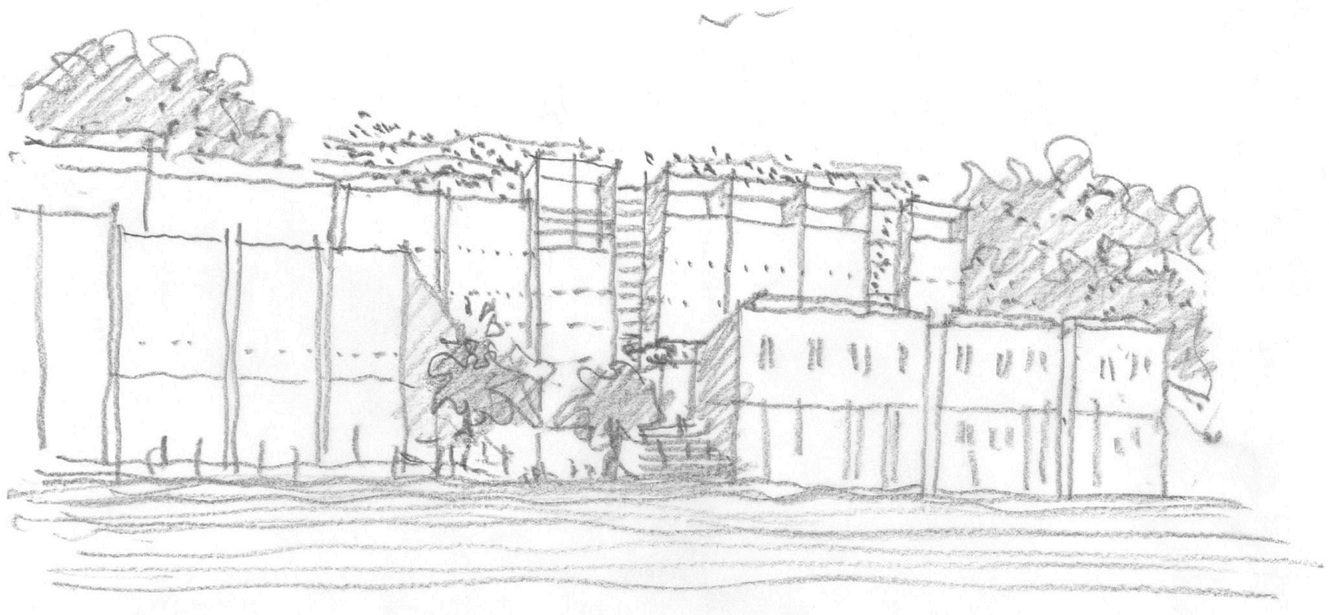


Architectural Design Report / 35-55 Harrington Street, The Rocks

Far East Rocks Pty Ltd — REV 3 —18/01/2023

Executive Summary
Site Description & Analysis
Design Summary
Ground Plane and Public Amenity
Built Form
Quincy Hotel
Materials & Facades
Environmental Considerations

Project Name	35-55 Harrington Street, The Rocks
Project Code	FEQH
Document Name	Architectural Design Report
Document ID	

Revision	Date	Comment	Approved
0	07.11.2022	Draft for Coordination and Review	CB
1	05.12.2022	Final Draft	CB
2	14.12.2022	Issued for SSDA	CB
3	18.01.2023	Issued for SSDA	CB

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oxford Level 1, 8 St Aldates Road, Oxford OX1 1BS United Kingdom t +44 1865 520 420

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Francis-Jones Morehen Thorp Pty Ltd ABN 28 101 197 219
Nominated architects Richard Francis-Jones ARBNSW 5301, ARBVIC 15505 Elizabeth Carpenter ARBNSW 6141
Francis-Jones Morehen Thorp Ltd Company no 7384142 ARB 078103G

Indigenous Acknowledgement

We acknowledge the Traditional Custodians of Country throughout Australia and abroad, and their continuing connection to culture, community, land, sea and sky. We pay our respect to Elders past, present and future, whose wisdom ensures the perpetuation of Indigenous culture now and forever.

Executive Summary



Far East Rocks Pty Ltd 35-55 Harrington Street, The Rocks

Introduction

fjmtstudio

SSDA | 35-55 Harrington Street, The Rocks

This Architectural Design Statement has been prepared by fjmt studio on behalf of Far East Rocks Pty Ltd **(FEO)** **(the applicant)** in support of a State significant development application **(SSDA)** submitted to the Minister of Planning under Part 4 of the Environmental Planning and Assessment Act 1979 **(EP&A Act)**. This SSDA seeks development consent for the detailed design and construction of a new hotel with ancillary retail, through-site links, and associated works **(the proposal)** at 35-55 Harrington Street, The Rocks **(the site)**.

The site is legally described as Lot 1 in Deposited Plan 775889. The site comprises the following buildings:

- The 'Clocktower building' at 35-55 Harrington Street (to which this SSDA predominately relates); and
- The existing Rendezvous Hotel at 75 Harrington Street.

The project has been declared as a State significant development (**SSD**) pursuant to Section 4.36(2) of the EP&A Act. In accordance with Schedule 2, Clause 6 of the State Environmental Planning Policy (Planning Systems) 2021 (**Planning Systems SEPP**), the project is declared SSD for the reason that it is development on land within The Rocks Site and it has a capital investment value (**CIV**) of more than $10 million.

This SSDA seeks approval for the redevelopment of the existing building to facilitate the change of use of an existing building to new hotel accommodation. Specifically, the proposed development involves:

- Demolition of the existing mixed use building (referred to as the 'Clocktower' building) and site features;
- Construction of a new eight (8) storey hotel accommodation building comprising:
  - Two (2) levels of retail and commercial land uses at the ground level and first floor level
  - Five (5) levels of hotel accommodation, providing a total of 206 hotel rooms
  - One (1) level of roof-top space
- Establishment of new publicly accessible through-site links;
- Alterations to the existing basement car park to upgrade to contemporary code compliance;
- Public domain improvements, including three (3) new public spaces, landscaping, and paving; and
- Ancillary works, including site services.(Refer to the **Hotel** chapter on the existing relationship between 35-55 and 75 Harrington Street)

Note. The proposed new hotel accommodation to which this SSDA relates will eventually connect with the existing Rendezvous Hotel which adjoins the subject site to the south (75 Harrington Street). This future connection will be facilitated by specific refurbishment works to the existing Rendezvous Hotel, consent for which will be sought via a separate approval(s).

Note. Vehicular access to the 'Clocktower building' is provided via an access point at 75 Harrington Street.

This Architectural Design Statement addresses the specific project requirements provided in the Secretary's Environmental Assessment Requirements **(SEARs)** issued by Department of Planning and Environment **(DPE)** on 14 December 2021 (DPE reference: SSD-32766230).

Secretary's environmental assessment requirements

Requirement	Comment
Design Quality	
Demonstrate how the development will achieve: - Good design in accordance with the seven objectives for good design in Better Placed. - In all other instances, demonstrate that the development has been reviewed by the State Design Review Panel (SDRP). Recommendations are to be addressed prior to lodgement.	The design has undergone a rigorous design process through extensive stakeholder consultation and a SDRP process, including three SDRP presentations in the lead up to this SSDA lodgement. The outcomes and design evolution through the stakeholder and SDRP process is addressed in Chapter **Built Form**.
Built Form and Urban Design	
- Explain and illustrate the proposed built form, including a detailed site and context analysis to justify the proposed site planning and design approach.	Addressed in Chapter **Site Description and Analysis**
- Demonstrate how the proposed built form (layout, height, bulk, scale, separation, setbacks, interface and articulation) addresses and responds to the context, site characteristics, streetscape and existing and future character of the locality.	Addressed in Chapters **Built Form** and **Public Amenity and Retail**
- Demonstrate how the building design will deliver a high-quality development, including consideration of façade design, articulation, activation, roof design, materials, finishes, colours, any signage and integration of services.	Addressed in Chapter **Materials and Facades**

First Nations Design Framework

Kaylie Salvatori, Cola Studios

The applicant and design team is committed to meaningfully engaging with Aboriginal people, culture and principles early and throughout the planning, design and delivery of this project.

This includes the appointment of COLA Studio as First Nations design advisors.

The project is located on Gadigal country.

COLA Studio has begun the process of establishing a First Nations Design Framework to help guide the design response. The process involves co-design workshops with Cultural Knowledge Holders, as well as notification and invite for response to the Metro LALC. Research conducted by COLA Studio, along with insight from ongoing experience in this field helps establish and support the principles identified during the engagement process.

COLA Studio have commenced First Nations workshops, with emerging themes and design principles. Attendees for the workshops were:

Uncle Dennis Foley - Elder

Uncle Greg Simms - Elder

Dr Daniele Hromek - Cultural Knowledge holder, Design with Country expert

Connecting with Country

Connecting with Country has been a fully integrated part of the design team and design process. Beyond overarching concepts identified in the First Nations Design Framework, there have been design team workshops resulting in a number of embedded additions from macro to micro details.

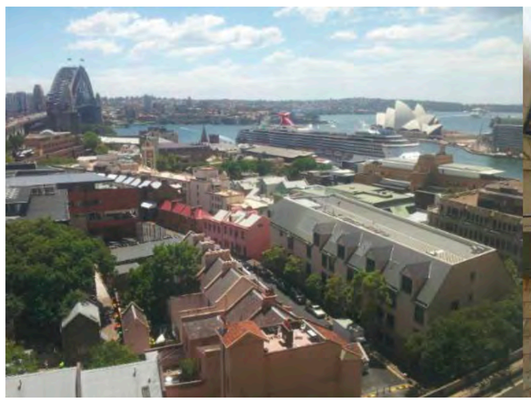
We've explored concepts of connective pavement 'tissues' between meeting places in the Public Domain, landscape species, interpretive shelter window treatments in hotel rooms, tidal water rooftop rock pools, interpretive soffit treatments with responsiveness to seasonality and the lunar patterns and the tide, thru-link grand stairs interpreted as the climbing of rock shelves, and discussions about texture and stratification in brick facade surfaces. These concepts and conversations will be further outlined throughout this report.

Project Objectives

- **Positive contribution economically and culturally** to the broader planning, economy and tourism objectives of Property NSW, City of Sydney Council, Destination NSW and Tourism Australia for The Rocks area
- **Create jobs and benefits** for the tourism industry from construction and operation of the hotel and retail /F&B
- Create **a landmark development** setting the benchmark for future developments in the area.
- Create a **world-class F&B/retail destination** attraction which aligns with Property NSW's current master plan to transform the entire Rocks area and complements the Quincy hotel.
- **Regenerate, enhance and activate** the surrounding **public domain**, including the Harrington, Argyle and Cambridge Street streetscapes
- Achieve a high-standard of urban design by creating attractive and pedestrian-friendly public spaces, with through-site links and accessibility to the streets and laneways bounding the Site.
- Create a unique and **innovative mixed-use hotel and retail development** including:
  - 4 star Quincy hotel, 206 rooms
  - 1785m2 Ground level GLAR
  - up to 250 pax Rooftop bar
- The Client's objectives are to design, construct, market and operate the development

Development Snapshot

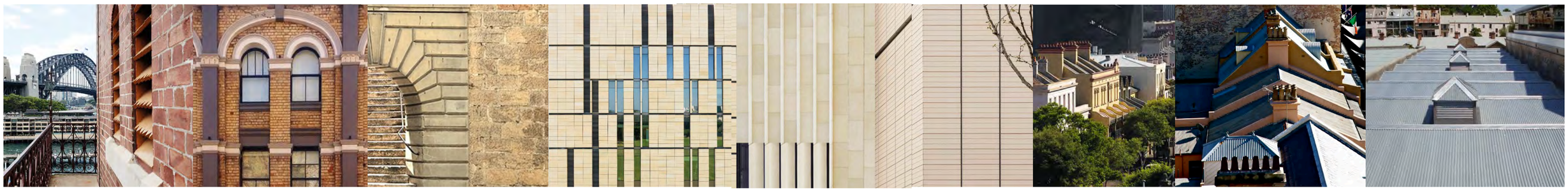
Site Area	2,232m2
Total area of new Public spaces provided within the site	666m2
24hr accessible public lift and public access paths connecting Harrington, Argyle and Cambridge Streets	395m2
Building Levels	8
Basement Levels	2
Total Gross Floor Area	8,981
FSR	4.02:1
Maximum Building Height	Measured from existing surrounding lowest and highest ground RL to top parapet RL. RL+21.28 - 28.45
Building Maximum RL to AHD	RL+41.2
Total Hotel Rooms	206
Total ground level retail (internal + external)	1,785m2
Car Parking	100
Motor Bike Parking	7
Loading Dock Truck Bays	SRV Van (Shared loading dock located within 75 Harrington Street (existing condition))
Bicycle Parking Private	29
Bicycle Parking Public	37







SHANGRI-LA HOTEL
Argyle Street
P ROOMS
Bar
STORES



Statutory Controls

Development of the site is governed by the Sydney Cove Redevelopment Authority Scheme (SCRA), which refers to sites within The Rocks precinct.

The scheme divides the precinct into blocks in order to provide a detailed building envelope designated for each block. Currently, the SCRA envelope remains the primary control for the site, which is located within the XXXVI (2) Block.

The diagrams below seek to clarify the amended zones of XXXVI (2) pertinent to the subject site, namely:

35-55 Harrington Street. An existing mixed use development 'affectionately' referred to as the Clocktower Square, including 5 levels of commercial over 2 levels of retail and 2 levels of car parking.

75 Harrington Street. The Rendezvous Hotel including 61 rooms and 7 renovated historically listed cottages.

A Draft SCRA Scheme Variation Request Report was submitted 12/10/22 and sought an amendment to the SCRA envelope to:

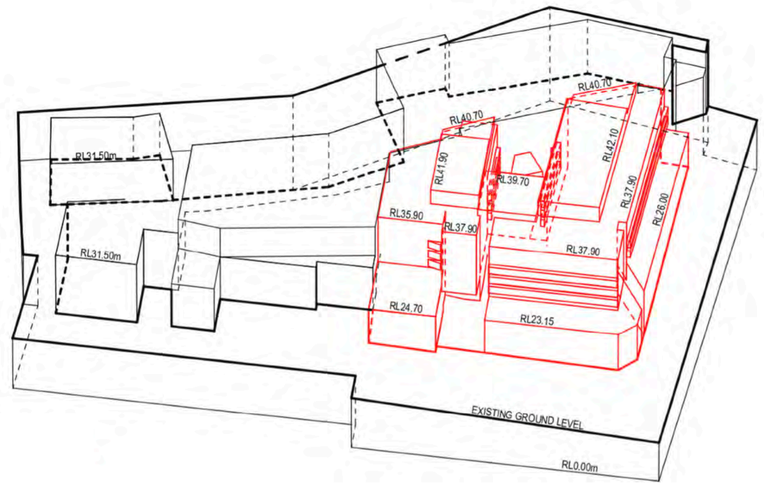
- Resolve minor existing discrepancies between the Rendezvous Hotel and the SCRA envelope (see *Special Notes*), and

- Capture the new development envelope relative to the proposed hotel on the 35-55 mixed-use site.

This application seeks to define that new development within the control envelope.



XXXVI(1) excerpt BUILDING SITE PLAN illustrating SCRA block extents and the pertinent envelope amendment sites.

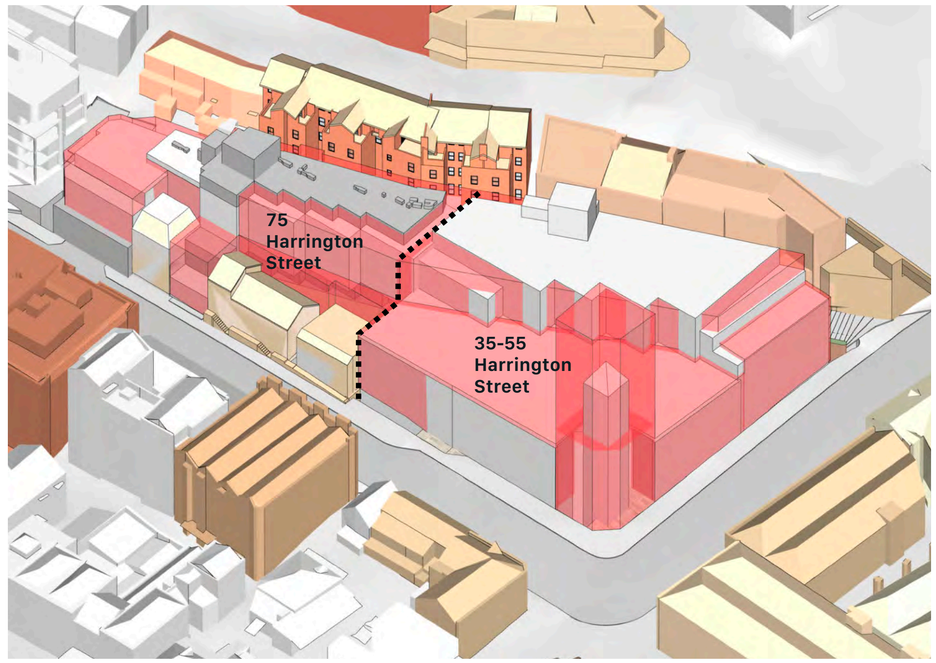


XXXVI(2) excerpt BUILDING ENVELOPE AXONOMETRIC illustrating SCRA block extents and the pertinent envelope amendment sites. Note: the Heritage listed properties are omitted from the envelope.





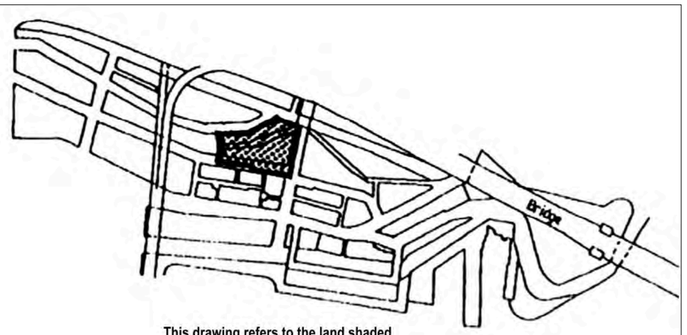
Northeast aerial perspective identifying 35-55 Harrington and 75 Harrington Street in context.



The transparent red masses are the existing SCRA envelopes for both sites. This diagram is intended to identify some of the discrepancies between the SCRA and the existing buildings. It is noteworthy that the current SCRA controls only permit flagpoles and lift motor rooms above the SCRA control envelope.



BUILDING ENVELOPE
AXONOMETRIC DRAWING
2 Revised Building Envelope



This drawing refers to the land shaded

LEGEND

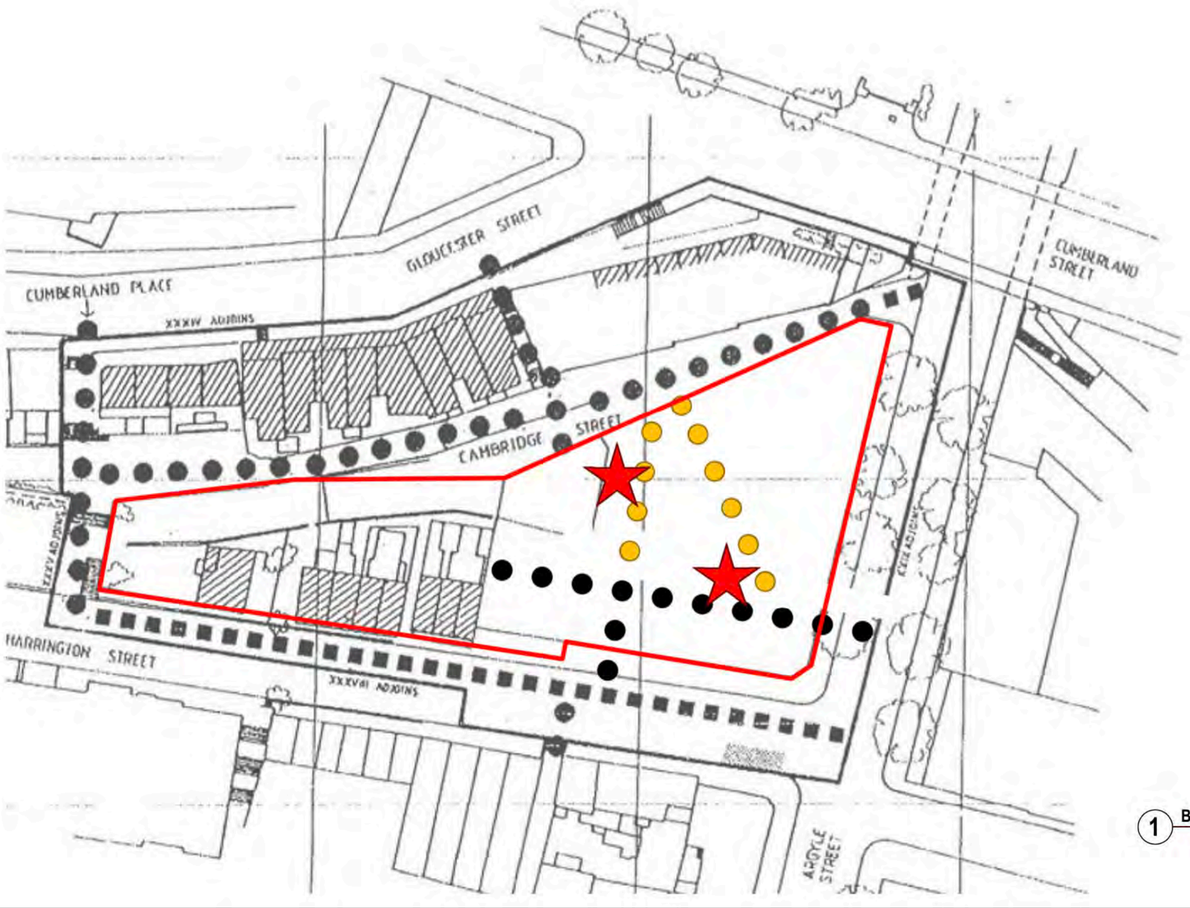
- SITE BOUDARY
- EASEMENT
- HISTORIC BUILDINGS
- PEDESTRIAN ROUTE
- VEHICLE ROUTE
- NEW PEDESTRIAN ROUTE
- NEW PUBLIC LIFT

PERMITTED USES

COMMERCIAL

RESIDENTIAL

SPECIAL



1 BUILDING SITE PLAN

Special Note 1:

The only structures which may be added above the Rendezvous Hotel are PV Panels and the like for like replacement of existing plant equipment.

Special Note 2:

Within the area outlined in red shown on the building site plan, outdoor seating, temporary sun protection and the like are permitted subject to approval.

As delegate of the Minister of Planning, under delegation dated 28 February 2016 , pursuant to clause 9 of the *Environmental Planning And Assessment (Sydney Cove) Savings and Transitional Regulation 1999, under the Environmental Planning and Assessment Act 1979,* approve the variation to the Prescribed scheme, described by the control drawing

Anthea Sargeant
Executive Director
Key Sites and Regional Assessments

The general controls as shown on this drawing are subject to the refinement of detailing relation to dimensions, easements, usages, open spaces and means of circulation and the sites shall be subject to such further conditions in relation to architectural details, financial considerations, staging and timing an system of approval as the Authority may deem necessary and make known prior to the sites being offered for develoment.

BUILDING SITE CONTROL DRAWING **XXXVI(2)**

DEPARTMENT OF PLANNING AND ENVIRONMENT

Design Excellence

What sets the work of fjmt apart is their particular commitment to the creation of urban form; one which is focused to an equal degree about the axial pathways of the preexisting civic fabric and the topography of the attendant landscape.

— Kenneth Frampton

fjmt has an outstanding international reputation for design excellence and innovation. fjmt strives to produce buildings of high architectural quality and merit without compromising value for the client, the user or for the community.

fjmt's approach to architectural design is one of specificity: providing unique design solutions for each particular project. This approach requires careful analysis of the site (physical, environmental, historical, cultural, commercial and social), and of the brief (both functional and aspirational) and budget (time and cost). Superimposed onto this analysis is the quality and rigour of fjmt's design expertise and specialised knowledge across diverse building typologies and the innovation and creativity of the project team. From this overlaid and integrated process, unique design solutions emerge, which are subjected to critical review and refinement. A key component to the process is ensuring that the projects respond positively to national urban and environmental policies.

