

- T Train
- F Ferry
- L Light Rail
- B Bus

Image 5 Transportation and Context diagram

Local Context

Siting at the junction to one of Sydney's premier entertainment and leisure districts the surrounding area is currently under large scale rejuvenation and redevelopment.

North

To the north of the site is the Maritime Museum, Jones Bay and Johnston Harbour. With proximity to ferries and light rail services from Pyrmont Bay, The Star and Casino Wharf. The area directly north of the development is located on the fringe of Cockle Bay with commanding views of Barangaroo and the city CBD, Goat Island, Balmain and across to Berry Bay.

The northern area is predominately medium rise mixed use zoning, interspersed with several key sites and important heritage items. North west lies The Star Casino, Pyrmont Bay Park, Metcalfe Park, Wharf 7, Jones Bay Wharf and Pirrama Park.

Immediately North of the site is the interface with Pyrmont Bridge. Acting as an important city link and heritage item. The celebration of this structure is an important site characteristic.

Access into Pyrmont is through the Murray Street Intersection and associated plaza space surrounding the National Maritime Museum and Pyrmont Bridge.

East

To the far East of the site across Cockle Bay is Cockle Bay Wharf and the edge of the city CBD.

The site's primary address is on the Eastern lot boundary being 'The Boulevard' and Cockle Bay waterfront. This area is predominately spill out space for existing retail tenants within the Harbourside Centre.

Acting as an important plaza space for events and displays within and on Cockle Bay, this area contains predominately hard landscape and urban furniture. Also functioning as an important site link to the wider SICEEP development and by extension the rest of the city this 'boulevard' space has been highlighted as an area for public domain works and rejuvenation.

South

To the South of the site is the SICEEP development - currently under construction. With an area of approximately 20 hectares, the SICEEP site has been divided into three redevelopment areas – Bayside, Darling Central and The Haymarket.

Key features of the SICEEP precinct include delivering world-class convention, exhibition and entertainment facilities with 40,000m2 exhibition space, over 8,000m2 of meeting rooms space, across 40 rooms, overall convention space capacity for more than 12,000 people and a hotel complex at the northern end of the precinct, immediately adjacent to the new International Convention Centre.

As well as new function and entertainment facilities this SICEEP precinct will aim to deliver increased and improved pedestrian connections, public domain works and links to Ultimo, Central, Chinatown and Cockle Bay Wharf.

Directly South of the Harbourside site is the Bayside precinct Including the ICC Hotel, Harbourside Place and the new Convention Centre - currently under construction. With approval for up to 656 keys, the hotel's maximum construction height is RL 133.55, below that of its maximum approved height of RL 142.70.

With increased pedestrian and vehicle visitation to Harbourside Place and the Convention Centre this southern boundary of the site is an important urban and contextual link.

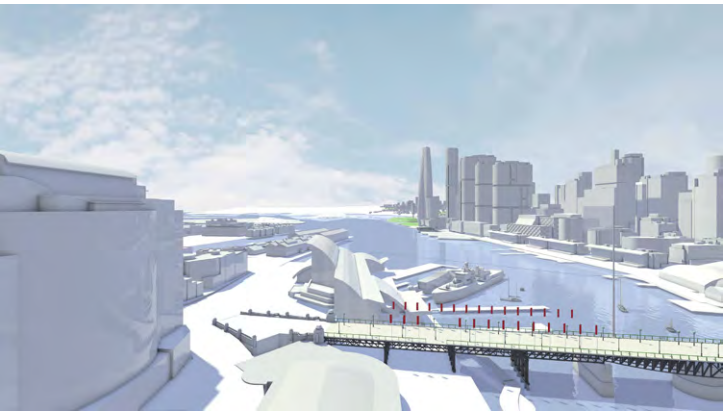
West

The west of the site is Pyrmont - predominately low rise residential and mixed use zoning with higher density high-rise developments towards the North West around John Street Square. The main arterial road within Pyrmont is Harris Street running in a North-South direction. The nearest East West cross street is Pyrmont Bridge Road leading to the Fish Markets, Blackwattle Bay, Wentworth Park and Glebe. To the west also lies the Western Distributor and Anzac Bridge.

