



Presentation to the Independent Planning Commission
re: Harbourside Shopping Centre Redevelopment (SSD7874)
(referred to as: Harbourside Proposal)

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April 2021

Cockle Bay Wharf Development

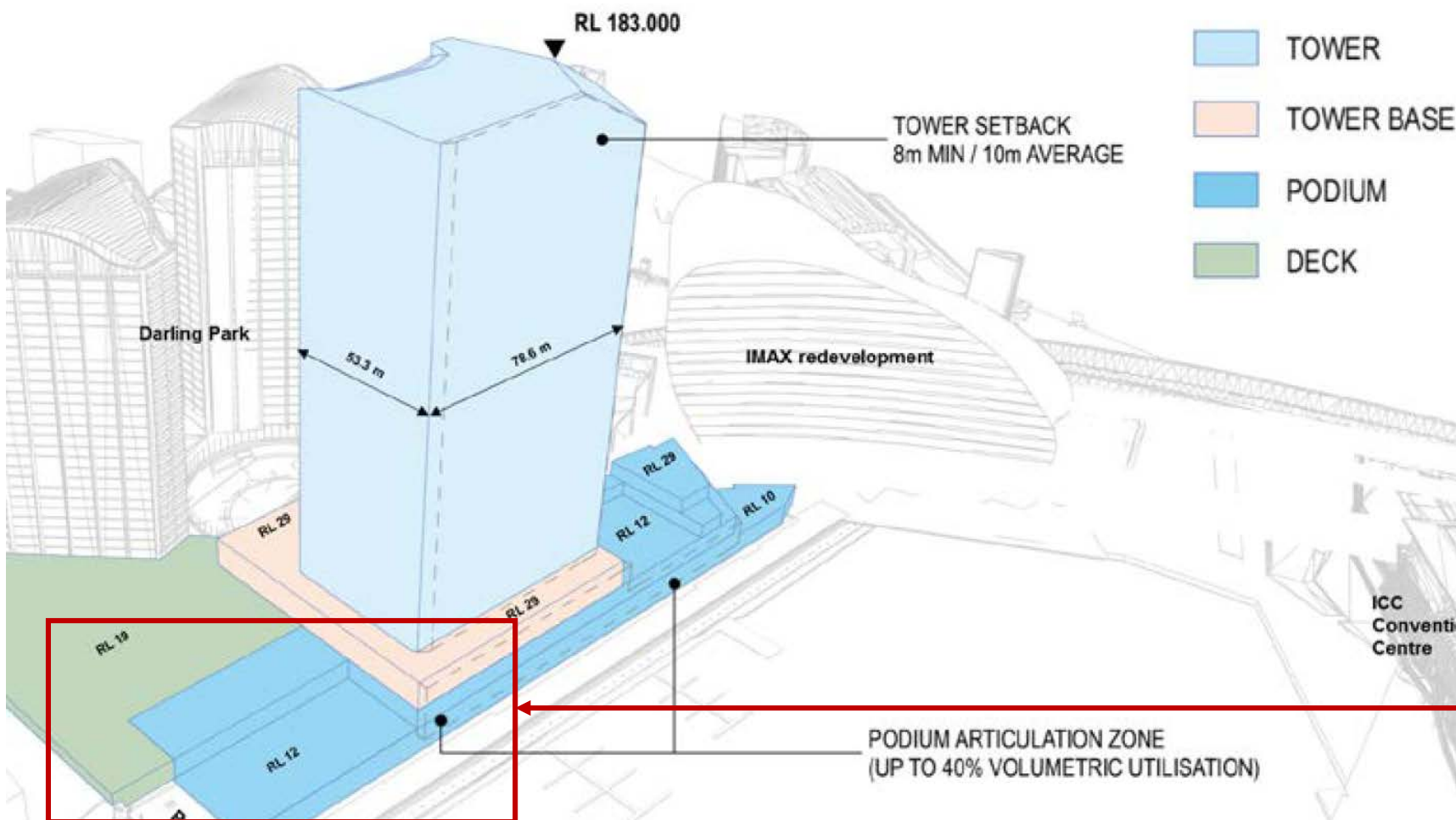
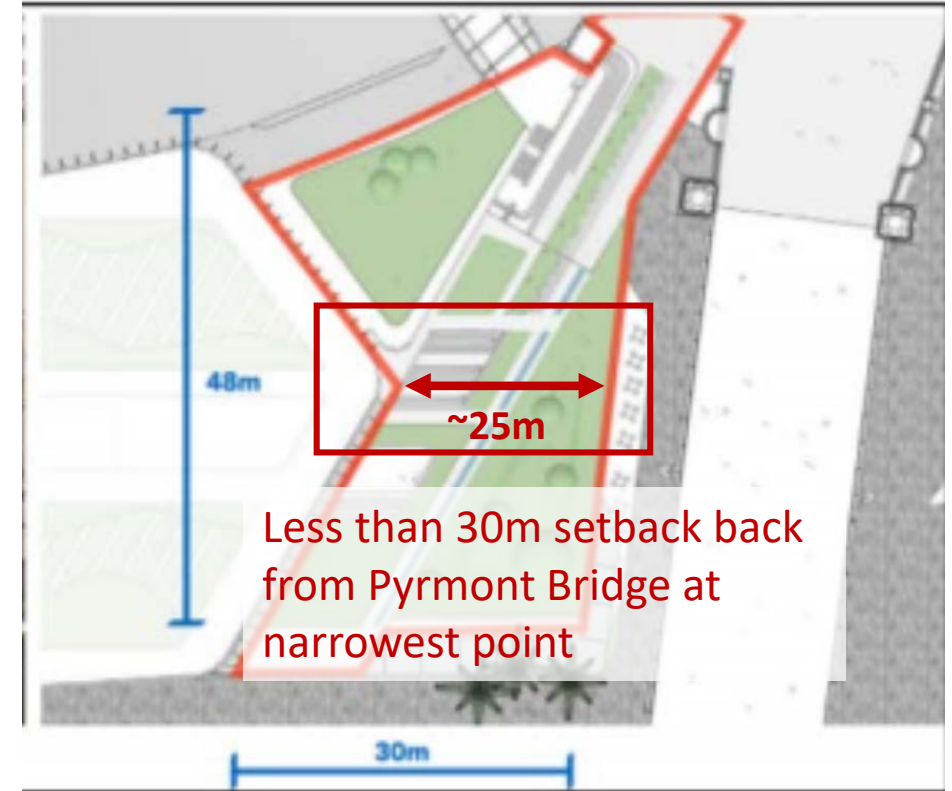
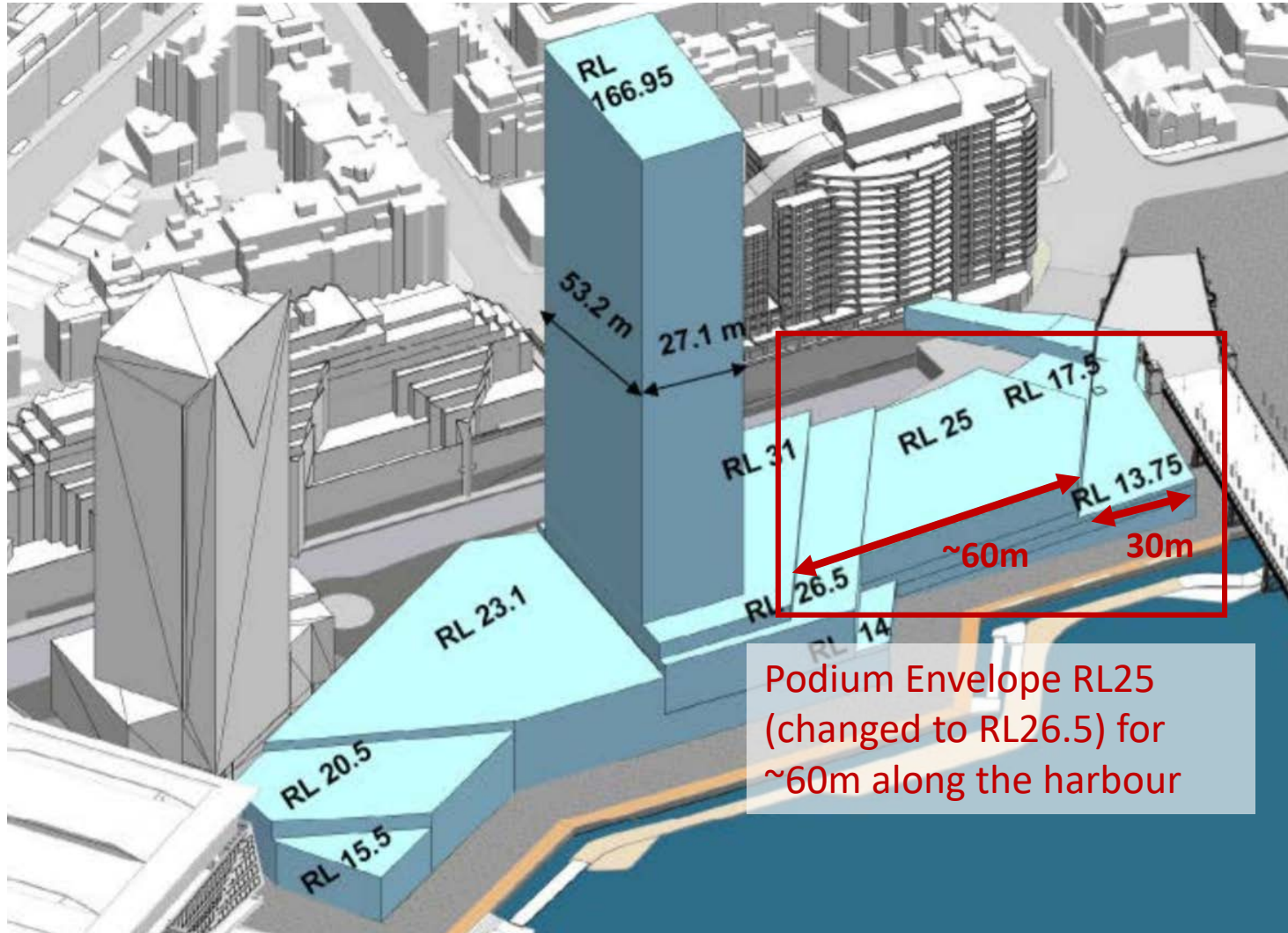


