

SPACKMAN MOSSOP <sup>AND</sup> MICHAELS



# CHINATOWN AND CITY SOUTH PUBLIC DOMAIN PLAN REVIEW

DECEMBER 2015

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# **CHINATOWN AND CITY SOUTH PUBLIC DOMAIN PLAN REVIEW**

**DECEMBER 2015**

Prepared by  
**SPACKMAN MOSSOP MICHAELS**  
ARUP (TRAFFIC AND TRANSPORT)

Prepared for  
**THE CITY OF SYDNEY**





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## **1 INTRODUCTION**

## 1.1 INTRODUCTION

Chinatown is a unique and distinctive part of Sydney, characterised by a special urban character that is lively, diverse and ever changing. It embodies a rich combination of the city's history and its contemporary role as a global city in the Asia Pacific region. Possessing a vibrant culture that is characterised by eating and shopping, Chinatown is a very popular destination for locals and tourists alike. In many ways, Chinatown is a victim of its own success – its limited footpaths and public spaces are often congested and struggle to cater for thousands of daily visitors as well as regular festivals and events.

The *Chinatown Public Domain Plan* (2010) proposes a series of much needed projects to both significantly increase the quantity, and improve the quality, of Chinatown's public domain. Following extensive community consultation to develop and refine the design proposals, the Plan was endorsed by Council in 2010. The Plan was preceded by the *Chinatown Public Domain Study* (2009), a strategy document that provided guidelines for the development of projects to improve Chinatown's public domain. The Study identified four guiding directions for public domain improvements throughout Chinatown, and eight associated actions for the realisation of those guiding directions. These are summarised in Table 1.1 on page 5.

Since 2010, a number of major urban developments have been approved in and around Chinatown and the southern part of the City Centre, which have been completed, are currently underway, or imminent. These include:

- the CBD and South East Light Rail (CSELR) and related traffic circulation changes throughout the CBD;
- urban renewal of Darling Harbour (the Sydney International Exhibition and Entertainment Precinct (SICEEP) development), including the Entertainment Centre site;



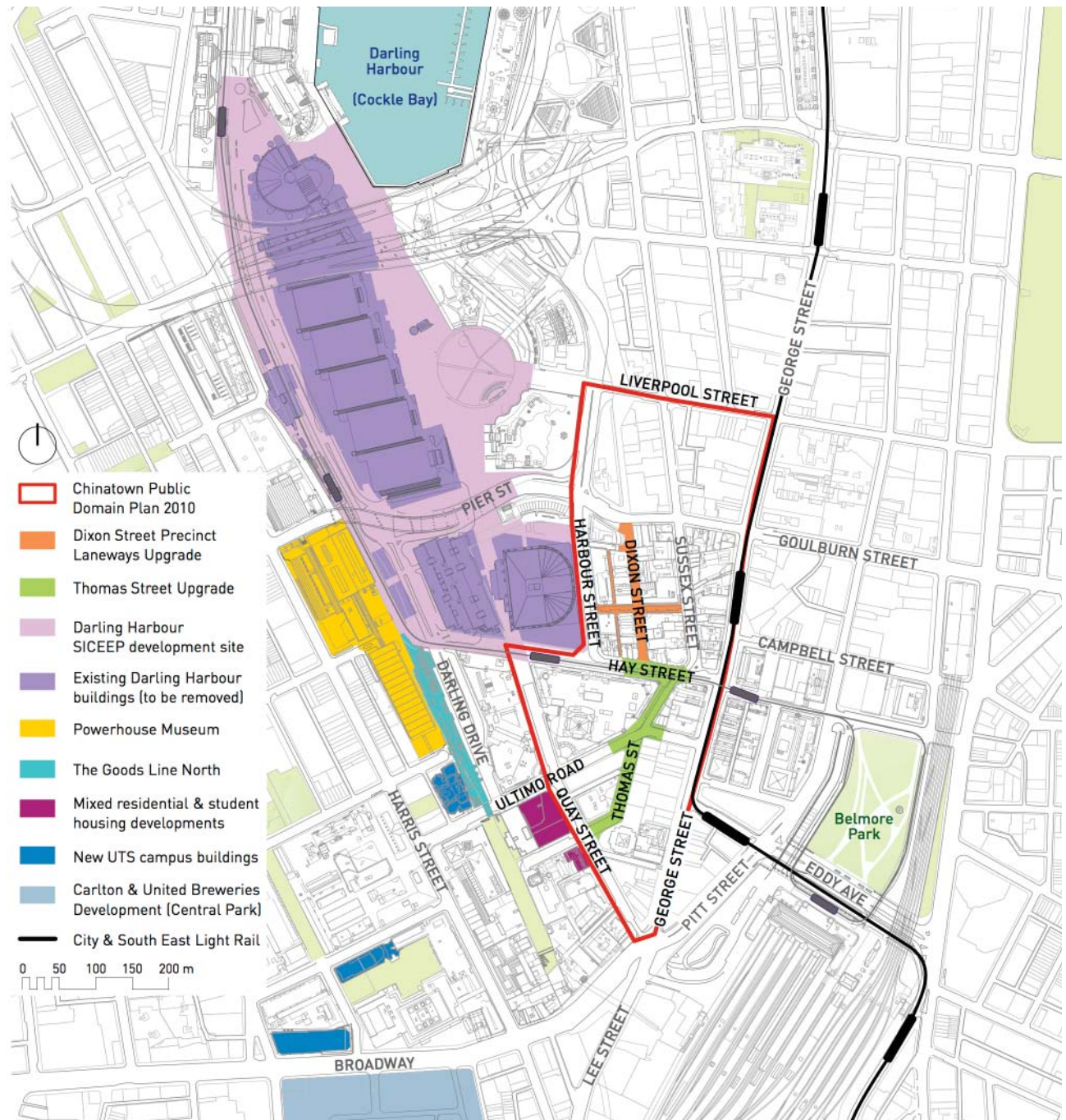


- development of the northern section of the 'Goods Line' (formerly Ultimo Pedestrian Network);
- significant upgrades and redevelopment of the UTS City Campus;
- new student housing and residential developments along Quay Street; and
- urban renewal of the Carlton and United Breweries site (Central Park development).

Additionally, in February 2015 the NSW State Government announced its intention to relocate the Powerhouse Museum to enable residential redevelopment of its site.

Spackman Mossop Michaels, in association with Arup, have been commissioned by the City of Sydney to prepare this Chinatown and City South Public Domain Plan Review in response to the significant urban changes that are affecting the southern end of Chinatown and City Centre. The purpose of this current study is threefold:

- to review and update the parts of the Chinatown Public Domain Plan that are affected by the recent developments;
- to develop project recommendations for better connections between Chinatown, Darling Harbour, Central and Ultimo that would form the basis of a future City South Precinct Plan; and
- to provide timely input to Infrastructure NSW, Sydney Harbour Foreshore Authority, Darling Harbour Live, the Goods Line and Powerhouse Museum on public domain direction for their current and upcoming projects.



## 1.2 BACKGROUND

### CHINATOWN PUBLIC DOMAIN STUDY

The 2009 *Chinatown Public Domain Study* provides a strategic framework for improvements to Chinatown's public domain. The Study's recommendations formed the basis of the Chinatown Public Domain Plan (2010) and remain directly relevant to the current study.

The *Chinatown Public Domain Study* (2009) identified four guiding directions for public domain improvements in Chinatown. Under the framework of these guiding directions, eight actions were recommended to define possible improvements to the public domain, with possible projects identified for each of the actions.

Table 1.1 summarises the guiding directions, their associated actions and related projects. It also provides an update on the status of the actions and projects. For a more detailed discussion of the guiding directions and actions, refer to the *Chinatown Public Domain Study* (2009).



TABLE 1.1 SUMMARY OF RECOMMENDATIONS FROM THE CHINATOWN PUBLIC DOMAIN STUDY (2009)

GUIDING DIRECTIONS	KEY ACTIONS	PROJECTS	OUTCOMES TO DATE
1. Strengthen Haymarket Hub	1.1 Support Haymarket Activity Hub	* Parallel projects to inform public domain work: – Haymarket Business Precinct Plan – Future Community Facilities Plan	– The City's continual support of the local Business Chamber and dedicated Business Precinct Coordinators. – The City has developed the Economic Development Strategy (2013)
2. Foster the mix of traditional and contemporary	2.1 Foster Chinatown's traditional and contemporary characteristics	* Parallel projects to inform public domain work: – Haymarket Business Precinct Plan – Future Community Facilities Plan	– The City has developed a Community Strategic Plan (2013) – In 2010 the City committed to support and partner with the Centre for Cultural Research at the University of Western Sydney to conduct research on 'Sydney's Chinatown in the Asian Century'. This project is in progress.
		2.1.1 Engage local artist to create artworks that celebrate Chinatown's traditional and contemporary characteristics.	– 'In Between Two Worlds' by Jason Wing installed in Kimber Lane – 'Cloudgate' by Lindy Lee integrated with the Thomas Street upgrade
3. Facilitate festivals and events	3.1 Expand street markets	3.1.1 Investigate options for the expansion of street markets.	– The management and extent of the Chinatown Night Markets are reviewed regularly in keeping with Council policy
	3.2 Provide better amenity for flexible uses	3.1.2 Investigate the options for flexible use structures to accommodate market and festival uses.	– The City has appointed a specialist curator for its Chinese New Year Festival and a new advisory panel to help guide the festival's future direction
4. Improve streets for walking, cycling and accessibility	4.1 Improve pedestrian priority and accessibility	4.1.1 Investigate opportunities for footpath widening and improved pedestrian crossings.	– Footpath widenings and improved crossings along Harbour Street, Quay Street and Thomas Street
	4.2 Improve amenity for cyclists	4.2.1 Implement Cycle Strategy's Hay Street route and coordinate with street improvements	– Cycle route shared with light rail corridor along Hay Street
	4.3 Improve quality of streets	4.3.1 Investigate and prioritise the upgrade of Sussex Street, Goulburn Street, Thomas Street and Ultimo Road.	– Thomas Street upgrade is currently underway
	4.4 Activate under used streets and lanes	4.4.1 Investigate and prioritise activating Harbour, Hay, Little Hay, Factory, North Dixon Streets and Kimber Lane.	– Laneways upgrade of Little Hay Street, Factory Street and Kimber Lane complete

\* Not projects but consultation and coordination with other projects required.



## CHINATOWN PUBLIC DOMAIN PLAN

The 2010 *Chinatown Public Domain Plan* extended the work of the *Chinatown Public Domain Study* (2009) to propose a series of achievable projects that would, over time, significantly transform Chinatown's public domain. The Plan proposed two categories of projects: overlays and upgrades.

The overlay projects aim to improve the overall quality of the Chinatown public domain experience while enhancing the area's special character that is unique within the City. The six overlays were:

- Lighting overlay
- Materials and wayfinding overlay
- Furniture overlay
- Street tree overlay
- Environmental sustainability overlay
- Public art overlay

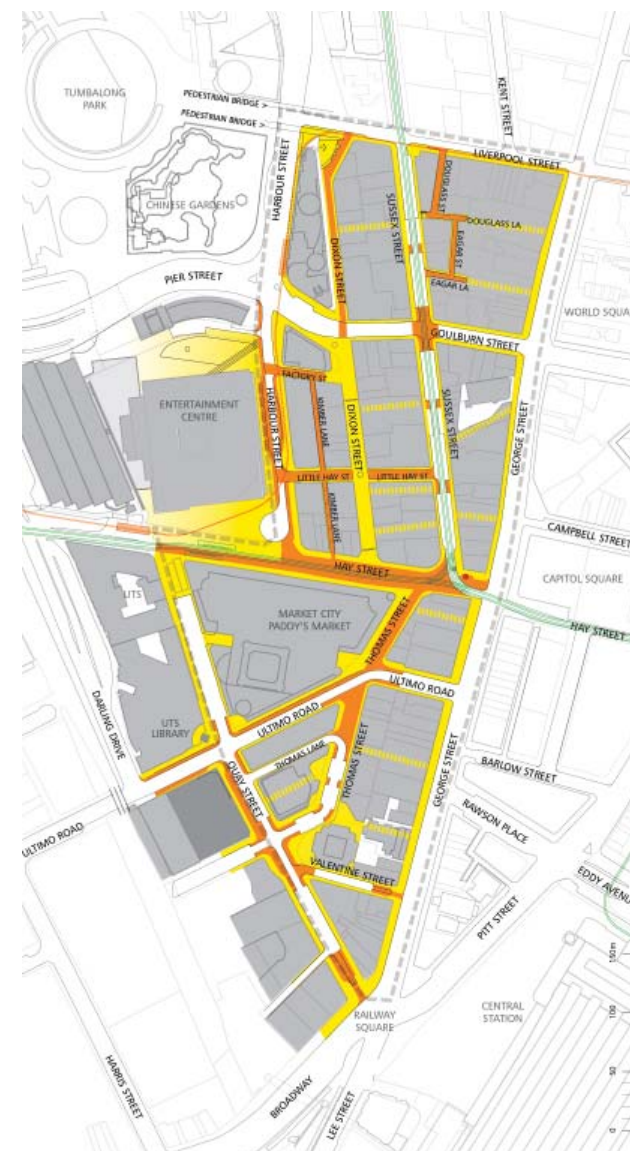
Additionally, the Plan proposed ten site-specific upgrade projects that aim to make physical changes to improve Chinatown's public domain. Each project focuses on a discrete area of Chinatown and can be implemented independently of the other projects. The ten upgrade projects were:

- Dixon Street: renovation
- Sussex Street: trams
- Goulburn Street: connecting
- Hay Street: hub
- Harbour Street: welcome mat
- Thomas Street: spine
- Ultimo Road: cycle

- Quay Street: boulevard
- Valentine Street
- Douglass Street & Douglass Lane, Eagar Street & Eagar Lane: laneways revitalisation
- Little Hay Street, Factory Street & Kimber Lane: early start

Combined, the completion of the ten upgrade projects would deliver a significant 44% gain in pedestrian-focussed public space, and create a fundamental reconfiguration of the public domain to provide a diverse, integrated and interconnected network of public spaces throughout Chinatown.

Since 2010, three of the upgrade projects have been completed or are currently underway. These are: Little Hay Street, Factory Street & Kimber Lane; Quay Street; and Thomas Street.



**SPACE FOR PEDESTRIANS & CYCLISTS:**  
(footpaths, cycle paths and shared)



**44% GAIN**

## 1.3 STUDY SCOPE

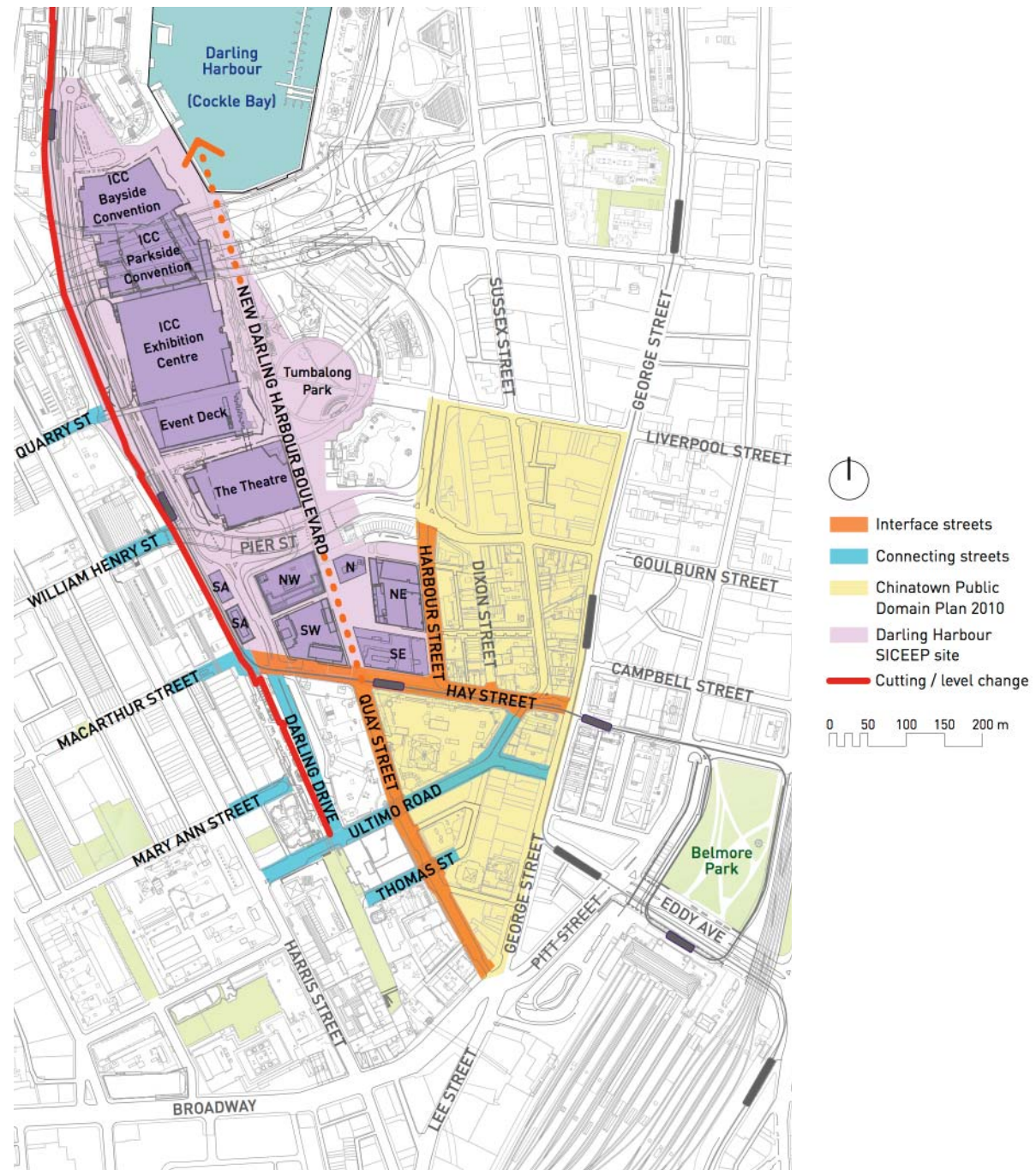
### THE STUDY AREA

This study focuses on key streets within Chinatown and City South that are affected by the current and imminent major urban changes planned in the area, particularly: the Darling Harbour renewal; the CBD and South East Light Rail; and the Goods Line. The study responds to the impact of these developments on the current public domain and, where relevant, the proposed public domain improvements described in the *Chinatown Public Domain Plan* (2010). It also leverages opportunities presented by these and other developments to improve pedestrian connections between Chinatown, Darling Harbour, Central and Ultimo.

This study addresses two categories of streets:

- **Interface streets** – Hay Street, Harbour Street and Quay Street. These key streets from the Chinatown Public Domain Plan (2010) directly interface with the Entertainment Centre redevelopment (part of the SICEEP Darling Harbour renewal), which will bring an unprecedented change in scale and density to the immediate western edge of Chinatown.
- **Connecting streets** – Thomas Street, Ultimo Road, Darling Drive, Mary Ann Street, Macarthur Street, William Henry Street and Quarry Street. These key streets provide pedestrian connections between Chinatown, Darling Harbour, Central and Ultimo. Opportunities to improve the public domain of these streets can be leveraged from current and upcoming developments.

Located at the eastern end of Hay Street on the edge of Chinatown, Belmore Park is an essential green public open space for the local community. The Darling Harbour renewal will significantly increase Chinatown's population density and place additional pressure on the park as a community resource.





As such, this report also includes a preliminary study and upgrade recommendations for Belmore Park.

## STRATEGIC OBJECTIVE

Council's overarching strategic objective for improvements to Chinatown, as articulated in the *Chinatown Public Domain Study* (2009), is:

*To respect, protect and build on the area's historic links with Chinese culture and the Chinese community, together with the growing influence of other Asian cultures and communities, while recognising the area's importance to contributing to the vitality and diversity of Sydney as a global City.*

## STUDY AIM

The fundamental aim of this study is to guide future improvements to the public domain of Chinatown and City South through the City's capital works program. This has been done in two ways:

- Concept design proposals that would be further developed and delivered through the City's capital works program, where the City owns and manages the land in question.
- Design concepts and strategies that form the City's public domain advice to other Government agencies or developers, where the land in question is not currently controlled by the City of Sydney.

## STUDY OBJECTIVES

The original eight Key Actions identified in the *Chinatown Public Domain Study* (2009) form the design objectives for this present study. These are:

- 1.1 Support the Haymarket Activity Hub
- 2.1 Foster Chinatown's traditional and contemporary characteristics
- 3.1 Expand street markets
- 3.2 Provide better amenity for flexible uses
- 4.1 Improve pedestrian priority and accessibility
- 4.2 Improve amenity for cyclists
- 4.3 Improve the quality of the streets; and
- 4.4 Activate underused streets and lanes.

- *Inclusion (Disability) Action Plan* 2014-2017

## STRATEGIC PLANNING CONTEXT

The work in this study is informed by, and contributes to the implementation of, key strategic policies and instruments of the City of Sydney. In particular:

- *Sustainable Sydney 2030 Strategic Vision* (2008), which identifies the Haymarket and Chinatown area as one of the City's ten 'Activity Hubs'
- *Public Spaces Public Life Study* (Gehl Architects 2007)
- *Local Action Plans* (2007), which describe individual actions for the Chinatown and Haymarket area
- *Street Tree Masterplan* 2011
- *Sydney Streets Code* 2013
- *Livable Green Network Strategy and Masterplan* 2011
- *Cycle Strategy and Action Plan 2007-2017* and implementation update (2012)

## 1.4 STUDY METHOD

### STUDY APPROACH

This study reviews the effects of the current and imminent major urban developments on the public domain of the southern part of Chinatown and the City Centre, and examines their impact on the viability of the relevant project recommendations put forward in the *Chinatown Public Domain Plan* (2010). It investigates in detail how the eight Key Actions arising from the Guiding Directions can be achieved within the study area in light of the significant urban changes that are about to occur, and puts forward recommendations for public domain improvements that respond to those changes. The recommendations of this study have been formulated as a series of individual projects with the intention that they will contribute to design briefs for the development and implementation of future capital works.

The study was undertaken as a collaborative team effort, which included:

- Spackman Mossop Michaels as lead urban designers and landscape architects
- The City of Sydney's City Design team
- Arup as transport and traffic consultants

### TRAFFIC STUDY

An examination of the traffic impacts of the proposed Darling Harbour renewal and CBD and South East Light Rail (CSELR) is crucial to understanding the opportunities and constraints for winning back space for pedestrians and cyclists within the streets of Chinatown and City South. To that end, Arup has prepared a traffic assessment report to test the viability and support the development of the proposed street changes described in this report.

As the basis for its traffic assessment, *The City South and Chinatown Traffic Assessment Report* (Arup, 2015) reviews the *Traffic, Transport and Accessibility Report* prepared by Hyder (2013) in support of the State Significant Development Application for the SICEEP redevelopment project at Darling Harbour. As traffic analysis for the CSELR project was not available at the time of writing, it also makes knowledgeable assumptions about possible traffic reduction in the Chinatown and City South study area as a result of the CSELR project along George Street.

The proposed changes to streets within the study area respond to the findings of Arup's traffic assessment and integrate detailed technical advice provided by Arup and the Council's City Transformation team.

### INTERNAL STAKEHOLDER CONSULTATION

Development of the Chinatown and City South Public Domain Study has been guided by the input of relevant teams within the City of Sydney, including:

- City Transformation
- City Renewal
- City Planning
- Transport Planning
- Transport Policy
- Transport Strategy
- City Art
- Tree Management
- City Projects

Additionally, draft design concepts were presented to the City Design Advisory Panel on 02 June 2015. The Panel's advice has been incorporated into the recommendations that are presented in this report.

### EXTERNAL STAKEHOLDER CONSULTATION

The development of this study has been informed by consultation with a range of external stakeholders. Direct meetings and presentations have been held with representatives of the following organisations:

- Infrastructure for NSW
- Lend Lease
- Roads and Maritime Services (RMS)
- Sydney Harbour Foreshore Authority (SHFA)
- Powerhouse Museum

## 1.5 REPORT OUTLINE

This report consists of seven chapters, including the current introductory chapter. These are:

### Chapter 2: Urban context

This chapter summarises the current and upcoming major urban developments that are affecting the City, and discusses the significant impact these urban changes are likely to have on the public domain of Chinatown and City South.

### Chapter 3: Public Domain Context

This chapter discusses the key urban development, strategic planning and environmental factors that are affecting the public domain of Chinatown and City South.

### Chapter 4: Interface Streets

This chapter discusses Hay Street, Harbour Street and Quay Street – the three streets in Chinatown that interface directly with the Darling Square redevelopment of the Entertainment Centre site.

The chapter describes the existing public domain of these three streets and outlines the corresponding public domain upgrade projects recommended in the *Chinatown Public Domain Plan* (2010). It also outlines the public domain interface with the Darling Square development at each street, examines the primary issues affecting the public domain, and considers the constraints and opportunities for change. It then makes recommendations to improve the public domain in these three streets.

As Hay Street and Harbour Street are inextricably linked due to their combined traffic function, recommendations for these two streets must be coordinated. Two options are proposed for Hay and Harbour Streets. Each option is presented with Hay

Street and Harbour Street in combination in order to explain the proposed traffic function, with further discussion of the detailed recommendations for each street presented separately.

### Chapter 5: Belmore Park

The Darling Square development will result in an enormous 30% increase in Chinatown's residential population, which will place additional pressure on Belmore Park as it is Chinatown's only local park.

This chapter provides a preliminary open space and public domain review of Belmore Park, located at the eastern end of Hay Street. It provides preliminary recommendations for improvements to this essential green open space for the Chinatown community.

### Chapter 6: Connecting Streets

This chapter discusses the streets that provide key pedestrian and cycle connections between Chinatown, Darling Harbour, Central and Ultimo. These are: Thomas Street, Ultimo Road, Darling Drive, Mary Ann Street, Macarthur Street, Quarry Street and William Henry Street.

The chapter describes the existing public domain of these streets and, where applicable, outlines the corresponding public domain upgrade projects recommended in the *Chinatown Public Domain Plan* (2010). It examines the primary issues affecting the public domain of each street, and considers the constraints and opportunities for change. It also outlines the major urban developments (current or planned) or planning strategies that could be leveraged to improve the public domain of each street. It then makes recommendations to improve the public domain in each street.

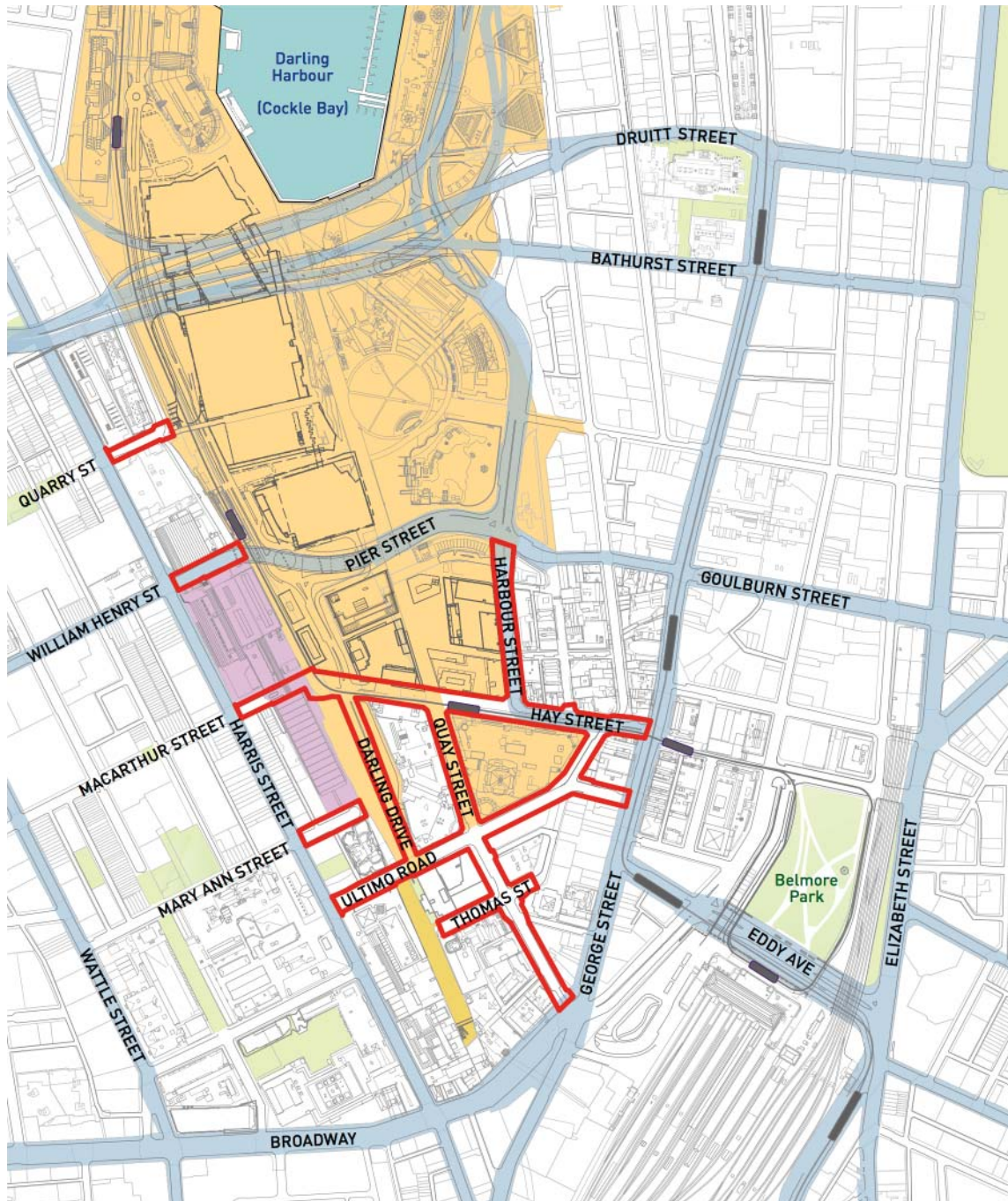
### Chapter 7: Outcomes

This chapter summarises how the recommended public domain upgrades for each street achieve the Guiding Directions and address the Key Actions outlined in the *Chinatown Public Domain Study* (2009), which form the design objectives for this current study.

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## 2 URBAN CONTEXT

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## 2.1 AUTHORITY OVERLAPS

In addition to the City of Sydney, a number of NSW Government agencies have ownership and/or planning control over parts of the study area. These are:

- Roads and Maritime Services, which has control over:
  - Hay Street between George Street and Harbour Street
  - Harbour Street
  - William Henry Street
- Sydney Harbour Foreshore Authority, which has control over:
  - Darling Harbour
  - Paddy's Market
  - Hay Street between Quay Street and Darling Drive
  - Quay Street between Ultimo Road and Hay Street
  - Darling Drive
  - The Goods Line north and south, including the Ultimo Road Railway Bridge
- The Museum of Applied Arts and Sciences, which owns the Powerhouse Museum and the section of Macarthur Street between Darling Drive and Omnibus Lane.



Study sites



Roads and Maritime Services



Sydney Harbour Foreshore Authority



Museum of Applied Arts and Sciences

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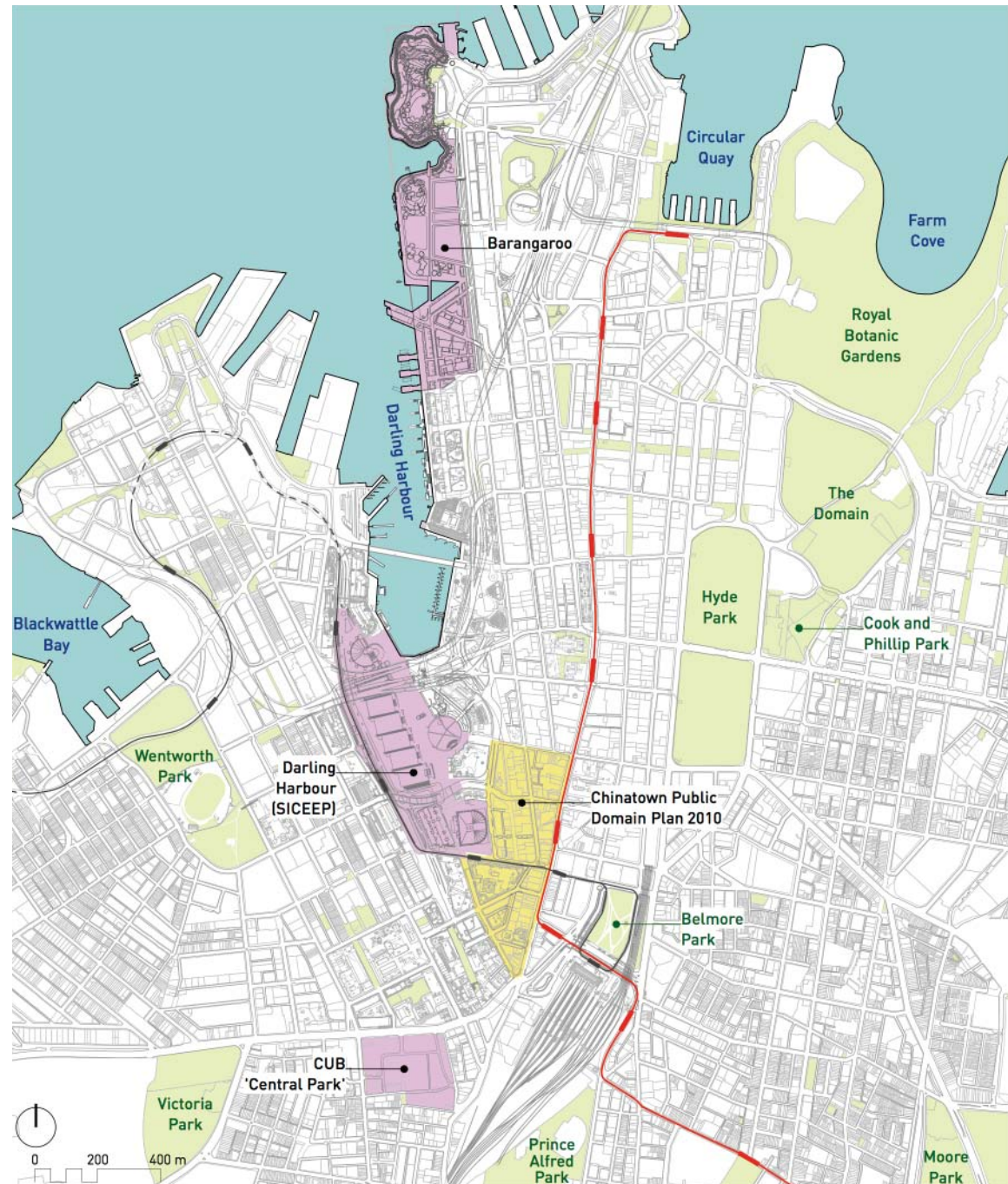


## 2.2 SIGNIFICANT URBAN RENEWAL

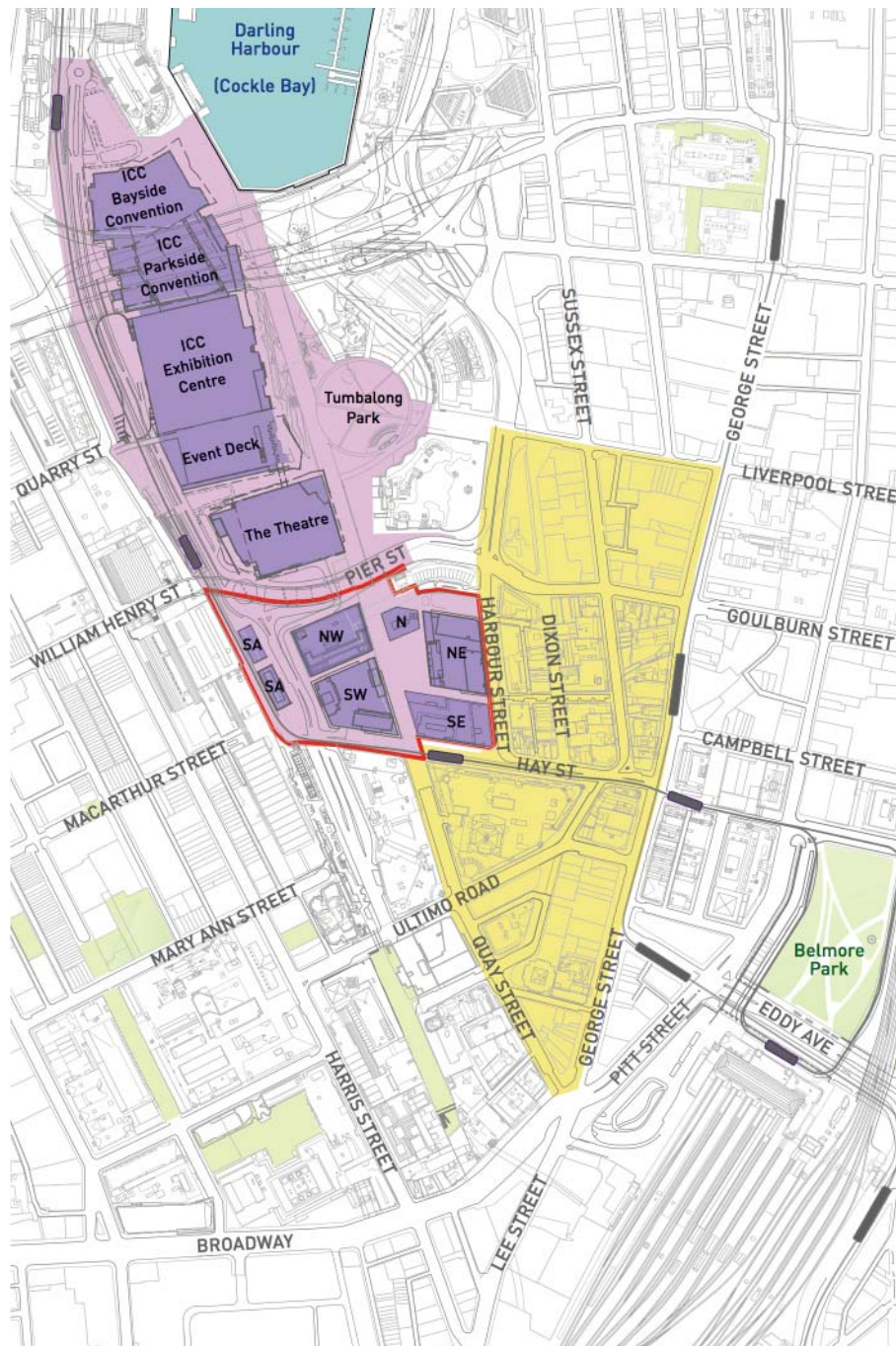
A number of large urban renewal projects are currently underway in Sydney that will have a significant impact on the urban form, scale and density of the city. These are:

- The Barangaroo urban renewal project on the north-western edge of the CBD, a redevelopment of a 22 hectare former container wharf site for commercial, retail, residential and cultural uses. Once completed, Barangaroo is expected to accommodate up to 23,000 office workers and attract up to 33,000 visitors per day (source: Barangaroo Delivery Authority).
- The Central Park redevelopment of the 5.8 hectare former Carlton and United Brewery (CUB) site on Broadway, immediately southwest of Chinatown. Once completed, the development is expected to accommodate 3,500 residents and 5,000 visitors and workers per day.
- The Darling Harbour renewal, known as the SICEEP development (Sydney International Convention, Exhibition and Entertainment Precinct) – a 20 hectare redevelopment of the Sydney Convention Centre, Exhibition Centre and Entertainment Centre sites at Darling Harbour for mixed convention, exhibition, commercial, retail and residential uses.

The Darling Harbour and CUB developments in particular will have a significant effect on Chinatown's public domain as they are located immediately adjacent to Chinatown and include a significant increase in residential density.







## 2.3 DARLING HARBOUR REDEVELOPMENT

The SICEEP redevelopment at Darling Harbour is located on the immediate western edge of Chinatown. The 20 hectare project will bring about the largest transformation of Darling Harbour in over 25 years. The project is being delivered by Infrastructure NSW in partnership with the private consortium Darling Harbour Live, led by Lend Lease. The development will include:

- The ICC Bayside and Parkside Convention Centres
- The ICC Exhibition Centre
- The Event Deck, a 5,000 square metre rooftop external event space with a new pedestrian bridge over Darling Drive to Quarry Street
- The Theatre, a 9,000 capacity live performance space
- Darling Square, a redevelopment of the Entertainment Centre site for mixed residential, commercial and retail uses that will comprise:
  - three residential buildings with ground floor retail (NE, SE & SW buildings)
  - one commercial building with ground floor retail (NW building)
  - one mixed use building with community facilities (N building)
  - two student accommodation buildings between Darling Drive and the light rail corridor

When complete, the Darling Harbour redevelopment will include an additional 7,000 square metres of retail space and bring an additional 5,000 new residents, including 1,000 students, to the very edge of Chinatown. This represents a significant increase of about 30% over the current estimated population of 16,644 people in Chinatown and City South (*Chinatown and CBD South Village Community Profile*, 2011).

The Darling Square development will result in an unprecedented and significant change in urban scale and residential density to Chinatown's western edge. This places pressure on Chinatown's public domain to accommodate even more people, in currently one of most pedestrian-intense areas of the city.

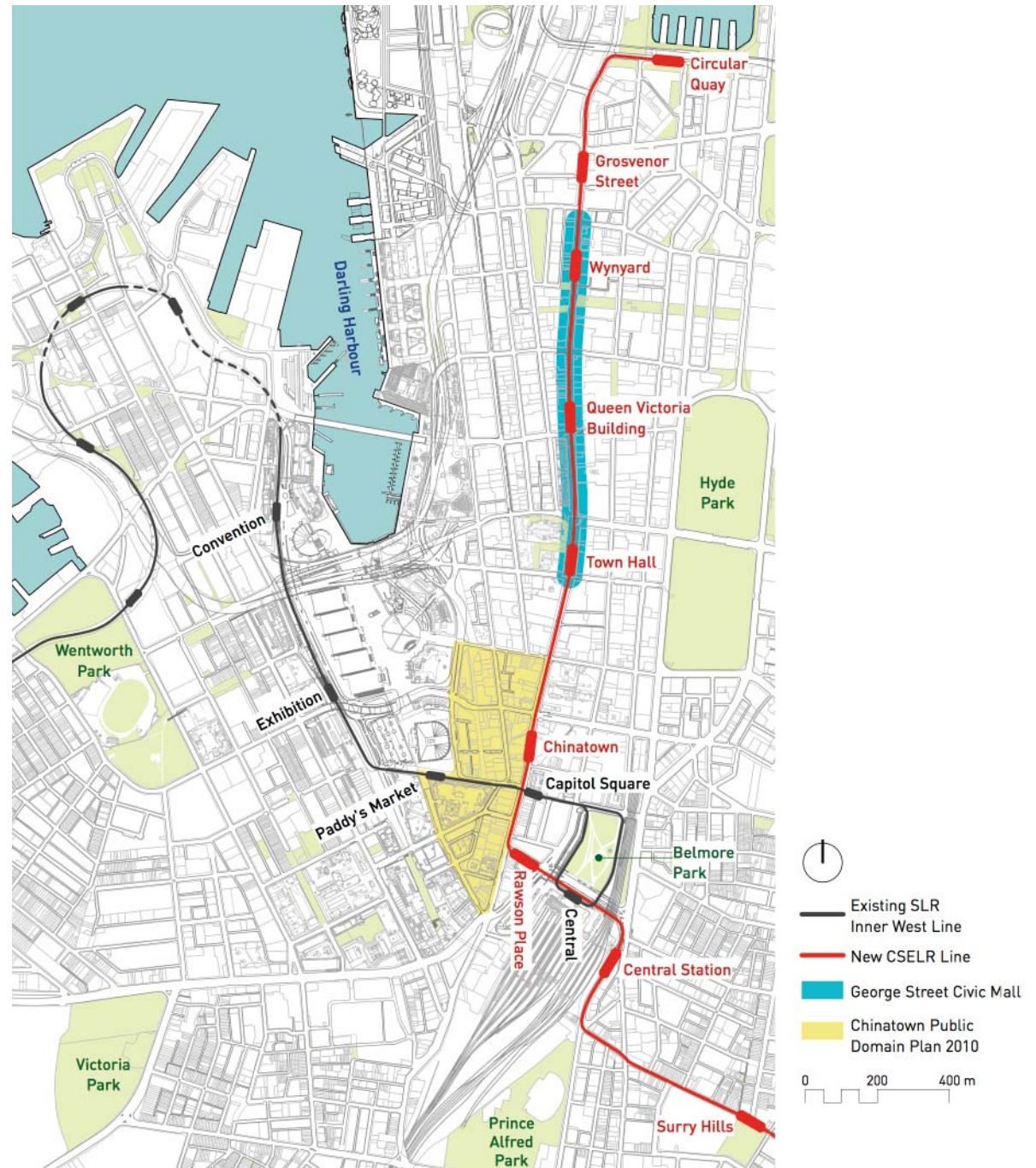
## 2.4 CBD AND SOUTH EAST LIGHT RAIL

The CBD and South East Light Rail (CSELR) is a major new public transport development that will reintroduce light rail to the city centre and connect it to major entertainment, education, health and open space precincts in the southeast. The 12 kilometre long CSELR line will commence at Circular Quay and run down George Street to Central Station via Eddy Avenue. From a new Central Station interchange on Chalmers Street, the new light rail will travel through Surry Hills along Devonshire Street to Moore Park, where the line will bifurcate to continue on to Randwick and Kingsford.

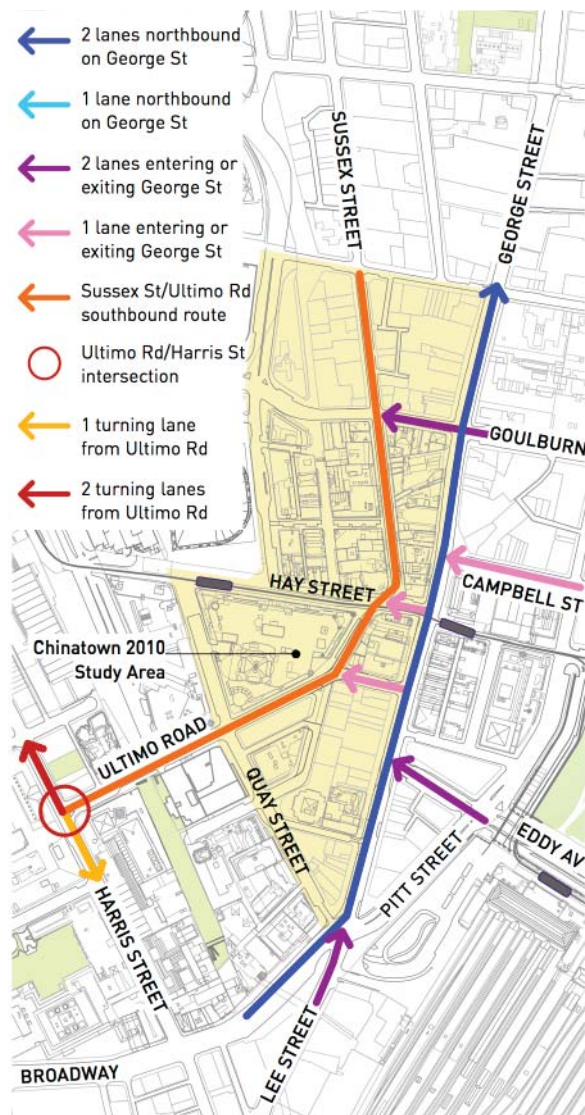
The CSELR project will bring about substantial urban changes along its route. A significant change in the city centre will be the closure of George Street to north-south traffic between Hunter Street and Bathurst Street, creating a major new pedestrian mall just north of Chinatown.

