



# Harbourside

## Public Domain and Urban Design Guidelines

Mirvac

**fjmt studio** architecture interiors urban landscape

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**fjmt**

|               |  |  |                                |
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# 1.0 Overview and Scope

## 1.1 Purpose

A Stage 1 Development Application is being made for the redevelopment of Harbourside. The DA shall seek approval for land use and a building envelope. The detailed design shall follow in future and separate development applications.

A clear set of Design Guidelines has been established to guide the future development of the Harbourside site. This criteria will ensure that there is a clear and legible framework within which the project can be delivered.

This document sets out the Design Guidelines that have been developed to guide each of the key elements of the future development, including:

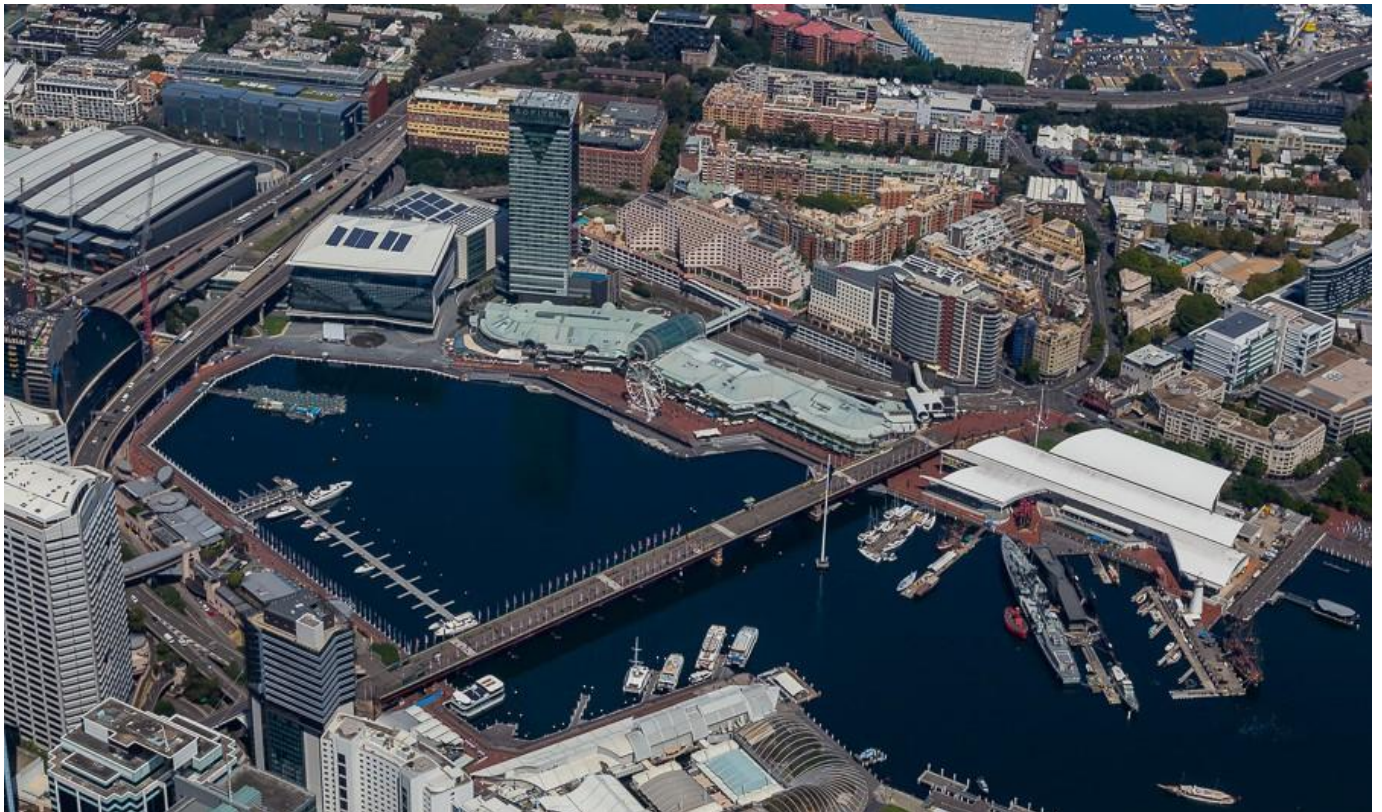
- Urban Structure
- Form and Massing
- Public Realm
- Streetscape & Landscape
- Residential Amenity and Planning
- Carparking
- Sustainability

The intention of the design guidelines is to guide the future development and to provide flexibility for the design of the future building and spaces within the parameters of a clearly structured framework.

The Design Guidelines are intended to be used as a tool to achieve design excellence and a built form and public domain that is appropriate within the context of the existing Darling Harbour. Future development applications should aim to demonstrate consistency with these guidelines.

It is not intended these guidelines become a set of prescriptive design controls for any future development. This has specifically been avoided to allow for design innovation, creativity and alternate design solutions.

The design guidelines cover a range of urban design elements that are considered to be appropriate to facilitate the overall success of the Harbourside development.



Aerial photograph of site

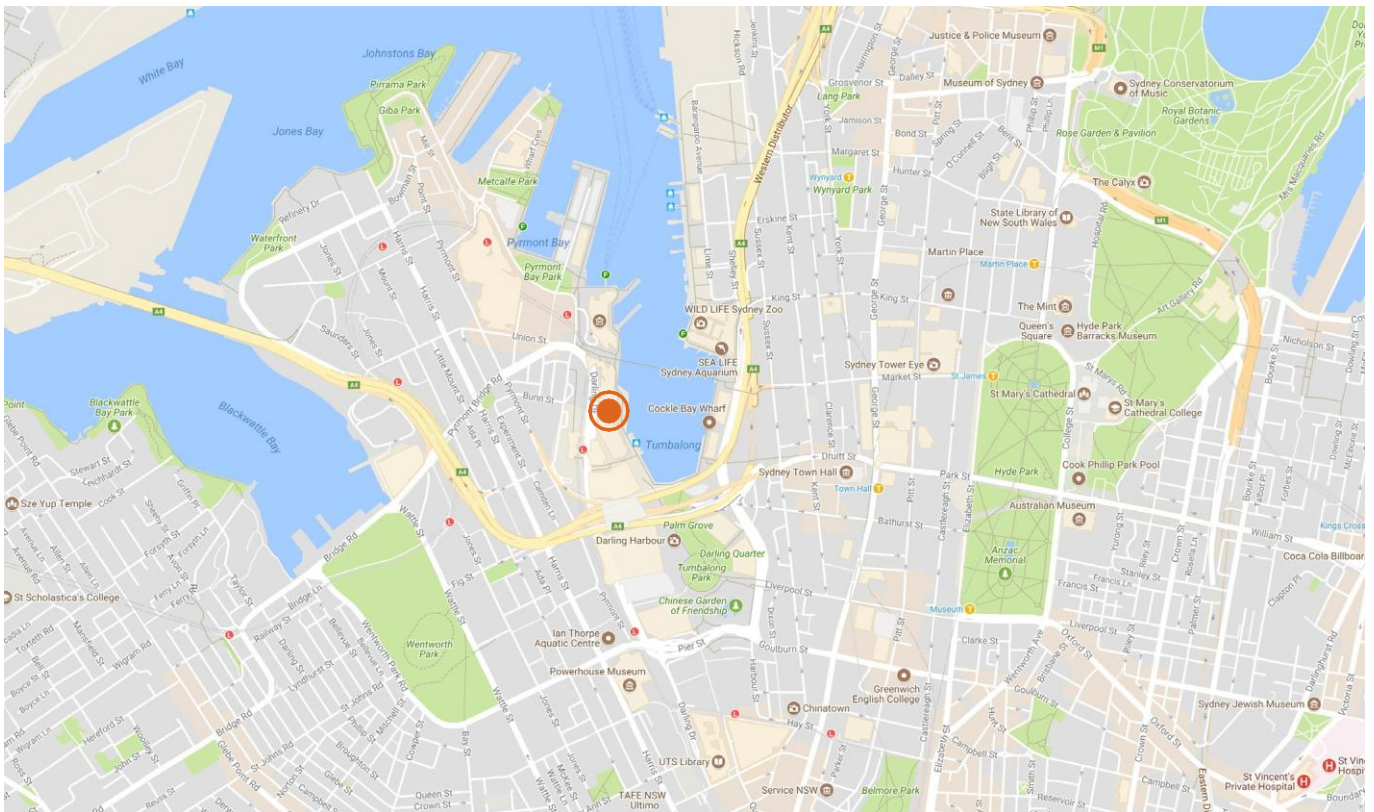
## 1.2 Site

Harbourside is located in Darling Harbour, Sydney NSW.

