



Artist impression by Doug & Wolf (Indicative render - subject to design competition)

4.0 Design Evolution

Design Review Process

This section outlines the design history of the proposed Concept Envelope. In providing a concise summary of some of the information that has been previously outlined in the Environmental Impact Statements (EISs) to date, this section aims to illustrate the extensive and considered design review that has informed the Concept Envelope as now proposed.

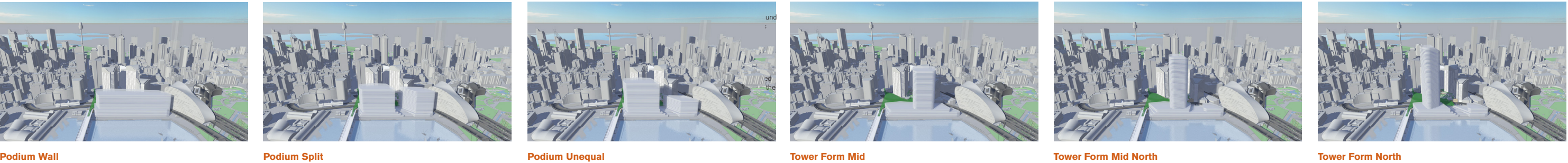
2014 - 2016

In 2014 the proponents began to consider redevelopment options for the site. These options included a number of built-form outcomes, all of which aimed to provide a world-class public benefit through the delivery of a significant open space on the Site. The options considered at that time included:

- a single high-rise tower at the north end of a 3-4 storey podium.
- a single high-rise tower at the centre of a 3-4 storey podium.
- a single high-rise tower at the end of a 3-4 storey podium.
- two mid-rise buildings on a 3 storey podium.
- a single high-rise tower at the north end of a 3-4 storey podium with a second mid – high rise building located at the south end of the podium.

Some of these contemplated building outcomes were illustrated within the 2016 Design Report and are reproduced below as Figure 4.

The feasibility, and perceived acceptability of these options was considered during this period and the options narrowed to a single scheme which informed the request for Secretary’s Environmental Assessment Requirements (SEARs) in May 2016. The development that was progressed at this time included a single tower form, instead of a low or medium rise building, in order to limit any visual and view-loss impacts and allow for maximum pedestrian and visual permeability between the city and the waterfront and allow a greater consolidated open space offering at the lower levels of the site.



Podium Wall

Podium Split

Podium Unequal

Tower Form Mid

Tower Form Mid North

Tower Form North

Fig. 4. Initially contemplated design outcomes

2016 Proposed Development

The development that was proposed in December 2016 sought consent for the following:

- Demolition of existing site improvements, including the existing Cockle Bay Wharf, pedestrian bridge links across the Western Distributor, and obsolete monorail infrastructure;
- Building envelopes;
- Land uses across the Site;
- A maximum total GFA across the Cockle Bay Wharf of 85,000m² for commercial development and 25,000m² for retail (including food and beverage) development;
- Car parking rates to be utilised in subsequent detailed (Stage 2) Development Applications); and
- Built Form, Urban Design and Public Realm Guidelines to guide future development and the public domain.

The development proposed at that time included a tower form that was located according to a number of core principles. Amongst these was a consideration of residential views from the neighbouring 'Astoria' residential building. This principle resulted in a tower location that was focused in the north of the site, adjacent to Pymont Bridge.

A significant area of publicly accessible open space was to be provided to the south and east of the proposed tower that would directly connect Cockle Bay, Tumbalong Park, and the new ICC precinct with the Sydney CBD at Market Street.

This development was documented within an Environmental Impact Statement (EIS) that was publicly exhibited from 15 December 2016 to 14 February 2017. The submissions received during this exhibition informed modifications to the proposed Concept Envelope. An indication of the development that was envisaged at this time is illustrated below in Figure 5.

For further information in relation to the Concept Envelope as proposed at this time please refer to the EIS that was exhibited from December 2016 to February 2017.