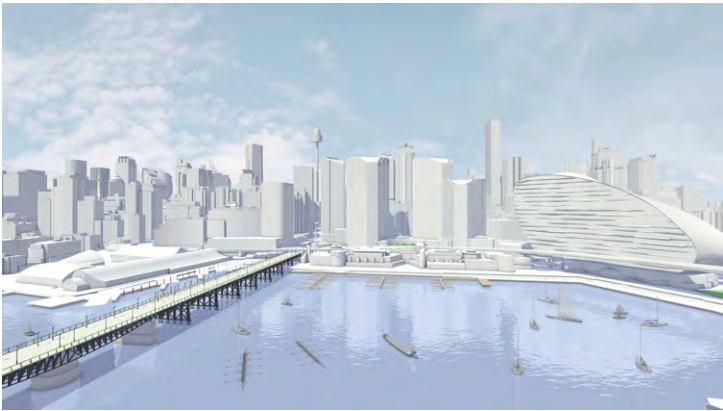
Immediately west of the site is the Novotel and IBIS Darling Harbour hotels as well as a 16 storey apartment building at 50 Murray Street linked by a public carpark podium. This immediate context is separated from Harbourside by Darling Drive and the Light Rail tracks. Two connections span over darling drive between these buildings and the existing Harbourside centre.

The first is an existing monorail link at the north edge of the site. This connects a public access way from Bunn Street, the IBIS Hotel and 50 Murray Street Apartments to the disused monorail station above Harbourside, and down onto the Western side of Pyrmont Bridge.

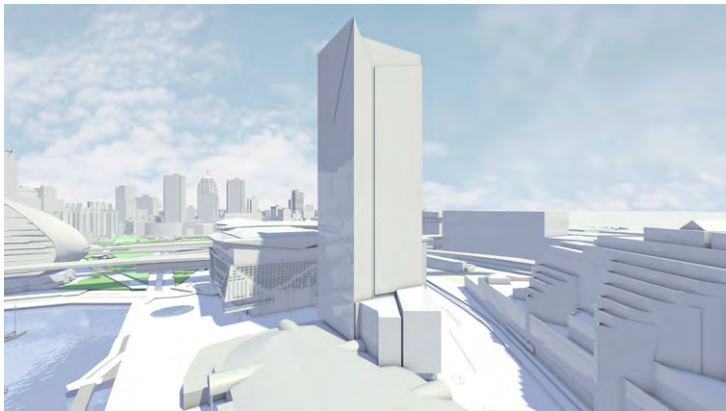
The second is a pedestrian walkway from the Bunn Street public carpark under both the IBIS and Novotel Hotels and links directly into the centre of the development site.



