

4.0 SITE ANALYSIS

4.4 Traffic Access and Transport

Pedestrian Network

The pedestrian network is critical to delivering a successful, vibrant public domain. North South pedestrian movement from Central Station towards Darling Harbour is facilitated by the existing pedestrian connection along Harbour Street and the new extension of Quay Street that forms the Boulevard. East-West connections are extended through the site, connecting Chinatown to Ultimo through the proposed public space network with extensions of Little Hay Street and Factory Lane into the site and connecting to the new public square.

Light Rail

Light rail travels along Hay Street before turning north to the west of Darling Drive entering a dedicated rail corridor. The route links Central Station and the Inner West. Light rail stops are currently located to the South on Hay Street (100m) and West adjacent to the Capitol Theatre (450m).

The proximity of this light rail stop provides an excellent connection to the public transport system for residents and those visiting the public spaces and retail tenancies included in the development.

Rail

Central Station is located at the end of Quay Street. This is within walking distance of the site (850m). This service provides direct rail connection to Sydney International and Domestic Airport terminals.

Town Hall Station is also within walking distance of the site (1km).

Buses

A key bus corridor exists along George Street.

Vehicular

Vehicular access to the site will be predominantly from Harbour Street. Car park entry and service vehicle access will be provided from Harbour Street. The design and positioning of this entry has considered the safe manoeuvring of vehicles entering and exiting the building as well as the public domain implications of this entry point.

The existing drop off bay on Harbour Street is proposed to be retained to service SSDA 7 and the broader Darling Square precinct.

A Traffic, Transport and Accessibility Report prepared by TTM accompanies SSDA7 and provides more information in this regard.

Ferry

Pymont Bay Ferry Wharf, serving Darling Harbour is a short walk from the site. The wharf provides a half hourly connection to Circular Quay at peak times, and an hourly service during off peak.

Bicycles

The City of Sydney cycle network defines a number of nearby streets as being 'bicycle friendly roads'. These include both Ultimo Road to the south and Sussex Street to the east. The cycle lane proposed along Darling Drive, adjacent to the site will be retained.

Bicycle storage is provided within the development along with end of trip facilities for retail workers and visitors.

5.0 SITE OPPORTUNITIES

The site location and nature of the surrounding built form presents a unique opportunity from both an urban design and architectural point of view.

The proposal for the NE plot will offer a contemporary and innovative architecture, integrated in its place. The tower element to the north is vertically elegant and articulated, forming a distinctive urban element at the southern end of Darling Harbour.

The towers to the east and west are more integrated to the design of the podium and respond to the more detailed requirements of the finer grained urban structure in which they are located.

5.1 Public Domain Opportunities

As noted in the previous section of this report, the pedestrian network and quality of ground plane activation in the vicinity of the project is key to delivering the public domain of Darling Square.

The project will reinforce and make a significant contribution to the urban quality and expression of the wider Darling Harbour Live public domain spaces. The detailed massing and materiality of the podium levels will reinforce the public nature of these spaces. The internal planning has been undertaken with consideration of these important spaces such that maximum activation is possible along key edges.

