CITY OF SYDNEY 🕀

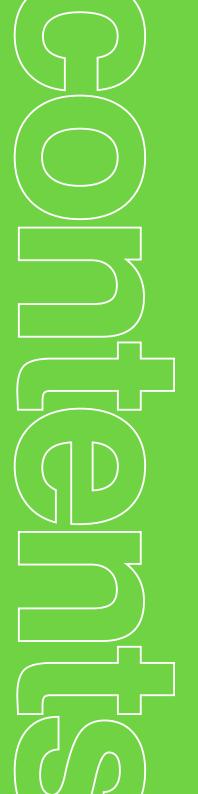


City North | Public Domain Plan

December 2015 Update October 2022 DRAFT

Sydney2030/Green/Global/Connected

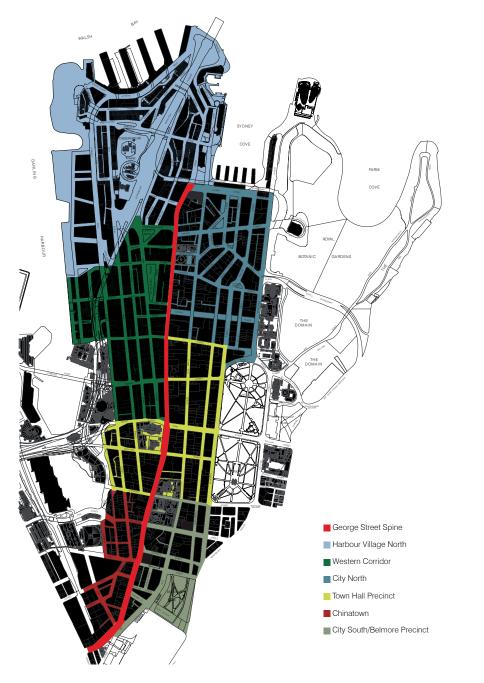
The City acknowledges the Gadigal of the Eora Nation as the Traditional Custodians of this place we now call Sydney, and we acknowledge their continued connection to Country. We pay respect to Aboriginal and Torres Strait Islander Elders past, present and emerging.



Contents

Introduction		4
Bacl	ground	6
2.1	Sustainable Sydney 2030-2050 Continuing the Vision	7
2.2	The study area	8
2.3	Stakeholders	9
2.4	Consultation and engagement	10
Strat	tegy context	11
3.1	Transport strategy and plans	12
3.2	Planning for growth in Central Sydney	14
3.3	Heritage and built form	15
3.4	Connecting with Country	16
3.5	Development context	18
3.6	Public Domain	23
3.7	Economic and Cultural Policy	25
3.8	City Centre Public Art	26
3.5	Relevant public domain projects	27
Guid	ling Directions	28
Con	ceptual approach	30
Орр	ortunities	34
6.1	Place-specific upgrade projects	36
6.2	Precinct-wide overlay projects	82
Арр	endix A Martin Place Urban Design Study	83
Арр	endix B City North streetscapes and spaces study	85
Арр	endix C Hunter Street Precinct Public Domain Study	87





This City North Public Domain Plan outlines ideas for improving City streets and open spaces which can be used as guidelines for future development. It forms part of the overall City Centre Public Domain Plan.

The city centre has been divided into key precincts for which detailed feasibility and public domain improvement proposals are being developed. To date, the City has undertaken public domain plans for Chinatown/Belmore Precinct, Harbour Village North and George Street. City North is the next in a series of detailed plans that analyse and recommend the scope, location and extent of public domain improvements over the short, medium and long term, resulting in a Public Domain Plan.

Using a precinct based approach, the Public Domain Plan delivers on Sustainable Sydney 2030 as follows:

Strategic Direction 3 - Integrated transport for a connected city

Strategic Direction 4 - A city for pedestrians and cyclists

Strategic Direction 5 - A lively and engaging city centre

Project idea 2 - Three City Squares

Project idea 3 - Protecting the Centre

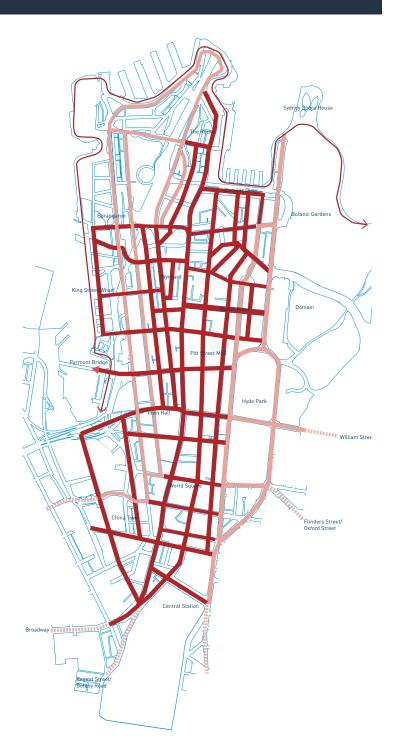
The need for the City North to be the next precinct for detailed study has arisen due to Council's need to:

- inform and respond to the bus plan and transport changes within the precinct resulting from the Sydney Light Rail and Metro projects
- provide timely input to Sydney Harbour Foreshore Authority government as they undertake a Plan of plan for the Renewal of Circular Quay; and
- support the uptake of Central Sydney Planning Strategy development uplift in the northern tower cluster by providing public domain direction to the many private development projects occurring within the study area.

The intent is that this strategic work is completed to inform major infrastructure, transport or development projects so that the recommended improvements can be taken into consideration through planning negotiations and project delivery. This work will also guide the City's long term planning and capital works programming.

City Centre Public Domain Plan







Public Space Public Life 2020: right Pedestrian priority around transport hubs

As a priority, improve pedestrian amenity and priority around metro stations and public transport hubs.

left 2050 Walking City

By 2050 the city should be a 'Walking City' with pedestrians prioritise and strong pedestrian priority throughout the city.

2.1 Sustainable Sydney 2030-2050 Continuing the Vision

Sustainable Sydney 2030 established a clear vision for the public domain, of three public squares connected by the George Street Spine. The City's vision has now been updated with guiding principles and aspirational targets to measure progress towards 2050. Sustainable Sydney 2030–2050 - Continuing the Vision outlines strategic directions and project initiatives for Sydney, in response to issues identified through a comprehensive community engagement and research process.

The 2030-2050 vision was adopted in 2022. It sets out a clear agenda for rebalancing the space of city streets with the "City space improvement program" project idea.

The updated City North Public Domain Plan outlines ideas for improving City streets and open spaces which can be used as guidelines for future development. It forms part of the overall City Centre Public Domain Plan, and delivers on Sustainable Sydney 2030-2050 - Continuing the Vision.

Public Spaces / Public Life Study

In 2007 The City commissioned Gehl Architects to create a blueprint to turn Sydney into a people-friendly, public transport oriented and green city. The Public Life and Spaces Study prepared by eminent Danish architect Professor Jan Gehl and his team provided a clear picture of the quality of Sydney's public domain from the perspective of its users.

In 2020 the Public Spaces Public Life Study was updated to report on what has been achieved, as well as outlining contemporary challenges and opportunities for the public life of the city. To improve health and wellbeing, making more space for walking, cycling and greening, the city must continue to increase the quantity and quality of well planned public domain – streets and spaces that are human in scale, sustainable, social, healthy, safe, and lively.

This Public Domain Plan is underpinned by the recommendations of Public Spaces/ Public Life. The Study's recommendations are centred on four themes:

- 1. A green and cool city continue the City's leadership in environmental sustainability and climate action
- 2. Protected heart rethinking mobility and access to win back space for people to walk, cycle and stay as well as for green infrastructure.
- 3. A city for all ensuring a public realm that is welcoming for all people.
- 4. A strong city identity capitalise on city amenities and strengthen public realm quality and identity.

2.2 The study area

The City North study area is defined by George Street in the west, Alfred Street in the north, Macquarie Street and the Botanic Gardens and Domain parklands in the east, and King Street in the south.

This area comprises the commercial core of the city and is characterised by large office buildings providing premium office space. In recent years the number of Development Applications for residential apartment buildings within the study area has increased, resulting in an increasing residential population.

The study area includes some of Sydney's oldest streets, including Bridge and Bent Street, as well as the traces of the Tank Stream at Macquarie Place.

City North profile

Area

approximately 44 hectares

Residential population (2017) 696 dwellings approximately 1,300 residents

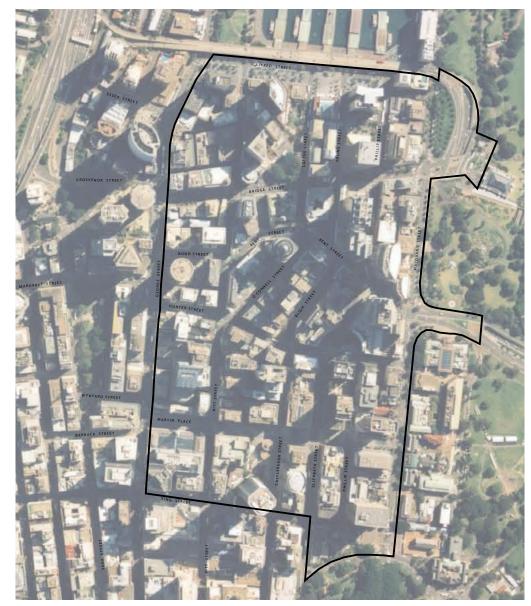
Workforce population (2017) 99,327 workers

Future growth

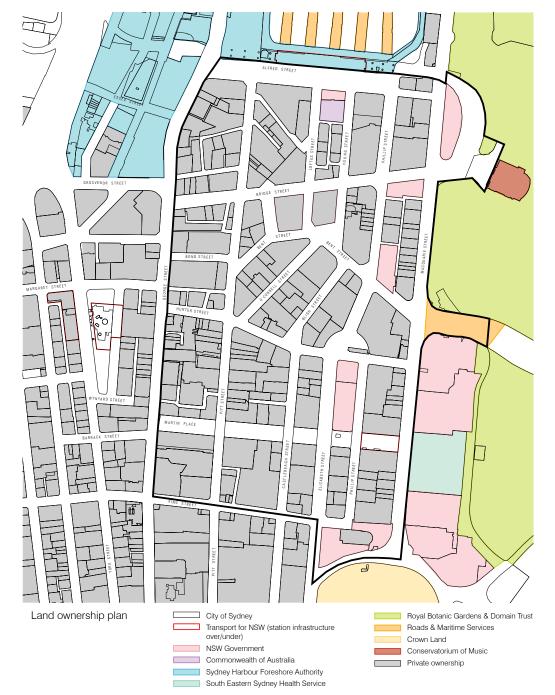
Development activity within the study area is high, with both residential and commercial developments planned and underway.

It is anticipated that by 2025 an additional 400,000sqm of office space will be completed (room for approximately 16,000 workers) and 238 dwellings will be constructed, increasing the residential population to 1,800 people.

This growth results in strongly increasing demand on the areas limited open space resources (streets, parks and squares) for both recreational and movement uses.



City North study area



2.3 Stakeholders

Landowners

The study area is predominantly characterised by large corporate headquarters and commercial office towers in private ownership. In contrast, it also includes many smaller scale and often heritage character civic and commercial buildings. State government land owners are also located adjacent to the study area with major stakeholders including Sydney Harbour Foreshore Authority (SHFA), Roads and Maritime Services (RMS) and the Royal Botanic Gardens and Domain Trust.

Workers, residents and visitors

City North streets and public spaces are well used in morning and afternoon peaks, and at lunchtime. The majority of workers within the area access their offices from transport hubs at Circular Quay and Wynyard, and use the few small parks and plazas in the area for lunchtime and breaks.

The growing residential population results in increasing usages of the area's streets and spaces outside of traditional workday peak times, and there is a growing demand for outdoor recreational uses such as outdoor dining during the evenings and at weekends. Youth also represent an important part of the City North population, with Martin Place a popular destination for meeting and activities such as skateboarding.

Located adjacent to The Rocks, Circular Quay and the Botanic Gardens, the area is also highly used by visitors to the City and tourists. Circular Quay is one of Sydney's premier tourist destinations, and represents the place of arrival for visits to the City for many.

Many major events occur within the study area, with Circular Quay (including Customs House Square) and Martin Place, two of the City's most sought after event locations. Smaller commercial and cultural events occur year round, with major events such as New Years Eve and Vivid festival attracting large crowds and international attention. Martin Place is also home to many commemorative services associated with its WWI memorial (the Cenotaph).

