Concept Rendering of Hickson Road Pedestrian Cross

4.2.1 Hickson Road

The proposal seeks to improve the general accessibility and levels along Hickson Road to provide equitable access from The Rocks and George Street.

Kerb-widening is proposed along the Stores side of the road, with a new pedestrian crossing provided near Bay 6. This crossing is located in order to continue the through-site link through the Metcalfe building.

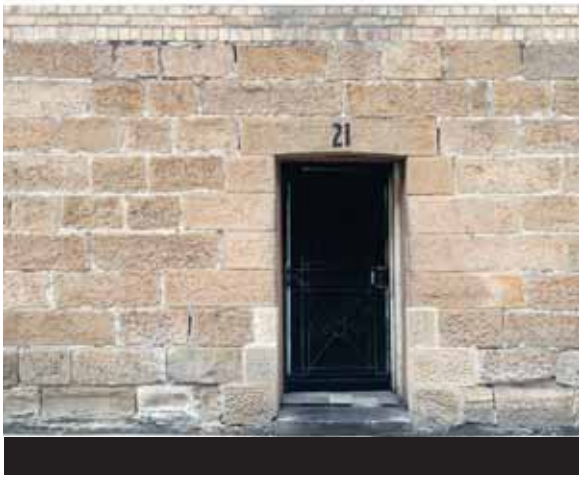
External cafe seating is proposed, and shown indicatively in the above image.

4.3

Design Components
Public Bays
Signage

Design Model descriving portal element

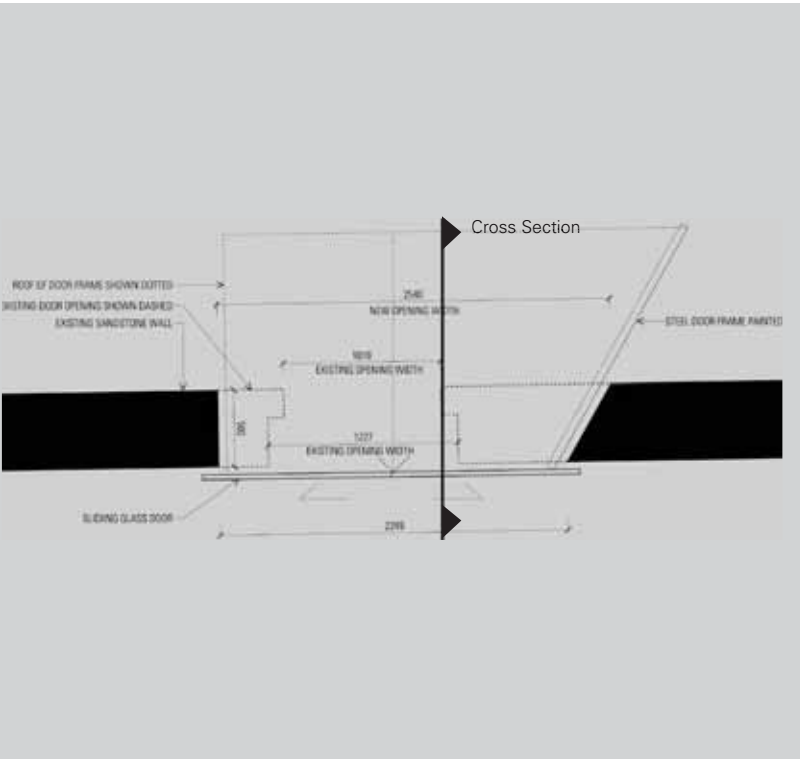
Design Model descriving portal element



Existing, modified Door opening

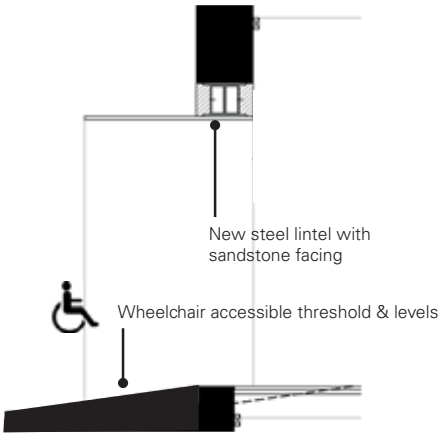
Proposed Door opening

Detailed Plan of proposal (NTS)



Detailed Sketch Plan describing new opening

CONCEPT IMAGE of Night-time entrance experience, activating the streetscape



Cross Section (NTS)

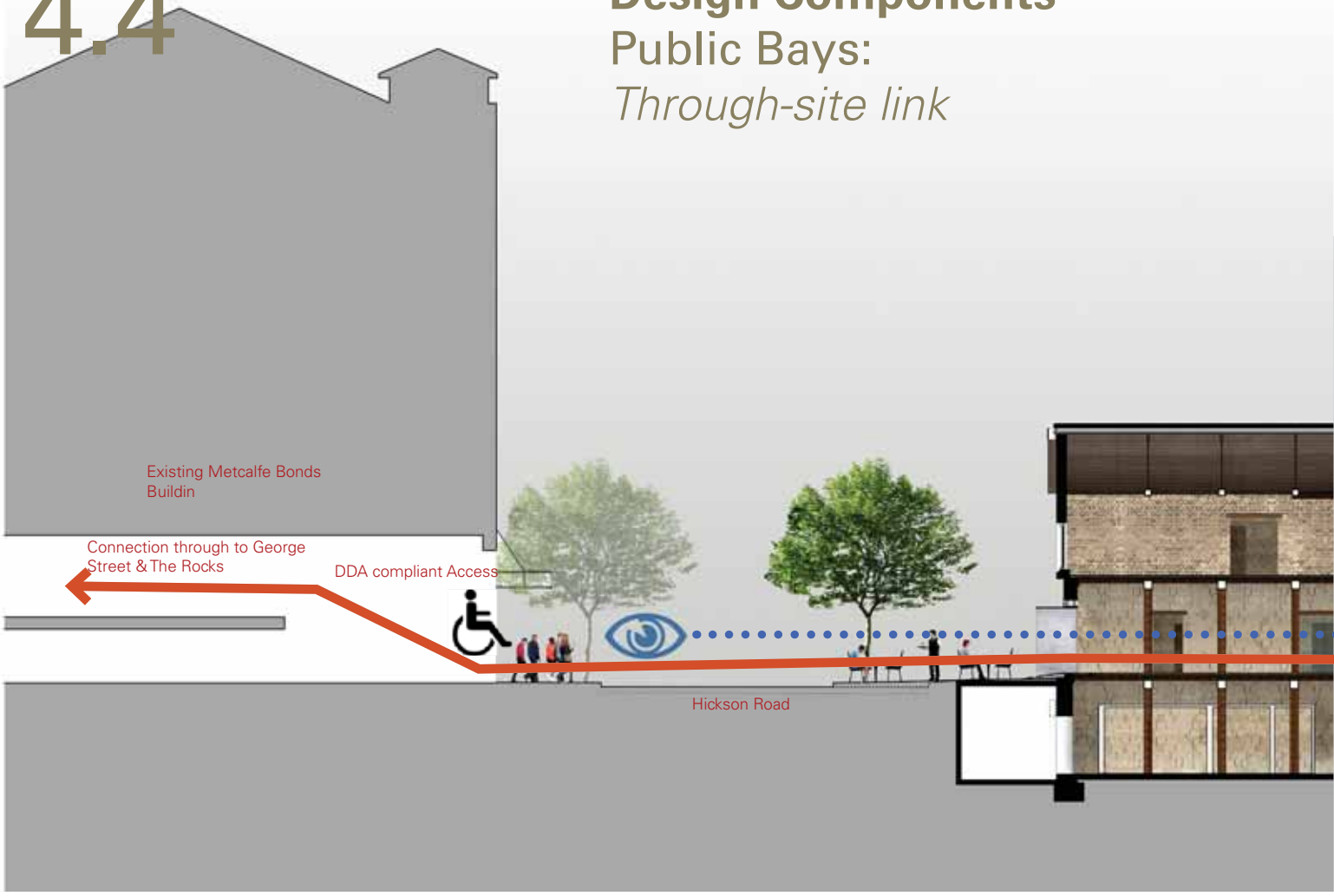
4.3.1 Entrance Portals & Signage

The building and restaurant brand signage will be integrated with the architecture of the entrance portals and sensitively designed to meet the heritage objectives of the project, and relevant guidlines:

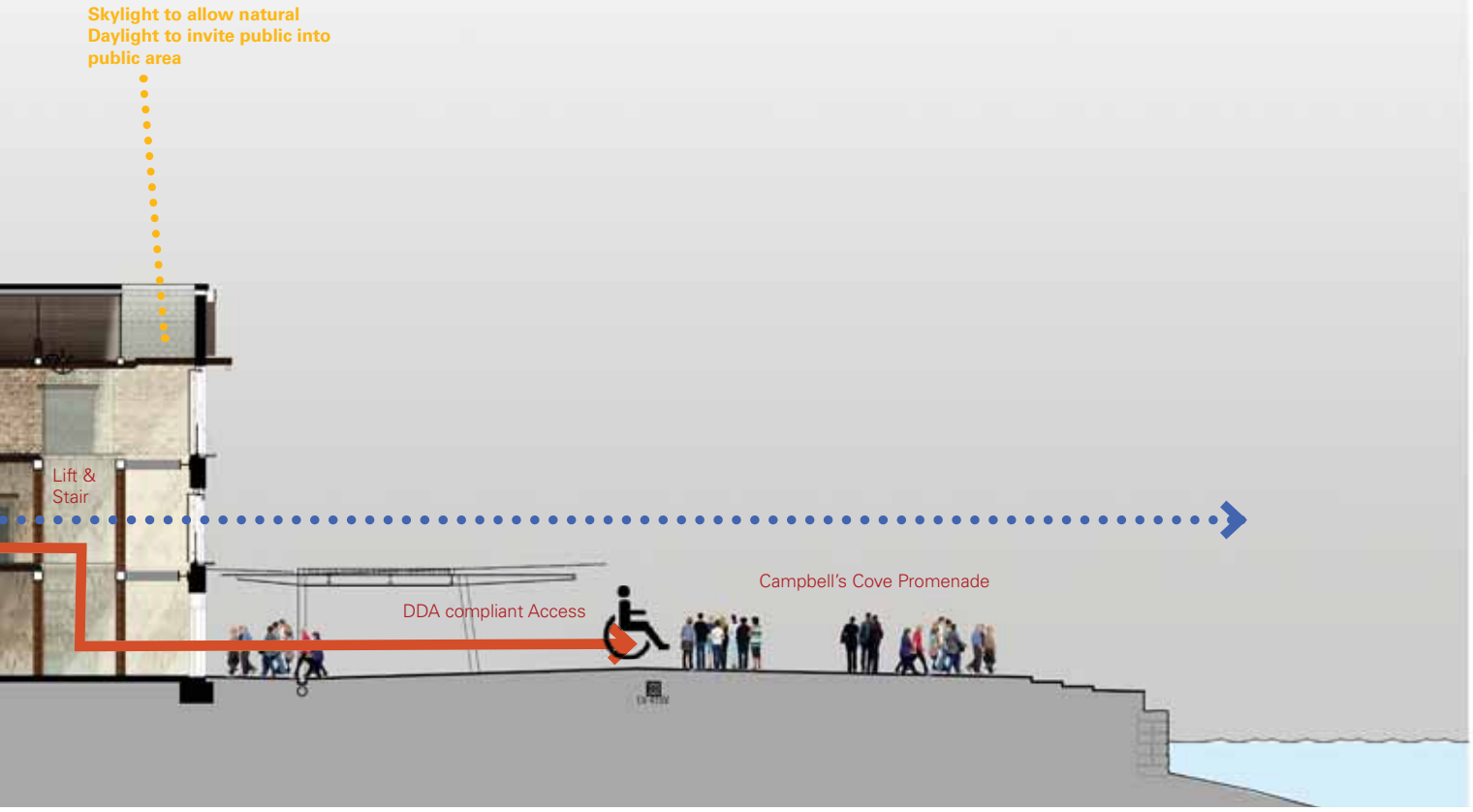
_Comply with the SHFA *Rocks Signage Policy guidelines (2013)* and
_CoS *Signage and Advertising Structures DCP 2005*

These elements will be considered further in the detailed design stage with the Heritage Advisors, guided by the Conservation management plan.

