

SITE INVESTIGATIONS:

UNION STREET ACTIVE EDGES & PEDESTRIAN ENTRANCES

The pedestrian journey along Union Street from Pyrmont begins at Union Square which funnels pedestrians eastwards towards Pyrmont Bridge. The street is composed of lower scale, heritage buildings that form a two storey streetwall defining the block. The edges are activated with small cafes and boutique retail tenancies. At the street corners, buildings are built-out to the boundary, either filleted or rounded and accommodate cafes and retail tenancies.

Further along Union Street the building evolves into perimeter podium street walls at the intersection of Pyrmont Street signalling the transition away from the heart of the conservation area and towards the larger redevelopment blocks fronting the waterfront, historically part of the industrial waterfront.

Within The Star's existing built form, the corner of Union Street and Pyrmont Street on the northern intersection is comprised of a sunken plaza that is accessed via stairs on Union Street. Unlike the built-up corners on either side of the street, this plaza reads as a void. A projecting horizontal glass canopy leads pedestrians to a grand entrance into The Star. Similarly, the corner of Edward Street and Union Street is also a void space composed of a threshold ramping up to a semi-elevated plaza over which a projecting glass canopy attracts pedestrian into the retail arcade of The Star.

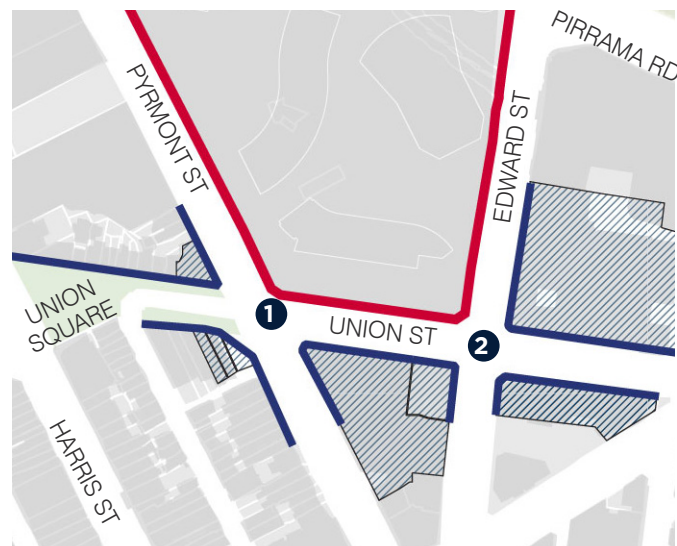
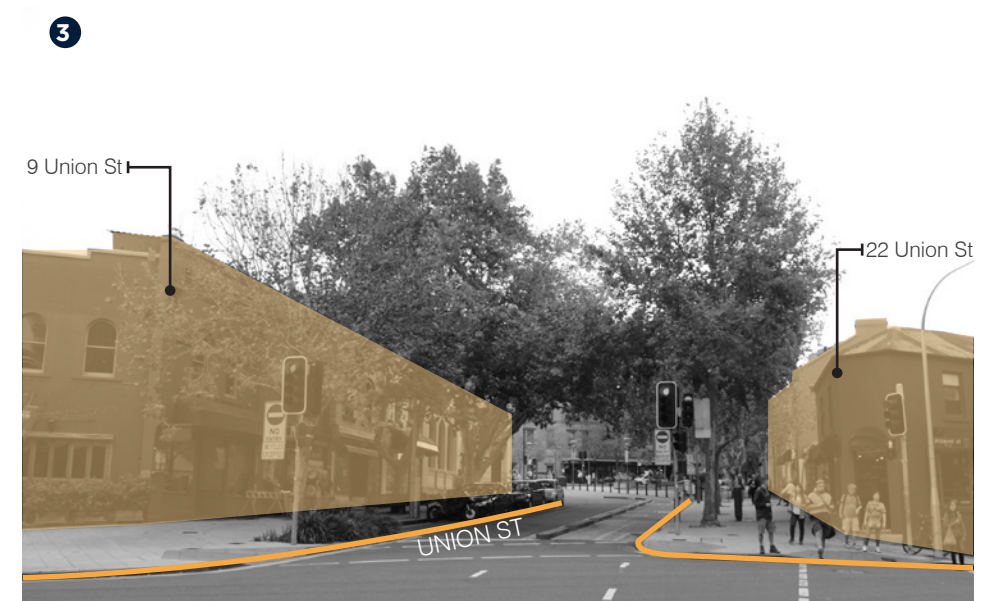
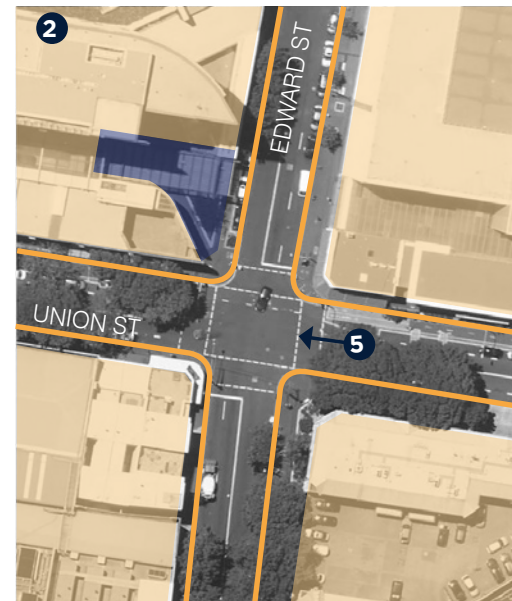


