

Site Analysis

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SITE DESCRIPTION

Located within the Darling Square Precinct, the site is positioned in the South East corner of the development and known as the South East Plot (SEP).

The site is bounded by Hay Street to the South, Harbour Street to the East, the new Boulevard internal street to the West and the extension of Little Hay Street Laneway and the new Haymarket Street to the North.

The South East Plot has an area of 4,646 m2 within the Darling Square Precinct shown adjacent.

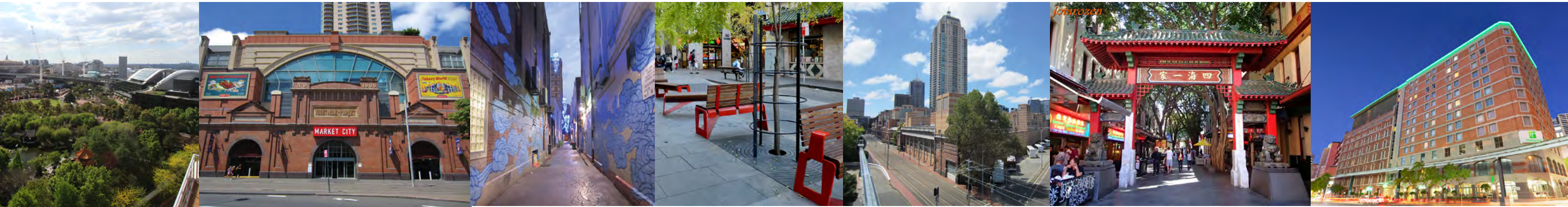
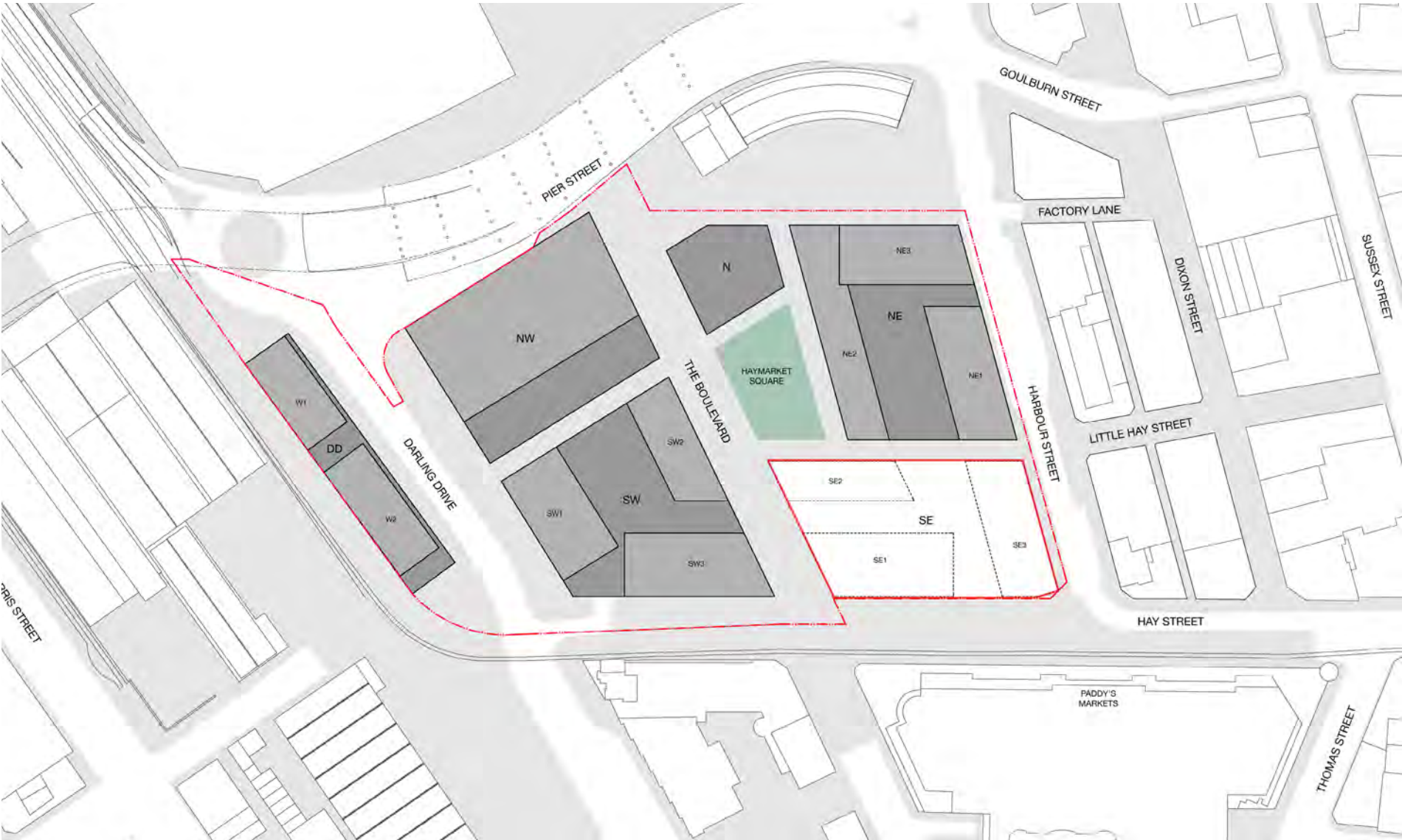
The SSDA2 masterplan for the South East Plot sets additional zones for 3 towers on a landscaped podium base as follows:

SE1 - The southern most and tallest tower with a wide northern frontage.

SE2 - The Northern most and smaller tower that relates to the development surrounding the main square.

SE3 - The Eastern most tower aligning with the East West oriented tower proposed on the North East Plot.

The site is the subject of an existing overland flow path and as such there is a large undercroft setback required for overland flow along the Southern Boundary with Hay Street to be considered with the design.



HERITAGE

A rich natural and man-made heritage has played an important part in the evolution of Sydney's development history.

Pre-European history is not evident within the current context as the site has been cleared of natural formations and the former shoreline reclaimed.

Essentially, 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 grew from the southeast. Warehouses and market buildings emerged to redevelop the site wiping out the finer grain of city streets.

There are three significant industrial heritage buildings around the site that create site context for the design:

- The Pumphouse dates back to 1891 – the first major public hydraulic power provider;
- The Market City building dates back to 1834 – established as a market for farmers selling food and grain, quickly becoming a thriving market for second hand goods; and
- The John Mills wool store dates back to 1883.

The industrial and market historical phase 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 have historical significance.

More recently, with the arrival of the previous and proposed Darling Harbour Live, Harbourside Shopping Centre, the expansion of UTS and its associated student housing, the Goods Line and the residential development to the west (Ultimo), the character of the immediate area is transforming significantly.

A Statement of Heritage Impact prepared by TKD Architects accompanies SSDA9 and provides a full description of heritage considerations, refer Appendix D.

An Archaeological Assessment and Impact Statement has been prepared by Casey & Lowe which accompanies SSDA9. The statement confirms that 'the study area is fully within reclaimed land within what was once Darling Harbour and therefore has no potential for Aboriginal archaeology. All testing and salvage for Aboriginal archaeology within Darling Square has been completed.



TRAFFIC ACCESS AND TRANSPORT

PEDESTRIAN NETWORK

The pedestrian network is critical to delivering a successful, vibrant public domain. North South pedestrian movement from Central Station towards Darling Harbour is facilitated by the existing pedestrian connection along Harbour Street, the Goods Line and the new extension of Quay Street that forms the Boulevard . East-West connections are extended through the site, connecting Chinatown to Ultimo through the proposed public space network with extensions of Little Hay Street and Factory Lane into the site and connecting to the new public square.

LIGHT RAIL & GEORGE ST TRAM LINE

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. Light rail stops are currently located to the South on Hay Street and West adjacent to the Capitol Theatre (450m).

The proximity of this light rail stop provides an excellent connection to the public transport system for residents and those visiting the public spaces and retail tenancies included in the development.

In addition, the CBD South East Light Rail has begun construction and will run from Circular Quay along George Street to Central station and then extend through Surry Hills, Moore Park, then to Kensington and Kingsford.

RAIL

Central Station is located at the end of Quay Street. This is within walking distance of the site (850m). This service provides direct rail connection to Sydney International and Domestic Airport terminals.

Town Hall Station is also within walking distance of the site (1km).

BUSES

Due to the new CBD South East Light Rail project under construction the bus routes have been reconfigured.

The key bus corridor now runs along Elizabeth Street, bus stops on the lower end of Pitt Street are within walking distance of the site (500m).

