

CONCEPT PLAN AMENDMENT (MOD 4) - PREFERRED PROJECT REPORT BARANGAROO SOUTH URBAN DESIGN REPORT - STREETS AND LANEWAYS WITHIN BLOCKS 2 & 3_

Prepared for Lend Lease (Millers Point) Pty Limited
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01 Introduction

This report provides an overview of the urban design strategy for the streets and laneways specifically within Blocks 2 and 3 of Barangaroo South.

This report responds to the Department of Planning’s letter dated 27th September 2010 which seeks clarity and further consideration of the gallerias, the width of Globe Street, Shelley Lane and the East-West Laneways.

This report supersedes the Streetscape and Public Domain Report with respect to the width of Shelley Lane, the replacement of the Gallerias with public lanes and the introduction of additional finer grain links which pass through the Commercial tower lobbies and Hickson Road commercial buildings linking Hickson Road with Globe Street.

Upon determination of the Concept Plan Amendment, a consolidated Public Domain Plan for Barangaroo South will be prepared.

This urban design strategy is introduced in the context of the block structure and street network for the Barangaroo South precinct, as initially defined in the Concept Plan Amendment application and subsequently refined through more detailed studies as now presented in the PPR.

In particular the streets are examined in outline, defining dimensions, scale and character through relevant precedent images and descriptions.

The design approach to the integration of podium and commercial tower is defined, and the retail and activation strategy for the podium within its urban block is outlined in support of the drawings submitted for the PPR.

02 Precinct Analysis

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Precinct Access

The precinct will be approached from a number of directions by a variety of transport modes including, foot, car, ferry and possibly light rail along Hickson Road and the future CBD Metro.

It is understood that the highest proportion of people will arrive at the precinct on foot from Wynyard Station. Access is intended to be principally via the Barangaroo Pedestrian Link bridge from Wynyard Station, the overhead bridge on Hickson Road between towers C3 and C4 as well as at street level at the Margaret Street West intersection. These approach points are indicated opposite by the large arrows. The effect of this is that a large proportion of people will access the site by arriving at the South-East portion and then traverse North by the Hickson Road colonnade or Shelley Lane to gain access to each of the main commercial towers.

Vehicular arrivals will enter the precinct predominantly from Hickson Road via Napoleon Street, Margaret Street West and Healy Street and access car-parking entries or be dropped off in Globe Street along the western side of the main commercial towers.

Tower Address

The major commercial towers will benefit greatly from a legible address in Hickson Road allowing direct entry from the Hickson Road colonnade to the main tower lobby entries to supplement the load in Shelley Lane. By linking to the colonnade this will also provide a covered access route to each of the main towers.

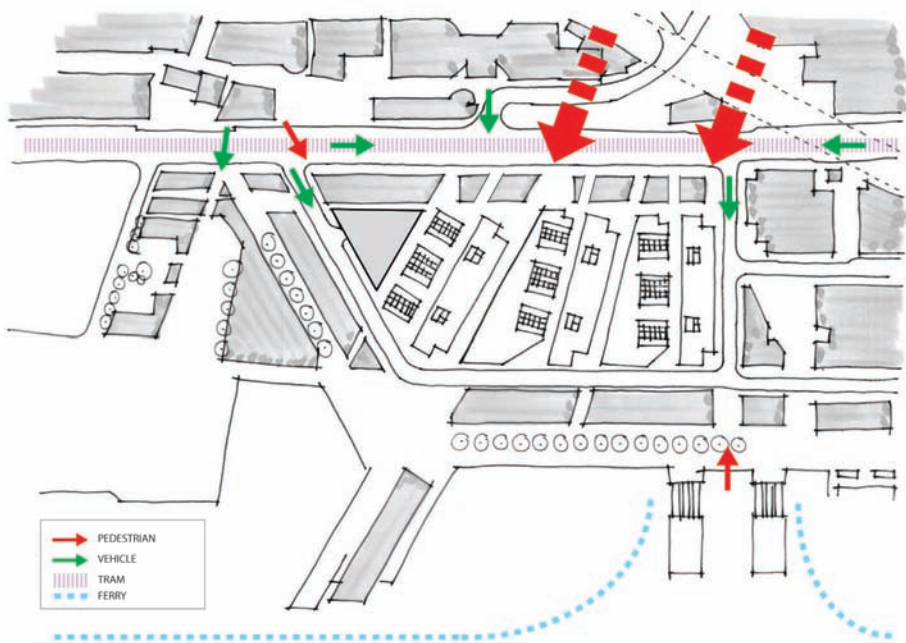
The eastern tower entries are dedicated predominantly to pedestrian arrivals from Wynyard Station and the CBD while car drop off including taxis can occur in Globe Street making use of the western tower lobby entries. This approach will also help to distribute the arrival load of tower office workers.

The two entries are on the opposite ends of a long entry lobby which acts as an internal street linking the east side of the precinct to the west. This internal street provide an additional layer to the pedestrian routes through the precinct increasing the pedestrian permeability of the precinct.

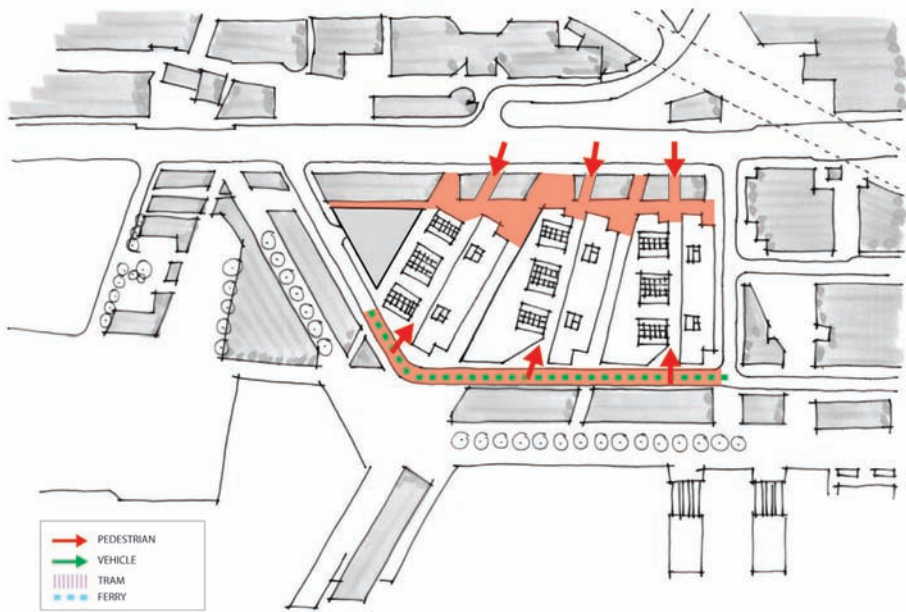
Precinct Pedestrian Network

The main East-West street and lanes are to be supplemented by a finer grain smaller scale informal North-South links which pass through the Tower lobbies and internal courtyards of the tower podiums. These routes provide an additional level of precinct permeability and allow north-south movements without having to traverse fully to the end of the Tower blocks.

