



Cockle Bay Park Development Design Guidelines

Darling Park Trust and Darling Park Property Trust

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24th of September 2018 – Rev B

Project Name		Cockle Bay Park Development	
Project Code		DPCBMP	
Document Name		Architectural Design Report	
Revision	Date	Comment	Approved
A	12.09.18	Draft	JR
B	24.09.18	Final	JR

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Please note that all plans, diagrams images and graphics within this report and the supporting documentation are indicative only and have been included to communicate the intent of the amended Concept Proposal, including representative building shapes, forms, locations, layouts and relationships. It is proposed that these representations, together with acceptance of the building envelopes and massing and associated design principles, will then be used to inform the Design Excellence process to follow the Stage 1 SSD Determination.



View from Harbourside looking east to Cockle Bay Wharf.

Artist impression by Doug & Wolf (Indicative render - subject to design competition)

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1.0 Executive Summary

The Cockle Bay Park project is a unique opportunity to repair the damage to the city fabric created by the construction of the elevated Western Distributor motorway and reconnect the city to the harbour at a key strategic location through the creation of a significant new Public Space. This will reinvigorate the waterfront, reconnect Pyrmont Bridge and create a new contemporary workplace for Sydney's growing demands and the emerging western CBD.

The vision for Cockle Bay Park has both literally and figuratively been driven from the bottom up. Increasing public benefit has been the primary driver for design and precinct programming. Revitalising the southern end of Darling Harbour, the new urban and commercial precinct will seamlessly reconnect the city to the harbour, creating a new open and activated public domain - an exciting platform for Sydney's cultural celebrations.

This report provides a consolidated document with the final proposed urban, built form and public domain design guidelines for the Cockle Bay Stage 1 amended Concept Proposal, which will inform the Competitive Design Brief in the next stage.



Northern public open space and retail terraces.

Artist impression by Doug & Wolf (Indicative render, subject to design competition).

2.0 Introduction

This report provides a consolidated document of the proposed urban, built form and public domain design guidelines for the Cockle Bay Stage 1 amended Concept Proposal.

The guidelines are described as a series of design principles which have informed the amended Concept Proposal in the following categories;

- Urban Design Principles;
- Open Space Design Principles; and
- Built Form Design Principles.

This report consolidates and updates the design principles outlined in the Cockle Bay Stage 1 DA Architectural Design Report, Rev 1 dated 8th of November 2016, Architectural Design Report, Response to Submissions, Rev H dated 1st November 2017, and Architectural Design Report, Response to Submissions, Rev F dated 4th July 2018.

These principles form the overall objectives for the site that will inform the Competitive Design Brief.



View of the northern retail terraces, looking north east from the promenade.
Artist impression by Doug & Wolf (Indicative render - subject to design competition).

3.0 Urban Design Principles

- 3.1 Reconnect the city to the harbour;
- 3.2 Reconnect Pyrmont Bridge to Market Street;
- 3.3 Enhance the waterfront;
- 3.4 Contribute to the cultural experience of Darling Harbour;
- 3.5 Create a new publicly accessible open space on the waterfront;
- 3.6 The open space is to be significant in size and location;
- 3.7 Minimise impact on solar access to publicly accessible open spaces;
- 3.8 Preserve and enhance public vistas;
- 3.9 Enhance the Druitt Street connection;
- 3.10 Preserve the heritage value of Pyrmont Bridge;
- 3.11 Facilitate major public events;
- 3.12 Improve connectivity and wayfinding throughout the precinct;
- 3.13 Consider the future removal of the Western Distributor; and
- 3.14 Consider and balance private view sharing.

3.1 Reconnect the City to the Harbour

Reconnect the city to the harbour at this key location, repairing the urban fabric that is currently disrupted by the Western Distributor.

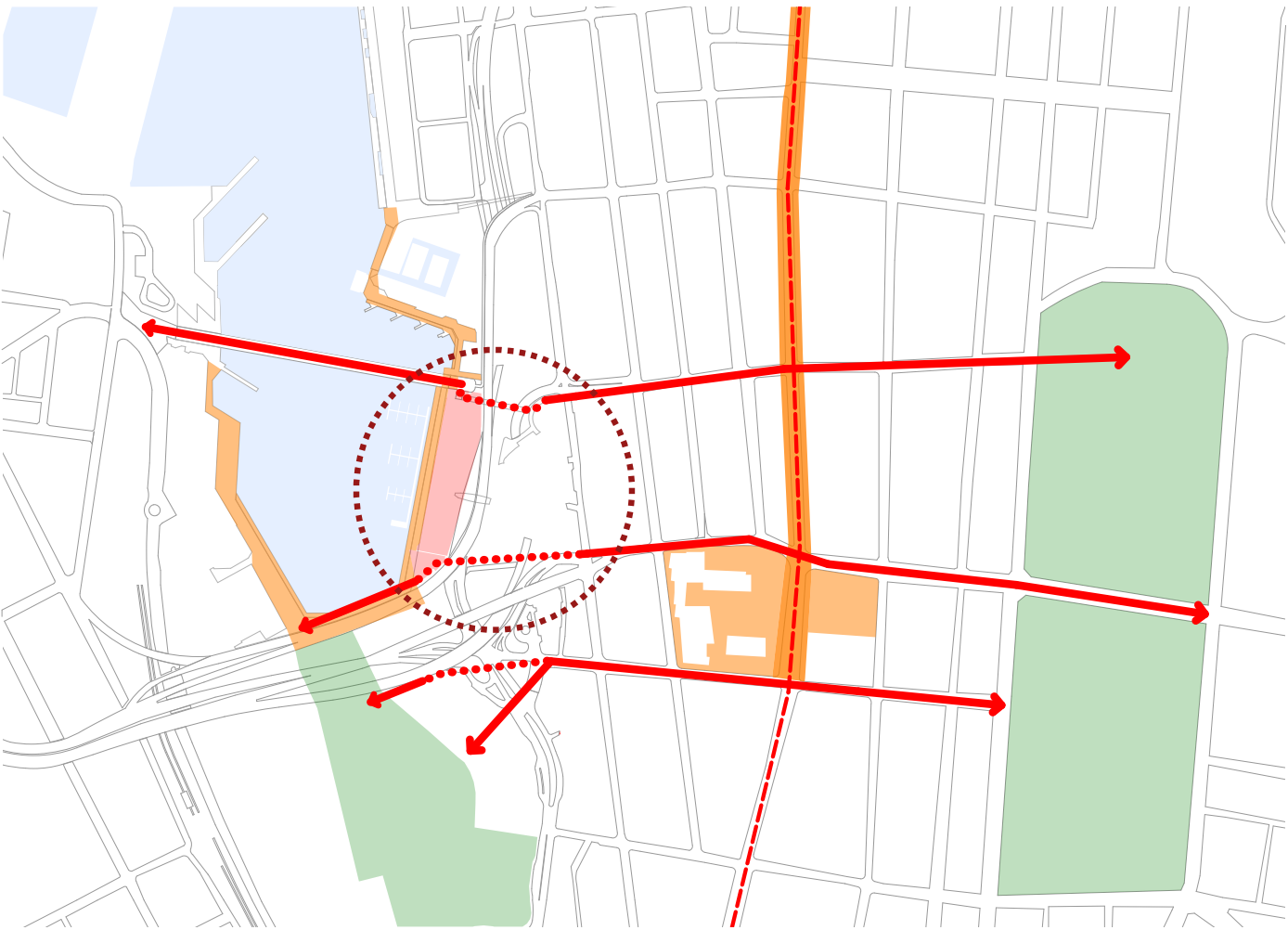


Fig. 1. Existing poor connections at Western Distributor

3.2 Reconnect Pymont Bridge to Market St

Improve the connection at the eastern end of Pymont Bridge and restore the original role of this bridge as a key link between the City and Pymont. This will rectify the currently severed connection created by the construction of the Western Distributor.

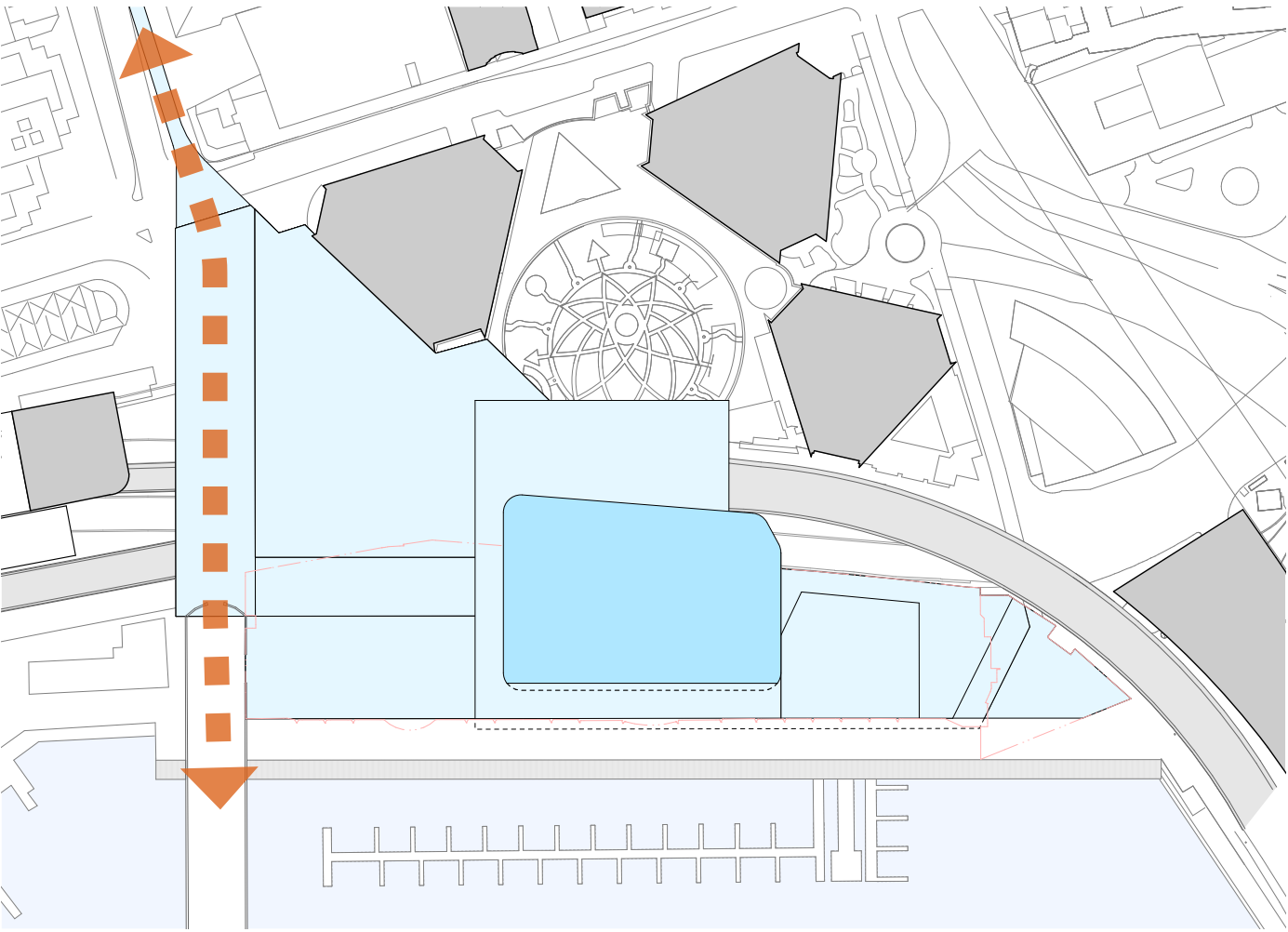


Fig. 2. Diagram showing indicative reconnection between Market Street and Pymont Bridge

3.3 Enhance the waterfront

Enhance and improve waterfront public space through:

- Enhanced amenity, passive & active
- Improved connections to retail
- Improved north/south movement along the waterfront
- Bring passive public open space closer to the waterfront
- Increased capacity to host large population events
- Improved connection to existing marine structures
- Improved connections to Pyrmont Bridge
- Improved connections to the Druiitt Street Bridge
- Improved connections to Market Street
- Contribute to the broader Darling Harbour foreshore experience



Fig. 3. View of the northern retail terraces, looking north east from the promenade.
Artist impression by Doug & Wolf (Indicative render - subject to design competition)

3.4 Contribute to the cultural experience of Darling Harbour

Contribute to the cultural experience of darling harbour with the opportunity for significant enhanced cultural experiences which may include:

- Public art installations at Druiitt Street Bridge
- An active rooftop
- Natural amphitheatre for Cockle Bay events
- Embedded public art in the public domain
- Cultural partnerships
- Programmed space
- Activated public realm
- Market Park



Fig. 4. View of the southern public space looking north.
Artist impression by Doug & Wolf (Indicative render - subject to design competition)

3.5 Create a new publicly accessible open space on the waterfront

Create a generous public space spanning the Western Distributor that connects to, and opens toward the harbour and city street connections.