Darling Harbour is a 60 hectare waterfront precinct on the south western edge of the Sydney Central Business District, and to the east of the Pyrmont Peninsula.

The Precinct accommodates a range of uses including recreation, tourism, entertainment, commercial, and residential.

The site is bound by Pyrmont Bridge to the north, the Sydney International Convention, Exhibition and Entertainment Centre Precinct (SICEEP) to the south, Darling Drive and the alignment of the Light Rail to the west and Cockle Bay to the east.



Location Plan

## 1.3 Project Vision

The urban design of the Harbourside development must achieve the project vision to:

- Deliver a world class mixed use precinct that incorporates significant public domain.
- Reaffirm Darling Harbour as Australia's premier gathering place by creating an exciting, connected, active and vibrant precinct that brings delight to visitors and Sydney siders alike.

The following principles support realisation of the Project Vision

- Place-making – integrate the built forms, landscaping and public realm to a holistic and integrated development offering
- Permeability – serve as an attraction to visitors and tourists
- Identity – create a development that is world class
- Flexibility and adaptability – provide public domain spaces that are flexible for curation and activation opportunities
- Connectivity – provide clear and generous public connections
- Linkage – provide a mixed use offering that complements the surrounding precinct and context



Sydney's Cultural Ribbon



Cockle Bay viewed from north west

## 1.4 Context and Design Excellence

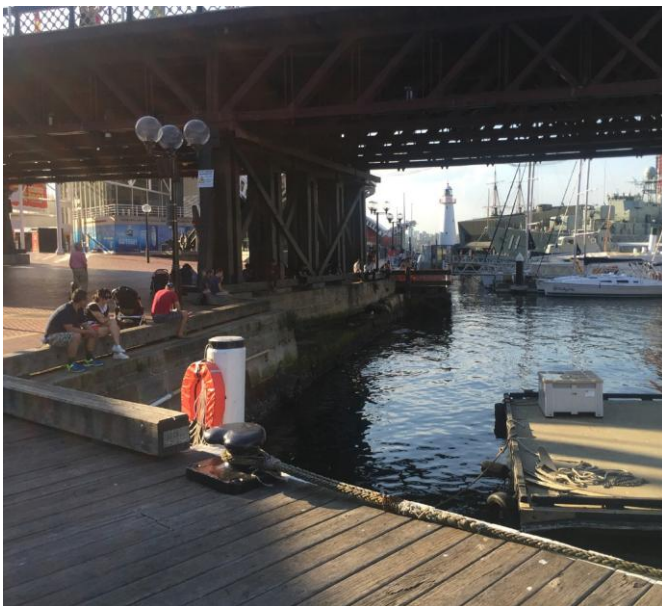
The design shall:

- Integrate with the surrounding context by providing a mix of uses to compliment the surrounding uses and reinforce the role of Darling Harbour as a major public entertainment, tourism and leisure precinct
- Use appropriate building height, alignment, form, massing
- Respect the heritage significance of the Pyrmont Bridge
- Promote view sharing
- Provide a new landmark at Darling Harbour, and enriching the ground plane and skyline
- Engage with people at the ground plane
- Create strong public pedestrian connections
- Provide public domain spaces that can accommodate activation through temporary events and programme activities
- Protect solar access to Darling Harbour foreshore public domain

## 1.5 Public Realm and Placemaking

Create a place for people that:

- Provide an activated space that functions during day and night time economies
- Provide public domain spaces that can accommodate activation through temporary events and programme activities
- Provide mixed uses that allow for a variety of retail visitors, commercial tenants and residents



Public Domain under Pyrmont Bridge



Harbourside Waterfront in 'event mode'

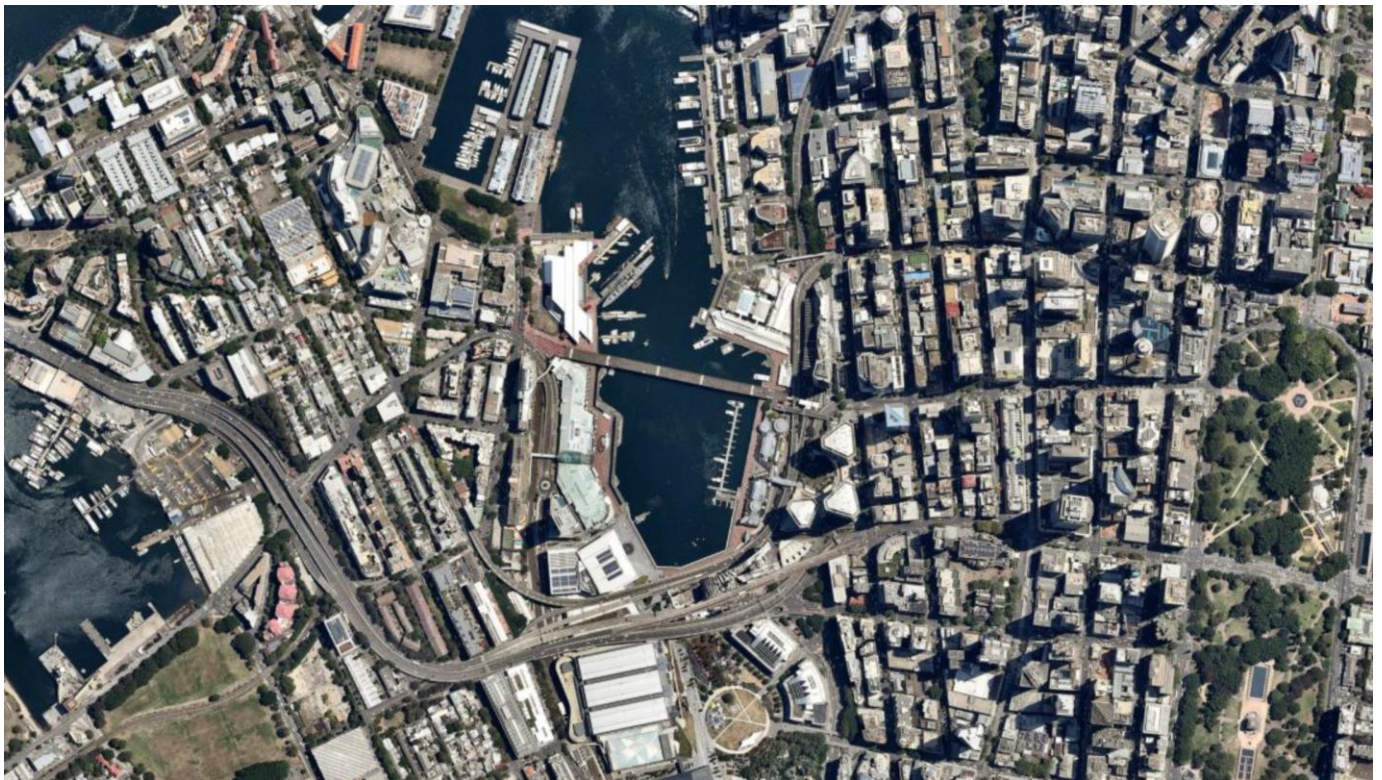
## 2.0 Urban Structure

The design must create an identifiable development with strong connections and interface with its immediate surrounds and wider precinct, including Pyrmont, The Bays Precinct and the CBD.