4.4 Design Components
Public Bays:
Through-site link



CROSS SECTION: Through Site link Bay 6



CONCEPT IMAGE: Through site link

4.4.1 Bay 6 Through-site link

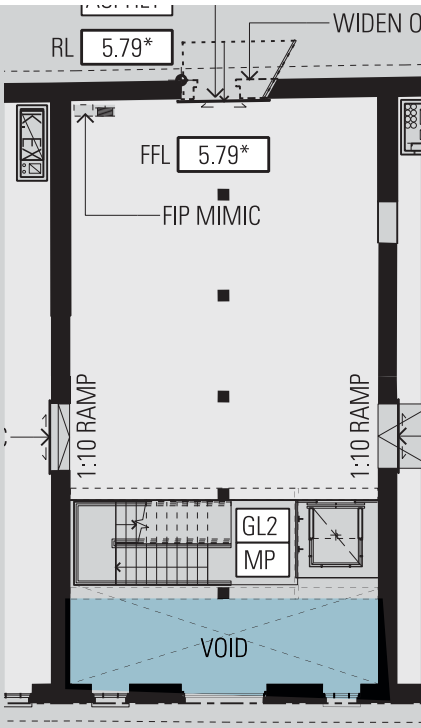
A through-site link is provided through the building at Bay 6. A new lift and stair are provided to enable vertical circulation and DDA compliant wheelchair access to the foreshore from Hickson Road for the first time.

Features of the link include a pedestrian connection from the adjacent Metcalfe building, a new, enlarged opening to the Bay 6 public internal area, a new skylight to draw light into the Bay to help invite the public through. Additional features will include night-lighting, viewing platforms and juliet balconies as indicated in the concept image (left).

For further detail refer: *Section 4.5 Hickson Road & 4.9 Vertical Transport.*

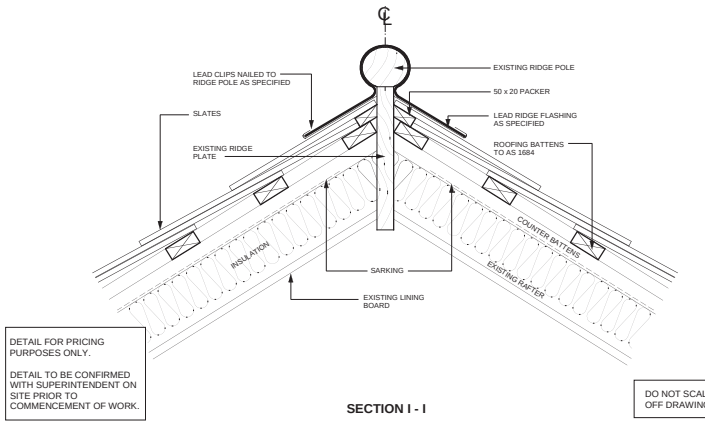
Design Components
Public Bays:
Through-site link Skylight

CONCEPT RENDERING View of Bay 6 Vertical Circulation



PLAN

CONCEPT DIAGRAM of skylight



CONSERVATION DETAIL of existing roof construction

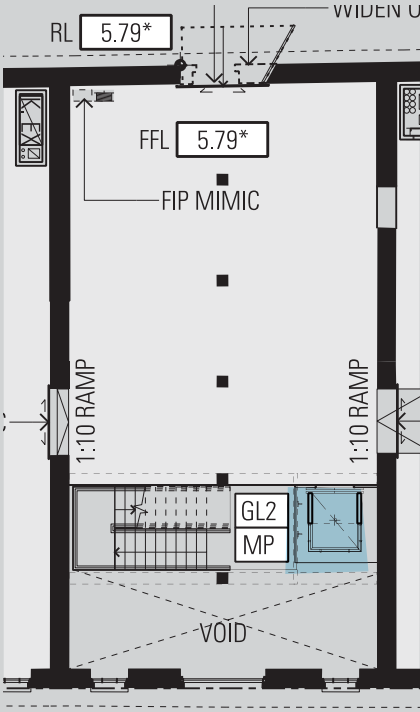
Bay 6 Skylight

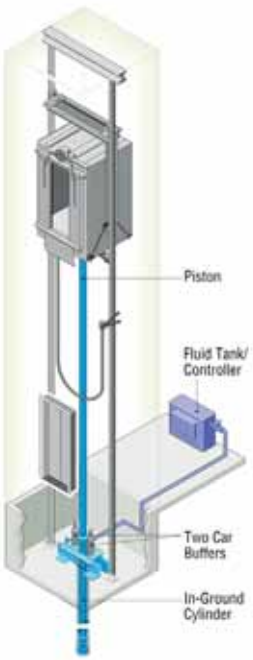
The Bay 6 skylight is a key feature to aid the heritage appreciation and understanding of the building by the public. The provision of natural daylight into the three-story through-site circulation void will assist to draw people through the space by providing a welcoming cue. In addition, it will allow visitors to appreciate the 'peeled back' layers of the building's historic construction technology.

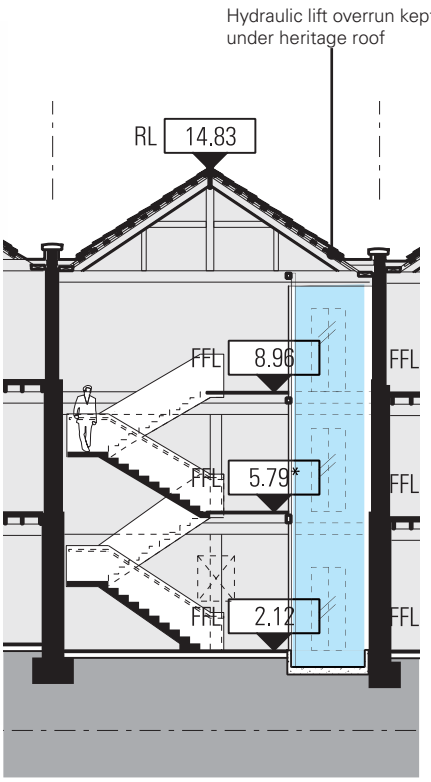
The existing roof slate will be replaced as part of the conservation works. In order to make this contemporary intervention sympathetic to the slate roof, it is proposed that the skylight be made from glass shingles, the size of the original slate (500 x 300mm) and laid in an identical pattern - with appropriate weather sealing (refer attached diagrams for concept drawings). The drawing to the left is extracted from earlier conservation details, indicating the slate roof construction. It is envisaged that the detailed design of the skylight design will use a similar fixing system using the existing timber battens, and designed to be reversible in accordance with CMP practices. The glass will have a slightly texture surface in order to control reflectivity.

4.5

Design Components
Public Bays:
Vertical Transport







Glass Hydraulic lift shaft

Vertical Circulation

Internal lifting will be via Hydraulic lifts enclosed within glass lift shafts. The lifts will be utilised for goods transfer before and after hours, centrally managed by Tallawoladah.

Hydraulic lifts have been selected as the optimum solution in order to minimise overrun dimensions and thereby avoid penetrating the heritage roof. The lift shaft detailing is envisaged as minimal - stripped back to it's bare components in order to make it as transparent and non-obtrusive as possible in the space.

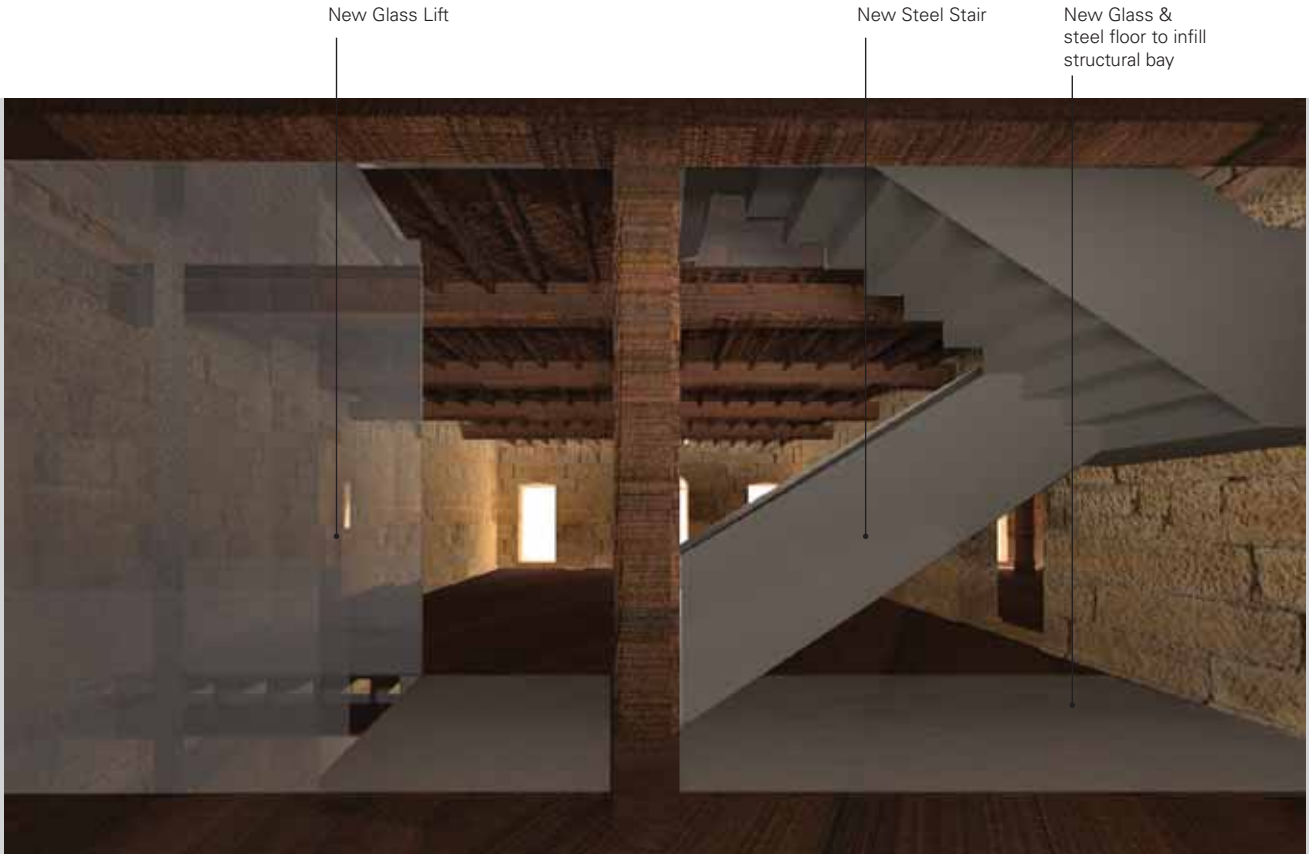
The Bay 12 glass lift is proposed as an MRL traction lift as it does not form part of the heritage fabric. This lift will be housed in a glass lift shaft.

4.6

Bay 9 Section showing lift & stair location

Concept Precedents for contemporary steel stairs and insertions in heritage fabric.

Design Components
Public Bays:
Stairs



Concept Sketch of Bay 3 & 9 circulation bay

Precedent example of glass floor: 50 Martin Place Macquarie Bank

Stairs

New stairs are located in Bays 3, 6 & 9 to provide vertical connection to upstairs restaurants. The stairs are co-located with the new lifts and 'slotted' into a cut-out within the existing structural bay.

Due to this heritage constraint, the stairs width is between 800-900mm wide to fit within the existing structural bays. The width has been assessed as an alternative DDA solution, and fire-engineered for egress.

The stairs will be detailed and designed as contemporary insertions - a contrast to the existing heritage fabric. Materials are predominantly glass and steel, with direct and robust detailing.