Fig. 5. View from the northern public open space, looking west towards Pymont Bridge.
Artist impression by Doug & Wolf (Indicative render - subject to design competition)

3.6 The open space is to be significant in size and location

Provide a northern publicly accessible open space that is significant in size (6,000m²) and location and offers a unique opportunity to transform the exposed freeway network into a significant public benefit.

Provide a publicly accessible open space to the south of the tower on the podium rooftop, protected from the freeway to the east by fine grain retail space, and open to provide elevated views of Darling Harbour to the west.

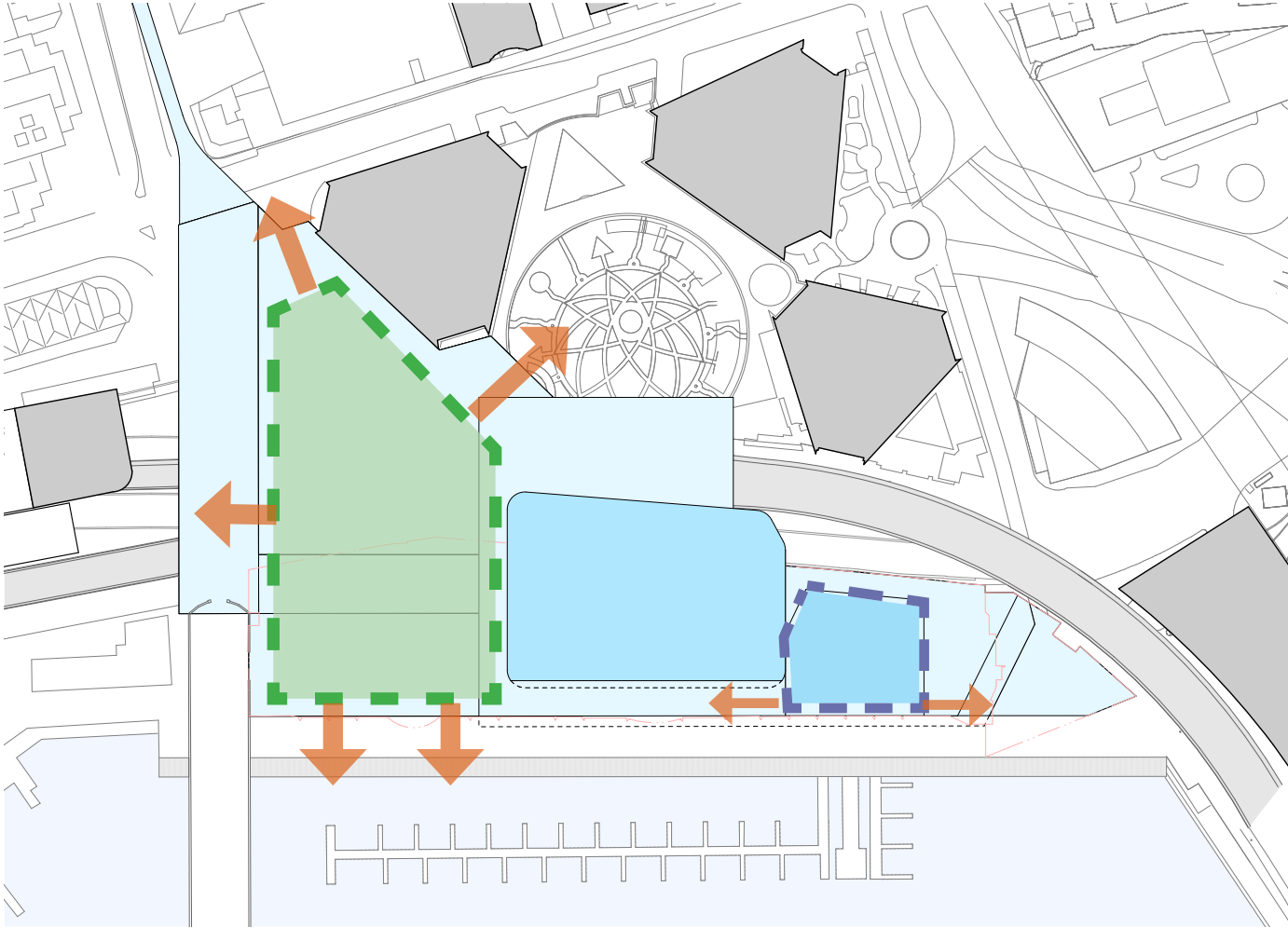


Fig. 6. Diagrammatic representation of public open space location and connections

3.7 Minimise impact on solar access to publicly open spaces

Minimise impact on solar access to public spaces, particularly during the winter months and during hours that those spaces are likely to be used by the public.

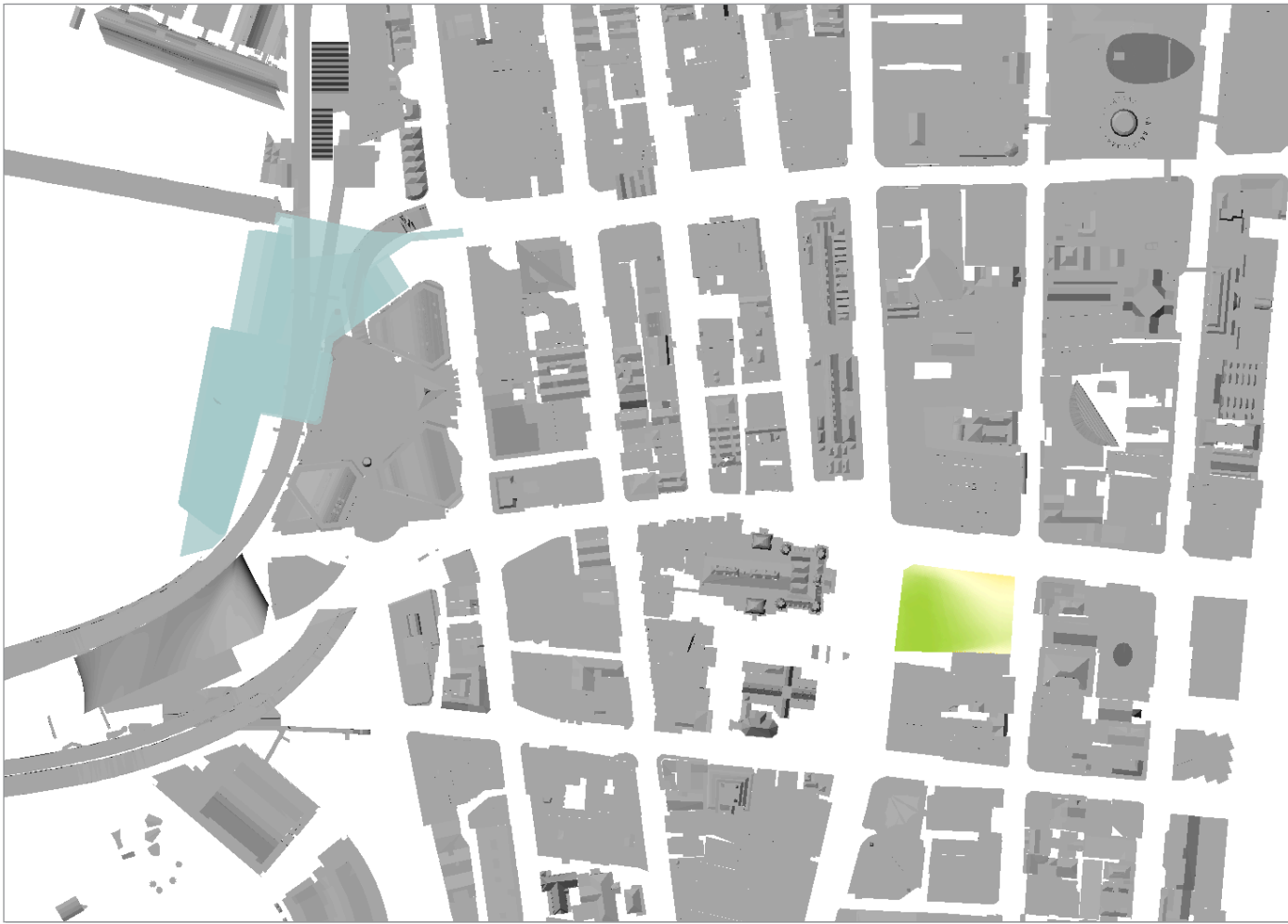


Fig. 7. Indicative solar access analysis to future Town Hall Square

3.8 Preserve and enhance public vistas

Consider important public vistas such as the view from Market Street to the harbour, which needs to be maintained and reinforced to enhance the visual connection between the city and the harbour.

An additional public vista to be considered is the Druitt Street pedestrian route toward the harbour, and new public vistas created from the new publicly accessible open space on the land bridge.

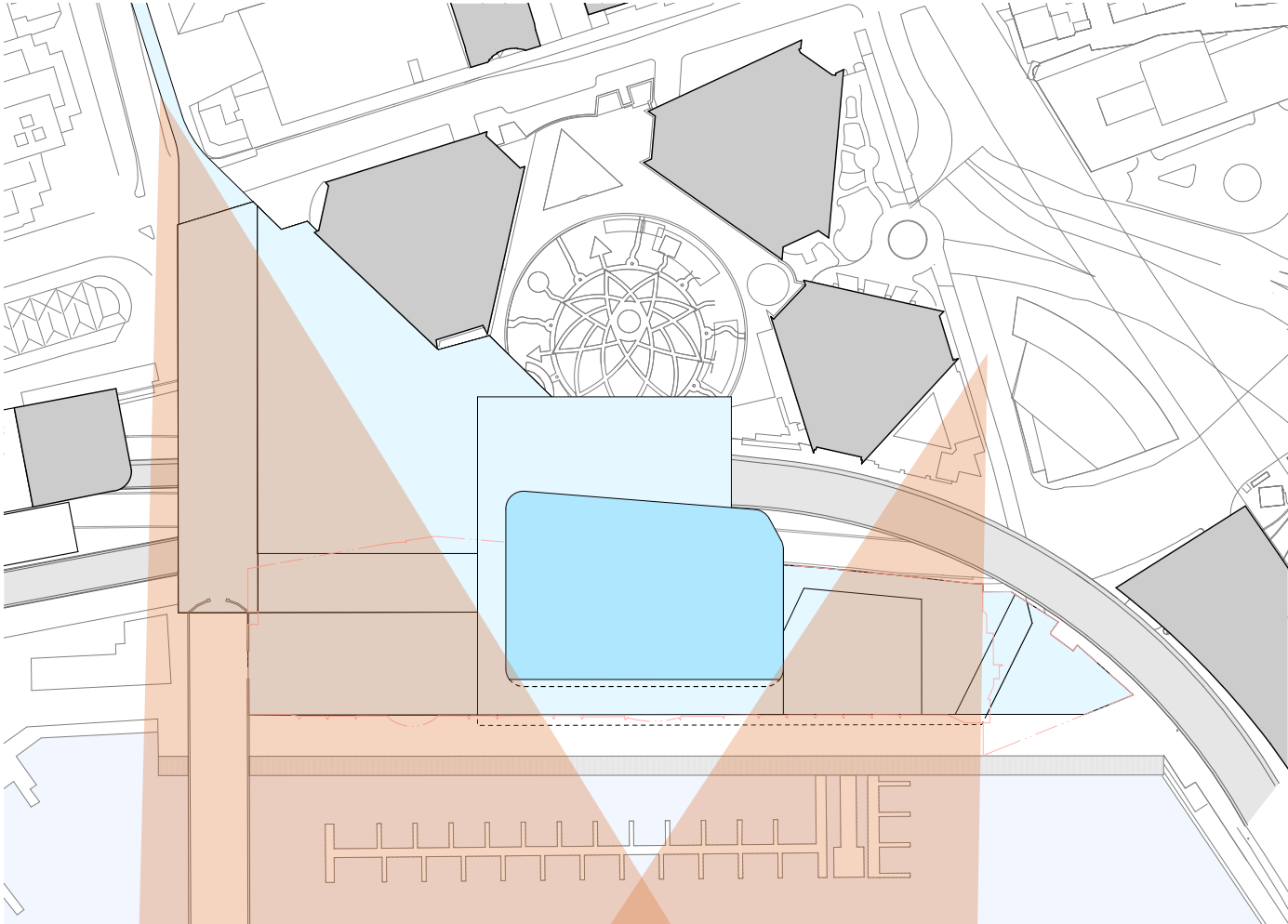


Fig. 8. Diagram indicating the key Market St and Druitt St public view corridors

3.9 Enhance the DrUITT St connection

The DrUITT Street connection from Sussex Street to Cockle Bay is an important pedestrian link but is currently highly compromised in terms of pedestrian experience. Celebrate the link from Town Hall to the harbour with an aesthetic treatment to the DrUITT Street bridge and new arrival deck with integrated vertical transportation and adjacent a cultural destination. Enhance the user experience both during daytime and nighttime whilst improving pedestrian safety and security.

