

## 2.5.5 PUBLIC TRANSPORT

Currently Darling Harbour is served by a range of public transport options.

The site is a two minute walk from George Street, where bus routes connect Sydney CBD to most outlying districts via The Town Hall, QVB and Wynyard interchanges.

Light Rail runs from Lilyfield to Central, with an extension underway to Dulwich Hill. Light rail will provide direct access to the SICEEP precinct from the west, and there is an existing stop at Market City, accessing The Haymarket.

The site is also well connected in terms of ferry access from King Street Wharf.

Central Station is the closest train station to The Haymarket and will be reached easily via the Goods Line and Quay Street.

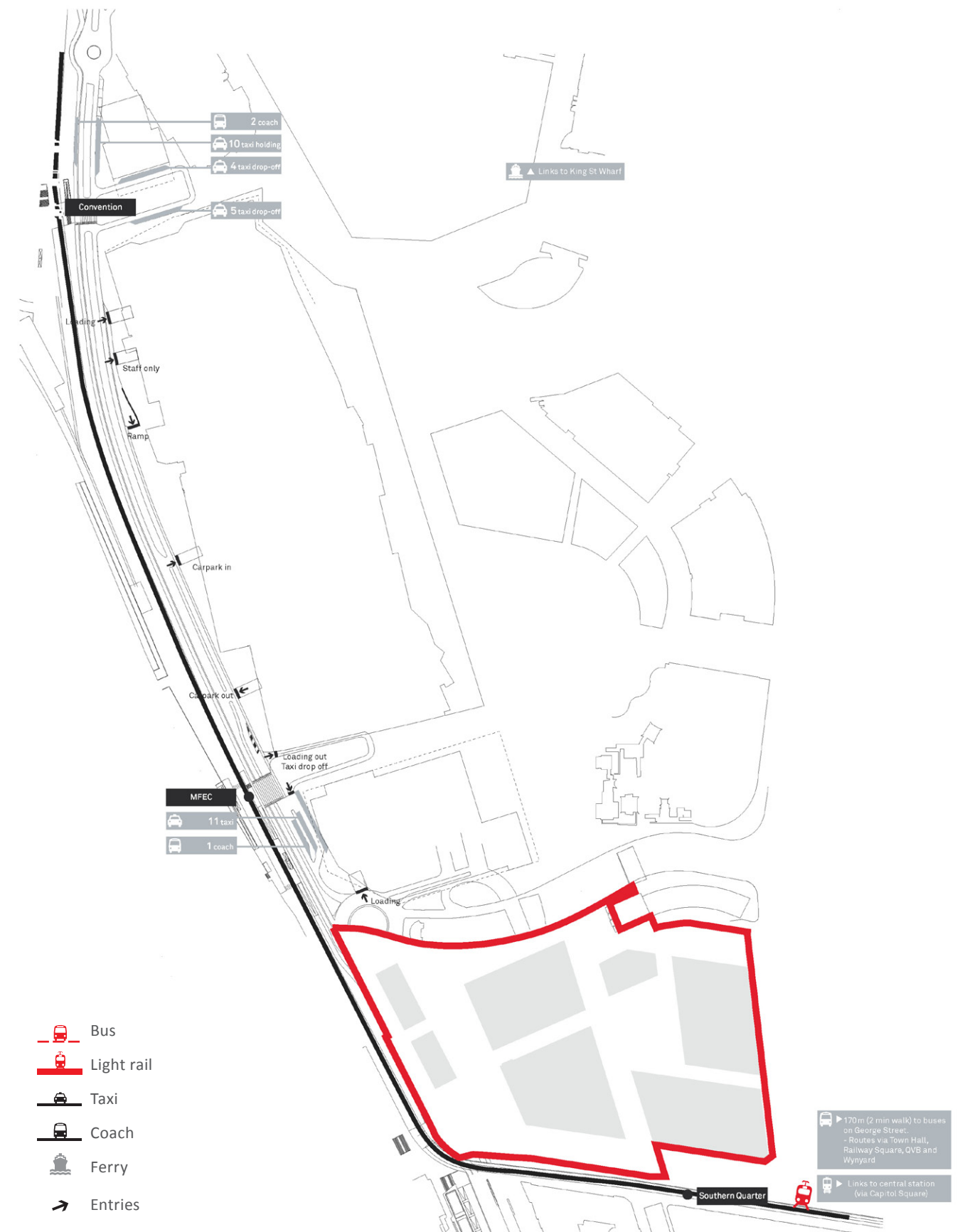


Figure 2.5.5 Public transport connections

## 2.6 THE GOODS LINE (FORMERLY THE UPN)

The Goods Line, formerly known as the Ultimo Pedestrian Network (UPN) is a proposed pedestrian route that will provide a safe, attractive passage from Central Station, Broadway and Ultimo to the Darling Harbour precinct. It is proposed to be expanded north of its current end point as a vital north-south connector and a strong and essential link between the Pyrmont community and Darling Harbour.

Opportunities along the Goods Line will exist for future community based art activities, markets and other programmed events. Students on the UTS campus, users of the Ian Thorpe swimming pool and visitors to the Powerhouse Museum will be connected to the Goods Line and to The Haymarket site at an upper level within the street network of Ultimo/Pyrmont.

The Goods Line will connect to The Haymarket site at the intersection of Macarthur and Hay Street. Macarthur Street runs east-west, perpendicular to Darling Drive. Macarthur Street currently provides loading and delivery access to the Powerhouse Museum and as such is not a pedestrian accessible route.

A key principle in the delivery of The Haymarket and SICEEP precincts is to enhance pedestrian access from Harris Street and the Powerhouse, which is elevated 9 metres above the SICEEP precinct, to the lower areas. Utilising the existing walkway and connecting with the Goods Line will ensure that an enhanced pedestrian connection can be made from the outset of the project.

The safety of pedestrians will be paramount within these key pedestrian links and throughout the site, and all CPTED principles will be followed in terms of lighting levels, sight lines and planting style.



