

CITY OF SYDNEY 

HARBOUR VILLAGE NORTH
PUBLIC DOMAIN STUDY
May 2012



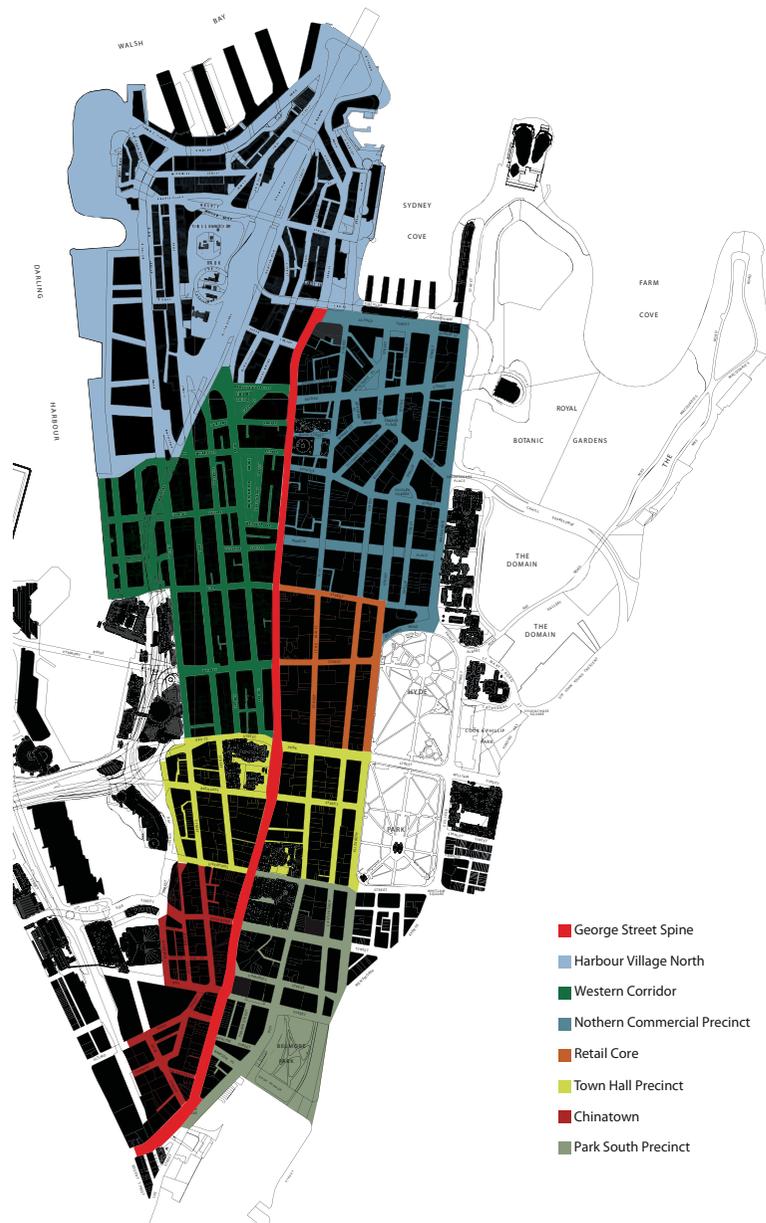


Contents

Introduction	3
Overview	4
Sustainable Sydney 2030	6
Consultation & Public exhibition	8
Existing Strategy Context	12
Guiding Directions	21
Public Domain Projects	28
• Precinct-wide 'overlay' projects	30
• Place-specific upgrade projects	31
Priority projects	32
Longer term project ideas	58
References	68
Appendix A 'Key Streets Study' (Spackman Mossop Michaels)	
Appendix B 'Observatory Hill Masterplan' (Turf Design + Environmental Partnership)	



Introduction



This study sets down ideas for improving the public areas of the City which can be used as guidelines for future development. We use the phrase Public Domain to refer to areas including footpaths, roads, open space, parks and laneways that are owned or controlled by the City of Sydney and are accessible to the public. This Study will form part of the overall City Centre Public Domain Plan, currently under development. Using a precinct based approach, the Public Domain Plan delivers on **Sustainable Sydney 2030** Strategic Direction 4 *A City for pedestrians and cyclists*; Strategic Direction 5 *A Lively and engaging city centre*; Strategic Direction 6 *Vibrant local communities and economies*; and Strategic Direction 7 *A cultural and creative city*.

The City Centre has been divided into key precincts for which detailed feasibility and public domain improvement proposals will be developed over time.

To date the City has undertaken the Chinatown Public Domain Study/Plan. Harbour Village North is the next in a series of detailed studies that analyse and recommend the scope, location and extent of public domain improvements over the short, medium and long term.

The improvements recommended in this study are intended to be taken into consideration when delivering new infrastructure or urban renewal projects. This work will also guide the City's long term planning and capital works programming.

Overview

“From the days when it was an outpost for sealers and smugglers, to its development as a vibrant sea port, through periods of social demise, and lately, with its star rising, there have always been people who have loved Millers Point, and looked upon it as a special place.”

*Fitzgerald & Keating, “Millers Point”
2008*

Harbour Village North is a unique historic precinct in the City. Defined by the harbour foreshore and other natural and man-made barriers, it is a village within the City Centre with a human scale and special character typified by strong topographic features, exposed stone cliffs and harbour views. It includes the diverse localities of Millers Point, Dawes Point, Walsh Bay, The Rocks, and Barangaroo - the largest urban renewal site in Sydney (refer to adjacent map). Barangaroo provides opportunities for new connections into parkland, mixed use and foreshore areas. For these existing areas the challenge is to facilitate these connections with high quality streets and paths, as well as public parks and facilities that cater for a growing and increasingly diverse population.

