



**Cockle Bay Park Development**  
Architectural Design Report & Drawings  
Response to Submissions

Darling Park Trust and Darling Park Property Trust

**fjmt studio** architecture interior urban landscape

1st of November 2017 – Rev H



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Please note that all plans, diagrams images and graphics within this report and the supporting documentation (excluding the amended Concept Proposal Envelope Plans prepared by Francis-Jones Morehen Thorp Pty Ltd) are indicative only and have been included to communicate the intent of the amended Concept Proposal, including representative building shapes, forms, locations, layouts and relationships. It is proposed that these representations, together with acceptance of the building envelopes and massing and associated design principles, will then be used to inform the Design Excellence process to follow the Stage 1 SSD Determination. Design Excellence outcomes will form the basis of the Stage 2 SSDA.

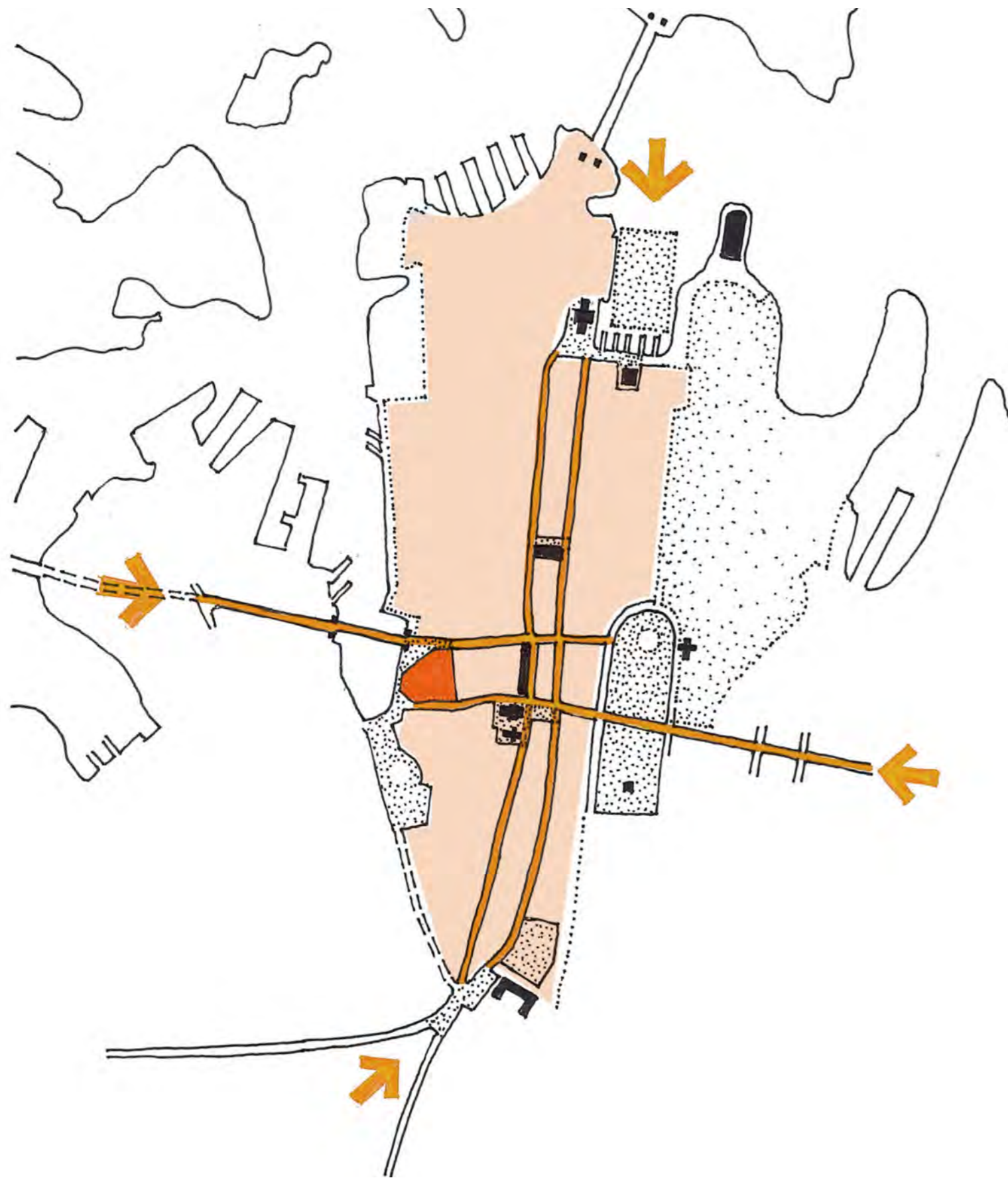


Fig. 1. Urban concept sketch - Tony Caro Architecture

## Forward

Central Sydney is shaped by a singular confluence of topography, landscape and urban form. The compact city centre occupies a harbour peninsula constrained by water, parklands and transport infrastructure, and is ordered by a backbone of relatively flat, long north-south streets and ribs of steep, short cross streets.

Sydney is by no means a seamless or easily traversed city flowing effortlessly, Melbourne-like, out into suburbia and the hinterland. The city core more resembles that of an ancient Roman garrison town: a defensive perimeter, internal grid layout and primary access defined by "portals" at the cardinal points.

The couplet of George and Pitt Streets meets the great "water room" of Circular Quay at the city's northern harbour approach, to the south at the grittier urban threshold of Railway Square, Central Station and Belmore Park. The boulevard of William Street connects central Sydney to the east through the sumptuous garden passage of Hyde Park. The city's historic connection towards the west is mid-town Market Street, flowing down from the western ridge across the Pymont Bridge viaduct towards Glebe Island, the inner port and beyond.

The incursion of the elevated western distributor in the 1980's sacrificed the clarity and completeness of this unique diagram for a contemporary city, and the Market/Druitt Street couplet that had formed the western approach to central Sydney has been all but lost since that time.

Subsequent urban projects such as Darling Park attempted to redress this disconnect, however the loss of the historic public domain structure and its western portal has not been reinstated.

The Cockle Bay project offers a significant opportunity to go some distance towards righting this wrong. The elevated freeway is to remain for the time being, notwithstanding that there will be a time when it's function is no longer deemed essential to efficient transport in and around central Sydney.

The primary urban design objective for the project is therefore to re-imagine the site as a revitalised western gateway, creating authentic public access to the shores of the harbour and a new, memorable, legible and well-connected public domain that integrates with the city and complements the distinctive qualities of Circular Quay, Hyde Park and Central/Belmore Park portals at the north, east and west approaches.

