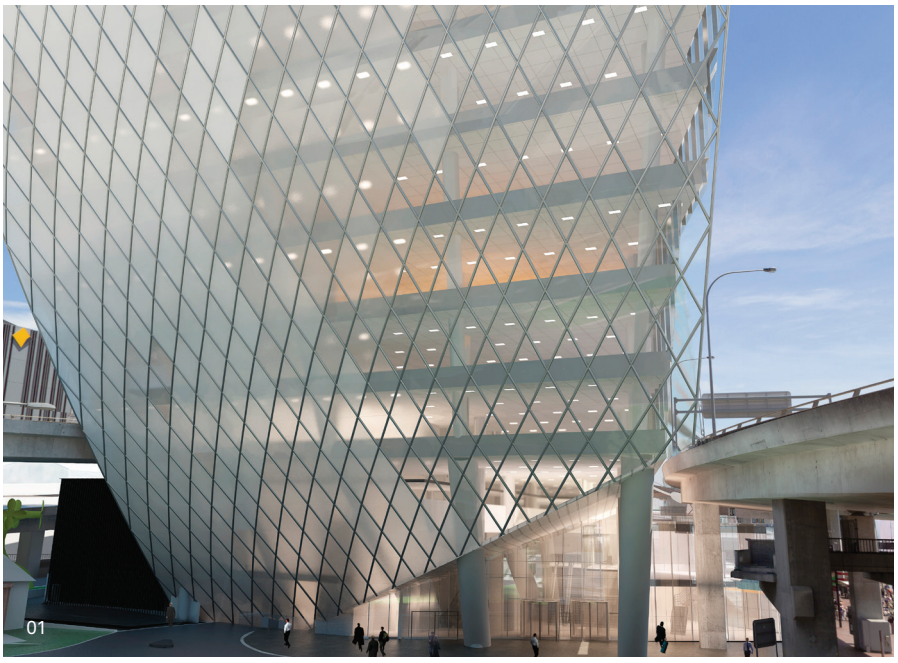
02 Design Principles
Access

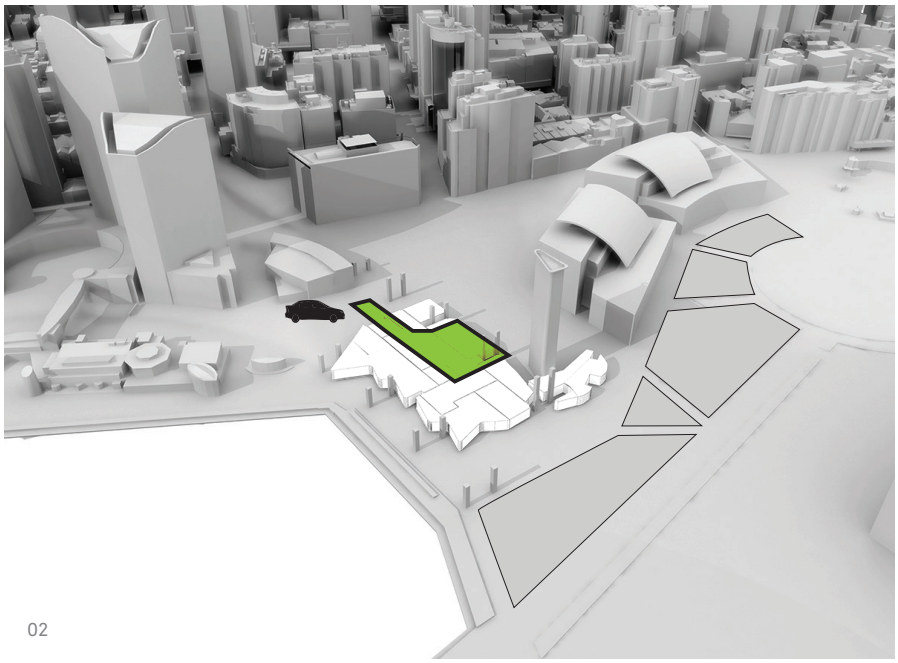
The proposed site benefits from a variety of access opportunities to the entire perimeter on the ground floor. Pedestrian and vehicular access is possible from the east via Harbour Street with pedestrian access possible for the entire northern and western elevation at GFL. On the southern sides, where the building abuts the lower elevated freeway and is away from public view, the service access points to the building are located.