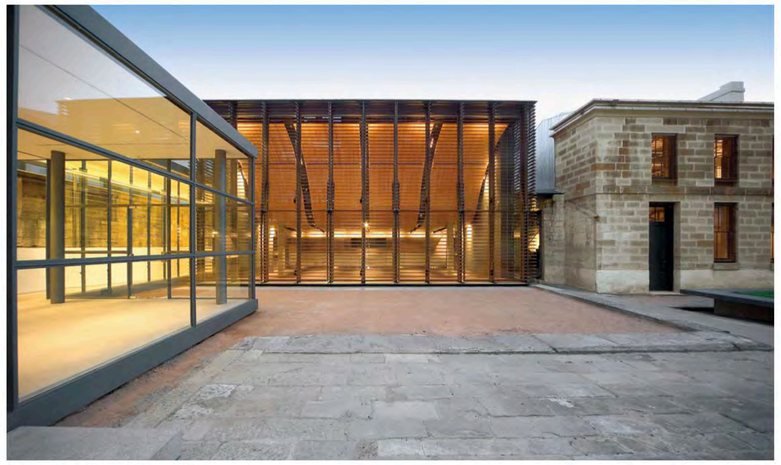
Darling Quarter located South-east of the Darling Harbour precinct in Sydney, is a key example of achieving design excellence as it successfully integrates urban design, architecture and landscape architecture. fjmt sought to enhance the joy and beauty of Darling Harbour, one of the most popular public places in Australia, and to do so in a way that imbues it with a sense of quality and permanence. Darling Quarter has been awarded Australia's highest design and construction honours including the Lloyd Rees Award for Outstanding Urban Design, the Milo Dunphy Award for

Sustainable Architecture and Sir Arthur G. Stephenson Award for a Commercial Building. It has also received prestigious international awards including the Office Category award at the 2012 World Architecture Festival.

The practice places an emphasis on analysing the impact of a projects development on our environment and in turn has devised an impressive range of innovative design solutions. The result has seen the receipt of numerous awards for achievements in environmental sustainability, including the including receipt of the American Institute of Architects/ Boston Society of Architects Honour Award for Design Excellence – Sustainable Design Awards Program and AIA Award for Sustainable Architecture 2010.

fjmt Awards

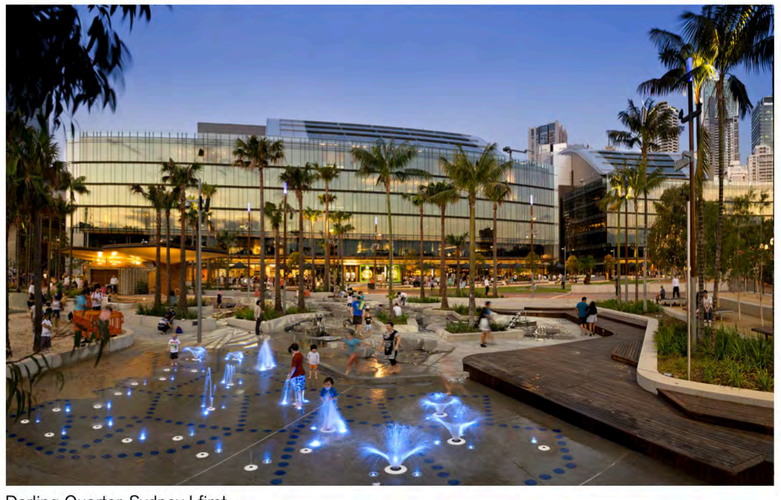
- World Architecture Festival — World Building of the Year 2013
- World Architecture Festival — Office Building of the Year 2012
- World Architecture Festival — Office Building of the Year 2014
- World Architecture Festival — Future Project Competition 2015
- International Public Library of the Year Award - Danish Agency of Culture
- AIA Jorn Utzon Award for International Architecture — RAIA
- Architecture Medal — NZIA
- International Architecture Award — RIBA
- International Architecture Award — Chicago Atheneaum
- AIA Sir Zelman Cowan Award for Outstanding Public Architecture
- Australia Award for Urban Design



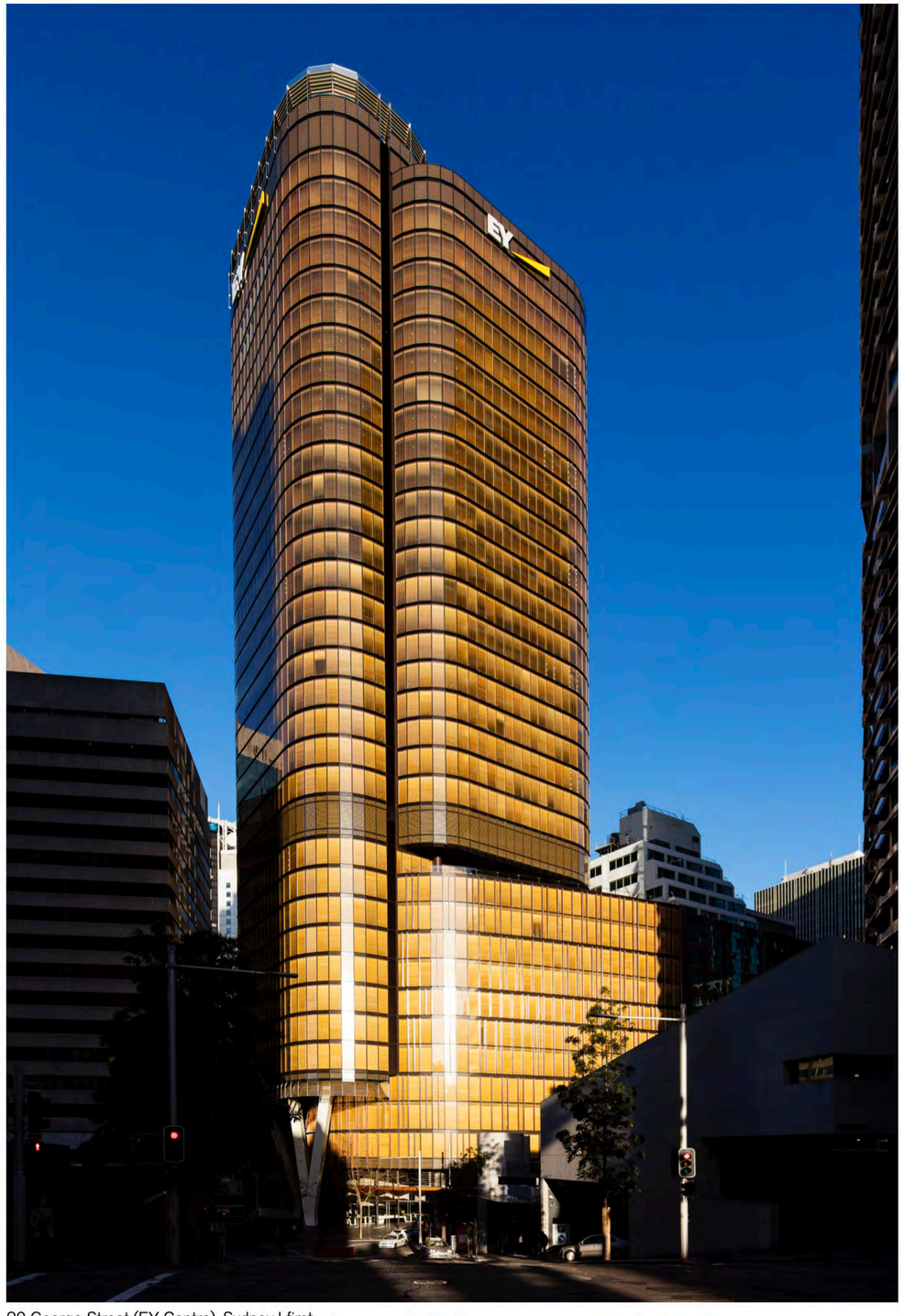
The Mint, Sydney I fjmt



Toi o Tāmaki Auckland Art Gallery, Auckland I fjmt

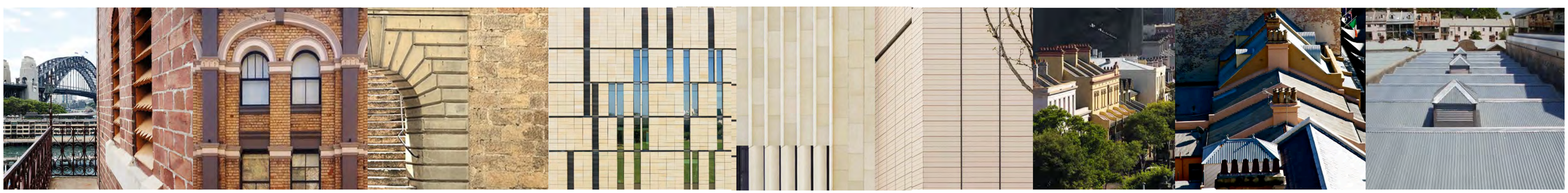


Darling Quarter, Sydney I fjmt



20 George Street (EY Centre), Sydney I fjmt





Site Description and Analysis



Site Overview

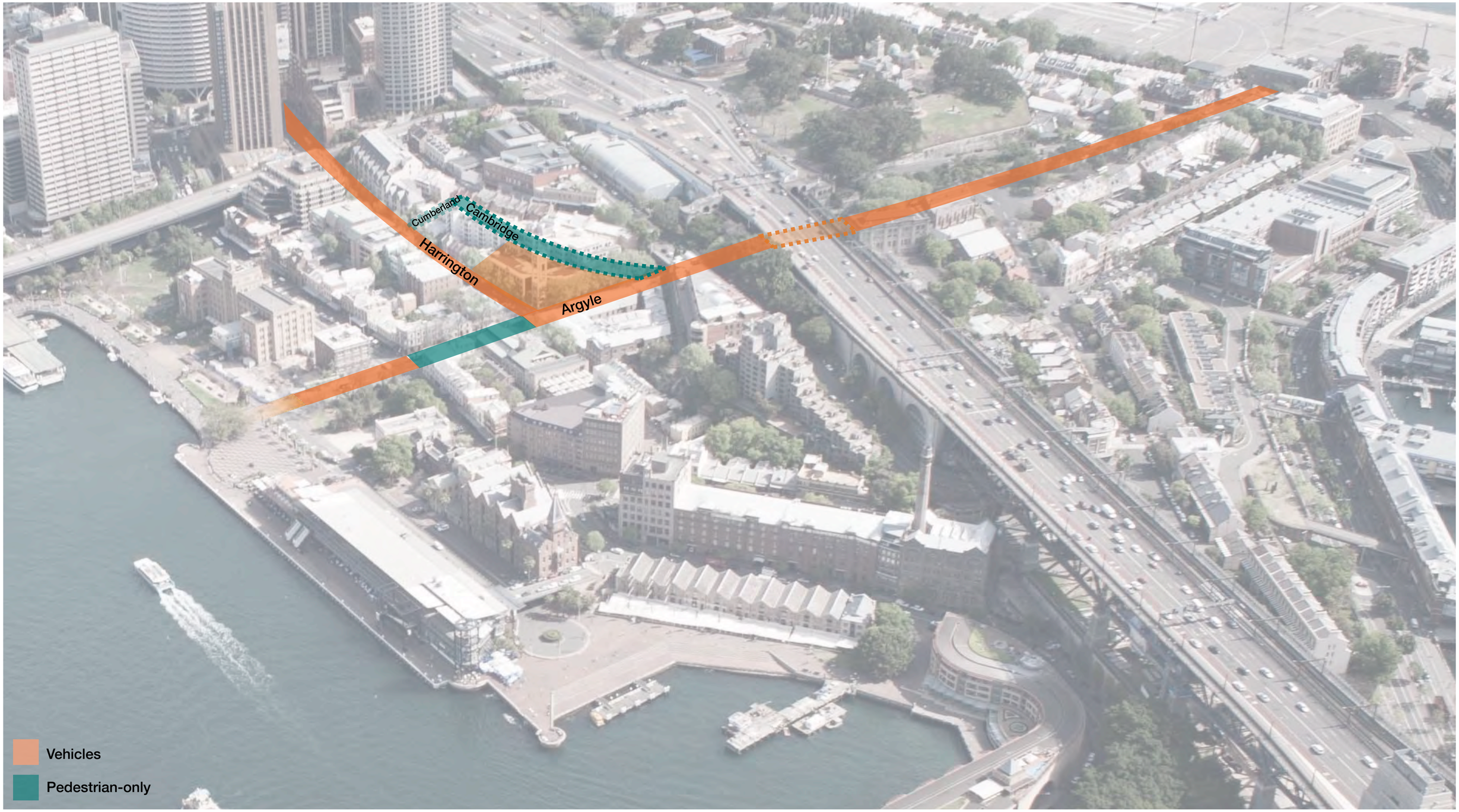
This site and it's bounding streets typify the varied character of The Rocks. Each street presents its own opportunities, energies, and settings to respond to.

Located within the iconic Rocks precinct, the site is nestled in between Cambridge, Argyle and Harrington Streets. Sloping steeply from Cambridge Street to the Argyle-Harrington St, intersection the site rises by 3 storeys from Northeast to Southwest.

The surrounding development is reflective of the Rocks character, with a range of historic terrace housing types fronting the streetscape of Cambridge Street and Harrington to the south, as well as other historic buildings of larger scale on the northern end of Harrington Street and to Argyle Street. To the south and east, Harrington Street has been more significantly altered by a number of taller commercial buildings including the Rendezvous Hotel to the immediate south and the current building on the site.

The existing built form consists of a 6 storey mixed-use building (2 level retail base with 4 level commercial top) with underground car parking. The retail activation is predominately from the Argyle-Harrington intersection, but fails to activate the site.

Together with the Argyle Stores, the site contributes to the gateway to the west Rocks via the Argyle Cut and has opportunity to draw visitors into the precinct by improved built form and active uses. Similarly, establishing appealing through site links (currently there are none) to reinforces the 'ant track' up the hill from Circular Quay could improve visitation and visitor amenity when exploring the Rocks.



Existing Site Survey

NOTE:

BOUNDARIES HAVE BEEN DETERMINED BY SURVEY ON 29/10/2021.

PRIOR TO ANY CONSTRUCTION WORK, SURVEY MARKS SHOULD BE PLACE TO DEFINE THE PROPERTY BOUNDARIES.

LEVELS ARE BASED ON AUSTRALIAN HEIGHT DATUM (AHD) USING SSM 58976 WITH RL 9.643 (AHD). GDA2020. (SEARCHED 21/10/2021)

RIDGE & GUTTER HEIGHTS HAVE BEEN OBTAINED BY INDIRECT METHOD AND ARE ACCURATE TO ± 0.05m.

CONTOURS SHOWN DEPICT THE TOPOGRAPHY. EXCEPT AT SPOT LEVELS SHOWN THEY DO NOT REPRESENT THE EXACT LEVEL AT ANY PARTICULAR POINT. THE SPOT LEVELS ARE TRUE FOR THEIR POSITION, AND ARE INTENDED TO BE USEFUL TO REPRESENT THE GENERAL TERRAIN. CARE SHOULD BE TAKEN IF EXTRAPOLATING.

(X) - LEASE OF LEASE Y407179 TO SYDNEY ELECTRICITY OF SUBSTATION PREMISE No 6486 (BASEMENT) TOGETHER WITH EASEMENT FOR ELECTRICITY PURPOSES VARIABLE WIDTH OVER ANOTHER PART OF THE LAND ABOVE DESCRIBED IN PLAN WITH U707987. EXPIRES: 30/4/2042.
THE SUBSTATION PREMISE LOCATION IS APPROXIMATE. SUBSTATION LEASE PREMISES APPROXIMATE LOCATION HAS BEEN CALCULATED OF DRAWING PROJECT: THE CLOCK TOWER THE ROCKS, DRAWING: FLOOR PLAN GROUND LEVEL APARTMENTS, BY MICHAEL, DYSART & PARTNERS ARCHITECTS AND PLANNERS

THE PART OF THE LOT LABELED (J) IS LIMITED IN HEIGHT TO A HORIZONTAL PLANE AT 13.6 A.H.D (DP 775889)

THE PARTS OF LOT 1 & LOT 2 LABELED (A) - (H) ARE LIMITED IN HEIGHT AND DEPTH RESPECTIVELY TO HORIZONTAL PLANES AT A.H.D HEIGHTS AS SHOW IN THE HEIGHT LIMITATION SCHEDULE (DP 775889)

HEIGHT LIMITATION SCHEDULE

LABEL	LOT 1 – UPPER LIMIT (A.H.D)	LOT 1 – LOWER LIMIT (A.H.D)	LOT 2 – UPPER LIMIT (A.H.D)	LOT 2 LOWER LIMIT (A.H.D)
(A)	21.715	UNLIMITED IN DEPTH	UNLIMITED IN HEIGHT	21.715
(B)	22.060	UNLIMITED IN DEPTH	UNLIMITED IN HEIGHT	22.060
(C)	21.705	UNLIMITED IN DEPTH	UNLIMITED IN HEIGHT	21.705
(D)	21.360	UNLIMITED IN DEPTH	UNLIMITED IN HEIGHT	21.360
(E)	20.770	UNLIMITED IN DEPTH	UNLIMITED IN HEIGHT	20.770
(F)	20.060	UNLIMITED IN DEPTH	UNLIMITED IN HEIGHT	20.060
(G)	19.870	UNLIMITED IN DEPTH	UNLIMITED IN HEIGHT	19.870
(H)	19.105	UNLIMITED IN DEPTH	UNLIMITED IN HEIGHT	19.105

Locating Quality Level Description	
Quality Level A	Visualization/Confirmation of a service, position and depth, by non- destructive digging methods or points of entry to pits or manholes. Recommended Quality Level prior to construction or excavation.
Quality Level B	Locating of services using radio detection methods or ground penetrating radar. Acceptable range of accuracy for Quality Level B is 300mm for position and 500mm for depth.
Quality Level C	Services marked out using only surface features in the field. Surface features include hydrants, gas markers, pits etc. No indication of service location or depth can be attained from Quality Level C.
Quality Level D	Services marked out using DBYD plans only. Offsets on plans can be used to obtain such indication of services in field but no indication of service confirmation can be given from Quality Level D.

LEGEND

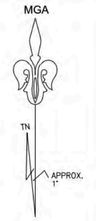
BENCH MARK	
TELSTRA PIT	TEL
ELECTRIC LIGHT POLE	LP
POWER POLE	PP
SIGN POST	SP
SEWER INSPECTION PIT	SIP
SEWER VENT	SEWER
MANHOLE	MH
SEWER MANHOLE	SMH
STOP VALVE	SV
WATER HYDRANT	HYD
WATER METER	WM
GAS METER	GM
STATE SURVEY MARK	SSM

UTILITIES LEGEND

ELECTRICITY	—X— EU-A-B-C-D
TRANSMISSION	—X— ET-A-B-C-D
TELECOMMUNICATIONS	—X— TN-A-B-C-D
OPTICAL FIBRE	—X— OU-A-B-C-D
LOW PRESSURE GAS	—X— LG-A-B-C-D
HIGH PRESSURE GAS	—X— HG-A-B-C-D
WATER MAIN	—X— WM-A-B-C-D
STORMWATER LINE	—X— SW-A-B-C-D
SEWER MAIN	—X— SM-A-B-C-D
UNKNOWN SERVICE	—X— UP-A-D

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Richard Abbott
Registered Surveyor
Nº 9057

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REVISION No.	REVISION DATE:	COMMENT:

LEGEND:
TG - TOP OF GUTTER
RR - ROOF RIDGE
FFL - FLOOR LEVEL
TK - TOP OF KERB
GT - KERB GUTTER
Ø.4/S10/H16 - DIAMETER/SPREAD/HEIGHT
WL - WALL
TOW - TOP OF WALL
FP - FOOTPATH
T - TARMAC
KB - KERB LINE
LIP - LIP OF KERB

PLAN SHOWING DETAIL & LEVELS OVER LOT 1 IN DP 775889

CLIENT:	ESSENCE PROJECT MANAGEMENT PTY LTD	JOB No.: 211805	LGA: SYDNEY
PROJECT:	THE QUINCY HOTEL	PLAN No.: 211805-1	DATUM: AHD
ADDRESS:	35-37 HARRINGTON ST, SYDNEY 2000	DATE: 17/11/2021	SCALE: N/A
		DRAWN: JS	CONT. INTERVAL: 0.2m
		CHK: MB	SHEET 1 OF 5

Location and Bounding Streets

Argyle Street - Two-way road

Argyle is a primary street in The Rocks, both from a historical perspective, but also as the critical connector of the east and west sides of the rocks via 'The Cut' under the Cahill Expressway. Along with George Street, the City and Place NSW have additional focus on the amenity of these quintessential 'Rocks' streets.

Adjacent to the subject site sits the Argyle Stores, 2-3 story sandstone heritage buildings of predominately food and beverage with premium food toward the quieter west end close to The Cut. Argyle street itself is two way with parking either side. Large and mature deciduous trees feature, with the sandstone Cut to the west and the road sloping down to the east and the harbour.

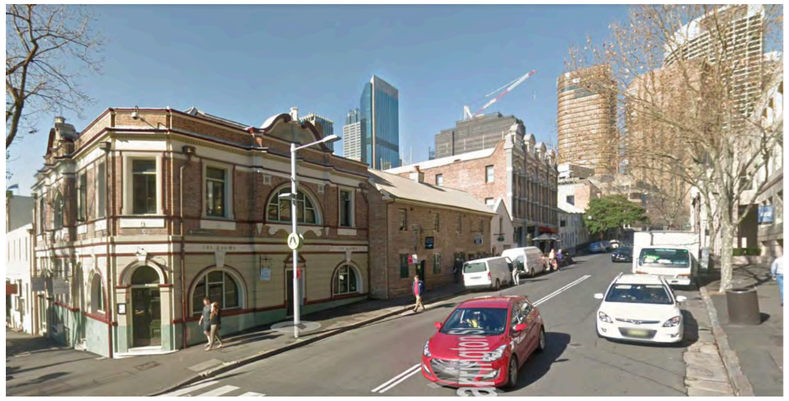




Harrington Street - Two-way road

The northern end of Harrington Street within which the subject site is situated is adorned with wonderful but low scale 2-3 story heritage buildings on both sides of the street of blonde brick, ornamented render and sandstone facades. The Argyle Stores visible at the top of the street is sandstone and 2 stories, reinforcing a predominately 2 story height datum, broken only by the heritage Harbour Rocks Hotel (3 stories), and the existing subject site development (4 stories).

Low scale but mature deciduous trees populate the western side of the street along the subject sites frontage, with a single mature fig tree on the east side opposite the existing Rendezvous entry. The northern end is lively with cafes, wine bars, brew house, and bike tours before opening to Playfair street and Argyle Place which play host to the famed Rocks Markets every Friday-Sunday.



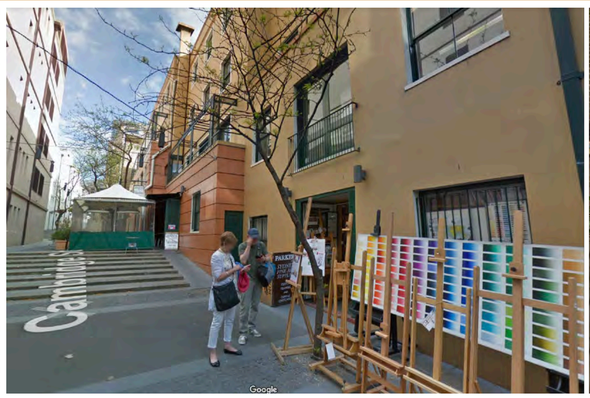


Cambridge Street - Pedestrian laneway

An 'opportunity' laneway the City and Place NSW will be excited to see reinvigorated. Bounded by the backs of 4+ story heritage residential terraces to the west and the tallest segment of the subject site to the east, the 6-7.5m wide pedestrian laneway receives sunlight primarily around 11am-1pm and is presently activated by small grain retail and food and beverage toward Argyle Street to the north and the soon-to-be revamped Cumberland Place cafes to the south.

The north and south ends provide a good opportunity for continued activation. The stretch in between will experience limited sunlight and without contributing activation from the west in favour of quiet for the residential terraces, activation opportunities appear limited whilst beautification options including tree planting and repaving appears strong.







Morphological Evolution of Site





Cadigal People

- Place of Tallawoladah, headland of Warrane (Sydney Cove)
- Featured massive and rugged sandstone outcrops
- Predominant vegetation included angophora, blackbutt, and Sydney peppermint
- Land was burned to keep open, and was a meeting place, with converging song lines from afar.
- Archaeological engravings and findings of ceremonies and rituals on higher banks, with middens and fishing by the waters edge.

