

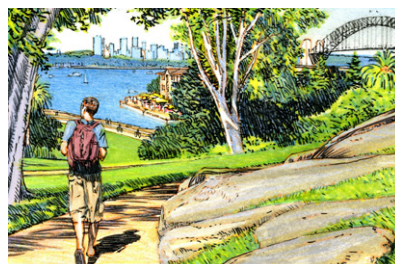
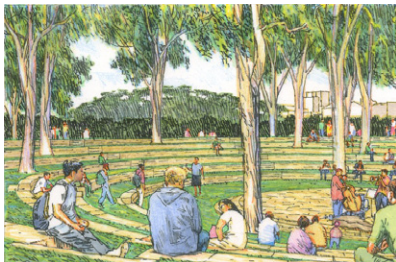
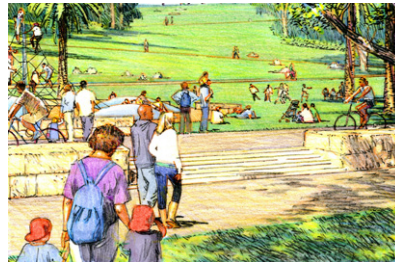
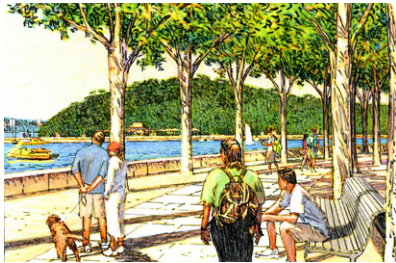
APPENDIX 10

Barangaroo Public Domain Plan

Barangaroo

Public Domain Plan

Response to Statement of Commitments



Johnson Pilton Walker

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Panoramic Views of Port Jackson. Major James Taylor. ca. 1821.



Document Verification

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Title	BARANGAROO PUBLIC DOMAIN PLAN - Response to Statement of Commitments
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Date	July 2010.
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Disclaimer	This report has been prepared by JPW on behalf of the Barangaroo Delivery Authority. Information contained in this report is for information only, and subject to change through further design development stages and documentation, cost and client reviews, stakeholder consultation and ongoing brief refinement and development. Information in this report is confidential. For information only. This summary report is not a stand alone document: it refers to a number of other relevant documents, drawings and specifications prepared by the project team, and these documents must be referred to for a full description of the design proposals.

Contents



- Introduction 5**
 - Background 5
 - Purpose of Report..... 5
- The Public Domain Guidelines 6**
- Design Process..... 7**
 - Headland Park 7
 - Central Parklands 7
 - Barangaroo South..... 7
- Vision..... 7**
- Governing Principles For Design 8**
- Public Domain Design 13**
 - Scope 13
- Response to Statement of Commitments 21**
- Appendix 1**
- Extract from Statement of Commitments 39**



Barangaroo Site Context

Introduction

Background

Johnson Pilton Walker Pty Ltd in association with PWP Landscape Architecture were appointed by the Barangaroo Development Authority in February 2010 for the design development and documentation of the Headland Park and Northern Cove. Construction is scheduled to commence in 2010 with completion in 2014. The consultant team also included Webb Australia (lighting design, electrical, communications, mechanical engineering and security), Hyder Consulting Pty Ltd (maritime structural engineering), Warren Smith and Partners Pty Ltd (stormwater engineering, WSUD, Hydraulics and Irrigation), Dr Peter Emmett (Public Art Strategy and Interpretation), Morris Goding Access Consulting (Access Consultants), Emery Studio (Wayfinding and Signage) and Philip Chun and Associates Pty Ltd (BCA Certification and Fire Engineering).

BDA appointed other consultants directly including Robert Bird and Partners (Civil and Structural Engineering), Douglas Partners (Geotechnical), WSP Lincolne Scott, Sydney Soils and Environmental Laboratories (Soil Scientists) and Halcrow (Traffic and Transport).

The Consultants are also required to prepare an outline design for the entire Barangaroo Site.

Purpose of Report

The purpose of this report is to respond to the Proponent's Statement of Commitments, known as the **Barangaroo Concept Plan Statement of Commitments** included in Appendix 1. It provides the overall framework under which the sub-plans for the 3 precincts within Barangaroo sit - refer diagram below.

This document is not a comprehensive Public Domain Plan at this early stage of the project. Part of the team's brief is to develop Public Domain Guidelines and these will be developed as the project progresses with a deadline later in the design program - see following page for more on the *Public Domain Guidelines*.

Note: All Images shown for Barangaroo South are subject to planning determination.

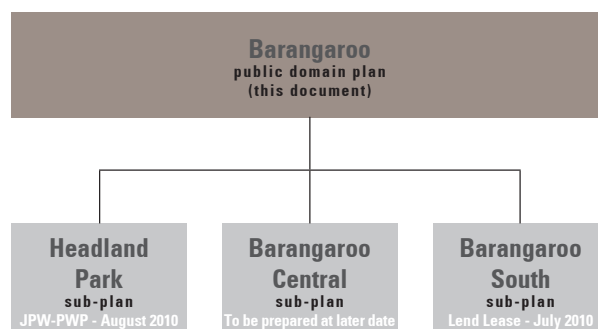


Diagram showing structure of Public Domain Plans and Sub-plans



View west along Sydney Harbour towards the City Centre from North Head

The Public Domain Guidelines

Following the approval of the Outline Design, the Public Domain Design Team will prepare the Public Domain Design Guidelines (The Guidelines) for Barangaroo. The Guidelines will:

- Incorporate and build on the information presented in the Public Domain Plan (this document) and the Public Domain Sub-Plans
- Set the future direction for the public domain design.
- Guide the implementation of the Barangaroo Public Domain Vision.
- Inform the Detailed Design for Headland Park.
- Be utilised by other teams to develop the public domain design (including the Stage 1 / Barangaroo South Team).

The Public Domain Design will be developed concurrently with the Guidelines.

The Guidelines will ensure a clear identity for the Barangaroo Public Domain and will consider the following as a minimum:

- Governing Principles for Design
- Connections, legibility and integration
- Street hierarchy, footpaths, cyclist routes, boardwalks, promenades, pedestrian bridges
- Public amenities, bus shelters, cyclist parking and facilities, temporary car parking and facilities, storage facilities, ferry stops
- Harbour edges - seawalls, embankments, decks, jetties
- Water features
- Street furniture, kiosks, fixtures and fittings
- Signage, way-finding and interpretation
- Lighting for general operations and events

- Communications – public address and audio visual systems, underground networks
- Materials palette- footpath and other paving, steps and ramps, road surfaces, kerbs, utility covers and walls
- Planting including species and soft landscape details for lawns, trees, shrubs, aquatic plants
- Ecologically Sustainable Design
- Public Art and Interpretation Strategy. The procurement of public art items is not included in the scope of Consultant works.

The Guidelines will consider the following Design Codes and Standards:

- City of Sydney Public Domain Standards including public domain palette and standard details
- City of Sydney Street Tree Master Plan
- Building Code of Australia 1996 (Amendment no 8)
- Disability Discrimination Act 1992, Disability Services Act 1993 ,and Anti Discrimination Act 1997 as amended
- AS 1428 Design for Access and Mobility
- Crime Prevention Through Environmental Design (CPTED) principles
- Any other relevant Standard, Act or Code associated with a project of this nature.

The current program has the guidelines due for completion around February 2011. By this time, the Public Domain Plan (this document), it's sub-plans and the Public Domain Guidelines will be one document - The Public Domain Guidelines.

