

4.6 Pedestrian access and connectivity

Pedestrian access to the new Harbourside is proposed from the north (Pymont Bridge), east (waterfront promenade), south (new pedestrian link between promenade and Darling Drive/Convention light rail stop) and west (existing bridge to former Monorail station and new bridge at Bunn Street). This is further described below.

4.6.1 Pymont Bridge

In addition to maintaining current entry points to the podium from the western approach to Pymont Bridge and the area at waterfront promenade level at the western bridge abutment, a new connection directly from the bridge deck into Level 2 is proposed (Figure 4.6.1). Heritage issues are considered manageable and it is noted that the bridge parapets are not original (refer Heritage consultant's report).

4.6.2 Waterfront Promenade

Multiple entries to the retail, food and beverage and entertainment uses in the podium are proposed along the waterfront promenade. The specific locations and design of these entry points are critical for optimal relationships between the public waterfront and the proposal. They will be finalized at subsequent approval stages.

4.6.3 ICC through Link

The new ICC includes a generous and well-designed pedestrian connection running between the Convention Centre and hotel, from the waterfront to Darling Drive and the Convention light rail stop. The proposed entry to Harbourside will help activate this link and provide an attractive and direct path from the proposal to the Inner West light rail service (illustrated in Figure 4.6.2).

4.6.4 Bridges over Darling Drive

The existing pedestrian bridge which provided access to the former Monorail, and continues to serve Harbourside and Pymont Bridge, is to be retained and integrated into the new building (Figure 4.6.3). A generous new link at the same level and on the alignment of Bunn Street is proposed. The existing bridge connecting Harbourside to the parking garage to the west of Darling Drive and the light rail corridor will be demolished, with pedestrian access to the new Harbourside via the new Bunn Street bridge.

4.6.5 Residential tower access and address

A new vehicular drop off for the tower lobby is proposed on the western side of the site at Level 1 (Refer Section 4.7 below) which will serve as a porte-cochère for residents. It will also accommodate buses servicing the retail facilities in the podium. In the illustrative design, the pedestrian access to the tower lobby is unclear, either from within the podium or from the Pymont Bridge approach. Residents and their guests should be able to access the main lobby on foot from off the site via at least one generous and attractive pathway. Ideally the lobby would be accessible both from within the retail podium, particularly at waterfront promenade level, and from the public realm outside the building. The former is easily achieved and the latter could be provided by developing a broad and well-designed pathway from the lobby to the approach to Pymont Bridge, alongside the western edge of the new building.

4.6.6 Conclusion

Architectus considers pedestrian access to the site to be considerably improved by the proposal, particularly through the improved width of the waterfront public realm and additional Bunn Street connection which provides an improved urban design response to the context compared with the existing pedestrian bridge to the carpark underneath the Novotel hotel.

For the future detailed design of this project, Architectus recommends that the pedestrian access to the lobby of the residential tower, as shown in the current indicative plans, be further considered and resolved.

