

70178

EAST DARLING HARBOUR



EAST DARLING HARBOUR

A WORKING VISION 2006

CONTENTS

A New Public Place For Sydney	1
Completing the layout of the city	2
The project: Structure and Places	3
Integrating with the City	4
Public Domain: The Waterfront Park	5
Site Life and Meaning	
Point Park	
Pod Parks	
Squares and Courtyards	
Touching the Water	
Public Domain: The Streets	12
Connections into the City	13
Public and Community Buildings	14
Pool + Fountain	
Temporary gallery	
Gymnasium + Sports Field	
Theatre	
Community Room	
Overseas Passenger Terminal	
Community Big House	
The Arts and Art Projects	16
Heritage and Interpretation	17
Munn St Precinct	
Bed Rock / Millers Pt	
Caissons / Sea Walls	
Industry	
Sustainability	19
Water management and Services	20
A New Urban Quarter	21
Types, Heights and Multiple Uses	
Commercial	
Retail	
Housing	
Hotels	
Street Life and Ground Floor Activation	26
Recreational	
Retail	
Housing	
Hotels	
Public Buildings	
Floor Space Schedule / Density Options	27
Staging of Construction + Flexibility of Pieces	28
A Legacy for Sydney	29
A New Part of Sydney: Come Now!	30
Team / Acknowledgements	

A NEW PUBLIC PLACE FOR SYDNEY

A decisive Strategy to open the City to its western Shore

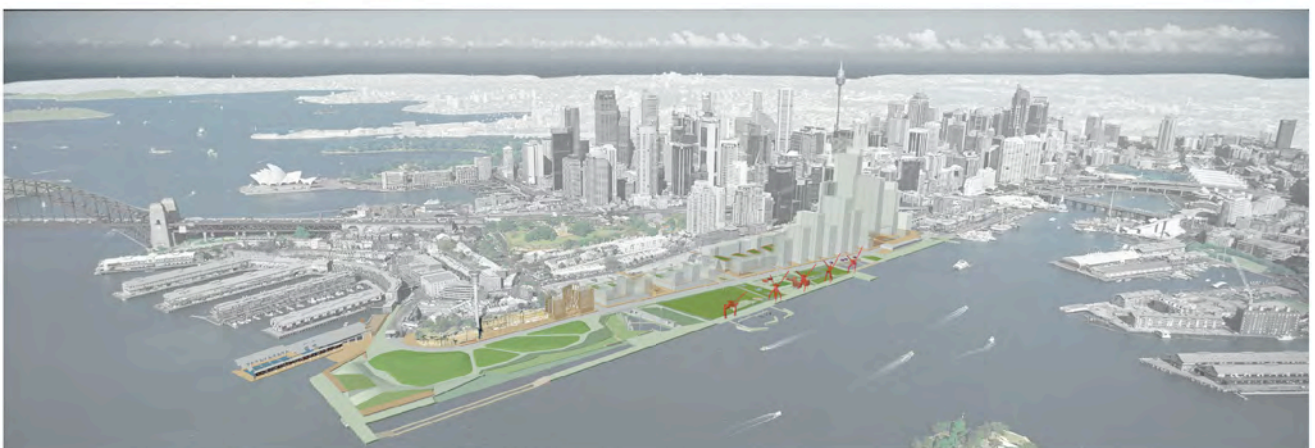
This scheme will give Sydney a great new western precinct. The design will:

- Bring the city back into contact with the harbour
- Make a generous new public realm that completes the layout of the city, creating multiple connections and linkages.
- Form a new relationship between the city centre, a public foreshore and the water's edge, creating a vibrant new place for all Sydney
- Provide new harbour-front parklands; with a multitude of places, landscapes and opportunities to engage with the water's edge.
- Give Sydney a great new street, that complements Macquarie Street; defining the western edge of the city and ensuring that the extensive parklands will remain as inalienable public lands in perpetuity.
- Create public places and public rooms, to bring vitality and equity for all the people of Sydney, as well as special intimate spaces that engage with local neighbourhoods
- Generate a vibrant new city quarter, accommodating working, living, commerce and recreation within generous and dignified public domain.

The design draws on an understanding of the site, its physicality, history and contribution to Sydney's development.

This is a sustainable project, fusing environmental, social and economic concerns to create a world-class place for Sydney. It is able to be flexibly staged and delivered, in response to changing public expectations, civic requirements social needs and market pressures.

It is a design that will create a great public legacy for Sydney, and future generations.

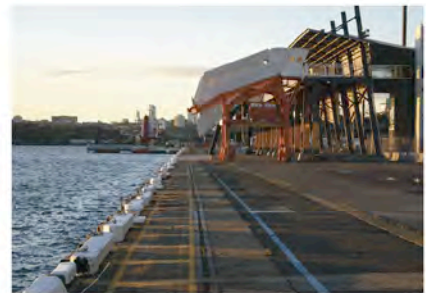


COMPLETING THE LAYOUT OF THE CITY

A Clear Plan to Bring an Appropriate Civic Scale and Character to the Vast Wharf Apron

The plan completes the layout of the city. Macquarie Street and The Domain provide a memorable civic edge to the eastern side of the city; now, the combination of a great new street, a sequence of parklands and new public buildings will provide a counterpoint along the city's western shore.

The street pattern integrates seamlessly with Walsh Bay, Millers Point, King Street Wharf and the western grid of the city centre to form a new unity. The design also provides the missing link to the 14 kilometre foreshore promenade that reaches from Annandale to Woolloomooloo. The street and park edges enshrine the western foreshore as inalienable public land.



THE PROJECT: STRUCTURE AND PLACES

One plan, orchestrating a multitude of projects



The project is conceived as a unified and resolved structure that defines new waterfront parks and urban quarter. The plan is elaborated by layers of public domain; parks and promenades, streets and blocks, squares and public buildings, paths and laneways. Within this guiding framework, hundreds of projects allow many hands to create genuine innovation and diversity. This strategy will make a truly civic addition to the city and allow great flexibility in staging and delivery, without compromising the essential logic of the plan.

The design's combination of firmness and commodity allows for delight in the many facets of its implementation; without recourse to either pastiche or rigid ordering, this plan will create an authentic new piece of Sydney; one which is clearly defined and sufficiently robust to endure through the many vicissitudes of implementation.

INTEGRATING WITH THE CITY

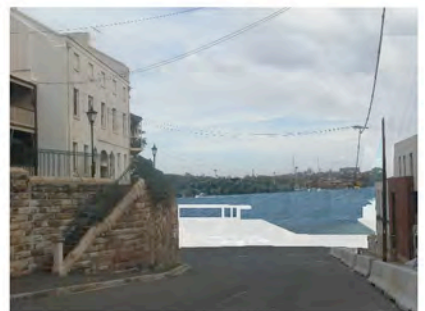
Bringing The City To The Waterfront, And The Harbour To The Streets



The western shore has been inaccessible and mostly concealed from the city for well over a century. This project purposefully sets out to provide the greatest possible number of physical and social links, tying a series of new streets and places into the fabric and life of the city.

All existing streets, walkways, stairs, parks and foreshore promenades are extended into and across the site, creating sixteen new connections. All frame dramatic vistas to the new waterfront parks, the harbour edge and water beyond. A diversified program of new social, cultural and recreational uses enrich neighbouring areas.

The plan creates a new foreshore for all Sydney, with a memorable combination of an active public domain and distinctive building form.



PUBLIC DOMAIN - THE WATERFRONT PARK

The Parklands Provide An Intense Series Of Experiences Along The Waterfront

The entire foreshore is dedicated as public reserve in perpetuity. The length, grandeur and unifying layout of the parks and waterfront promenade decisively frame Sydney's western shore; a serene horizontal line to counterbalance the scale of the city's towers.

The design of the parklands combines many spaces, landscape conditions, artifacts, activities and artworks to make a vibrant new foreshore, unlike any others around the harbour. At the southern end, the park is intensively used and closely related to the new city quarter. The mid section has an expansive scale and invites active recreational uses; a welcome place for the new and existing communities. The northern end restates the great Sydney tradition of the headland park, uncovering and reinterpreting the bold topography of Millers Point – making a rich environment that draws on a lost landscape, and making a place for Sydneysiders to gather and celebrate great events.

The parklands are open to a vibrant new program of civic uses, while the retained caisson seawall allows for ongoing shipping use.