Concept image for UPN - Aspect Studios

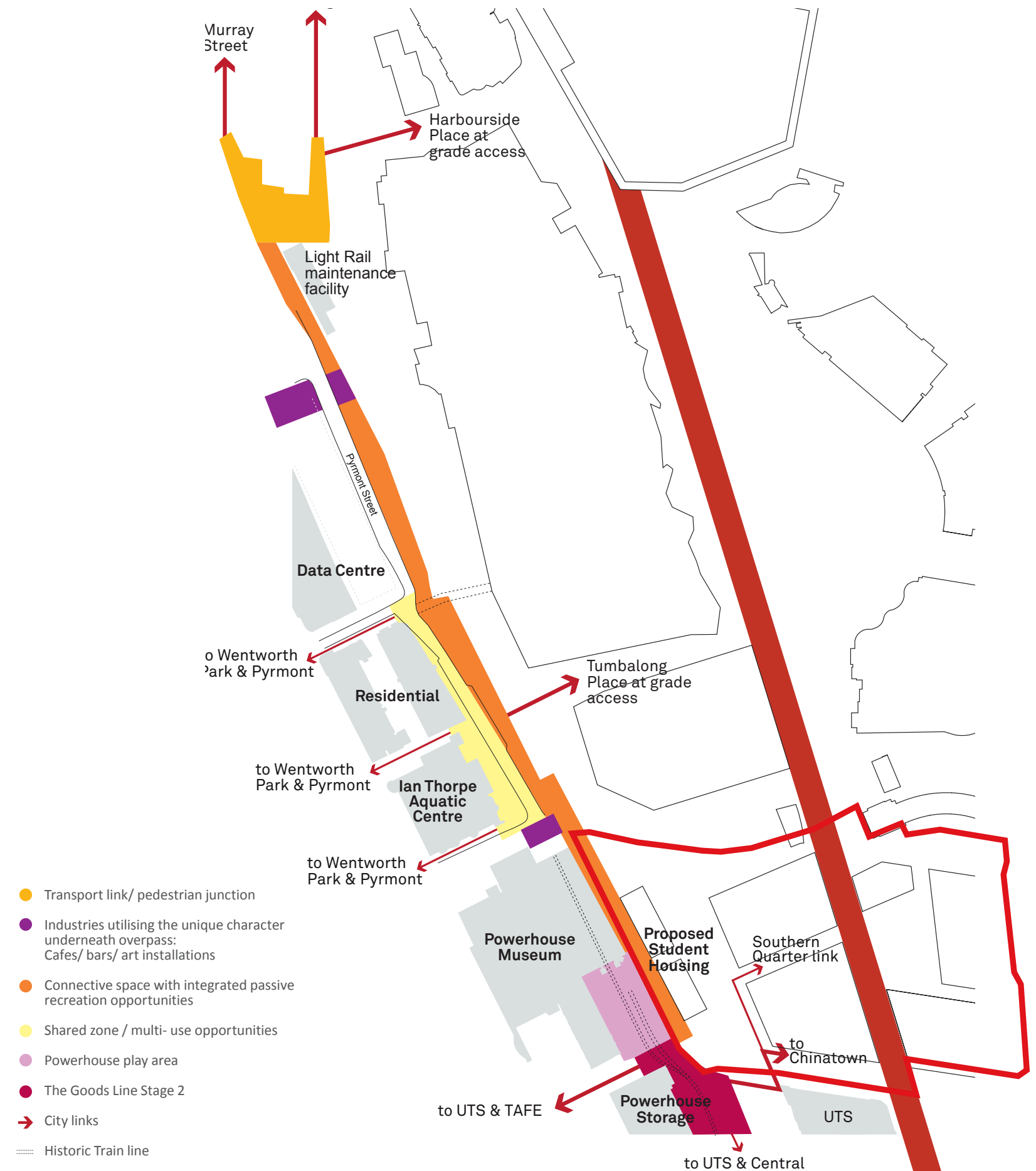


Figure 2.6.1 Expanded UPN and the increased connection between Pyrmont and Tumbalong Park. Aspect Studios. Subject to other consent.

## 2.7 OPPORTUNITIES AND CONSTRAINTS

The principles established for upgrading the site and ensuring the best possible public domain outcome need to specifically respond to the site and the opportunities and constraints that it presents.

There are many drivers and influences upon the site that can be drawn upon, notably its history, past ecologies, heritage and surrounding character. Specifically there are opportunities and objectives that can be identified and delivered upon within the ongoing stages of design. These are identified in figure 2.7.1 and will inform the design development and place making strategies for The Haymarket public domain.

The constraints upon the site lay mainly with boundary and ownership issues, where fully integrated, safe and well designed outcomes are required at site interfaces and within existing transport corridors. Stormwater management and traffic/drop off requirements will also require considered design integration so as to not impact negatively upon the public domain.



### Opportunities

- ① Opportunity to enhance pedestrian interaction and visual integration with Macarthur Street and the Powerhouse Museum
- ② Potential to create an activated pedestrian hub at the junction of The Goods Line, Macarthur Street, Hay Street and Darling Drive
- ③ Opportunity to link with Central Station and UTS through the extension of The Boulevard
- ④ Opportunity to enhance integration of light rail and pedestrian area as a shared civic space
- ⑤ Opportunity to increase permeability and linkages with Chinatown and to draw upon the existing character of the surrounding laneways
- ⑥ Opportunity to retain small park and memorial artwork and integrate into the new design
- ⑦ Opportunity to enhance driver experience of Darling Drive through articulation and landscape treatment
- ⑧ Seamless integration with the greater SICEEP precinct
- ⑨ Potential connection to the future Dr Chau Chak Wing Building to be built in 2014 (UTS)

### Constraints

- Co-ordination and liaison with stakeholders necessary to ensure best integrated outcomes
- Accommodate stormwater overland flow
- Successful shared zone of light rail and pedestrian area on Hay Street is dependent upon stakeholder consultation

