



Miller's Point Community Facilities site, Argyle Street

Harry Jensen Activity Centre



Abraham Mott Hall



Priority Projects: Community playground upgrade - Argyle Street

Currently

The existing play equipment at the Millers Point community facility is locked outside opening hours, limiting accessibility. The bus layover space detracts from the public domain and provides a poor street address for the community centre site.

Issues

- 1 Surplus road area and bus layover detracts from the pedestrian environment. Reclaiming this area could provide additional space for the community.
- 2 The existing curved kerb and fenceline has heritage significance as a remnant of the original tram turning circle, any proposals would need to interpret these elements.
- 3 Community consultation revealed a strong demand for additional children's play space in the local area.

Priority Projects: Community playground upgrade - Argyle Street

Proposals

- Utilise reclaimed road area for a new community playground.
- Provide a mixture of soft and hard landscaping, design to relate to the heritage context.
- Interpret the existing kerb and fenceline in the design of the children's playground.
- Retain and reuse the existing bus shelter.



Detail plan - preferred children's playground concept design
(TDEP 'Observatory Hill Masterplan' see Appendix B)



AFTER
Argyle Street community playground

*Illustrative montage
(source: TDEP 'Observatory Hill Masterplan', see Appendix B)*



BEFORE Argyle Street bus layover

Priority Projects: Observatory Hill - Kent Street link

Currently

Access to Observatory Hill Park and surrounds is limited by the topography of the area, and by development. Consultation has revealed that the majority of visitors to the precinct arrive from Circular Quay or from Wynyard Station to the south. There are limited opportunities for access by disabled or less mobile visitors.

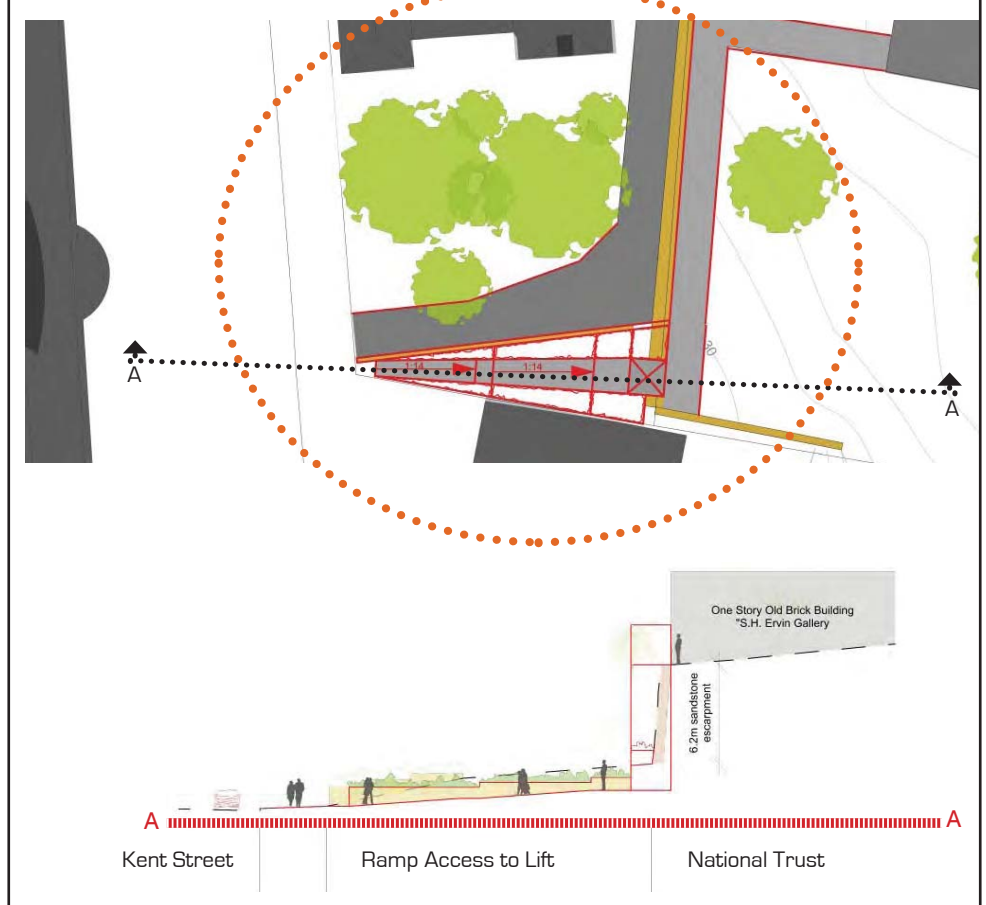
Issues

- 1 Due to topography and land ownership, opportunities for an additional accessible entry to the park are limited.
- 2 Facilities such as the S.H. Ervin Gallery located on Observatory Hill could be better connected to the city and public transport to attract visitors.