An important objective is to improve the site's connectivity in accordance with the City of Sydney's 'Cultural Ribbon' initiative.

Moreover, the redevelopment shall serve to complete the transformation of Darling Harbour and improve connections to the wider precinct, including:

- from the waterfront to Bunn Street, via a new porous and accessible Harbourside.
- from the waterfront to the city via an improved and generous access to Pyrmont Bridge.
- via improved access to the Pyrmont Bridge approach, and Pyrmont beyond via a new porous and accessible Harbourside.



Aerial photograph of site

## 2.1 Appreciating the Context

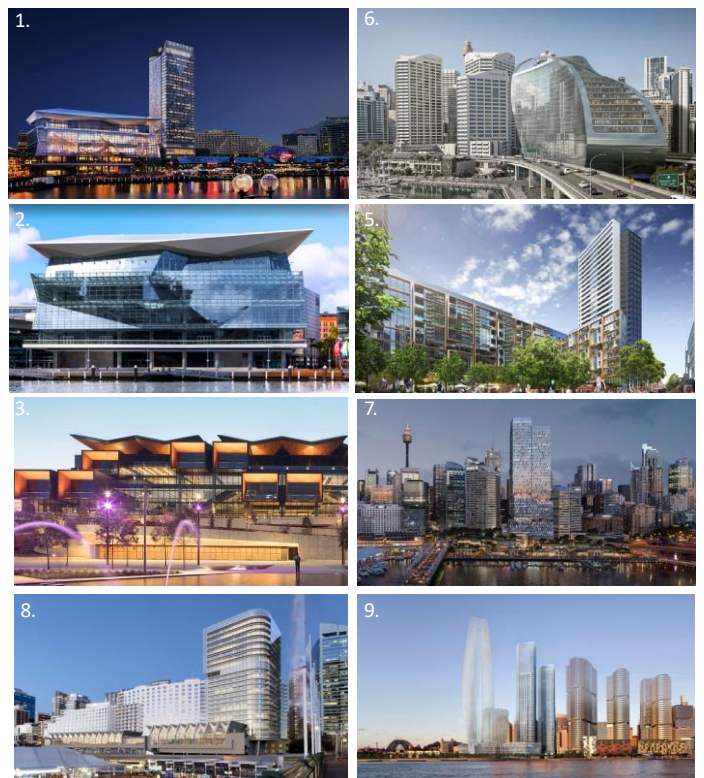
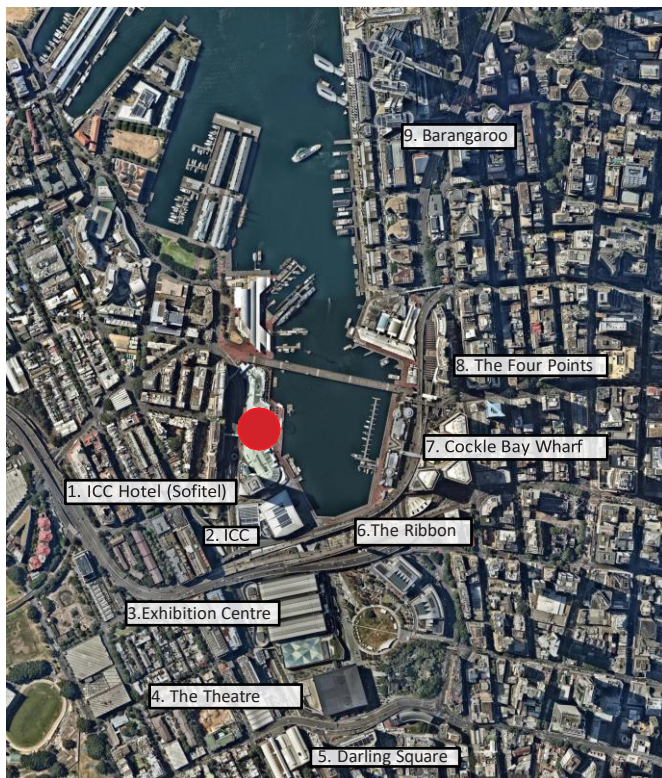
### Objective

- Integrate with the surrounding Darling Harbour context
- Respect the site heritage
- Create a place that protects, conserves and interprets Sydney's natural and cultural heritage
- Appreciate and respond to the unique waterfront location
- Acknowledge that traditional owners were the Cadigal, who are part of the Dharug Nation or language group

### Control

Provide:

- A mix of uses that support the surrounding uses and reinforce the role of Darling Harbour as a major public entertainment, tourism and leisure precinct.
- Provide architecture commensurate with the revitalised transformation of Darling Harbour
- A safe pedestrian friendly environment that tap into the existing surrounding road and pedestrian and cycle pathways



