

PLATYPUS

33.8440° S, 151.2165° E

Platypus Renewal Project
July 2017

Schematic Design

ASPECT Studios™
lahznimmo
architects

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INTRODUCTION

In August 2016 lahznimmo architects and ASPECT Studios were engaged by the Sydney Harbour Federation Trust to prepare schematic designs and budget estimates to achieve the Outcomes proposed in the Comprehensive Plan and Draft Management Plan.

The purpose was to consider the site holistically, develop and provide the Harbour Trust with schematic designs and budget estimates for key Outcomes proposed in the Comprehensive Plan for Platypus, taking into account the physical, environmental, heritage, cultural and aesthetic constraints of the site.

\$20 million in funding has been provided by the Commonwealth Government to begin implementing the outcomes proposed in the Harbour Trusts Platypus Management Plan. This has been supplemented by an additional \$3.8 million from the Harbour Trust. These funds will enable a substantial portion of the plans vision to be realised.

The proposed works contained within this Report have been selected for implementation by the Harbour Trust according to the collective contribution they make to:

1. Opening as much of the site as possible for safe public access and passive recreation as soon as possible.
2. Improving the connections between the site levels, the surrounding area and public transport, and maximising opportunities for public access to the foreshore.
3. Conserving and interpreting the site's rich history and protecting the environment and amenity of the local area.
4. Creating a vibrant waterfront precinct through the adaptive re-use of buildings to suit low-impact cultural, commercial and community uses; and
5. Creating opportunities for a complementary mix of activities to generate a sustainable return to the cost of maintaining the site.

Consultant Team

Head Consultant	lahznimmo architects
Architecture and Urban Design	lahznimmo architects
Landscape Architecture and Urban Design	ASPECT Studios

IMAGE SOURCE: PLATYPUS MANAGEMENT PLAN BY THE SYDNEY HARBOUR TRUST



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PROPOSED WORKS



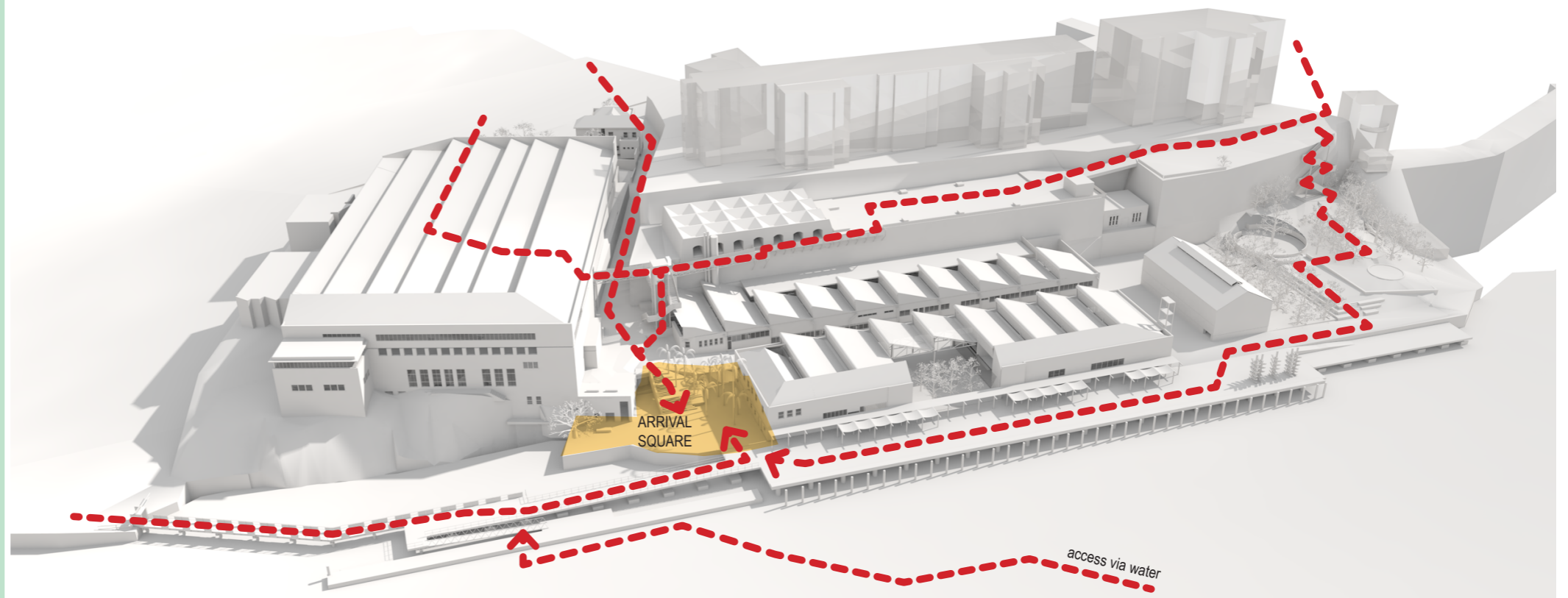
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- | | | |
|-------------------------------|-----------------------------|-------------------|
| ① Kesterton Park Link | ⑤ FIMA Workshop + Courtyard | ⑨ Upper Carpark |
| ② Gatehouse + Plaza | ⑥ Submarine School | ⑩ Northern Park |
| ③ Lift, Stairs and Cliff Walk | ⑦ Laneway | ⑪ Northern Stairs |
| ④ Arrival Square | ⑧ Waterfront | ⑫ RANTME Parking |