Aerial & street photo - opportunity for access just north of the Kent Street fire station

Detail Plan - Proposed Lift Access



Detail plan and site section- concept design for new lift access to Observatory Hill from Kent Street (TDEP 'Observatory Hill Masterplan' see Appendix B)

AFTER
Kent Street link



*Illustrative montage - Kent Street link
(TDEP 'Observatory Hill Masterplan' see Appendix B)*



BEFORE Kent Street link

Proposals

- Provide a new ramp from Kent Street to a public lift, accessing the open area south of the National Trust.
- Undertake necessary heritage and archaeological studies in these development of design proposals, design lift and ramp for minimal impact to the existing site.

Priority Projects: Covering the Cahill Expressway cutting

Currently

The Cahill Expressway cutting breaks up the open space of Observatory Hill, and limits the useability of spaces as well as restricting movement and access through the precinct. Circulation around the cutting is indirect and wayfinding is difficult. Valuable open space is taken up by roads and paths.

Issues

- 1 Limited and indirect access within the precinct due to the cutting.
- 2 Noise and air quality for the park, school and other facilities impacted traffic using the Cahill expressway.
- 3 Fragmentation of open space on Observatory Hill due to the extent of the cutting.
- 4 Multiple landowners and uses in the precinct, lack of an existing governance structure to coordinate precinct-wide improvements.



Existing - Cahill Expressway cutting



Long term masterplan vision, including covering the cutting (TDEP 'Observatory Hill Masterplan' see Appendix B)

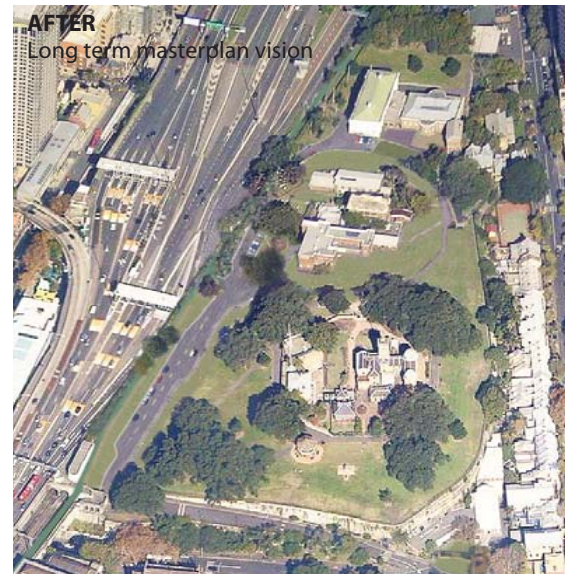
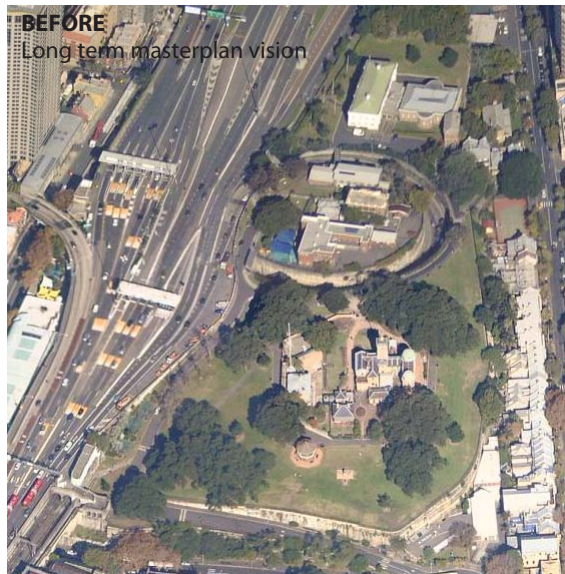


Before



After

*Illustrative montage - Restoring the 'green mantle'
(TDEP 'Observatory Hill Masterplan' see Appendix B)*



Proposals

- Work with landowners towards an agreed Long Term Masterplan allowing government landowners and operators to work together to deliver long term improvements for the precinct.
- Cover the Cahill Expressway cutting with a structural roof and related venting and management infrastructure.
- Consolidate road access and parking to the eastern park frontage along the Bradfield Highway edge. Manage parking spaces to prevent public use of facilities parking. Extend the secured open space available to the school and other buildings to higher value western area over the existing roadway.
- Consolidate open space to extend the 'Green Mantle' - new grassed areas over the existing roadway void.
- Explore Long term potential for improved pedestrian and cycle connections to the CBD through a bridge connection over the Bradfield Highway to Circular Quay.

Priority Projects: Napoleon Street & Margaret Street

Currently

These steep streets form the primary east-west link between Wynyard and Barangaroo South. Few active frontages and varied footpath width/quality detract from the pedestrian environment. High volumes of bus traffic around Wynyard also limit pedestrian movement.

Issues

- 1 Existing footpaths are inadequate to cater for the increased pedestrian volumes generated by urban renewal sites.
- 2 The scope of the Wynyard Walk project provides widened footpath along Margaret Street south between York and Kent Street. The remainder of Margaret Street is also in need of upgrade.
- 3 The steepness, geometry and vehicular traffic on Napoleon Street results in dangerous conditions for cyclists accessing the Kent Street cycleway.
- 4 The Napoleon Street/Kent Street intersection is very wide, with a slip lane turn presenting difficult crossing conditions for pedestrians.



