

# LANDSCAPE ARCHITECTURE



UNSW  
AUSTRALIA

Graduation Projects  
Landscape Architecture

Never Stand Still

Built Environment

# LECTURE 2015

It is always a pleasure to see the journeys that students take through the degree as they develop their particular interests and design language. Projects demonstrate the desire to preserve and create health, well-being and beauty in the city, for humans and for non-human nature, as the city continues to be transformed. We hope you will enjoy this brief insight into the graduating cohort's collective ambitions for the urban landscapes of the near future.

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# PROFESSOR ALEC TZANNES AM

Congratulations to the students who have completed their degree at UNSW Built Environment and now join our alumni community.

This catalogue provides a glimpse into some of the many study themes and projects you have undertaken as part of your academic experience and serves as a record of your graduation class.

We have designed your program of study to reflect advanced contemporary professional practice emphasising the development of leadership skills and innovation, ensuring that as a graduating student you have the best opportunity to be at the forefront of your chosen field of endeavour.

Now that you have graduated, our relationship evolves from student to alumnus, continuing a lifelong engagement of support and involvement (register to join the alumni community at [www.alumni.unsw.edu.au](http://www.alumni.unsw.edu.au)). As you travel the world through your career, you will meet many alumni who have become global leaders through their innovative thinking, acting as catalysts for change in all facets of the built environment professions as well as in other fields of work. As an alumnus we encourage you to keep in touch with UNSW Built Environment. We are always keen to support our graduates and publish their successes throughout our alumni network. Please email us your news and updates at [BEalumni@unsw.edu.au](mailto:BEalumni@unsw.edu.au).

We are also always grateful to our alumni who support our future students with scholarships, prizes, internships and mentoring programmes.

Should you wish to further your education, qualifications and knowledge, UNSW Built Environment Graduate School of Urbanism (AGSU) offers an extensive suite of post professional degrees. AGSU focuses on advanced qualifications in specialised interdisciplinary areas of professional practice and a suite of highly relevant research orientated programs of study. Our commitment to being the leading educators in the design and delivery of more liveable, sustainable cities has underpinned the creation of the AGSU.

As a professional, I also invite you to join our LinkedIn group (UNSW Built Environment) where you will be able to keep in touch and network with your peers, other professionals and UNSW Built Environment.

I wish you a successful and rewarding career.

Professor Alec Tzannes AM  
Dean, UNSW Built Environment



# CATHERINE EVANS

## DISCIPLINE DIRECTOR

Once again, our Year 4 Landscape Architecture students have engaged in a year-long design project which immersed them in the next wave of challenges for the practice of landscape architecture. This year our focus was the Bays Precinct, a 174 hectare site in Sydney which includes 3 bays, the iconic Sydney Fish Markets, the White Bay Power Station, Glebe Island, Wentworth Park and the Rozelle Rail Yards.

In semester 1, Libby Gallagher, supported by tutors Michael Harris and Rob Harper, led the urban landscape design studio in which students explored visionary and innovative approaches to the redevelopment of the entire Bays Precinct. Students worked in teams as they considered how these urban bays and the adjacent lands could be transformed into vibrant urban precincts, and at the same time respond intelligently and creatively to extreme climatic events such as including flooding, storm surge, heat waves and drought. In the process, students were challenged to address the appropriate mix and density of land use, to improve access to land and water, and to establish new infrastructures of transport, open space and civic functions. Katrina Simon convened the studio in second semester, supported by Michael Harris, Jason Cuffe, Jessica Hodge, and Saul Deane to develop individual and site specific design propositions. The work presented in this catalogue includes both the group and individual projects.

This was a particularly inspirational year for the Year 4 Landscape Architecture students. With several other studios in the faculty investigating the Bays Precinct, including the second and third landscape year students, we enjoyed a great sense of camaraderie on campus. In April, we spurred the 3rd and 4th year students on with a one-day a charrette. We welcomed Chris Reed of STOSS Landscape Urbanism from Boston, who provoked us with his insights about ecology and the design process. In October, five groups of Year 4 students made submissions to the Australian Institute of Landscape Architects Student Design Competition, with one group making it to the top three shortlisted projects. Several Year 4 students travelled to AILA conference, where the competition results were announced. Also in October, just as students were finalising their individual design proposals, NSW Urban Growth released its own plans for the Bays Precinct. As part of this process, and as a great finale to the year, another selection of Year 4 projects was featured at an Industry Briefing held by Urban Growth.

My warmest congratulations to the 2015 Bachelor of Landscape Architecture Graduands on their achievements, most particularly on the work represented in this catalogue. Best wishes as you begin the next phase of your career as a landscape architect.



# MESSAGE FROM THE COURSE CONVENORS

**Dr Libby Gallagher**

Lecturer, Convenor Urban Landscape Design Studio, Semester 1

**Dr Katrina Simon**

Senior Lecturer, Convenor Graduating Studio, Semester 2

The design studios in the final year of the Bachelor of Landscape Architecture cover a wide range of challenges and opportunities. The first semester requires students to work collaboratively in groups to propose strategic interventions in a large, complex urban setting, while the second semester studio requires an individual focus on a chosen site within the semester 1 group project. Design work in both semesters is augmented by studies on major themes in contemporary landscape architecture, on key design precedents, and on innovative methods of design research.

Each of the projects introduced in this catalogue is thus grounded in a body of collective and individual design thinking, and ambition for the urban landscapes of the future city. Each project draws on this ambition in a unique way, in order to find opportunities for landscape architecture to continue to play a significant role in shaping major urban infrastructures. This year's site, the Bays Precinct, adjacent to Sydney's CBD and harbour, is a particularly rich source of possibility and inspiration for landscape architectural design.

It is always a pleasure to see the journeys that students take through the degree as they develop their particular interests and design language. This year, projects have tackled large themes such as the future effects of climate change, the loss of landscape and industrial heritage, the effects of ecological stress in urban ecosystems and the impacts of social dislocation. Projects also demonstrate the desire to preserve and create health, well-being and beauty in the city, for humans and for non-human nature, as the city continues to be transformed. We hope you will enjoy this brief insight into the graduating cohort's collective ambitions for the urban landscapes of the near future.

A black background with white topographic contour lines. The lines are irregular and wavy, representing terrain elevation. Some lines are solid, while others are dashed, indicating different levels or features. The overall effect is that of a technical drawing or map.

BACHELOR  
OF LANDSCAPE  
ARCHITECTURE  
FINAL YEAR  
PROJECTS

# CONNECTIONS / GRIDS / CUTS

Group members: Dean Hagar, Chris O'Brien, Allison Sainty, Melody Willis

Connections/Cuts/Grids is a design strategy driven by our desire to create connections through cuts and grids.

The idea of 'connections' hinged off the three heritage items (Glebe Island Bridge, Glebe Island Silos, and White Bay Power Station) bringing scale, drama and historical complexity. A line can be drawn between these three places, creating a site-wide connection.

Further responding to the heritage items, the link between them transforms into a pedestrian and public transport 'cut', with a second cut allowing for the large urban park and responding to the connection between the Glebe Island Silos and wider city beyond.

The 'grid' of urban form is at the heart of our project; a driver for character, connections, complexity and vibrancy of the streets and lanes which act as a home for everyday social connections.

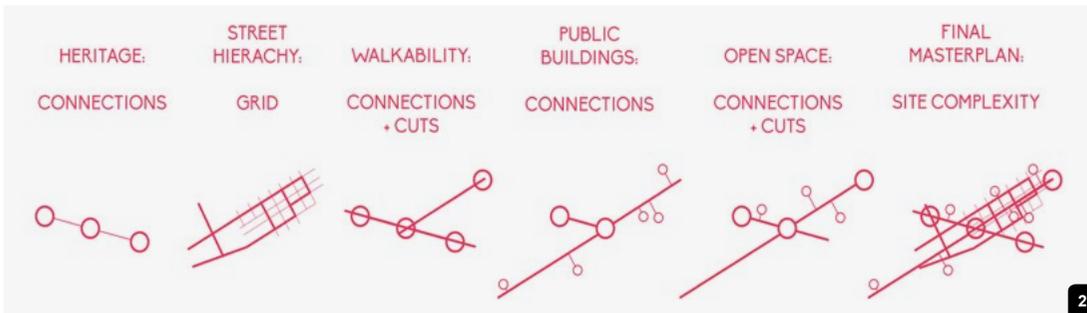
Connections/Cuts/Grids provides a liveable urban neighbourhood with a mix of residential, retail, commercial and industrial uses supporting the new and broader community. A density of 6,500 new residential dwellings is proposed. We viewed the inclusion of public and social facilities as essential to support the new community and include large open green spaces, public plazas, waterfront spaces and swimming zones, a K-12 school, town hall and event space, library, art gallery and a youth centre and skate bowl. Climate change initiatives are also embedded throughout the site, the largest of which being a concentrated solar plant and research facility expected to provide enough energy to power the entire urban development.

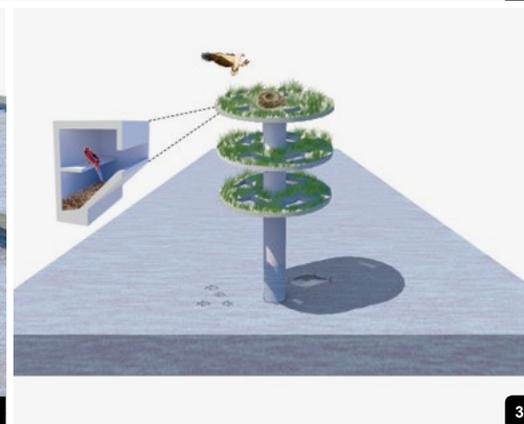
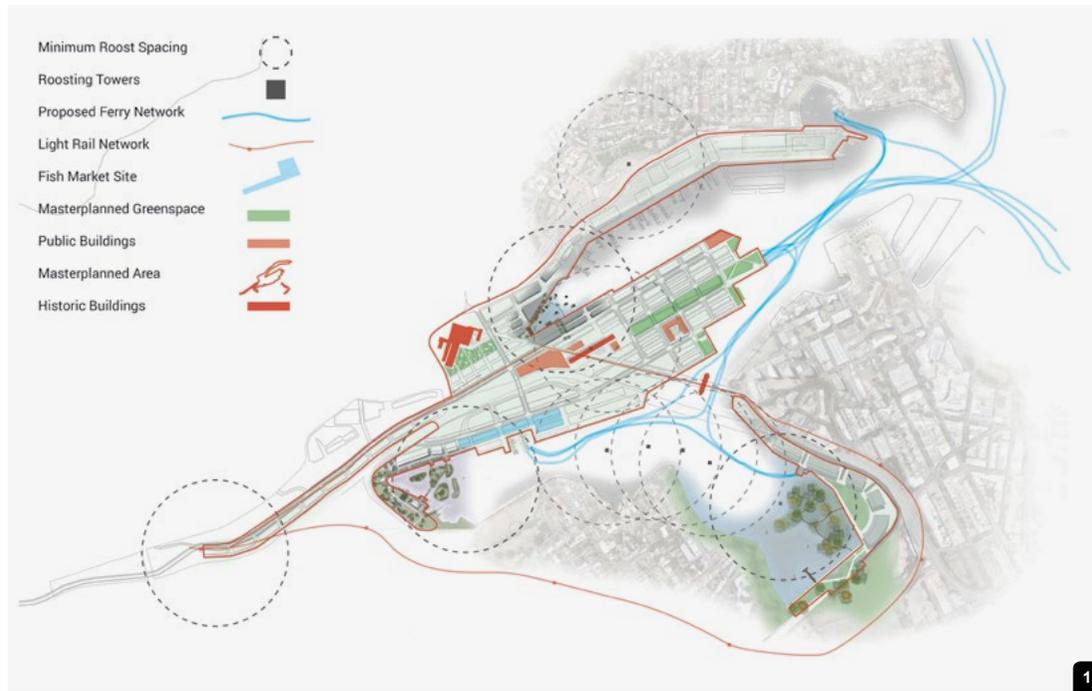
The Bays Precinct is an exceptional opportunity, with our design proposal not only responding to our key moves, but also providing a unique response to the brief: housing, jobs, public transport, working port, walkable neighbourhoods, social facilities and civic spaces which reflect the scale of the iconic landmarks, and distinctive harbour location. Urban life has come to the Bays.

Tutor: Katrina Simon + Tutorial Team

Pictured:

1. White Bay Power Station and Plaza
2. Design analysis diagrams
3. Glebe Island detailed masterplan





## Avian Archipelago

This project establishes a waterfront ecological landscape in each of the three bays across the Bays Precinct that will address the creation and management of a novel ecosystem designed around the White-Bellied Sea Eagle and the Pied Oystercatcher. It will promote both a new ecology as well as human interaction and recreation within it.

On a macro scale the project acts as not only a missing link for dwindling bird habitats in a geographic sense, but also in a formative one. With approximately 50% of Sydney's Harbour waters channelised the implementation of large, new inter-tidal zones is a key requirement for bird species security heading into the future. The two chosen species are chosen as indicator species, at either end of the food chain. They are able to indicate larger issues in the ecosystem, from the loss of crustacean health and availability in our water ways, to the decline of smaller and mid-sized prey species in the food web.

The legacy issues inherent in the Bays Precinct are such that a traditional ecological remediation is no longer possible for the site. Rather than employing ecological historicism this project proposes the creation of a novel ecosystem for the Precinct, that simultaneously provides a meaningful social landscape. This approach, coupled with an intense personal interest in integrating the 'natural' into everyday human experience, is aiming to create a synthesis between post-industrial ecologies and the evolving urban fabric within which they sit.

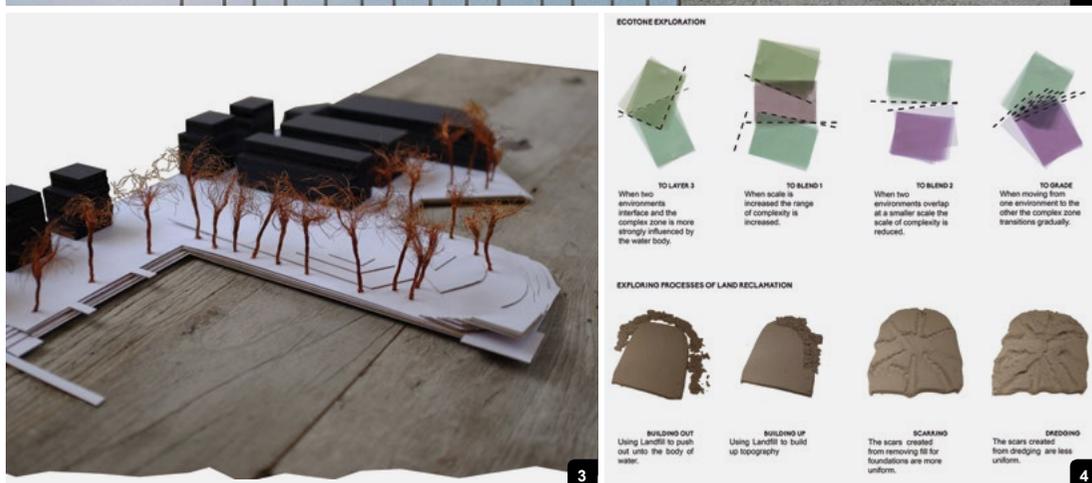
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Tutor: Katrina Simon + Tutorial Team

### Pictured

1. Contextual relationship of the Three Bays
2. Recreation and Research Hub
3. Bird Tower morphology
4. Section across islands to Bird Tower



## The Harbour Edge is the Centre: Bay vs. Point

In Sydney, points and bays are significant urban monuments. While they have significantly different qualities and cultural associations, at present, the urban foreshore has few places where these different qualities have translated to a variation in active user experience. This project explores the relationship between the point and the bay, focusing on the balance required between them to activate the complexity of these transitional zones and allow for greater user interaction with the harbour.

Creating a vibrant recreational waterfront in White Bay and Glebe Island Peninsula, the project re-theorises the of the public realm and the sea edge at these two locations, unlocking the harbour edge, including it as part of our valuable public space network.

Focusing on the introspective qualities of the bay, the waterfront at White Bay is inspired by self-reflection. Industrial layers are peeled back to reveal break out spaces for passive recreation, time out and harbour swimming. The focus is on the individual and our connections to the iconic heritage elements within The Bays Precinct.

Glebe Island represents the inverse of White Bay. Playing upon the heritage of our continual process of changing shorelines the point extends boldly out into the harbour. The land has been pushed up, providing direct view corridors and transport connections to the wider landmarks of Sydney.

Individually, they present a unique experience and exciting opportunity for public space within The Bays Precinct; together they represent the future of harbour access and recreation with Sydney Harbour.

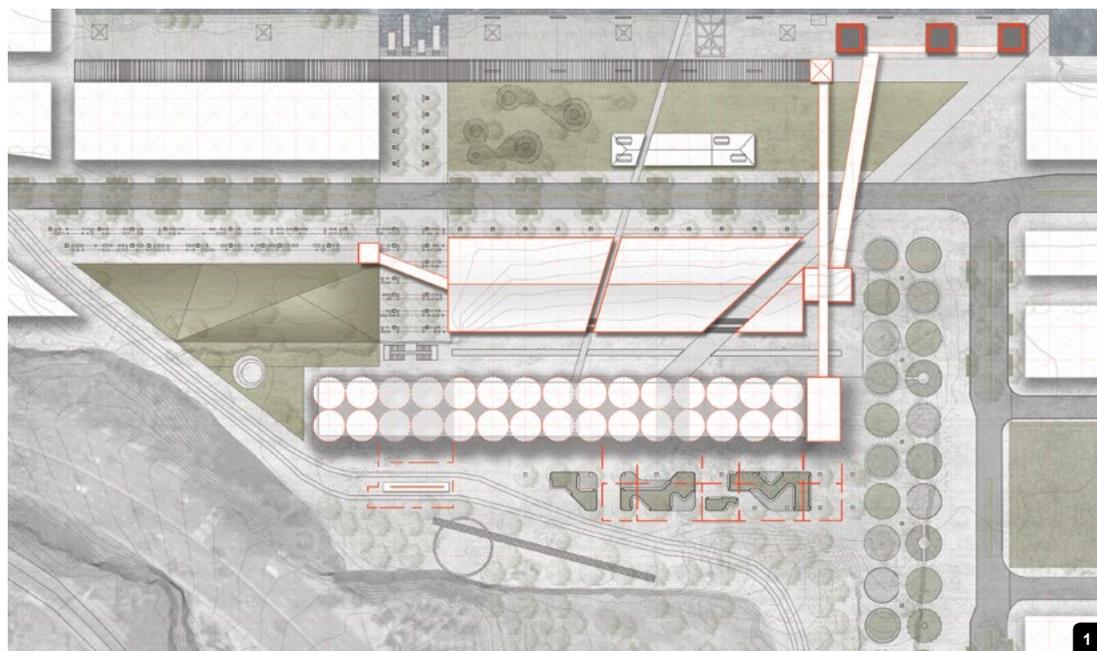
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Tutor: Katrina Simon + Tutorial Team

### Pictured

1. Model – White Bay
2. White Bay Bathes swimming structure
3. Model – Glebe Island Point
4. Design experiments – Ecotone, Interlock and Land Reclamation



1

## Forgotten Industry, Future Form

Industrial structures are often seen as less worthy of heritage status, though for Glebe Island in particular, industry was critical for the development of Sydney and Australia's thriving wheat trade of the 1900's. Forgotten Industry, Future Form is a project enriched by its industrial past, incorporating buildings and structures into the design of the new urban centre. Taking cues from the full range of the site's history, this project aims to answer the question: 'How can a site's past inform a new future for a place?'