For further detail refer: *Section 4.2 Hickson Road & 4.5 Vertical Transport.*

4.7

Design Components
Public Bays:
Amenities

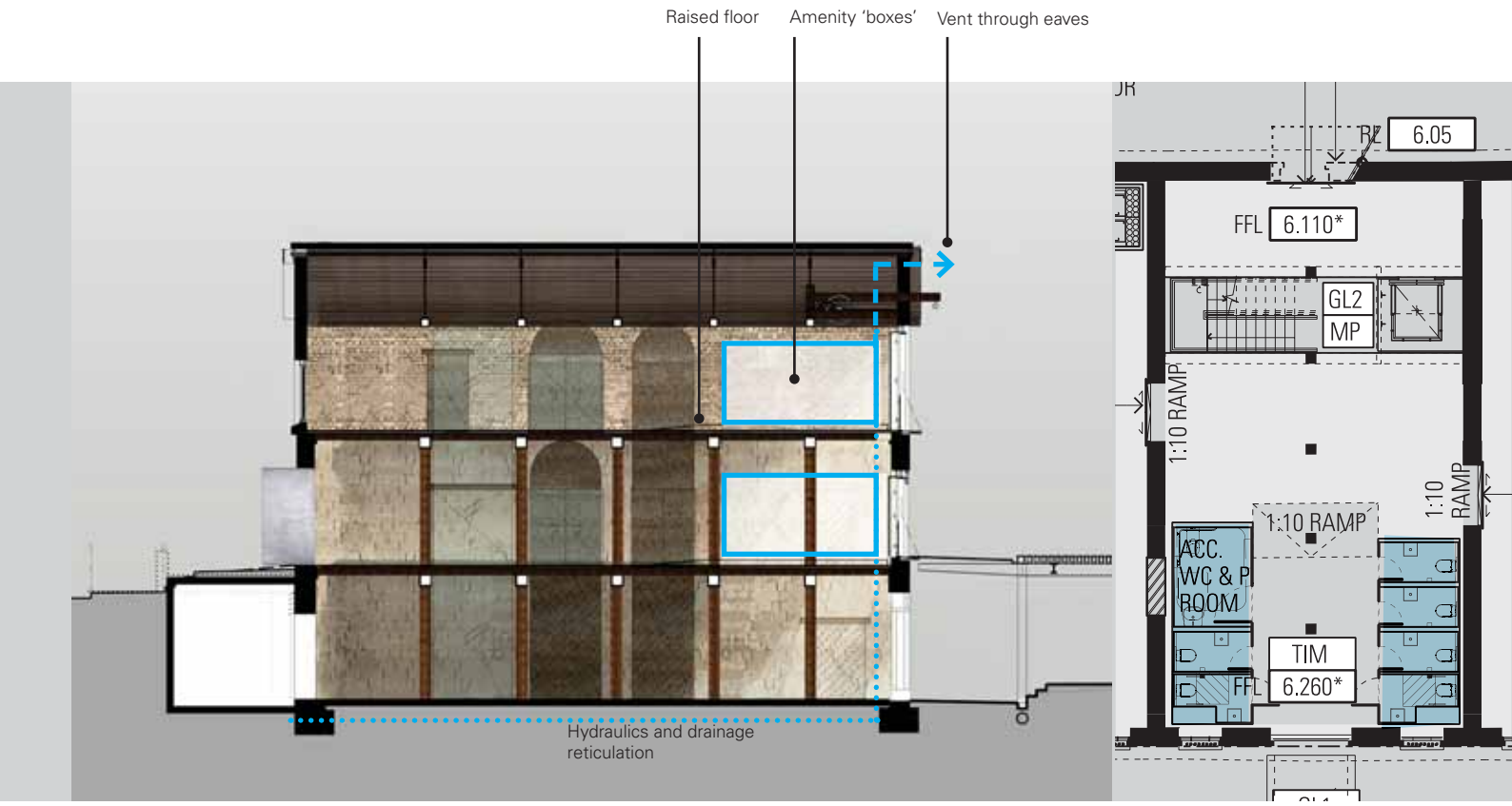


Figure 4.7.1 Typical Bay 3 & 9 location of amenities as 'pods' within the space.

Precedent Image: Example of glass walls to heritage fabric, uplit and with contemporary sanitary fixtures

CONCEPT SKETCH RENDERING: The 'boxes' will be of frameless and frosted glass construction, sitting free of the existing heritage structure.

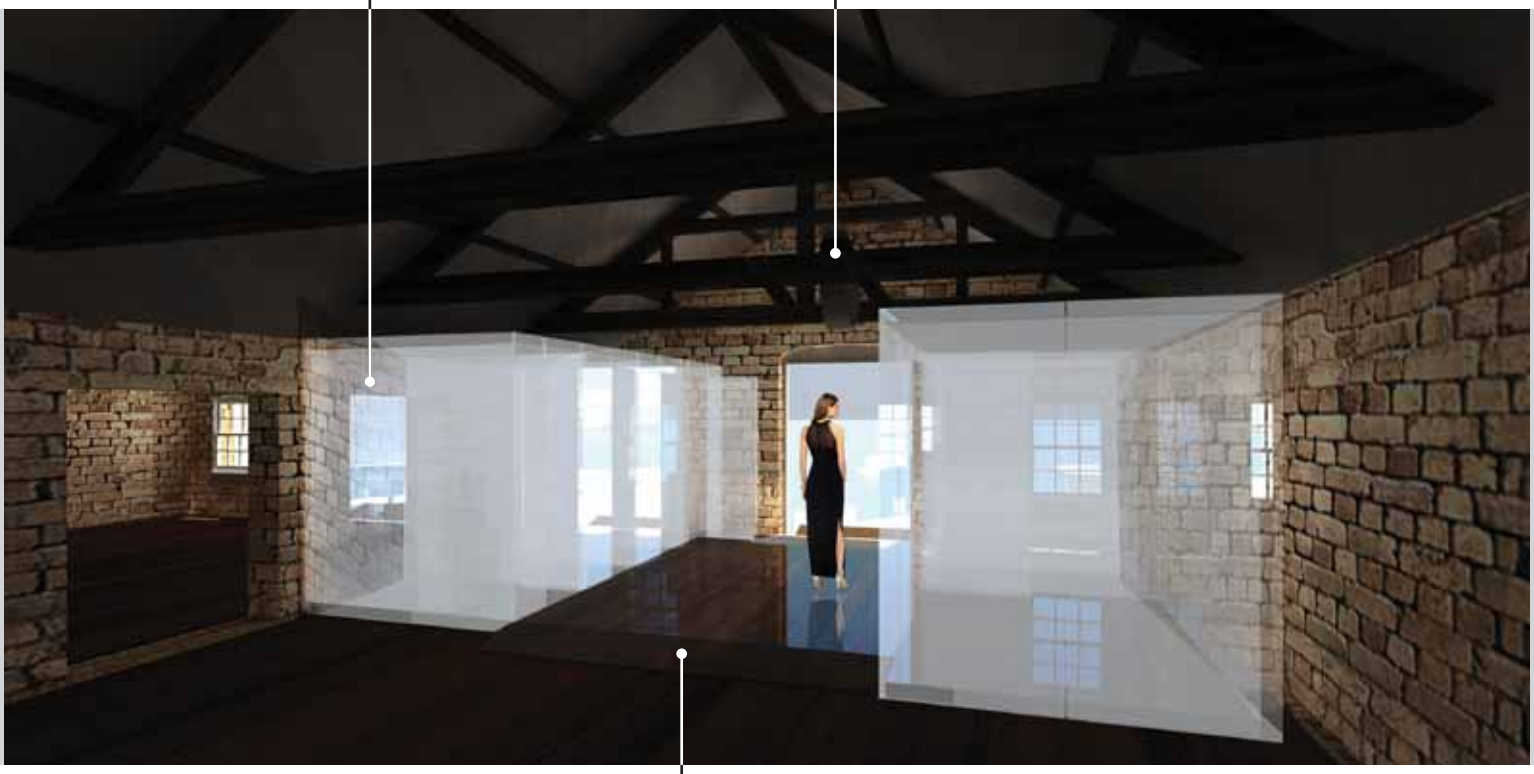


Figure 4.7.2 CONCEPT RENDERING Typical Bay 3 & 9 location of amenities as 'pods' within the space.

CONCEPT SKETCH RENDERING: Servicing for the toilets will be via a raised floor, and dado walls to take the cistern and equipment.

4.7.1 Amenities

The amenity blocks are located in the public bays 3, 6 & 9.

The blocks are expressed as inserted, contemporary 'boxes' in steel and glass, as a reference to the storage history of the building. They are located near the cargo loading openings on the eastern facade, and underneath the existing heritage lifting beam and pulleys as an architectural interpretive element.

The toilet cubicles will be designed to be high-quality elements, set off the existing walls consistent with the CMP. Interpretive architectural elements will be introduced such as clear glass back-walls and uplighting of the heritage walls.

Servicing and reticulation will be via a raised floor, in a matching timber finish.

4.8 Design Components
Tenancy Spaces

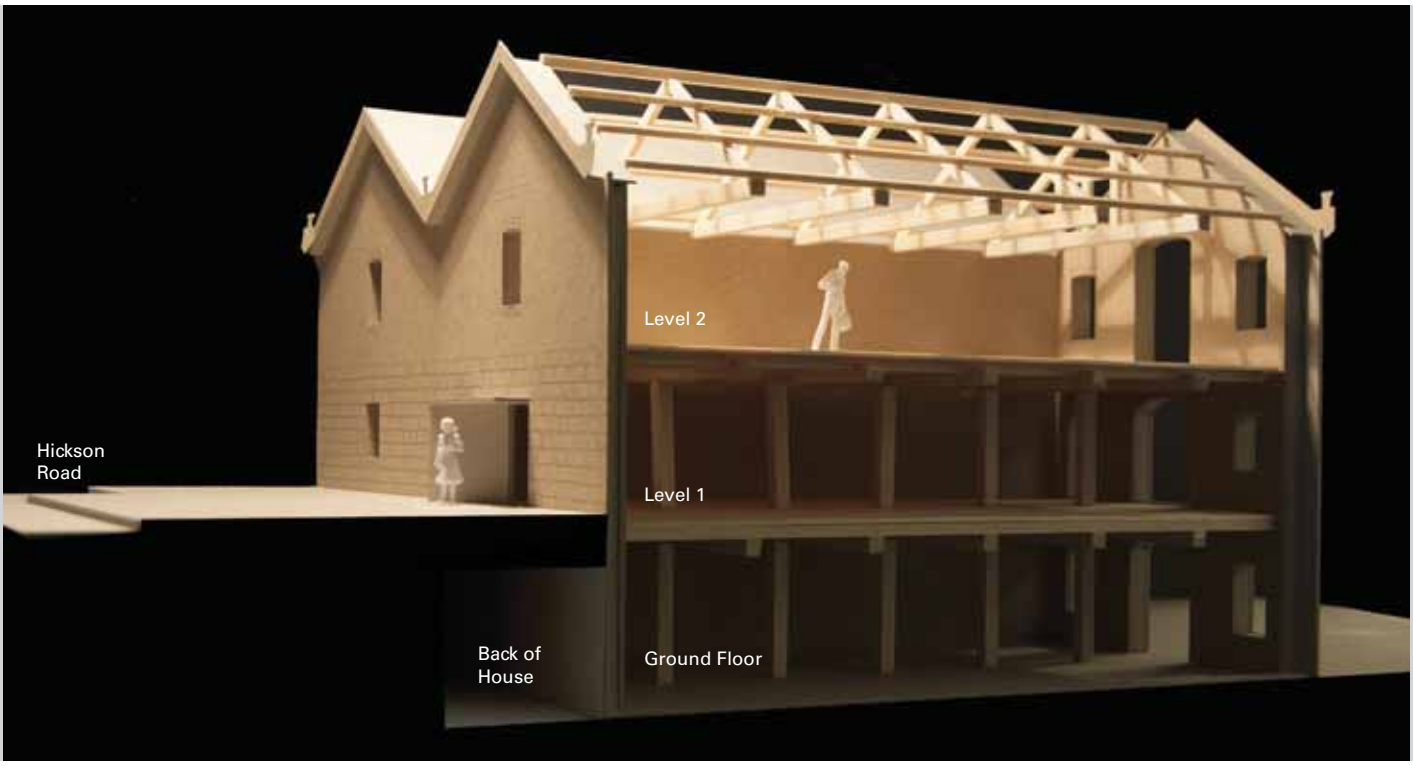


Figure 4.8.1 Cross-sectional model showing the 'stripped back' building

Figure 4.8.2 Precedents of local sydney places with similar fitout approach including: Sake restauran (The Rocks), The Argyle (The Rocks), Mr Wongs (CBD)

Figure 4.8.3 Precedents describing the design intent to treat new openings and closures of existing openings