PUBLIC DOMAIN - THE WATERFRONT PARK

The Parklands Provides an Intense Series of Experiences Along the Waterfront

The place is shaped by consideration of layers of site, daily life and meaning:

Site: The parklands are part of the greater Sydney pattern, they have a place in the city and a place in the harbour. In image and experience, the parklands complement the network of waterfront parks and the foreshore walks.

The physical reality of this particular place has shaped a detailed design response. The platform condition typifies the reality of urban landscapes; development for intense living and working environments often has to occur in post industrial environments and over constructed surfaces. – These offer opportunities to explore and refine ways of creating new types of green urban landscape.

The northern section contains remnants of the original shoreline and subsequent walls, wharves and buildings. Design investigates and celebrates this physical heritage.

Daily life: A flexible design responds to the way people will occupy the place. In the

workday week – workers jog, train, gather at lunchtime, drink latte, wireless work, play, let off steam; whilst visitors seek the water's edge.

After work residents and visitors, all ages, walk, cycle, play, meet, picnic, reflect; seeking the Sydney experience.

And then, on occasion, Sydneysiders cluster on the edge of the harbour to celebrate

Meaning: The harbour represents a nature/city harmony – it is our heartland, connecting the powerful landscapes of mountains and sea. The expression of that meaning is more complex than a simple view of the water, it encompasses the physical and ephemeral landscapes associated with the harbour.

Histories of industry and development are embedded in the physical form of the remaining walls, the archaeology terrace and artworks; marking changing technologies and social milieu.



Above: Cremorne Pastoral, Arthur Streeton
Below: Nightfall Cremorne Point, Peter Kingston



PUBLIC DOMAIN - THE WATERFRONT PARK

The Parklands Provides an Intense Series of Experiences Along the Waterfront

Point Parks

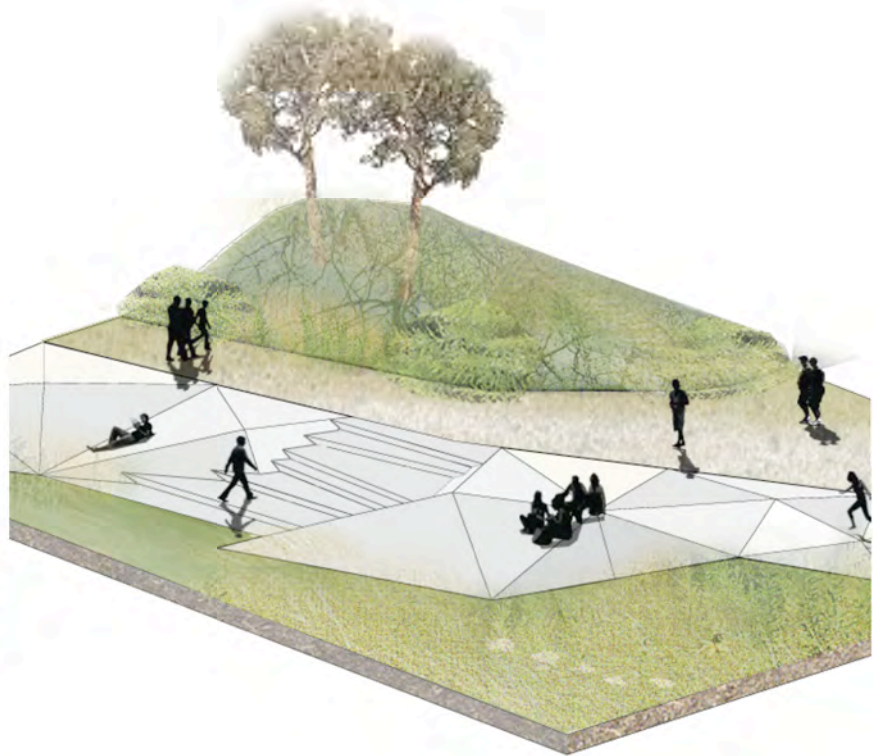
The northern zone, between the cliff and the original shoreline, has solid ground below the wharf apron, offering better conditions for planting than the filled sections - giving an opportunity to create a rich environment that reflects Sydney's lost landscapes. It will become a landscape layered with trees, shrubs and grasses, habitat, a rich visual, sensory and educative experience largely gone from this side of the harbour.

The landscape image evolves from the family of surrounding promontories; Balls Head, Ballast Point, Eerry Island, Yuralbin, Goat Island and Blues and Peacock Points with green open spaces and forest atop a rocky shoreline. The typical harbour landscape of cliffs and forests here becomes a contemporary terrain that folds upwards along the old shore line, creating an elevated landscape that mediates

between the flatness of the old platform, and the cliff.

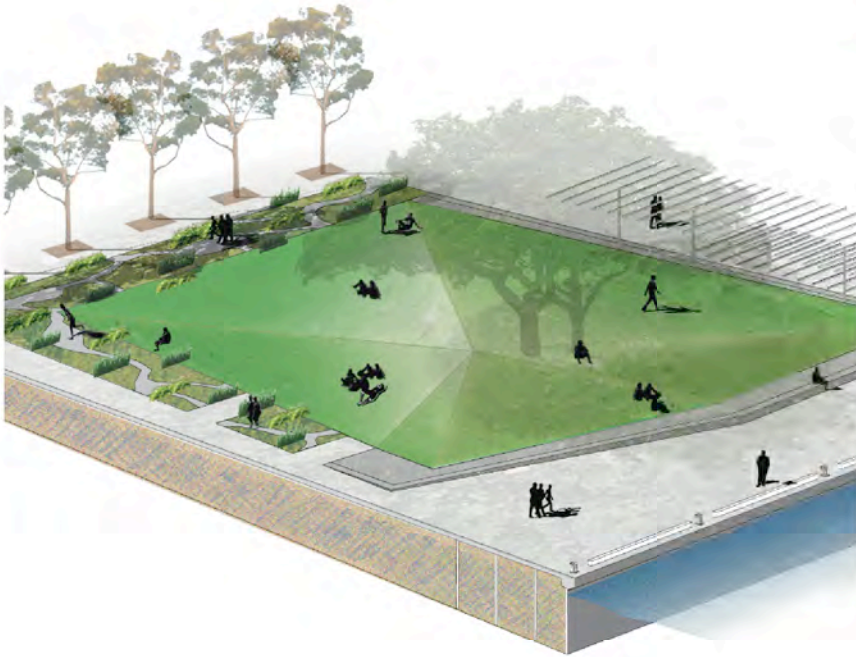
This is truly Sydney's park - liberated from any rigid program or theming, it will respond to people's desires. It is a place for solitude, a place for recreation and a place for events and unrivalled panoramic vistas; a place for residents, workers and visitors alike.

Bottom: Looking East, Mid-Afternoon, Lloyd Rees



PUBLIC DOMAIN - THE WATERFRONT PARK

The Parklands Provides an Intense Series of Experiences Along the Waterfront



Pod Parks

Pods are new green landscapes that fold to different views and uses.

Pods of quiet, pods of picnic and lunching, and pods of activity subtly elevated and removed from the surrounding deck. They offer a flexible way of accommodating diverse uses and changing leisure patterns – now and in the future.

The landscape of pod parks, gardens and platforms create a terrain that twists and folds independent of the deck – a foil for the expansive flatness.

Play Pod – interactive playground for children and onlookers of all ages, intimate enough for local use, large and inviting enough for a wider audience.

Field of Play – active play area – whether for organized community sports or casual knock about games – a space for the working and living community.

Pod Parks sit atop the concrete deck – removed from possible brackish water table and contaminated fill. They form a closed ecology, draining to gardens excavated into the surface that gardens filter and store water for reuse. Gardens offer a different, intimate scene.



PUBLIC DOMAIN - THE WATERFRONT PARK

The Parklands Provides an Intense Series of Experiences Along the Waterfront

Squares and Courtyards

Local squares articulate the parks – spaces for activity, events and community gathering, also leaving open opportunities for maritime use. Durable surfaces define flexible use areas, shaded by groves of trees.

Container Square: celebrates an industrial heritage – part event, part architecture, part art; the new container sculptures provide fun, exploration, and function – they can be kiosks, display spaces, music rooms or plant pots. On rails they move to

change the scene and squash-up to expand the square.

Market Square: an adaptable space, for markets and displays as well as for servicing the Overseas Passenger Terminal.

Public courtyards are folded into the building layout – sheltered spaces for outdoor dining and respite: more intimate spaces tied to the activity of the ground floor.