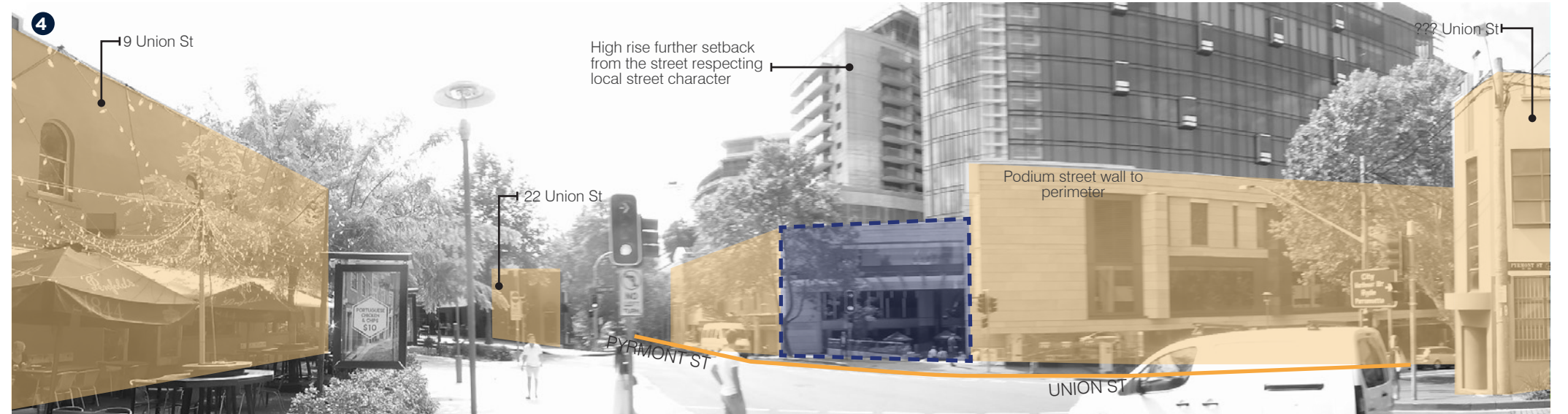
FIGURE 43: Key Plan - Union Street



Aerial plan showing incomplete corner of the site with existing Union Street character



Existing low scale building envelope align with street edge form street wall along Union Street



Solid facade wall align with street edge with a gap at corner of the site



Solid facade wall align with street edge with a gap at corner of the site

FIGURE 44: Photographic analysis of Union Street built form

SITE DEVELOPMENT PRINCIPLE:

