

2.1 Site Context

The Commercial Building C1 site is positioned on the eastern boundary of Barangaroo South Stage 1A precinct and with C2 forms a threshold to the area when approached from the CBD. Pedestrian entry points from the city to Barangaroo South at C1 comprise elevated Napoleon Street Bridge and on grade crossings from Napoleon St and Hickson Road. The primary vehicular entry point to Barangaroo South of Watermans Quay is located directly to the north connecting Hickson Road with the harbour waterfront. Pedestrian thoroughfares of Scotch Row and Shipwright Walk to the west and south respectively.

The east facade of C1 has frontage to Hickson Road and continues the streetscape initiated by C2, defining and reinforcing the eastern edge of Barangaroo South. The north facade forms the edge of Watermans Quay in association with the established T1 north foyer and podium structure.

Hickson Road itself is in the process of being upgraded with extended width footpaths, new street trees, additional cross overs, parking bays and higher levels to provide improved amenity along the eastern edge of the development. Similarly Watermans Quay will be upgraded to form a tree lined avenue and integration with the future development at Stage 1B Barangaroo South to the north, comprising of residential towers with street level retail activation. Further north again is the proposed Metro line station which will be the source of increased pedestrian traffic flows into the area.

The three high rise office towers above 3 storey podiums are positioned to the west on the opposite side of Scotch Row, forming a solid backdrop to the C1 building. These 5 buildings (C1_C2_T1_T2_T3) form the commercial core of Barangaroo South and are the primary generator of users to the site each day.

The existing structures surrounding this commercial core are a variety of architectural styles and uses, including the 5 storey face brick commercial Grafton Bond Store by architect William Wardell opposite the site on Hickson Road.

Parking and services are provided for Commercial Building C1 in the common 3 level basement for Barangaroo South Stage 1A Precinct. This common basement has placed a number of constraints upon the Commercial Building C1 site, including the location of the lift cores, fire egress from the basement, Fire Control room access, a number of service risers and ventilation shafts, diaphragm wall and bike and vehicular access routes. Commercial Building C1 is designed to accommodate these constraints where practical, and reduce their impact whilst maximising the opportunities of this very important site. At certain areas, it is proposed to revise basement infrastructure to better integrate with the proposed commercial building.



View from Hickson Rd looking South



View from Hickson Rd looking North

2.2 Site History

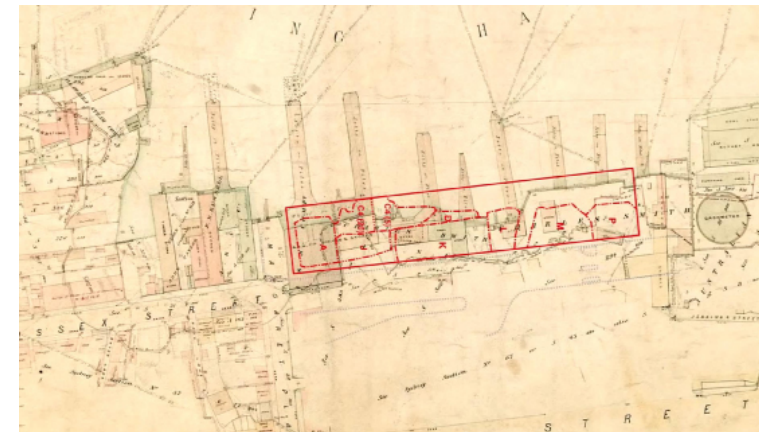
Barangaroo, the place, was used for fishing and hunting by the Gadigal people, the traditional owners of the Sydney City region. Large shell middens and numerous rock engravings close to the site indicate indigenous occupation dating back at least 6,000 years. However, radiocarbon dating from adjacent areas indicates that the wider area was occupied for at least 14,500 years prior to European Colonisation. Post 1788, the site was a place of industrial marine land use as depicted in the adjacent photographs.

