# Campbell's Cove

## Deletion of Stage 4 Ports Authority Works

SYDNEY HARBOUR PROMENADE DESIGN RESPONSE TO SUBMISSIONS

NOVEMBER 2017

context

## ABBREVIATIONS

| | |
|---|---|
| DPE | Department of Planning & Environment |
| SHFA | Sydney Harbour Foreshore Authority |

**Cover Image**

By Context

**Title** Sydney Harbour Promenade Design Responses Report
**Date** © July 2017
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| Revision | Date | Revision Details | Author(s) | Approved |
|---|---|---|---|---|
| A | 30/10/17 | DRAFT | HP | HD |
| B | 09/11/17 | RTS | HP | HD |

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# 1.0 Introduction and Submission Summary

**Fig. 1:** Campbell's Cove

## 1.1 Project Introduction

The purpose of this report is to address comments made in submissions on the Campbell's Cove Design Report, prepared by JPW architects, December 2016.

During the exhibition period, submissions were received from a number of stakeholder including:

- NSW Department of Planning and Environment (DPE);
- City of Sydney Council;
- Department of Primary Industries;
- Environmental Protection Authority;
- Heritage Council of NSW;
- Office of Environment and Heritage;
- Port Authority of New South Wales;
- Sydney Trains;
- Sydney Water; and
- Transport for New South Wales.

It is understood that DPE are still expecting a submission from RMS, however this has not yet been received.

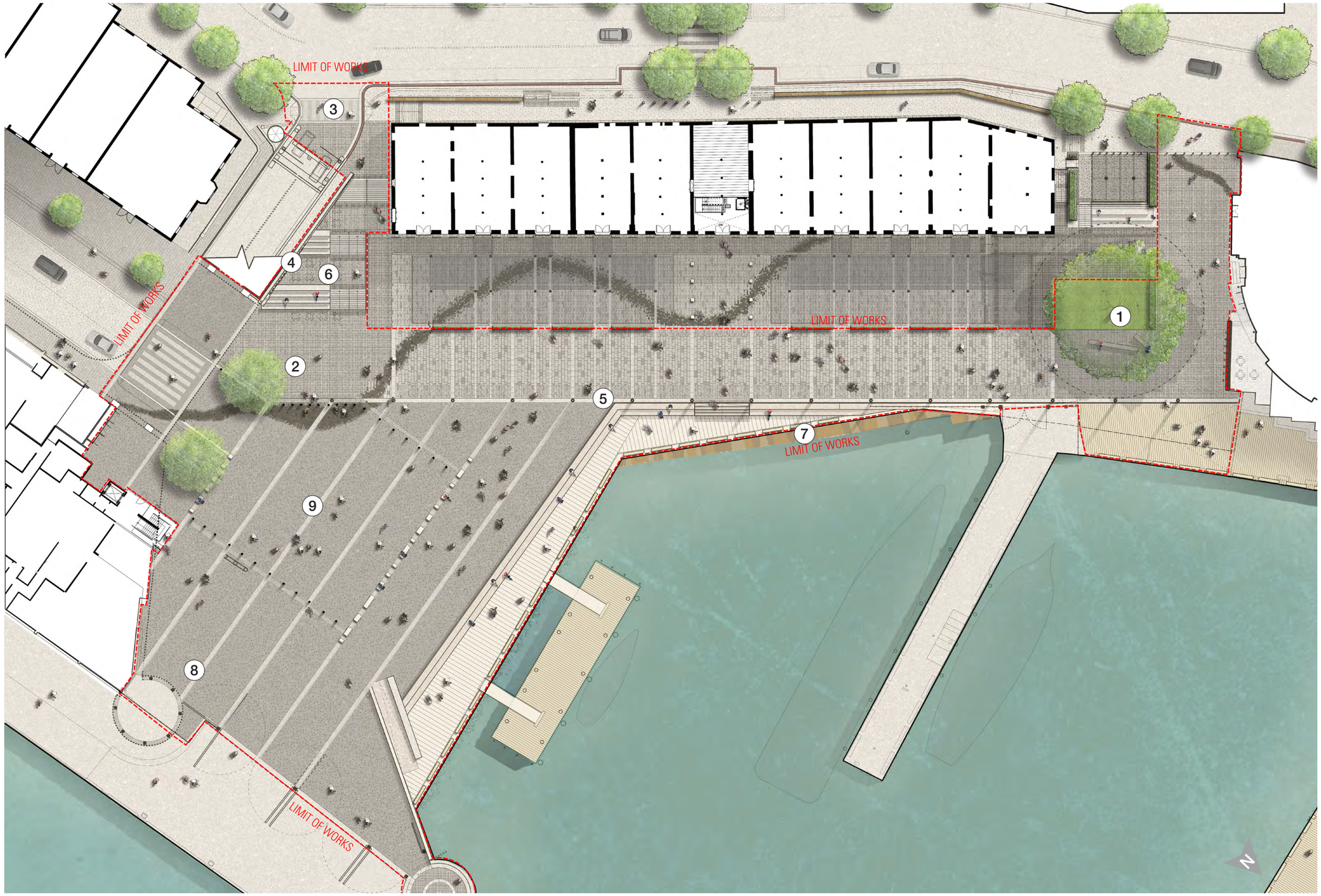
For all changes to the proposed design refer to Appendix 5.1 - Annotated design documentation.

It should be noted that although the design has been modified to reflect these comments, the principles and objectives from JPW's original proposal have been carried through, and any principles outlined in related public domain documents for Campbell's Cove, The Rocks and Circular Quay have been adhered to.

This report should be read in conjunction with specialist reports from the following consultants:

- Tree IQ - Tree Protection Specification & Transplant Method Statement, July 2017
- TTW - Traffic and Civil Responses to Submissions, September 2017
- GBA - Statement of Heritage Impact, September 2017
- Urbis - Response to Submissions, September 2017

## 1.2 Proposed Design by JPW - December 2016




**Legend**

01 Existing Hills Fig Tree
02 Existing Palm Trees
03 Hickson Road Pedestrian Crossing
04 Materiality
05 Levels
06 Outdoor Dining
07 Heritage Sea Wall
08 OPT Tenancy 5
09 Vehicular Turning Circle

**Fig. 2:** Proposed Design (JPW)

## 1.3 Submission Summary

The table below is a summary of comments from submissions received - only comments which specifically require a design response have been included. Refer to Urbis' Response to Submissions for a full breakdown of submissions from stakeholders.

| Submission | Document Location |
|---|---|
| **NSW Department of Planning and Environment**<br>Vehicle Access<br>The Department notes the proposal includes a new vehicular turning circle for Circular Quay West Road in proximity to the Overseas Passenger Terminal, which varies the vehicle access route identified in the Sydney Cove Redevelopment Authority Scheme (SCRA Scheme).<br>The Department requests the Applicant consider the proposed vehicular turning circle against the existing turning circle (or any changes to nearby pedestrian routes) identified in Drawing No XLVI and XXVII of the SCRA Scheme. If the proposed vehicular turning circle varies existing route identified on the SCRA Scheme, the Applicant will need to include a request to vary the SCRA Scheme as part of the proposal.<br>The RTS shall also include further consideration of vehicular and pedestrian impacts associated with the change in the vehicular turning circle should also be undertaken for adjoining buildings and users, including OPT, Campbell's Stores and the ASN Co Building.<br>Please note that the Department would need to publicly exhibit the SCRA Scheme variation as part of the Applicant's RTS. | 3.9 Vehicle Turning Circle<br>4.1 Proposed Design Response<br><br>Refer also; TTW - Traffic and Civil Responses to Submissions, July 2017 |
| Boardwalk and Seawall<br>The Department notes the proposed boardwalk seeks to extend over the highly significant heritage seawall which dates from the 1830. The Department requests further consideration be given to redesigning or relocating the boardwalk to reduce the visual and heritage impacts to the seawall in the RTS. Any variation to the proposed boardwalk shall be accompanied by a detailed visual impact assessment. | 3.7 Heritage Sea Wall<br>4.1 Proposed Design Response |
| Materials for Paving, Seating and Light Poles<br>The Department notes the proposed palette of materials for the paving, seating, shared zone and light poles and requests that further consideration of these materials is undertaken in the context of the heritage significance and character of The Rocks and the recommendations outlined in the Conservation Management Plan for The Campbell's Stores. | 3.4 Materiality |
| Overseas Passenger Terminal<br>The Department is currently assessing a State significant development application for a new restaurant and micro-brewery at Tenancy 5 of the Overseas Passenger Terminal (SSD 7683). The Department requests that consideration of this proposal in relation to the works the subject of this application is provided in the RTS. | 3.8 Overseas Passenger Terminal Tenancy 5<br>4.1 Proposed Design Response |
| **City of Sydney**<br>Paving<br>Campbell's Cove is unique to Sydney and is a significant destination in its own right. The locality is adjacent to a number of buildings of heritage significance, and forms part of Sydney's 'Cultural Ribbon'. Its scale and aspect is distinct from the nearby Circular Quay and Farm Cove, providing a more intimate waterfront experience with a striking view of Sydney Harbour and the Opera House.<br>The paving palette must respond to both the heritage constraints and landscape setting, celebrating the unique identity of the place. On a detailed scale, the proposed paving design is unnecessarily busy, and between the promenade, plaza and the interpretive shoreline detail, there is a risk of creating visual clutter.<br>In the City's view, the public domain should be recessive, simple, and designed to provide a forecourt for Campbell's Stores. However, the proposed design creates three separate spaces (building; promenade; and public square) making the space less unified, and creating unnecessary complexity in terms of long-term maintenance.<br>The City recommends that consideration be given to simplifying the design to better unify the space. Consideration should also be given to replacing the concrete boardwalk with timber to unify the edge of the cove. | 3.4.2 Paving and Granite<br>4.2 Proposed Pavement Plan |