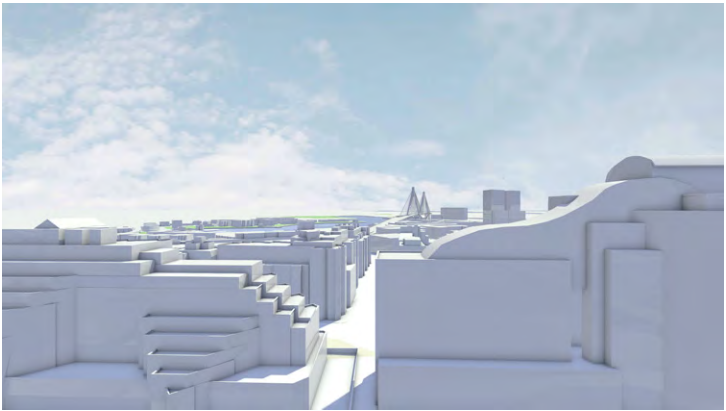
North



East



South



West



Image 6 Existing Context



Image 7 Neighbouring Context



Image 8 Existing Context

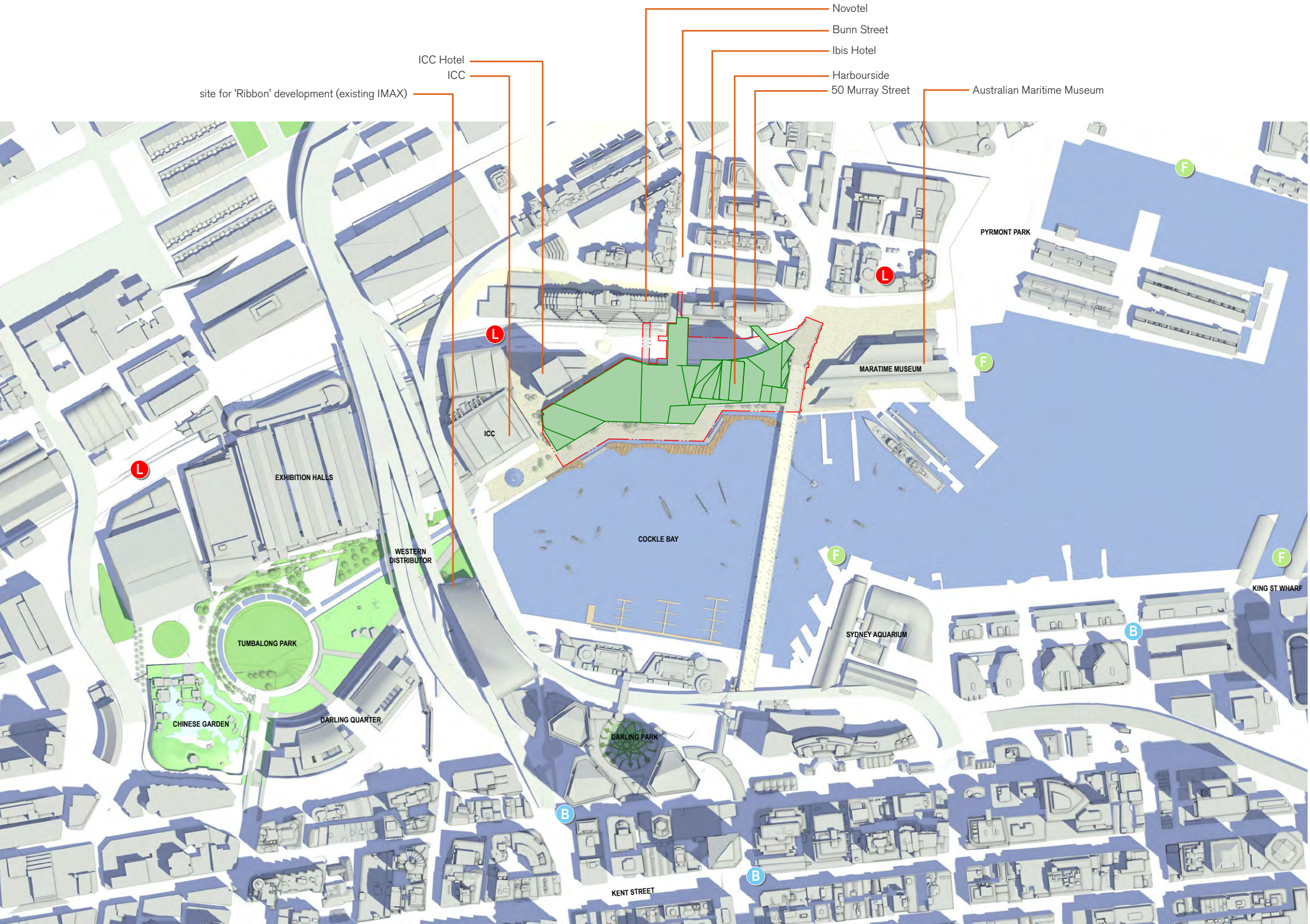


Image 9 Location Plan

Easement to drain water, 4m wide, between stratum levels
RL -1.3 and RL -1.13 (DP 773353)

Easement for saltwater conduits, variable width between stratum levels RL -4.72 and RL -2.33 (DP 773353)