This study recognises and celebrates the strengths of Harbour Village North and proposes staged public domain improvements to support the area’s cultural experiences and increasing intensity of use. It builds on suggestions and ideas from the community highlighted in the City of Sydney’s Local Action Plans, Sustainable Sydney 2030 consultation as well as direct discussions with key stakeholder groups. The study also considers Harbour Village North’s role in implementing current City wide strategies such as the Public Spaces and Public Life Study and Cycle Strategy and Action Plan 2007-2017. It examines in detail key streets extending east west between Circular Quay and Barangaroo, north from the city centre and the foreshore walk around the harbour front through Walsh Bay.

The study identifies six guiding directions for long term improvements in Harbour Village North that will strengthen its character as a special destination while improving connections to surrounding areas and enriching community life;

1. Improve access, connectivity and wayfinding.
2. Create a network of linked parks and upgrade existing open spaces.
3. Respect and celebrate heritage, conserve and restore Observatory Hill.
4. Celebrate landform and harbour views.
5. Support Walsh Bay cultural precinct and improve Cultural Ribbon connections.
6. Strengthen local communities and support local economies.

The study identifies precinct-wide public domain ‘overlays’, 10 priority projects and longer term project ideas to deliver on the guiding directions. These projects outline possible improvements for a better quality public domain and further activation of streets. Improved street conditions, public art, heritage interpretation and better street furnishing and landscaping are all suggested within the study.

Scope Of The Study

Harbour Village North is characterised by lower rise development at the northern end of the greater Harbour Village area. It includes the local areas of Millers Point, The Rocks, Dawes Point, Walsh Bay and Barangaroo. With Observatory Hill at its centre, the study area extends south to Grosvenor Street and the southern extent of Barangaroo, east to George Street and Alfred Street, and is bound by Sydney Harbour on the north-east, north and west. The study has looked at a wider area, extending south to King Street, particularly when considering circulation and movement patterns.

Sustainably Sydney 2030 identified the Harbour area as an “Activity Hub” (now referred to as “Village Centre” - see illustration p.7). Due to the diverse regional and local roles that Harbour Village plays within the City, it has been defined as two sub-centres: Harbour Village CBD and Harbour Village North.

The focus of the study is to provide ideas and strategies for the public domain and community facilities for which the City of Sydney has responsibility, including footpaths, streets, parks and public spaces. It is also intended to provide direction to major infrastructure and urban renewal projects.



Sustainable Sydney 2030

To be a successful and sustainable global city, the City needs to be diverse and inclusive. Residents, workers and visitors need access to and have opportunities to engage in learning and cultural activities, social infrastructure and services and economic opportunities to pursue healthy lifestyle options.

Sustainable Sydney 2030

Sustainable Sydney 2030

Sustainable Sydney 2030 is a vision for the sustainable development of the City to 2030 and beyond. Sustainable development is not just about the physical environment, but about the economy, society and cultures, and how addressing each, with bold ideas and good governance, will result in better outcomes for current and future communities. Sustainable Sydney 2030 has a vision of a Green, Global, Connected City.

GREEN with a minimal environmental impact, green with trees, parks, gardens and linked open spaces, green by example and green by reputation.

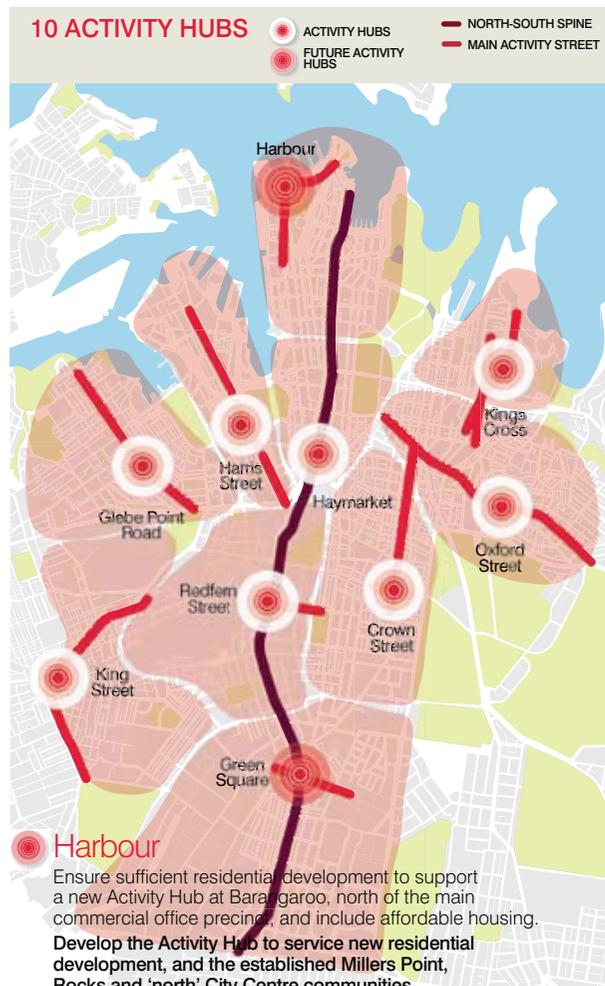
GLOBAL in economic orientation, global in links and knowledge exchange, global and open-minded in outlook and attitude.

CONNECTED physically by walking, cycling and high quality public transport, connected 'virtually' by world-class telecommunications, connected to communities through a sense of belonging and social well being.

2030 objectives for Harbour Village North include servicing both the existing residential community and new residents at Barnagaroo, as well as focusing on cultural activities and projects around Walsh Bay.

Three of the key 2030 project ideas relate to the Harbour Village North area:

- **The Western Edge** of the city is identified as an area of future opportunity to be unlocked through long term projects such as undergrounding the Western Distributor, a major road that divides the area in two.
- **Protecting the Centre** is proposed as the strategy to improve pedestrian and transport priority in balance with other modes of circulation in the city. This project idea includes improved access through the city and to Barangaroo via a new light rail loop.
- **The Cultural Ribbon** is identified as a harbourside cultural walking trail linking Sydney's leading cultural landmarks with landmarks, interpretation and attractions. In Harbour Village North, the cultural ribbon runs from Barangaroo, through the Walsh Bay cultural precinct to the Museum of Contemporary Art.



