

Customs House Square proposals



Customs House Square proposed concept design - plan
(HASSELL City North Streetscapes & Spaces Study 2015)



Customs House Square proposed concept design - section
(HASSELL City North Streetscapes & Spaces Study 2015)

Key

1. Existing Customs House Square paving to be retained.
2. New granite paving - flush with pavement.
3. Granite setts or similar.
4. New tree planting.
5. New outdoor dining configuration and materials as per CoS Outdoor Dining Guidelines.
6. Building frontage improvement - The Paragon
7. Projection opportunity.
8. Moveable furniture.



Customs House Square illustrative montage
(HASSELL City North Streetscapes & Spaces Study 2015)

The objective is to create a cohesive and robust public domain backdrop to one of Sydney's most important historic, cultural and social interchanges. Critically the objective is to link Alfred Street to a wider vision of the "Water Square" tying Alfred Street and its associated spaces with Circular Quay.

- Editing the space back to create a singular space with the remainder of Alfred Street (that will ultimately extend to the waters edge of Circular Quay)
- Removal of obstructions to pedestrian movement, and consolidation of outdoor dining
- Removal, where possible, of kerb lines and creating flush walking surfaces across the space
- Consolidation of the tree planting linking Customs House Square, Scout Place and remainder of Alfred Street
- Improve quality of outdoor dining infrastructure by creating a Circular Quay Special Precinct in the City's revised Outdoor Dining Guidelines
- Long term vision to review and limit permanent outdoor dining structures following completion of existing tenancy leases.

Loftus Street north & Reiby Place

currently

Loftus Street is an important connection between the sandstone heritage buildings of Bridge Street to Customs House and Circular Quay. It has potential to be a green link, with frontages to Macquarie Place and Jesse Street Gardens. This connection will assume even greater importance under the RMS bus plan, with many interchange passengers boarding/alighting buses in Gresham Street.

Issues - Loftus Street

- Northern end dominated by bus layover and movements
- Narrow footpaths along length
- Mix of tree planting, some struggling (Plane Trees)
- Multiple paving types in varying conditions

Issues - Reiby Place

- Narrow space with low pedestrian amenity
- Limited activation opportunities

Planned changes affecting Loftus Street & Reiby Place:

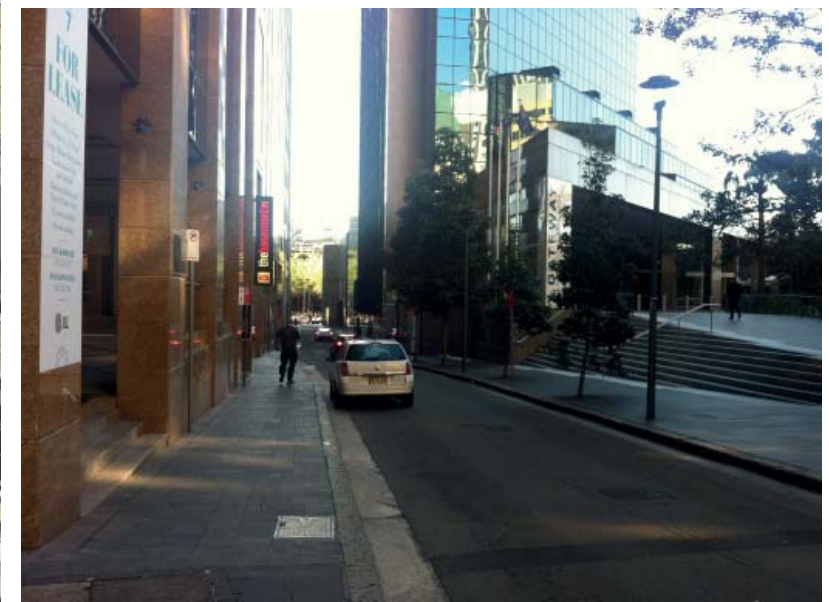
- Closure of Loftus Street at Alfred Street due to the light rail terminus
- Planned taxi super-rank to be located in vicinity
- Major redevelopment on both sides of the street



Loftus Street and Reiby Place - existing



Loftus Street - existing, showing varied paving types

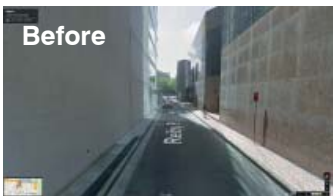


Reiby Place - existing

Loftus Street north & Reiby Place proposals

Key

1. Jessie Street Gardens.
2. Macquarie Place.
3. Creation of shared zone in Loftus Street. Flushed paved pedestrian priority zone. Granite setts in carriageway (requires further consultation with RMS & Transport for NSW).
4. Creation of shared zone in Reiby Place. Flushed paved pedestrian priority zone. Granite setts in carriageway (requires further consultation with RMS & Transport for NSW).
5. Water Mark applied to paving.
6. The existing Plane trees are retained.
7. Outdoor dining is consistent along Alfred Street.
8. Greenwall planting to blank facades in Reiby Place (future consultation with building owners required).
9. Theatrical projections to blank facades in Reiby Place (future consultation with building owners required).