Design Process

Headland Park

The programme and process for the design development and documentation of the Headland Park was originally based on a more or less 'traditional' method, ie design development of the original concept design followed by detailed design and documentation.

Detailed design and documentation is programmed over a range of dates to suit the letting of contracts for the various packages.

The design of the park has been developed from the previously approved concept design.

Subsequent studies into procurement strategies may require this process to be varied.

Construction of the Headland Park is scheduled to commence towards the end of 2010 with completion due in 2014.

Central Parklands

The programme for the Central Parklands was to complete Outline Design of the Public Domain areas by July 2010. That work is included in this document.

Barangaroo South

The Public Domain Sub-Plan for Barangaroo South has been prepared by Lend Lease in discussion with the Consultant Team.

Vision

"Barangaroo is to be a bold and inspiring place defined by its waterfront and CBD location and by the excellence of its urban design, architecture and public domain.

It will be a dynamic place for all people to create an environment which is connected, supportive, secure, collaborative and diverse.

It will provide places for meeting, gathering and interaction whilst respecting the social and architectural heritage of the precinct and its city. It will be an exemplar in sustainable development."



Looking west across the existing Barangaroo site showing the proximity to the City Centre.

Governing Principles For Design

The following 'Governing Principles' have been developed by the DERP (Design Excellence Review Panel), BDA (Barangaroo Delivery Authority) and the design team.

They are updated regularly and form part of the brief.

The Governing Principles focus the design team on the most pertinent project issues.

1.0 Barangaroo as a whole and well connected to its surrounds

1.1. The public domain is to be developed as a whole; each component should relate to the whole of the site.

1.2. The public domain should be well integrated and connected to the surrounding precincts including Millers Point, Dawes Point, Walsh Bay and the city. East-west connections are important, these connections should be provided at grade wherever possible.

1.3. Argyle Street should be enhanced to provide at-grade access to the headland park. The location, alignment and character of other connections requires detailed urban design analysis to ensure appropriate design.

1.4. All elements, buildings, sculpture and other park ornaments and activities should exist clearly within the park, not interrupting or modifying the major park elements and their structural or spatial continuity.

1.5. Furniture of the park; lights, benches, pavements, rails and planting, etc., should be suitable for the whole of Barangaroo and should reflect an understanding of the City palette (Design Codes).

2.0 A grand Harbour Park for Sydney

2.1 The harbourside parklands will feature three high quality public domain precincts and two generous coves, linked by a continuous waterfront promenade.

2.2 The three distinct precincts will comprise the following:

2.2.1 Headland Park and Northern Cove: an iconic passive open space, natural form and character with sufficient soil depth for large trees;

2.2.2 Central Public Domain: a large active open space; and

2.2.3 Southern Cove Public Domain: a

vibrant urban waterfront and pedestrian plaza.

2.3 Further design guidelines for each precinct are outlined below.

3.0 Foreshore Promenade

3.1 Provide a distinctive continuous public foreshore promenade of appropriate scale to reflect the character and scale of the parkland precincts and connect King Street Wharf and Walsh Bay.

3.2 The public foreshore walk should be expressed clearly from King Street Wharf on the south to the northeastern corner of the park

3.3 The promenade edge will complement the sandstone sea walls of Sydney Harbour.

3.4 The character of the natural rock edges of Sydney Harbour's parks and islands could be reinforced by the use of large scale sandstone elements in the promenade.

3.5 The foreshore walk is to be edged by built form which activates and provides public amenity. (Note – this may mean exploration / reconsideration of the position of Globe Street - it has always been expected that winners of Stage 1 would do this based on international case studies to ensure we get the BEST waterfront)

4.0 The Headland Park

4.1 Character

4.1.1 Create an iconic Headland Park at the northern end of the site to complement the headland parks of Sydney Harbour such as Goat Island, Ballast Point and Balls Head.

4.1.2 The Headland Park to have a 'natural' form, connecting Merriman Street at Millers Point to the water's edge.

4.1.3 The outline and form of the

Governing Principles For Design

headland which existed in 1836 (the early settlement shoreline) will serve as a guide for the reconstruction of the headland, its curved shoreline and relationship with the water's edge.

4.1.4 The character of the Headland Park will reflect the rugged sandstone topography of Sydney Harbour and include plantings of large figs (Moreton Bay and Port Jackson figs) and native trees similar to the parklands at Mrs. Macquarie's Chair.

4.1.5 Munn Reserve and Clyne reserve should be sensitively integrated into the Headland Park and assist in providing legible entry into the Park.

4.2 Design

4.2.1 Provide for a diversity of use and experience within the park whilst ensuring the vision of a naturalistic headland is maintained.

4.2.2 Uses for the headland park should be determined by considering Barangaroo in its entirety and also the overall Harbour Village North Precinct (Observatory Hill).

4.2.3 Options for a use within the profile of the park will be explored of approximately 75,000m³ or 18,000m².

4.2.4 Cultural and Community Uses within the Park should be determined by a study of what Sydney needs and what use will enhance the park

4.2.5 Maximize flexibility of the potential future use with a large span structure with a regular structure.

4.2.6 The Headland Park will provide for passive recreation and incorporate a concealed car park for approximately 300 cars.

4.2.7 Ensure Headland form, Car Park and void for potential future use meet cut/fill requirements.

4.2.8 Ensure that structures within the Headland form are designed to integrate with grading levels to maximize opportunities for activation of the parkland.

4.2.9 Maximize the impact and value of the existing sandstone escarpment.

4.2.10 Explore opportunities for cultural programming / direction for a potential future use

4.2.11 Maintain views over the headland park from adjacent streets and public spaces.

4.2.12 Explore opportunities to reinforce the Cultural Ribbon concept and also the Eora Journey outlined in the City's 2030 visions

4.3 Connections

4.3.1 Provide multiple pedestrian entry/exit positions for the Car Park and the potential future use provided there is a clear hierarchy or legibility of "main entrance".

4.3.2 Link pedestrian exit / entry points to features within the Headland landscape such as "Amphitheatre", "Beach", "Northern Cove" and "Northern Rock pools".

4.3.3 Provide accessible paths of travel between each of the features and facilities within the Headland Park.

4.3.4 Examine possibilities of linking internal programming of the potential future use with the Amphitheatre

4.3.5 Explore opportunities for openings, voids and cuts in the top of the Headland that can create connections between internal and external spaces without compromising naturalistic views of Headland from water and distant pedestrian views.

4.3.6 Provide an active frontage to Dalgety Road/Towns Place at the northern edge of Headland Park. The existing retaining wall frontage could be improved with the introduction of active uses at street level.

4.3.7 Respond to the existing character and connections through Clyne and Munn Reserves through the integration, preservation or reinterpretation of these spaces.

Governing Principles For Design

5.0 Transport

- 5.1 Integrate a car park for approximately 300 cars under the Headland Park.
- 5.2 Provide a pedestrian exit from the car park to Merriman Street.
- 5.3 Provide improved transport and pedestrian access between Walsh Bay cultural uses, and supporting uses at Barangaroo, including restaurants, bars and cafes.

6.0 Moore's Wharf

- 6.1 Configure Moore's Wharf and its waterfront curtilage as a 'peninsular', terminating the row of existing wharf buildings at Walsh Bay and featuring the Towns Bond building.

7.0 Merriman Street

- 7.1 Enhance and widen Merriman Street, using the cliff edge and the 19th century workers cottages as a backdrop. Explore the future uses of the cottages as a contributor to activating the car park and providing amenity as should happen with the Moores Wharf building.
- 7.2 Investigate the potential to enhance the character and use of the existing terraces to activate the Headland Park frontage and complement uses in the Walsh Bay cultural precinct.
- 7.3 Remove or modify the maritime control tower. Explore opportunities for the tower to be transformed into a public art work that enhances the park's legibility.