Public Spaces and Public Life Study

The Public Life and Spaces Study prepared by eminent Danish architect Professor Jan Gehl and his team provides a clear picture of the quality of Sydney's public domain from the perspective of its users. Focusing primarily on pedestrian amenity and environment, four principles are of direct relevance to Harbour Village North;

- 1. A waterfront city – The harbourfront is connected by a foreshore walk linking the Opera House to Darling Harbour, and better links are established between the city and the water.*
- 2. A green connected city - The City's parks are celebrated and linked by strong pedestrian connections.*
- 3. A better city for walking - Pedestrian networks link villages and transportation modes around the city and the pedestrian environment is attractive and safe.*
- 4. An inviting streetscape - There is a distinct street hierarchy. Streets are differentiated by their uses.*

More can be done to continue to foster these positive attributes, particularly in the context of major urban renewal and the creation of public parkland at Barangaroo. The principles and best practice examples from around the world provide insight into the development of Barangaroo and the wider Harbour Village North area.

Consultation & Public exhibition

Background

Local Action Plan consultation

The 2007 Local Action Plan prepared by the City of Sydney identified a series of ideas for improvements to neighbourhoods at The Rocks, Dawes Point, Millers Point and Walsh Bay.

The community suggested the following improvements.

- Better access to Observatory Hill and use as a community park
- Celebrate Argyle Place
- Improve people's experience of Sydney's outdoor rooms
- Keep improving the Sydney streetscapes
- Improve pedestrian connections between the City Centre and western precinct by improving the Kent Street Underpass
- Clean-up Argyle Street underpasses
- Sculptures, installations and history stories for the Millers Point, Dawes Point and Hickson Road Cultural Precinct
- Provide more bus services and light rail along Hickson Road
- Protect the early heritage houses

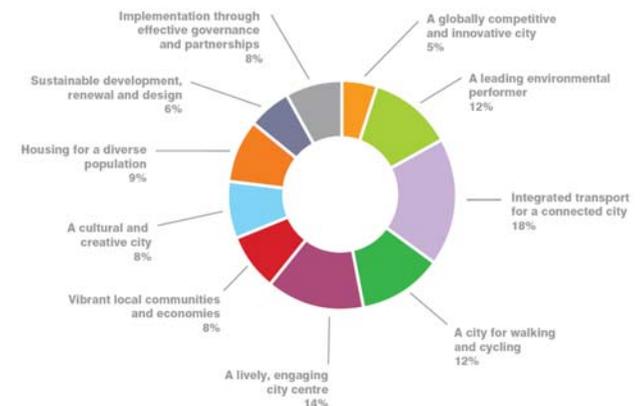
The City is already working on many of these suggestions, and they have been taken into account in this study.

Sustainable Sydney 2030 consultation

The engagement and consultation program for Sustainable Sydney 2030 began in June 2007 and continued throughout 2008.

The City talked to a full spectrum of interested groups and individuals and some 12,000 people were directly consulted at more than 30 community forums. A further 4,000 people were directly consulted through City Talks and 2,000 gave comments on the 2030 Future Phone at public events, schools and educational institutions.

42% of submissions were focused on Strategic Directions 4 (a city for pedestrians and cyclists), 5 (a lively and engaging city centre), 6 (vibrant local communities and economies) and 7 (a cultural and creative city). These form the basis of this study.



Sustainable Sydney 2030 submissions and strategic directions

"I've lived my whole life here and I love it."

"The Rocks is the birthplace of Australia."

Millers Point and Walsh Bay community voices, LAPs consultation 2006

Harbour Village North Consultation

Lord Mayor Roundtables

The Lord Mayor has hosted two round table discussions on Harbour Village North, with attendees representing key stakeholders in the area such as cultural, educational and community institutions, local business, government, local residents and young people.

The first round table (March 2010) generated discussion and ideas on the future development and character of the area, and the second (August 2011) focused on the City of Sydney's Draft Harbour Village North Public Domain Study.

- Key discussion themes across both events were: The importance of recognising heritage values in public domain revitalisation;
- The need to integrate culture, heritage, science and residential interests.
- The need to improve connectivity and access between the precinct and the rest of the city, and within the precinct itself;
- Integrated transport planning;
- Improvements to amenity within the public domain;
- Improvements to amenity within the public domain in Walsh Bay;
- The need for daytime activation of Walsh Bay;
- The possibility of a cultural facility in Headland Park.

Public Exhibition - Draft Harbour Village North Public Domain Study

In June 2011 Council approved the public exhibition of the draft Harbour Village North Public Domain Study, and resolved that the City engage with key stakeholders to test the guiding directions and determine implementation priorities. Council also noted that preliminary work has commenced on priority projects under the study.

The Draft Study was exhibited for a period of 6 weeks. In response to the public exhibition, the City received 15 submissions from individuals, organisations and government agencies.

Key issues raised relate to:

- preservation of heritage- social, cultural and physical;
- the protection of amenity for existing residents when improving access for visitors;
- the need for improved public transport and strong support for light rail;
- improved connections and legibility for Walsh Bay and Dawes Point;
- the need for balance between pedestrian use, parking, cycling and traffic in all streets, and future public transport;
- the needs of older residents including safe and

clear pedestrian paths, and good access to parking and public transport;

- conflicts between pedestrians, cyclists and cars at Observatory Hill;
- the need for retail and services to support the local residents and businesses;
- the need for a children's playground;
- specific streets requiring traffic calming; and
- coordination with State Government plans, particularly with regard to Barangaroo.

State Government submissions raised issues including:

- the impact of street trees on heritage buildings and the heritage precinct of Millers Point;
- the impact of any proposed streetscape works on heritage areas;
- the indication of a light rail loop;
- support for general intent of the draft Study;
- suggestions to widen the study area to include Circular Quay and commercial and residential areas around Barangaroo South; and
- the need for ongoing consultation with Government agencies.

The submissions have been considered by Council officers and together with community workshops have informed this Revised Draft Public Domain Study and attached consultant reports.