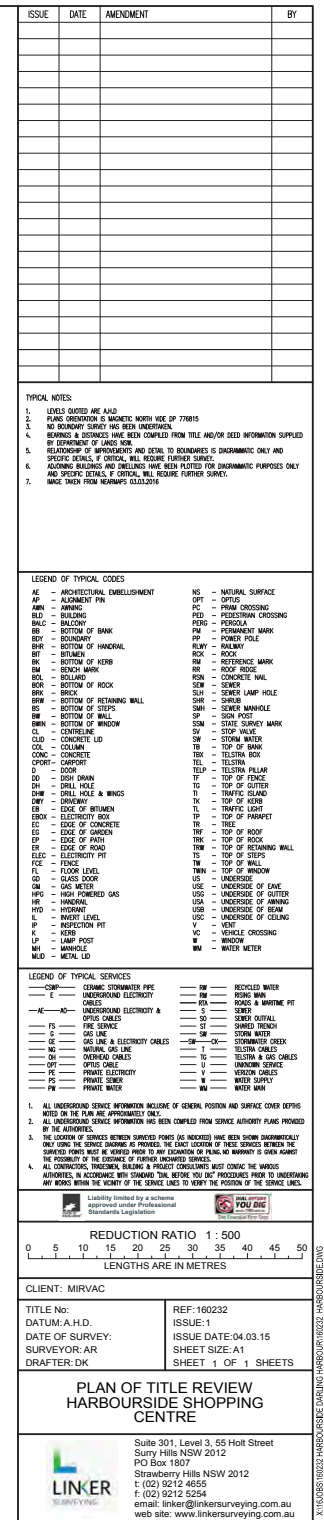




Image 13 'Ribbon' development as approved



Image 14 ICC Hotel and ICC as under construction



Image 15 Illustrative hotel tower for the Star

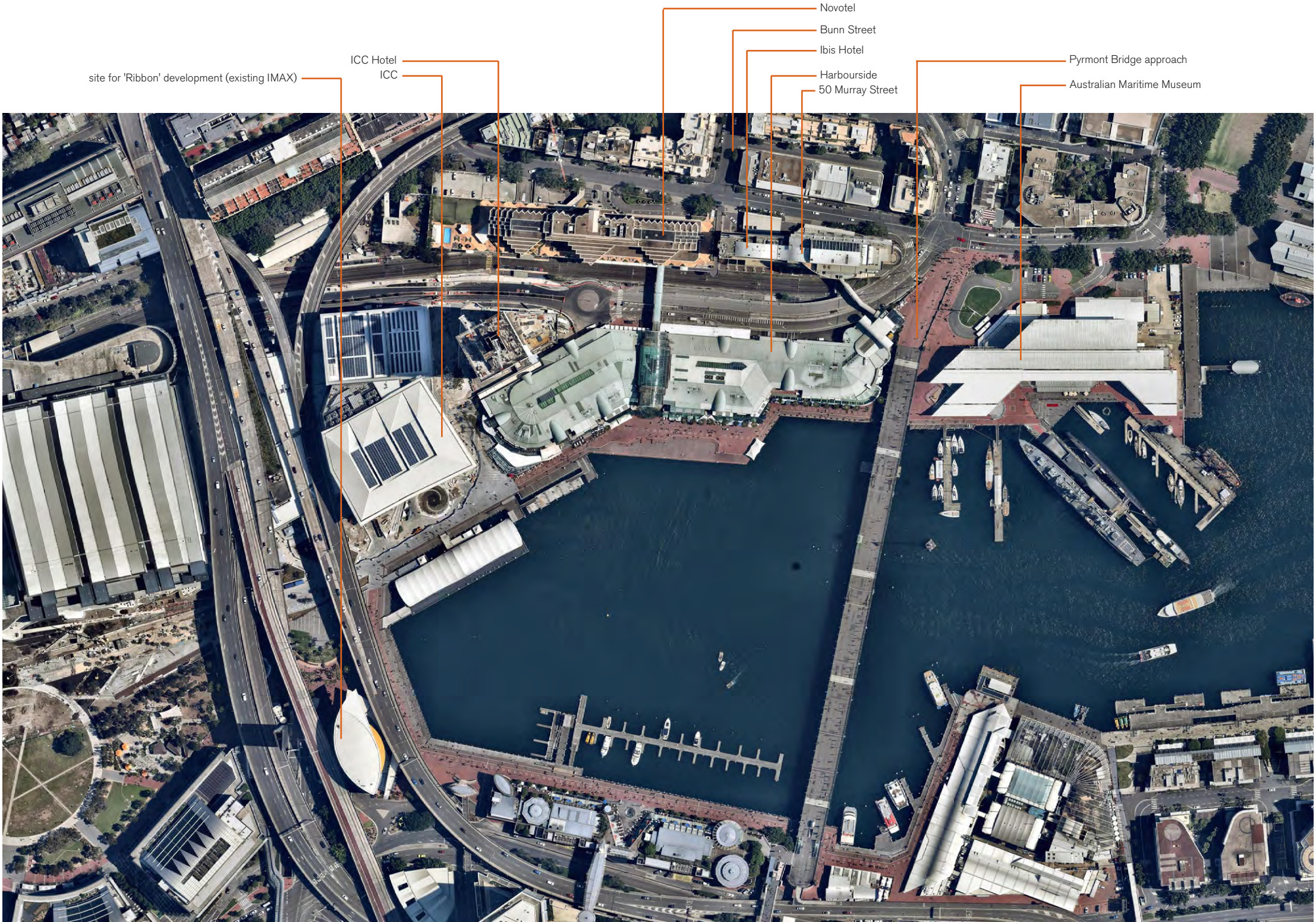


