PART B: CONCEPT PLAN

7.0 Purpose of the Concept Plan

7.1 Introduction

The Concept Plan provides definition to the project principles and establishes the detailed planning framework which will be used by the Minister to assess future development proposals within the EDH site. It articulates what the Government is seeking to achieve for future development and sets the broad parameters for the redevelopment of EDH.

This section of the document establishes the key development outcomes that underpin the renewal of EDH and recommends strategies to achieve these outcomes. These strategies result in actions which are detailed in the Statement of Commitments found in Part D Section 27.0.

Rezoning of the land to allow for implementation of the Concept Plan will be effected through the inclusion of EDH as a State significant site under Schedule 3 of SEPP (Major Projects) 2005.

7.2 Concept Approval

Concept approval is sought for the following:

- Urban structure, including the public domain, street pattern and the development block pattern within the mixed use zone;
- A maximum of 388,300 m^2 gross floor area (GFA)[1] within the mixed use zone including:
  - a maximum of 100,000 m^2 (or 25%) and a minimum of 60,000m^2 (or 15%) residential GFA[2];
  - a minimum of 30,800 m^2 GFA for tourist uses[3],
  - a maximum of 39,000 m^2 GFA for retail uses[4] ; and
  - a minimum of 2,000 m^2 GFA for community uses[5];

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1 'Gross floor area' means *"the sum of the floor area of each storey of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:*

(a) the area of a mezzanine within the storey, and

(b) habitable rooms in a basement, and

(c) any shop, auditorium, cinema, and the like, in a basement or attic,

but excludes:

(d) any area for common vertical circulations, such as lifts and stairs, and

(e) any basement:

(f) storage, and

(g) vehicular access, loading areas, garbage and services, and

(h) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and

(i) car parking to meet any requirements of the consent authority (including access to that car parking), and

(j) any space used for the loading or unloading of goods (including access to it), and

(k) terraces and balconies with outer walls less than 1.4 metres high, and

(l) voids above a floor at the level of a storey or storey above."

2 'Residential' uses include residential accommodation, multi unit housing, residential flat buildings, seniors housing, shop top housing and boarding houses, as defined in the (full table Standard LEP Template).

3 Tourist uses include "backpacker's accommodation, bed and breakfast accommodation, hotel accommodation and serviced apartments, as defined in the Standard LEP Template.

4 Retail uses include food and drink premises, retail premises, markets and pubs, as defined in the Standard LEP Template.

5 Community uses include child care centres, community facilities, educational establishments, entertainment facilities (other than cinemas and amusement centres), information and education facilities, places of public worship, public administration buildings, public halls, recreation areas, recreation facilities (major, outdoor and indoor) as defined in the Standard LEP Template.

- Approximately 11 hectares of new public open space / public domain, with a range of formal and informal open spaces serving separate recreational functions and including a 1.4 km public foreshore promenade;
- A maximum of 8,500m^2 GFA for a passenger terminal and a maximum of 3,000m^2 GFA for active uses that support the public domain within the public recreation zone;
- Maximum building envelopes and distribution of GFA between the development blocks within the mixed use zone;
- Public domain landscape concept, including parks, streets and pedestrian connections;
- Alteration of the existing sea walls and creation of a partial new shoreline to the harbour; and
- Retention of the existing Sydney Ports Corporation Port Safety Operations and Harbour Tower Control Operations including employee parking.

To demonstrate how the renewal of the site will be supported, the Concept Plan also identifies infrastructure requirements for the following:

- Public transport;
- Bicycle routes;
- Public parking;
- Water cycle management;
- Utility and infrastructure services;
- Passenger ship terminal facilities; and
- Sydney Ports Corporation harbour control and security operations;

7.3 Project team

The project team for the preparation of the Concept Plan comprised:

Proponent	Sydney Harbour Foreshore Authority
Architecture and Urban Design	Hill Thalis Architecture + Urban Projects
	Paul Berkemeier Architects
Open Space Design	Jane Irwin Landscape Architecture
Urban Planning	JBA Urban Planning Consultants Pty Ltd
Environmentally Sustainable Design	Advanced Environmental
Water Sensitive Urban Design	Ecological Engineering
Traffic and Transport	Masson Wilson Twiney
European Heritage	City Plan Heritage
Contamination and Geotechnical	ERM
Services Infrastructure	Lincolne Scott
Sea Wall Engineering	SKM
Social and Community planning	Guppy & Associates
Retail Strategy	The Neo Group
Community Consultation	Sydney Harbour Foreshore Authority
Economy and Employment	SGS Economics & Planning
The New Commercial Workplace	DEGW
Public Art	Guppy and Associates and Jenny Turpin
Wind	Windtech
Acoustic	Acoustic Logic
Financial Feasibility	PricewaterhouseCoopers
Montages and Animation	Arterra
Model	Modelcraft

8.0 Concept Strategies

The Concept Plan is a blueprint for the future development of EDH and identifies how renewal of the site can occur in a sustainable manner.

The Concept Plan demonstrates, through a series of strategies, how the components of the project can lead to the sustainable renewal of EDH. The Concept Plan describes how to build a new community, a new economy and a new environment at EDH.

The impetus for the proposed new uses at EDH derives from its CBD context. The challenge of the Concept Plan is to address contextual issues in a way that strengthens the natural and economic attributes of the location and creates a new city precinct that enhances the regional and global economy and culture of Sydney.

The following is a description of the key elements by which the competition winning urban design scheme supports a strategy for renewal.

8.1 Economic

EDH has the potential to revive the site's former role as a trade centre and in doing so become a new gateway for commerce in the 21st century. The site, which historically has readapted to pursue changing trade opportunities, can change again to meet the opportunities offered by the information age.

The renewal of EDH will attract international attention due to its scale and significance. This can provide significant economic impetus to Sydney as a trading city. The renewal offers the opportunity to confirm Sydney as Australia's trade gateway and reinforce the regional strengths of the city.

The Concept Plan includes the following economic positioning strategies:

- Provide the ability to create large-floor-plate commercial buildings that are in high demand amongst major tenant organisations and difficult to achieve within the existing city footprints.
- Provide conditions which allow the opportunity to capture regional and global headquarters and conversion into net investment and employment growth with significant long term benefits to the State and its economy.
- Provide the opportunity for a new high value economic cluster to emerge based on existing strengths in the local economy.
- Create a commercial precinct at EDH that reads as an organic extension of the existing CBD, offering a distinctly contemporary expression of urbanity, with an emphasis on sustainability, walkability and village life.
- Incorporate sufficient housing and community related infrastructure into the precinct to reinforce the knitting of EDH into the mainstream of Sydney life and commerce. This will require the provision for social infrastructure as well as an extensive array of recreational infrastructure.
- Equip EDH with good public transport links to the airport, to other key nodes in the CBD and to the metropolitan 'cities within the city'.The redevelopment of the EDH site provides opportunities for innovative delivery and financing of infrastructure provision.

8.1.1 Urban Design Structure and Built Form

The urban design structure is the vehicle through which the economic agenda for the project can be realised. The urban design structure is the relationship of the proposed buildings with the new open spaces, streets, parks and foreshore, as well as the relationships with adjoining buildings and streets. Within this structure the built form the height and shape of buildings - must respond to the needs of the end users in order for investors to support the new precinct.

The Concept Plan includes the following built form strategies:

- Connect the built form back to the existing CBD to assist network and business co-location opportunities.
- Provide commercial buildings with views of the harbour to create a distinct character for this new CBD precinct.
- Higher density development is to be focused towards the southern end of the site, linking into existing higher density development at King Street Wharf and the western edge of the CBD. The scale of development will reduce towards the northern end of the site, where built form meets the Headland Park.
- Design quality of both the built form and public domain needs to support the economic agenda. A system of design and competition guidelines will be developed and administered during the renewal process to ensure that a high quality public domain and building outcome is achieved.
- The interface of the buildings with the public domain at ground level is crtiical to the success of EDH. Ground floor retail and commercial occupants need to be supported by an environment that values high quality design.

8.1.2 Retail

The retail culture of EDH will be a central pillar of the character of the development. It will primarily be located on the ground floor of the office precinct and bring to those spaces a variety of around-the-clock activation through a range of retail experiences. It will encourage public participation in those spaces and create the fine grained active street life with activated street frontages. Retail activation provides the animation of people participating in the streetscape and the beginning of the complex layering essential to character definition and place-making. The retail becomes the interface between the private world of the corporate office building and the public realm of the streets and plazas.

The location, composition and ‘attitude’ of the retail experience are critical to the image, personality, character and public positioning of EDH. Quality of design and imagination will drive all retail choices across the development. Originality and innovation will be key factors in all retail choices from basic convenience stores to flagship international brands.

The following retail strategies are included in the Concept Plan:

- Creation of a critical mass of up to a maximum of 39,000m^2 GFA of retail area.
- Potential tenants across all classifications will be required to deliver a range of retail innovation, design leadership, originality and differentiation of category or range.
- A guiding retail principle will be fewer retail categories with more depth in each category.

- Given that the development will roll out over a 10-15 year timeframe, the retail will adapt to trends and changes over time by having in place a set of retail management guidelines. They will actively refresh the offerings and ensure consistency of vision, connection between the office and residential blocks, and create an appropriate mix and market positioning of the retail culture.

- Retail management guidelines will provide the opportunity for spontaneous retailing from events, markets and festivals consistent with the overall retail vision.

- Retail in the public domain must be strategically located in accordance with the retail management guidelines.

8.1.3 Hotel

The inclusion of hotel facilities will fulfil a number of important functions over and above just the provision of additional hotel rooms for the city:

- Hotel facilities will attract patronage to the precinct on a “counter-cyclical” basis to the commercial office space (i.e. its peak periods are outside working hours). This will add vibrancy to the area, extend its operating hours, enhance the viability of co-located services and provide passive security.

- The hotel public areas will add to the range, diversity and availability of communal spaces for people in the precinct to meet, interact and collaborate as an extension to the workplace.

- Conference facilities will enhance the services and facilities available to corporate organisations located in the precinct.

- Access to the precinct will be improved e.g. taxi destination.

- There is the potential to enhance the identity and “branding” of the precinct.

8.1.4 Marketing

Consistent with the international approach to the design for the project, the opportunities presented by the project in terms of business location, retail, tourism, residential and recreation should be marketed on a global basis. Therefore it will be important to prepare a process for engagement with the investment community that targets an international audience.

The marketing strategy should be aimed at global businesses which could be attracted to locate at EDH and indeed elsewhere in Sydney, based on the combination of Sydney’s strengths in the region, educated workforce, strong local economy, stable institutions, quality workforce skills and lifestyle opportunities.

8.2 Community

8.2.1 Access and Mobility

As a new mixed use and open space precinct EDH will provide new methods of access and connection within the site and between the site and the rest of the city and the harbour.

The Concept Plan includes the following access provisions:

- 50% of the site is to be publicly accessible open space, generally a mix of grass and treed parklands with a range of footpaths and viewpoints. This is in addition to the streets and public spaces in the mixed use development zone.
- New public streets and lanes are designed to provide a variety of pedestrian and vehicle circulation routes within the urban precinct. They will connect the site to the city in a clear and legible way.
- A new 1.4 km foreshore promenade runs the full length of the site along the harbour edge completing the Harbour Foreshore Walk between Anzac Bridge and Woolloomoolloo.
- There will be a variety of edge conditions along the foreshore with the opportunity to touch the water, pull up in water craft, hail a water taxi, or experience harbour panoramas from viewpoints along the foreshore promenade, squares and parks.
- The design of the public domain will allow visitors to appreciate the history of the site and new views to the surrounding heritage precinct of Millers Points, including the sandstone cliffs and Observatory Hill.
- As a new precinct of the city, there will be pedestrian connections back to the city including five new proposed elevated pedestrian bridges over Hickson Road to Millers Point and, importantly, to Wynyard Rail station via Margaret Street, 300m from the southern boundary of the site. These pedestrian bridges, along with the new streets, will make the EDH permeable to both pedestrians and vehicles.
- The new street network will incorporate EDH into the existing city street pattern. A new network of east-west streets will build on Hickson Road as the north-south axis for vehicle access to EDH. The street footpaths and adjacent land uses will be designed to foster street activity and provide efficient pedestrian movement within the urban precinct.
- Many of the new streets and pedestrian bridges will be aligned to provide water vistas, bringing the surrounding network of city streets and the harbour together.
- A new promenade street will define the western edge of the urban precinct and act as a frame to the new parklands and the harbour edge. It will enhance pedestrian access and provide an active retail frontage for local workers, residents and visitors.
- New public transport bus routes can be incorporated into the scheme. The design of Hickson Road does not preclude the future addition of a light rail route.
- The City of Sydney's Cycle Plan routes can be extended into the site along Globe Street, the foreshore promenade, the Headland Park, and along the east-west streets that connect Hickson Road with Globe Street.
- Public parking will be provided on all public streets and an underground public parking facility will be provided at the Headland Park. This will provide a total of approximately 700 public parking spaces for EDH.

- Service vehicle access will be limited to Hickson Road and the east-west streets, thereby limiting the impact of service vehicle operations on the western side of the site.
- Vehicle and coach drop off facilities to the Wharf 8 Passenger Terminal will be provided.
- Existing ports employee parking numbers will be retained on site.

8.2.2 Cultural

EDH has the potential to compliment the harbourside cultural industries precinct extending from Woolloomooloo to Darling Harbour while providing a high level of cultural amenity for visitors, workers and residents. An energetic cultural environment within EDH is proposed with an emphasis on the harbour's edge, significant public art, well designed spaces for cultural events, people gathering, and informal interaction.

The Concept Plan includes the following cultural provisions:

- Flexible outdoor venues for city-scale events and activities such as outdoor performance, cultural events, outdoor exhibitions, fresh food markets, sport telecasts and events.
- Public art will be a defining part of the environment giving the area a distinctive cultural identity and establishing EDH as an iconic and highly enjoyable city destination.

8.2.3 Social

Social infrastructure in EDH has the potential to provide a quality living and working environment in which the health and well being of workers, residents and visitors are met. This can be achieved through a flexible mix of services, spaces and facilities to accommodate changing needs for social support over time.

The Concept Plan includes the following social provisions:

- Multipurpose community hub and childcare facilities.
- Provision of linkages between adjacent communities to enable easy access to programs and services.
- Re-establishment of physical and social connections which have been severed in recent history, opening this foreshore area up to the larger community, and providing a great social gathering place for the city.

8.2.4 Recreation

EDH will contribute to a recreational environment of national significance attracting visitors while meeting the needs of workers and residents. Use of the harbour edge and open space systems to provide exceptional recreational experiences will be a key feature of this.

The Concept Plan includes the following recreational provisions:

- A harbour foreshore walk and cycle path linking King Street Wharf with Millers Point and on to Walsh Bay and Circular Quay.
- Provision of an active sports area to accommodate sports such as soccer, touch football, social workout/training sites along with multifunctional courts for hard court games.

- A mix of open space, cultural spaces and community facilities which will allow individual cultural based recreational activities to become part of the way the area is experienced.

8.2.5 Housing

The location of the site on the edge of the CBD, closely linked to existing transport networks, services and facilities offers the opportunity for housing to be developed in a highly sustainable location. The subregional housing target for the Sydney contained within the Metropolitan Strategy is for the city to accommodate an additional 55,000 dwellings between 2004 and 2031. EDH clearly has the potential to contribute to the delivery of housing in an environmentally and socially sustainable manner, consistent with the requirements of the Metropolitan Strategy.

The location of housing in the Concept Plan proposal reflects the need to activate the northern part of the site, provide an element of passive security and introduce a lower scale of development adjoining the Millers Point low rise residential community.

The Concept Plan includes the following residential provisions:

- Up to 100,000sqm of residential floor space, potentially accommodating up to 1,600 new residents in 750 dwellings.

- An amount set aside for intermediate housing to support a socially sustainable community at EDH through a mix of housing opportunities.

8.2.6 Health

EDH can support good health outcomes through the provision of opportunities for active recreation, healthy food outlets and access to health and lifestyle services. This will be achieved in an environment where active lifestyle and healthy food choices are accessible and affordable for residents, workers and visitors.

Key areas of delivery include fresh food retail areas, active sports facilities and a walk/bicycle link along the foreshore.

8.3 Environment

The Concept Plan outlines principles and commitments in terms of water and power technology. Environmental building and design excellence processes are also outlined, ensuring that future development of the project pursues the highest environmental returns. This will ensure that EDH becomes a world benchmark in waterfront urban renewal and will provide a leadership example for the role that Governments can play in balancing economic and environmental responsibilities.

The renewal of the site will also need to incorporate the remediation of contaminated lands arising from over 150 years of industrial use. The project will need to set aside substantial resources to remediate the land in accordance with the proposed future land use.

8.3.1 Physical Infrastructure

Infrastructure comprises public streets, kerbs, and footpaths; street lighting and stormwater drainage; potable water supply and sewer pipes; underground electricity, gas pipelines and telecommunications cables.

Environmentally sustainable design (ESD) reduces the demand for services thereby reducing the quantity and size of pipes and cable infrastructure required to be built. Details of targets for reduced impact on water, stormwater, wastewater, power and gas infrastructure are included in the Statement of Commitments in Part D Section 27.0. In general, infrastructure for all the above services will still be necessary at EDH, but the quantity of infrastructure will be much reduced in comparison to traditional developments.

The Concept Plan allows for the following infrastructure initiatives:

- Application of a comprehensive Water Sensitive Urban Design approach.
- Stormwater to be captured and cleaned in bio-retention street-tree pits and landscape ponds for filtration and reuse for irrigation or prior to discharge to the harbour.
- The use of treated storm water for all non-potable water demands both in buildings and in the public domain.
- Significant targets imposed for the reduction in potable water demand.
- Alternative power sources are to be investigated to reduce the need for mains electricity and to manage peak demand.
- Introduction of performance targets and rating tools to measure design goals against what is delivered.

8.3.2 Public Domain

The public domain provides the physical ordering principles for the renewal of EDH. The open space will be as important as the built form in supporting the regional ambitions of Sydney. Locals and visitors already appreciate Sydney Harbour and its foreshore open spaces. These are important assets to many business and industries in Sydney, especially tourism.

The following public domain elements are included in the Concept Plan:

- A portion of the site is be transformed into a significant area of public parkland supporting a diversity of activities.
- The public open space will incorporate a Headland Park to the north, a playfield zone for formal and informal recreation in the central part of the site, and a series of linear urban waterfront parks to the south, serving the everyday needs of residents and workers.
- A public foreshore promenade will extend the length of the site, forming a connection between Darling Harbour and Walsh Bay and providing the missing link in the 14km foreshore promenade between Anzac Bridge and Wolloomooloo.
- The street layout for EDH will establish a framework for the built form and integrate with existing streets within Walsh Bay, Millers Point, King Street Wharf and the western grid of the city.
- A new promenade street (Globe Street) will form the western boundary to the urban precinct. Between Hickson Road and Globe Street a range of promenades, streets and lanes of varying widths break up the site into parcels for future development.

8.3.3 Heritage

The heritage significance of EDH is found in the history of its former operations. The site was once socially and physically connected to the working class residential areas of Millers Point which provided labour for the wharf operations during the 19th and early 20th centuries. The adjoining built form and landscapes reflect the history of this part of Sydney. The strategy for EDH is based on protecting and enhancing the surrounding townscape and views, and telling the history of EDH through the design of the public domain and public art.

EDH is not a significant conservation site, although it does feature some individual structures with heritage merit along with the potential for archaeological deposits. The existing form and built fabric of the site provides no evidence of the historic use of the place, the evolution of uses, or the morphology of the original landscape, shoreline or built forms. The potential for archaeological remains exists below the existing wharves, and the site does have an historic association with the maritime and shipping industries. However, it is only the most recent phase of use that is evident in the above ground physical fabric. There are no historic values evident in the fabric of the site which warrant special conservation, except for those elements that may become exposed through excavation works.

As the site is mostly harbour infill, archaeological finds are likely to be limited to historic wharf development. For example, some relics, such as old sea walls, may still exist. An 'Archaeological Assessment and Management Plan' (AAMP) will be prepared for the site which will identify areas of archaeological potential and provide guidelines and strategies for the management of any archaeological items.

With respect to heritage structures, the redevelopment of EDH will relocate or remove the existing small northern sewer pump station and provide for its heritage interpretation. The existing small section of sandstone seawall will be retained, if possible, and the other three heritage structures on site and all off-site heritage items will be unattended retained or restored. The Concept Plan will make these heritage assets more accessible to the public and capable of appreciation, either because they will be physically accessible to the public, and/or an interpretation strategy will be prepared for public information as part of the public domain improvements.

The major views over the EDH site from the opposite headlands to Millers Point and Observatory Hill are to be improved with the removal of the existing stevedoring sheds and their replacement by parkland or low scale development. Views from Observatory Hill to the water are retained by the Concept Plan which maintains lower height development opposite Millers Point and Observatory Hill, with the development increasing in height further south as the site merges into the existing CBD cityscape.

The changing history and development of the site will be described and interpreted through the detailed design of the public domain and the public art collection.

A full heritage impact statement (HIS) is contained in **Appendix A**. This report provides detailed recommendations for heritage interpretation and conservation at EDH.

9.0 Urban Structure

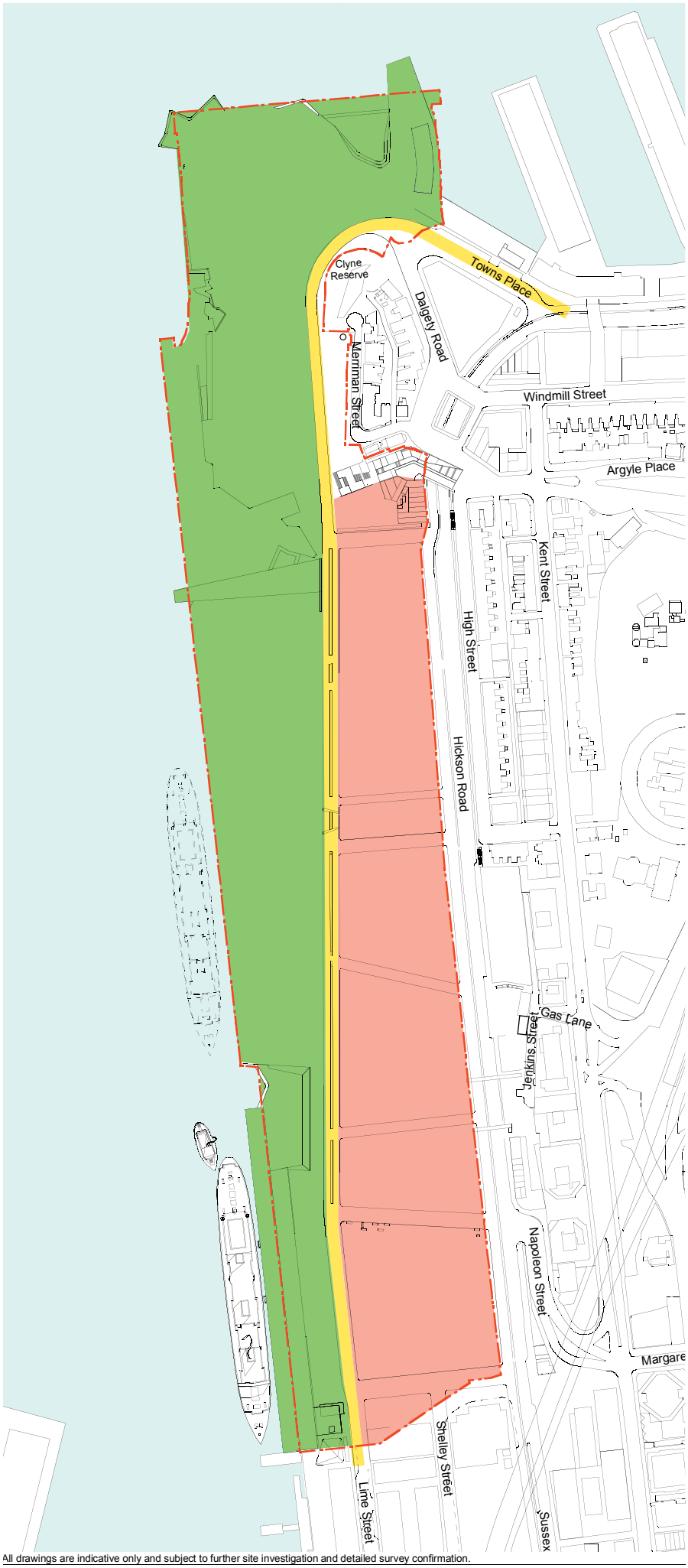
The urban design structure for EDH will complete the layout of the central business district (CBD) and connect the CBD to its western waterfront. The urban design structure is the way the buildings, streets, open spaces, existing CBD streets and buildings, and the foreshore are set out together. The urban design structure and its design principles, are illustrated in **Figures 9.1** to **9.3**.

Fundamental to the structure is the creation of the major new parklands on the harbour edge, widening to the north, which defines an eastern 'wedge' that is the mixed use or urban development precinct. The parklands contain a major new city park on an historic headland. A series of smaller scale squares and parks are the focal points for activity or views from surrounding streets.

The new street layout connects the to the existing city street system in a clear and legible way. The different types of streets form a hierarchy of streets that relate to their function and prominence - some are narrow lanes that provide service access while others are major pedestrian promenades.

The creation of a new foreshore promenade forms part of the 14 km foreshore walk that reaches from Anzac Bridge in the west to Woolloomooloo in the east. It is a key component of the urban design structure, as illustrated in **Figure 9.3.**

Land use and built form combine to build a critical mass of people focused on key places and streets, enlivening them and bringing vitality and animation to the site. The architecture of the spaces and the buildings adds further to the urban identity which will be unique and memorable within Sydney and for all who visit.



All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

Figure 9.1 - Urban design structure

The project is to complete the layout of the City of Sydney and connect the city to the western waterfront.

PRINCIPLES

1. The principal elements of the urban structure are the topography of the site, street and open space layout, public places, and buildings;

2. The layout is derived from the long north-south dimension of the site. A grand new street defines the parklands to the west, which occupy the full length of the waterfront, and forms an edge to the new urban precinct which consolidates the western fringe of the city;

3. The project is to create a vibrant new waterfront place in Sydney, displaying the urbanity, scale and coordination appropriate to the city centre location.

Figure 9.2 - Connectivity

The Concept plan street pattern intergrates with Walsh Bay, Millers Point, King Street Wharf and the western grid of the city to create a new unity and complete the layout of the city.

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Figure 9.3 - Foreshore walk

The Concept Plan provides the missing link to the 14 kilometre foreshore promenade that reaches from Anzac Bridge in the west to Woolloomooloo in the east of the site. The street and park edges (defined in section 6.3) enshrine the western foreshore of the city as inalienable public land.

10.0 Indicative Layout

For the purpose of describing a possible configuration of buildings and open spaces within the urban strucutre, an 'indicative layout' of the Concept Plan has been prepared. Refer **Figure 10.0**.

This indicative layout provides an interpretation of the block envelope controls for the mixed use precinct found in Section 13.3. It also shows indicative landscape features, such as tree planting, based on the principles found in the Public Domain Section 11 below.

The landscape detail and building configurations shown on the indicative layout are for illustrative purposes only, and will not form part of the Concept Approval.

Figure 10.0 – Indicative layout

Plan showing indicative built form, public domain and landscape.

All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

11.0 Public Domain

11.1 Introduction

The Concept Plan dedicates the western and northern halves of EDH to parkland and public open space. Including both the public domain in the mixed zone and the broad open space of the parklands, the public domain is a clear unifying structure that acts as the framework for the development form and integrates the site into the fabric of the surrounding city.

The Concept Plan proposes an active urban waterfront that connects into Walsh Bay to the north and King Street Wharf to the south completing a significant missing element in the continuous foreshore walk from the ANZAC Bridge to Woolloomooloo.

The parklands will form a predominant part of the public domain. Their design will be developed within the particular context of the city edge condition and the dramatic harbour landscapes. The new Headland Park will create an iconic place that reflects its prominent location in the string of harbour headlands that include, among many others, Mrs Macquaries Point, Ballast Point, Balls Head, and Goat Island. The site and public domain in its city and harbour context is illustrated at **Figure 11.1.**

The new parklands and open space will open up the western edge of the city to the harbour, invigorating existing urban blocks and streets by providing multiple new access points for residents and workers to reach the harbour edge and enjoy the new facilities available on the site.

All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

Figure 11.1 – The site and public domain in the city and harbour context

The public domain framework for EDH is comprised of five types of public domain open space identified below and illustrated on **Figure 11.2**:

1. The Foreshore Promenade
2. The Parklands
3. Squares and Civic Places
4. Streets Primary and Secondary
5. Pedestrian Connections

Figure 11.2 also shows external public domain elements that are outside the boundary of the Concept Plan. Delivery of these elements, which are described in further detail at Section 11.7, will be subject to future negotiations with the relevant landowners.

Figure 11.2 – Public domain framework

11.2 The Foreshore Promenade

The foreshore promenade extends along the entire western site boundary, tracing the seawall and new foreshore edge. The promenade passes through the different types of parklands and squares that make up the open space (refer to **Figure 11.3**). Other paths and civic squares connect the foreshore promenade with the new Globe Street, and on to the streets that connect the site into the surrounding city. It also completes the continuous foreshore walk from the ANZAC Bridge to Woolloomooloo, passing through Darling Harbour, King Street Wharf, Walsh Bay, Circular Quay and past the Opera House.

The objectives for the foreshore promenade are set out below:

Objectives

- Provide a continuous foreshore promenade that connects King Street Wharf to Walsh Bay, and completes the foreshore walk from ANZAC Bridge to Woolloomooloo.
- Integrate with the varied parklands and civic square along its length.
- Follow the retained seawall and new edges of the site.
- Follow the more organic line of the new Headland Park foreshore, while also opening up to the landscape of park.
- Connect into the new EDH street network and on to the adjoining city streets.

The continuous foreshore promenade access will not be available just prior to, during and just after a passenger vessel is berthed at the Wharf 8 passenger terminal due to the requirement for a secure zone during these times.

At these times pedestrians will pass along the footpath immediately to the east of the passenger terminal building.