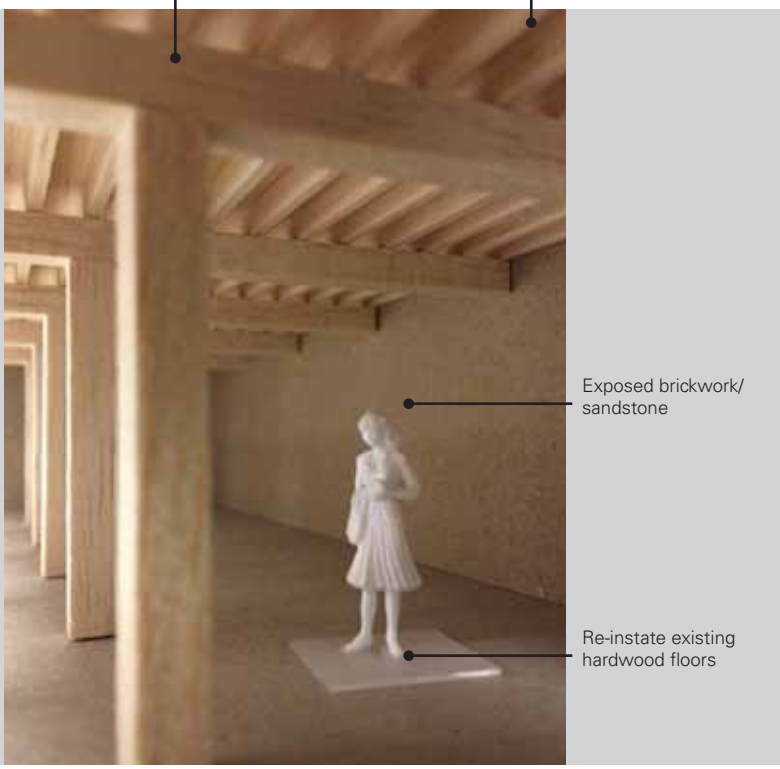


Figure 4.8.4 Interior model photograph showing 'stripped back' tenancy space with heritage structure, soffits, floor and wall revealed

4.8.1 Tenancy Spaces

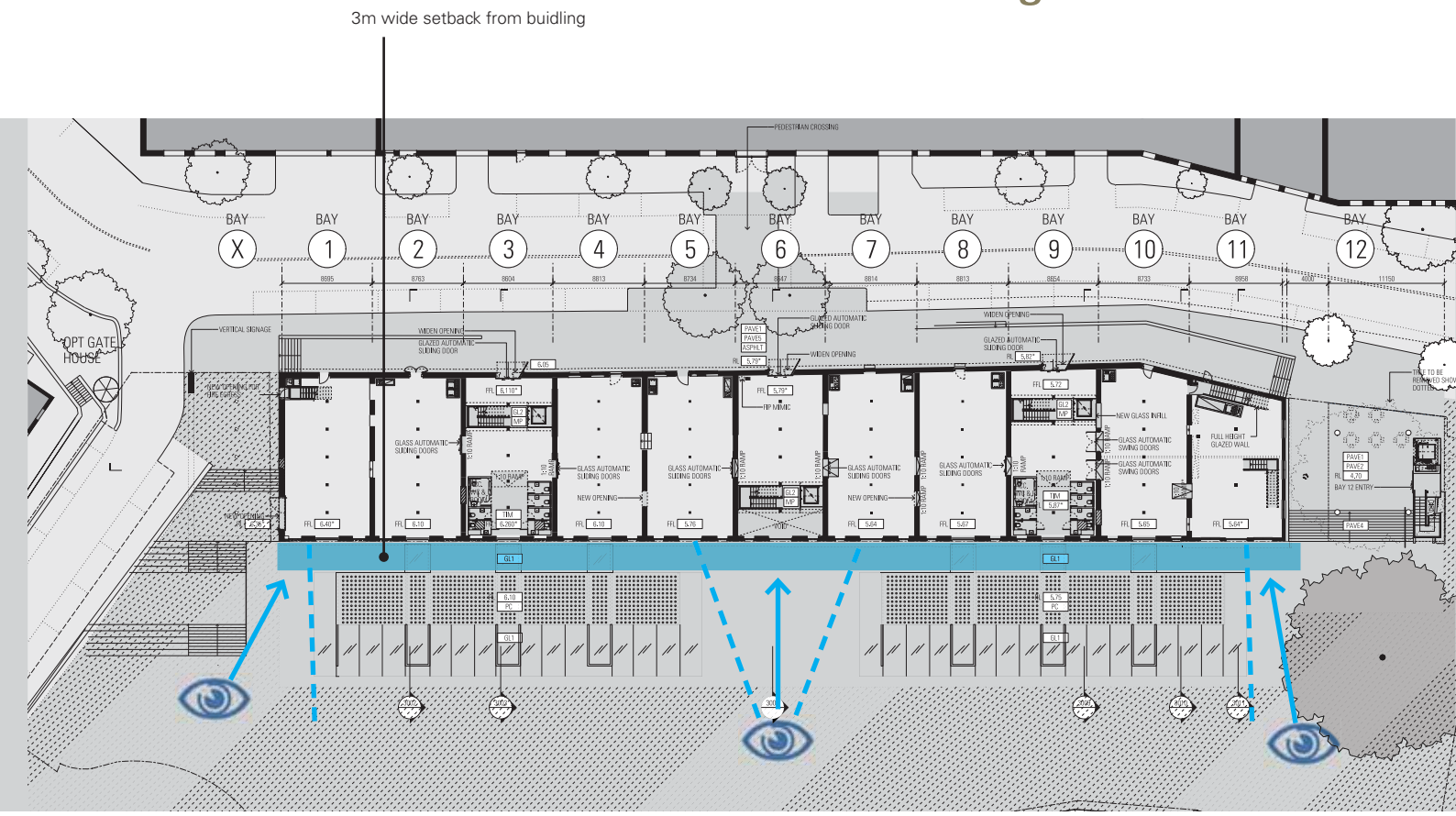
The existing tenancy spaces will be stripped back to the bare heritage fabric to enable ongoing conservation and appreciation of the building, consistent with the CMP. Future fitouts will be inspired by examples such as 'Mr Wongs', 'The Argyle' and 'Sake' - working with the existing heritage fabric as a design feature. All new elements will be set off the existing walls.

Kitchens will have raised floors to allow flexible servicing, and minimal impact to the heritage floors. This will enable kitchen servicing to occur on a controlled basis within the tenancy space itself - and not through the below tenancy with potential for ad-hoc floor penetrations.

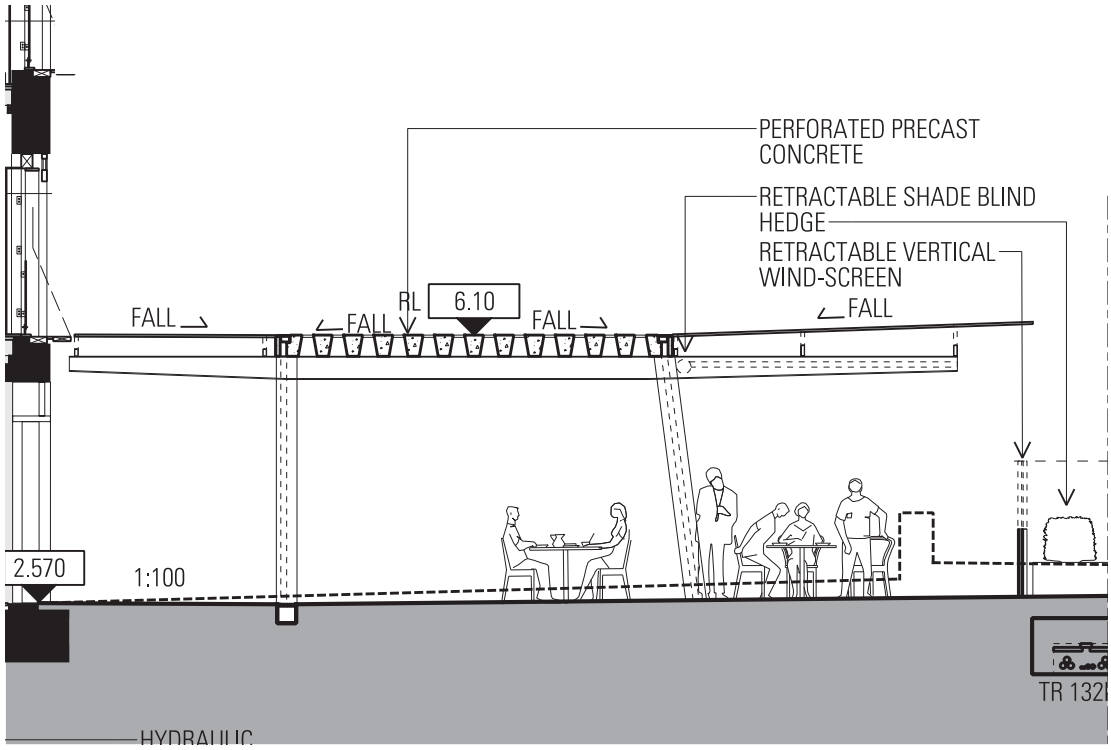
The timber floors will be retained and restored throughout to be used as the tenancy floor finish. The existing ground floor slabs will be removed in large part for conservation works to the walls and in-ground services. The Bay 10-11 concrete slabs will largely be retained, with new floor finishes over, sympathetic to the heritage building.

4.9

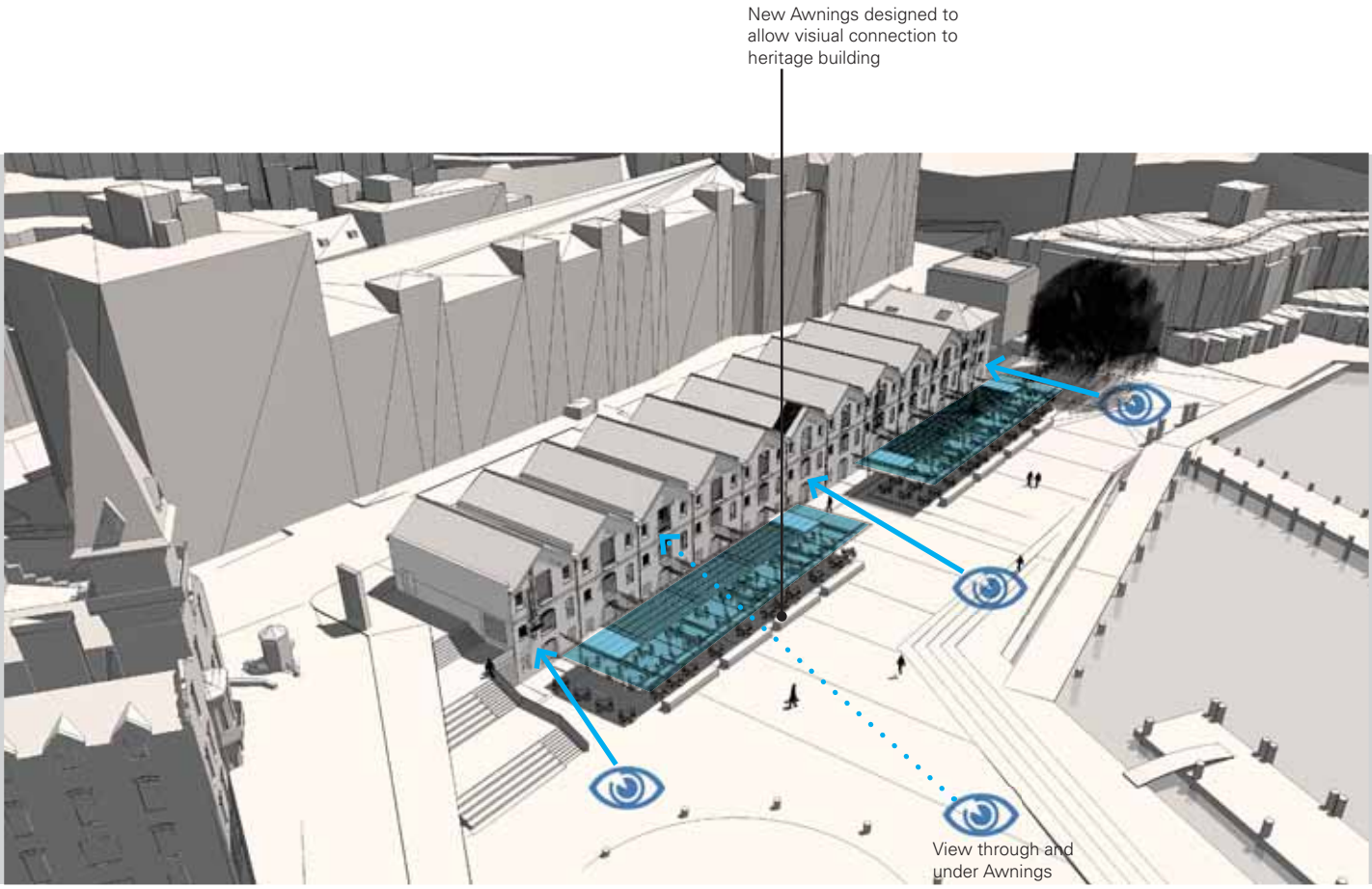
Design Components
Awnings & External Dining Area



SETBACKS IN PLAN PROVIDE VISUAL CONNECTION TO HERITAGE BUILDING



SECTOIN PROPORTIONS the width of the awning is less than the width of the building



Scale and Proportion

The scale of the Awnings is designed to be respectful to the bulk and scale of the existing building. In plan, they are setback 3m from the facade of the building, and from the north and south edge, with a wide opening to Bay 6 to allow good visual connection for the public to the building.