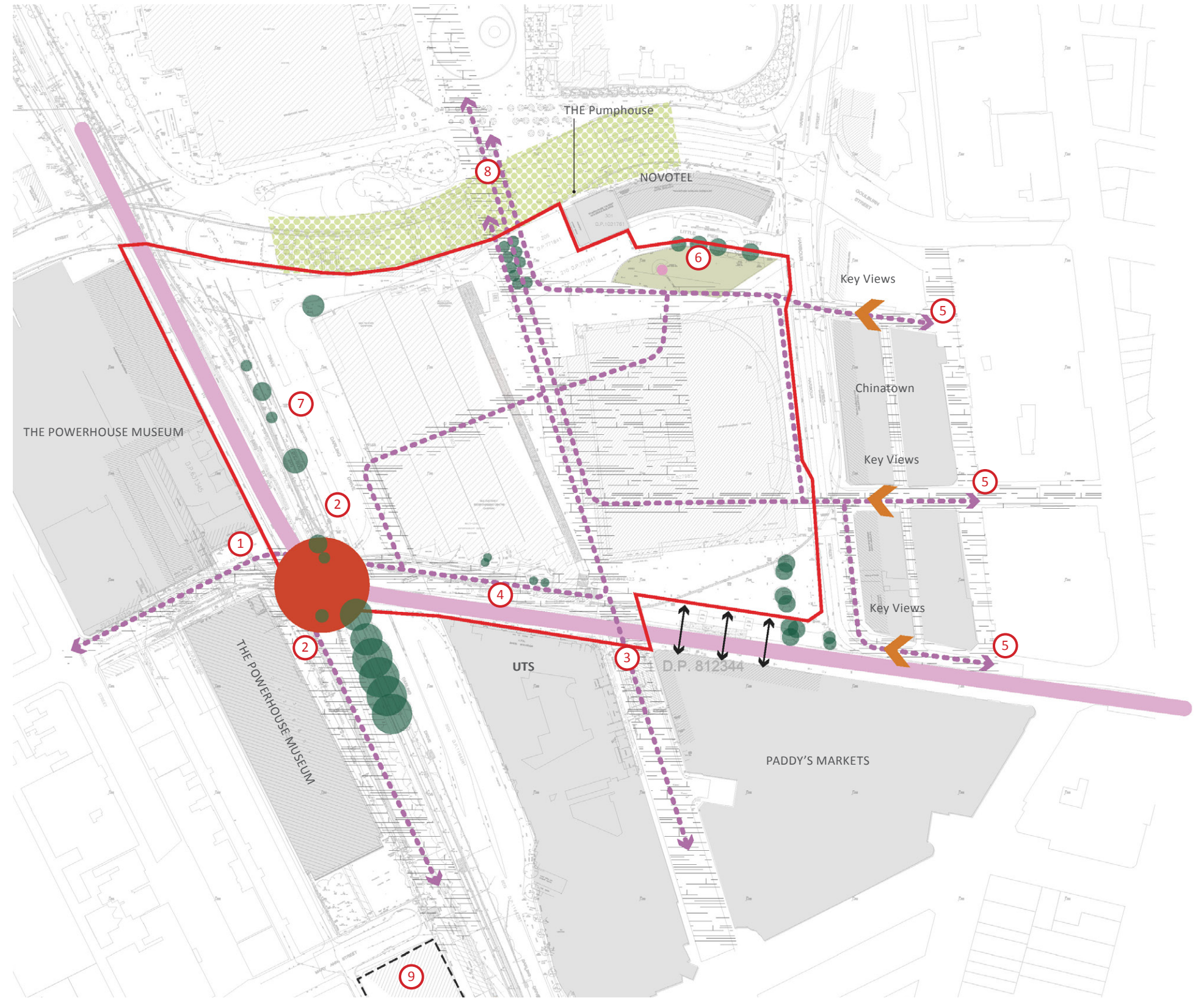


Figure 2.7.1 Existing site - Opportunities and Constraints diagram



## 3.0 SITE HISTORY

### 3.1 THE VALLEY FLOOR

The urban landscape of Darling Harbour is dramatically different to what it once was. Once a valley forming part of the Sydney Basin, it was a landscape of sandstone escarpments, swampy foreshore and mud flats which were periodically inundated at high tide. Creeks flowed from the higher ground to the South and East of the site. The vegetation consisted of dry sclerophyll or open woodland on the higher sections with an open Sydney Turpentine –Ironbark forest upon the slopes. The alluvial soils of the valley floor supported a River Flat Forest of Eucalypts and Angophora.