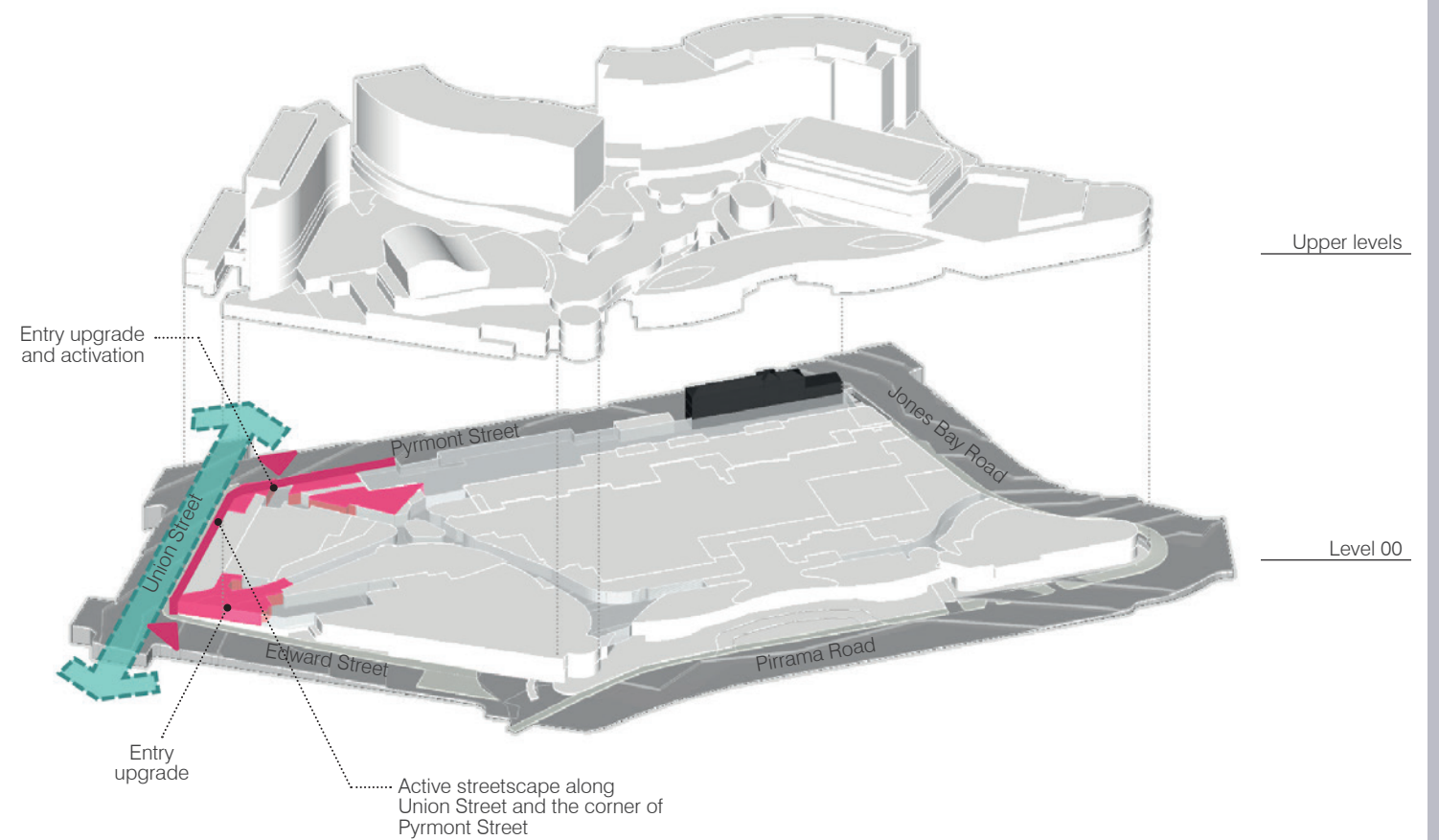
The detailed site investigations presented on the previous pages have identified the following:

Complete the city block by filling in the podium corners along Union Street.

SITE OUTCOMES:

- Improve the legibility and attractiveness of pedestrian entrances from Union Street by completing the corners of the buildings for at least two storeys.
- Activate the corners through retail and or dining tenancies.

SITE OUTCOME



SITE INVESTIGATIONS:

VIEW LINES & DECISION MAKING

The journey along the harbour foreshore around the headland of Barangaroo and into the emerging 'global waterfront' precinct presents a legible visual marker by the way of distinctive and recognisable buildings. However for the same journey around the Pyrmont peninsula existing built form and wayfinding presents little in the way of markers or legibility to entice people towards or mark arrival in this international event and entertainment destination. The following view analysis outlines the key opportunities for the site as a marker on this journey.

PIRRAMA ROAD ROUNDING PYRMONT PENINSULA (VIEWS 1-3)

As you round the peninsula and look south towards The Star, Pirrama Road is enclosed by buildings and street trees on the right with the buildings framing and then giving way to waterways on the left. As you move along the street, The Star - the western most extent of the emerging 'global waterfront' precinct - only becomes visible at the roundabout of Jones Bay Road and Pirrama Road, albeit behind a screening of street trees.

This roundabout also marks the first decision making point in which both pedestrians and vehicles can continue along the waterfront or transition up into Pyrmont. Presently there is no activation or marker on this corner that celebrate this arrival. Along with the series of taller buildings planned for the area, there is opportunity to accommodate a landmark tower that celebrates and activates this point, marking arrival into the waterfront precinct and mirroring the experience on the other side.