Within Chinatown, the CSELR project will include a new Chinatown stop on George Street between Goulburn Street and Campbell Street. Importantly, the Hay Street and George Street intersection is the junction between the CSELR line and the existing Inner West Light Rail line.

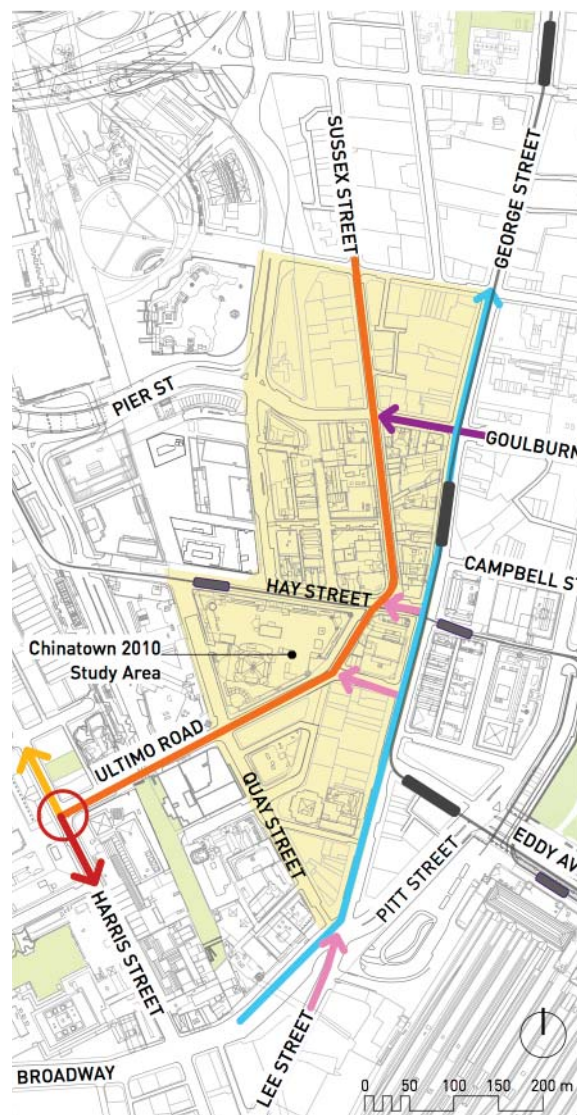
Major construction on CSELR is due to begin in September 2015, with the entire line scheduled to be open and operational in 2019.







EXISTING TRAFFIC



PLANNED TRAFFIC CHANGES

## 2.5 TRAFFIC CHANGES

The introduction of light rail to George Street, and the partial pedestrianisation of George Street, will have significant impacts on traffic access and circulation throughout the city centre – including Chinatown. To help inform the present study, Arup has undertaken a traffic assessment for the Chinatown and City South study area. While traffic analysis for George Street was not available to the study team at the time of writing, informed assumptions have been made about the possible traffic volume changes post light rail development. These assumptions are based on advice from the Council's City Transformation team and Transport for NSW's current light rail development plans.

The introduction of light rail along George Street will result in a reduction in the number of traffic lanes in both directions generally from two to one. In Chinatown, the number of northbound traffic lanes feeding into George Street from the south will reduce from two to one. Furthermore Rawson Place, which currently feeds traffic onto George Street from the east, will be closed to general traffic. With this significant reduction in road capacity, it is expected that traffic volumes on George Street would reduce by more than 50% (*Chinatown and City South Traffic Assessment*, Arup 2015).

Currently, Hay Street and Harbour Street are an RMS signposted route for northbound access to the Sydney Harbour Bridge. The *Sydney City Centre Capacity Strategy* (Transport for NSW, 2013) maintains this route post light rail development. However, between 2015 and 2019, traffic will be discouraged from the Hay Street–Harbour Street route during the light rail construction on George Street. Instead, north-south through traffic will be directed to use the Western Distributor and Harris Street, bypassing Chinatown.

The *City Centre Capacity Improvement Plan* (RMS, 2014) identifies Ultimo Road as a key exit point from the city during the evening peak period, with the major movement being southbound onto Harris Street. It recommends that the Ultimo Road/Harris Street intersection be modified to provide a dual left turn into Harris Street.



## 2.6 POWERHOUSE MUSEUM REDEVELOPMENT

The Powerhouse Museum is a historically and culturally significant public institution at Chinatown's western edge, terminating the Hay Street vista. The museum forms part of a cluster of cultural and community facilities at the corner of Harris Street and William Henry Street, including the Ultimo Community Centre and Library and the Ian Thorpe Aquatic Centre. The museum is an adaptive reuse of the former Ultimo Powerhouse (constructed 1899), which is heritage listed in the *Sydney LEP 2012*. The Powerhouse Museum extension on Harris Street was opened in 1988 and received the Sulman Prize for public architecture.

In February 2015, the NSW State Government announced its intent to relocate the Powerhouse Museum to Western Sydney, most likely Parramatta, and sell the current Ultimo site for residential redevelopment. This will have a significant impact on the western edge of Chinatown, especially when considered in conjunction with the unprecedented urban change being wrought by the residential redevelopment of the Entertainment Centre. The State Government aims for the new museum to be open by 2019, although no plans are publicly available at present.



### **3 PUBLIC DOMAIN CONTEXT**

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### 3.1 RECENT AND UPCOMING PUBLIC DOMAIN IMPROVEMENTS

Since the adoption of the *Chinatown Public Domain Plan* in 2010, a number of the recommended public domain upgrade projects have been completed or are currently underway.

The Little Hay Street, Factory Street and Kimber Lane upgrade was completed by the City in 2012 to support the Dixon Street heart of Chinatown. The project includes a major new public artwork, 'In Between Two Worlds' by Jason Wing, installed in Kimber Lane. As part of the upgrade, the eastern footpath along Harbour Street was widened between Hay Street and Factory Street.



Little Hay Street



Harbour Street footpath widening



Kimber Lane [source: City of Sydney]



Quay Street in 2010



Quay Street in 2015

The Quay Street Boulevard project has developed incrementally since 2010. Significant footpath widening has occurred on the western side of Quay Street between Thomas Street and Ultimo Road. This work was delivered as public domain improvements associated with 'The Quay' residential development. Furthermore, the Darling Harbour redevelopment includes an extension of Quay Street as a major new pedestrian connection through Darling Harbour, linking Railway Square to the water. This is a significant realisation of the high priority 'Quay Street boulevard' project outlined in the *Chinatown Public Domain Plan* (2010).

The Thomas Street Spine project was identified in the *Chinatown Public Domain Plan* (2010) as one of the highest priority projects. The City has since developed the Thomas Street upgrade project, which includes a new plaza created by the partial closure of Thomas Street between Ultimo Road and Thomas Lane, as well as footpath widening in the two blocks north and south of the new plaza. The project also integrates a major new public art work, 'Cloudgate' by Lindy Lee. The Thomas Street upgrade is currently under construction.



Thomas Street in 2010



Proposed new Thomas Street plaza [source: Jane Irwin Landscape Architecture]

## 3.2 DARLING SQUARE SCALE

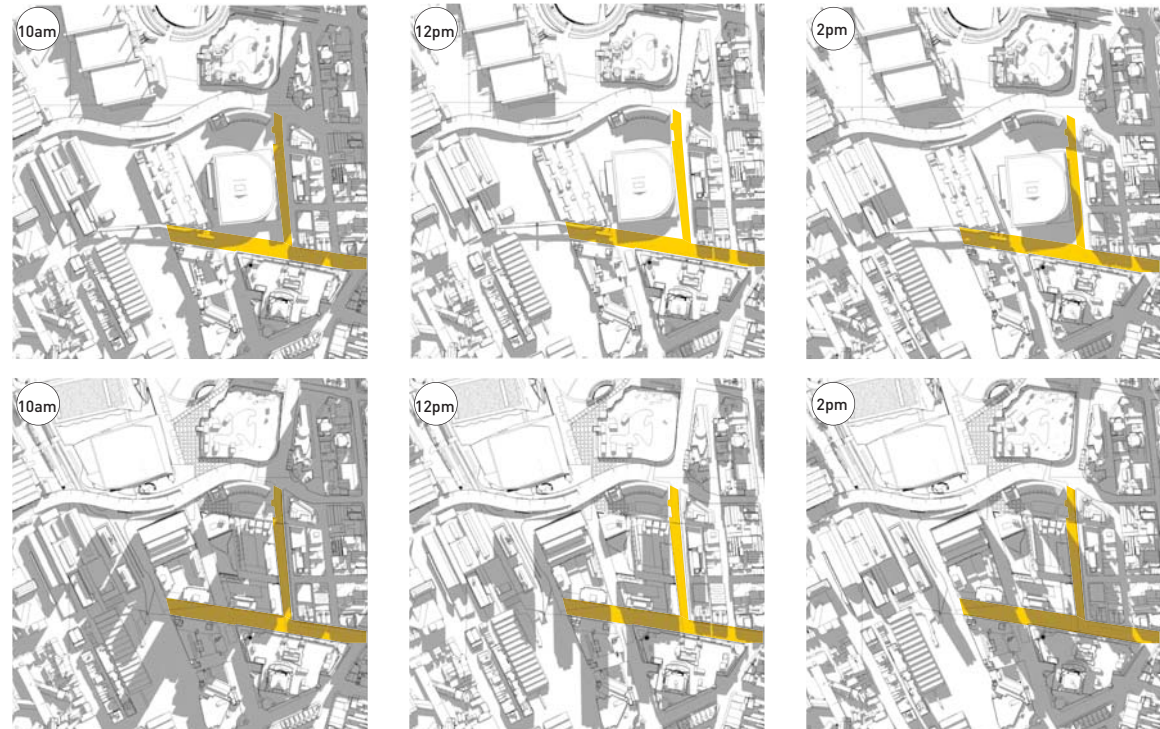
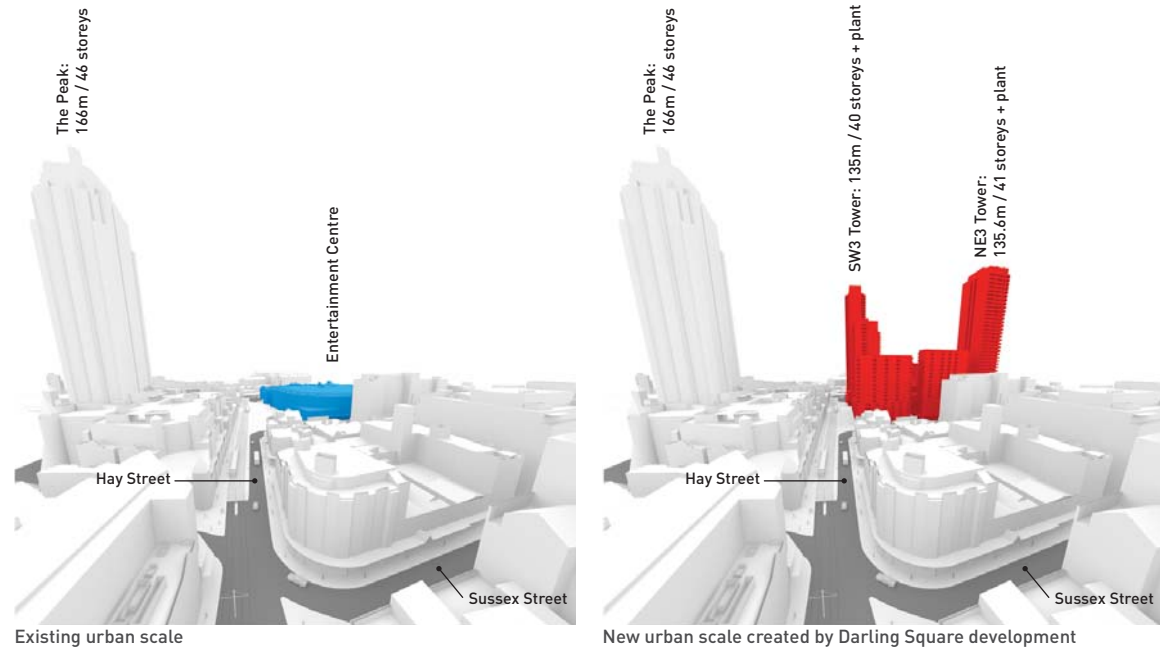
The Darling Square site is bounded by Harbour Street, Hay Street, Darling Drive and Pier Street and is part of the SICEEP redevelopment of Darling Harbour. The project replaces the Entertainment Centre and its carpark with primarily residential buildings on the immediate western edge of Chinatown.

Darling Square brings an unprecedented increase in building scale and residential density to Chinatown. The development includes three residential buildings and two student accommodation buildings that will increase Chinatown's residential population by 5,000 people, placing increased pressure on an already congested public domain.

Darling Square's three residential buildings each have three towers above their podiums, with the two tallest towers (NE3 and SW3) reaching 135 metres in height. While Chinatown's tallest building, The Peak, is higher at 166 metres, it is well set back from the street above Paddy's Market. As such, its scale is not readily apparent at street level. As the new Darling Square towers are not set back from their street frontages, they will dominate Hay Street and Harbour Street, significantly altering the scale of the streetscape.

The scale of the new Darling Square buildings will also have a significant impact on solar access to Chinatown's public domain, particularly along Hay Street and Harbour Street as the development is located to the north and west of these streets respectively. The loss of sunlight will fundamentally change the character of the streets, which are currently quite open and sunny in contrast to many of the other Chinatown streets. The design choices for the public domain should respond to the future environment of Hay and Harbour Streets through materials, colours, lighting and suitable street tree species.

Right:  
Darling Square shadow studies from  
'The Haymarket [renamed Darling  
Square] Design Report for SSDA2'  
– Denton Corker Marshall, 2013.  
Top row shows existing solar access  
Bottom row shows solar access provided  
by Darling Square





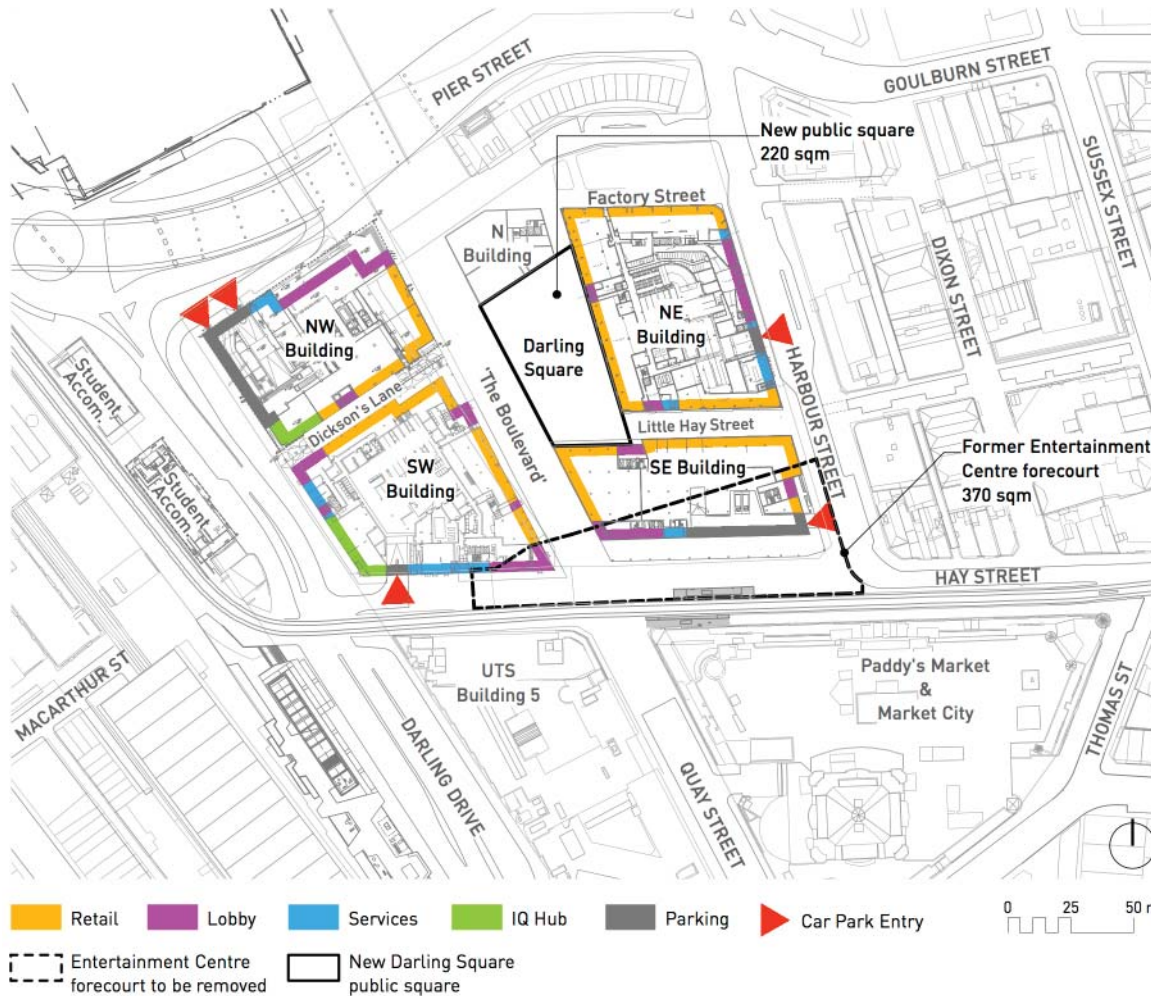
### 3.3 DARLING SQUARE INTERFACE AND PUBLIC DOMAIN

The Darling Square development includes substantial public domain improvements and connections, including:

- 'The Boulevard', a new pedestrian connection through Darling Harbour that extends the Quay Street alignment to the water
- A new public square in the centre of the development
- Extension of Little Hay Street as a pedestrian laneway from Harbour Street to 'The Boulevard'
- Dickson's Lane, a new pedestrian laneway connecting 'The Boulevard' to Darling Drive

The new Darling Square public square replaces the existing southern forecourt of the Entertainment Centre, which currently functions as Chinatown's only large gathering space. The public square relocates this gathering space within the new development, no longer directly accessible or visible from the public streets. At approximately 220 square metres in size, the new public square will also be approximately 60% the area of the existing Entertainment Centre southern forecourt.

The configuration of the ground floor uses further reduces the public interface between Chinatown and the Darling Square development. The active retail tenancies face into the Darling Square site – fronting the new internal square, 'The Boulevard' and the development's new laneways. The key public domain interfaces with Chinatown – Hay Street and Harbour Street – are occupied by predominantly inactive uses such as car park entrances, building services and residential lobbies.

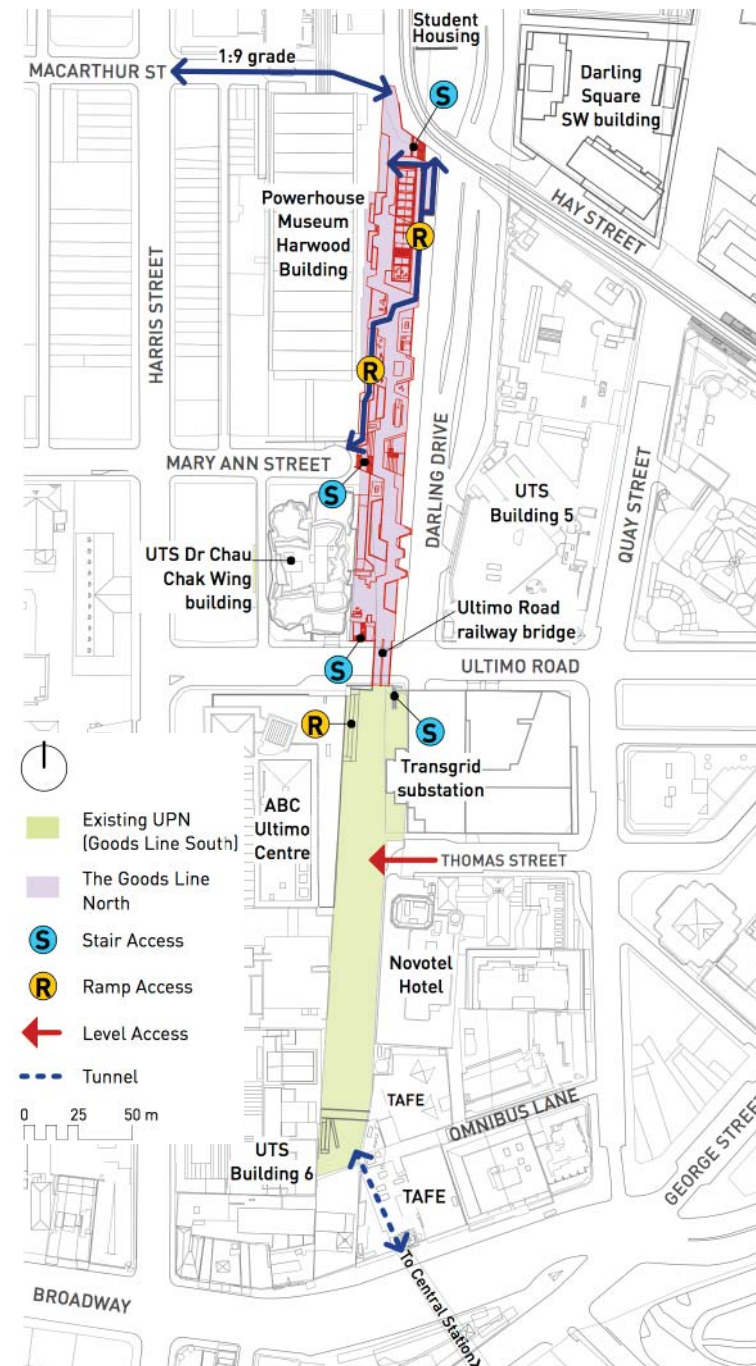


### 3.4 THE GOODS LINE

The Sydney Harbour Foreshore Authority is currently developing 'The Goods Line' North (formerly the Ultimo Pedestrian Network – UPN), a major new pedestrian and cycle connection along the former Darling Harbour rail corridor between Ultimo Road and the Powerhouse Museum. The Ultimo Road rail bridge will also be renovated and open to the public, connecting the Goods Line North to the existing UPN space between George Street and Ultimo Road (renamed the Goods Line South). Scheduled for completion in late 2015, the Goods Line will provide a continuous pedestrian and cycle link between Railway Square and the Powerhouse Museum that is completely independent of the surrounding streets.

The Goods Line is directly accessed by a number of key public institutions, including UTS, TAFE NSW, The ABC Ultimo Centre and the Powerhouse Museum. As the former rail corridor is generally set higher than the surrounding city streets, public pedestrian and cycle access to the space is primarily via stairs and ramps. The only level access to the corridor is via Thomas Street. The other points of access are:

- a tunnel from Central Station under the TAFE NSW building on George Street
- a set of stairs from Ultimo Road on the southeastern side of the Ultimo Road railway bridge
- a ramp from Ultimo Road on the southwestern side of the Ultimo Road railway bridge
- a future set of stairs from Ultimo Road on the northwestern side of the Ultimo Road railway bridge
- a ramp and set of stairs from the end of Mary Ann Street
- a ramp and set of stairs from Darling Drive at the western end of Hay Street
- through the Powerhouse Museum site to Macarthur Street, which ramps up to Harris Street at a steep grade of 1:9.



Access from Hay Street/Darling Drive



Ultimo Road northwest – future stairs



Ultimo Road southeast – existing stairs

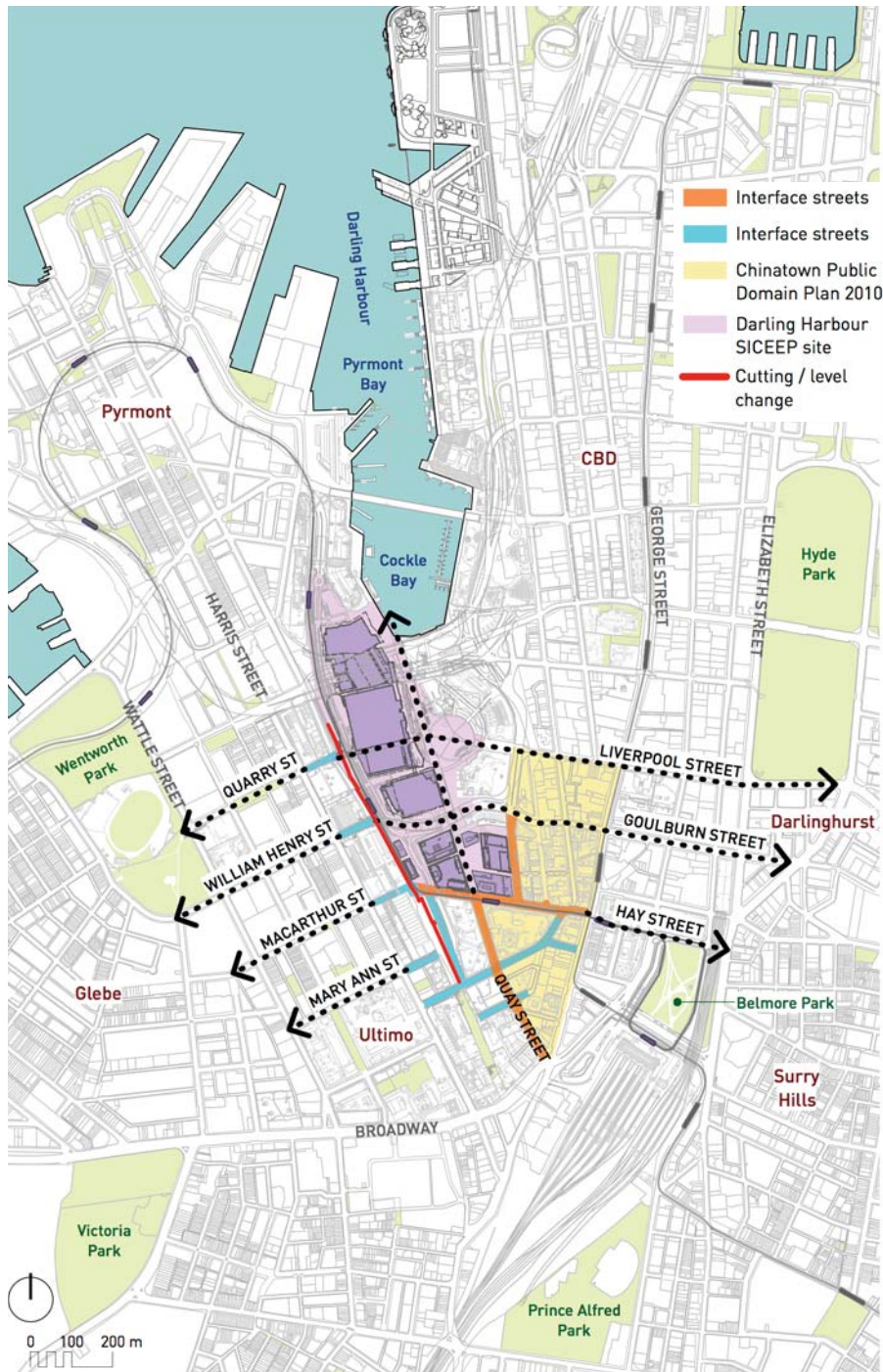


Ultimo Road southwest – existing ramp



Thomas Street – level access





### 3.5 URBAN SCALE CONNECTIONS

While the 'connecting streets' that form part of the current study area are significant at a local level for providing east-west connections between Chinatown, Darling Harbour and Ultimo, these streets are also significant at a wider urban scale. They provide important east-west pedestrian connections through the southern part of the City, connecting Darlinghurst and Surry Hills in the east with Ultimo and Glebe in the west.

The Quarry Street/Liverpool Street route forms the northern edge of Chinatown and connects: Wentworth Park in Glebe; Darling Harbour at Tumbalong Park and the new 'Event Deck' via a new pedestrian bridge over Darling Drive; the southern end of Hyde Park; and continues along Oxford Street to Centennial Park and Bondi Junction.

The William Henry Street/Pier Street/Goulburn Street route is also a major east-west traffic route through the city; as such it is less pedestrian-friendly than the other routes that form part of this study. Nonetheless, this route creates an important urban connection between: Wentworth Park; the cluster of public institutions on Harris Street (the Powerhouse Museum, Ian Thorpe Aquatic Centre and Ultimo Community Centre and Library); Darling Harbour; and the northern half of Chinatown.

The Hay Street/Macarthur Street route is the most important east-west pedestrian connection through the very heart of Chinatown. Starting at Bay Street in Glebe, it connects: the Powerhouse Museum; the Goods Line; Darling Square; the Quay Street boulevard; Paddy's Market; Dixon Street;

the Capitol Theatre; and Belmore Park through to Elizabeth Street in Surry Hills. The removal of the pedestrian bridge that previously connected the Entertainment Centre forecourt on Hay Street to the Powerhouse Museum forecourt on Harris Street is a significant public domain loss in the context of this wider urban connection.

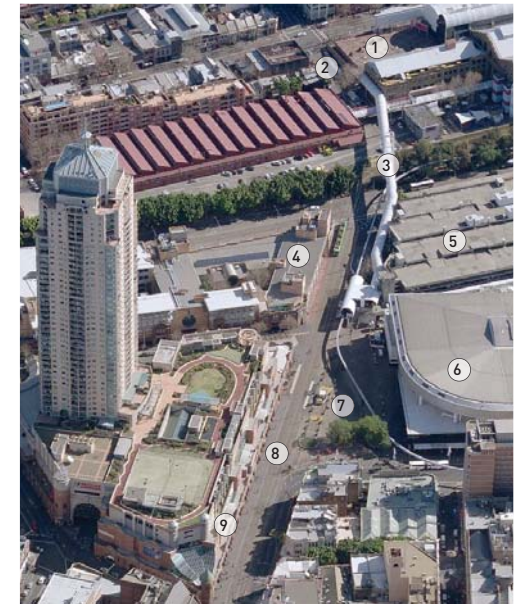


Image source: [www.bing.com](http://www.bing.com), photo date: 2010

1 Powerhouse Museum forecourt; 2 Macarthur St; 3 pedestrian bridge (since removed); 4 UTS; 5 Ent. Cent. car park; 6 Entertainment Centre; 7 Entertainment Centre southern forecourt; 8 Hay St; 9 Paddy's Market



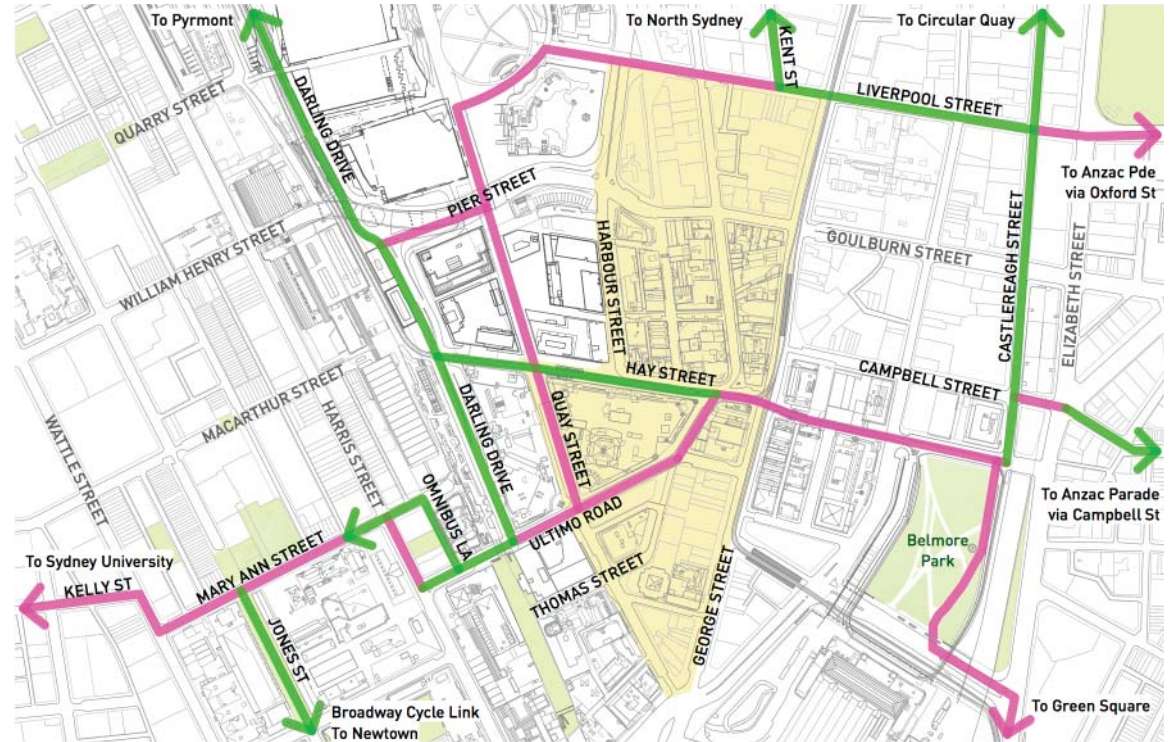
## 3.6 CYCLE NETWORK STRATEGY

The City of Sydney's *Cycle Strategy and Action Plan 2007-2017* proposes to significantly increase the provision for cyclists throughout Chinatown and its surrounds. Since 2010, a number of cycle connections through Chinatown and Ultimo have been completed or are currently being implemented. These include:

- Hay Street cycle route shared with light rail
- Darling Drive cycle lanes
- Ultimo Road partial cycle lanes between Darling Drive and Harris Street
- Mary Ann Street cycle lane between Hackett Street and Omnibus Lane
- Castlereagh Street Cycleway (upcoming)
- Liverpool Street Cycleway (upcoming)

The SICEEP redevelopment at Darling Harbour will include a separated cycleway along Darling Drive from the Pier Street roundabout north to Pyrmont. A shared pedestrian and cyclist path would connect the new cycleway from the Pier Street roundabout to Hay Street.

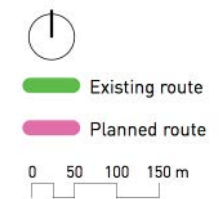
The key cycle future facility proposed within the study area is the Ultimo Road cycle link.

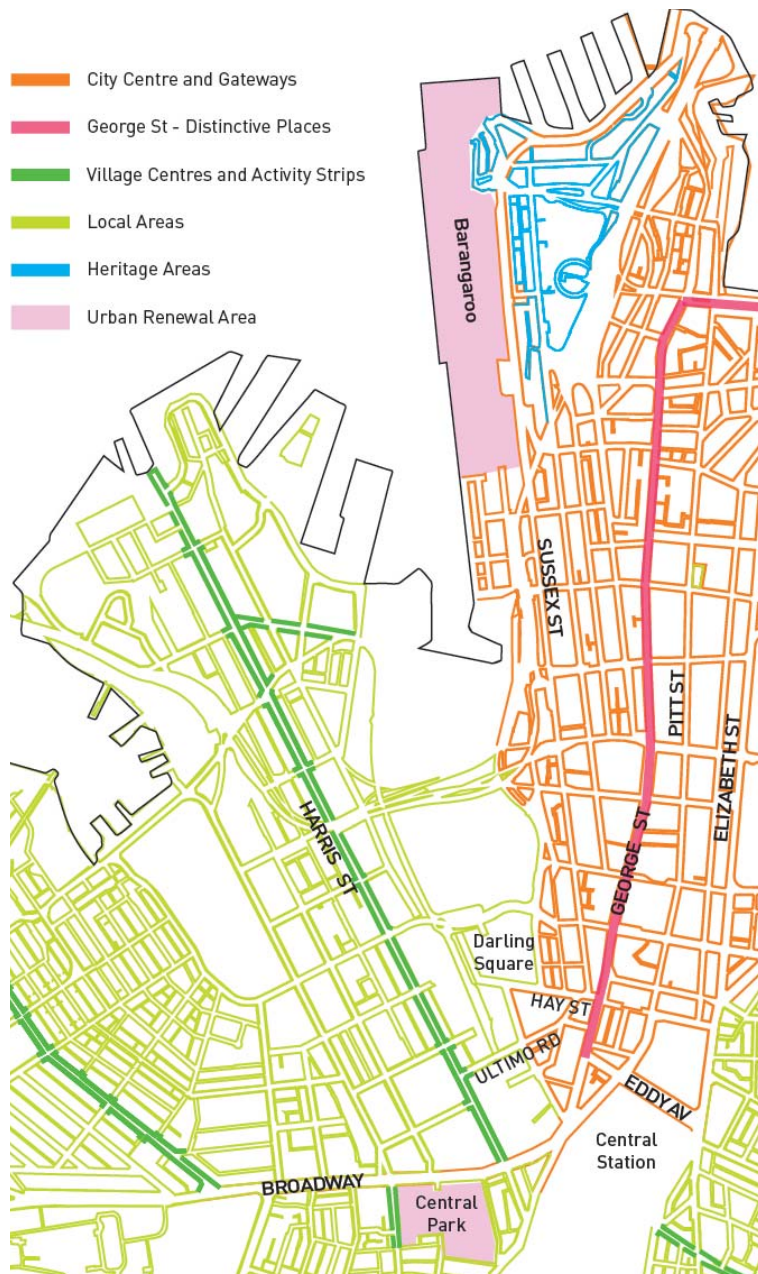


Current status of cycle strategy in and around Chinatown and City South



Above and above right: Hay Street – cyclists share with light rail





### 3.7 STREET CHARACTER



The *Sydney Streets Code* (2013) establishes a standard palette of public domain materials and furniture to ensure consistency throughout the City's public domain. The code categorises the City's streets into three primary character types and assigns a palette of materials and furniture for each type of street. The three character types are: City Centre and Gateways; Village Centres and Activity Strips; and Local Areas. The Chinatown and City South study area falls within two character types:

- City Centre and Gateways character type east of Quay Street and Harbour Street (inclusive)
- Local Areas character type west of Quay Street and Harbour Street, not including Darling Harbour.

It is expected that streetscape upgrades in Chinatown or City South would generally implement the standard palette in accordance with Council policy.

The *Sydney Streets Code* (2013) also allows for deviations from the standard palette in 'Distinctive Places', which are areas that are defined by unique characters that arise from the heritage, cultural, geographical or social significance of a particular place. Chinatown is defined as a 'Distinctive Place' within the *Sydney Streets Code* (2013). This provides an opportunity to introduce non-standard materials and finishes, and custom designed furniture, to Chinatown's public domain.

The *Chinatown Public Domain Plan* (2010) recommended that custom furniture, and similarly 'special' materials and finishes, should only be considered in discrete places with a strong pedestrian focus. This approach was adopted in the upgrade of Little Hay Street, which includes custom designed seating that has also been installed along the Harbour Street footpath widening. The Thomas Street upgrade will also incorporate non-standard finishes and custom furniture, as well as an integrated public artwork.



## 3.8 STREET TREES

Street trees make a significant contribution to the character and environmental quality of a streetscape. The City's *Street Tree Masterplan* (2011) is the blueprint for the provision of street trees across the City of Sydney. Intended as a guide for future street tree planting, the masterplan divides the city into 30 precincts and recommends street trees for individual trees within each precinct.

The Chinatown and City South study area is covered by two precincts within the *Street Tree Masterplan* (2011):

- Precinct 7 – Haymarket
- Precinct 14 – Ultimo

Species recommendations have been made for all of the interface and connecting streets that form this study. Some of these streets (such as Hay Street) do not currently have street trees, while some others (such as Harbour Street and Quarry Street) have street trees that differ from the species recommended by the masterplan. The intention of the masterplan is that a change of species would only be implemented when existing trees need replacing for arboricultural reasons, or if unavoidable for street upgrade works.



Golden Rain Trees (*Koelruteria paniculata*) at the corner of Hay St and Harbour St





### 3.9 PUBLIC ART



'In Between Two Worlds' artwork in Kimber Lane by Jason Wing (images: City of Sydney)



Artist impressions of Thomas Street upgrade with integrated art work – 'Cloudgate' by Lindy Lee (source: Jane Irwin Landscape Architecture)

Public art has the ability to contribute significantly to an urban area's sense of place and cultural expression. The *Chinatown Public Domain Plan* (2010) proposed a public art overlay project for Chinatown – a series of permanent public art works to enhance key public domain areas of Chinatown.

Since 2010, the City has installed a major new public artwork in Kimber Lane entitled 'In Between Two Worlds' by the contemporary artist Jason Wing. The City has also commissioned a major new public art work, 'Cloudgate' by Lindy Lee, which will be integrated with the public domain upgrade of Thomas Street.

The City has recently completed the *Chinatown Public Art Plan* (Aaron Seeto, 2015), a strategy for incorporating more public art into Chinatown's public domain.

### 3.10 COMMUNITY EXPECTATIONS

Development of the *Chinatown Public Domain Plan* (2010) included a comprehensive program of community consultation to understand the community's expectations and desires for Chinatown's public domain, guide the development of public domain concepts, and inform the prioritisation of projects recommended by the Plan.

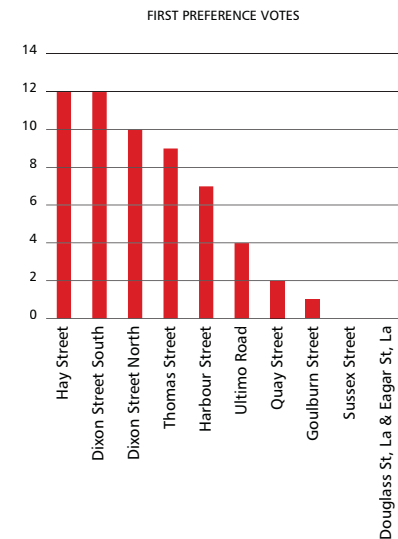
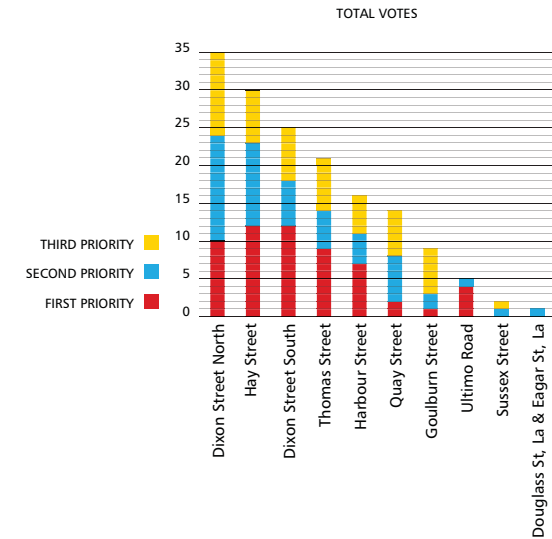
While the City has addressed some of the community's expectations through public domain upgrades since 2010, some remain relevant to the current Chinatown and City South study. These include:

- The community's desire for improvement along the entire length of Hay Street due to the constant conflict between pedestrians, cars and trams.
- The Hay Street mall project received the highest number of first priority votes from the community (tied with Dixon Street South) and the second highest number of total votes overall.
- Quay Street, Harbour Street and Ultimo Road were considered by the community to be a lesser priority than Hay Street.

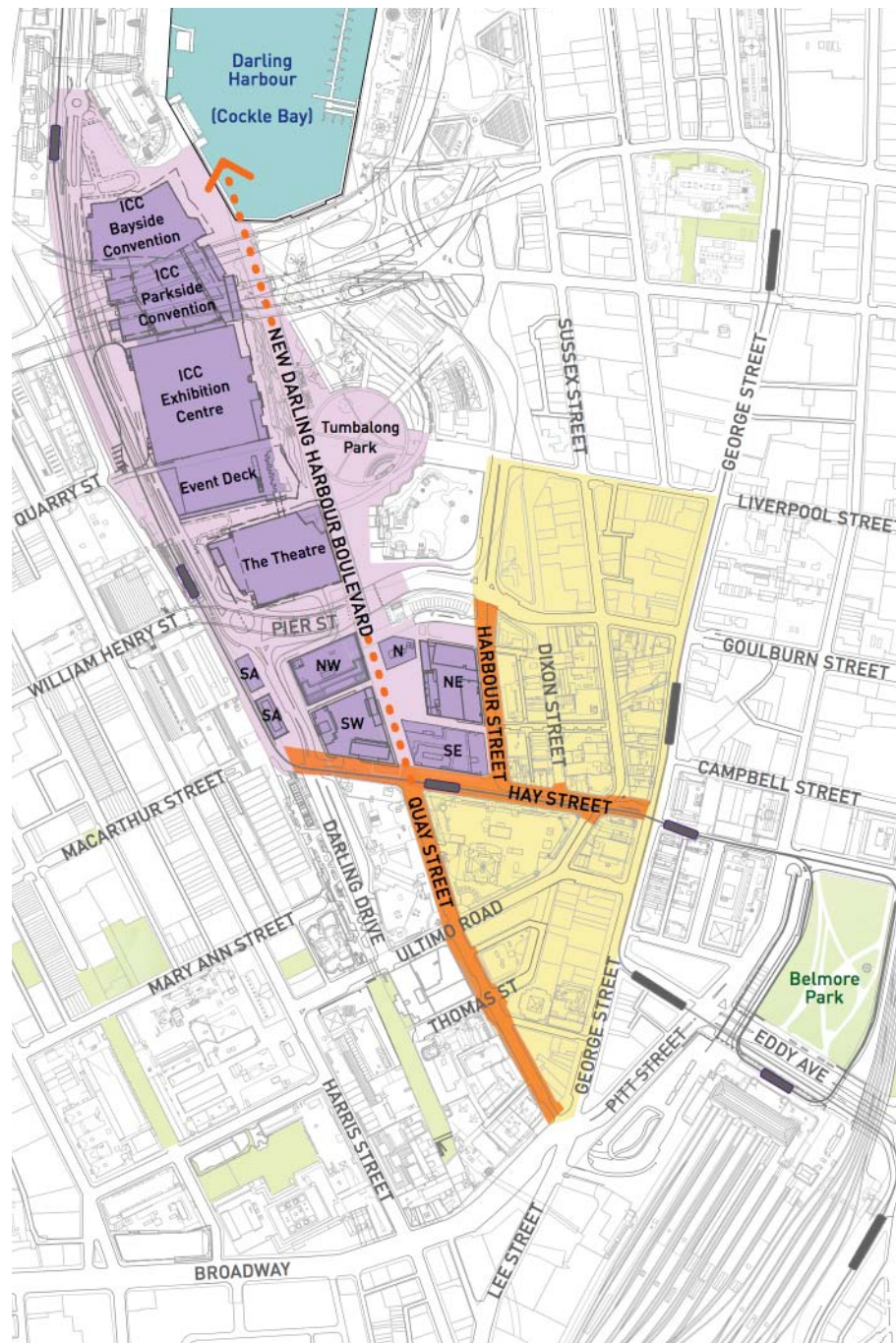
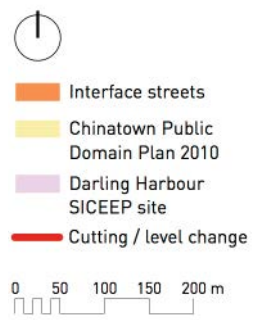
For a detailed discussion of the community consultation process and outcomes, refer to the *Chinatown Public Domain Plan* (2010) and Chinatown Community Engagement outcomes reports (Elton Consulting, 2009 & 2010).

