

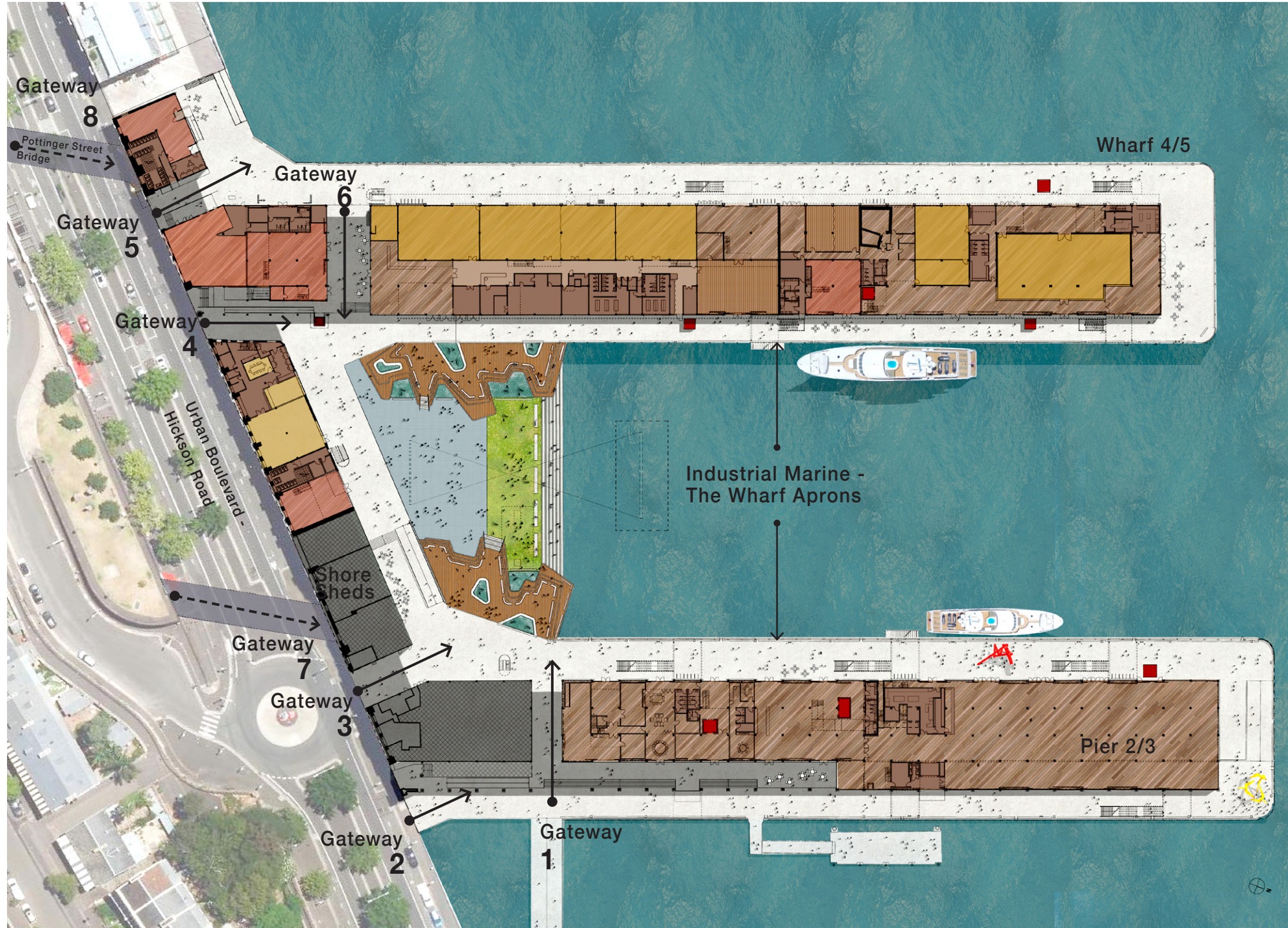


Figure 6 Key plan public domain

2.0

URBAN DESIGN ZONES

The WBAP includes a range of public spaces and elements that inform the urban design of the precinct as a whole, extending beyond its boundaries to link with the wider Walsh Bay, Rocks, Millers Point and Barangaroo areas.