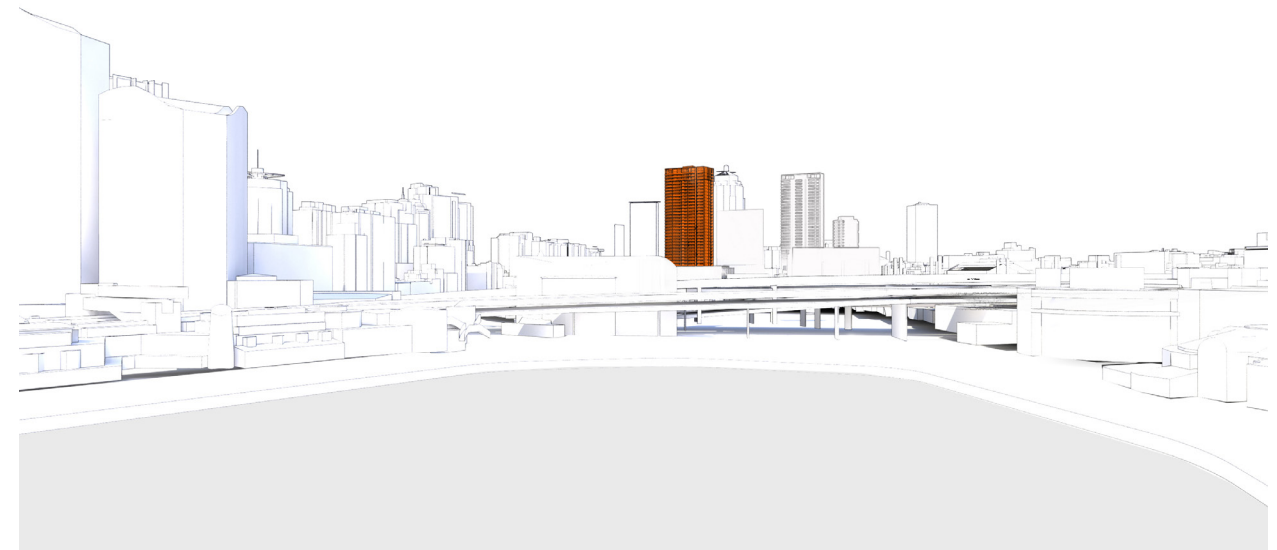


Figure 5.1 – View of North East Plot from Darling Harbour in isolation

5.0 SITE OPPORTUNITIES

5.2 Landmark Opportunities

The existing southern skyline of Darling Harbour is currently dominated by the residential 'Peak Apartments'. The new tower proposed as part of the NE plot provides an opportunity to reform this edge to the important public space of Darling Harbour. The distinctive façade treatment and detailing of this tower creates diversity in the skyline.

The new tower has been considered within the context of the changing skyline to the west of the city, including Jackson's Landing and Central Park which bring height to the southern end of the Darling Harbour valley.

The project will be visible from key urban spaces within the SICEEP Precinct, Ultimo, Pyrmont, Cockle Bay Wharf, Barangaroo and the CBD. The massing and materiality of the tower component of the project is intended to express an identifiable orientation within the skyline such that it will have differing formal relationships to the key urban spaces surrounding it.