Right: Amalgamated community response from the first Chinatown Community Workshop held on 10/11/2009. The red dots indicate areas that individual participants felt were in need of improvement. (Source: City of Sydney)

Far right: Community preferences for the upgrade projects presented at the second Chinatown Community Workshop held on 09/10/2010. Participants were asked to identify the top three projects they would like to see implemented initially.



## 4 INTERFACE STREETS





## 4.1 HAY STREET ISSUES AND OPPORTUNITIES

### THE CURRENT SITUATION

Hay Street is the primary east-west urban connection through Chinatown, servicing pedestrians, cyclists, cars and light rail. Strategically, has been identified by both *Sustainable 2030* (City of Sydney, 2008) and *Public Spaces Public Life* (Gehl Architects, 2007) as one of the city's key pedestrian routes, linking Belmore Park, Chinatown and the Powerhouse Museum. The *City's Cycle Strategy and Action Plan 2007-2017* (2007) also identifies Hay Street as a regional cycle route.

At a local level, Hay Street functions as Chinatown's urban nexus, the pedestrian connection between the key Chinatown activity areas of Dixon Street, Sussex Street, Thomas Street, Paddy's Market and the Entertainment Centre.

Hay Street also experiences the highest level of pedestrian activity of any street in Chinatown. In 2009, Arup surveyed pedestrian activity within Chinatown for the *Chinatown Public Domain Plan Existing Conditions Report*. They found that, not including George Street, Hay Street experienced:

- the second highest average weekend peak hour of 2,754 people (only Thomas Street north of Ultimo Road was higher, at 2,796 people)
- the highest average weekday peak hour of 2,298 people (the second highest was Sussex Street at 2,274 people)

The comparative level of pedestrian activity is unlikely to have changed significantly since 2010. Based on site observations, it is also clear that pedestrian activity on

Hay Street within the study area is concentrated between George Street and Harbour Street. The intensity of pedestrian activity also extends east of George Street to Pitt Street, as Hay Street is a key pedestrian route between Chinatown and Central Station via Belmore Park. There is noticeably less pedestrian activity west of Harbour Street due to there being few active frontages along this section of the street.

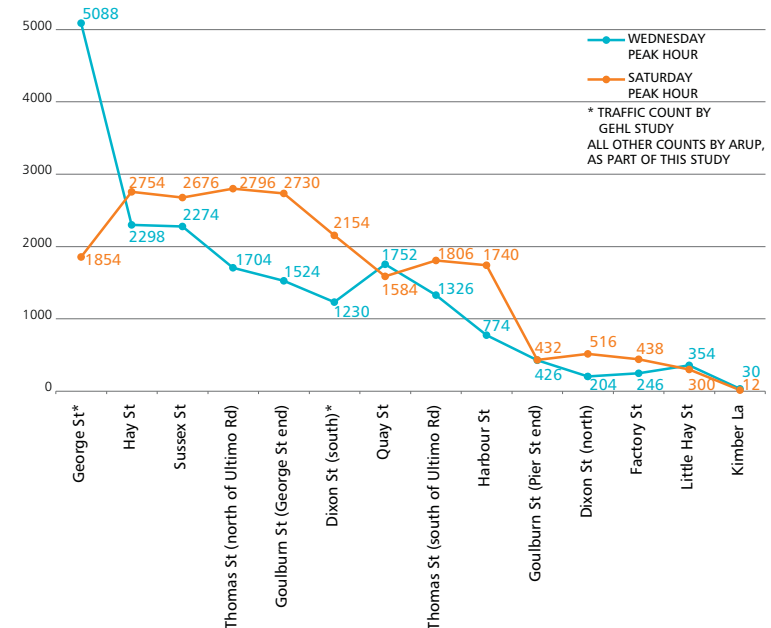
Within the study area, the southern frontage of Hay Street is dominated by the Paddy's Market building, which occupies the entire block between Thomas Street and Quay Street. While there are multiple entries to both Paddy's Market and Market City along Hay Street, shoppers tend to favour the entries at the eastern end of the street due to their proximity to Dixon Street and the location of the main entry to Market City at the corner of Thomas Street.

The Sydney Light Rail line runs along the southern side of Hay Street, separated from the Paddy's Market building by a 4.2 metre wide footpath. The Paddy's Market light rail stop is located at the western end of the market building, just before Quay Street. Due to the location of the light rail lines on the southern side of Hay Street, pedestrian activity is concentrated along the northern side of the street. The location of Dixon Street and the Entertainment Centre forecourt on the northern side of Hay Street also contributes to its higher levels of pedestrian activity.

Right: Pedestrian activity on Chinatown's streets based on data from Arup's 2009 Existing Conditions Report and the Public Spaces Public Life Study (2007)

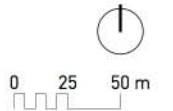


Eastern end of Hay Street at the Dixon Street crossing





Darling Square Buildings		Key	
	Sydney Harbour Foreshore Authority	01	Powerhouse Museum
	New Darling Harbour (SICEEP) buildings	02	Powerhouse Museum Square
	Darling Square development	03	Powerhouse Museum Harwood Building
	City & South East Light Rail	04	Darling Harbour Pedestrian Bridge (since demolished)
N	North Building	05	Entertainment Centre Carpark (to be demolished)
NE	Northeast Building	06	Entertainment Centre (to be demolished)
NW	Northwest Building	07	Entertainment Centre southern forecourt
SA	Student Accommodation	08	UTS Building 5
SE	Southeast Building	09	Paddy's Markets Light Rail Stop
SW	Southwest Building	10	Paddy's Markets & Market City
		11	The Peak
		12	Factory Street
		13	Little Hay Street
		14	Kimber Lane
		15	Haymarket Library
		16	Capitol Square
		17	Capitol Square Light Rail Stop
		18	Capitol Theatre
		19	New Chinatown Light Rail Stop
		20	Belmore Park





## 2010 PROJECT: HAY STREET HUB

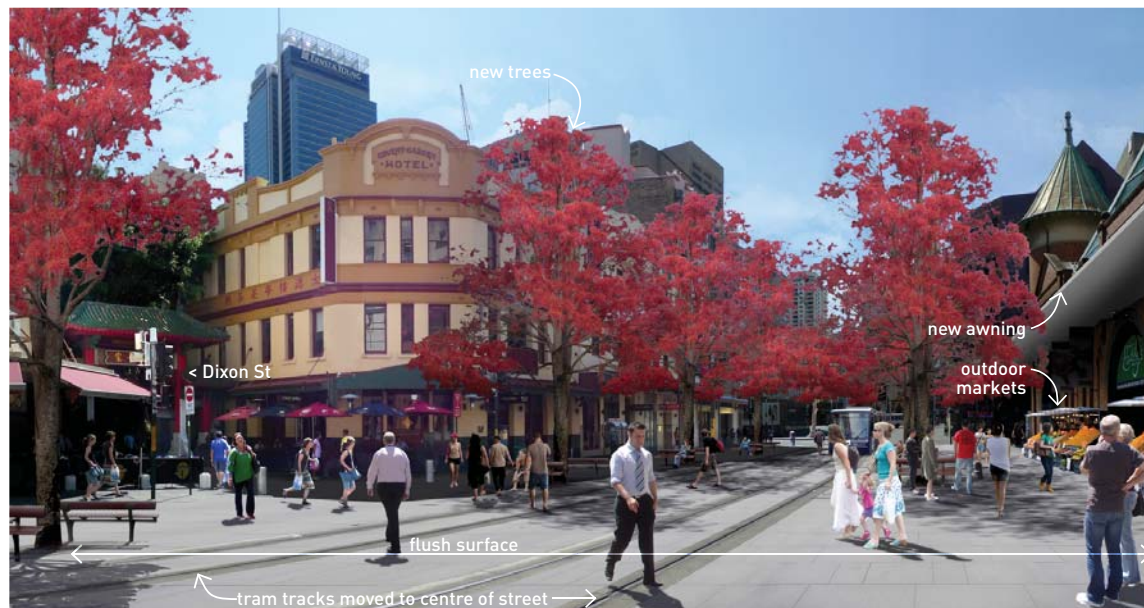
The 2010 *Chinatown Public Domain Plan* proposed the creation of a pedestrian mall on Hay Street in recognition of its role as the urban heart of Chinatown and to strengthen pedestrian connectivity between the Dixon Street 'core' and the southern part of Chinatown. The project's key strategies were:

- The closure of Hay Street to cars between Sussex Street and Harbour Street, creating a continuous pedestrian mall from Sussex Street to Darling Drive.
- Relocation of the light rail tracks to the centre of Hay Street between Thomas Street and Quay Street to create more pedestrian space along the Paddy's Market frontage, which could potentially be used for markets or other activities.

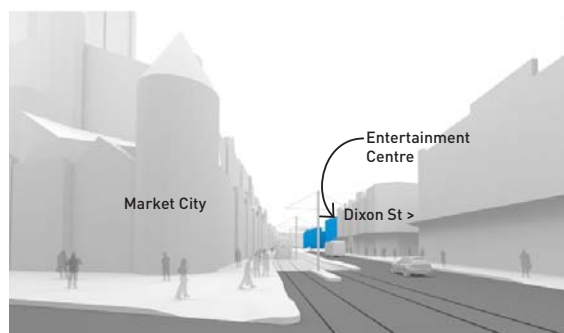
Since 2010, the CBD and South East Light Rail has created new traffic capacity and circulation requirements that have made the Hay Street mall project unfeasible in the proposed 2010 configuration. The footprint of the Darling Square development has also made the 2010 Harbour Street proposal, which was enabled the closure of Hay Street, unfeasible in its current configuration (refer discussion of Harbour Street at section 4.2 of this report). As such, an alternative proposal for Hay Street is required.

## DARLING SQUARE DEVELOPMENT

The Darling Square development will radically alter Hay Street's northern frontage between Harbour Street and Darling Drive and dominate the western vista along the street. Currently, the Entertainment Centre is set back from Hay Street, creating an expansive forecourt that offers a sense of release from the congestion within the eastern part of the street. The open space will be replaced by large residential buildings constructed to an extension of the building line of the existing shops along the northern side of Hay Street. The tallest of the residential towers along Hay Street, the SW3 tower, will be 135 metres high with no setback from the street edge. The Darling Square



Perspective drawing of proposed Hay Street Mall project, 2010 (from Chinatown Public Domain Plan)



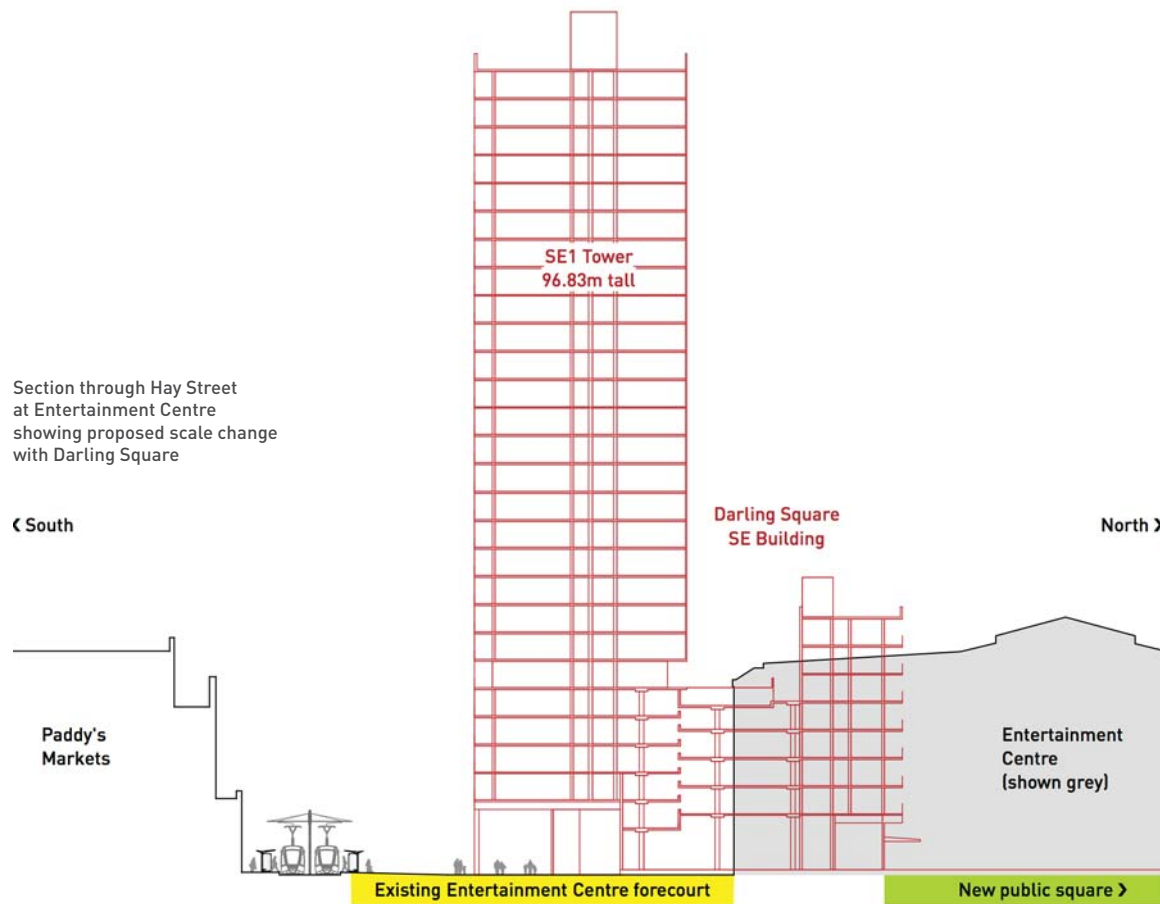
Existing view west along Hay Street from Thomas Street



Impact of Darling Square on view west along Hay Street



Section through Hay Street at Entertainment Centre showing proposed scale change with Darling Square

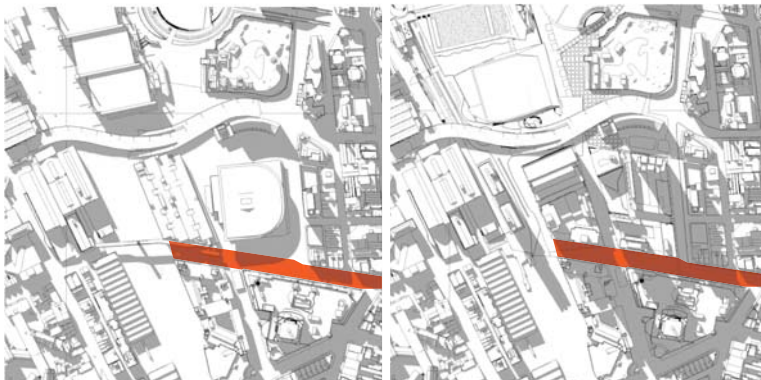


Southeast building includes a two storey high colonnade along its Hay Street frontage.

## PUBLIC DOMAIN ISSUES

The current key public domain issues are:

- With the exception of two Golden Rain Trees (*Koelreutaria paniculata*) at the corner of Harbour Street, there are no street trees along Hay Street.
- The removal of the Entertainment Centre forecourt to make way for Darling Square replaces a valuable large public open space on Hay Street with tall residential buildings. The new public square is located internally within the development and is not visible from Hay Street.
- The new Darling Square buildings are located on the northern side of Hay Street, overshadowing the public domain. Currently, this area enjoys full sun.
- The removal of the Darling Harbour pedestrian bridge as part of the Darling Square development has resulted in the loss of an accessible connection between Chinatown and Harris Street. While the Goods Line North includes a pedestrian ramp to Hay Street, the 1:9 grade on



Hay Street 2pm winter solar access comparison between existing situation (left) and Darling Square development (right). Shadow diagram by Denton Corker Marshall (2013)



Two Golden Rain Trees are the only existing street trees on Hay Street



Former Darling Harbour pedestrian bridge over Darling Drive that connected the Entertainment Centre forecourt on Hay Street to Powerhouse Museum Forecourt on Harris Street

Macarthur Street does not meet accessibility standards. SHFA/Darling Harbour Live currently have no plans to reinstate an accessible link to Harris Street.

- The location of the light rail tracks only 4.2 metres from the Paddy's Market facade limits pedestrian activity and the opportunity for more active uses (such as street markets) along the southern side of Hay Street. The exclusion zone around the light rail wires also limits opportunities for street tree planting.
- The northern facade of the UTS Building 5 presents a blank and inactive edge to the southwestern end of Hay Street, further discouraging pedestrian activity.
- The light rail track alignment angles south along the frontage of UTS Building 5, gradually reducing the available footpath space. At the Darling Drive corner of the building, the footpath is very narrow at less than 1.5 metres width (approximately).
- Given the strategic urban importance of the east-west pedestrian connection along Hay Street, the pedestrian crossing on the southern side of the Darling Drive intersection has poor pedestrian amenity due to limited footpath space in front of UTS Building 5 and also at the entry to the Goods Line.
- Given the limitations of the southern footpath between Quay Street and Darling Drive, the northern footpath would naturally be more attractive to pedestrians. However, the planned location and configuration of the driveway entry to the Darling Square SW building on Hay Street rather than Darling Drive reduces pedestrian amenity and frustrates connectivity.
- There are currently no retail tenancies or other active uses planned along the Hay Street frontages of the new Darling Square buildings. The Hay Street frontages are occupied by car park entries, building services and residential lobbies (refer section 3.3 in this document). As such, it is unlikely that the Darling Square development would create significant public domain activation of the western end of Hay Street. The intensity



4.2 metre wide footpath between Paddy's Market and light rail limits opportunities for markets or other activities along the Paddy's Market frontage



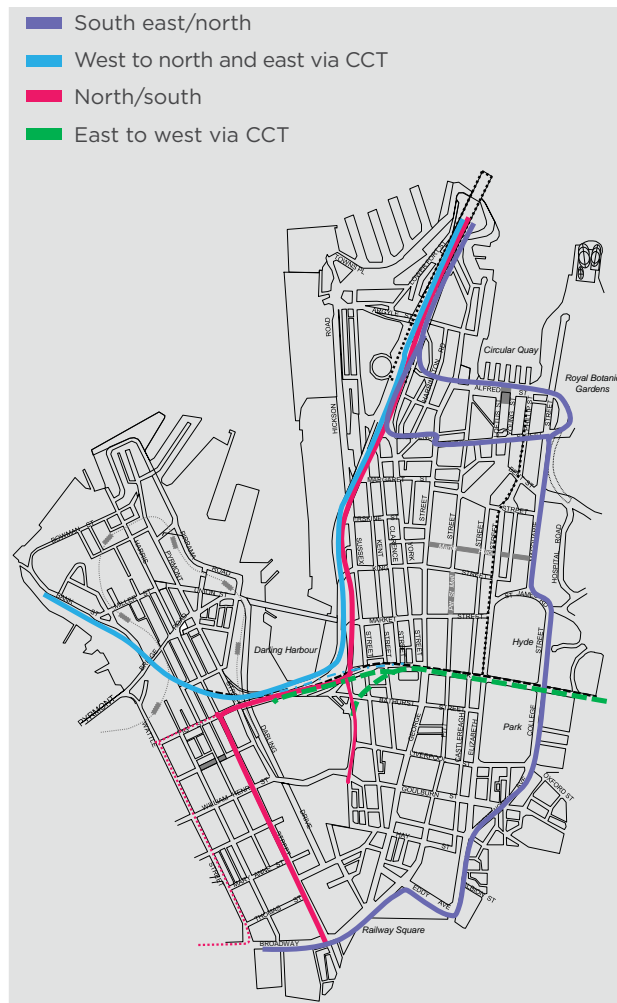
The Entertainment Centre's southern forecourt currently functions as a large public gathering space directly accessible from Hay Street and Harbour Street



Insufficient footpath width between UTS Building 5 and light rail lines at the western (Darling Drive) end of Hay Street



Northern facade of UTS Building 5 along Hay Street



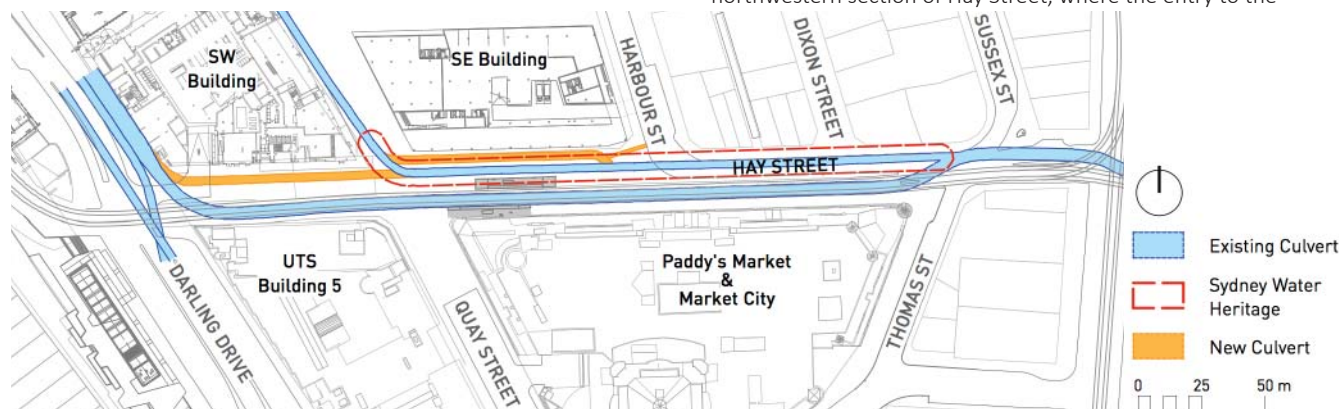
Priority routes during the 2015-2019 CSELR construction period  
[Source: Transport for NSW's Sydney Light Rail News, May 2015]

of pedestrian activity will remain at the eastern end of the street, centred around the Dixon Street precinct and Paddy's Market.

### OPPORTUNITIES

- The potential future redevelopment of UTS Building 5 would create an opportunity to widen the footpath to improve pedestrian amenity along the southern side of Hay Street along the UTS frontage. There would also be an opportunity to create a more active interface with the public domain.
- The future redevelopment of the Powerhouse Museum offers an opportunity to integrate a public lift to reinstate an accessible route from the Goods Line level of the Powerhouse site to Harris Street. This would complete the accessible route from Hay Street to Harris Street that was previously provided by the Darling Harbour pedestrian bridge. For further discussion, refer to the Macarthur Street project in this document.

- The Darling Harbour redevelopment includes significant stormwater capacity improvement works. These works require large parts of Hay Street between Harbour Street and Darling Drive to be excavated for the construction of two large new stormwater culverts, which would supplement the existing stormwater infrastructure. The consequent restoration of Hay Street creates an opportunity to combine additional public domain improvements.
- Between 2015 and 2019, the Hay Street–Harbour Street northbound through traffic route to the Harbour Bridge will be discouraged to facilitate the light rail construction on George Street. Northbound traffic will instead be directed to use the Western Distributor and Harris Street, bypassing Chinatown. This creates an opportunity to revisit the need for the Hay Street–Harbour Street route post-2019, especially in light of the likely significant reduction in northbound traffic on George Street.
- The Darling Square development creates an opportunity to significantly improve the pedestrian amenity of the northwestern section of Hay Street, where the entry to the





Entertainment Centre carpark previously created a hostile pedestrian environment.

## CONSTRAINTS

- The potential for repositioning the light rail tracks within Hay Street, as proposed in 2010, is now only a long term proposition due to the significant disruption caused by the construction of light rail along George Street. In the short to medium term, any public domain upgrades would need to retain the Hay Street tracks in their current location.
- A 1.5 metre radial exclusion zone for trees and structures is required around the light rail wires. This limits opportunities for street tree planting in the centre and southern side of Hay Street.
- The existing stormwater culvert on the northern side of Hay Street is a Sydney Water heritage listed item. The location of the culvert needs to be considered in any upgrade of Hay Street and may restrict the position of proposed services and tree planting.
- The location of the new Darling Harbour stormwater culverts on the northern side of Hay Street between Harbour Street and Darling Drive may also restrict the position of new street tree planting.
- Vehicular access between Kimber Lane and Hay Street must be maintained for service access to the Dixon Street and Harbour Street shops.
- Hay Street and Harbour Street are an RMS signposted route to Sydney Harbour Bridge for northbound traffic along George Street. Any operational changes to this route would require negotiation with, and approval from, the Roads and Maritime Services.

- The western side end of Hay Street (from the eastern side of Quay Street) is owned and governed by the Sydney Harbour Foreshore Authority. Any changes here would require negotiation with, and approval from, SHFA.

## OBJECTIVES

As many of the public domain issues identified in 2010 remain current along Hay Street, the 2010 project objectives also apply to the present situation. They are supplemented by additional project objectives that respond to the addition of the western end of Hay Street to the study area and the current changes to the urban context. The objectives for public domain improvements along Hay Street are:

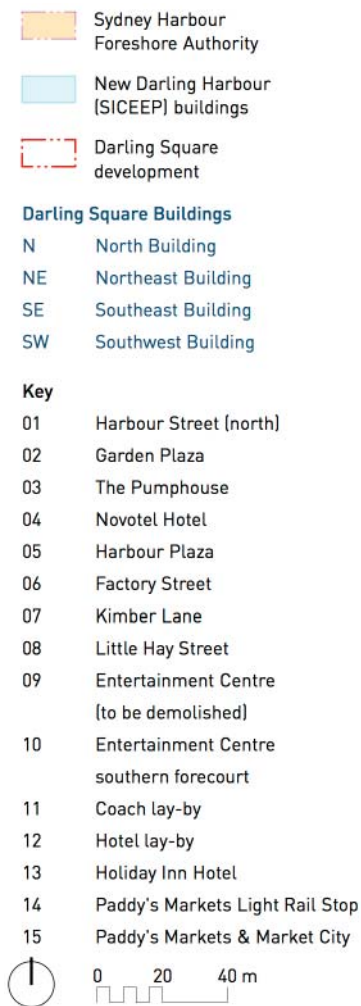
- To strengthen Hay Street's role as the urban heart of Chinatown
- To improve the pedestrian amenity of the street, and strengthen connectivity between Chinatown's Dixon Street 'core' and Chinatown south
- To create space for events and festivals
- To activate the northern façade of Paddy's Market
- To improve the character of the street
- To unify the public domain character of Hay Street from George Street to Darling Drive
- To facilitate east-west pedestrian connectivity along the entire length of Hay Street



The Paddy's Market Light Rail Stop is located at the western end of the Paddy's Market building. The eastbound platform occupies the entire footpath space.



Southern entry to Dixon Street Mall from Hay Street



## 4.2 HARBOUR STREET ISSUES AND OPPORTUNITIES

### THE CURRENT SITUATION

Harbour Street forms the boundary between Chinatown and Darling Harbour immediately west of the Dixon Street core. North of Goulburn Street, Harbour Street is a busy main road that provides access to the Western Distributor and Harbour Bridge. South of Goulburn Street, Harbour Street is a three lane, one-way (northbound) street that parallels Dixon Street. Together with Hay Street, Harbour Street is an RMS signposted northbound route through Chinatown from George Street to the Harbour Bridge.

In the context of the whole of Chinatown, Harbour Street experiences moderate levels of pedestrian activity. The pedestrian survey conducted as part of the *Chinatown Public Domain Plan Existing Conditions Report* (Arup, 2009) found that Harbour Street had:

- an average weekend peak hour of 1,740 pedestrians
- an average weekday peak hour of 774 pedestrians

Due to its proximity to Dixon Street and availability of pedestrian space, Harbour Street often functions as a 'spillover' space for the busy and congested Dixon Street mall. Pedestrian access between Dixon Street and Harbour Street is provided by Factory Street and Little Hay Street, which were upgraded in 2012 to improve their pedestrian amenity and street character. The 2012 Dixon Street precinct laneways upgrade also included widening of the eastern footpath along Harbour Street, from Hay Street to just north of Little Hay Street. The footpath here is over 8 metres wide, which has contributed much-needed flexible pedestrian space for Chinatown.

South of Goulburn Street, the western side of Harbour Street is currently dominated by the Entertainment Centre, whose large forecourt spaces also function informally as supplementary event space for Chinatown. The Entertainment Centre will be demolished in later 2015 to make way for the Darling Square development.



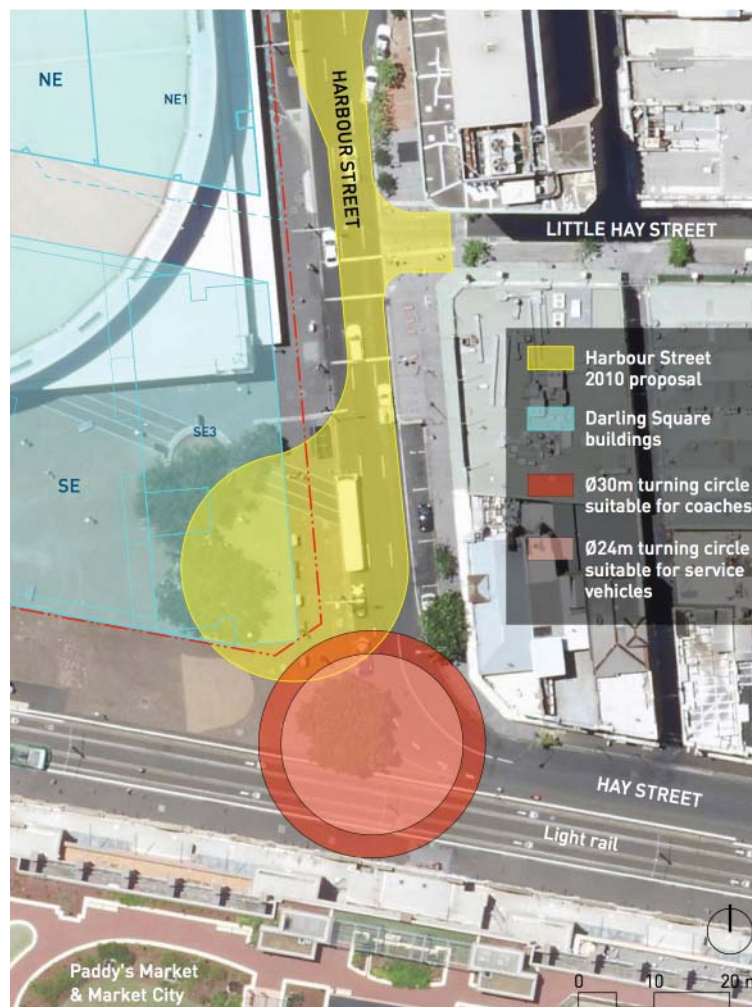
## 2010 PROJECT: HARBOUR STREET WELCOME MAT

The 2010 *Chinatown Public Domain Plan* proposed substantial footpath widening along Harbour Street to create more space for large events and street markets, supporting the activities of the Dixon Street precinct and Chinatown as a whole.

It was proposed that Harbour Street be closed at Hay Street to facilitate the creation of the proposed Hay Street Mall. Two-way traffic would be introduced along Harbour Street, with a vehicular turnaround suitable for coaches provided just before the Hay Street closure. This turnaround area would occupy a small part of the Entertainment Centre southern forecourt. The introduction of two-way traffic along Harbour Street also enabled the simplification of the vehicular lay-by at the Holiday Inn hotel, as passengers would now exit vehicles directly to the footpath.

A wider footpath along the eastern side of Harbour Street was partially delivered in 2012 as part of the Dixon Street precinct laneways upgrade.

The approved configuration of the Darling Square development has made the Harbour Street 'welcome mat' project unfeasible in its proposed 2010 configuration. The position of the Darling Square SE building occupies the space originally required for the vehicle turnaround. The only alternative now available for a vehicle turnaround would be within Hay Street itself, which does not produce acceptable public domain nor traffic outcomes. As such, an alternative proposal for Harbour Street is required.



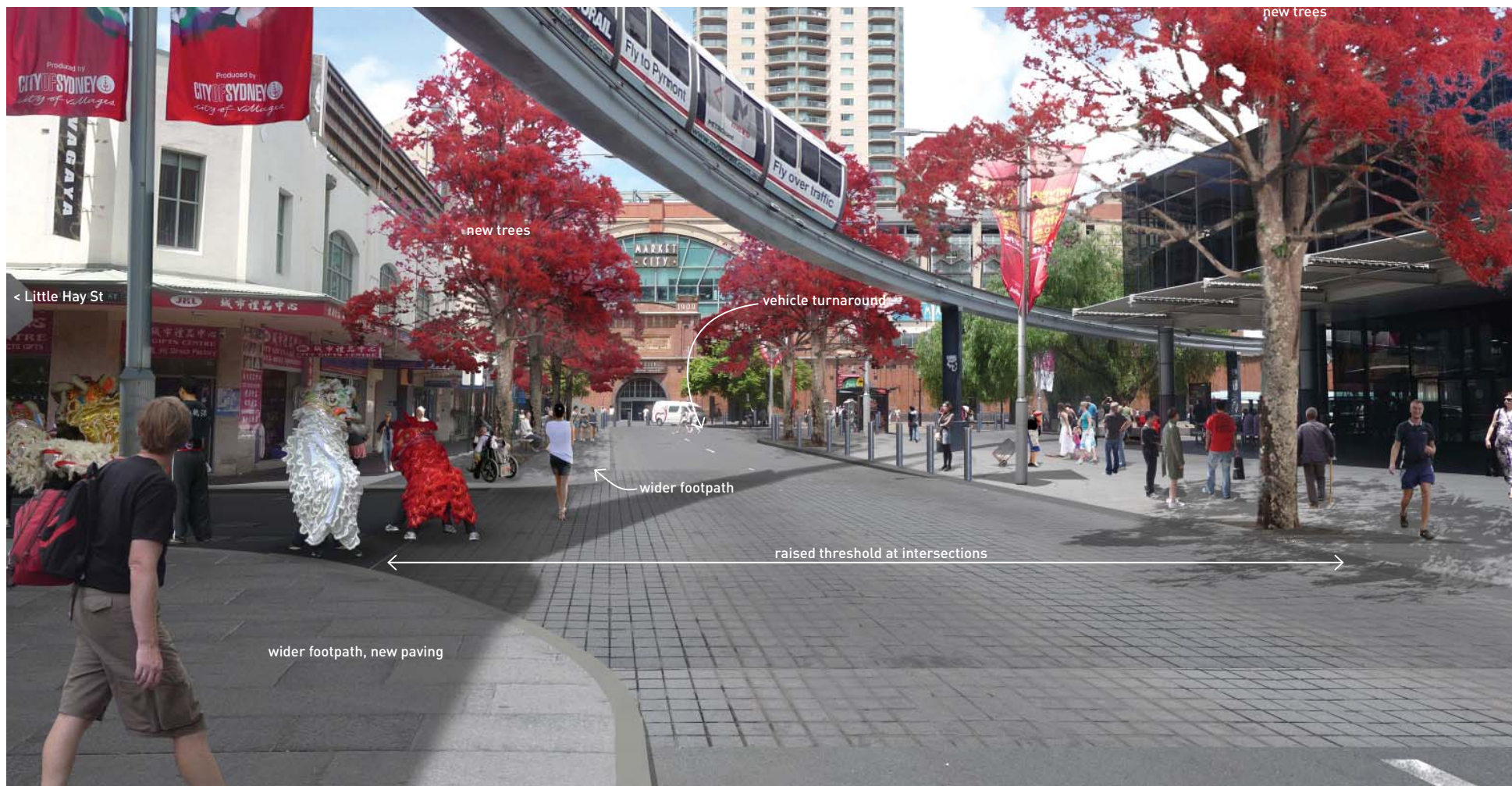
Above:

Footpath widening and new custom seating installed as part of 2012 Dixon Street precinct laneways upgrade

Left:

The position of the Darling Square SE Building makes the 2010 Harbour Street proposal unfeasible. Currently, the only available space for an alternative vehicle turnaround (for either buses or service vehicles) is entirely within Hay Street.





Perspective drawing of proposed Harbour Street Welcome Mat project, 2010 (from Chinatown Public Domain Plan)

## DARLING SQUARE DEVELOPMENT

The Darling Square development will replace the Entertainment Centre with two tall residential buildings. This will radically alter the streetscape and public domain of Harbour Street and redefine Chinatown's western edge.

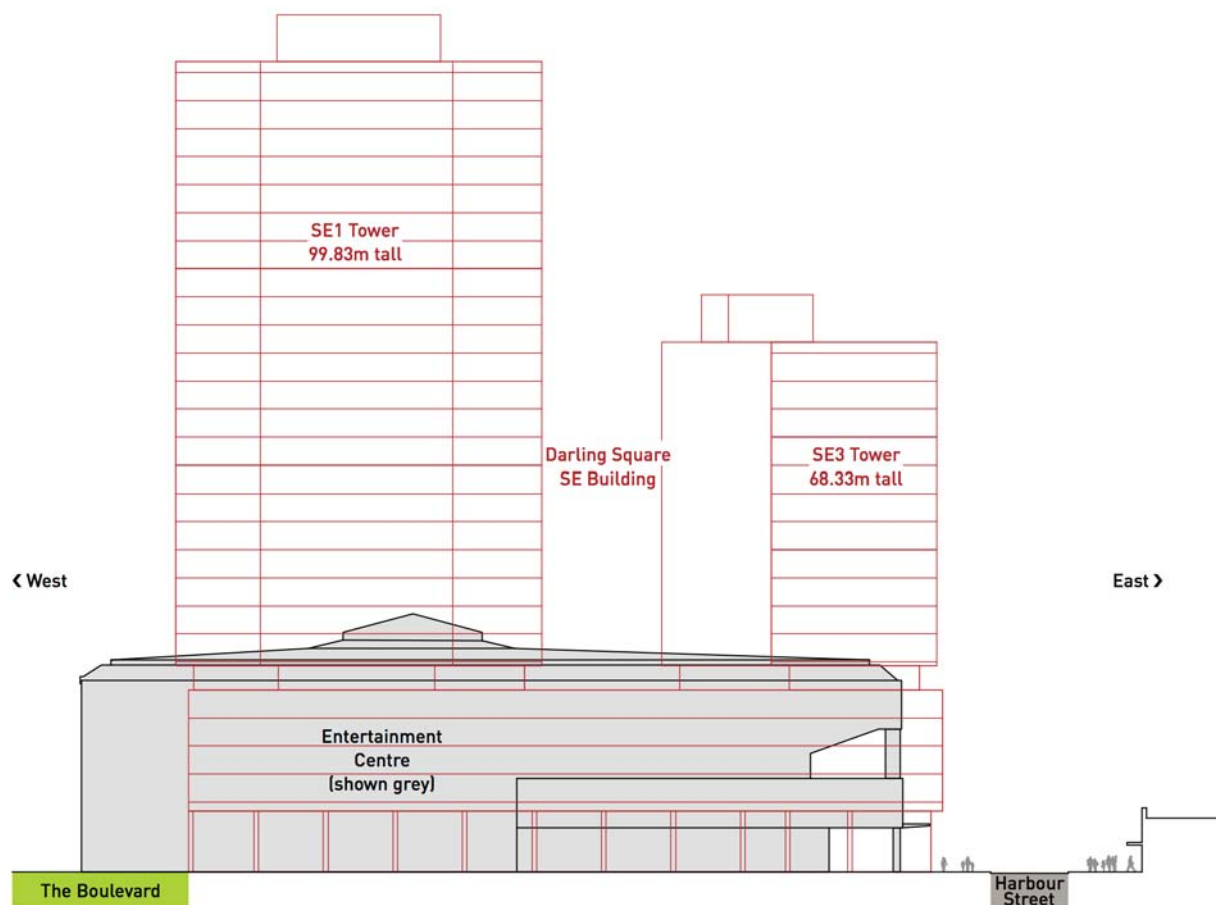
The building line for the two new Darling Square buildings (SE and NE) on Harbour Street will be set back 3 metres from the property boundary. There will be three residential towers (SE3, NE1 and NE3) on Harbour Street, with no setback from their respective podiums. The tallest of the towers along Harbour Street will be NE3 at 135.6 metres high.

The development includes two new laneways connecting Harbour Street to 'The Boulevard' and new public square within Darling Square. These new laneways have been designed as extensions of Little Hay Street and Factory Street.

## PUBLIC DOMAIN ISSUES

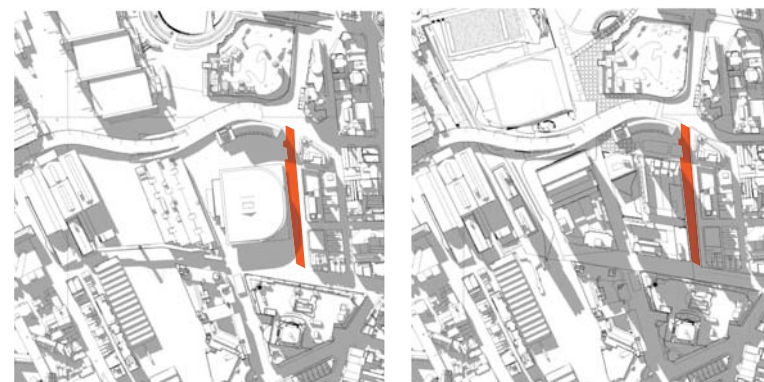
Currently, the key public domain issues on Harbour Street are:

- The vehicle lay-by in front of the Holiday Inn hotel is very large, restricting the footpath width of the eastern footpath between Little Hay Street and Factory Street. The size of the lay-by is to facilitate the safe exit of passengers from the left side of vehicles, necessitated by Harbour Street being a one-way street, with the hotel located on the right side.
- The coach lay-by in front of the Entertainment Centre is situated directly opposite the Holiday Inn lay-by, effectively creating a five lane road between Little Hay Street and Factory Street.
- The removal of the Entertainment Centre's southern forecourt to make way for the Darling Square development

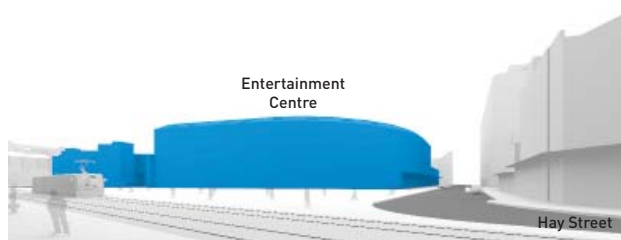


Above:  
Section through Harbour Street  
at Entertainment Centre  
showing proposed scale change  
with Darling Square development

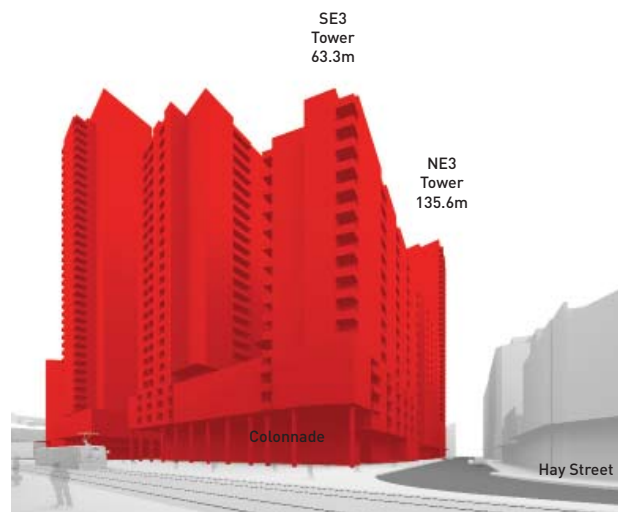
Right:  
Harbour Street 2pm winter solar access  
comparison between existing situation  
(right) and Darling Square development  
(far right). Shadow diagram by Denton  
Corker Marshall (2013)







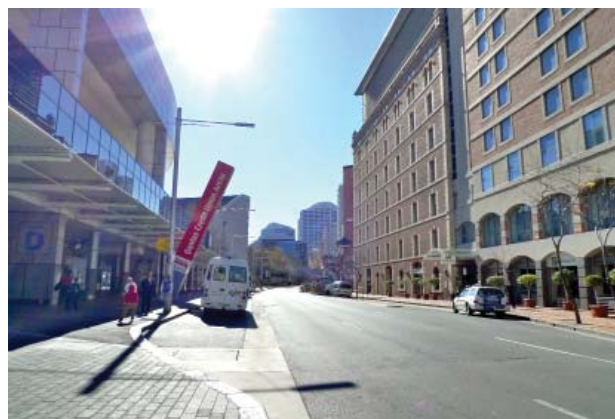
Existing view north along Harbour Street from corner of Hay Street



Impact of Darling Square on scale and urban character of Harbour Street



Southern forecourt to the Entertainment Centre is a large public open space accessible from both Harbour Street and Hay Street



Existing coach lay-by at the Entertainment Centre

replaces a valuable large public open space on Harbour Street with large buildings. The new public square will be located within the development and is not visible from Harbour Street.

- The new Darling Square buildings will radically alter the scale and character of the Harbour Street streetscape. There is currently a sense of spaciousness in the street, due to the wide road reserve, generous setback to the Entertainment Centre and good solar access, which is in marked contrast to the more congested and compressed character of the adjacent Dixon Street mall. The new Darling Square residential towers are very tall, with no setback from their podiums – creating high sheer edge to the western side of Harbour Street.
- The new Darling Square buildings are located on the western side of Harbour Street, overshadowing the public domain for much of the afternoon. Currently, the relatively low height of the Entertainment Centre provides good afternoon solar access to Harbour Street.
- According to current approved plans for Darling Square, the Harbour Street frontages of the new buildings will be dominated by car park entries, building services and residential lobbies (refer section 3.3 in this document). The more active retail tenancies are concentrated along the development's new laneways and facing the new internal public square. As such, it is unlikely that the western side of Harbour Street will experience any significant increase in pedestrian activity on a day-to-day basis.

## OPPORTUNITIES

- Removal of the Entertainment Centre renders the current coach lay-by redundant. This space could be reclaimed as



additional footpath width on the western side of Harbour Street.

- The Darling Square public domain works along the western side of Harbour Street provide an opportunity to upgrade the streetscape materials to Council's 'City Centre' palette, thereby unifying the public domain palette on both sides of the street.
- The Darling Square public domain works also provide an opportunity to establish a strong avenue of street tree planting along the western side of Harbour Street.
- Between 2015 and 2019, the Hay Street–Harbour Street northbound through traffic route to the Harbour Bridge will be closed for the light rail construction on George Street. Northbound traffic will instead be directed to use the Western Distributor and Harris Street, bypassing Chinatown. This creates an opportunity to revisit the need for the Hay Street–Harbour Street route post-2019, especially in light of the likely significant reduction in northbound traffic on George Street.

## CONSTRAINTS

- Hay Street and Harbour Street are an RMS signposted route to Sydney Harbour Bridge for northbound traffic along

George Street. Any operational changes to this route would require negotiation with, and approval from, the Roads and Maritime Services.

- The western side of Harbour Street is owned and governed by the Sydney Harbour Foreshore Authority. Any changes here would require negotiation with, and approval from, SHFA.
- The western side of Harbour Street is currently being redeveloped by Darling Harbour Live, a private consortium led by Lend Lease, on behalf of Infrastructure NSW. Any proposals here would require negotiation with Lend Lease and Infrastructure NSW.