| Submission | Document Location | |
|---|---|---|
| Granite materials<br>Campbell's Cove has a unique architectural character different to the rest of Circular Quay and could be treated as a special precinct with complementary public domain materials. Due to the heritage significance of the locality, granite may not be appropriate as the predominant finish in this particular area. Notwithstanding this, it is important that Campbell's Cove forms part of a holistic Circular Quay public domain approach. This is consistent with the City's vision for a legible Harbour Walk around the foreshore, as reflected in the SHFA public domain strategy and manual which applies to the area (refer to Attachment A). Whilst not endorsed, this document has been referred to in other developments around the Quay, for instance the Coca Cola Amatil site and associated public domain works, and should be a matter for consideration for this proposal. In light of the above, while the City considers it acceptable to have a predominantly granite finish around Circular Quay, inflections in the paving of a different colour/texture, should be used to highlight special moments around the Quay, such as this location. Customs House Square is an example of where inflections in the standard city palette have been used to reflect the special nature of the place. It is recommended that inflections at Campbell's Cove could be of a warmer tone to complement the sandstone heritage buildings. | 3.4.2<br>4.2 | Paving and Granite<br>Proposed Pavement Plan |
| Shoreline interpretation<br>While the proposed shoreline interpretation is legible when drawn in plan, the City is concerned that it will not be very legible as a built element given that only a small portion of it exists in in the open public domain area.<br>It is recommended that the interpretive shoreline paving detail should be deleted and replaced with bronze inlays, as currently exists in Circular Quay East. | 4.1 | Proposed Design Response |
| Levels<br>The proposal to lower the plaza level in front of Campbell's Stores by 490mm should be treated with caution, as it creates additional risks in the context of future sea level rise. Current data suggests sea level rise with incidental wave heights (e.g. boat wash, storm surges, etc.) place the plaza at risk sooner than 2100, with water washing over the plaza and onto the buildings. This could have serious and detrimental consequences for the State heritage listed Campbell's Stores. It is recommended that the proposed levels be reconsidered, and consideration be given to future proofing the site from projected sea level rise | 3.5 | Levels |
| Hills Fig Tree<br>The City is very concerned that the design has not given due consideration to the advice provided in the submitted Arborist's Report. The City concurs with the findings of the Arborist Report, which outlines the adverse impacts the proposal will have on the tree. We recommend that the area within the Tree Protection Zone (TPZ) should remain unchanged to ensure the tree continues to remain viable into the future. We note this tree will be subject to disturbances during the upgrade works to the adjacent building, and therefore it is imperative that this proposal is carried out in a sensitive manner. Accordingly modifications to the garden and grassed area within the 13 metre TPZ for the purpose of footpath widening is not supported. | 3.1 | Existing Hills Fig Tree |
| Palm trees<br>The palm trees proposed to be removed are a unifying feature around Campbell's Cove and Circular Quay and should be retained. The City objects to their removal. If re-grading and paving upgrades require their removal, they should be transplanted and repositioned in-situ. | 3.2 | Existing Palm Trees |
| Outdoor dining<br>As illustrated in Figure 1 below, outdoor dining is proposed to be situated with the new Custom Officer's Stairs. This is not supported, as it privatises what should be an inherently public space. Tables and chairs positioned between the main stair rises are clearly inappropriate and must be deleted from the plans to ensure pedestrian flows are not encumbered in any way. | 3.6 | Outdoor Dining |

| Submission | Document Location | |
|---|---|---|
| Pedestrian crossing at Overseas Passenger Terminal Bridge<br>The City notes that a new pedestrian crossing is proposed at the entry to the Overseas Passenger Terminal Bridge from Hickson Road. The City does not support a full crossing at this location as it may contribute to an over proliferation of crossings in the locality, reducing their importance in the mind of the driver, and thereby reducing their efficacy at other, more crucial locations.<br>The City would prefer vehicular access to be redesigned to give priority to pedestrians and cyclists. This can be achieved by continuing the type of footpath material and grade (i.e. continuous footpath pavement) as recommended in Section 3.11.11 (6) of the Sydney Development Control Plan 2012. The pedestrian has the right of way whether a crossing is there or not, but the different texture from the roadway will reinforce the need for vehicles to 'give way'. It is recommended that the applicant refer to the Sydney Street Design Code for further details.<br>If the full pedestrian crossing is to be pursued, advice from RMS should be sought to confirm its support. | 4.1 | Proposed Design Response |
| **Heritage Council of New South Wales**<br>Adequacy of the Heritage and Archaeological Assessments<br>The Heritage Impact Statement (HIS) and Archaeological Assessment submitted as part of the Environmental Impact Statement (EIS) have been provided in draft format only. The level of assessment in both reports is considered inadequate. The HIS does not address the proposed changes to materials and finishes, and includes recommendations referring to the front facade, the stairs, timber ceiling lining and floor boards, which appears to respond to an entirely different project. While it is understood that the reports can be revised and finalised at Response to Submissions stage, the overall quality of the heritage reports submitted with this EIS, and their potential impact on the proposed design, is a matter of concern. It is recommended that the Department of Planning reviews the adequacy of the project's heritage assessments with potential impacts to the built heritage and state significant archaeology, prior to placing the documents on public exhibition. The Heritage Council can also further review their adequacy if required. | 3.4<br>4.1 | Materiality<br>Proposed Design Response |
| State Heritage Values – Campbell's Stores (SHR 01536)<br>The Statement of Significance for Campbell's Stores states that the design, form and materials of Campbell's Stores contribute to their aesthetic significance as a complex of buildings of high visual and sensory appeal… The consistent use of sandstone, brick and slate materials reinforces this visual coherence and provides an appearance of solidity and quality. The project proposes to install City of Sydney's palette of materials, including Austral Black Paving, Austral Verde kerbs in the plaza and to infill kerbs in Hickson Road, with granite as the predominant colour and material. The grey tones of the paving materials, as well as the design of the seating and light poles, present a hard, contemporary, urban character that is inappropriate to the aesthetic values of this sensitive heritage precinct. This area, as part of the recommended curtilage for Campbell's Stores, should aim to maintain and enhance the distinctive identity and character of the Precinct, including the broader Rocks Conservation area and its heritage buildings, by using existing materials and colours as a point of reference. While the proposed inflections in the paving respond to the fine grain of the Precinct, a warmer tone should be applied to better complement the area.<br>It is noted that the proposed stairway adjacent to Campbell's Stores is a contemporary insertion replacing the current stairs (which are identified as intrusive in the CMP). However, its colours and materials should similarly be modified to reflect the materials and colours of the Precinct. The HIS states that the boardwalk proposed to extend over the sea wall that lines the western side of Campbell's Cove would have a minor impact to Campbell's through reduced visibility, however the assessment does not propose any measure to reduce this impact. The drawings and photomontages indicate that the boardwalk would largely obscure views of the sea wall and is likely to pose more than a minor impact. The sea wall has been identified as a highly significant original wharf wall dating from Campbell's establishment in the 1830s. Further consideration of ways to enhance the significance of the sea wall, such as redesigning or relocating the boardwalk, undertaking conservation works, or exploring illumination methods, should be addressed. | 3.4.1 | Campbell's Store Conservation Management plan |

| Submission | Document Location | |
|---|---|---|
| State Heritage Values – Railings, Sydney Cove (SHR 01572)<br>It is noted in the HIS that the cast iron gates and railings are not in their original location. The proposal to relocate the gates along the foreshore is unlikely to have a heritage impact. However their relocation should be subject to appropriate conversation methodologies and the involvement of conservation specialists. | 4.1 | Proposed Design Response |
| Further detail must be provided in the design drawings to clarify the depth and locations of excavation required. Excavation works should be confined to areas of lesser archaeological potential, as informed by the outcomes of updated more comprehensive and revised Archaeological Assessment. | | |
| **Port Authority of New South Wales**<br>The outdoor lease area of Tenancy 5 at the OPT is not adequately considered in the design nor in the construction staging program. This lease area is not a public domain area, but rather a commercially leased area for a restaurant, which will be demarcated with some sort of barrier or fence. This is essentially no different to the outdoor areas of the restaurant tenants at Campbell's Stores. | 3.8 | OPT Tenancy |
| Adequate consideration doesn't seem to have been given to the potential impact on day to day operations and use of Circular Quay West road by OPT related traffic and on the safety of pedestrians in the proposed shared pedestrian zone and plaza. At this stage, the Port Authority does not have confidence in this proposal being workable for OPT operations and being safe for the public. | 3.9 | Vehicle Turning Circle |
| **Transport for New South Wales**<br>Circular Quay West Road Turning Area<br>Comment: The proposal includes modification of the existing vehicle turning area located at the end of Circular Quay West Road to create a shared plaza/ pedestrian square with removable bollards on the perimeter. The proposed paving arrangement does not show any separation in terms of the colour and texture of the pavers between the vehicle turning path and the surrounding area as shown within the Design Report for the proposal. The proposed arrangement would not alert pedestrians in relation to the potential vehicle movements within the pedestrian square and could have the potential to cause pedestrian and vehicle conflicts.<br>Recommendation: TfNSW requests that the applicant clearly delineate the vehicle turning path by using pavers of a different colour and texture for the turning path to those around the turning path, similar to the porte cochere of the newly completed International Convention Centre Sydney, including appropriate signage to notify pedestrians of the shared nature of the pedestrian square. | 3.9<br>4.1 | Vehicle Turning Circle<br>Proposed Design Response |
| Truck Access to the Overseas Passenger Terminal (OPT) Wharf Extension<br>Comment: The Environmental Impact Statement (EIS) for the proposal states that: Overseas Passenger Terminal (OPT) truck operations typically occur during early morning (5am-9am) and are closely monitored and managed for safety; and Proposed coach and truck turning circles have been tested by the design team, and meet Port Authority of NSW's (PANSW) needs and that the turning circles will continue to be refined during detailed design and construction. TfNSW advises that the proposed truck access to the OPT wharf extension could have safety issues for pedestrians within the area between the shared plaza and wharf extension without proper pedestrian safety management. Recommendation: TfNSW requests that the applicant: Develop the monitoring and management procedure for the truck access to the OPT wharf extension, including considering the ongoing use of traffic controllers to manage any conflicts between pedestrians and vehicles and include these procedures as part of the proposal; and Consider the vehicle turning circle needs of all existing and potential users of the Circular Quay West Road turning circle, in addition to PANSW's and factor these into the design of the proposed new turning circle, so as to not preclude their use of the facility. | 3.9<br>4.1 | Vehicle Turning Circle<br>Proposed Design Response |

# 2.0 Public Domain Context

## 2.1 Circular Quay Public Domain

Campbell's Cove is located on the Western edge of Circular Quay, and forms part of the wider Circular Quay Public Domain.