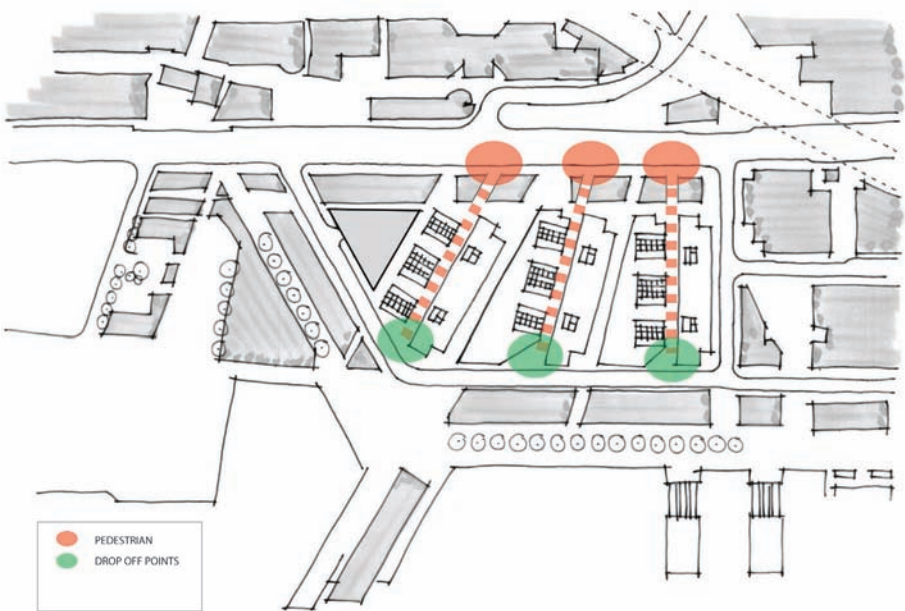
The resulting precinct pedestrian network is one which is a collection of diverse range of streets, lanes and internal paths of a variety of scales with a variety of supporting retail and commercial programs. Each of these streets and lanes will have a distinct character to reinforce a sense of location within Barangaroo South. The diagram opposite shows external streets and lanes in dark with internal routes or paths shown lighter.



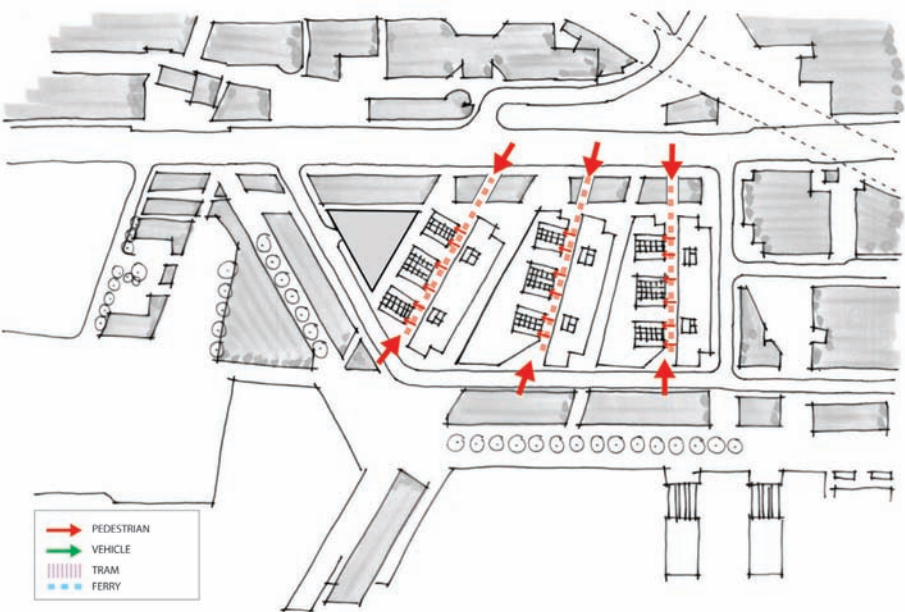
Extra-precinct access & arrival



Intra-precinct access



Tower address



Tower address & lobby through links

02____Precinct Analysis

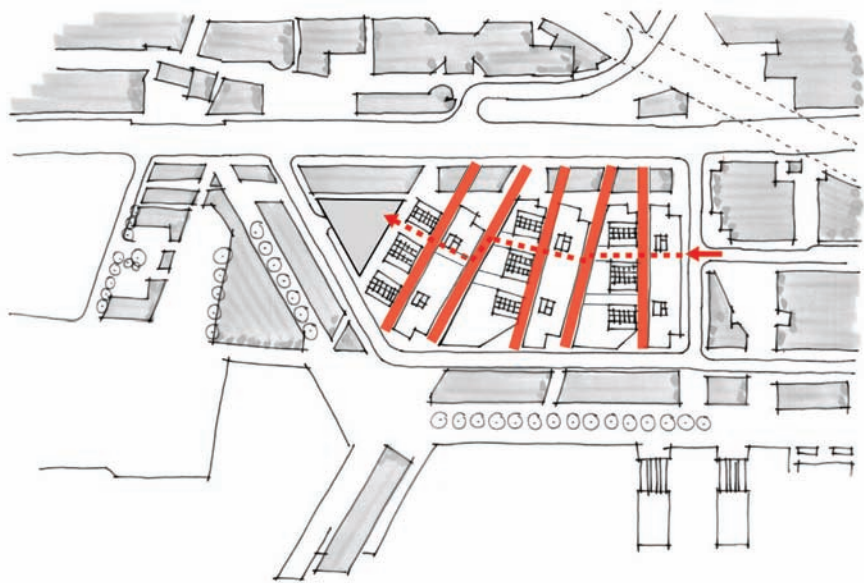
Streets and Laneway Widths

The widths of streets and laneways have been determined to adequately accommodate pedestrian flows in peak times, while ensuring at other times there is sufficient activity to enliven the public domain.