This generates four key moves:

- A new urban park on the Market St corridor between Sussex St and Cockle Bay
- A widened public foreshore promenade with improved amenity and activity
- A new pedestrian experience from the Sussex/Druitt St corner to Cockle Bay
- Legible public accessibility and connectivity within and across the Darling Park site, including a re-birth of the privatised central garden as a new public space for Sydney

The vision for Cockle Bay Park creates a new and exciting hybrid form of public space for Sydney: a complex, transitional assemblage of places that integrate elements of the traditional open green park with an accessible urban thoroughfare to Pyrmont Bridge and cascading, Spanish Steps-like terraces that coalesce tiered public seating, hanging gardens and a variety of places to enjoy new and open vistas into Cockle Bay and access down to the foreshore. The Park naturally integrates into the surrounding public domain framework and is well-oriented for solar access and wind protection.

The existing Druitt Street link is re-imagined as a legible, compliant pedestrian connection into Darling Park and the Cockle Bay waterfront, devised as a curated sequence of art spaces.

These flow paths will create new connections to the head of Cockle Bay and beyond to the emerging Quay Street boulevard, making possible for the first time direct pedestrian access between the Harbour and Central at Railway Square.

Tony Caro Architecture



Fig. 2. Artist impression by Doug & Wolf (Indicative render - subject to design competition)

## Introduction

Cockle Bay is located on the Darling Harbour foreshore where Market Street and DrUITT Street lead to the harbour. Currently the connections from these city streets to the foreshore are severely compromised by the road network and the counterintuitive pedestrian routes surrounding them.

The Cockle Bay Park project is a unique opportunity to repair the damage to the city fabric created by the construction of the elevated Western Distributor motorway and to reconnect the city to the harbour at a key location.

A renewed Cockle Bay which is well connected back to the city will integrate the city with Darling Harbour in a way that has been lacking since the original conception of Darling Harbour as an urban playground. The vision is to bring together day to day activities of workers, residents and visitors alike and to combine these destinations into one experience.

This report describes the amended concept following the feedback received on the Stage 1 - Stage Significant Development Application (SSD 7684) placed on exhibition at the end of 2016.

Prepared in conjunction with a panel of experts who assisted with the development of the amended concept. Contributors include the following:

Architecture and Urban Design:	fjmt	Pedestrian modelling:	Arup, Space Syntax
Urban Design Review:	Tony Caro Architecture	Sun shadow visualisation:	Virtual Ideas
Public Domain:	ASPECT Studios	View Impact Analysis:	Virtual Ideas
Open space curation and culture:	Futurecity	Wind analysis:	CPP
Tech placemaking:	Arup	Public art:	Eness
		Visualisation:	Doug & Wolf

### Key Initiatives

The amended concept clarifies and enhances the key initiatives originally proposed and summarised as:

- Reconnecting the city to the Harbour
- Providing a new public park
- Restoring the Pyrmont Bridge connection to Market Street
- Reinvigorating the waterfront
- Providing a piece of architecture with an enduring international image
- Developing a new contemporary workplace for the emerging city
- A platform for cultural programs

The report is structured into three main sections:

#### Amended Concept Proposal:

This section sets out the design vision for the site, based on feedback provided on the original submission.

While approval is not directly sought for the design vision, it demonstrates the potential for the site and is expected to form the quality benchmark for the future competitive design process.

#### Feedback and Design Changes:

This section identifies the design related submissions received and provides the design responses addressing the issues.

#### Design Principles and Envelope:

This section sets out the revised envelope for which approval is sought. Associated design principles are set out which are intended to inform the design excellence process.

## Evolution of Darling Harbour

### Relationship to previous documentation

This report is designed to be read in conjunction with the Cockle Bay Stage 1 DA Architectural Design Report & Drawings dated 8th of November, 2016 – S1DA ADS – Rev 1 as previously submitted and describes the revised concept and the changes from the original proposal.

The following sections of the Cockle Bay Stage 1 DA Architectural Design Report & Drawings dated 8th of November, 2016 – S1DA ADS – Rev 1 are still relevant:

### 1.0 Architectural Vision

- 1.1 Site Description
- 1.2 Existing Development
- 1.3 Precinct and Adjacent Developments
- 1.4 Site Analysis

### 2.0 Urban Design Considerations

### 3.0 Urban Design Principles

- 3.1 Site Significance
- 3.2 Connectivity (excluding pages 33-37)
- 3.3 Urban Park (excluding pages 39, 41 and 46-49)
- 3.4 Waterfront
- 3.5 Human Scale
- 3.6 City Scale
- 3.7 Cultural Overlay (excluding page 64)

### 4.0 Urban Design Controls

- 4.1 Siting and Massing (excluding page 71)



Subject Site

Fig. 3. Overview of Darling harbour 2011

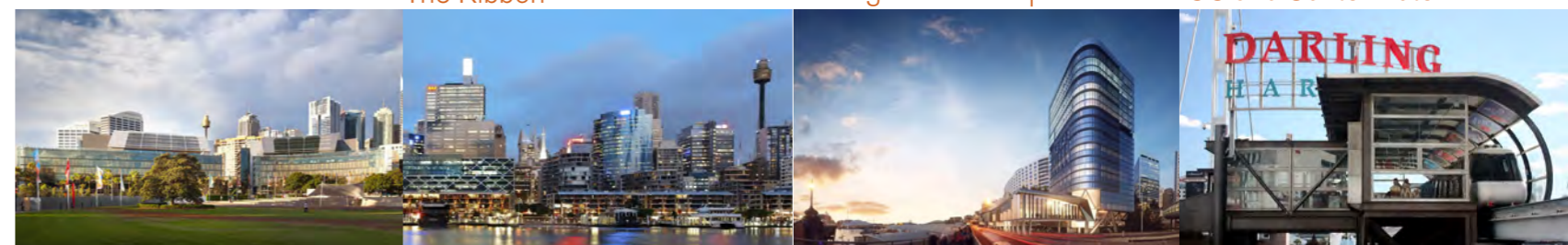


Harbourside

The Ribbon

Barangaroo Developments

ICC and Sofitel Hotel



Darling Quarter

King Street Wharf

One Wharf Lane

Monorail Station

### Cockle Bay Site and its relationship to the city

Darling Harbour is one of the world's great waterfront destinations, and is the major celebration and event venue for Sydney. The Cockle Bay Wharf Centre is located in a significant part of Darling Harbour at the edge of the Western CBD, and at the meeting point of Market Street to Pyrmont Bridge, and between recently revitalised precincts Barangaroo and the Convention Centre.