The site was occupied by solid timber framed wharfs and piers, and warehouse buildings along the western edge of the city. This building typology used large profile timber sections as structural elements – piers, columns, beams, struts and trusses. Due to the marine environment and need for longevity and strength, the timber species used were typically resilient Australian hardwoods such as turpentine, tallow wood and ironbark.

This honest, pragmatic and expressed use of solid timber as the structural component of a building has instigated the use of modern engineered mass timber technology for both C2 and C1 structures and has provided an opportunity to reinterpret the Barangaroo marine history in the architecture. During the excavation of the basement levels of Barangaroo, a number of turpentine and ironbark logs were extracted from the foundations which will be milled and re-used in the construction of C1.

The site also marks the start of the Hungry Mile, being the name that harbourside workers gave to the dock area during the Great Depression, populated by men looking for day labour on the wharfs.

An area along the eastern colonnade of C1 has been dedicated to provide an interpretive installation space to communicate some of Barangaroo's rich history to the public. This installation would be subject to separate planning approval.



Historic Map and Photograph of Barangaroo Foreshore



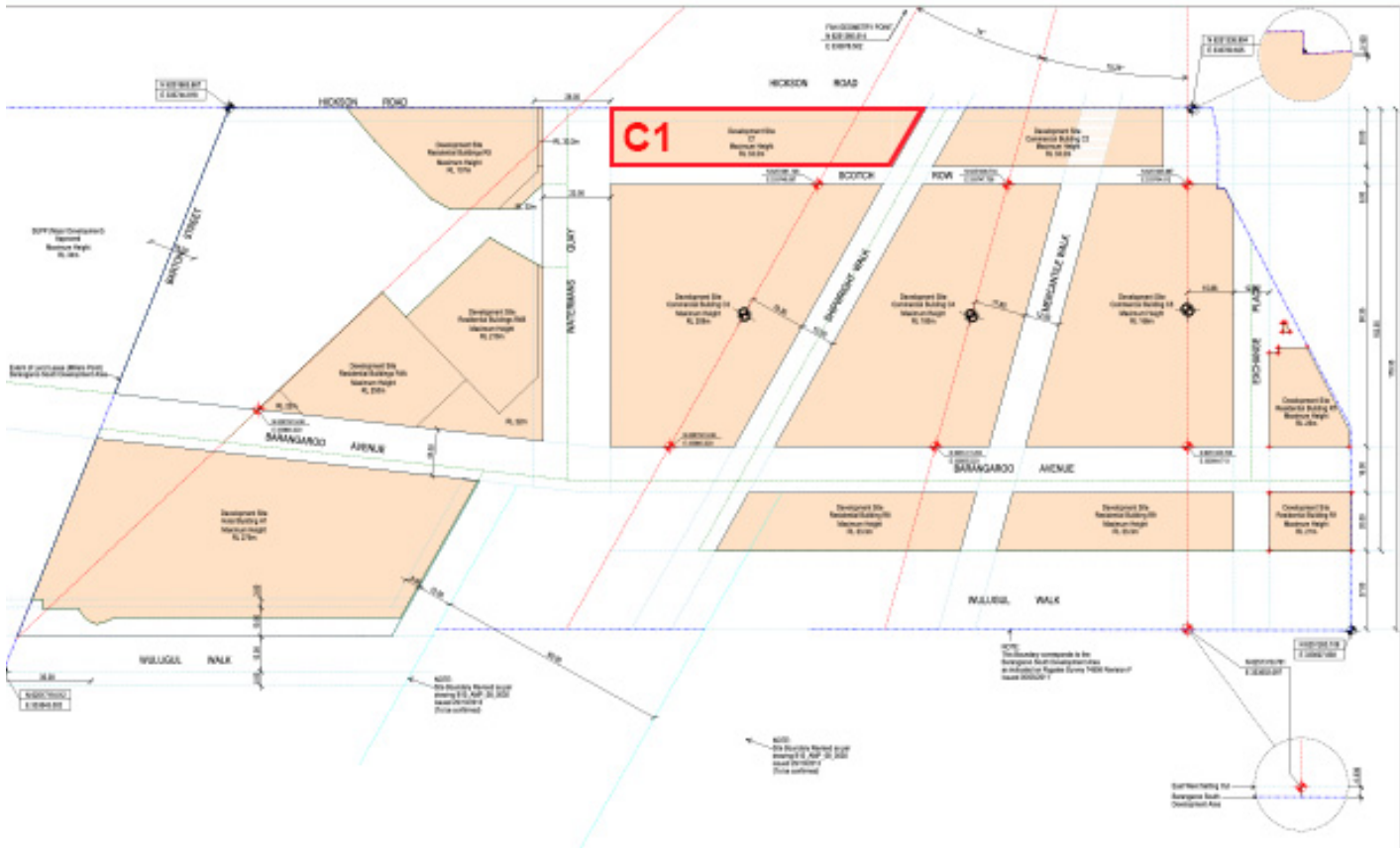
Historic Photographs and Typical Use of Timber Marine Warehouse Structures