Image 12 Aerial photograph of Cockle Bay

Existing Context & Streetscape

Eastern Waterfront Elevation

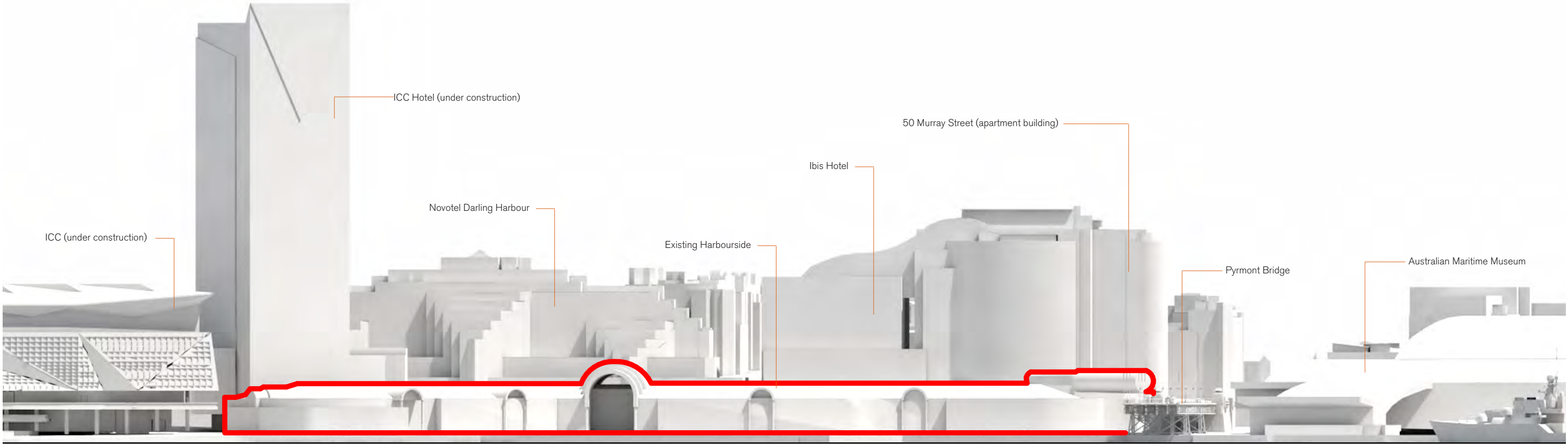


Image 16 Existing waterfront condition



Image 17 Existing waterfront looking to ICC (under construction)