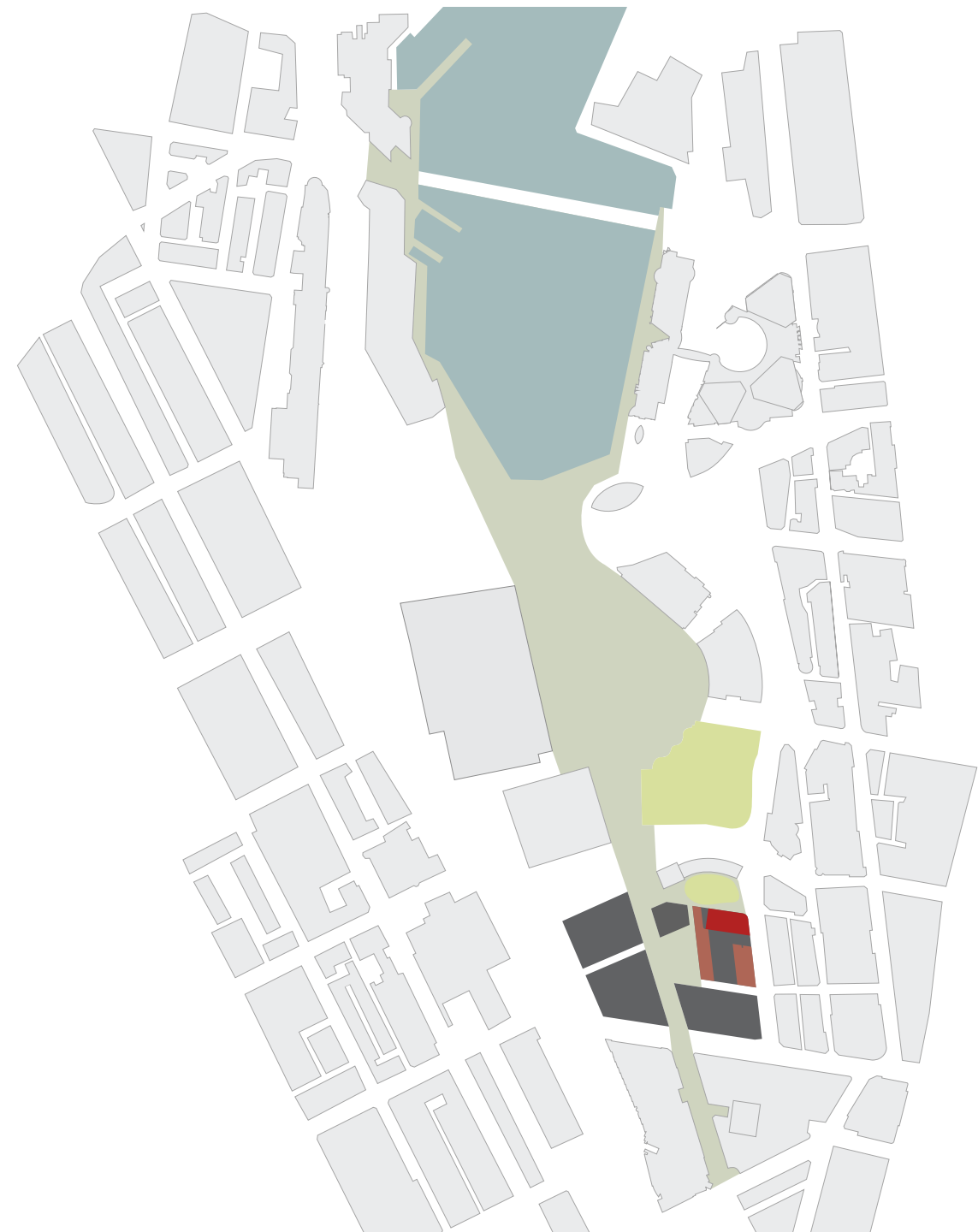


Figure 5.2 – The eastern boundary for the new square

6.0 DESIGN VISION

The design for the NE plot of Darling Square arises from our urban design understanding of the site as set out below.

Response to the large scale of the urban room of Darling Harbour as well as the fine grained urban detail of Harbour Street, the new lanes and public spaces.

The design proposal responds to the varying scales of the public spaces that surround it. The NE3 tower addresses the large scale space of Darling Harbour to the north. It is designed to be viewed at a distance and at speed as one moves around the site along the adjacent roadways and distant freeway. It is designed as a large scale 'brise soleil', activated by light and shade, its character changing with the environmental conditions. This strategy is also implemented for the design of the common facilities, the pool and outdoor spaces which are located at podium level adjacent to the northern community building and announce the pedestrian entry to the new square.

Smaller scale variation is developed for the remainder of the site through materiality, surface texture and aperture of openings. Subtler details respond to the close range, oblique views of the building established by the tighter, more fine grained nature of the surrounding urban context.

Re-entrants and material changes have been used to articulate the podium from the towers over. Vertical Slots of varying sizes have been used to reduce the scale and mass of the three towers, articulate different uses in the buildings and express residential entries.