2.1 URBAN BOULEVARD – HICKSON ROAD

In May 2012 The City of Sydney Council endorsed the Harbour Village North Public Domain Study. Informed by detailed heritage, technical and feasibility studies, as well as an intensive three phase engagement process, the study provides concepts and strategies for improvements to the City’s public domain and community facilities. It is important that the Walsh Bay Arts Precinct’s Urban Design Guidelines reflect the ambition of this study. Key guiding directions that could apply to the WBAP site are:

- *Improve access, connectivity and way finding.*
- *Create a network of linked parks, and upgrade existing open spaces.*
- *Respect and celebrate heritage*

Opportunities to celebrate and interpret the heritage of the area should be incorporated in public domain.

- *Celebrate landform and Harbour views*

Public domain works should respect and reinforce existing Harbour view corridors along streets and between buildings, and should highlight the experience of topography with pedestrian bridges and well designed stairs and lifts where appropriate.

- *Support Walsh Bay cultural precincts and enhance cultural ribbon connections*

Improving connections between The Rocks, Walsh Bay and Barangaroo by providing wayfinding for pedestrians, as well as improved public transport, is critical to supporting cultural life in Harbour North. Work delivered through other projects can improve east-west connections and pedestrian links from George Street and Hickson Road to SH Ervin Gallery and Sydney Observatory will further enhance the cultural ribbon experience within the precinct.

- *Strengthen local communities and support local economies*

The unique local economies of Millers Point, Dawes Point, Walsh Bay and The Rocks should also be built upon. Observatory Hill Park and King George V Centre provide popular recreation destinations for workers and residents, with the KGV recreation centre currently at capacity.

New parkland at Barangaroo Central will cater for increasing passive recreation demand and should be supported by a new public recreation centre.

The Walsh Bay Arts Precinct is classified in the Harbour Village North Public Domain Study as a “precinct overlay project”. Key issues and improvements to be addressed by projects of this classification are as follows:

- Improvements to wayfinding and signage, potentially integrated with Heritage interpretation, providing information about the physical and social history of the area, and
- Access to cultural experiences, both in the public domain and via the many cultural venues within the precinct.

These issues should be addressed in an integrated manner, to avoid cluttering or confusion of signage or other elements.

For consistency, the design of these elements should be considered according to the following Sydney City Council strategies:

- Wayfinding Strategy
- Eora Journey
- Cultural Ribbon

These Urban Design Guidelines set out strategies to implement these policies.



Figure 7 Hickson Road entry to Wharf 4/5



Figure 8 Hickson Road view towards Harbour Bridge

2.2 GATEWAYS

The Walsh Bay Arts Precinct is accessed via a series of key Gateways which provide eight entrances; one to the east, one to the west, four to the south on Hickson Road and two from Pottinger Street in the form of bridges connecting down to the aprons.

- The eastern entry to the site (1) presents an opportunity to mark the precinct and provide an important visual and ceremonial entry. The existing bridge from Pier 1 visually directs visitors to the precinct and key lobbies in Pier 2/3.
- Gateway 2 provides access to the existing Shore Sheds function venue via the existing colonnade and will provide access to the proposed new foyer to Pier 2/3.
- The breezeway that forms Gateway 3 has clear, wide site lines into the precinct and the public domain, and is an important visual and physical link for visitors approaching the precinct from the upper Rocks via Pottinger Street and entrance (7).
- The breezeway that forms Gateway 4 is the existing primary gateway for visitors to the Sydney Dance Company, Sydney Theatre Company, Australian Theatre for Young People and Bangarra, particularly for visitors arriving at the precinct via taxi or car.
- The new loading and servicing strategy for Wharf 4/5 and Pier 2/3 proposes the removal of the existing boom gates and vehicle infrastructure from gateways (3) and (4), and replacement with removable bollards to improve the address of these entries.
- The breezeway that forms Gateway 6 connects the site to the rest of Walsh Bay including the waterfront commercial restaurants and bars located in the Shore Sheds to the west of the site.
- Gateway 7, the eastern Pottinger Street bridge, connects directly to the Precinct via stairs and a lift to the Ground level at the wharf apron. It could become an valuable gateway for pedestrians from the Rocks and the northern CBD.
- Gateway 8, the western Pottinger Street bridge, connects directly to the STC workshop. Whilst it has no public access function, it is an important goods and service access for the STC.