Consultation & Public exhibition

Harbour Village North Consultation

Community Workshop 1 - July 2011

Approximately 90 attendees participated in the workshop which was held at Simmer on the Bay, Walsh Bay. The workshop sought input on the draft Guiding Directions, as asking participants to identify issues important to them in the existing Harbour Village North area.

Support for the intent of the Guiding Directions was established, and discussion on the wording has informed revisions to this document.

Support for the Observatory Hill Masterplan Review and studies into Argyle, Margaret and Grosvenor Streets (including Kent Street underpass) to be undertaken as priority projects was also established.

Other ideas/priorities raised at the workshop included :

- Heritage interpretation
- Light rail & bus services
- Children's playground
- Improved waterfront access
- Improved wayfinding and signage
- Improved access to Walsh Bay and Dawes Point
- Public art and "night art", particularly for Walsh Bay

Community Workshop 2 - Sept. 2011

Workshop 2 was held at Abraham Mott Hall, Millers Point, with approximately 80 attendees.

Participants were presented with preliminary design ideas for the Observatory Hill Masterplan, as well as key streets including Argyle Street, Dalgety Road, Towns Place, the Kent Street underpass and Gas Lane.

Feedback on Observatory Hill indicated:

- Desire to maintain its peaceful beauty and character, aesthetic and historic importance
- Sensitivities: noise, lighting, access and circulation
- Desire for better management and conservation with minimal visual change to park's 'green mantle'

Feedback on the key street studies indicated:

- Desire to maintain the area's character, including materials egsandstone kerbs
- Need to balance the use of streets between all users –residents, visitors, pedestrians, bikes, cars, parking and public transport
- Concern about traffic impacts resulting from the extent of proposed footpath widenings

Discussion and feedback on specific design issues was also provided to the project team.

Community Workshop 3 - Dec. 2011

Approximately 60 attendees participated in Workshop 3, held at the Observatory Hotel in Millers Point. Developed work on the priority projects was presented by the project teams, followed by a question and answer session.

Work under the Observatory Hill masterplan and Key Streets study was broken into ten projects. Participants were each given three stickers, and asked to indicate projects most important to them by placing a sticker on the project panel.

Participants priorities are reflected below:

Priority	Project	Votes
1	Dalgety Road & Towns Place	29
2	Covering the Cahill Expressway cutting	23
3	Kent Street underpass upgrade	19
4	Dedicated cycle path off Harbour Bridge	18
5	Argyle Street to Munn Reserve	10
6	Gas Lane	7
6	Observatory Hill short-term improvements	7
6	Link from Kent Street to Observatory Hill south	7
9	Community playground upgrade, Argyle Street	6
10	New park toilets, Observatory Hill eastern edge	3

These priorities were considered together with project cost, governance and implementation issues. Refer to page x for preliminary project timing recommendations.



Existing Strategy Context

"As well as being a tranquil village adjoining a bustling city, it has the uniqueness of an image frozen in the time of early Sydney."

*Millers Point and Walsh Bay
Community Voices*

Planning Strategy

City Plan LEP and DCP

For five years, the City has been reviewing the existing planning controls and preparing a consolidated Local Environmental Plan (LEP) and Development Control Plan (DCP) for all land in the City of Sydney LGA. The draft LEP and DCP, known as the draft City Plan 2011 were placed on statutory exhibition between 2 February 2011 and 21 April 2011. The City is currently reviewing the submissions received, with an aim to report the final City Plan to Council and CSPC late in 2011.

The draft City Plan 2011 does not pose any significant changes to land use or built form controls for land in the western part of central Sydney. Barangaroo is a 'deferred' matter in the draft LEP in the same way as other major projects assessed under Part 3A of the Act are also deferred from the plan.

Heritage

Heritage Review

The Millers Point and Walsh Bay Heritage Review was completed in 2007. It provides a detailed examination of the heritage values of the existing 'Special Area' at Millers Point and Walsh Bay (Sydney LEP 2005). The recommendations of the Review have informed the preparation of the City Plan LEP. The Review concludes that the whole area is of very high heritage value, and that overall it should be retained and managed with no major changes to the area or its character.

Heritage context & analysis

Heritage architects Godden Mackay Logan were commissioned by the City of Sydney to provide advice on heritage opportunities and constraints in the precinct, and review public domain project ideas under this study. Full details of the heritage review provided on both the Key Streets Study and Observatory Hill Masterplan can be found attached to Appendix A and B to this report.

The high heritage value of the area is reflected in the State Heritage Register listing of Millers Point and Dawes Point Village Precinct (SHR No. 1682), as well as the Walsh Bay Wharves Precinct (SHR No. 559). The area is also proposed as a Conservation Area under the 2011 Draft City Plan LEP, with numerous individually listed items including buildings, parks and streetscape items.

The historic significance of the area embodied in:

- the natural rocky terrain;
- the elevated and largely undeveloped outcrop of Observatory Hill;
- the low rise village like character of Millers Point;
- the central 'green' of Argyle Place;
- connections between the land and the water-vistas and glimpses of the harbour along streets and over rooftops;
- long history of waterside workers; and
- extensive Indigenous and colonial archaeology.

Community consultation and the specialist heritage advice provided by Godden Mackay Logan indicates that the whole area is a rich cultural landscape valued by local residents and the people of New South Wales.