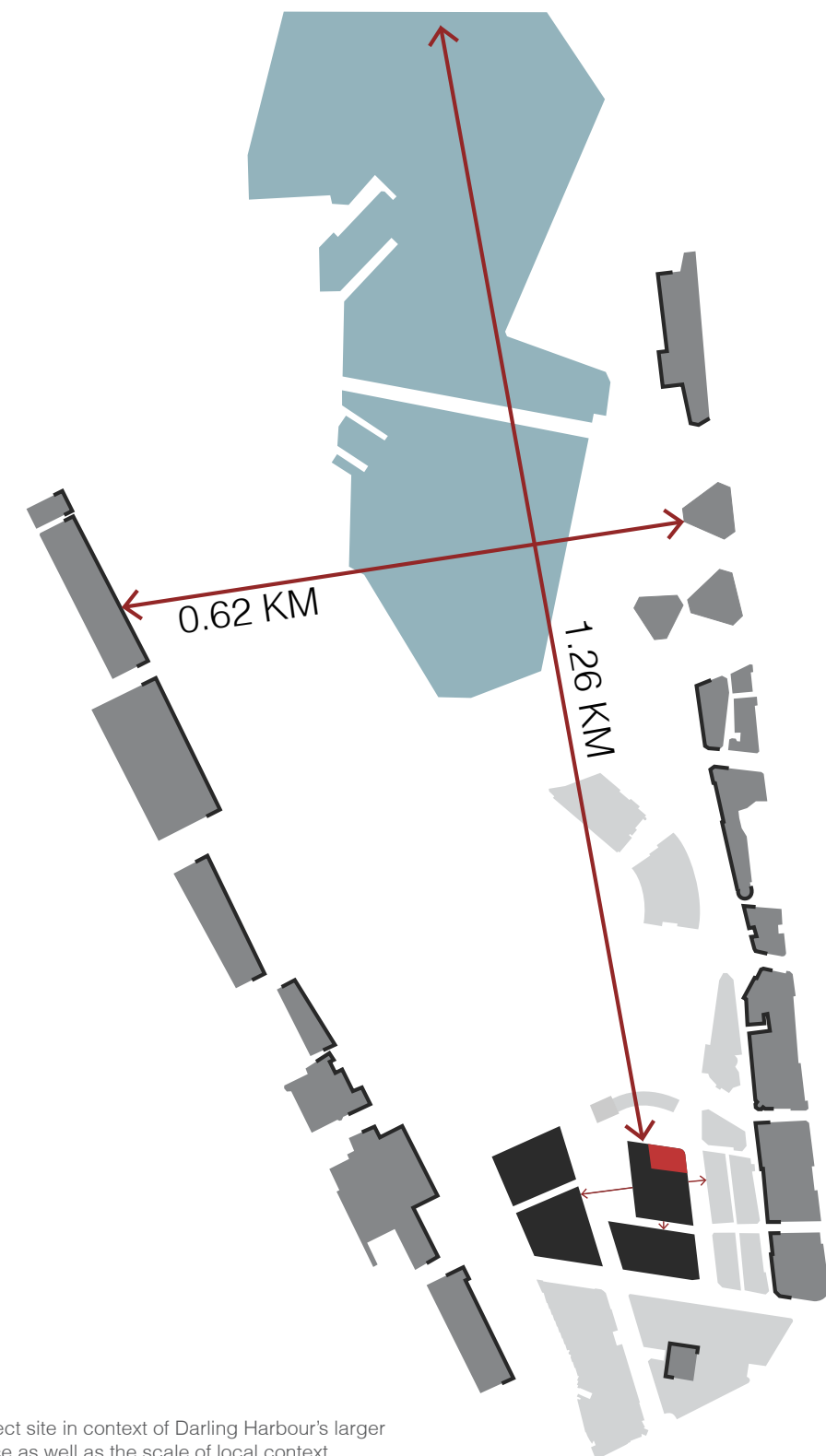


Figure 6.1 – Subject site in context of Darling Harbour's larger scale public space as well as the scale of local context

6.0 DESIGN VISION

The design resolution of the block is that of a coherent whole rather than a collection of diverse building forms.

The proposed an urban design strategy for the site recognises that the block has been developed at the one time and that this should be legible in its built fabric. This strategy has been expressed through the implementation of a coherent family of built forms and architectural details.