Left: Departure of the Orient, Charles Conder



PUBLIC DOMAIN - THE WATERFRONT PARK

The Parklands Provides an Intense Series of Experiences Along the Waterfront

Touching the Water

Water becomes part of the public domain – offering many waterside experiences, enjoyment and artworks.

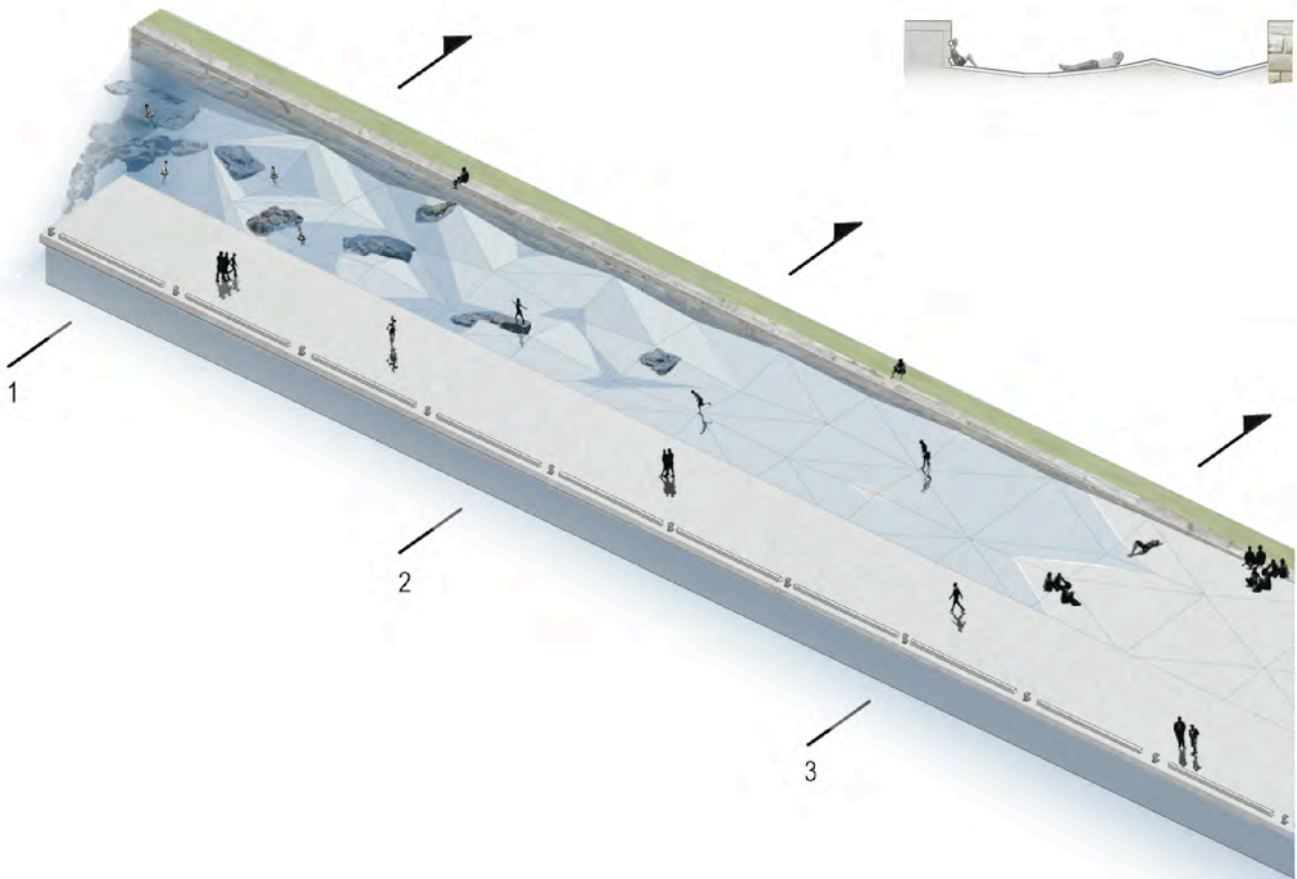
The tidal guage takes advantage of the different alignments of the caisson line and the older sandstone seawall, creating an opportunity for a new opening at the northern end of the caisson wall. The platform slides into the water, folding as it descends, capturing pools and tidal flows, and measuring the daily and extreme tidal activity. Get your feet wet, find some fresh oysters.

The wetland pond traces the last opening in the development of the northern part of the wharf. It has a stepped edge

reminiscent of Indian ghats. Sit down at the water edge, or on the steps above – experience the birds and marine life.

Boomerang pontoons create a sheltered cove to tie up your dingy, kayak or tinnie, climb the steps and ramps and come up for coffee.

The water garden in the square offers a water edge and water view bang in the busiest and most visible space; get your lunch at a kiosk and sit at the water edge – look under the bridge to the vast expanse of harbour beyond.



PUBLIC DOMAIN - THE STREETS

A rich and sustaining public domain underpins all great cities.

Streets and Promenades

The design is woven into the city with 7 new streets, 8 new lanes and walkways, 4 local squares, 3 elevated connections and grand ramps, 5 pedestrian overbridges, 17 new public stairs and lifts, and 1.4 kilometres of foreshore promenade. They link the site to the city, connect people to places, provide address, facilitate commerce and recreation.

Hickson Road becomes a dignified urban boulevard lined by a great colonnade and regularly scaled buildings, yet it retains the memories of the "hungry mile" and the struggle for work. A new city tramline and bus routes will make it the organizer of the western side of the city.

GlobeStreet, the western complement to Macquarie Street, is a new civic street that unifies the public foreshore on the western side of the city – a landscape street which clearly defines the public realm favouring pedestrians over traffic.

Napoleon Street, extended as a broad space akin to a linear square, links the city streets to the waterfront.

A series of 5 short connecting streets frame dramatic vistas to the park and harbour.

A network of pedestrian lanes weave through blocks, providing shortcuts, an intimate scale and activated the ground floor.

The promenade, as part of the foreshore walk, offers an immediate physical and visual relationship with the harbour – as one of many new public routes through the site.



PUBLIC DOMAIN - THE WATERFRONT PARK

The Parklands Provides an Intense Series of Experiences Along the Waterfront

Elevated Public Domain



A new elevated Public Domain is formed on the fourth floor rooftops, connected by new pedestrian bridges, raised promenades, broad ramps, public stairs and lifts, to the cliff tops east of Hickson Road



CONNECTIONS INTO THE CITY

Structure and Public Transport and Pedestrian Opportunities

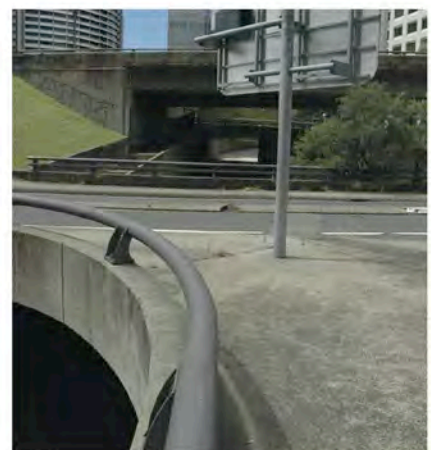


The site's proximity to Wynyard Station informs the distribution of uses and densities. The design proposes a network of streets, laneways and paths, (on-grade, above and below) to connect the new quarter to Wynyard and the city. These plug into existing patterns rather than requiring major new infrastructure.

A principal route is along Margaret Street, where the southern footpath will be widened and awnings added to give covered access across to Napoleon Street, and connect to a new pedestrian link over Hickson Road into the heart of the proposed commercial precinct. The major commercial developments are within 5 minute walk to the station.

The East Darling Harbour project will act as a catalyst for bringing additional modes of public transport to the neglected western side of the city. A new Hickson Road tram line can link Central Railway to Walsh Bay and Circular Quay, while new ferry wharves will connect the site to other foreshores around the harbour.

The proposed street pattern will allow new and existing bus services to be routed through the site. This will not only serve the residential and commercial district but also relieve congestion in other parts of the CBD.



PUBLIC AND COMMUNITY BUILDINGS

Bringing civic, cultural and recreational life to Sydney's western waterfront

Public and community buildings anchor the city in time and collective experience, in counterpoint to the flux of commercial buildings. In Sydney, emblematic buildings such as Customs House and the monumental architecture of Bridge Street provide permanent points of reference, memories spanning across generations. Often built of noble materials such as sandstone and granite, and set in fine urban spaces, they offer public rooms to support civic life and community functions.

