3. STREETS + BUILDING PLOTS

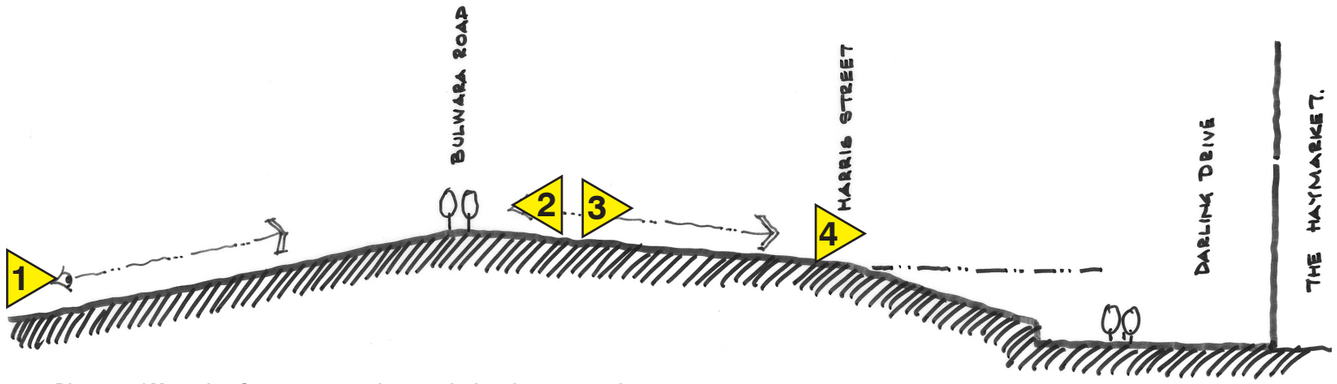


Diagram of Macarthur Street cross section - vertical scale exagerated

View 1 looking east towards McKee Street

View 2 looking west at Bulawarra Street piazza

View 3 looking east towards Harris Street

View 4 looking east from Harris Street towards the site

Photograph from Macarthur Street looking along future Goods Line and Hay Street

Connectivity

Physical

The photograph of the model looking down Macarthur Street included within the CoS submission(figure 18), like the Google Earth view, suggests a strong and desirable connection.

However, at ground level this connection is not as strong or legible due to the significant level difference above Darling Drive which impedes visual and physical connectivity at a pedestrian level.

An equitable at-grade transition to entend Macarthur Street cannot be achieved due to constraints of the light rail corridor. Only a stepped solution cann be provided.

To achieve an equitable level transition requires pedestrians to be directed south where a ramped connection can be accommodated. This coincides with the Goods Line termination and level transition to Darling Drive.

Although Macarthur Street historically has never connected with Darling Drive, the at-grade connection contemplated in SSDA 5 is acknowledged to be an important long-term link to the Haymarket from the west. And this has informed the public domain design including the new Macarthur Place.

Visual

Macarthur Street's topography and the placement of a landscaped piazza on the crest (Bulwarra Street) limit visual corridors along Macarthur Street at pedestrian level.

Compared to a visual and phyical connection through an aligned Dickson's Lane (8m wide) into Haymarket Square, a far stronger visual connection opens up at the end of Macarthur Street along the broader Hay Street (30m wide).

Ear-marked by the CoS as a key pedestrian corridor Hay Street connects the Goods Line with The Boulevard, Dixon Street (Chinatown) and George Street.

Significant local landmarks are located on, or are visible from Hay Street, and the Powerhouse Museum presence should be reinforced on this street.

3. STREETS + BUILDING PLOTS

Macarthur Place

The public domain has sought to equally reinforce connections and sight lines from The Goods Line at the south west corner, and the potential future Macarthur Street entry.

Visual and physical connections are provided to both Hay Street and Dickson's Lane.

Macarthur Place, just south of the proposed Student Accommodation building provides a transitional space between both the Goods Line and Macarthur Street and has been designed to accommodate a future 'at grade' connection from Macarthur Street into the precinct which remains a long term option for key stakeholders.