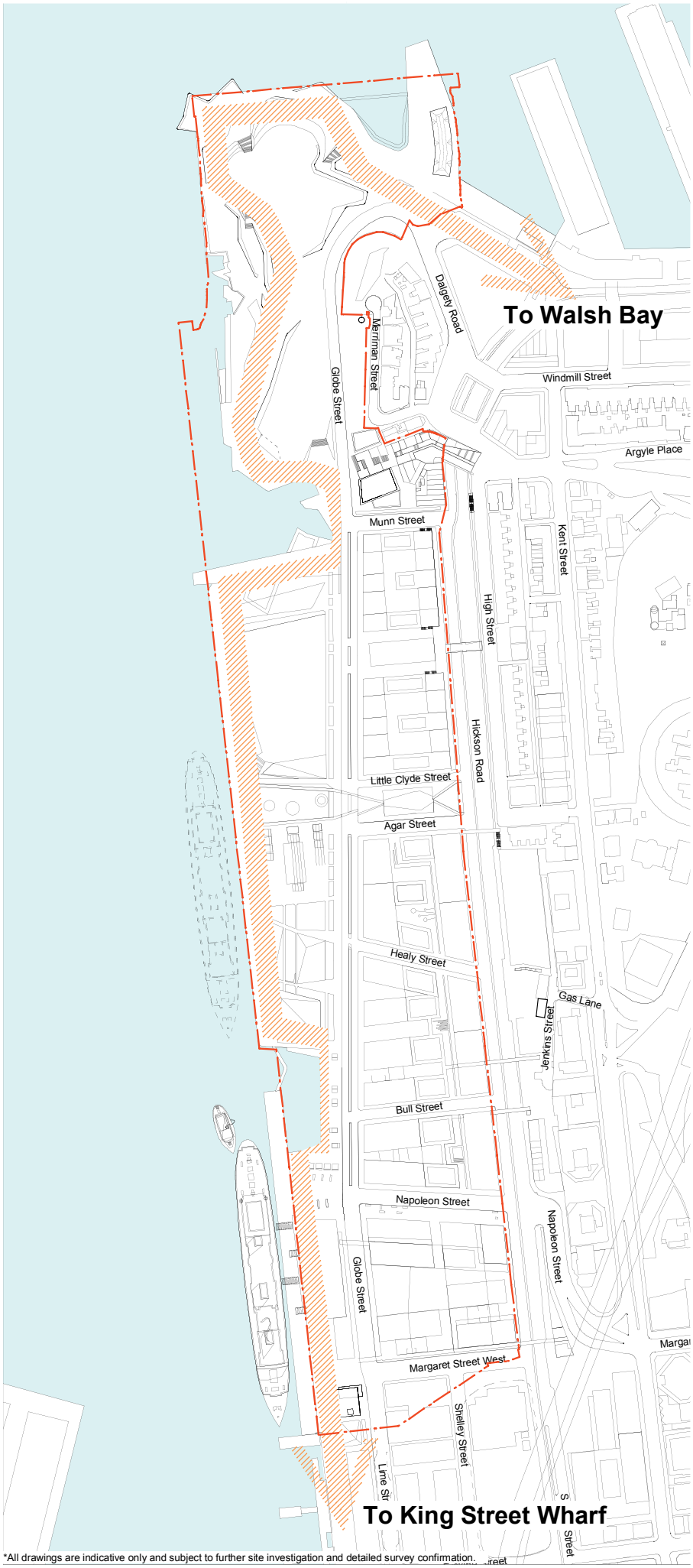


Figure 11.3 - Foreshore promenade

*All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

11.3 The Parklands

There are three types of proposed parklands: The 'Headland Park', the 'Playfields', and the 'Urban Waterfront' (refer to **Figure11.4**). Together, they form the large 'wedge' of public domain on the foreshore.

The three parklands will have a common design theme using some common materials and planting, but each type will be designed to deliver the kinds of uses suitable for that part of the parklands. Consequently there will be a variety of spaces, materials, characters, and experiences.

The northern 'Headland Park' is defined by its prominent position projecting into the harbour and its relationship to other harbour headlands and fringing landscapes.

The 'Playfields' directly adjacent to the residential precinct will accommodate a variety of larger scale and more active uses. These spaces will attract informal team sports and family group pastimes, as well as allowing for games spectators and casual use by smaller groups.

The 'Urban Waterfront' adjacent to the northern end of the commercial precinct will allow a variety of less expansive recreational activities and attract workers, visitors, and residents. It will be designed for a higher intensity of use and incorporate paved squares and corners that act as the transition to the new streets and buildings.

The foreshore promenade will fringe all three parkland areas as it moves north and west along the site. A key element of the new harbour promenade is the introduction of new coves and inlets to break up the straight edge of the wharf.

The objectives for the parklands are set out below.

Objectives:

- Create a continuous foreshore parkland that defines the western edge of the city, supports public life, and provides a variety of recreation and tourism opportunities.
- Create a new interface and relationship between the land and the water.
- Provide a variety of landscape types and experiences.
- Provide the capability of retaining and treating stormwater before it flows into the harbour.

Figure 11.4 - Parklands

11.3.1 Headland Park

The Headland Park will complete the archipelago of green headlands that define Sydney's western harbour. The Park has the ability to project an image to the region of the quintessential Sydney lifestyle - active and playful, but at the same time the centre of the national economy.

The landscape of the park will take its cues from the family of surrounding promontories: Balls Head, Ballast Point, Berry Island, Yuralbin, Goat Island, Blues Point, and Peacock Point (refer to **Figure 11.5**). These headlands' green tree canopies and rocky shoreline will be reflected in the EDH headland park. However, this headland is unique in its location at the edge of the city centre. Therefore this park will have a more urban feel than any of the other headland parks, due to its historically modified landscape and its close proximity to the existing built form of Millers Points, Kent Street, Walsh Bay and King Street Wharf. The future design of the park will include forms that interpret the pre-existing built forms and shoreline. Yet the predominant character will be that of a green headland.

The Headland Park will have a high point opposite Clyne Reserve which will emphasise the green backdrop when viewed from across the harbour. Gathering spaces in this elevated area will allow distant vistas to other harbour foreshores and facilitate viewing of harbour events such as the New Year's fireworks.

The detailed design of the Park will focus on creating intimate spaces with local significance as well as larger scale spaces and focal points of regional significance, such as the north-west viewing area over the harbour. It will reveal and celebrate the layers of natural and cultural history that have come and gone at this headland.

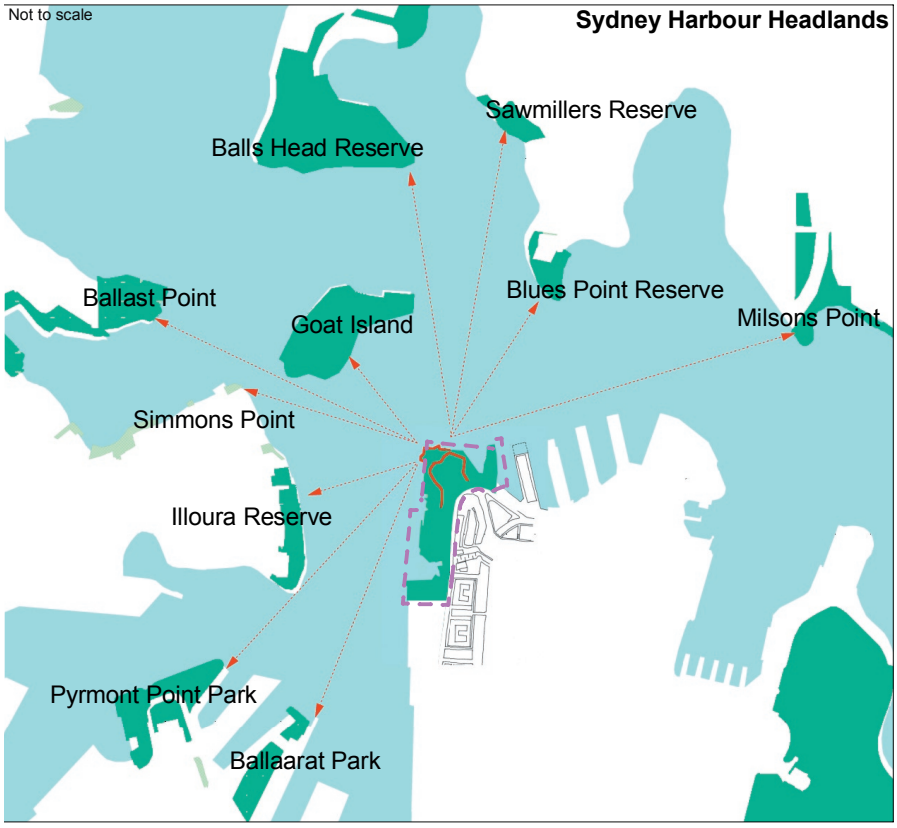
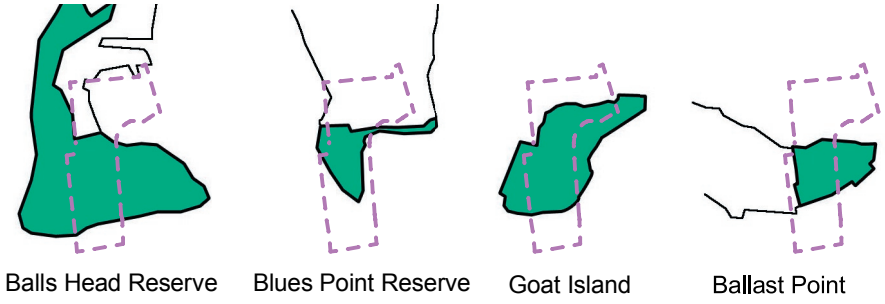
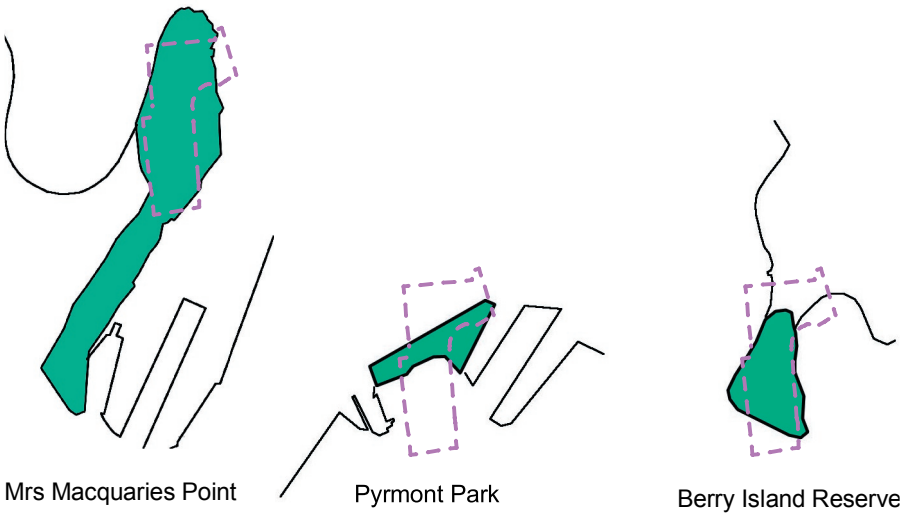
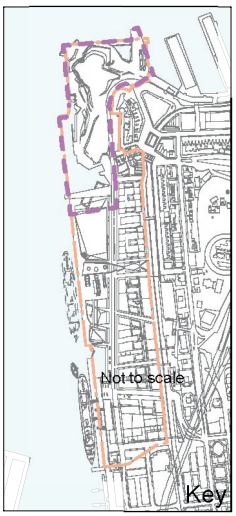


Figure 11.5 - Harbour Context

Headland Park shape and size comparisons.







Mrs Macquaries Point | Pyrmont Park | Blues Point Reserve | Berry Island R.

'All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

The objectives for the Headland Park are set out below. The key design principles for the Headland Park are illustrated on **Figure 11.6**.

Objectives:

- The Headland Park is set out between the view line of Dalgety Street and the edge of the new Munn Street steps.
- The Park will have an organic geometry that interprets in a contemporary way the more naturalistic landforms of other headland parks.
- The topography will create protected and sheltered microclimates.
- Raised areas will be available for public gatherings and celebrations, and for broad views over the harbour and foreshores.
- The Headland Park will have a variety of internal pathways for free circulation and connecting into the Foreshore Promenade.
- Articulating the water's edge - readmitting water - to create a more natural and interesting edge.

An indicative design concept for the Headland Park is illustrated at **Figure 11.7**. The indicative concept design demonstrates how the objectives for the Headland Park may be translated into a detailed design.

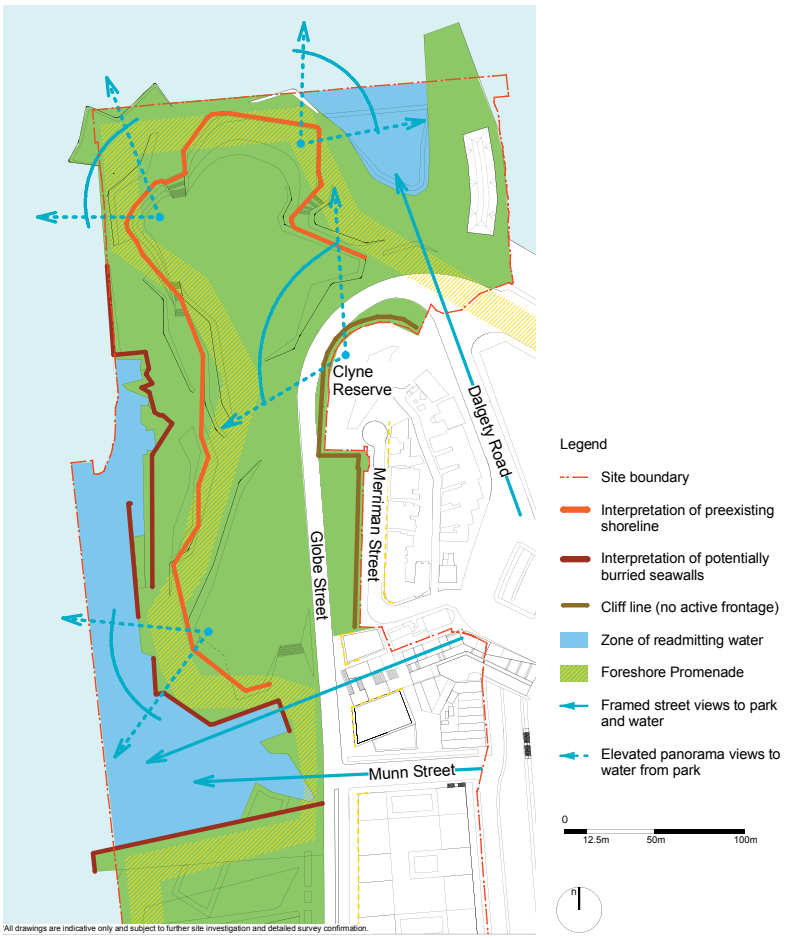


Figure 11.6 – Design principles – Headland Park

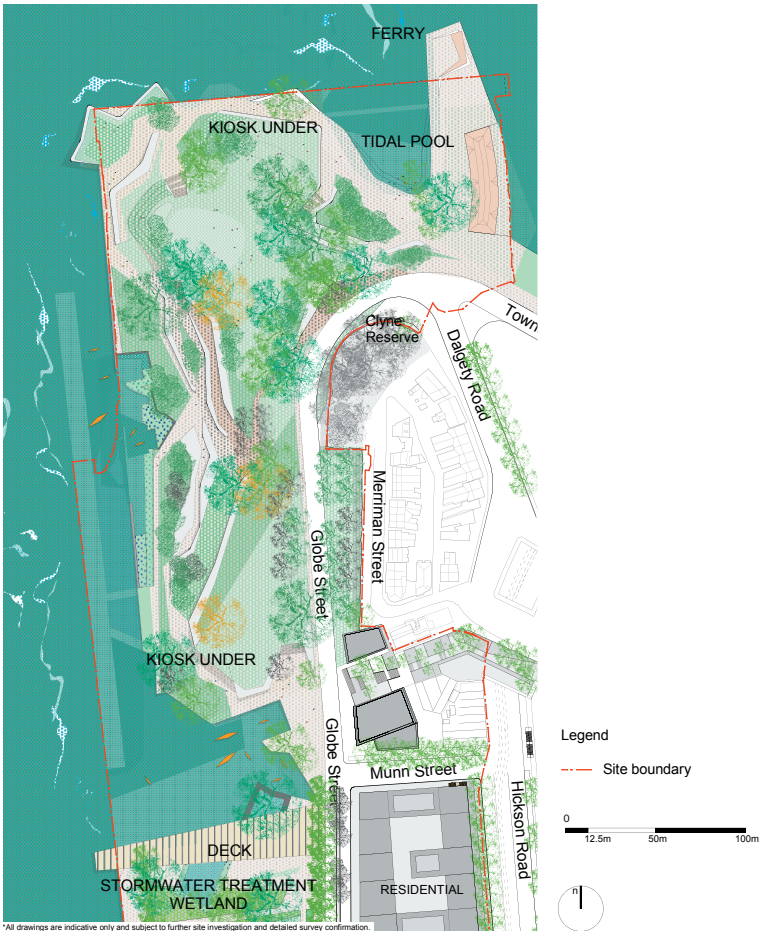


Figure 11.7 -Indicative design concept – Headland Park

11.3.2 Playfields

This section of the parklands also acts as a transitional park between the Headland Park to the north and Urban Waterfront parks and squares to the south. It is set out between Munn Street and Agar Street, relating closely to the adjoining residential apartments and with good access to the existing residential areas of Millers Point, Kent Street and Walsh Bay.

The objectives of the Playfields are set out below. The key design principles for the Playfields are illustrated on **Figure 11.8**.

Objectives:

- Create park spaces that are suited to the needs of a residential community, but also adaptable for wider use such as events and festivals.
- Allow for a grassed open space large enough for team sports.
- Design the edges of the parkland to allow spectators of active sports.
- Provide small facilities associated with the Playfields such as change facilities, storage space, and kiosks.
- Provide a regional scale children's playground intimate enough for local use, but large and inviting enough for visitors from outside the area.

An indicative design concept for the Playfields is illustrated at **Figure 11.9**. The indicative concept design demonstrates how the objectives for the Playfields may be translated into a detailed design.

Figure 11.8 - Design principles - Playfields

Legend

- Site boundary
- Primary active frontages
- Zone of readmitting water
- Foreshore Promenade
- Framed street views to park and water
- Elevated panorama views to water from park
- The Parkland "Playfields"
- Squares and small civic spaces

0 12.5m 50m 100m

n

Figure 11.9 -Indicative design concept – Playfields

Legend

- Site boundary

0 12.5m 50m 100m

n

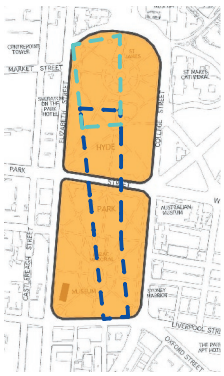
11.3.3 Urban Waterfront

The smaller parks and squares that make up the 'Urban Waterfront' Parklands in the southern part of the site are designed to respond to the demands from the adjacent commercial precinct. This collection of Urban Waterfront parks and paved areas are similar to many of Sydney's urban parklands such as Hyde Park, Wynyard Park and parts of The Domain. These other parks primarily serve a working population and offer green respite in a densely built up urban condition (refer to **Figure 11.10**).

Generally, these city parks have a simple geometry ordered by the surrounding street layout. They are open green spaces, and have a high degree of passive recreation use. Many are used simply as alternative thoroughfares, avoiding busy street footpaths. These parks have adapted over time to meet changing use patterns, but have retained the character through the strength of their original design, which includes formal tree planting, pathways, and the presence of small structures and public art.

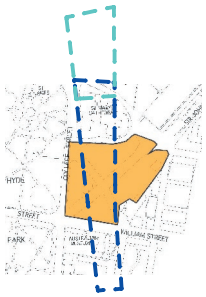
Figure 11.10 – City context

Playfields and Urban Waterfront shape and size comparisons.



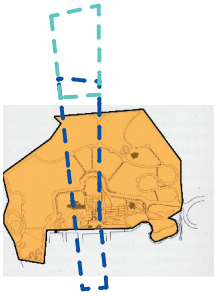
Hyde Park

The Domain

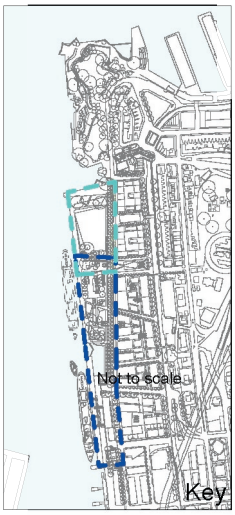


Cook & Philip Park

BO-01 Promenade
Malmo, Sweden



Park Guell
Barcelona, Spain



Cook&Philip Park | Hyde Park | The Domain | BO-01 Pr.

*All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

The Urban Waterfront parks and squares will accommodate an intensity of everyday use by workers and visitors, and accommodate residents who want to mingle with the weekday activity, or make use of the spaces out of work hours. The proximity of the "urban waterfront" to King Street Wharf and the commercial precinct of EDH means that it is an ideal location for harbour access and harbour edge activities.

The objectives for the design of the Urban Waterfront Parklands are set out below. The key design principles for the Urban Waterfront are illustrated on **Figure 11.11**.

Objectives:

- The design of the urban waterfront parks and squares with their tree canopies and grassed and hard squares will reflect the cultural tradition of Sydney's urban parks.
- Provide spaces for a diversity of uses including: lunch time visitors (grass spaces and seating); kiosks for snacks, lunch, coffee; display spaces; public gatherings; festivals, markets and theatrical events; and tour groups.
- Create a collection of paved and planted spaces, with a variety of tree canopies, intermingled with each other, but respecting key view lines from the new street alignments in the urban precinct.
- The parks and squares will be capable of supporting frequent and intense use, and with some spaces able to accommodate group use.
- Incorporate a harbour inlet to bring the water in close to Globe Street .
- Design the southern edge of the parklands to allow the passenger ship security zone to be closed off when a ship is berthed, and to be open to public use when no ship is present.
- Pedestrian foreshore access will be available along the harbour seawall when no ship is berthed, similar to the passenger ship terminal at Circular Quay. When a ship is berthed pedestrians will pass along the eastern façade of the terminal building on the Globe Street side.

Figure 11.11 - Design principles – Urban waterfront

All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

An indicative design concept for the Urban Waterfront is illustrated at **Figure 11.12.** The indicative design concept demonstrates how the objectives for the Urban Waterfront may be translated into a detailed design.

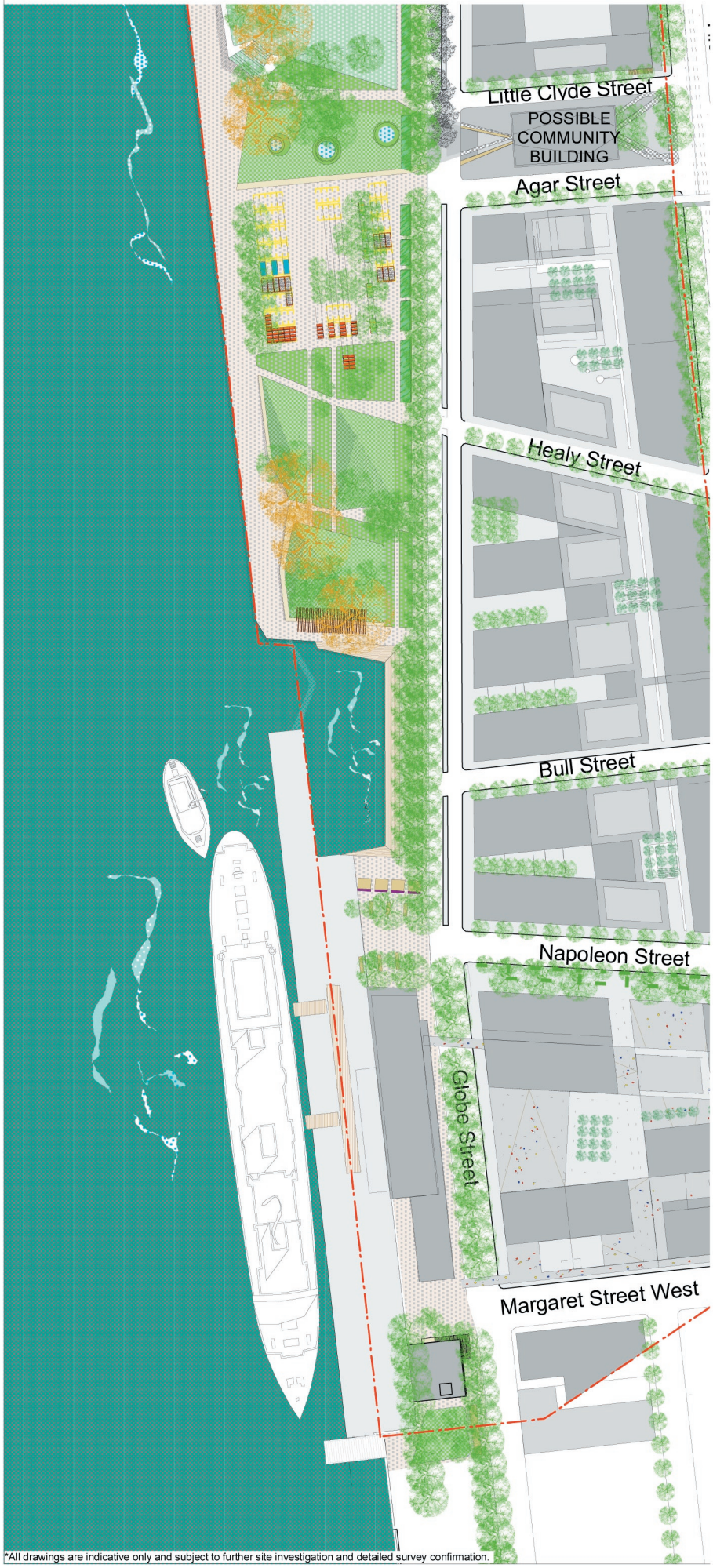


Figure 11.12 - Indicative design concept – urban waterfront

11.4 Squares and Civic Places

Squares and civic places articulate the parks and the built environment. They are paved spaces for concentrated activity, events and community gathering. They are of various sizes and are found within the parklands as focal points, and as urban spaces bound by buildings and streets.

Figure 11.13 Illustrates the squares and civic places within EDH.

The objectives for the design of the squares and civic places are set out below.

Objectives:

- Create a series of civic spaces that allow for intense use such as events, markets, festivals and community activities.
- Provide one large open spaces suited to major public gatherings, events and festivals, and defined to the north and south by adjacent street patterns.
- Provide adaptable open space at the Passenger Terminal wharf when ships are not berthed.
- Provide a new square that connects the Globe Street pedestrian route and the new harbour inlet, activated by kiosks and small outdoor cafes.
- Provide smaller scale civic places located to serve the local residential community rather than workers or visitors.

Figure 11.13 - Squares and civic places

11.5 Streets

The Concept Plan proposes a hierarchy of ten new streets and several new lanes that provide access and permeability into and within the site. The street layout and connections assist orientation and improve legibility and ease of access.

There will be two primary streets:

- A new north-south local road (Globe Street), proposed to provide local access, serve cyclists and act as a significant pedestrian promenade fronting new buildings; and

- An existing street – Hickson Road. Hickson Road is outside the Concept Plan site and subject to approval by the City of Sydney. However, it is proposed that Hickson Road will provide a collector level road function and provide potential for bus (and potential future light rail) access to EDH.

There will be a number of east-west secondary streets that connect between Globe Street and Hickson Road, and which are aligned to reflect and connect into the surrounding city street pattern. The secondary streets will provide service vehicle access to individual development sites.

All streets link the site to the city, connect places within the site, bring activity to the public domain, provide an address for new buildings and civic places, and facilitate public transport and commerce. The proposed street hierarchy is illustrated at **Figure11.14**.)

Objectives:

- Create new streets and lanes that connect places, activities and people.

- Connect the site into the surrounding city street pattern.

- Provide the capacity for public transport and site servicing.

- Designed to maximise legibility, street address and urban identity.

- Define the development blocks in the mixed use zone.

The principles for the new streets layout are described on **Figures 11.15** to **11.19** following.

The street names used throughout this Concept Plan are indicative only. All street names in EDH will be subject to formal proposals and approvals.