The scale and dimensions of the awnings are proportioned to be appropriately deferential to the size of the heritage building.

Awnings

The awnings and external dining areas are designed as 'Public rooms'. In contrast to the existing, temporary awnings, the new awnings are designed as contemporary, robust structures in steel, glass and precast concrete.

Structural portal frames match the rhythm of the Bay entrances - reinforcing the circulation patterns around the building.

The material selection is relevant to the precinct, drawing inspiration from the direct-detailing of the Sydney Harbour Bridge and maritime aesthetics to reinforce the identity of the place.

Horizontal, retractable blinds will be provided for sunny days, with a retractable, vertical glass screen to help protect against adverse winds at some times of the year. This retractable wind screen will be hidden behind a planter and hedge. The hedge is placed to delineate the dining area from the public promenade - but at a height to enable a visual connection between the spaces to help activate the promenade.

Outdoor Seating Area

New levels are proposed to the outdoor dining area to resolve the drainage and damp-proofing issues associated with stormwater.

Outdoor seating along the Promenade and Hickson Road will be designed to comply with, and form part of a separate fitout guide and application, consistent with the *SHFA 2007 Technical Manual For Commercial Outdoor Seating - The Rocks.* The design intent is for a consistent 'family' of furniture, with a palette of materials that allows some variation between tenancies.

Structural steel portal bays aligned to bay entrances

Perforated Precast, with glass oculus inserts for light transmission, durable weather protection, maintabilty and shade

CONCEPT IMAGE: sitting under awning

CONCEPT IMAGE

Excellent visual connection between promenade and public areas

Views to heritage facade

Retractable, horizontal blinds for sun protection

CONCEPT IMAGE

Fully-welded steel with MIO paint, or bronze clad. Detailing and finish to match contemporary glass/steel theme of new work.

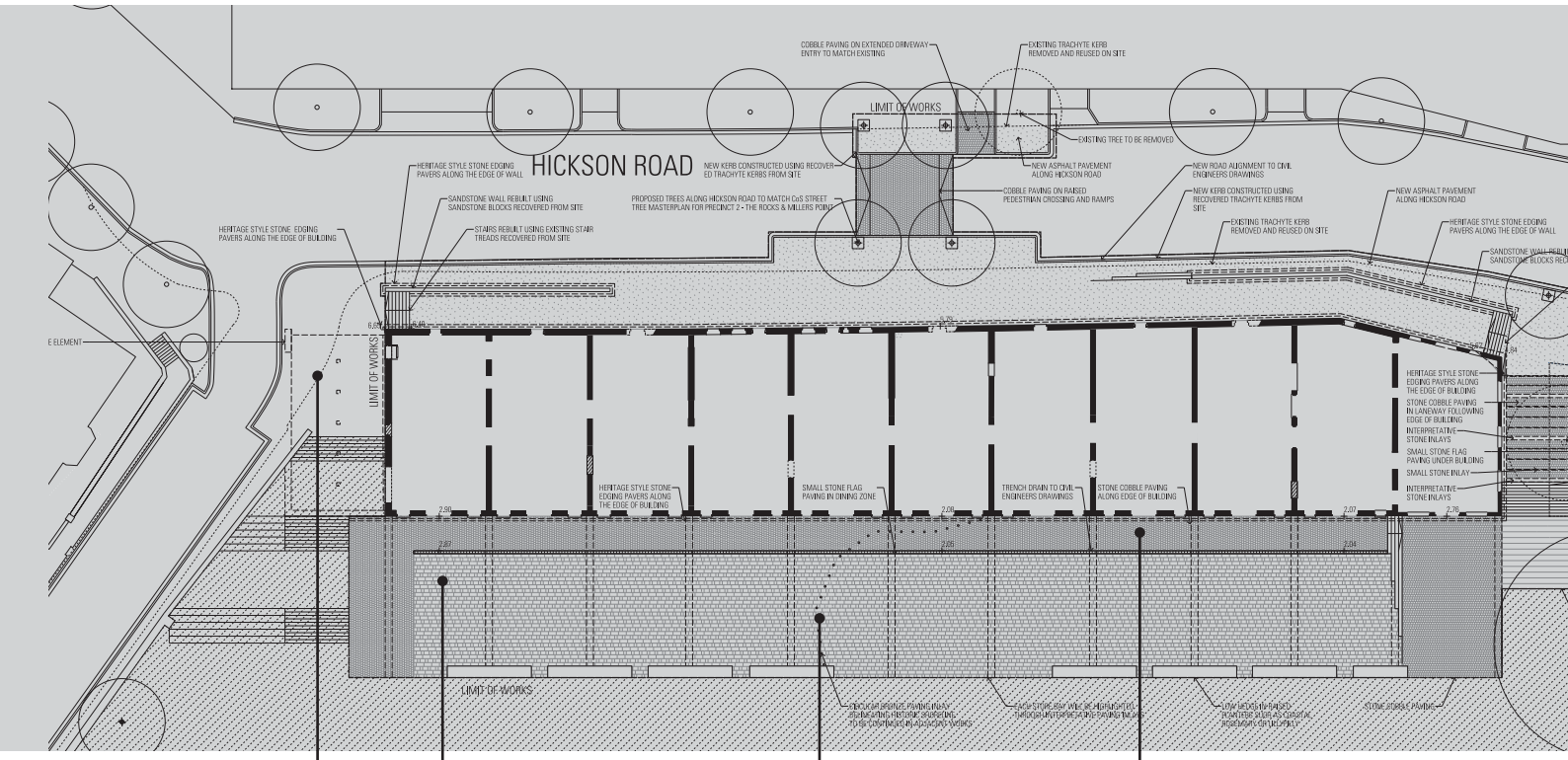
New, quality paving finishes with re-grading to improve drainage and accessibility

Retractable, vertical glass screens for wind protection

CONCEPT IMAGE: Menu board signage will be subject to detailed design. The design intent is to keep it within the same palette of contemporary materials used for the awnings, stairs and lifts.

4.10

Design Components
Landscape Plan

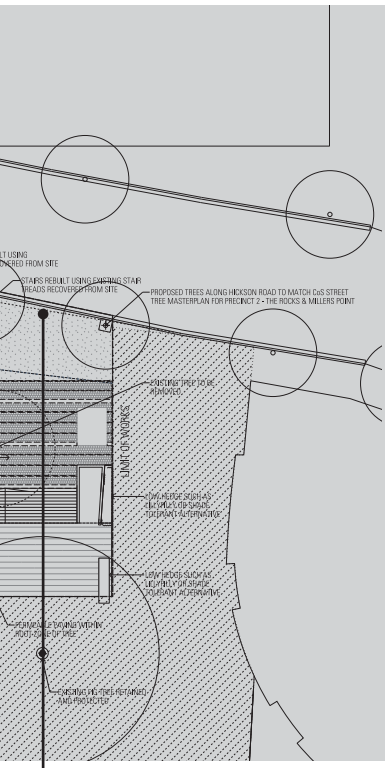


LANDSCAPE PLAN (NTS)

BAY X Stone and interpretive inlays outlining plan of original bay

PAVING FEATURE:
Brass inlays denoting original shoreline

HERITAGE BUILDING MARGIN & DINING AREA
Human-scale grain and texture of paving materials to relate to heritage building



HEDGES
Hedge plant such as Coastal Rosemary or Lillypilly used for visual interest and wind protection

HICKSON ROAD Re-use existing Trachyte kerbs

4.10.1 Public Domain Design & Landscape Approach

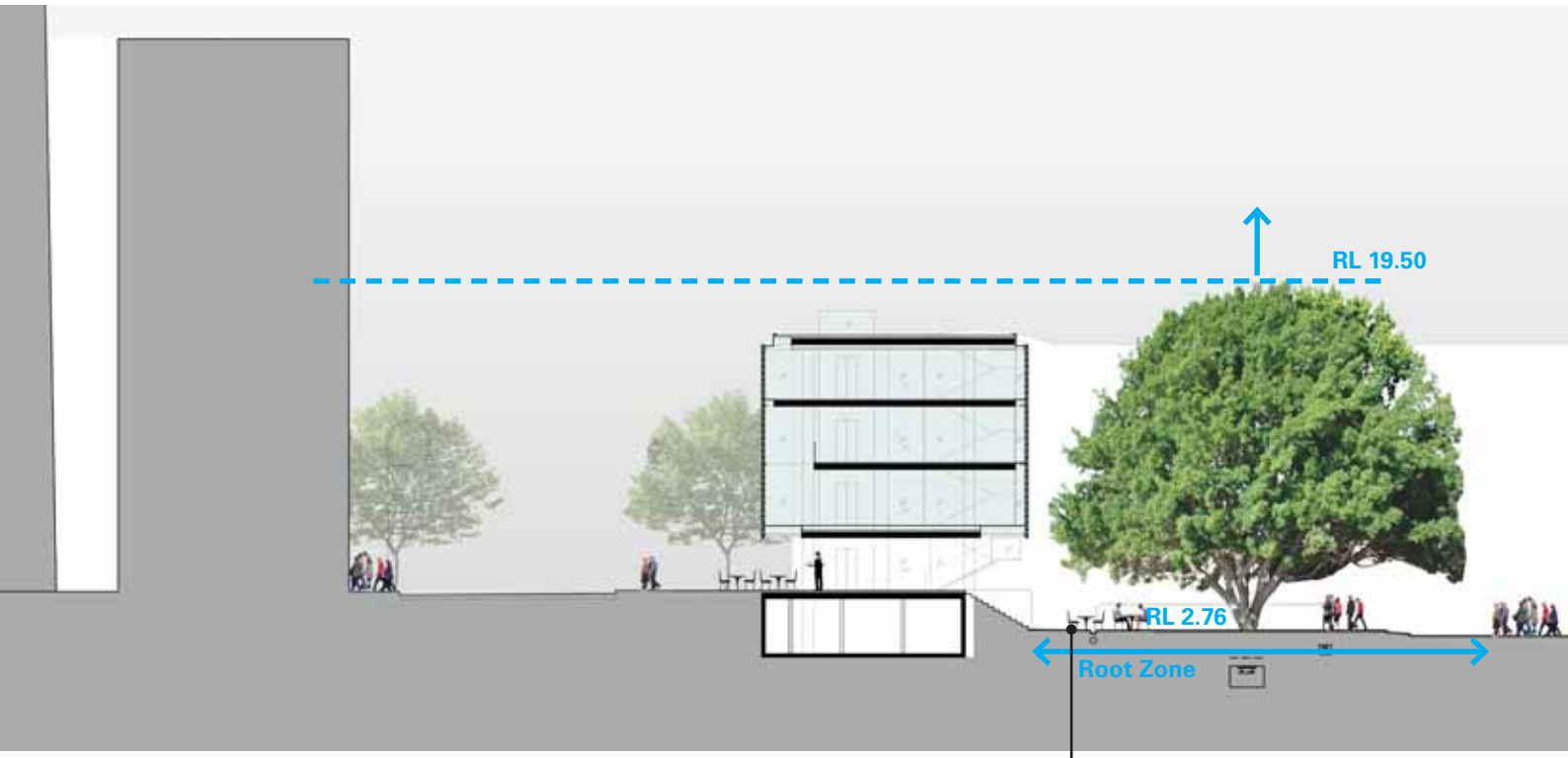
The Public domain and Landscape is designed to integrate with The Rocks precinct and West Circular Quay future works. Trees, lawn and hedging are used to soften the hard surfaces where appropriate and offer wind protection.