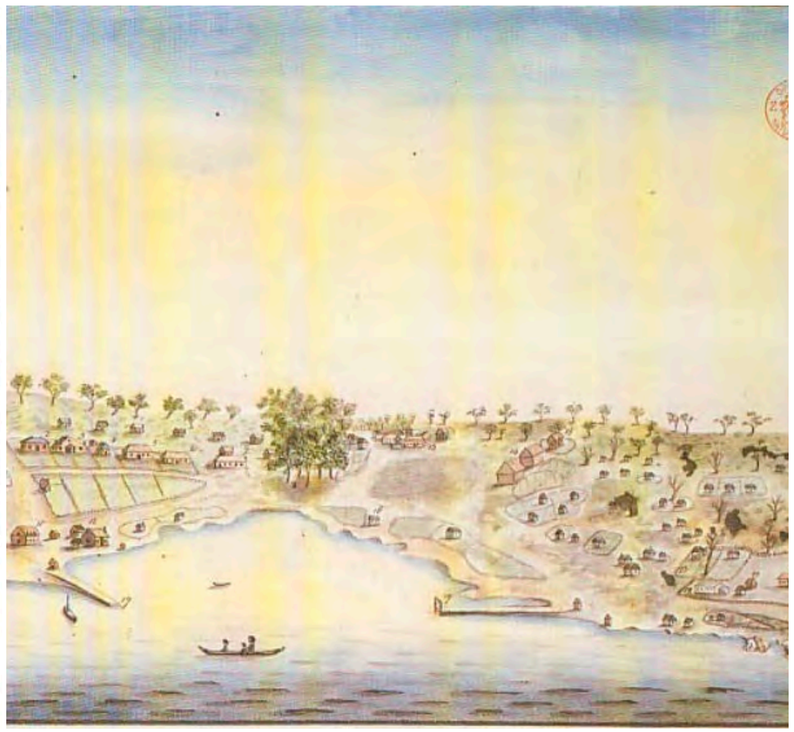
Colonial Settlement, 1788

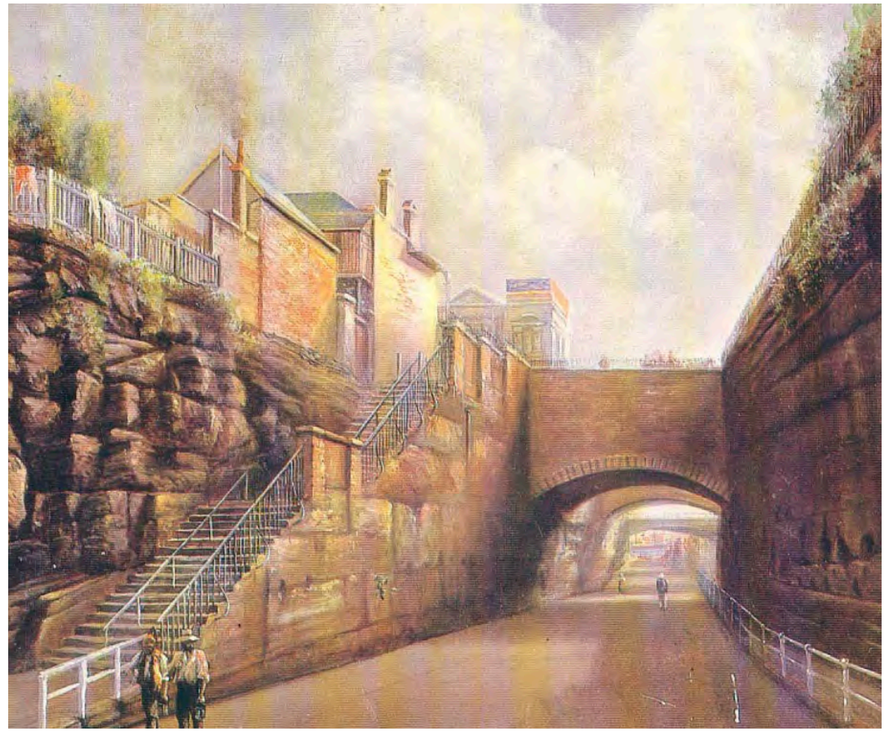
- First named The Rocks by convicts in 1788
- Referred to as the convicts' side of town
- A network of fine grained east-west pedestrian footpaths were established to mitigate the challenging topography and sandstone outcrops
- Vernacular family homes of weatherboards, rubble stone, and timber shingles
- Enterprise included shops, bakeries, forges, pubs and lodges

Expansion through the 1800's

- Significant convict, merchant and immigrant population growth drove high density housing demand
- Street design and services secondary considerations
- Argyle Stores was used as the first Customs House
- Commencement of Argyle Cut, to connect more directly Sydney Cove with Darling Harbour, with labour by convict gangs







Heritage Morphology

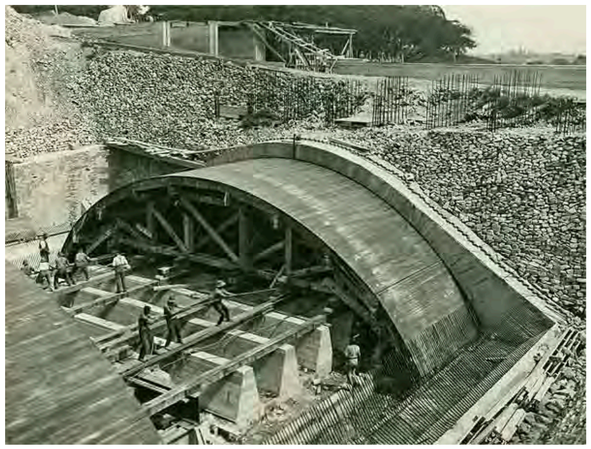
The site is in a key historic area of The Rocks. The States Office of Environment and Heritage (OEH) will be involved throughout approval processes and along with sensitivity to surrounding heritage context, on-site heritage morphology will be a key interest and consideration.

Redevelopments in the Rocks are expected to interpret the historic street wall language and scale into new built form in a contemporary architectural form.

Urbis Heritage have conducted a review including photos and surveys from the Archive Office of NSW to piece together the sites history.

Survey Plans reveal lot subdivision and built form scale and grain addressing the surrounding public domain. All surrounding streets and lanes function today very much as they did 100 years ago. Interesting to note the predominate small scale developments and open space to the centre of the site.

Historic photos on the next page focus on the street frontages and depict height, materiality, style and detail. Of note, a commercial Cooper was on Harrington Street, with a barrel store visible on the corner of Harrington and Argyle. A collection of row terraces and small houses of sandstone and rendered masonry.

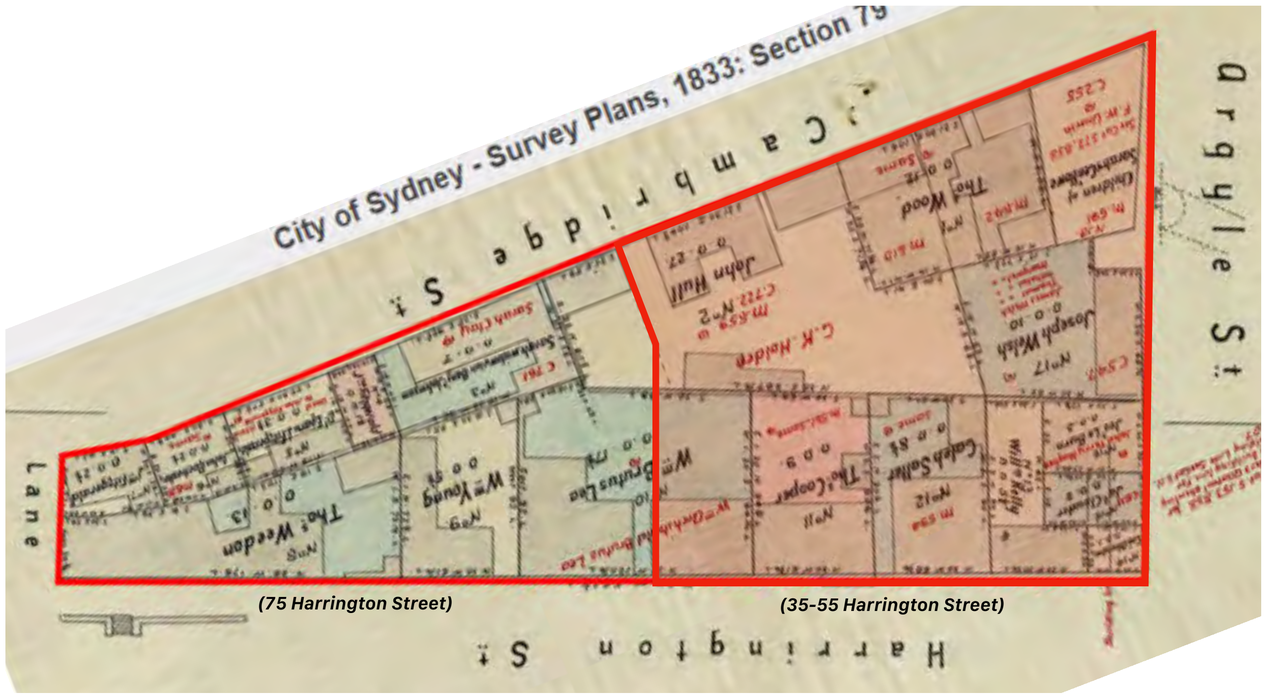


The Argyle Cut reinforcing, 1931



The Argyle Cut, circa 1912





1833 Survey Plan - CoS



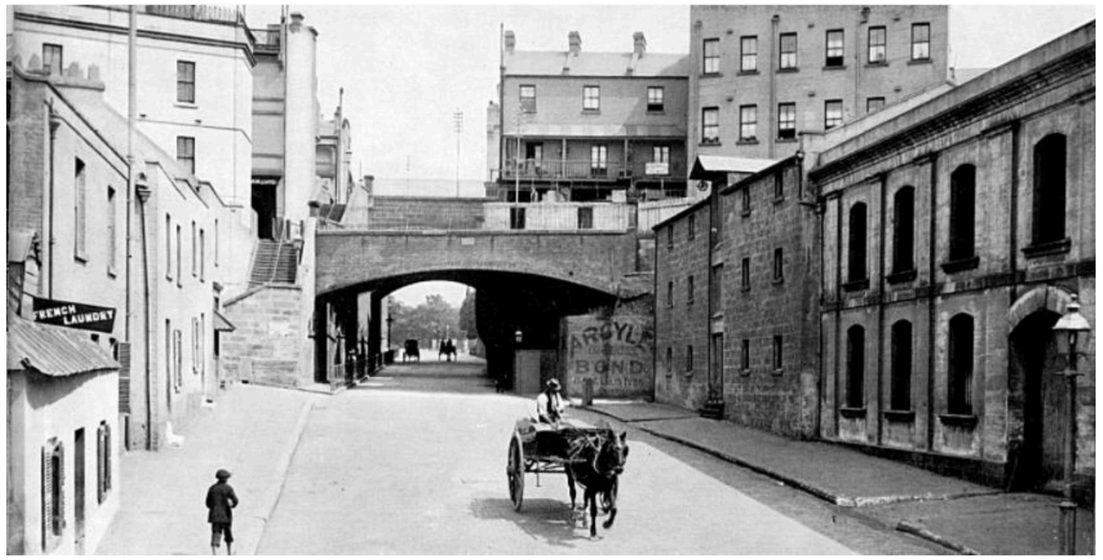
1855-65 Trigonometrical Survey - CoS



The Argyle Cut with the sites Argyle Street elevation visible in the foreground left



Cambridge street, looking south from Argyle Street (c.1900)

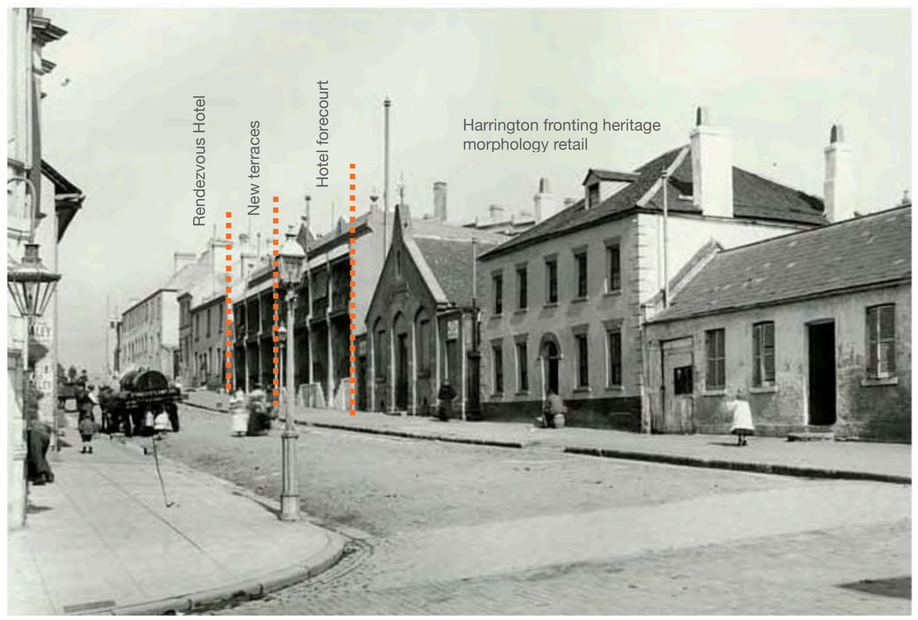


Argyle Cut and Playfair Stairs (c.1900) (subject site on left)

Harrington Street looking south from Argyle Street (subject site on right)



Harrington Street looking south from Argyle Street (subject site on right)



Harrington Street looking south from Argyle Street (subject site on right)



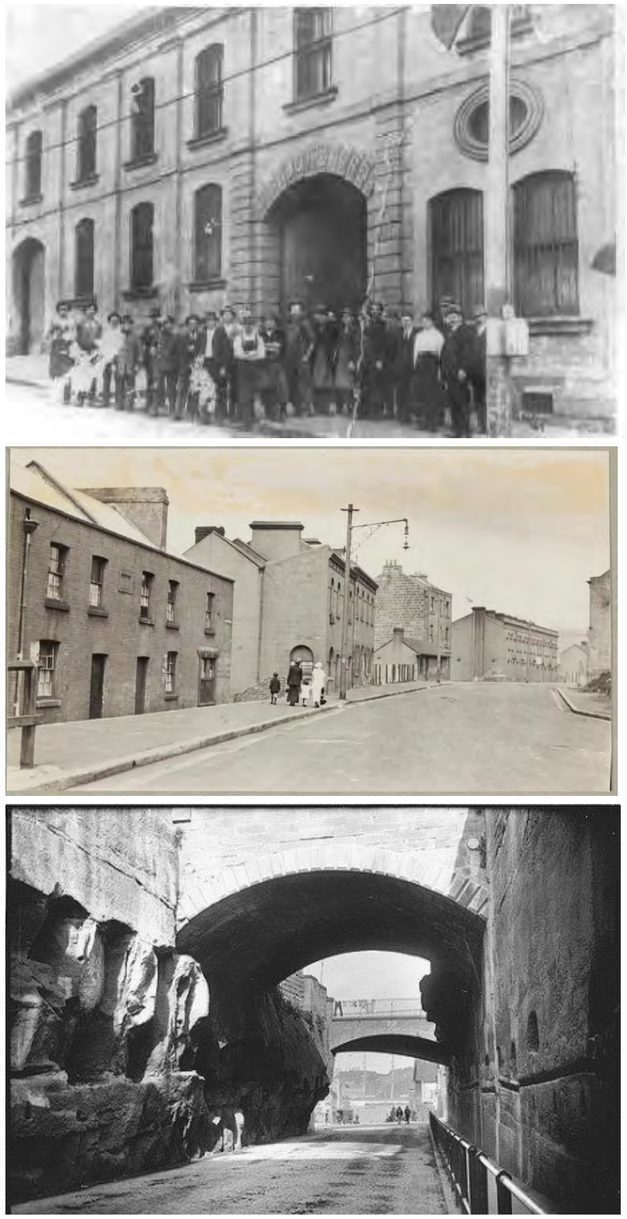
Surrounding Heritage Sites

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The Rocks is a rich accumulation of urban projects; successive changes that have occurred that underlie the place that we experience today. These interventions have transformed the place from its natural condition to a cultural place. Placed one on top of the other through agglomeration and juxtaposition, they have produced a rich urban form.

The subject site is surrounded by heritage buildings of varying use, scale, materiality and height. Any proposal will have to delicately address each independent heritage setting, and each setting will come under scrutiny from planning authorities.

Top to bottom; The Argyle Stores (1826), Gloucester Street Terraces (1914 Edwardian), and the Argyle Cut (commenced by convicts in 1843 and completed 1859)



Aerial view with yellow identifying listed heritage properties with indications of story heights noted in blue.



The Rocks Identity

Waves of change and overlay characterise The Rocks. Prior to western colonisation, the Gadigal people used this site for gathering and food preparation. In close proximity to the Tank Stream and safe, calm harbour, the Rocks became the first home for convicts and merchants, sailors and immigrants. The scale of buildings varies dramatically with small workers cottages abutting merchant's mansions, warehouses, pubs and shops.







Top to bottom;
1901, Cambridge Street looking south.
1901 looking north along Cambridge Street.
1950's Harrington Street looking north.

Groundplane Connectivity & Activation

Key to social and urban sustainability is the reinvigorating of lanes and places in The Rocks. The subject site is bisected by lanes and previous development had an unfavourable impact upon their amenity and vibrancy. Reinstating a wider and stronger connection between Harrington and Cambridge street and seeking new through site link opportunities will strengthen the urban form and iconic character of The Rocks.











Corner Address & Identity

With little true public gathering space, focal points for the community emerged from remnant areas and corner sites. The chamfered intersections, created relief from the constrained streets and created a point of address and identity to city blocks. The space created by 'the corner' became natural locators and eddies in circulation and gathering throughout The Rocks.









Varied Scale

The Rocks is a rich accumulation of urban projects; successive changes that have occurred that underlie the place that we experience today. These interventions have transformed the place from its natural condition to a cultural place. Placed one on top of the other through agglomeration and juxtaposition, they have produced a rich urban form.









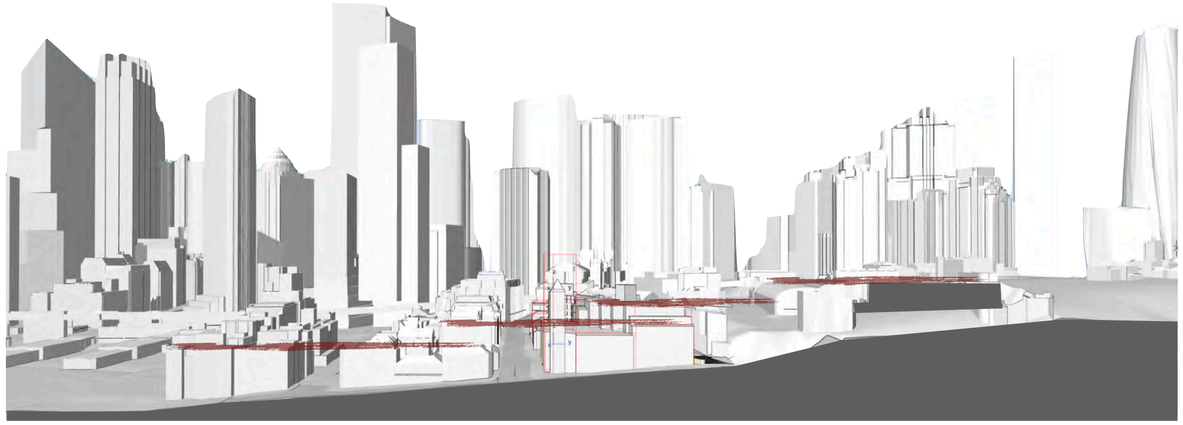






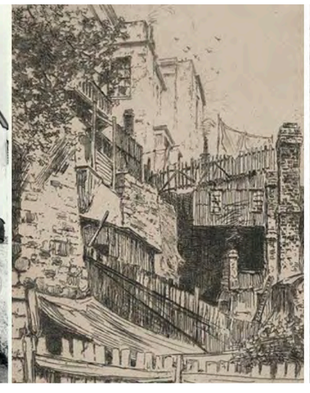
Topography - Layered Elevation

The topography of the site, and varied scale of built form creates a rich and layered elevation to Circular Quay. The site rises by 3 storeys from northeast intersection of Argyle and Harrington streets to the southwest corner of Cambridge street. New buildings can take the opportunity to embrace the layered effect which creates a cohesive pattern of disparate parts.











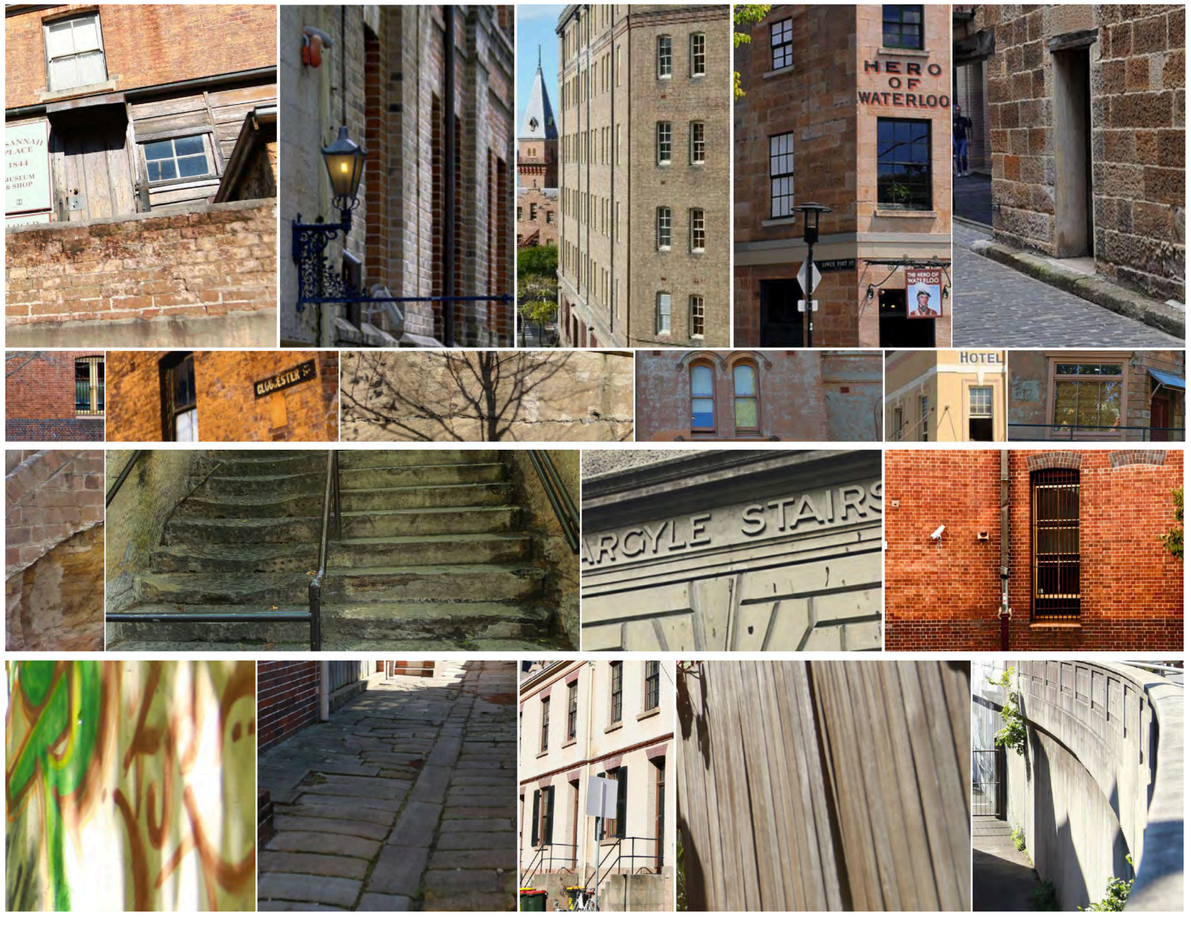


Heritage Materiality

Originally the buildings of the rocks were shelters the convicts and sailors built for themselves out of mud and timber. Over time sandstone was quarried from the site to build structures of greater significance. Bricks of all generations are evident as are rendered masonry and timber framed openings, outhouses and fences.

Departing from this established palette would require strong justification.





Traffic Access and Transport

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Public Transport

The Harrington Street site benefits from a number of public transport options on offer. Currently, there are bus, rail and ferry services within walking distance of the site, connecting users to the greater metropolitan area.

Rail

Circular Quay train station is located underneath the Cahill Expressway and adjacent to the Circular Quay Ferry wharves. The Circular Quay light rail station is located south of the train station along Alfred Street. There are both within walking distance of the site (400m). These stations offers the T2 and T3 services that run frequently around the City Circle, T2 via Sydney airport, the T3 Bankstown line and the L2 Randwick Line.

Wynyard station is also within walking distance of the site (700m South).

Bus

There are a number of key bus corridors within close proximity of the site. All within walking distance the services connect to the broader Sydney metropolitan area.

The nearest bus stops are:
__ 400m North West of the site is the 311 Bus service running from Argyle Place.
__ 500m East of the site the Alfred Street interchange offers a range of bus services that connect to the greater metropolitan area.
__ 500m South of the site at Lang Park, York Street is a bus stop that offers services into the CBD, Botany, Marrickville and Bondi Junction.

Ferry

Circular Quay is the main ferry terminal of Sydney and is a short walk from the site. The wharves provide both public and private charters to a series of locations along the northern shores, Parramatta and bays within Sydney Harbour. Ferry services run frequently 7 days a week.

The five wharves provide services to:

__ Darling Harbour
__ Manly
__ Parramatta
__ Neutral Bay
__ Mosman Bay
__ Watsons Bay
__ Taronga Zoo

Vehicular

The current building shares a 2 level car park with the Rendezvous hotel (75 Harrington street). The existing car park is accessed via a one-way ramp from the southeast end of 75 Harrington Street with one-way ramp exit to Argyle street in the northwest corner of the site. Both crossings are small due to the one-way action, and limit the impact on frontages with the majority of the prime Harrington and Argyle ground level frontages activated. The proposed scheme maintains the existing vehicular entry and exit points.

The design and positioning of these driveways already considers the safe manoeuvring of vehicles entering and exiting the building as well as the public domain implications of these points.