Hardwood Logs Excavated from the Site

2.3 Barangaroo Concept Plan

On 9 February 2007 the Minister approved a Concept Plan for the development of land at the Barangaroo Site. On 12 October 2007 the Barangaroo Site was rezoned to facilitate its redevelopment. The Concept Plan has been modified eight times since its original approval. The current approved Concept Plan (Mod 8) is for a mixed use development involving a maximum of 594,354sqm gross floor area (GFA), and approximately 11 hectares of new public open space/public domain, including an near 2.2km of foreshore promenade. The Concept Plan includes Urban Design Controls in the form of Built Form Design Controls, maximum building heights and GFA for each development block, as well as high level design guidelines. Commentary on the Urban Design Controls is provided below.



C1 Concept Plan _ Stage 1A Precinct Shown with C1 Plot

2.4 Urban Design Controls

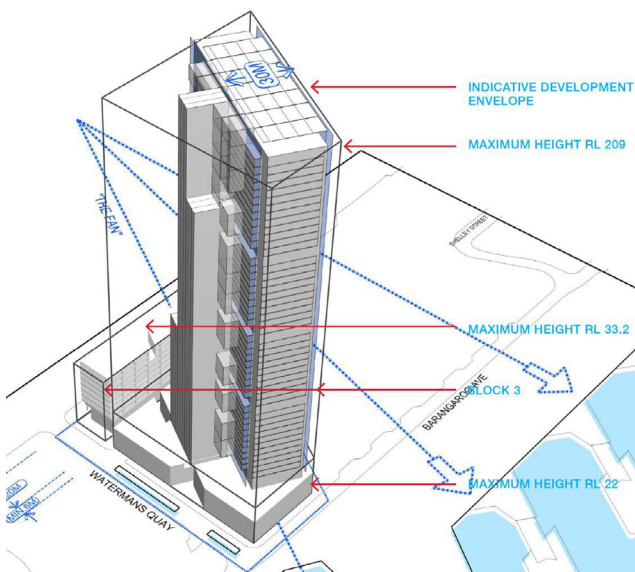
Barangaroo South Built Form and Design Guidelines