Current and proposed development adjacent to precinct

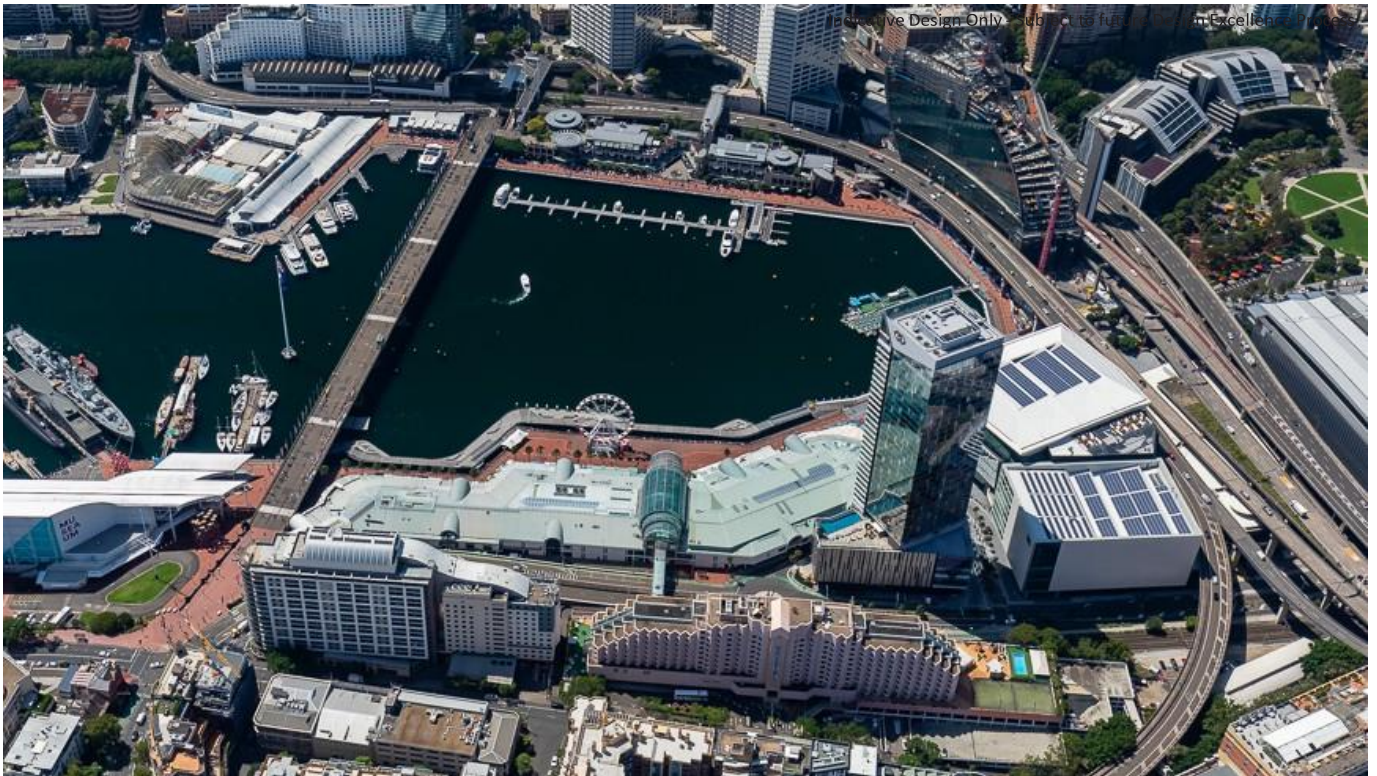
## 2.2 Connections

### Objective

- Provide connections to the immediate surrounding development and wider precincts including Pyrmont, the Bays Precinct and the CBD
- Take account of previous movement assessments that have been undertaken
- Connect with the existing networks
- Encourage connections across multiple levels

### Control

- Maintain the pedestrian dominance of Darling Harbour
- A widened promenade along the waterfront
- A widened set of stairs adjacent to the Pyrmont bridge
- An environment that provides east / west connections that link Darling Harbour to Pyrmont, including a new pedestrian bridge from Bunn Street Pyrmont
- Provide an environment with clear separation between Front of House areas from Back of House areas
- Provide a public connection and a direct link from the Bunn Street bridge to the waterfront promenade
- Provide equitable access provisions for changes in levels



Aerial photograph of site

## 2.3 Transport

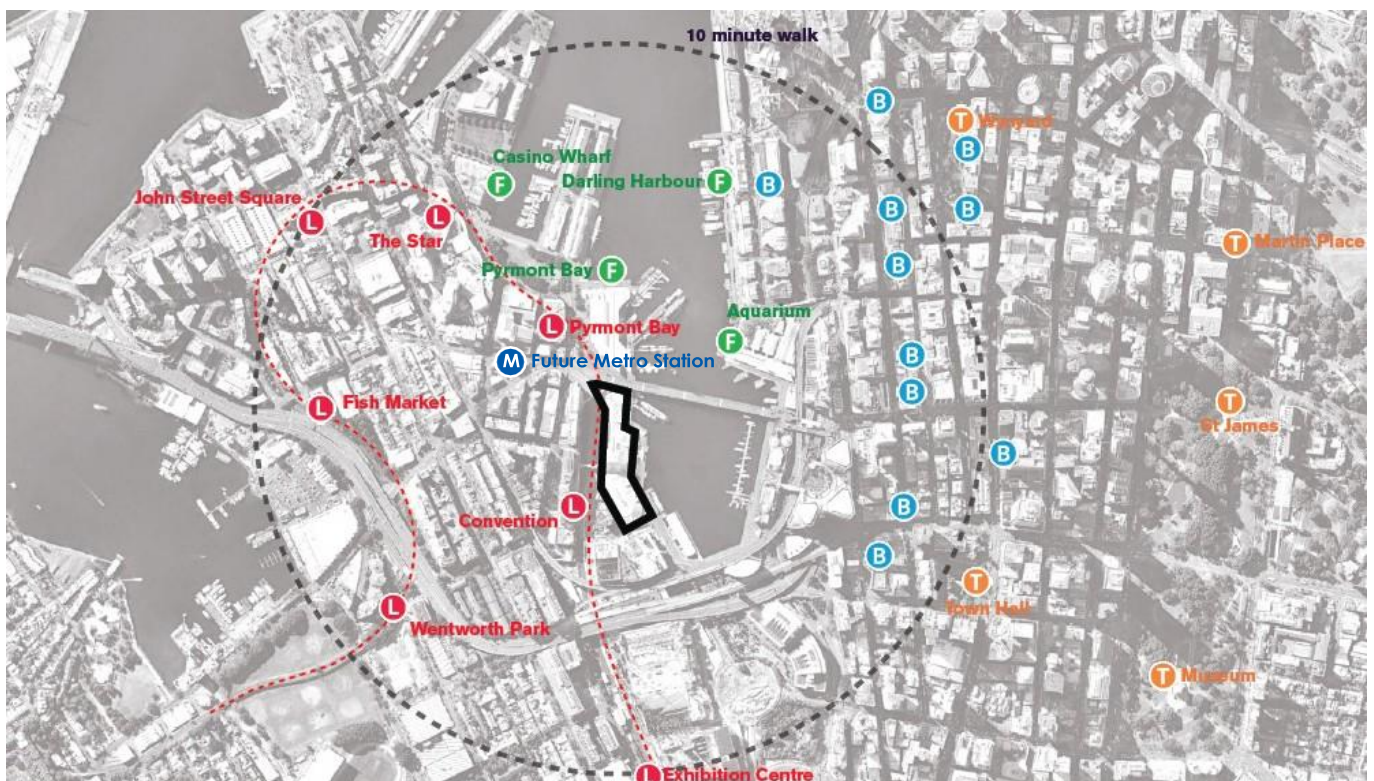
### Objective

- Provide quick and easy access to a range of public transport

### Control

Provide connections and easy access to:

- Harbourside light rail station
- Buses in Pyrmont
- Future Pyrmont metro station
- Ferries in Darling Harbour (proposed new ferry wharf at Cockle Bay Wharf)
- Nearby cycle ways and walking paths
- Provide wayfinding to direct and encourage public transport usage