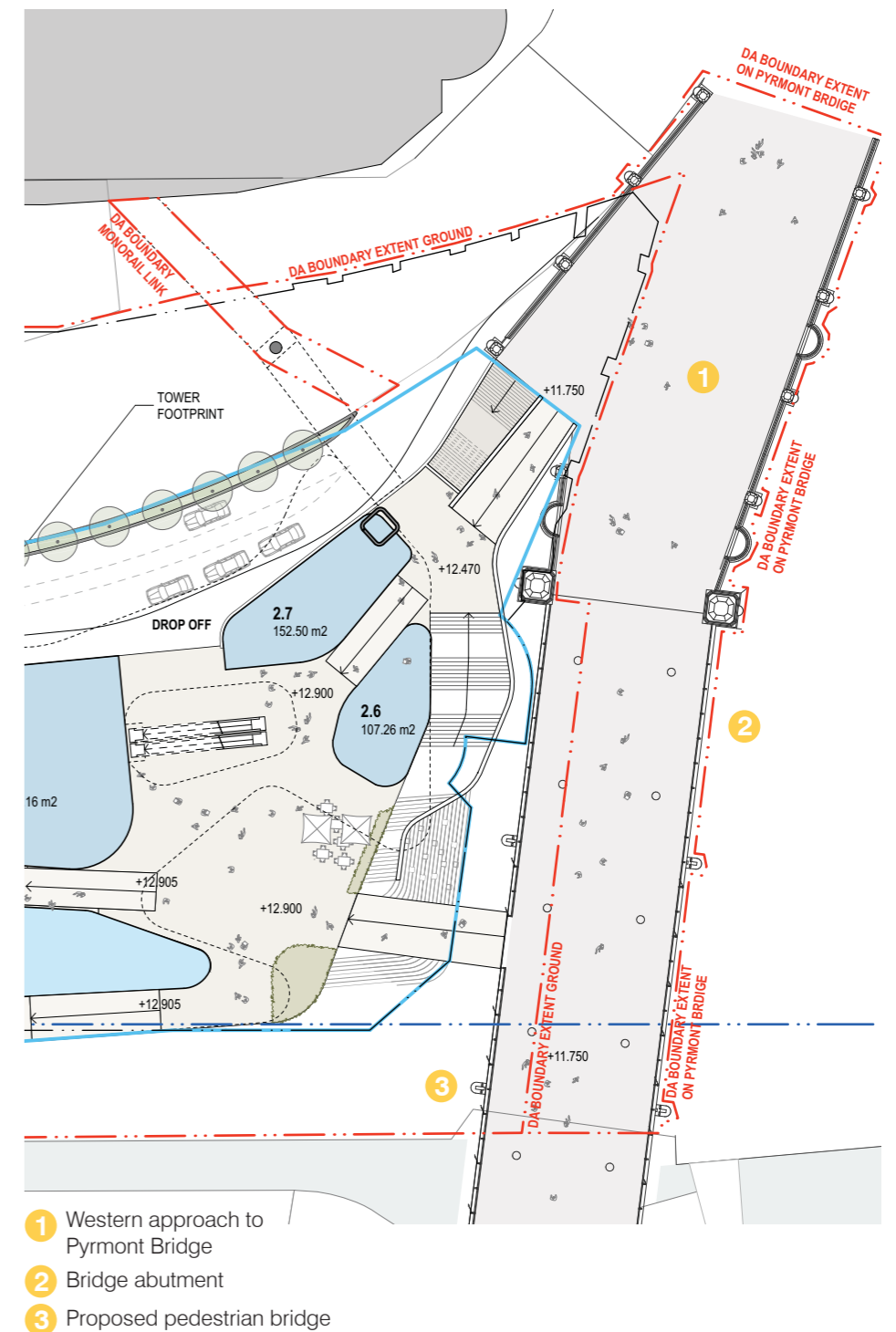
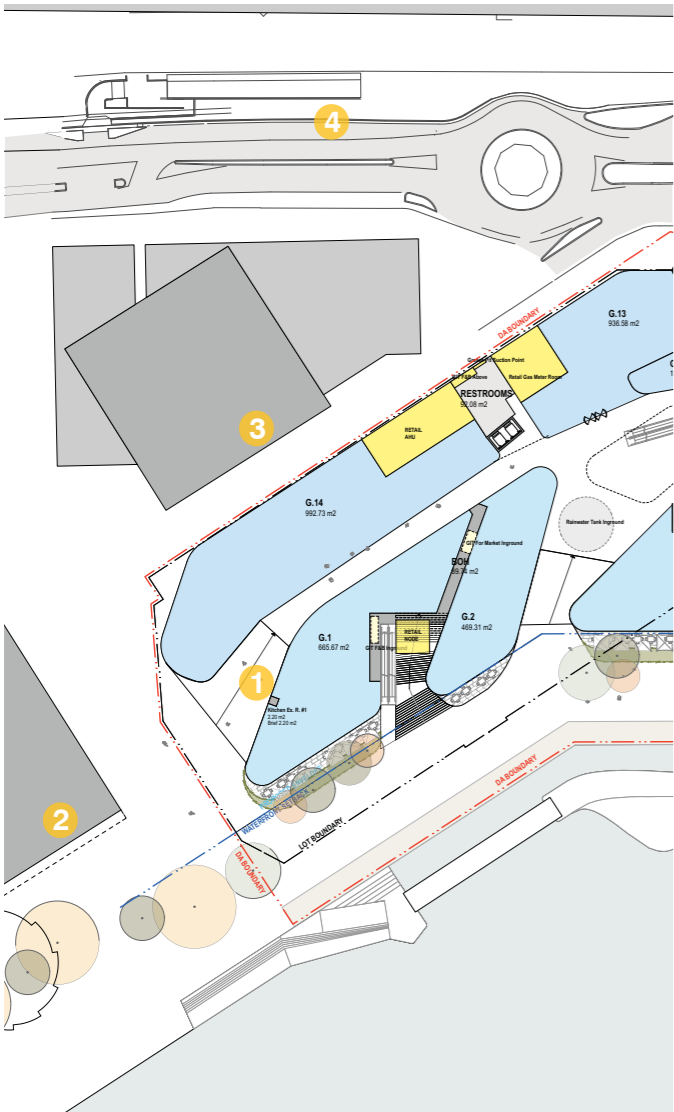
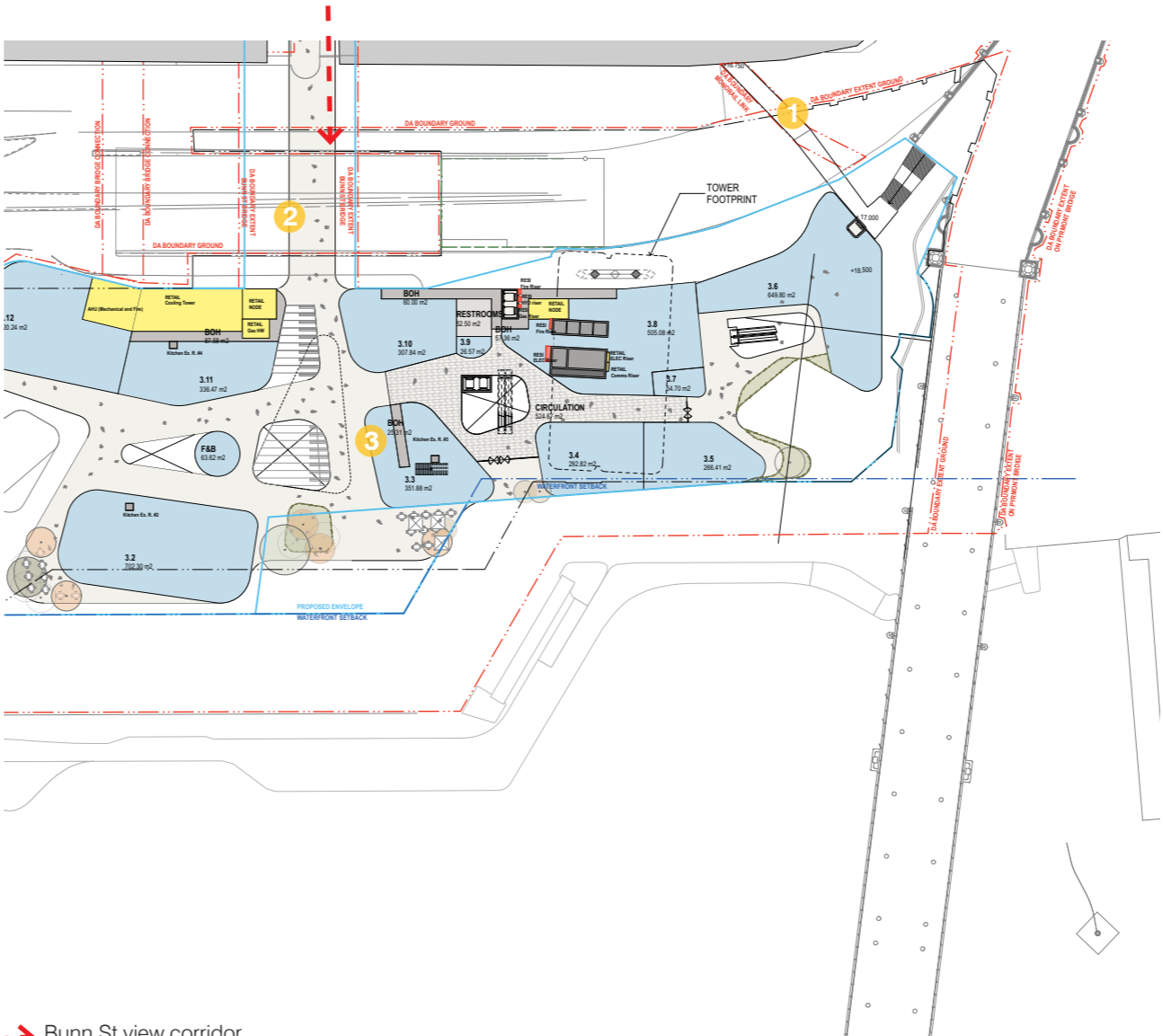


Figure 4.6.1 Proposed pedestrian connections at the north end of the site



- 1 New Harbourside (illustrative)
- 2 Convention Centre
- 3 ICC hotel
- 4 Convention light rail stop

Figure 4.6.2 Entry to podium at south end of site (ground floor)



- - -> Bunn St view corridor
- 1 Existing bridge retained
- 2 New bridge on Bunn Street alignment
- 3 New Harbourside Level 3

Figure 4.6.3 Pedestrian bridges at north end of site (Level 3)

4.7 Vehicular access and parking

4.7.1 Assessment

Vehicular access is limited to the western side of the site, off Darling Drive. The service road loop under the Darling Drive ramp will be upgraded. “Back of house” facilities will continue to be accessed from this road (Figure 4.7.1). Entry will also be provided to a ramp within the building which will feed the proposed basement loading and parking areas.

A new slip lane off the Darling Drive ramp and serving the residential tower lobby is shown at Level 1 (Figure 4.7.2). Road geometry and gradients will need further detailed analysis as part of subsequent DA submissions.

4.7.2 Conclusion

Architectus considers the proposed vehicular access to be an appropriate urban design response, subject to further detailed consideration and minimisation of impact at a detailed design stage.

