. The idea of a Sydney sandstone escarpment is a strong metaphorical starting point for the concept design around the harbours various edges and interfaces, and is supported in principle. The resolution with the podium GRC façade language at the south end where it interfaces with the glass lift and staircase is particularly promising (Slide 32). However, this is less convincing when the “earth-bound” eroded sandstone escarpment idea is applied to bridge spans, being i) the reclad existing bridge (Slide 34), ii) the recessed podium under-croft area to the immediate south of Pymont Bridge eastern abutment and, iii) the afore-mentioned northern screen wall to the Market St Civic Link. The Panel has suggested above that bridges spanning multiple freeways or connecting podiums may be better if designed to be as light, permeable and elegant as possible. This is exemplified on slide 33, where the bridge is juxtaposed with the podium. The Panel acknowledges the architects’ rationale for the use of the same cladding idea and system for these diverse building elements, and recommends that further design consideration is given to this complex and important aspect of the scheme. The Panel looks forward to seeing this resolved through the assessment period.

2.2. DIP SESSION 9 – PANEL CONSIDERATIONS

This table is relevant to matters discussed at the subject meeting (DIP 9) only. Refer to previous DIP feedback for advice pertaining to earlier DIP Sessions.

Table 3: Consideration Summary

Design development the Panel supports	<ul style="list-style-type: none"> Wheat Road Podium materiality and its ability to manage grime from the freeway and the merging of architectural forms at the southern edge. Revised articulation of the western podium facade and strengthening of its informal character and human-scale.
Design development needing further resolution	<p>The Panel recommends that a subsequent DIP session occur prior to the determination of the SSD DA to confirm design resolution of the following matters:</p> <ul style="list-style-type: none"> Architectural design resolution of connecting bridges on Level 3 of the podium facade Architectural design resolution of central connecting bridge over roadways and undercroft areas interfacing Pymont Bridge east abutment. Architectural design resolution of the Market Street / Civic Link northern screen wall and opening up of view corridors and wayfinding between city, the harbour and Pymont (including views towards the northern CBD above the Western Distributor).
Other matters of note	<p>The Panel notes the following for consideration:</p> <ul style="list-style-type: none"> Clarification of the maintenance requirements for the escalator, and corresponding design resolution to optimise pedestrian way-finding and comfort. Clarification and design integration strategy for TfNSW road signage requirements along the northern edge of the Civic Link

3. DIP COMMENTARY

Prior to lodgement of the Stage 2 SSD DA, the DIP identified three (3) key focus areas of the design which required further resolution, before the DIP could fully endorse the design excellence of the Henning Larsen. Those key focus areas were:

1. Market Street connection;
2. The southern retail podium façade; and
3. The Wheat Road podium materiality.

The intent of this post-lodgement DIP session was to resolve those key focus areas, so that the DIP can issue their full endorsement of the scheme. The DIP acknowledges that the application is now subject to assessment by the Department of Planning, Industry and Environment.

The DIP recommends that subsequent DIP sessions occur prior to the determination of the application to resolve the material issues identified in this DIP letter.

The Panel recommends that, as the design developments, the Design Team continue to 'benchmark' the Design Competition Scheme against the Developed Scheme to articulate how the design continues to be enhanced, and how the development areas have been resolved.

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:

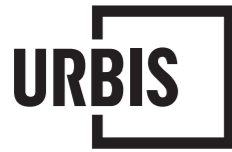
Name	Signature	Date
Paulo Macchia FRAIA Panel Chair Director Design Governance Government Architect NSW		24/10/2021

Yours sincerely,



Sophy Purton
 Associate Director
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 spurton@urbis.com.au

DIP #10 Minutes



9 March 2022

Mr Lachlan Adams
Development Director
AMP Capital Pty Ltd
Via email: Lachlan.Adams@ampcapital.com

Mr Greg Mannes
Project Director
The GPT Group
Via email: Greg.Mannes@gpt.com.au

Dear Lachlan and Greg,

COCKLE BAY PARK [SSD 7684] - DESIGN INTEGRITY PANEL - SESSION 9

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 22 February 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

Panel Member	Title
Paulo Macchia FRAIA (Chair)	Director, Design Governance Government Architect NSW
Graham Jahn AM LFRAIA	Director, City Planning, Development and Transport City of Sydney
Tony Caro FRAIA	Director, Tony Caro Architecture
Kate Luckraft	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 of 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 10

The following Sections 2.1 and 2.2 summarise the Panel's consolidated commentary and considerations following DIP Session 10.

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, as well as the refinements to the wellness centre and Crescent Garden, which are outside of the approved scope of the Stage 1 envelope.

