

SITE ANALYSIS

Topography

The site sits in the valley between the two ridge lines of Ultimo/Pyrmont and the city centre. The ground levels (expressed as Relative Levels (RLs)) vary from approximately +3.5m to +2.2m, with the low point occurring below Pier Street.

A local creek originally ran along this channel feeding into the Harbour. The total catchment area for the entire SICEEP development is approx. 210 ha. Of this approx. 120 ha is to the south of the precinct and will drain through the Haymarket either from the south east at the junction of Hay and Harbour Streets or south west at the corner of Hay Street and Darling Drive.

The former goods line running along the western edge of the site creates a ledge up to 3m above the current RLs. This historically created problems impacting drainage and pedestrian connectivity and historical reports note that the underpasses below the rail alignment often flooded cutting off the western edge of the city.

The land has been reclaimed and a range of evolving industrial and market uses dominated development on the site and eroded the street grain. The result has been a loose network of roads, quite distinctive from the tight grids elsewhere in the city centre, further impacting overland flows.

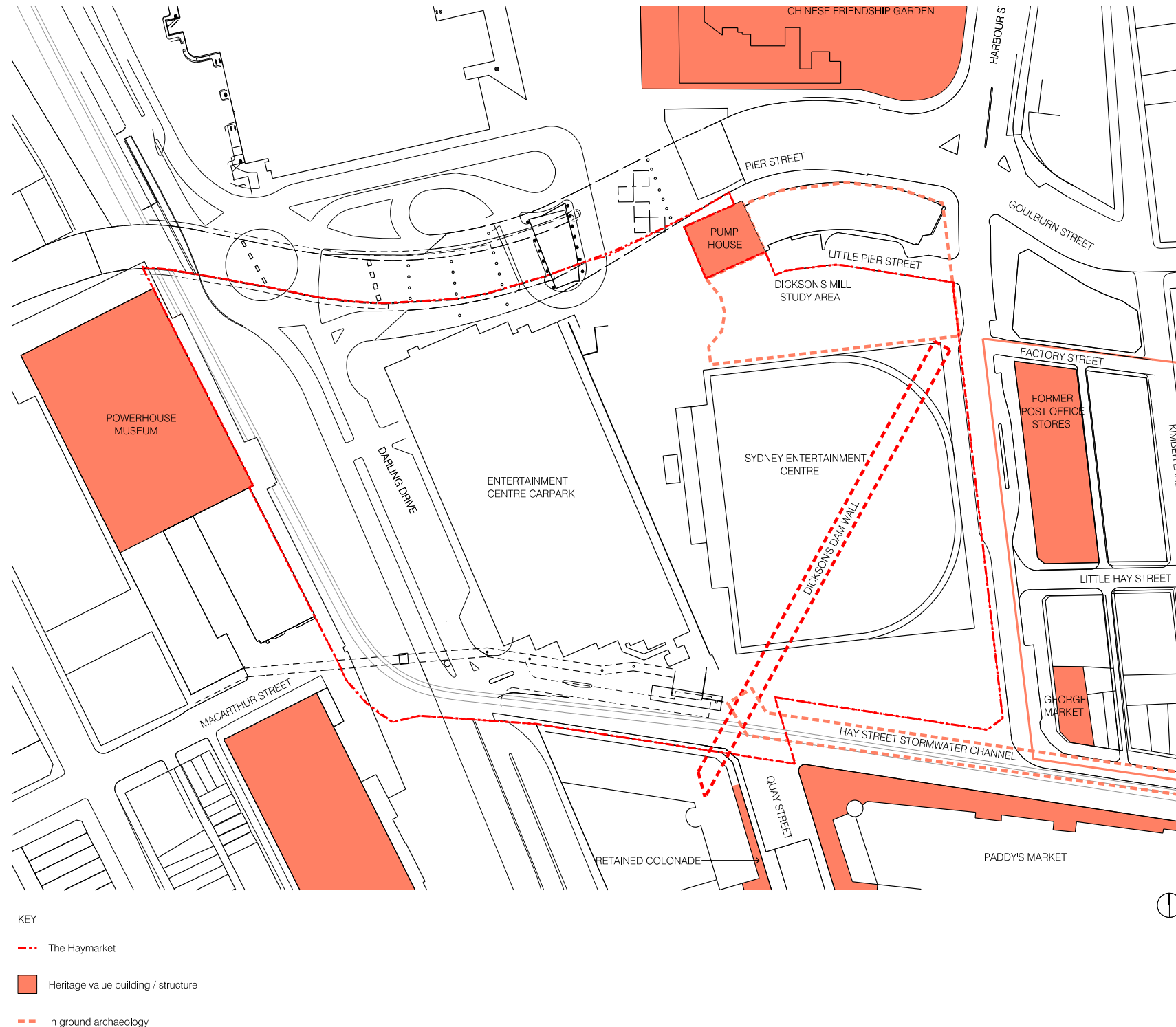
A large open stormwater pit (approximately 70m²) has been located below Pier Street at the northwest corner of the site. An open channel was constructed below the existing multi-storey car park to maintain a direct path for stormwater flood waters moving down Darling Drive.