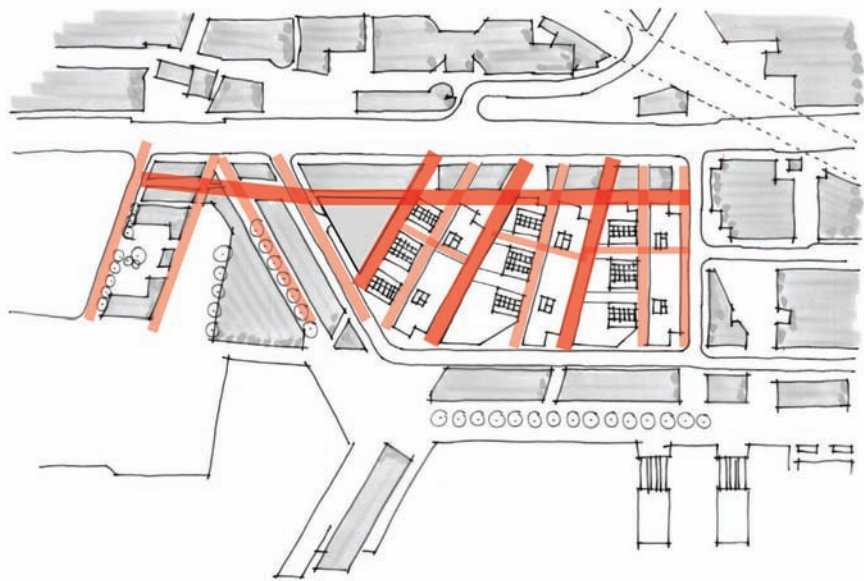
Given the generous provision of space on the waterfront promenade, and the desire for this to be the primary focus within the public domain, it is considered important to retain a degree of intimacy within the street and laneway network. This is particularly the case for those laneways that are dedicated to pedestrians. Given that these are pedestrian routes, any greater dimensions would compromise the scale and vitality of these laneways.

There are many precedents internationally (e.g. Venice) and in Sydney (e.g. Ash Place) and other Australian cities (e.g. Melbourne lanes) of vital and amenable pedestrian lanes of narrow dimensions, and these are important in informing the resolution of the Barangaroo South public domain.

There is an opportunity to establish a vital and distinctive precinct at Barangaroo South that provides a network of streets and laneways that complement the city’s public domain framework, yet provide a series of unique experiences with each street or lane with its own character adjacent to the harbours edge.



East-West pedestrian routes & North-South fine grain



Pedestrian precinct network

02____Precinct Analysis

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Globe Street

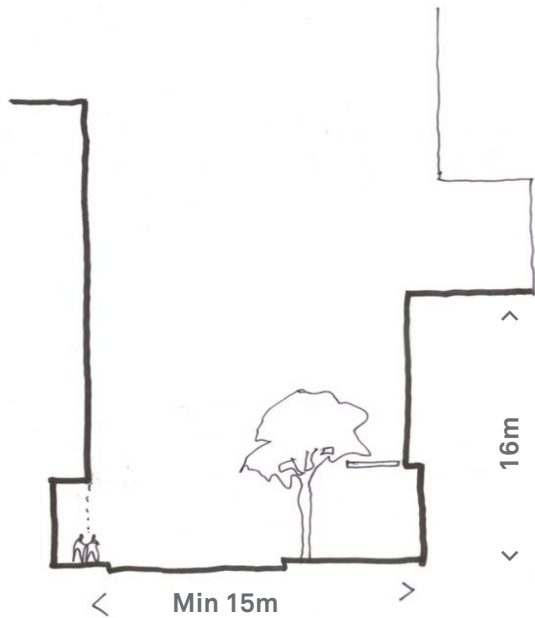
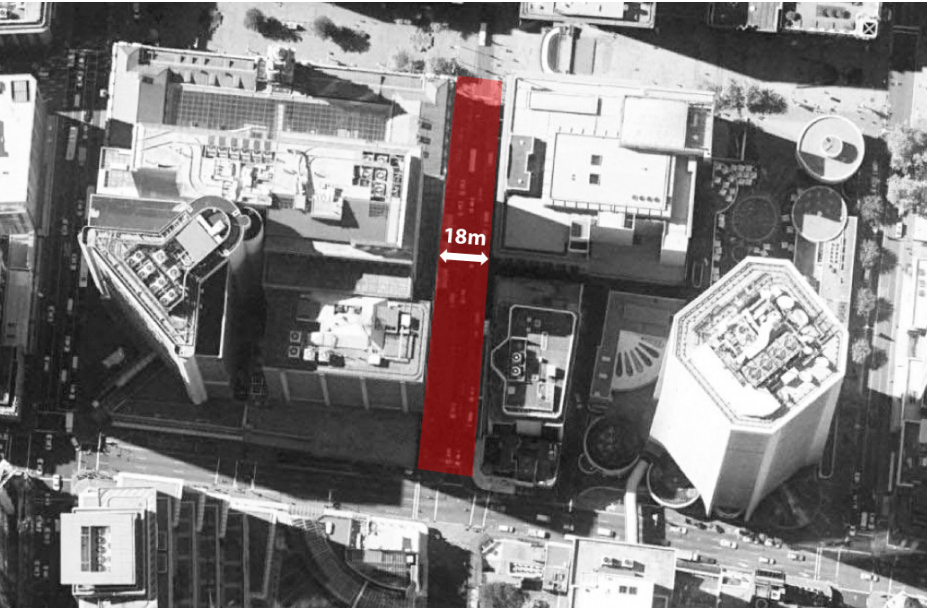
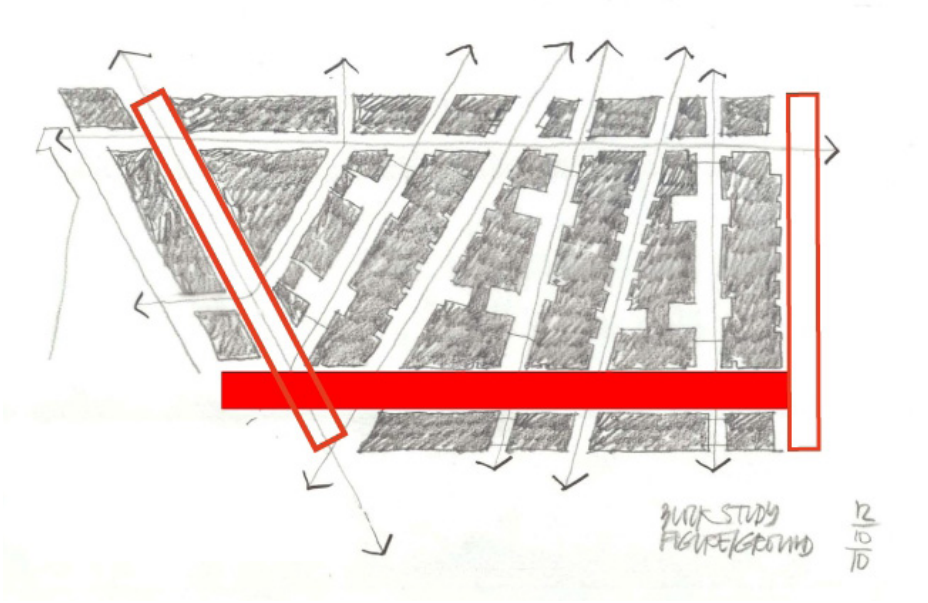
- _Minimum 15 metres wide
- _Vehicular and pedestrian footpaths
- _Building addresses & retail