8.0 Northern Cove

- 8.1 Create a generous cove at the southern end of Headland Park and create a visual link from Hickson Road.
- 8.2 Define the edge of the cove, for example through the use of a sandstone sea wall, to act as a transition between the green headland and the waterfront edge of the Central Parklands.

- 8.3 Incorporate a small wharf as a temporary set down for vessels such as water taxis.

9.0 Central Public Domain

- 9.1 Create a high quality 'urban common' that is lively, imaginative and flexible.
- 9.2 Once future uses of Stage 2 are determined ensure that the parklands and built form are well integrated to enhance activation/ safety
- 9.3 Provide a waterfront area for the temporary docking of international visiting ships and other ships of special interest, for example, during heritage week.
- 9.4 A public place:
Central Barangaroo should:
 - be a celebration of the waterfront for all of the people of NSW
 - allow the potential for a series of public spaces with distinctive characteristics
 - read as a public space and be designed to respond to the human-scale
 - provide a high quality public domain
 - provide key destinational facilities and consider including a key cultural use
- 9.5 A place of transition and connection:
Central Barangaroo should:
 - provide an important transition between the Headland Park and Northern Cove and Stage 1, with a unique character
 - ensure the overall character of the whole of Barangaroo works in a coherent manner
 - address and enliven the northern cove – the amount of water into the site should be limited to allow the northern cove to be dominant
 - establish a strong east-west connection to Millers Point
 - celebrate the waterfront – the proximity of the site to the water

Governing Principles For Design

provides the opportunity for a new waterfront experience

9.6 A defined built form:

Central Barangaroo should:

- provide a mix of defined built form and open space – ensuring approach activation and amenity, safety
- explore the opportunity for the built form to create a new public square
- provide a point of difference to the other parts of Barangaroo through distinctive gardens
- establish a north/ south transition between higher and lower building height through utilisation of the 'Highgate' line or consider further defining the midlands as an island
- buildings should address Hickson Road as a boulevard (however should remain open at the point of the Northern Cove) – a potential for a gateway from Hickson Road should be considered
- buildings should be of human scale with active uses where they are adjacent to public spaces
- consider the relationship to Millers Point with the potential for 6 to 8 storeys for the buildings in Block 7

9.7 A mixed use precinct with appropriate density:

Central Barangaroo should:

- select uses to create a critical mass of people – consider including educational facilities in the mix – incorporate residential including an appropriate amount of affordable housing
- provide uses and opportunities to activate the place
- provide activation and surveillance of public open space by residential uses. Ensure that the lower level design and layout of residential buildings adequately addresses this public domain interface.

10.0 Southern Cove Public Domain

10.1 Create a Southern Cove Public Domain water inlet.

10.2 The precinct will have a vibrant contemporary urban waterfront character and will provide pedestrian connections to Hickson Road and the city beyond.

11.0 Creation of the Boulevard

11.1 Enhance Hickson Road as a pedestrian friendly boulevard with shade trees

11.2 Protect the existing mature fig trees along Hickson Road and incorporate these trees in the future boulevard design.

12.0 Public art and heritage interpretation

12.1 Address public art and heritage interpretation as part of a coordinated and integrated strategy.

12.2 Ensure that the design and location of public art and heritage interpretation are incorporated in the overall public domain design approach to produce a cohesive experience of the place.

12.3 Incorporate wayfinding and a response to the City of Sydney's Cultural Ribbon as part of the public art/heritage interpretation response.

12.4 Liaise with the City of Sydney Public Art Committee and the ATSI (Aboriginal and Torres Strait Island) Advisory Panel in the development of public art and interpretation strategies and designs.

13.0 Cultural activity

13.1 Support the growth of the existing cultural precinct at Walsh Bay as a cultural destination, with the provision of additional facilities, services and activities. Additional restaurants and bars operating before and after performances are a priority.

13.2 Foster opportunities to support the creative arts through the provision of low cost and affordable studio space and "live

Governing Principles For Design

work” opportunities.

13.3 Consider an audit of cultural facilities to determine cultural needs and inform development of any proposed cultural facilities.

13.4 Carefully design and manage the interface between cultural uses, nearby residential properties and parkland to minimize any negative impact and maximise benefit from these activities.

14.0 Recreational activity

14.1 Provide a cycle network which differentiates between recreational and commuter cyclists, and caters for both in the public domain design.

14.2 Provide casual active recreation spaces which cater for lunchtime recreation for the City’s office workforce.

14.3 Provide a regional open space resource with recreation facilities activating the space throughout the day without relying on the constant organisation of events (from early morning to lunch to afternoon and evening activities

14.4 Provide safe and convenient access for the Barangaroo population to existing facilities (eg Andrew Boy Charlton [ABC] Pool, Ian Thorpe Aquatic Centre) and for the existing community to access the public domain and facilities in Barangaroo

14.5 Ensure that the proposed building in the Headland Park is carefully planned with a strong relationship between the internal space and open space. Its functional uses, design and character must ensure that the building is one of integrity, with a strong connection to the Northern Headland and the public domain.

15.0 Community facilities

15.1 Respond to the City of Sydney’s Draft Integrated Community Facilities Plan.

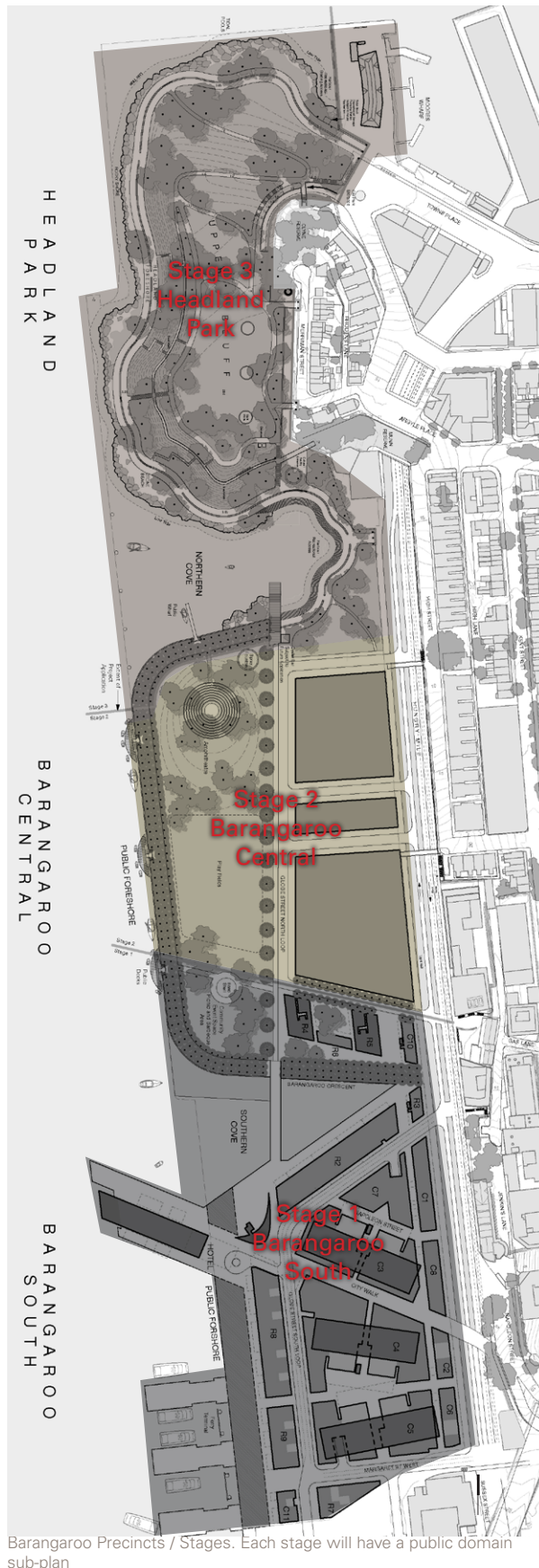
16.0 Sustainability

16.1 Incorporate sustainability elements for energy, water and waste including tri-generation as positive visual elements in the public domain design.