VEHICULAR

Car park entry and service vehicle access will be provided from Harbour Street. The design and positioning of this entry has considered the safe manoeuvring of vehicles entering and exiting the building as well as the public domain implications of this entry point.

FERRY

Pymont Bay Ferry Wharf, serving Darling Harbour is a short walk from the site. The wharf provides a half hourly connection to Circular Quay at peak times, and an hourly service during off peak.

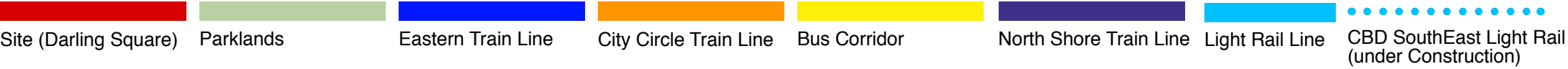
BICYCLES

The City of Sydney cycle network defines a number of nearby streets as being 'bicycle friendly roads'. These include both Ultimo Road to the south and Sussex Street to the east. The cycle lane proposed along Darling Drive, adjacent to the site will be retained.

Bicycle storage is provided within the development along with end of trip facilities for retail workers and visitors.



- 1 Jubilee Park
- 2 Wentworth Park
- 3 Victoria Park
- 4 Tumbalong Park
- 5 Belmore Park
- 6 Hyde Park
- 7 The Domain
- 8 Royal Botanic Gardens



SITE ANALYSIS

GATEWAY AND ADDRESS

The South East corner is an important focal address to the development and a gateway to the internal street network within the larger site. The corner needs to provide a sense of address and arrival unique to the site whilst not taking too much emphasis away from the South West corner of the Boulevard and the North East corner of Little Hay Street.

The southern boundary faces Paddy's Markets and the greater Chinatown precinct along an already very active street with access to food markets, stalls, restaurant and cafes.

The site forms a pivotal point on the journey from the Haymarket-Chinatown precinct into Darling Harbour, providing a unique transition from the bustling retail and commercial zone into the higher residential areas of Haymarket and the southern part of the CBD.