Globe Street has been shown in the CPA as 15 metres wide. There has been much debate as to its functionality and character, and issues of parking, cycle paths, extent of tree canopy and carriageway widths and this will require further resolution at project application stage. Care will need to be taken to ensure any increase in width does not compromise the viability of retail frontages which need to provide a vitality to the street and laneway experiences. There is some potential to increase the width to between 15m and 18m, and this matter will be resolved in subsequent applications to optimise public amenity.

Globe Street is intended to be a two-way vehicular street which incorporates, taxi drop-off zones and landscaping. Areas of retail will front the street from both sides at ground level with residential above on the west side and additional levels of retail in the tower podiums to the east side.

Globe Street provides an important access route into the new precinct as the Towers and Residential blocks will have 'front-door' lobby addresses onto it along its length interspersed with retail.

The character of Napoleon Street and Margaret Street West will be similar in character to Globe Street.



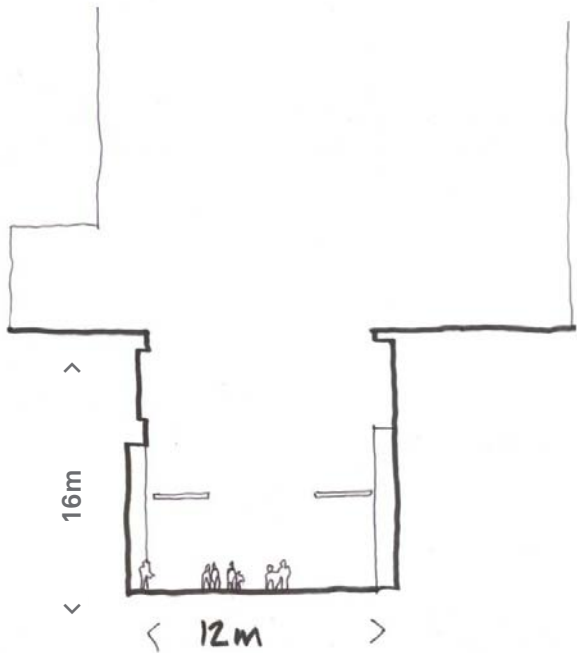
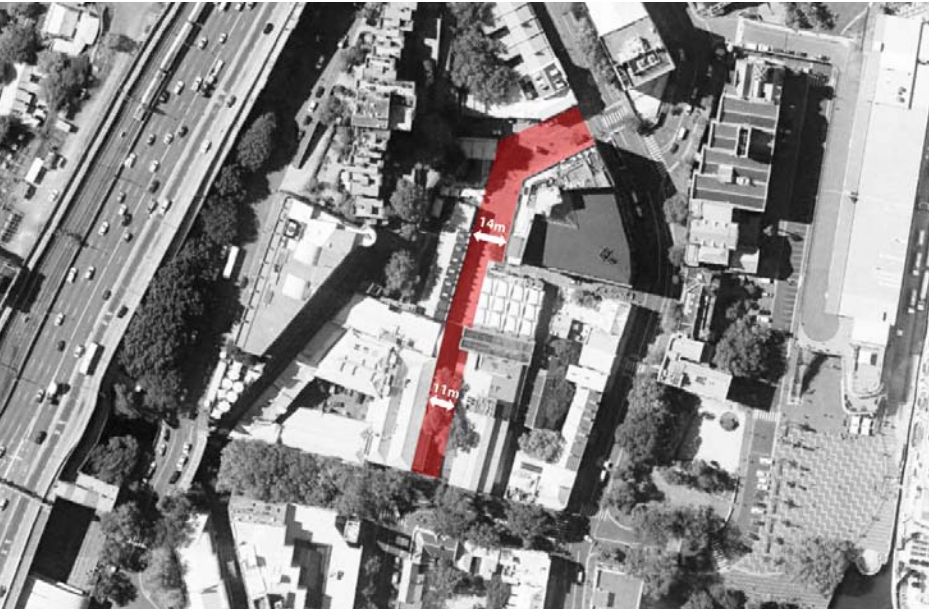
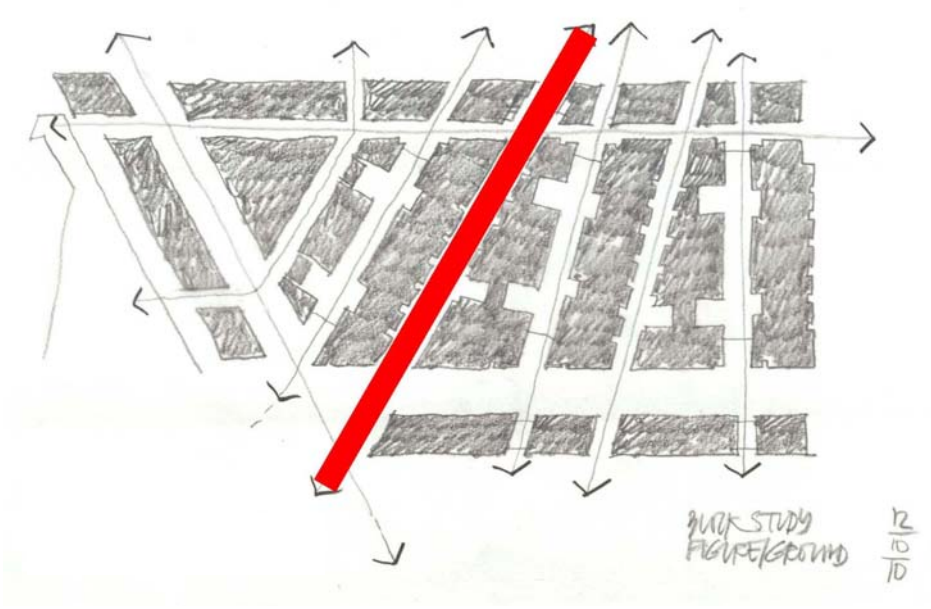
02____Precinct Analysis

- City Walk**
_12 metres wide
_Pedestrian street
_Retail

City Walk is a 12m wide pedestrian only retail street. City Walk forms the formal link and axis back to the existing Sydney CBD with a bridge intended over Hickson Road.