Image 18 Existing waterfront condition

Western / Darling Drive Elevation

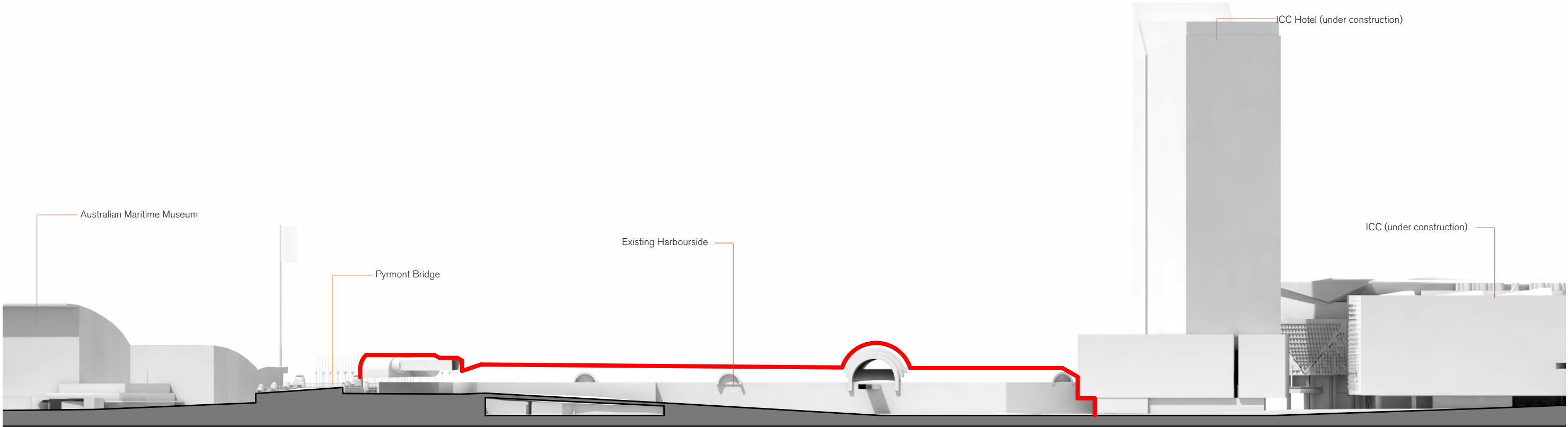


Image 19 Existing junction of Darling Drive and Pymont Bridge



Image 20 Light rail tracks to west of site



Image 21 Light rail station: Convention



Image 22 Darling Drive looking north

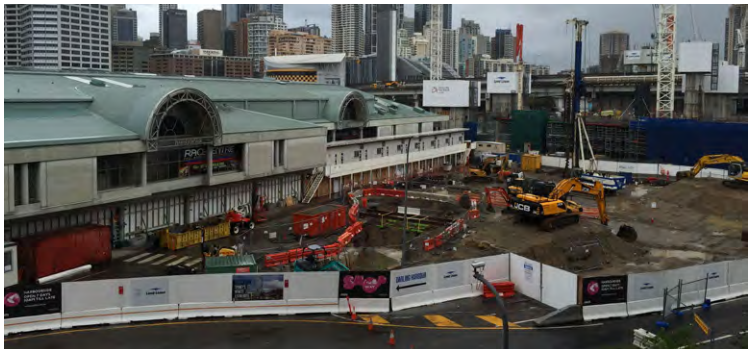


Image 23 ICC Hotel site in foreground

Northern / Pyrmont Bridge Elevation

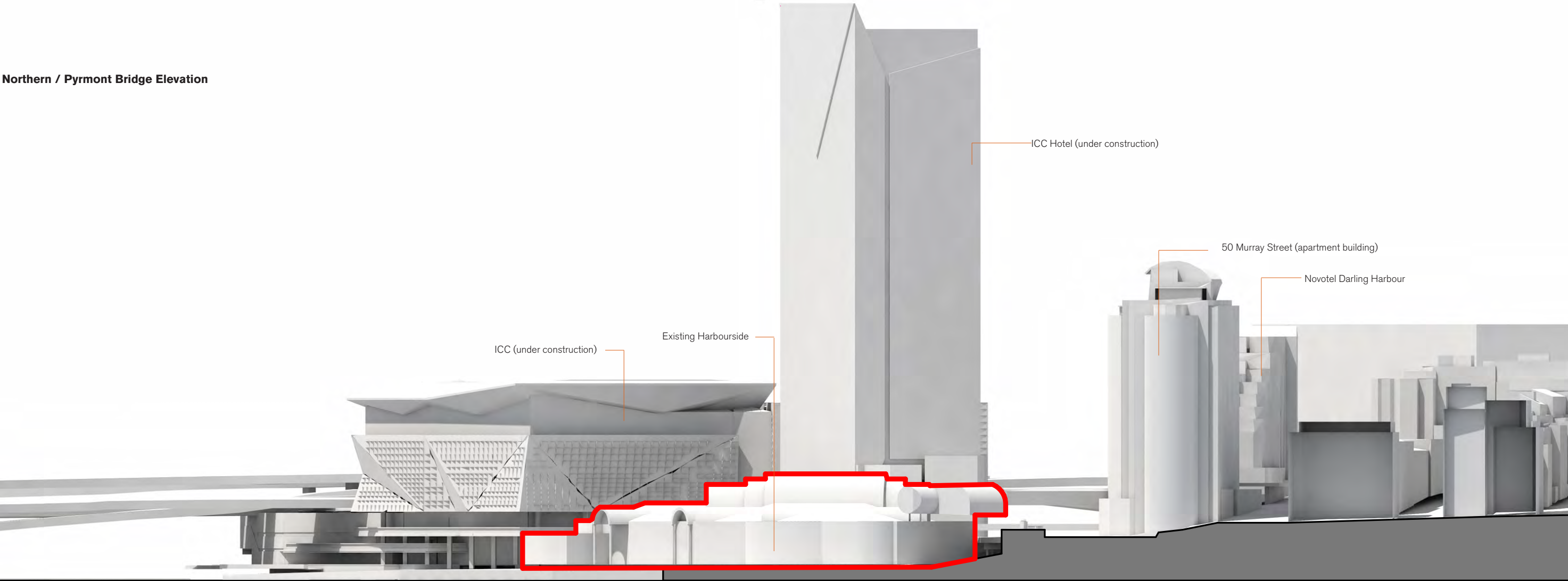


Image 24 Existing view under Pyrmont Bridge

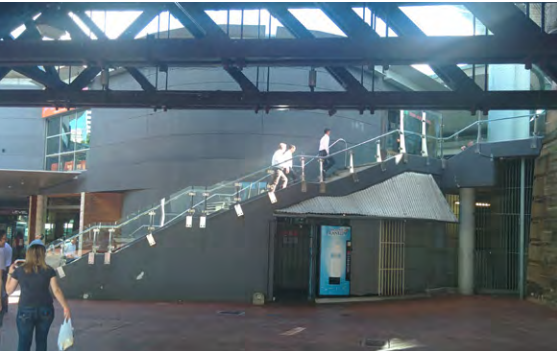


Image 25 Existing view under Pyrmont Bridge



Image 26 Existing view from Pyrmont Bridge looking west



Image 27 Existing entry to Harbourside at west end of Pyrmont Bridge