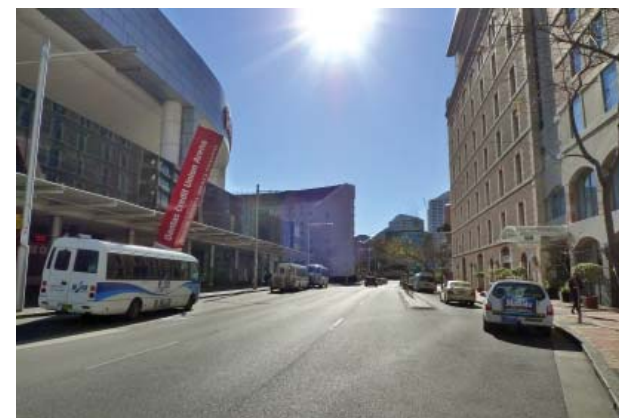
## OBJECTIVES

The objectives for public domain improvements along Harbour Street, including relevant objectives from the *Chinatown Public Domain Plan* (2010), are:

- To improve pedestrian connectivity between Chinatown and Darling Harbour.
- To create space for large events and additional street markets to relieve the pressure on Dixon Street.
- To maintain or improve access provisions for businesses along the eastern side of Harbour Street.
- To improve the character of the street.



Vehicle lay-by in front of the Holiday Inn hotel



The combination of the Holiday Inn and Entertainment Centre lay-bys create a very wide roadway between Little Hay Street and Factory Street

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## 4.3 HAY STREET & HARBOUR STREET OPTION 1 – CONSERVATIVE

Hay Street and Harbour Street are inextricably linked due to their combined function as the only vehicular access route to the centre and western edge of Chinatown, and consequently the eastern edge of the Darling Square development. They are also currently an RMS signposted route northbound from George Street to the Sydney Harbour Bridge. As such, recommendations for Hay Street and Harbour Street must be coordinated in order to ensure that their local circulation and regional connectivity functions are maintained.

Two options are being put forward for Hay Street and Harbour Street. The objectives for public domain improvements for each street, as previously outlined, apply to both options.

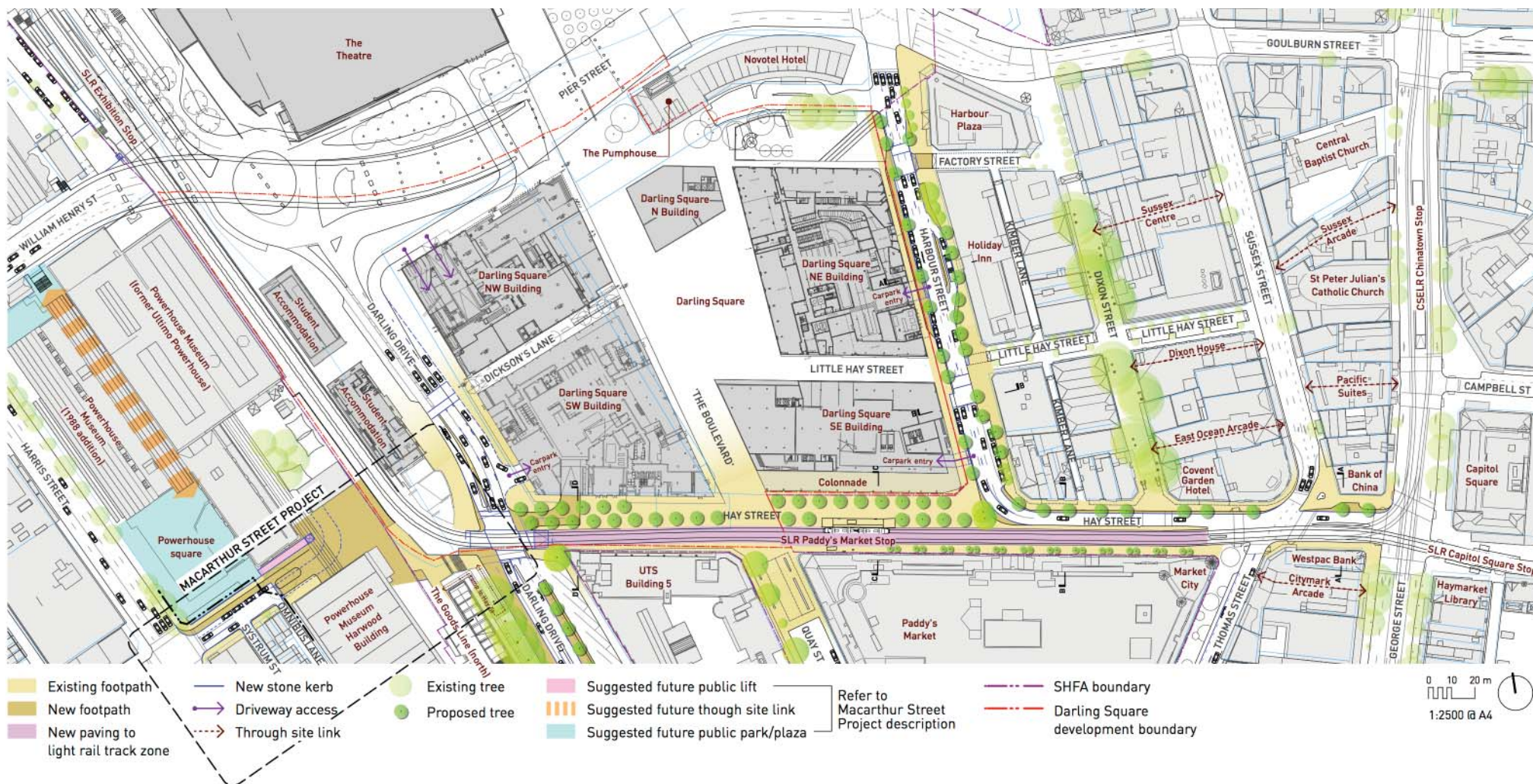
Option One takes a conservative approach to possible public domain improvements by maintaining all existing and planned access and circulation requirements. This approach responds to advice from the Roads and Maritime Services as part of the stakeholder consultation for the current study. The study team was advised that RMS would not consider any changes to the traffic capacity or route configuration of Hay Street and Harbour Street until the CBD and South East Light Rail is completed and operational, and its effects on City traffic is known.

Nonetheless, Option Two remains the City's preferred outcome for Hay Street and Harbour Street even though Option One is achievable in the immediate to short term. As such, the detailed design of Option One should consider the Option Two concept and must not preclude it from being implemented at a later time. Refer to Hay Street and Harbour Street Option Two for further discussion.

### DESIGN PRINCIPLES

- Maintain the existing traffic route arrangement along Hay Street and Harbour Street, being one-way westbound on Hay Street and then northbound on Harbour Street to Goulburn Street.
- Widen footpaths along Hay Street and Harbour Street wherever possible and feasible.
- Create a generous and comfortable pedestrian route along the northern side of Hay Street.
- Improve pedestrian amenity, and facilitate safe and generous crossings, at the Darling Drive intersection.
- Maintain the current public domain works completed on the eastern side of Harbour Street in 2012.
- Upgrade the western side of Harbour Street to match the preferred Option Two configuration (to be delivered by Lend Lease as part of Darling Square public domain works).
- Unify Hay Street with consistent materials, finishes and street trees between George Street and Darling Drive.
- Provide street trees wherever possible.





HAY STREET &amp; HARBOUR STREET OPTION ONE - CONSERVATIVE

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## 4.4 HAY STREET OPTION 1 PROJECT DETAILS

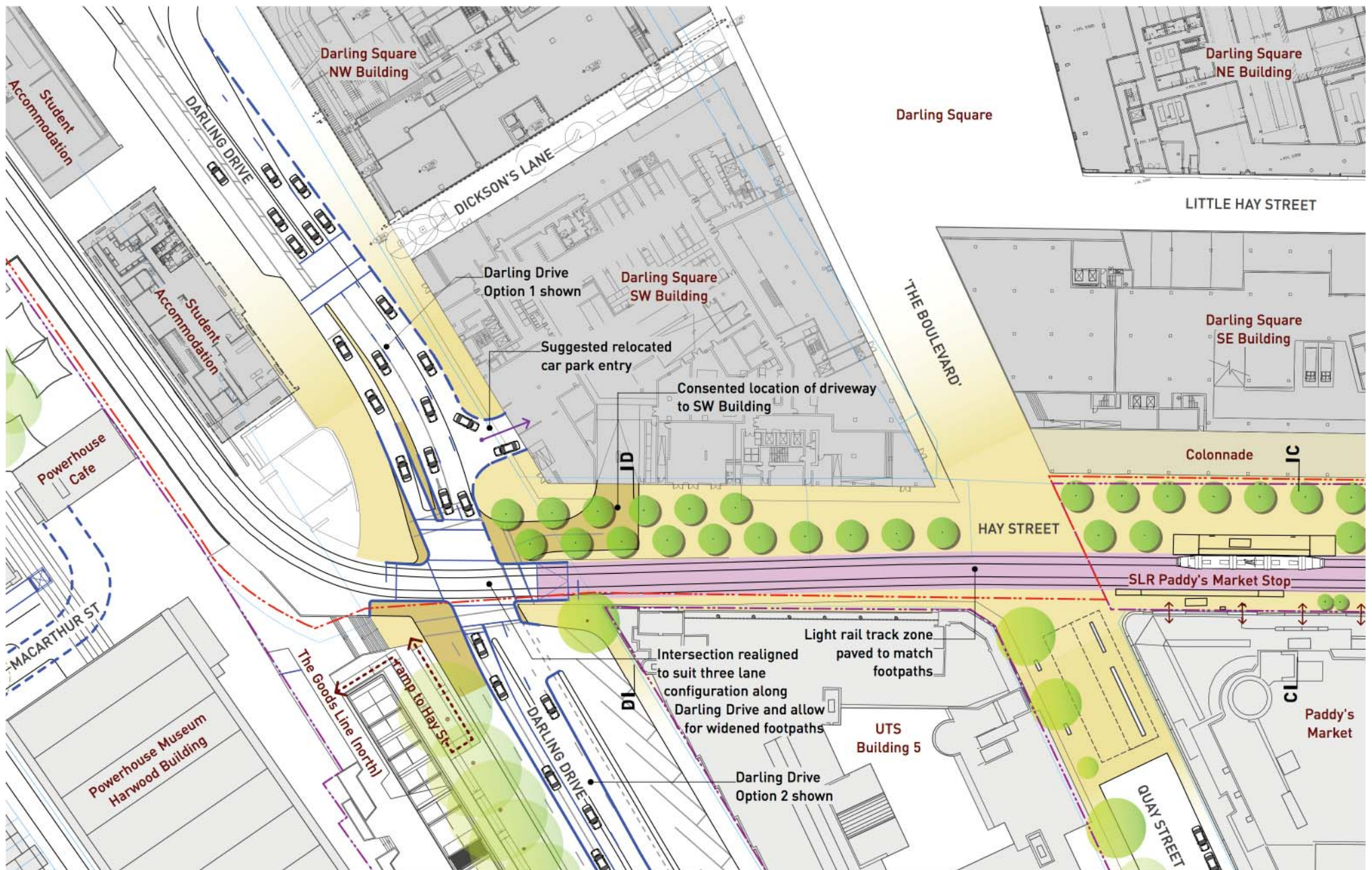
- Widen northern footpath by reducing Hay Street to one lane westbound between George Street and Hay Street. Although there are currently two lanes on Hay Street, they effectively function as one lane.
- Upgrade the paving along the entire length of Hay Street between George Street and Darling Drive to the 'City Centre' palette to unify the streetscape.
- Provide variation to the 'City Centre' palette as prescribed in the *Sydney Streets Code* (2013) along the entire length of Hay Street to mark it as a 'Distinctive Area' in recognition of its importance in the urban, social and cultural fabric of Chinatown.
- Retain the light rail tracks and platforms in their current location.
- Extend the new Hay Street paving up to the light rail tracks to integrate the transport corridor into the streetscape.
- Realign the Hay Street/Darling Drive intersection to suit a new three-lane configuration of Darling Drive and create more pedestrian waiting space on all four corners of the intersection. Refer to the Darling Drive project for further discussion.
- Provide new street trees along the entire length of Hay Street. Species selection should generally be in accordance with the City's *Street Tree Masterplan* (2011) which currently recommends Golden Robinia (*Robinia pseudoacacia* 'Frisia').
- Along the Paddy's Market frontage, Cabbage Palms (*Livistona australis*) should be considered as they comply with the light rail exclusion zone. They are also botanically accurate to the original ecosystem of the area.

- Consider the possibility of an architectural solution, such as an awning, to improve pedestrian amenity along the Paddy's Market frontage.
- General streetscape improvements, such as furniture and public lighting, to the 'City Centre' palette described in the *Sydney Streets Code* (2013).

### Note

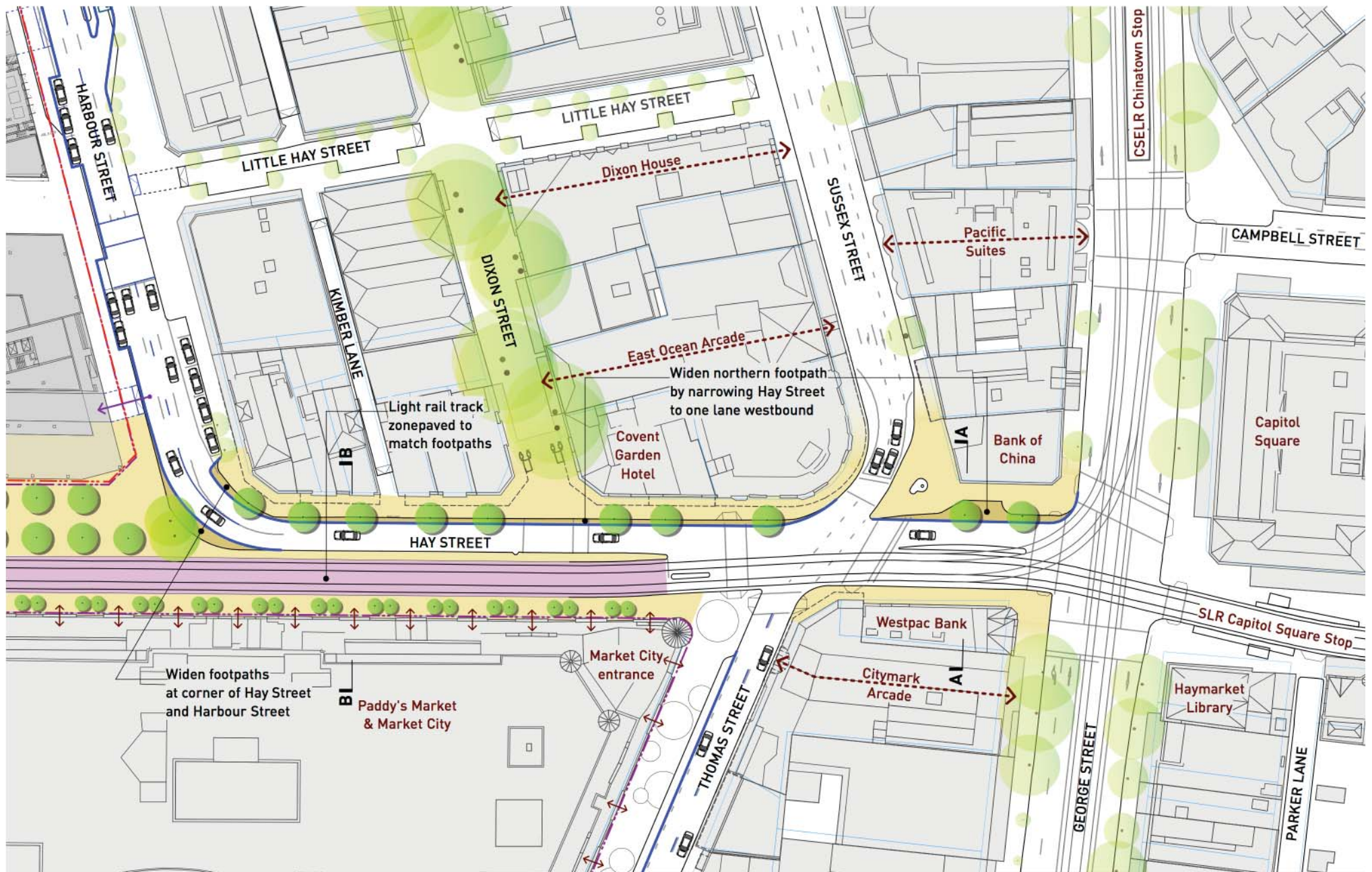
The detailed design of the Hay Street Option One public domain improvements should consider the Option Two arrangement and must not preclude the future implementation of Option Two.





**HAY STREET OPTION ONE – CONSERVATIVE**





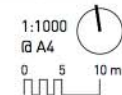
- Existing footpath upgraded
- New footpath
- Paving to light rail track zone

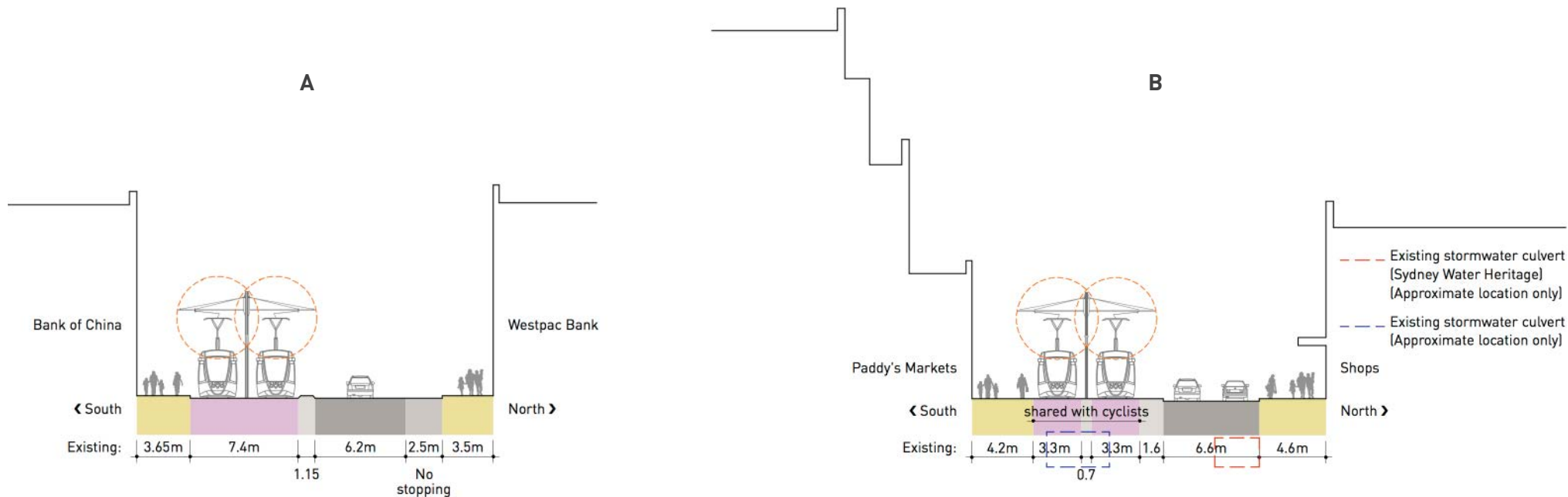
Paving to 'City Centre' palette (granite) with special inlays along the entirety of Hay Street

- New stone kerb
- Driveway access retained

- Existing tree
- Proposed tree

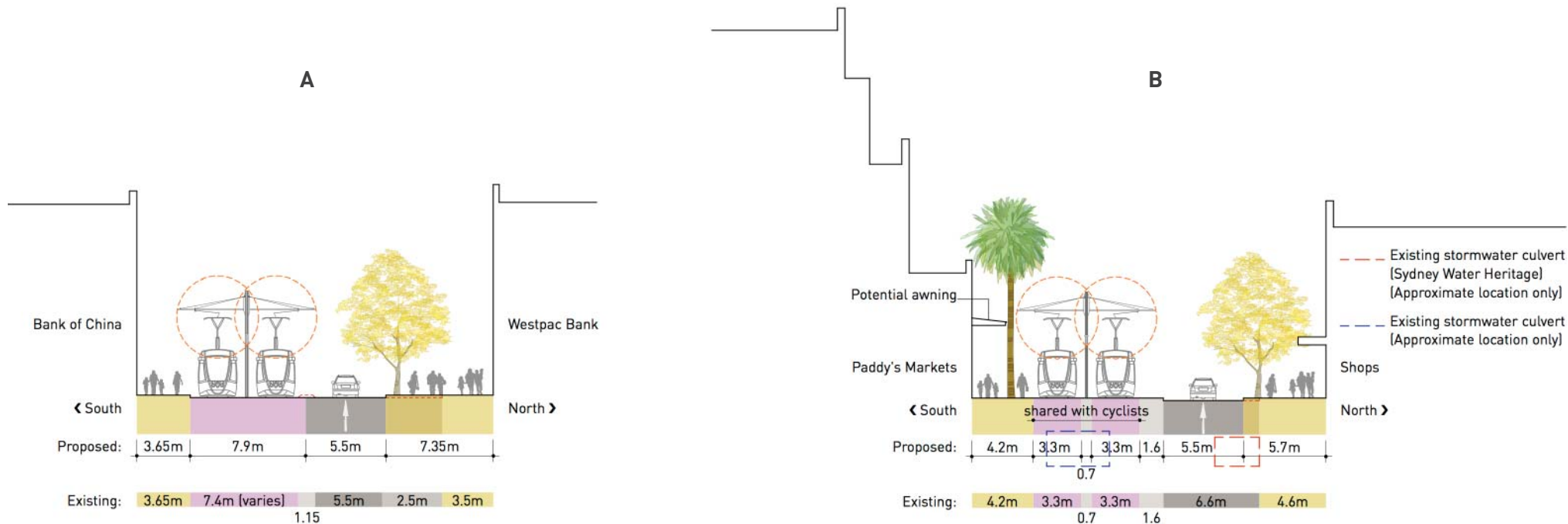
- SHFA boundary
- Darling Square development boundary



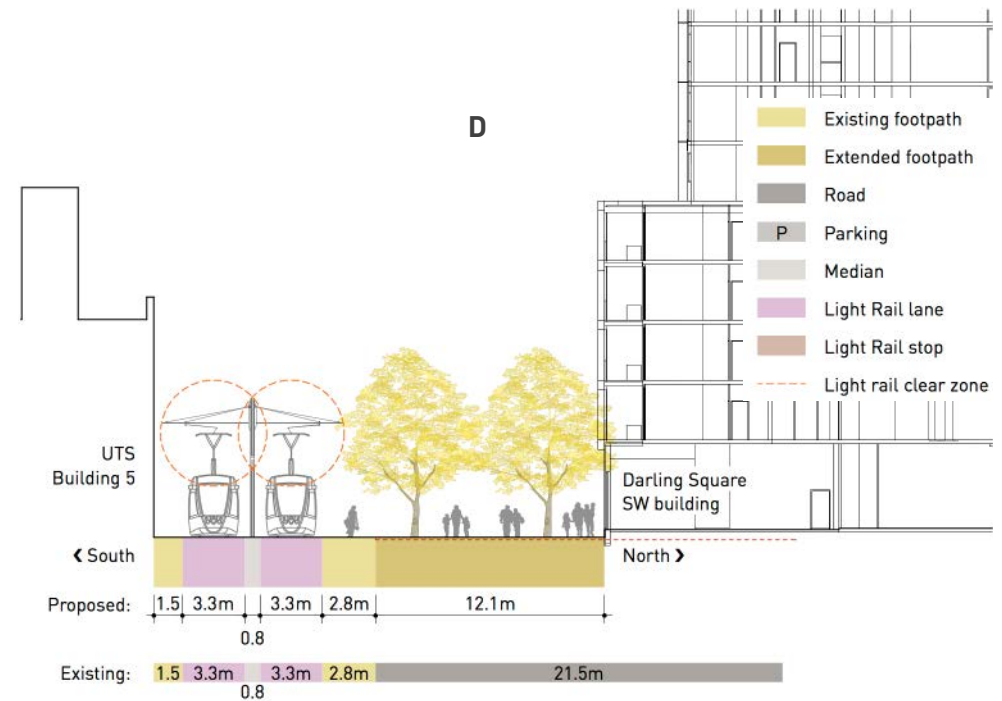
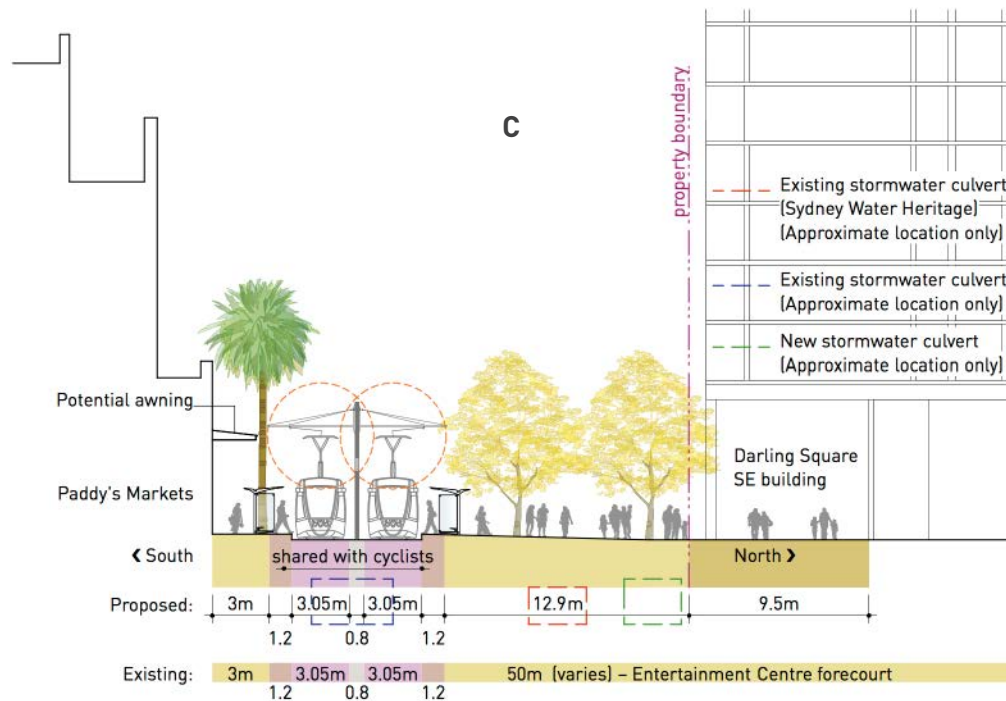
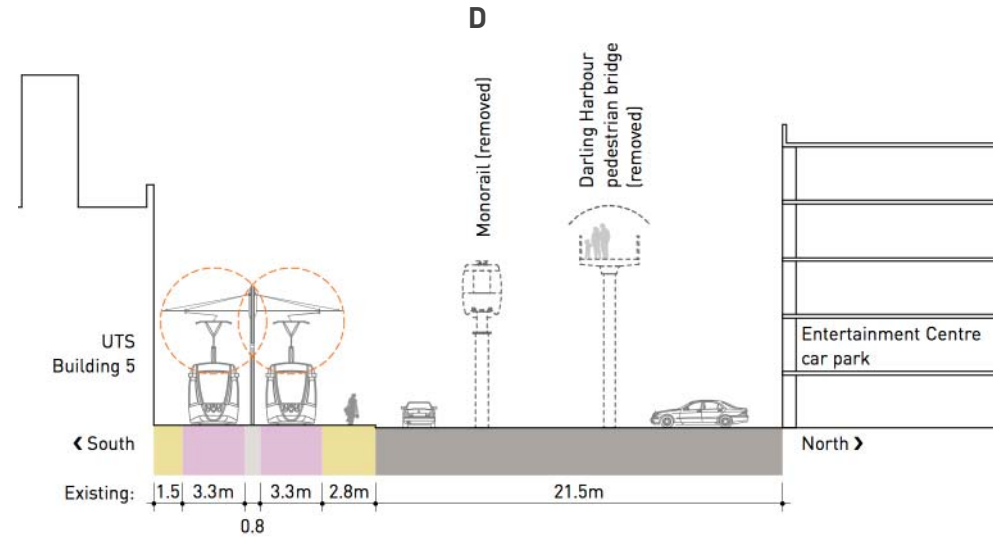
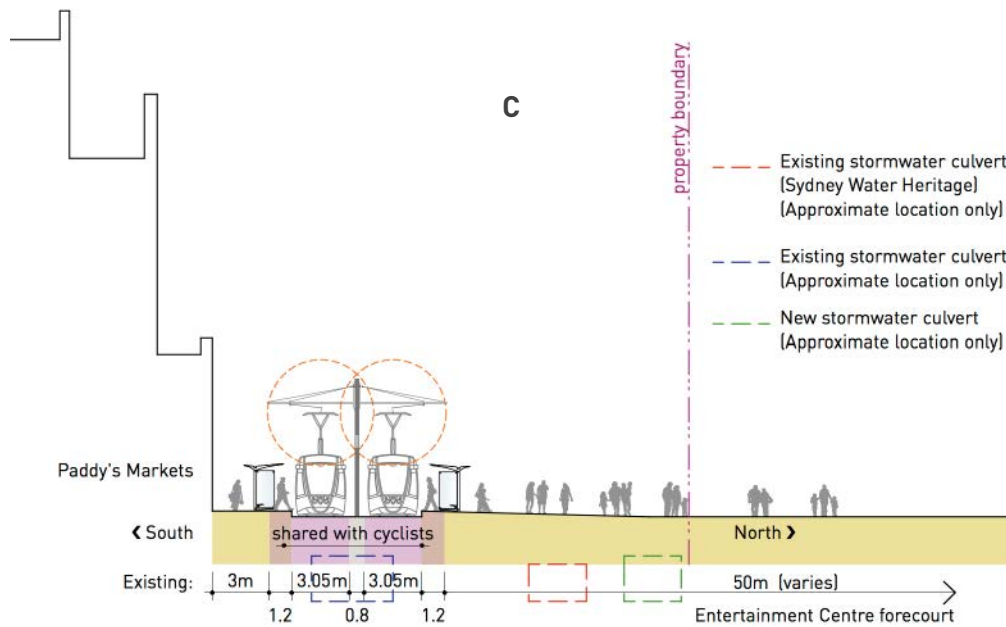


## HAY STREET EXISTING SECTIONS

## HAY STREET OPTION 1 SECTIONS











EXISTING



## PROPOSED VIEW WEST ALONG HAY STREET FROM DIXON STREET – OPTION ONE

Note: This drawing is indicative only. The design concept would be developed and refined during detailed design.





EXISTING



## PROPOSED VIEW WEST ALONG HAY STREET FROM WEST OF HARBOUR STREET – OPTION ONE

Note: This drawing is indicative only. The design concept would be developed and refined during detailed design.



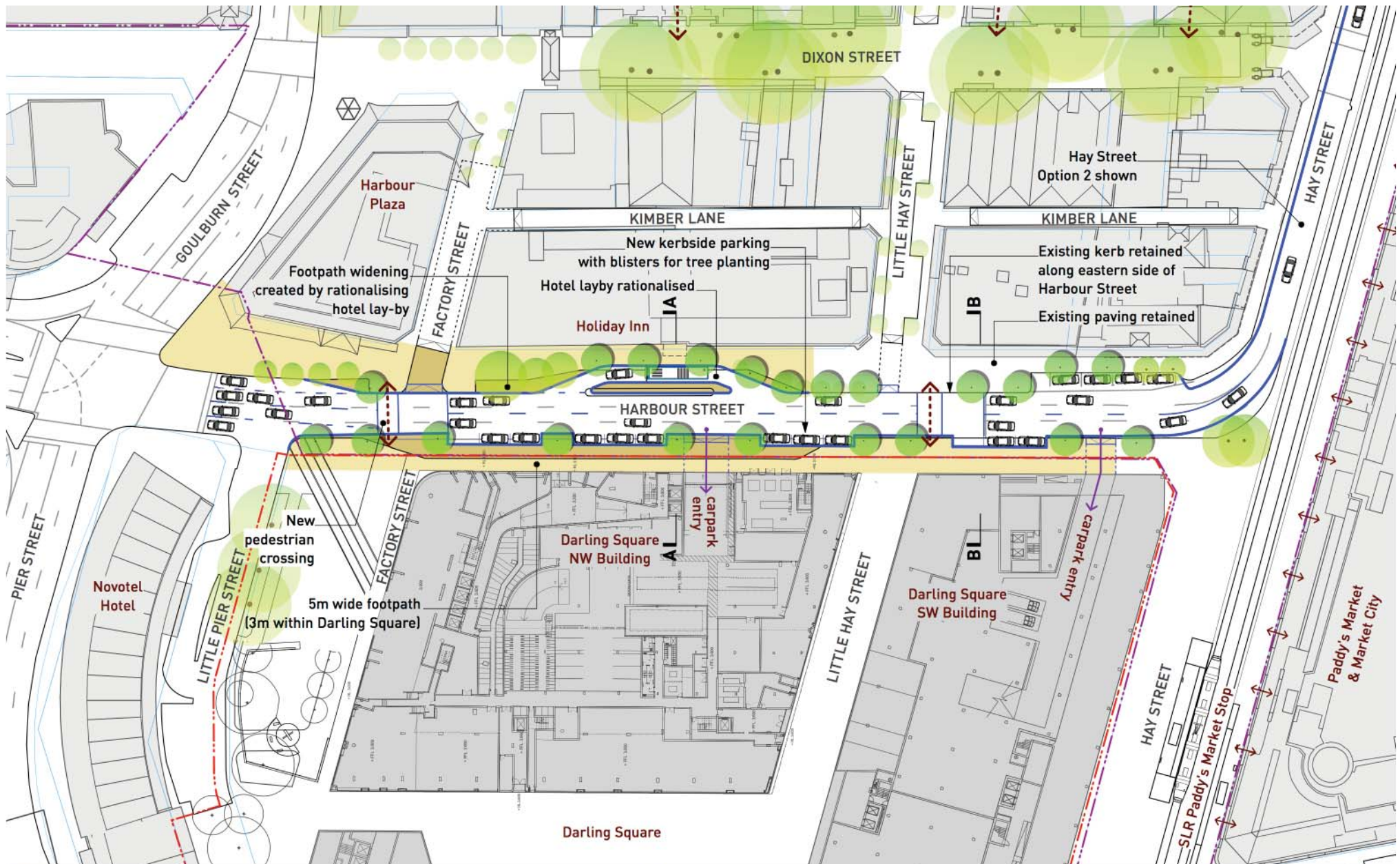
## 4.5 HARBOUR STREET OPTION 1 PROJECT DETAILS

### HARBOUR STREET PROJECT COMPONENTS

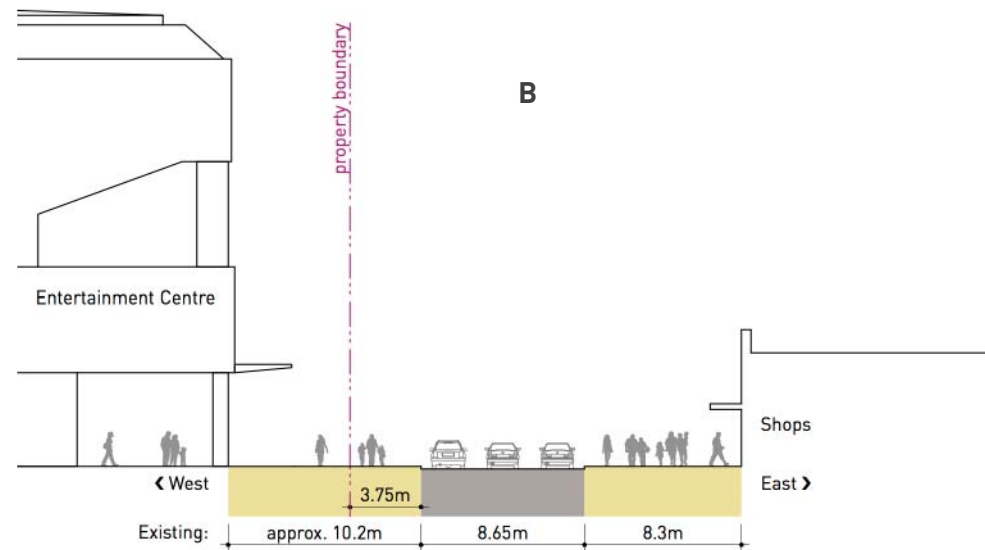
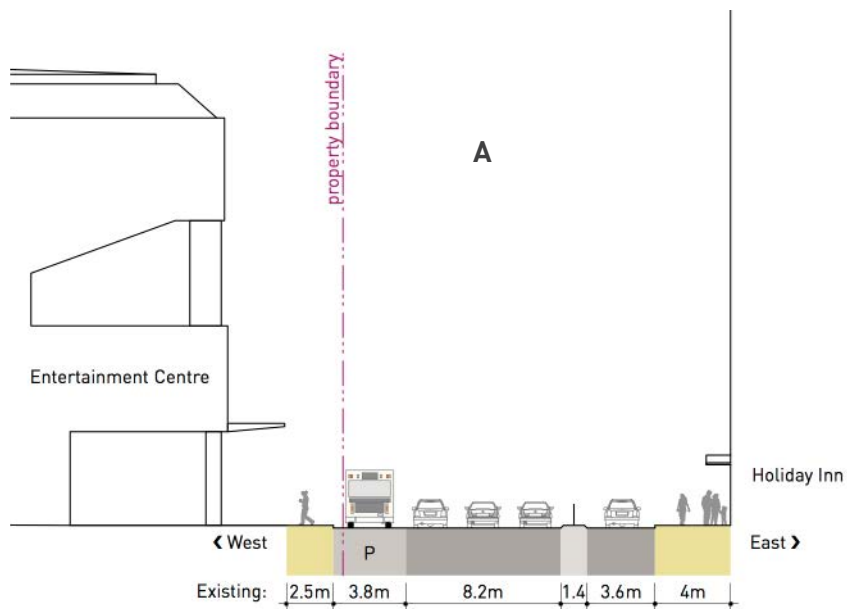
- Retain existing kerb line along the eastern side of Harbour Street between Hay Street and the Holiday Inn hotel lay-by.
- Rationalise Holiday Inn hotel lay-by and reduce its size as much as possible to win back more footpath space.
- Provide a 5 metre wide footpath along the western side of Harbour Street, 3 metres of which would be within the Darling Harbour boundary in accordance with the Darling Square approved plans.
- Provide kerb blisters for street tree planting along the western side of Harbour Street, while also providing some on-street parking.
- Provide a footpath continuation across Factory Street.
- Provide a pedestrian crossing at Factory Street
- Provide new street trees along Harbour Street to create a strong avenue effect. Species selection should be in accordance with the City of Sydney *Street Tree Masterplan* (2011), which recommends Golden Rain Trees (*Koelreutaria paniculata*).
- All new paving or kerbs along Harbour Street are to be consistent with the 'City Centre' palette described in the *Sydney Streets Code* (2013).
- General streetscape improvements, such as furniture and public lighting, to the 'City Centre' palette described in the *Sydney Streets Code* (2013).

### Note

The detailed design of the Harbour Street Option One public domain improvements should consider the Option Two arrangement and must not preclude the future implementation of Option Two. The preferred outcome for the western side of Harbour Street (Option Two) would be delivered by Lend Lease in Option One as part of the public domain works for the Darling Square development.

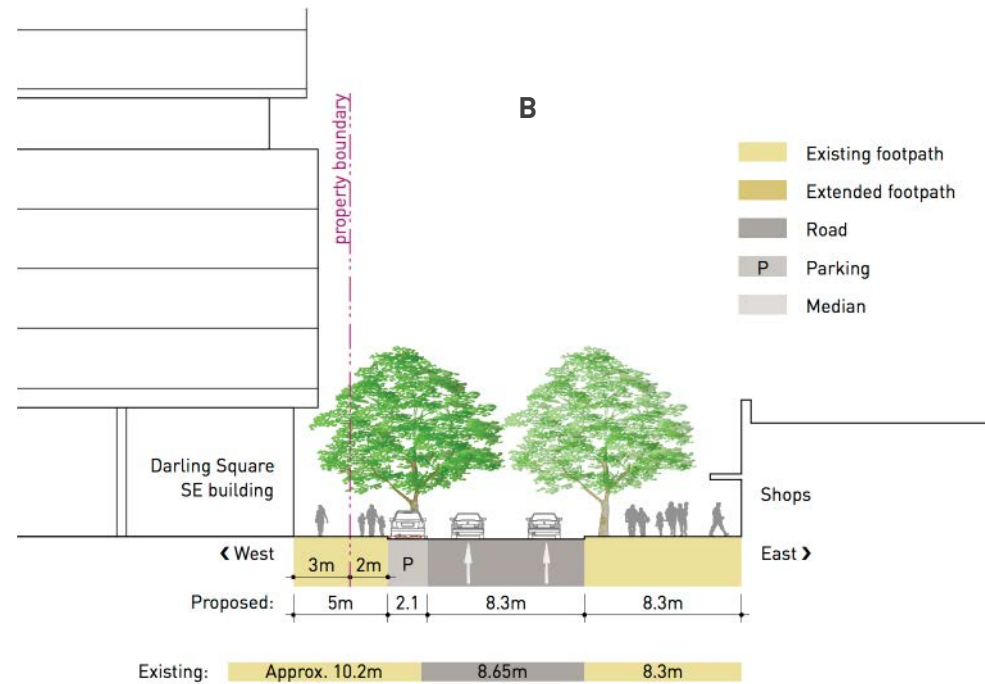
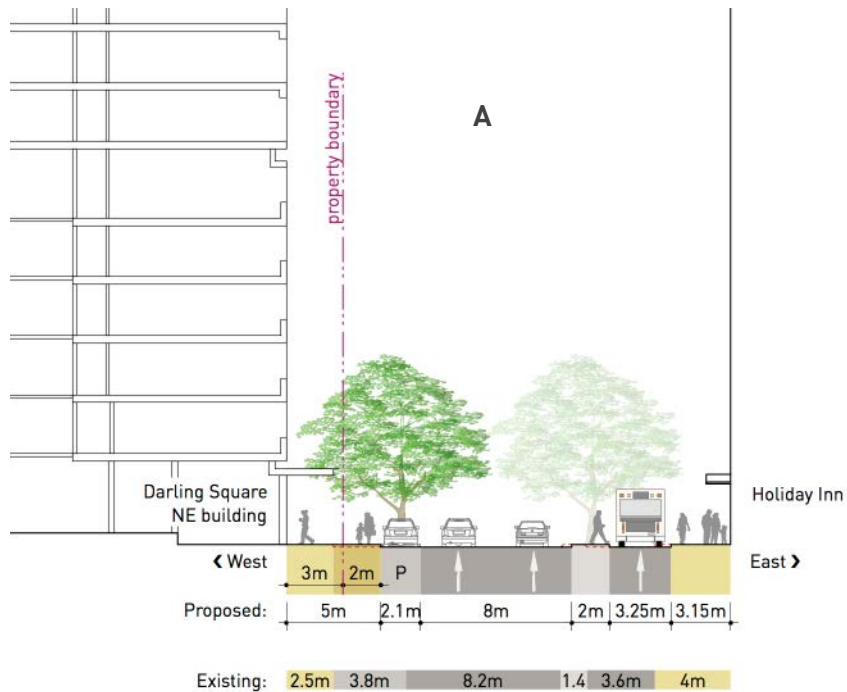


## HARBOUR STREET OPTION ONE - CONSERVATIVE



## HARBOUR STREET EXISTING SECTIONS

## HARBOUR STREET OPTION 1 SECTIONS







EXISTING



## PROPOSED VIEW NORTH ALONG HARBOUR STREET FROM LITTLE HAY STREET - OPTION ONE

Note: This drawing is indicative only. The design concept would be developed and refined during detailed design.

## 4.6 HAY STREET & HARBOUR STREET OPTION 2 – HAY STREET MALL

Option Two for public domain improvements on Hay Street and Harbour Street proposes the creation of a pedestrian plaza on Hay Street between Sussex Street and Harbour Street. This area experiences the most intensive pedestrian activity along Hay Street and within Chinatown overall. The proposal is an update of the Hay Street Mall project put forward in the 2010 *Chinatown Public Domain Plan*, with variations that respond to the upcoming urban conditions created by the Darling Square and CBD and South East Light Rail (CSELR) developments.

Consultation with the City's internal stakeholders and the Sydney Design Advisory Panel has confirmed that Option Two is strongly preferred over Option One. However, the Roads and Maritime Services (RMS) has advised that they would not consider any changes to the current configuration of Hay Street and Harbour Street until the CSELR is completed and operational, and its effect on City traffic is known. This would be in 2019 at the earliest. As RMS has authority over Hay Street and Harbour Street, Option Two is not currently feasible. Nonetheless, Option Two remains the City's preferred outcome for Hay Street and Harbour Street despite the delay in its achievability.

### DESIGN PRINCIPLES

- Maximise pedestrian space in the areas with the highest levels of pedestrian activity – the section of Hay Street between George Street and Harbour Street, and the eastern side of Harbour Street in support of the Dixon Street precinct.
- Create a generous and comfortable pedestrian route along the northern side of Hay Street.
- Improve pedestrian amenity, and facilitate safe and generous crossings, at the Darling Drive intersection.
- Unify Hay Street with consistent materials, finishes and street trees between George Street and Darling Drive.
- Provide street trees wherever possible.

### ALTERNATIVE ROAD CONFIGURATION

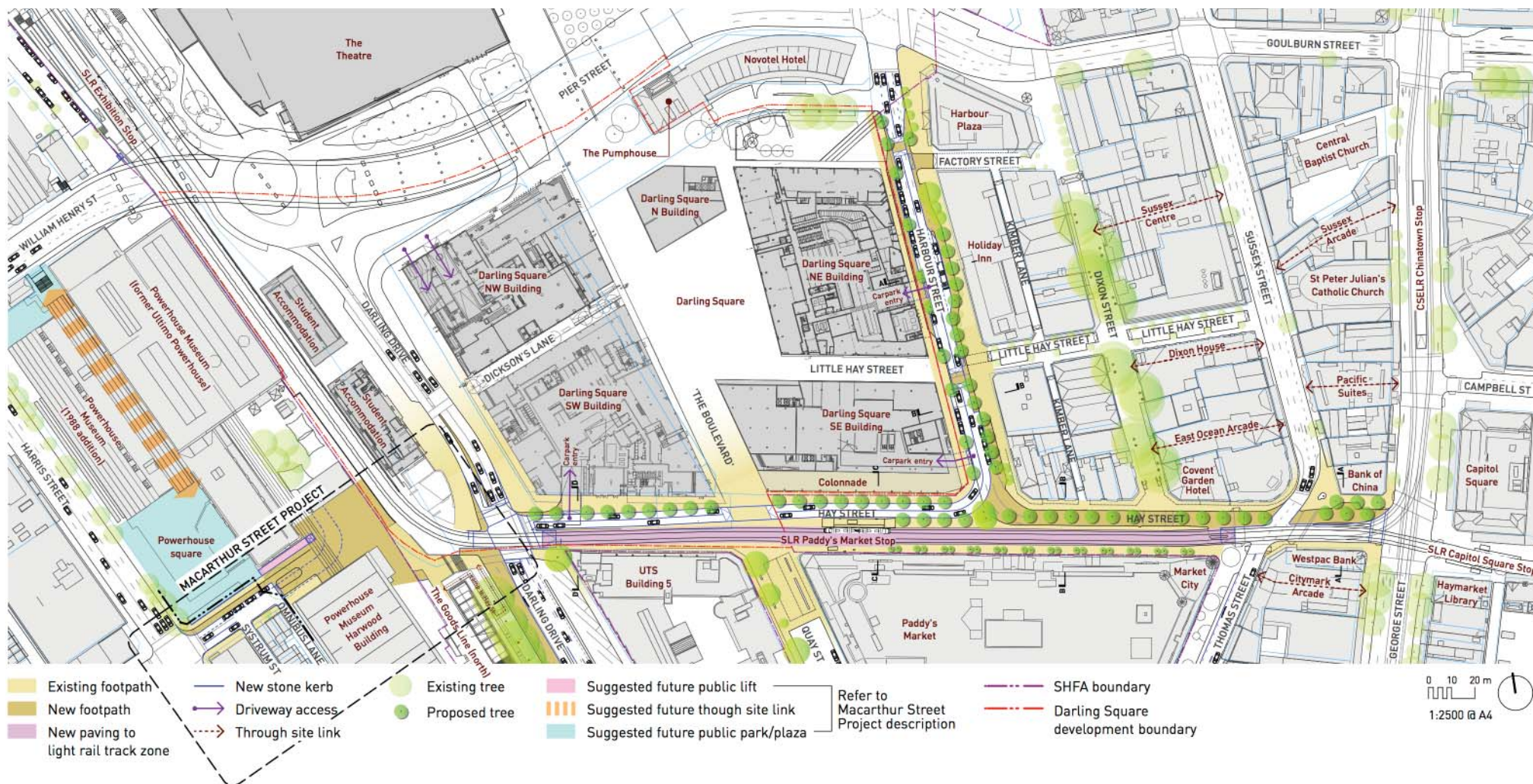
Option Two proposes the closure of Hay Street between Sussex Street and Harbour Street to create a pedestrian mall in the urban, social and cultural heart of Chinatown. This requires a radical reconfiguration of traffic arrangements in Chinatown's urban core. The key features of the proposed new traffic arrangements are:

- The western end of Hay Street is reopened to connect Harbour Street to Darling Drive in order to maintain local vehicular access and connectivity to the western side of Chinatown and the Darling Square development.
- The new Hay Street and Harbour Street connection would operate as a two-way local road.

