

2.0

Site Analysis



2. Site Analysis

The Site



Darling Harbour, Sydney

The site is located within Darling Harbour, a 60 hectare waterfront precinct on the south-western edge of the Sydney Central Business District. It hosts a mix of functions, including recreational, tourist, entertainment and business.

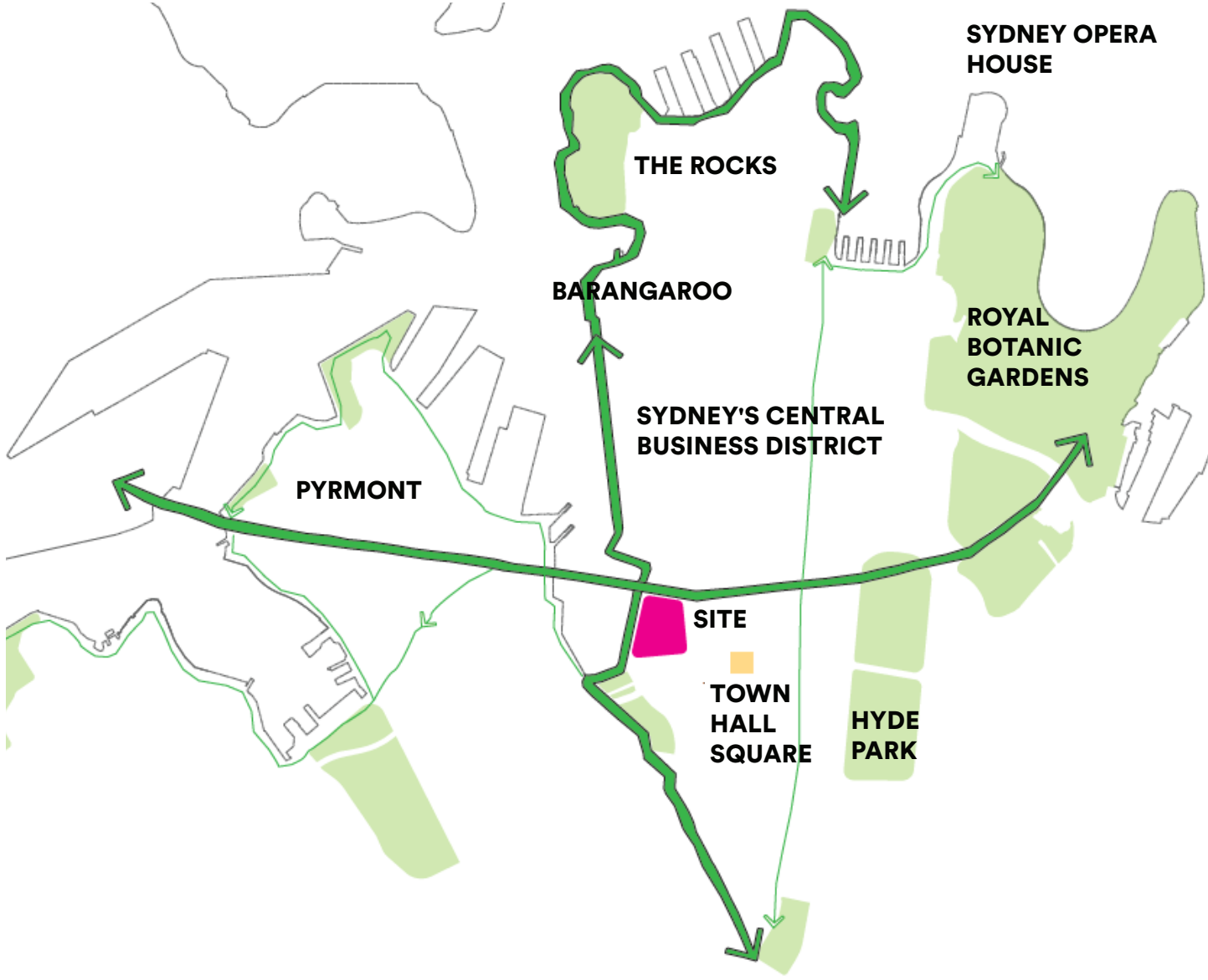
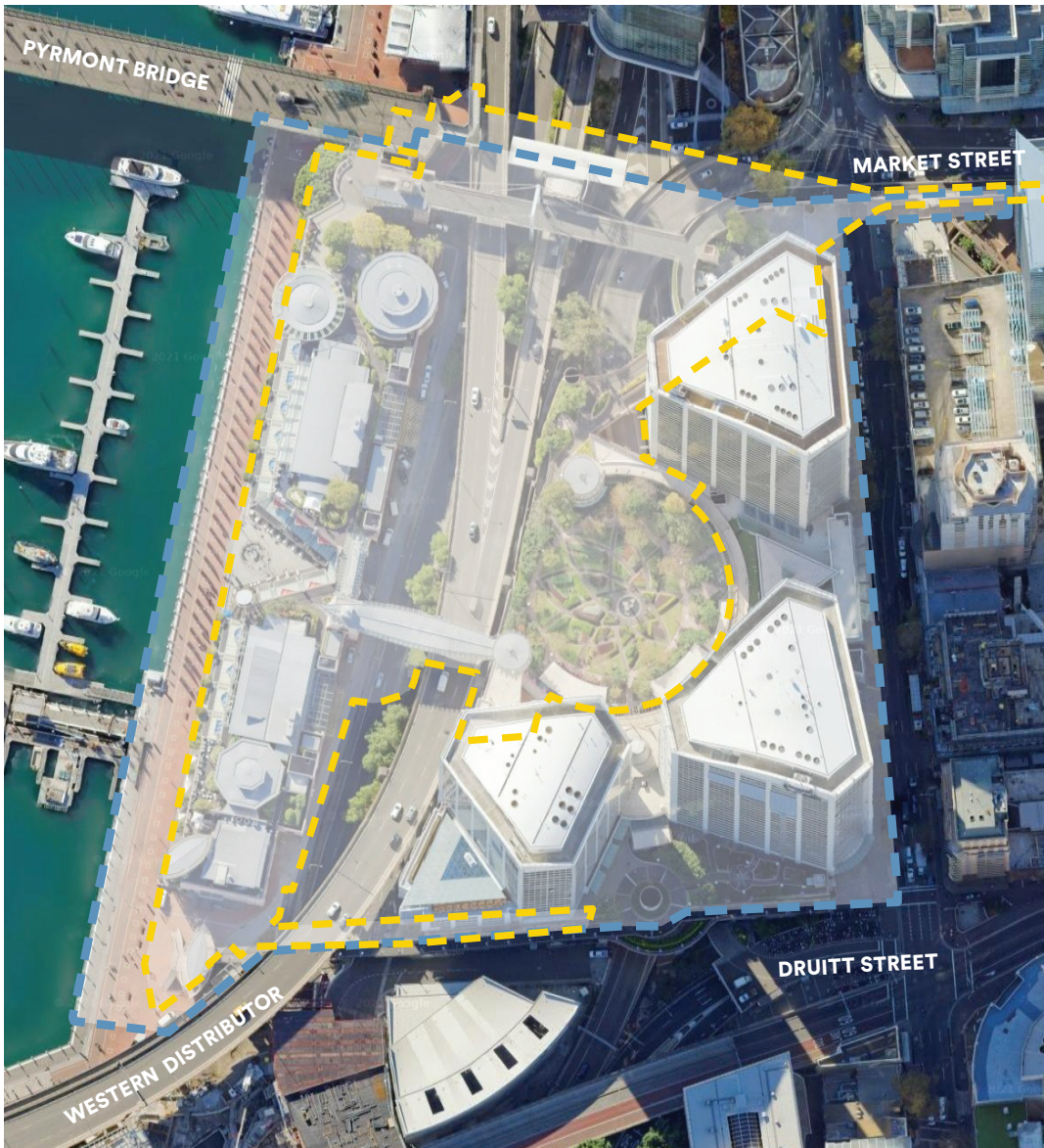