At the head of Cockle Bay (now the site of The Sydney Entertainment Centre (SEC)) and extending around the foreshore were swamp communities of *Allocasuarina* and *Eucalyptus robusta*.

The subsequent reclamation of the foreshore and harbour has long since filled over the alluvial soils of the valley but there are stories to be told about past ecologies, lost creeks, foreshore patterns and tidal influences.

Figure 3.1.1 is a composite image made up of four diagrams: these diagrams indicate the patterns of ecology, shorelines, green spaces and topography that have helped inform a design metaphor of the 'Valley'; the Boulevard, streets and lower pedestrian spaces make up the valleyfloor, the built form that contains those spaces are the escarpment, and the green parkland spaces proposed within the Darling Harbour precinct are a folded landscape that connects to the escarpment. This metaphor will influence the landscape design and planting palette precinct wide.

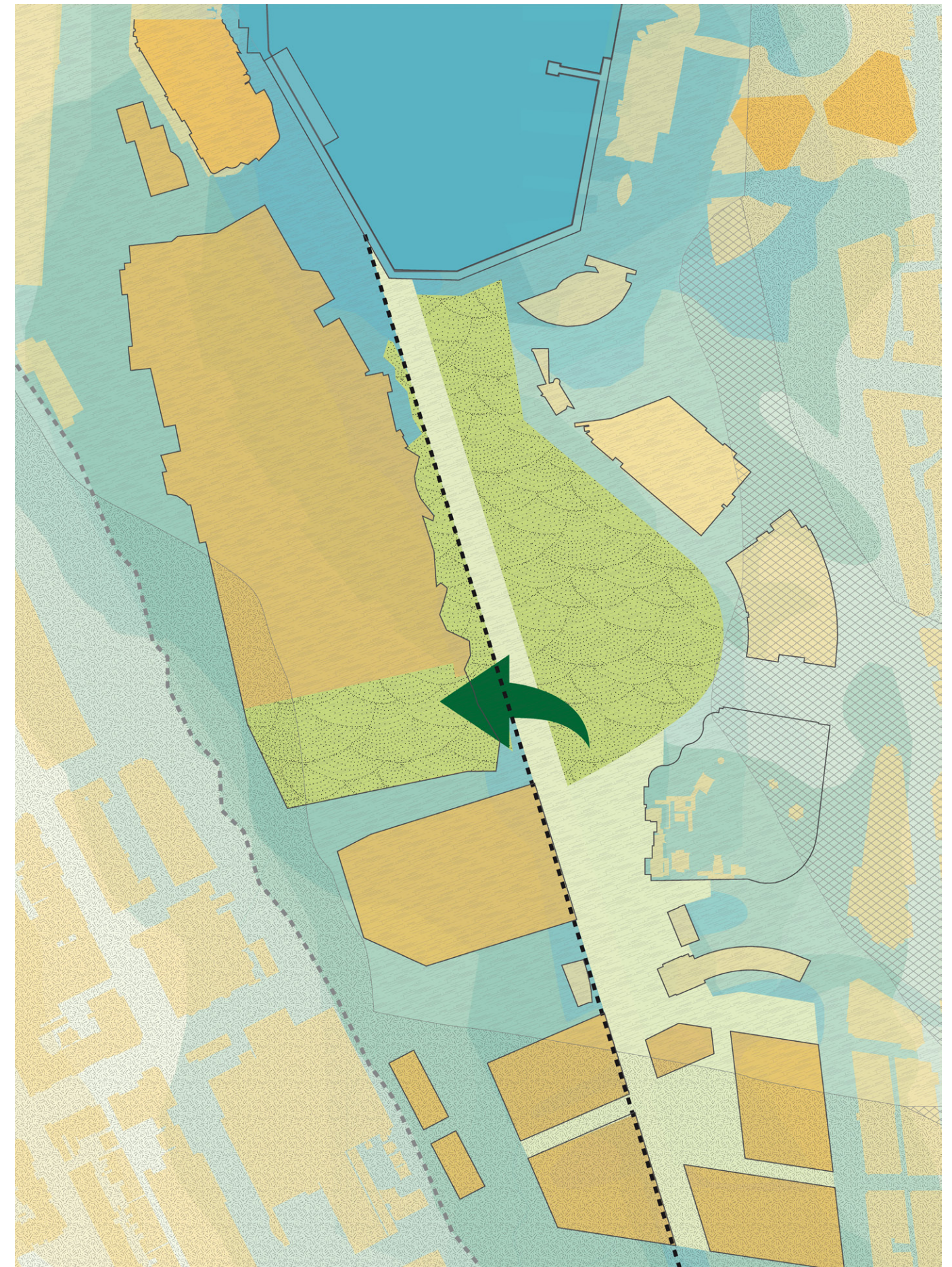
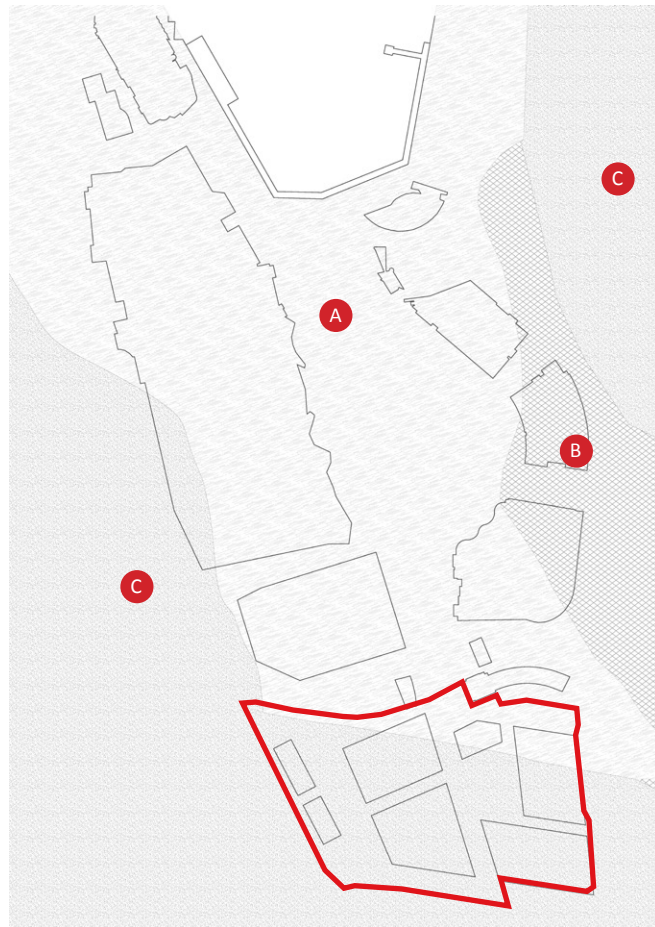