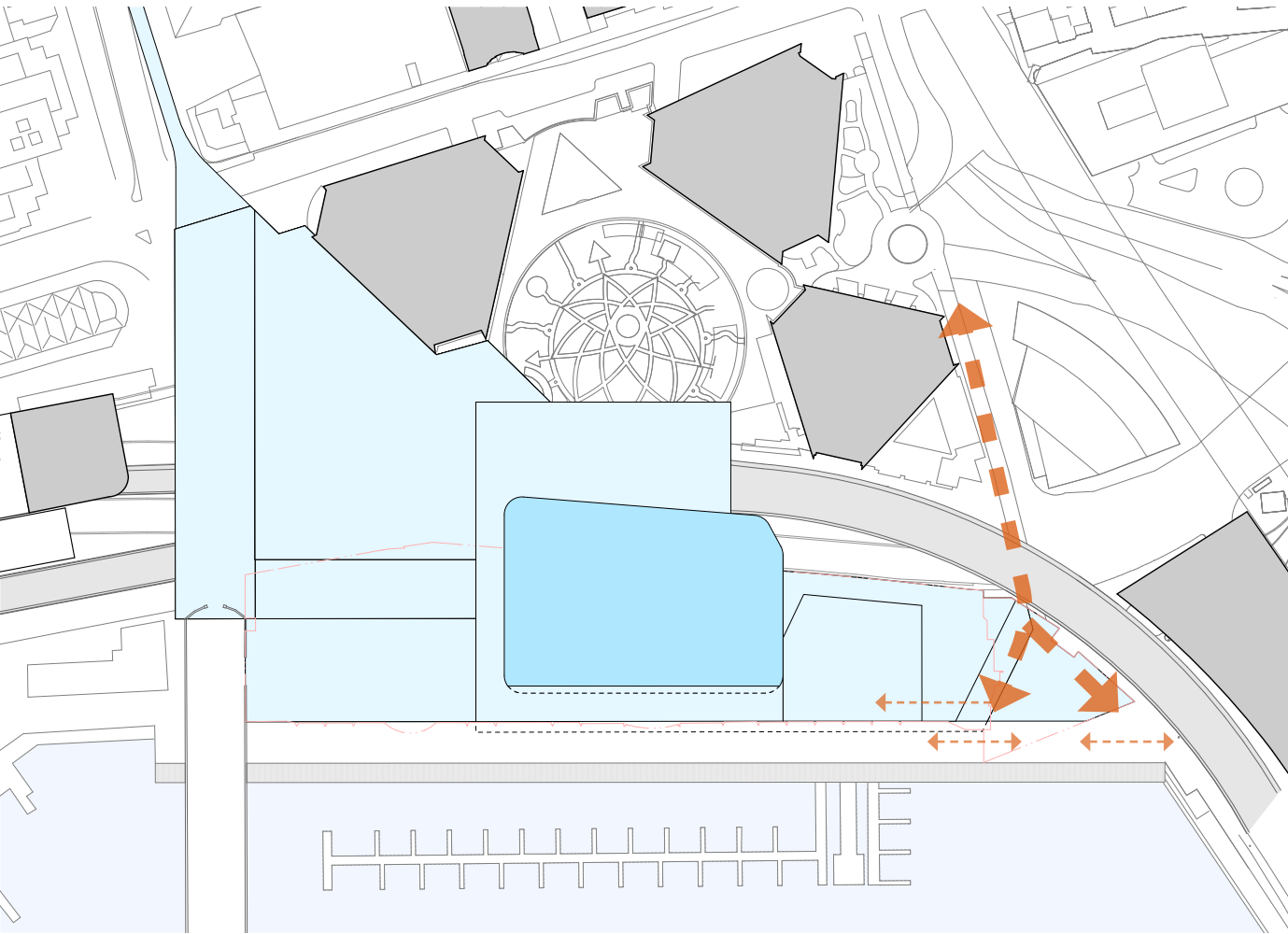


Fig. 9. Diagram showing indicative DrUITT St connection

3.10 Preserve the heritage value of Pymont Bridge

Pymont Bridge is listed on the NSW State Heritage Register. Reconnecting the bridge to the city is a significant enhancement which restores the function of the bridge. Any new works will need to respect the original fabric and be high quality and clearly identifiable as modern additions.

Maintain the visibility of the full span of the bridge to the eastern buttress when viewed from the harbour, to the extent that the buttress is visible in the existing condition, as a minimum.



Fig. 10. Photograph of the original Pymont Bridge and Market Street connection

3.11 Facilitate major public events

The new public domain should provide opportunities to enhance the enjoyment of major public events on Cockle Bay and support pedestrian access during event mode.

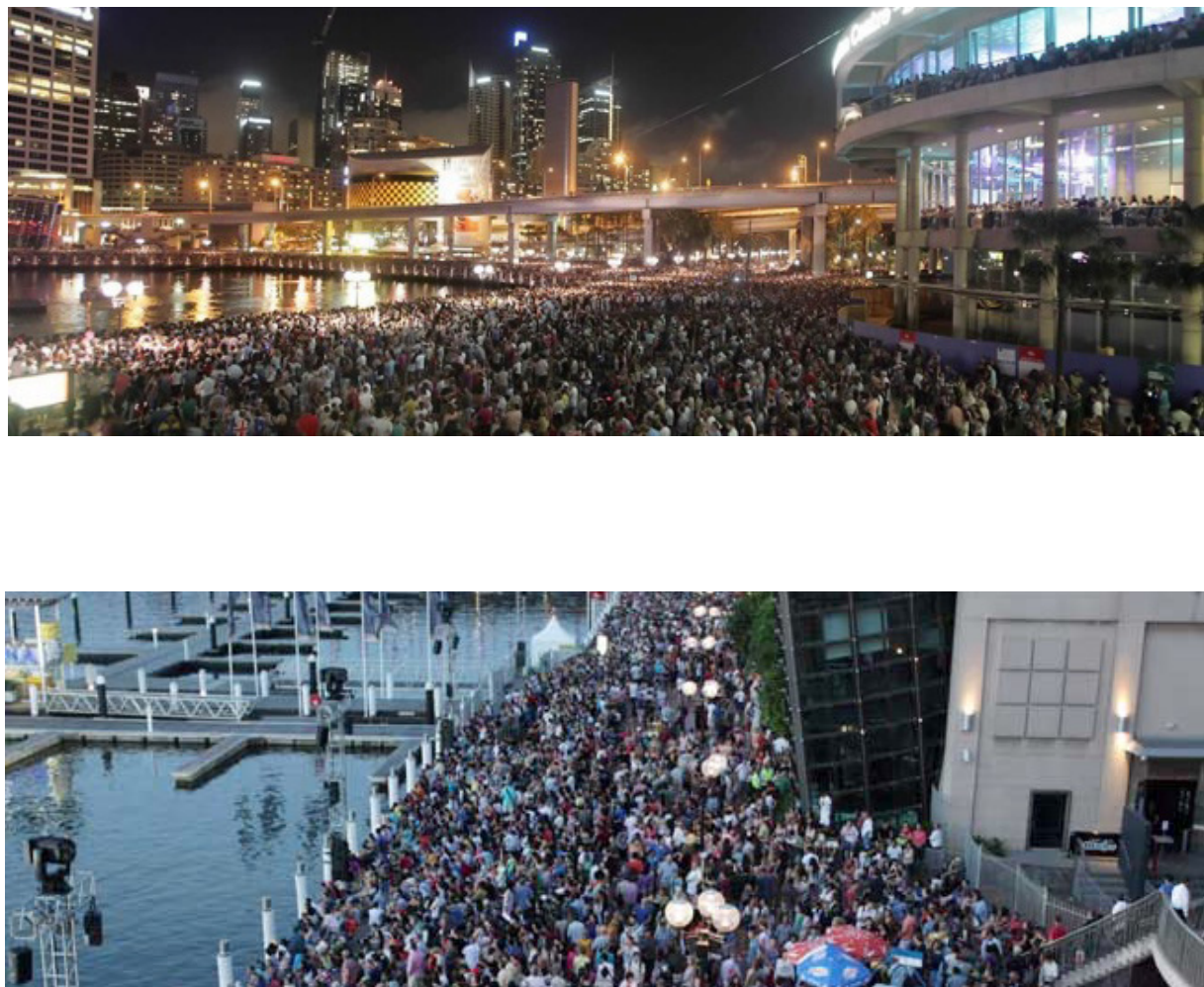


Fig. 11. Images of Darling Harbour during major public events

3.12 Improve connectivity and wayfinding throughout the precinct

Improve the connectivity and wayfinding between the City and the harbour, Pyrmont and the International Convention Centre Sydney through intuitive pedestrian routes and desire lines.

Provide and maintain access and a commercial address for the existing and new commercial buildings.

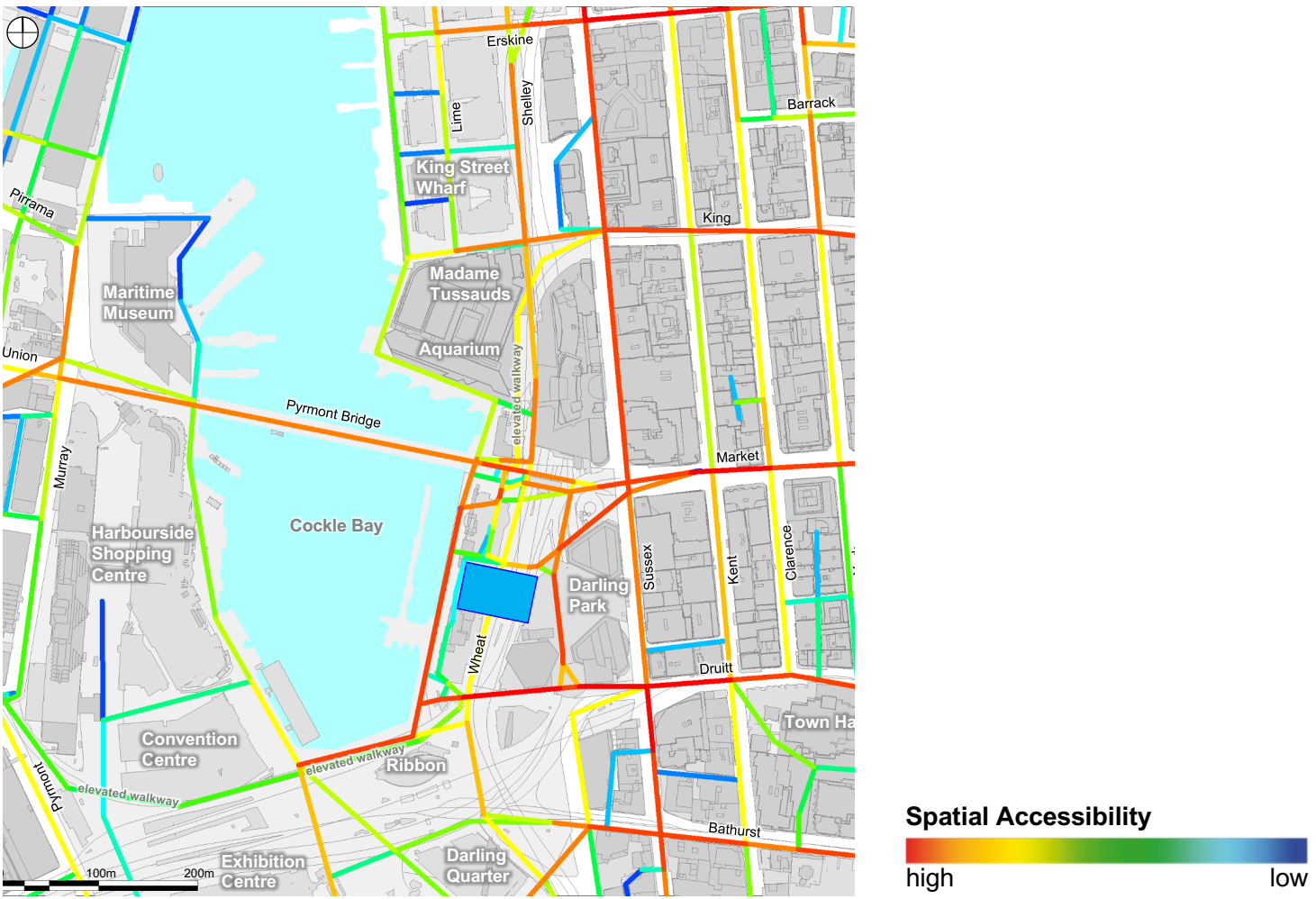


Fig. 12. Pedestrian modelling by Space Syntax - Route choice 800 metres - 10 minutes journey

3.13 Consider the future removal of the Western Distributor

Consider how the urban fabric can be enhanced should the Western Distributor be demolished at some future date.

Landbridge, podium and tower will be designed to be independent from the Western Distributor to allow for future Western Distributor removal without significant impact.