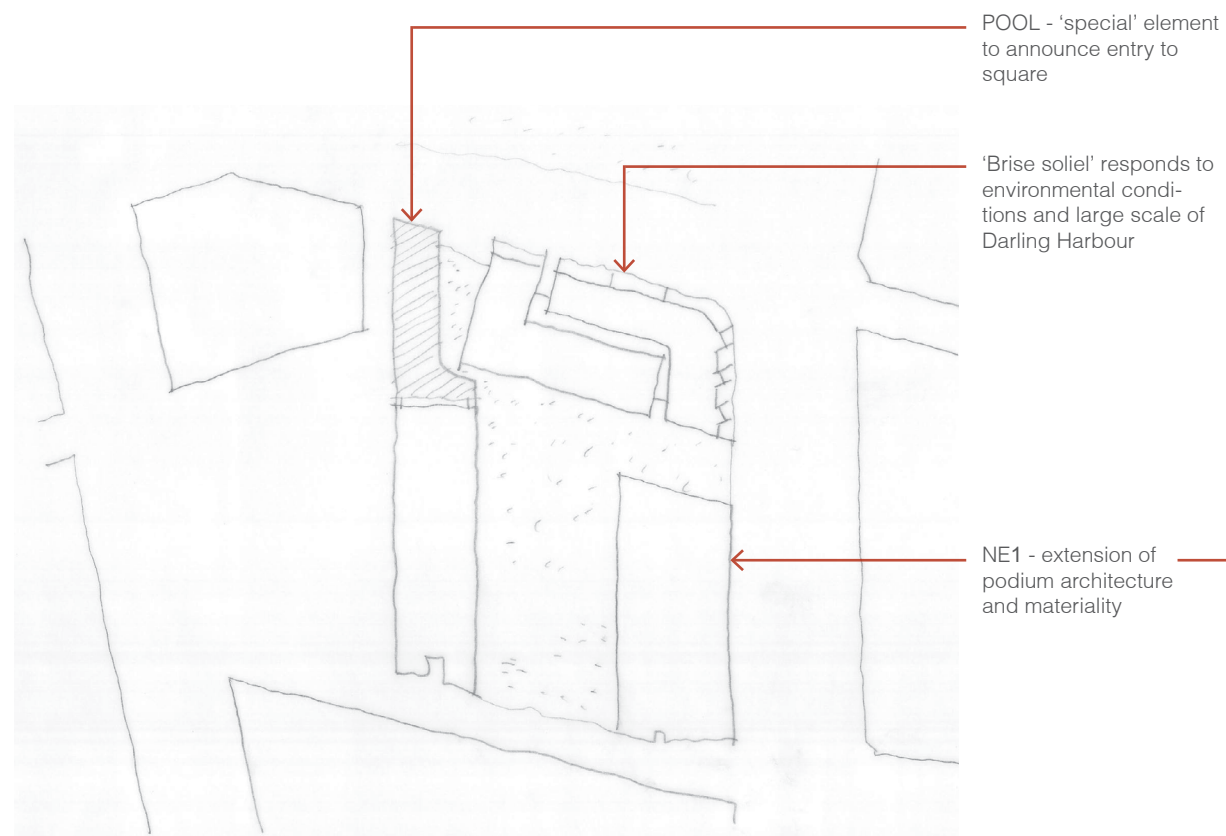


Figure 6.2- Concept Plan Design

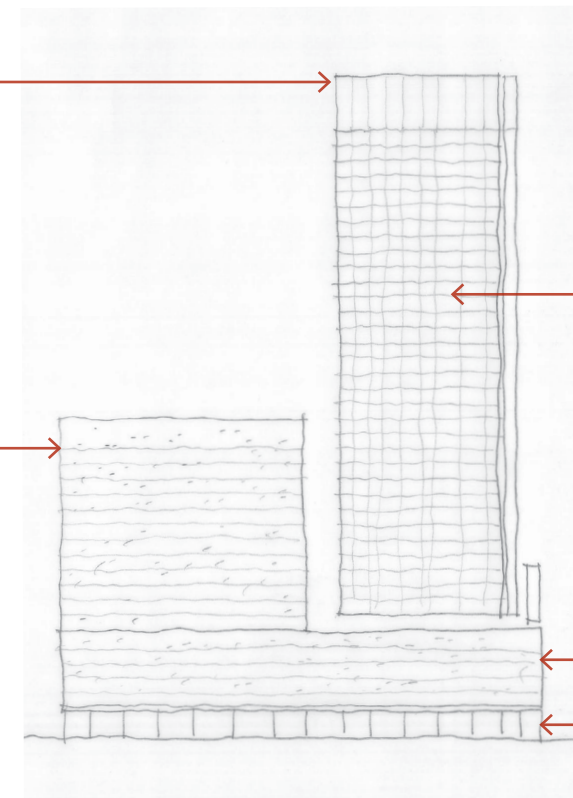


Figure 6.3 – East Elevation Initial Design Sketch