The management of overland flood flows is a critical consideration in the development of the final design outcome for The Haymarket concept proposal.

Refer to Hyder Consulting's Flood and Stormwater for SSDA1 for more detailed information.



Figure 2.11. Contour overlay on figure ground plan



Heritage

The Haymarket site has a rich heritage and has played an important part in the evolution of Sydney's history. The pre-European history is not evident as the site has been cleared and the former shoreline reclaimed. The European history of the site begins with the formation of John Harris' Ultimo Estate in the early 1800s along the western edge of the site.

John Dickson brought a rotative beam engine in 1813 and built a mill to the east of the site, commencing a long period of industrial growth in the area. Dickson built a pier (the site of Pier Street) and a dam wall to capture the local creek run-off into the harbour, evidence of which remains today below the existing buildings. His legacy informs many of the street names in the area.

Through the mid-late 1800s the eastern edge of the harbour was reclaimed and development encroached from the south-east. An expansionist program of warehouses and market buildings emerged to redevelop the site wiping out the finer grain of city streets.

The industrial and market building produced a rich variety of Victorian industrial brickwork buildings. Chinatown inhabits this building stock and Paddy's Market (Market City) remains as the last market building. The facade of an adjacent market building was retained along Quay Street when the UTS developed its Business Faculty. Many of the surrounding buildings and neighbourhoods are of local or State heritage significance.

More recently with the arrival of the Sydney Entertainment Centre, the character of Harbour Street has evolved. An Entertainment Walk along Harbour Street is embedded with plaques honouring local artists and performers with a strong Sydney connection.

SHFA continue to manage a programme of archaeological investigations to catalogue the rich history of the precinct and store all the artefacts unearthed around the site.

Refer to The Statement of Heritage Impact, SICEEP Darling Harbour, The Aboriginal Archaeological Assessment SICEEP and Non-Indigenous Archaeological Assessment and Impact Statement for more detailed information.

Figure 2.12. Site plan with heritage overlay

SITE ANALYSIS

Infrastructure

Constraints

The site has significant in-ground civil and utility infrastructure and easements across the site.

Refer to the Hyder Consulting's Services Infrastructure Report for SSDA2 submitted as part of the DA submission for further detail.

Stormwater culverts

Sydney Water has several existing stormwater culverts that pass through the site running towards Darling Harbour which are to remain. These culverts run along the western and eastern sides of the existing multi-storey car park, with the western edge of the car park cantilevering over some of the culverts. In addition, the culvert along the eastern side has some heritage value.

Refer to Statement of Heritage Impact, SICEEP Darling Harbour, Non Indigenous Archaeological Assessment and Impact Statement SSDA2 and Aboriginal Archaeological Assessment SICEEP for further detail.

Overland flow paths

Located on the reclaimed valley floor of a large drainage basin, an overland flow path passes through the existing site on to Darling Harbour. A 70m² open pit to the north west of the site below Pier Street picks up ponded flood water and transfers it to Darling Harbour. A flood path is provided along the western edge of the existing multi-storey car park to allow floodwaters to pass down Darling Drive to the pit.