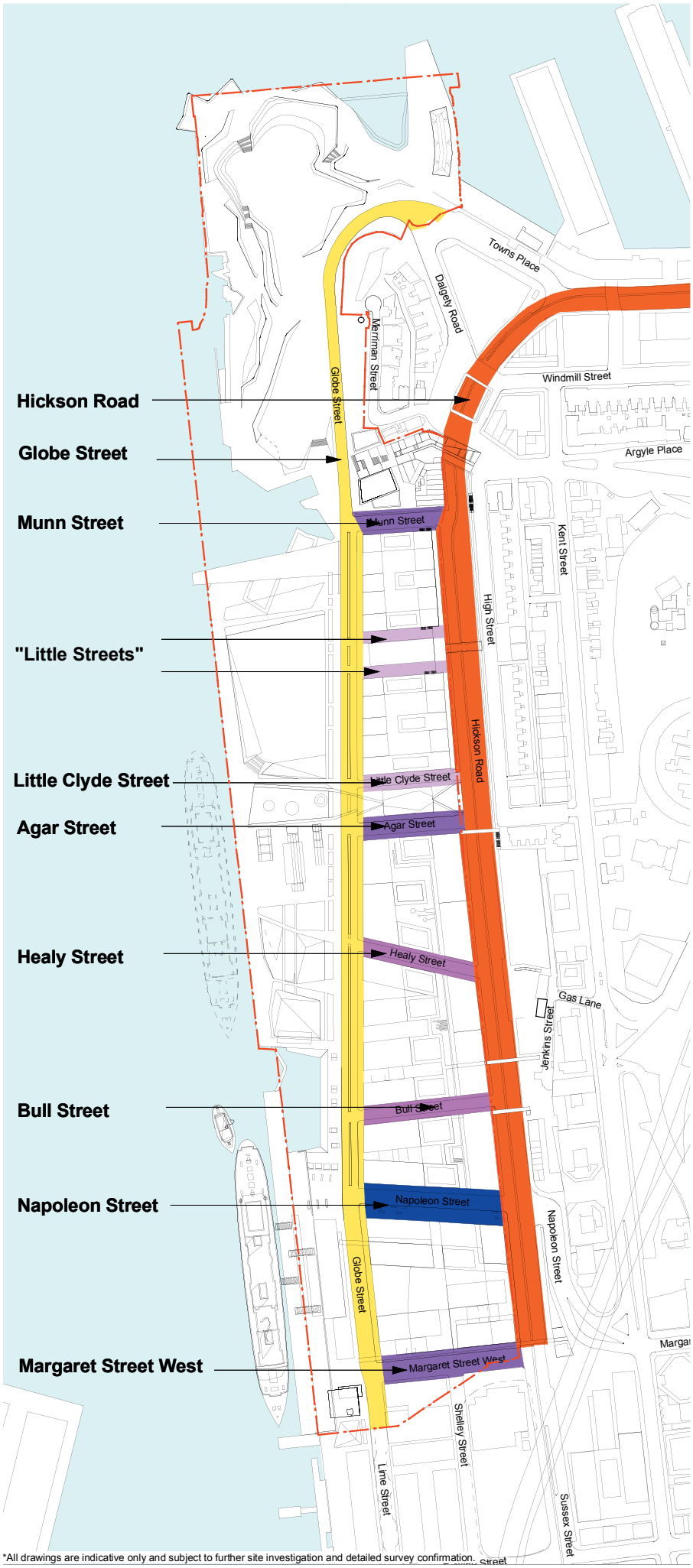


Figure 11.14 - Street heirarchy

Legend

- Site boundary
- **Primary connective streets**
- Civic Promenade street
- Transport street
- **Secondary connective streets**
- 30m wide - street + promenade
- 20m wide - standard streets
- 16m wide - standard streets
- 10m wide - little streets

scale 1:5000
0
25m 100m 200m

n

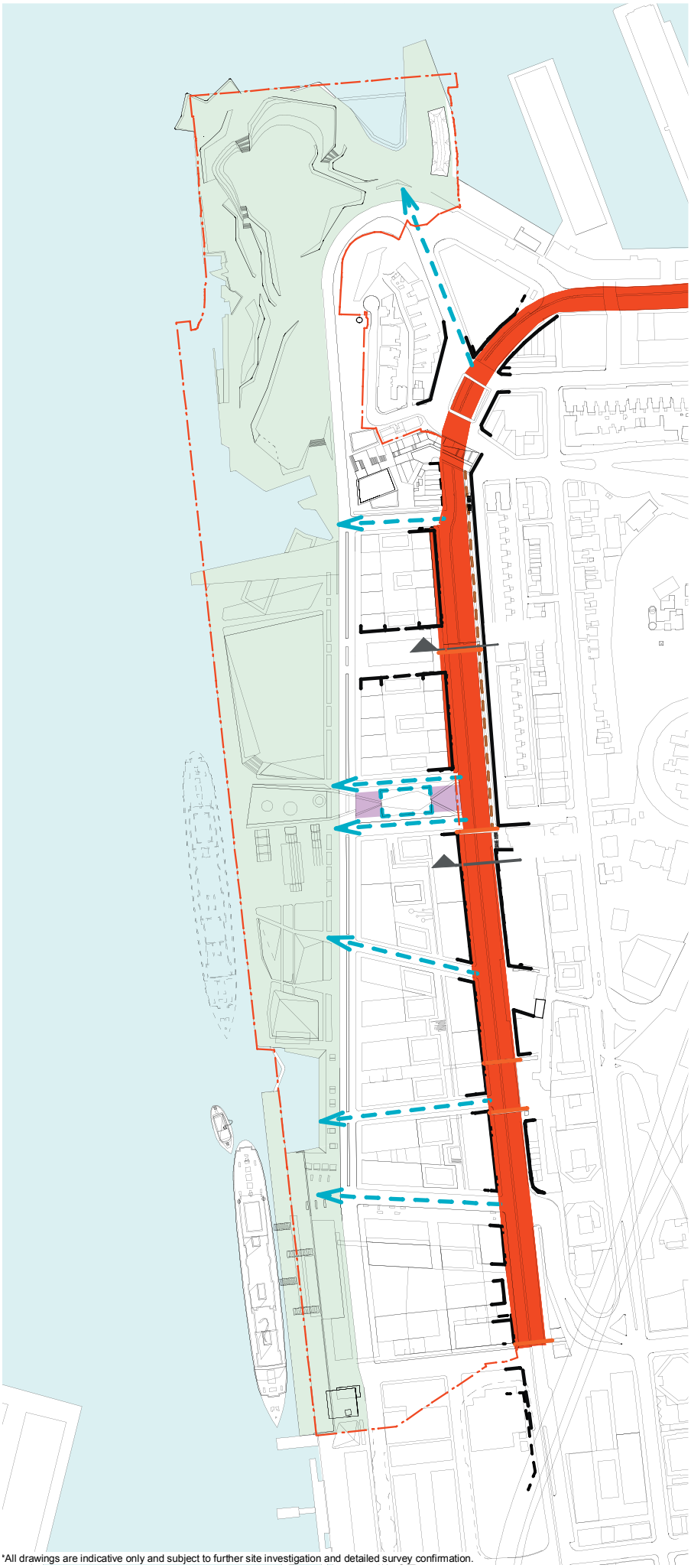


Figure 11.15 - Hickson Road

Primary connective street:
Transport street

Legend

- Site boundary
- Street reserve
- The Parkland
- Adjacent public squares and small civic places
- Continuous built frontage
- Discontinuous built frontage
- Street views to open space and water
- Preferred locations of upper level pedestrian connections to city

scale 1:5000
0
25m 100m 200m

n

*All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

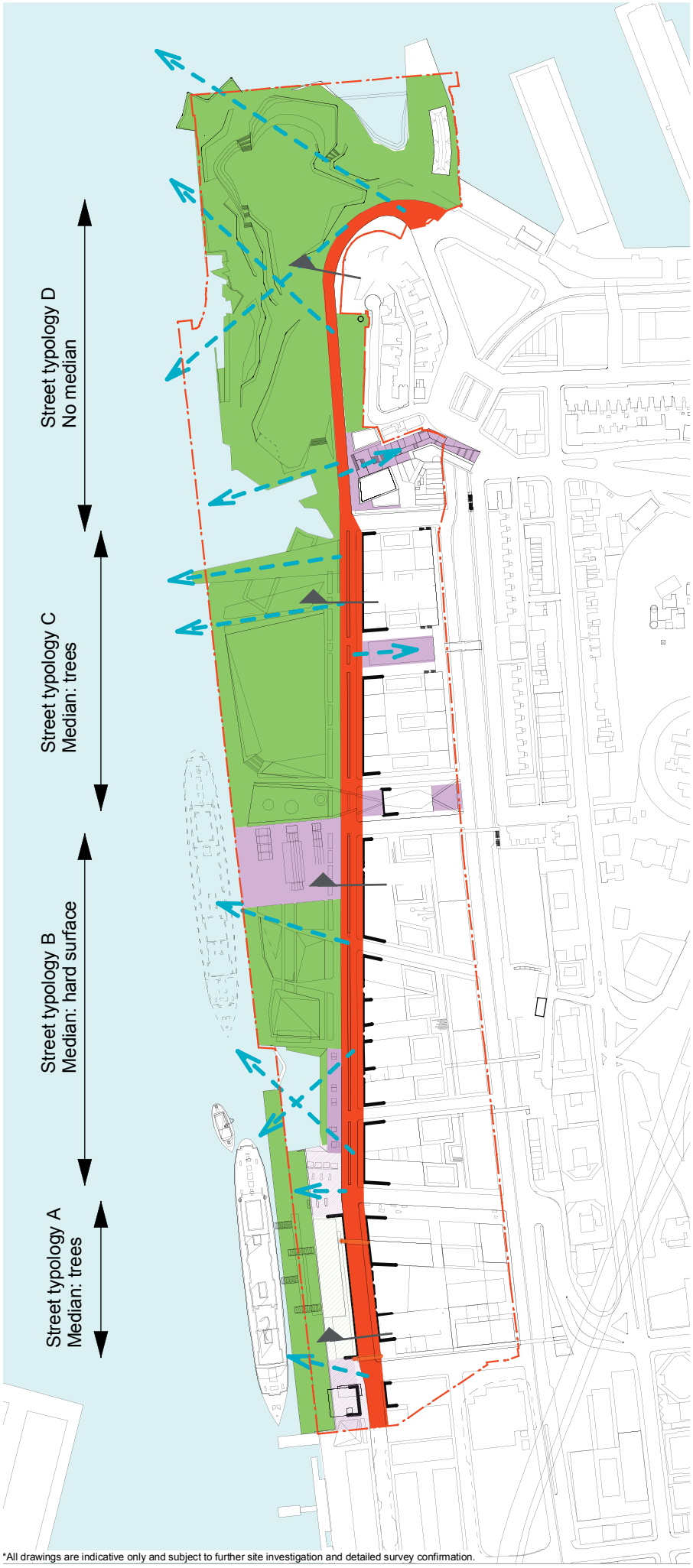


Figure 11.16 - Globe Street

Primary connective street:
Civic character street

*All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

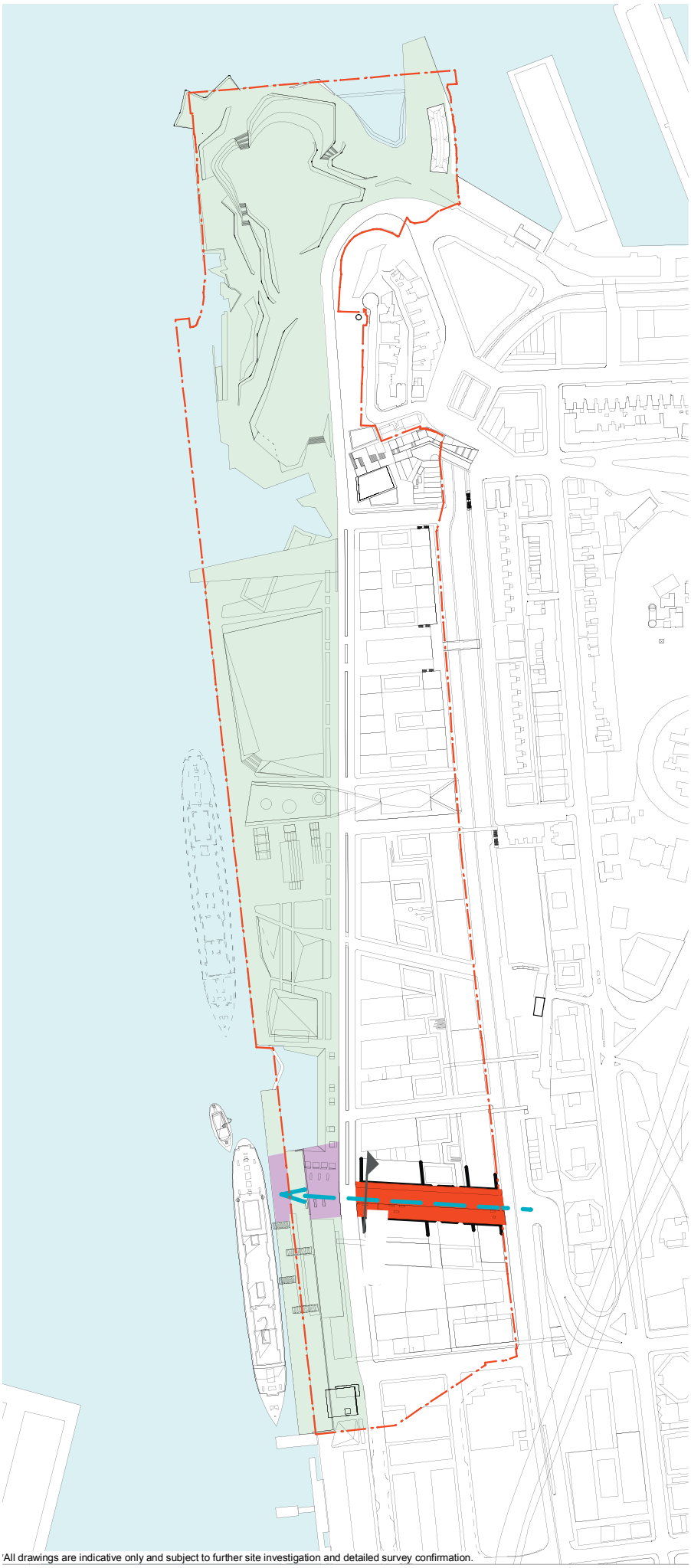


Figure 11.17 - Napoleon Street

Secondary connective street:
30 metre wide street + promenade

Legend

- Site boundary
- Street reserve
- The Parkland
- Adjacent public squares and small civic places
- Continuous built frontage
- Discontinuous built frontage
- Street views to open space and water
- Preferred locations of upper level pedestrian connections to city

scale 1:5000
0
25m 100m 200m

n

All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

Figure 11.18 - Munn, Agar and Margaret Street West

Secondary connective streets:
20 metre wide standard streets

Legend

- Site boundary
- Street reserve
- The Parkland
- Adjacent Parkland
- Adjacent public squares and small civic places
- Continuous built frontage
- Discontinuous built frontage
- Street views to open space and water

scale 1:5000
0
25m 100m 200m

n

*All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

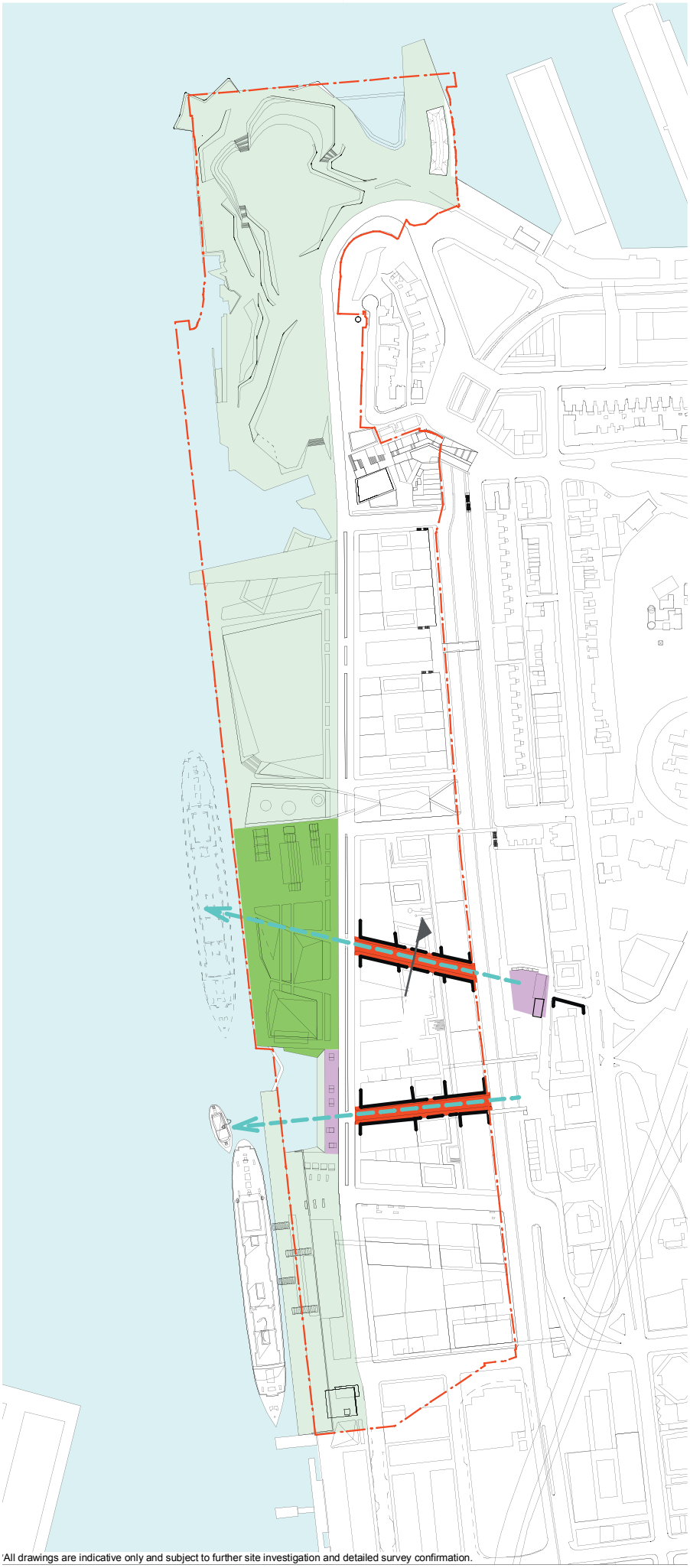


Figure 11.19 - Healy and Bull Streets

Secondary connective streets:
16 metre wide standard streets

Legend

- Site boundary
- Street reserve
- The Parkland
- Adjacent Parkland
- Adjacent public squares and small civic places
- Continuous built frontage
- Discontinuous built frontage
- Street views to open space and water

scale 1:5000
0
25m 100m 200m

n

All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

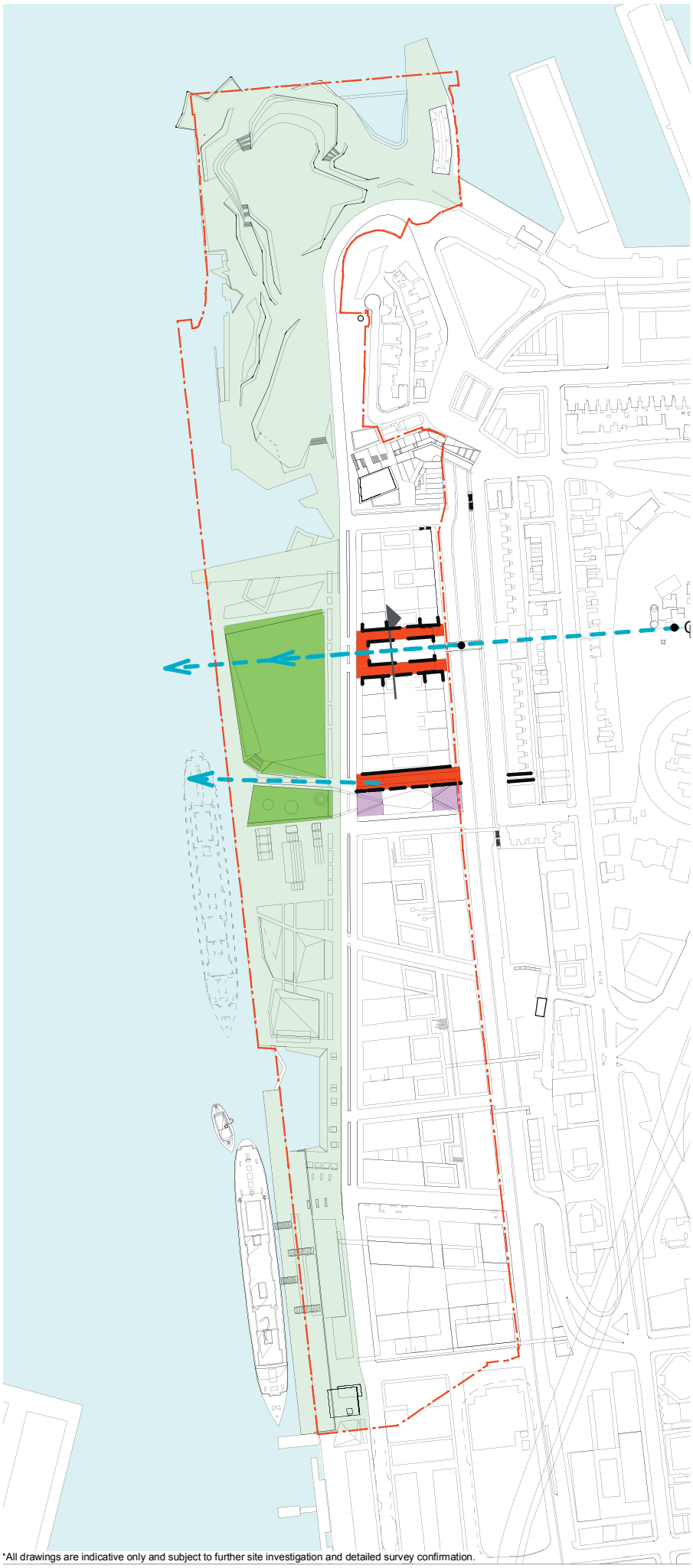


Figure 11.20 - Little Clyde Street and 'Little Streets'

Secondary connective street:
10 metre wide minor streets

Legend

- Site boundary
- Street reserve
- The Parkland
- Adjacent Parkland
- Adjacent public squares and small civic places
- Continuous built frontage
- Discontinuous built frontage
- Street views to open space and water

scale 1:5000
0
25m 100m 200m

n

*All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

11.6 Pedestrian Connections

Pedestrian connections are smaller scale, non-vehicular footpaths and routes that also connect places, activities and people within the site. They run through the new city blocks as arcades or lanes and have active retail or commercial frontages. In addition, they connect the site into the surrounding city street pattern via pedestrian bridges over Hickson Road, overcoming the dramatic changes in grade that would otherwise limit the knitting of the site into the city context.

Many pedestrian connections are aligned to frame dramatic vistas to the harbour and new waterfront parks.

The objectives for pedestrian connections are set out below. Proposed pedestrian connections are illustrated at **Figure 11.21**.

Objectives:

- Provide a variety of pedestrian walkways, arcades, stairs, lanes, and bridges that create permeability within the urban blocks and between the streets.
- Connect the site to the city and Millers Point at a higher level and thereby minimise the barrier created by the dramatic cliff topography at the edge of the site.

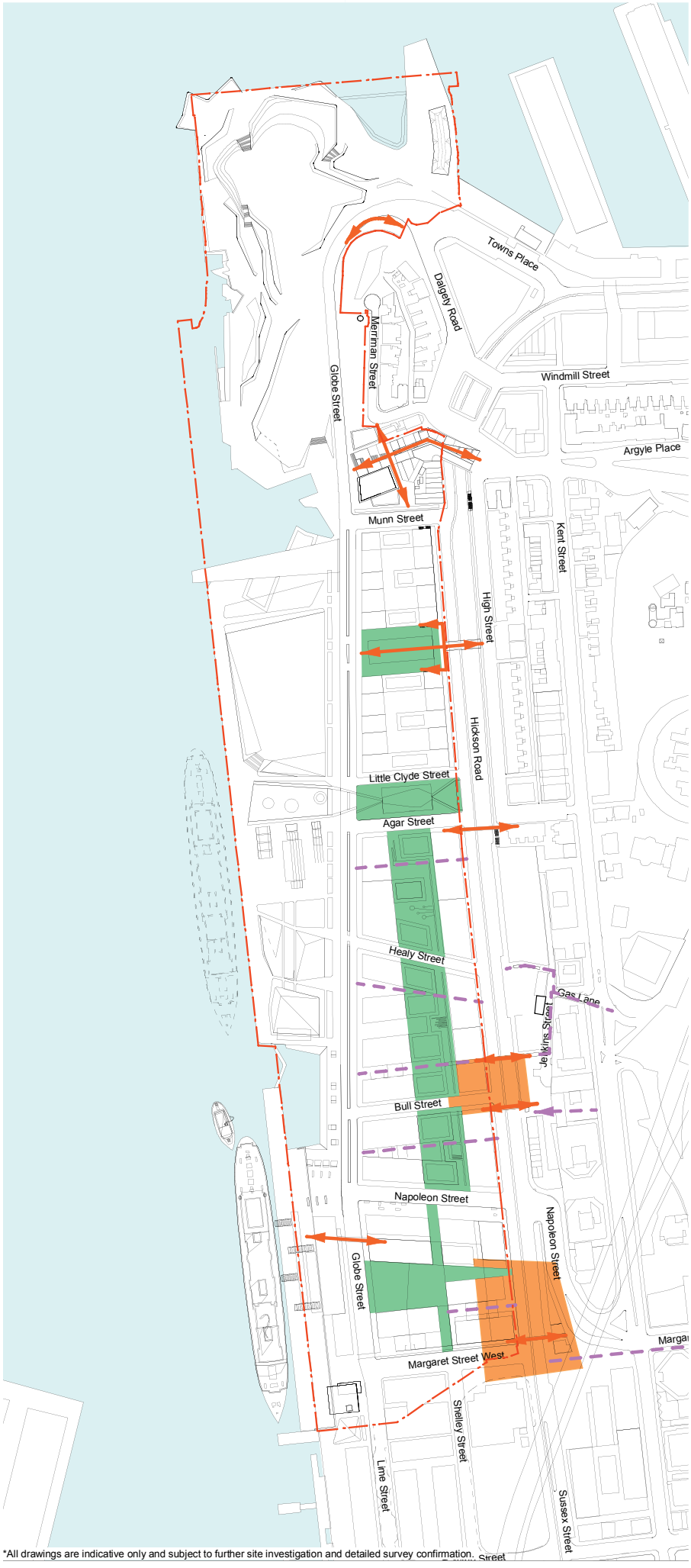


Figure 11.21 - Pedestrian connections

*All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

11.7 External Public Domain

Changes to existing streets and open spaces outside the Concept Plan boundary would potentially improve connections between EDH and the city, but as they are outside the Concept Plan site, can only be delivered with the approval of the City of Sydney Council or other relevant landowners. Similarly, the provision of new publicly accessible viewpoints and wharves that project into the Harbour would potentially contribute to the foreshore parklands as proposed in the Concept Plan. Again, these proposals will require the consent of other State agencies such as NSW Maritime and Sydney Ports Corporation.

Potential future external public domain elements that are outside the boundary of the Concept Plan are identified on **Figure 11.22** and include:

1. Simplification of the Kent Street and Harbour Bridge intersection near Gas Lane to improve the connection with the city.

2. Clarify the interface between the site and King Street Wharf

3. Upgrade the public domain of the Margaret Street pedestrian connection to Wynyard rail station.

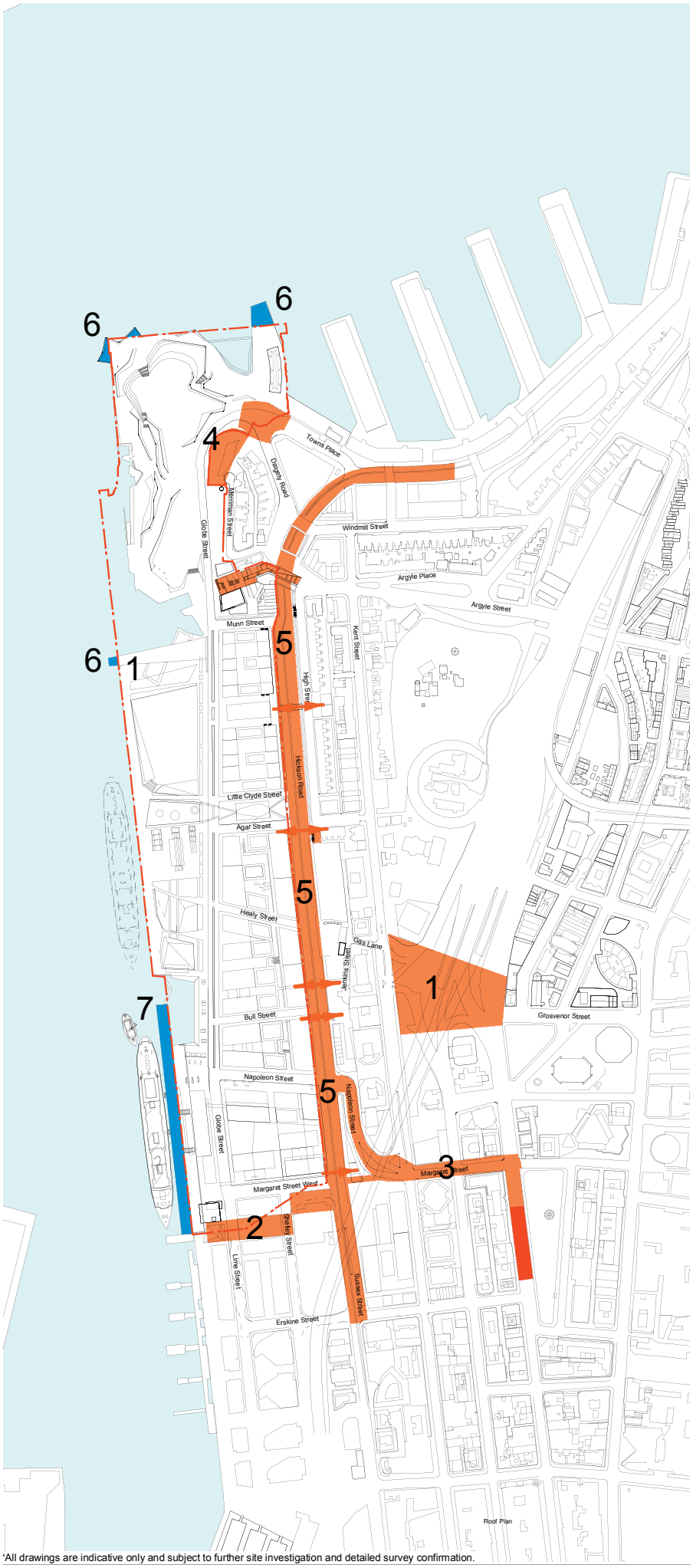
4. Minor upgrade to the existing Clyne Reserve including a pedestrian stair connection down to the Headland Park

5. Public domain upgrade and kerb re-alignment to Hickson Road including the construction of several pedestrian bridges at the upper level.

6 New viewpoint or wharf projections over the harbour.

7. New widened wharf for the passenger ship terminal.

Whilst beyond the scope of the current Concept Plan proposal, the Foreshore Authority will engage in negotiations with relevant landowners to explore opportunities for their delivery.



'All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

Figure 11.22 - External public domain

Public domain external to the EDH site that may be delivered as independent projects pending other agency and City of Sydney approvals.