17.0 Creativity encouraged

17.1 As Barangaroo is such a special location allow a variation to the principles listed above if a unique concept is proposed.

Public Domain Design



Scope

PWP Landscape Architecture are the lead landscape and public domain designers and they are assisted in this phase by JPW who will provide local services such as data collection, meeting representation etc.

Once design is complete JPW will take the main role in preparing the tender documents for the Headland Park project with PWP having a review and advisory role. At this stage there is no involvement beyond preparing tender documents.

There are three main components to the project:

1. An Outline Design for Barangaroo (Stages 1, 2, 3 and connections beyond)
2. Headland Park and Northern Cove - design to delivery (stage 3)
3. Public Domain Design Guidelines (stages 1, 2 & 3)

The Outline Plan will:

- Ensure a cohesive identity, creating a whole of precinct approach for the Public Domain area of Barangaroo
- Create a strategic framework demonstrating connectivity and linkages from Barangaroo to its surrounds especially in relation to the public domain and open space

Design development and detailed design of the Headland Park and Northern Cove will;

- Create a prominent headland at the northern end of the site to complement the headland parks of Sydney Harbour
- Ensure the early delivery of a high quality natural Headland Park and Northern Cove

Public Domain design guidelines will;

- Ensure a clear identity for Barangaroo's Public Domain
- Respond to existing guidelines developed for adjacent precincts.

Public Domain Design



Public Domain Plan

Public Domain Design



A3 FOLD OUT

Outline Design showing connections to surrounding areas

Public Domain Design



A3 FOLD OUT

Response to Statement of Commitments

The following pages address the Statement of Commitments outlined in the Instrument of Approval MP06_0162 MOD 3, dated 11th November 2009.

The above document has been included as Appendix 1 for ease of reference.

Commitment 12

The Public Domain Plan/Plans referred to at Plan Commitment 7 is to include the following as generally described in the Concept Plan:

12.1 - An introductory explanation for the types, hierarchy, interrelationships of spaces, and the appropriateness of these spaces to the end users of the public domain.

The Public Domain is comprised of three distinct precincts from north to south fronting Darling Harbour:

- The Headland Park;
- Barangaroo Central; and
- Barangaroo South (Urban Centre)

Each of the three areas is distinct as a transition of landscape character and public use from a very naturalistic and passive use at the headland of Millers Point to the Southern Precinct, as an extension of the Sydney Central Business District, which is urban in character and designed with urban amenities that support the dense mixed use of office, residential and a retail centre.

The Central Parklands centre precinct bridges the gap between the natural headland and the Urban Centre in both landscape character and public use. It will have a civic character containing a broad assortment of public use program including playgrounds, informal sports fields and picnic areas which will allow for large public gatherings. The three precincts are divided and defined by harbour cove inlets which reach toward The Hungry Mile / Hickson Road.

12.2 - A new Headland Park

A new headland park is proposed for the northern end of the Barangaroo site. It will enhance the collection of City Centre green spaces, particularly on the western edge. It will reconnect the Miller's Point neighbourhood to the harbour, Argyle Street and the Munn St Reserve as it was in 1836, eliminating the barriers that have been created by industrial development. The park will be naturalistic in character and provide passive recreation and disabled access down to the foreshore from the highpoint at Merriman Street and Clyne Reserve.



A new Headland Park is proposed to strengthen the City's collection of green public open space.

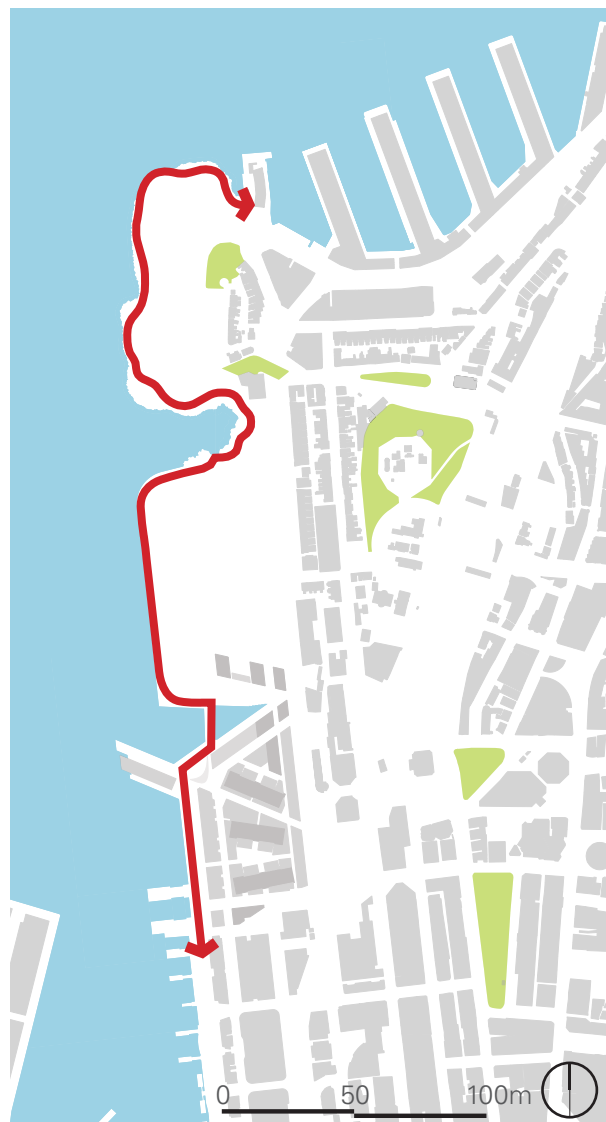
Response to Statement of Commitments



A wide range of waterfront parks and squares are proposed for the Barangaroo Public Domain

12.3 - Waterfront parks and squares

The whole of Barangaroo will provide for a wide range of waterfront related parks and squares, ranging in character from a natural foreshore walk at the Headland which provides access to a more natural park environment, a large civic green in the Central Parklands that can accommodate a large diversity of activities and public gatherings, and to fine grain urban squares and pedestrian lanes in the Urban Centre that will accommodate the daily needs of a constant large population. All of these types of waterfront parks and squares will be immediately adjacent to or have strong pedestrian links to the Foreshore Promenade.



A continuous foreshore promenade will run the entire length of Barangaroo

Response to Statement of Commitments

12.4 - A foreshore promenade

The primary public linkage that unites the precincts of Barangaroo is a continuous Foreshore Promenade with a distinctive landscape character. It will allow uninterrupted public access from King Street Wharf through to Towns Place at the north. In addition, planning provisions for an improved connection to the foreshore walk at Walsh Bay and Hickson Road are being considered for the foreshore link along Towns Place.

This foreshore promenade completes the missing link in the approximately 14km long Sydney Harbour waterfront walk from ANZAC Bridge to Woolloomooloo.