The Cockle Bay site is a place for energy, excitement and density and where the city and people can enjoy the water and the spectacle of the harbour. The Sydney Harbour Foreshore Authority reported over 26 million visits per year at the Darling Harbour precinct. The Darling Harbour precinct is undergoing significant redevelopment as part of the SICEEP, Darling Square, and IMAX renewal projects. The urban, built form and public transport / pedestrian context for Cockle Bay will fundamentally change as these developments are progressively completed. Cockle Bay Park can act as a critical gateway between this new infrastructure and the heart of the CBD.

The site is contained within the authority area of Place Management NSW who are responsible for

- Protecting and enhancing the natural and cultural heritage of the foreshore area
- Promoting and providing the economic development of the foreshore and the included infrastructure
- Promoting, managing and providing a range of uses, programming and facilities for people
- Developing and managing the land
- Enhancing and managing the landscape and the use of the public domain

The proposal directly addresses the above functions through a series of components including renewing and making the Cockle Bay foreshore more accessible from the city, providing a significant new landscaped public space built over the motorways, restoration of a direct connection of Pyrmont Bridge to Market Street, enhancement of the Drutt Street connection, a significant cultural programme including permanent and curated installations, exhibitions and performances and bringing the commercial activities of the city to the waterfront through the construction of a new commercial tower as part of the Darling Park complex.

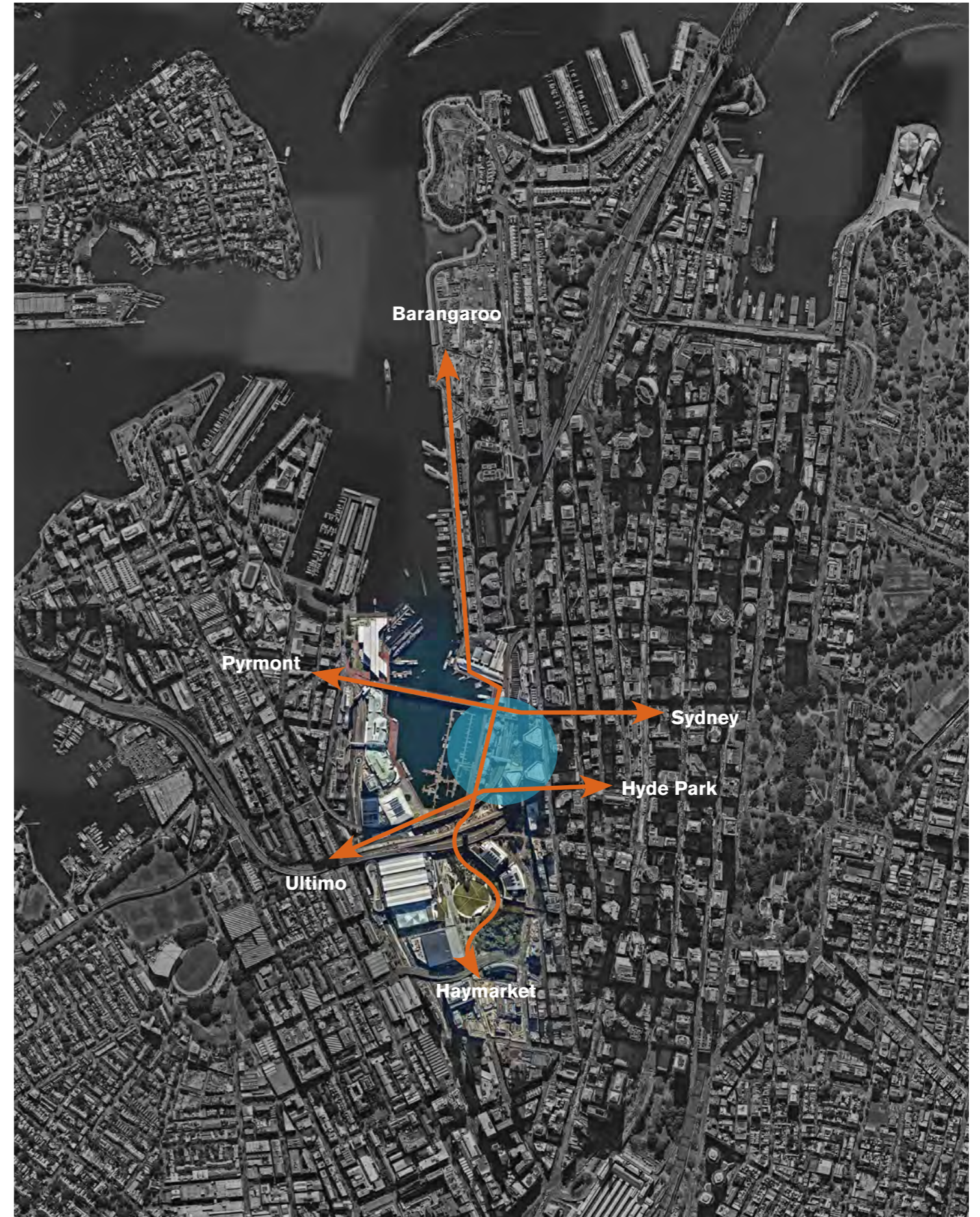
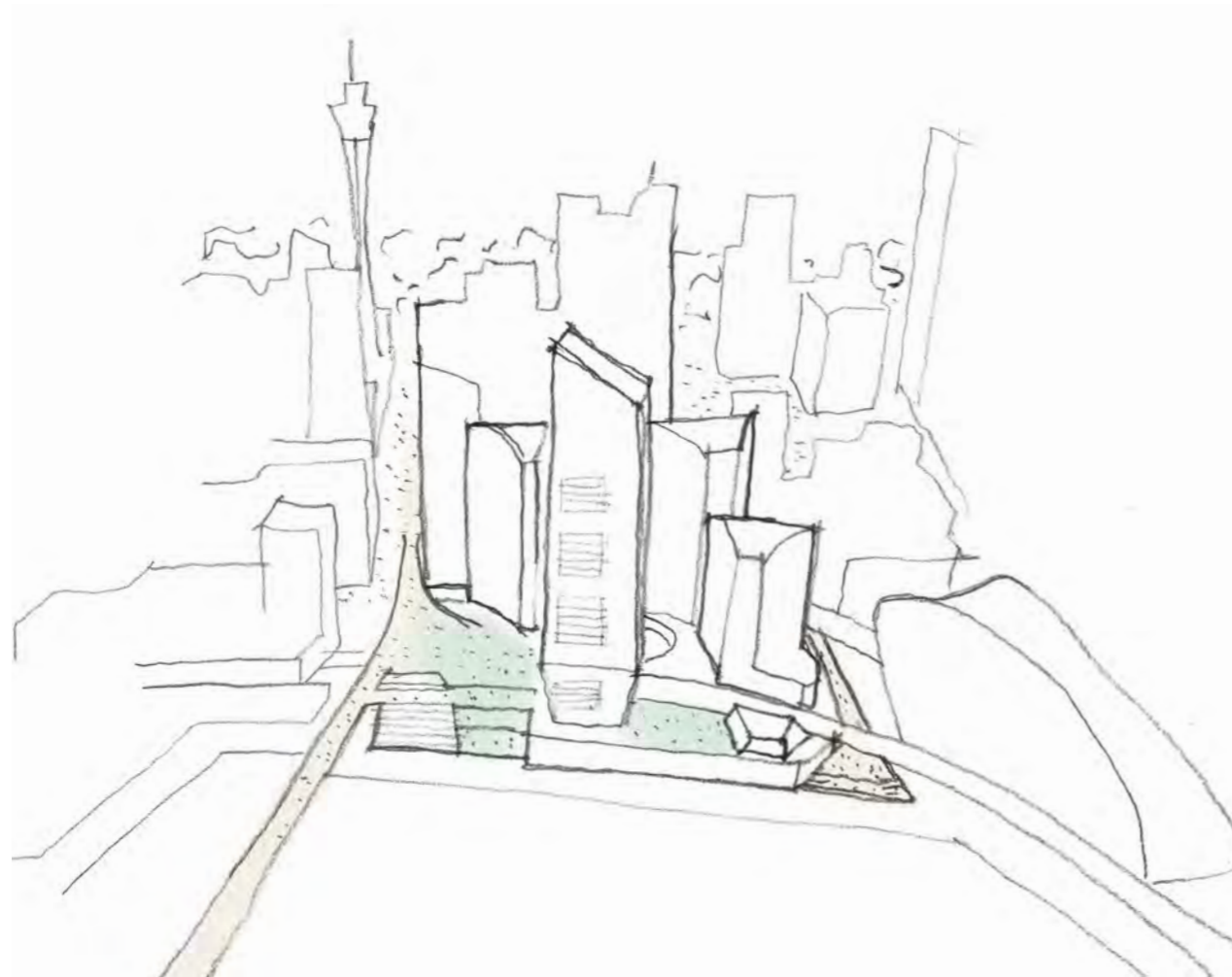