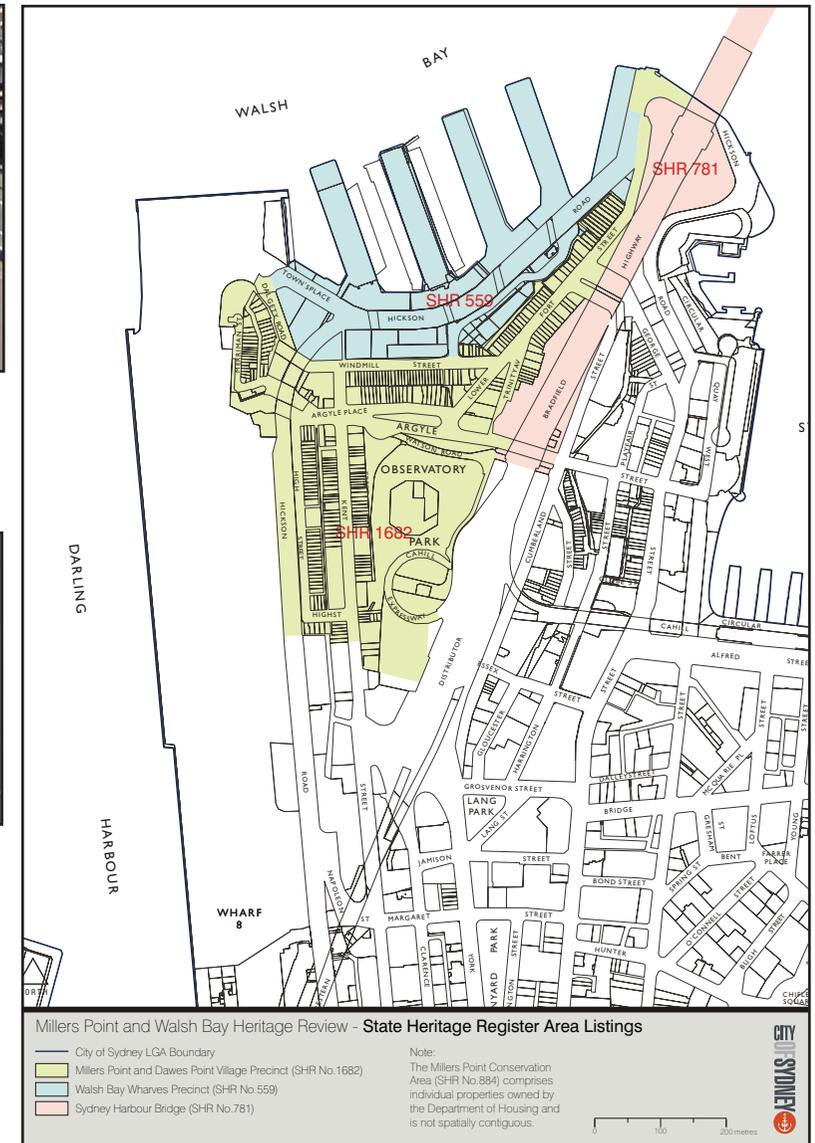
Projects under this public domain study provide opportunities to improve connections between heritage items in Observatory Hill Park, to reduce visual clutter in parks and streetscapes and improve the setting to heritage items, and improve the interpretation of the place's history and heritage significance. The recommended approach for the development and implementation of projects is to retain existing significant fabric and sensitively extend public domain infrastructure where appropriate - utilising a palette of materials, furniture and fixtures appropriate to the heritage context.



Example of historical kerb, steps and fence retained as part of footpath widening on the corner of Pottinger Street and Hickson Road.



Example of historical kerb with interpretive marker, Hickson Road.



Existing Strategy Context

Transport Strategy

NSW Long Term Transport Master Plan

The City of Sydney is reliant on the NSW State Government to deliver public transport infrastructure and services. The City works closely with the State to ensure that plans and changes to transport networks are appropriately coordinated with land-use strategies.

The NSW Government is currently in the process of preparing the NSW Long Term Transport Master Plan. The plan will investigate light rail services in the CBD, linking Central Station to Circular Quay and Circular Quay to Barangaroo; plans for a complete change to how buses operate in the city and potential changes to how the road network functions.

The City and State will work together to implement the Master Plan. Changes to transport and access in Harbour Village North will be appropriately amended when the approved Transport Master Plan is publicly released.

The City's broader Integrated Transport and Access Strategy is being developed, covering the whole City of Sydney area, setting the strategic framework for future transport developments. The strategy supports local roads in residential areas being focussed on people, not vehicles, and using a hierarchy approach to allocate and design streets and services appropriately.

Liveable Green Network

The Liveable Green Network is a key project idea in Sustainable Sydney 2030 that aims to provide a connected pedestrian and cycle network. The focus of the Liveable Green Network is active transport. By making walking and cycling more attractive particularly for short trips, a viable alternative transport choice to using the private car will be provided. Route assessments have identified network gaps and amenity shortfalls to be addressed under the Master plan, connecting Harbour North to the City Centre as well as other destinations.

Cycle Strategy

The City of Sydney Cycle Strategy and Action Plan 2007-2017 is Council's commitment to making cycling an attractive transport choice equal to walking or public transport.

Through the strategy the City aims to create and maintain a comfortable and bicycle friendly environment. It hopes to encourage more residents, visitors and workers onto bicycles by improving cycling safety and promoting the benefits of cycling.

Within Harbour Village North, Hickson Road and Kent Street provide the major north-south cycle routes, connecting to the Bradfield Highway and Harbour Bridge. A foreshore shared path is proposed through Barangaroo connecting King Street Wharf to Walsh Bay.

Public Domain

Interim Sydney Streets Design Code

The Sydney Streets Design Code provides a set of specific design objectives, technical information and construction details to be used when designing or constructing works on the streets and footpaths in the City of Sydney Local Government Area.

A special category of the Code applies to Distinctive Places including Heritage Context Areas. These areas possess a strong cohesive heritage fabric through which built form and landscape character should be expressed with appropriate heritage context furniture and pavement treatments.

The Code provides a Heritage Context palette, however notes that use of the palette is optional for the areas where the existing area or streetscape warrants a different approach to retain and enhance unique heritage features.