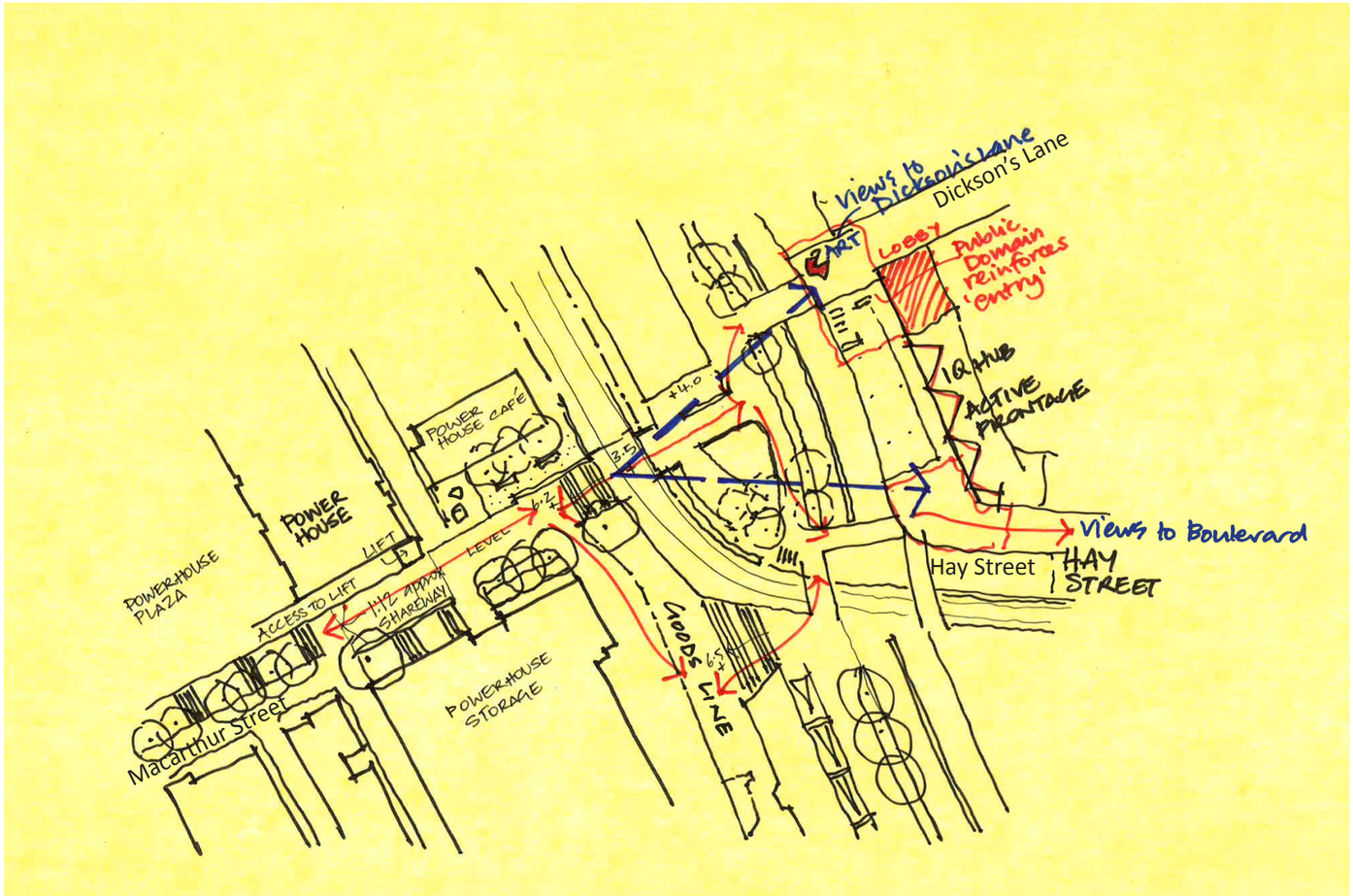
Hay Street provides a srong pedetrian connection through to George Street passing across the Boulevard and the gateway into Chinatown en route.

A proposed crossing over Darling Drive to Dickson's Lane creates a direct connection and allows pedestrians to access The Haymarket either through Dickson's Lane or along Hay Street.

An active frontage to the SW Plot opposite Macarthur Street and the public domain around the SW1 lobby/ Dickson's Lane intersection will form strong visual clues to orientation and wayfinding - supplemented by appropriate signage.