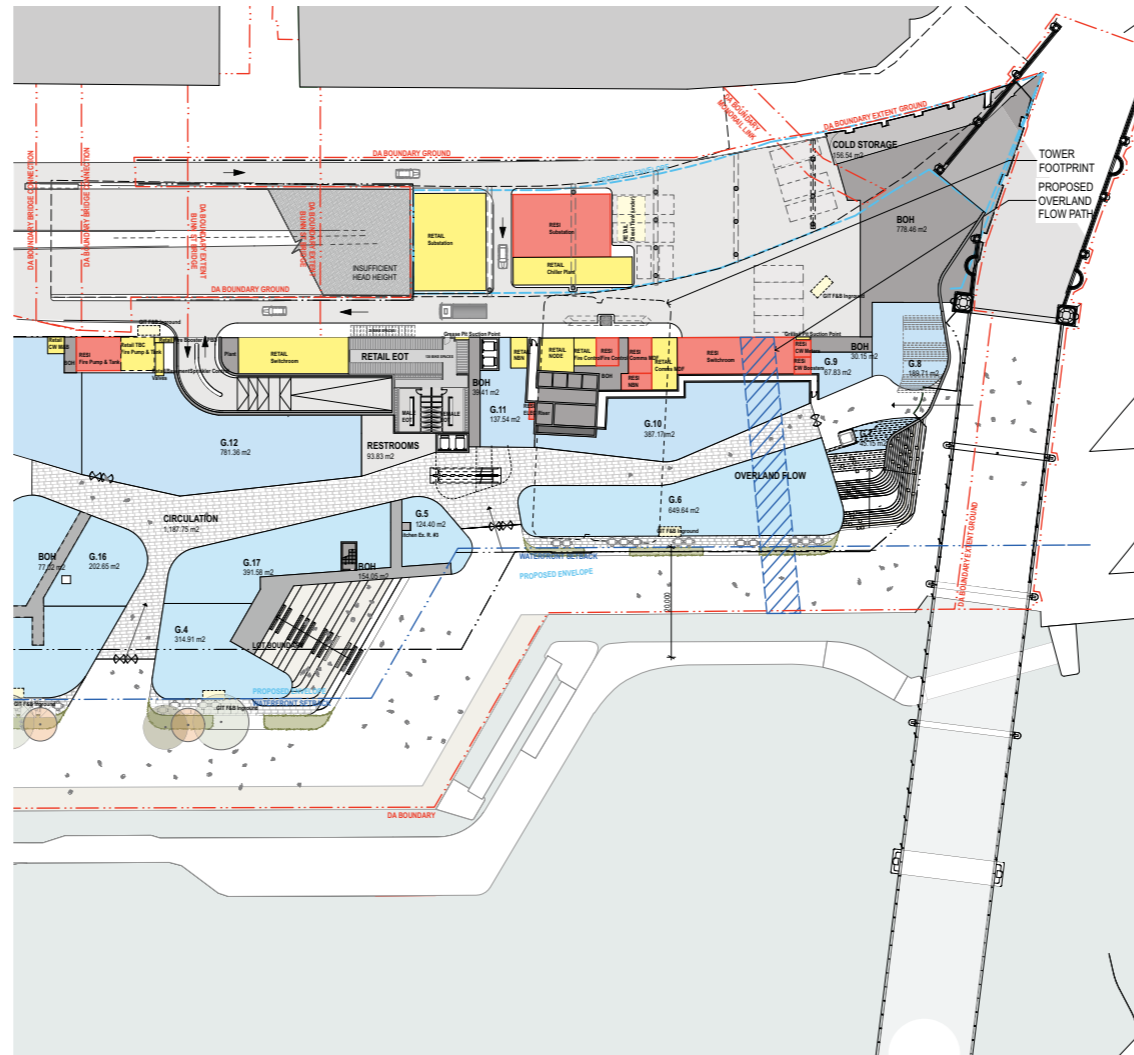


Figure 4.7.1 Vehicle access at ground level

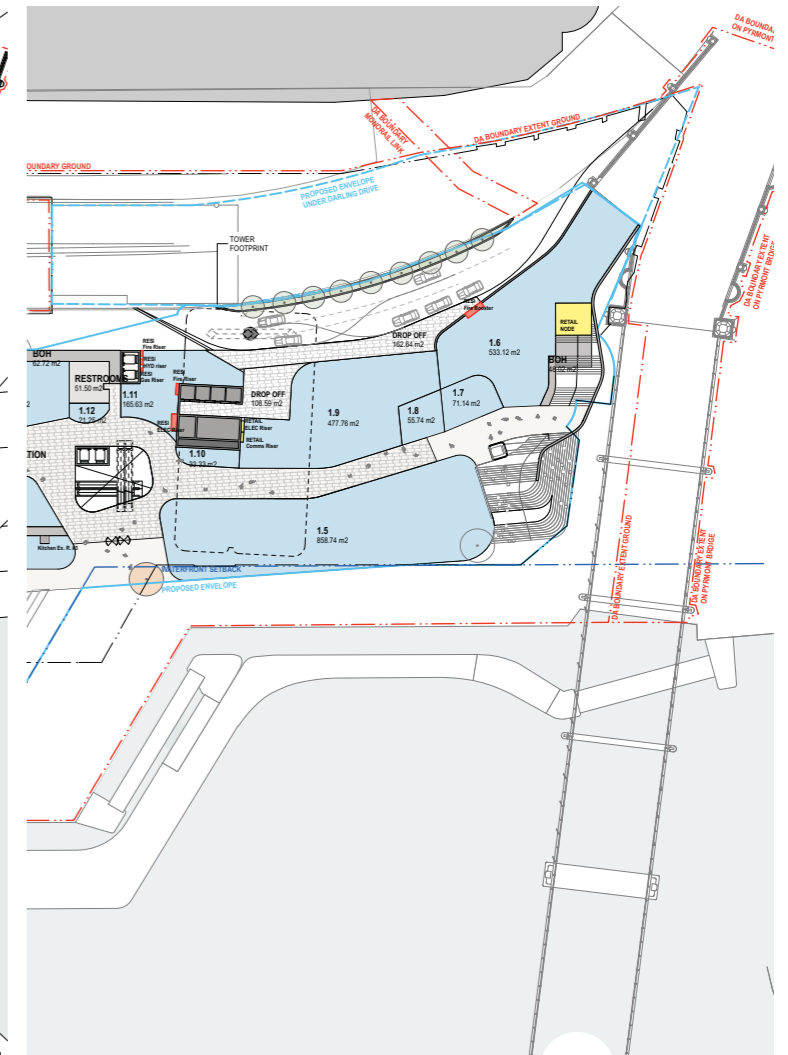


Figure 4.7.2 Vehicle access to residential lobby (level 1)

4.8 Shadows

4.8.1 Assessment

Detailed computer analyses of the shadows cast by the proposal have been prepared. Key diagrams are presented in Figure 4.8.1. These show shadows throughout the day in winter, when the availability of sunlight is an issue (as opposed to summer).

Examination of the diagrams shows that at:

- 9.00am -- the waterfront promenade is fully sunlit, the podium casts shadows on Darling Drive and the tower overshadows part of the Novotel hotel and some existing Pyrmont buildings, mostly mixed-use and residential, beyond
- 10.00am -- the waterfront promenade remains fully sunlit, the podium continues to cast shadows on Darling Drive and the tower overshadows some existing Pyrmont buildings, mostly mixed-use and residential, beyond
- 11.00am -- the waterfront promenade remains fully sunlit, the podium casts negligible shadows on Darling Drive and the tower overshadows a small portion of the ICC hotel north façade
- Midday -- the waterfront promenade remains fully sunlit and the tower overshadows approximately one quarter of the ICC hotel north façade
- 1.00pm – shadows are cast mainly by the tower, with a significant area of the waterfront promenade in front of the proposal and ICC entry plaza in shadow, and a distance of approximately 160m metres along the waterfront between areas with good sunlight
- 2.00pm – the tower and podium shadows fall only on the promenade in front of the proposal, with approximately 70 metres along the waterfront between areas with good sunlight
- 3.00pm – the waterfront promenade is in shadow and the tower shadow reaches a small portion of the promenade in front of the IMAX theatre.