1.
Simplification of the Kent Street and Harbour Bridge intersection.

2.
Clarify the correction with King St Wharf developments.

3.
Upgrade Margaret Street West and Napoleon Street pedestrian connections to Wynyard Rail station.

4.
Minor upgrade to existing Clyne Reserve and new stair connection to Headland Park.

5.
Hickson Road upgrade including pedestrian bridges.

6.
Projections into or over harbour.

7.
Wharf 8 Passenger Terminal.

Legend

- Site boundary
- External public domain upgrades
- Pedestrian bridges in external public domain
- Potential maritime structures
- Wynyard Rail Station

scale 1:7500
0
37.5m 150m 300m

n

11.8 Public Domain Design Elements

11.8.1 Introduction

The public domain character will be established by key design elements and materials. This section describes the key design elements that will bring varied and unique characters to the many parks, streets and squares at EDH .

11.8.2 Harbour Water - New Coves and Inlets

The Concept Plan proposes to bring the harbour water into the site in three new coves and inlets. These new inlets and coves will modulate what is currently an industrial linear harbour edge and add visual interest to the surrounding parklands. These new coves and inlets will also allow visitors to access and touch the water, launch non-motorised craft such as kayaks, or board a water taxi. The coves and inlets are located to align with various view lines from the mixed use precinct and beyond.

The new coves and inlets are located at:

- Wharf 3 to create a tidal pool. Rather than completely remove the seawall, the caisson units are proposed to be cut down below low tide level to retain a suitable depth for the water to enter. A pedestrian boardwalk will be located above the alignment of the cut down caisson wall, again to create variety and public connection with the water.

- The northern end of the site at Wharf 3 and Wharf 4 where sections of the caisson seawall are removed to create a new small bay. Sections of the proposed foreshore edge in this bay will have a softer, graded edge to the water. This new edge will create a transition to a more naturalistic edge suited to the Headland Park that stretches north. A floating pontoon on the southern edge of the bay will allow small water craft to tie up.

- The southern end at Wharf 7. This requires the removal of an existing concrete deck over the water and associated piles back to Globe St. This inlet will bring the harbour water close to Globe Street and the commercial development, creating an intimate connection between harbour and buildings.

The objectives for admitting seawater onto the site are set out below and are illustrated on **Figure 11.23.**

Objectives:

- Create more tactile relationships with the harbour water.

- Use the water's edge to develop different landscape characters along the length of the parklands.

- Create a new small bay on the axis of the Argyle Street extension, with some edges suited to water taxis and temporary mooring of small motorised pleasure craft.

- Create a new inlet at the northern tip of the site for recreation, and with a boardwalk type barrier to prevent entry by any water craft.

- Create a new inlet at the southern end of the site, taking advantage of the existing inlet below the wharf slab.

- Investigate removal of other sections of seawalls to create further sections of a softer, more natural water edge.

Figure 11.23 – Harbour edge conditions

11.8.3 Sea walls

The existing seawall structures at EDH comprise some 1,400 linear metres of seawall running from the south of the current passenger terminal at Wharf 8 up to the northern tip of the site known as Wharf 3 North.

The partial removal of the caisson seawall is technically feasible and will be subject to detailed methodologies to ensure the integrity of the adjoining structures and protection of the harbour environment. The small section of existing sandstone facing blocks at Wharf 3 will need to be removed to allow for structural reinforcement behind the blocks. Reinstatement of the blocks will be subject to a review of their condition and suitability in the proposal new seawall design.

Sydney Harbour can be a choppy water body due to winds and boat traffic, so new structurally designed edge conditions will be required where seawalls are removed and harbour water is bought into the site. The new edges must protect the shoreline against wave and tidal action. For water depths of less than 5 metres rock revetments, stone or concrete seawalls may be suitable. These structures will be designed to take into account the appropriate needs of future boat berthing.

Aesthetic additions to the existing seawall structures in the form of fascias or cantilevered platforms or walkways are also considered in the Concept Plan proposal. These types of additions are feasible; however, berthing against the new structures will be limited as they are not specifically designed to take the forces of large ships.

While the Concept Plan proposal calls for modifications to the seawall, it also recognises the inherent value in the deep sea berthing capability which will be retained for much of the length of the site. This capability will be realised in the immediate term with the retention of the passenger terminal function, but it may also be realised under special circumstances where berthing of large vessels is required on a temporary basis. Provided the seawalls are repaired to prevent further deterioration, and are regularly maintained, it is reasonable to expect the retained seawalls will remain serviceable for the long term.

In cases where the existing caisson seawall is removed the adjoining remaining seawall needs to be braced to allow for large ship berthing of the scale currently at the passenger terminal.

11.8.4 Harbour Edges

The Concept Plan proposes new kinds of water edge which will offer new ways to experience the water and harbour. The new edge types will reflect and support the adjacent new parklands and urban waterfront landscapes. Some of the existing wharf edges will remain but the new edges will allow people to interact with and 'feel' the water. The rich variety of edges will add to the interest and experience for visitors, residents and workers. The new edge types will be designed to reflect and support the adjacent parkland and urban waterfront landscapes.

Some of the new edges will allow motorised water craft and water taxis to pull up, although a boat ramp for launching motorised craft is not proposed. These edges could be steps, cantilevered boardwalks, or small floating pontoons. Some of the edge conditions will be able to acknowledge tidal movement.

There will shallow banked, rocky edges at the Headland Park to create a more natural landscape fringe to the park that will support new flora and fauna habitats.

Some of the new edges will assist with the continuous flushing of harbour water through the new inlets and along the wharf edges, thereby preventing litter collection. Possible sea edge types are shown at **Figure 11.24.**

Objectives:

- To create new and varied land/water interfaces that offer a range of ways to access and experience the harbour and the water.
- Create hard edges where motorised water craft and water taxis can pull up, such as steps, cantilevered boardwalks, and floating pontoons.
- Provide soft landscape edges at the Headland Park to create more natural landscape edges that could support new flora and fauna habitats.
- Create edges that assist with the continuous flushing of harbour water through the new inlets and along the wharf edges preventing litter collection.
- Create water edge conditions that acknowledge tidal movement, and edge designs that reflect the combination of an urban context with a green headland.

11.8.5 Landform

Other parks, reserves and headlands in Sydney Harbour have distinctive topography and landform. Some retain their natural landform while others are partly or highly modified. The design of the parklands at EDH raises sections of the currently flat wharves to create a landform typical of the other headlands. This landform is modified further by the introduction of water into the parklands as described above. Together, these interventions create a new headland landscape of varied water edges, raised topography, interesting landform, and rich planting.

The objectives for the creation of landform are set out below.

Objectives:

- Create a pattern of landforms that mediates between the flatness of the existing industrial platform and the elevation of the cliff and built urban edge.
- Reflect the landform of pre-existing topography and the language of existing green headlands in the western harbour.
- Create view lines from the elevated sections of the parklands to the harbour and long views to opposite shores.
- Provide an area of gradually elevated landscape that accommodates requirements of playing fields with a sloped viewing edges.
- Create a system of modulated landforms that accommodates and defines a variety of uses, and creates visual relief while retaining views and the scale of the harbour.

11.8.6 Materials

The mix of materials used for the pedestrian paving, street furniture and lighting, kerbs and walls, pedestrian bridges and road surface materials will be selected to reinforce the unique urban identity of EDH, but also help link the site into the surrounding streetscapes and foreshore walks. The materials will vary across the site to suit the purpose and character of the location.

High quality materials for the public domain will be used as they are robust, long lasting, and reinforce the character of the site as permanent and integrated part of the city. The materials will be environmentally appropriate to the site and specific areas within the site, and fit for purpose.

The palate will be a mix of natural and man made materials to match and compliment the natural and cultural heritage of the site, and respond to the site history. Some existing materials may be retained, such as the sandstone seawall, thereby enhancing the authenticity of the new landscapes.

11.8.7 Planting

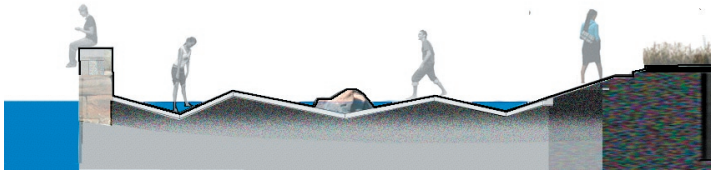
The planting strategy will include indigenous vegetation types relating to harbour vegetation communities and patterns, and extend this into parts the urban squares. This predominantly indigenous palate of plant materials will be augmented by key, non-native species for focus and variety. The species selected will be appropriate to the site's environmental conditions of soil type and depth, subsurface conditions, microclimate, aspect and exposure. Species will also be selected and combined together to create particular environments and character.

The species will therefore be fit for purpose, low maintenance and low water use. The new planted landscapes in the parks will be a balance of canopy trees, understorey species and grasslands to create a self sustaining system that supports wildlife.

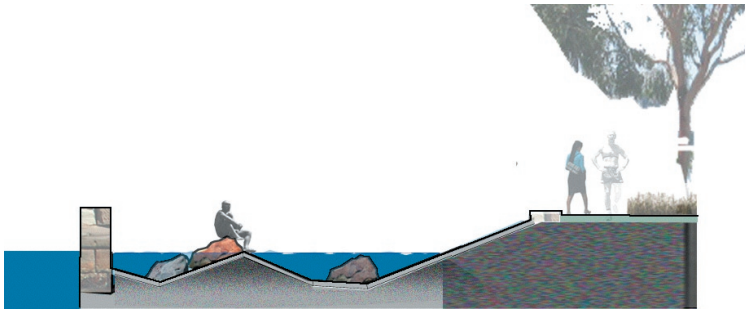
Street trees will also be selected from the City of Sydney's street tree palate and the location of species for street trees will reflect the street hierarchy, widths and types, as well as integrating into the surrounding street tree planting schemes. Specifically, street trees will be planted to maximise sunlight to buildings and footpaths in winter.

Stepped edge

Accessible edge



Tidal edge



Existing seawall and tidal edge

Existing wharf edge

Figure 11.24 – Possible sea edge types

*All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

11.8.8 Water Sensitive Urban Design

The renewal of EDH provides the opportunity to be a flagship for environmental protection and the conservation of our water resources by establishing infrastructure and development controls that will set new sustainability standards for urban redevelopment projects.

The water sensitive urban design strategy for EDH is underpinned by the following principles:

- Demand for potable mains water to be reduced within the development through water efficient fixtures and appliances, and using alternative sources of water based on matching water quality to uses on a “fit-for-purpose” basis;
- Wastewater disposal to be minimised through a combination of potable mains water demand management initiatives, water efficient processes and wastewater reuse for non-potable uses;
- Urban stormwater to be treated to meet national stormwater quality objectives for reuse and/or discharge to the harbour.
- Stormwater to be used within the urban landscape to maximise visual and recreational amenity of developments, and where appropriate influence the micro-climate of the area.

The techniques of WSUD are manifested in the creation of landscape, streetscape and park elements.

The stormwater collection system is designed to funnel stormwater to many bio-retention tree pits or ‘raingardens’. Street tree irrigation is therefore minimised and excess stormwater is filtered prior to entering the harbour.

Stormwater is also collected and treated in wetland detention ponds strategically located in three areas and spaced evenly through the parklands. The wetlands become features of the landscape in themselves. Again, water is filtered and ‘polished’ prior to entering the harbour.

Water from these wetlands can also be stored and used for park irrigation during periods of drought.

Refer to **Figure 11.25**.

Figure 11.25 - Water sensitive urban design

*All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

11.8.9 Active uses to support the public domain

Markets, Sydney

In addition to the land uses and maximum GFA within the 8 development blocks of the mixed use zone, a variety of small buildings and structures supporting active land uses will be sensitively designed to compliment the parklands, squares and streets. The buildings within the public domain are limited to café kiosks and pavillions and associated outdoor seating areas, retail kiosks, public toilet facilities and small structures for storage of sports equipment. Such facilities will bring activity to the parks and streets and enhance safety and security. These structures will be secondary to the park's dominant use as public open space.

The maximum GFA for permissible structures within the public domain (excluding the passenger terminal and any commercial port facility / port services facility uses) is 3,000 m^2. Refer also to **Section 12.2**.

Note: The indicative building structure shown on the Concept Plan drawings to the south of the future passenger terminal facility represents a possible future structure within the public domain. The location and design of this and any other future structures, is subject to future detail.

Objectives:

- Provide a range of small buildings and structures through the parks, streets, and squares that provide public facilities, add vitality, and enhance safety.
- These buildings will be subservient to the parks and squares and not compromise the enjoyment of public space.

Preferred areas for active uses within the public domain are shown at **Figure 11.26**.

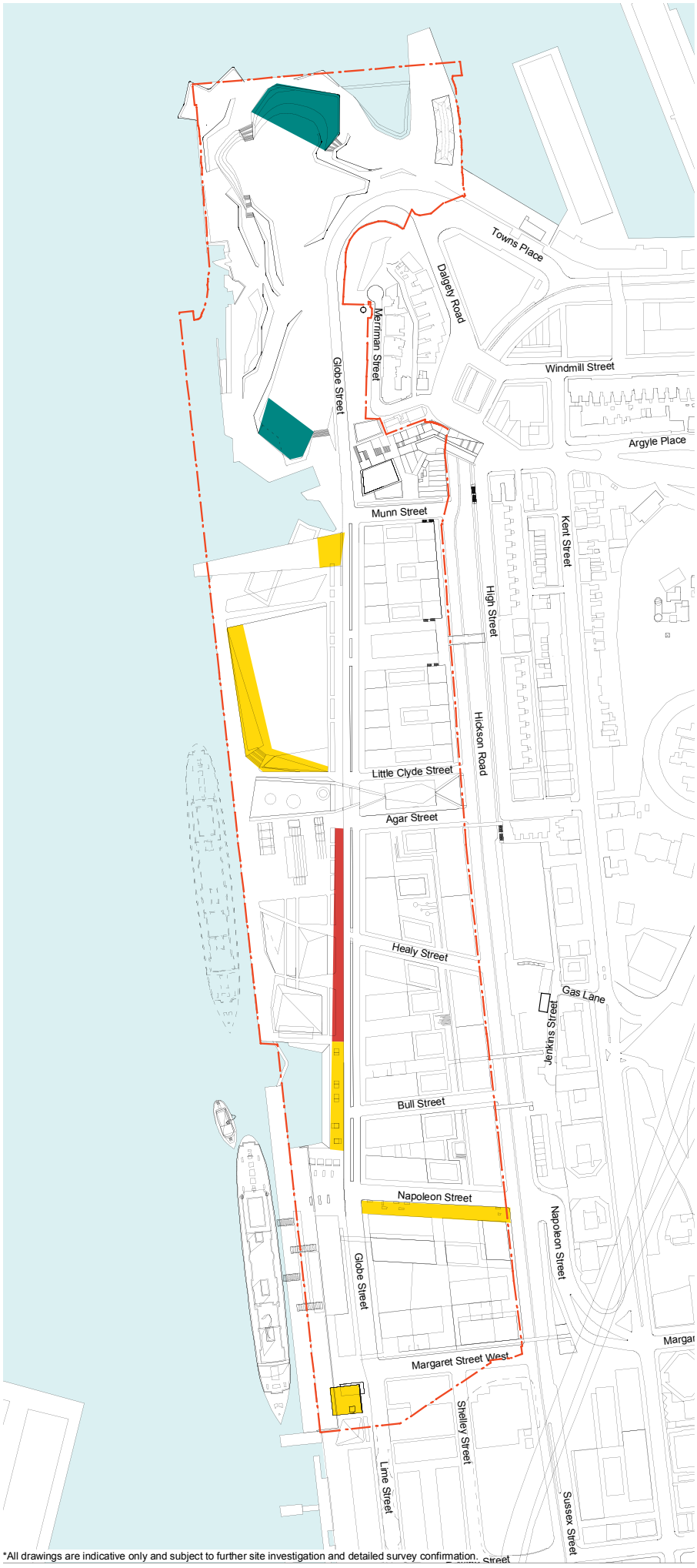


Figure 11.26 - Active uses within public domain

11.8.10 Public Art

Potsdomer Platz, Berlin

Millennium Park, Chicago

The capacity of public art to animate city spaces and create a sense of destination and local distinctiveness makes it a valued part of the cultural environment. The development of a public art strategy for the site will address a range of locational, cultural and public domain issues while maximising the potential of creative thinking about the site.

Tourism data places public art among the range of cultural experiences that both local and overseas visitors look forward to especially when the work is part of an engaging destination. The potential for public artwork to be a key element of EDH as a whole, a reason to visit the area and a defining landmark should be exploited.

EDH provides an unparalleled opportunity to work with the harbour edge, functions and cultural environment to develop artworks of public engagement. The working heritage and functions of the site and its depth of social and cultural meanings is a critical part of the cultural framework. The potential to explore the landform and urban typography is also significant. This is a large-scale environment where industrial and port functions have previously dominated the space. Retaining the brute scale of the site will be important if artwork is to be significant.

Objectives

- The development of significant artworks that respond to the harbour edge while having the capacity to explore the working heritage and functions of the site
- The development of work that responds to the landform and urban typography – such work may be part of new delineations of the harbour edge and urban fabric
- The development of works that responds to residential and commercial environments
- To encourage a high standard of public art and design that responds to the cultural identity of the area.

12.0 The Mixed Use Precinct

The Concept Plan dedicates the eastern 'wedge' of the site to a new mixed use precinct of development blocks defined by the street layout and waterfront public domain.

Higher density development will generally be focused towards the southern end of the site, linking into existing higher density development at King Street Wharf and the western edge of the CBD. The scale of development will reduce towards the northern end of the site, where built form meets the Headland Park.

A range of land uses will be accommodated within the proposed mixed use precinct, including business, residential, tourist/visitor, retail and community uses. The EDH site will be enlivened by a mix of land uses to promote efficient use of the finite developable areas of the site.

12.1 Development Blocks

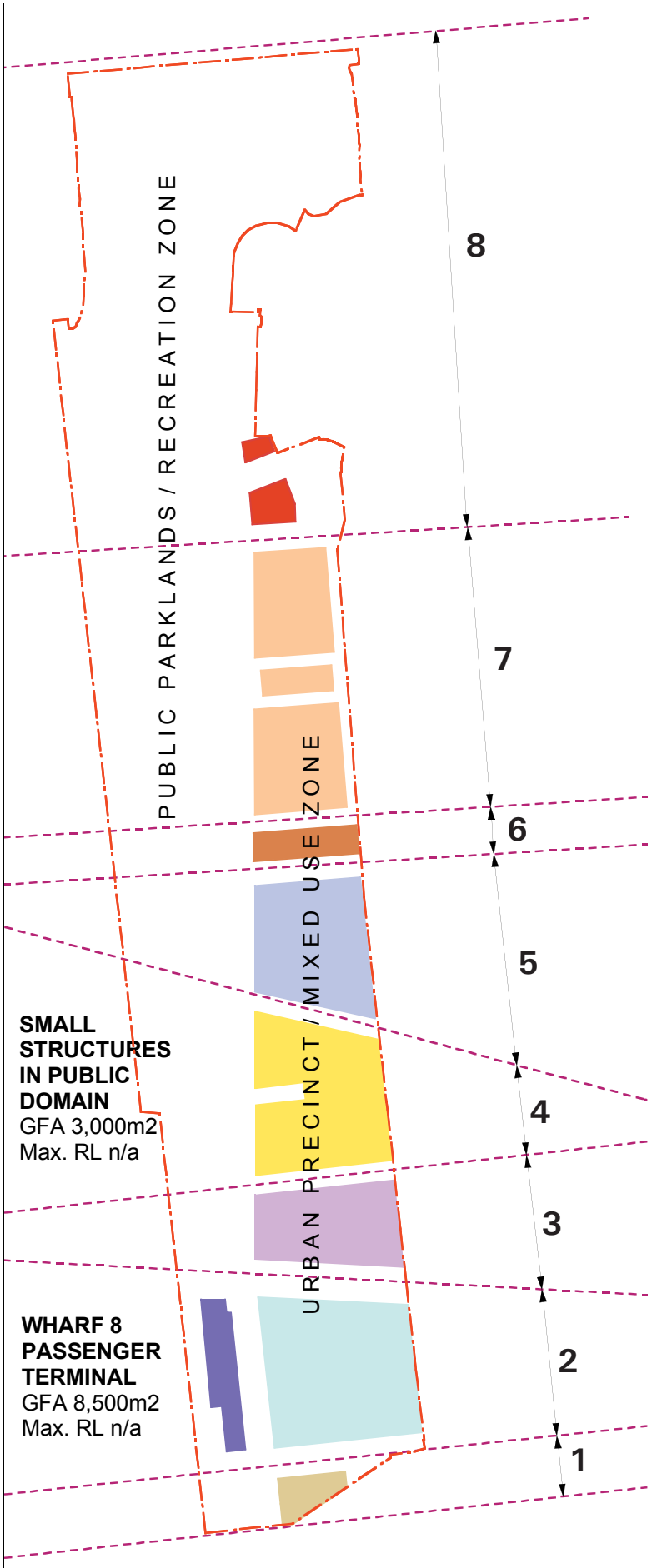
The layout of public open space and streets divides the site into 8 development blocks (refer to **Figure 12.1**).

From south to north the development blocks are:

- Margaret – Shelley Streets (Development Block 1)
- Napoleon – Margaret Streets (Development Block 2)
- Bull – Napoleon Streets (Development Block 3)
- Healy - Bull Streets (Development Block 4)
- Agar – Healy Streets (Development Block 5)
- Little Clyde-Agar Streets (Development Block 6)
- Munn – Little Clyde Streets (Development Block 7)
- Headland Park – Munn Streets (Development Block 8)

The maximum GFA and building height for each development block are shown on **Figure 12.1**. The maximum height expressed as an RL prevails over the maximum height expressed in metres above existing ground level where any inconsistency arises.

Figure 12.1 – Development blocks



BLOCK 8
GFA 5,800m2
Max. RL 32
(height above existing ground level 30m)

BLOCK 7
GFA 28,000m2
Max. RL 35
(height above existing ground level 33m)

BLOCK 6
GFA 3,000m2
Max. RL 29
(height above existing ground level 27m)

BLOCK 5
GFA 29,200m2
Max. RL 34
(height above existing ground level 32m)

BLOCK 4
GFA 74,500m2
Max. RL 100
(height above existing ground level 98m)

BLOCK 3
GFA 56,000m2
Max. RL 112
(height above existing ground level 110m)

BLOCK 2
GFA 180,000m2
Max. RL 180
(height above existing ground level 178m)

BLOCK 1
GFA 11,800m2
Max. RL 62
(height above existing ground level 60m)

0
25m 100m 200m

Note: Finished ground level will be approximately 2 to 3 meters above RL0

*All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

12.2 Land Use Mix and Gross Floor Area

The objectives for distribution of GFA and land use mix are set out below.

Objectives:

- Enliven EDH by ensuring a vibrant mix of land uses across the site consistent with the site's city and harbour front location, major economic role and it's contribution to the life of the city.
- Provide an appropriate density of development across the site.
- Ensure an appropriate mix and distribution of land uses.
- Distribute floor space in a manner that achieves the built form principles of the Concept Plan articulated at Section 13.0.

Across the entire site, concept approval is sought for a maximum of 388,300 m^2 GFA[6] within the mixed use zone, including:

- a maximum of 100,000 (25%) and a minimum of 60,000 m^2 (15%) residential GFA;
- a minimum of 30,800 m^2 GFA for tourist uses;
- a maximum of 39,000 m^2 GFA for retail uses; and
- a minimum of 2,000 m^2 GFA for community uses.

A maximum GFA is established for each development block.

Land use mix requirements are also established where necessary to ensure that the critical land use components of the project will be delivered.

Where a minimum of maximum land use mix requirement has not been specified, the end uses within the development block will be determined by the market within the maximum permissible GFA specified for the block.

The maximum GFA for each development block, and the land use mix requirements, where relevant, are shown at **Table 3**. The distribution of land uses is illustrated conceptually at **Figure 12.2.** The indicative land use distribution and building layout shown at **Figure 12.2** is for illustrative purposes only.

The maximum GFA for permissible structures within the Public Recreation Zone (excluding the passenger terminal and any commercial port facilities / port services uses) is 3,000 m^2.

---

7 *Gross floor area' means "the sum of the floor area of each storey of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:*

(a) the area of a mezzanine within the storey, and

(b) habitable rooms in a basement, and

(c) any shop, auditorium, cinema, and the like, in a basement or attic,
but excludes:

(d) any area for common vertical circulations, such as lifts and stairs, and

(e) any basement:

(f) storage, and

(g) vehicular access, loading areas, garbage and services, and

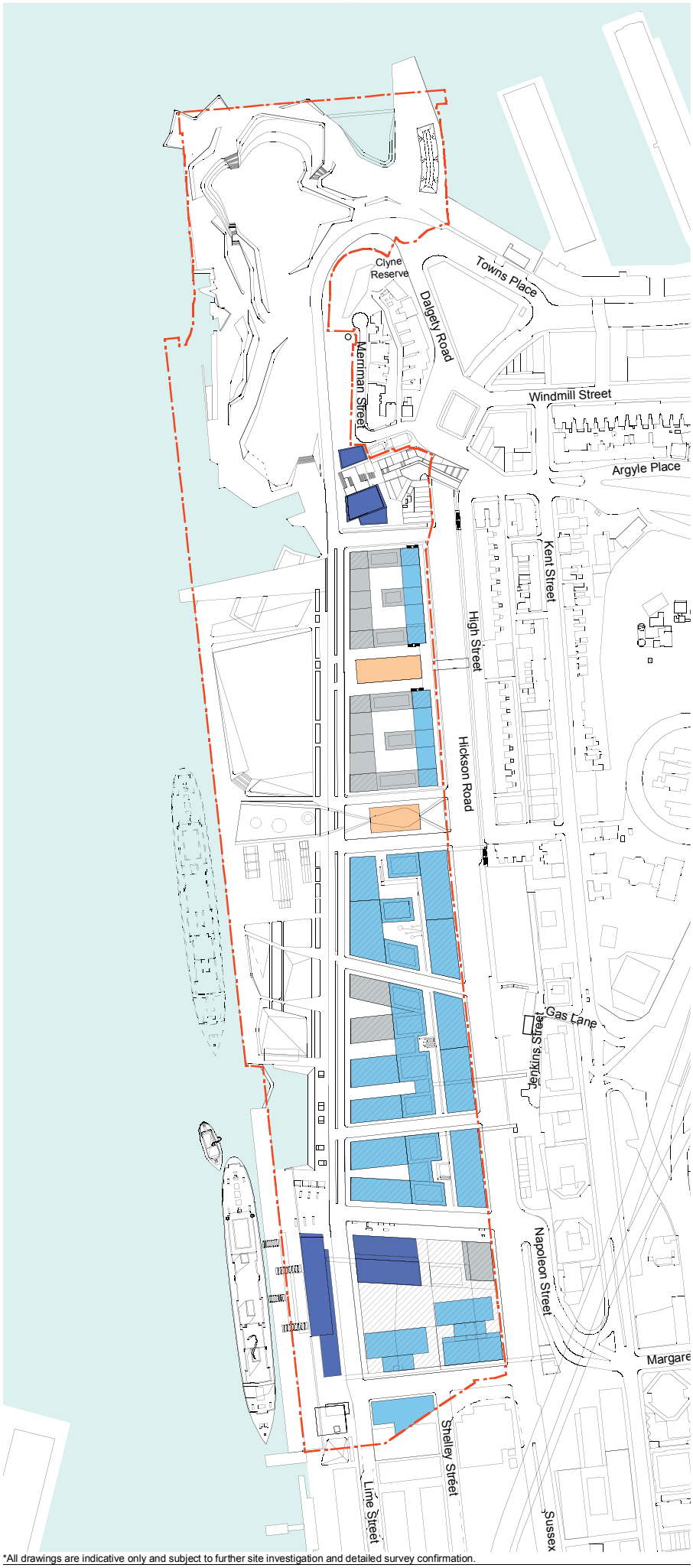
(h) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and

(i) car parking to meet any requirements of the consent authority (including access to that car parking), and

(j) any space used for the loading or unloading of goods (including access to it), and

(k) terraces and balconies with outer walls less than 1.4 metres high, and

(l) voids above a floor at the level of a storey or storey above."



*All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

Figure 12.2 – Indicative land use distribution

The mix of uses can make a significant contribution to the site's vitality and urban character, provide street surveillance and round the clock activity.

Objective;

To create a vibrant mix of uses across the site, consistent with the site's city centre and harbourfront location, major economic role, and contribution to the life of the city.

Table 3 – Maximum permitted GFA and land use mix by development block

Development Block	Block Area	MAX GFA per block	Min/ max	Business GFA[1]	Residential GFA[2]	Retail GFA[3]	Tourist GFA[4]	Community GFA[5]
	Sqm	Sqm		Sqm	Sqm	Sqm	Sqm	Sqm
Block 1	1,430	11,800	min	-	**0**	**500**	**0**	**-**
			max	-	**0**	**1,000**	**0**	**-**
Block 2	12,980	180,000	min	-	**10,000**	**10,000**	**25,000**	**-**
			max	-	**20,000**	**20,000**	**40,000**	**-**
Block 3	6,760	56,000	min	-	**7,500**	**2,500**	**0**	**-**
			max	-	**12,500**	**5,000**	**0**	**-**
Block 4	10,950	74,500	min	-	**12,500**	**2,500**	**0**	**-**
			max	-	**25,000**	**7,000**	**0**	**-**
Block 5	8,690	29,200	min	-	**7,500**	**1,000**	**0**	**-**
			max	-	**15,000**	**2,500**	**0**	**-**
Block 6	1,855	3,000	min	-	**-**	**-**	**0**	**2,000**
			max	-	**0**	**1,000**	**0**	**-**
				-				
Block 7	11,922	28,000	min	-	**22,500**	**-**	**0**	**-**
			max	-	**27,500**	**500**	**0**	**1,500**
Block 8	1,335	5,800	min	-	**-**	**-**	**5,800**	**-**
			max		**0**	**0**	**5,800**	**0**
Passenger Terminal (outside the Mixed Use Zone)	n/a	8,500	max	-	**0**	**500**	**8,000**	**0**
Other small structures in the Public Domain (outside the Mixed Use Zone) excluding any commercial port facility / port services facility use	n/a	3,000	max	-	**0**	**3,000**	**-**	
Total Site GFA		**399,800**						
Minimum per land use				-	60,000	16,500	30,800	2,000
Maximum per land use				-	100,000	39,000	-	-

NOTES:

1. The maximum GFA for the site is 399,800m^2. The maximum GFA in the Mixed Use Zone is 388,300m^2. The maximum GFA in the Public Recreation Zone is 8,500m^2 for the Passenger Terminal and 3,000m^2 for other permissible land uses in the Public Recreation zone, excluding any commercial port facility/port services facility use.
2. The land use mix (based on GFA of 399,800m^2) must include between a minimum of 15% and maximum of 25% residential, and with a minimum or maximum GFA for Community, Tourist or Retail uses if and where noted in this table.