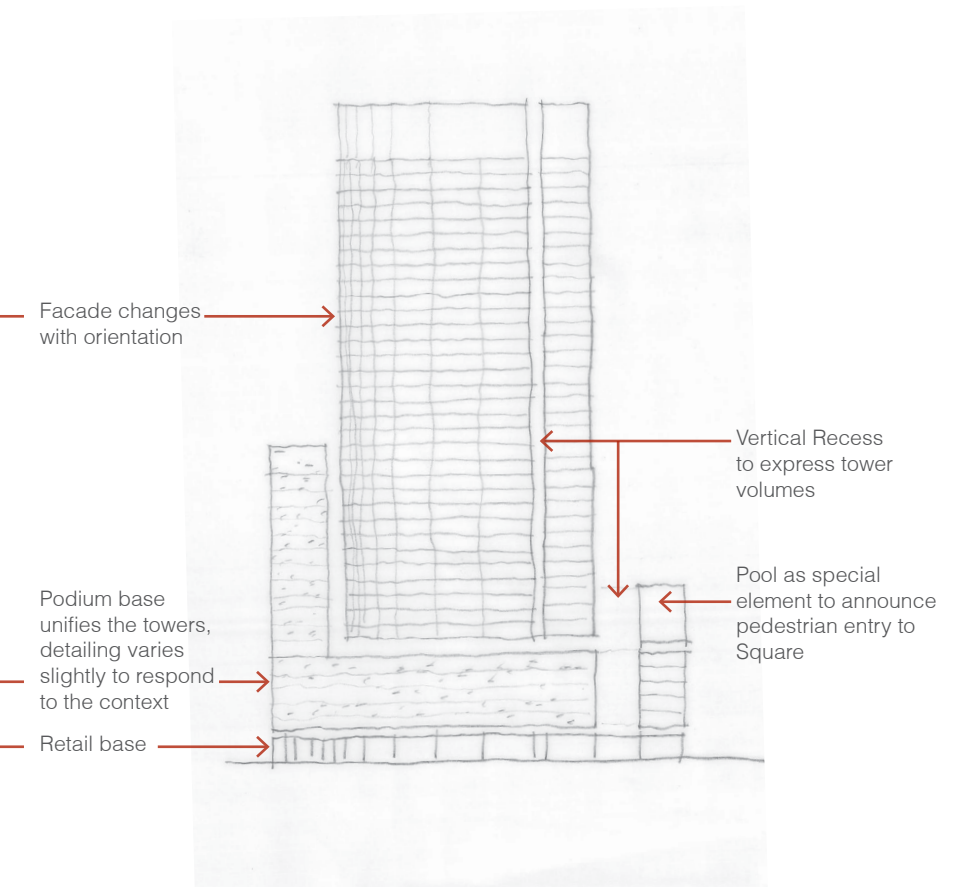


Figure 6.4 – North Elevation Initial Design Sketch

6.0 DESIGN VISION

The design responds to the particular urban design characteristics of each part of the site.