Fig. 4. Nearmaps image 2017 with urban structure overlay

A new harbourside asset for Sydney is the capstone of the Cockle Bay Park development



Fig. 5. Artist impression by Doug & Wolf (Indicative render - subject to design competition)



(Conceptual illustration only - subject to design competition)



Fig. 6. Artist impression by Doug & Wolf (Indicative render - subject to design competition)

## Cockle Bay Park

Central to this project is potential interconnection of the centre of the city, Darling Harbour and Pyrmont Bridge through a rich sequence of public spaces and gardens. This is the opportunity to repair the scars of the western distributor that cut the city from the waterfront, enhance and enliven the eastern side of Darling Harbour and to expand and better integrate the built form and public spaces of the Darling Park Development. An extensive and diverse series of new public spaces in the form of gardens, plazas terraces and enhanced connections will be created through 'land bridges' over the freeways linking the waterfront promenade, the deck of Pyrmont Bridge, and Market and Druitt Streets. Defining and activating the waterfront and new public spaces are appropriate activating retail and entertainment uses within multi-level low scale podium forms.

Supporting the creation of these public spaces and connections is a new commercial workplace tower set back from the podium structures and complementing the Darling Park ensemble designed by Harry Siedler. The height, position and configuration of this proposed tower has been carefully developed to maximise winter sun access into both existing and proposed public spaces and to mitigate any environmental and view impacts. It is a well balanced urban proposal of public space, interconnection and development. It has unique opportunity to deliver significant public benefit, enhance the public access and entertainment character of Darling Harbour and to contribute to the enrichment, quality and commercial growth of our city.



Richard Francis-Jones  
Design Director

**Reconnect the City to the Harbour**

Providing a new publicly accessible open space to the city, bringing the City to the water and also simplifies the visual and physical connection, opens up the Market Street vista to the waterfront.

**New public land**

Creation of new public land and publicly accessible open space over the existing freeway network that currently divides the Cockle Bay Wharf Centre from the Western edge of the CBD.

**Signature building**

- High quality podium and tower form replacing tiring assets
- Developed with respect to Darling Harbour surrounding context and precedents.
- Supporting significant open space creation.

**Workplace of the future**

The new building will form part of a new generation of office buildings which provide a healthy, energy efficient, connected workspace for large and small organisations.

**Restored Pyrmont Bridge connection**

Allow for direct pedestrian access from Pyrmont Bridge to Market Street.

**Connected public realm**

Provide a public realm which is well connected with intuitive and activated pedestrian routes, for all.

**Reinvigorated waterfront**

Complete the boardwalk to provide extra capacity, spaces to linger and improve safety at the waters edge. Break down the visual and physical separation of the outdoor seating areas from the promenade. Connecting the upper retail levels to the tiered layers of public space and circulation to waterfront enjoyment over four levels. An avenue of trees and shaded steps to modify the microclimate an provide a 'slow lane' along the promenade.

**Cultural contribution**

The proposal will include a comprehensive curated cultural and public art component which will complement and expand in the cultural life of Darling Harbour and the city and serve a link between these cultural programs.

# 1.0 Amended Concept Proposal

The amended concept proposal detailed in this report has been prepared based on submissions received following exhibition of the SSDA Stage 1 by DPE in December 2016.

The proposal retains the key benefits of reconnecting the city to the harbour, constructing a new public park over the elevated western distributor motorway, re-linking Market Street with Pyrmont Bridge, providing a more intuitive route from the city to the Cockle Bay waterfront and delivering a new platform for the cultural life of the city, Darling Harbour and beyond.

This revised proposal enhances the previous scheme with reduced bulk and scale, clearer delineation of public and private spaces and more direct access from the city to the harbour.

The vision for Cockle Bay Wharf is to reconstruct more integrated connections, activation and facilities on cascading levels down to the waterfront and the waterfront promenade. The waterfront will be enhanced with an improved relationship to the retail, an avenue of trees to control microclimate and an extension to the timber boardwalk which increases width, capacity and offers a 'slow lane' to allow people to linger and enjoy the waterfront.

The Druitt Street footbridge will receive an aesthetic upgrade with a renewed connection at the Cockle Bay end which opens out to the water and provides more direct circulation and an enhanced experience through a Public Art initiative along the footbridge route.

To support the development, a new Commercial tower is proposed as part of the Darling Park complex. This tower envelope has been substantially reduced from the original proposal and moved south to provide a consolidated park to the north and to improve the grouping and relationship of the new building with the existing Darling Park Complex.