The project proposes a variety of new public buildings that calibrate and enliven the foreshore, parklands and city quarter. These are strategically placed and exceptional in character, the pools, headland, gymnasium, community house

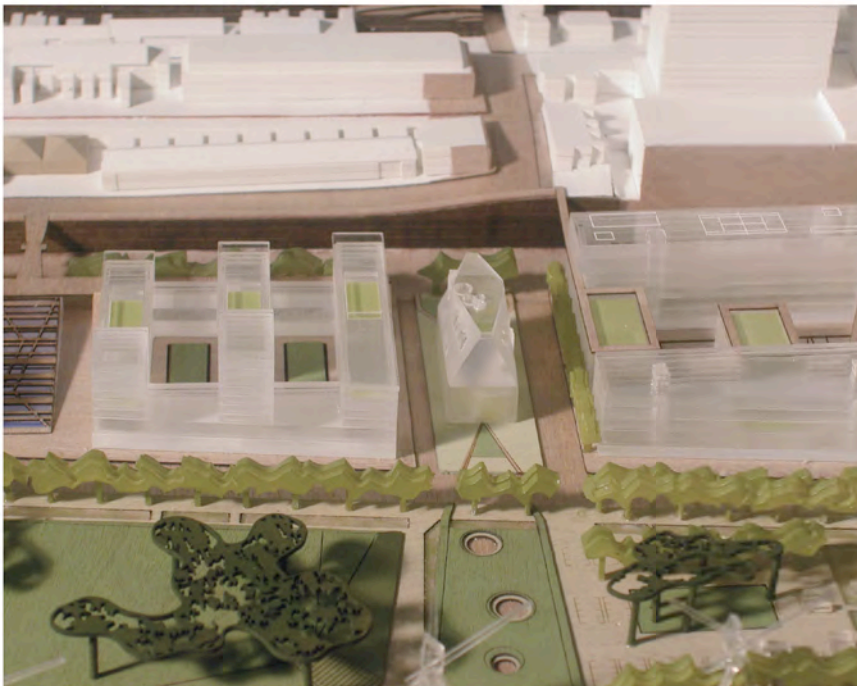
public rooms, passenger terminal / convention centre cinemas and theatre.

The Overseas Passenger Terminal provides up to date facilities for shipping, provisioning and tourists. All internal areas comply with the brief, and there is excellent service access. Additionally the Terminal is integrated with the major international hotel to regularly host conferences and conventions, guaranteeing year round operation.



PUBLIC AND COMMUNITY BUILDINGS

Bringing civic, cultural and recreational life to Sydney's western waterfront



ART AND ART PROJECTS

Art and cultural projects to celebrate image and memory

The new city quarter and parklands are enriched by art and culture; both in the private and public realms. A group of major works are suggested to demonstrate what may be achieved;

Tidal Cranes: Tidal, wind and solar power are harnessed for promenade lighting and diurnal performances of a majestic row of 'Tidal Cranes'. Echoing the rhythm of 'working' harbour, the skyline is activated by the angular lines of pivoting crane-like sculptures. Like amusing sentinels striking poses along the promenade, they stridently occupy their waterside territory. Gentle giants, they move gracefully like dancers.

Where land meets water, city meets harbour and past meets future, these 'new age' eco-cranes perform twice daily translations of the tides, continually translating the rhythms of the surrounding water. Powered by the ebb and flow of the tide, the luffing of the jib arms visually announce the tide's position whilst slewing full circle in response to the direction of

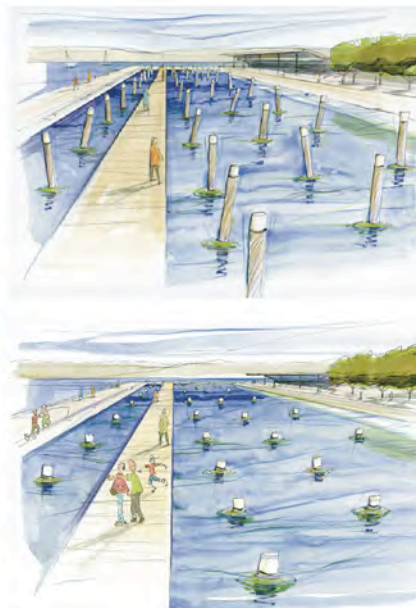
the wind. Momentary wave reflection is expressed in flutter movements of the long arms.

In a context defined by the interface of built form and elemental forces the tidal light cranes are direct kinetic sculptural conduits to nature's ineluctable processes.

Drunken Piles: A forest of hardwood timber piles lose balance in the harbour's tidal waters. Pier-less, they are freed from the function of supporting a deck. Unlike most maritime piles engineered to resist the forces of nature these piles are encouraged to sway from side to side while remaining shackled to their sunken moorings. Each pole is encircled by a lifebuoy ironically suggesting support; but they also with a second function as island habitats for local marine organisms, providing homes for barnacles, sea squirts, oysters, green seaweed, algae and sea lettuce. And they move up and down the piles with the tide, announcing the shift from high to mid to low like biodiverse tidal gauges.

Arranged in a 250 metre long three row wide grid alongside the 'Ripple Bridge' the 'Drunken Piles' will move as a choreographed group, a 'corps de dance' as they wobble subtly in response to the movement of waves, wash and wind. At low tide two metres of pole will be visible above water, whilst at high tide just their painted white tops will emerge from the surface as if about to sink. Together their gentle wayward movements reinforce our connection to the ever changing waters of Sydney Harbour.

Ripple Bridge: A floating walkway heightens our experience of the movement of harbour waters. Whilst appearing as a fixed boardwalk with its timber deck the 'Ripple Bridge' performs like a subtle amusement park ride in fluid motion. Once on board the hinged floating walkway, subtle shifts of perception liberate our sense of weight and our memory of firm ground. We enter the energetic spirit of the body of water and energy – Sydney Harbour. The 'Ripple Bridge' invites the pedestrian for a few minutes' journey to suspend all reason and to entertain sensation.



HERITAGE AND INTERPRETATION

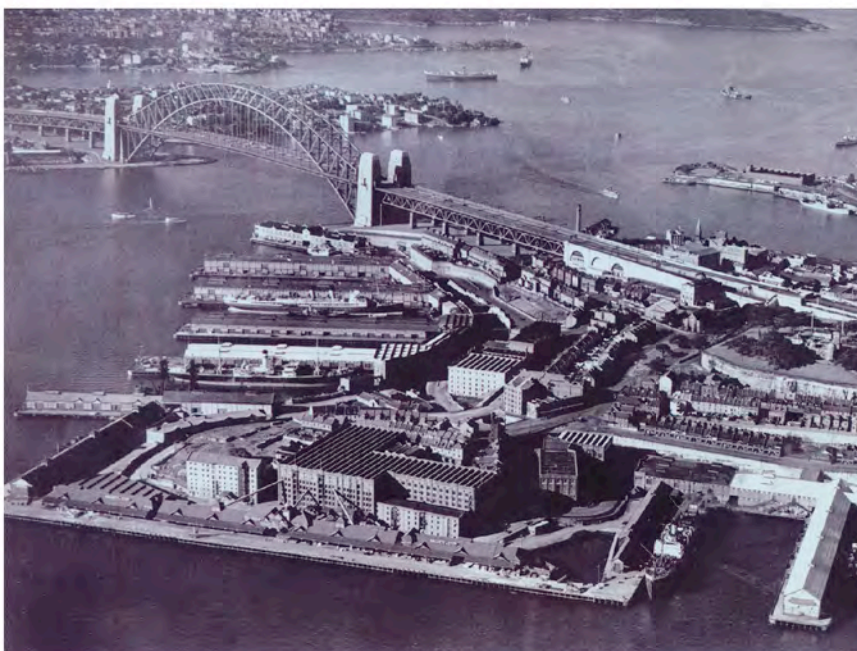
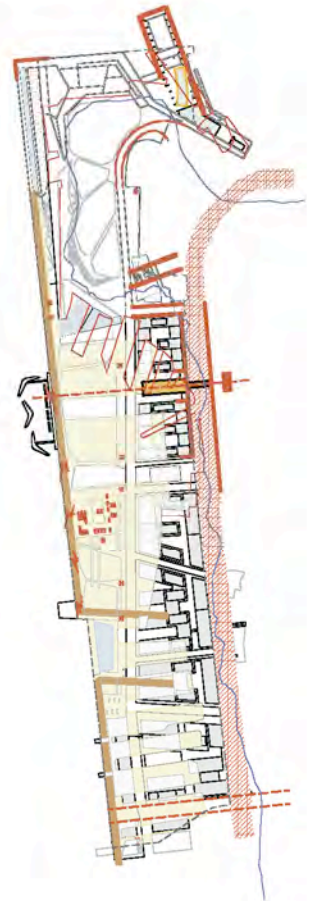
Revealing and reinterpreting the layers of the site's rich history

The project reveals and reinterprets the many traces of the site's past; the scale of the Millers Point bluff with its successive shorelines; the elemental force of incisions into sandstone bedrock; the powerful horizontal datum of the wharf apron; the hand-made topography of the High Street terrace, the austerity of Hickson Road and the 'Hungry Mile'. The history of the site is marked by substantial and decisive interventions – streets created by cutting through the bedrock, connections made by clear-spanning bridges and overpasses, the manipulation of the edge by successive seawalls, the protrusion of finger wharves and the subsequent formalization of a new edge by reclamation and infill.