Poor footpath quality - Margaret Street view west from Clarence Street



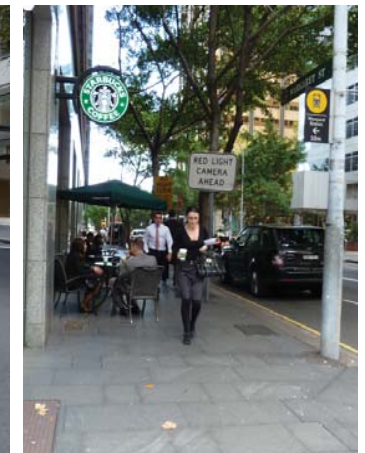
Intersection of Napoleon Street & The Hungry Mile



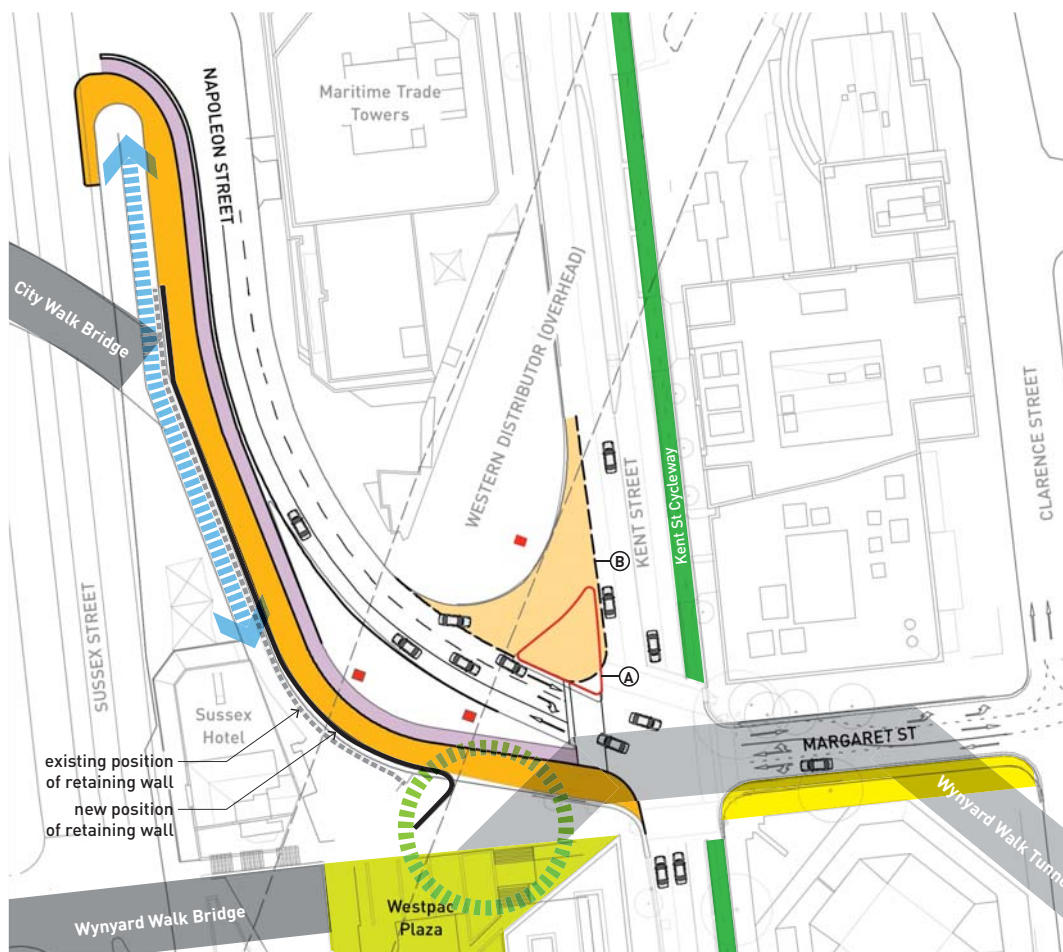
Westpac Plaza



Poor footpath quality - Margaret Street adjacent to Wynyard Park



Narrow footpaths - Margaret Street at York Street



PROPOSED IMPROVEMENTS AT NAPOLEON STREET

- New 3 lane configuration on Margaret Street as part of Wynyard Walk
 - New widened footpaths on Margaret Street as part of Wynyard Walk
 - Westpac Plaza interface to be upgraded as part of Wynyard Walk works
 - New footpath on Napoleon St nominally 4 metres wide
 - New separated cycleway on Napoleon Street 2.4 metres wide
 - New 4 metre wide emergency vehicle access below relocated retaining wall
 - A Existing traffic island retained if slip lane is to be retained
 - B Kerb realigned if slip lane can be removed
 - Clearance retained to piers on Western Distributor
- 3 options for right turn from Kent St Cycleway to new Napoleon St Cycleway:
1. Cyclists use traffic lanes.
 2. Hook turn bay.
 3. Provide right turn lane and dedicated traffic signals. Option 3 is preferred.