Figure 9 Gateway 1, TZG

1. ENTRANCE FROM PIER 1

- Primary existing address to Precinct, impeded by existing service vehicle boom gates.
- Main gateway for visitors arriving by private vehicles and taxis as parking is located primarily west of the precinct.
- Patrons already familiar with precinct currently use this entrance to access the Sydney Dance and Theatre Companies.



Figure 10 Gateway 2, TZG

2. HICKSON ROAD, PIER 2 ENTRANCE

- Important address that provides direct access to the proposed raised colonnade and main foyer.
- Provides access to existing function space.
- Gateway will increase in importance following completion of the development and will require enhanced signage.
- Vehicular access to service Pier 2/3 to the right of this gateway will need to be managed.



Figure 11 Gateway 3, TZG

3. HICKSON ROAD, PIER 2/3

- Important address for cyclists and visitors arriving via public transport from Circular Quay.
- Parking is generally located west of the precinct.
- Opportunity for wayfinding signage and precinct marking to signal ceremonial entry to precinct.



Figure 12 Gateway 4, TZG

4. HICKSON ROAD, WHARF 4/5

- Primary entry from Hickson Road through shore sheds.
- Clear sightlines into precinct and the public domain from Pottinger Street and Hickson Road.
- Important secondary access to capture visitors who miss main entry, as well as visitors approaching from The Rocks.

Gateways should:

- Retain clear and open views from Hickson Road into the precinct and especially to the Harbour.
- Be free of visible gates and barriers.
- Be accessible to the whole community
- Not be obstructed by ramps or stairs leading to individual tenancies.
- Include wayfinding signage.
- Support WBAP branding.

The Breezeways form several of the Gateways, as well as forming cross connections from Pier to Pier. Where Breezeways do not form Gateways, they should:

- Remain clear of visual obstructions to ensure wharf-to-wharf connectivity.
- Provide opportunities for outdoor sheltered seating.



Figure 13 Gateway 5, TZG

5. HICKSON ROAD, PIER 5 ENTRANCE

- Primary vehicular access to service Wharf 4/5.
- Secondary pedestrian entrance.



Figure 14 Gateway 6, TZG

6. WHARF 4/5 BREEZEWAY

- Important existing entry for visitors approaching Sydney Theatre Company from existing restaurants and bars around Piers 6/7 and 8/9.
- Limited lighting and visibility into precinct.
- Opportunity for improved lighting and wayfinding and improved western address.



Figure 15 Gateway 7, TZG

7. POTTINGER STREET PEDESTRIAN BRIDGE

- Stair access to precinct from upper level of Shore Sheds via Pottinger Street
- Limited views into precinct from distance - not currently clear that this is a precinct entry from a distance.
- Opportunity for wayfinding totems and ground plane treatment to signal entry as visitors approach from the upper Rocks and the Argyle Precinct.



Figure 16 Gateway 8, TZG

8. POTTINGER STREET STC BRIDGE

- This vehicular bridge services the back of house of the Sydney Theatre Company.