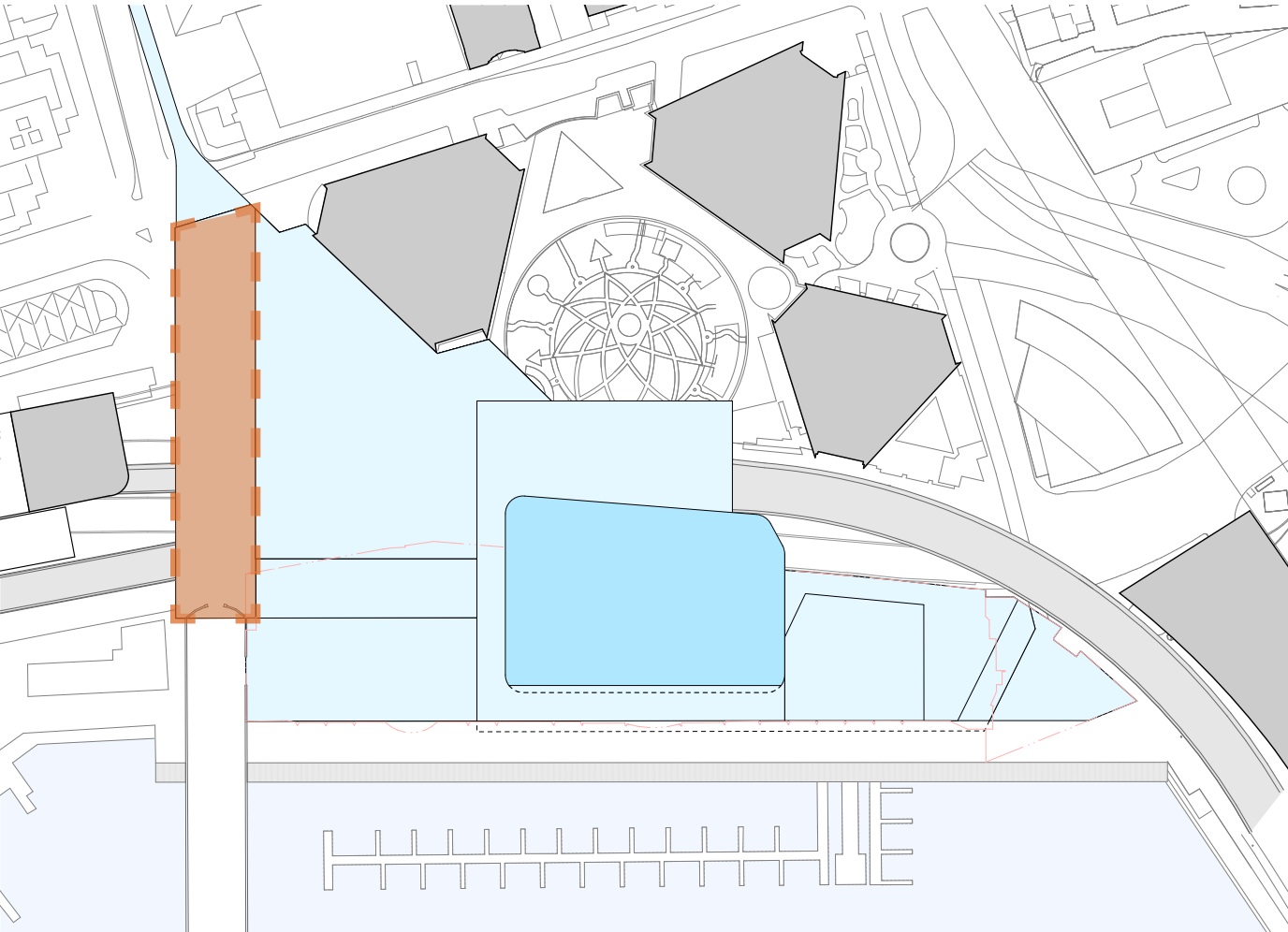


Fig. 13. Future direct connection between Pymont Bridge and Market Street with the removal Western Distributor showed in orange

3.14 Consider and balance private view sharing

Deliver an equitable approach to view loss, which recognises the significant role of the site's CBD location and encourages view sharing between existing residential and commercial buildings, and the new development.

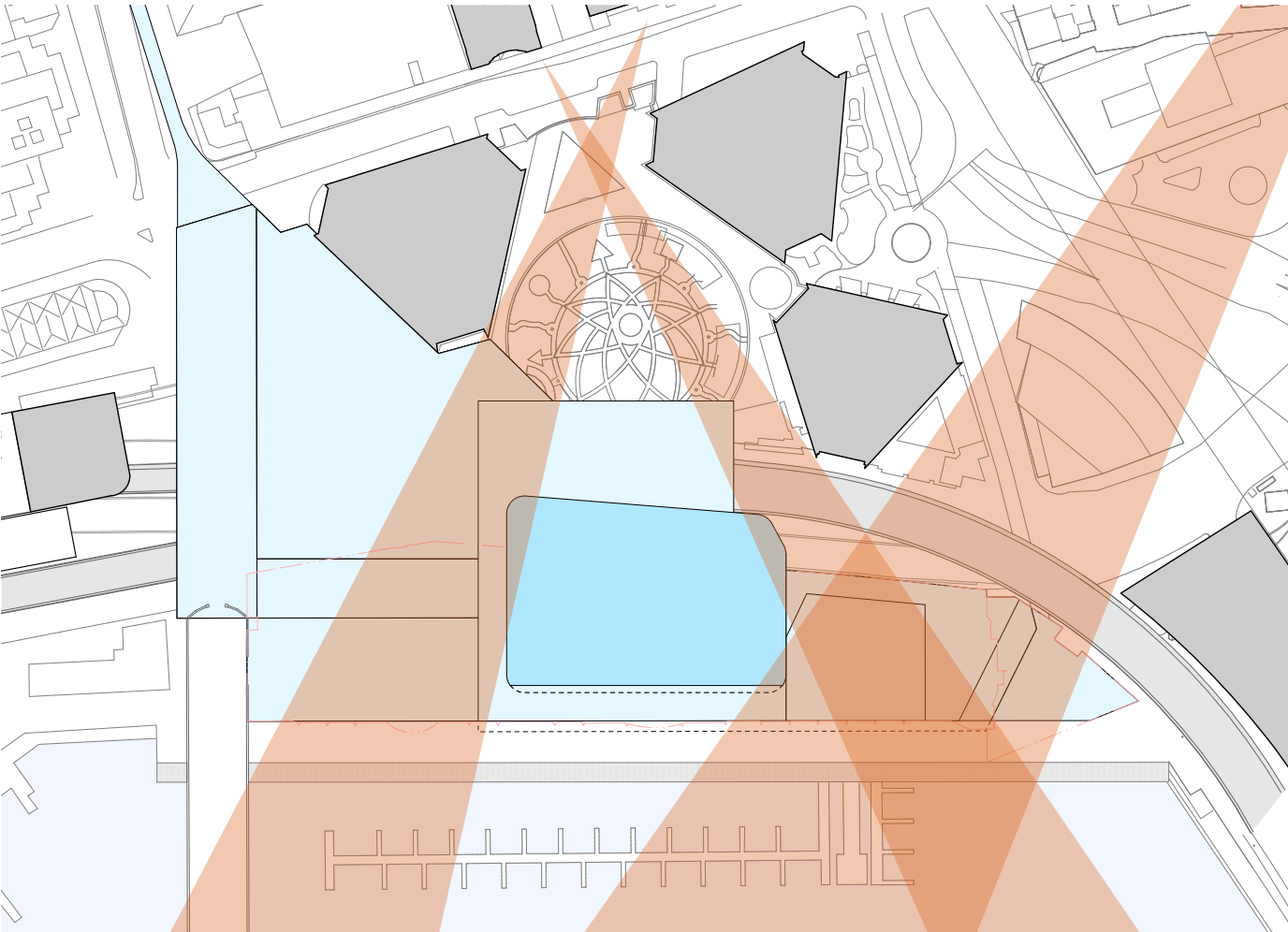


Fig. 14. Private view sharing diagram



View of the northern retail terraces, looking north east from the promenade.
Artist impression by Doug & Wolf (Indicative render - subject to design competition).



View from the northern public open space, looking west towards Pyrmont Bridge.

Artist impression by Daug & Wolf (indicative tender - subject to design competition)

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4.0 Open Space Design Principles

- 4.1 Create a new publicly accessible open space;
- 4.2 Provide an improved, city scale connection between Pymont Bridge and Market Street;
- 4.3 Enhance the waterfront experience;
- 4.4 Permeable and diverse public spaces;
- 4.5 Provide public spaces that enhance access to the waters edge;
- 4.6 Upgrade the promenade;
- 4.7 Reimagine the Crescent garden; and
- 4.8 Enhance clarity of public and private space.

4.1 Create a new publicly accessible open space

Open up the northern end of Cockle Bay to the harbour to create visual + physical connections to water. Open the site and invite the city in. New public space should achieve high levels of solar access in winter and late autumn, early spring. It should be very public, responding to people movement and inviting the city in and through.



Fig. 15. Northern public open space and retail terraces.
Artist impression by Doug & Wolf (Indicative render - subject to design competition)

4.2 Provide an improved, city scale connection between Pyrmont Bridge and Market Street

Improve this main link between The City and The Bays and on to the west. A wide, intuitive connection from Market Street to Pyrmont Bridge opening onto an elevated green.

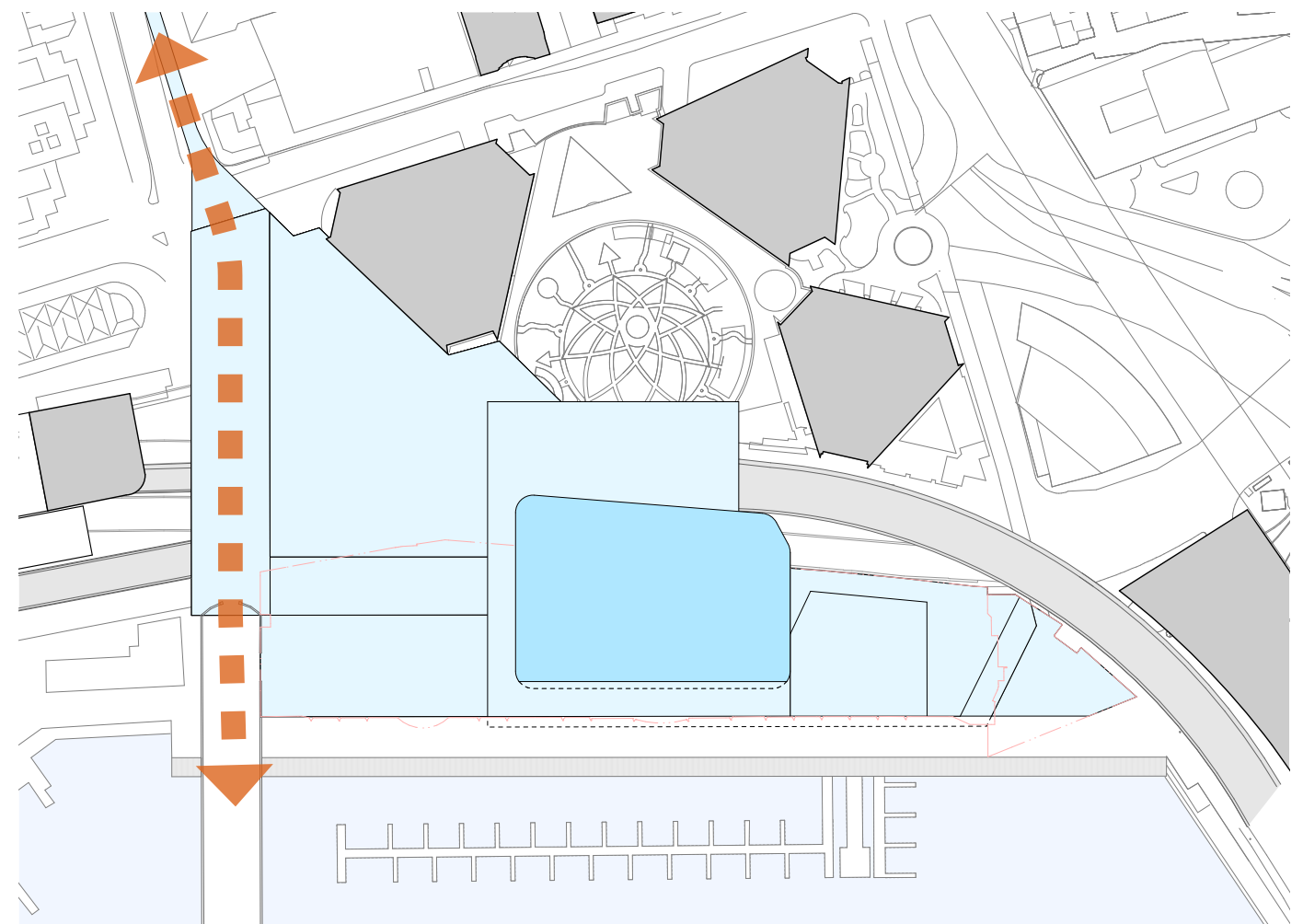


Fig. 16. Existing Pyrmont Bridge connection

4.3 Enhance the waterfront experience

Provide upgraded retail and generous public space to allow a moment to pause. Extend the length of the existing wharf where possible and provide clearly public gathering spaces opening out to the water's edge - adding to the safety of the upper promenade.