Diagram: CBD and Precint Public Space context and connections

The Site



- PROJECT BOUNDARY
- DENOTES OVERALL PRECINCT

Darling Park Precinct

The site address is 241-249 Wheat Road, Cockle Bay (Darling Harbour Precinct) and is situated between Market Street to the north; Sussex Street to the east; Drutt Street to the south; and the waters of Darling Harbour to the West.



Darling Harbour + Darling Park Towers

Just behind the site lies the Darling Park Towers, a trio of high-rise commercial buildings designed by architect Harry Seidler. The stepping of Harry Seidler's towers are captured by the new tower's articulated volumetrics, linking the past and future of the site together in architectural form. The Darling Harbour precinct is undergoing significant redevelopment as a result of the Sydney International Convention, Exhibition and Entertainment Precinct, Darling Square, and The Ribbon. The urban, built form and public transport/pedestrian context for the proposed Harbour side development has fundamentally changed as these developments are progressively completed.

2. Site Analysis

Aboriginal Heritage



Cockle Bay - now Darling Harbour - c1819-20. (Source: Historical Archaeological Assessment)



Local Aboriginal people in bark canoes on Sydney Harbour, depicted by the Port Jackson painter c1790 (image courtesy Thomas Watling Collection, Natural History Museum, London - 012643)

Aboriginal Associations: Tumbalong and Coodyee

The Cockle Bay Park area forms a part of the traditional lands associated with the Cadigal, a clan or tribe of the Darug. The Cadigal called the southern part of Darling Harbour Tumbalong - which means the place where seafood is found - and the northern part Coodyee. For more information about Aboriginal heritage on the site, please refer to the Heritage Impact Statement.