2.3 INDUSTRIAL MARINE – THE WHARF APRONS

As existing public outdoor space, these elements form the backbone of the WBAP public realm. The Front Door Aprons are seen as primary public pedestrian spaces, and are the east Apron of Pier 4/5 and the west Apron of Pier 2/3, both of which face the Waterfront Square. The covered ‘colonnade’ to the east of 2/3 also serves as a ‘front door’ to many of the tenancies in 2/3, as it will be raised above the service shared way.

WHARF APRONS – FRONT DOOR/BACK DOOR

They should:

- Be accessible to all.
- Retain the bare industrial maritime character.
- Be the main point of access for many tenancies.
- Have ‘sticky’ edges with multiple openings to enliven the public realm.
- Serve as emergency egress from all venues.
- Be managed as Shared Zones allowing deliveries and service vehicles in a controlled way.

- Be completely free of parking apart from very short stay loading zones.
- Not have barriers to the water, but retain the existing timber baulks as edge markers and casual seating, (except in large event mode).
- ‘Front Door’ Apron sides should not allow deliveries except very early in the morning.
- ‘Back Door’ Apron sides can be used for deliveries at all times, with appropriate management however with no medium/long term parking.
- Contain small areas of outdoor seating located so as not to impede service access or emergency egress.
- Have built elements as discussed below in Pier External Elements.

SHORE SHED APRONS – WALSH BAY PROMENADE.

These should follow the same guiding principles as the Aprons, and:

- Include compliant ramps to take up changes in Apron level.
- Allow significant areas of outdoor seating.

THE ENDS OF THE PIERS

These special places are unique locations and need to support both casual sitting, social gathering and event use as ‘spill out’ spaces from the ends of the Pier Sheds.

- Contain some fixed outdoor seating.
- Retain clear areas for event spill-out from Function spaces at the ends of each Pier at ground level.



Figure 23 North apron Pier 2/3



Figure 24 East apron Wharf 4/5



Figure 25 West apron Pier 2/3

2.4 THE NEW WATERFRONT SQUARE

The new Waterfront Square defined in the SSDA approval will be the urban focus of the Precinct and central to its image. It should establish a unique destination on the Harbour. The Waterfront Square should be detailed and programmed to act as both an every day place and a place for special events.

The new Waterfront Square should:

- Be accessible to all
- The structure should be of exceptional design merit and quality
- The design should be entirely modern and should not copy or confuse itself with the surrounding heritage buildings.
- The structure should respect the significance of the Walsh Bay wharves.
- The structure should be visually separate from the surrounding heritage buildings and be self supporting.
- The structure should respect significant views and vistas to and from the site and not impede other significant views that pass through the site. In this regard, it should be open on all sides but can have the ability to be temporarily screened when required for special performances or events.



Figure 26 Proposed public domain, Mogamma, 2016

2.5 COMMERCIAL OUTDOOR AREAS

Designated areas will be included in individual tenancy leases, many as licensed premises with the special delineation requirements set out in the various statutes affecting these tenancies. They will require:

- Edge delineation in accordance with legislation.
- Movable seating.
- Shade and shelter, particular to the identity of each tenancy but selected not to dominate the public realm.
- Be fee entirely of plastic wind barriers, large canopies and the like.
- Legal advice to ensure compatibility with current easements and lease boundaries etc.

A number of external elements are proposed for the Wharf buildings which will contribute to the urban design of the public realm:



Figure 27 Existing cafe Shore Sheds

2.6 PIER EXTERNAL ELEMENTS

2.6.1 EXTERNAL STAIRS & GANTRIES

The strategy of interpreting the former travelling gantries as external balconies for improved vertical circulation, assess and increased outdoor space offers an opportunity to activate the lengths of the wharf externally enhancing the operability and vibrancy of the precinct. These elements should:

- Be designed to reflect the character and materiality of the original Gantries.
- Provide a genuine sense of public access where required.
- Be designed together to form a unified suite of elements.

