

16 September 2024

Our Ref: R/2023/8/D & D/2016/41/I
File No: 2024/531937

Annika Hather
Department of Planning, Housing and Infrastructure
Via Major Projects Planning Portal

Dear Annika

Request for Advice on Modification – Harbourside Podium and Tower MOD 2 – Design Development – SSD-49295711-MOD-2 & Harbourside Shopping Centre Redevelopment Concept – SSD-7874-MOD-4

Thank you for your correspondence dated 2 September 2024 inviting the City of Sydney (the City) to comment on the Request for Advice on Modification in relation to MOD 2 – Design Development for the Harbourside Podium and Tower development, and MOD 4 – Harbourside Shopping Centre Redevelopment Concept at 2-10 Darling Drive, Sydney.

The City appreciates the opportunity to review the modification reports submitted by the proponent.

The City has reviewed the submission and provides the following comments for your consideration. The comments more so relate to the detailed design (MOD 2).

1. Inclusion of design changes to the Bunn Street through-site link

The City recommends that the design of the Bunn Street through-site link address the key concerns raised by the Design Integrity Panel (DIP), provided at Sessions No. 14 and 15. The concerns have not been referenced in any of the supporting documentation, nor do they appear to be incorporated into the architectural drawings.

The proposal removes the 'grand' stair and replaces it with the Bunn Street steps at the western end of the north walk. The previous 'grand' stair connected with each floor level as it ascended and potentially could be delivered at a civic grade. The proposed Bunn Street steps does not provide a connection to each level as it ascends as it sits within a void and due to its configuration, is unlikely to be provided at a civic grade.

As per Panel advice 1.3, 1.4 and 1.5 of Session 15, it was advised that the width of the Bunn Street through-site link be increased to 7m (unencumbered) for pedestrian circulation. Any outdoor dining or licensed areas associated with the retail tenancies should be setback outside this clear zone. The Panel did note that there could be places for the public to sit freely within the Bunn Street laneway / through-site link, not associated with the adjacent retail tenancies. Built in 'ledges' / benches at the base of the of the building in some locations were supported.

The Bunn Street through site link is approx. 6m wide. Previous submissions show a 'grand' stair and north walk with a combined width of approx. 14m. The 'grand' stair connected with each floor level as it ascended and would assist in pedestrian flows to

the event and conference uses. The proposed Bunn Street steps does not provide a connection at each level and is 1.6m wide, which is sufficient for two people to pass but not an adult holding a child's hand in both directions.

No outdoor seating associated with the tenancies is shown in the ground level plan. No built-in furniture has been shown in the architectural drawings nor in the design report. The City recommends that it be conditioned that no outdoor seating for tenancies is permitted within the north walk.

The Panel commented on the alternative public stair and lift studies and supported the location and improved visibility of the publicly accessible lift relocated towards the east (1.7). It was suggested that the design team test the relocation of the stairs by an additional 500mm towards the south to further increase the waiting area adjacent to the lift. Visibility and wayfinding of the publicly accessible lift could be further improved through the provision of additional glazing and lighting around the public lift (1.8). The Panel also noted that the lift will likely be exposed to inclement weather from the south-west, and a 1.5m wide awning should be provided (1.9).

It is not clear from the information presented if the DIP comments regarding the relocation of the stair to the south, the rotation of the switchback, weather protection and the visibility of the lift through additional glazing has been provided. It is noted that there is approximately 2m landing between the top stair and the Bunn Street bridge, approximately 4m between the lift and the stairs for queuing, and there is a minor encroachment outside of the building envelope Bunn Street stair at Levels 1-3. No awning is shown above the lift.

The Panel suggested shifting the western commercial bridge connections at Level 1 and Level 2 towards the east and consolidating these vertically with the commercial bridge connections at Levels 3 and 4. This would improve the proportion of the Bunn Street link that is open to the sky (1.12).

The overhead bridges comprise approximately one-third of the void open to the sky. It is unclear from the information provided if DIP Session 15, 1.12 has been addressed.

If the reconfiguration of the stair is approved, the City recommends:

- An additional Bunn Street lift is to be provided to cater for pedestrians of all walking abilities. The lift servicing of the Bunn Street pedestrian bridge has not been detailed in the Accessibility Statement. It is also noted that the jury comments stated: Lifts should be co-located with the public stair or have clear visibility from the public domain.
- The DIP comments be adopted as conditions of consent, including that there be no outdoor seating permitted within the north walk for tenancies.

2. Landscape

At level 5, although the garden area and available soil volume has increased, the number and size of tree species proposed has decreased from the approved consent.

The City recommends that the design is amended to provide more medium sized tree species on the western side of the pool to improve canopy cover and shade for residents.

3. Transport

The proposed changes to the basement layout are generally acceptable. It is noted, however, that the ramp gradient has reduced (so that it is less steep), but the ramp length has also reduced which is counterintuitive. A transition from 1:16 to 1:6.5 (change of 9%) as shown on ground floor plan exceeds the maximum change of grade of 1:16 (6.25%) for MRVs. Any changes to the ramp may have flow on effects to the overall design.

The City recommends that the changes in grades along the service vehicle ramp comply with AS2890.2.

The amended Transport Impact Assessment notes the car share spaces will be used by residents only. It is recommended that the developer provide evidence of initial consultation with a car share operator that this arrangement is acceptable, otherwise the car share spaces and associated security requirements (swipe card access to basement etc.) should be accessible to all members of the proposed operator's car share scheme regardless of whether they are residents as per Section 3.11.2 of the Sydney DCP 2012 and consent condition F46.

In summary, the City has concerns relating to the design of Bunn Street through-site link, landscaping at level 5 of the development as well as changes to the ramp design and car share arrangements. A number of recommendations have been made to address these concerns.

Should you wish to speak with a Council officer about the above, please contact Jessica Symons, Senior Planner, on 9265 9333 or at jsymons@cityofsydney.nsw.gov.au

Yours sincerely,



CHRISTOPHER CORRADI
Acting Manager, Planning Assessments