



COCKLE BAY PARK
SYDNEY

Cockle Bay Park response to
submission report
Revised Architectural Report Addendum
11.08.2022



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Revised Architectural Report Addendum

Contents

1.Design update summary

- 1.1 Design changes
 - 1.1.1 Wellness Center
 - 1.1.2 Land bridge edge protection
 - 1.1.3 Bridge elements in podium
 - 1.1.4 Loading Dock

2. Response to Cockle Bay – SSD-9978934

- 2.1 Department of Planning and Environment
 - 2.1.1 Design excellence
 - 2.1.2 Building design and heritage
- 2.2 City of Sydney
 - 2.2.1 Urban design
 - 2.2.2 Waste

Appendix 1

Amended SSDA drawing pack

Appendix 2

- DIP #9 Minutes
- DIP #10 Minutes
- DIP #11 Minutes

Appendix 3

Updated visuals

1. Design Update Summary



This report has been prepared as an appendix to the RTS submission for the Cockle Bay Park State Significant Development Application (SSDA). It reflects the responses to SSDA comments as well as changes to the project made in collaboration with the Design Integrity Panel(DIP).

The main design changes presented in this report can be narrowed down to a list of four, Wellness Center massing review, Land Bridge edge protection development, Podium Bridge refinement and Loading Dock.

1.1 Design Changes



1.1.1 Wellness Center

The DIP noted that they did not support the proposed volumes of the wellness centre, due to bulk and scale. Therefore, we have amended the wellness centre by improving it's proportion and sitting in the site to ensure the village atmosphere strived for is achieved. This build up in volume from Crescent Garden to the tower creates a smooth transition in volume towards DP3.



1.1.2 Land bridge edge protection

The DIP found our previous proposal to be opaque and lacking a civic architectural vocabulary. Following these comments, the land bridge protection has been simplified to achieve more transparency in order to improve site connectivity and wayfinding.



1.1.3 Podium Bridge refinement

The DIP was not convinced in the previous design's articulation of the podium's bridges. In order to define them clearly, the materiality of the podium bridges have been changed and darkened in order to accentuate the different clusters of the podium volumes.

Design Update Summary

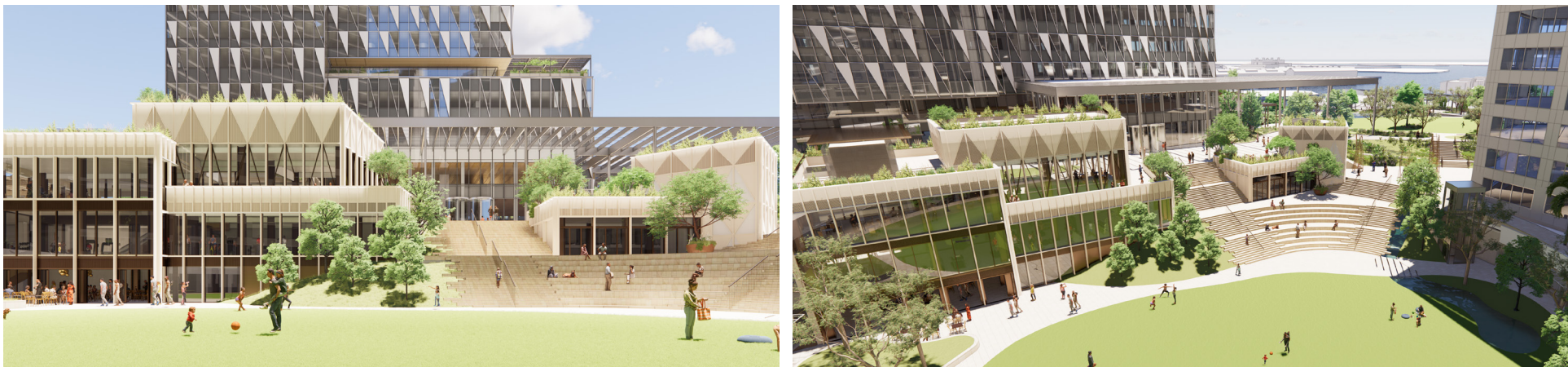
1.1.1 Wellness Center

In the SSDA submission the wellness center did not ensure the village concept of massing strived for in the architectural concept of the project. The volumes of the new Wellness Center has been developed in coordination with the DIP to improve it's proportions, sitting in the site and to ensure the village atmosphere strived for. As the retail podium to the west of the tower, the wellness center's volumes create a human scale build up to the towers behind.