Bicycle

The City of Sydney cycle network defines a number of nearby streets as being 'bicycle friendly roads'. These include Hickson Road to the north, Pitt and George Street to the south and Kent Street, Watson Road and Argyle Place to the East.

There are dedicated cycleways along the Cahill Expressway and Bradfield Highway, with the foreshore along the Rocks at Circular Quay providing separate dedicated cycleways.

TRANSPORT

Bus Routes
Bus Stop
Train Station
Ferry Wharf
Light Rail
Cycleways

PUBLIC OPEN SPACE

1. Barangaroo Reserve
2. Observatory Hill Park
3. Hickson Road Reserve
4. The King George V Memorial Park
5. Barney & Bligh Reserve
6. First Fleet Park
7. Lang Park
8. Wynyard Park
9. Jessie Street Gardens
10. Macquarie Place Park
11. Royal Botanic Gardens



Places of Interest



Ground Plane Connectivity and Activation

Integral to the streets, lanes and outdoor spaces of The Rocks is a level of active use and liveliness. The lanes and streets provide a range of outdoor settings which were traditionally bounded by shops, pubs and warehouses, randomly interspersed with residential use.

The key to social and urban sustainability is the reinvigorating of the lanes and places character in The Rocks. The subject site, together with the Rendezvous Hotel to the south, has had an unfavourable impact upon this finer grain social and urban amenity. Establishing new connections between Harrington, Argyle and Cambridge Streets will strengthen the urban form of The Rocks.

A unique opportunity is presented by the site to reinstate a greater level of connectivity between streets and pathways which once existed in this area.

Throughout the area there is a limited amount of public open space as living was tight and communal gathering was frequently limited to corners, laneways and small pockets of space. The creation of a variety of new public spaces will allow for an activated public domain, of modest scale but with adequate area for outdoor dining and seating areas, intersected by pathways and integrated within the urban fabric of the area.











Ground Plane Connectivity and Activation

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Gateway and Address

Consistent with the existing building, the proposal orients to the Argyle and Harrington Street intersection as its primary address, offering retail and converging through-site links to the primary street.

All three street frontages will present retail activation with additional access points irrespective of the complex level change dynamics across the site, in particular Cambridge Street.

Cambridge Street has almost entirely lost its presence within The Rocks. Where once many small cottages, perched upon excavated rock shelves, faced this street there are almost no residences or businesses with Cambridge Street frontages or addresses today. Returning activity and vibrancy to this area will dramatically improve the pedestrian experience for visitors, workers and residents, providing a range of opportunities for passive and active use as well as greater surveillance, pedestrian permeability and access for people with disabilities.

Urban Connectivity and Permeability

A complex series of existing and proposed pedestrian pathways connect the scheme to the existing urban fabric.

The proposal introduces three new links through the site. Navigation through The Rocks for people with disabilities has been difficult to date. While the primary north- south streets offer accessible pathways through The Rocks, it is difficult, due to the topography, to pass through the East- West trails and streets. DDA access has been – and remains – an ever-present consideration through out the ground plane design process.

Additional clarity around the sites access challenges are illustrated below. Argyle street includes a sequence of lengthy steep side walks exceeding DDA compliant gradients. Similarly, the sites Cambridge frontage is isolated from DDA access bounded by stairs and steep gradients.

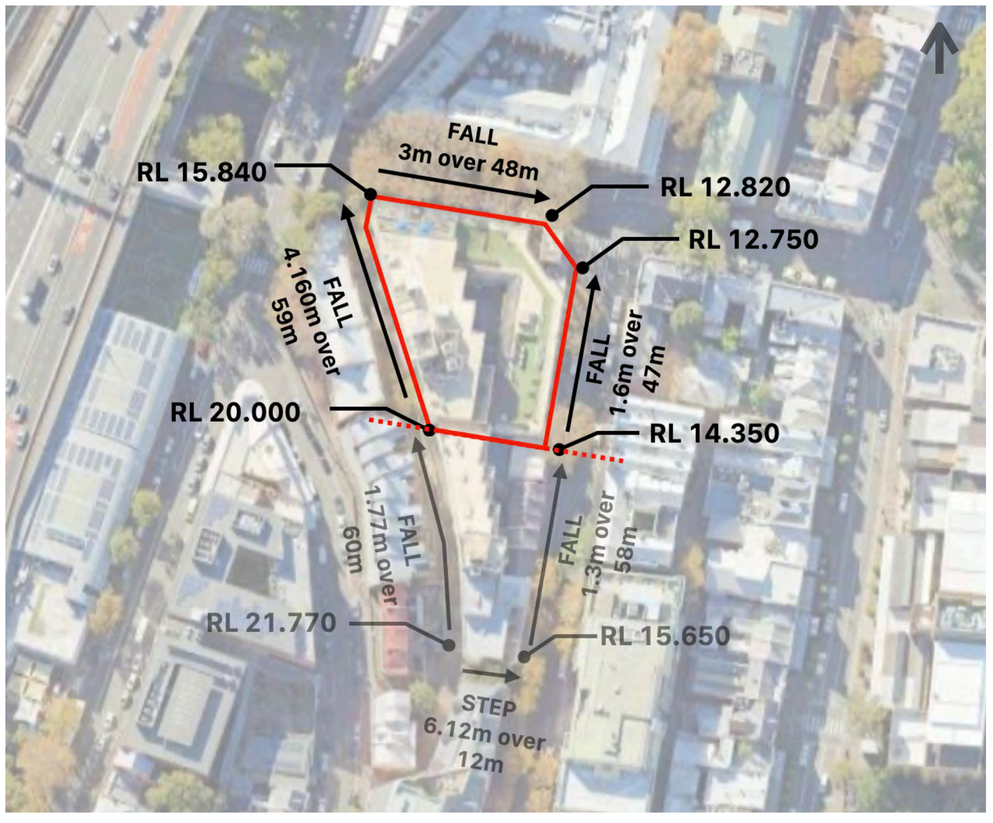
The DDA consultant (MGAC) endorses the current 2 lift proposal, noting the site is not on a strategic precinct accessible route, and that DDA access to Cambridge Street is predominately for access to the isolated retail / F&B opposite and proposed by the subject site.

Intuitive access and wayfinding to the lower ground DDA lift is an improvement in the revised massing strategy and an area we will continue to progress prior to the ensuing SDRP2 presentation.

We will also explore further a single lift DDA outcome, however, given the depth of the site and the cross levels being connected, the location opportunities and resultant amenity is limited.

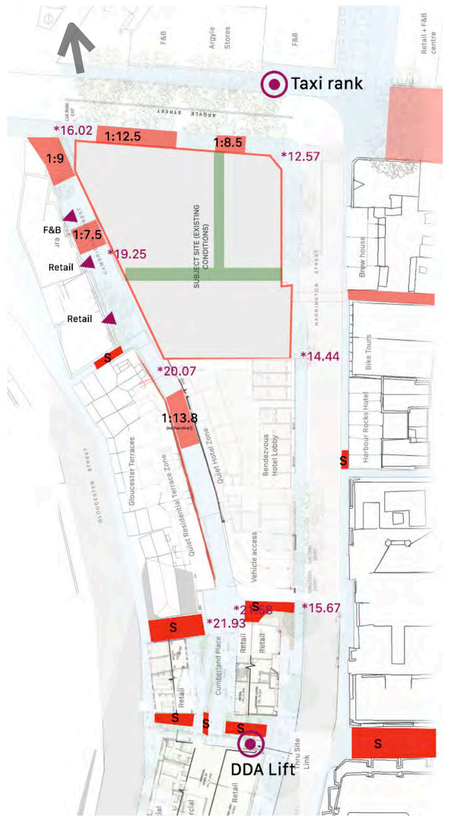


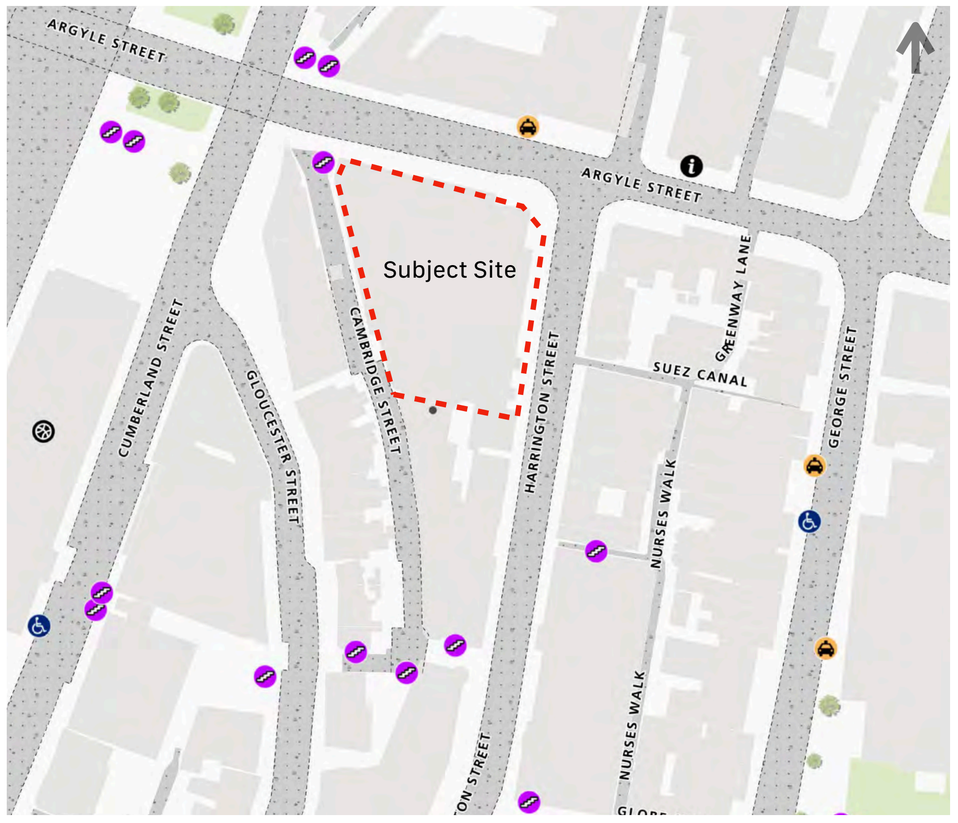




Stair
Ramp / steep sidewalk
Precinct Feature

Nearest public transport is George Street & west far along Argyle.
No DDA site access from public transport

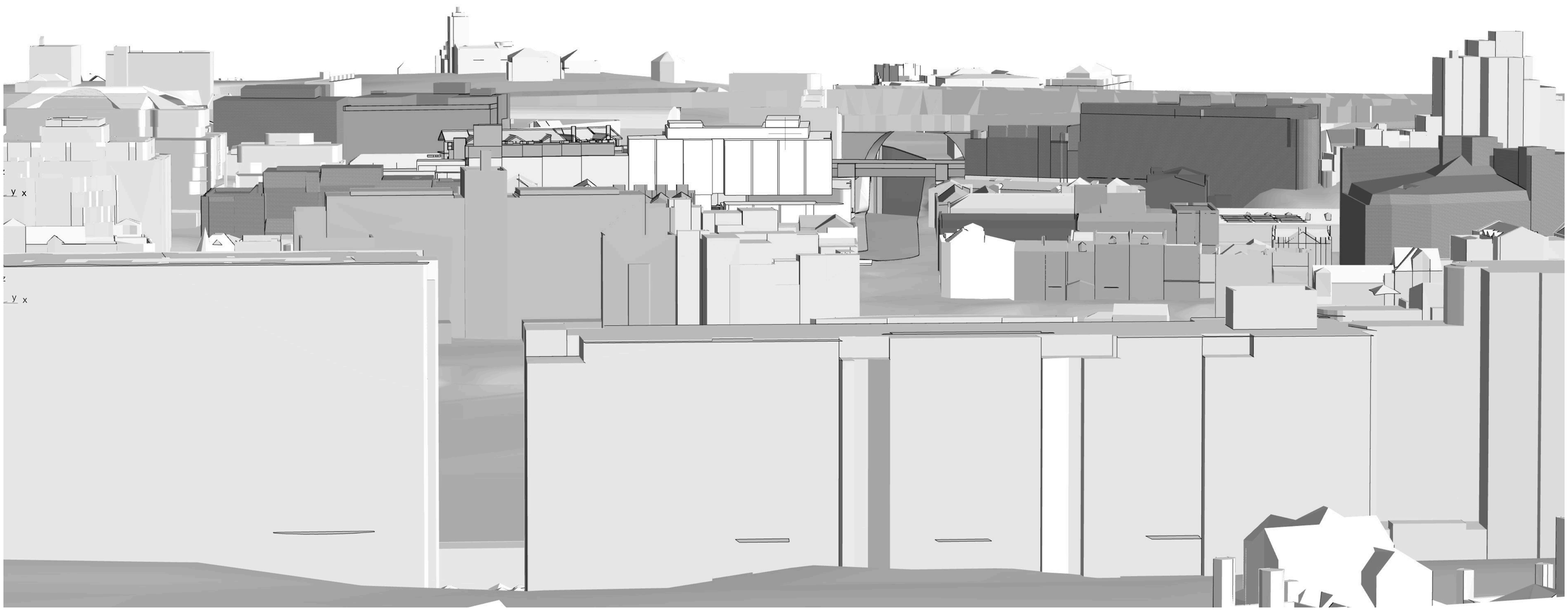




Built Form

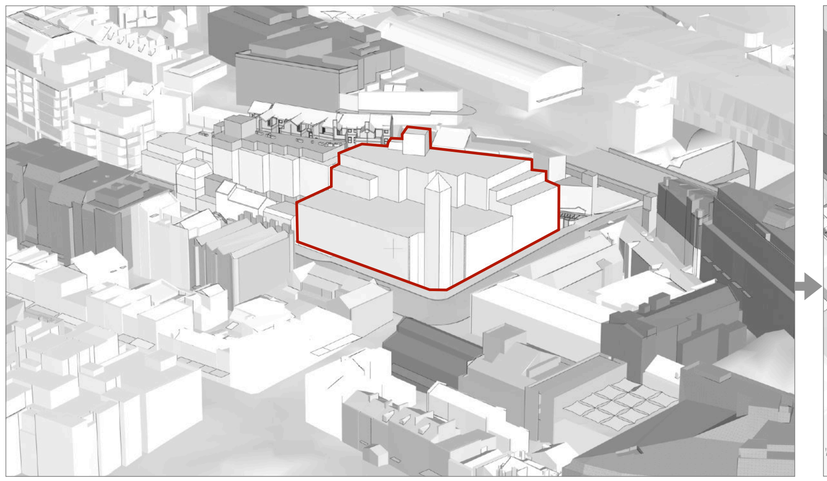
Form Genesis
Stakeholder Consultation
State Design Review Panel

Heritage Morphology
Corner Resolution
Podium and Roof Form Genesis



Form Genesis Sequence

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Existing Structure

4 levels of commercial over 2 levels retail

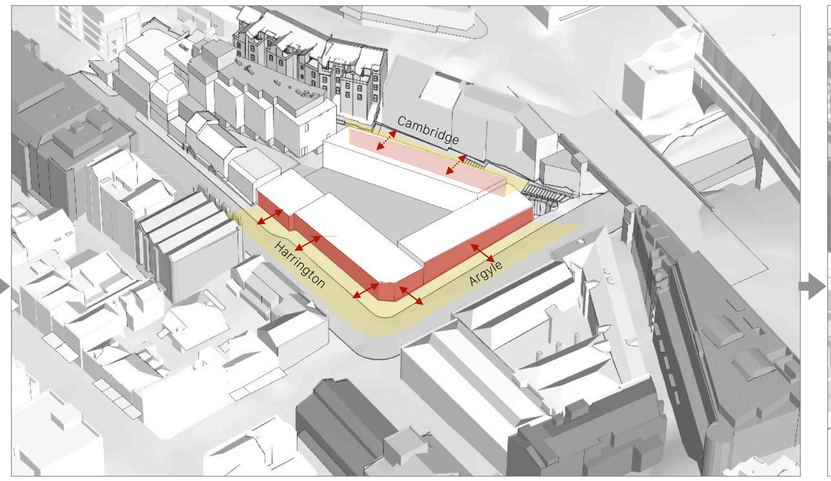
Retail activation largely limited to intersection address, with minimal activation to Harrington or Argyle Streets and nil activation to Cambridge Street.

Lack of heritage scale and grain recognition

Awkward floor to floor heights incompatible to both hotel typology and contemporary commercial

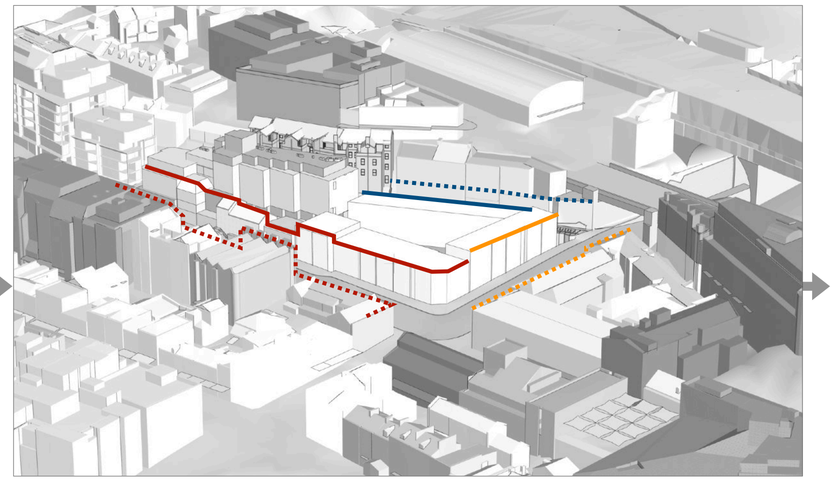
No through site DDA access

No through-site links



Street Activation and Address

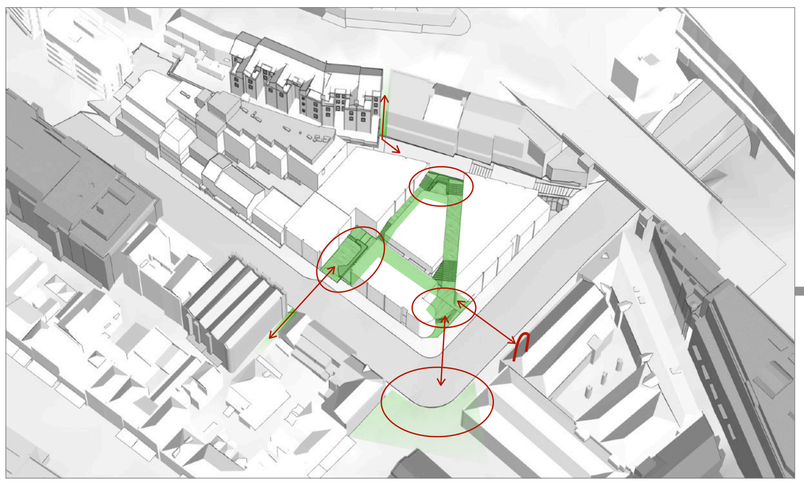
Block activation and rejuvenation via retail frontages and access to all street frontages



Heritage Morphology Streetwall

Streetwall height, scale and grain based on sites own heritage morphology.

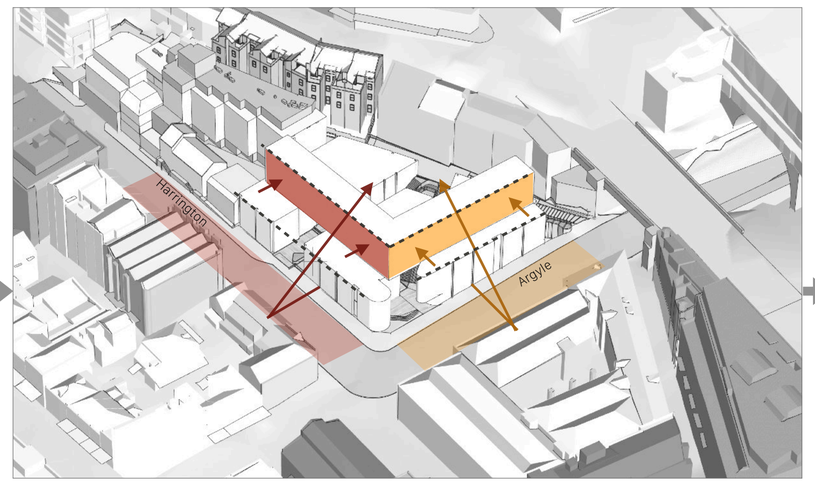
The site is surrounded by heritage listed assets. Heritage-sensitive street-addressing volumes will restore and recall the heritage streetscape character.



Intuitive Permeable Ground Plane

A variety of public spaces, to multiple site orientations and all visible from the surrounding public domain.

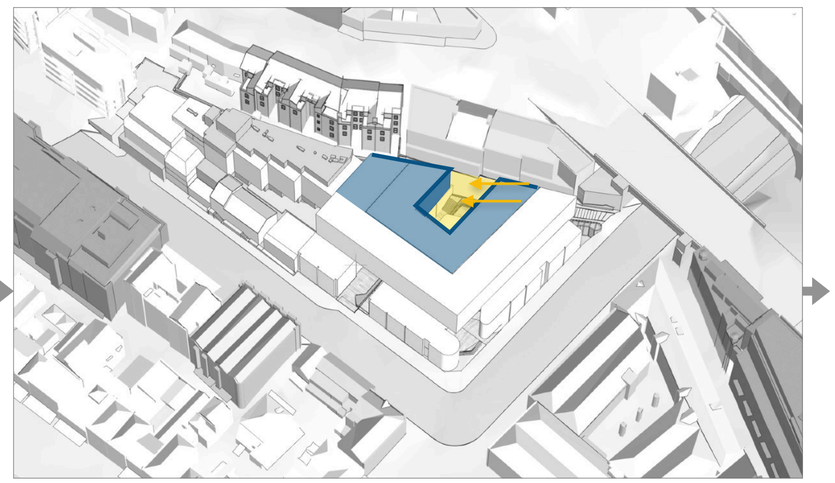
Active links with direct lines of sight through-site, aligned to pedestrian desire lines, heritage laneways and features.



Setbacks and Minimising Visual Bulk

Positioned parallel to bounding streets, typical to podium structures in The Rocks

Podium is setback from the street to minimise visual bulk when viewed from Harrington and Argyle Streets. The heritage morphology streetwall forms effectively screen the setback podium forms.