The public domain also falls within the curtilage Sydney Opera House UNESCO World Heritage site and is part of the wide Rocks and George St public domain areas.

While the pavement throughout Circular Quay generally adheres to the Circular Quay Public Domain Plan, certain areas that hold high cultural value and are considered a 'special place' have their own unique paving character. These include Customs House and East Circular Quay.

Refer adjacent images for examples:

**Paving Treatment to East Circular Quay**
This treatment is based on City of Sydney's public domain paving in both colour and format, and includes 'inflections' of contrasting colour, finish and format, along with brass markers highlighting historic shoreline locations. This paving treatment has been adopted for use throughout the Circular Quay precinct as per the Circular Quay Public Domain Manual, figure adjacent. Refer Fig. 3.

**Paving Treatment to Customs House**
Customs House is considered a place of significance within the Circular Quay public domain. The paving treatment to the building's forecourt reflects this with the use of pavers in contrasting colours and finishes to compliment the paving used throughout the rest of Circular Quay and the city. Refer Fig. 4.

**Existing Paving Treatment to Campbell's Cove**
Existing brick paving to Campbell's Cove plaza and promenade. This paving ties in with current paving treatment to the rest of West circular quay which is due to be updated in line with the Circular Quay Public Domain Manual produced January 2016. Refer Fig. 5.

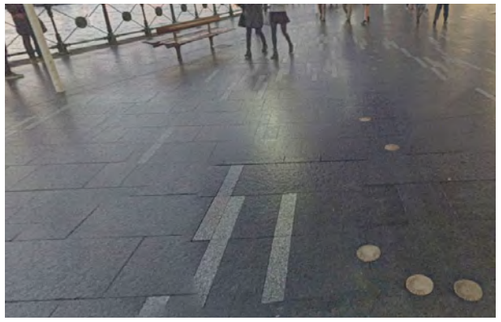


**Fig. 3:** East Circular Quay Paving

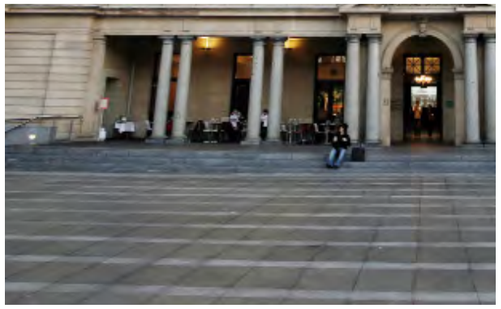


**Fig. 4:** Customs House Paving

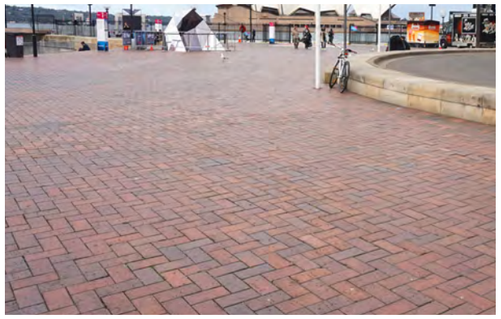


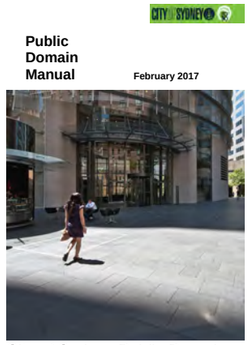
**Fig. 5:** Existing Campbell's Cove Promenade Paving

## 2.2 Policy and Guidelines Review

The following plans and guidelines were reviewed and referenced in the preparation of this report. They have informed the work presented in the design responses and amended concept plan.

Circular Quay Public Domain Manual

The Rocks Waterfront Public Domain Concept Plan




City of Sydney Public Domain Manual

Sydney Streets Design Code

Conservation Management Plan for The Campbell's Stores

**Fig. 6:** Policy Documents

## Circular Quay Paving Strategy

Source: Circular Quay Public Domain Manual

- Promenade Paving
- Promenade Paving (Vehicular Access)
- Footpath Paving
- Timber Deck
- Secondary Footpath Paving

**Fig. 7:** Circular Quay Public Domain Pavement Types

# 3.0 Response to Submissions

## 3.1 Existing Hills Fig Tree

**Sample of Submission**
City of Sydney

*"……modifications to the garden and grassed area within the 13 metre TPZ for the purpose of footpath widening is not supported"*

### Response

Care has been taken in the design response to ensure no reduction in levels within the TPZ of the existing Fig. Where possible, paving levels have been raised to remove the need for excavation below the existing sub-grade layer.

In the area immediately to the East of the existing Fig, the existing garden bed is to be replaced with a timber deck on lightweight steel subframe to further protect the tree's root system.

Note: Refer to *Tree Protection Specification & Transplant Method Statement (Tree IQ, July 2017)* for detailed work method statements relating to all work which is to be undertaken within the TPZ of this tree.

### Response Summary

- Existing pavement – Brick pavers 75 and 80mm thick with fill comprising silty sand.
- Proposed pavement – 60mm permeable paving over 30mm no-fines sub base.
- Permeable pavement extends beyond the 12.8 metre TPZ as detailed in figure 9
- Raised timber deck on low profile steel subframe to current soft landscape area as detailed in figure 10