The 50m tower setback from the Pyrmont Bridge results in no over shadowing of 50 Murray St between these hours.

In summary, with the long dimension of the site running north-south and the tower located towards its northern end, the proposal is in significant part self-shadowing. The primary concern is impacts on the waterfront public realm. This is fully sunlit until midday and varying portions of it continue to receive direct sun until 2.00pm. The tower's shadow

is generally fast moving through this time. Considering the scale of the project, shadow impacts on the public realm and neighbours are considered to be relatively modest.

Within City Centre environments it is reasonable that there will be some overshadowing impact from development. The NSW Land and Environment Court's planning principle regarding access to sunlight states that 'The ease with which sunlight access can be protected is inversely proportional to the density of development'.

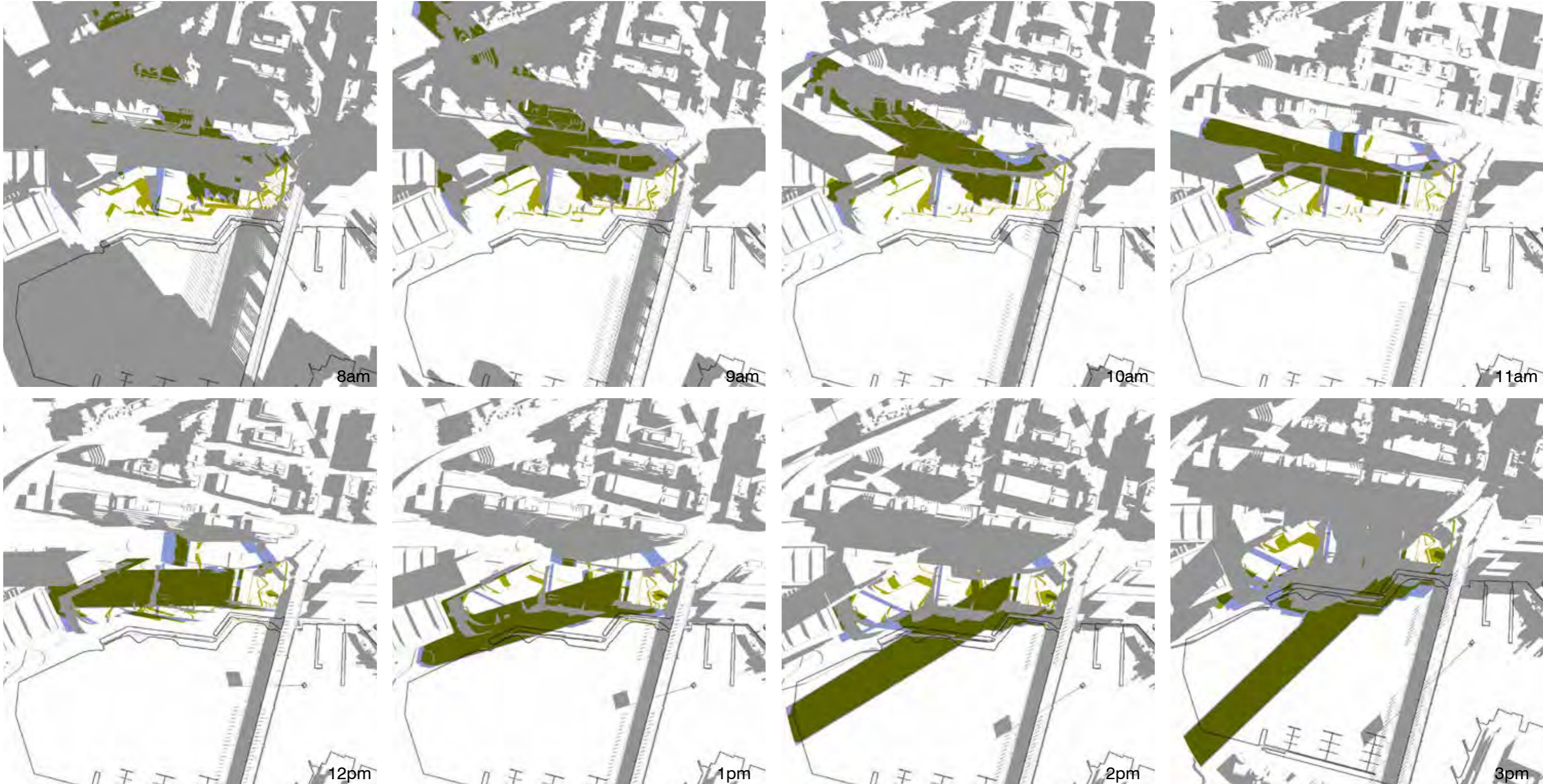
In general terms good sun access to major public open spaces such as Cockle Bay and Tumbalong Park is of high importance. However in urban form terms, a precedent has been set for the next phase in Sydney's development by Barangaroo, which brings very tall buildings close to the waterfront. This is now being followed by the ICC tower adjacent to the site and others around Darling Harbour (see section 2.2 of this document) and results in some overshadowing of the foreshore.

A range of design options have been considered for the location of the tower (see Section 4.3 of this document for Architectus' consideration) and its current location is considered optimal. Although it is acknowledged that moving the tower to the south could go some way to reducing its overshadowing impact on the foreshore, Architectus considers the present location of the tower to be more appropriate.

Although the proposal will overshadow parts of the Cockle Bay foreshore in the afternoon, at all times sun access will remain to the majority of this area.

4.8.2 Conclusion

Based on the above, Architectus considers that the shadow impacts of the proposal are acceptable.



Additional shadows at the winter solstice

Figure 4.8.1 Shadows cast by the proposal - June 21 (Midwinter)

4.9 Landscape

4.9.1 Assessment

Architectus has reviewed the draft proposals from Aspect Studios. These include detail related to the proposed pedestrian connections (see Section 4.6 of this report).

It should be noted that the concept proposal does not define detailed landscape treatments. Rather, it describes the intended approach for the following stages of work.

The proposal includes the following public domain works:

- The Boulevard (waterfront promenade)
- The Event stairs - continuing the Bunn Street connection
- Ribbon stairs - adjacent to Pyrmont Bridge
- Pyrmont Bridge (upgraded paving to western entry)
- Observation deck - seating and low level planting
- Bunn Street Bridge
- 50 Murray Street Bridge

The palette proposed is primarily simple high quality paving with robust seating and intermittent planting (both low-level and trees).

4.9.2 Conclusion

Architectus considers the landscape approach appropriate to the site subject to further design detail. It is capable of providing a significantly improved public domain compared to the existing situation. Architectus recommends that significant vegetation of the waterfront, using the same species as the existing large palm trees, should be continued through the detailed design. However, we understand that Mirvac has been advised by SHFA that dense planting along the foreshore is not desired, due to potential view loss and maintenance issues.