The adaptation of the silos into a gallery and library takes centre stage, using its landmark status to reinforce the importance of this place in the wider landscape. A light rail stop, a new theatre, plazas and event spaces all work together to create a vibrant urban hub. A large waterfront park allows appreciation of the monolithic industrial remnants, particularly the remaining overhead structures. Finally, a structured landscape based on the location of the much larger former silos provides spaces for both passive and active uses. This space leads from the main road up towards the re-opened Glebe Island Bridge, taking in expansive views down the masterplan's urban cut park towards the city and Harbour Bridge along the way.

Forgotten Industry, Future Form is a project which not only looks to the past for inspiration, but also builds on its heritage to take this landscape into the future – providing an integrated, vibrant and dynamic urban hub for tomorrow.

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### Pictured

1. Plan of Glebe Island site
2. Digrams of design approach and strategy
3. Sectional elevation looking at waterfront
4. Sectional elevation looking at plaza

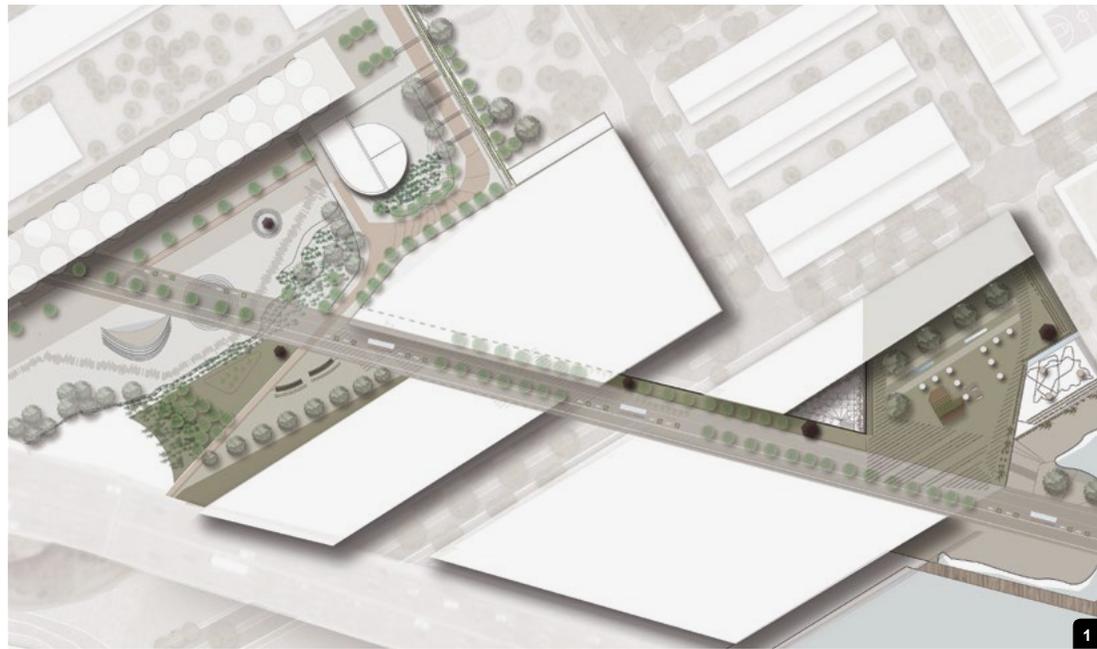


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## The Walking City

By unveiling a sequence of landscape moves along a shared path, this project reveals the Glebe Bridge approach to a proposed Silos Theatre as a sequence of landscape experiences:

### Processional Berm and Silo Forecourt

The Walking City responds by structuring the approach as landscape experiences knitted together by crossways and access points.

The Platform Park near the bridge landing is an experience of elevated outlook. Views are geared to the north-east, with the light rail line on the south edge of the path. A commercial building below negotiates the level change. A grid of heath species echoes the urban grid and aligns views to the north-east, toward Pyrmont and the Harbour Bridge.

The Processional Berm navigates proposed medium density commercial and retail district. The pathway narrows, with the light rail, bike path and pedestrian paths in parallel. The mass concrete sculptural quality of the silo is the central 'temple' for a procession of sculptural contemplation through various shaped plinths. The plinths are blank slates for a variety of public art forms – commemorative statues, modernist abstractions and ephemeral performance.

The Silo Theatre Forecourt can be viewed from above as a performance arena. Forms that echo slices of the silo curves become ramps and a small dance amphitheatre. The qualities of topographic change are emphasised by vegetation change – the strong verticality of *Agathis robusta* (Kauri Pine) on the lower level repeating the form of the silo, and *Ficus* species attached to the sandstone berm opposite.

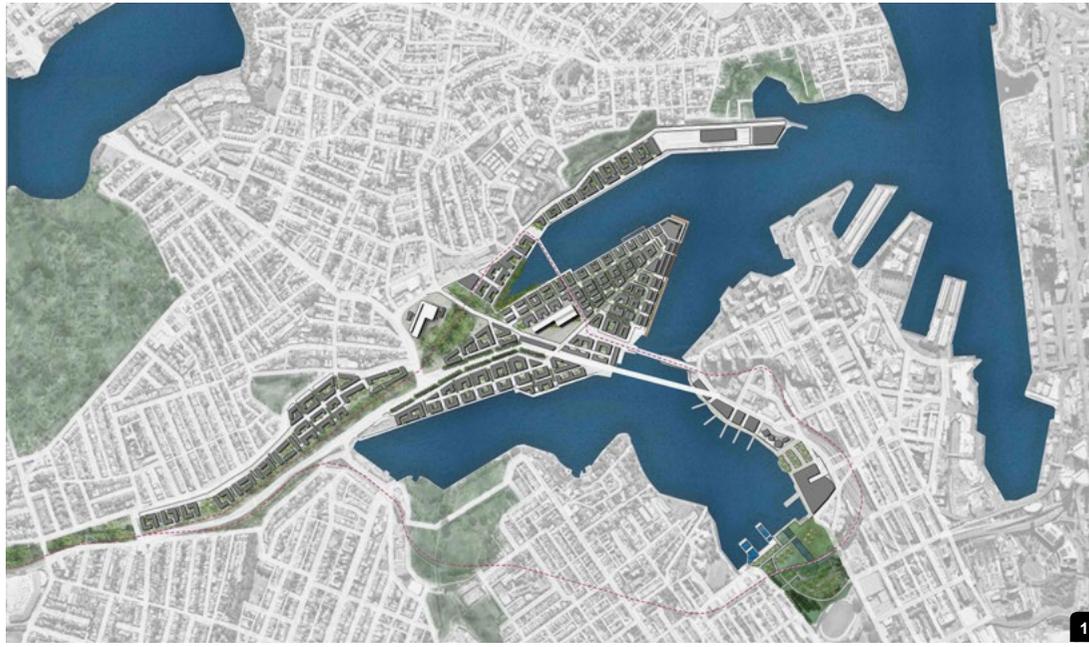
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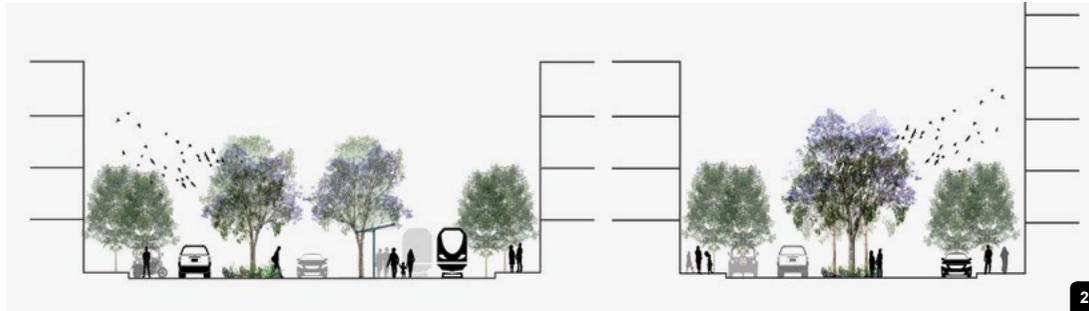
Tutor: Jason Cuffe + Tutorial Team

### Pictured

1. Walking City plan
2. Panoramic – Platform Park
3. Cinematic – The Processional Berm
4. Theatrical – Silo Theatre Forecourt



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**Group members:** Grace Rummery, Brett Nangle, Sophie Geelan, Meredith Gleeson

LAND2401 was presented with a challenge to develop a masterplan for the Bays Precinct that provides infrastructure, housing, jobs and economic and social benefits, while also being climate resilient. As a group, we developed a 'health' scheme to combat this challenge. We set out to redesign the Bays Precinct in a way that targets social, ecological and human health. This ambition infiltrated our design process and drove us to make specific design choices to create this holistic design.

Serving as the 'heart' of our design, Glebe Island combines economic and social benefits. Glebe Island consists of a mix of uses, including commercial, residential, retail, services and hospitality, alongside public access to the waters edge, plazas and civic squares.

Small pockets of retail and services are proposed throughout the masterplan in key areas to facilitate local needs. Commercial use primarily occurs along the major roads, leaving waterfronts for open space, residential and retail and hospitality developments.

The Fish Markets precinct has been expanded, creating a large market place to accommodate for regional shopping and the provision of new open spaces.

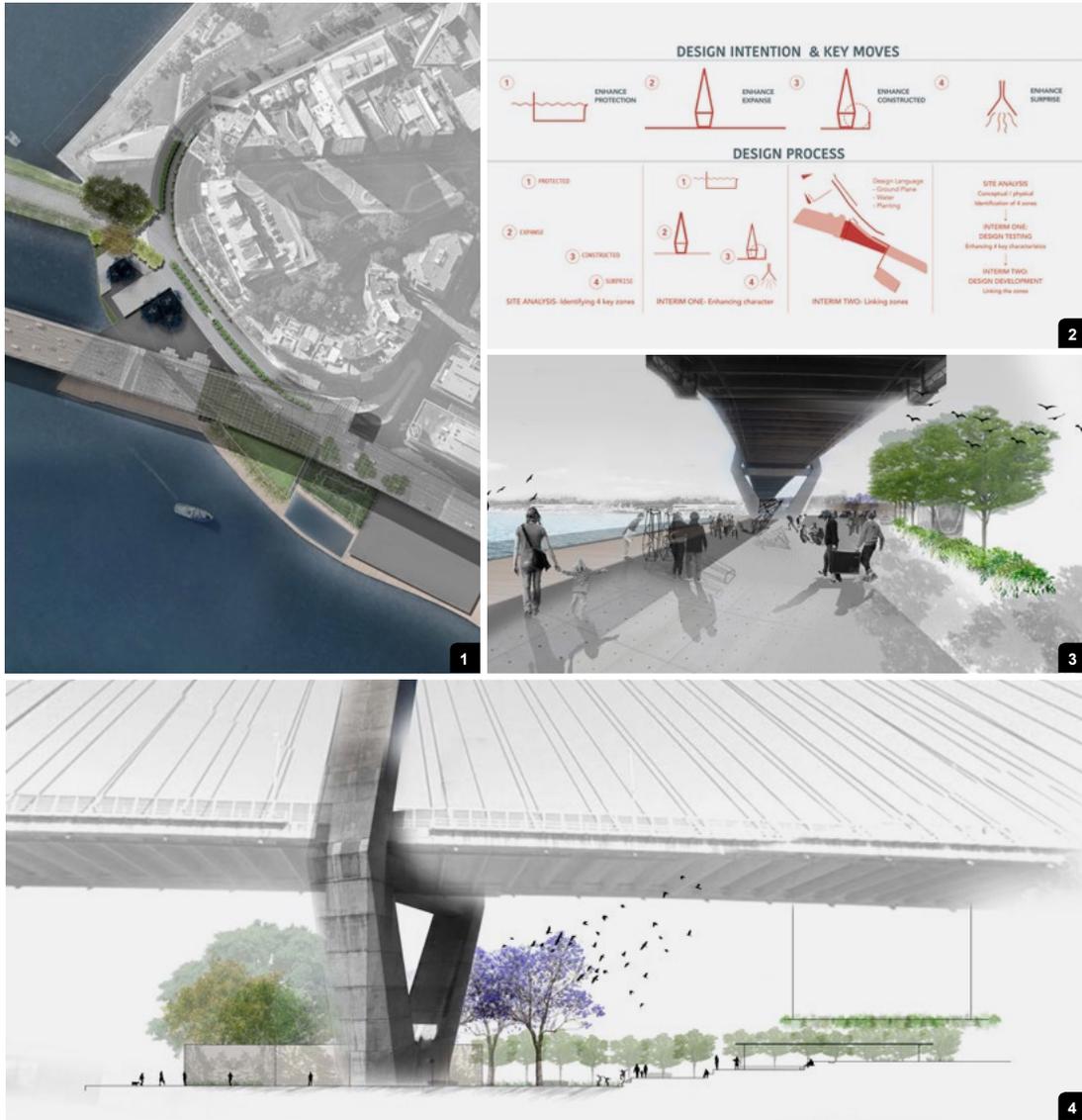
Our major transport move focuses upon extending the existing light rail from Rozelle rail yards throughout the Bays Precinct with major stops within key areas. The inclusion of ferry stops increases transport from wider Sydney, including connections to and from the CBD and West to Parramatta.

The new underwater turbines will alleviate energy consumption, allowing the cruise terminal, a high-energy reliant infrastructure, to be powered by the tide. In an attempt to relieve heat variation and urban heat effect, the provision of green spaces and increasing tree canopy allows for evapotranspiration, cooling the air and limiting hardscape elements, such as roads, to absorb heat.

**Tutor:** Libby Gallagher, Mike Harris, Rob Harper

**Pictured**

1. 'Prosperity' masterplan
2. Street sections
3. Glebe Island
4. Sketches



## Essence

Essence is a connected linear space between the reinstated Glebe Island Bridge and the proposed light industrial uses along Bank Street, which responds to the distinctive site character through embracing, enhancing and respecting existing features.

The site is explored through both a conceptual and physical lens to identify four distinctive areas of character within the linear site. I identified the essence of each area, aiming to exaggerate this feature. The next challenge was linking the four areas to create a connected linear site. This was achieved with a design plane which cuts through and connects the site, much like the Anzac Bridge overhead.

Zone One feels enclosed by the surrounding physical features such as the escarpment, built form and established existing figs. This has been enhanced through more tree planting which encloses the space overhead. Zone Two responds to the dominating scale of the Anzac Bridge pylon, which dominates the space.

Zone Three is about enclosure, and is reinforced through constructed elements such as a hanging fern roof which encloses the space overhead, while Zone Four responds to the surprise of the harbour when entering the site from Pyrmont and the pedestrian connection off Anzac Bridge. Glimpses of the harbour have been enhanced through a dense grove of trees, which frame views. Upon arrival to the harbour's edge surprise is enhanced through a interactive harbour pool. A misting system blurs the boundary, borrowing the harbour beyond.

### Contact

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Tutors: Mike Harris + Tutorial Team

### Pictured

1. Bank Street masterplan
2. Design process
3. Scale enhanced through horizontal ground plane
4. Scale area section



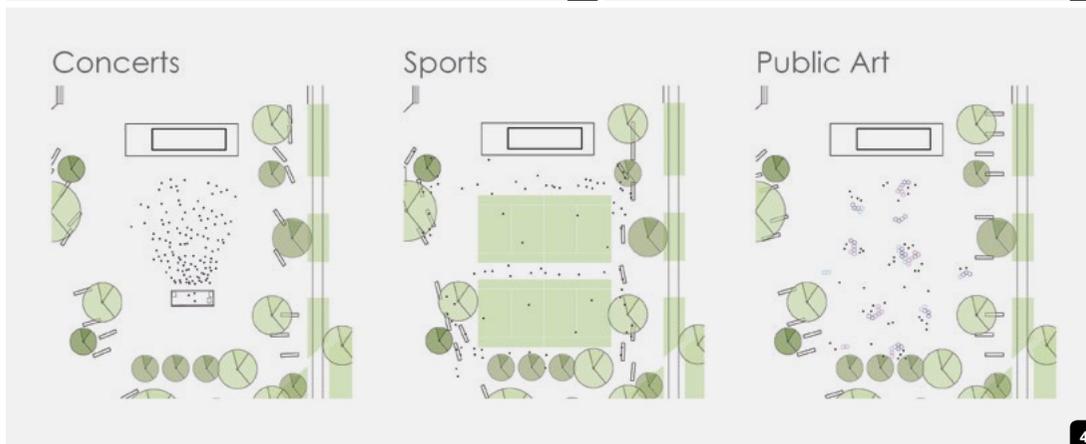
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## The Fine Grain

The aim of the Fine Grain is to design an urban node adjacent to the Glebe Silos that addresses the interactions between individuals, groups, and crowds, using grain as a conceptual driver. The outcome is an urban plaza which addresses the issues of human relationships with place and sense of community through the creation of a fine grain space. By using the concept of the fine grain as a contextual and literal design motif, an understanding of people's role in the landscape can be reviewed, tested and questioned.

The Fine Grain refers to the detailing of spaces at a human scale, the people who inhabit them, and is a direct link to the site's industrial history in the Grain Silos. The concept can be separated into three forms:

**Granular Breakdown:** Shredding, cutting, polishing, melting large objects into smaller granules.

**Crystallisation:** The process of forming an item into a grain – crystallising microscopic or miniscule elements to form a larger grain or collection of grains.

**Granular Synthesis:** The layering of a repeating or varying forms of grain upon each other in a methodological approach to create a new visual effect.

These concepts provide a framework to design, allowing the fine grain development of a plaza which is capable of adapting to a variety of user groups and their changing needs – from spaces for large events through to small intricate spaces for individuals and self-reflection.

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**Tutors:** Jason Cuffe + Tutorial Team

### Pictured

1. Masterplan
2. Crowding in alleyways
3. Celebrating the cliff edge
4. Event space fluidity



## Bank Street Habitation

Bank Street Habitation flows on from our group masterplan that targeted social, ecological and human health in an integrated and holistic way. I gained an interest in resilience and ways this could be explored and strengthened through design interventions. Ecological resilience refers to the ability of a landscape to regain equilibrium after disturbance, being able to bounce back to being a fully functioning system within an appropriate period of time. This enables the ecological systems within them to work successfully and productively and in turn, supports these systems to function in the long term and provide for future generations.