2.4.1 Building Mass and Location _ Control 1

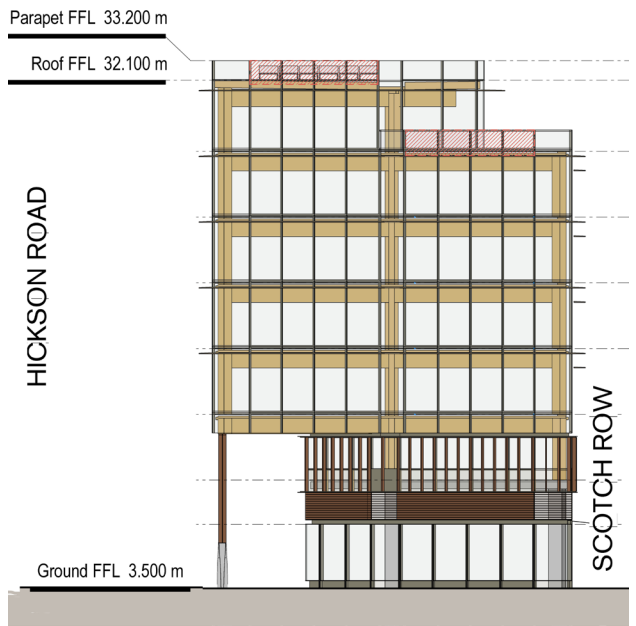
Objectives:

- _ Adoption of “fanning principle” for siting of buildings
- _ To ensure building mass is appropriate within the envelope
- _ The northern part of the block shall contain form of a comparatively lower scale (when compared to tower forms) as generally indicated in the indicative design

In accordance with the Built Form and Design Guidelines, Commercial Building C1 maximum building height is RL 33.2 above the ground plane of RL 3.5, resulting in a maximum overall height of 29.7m from the finished ground level to the highest part of the roof - being the glass parapet, lift overrun and service enclosures



Urban Design Control 1 Diagram
_ Building Mass and Location



Building Heights

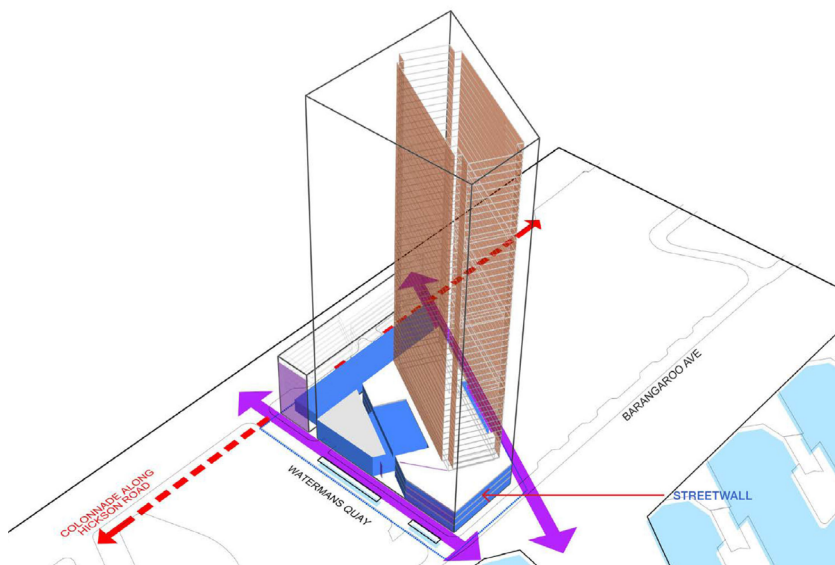
2.4.2 Street Wall Establishment _ Control 2

Objectives:

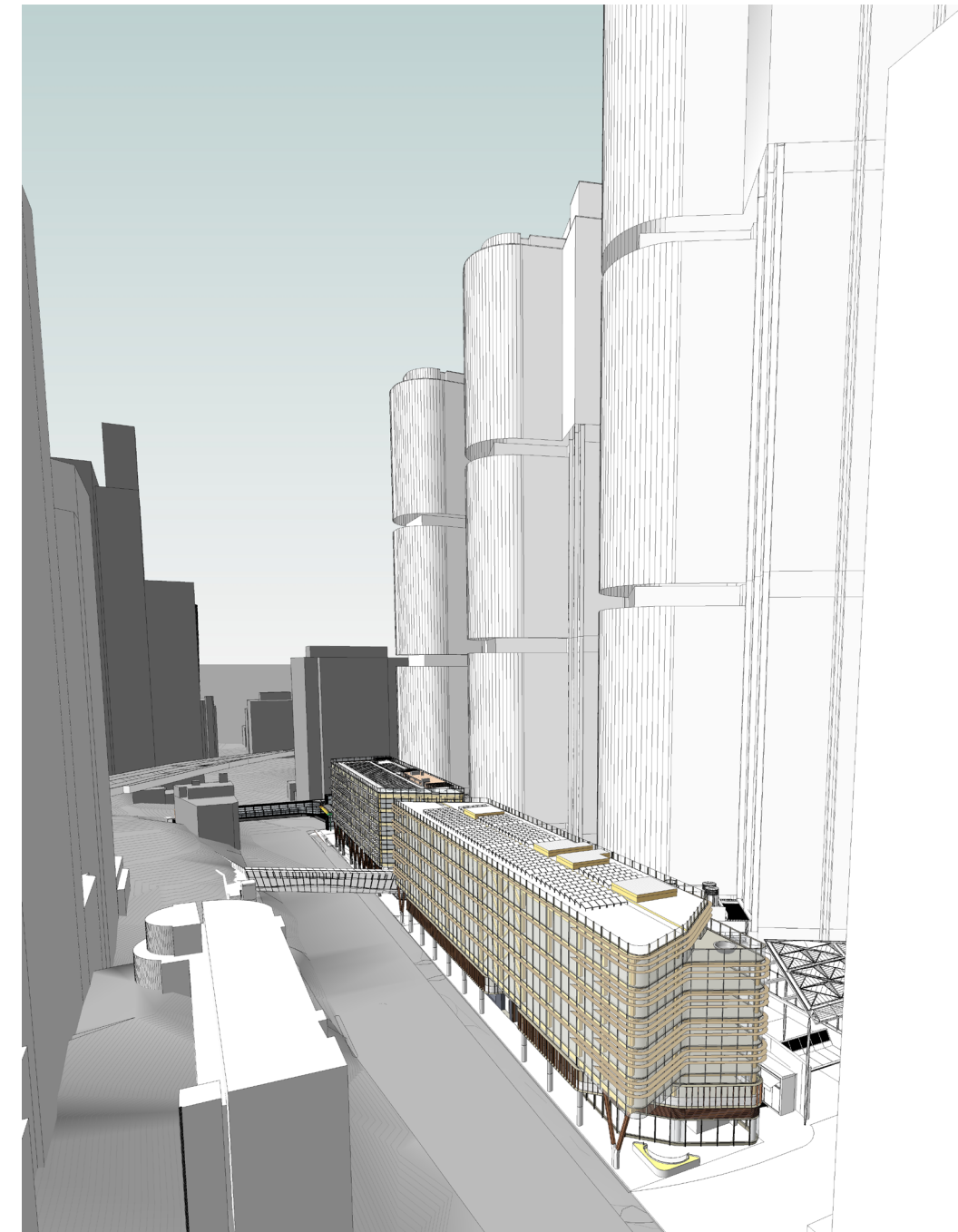
- _ To establish spaces to articulate and define facades
- _ Building mass at podium to form a continuous Street Wall with a minimum predominant podium height of 3 storeys
- _ Street Wall to define Barangaroo Avenue
- _ Podium height shall be determined having regard to compatibility of streetscape form with the surrounding area, and appropriate engagement and framing of the public domain, together with environmental considerations on the public domain and surrounding buildings

C1 continues the colonnade thoroughfare initiated with C2 along the western alignment of Hickson Road, providing direct pedestrian access along a north south path from Hickson Place towards Headland Park. As such, the colonnade will contribute to an active and connected undercover edge to the eastern extent of Barangaroo South.

Similar height facades and the continued use of an expressed engineered mass timber structure further reinforces the Hickson Road street wall and provides a uniform streetscape expression across both C1 and C2, delivering an appropriate grand boulevard character along Hickson Road.



Urban Design Control 2 Diagram
_ Street Wall Establishment



Hickson Road Street Wall