European Settlement



Fire Underwriters Association of NSW, Fire Underwriters Plans, Federation Wharfs Block No. 161, ca.1917-1939 (Detail only). City of Sydney Archives.



Darling Harbour, 1900 (Source: NSW State Archives & Records, galleries)

19th Century Establishment of Cockle Bay

When the First Fleet arrived in Sydney in 1788, one of the settlements established was called Long Cove, located in today's Darling Harbour. By 1804, the area became known as Cockle Bay due to the abundance of shell middens in the vicinity. Early European settlers collected shells which were crushed and burnt in lime kilns. The residue ash was used to make mortar for building purposes. In 1811, Governor Macquarie commissioned Market Wharf, where produce was unloaded and carted up to the markets located where the Queen Victoria Building stands today. Governor Ralph Darling renamed the area Darling Harbour in 1826. For more information about European settlement, please refer to Appendix S Heritage Assessment Report.

2. Site Analysis

A Plethora of Scales



City skyline

Surrounding the site, the Sydney skyline tells the vivid story of a city in motion. To the North and East, the business districts are rising, and to the South, cultural poles are making their mark. The Cockle Bay Park Tower will add a significant piece to the Sydney skyline, all while nurturing the incredible relationship that Cockle Bay Park has to Darling Harbour.



Urban realm

Cockle Bay Park will be an extension of the district's urban realm. Offering public spaces, offices and retail typologies suited for their urban context. The project density in the midst of a plethora of circulation types, vehicular, pedestrian, and bike, will be an extension of the city.

A Plethora of Scales



The fine grain of Sydney's CBD

The 'Cockle Bay Park' site, is located to the immediate south of Pyrmont Bridge, within the Sydney Central Business District on the eastern side of the Darling Harbour precinct. With towers and cranes dotting the skyline and the buzz of pedestrian traffic on the ground, the area's small beginnings can feel far from mind. Cockle Bay Park is surrounded by a wealth of legacy, both architectural and civic, that defines everything from Sydney's beginnings to its modern day.



Harbourside Boardwalk

Life on the harbour side boardwalk engages people to meet and enjoy life by the water. The cultural, leisure and retail centres to the north and south will enable encounters from diverse peoples all while holding a connection to the sea. The close access to the water will undoubtedly give pedestrians a sense of ease. We aim at creating a space that Sydneysiders are proud of.

2. Site Analysis

Site Attractors



Australian National Maritime Museum



Sydney Tower Eye

Key Attractions

The project is located in the heart of a number of key attractions. The harbour side site meets and connects cultural poles, business centres, civic buildings and entertainment centers.

Site Attractors



Tumbalong Park



Crescent Garden

Green Spaces

With Cockle Bay Park, we are creating one of the biggest green spaces Sydney has seen in over a hundred years. Surrounding parks create a dense network of green spaces that will harbor and promote biodiversity within the city. Furthermore, the new park will serve as a new great harbor side attraction as well as pause and refuge from the hustle and bustle of the harbour promenade and city around

2. Site Analysis

Site Detractors



1. Heavy Road Infrastructure

Today the site is divided by key major roadways in two levels running north-south, which separates the city from the harbour at this location and contaminates the adjacent sites with noise and pollution.

2. Existing Footbridge

The existing footbridge connecting Market Street to Pyrmont Bridge is a fairly complex route that is exposed to the noise and pollution from the heavy road networks below.

3. Waterfront Connections

The existing waterfront is to a large extent disconnected from the city which is only reachable at the far north and south of the existing Cockle Bay Wharf by smaller pedestrian bridges.

4. Darling Park & Crescent Garden

Today the Darling Park Towers are cut off from the waterfront only with a single bridge providing access. Crescent Garden is also isolated and sits as a singular private green oasis without any connection or views to the surroundings.