Through my design exploration, I encompassed the theoretical principles of Richard T.T.Forman and Michel Godron's Patches and Structural Components, strengthening the landscape through the application of corridors, networks, habitations and edges. This process was applied with the goal of creating a successful habitat for the Eastern Water.

Dragon, a reptile native to the Eastern coast of Sydney was once abundant but is now endangered and rarely observed throughout the local government area of the City of Sydney.

In the urban form, changing land use conditions means flora and fauna are under immense pressure to perform, so by looking at these landscapes as a platform for habitat networks, it has provided direction and resources towards the creation of a successful and ecologically resilient landscape, while creating habitats for endangered species and new urban spaces for humans.

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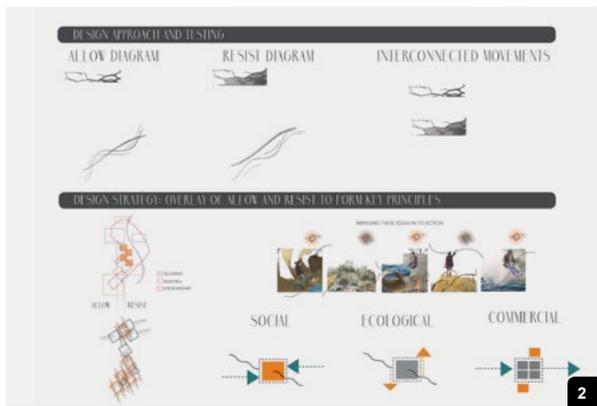
Tutor: Katrina Simon + Tutorial Team

### Pictured

1. Cross section of Habitation One
2. Cross section of Habitation Two
3. Bank Street habitation masterplan



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**A Fortified Market**

A Fortified Market challenges the understanding of pedestrian circulation by implementing a new strategy 'allowing' and 'resisting' the movement of water through spaces. The justification for using water as an element for controlling movement is based on a theory of 'Fortification'.

Bottomley and Moore's 'Fortification' theory has inspired me. Their concept that a fortress is 'the articulation of movements, the conduit of forces that then impacts us upon the way in which forces encounter each other' (Bottomley and Moore, 2007, pg176) has led to this discovery of movement and the unlocking of key circulation issues within the Sydney Fish Market Precinct. This approach has been used as a driver throughout my design process as I have begun to analyse two forms of movement within a fortified area – Allowing and Resisting.

Surrounding suburbs such as Ultimo, Glebe, Annandale, and the Sydney CBD border the Sydney Fish Market. These active suburbs have 'cast a shadow' upon this precinct that I wish to unlock and activate. Industry in the Sydney Fish Market has been consolidated by the group masterplan so the immediate borders of this site are made up of commercial and industry. The intention of this design is to 'slot' itself within the masterplan and continue the health scheme by adapting the Wentworth Park wetland system as part of this scheme.

The proposal for a waterfront park in the Sydney Fish Market Precinct is to activate the existing industrial edge and encourage connections between the surrounding urban lives.

**Contact**

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**Tutors:** Jason Cuffe + Tutorial Team

**Pictured**

- 1. A Fortified Market masterplan
- 2. Design process and investigation
- 3. The Market Space



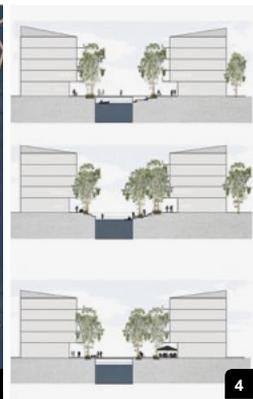
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Group members: Elizabeth Andersen, Melanie Elrington, Shen Jia, Nitzan Malifa, Georgia McDonald

Historically, water dominated much more of the foreshore of the Bays Precinct before landfill operations for port facilities took place in the 1900s. Our design poses the question: what if the harbour re-claimed some of this land? How could that inform our design? How could we weave water back into the site, and how could this water be activated?

Aqueous Living proposes an urban typology where water enters the city and the city extends into the water. We have mapped relevant catchment areas and proposed a series of swales, wetlands and reed beds to clean stormwater and urban runoff before it enters the canals of Glebe Island and Sydney Harbour. Black and grey water enters the water treatment plant in the converted historic Glebe Island Silos, completing the cycle by re-entering the harbour, helping it to remain healthy and full of marine life. Water bodies are activated through boardwalks, steps, platforms, maritime services, recreational boating and port services.

Glebe Island is our main focus area to which we introduced a series of activated canals that cut through the existing concrete apron, increasing waterfront living, reducing the urban heat island effect and referencing its former state. Edge conditions vary along the canals creating a dynamic edge, allowing for different activities and ample opportunities to interact with water. Small vessels and kayaks can travel through these canal networks. The main canal leads you to the historic White Bay Power Station, which is also the point where salt water and freshwater from across the site meet – this is celebrated throughout the precinct.

Tutor: Libby Gallagher, Mike Harris, Rob Harper

**Pictured**

1. Masterplan for the Bays Precinct
2. Overall landscape model
3. Glebe Island detail
4. Glebe Island sections
5. Glebe Island sections
6. Power Station precinct



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**Subterranean Spaces:**

**Warehouse 112 Precinct**

On the outskirts of the Bays Precinct, at the westernmost point, lies a 'left over space'. Awkward in its shape, existing conditions and site uses, and littered with household junk, dangerous items and undesirables, it represents a wasted opportunity for something truly unique.

This site is one of a series of underutilised post-industrial pockets along the former Goods Line, mysterious and secluded, which tell a story of Sydney's industrial past. These places have been left to grow wild, into a state of ruinous unprescribed glory. But how long will it be before these pockets cease to exist, swallowed up by developers, never to be released to the public?

My project proposes to reimagine, repurpose and rescue the undervalued beauty and potential of one of these pockets – Rozelle railyards – which is currently heavily degraded. Disorder in a public space creates interest and unstructured experiences, however, too much is limiting; such is the state of the tail end of Rozelle railyards. But how far will we need to reverse this level of entropy to create a usable space whilst retaining its unique post-industrial character?

Warehouse 112 Park respects the neglected and forgotten site's unique qualities, whilst addressing the existing constraint of topography and community disconnection. My design will enhance and activate this awkward leftover space whilst amplifying its subterranean nature to give it a presence within the community that it currently lacks. Small moves give presence to the existing, beautiful, less obvious qualities of the site.

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**Tutor:** Mike Harris + Tutorial Team

**Pictured**

- 1. Masterplan
- 2. Longitudinal site section
- 3. Connecting subtle site qualities
- 4. Perspective of main plaza



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## Life Along the Edges

Life Along the Edges is a landscape project that responds to the harsh edges and materiality of Glebe Island focusing on creating a linear urban waterfront along the eastern edge to be used as a dynamic public space. The intention of the design is to break down these edges to create new conditions and uses throughout the site, while allowing the limited ecologies of Sydney Harbour to grow and to allow people to interact and observe these systems along the waterfront.

The site can be broken up into three areas with three different conditions: immerse; filter, and contain/control. The first concept of immerse aims to contrast the existing harsh conditions and instead immerse people within the natural environment through a series of boardwalks surrounded by native vegetation. The second concept of filter explores the idea of filtering both people and water through the site towards the water while allowing water ecologies to thrive. The third area explores the concept of contain and control, which aims to become a destination for people as a social hub with a café and plaza space as well as a large recreational pool. It begins to explore the inverse of the ocean beyond by containing people and water within a space.

Life Along the Edges is an exploration of the possibilities of an urban waterfront in breaking down harsh urban spaces and allowing both ecologies and humans to thrive and create a activated dynamic landscape.

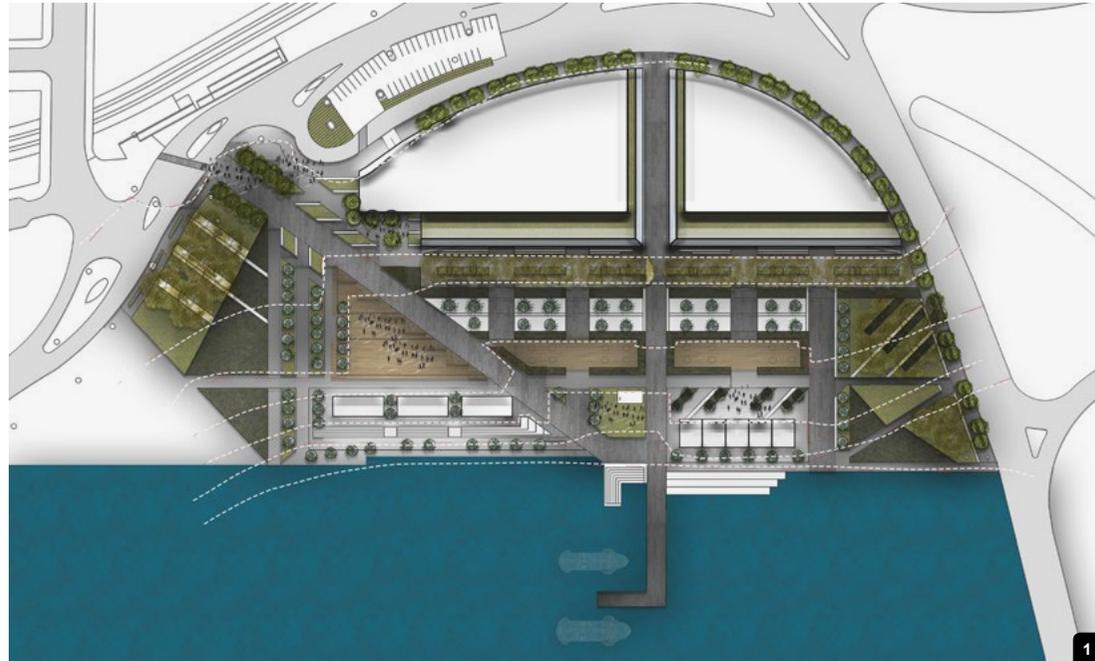
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### Pictured

1. Landscape masterplan
2. Immersed landscape
3. Sections showing different landscape conditions



## Underbridge Ecologies

This project aims to redefine the underbridge space of one of Sydney's motorways to create a new spatial connection from Pyrmont low-density neighbourhood and light rail stop to a new waterfront development on Blackwattle Bay.

The space has important potential linkages to the new development on the Blackwattle Bay waterfront, but it currently has limiting conditions such as low sunlight during day, less lighting during night, limited height of bridge ceiling, traffic noise and pollution, and also absolutely no spatial connection between light rail station to water front.

My project aims to build a new kind of public space under the roadway – one that improves the lives of local residents while introducing solar technology and design, enabling plants and trees to grow in difficult conditions. It also improves the local economy and the adjacent transit hub. It could be a dynamic public space, featuring and helping a diversity of community programming and youth activities.

Along the water front the design provide a beautiful promenade, food and beverage shops, open public viewing spaces for people to enjoy. It also includes an open and a wetland park for habitat creation.

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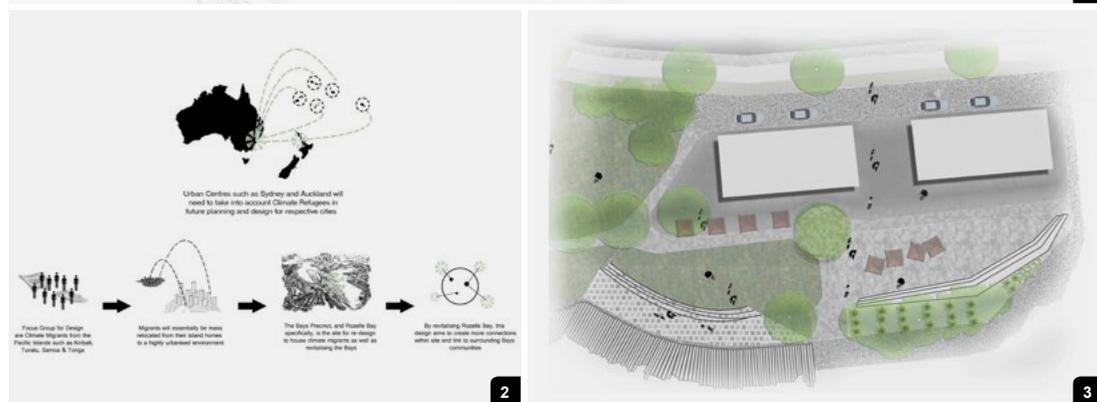
**Tutor:** Katrina Simon + Tutorial Team

### Pictured

1. Masterplan
2. Montage spatial connection pathway

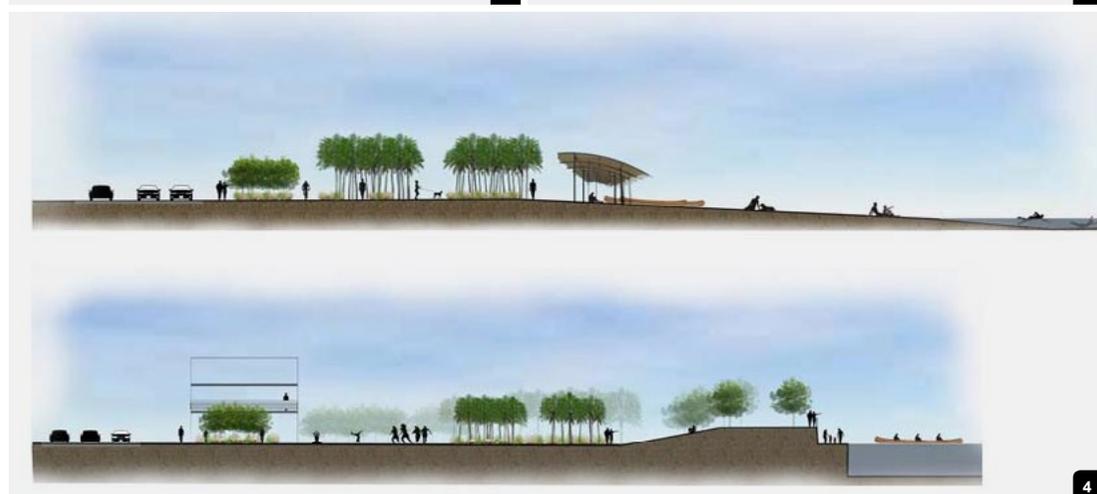


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## Relocating a Tagata Fenua

Rozelle Bay – an urban haven for pacific climate migrants

Whilst climate change has been a phenomenon brought about by the world's most developed countries, it is the least developed nations that are bearing the brunt of its effects.

Sea level rise, one such example of climate change, is a real and serious threat to our world's lowest lying coastal nations. Whilst harbour cities such as Sydney and Wellington must re-design their cities of the future with mechanisms to counter the rise of sea levels, the world's lowest lying coastal island nations must deal with the inevitability of their island homes being literally devoured by the sea.

At the rate that the sea level is currently rising, it is predicted that by 2083, the first island nations will be underwater. With a focus on our Pacific neighbours, the question is posed – where will these people be relocated?

Urban centres such as Auckland and Sydney will need to accommodate our neighbours when this event occurs. The revitalisation of the Bays Precinct is an excellent opportunity for this type of instance to be taken into account in the site's re-design.

Rozelle Bay has been chosen as the first-port-of-call for Pacific Climate Migrants to Sydney. The site will serve as a temporary residence for the migrants. Significant landscape traditions that take place in many of the Pacific Islands such as subsistence agriculture, canoeing and fishing were utilised as practices that could easily be continued in an urban site such as Rozelle Bay and were therefore used as drivers for design throughout the site.

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### Pictured

1. Masterplan
2. Process for design
3. Detail plan
4. Sections



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**Surge**

The White Bay Power Station stands largely vacant, an urban wasteland apparently devoid of life and energy, of people and activity. However, as a 'terrain vague' it offers a mix of dereliction and beauty, crusted remnants and wonderful opportunity – an opportunity to steer away from a re-development of commodification and spectacle, to one of enabling fields and indeterminacy, for the benefit of the broader community.

My vision is to bring the pulse back into the space – combine the flow of the rains, the surge of the tides, the ephemeral cycles of trees and grasses, all set against the relatively unchanging facades and niches of the remnant industrial forms and their surrounds.

The tides penetrate the bay and adjoining saltmarsh, while Balmain's stormwater is gathered in the wetland. Mounded grass slopes bring people cascading down into the site. All of this is set amongst and within the industrial remains, with expanses of cracked pavement and towering voids challenging our perceptions.

Surge re-connects the neighbourhood by drawing the surrounding environment and people into the site. There are a series of platforms extending across the landscape for active and passive use, performance or just watching. These spaces flow into and throughout the Power Station, with opportunities for a community art incubator, artisans' workshops, community conversations, performance spaces, and the freedom to just wander and explore the industrial age remnants. In restoring the landscape dynamism both the environment and people are drawn together, with some uncanny features – a mix of the familiar and the strange.

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**Tutor:** Jason Cuffe + Tutorial Team

**Pictured**

1. Boiler House and Coal Handling Shed
2. Sectional perspective of main walkway
3. Site plan
4. Principles and contextual analysis

# THE BAYS PRECINCT - HEALTH & ECOLOGY

Group members: Jia Xie, Juan Zhu, Junyi Qiu, Siyuan Zheng

Last semester, our group redesigned the Bays Precinct in White Bay. In this group project, we have addressed the ecological issues and accessibility by means of providing a continuous walkable green corridor along the foreshore line and enhancing accessibility for pedestrians and vehicles.

With regard to the ecological issues, we designed a green corridor along the foreshore line on the Glebe Island. It can provide habitat for indigenous flora and fauna in this region. In addition, we also planted large number of trees on the street to provide continuous shading area to reduce the carbon emission and urban heat island effect.

With regard to accessibility, we established a road network in the Bays Precinct to improve both vehicular accessibility and pedestrian accessibility. This road network has been linked to the artery road to provide better connection to the Balmain, Sydney CBD and western suburbs. The Glebe Bridge has been reopened to enhance the pedestrian accessibility between Glebe Island and Fish Market.

We have also specifically designed the silo area in Glebe Island and the Cruise Terminal area in Balmain. For the silo site, we established a new light rail station to enhance the accessibility of public transport. In addition, a public plaza has been designed in this area with different spatial qualities to provide diverse visual experience to the visitors. For the terminal site, we have focused on the accessibility between Balmain and Cruise Terminal. We have designed different link methods for both vehicular access and pedestrian access.

Tutor: Mike Harris + Tutorial Team

## Pictured

1. Glebe Island detailed masterplan
2. Cruise Terminal detailed masterplan
3. Glebe Island Commercial Street montage
4. Cruise Terminal linear garden montage



## Rozelle Rail Yard Wetland Park

### Water sensitive urban design and biodiversity resilience

This design for a new linear wetland park in the Rozelle Rail Yard of Bays Precinct addresses the issues of storm water, biodiversity resilience and accessibility, by means of providing a wetland system for storm water collection and recycling, creating open spaces for human activities, restoring eco-system and wildlife habitat, and improving accessibility between Lilyfield and Bays Precinct.