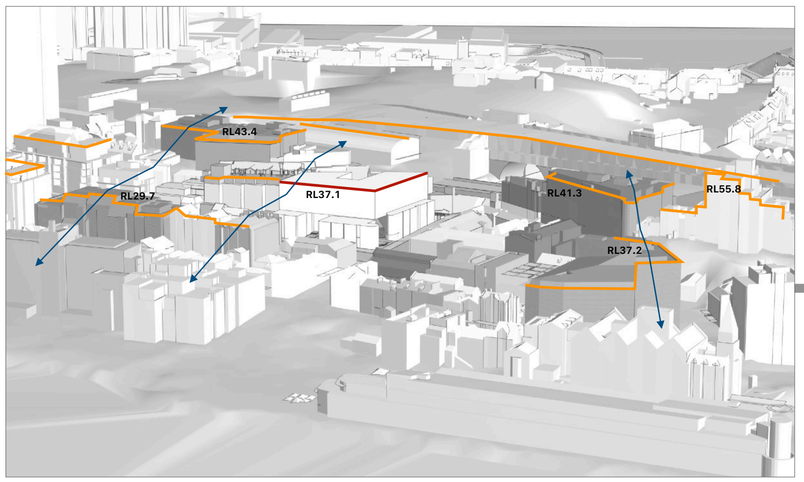


Cambridge Courtyard and Enhanced Solar Amenity

Inset from Cambridge Street to establish efficient hotel double loaded corridor plans and improve solar and sky view amenity to Cambridge Street

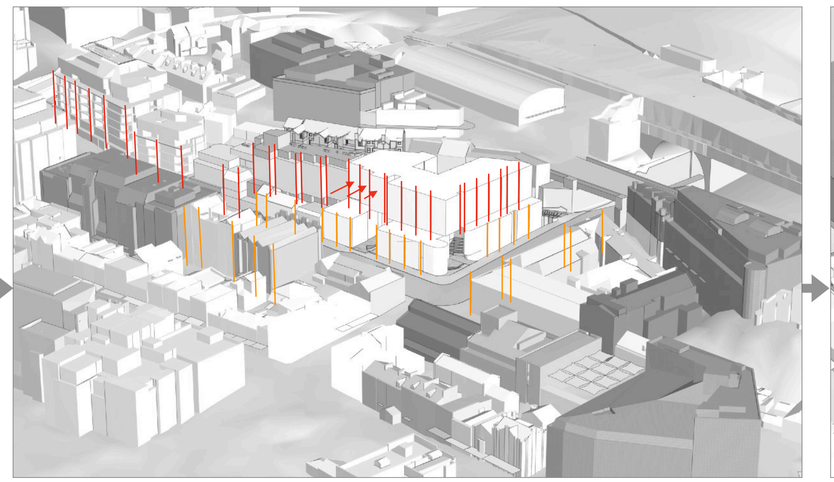
Form Genesis Sequence

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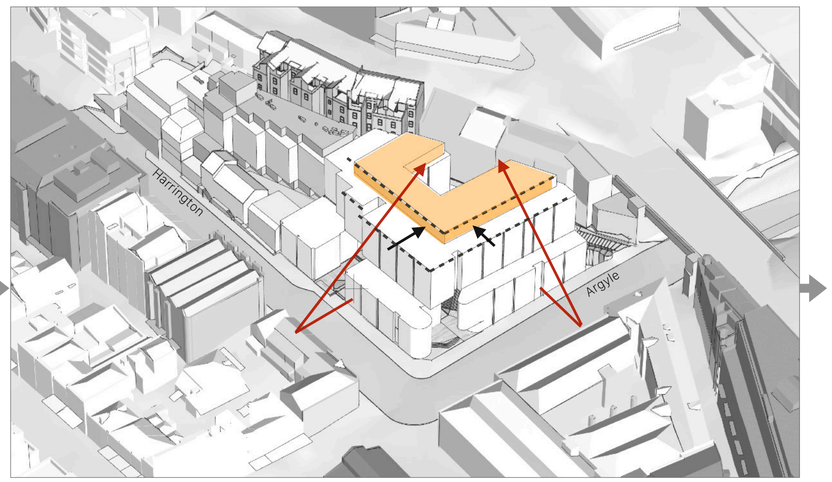
Podium Height

Parapet height is commensurate with local like-sized amalgamated lots. Terracing of taller podium forms correspond also with the topography



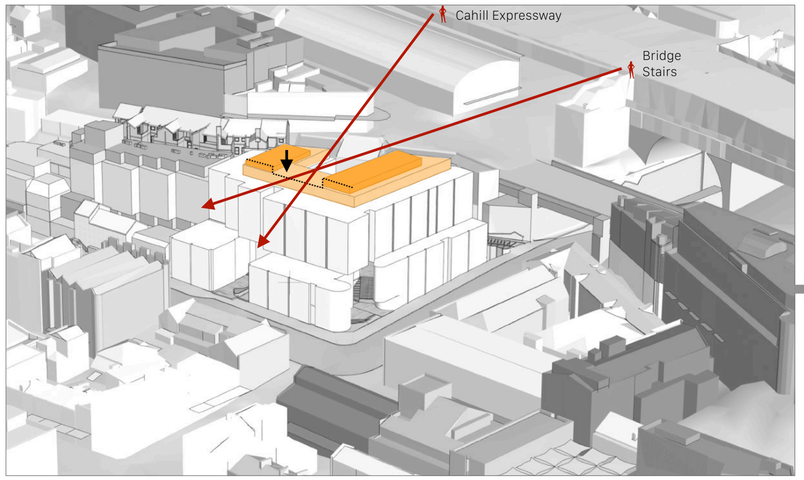
Contextual Articulation

Articulation to maximise through-link open-to-sky amenity and reinforce heritage scale and grain of The Rocks



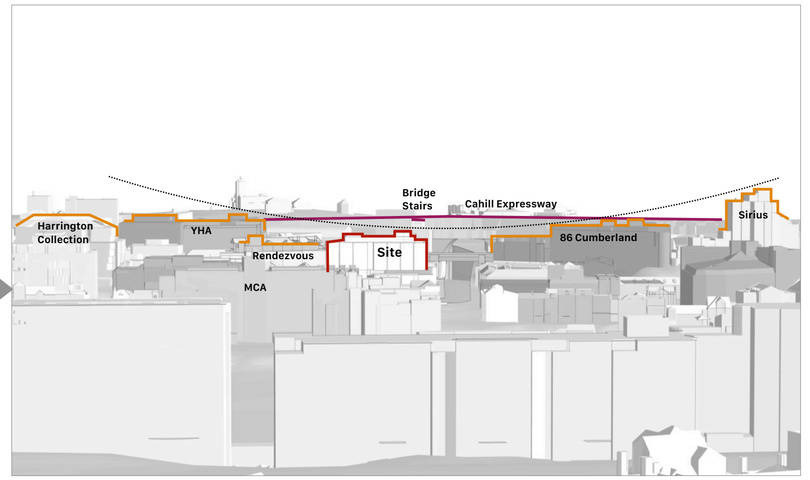
Setback Roof Form

Recessed roof massing to minimise visual bulk when viewed from surrounding streetscape



Roof Articulation

Articulated massing to reduce monolithic roof massing, disguise and accomodate rooftop plant within the architecture, and preserve cross-site views from the Cahill Expressway and Bridge Stairs.



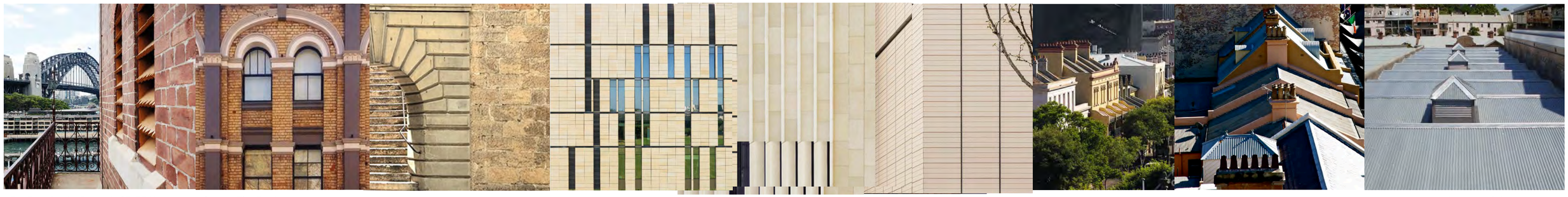
Height Dip to Argyle Street and Sensitive to Cross Site Views

Height sensitivity to the view corridor between the YHA and Sirius from the Cahill Expressway and Bridge Stairs.

Total height similar to 86 Cumberland street on other side of Argyle Street




SHANGRI-LA HOTEL
Argyle Street
P ROOMS
Bar
STORES



Engagement with Key Stakeholders

Consultation has been a constant throughout the early stages of the proposal, with key stakeholder engagement informing the design process from early Concept planning through to this SSDA submission.

All stakeholders have been unanimous in both acknowledging the current developments deficiencies, and supportive of the redevelopment and rejuvenation of so important an opportunity site within The Rocks.

Included within the engagement and design process has been the appointment of a State Design Review Panel (SDRP) with which the design team have met three times in the lead up to their endorsement to lodge this SSDA. A fourth SDRP is envisioned post-lodgement.

The extensive community and stakeholder engagement undertaken to date is mapped out below.

Place Management NSW

NSW GOVERNMENT | Heritage NSW

GANSW

NSW GOVERNMENT | Planning, Industry & Environment

CITY OF SYDNEY

- Initial Meeting with PNSW — 31 August 2021
- PNSW Meeting #2 — 8 September 2021
- PNSW Meeting #3 — 30 September 2021
- DPIE 'Scoping Meeting' — 13 October 2021
- City of Sydney Council Meeting #1 — 14 October 2021
- Request for SEARs — Lodged: 17 November 2021; Received: 14 December 2021
- Heritage NSW Meeting — 10 December 2021
- First Nations Workshop — 5 February 2022
  - Uncle Dennis Foley - Elder
  - Uncle Greg Simms - Elder
  - Dr Daniele Hromek - Cultural Knowledge holder, Design with Country expert
- City of Sydney Council Meeting #2 — 7 February 2022
- PNSW Meeting #4 — 8 February 2022
- Heritage NSW Approval Committee Meeting — 1 March 2022
- SDRP #1 — 2 March 2022
- PNSW Meeting #5 — 10 May 2022
- DPE #2 — 12 May 2022
- SDRP #2 — 25 May 2022
- PNSW Meeting #6 — 6 June 2022
- PNSW Meeting #7 — 14 July 2022
- DPE #3 — 28 July 2022
- PNSW Meeting #8 — 28/29 July 2022
- City of Sydney Council Meeting #3 — Aug 2022
- PNSW Meeting #9 — 10 Aug 2022
- SDRP #3 — 14 Sep 2022
- Package for October HCAC — 21 Sep 2022
- SCRA Envelope Submission — 5 Oct 2022
- PNSW Meeting #10 — Nov 2022
- Post-Lodgement SDRP #4 — Q1 2023

Proposal evolution through exploration and Stakeholder Consultation

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Three archetypal scenarios were initially explored, with outcomes measured against design and public benefit objectives and commercial targets; adaptive re-use of the existing structure, knock-down rebuild within the existing control envelope, and knock-down rebuild with a re-imagined control envelope.

The existing control envelope was 'shrink-wrapped' around the existing Clocktower development, itself a product of the 1980's and by a foreign architect seeking rapid market expansion - this of their first projects in Australia. The design is in many insensitive to the heritage character and scale of The Rocks with unarticulated monolithic 4 story podium street walls, the unnecessary 'statement' of the corner clocktower itself, 7 level shear wall to Cambridge Street, and resultant internal floor levels wholly at odds with surrounding street activation. The podium form also held all street edges with no opportunity for public space within the site nor through-site links open to the sky.

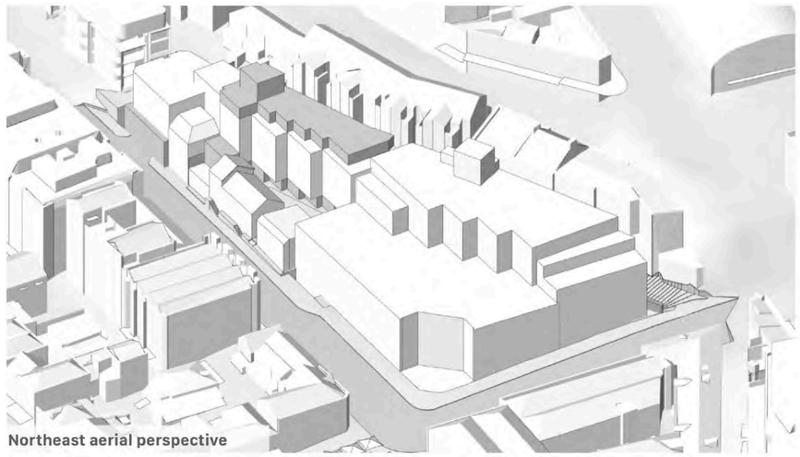
The commercial objectives, set by the financial realities of lease acquisition and redevelopment costs in The Rocks, are 200+ 4 star hotel rooms, 1800m2 retail GLAR (identified as the right amount to create a sustainable critical mass of retail on-site), and a rooftop retail amenity.

All options explored preserved control envelope volume and FSR neutrality.

Massing Scenario 1
Adaptive Re-use of Existing Structure

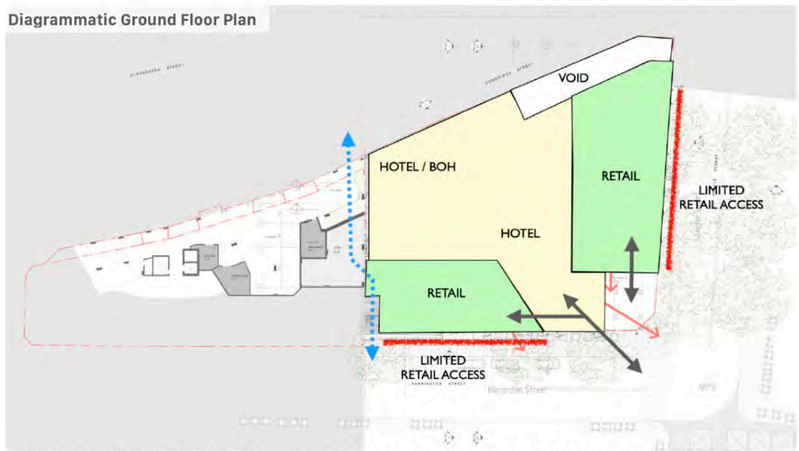
The existing structures' floor to floors are inefficient for hotel use, there were longevity and compliance question marks around the concrete itself, and - to achieve the sort of street activation and thru-links acknowledged by all as desirable - prohibitively invasive structural works were required.

- Partially SCRA Envelope Compliant
- Nil opportunity for heritage morphology representation or resolving scale issues to Harrington or Cambridge streets.
- Very limited Thru site link opportunity, entirely built over
- Very limited retail access and activation with access limited to from Argyle-Harrington intersection.
- 160-180 Hotel Keys (Target 210+)
- Podium-top bar (ambition for rooftop)
- 1700m2 Podium GLAR (Target 1800m2)
- Retains existing car park (with many non-compliant car spaces relative to current code, and only 2.5m floor to floor)



Northeast aerial perspective

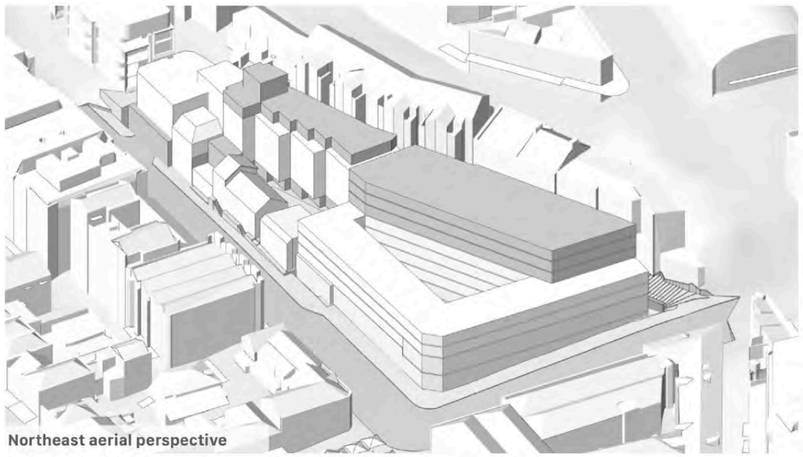
Diagrammatic Ground Floor Plan



Massing Scenario 2A + 2B
SCRA Compliant - Knockdown & Rebuild

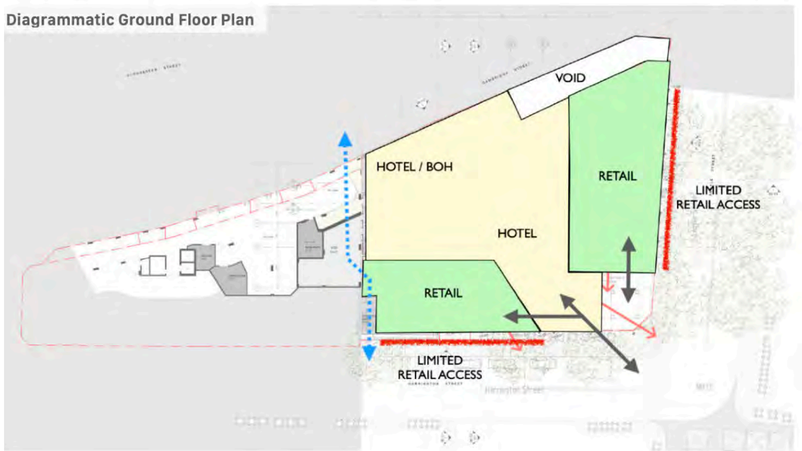
Adhering to the existing control envelope meant the embedded deficiencies relative to street activation, through site links, and heritage scale were all unavoidable with maintaining the commercial objectives.

- Limited opportunity for heritage morphology representation or resolving scale issues to Harrington or Cambridge streets.
- Very limited Thru site link opportunity, entirely built over
- Very limited retail access and activation with access limited to from Argyle-Harrington intersection.
- (2A) 180-200 Hotel Keys (Target 210+) with existing retail and through site link configuration , OR
- (2B) 150-160 Hotel Keys (Target 210+) with improved ground plane configuration and access. Too significant a hit on the commercial targets to be feasible
- Podium-top bar (ambition for rooftop)
- 1800m2 Podium GLAR (Target 1800m2)
- New basement targeting similar number of car spaces to existing car park



Northeast aerial perspective

Diagrammatic Ground Floor Plan



Massing Scenario 3
Control Envelope Variant - Knockdown & Rebuild

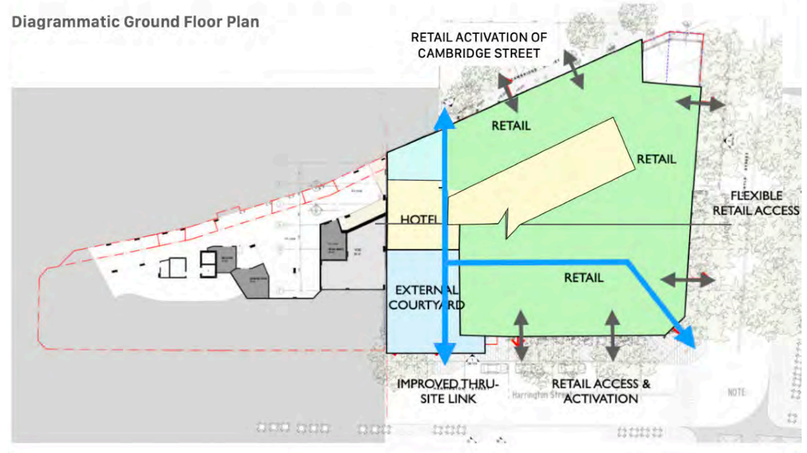
With the greatest balance of scope for ground plane Public Benefit uplift, potential to meet the commercial realities required of the major redevelopment, and a sensitivity to the street massing interface, massing scenario 3 was the preferred initial design outcome.

- SCRA Envelope height non-compliant, but **volume neutral** and **FSR neutral**
- Strong opportunity for representation of heritage morphology in architecture, embedded in the envelope, to Harrington and Cambridge streets
- Generous Thru site links including north south link fully open-to-the-sky, and east west link partially open-to-the-sky with external public spaces at both Harrington and Cambridge st ends.
- Flexible retail access and activation to all streets
- 200-210 Hotel Keys (Target 210+)
- Rooftop bar
- 1800m2+ Podium GLAR (Target 1800m2)
- New basement targeting similar number of car spaces to existing car park
- Increased tower setbacks for increased public domain amenity



Northeast aerial perspective

Diagrammatic Ground Floor Plan



SDRP 1 and 2

State Design Review Panel 1 - March 2022

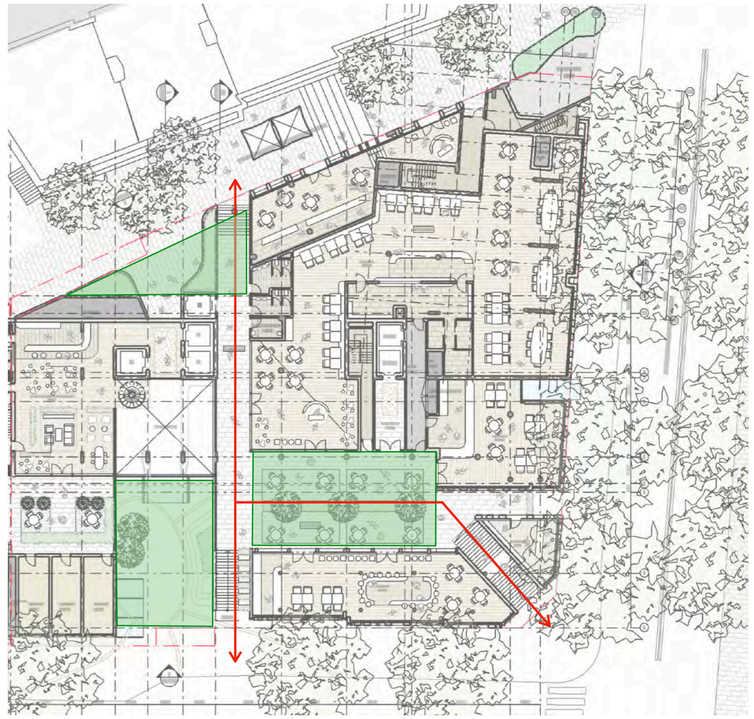
Design studies for Massing Scenario 3 continued through stakeholder consultation in the lead up to SDRP1. The ground plane design included a new east west link, loosely aligned with the Suez Canal and the Gloucester Stairs, and an elevated north south link connecting the east west link with the corner intersection address. The north-south link articulated a heritage-morphology-scaled streetwall retail form that acted as a screening element to the hotel podium form behind. The hotel podium facades were parallel to Harrington and Argyle streets, the prevailing street elevations from a precinct view perspective. The Cambridge Street elevation included a setback podium form to allow more natural light and sky-view into the pedestrian street, with heritage-morphology-scaled facades with retail activation.

The presented scheme maintained envelope volume and FSR neutrality with the existing control envelope and commercial building.

The panel supported the redevelopment of the site, the compelling urban design analysis presented, rationale behind demolition of the existing structure, the porous site approach, and the inclusion of new public space within the site.

Their main recommendations revolved around;

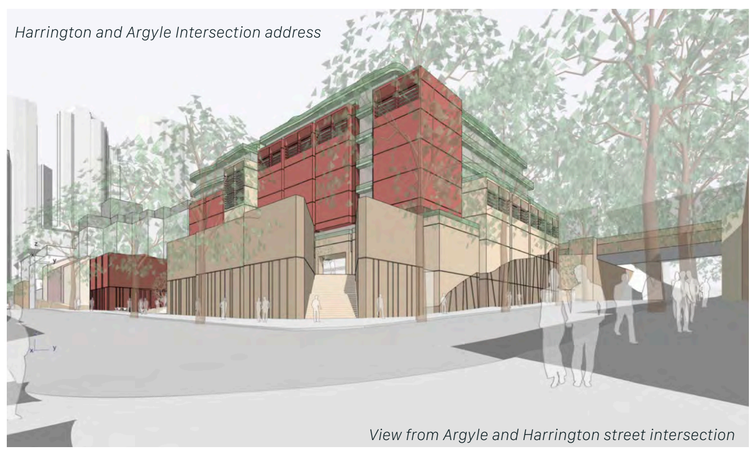
- more detail around the through-site links amenity, dimensions, proportion open-to-sky
- Options for the intersection corner, with the stair presented considered a negative 'cut' and inconsistent with the contextual heritage approach of solid, grounded corners. Options of solid or much more open were suggested.
- Building form composition and ground level treatment to Cambridge Street
- The rooftop bar roof form being considered too horizontal relative to the proposed vertical language
- Overshadowing diagrams for all nearby public realm and residential neighbours
- Explore options of relocating area back along Harrington and Agyle street to reduce overshadowing (height)



Upper ground floor plan



Eastern aerial perspective



Harrington and Argyle Intersection address

View from Argyle and Harrington street intersection

State Design Review Panel 2 - May 2022

There were three major design changes presented at the second panel meeting.

The first was the reduction in height of one story in-conjunction with a significant form redesign to maintain commercial yields. In line with the SDRP1 recommendations, area was redistributed from the top level to Harrington Street. The resultant building height was (and is) lower than the existing buildings lift motor room, and well below the clocktower. This move also negated any negative overshadowing to the Gloucester Terraces. Importantly, the roof form also incorporated all lift overruns and plant equipment.

The second was further improvement to the Cambridge street elevation with a new courtyard space defined by the podium hotel. The courtyard permitted more natural light and sky view into Cambridge, provided a more structured building facade composition to the street, and created a new intimate courtyard space in the ground plane.

The third was a major adjustment to the ground plane and through site links. The east west link was made 70% open-to-the-sky and where covered, now enjoyed 7m clear heights and direct line of sight between Harrington and Cambridge. The north-south link was dropped to ground floor, internalised in a double height retail arcade and positioned to frame views to the historic Argyle Stores archway entry to the north. A new meandering link was created from the intersection to Cambridge Street passing through a new courtyard public space bound by retail activation. Two options were presented for corner treatments; notably a solid heritage corner form (as visible below) and the other a more open corner with a sight line through to Cambridge Street.

The team also embellished on the Connecting to Country Framework established and exercised through the design process.

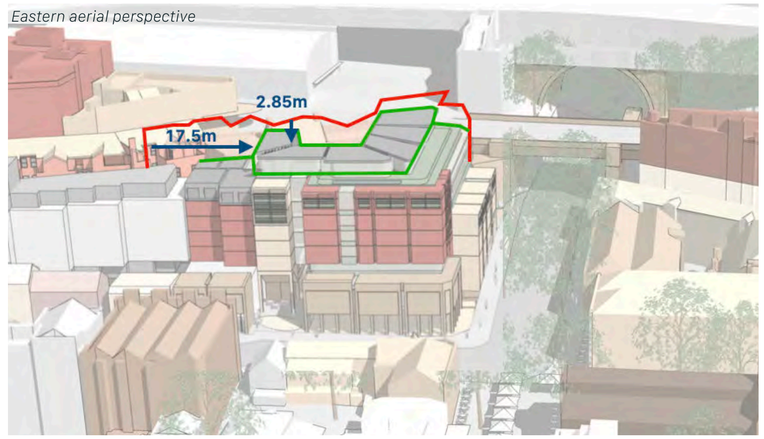
The panel supported the Connecting with Country commitment, improved public domain sight lines, DDA access, strengthened through-site links and the diversity of public spaces, general improvements to massing including the reduction in height and contextually appropriate qualities, improved solar to Gloucester Terraces and roof services integrated into the roof design.