Local transport nodes

# 3.0 Form and Massing

## 3.1 Overview

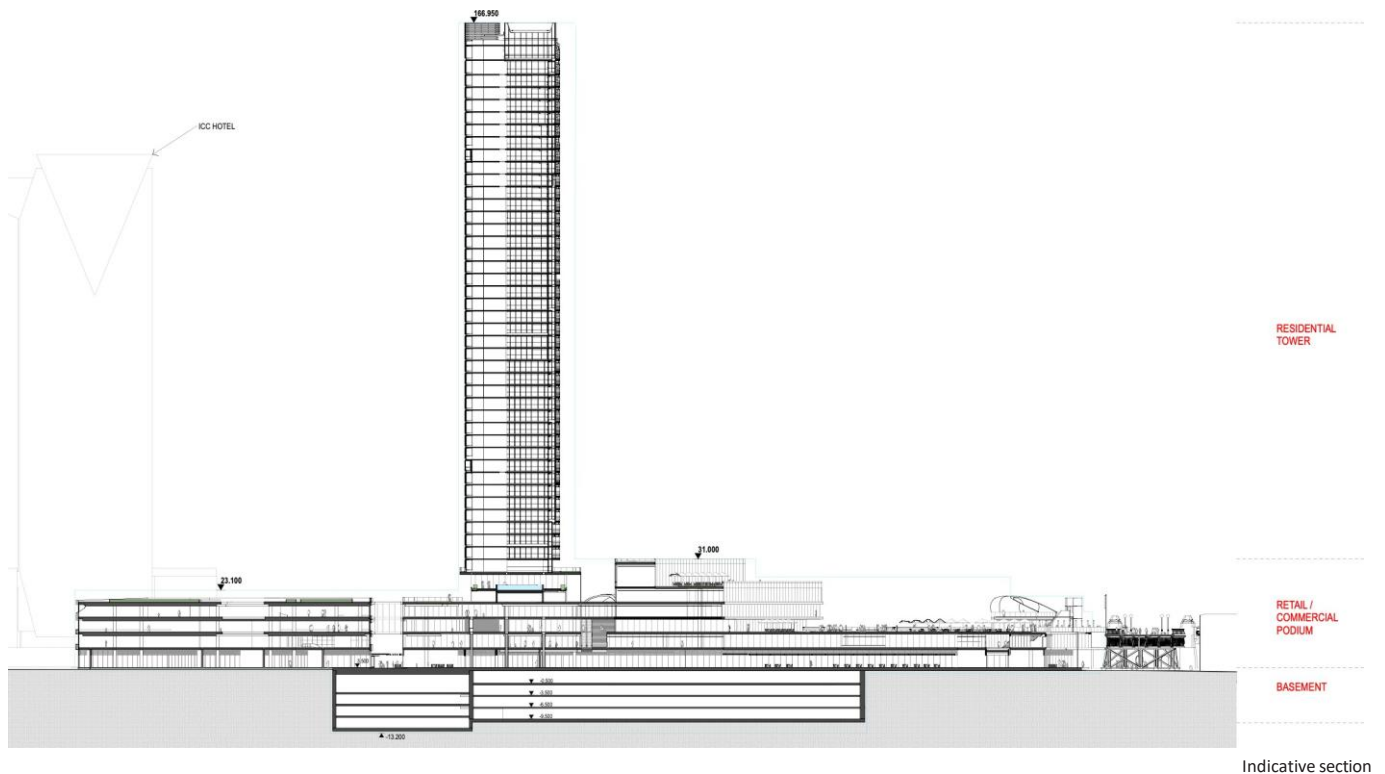
### Objective

- Appropriate sized tower
- Interface between the podium and the tower
- Provide appropriate setbacks from surrounding buildings, Pyrmont bridge and the waterfront
- Provide variety in the shape of the built form
- The tower should not appear to be unrelated to the retail podium
- An architecture and materiality that draws from the heritage of Pyrmont

### Control

Provide:

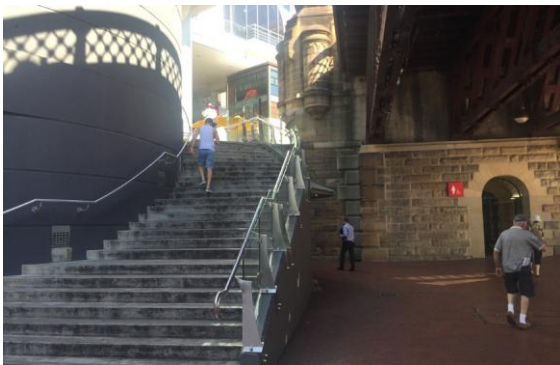
- Future built form shall only be contained within the approved Stage 1 DA envelope as shown below
- The tower should be appropriately distanced from the ICC Hotel
- Consideration shall be given to the integration between the retail/commercial podium and the residential tower to ensure a seamless transition
- The Gross floor area (GFA) shall not exceed that approved in the Stage 1 DA
- Consideration shall be given to achieving variety in the shape of the built form by implementing articulations and fenestrations
- The retail shall provide a variety of enclosed and unenclosed spaces



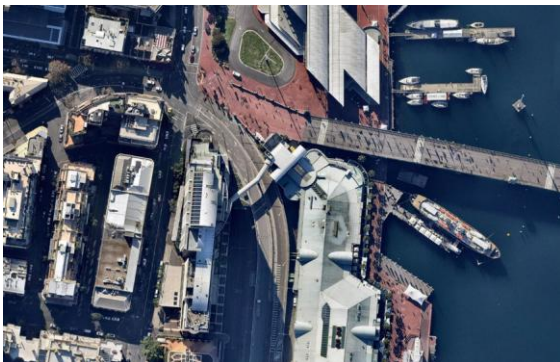




Existing Pyrmont Bridge



Existing interface with Pyrmont Bridge



Existing interface with Pyrmont Bridge - view from above



Pyrmont Bridge 1907

### 3.3 Tower Form and Design

#### Objective

- Achieve iconic architecture
- Support a highly articulated building
- Reduce visual bulk and scale
- Maximise views

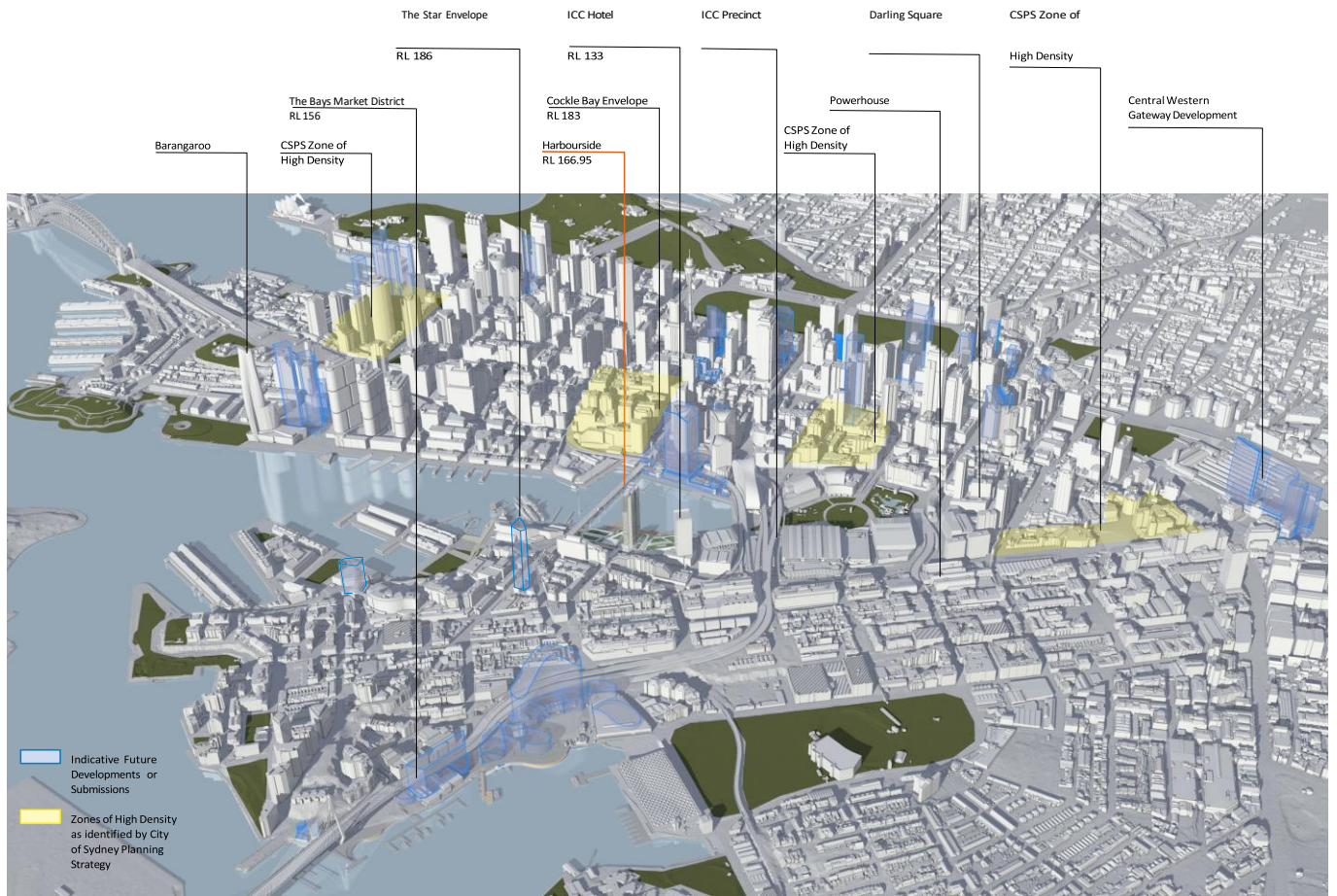
#### Control

- Development shall demonstrate consistency with the following built form controls:

| Built Form Control  | Maximum Control |
|---|-----------------|
| Maximum volumetric tower envelope utilisation <sup>^</sup>      | 80%             |
| Maximum volumetric podium envelope 80% utilisation <sup>^</sup> | 80%             |