With regard to the storm water issue, water sensitive urban design (WSUD) has been applied in the design concept. A constructed wetland system will be developed in this site. This wetland system can significantly reduce the flooding issue in this area and improve the storm water quality. The recycled storm water will be used for irrigation purposes for the urban farm located at the east side of this site.

With regard to biodiversity resilience, this site provides a large habitat for local flora and fauna species. The diversified environments in this wetland park, such as the waterbody, woodland and macrophyte areas, can provide habitat for variety of local flora and fauna species. Furthermore, only indigenous vegetation species will be planted in this site to avoid bio-invasion.

With regard to accessibility, a large area of green open space will be provided in this site for human activities, such as recreational activities, sports and exercise. In addition, this project also establishes a walkable green corridor between the Iron Cove and the Rozelle Bay, and provides better accessibility between different waterfronts in Lilyfield.

### Contact

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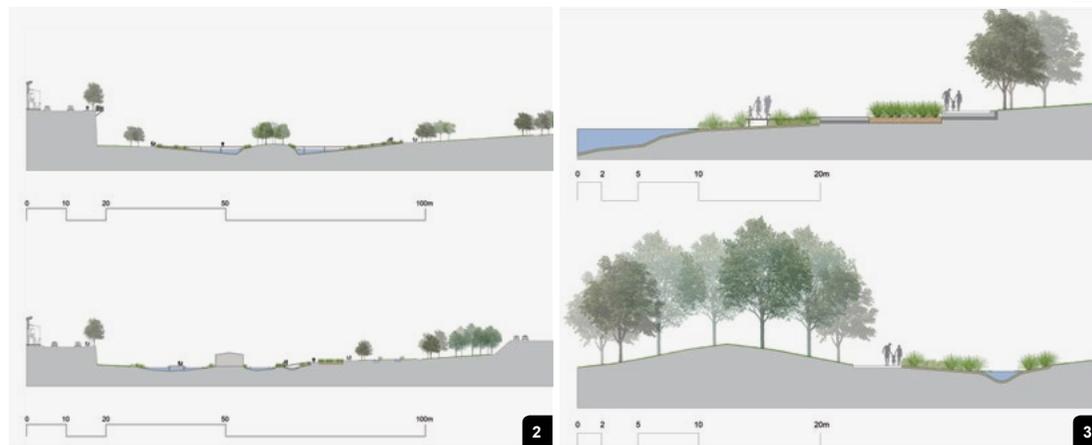
Tutor: Mike Harris + Tutorial Team

### Pictured

1. Wetland structure plan
2. Cross site sections
3. Water edge detailed sections
4. Wetland montage



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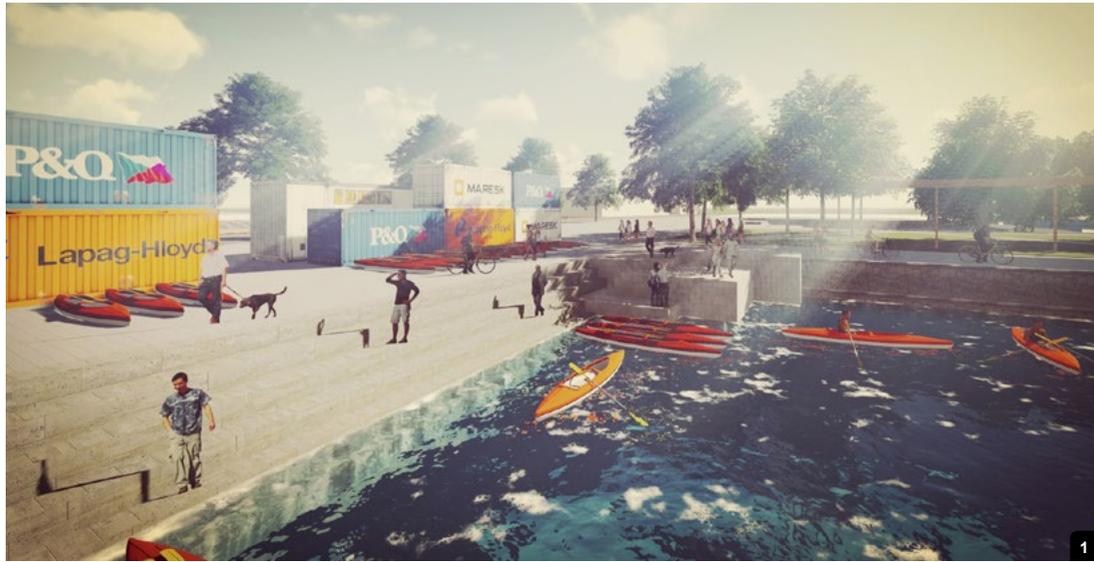


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## Threshold to Harbour

Sydney Harbour's foreshore is one of the city's great treasures. The redevelopment of the Bays Precinct enables this to be further extended.

This site is located at Southeast of Blackwattle Bay. Including Wentworth Park, this place used to be a wetland and would probably have had mangroves in the inter-tidal areas. After the infilling Blackwattle cove, it became a wharf for industrial use. Now this place has become abandoned and full of unwelcome fences and shipping containers.

The biggest opportunity related to this site is its location. It is surrounded by Glebe High School and foreshore walk, Wentworth Park, Fish Market and Blackwattle Bay, which means there are different user groups coming here. However, currently these four destinations don't connect with each other. Therefore, my design is focused on connectivity, redesigning this wharf into a waterfront park, creating thresholds to the harbour, and also connecting the park to the bay and the school to the market. These connections are overlaid with the ecological and industrial history of the site.

The foreshore edge is broken up with terraced block modules, giving people different experiences of the water. The extended pier, with a tower landmark at the end, vertically connects to the proposed light rail station on Wentworth Park. There are lots of programs happening on the wharf to attract people to come in, and an urban trail directly connecting with the school and the market. This design creates a vital new link in the harbour foreshore walkway.

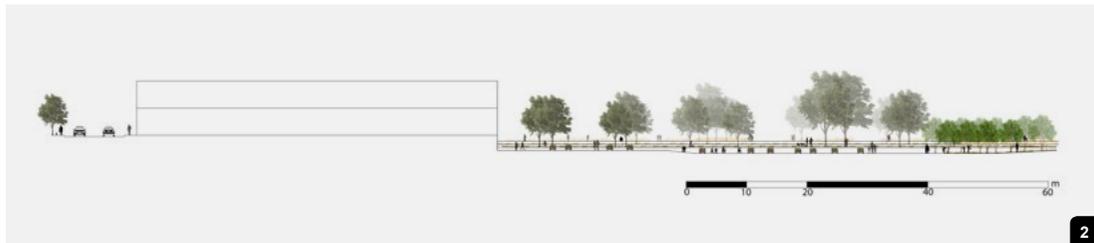
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### Pictured

1. Kayaking spot
2. Masterplan
3. Section AA
4. Section BB



## The Foodscape

How can a 'foodscape' create a local environmental education infrastructure and connect and organise surrounding neighbourhood through the creation of farmland, infrastructure and landscape? The selected site is a vacant area in between Balmain and a proposed new neighbourhood area. The existing features of site mainly reflect its land use type, topographic characteristic and vegetation coverage. The masterplan design in semester one was focused on the themes of health and ecology. Therefore, through the practice of ecological landscape design, this design will focus on urban regeneration through urban agricultural landscape design.

The design has four parts. These are a community garden, poultry area, and terrace farm and combination landscape. In order to respect the existing site conditions, the design retains the existing cliff to form better spatial qualities and give people different walking experiences in the site, and the demolished contours makes site more walkable. The community garden area provides different sizes of plots for different people's needs, such as group plot, individual plot, family plot and mini plot. The poultry area is to provide fresh eggs and poultry waste can provide fertiliser. The terrace farm is another type of typology in the site. This landform not only provides more spaces for agriculture but also provides a direct pathway from the high to low area. The combination landscape responds to the existing site landform and the seasonal restriction of agriculture. Therefore people who are living around can visit site anytime. In conclusion, this project not only creates an urban farm but also an urban park for the surrounding community.

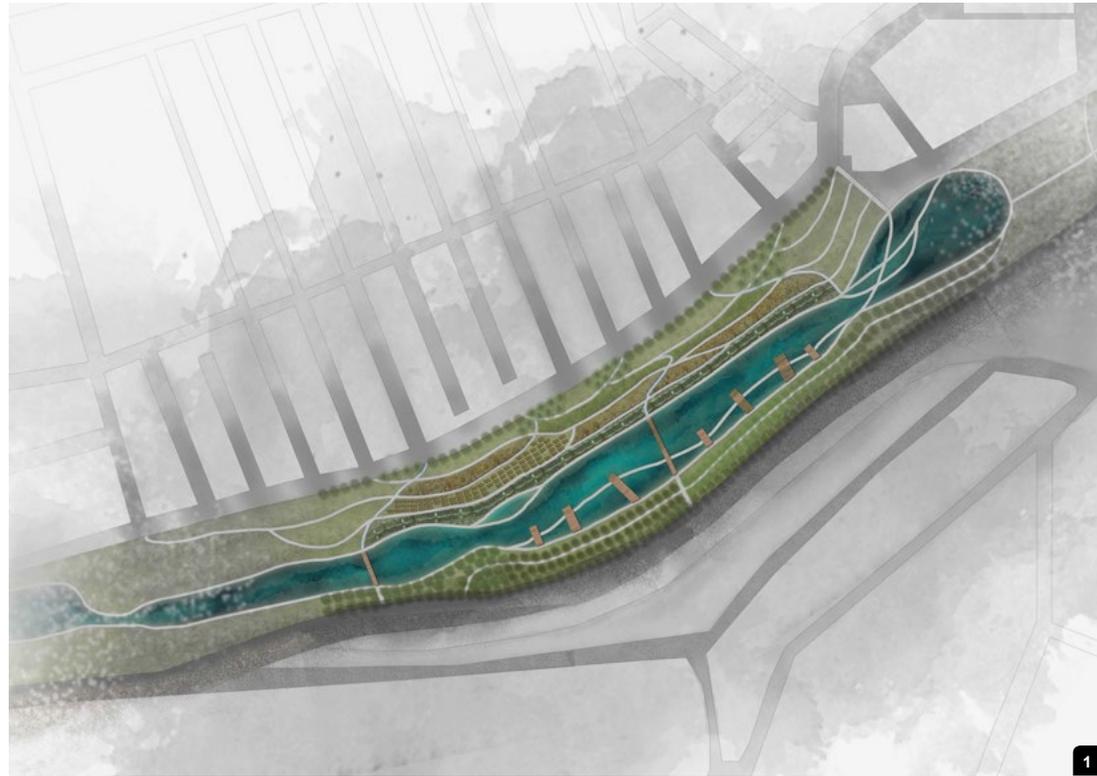
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### Pictured

1. Site masterplan
2. Public space section
3. Escarpment section
4. Terrace section



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## Agricultural Transition

This project focuses on designing for climate resilience in response to climate crises, in particular the topics of water and food production. The Rozelle Railyards site is currently a transitional area with poor connectivity. The design aims to provide food and improve water efficiency for surrounding areas. The existing topography enables water accumulation from Rozelle residents and natural sources. The site is organised as a series of transition zones from wetland to urban agriculture, and creating lots of opportunities to develop future programming.

The proposed site is regarded as the Rozelle backyards with self-sufficient hydrological systems that can encourage connection and programming between surrounding areas to celebrate food and the relationship with human activities. The organisation of the design is divided into two parts called food from water and food above the ground. The whole process is concentrated on water systems to improve water quality and quantity, recycling and reusing the water, as well as on food production that maximise food output, improve selection of crops and soil conditions, promote multiple types of agriculture and enhance commercial social and activities.

The main source water is treated from the highest level through sand, stone, grass and ground equipment for collection, cleaning, filtration and irrigation. Water from the wetland will be collected for aquatic planting cultivation and fishing. Then, after treatment, agriculture above the ground will recycle that water to irrigate vegetation. This project is designed to combine the floating wetland and urban agriculture together by water systems, programming and human activities. Developing transitions through different forms of agriculture can also create transitions of water, and of human experience.

### Contact

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Tutor: Jason Cuffe + Tutorial Team

### Pictured

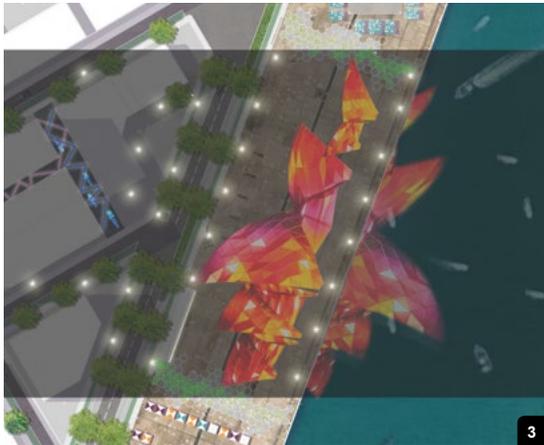
1. Masterplan of agricultural transition
2. Montage of floating wetland
3. Section BB
4. Section AA



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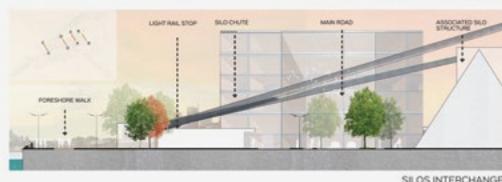
STREETSCAPE



GLEBE ISLAND APRON



POWER STATION SQUARE



SILOS INTERCHANGE

4

Group members: Grace Hunt, Clare O'Brien, Brinlee Pickering, Michele Williams

Our vision for the Bays Precinct is a place where the engines of society are in motion around us. Where you can see the dynamics of a working city in your own liveable neighbourhood. Previously playing a major role in the heavy industries and port workings of Sydney, the Bays is a rich landscape dramatically altered to accommodate its evolving use. Our approach to the Bays was to create an urban Masterplan characterised by acceptance of existing industrial workings, remnant features, dramatically altered natural conditions, and the unique character its layered past has created. It is a carbon neutral, walkable and connected neighbourhood.

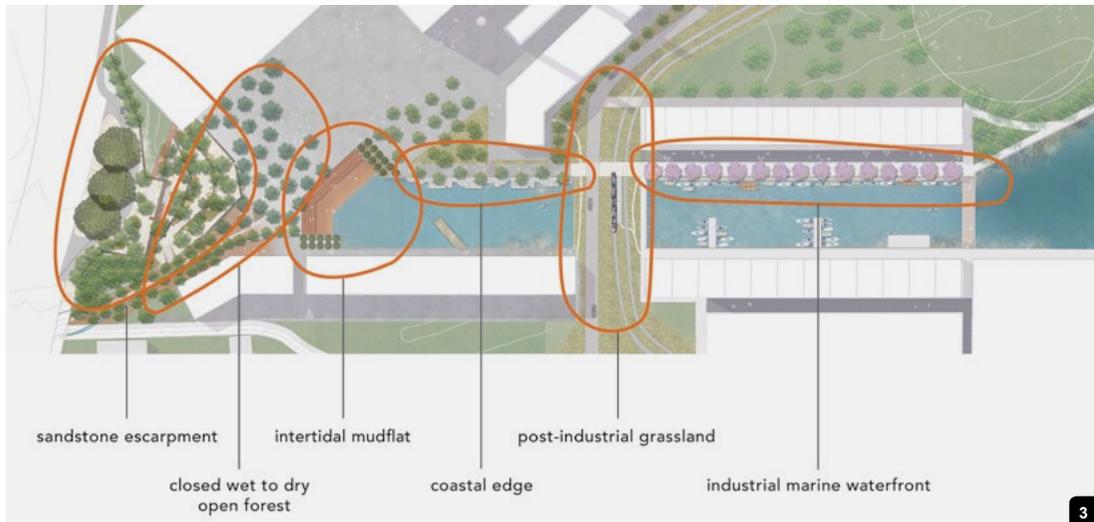
We recognise that industry and residential use do not traditionally go side by side but we propose a new way of living where both workers and residents accommodate each other. When people can see how clothes are made and where their energy is produced, they are more likely to make sustainable choices and consume less. The Bays offer a variety of moments that celebrate the interaction between people and industry, creating a new social fabric that facilitates transparency of activity, experienced on every street.

Key principles guiding our design include celebrating the harbour and its industrial and maritime uses, framing significant vistas, preserving deep port assets for potential unforeseen future uses, promoting employment, supporting smaller scale industries, providing 40% affordable housing, generating renewable energy through biomass and solar power, increasing connectivity and public transport, and remaining sensitive to local character and context.

Tutor: Libby Gallagher, Mike Harris, Rob Harper

**Pictured**

1. Silos Interchange perspective
2. White Bay and Glebe Island masterplan
3. Programming opportunities: sports and cultural events
4. Sections



## A Nature Connection

### Biophilia and a landscape story

A Nature Connection is a linear public space from Victoria Rd at the White Bay Cultural Centre to the harbour edge that tells a landscape story through the lens of biophilia. The conceptual theory of 'biophilia', 'love of life, or living systems' (E. Fromm 1964) has informed my approach by the value humans obtain from interacting with, and being exposed to natural elements and environments.

Whether innate or learned, this relationship generates a myriad of benefits including improved, health, wellbeing, and cognitive function. Local landscape typologies, past and present, have been applied, resulting in a highly varied sequence of experiences. They reflect a gradient from more dramatic, immersive naturalistic environments to a reflection of the more industrial and human relationship with nature at the harbour edge.

Arrival at the proposed White Bay Cultural Centre and Biomass Plant (the repurposed Power Station) at Victoria Road occurs at a Sandstone Escarpment typology – an immersive environment of natural trees, low shrubs and sandstone rocks. A 'daylighted' stream comes through from the Rozelle Railyards into a forest of Melaleucas, opening to widely spaced *Eucalyptus salignas* into the public square at the forecourt of the Power Station. An intertidal mudflat interpretation cradles the end of a vast canal that acts as an axis to the harbour. A coastal grassland along the canal gives way to a long stretch of marine waterfront, with boating activity, showing the relationship of humans to water and manipulated land in The Bays Precinct.