The foreshore walk has transition zones between the three areas at the north and south coves. At the northern cove, a rocky “beach” landscape is planned at the end of the cove to transition

between the Central Parklands and the Headland Park. The Headland Park foreshore is a curvilinear walk that follows the base of the natural headland form on one side and a naturalistic sandstone block water’s edge on the other. It is planned as a pedestrian path and a bicycle path separated by a low sandstone seat wall that is interpreted as the original 1836 shoreline.

At the southern cove an urban hardscape edge in the southern precinct will transition at the end of the cove to a civic tree lined *allée* “Crescent” that will define the Central Parkland experience. The *allée* is planned to be three trees wide with a stone and decomposed granite paved walk with benches for viewing the harbour in one direction and the central park green activities in the other. A robust sandstone seat wall will define the water’s edge, similar to the character of the promenade wall at Farm Cove.

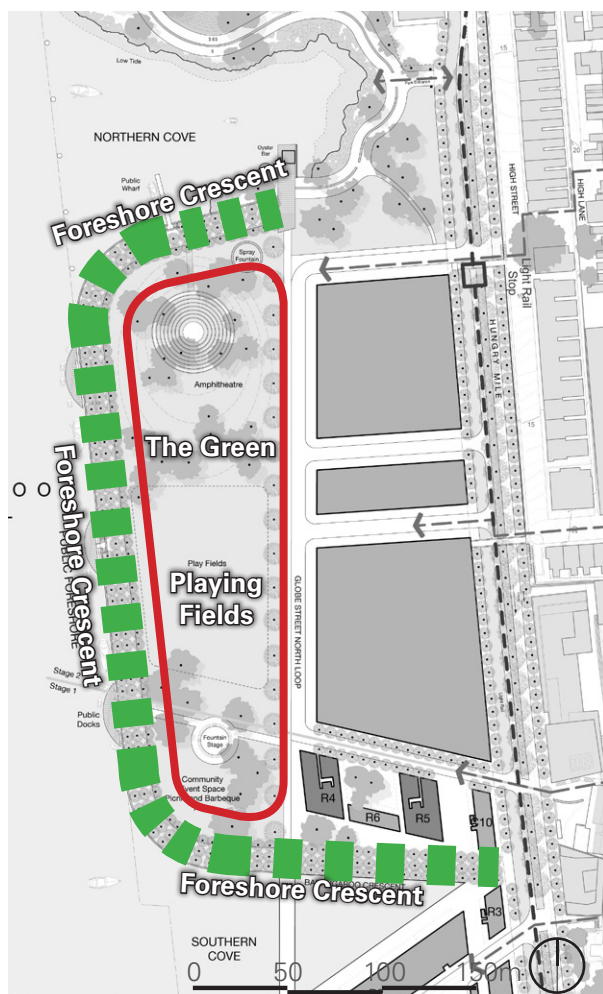


The foreshore walk will complete the broader foreshore walk connecting Woolloomooloo and ANZAC Bridge. Aerial base image source - nearmap.com

Response to Statement of Commitments

12.5 - An informal sports playfield

The Central Parklands is defined by the foreshore promenade crescent *allée* and the generous green that it defines. The green is intended to be of a scale suited to informal sports field activities as well as large gatherings. It will have continuous public access from the foreshore walk which connects directly back into The Hungry Mile north and south, as well as served by direct connections down from Miller's Point at High Street and Observatory Walk, as well as the proposed development areas that will define the eastern edge of the green.



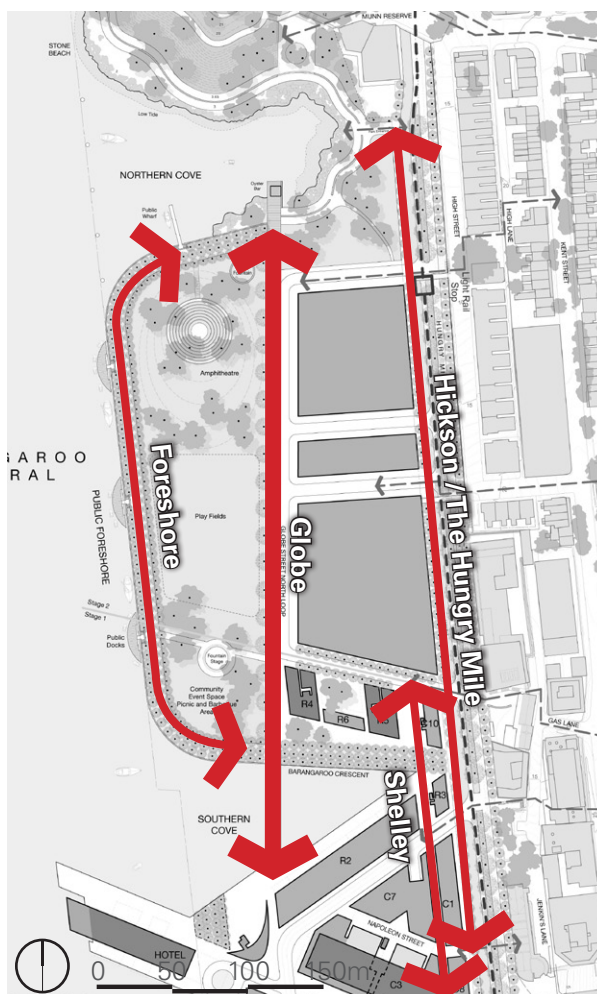
The Foreshore Crescent *allée* defines The Green and informal playing fields

12.6 - A north-south pedestrian promenade street

A north south pedestrian connection runs through the central parklands connecting the southern and northern coves along the alignment of the previous Globe Street.

The eastern end of the southern cove opens up to The Hungry Mile, and creates a natural transition to a more residential environment along Shelley Street.

The Shelley Street pedestrian walk is planned to be an important urban pedestrian promenade. It is planned to be an intimate scaled pedestrian laneway adjacent to the first line of narrow residential buildings adjacent to the Hungry Mile Boulevard. At the Southern Precinct it is a highly active retail environment with services, shops, and cafes.



North south pedestrian connections

Response to Statement of Commitments



Figure Ground showing proposed block layouts and street systems with adjacent City Centre context

12.7 - An internal street system that:

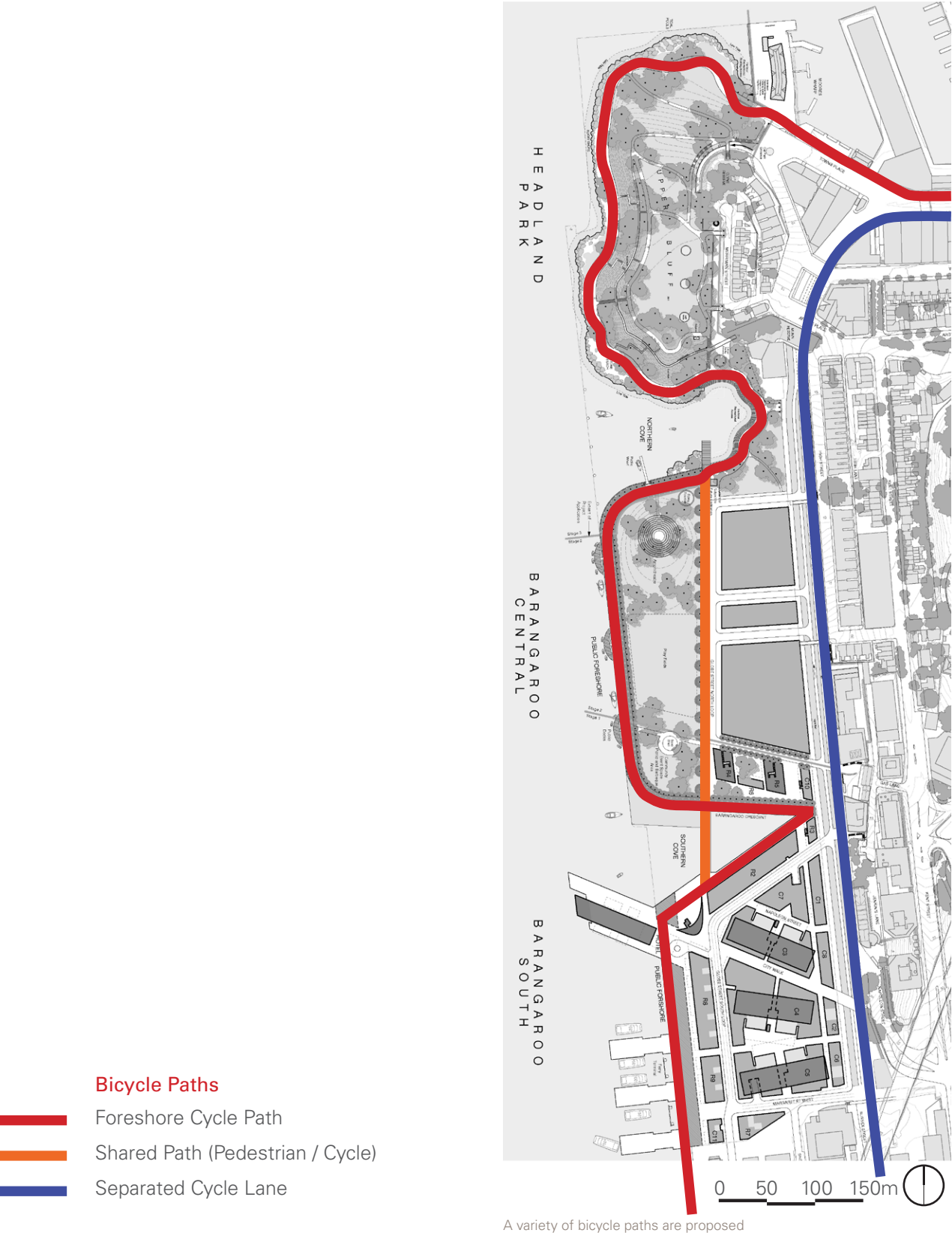
- 1) defines development blocks;
- 2) provides for the easy flow of people and vehicles;
- 3) acts as a comfortable stage for activity and human interaction;
- 4) creates a distinctive address for each new development building; and
- 5) creates a connection between Hickson Road and the harbour edge.

In addition to The Hungry Mile as the central address of each of the three Barangaroo districts, an important north south linkage is planned, connecting the Urban Precinct to the Headland Park. Globe Street North and Globe Street South are the names of two new road loops that provide vehicular and pedestrian access to the urban developments at the Southern Precinct and Central Parklands. The loop roads will service all of the building addresses and vehicular access within the developments.

Both north and south loops are aligned at the west, and connected by an important pedestrian linkage called Globe Walk. Starting at the urban public plaza at the Southern Precinct, a pedestrian bridge crosses the southern cove and becomes a park walk which defines the eastern edge of the Central Parklands green. It is envisioned to be lined with a single windrow of large-scale canopy trees that will vertically emphasize the edge of the urban development and at the same time reinforce a strong visual axis that is terminated on the exposed existing edge of the Miller's Point cliff face at Munn and Meriman Streets.

The Globe Street Loops, City Walk, and the Crescent Promenade at the Central Parklands create regular, distinctively identifiable, east-west pedestrian connections that make it easy to access the foreshore walk. The north and south coves extend east within metres of the Hungry Mile, further creating visual access to the harbour and waterfront promenade.

Response to Statement of Commitments



Response to Statement of Commitments



12.8 - On-street bicycle lanes to create a route utilising Napoleon Street, the Napoleon Street extension, and the proposed Globe Street

Bicycle lanes are planned to connect Napoleon Street and the Napoleon Street extension to a primary bicycle route along The Hungry Mile. The ends of the crescent of the foreshore walk at the Central Parklands will provide clear bicycle access at the north and south coves. The Globe Street Loops will also have bicycle ways connecting east west to the bicycle path that is planned as part of the foreshore walk.



12.9 - An off-street cycle route within the Headland Park to link between proposed Globe Street and Hickson Road (north).

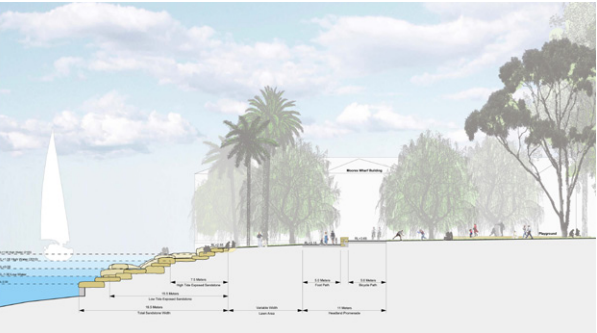
The foreshore walk starting at the southern cove all the way north around the Headland Park is planned to have a designated bicycle path for cyclists that are not using the more direct Hungry Mile bike path. This system is regularly connected to The Hungry Mile path via Globe Street Loop, and at the north and south coves.



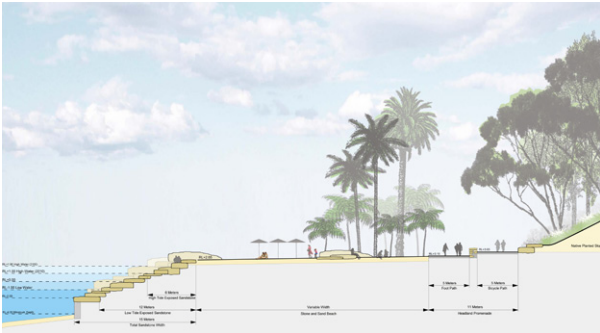
12.10 - Shared use of the pedestrian promenade street by bicycles.

It is proposed to provide separate designated paths for pedestrians and cyclists throughout the parklands.

Response to Statement of Commitments



Edge condition through water edge at Headland Park



Edge condition through water edge at Headland Park



Edge condition through water edge at Headland Park

Response to Statement of Commitments



Indicative Site Levels

Commitment 13

The Public Domain Plan/Plans is to provide design details with respect to the following:

13.1 - Indicative levels in the parks, edge conditions of parks and pedestrian connections through parks.

The Headland Park form follows the historic geographic formation which gradually rose from the north leading to a steep overlook at the south. The Headland Park has a harbour level path system at approximately RL 3.65 and a path system at approximately RL 19 at the top of the Bluff. The waterfront edge is to be constructed using large sandstone blocks placed in naturalistic terraces to provide access down through all tidal zones.

It is planned to have a universally accessible pathway that connects the Foreshore Walk at the north with Clyne Reserve, Merriman Street and the path system at the top of the headland. The foreshore walk is relatively level, with minor variations in elevation, but essentially parallel to the waterfront edge on one side and defined by the steep topography of the headland form on the other.

The foreshore walk will have minor grade differences between the pedestrian and bicycle paths of an average 500mm elevation change separated by a low stone seat wall, which is representative of the location of the original 1836 shoreline. In addition to the universally accessible path at the north, connecting bottom to top, staircases are planned at the southwest and south east corners that will make direct connections up the steeper slopes.