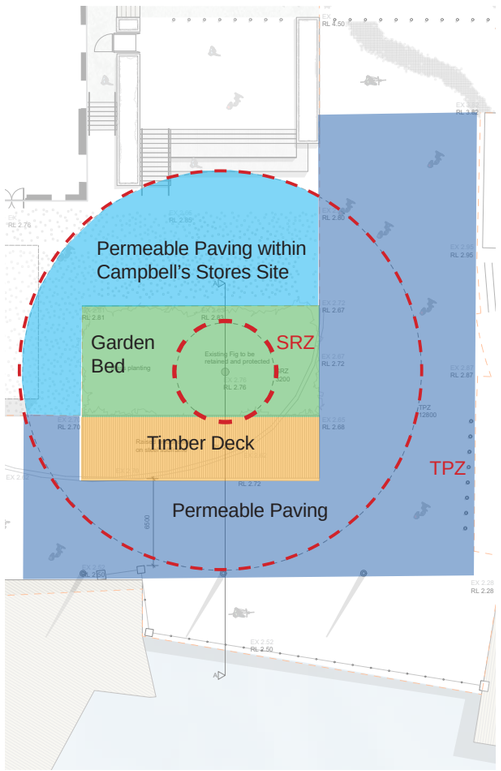



**Fig. 8:** Permeable Paving Diagram

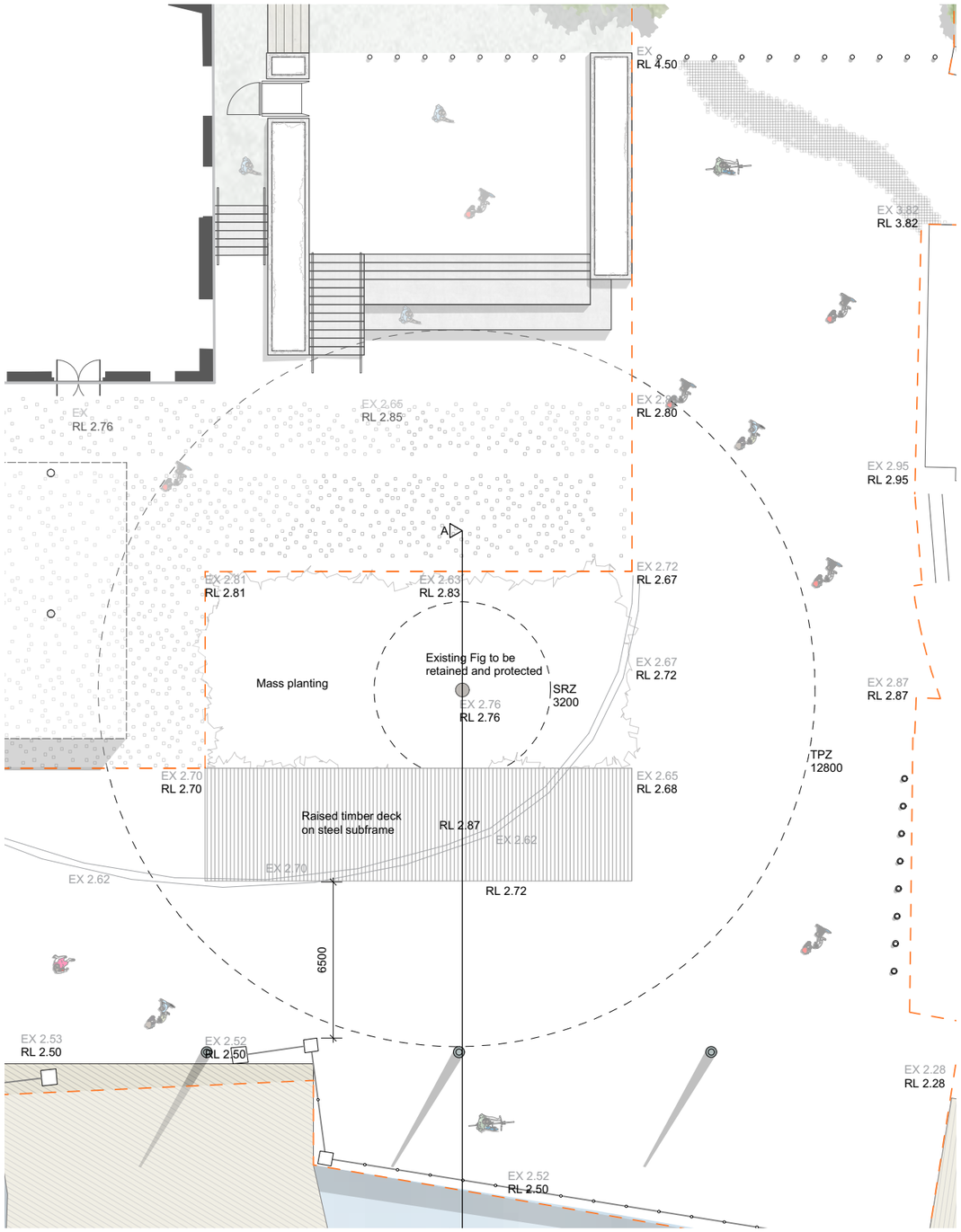



**Fig. 9:** Concept Plan

**Fig. 11:** Existing Fig

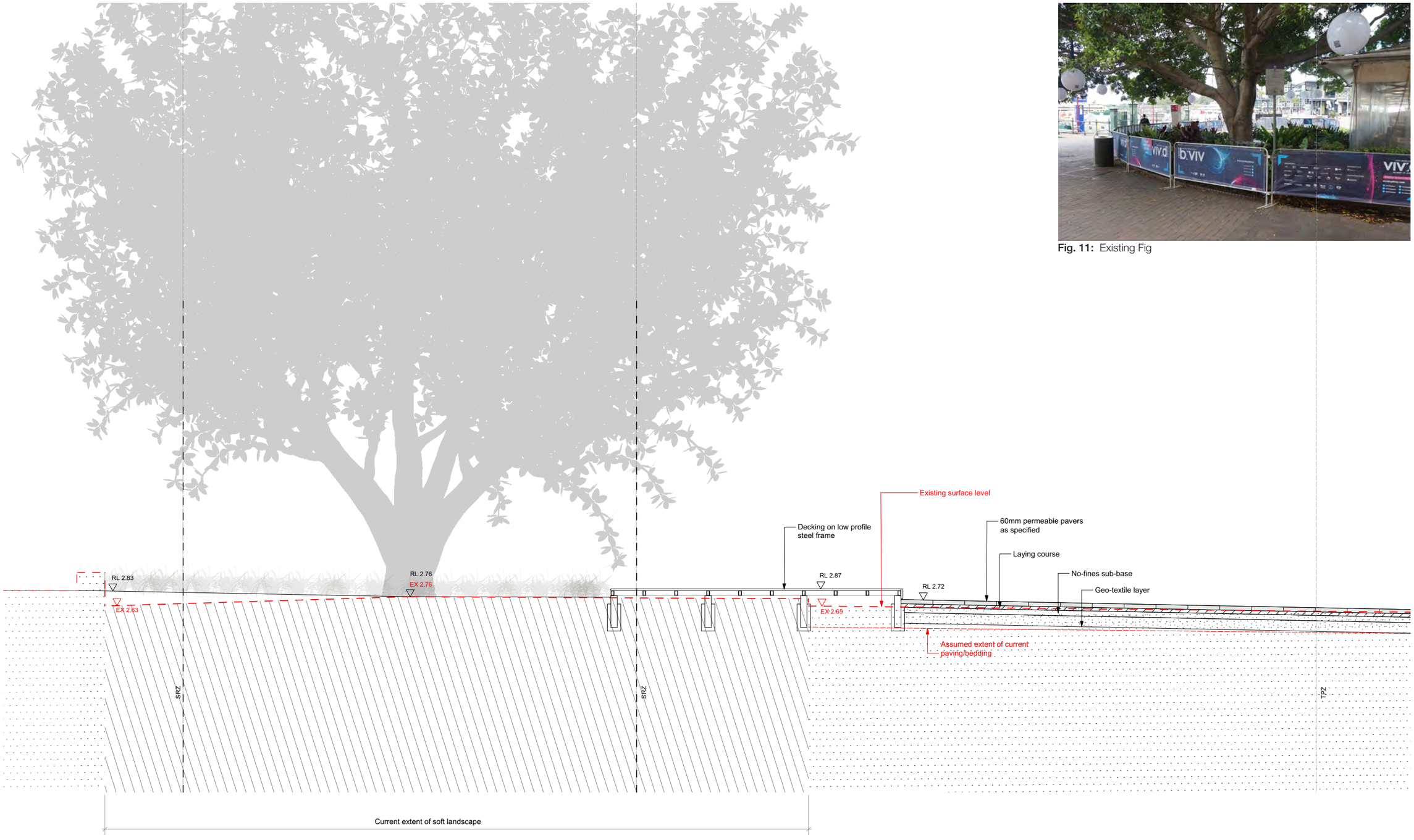



**Fig. 10:** Section A

## 3.2 Existing Palm (*Livistona australis*) Trees

**Sample of Submission**
City of Sydney

*"… Palm trees are a unifying feature… The City objects to their removal. If re-grading and paving upgrades require their removal, they should be transplanted and repositioned in-situ".*

### Response

The existing *Livistona australis* palms are a highly valued asset of the site and as such its is our intent to transplant and reposition the palms within the new plaza. The design intends to reposition the palms at the entry of the plaza directly after the overpass connection to the Overseas Passenger Terminal (refer section 4.0 for detailed location).

The new location will further strengthen the sense of arrival to the plaza as the Palms will flank the entry point helping to form a transitional gateway from Circular Quay Way to the new Campbell's Cove design.

In addition to forming an entry transition to the new Campbell's Cove design the new location of the Palms will have minimal impact on important vistas to Sydney Harbour and in-particular the Sydney Opera House.

To ensure the successful relocation of the 8 Cabbage Tree Palms an arborist has been engaged to assess the Palms and to oversee the transplanting of the Palms to the new locations.

3 Additional *Livistonas* adjacent to the OPT also proposed for relocation as part of a separate application by Ports Authority.

### Response Summary

- Transplant eight existing Cabbage Tree Palms to new locations within the plaza
- Ensure new locations do not obscure views
- Ensure the input of Arborist during transplanting

**Fig. 12:** Existing Cabbage Tree Palms, Campbell's Cove

**Fig. 13:** Existing Palms West of turning circle

**Fig. 14:** Existing Palms East of turning circle

## 3.3 Hickson Road Pedestrian Priority Zone

**Sample of Submission**
City of Sydney

*"The City would prefer vehicular access to be redesigned to give priority to pedestrians and cyclists. This can be achieved by continuing the type of footpath material and grade (i.e. continuous footpath pavement)" City of Sydney submission.*

### Response

Context have drafted two options for the pedestrianisation of the crossing point on Hickson Road.

Option 1 (preferred)

This option raises the junction between Hickson Road and the Overseas passenger terminal. The raising of the junction eliminates existing speed humps as the entire threshold is raised. In additional pram ramps have been eliminated and thus allows pedestrians and cyclist to utilize the full width of footpath to cross the threshold.

The use of small paving units helps delineates the crossing threshold whilst providing a visual, textural and (roughness) contrast to signify a change in condition and slow pedestrian and cyclist crossing the vehicle crossing.

Option 2

This option maintains the existing grade of the vehicle crossing and therefore pram ramps and speed humps are required. The change in materiality is used as noted above. However, we feel that while this option reduces the vehicular dominance of the junction, it stops short of shifting the priority to pedestrians/ cyclists.

### Response Summary

- Raised and paved zone or alternatively
- Pram ramps with cobbles at grade.
- Preference for raised crossing which enables the removal of existing speed hump

**Fig. 15:** Existing Overseas Passenger Terminal junction

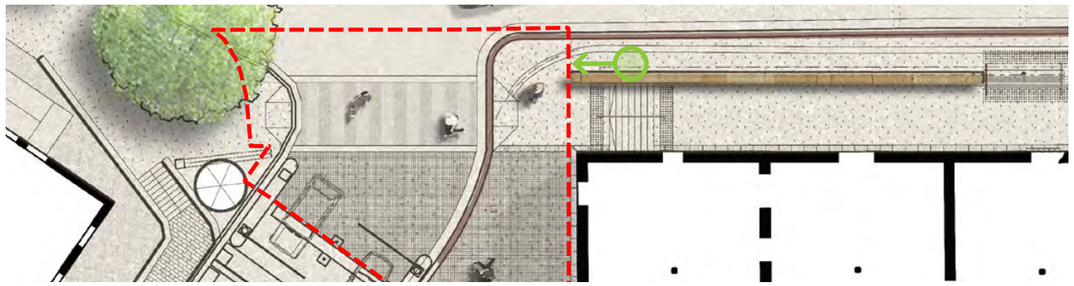


**Fig. 16:** Proposed Design

**Fig. 17:** Option 1 - Hickson Road shared zone (raised) montage

**Fig. 18:** Option 2 - Hickson Road shared zone on (at existing grade) montage

## 3.4.1 Materiality - Pre-cast Walling

### Sample of Submission

City of Sydney

*"It is noted that the proposed stairway adjacent to Campbell's Stores is a contemporary insertion replacing the current stairs (which are identified as intrusive in the CMP). However, its colours and materials should similarly be modified to reflect the materials and colours of the Precinct."*

### Response

Context have reviewed the submissions, along with GBA's response and have amended the concept plan accordingly.