## 1.1 Design Vision

The design vision is described through a series of key initiatives as follows:

- **Reconnect** the city to the harbour
- Provide a significant new **public park** through covering the freeways overlooking Darling Harbour
- **Restore the Pyrmont Bridge** connection to Market Street following the demolition of the monorail
- **Reinvigorate Cockle Bay** and the waterfront.
- Transform **Crescent Garden** from a private to a public space
- Provide for significant **cultural contribution**
- **Accommodate supporting development** to fund the public initiatives above
- Create a **signature building** which contributes to a global city
- Create a **workplace** of the future

These initiatives will transform the existing Cockle Bay Wharf into an integrated component of the greater city linking the CBD to Darling Harbour and bringing people together through nature, commerce, technology and culture.

### Reconnecting the city to the harbour

The current alienating conditions experienced by people entering the Darling Harbour precinct from the city are generated by the physical, visual and noise barrier created by the Western Distributor and the compromised pedestrian bridges which provide the only pedestrian linkages.

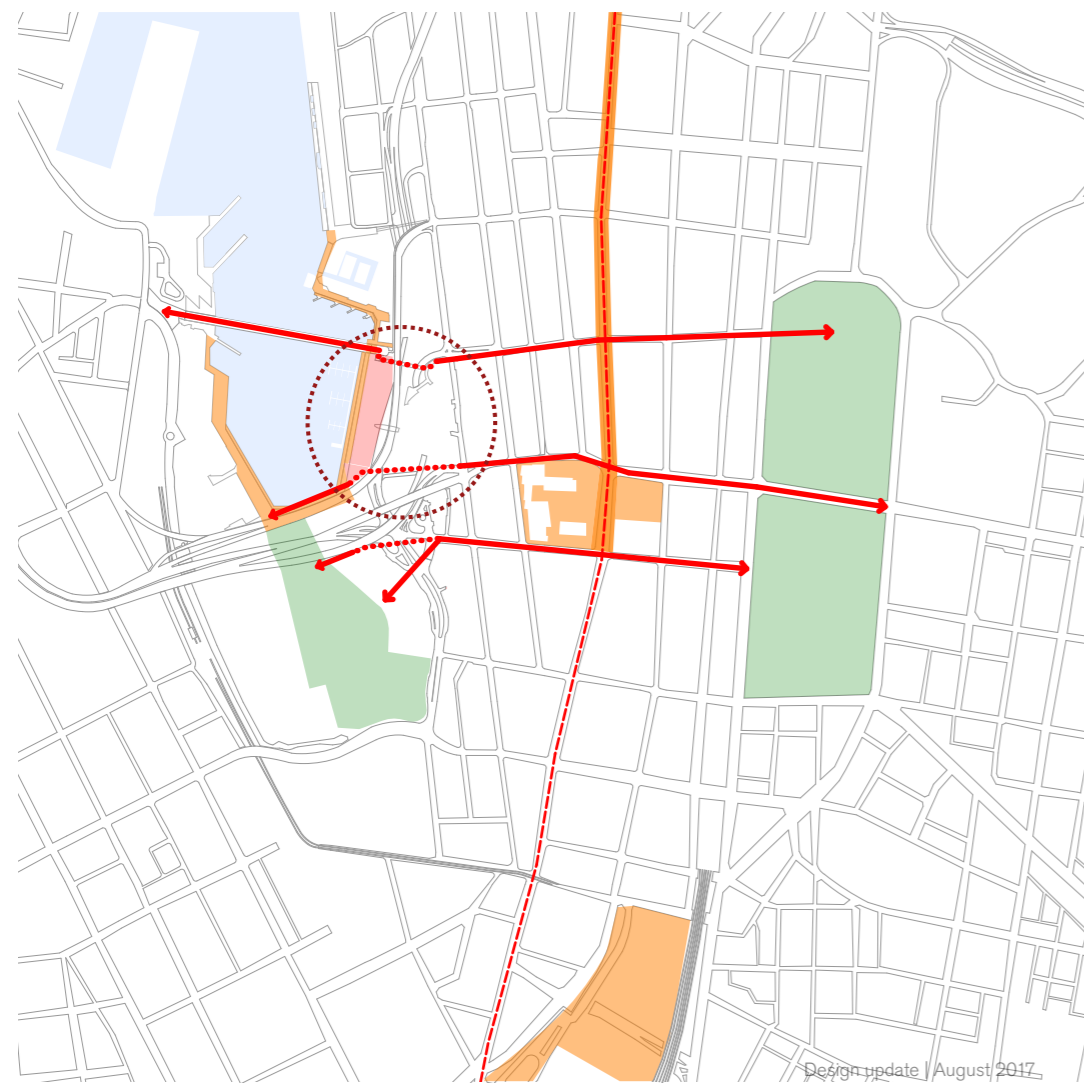


Fig. 8. Existing poor connections at Western Distributor

A fundamental concept and driver of the design is to use this redevelopment opportunity to repair the damage done to the urban fabric of the city through the construction of the Western Distributor by building a land bridge which reconnects the city directly to the Harbour at Cockle Bay and by also improving the pedestrian experience along the DrUITT Street connection.



Fig. 9. Photos of existing pedestrian bridge over the Western Distributor showing the unpleasant pedestrian experience generated by heavy traffic.



Fig. 10. Artist impression by Doug & Wolf (Indicative render - subject to design competition) showing an indicative connection between Pymont Bridge and Market street.



Fig. 11. Artist impression by Doug & Wolf (Indicative render - subject to design competition)

### New public park

The new land bridge over the Western Distributor creates an opportunity to not only connect but provide substantial new public space elevated above the roadways overlooking the harbour and stepping down to the waterfront.