4.10.2 Materials

New materials will be sympathetic to The Rocks palette and heritage buildings. The materials are human-scale, fine grain, durable and are tactile. Different textures are used throughout the site to help integrate the building with the adjacent public domain. The overall appearance will be a high-quality outcome.

4.11

Design Components
Fig Tree



CROSS SECTION showing Root zone and top of tree RL

Permeable Paving to root zone

KEY FACTS:

- **Species:** *Ficus microcarpa var. hillii (Hills Fig)*
- **Heritage:** Listed in Conservation Management Plan
- **Age:** 30~50 years old
- **Lifespan:** long life expectancy, another 100 years or more.
- **Height:** Currently RL19.50, and growing.

4.11.1 Fig Tree

The existing Fig Tree is noted as of heritage significance under the Conservation Management Plan, having a high retention value as part of the heritage curtilage of the Building.

The tree is currently estimated to be 75% of it's potential species height. The tree can grow up to a maximum of 25m high, and will grow slowly due to its location and age. The base of the tree is currently surveyed at RL 2.76.

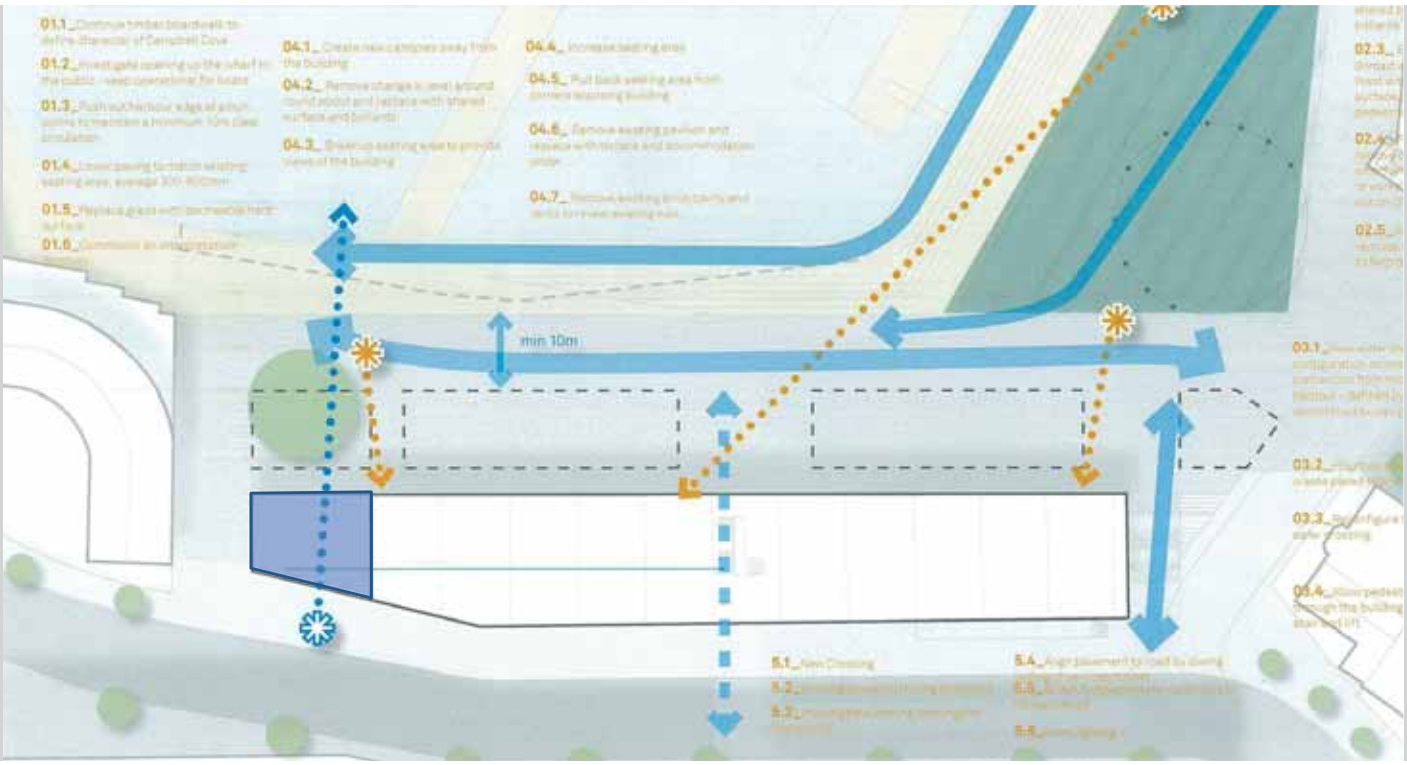
The paving and structures in the vicinity of the tree have been considered so as to not impact on the tree roots. The recommendations of the arborist have been accounted for in the design and will be reviewed on an ongoing basis throughout the project.

The tree is approximately 30-50 years old, and has another 100 years or more life expectancy. The tree is considered a major amenity and of great benefit for the public and heritage narrative of the site.

4.12

Design Components
Bay 12
Masterplan Principles

EXTRACT FROM JPW Concept Masterplan



EXTRACT FROM HASSELL Public Domain Study showing Bay 12 location highlighted in blue

KEY PRINCIPLES:

1. Improve permeability: accessibility between Hickson Road and Campbells Cove, with through-site links

2. Retain and enhance vistas to culturally significant buildings

3. New development to **complement and enhance the setting of existing buildings**

4. Provide places to sit, including public seating and outdoor dining areas

4.12.1 Bay 12 & Public Domain Study

The Hassell Public domain study proposed the incorporation of a new building at Bay 12 as urban infill, and to activate the street and precinct. The alignment and height of the new building to be developed within the planning process.

The principle of this, and other contemporary elements of the project is to provide a legible announcement, and visible evidence of the rebirth and revitalisation of this precinct as a key Sydney foreshore destination.

Key goals of the Bay 12 area include:
_regrading falls to improve accessibility,
_opening the vista towards harbour via elevating the new building
_developing informal seating opportunities under the fig tree.

Design Components
Bay 12
Conceptual Precedents

CONCEPTUAL APPROACH: Louvre Paris, IM Pei. A contemporary element is a counterpoint to the existing stone heritage buldings

MATERIALITY: The building is intended to be as transparent as possible in order to contrast the existing stores building. Glass blocks are proposed to address acoustic, thermal and visual issues such as the privacy of residents at No. 8 Hickson Road and the Park Park Hyatt.

CONCEPT PRECEDENT: Maisson de Verre, Paris, 1920's

KEY PRINCIPLES:

1. Modest, respectful, refined and well-mannered

2. Contemporary insertion to counterpoint heritage

3. Complimentary relationship to heritage

4. Punctuation mark as evidence of the revitatlisation, regeneration and adaptive re-use of the precinct

Design Objectives

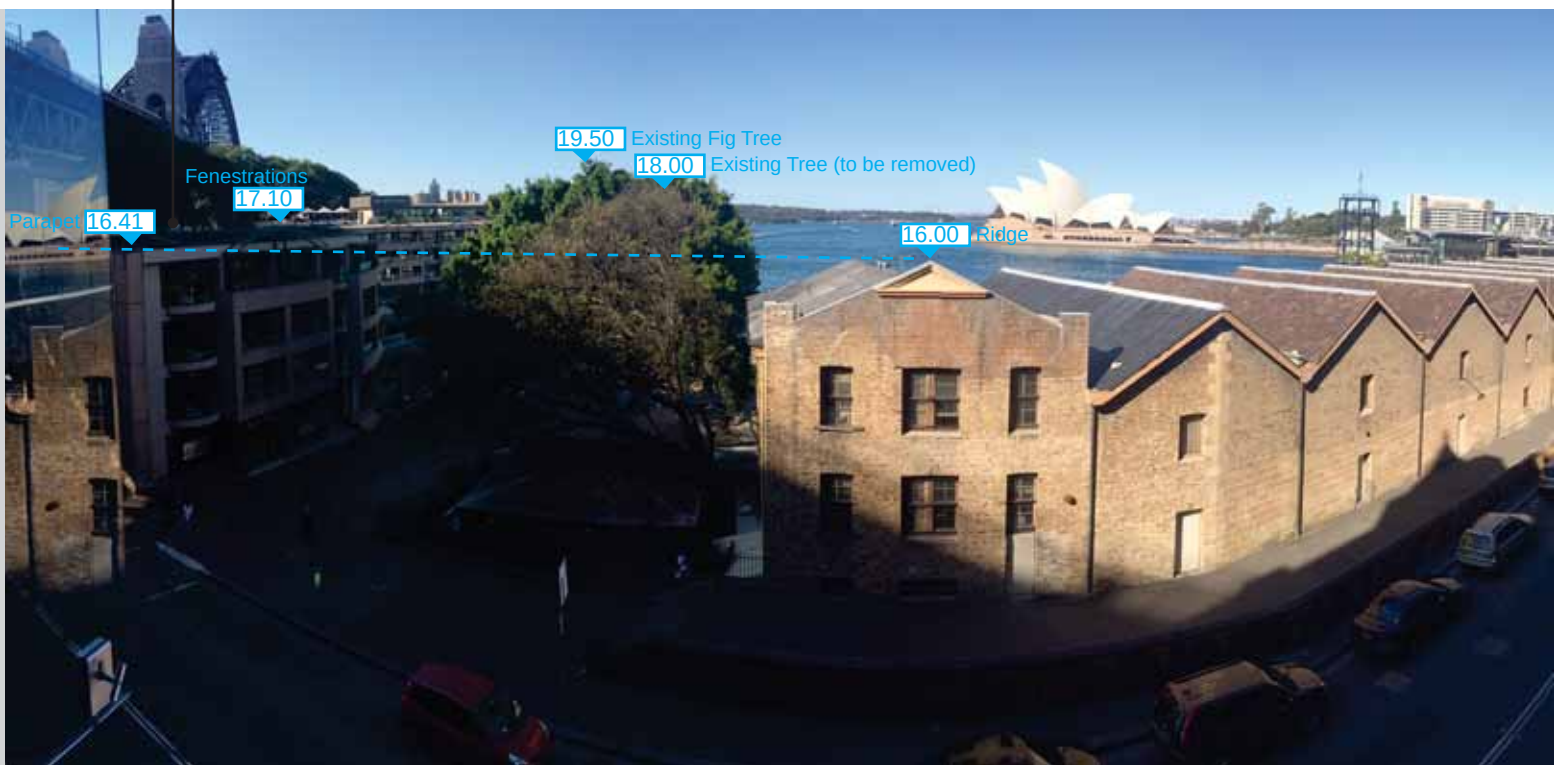
The conceptual basis for the new Bay 12 building is the design approach for the Louvre in Paris, with the new building being a clear, contemporary counterpoint to the original heritage.

Materiality

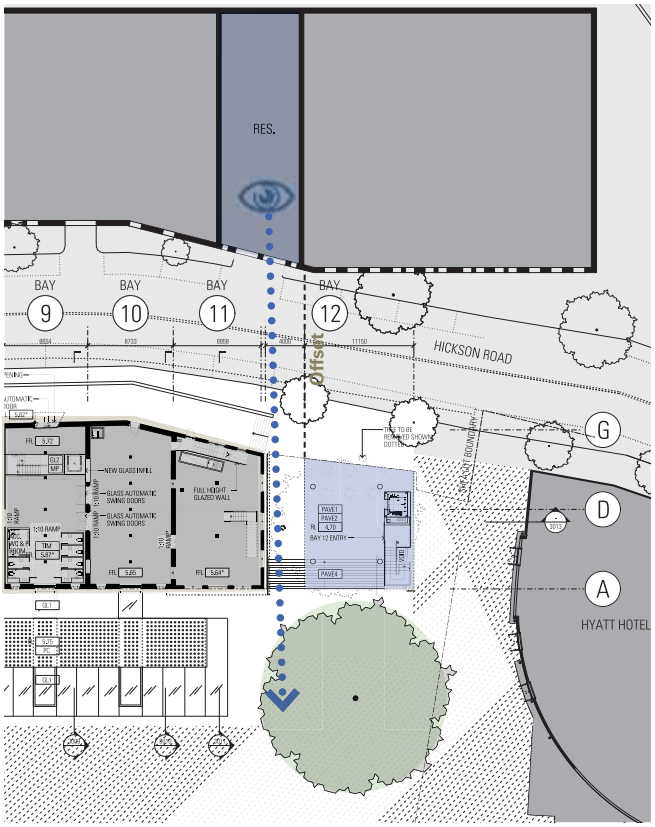
Maisson de Verre (Paris, 1920's) provides a conceptual precedent for the work in the use of glass blocks and the careful control of small, intimate spaces.

