

Pymont Bridge has been converted to a pedestrian way but still opens for high-masted boats to pass under it. Underneath the highways are buildings such as information centres.

Few guidelines shaped the development. In many ways the process has followed a piece-by-piece iterative *ad hoc* approach 'rather than [being] a product design wherein everything is determined before implementation took place' due to the exigencies of time (Young, 1988) and shaped by political forces. As Philip Cox noted: 'Politics and unions take up so much time today . . . I have to get involved in politics because politics determine what the end product will be' (Cox cited in Towndrow, 1991: 257). Debates led to the overall project being fragmented with the landscape being used to coordinate the plan. The outdoor spaces of the precinct gain a sense of unity through the similarity of their surface materials, the use of linking elements such as the water features, the unified design of streetlights, seating and rubbish bins, and the vegetation. Tree species were selected for the microclimate conditions and the functions they are to serve. For instance, a row of palm trees in Palm Grove gives a strong axis to the water. In other places the trees provide a canopy for seating areas. The height of buildings within the harbour zone is restricted to four stories and the height of those immediately adjacent to it on the city side to 15 stories. The height of those on the other side is supposed to be related to the height of the old woolstores. The former regulation allows for good light and a spacious design, the latter allows views of the city's skylines. That three of the major buildings were the product of one architectural office, Cox, Richardson and Taylor

and many of the smaller incidental items of another, McConnel, Smith and Johnson, also helps to add some unity to the development (Figure 8.75).

The development at Darling Harbour occurred in two phases: the rushed development of the 1980s and the work after 1988 – the bicentennial year. The first phase established the character of the scheme with the creation of the basic landscape, the Convention Centre, the Harbourside Markets, the Exhibition Space and the waterfront. The second phase occurred between 1996 and 1998 with a burst of primarily private investments: Sega World, the Aquarium extension, the IMAX theatre, the Darling Park development and Cockle Bay Wharf. Public investment continued with the extension of the Convention Centre and the building of an extensive children's playground.

One of the reasons for public investments in urban designs is to use them as catalysts for development. To date private investment in Darling Harbour has outstripped public three to one with over \$A1.5 billion being spent on recent projects alone. Darling Harbour has spurred considerable development around it. The new buildings include hotels and residential units. Warehouses have been converted to apartments, and new commercial buildings are linked to the harbour. Waterfront housing is being developed to the north of the immediate site at King Street Wharf. The Sydney Casino is nearby. A light-rail system (developed by the Light Rail Consortium backed by the State Government) located along an abandoned rail track links the city's Central Station to inner western neighbourhoods and passes by Darling Harbour.

Darling Harbour possesses a vibrant mix of uses and attracts widely different people.