Table 10 | Summary and comparison of key amendments to the proposal

Component	EIS	Amended EIS	RtS	Difference between EIS/RtS
Site area	21,900 m ²	24,900 m ²	No change	+3,000 m ²
Tower envelope height (max)	RL 235	RL 195	RL 183	-52 m
Podium envelope height (max)	RL 31	RL 29	No change	-2 m
Tower envelope width fronting Darling Harbour (max)	88 m	72 m	78.6 m	-9.4 m
Tower base envelope width fronting Darling Harbour (max)	104 m	71.8 m	86.5 m	-17.5 m
Tower envelope setback (min)	3 m	6 m	8 m	+5 m
Tower envelope setback (avg)	8 m	No change	10 m	+2 m
Distance from Pyrmont Bridge:				
o Tower envelope	30 m	65 m	72.9 m	+42.9 m
o Tower base envelope	10 m	65 m	No change	+55 m

Podium RL of 12 for 65m along the harbour before increasing to RL29 Tower Base for 7.9m

Harbourside Proposal



Public Amenity

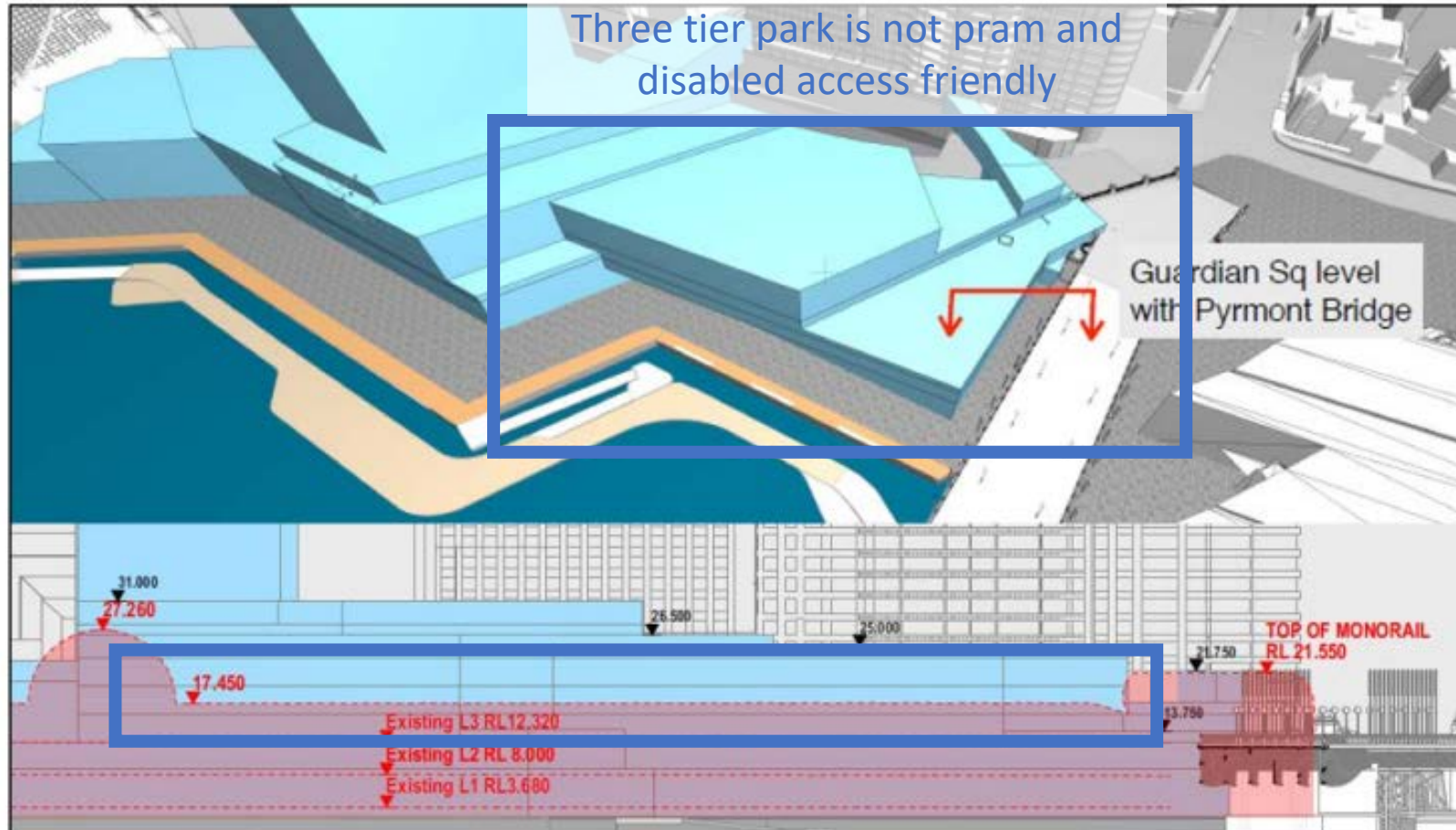


Figure 21 | Podium envelope (above) and comparison of the podium envelope and the existing Harbourside Shopping Centre (below) (Source: Applicant's FFRTS)

Existing height of current building is 17.45 for most of the building

Proposed building height of RL26.5 is more than double the bridge platform height of ~RL12.5

Dominates the Heritage Pymont Bridge

“the podium height would not challenge the visual dominance and heritage significance of Pymont Bridge”
– Department of Planning and Environment referring to Cockle Bay Redevelopment¹