DISCLAIMER:
The final GFA per block may be subject to change during the lifespan of the redevelopment to take account of major shifts in development economics and priorities.

1 'Business' GFA includes: All uses other than those included in 'residential', 'retail', 'tourist / visitor' and 'community'
2 'Residential' GFA includes: Residential accommodation, multi unit housing, residential flat buildings, seniors housing, shop top housing, boarding houses
3 'Retail' GFA includes: Food and drink premises, take away food and drink premises, retail premises, markets, pubs.
4 'Tourist / visitor' GFA includes: Backpackers accommodation, bed and breakfast accommodation, hotel accommodation, serviced apartments
5 'Community' GFA includes: Child care centres, community facilities, educational establishments, entertainment facilities (other than cinemas and amusement centres), information and education facilities, places of public workshop, public administration buildings, public halls, recreation areas, recreation facilities (major, outdoor and indoor).

13.0 Built form

13.1 Principles

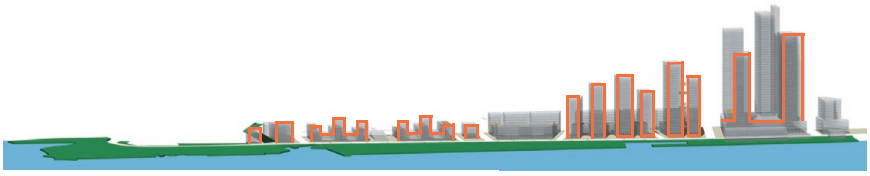


Figure 13.1 – The City's new western facade

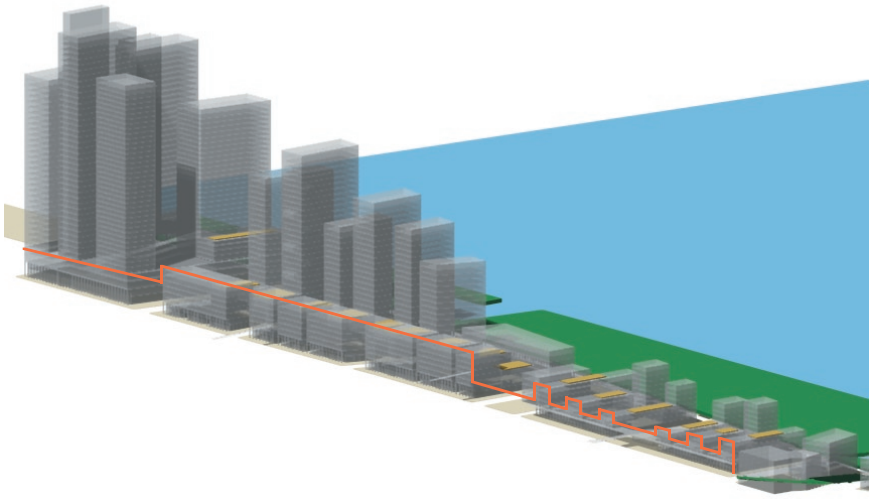


Figure 13.2 – Hickson Road as a boulevard

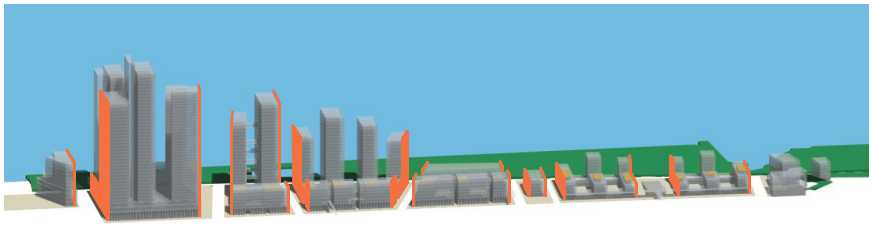


Figure 13.3 – Buildings to define streets

Built form occupies the urban precinct of the developable land of the city. Buildings accommodate the multiplicity of uses that underpin urban life.

The following list of principles represents the general design elements driving the Concept Plan. The list is to be read in conjunction with the more specific and detailed requirements outlined in the individual block and built form studies in other sections of this study.

1 City's New Western Façade

To create an intergrated new western frontage to the city centre, orient the slender ends of buildings to the waterfront to define an open silhouette.

2 Hickson Road as a Boulevard

To promote the scale of Hickson Road as a grand boulevard, buildings addressing the street are limited to 8 storeys in height, except where a podium of 4 storeys exists to support buildings of a greater height in the block south of Napoleon Street.

3 Buildings to Define Streets

To define the public space of the street, set all building façades to the street alignment and respect the differing characters, scales and activation of the streets.

Legend

Key element

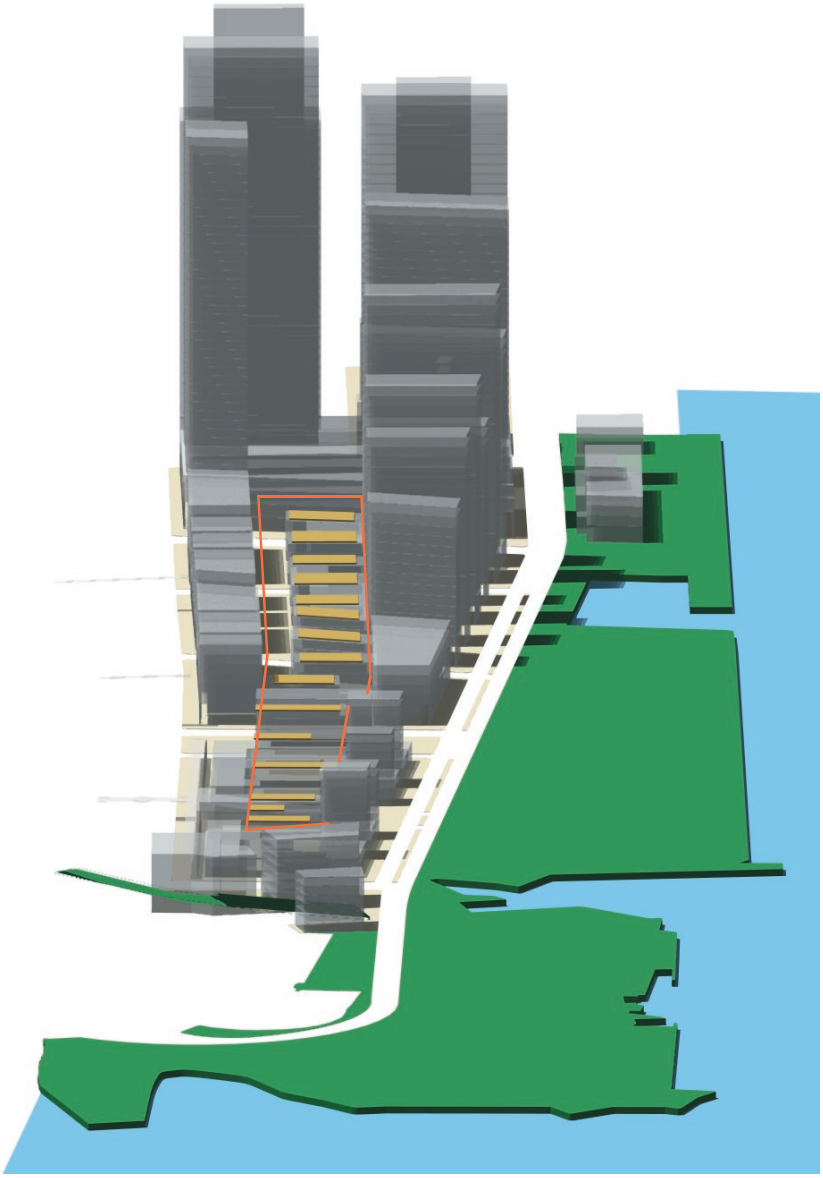


Figure 13.4 – Accessible roof valley

4 Low Scale Valley

To promote built form of a human scale along pedestrian lanes, to encourage diversity in open space uses and to allow midday sun penetration within more dense blocks, mid-block buildings are limited to 4/5 storeys in height and are to provide accessible roof top open spaces. This enables the formation of an accessible roof valley.

5 Tapering Built Form

To continue a built form dialogue with the adjoining city, building heights across the site are to generally taper towards the north, with the highest forms concentrated in the block in front of Napoleon Street.

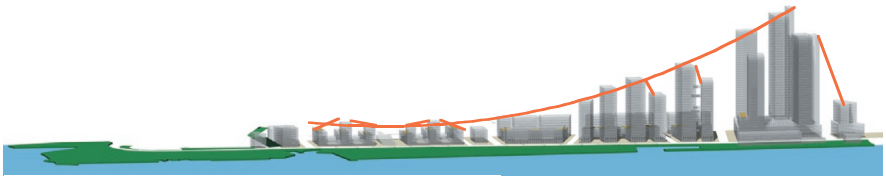


Figure 13.5 – Tapering height of built form

Legend

Key element

'All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

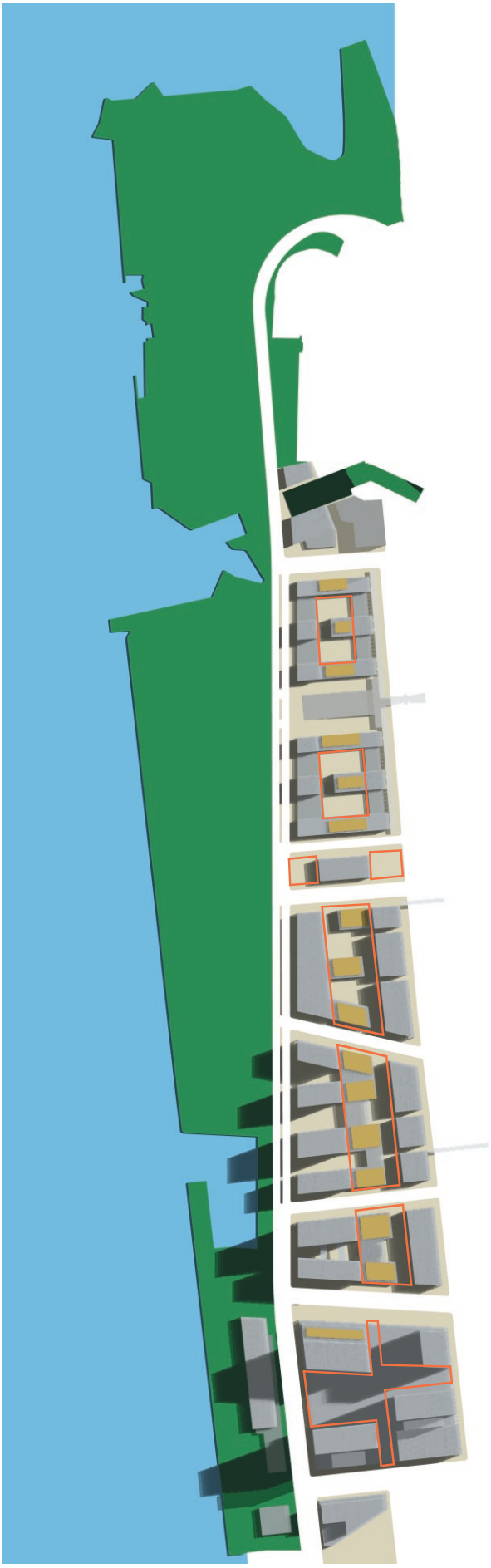


Figure 13.6 – Open space within blocks

6 Open Space Within Blocks

To create hollow blocks permeated with open public spaces, courtyards, walkways and gardens. Interrelate the central band of the accessible roof valley with the ground plane and intermediate levels.

Legend

Key element

0

n

[1]All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

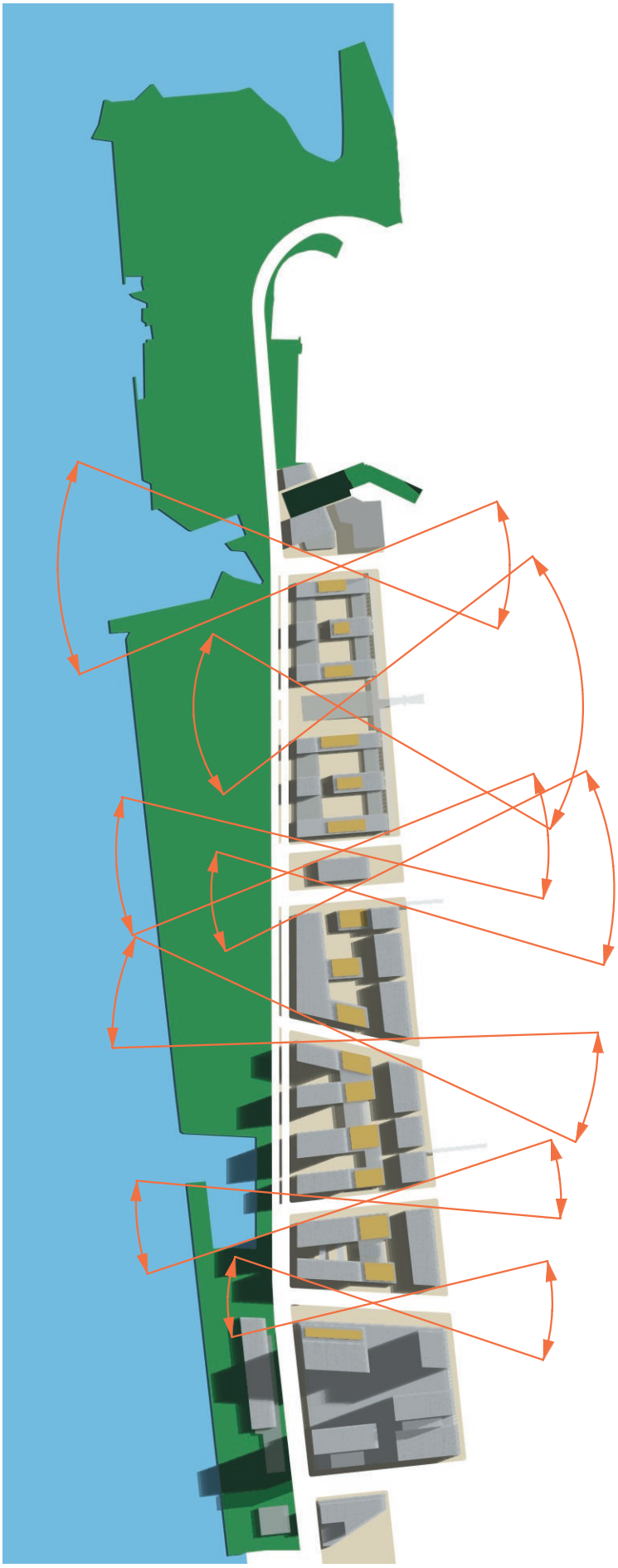


Figure 13.7 – View sharing

7 View Sharing

To promote the equitable access to views towards the harbour, arrange the built form to define the street corridors and to allow view corridors from the existing private buildings to the east

Legend

Key element

scale 1:5000

0 25m 100m 200m

n

'All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

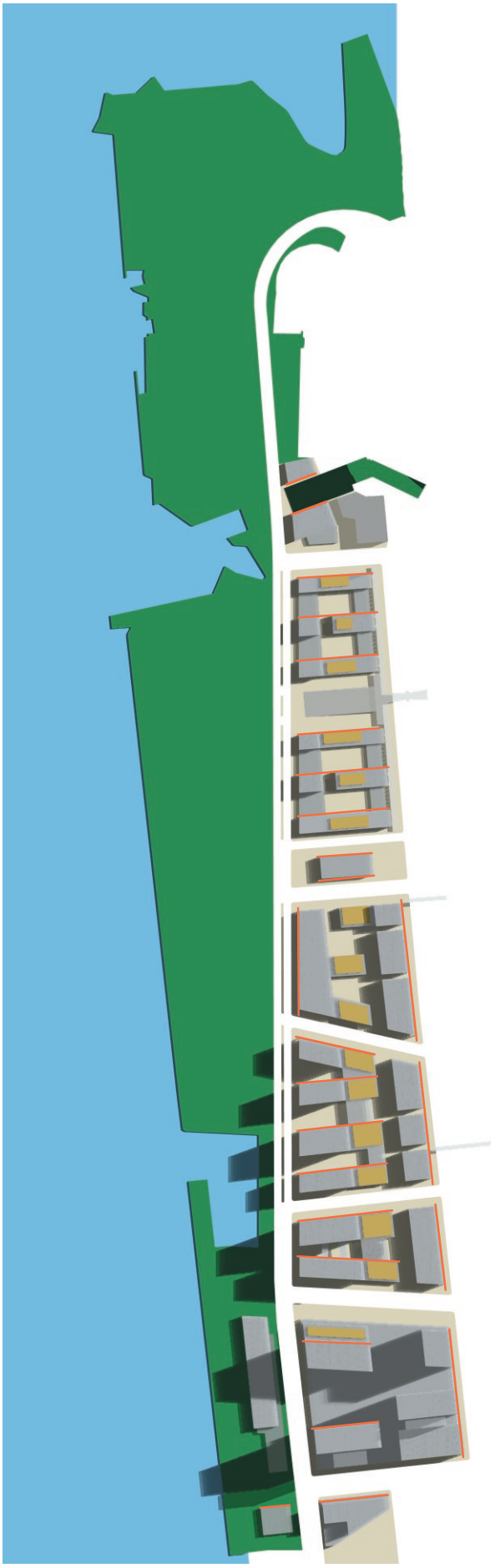


Figure 13.8 – Orientation of buildings

8 Orientation of Buildings

To provide optimum orientation and transparency across the site and to create a silhouette of slender towers to Globe Street and the waterfront - orientate the long facades of tower forms to the north. However, on Hickson Road, to define the linear nature of this road, generally orientate the long façades to the east.

Legend

Key element

scale 1:5000

0 25m 100m 200m

n

'All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

13.2 Ground floor activation

An active ground floor supplements and reinforces the life of the streets, providing a range of retail frontages, public uses, building entries and the like across the site, whilst limiting the impact of uses such as servicing and car access

Opportunities for ground floor activation are illustrated at **Figure 13.9**.

Opportunities for active frontages identified at **Figure 13.9** means the provision for the majority of a street frontage of active uses (eg retailing (open and enclosed shop fronts), cafes, restaurants, businesses, customer counter services, community uses, building entries and foyers that allow interaction and provide transparency and visual contact with the street. Servicing and car access that does not dominate the frontage is permitted. Solid blank walls are to be avoided.

Opportunities for activation of roofscapes within the mixed use precinct are illustrated at **Figure 13.10**.

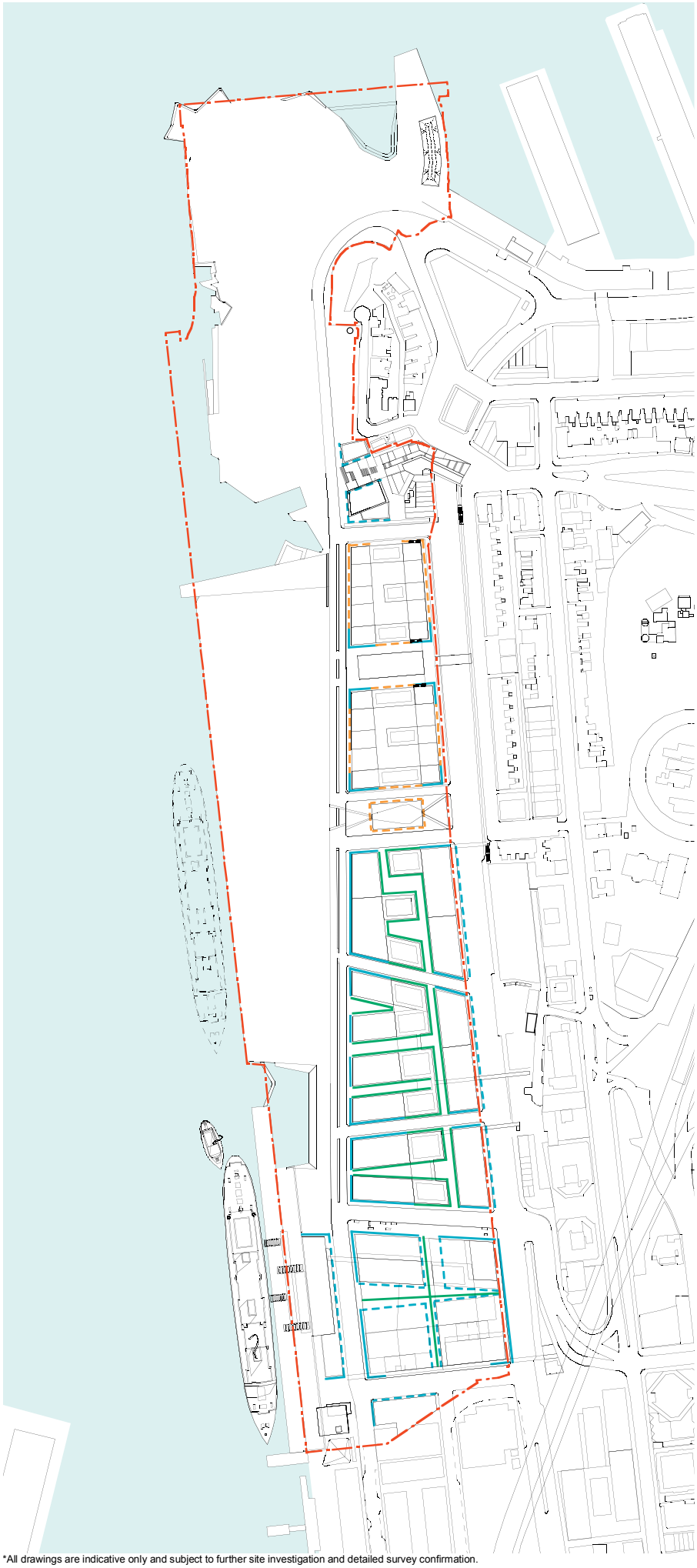


Figure 13.9 - Active ground floor

An active ground floor supplements and reinforces the life of the streets, providing a range of retail frontages, publilc uses, building entries across the site, whilst limiting the impact of uses such as servicing and car access.

Objective:

To create a positive frontage to the public domain and provide vitality across the site. Deploy a mix of active uses on the nominated street and lane frontages.

Legend

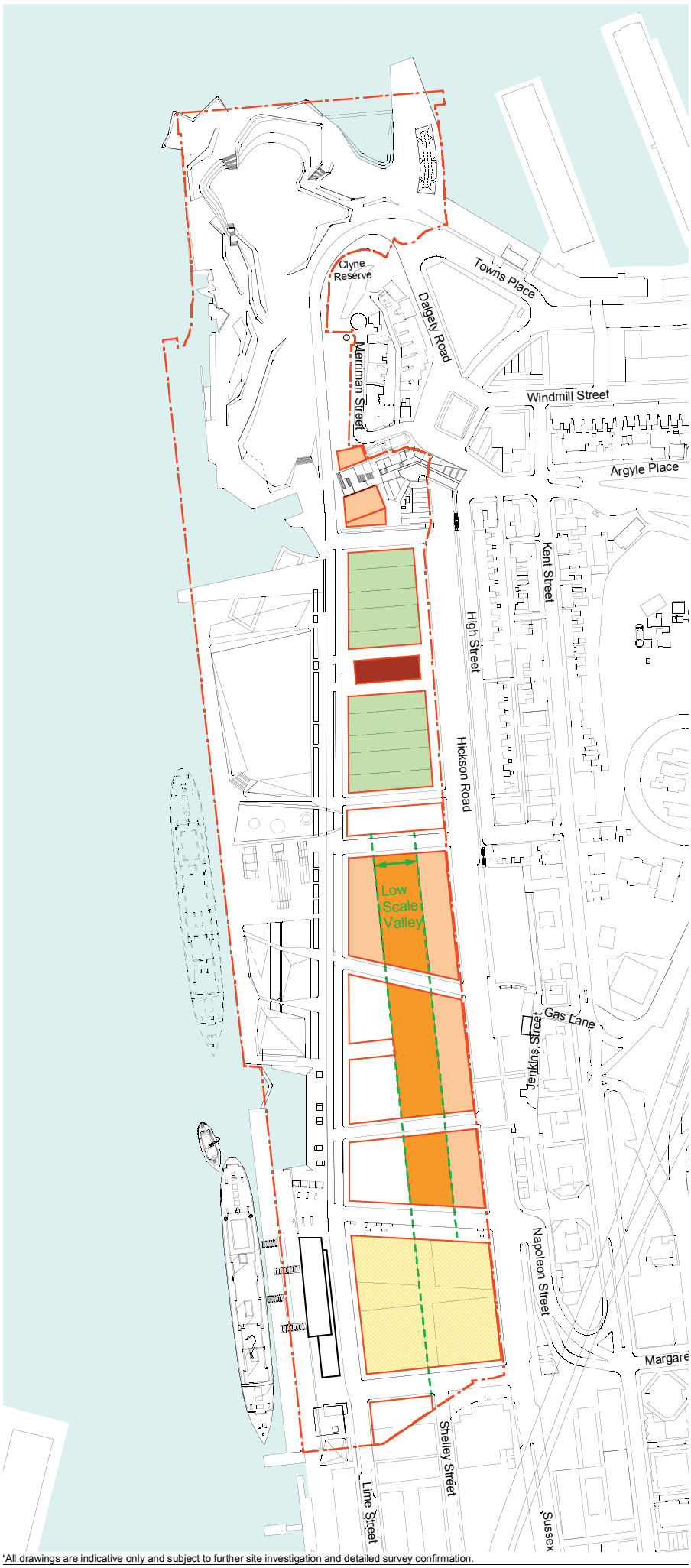
- Site boundary
- Primary continuous active frontages - predominantly retail.
- Secondary active frontages - business and some retail.
- Tertiary frontages - business, some retail, community and building entries.
- Active frontages in the Laneway and pedestrian connections of the Low Scale Valley and Block 2 podium

scale 1:5000

0 25m 100m 200m

n

*All drawings are indicative only and subject to further site investigation and detailed survey confirmation.



'All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

Figure 13.10 - Active roof spaces

13.3 Development block controls

The Concept Plan establishes:

- Design principles;
- Maximum GFA;
- Urban design envelope controls; and
- Design requirements

for each development block.

Land use mix requirements for the development blocks, where relevant, are as identified at Section 12.2 above.

To allow for innovation, creativity and alternative design solutions to be achieved on each development block the Concept Plan does not pre-determine detailed footprints within the maximum permitted urban design envelopes.

Rather, the design principles, development controls and design requirements established for each block will ensure that the concept strategies that underpin the mixed use precinct and built form elements of the Concept Plan will be appropriately translated into the future detailed building.

The development block controls provide the planning framework to be used for the assessment of future individual building proposals within the mixed use zone.

Definitions

Terms used on the development block building envelope / control drawings are defined as follows. All definitions used are consistent with the Standard LEP Template, where relevant.

'Articulation zone' means: the volume within which the maximum building height applying to immediately adjoining land within the same development block may be adopted, but only for a maximum of 30% of the total volume.

'Building height' means the vertical distance between ground level (existing) at any point to the highest point of the building, including plant and lift overruns, but excluding communications devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like."

'Building setback' means the horizontal distance between the property boundary or other stated boundary (measured at 90 degrees from the boundary) and:
(a) a building wall, or
(b) the outside face of any balcony, deck or the like, or
(c) the supporting posts of a carport or verandah roof,

whichever distance is the shortest'

'Build to the street alignment' means that the principal building façade is to be built to the street alignment to a minimum height as shown for the majority of the street frontage.

'Colonnade' means a setback provided at ground level within the alignment of the external wall(s) of a building and with a minimum height of 2 storeys and a minimum depth of 3 metres. A colonnade may, but need not necessarily be defined by columns at the external face of the building.

'Ground level (existing)' means the existing level of a site at any point.

'Ground level (finished)' means for any point on a site, the ground surface after completion of any earthworks (excluding any excavation for a basement, footings or the like) for which consent has been granted or which is exempt development.

'Lane' means a shared pedestrian and vehicle zone with a minimum width of 10 metres.

'Midblock connection' means pedestrian route, which may be enclosed or partly enclosed, within a development that has a public character, provides a public right of way and is open and accessible at each end.

'Podium' means a building of 4 storeys or lower that is generally built to the street alignment.

'Storey' means a space within a building that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, but does not include:

(a) a space that contains only a lift shaft, stairway or meter room, or

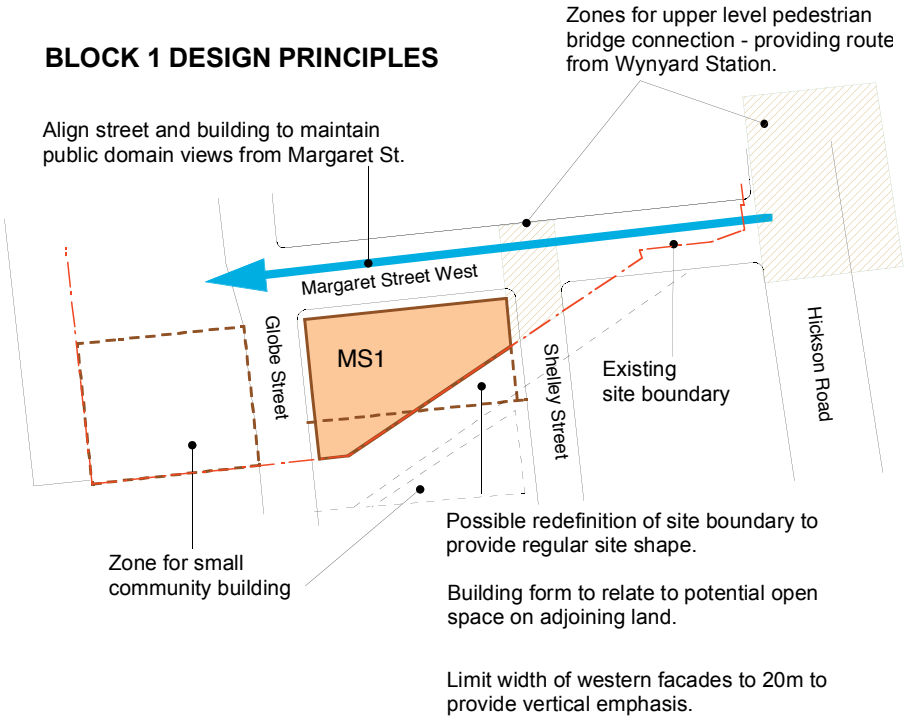
(b) a mezzanine, or

(c) an attic"

'Urban design envelope' means the outer limit of the volume within which a building (or buildings) may be located.