Glass Blocks are used for thermal and acoustic privacy as well as to control views to manage the privacy of neighbours. A range of clear, translucent and profiled blocks to break up the facade. The new building will be deferential to the existing heritage block and brick buildings but using a contemporary material.

Design Components
Bay 12
Views from adjacent Residences



VIEW FROM LEVEL 3 APARTMENT WINDOW Photograph taken courtesy of residents during stakeholder consultation process. Published with permission from Residents.



PLAN VIEW Showing alignment of residential block to Bay 12 site.
The new building is proposed to be offset 4m from the residential building alignment to provide a new view corridor

View amenity considerations

Views from Level 3 and 5 of the adjacent resdiential block were inspected during the stakeholder consultation process *(refer Urbis report for further detail).*

The apartments directly overlook Bay 11, with oblique views overlooking the Bay 12 site. Existing RL's of adjacent elements are noted on the above photos, with the highest being the Fig Tree at RL 19.50. It is suggested that any new structure should maintain a height below the existing Fig Tree (RL 19.50). The existing deciduous tree (RL 18.00) and Park Hyatt Fenestrations (17.10) are notable features, with the Park Hyatt parapet (RL 16.41) and Bay 11 (RL 16.00) being the adjacent street-side parapets.

On this basis, it is suggested that the new building respect the RL 16.41 of the Park Hyatt for the street facade, and be at or below the RL of the existing tree (RL 18.00). In doing so, the new building will also be concealed from view from the Sydney Opera House.

Design Components
Bay 12
Building Massing

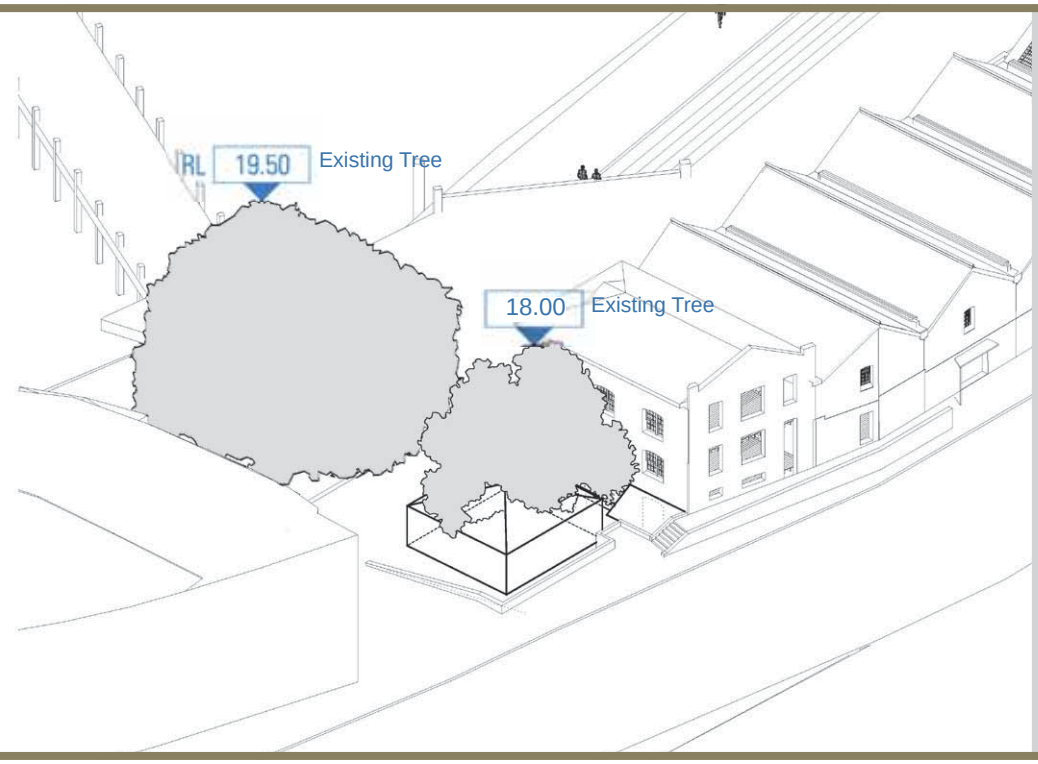


DIAGRAM: Existing Tree RL's

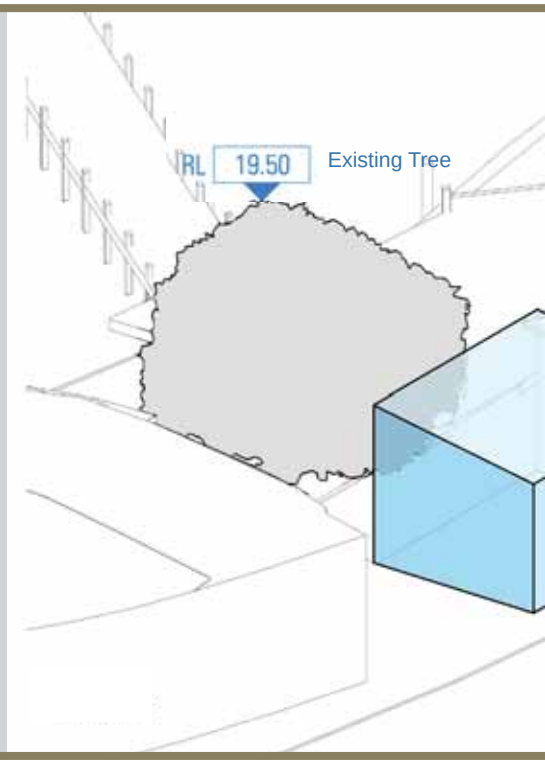


DIAGRAM: Proposed potential massing under HASSELL public domain study

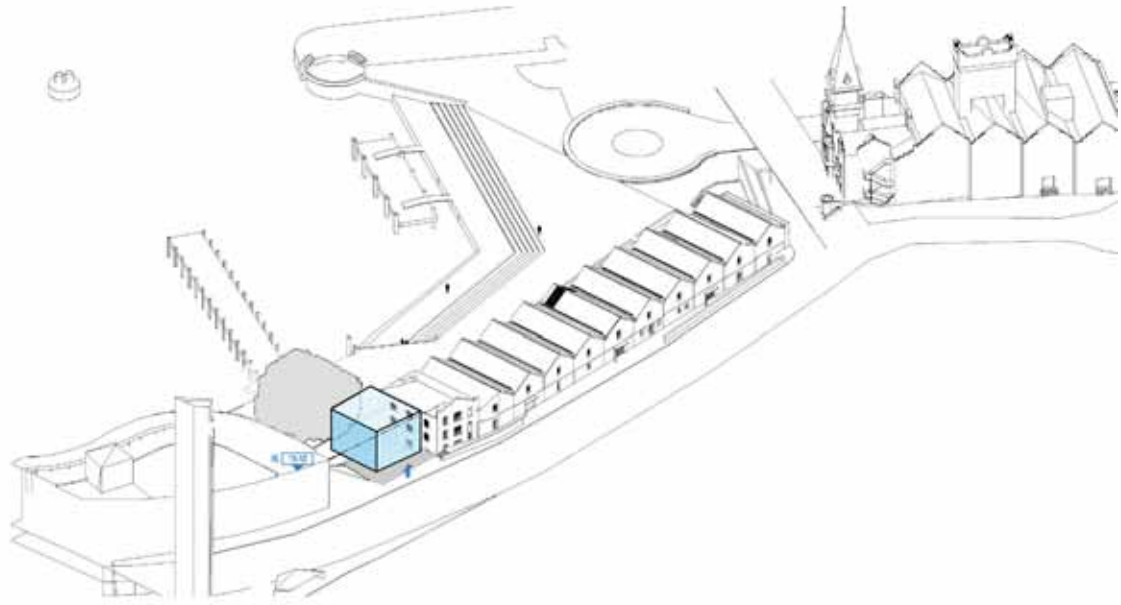


DIAGRAM: Proposed Massing in broader precinct context. The new building is an urban infill to complete the streetscape