2.4 Consultation and engagement

City North forms the core of the central business district within Sydney. Changes to the public domain will impact business, government and community members who use these areas.

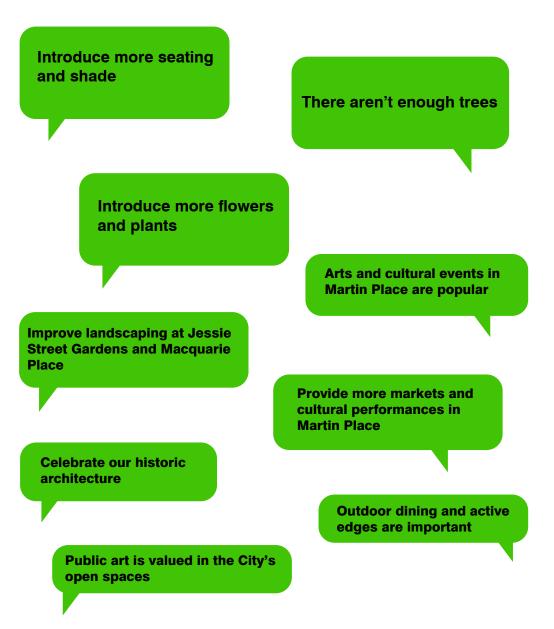
It will be necessary for the City to partner with other organisations, including developers and government, to implement the Public Domain Plan. Engagement provides an opportunity to build these relationships for collaboration and advocacy in the future.

The 2022 City North Public Domain Plan review has drawn on the extensive community engagement process for the preparation of Sustainable Sydney 2030-2050 Continuing the Vision. The main themes identified through that process - a city that is green with quality public space, is easy to walk and cycle in, and responds to climate change - have informed the development of the project proposals and opportunities.

This update to the City North Public Domain Plan will be placed on public exhibition, to allow broad community review and comment prior to its finalisation and adoption. Additional briefings and consultation with the community and stakeholders will be carried out throughout the public exhibition period.

User intercept surveys

To inform the 2015 City North Public Domain Plan, user intercept surveys were conducted at key locations within the precinct. Key messages include:





3.1 Transport strategy and plans

Sydney City Centre Access Strategy

In December 2013 The NSW Government introduced the Sydney City Centre Access Strategy. This is a long term, comprehensive, multi-modal plan that prioritises access to city centre streets for different modes of transport.

It aims to balance competing demands for limited road space and delivers better public transport options while reducing congestion for those who do need to drive.

Sydney City Centre Access 2018 provided an update on the strategy, reporting on actions and ongoing projects to implement the strategy. Work on the a 2022 Access Strategy is currently underway.

Sydney Light Rail

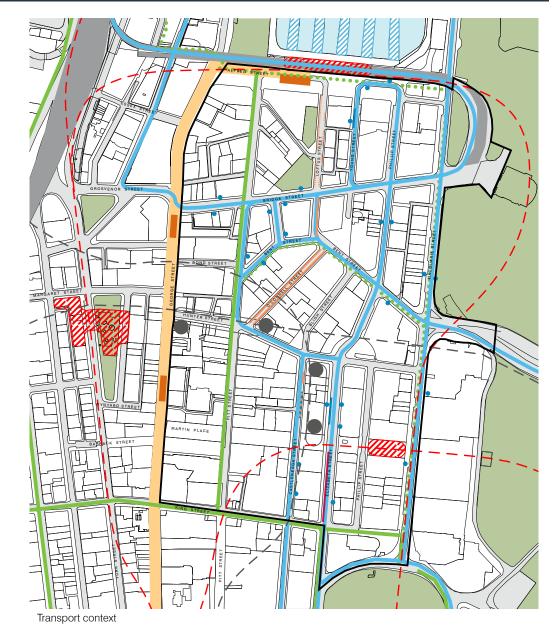
Since the City North Public Domain Plan was first adopted in 2015, the CBD South East Light Rail project has been completed and has transformed George Street into a pedestrian priority, green boulevard. The City continues to work with Transport for NSW to ensure the best possible outcome, with a focus on a high quality public domain for George Street.

Sydney Metro

Transport for NSW's Sydney Metro City & Southwest project is currently under construction in the precinct, with new stations under construction at Martin Place and Pitt Street planned for completion in 2024.

In 2020 construction also began on Sydney Metro West, a new 24km metro line connecting Parramatta and the Sydney CBD. A station is planned for Hunter Street within the City North precinct, predicted to be the busiest station in Central Sydney upon completion.

The Metro projects will facilitate transport to the growing development precinct within City North and will greatly increase the number of pedestrians using the areas streets for interchange, access and daily life. These projects also provide a significant catalyst for new private development and public domain works to improve the amount and quality of public space in the vicinity of Metro stations. This plan has been updated (2022) to reflect these opportunities.







Pitt Street - temporary cycleway

Bus network

The current bus network is shown on the adjacent diagram It is anticipated that the delivery of Metro services to the precinct will result in revisions to the bus plan and a reduced reliance on streets close to Metro stations for bus layover.

Cycleways

The City of Sydney Cycle Strategy and Action Plan 2018-2030 is Council's commitment to making cycling an attractive transport choice equal to walking or public transport. Through the strategy the City aims to provide a comfortable and bicycle friendly environment encouraging more people onto bicycles.

The City's bicycle network plan has recently been reviewed to align with the NSW City Centre Access Strategy. In the City North study area, these changes include providing a dedicated north-south cycleway on Pitt Street (King Street to Circular Quay). A temporary cycleway has been installed on Pitt Street with future permanent works planned.

Loading and parking

Guided by the City's Central Sydney On-street Parking Policy, this plan prioritises street space to give the greatest space to the greatest number of users. Retention of on street loading is important to support the operation of businesses in the city. Consolidated basement loading is encouraged for larger sites, however detailed consideration of access to kerbside loading is important particularly for small sites or heritage buildings with no off-street loading capacity. Detailed analysis has been undertaken to identify these sites, and further design development will be undertaken to ensure adequate local access and loading. Kerb-side uses such as taxi and uber also have a role to play.

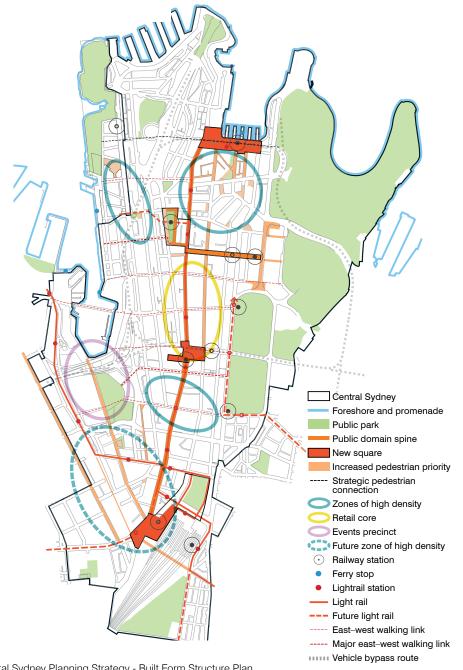
Planning for growth in Central Sydney 3.2

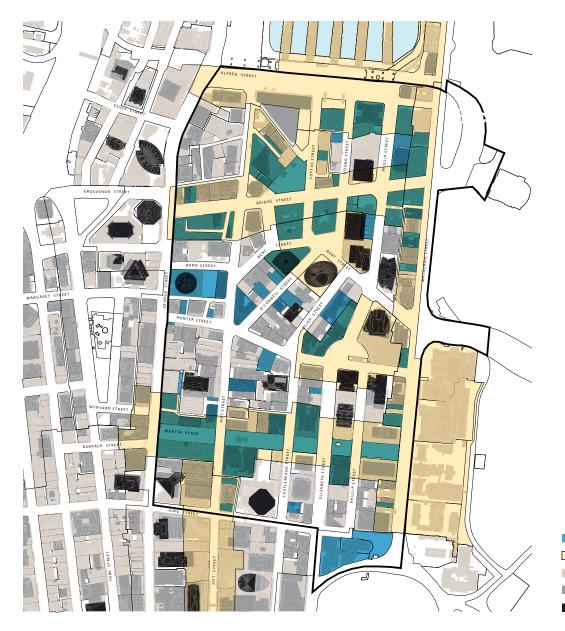
City Plan 2036, the City's Local Strategic Planning Statement, sets 13 priorities and a series of actions to achieve the vision and guide future changes to the City's planning controls:

- Movement for walkable neighbourhoods and a connected city 1.
- 2. Align development and growth with supporting infrastructure
- Supporting community wellbeing with social infrastructure З.
- 4. A creative and socially connected city
- Creating great places 5.
- New homes for a diverse community 6.
- Growing a stronger, more competitive Central Sydney 7.
- Developing innovative and diverse business clusters in the city fringe 8.
- Protecting industrial and urban services in the southern enterprise area and 9. evolving businesses in the Green Square-Mascot strategic centre
- 10. Protecting and enhancing the natural environment for a resilient city
- Creating better buildings and places to reduce emissions and waste, and use 11. water efficiently
- 12. Increasing resilience of people and infrastructure against natural and urban hazards
- Open, accountable and collaborative planning. 13.

The Central Sydney Planning Strategy outlines future development opportunities and associated public domain benefits for the city, allowing growth to occur whilst protecting key public spaces.

The strategy identifies a tower cluster within the City North precinct - an area of significant development growth. The Strategy highlights the need for improvements to the public domain to support this growth and cater for the growing number of residents and workers in these uplift areas.





3.3 Heritage and built form

Built form in the City North area is controlled by the Sydney Local Environmental Plan (LEP) 2012, and Development Control Plan (DCP) 2012. These planning provisions outline maximum building heights, floor space, as well as defining street wall heights and the setbacks required above podiums.

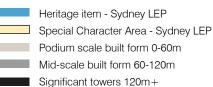
The LEP identifies a series of Special Character Areas, that significantly contribute to the quality of the public domain and the distinctiveness of Central Sydney. Development in Special Character Areas can reinforce and enhance the existing character by responding to the nominated street frontage heights and setbacks. Special Character Areas relating to the City North area are shown on the adjacent plan, and include:

- Bridge Street/Macquarie Place/Bulletin Place
- Chifley Square
- Circular Quay
- Farrer Place
- Macquarie Street
- Martin Place

These areas are generally characterised by lower scale buildings and contain significant heritage items (particularly Bridge Street and Martin Place).

The City North area also includes public spaces which are locally listed heritage items. These include Macquarie Place and Martin Place.

The City is currently reviewing planning controls relating to Central Sydney. This Public Domain Plan will be considered as part of that review process.



3.4 Connecting with Country

The Government Architect NSW (GANSW) have released a Draft Connecting with Country Framework, and a discussion paper on Designing with Country. These documents outline how designers, clients, communities, planners and developers can consider and respond to Aboriginal cultural connections to Country when they are designing and planning new projects.

The City's Stretch Reconciliation Action Plan 2020-23 recommends that the City recognise Aboriginal and Torres Strait Islander histories, cultures and achievements in Sydney through the Eora Journey: Recognition in the Public Domain.

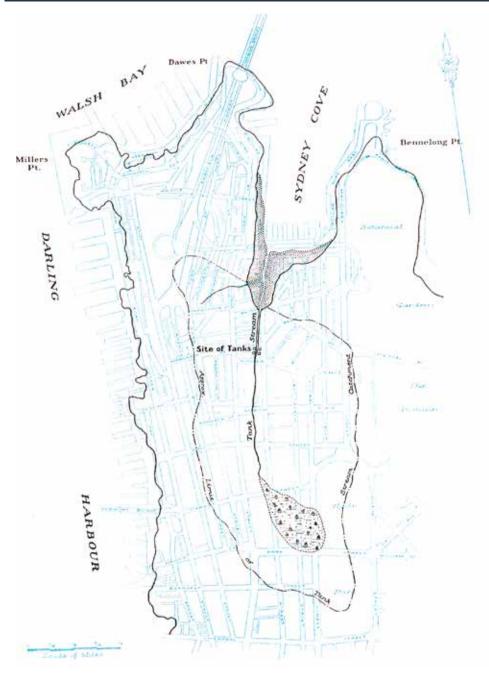
The Eora Journey, meaning 'the people's journey', is a program that celebrates the living culture and heritage of the Aboriginal and Torres Strait Islander communities in Sydney. Recognition in the Public Domain is one of the four key components of the Eora Journey. This project, overseen by art curator and writer Hetti Perkins, aims to reactivate the knowledge of specific places and events in Aboriginal history at key sites within the city.