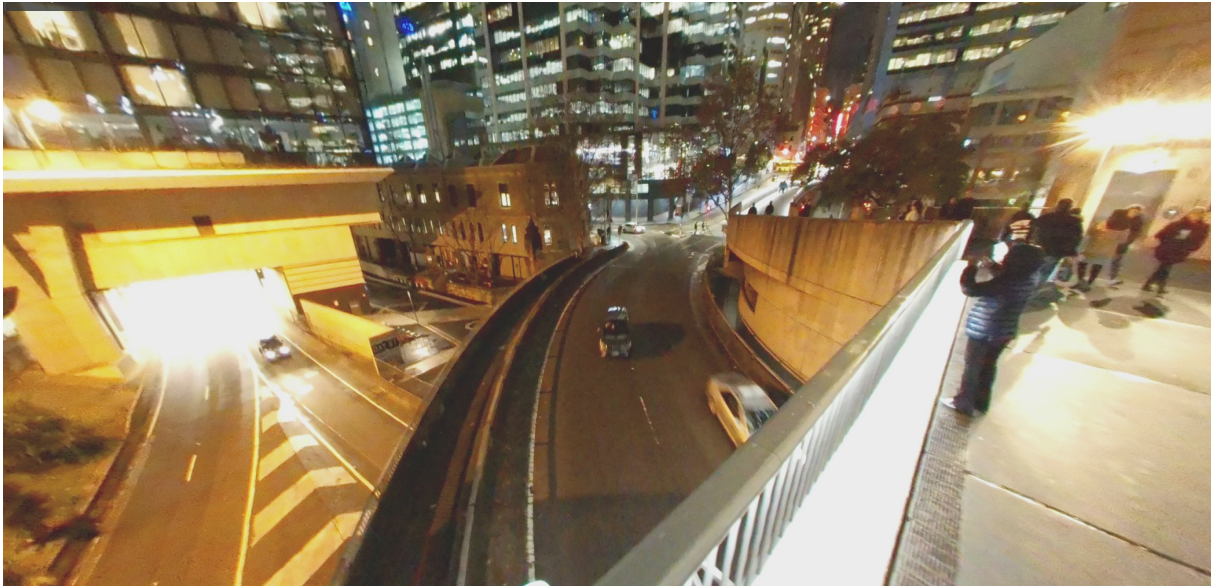
Site Detractors



1. Existing conditions with the Western Distributor running right neext to the existing sites.



3. Current bridge connection between the Darling Park development and the existing Cockle Bay Wharf.



2. The existing pedestrian footbridge exposed to the heavy traffic noise and poolution from the road network below.



4. Today Crescent Garden is disconnected from the waterfront.

2. Site Analysis

Site Connections

The site is well connected to public transport, including train, tram, bus, ferry and the future metro.



Location Plan

- Site
- Green Space
- Station (underground concourse)
- Highway
- Major Road
- CityRail Train Line/ Station
- Future Metro Station



Road Classification

- Site
- Green Space
- Station (underground concourse)
- Highway
- Major Arterial Road
- Sub-Arterial Road
- Local Road

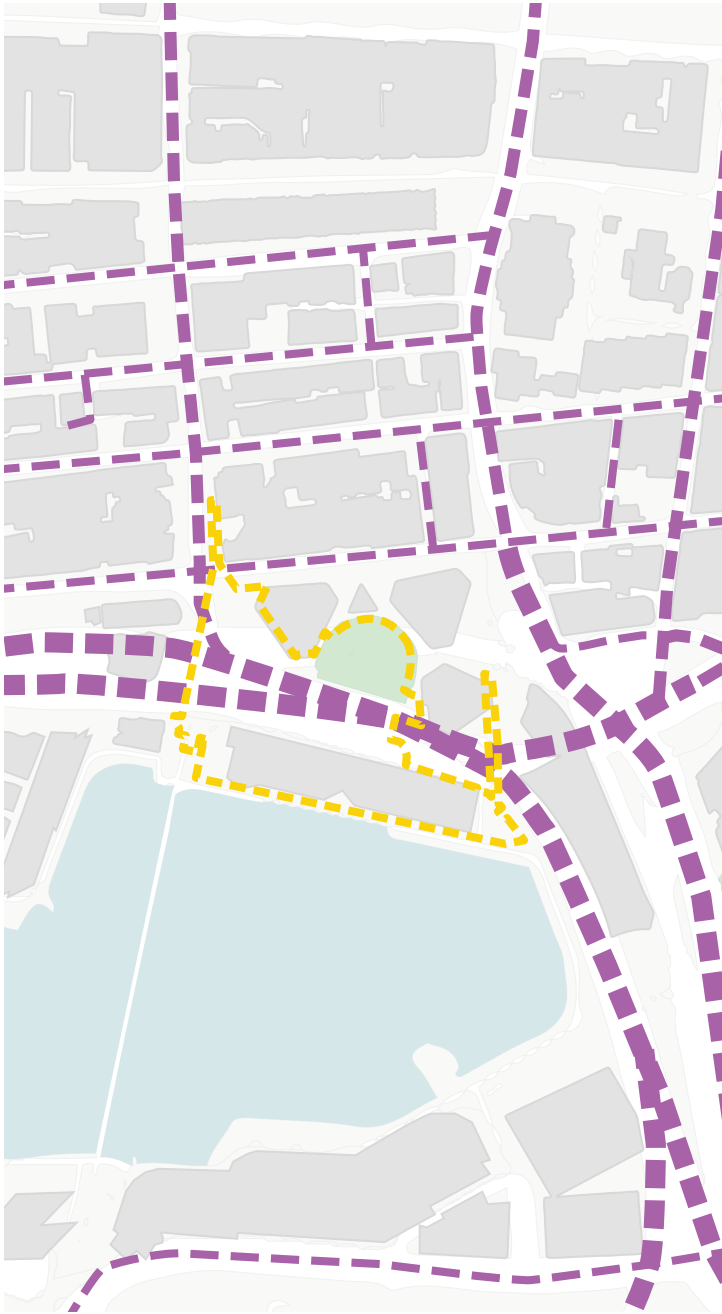


Public Transport Networks

- Site
- Green Space
- CityRail Train Line/ Station
- Bus Route
- Ferry Route/ Stop
- Future Metro Station