City Walk will be lined down each side with a variety of retail framing the water vista at its end. The retail frontages will have 3.5m wide awnings down each side providing cover to pedestrians but ensuring the dimension between the awnings is greater so the experience is that of a street mall and not an arcade.

Playfair Street in The Rocks is a close reference for a 12m pedestrian only retail street or mall. Playfair Street varies considerably in width along it length from 11m to 14m and opens onto Rocks Square halfway along its length. It has a variety of building scales along its length ranging from 2 stories to more than 3 so can provide a similar ‘feel’ to that potentially of City Walk. It also combines sandstone walls and elements with contemporary glass and steel which can allude to how the materials may be mixed to develop an appropriate street character.



City Walk



Playfair Street (The Rocks)

02____Precinct Analysis

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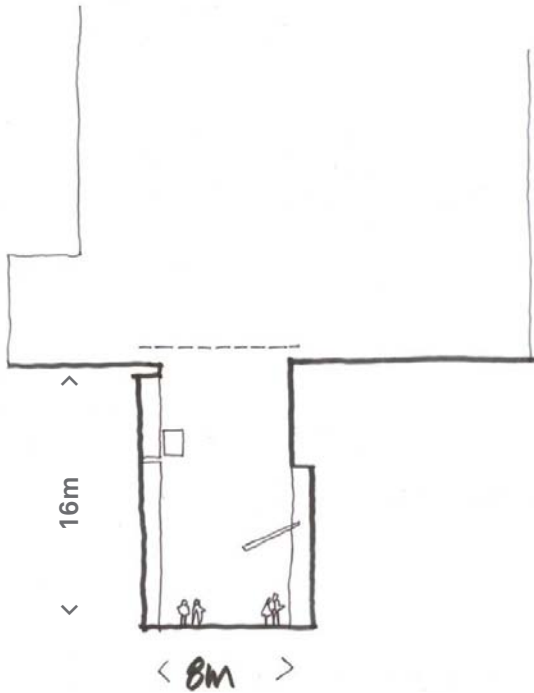
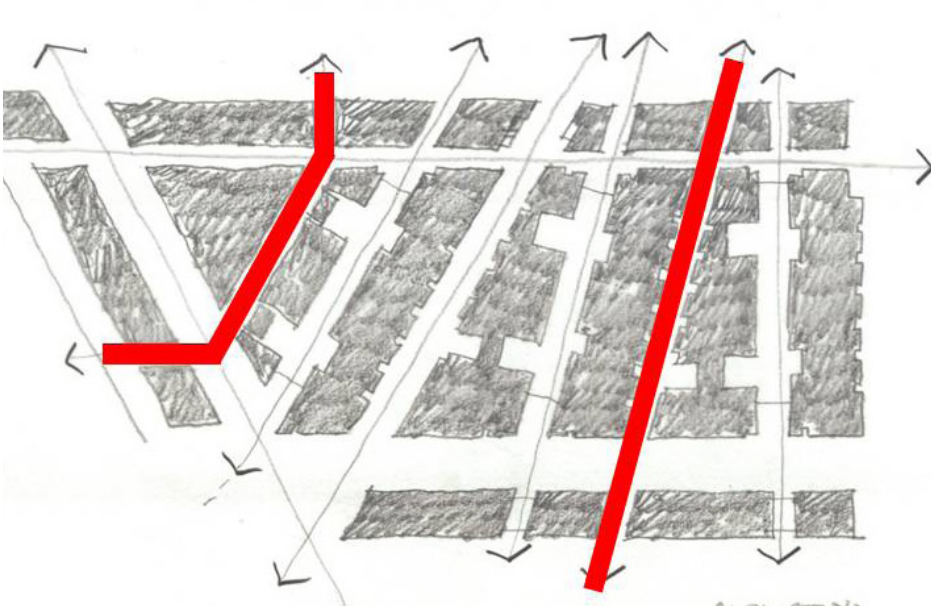
Southern and Northern Lanes

- _8 metres wide
- _Pedestrian lane
- _Retail

The Southern and Northern Lanes running along the southern side of the C4 Block and the northern side of C3 are 8m wide pedestrian only retail lanes. They will be lined down both sides with retail. They have a similar program to City Walk but are of a smaller scale creating a hierarchy to the streets and reinforcing City Walk as the ‘formal link’ to the existing CBD.

Awnings will be provided to each side of the lanes of an appropriate depth to protect pedestrians directly in front of the retail. At approximately 2.4m this ensures that the open space between the awnings is greater than the awnings so the space reads as a street or lane and not an arcade which is important so it is differentiated form the long ‘arcade like’ tower lobbies running parallel.

There are a number of 8m wide lanes in Sydney which have retail program including Tank Stream Way and Curtain Place but are not pedestrian only. Cambridge Street in The Rocks is 8m wide and a pedestrian only lane which provides an indication of scale.