In addition to the key projects already identified in the Eora Journey, the City is investigating ways to implement the concept of 'Designing with Country', including a specific focus on Aboriginal and Torres Strait Islander artists and cultural expression. These investigations, and GANSW's draft Framework, will inform and guide the implementation of projects in this plan.

The City's Barani website identifies the location of places that have historical associations for Aboriginal and Torres Strait Islander people in Sydney. Each place is connected to a historical theme that expresses an aspect of cultural life in Sydney. A number of sites are located within and around the City North precinct. These are outlined below:

- Circular Quay/Warrane
- The Tank Stream
- The site of First Government House, corner Phillip and Bridge Streets Sydney
- The Edge of the Trees, Museum of Sydney, corner of Philip and Bridge Streets Sydney
- Aborigines Welfare Board, Chief Secretary's Building, 121 Macquarie Street Sydney
- Martin Place, Sydney





Yananurala | Walking on Country

As part of the Eora Journey: Recognition in the public domain program, in 2021 the Metropolitan Local Aboriginal Land Council endorsed Yananurala (which translates as walk Country!) as the new name for the 9km harbour walk from Pirrama (Pyrmont) to Wallamool (Woolloomooloo Bay).

In 2022 the City installed 11 Interpretive markers to create a storytelling thread for Yananurala. The City will be developing a number of major public art projects for Yananurala, identified in the Harbour Walk Storytelling Report by Emily McDaniel, to further reinforce the Aboriginal storytelling experience along the harbour.

Future Yananurala projects include:

- Sitelines installations incorporating audio that frame and explain 'sitelines' along the walk sitelines are relationships between sites of historical and cultural significance
- Conversations text-based installations that respond to the intimate, hidden histories of the harbour at locations along the foreshore
- Ta-ra (Dawes Point) a major public art project that highlights the site where Patyegarang gifted the language of her people to William Dawes, recording it for future generations in his notebooks
- The Hungry Mile a major public art and interpretation project recognising Aboriginal people's role in shaping Sydney's maritime history
- The Boatshed a public art project linking Aboriginal history associated with the Government Boatshed to the resilience of Aboriginal communities in Sydney
- Woolloomooloo a community-based public art project that recognises the history and enduring presence and culture of Aboriginal people.
- Badu (water) an environmental project led by an artist in partnership with universities and marine institutes to build on research acknowledging Country as land, water and sky
- Pirrama (Pyrmont) a public artwork next to the Australian Maritime Museum, to recognise the connection between Aboriginal people and the harbour

Catchment area of the Tank Stream (W V Aird, The Water Supply, Sewerage and Drainage of Sydney, 1961)

3.5 Development context

Major development sites are indicated on the adjacent plan, as well as sites where future redevelopment is likely to occur (based on pre-submission discussions with Council). Many of these developments will deliver upgrades to the public domain around the site. Some sites within the study area have associated Voluntary Planning Agreements (VPAs), where significant public domain improvements can be negotiated as part of a package of public benefits to be delivered by the developer.

Opportunity Sites are nominated in the Central Sydney LEP 2012. On these sites, additional floor space may be achieved for the improvement of streetscape and public domain quality, and pedestrian amenity, as specified in the LEP.

Future development

There are many large and significant sites under assessment or with recent development or planning proposal approval. A future Metro West station is planned under Hunter Street with two station entry sites and over-station development proposed. Significant development activity is likely to be generated surrounding the Metro precinct. The precinct includes the northern tower cluster identified under the Central Sydney Planning Strategy, with many sites identified for potential amalgamation or redevelopment.

Significant recent planned projects are descried below.



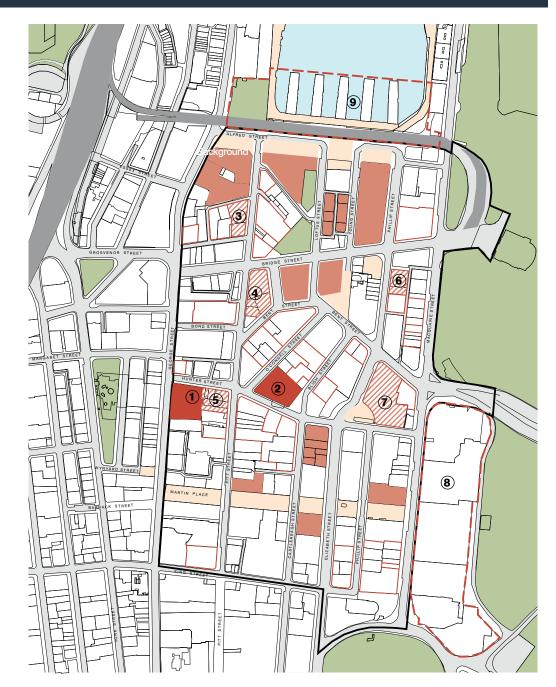




Future metro station & over station development

Central Sydney Planning Strategy potential development sites

State government masterplan/renewal project



(1) Metro West - Hunter Street Station and Over Station Development

2 Planning is underway for an underground station with two entrances on Hunter Street. A western entrance will be provided facing George Street, allowing interchange with light rail and proximity to Wynyard Station. An eastern station entrance is proposed facing O'Connell Street. Station entrances will be provided from the public domain at ground level, with over-station development planned for each site. Underground connections to Wynyard Station and Metro City & Southwest Martin Place Station are also planned. Metro West is in the planned to open in 2031.

(3) 37-49 Pitt Street, 49A-57 Pitt Street

Approved development comprising a new 45-storey commercial tower to RL 240. The project includes a retail podium to fronting Pitt Street, Underwood and Dalley Streets, through site link (Queens Court extension) and public domain upgrades.

Indicative layout and key design elements - Hunter Street Station (Sydney Metro West Environmental Impact Statement March 2022)

Development context (updated 2022)





(4) 56 Pitt Street

A planning proposal is currently under assessment to amend planning controls to permit a new commercial tower envelope with a height to RL320 (approximately 314m) and a maximum GFA of 105,000sqm.

(5) 15-25 Hunter & 105-107 Pitt Streets

A planning proposal has been lodged to facilitate a new commercial tower envelope up to RL 222.5 (approximately 212m), and approximately 42,276sqm of GFA. The proposal includes a through-site link connecting Pitt and Hunter Streets, with potential connection to the future Metro station on George Street.



Proposed reference design in city context



Proposed reference design - looking south west towards site

6 50-52/54 Phillip Street

A State Significant Development Application has been lodged for Concept approval for demolition of the existing buildings/structure on the site (excluding heritage-listed structure) & construction of new 47 storey, 331 bed hotel, including retail uses & new basement.

7 2 Chifley Square

In November 2021 a planning proposal and associated LEP and DCP amendments were approved to increase the floor space capacity of the site for an additional commercial tower with improved built form outcomes and active interface with Chifley Square. A design competition is currently underway to develop the design for the site.



Reference design showing potential tower building form

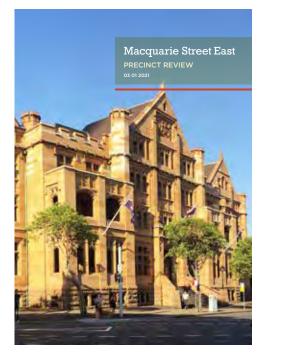


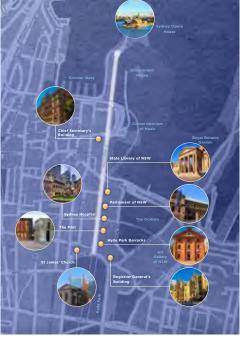
Reference design showing podium upgrades - subject to architectural design competition

8 Macquarie Street

In 2018 the NSW Government commissioned a Review into the Macquarie Street East precinct. Released in 2021, the Review highlighted that the precinct lacks public recognition of its historical significance, both before and after 1788, and provides only limited public use of spaces and buildings. The Review recommended improving accessibility and linkages to the rest of the CBD, and adopting a unified vision.

\$119 million has been committed in the NSW Budget to progress options to improve the Precinct and deliver economic benefits to NSW. A masterplan for the precinct is currently under development, coordinated by the NSW Department of Planning and Environment.





9 Circular Quay

The NSW Government is exploring options to renew Circular Quay's public spaces and transport interchange. Circular Quay is the symbolic gateway to Sydney's worldfamous harbour and city, and a place with deep cultural and historical significance for all Australians. However a combination of ageing assets, poor amenity and disjointed public spaces make it a disappointing experience for the millions of people who visit and travel through there every year.

Transport for NSW (TfNSW) and the Department of Planning and Environment (DPE) are jointly leading the renewal project in consultation with other NSW Government agencies. The State Government's announcement of a project partner and further design development, community consultation and a statutory planning process, is expected to commence in 2022.



3.6 Public Domain

Sydney Streets Design Code

The Sydney Streets Code sets the guidelines, design coordination and material palettes for public domain works in the Local Government Area. The companion document, Sydney Streets Code Technical Specifications provides written specifications and standard drawings for constructing street works in the public domain in accordance with the guidelines set out in the Code.

Furniture and materials palettes have been identified for each street character area and street type. The aim of the material palette is to promote a cohesive character and sense of identity for the City's streets.

The key design principles of the City palette are:

- to provide a simple, durable, manageable and consistent palette that is appropriate to the different street types;
- to consider sustainability objectives in material selections including embodied energy, life cycle costing and provenance; and
- to use this palette to design a streetscape environment that unifies street types, while allowing local variations in some elements to reflect and celebrate the diversity of the city.

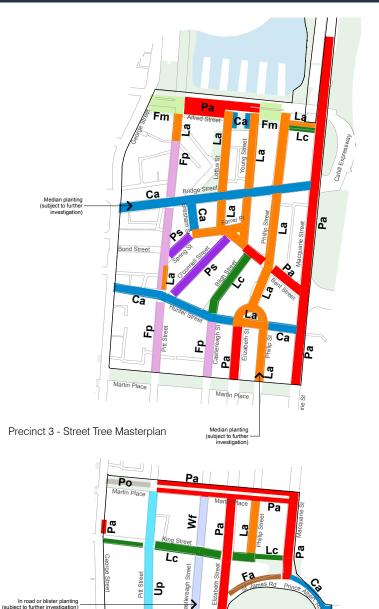
The City North Study area is included within the "City Centre" palette area. The code specifies a high quality and durable palette of streetscape materials to distinguish the City Centre as a hub of cultural, tourism, business and retail industry. The City's intention is to implement the Streets Code throughout the study area.



City Centre furniture palette

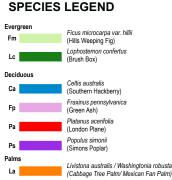


Pilot wayfinding signs



Ps

Market St



Legible Sydney Wayfinding Strategy

Providing legible pedestrian wayfinding information is critical to ensure our Liveable Green Network routes are clearly defined and easily understood so that people are confident of finding their way around the city.

The City has developed a pedestrian wayfinding strategy and a design manual to provide a clear and coordinated framework. The strategy and manual aim to ensure signage is consistent to help people get to their desired destination.

Council adopted the Legible Sydney Wayfinding Strategy on 10 December 2012 and the Legible Sydney Design Manual on 2 December 2013.

The rollout of wayfinding signage under will be incorporated into projects under this Plan.

Street Tree Masterplan 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". The Master Plan aims to ensure the high quality of the public domain through the use of appropriate tree species.

The City North area covers two of the Street Tree Master Plan's precincts:

Precinct 3: Northern Financial and Alfred Street; and

Precinct 5 - Street Tree Masterplan

Strategy context

3.7 Economic and Cultural Policy

The City has a suite of endorsed economic and cultural policies to guide development of projects and programs.

The City of Sydney Economic Development Strategy was adopted by Council in December 2013. The overarching aim of the City's 10-year strategy is to strengthen the City economy and to support business. It centres on further improving the solid foundations for success through creating opportunities for individuals, businesses, the community and future generations, and addressing the challenges that might otherwise limit Sydney's potential growth as a global city.

The City's Creative City cultural policy and action plan has been developed to guide the arts in central Sydney – the first of its kind for the local area.

Projects identified for further development under this Plan will deliver on the principles of these policies.



