

Site Analysis

Local Environment

1. 1.5m tidal range
2. Noise from the Western Distributor
3. Breezes off the harbour and prevailing north easterlies
4. Sun path and effects of overshadowing
5. A flat, man-made surface
6. Department of Environment, Climate Change and Water (DECCW) Declaration Area
7. Hickson Road
8. Low scale residential and commercial
9. Sandstone Cutting

Barangaroo faces directly onto the harbour, looking west towards Pymont, Balmain and Goat Island, with Lavender Bay to the north. Behind it to the east rises the large-scale cityscape of Sydney's CBD. The overriding use is commercial, there are small-scale pockets of residential, community and leisure use immediately adjacent to Hickson Road.

The site itself reflects the scale of the heavy industry once based here. It is broadly rectangular, with a straight dock edge and a fenced perimeter facing the city. Its key characteristic is the unrelenting flatness of the hard man-made apron. Not unlike a concrete backyard, it is singular and monotonous and lacking an internal network of streets or urban grid.

The site as it currently stands provides no shelter from the sun or wind, and its composition of landfill and concrete makes it an inhospitable environment for any natural habitats.

Of Barangaroo's total 22 hectares, and proposed 2.2km of foreshore frontage, the existing site of Barangaroo South occupies 7.4 hectares with 450m of foreshore.

Challenges

- Creating a sustainable environment
- Protection from the harsh, south westerly winter winds
- Creating connections to the foreshore
- Capturing daylight whilst providing shelter
- Creating variety, interest and a destination

Physical Constraints

1. Reclaimed harbour primarily constructed from fill
2. Reservation for future proposed Metro tunnels at the southern end of the site
3. Existing buried dock basin
4. Existing dock edge caissons
5. Margaret Street view corridor
6. Topography east of Hickson Road
7. Sydney's frame for high buildings

With the natural shoreline effectively following the western edge of Hickson Road, Barangaroo has been used for commercial shipping since the 19th century. It is fundamentally an artificial, man-made platform reclaimed from the harbour over many years, similar to the rest of Darling Harbour.

The site occupied by Barangaroo South has been constantly changing and evolving over the last two centuries to adapt and meet the changing requirements of shipping and commerce. Today the site comprises of a single rectangular hardstand apron that juts out into the harbour, the legacy of the advent of container shipping in the 1960's.

This apron hides and disguises the historical evolution of the site, and buries both its natural past and its archaeology. The existing ground conditions vary from areas of good compacted fill to those that are poorly compacted, as well as areas of unacceptable land contamination nominated as the DECCW Declaration Area.

The south of the site contains space for the possibility of a future Metro rail line as well as the retention of a viewing corridor from Margaret Street down to the harbour.

The topography that occurs at the eastern side of Hickson Road, which rises up to the city, currently presents a barrier in achieving a physical connection to the city.

Challenges

- Varying ground conditions with associated engineering challenges
- Remediation of contaminated land
- Safe-guarding proposed deep level Metro tunnels
- Maintaining view corridors
- Connecting to the city

Site Opportunities

1. Repair and extend east-west and north-south connections
2. Complete the harbour foreshore public walking trail
3. Rename and reinterpret the former southern cove
4. Maintain important existing harbour views
5. Activate waterfront edges through variety

The greatest opportunity is to reconnect the site and the water's edge back into the city of Sydney, and to provide full access along the waterfront via a number of cross routes whilst bringing the density of the CBD across Hickson Road and developing a new vibrant community towards the harbour's edge.