Response to Statement of Commitments



The Headland Park will be planted and read from the water as a natural headland



Sandstone and Angophoras are Sydney materials that will feature in the design



Native trees in lawn (as at Mrs Macquaries Chair above) are proposed for the upper and north-facing areas of the Headland Park



Eucalypts, Angophoras and native grasses will feature in the planting palette



Large trees such as figs are proposed for upper areas of the Headland Park

Response to Statement of Commitments



Sandstone is proposed for the intertidal zone



Rock pools will provide interest and habitat in the intertidal zone



Naturalistic rock platforms constructed from geometric forms

13.2 - Materials and planting

Headland Park

The steep west and south slopes will be planted with native species, which will quickly and naturally stabilize the slopes, while creating a succession planting of longer term species. It is intended to have an appearance similar to existing vegetated Sydney Harbour headlands.

Pioneer species like Acacia are intended to create an initially dense understorey with other shrubs and ground covers colonising thereafter. Species such as Angophora and Banksia will reinforce the Sydney sandstone headland character. The gentle slopes leading up from the north are intended to be planted in lawn, grasses and largely native tree species, similar in the look and feel of the Sydney

Response to Statement of Commitments



Civic scale trees form the *allée* along the foreshore



Civic scale trees form the *allée* along the foreshore



Trees in lawn provide passive recreation opportunities

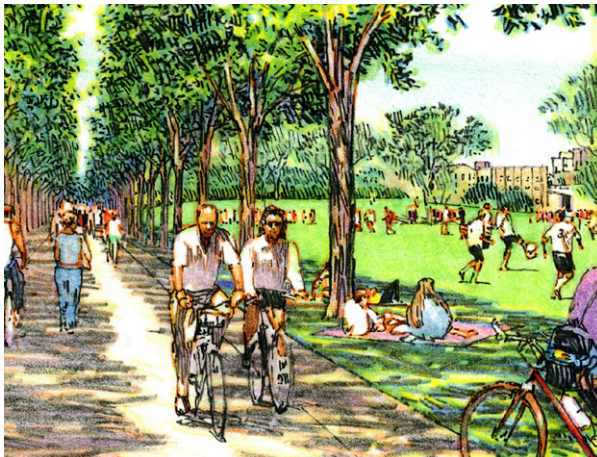
Response to Statement of Commitments



Buildings provide the backdrop to Stage 2 in a similar way to The Domain



Stage 2 includes The Green and informal sports fields similar to The Domain



Stage 2 is flanked by the *allée* with The Green and playing fields to the east

Botanic Gardens. Large figs, palms, Eucalyptus and Angophora groves are envisaged.

Barangaroo Central

The Central area will be predominantly civic scale trees in the *allée* with lawn and paving. The tree species will be determined as the design progresses but will need to be of suitable scale and longevity, and hardy to the aspect and microclimate.

Barangaroo South

The materials are described in the Barangaroo South Public Domain Sub-Plan for this area.

Response to Statement of Commitments



Pedestrian Path Hierarchy in Headland Park and Barangaroo Central. Refer to the Barangaroo South Public Domain Plan for Street Hierarchies in that area.

13.3 - Safe and convenient walking routes and facilities

The main walks are intended to be convenient for accessibility to all areas of the park, connecting the foreshore promenade to Merriman Street, Clyne and Munn Reserves. Good lighting will be provided for evening access on the main pathways. Minor pathways will provide access to more intimate places in the park.

The pedestrian path network will be further developed as the design progresses. The main pedestrian paths in Headland Park and Stage 2 are shown in the diagram opposite.

Toilet facilities will be provided. An underground parking structure for 300 cars, in combination with an underground cultural facility at the base of the Merriman cliff, will incorporate internal public lifts connecting the foreshore walk level to Merriman Street. Vehicular and service access will be through a tunnel from Towns Place at the north, with the main public address at the south facing the northern cove.

The hierarchy of streets and spaces of Barangaroo South has been described in the Barangaroo South Public Domain Sub-plan

Pedestrian Path Hierarchy (widths)

Headland Park

- Headland Foreshore Walk (2 x 5m) 10m
- Secondary Paths 3m

Stage 2

- Foreshore Promenade 12.5m
- Globe Walk 4m
- Secondary Paths 2m width

Response to Statement of Commitments

13.4 - Street furniture

Sydney street furniture standards will be assessed and integrated into the design of custom street furniture that will be complementary, yet unique, for the Barangaroo district.

13.5 - Design standards for the road network (dimensions, materials, drainage), kerb parking and loading spaces, crossings, cycling and taxi facilities, including bicycle parking facilities). All extensions to the existing road network within the Barangaroo site are to comply with the geometric requirements of the RTA road design guide

All appropriate Sydney & RTA design standards will be the basis of the design of roads, pathways, etc. Requirements for taxi drop off, crossings, loading etc. will be accommodated as the design progresses.



Street furniture details will be developed as the design progresses



Sustainable Drainage opportunities will be explored as the design progresses

13.6 -The mix of parking/loading/other kerb controls

The parking and kerb controls will be developed in collaboration with the Traffic Consultant in accordance with relevant processes and standards.

13.7 Design requirements/guidelines for integrated water management/water sensitive urban design consistent with the Integrated Water Management Plan referred to at Commitment 22.

Water Management and Water Sensitive Urban Design opportunities will be explored and developed as part of the ongoing design process.

13.8 - Design requirements and details relating to the recreational facilities as referred to at Commitment 18.

Recreational facilities will be incorporated as part of the ongoing design process with input from the BDA and City of Sydney.

13.9 - Requirements for a public parking structure of up to 300 car spaces in the Headland Park area.

A public car park accessed from the north at Towns Place providing approximately 300 spaces is proposed to be located under the headland park. The entry drive is open to the outside to provide daylighting and natural ventilation, eliminating the requirement for a ventilation stack within the Headland Park. This entry drive also provides access to the parkland maintenance depot and potential loading facility for the future cultural space.

The public carpark entry and lift service is located to provide universal access to all main pathway levels of the Headland Park; the Foreshore Walk, the connection to Munn Reserve and the top of the headland bluff lookout. It can be integrated with the future cultural space.

Response to Statement of Commitments

Commitment 14

The Public Domain Plan is to incorporate a Public Art Strategy.

A Public Art Strategy that supports the Public Domain Plan has been developed with Dr Peter Emmett. It provides the framework for this new Barangaroo waterfront cultural landscape, a new place of the 21st century to invent, plant and nurture new (hybrid) forms and culture.

Refer to the separate *Public Art Strategy* document.

Commitment 15

In addition to the general matters specified at Commitment 8, the Public Domain Plan is to address:

15.1 - The future ownership and maintenance of parks.

Barangaroo will be owned and maintained by the NSW Government.

15.2 - The feasibility, both conceptually and financially, of establishing the elevated Headland topography

The conceptual and economic feasibility of creating an elevated headland is subject to an ongoing current study.

The establishment of the Headland Park is a key component of the overall Barangaroo precinct development. Headland Park will reinstate the headland at the northern end of the Barangaroo site with a naturalised shape and form including a build up of height and a generous landscaped connection to physically link Clyne Reserve and Merriman Street and the new water inlet at Northern Cove and the reconfigured Moores Wharf inlet near Walsh Bay. Headland Park will provide direct pedestrian access from Argyle Place and will be part of the 'chain' of parks that complement the headland parks of Sydney Harbour such as Goat Island, Ballast Point and Balls Head.

Headland Park will be part of the city's public realm and the legacy of generous parkland offering of the Barangaroo project. It will deliver significant direct economic benefits through recreational benefits and enhanced amenity of surrounding areas.