The eastern access point is an opportunity to provide a rejuvenated and major entry point into the Darling Harbour Precinct. A new shared zone plaza incorporating landscaping, vehicular drop-off / waiting and new road surfaces is proposed in this location. The entry lobbies for the Function Centre and the Commercial Office are located adjacent and will signal the point of arrival, and assist in activation of this area that currently looks like an unfriendly “back door” into the precinct. The continuously active frontages at the ground floor level will also assist wayfinding into the precinct from the City.

All spaces and tenancies at Ground Floor are wheelchair accessible from promenade at grade level.

Vehicular access into the building for deliveries and carparking is provided on the south eastern side off Harbour Road and the new shared zone plaza. Emergency services vehicles will also be able to access the Darling Harbour Foreshore via this plaza and also from the existing service lane to the south of the proposed site (current McDonald’s drive-thru).





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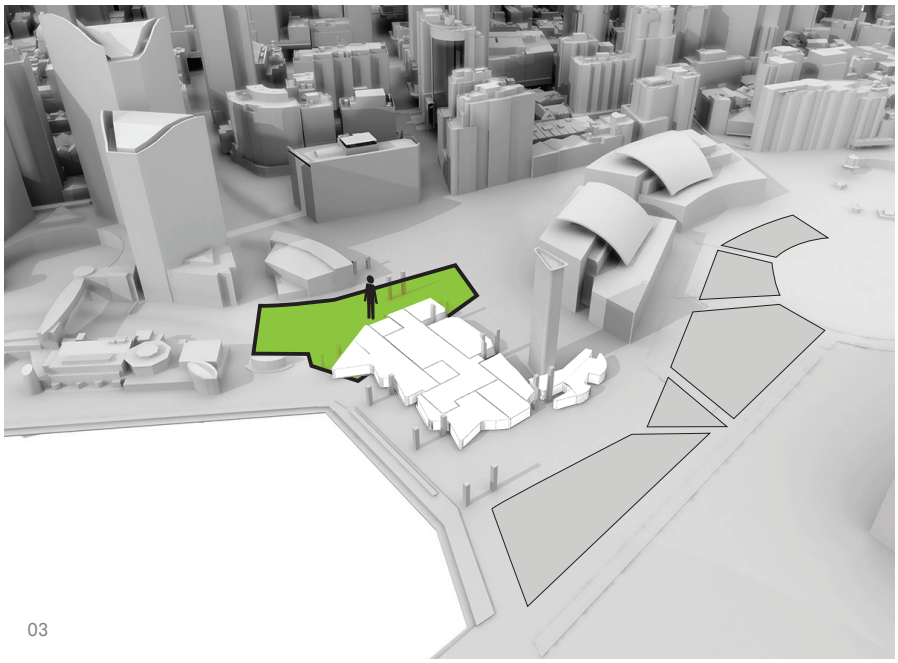