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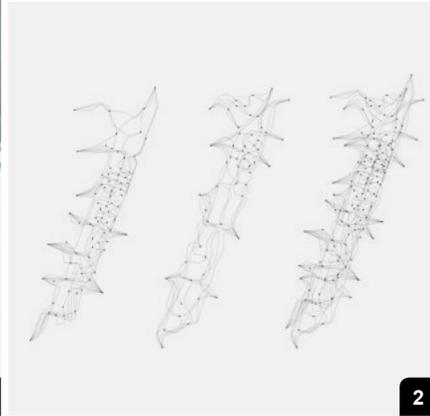
Tutors: Katrina Simon + Tutorial Team

### Pictured

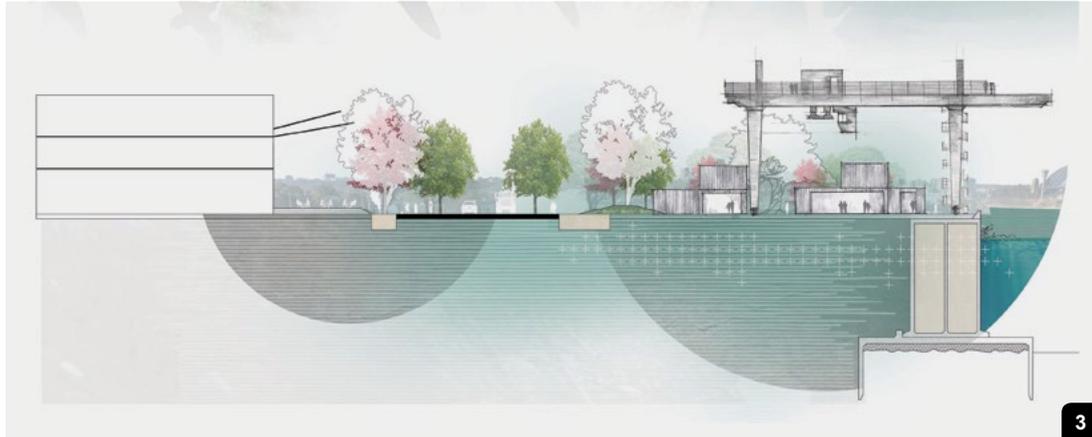
1. Perspective from escarpment to city
2. Section through spine west to east
3. Interpreted landscape typology experiences



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## Lines in the Sand

Lines in the Sand creates a new social fabric through the relationship between public domain and a working maritime port on Sydney's Harbour, creating a richer landscape of complexity through sensitive design approaches and careful layering.

The design philosophy for the group urban masterplan for the Bays Precinct in Semester 1, 2015 sought to establish a place where the engines of society are in motion around us, where you can see the dynamics of a working city in your own liveable neighbourhood. Previously playing a major role in the heavy industries and port workings of Sydney, the Bays is a rich landscape dramatically altered to accommodate its evolving uses.

Moving forward with these concepts the deep port on the eastern edge of Glebe Island is a vital cog in the workings of the city and should be retained for current maritime uses and future assets. This site is also a large strip of waterfront property that should be freely accessed by the public and could contribute to a wider context as a continuous foreshore pedestrian link to the city.

This design concept integrates four key factors; community, wayfinding, planting and permeability. Instilling these attributes provides a complex overlay of public life while being considerate of the frictions of maritime industries.

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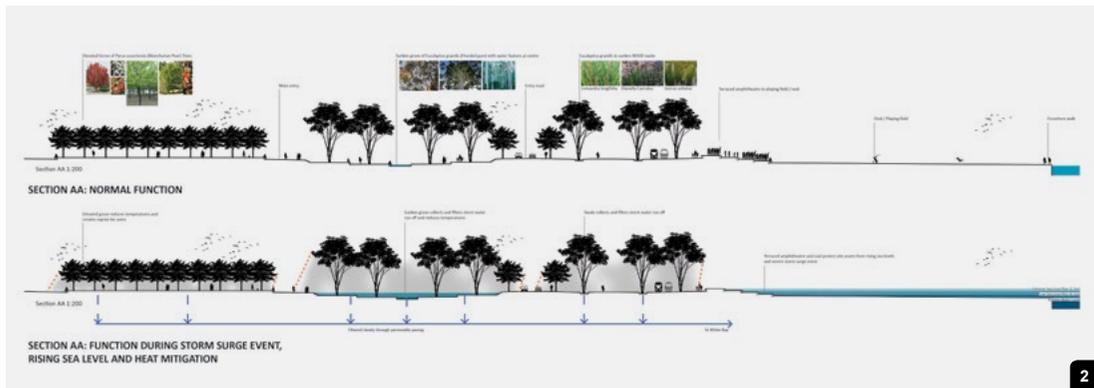
**Tutors:** Katrina Simon + Tutorial Team

### Pictured

1. Glebe Island Apron masterplan
2. Industry and public life complexities
3. Detailed plan and section



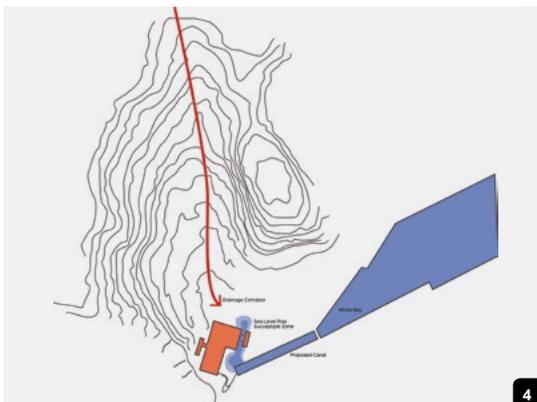
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**Inundate**

Inundate is an urban precinct which adapts to climatic pressures, raises awareness of the issue at the human scale and creates a range of opportunities for people to interact. The premise for Inundate is based on research undertaken in Semester 1 into the role of landscape architecture in mitigating and adapting to the effects of climate change.

The urban precinct is located in the area surrounding the White Bay Power Station and addresses the need to adapt to three climatic extremes that are the result of anthropocentric climate change:

1. Rising sea levels
2. Increasing temperatures
3. More frequent and intense storm surge and rainfall events

This ambition has been achieved through a design solution in which five key spaces adapt to these climatic pressures, protect valuable assets on site from inundation and provide a variety of different user experiences.

1. Entry Grove – Reduces temperatures, creates a distinct entry experience, collects and filters storm water run off.
2. Terraced Oval – Inundates during sea level and storm surge events protecting the White Bay Power Station.
3. Terraced Canal – Floods during sea level and storm surge events protecting the White Bay Power Station.
4. Public Square – Porous paving collects and filters storm water and a large grove reduces temperatures and strengthens way finding.
5. Concrete Apron – Reduces temperatures, collects and filters storm water.

At the human scale colour, planting, gradation and materiality have been implemented to raise awareness of the broader global issue in a distinctive way.

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**Tutor:** Mike Harris + Tutorial Team

**Pictured**

1. Masterplan
2. Inundation sections
3. Flooding diagram
4. Hydraulic analysis

Group members: Le Van Tan Quyen, Yijun Jia, Daniel Spicer, Lachlan McNab

The Bays Precinct comprises of 94 hectares of waterfront connected by four bays west of Darling Harbour.

Our concept for the Bays Precinct Urban Currents provides an urban design solution that tackles principles of introducing urban vibrancy, celebrating waterfront edges as resilient and adaptable water systems and maintaining the industrial characteristics and spatial qualities.

The idea of urban vibrancy was introduced by design strategies including pedestrianised street network, affordable housing concept and mixed use development at street level. The urban grain demonstrates the relationship of built-forms and private/public open space networks enriching the quality of urban life.

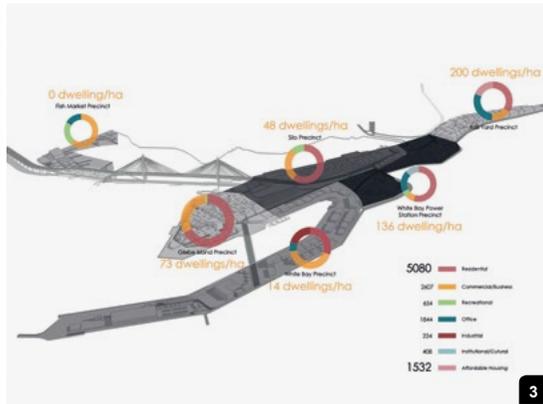
Influenced by current foreshore conditions and climate change issues, our design offers a resilient water system that creates a spectrum of human experiences adapting to the 100-year flood perspective.

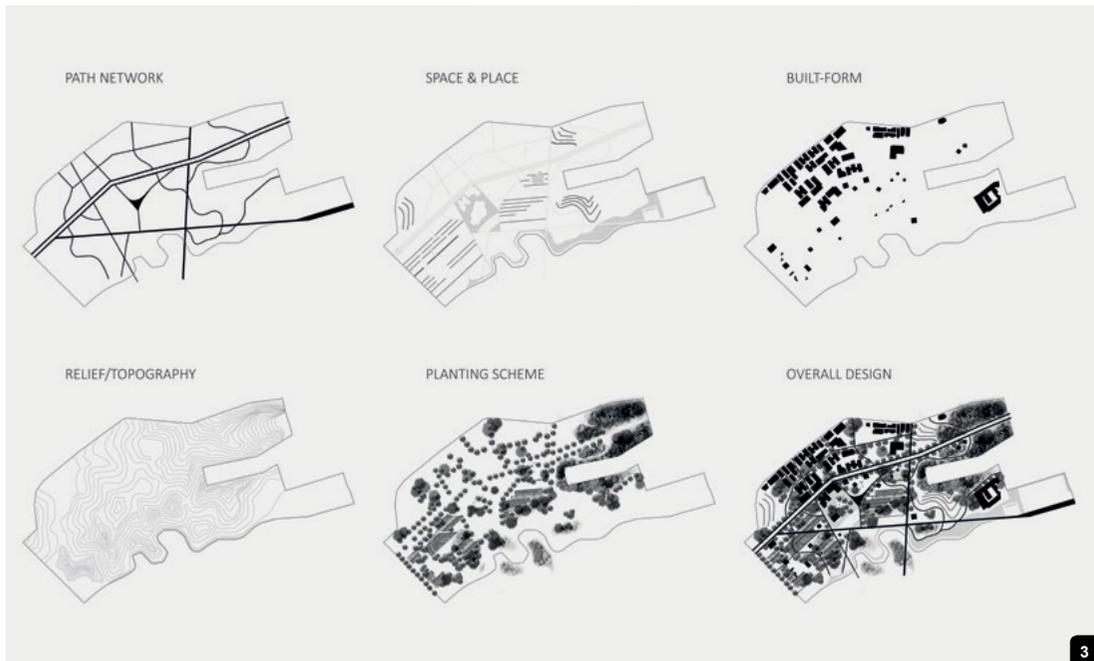
Retrofitting the post-industrial and historical landmarks, our design aim is to retain the existing industrial precinct, while celebrating the public engagement to create a revitalised cultural identity.

Tutors: Libby Gallagher, Mike Harris, Rob Harper

**Pictured**

1. Proposed masterplan
2. Fish Market perspective
3. Urban dwelling statistics
4. Urban grain transect





## The Adaptive Basin – Reframing Rozelle Bay

The Adaptive Basin is a reclamation and transformation of a former industrial site into a regional recreational park integrated with substantial urban developments in Rozelle Bay, Sydney, Australia. The site area of 14 ha includes the entire Rozelle Bay waterfront and its foreshore and will mark the starting point for a unique urban community, built according to the spatial qualities of the landscape conditions.

The design aim is to tackle tremendous urban and environmental issues by utilising natural processes as a facilitator for urbanisation. It includes unlocking the site through massive infrastructure changes, manipulating landform with optimised drainage system and water catchment, controlling the growth of proposal urban residential blocks while generating a unique vibrant living landscape and introducing Rozelle Waterfront Foreshore as a riverine destination as well as an ecological catalyst across the network of Sydney Foreshore. These processes constitute adaptive strategies that demand modifications not only in the physical and ecological system, but also in the social-cultural system to accommodate the future impacts.

In term of site water management, the proposal of Adaptive Basin introduces an advanced detention/retention basin with five water system typologies: collect, use, hold, flow and drain. Here, the CSO (Combined Sewage Overflows) outfall and stormwater would be captured and reused in order to not only develop healthier strategies for urban community, but also to envision sustainable landscape types such as an incubating soft-scape ecological estuary habitat and adaptive waterfront edge to respond to future flooding perspectives.

### Contact

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Tutors: Jason Cuffe + Tutorial Team

### Pictured

1. Proposed masterplan of Rozelle Bay
2. Experiencing the adaptive basin
3. Design breakdown diagram



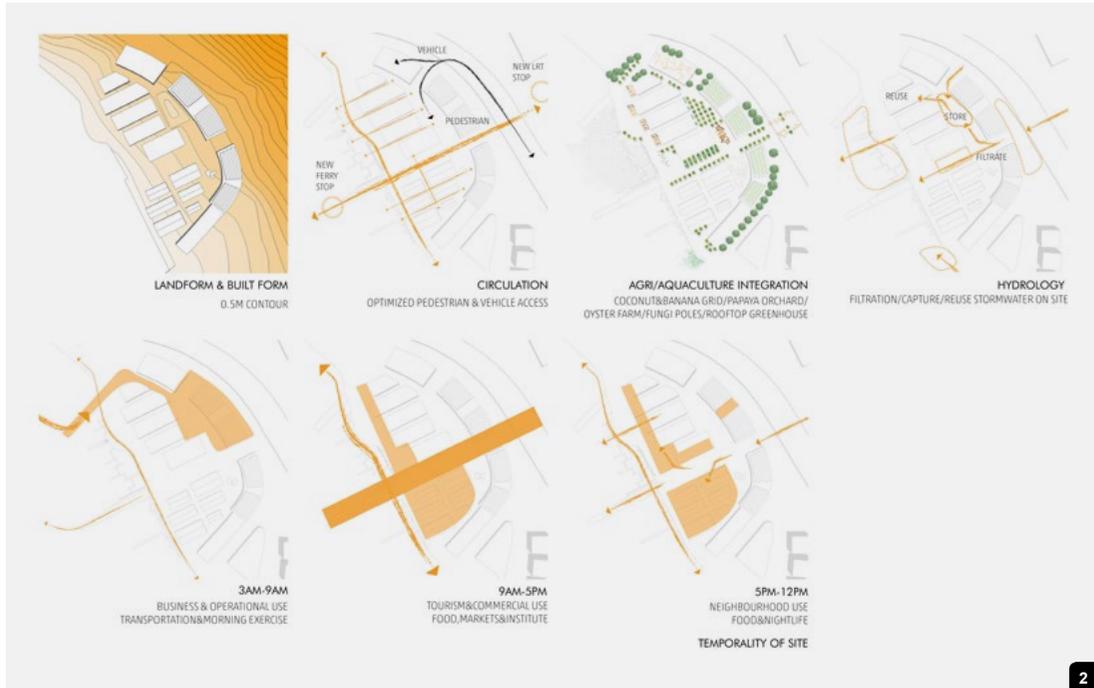
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## Prolific Agora

Not only nearly 50% of the greenhouse gas emission comes from the global food production system but also food ignorance has been revealed to be an issue in urban areas. This project aims to redevelop Sydney Fish Market Precinct into a vigorous productive foreshore marketplace to reconnect people with and through food. The new design will address the user conflicts and insufficient civic interaction of the current disconnected site, by means of seamless integration of urban agriculture & aquaculture and enriched site programs to bring vibrancy to this featured working harbour.

The central spine that extends from Gipps St, with new LRT stop at its start and ferry stop in its end, is established to entice people into the site and to link Sydney's CBD to the waterfront. Various interactions will be enjoyed through unique visual and spatial encounters into different agriculture & aquaculture typologies. Distinctive marketplace experiences and food-related activities are offered across the site according to the temporality of site use and seasonality of agri/aquaculture, thus optimising the dynamism of the site.

The hybrid of food production, market experience and waterfront open space offers a paradigm approach which promotes agri/aquaculture's fusion with urban development and bridges the distance between human and food. It sets out the benchmark for the Bays Precinct to harness the opportunity to integrate agri/aquaculture into urbanity and to harvest a new lifestyle that refines and celebrates the remarkable identity of Sydney.



2

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### Pictured

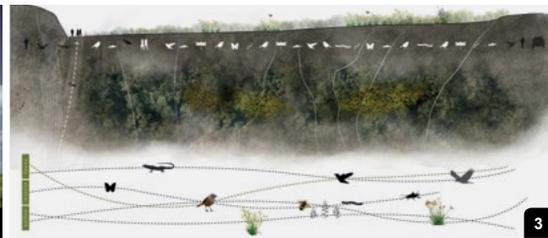
1. Masterplan
2. Post-design analysis diagrams



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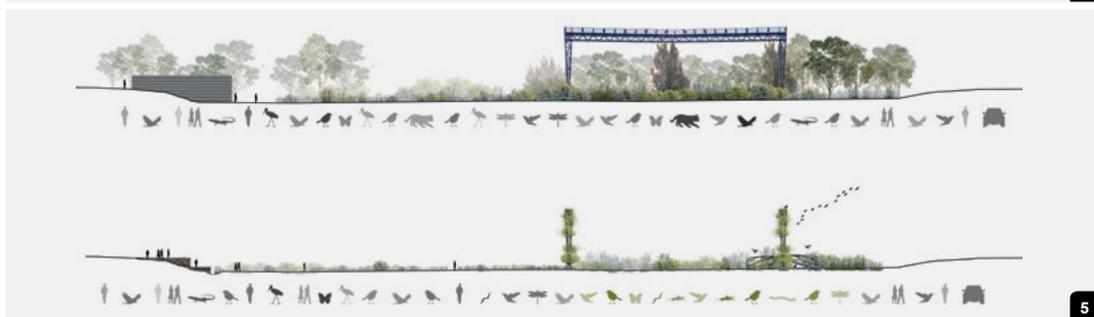
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## Connection [re]Conception

As the world is rapidly becoming urbanised, natural ecologies and habitats are either pushed to the edges of cities or wiped out completely. The Rozelle rail yards within the Bays Precinct is a stone's throw away from where blue wrens currently reside in Glebe, and are on the brink of being endangered.

Within the past 50 years, the local blue wrens (*Malurus cyaneus*) have lost most of their natural habitats due to urban developments, anthropogenic threats to their safety and the failure to integrate wildlife corridors within the city fabric.

Existing wildlife corridors have been faced with threats to their eco-thresholds, as anthropogenic intrusions, such as major arterial roads, fragment this once continuous habitat link. We need to incorporate human activity sensitively that will engage compassionately and harmoniously within our broad scale ecosystem.

If we are to protect Australia's native biodiversity, we must reconceptualise the importance of wildlife connections. We need Connection [re] Conception.

As a response to habitat defragmentation, Connection [re]Conception proposes a sanctuary suitable for the blue wrens amongst the endemic emergent ecology in the Rozelle rail yards.

Incorporating a wildlife corridor in the Rozelle rail yards will facilitate safe wildlife movement, protection of the blue wrens from anthropogenic factors and ultimately improve the biodiversity and ecosystem of the Bays Precinct and the surrounding region.