Provide an average 17m setback to the retail line noting some licenced seating areas to be maintained within the leasehold area encouraging a mix of spaces from active and urban to passive and relaxing. No reduction in public walkways is permitted.



Fig. 17. View of the northern retail terraces, looking north east from the promenade.
Artist impression by Doug & Wolf (Indicative render - subject to design competition)

4.4 Permeable and diverse public spaces

Encourage fast and slow movements, allow for direct and indirect movements. Create places to discover, lookouts, quiet spaces, open greens and discrete gardens. Create connections to podium foyer and retail spaces at key levels to facilitate ease of movement and a permeability of internal and external environments. Respond to the existing Darling Park buildings, entries and shared spaces.



Fig. 19. The Goods Line by ASPECT Studios

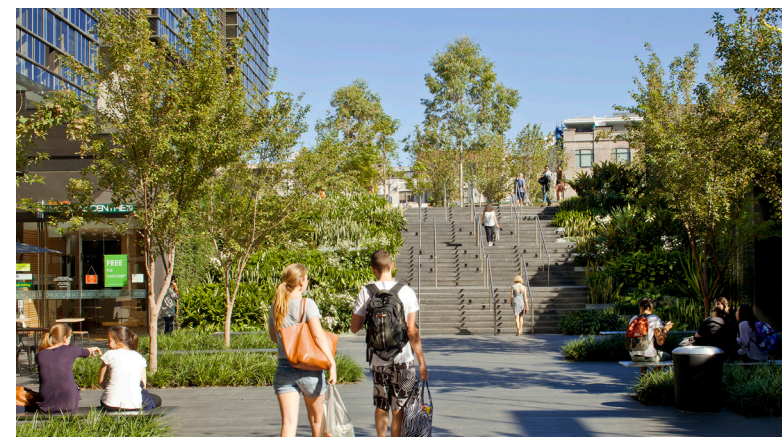


Fig. 18. One Central Park public domain by ASPECT Studios



4.5 Provide public spaces that enhance access to the waters edge

Create open spaces suitable for celebrations, viewing the harbour activities and accessing the waters edge in an open and comfortable manner.

Provide facilities like the ‘Cockle Bay Steps’ as a space for celebrations and informal amphitheatre.

Provide a mix of active and urban spaces with retail as passive public spaces.



Fig. 20. Indicative section by ASPECT Studios (Conceptual illustration only - subject to design competition)

4.6 Upgrade the promenade

Upgrade and enhance the public space along the waterfront promenade.



Fig. 21. Indicative section by ASPECT Studios (Conceptual illustration only - subject to design competition)

4.7 Reimagine the Crescent garden

Open up the Crescent Garden to public view encouraging new uses and activities. Invite the public to enjoy a tranquil retreat.



Fig. 22. Public domain plan by ASPECT Studios (Conceptual illustration only - subject to design competition)

4.8 Enhance clarity of public and private space

Provide clearly delineated public and private spaces. Use retail to create activation and create passive public spaces.



Fig. 23. View of the northern retail terraces, looking north east from the promenade.
Artist impression by Doug & Wolf (Indicative render - subject to design competition)



View from Harbourside looking east to Cockle Bay Wharf.
Artist impression by Doug & Wolf (Indicative render - subject to design competition)

5.0 Built Form Design Principles

- 5.1 Setbacks;
- 5.2 Tower separation;
- 5.3 Tower address;
- 5.4 Western Distributor constraints;
- 5.5 Relationship to existing built form;
- 5.6 Tumbalong Park Amenity;
- 5.7 Future Town Hall Square overshadowing;
- 5.8 Cockle Bay waterfront overshadowing;
- 5.9 Residential solar access;
- 5.10 Tower form;
- 5.11 Impact on skyline;
- 5.12 Human scale;
- 5.13 Wind impacts;
- 5.14 Workplace; and
- 5.15 Views

5.1 Setbacks

Provide setbacks of 8m minimum / 10m average to reduce the visual impact of the tower from the promenade, and reduce overshadowing to the southern end of the promenade, whilst allowing for facade articulation.

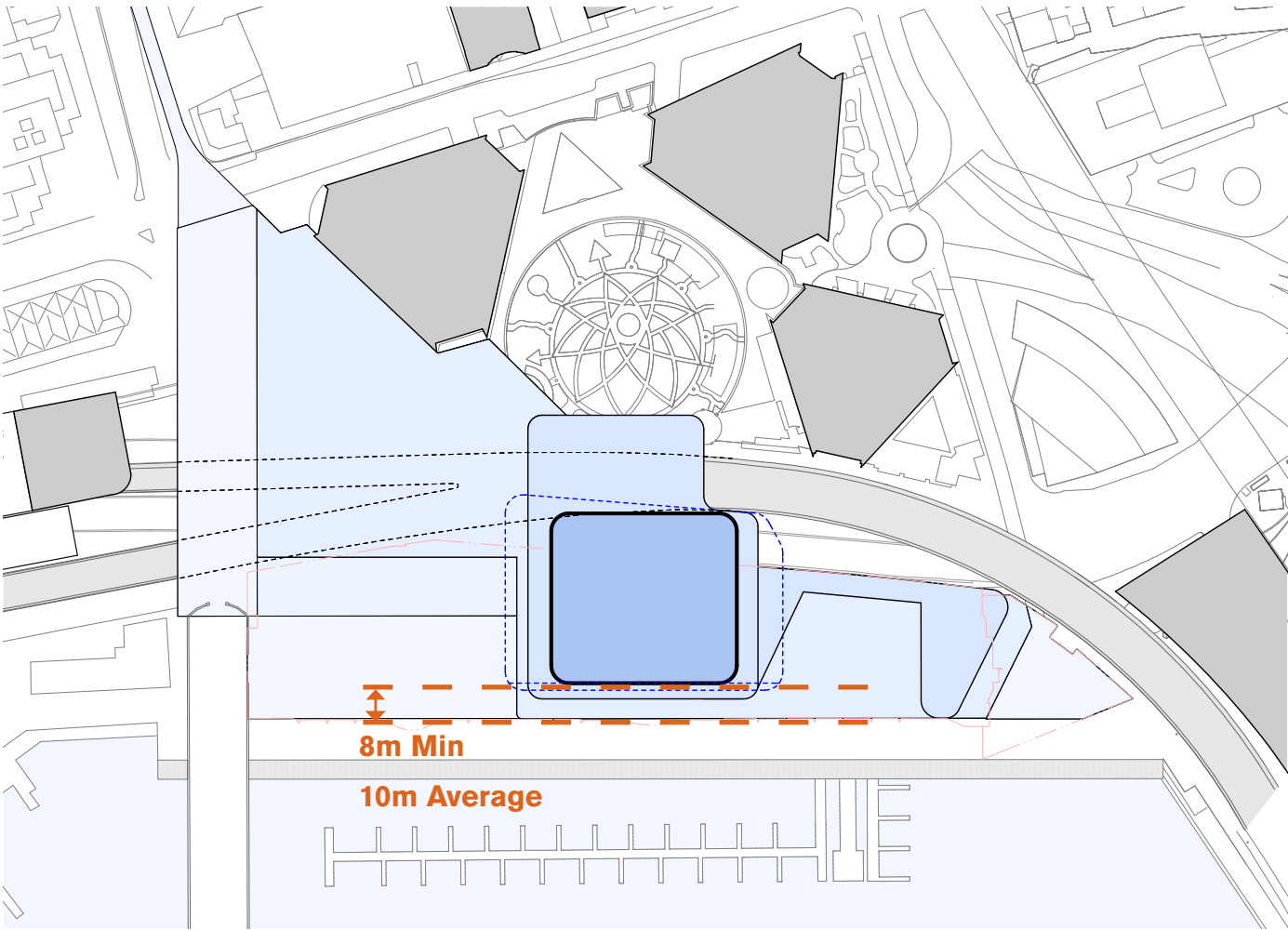


Fig. 25. Setbacks from the promenade

5.2 Tower separation

Provide adequate tower separation between the new tower and the existing towers at Darling Park to preserve the amenity of the existing and new towers and to facilitate view sharing for these buildings and for buildings in the streets beyond.

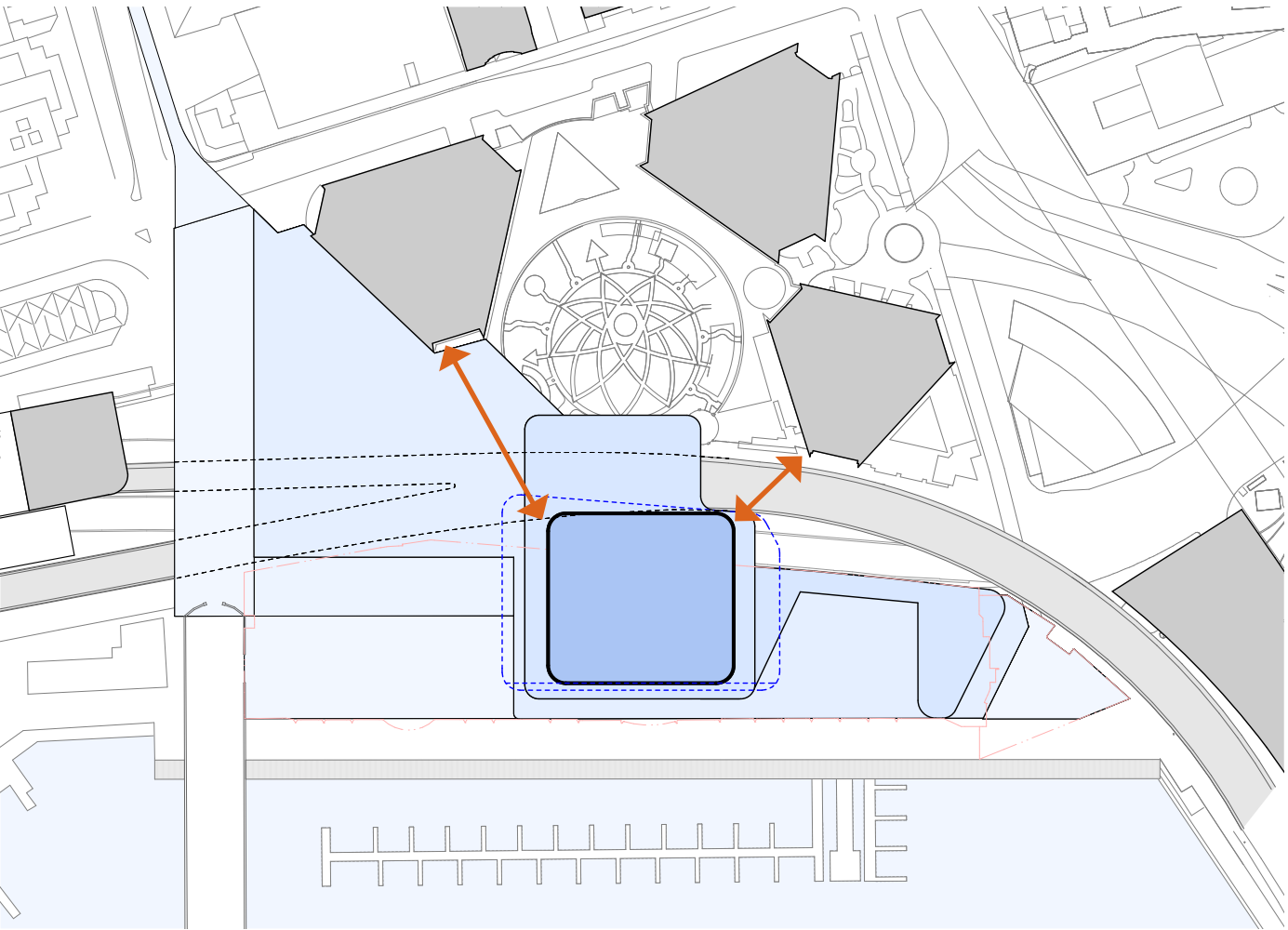


Fig. 24. Tower separation to the existing Darling Park Towers

5.3 Tower address

Create a tower that forms part of the Darling Park complex and is readily accessible from the circulation routes surrounding the Crescent garden.

Also create a legible, standalone tower with its own address and entrance visible and easily accessible from Market Street and Sussex Street. Car access should be provided from Wheat Road including a high quality drop-off experience.