The elevated position of the pedestrian entry points at The Goods Line and Macarthur Street will afford views across Darling Drive, along Hay Street to the Boulevard and toward Dickson's Lane. This will aid orientation and legibility.

Further detail regarding the future Macarthur Street connection is included in the Public Domain Supplementary Design Report. This has been prepared by Aspect for the SSDA 5 submission and is provided within this report for information only.



Macarthur Street connection - long term concept option

Hay Street looking towards the Powerhouse Museum

Artist's impression of Hay Street

SW1 tower orientation

A study to review the reorientation of the SW1 tower by 90^{O} was undertaken as part of the Macarthur Street alignment discussions with the DRP.

The re-orientated tower remains located within the Macarthur Street alignment limiting the additional long views accessed when viewed from Macarthur Street.

Further, in this orientation, the amenity of the SW1 residential units is significantly reduced primarily due to the proximity (8 metres) of the NW Plot commercial building and increased numbers of units with a predominantly southerly aspect.

Axis

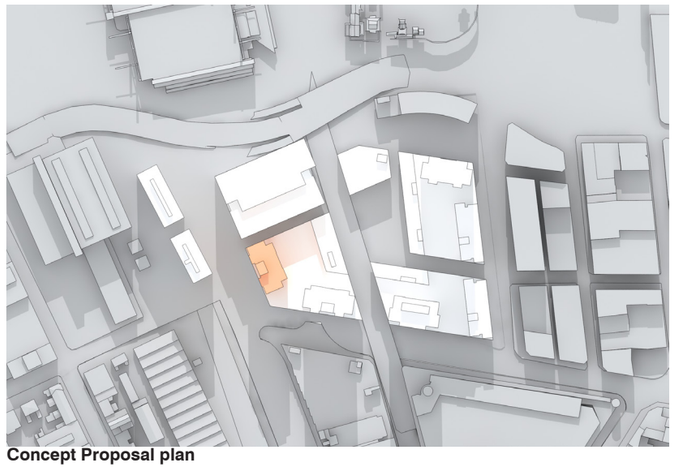
Locating the SW1 tower on the Macarthur Street axis provides a landmark for pedestrians approaching the site from the west.

Similar to city edge condition along Central Park in New York where the street edge is clearly defined by built form, approaching pedestrians can read the street line of Hay Street before reaching it.

The DRP recommended in a workshop after the SSDA 2 submission that the SW1 tower address this axis similar to the student accommodation treatment of the Dickson's Lane termination.

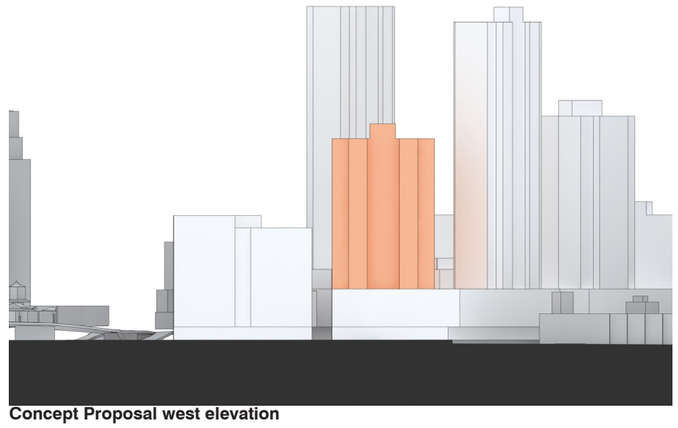
As a result the core on the west elevation of the tower has been sheathed with a residential apartment to provide a more active and articulate treatment; this apartment creates a 12.5m x 2.5m projecting bay aligned with the Macarthur Street axis.

The Parameter Plans have been amended to accommodate this bay and are appended at the rear of this report.