Fig. 5. 2016 Envisaged Development (indicative circular tower form)

2017 Proposed Development

Submissions made during the public exhibition of the 2016 EIS included the following key items of feedback;

- bulk and scale, human scale
- overshadowing
- 24 hour access, pedestrian linkages and clarity of public space
- wind
- amenity of the proposed new public park and public benefit
- relationship with the Western Distributor
- scale relationship to Pymont bridge and heritage impacts
- podium setback
- private and public view impacts

Following this, the proponent convened a highly experienced design committee. The committee held a number of charrette workshops to help stress-test the Concept Envelope, consider public and agency submissions received during the first public exhibition period and shape an amended development. The design committee comprised representatives from each of the co-owners along with experts from:

- Architecture and Urban Design –FJMT
- Urban Design – Tony Caro Architecture
- Public Domain – Aspect Studio
- Pedestrian Modelling – SpaceSyntax
- Public Art and Cultural Contribution – FutureCity
- Technology Integration – ARUP digital
- Planning – Ethos Urban

Six separate design committee meetings were held in April and May 2017. At these meetings the design committee tested, refined, and revised the design of the Concept Envelope to address the opportunities and constraints of the Site, and respond to public and agency submissions.

The amended Concept Development proposed a reduced quantity of commercial and retail GFA (reduced by 10,000m² and 9,000m² respectively) and a reduced height and bulk. The amended Concept Envelope also relocated the tower form within the site from the north to the centre, thus consolidating the majority of the publicly accessible open space in a location that allowed for improved solar access to the public domain and appreciation of the site's significant heritage assets. In relocating the proposed tower element within the site to prioritise the amenity of the future publicly accessible open space, additional impacts on the views currently experienced from private properties adjacent to the site were introduced (and assessed in the November 2017 S1DA).

Other key changes to the design of the Concept Envelope that were introduced at this time included:

- Increased setbacks from the property lease-line and waterfront;
- Decreased maximum car parking (from 200 to 150); and
- Reduced height by 40m, and reduced bulk of 10,000m² commercial + 9,000m² retail GFA

The key changes to the Concept Envelope are illustrated below in Figure 6. The indicative built outcome that would result from the amended Concept Envelope is shown in Figure 7.

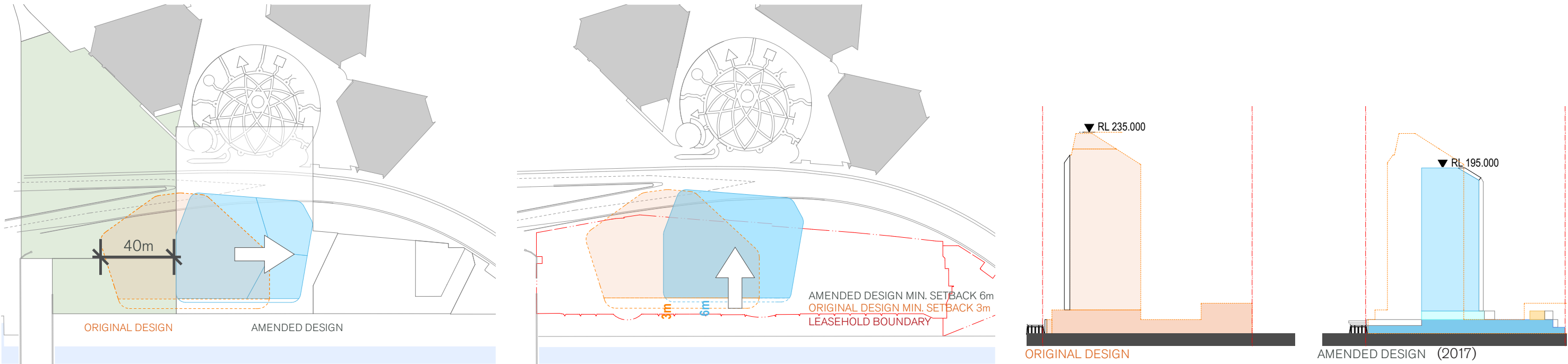


Fig. 6. Key changes to the Concept Envelope within the 2017 EIS

The amended EIS was publicly exhibited from 16 November 2017 to 15 December 2017. For further information about the Concept Envelope that was proposed at this time, please refer to EIS that was exhibited from November to December 2017.



Fig. 7. Indicative built form from Amended (2017) Concept Envelope (with detailed building design subject to a future competitive design process)