However with the addition on these new outdoor access locations a mitigation strategy must be in place to preclude the addition of marquees, shade structure or enclosures on the gantries that will detract from the heritage facade. Measures to preclude these structures include:

- Ensuring there is clear and legible access from Hickson Road to each of the arts tenancies coordinated with precinct-wide wayfinding.
- Prohibiting all external structures on the external balconies, unless approved on a case by case basis by Arts NSW.

2.6.2 ENTRY CANOPIES

Recalling the lift-up cargo doors that originally sheltered the loading entries of the wharves, the opportunity exists for entry canopy marquees at the main front door of those tenancies without other weather protection, and for the main loading docks. They should:

- Read as contemporary interpretations of the original canopies.
- Be no longer than one structural bay.
- Not extend the full width of the Apron.

2.6.3 EXTERNAL LIFTS

New externally-located lifts serve the internal functions of the Piers. These are located externally in some instances to avoid significant removal of heritage fabric, and to enable them to serve multiple arts tenants.

- They require common lobby spaces either within the Pier sheds, or as separate elements on the wharf aprons.
- There is a preference for simply-detailed structures with maximum transparency, that complement the regular gridded structure of the wharf sheds and which allow views in and out, celebrating the views and providing surveillance of the lift cars.
- The lifts need to be located to maximize their utility and minimise the number, as a large number of these structures would overwhelm the heritage setting.

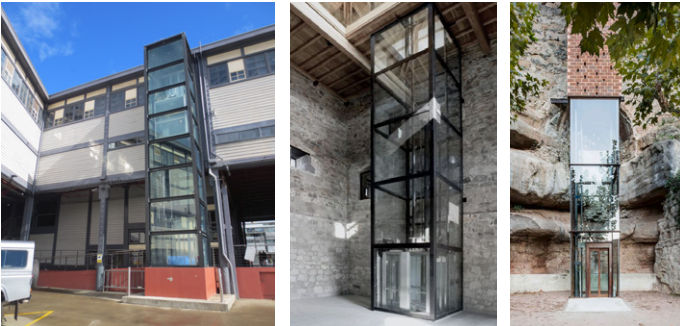


Figure 28 Lift precedents

2.7 ARTS TENANTS IDENTITY

FRONT DOORS

Front doors need to be defined with appropriate signage and where possible with weather protection.

WAYFINDING FROM HICKSON ROAD

The Wayfinding Strategy addresses access to the public domain from Hickson Road. (see Appendix 7 of the EIS)

SHADE AND SHELTER

Shade and shelter can be provided by Gantries (see above) or Entry Canopies (see above).

BRANDING

It is important that the Gateway elements to the Precinct recognise that they serve a number of different arts tenancies, with many public facilities, and thus no individual tenancy branding should dominate an entry. Each entry should direct the public to a secondary 'front door' with branding specific to each tenant,.



Figure 29 Tenant company branding

2.8 URBAN ENRICHMENT

As indicated in the Harbour Village North Public Domain Study it is important that all works in the area should respect and reinforce existing Harbour view corridors along streets and between buildings. They should also highlight the experience of topography with existing pedestrian bridges and well designed new stairs and lifts where appropriate.

VIEWS AND VISTAS

All amendments to the exterior of the Pier 2/3 and Wharf 4/5 as well as to the public domain should not directly obstruct significant view corridors in and to the precinct. This includes the following:

- View through existing breeze ways
- Views across the harbour
- All significant historic view corridors.

Other view and sight line considerations include:

- Way finding and signage should aim to enhance and support existing framed view corridors
- Strategies should prioritise keeping major view corridors such as breezeways free from vehicle standing, loading traffic and visual clutter, in order to increase precinct legibility and minimise obstructions.
- Improve physical and visual site connections by clearing existing entries of vehicular and loading infrastructure.

CONNECTIONS BEYOND THE SITE

Existing connections should be maintained, and new connections investigated, especially the upper level bridges as potential precinct entries.