'Urban design envelope footprint area' means the area of the block at ground level bounded by the street reserves.

BLOCK 1 DESIGN PRINCIPLES

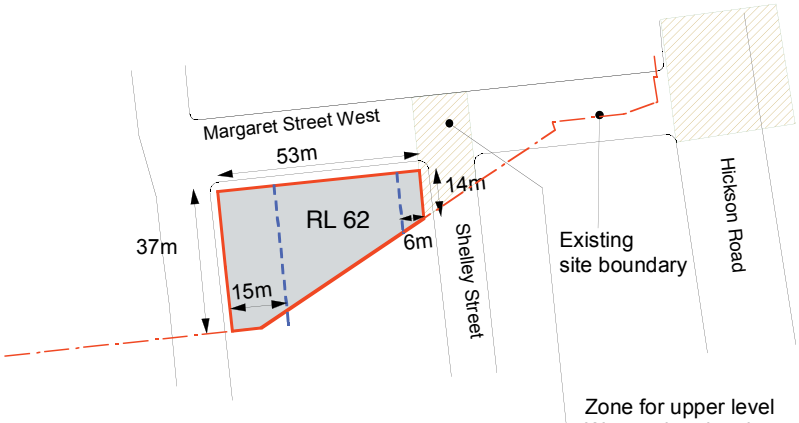


Max. permitted GFA **11,800m2**

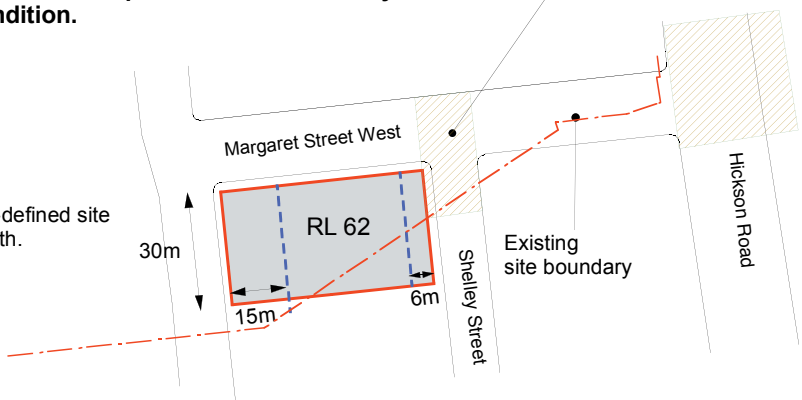
Urban design envelope footprint area **1,430m2**

BLOCK 1 DEVELOPMENT CONTROLS

A - Control for existing boundary



B- Control for potential new boundary condition.



Legend

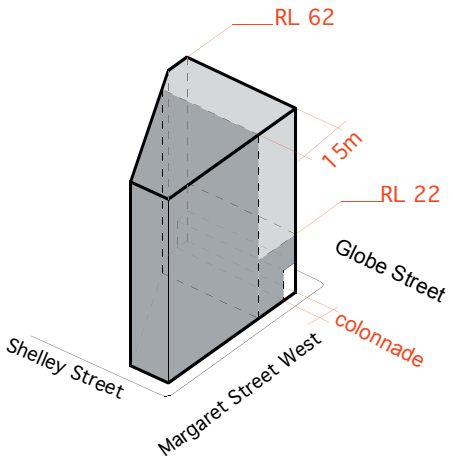
- Urban design envelope
- Building setback line above RL22
- Possible zones for pedestrian bridge links

Scale 1:2000

0 10m 40m 80m

GFA - The maximum permitted GFA control prevails over the urban design enevelope controls, which intentionally allow for the distribution of GFA within the urban design envelope to be resolved via more than one end building design. The max. permitted GFA does not allow for a building to fill the whole of the urban design enevelope, and this is not permitted.

*All drawings are indicative only and subject to further site investigation and detailed survey confirmation.



key plan
scale 1:10000

BLOCK 1 DESIGN REQUIREMENTS

Provide colonnade to frontage of Globe St to align with the building above.

Provide awning/shelter to 60% of Margaret St West.

Build to the street alignment for a minimum 50% of Globe St boundary to RL22 in order to relate to adjacent development to the south.

Locate vehicle access from Margaret St West or Shelley St only.

The maximum permitted north-south dimension of any part of a building between the setback line and the street alignment is 20m.

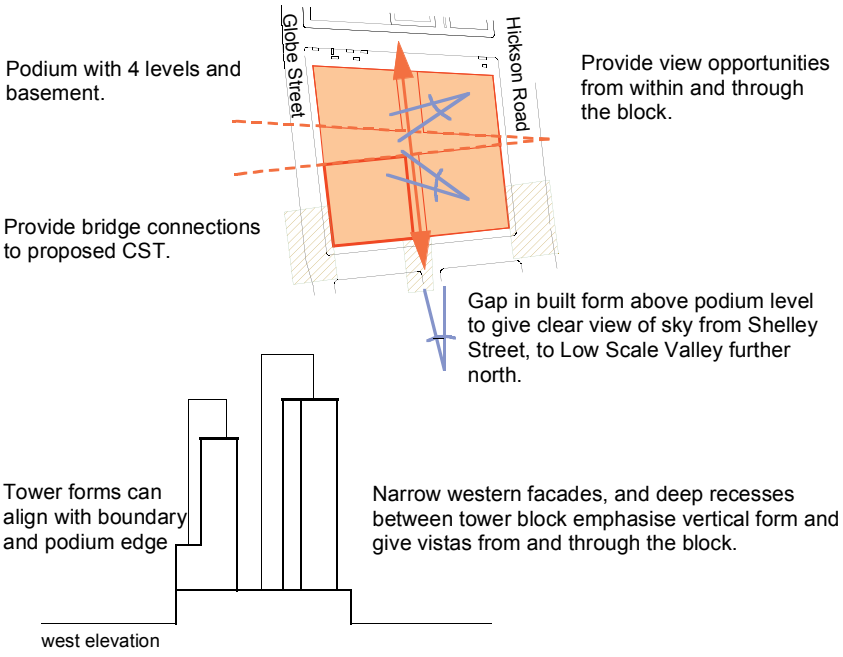
Legend

Main building zone - See Plan for conditions.

Building setback zone, within which maximum building dimensions apply.

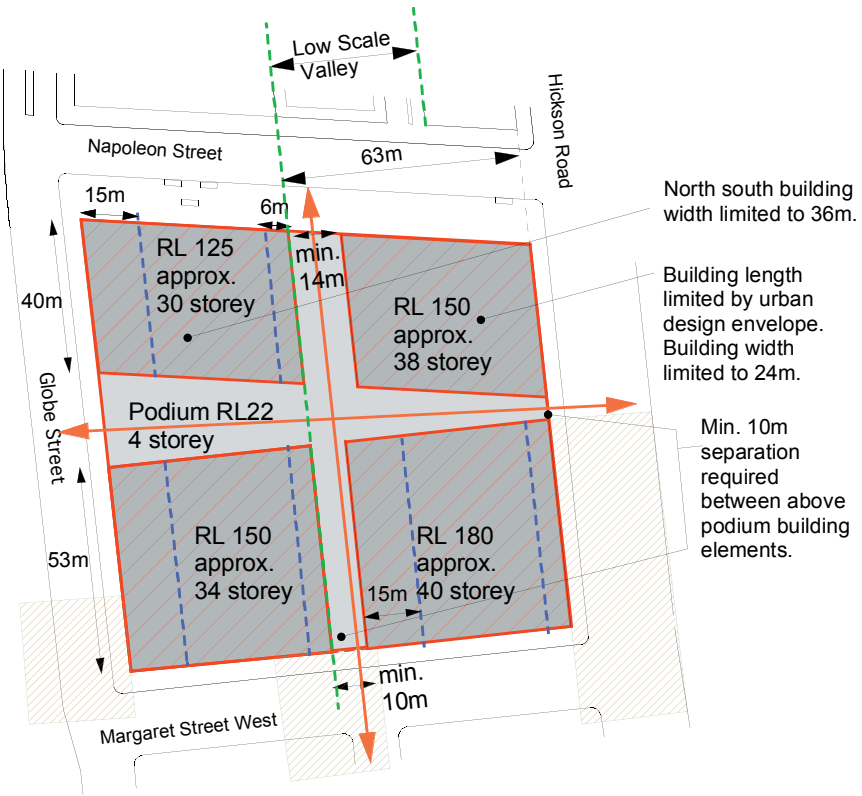
*GENERAL NOTES: Within the three dimensional drawing of Development Control Conditions, all horizontal planes are at the noted RL above AHD, and all Vertical planes are 90 degrees to horizontal. Do not scale from drawing.
*All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

BLOCK 2 DESIGN PRINCIPLES



Max. permitted GFA	**180,000m2**
Urban design envelope footprint area	**12,980m2**

BLOCK 2 DEVELOPMENT CONTROLS



Legend

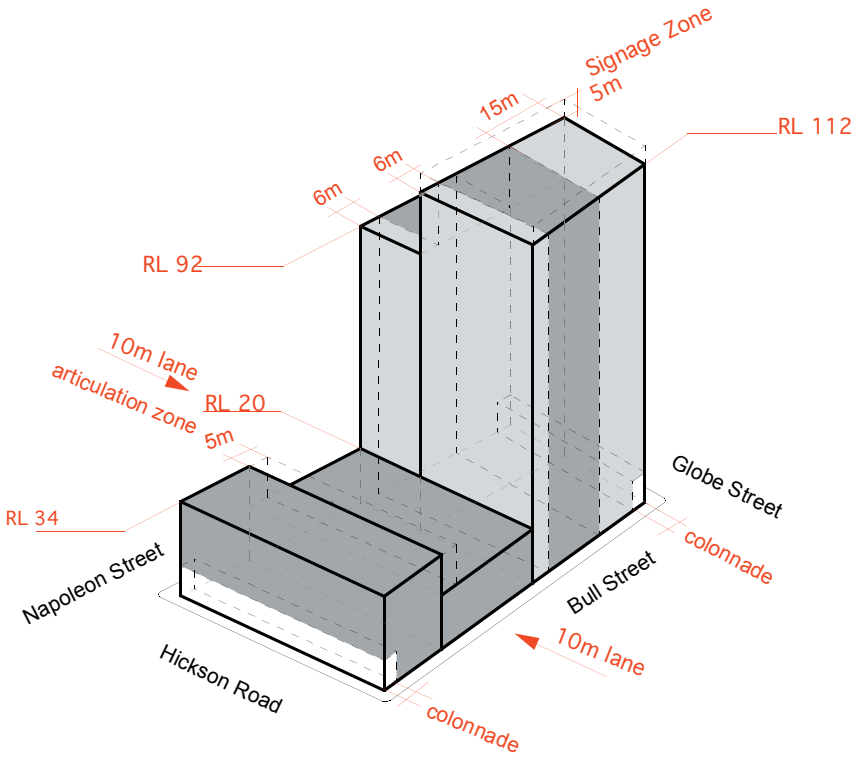
- Urban design envelope
- Upper level urban design envelope above RL22
- Building setback line above RL22
- Possible zones for pedestrian bridge links
- Midblock connections

Scale 1:2000

0 10m 40m 80m

GFA - The maximum permitted GFA control prevails over the urban design enevelope controls, which intentionally allow for the distribution of GFA within the urban design envelope to be resolved via more than one end building design. The max. permitted GFA does not allow for a building to fill the whole of the urban design enevelope, and this is not permitted.

All drawings are indicative only and subject to further site investigation and detailed survey confirmation.



key plan
scale 1:10000

BLOCK 3 DESIGN REQUIREMENTS

Provide colonnade/s along the frontage of Globe St to align with the building/s above. Provide colonnade for minimum 90% of the frontage of Hickson Rd.

Provide awning/shelter to 60% of Bull St and Napoleon St.

Build to the alignment for minimum 90% of Hickson Rd and minimum 80% of Globe St.

Locate vehicle access from Bull St and Napoleon St only.

Additional 5m height is permitted for rooftop signage within the Signage Zone.

The maximum permitted north-south dimension of any part of a building between the building setback line and the property boundary is 24m. Provide a minimum 6m separation between different parts of a building between the building setback line and the property boundary.

Provide 10m wide lane within the Low Scale Valley, running straight between Bull St and Napoleon St.

Provide ground level Public Domain, including Lane, to a minimum 30% of the Low Scale Valley, of which 80% shall be open to the sky.

A 5m wide articulation zone is included on the eastern edge of the Low Scale Valley, within which building elements may be built to the height of the adjacent buildings to which they are connected. The maximum footprint of such elements shall be 30% of the articulation zone.

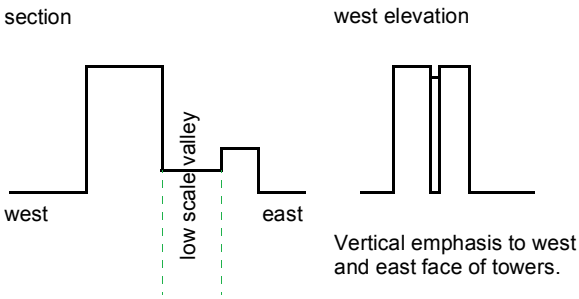
Legend

Main building zone - See Plan for conditions.

Building setback zone, within which maximum building dimensions apply.

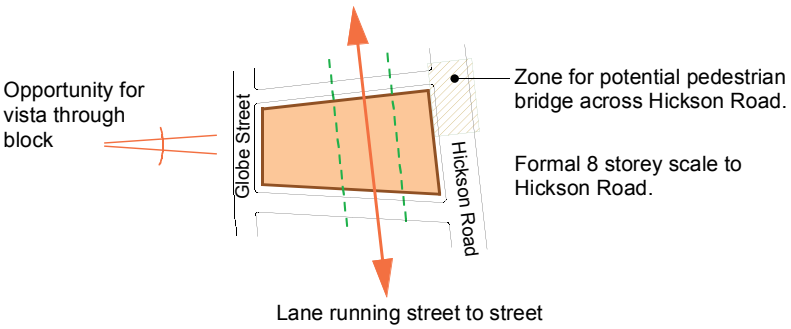
*GENERAL NOTES: Within the three dimensional drawing of Development Control Conditions, all horizontal planes are at the noted RL above AHD, and all Vertical planes are 90 degrees to horizontal. Do not scale from drawing.
'All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

BLOCK 3 DESIGN PRINCIPLES

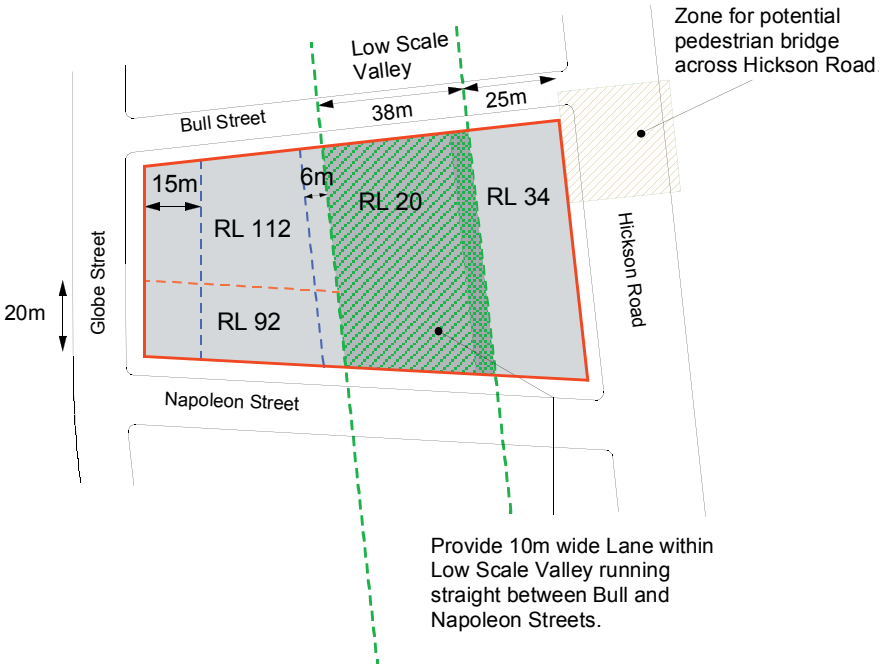


Max. permitted GFA **56,000m2**

Urban design envelope footprint area **6,760m2**



BLOCK 3 DEVELOPMENT CONTROLS



Legend

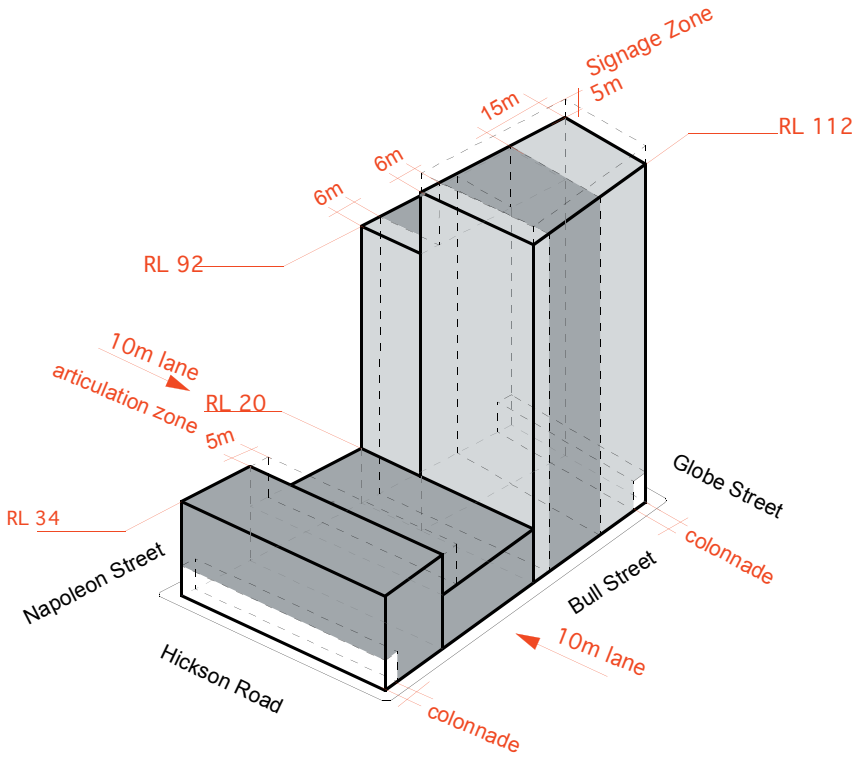
- Urban design envelope
- Low scale valley
- Articulation zone
- Building set back line above RL22
- Possible zones for pedestrian bridge links

Scale 1:2000

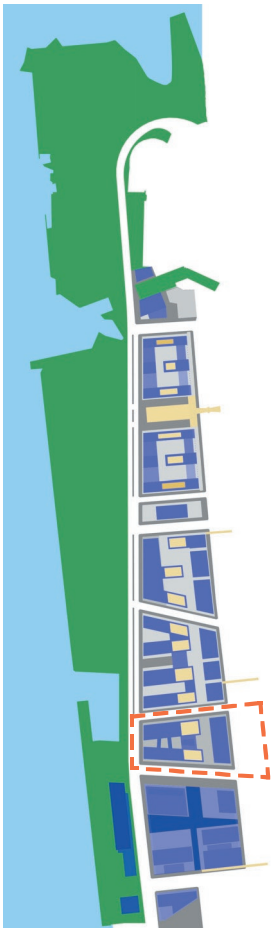
0 10m 40m 80m

GFA - The maximum permitted GFA control prevails over the urban design enevelope controls, which intentionally allow for the distribution of GFA within the urban design envelope to be resolved via more than one end building design. The max. permitted GFA does not allow for a building to fill the whole of the urban design enevelope, and this is not permitted.

*All drawings are indicative only and subject to further site investigation and detailed survey confirmation.



key plan
scale 1:10000



BLOCK 3 DESIGN REQUIREMENTS

Provide colonnade/s along the frontage of Globe St to align with the building/s above. Provide colonnade for minimum 90% of the frontage of Hickson Rd.

Provide awning/shelter to 60% of Bull St and Napoleon St.

Build to the alignment for minimum 90% of Hickson Rd and minimum 80% of Globe St.

Locate vehicle access from Bull St and Napoleon St only.

Additional 5m height is permitted for rooftop signage within the Signage Zone.

The maximum permitted north-south dimension of any part of a building between the building setback line and the property boundary is 24m. Provide a minimum 6m separation between different parts of a building between the building setback line and the property boundary.

Provide 10m wide lane within the Low Scale Valley, running straight between Bull St and Napoleon St.

Provide ground level Public Domain, including Lane, to a minimum 30% of the Low Scale Valley, of which 80% shall be open to the sky.

A 5m wide articulation zone is included on the eastern edge of the Low Scale Valley, within which building elements may be built to the height of the adjacent buildings to which they are connected. The maximum footprint of such elements shall be 30% of the articulation zone.

Legend

Main building zone - See Plan for conditions.

Building setback zone, within which maximum building dimensions apply.

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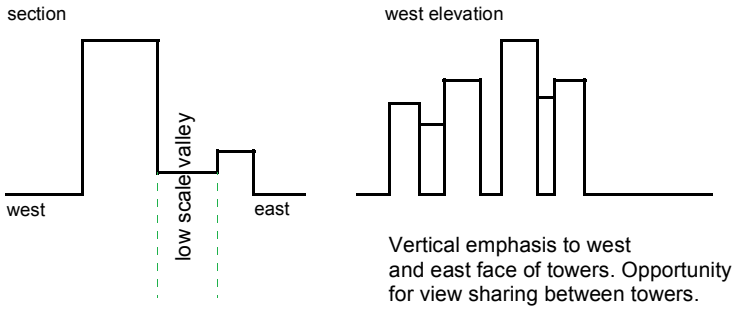
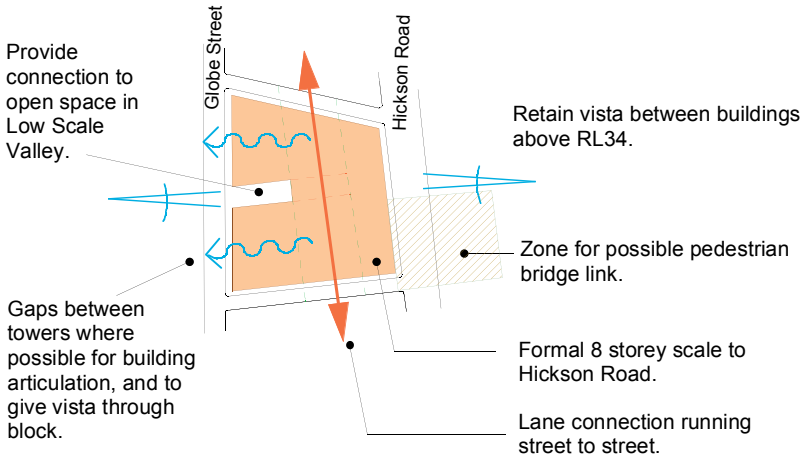
BLOCK 4 DESIGN PRINCIPLES

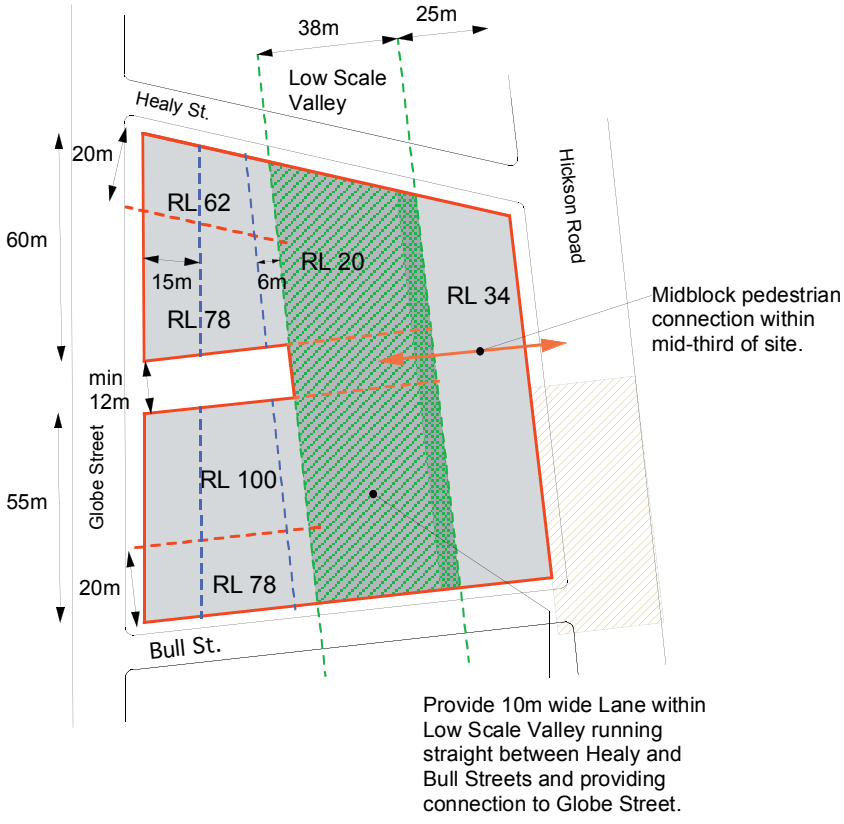


Max. permitted GFA **74,500m2**

Urban design envelope footprint area **10,950m2**



BLOCK 4 DEVELOPMENT CONTROLS



Legend

- Urban design envelope
- Low scale valley
- Articulation zone
- Building setback line above RL22
- Possible zones for pedestrian bridge links
- Midblock connection

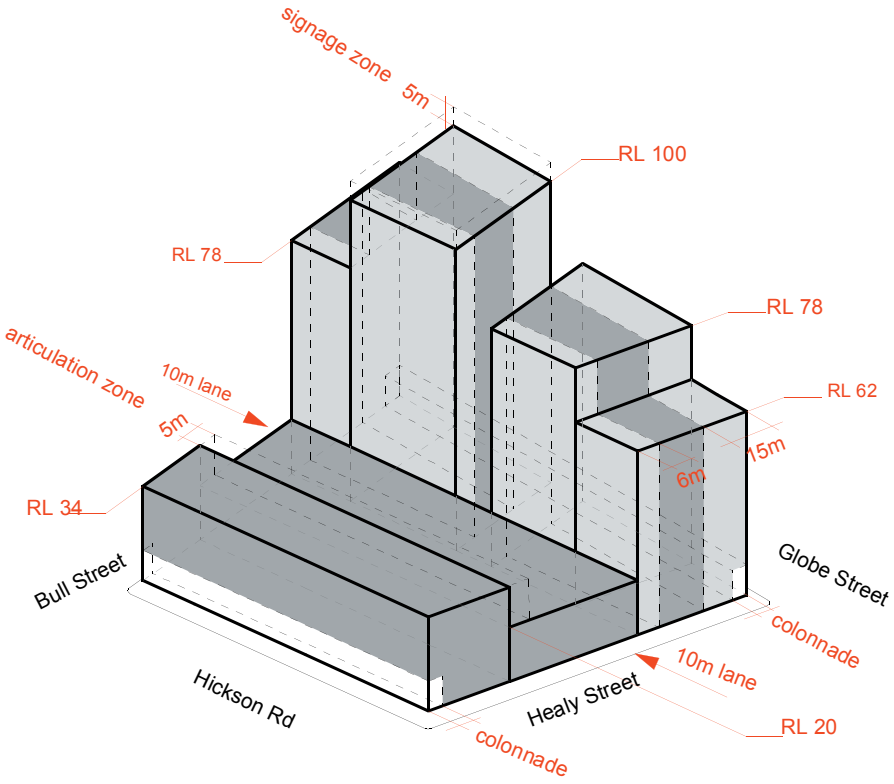
Scale 1:2000

0 10m 40m 80m

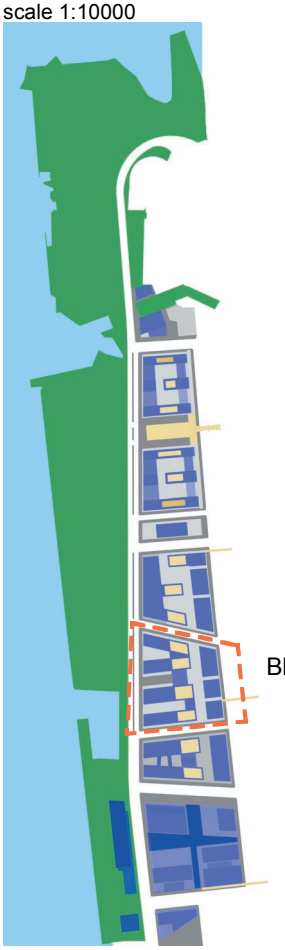
n

GFA - The maximum permitted GFA control prevails over the urban design enevelope controls, which intentionally allow for the distribution of GFA within the urban design envelope to be resolved via more than one end building design. The max. permitted GFA does not allow for a building to fill the whole of the urban design enevelope, and this is not permitted.

*All drawings are indicative only and subject to further site investigation and detailed survey confirmation.



key plan
scale 1:10000



BLOCK 4 DESIGN REQUIREMENTS

Provide colonnade/s along the frontage of Globe St to align with the building/s above. Provide colonnade for minimum 90% of the frontage of Hickson Road.