Southern / Harbourside Place Elevation

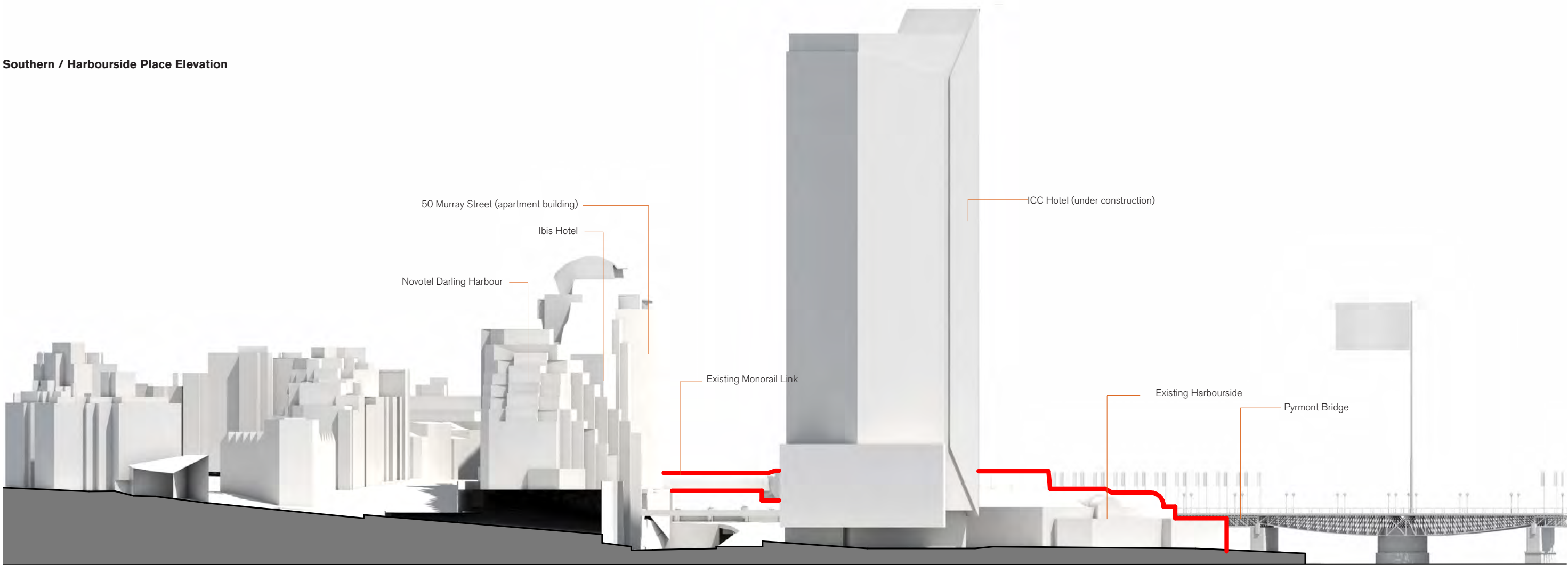


Image 28 Photomontage view into new Harbourside Place with existing Harbourside Centre in place



Image 29 Photomontage view of new Harbourside Place with existing Harbourside Centre in place (to right)

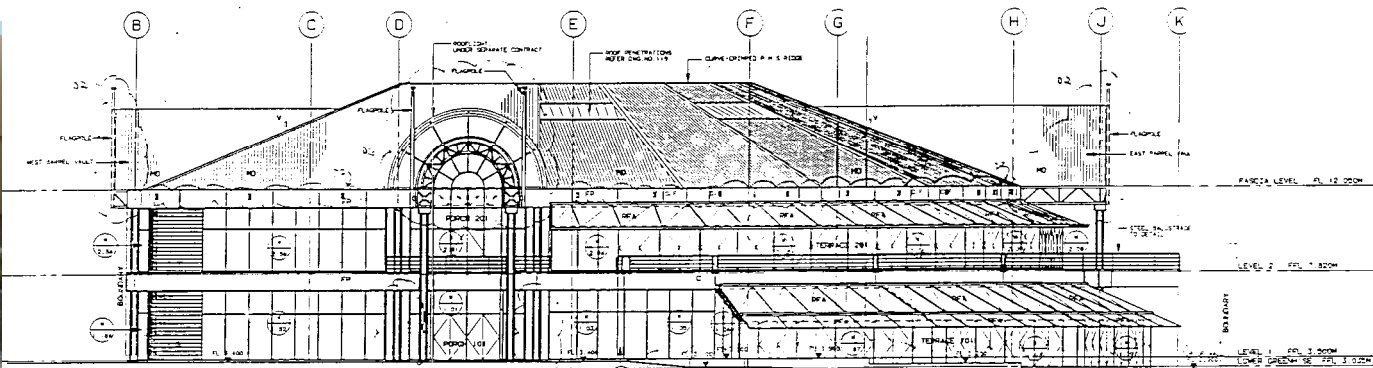


Image 30 Existing Harbourside Centre

**Existing Building Envelope,
Ground Plane & Public Domain**

The existing ground plane and public domain to the east of the development site is characterised by inconsistent waterfront setbacks and a variety of existing 3m retail spill out spaces, providing impressive city skyline and event views.