<sup>^</sup>the maximum volumetric tower envelope utilised relates to that overall proportion of the approved tower envelope utilised by the Gross Building Area of the detailed design.

- The design of the podium and tower shall:
  - provide an architectural solution that achieves design excellence and elevates the quality of built form and urban design within the immediate and broader precinct
  - Adopt measures in particular for the podium design that articulate its northern, eastern and southern elevations, reduce its visual bulk and minimise view impacts on surrounding private development and the public domain.
  - Ensure that maximising of gross floor area within the envelope is balanced with the imperative to develop and realise a building form that is proportionally elegant and incorporates highly considered façade articulation and modulation, and through design, contributes positively to the cultural and physical amenity of the public domain.
  - The size of the tower floor plate above podium level shall not exceed 1,000m<sup>2</sup> Gross Floor Area.



Exiting and Proposed Darling Harbour tower heights



Indicative Design Only - Subject to future Design Excellence Process

Public realm activation

# 4.0 Public Realm

## 4.1 Thriving Public Realm

### Objective

- Make places not spaces
- Provide an attraction for visitors
- Create clear and unobstructed pedestrian connections
- Link the development to its surrounding context
  - Provide diversity and flexibility to support a broad programme of events and activities
  - Give consideration to both 'event mode' and '24 hour day to day' mode
- Integrate art within built and landscape forms
- Build in versatility and flexibility

### Control

The following established planning controls and strategies shall apply:

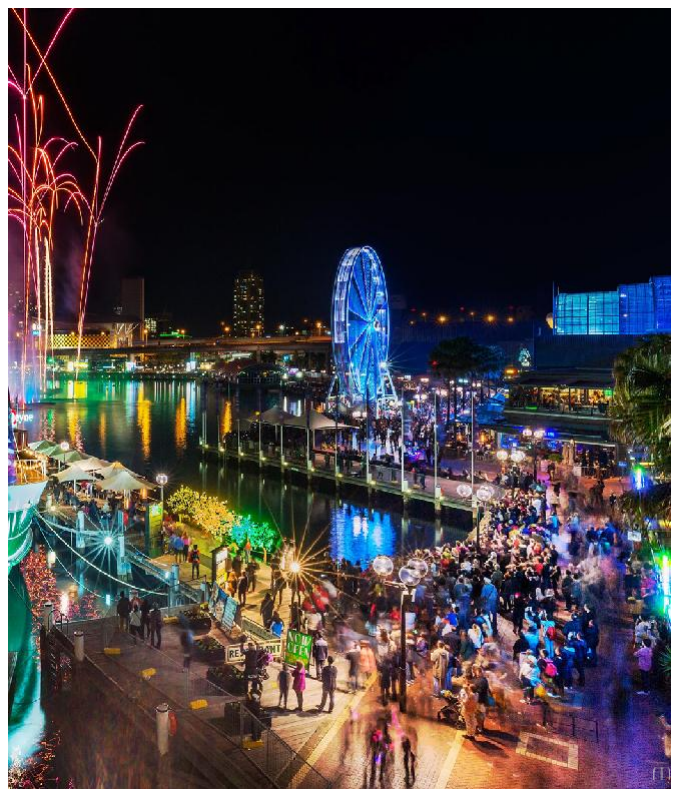
- Sustainable Sydney 2030
- Sydney Streets Design Code and Sydney Street Technical Specification
- SHFA'S Darling Harbour Public Domain Manual 2015
- NSW Planning Guidelines for Walking & Cycling
- No reduction in the existing area of public realm
  - Public Domain concepts documented in the Aspect Studios Stage 1 SSDA report.



Existing Public Realm under Pyrmont Bridge



Public Realm opportunities



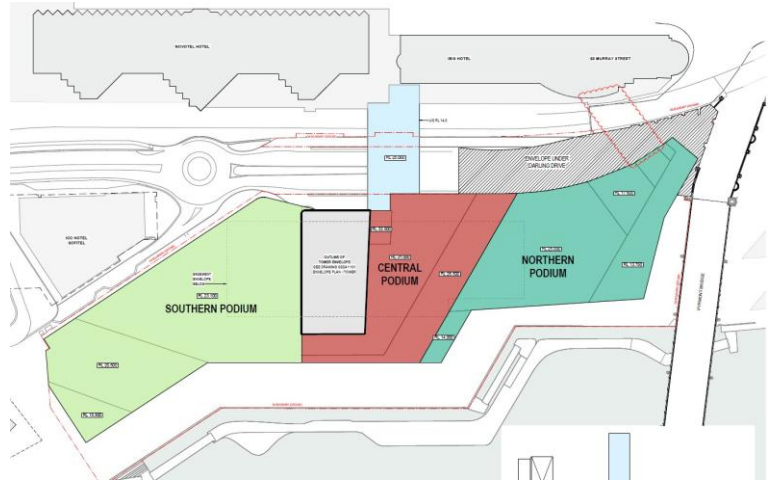
Harbourside Waterfront in 'event mode'

Mirvac to commit and fund a minimum area of 10,200m<sup>2</sup> of public domain works in kind, including:

- 4,800m<sup>2</sup> of Waterfront Boulevard
- 3,500m<sup>2</sup> above the Northern Podium
- Event steps (or equivalent onsite public domain gathering and events area adjacent to the foreshore)
- Central through site link
- Bunn St pedestrian bridge
- Ribbon Stairs or equivalent connection from the foreshore at the northern end of the site linking the foreshore to the Pyrmont Bridge approach
- Relocation of the Pyrmont Bridge Rectifier Room
- Refurbishment and upgrade of the Pyrmont Bridge public amenities
- New lift providing accessible public access from Waterfront Garden to Waterfront Promenade.

The Competition Design Brief to inform the design excellence process will specify all participating firms are required to incorporate a minimum of 10,200 m<sup>2</sup> within their respective schemes including the specified areas for the waterfront boulevard and open space above the Northern Podium and through site links

How these concepts are incorporated within the design schemes be subject to detailed design and future Stage 2 DA.