Before:



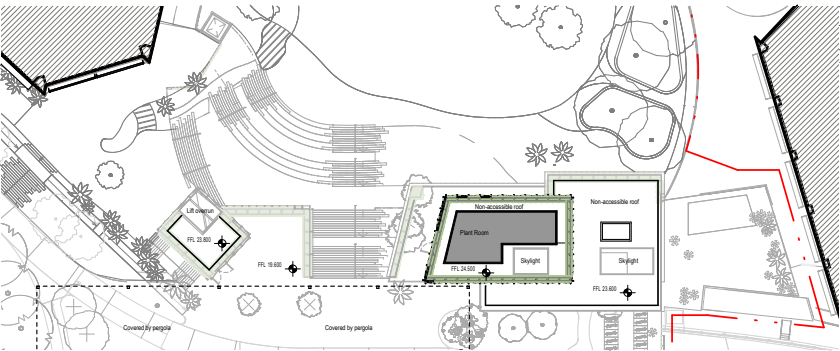
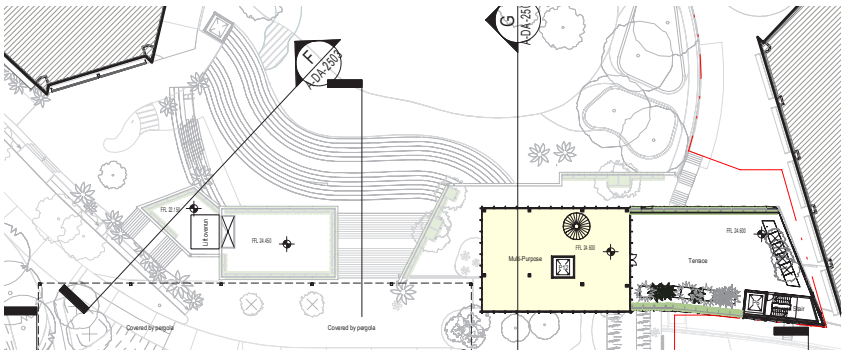
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Before:

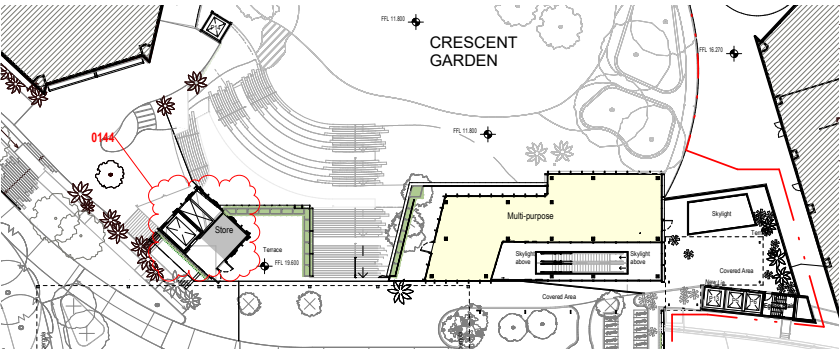
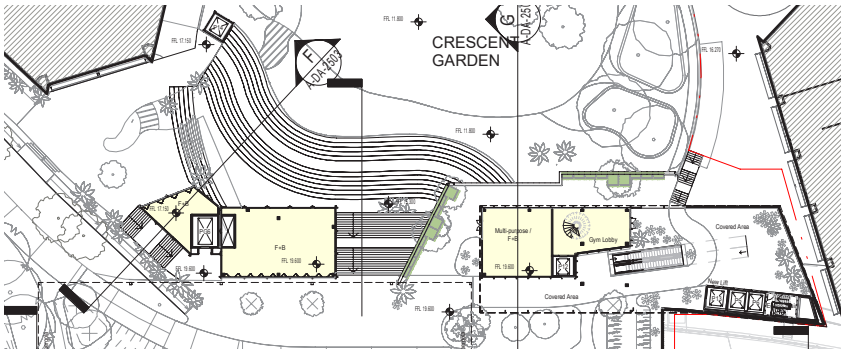
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CG4



Level CG4 has been removed in order to improve the buildings massing and reduce the amount of plant rooms required on the roof.