Further recommendations included;

- Demonstrating how Connecting to Country was informing design development
- improvements for wayfinding through site, and more information around the proposed public spaces and street-side activation and use
- Support for the more solid intersection corner option, however how would it integrate into the sites wayfinding strategies
- Massing diagrams illustrating the differences between the SCRA and proposed envelopes
- Simpler roof articulation, more sensitive to The Rocks context
- More detail on the material palette and facade detail



Upper ground floor plan



Eastern aerial perspective



Harrington and Argyle Intersection address

View from Argyle and Harrington street intersection

SDRP 3 and on

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State Design Review Panel 3 - September 2022

The third session featured the new diagonal link and revised intuitive wayfinding strategy, landscape concepts for the three public spaces, revised roof design, material and facade development, and more thoroughly explained the proposed control envelope change and how the proposed scheme would fill it.

Most of these design developments are detailed already within this design report.

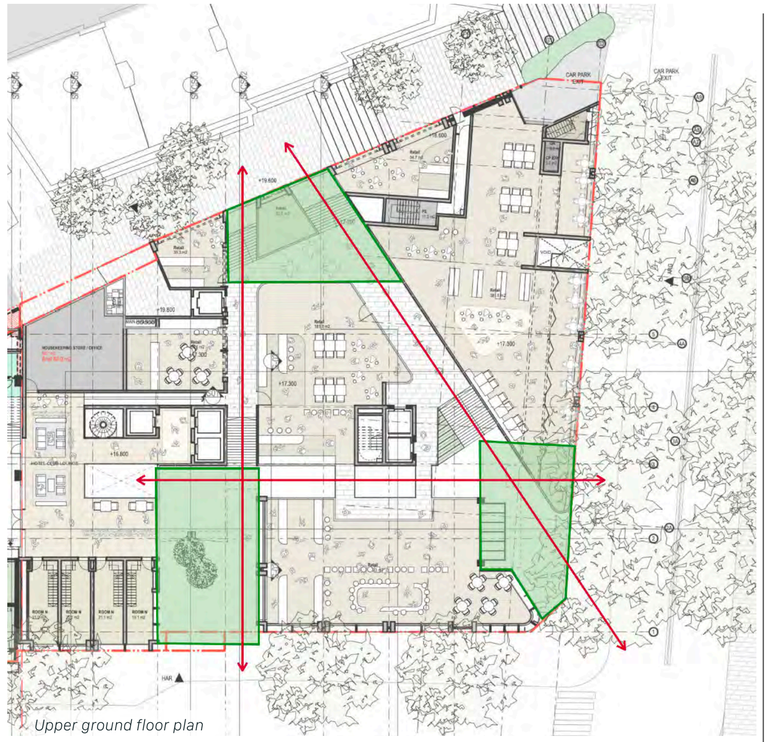
The panel supported;

- Rationalisation of the roof form
- Commitment to Connecting to Country
- The new third diagonal link and triangular ground plane diagram
- Multi-directional hotel bay windows
- The restrained material palette referencing the colonial history of The Rocks and solidifying the base.
- The rhythm of the podium massing and articulation of the Harrington streetwall form
- The vertical facade bay articulation
- Development of the Argyle street facades and its relationship to the Argyle Store and Bridge

We took their primary recommendations as;

- Restoring the orthogonal character of the Harrington Street podium elevation
- Further explorations around the corner treatment including dropping the Harrington form to ground at the corner
- To consider the character of the links and to ensure they do not feel privatised
-To remove the retail 'plug' on Cambridge Street at the convergence of the two thru-links, creating more unobstructed view lines
- Integrating more the Argyle Cut facade narrative, to avoid it looking like an applied addition.
-- Further development of material narratives and applications

Importantly, the panel provided its endorsement to lodge the SSDA, noting the items above were to be responded to in a fourth SDRP to occur post-lodgement exhibition.



Upper ground floor plan

Western aerial perspective



Harrington and Argyle Intersection address



Changes since SDRP3

In response to the SDRP3 recommendations, and reflected in this submission, we have progressed:

Corner resolution We've largely followed the recommendations of the panel for the corner address, removing the corner cantilever and increasing corner solidity. Refer to the following page for a more detailed response to this item.

Cambridge retail 'plug' The pavilion has been removed, with a new seated garden proposed, lined with and protected by landscape. A tree is proposed over, providing dappled light and canopy weather cover. The seating area is accessible from the upper ground floor retail and both bounding throughs-site links. Refer to Arcadia's Landscape Concept report for more information.

Harrington Facade The orthogonal structure has been restored, with forms articulated vertically to match the heritage morphology scale, and parallel to the street.

Facade detailing and materials (red and copper, blonde and bronze) The facades palette has been refined with combinations of blond brick and copper, and red brick with bronze. Further detail around the retail facades and materials have also been provided. Refer to the Materials and Facades chapter of this report.

Other progressions to the design since SDRP3 include roof sculpting, basement EoT and bike parking, overall facade composition and detailing, and continued development of the public domain design.

There are also flood plane considerations that have been integrated into the scheme since SDRP3. *Refer to the Civil and Flooding report by TTW for more detail.* Any connection to a basement or any essential site infrastructure has been re-designed to mitigate flood level impact. The hotel lift lobby, DDA lifts, exit vehicle ramp and fire stairs, and all plant thresholds have all been elevated. The DDA consultant has been integral to the inclusion and design of new ramps throughout the public domain to provide DDA optimised travel.



Upper ground floor plan

Western aerial perspective



Harrington and Argyle Intersection address



Built Form

Corner Resolution

Excerpt from SDRP3 minutes, relative to the corner and through-site links:

Corner - Harrington and Argyle Street

The previous Harrington and Argyle St corner, presented in SDRP 2, consisted of a more rational, structurally logical, masonry form holding the corner. While the curvilinear geometry of the revised corner is supportable, further clarity is needed in the massing and structure to relate to the built heritage of The Rocks more explicitly.

7. Consider bringing the solid masonry form to ground at the corner, rather than cantilevering over the entrance. This would:
   a. re-establish the solidity of the masonry, reinforcing the sense of bedrock
   b. be in keeping with the neighbouring sandstone heritage and the language of a continuous solid base anchoring buildings to the street
   c. create a robust corner condition which reinforces the formal character of The Rocks.
8. The diagonal connection from Cambridge St to the Argyle St corner may benefit from turning northward at Argyle St to face the Argyle Store and enable a more solid corner resolution at ground level.

Through Site Links and Access

The introduction of the third diagonal link through the site is supported, however as these are largely enclosed by the hotel at first floor, the character of these lanes must be carefully considered to avoid an overly privatised or retail-centric atmosphere. Explore the potential increase public amenity through greater openness and stronger connections to sky.

With regards to item 8, we intend to contest the suggestion of turning the diagonal link northward to face the Argyle Stores. We acknowledge and love the charm of 'discoverable' links within The Rocks - and the proposal contributes to this character with the east-west and north-south links. However, the diagonal link is attempting to present a permeable and welcoming ground plane and reveal Cambridge Street to the footfall-heavy Harrington-Argyle intersection. Footfall drastically decreases west of Playfair Street. Losing the direct line-of-sight from the intersection negates the purpose of the link and will close site retail and Cambridge from the intersection. Further, heritage-sensitive corner solidity can be achieved via alternate massing whilst preserving and enhancing the link.

In line with the other recommendations above, we've removed the cantilever from the predominate streetwall form (facing Harrington Street and the intersection), increased facade solidity including tighter portal frames and an articulation adjustment to emphasise the corner form, and widened the link aperture to create greater openness and stronger connections to sky.

The curvilinear geometry from SDRP3 has also been rationalised to a true circle, consistent with local corner treatments including the Orient Hotel addressing Argyle and George.

To preserve link visibility from the intersection (and views to the intersection from Cambridge Street), licensed seating and umbrella zones are defined at both ends of the through-site link.

SDRP3



View from Argyle and Playfair

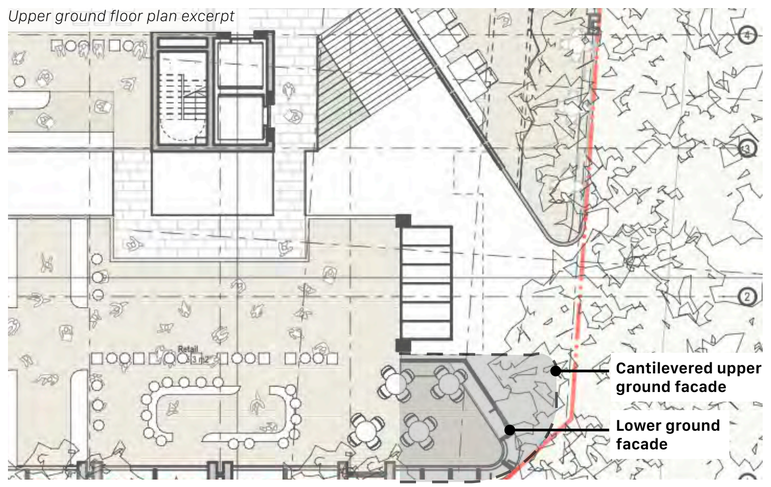


View up Argyle from George Street. Acknowledge SDRP3 converging streetwall forms cantilever of Corner Place.



Zoomed in view from Argyle and Playfair

Upper ground floor plan excerpt



SSDA Proposal

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View from Argyle and Playfair, exhibiting the wider link aperture, neater streetwall geometries, increased solidity and alternate articulation to emphasise the corner

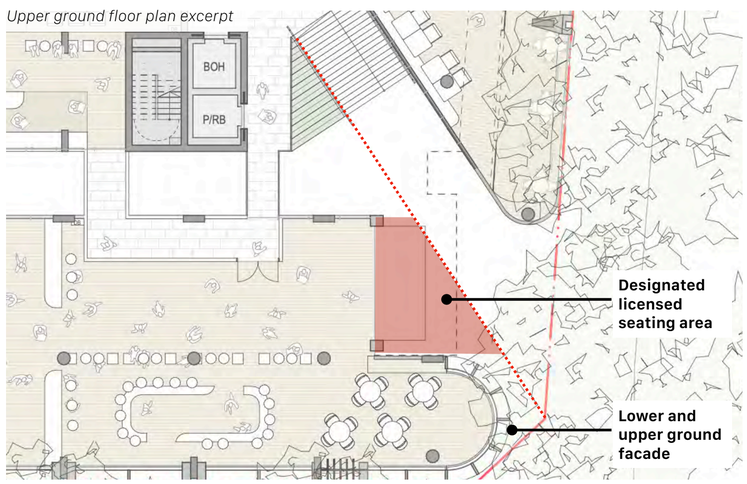


View up Argyle from George Street. Converging streetwall forms maintain a solid and grounded corner treatment, with the link only revealed from the intersection.



Zoomed in view from Argyle and Playfair

Upper ground floor plan excerpt



Corner - Harrington and Argyle Street

Balancing a context-sensitive built form intersection address, in combination with a new through-site link visible from the intersection, has been a key design consideration.

The design establishes a solid heritage corner element to the intersection. A gentle curve is introduced presenting a soft and welcoming street wall, recalling similar local corner treatments including the nearby Orient Hotel and Harbour View Hotel.

The corner element is then setback from Argyle street to match the 1800's plot maps and revealing the through link beyond. This echoes the eastern wing of the Argyle Stores opposite which is also setback to the intersection. Together they present a wide, balanced and welcoming intersection public experience.

The corner element setback also reveals the Argyle Street street wall form, which mimics the height of the the Argyle Stores opposite. A symmetrical 'gateway' is formed, framing the intersection and the pedestrian link west through the Cut and beyond.

These formal setbacks become environmental queues, suggesting the new through-site link to Cambridge Street, whilst maintaining a sense of enclosure and solidity to the corner and intersection.

NSW Archive photo from Argyle and Harrington street intersection, with the corner setback and barrel store



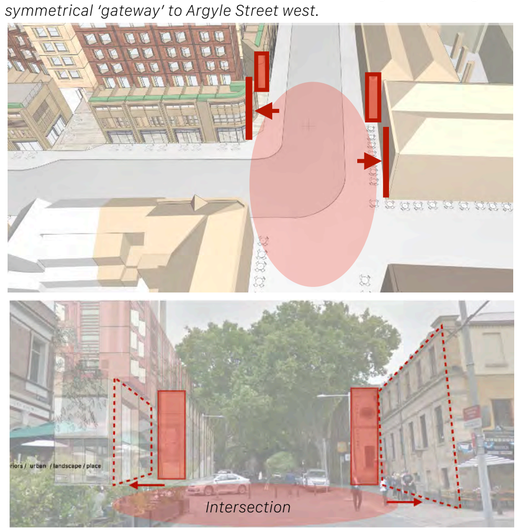


View from Argyle and Harrington street intersection

The established solid and active corner treatment within The Rocks



Setback corners framing the intersection and forming a welcoming and symmetrical 'gateway' to Argyle Street west.



Streetwall massing, materials and heights complimenting apposing heritage heights



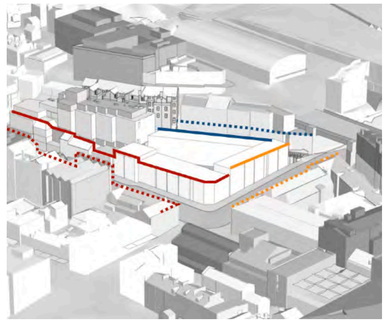
View up Argyle street from George

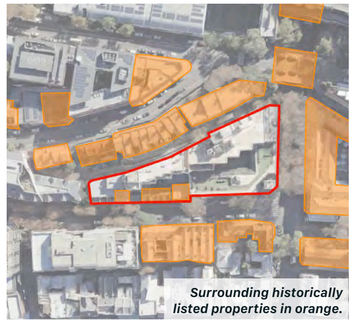
Street Wall Elevation Massing: Recalling Heritage Morphology, Scale & Grain

The site is surrounded by historically listed properties, including the Argyle Stores (interestingly, the former NSW Town Hall) to the north, the Argyle Cut to the north west, the Gloucester terraces to the west and the Harbour Rocks Hotel to the east.

The existing SCRA envelope presents a 4 story massing to these streetscapes, insensitive to the heritage scale and height established by these important neighbours.

The proposed streetwall design seeks to restore the heritage-scaled streetscape setting, with story heights mimicking both the adjacent heritage developments and recalling the sites own heritage morphology.





Surrounding historically listed properties in orange.



3 story Argyle Stores and The Cut

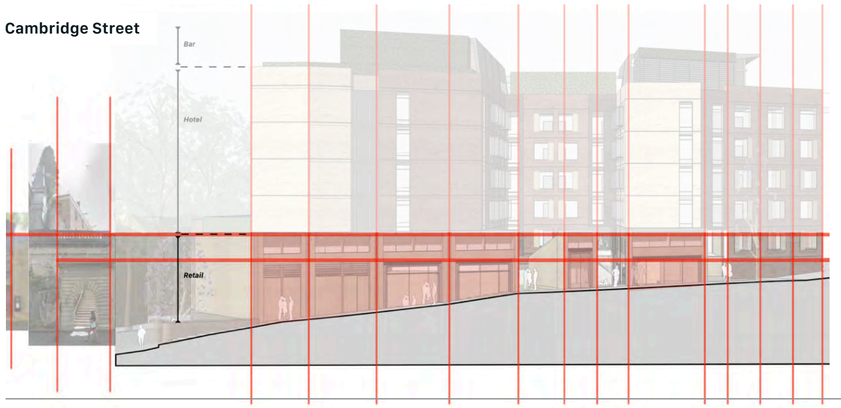


Harrington Street Predominately 2 story



Cambridge Street Lower 1-2 story retail settings

Cambridge Street





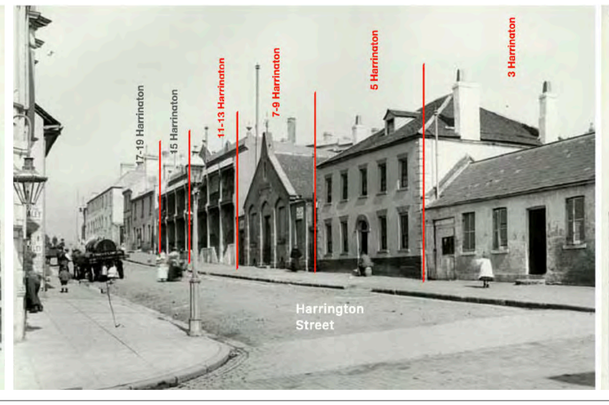




Harrington Street

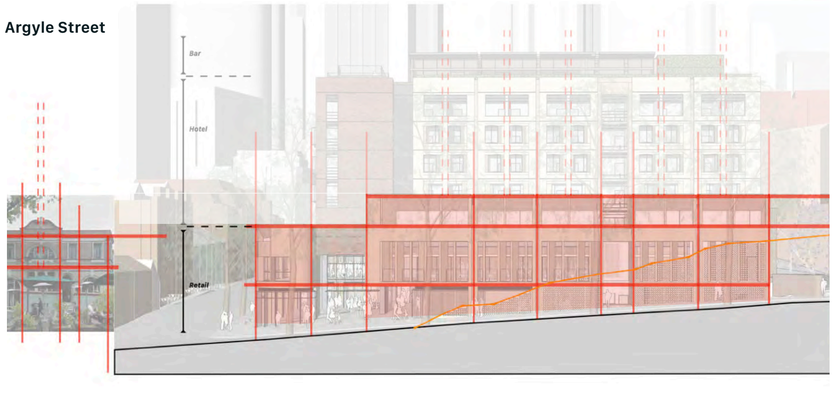




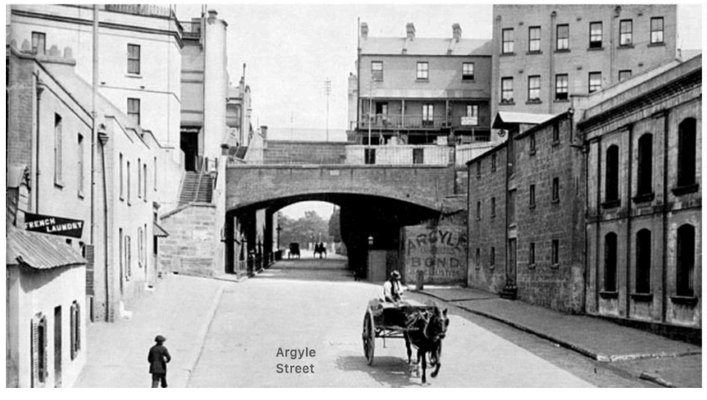




Argyle Street









Podium and Roof Form Genesis

Podium Form

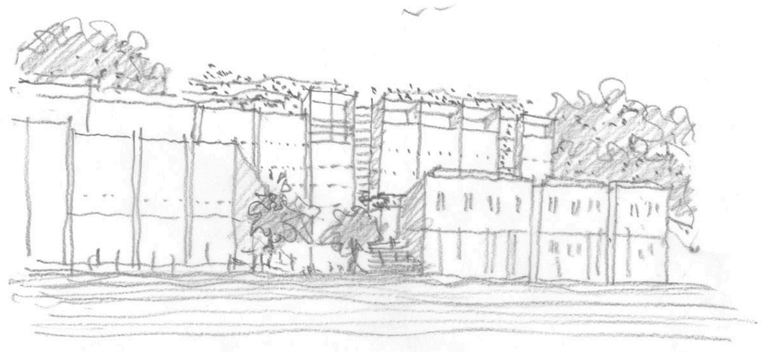
The podium form, housing the hotel rooms, sets back from Argyle and Harrington Streets to accentuate the aforementioned heritage street wall. The street wall in turn also acts as a screening element to reduce the perception of podium bulk when viewed from the streetscape.

To Cambridge street, the podium maintains the existing conditions' zero setback but is divided into slender, vertically proportioned volumes that echo the variety of widths and heights of the Gloucester street heritage terraces immediately opposite. The large courtyard at the thru-link convergence is a feature and increases the daylight and solar amenity of the courtyard, thru-links and Cambridge Street.

The podium heights maintain the prevailing podium height established within The Rocks, including a continuation of the Rendezvous Hotel height.

The podium facades are articulated to relate to a pairing of internal hotel room modules, which also reflects the scale of the heritage terrace character within The Rocks.

Protruding bay windows feature in the facades, providing oriented views to key tourism icons from inside the hotel rooms, and on the outside, create a playful composition of varying alternation and character.





Roof Form

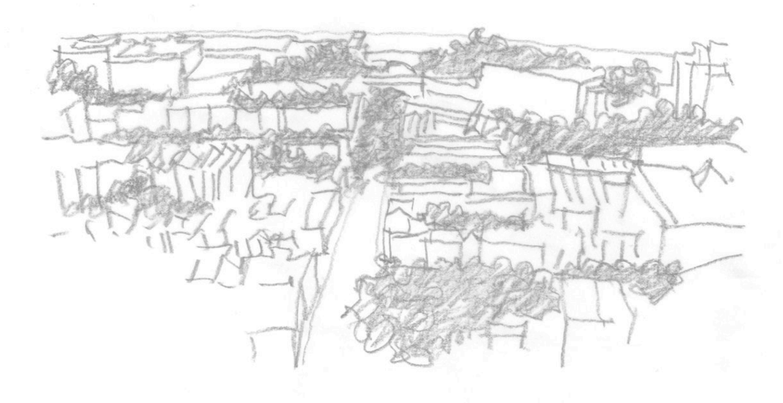
The top floor (L6) accommodates a small portion of hotel program to the south and a publicly accessible roof top bar with external traffic-able terraces to the east and north.

The material and form expression is a nod to the prevailing roof-scape within The Rocks of skillion and mansard metal roofs. The jointing featured correlates with, and is an extension of, the hotel room facade modulation.

The predominate views of the roof are from the west (Cahill expressway) and distant views from the east around Circular Quay and the Opera House. The linear expression of the rooftop is compact and presents a varied roof level with lower green-planted roof areas. This presents a less continuous and smaller grain roof scape from those predominant views.

The roof massing is also set back from the level 5 east and north parapet such that it's largely hidden from adjacent ground-plane street views.

All rooftop plant areas and lift motor rooms have been designed to be wholly integrated within the architecture and proposed control envelope.





Cambridge Street

A large influence on the intuitive way finding strategy proposed was creating a presence for Cambridge Street from the intersection. Much effort has gone to improving daylight and sun access, minimising wind, and provide new retail activation along the Cambridge frontage, activation will be key.

The street wall facades respond to the sites own heritage morphology; 1-2 story terrace homes framed by sandstone toned portals with deep glazing reveals and metal inlays. The retail frontages recall the industrial history of the rocks with a machined dark metal aesthetic and heavy large-format opening doors creating awning cover when open.

The majority of the ground plane is permeable and active, save for the zone toward Argyle street where the existing vehicular egress from the shared car park is retained (its most sensible location). Theres also a small stretch of hotel rooms to the south, opposite the Gloucester terraces, as Cambridge transitions to quieter residential and hotel uses.

The hotel floors are wrapped in a combination of red and blonde brick facades that echo the variety of widths and heights of the Gloucester street terraces opposite. The large courtyard at the thru-link convergence is a feature and increases the amenity of the courtyard, thru-links and Cambridge Street.

The calmer roof form over is a mansard metal roof, housing the roof top bar and hotel gym, with solid facades to the west to shield the Gloucester Street terraces. Refer to 'Roof Design' for more.

The height and profile of the roof has not changed from the previous presentation, with minimising overshadowing remaining a key sensitivity. Refer 'Envelope Summary' for more.