Podium plan as attached to approval

## 4.2 Activation

### Objective

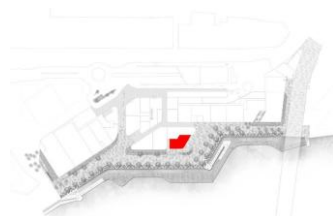
- Provide dynamic and adaptable spaces

### Control

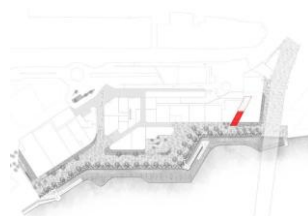
- Ensure there are rich day and night experiences
- Allow for a diverse range of events and overlays
- Provide large gathering spaces and intimate areas for diversity
  - Balance the event spaces with recreational spaces and circulation spaces
  - Examples of temporary uses are shown to the right. Subject to co-ordination and approvals with the relevant authorities
  - Ensure high-quality activation along the western edge including new dropoffs for Commercial, Retail, and Residential components along existing Darling Drive
- Spaces are to be designed for 24/7 access



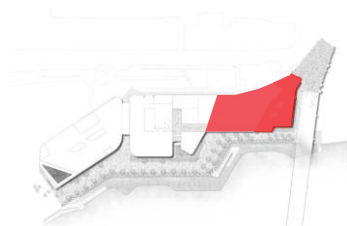
1. The Boulevard (Ground Floor).  
24/7 access.



The Events Steps (Ground Floor).  
24/7 access.



2. Ribbon Stairs (Ground Floor, L1, L2).  
24/7 access.

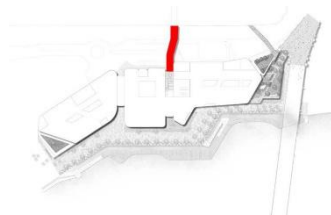


4. Northern Podium  
24/7 access.



5. Pyrmont Bridge - New Paving (Level 2).  
24/7 access.

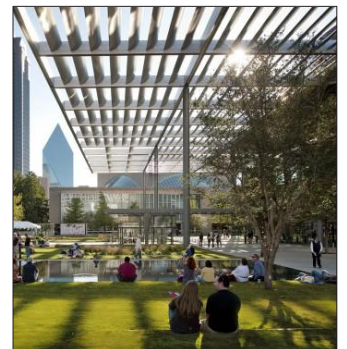
2. 32 Harbourside | SSDA



6. New Bunn Street Pedestrian Bridge.  
24/7 access.



7. Central through site link.  
24/7 access.



Key opportunities for activation

examples of activation

### 4.3 Safety and Security

#### Objective

- Provide safe and secure spaces for the public

#### Control

- Build in safety
- Focus on natural surveillance
- Follow secure by design principles
- CCTV

### 4.4 Accessibility

#### Objective

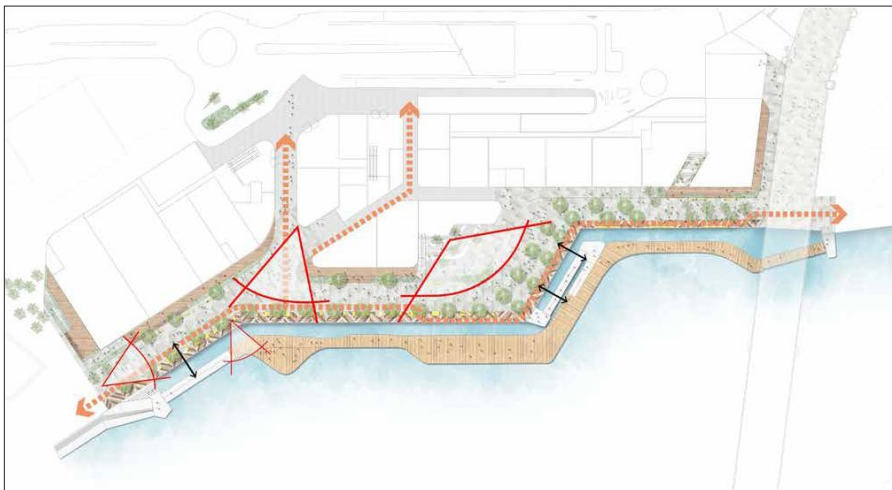
- Provide access for all including able bodied and disabled

#### Control

- AS1428 Disability Discrimination Act
- Equitable access for change in levels



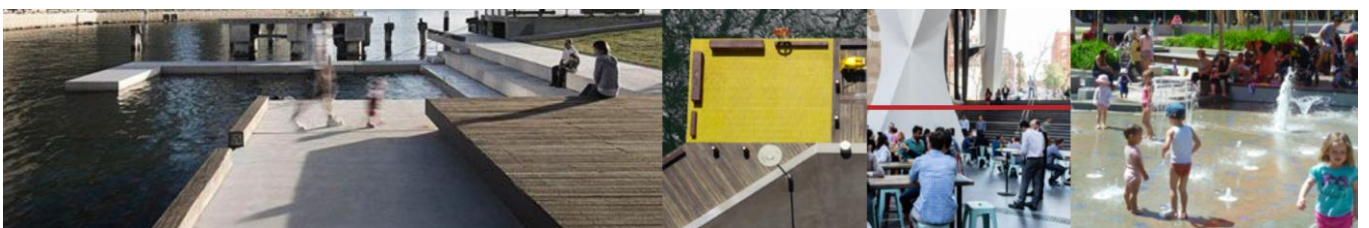
examples of temporary use



Illustrative Scheme - Overlooking of Public Domain and Waterfront



Harbourside Waterfront in 'event mode'



Public Domain opportunities

## 4.5 Landscaping

### Objective

- Create inviting spaces
  - Create precinct feeling, such that visitors feel a sense of arrival and departure
  - Create a distinctive place that retains its character when activity is absent
- Aid biodiversity

### Control

- Use native plants where possible
- Implement sustainable landscaping practices
- Provide areas of shade and areas with access to sun
- Provide a variety of open space types

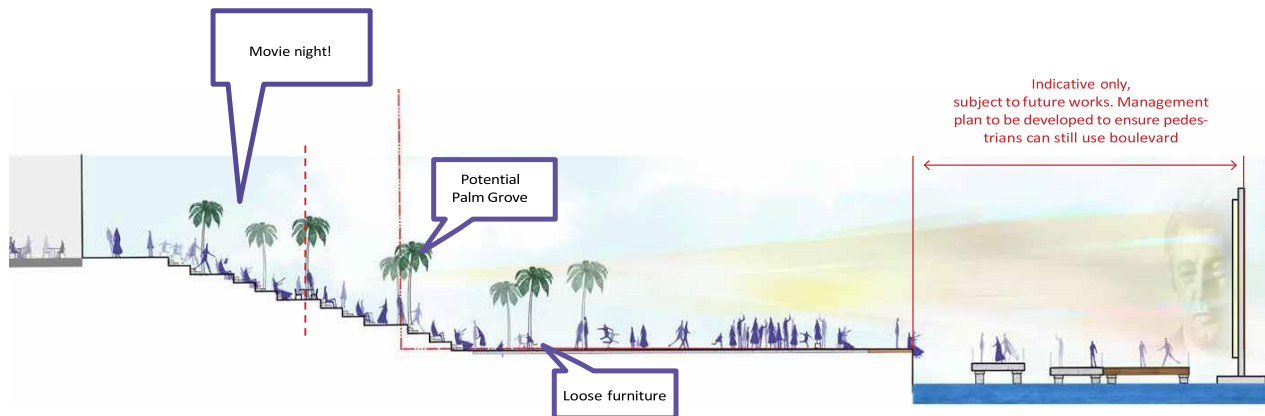
## 4.6 Wayfinding

### Objective

- Facilitate easy navigation
- Use urban markers through both built form and landscape elements
- Avoid visual clutter
  - Provide wayfinding that is appropriately coordinated with other wayfinding in the precinct (e.g. ICC, Sofitel etc.)