This strategy of coherence and the implementation of a family of forms and details is an organised response to the existing and proposed hierarchy of urban spaces and the particular requirements of the buildings use in relation to its particular context.

The proposal responds to a number of key moments in the city, the northern tower's position in relation to the large scale public space of Darling Harbour as well as the north eastern entry into the new public square that forms the heart of the Darling Square development. Special moments in the building fabric in terms of built form and material character are developed in response to these moments.

Subtler variations in the building fabric are implemented in response to the more detailed changing urban design conditions of the site, changing window and balcony formats as well as materiality and detailing responds to the changing character of the site in response to prominence, access to views and privacy.

This strategy is extended in the way the site context changes with height. The building becomes more open with height as privacy issues decrease and views increase.

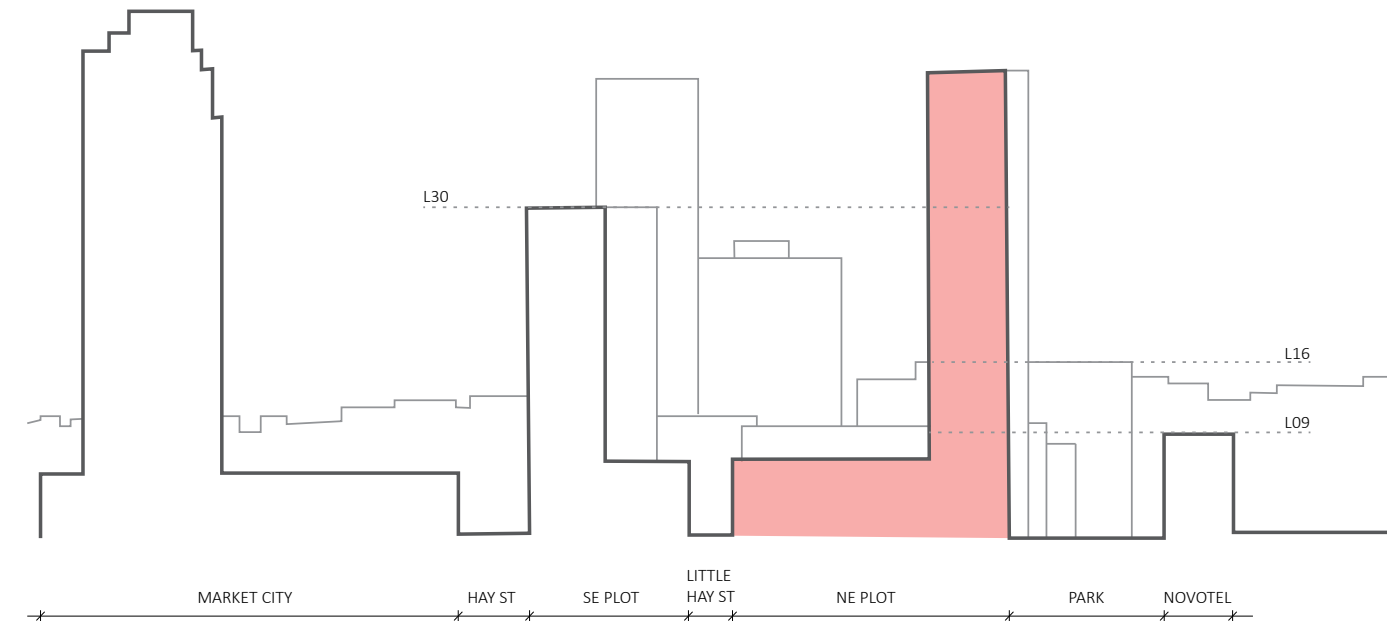


Figure 6.5 – Section - North South study of site context and opportunities for building design and views