- A traffic assessment conducted by Arup for this study concluded that traffic volumes on George Street once the CSELR is operational are anticipated to be significantly reduced by more than 50% (refer section 2.5 in this report). This means that much less traffic would be attempting to access the Harbour Bridge from George Street via Hay Street and Harbour Street, making the closure of this route feasible.
- The current northbound through traffic route to the Harbour Bridge via Hay Street and Harbour Street would be redirected to Goulburn Street. Arup's traffic assessment for the redirection of Hay-Harbour northbound through traffic to Goulburn Street once the CSELR is operational indicates that the impact on the Goulburn Street intersections is acceptable for CBD intersections in peak hour.
- Northbound traffic to the Harbour Bridge travelling from south of the city could alternatively take the Harris Street and Western Distributor route. This is the RMS preferred northbound route between 2015–2019 during the CSELR construction period, when traffic will be discouraged from using the Hay-Harbour route due to construction along George Street (refer section 4.1 of this report).
- Southbound through traffic is retained along the Sussex Street–Thomas Street–Ultimo Road route to Harris Street.

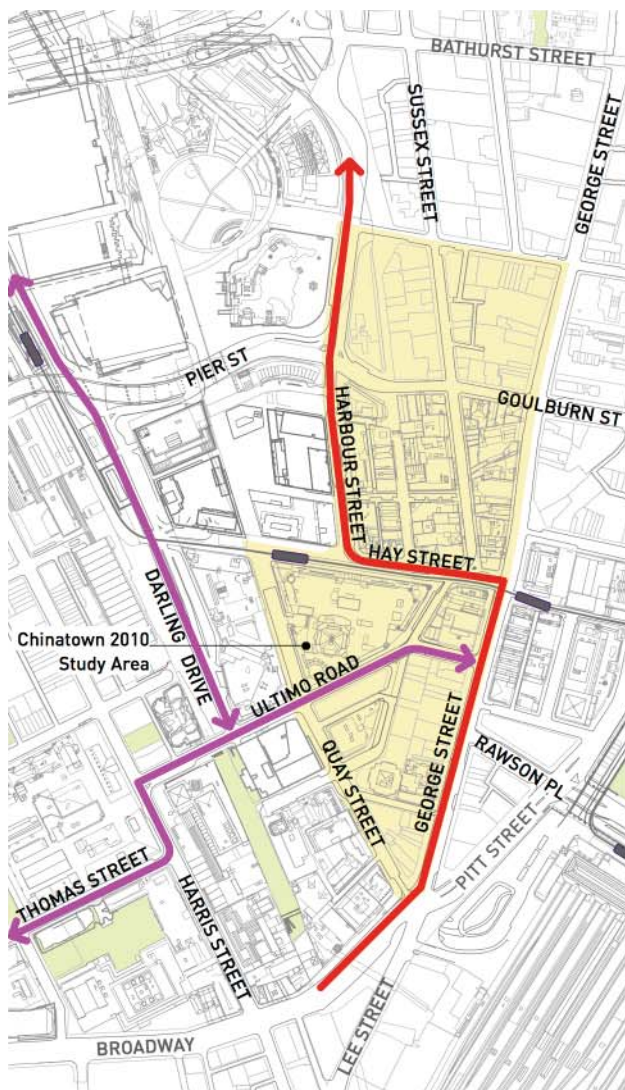
For a detailed discussion of the alternative traffic arrangements, their benefits and potential impacts, refer to the *City South and Chinatown: Connecting and Interface Streets Traffic Assessment* (Arup, 2015).



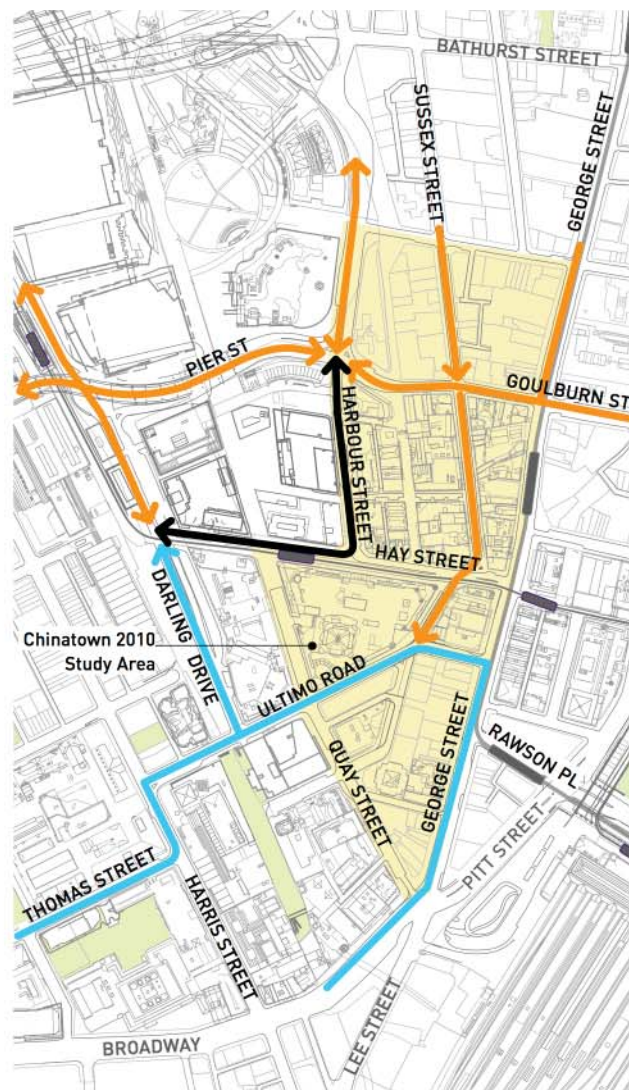


## HAY STREET & HARBOUR STREET OPTION TWO - HAY STREET MALL






**EXISTING LOCAL TRAFFIC ACCESS**






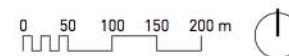
**PROPOSED LOCAL TRAFFIC ACCESS**

**Existing access to Darling Square  
& western edge of Chinatown:**

-  Priority northbound route via Hay & Harbour Streets
-  Darling Drive route via Ultimo Road

**Proposed access to Darling Square  
& western edge of Chinatown:**

-  Two-way local route via Hay & Harbour Streets
-  Access from the north
-  Access from the south



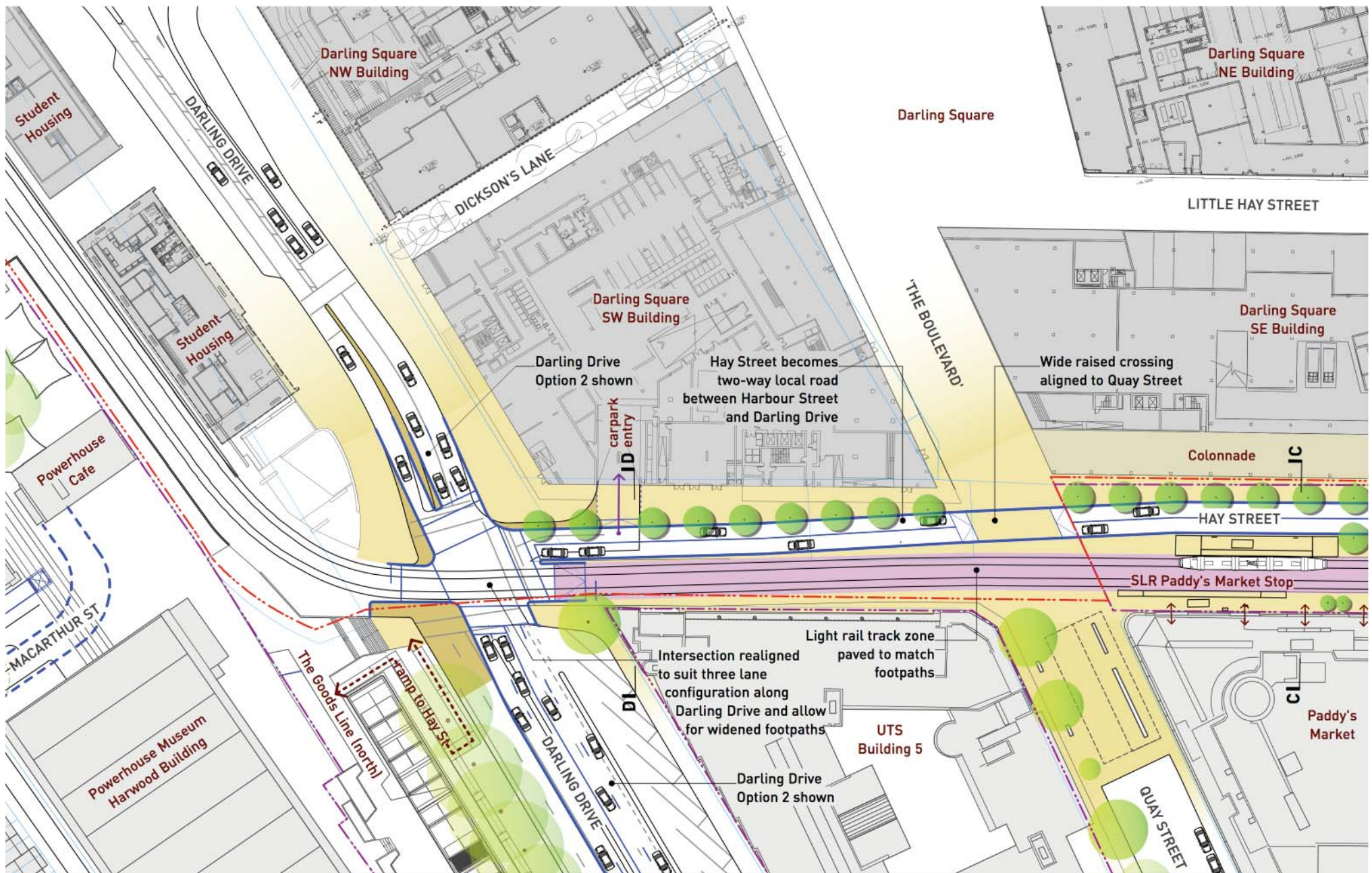
## 4.7 HAY STREET OPTION 2 PROJECT DETAILS

- Close traffic lanes on Hay Street between George Street and Sussex Street to widen the footpath and create a generous pedestrian entry from George Street.
- Close Hay Street between Sussex Street and Harbour Street to create a new pedestrian mall.
- Create a new extension of Hay Street to connect Harbour Street to Darling Drive. The new Hay Street is a two-way local street with one traffic lane in each direction.
- Vehicular access for loading, including to Kimber Lane, would be maintained through timed access – similar to Dixon Street and Pitt Street Mall.
- Consider reversing the flow of Kimber Lane to one-way southbound, so that vehicles would enter from Little Hay Street or Factory Street rather than a shared zone on Hay Street.
- Retain the light rail tracks and platforms in their current location.
- Provide a wide raised crossing at Quay Street to facilitate pedestrian movement between Quay Street and new Darling Harbour 'Boulevard'.
- Upgrade the paving along the entire length of Hay Street between George Street and Darling Drive to the 'City Centre' palette to unify the streetscape.
- Provide variation to the 'City Centre' palette as prescribed in the *Sydney Streets Code* (2013) along the entire length of Hay Street to mark it as a 'Distinctive Area' in recognition of its importance in the urban, social and cultural fabric of Chinatown.
- Extend the new Hay Street paving up to the light rail tracks to integrate the transport corridor into the streetscape.
- Realign the Hay Street/Darling Drive intersection to suit a new three-lane configuration of Darling Drive and create more pedestrian waiting space on all four corners of the intersection. Refer to the Darling Drive project for further discussion.
- Provide new street trees along the entire length of Hay Street. Species selection should generally be in accordance with the City's *Street Tree Masterplan* (2011) which currently recommends Golden Robinia (*Robinia pseudoacacia* 'Frisia').
- Along the Paddy's Market frontage, Cabbage Palms (*Livistona australis*) should be considered as they comply with the light rail exclusion zone. They are also botanically accurate to the original ecosystem of the area.
- Note that the current Thomas Street Upgrade recommends that Maidenhair Trees (*Ginkgo biloba*) to be installed along part of Hay Street. If these trees are installed as part of the current upgrade works, then this species should be extended along the remainder of Hay Street in future public domain upgrades.
- Consider the possibility of an architectural solution, such as an awning, to improve pedestrian amenity along the Paddy's Market frontage.
- General streetscape improvements, such as furniture and public lighting, to the 'City Centre' palette described in the *Sydney Streets Code* (2013).

### Note

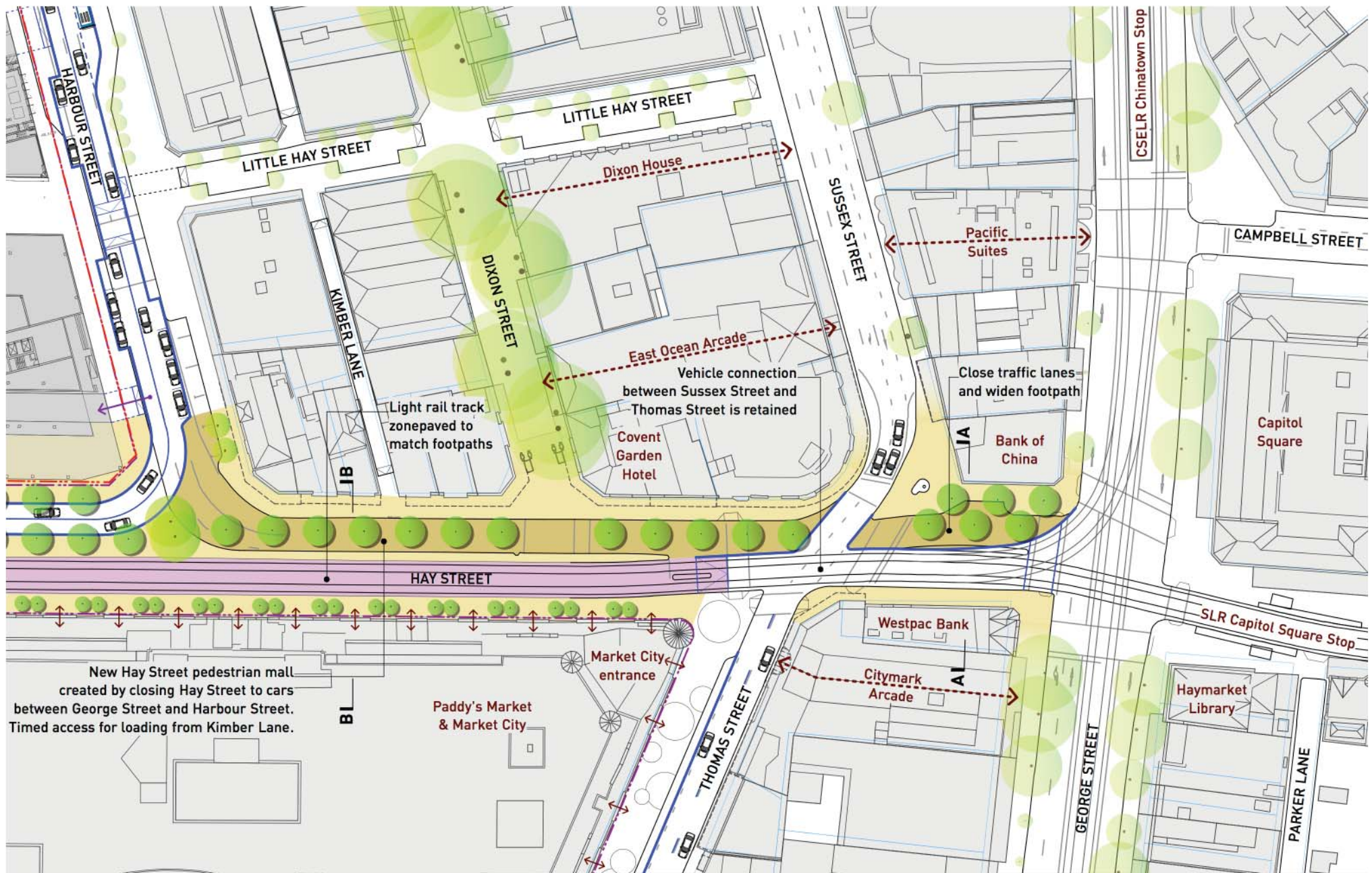
The detailed design of the Hay Street Option One public domain improvements should consider the Option Two arrangement and must not preclude the future implementation of Option Two.





**HAY STREET OPTION TWO – HAY STREET MALL**





New Hay Street pedestrian mall created by closing Hay Street to cars between George Street and Harbour Street. Timed access for loading from Kimber Lane.

Paddy's Market & Market City

Market City entrance

LITTLE HAY STREET

Dixon House

DIXON STREET

LITTLE HAY STREET

KIMBER LANE

Light rail track zone paved to match footpaths

East Ocean Arcade

Vehicle connection between Sussex Street and Thomas Street is retained

Covent Garden Hotel

SUSSEX STREET

Pacific Suites

Close traffic lanes and widen footpath

Bank of China

HAY STREET

Westpac Bank

Citymark Arcade

THOMAS STREET

SLR Capitol Square Stop

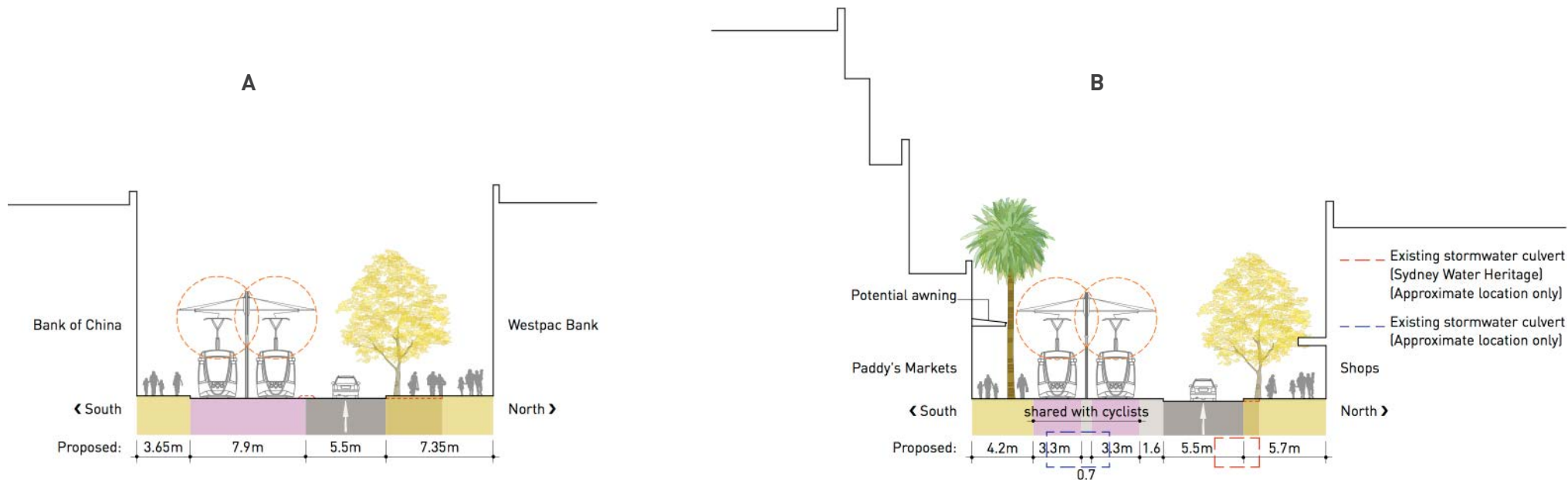
Haymarket Library

GEORGE STREET

PARKER LANE

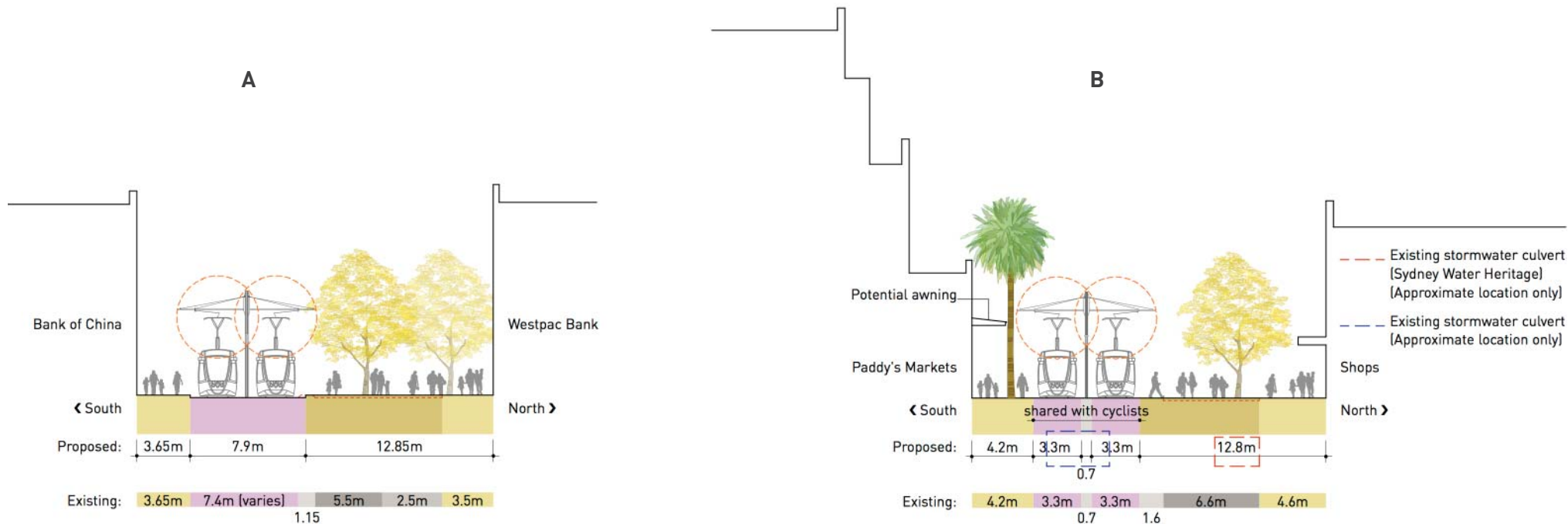
CAMPBELL STREET

CSELR Chinatown Stop

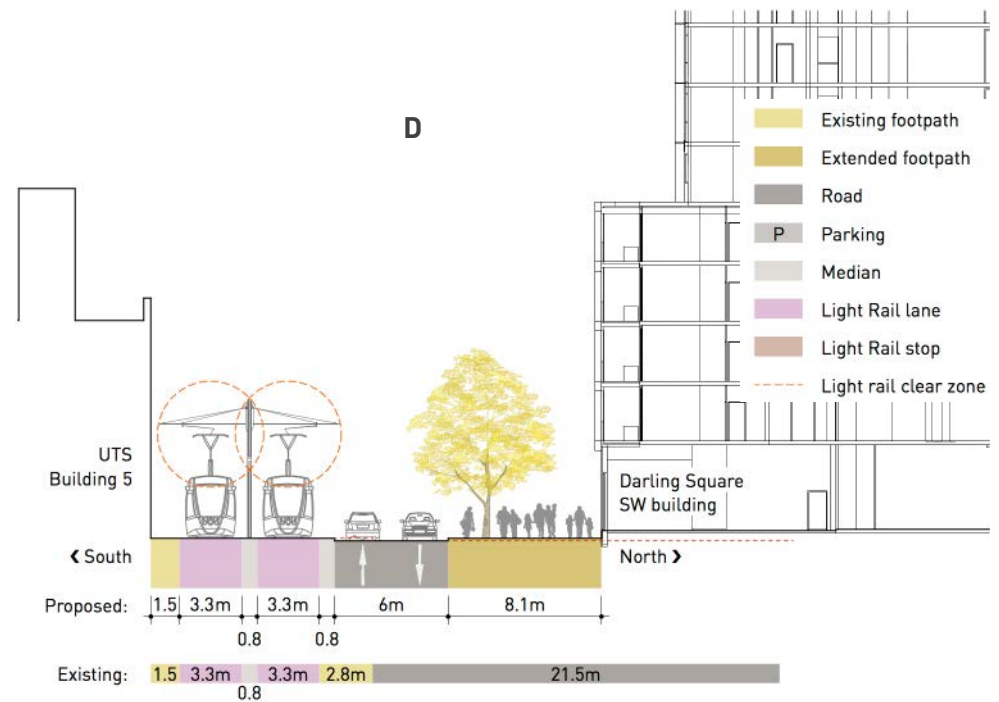
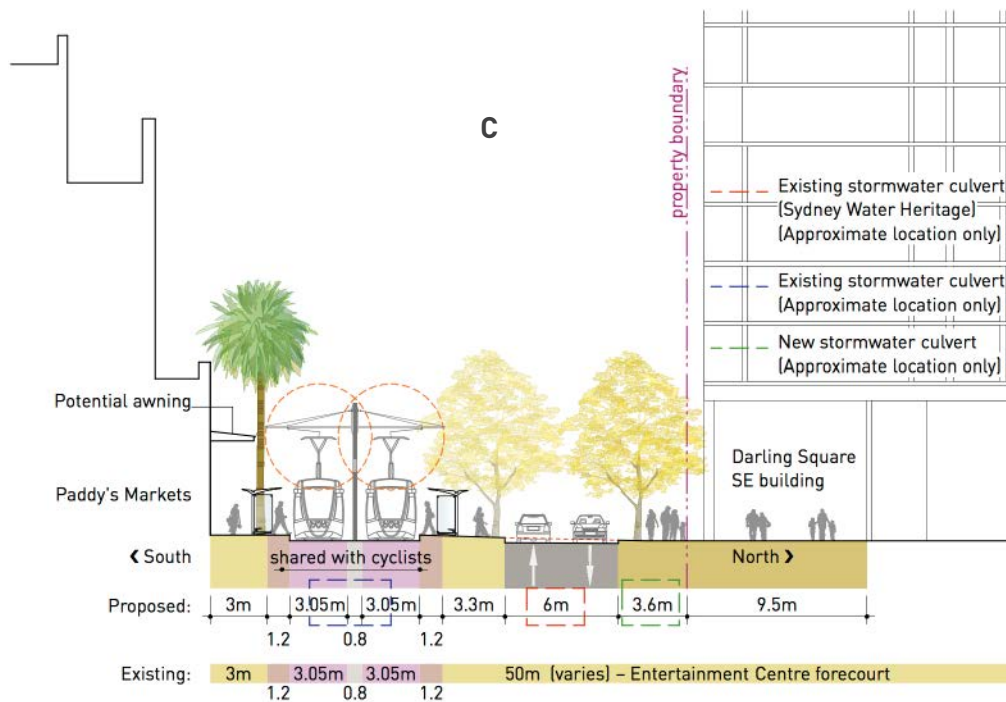
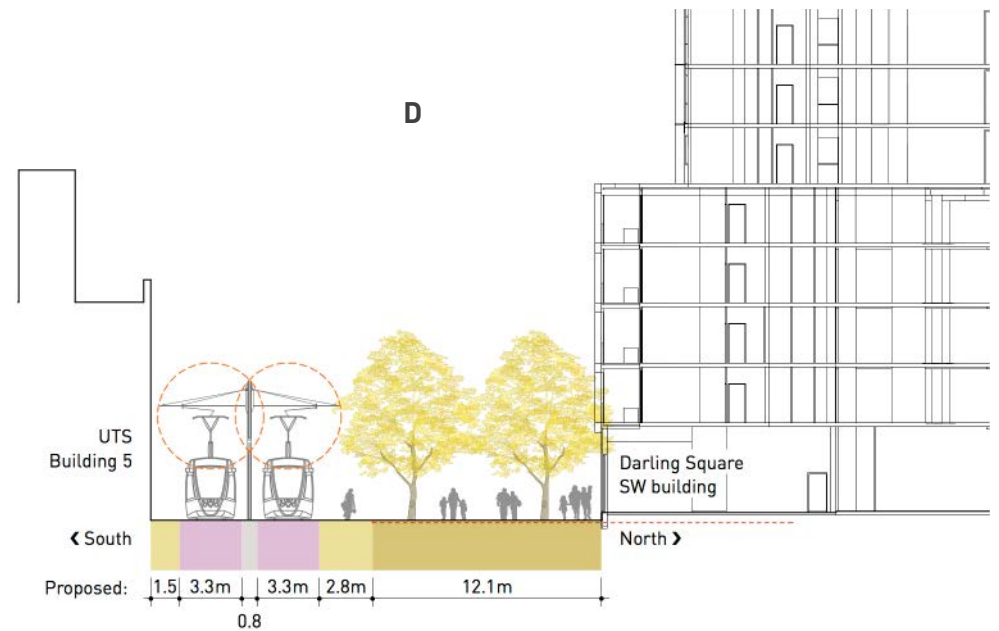
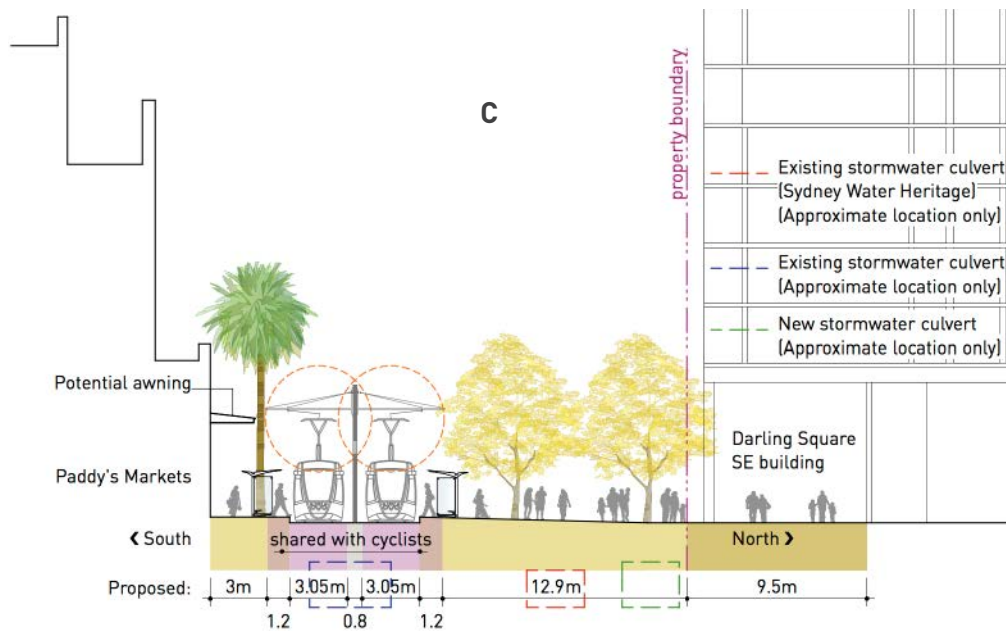


## HAY STREET OPTION 1 SECTIONS

## HAY STREET OPTION 2 SECTIONS











EXISTING



## PROPOSED VIEW WEST ALONG HAY STREET FROM DIXON STREET – OPTION TWO

Note: This drawing is indicative only. The design concept would be developed and refined during detailed design.



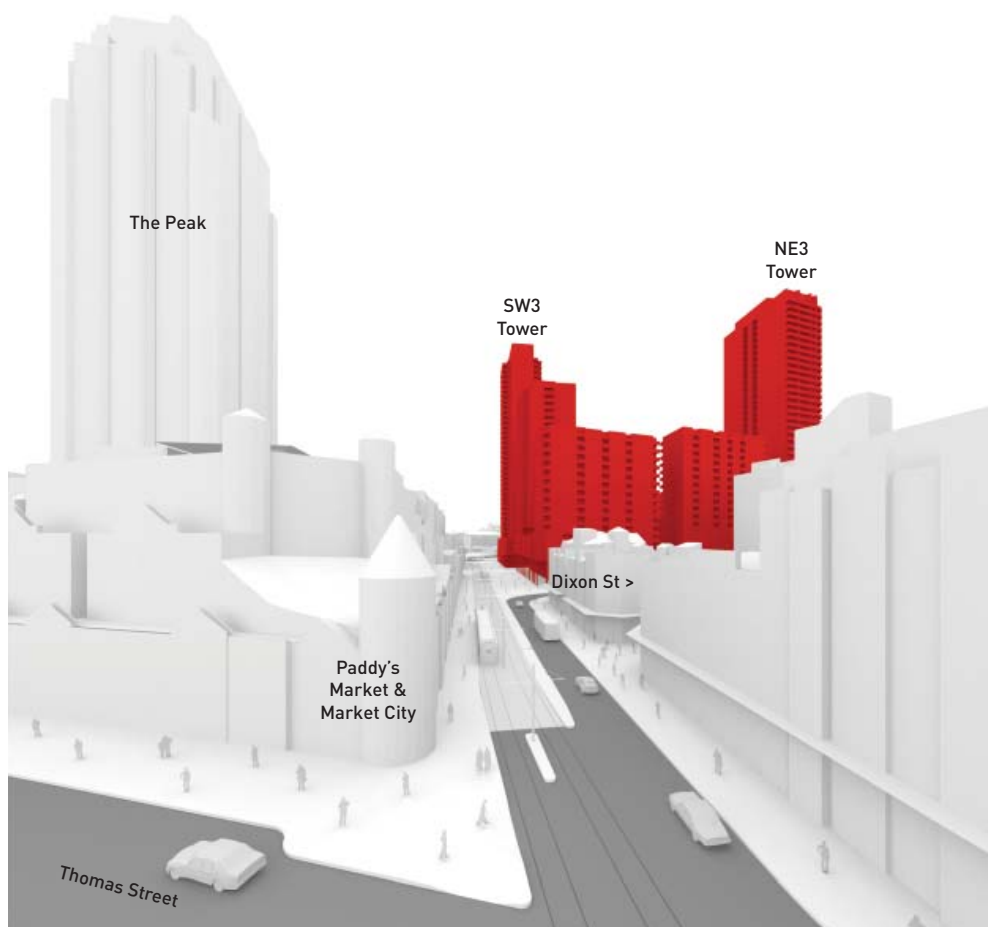


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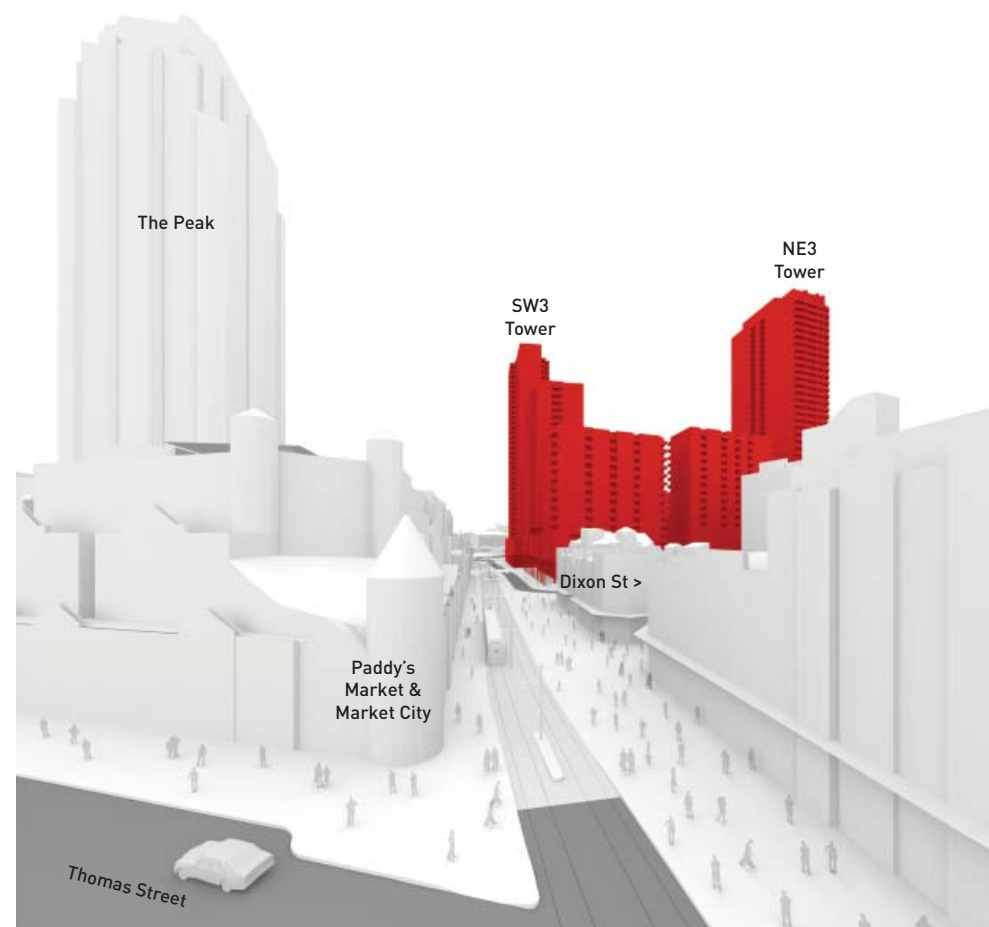


## PROPOSED VIEW WEST ALONG HAY STREET FROM WEST OF HARBOUR STREET – OPTION TWO

Note: This drawing is indicative only. The design concept would be developed and refined during detailed design.



**VIEW WEST ALONG HAY STREET – OPTION ONE (CONSERVATIVE)**



**VIEW WEST ALONG HAY STREET – OPTION TWO (HAY STREET MALL)**



## 4.8 HARBOUR STREET OPTION 2 PROJECT DETAILS

### HARBOUR STREET PROJECT COMPONENTS

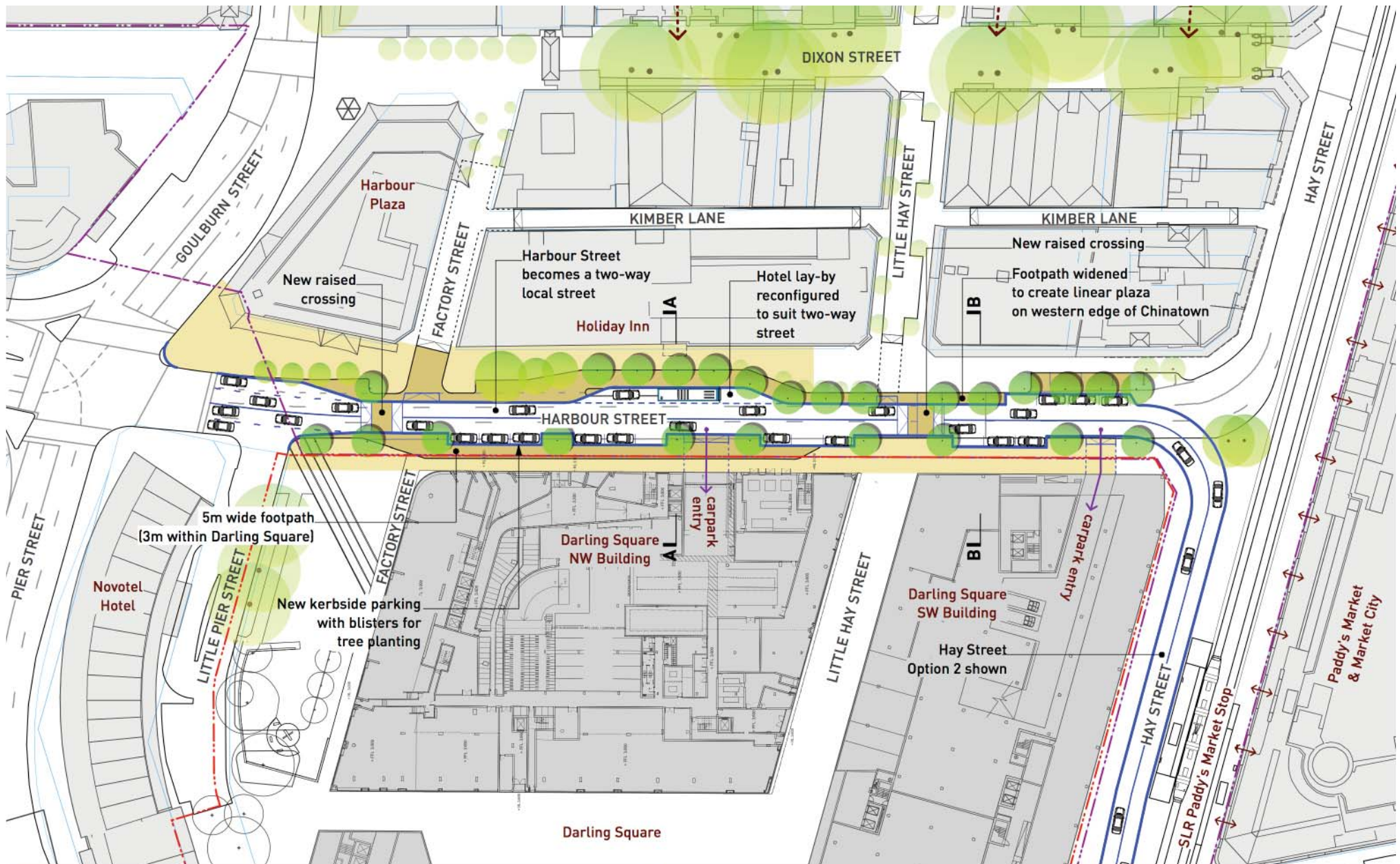
- Harbour Street becomes a two-way local street with on-street parking on the western side.
- Widen the footpath on the eastern side of Harbour Street to create a linear plaza space that can accommodate street markets and cultural events, supporting the adjacent Dixon Street precinct.
- Remove the Entertainment Centre coach lay-by and reclaim the space as a footpath.
- Provide a 5 metre wide footpath along the western side of Harbour Street, 3 metres of which would be within the Darling Harbour boundary in accordance with the Darling Square approved plans. This arrangement is identical to Option One and would be delivered by Lend Lease as part of public domain works for the Darling Square Development.
- Provide kerb blisters for street tree planting along the western side of Harbour Street, while also providing some on-street parking. This arrangement is identical to Option One and would be delivered by Lend Lease as part of public domain works for the Darling Square Development.
- Rationalise the Holiday Inn hotel lay-by and reduce its size as much as possible to win back more footpath space. The size of the lay-by can be significantly reduced as the introduction of two-way traffic enables passengers to exit vehicles directly to the footpath.
- Provide a footpath continuation across Factory Street.
- Provide raised pedestrian crossings adjacent to Factory Street and Little Hay Street.
- Provide new street trees along Harbour Street to create a strong avenue effect. Species selection should be in

accordance with the City of Sydney *Street Tree Masterplan* (2011), which recommends Golden Rain Trees (*Koelreutaria paniculata*).

- All new paving or kerbs along Harbour Street are to be consistent with the ‘City Centre’ palette described in the *Sydney Streets Code* (2013).
- General streetscape improvements such as furniture and public lighting.

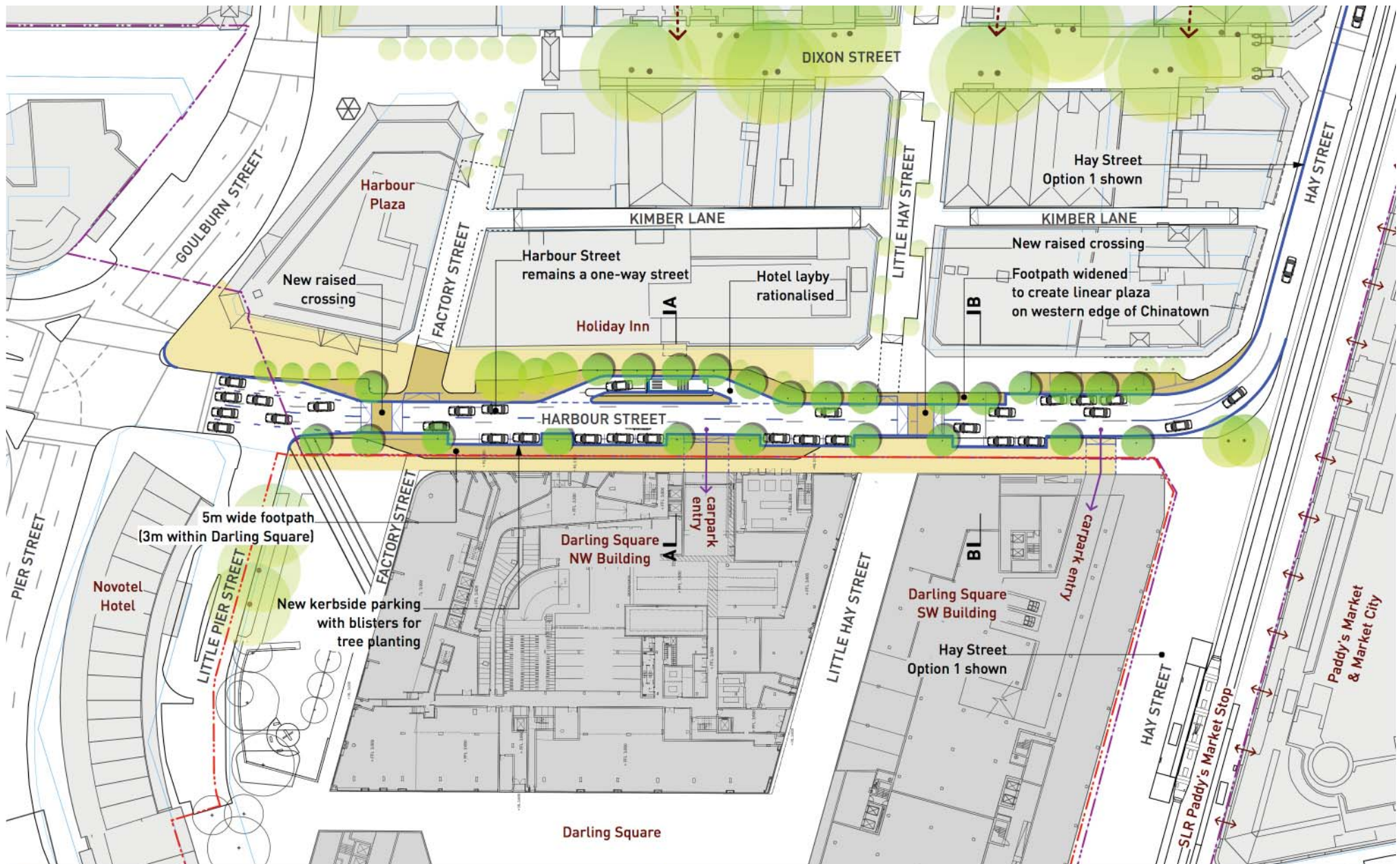
### Notes

- The detailed design of the Harbour Street Option One public domain improvements should consider the Option Two arrangement and must not preclude the future implementation of Option Two.
- The Option Two kerb and footpath arrangements for Harbour Street can be implemented independently of Hay Street works. If Harbour Street Option Two is implemented before Hay Street Option Two, then Harbour Street would remain connected to the eastern (existing) section Hay Street and the traffic lanes would remain one-way northbound. This scenario is shown as Harbour Street Option 2A (shown overleaf).