City of Sydney - preferred Napoleon Street cycleway configuration. Closure of the Napoleon Street slip lane to be explored following completion of Barangaroo South.
(Spackman Mossop Michaels 'Key Streets Study'; see Appendix A)

Recommendations

Works in these streets are being proposed and undertaken by the NSW State Government. The City of Sydney has provided the following recommendations to inform the proposals:

- Finishes and fittings should match the existing palette of materials for Central Sydney (ie Granite paving, smart poles etc). Granite should be treated to improve slip resistance if necessary, retaining an appearance consistent with the City palette.
- Street tree planting should be replaced along Margaret Street following the completion of the Wynyard Walk tunnel.
- Clutter in the public domain should be minimised, particularly the tunnel opening area into Westpac Plaza.
- Public art and a wayfinding strategy should be integrated into the Wynyard Walk design.
- A bi-directional separated cycleway should be provided along the southern side of Napoleon Street, and traffic lanes reconfigured north of the flyover pylons.
- Following the completion of Barangaroo South, a review of the Kent/Napoleon Street intersection should be undertaken to investigate removing the slip turning lane.

Long term project ideas

High Street

Currently

A very wide street with narrow footpaths and small/immature street trees. The street has low pedestrian traffic but provides a direct visual and physical connection between Hickson Road and Observatory Hill. Pedestrian use will increase with Barangaroo completion.

Issues

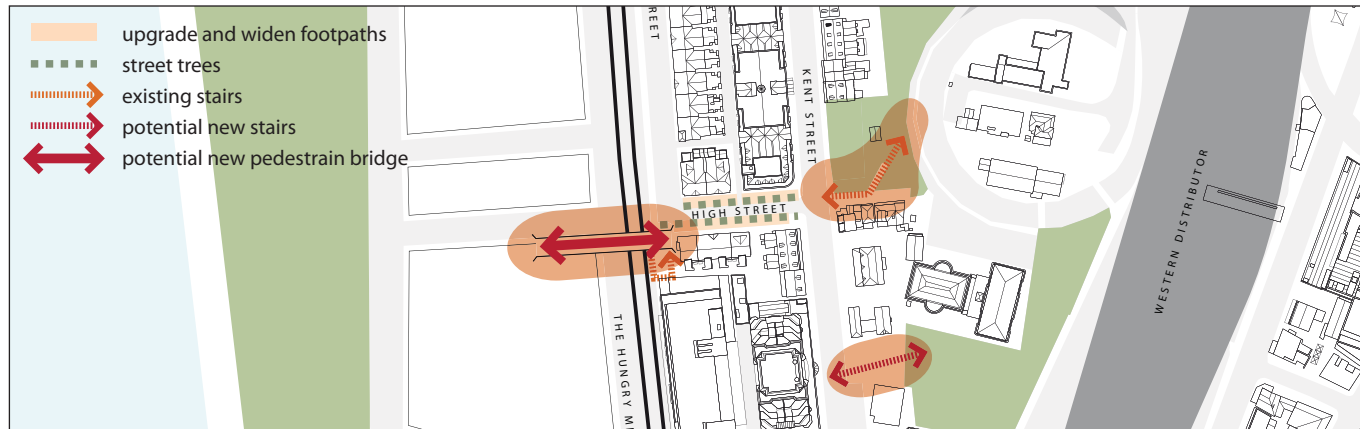
- 1 Lack of wayfinding and access for mobility impaired from Hickson Road via High Street to Kent Street and Observatory Hill.
- 2 Streetscape dominated by cars and wide areas of bitumen. Narrow footpaths.
- 3 Existing tree planting does not provide pedestrian amenity or contribute to the streetscape due to the scale of the street.



High Street view corridor, from the Agar Steps



Bottom of the High Street steps on Hickson Road



Example - street trees framing a view corridor



Accessible vertical circulation



Pedestrian and cycle bridge - Docklands, Melbourne

Desired Outcomes

A green residential street, identifiable as part of the pedestrian network connecting Barangaroo to Millers Point and the city, and retaining high residential amenity. Heritage qualities of existing stairs complemented by new accessible circulation infrastructure where possible.

Ideas

- 1 Coordinate with BDA for a direct connection from the public domain in Barangaroo Central to High Street via a new elevated pedestrian bridge adjacent to existing stairs.
- 2 Consider widening High Street footpaths to increase legibility and cater for increased usage.
- 3 Incorporate additional street tree planting and consider widening verges to create a green street corridor linking parkland at Barangaroo Central to Observatory Hill Park, considering and preserving existing view corridors.
- 4 Make navigation easier with the use of additional signage where necessary, coordinated as part of a holistic package and sensitive to the heritage context.