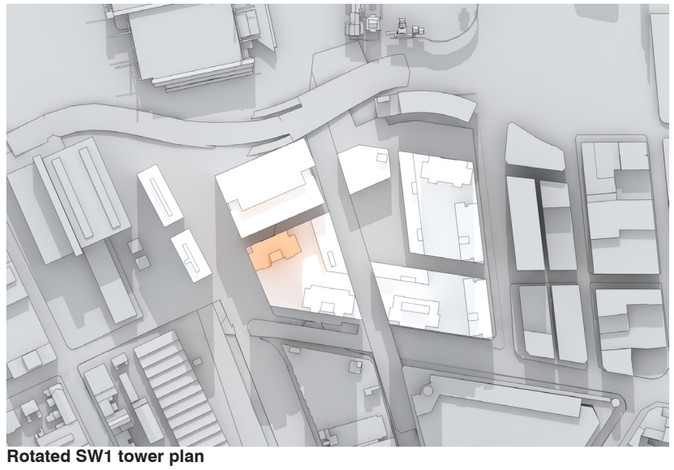


Concept Proposal plan

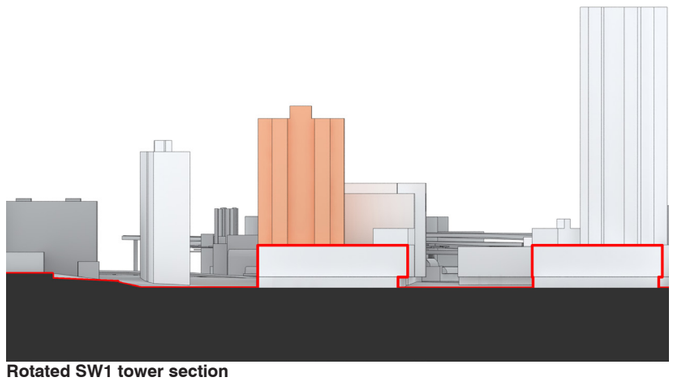
Concept Proposal section



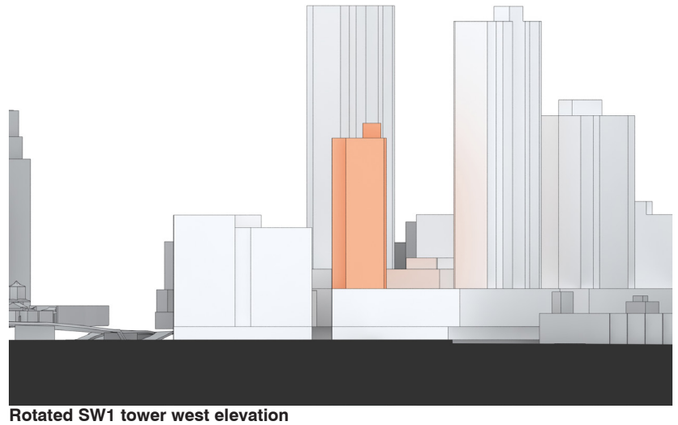
Concept Proposal west elevation



Rotated SW1 tower plan



Rotated SW1 tower section



Rotated SW1 tower west elevation

3. STREETS + BUILDING PLOTS

3.3 Hay Street (potential) market

Issue

Vehicle access for the SE Plot should be set away from the south eastern corner of the plot to enable corner retail use.

Investigate the opportunity to provide a new public square at the south-eastern corner of Hay Street and Harbour Street.

Response:

Although SSDA2 does not seek approval for illustrative design, the proposed illustrative scheme for the SE Plot is discussed below.

Overland storm water flow path mitigation

Located within a flood catchment and basin, the existing site is an inactive fringe of city space.

Overland flow paths which are used to transport stormwater to the Harbour during extreme weather have been managed between and around the existing buildings.

Maintaining these corridors to ensure existing flood levels are not exacerbated has been carefully considered and has been the subject of extensive investigation within the SSDA 2 application and resultant Concept Proposal.

The ground plane of the SE Plot along Hay Street is recessed by 18 metres to avoid impeding storm water flow path along the street and impacting existing properties upstream.

Reducing the plot depth or setting back the SE Plot to achieve this impacts the Little Hay Street connection and/ or creates another large open public space which competes with the new adjacent square.

Recessing only the ground plane ensures the continuity of the Hay Street ‘street wall’ and forms a new urban room on the edge of the development.

To maximise retail frontage along Harbour Street the car park and services vehicle access is located in this space.

A permeable screen (potential art screen) separates the cars and loading area from the covered space and reduces the perceived visual depth of this recessed ground plane.