Reiby Place proposal - illustrative montage
(HASSELL City North Streetscapes & Spaces Study 2015)



Loftus Street north and Reiby Place proposed design concept - plan
(HASSELL City North Streetscapes & Spaces Study 2015)

Loftus Street

- Creation of a singular pedestrian priority route along Loftus Street from Bridge Street to Circular Quay, and an enlarged pedestrian crossing on Bridge Street
- Proposed shared zone between Loftus Lane and Customs House Lane with flush granite setts treatment (subject to RMS approval)
- Upgrade paving and implement Street Tree Masterplan with new plantings of palm trees (Livistona)
- Outdoor dining zone aligned with street trees

Reiby Place

- Creation of a shared zone along Reiby Place (subject to RMS approval), allowing taxis to access a new rank in Pitt Street via Reiby Place and Loftus Street (subject to RMS approval). Refer to Appendix B Traffic and Transport for more detail
- Upgrade paving in Reiby Place to flush granite setts (or similar)
- Vertical greening of Reiby Place and interpretation of the historic shore line through artworks and projection

Young & Phillip Streets

currently

Young Street connects Farrer Place to Circular Quay. At the northern end it is fronted by the AMP redevelopment precinct on both sides, with connections to Customs House Lane and Loftus Lane. At the southern end it is adjacent to the heritage listed Education Building, which has been earmarked for development as a hotel. Young Street south of Bridge Street is closed to traffic, connecting with the pedestrianised area of Farrer Place.

Phillip Street connects Alfred Street to Bent Street. It currently has limited pedestrian amenity with a narrow split-level footpath on the eastern side, and lack of active frontages. Phillip Street forms the eastern edge of the AMP precinct development site.

Issues - Young Street

- Mix of street tree species, some struggling (Plane Trees)
- Mix of paving types and condition (granite and asphalt)
- Limited active frontages
- Clear view line to Circular Quay

Issues - Phillip Street

- A glimpsed view of the Harbour beyond
- An asymmetrical street - currently has limited pedestrian amenity with a narrow split-level footpath on the eastern side and a generous footpath on the western side
- Limited active frontages

Planned changes affecting streets:

- AMP precinct development
- Planned major bus corridor under RMS bus plan (stops and layover)
- Planned government conversion of Lands and Education buildings to Hotel



Phillip Street - existing



Young Street view south - existing



Existing aerial showing Young and Phillip Street

Young & Phillip Streets proposals



Key

1. Reduce carriageway on Young Street to one 3.3m lane each way. Footpath widening shared between both sides of street. Final arrangement subject to RMS approval
2. Palm trees planted in north-south streets
3. New shared zone (granite setts or similar) subject to RMS approval



A Young Street - Proposed west side bus layover zone capacity = 3

B Phillip Street- Proposed west side bus layover zone capacity = 4

C Phillip Street- Existing central bus layover zone capacity = 4

Concept design - Young and Phillip Streets
(HASSELL City North Streetscapes & Spaces Study 2015)

Traffic and Transport concept - Young and Phillip Streets
(HASSELL City North Streetscapes & Spaces Study 2015)

- Upgrade paving to City of Sydney Streets Code palette (granite)
- Upgrade lighting to Smartpoles as per City of Sydney Streets Code
- New tree planting (Livistona) as per City of Sydney Street Tree Masterplan. Where existing trees have high retention value, palms can be interplanted in the short term and then used to replace existing trees at the end of their life
- Widen footpaths where possible, subject to final bus configuration (additional consultation with Transport for NSW required). Widened footpaths are currently shown in Young Street, with bus layover consolidated in Phillip Street
- Investigate a shared zone in Young Street between Bridge Street and Farrer Place

Jessie Street Gardens

currently

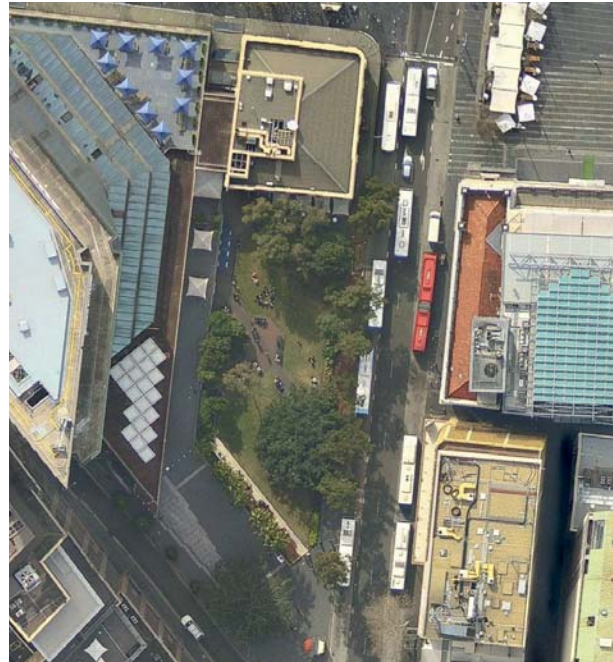
Currently Jessie Street Gardens is a “tired” space, located between the Gateway Building and Loftus Street.

Issues

- Multitude of tree species including some inappropriate species in poor condition
- Degraded lawn areas and large areas of mulch
- Limited activation
- Lack of connectivity to Loftus Street and Macquarie Place

Planned changes affecting Jessie Street Gardens:

- Gateway podium redevelopment including an approved design for Jessie Street Gardens completed prior to this whole-of-precinct study
- Closure of Loftus Street at Alfred Street and opportunity for pedestrianisation/shared zone
- Proposed shared zone in Reiby Place
- AMP Quay Quarter redevelopment on opposite side of Loftus Street



Jessie Street Gardens - aerial



Jessie Street Gardens - photos



Precedent images - Plaza Real, Barcelona
(HASSELL City North Streetscapes & Spaces Study 2015)



Precedent images - Pottersfield Park, London
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