2.1. DIP SESSION 10 -- PANEL COMMENTARY

Table 2: Focus areas and commentary

FOCUS AREA	COMMENTARY
3. PUBLIC DOMAIN	
Market Street / Civic Link Connection	<ul style="list-style-type: none"> The Panel commends Henning Larson on the design development undertaken following DIP Session 09, with the updated scheme now considered to successfully engage the Civic Link with the site's context and visual connections along the Market St/Pymont Bridge corridor. The Panel finds that the team has now addressed the recommendations provided by the DIP during Session 8 and DIP Session 9, and that the architectural concepts, language and materiality for bridge elements is now appropriately differentiated from the Wheat Road podium (eastern) facade. Following discussions with TfNSW the design team has also advised that directional signage will not be required to be located on any of the bridging spans or elements. Whilst the overall vision and materiality is supported, the Panel recommends that Henning Larsen further consider the relationship between the bridge materials and the exposed headstocks and substructure when viewed from the north. For example, the height of the bronze band/s below the vertical ribs could be marginally increased to fully conceal the entirety of the exposed concrete substructure above the four headstocks (refer below) so that this element presents if possible as a subtle, seamless arc across the visible breadth of the land-bridge (refer slide 18). The visible ends of the land-bridge headstocks warrant further design consideration. These sit within a family, but currently have different shapes and geometries. Given the exposed nature of these engineering elements, it is recommended that a more refined architectural approach be further considered. The Panel notes that the heritage listed Pymont Bridge is outside of the project scope. However, new vertical transportation elements, connections and balustrades are required to be integrated into this fabric. The position of the stairs/escalators relative to the sandstone pylons is an important consideration in the context of this State-listed heritage item. The Panel recommends that the

FOCUS AREA	COMMENTARY
	<p>design team review if this element can be inset into the land-bridge structure as far eastwards as possible.</p> <ul style="list-style-type: none"> In acknowledging the detailed nature of this commentary, the Panel encourages the team to refine the design geometry relationship between the stairs and escalators, as viewed from Pymont Bridge (slide 23). The awkward detail resolution that often arises from the different pitches of the stair and escalator should be carefully resolved to present as one unified, simpler element (Wynyard Walk could be seen as an example of where this has been successfully resolved).
4. RETAIL PODIUM	
Western Podium Bridge element articulation	<ul style="list-style-type: none"> The update presented to the Panel at DIP Session 10 successfully resolves the Panel's concerns in relation to the darker, more recessive cladding of these elements. The Panel recommends that Henning Larsen continues to develop and enhance the landscaping strategy to further increase the extent of generous greenery across the site, to the greatest extent possible. This includes increasing planter bed sizes and soil volumes, and minimising reliance on plants in pots.
Materiality - Wheat Road Podium Design	<ul style="list-style-type: none"> The Panel supports the design direction and has no further comment.

2.2. DIP SESSION 10 – PANEL CONSIDERATIONS

This table is relevant to matters discussed at the subject meeting (DIP 10) only. Refer to previous DIP feedback for advice pertaining to earlier DIP Sessions.

Table 3: Consideration Summary

Design development the Panel supports	<p>The Panel supports the design development that has taken place since DIP Session 9, in particular:</p> <ul style="list-style-type: none"> Architectural design resolution of connecting bridges across Level 3 of the western podium facade. Architectural design resolution of northern connecting land-bridge over roadways and undercroft areas interfacing Pymont Bridge eastern abutment. Architectural design resolution of the Market Street Civic Link northern edge and opening up of view corridors and wayfinding between city, the harbour and Pymont (including views towards the northern CBD above the Western Distributor).
Design development needing further resolution	<p>The Panel recommends that Henning Larsen continue to refine the following elements:</p> <ul style="list-style-type: none"> Resolution of the bronze cladding and vertical battens concealing the sub-structure of the Civic Link connection. Architectural resolution of the northern land-bridge head stocks. The geometry and design relationships between the escalator, the stairs and the interface of these elements with the heritage Pymont Bridge fabric. <p>The Panel looks forward to reviewing the refinement of these elements, as well as any further amendments that may be required to satisfy and address matters raised by agencies during the exhibition period, prior to the determination of the Stage 2 SSD DA.</p>
Other matters of note	<p>The Panel notes the following for consideration:</p> <ul style="list-style-type: none"> Continued development of the landscape strategy, including desire lines through Crescent Garden, greening of the Wellness Centre roofs and increased soil volume and planters, where possible. Discrete awnings above elevator doors to provide weather protection and improve pedestrian amenity. Refine the physical and balustrade connections to Pymont Bridge and within the escalators and stairs connecting Pymont Bridge to Civic Link.

3. DIP COMMENTARY

Prior to lodgement of the Stage 2 SSD DA, the DIP identified three (3) key focus areas which required further resolution, before the DIP could endorse the Henning Larsen scheme for Design Excellence. Those key focus areas were:

1. The Market Street connection;
2. The southern retail podium façade; and
3. The Wheat Road podium materiality.

The DIP supports the design direction of the Henning Larsen scheme and commends the project team for the development of these areas as presented at DIP Session 10. The comments raised during DIP Session 9 with regard to the key focus areas have largely been resolved, with only minor design resolution required by Table 3.

The DIP acknowledges that the application is now subject to assessment by the Department of Planning and Environment and that the Proponent is currently progressing through the Response to Submissions stage.

Whilst the DIP supports the design direction, it recommends that a subsequent session occur prior to the determination of the application. The intent of this session is to review any further amendments that may be required to satisfy and address matters raised by agencies during the exhibition period, prior to the DIP awarding Design Excellence.

The Panel recommends that, as the design develops, the Design Team continue to ‘benchmark’ the Design Competition Scheme against the Developed Scheme to articulate how the design continues to be enhanced and refined.

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		9/03/2022

Yours sincerely,

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 Associate Director
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DIP #11 Minutes