Site Connections

The site spans across several main roadways with heavy traffic. It has direct vehicle access from the northbound lane of Harbour Street running along the waterfront and also reaches out to connect to the existing city at Market St. and Druitt St. Furthermore, it spans across several key pedestrian connections that have been closely considered in the development of the project.



Vehicular Access

- Highway
- Major Arterial Road
- Sub-Arterial/ Local Road



Public Transport Network

- CityRail Train Line/ Light Rail
- Bus Route

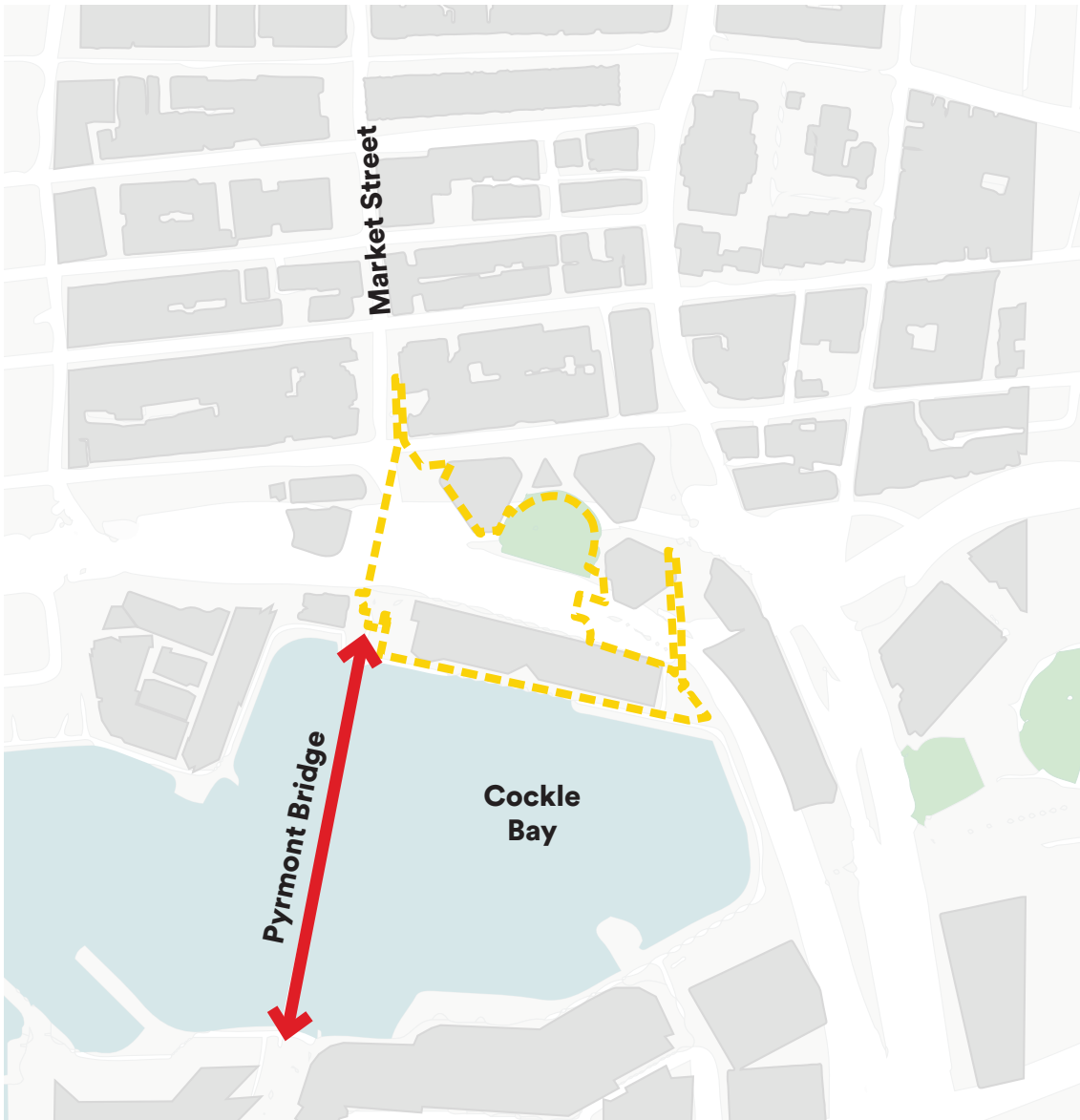


Pedestrian Network

- Principle Cycleways
- Foot Paths

2. Site Analysis

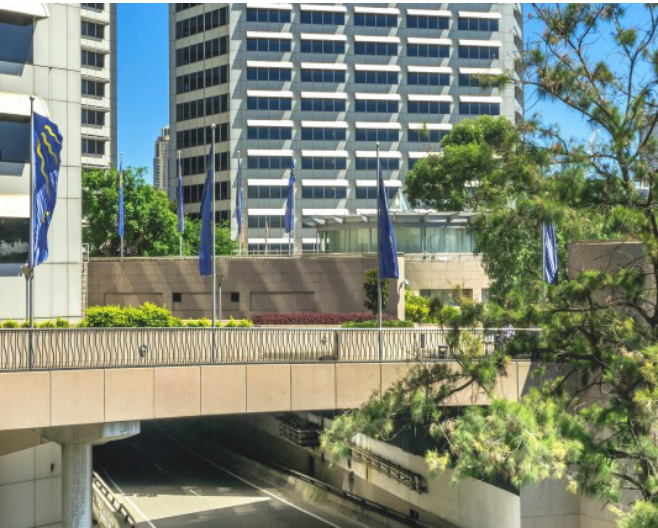
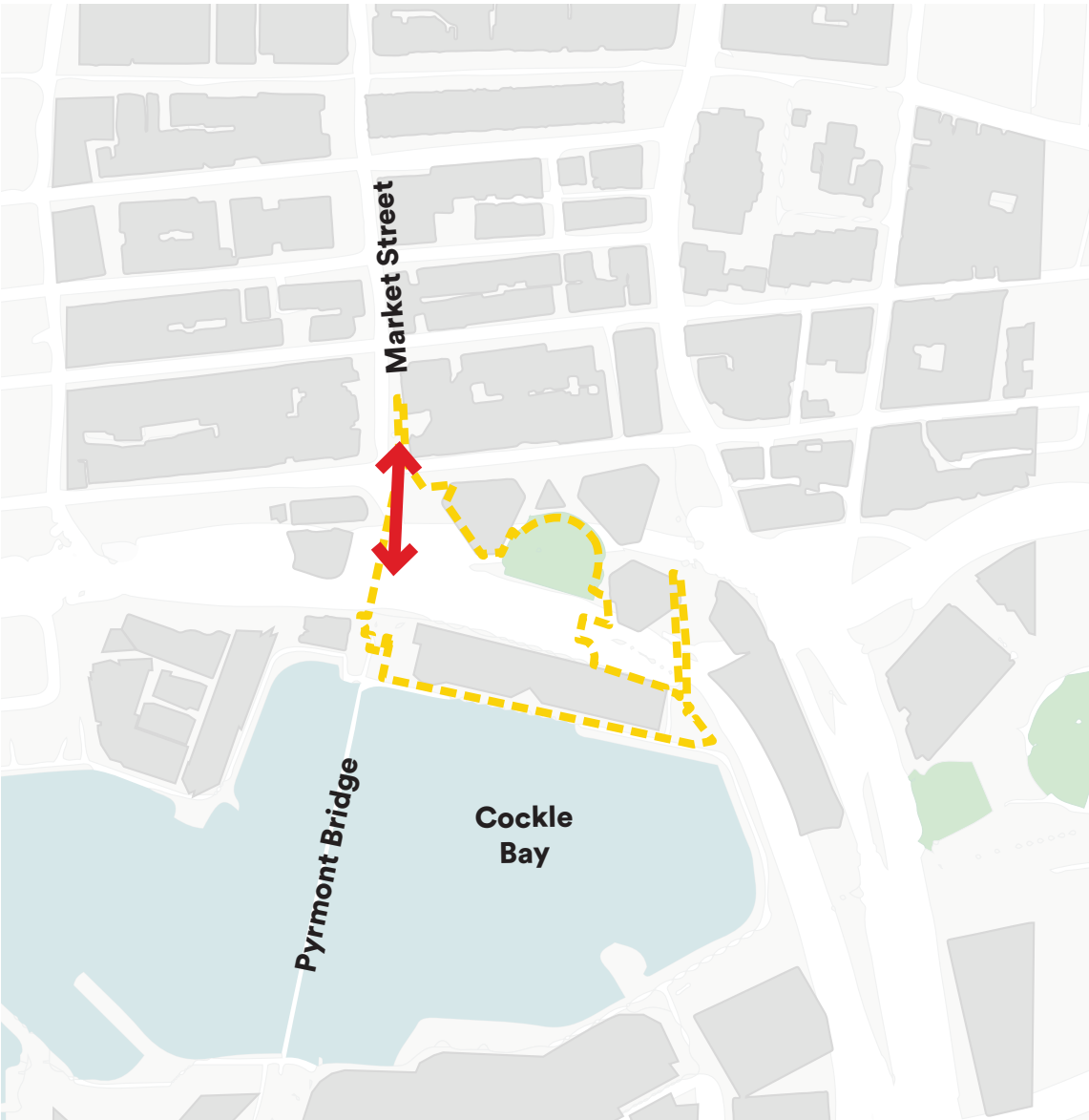
Site Connections - Pymont Bridge