Provide awning/shelter to minimum 60% of Healy St and Bull St.

Build to the street alignment for minimum 90% of Hickson Rd and minimum 60% of Globe St.

Locate vehicle access from Bull St and Healy St only.

Additional 5m height is permitted for rooftop signage within the Signage Zone.

The maximum permitted north-south dimension of any part of a building between the building setback line and the property boundary is 24m. Provide a minimum 6m separation between different parts of a building between the buildng setback line and the property boundary.

Provide 10m wide lane within the Low Scale Valley, running straight between Bull St and Healy St.

Provide ground level Public Domain, including Lane, to a minimum 30% of the Low Scale Valley, of which 80% shall be open to the sky.

A 5m wide articulation zone is included on the eastern edge of the Low Scale Valley, within which building elements may be built to the height of the adjacent buildings to which they are connected. The maximum footprint of such elements shall be 30% of the articulation zone.

Legend

Main building zone - See Plan for conditions.

Building setback zone, within which maximum building dimensions apply.

n

*GENERAL NOTES: Within the three dimensional drawing of Development Control Conditions, all horizontal planes are at the noted RL above AHD, and all Vertical planes are 90 degrees to horizontal. Do not scale from drawing.
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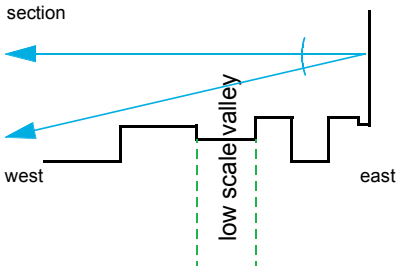
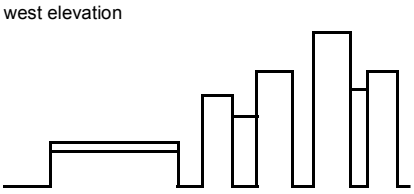
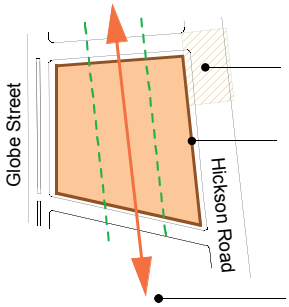
BLOCK 5 DESIGN PRINCIPLES





Scale on Globe St. reduces to make scale transition to High St. precinct - and to open up north-west and west views from Kent St. buildings and public domain.

Max. permitted GFA	**29,200m2**
Urban design envelope footprint area	**8,690m2**

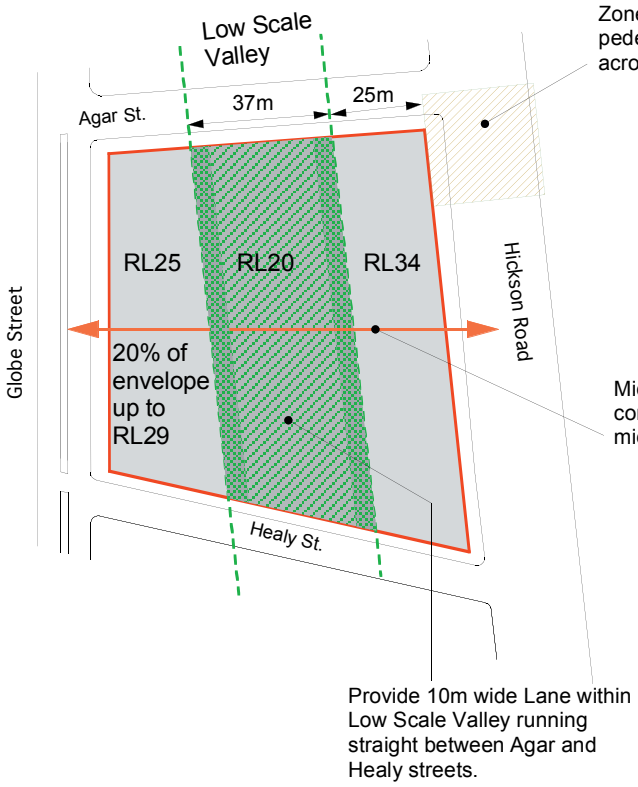


Zone for possible pedestrian bridge link.

Formal 8 storey scale to Hickson Road.

Lane - min. 10m wide, to connect Agar and Healy Streets.

BLOCK 5 DEVELOPMENT CONTROLS



Zone for possible pedestrian bridge link across Hickson Road

Mid block pedestrian connection within mid-third of site.

Provide 10m wide Lane within Low Scale Valley running straight between Agar and Healy streets.

Legend

- Urban design envelope
- Low scale corridor
- Articulation zone
- Building setback line above RL22
- Possible zones for pedestrian bridge links
- Midblock connection

Scale 1:2000

0 10m 40m 80m

GFA - The maximum permitted GFA control prevails over the urban design enevelope controls, which intentionally allow for the distribution of GFA within the urban design envelope to be resolved via more than one end building design. The max. permitted GFA does not allow for a building to fill the whole of the urban design enevelope, and this is not permitted.

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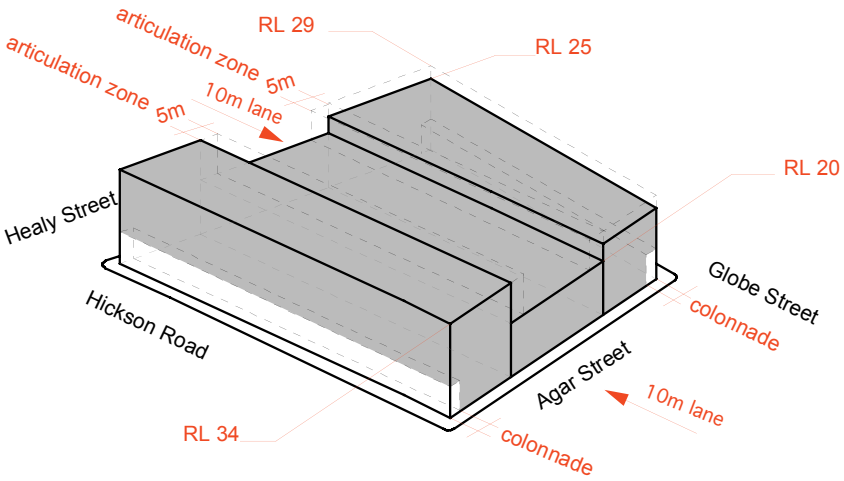
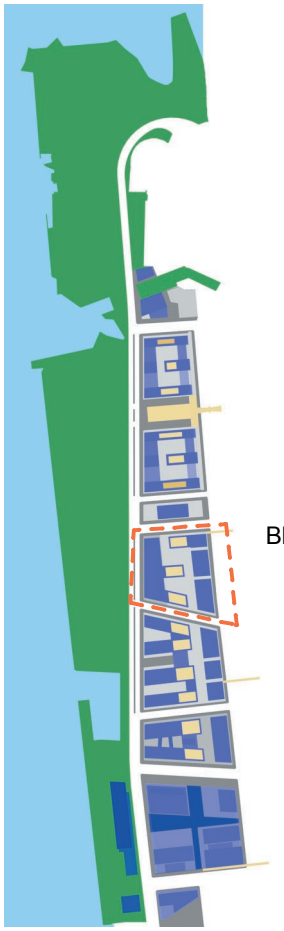


key plan
scale 1:10000



BLOCK 5 DESIGN REQUIREMENTS

Provide colonnades for minimum 90% of the frontages of Globe St and Hickson Rd.

Provide awning/shelter to minimim 60% of Healy St and Agar St.

Build to the street alignment to minimum 90% of Hickson Rd and Globe St.

Locate vehicle access from Agar St and Healy St only.

Provide 10m wide lane within the Low Scale Valley, running between Agar St and Healy St.

Provide ground level Public Domain, including Lane, to a minimum 30% of the Low Scale Valley, of which 80% shall be open to the sky.

Two 5m wide articulation zones are included on the eastern and western edges of the Low Scale Valley, within which building elements may be built to the height of the adjacent buildings to which they are connected. The maximum footprint of such elements shall be 30% of the articulation zone.

Legend

Main building zone - See Plan for conditions.

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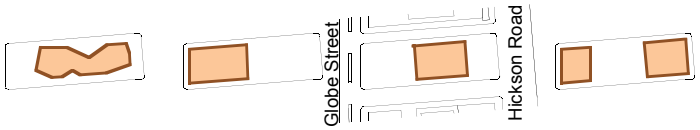
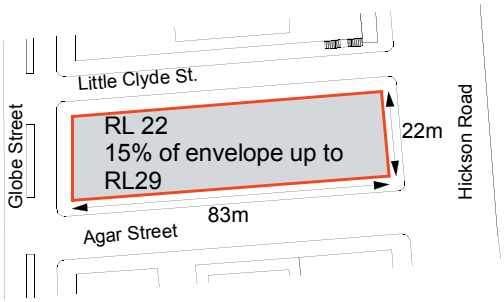
BLOCK 6 DESIGN PRINCIPLES

Max. permitted GFA	**3,000m2**
Urban design envelope footprint area	**1,855m2**



"Object" building or buildings, public/civic/community functions preferred, possibly with a mix of other uses.

BLOCK 6 DEVELOPMENT CONTROLS



Legend

Urban design envelope

Scale 1:2000

0

10m 40m 80m

GFA - The maximum permitted GFA control prevails over the urban design enevelope controls, which intentionally allow for the distribution of GFA within the urban design envelope to be resolved via more than one end building design. The max. permitted GFA does not allow for a building to fill the whole of the urban design enevelope, and this is not permitted.

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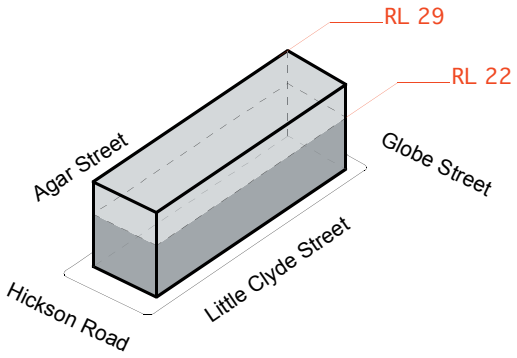
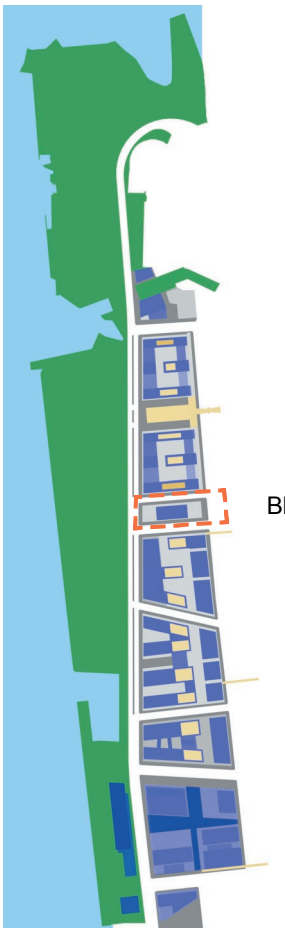


key plan
scale 1:10000



BLOCK 6 DESIGN REQUIREMENTS

Provide minimum 40% of urban design envelope area as ground level public domain which is not fully enclosed.

Locate vehicle access from Agar St and Little Clyde St Only.

Legend

Volume within which additional building height may be achieved. See plan for conditions.

Main building zone - See Plan for conditions.

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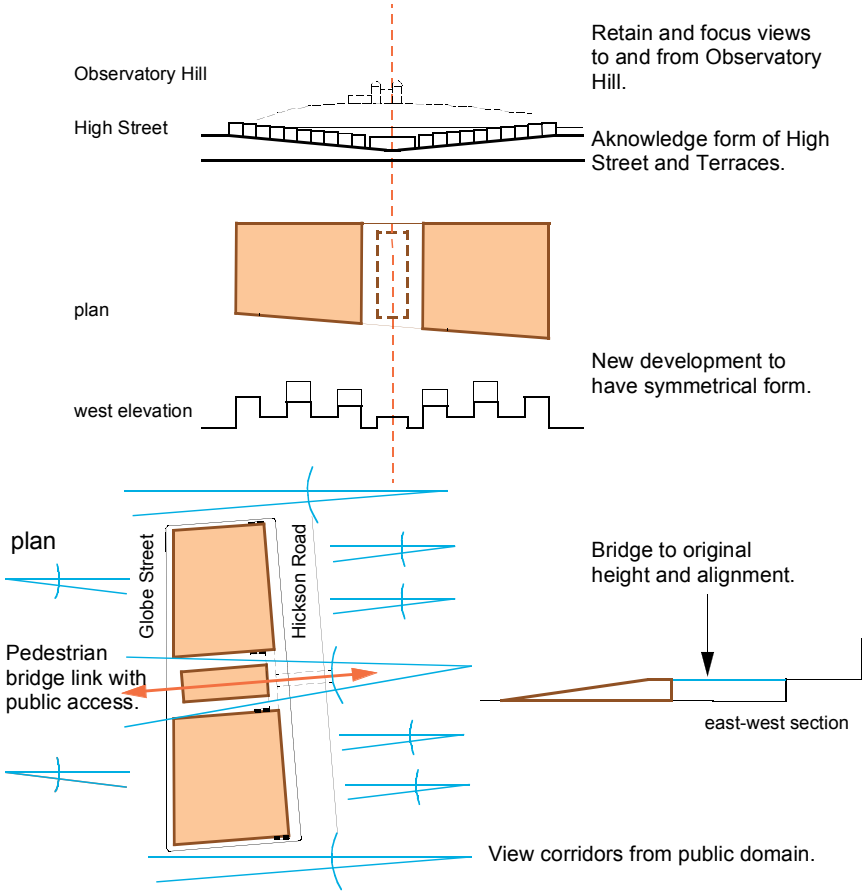
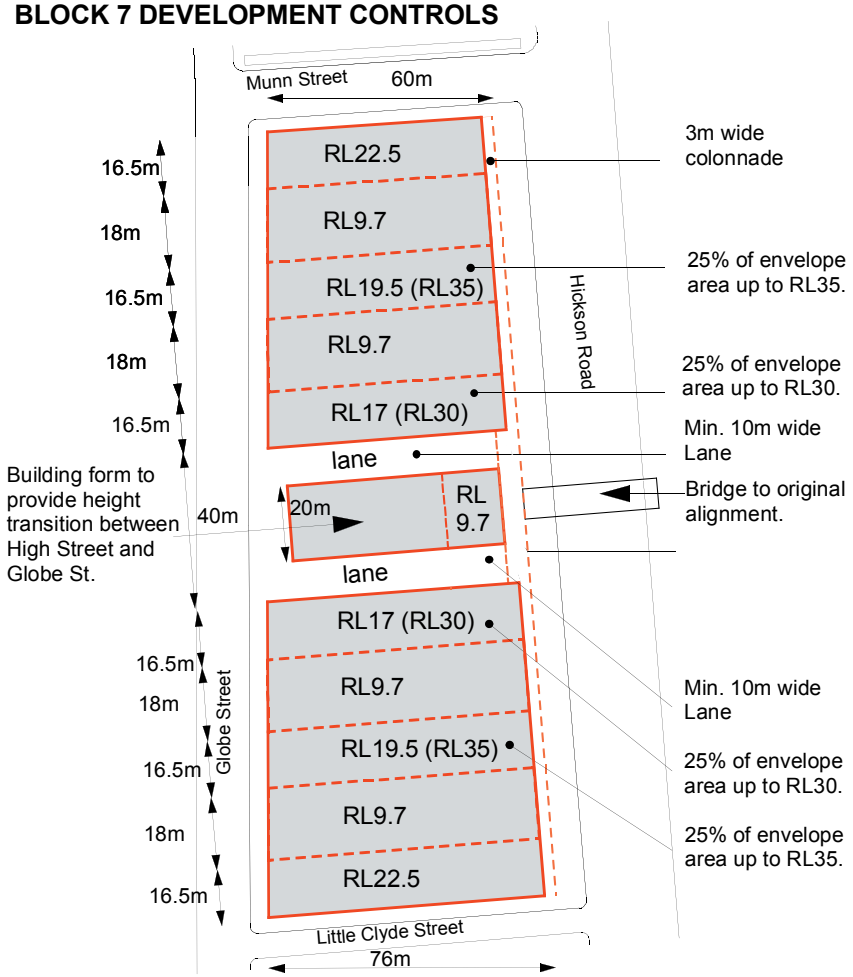
BLOCK 7 DESIGN PRINCIPLES



Max. permitted GFA **28,000m2**

Urban design envelope footprint area **11,922m2**

BLOCK 7 DEVELOPMENT CONTROLS



Legend

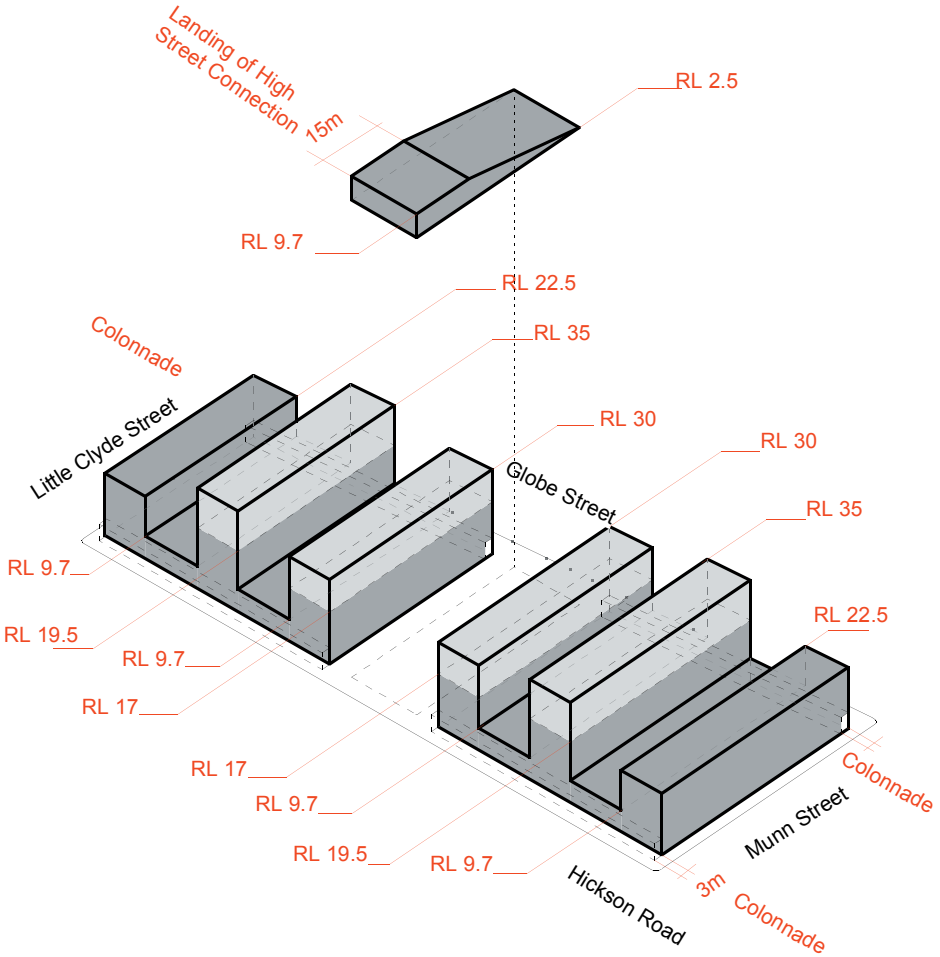
Urban design envelope

Scale 1:2000

0 10m 40m 80m

GFA - The maximum permitted GFA control prevails over the urban design enevelope controls, which intentionally allow for the distribution of GFA within the urban design envelope to be resolved via more than one end building design. The max. permitted GFA does not allow for a building to fill the whole of the urban design enevelope, and this is not permitted.

All drawings are indicative only and subject to further site investigation and detailed survey confirmation.



key plan
scale 1:10000

BLOCK 7 DESIGN REQUIRMENTS

Provide colonnades along the frontages of Globe St and Hickson Rd.

Provide awning/shelter to 60% of Munn St and Little Clyde St.

Provide vehicle access from Munn St and Little Clyde St only.

Legend

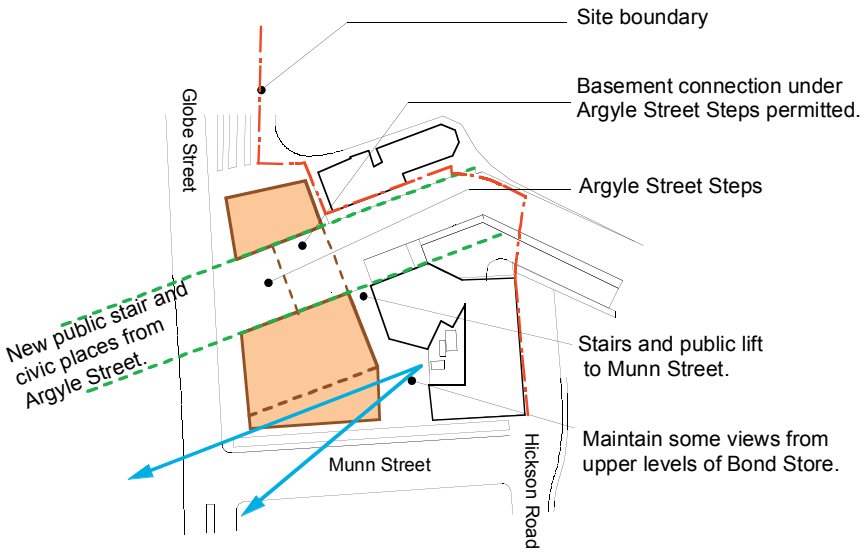
Volume within which additional building height may be achieved. See plan for conditions.

Main building zone - See Plan for conditions.

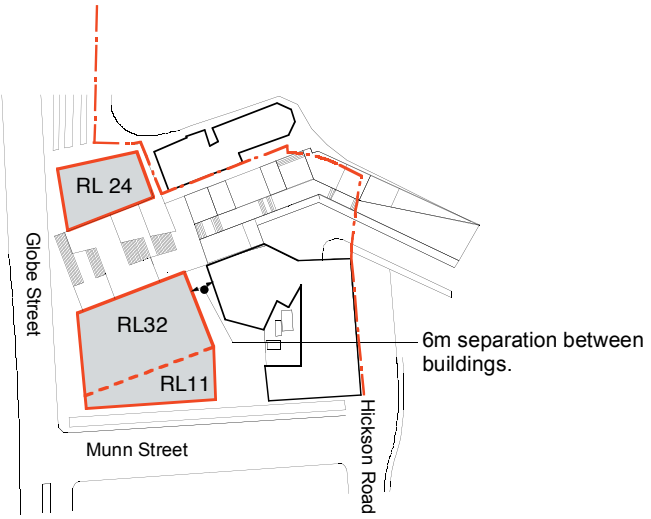
*GENERAL NOTES: Within the three dimensional drawing of Development Control Conditions, all horizontal planes are at the noted RL above AHD, and all Vertical planes are 90 degrees to horizontal. Do not scale from drawing.
*All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

BLOCK 8 DESIGN PRINCIPLES

Max. permitted GFA	**5,800m2**
Urban design envelope footprint area	**1,335m2**



BLOCK 8 DEVELOPMENT CONTROLS



Legend

Urban design envelope

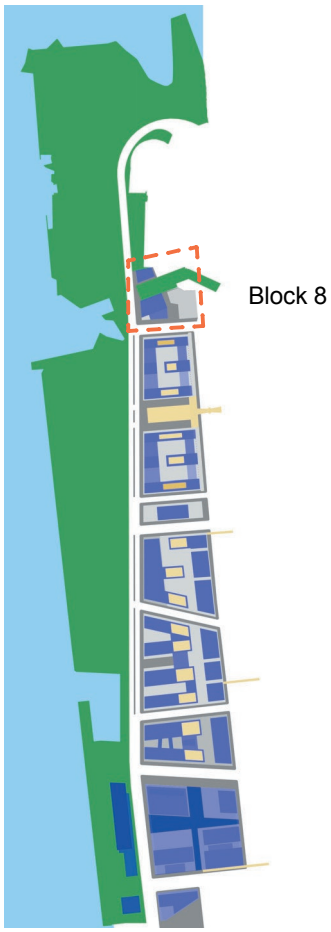
Scale 1:2000

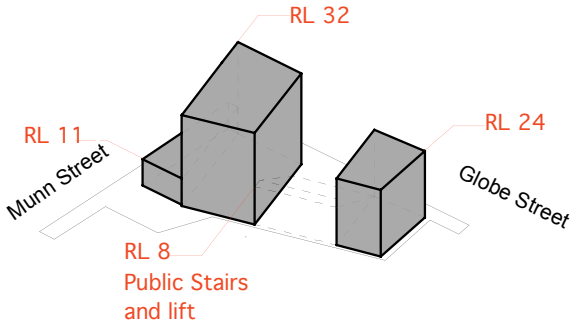
0 10m 40m 80m

GFA - The maximum permitted GFA control prevails over the urban design enevelope controls, which intentionally allow for the distribution of GFA within the urban design envelope to be resolved via more than one end building design. The max. permitted GFA does not allow for a building to fill the whole of the urban design enevelope, and this is not permitted.

All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

key plan
scale 1:10000





Legend

Main building zone - See Plan for conditions.

BLOCK 8 DESIGN REQUIREMENTS

Provide awning/shelter to 60% of Munn St facade.

Build to the street alignment for a minimum 80% of Globe St boundary to RL11.

Locate vehicle access from Munn St only.

*GENERAL NOTES: Within the three dimensional drawing of Development Control Conditions, all horizontal planes are at the noted RL above AHD, and all Vertical planes are 90 degrees to horizontal. Do not scale from drawing.
'All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

14.0 Infrastructure

14.1 Transport and Access

14.1.1 Pedestrian Access

As EDH is to form an extension to the city CBD it will be readily accessible by rail and bus. The Metropolitan Strategy identifies key transport projects to improve public transport accessibility including the North-West rail link that will free up capacity at Wynyard Station and improvements to bus services. The Concept Plan takes these larger strategic transport initiatives as the starting point for transport and access proposals for EDH.

The majority of workers at EDH will arrive by train or bus and filter into the commercial urban precinct via pedestrian bridge connections and street footpaths. In particular, a pedestrian bridge at the southern end of the site will connect to Margaret Street and Wynyard Station. This route, including existing arcades and passageways through buildings between Clarence, Kent and Sussex Streets, can be upgraded in collaboration with the relevant landowners and agencies. The site's pedestrian connections are shown on **Figure 11.21**.

It will be important to communicate the new pedestrian connections from the site back to the core of the city in order to counter the perception of the site's isolation, due to its stevedoring land use, as well as the physical barrier imposed by the construction of the Western Distributor motorway.

14.1.2 Bus Routes

A number of new bus routes, or extensions to existing bus routes, are proposed in peak hours. These proposals have been considered in consultation with the State Transit Authority and the Ministry of Transport. Key likely changes are the extension of eastern/southern services from the Queen Victoria Building to EDH plus extension of northern bus services from Wynyard. Possible routes and extensions are identified on **Figure 14.1** (opposite).

14.1.3 Bicycle Routes

The bicycle strategy for EDH is tied to the City of Sydney "Cycle Plan". The principle route into the site from the city to the south is from Kent Street, turning into Napoleon Street then along Globe Street. At the north end of Globe Street the route meanders through the Headland Park and then into Millers Point at Towns Place. Hickson Road is currently a City of Sydney bicycle route with a dedicated, marked bicycle lane.

The Foreshore Promenade will be designed wide enough to accommodate both pedestrians and bicyclists. The Foreshore Promenade will connect into the route leading through King Street Wharf to the pedestrian Pyrmont Bridge at Darling Harbour.

The public domain will contain bicycle racks at strategic locations, and developments at EDH will be required to provide facilities such as parking and showers that encourage commuter cyclists. See **Figure 14.2** for the proposed bicycle routes in EDH.

14.1.4 Potential for Light Rail

There have been a number of concepts for extension of the light rail system through the CBD. The proposed EDH development would strengthen the potential demand for tourist/commuter trips along a western corridor. The proposed road layouts and pedestrian facilities are planned to allow for any future construction of a light rail system along Hickson Road.

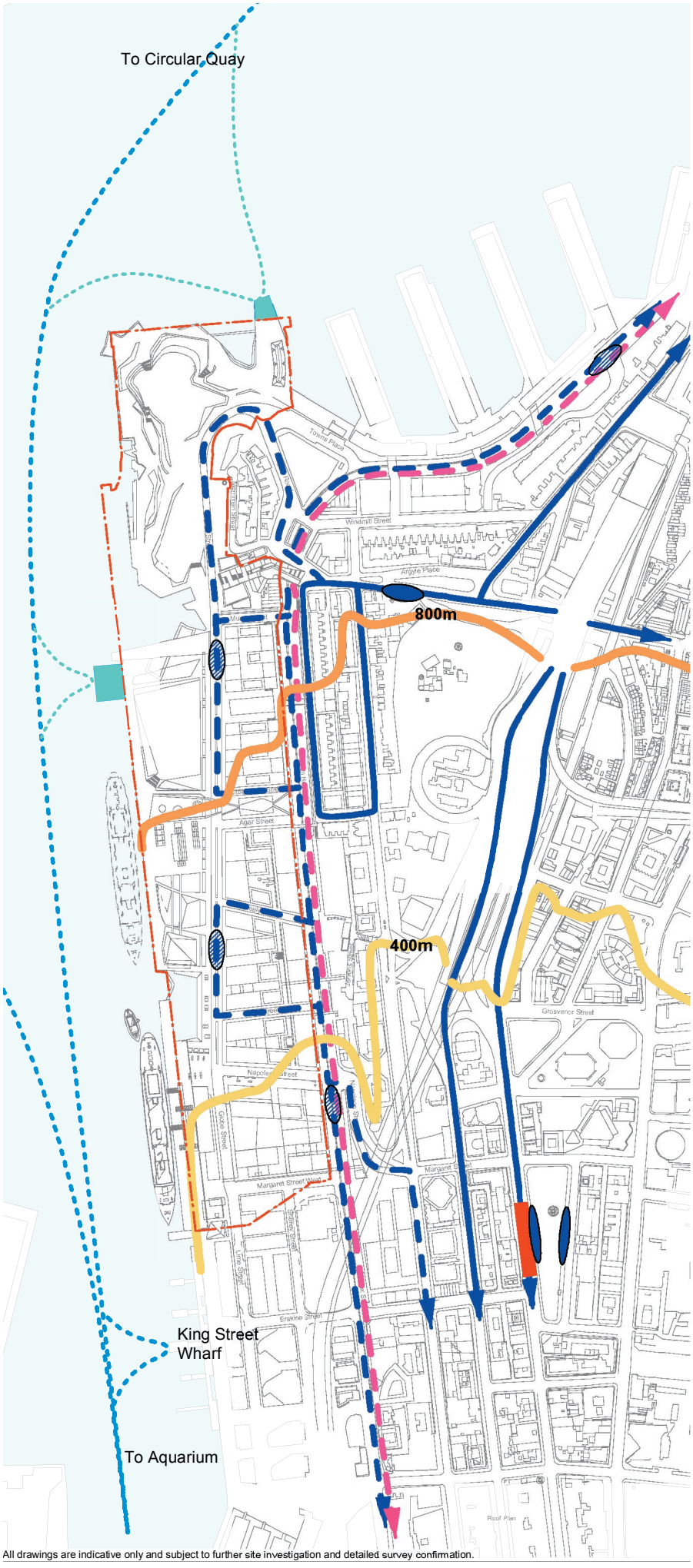


Figure 14.1 - Potential bus routes and extensiions

Figure 14.2 - Bicycle routes

*All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

14.1.5 Public Car Parking

A key aspect of the transport strategy for EDH is to promote public over private transport and thereby cap commercial parking spaces to minimise traffic impacts on existing CBD streets and intersections. This is an appropriate strategy given the closeness of Wynyard Rail Station and proposed new bus services.