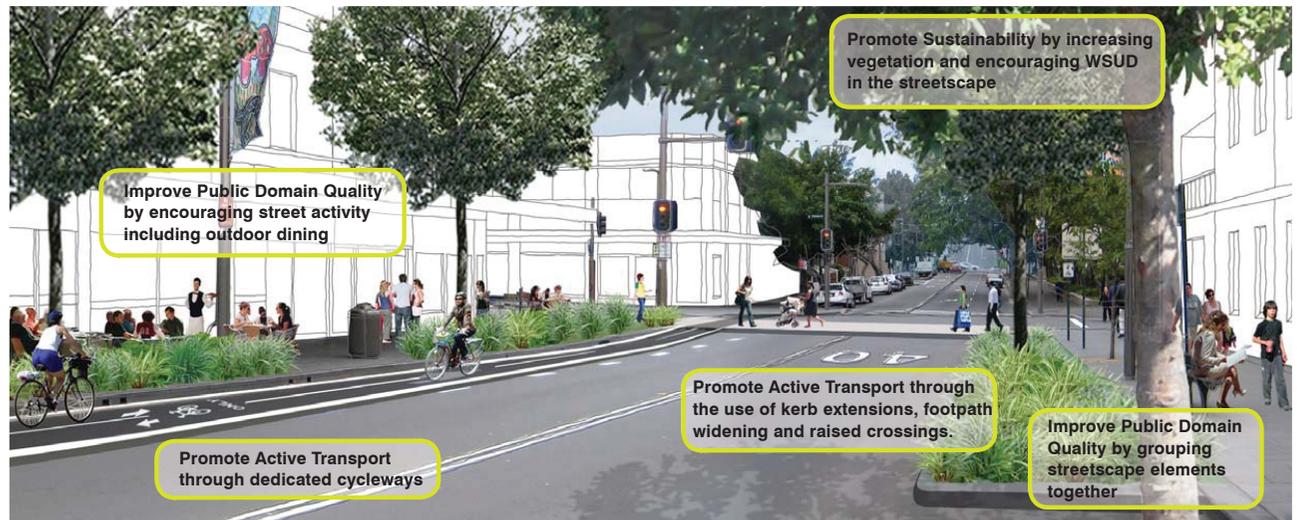
The City of Sydney's intention is to preserve the heritage streetscape character of this area, and will assess the proposed streetscape selection of heritage context items on a case by case basis, as projects under this study progress to a Development Application stage.

Street Tree Master Plan 2011

The *Street Tree Master Plan 2011* guides the City's street tree planting program over the coming years and achieves, over time, an increase in the quality and quantity of the City's urban canopy. The Master Plan provides a clear vision for the City's streetscapes and ensures that species selected for planting are rigorously assessed to ensure the establishment of the "right tree or the right location".

Proposals for street tree planting under this study will respond to the Master Plan, taking into consideration any potential impacts of trees on Heritage fabric, and balancing pedestrian amenity with other street space demands .

"Components of a Great Street" Interim Sydney Streets Design Code



Wayfinding Strategy

Consultation has confirmed the need for improved wayfinding and signage, especially relating to public transport. The potential for wayfinding signage to incorporate historical information has also been identified.

In 2012 Council will commence work on a City-wide Wayfinding Strategy. The Strategy will provide a framework for the City to provide clear information through a wide range of communication applications such as clear mapping graphics, websites, marketing materials and signage to direct people to their desired destinations.

The outcomes of the Wayfinding Strategy will be incorporated into projects under this study.

Existing Strategy Context

"The arts have a strong instrumental value in fostering cultural cohesion and can address social cohesion."

Local Action Plan 2007, Cultural Leaders

Culture and Community

Integrated Community Facilities Plan

Community facilities play an important role in supporting community life and developing community capacity. They are the physical places that provide spaces for individuals, social groups and organisations to participate in a range of leisure, social, cultural and educational activities that improve community well-being.

The City's vision and directions for community facilities will be set out in Council's Draft Integrated Community Facilities plan.

The Draft Integrated Community Facilities Plan will provide an audit and analysis of the City's existing community facilities, project future needs, and recommend options to address these needs.

In Harbour Village North, the draft plan identifies the need to redevelop the existing facilities at the Abraham Mott site in Millers Point to provide a multipurpose facilities which can be used by a range of local groups. Also identified is the need for an additional indoor sport and recreation centre (with facilities similar to the existing King George V Recreation Centre) sited to meet the needs of the new Barangaroo workforce population.

Public Art Strategy

In October 2010, Council publicly exhibited a new Draft Public Art Strategy for the City. This strategy is focused on guiding the delivery of public art projects and includes action plans for eight guiding principles for implementing public art over the life of the Sustainable Sydney 2030 Plan. It identifies opportunities and approaches for providing public art ranging from community based local works in Village Centres such as Harbour North to iconic new major art projects attracting business and visitors to Sydney and recognising the City's pre-eminent role as a champion for the sustainable production and celebration of culture.

In Harbour Village North, the strategy flags opportunities for public art to be integrated into Barangaroo and Walsh Bay cultural precinct and support the Eora Journey and Cultural Ribbon Projects along the waterfront.

Eora Journey

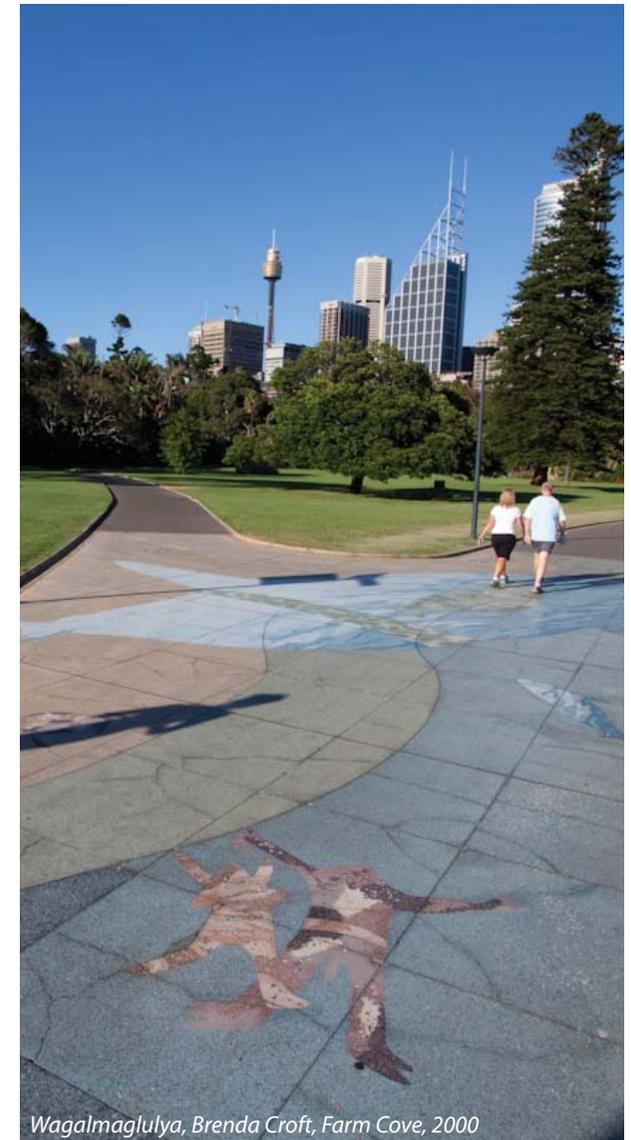
The Eora Journey project celebrates our Aboriginal cultural heritage and contemporary Aboriginal culture. Through the delivery of four key projects, the Eora journey aims to build social, cultural and economic sustainability for Sydney's Aboriginal and Torres Strait Islander community.