3.8 City Centre Public Art

In 2011 Council adopted a vision for public art in the City - the City Art Public Art Strategy. In June 2013 Council endorsed the City Centre Public Art Plan - a long term vision for how public art can transform the City Centre by public art curator Barbara Flynn. The Plan identified a range of priority sites for future public art projects, both permanent and temporary, and established recommendations to guide the development of future artists briefs.

The City Centre Public Art Plan was part of the City of Sydney's \$220 million contribution to the NSW Government's light rail project. Within the City North public domain area the plan has resulted in the installation of The Distance of Your Heart along Bridge and Grosvenor Streets. Around 70 delicate, hand-made bronze bird sculptures designed by acclaimed British artist Tracey Emin are placed on buildings, above doorways and on street furniture.

In Reiby Place Patchwork of light by Lara Schnitger is the first of two permanent laneway artworks commissioned. Patchwork of light communicates a message of female empowerment that is uniquely Australian. The project was developed with Wiradjuri/Yuin elder Aunty Bronwyn Penrith, whose journey has been dedicated to reclaiming the culture of and respect for Aboriginal women. The second laneway project by Callum Morton In through the Out Door, to be installed in Market Row and Mullens Street near the Queen Victoria Building and Town Hall, plays with the unconscious life of passers-by, testing their memory of specific, vivid, visual moments in and around the city. The Plan also identified additional laneways in the north of the City as opportunities for future public art.

The Plan also identified ways in which partnerships and new development by others could contribute to the City's vision for public art. To make Sydney an even more interesting, distinctive and culturally diverse city, the City's Guidelines for Public Art in Private Development presents a framework for the care, acquisition and management of public art in the City of Sydney local area. These guidelines are intended to assist developers, art consultants, artists, architects, landscape architects and project managers in providing public art in new developments. They should be read alongside the City's public domain plans and our public art policy. Public art plans are required for developments of urban renewal areas requiring a Master Plan; or Stage 1 Das; or development with a construction cost exceeding \$10 million.

The City North Public Domain area covers land that forms part of Yananurala | Walking on Country, the 9km harbour walk from Pirrama (Pyrmont) to Wallamool (Woolloomooloo Bay). Yananurala is part of the City's Eora Journey Recognition in the Public Domain program that aims to celebrate and recognise Aboriginal and Torres Strait Islander peoples and cultures in the public domain. Yananurala includes plans for the development of a number of major public art projects at key sites of significance for Aboriginal people in Sydney. See Connecting with Country on pages 16-17.



Patchwork of Light, Lara Schnitger, 2020, Reiby Place photo Katherine Griffiths, City of Sydney

3.5 Relevant public domain projects

Gresham Street Study : POD 2007

An urban design study of the Gresham Street area was completed by POD Landscape Architects in 2007, with the intent of exploring Gresham Street as a meaningful public domain space contributing to Sydney's 2030 vision.

A range of concepts were explored culminating in three masterplan options, which were presented to the City's Design Advisory Panel in June 2010. The Panel's comments informed a series of refined principles for Gresham Street:

- Create a unified space achieved through the removal of the bus termini and through traffic;
- Establish a strong 'green' emphasis to the space as an urban park with a simple and refined structure;
- Locate major site interventions such as trees and structures primarily towards the western side of the space. This is to preserve views through the space and to the facade of the Lands Department Building;
- Recognise the importance of the facade of the Lands Department building through night lighting and maintaining views to the building;
- Facilitate access and activation between the western built edge and the public space through design i.e. better integration of levels;
- Enhance movement through the space with new pedestrian connections across Bridge and Bent Streets.

Opportunities for the public domain in Gresham Street now need to be revisited in the light of the City Centre Access Strategy and current bus planning. Due to the role of Gresham Street in the Bus Plan, through access needs to be retained and the long term vision outlined in the 2007 design is not currently achievable. The principles of the Gresham Street Study have informed the recommendations in this Plan.

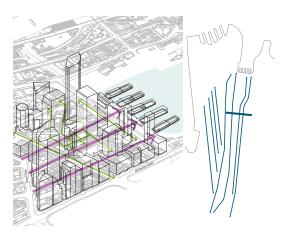


Gresham Street study (POD, 2007)

The following five directions have emerged from preliminary consultation, site analysis and existing strategies, and are based on the existing unique and positive characteristics of City North.

01

Strengthen north-south streets and encourage eastwest pedestrian permeability

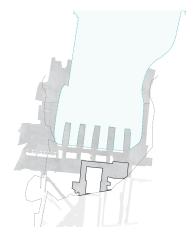


Creating clear, legible and clutter-free routes along the City's north-south streets will contribute to the walkability of the city, and allow improved access to public spaces and transport interchange. Enhancing the strong north-south corridors with finer-grain, meandering east-west streets and lanes creates a connected and permeable network.



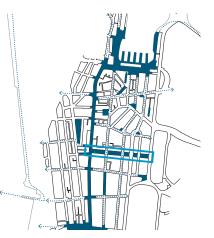
02

Reinforce a connected public space at Circular Quay and create a unified square from the building edge to the water



One of the key aims of Sydney 2030-2050 Continuing the Vision is to establish Circular Quay as one of the City's premier public spaces, linking the city to the water. The long term vision of a unified Circular Quay underpins this plan.)3

Reinforce Martin Place as the City's premier civic and public space



Martin Place is home to some of the Sydney's finest architecture and most significant civic monuments. It is one of the few 'planned' public spaces within Central Sydney. A strategy to better connect the blocks of Martin Place, and increase the useability of the space, will help reinforce Martin Place as a destination rather than a thoroughfare. 04

Create a linked series of park and garden spaces and upgrade existing open spaces

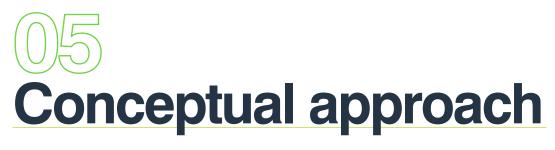


05

Support and encourage active building edges and high quality activation of the public domain

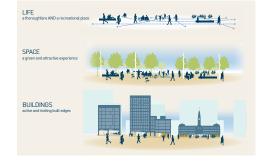


Preserving and upgrading our existing parks will help them cater to the increased useage that will come with the growing city population. City North has the opportunity to link existing pockets of green space with avenues of street tree planting, in accordance with the City's Street tree Masterplan, creating a high quality green network. Active building uses that spill out into the public domain can help activate currently underused areas, and can provide places for people to stop and enjoy the city. These uses are important to increase amenity in open spaces, near parks and to provide services near transport hubs. High quality active edges are important to define the character of significant places such as Circular Quay and Martin Place.



Martin Place

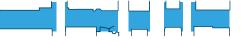
Gehl Architect's 'Martin Place Urban Design Study' aims to build on the existing positive qualities of Martin Place. It proposes a range of strategies to improve the experience of the space as a destination in its own right, ensuring that buildings contribute to an active place, and urban elements provide a high quality background to the human experience of the place.



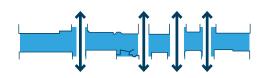
... TO A UNIFIED SPACE



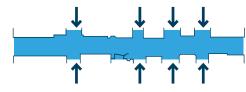
FROM A SEQUENCE OF SPACES ...



FROM STREETS SEPARATING MARTIN PLACE ...







Streetscapes and Spaces

HASSELL's 'City North Streetscapes and Spaces' Concept Design aims to celebrate the unique location through 'the water mark', a notional line that defines the historic demarcation of the water from the city. Using this as a guiding vision this project refines these key city spaces and streets into an uncluttered, legible and world class civic space.

Master Plan

Clear - Legible - Poetic

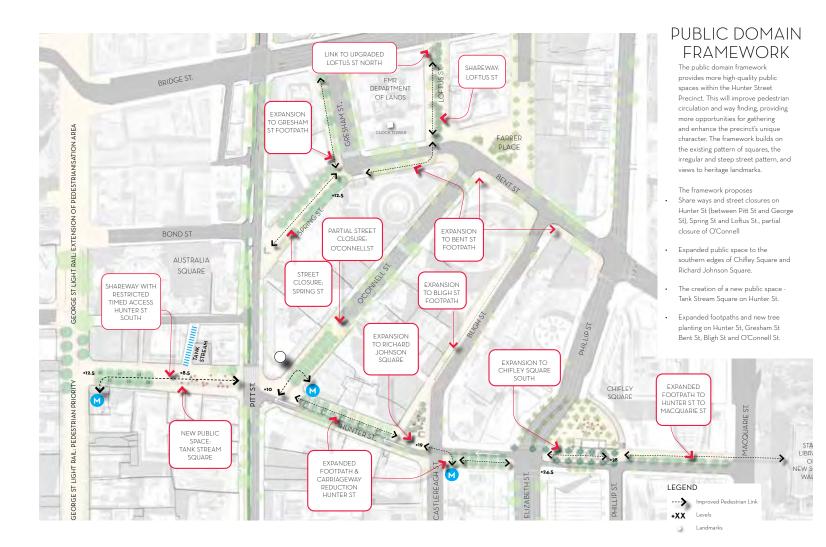
- Clearly defined spaces, that encourage ease of movement and activation.
- B. Clear north-south views and pedestrian movement and a more meandering east-west movement through immersive, green and engaging spaces.
- C. Revealing and celebrating the poetics of the place.

Key

- Creation of "Water Square" through consistent paving, de-cluttering and consolidation of tree planting.
- Jessie Štreet Gardens redesigned as a City Garden consisting of extended outdoor dining, seasonal planting and smaller areas for gathering and seating.
- Upgrade of Macquarie Place, celebrating and revealing Sydney's first public space.
- Increased pedestrian priority and greening of Reiby Place through vertical greening and activation through public art / projections.
 Beautification of Farrer Place through replanting,
- bespoke kiosks and paving treatments. 6. Clear and legible north south axis along a newly
- paved Loftus Street that will be a combination of pedestrianised and shared spaces. 7. Existing street tree planting of plane trees will
- slowly be replaced with the project vision of palm trees (Livistona australis). This condition is particularly relevant in Phillip Street.



Hunter Street Precinct



Gallagher Studio's 'Hunter Street Public Domain Strategy' illustrates an long term public domain response to the additional demands on the public domain created by the proposed Metro West station in Hunter Street, as well as development sites emerging in the surrounding area through the Central Sydney Planning Strategy northern tower cluster.

The strategy responds to the historic and unique street alignments by celebrating preserving views to heritage features and maximising the amount and quality of pedestrian space, creating opportunities for public life as well as ease of circulation.

Opportunities

Two types of projects are proposed to deliver on the Guiding Directions.

- Place-specific upgrade projects that aim to make physical improvements to particular parts of the precinct. Place-specific projects are identified either as **priority projects**, or **longer term project ideas**, reflecting priorities and issues out of the consultation and stakeholder engagement process.
- Precinct-wide overlay projects that address particular issues throughout the entire study area.

A Preliminary Implementation Plan has been developed to outline priorities and timeframes for project delivery. The priorities have been informed by community and stakeholder consultation, project cost estimates, land ownership and governance constraints and submissions received to the draft Plan. A summary of the preliminary implementation timeframes is provided on the following page.

Project opportunity	Timeframe	
Martin Place short term upgrade works	Completed or underway (as at 2022 update)	
(public seating, commence tree planting and landscaping, commence paving infill, temporary seating program, kiosk strategy, outdoor dining, events guidelines)		
Martin Place metro upgrade works (relocation of station and underground retail entries, Block 3 steps and topography works)		
Alfred Street upgrade, including Scout Place		
Loftus Street and Reiby Place upgrade		
Farrer Place upgrade		
Martin Place medium term upgrade works (lighting upgrade, paving infill, Block 2 fountain renewal, steps and topography works and tree planting)	Medium term (2-5 years) Priority projects (as at 2022 update)	
George Street north pedestrianisation	upuale)	
Hunter Street pedestrianisation & upgrade		
Spring Street pedestrianisation		
Loftus Street south pedestrianisation		
Richard Johnson Square upgrade		
Bent Street upgrade		
Gresham Street upgrade		
Alfred Street (north of Customs House) upgrade		
Macquarie Place Park upgrade		
Martin Place long term upgrade works (remaining Block 4 works, completion of tree planting)	Long term (5+ years) Longer term projects (as at 2022 update)	
Customs House Square		
Jessie Street Gardens (completion of the water square)		
Circular Quay -The Water Square		
Pitt Street mall extension north		
Young and Phillip Street upgrades		

6.1 Place-specific upgrade projects

Place-specific upgrade projects focus on discrete areas within the precinct, and can be implemented independently of other projects. Projects have been preliminarily identified as either short, medium or long term projects, based on community and stakeholder consultation, ease of delivery, strategic potential, Council control and preliminary cost estimates. The intention is that these priorities will be reviewed following the public exhibition of this Plan, and will result in a project Implementation Plan.