Southern Lane



Hardware Lane

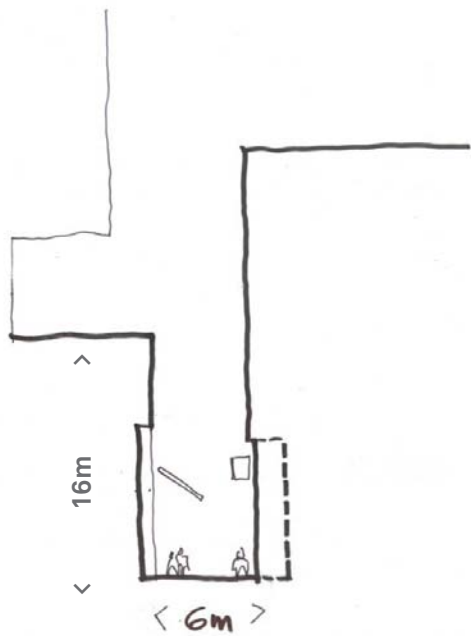
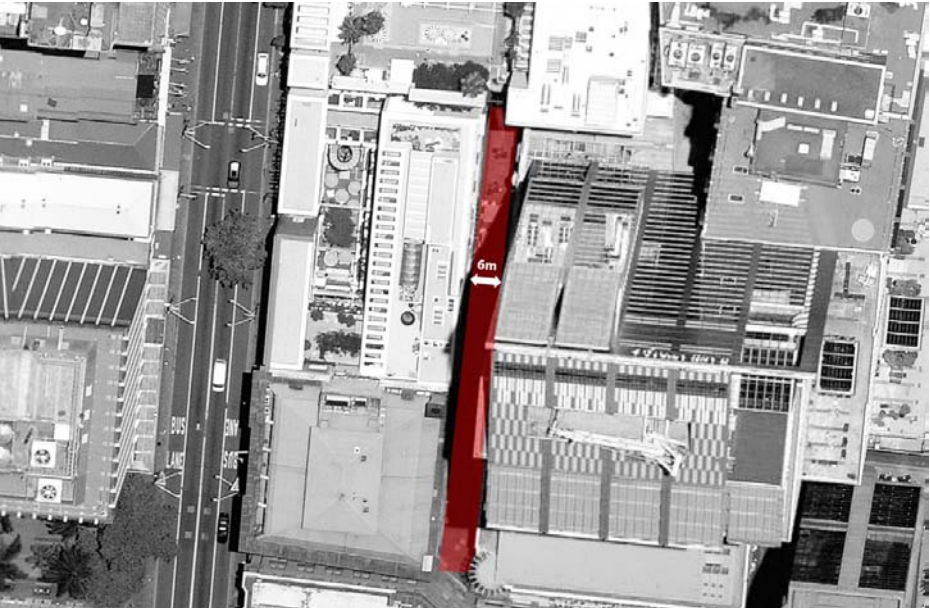
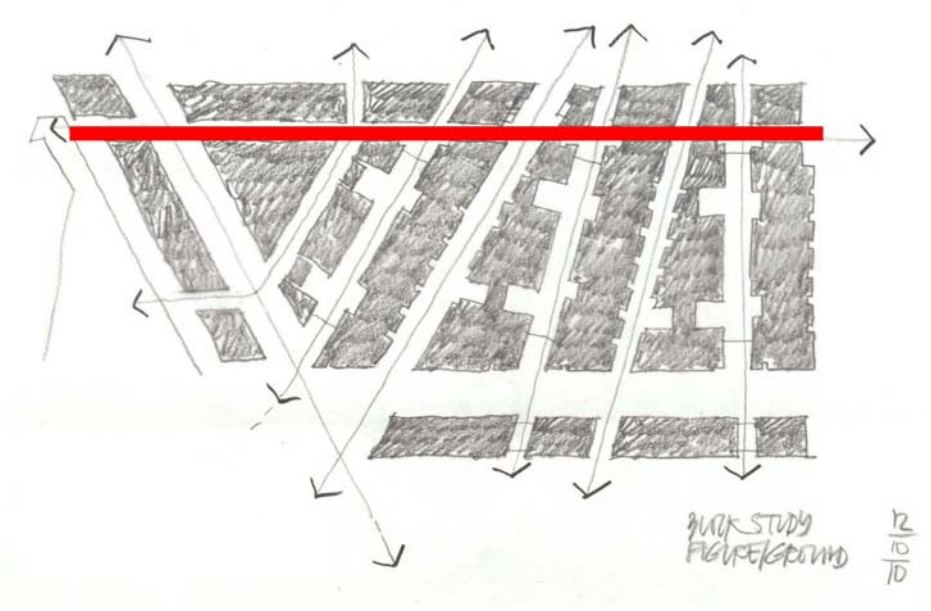
02____Precinct Analysis

- Shelley Lane**
_6 metres wide
_Pedestrian lane
_Retail

Shelley Lane has been increased in width to ensure a minimum dimension of 6 m is achieved throughout its length. It is intended that while a strongly defined edge is important for the majority of laneway, some variation to the edge condition would be appropriate, and provide some greater interest to the experience. It is therefore proposed that the width of the lane will increase at particular points in its length, and especially where more intensive pedestrian circulation is anticipated.

Shelley Lane is intended to be the ‘Eat Street’ with food retail being concentrated along its length. It is pedestrian only and will contain a rich mixture of experiences as Shelley Lane includes areas of retail along both sides, the tower entry lobbies, entry lobbies for the Hickson Road development combined with an opening up onto vistas towards the West as one crosses over the lanes and City Walk running East-West. The Hickson Road building will hold a strong straight edge to the East side of Shelley Lane while the West side will contain a diversity of spaces, depths and program.

Ash Lane at 6m wide located behind the Ivy Bar provides an indication of the scale and potential quality of Shelley Lane as it combines a mixture of programs including food with outdoor seating. Shelley Lane will be ‘brighter’ than Ash Lane as there is no tower directly to the north and the distance between towers will allow plenty of light, to penetrate the spaces. The nature of the retail at street level will also likely be ‘lighter’ than Ash Lane allowing more light in and indirect views out.



Shelley Lane



Ash Lane

03_____Podium Design Strategy

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Design Concept

The urban design strategy adopted for Blocks 2 and 3 proposes two interrelated built form elements: City scaled towers and street scaled podiums. The podium elements generally comprise three generously proportioned levels to the perimeter of the street blocks resulting in a consistent street wall height of around 16 metres.

C4 Block as an Example of Podium Design

Within the C4 urban block, bounded by Globe Street, Shelley Lane, City Walk, and the southern lane, this consistent podium scale is varied by a four level element at the north west corner addressing Globe Street and the future square.