Long term project ideas

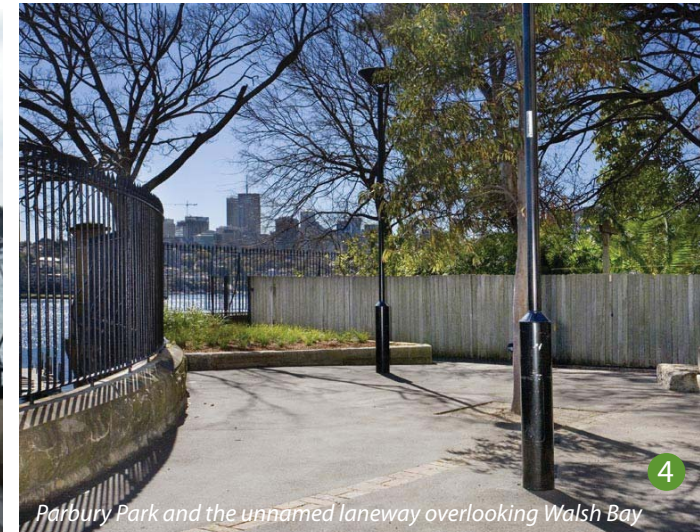
Dawes Point

Currently

Characterised by a historic residential area, the southern pylons of Sydney Harbour Bridge, and green lawns sloping towards the harbour, Dawes Point forms the 'hinge' between The Rocks and Walsh Bay. The area has much potential for interpretation and improvement, including improving pedestrian movement around the point.

Issues

- 1 Lack of signs or visual cues to encourage pedestrians using the foreshore walk to continue from Circular Quay to Walsh Bay, or vice versa.
- 2 Areas of road and angle parking detract from views to the harbour.
- 3 Current construction works to Dawes Point Park limit access to the park area and the Battery site, but provide an opportunity to consider the future design of the area.
- 4 Pocket parks (such as Parbury Park), lanes and car parking areas are underutilised and have potential for improvement.





- widen footpath around northern corner
- foreshore walk - consider seating & improved lighting
- existing park



Dawes Point Battery - 2001 Interpretation works (NSW Government Architects Office)



Foreshore walk lighting: Promenade des Anglais, Nice



Foreshore walk seating: Battery Park City promenade, New York

Desired Outcomes

A visible and connected part of the foreshore walk and cultural ribbon, utilising landmarks, public art and interpretive wayfinding opportunities to experience the historic houses and public parks. A high quality public space celebrating the archaeology of the Battery site, and relating to Walsh Bay cultural precinct. A peaceful place for people to stop and enjoy the harbour, day and night.

Ideas

- 1 Provide seating to encourage people to stop and spend time along the promenade.
- 2 Consider adaptation, interpretation and use of existing structures and objects along the foreshore, as well as improvements to pocket parks and lanes as wayfinding devices drawing people around the headland and into the precinct.
- 3 With SHFA, investigate improvements to the park and interpretation of the Battery site following reopening of the area in 2014.
- 4 Consider a site specific lighting strategy to create a night time walk from Walsh Bay to The Rocks/ Circular Quay.
- 5 Implement the City's cycle strategy to provide a continuous separated cycleway on Hickson Road.

Long term project ideas

The Hungry Mile

Currently

A wide street undergoing significant change with the redevelopment of Barangaroo. Topography limits east-west connections across The Hungry Mile, and cuttings/retaining walls result in low activation and blank street edges.

Issues

- 1 The width of the street results in difficult pedestrian crossing and a disjointed relationship between its sides. Wide road areas are taken up by perpendicular parking & limited crossing opportunities.
- 2 Limited opportunities for east-west connectivity resulting from topography and few street connections.
- 3 Physical and perceived barrier between the existing residential community and the Barangaroo site.
- 4 Lack of access to public transport, with limited bus services along the Hungry Mile.
- 5 Existing large fig street trees contribute to the streetscape but are in varying condition and will be affected by future development.