One 300 space (approximate) underground public car park is proposed at the north of the site for visitors to the Headland Park. In addition, there will be approximately 400 on-street parking spaces throughout the site. It is proposed, with City of Sydney support, to convert current all day car parking on Hickson Road to short stay, and convert it from 90^{O} parking to parallel parking.

14.1.6 Commercial Car Parking

The following table summarises the proposed parking numbers at EDH in both the public and private domain.

Type/Location	**Proposed Spaces**
Commercial/mixed use	460
Hotel	146
Residential	771
Public in Headland Park	300
Public on streets	400
At public buildings	16
Wharf 8 Passenger Terminal	140
Proposed total	**2233**

14.1.7 Coach Drop Off and Parking

Tourist visitation demand is likely to be generated by the Headland Park in the north, hotels, and the passenger ship terminal. To cater for this demand and avoid uncontrolled parking, short duration (set down/pick up) tourist coach parking is proposed at Munn Street in the north and outside the passenger ship terminal on Globe Street in the south. Longer duration tourist coach parking is proposed on Hickson Road immediately to the south of Towns Place. At this location sufficient carriageway width exists to provide kerbside coach parking.

14.1.8 Port Operations Parking

Current port operations parking numbers will be maintained, although reconfigured to accommodate the public domain design.

14.2 Utility services

14.2.1 Water

The current water infrastructure available to the EDH site includes a 300mm diameter main in Hickson Road. The EDH site has access to the following feeder mains:

- 400mm diameter main in Kent Street
- 300mm diameter main in Sussex Street
- 600mm diameter main in Liverpool Street

The 300mm diameter main in Hickson Road is reticulated to existing customers in Walsh Bay to the north of the EDH site and the service must be maintained. Following discussions with Sydney Water it is likely that the existing 300mm diameter main in Hickson Road has sufficient capacity to service the EDH site. However, should the EDH site have water requirements in excess of the capacity of the 300mm diameter main, then amplification and extension of the feeder mains may be required.

Water conservation and minimisation is a key principle in the renewal of the site, therefore avoiding the need for additional feeder upgrades is a starting point in the strategy. Once that can be determined the water mains supply can then be sourced only for potable water needs. All other water needs on the site can be supplied from renewable, reclaimed or recycled sources.

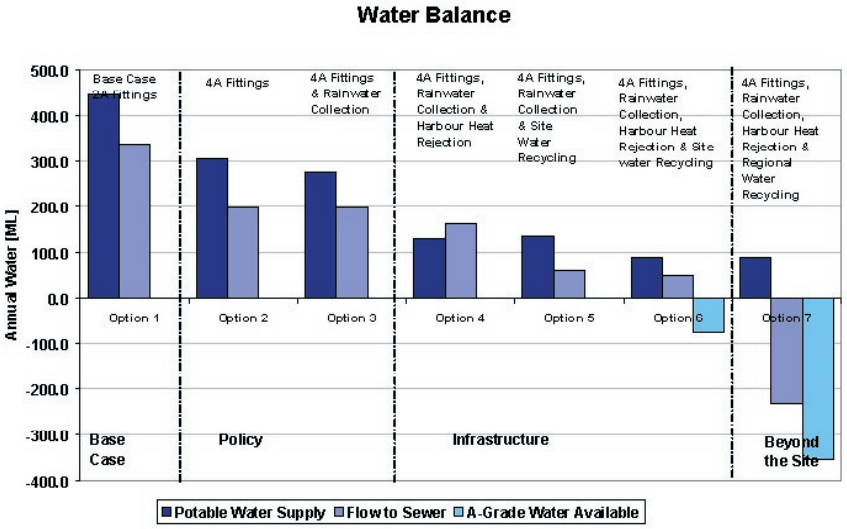


Figure 14.3: Water Balance showing possible water savings with a range of policy and infrastructure initiatives.

Figure 14.3 indicates the limitations to initiatives that are confined to individual buildings versus the ability to configure site infrastructure to allow for major water saving measures. Following the Concept Plan phase, this project intends to investigate the feasibility of options 4-7 as the new base case for the project. This work will focus on the funding, ownership and management options for water recycling plants on the EDH site.

A feasibility application has been submitted to Sydney Water outlining the proposed redevelopment of the site. The feasibility advice will broadly define anticipated costs and associated works including:

- Development Service Plan charges (DSP)
- Amplifications
- Contributions

Further discussions will be required with the water authorities to determine the overall water and sewer infrastructure upgrade charges. This information will assist in the feasibility assessment of on-site water treatment systems and therefore the necessity of upgrading external water and sewer infrastructure.

14.2.2 Sewer

The current sewer infrastructure available to the EDH site includes:

- Sewer Pump Station SP1129
- Sewer Pump Station SP14
- Gravity Sewer main in Hickson Road

The EDH site is located within a catchment area which includes King Street Wharf, Walsh Bay and Kent Street. These catchment areas all drain to either SP1129 or SP14. Sewerage facilities to these catchment areas must be maintained.

Consultation relating to sewerage facilities has been undertaken with Sydney Water. Sydney Water has confirmed in discussions the following:

- SP1129 has been designed to hold 3 hours storage in the event of a system failure
- SP1129 has no spare capacity
- SP14 has no spare capacity
- The Sydney Water carrier sewer main in Kent and Carrington Streets does not have any spare capacity
- The proposed additional 390,000sqm of development will have an impact on Sydney Water's sewer assets.

Feedback from Sydney Water indicates there is no space capacity in either the sewer pump stations or receiving sewer carriers. To service the EDH site the following options are available:

- New sewer pump station sized to drain the entire EDH site including amplification of the sewer carrier main and new pumped connection to the amplified sewer carrier.
- On site wastewater re-use plant.

Similar to the issue of water supply above it is critical to the renewal agenda of EDH that the sewer infrastructure solution produces the least impact on the sewer system external to the site. The lack of capacity in surrounding sewer facilities makes the decision to search for an innovative solution essential.

Feasibility advice from Sydney Water will assist in the ongoing process to find a solution to the sewer capacity issue.

14.2.3 Electrical Services

EDH is currently served by a variety of electrical services infrastructure. The current electrical infrastructure is inadequate in respect to its capacity and configuration for the redevelopment. EDH will require an electrical supply equivalent to 60MVA. The commercial component of the electrical load will require an extension of the CBD triplex electric supply system.

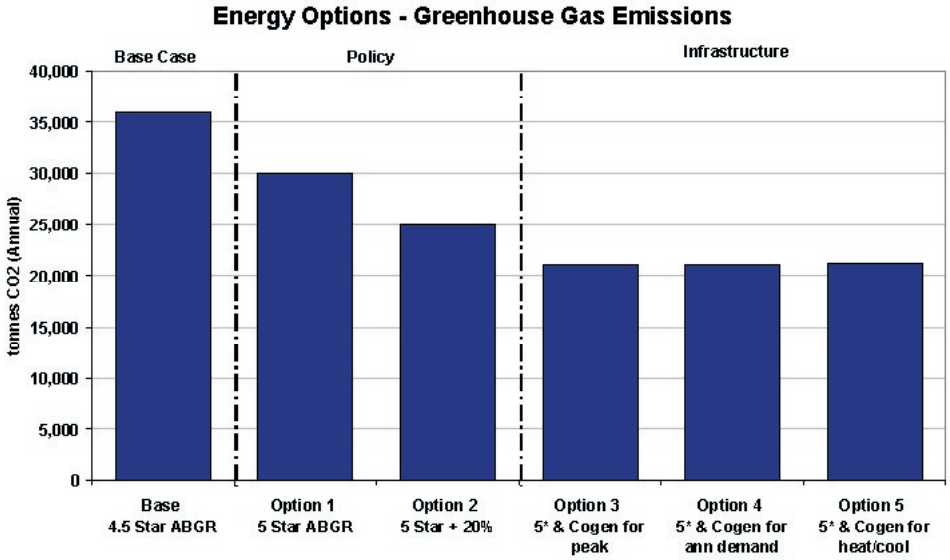


Figure 14.4 - Energy balance results showing Energy Use changes with policy and infrastructure initiatives[8]

Discussions have commenced with the electricity provider and further work will be required to assess the issue of peak electricity demand for summer cooling. Alternative energy sources will be investigated in greater detail to manage peak demand.

8 *5 Star+20% is a 20% further reduction in GHG emissions on a 5 Star ABGR rating. This corresponds to 57 kg CO2/m²/annum*

14.2.4 Gas

The current gas infrastructure available to the EDH Site includes:

- 110mm low pressure (7KPa) nylon main in Hickson Road
- 100mm high pressure (1050KPa) steel main at the corner of Sussex and Napoleon Streets

The 110mm low pressure service is reticulated to existing customers in Walsh Bay area and the service must be maintained.

Consultation has confirmed that the existing infrastructure has sufficient capacity to service the EDH development. Further discussions will be required as part of the investigation into sourcing non-mains electricity for peak power demand periods.

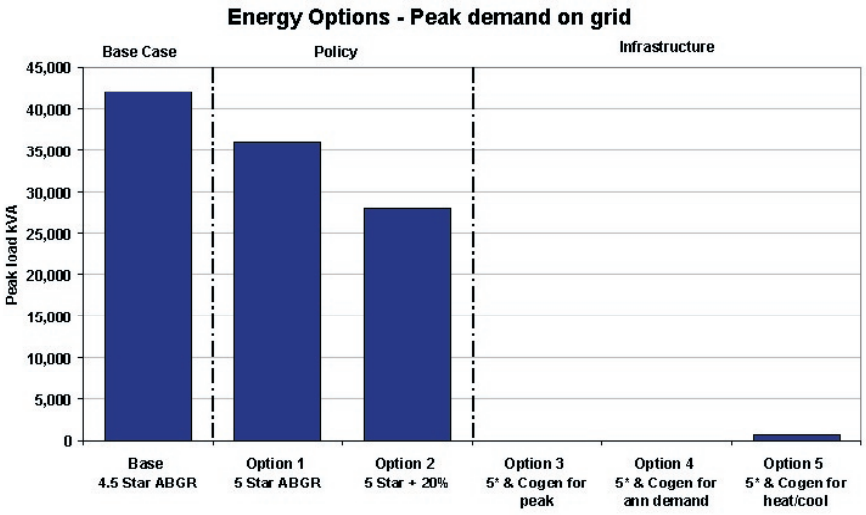


Figure 14.5 - Energy balance results showing Peak Demand on the Grid changes with policy and infrastructure initiatives.

14.2.5 Communications

In order attract world class businesses to EDH the site will need to provide leading edge technology to deliver services that meet the current and future needs of globally connected business as well as residential communities. Appreciating that the world of technology and communications is rapidly moving into new fields the following communications services will be provided on the understanding that additional requirements will form part of the scope as the development takes place over a 10-15 year period:

- High speed and high volume internet connection
- Digital and analogue free to air television
- Wide choice of digital and analogue pay television
- Basic telephony and VoIP telephony
- Video on Demand,
- WiFi
- Remote security monitoring of properties.

The area is currently served by a variety of Telstra telecommunications services infrastructure. However, none of these services are particularly suited to the scale or use of the planned development.

Telstra has advised:

- Fibre and copper services would be run in conduits to allow for the new infrastructure communications and these would probably originate from the Kent Street Exchange where there is currently a tunnel linking to Hickson Road & Kent Street

Other telecommunications carriers will have the opportunity of providing infrastructure at EDH to ensure leading edge technology and choice is provided to business and residences on site.

14.3 Port Operational Requirements

14.3.1 Passenger Terminal Function

The existing Passenger Terminal function is a stand alone facility occupying the majority of the Darling Harbour Wharf 8 area. The facility specialises as a turnaround port, allowing for full passenger embarkation, disembarkation, ship provisions, quarantine service, luggage exchange, and ship crew changeovers.

The current facility services approximately 60 to 70 ship turnarounds per year with the majority coming from the Australian domestic cruise market to the Pacific Islands. On non-ship days the terminal is used as a function and exhibition venue.

Of the three Ports functions to be retained on the site, the Passenger Terminal operation will experience the greatest change as it requires the relocation from a stand alone facility into a temporary terminal and then back into a permanent facility that may be integrated within the podium tower development Block 2 .

Figure 14.6 illustrates the principles of an indicative Passenger Terminal Function which, subject to further consultation with Sydney Ports Corporation, comprises:

- A primary berthing length of 340 metres on a newly constructed berthing structure
- Secure access to a secondary berth of equal length immediately north.
- A new Passenger Terminal building with active frontages and passenger set downs to Globe Street.
- Basement connections to Block 2 for car parking and Terminal servicing
- On grade access for vessel servicing vehicles
- Potential bridge connections to the terminal building from podium level of Block 2.

A future integrated Passenger Terminal function will have the ability to manage the processing of up to 4,000 passengers and baggage, provision of full border control, quarantine and security as well as the ability to accommodate the necessary number of cars, coaches, taxis and ancillary development that such activities generate. The Passenger Terminal will operate 24 hours a day, 7 days per week.

The passenger terminal is currently permitted to be used on non-ship days as a function and exhibition centre. This use of the facility for functions, exhibitions, conventions and like uses is likely to occur on non-ship days in the future subject to the relevant planning approvals.

Resolution of issues associated with access to and control over the new passenger terminal prior to, during and after vessel visits will be required in conjunction with Sydney Ports. Arrangements for access will ensure the ability for Sydney Ports to appropriately secure the area to meet legislative maritime security requirements.

14.3.2 Harbour Control Function

Harbour tower control operations is a 24 hour operation undertaken from the 87m high Harbour Control Tower located to the north of the EDH site. This function serves the Ports of Sydney Harbour and Botany Bay and is responsible for the safe and efficient passage of over 2,300 vessels visiting the ports each year.

The Tower is accessed from a pedestrian entry off Merriman Street and from a car park at the base which also serves as emergency vehicle access. The Tower also houses telecommunications infrastructure both connected with, and separate to the Harbour Control Function.

The Harbour Control Tower Function will remain unchanged as a result of the renewal of the site. However, as Globe Street is proposed to pass by the base of the tower, works to conceal the car park in a secure and visually unobtrusive manner are proposed. Any ground floor works will be subject to further consultation with Sydney Ports Corporation.

Sydney Ports Corporation will retain ownership of the Harbour Control Tower. A right of carriage way to access the Harbour Control Tower at the lower level and from Merriman Street will be provided. The Harbour Control Tower will be fenced off as a secure area.

14.3.3 Port Safety Operations Function

The port safety operations, again a 24 hour function, comprises rapid emergency and pollution response capabilities. The port safety operations is located within the Moores Wharf building and wharf facility. Moores Wharf comprises grade parking, berthing for vessels, refuelling facilities, office accommodation, living quarters and maintenance facilities associated with the Marine operations function.

The port safety operations shall remain in the Moores Wharf facility and will not change as a result of the urban renewal process The Moores Wharf facility will be fenced off as a secure area. However, strategies for increased levels of public recreation adjacent to the boundaries as a result of the Headland Park and extension of the Sydney Foreshore Walk will need to be developed in conjunction with Sydney Ports Corporation.

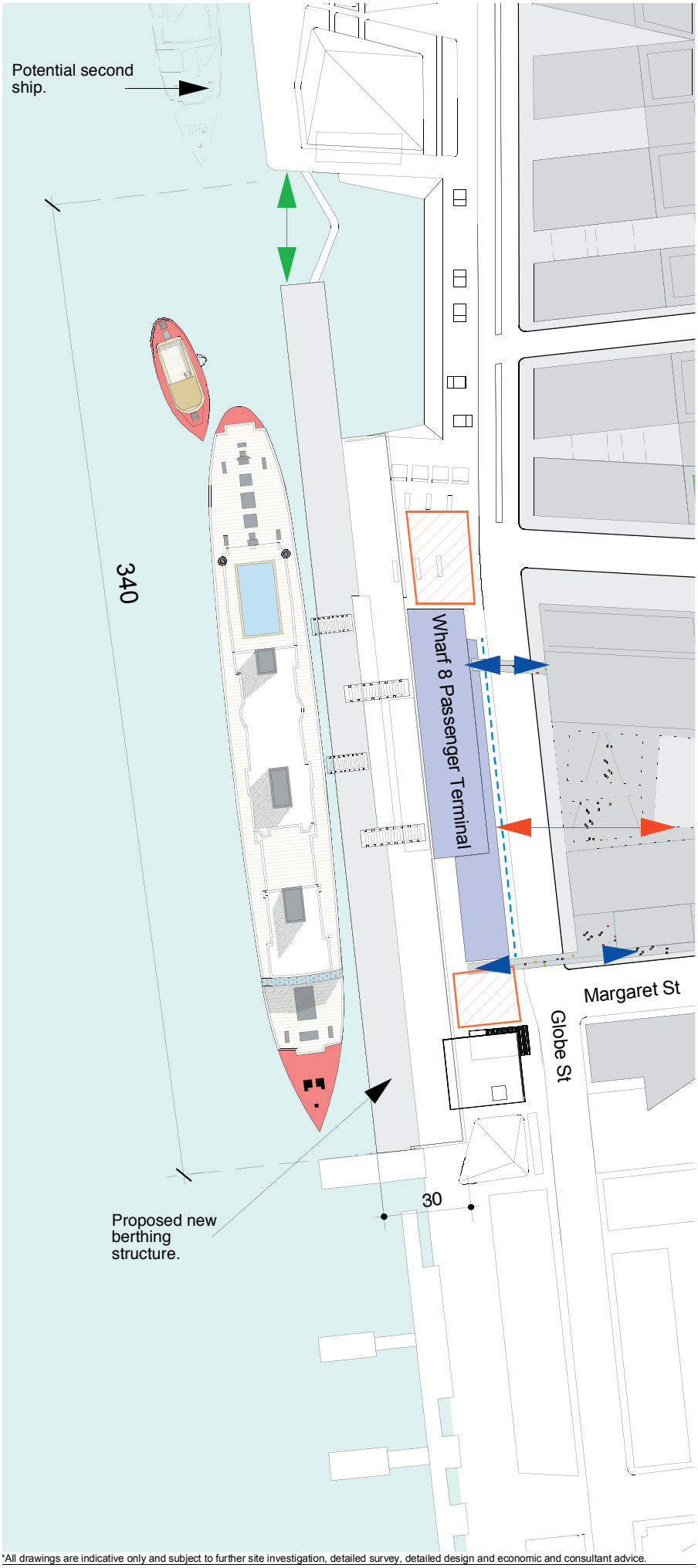


Figure 14.6 - Indicative passenger terminal function

Legend

Indicative Wharf 8 Passenger Terminal Buildings.

Connection through basement level for parking and services access to Wharf 8 Passenger Terminal.

30

30 Meter cleared zone.

Street activation to Globe St.

On grade access for ship servicing. Reverts to public space on non-ship days.

Bridge Connection to Wharf 8 Passenger Terminal.

Secure access to second ship.

Scale 1:5000

0 25m 100m 200m

n

*All drawings are indicative only and subject to further site investigation, detailed survey, detailed design and economic and consultant advice.

15.0 Project Implementation

"Info Box", Potsdomer Platz, Berlin

15.1 Project Staging

The proposed development layout of East Darling Harbour comprises eight mixed-used development blocks and three park typologies all located within a new network of streets, laneways and connective public domain. This layout provides for the logical and timely development of the site in several stages over an expected project delivery period spanning ten to fifteen years.

A governance mechanism is currently being developed to manage the timing and composition of development stages. The project delivery will be influenced by factors including fluctuations in property market cycles, however the following are key considerations for future development staging:

"Info Box", Potsdomer Platz, Berlin

15.1.1 Public Access

It is essential that safe public access, either in permanent or interim form, to the site is provided as early as possible and maintained throughout the renewal of the site.

Part of this imperative is the potential to construct the Headland Park and adjoining section of foreshore walk within the initial stage(s) of development.

15.1.2 Interim Activity

Following the departure of the stevedoring operations and depending on the timing of development it may be necessary to create a program of interim activity on the site. The purpose of these interim uses would be to inject activity into the site and allow the public to access parts of the site providing an appreciation of the scale and opportunity presented.

Providing methods for informing the public on the progress of the EDH renewal will also be explored and implemented.

15.1.3 Continuity of Port Functions

As discussed in Section 14.3 the three existing Sydney Ports Corporation functions identified to be retained on the site are to remain operational throughout the entire redevelopment process. This relates in particular to access provisions and services connections for the Harbour Control Tower and Marine Operations functions as they will remain in their existing locations. However a temporary Passenger Terminal is most likely to be required until an integrated facility is constructed within the podium tower development Block 2.

15.1.4 Infrastructure Delivery

Consultation with services providers has confirmed that the majority of existing services infrastructure at EDH are not adequate for the level of redevelopment proposed in this Concept Plan and that significant infrastructure upgrades will be required.

The provision for services infrastructure as part of the initial stage of development or as part of an early works package ready for services to be rolled out in line with ongoing development will be investigated.

The early provision of an infrastructure “backbone” servicing the entire site will also provide for the cost effective rollout of ESD and WSUD initiatives allowing new developments to “plug into” precinct wide initiatives. .

15.1.5 Enactment Programs

The following programs, while not limited to those listed, are required to enact much of the built form proposal contained in earlier sections.

These will be subject to a specific course of consultation, planning and development pending the approval of the Concept Plan and the establishment of the governance mechanism.

Economic

- Promoting the project locally and internationally
- Improving business competitiveness
- Building partnerships with stakeholders

Community

- Cultural events development and promotion
- Community building
- Access to employment
- Intermediate housing

Environment

- Design Excellence
- Water cycle management
- Building performance

15.2 Design excellence

Design excellence in the architecture of the buildings and in the public domain will be achieved by a combination of a design and integrated review panel, detailed design guidelines, design competitions and competitive tendering.

A significant factor in the achievement of design excellence at EDH is that the site in its entirety is in Government ownership.

15.2.1 Design Guidelines

Design guidelines will be developed for the public domain and open space. The guidelines will outline the differing character and qualities of the parks, streets, squares and planting throughout the site. The guidelines will define the width of streets, the kinds of paving materials and street furniture, the street trees and the design of structures in the public domain, such as retail kiosks and public toilets. The guidelines will also assist in setting the character that is desired for the major parks, such as the Headland Park and the urban square in the southern part of the site. The guidelines will be drafted to allow the designers of the public spaces and parks to respond to the particular uses of the space or park and the context within that part of the site.

Design guidelines will be prepared for the built form in the mixed use development to ensure each development, while distinct in its design, respects the overall urban design principles for EDH. The development parcels for release will include the buildings contained within a single block, that is, the development area enclosed by the street pattern. This will allow developers to consider the guidelines as they apply to the relationship between the blocks, the multiple buildings within each block as well as individual buildings.

The guidelines will inform the design competitions that will be required for each development block and compliment the range of development controls in this document.

15.2.2 Design competitions

As landowner Government can control building and public domain design at EDH. Once a developer is selected for a development block a design competition will be required that may request developers to either prepare three alternative designs or hold a design competition. A design review panel will be established to advise the Department of Planning during the assessment of the proposal.

The design of public domain streets, squares and smaller parks will be delivered by a series of competitive tenders. However, major sites such as the Headland Park may be subject to further design competitions.

16.0 Consultation – Informing the Draft Concept Plan

16.1 Background

Consultation processes regarding the draft Concept Plan sit within the context of the broader public consultation regarding the site. Wide consultation has occurred over an 18 month period, through a number of phases and mechanisms, which have contributed to and informed the Concept Plan proposal.

Stakeholder and community input generated as a result of the 2005/2006 international urban design competition, and the public input opportunities it generated, has informed many aspects of the Concept Plan.

More information regarding consultation pre-dating the Concept Plan is contained in Part A Section 5.0.

16.2 Principles of the Consultation Framework

A consistent consultation framework has been maintained throughout the development of urban design options and the Concept Plan, and will continue through subsequent planning stages. This framework is based on the following principles:

- The site and its renewal are of regional and State significance
- The Concept Plan is the first in a series of planning stages
- The urban design and land uses underpinning the Concept Plan will continue to be tested through public processes
- Regard must be had to local, regional and state interests

16.3 Stakeholder Input – Director General's Requirements.

As noted in Part A Section 5.0, general public input was captured during and following the design competition process through detailed written submissions and voluntary written feedback at public exhibitions. An analysis of the issues raised and the design response is detailed in Section 5.0.

a) Input into Director General's Requirements.

In April 2006 the Director General of the Department of Planning wrote to stakeholder agencies requesting inputs to the Director General's Requirements for the preparation of the Planning Study, Concept Plan and Environmental Assessment. A summary of the responses from each of the relevant authorities is provided at **Appendix G** along with how the draft Concept Plan responds to the issues raised and further action that will be required.

b) Input following Director General's requirements

In accordance with the Director General's requirements, consultation was undertaken with the following public authorities during the preparation of the Planning Study, Concept Plan and EA. This consultation is in addition to meetings and briefings held during the international design competition and other processes leading up to the issuing of the Director General's Requirements, noted above.

- City of Sydney Council (Strategic Planning Department)
- City of Sydney – Community Services & Programs
- City of Sydney – Recreation and community services unit
- Roads and Traffic Authority
- Ministry of Transport
- Sydney Ferries Corporation
- State Transit Authority
- Railcorp
- Transport Infrastructure Development Corporation
- NSW Maritime Authority
- Sydney Ports Corporation
- Department of Housing
- Department of Environment and Conservation
- Department of Commerce (Government Architect)
- Sydney Water
- Energy Australia
- Telstra Corporation Limited

This consultation primarily took the form of meetings but also included less formal discussion and written exchanges. Follow-up meetings and discussions with stakeholder agency representatives has also assisted in informing and resolving urban design and planning matters during the development of the Concept Plan.

16.4 Response to stakeholder issues

Key issues and common themes arose from both written and face-to-face stakeholder feedback. The following section summarizes these issues and how these have been addressed in the Concept Plan.

a) Site access and connectivity

While the strengths of the urban design in this area have been positively received, access to the site and between areas within the site continues to be raised as a priority by many stakeholders.

Response: The urban design has a strong focus on creating connectivity between elements on the site and to surrounding precincts. The opportunities to improve access and connection to surrounding areas are well documented in the Concept Plan.

b) Context of site and heritage

Similarly, while the urban design has been well received by stakeholders for its consideration of the surrounding built and cultural context, the importance of the site integrating with its surroundings and the city in general remains a priority issue. Retention of public views to the harbour is also of importance, particularly to local stakeholders.

The issue of integration with the Milers Point area was of particular interest to the Millers Point Resident Action Group, the Department of Housing and the Planning Institute of NSW.

Response: Stakeholder feedback since the conclusion of the urban design competition has been predominantly positive on this issue. Stakeholders including the Department of Housing have indicated that the urban design shows an understanding of the surrounding areas and its approach to "knitting" the site back to these areas is careful and considered.

The opportunity to improve connections, both physical and social, from the site through the surrounding areas – and in particular the heritage precinct of Millers Point – is a key opportunity identified in the Concept Plan.

c) Transport

While divergent views continue to exist on the best transport mode, it is agreed that the principle of public over private transport should be followed in any transport proposals for the site and that successful transport planning remains key to the success and sustainability of the renewal.

Response: Transport was identified as a key priority in Stage 2 of the Competition and remains a priority in development of the Concept Plan.

The Concept Plan articulates the analysis of transport options, and discusses transport challenges and potential opportunities, These sections are informed by substantial consultation with planning and transport authorities and transport industry experts.

d) Local resident concerns

Concerns raised by local area residents and the Millers Point Resident Action Group included noise and traffic, buildings obstructing views of existing residents and the impact of the development on local facilities.

Response: the need to balance local needs and interests with wider regional or national interests is clearly identified as one of the key challenges/opportunities of the Concept Plan and subsequent renewal. Some local resident submissions have advocated a no-change preference, which is outside the scope of considerations for the Concept Plan.

e) Translation of urban design to architectural excellence

Many stakeholders, and those representing the design professions in particular, emphasised the importance of translating the urban design vision encapsulated in the Concept Plan through the various future planning, design and development stages. The need for design excellence at all stages was emphasised.

Response: Stakeholder feedback following the urban design competition reflects that the urban design framework is of sufficient strength and clarity to be able to accommodate a diverse range of architectural interpretations as buildings are staged over time.

Accordingly as the renewal process moves from an urban design to architectural design phase, the framework will allow for diverse architectural approaches to building designs and for the possibility of future architectural competition processes for specific built elements. The draft concept plan supports this through design excellence principles, including ongoing competitive processes.