The waterfront setbacks varies from approximately 10.8m to 29m and this variance provides little consistency to the urban built form and framing on the western side of Cockle Bay.

Acting as an important piece of the surrounding urban fabric the site provides crucial public connections and through site pedestrian links including:

- Pedestrian bridge over Darling Drive linking Harbourside to the Novotel public carpark and Bunn Street
- The existing pedestrian monorail bridge over Darling Drive
- The existing public stair adjacent to Pyrmont Bridge providing access from Murray Street intersection to the waterfront

With added investment and development in the area including the SICCEP Development and ICC Hotel to the south, pedestrian links and upgrades to existing connections will increase usability and legibility of the surrounding area. Public domain aspects are detailed within Aspect Studio's SSDA Design Report that accompanies this submission.

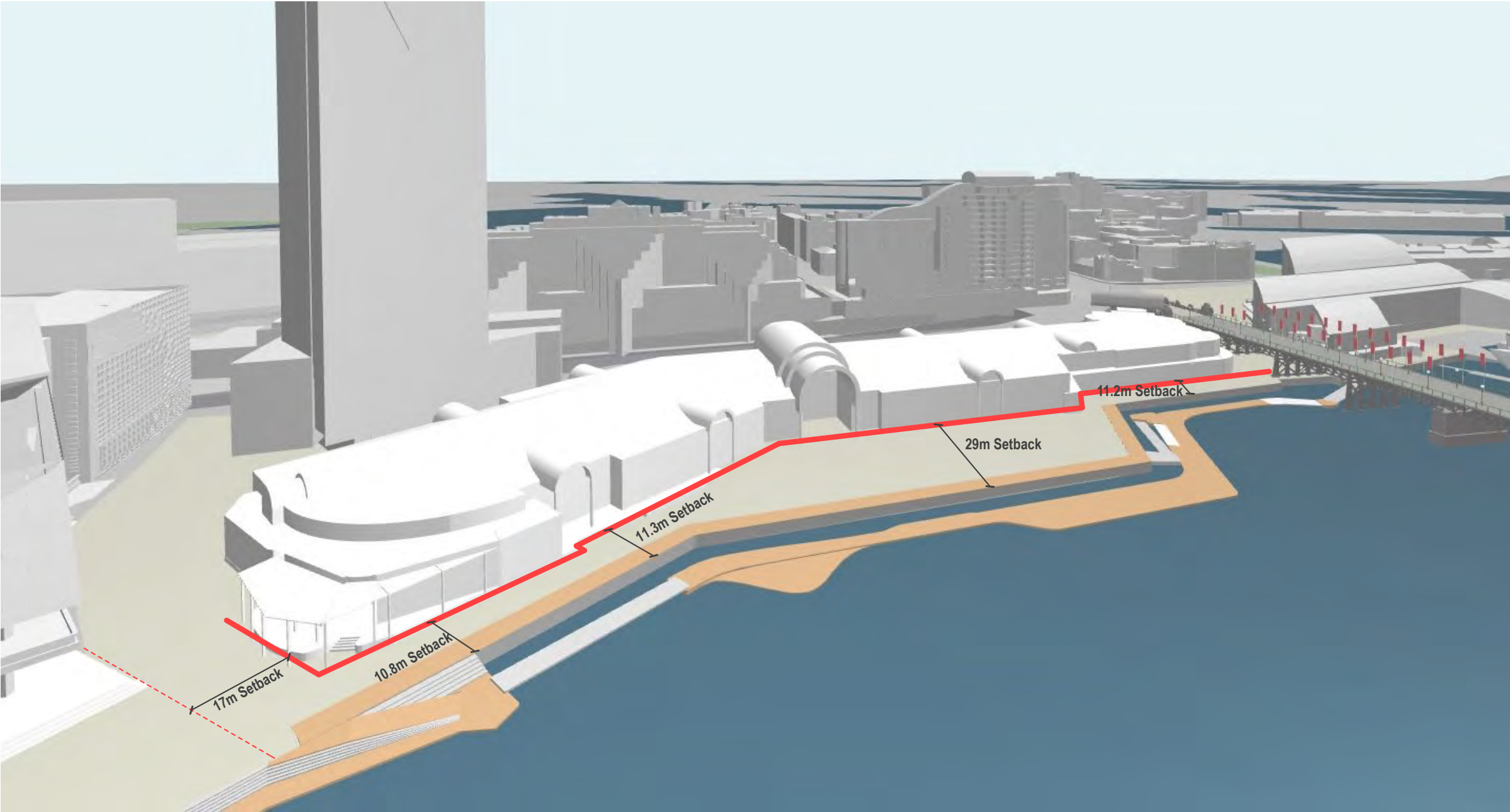


Image 31 Existing waterfront - Harbourside setbacks