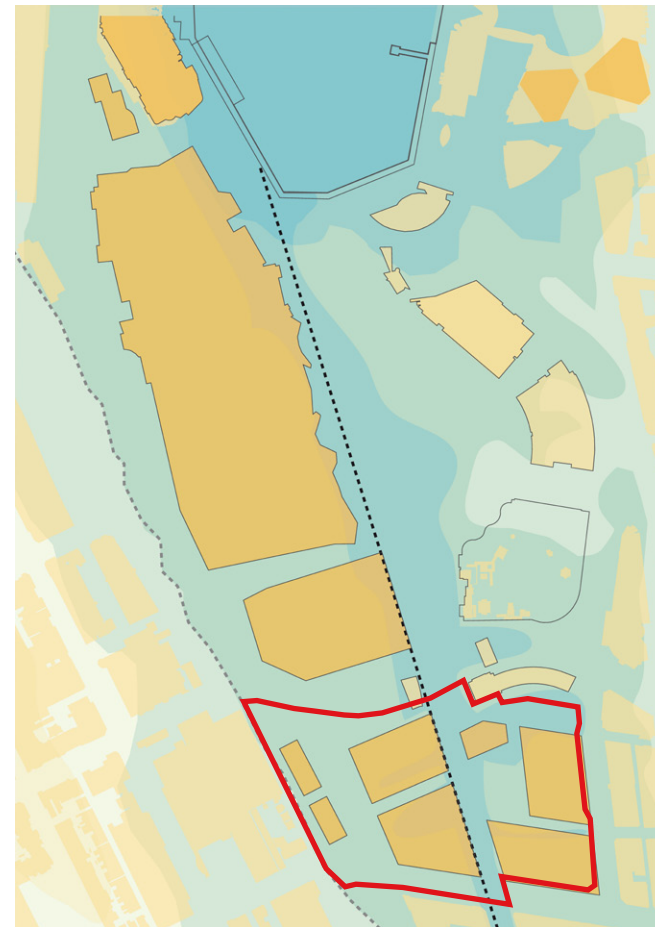
Figure 3.1.1 Composite valley floor diagram - refer to following page