PIRRAMA ROAD AND PYRMONT BAY FERRY ARRIVAL (VIEWS 4-7)

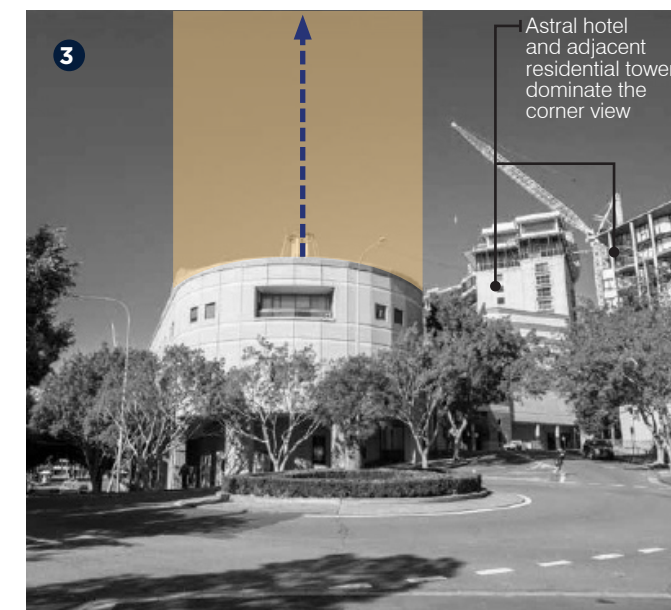
The journey to The Star as experienced from Pyrmont Bridge and the Maritime ferry wharf is also not clear. Pyrmont Bridge offers a unique vantage point acting as an elevated viewing platform providing panoramic views of Darling Harbour towards Tumbalong Park and outwards towards Barangaroo. It is also the primary east-west conduit that connects the western peninsulas to the City Centre. At its landing in Pyrmont, there is a key decision making point where journeys either continue onwards to Union Street and beyond, veer left towards Harbourside and the ICC precinct or veer right towards The Star or the Maritime Museum. For non-locals, it is currently unclear at this decision making point that the intensity of activities and attractions continue north of Pyrmont Bridge due to the lack of identifiable markers in the view line.



View from Pirrama Road north looking south as you turn the corner



View from Pirrama Road alongside the sandstone cliff



View from Pirrama Road and Jones Bay Road roundabout



View from Pirrama Road south turning



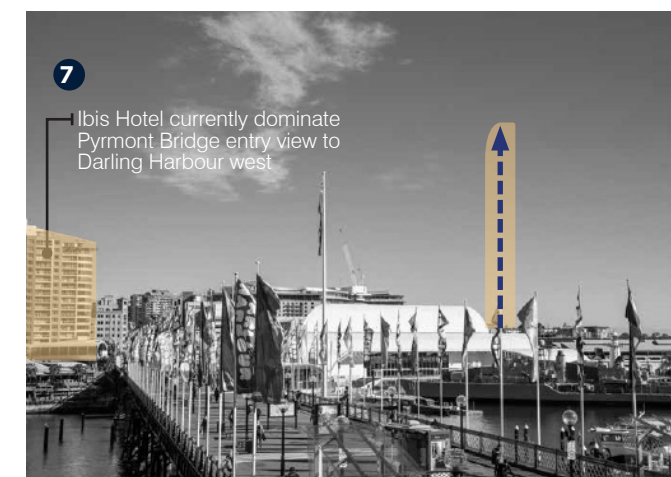
View from Ferry arrival



FIGURE 46: Key Plan - Wayfinding



View from Pyrmont Bridge west



View from Pyrmont Bridge east

FIGURE 45: Photographic analysis waterfront pedestrian experience

SITE INVESTIGATIONS:

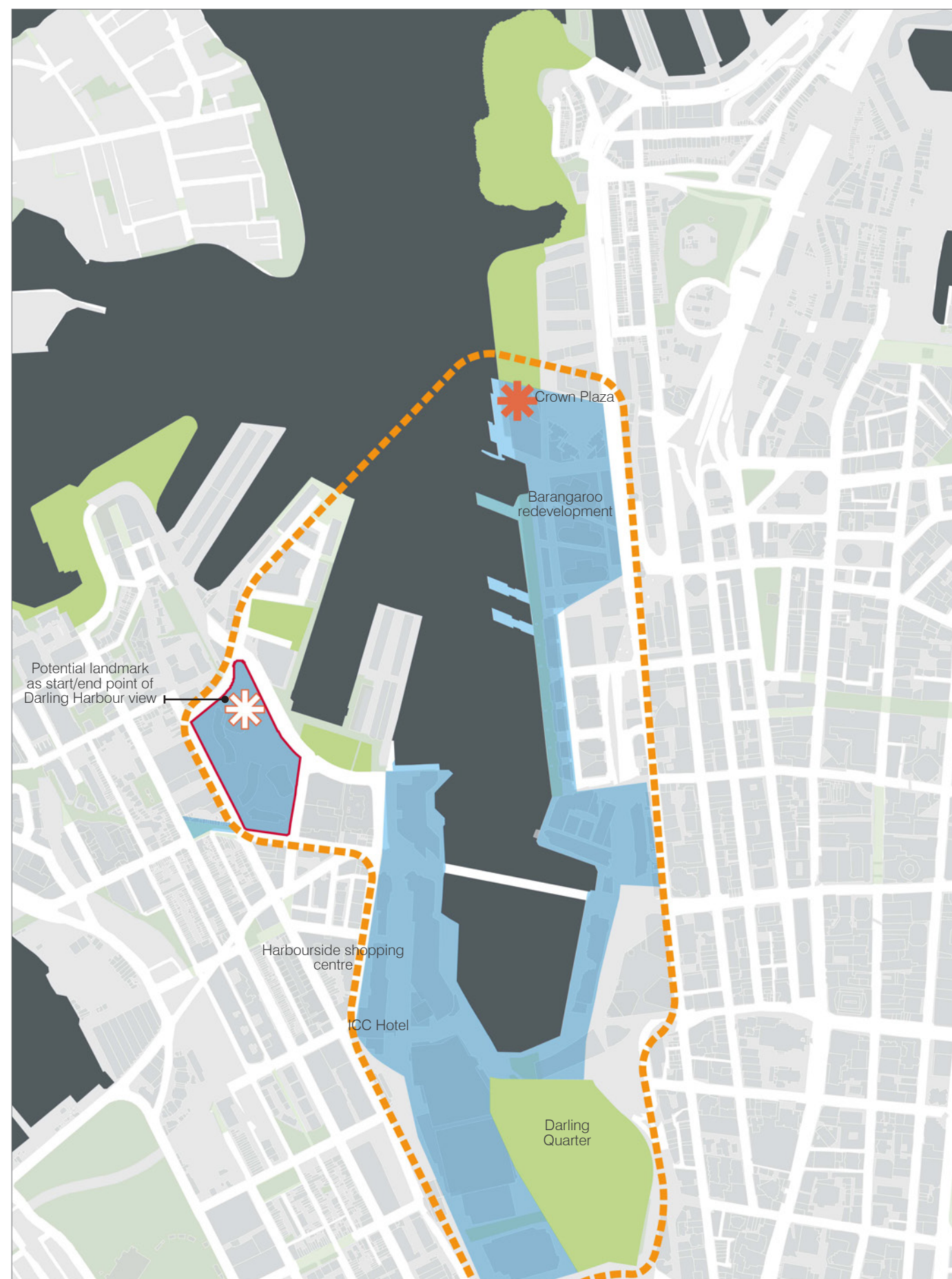
WATERFRONT PRECINCTS
& MARKERS

For a period of time Darling Harbour was occupied by a series of large, analogous buildings of the same height and architectural expression. However, over the past 10+ years, development proposals along the water's edge have dramatically transformed the character of this part of the city and the relationship between buildings and the foreshore.

Originating with the competition for 'East Darling Harbour' in 2005 - later Barangaroo - and most recently the redevelopment of the ICC, the changing character of this area has created a bolder architectural form which includes more distinctive architecture that includes a series of taller forms, high-levels of activity and activation and public realm improvements. The result is a precinct in which buildings mark view lines and destination points, contributing to an increasingly recognisable identity for this precinct as an international waterfront destination.

As part of this distinctive built form, Crown Plaza at Barangaroo is proposed as an iconic building form, deliberately unique in its response to the city and the waterfront. As the tallest building, and the tower which sits closest to the waterfront, in the Barangaroo precinct, it marks the north-eastern arrival into the emerging 'global waterfront' precinct.

On the opposite side of the Darling Harbour waterway to Barangaroo, The Star marks the western extent of the precinct. Its east facing aspect embraces the expanse of the Pyrmont Bay waterfront and provides panoramic views back to the city.