The intention is that many of these projects may be undertaken by private development as part of public domain development conditions, or through Voluntary Planning Agreements.

Council has engaged consultants to test and develop these priority projects, in consultation with government, stakeholders and the community.

Gehl Architects have developed the '*Martin Place Urban Design Study*' providing detail Martin Place short, medium and long term projects. This can be found at **Appendix A** to this plan.

HASSELL have developed concept designs for the northern streetscapes in their *'City North Streetscapes and Spaces Study'*. This can be found at **Appendix B** to this plan.

GALLAGHER STUDIO have developed a strategy for the Hunter Street precinct. This can be found at **Appendix C** to the 2022 updated plan.

The key project opportunities of each of these studies have been captured within this Plan, however detailed analysis, testing and recommendations are contained within the body of each Appendix report. The studies have informed the principles underpinning this plan, and for each space. Concept designs shown in this Plan are subject to change in design development.

Short term projects (1-2 years) Priority projects

These projects address current issues such as changes to traffic and transport arrangements resulting from new light rail stations, changes to streetscapes resulting from private development, pedestrian safety, park wear and tear, and allow Council to provide timely input to State Government and private development projects in the area. Development of the short term projects can be commenced within 2 years, and include projects to be delivered by the City and others.

Longer term projects

Longer term projects generally require additional exploration due to their complexity, heritage status, land ownership or contractual/leasing arrangements, or interface with medium term stakeholder or government projects. Some of these project ideas require additional exploration and consultation to test their feasibility and scope, due to coordination required across multiple stakeholders and landowners. They are identified for future investigation but not developed in detail as part of this plan.



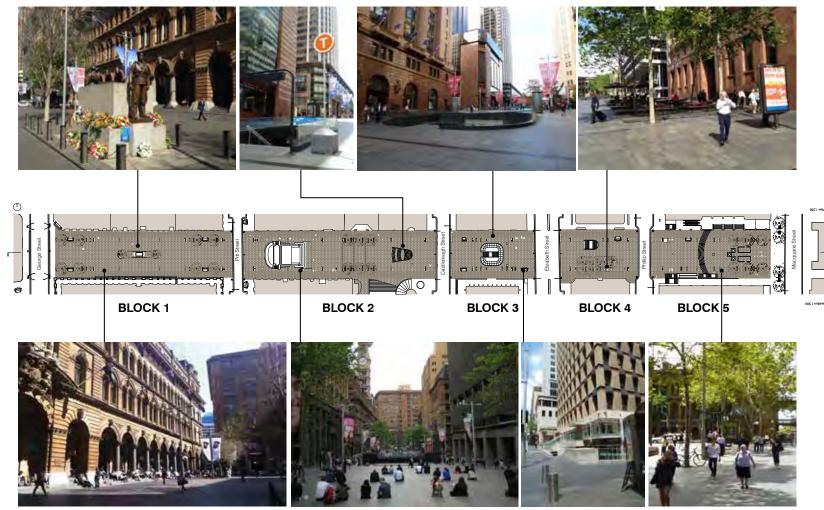
City North place specific upgrade projects

Martin Place currently

Martin Place is arguably Sydney's most important urban plaza. It holds both civic and ceremonial significance as home to the GPO and the Cenotaph. It provides an important east west connection between George Street and Macquarie Street, and beyond to the Domain. It is one of the few urban spaces in Sydney able to host significant events. Many of the buildings lining Martin Place are the subject of current and planned upgrades, reinforcing the high architectural quality of the place. The public domain was last upgraded prior to the Sydney Olympics in 2000.

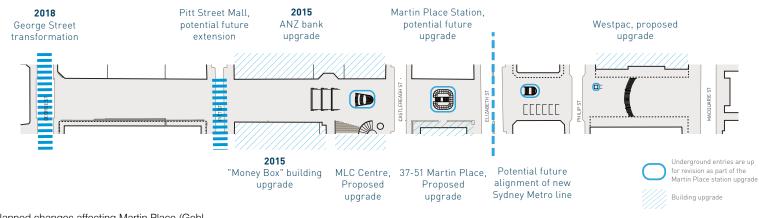
Issues

- long, narrow dimensions
- space physically divided by crossstreets and visually by the height of the fountain
- formal and mono-functional
- inadequate seating and landscape
- limited activation
- pedestrian pinch points generated by large fountain
- thoroughfare rather than destination
- cluttered, varied quality elements
- steep topography in some blocks
- many events of varying quality can dominate the space, amphitheatre no longer meets event needs

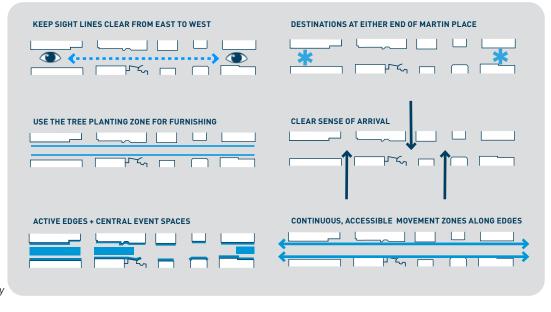


Martin Place existing plan and site photographs

Martin Place currently



Planned changes affecting Martin Place (Gehl Architects, *Martin Place Urban Design Study* 2015)



Planned changes affecting Martin Place

- George Street transformation & light rail (2018). George Street will be closed to through-traffic adjacent to Martin Place.
- Sydney Metro (2024). A new metro rail station will be constructed underground at Martin Place, to interchange with the existing heavy rail station.
- Martin Place train station upgrade. In coordination with the metro project, the existing underground station will be upgraded in the future.
- Significant existing and future private development, as shown on the adjacent plan.

Vision for Martin Place

- a people place
- abundance of seating
- a great space for dining
- a quality event space
- beautiful lighting
- luscious green
- inspiring water and art
- great paving throughout

Guidelines for Martin Place

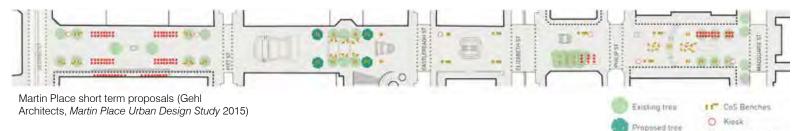
(Gehl Architects, Martin Place Urban Design Study 2015)

Landscape

- introduce a coherent avenue of deciduous trees to soften the formal feeling of the space and provide shading in summer
- plant trees in the ground wherever possible. In blocks with underground infrastructure this may not be possible until redevelopment occurs. In the short-medium term, planters can be used to introduce soft landscaping to these blocks. Low level planting can be provided in planters where soil depth for a tree cannot be achieved.

Public seating

- provide a large number of benches, located within the tree planting zones to maximise useability of open areas
- provide flexible (moveable) seating in central areas, this can be removed for larger events
- provide seating integrated with planters (where trees cannot be planted in ground)





Preferred option: Trees in situ. Due to limited soil this is however hard to achieve with the current configuration of Martin Place. La Rambla. Barcelona. Spain

Landscape vision (Gehl Architects, *Martin Place Urban Design Study* 2015)



Alternative: Combination of seating and landscaping in planter box. Beethovenstraat, Amsterdam, Netherlands.



Outdoor dining

Flexible seating

Planter seating

Alternative: Integrate landscaped elements as part of stairs or as stand alone elements, like e.g. Living Colour. *The Garden that climbs the stairs* by Balmori Associates, public stairs in Bilbao, Spain



The Sydney public bench.

Public seating types (Gehl Architects, *Martin Place Urban Design Study* 2015)



Landscaped seating that takes up the topography and adds low level greenery to the space. Delft, Netherlands



Provision of flexible seating alternatives. Times Square, New York, USA.

Outdoor dining

- amend outdoor dining policy to allow outdoor dining where appropriate in Martin Place
- establish guidelines for quality, look and feel of outdoor dining

Paving infill & crossings

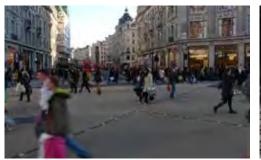
- repair and clean existing paving as required
- investigate flush continuous paving across intersecting streets (for example using the a detail similar to streets crossing the George Street pedestrianised area)
- improve pedestrian priority at crossings by increasing crossing time and decreasing waiting time

Kiosk strategy

- reduce the number of kiosks and ٠ distribute them evenly throughout the space (as shown overpage)
- locate coffee/snack outlets in ٠ connection with moveable seating
- locate kiosks in line with trees to ٠ maintain clear central corridor
- investigate a new kiosk design to suit the siting and character
- refer to Appendix A for additional strategies



Cane chairs with wooden tables and white umbrellas with wooden structure offer a coherent experience for the users. Copenhagen, Denmark



Inified paving to the entire crossing zone, which should be differentiated rom pavement areas, Oxford Circus, London



The crossing zone is a mix of different types of pavers, but all of the same material and colour. Malmö. Sweden

Paving infill over crossings (Gehl Architects, Martin Place Urban Design Study 2015)

Outdoor dining precedents



Minimalistic hakery San Francisco. US Kiosk precedent images

Café structure. 2 Phillip Street. Svdnev

(Gehl Architects, Martin Place Urban Design Study 2015) Adopted / December 2015 // Updated / October 2022 DRAFT



Café structure 1 Bliah Street. Svdnev

(Gehl Architects, Martin Place Urban Design Study 2015)



Open air library. Austria

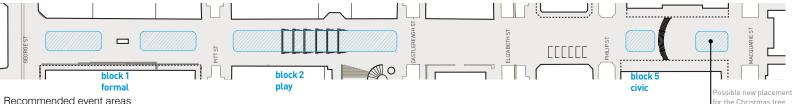


Events guidelines

Develop event guidelines for Martin Place to inform a City-wide events strategy. Ensure guidelines are in keeping with the following principles:

- Focus events in Blocks 1, 2 and 5, contained within the footprints indicated adjacent, and on detailed plans (refer to Appendix A)
- Ensure that all events provide a contribution to the cultural life of the City
- Ensure that events are consistent with the character of Martin Place and their specific location
- Encourage more curated events
- Offer events for a wide audience ensure variety. Offer more events for children and younger audiences
- Ensure that event infrastructure is high quality, including barriers, signage, temporary structures etc.
- Minimise the visual impact of signage and branding
- Consider the acoustic impact of events on surrounding buildings and uses

Increase wayfinding and legibility to the Domain to encourage more and larger events there, reducing pressure on Martin Place.



Recommended event areas (Gehl Architects, *Martin Place Urban Design Study* 2015)



Cultural events, and in particular, concerts and performances are one of the most preferred events. Jazz concert, Copenhagen

Event precedent images (Gehl Architects, *Martin Place Urban Design Study* 2015)

Invite all age groups



Evening events to activate the space after dark



PROPOSED indicative view - looking southwest toward the GPO (Doug & Wolf 2015)



EXISTING view - looking southwest toward the GPO



PROPOSED indicative view - looking northwest toward 60 Martin Place (Doug & Wolf 2015)



EXISTING view - looking northwest toward 60 Martin Place

Martin Place proposals - mid term

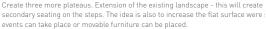
Fountain renewal

- maintain the importance of water elements in Martin Place and review the design of the Lloyd Rees fountain
- introduce an interactive water feature that invites children to play
- provide a water feature that is flexible and does not create a barrier, and can be turned off to extend useable space during special events and gatherings

Steps and topography works

- remove amphitheatre in coordination with the revised fountain design, and extend paving and steps in Block 2
- introduce new terraced steps in blocks 3 and 4 in coordination after the removal of underground entries (long term)
- maximise even surfaces for events and seating/dining opportunities, providing maximum flexibility for the space





When lit up at night, water jets create an ethereal atmosphere

Water jets as an interactive and playful element.