Refer to Hyder Consulting's Flood and Stormwater for SSDA1 for more detailed information.

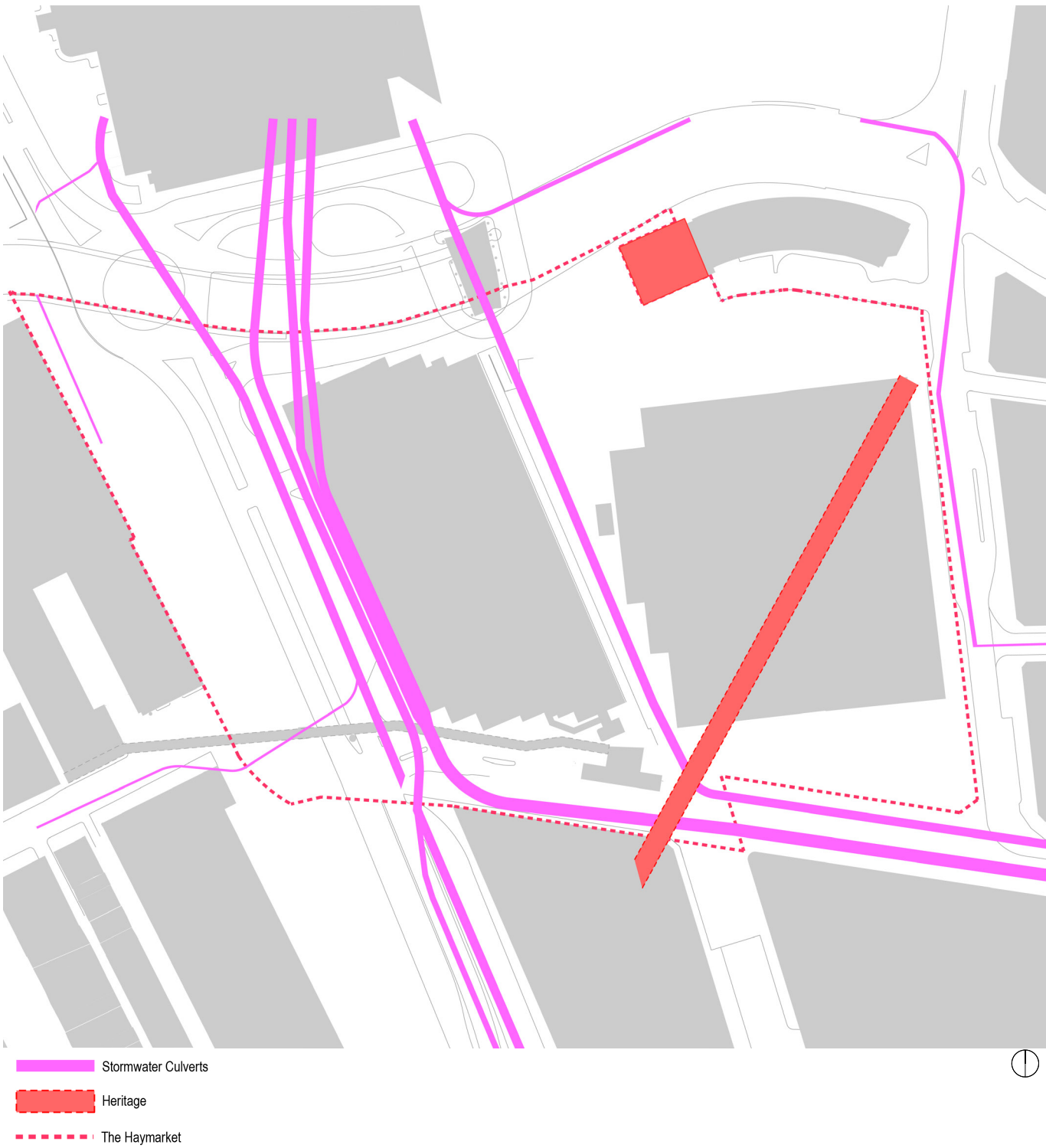


Figure 2.13. Infrastructure and heritage site diagram

SECTION THREE

DESIGN

PHILOSOPHY

Introduction

The Haymarket sits on a complex part of the city, a fulcrum within a series of transitions within the wider context.