- The Star
- Key activity destinations
- Green anchors
- Emerging 'global waterfront' precinct
- ✱ Key marker building - approved
- ✱ Key marker building - potential

FIGURE 47: Emerging 'global waterfront' precinct built form markers

SITE DEVELOPMENT PRINCIPLE:

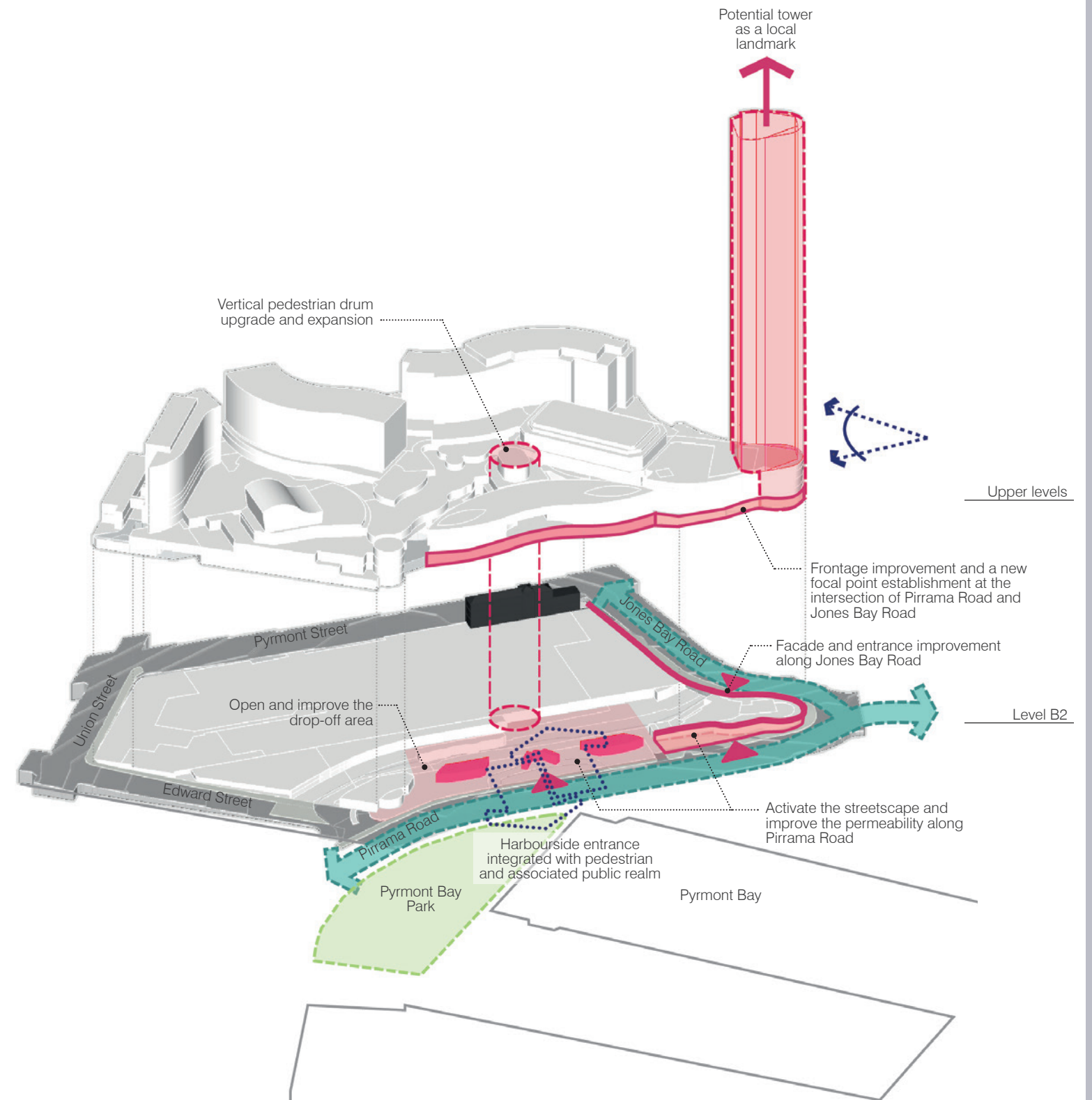
The detailed site investigations presented on the previous pages have identified the following:

Physically mark the eastern arrival into the emerging 'global waterfront' precinct with a tall tower form that contributes to legibility and wayfinding.

SITE OUTCOMES:

- Physically mark the intersection of Pirrama Road and Jones Bay Road as a decision making point and the western extent of Darling Harbour with built form that responds to the emerging 'global waterfront' precinct character.
- Consider the human scale experience of the landmark element proposed at the corner of Pirrama Road and Jones Bay Road as you arrive at the key marker including activation and facade improvements.
- Reconsider the arrival experience along the Pirrama Road frontage, opposite Pyrmont Park, including opportunities to activate the frontage, create an arrival experience that embraces the waterfront setting and integrates the new tower form into the overall building.
- Improve arrival within the internal service road providing more legible pedestrian movement into key spaces through a central vertical movement 'drum' to assist in legibility and wayfinding.