Figure 4.9.2 Illustrative waterfront public domain (Aspect Studios)

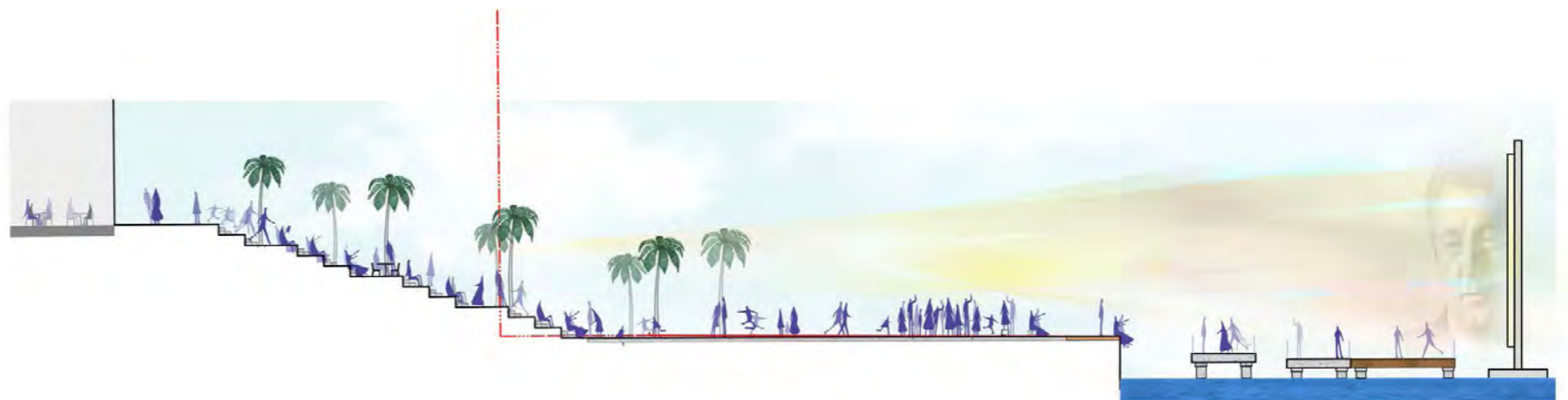


Figure 4.9.1 Illustrative section through event steps (Aspect Studios)

4.10 Views

This section describes key elements of consideration for views, as they relate to broader urban design considerations related to the proposal.

It does not provide a full visual impact assessment of the proposal which has been completed by JBA and is included in the Stage 1 DA package.

This section refers to the view analysis prepared by Virtual Ideas for Mirvac. This is not included as an attachment to this report as both reports are intended to form part of the same package (the view analysis is included as Appendix Q of the Environmental Impact Statement).

4.10.1 Public domain views

Assessment

The preservation of important public domain view corridors and protection of the quality of views from important public domain locations should be a key consideration for proposals in prominent locations such as this.

Figure 4.10.1 shows the locations from which public domain views with the proposal inserted are illustrated in the Virtual Ideas analysis. An example is provided in Figure 4.10.2.

In general, the proposal does not obscure views from the public domain. It will act to extend the City Skyline further along the Darling Harbour foreshore. In the future, the development of taller buildings in the Bays Precinct to the west will place the site between two areas of taller buildings (the Bays and Central Sydney) rather than at the edge of the city. The proposal, and any other towers within the Ultimo/Pyrmont peninsula (such as the proposed Star Casino tower) will however retain some visual prominence as single well-separated towers.

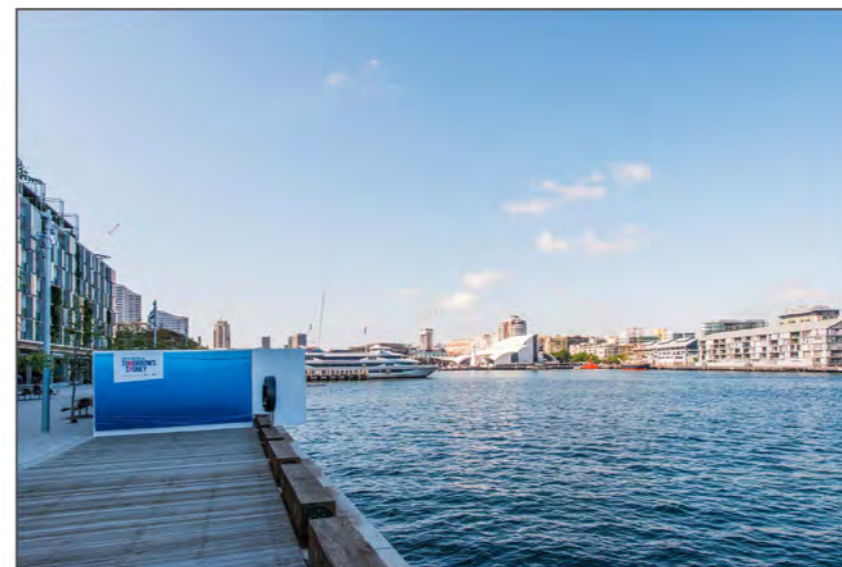
In this light, the proposed residential floorplate provides a good response to the context, reading as a single visually slender building, particularly in important views from the City to the east. The tower's broader facade faces views from some important foreshore locations to the north, however from these locations the proposal will be part of a broader view which focusses on Sydney Harbour (generally away from the proposal) and the City skyline (of which the proposal will form part).

Conclusion

Architectus considers that the proposal provides an appropriate response in terms of views to its context.

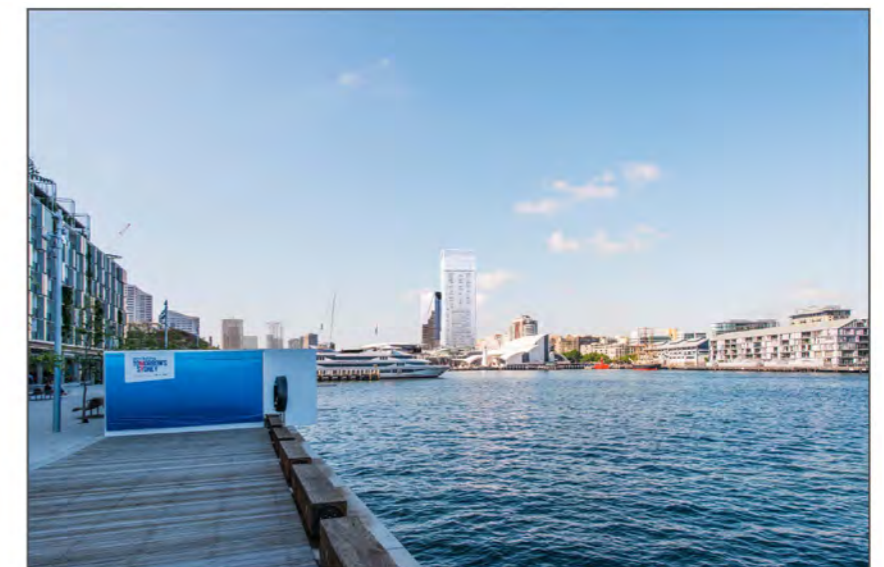


Figure 4.10.1 Map of public domain view locations considered in Virtual Ideas analysis



24mm - Original Image

Photo Date - 29th January 2016



24mm

Figure 4.10.2 Example public domain view (view 1 - Barangaroo): existing on the left, proposal inserted on the right (ICC hotel shown also)

4.10.2 Views from the Proposal

All levels of the podium will feature outstanding views to Darling Harbour and the city beyond. The terraced and open character of the podium shown in the illustrative plans seeks to make these views available from as much of the floor space, including circulation and outdoor spaces, on these levels as possible.

Apartments in the residential tower will enjoy spectacular views to Darling Harbour and the city and more distant vistas to the north and south. Above about twenty stories, views to the west will also be obtained.