- The city grid transitions from the geometry of Ultimo/ Pyrmont in the west to the CBD grid in the east. The streets within the Haymarket absorb these changes and produce a chaotic and disconnected street grain.
- The neighbourhoods of the heritage Haymarket, full of turn of the century brick industrial and market buildings, runs up against the existing Sydney Entertainment and Exhibition Centre buildings; soon to redeveloped as world-class, state-of-the-art convex facilities.
- The fine grain east and west of the site in Chinatown and Pyrmont respectively runs into the full-block scale of the market buildings along Quay and Hay Streets and the large footprint event buildings within Darling Harbour.
- Building heights transition from 2 storeys on Harbour Street, rising up to the Peak tower above Market City; the new Entertainment Centre within SICEEP adding to the a new scale of development to the north of the site. In amongst it all is the low, heritage listed Pumphouse building to the north of the site.
- A new vision by the City of Sydney seeks to establish a pedestrian boulevard extending from Central station through to Darling Harbour; a boulevard that is both linkage and destination.
- A precinct plan talks to the scale of large crowd and event based programmes within the convention, exhibition, entertainment buildings and Tumbalong Park, and yet supports the fine grain of local lanes with intimate settings and filled with convenience retail.

Precinct plan principles

A SICEEP precinct plan prepared for the entire site established the following five main principles:

1. The Boulevard – ties in all sectors of the precinct plan and creates a common address for all new buildings
2. East – west connections + red carpet entrance – connecting the wider context of the city and overcoming the current barrier that is the existing Exhibition Centre buildings
3. Three main public spaces – Harbourside Place, Tumbalong Park and Haymarket Square
4. The anchor buildings – The ICC, the ICC Crowne Plaza Hotels and the Telstra Theatre.
5. The stepped landscape – addressing the massing and connectivity over the new ICC Exhibition Centre

Design philosophy

Although the site context was complex, the strategy for the concept proposal for The Haymarket was simple; support the five key precinct plan principles as applied within the Haymarket, restore the east/ west permeability across the site and establish a massing and scale strategy that responded to the existing and future built form.

DESIGN PHILOSOPHY

Open spaces

The key defining features of the concept proposal for The Haymarket is the creation of two new public spaces that define the geometry of the urban from within the site.

1. The Boulevard – a 20 metre wide pedestrian boulevard traverses north south across the site. This new spine connects with Quay Street to provide a continuous pedestrian connection from Central Station to Darling Harbour.
2. The Square – a new urban square has been created along the Boulevard within The Haymarket site. This contributes to the narrative of new spaces and places proposed within the precinct plan.

These two features reflect principles 1 and 3 within the SICEEP precinct plan principles mentioned previously.