The project reveals and reinterprets the many traces of the site's past; the scale of the Millers Point bluff with its successive shorelines, the elemental force of incisions into sandstone bedrock, the powerful horizontal datum of the wharf apron, the austerity of Hickson Road and the 'Hungry Mile'. The history of the site is marked by substantial and decisive interventions

– streets created by cutting through the bedrock, connections made by clear-spanning bridges and overpasses, the manipulation of the edge by successive seawalls, the protrusion of finger wharves and the subsequent formalization of a new edge by reclamation and infill.

Fractured projects are renewed; the hand made topography of the High Street terrace bridges once more to a new Hickson Road colonnade and elevated walkway; a water frame version of Wharf 10 restates the western limit of Walsh Bay; the severed arms of Munn Street are remade; the water basin of Darling Harbour Wharf 8 is reinstated; the archaeology of the excavated sandstone seawalls are revealed again to hold back water and earth.



HERITAGE AND INTERPRETATION

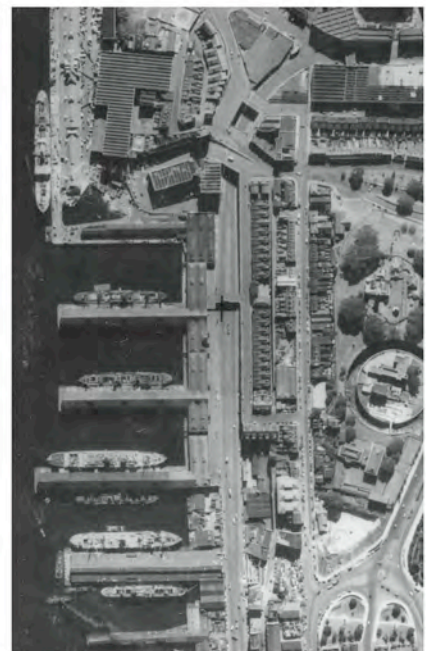
Revealing and reinterpreting the layers of the site's rich history



The sea wall is retained so that a continuity of maritime uses can remain along the western shore.

public rooms, passenger terminal / convention centre cinemas and theatre.

The Overseas Passenger Terminal provides up to date facilities for shipping, provisioning and tourists. All internal areas comply with the brief, and there is excellent service access. Additionally the Terminal is integrated with the major international hotel to regularly host conferences and conventions, guaranteeing year round operation.



SUSTAINABILITY

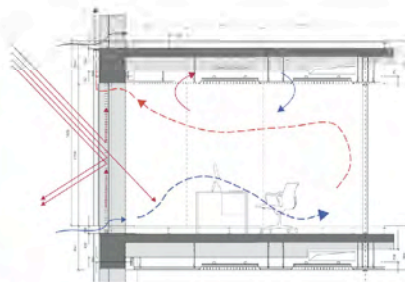
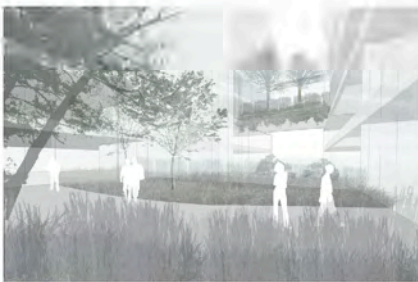
Combining environmental, social and economic initiatives in one plan

The essential strategy of the design, manipulating existing infrastructure and resources, will minimise waste produced during construction. Instead of demolishing the extensive wharf slabs, large areas are left in place and capped with landscape elements and pod parks. Careful incisions are made to accommodate the filtergardens and irrigation water storage tanks. The original terrain around the headland of Miller's Point is re-engaged in a way that makes use of the bedrock and remaining archaeology in an exuberant park of Sydney Sandstone vegetation.

Indigenous vegetation inhabits suitable microenvironments – Sydney sandstone forests occupy the elevated point; areas of high water table are planted with Swamp Gums and Paperbarks; native scrublands and grasses create a dynamic and changing understorey; reeds and grasses will filter polluted and brackish water.

The subdivision pattern, block dimensions and orientation will foster building floorplates that have the optimal cross sections for effective natural ventilation and good solar access. Roof gardens

further improve atmospheric performance as well as reducing heat loadings. The greatest contribution to sustainability of the buildings offer however is the durable and flexible configuration of building types that will accommodate future economic growth cycles. The principles of long life, loose fit, low energy inform all aspects of the project, including buildings and landscapes.



WATER MANAGEMENT AND SERVICES

Efficiency, environmental responsibility and best practice

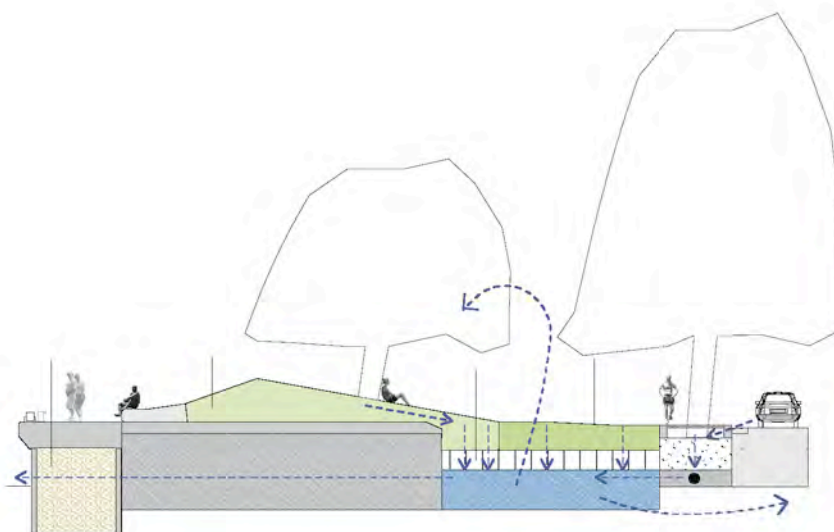
Each building block within the urban quarter recycles its own greywater and roofwater for non-potable uses. Excess water from the low rise residential buildings is stored and used to irrigate the courtyard landscapes and roofgardens. Excess water from the commercial towers is used to irrigate the roofgardens and a series of interpretative water features that course through the dynamic public spaces at the foot of the buildings and the public park.

The parklands will be irrigated with water collected and treated on site.

In addition to the excess water from the commercial buildings, stormwater run-off is taken from impervious surfaces outside the site but within the local catchment,

and filtered through a series of cool experiential filter gardens within the park, before being stored for future use. Hard surfaces of streets and squares within the site's public domain are also used to harvest stormwater. Streets drain into urban tree filter strips, watering street trees and filtering excess water for re-use. Water from the greater part of the parklands, from hard and soft surfaces, feeds into filter gardens that treat and store water.

The processes of water capture and treatment are explored and celebrated in a series of water gardens and water features. The main water gardens are



-  surrounding catchment treated on
-  on site catchment
-  filter gardens in public domain
-  filter gardens in private domain
-  stormwater filtration garden to polish water before flowing to the harbour
-  tree filter strips
-  interpretive water garden elements

A NEW URBAN QUARTER

A distinctive architectural character and built form strategy

Bounded by the new street to the west and Hickson Road to the east, a tapering wedge of well-scaled blocks is seamlessly interconnected with the existing city fabric. This urban pattern sustains a wide-ranging series of architectural projects – encouraging diversity of use, leasehold scale and occupation. Office buildings, retail tenancies, residential low rise blocks and towers, mixed use buildings, hotels and public rooms all find their places in the order of the design.