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SITE DIAGRAMS

ARRIVAL & ORIENTATION



Observations - Potential means of arrival to site

- via High Street; as a pedestrian, cyclist, parking in High Street or parking within the RANTME building;
- via Ferry; along a new bridge link to Kesterton Park;
- via Kiara Close as a pedestrian or parking in the upper car park;
- by private vessel.

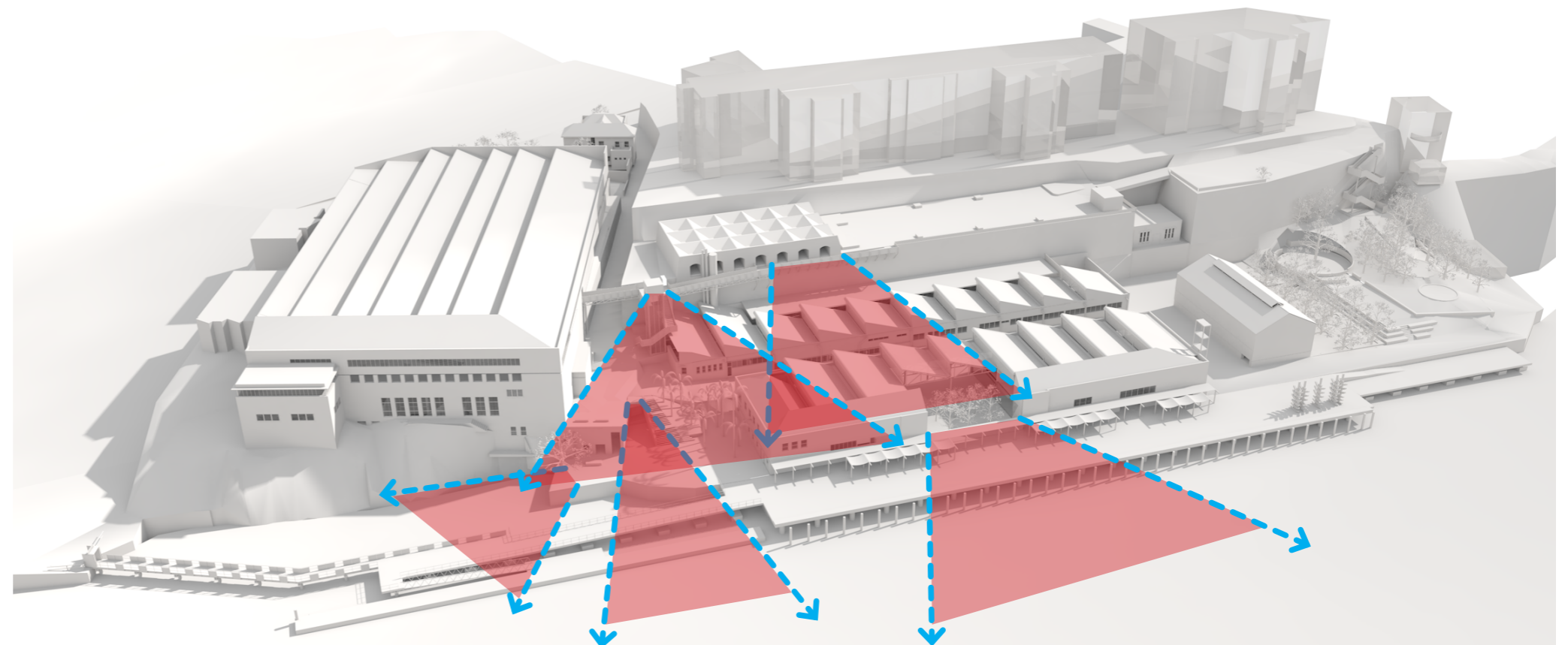
Arrival and Orientation Opportunities

- create an Arrival Square where all arrival paths for visitors converge;
- demolish the RANTME office (Building 3) to enable a consolidated public space for Arrival Square and to open up view to water from the cutting;
- position the new lift such that it directs and links visitors to Arrival Square and is close to accessible parking positions;

- utilise existing pedestrian tunnel at south end of Submarine School (Building 2) to link new lift to on-grade access to Arrival Square;
- provide on-grade bridge link from RANTME building to new lift and stairs;
- provide on-grade link from Upper Car park to new lift and stairs;
- south end of FIMA building (Building 10) to address Arrival Square with active frontage and potential to incorporate food and drink outlet;
- design of Kesterton Park link bridge to incorporate waterside access to the site and connect Kesterton Park directly with Arrival Square;
- include interpretation and wayfinding within Arrival Square to assist visitors with understanding the site as a whole.

SITE DIAGRAMS

VIEWS & VISTAS



Observations - Views and Vistas

- existing site has extensive dramatic views and vistas across Neutral Bay and Sydney Harbour;
- existing site has intimate views of marine life and natural rock shore east of RANTME building;
- new works should enhance opportunities to appreciate existing views and vistas;
- additional views and vistas could be revealed through strategic placement of new or removal of existing infrastructure;