The project is located at the key node between Pymont Bridge and Market street . Visitors and employees will have a seamless entry and exit from the site directly from Prymont Bridge. This connection will require no steps or escalators.



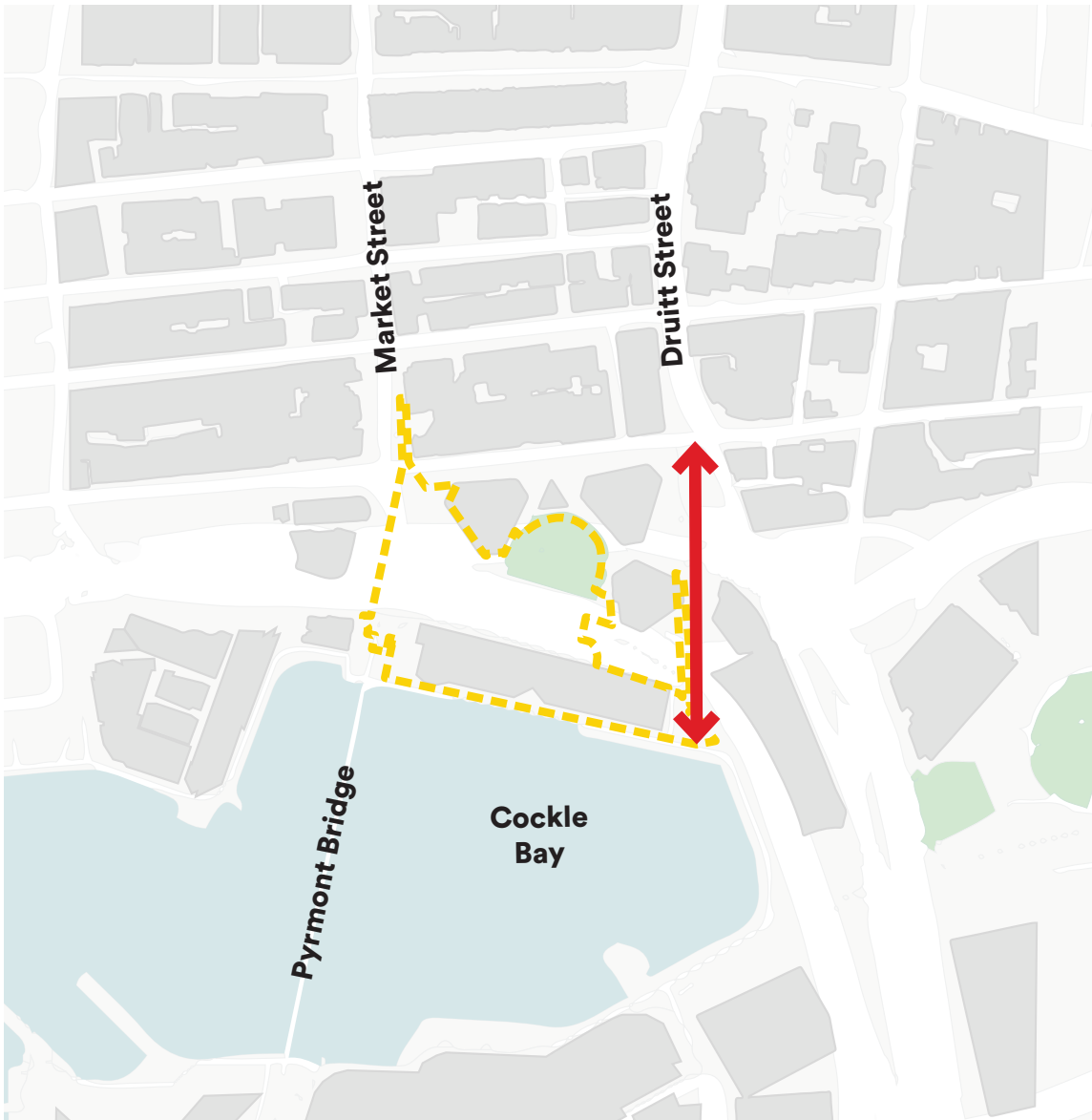
Site Connections - Market St footbridge



The site and Market Street will be joined via an upgraded footbridge over Sussex street. Pedestrians will seamlessly reach the site without being stopped by a traffic light. This proposal is clearly indicated in the GA plans.

