

SITE ANALYSIS

Site location + local context

The Haymarket takes its name from the local neighbourhood. It sits entirely within an urban context and is bounded by the Pier Street flyover to the north, Harbour and Hay Streets, mixed, low-level commercial streets to the east and south respectively, and the light rail corridor to the west.

The site is currently occupied by the Sydney Entertainment Centre in the east and a large multi-storey car park to the west. The raised Sydney monorail, which runs along its western, southern and eastern perimeter and includes the Paddy's Market station, is to be closed and dismantled in June 2013. The local streets provide good connections into the city and university precincts and wider connections to Central Station.

Connectivity to the west has historically been poor, after the introduction of a goods line segregated Ultimo and Pyrmont from the city. Pedestrian access is limited to the heavily trafficked Pier Street with stairs and ramps providing access to grade, and a footbridge from the Powerhouse Museum crossing Darling Drive and connecting with Paddy's Market monorail station on the south-west corner of the site.

SHFA is managing the creation of a new pedestrian corridor called the Goods Line (formerly known as the Ultimo Pedestrian Network or UPN). This project seeks to turn a disused goods line into a linear park supporting a range of activities – similar to the High Line in New York. This new corridor will land at the south-western corner of the site.

The existing facilities to the north of the site within SICEEP will be redeveloped in a programme of regeneration to be completed by 2016.



Figure 2.2. Public domain precinct plan for SICEEP

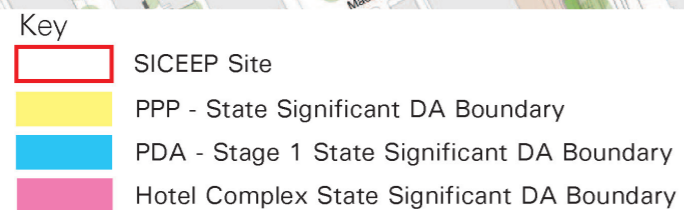


Figure 2.3. Precinct plan showing boundaries



Ownership + boundaries

Darling Harbour, including The Haymarket site, falls into the City of Sydney Local Government Area. Whilst the City of Sydney is a key stakeholder, the Minister for Planning and Infrastructure is the consent authority.

SHFA is the owner of most of the site and a leasehold with Darling Harbour Live has been agreed to permit development. NSW Transport also own a small portion of the site.

Infrastructure New South Wales (INSW) is the government agency responsible for delivery of the SICEEP project.

Other major stakeholders around the site, such as the UTS, Powerhouse Museum, Chinatown Traders and resident associations such as The Peak Apartments, have been consulted in stakeholder workshops.

The Goods Line is also owned by SHFA and connects into the south-west corner of the site.

The portion of Hay Street bordering the south-east corner of The Haymarket is owned by the City of Sydney and outside of the development.

Engagement with the Council and SHFA is important to seek a uniform design approach applied to the interface including Hay Street to address all the local connectivity issues and ensure a good urban outcome for the local community and city in general.

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Figure ground

The site sits at the confluence of major urban grids, the Pyrmont/Ultimo grid to the west and city centre grid to the east. The former goods line acted as a barrier to permeability and constrained development west of the site. As a result the blocks within Pyrmont are fine grained and comprise small residential parcels mostly of single occupancy units and representative of fringe of city development.

To the east, the blocks within the city grid have a medium grain and density. The geometry shifts to follow the York Street alignment which defines the west of the CBD. Street widths are tight and junctions constricted.

The large built forms of the Sydney Entertainment Centre and the multi-storey car park follow the programme of large event based buildings running down the western edge of the site.

To the south of the site, Paddy's Market (Market City) and the UTS building (built within a former market building) continue the large format buildings. The built form defines the street grid and results in a disconnected and divergent street grain. The area suffers poor traffic movements and there is no public east/west movement between Hay Street and Broadway.

The site has an abundance of open space to cater for peak crowds during events at the existing entertainment centre, exhibition and convention facilities. With no formal programme for these spaces, they are under-utilised and have a negative impact attracting anti-social behaviour and uses.