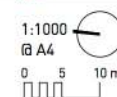
## HARBOUR STREET OPTION TWO - LINEAR PLAZA (PREFERRED)

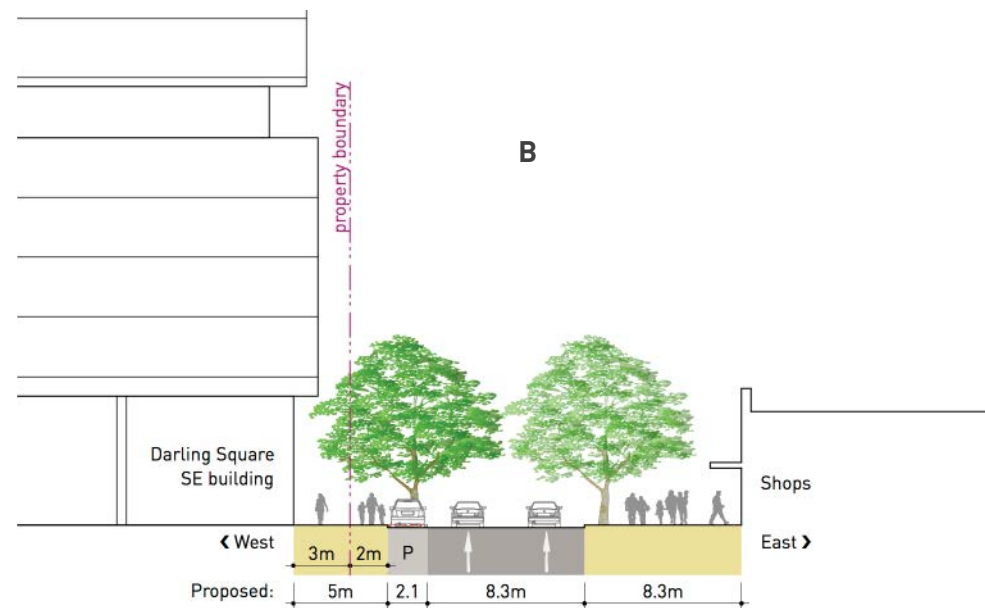




**HARBOUR STREET OPTION 2A - LINEAR PLAZA (SHOWN WITH HAY STREET OPTION ONE)**

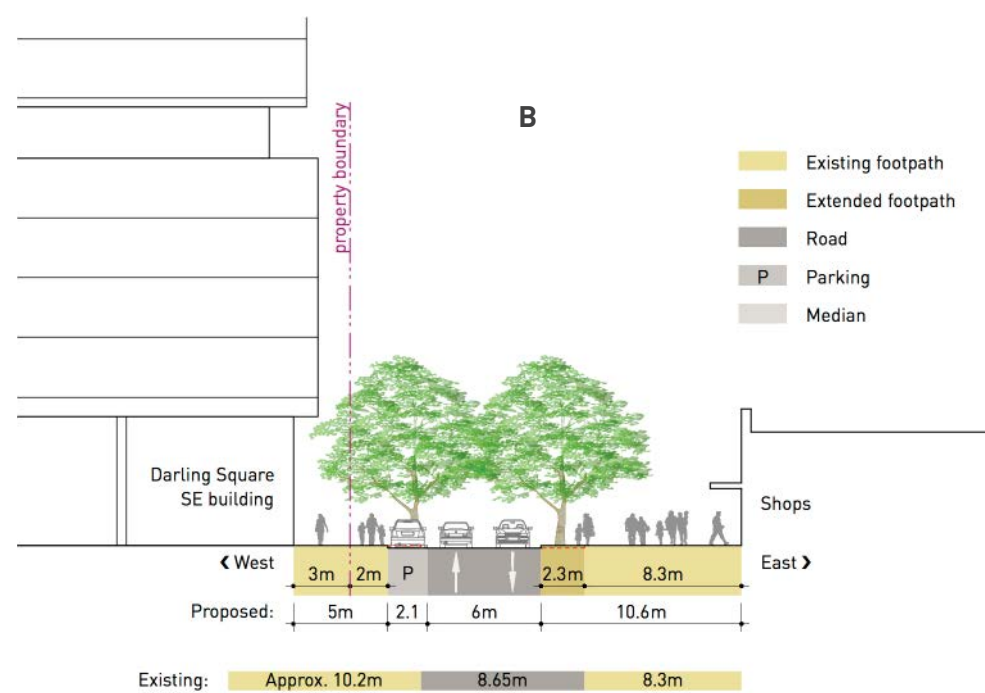
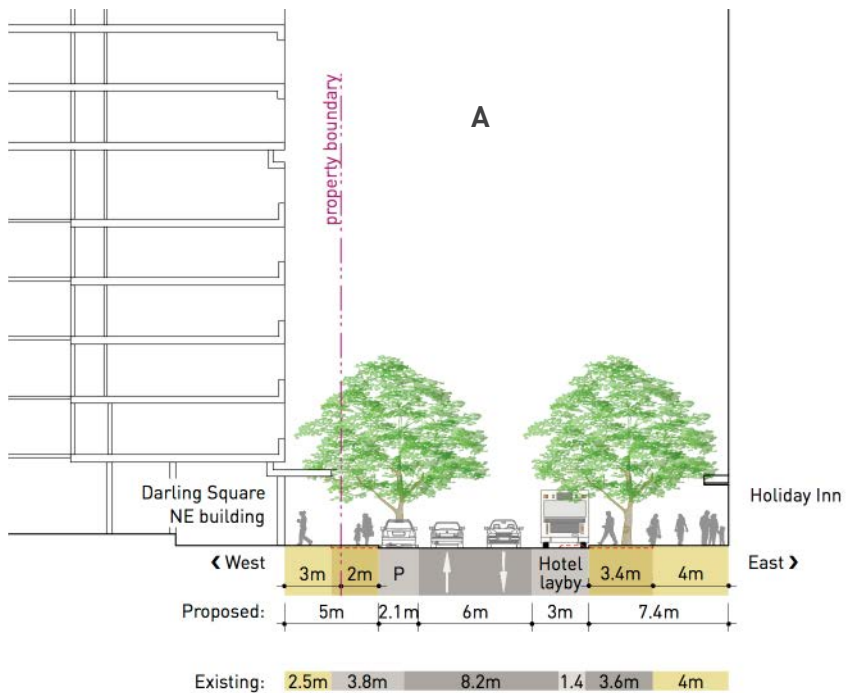
- |                            |   |                |                                     |               |
|----------------------------|---|----------------|-------------------------------------|---------------|
| Existing footpath upgraded | Granite paving to 'City Centre' palette | New stone kerb | Existing tree                       | SHFA boundary |
| New footpath               | Driveway access retained                | Proposed tree  | Darling Square development boundary |               |





## HARBOUR STREET OPTION 1 SECTIONS

## HARBOUR STREET OPTION 2 SECTIONS

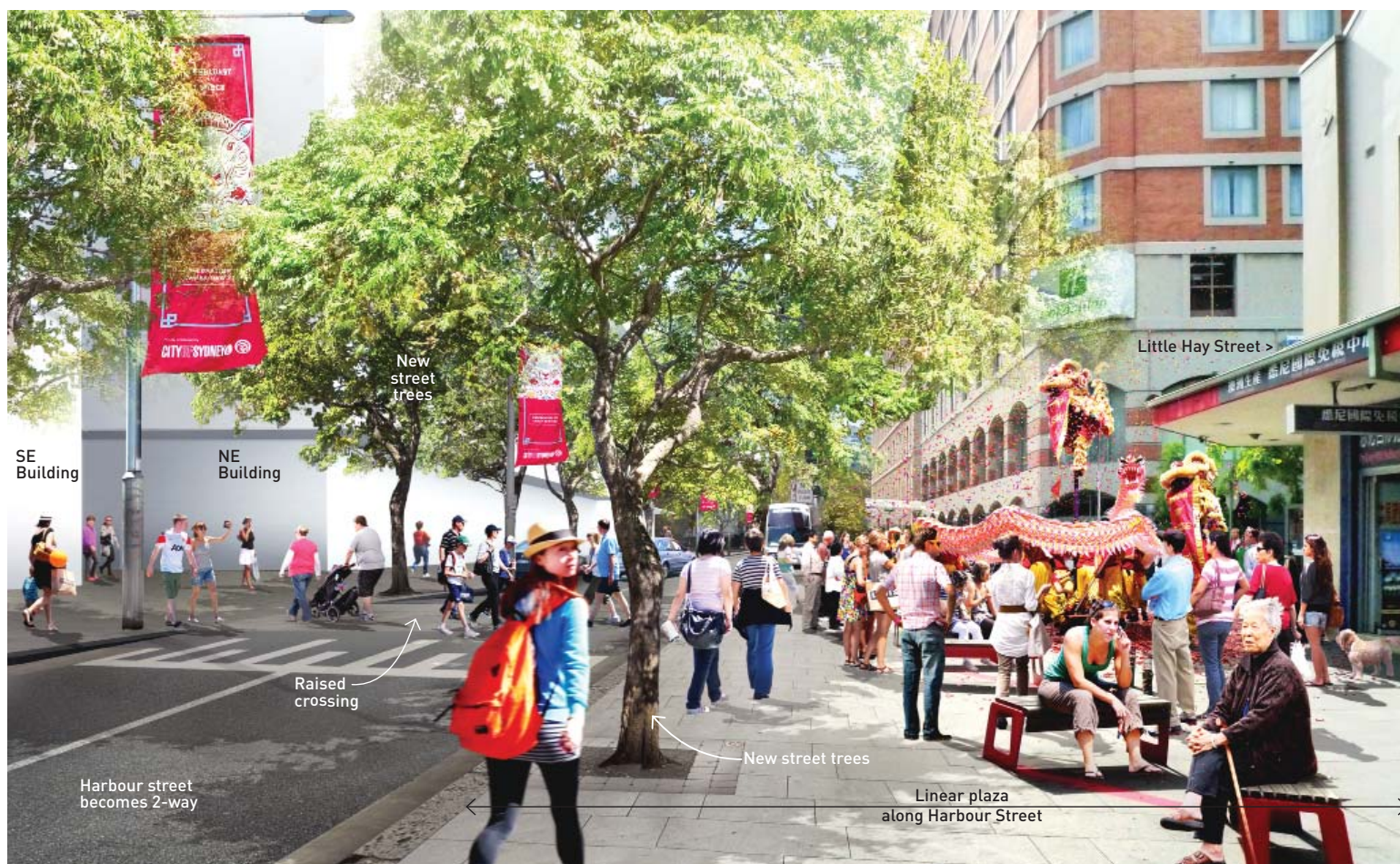


- Existing footpath
- Extended footpath
- Road
- P Parking
- Median





EXISTING



## PROPOSED VIEW NORTH ALONG HARBOUR STREET FROM LITTLE HAY STREET – OPTION TWO

Note: This drawing is indicative only. The design concept would be developed and refined during detailed design.



## 4.9 QUAY STREET

### THE CURRENT SITUATION

Forming the south-western edge of Chinatown, Quay Street is a long wide street that connects Railway Square to Hay Street. It is a key pedestrian route to Chinatown from Central Station, Railway Square and Broadway. The pedestrian survey conducted as part of the Chinatown *Public Domain Plan Existing Conditions Report* (Arup 2009) found that Quay Street experienced:

- an average weekday peak hour of 1,752 pedestrians
- an average weekend peak hour of 1,584 pedestrians

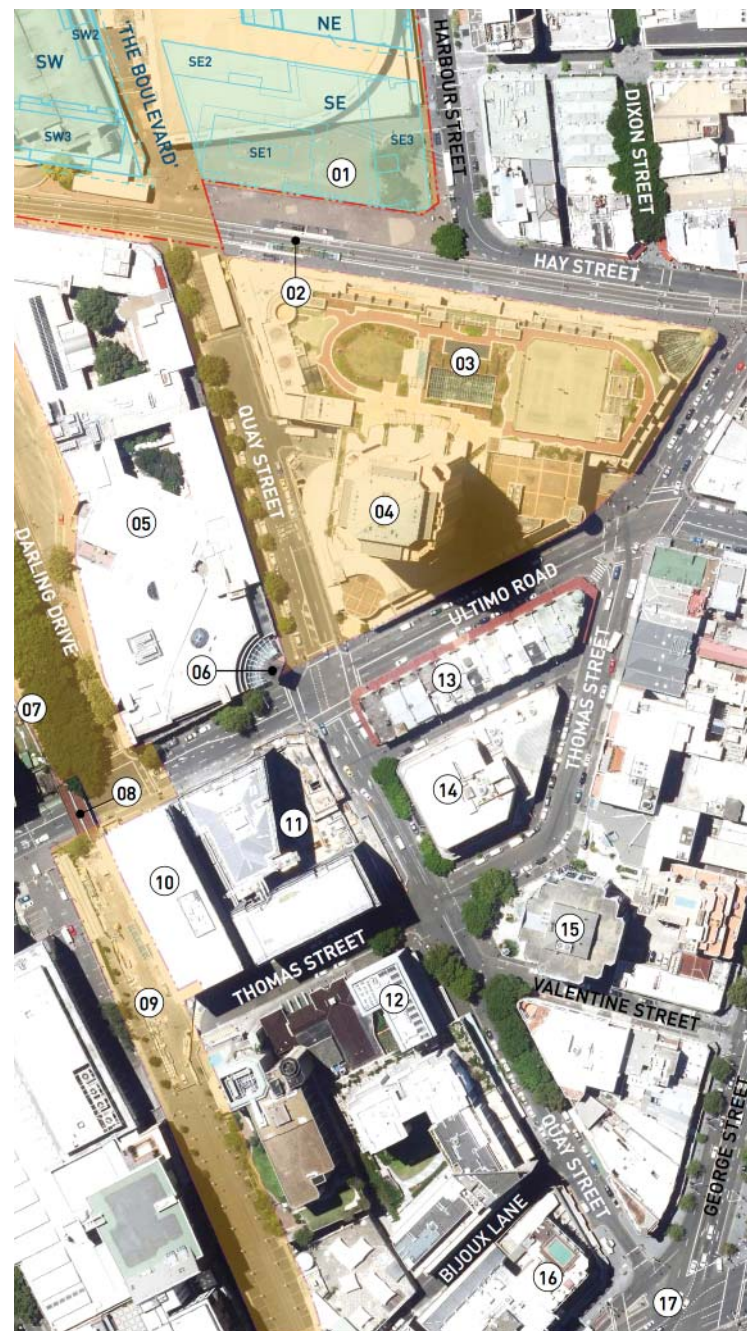
The study found that Quay Street was the only street in Chinatown that experienced lower pedestrian volumes on the weekend compared to the average weekday. This may be due in part to Quay Street being a key pedestrian route to between Chinatown and the nearby UTS City campus and TAFE NSW campus.

Pedestrian volumes along Quay Street are likely to have increased since 2010, due to the completion of two major new residential developments with active ground floor tenancies. These are:

- The 'Urbanest' student accommodation at the southwestern corner of Quay Street and Thomas Street.
- 'The Quay' residential development, which occupies the block between Ultimo Road and Thomas Street on the western side of Quay Street.

Public domain works included as part of 'The Quay' development have provided a wide footpath and new street trees along Quay Street in front of the development.

The character of Quay Street is defined by large retail, commercial, residential and education buildings. Mature street trees line sections of the street. There are large Plane trees at the southern end of Quay Street between Railway Square and Thomas Street, and also at the northern end of the street along the UTS frontage between Ultimo Road and Hay Street. Between Thomas Street and Ultimo Road, large Golden Rain Trees line the street in front of the Prince Centre.



- Sydney Harbour Foreshore Authority
- New Darling Harbour (SICEEP) buildings
- Darling Square development

#### Darling Square Buildings

- NE Northeast Building
- SE Southeast Building
- SW Southwest Building

#### Key

- 01 Entertainment Centre
- 02 Paddy's Markets Light Rail Stop
- 03 Paddy's Market and Market City
- 04 The Peak
- 05 UTS Building 5
- 06 UTS Campanile
- 07 The Goods Line (North)
- 08 Ultimo Road Railway Bridge
- 09 Ultimo Pedestrian Network (future The Goods Line (South))
- 10 Transgrid substation
- 11 'The Quay'
- 12 Urbanest
- 13 Aaron's Hotel (shops at street level)
- 14 The Prince Centre
- 15 187 Thomas Street
- 16 Rendezvous Studio Hotel
- 17 Railway Square







## 2010 PROJECT: QUAY STREET BOULEVARD

The 2010 *Chinatown Public Domain Plan* proposed substantial footpath widening and street tree planting along Quay Street to improve pedestrian amenity and strengthen the connection between Chinatown and the Railway Square precinct, including UTS.

The Quay Street Boulevard project has been partially realised though domain works delivered as part of 'The Quay' development, which replaced the former angled parking on Quay Street with a generous wide footpath, street trees and smart poles. Unfortunately, Urbanest development did not deliver the equivalent public domain improvement along its frontage.

The Quay Street Boulevard project also advocated an extension of the Quay Street alignment as a major new pedestrian connection through Darling Harbour should the Entertainment Centre site be redeveloped. The Darling Harbour redevelopment project will deliver on this concept with the creation of 'The Boulevard' as part of its redevelopment of the Entertainment Centre. 'The Boulevard' will complete a significant urban connection for pedestrians between Railway Square, Chinatown and Darling Harbour.

Top left:  
Perspective drawing of proposed Quay Street Boulevard project, 2010  
(from Chinatown Public Domain Plan)

Far left:  
Existing view north along Quay Street  
from Ultimo Road

Left:  
New Darling Harbour 'Boulevard' extends Quay Street as a new urban connection to Darling Harbour

## PUBLIC DOMAIN ISSUES

- There is an excessive amount of road space at the Thomas Street intersection, which limits pedestrian amenity. The key issues are:
  - There is a large kerb indent in front of the 'Urbanest' building, a remnant of the former angled parking on Quay Street. This has resulted in a very narrow footpath of approximately 2.5 metres at the Thomas Street intersection.
  - The Thomas Street Upgrade footpath widening does not extend to Quay Street (refer Thomas Street project in this report). Instead, the original width of Thomas Street has been retained.

## OPPORTUNITIES

- The potential future redevelopment of UTS Building 5 offers an opportunity to widen the footpath between Ultimo Road and Hay Street, further strengthening the pedestrian connection between Quay Street and the Darling Harbour 'Boulevard'.

## CONSTRAINTS

- The section of Quay Street between Ultimo Road and Hay Street is owned and governed by the Sydney Harbour Foreshore Authority. Any changes in this part of the street would require negotiation with, and approval from, SHFA.

## OBJECTIVES

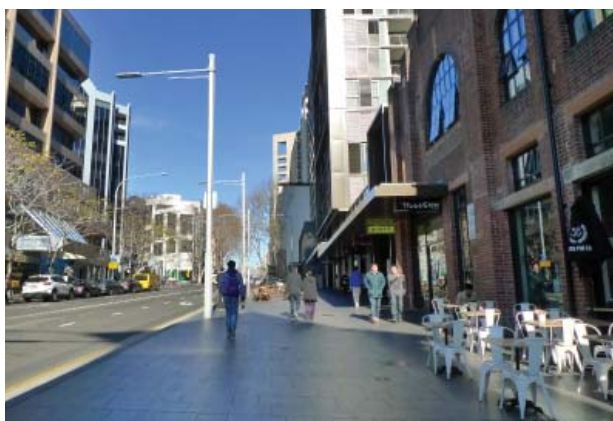
The objectives for public domain improvements along Quay Street, including relevant objectives from the 2010 *Chinatown Public Domain Plan*, are:



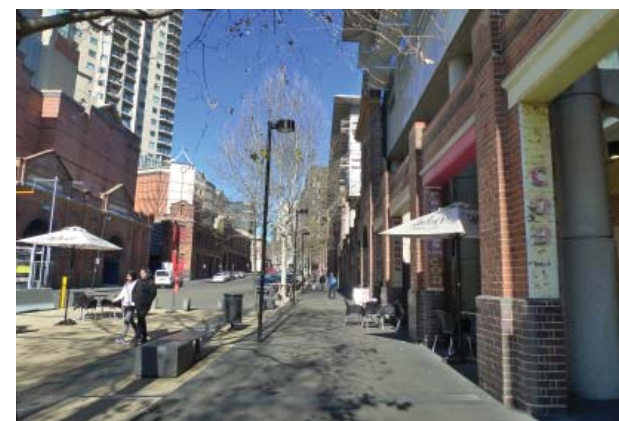
Quay Street in 2010



Narrow footpath due to large kerb indent at 'Urbanest'  
(southwestern corner of Thomas Street intersection)



Quay Street in 2015



Quay Street at UTS Building 5





View south along Quay Street from Hay Street



View north along Quay Street from Ultimo Road

- To improve the connection to Chinatown from the Railway Square precinct, including UTS
- To improve the pedestrian amenity of Quay Street
- To improve the character of the street
- To ensure a strong connection between Quay Street and the new Darling Harbour 'Boulevard', including a complementary relationship between public domain materials, finishes, furniture and planting.

#### PROJECT RECOMMENDATIONS

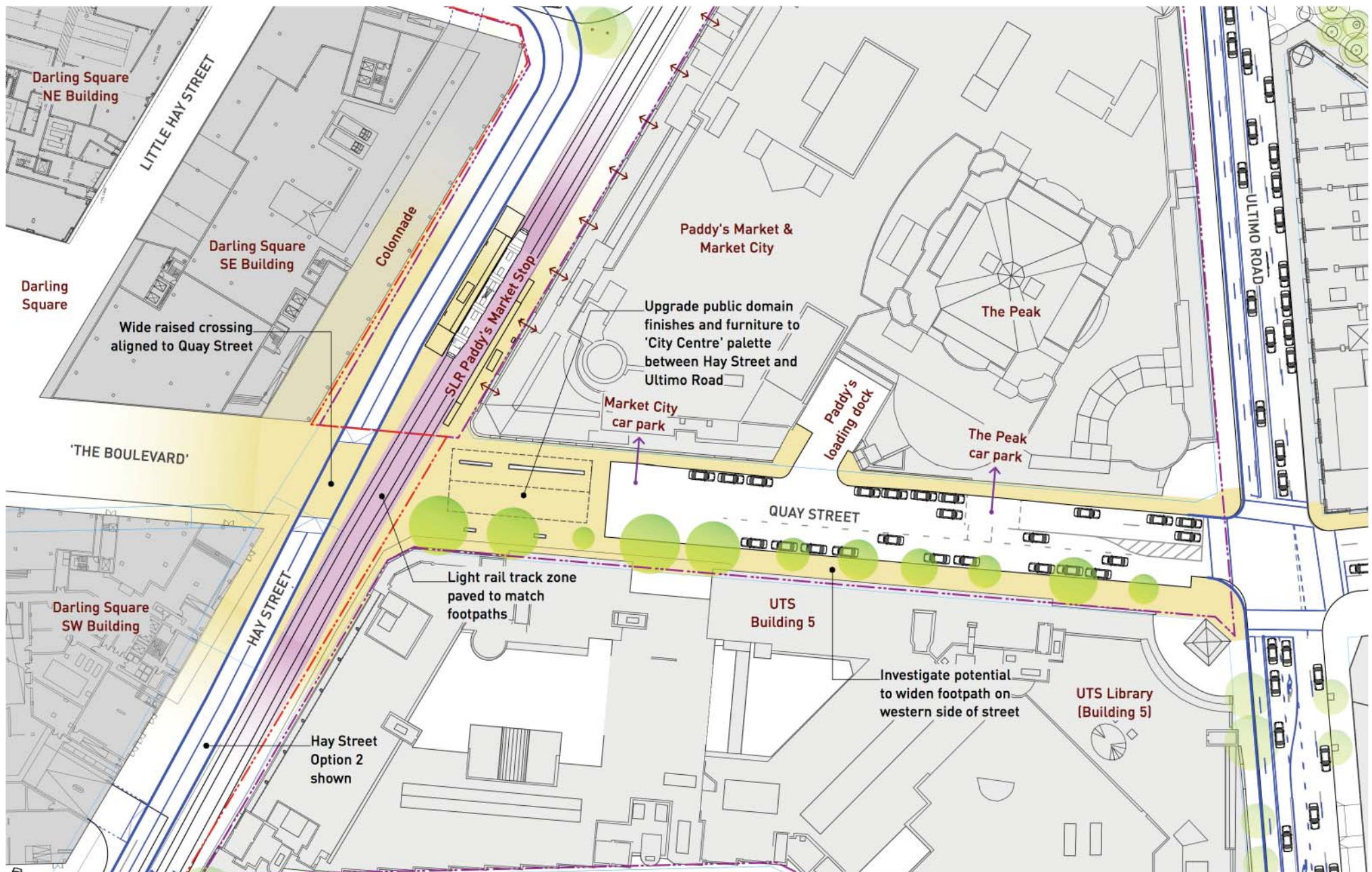
- Widen the western footpath between Bijou Lane and Thomas Street, including extending the footpath across Bijou Lane to create a shared zone. Driveway access to Bijou Lane would be retained. Keep the existing road width at the southern end of Quay Street to allow vehicles to continue making a three point turn before Railway Square.
- Widen the footpath and provide kerb extensions at the northeastern corner of the Thomas Street intersection. This work should extend east along Thomas Street to complete the footpath extension currently provided by the Thomas Street Upgrade project. Refer to the Thomas Street project in this document.
- Widen the footpath the northwestern corner of corner of the Thomas Street intersection.
- Create a new pedestrian crossing on Quay Street on the northern side of the Thomas Street intersection.
- Investigate the potential for closing Quay Street between Thomas Street and Valentine Street to create a new plaza space.
- Upgrade kerbs, paving materials, furniture and public lighting along Quay Street to the 'City Centre' palette

described in the *Sydney Streets Code* (2013) in areas of the street that do not currently meet this standard.

- Advocate that the Sydney Harbour Foreshore Authority upgrade the section of Quay Street between Ultimo Road and Hay Street to the 'City Centre' palette.
- Investigate the potential for widening the western footpath between Ultimo Road and Hay Street, in front of UTS Building 5.
- Provide additional new street trees along Quay Street wherever there are gaps in the current plantings. Species selection is to be in accordance with the *City's Street Tree Masterplan* (2011), which recommends London Plane Trees (*Platanus acerifolia*) along Quay Street.

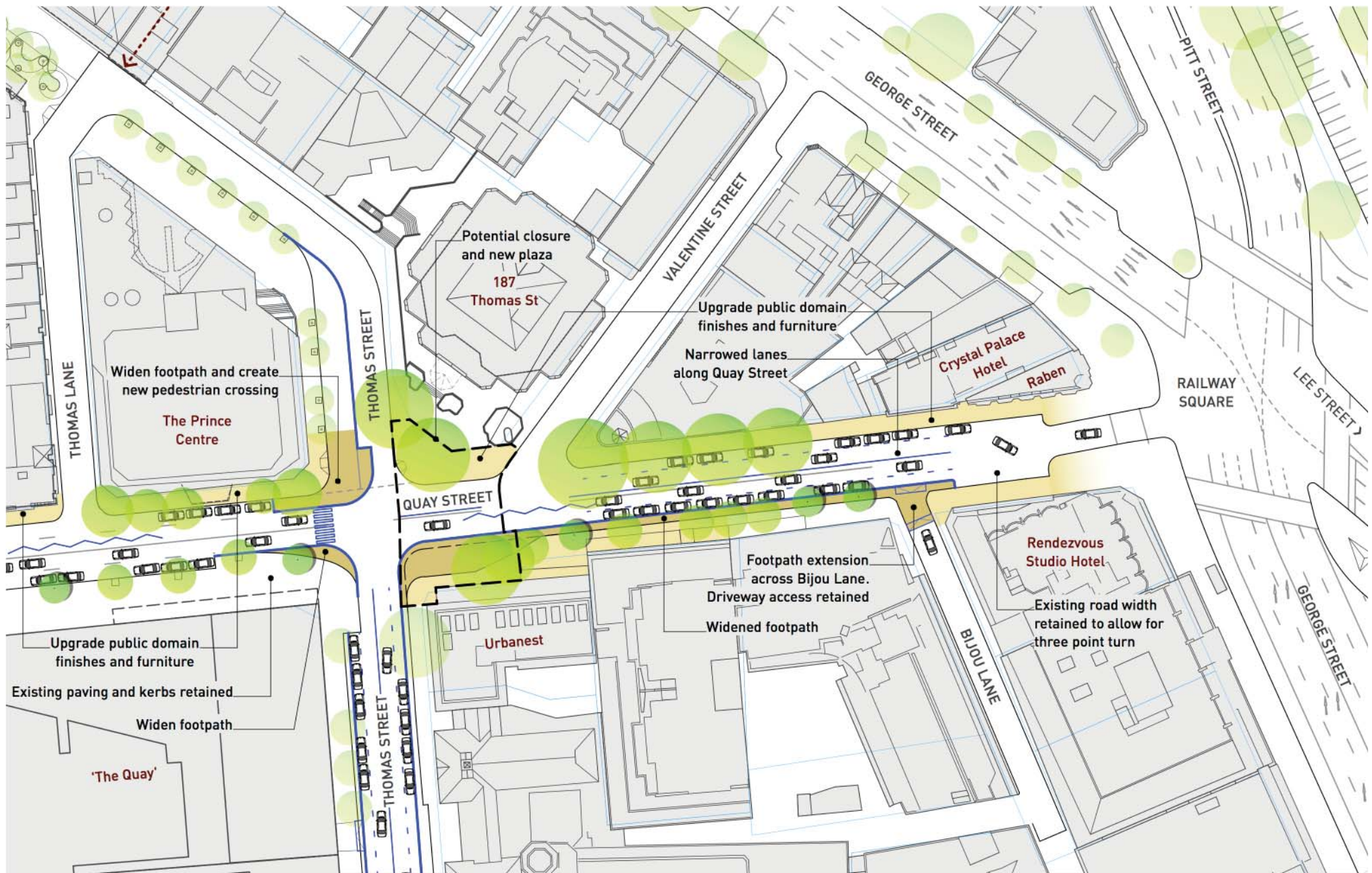


Bijoux Lane



## QUAY STREET PLAN





Existing footpath upgraded  
New footpath

Granite paving to 'City Centre' palette

New stone kerb  
Driveway access retained

Existing tree  
Proposed tree

SHFA boundary  
Darling Square development boundary

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**5 BELMORE PARK**

## 5.1 THE CURRENT SITUATION

Belmore Park is a 2.1 hectare public open space on the eastern edge of Chinatown. Located directly opposite Central Station on Eddy Avenue, the park is bounded on its eastern and western edges by high embankments that support road, light rail and heavy rail, which create significant barriers for park access. Entry to the park is limited to Eddy Avenue in the south and Hay Street in the north. Due to its proximity and configuration, Belmore Park is closely associated with Central Station and functions as an open space forecourt to the station, although the park itself predates the railway.

Belmore Park was dedicated for public recreation on 19 May 1868, making it the sixth gazetted park in Sydney. However, the current park layout dates back to the early 1900s following the development of Central Railway Station. The majority of the excavated fill from the station construction works was placed on the park, obliterating the original layout. The park's four large Moreton Bay Fig trees are believed to be survivors from the earlier nineteenth century park (*Register of Significant Trees*, 2013). The subsequent development of the City Circle railway line in the 1920s significantly modified the park's eastern edge and reduced the size of the park, causing a park remnant along Elizabeth Street to be permanently separated from the rest of the park. Since then, Belmore Park has experienced little change in form or layout.

The biggest change the park has experienced in the intervening years was for the 2000 Sydney Olympics, which saw an upgrade of Central Station and its surrounds, including the introduction of a light rail line that reused the original tramways along the eastern and western edges of the park. During the Olympics, Belmore Park was a Live Site for the event. A major new public artwork, 'Pavilion' by Hany Armanious, has been commissioned for Belmore Park as part of the City's City Centre Public Art Program.



Belmore Park is strongly associated with Central Station



Artist's impression of 'Pavilion' by Hany Armanious



Belmore Park c.1900 (source: Tyrell Collection, Powerhouse Museum)



Belmore Park 1923, during construction of the City Circle railway lines (source: Tyrell Collection, Powerhouse Museum)





The centre of the park is a valley between the two embankments on its eastern and western edges, which ramp up from Hay Street to meet the abutments of the bridges over Eddy Avenue. The park itself also gradually falls from Eddy Avenue down to Hay Street, responding to the elevational difference of about 4 metres between the two streets. The path system consists of two avenues running north-south through the park, connected by three diagonal paths. The park is notable for what the City's *Register of Significant Trees* (2013) describes as 'one of the City's most spectacular single row plantations of London Planes'. These trees are located along the park's western avenue, the primary path through the park and one of the key pedestrian routes from Central Station to Chinatown.

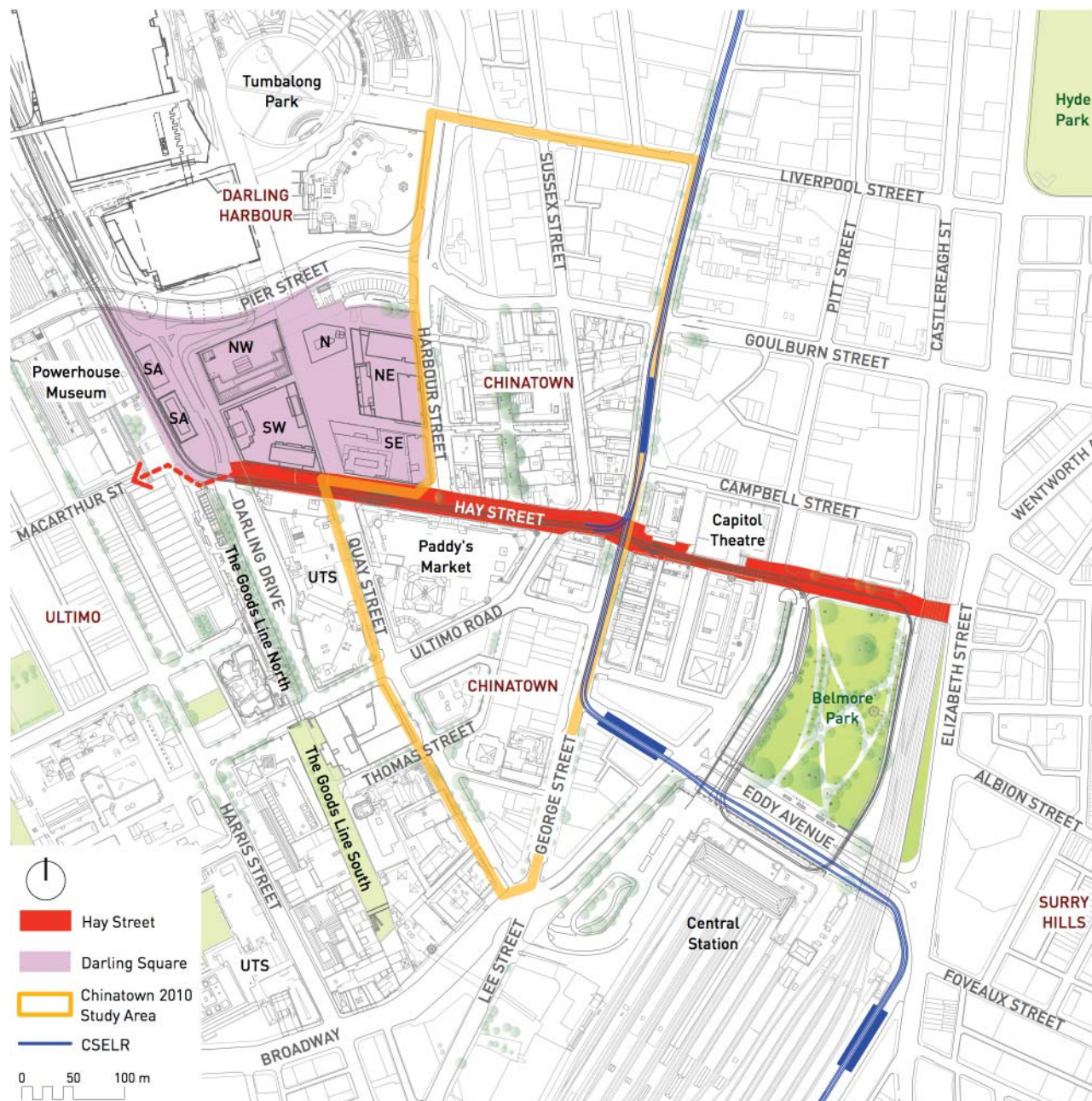
Belmore Park has a longstanding historical and cultural relationship with Chinatown, commerce and trade. Markets, including the cattle, hay and corn markets, were located in the area from the 1820s. In the late 1860s the Belmore Produce Markets were established on the northern side of Hay Street opposite Belmore Park. The markets brought an influx of Chinese merchants and other businesses to the area, creating a Chinatown – which was originally centred around Goulburn, Pitt and Campbell Streets. The markets subsequently moved a number of times, firstly to the Capitol Theatre site in 1892 (the Capitol Theatre was originally the New Belmore Markets building) and then to the current Paddy's Market building in 1914. The nucleus of Chinatown also moved west over time, following the markets.

Due to its proximity to Central Railway Station, Belmore Park is regularly used for public rallies, either within the park or as a meeting point for marches. The park is also a regular venue for organised events, particularly the Chinese New Year Festival in keeping with its historical associations with Chinatown. On a day-to-day level, the park has two main user groups: people



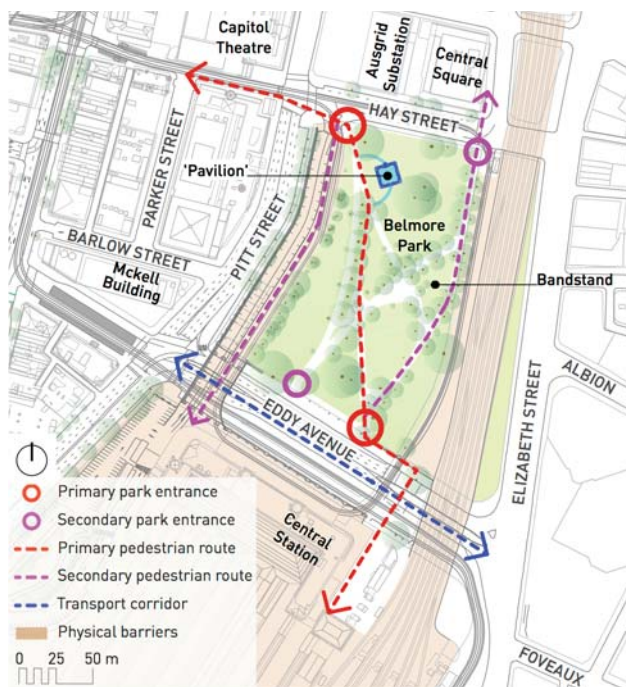
who use the park as a thoroughfare between the station and Haymarket; and people who use the park for relaxing or socialising. Based on the findings of the 2012 *Belmore Park Intercept Study*, these two groups are almost equal – representing 48% and 44% of the respondents respectively. Belmore has also long been a place where people sleep rough, although the population of homeless people sleeping in the park appears to have grown in recent years – possibly due to displacement from other areas.

Chinatown and its surrounds are currently experiencing dramatic urban changes that are also likely to significantly affect Belmore Park. The development of the Sydney and South East Light Rail will see the introduction of a light rail line along Eddy Avenue, resulting in Belmore Park being surrounded by light rail on all four sides. Critically, the redevelopment of the Entertainment Centre site as Darling Square will bring 5,000 new residents to Chinatown, a dramatic increase of about 30% over the current estimated population of Chinatown and City South (*Chinatown and CBD South Village Community Profile*, 2011). This will place additional pressure on Belmore Park as a green open space for the local community. An upgrade of Belmore Park is sorely needed in order to ensure that it can properly cater for the recreational and open space needs of its current and future users.





## 5.2 PARK LANDSCAPE VALUES



The Belmore Park bandstand was constructed in 1910. It has since fallen into disrepair and is not currently accessible to the public.

As one of the oldest parks in Sydney, Belmore Park is a mature landscape with an informal configuration that is fundamental to its character. The park layout has a strong north-south emphasis due to its topography and the presence of large embankments along its eastern and western edges, which limit park access to Eddy Avenue and Hay Street only. There are currently four entrances to the park: two at the eastern and western corners of the Hay Street frontage, and two dividing the Eddy Avenue frontage into thirds. The path network within the park has an informal character that nonetheless facilitates the key pedestrian desire lines through the park. The primary pedestrian route runs diagonally between the north-west and south-east corners of the park, with a secondary route along the eastern side of the park. Both of these routes highlight the importance of the connection from Central Station, which has an entrance to the suburban train concourse location located opposite the south-eastern corner of the park.

The park's significant layout and plantings are typical of the approach of Charles Moore and Joseph Maiden, the esteemed directors of the Royal Botanic Gardens in the late nineteenth and early twentieth centuries. The park's two most defining and memorable elements are the large bandstand, which has fallen into disrepair and is closed off from public access, and the wide western pathway with its spectacular London Plane (*Platanus x acerifolia*) avenue planted down the centre.

Other notable plantings include the park's four large Moreton Bay Figs (*Ficus macrophylla*), three located near the Eddy Avenue frontage and one on the Hay Street frontage. The figs are the oldest surviving plantings in the park and are likely to be remnants of its original nineteenth century layout, pre-dating the development of Central Station. All four figs are substantial specimens and are memorable for the sense of drama and grand scale that they impart to the park's street frontages.



Plane Tree avenue (source: City of Sydney)

The historically and botanically significant planting palette also includes:

- a collection of Washingtonia palms that may also date from the earlier Belmore Park plantings;
- two extremely rare Seem (*Meryta denhamii*) trees – the only other known specimens are in the Royal Botanic Gardens and were sourced by Charles Moore;
- a collection of Hackberry (*Celtis occidentalis*), including one of the largest specimens in the City of Sydney at 18 metres high and 25 metres wide; and
- one Holm Oak (*Quercus ilex*).

Belmore Park's collection of mid-to-late nineteenth century and early twentieth century planting is scheduled in the City of Sydney *Local Environmental Plan 2012*, Sydney City Heritage Study and classified by the National Trust of Australia (NSW). The trees are considered to have group significance in terms of visual, historic and botanic values.

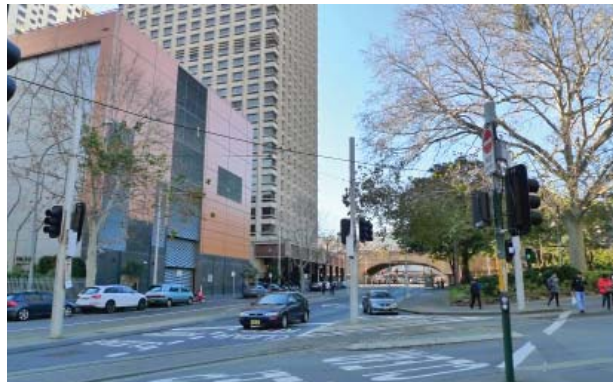
## 5.3 PARK ISSUES

Initial landscape assessment of the Belmore Park indicates that the key park issues are:

- Physical isolation from Chinatown and Surry Hills caused by the two infrastructure viaducts on its eastern and western edges.
- Poor public presence of the park in its local community, due to poor visual connections resulting from the location of the viaducts and Central Station, and the lack of active frontages opposite the park on Hay Street.
- Park finishes are generally in a state of disrepair. The asphalt paths have completely worn away in areas, the stone edges to the paths are broken and crumbling, and there are worn patches of grass throughout the park.
- The dense evergreen canopy of mature trees makes the park feel dark and enclosed, especially in winter. However, in summer, the mature canopy does provide shade and a cool respite from the surrounding urban areas.
- The park's main architectural feature, the bandstand, is inaccessible to the public and requires an upgrade. The dense evergreen tree canopy created by the surrounding Brush Box (*Lophostemon confertus*) avenue plantings make the area around the bandstand dark and uninviting, and reduce its visual presence in the park.
- The park's only other structure, the Men's Toilets, is also closed to the public. The sandstone building has a small footprint and is located against the bridge abutment wall on the eastern side of Hay Street. The adjacent tramway isolates the building from the rest of the park.
- The population of homeless people sleeping rough in the park seems to be increasing in recent years. Tents have been erected atop the embankments along the eastern

and western sides of the park, indicating a permanent population occupying the park. Recent observation of park usage suggests that the homeless population seems to coexist with other park users. However, the situation needs to be monitored and sensitively managed in order to ensure that no user group dominates the park, and that no-one is alienated from the park.

- Ongoing management of people sleeping rough in the park needs to be in accordance with the City of Sydney's policy on homelessness in public spaces, which 'recognises the right of everyone in the community to use public spaces' (*Homelessness Strategy*, 2007) and aims to ensure that public space can be accessed and enjoyed by everyone, including people who are homeless.



View west along Hay Street to Belmore Park



The eastern viaduct and tramway separate Belmore Park from Elizabeth Street and Surry Hills



The western viaduct separates Belmore Park from Pitt Street and Chinatown



## 5.4 RECOMMENDATIONS

### BELMORE PARK UPGRADE OBJECTIVES

An upgrade of Belmore Park is necessary in order to ensure that it can properly cater for the recreational and open space needs of its current and growing local community. The primary objectives for the park upgrade should include:

- To improve the integration of the park with the nearby Surry Hills and Chinatown communities, and enhance its role as a local green public open space.
- To ensure that the park continues to balance its functions as both an urban thoroughfare and a place of relaxation and socialisation.
- To encourage further activation of the park for passive recreation and cultural events.
- To ensure that the park's significant heritage landscape values and elements are preserved for future generations to enjoy.

### DESIGN PRINCIPLES

Key principles for the upgrade of Belmore Park should include:

- Retain and enhance the park's landscape character of being an informal 'green' respite from the surrounding urban environment.
- Respect, conserve and enhance the park's landscape heritage values, particularly its significant layout, plantings and structures.
- Improve the accessibility, appearance and amenity of the park for all users.
- Improve the entrances to the park and, where possible, the permeability of the park's edges.

- Improve the sense of openness within the park to make it more inviting.