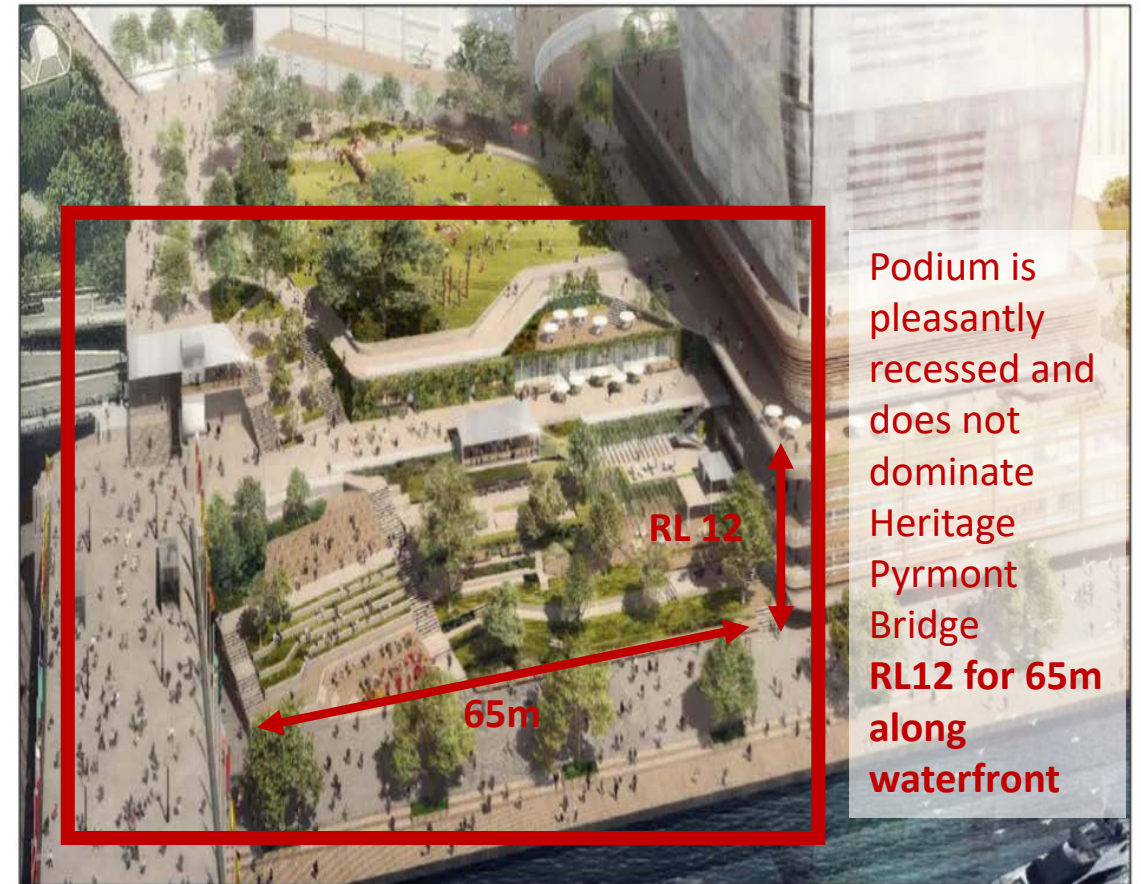