The new urban quarter comprises 9 city blocks, divided into 20 lots accommodating over 40 buildings. Rational and coordinated, this structure is the ideal framework to deliver a genuine richness of architectural expression. Each project is free to contribute in its own particular way to the creation of an active, porous edge to the foreshore park and a dignified address to Hickson Road.

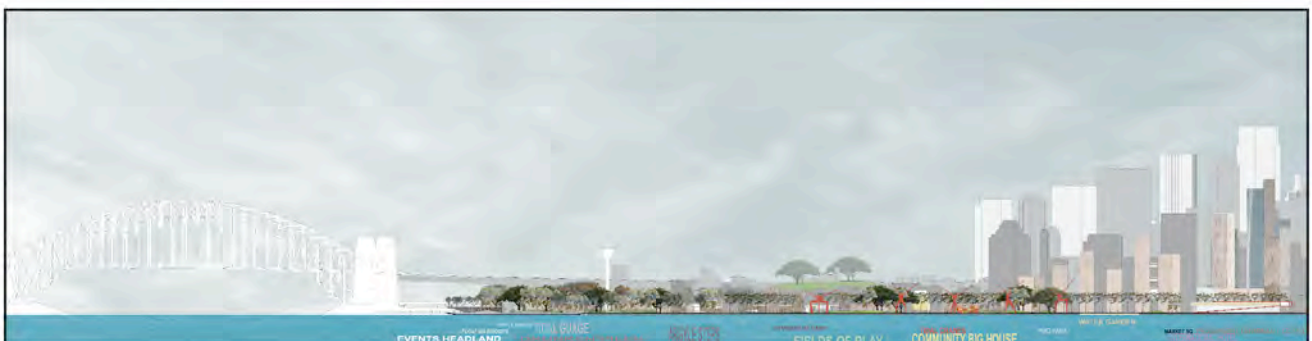
Across all blocks, the buildings are configured in a distinctive valley form, with ground level green courtyards punctuated

by low-rise roof gardens. This strategy ensures that almost all buildings have their long side to north, and equitably share solar access. Generally exposure to west is minimized.

Hickson Road has a classic urban scale street wall, with a consistent colonnade. The unique bridge-scape in Walsh Bay bridges the topographic divide.

Globe Street, in counterpoint, has a syncopated mid-rise buildings, punctuated by treed courtyards and passageways. These buildings present slender silhouettes to the park and waterfront, resulting in a striking new city edge profile.

Heights read against the datum of the city towers behind. The consolidated block at south end has the largest buildings. The built form progressively reduces in scale towards the north end of the site, following the pattern of the city buildings behind.



A NEW URBAN QUARTER

A distinctive architectural character and built form strategy

View sharing is intrinsically considered, as the new tower forms are lower in height and well removed from existing Kent Street towers. All taller buildings are split into parallel forms, decreasing their perceived bulk, and allowing sun, breezes and views through the block.

Opposite High Street, the buildings are lower again to respect the unique urban form, and frame the axial perspective of the Observatory, framed by the majestic figs on the hill.

Every block contains multiple building types, supporting a fine scale web of public spaces; squares and courtyards, lanes and walkways, colonnades and arcades, elevated gardens and stairs.

The block pattern and subdivision has been tested by design: a boutique hotel at the Munn Street Steps, the High Street housing and gymnasium, the Community "Big House," the mixed-use Superblock, Overseas Passenger Terminal, and the Waterfront Theatre.

Two commercial projects have been developed to explore the architectural and development potential and to demonstrate diversity of authorship.



A NEW URBAN QUARTER

A distinctive architectural character and built form strategy

THE FUTURE OFFICE: INVITED PROJECT 1

The new green workplace

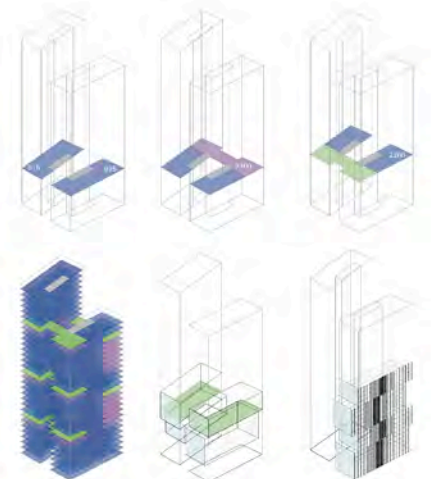
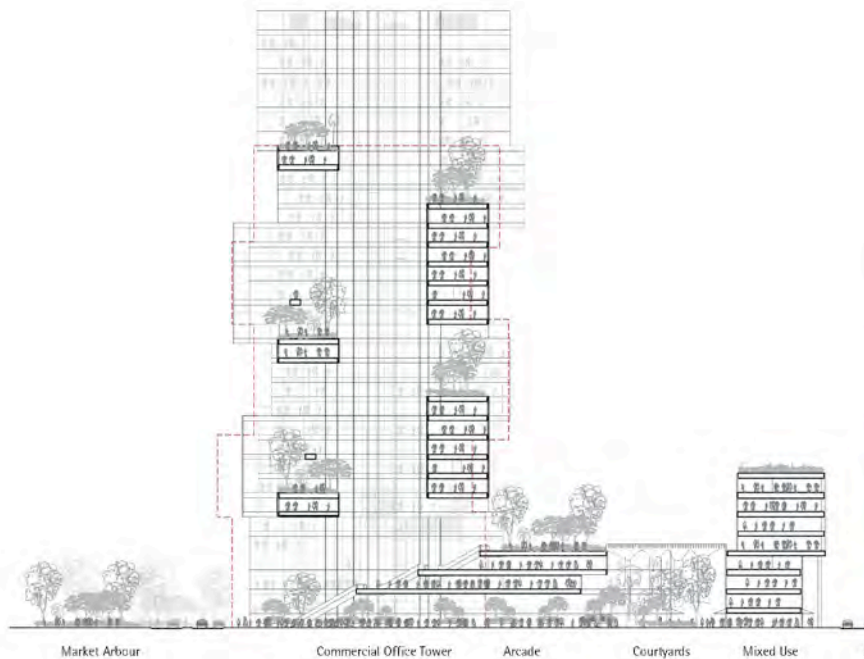
At twenty eight storeys, the garden tower will be Sydney's first naturally ventilated office tower. The project advances the nature of the office environment, developing new ideas for its ecology and working patterns. Every office in the tower will be daylight and have openable windows, allowing occupants to control their own environment, resulting in energy consumption levels half those of conventional office towers.

The twin tower plan of the building is linked by a series of garden decks and office floors – which create 2000+sqm floorplates. The gardens punctuate the sky between the towers, visually establishing social foci for the office workers. They contain places to relax during refreshment breaks, as well as meeting spaces, bringing richness and humanity to the workplace.

Pairs of vertical masts within the services and circulation cores in the centre of the

plan support vierendeel beams, which in turn support the clear-span office floors and gardens. The massing of the building is reminiscent of the stacked shipping containers of the old East Darling Harbour. The cladding grid is based on 0.75 / 1.5 / 3m, with a 1.5m planning grid. This is to allow good flexibility in the middle of the floorplates with the more generous 3m window widths at the eastern and western facades where meeting rooms will face views.

The office towers will have a distinctive presence on the Sydney skyline but are also anchored into the lower-scale city fabric, with the design of the perimeter structures reinforcing the scale of the new boulevard at Hickson Road. The developments at street level forge links between the tower, the neighbouring development sites and the broader community - providing shops, carparking, apartments and a public galleria with restaurants, cafes, galleries and spaces for social and cultural events forming a popular new route cutting across the site.



A NEW URBAN QUARTER

A distinctive architectural character and built form strategy

THE FUTURE OFFICE: PROJECT 2

Vibrant mixed-use blocks of different scales

This project is derived from the site's unique history and morphology, that facilitates fine grained multi-level pedestrian connections into the city.

Stone, wharf-like piers below the sandstone cut-line, filled with a rich 24/7 mix of uses - work/soho/live/shop/eat/play denote the lower levels.

