

2.0 SITE ANALYSIS

2.2 Landscape and Open Space

The Haymarket sits on a transitional 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 Goods 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 spaces, and local amenities.

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 unique visitor attraction to the local area. It will become an integral pedestrian link between Central rail station, UTS, TAFE, ABC, campuses, and the foreshore in Darling Harbour.

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 the proposed public domain of The Haymarket.



PERMEABILITY OF 'THE HAYMARKET' AND CONNECTIONS TO OPEN SPACE

-  THE 'BOULEVARD' MAIN CAUSEWAY LINKING OPEN SPACES
-  PERIPHERY CONNECTORS TO OPEN SPACE



EXISTING CONDITIONS OF OPEN SPACE WITHIN 'THE HAYMARKET' PRECINCT

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2.3 Traffic Access & Transport

Pedestrian network

Existing east / west pedestrian movement is hindered by the big footprint forms of the Sydney Entertainment Centre and adjacent multi-storey car park. The at-grade link between the buildings is closed to public access, serving as the goods loading and marshalling area for the entertainment centre.

A pedestrian footbridge crosses over Darling Drive and connects the Powerhouse Museum to Paddy's Market monorail station.

The greater SICEEP Precinct traffic access includes;

Light rail / train

Light rail travels along Hay Street before turning north to the west of Darling Drive entering a dedicated rail corridor. The route links Central Station and the Inner West. Haymarket station is located on Hay Street on the south - east corner of the site. A further stop is located north of Pier Street serving the current Exhibition Centre.

Buses

Key bus corridors exist along George Street to the east and Broadway to the south of the site.

Rail

Central Station is located at the end of Quay Street to the south of the site, the terminus of the light rail service, and provides direct connections to the airport. Town Hall Station is also within walking distance of the site.

Traffic Access and Transport that directly impacts the NW Commercial site includes;

Vehicles

Vehicular access is limited to one-way traffic heading north along Harbour Street to the east and two - way traffic along Darling Drive to the west. Darling Drive is under utilised as it primarily serves peak traffic flows generated by events at the convention, exhibition or entertainment facilities. Vehicles are prohibited down Hay street to prevent conflict between turning traffic and the light rail alignment. Kerbside coach and mini-bus parking is provided along Harbour Street and Darling Drive impacting the quality of the urban environment.

The 1900 space multi-storey car park is accessed via Pier Street to the north and Hay Street to the south. The northern link is also used by SHFA for service and maintenance vehicle access. Refer to Hyder Consulting Transport and Traffic Assessment SICEEP The Haymarket for detailed information.

Bicycles

There is a cycle lane along Darling Drive which connects to cycle network and CBD over Pyrmont Bridge. Elsewhere cycles share the roads with cars.



ACCESS & TRANSPORTATION METHODS WITHIN 'THE HAYMARKET' DEVELOPMENT PRECINCT



EXISTING PEDESTRIAN NETWORK IMAGES WITHIN THE HAYMARET PRECINCT

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2.4 Heritage & Infrastructure

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.

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

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.

Infrastructure

The site has significant in-ground civil and utility infrastructure and easements across the site. The new development increases the built form footprints compared to the existing buildings and builds over many of these existing corridors and easements. Much of the utilities infrastructure will be demolished and replaced or upgraded for the new development footprint.