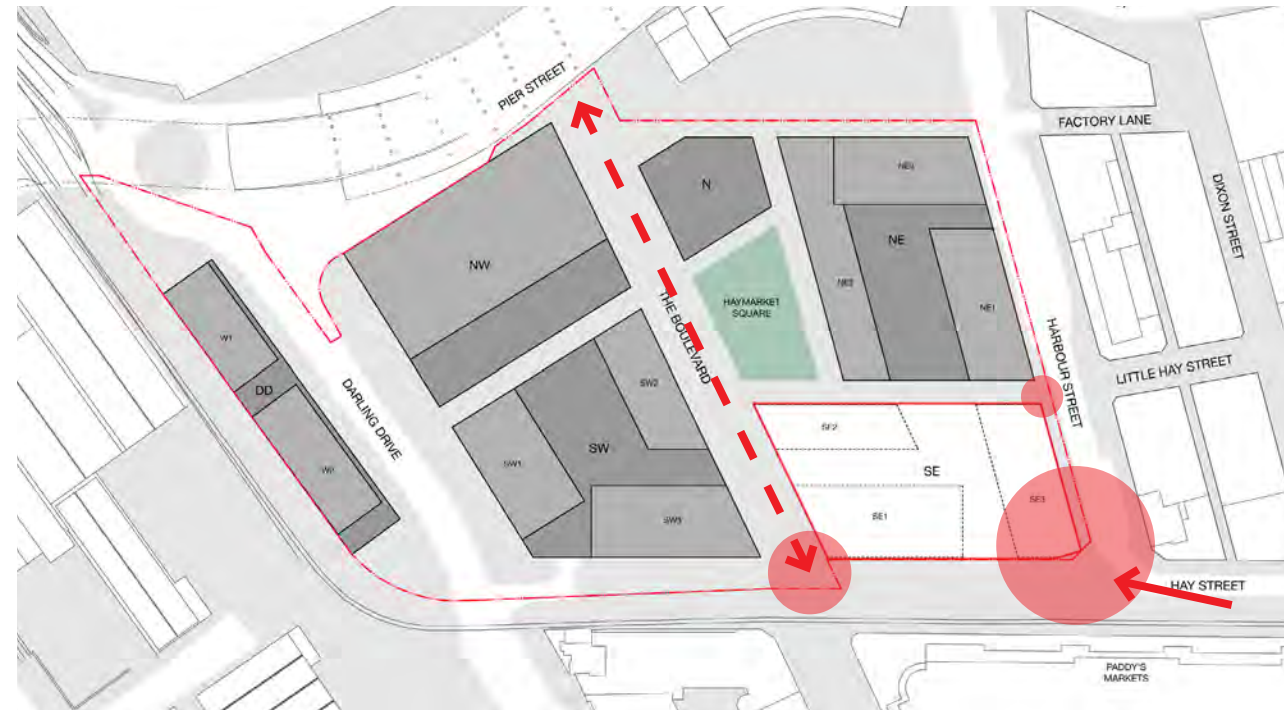


Image 1.3 GATEWAY AND ADDRESS

NEW PUBLIC SPACE

A new central outdoor space is created by Darling Square, providing significant additional public amenity to not only the new South East plot apartments but to all the surrounding residents near this new development.

The address of the built form to the square is important in reinforcing the edges of the site whilst drawing people into the site along the boulevard and Little Hay Streets.

The edge frontage provides an opportunity for a point of difference, an element that entices and adds vitality to the square.

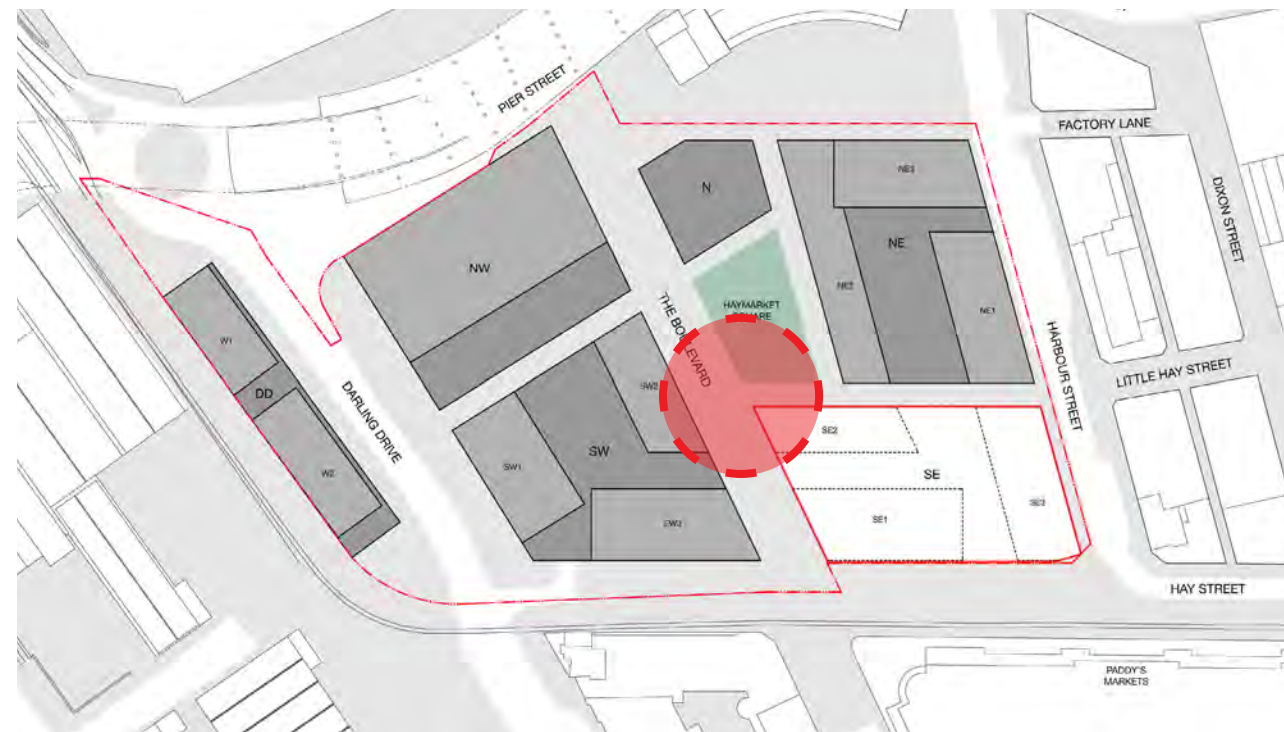


Image 1.4 NEW PUBLIC SPACE

GROUND PLANE CONNECTIVITY AND PERMEABILITY

A unique opportunity is presented around the site by the inclusion of pedestrian only link along the Western and North boundaries of the site that lead to the large and vibrant new public space of Darling Square.