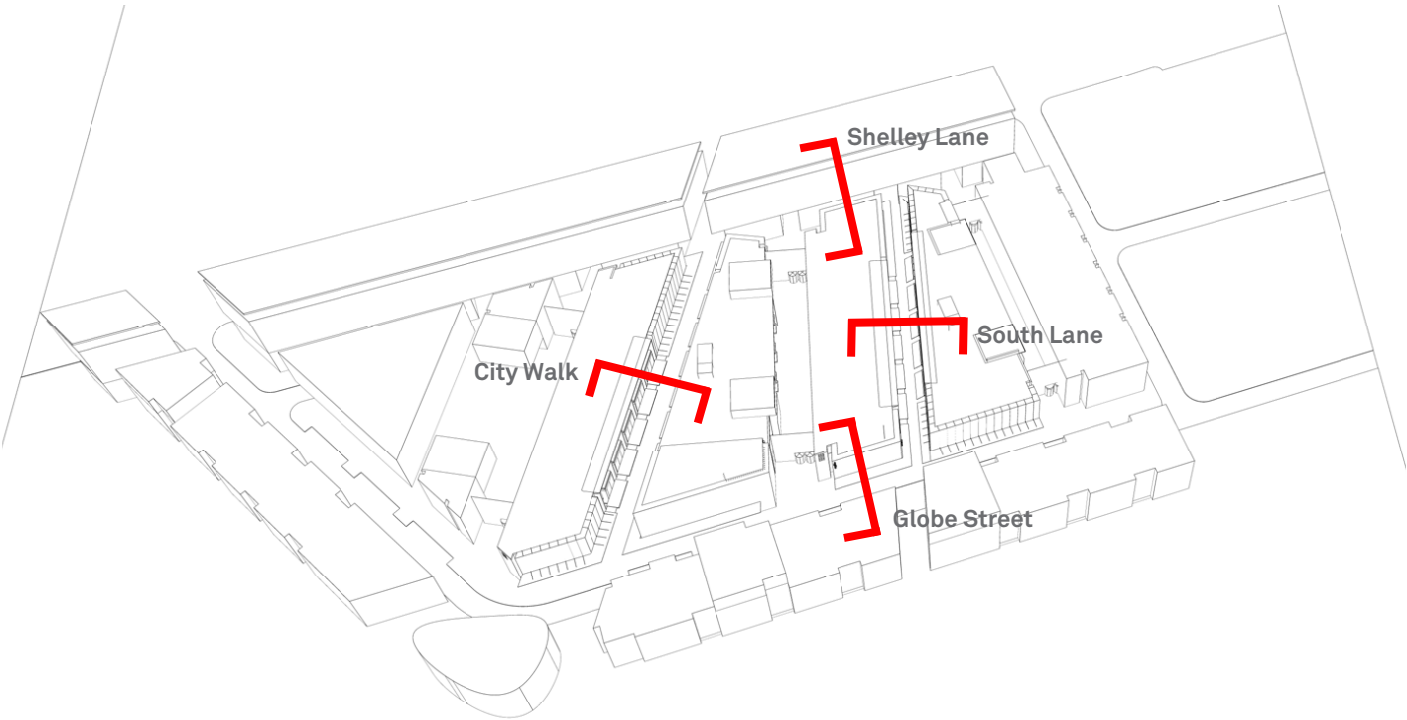
The design intent for the podium levels is to provide a strong cohesive environment to enhance the pedestrian experience, to ensure a high level of articulation to the street frontages, and to ensure an armature of masonry elements gives definition and substance to the architecture.

Within this framework, individual components of the podium have varied expression and detail resolution to provide controlled variety.

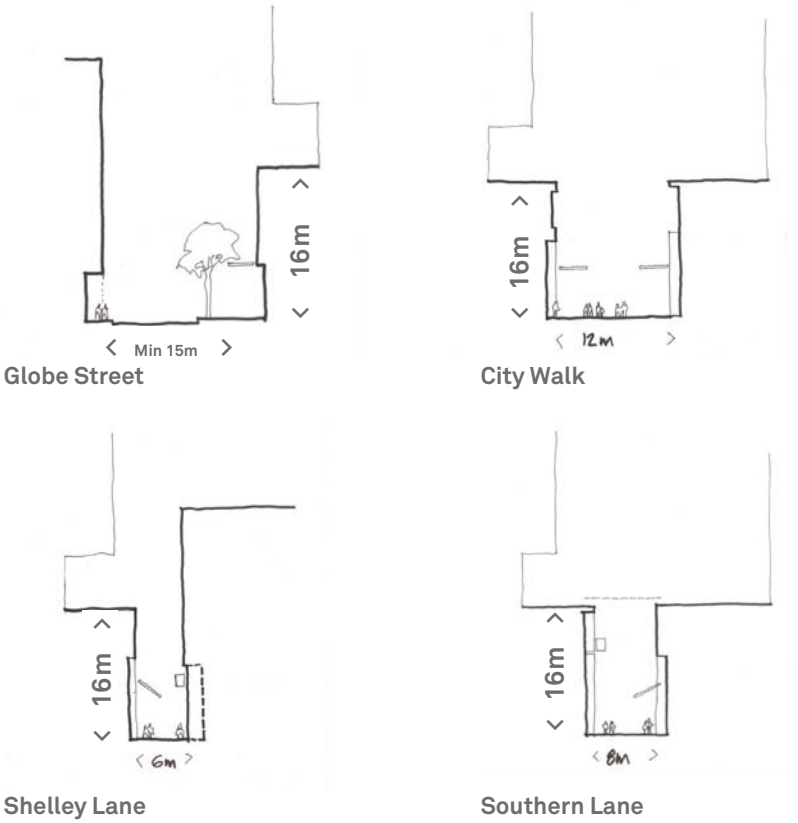
Two orders are proposed within the podium street front expression. Firstly within the mid block of the east/ west lanes, the structural rhythm of the tower is expressed to provide modulation, and secondly the corner block conditions comprise more transparent and dramatic forms, each varied according to location.

The important inter-relationship between the tower and podium is expressed through the integrated geometry of the structural rhythm as a modulating element, and the expression of the primary tower blade columns through the podium and at the main entrance thresholds on both Globe Street and Shelley Lane frontages. Additionally the main tower blade columns penetrate the retail levels through voids behind the glazed shopfronts.

The design intent for the C4 podium will be carried through in the detailed design of C3 and C5.



Podium defined street & laneway structure



Podium defined street & laneway sections

03 Podium Design Strategy

Street Character

A variation in street character from the wider 15m wide Globe Street, to the mid scaled 12m wide City Walk, the more intimate 8m wide lanes, and the varied (6 metres minimum) wide Shelley Lane is proposed.

A fundamental design driver for the street level experience is the provision of a well defined street network, strong street edge definition, the generous use of masonry materials to provide cohesion with the public domain palette. In addition an appropriate degree of articulation and detail with the architectural expression, and a controlled variation to ensure distinctive street characters.