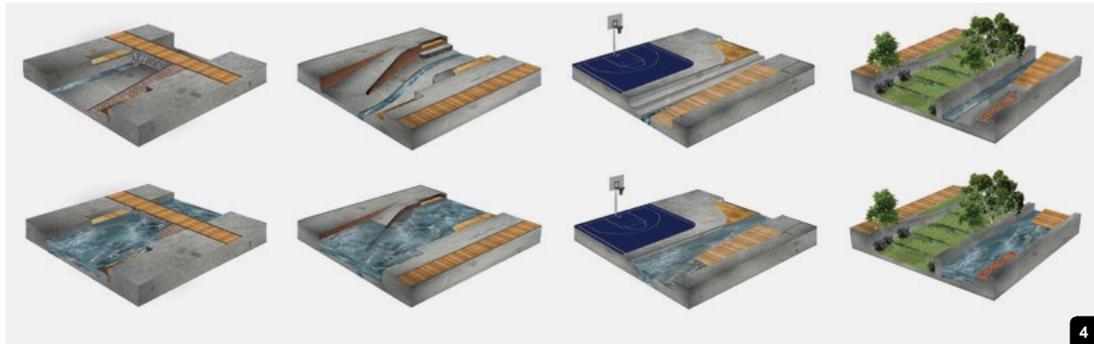
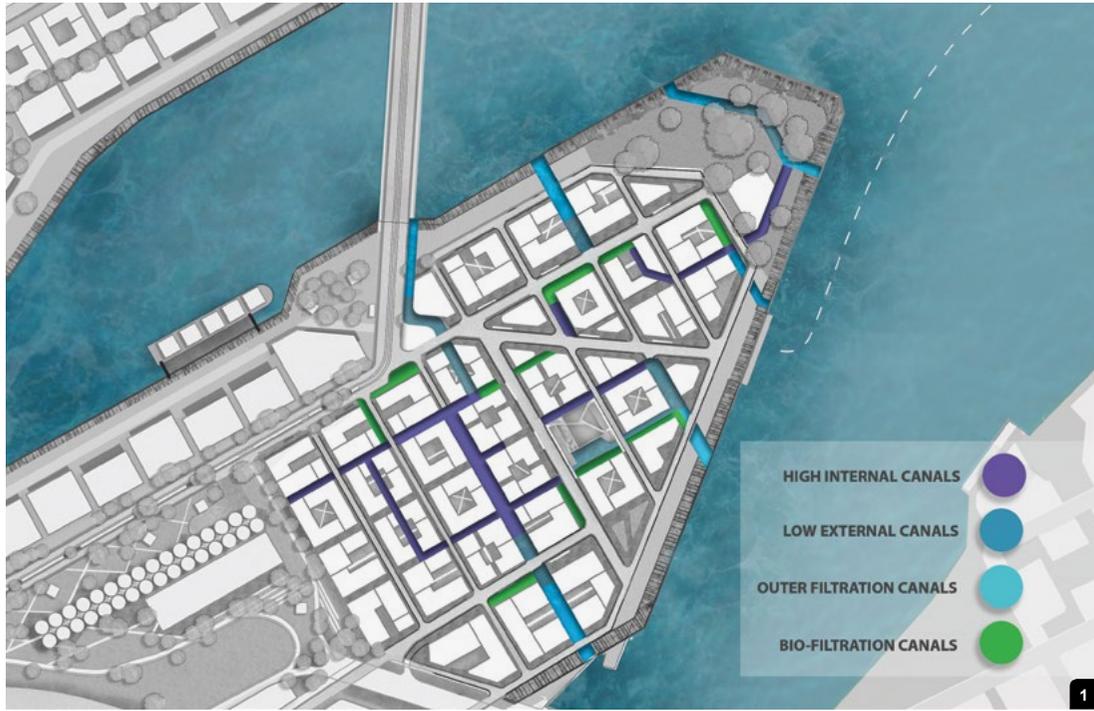
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Tutors: Mike Harris + Tutorial Team

### Pictured

1. Main pedestrian entrance
2. Wildlife corridor transect
3. Blue Wren habitat integrated into the landscape
4. Landform used to pull intrigue beyond the veil
5. Existing landscape contrasted with proposed wildlife corridor



## Urban Currents

Urban Currents revolves around the process of tides. The fascination with the concept evolved from the study of pedestrian activity within cities. The fluctuating 'tides' of residents and workers had significant effect on the use and programming of the city landscape. However, these landscapes were almost totally disconnected from the natural cycles of their context. In Sydney's case, the harbour landscape, which is so dominating of the area's character, had very few opportunities to be engaged with by residents and workers. The water and its tides are often suppressed behind sea walls.

Urban Currents aims to change this imbalance by re-introducing the tidal cycles into the city landscape. It achieves this by creating recessed canals which wind their way through the new city. These canals are intended to create leisurely spaces which cater to the recreational and relaxation needs of the residents and workers who will inhabit the site. These canals will fill and empty with sea water as the tides rise and fall daily.

This will create a dynamic and fluctuating landscape which is directly connected to its harbour context. In doing so the system will create unique landscape experiences, encouraging connection to nature and its cycles. The tidal cycles will drive the programming of the site and create beautiful and stimulating public spaces which permeate through the Glebe Island headland. These spaces will become beacons of public activity drawing people in from the edges of the headland into the interior city spaces, increasing the vibrancy and activity within this landscape.

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### Pictured

1. Diagrammatic map of canal system
2. Urban Pool Canal Park montage
3. Fluctuating urban canal montage
4. Axonometrics of canal typologies



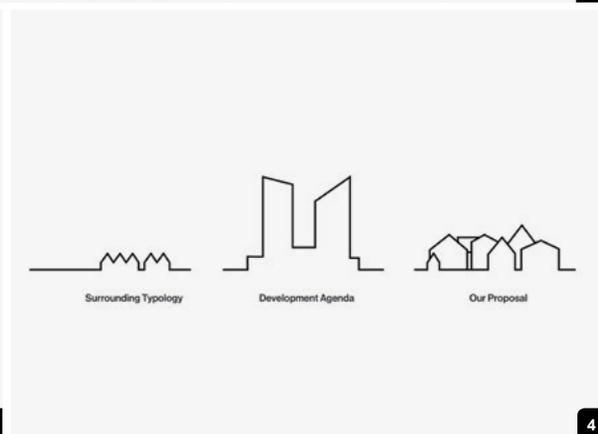
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Group members: Johnny Ellice-Flint, Yen Vu, Monique Seloisse, Alex Mok

This project sought to address and facilitate the growing housing demand within the Sydney CBD through mixed used development while still respecting and embracing existing and surrounding site qualities.

Catalytic Scaffold incorporates three overarching key moves:

1. Extrapolate the urban fabric and fine grain development
2. Enhance responsive ecologies
3. Develop the integrated water network

Careful consideration of the character and form of the surrounding suburbs informed the proposed development, the focus of which was to extrapolate the existing terrace and wharf style typology so the new precinct would sit seamlessly within the overall landscape. Building types were separated and heavily influenced by the historical waterline edge of Glebe Island, creating a distinct Apron and Headland building typology.

Environmental resilience was an underpinning principle throughout the design with specific measures to increase and promote green spaces and adopt water catchment and treatment processes. Most notably, the Rozelle Railyards were retained as a greenway park for ecological growth and provide spaces for gathering and cultural activities. All industrial use was consolidated to the White Bay spine, leaving Rozelle Bay to be reinstated as an ecological zone where coastal saltmarsh and marine habitats have the opportunity to be reinvigorated.

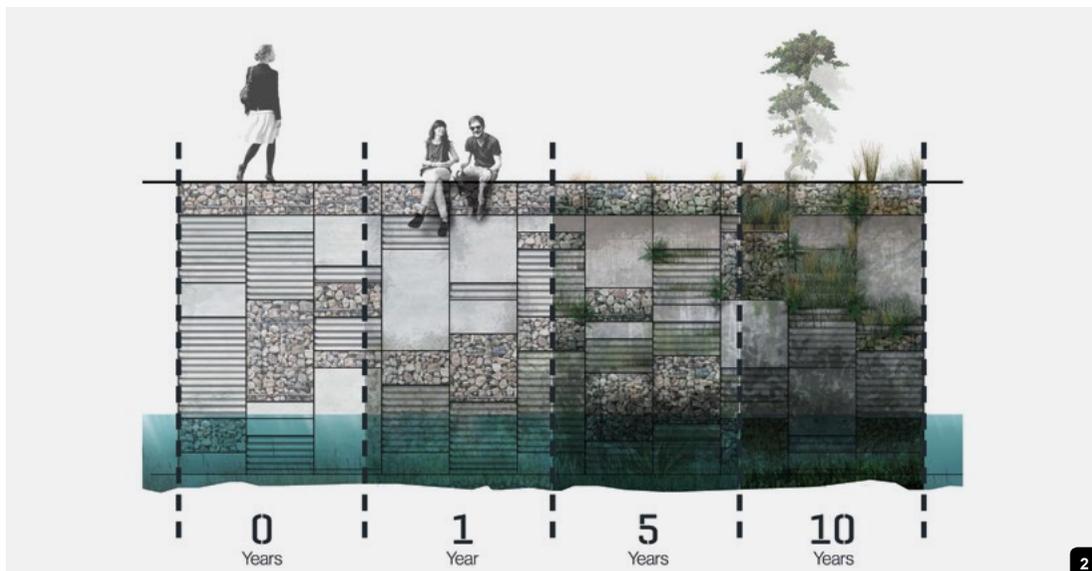
Finally, all proposed roads were created as a permeable surface to form one extensive catchment network for rainfall and flooding events, all draining to the reinstated White Bay Power Station as the new Powerhouse Museum and Water Treatment/Distribution Centre for the greater suburbs.

Tutors: Libby Gallagher, Mike Harris, Rob Harper

**Pictured**

1. Project masterplan
2. Development proposal
3. Emergent ecologies in the Rozelle Railyards
4. The historical waterline structuring development identity

CATALYTIC SCAFFOLD - AN EMERGENT URBAN RENEWAL



## In the Company of Molluscs

The form of Glebe Island juts out into Sydney Harbour like the bow of a great ship; swell and wash alike break upon its sheer concrete walls. Devoid of life, the apron endures as the largest remnant of Sydney Harbour's bygone industrial age. The Catalytic Scaffold Masterplan re-defined the concrete expanse of Glebe Island as a platform where new social activity meets emergent ecological systems.

In the Company of Molluscs is the proposal for a new linear waterfront urban park on the eastern shore of Glebe Island. The giant caisson wall has been bodily cut into, re-imagining the role of a seawall not as a restrictive fortification against the elements, but as the defining structure for the public open space, and the scaffold upon which new harbour ecologies can emerge.

The cuts and folds are unapologetically angular to solidify the understanding of the site to be completely man-made, yet evoke the image of an eroded shore – reminiscent of the lost sandstone waterline of the original island. The resultant 'inlets' and 'bays' provide a rich substrate for a new emergent marine ecology, whilst the apron is conceived as a connected chain of event space, public domain, park, and promenade.

To further engage people with the natural systems of the harbour, a new undulating wharf is proposed. Ducking in and out of the water, the structure not only serves to dissipate the energy of waves upon the seawall, but also sparks a new ecological and social narrative.

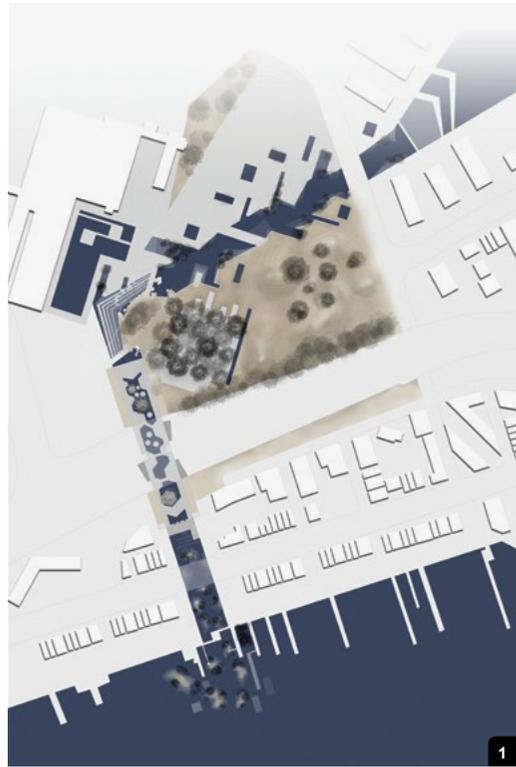
### Contact

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**Tutor:** Katrina Simon + Tutorial Team

### Pictured

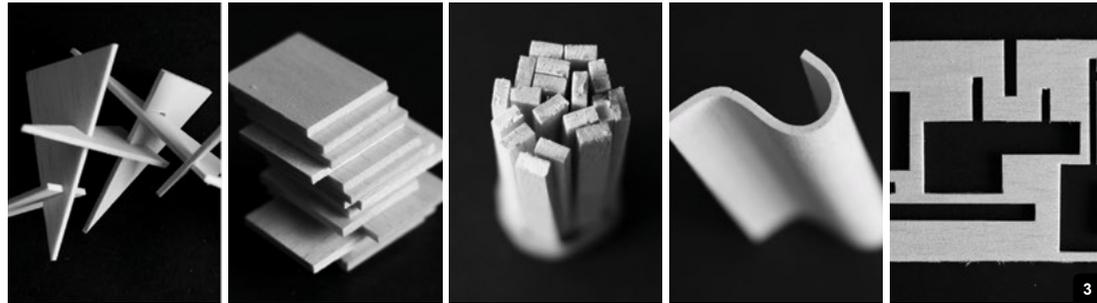
1. The project masterplan
2. Typical seawall detail elevation



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## Ledge Beyond the Edge

Sydney Harbour is Australia's largest, most iconic urbanised estuary. It is known not only for its transport, industrial and commercial use but also for its incredibly biologically diverse ecosystem. Studies have shown that over 50% of natural shorelines in Sydney are now either artificial or harsh seawall edges, these having a significantly detrimental effect on natural marine ecologies, especially within the intertidal zone. The Bays Precinct is no exception to this statistic with loss of the majority of naturally sloping reef edges which promote increased habitat vigour, improved water quality, wave attenuation and combating sea level rise. Responsive ecologies have emerged within the Bays Precinct, adapting to the ever changing urban fabric, however, in their current form they are not in ideal conditions for sustainable growth.

Given that the Bays Precinct incorporates key water catchments as Rozelle, White and Blackwattle Bay, the design question is then generated, how can a sea wall edge be manipulated with a focus on intertidal ecological growth while still providing amenities for human interaction and creating greater integration to the built form? By applying the design language of the research topic, adaptability, and translating physical experiments such as interlocking, stacking, bending and extracting into design moves on site, the project seeks to establish a framework for specific habitat reinvigoration while creating a dynamic public domain along a newly created marine canal within Glebe Island.

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### Pictured

1. Project masterplan
2. Project materiality focus
3. Submerged mounds section
4. Adaptation experiments



1

### Experiential Urban Forest Park

The aim of my design is to combat the effect of climate change by utilising the benefits of an urban forest.

Climate change is real and the scientific evidence is clear. Sydney is getting warmer and it is affecting our society more than ever. An obvious impact caused by climate change is the Urban Heat Island effect. Research shows, on average, a central business district will be 3 degrees hotter compared to outer suburban area. An urban forest has proven to be an effective solution to cooling the city down, along with a variety of ecological, social and economic benefits.

We had identified the post-industrial site, Rozelle Rail Yard, as an ecology zone and it is not suitable for any major development due to its topography and location. Hence, I saw this as an excellent opportunity to introduce an urban forest in this design studio. The site serves as a park that generates trees to surrounding neighborhoods and my three design principles are the following: to adapt existing elements, enhance and manage existing landscapes, and increase community knowledge in the urban forest. Using the existing rail as the grid of my design, the railway will be a form of wayfinding, guiding people through the park, experiencing the sensation of being surrounded by nature.

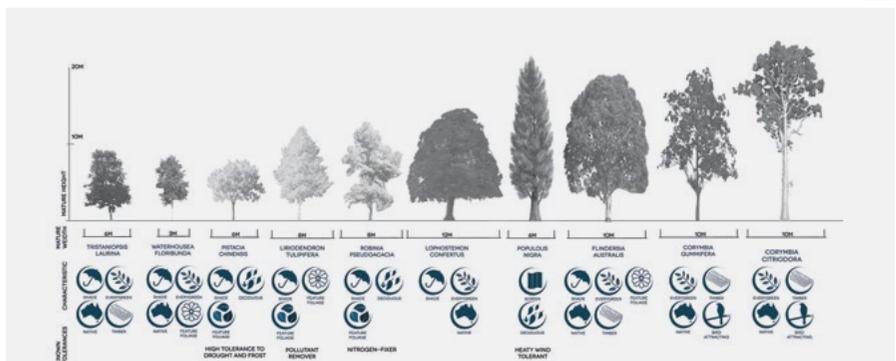
The site consists of three zones: a passive zone; a mass planting zone; and an active zone. All the zones aim to educate people about the benefits of trees through experiential learning.



### LEGEND

- 1. Information center/ Bike Hiring / Administration office
- 2. Cafe
- 3. Seating Area
- 4. Community Garden / Storage
- 5. Planting Workshop
- 6. Peel up seating
- 7. Stone seating

2



### TREE SELECTION

3

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#### Pictured

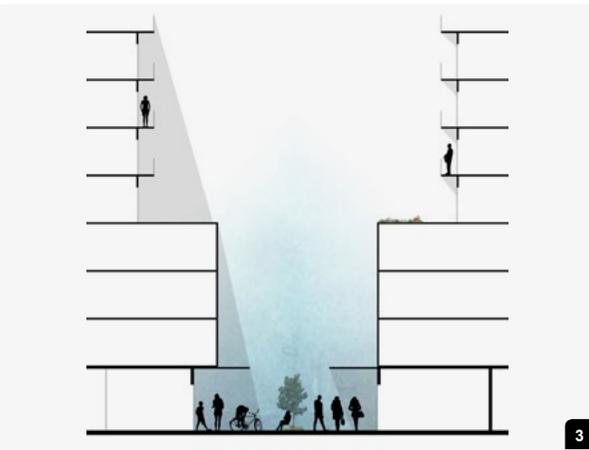
- 1. Montage
- 2. Detail plan
- 3. Tree selection



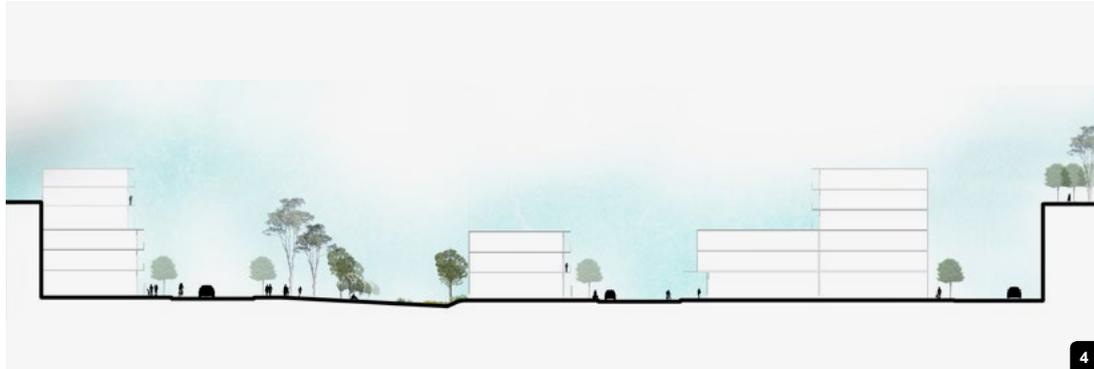
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**Group members:** Naimul Huq, Rui Liu, James Willmott, Loc Vu

The overall idea behind Glebe To Be Here was that of connections and program, the different ways the Glebe Precinct could connect to its surrounds and the types of programs that would be available within.