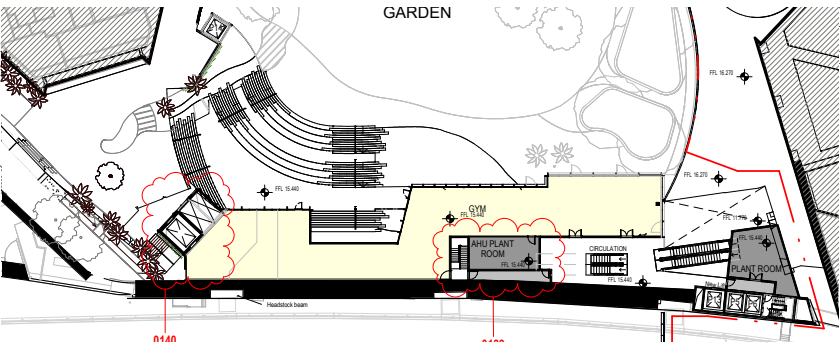
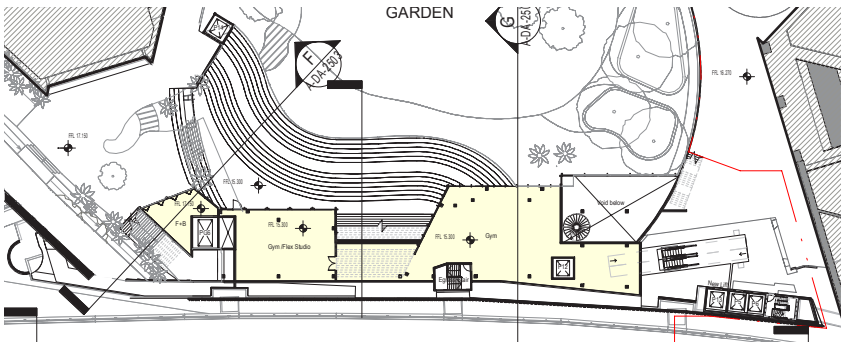
CG3



Level CG3 has been changed to a larger multipurpose space that is independent of the gym.

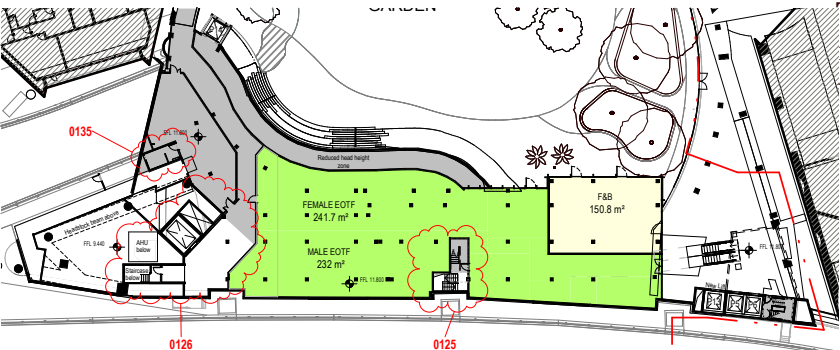
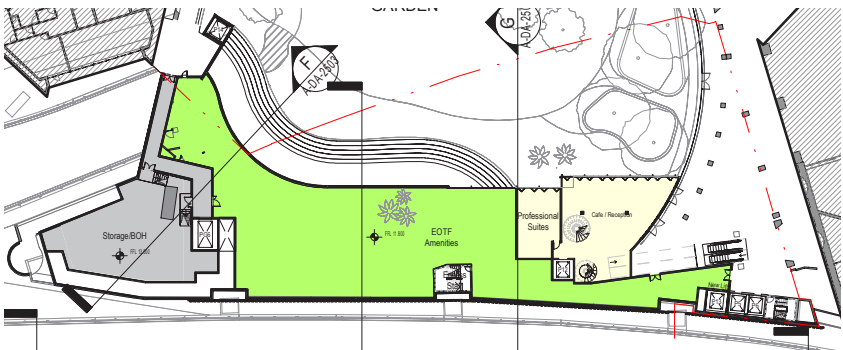
The small F&B unit in the north of Wellness complex has been replaced by ventilation shafts.