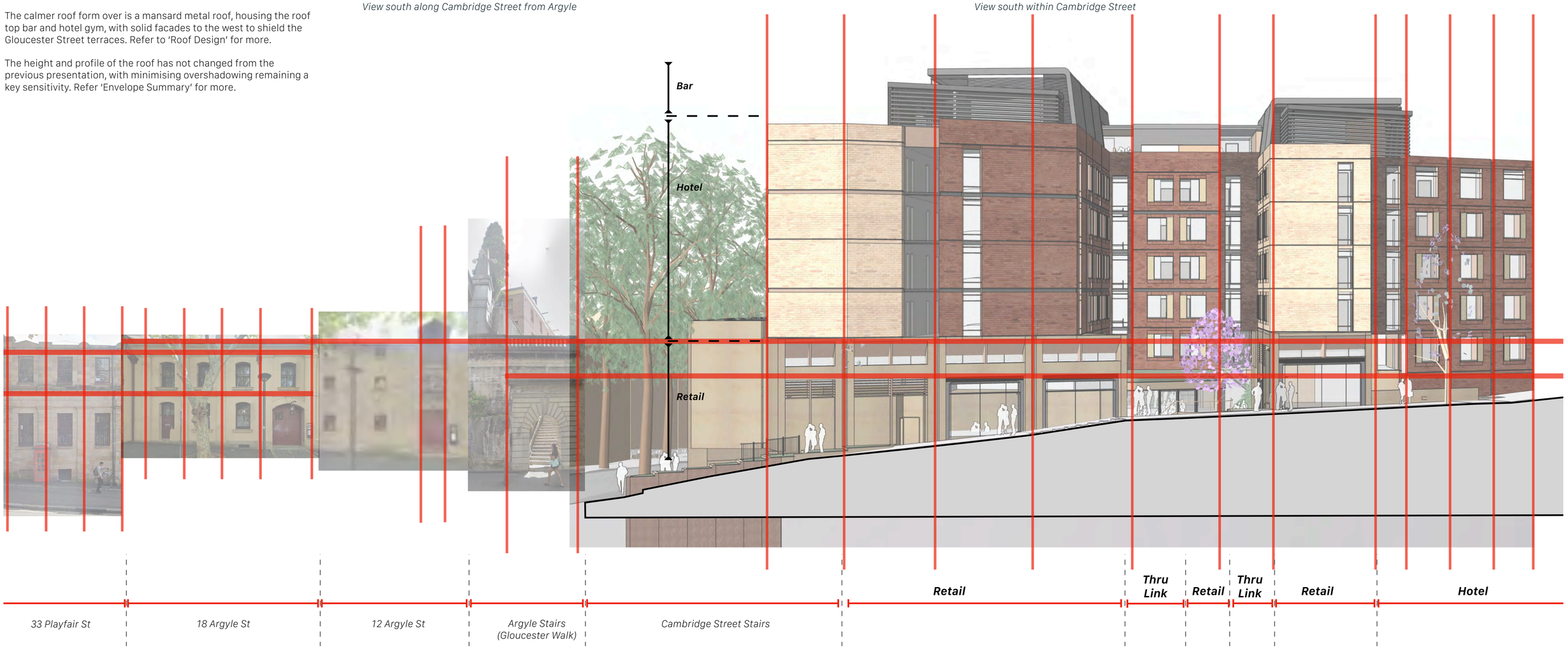


View south along Cambridge Street from Argyle



View south within Cambridge Street

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Argyle Street

The street wall massing to Argyle street aligns in height with the Argyle stores. The bottom two levels are retail where a balance is sought between facade depth, shadow play, and transparency to and from the retail tenancies within. Portal frames articulate a grain commensurate with the site heritage morphology, with vertical blades to the perimeter F&B seating areas that frame intimate views across to the Stores, down to the harbour, or up to the Cut. At the base toward the intersection, the lower level retail peels back to reveal the north-south thru-link and preserve its vista north to the Stores entry archway. The upper two levels then continue and cantilever to create a sense of enclosure and shade to the Corner Place.

The hotel facade is articulated in response to the heritage morphology, with the same mixed-mode bay windows featured on the Harrington and Cambridge elevations. The material palette transitions from red brick on the eastern Harrington-facing corner to blond brick above Argyle, tonally sensitive to the Argyle Store and the Cut. The blonde brick breaks up the overall elevation and creates a lighter backdrop in contrast to the large plane tree foliage along Argyle.

Both the street wall and hotel podium facades are split by a vertical recess denoting a retail entry at ground level. A major gesture is needed given the oblique views to the argyle elevation.



View east down Argyle street and south down Cambridge street from the Argyle Stairs



Public Amenity & Retail

Active and Connected Ground Plane
Lower and Upper Ground Floor
Through-Site Links
Public Space Concept
Public Art
Public Space Sun Access
Rooftop Bar
Basement Car Parking



Far East Rocks Pty Ltd 35-55 Harrington Street, The Rocks

Active and Connected Ground Plane

The operative of transforming this site into a destination precinct brimming with activation, intuitive permeability and exciting new public spaces all while continuing The Rocks quintessential heritage scale, character and vitality has been integral and ever-present in the public domain design process.

Connections and Activation

Integral to the streets, lanes and outdoor spaces of The Rocks is a level of active use and liveliness. The lanes and streets provide a range of outdoor settings which were traditionally bounded by shops, pubs and warehouses, randomly interspersed with residential use.

The key to social and urban sustainability is the reinvigoration of the lanes and places in The Rocks.

The subject site's current development, in combination with the rendezvous hotel to the south, provide no public through-site links. This has had an unfavourable impact upon the amenity and vibrancy of retail in and around the site, particularly to Cambridge Street. Reinstating connections and creating new public experiences will strengthen the urban form of The Rocks.

Intuitive Permeability : Through-Site Links

Reinforcing strong pedestrian trails and networks is critical to delivering a successful, vibrant public domain.

The proposed ground plane features three through site links, consistent with the revised SCRA Proposed Control Diagram; the east-west and north-south links are largely as per the previously nominated (but never realised) SCRA controls, and a new diagonal link connecting Cambridge Street and the high traffic Argyle/Harrington intersection.

Each of the through-site links will be vibrant and active links, with retail or hotel activation throughout. At both ends, links converge with other though-site links and at one of the new proposed public spaces.

Together the connected links combine to create a pedestrian network, stitching together and enhancing the strong existing pedestrian network within The Rocks. Refer to ensuing pages for more detail on each link.

Fine Grain Public Spaces

Historically, throughout this part of The Rocks there was a limited amount of public open space as living was tight and communal gathering was frequently limited to corners, laneways and small pockets of space. The creation of new fine grain public spaces allows for an activated public domain, of modest scale but with adequate area for outdoor dining and seating areas, intersected by through-site links and integrated within the urban fabric of the area.

There are three proposed new public spaces; the 'Meeting Place' off Harrington, the 'Corner Place' off the intersection, and 'Cambridge Place' to the west.

Each public space is pushed to the boundary to maximise inherent solar and sky view amenity, and compliment the amenity and character of the through-site links and bounding streetscapes.

The public spaces will each have their own unique character and narrative, continuing the rich variety of intimate and 'discoverable' public spaces spread through out The Rocks. Refer to ensuing pages for more detail on each public space.

Pedestrian Network

Another critical aspect of any successful public domain is a sensitivity to edges and street interfaces; active or quiet in the right circumstances. In an area as rich and varied as the Rocks, every street and intersection presents a different character for considered response.

Harrington Street

As noted in Site analysis, Harrington Street transitions from a calmer hotel and commercial precinct to the south to the vibrant pedestrian friendly intersection to the north. This transition has been echoed in the proposals response, with fine grain retail and a quieter public space with hotel lobby to the southern end, transitioning to larger retail tenancies with greater exposure to the vibrant north.

Argyle Street

The existing Argyle street footpath is a challenge, rising steeply toward The Argyle Cut west, creating the current disconnect between Argyle retail floor levels and footpath levels which in turn restricts activation opportunities.

The proposal maintains retail activation but increases tenancy exposure and includes two entry locations; from the Argyle-Harrington intersection, and from Argyle street toward the west.

The one-way car park exit is retained in its existing location, and is the best location to preserve pedestrian amenity and minimise vehicular disruption to the footpath.

Cambridge Street

Pedestrian amenity along Cambridge Street is significantly improved by introducing new level retail and converging through-site links with direct lines of sight to both Harrington Street and the Suez Canal, and to the pedestrian-active Argyle Harrington intersection.

Formally, the current buildings' shear wall is replaced with a U shaped 'courtyard' form, where the hotel floors setback considerably in the middle to reveal the through-site links, more retail, and improved daylight amenity and massing relief to Cambridge Street.

Accessibility

As detailed in the Site Analysis chapter, there are 3 levels of cross fall across the site, with the topography rising from the northeast to southwest corners.

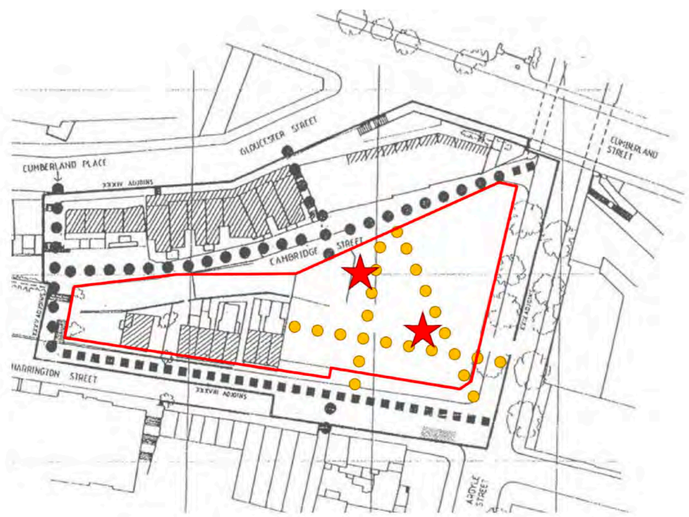
Acknowledging access is a challenge throughout this part of the The Rocks, DDA through-site access strategies have been carefully considered with specialist input.

Two DDA lifts are proposed to traverse the site, and are located to be clearly visible and intuitive accessed directly from where through-site links converge.

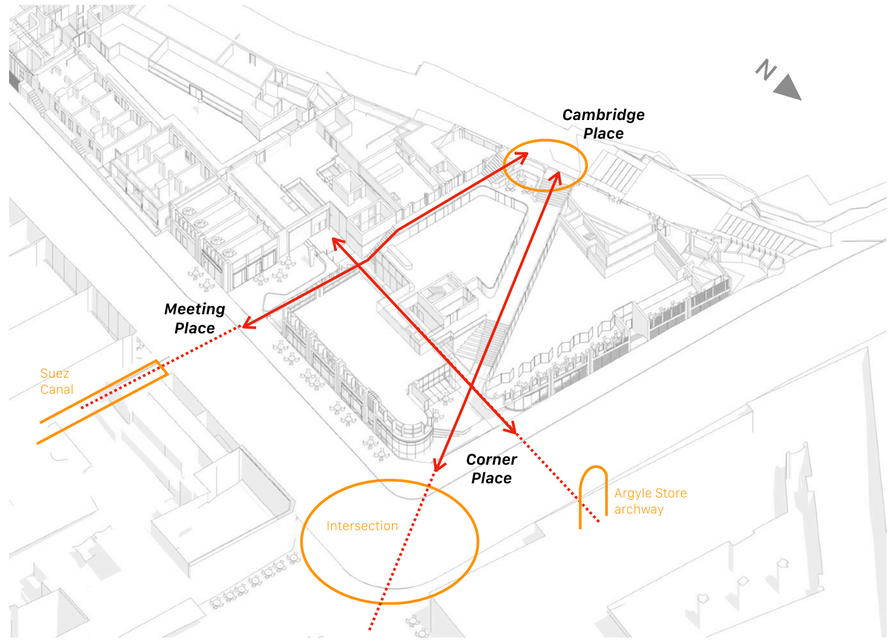
These lifts will further enhance the amenity for all visitors to The Rocks, and will be accessible 24 hours a day and is highly visible from the public domain.



SCRA Control Diagram, with nominated thru-links highlighted



Proposed Control Diagram, with revised thru-links highlighted



Floor plan diagram identifying the three through links and public spaces

Ground floor plans

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Public Spaces and Through-site Links

1. The Meeting Place
2. Corner Place
3. Cambridge Place
4. East-West Link
5. North-South Link
6. Diagonal Link
7. DDA Lift

Use

1. Retail

▼ Retail Access

2. Hotel

▼ Hotel Access

3. Hotel Lift Lobby
4. Public Amenities
5. Licensed external seating zones

BOH

1. To Loading Dock and Bin/Waste Stores
2. Shared goods lift (retail, hotel and rooftop bar)
3. Car Park vehicle exit
4. Discharging fire stairs
5. Shared Retail and Hotel BoH corridor

At a glance

1679m2 Total GLAR

2 Public+DDA Lifts

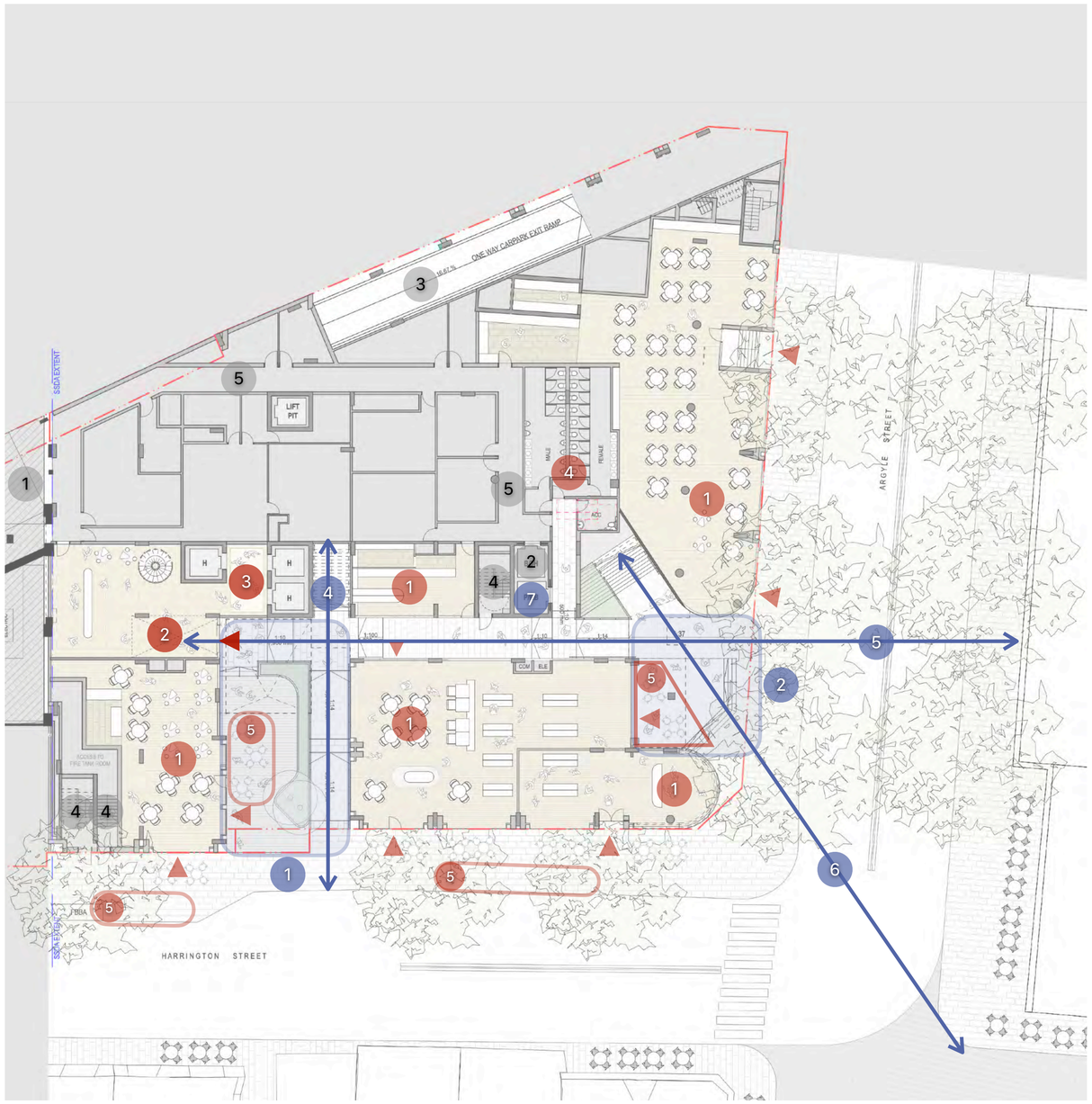
3 New public spaces

3 New through-site links

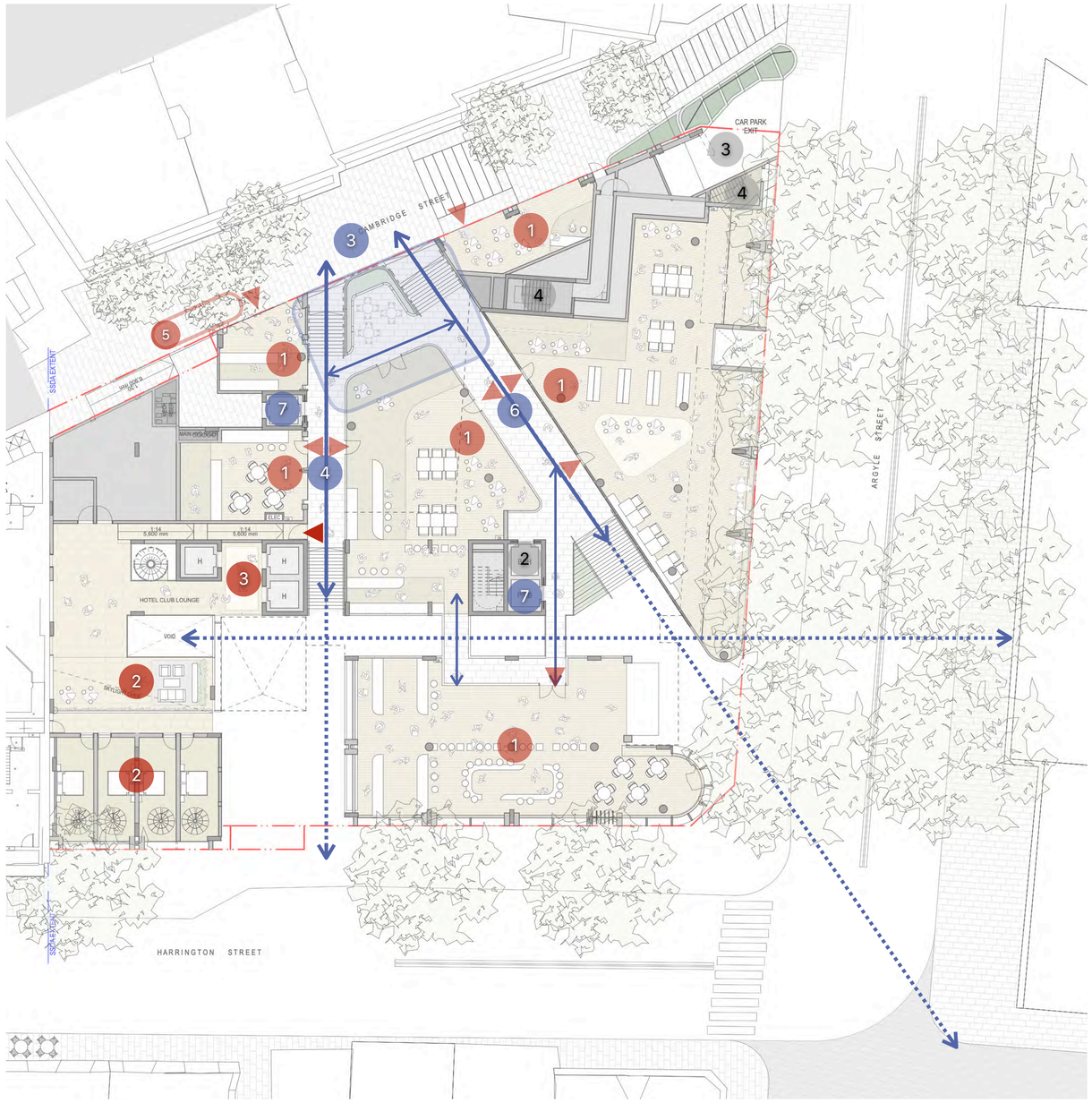
234m2 external public space

- ✓ *Dynamic Ground plane of varied uses*
- ✓ *Street level activation throughout*
- ✓ *Opportunities for Public Art and Country integration*
- ✓ *Shading and microclimate control*

Lower ground floor plan



Upper ground floor plan



Through-site Links

Celebrating The Rocks; change in levels, interpretive elements, 'climbable' culture

Integral to the streets, lanes and outdoor spaces of the Rocks is a level of active use and liveliness. The lanes and streets provide a range of outdoor settings which have been traditionally bounded by shops, pubs and warehouse, randomly interspersed with residential and retail use.

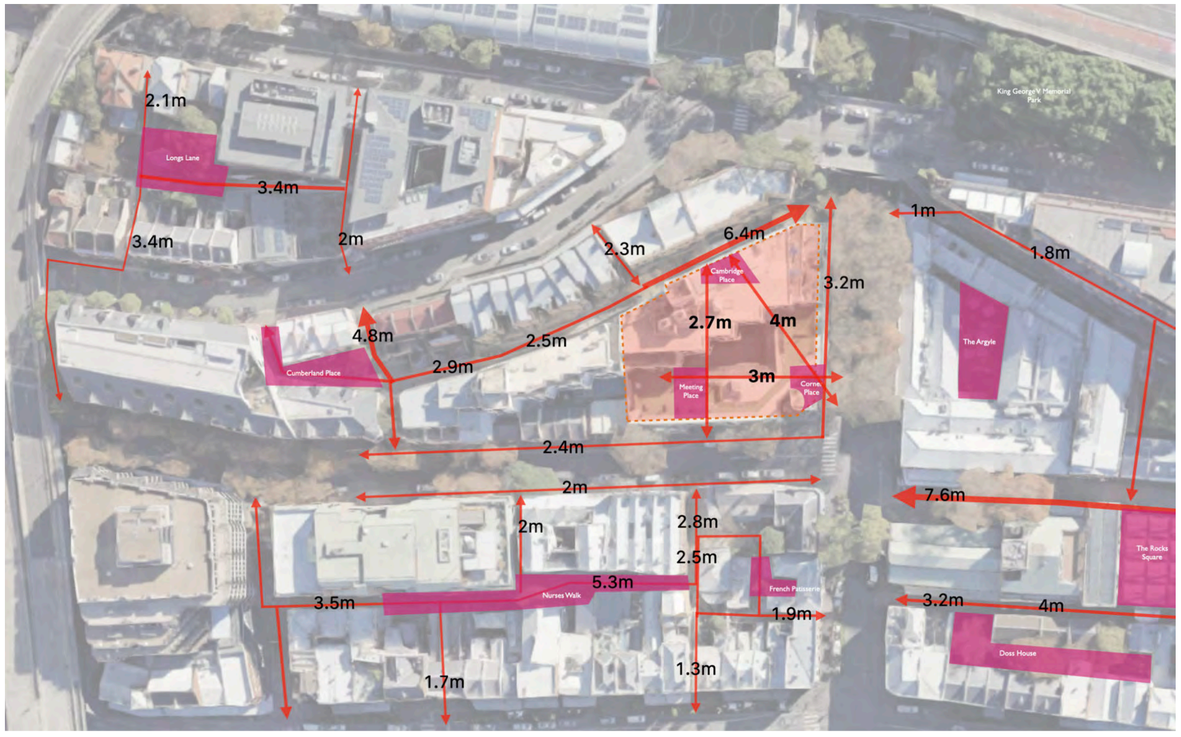
The proposal maintains and strengthens this tradition with 3 new, public and 24 hour links of varying setting and presence;

1. **East-West Link**
2. **North-South Link**
3. **Diagonal Cambridge Link**

Their widths reflect the fine grain character of The Rocks, with intimate settings and curated moments throughout.

Their locations and strategic alignments recognise key surrounding heritage connectors and architectural features, creating intuitive and inviting links that also frame wonderful and unique views to The Rocks.





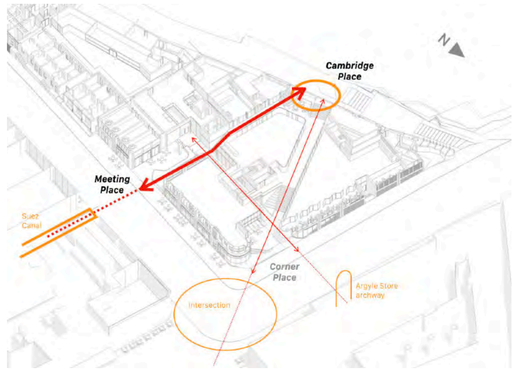
Far East Rocks Pty Ltd 35-55 Harrington Street, The Rocks

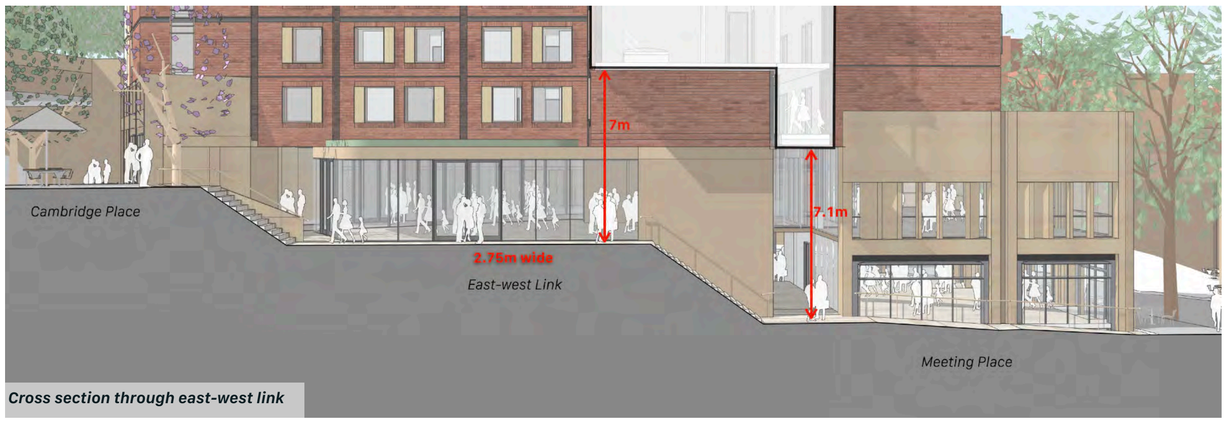
1. East-West link

East-West pedestrian movement from Circular Quay through the Rocks to the Cahill Expressway and Barangaroo is facilitated by connecting the existing pedestrian connections of the Suez Canal rising from Nurses walk and George Street with the Gloucester Stairs.