Harbour Village North is a key physical pillar in the delivery of the Eora Journey projects. Of the four projects, a signature event; employment, enterprise and tourism; recognition in the public domain and an Aboriginal and Torres Strait Islander Cultural Centre, Harbour Village North will play a central role.

Linking with historic and contemporary Aboriginal sites of significance, such as Redfern, through to Circular Quay, the Rocks and Walsh Bay, murals and other artworks, monuments, and signs featuring messages and prose will capture and share the history and culture of our Aboriginal people.

An Aboriginal and Torres Strait Islander Cultural Centre in the Harbour Village North area has been the subject of some discussion. The aim of such a centre would be to connect people; be a focal point for the community and visitors; a collecting place for historic and contemporary information and artefacts; and, provide employment and enterprise activities.

Research is now under way to ensure sites of significance in and around the City are documented and recognised, and that 'best practise' interpretive methods are used to inform the City's work. Close consultation with the Aboriginal community and Council's own Aboriginal & Torres Strait Islander Advisory Panel will also inform the delivery of Eora Journey projects.



Wagalmaglulya, Brenda Croft, Farm Cove, 2000

Culture and Community (cont'd)

Cultural Ribbon

The Cultural Ribbon is a literal and figurative link, snaking around the harbour's edge from Pyrmont, through Barangaroo and the Walsh Bay cultural precinct, around Circular Quay and through the city, connecting our major cultural attractions.

The Ribbon is a trail for pedestrians and cyclists that will feature new signs that provide directions to each attraction, and feature historic stories, facts and information. Significant opportunities for public art along the Cultural Ribbon will also help with way finding, provide a valuable opportunity for cultural expression and support the underlying cultural fabric of the link.

Opportunities for temporary expression and activation along the Cultural Ribbon link will also be explored as well as innovative transport ideas that support Cultural Ribbon connections, access and visibility.

The Cultural Ribbon aims to strengthen the cultural life of the city and further enhance Sydney's image as a global city of culture for the local community and tourists alike.



Sydney Writers Festival : Walsh Bay

Current policy development...

Council have resolved to develop policies that may affect Harbour Village North, including a Night Time City Policy and an update of the Recreational Needs Study with respect to the Harbour Village North area. Thinking to date includes:

- Flexible outdoor public and civic space, both passive and active, such as a skate park at Barangaroo, event and recreational spaces.
- Aboriginal and Torres Strait Islander Cultural Centre within the Harbour Village North area.
- Upgrades to community facilities in Harbour Village North.

Urban Renewal

Barangaroo

The development of Barangaroo, along the western edge of the precinct, is a NSW State Government project.

The 22 hectare site will be divided into public parkland (Headland Park), low-rise residential, commercial and civic buildings (Barangaroo Central) and a high-rise retail and commercial office precinct (Barangaroo South).

The Harbour Village North Study focuses on connections between Barangaroo and the adjacent City areas, aiming to maximise the accessibility of the new precinct for pedestrians and cyclists.

Several changes to traffic management are proposed under the Barangaroo Concept Plan, including new signals at the Napoleon Street, Hickson Road and Sussex Street intersection, as well as vehicular access from Towns Place to the Headland Park carpark. More information can be found at www.barangaroo.com.au.

The City of Sydney continues to work with the Barangaroo Delivery Authority to ensure that the vision to create an innovative, sustainable and accessible urban renewal precinct is achieved.

"Barangaroo will be a place to inspire innovation for generations to come. It will be climate positive. It will reflect the extraordinary context of Sydney - its harbour, its diverse communities and its globally competitive business leadership. It will be a place designed for play and work alongside living and learning."

Barangaroo vision www.barangaroo.com



Wynyard Walk

In order to provide for the substantial increase in pedestrian activity generated by the Barangaroo Development, the NSW State Government proposes to construct Wynyard Walk (previously titled Barangaroo Pedestrian Link), a grade separated pedestrian link that connects Wynyard Station to Barangaroo.

Wynyard Walk comprises a pedestrian bridge over Sussex Street and a tunnel under Kent Street. The tunnel follows the alignment of Margaret Street, then runs diagonally under Clarence Street, connecting into Wynyard Station concourse.

Surface works to Margaret Street are also proposed as part of the works. These include widening the pedestrian footpath along the southern side of the street by removing one traffic lane.

The NSW Government is delivering the Wynyard Walk project and this is expected to be completed by 2014. The City of Sydney is now working with the State Government on the detail and implementation of works.





Guiding Directions

“Character is derived from the physical (built and natural environment) elements of an area and the social, cultural and demographic composition of the people who live, work and visit an area. Growth in the Villages is both inevitable and necessary. However, this growth, if managed poorly, has the potential to weaken the distinctive character of the Villages.