CG2



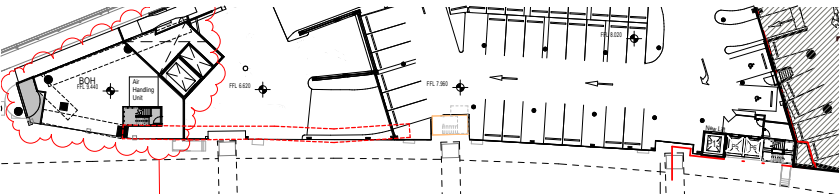
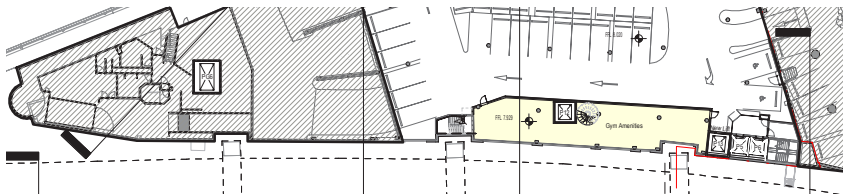
Level CG2 has been stretched southwards to allow more useable area for the gym.

CG1



The EOTF has been compacted and streamlined to allow more area for the crescent garden maintenance room. There has been no reduction to the amount of showers or lockers in this area.

DP1



The gym changing rooms has been moved into the EOTF on CG1.

Design Update Summary

1.1.2 Land Bridge Edge Protection - Market Street/Civic Link

The DIP stressed after the SSDA submission that the proposed solid massing proposed for the edge protection would be better as a lightweight structure that visually connects the link with Market Street and the northern/central business district. Following these recommendations we have replaced the colored precast edge protection with open balusters along Market Street bridge and plexiglass panels above the western distributor. This in turn will make the landbridge park visible from the top of Market street and the Western Distributor.