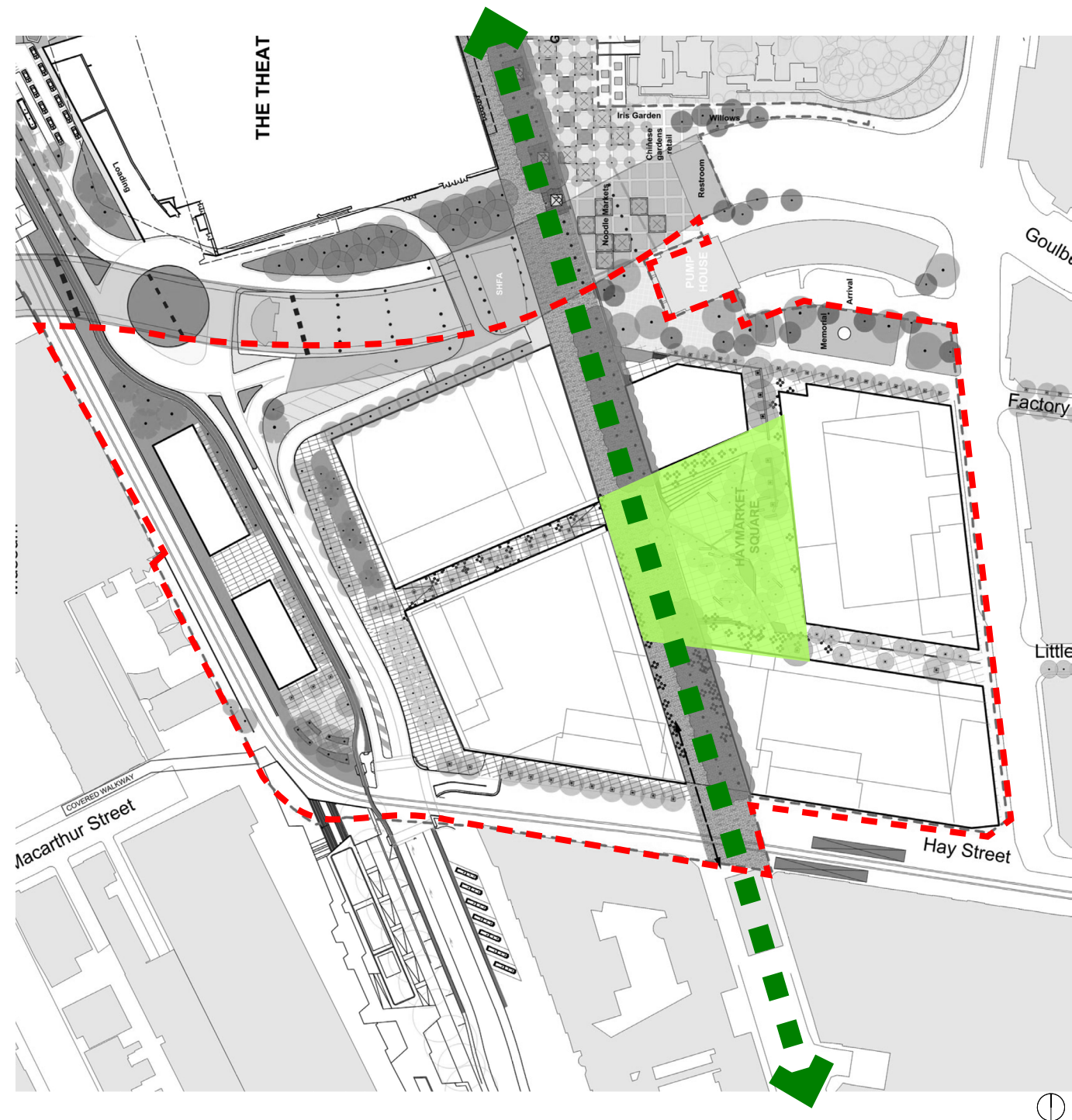


Figure 3.1. The Haymarket principles - Boulevard and public spaces

Linkages + urban grain

The Design Philosophy for The Haymarket will include the provision of increased permeability across the site. These connections will be at-grade and will be pedestrian only thoroughfares. The existing street network from the east will be extended into the site. To the west, due to physical constraints new legible and accessible connections will be provided.

From the west the Pier Street low level connection will be retained, with the potential for the NW Plot commercial building address to be relocated on this alignment. Macarthur Street currently terminates at the Powerhouse Museum service and goods area. The light rail alignment and a level change (approximately 3m) prevent the street continuing at grade on this alignment. Instead it will be redirected to connect with Hay Street – forming a shared level transition and Darling Drive crossing point with the Goods Line. Hay Street, as an existing broad avenue, is more conducive to large pedestrian movements and wayfinding into the precinct and beyond. A broad programme of uses will generate different footfall peaks throughout the day and ensure a safe, secure and vibrant new quarter.

In the interim the pedestrian footbridge will be partially retained to maintain pedestrian access from Macarthur Street – refer to the Public Domain Design Report prepared by Hassell for detail. Dickson's Lane will provide an alternative connection onto the Boulevard and Square.