The Western boundary connects into the Little Hay street laneway that leads to the main pedestrian zone of Chinatown providing an opportunity to draw people into the development area. A larger boulevard running north/south creates a pedestrian connection from Quay Street through to Darling Harbour.

These vital links allow permeability and pedestrian access to the entire perimeter of the South East Plot.

This enables excellent activation opportunities around the full perimeter of the site with varying retail opportunities to suit the streetscape and lobby entrances to the development.

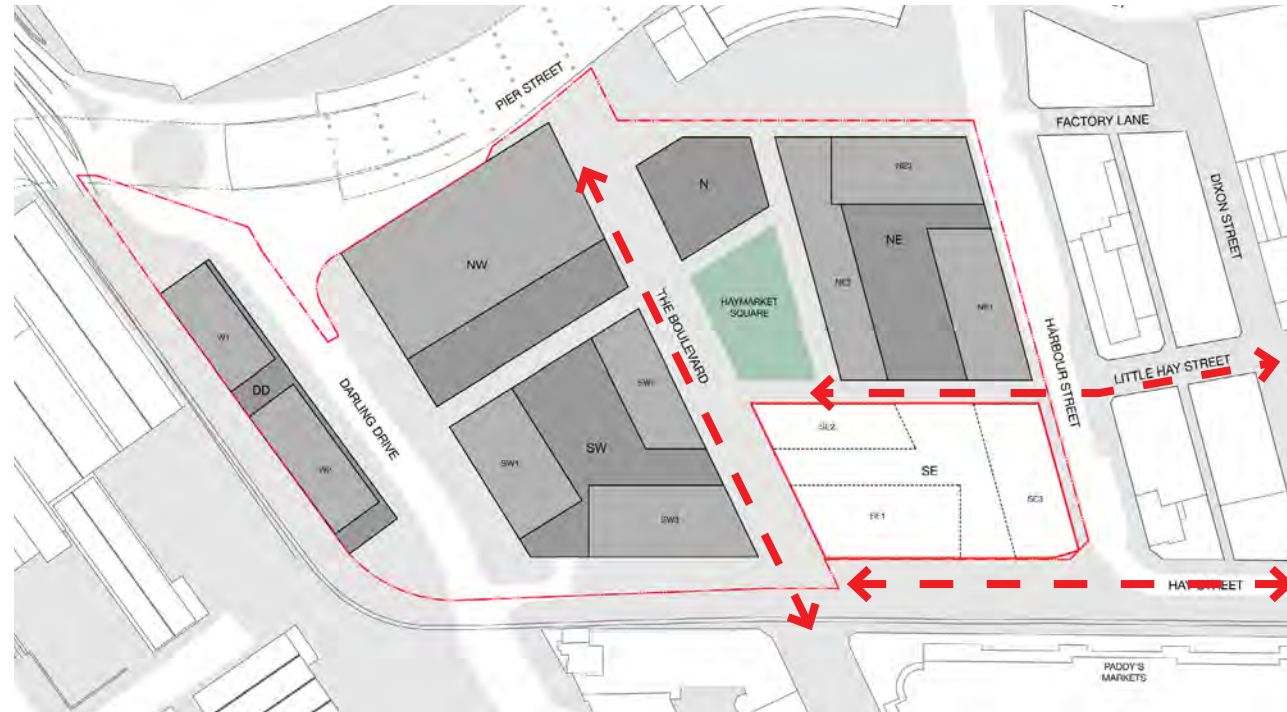


Image 1.5 GROUND PLANE CONNECTIVITY AND PERMEABILITY

URBAN DENSITY

The Darling Square concept proposal has established a clear relationship for density in response to the context and environment.

The Stage 1 Concept Proposal sets up a podium street wall alignment that compliments the surrounding neighbourhoods to the South and East whilst developing a relationship with the North East and South West Plots.

There is opportunity to align with both South West and North West podium levels, landscape decks in addition to the North East towers facing the square and Harbour Street.