### DESIGN STRATEGIES

The following design strategies are recommended for further investigation:

- Renovate the park finishes: repair or replace the asphalt paths, the sandstone path edging and the worn areas of grass.
- Upgrade park lighting, seating and other park furniture.
- Implement an ongoing general management and maintenance regime to the standard of other City parks.
- Remove the fence and understorey planting along western edge of the park to improve physical and visual permeability. Create new access points from the footpath along the western viaduct into the park.
- Improve the presentation and access along the Hay Street frontage to make it more inviting to the local community, who would typically access the park from the north.
- Open up the northwest corner of the park to better facilitate the primary pedestrian route between Central Station and Chinatown.
- Rationalise the bus shelters along the Eddy Avenue frontage of the park to improve access and visibility to the park entries – particularly the southeast entry, which currently is partially obscured by bus shelters.
- Review tree selection and management to explore opportunities to allow more light into the park and increase the sense of openness.

- Restore the bandstand and reinstate public access. Investigate the viability of an adaptive reuse for the bandstand that is appropriate to the park (eg café, bike hub) and to encourage further activation.
- Investigate the viability of an adaptive reuse for the Men's Toilets building that is appropriate to the park – such as a small kiosk or takeaway coffee shop.
- Implement a shared pedestrian and cycle path along the eastern avenue in the park, in accordance with the City's regional cycle network strategy.

### GUIDING DOCUMENTS

Any upgrade of Belmore Park must be guided by the following prior studies:

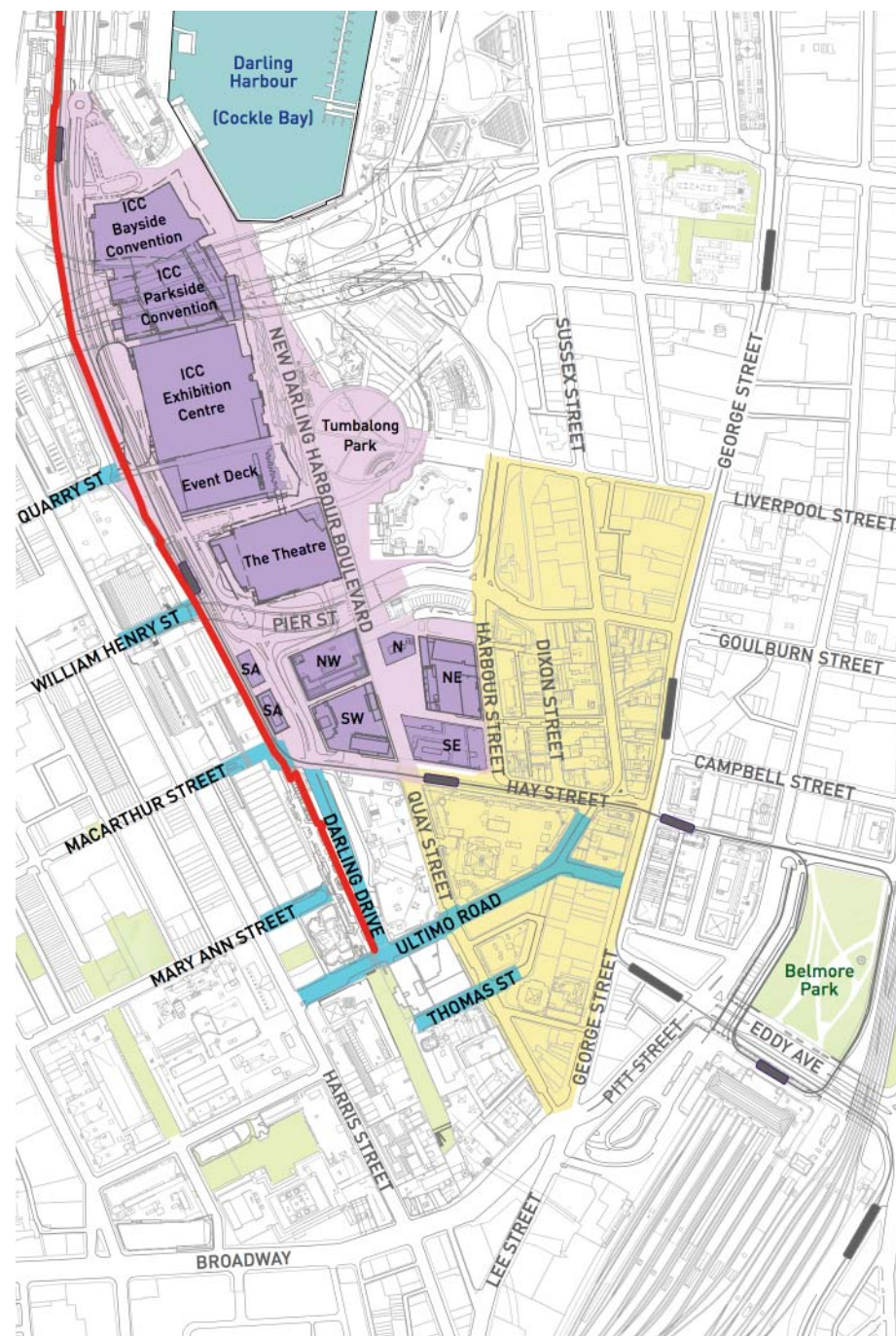
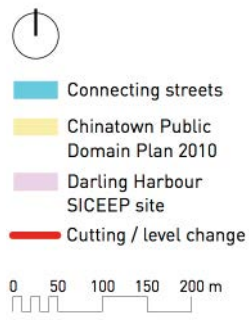
- *Belmore Park, Sydney: Heritage Study*, August 2012, prepared by Godden Mackay Logan for the City of Sydney
- *Belmore Park Draft Plan of Management*, November 1993, prepared by EDAW for the City of Sydney

As the *Belmore Park Draft Plan of Management* was prepared in 1993, it is also recommended that a new or updated Plan of Management be prepared for Belmore Park under the *Crown Lands Act 1989* to address current park issues.

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## 6 CONNECTING STREETS



## 6.1 THOMAS STREET

### THE CURRENT SITUATION

Thomas Street is critical to pedestrian connectivity within Chinatown, providing the only north-south pedestrian route linking the busy Dixon Street/Hay Street precinct to the southern part of Chinatown. The section of Thomas Street north of Ultimo Road is very busy and active, due at least in part to its proximity to the adjacent Paddy's Market. The pedestrian survey conducted as part of the *Chinatown Public Domain Plan Existing Conditions Report* (Arup, 2009) found that this section of Thomas Street experienced:

- an average weekday peak hour of 1,704 pedestrians
- an average weekend peak hour of 2,796 pedestrians

The weekend peak hour pedestrian volume was only marginally less than that of Hay Street. The high pedestrian activity also coincides with high traffic volumes, with an average weekday traffic volume of 5,190 vehicles (Arup, 2009). Conflict between pedestrians and traffic in this block is acutely evident in the congested footpaths at the Hay Street and Ultimo Road intersections.

The section of Thomas Street south of Ultimo Road is noticeably less busy, with average weekday and weekend peak hours of 1,326 and 1,806 pedestrians respectively. Here, the average weekday traffic volume was 2,180 vehicles.

Since 2010, the Thomas Street study area has been extended west of Quay Street to the Ultimo Pedestrian Network (future Goods Line South). This part of Thomas Street is defined on both sides by tall residential, hotel and substation buildings. Site observations indicate that pedestrian activity is relatively low, despite the connection to the Ultimo Pedestrian Network. The Quay development, which occupies two-thirds of the northern side of the street, includes ground floor retail tenancies, which help to activate the street.

### 2010 PROJECT: THOMAS STREET SPINE

The 2010 *Chinatown Public Domain Plan* proposed significant public domain improvements to Thomas Street to strengthen the pedestrian connection to the southern part of Chinatown. The proposal included the creation of two



View south along Thomas Street from Hay Street



Artist impression of Thomas Street upgrade  
(source: Jane Irwin Landscape Architecture)



View west along Thomas Street from Quay Street



Plan of Thomas Street Upgrade project  
(source: Jane Irwin Landscape Architecture)





View south along Thomas Street from Ultimo Road



Artist impression of the proposed new Thomas Street plaza  
(source: Jane Irwin Landscape Architecture)

new plaza spaces north and south of Ultimo Road, and footpath widening between Thomas Lane and Quay Street.

The proposal also included a major public art project in Thomas Street that establishes a dialogue with the 'Golden Water Mouth' sculpture at the on Hay Street opposite Thomas Street, as recommended by the *Chinatown Public Art Plan* (2010).

Since 2010, the City commenced development of the Thomas Street upgrade project and construction works are currently under way. The Thomas Street upgrade includes:

- A new plaza with shared zone between Ultimo Road and Thomas Lane, creating a much needed additional public gathering space in Chinatown.
- Footpath widening along the Paddy's Market frontage between Hay Street and Ultimo Road, to ease pedestrian congestion in the busiest part of Thomas Street.
- Partial footpath widening between Thomas Lane and Quay Street, at the eastern frontage of the Prince Centre only. The section of Thomas Street along the southern frontage of the Prince Centre has been retained at its original width.
- New trees in the plaza and along Thomas Street south of Thomas Lane.
- A permanent major art work, 'Cloudgate' by Lindy Lee, is integrated with the public domain upgrade.

## PUBLIC DOMAIN ISSUES

- The Thomas Street Upgrade does not extend footpath widening works to Quay Street. The section of Thomas Street along the southern frontage of the Prince Centre has been retained at its original width.

## OPPORTUNITIES

- The potential future redevelopment of the Prince Centre would provide an opportunity to extend the current Thomas Street footpath widening to Quay Street.
- The roadway between Quay Street and the Ultimo Pedestrian Network is wider than strictly necessary. There is an opportunity to reduce the lane widths to enable footpath widening to improve the pedestrian amenity of the street.

## CONSTRAINTS

- The road reserve for Thomas Street ends approximately eight metres east of the Ultimo Pedestrian Network. The final small section of Thomas Street is part of the Novotel Hotel's property.

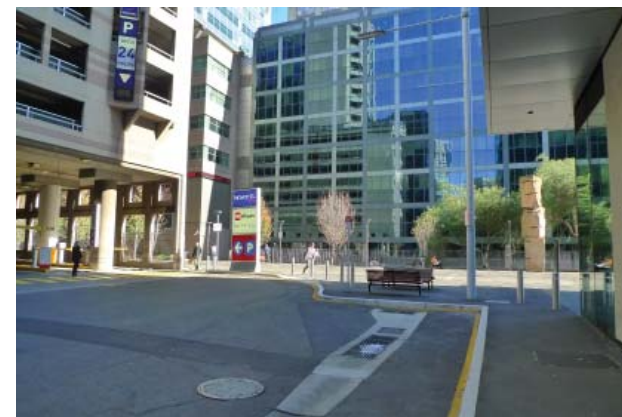
## OBJECTIVES

Most of the Thomas Street public domain objectives from 2010 have been achieved through the current Thomas Street upgrade project. The objectives for future Thomas Street public domain works, including relevant objectives from the 2010 *Chinatown Public Domain Plan*, are:

- To strengthen pedestrian access through the southern part of Chinatown
- To improve pedestrian amenity and public domain character along the street
- To strengthen the pedestrian connectivity to the Ultimo Pedestrian Network (future The Goods Line South).

## PROJECT RECOMMENDATIONS

- East of Quay Street, widen the northern footpath to complete the additional footpath gained by the current Thomas Street upgrade.
- West of Quay Street, reduce lane widths and widen footpaths. Keep the existing road width at the western end of Thomas Street to allow vehicles, including coaches accessing the hotel, to turn around before the Ultimo Pedestrian Network.
- New street trees where there are currently none along the southern side of Thomas Street west of Quay Street, and at the footpath widening at the Prince Centre. Species selection should be in accordance with the City's *Street Tree Masterplan* (2011), which recommends:
  - London Plane Trees (*Platanus acerifolia*) west of Quay Street.
  - Golden Rain Trees (*Koelruetaria paniculata*) east of Quay Street.
- New stone kerbs and asphalt paving to the 'Local Areas' palette described in the *Sydney Streets Code* (2013) and to match the asphalt paving included in the current Thomas Street upgrade.
- General streetscape improvements, such as furniture and public lighting, to the 'Local Areas' palette described in the *Sydney Streets Code* (2013) in areas of the street that do not currently meet this standard.

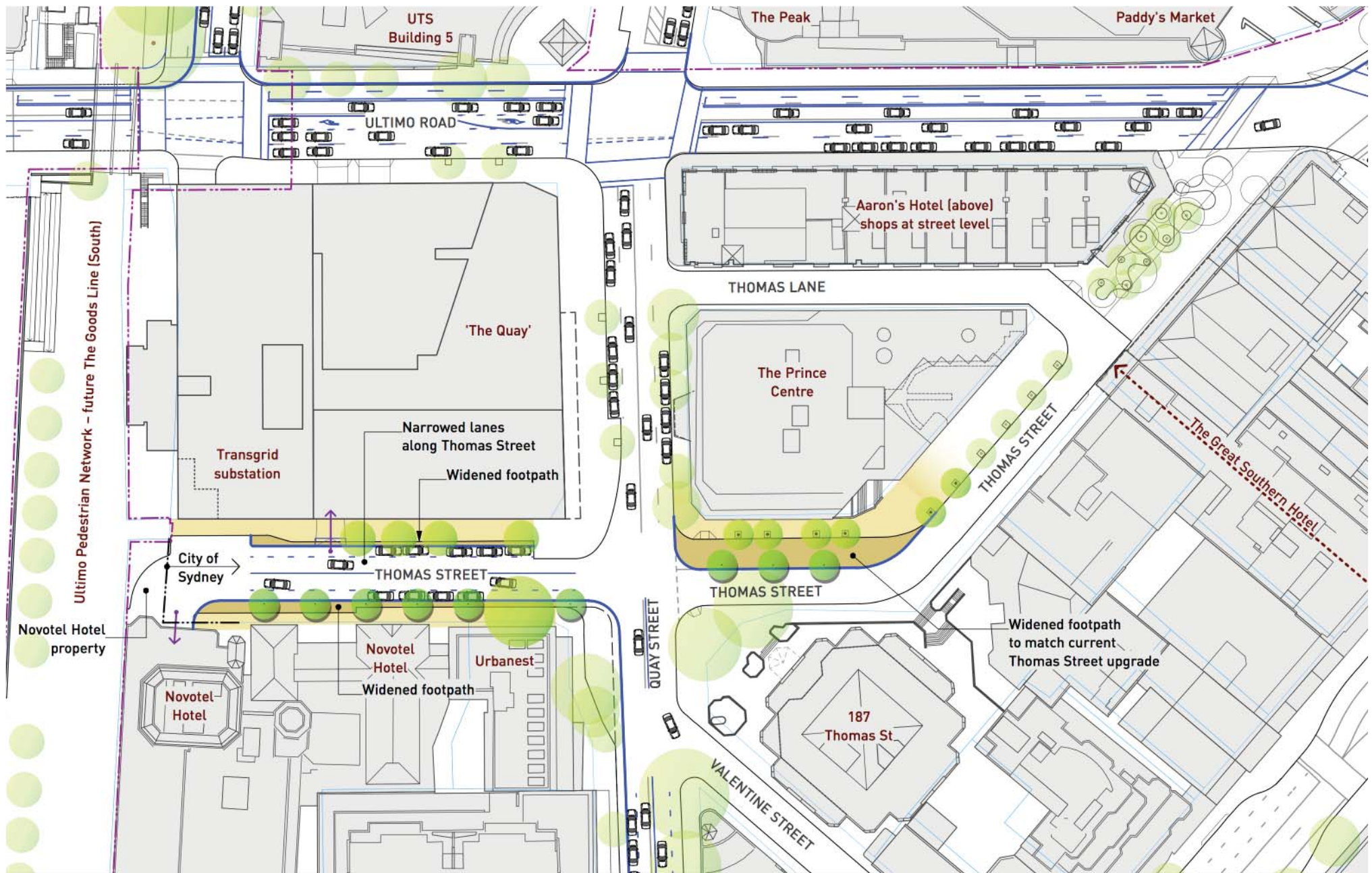


Interface between Thomas Street and the Ultimo Pedestrian Network (future Goods Line South)

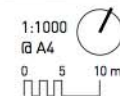


View east along Thomas Street from the Ultimo Pedestrian Network (future Goods Line South)





- |                            |   |                |                                     |               |
|----------------------------|---|----------------|-------------------------------------|---------------|
| Existing footpath upgraded | Asphalt paving to 'Local Areas' palette | New stone kerb | Existing tree                       | SHFA boundary |
| New footpath               | Driveway access retained                | Proposed tree  | Darling Square development boundary |               |



## THOMAS STREET PLAN



## 6.2 ULTIMO ROAD

### THE CURRENT SITUATION

Ultimo Road connects George Street to Harris Street through the southern part of Chinatown. Together with the section of Thomas Street north of Ultimo Road, it provides an important pedestrian connection between the busy Hay Street/Dixon Street precinct and the southern part of Ultimo. It is the key pedestrian route between Chinatown and the UTS City Campus, the TAFE Sydney Institute Ultimo College, and the ABC Ultimo Centre.

Ultimo Road is dominated by large and distinctive buildings along much of its length. The Paddy's Market building occupies the entire block east of Quay Street, with a main entry to Paddy's Market and Market City located on the corner of Thomas Street. Two of the UTS campus buildings are located on Ultimo Road: Building 5, which houses the Blake Library and Law School; and the newly completed landmark Dr Chau Chak Wing Building, designed by Frank Gehry, which houses the Business School. The campanile at the entry of Building 5 is also a distinctive landmark along Ultimo Road, marking the crest of the hill at the Quay Street intersection. The block opposite the UTS Building 5 is occupied by 'The Quay' residential towers and a large Transgrid substation building.

Immediately west of Darling Drive, the Ultimo Road Railway Bridge crosses over the road. The State Heritage listed bridge is currently undergoing repairs that, when complete, will provide a new pedestrian and cyclist connection over Ultimo Road between the Goods Line North and the Ultimo Pedestrian Network (future Goods Line South). Access to the Ultimo Pedestrian Network from Ultimo Road is currently via stairs to the east of the bridge and a ramp on the western side of the bridge. Both of these entrances are utilitarian in nature and neither has a strong visual presence in the street. The Goods



View west along Ultimo Road between Thomas Street and Quay Street, with Paddy's Market on the right and the local heritage listed Former Markets Stores (now Aarons Hotel) to the left.



View west to the Ultimo Road / Quay Street intersection. The UTS campanile is on the right and The Quay development is on the left.



The Dr Chau Chak Wing Building, designed by Frank Gehry



The State Heritage Listed Ultimo Road Railway Bridge





Existing westbound on-road cycle lane on the southern side of Ultimo Road



Existing eastbound on-road cycle lane to Darling Drive on the northern side of Ultimo Road

Line North development will include a new set of stairs on the northern side of Ultimo Road, between the bridge and car park entry to the Dr Chau Chak Wing Building.

In addition to its important role as a key pedestrian connection between Ultimo and Chinatown, Ultimo Road is also a busy through traffic route in the southern part of Chinatown. It carries by far the highest volume of traffic of any street in the study area, with an average weekday volume of 14,802 vehicles (RTA 2005, quoted in Arup 2009).

The RMS *City Centre Capacity Improvement Plan* (2014) identifies Ultimo Road as a key exit point from the city in the evening peak period, with the major movement being southbound onto Harris Street. This movement is currently served by a single lane from Ultimo Road. The RMS plans to modify the Ultimo Road/Harris Street intersection to provide a dual left turn into Harris Street. This would be achieved by converting one of the two current right turn lanes into a left turn lane.

## 2010 PROJECT: ULTIMO ROAD CYCLE

The 2010 *Chinatown Public Domain Plan* proposed a separated cycleway along the northern side of Ultimo Road between Darling Drive and Thomas Street, in response to the City's *Cycle Strategy and Action Plan 2007–2017* (2007) recommendation for such a facility.

The current study extends the 2010 study area for Ultimo Road west of Quay Street to Harris Street. The is currently a short section of cycleway on Ultimo Road between Harris Street and Darling Drive, consisting of:

- a westbound on-road cycle lane to Harris Street from the start of the slip lane; and
- an eastbound on-road cycle lane to Darling Drive from just east of the driveway to the Dr Chau Chak Wing Building.

The City's current regional cycle strategy maintains Ultimo Road as a preferred location for a separated cycleway, connecting Harris Street to Hay Street.

## PUBLIC DOMAIN ISSUES

- The southbound slip lane to Harris Street is very wide at approximately five metres width. This in turn creates a long pedestrian crossing of Ultimo Road at Harris Street.
- The existing stairs and ramp to the Ultimo Pedestrian Network (future The Goods Line South) are unprepossessing and lack visual presence in the street.

## OPPORTUNITIES

- The RMS's proposed modifications to the Ultimo Road/Harris Street intersection provide an opportunity to reduce the width of the 5 metre wide kerbside lane to gain additional footpath space, while maintaining the required number of traffic lanes.
- The CBD and South East Light Rail project includes kerb widening at the northern corner of the Ultimo Road/George Street intersection, closing the dedicated northbound lane onto George Street from Ultimo Road. This provides an opportunity to widen the footpath into this lane, as it is currently a 'no stopping' zone.
- The potential future upgrade of the Ultimo Pedestrian Network as the Goods Line South provides an opportunity to provide more generous and accessible entries from the southern side of Ultimo Road, such as wider stairs and potentially a lift.



Existing stairs to Ultimo Pedestrian Network



Existing ramp to Ultimo Pedestrian Network



Location of future stairs to The Goods Line North, between the Ultimo Road Bridge and the car park entry to the Dr Chau Chak Wing Building



Wide kerbside lane on the southern side of Ultimo Road west of the Ultimo Road Bridge





Omnibus Lane

## CONSTRAINTS

- The Ultimo Pedestrian Network/The Goods Line is owned and governed by the Sydney Harbour Foreshore Authority. Any improvements to the connections to Ultimo Road would require negotiation with, and approval from, SHFA.

## OBJECTIVES

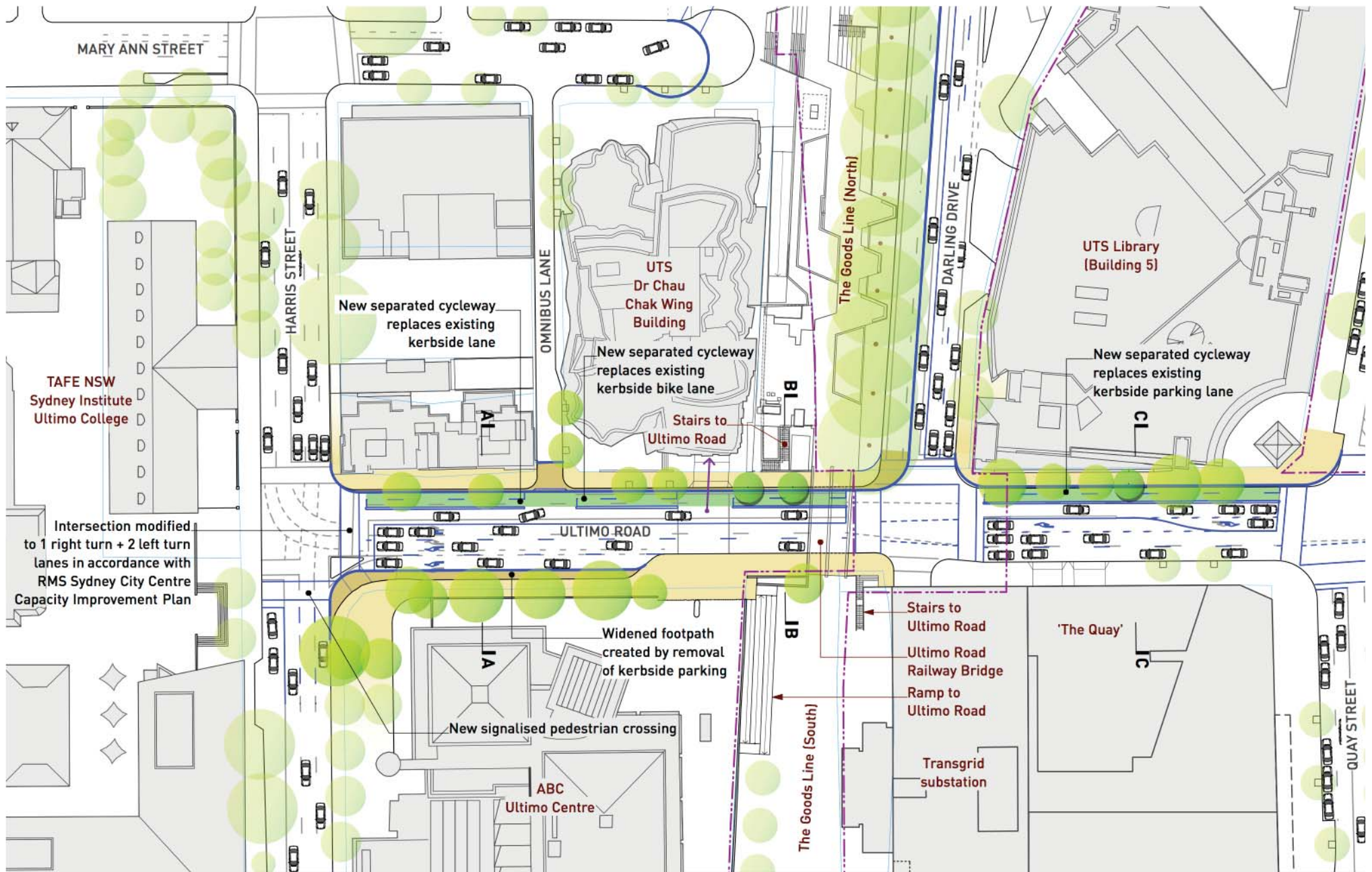
The objectives for public domain improvements along Ultimo Road, including the relevant objectives from the 2010 *Chinatown Public Domain Plan*, are:

- To provide a separated cycleway along Ultimo Road
- To provide additional footpath space where possible
- To maintain some on street parking
- To improve the character of the street

## PROJECT RECOMMENDATIONS

- Provide a separated cycleway on the northern side of Ultimo Road between Harris Street and Thomas Street. This would be achieved by removing the kerbside lane to accommodate the cycleway. This will result in the loss of kerbside parking between Darling Drive and Thomas Street.
- Provide a footpath extension across Omnibus Lane to create a shared zone. Driveway access to Omnibus Lane would be retained.
- Widen the footpath at the western side of the Darling Drive intersection to improve pedestrian amenity and safety. Refer to the Darling Drive project in this report for further discussion.

- Widen the footpath on the northern side of Ultimo Road between Thomas Street and George Street. Retain the existing loading zone just east of Thomas Street.
- Advocate to SHFA for improved connections to The Goods Line (South) for pedestrians and cyclists from Ultimo Road, focussing on greater accessibility and street presence.
- New street trees where there are currently none along the northern side of Ultimo Road. Species selection should be in accordance with the City's *Street Tree Masterplan* (2011), which recommends:
  - London Plane Trees (*Platanus acerifolia*) west of Quay Street.
  - Golden Rain Trees (*Koelruetaria paniculata*) east of Quay Street.
- East of Quay Street, upgrade kerbs, paving materials, furniture and public lighting along Ultimo Road to the 'City Centre' palette described in the *Sydney Streets Code* (2013).
- West of Quay Street, upgrade kerbs, paving materials, furniture and public lighting along Ultimo Road to the 'Village Centres and Activity Strips' palette described in the *Sydney Streets Code* (2013). While the Code recommends a 'Local Areas' palette for this part of Ultimo Road, the 'Village Centres and Activity Strips' palette would be more appropriate given its function as a key connection to Harris Street, adjacency to the Paddy's Market hub and the location of key public institutions along this part of the street.



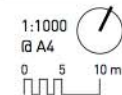
- Existing footpath upgraded
- New footpath
- New separated cycleway

Concrete pavers to 'Village Centre' palette west of Quay Street

- New stone kerb
- Driveway access retained

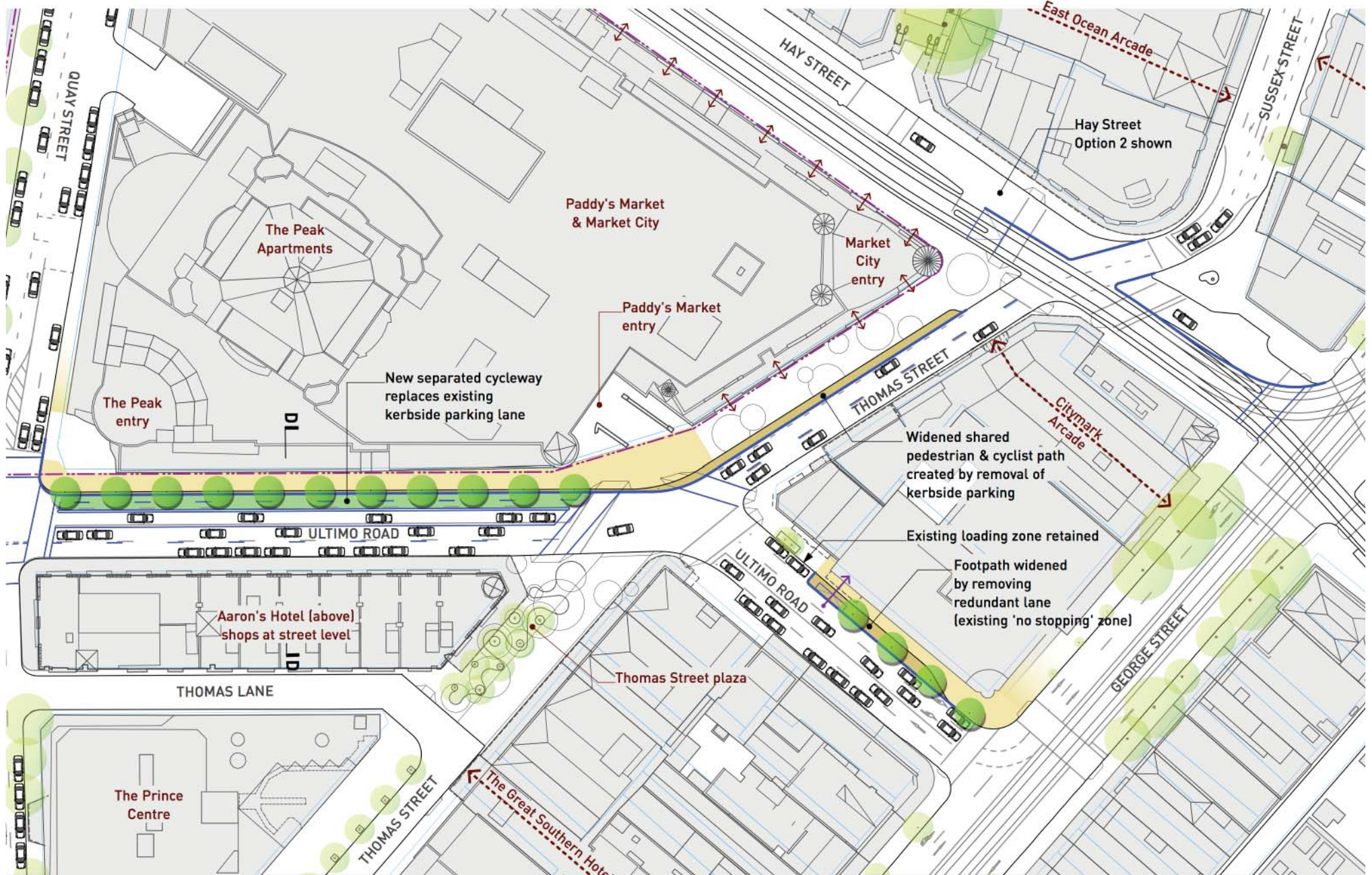
- Existing tree
- Proposed tree

- SHFA boundary
- Darling Square development boundary

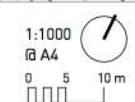


## ULTIMO ROAD PLAN

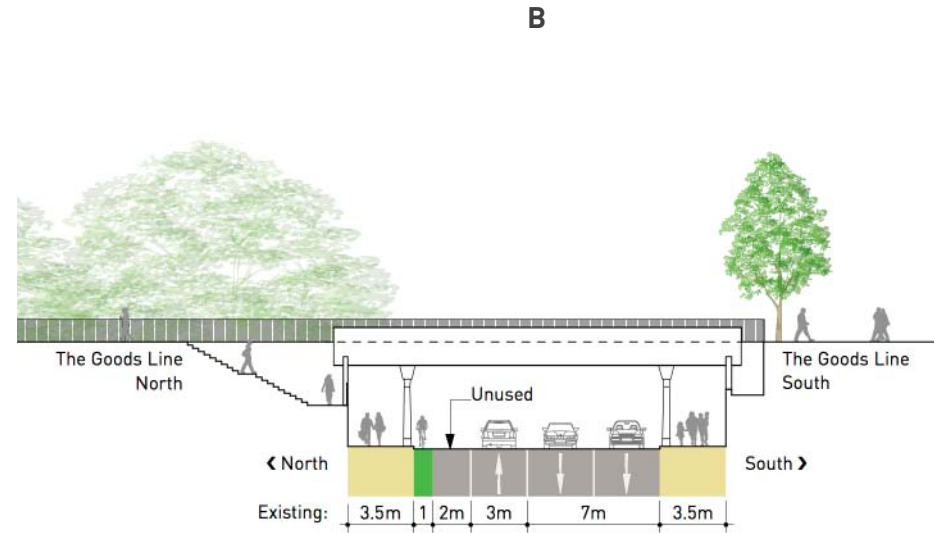
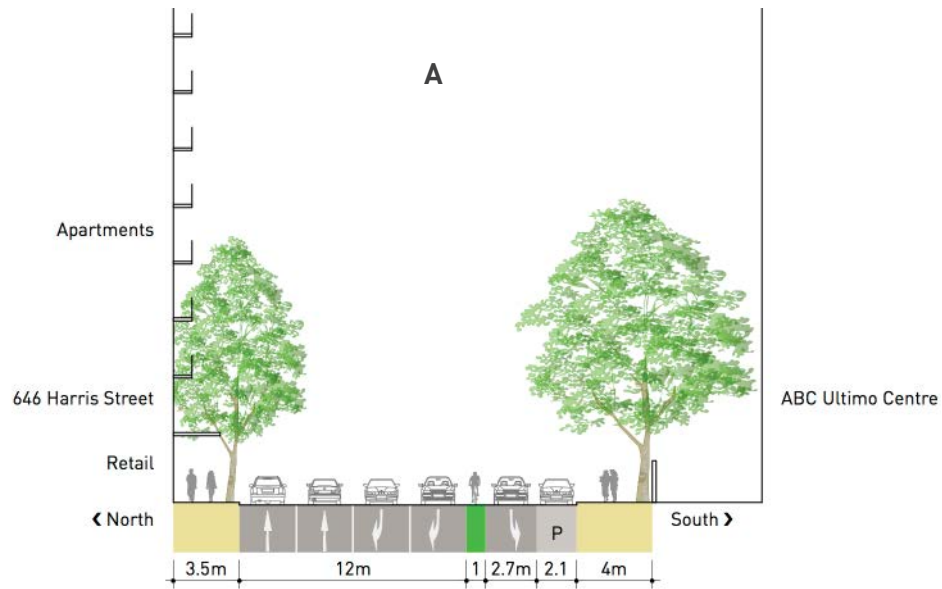




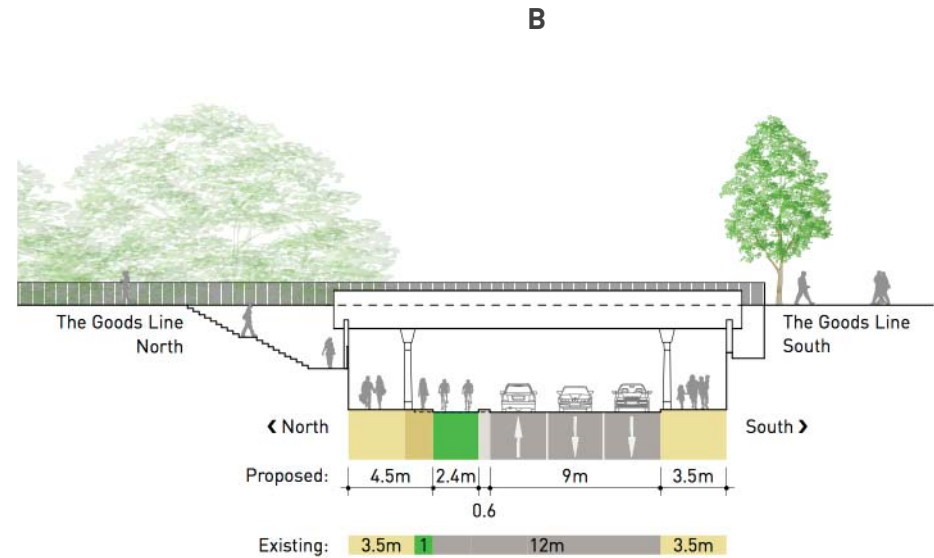
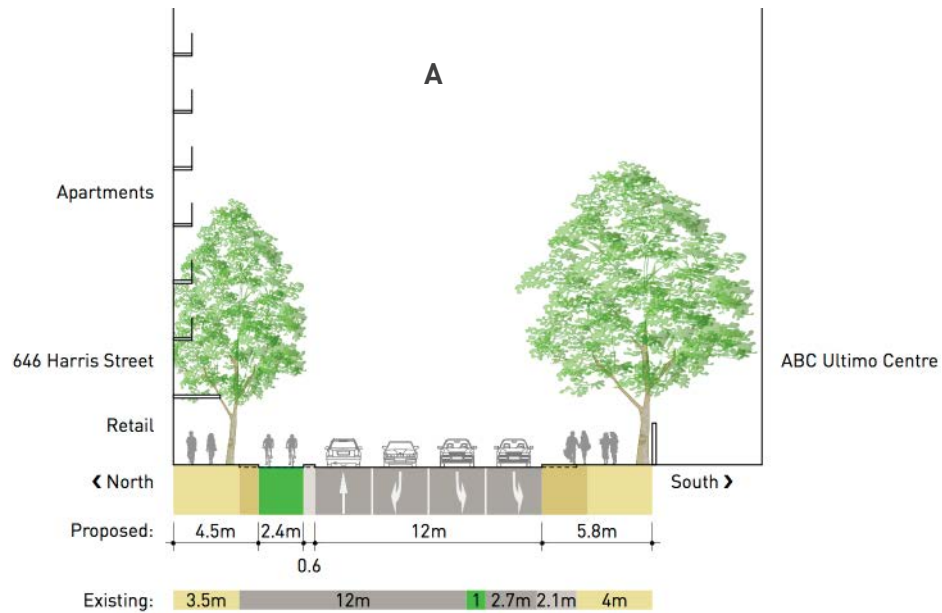
- Existing footpath upgraded
- New footpath
- New separated cycleway
- Granite paving to 'City Centre' palette east of Quay Street
- New stone kerb
- Driveway access retained
- Existing tree
- Proposed tree
- SHFA boundary
- Darling Square development boundary



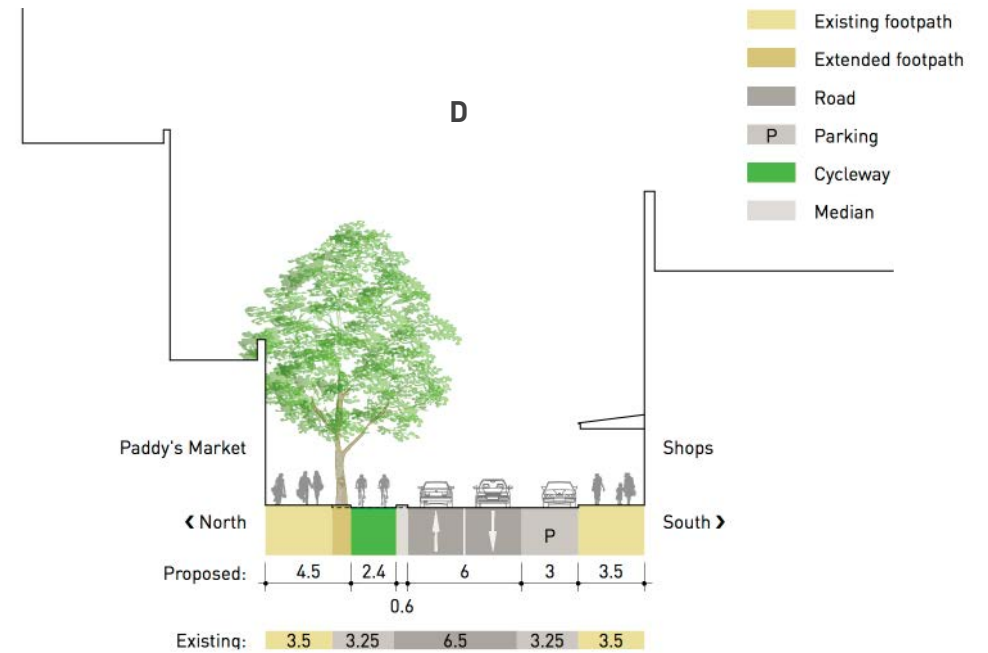
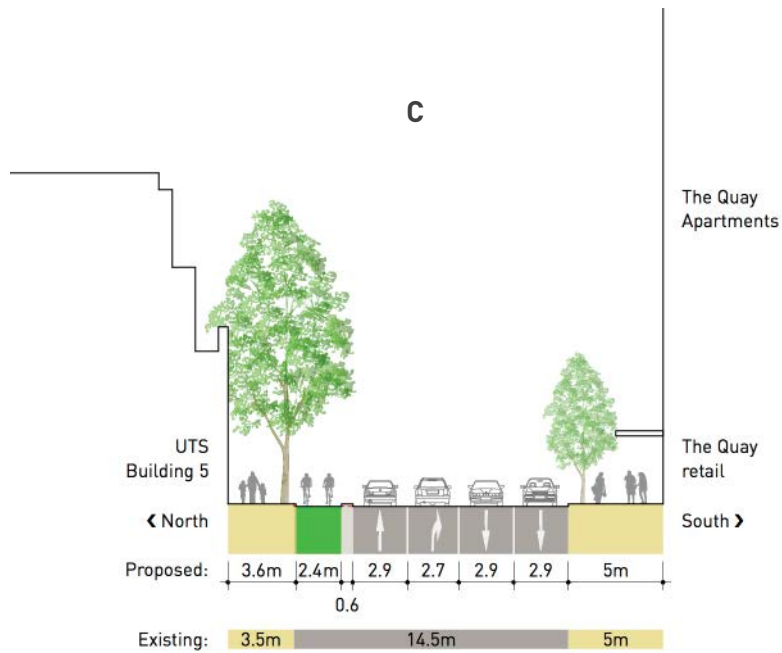
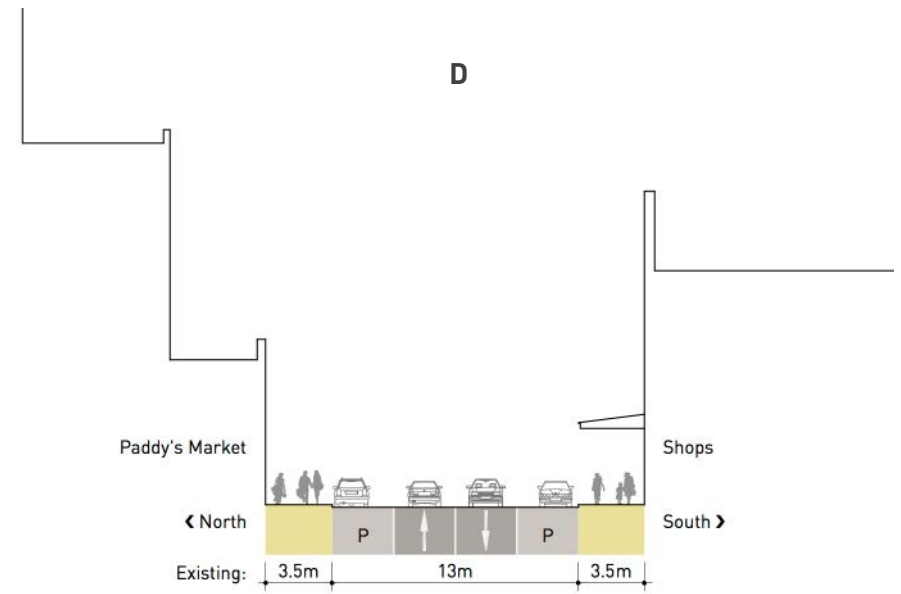
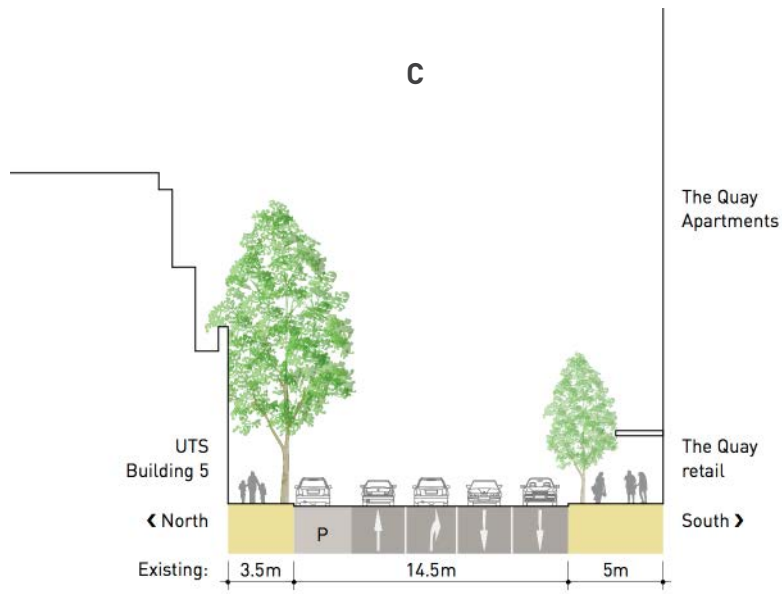




## ULTIMO ROAD EXISTING SECTIONS ULTIMO ROAD PROPOSED SECTIONS









**EXISTING**



Perspective drawing of proposed Ultimo Road Cycle project, 2010 (from Chinatown Public Domain Plan)  
View shown from Thomas Street to Quay Street remains valid for the current project.

## VIEW WEST ALONG ULTIMO ROAD FROM THOMAS STREET

Note: This drawing is indicative only. The design concept would be developed and refined during detailed design.





EXISTING



### VIEW WEST ALONG ULTIMO ROAD FROM DR CHAU CHAK WING BUILDING

Note: This drawing is indicative only. The design concept would be developed and refined during detailed design.

## 6.3 DARLING DRIVE

### THE CURRENT SITUATION

Darling Drive is a four lane wide road at the western edge of Chinatown that functions primarily as a service road for Darling Harbour. The road has a north-south orientation, connecting Ultimo Road in the south to Pyrmont Bridge Road in the north. A spectacular row of mature Fig Trees (*Ficus microcarpa* var. 'Hillii') lines the western side of the street between Ultimo Road and Hay Street, imparting a distinctive and memorable landscape character to an otherwise utilitarian street environment. Darling Drive was not part of the *Chinatown Public Domain Plan* (2010).

Together with the Hay Street and Harbour Street connection, Darling Drive provides the only vehicular access to the Darling Square development at the Entertainment Centre site. The section of Darling Drive north of Hay Street will be upgraded as part of the SICEEP redevelopment of Darling Harbour. This will include the removal of one northbound traffic lane and the creation of a separated cycleway on the western side of the street. The cycleway would start from the roundabout below Pier Street; south of this point, a shared pedestrian and cyclist path continues to Hay Street. South of Hay Street, there is currently an on-road cycle lane on either side of Darling Drive. These lanes are approximately one metre wide.

The section of Darling Drive south of Hay Street is not part of the SICEEP site. No changes are currently proposed for the southern section of Darling Drive.