4.10.3 Private views

Assessment

It is inevitable that a development of this size will cause some view loss for immediately adjacent neighbours. Whilst “private” views are not protected under legislation or planning controls, the proponent has adopted the position that every effort should be made to minimise neighbours’ view loss.

A comprehensive analysis has been undertaken by Virtual Ideas and the design team to ensure that view impacts are fully understood and minimised. The importance of view loss in determining the proposed tower location is discussed in detail in Section 4.3 Massing above.

The points from which views are analysed in the Virtual Ideas studies are summarized in Figure 4.10.3. An example of the analysis from a specific location is shown in Figure 4.10.4. In the analysis, each page (of which Figure 4.10.14 is an example) is devoted to the view from a single point, usually a specific apartment or hotel room, in any given building. The most important image is that which shows the neighbour’s view with the proposed development inserted. The view images adopt an angle-of-view equivalent to that of a 24mm lens, which is considered to approximate that of the human eye.

It is generally accepted that views from dwellings (in this case apartments) are more sensitive than those from other use types such as offices and hotels. Of the apartment buildings analysed, 50 Murray Street is the closest to the subject site and thus the most affected. Views from multiple apartments in this building have been evaluated. For example:

- P1 50 Murray St in the View Sharing Analysis is an apartment located at the northern end of 50 Murray Street and about halfway up the building. From this location, views north of Pyrmont Bridge remain unaffected,

whilst those across Darling Harbour to Cockle Bay Wharf are obscured. However, to the south of the proposal distant views to UTS and the new Central Park development on Broadway remain. In summary, although the proposal is prominent in views from this apartment, valuable middle ground and distant views are still available.

- P2 is an apartment in the central curved portion of the east façade of 50 Murray Street, again at about mid-height. From here the new podium interrupts middle-ground views. However, because the proposed tower is directly opposite and this apartment looks at its narrow western elevation, distant views are less impacted than those from the apartment at P1.

- P3 is an apartment at the southern end of 50 Murray Street. View impacts are similar to those from the apartment at P2.

Conclusion

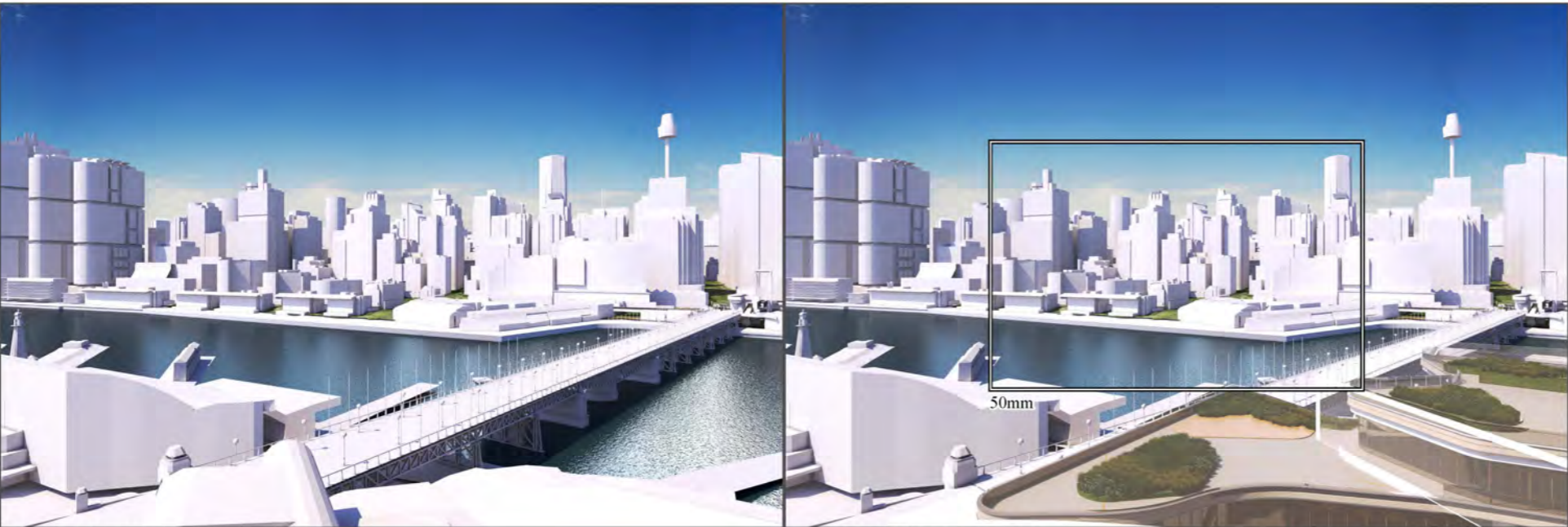
The design response of the proposal considers in detail the potential view loss and view impact for a wide range of private views from nearby buildings. This has been a key factor in the location and orientation of the tower and massing of the podium and in Architectus’ view has been successfully addressed. The building design proposed minimises this impact and achieves the principles of view sharing for neighbours. Architectus considers the concept envelopes to be an appropriate response for the site, which ensures that the proposed will act as a ‘good neighbour’.