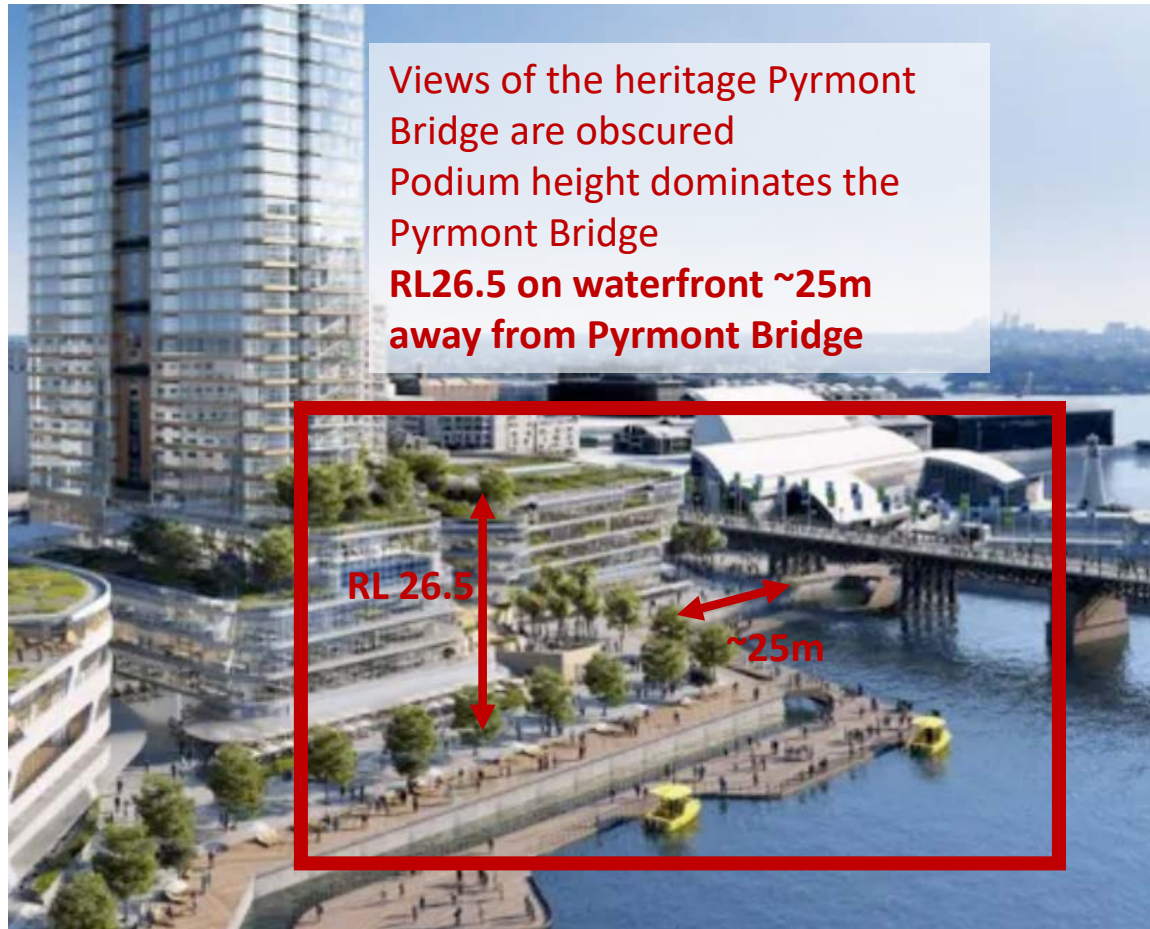