Image 1.6 URBAN DENSITY

SOLAR ACCESS

The South East Plot is surrounded by large towers to the North, East and West as noted within the Concept Proposal. There are also medium rise developments to the North, East and West which impede solar access to the podium.

The South East Plot is overshadowed by the NE3 and NE2 towers as well as existing and proposed taller developments to the north east. Due to the proximity and height of these developments the shadows pass relatively quickly across the site and their impacts are brief.

However, due to their location the lower levels of the podium do experience more prolonged impacts from lower rise buildings and we have oriented apartments and optimised glazed facade areas to maximise their access to sunlight.

The open square to the North West provides a break in the urban fabric allowing solar access to the North West portion of the site and an opportunity to maximise apartments to this area on both the SE1 and the lower SE2 towers.



Image 1.7 SOLAR ACCESS

VIEWS

There is a hierarchy of views available from the Stage 1 Concept Proposal tower zones as follows;;

- 1 - SE1 views to Darling Harbour to the north, city to the south, and city views to the east above level 10;
- 2 - SE2 views to Darling Square.
- 3 - SE3 views are localised across the podium and to the surrounding Darling Square precinct development to the North West and along Harbour and Hay Street to the East and South.
- 4 - Podium Views are curtailed by the immediate context and limited to the immediate locale

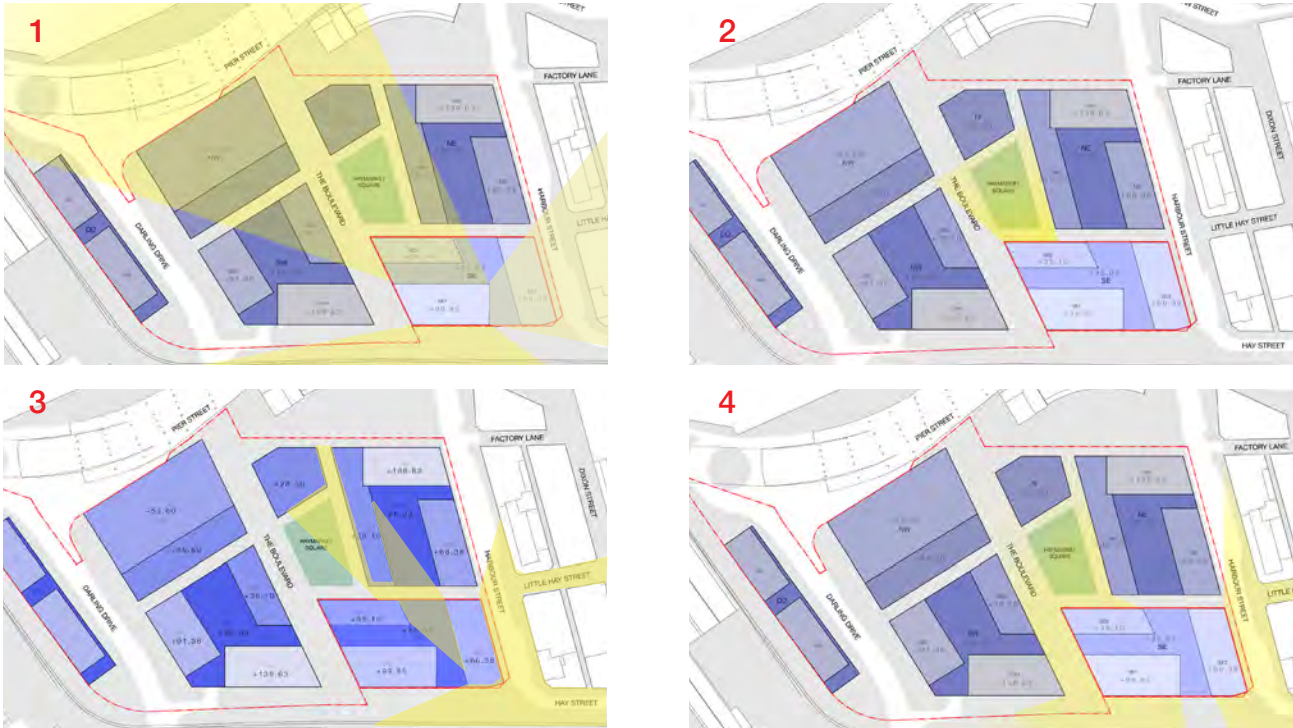


Image 1.8 VIEWS