The link alignment encourages a meander, with visual alignment from Suez Canal to the east, through the Meeting Place on site, crossing the North-South Link, and arrival near the Gloucester Stairs to the west.

The link is wide for through-site links within the context of The Rocks and is predominately open-to-the-sky with excepting of a slim portion of the hotel form spanning 7m above. Retail tenancies provide activation and passive surveillance.





Cross section through east-west link



View from Harrington Street, west to Cambridge Street

Through-site Links

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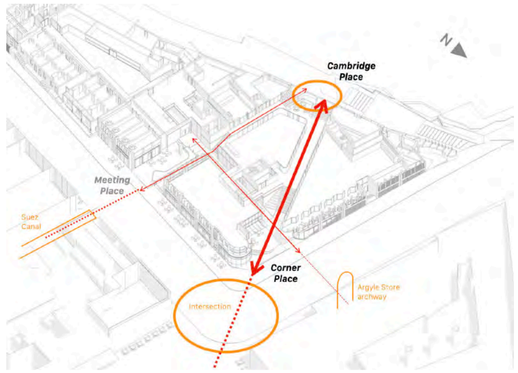
2. North-south link

The alignment acknowledges and frames the marvellous archway of the Argyle Store to the north, with the Hotel lobby entry to the south - which will be framed by a contemporary entry portal in dialogue with the Stores architecture.

As reflected in both old and new revisions of the SCRA control, a continued southern extension of the thru-link into the existing Rendezvous hotel to the south is not possible due to existing structure, significant level changes, and the southern site tapers to an impractical point.

The Meeting Place and the Corner Place book-end the link within the site, connected by a glazed, double height retail arcade. Access to the DDA lift and public amenities are also via this arcade.

The ceiling is identified as an exciting feature and canvas for Public Art.

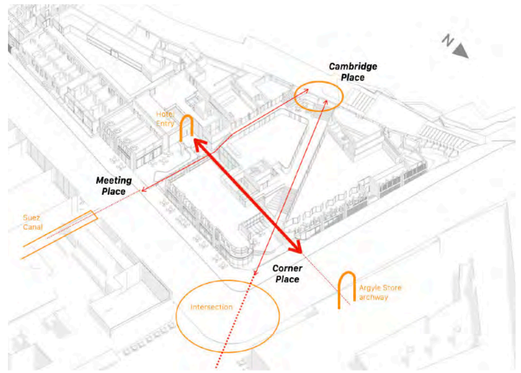


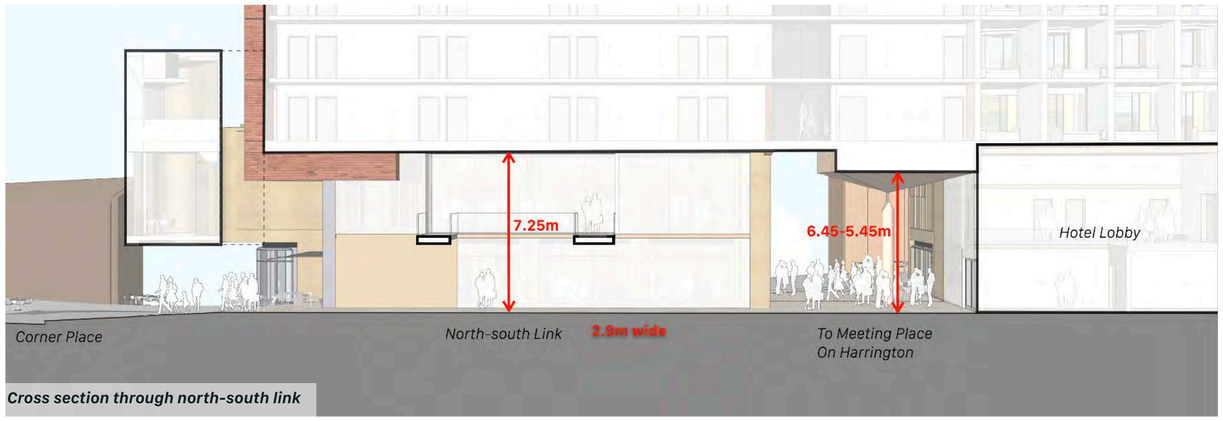
3. Diagonal Cambridge Link

This third link is intended to re-energise Cambridge Street by revealing it to the pedestrian energy of Argyle and Playfair. A grand stair inclusive of seated edges and shade-appropriate planting is recessed to create the Corner Place and a grand, welcoming double-height amenity addressing the intersection.

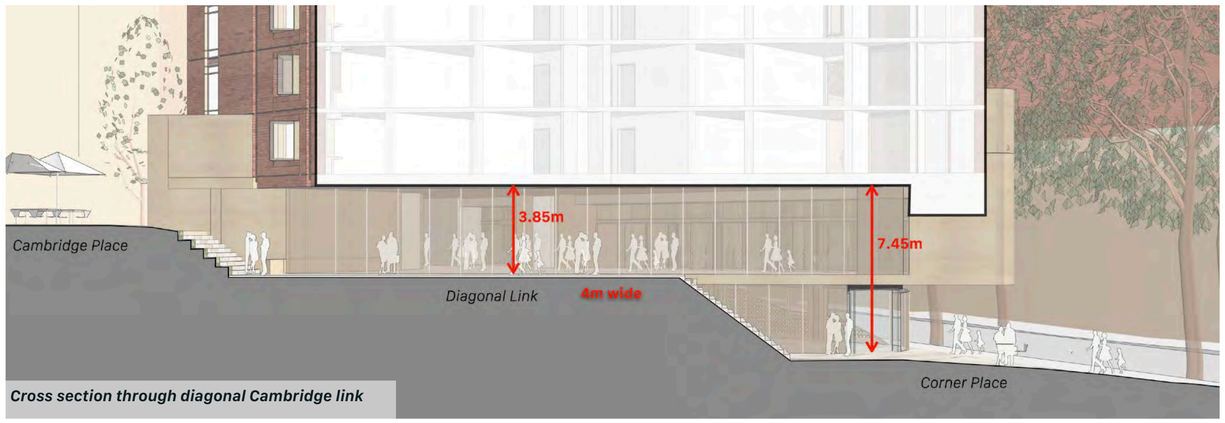
The ceiling is again identified as an exciting feature and canvas for Public Art. (More in subsequent chapters.)

The link is activated by retail tenancies through the middle wth public seating areas to both the public intersection and the more protected, private and intimate seating setting in Cambridge Place.





Cross section through north-south link



Cross section through diagonal Cambridge link



View north to the Argyle Stores



View from the intersection, west to Cambridge Street retail

Public Space Concept

Cities are not only defined by grand parks and streets but also by the human scale pocket parks and city courtyards which offer a familiar and intimate, room-like scale.

"Public spaces like squares and semi-public spaces such as cafes, all accessed by walking, are becoming the places where connections are made, contracts are negotiated and deals are done."
_ CoS Planning Strategy

There are three public spaces featured in the proposal;

Meeting Place; off Harrington Street and at the junction of the east-west and north-south through site links.

Cambridge Place; off the pedestrian Cambridge Street and at the convergence of the east-west and diagonal links.

Corner Place; at the Harrington and Argyle street intersection and the junction of the north-south and diagonal links.

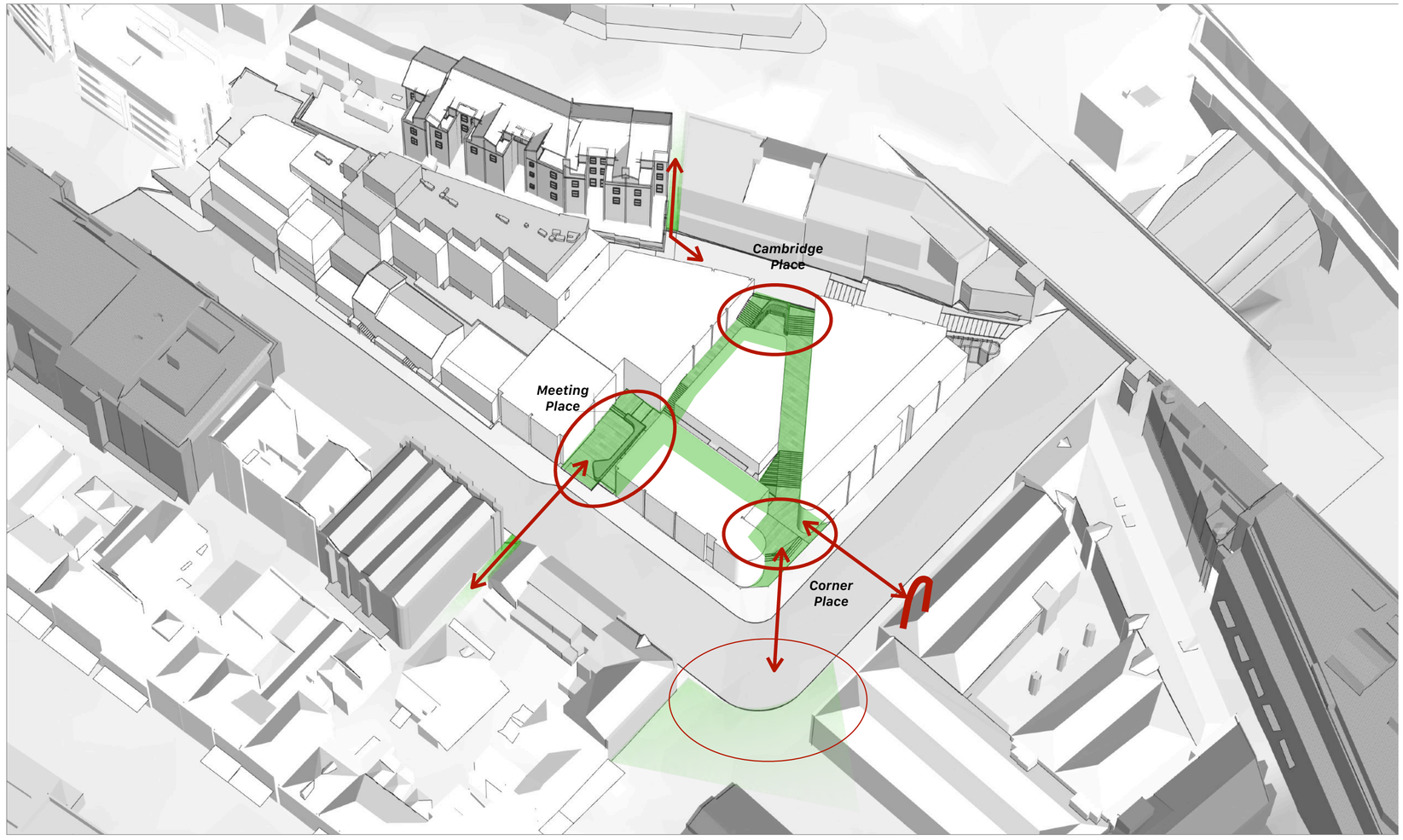
Together, they provide a variety of spaces on site, each with their own inherent amenity and character.

Arcadia have been appointed as the Landscape Architect. Refer to the Landscape Report as part of the EIS for more information.









Northeast aerial ground plane perspective

Excerpt plans from Arcadia's Landscape Report:

Cambridge Place

Legend

1. REFLECTION POND
2. SANDSTONE PAVER
3. SOFT AND LUSH PLANTING
4. SPILL OUT DINING AREA



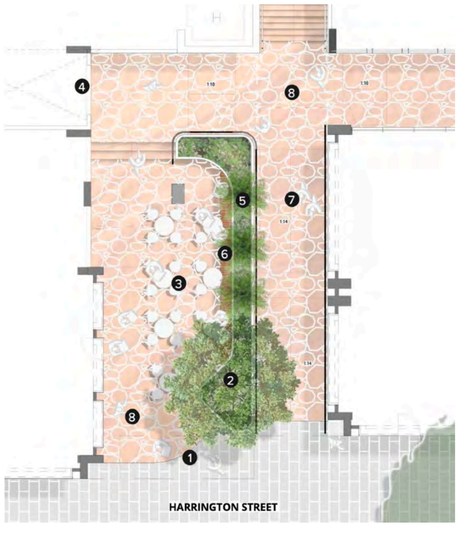
Corner Place

1. SITE ENTRY FROM CORNER OF ARGYLE AND HARRINGTON STREETS
2. FEATURE TERRACE PLANTER
3. ACCESS TO CHANGE/BATHROOM
4. CASCADING WATER FEATURE
5. SANDSTONE PAVER



The Meeting Place

1. SITE ENTRY FROM HARRINGTON STREET
2. FEATURE TREE
3. OUTDOOR DINING DECK
4. HOTEL LOBBY ENTRY
5. SCREEN PLANTING
6. SEATING BENCH
7. MAINTAIN CLEAR PUBLIC ACCESS AND CIRCULATION
8. SANDSTONE PAVER



Public Art

Enhancing the human experience of the city is critical for the success of any public domain. Engagement with the space in manners which do not always require dining or shopping will support long term use of spaces and regular return. Both permanent and temporary art can be exhibited throughout the extended ground plane combined with event programming and placemaking activities to create both seasonal and permanent attractions.

There are 5 potential areas nominated for Public Art in the proposal;

1. **Meeting Place** This public space intends to emulate one of the many sandstone outcrops that featured across the western slope of Tallawoladah. Refer to the following page.
2. **The Cut** The Argyle street elevation proposes to recall the natural sandstone strata via an integrated and permeable stone or precast representation, subject to future Public Art collaboration with First Nation artists. Refer to the following page.
3. **Soffits** The soffit above the through-site link can similarly be an opportunity venue or canvas for both temporary and permanent art. Authorities preference would be for open-to-sky links, so a soffit treatment would be wise to propose.
4. **Through site link stairs** Water combined with digital art is being considered for the northern stair of Quincy Place. Artistic misting and water vapours can serve dual purposes of dramatic effect and microclimate cooling.
5. **Fire Stair Mural** Fire stairs have to discharge somewhere, and with any strategy attempting to prioritise street-side activation, it's inevitable there are services areas concentrated to minimise amenity impacts. At the seam between the Quincy and the Rendezvous hotel, two fire stairs exit to Harrington Street. The external surface, framed by

We note Place Management NSW have recently released a new Public Art guide for The Rocks which will further define the Public Art response and strategy expected of the site.

The proponent intends on establishing a panel to manage, curate and collaborate with artists for the Public Art works. The panel might include Annie Tennant of Place Management NSW (land owner), Annie Hensley (fjmt), and a representative of Far East Organisation (the Client).

We would look to detail and finalise the Public Art strategy prior to relevant future construction certificates and in a timely manner to ensure Public Art is fully integrated.



Lower ground floor plan



Upper ground floor plan



The Meeting Place

"...from the headland where the observatory now stands through the valley including Circular Quay and the Tank Stream.. up to the Governor's house at the end of Macquarie Street...The land was open woodlands then - scribbly gum, angophora, with a fresh stream - perfect for paint-up and dance! there was ochre near by..fresh water, clay, rushes [for weaving]...the topography was perfect for dancing at the observatory, with another near the governors house. It was, and still is, a place of great importance to us." (Foley, 2020:14)

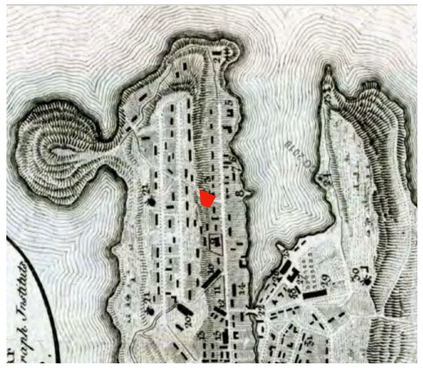
This public space intends to emulate one of the many sandstone outcrops that featured across the western slope of Tallawoladah, playing host to ceremonies and rituals.

First Nations Design Framework workshops established that peoples assembled here from far and wide along seasonal song lines, with outcrops exposed by burning the land to keep it open. Archaeological rock engravings featured along with middens and shade cover from gnarled angophora's and Sydney Peppermint Trees.

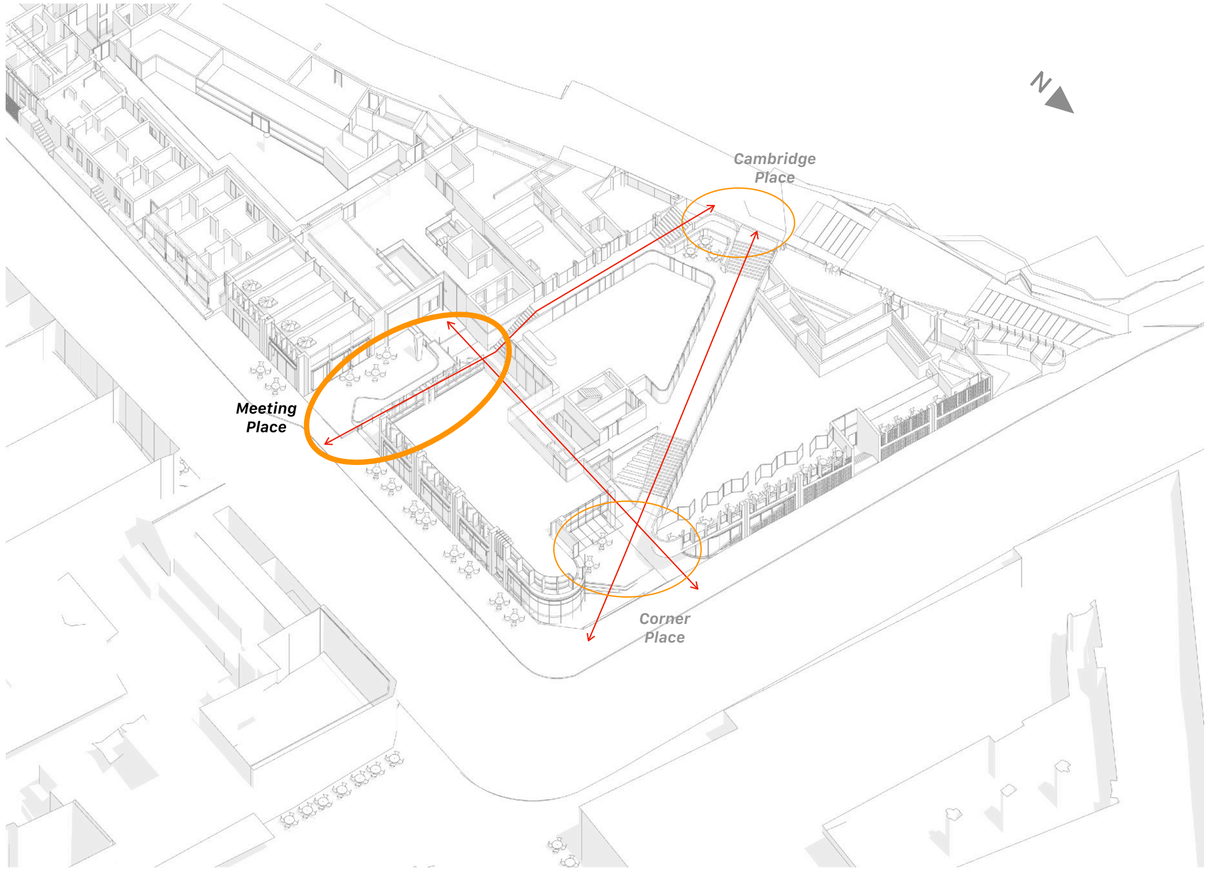
This story will be reflective in the Meeting Place's design, palette and function and subject to future Public Art explorations.



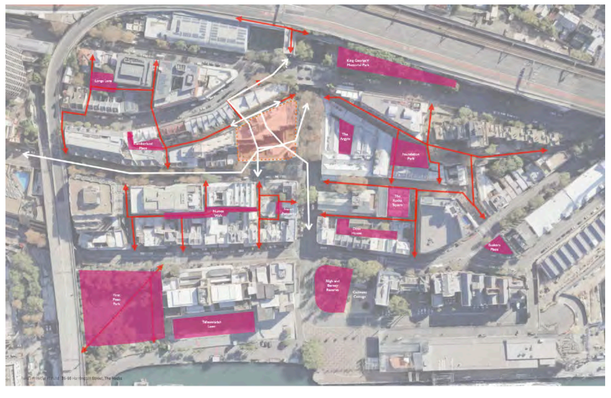
Sydney Cove topography

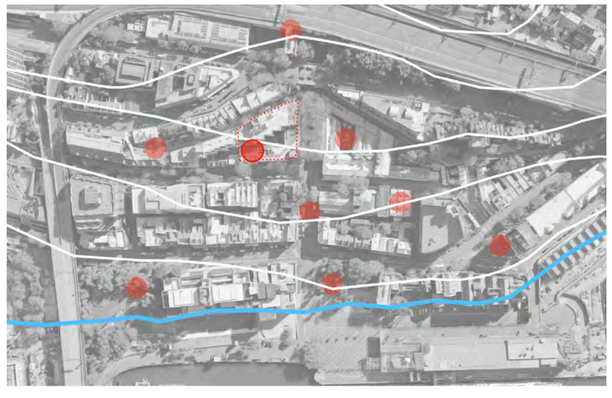


Sydney Cove shore line



Northeast aerial ground plane perspective





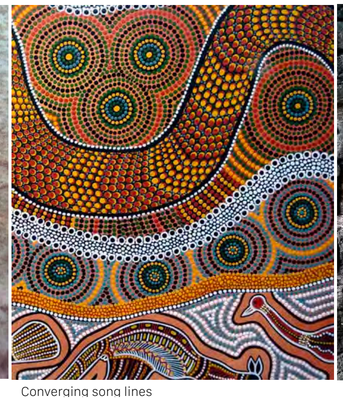


Sydney Cove





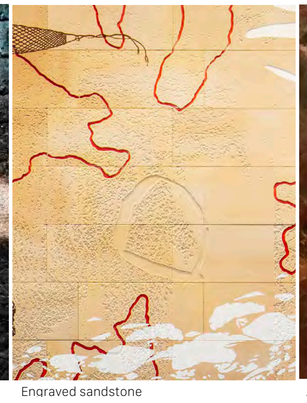
Ku-ring-gai Chase National Park rock engraving



Converging song lines



A story of fire



Engraved sandstone



Angophra; a sheltered, protected place



Shade cover, Sydney Peppermint tree

The Cut

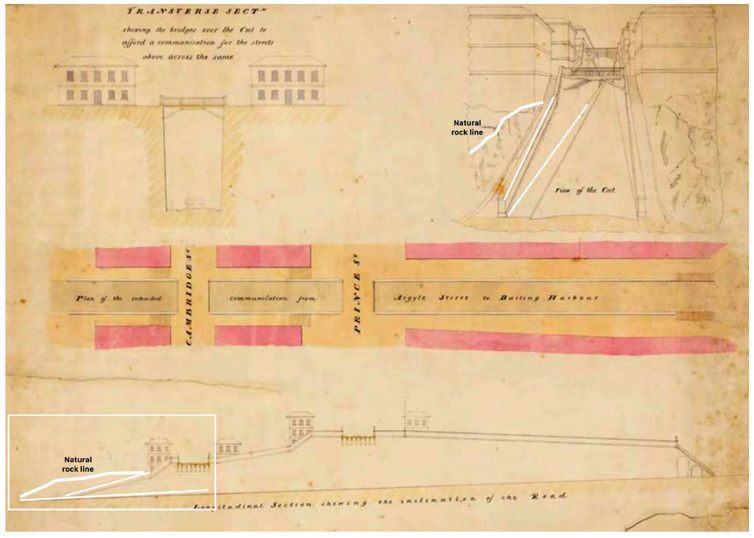
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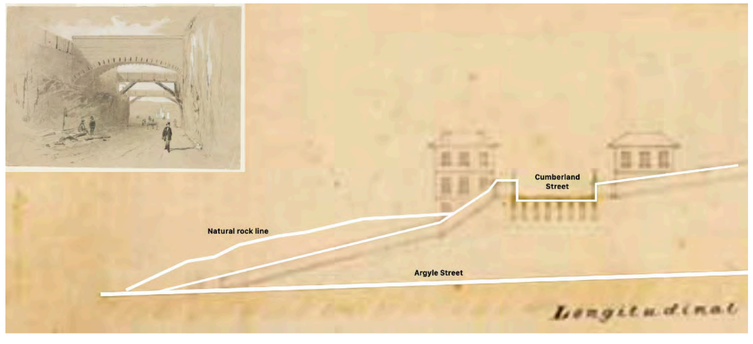
The Argyle Cut is a feat of convict engineering and labour, and was integral to connecting the east and west halves of The Rocks, improving access between transport and industry

However, The Cut can also be interpreted as a deep scar in the natural landscape.

The Argyle street elevation proposes to recall the natural sandstone strata via an integrated and permeable stone or precast representation, subject to future Public Art collaboration with First Nation artists.

Original engineers drawings for the Argyle Cut









Northwest Argyle street perspective