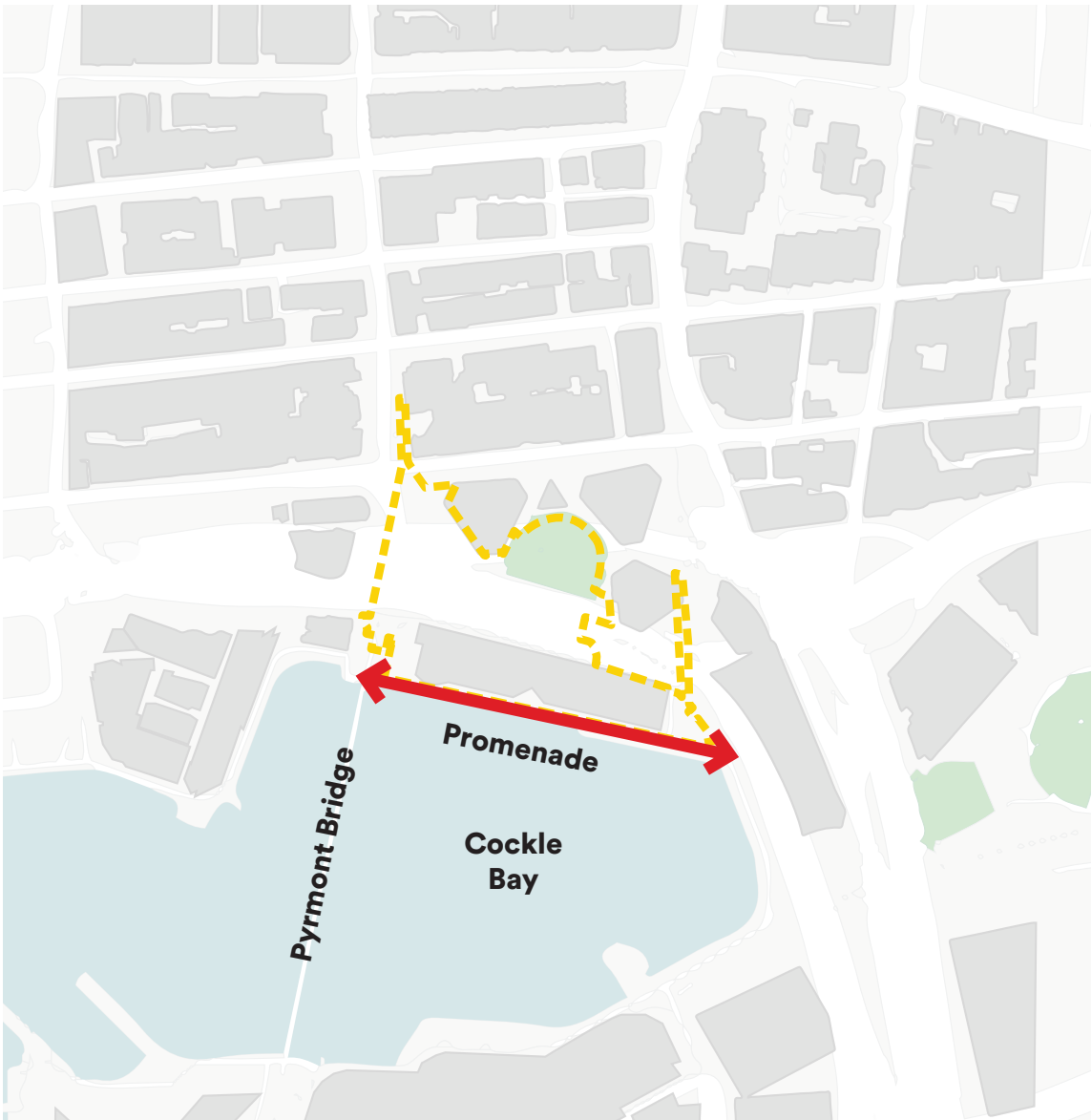
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Site Connections - Druitt St footbridge



The existing connection from Druitt Street to the waterfront is used by many pedestrians today and it is predicted that over 50% of future employees will enter the site via this connection in the future. The experience of arriving at the waterfront today through this connection is underwhelming and will be further upgraded with the new podium linking to it's Eastern edge bringing pedestrians directly to L01 of Cockle Bay Park's retail podium.

Site Connections - Promenade



The current promenade is an attractive part of the existing waterfront and a key connection route around Darling Harbour. The new project will not interfere with this pedestrian link, but will line the edge of the existing promenade, acting as an attractor and active edge for passersby throughout the day and evening.