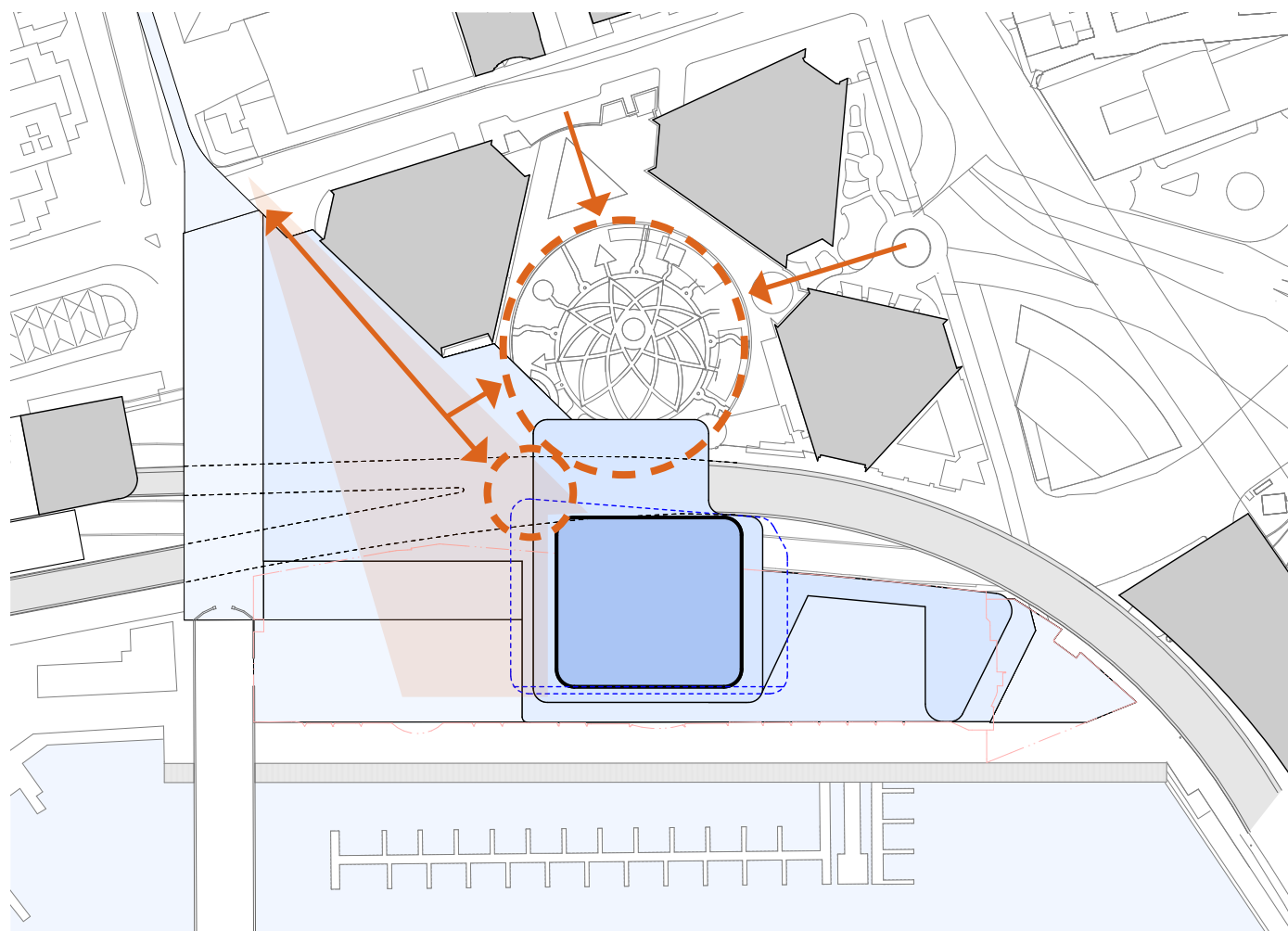


Fig. 26. Diagram indicating the key tower address from Market St, and connectivity to the existing Crescent Garden complex

5.4 Western Distributor constraints

Consider the structural, construction and clearance requirements for construction over and around the Western Distributor and Harbour Street.

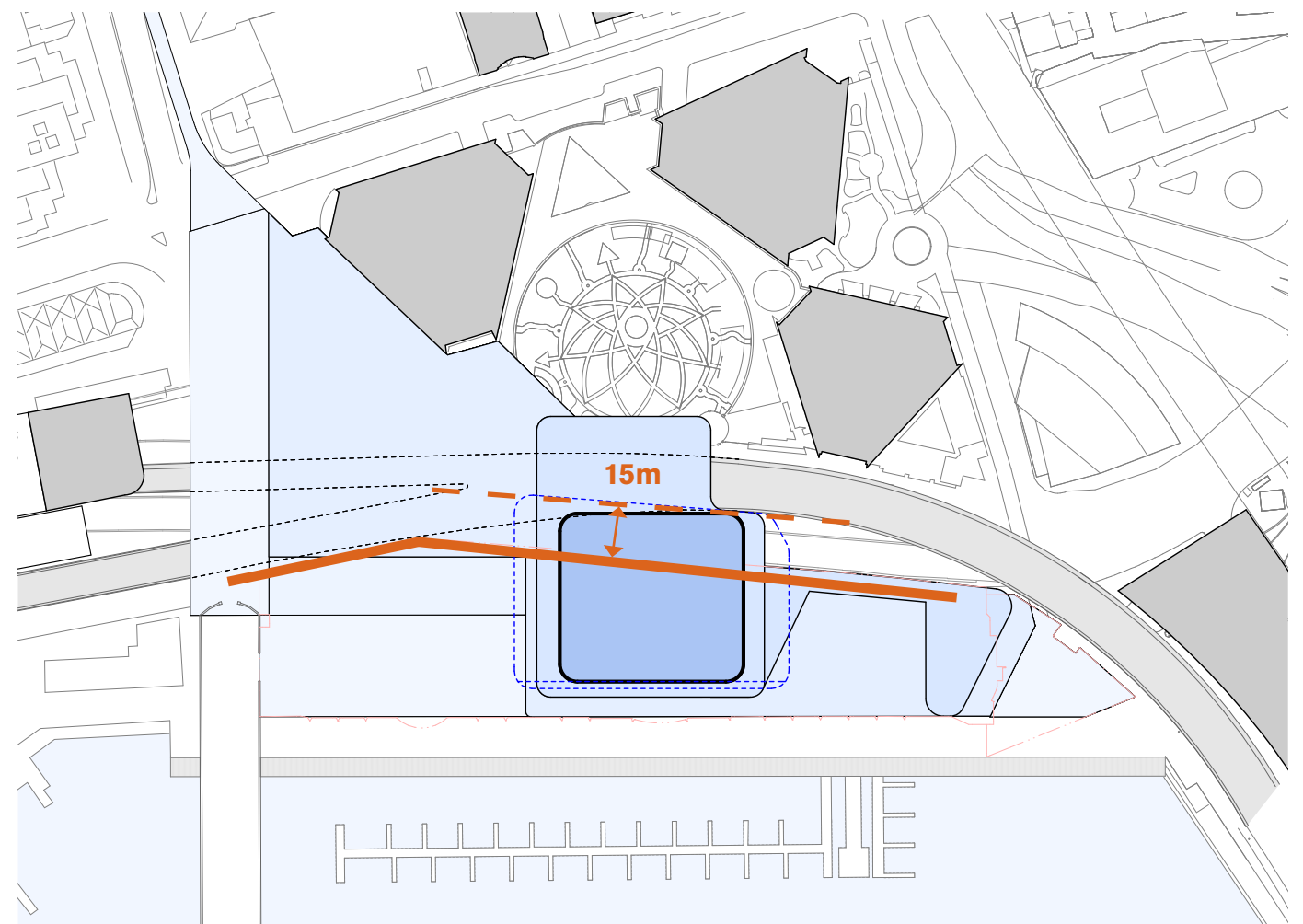


Fig. 27. Key structural cantilever constraint towards the east over the Western Distributor and Harbour St

5.5 Relationship to existing built form

Consider the existing Darling Park tower forms including separation, height and breadth, so that the combined development reads as a cohesive whole.

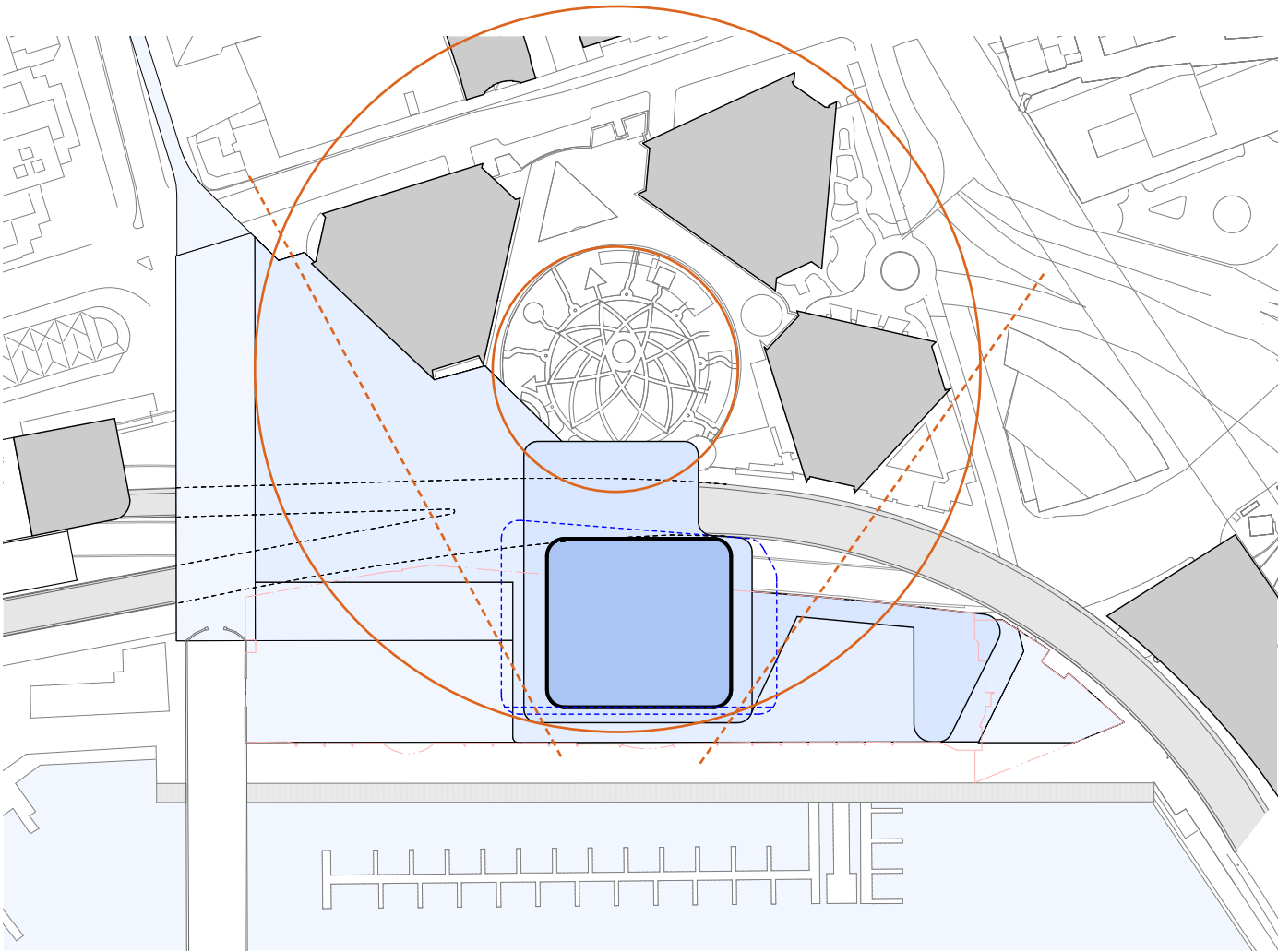


Fig. 28. Relationship to existing built form

5.6 Tumbalong park amenity

The proposal should not impose any additional overshadowing of Tumbalong Park and the Children's playground.