Figure 4.10.3 Key plan showing view impact analysis locations

One Darling Harbour - 50 Murray St, Pymont

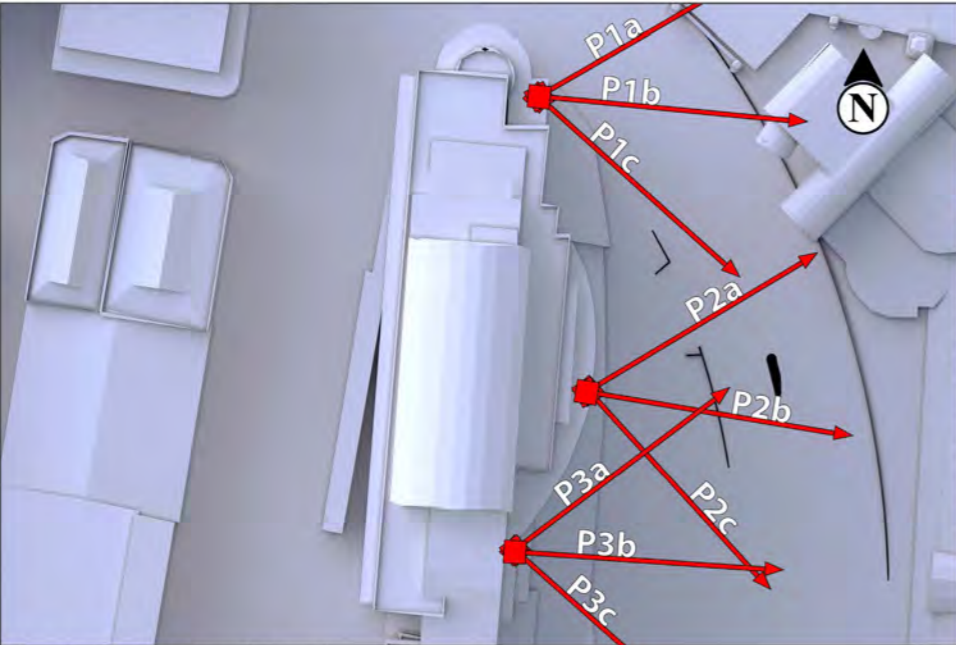
Position: P2a RL: 41.831



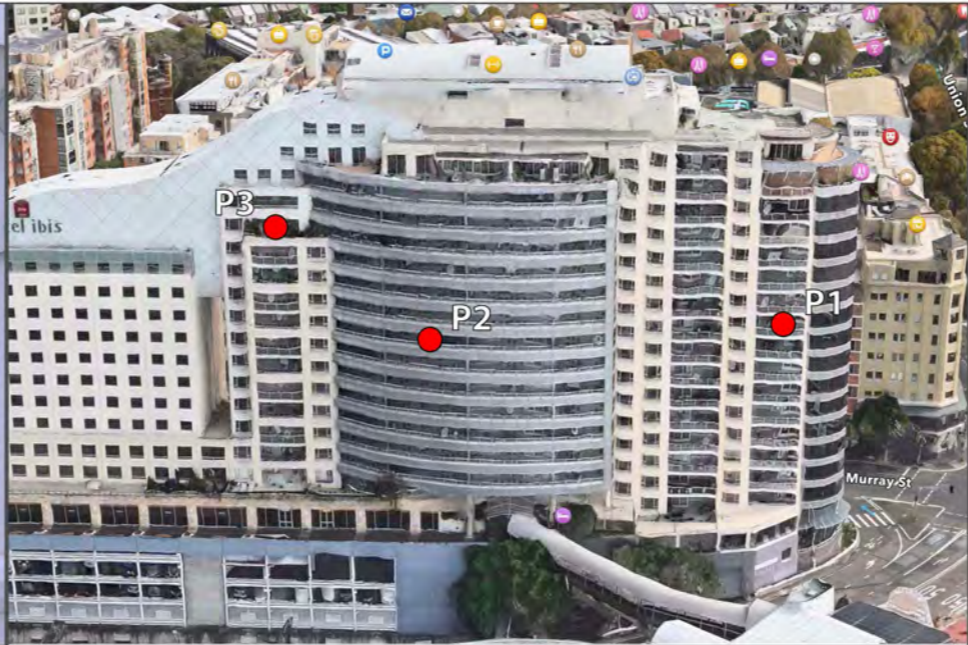
Existing View - 24mm

Proposed View - 24mm

NOTE: HARBOURSIDE BUILDING FORM IS INDICATIVE ONLY.



Plan (Existing Conditions)



Western Elevation (Existing Conditions)

Harbourside - View Sharing Analysis

NOTE: THESE IMAGES ARE FOR INFORMATION ONLY.
They have been prepared for view analysis purposes only.
NOTE: HARBOURSIDE BUILDING FORM IS INDICATIVE ONLY

Significant Development Applications are shown for information
and broader contextual and illustrative purposes only.
Application is for building envelope only.

Page: 1

Figure 4.10.4 View from mid-level apartment in centre of 50 Murray St facade (P2a) - view with proposal inserted is top right image.

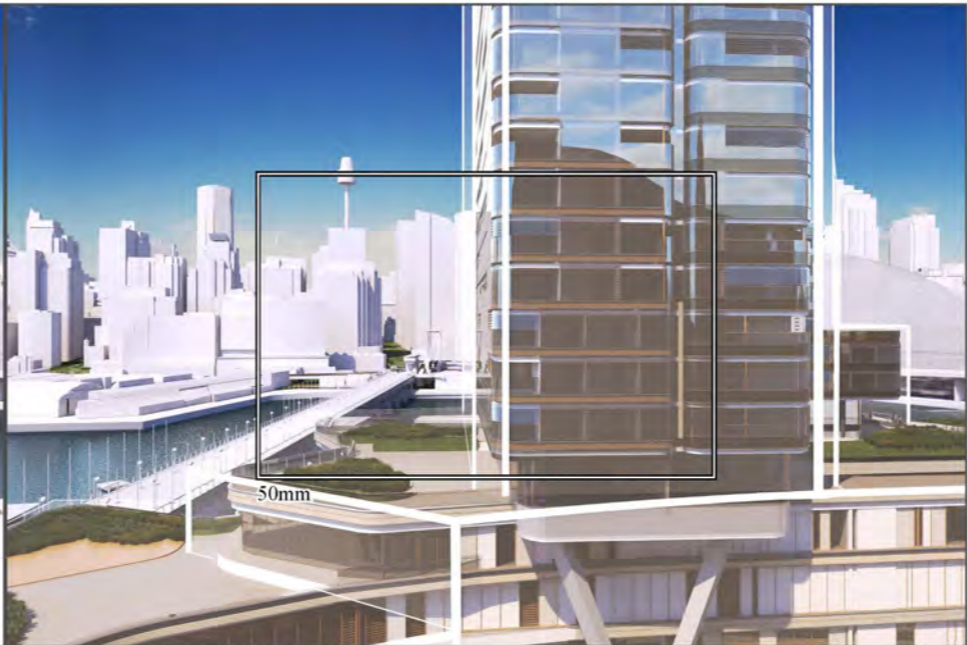
One Darling Harbour - 50 Murray St, Pymont

Position: P2b RL: 41.831

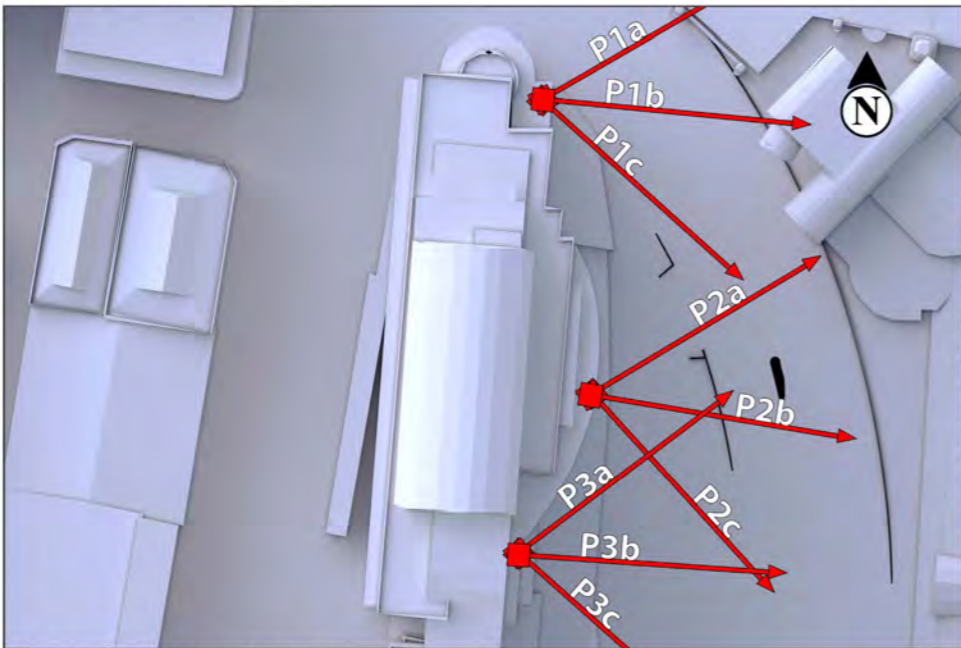
virtualideas



Existing View - 24mm



Proposed View - 24mm



Plan (Existing Conditions)



Western Elevation (Existing Conditions)