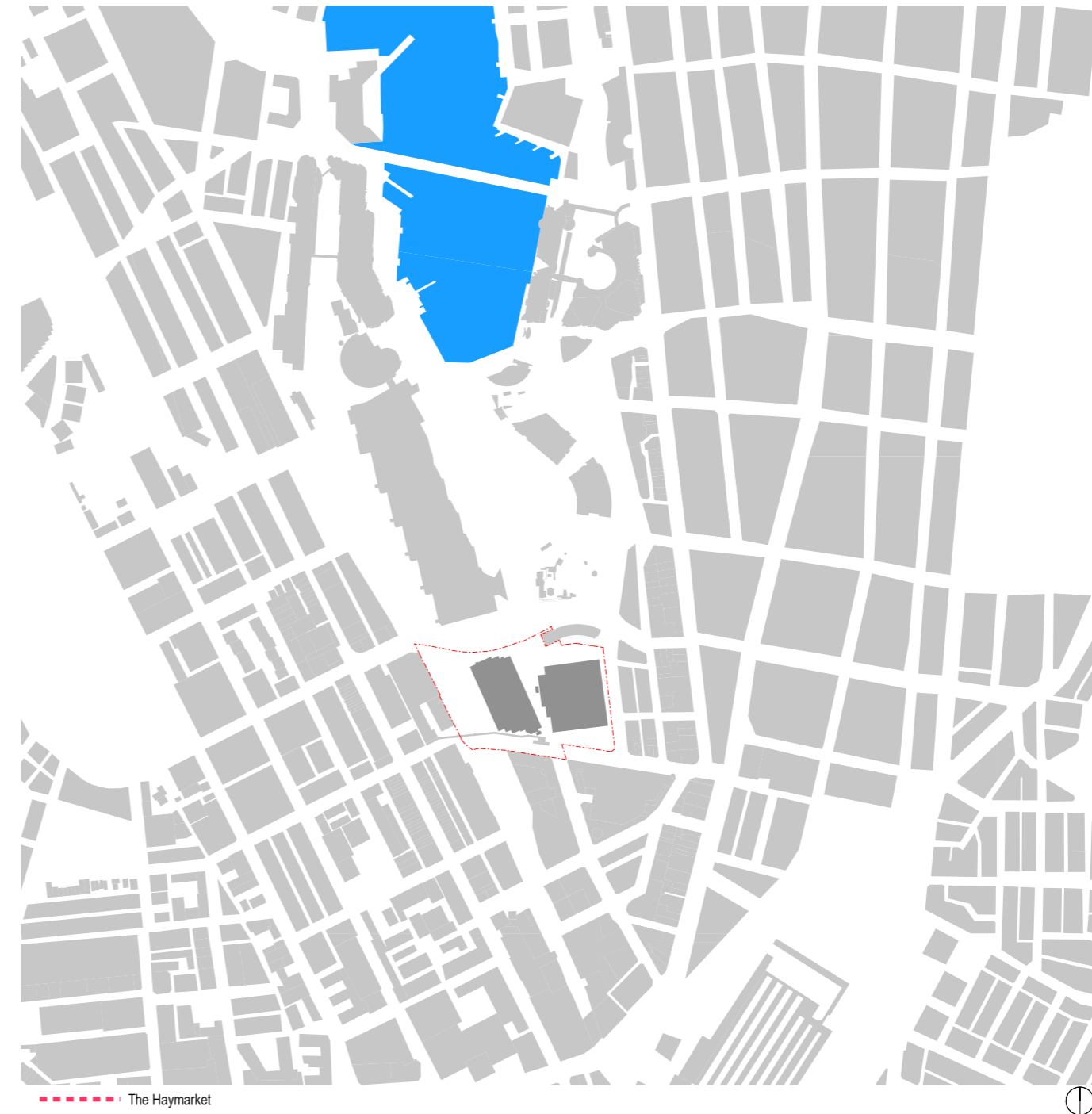


Figure 2.4. Figure ground plan



Figure 2.5. Landscape figure ground plan

Landscape + open space

The Haymarket sits on a transitioning point from an area of large open, green spaces to the north within the site to gritty, urban streets leading out on all other sides. Pockets of overgrown and mature, informal planting acting as buffers and occupying the spaces left over after planning characterise the local context. SHFA and City of Sydney is undertaking a programme of works to upgrade the public domain to harmonise and revitalise the local neighbourhoods. Two key epicentres for this investment are Chinatown to the east and the Good Line to the south west.

Tumbalong Park provides a generous open public space with a programme of activities catering for a large section of the population. The Chinese Garden of Friendship provides additional quality green space.

The proposed Goods Line will provide a series of pocket parks, green spaces and interactive and entertainment decks arranged along a linear park and new pedestrian route. The intention is to provide an attractive spine to promote pedestrian and cycle usage between the university and the city as well as providing a unique visitor attraction to the local area.

Refer to Hassell's Public Domain Design Report for SSDA2 for further analysis of the existing open spaces and a wider and more detailed vision for proposed public domain for The Haymarket.



Figure 2.6. Existing site photographs of open space