Martin Place proposals - mid term



PROPOSED indicative view - looking east from Pitt Street (Doug & Wolf 2015)

Lighting

- upgrade lighting to celebrate the grand facades of the heritage buildings and support a perception of safety throughout Martin Place
- removal of banners in line with the recommendations of Martin Place Urban Design Study 2015, 'due to their visual dominance over the space'

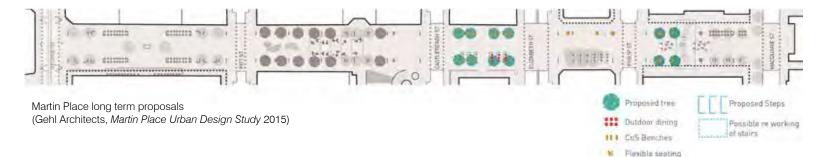


EXISTING view - looking east from Pitt Street

Martin Place proposals - long term

Relocation of entries to station and underground retail

- integrate all station entries within development to increase space for pedestrian use at surface level. Entry portals at surface within Martin Place to be minimised.
- provide access to existing ٠ underground retail via new station entries. Where not possible, staircases to underground retail should be minimised and no additional infrastructure added at surface level.
- provide input to the design of the ٠ Martin Place Metro station and revised train station, to increase soil areas for more trees, and increased activity at ground level.





Entry to Martin Place train station could be relocated to building frontages. The entry to the underground retail could be minimized or potentially relocated. Wynard Station, Sydney

Martin Place proposals - long term



EXISTING view - looking northeast from Castlereagh Street

PROPOSED indicative view - looking northeast from Castlereagh Street (Doug & Wolf 2015)

Circular Quay - The Water Square currently

Circular Quay is where Sydney meets the harbour, and potentially Australia's most important destination with strong historical and cultural values, as well as a highly important meeting point for both locals and visitors. It should be a natural place for gathering within the city, but over the past 50 years, its space has become overwhelmed by infrastructure.

Circular Quay includes multiple destinations in the precinct including the Opera House, and is fronted by key historical buildings with diverse mixed uses, including outdoor dining which help to activate the area.

Issues

- Cahill Expressway and Railway Station infrastructure separates the city from the harbour
- Limited public open space, clutter and low quality built elements
- Inconsistent materials, elements and character detracts from a strong identity and experience of the place

Planned changes affecting Circular Quay

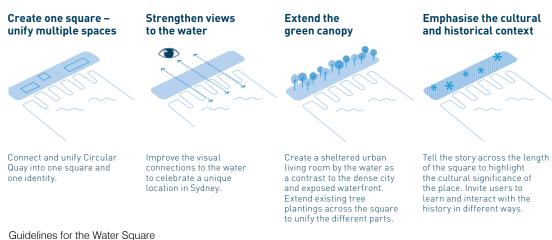
 Transport for NSW planned upgrade to Cirqular Quay precinct, including train station, ferry wharves and surrounds



Circular Quay - existing

(Sydney Public Space & Public Life 2020)

Guidelines



From a raised railway and expressway....



To a lively waterfront space directly connected to both the city and the water



Circular Quay - The Water Square proposals



Circular Quay Water Square proposal - illustrative montage (Sustainable Sydney 2030-2050 Continuing the Vision; concept by Bates Smart)

Sustainable Sydney 2030-2050 Continuing the Vision includes the creation of a Water Square at Circular Quay as part of Project Idea 2 - Three linked city squares. Our vision is to open up the city to the harbour at this important city gateway, improve the efficiency of the transport interchange (station entry and ageing ferries), and declutter the space to make more space for people.

- Circular Quay: The Water Square makes the most of our spectacular harbour setting. Unifying the patches of public space dotted around the foreshore, it reconnects our city centre to the harbour, prioritising access to our waterfront.
- We can create this new square on the water's edge at the foot of Customs House by removing the Cahill Expressway, relocating the City Circle rail infrastructure to under Bridge Street and relocating a ferry wharf.
- The Water Square reconnects public space to our maritime landscape, people to Country and Sydney to the world. If realised this new waterside square, suitable for local, national and international celebrations, will boost Sydney's reputation as a key global destination.

Alfred Street (incl. Scout Place) currently

Currently Alfred Street is a patchwork - a lack of cohesive public space due to the various infrastructure corridors through the space, which are separating the public spaces. Alfred Street is already closed between Loftus and Young Streets, resulting in a discontinuous street. The disjointed spatial experience of Alfred Street is emphasised by the different strategies for tree planting and public domain elements used in each block.

Issues

- disconnected space separated by cross streets and road closures
- individual blocks reinforced by tree planting approach
- mixed tree species and condition
- wide variety of public domain elements adding to clutter of space

Planned changes affecting Alfred Street

- The Sydney Light Rail terminus is to be located in Alfred Street between Pitt and Loftus Streets. The light rail works (by Transport for NSW) will include:
 - Closure of Alfred Street to traffic between Loftus and George Street; closure of Pitt and Loftus Streets at Alfred Street;
 - Removal of the northern row of Plane trees between George and Pitt Streets, and the row of Plane trees immediately south of the existing Alfred Street between Pitt and Loftus Streets;
 - Raised light rail platforms either side of the new light rail tracks; and
 - Introduction of continuous granite paving throughout new public domain areas
- Approved podium upgrade works to 1 Macquarie Place (Gateway building), including introduction of new upgraded retail/food & beverage tenancies fronting Alfred Street.
- Planned upgrade to 33 Alfred Street (AMP building) to create a world-class office space connected through to the AMP Quay Quarter development.



Alfred Street existing photo showing double row of trees between Pitt and Loftus Street (HASSELL City North Streetscapes & Spaces Study 2015)





Alfred Street existing photos

Alfred Street (incl. Scout Place) proposals

The objective is to link Alfred Street to a wider vision of the "Water Square", creating a cohesive, connected space along the length of Alfred Street and tying Alfred Street and its associated spaces with Circular Quay.

- Consistent tree planting along Alfred Street including preferred option to recreate the existing double row of trees between Pitt and Loftus Streets (following the removal of one row of existing trees by the Light Rail project)
- Continuation of Alfred Street tree . avenue alignment to Scout Place to contribute to visual connectivity of the Water Square
- Flush and paved pedestrian area at the northern end of Loftus Street and north of Customs House Square
- Granite setts in carriageway between Phillip and Young Street (requires further consultation with RMS & TfNSW)
- Outdoor dining zones identified, and Circular Quay recommended for inclusion as a special area in the revised City of Sydney Outdoor **Dining Guidelines**

- 1. Light Rail station proposal (Transport for NSW) 2. Tree planting and outdoor dining consistent
- along Alfred Street. 3. Flush and paved pedestrian area.
- 4. Water Mark applied to paving.

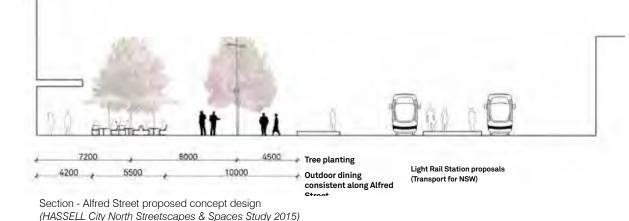
05 Master Plan

Square and Scout Place

- 5. Granite setts in carriageway (requires further
- consultation with RMS & TfNSW). 6. Customs House Square, paving retained and outdoor dining reconfigured to CoS Outdoor Dining Guidelines.



Plan - Alfred Street proposed concept design (HASSELL City North Streetscapes & Spaces Study 2015)



Customs House Square currently

Customs House Square is the forecourt to one of Sydney's most significant heritage buildings, and an important public gathering and events space in its own right. It is currently separated from surrounding spaces by roads to the east and west, and by a step down to a closed portion of Alfred Street to the north. The square is defined by rows of Chinese Elms and large outdoor bar/ cafe tenancies flanking the east and west sides of the space.

Issues

- Heavy, permanent outdoor cafe structures dominate the space
- Existing trees, some in poor condition
- Space cluttered with bins, barriers, bollards
- Significant event use including major events

Planned changes affecting Customs House Square:

- Light rail terminus to the west in Alfred Street
- Closure of Loftus Street at Alfred Street as part of light rail project
- Future Customs House event guidelines focusing on cultural and creative events



Customs House Square - existing configuration



Customs House Square - existing configuration



Moveable public furniture (HASSELL City North Streetscapes & Spaces Study 2015)



Outdoor dining precedent examples (HASSELL City North Streetscapes & Spaces Study 2015)

Customs House Square proposals



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



Customs House Square - Alfred Str

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
- Projection opportunity.
 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

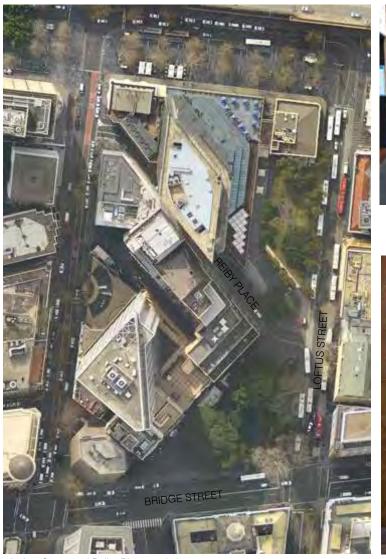
- Northern end dominated by bus layover and movements
- Narrow footpaths along length
- Mix of tree planting, some struggling (Plane Trees)
- Multiple paving types in varying conditions

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

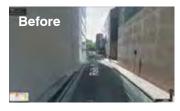


Reiby Place - existing

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

- ٠ 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

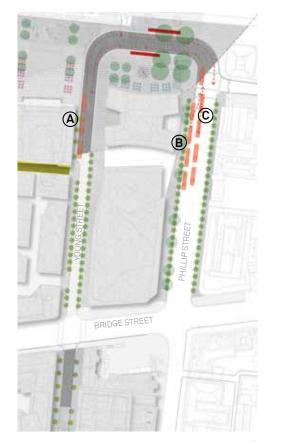


Concept design - Young and Phillip Streets (HASSELL City North Streetscapes & Spaces Study 2015)

Young & Phillip Streets proposals

Key

- 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
- Palm trees planted in northsouth streets
- 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

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 Smart poles 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 (HASSELL City North Streetscapes & Spaces Study 2015)

Jessie Street Gardens proposals



Jessie Street Gardens illustrative montage (HASSELL City North Streetscapes & Spaces Study 2015)

Customs Hou

City garden spaces

Jessie Street Gardens proposed concept design section (HASSELL

Loftus Street

series of City Gardens, spaces that are colourful and full of planting that is specific to this site. The intent is to draw the proposed Water Square into the space and open up the constrained

- Extend the Water Square into the space and create outdoor dining and public seating area, well connected to Loftus Street and
- Replace degraded turf areas with gardens of seasonal planting, with intimate seating areas and
- Retain all existing monuments within the gardens, in existing or resited locations (subject to further development and consultation)



Macquarie Place currently

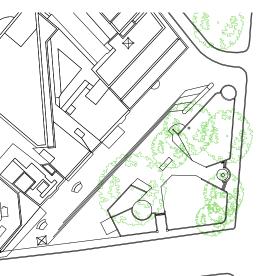
Macquarie Place is rich in history and may be the oldest planned town square in Australia. Macquarie Place Precinct is listed on the NSW Heritage Register and Sydney LEP 2012 as an item of environmental heritage. Both Macquarie Place roadway and Macquarie Place park are identified as a place of National significance in the draft Australian Heritage Commission "Colonial Sydney" listing. In spite of its difficult geometry, shaded environment and predominance of memorials, is well used as a break-out space by surrounding office workers.

Issues

- Very shaded space
- Worn and degraded lawn areas
- Outdoor dining barriers and quality of infrastructure impacts on park
- Multitude of artifacts and memorials but difficult to appreciate and interpret
- Few seating options

Planned changes affecting Macquarie Place:

- AMP Quay Quarter redevelopment on opposite side of Loftus Street will provide increased activation, pedestrian movement and usage
- Siting of new east-west connector artwork by Tracey Emin "The Distance of Your Heart".