The key principles of Glebe To Be Here include the following:

- Creating a series of connected spaces,
- Enhancing and emphasising access through public transport,
- Creating Precincts to concentrate programs and uses

Creating a series of connected spaces gives users a way to explore the Bays Precinct, by guiding them through the new development. Starting at the headland ferry terminal, through the main urban plaza and Silo Promenade, visitors then approach the repurposed White Bay Power Station as a University Campus and eventually move through to the new residential development within the Rozelle Railyards.

Throughout the masterplan, public transport has been emphasised where possible and private vehicular transport has been placed on low priority. Light rail will loop throughout the new development and connect with the existing network, extending ferry stops to Glebe Island and the new location for the Fish Markets. Cycle lanes and systems are extended from the Sydney CBD through the Bays Precinct and towards Leichardt and Rozelle. Walkability is also another aspect of travel that has been encouraged, through pedestrian-only streets as well as pedestrian links to surrounding suburbs and places of interest.

Precincts have been developed in the masterplan to concentrate particular programs and uses within the Bays Precinct. An education precinct has been created around the White Bay Power Station, being retrofitted into a university campus, and a new primary and secondary school placed adjacent. Glebe Island is zoned to be primarily retail, commercial and mixed use business but still contain residential. The Rozelle Railyards have been zoned to be primarily residential but still contain retail and mixed use businesses to a lesser extent.

**Tutors:** Libby Gallagher, Mike Harris, Rob Harper

**Pictured**

1. Masterplan
2. University campus perspective
3. Street section
4. Residential section



## Catch & Release

The project Catch & Release began as an individual design research exercise, exploring the current state of stormwater management particularly in urban environments. Stormwater runoff is increasingly becoming a critical component when designing or redeveloping urban environments. As hard surfaces increase, it reduces the opportunity and effectiveness of ground percolation of the water, resulting in large volumes of stormwater runoff that are channelled through and eventually discharged into waterways.

The goal with Catch & Release was to educate the general public of this continual process that is occurring around them by bringing out this infrastructural service to the surface and have it visible in all of its forms. The design would be both functional in that it actively collects, retains and treats stormwater, and have an aesthetic form where these processes occur.

Three key design principles have shaped the design of Catch & Release.

'Making the invisible visible' is about exposing and celebrating the way stormwater is collected, directed and treated.

'Creating an urban landmark' is achieved through the design of a public space that allows for a varying array of users and programs to occur. The space acts as a form of wayfinding, being a destination point, or a stop along the way to somewhere else.

'Synergising human and water movement' means incorporating the different types of stormwater process into the pedestrian system. Like water, pedestrians flow, collect and disperse. Creating spaces that play on these qualities creates a stronger connection between the users and their environment.

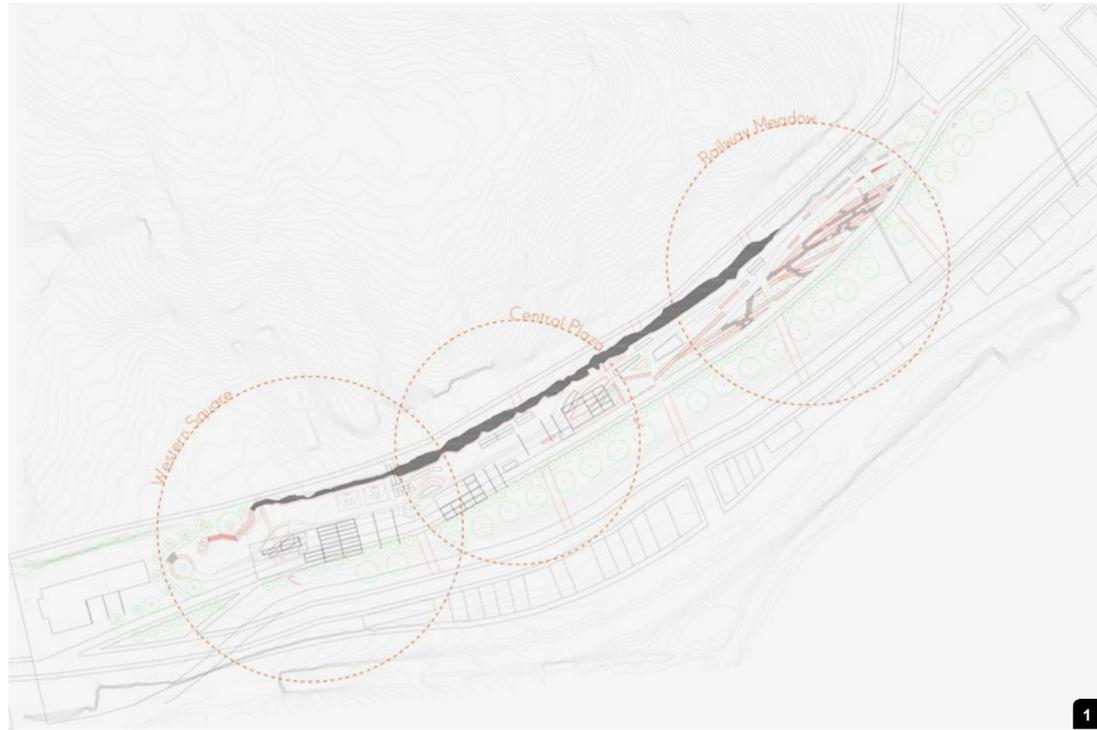
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**Tutors:** Katrina Simon, Jason Cuffe, Mike Harris

### Pictured

1. Masterplan
2. Watercycle diagram
3. Section through plaza



1



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## Rozelle Connection

The Rozelle Rail Yard is a prominent barrier between Lilyfield and Annandale, especially with the added A4 motorway along its southern edge. This project is a linear park running along the northern edge of the rail yard along the escarpment, which aims to create connection and activation within and around the rail yard. The park itself is separated into two sections, respectively taking on the existing characteristic of the rail yard.

The Western Square, consists of a urban square used for performances, gatherings, and generally active activities, whilst the Railway Meadow take on the form of a more natural landscape offering opportunities for more passive forms of recreation. The convergence point of these two part is the Central Plaza, which is a multi-purpose space offering opportunities for markets, exhibitions and other events.

For every-day use, the Central Plaza houses sporting courts which would generate activity in this, otherwise, empty space. The main pathway through the Eastern Meadow is the old service way following the rail lines, which themselves create interesting moments along this linear progress.

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Tutor: Mike Harris

### Pictured

1. Masterplan
2. Railway Meadow
3. Access using shipping containers



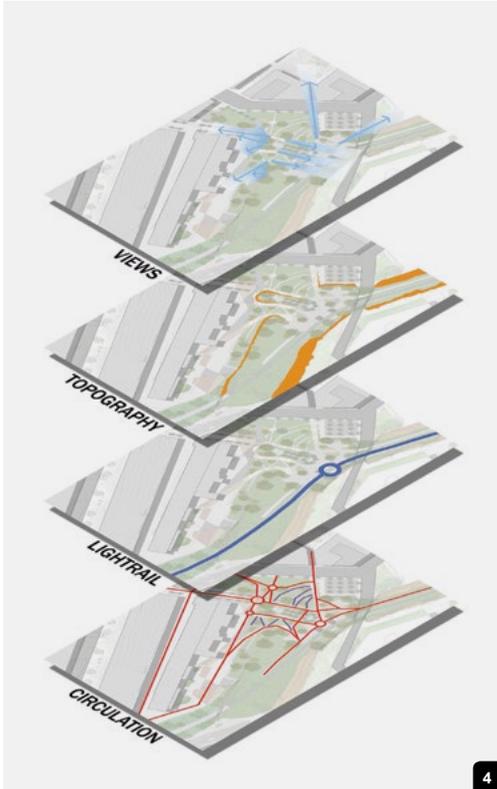
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## Glebe Island Gateway

Your destination awaits...

Glebe Island is an arrival point that leads into a series of active civic spaces, whilst also functioning as a gateway into the greater masterplan site. Starting with a light rail stop as well as pedestrian and cycle links, the naturally raised entry point delivers you into a socially active civic square, feeding off the number and variety of people utilising the space. This initial space provides impressive views to the masterplan area and its Sydney context, as well as being an ideal space for meeting and greeting before moving on towards other destinations.

The upper civic space connects down to a larger area surrounding the silo structure that provides a destination and draws people down and into the masterplan area. Connecting these two spaces is a series of terraces and stairs, combined with grassed slopes that incorporate disabled access, transitioning users between the two spaces. This transition is divided by a headland feature, that pushes out towards the lower space and the masterplan, celebrating the sandstone topography that is now only found on this site and provides a unique feel and experience to those who use it.

The lower civic space also provides active social possibilities and provides a usable space for the residents of the university housing and the local community, with opportunities for events and exhibitions. This site is acting as gateway that leads people from entry point to destination through a series of passive and active spaces, whilst highlighting and connecting with the site's unique features and integrating with the masterplan.

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### Pictured

1. Masterplan in context
2. Montage, showing the light rail stop
3. Section, showing transition and landform
4. Features axonometric, key features on site

**Group members:** Kenneth Carter, Fabian Hurst, Cameron Lane, Jonathan Fleri

The key driver underpinning this masterplan is connectivity; major emphasis was placed on linking The Bays in with the rest of the region including the CBD and surrounding suburbs, helping to create an important nodal junction between the residences of Balmain and Rozelle, and the Sydney CBD. The proposed masterplan incorporates a distinct mix of building typologies activated by substantial mixed use (retail, restaurants, commercial, recreation spaces). These buildings are set within a range of street typologies allowing for a diverse street level atmosphere and better connections both to and within the site.

Key buildings such as the Power Station and the Silos have been re-developed with regard to the future needs of the local area and Sydney as a whole. This is aimed at sustainability and connectivity. The Fish Markets have been relocated north of Glebe Island to improve port access and create a central feature easily accessible for local residents and Sydney. The south western corner of the site has been redeveloped into a technology hub, to support a growing market in Sydney with possible future expansion of retail/commercial replacing the concrete plant.

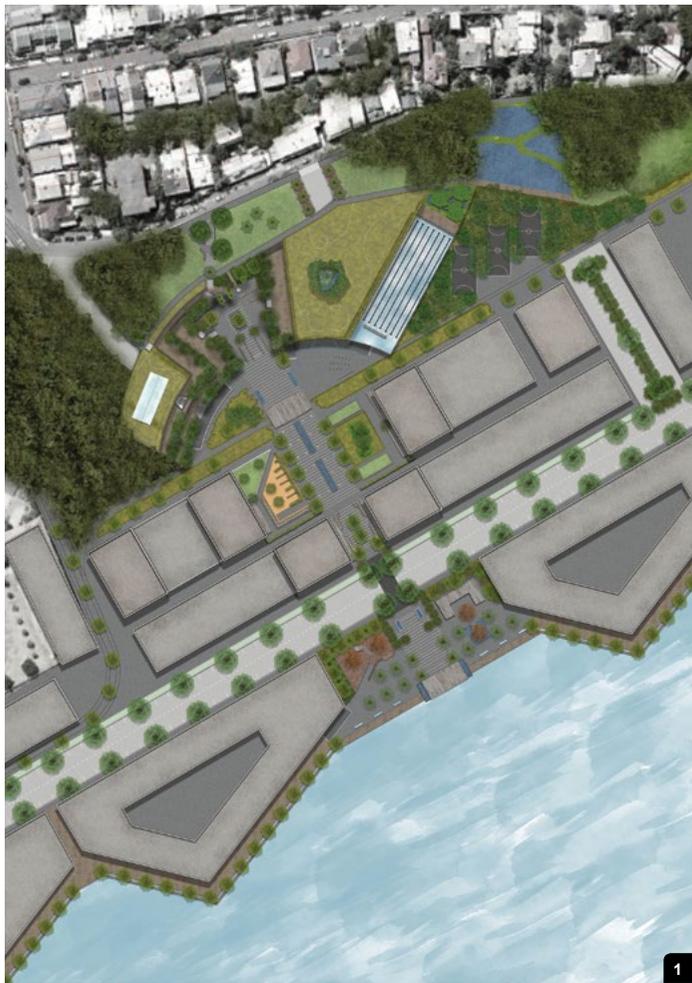
Industry has been condensed to the northern part of the site, which provides sufficient access for large-scale transportation as well as the workers themselves. This industrial space also includes the International Cruise Terminal port facilities, featuring a proposed densely planted native bushland. Overall, the aim was to create a unique human experience through connection and careful urban design, creating a space that transitions between the suburbs and the city.

**Tutors:** Libby Gallagher, Mike Harris, Rob Harper

#### **Pictured**

1. Masterplan
2. Main street montage
3. Building structure
4. Water edge montage





## The Escarpment Interchange

The Escarpment Interchange is a linear plaza interchange hub bisecting the Balmain/White Bay escarpment edge. The interchange will traverse the cliff edge connecting the upper and lower sections of the site, forming the junction between a range of infrastructure connections. This will be achieved through means of blurring and accentuating the edge, and creating a dramatic landscape intervention that enables a unique experience.

I have always been interested in design at the edge, and the Bays Precinct provides a perfect opportunity for experimentation of these ideas because of its prime position and topographically being separated from its surrounding region by a 10m cliff face and the harbour.

The Interchange encourages greater connectivity between these sites through physical, visual, hydrological, and ecological and in taking a wider look at the region, looking to connect this outlying area to the CBD, thus helping to elevate issues such as congestion and over-crowding. This led to providing and integrating a car park complex into the design, with a focus on future proofing and the understanding that our reliance on cars will diminish into the future.

The car park structure is designed as a landscape element that encourages the actual connection into the site, and provides a nodal point in the city outskirts where commuters could leave their car and take public transport into the CBD each day, while a new axis creates a series of connected public spaces that link the escarpment to the water.

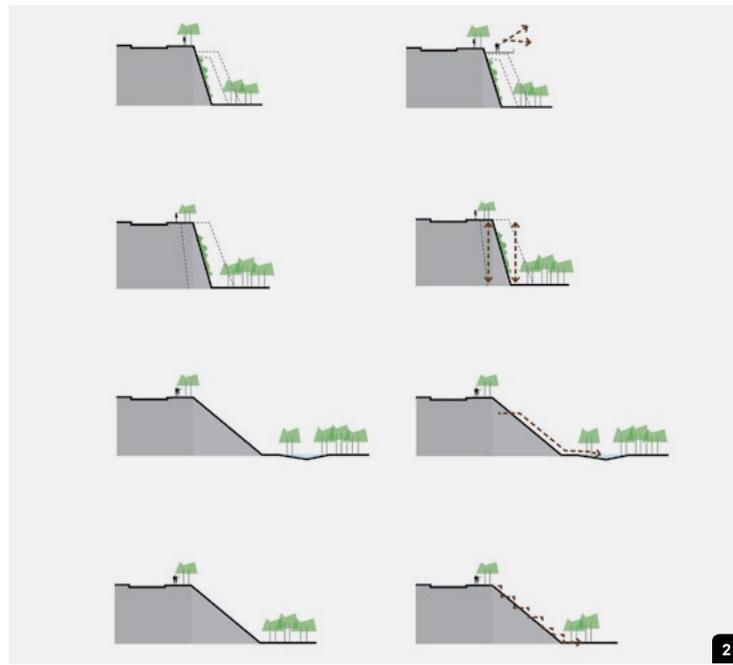
### Contact

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Tutor: Katrina Simon + Tutorial Team

### Pictured

1. The main overall conceived masterplan
2. The underlying design strategy
3. North-South site wide section



## Rozelle Cliff Side

The theoretical underpinning of this parkland is rooted in the work that began in 1984 with Roger S. Ulrich's ground breaking research which established a link between human health, in particular healing, and visual access to green space. Our group investigations of the Bays Precinct Masterplan focussed on the rail yards area and came to view the escarpment as primarily a constraint. The challenge of the Roselle Linear Park investigation was to revisit and overturn previous interpretations of the site. Close scrutiny of the topography of the cliff face revealed opportunities to invite users to move from purely visual experiences to more intimate engagement by moving up and down the escarpment in a variety of ways. These range from the old Sydney vernacular of rock cut stairs moving diagonally across the face, to more dramatic descents via spiral stairs and elevators set within and off the rock face.

Both the cliff top and base warranted investigation to vary the experience of users leading to proposals for an upper linear parkland inspired by Sydney's sandstone ridge tops and a wetland on the lower section suggested by the watercourse beginning at the head of the valley. A botanical survey of the current cliff face revealed 'Banyan' forms of *Ficus rubiginosa*, suggesting opportunities for spectacular settings for this and other Sydney species found on cliff faces. The sawtooth motif of the Park structures such as viewing platforms and beds was also suggested by the jagged forms of the topography.

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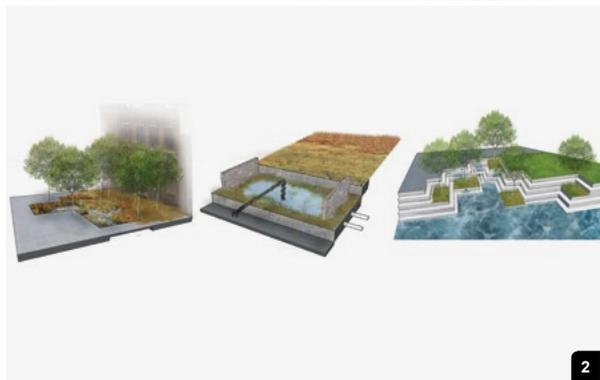
**Tutors:** Jason Cuffe + Tutorial Team

### Pictured

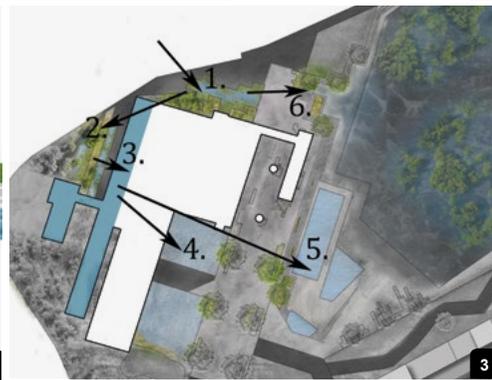
1. Topographical opportunities diagrams
2. Section through rock cut stair traverse
3. Perspective looking west across wetland



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## Embracing Character

### White Bay Civic Square

White Bay Civic Plaza plays on the three historically dominant identities of the site: water, industry and ecology. These have tended to be seen on an individual level, where the dominance of one conflicts with the others, (specifically industry and water). Through a selected combination of each identity's needs and character, a design can be generated that celebrates the site's heritage and educates visitors for the future.