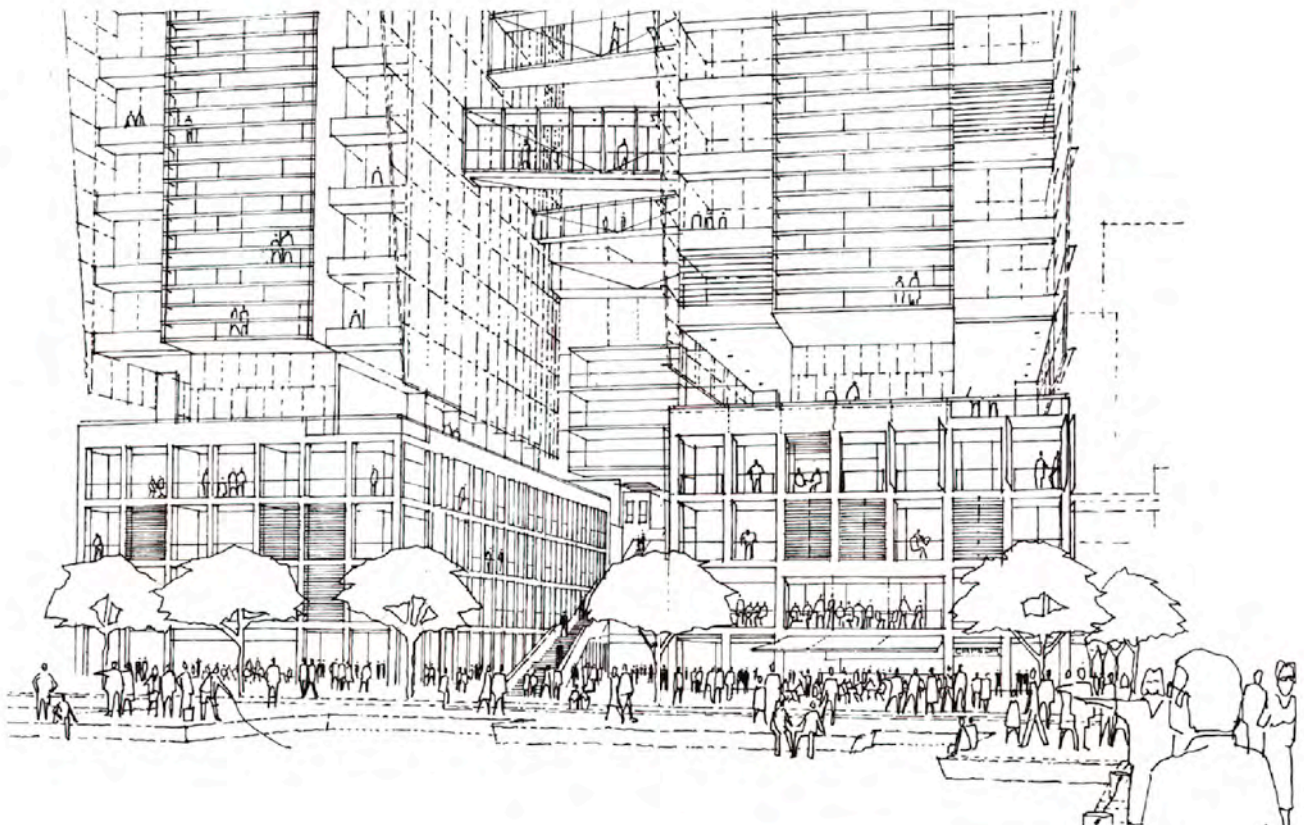
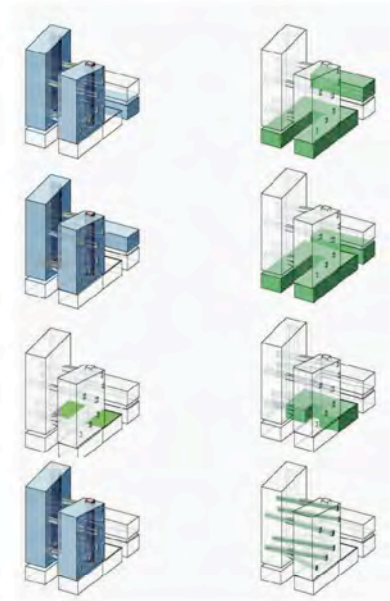
Ethereal, crystalline towers floating above the stone piers create a memorable silhouette.

Strong street edges in counterpoint with soft, human-scaled pedestrian spaces in the centre.

Multi-level access to buildings (like at The Bond) positively responds to site topography, and creates an elevated public domain.

Towers are linked through open atrium. Social workspaces and circulation at ends of tower floor plates and on the bridges.

Opportunity for leading environmental design applied to the mid - scaled high rise workplace.



A NEW URBAN QUARTER

A distinctive architectural character and built form strategy



STREET LIFE AND GROUND FLOOR ACTIVITY

Creating a vibrant new part of the city centre on the waterfront

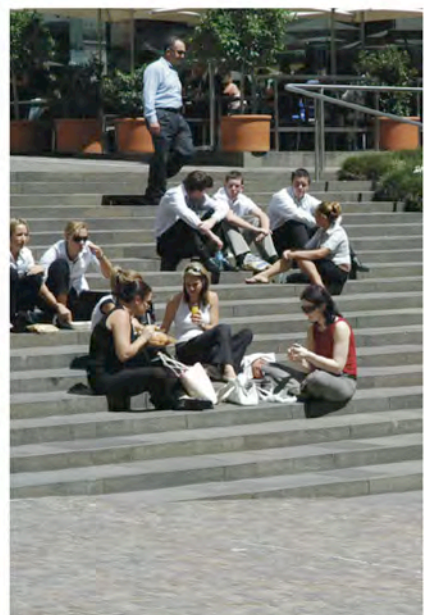
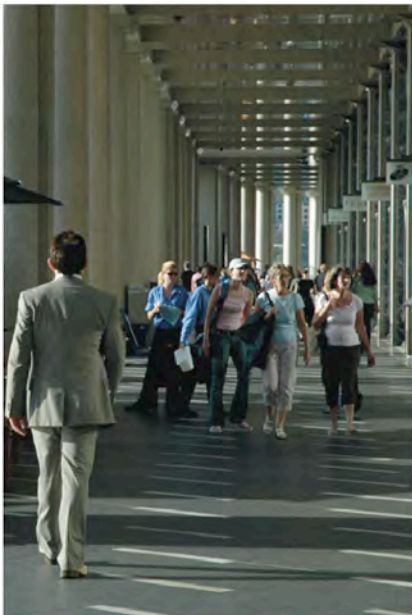
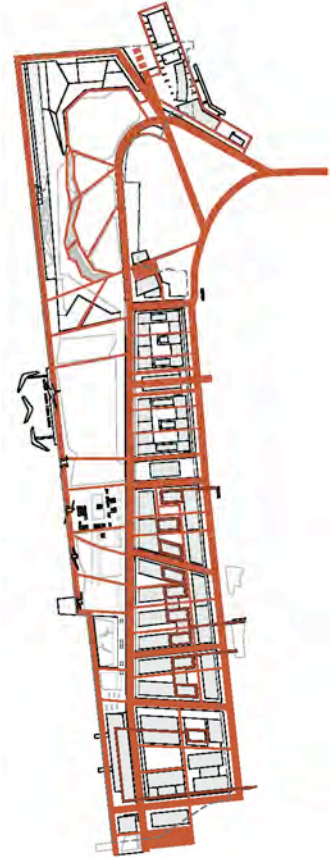
The best cities have great street life, framed by buildings and tempered by landscape. The coordinated network of public spaces at East Darling Harbour supports a diversity of active ground floor uses.

Activities spread the length of the waterfront park; from weekday life in the southern squares, to the expansive openness of the green northern headland. Promenades are dotted with kiosks, while events and festivals regularly attract the people to the waterfront. It can be many things to many people without being overtly structured or themed

Each street and block has its own character and intensity. The new Globe Street will have many building addresses, interspersed by cafes, restaurants and kiosks, with an atmosphere akin to Barcelona's Ramblas. To the broad scale

of Hickson Road, a grand colonnades emphasises the civic character, comparable to Regent Street in London. The short streets are well defined, lively with the bustle of shopping and comings and goings. The network of lanes, arcades and walkways have the intimate scale of the Melbourne lanes, or a latter day Rowe Street.