Existing view north along The Hungry Mile



Existing view south showing row of mature figs

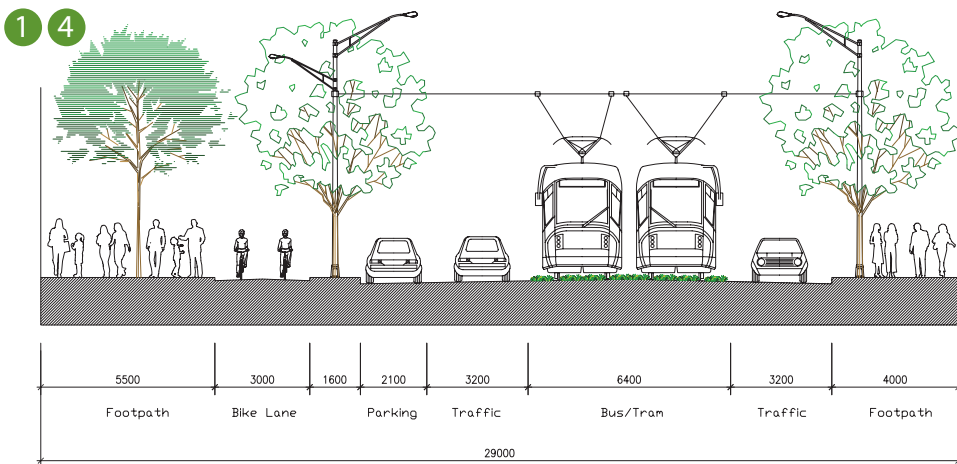


High Street view south

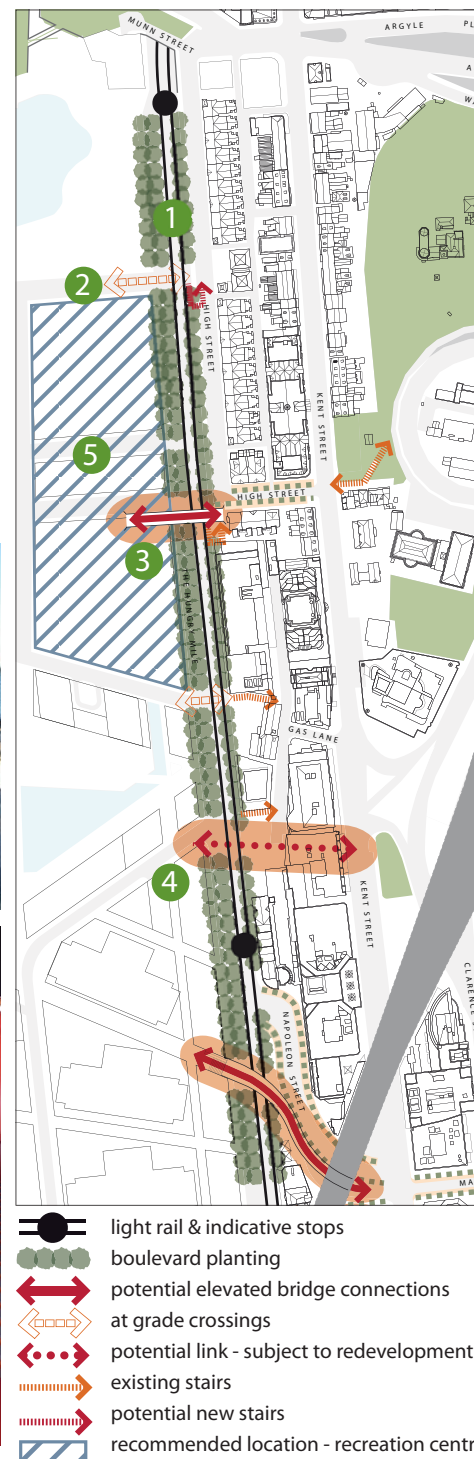


Existing view north showing retaining wall topography

Indicative section: The Hungry Mile with light rail



Recreation Centre example - Saint-Cloud Sports Centre, France (KOZ architects, source: www.archinnovations.com)



Desired Outcomes

A high quality boulevard with light rail and separated cycleway. Active street level uses along the western edge, and new pedestrian/cycle links via stairs and bridges to Millers Point and the city. Uses accessible to the wider community form the interface between Barangaroo and existing neighbourhoods.

Ideas

- 1 Incorporate widened footpaths, separated cycleway, light rail and boulevard planting to create a new character for The Hungry Mile.
- 2 At-grade crossings to stair & lift connections at Lance Kindergarten and Gas Lane.
- 3 Pedestrian/cycle bridge connection at High Street, connecting to Observatory Hill.
- 4 Future potential connection subject to redevelopment at 189 Kent Street (connecting to Grosvenor Street).
- 5 Provide a new public indoor recreation centre at Barangaroo, with associated outdoor areas (eg skate park). Refer to Asset Assessment & Development Plan.

Long term project ideas

Walsh Bay

Currently

A unique spatial character created by retaining walls and sandstone cuttings, infilled with restaurants and cafes supporting a growing cultural precinct. The large footprint wharf and warehouse buildings are gradually being adapted with finer grain uses at ground level.

Issues

- 1 Poor legibility of connections north to The Rocks and south to Barangaroo along Hickson Road.
- 2 Lack of regular transport restricts access and creates a streetscape dominated by car parking.
- 3 Lack of activation outside 'peak' event hours. Need to encourage uses that support the cultural precinct but operate pre and post theatre times.
- 4 Large warehouse buildings need unique approaches to activating the street.
- 5 Landform, bridges and sandstone rock faces - how to capitalise on these unique features and overcome the challenges they present.