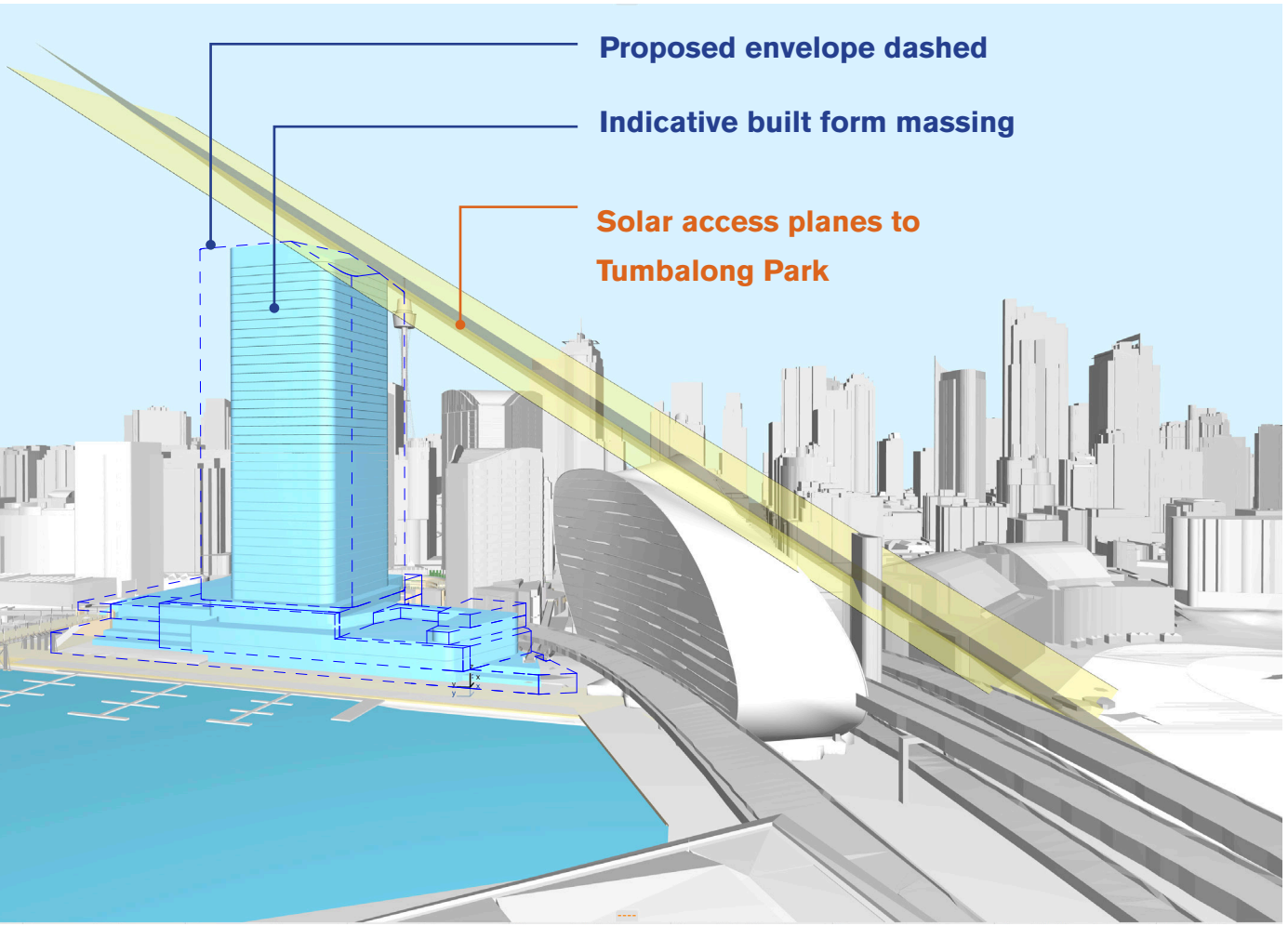


Fig. 29. View of the proposed envelope, indicative built form massing, and the solar access planes protecting Tumbalong Park

5.7 Future Town Hall Square overshadowing

Overshadowing to the Future Town Hall Square should be minimised as far as possible, with the maximum additional overshadowing impact of:

- Maximum annual average additional overshadowing hours 2.5 hours
- Maximum duration of overshadowing period 50 days per annum
- Maximum peak day hours of overshadowing across the square increase of 1%

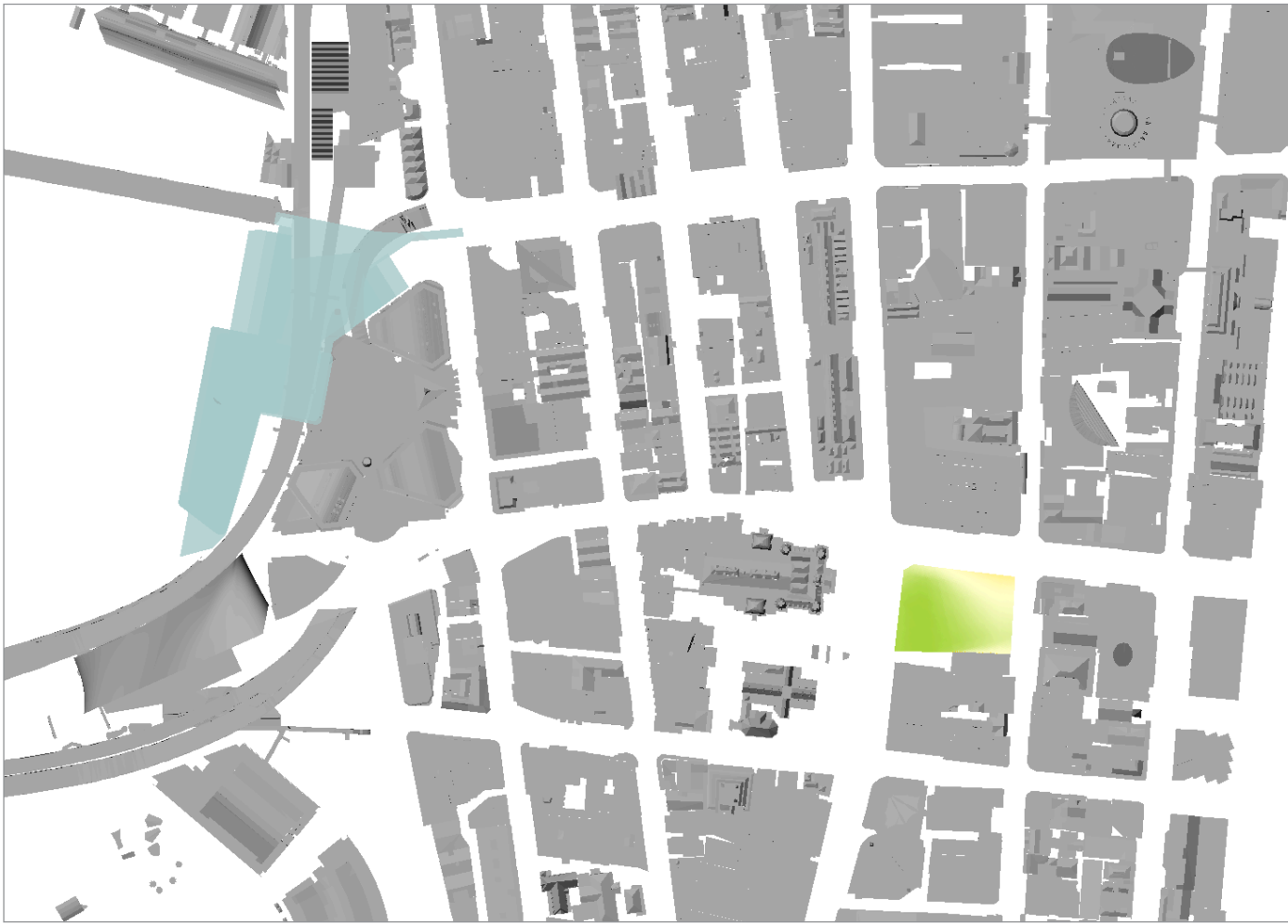


Fig. 30. Annual sun access hours from 12 midday to sunset on the Future Town Hall Square

5.8 Cockle Bay waterfront overshadowing

No additional overshadowing by the tower to the Cockle Bay Promenade during the draft CSPA control time of 11am - 3pm on 21 June (mid winter).

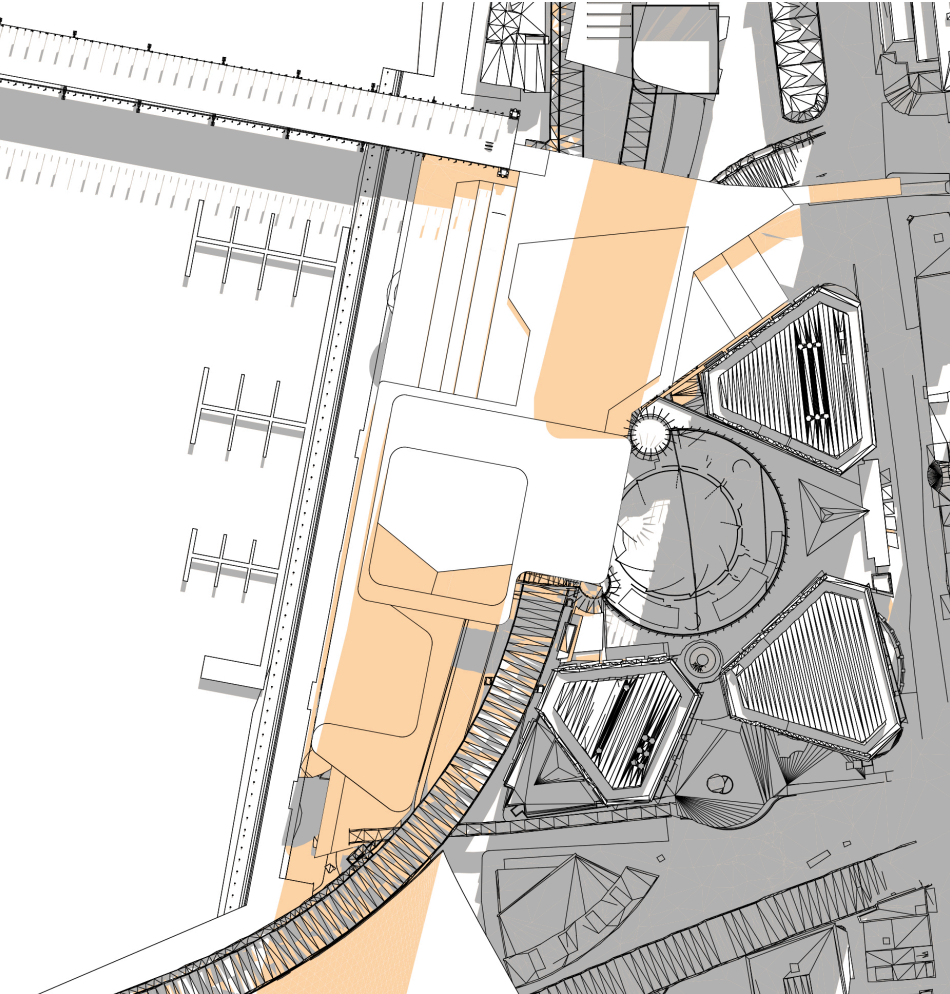


Fig. 31. Shadow diagram - indicative massing on 21 June at 11am

5.9 Residential solar access

Maintain ADG compliance of open space and living space of downstream residential buildings.

Sun eye view analysis indicates the proposed envelope does not impact solar access for 222 Sussex Street (Astoria Tower) at any time on the 21st June (mid winter).

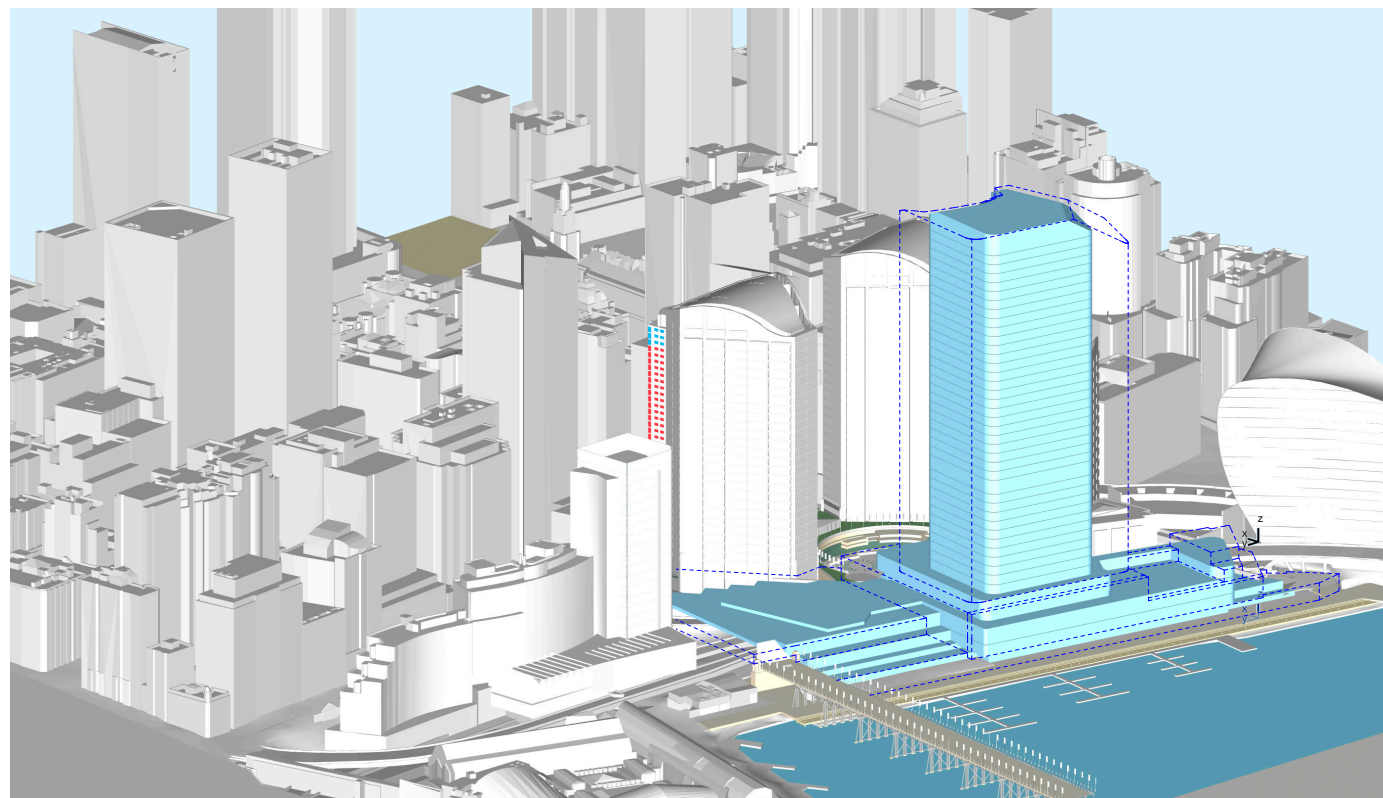


Fig. 32. Sun eye view of the Astoria Tower at 222 Sussex St, on 21 June at 3pm

5.10 Tower form

Create an appropriate addition to the city context, creating an elegant, contemporary, urbane tower form. Complement and enhance this strategically important context with surrounding landmark buildings providing contemporary architecture and an enduring international image.