City Walk 12m



Globe Street 15m (min)

03 Podium Design Strategy



Shelley Lane 6m



Southern Lane 8m

03 Podium Design Strategy

Commercial Office Foyers

The entries to the commercial office foyer are located on the east and west frontages to the podium. The three-storey high glazed facades create dramatic expression to the street. The three-storey high foyer space is a generous linear volume with two court yards flanking the lift cores providing opportunities for landscaping, informal seating and retail (café) amenity. The courtyard spaces terminate at the top of the podium, providing opportunities for natural light and ventilation. The eastern courtyard form part of a north-south pedestrian connection through the site. The tower is expressed through the foyer space with the primary tower columns being grounded at the eastern and western ends of the foyer.

Materials and Finishes

The podiums of the commercial tower comprise three main elements. The office lobby, framed by tower structure, is defined on its southern edge by a deep masonry wall encompassing reception and escape stairs, which is clad in sandstone. The mid block retail units are formed by precast concrete and sandstone clad fins which reinforce the structural rhythm of the main tower and provide a solid expression to the base of the building as seen from the east/west pedestrian lanes. These shopfronts have deep lined soffits, and have integrated timber clad garden boxes at the second level.

The multi level shopfronts at the corners of the block have full glazed frontages with expressed steel structure. Awnings are a combination of steel framed glazing to the corners and east/west frontages, and a series of individual metal clad solid awnings articulated by glazed elements in the mid block condition.



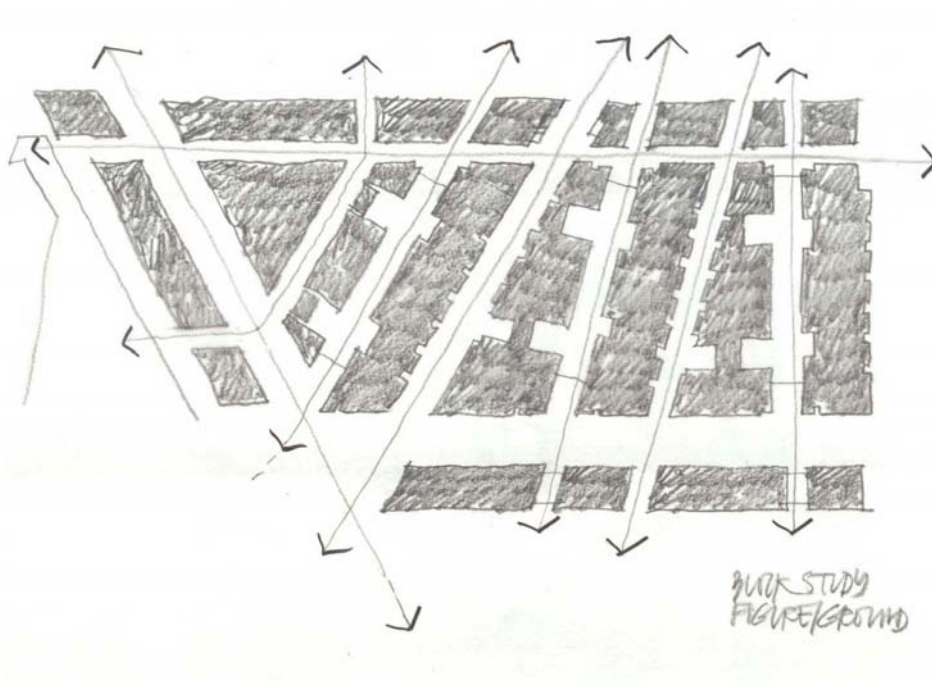
George Street Circa1900 – sandstone blocks



The Rocks – sandstone escarpments



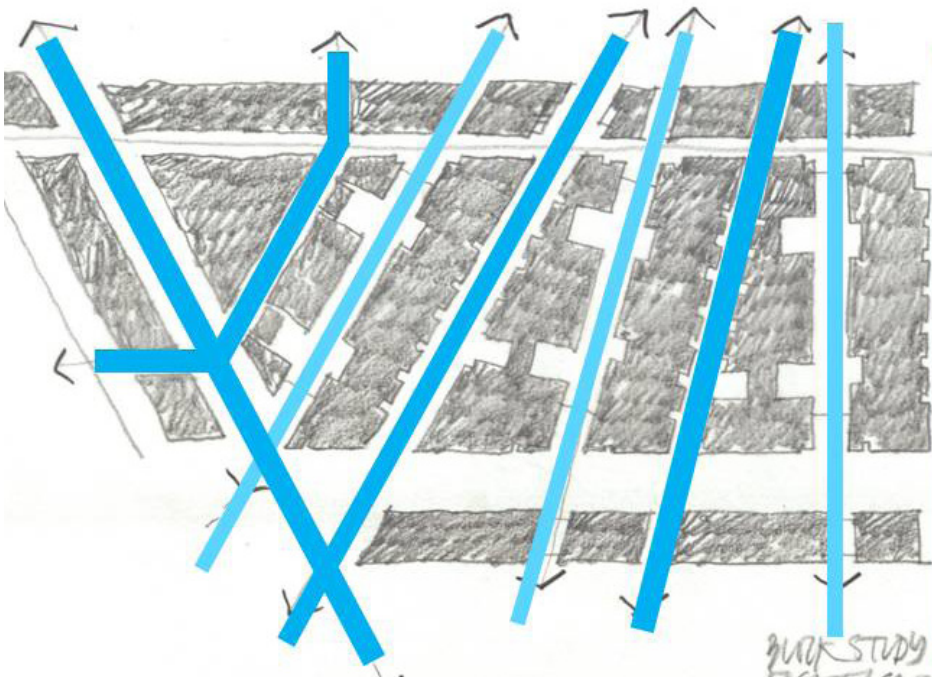
Governor Philip Tower – sandstone base



Block structure



Signature corners stores



Circulation structure & view lines



Retail character

03_____Podium Design Strategy

Retail Character

The provision of continuous active retail frontages to the street network is critical to the vitality and success of the precinct. This will be served through a variety of conditions for the retail tenancies as well as a concentration of retail precincts to support the various street characters.

In contrast to the continuous retail frontages, the office lobbies require an appropriate character, distinguished from the street based retail, yet enhanced by key retail support uses within each podium.

Within the streets a variety of retail conditions are proposed. These range from single level street based modules with articulated frontages, to a range of small frontages, and multiple level corner tenancies with predominate glazed frontages articulated by internal and external screens at upper levels.

A greater richness will be achieved within the podium elements through the interior design of the various individual retail uses which will be guided and controlled through strict tenancy guidelines and a rigorous design review process to ensure design excellence is achieved.



View from North West of C4 Podium



View of C4 Podium from South East

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