Views and Vista Opportunities

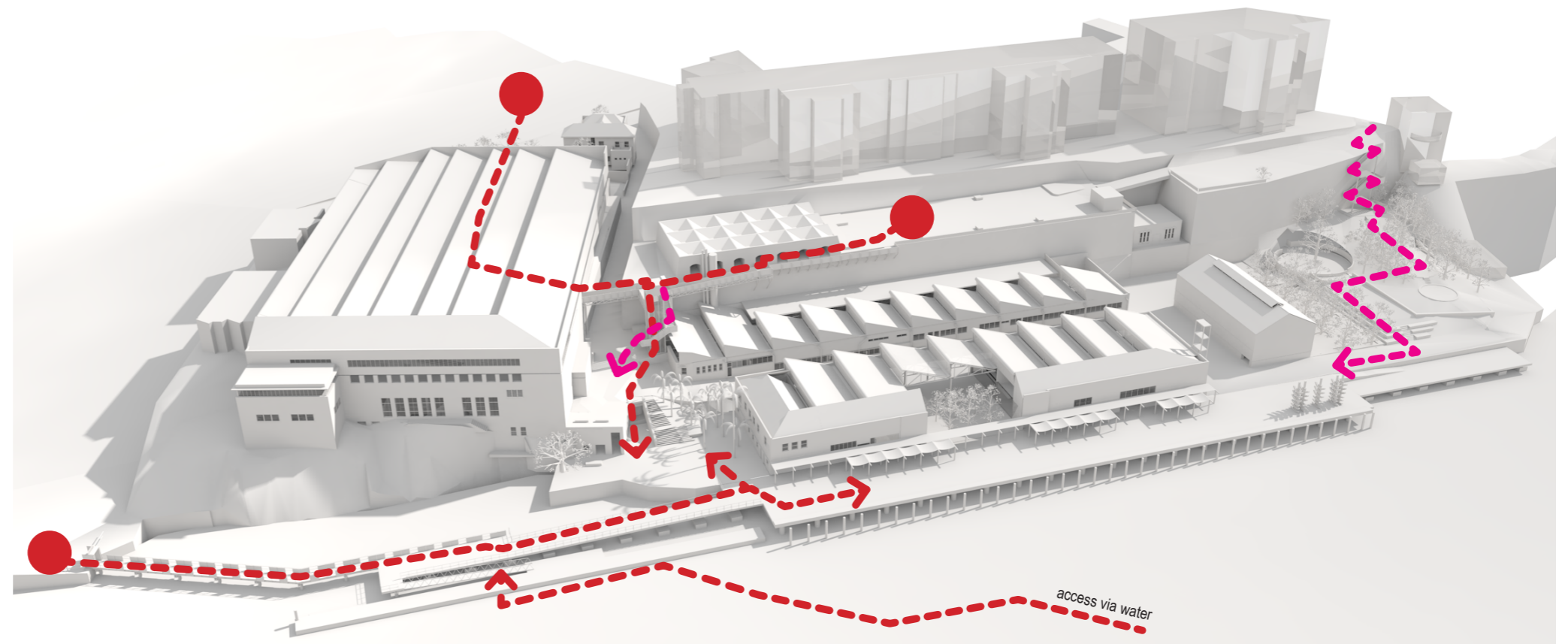
adaptive re-use of the site should:

- enhance opportunities for views from the existing Submarine wharf;
- enhance opportunities for more intimate views of marine life along the shoreline;

- through removal of the RANTME Office (Building 3) a significant view from the cutting road is created;
- through location of a new lift tower and cliff-side access walkway significant new views can be created to enhance visitor experience;

SITE DIAGRAMS

ACCESSIBILITY



Observations - Site accessibility

- there are significant level changes throughout the site which means that there currently is not an accessible path of travel to all parts of the site;
- with the site being opened for the public, efforts are being made to provide an equitable path of access throughout the site for all visitors and workers on the site;
- the northern end of the site is currently a 'dead-end' - the new Northern Stairs will link the site back into the local context;