Macquarie Place existing photos

The Macquarie Place monuments

A Mens Lavatory, 1807 B Canopy Fountain, 1870 C Salvaged Anchor from HMS 'Sirius', 1907 D Salvaged Cannon from HMS 'Sirius', 1907 E Macquarie Obelisk, 1818 F Queen Elizabeth - Tree Planting 1954 G Duke of Edinburgh - tree planting 1854 H Remembrance Driveway Plaque 1995 I Statue of TS Mort (Pierce Francis Connelly), 1883 J Bronze Memorial Fountain (Gerald Lewers), 1960 K The Distance of Your Heart (Tracey Emin)



Repurposing and activation of former toilet - illustration (HASSELL 2015)



Proposed Multi-layered shade-tolerant understorey planting (HASSELL City North Streetscapes & Spaces Study 2015)

Macquarie Place existing plan (HASSELL City North Streetscapes & Spaces Study 2015)



Macquarie Place existing photos

Macquarie Place proposals



Macquarie Place proposed concept design plan (HASSELL City North Streetscapes & Spaces Study 2015)



Macquarie Place proposed concept design section (HASSELL City North Streetscapes & Spaces Study 2015)

Key

- 1. Declutter a clear passage from Bridge Street to the Harbour.
- 2. Reconfigure the outdoor dining to allow free movement in and out of the park.
- Theatrical uplighting to the trees.
- Replanting of garden areas and removal of turf in shaded areas.
- 5. Reinstate Macquarie Place gates.
- 6. Creation of new seating alcoves.
- Outdoor dining elements to be as per City of Sydney Outdoor Dining Guidelines. Include Macquarie Place as a 'Special Precinct' under the City's Outdoor Dining Guidelines, requiring a uniform palette of outdoor dining furniture.
- 8. Reactivate the "Mens Lavatory."
- 9. New street tree planting Livistona australis.
- 10. New paved areas.
- 11. Existing paving retained.
- 12. Remove Ficus hillii.



Macquarie Place illustrative montage (HASSELL City North Streetscapes & Spaces Study 2015)

- Extend Macquarie Square to the surrounding buildings with flush, paved shared surfaces.
- Lighten space by selective removal of trees, thinning of tree canopies and possibly uplighting to trees
- Removal of shrub planting to open up views through the park and reveal historic artifacts and memorials.
- Remove areas of worn and shaded turf and replace with low level seasonal planting and seating areas.
- Removal of obstructions to pedestrian movement, and consolidation of outdoor dining. Consider introducing Special Precinct controls for Macquarie Place to the City's revised-Outdoor Dining guidelines

It is recommended that a new Conservation Management Plan be prepared for Macquarie Place to guide these and future works. The report should be prepared by a suitably qualified heritage consultancy team, including a Heritage Landscape consultant, a Monument and Artefact conservator and a Built Heritage consultant. In addition a new Archaeological Assessment should be prepared. Both documents should include both the park and the roadway of Macquarie Place.

Loftus Street south currently

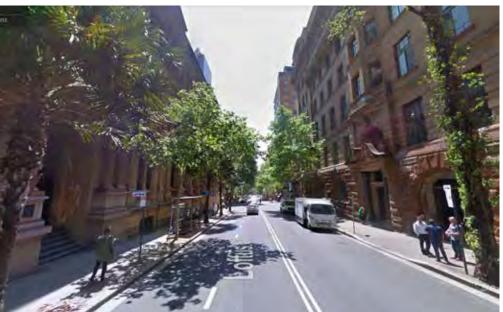
Loftus Street south is framed by the low scale former Lands Department and Education buildings. These warm and detailed sandstone buildings create a human scaled space, connecting to Macqaurie Place Park and Circular Quay in the north.

Issues

- Wide roadway with relatively narrow footpaths
- Lack of formal east-west crossing opportunities
- Inconsistent street tree planting

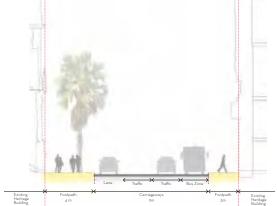
Planned changes affecting Loftus Street:

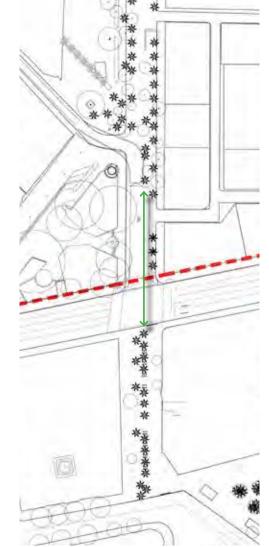
- Change of use / redevelopment of the former Education Building & Lands Department
- Development of the Hunter Street metro station creates an interchange precinct between Circular Quay along Loftus Street
- The upgrade of Loftus Street north is progressing, raising the quality of Loftus Street and the priority and space for pedestrians. The existing signalised crossing at of Bridge Street provides an opportunity to extend this connection to the south.



Loftus Street south - view looking north framed by heritage sandstone buildings

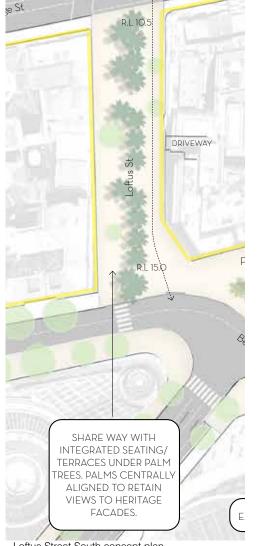
Loftus Street south - existing section (Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)





Loftus Street provide a continuous green pedestrian link to Circular Quay

Loftus Street south proposals



Loftus Street South concept plan (Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022) Adopted / December 2015 // Updated / October 2022 DRAFT Existing Heritage Building



Loftus Street South sketch montage (Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022) To create a pedestrian priority space extending the green link from Loftus Street north, celebrating the character of the heritage buildings.

- Create a high quality pedestrian priority environment with paving and planting
- Investigate the opportunity for a raised, flush paved treatment to extend the pedestrian space
- Retain vehicular access to the existing driveway and, together with government and stakeholders, investigate management options to restrict through traffic. e.g. shared zone or timed loading access
- Retain views to the heritage facades by investigating centrally located palm planting



Gresham Street & Bent Street currently

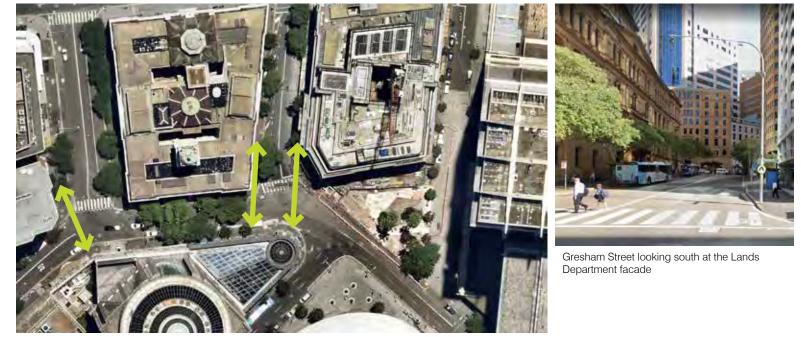
These streets play an ongoing role in the bus network, particularly Gresham Street where kerbside space is used for bus stops and bus layover. It is anticipated that with the opening of the Metro West station bus layover will move away from the immediate precinct. This opens up opportunities for the improvement and expansion of footpaths and safer crossing opportunities.

Issues

- Dangerous pedestrian crossing conditions at Bent Street due to irregular and wide intersections
- Wide roads dominated by buses
- Bitumen footpaths cluttered by furniture, bus shelters and motorbikes
- Poor relationship to existing ground floor levels due to topography

Planned changes affecting Gresham Street:

- Removal bus layover following Hunter Street metro opening
- Change of use/redevelopment of the former Lands Department building to a hotel
- Planning proposal under assessment for a new commercial tower development along the western side of Gresham Street



Existing aerial photo showing Bent Street and Gresham Street

Gresham Street & Bent Street proposals



Public domain concept for Gresham Street and Bent Street (Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022) To create a high quality pedestrian streets with additional space for movement, safe crossing opportunities and strong precinct connections.

- Revision of bus plan to remove bus layover from the precinct, to create quiet and pedestrian friendly streets
- Declutter and widen footpaths providing additional space for pedestrian movement
- Interplant existing trees along Gresham Street west to improve canopy and reinforce the human scale
- Implement the Streets Code to upgrade the quality of finishes and fixtures
- Retain existing pedestrian crossings across Gresham Street and introduce a new crossing across Bent Street at Loftus Street

George Street north currently

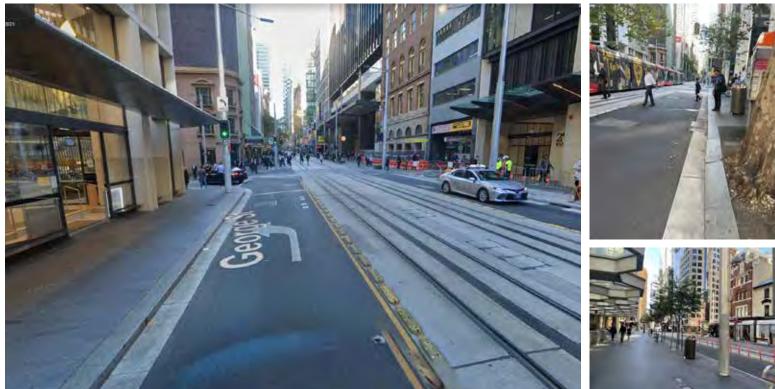
George Street north forms part of the spine connecting Central Sydney's three squares. It is an important pedestrian boulevard and opportunity for greening. George Street has been pedestrianised from Railway Square to Hunter Street, the north end is the last remaining piece in completing the vision for George Street.

Issues

- High pedestrian volumes and strong crossing desire lines, particularly around the Wynyard Station precinct
- Narrow footpaths
- Discontinuous treatment and identity along the length of George Street
- Limited street trees and canopy

Planned changes affecting George Street north:

• The future Metro West station in Hunter Street will generate significant additional pedestrian traffic, and will intensify the transport precinct between Hunter Street, George Street light rail and Wynyard Station



George Street north existing - view south towards Hunter Street showing narrow footpaths and high pedestrian volumes

George Street north existing top - busy pedestrian street with strong crossing desire lines bottom - varied footpath widths

George Street north proposals



George Street north illustrative montage



To complete the George Street pedestrian boulevard, providing safe crossing opportunities and strong precinct connections.

- Close George Street to vehicular traffic between Hunter Street and Alfred Street. Local traffic access connections to be maintained as necessary, within a pedestrian priority environment
- Collaborate with Transport for NSW to manage the traffic network requirements, including maintaining Bridge Street as a cross street connection
- Create new public space at connecting streets closures, particularly Hunter, Bond, Jamison and Essex Streets
- Create a high quality streetscape by implementing the established George Street materials palette
- Investigate opportunities for new street trees, particularly on connecting streets

Spring Street currently

Spring Street is on an irregular alignment, resulting in short and contained views to the Lands Department clock tower and the Dobell Memorial sculpture (Herbert Flugelman). The building edges create a sheltered space which receives moderate winter sun.

Issues

- Spring Street eastbound has • been closed at Pitt Street using temporary rubber kerbs and bollards
- Westbound an existing bus route stops in Spring Street
- Existing footpaths are narrow and • not consistent with Streets Code
- Limited active ground level ٠ uses. In spite of great views and pleasant climate, there is nothing to make people want to linger here

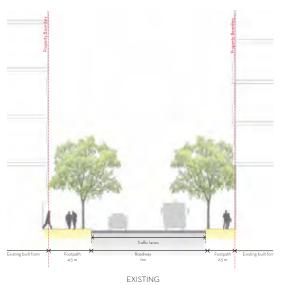
Planned changes affecting Spring Street

- Potential redevelopment ٠ opportunity sites in the northern tower cluster fronting Spring Street
- Potential changes to bus routes ٠ and stops following completion of Metro West

Top Spring Street view corridor - north east towards the Lands Department clocktower

Bottom Spring Street view southwest showing partial closure at Pitt Street

Spring Street - existing section (Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)







Spring Street proposals



- Work with stakeholders and government to close Spring Street to vehicles, creating a shared space for people and bikes
- Introduce new public seating to Spring Street, including fixed seating under the trees and temporary moveable furniture in the centre of the space
- Consider outdoor dining opportunities to activate the street in the evening
- Interplant existing trees to create a consistent human scale green avenue retaining views to the heritage clock tower and Flugelman sculpture
- Support amalgamation of sites to reduce driveway requirements. Preserve driveway access to 1 O'Connell Street at Spring/Bent Street corner



R.L 9.5

R.L 10.0

Spring Street sketch montage

Domain Strategy 2022)

(Gallagher Studio Hunter Street Precinct Public

Spring Street sketch section (Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)

Existing built fo

Circulatio 6.5m irculatio 6.5m

PROPOSED

PROPUSED

DRIVEWAY

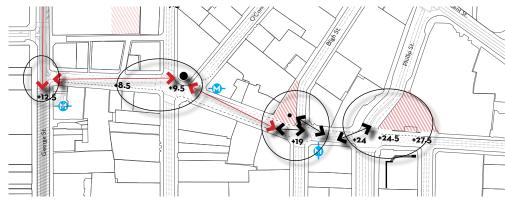
LOCATION 56 PITT ST

Hunter Street currently

Hunter Street is a busy 2 way street with 4 traffic lanes. The street's irregular alignment and steep grades create an intricate and highly varied public domain. Existing spaces along Hunter Street are located on street corners creating a unique spatial structure. Views are contained and intimate, opening out at intersections.