With regard to materiality, Context supports the following comments by GBA Heritage:

*Although the submissions refer to the relationship of new materials to the heritage context of the area, we are also mindful of visually distinguishing the materials of the heritage listed buildings with the application of new elements that are going to have a generally contemporary use of materials. Rather than resorting to what may be regarded as traditional materials, such as sandstone, it is preferable to use materials that will be recessive in colour or neutral, to allow attention to be drawn to the heritage items.*

*The use of sandstone, particularly for large areas of walls, has to be treated with caution:*

- *To obtain the 'correct' finish and colour tends to be difficult and expensive. For example, the sandstone base of the Hyatt Hotel is very striated and results in quite a different pattern to the blockwork of the Campbell's Stores and Metcalfe Bond, and is not successful. In an area that has a lot of original sandstone blockwork, a comparison with later sawn veneer sandstone walling will not be favourable. The pattern of 'modern' sandstone is usually square rather than bonded, and tends to look fake.*

*Whereas the use of precast, exposed aggregate panels on the Hyatt Hotel facade, or Opera House, is more successful in providing consistency of colour and finish that relates more sympathetically to the Campbell's Stores, than the new sandstone veneer used below it.*

- *The soft nature of sandstone also tends to result in damage, particularly for horizontal surfaces.*
- *Vertical surfaces of modern sandstone often become weathered and discoloured, requiring cleaning.*

### Response Summary

- Modern sawn sandstone tends to vary in appearance to original sandstone buildings.
- The soft nature of sandstone can be easily damaged in high traffic areas and can also become weathered and discoloured.
- Contemporary pre-cast concrete may be a more sympathetic material choice in relation to the heritage character of Campbell's Stores.

**Fig. 19:** Existing sandstone promenade steps

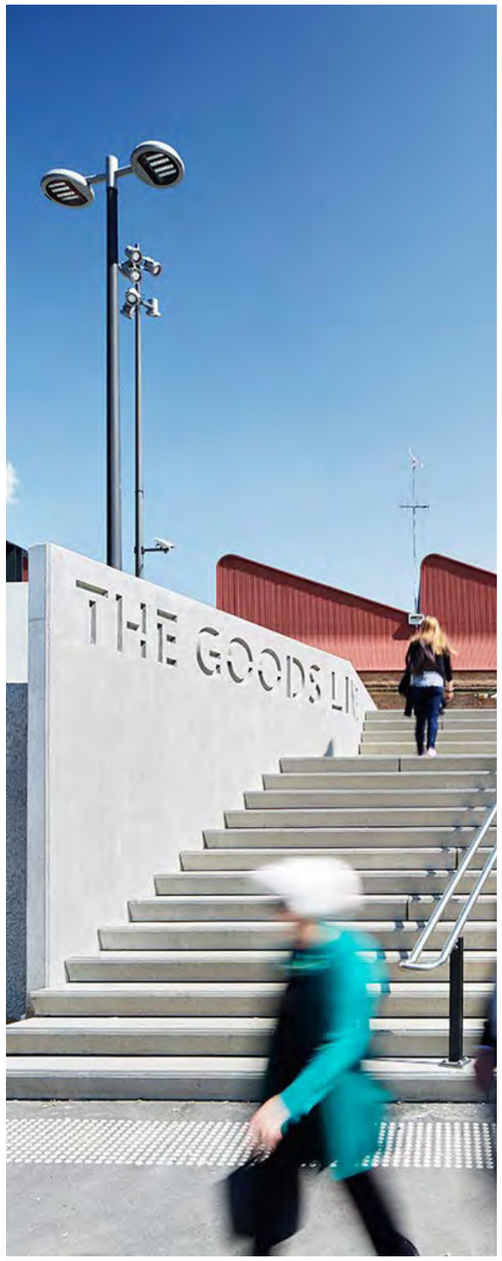



**Fig. 20:** Precedent- Pre-cast concrete walling

## 3.4.2 Materiality - Furniture & Finishes

**Sample of Submission**
NSW Department of Planning and Environment

*"The proposed palette of materials for the paving, seating, shared zone and light poles and requests that further consideration of these materials is undertaken in the context of the heritage significance and character of The Rocks and the recommendations outlined in the Conservation Management Plan for The Campbell's Stores."*

### Response

A proposed palette of recessive materials and custom suite of furniture is proposed to reflect the heritage and cultural significance of Campbell's Cove.

Recessive materials such as bronze or cast iron elements will replace stainless steel for street furniture elements, Including seating elements, tree grates, bollards, bins and other furniture, paving edge strips and light poles.

### Response Summary

Excerpt from Campbell's Stores Conservation Management Plan (Godden Mackay Logan, 2014)
*"Materials should be visually permeable, uncluttered and transparent ……without being replicas or fake reconstructions should be recessive in colour and materials."*

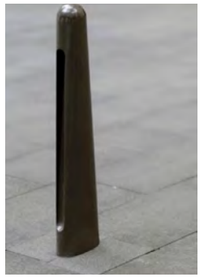
For external material and street furniture selections, refer Table 1 adjacent.

**Fig. 21:** Existing Campbell's Stores

**Table 1:** Proposed Design Materials and Elements

| Item | Proposed Design | Design Response |
|---|---|---|
| Bay X Stairs | Pre-cast concrete stairs with pre-cast concrete panelling to walls | As per proposed design |
| Wharf | Concrete planking | As per proposed design |
| Wharf Seating Elements | Recycled hardwood timber benches | As per proposed design |
| Plaza Seating Elements | Pre-cast concrete blocks | As per proposed design |

**Table 1:** Proposed Design Materials and Elements

| Item | PROPOSED DESIGN | DESIGN RESPONSE |
|---|---|---|
| Shoreline Interpretation | Brass inlays with combination of paver sizes, finishes and colours | Brass inlays and simplification of the proposed design, using less paving contrast |
| Bins | City of Sydney Bins by Tzannes Associates | Custom bins using recessive materials and finishes, including brass and neutral colours |
| Bollards |  City of Sydney Public Domain Bollards by Tzannes Associates | City of Sydney Public Domain Bollards in Bronze |

| Item | PROPOSED DESIGN | DESIGN RESPONSE |
|---|---|---|
| Tree Grates | City of Sydney Standard Tree Grates | Custom Tree Grates in Cast Iron |
| Lighting | City of Sydney Smart Poles by Tzannes Associates | City of Sydney Smart Poles in Bronze |

## 3.4.3 Materiality - Paving

**Sample of Submission**
City of Sydney

*"The City recommends that consideration be given to simplifying the design to better unify the space. Consideration should also be given to replacing the concrete boardwalk with timber to unify the edge of the cove".*

*"It is recommended that the interpretive shoreline paving detail should be deleted and replaced with bronze inlays, as currently exists in Circular Quay East."*

*"Consideration should also be given to replacing the concrete boardwalk with timber to unify the edge of the cove".*

### Response

Context have reviewed the submissions, along with the GBA Heritage's response and have amended the concept plan accordingly.

With regard to materiality, GBA had the following comments:

*Although we do not object to a simpler paving pattern, we provide the following observations:*

*In relation to heritage buildings, particularly of sandstone, generally a dark paving is more successful as it provides a strong ground plane that contrasts with the lighter colour of the sandstone. Examples are Martins Place in relation to the GPO. We therefore suggest that the proportion of lighter coloured inflections are kept in proportion as to maintain a generally dark overall effect.*

*We support the retention of the interpretive shoreline as a continuation of the Campbell's Stores lease area, including the identifying bronze inlays.*

*Although we understand the request to use timber boarding to the southern edge of the Cove, we do not object to the use of concrete planking.*

Taking these comments into consideration, Context's design response provides a simplified paving pattern in line with the Circular Quay Public Domain Manual, in a dark colour with 30% light coloured inflections in 'Austral Verde' and 'Juparana'. The pavement design utilizes the austral black granite paver arranged in the standard City of Sydney arrangement as the body paver unit. A variety of finish types in conjunction with the 30% contrast will give a level of diversity and complexity to the pavement design and help to unify the overall pavement treatment of the site.

Refer to Section 4.0 for amended design and updated paving scheme.

### Response Summary

- Simplify paving pattern and comply with the Circular Quay Public Domain Manual
- Use Granite with grey tones near shoreline with inflections of sandstone shades towards Campbell's Stores
- Bronze inlays are currently included in the shoreline pattern.
- If the Shoreline paving detail is undertaken as part of the Campbell's stores upgrade, then it should be completed as part of the Campbell's Cove upgrade

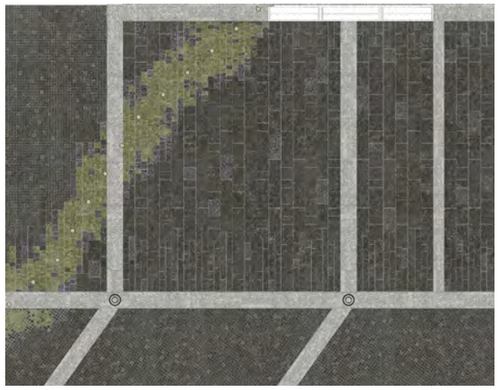


**Fig. 22:** Proposed Design promenade paving modules

**Fig. 23:** Precedent - 1788 Shoreline Markers

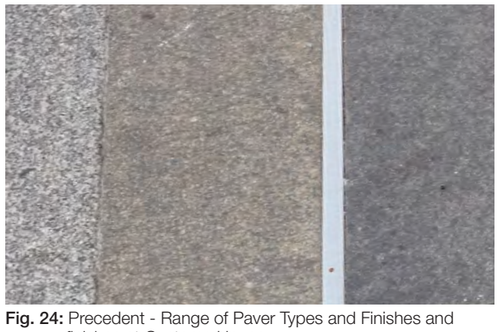


**Fig. 24:** Precedent - Range of Paver Types and Finishes and finishes at Customs House

## 3.5 Levels

**Sample of Submission**
City of Sydney

*"It is recommended that the proposed levels be reconsidered, and consideration be given to future proofing the site from projected sea level rise."*

### Response

The below response from TTW outlines actions to be taken in response to projected sea level rise:

*The existing floor levels in the stores are below RL 2m AHD for several floors. We have designed a non-return valve to be included in the stormwater system for discharge to the harbour*

*The sea level rise projection for 2100 for Sydney Harbour is RL 2.28m AHD, up from RL 1.44m AHD in 2010 and RL 1.78m AHD in 2050.*

*The crest from the harbour to the stores building is reduced but it is still above the 2100 projected level guide at RL 2.40m AHD.*

*We believe this is appropriate for the development considering the amenity which will be provided by the change*

### Response Summary

- "The level of the eastern forecourt is the original ground level and this level should ideally be extended across the forecourt to the harbour."