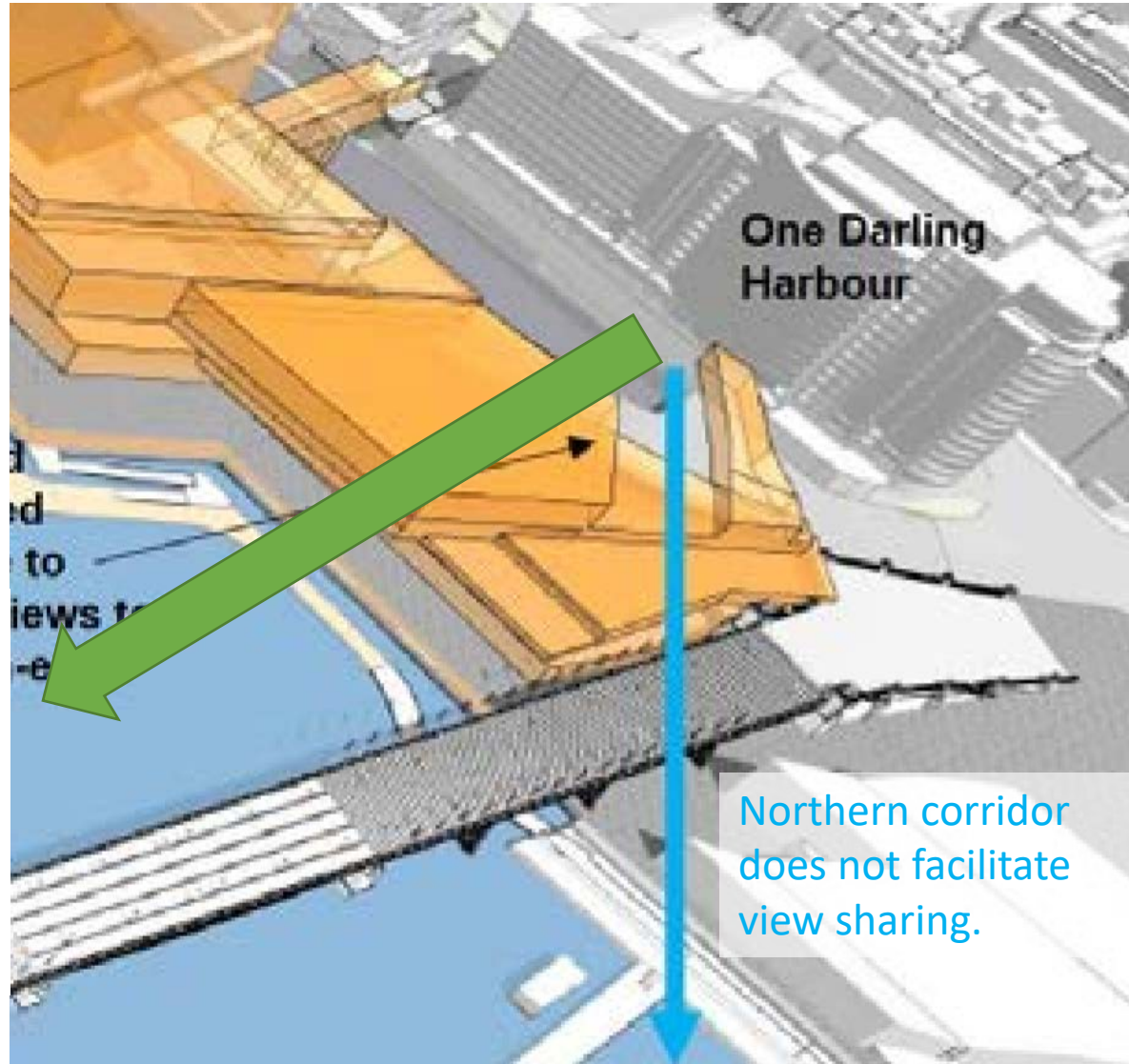