Before



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Design Changes Summary

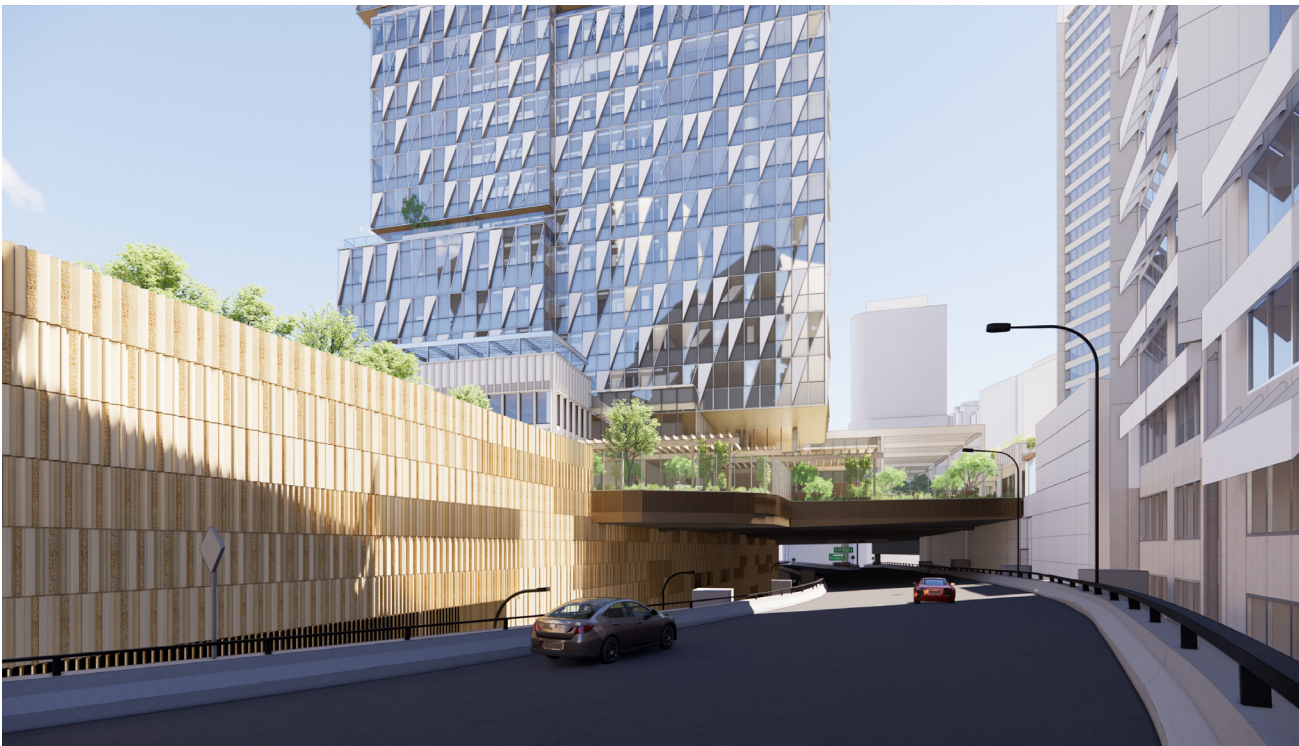
1.1.2 Land Bridge Edge Protection - Over Western Distributor

This openness and materiality has also been applied to the southern landbridge protection thus offering inviting views of the park from the Western Distributor below.

Before



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2. Response to Cockle Bay – SSD-9978934

Response to Cockle Bay SSD-9978934 - Department of Planning, Industry and Environment

Design Excellence - Imagery comparison

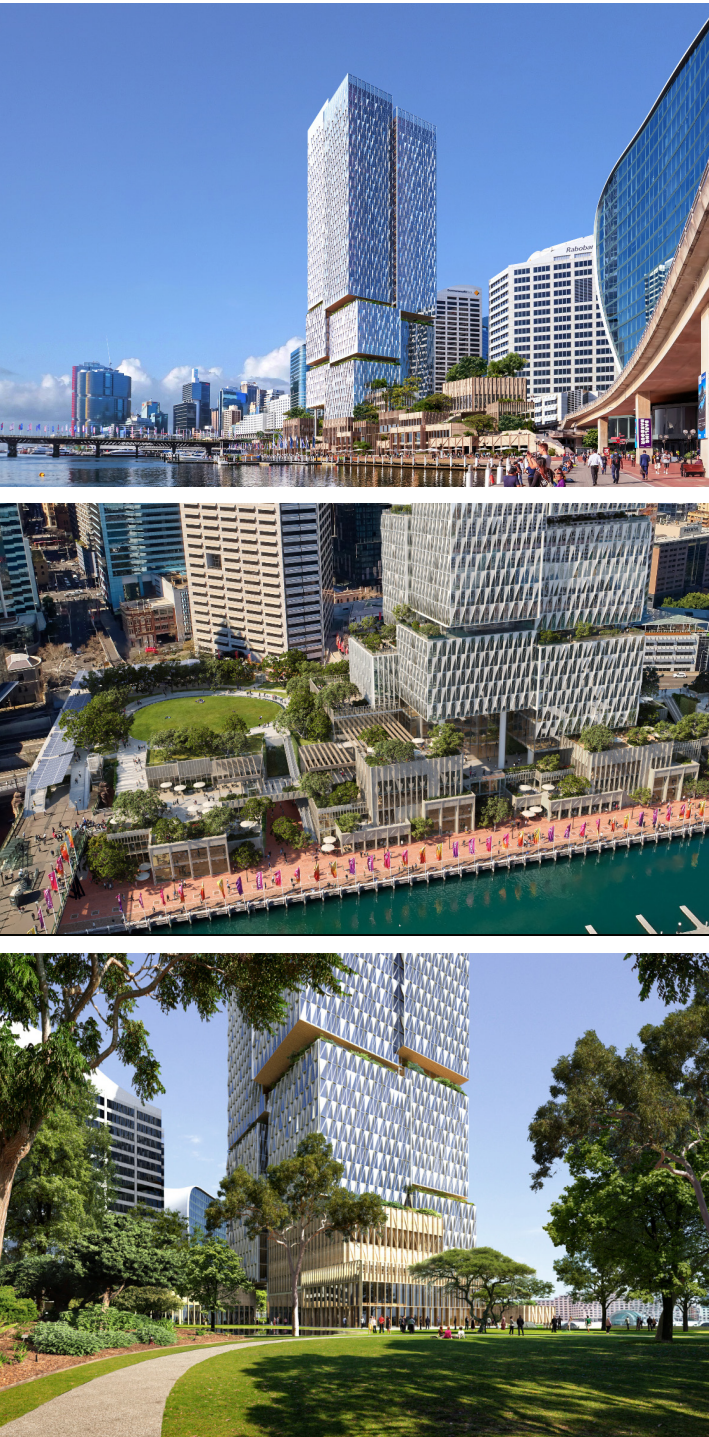
Comment:

Provide the omitted Appendices (A to D) of the Design Excellence Report (EIS Appendix M) and comparative imagery of the competition winning scheme

Response:

Please refer to the attached comparative imagery.
The omitted appendices have been provided as part of the broader Response to Submissions package. Refer to Ethos Urban's Submissions and Amendment Report.

Competition:



This DA



Competition:



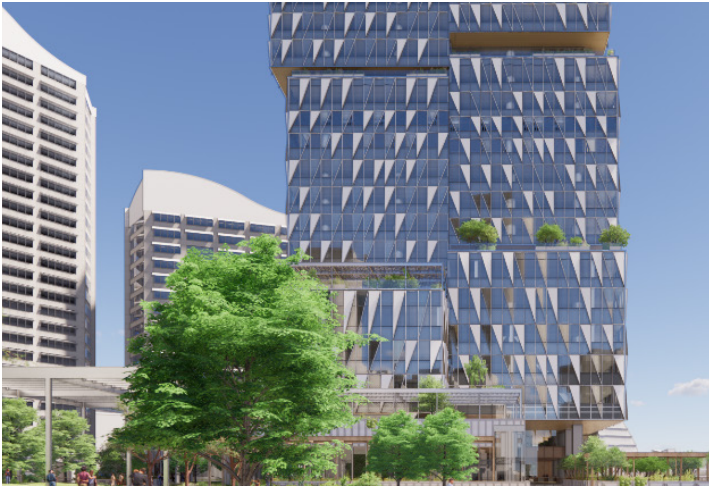
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Competition:



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Response to Cockle Bay SSD-9978934 - Department of Planning, Industry and Environment

Design Excellence - Druitt Bridge

Comment:

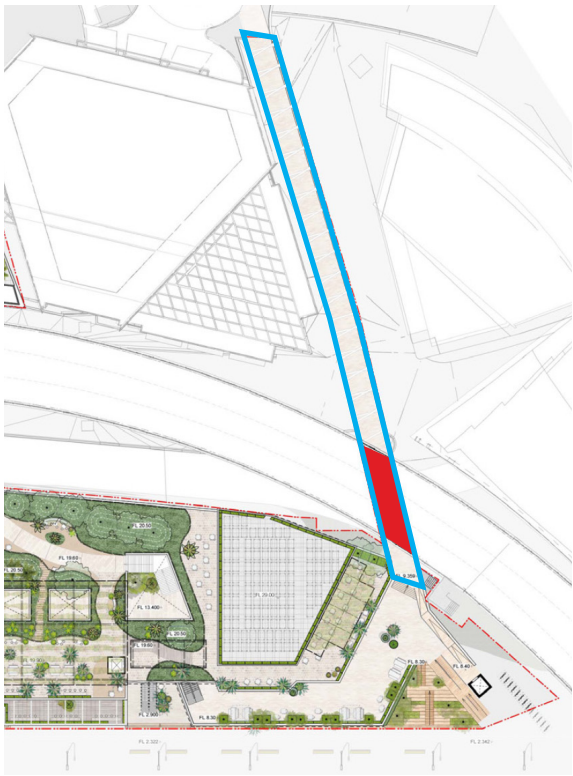
Provide a detailed response to Future Environmental Assessment Requirement (FEAR) C20 and Design Guidelines 3.9, which require investigation of improvements to the Druitt Street Bridge route, aesthetic treatments, enhanced user experience and potential increased pedestrian capacity (noting this is a DIP matter for resolution and a concern of Council).

Response:

The upcoming metro station is not expected to put any further pressure on Druitt St Connection, as the commuters are usually choosing the shortest path to their office, the approach analysis shows that the preferred route from Druitt Street into the development is from the NW corner of Druitt and Sussex Streets through the existing Darling Park Towers.

Moreover, we are unable to increase pedestrian capacity due to the bridge's location above and below the western distributor. It also should be noted that the bridge has sufficient pedestrian capacity, clear width, for today's pedestrian traffic and that for when the project is complete.

Henning Larsen plans on improving the Druitt Street Bridge route, aesthetic and user experience by doing a number of light interventions. We would like the bridge to be repaved to facilitate equitable access (removal of cracks), add lighting as to remove dark zones along its path to create sense of security for users, and lastly commission a local artist to create an art piece on the underside of the western distributor directly above Druitt Street bridge to animate the crossing experience consistent with the Public Art Strategy prepared by Cultural Capital.

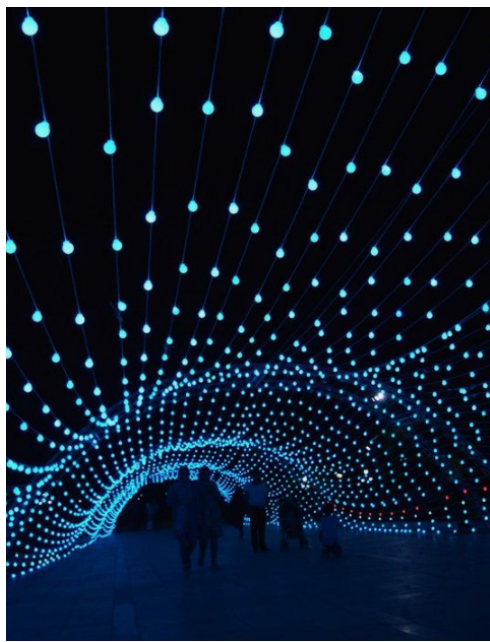


Intervention map



Future Expected Commuter Approach (with new Metro)

art piece references



bridge illumination references



Design Excellence - Recommendations of Design Guideline

Comment:

Clarify how the proposal has responded to the following specific recommendations of Design Guideline:

a) 3.8 'Preserve and enhance public vistas'

Consider important public vistas such as the view from Market Street to the harbour, which needs to be maintained and reinforced to enhance the visual connection between the city and the harbour.
An additional public vista to be considered is the Druitt Street pedestrian route toward the harbour, and new public vistas created from the new publicly accessible open space on the land bridge.

Response:

To gain access to the land bridge from Market street a new wider pedestrian bridge is required. (Please refer to image 3 below) As it has been designed as low as possible with lift access to its South, it will not significantly reduce views, noting that the existing and proposed view will continue to terminate with the Ibis Hotel as demonstrated in Figure 3 below. As for other key vista points, the podium has been divided into village like clusters arranged around circulation nodes leading from the promenade to the park above. This ensures visual connections and vistas throughout and across the site. For clarification on Druitt Street pedestrian vistas please refer to the next page.