Fig. 12. Highline - an example of public park elevated above roadways

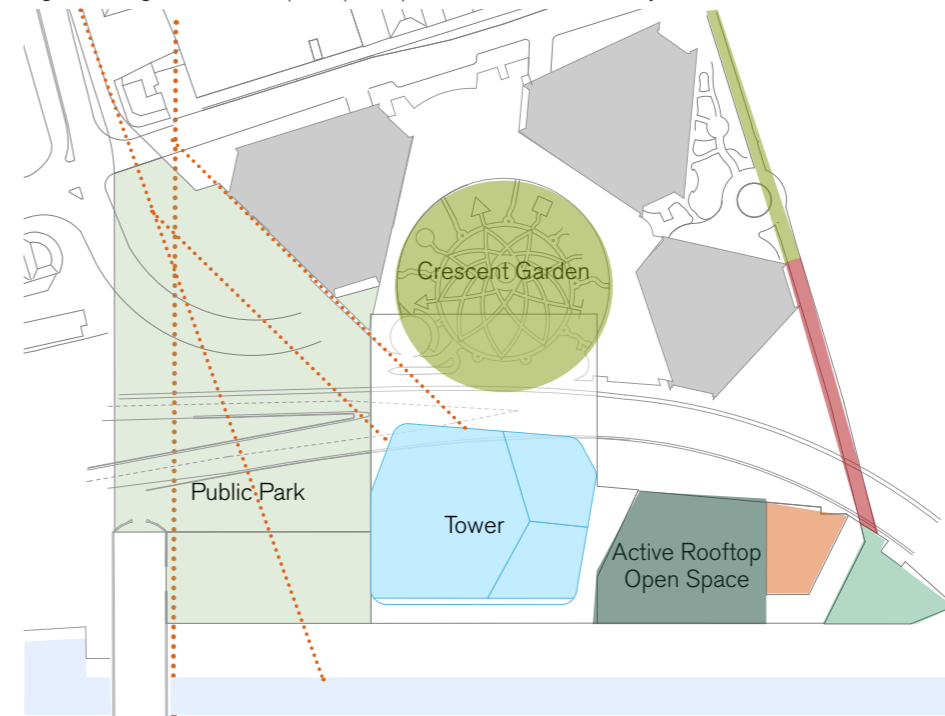


Fig. 13. Open space located across a large site with public park over the Western Distributor

### Restoring the Pymont Bridge connection

Pymont Bridge is a highly utilised pedestrian and cyclist environment linking Pymont and the western side of Cockle Bay with the city.

The construction of the Western Distributor severed the connection of Pymont Bridge to Market Street. This connection was partially restored by the construction of the elevated footbridge in the 1980's but the route remains unintuitive and indirect.

The decommissioning of the monorail offers the opportunity for a more direct connection to Pymont bridge from Market Street.

The design vision for the Cockle Bay Wharf site will restore the connection both physically and visually through the construction of a landscaped land bridge covering the Western Distributor and removing the existing clutter of masts, monorail station and poles which obstruct the vista from Market Street to the harbour.

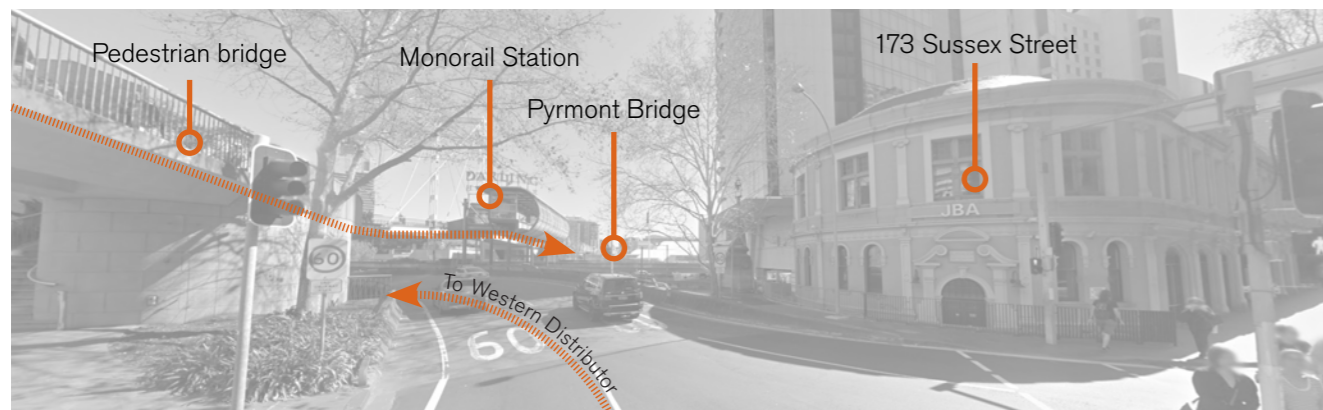


Fig. 14. Existing unintuitive and indirect connection of Pymont Bridge

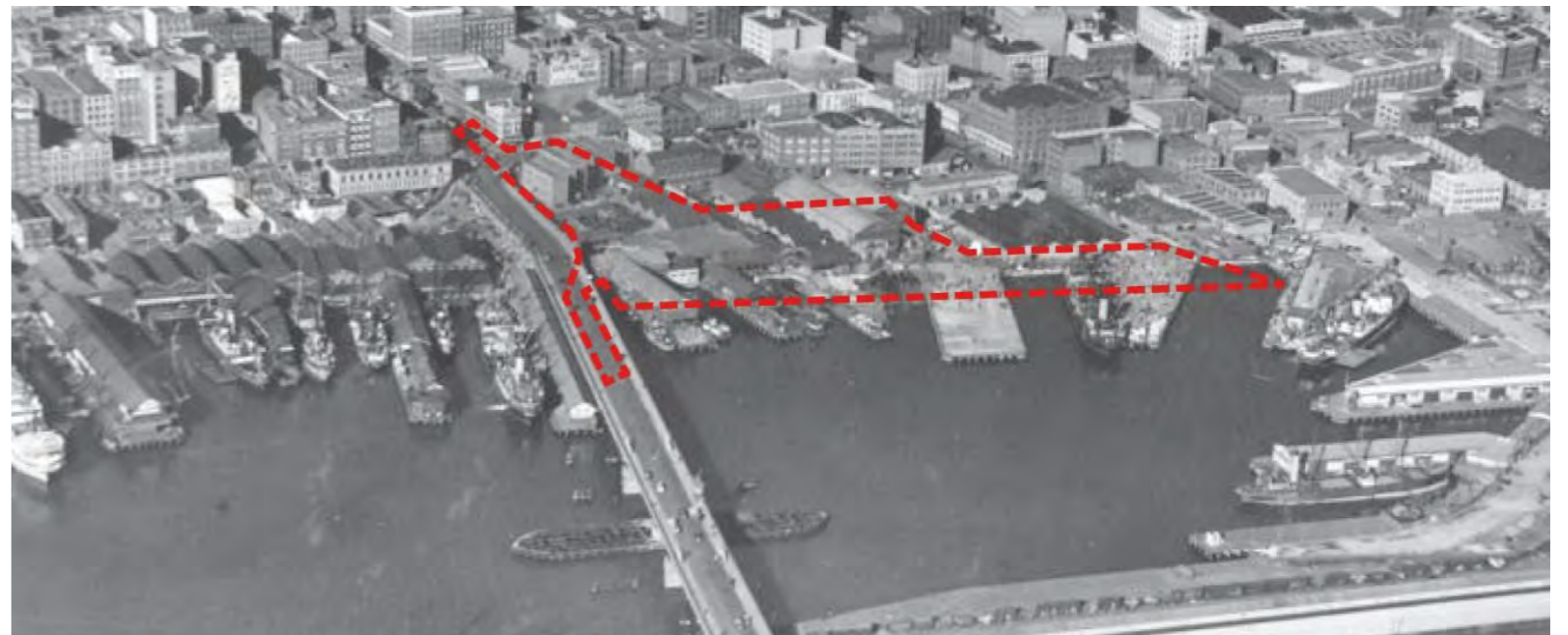


Fig. 15. Original Pymont Bridge and Market Street connection with subject site dashed in red