SITE OUTCOME



D PUBLIC REALM & PLACEMAKING

THE SITE AS A CELEBRATION
OF PLACE

STRATEGIC CONTEXT

Sydney Harbour is the city's defining natural feature. Located at the heart of the eastern-city, it shapes our experience of place be it the views of the harbour from the buildings and places of the city or the skyline of the city as viewed from the harbour. Both views of the harbour and those of the city skyline are highly sought after and are some of the most recognisable images of Sydney.

Since European settlement, the shoreline of Sydney Harbour has been extensively modified. Almost 77 km of the 322 km of original shoreline has been removed due to reclamation and infilling whilst over 50% of the shoreline has been replaced by artificial structures. These modifications include the building of seawalls, as well as 'over water' constructions such as wharves and pylons, much of which was to support the role of the harbour as the industrial heart of the city.

Today the working waterfront of Sydney's Harbour is gradually being transformed into a recreational and lifestyle destination with a publicly accessible waterfront pathways and parks. Within the inner-city, the water's edge experience includes a number of different typologies from the wharf edges to flat waterfront parklands and undulating green peninsulas, all of which shape a series of different urban outcomes and experiences. These parks and spaces form some of the most popular places in our city and key event spaces.

The views people experience from these spaces vary from expansive views at the tips of peninsulas to framed views from within the waterways looking out to the harbour.

Another highly visible feature of the city is sandstone. Visible in both the rocky out crops of sandstone that shape the harbour and many of the historic buildings in the city, this sandstone comes from an almost 200m thick bedrock that forms the base of Sydney Harbour. It is also the same rock that frames and defines the greater extent of the city - at the Blue Mountains to the west, the Hornsby Plateau in the north and Woronora plateau in the south. These escarpments, avoided by the early settlers, naturally contain Sydney and are still regarded as the natural spatial boundaries of the city.