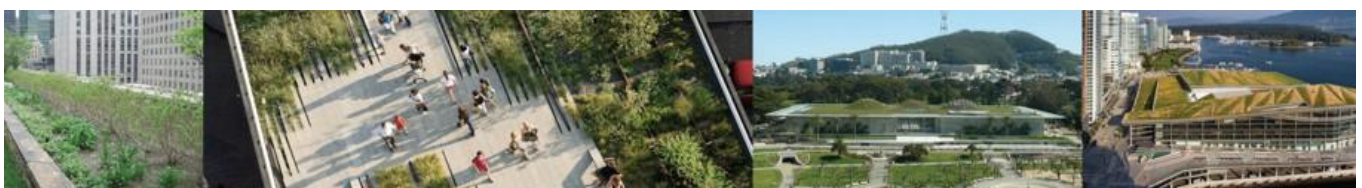
### Control

- Signage
- Clear access paths and pedestrian routes
- Material treatment



- 1\_ Palm grove with seating
- 2\_ Stair seating
- 3\_ Seating terraces
- 4\_ Sporting event activating the harbour
- 5\_ Temporary outdoor cinema event

Illustrative section through proposal with examples of waterfront activation



## 4.7 Street Furniture, Art and Lighting

### Objective

- Provide access for all including able bodied and disabled

### Control

- AS1428 Disability Discrimination Act
  - Provide a consistent palette of quality street furniture both within the Harbourside development, and with consideration of existing adjacent developments
- Provide a variety of seating types and locations
  - Final street furniture, art, and lighting subject to detailed design and agreement between the proponent and Place Management NSW

## 4.8 Waterfront Edge Treatment

### Objective

- To ensure appropriate safety/barriers measures are in place to minimise risk of falling whilst ensuring a high quality design response

### Control

- Lighting, timber elements that can double as seating and a barrier



Public Art examples



Public Domain seating strategy



Water Edge Treatment



Public Domain seating examples  
Mirvac Harbourside

# 5.0 Materials

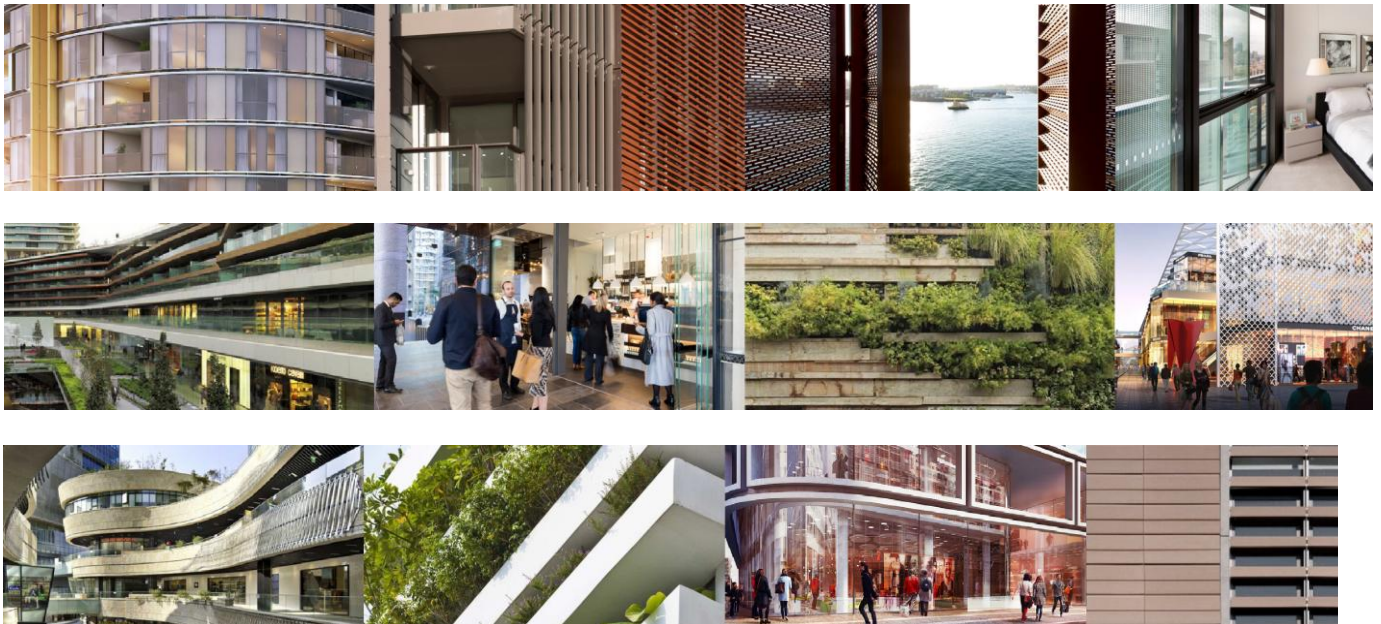
## 4.9 Material selections

### Objective

- Quality, long lasting and low maintenance materials should be selected to maintain a quality appearance
- Utilise a variation of materials, application and texture to achieve richness in architecture
- Where possible, utilise materials that are sustainable
- Adopt integrated landscaping elements
  - Provide a design that has richness and texture when viewed from afar and close
  - Respond to the existing material palette of Pyrmont giving consideration to heritage and contemporary
- Respond to the weathered landscape and waterfront

### Control

- Longevity, durability and flexibility shall be considered in the choice of materials
- Provide generous feelings of light and air throughout the development
- Use materials that connect the building to its surrounds
- Provide diversity in the elevations through articulation of the facade
- Ensure material diversity between tower and podium



# 6.0 Residential Amenity And Planning

## 6.1 Residential Amenity and Planning

### Objective

- Tower is to be slender in form
- Building floorplates should maximise daylight and sunlight into dwellings
- Capitalise on the views
- Maintain generous private amenity to all dwellings in the development
- Provide appropriate acoustic treatment and separation from the retail / other uses
- Provide sufficient storage
- Provide a clear and definable street address
- Residential facades to allow for appropriate shading and privacy

### Control

- The maximum building height, and volume is controlled by the envelope approved in the Stage 1 SSDA
- Consider SEPP 65 – Apartment Design Guidelines
- Provide an appropriate mix of apartment sizes
- Incorporate screening where appropriate to address solar or privacy impacts
- Incorporating appropriate glazing to assist with limiting reflectivity
- Acknowledge the orientation of the site
- Consider the need to balance acoustic privacy and natural ventilation



# 7.0 Carparking

## 7.1 Carparking

### Objective

- Respect in ground archaeology, existing infrastructure, potentially contaminated land
- Consider overland flood risk
- Provide a quick and direct access into the basement
- Provide safe and secure parking
- Consider graphics to assist wayfinding

### Control

- Carparking on site to be provided for residential use only
- The loading dock is to be clearly separated from the carpark for safety
- Adequate minimum clearances are to be provided
- Car parking rates to be in accordance with /City of Sydney LEP 2012 'Category B'



# 8.0 Sustainability

## 8.1 Sustainability

### Objective

- Limit the development impact on the environment
- Maximise daylight and reduce the need for artificial lighting
- Prioritise Precinct wide solutions

### Control

- Development is to be designed to achieve the following ESD targets:
  - 5-Star Green Star Design & As Built v1.3 for retail;
  - 6-Star Green Star Design & As Built v1.3 for commercial;
  - 5 -Star Green Star Design & As Built v1.3 for the residential tower;
  - 5.5-Star NABERS Energy for Offices;
  - 3.5-Star NABERS Water for Offices; and
  - 20% water reduction per sqm for retail.
- Development is to explore and implement measures to strive to achieve the following stretch ESD standards:
  - 6-Star Green Star Design & As Built v1.3 for retail
  - 6-Star Green Star Design & As Built v1.3 for the residential tower





hotel ibis  
Grand  
Mercure

TAXI

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