Fig. 16. Original Pymont Bridge and Market Street connection

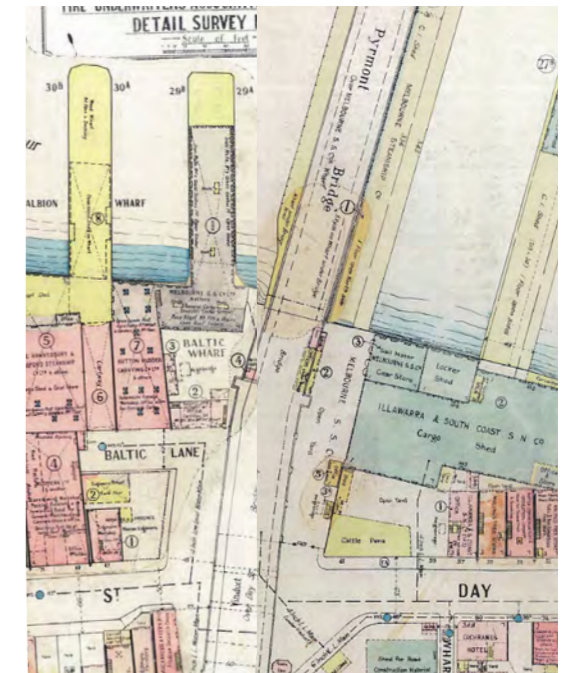


Fig. 17. Map of original Pymont Bridge connection



Fig. 18. Construction of Western Distributor during the 1980s showing the disruption to the direct route from Market Street to Pyrmont Bridge

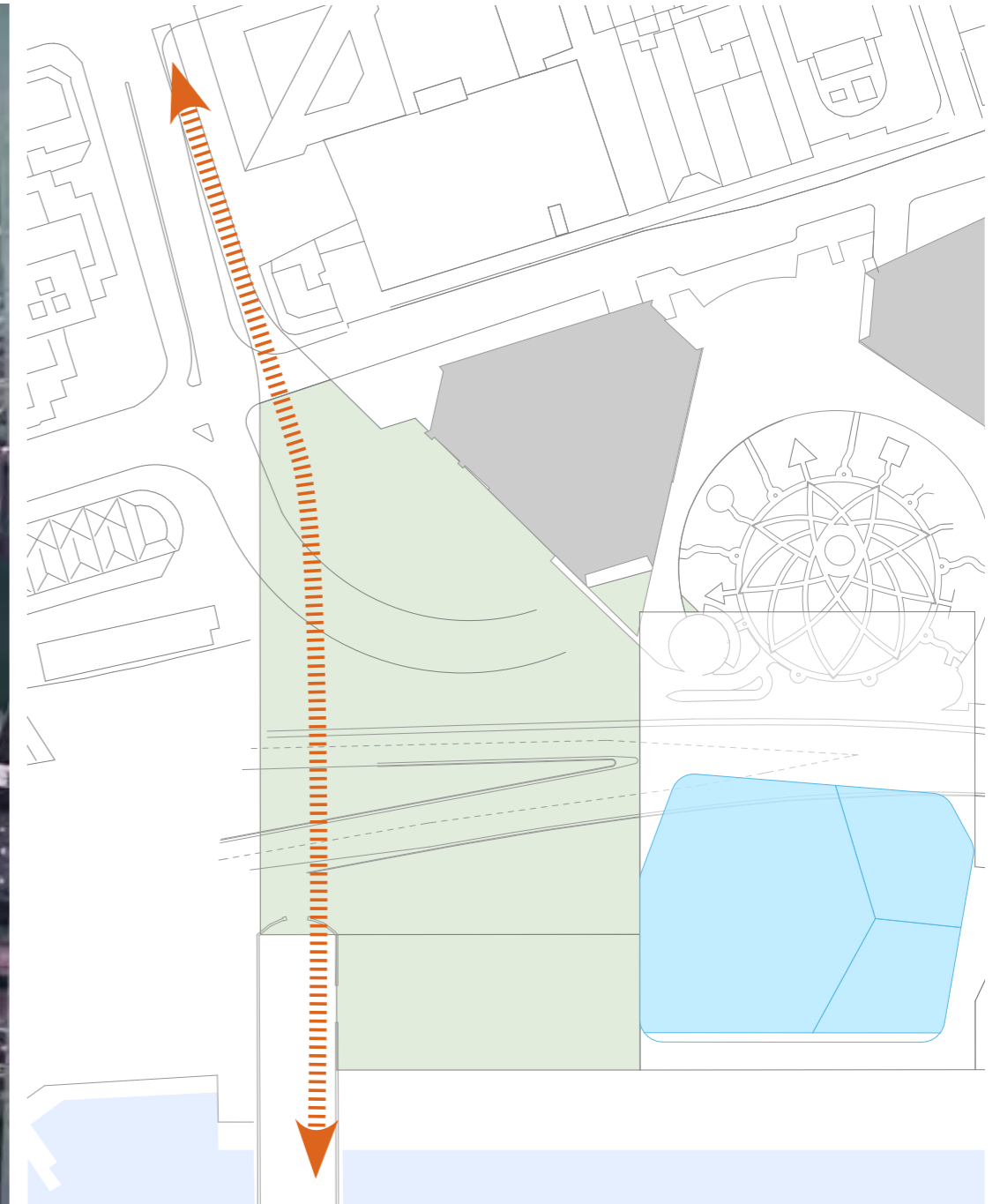


Fig. 19. Diagram of an indicative direct connection over the Western Distributor.



Fig. 20. Artist impression by Doug & Wolf (Indicative render - subject to design competition)

### Reinvigorating the waterfront

The Cockle Bay waterfront is a highly utilised space with significant numbers of people moving north south along the eastern promenade and busy retail lining the promenade. Despite its popularity there are a number of elements which can be improved to enhance the waterfront experience. The design vision and envelope present a number of these potential opportunities:

#### — Completion of the boardwalk

The low level timber boardwalk stops 1/3 of the way along the eastern waterfront. Completing the boardwalk will provide extra capacity through additional space, spaces to linger and improve safety at the waters edge.

