

3. STREETS + BUILDING PLOTS

Visual connectivity

The slight change in the geometry of Little Hay Street (10.5°) still affords a clear line of sight into Haymarket Square from Dixon Street.

It is a reasonably wide street, with the public domain aiming to create a more intimate environment to build upon the character of the Chinatown 'laneways'.

Cafe activity, terminating in a wider terrace at the south west corner of the square will be visible from Chinatown and Harbour Street.

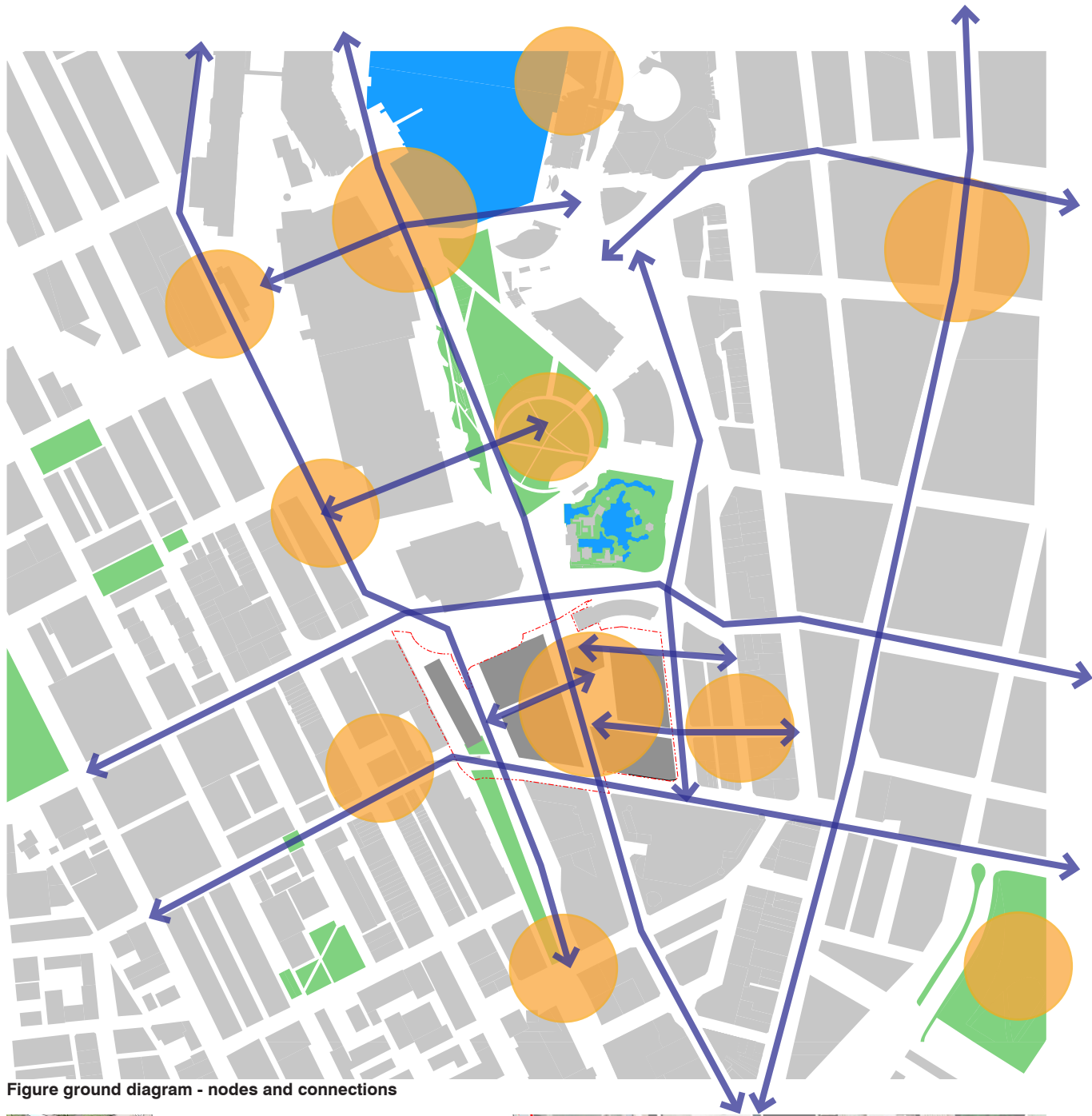
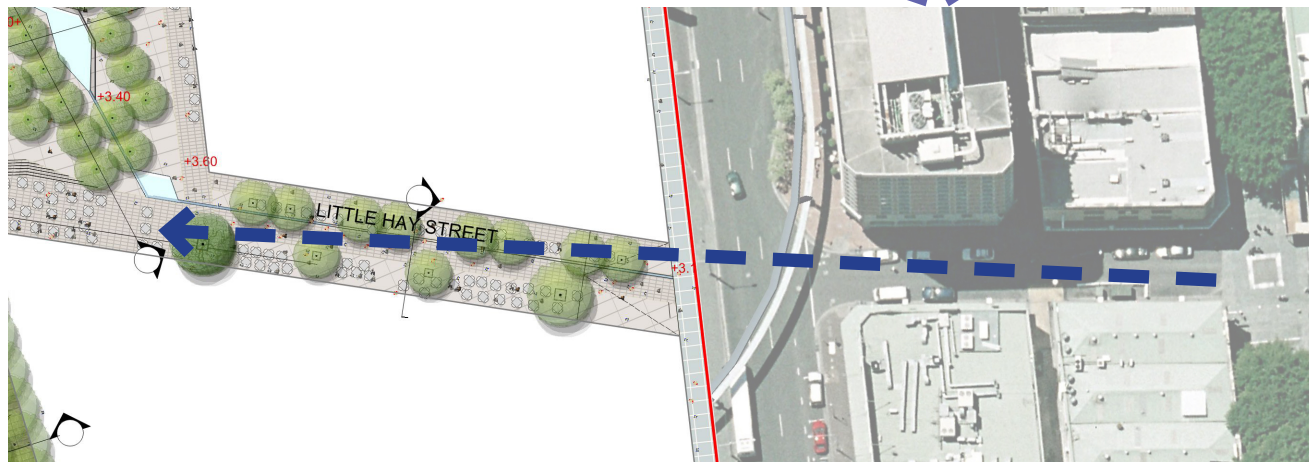