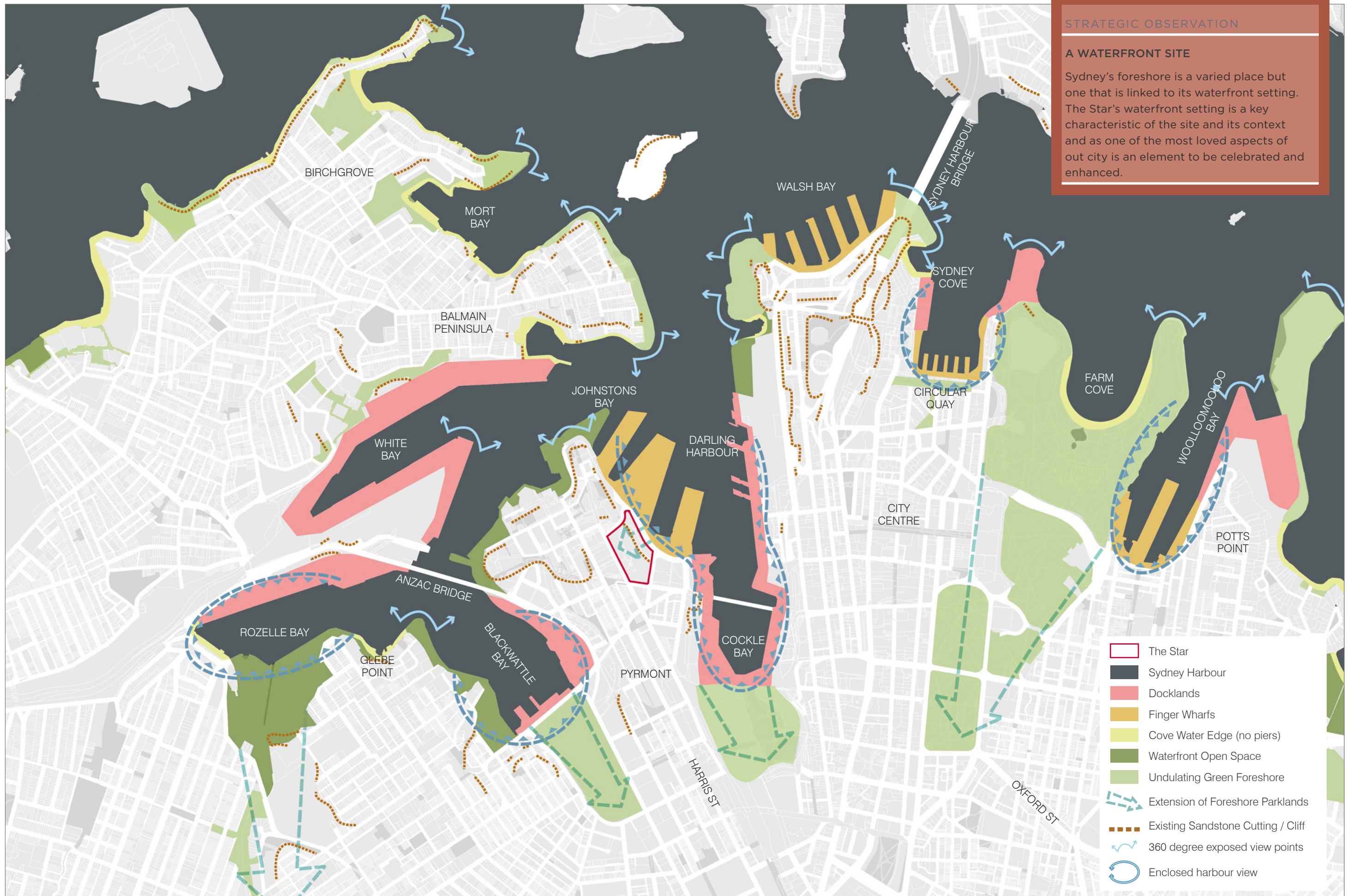


FIGURE 48: Strategic analysis: Public realm and placemaking

PUBLIC REALM AND PLACEMAKING

URBAN CONTEXT

The land which surround the Darling Harbour waterway is one of the most historically significant areas in Sydney. Today, it is also a major tourist destination and event precinct in the city, with over 26 million visitors between 2014-2015. In recent years, the activity and waterfront public realm experience that has defined this precinct at the base of the harbour has extended north.

Catalysed by the major redevelopment project of Barangaroo and followed shortly after by the ICC, Darling Square and Darling Quarter the whole area - extending from Barangaroo Headland to Pirrama Park - is now undergoing a significant change in terms of it character from the public realm to the relationship between buildings and the waterfront. The result is the creation of a new experience - that of the emerging 'global waterfront' precinct. There are a number of key characteristics that now define the character of the area. It is a precinct founded on sandstone, anchored by parkland and enjoyed through the immersive experience of the waterfront.

Sandstone is the overriding foundational material of Sydney and is visible in the precinct through exposed cuttings located on both sides of the waterfront edges of Pyrmont and Millers Point. Distinctive and robust, the use of sandstone in civic and cultural buildings ensure a memorable understanding of this global precinct as a part of Sydney.

The precinct is also anchored by generous green spaces at either extent and at its heart - by Pirrama Park on Pyrmont Peninsula, Tumbalong Park in the end of the bay and Barangaroo Reserve on the eastern shoreline. The western edges that include The Star are populated by smaller pockets of green spaces comprising Ballaarat Park, Pyrmont Bay Park and Darling Island Park. These spaces provides greater amenity for residents, visitors and workers in the area and a distinctively greener character.

At the heart of the precinct however is water. The harbour is the most significant feature of the precinct and rather than divide it, is today the element that brings it together, often through its role as centre stage in major city scale events. As a result, the scale of development and its response to the water's edge is once again embracing the waterfront. Opportunities for interactive water play are increasingly being incorporated into the foreshore and within green spaces including Barangaroo Headland, Pirrama Park and Tumbalong Park to bring an extra dimension to the experience of water.



FIGURE 49: Local context analysis: Public realm and placemaking

SCALE 1:8000 0 100 200 300 400

KEY DIRECTIONS:

- D.1 A WATERFRONT SITE IN THE EMERGING GLOBAL WATERFRONT PRECINCT:**
Embrace opportunities to celebrate the waterfront setting on a global scale through capturing views, creating new skylines to be experienced from the harbour and providing opportunities for water based experiences.
- D.2 A PARKLAND SETTING:**
The precinct is anchored by parks from point to point and is characterised by an ever-increasing use of green throughout outdoor spaces and places. Opportunities to bring this green setting into new outdoor spaces extend the experience.
- D.3 SANDSTONE AS A FOUNDATION:**
Sandstone is a key characteristic of both the existing topography and the historical built form. Opportunities to incorporate sandstone into the base elements of buildings will enhance the character of the area and tie new buildings into their locality.