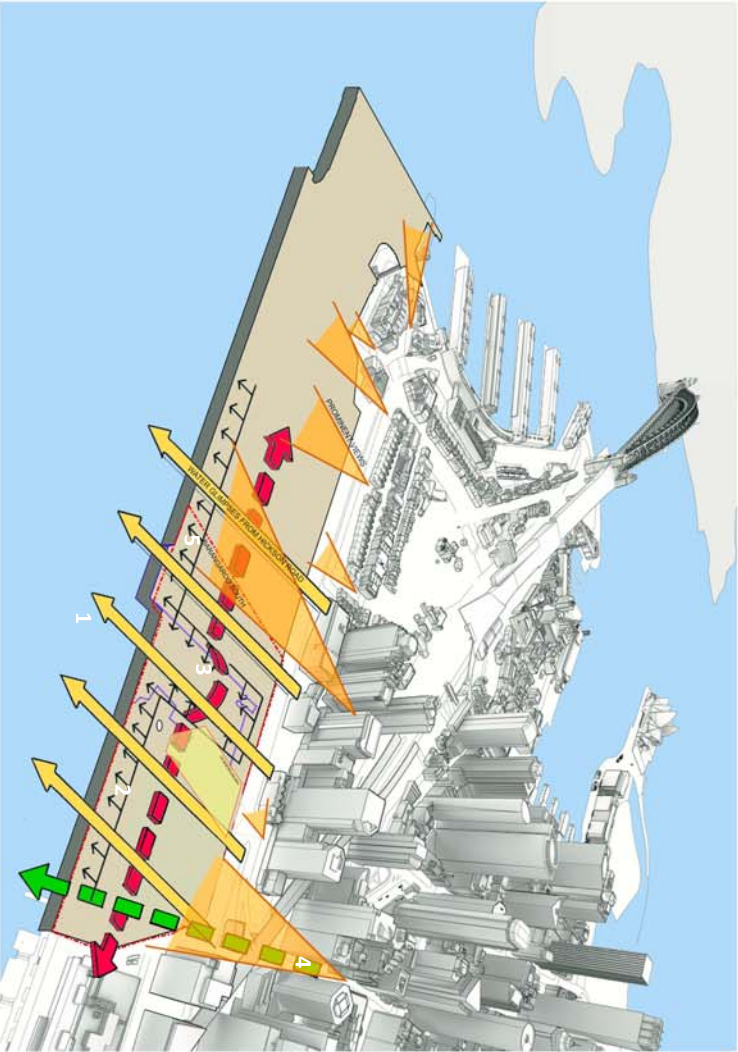
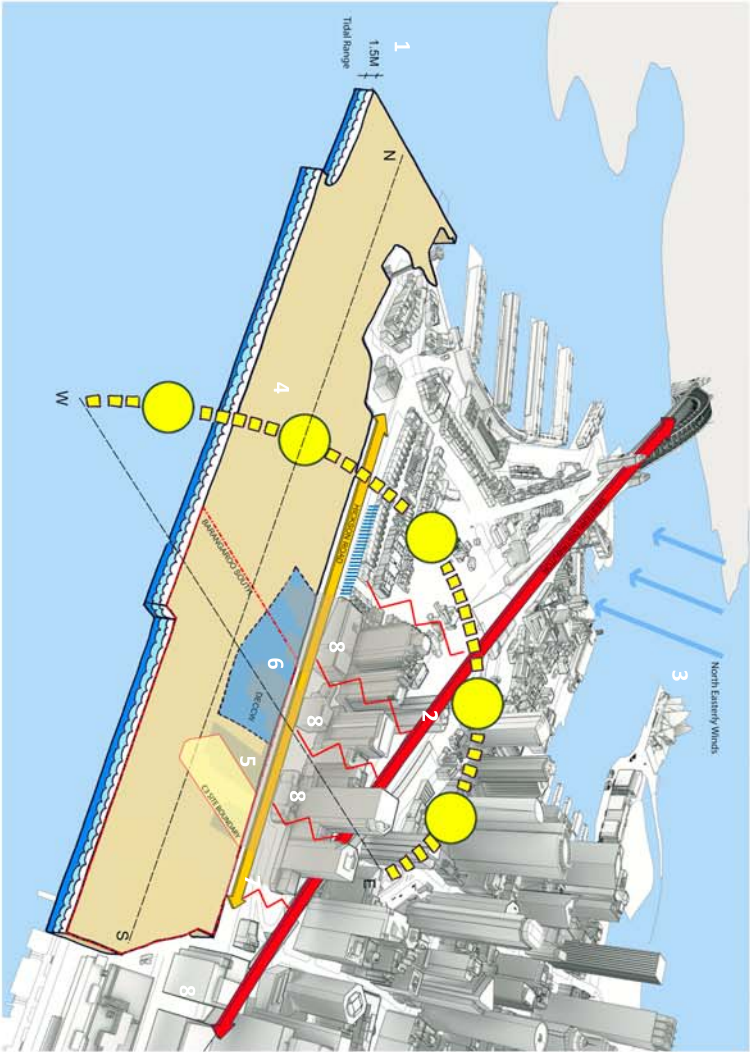
The topography that occurs at the eastern side of Hickson Road currently presents the first barrier in achieving this. Formulating a strong edge to the west side of Hickson Road unifies the street and contains traffic noise, enabling it to be developed to carry all forms of traffic and future light rail. Its edge should be broken to allow for the retention of views from Hickson Road through the development to the water.

By completing the connectivity between King Street Wharf and the headland and reinterpreting the existing dock basin into a southern cove, there is an opportunity to provide increased water frontage to the site. A variety of public activities unique to this location can be incorporated at the harbour's edge, exploiting low-level views and opportunities of proximity to the water.

With these two defined edges, there is an opportunity to bring the CBD further west with greater permeability from high and low level connectors across Hickson Road. There is also an opportunity to connect across the bay through ferry terminals and possible future metros, the city can reinforce its connection with the inner-west.

Challenges

- Creating a vibrant extension to the CBD
- Preserving existing views & creating new views across the site
- Permeability & accessibility
- Connecting to existing & proposed transport hubs
- Water views from Hickson Road
- Contain the site on its west and easterly edges with human scale built form



Revision	Date	Description	Legal	Lead Architect	Collaborating Architect	Client	Site Address	Project	Drawn/Checked by	Drawing Title	Scale @ A1	Drawing Number	
A	23.09.2011	Barangaroo South C3 Project Application MP11_0044	Do not scale from drawing. The author of this drawing takes no responsibility for any dimensions obtained by measuring or scaling from this drawing and no reliance may be placed on such dimensions. All dimensions are given in the responsibility of the recipient to ascertain the dimension specifically from the author or by site measurement. The setting of all structural and service elements must always be checked against the relevant engineer's drawings. No reliance should be placed upon using information shown on this drawing. © copyright Rogers Stirk Harbour + Partners, all rights reserved 2010	RSHP Australia Pty Limited Ivan Harbour Principal Architect RAIA NSW ARB 8484 65-69 Kent St Millers Point NSW 2000 Sydney, Australia t: +61 2 9253 5655 f: +61 2 9253 5666 email: ih100@rsh-p.com www.rsh-p.com	Lend Lease 30 The Bond 30 Hickson Rd Millers Point NSW 2000 Sydney, Australia t: +61 2 9236 6111 f: +61 2 9383 8133 www.bovislendlease.com	Lend Lease 30 The Bond 30 Hickson Rd Millers Point NSW 2000 Sydney, Australia t: +61 2 9236 6111 f: +61 2 9383 8133 www.bovislendlease.com	Barangaroo Hickson Rd Millers Point NSW 2000 Sydney, Australia	Barangaroo South - C3	YT:LF / JL	Site Analysis	NTS	RSHP-A-C3-2300-P-00	
B	24.02.2012	Amendments for Preferred Project Report						Drawing Purpose	Planning Application No: MP11_0044-PPR	Drawing Date	Revision Date	Revision	
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