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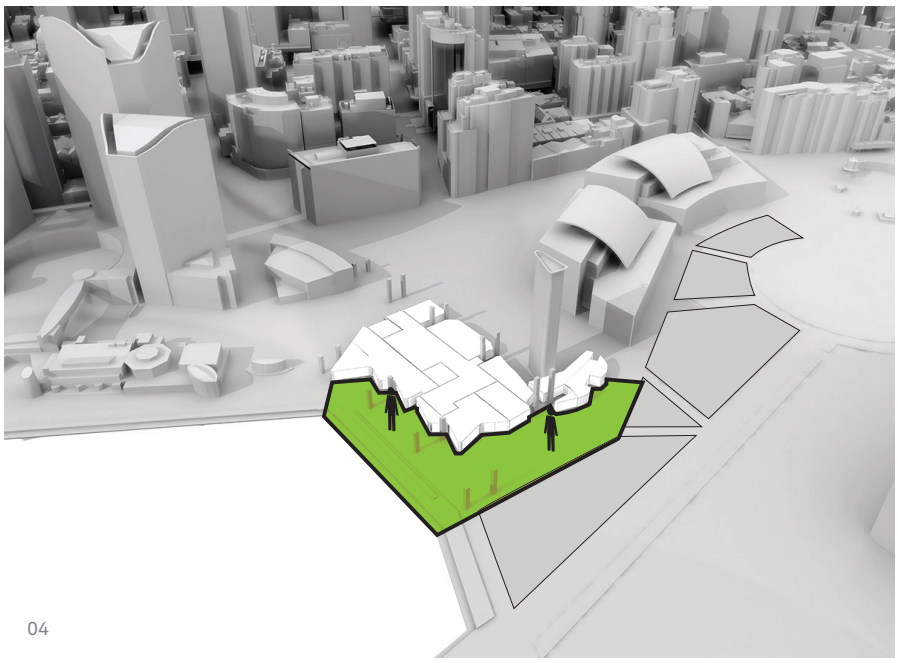


04

01 Office Lobby with views to Darling Habour from Harbour Street

02 Vehicle and back of house access from Harbour Street

03 New Public Forecourt on the Eastern end of building

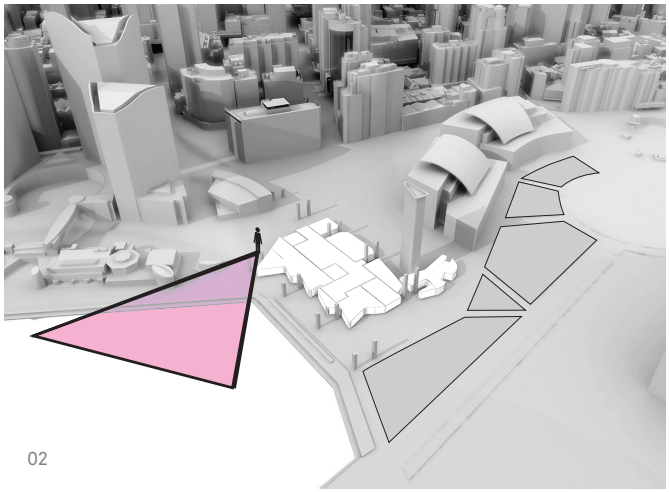
04 Ground Floor Retail is accessed from the adjacent public domain

Important through site links and improved sight lines are proposed, designed to feed directly into the SICEEP development. Pedestrian flow from the south (Darling Quarter Pedestrian Boulevard and Retail Terrace) is opened up through the relocation of the palm grove and existing raised barriers and edges.

This move allows freedom of movement to the north, to Harbourside (through SICEEP) and Cockle Bay. Movement to SICEEP from the western public domain occurs via the through links provided between the new and existing playground, through the relocated palm grove and through the existing link provided at the water's edge to the north.
The entire western edge of the proposed western public domain can be flexible in its design. The current proposal delivers pedestrians to the edge of the urban stream, however further integration is dependent on the design proposals for SICEEP.

The new elevated bridge from Bathurst St as a major east west pedestrian connection to SICEEP should also be considered. The Harbour St overpass delivers pedestrians to Darling Quarter North and provides a landing point for the public. Views from this point will need to be retained to the proposed SICEEP Convention Centre with adequate way finding apparatus crucial in providing directional information for the other Darling Harbour destinations.