Figure ground diagram - nodes and connections



Little Hay Street - with line of sight from Dixon Street (Chinatown) into Haymarket Square



Artists impression of Little Hay Street - as submitted in SSDA 2

3. STREETS + BUILDING PLOTS

3.2 Macarthur Street alignment

Issue:

The proposed termination of Macarthur Street at Darling Drive is undesirable because it will hinder wayfinding into the precinct and will increase the perception of bulk and density by terminating a view corridor with a tall tower.

Response:

Through a series of presentations to CoS and the Design Review Panel (DRP) the issue of Macarthur Street extending into The Haymarket was discussed.

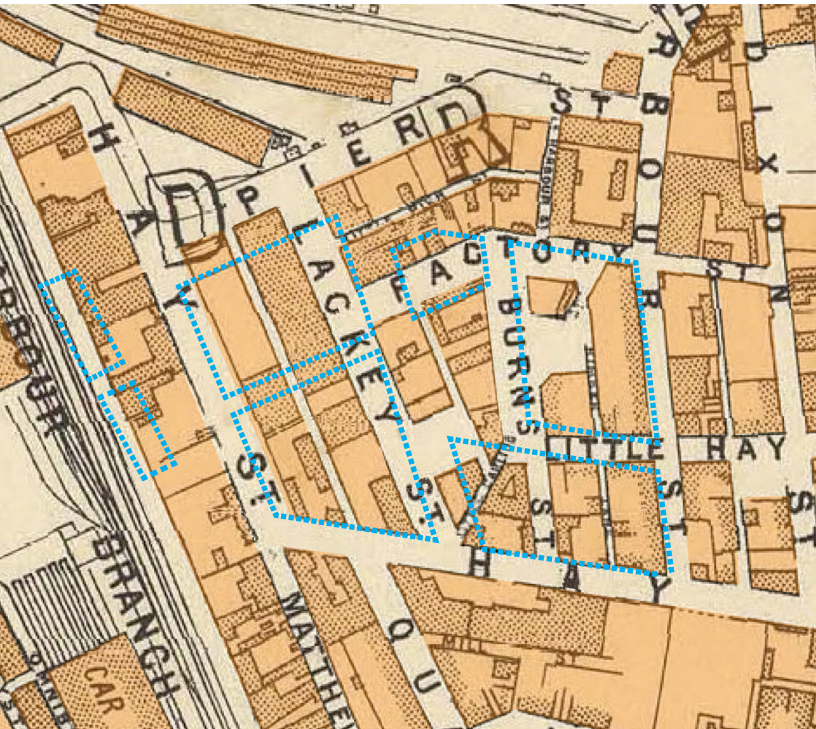
Many of CoS recommendations re-state these initial concerns and the headings below summarise the main points presented:

Figure ground

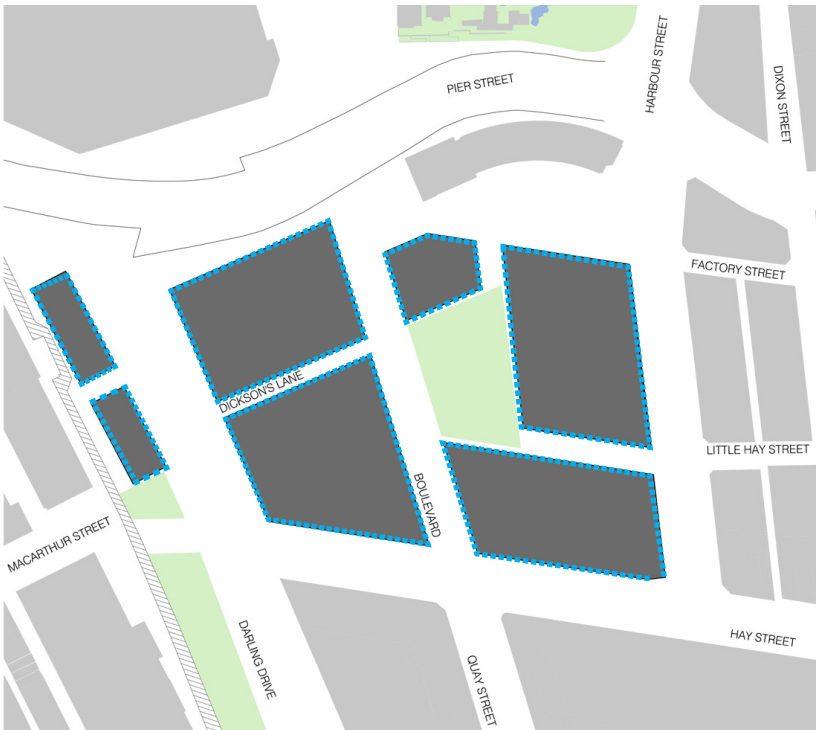
The Concept Proposal has the square acting as a point of resolution of the street pattern of Ultimo (Darling Drive) and the street pattern of Haymarket and the city (Sussex Street) – the more dominant streets.

A review of the current figure ground (refer to page 20) and an historical street map (circa 1903) highlights that:

- Macarthur Street terminated at Harris Street and never connected to Darling Drive (formerly Hay Street);
- streets travelling east from Ultimo tend to deflect south on the Darling Drive/ Pyrmont Street axis (an existing topographic ‘ledge’);
- the elevated walkway from Harris Street crosses Darling Drive and connects with Hay Street;
- pedestrian connection from west over rail corridor in historical figure ground is via Pier Street (top left corner of map) - similar to today; and
- Darling Drive and Hay Street now connect to allow pedestrians to travel northwards into Pyrmont or east towards Haymarket and the city. The proposed new Goods Line connects to this key junction.



Historic street map of The Haymarket site circa 1903 -
The Haymarket building plots indicated by blue dotted lines



The Haymarket Concept Proposal to approximate scale of map above