#### — Integrated open space

The existing waterfront experience is fairly linear with the retail interface appearing uninviting and the central Cockle Bay courtyard lacking in activation and greenery. The proposal provides areas of publicly accessible landscaped open space integrated with the built form to soften and humanise the waterfront experience.

#### — Improving the retail interface at promenade level

The current retail configuration along the promenade is more of a barrier than a permeable and welcoming retail interface. Permeability can be improved by providing direct access to tenancies from the boardwalk or a secondary walkway at the raised level, breaking down the visual and physical separation of the outdoor seating areas from the promenade. Further large terrace areas can provide a new way to relate to the harbour.

#### — Layered and interconnected upper levels

Connecting the upper retail levels to a series of tiered gardens, the Druitt street footbridge, Pyrmont bridge and the new park will integrate and activate these levels enabling waterfront enjoyment and increasing the harbour side experience.

#### — Microclimate

A potential row of trees installed as part of the extended boardwalk will provide shade and protection from light rain along the length of the promenade. The steps to the boardwalk will provide natural seating beneath these trees.

### Connected public realm

The amended concept will create a public realm which is well connected with the city street grid, Pymont bridge and the waterfront through more direct connections, managing level changes opportunities for diagonal routes. The design will provide options to activate the pedestrian routes with permanent art, curated activities, populated public parks and gardens and retail and outdoor seating.

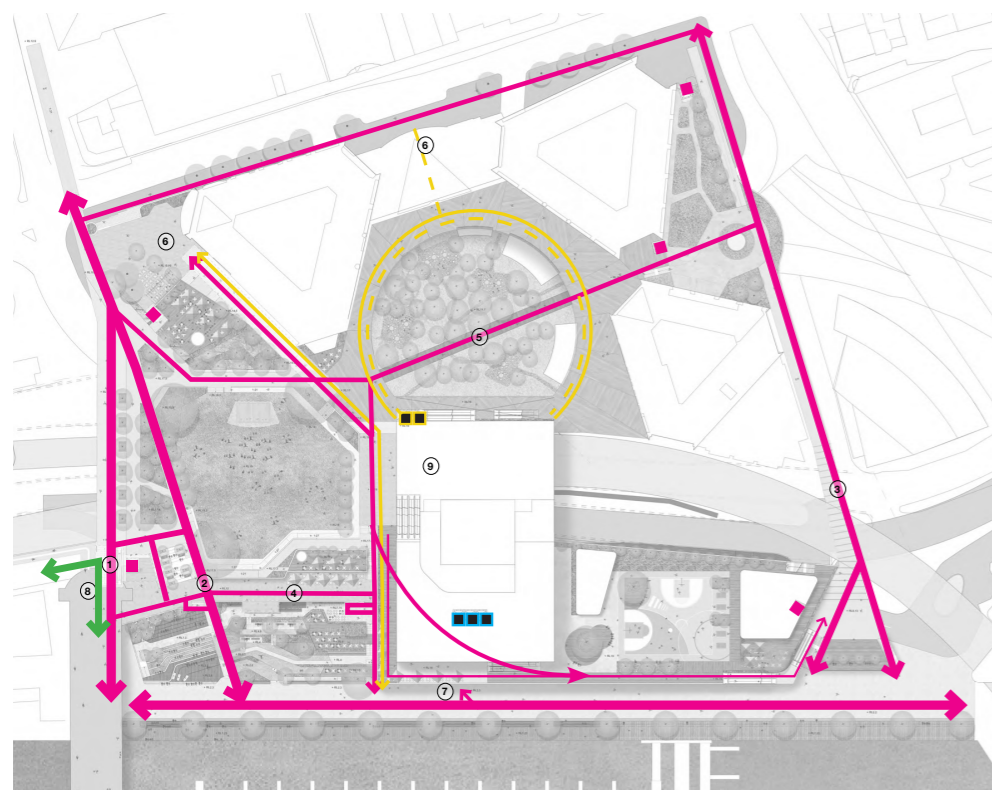


Fig. 21. Connectivity concept diagram by ASPECT Studios (Conceptual illustration only - subject to design competition)



Fig. 22. Public domain concept plan by ASPECT Studios (Conceptual illustration only - subject to design competition)

### Cultural contribution

The large public domain is proposed to deliver a significant cultural contribution to the Darling Harbour precinct and become a destination for city occupants and visitors as a platform for permanent and curated public art, exhibitions, performances and events. The redevelopment will support Darling Harbour as an event space by providing a city scale amphitheatre and a venue for events.



### An emerging precinct

The evolving typology of the redevelopment of Darling Harbour to transform the precinct from an isolated tourist zone and event space into an energised and integrated part of a growing city has used the model of supporting development to provide significant public contributions. Cockle Bay Park proposes the construction a 4th Darling Park tower to support the construction of the significant new public park and land bridge covering the Western Distributor, reconnecting the city to the harbour, re-energise the foreshore and providing a city scale urban amphitheatre for cultural events in Darling Harbour.



Fig. 23. Indicative overview of future developments surrounding Darling Harbour



Fig. 24. Plan diagram showing the redevelopment surrounding the subject site

### Signature building

The new building will be a significant contribution to the city skyline and will be located at the forefront of the cityscape when viewed and approached from the west. A design excellence process will ensure the building will provide a sensitive urban design and an enduring and sustainable public realm and architecture commensurate with the vision of Sydney as a global city.



Fig. 25. Artist impression by Doug & Wolf (Indicative render - subject to design competition)

### Workplace of the future

The City of Sydney's draft Central Sydney Planning Strategy 2016 identified the ongoing need for commercial space within the City of Sydney to support a growing and strong commercial centre. The proposed new building will form part of a new generation of office buildings which provide a healthy, energy efficient, connected workspace for large and small organisations. Flexible floor plates, vertical interconnection, natural light, natural materials and biophilic design can be integrated into the building design.

Transparency and visibility into the workplace will enliven the public domain and the interconnected ground level facilities will support both public and worker amenity.



Fig. 26. Geyser Building by Patterson Associates in Auckland, New Zealand. Photography by Simon Devitt.



Fig. 27. Artist impression by Deug & Wolf (indicative render - subject to design competition)

## 2.0 Feedback and Design Changes

### Engagement, submissions and design changes

Following exhibition of the original proposal in late 2016, a number of submissions were received from the public and referral agencies on the proposal. The key design issues raised in these submissions have been summarised in this section.

To best respond to the feedback, the proponent commissioned a design panel established in order to broaden the expertise addressing the issues raised. A workshop series tested the vision for the site, the submissions received, reviewed the design objectives and formulated design changes to address the submissions.

The design changes and description of how these address the submissions are set out in this section of the report. Section 3 deals with the design principles and resultant envelope that form the basis of the Stage 1 approval.