01



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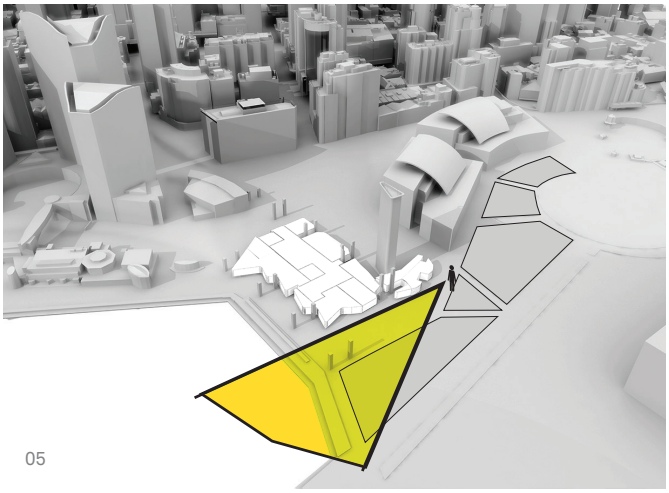

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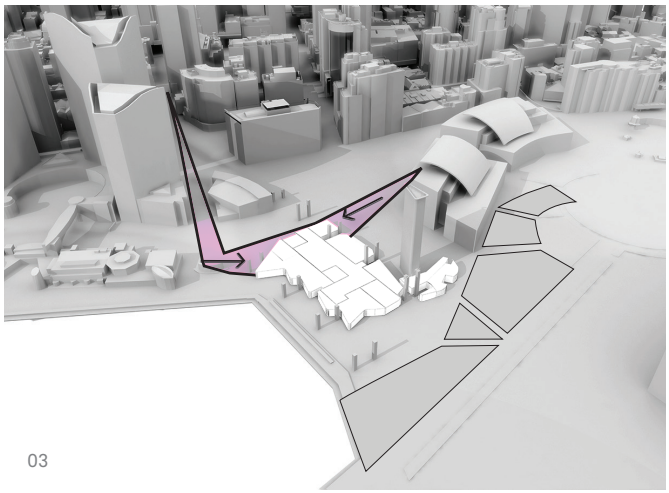

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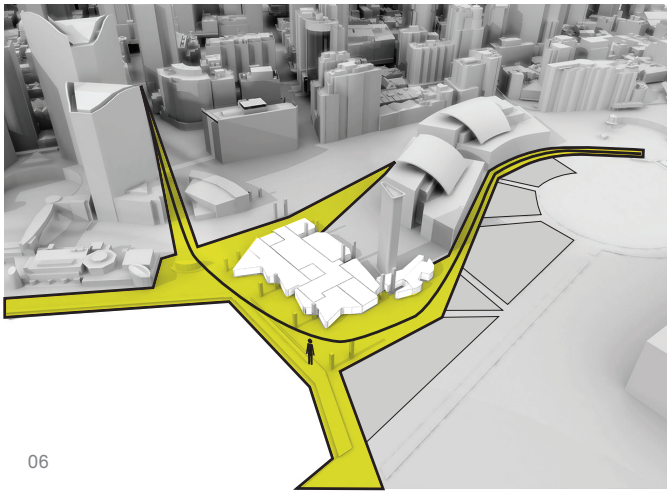

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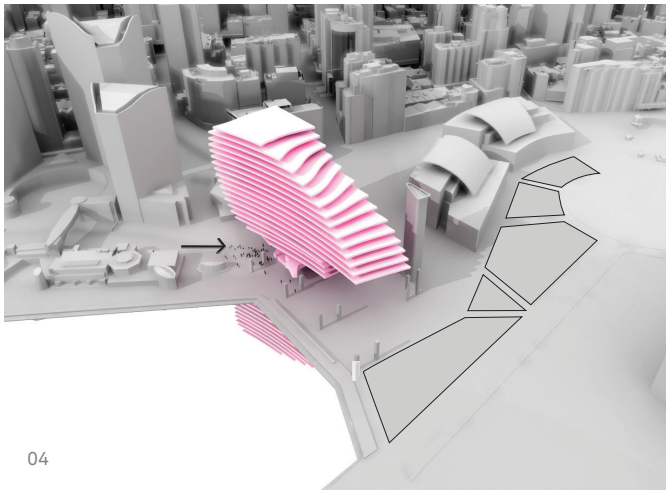