Policy 13. Guidelines P168.Campbell's Stores CMP

**Fig. 25:** Existing Heritage Sea Wall

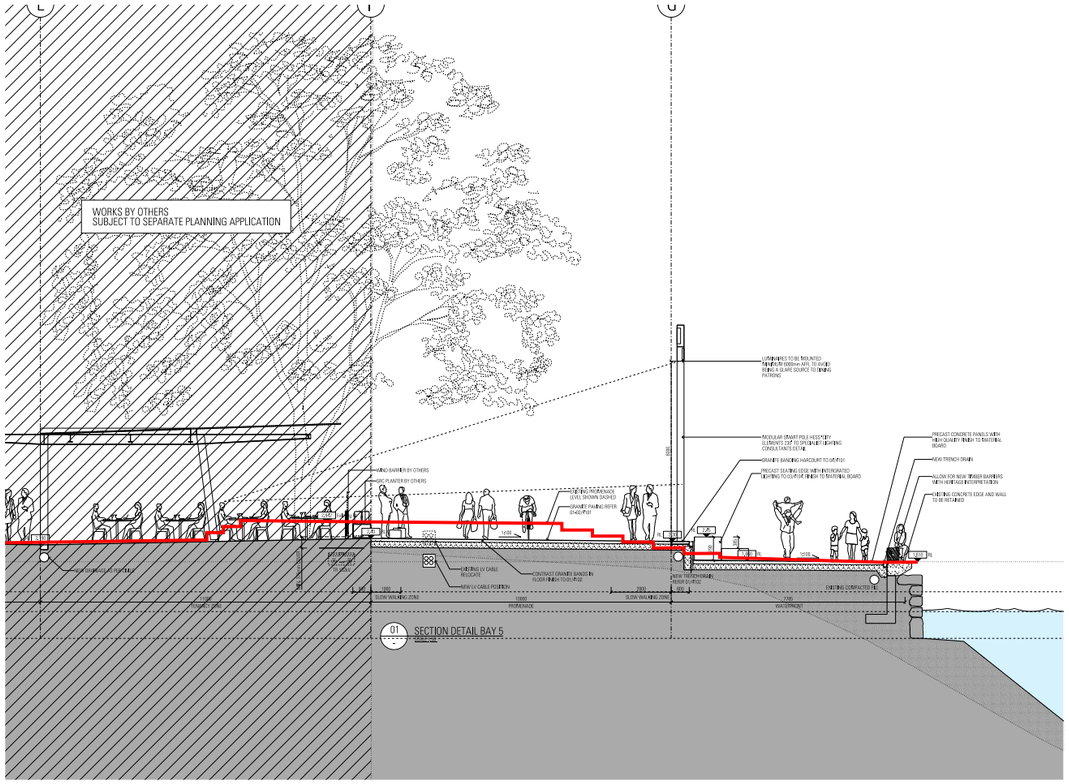



**Fig. 26:** Proposed section showing existing ground level in red.

## 3.6 Outdoor Dining

**Sample of Submission**
City of Sydney

*"Tables and chairs positioned between the main stair rises are clearly inappropriate and must be deleted from the plans to ensure pedestrian flows are not encumbered in any way."*

### Response

The leaseable area of seating located in alignment with the proposed stairway (highlighted green in the adjacent plan) has been deleted from the concept plan.

This zone is inherently public space and a clear path of travel should be kept for pedestrians using the stairway.

All proposed seating/dining areas are subject to further approval/leasing arrangements with Property NSW and the tenant.

### Response Summary

- Remove tables and chairs from area outlined in green (refer fig. 28)

**Fig. 27:** Proposed Campbell's Stores stairs montage - PTW

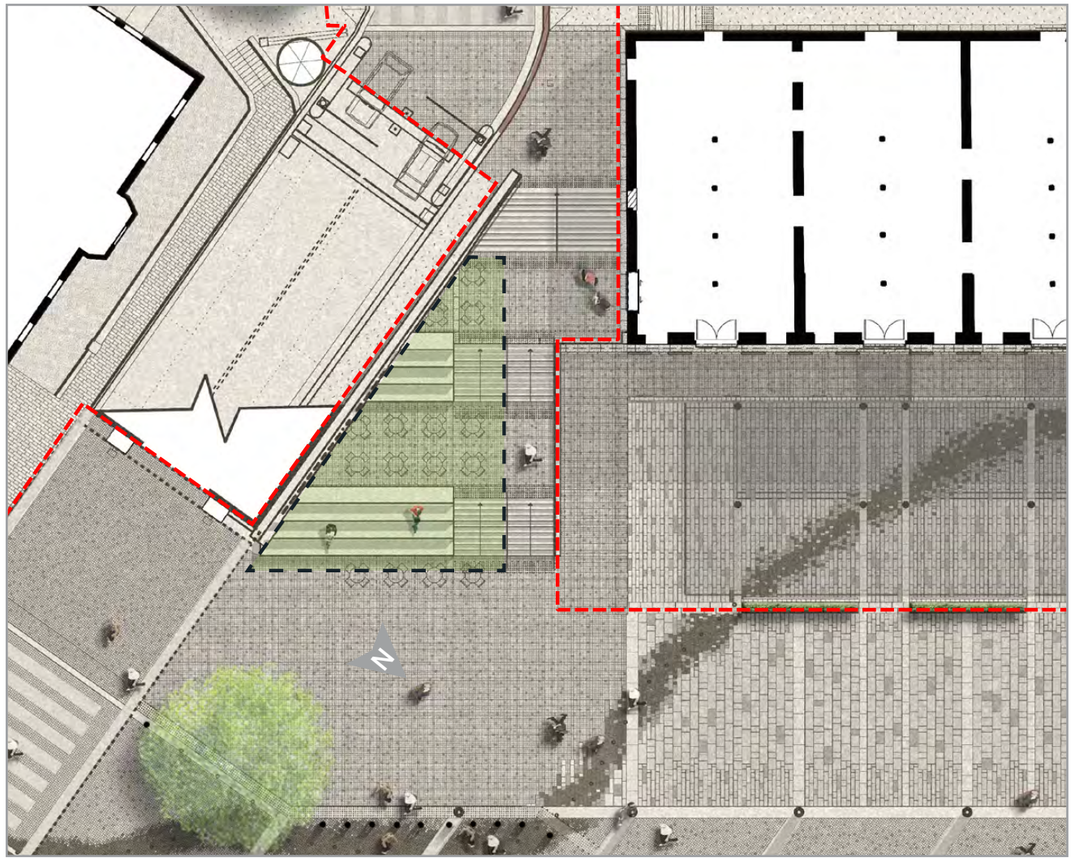



**Fig. 28:** Proposed Campbell's Stores stairs - PTW - Tables and chairs to be removed from area shown in green

## 3.7 Heritage Sea Wall

**Sample of Submission**
Heritage Council of New South Wales

*"The drawings and photomontages indicate that the boardwalk would largely obscure views of the sea wall and is likely to pose more than a minor impact."*

### Response

As requested by RMS, the heritage gates and balustrade are to be retained in their original location.

With this element removed from the proposed design, an extension the promenade and introduction of timber boardwalk in this area will not be required, thus the heritage sea wall will not be impacted or hidden from view.

The proposed promenade paving treatment will continue to the junction of the Park Hyatt boardwalk along the same alignment as the current paved surface.

The sea wall will be protected and retained during the construction of the adjacent paving works.

### Response Summary

- Heritage gates and balustrade to remain in existing alignment
- Extend new paving to the heritage gates and balustrade at the north-east corner of the site
- No additional timber decking to be included as it would be on the wrong side of the balustrade