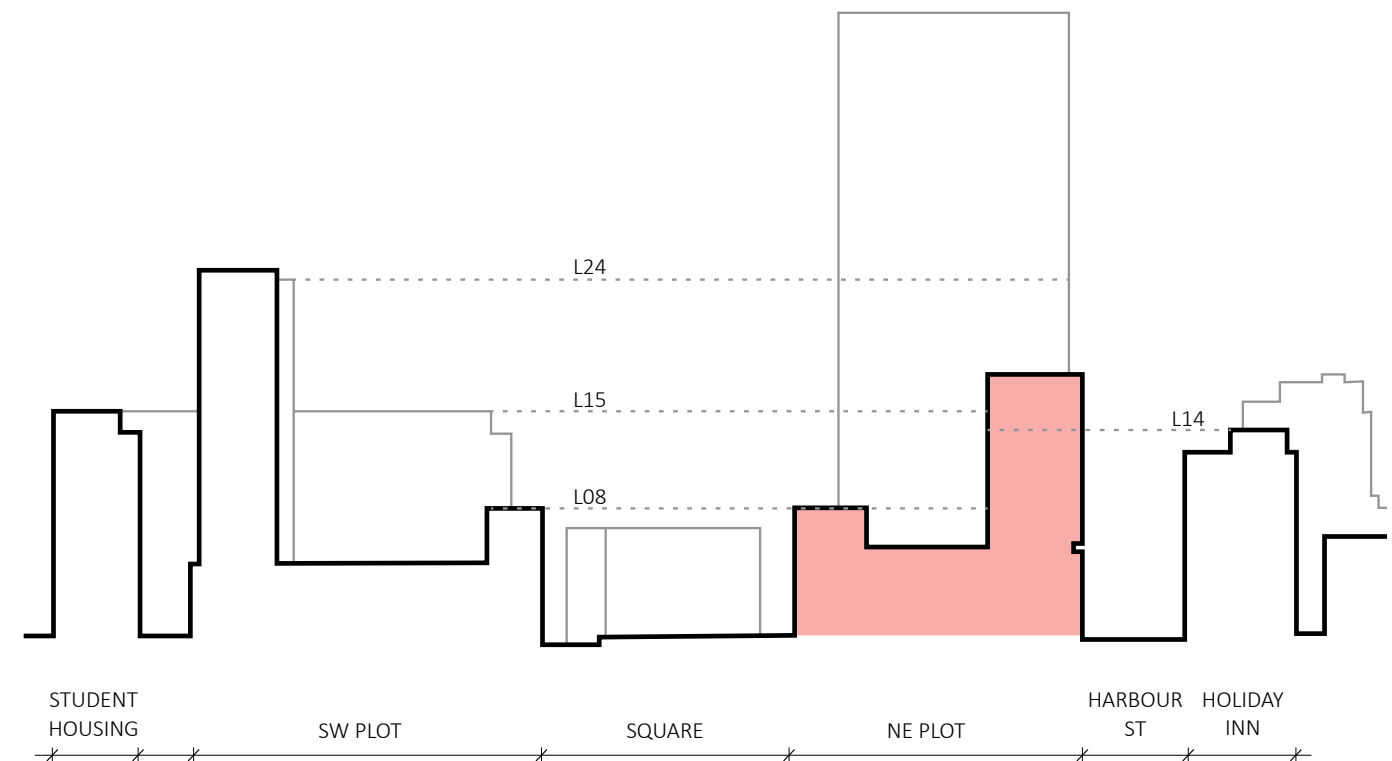


Figure 6.6 – Section - East West study of site context and opportunities for building design and views

6.0 DESIGN VISION

The Street wall of the podium is articulated with subtle nuances from the built form of the towers over.

A re-entrant has been used to articulate the building form of the podium from that of the towers over. This element changes its position and dimension in relation to the context of the design of each part of the podium as well as the tower over.

This detail is supplemented by a change of architectural character between the podiums and the tower typically. In NE1 this is characterised by a change in fenestration design, in NE2 by both a formal and a material change from brick to concrete, and NE3 varies in terms of the design of the balustrade, changing from brick spandrel to glass balustrade.



Figure 6.7 – View from North East