Further, the City’s communities and Villages should be able to change and evolve, both physically and culturally, without being unduly constrained by placing more value on what exists now than what they might be like in the future.”

Sustainable Sydney 2030 ‘Vibrant Local Communities’

The following six directions have emerged from preliminary consultation and site analysis, and are based on the existing unique characteristics of Harbour Village North.

1. Improve access, connectivity and wayfinding.
2. Create a network of linked parks and upgrade existing open spaces.
3. Respect and celebrate heritage, conserve and restore Observatory Hill.
4. Celebrate landform and harbour views.
5. Support Walsh Bay cultural precinct and improve Cultural Ribbon connections.
6. Strengthen local communities and support local economies.

Specific projects are outlined relating to each Guiding Direction at the end of this section.

Harbour Village North already has many positive attributes that make it distinctive. The following guiding directions address future challenges by drawing from and building on these strengths.

Guiding Directions

1. Improve access, connectivity and wayfinding

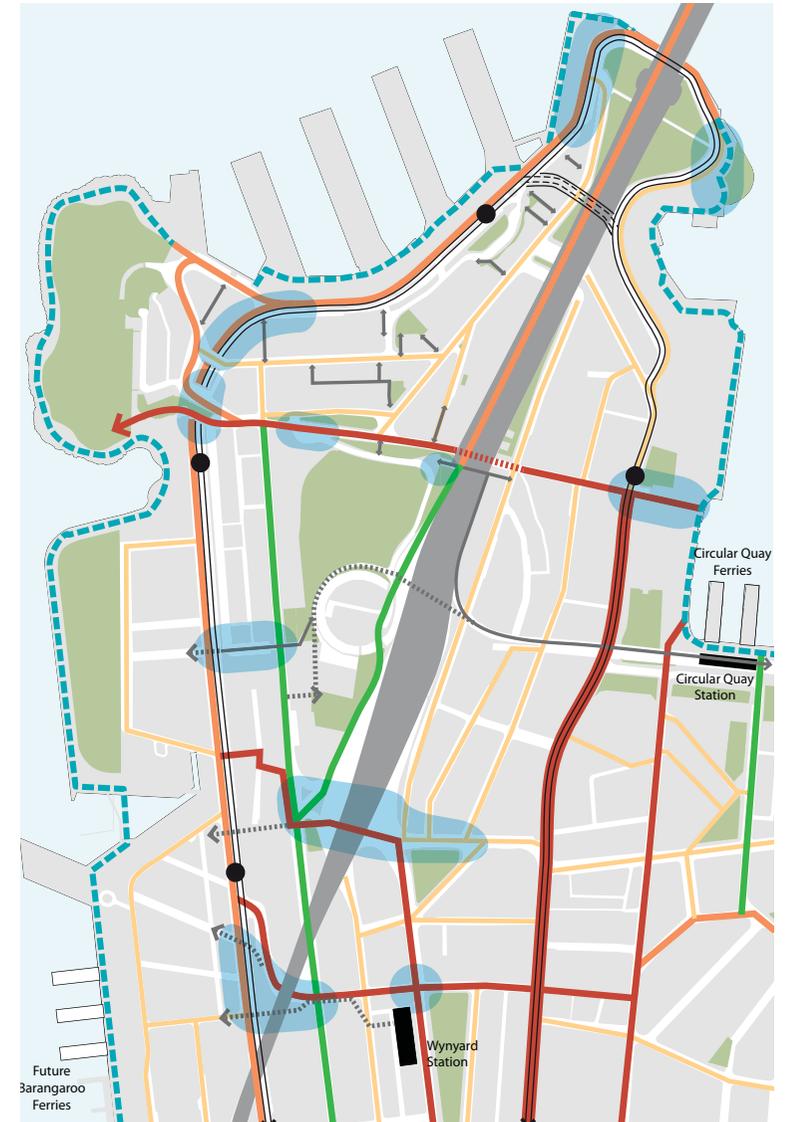
Barangaroo provides an exciting opportunity to connect the foreshore walk from Circular Quay to King Street Wharf through Walsh Bay, providing a new experience of Sydney Harbour.

Improving wayfinding throughout the area, including carefully designed signs, pointers, guides and information will help with navigation and encourage more people to walk the route.

Improving amenity and legibility for key east-west connections between the city and the Harbour (Argyle, Grosvenor and Margaret Streets), as well as implementing the City's Liveable Green Network pedestrian and cycle strategy will provide a better connected and accessible village, sharing road space between pedestrians, bikes, cars, and public transport.

The network of lanes and stairs that characterise this area can be improved and upgraded.

-  Wayfinding improvement opportunity
-  Liveable Green Network pedestrian & cycle priority
-  Liveable Green Network pedestrian & cycle off-street foreshore path
-  Cycle priority network
-  Pedestrian priority network
-  George Street Spine - pedestrian priority
-  Primary local pedestrian network
-  Pedestrian access paths & stairs
-  Potential future access paths & stairs
-  CBD light rail - future indicative route and stops
-  Potential future light rail tunnel to shorten route by 600m



2. Create a network of linked parks and upgrade existing open spaces

Improving connections between new and existing city parks will create a green network within the precinct, adding to the urban ecosystem of the wider City. Where appropriate to the heritage context, enhancing the existing street trees and shade along these routes will provide amenity for residents and make walking more enjoyable.

Creating a strong connection from Argyle Street to the new Headland Park is an opportunity to achieve such a link. Long term opportunities to consolidate green space at Observatory Hill should also be considered.

Upgrading and 'greening' the existing spaces of the Kent Street underpass would improve the amenity of these areas and connecting Observatory Hill Park to Lang Park.

Creating a green boulevard with lines of street trees along Hickson Road will also foster a pleasant environment for pedestrians and transport.

-  George Street pedestrian spine
-  Boulevard landscaping
-  Links between green spaces to be reinforced
-  Existing street trees - maintain and reinforce where appropriate
-  Existing public parks and spaces - upgrade potential
-  Headland Park interface area