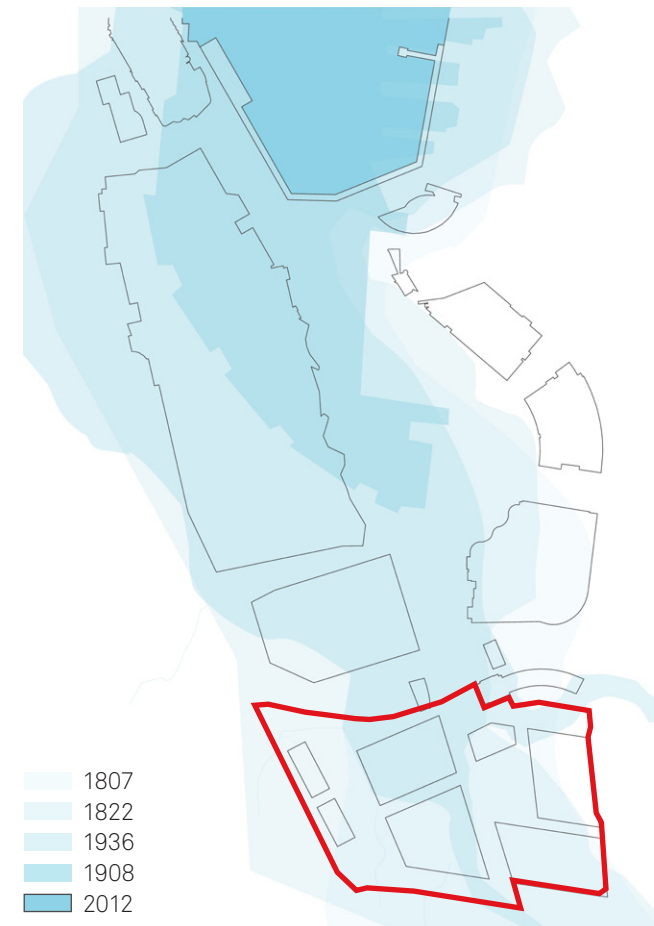


Past ecologies

- A** Mudflat and associated flora
- B** Ashfield Shale slopes with swamp forest of *Casuarina glauca* and *Eucalyptus robusta*
- C** Hawkesbury sandstone slopes
  - \_Lower slopes: *Eucalyptus racemosa* with understorey - *Acacia suaveolens* - *Banksia spinulosa* - *Leptospermum attenuatum* - *Leptospermum flavescens*
  - \_Upper Slopes: *Eucalyptus pilularis* - *Angophora costata* with understorey - *Ceratopetalum gummiferum* - *Kunzea ambigua* - *Platysace lanceolata* - *Leptospermum attenuatum* - *Dianella caerulea* - *Themeda australis*
  - \_ *Eucalyptus gummifera* - *Eucalyptus piperita*



**New and old topography-** The historic sandstone escarpment (now the city suburbs of Ultimo and Pyrmont) metaphorically encroach into the valley floor in the form of the new Exhibition, Convention and Entertainment buildings, and The Haymarket. This metaphor has begun to define the 'folded landscape' that connects the valley floor (The Boulevard) to the escarpment within the Darling Harbour precinct.



Shoreline histories - The patterns of natural shoreline, harbour and reclamation



Integrated landscape -the 'valley floor' and the parkland as 'folded landscape' connecting to the built form