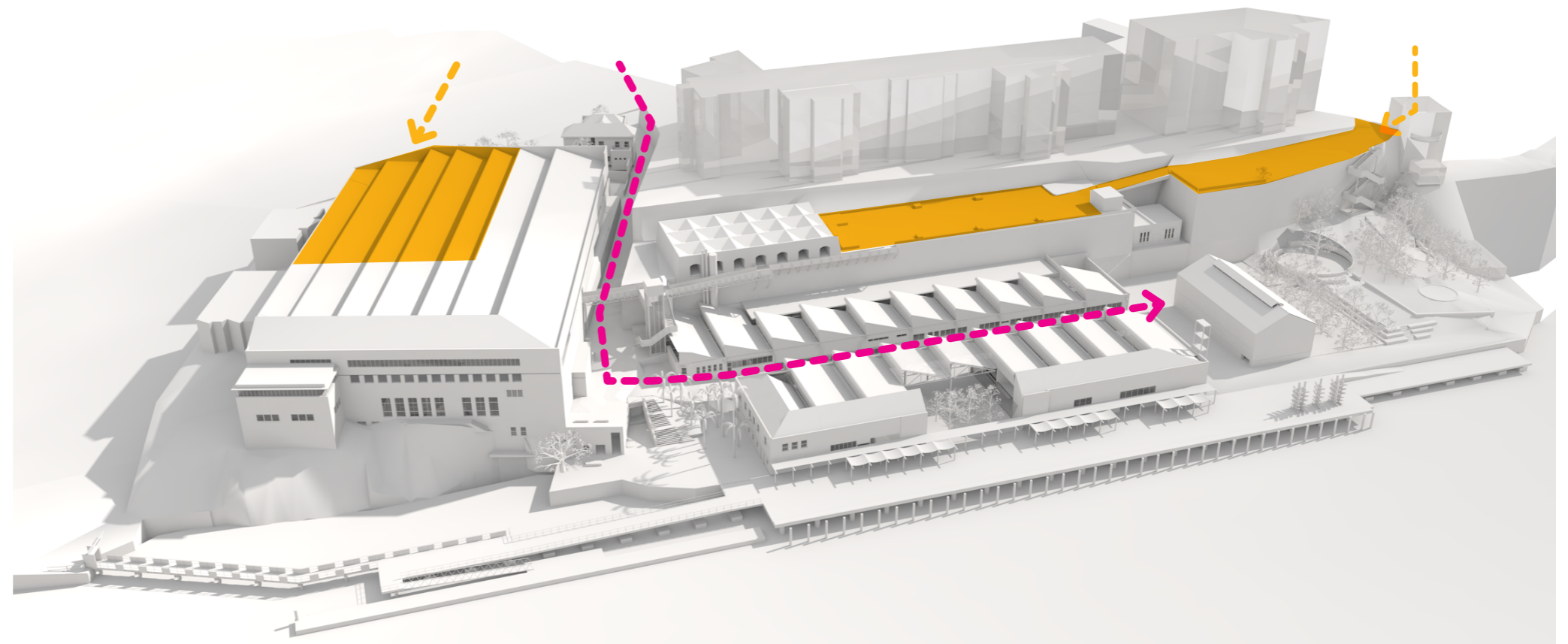
Accessibility Opportunities

- a new lift located at the southern end of the Submarine School (Building 2) will provide an accessible link to all of the major changes.
- the lift will extend from the height of the RANTME building upper level to the existing tunnel at the new Arrival Square level with a mid-stop at the base of the road cutting;

- a new on-grade pedestrian bridge is to be installed that links the RANTME building upper level to the new lift;
- an accessible path will be provided between the Upper Car park and the new lift;
- an accessible path of travel is to be created from Kesterton Park to the Arrival Square along a new bridge link and linking to the public ferry wharf;
- a stair access point be located that connects the Northern Park with the Upper Car park providing a linkage to the local neighbourhood;
- provide access to the site via water.

SITE DIAGRAMS

CAR PARKING AND VEHICLE MOVEMENTS



Observations - Car parking and vehicle movements

- the existing Upper Car Park provides parking that is best suited to regular site users and special occasions;
- however it is not ideal for first time visitor parking due to difficulty of navigation and poor legibility in relation to rest of site;
- limited on street car parking is available on High Street;
- car parking best suited to visitors can be provided within RANTME building;
- internal access roads useful for deliveries and controlled access, but have limited opportunities for parking and would compromise amenity of site if constantly used;
- reliance on public transport required.