This design philosophy aligns with principle 2 in the SICEEP precinct plan principles noted previously.

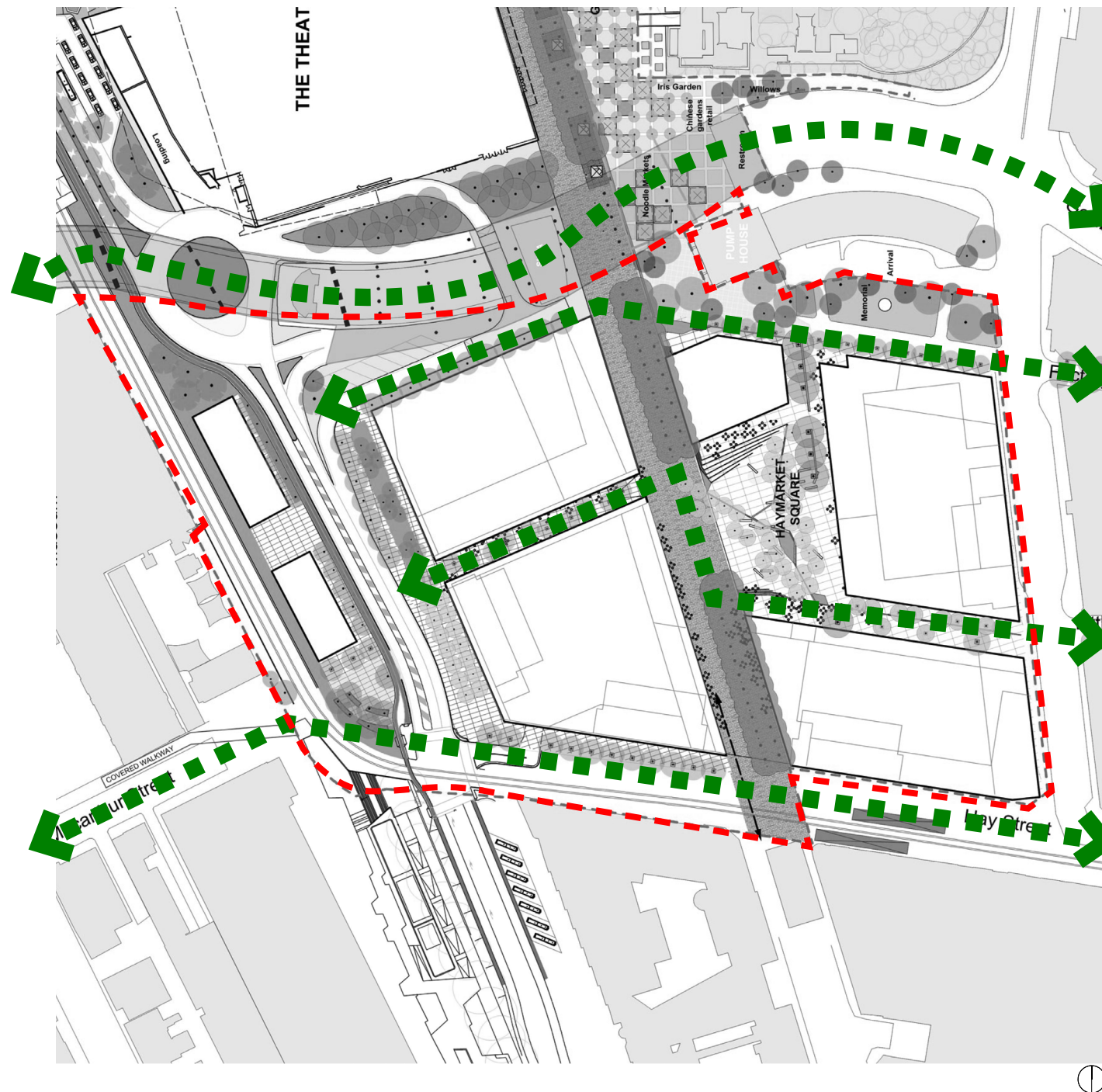


Figure 3.2. The Haymarket principles - east-west permeability