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



INDICATIVE EXISTING STORMWATER CULVERTS WITHIN 'THE HAYMARKET' PRECINCT

- STORMWATER CULVERTS
- HERITAGE LISTED BUILDING



EXISTING INFRASTRUCTURE WITHIN THE HAYMARKET PRECINCT

2.0 SITE ANALYSIS

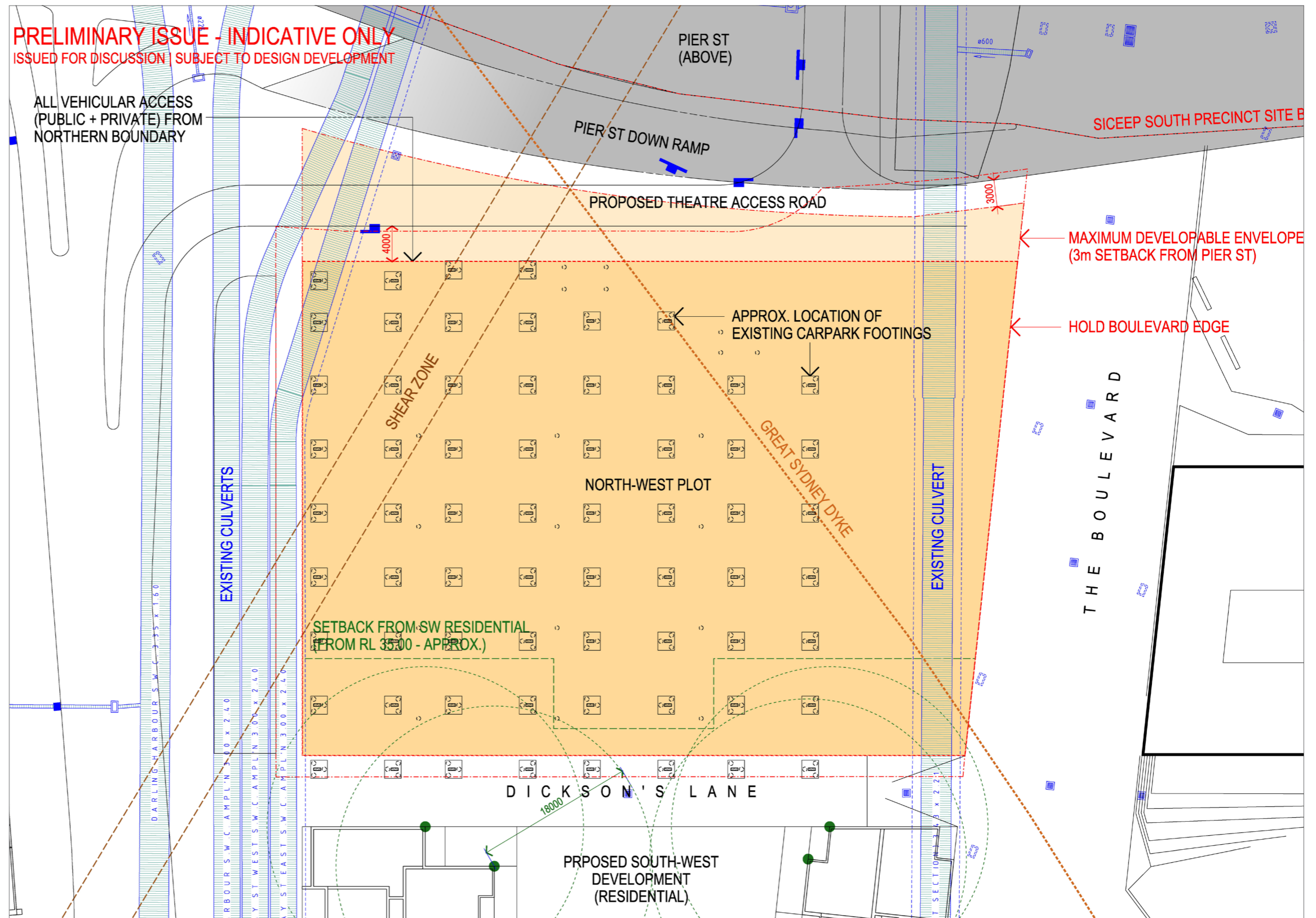
2.5 Site Constraints

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.

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.



03

GENERAL INTENT

3.0 OVERALL SICEEP PRECINCT PLAN - GENERAL INTENT

3.1 Concept Proposal Overview (Darling Harbour to the new Haymarket Precinct)

The SICEEP Precinct Plan has clearly defined a planning and built-form approach which integrates high calibre urban planning and public realm outcomes with pronounced individual built-form elements. These built-form outcomes operate within a strategic public realm framework and overall architectural composition, both at a greater master plan context as well as at an individual planning level. To this end, the proposed NW Plot development seeks to draw a subtle visual affinity with the greater SICEEP Precinct Plan components related to the public focussed uses of the Theatre, and Convention and Exhibition Centre Facilities. In this respect, the architecture proposed for the NW Plot addresses the contextual and visual opportunities to:



SICEEP MASTERPLAN



Acknowledge the highly visible vehicular approach from Pier Street in relation to the north elevation and its relation to the proposed new ICC Theatre, north.