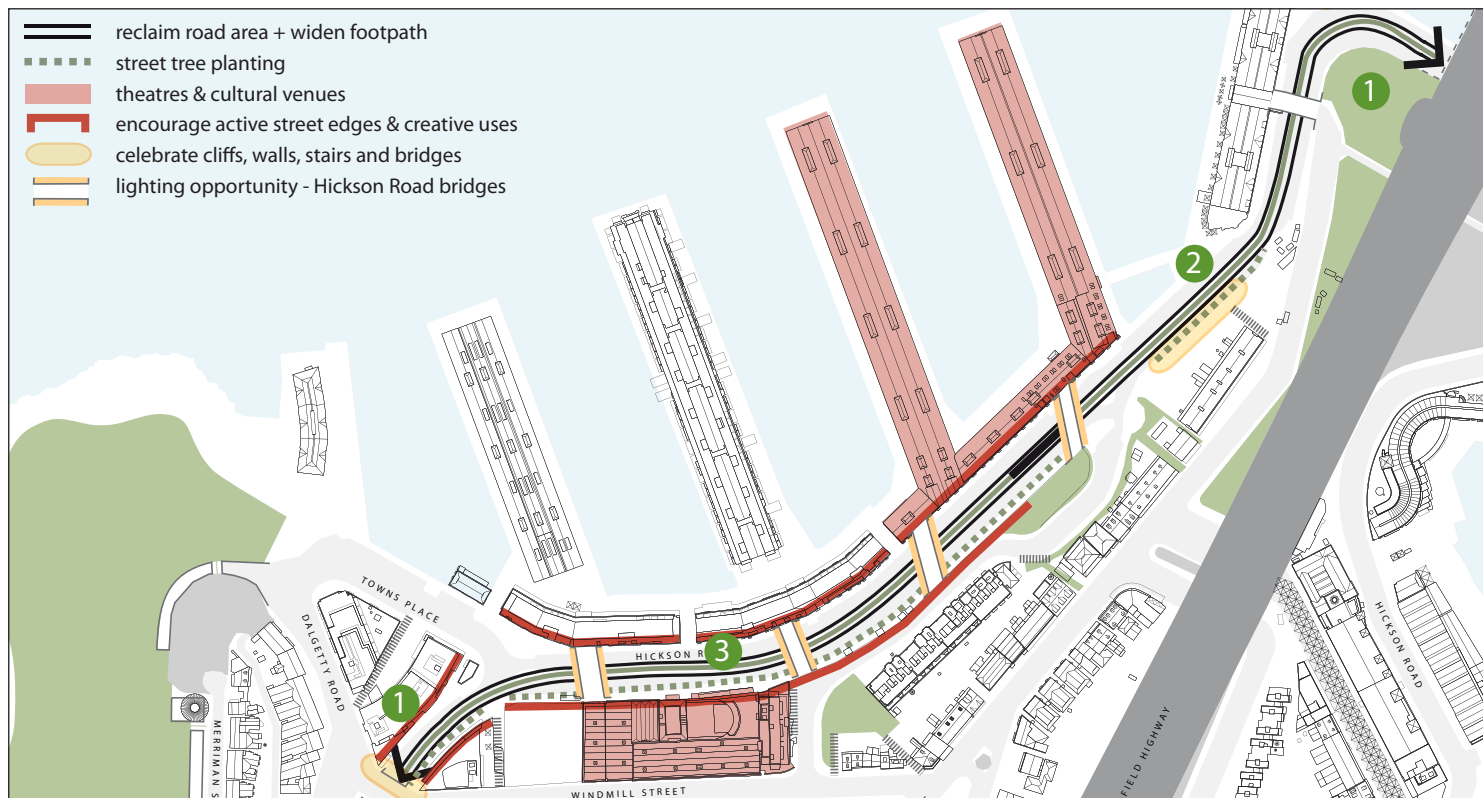
Existing view west along Hickson Road



Wayfinding opportunity: view towards Dawes Point at the bend in Hickson Road



Wayfinding opportunity: view towards Headland Park



Idea - lighting artwork on Hickson Road bridge
(source: Gehl Architects 'Links to the City')



Hickson Road Light Rail photomontage



Wakefield 'Empty Shopfronts Exhibition'
www.westgatestudios.net

Desired Outcomes

A vibrant cultural precinct with a range of daytime and evening attractions. A pedestrian friendly streetscape, easily accessed by cycle and public transport. Place specific markers at east and west, to signify and attract visitors along the Cultural Ribbon.

Ideas

- 1 Opportunity for interpretive public art to mark 'hinge points' into Walsh Bay at Dawes Point and Windmill Street bridge.
- 2 Work with Transport NSW to extend CBD light rail from Central to Walsh Bay via George Street. In the interim, investigate a regular bus service to increase accessibility to Walsh Bay, reducing layover demands at Millers Point (subject to NSW Transport Master Plan).
- 3 Transform Hickson Road from a car parking dominated space to a green boulevard with planting, separated cycleway and pedestrian crossings.
- 4 Encourage use of vacant spaces by providing short term leases for creative pursuits (eg. artist studios, galleries), and local services.
- 5 Encourage cultural activities to attract a range of visitors to the area during the day.

Long term project ideas

Merriman Street & Clyne Reserve

Currently

A one-sided cul-de-sac street with narrow footpaths and terrace housing. The northern end of Merriman Street terminates at Clyne Reserve, a multi level park with playground, barbecues and picnic tables. Merriman Street will become the frontage to the upper level of Headland Park.

Issues

- 1 Access and circulation - Merriman Street may need to cope with greater pedestrian volumes as well as providing park access drop-off areas for mobility impaired visitors.
- 2 Lighting may need to be upgraded to ensure safety and security at the Park frontage.
- 3 Future plans for the Harbour Control Tower including adaptation/reuse or access to the tower are yet to be developed.
- 4 The park-frontage condition along Merriman Street west needs to address the concerns of residents, provide sensitive landscaping and public accessibility.