Headland Park will also deliver wider economic benefits by:

- Adding to the cultural critical mass of Sydney and the desirability of the overall Barangaroo precinct
- Generating indirect and induced spending flows during the construction period and thereafter for Sydney
- Additional visitor monetary flows to the benefit of Sydney's economy.

Response to Statement of Commitments



Appendix 1

Extract from Statement of Commitments

Concept Plan Modification (MPO6_0162 MOD 3) with Commitments addressed highlighted

Subject	Commitments	Timing
	Council and / or the Minister for Planning if and as required, to collect contributions for the provision of infrastructure either through a cash contribution or works-in-kind or both.	
	9. Technical Working Groups are to be established to prepare the Implementation Plans. The membership of the Working Groups is to be determined by the proponent team and the Barangaroo Taskforce (under its terms of reference dated 26 November 2006) or equivalent body, and may include or consult with representatives from the Sydney Harbour Foreshore Authority, Department of Planning, City of Sydney Council, State Transit Authority, Sydney Ferries Corporation, Railcorp, Sydney Ports, NSW Maritime, Department of Housing, NSW Roads and Traffic Authority, Sydney Water and / or other infrastructure providers as is determined appropriate. 10. Terms of Reference for the Technical Working Groups are to be consistent with the requirements for preparation of the Implementation Plans specified elsewhere in this Statement of Commitments and are to be endorsed by the Barangaroo Taskforce or equivalent body. The Barangaroo Taskforce or equivalent body will report to the IPCC on relevant matters as recommended by the proponent team and Working Groups. The proponent will report to the Barangaroo Delivery Authority Board on recommendations from the Working Groups. 11. The Implementation Plans may be updated throughout the development of the project. Following endorsement, the Implementation Plans are to be made publicly available in a manner to be determined by the Barangaroo Taskforce or equivalent body.	To be submitted to the Barangaroo Taskforce or equivalent body prior to the lodgement of any relevant project application other than for demolition or early / site preparation work.
Public Domain Plan	12. The Public Domain Plan/Plans referred to at Commitment 7 is to include the following as generally described in the Concept Plan: ▪ An introductory explanation for the types, hierarchy, interrelationships of spaces, and the appropriateness of these spaces to the end users of the public domain. ▪ A new Headland Park. ▪ Waterfront parks and squares. ▪ A foreshore promenade. ▪ An informal sports playfield. ▪ A north-south pedestrian promenade street. ▪ An internal street system that 1) defines development blocks, 2) provides for the easy flow of people and vehicles, 3) acts as a comfortable stage for activity and human interaction, 4) creates a distinctive address for each new development building, and 5) creates a connection between Hickson Road and the harbour edge. ▪ On-street bicycle lanes to create a route utilising Napoleon Street, the Napoleon Street extension, and the proposed Globe Street. ▪ An off-street cycle route within the Headland Park to link between proposed Globe Street and Hickson Road (north). ▪ Shared use of the pedestrian promenade street by bicycles. 12A. Within the framework of the Public Domain Plan, a Headland Park Sub-Plan (HP Sub Plan) will be prepared for the Headland Park. The will address the following:	To be submitted to the Barangaroo Taskforce or equivalent body prior to the lodgement of any relevant project application other than for demolition or early / site preparation work and remediation. To be prepared as part of future Project Application for the Headland Park

Subject	Commitments	Timing
	▪ all planning, accessibility and design issues related to the connectivity of the Headland Park to its surrounding environment; ▪ incorporate traffic and transport planning, event management and recreational capacity ▪ proposals and options to increase cultural experiences at the Headland Park ▪ measures to provide for diverse activation of the parklands while being sensitive to local community needs ▪ Crime Prevention Through Environmental Design (CPTED) safety strategies ▪ heritage conservation and adaptive reuse as part of the urban and landscape design, including management and interpretation (refer also SoC No. 60) ▪ Sustainability program for the Headland Park at design, construction and operations stages 12B. To inform the preparation of the HP Sub Plan for the Headland Park a Recreational Plan will be prepared which will consider the following: ▪ the desires of the general and local communities ▪ transport needs and connections ▪ activation of the parkland spaces ▪ cultural and recreational needs ▪ the park location and space capacity constraints including the relationship to the increasing population of the city and Barangaroo ▪ universal access ▪ operation times, events and management 13. The Public Domain Plan/Plans is to provide design details with respect to the following: ▪ Indicative levels in the parks, edge conditions of parks and pedestrian connections through parks. ▪ Materials and planting. ▪ Safe and convenient walking routes and facilities. ▪ Street furniture. ▪ Design standards for the road network (dimensions, materials, drainage), kerb parking and loading spaces, crossings, cycling and taxi facilities, including bicycle parking facilities). All extensions to the existing road network within the Barangaroo site are to comply with the geometric requirements of the RTA road design guide. ▪ The mix of parking/loading/other kerb controls. ▪ Design requirements/guidelines for integrated water management/water sensitive urban design consistent with the Integrated Water Management Plan referred to at Commitment 22. ▪ Design requirements and details relating to the recreational facilities as referred to at Commitment 18. ▪ Requirements for a public parking structure of up to 300 car spaces in the Headland Park area. 14. The Public Domain Plan is to incorporate a Public Art Strategy. 15. In addition to the general matters specified at Commitment 8, the Public Domain Plan is to address: ▪ The future ownership and maintenance of parks.	To be prepared as part of future Project Application for the Headland Park

Subject	Commitments	Timing
	The feasibility, both conceptually and financially, of establishing the elevated Headland topography.	
The Transport Management and Access Plan.	16. The Transport Management & Access Plan (TMAP) referred to at Commitment 7 is to be prepared following: - An assessment of the area wide traffic impacts of the development on the Sydney CBD road network using the RTA's PARAMICS traffic model (including the effects of changes to the bus service network). - The preparation of the TMAP or equivalent to investigate the following: (a) a cohesive street network connecting land use components and local roads within and to CBD streets and regional roads; (b) the method by which traffic estimation figures are generated; (c) identification of public transport service opportunities and constraints with a view to encouraging a high level of travel by public transport, walking and cycling; (d) likely traffic impacts on local and regional intersections – including the key junctions for buses on Clarence at Market Street, York at Market Street, and Napoleon at Margaret Street; (e) identification of local and regional infrastructure improvements; (f) the timing of traffic and public transport infrastructure improvements so they are in line with the staged development of the Barangaroo site. The PARAMICS model is to be used in an iterative manner during the preparation of a TMAP or equivalent to test: (a) impact on traffic operation of changes to pedestrian movements and volume configurations; (b) different bus access strategies; and (c) variations in traffic generation estimates (depending on the relative attractiveness of pedestrian, rail, and bus access). The outcomes of the area wide traffic impact modeling are to form part of the consideration of the physical road transport infrastructure to be addressed in the preparation of the TMAP. 17. The Transport Management & Access Plan is to consider and address the following matters: - Design and construction of a traffic signal controlled intersection at Sussex Street / Napoleon Street, to facilitate the main point of vehicular entry into the development site intersection (to RTA requirements). - The feasibility of future specialist transport services to the site (including light rail, boutique tourist bus services, river metro route) and the need to protect possible future alignments for these services. This is to include a possible future light rail system with appropriate reservation of road space on Hickson Road. - Off-site improvements that will facilitate pedestrian and cycle access between the site, Wynyard Railway Station, Millers Point, the Rocks, Circular Quay and Dawes Point. This is to include	To be submitted to the Barangaroo Taskforce or equivalent body prior to the lodgement of any relevant project application other than for demolition or early / site preparation work and remediation.