### PUBLIC DOMAIN ISSUES

- There is no footpath on the western side of Darling Drive between Ultimo Road and Hay Street.
- The eastern footpath is situated between UTS Building 5, which presents high blank walls and service entries along its Darling Drive frontage, and a large lay-by area with angled parking for coaches.
- There is limited space for pedestrians on at the corners of the Ultimo Road intersection. This can cause crowding and safety concerns, particularly in the busy evening peak period when there is heavy traffic on both Ultimo Road and Darling Drive.

### OPPORTUNITIES

- One southbound traffic lane on Darling Drive north of Hay Street will be removed as part of the Darling Harbour redevelopment. This condition could be extended south to Ultimo Road, creating an opportunity improve connectivity at the western edge of Chinatown by winning back space for pedestrians.
- The SICEEP redevelopment of Darling Harbour includes new provisions for coach parking that makes the current coach lay-by south of Hay Street redundant. This creates an opportunity to reclaim this space for pedestrians and improve the amenity and character of the street.
- The potential future redevelopment of UTS Building 5 creates an opportunity to create an active interface between the building and the street, thereby transforming the entire eastern frontage along Darling Drive.



Darling Drive intersection with Ultimo Road

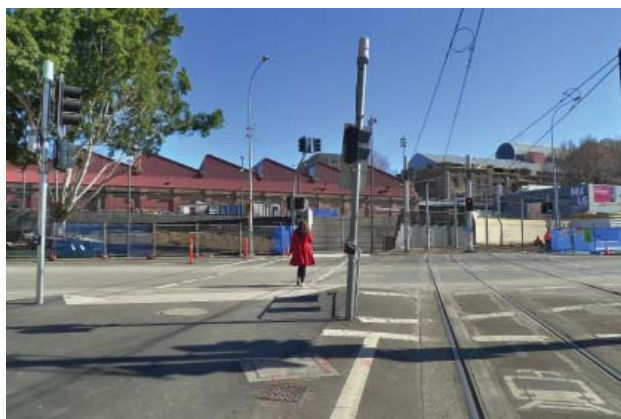


View south along Darling Drive with coach lay-by and UTS Building 5 to the left, and Fig Tree avenue to the right





Limited footpath at Ultimo Road intersection



Intersection of Hay Street and Darling Drive. Pedestrian crossing from Hay Street to The Goods Line

## CONSTRAINTS

- Darling Drive is owned and governed by the Sydney Harbour Foreshore Authority. Any changes along Darling Drive would require negotiation with, and approval from, SHFA.
- Transport for NSW has indicated that there are no plans to reduce bus parking facilities throughout the City. Any changes to the bus lay-by will require negotiation with Transport for NSW.

## OBJECTIVES

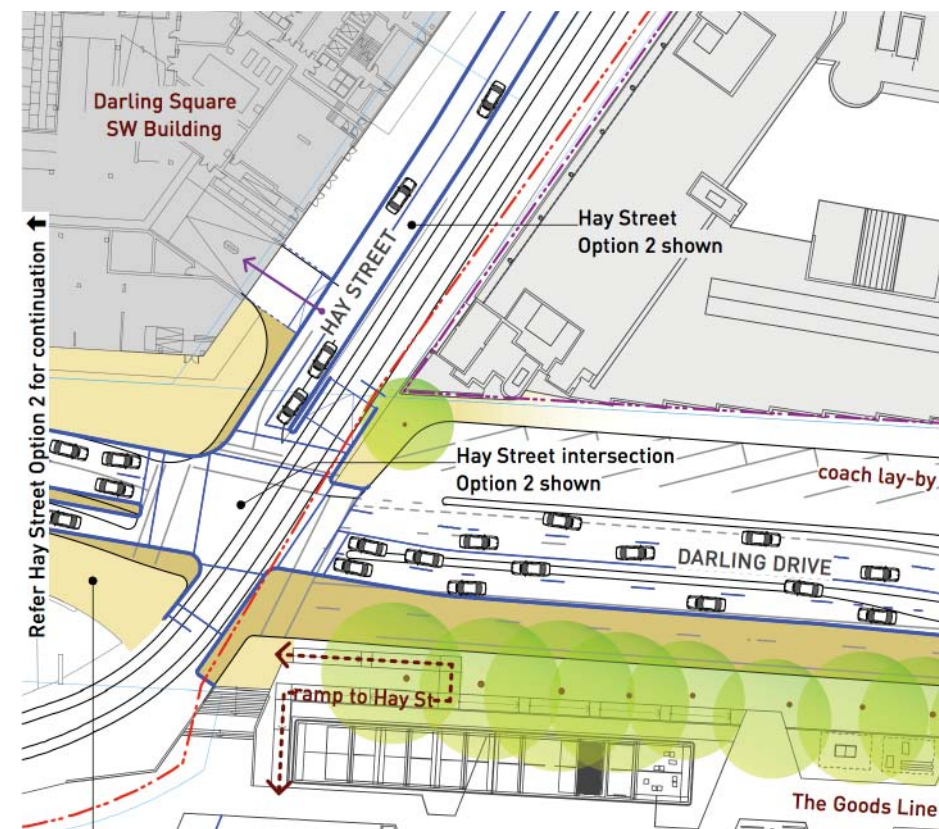
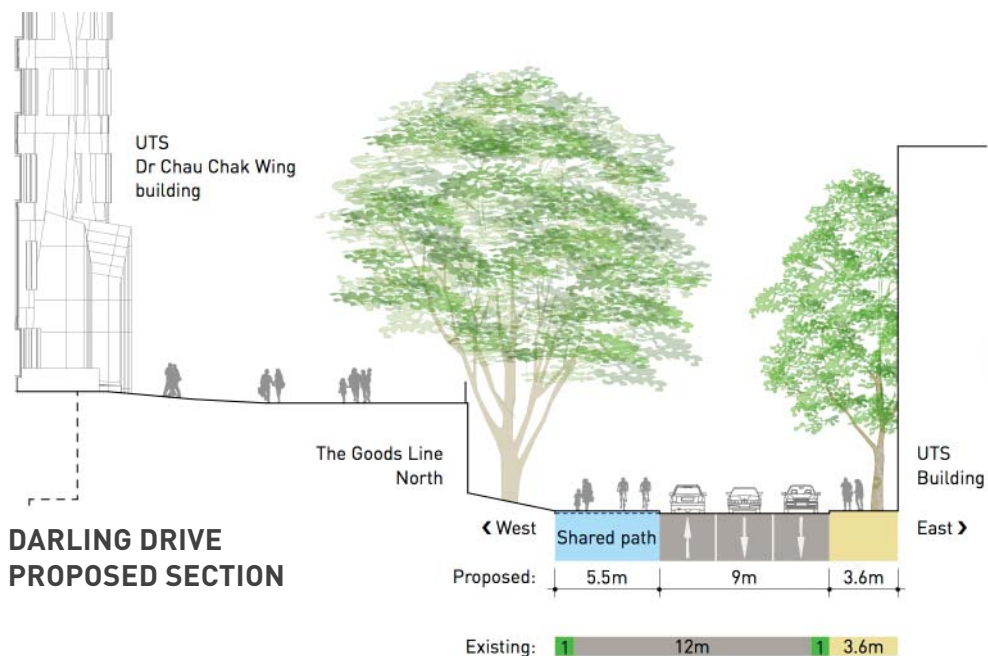
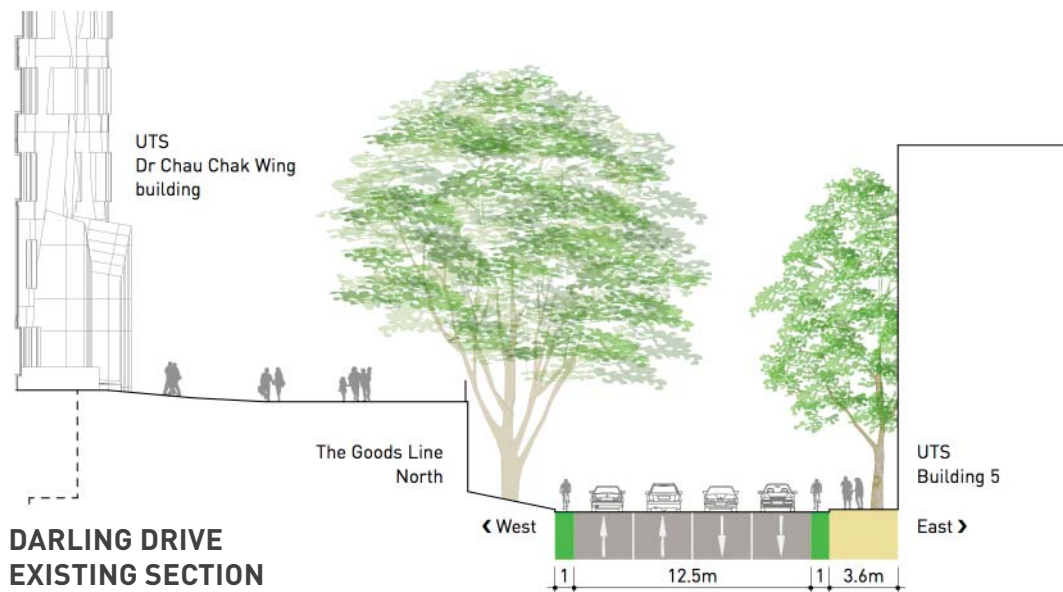
- To strengthen the pedestrian and cyclist connection along Darling Drive between Hay Street and Ultimo Road, a currently undervalued route at the western edge of Chinatown.
- To improve the pedestrian and cyclist amenity of the street.
- To improve the character of the street.

## PROJECT RECOMMENDATIONS

- Remove one northbound traffic lane and the on-road cycle lanes to create a wide shared path (approximately 5.5 metres) along the western side of Darling Drive, beneath the Fig tree avenue.
- There are two potential configurations of the Hay Street/ Darling Drive intersection, each responding to the two options for Hay Street. Both configurations of the intersection include footpath widening at the corners to improve pedestrian amenity and facilitate safe crossing of the busy traffic and light rail lanes.
- General streetscape upgrade, including kerbs, paving, furniture and public lighting, to the 'Village Centres and

Activity Strips' palette described in the *Sydney Streets Code* (2013). While the Code recommends a 'Local Areas' palette for Darling Drive, the 'Village Centres and Activity Strips' palette would be more appropriate that it interfaces with the 'City Centre – Distinctive Area' palette of Hay Street .

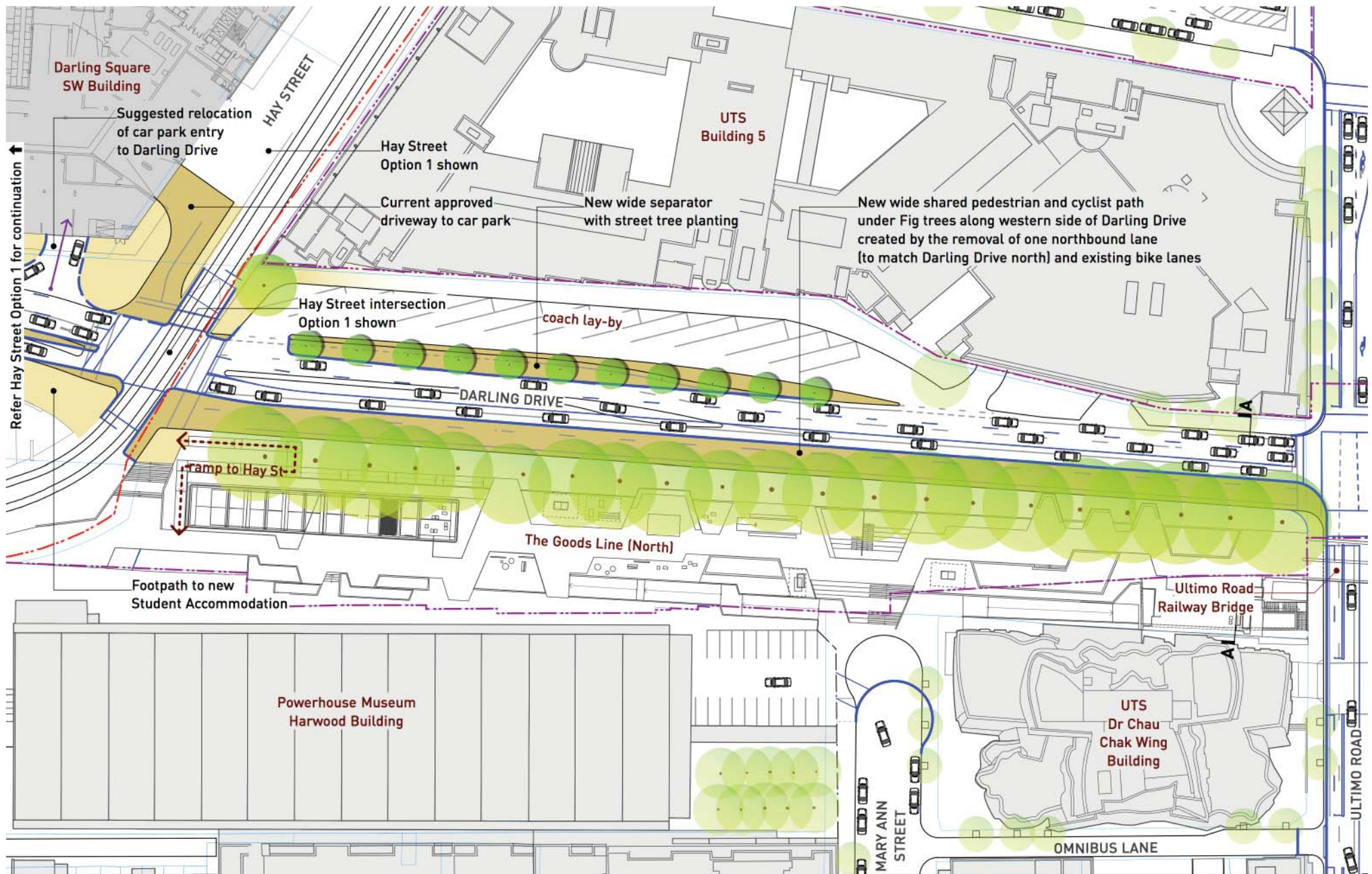
- Street tree planting along the eastern side of Darling Drive and, where possible, in the central median, to improve the landscape character and amenity of the eastern side of the street. The City's *Street Tree Masterplan* (2011) does not indicate a preferred species for Darling Drive, Plane Trees (*Platanus acerifolia*) or Fig Trees (*Ficus microcarpa* var 'Hillii') would be appropriate given the large scale of the street and to match the existing species.



**DARLING DRIVE PLAN  
(SHOWING OPTION 2 HAY STREET INTERSECTION)**

- Existing footpath
- Road
- Cycleway
- Shared pedestrian and cyclist path





**DARLING DRIVE PLAN (SHOWING OPTION 1 HAY STREET INTERSECTION)**

## 6.4 MARY ANN STREET

### THE CURRENT SITUATION

Mary Ann Street runs perpendicularly to Harris Street, connecting Wattle Street to the western edge of The Goods Line. The entire southern side of Mary Ann Street is occupied by TAFE and UTS buildings. Mary Ann Park, a sizeable local park, is located between Jones Street and Bulwara Road west of Harris Street.

East of Harris Street, Mary Ann Street is defined by large, primarily public institutional, buildings including: TAFE workshops, the Powerhouse Museum Harwood Building, and the UTS Dr Chau Chak Wing Building. Two laneways connect to this section of Mary Ann Street: Omnibus Lane, which connects to Ultimo Road along the western frontage of the Dr Chau Chak Wing Building; and Systrum Street, which connects to Macarthur Street and includes residential apartments and terraces along its length. The Goods Line North will connect to the eastern end of Mary Ann Street via a ramp and a set of stairs.

Mary Ann Street has been identified by the City as part of a regional cycle route to Sydney University. There is currently an on-road cycle lane between Harris Street and Systrum Street.

### PUBLIC DOMAIN ISSUES

- There is very little footpath space between the turning circle at the eastern end of Mary Ann Street and the stairs and ramp to The Goods Line North.

### OPPORTUNITIES

- The City of Sydney owns and governs Mary Ann Street. It has the authority to modify the eastern end of Mary Ann Street to create a small plaza space at the entry to the Goods Line.

- The future redevelopment of the Powerhouse Museum offers a potential opportunity to extend the public domain at the eastern end of Mary Ann Street. The current car park to the Harwood Building and the building's entry courtyard, which contains a spectacular grove of large Plane Trees, could become a public forecourt to the new development. Combined with the existing forecourts to the Goods Line North and the Dr Chau Chak Wing Building, this would effectively create a generous new plaza in Mary Ann Street east of Omnibus Lane. In this scenario, Mary Ann Street would become a shared zone east of Omnibus Lane.

### CONSTRAINTS

- Vehicular access must be maintained to the eastern end of the street for the Goods Line substation and Harwood Building car park (and presumably to the future development).

### OBJECTIVES

- To create a generous 'landing space' for pedestrians and cyclists at the entry to The Goods Line North.
- To improve the character of the street.

### PROJECT RECOMMENDATIONS

- Move the turning circle west to create a small plaza at the entry to the Goods Line North. The plaza would be a shared zone to maintain driveway access to the Harwood Building and Goods Line substation. Paving at the new plaza should be in-situ concrete to integrate with the Goods Line and Dr Chau Chak Wing Building forecourt finishes. The concrete should have a higher quality finish, such as washed exposed aggregate, to differentiate the plaza from general footpaths.

- General streetscape improvements such as furniture and public lighting to the 'Local Areas' palette described in the *Sydney Streets Code* (2013).
- New street trees, where space permits, to the *City's Street Tree Masterplan* (2011) recommendations, which for Mary Ann Street is Brush Box (*Lophostemon confertus*).

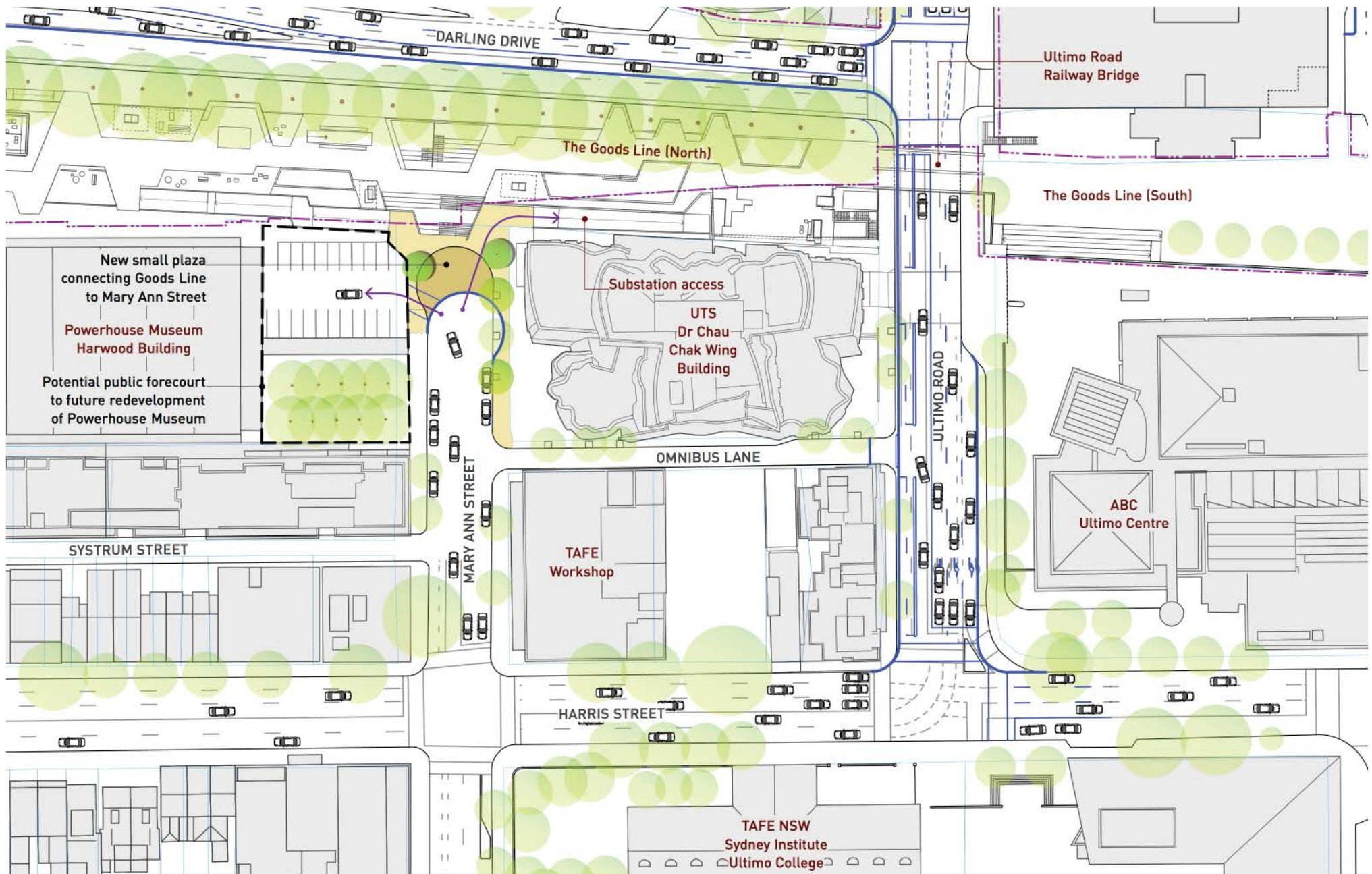


View east along Mary Ann Street to The Goods Line North



Car park and courtyard at the Powerhouse Museum Harwood Building





Existing footpath upgraded  
New footpath

In situ concrete paving to 'Local Areas' palette

New stone kerb  
Driveway access retained

Existing tree  
Proposed tree

SHFA boundary  
Darling Square development boundary

1:1000  
@ A4  
0 5 10 m

## MARY ANN STREET PLAN

## 6.5 MACARTHUR STREET AND THE POWERHOUSE MUSEUM

### THE CURRENT SITUATION

Macarthur Street runs perpendicularly to Harris Street and connects Bay Street in Glebe to the Powerhouse Museum. Together with Hay Street, it forms an important regional pedestrian route through the very heart of Chinatown. East of Harris Street, Macarthur Street is a short street that ends at Omnibus Lane. The Powerhouse Museum forecourt, a public square accessible from Harris Street, is separated from the northern side of Macarthur Street by a tall retaining wall. A row of three terraces occupies the small block between Omnibus Lane and Systrum Street.

East of Omnibus Lane, the Powerhouse Museum owns the land between Macarthur Street and The Goods Line. The Museum has recently removed the gates and gatehouse previously located at its boundary, enabling public access through its grounds from Hay Street to Macarthur Street via the Goods Line.

In February 2015, the NSW State Government announced its intention to relocate the Powerhouse Museum to Parramatta and to sell the current Ultimo site for residential redevelopment.

### PUBLIC DOMAIN ISSUES

- Macarthur Street between Omnibus Lane and Harris Street has a grade of approximately 1:9, which is very steep and does not meet accessibility standards.
- The Darling Harbour pedestrian bridge previously provided an accessible connection between the Powerhouse Museum square and the Entertainment Centre's southern forecourt. This bridge has been demolished as part of the Darling Square development. There are currently no plans to replace this bridge.

- The Goods Line North will include a ramp to Darling Drive, which reinstates an accessible public connection from Hay Street to Macarthur Street. However, the final connection to Harris Street is far from accessible due to the steepness of Macarthur Street.
- The footpath on the northern side of Macarthur Street is very narrow at approximately 1.5 metres width.
- The space that connects the Goods Line North to Macarthur Street is a large, primarily asphalt, loading area for the Powerhouse Museum. As such it is a utilitarian space that currently lacks any public domain qualities

### OPPORTUNITIES

- The future redevelopment of the Powerhouse Museum offers an opportunity to integrate a public lift into the development, which would reinstate an accessible public connection between the Powerhouse square/Harris Street and The Goods Line level of Macarthur Street.
- The future redevelopment of the Powerhouse Museum offers an opportunity to improve the public domain qualities of the 'plaza' space that connects The Goods Line North to Macarthur Street.
- The future redevelopment of the Powerhouse Museum offers an opportunity to improve the visual and physical interface between the Powerhouse square and Macarthur Street.

### CONSTRAINTS

- Macarthur Street east of Omnibus Lane is owned by the Powerhouse Museum and is not a City street.



Narrow footpath and high retaining wall on the northern side of Macarthur Street



Macarthur Street is very steep, with gradient of about 1:9, which does not meet accessibility standards





## OBJECTIVES

- To create an accessible connection between Hay Street, the Goods Line and Harris Street along Macarthur Street.
- To improve pedestrian amenity of the street.
- To improve the public domain qualities of the public space between The Goods Line North and Macarthur Street.

## PROJECT RECOMMENDATIONS

- Remove parking from the southern side of Macarthur Street and widen the northern footpath. On-street parking would be retained on the northern side of the street, and only two car spaces would be lost on the southern side.
- General streetscape improvements such paving, furniture and public lighting to the 'Local Areas' palette described in the *Sydney Streets Code* (2013). It is recommended that the City's concrete pavers be used along Macarthur Street to integrate with the 'Village Centres and Activity Strips' palette intended on Harris Street, highlighting the street as part of an important urban connection between Ultimo and Chinatown.
- New street trees along the northern side of the street. Species selection should be in accordance with the City's *Street Tree Masterplan* (2011), which recommends a mixture of Brush Box (*Lophostemon confertus*) and Jacaranda (*Jacaranda mimosifolia*). Jacaranda should be considered for this section of Macarthur Street for its strong visual presence, which will help to highlight the connection to The Goods Line and Chinatown.

As many of the public domain, access and connectivity issues of the Macarthur Street – Hay Street link are located on land

not owned or governed by the City of Sydney, substantial advocacy and negotiation is required to achieve significant change. However, as the Quay Street Boulevard project demonstrates, the City can directly affect significant public domain gains through strategic negotiation with third parties. In order to achieve better pedestrian connections through land owned by the Powerhouse Museum and SHFA, the following is recommended:

- Advocate for public domain improvements, such as trees and public lighting, to the plaza space linking The Goods Line North to Macarthur Street. The industrial quality of the space could be retained while improving amenity for pedestrians.
- Advocate for a new public lift to be integrated with the Powerhouse Museum redevelopment to provide an accessible public connection between Harris Street/ the Powerhouse square and the Goods Line level of the Powerhouse site.
- Reinstatement of a pedestrian bridge connection between Harris Street and Hay Street was considered as part of this study. In order to provide the necessary height clearances to the light rail corridor and Darling Drive, the level difference between the bridge and Hay Street would likely be over six metres, which would result in a ramp of about 100 metres length to meet minimum accessibility standards. A ramp of that length would traverse almost the entire length of the Darling Square SW Building's Hay Street frontage, landing just before Quay Street/The Boulevard. The significant size, cost and complex negotiations with multiple agencies required to reinstate a pedestrian bridge between Harris Street and Hay Street makes this potentially a very long term proposition.



Three terrace houses between Omnibus Lane and Systrum Street



Connection to former Darling Harbour pedestrian bridge from Harris Street along the southern edge of the Powerhouse Museum square





View across new plaza from The Goods Line North to the Powerhouse Museum



Pedestrian crossing at Darling Drive from Hay Street to The Goods Line North



View across new plaza from the Powerhouse Museum to The Goods Line North and Hay Street connection



Powerhouse Museum Square

- As part of the Powerhouse Museum redevelopment, advocate for a through site link to be established, linking the Powerhouse square to William Henry Street via the existing courtyard situated between the former Ultimo Post Office and the Powerhouse Museum Extension on Harris Street.
- Advocate for the courtyard between the former Ultimo Post Office and the Powerhouse Museum Extension on Harris Street to be made publicly accessible from William Henry Street and Harris Street.
- Ensure that the Powerhouse Museum redevelopment retains the square on the corner of Harris Street and Macarthur Street as a public space.

## 6.6 QUARRY STREET

### THE CURRENT SITUATION

Quarry Street is a wide street with an industrial scale and character that connects Pyrmont Street to Harris Street. The southern side of the street is occupied by residential apartments while the Sydney Global Switch Data Centre building is located on northern side, with its primary frontage on Harris Street. An adjacent second Global Switch building is currently under construction; its primary frontage will be on Pyrmont Street. Recent public domain works along Quarry Street have included street tree planting on both sides of the street. Currently, the trees are still juvenile in size.

West of Harris Street, Quay Street provides a pedestrian connection through Ultimo to Wentworth Park via Quarry Park, Ultimo Public School, and the pedestrian bridge over Wattle Street. East of Pyrmont Street, the SICEEP redevelopment of Darling Harbour will provide a new pedestrian bridge from Quarry Street to Tumbalong Park via the SICEEP Event Deck and the new Darling Harbour 'Boulevard'.

### PUBLIC DOMAIN ISSUES

- The traffic lanes on Quarry Street east of Harris Street are very wide, particularly at the corner of Pyrmont Street. This has resulted in relatively narrow footpaths at the southern side of the street as it turns the corner into Pyrmont Street.

### OPPORTUNITIES

- The development of the new bridge from Darling Harbour provides an opportunity to concurrently implement public domain improvements on Quarry Street to facilitate the pedestrian connection from the new bridge to Harris Street and beyond.

### CONSTRAINTS

The City of Sydney owns and governs Quarry Street. There should be no requirement for approval from other agencies for public domain improvements to the street. Nonetheless, consultation with agency stakeholders and the local community would be required as part of the normal development process.

### OBJECTIVES

- To improve the pedestrian connection along the southern side of Quarry Street between the new Darling Harbour pedestrian bridge and Harris Street.

### PROJECT RECOMMENDATIONS

- Reduce the traffic lane widths at the corner of Pyrmont Street and Quarry Street to win back space for pedestrians at the corner and along the southern footpath up to Harris Street.
- Create a small plaza at the end of the new bridge to anchor its landing in the street.
- General streetscape improvements such as furniture and public lighting to the 'Local Areas' palette described in the *Sydney Streets Code* (2013).
- New street trees, where space permits, to the *City's Street Tree Masterplan* (2011) recommendations, which for Quarry Street is the *Zelkova* (*Zelkova serrata*).

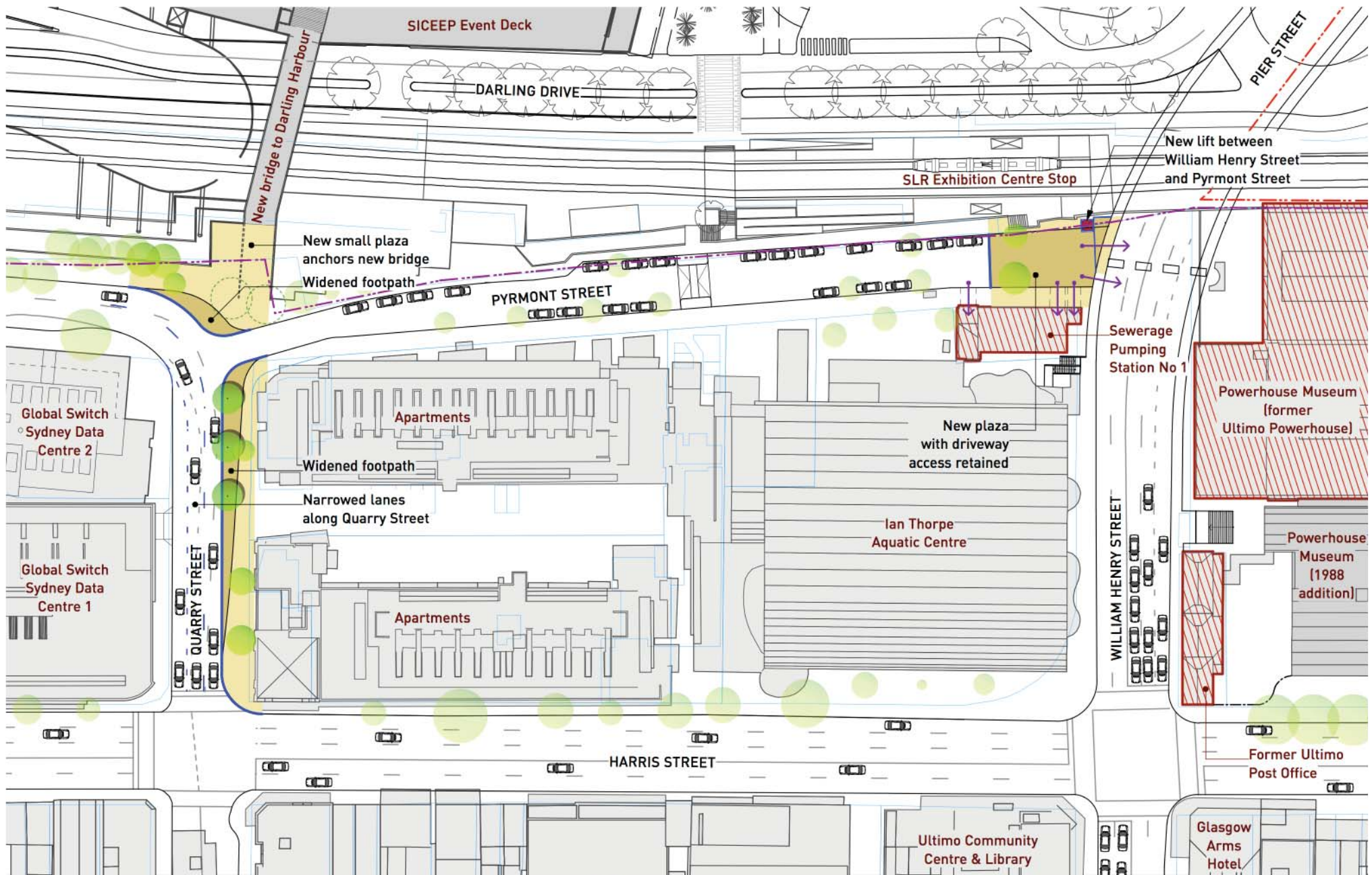


View east along Quarry Street to Darling Harbour.



Corner of Quarry Street and Pyrmont Street, the site of the future pedestrian bridge connection to Darling Harbour





Existing footpath upgraded  
New footpath  
Asphalt paving to 'Local Areas' palette

New stone kerb  
Driveway access retained

Existing tree  
Proposed tree

Heritage listed building  
Suggested future public lift

SHFA boundary  
Darling Square development boundary

1:1000  
A4  
0 5 10 m

## QUARRY STREET PLAN & WILLIAM HENRY STREET

## 6.7 WILLIAM HENRY STREET

### THE CURRENT SITUATION

William Henry Street is the extension of Pier Street west into Ultimo, eventually connecting to Wentworth Park and Bay Street. East of Harris Street, William Henry Street is the western end of the Pier Street viaduct. It carries five lanes of traffic and is elevated on structure over Darling Drive and Pyrmont Street. Narrow footpaths on either side of the Pier Street viaduct provide pedestrian connections between Harris Street and Darling Harbour.

William Henry Street is at the centre of a significant cluster of civic and community buildings in Ultimo, with the Powerhouse Museum, Ian Thorpe Aquatic Centre and Ultimo Community Centre and Library occupy three of the corners of its intersection with Harris Street.

### PUBLIC DOMAIN ISSUES

- The footpaths on the Pier Street viaduct are long, narrow, and exposed to the elements and busy traffic, creating an uncomfortable pedestrian environment.
- The footpath at the south eastern corner of the Harris Street intersection is extremely narrow, due to the proximity of the kerb to the State Heritage listed former Ultimo Post Office.

### OPPORTUNITIES

- There is a generous stair connection from William Henry Street to the existing courtyard of the former Ultimo Post Office. Opening this connection to the public would provide an alternative route to Harris Street that avoids the narrow footpath at the post office corner.

### CONSTRAINTS

- The Pier Street viaduct, including the section of William Henry Street east of Harris Street, is owned and governed by the Roads and Maritime Services. Any changes associated with this structure would require negotiation with, and the approval of, the RMS.

### OBJECTIVES

- To improve connections between the elevated footpaths on William Henry Street and the adjacent public domain of Ultimo.

### PROJECT RECOMMENDATIONS

- Advocate for the courtyard of the former Ultimo Post Office to be publicly accessible from William Henry Street and Harris Street. This courtyard could potentially be part of a through site link to Macarthur Street (refer to the Macarthur Street project for further discussion).
- A new public lift between the northern footpath on William Henry Street and Pyrmont Street, landing in a small plaza that connects to the entry to the existing Exhibition Centre light rail stop. The plaza would be a shared zone to maintain existing driveway accesses at the southern end of Pyrmont Street.
- General streetscape improvements at Pyrmont Street such as furniture and public lighting to the 'Local Areas' palette described in the *Sydney Streets Code* (2013).
- New street trees, where space permits, to the *City's Street Tree Masterplan* (2011) recommendations, which for Pyrmont Street is the Tuckeroo (*Cupaniopsis anacardioides*).



Southern end of Pyrmont Street at William Henry Street

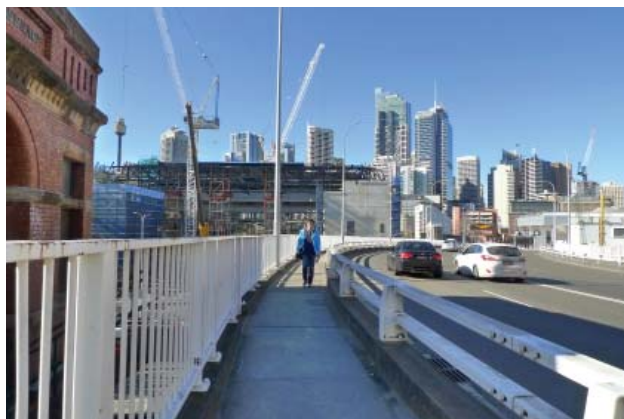


Southern end of Pyrmont Street from the Pier Street viaduct (William Henry Street)





View north across Pier Street viaduct (William Henry Street) to Sewerage Pumping Station No. 1 and Ian Thorpe Aquatic Centre



Narrow footpath on the Pier Street viaduct (William Henry Street)



View south across William Henry Street to Powerhouse Museum entry gates (currently closed to the public)



Courtyard between the former Ultimo Post Office and the Powerhouse Museum



Narrow footpath at the former Ultimo Post Office on the corner of Harris Street and William Henry Street

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## 7 OUTCOMES

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## 7.1 ACHIEVING THE GUIDING DIRECTIONS

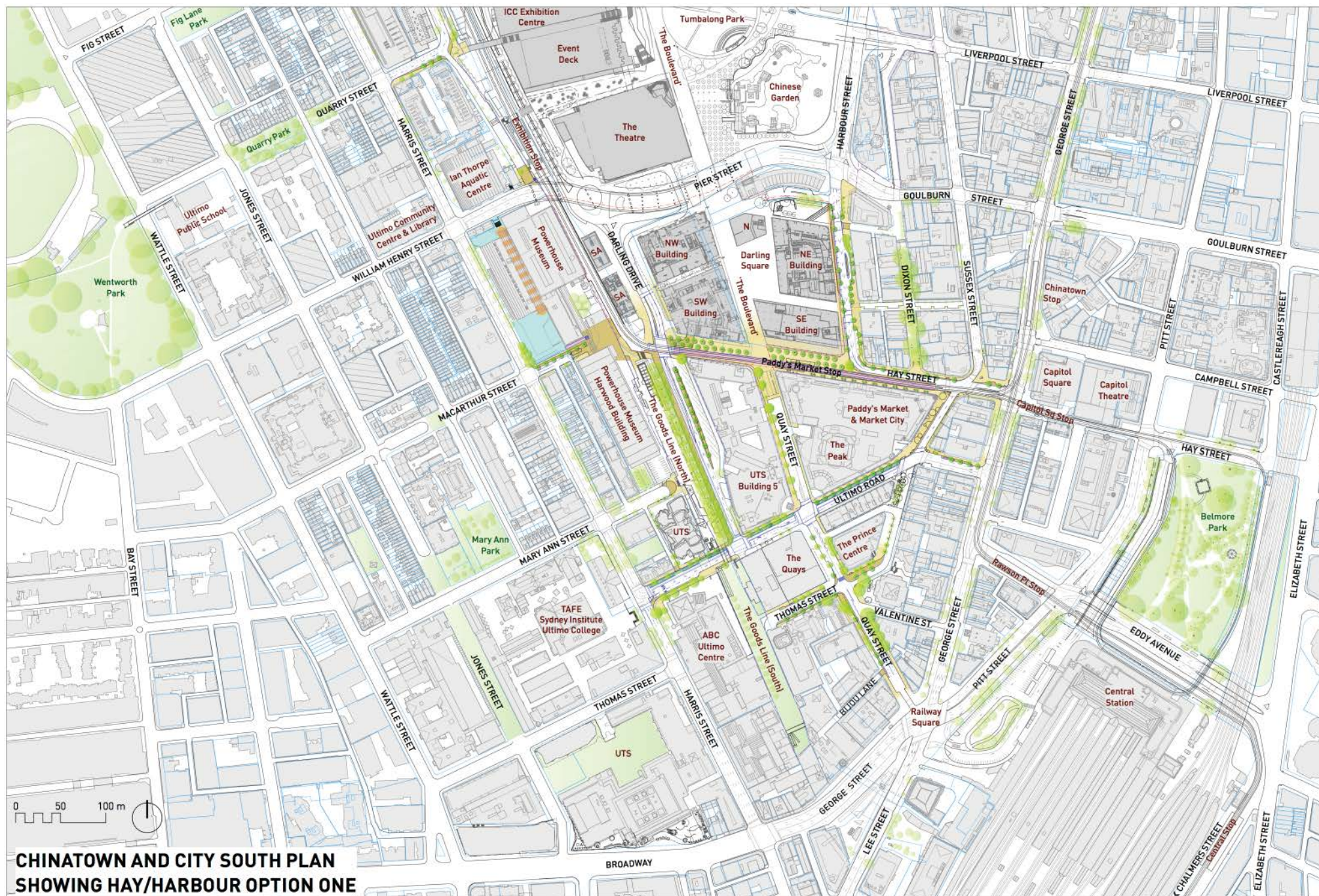
TABLE 7.1 ACTIONS ACHIEVED BY THE RECOMMENDED PROJECTS

GUIDING DIRECTIONS	KEY ACTIONS	HAY STREET OPTION 1	HAY STREET OPTION 2	HARBOUR STREET OPTION 1	HARBOUR STREET OPTION 2	QUAY STREET	THOMAS STREET	ULTIMO ROAD
1. Strengthen Haymarket Hub	1.1 Support Haymarket Activity Hub	●	● ●	●	● ●			
2. Foster the mix of traditional and contemporary	2.1 Foster Chinatown's traditional and contemporary characteristics *	●	●			●		
3. Facilitate festivals and events	3.1 Expand street markets		●		●			
	3.2 Provide better amenity for flexible uses		●		●			
4. Improve streets for walking, cycling and accessibility	4.1 Improve pedestrian priority and accessibility	●	● ●	●	● ●	●	●	●
	4.2 Improve amenity for cyclists							●
	4.3 Improve quality of streets	●	●	●	●	●	●	●
	4.4 Activate under used streets and lanes						●	

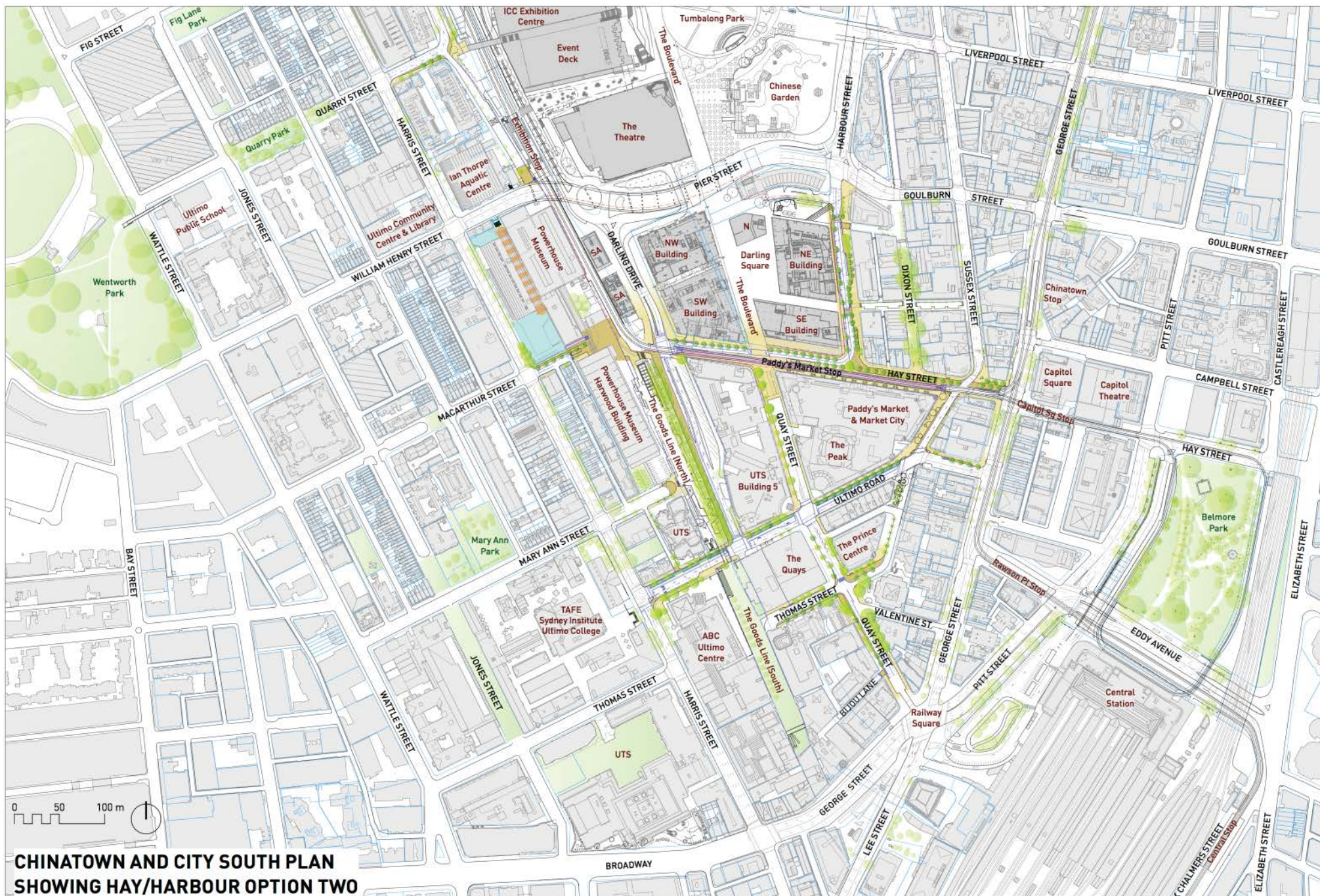
\* Through opportunities for public art.

The recommendations for the Chinatown public domain improvement projects described in this document collectively aim to achieve the Guiding Directions put forward by the *Chinatown Public Domain Plan* (2009). In particular, the project recommendations directly address the Key Actions that arise from the Guiding Directions wherever possible and applicable. Table 7.1 summarises where the Key Actions have been achieved by the Chinatown projects. These projects were originally proposed by the *Chinatown Public Domain Plan* (2010) and have been revised by the current study to address the currently changing urban conditions.









**CHINATOWN AND CITY SOUTH PLAN  
SHOWING HAY/HARBOUR OPTION TWO**



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## 8 REFERENCES

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## 8.2 IMAGE CREDITS

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