Seawall is not compromised and condition and views will remain unchanged

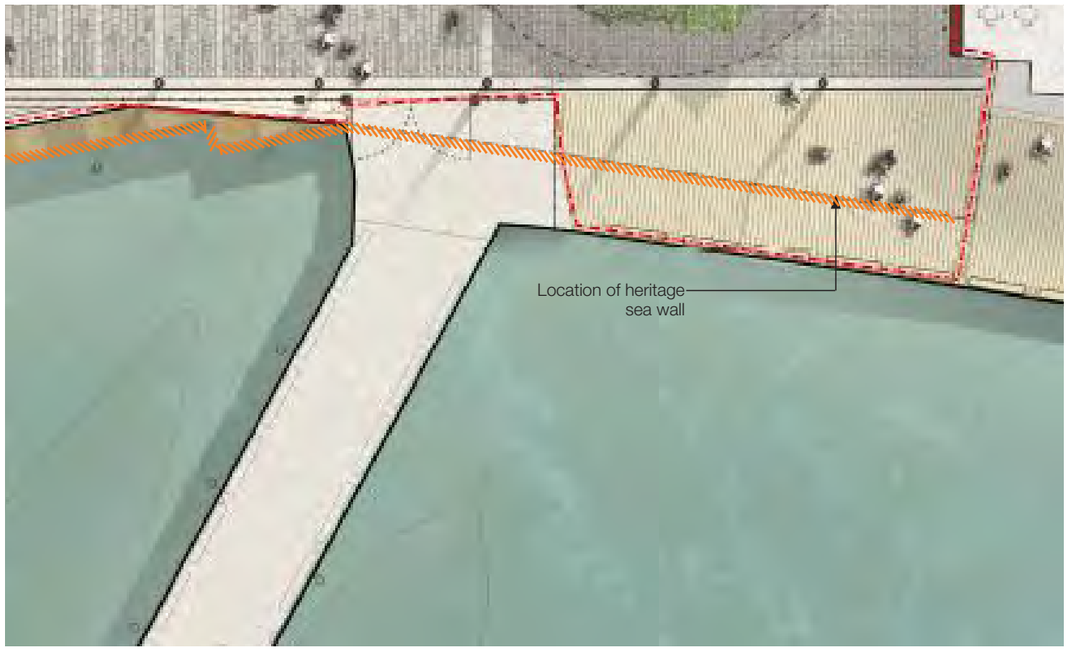



**Fig. 29:** Proposed design

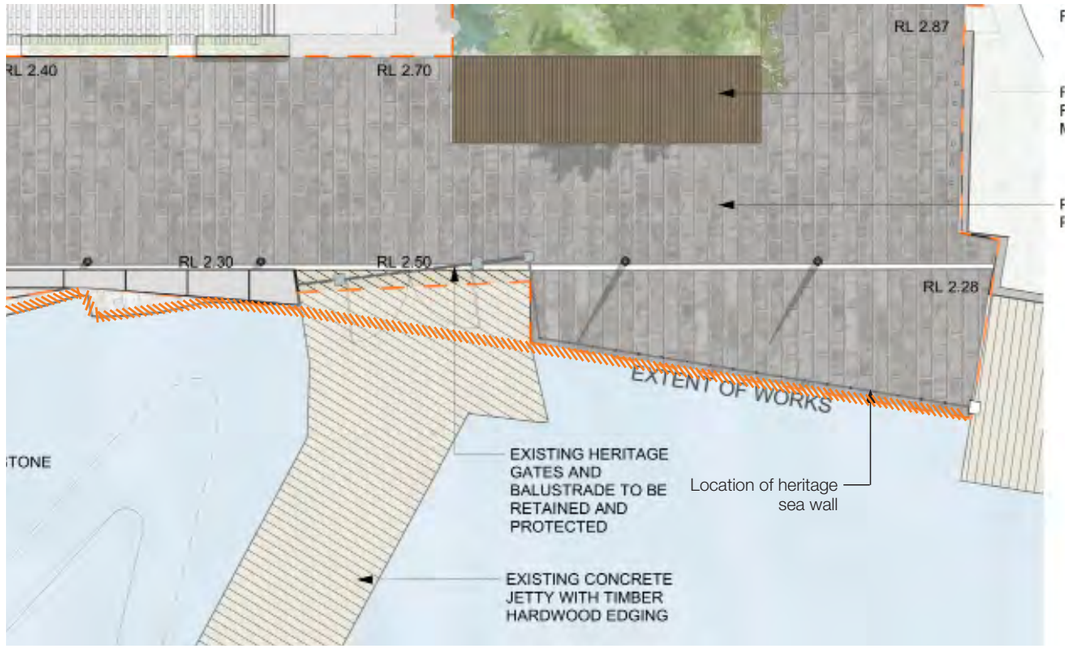



**Fig. 30:** Design Response

## 3.8 Overseas Passenger Terminal Tenancy 5

**Sample of Submission**
Port Authority of New South Wales

*"This lease area is not a public domain area, but rather a commercially leased area for a restaurant, which will be demarcated with some sort of barrier or fence."*

### Response

The design response intends to employ the use of brass inlays to delineate the extents of the Overseas passenger terminal tenancy 5. This approach has been adopted to help integrate the demarcation of the commercial area into the public domain, reduce the visual impact and eliminate any permanent walling/barriers.

Any permanent barrier or fencing solution to delineate this lease area is subject to a separate application by Ports Authority and the tenant.

### Response Summary

- Demarcate the lease area extents with Bronze markers.
- Should the tenancy prefer further demarcation then typical outdoor dining screens can be placed.
- Any permanent fencing subject to separate application by Ports Authority.

**Fig. 31:** OPT Tenancy 5

**Fig. 32:** Previous Cafe Barriers

### Precedents

**Fig. 33:** Brass Inlays

**Fig. 34:** Cafe Divider

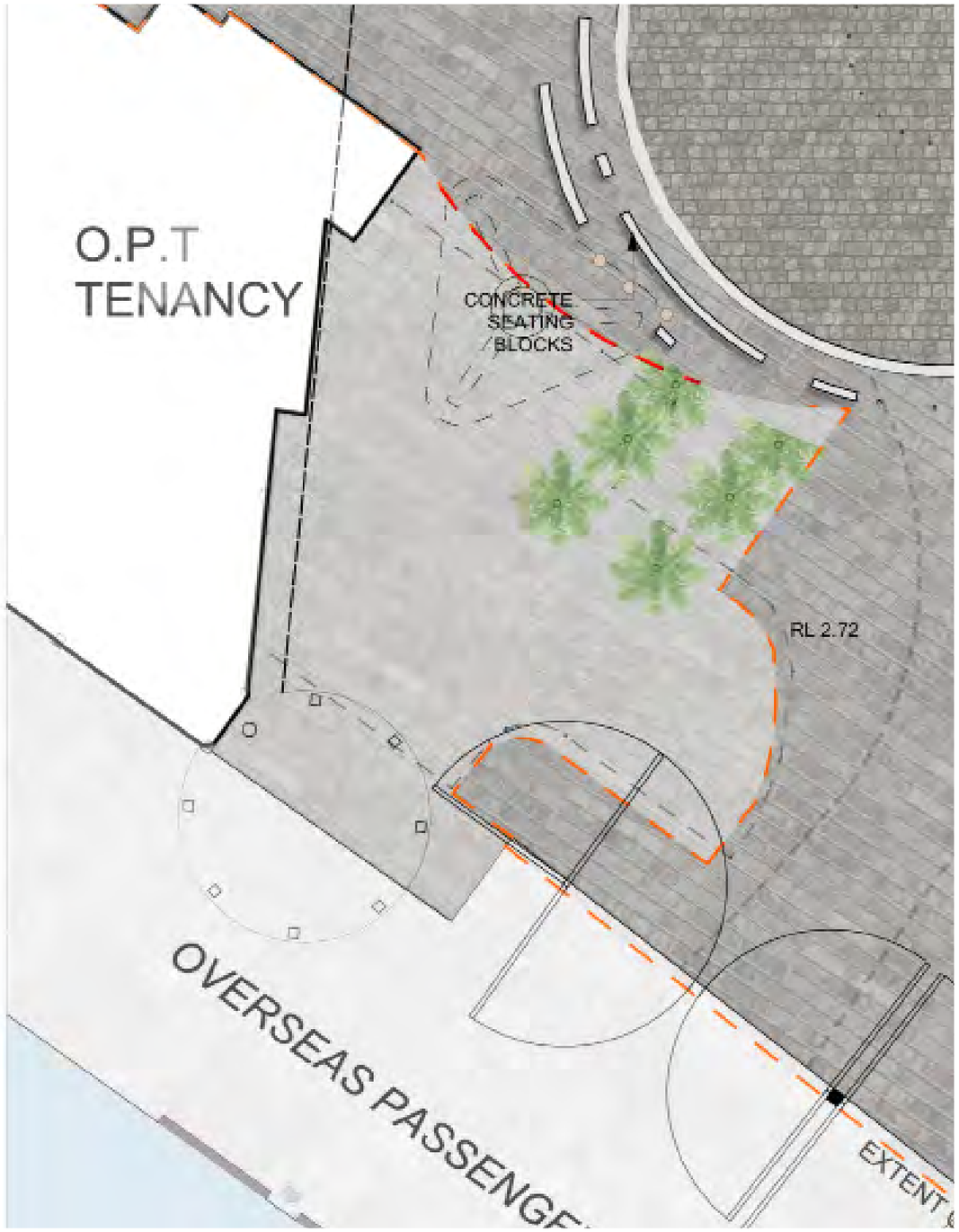



**Fig. 35:** Extent of OPT Tenancy 5 shown dashed red

## 3.9 Vehicular Turning Circle (Works Part of Future Stage 4)

### Submission

Transport for New South Wales

*"TfNSW requests that the applicant clearly delineate the vehicle turning path by using pavers of a different colour and texture for the turning path to those around the turning path, similar to the porte cochere of the newly completed International Convention Centre Sydney,"*

### Response

Revised turning circlearrangementno longer proposed as part of this project - Current turning circle to be retained, along with existing raised sandstone edge.