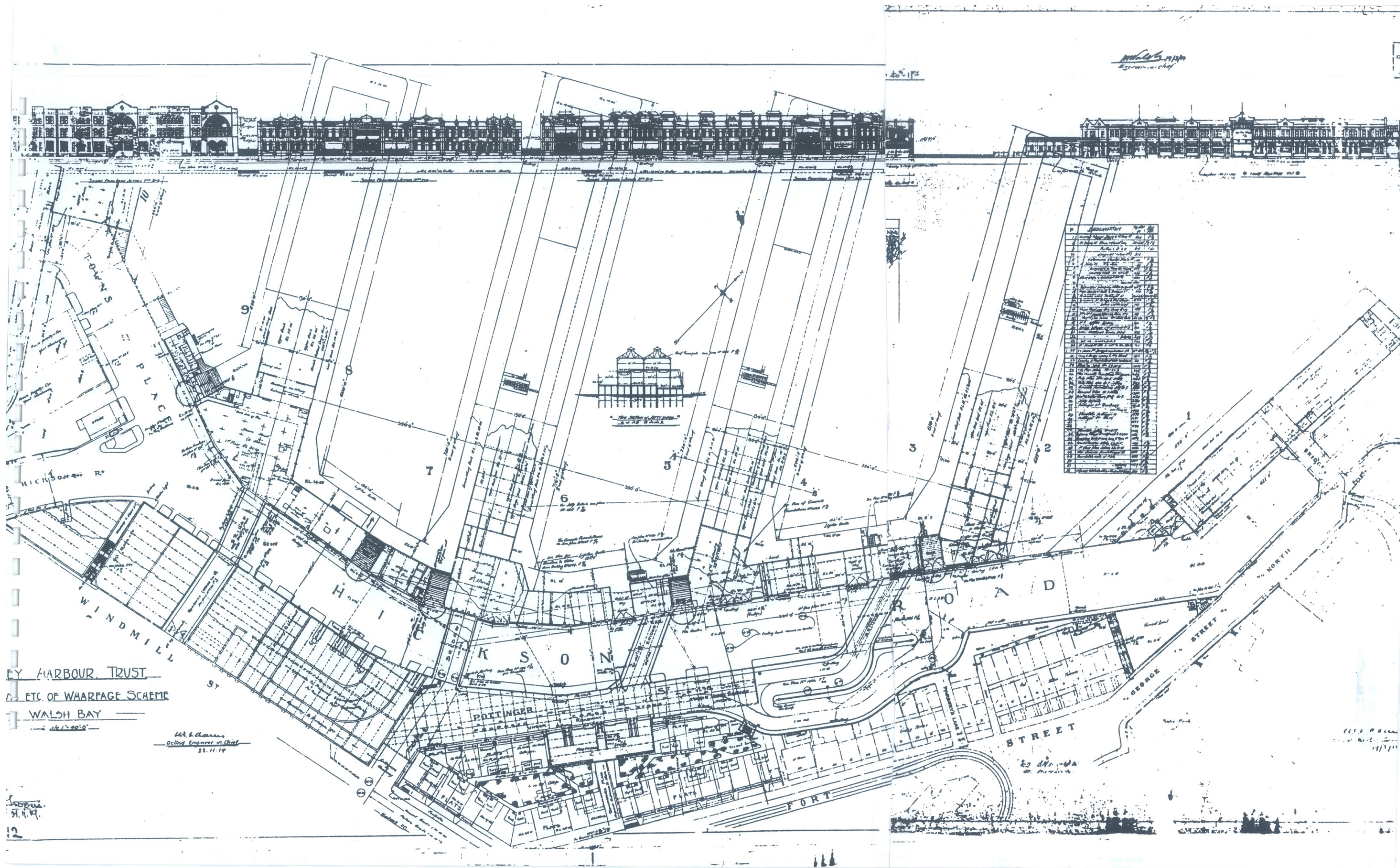


Figure 30 Historic map of Walsh Bay, Sydney Harbour Trust