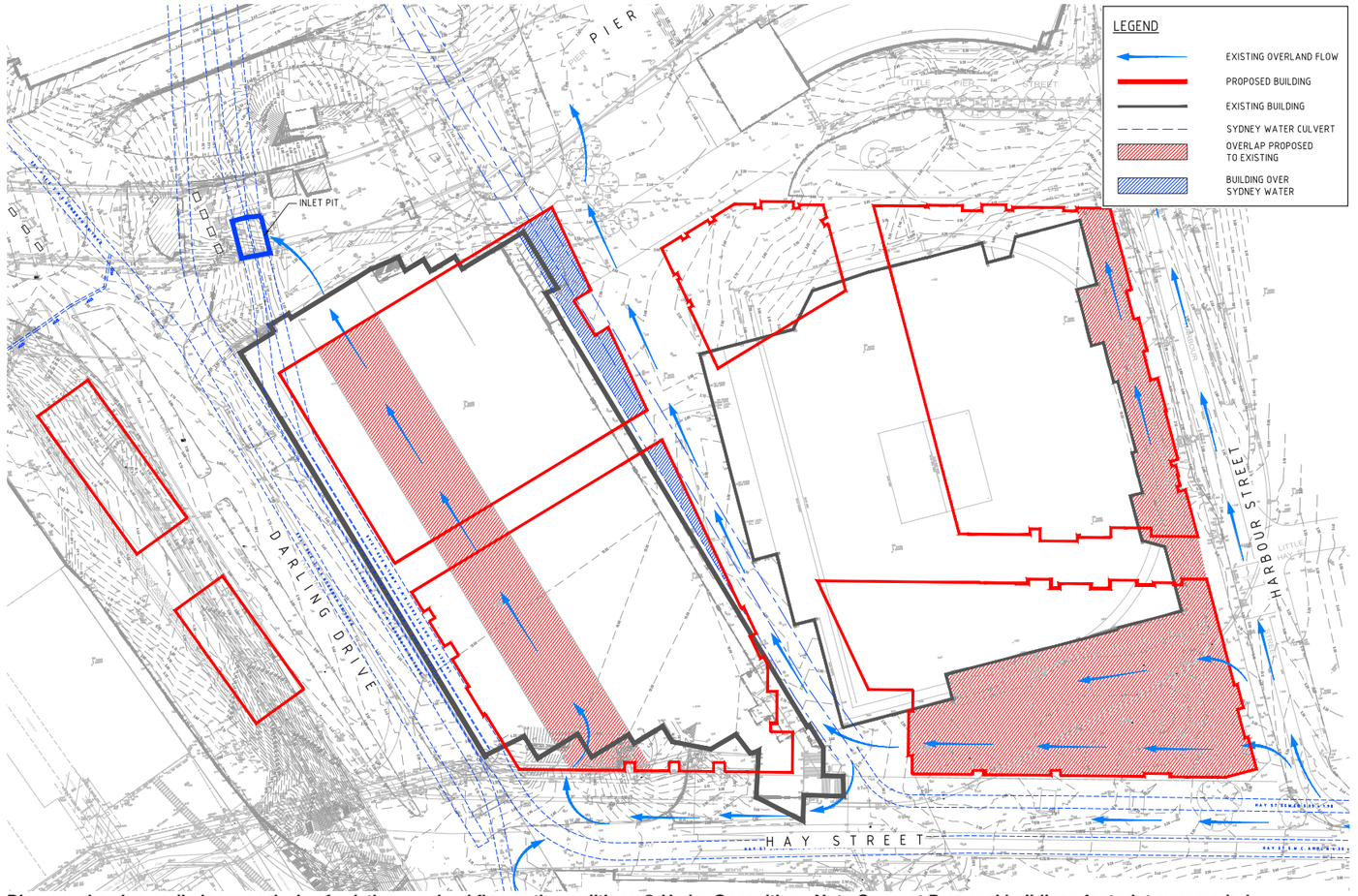
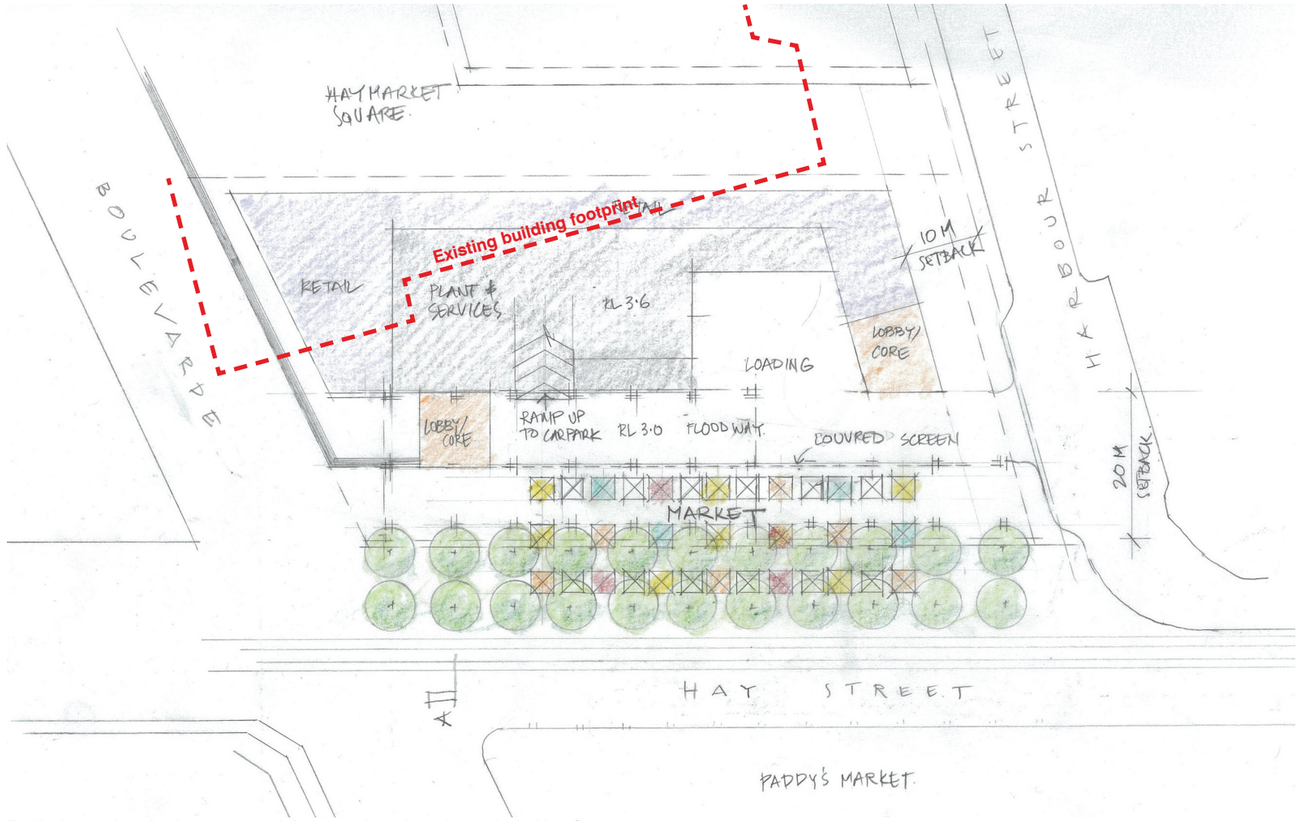


Diagram showing preliminary analysis of existing overland flow path conditions © Hyder Consulting. Note Concept Proposal buildings footprint superseded

3. STREETS + BUILDING PLOTS



Preliminary sketch plan of potential covered market place along Hay Street

Preliminary sketch cross section of potential covered market place along Hay Street

Market space opportunity

The CoS had previously discussed the potential to provide spill out market space within the new development.

This covered space/ urban room located directly opposite Paddy's Market provides an ideal opportunity that will benefit the wider community without competing with the programme of events and activities in the adjacent Haymarket Square.

Making this space double height with a notional ceiling height of 7.5 metres improves the access to light and ventilation even when occupied.

Recognising the CoS concerns about the 'front door' to the development on Hay Street, the management of this space will be a key to ensure a space-positive contribution to the urban environment during out of hours use.

Further detail will be submitted in a relevant Stage 2 Development Application including finalisation of ground plane setbacks and site vehicle entry point.