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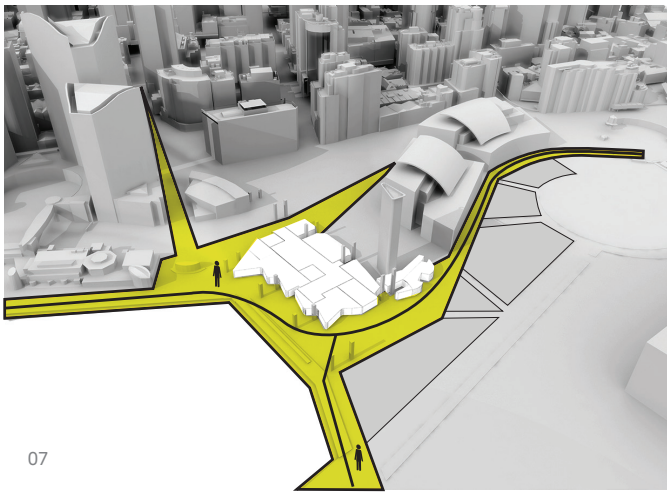


07

01 Proposed view from Cockle Bay Wharf. Imagery by HASSELL

02 Maintain Sightlines from Wheat Road

03 New Public Forecourt of Eastern End of Building

04 Commercial Lobby Entry

05 Enhance Sight Lines from Darling Quarter

06 Enhance Pedestrian Links from City

07 Enhance Pedestrian Links to Darling

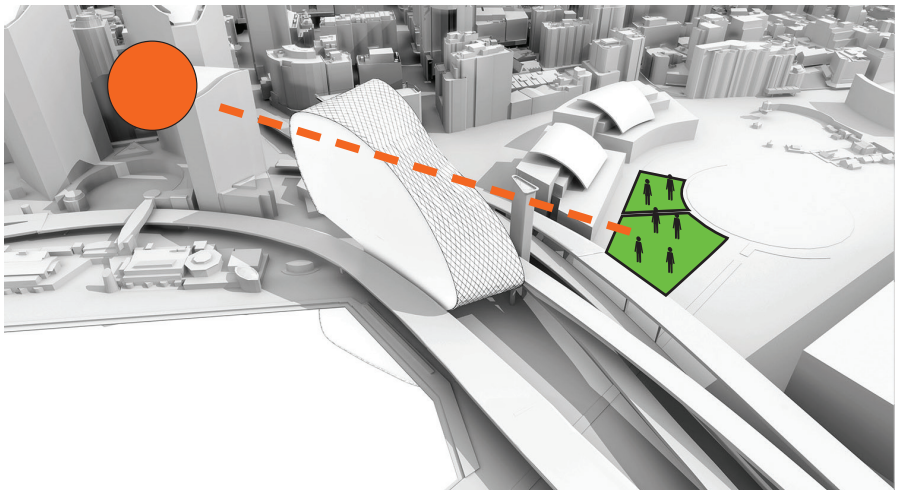
Darling Quarter Playground ASPECT Studio. Photography by Florian Groehn.

Above the elevated freeways, due to its northern aspect, the building benefits from exceptional solar penetration deep into the floor plates providing opportunities for highly energy efficient lighting, heating and cooling systems to be incorporated.

This could potentially compromise the solar access to areas south of the proposed development except that the proposed design minimises the impact by utilising a building envelope shape that has been “reverse engineered” from the consideration of overshadowing impacts on the children’s playground south of the development site at Darling Quarter.

Extensive computer modelling has shown by reducing the south-western corner of the building, significant reduction of overshadowing to the children’s playground is achieved with no additonal impact at 1.00 p.m, 21 June when added to the pre-existing showdows cast by existing structures (47% at 1.00 p.m, 21 June). Refer to the “Solar Access Study”

The final Ribbon form has no negative impact



‘The Ribbon’ from Tumbalong Park.
Imagery by HASSELL