### Precedents

**Fig. 36: Future Stage 4 Treatment -** Contrasting paving treatment to turning

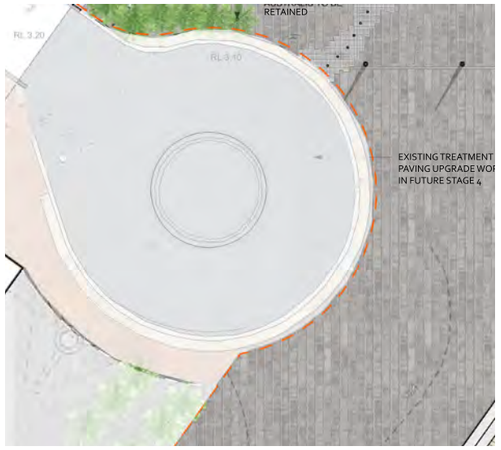



**Fig. 37:** Existing turning circle to be retained

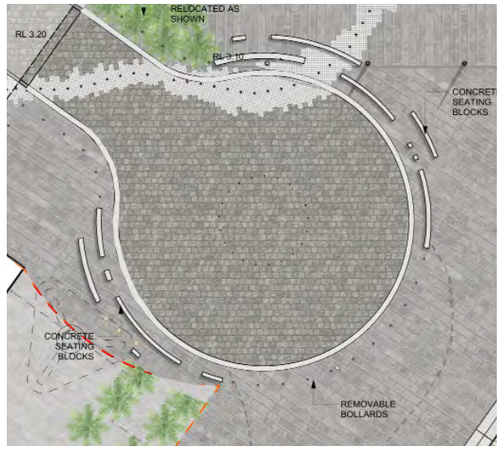
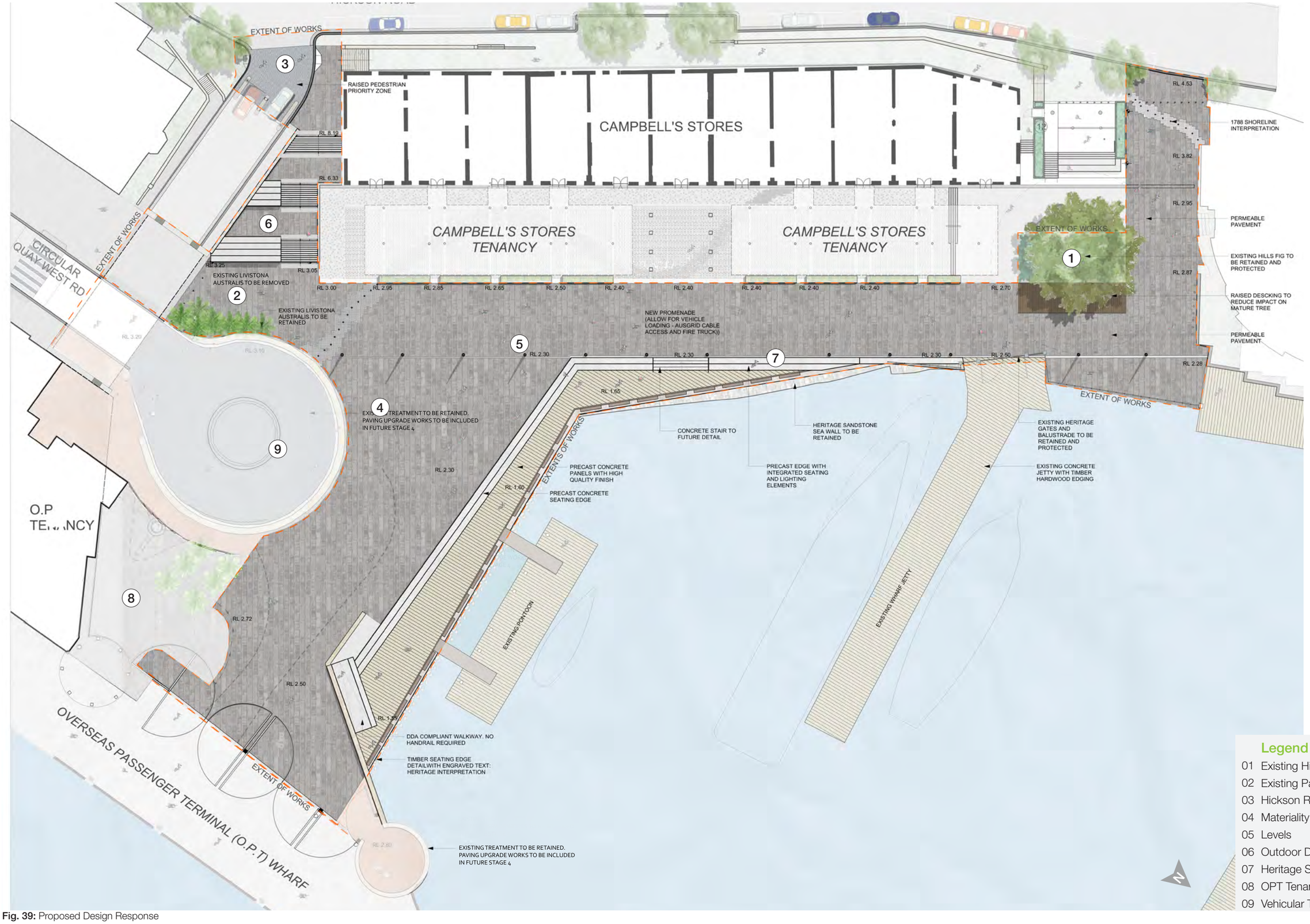



**Fig. 38:** Future Stage 4 turning circle treatment

# 4.0 Design Response

## 4.1 Proposed Design Response




**Legend**

01 Existing Hills Fig Tree
02 Existing Palm Trees Relocated
03 Hickson Road Pedestrian Priority Zone
04 Materiality
05 Levels
06 Outdoor Dining
07 Heritage Sea Wall
08 OPT Tenancy 5
09 Vehicular Turning Circle

**Fig. 39:** Proposed Design Response

## 4.1 Proposed Design

The updated concept incorporates the design intent of the previous JPW Scheme which included four distinct character zones each with its own identity and function. They include the following;

**Promenade:**
A key through-site link along the foreshore that has a continuous width of 10m. This area has enhanced pedestrian connectivity both through and beyond the site.

**Waterfront:**
Adjacent to the waters edge, it provides an important connection to Sydney Harbour and an amphitheatre for public events.

**Shared Zone:**
A shared zone with existing levels lowered to allow better drainage, pedestrian circulation and truck access to the new OPT wharf extension.

**Through-site Connections:**
Key connections that link the waterfront with Hickson Road and the Rocks. They provide important views, opportunity for outdoor dining and a distinct character.

**Fig. 40:** Proposed Character Zones

## Summary of Design Changes

### Pavement

- Ensure a seamless pavement material
- Adhere with the Circular Quay Public Domain Guidelines
- Provide opportunities for heritage interpretation of historical shoreline locations
- Maintain the use of paving for shoreline interpretation including bronze markers
- A simplified pavement design that unifies all 4 character zones

### Materials

- Proposed walls and waterfront steps and seating to be a pre cast concrete to ensure they provide a recessive neutral colour that does not compete with the heritage buildings.
- Ensure materials are robust with mimimal maintenance requirements
- Ensure a selection consistent with the City of Sydney Public Domain Guidelines. Bronze finish preferred

### Existing Trees

- Ensure the proposed design retains and protects the existing fig tree at the northern end of Campbell's Stores promenade
- Translocation of the existing mature palms to a suitable position that retains important views and the enhances landscape character afforded by the mature specimens.

### Traffic

- Delineation of the vehicle turning path to the proposed Circular Quay West turning head with bronze markers.
- Pedestrian priority zone at the Overseas Passenger Terminal Hickson Road Entry

### Heritage

- Retain and protect the existing heritage sea wall
- Heritage gates and balustrade existing location to be retained and incorporated into the design

### Other

- Provide delineation of the leaseable portion of the plaza associated with the Overseas Passenger Terminal Tenancy 5
- Incorporate proposed levels through the site with regard specifically to sea level rise
- Reduce the leaseable outdoor dining are to Campbell's Stores stairs and terraces

**Legend - Proposed Character Zones**

- Promenade
- Shared Zone
- Waterfront
- Through-site Connections

## 4.3 Promenade

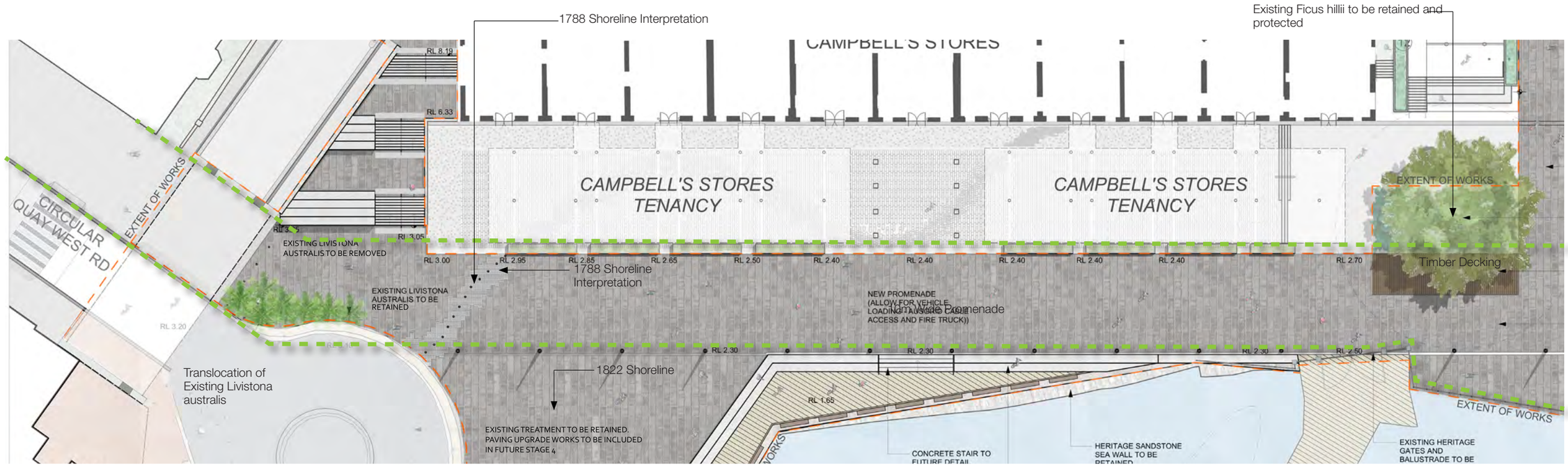



**Fig. 41:** Proposed Promenade Treatment

### Proposed Design Changes

- Simplified paving layout, paving sizes, types and finishes to reflecting Circular Quay Public Domain Manual
- A more recessive materials palette to reflect and not compete with Campbell's Stores building facade
- Permeable paving and raised decking to area within TPZ of existing Fig.

### Detailed Description

The Promenade provides a continuous link, north-south link with level access to Campbell's Stores outdoor dining areas.

Levels along the Promenade take into account interfaces with the existing Fig Tree, RMS wharf and OPT and is designed to take emergency and maintenance vehicle loadings.

The promenade provides an important through-link between Circular Quay and the Rocks in the South, and Dawes Point and Walsh Bay in the North. Context have maintained the design principles of the previous design and maintained the alignment and character of the promenade, whilst simplifying the palette of materials and paving to visually de-clutter the space and provide an appropriate curtilage to Campbell's Stores.

**Fig. 42:** Proposed Promenade Treatment - Montage