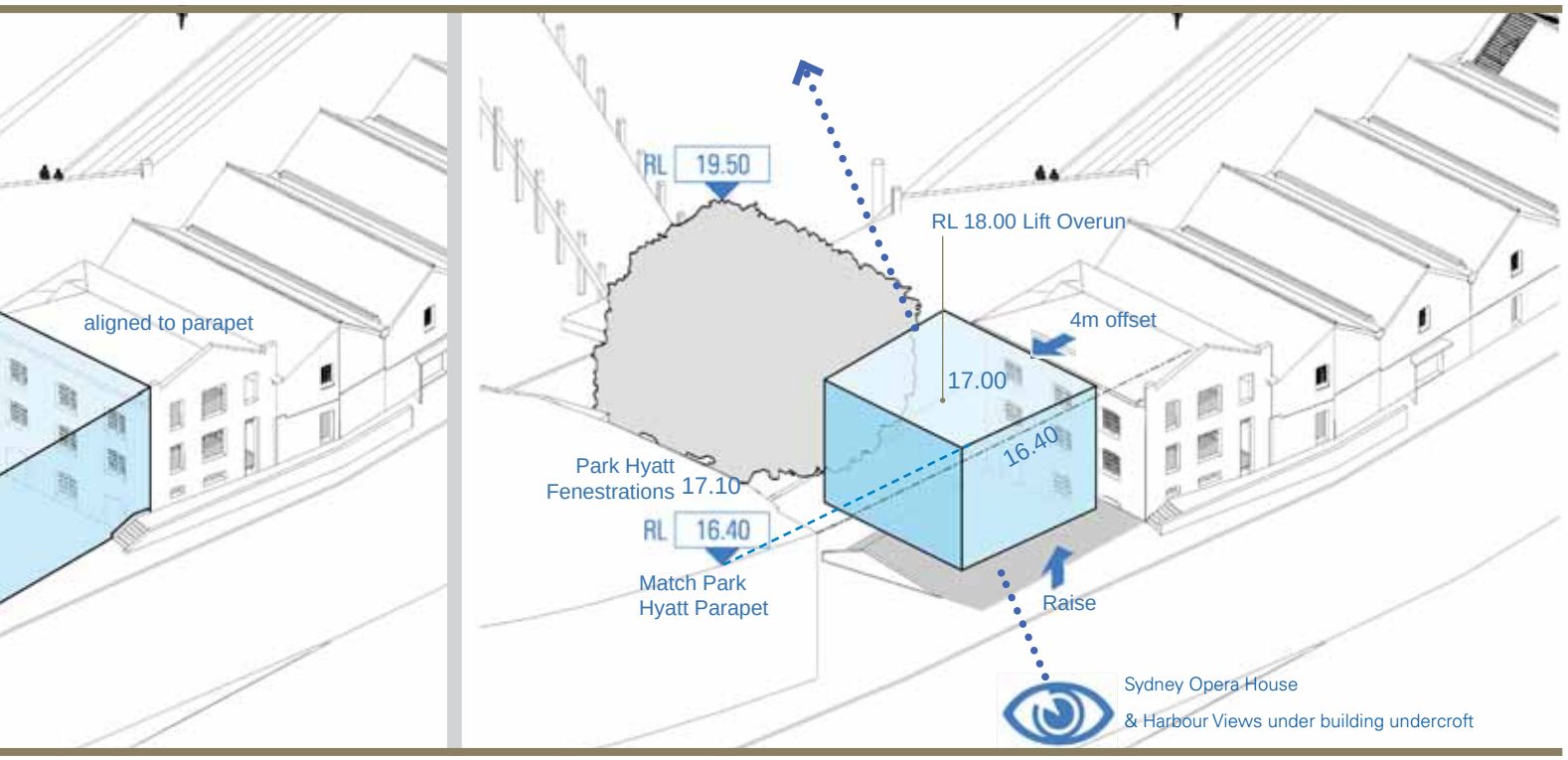


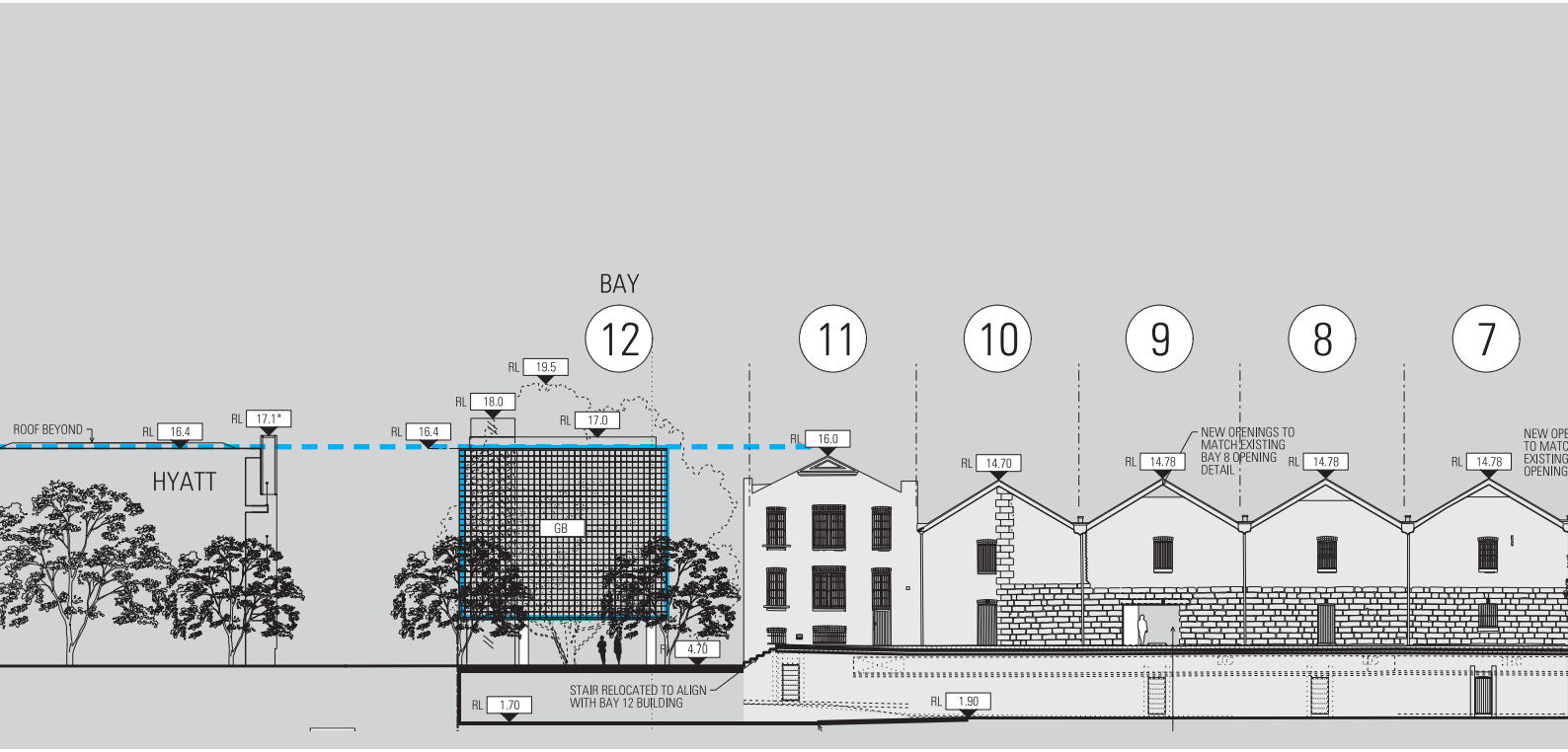
DIAGRAM: Proposed Massing

Proposed Massing

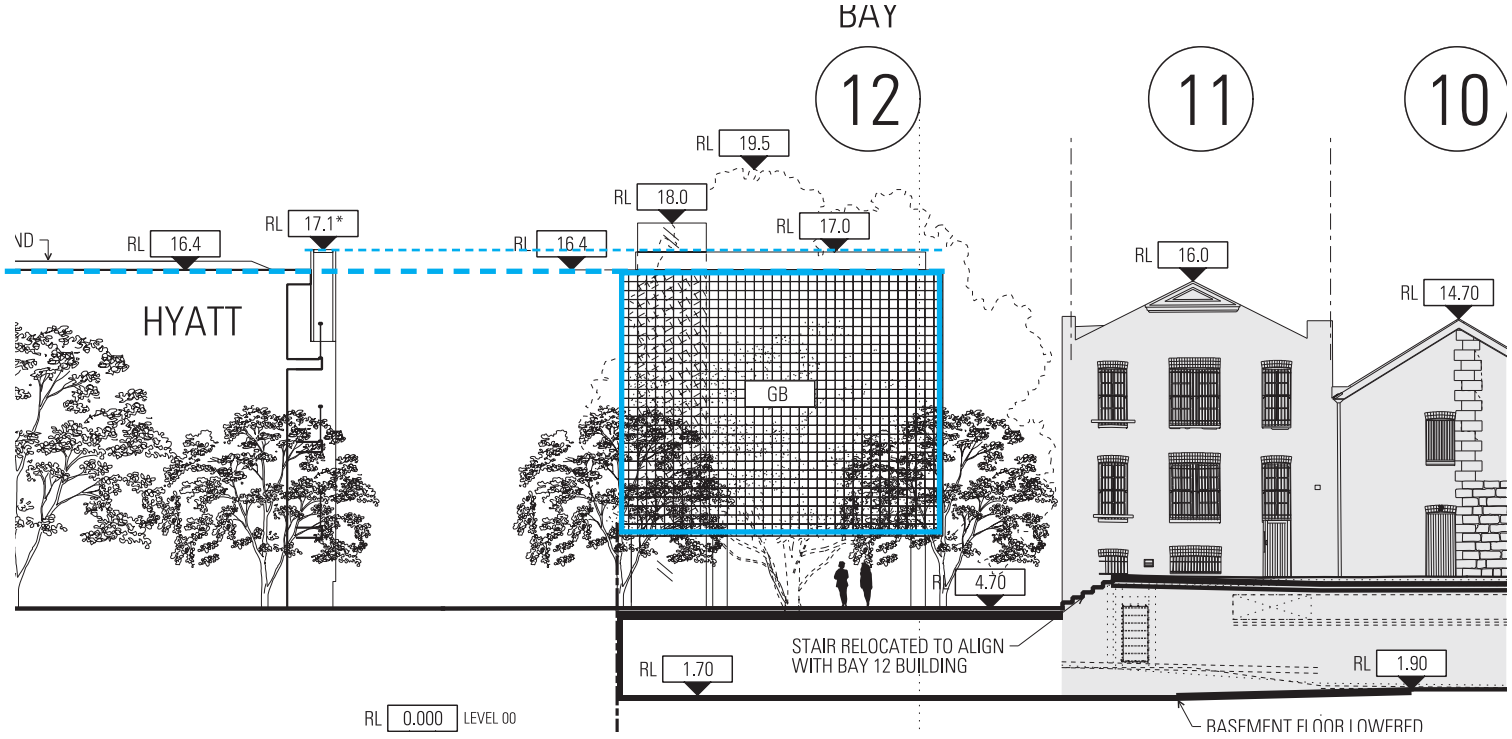
The new building is designed as an urban infill to complete the streetscape of Hickson Road and improving public domain outcomes at ground level.

The facade is proposed to align to the Park Hyatt parapet, with the top of roof matching the Park Hyatt fenestrations at RL 17.00. The lift overun will match the highest point of the existing tree, at RL 18.00. All of the building will be below the existing Fig tree at RL 19.50

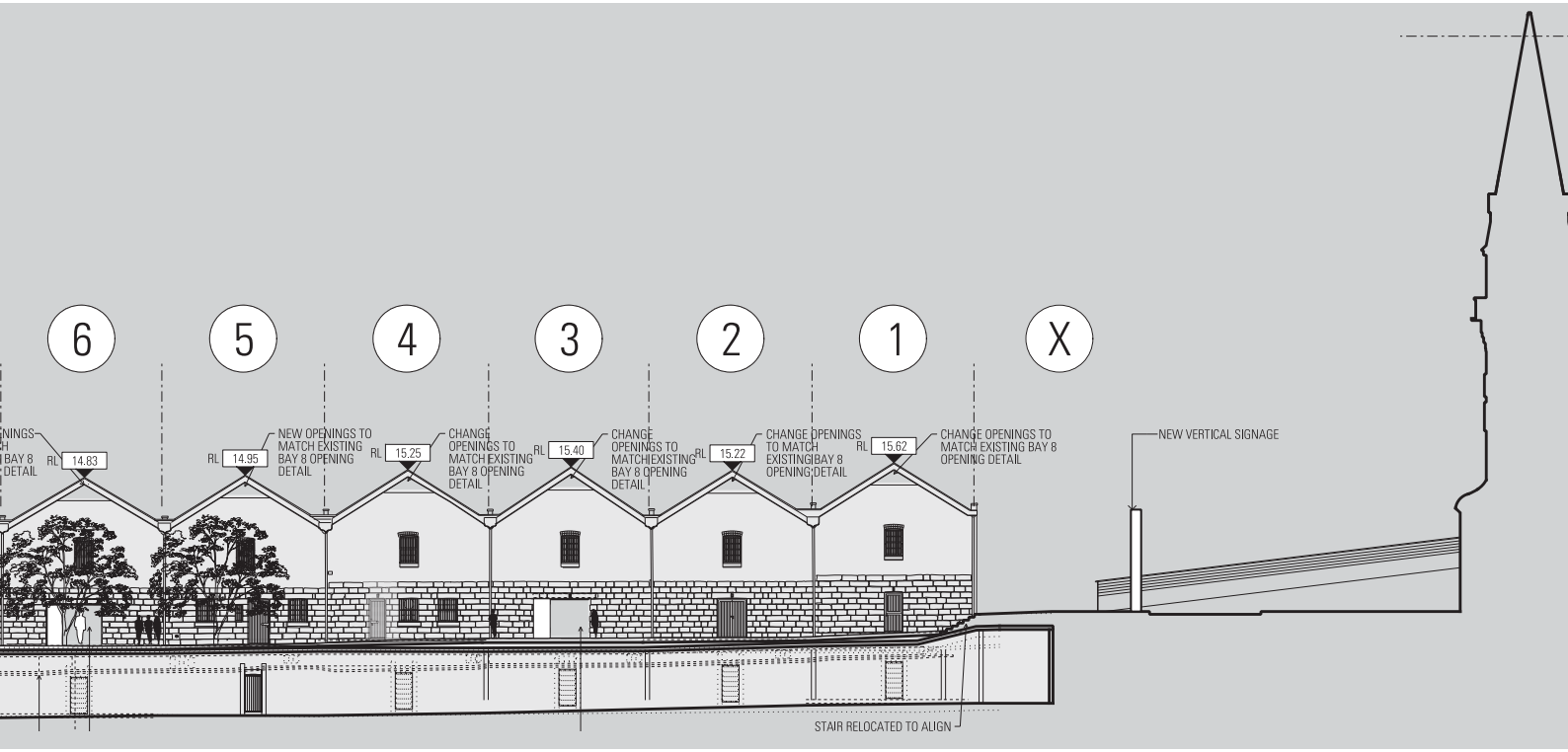
Design Components
Bay 12
Height



HICKSON ROAD ELEVATION (NTS)



HICKSON ROAD ELEVATION (NTS)



Scale and Proportions

The scale and proportions of the building are designed to be sympathetic and comparable to the existing store bays and continue and complete the rhythm of the streetscape.

With 100m2 floor plates over 3 floors, the building is designed to be a bespoke ‘gem’ in the location with an intimate, boutique quality.