Previous site conditions have resulted in a contaminated, derelict and disused site. From this, the primary focus is to incorporate the broader water cycle into a site-specific bio treatment facility to help in the remediation processes. This is taken a step further to provide greater benefits to the public by means of recreation facilities, knowledge, irrigation and aesthetic appeal that specifically uses rainwater. A six-stage process that starts from the integration of the existing heritage listed stormwater channel flows to the converted Power Station as a water treatment/research facility. Collection, treatment and distribution become prominent design features within the site.

This generates a platform of sustainability that supports the re-establishment of the historically significant Sydney Turpentine-Ironbark Forest. Existing green corridors extending from Rozelle connect an area where key concepts take prominence within the landscape. By utilising ecology in the water treatment process, greater public knowledge can be gained with an understanding of how successful a 'service' landscape can be.

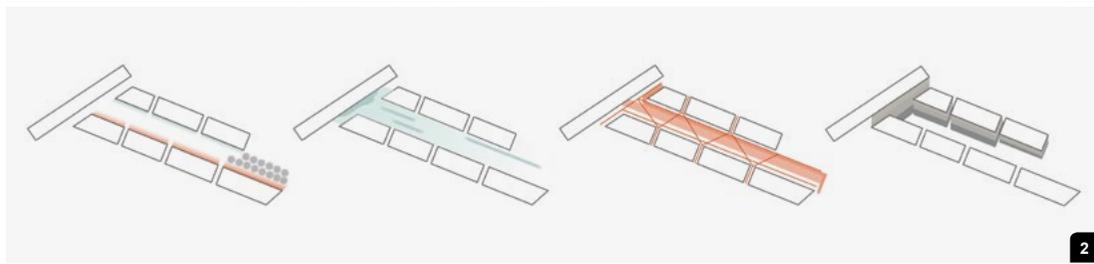
### Contact

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Tutor: Jason Cuffe + Tutorial Team

### Pictured

1. Masterplan
2. Water cycle
3. Site water cycle



**The Visual Field**

Sydney has been known to contain some so-called unlivable streets. These are primarily vehicle-dominated spaces that place pedestrians on the edges and do not offer adequate places for interaction. This characteristic affects the quality of life among individuals in public space and the city begins to lose its liveliness.

A shared space is an urban design approach to designing streets that places pedestrians at the forefront of design. A key aspect of a shared space and any street is the requirement for human interaction of users as expressed by urban design theorist Donald Appleyard. The form of human interaction designed in this project is visual movement, a key quality of streets according to Allan Jacobs in his book 'Great Streets'.

Using this approach I have transformed the major proposed street spanning from the Glebe Island Bridge to the silos. This street holds great importance as a thoroughfare and also a public space to Glebe Island and the wider Bays Precinct.

The human eye has a tendency to follow and be attracted to things that move. This visual complexity can be designed in a public space to promote human interaction between people and the street. This characteristic has been formed through light interacting with vegetation, materials, buildings and art through light movement methods such as reflection, refraction and absorption, the flow of water, movement of people and transport, and the ephemeral changes that shade and sunlight cause throughout the day. These experiences alter the physical and also perceived spatial qualities of the project whilst directing human interaction through visual movement.

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**Tutors:** Mike Harris + Tutorial Team

**Pictured**

- 1. Shared street montage
- 2. Light Movement – Water Movement – People Movement – Shade Movement
- 3. Higher street section and sunken plaza
- 4. Lower street section and silo entrance

Group members: Mengling Fu, Wei Zhang, Renglong Wang  
Lenardo Shimmon, David Dai

The Bays Precinct Urban Renewal is expected to create approximately 16,000 dwellings for the state. After site analysis, a series of major challenges have been identified, including site disconnection, site contamination and flooding issues.

The design vision for the Bays is to transform the area into a diverse and lively neighborhood by creating walkable street networks. The main underpinning theory for the masterplan is derived from Jan Gehl's 'City for People', which emphasised the renewed attention to the importance of the human scale to the city. Our group outlined four major principles to structure the masterplan for the Bays as follows:

1. Convert streets into pedestrian thoroughfares.
2. Intensify the public realm.
3. Honor the human scale.
4. Valorise the Built and Cultural Heritage.

Through implementing these principles, our group aimed to provide a transformed Bays Precinct that would allow greater interaction between the built urban fabric and people, in order to achieve a more connected, walkable and liveable precinct.

Tutor: Libby Gallagher, Mike Harris, Rob Harper

#### Pictured

1. Birdeye view
2. Masterplan
3. Glebe Island detail plan



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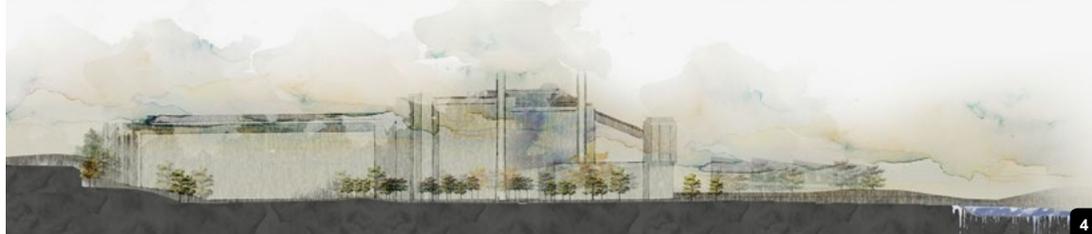
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## Blurscape

'When I was growing up my uncle was living in Ryde, and we used to come over in my grand fathers car to visit him, I have a memory of the power station smoke issuing from top of the chimneys that were deep in my heart. And when it closed, I thought something was missing'

– Jean Crozier, Sydney resident.

This is why the story of the Power Station is worth telling, to restore the memories of the profound history, and to celebrate and support the flourishing development of the city.

At the first glimpse of the site, the strong artificial boundaries are evident. These indicate the strategic location of the site. People living around or passing by saw smoke come out of the tall stacks – meaningful and memorable moments were imprinted. Now, however, these boundaries are blocking people from celebrating the aesthetic configuration as well as the history of the power station.

How can blurring the boundaries of the White Bay Power Station site create opportunities for people to celebrate the history and evoke the interactions with the power station? This is the major investigation of this design. Initially, I have categorised the boundaries that built on the site's development history. The boundaries were identified in four chronological dimensions: the Ecological Boundary, Physical Boundary, Perception Boundary, and Temporal Boundary. Each blurring boundary typology is constructed through framed views, borrowed views or elongated views, associated with the manipulation of landforms, planting, lighting and water features, to create dynamic new public spaces around this historic building.

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Tutor: Mike Harris + Tutorial Team

### Pictured

1. Allusion of blurring
2. Masterplan of Power Station
3. Soil softness
4. Illustration sections



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## Rebirth of the Forgotten Landscape

How do we adaptively refurbish a post-industrial left-over space to benefit the community?

Rebirth of the Forgotten Landscape is a linear park in Rozelle rail yards adjacent to Lilyfield and the Balmain neighbourhood bound by the City West Link and Lilyfield Road escarpment. The atmosphere of the site is strongly characterised by the rail way relics left in the space and the wild growing colonising vegetation are taking over control of this abandoned landscape.

The project reveals the unseen beauty of the post-industrial nature with minimum intervention to evoke users' interpretations. It accepts the area with all its traces and structures through the preservation and enhancement of the existing natural and industrial significance as well as integrating the currently disharmonious space and buildings. The existing pattern and fragments formed by industrial use were taken and reinterpreted with a new layout to allow the use of this landscape to its potential. The new elements and material palette were inspired by the existing site character, and were chosen to reflect and unite the expression of the industrial nature.

The design solution involved acknowledging the site's history and introducing new possibilities for the site and the surrounding community. The decaying landscape will continue to exhibit traces of industry along with the insertion of new program within the infrastructure. This strategy allows for the potential to hold community events at the site while preserving the memory of its industrial past and creating new ones.

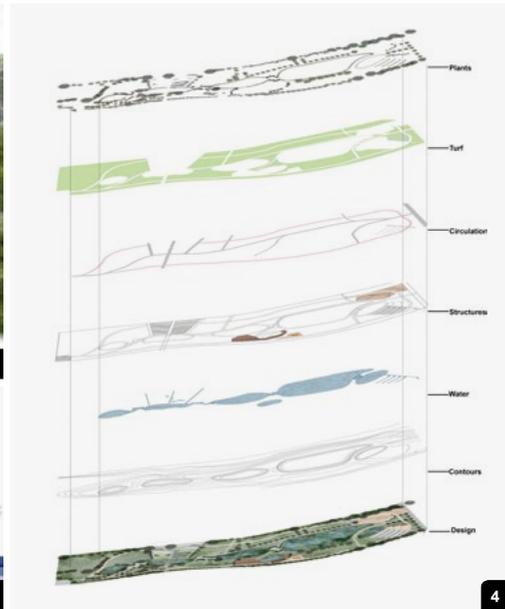
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Tutor: Mike Harris + Tutorial Team

### Pictured

1. Rail trail experience
2. Community market place
3. Structure plan
4. Detail section 1
5. Detail section 2



## Water Connection

How can water connect a neighborhood and this linear park? And how can a new water system bring more benefits for the Bays Precinct? Rozelle Railyard is currently an isolated space, with low-lying topography. This design will solve a lack of access from residential areas on both sides of this site. Based on the Semester 1 group work for the Bays Precinct, I also propose new dwellings on the east side of Rozelle Rail Yard. The east side is flat and close to a main roadway and light rail station. Neighbours can follow the street water movement into the site. At the same time, after water moves into this site, there is a range of water treatment methods which include water collection, treatment, storage and distribution.

The design uses different methods to treat three different types of water, which are stormwater, street water and heavy pollution water. The street will extend to the site through landform change, which will make it easier for water and people to flow into the site. When people following downward-flowing drainage system they will naturally enter the site, and be able to see different methods of Water Sensitive Urban Design. These access points also help water flow into the Rozelle Railyard. The water treatment spaces are also used to create activity spaces for people. The linear park will thus connect new and existing neighborhoods and new residents by the design of the water system, enabling it to become a good recreational park for people to use.

**Tutor:** Mike Haris + Tutorial Team

### Pictured

1. Site masterplan
2. Perspective sketch
3. Escarpment section
4. Site components

# THE NEW BAYS PRECINCT

Group members: Mingmin Liu, Qianni Liu, Xu Wang, Meidan Yin

Our group proposal of the Bays Precinct responds to the vision of the City of Sydney – the Bays Precinct will be a place that brings life, work, and enjoyment to local residents and businesses, recognising Sydney's global face and welcoming visitors to our shores.

The Precinct is a unique and strategically important piece of Sydney's harbour and foreshore lands since it hosts a range of economically significant port and maritime uses which are close to the centre of Sydney over the short, medium and long terms. The Precinct has a rich history of industrial culture as well as one of the most significant industrial buildings of Sydney – White Bay Power Station. This layer of industrial cultural history combined with the Glebe Island working port is proposed as the key focus for the site's development.

Therefore, our proposal looked at the issue of industrial in public domain. The objective is to integrate the city life and the working industry and create a new Bays Precinct for working, living and playing.

Strategically, we looked at three main design moves which are connection, separation and folding. Connection aims to improve the connectivity of the whole site as well as connect industrial with city life. Separation is about separating different uses. The port needs to be separated from residential and other uses through different types of separation. Folding landscape includes using built landform to respond to changes in levels and to provide connections.

**Tutor:** Libby Gallagher, Mike Harris, Rob Harper

#### Pictured

1. Group masterplan
2. Power station plaza
3. White Bay Power Station
4. Bridge perspective





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## Escarpment Wetland Park

This design updates the Birrung Park on the cliff edge of Balmain to fulfill the needs of current community and the future proposal development. It aims to address the issues of accessibility and limited park use, while also improving environmental quality and local living quality. The main idea behind the design is to overlap the water movement and pedestrian movement, combining them when they are running in parallel, and creating attraction specific spaces of attraction when they are conflict.

The design introduces a new path system, storm water treatment system and public gathering spaces to enhance the connection between lower land and higher land, and overcomes the dramatic level changes while celebrating the escarpment. This is done by means of modifying the existing landform and creating a wetland system, increasing programs and recreations on site, and enhancing the park planting.

The design takes advantage of the existing landform changes to create different wetland ponds at different levels, using the natural height difference to create the wetland system. The main entrances are positioned by the intersection points of main roads, providing convenient routes for people come and find the park. The pedestrian path is based on the wetland water movement, which can enrich the walking experience in the park. The places with good harbour views and where the wetland ponds and pathways meet have been selected for gathering spaces, and these spaces are formed by new planting and each highlighted with a distinctive tree.

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### Pictured

1. Masterplan
2. Section A
3. Section B
4. Design diagrams



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## Railway Wetland

The site I chose to design is Rozelle Yards which is located in the area of the Bays Precinct, in between two busy roads, Lilyfield Road and City West Link. I chose this site because it is a challenging site to design. First of all it is an abandoned railway yard which retains the old rail tracks. From the site visits and analysis I did, the vegetation is growing beautifully and showing its own character. Furthermore, this area is flooded during the rainy season and has many significant level drops such as cliffs in the site which create the barrier between surrounding neighbors. So, my intention is to create a wetland park which treats the water before it goes into the harbour and also retains its own character to celebrate its historical use.

The park is going to become a natural and original experience park, encouraging interactions, and increasing the surrounding connections by improving links through the site. In the group masterplan design we did from last semester, the power station was designed to be an industrial museum, so this park can potentially introduce the museum by creating visual connection and access for visitors.

Different design strategies are used through the site because of the different edge conditions. In order to increase connectivity, the area is opened under the City West Link for people to get easy access to the new park from the light rail station, while water is going into the harbour from this gate and the link to the existing creek.

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### Pictured

1. Project masterplan
2. Hand drawn proposed canal
3. Section cut from cliff to highway
4. Section cut of proposed lookout



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## Working Frontage

The Working Frontage is a city street between Glebe Island working port and the proposed mixed use area that address the issues of industry in urban realm. The objective of the working frontage is to stitch city life together with working industry to create a 'work, live, play' harbour front public domain. It is a place to work, to live, to visit, to educate, to watch the working industry.

The concept was driven by many aspects, including the existing industrial characters of the site, such as the existing silo, the concrete apron and the nearby Power Station. The working frontage is the interface between mix use and working port. Therefore, it has become important and interesting, and also very challenging, because the conflicts between industry and mixed use have always been an issue. Therefore, how to integrate them and activate the port frontage is the key issue.

Strategically, the design consists of three main spaces along the spine of the street – a silo park, town square and waterfront – which are open to the harbour. Also along the spine, a series of pocket parks are stitched into the port boundary, where the security fence that is necessary for the working port is used an opportunity to allow views into the activity.

The project is basically a city street, therefore the building typology is also very important. There are basically three types of buildings, which are retail, commercial building, port building and shipping container shops, arranged in different combinations to create varied edges and dynamic spaces along the city/industrial maritime boundary.

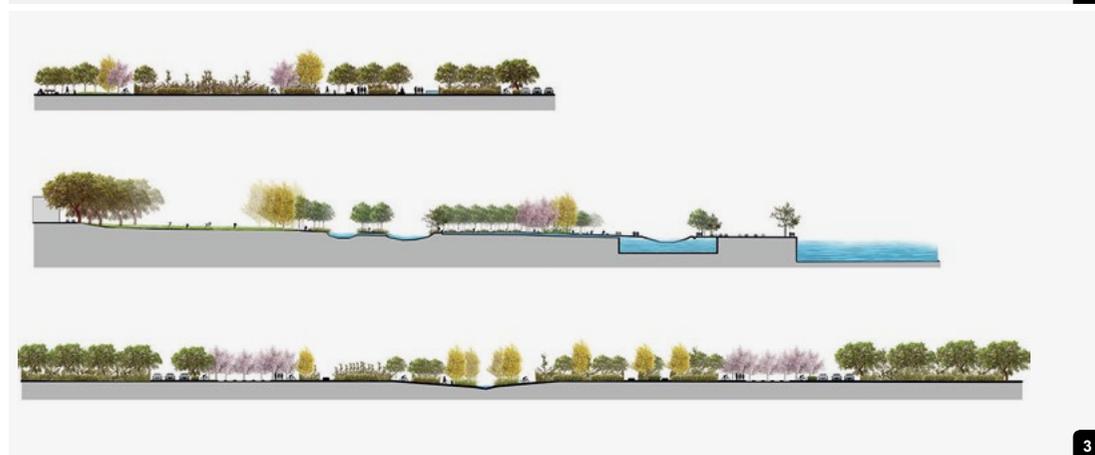
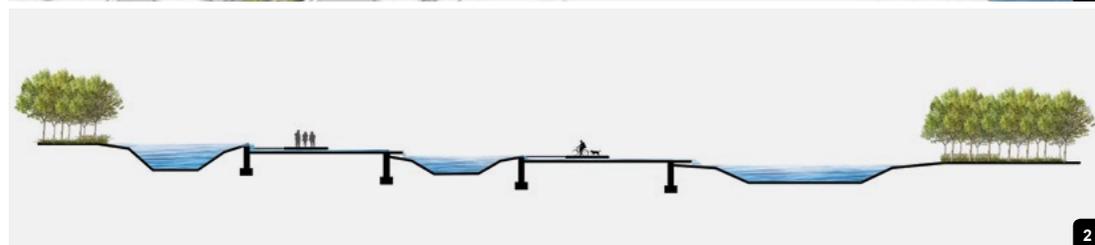
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### Pictured

1. Masterplan
2. Detail plan
3. Section A
4. Section B



## Wetland Community Park

This design study focuses on creating a Wetland Community Park in Rozelle Rail Yards that addresses the issues of stormwater treatment, by means of different kinds of treatment methods, including stormwater collection, refiltration and recycling. The selected site is a part of the Rozelle Railway Yard, which is located next to major road infrastructure, and also has major level changes and is affected by flooding. The existing bushland in Rozelle Rail yard is well-established, so the new design combines bushland and wetland together. It also connects the site with Easton Park to create more recreational space.

The design programs focus on water, movement and planting. The artificial wetland is located by the existing contours. The stormwater will be filtered by a bio-retention system and refiltration planting, before it flows to the next part of the wetlands. Pools are all used for stormwater collection and the lowest one is a freshwater wetland. From here, the water can be recycled for further use, such as irrigating the planting in the park. A community garden is also located with the park to enable local people to grow their own food.

The pedestrian movement system follows the wetlands, and this park is also a cycling park, connected with surrounding neighborhoods by cycle way. The park is worth exploring to find the different spaces, plantings and programs, and the many different experiences for visitors.

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**Tutor:** Katrina Simon + Tutorial Team

### Pictured

1. Masterplan
2. Cascade working system section
3. Long sections

DESIGN BY: Equilibrium Design  
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FOREST MANAGEMENT



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