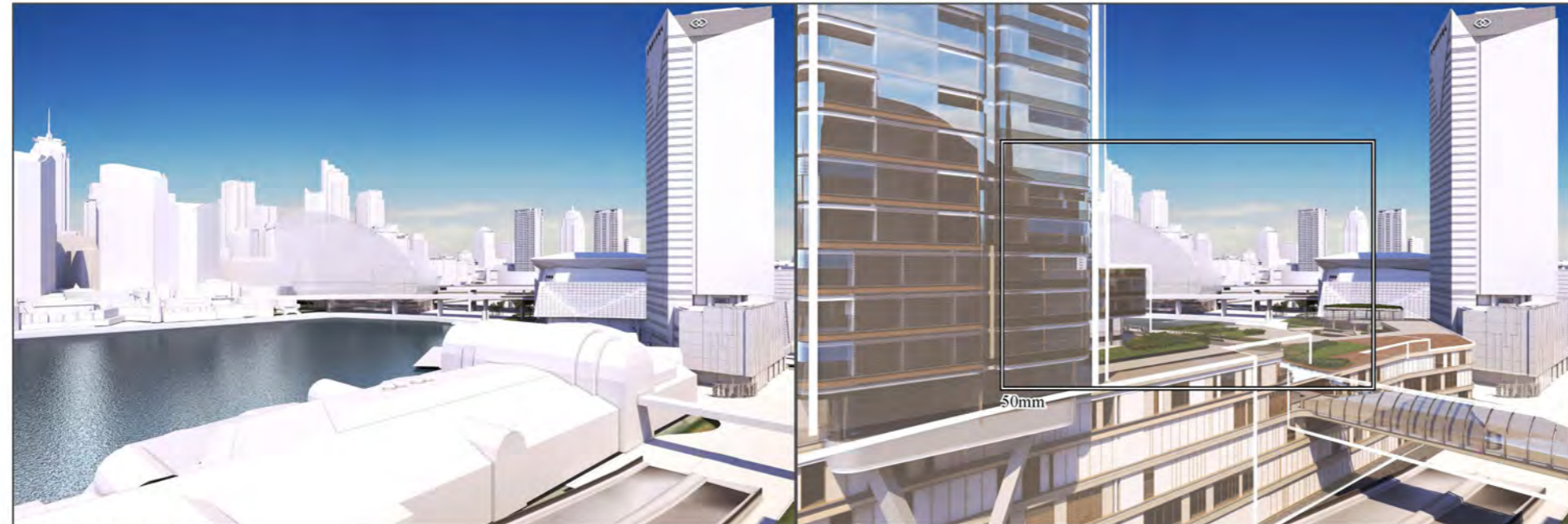
Harbourside - View Sharing Analysis

Figure 4.10.5 View from mid-level apartment in centre of 50 Murray St facade (P2b) - view with proposal inserted is top right image.

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Application is for building envelope only.

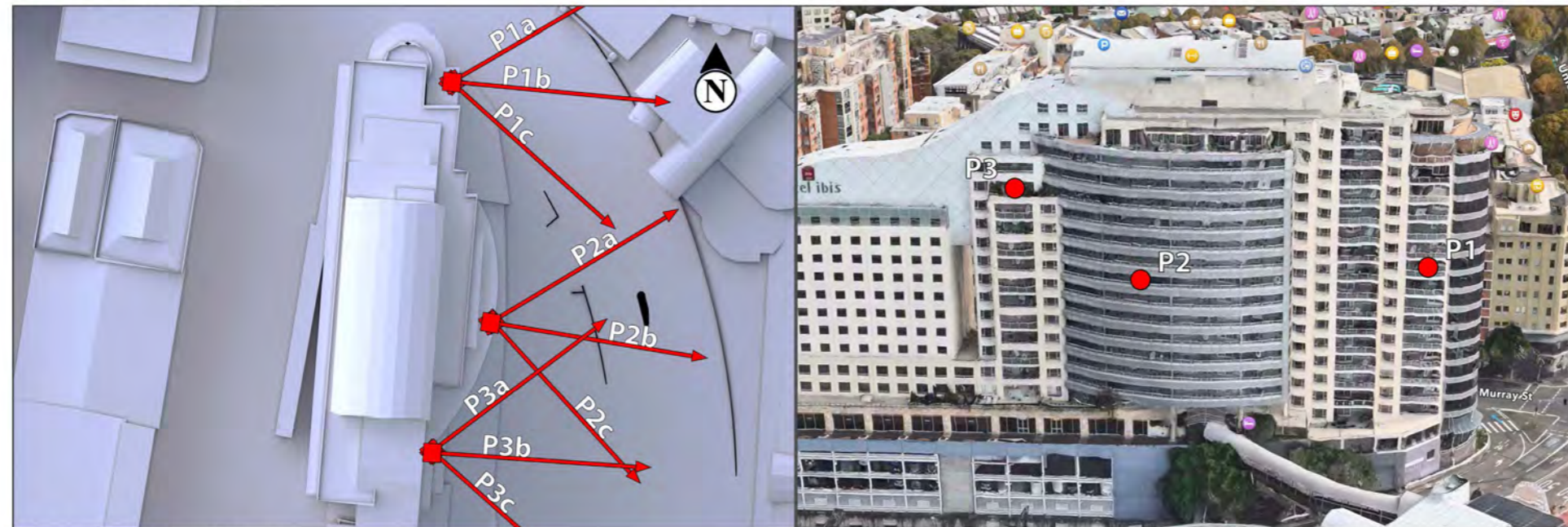
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Existing View - 24mm

Proposed View - 24mm

NOTE: HARBOURSIDE BUILDING FORM IS INDICATIVE ONLY.



Plan (Existing Conditions)

Western Elevation (Existing Conditions)

NOTE: THESE IMAGES ARE FOR INFORMATION ONLY.
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NOTE: HARBOURSIDE BUILDING FORM IS INDICATIVE ONLY

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Application is for building envelope only.

Page: 4

Harbourside - View Sharing Analysis

Figure 4.10.6 View from mid-level apartment in centre of 50 Murray St facade (P2c) - view with proposal inserted is top right image.

5 Conclusion

For the reasons described in this report Architectus supports the proposal and considers that it achieves a high quality urban design outcome for the site and its context.

As documented in this report, these are some relatively minor aspects of the illustrative proposal which Architectus believes will require further consideration and design development in subsequent detailed phases of the approvals process, to ensure that high quality outcomes can be achieved through the application of the concept plan envelopes.

The new Harbourside will inject new life into, and create a fresh and contemporary look for, the west side of Darling Harbour. With radical transformations reinventing virtually all of the remainder of the precinct, it is hard to imagine Harbourside continuing in its present tired state. The proposal to demolish the existing building and construct a wholly new, up-to-date development will make a significant contribution to the on-going success of Darling Harbour. The project will:

- Upgrade the public waterfront promenade adjacent to the site
- Improve the curtilage of Pyrmont Bridge
- Offer both Sydney residents and visitors new opportunities for shopping, dining and entertainment, as well as compelling new views of Darling Harbour and the CBD beyond
- Add apartments to Sydney’s housing stock in a spectacular location where residential development is appropriate, thereby contributing to the state government’s urgent need to address the city’s chronic housing shortage.

The quantum of development required to realise these significant benefits will inevitably give rise to some impacts on the project’s immediate neighbours. This report demonstrates that the proposed uses and building envelopes have been carefully determined to minimise these effects. It also documents the alternatives considered and explains the key decisions made throughout the design process.

From an urban design perspective, this independent review concludes that in general the proposal is well-mannered, takes full advantage of the opportunities on offer and exhibits thoughtful design responses to the “external” issues which necessarily occur with a project of this size and significance.