The design of the tower should achieve an architectural solution that is appropriately articulated and strives to reduce the perceived visual bulk. Create a facade design that provides good visibility, daylight penetration, energy efficiency, access to views and integration of signage opportunities, whilst eliminating the need for blinds to provide thermal control.

Create a desirable tower slenderness ratio to reduce the buildings bulk and scale, while allowing for commercial requirements such as minimum / market ideal floor plate size and minimum overall area. A desirable slenderness ratio for the scheme is 2.5-2.8:1, and should be no lower than 2.2:1.

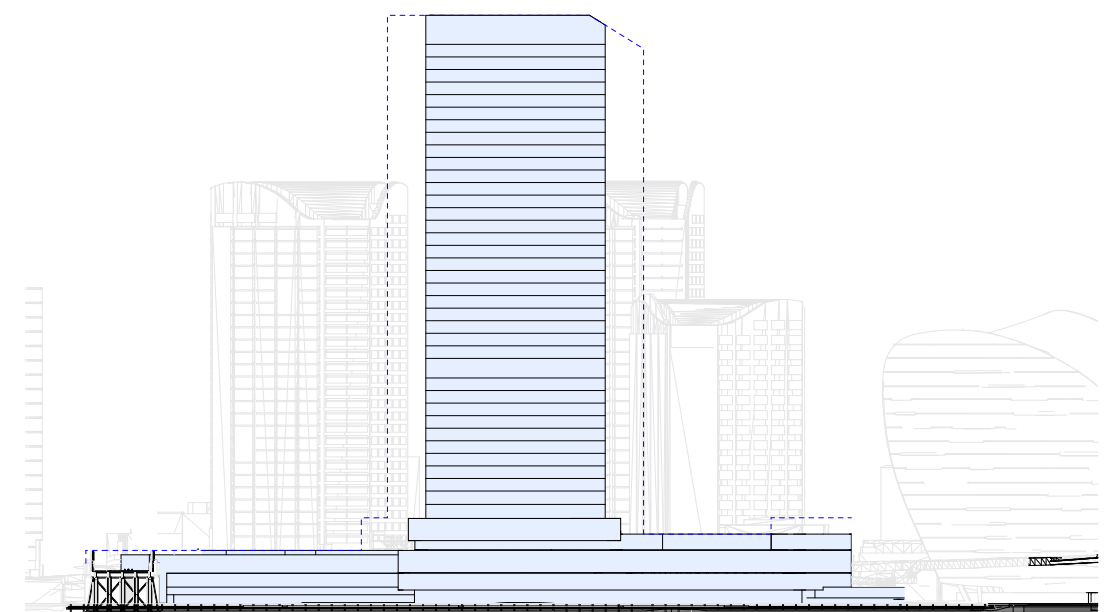


Fig. 33. Indicative massing elevation

5.11 Impact on skyline

Respond to the character and built form of the city skyline from all angles and particularly when viewed from the west.



Fig. 34. View from Harbourside looking east to Cockle Bay Wharf.
Artist impression by Doug & Wolf (Indicative render - subject to design competition)

5.12 Human Scale

Consider human scale in the design of the podium, awnings and landscape to provide an inviting experience along the waterfront and throughout the new public domain.

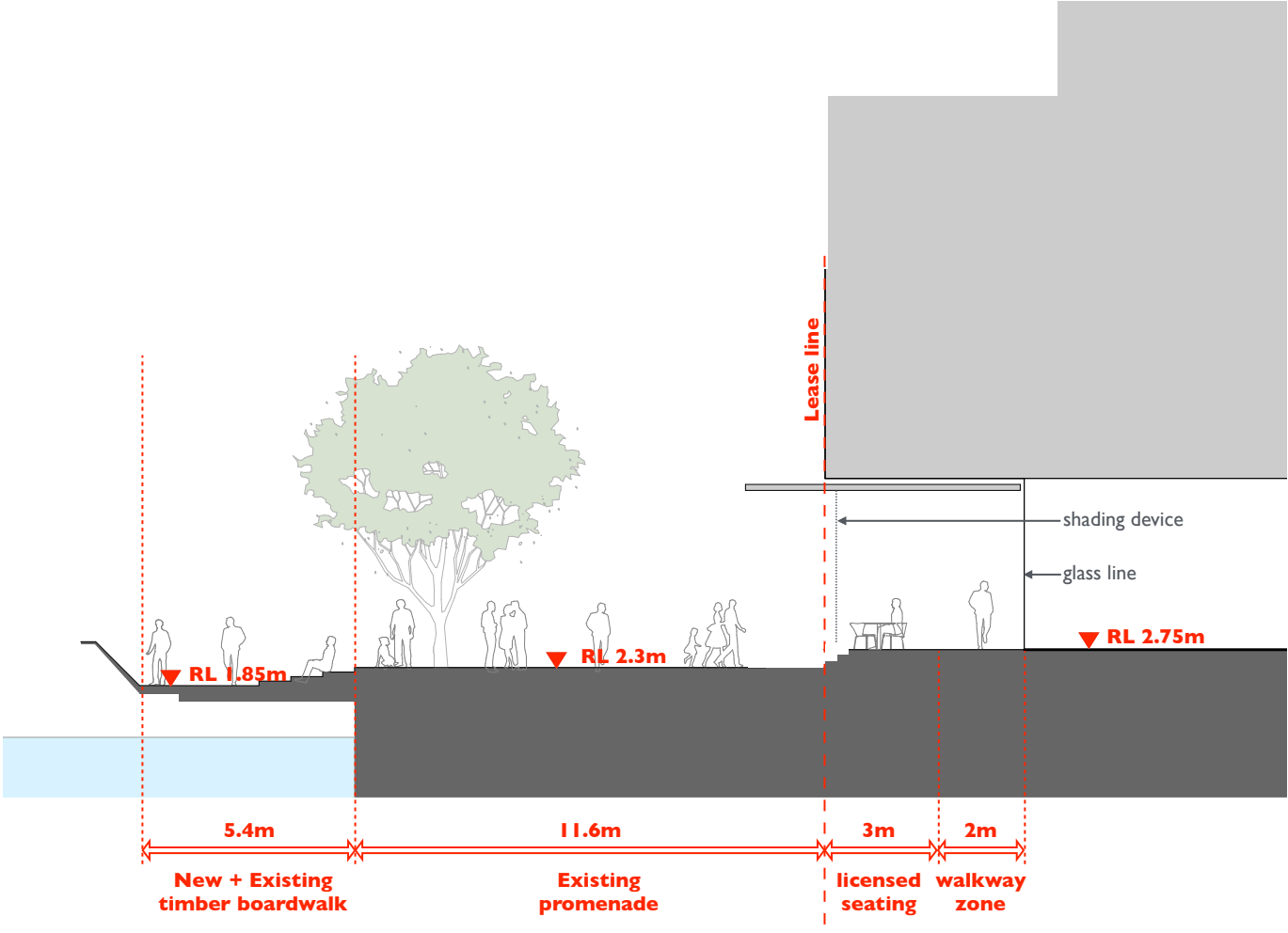


Fig. 35. Typical waterfront amenity (Maintain existing)

5.13 Wind Impacts

Wind conditions should be safe and appropriate for the proposed activities in all areas of the development, internal and external.

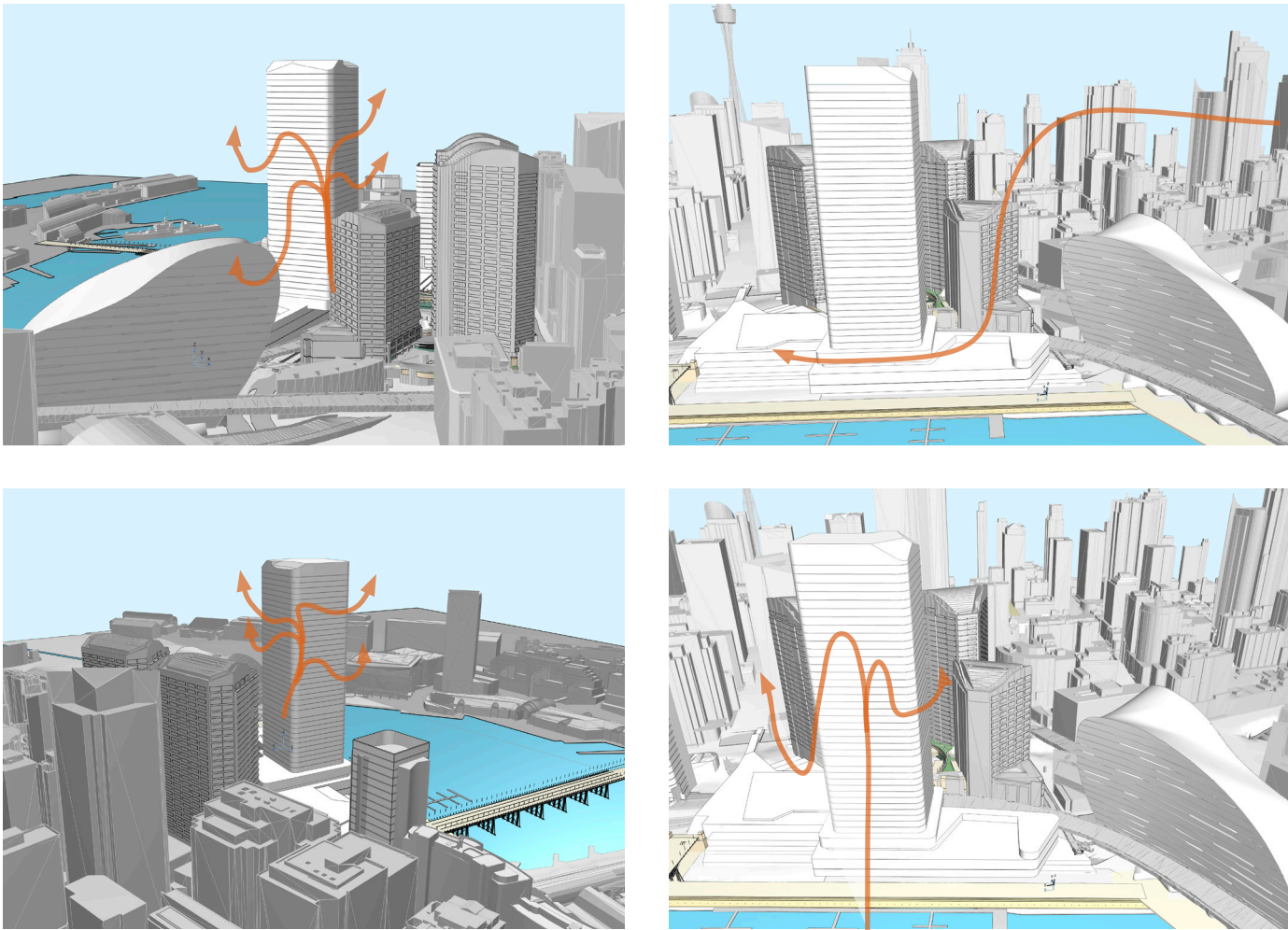


Fig. 36. Indicative key wind flow paths

5.14 Workplace

Create a design that strikes a balance between a premium commercial ambience and a position at the heart of a vibrant, diverse, mixed use quarter of the city.

Consider the target office market, and capability to provide a favourable workplace to attract premium tenants. Attract a mix of tenants including top tier global tenants with evolving workplace design requirements' as well as those of today.

5.15 Views

Maximise the opportunity for views at all levels of the tower, particularly to the West, North West, North, North East.



Fig. 37. Example workplace - 200 George St