The super block fronting Napoleon and Margaret Streets is the most intense in use, containing a multi-level retail centre with arcades, food courts, a supermarket, cinemas, hotel lobbies and bars; all linked into the Overseas Passenger Terminal.



FLOOR SPACE SCHEDULE AND DENSITY OPTIONS

A framework for a viable and innovative urban project

BUILT FORM		389,511 sq.m	
Total Built Form Footprint	56,825 sq.m	26.85%	total site area
Commercial Floor Space	233,170 sq.m	59.86%	total built form
Residential Floor Space	61,957 sq.m	15.91%	total built form
studio	80 units		
1 Bed	214 units		
2 Bed	364 units		
3 Bed	75 units		
3 Bed +	44 units		
Retail Floor Space	34,640 sq.m	8.89%	total built form
Mixed Use Floor Space	12,050 sq.m	3.09%	total built form
Hotels	34,560 sq.m	8.87%	total built form
International Hotel	26,400 sq.m		
	500 rooms		
Boutique Hotel	8,160 sq.m		
	140 rooms		
Public Buildings	13,135 sq.m	3.37%	total built form
Carparking - Excavated		4178	
Commercial	1 space per 125 sq.m	1865	
Retail	1 space per 125 sq.m	277	
Mixed Use	1 space per 125 sq.m	96	
Residential			
studio	0.5 spaces per unit	40	
1 Bed	0.5 spaces per unit	107	
2 Bed	0.75 spaces per unit	273	
3 Bed	1 space per unit	75	
3 Bed +	1 space per unit	44	
Public		1400	
Carparking - On Street		400	
PUBLIC SPACE		155,023 sq.m	73.24%
Active Recreation Space - PARK	45,021 sq.m	21.27%	total site area
Park	40,614 sq.m	19.19%	
Swimming Area	1,326 sq.m	0.63%	
Water Garden	3,081 sq.m	1.44%	
Passive Recreation Space - PAF	55,245 sq.m	26.10%	total site area
Park	50,768 sq.m	23.98%	
Tidal Garden	2,122 sq.m	1.00%	
Salt Marsh Garden	2,355 sq.m	1.11%	
Public Circulation Space - PARK	10,154 sq.m	4.80%	total site area
Foreshore Promenade	10,154 sq.m	4.80%	
Other	44,318 sq.m	20.94%	total site area
Streets	31,378 sq.m	14.82%	
Lanes	4,713 sq.m	2.23%	
Squares + Courtyards + Walkways	8,227 sq.m	3.89%	
Area Removed	286 sq.m	0.14%	total site area
Deck	286 sq.m	0.14%	
Elements Outside Competition :	7,593 sq.m		
Swimming Pool	3,635 sq.m		
Floating Walkway	1,404 sq.m		
Pontoon	895 sq.m		
Ferry Wharf	650 sq.m		
Promenade	372 sq.m		
Bridges	637 sq.m		

The Competition Brief sets out a base case of 330,000 square metres of development. A complying scheme is illustrated in Elevation Option 1.

We have investigated an increased development quantum of 390,000 sq.m. This scheme is illustrated in Elevation Option 2. the scale model, animations and the B1 panels. This variation could be considered to support additional public benefits including;

- to better service the western side of the city, provide new public transport, including light rail, ferries and buses
- to better access the site, make improvements in the nearby city streets, including upgrading the pedestrian environment in Margaret and Napoleon Streets, rebuilding Grosvenor Street at the Harbour Bridge / city gateway intersection, and extending the Cahill footway to Observatory Hill
- to integrate the site with the city, expand the program of public projects, including the harbour pool, events headland, theatre, gym, and community rooms
- to celebrate the site's natural assets and rich history, institute a program of public art projects including the High Street Bridge, tidal cranes, drunken poles and ripple bridge.
- to balance social equity, accommodate public and affordable housing related to High Street

Additional public benefits may justify further development opportunities on the site, as illustrated in Elevation Option 3, yielding over 500,000 sq.m



STAGING AND FLEXIBILITY

A workable and adaptable delivery program



The design is open to future possibilities, as it can readily accommodate change over time in an inherently flexible way. The layout is adaptable, allowing all parts to be staged and developed independently.

The order of staging will need to balance competing requirements; timing services and infrastructure, balancing cash flow and development cycles, managing access and construction requirements, maintaining maritime uses, and responding to the broader public interest.

Throwing Open the Gates: To introduce public access and ownership to a site that has formerly been off-limits, it is desirable that people associate with the place from the earliest stage. This is achievable at a number of levels; opening the empty cargo halls and apron to interim uses and holding festivals and events, giving necessary processes such as the archaeological investigations an educational dimension, introducing secondary maritime uses and training opportunities to take advantage of underutilized infrastructure. Such opportunities will benefit from creative management.



A LEGACY FOR SYDNEY

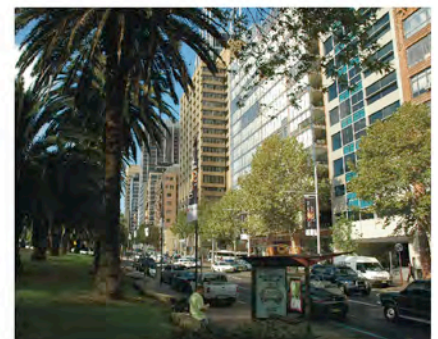
A place for future generations to treasure and enjoy

Sydney's most important city plans over the last two hundred years have been clearly conceived, yet understated. Macquarie Street's initial 1810 layout, and its extension in the 1840's, aimed to resolve the plan with the place. Similar intentions can be seen in Walsh's creation of Hickson Road between 1906 and 1924. These urban plans lucidly demonstrate the primacy of the public space of the streets and the parks. While the architectural fabric, traffic role and street furniture are in constant transition, the alignment of the public domain tends to be immutable.

The contemporary project for the East Darling Harbour should add its own potent and compelling layer to Sydney. This cannot be achieved by singular design

"vision", nor by inflating the architectural scale, nor by the re-creation of lost historic elements - it requires a comprehensive understanding and deep respect for the city. Accordingly, this proposal draws on the enduring qualities of Sydney's best ensembles - its streets, parks, civic architecture and urban projects - to propose a robust and open framework that becomes intrinsically part of the city's structure.

The project will leave a lasting public asset at the end of the 99 year lease period



THE HERE AND NOW (THE IMMEDIATE RETURN)

Come to the western shore – Sydney’s great new harbour-front



On the first day, the people can start to claim the place as their own as the gates to this long alienated shore can be thrown open. Simultaneously construction can begin, introducing new cycles of work and daily activity. The plan is structured so that the whole can be understood in each part, allowing the greater order to be immediately grasped.

This project combines the immediate and far-sighted - harnessing urban opportunities to resolve the north-western corner of central Sydney and redefine its presence to the harbour and green headlands. The project understands the dialectical relationships between the dictates of development and the concerns of public interest; between architecture, landscape and the city; between the here and now and the long time frame of the city.

The project embraces genuine diversity, accommodating multiple authorship within a clear and robust framework, open to elaboration and enrichment by the hands of many into the future.



TEAM/ACKNOWLEDGEMENTS

CORE TEAM

Hill Thalys Architecture + Urban Projects

Philip Thalys

Laura Harding

Alex Koll

Melika Aljukic

Michael Zanardo

Sheila Tawalo

Michael Simons

Angelo Korsanos

Paul Berkemeier Architects

Paul Berkemeier

Stephen Sheridan

Louise Hugo-Hamman

Jane Irwin Landscape Architecture

Jane Irwin

Scott Hawken

Melissa Wilson

Hans Sachs

Derek Hill

COLLABORATORS

Tony Caro Architecture

Collins and Turner Architects

Durbach Block Architects

Jennifer Turpin Artist

Presentation

House of Laudanum

3D Visualisation and animation

Mr Snow, Brent Grayburn, Jack Barton

Modelcraft

Physical model

Deuce Design

Graphics

ADVISORS

Hill PDA

Land Economist

Water Management

Ecological Engineering

Civil, Marine, Hydraulic, Water Management, Transport

Parsons Brinkerhoff

GHD

Ports, Transport, Environmental Planning

Garry Glazebrook

Transport Planning

Taylor Thomson and Whitting

SPECIAL THANKS TO

Sue Barnsley

Andrew Burges

Craig Burton

Dr Peter Emmett

Dr Shirley Fitzgerald

Richard Green

Professor Tom Heneghan

Richard Johnson

Cath Lassen