Figure 42 | Indicative design of the northern publicly accessible open space and podium (source: Applicant's Amended EIS)

¹ Slide 49 Para 3 Point 4 of <https://www.ipcn.nsw.gov.au/resources/pac/media/files/pac/projects/2019/01/cockle-bay-wharf-redevelopment-concept-proposal/departement-of-planning-and-environment-assessment-report/assessment-report.pdf>; Image from: [Major Darling Harbour redevelopment revised | ArchitectureAU](#); Image from slide 73 of Assessment Report (SSD7684) from [assessment-report.pdf \(nsw.gov.au\)](#)

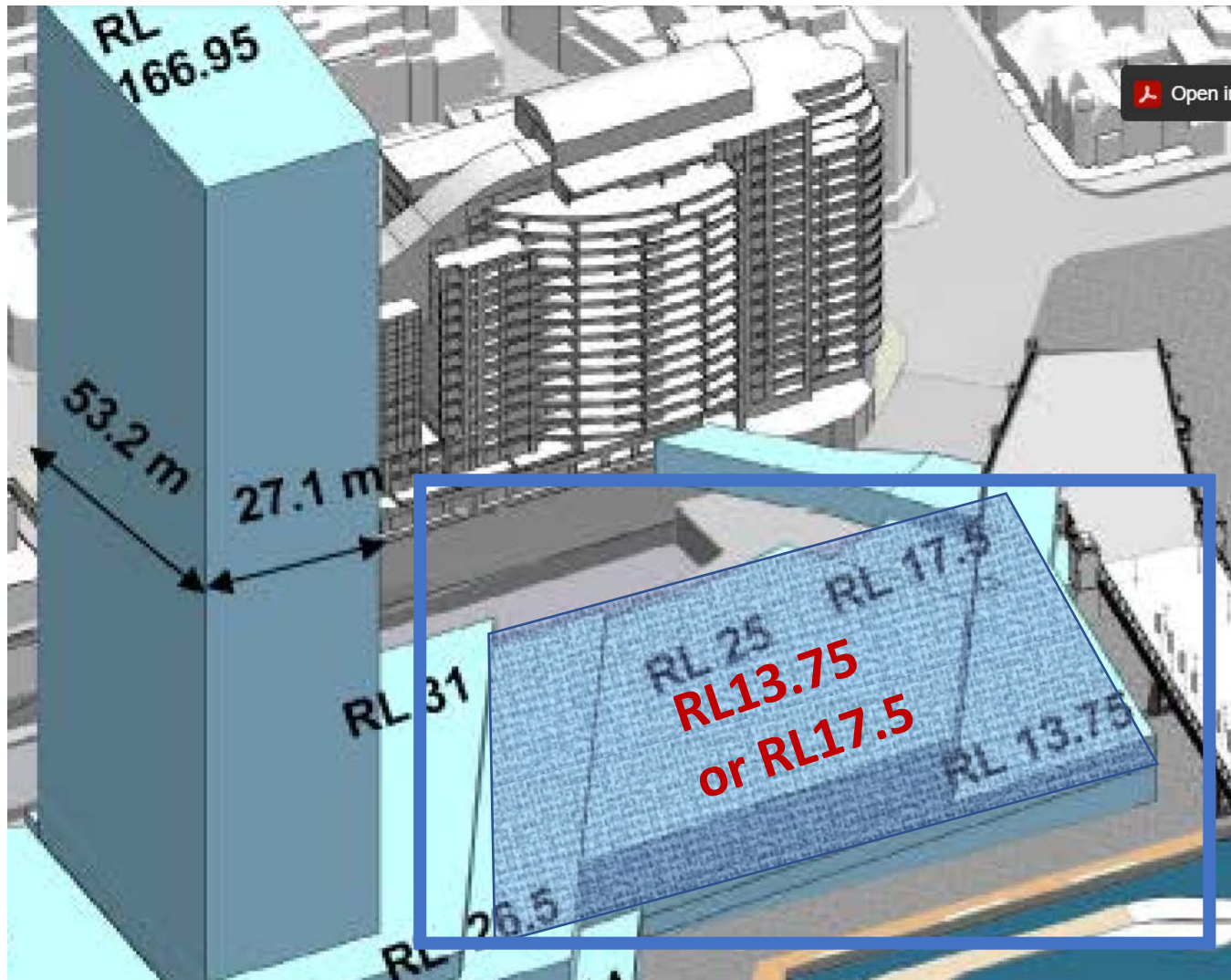
“Northern Corridor” does not achieve View Sharing



Actual One Darling Harbour sightlines due to curvature of building is directly of Cockle Bay. Northern Corridor has no impact on View Sharing.

Northern corridor does not facilitate view sharing.

Recommendation



RL height should be reduced to a one level trafficable park of RL13.75 or RL17.5 (inclusive of landscaping) to be aligned with the Cockle Bay Redevelopment

Benefits:

- No longer dominates Bridge
- Negate view sharing issues with ODH
- Significant public family and disabled friendly amenity
- Applicant can still create around 2-3 storeys of commercial space and build approx. 400 residential apartment tower