View east from harbour showing Merriman Street elevation & Harbour Control Tower (source: <http://sydney-city.blogspot.com>)



Merriman Street - view north from Bettington Street

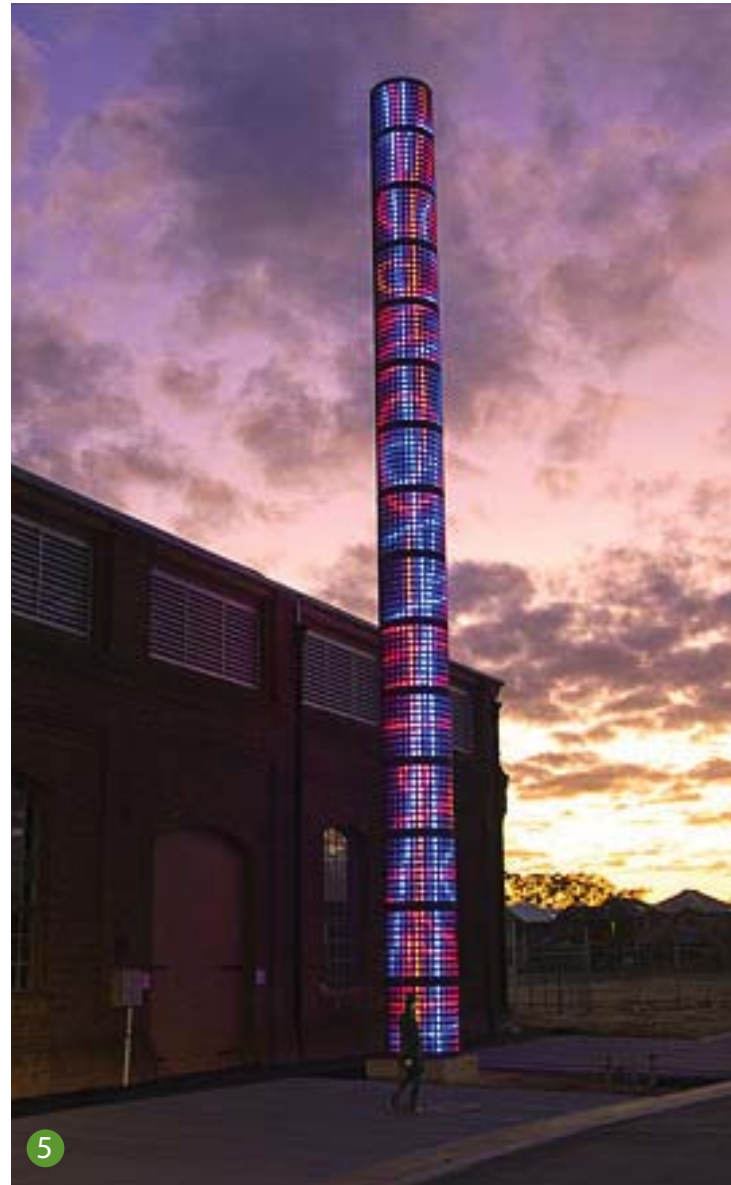


4 Example - well lit pathway through park



2

Example - fencing integrated with landscape design



5

Example - adaptation of Harbour Control Tower
Warren Langley 'tower of memory'
(source: www.warrenlangley.com.au)

Desired Outcomes


A high quality park edge street, providing at-grade park access particularly for mobility impaired. Parking, safety & security and activation addressed to meet the needs of existing residents, park users and the wider community.

Ideas

Work with Barangaroo to:

- 1 Investigate footpath, parking and drop-off arrangements.
- 2 Develop details to demonstrate a sensitive edge to the Headland Park in consultation with residents.
- 3 Maximise access and integration between Clyne Reserve and the Headland Park.
- 4 Review lighting to ensure 24 hour safety, particularly around park entrances.
- 5 Consider options for the Harbour Control Tower to be adapted for public art as an iconic attractor to the cultural precinct.





References

1. City of Sydney 2008 *Sustainable Sydney 2030 Strategic Vision*
2. City of Sydney 2006 *Local Action Plans*
3. EDAW (Aust) Pty Ltd 1997 *Observatory Hill Park Draft Plan of Management for City of Sydney*
4. Fitzgerald, S & Keating, C, 2007 *Millers Point: The Urban Village*, Halstead Press
5. Gehl Architects 2007 *Public Spaces Public Life Sydney*
6. Gehl Architects 2010 *Links to the city draft report*
7. GTA consultants 2010 *Eastern end of Anzac Bridge and South-western end of Harbour Bridge Stage 5 Road Safety Audit - Existing Road for NSW RTA*
8. Heather Nesbitt Planning, June 2010 *Asset Assessment and Development Plan for Community Facilities in Harbour Village Final Report for City of Sydney*
9. Paul Davies Pty Ltd 2006, *Millers Point and Walsh Bay Heritage Review Final Report for City of Sydney*
10. Simpson + Wilson 2010 *Harbour Village North Study for City of Sydney*

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Appendix A

Key Streets Study
Spackman Mossop Michaels



Appendix B

Observatory Hill Masterplan
Turf Design +
Environmental Partnership