Car parking and vehicle movements Opportunities

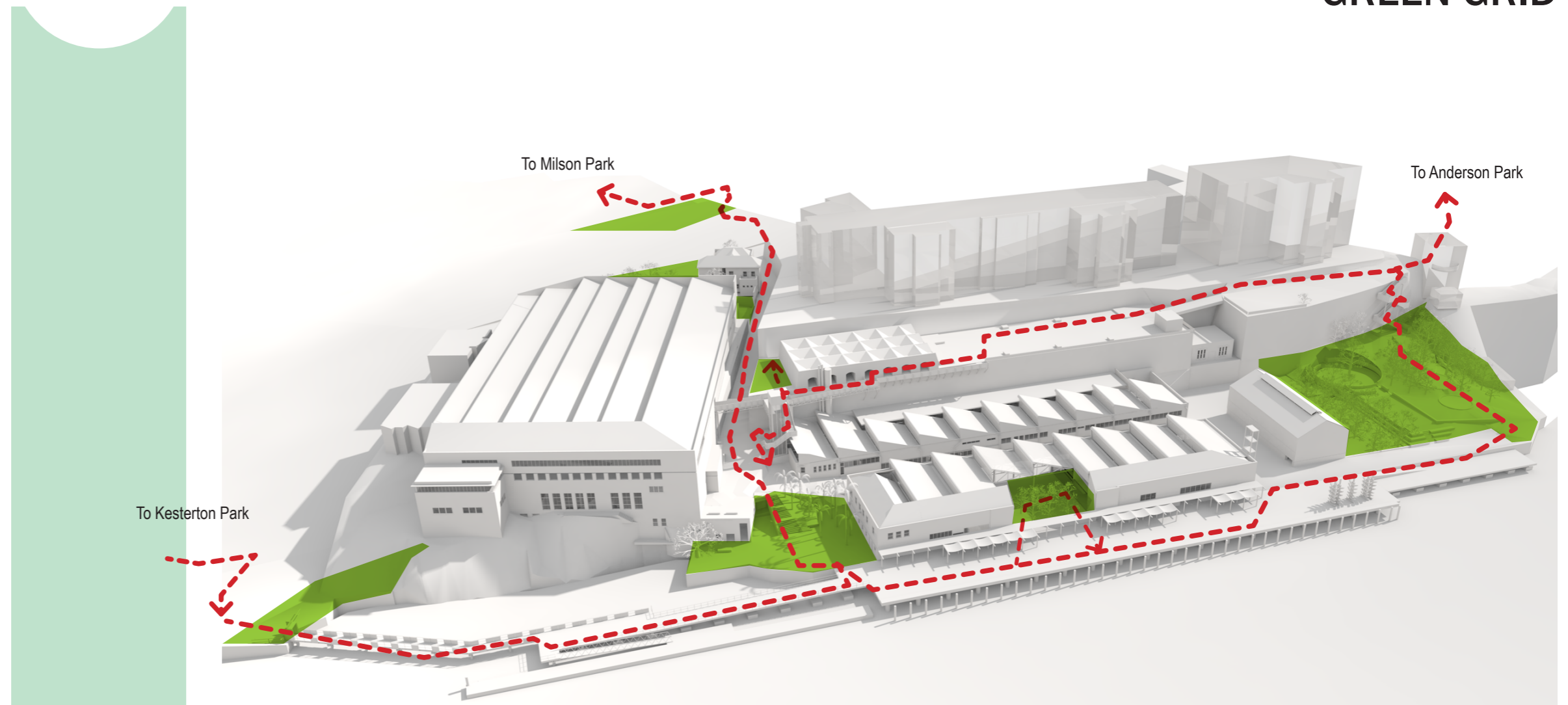
- refurbish the existing Upper Car park to formalise parking particularly for regular site users and

special occasions, upgrade lighting and fencing and introduce landscaping to reduce heat and acoustic output;

- provide accessible connection between existing Upper Car park and new lift;
- allow limited and controlled access to internal road system for deliveries, garbage collection and special occasion drop-off;
- provide casual car parking within a section of the RANTME building upper level - 25-40 carparks.

SITE DIAGRAMS

GREEN GRID



Observations - Contributing to network of publicly accessible green spaces

- there is an existing network of green public spaces within the locality such as Milson Park, Kesterton Park and Anderson Park which are linked through pedestrian and cycle routes along street and paths;
- HMAS Platypus is isolated and is currently not part of this network.

Green Grid Opportunities

- HMAS Platypus should be connected to and contribute to the Green Grid network through public spaces and linkages;
- connect the site to Kesterton Park through a new pedestrian bridge link;
- connect the new Northern Park to the locality with a new stair at the north entry to the Upper Car Park;
- encourage pedestrian access from High street entry through suitable wayfinding.

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