Issues

- Most of Hunter Street benefits from good wind comfort conditions, only the George to Pitt Street block receives direct winter sun.
- Heritage buildings and monument create visual landmarks
- Heritage Tank Stream runs under Hunter Street (aligning with Hamilton Street) between George and Pitt Streets, creating an interpretation opportunity
- Few street trees west of Pitt Street and inconsistent planting in other blocks (predominantly celtis australis). Many existing trees are compromised by limited solar access and limited space for canopy growth
- An existing bus route runs along Hunter Street between Pitt and Elizabeth Streets



Hunter Street public domain structure (Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022) LEGEND Long View Short View Existing Public Square/ Space Existing Shareway Existing Park •XL Levels Landmarks



KEY PLAN

34 Hunter St

18 Hunter St







114 Hunter St.

Hunter Street - views to heritage items



Hunter Street currently

Planned changes affecting Hunter Street

- Metro West a new metro station will be constructed under Hunter Street, with entries and over station development planned at the corner of George and Hunter Streets, and the north east corner of Hunter and O'Connell Streets as shown. An entry to the Martin Place metro station is also being constructed on the south side of Hunter Street between Castlereagh and Elizabeth Streets.
- The Metro station will generate significant additional pedestrian movements along both sides of Hunter Street and throughout the connecting street network.
- Modelling indicates that the existing footpaths will provide an inadequate level of service following the completion of the Metro, particularly between George and Pitt Streets.

Opportunities

Hunter Street metro - Reference design indicative

montage - west site (corner of George Street and

Hunter Street metro - Station transport integration

and access plan (Sydney Metro West EIS Technical

Paper 1: Operational Transport 2022)

(Sydney Metro West Planning Proposal 2022)

Hunter Street)

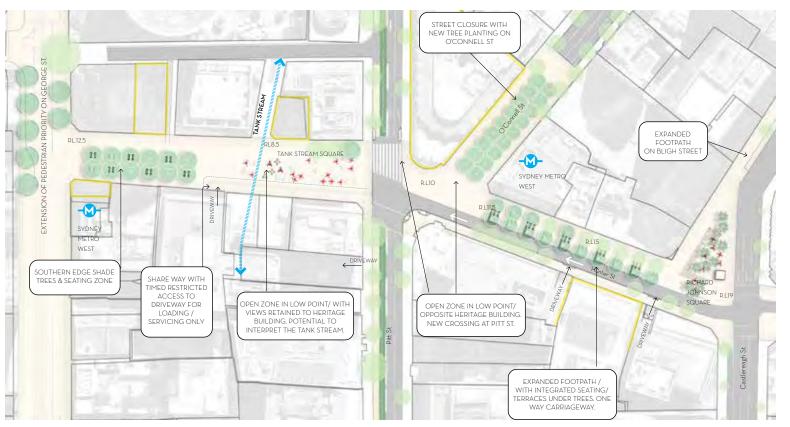
- A generous and unique pedestrian precinct
- Additional street trees and canopy
- Views to heritage architecture preserved and enhanced
- New pedestrian links through development

Adopted / December 2015 // Updated / October 2022 DRAFT

Hunter Street proposals - George Street to Castlereagh Street

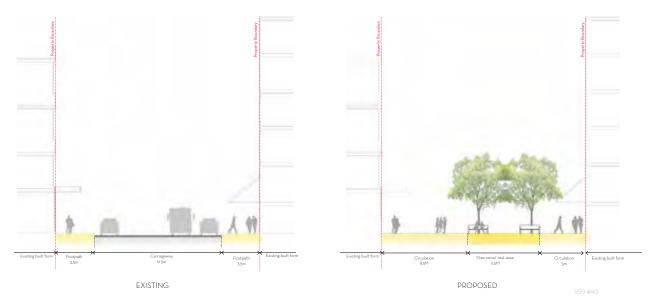
Work with Government and stakeholders to create a generous, high quality space of arrival at the Hunter Street Metro with comfortable space for prioritised pedestrian movement. Recognise and celebrate the Tank Stream historic watercourse and its significance to the Aboriginal community.

- Create a wide pedestrian priority space by closing Hunter Street to through traffic between Pitt Street and George Street, with shared/ timed access for servicing and loading to Sydney Metro West site.
- Prioritise Country in the public domain design and recognise/ interpret the heritage tank stream watercourse alignment
- Widen footpaths between Pitt Street Castlereagh Street, creating generous space for movement outside the eastern Metro site.
 Maintain vehicular access to existing driveways with a one way vehicular traffic lane
- Close O'Connell Street at Hunter Street, maximising the amount of new public space whilst maintaining vehicular access to the Sydney Metro West driveway
- Provide shade canopy trees and seating along Hunter Street pedestrian areas, retaining key views to heritage landmarks



Public domain concept for Hunter Street west of Castlereagh Street (Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)

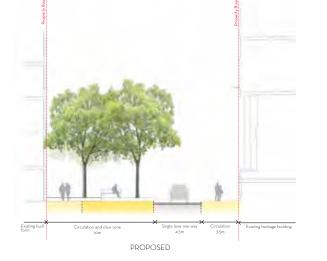
Hunter Street proposals - George Street to Castlereagh Street



Hunter Street between George Street and Pitt Street - existing & proposed concept sections (Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)







Hunter Street between Pitt Street and Castlereagh Street - existing and proposed concept sections (Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)



Hunter Street



Adopted / December 2015 // Updated / October 2022 DRAFT







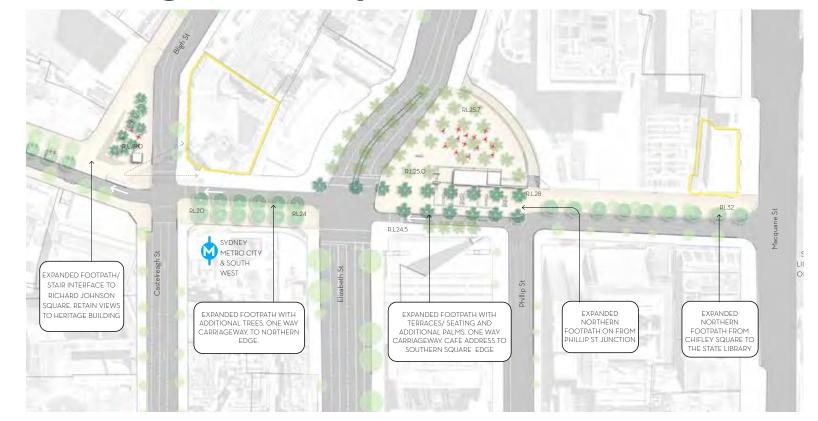
Illustrative montage - Hunter Street view east from the corner of Castlereagh Street (Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)

Adopted / December 2015 // Updated / October 2022 DRAFT

Hunter Street proposals - Castlereagh to Macquarie Streets

Improve walkability along Hunter Street, calming traffic and providing additional space around Metro Station entries. Build on existing open spaces to create additional space for flexible use.

- Widen the southern footpath between Castlereagh Street and Elizabeth Street to accommodate increased pedestrian movement around the Metro City & South West station entry
- Maximise shade canopy tree planting and provide seating along Hunter Street
- Reduce carriageway widths and investigate a single lane westbound in these blocks, maintaining access to existing driveways
- Investigate expanding the footpath adjacent to Chifley Square, incorporating terraces for flexible active use (for example, cafe seating)



Public domain concept for Hunter Street east of Castlereagh Street (Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)

Hunter Street proposals - Castlereagh to Macquarie Streets



Precedent image - terraced footway enabling activation and outdoor dining (Martin Place Sydney)



Hunter Street at Chifley Square - existing section (Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)



Hunter Street at Chifley Square - sketch concept section (Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)

City North Public Domain Plan

Richard Johnson Square currently

Richard Johnson Square remains rundown, and is yet to be formalised as a quality public pedestrian space that recognises it's meaning within the city.

Issues

- Multiple paving types in poor condition
- Existing monument in poor condition
- Steep level change across the site
- Lack of greenery or landscaping

Planned changes affecting the area:

• Redevelopment of the adjacent building frontage for the Sydney Metro West Hunter Street station entry and over station development.





Richard Johnson Square existing photos (Aspect Studios 'Richard Johnson Square Principles' 2009)

Richard Johnson Square proposals



Hunter Street metro - Built form urban design strategies diagram showing proposed setback to Richard Johnson Square Sydney Metro West Environmental Impact Statement Concept plan showing enlargened Richard Johnson Square (*Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022*) The new Sydney Metro West station development provides an opportunity to upgrade the built edge to Richard Johnson Square, with a building entry proposed from the Square into the over station development.

The Metro proposes to realign the building edge with a set-back to Richard Johnson Square, which expands the space to the west and enhances the setting of the obelisk.

The proposed widening of the Hunter Street northern footpath will further enhance the space of the square.

The upgrade of Richard Johnson Square should achieve the following design principles:

- Clear Connected Paths
- Consistent and high quality ground plane treatment
- Resolve levels to create a hierarchy of spaces and clear movement paths
- Introduce tree planting to create a comfortable urban space
- Conserve and upgrade the Obelisk monument

Pitt Street Mall extension

To extend the network of pedestrianpriority space in Central Sydney, the opportunity to extend Pitt Street Mall to the north has been raised. This is the subject of ongoing discussions between the City, landowners and developers to explore potential access arrangements, with a view to eliminating the need for cars to use the block of Pitt Street between King Street and Martin Place.

Opportunities

- to connect Martin Place to the retail core of the city
- to expand the city's existing pedestrian network
- to establish new public space for active uses such as outdoor dining

This opportunity is flagged for ongoing development and additional stakeholder consultation. Impacts on traffic, transport and cycling within the surrounding area need further study prior to the development of a concept design.



Martin Place

potential future pedestrianised area

existing Pitt Street pedestrianised area

Gresham Street



Due to the role of Aresham Street in the Bus Plan, through access needs to be retained and the long term vision outlined in the City's 2007 design (POD Landscape Architects) is not currently achievable.

While Gresham Street continues to provide a major bus dropoff and pickup location, the following minor upgrade works are recommended:

- New tree planting (Livistona palms)
- Maximise footway widenings (NB some works have already been carried out by Transport for NSW)

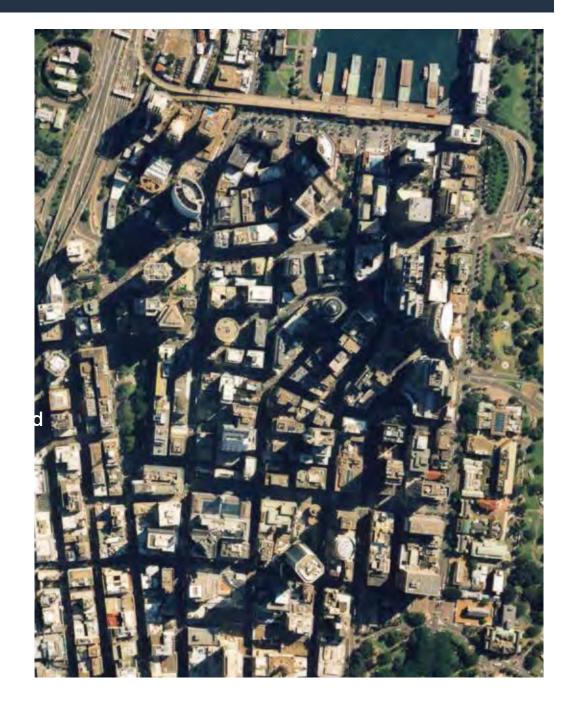
It is recommended that opportunities for Gresham Street are reevaluated following the completion of Sydney Light Rail, and once proposals for the former Lands and Education buildings are known.

(HASSELL City North Streetscapes & Spaces Study 2015)

6.2 Precinct-wide overlay projects

In addition to the place-specific projects, this plan includes recommendations for wider overlays to the area to improve the quality of the public domain, signage, wayfinding, events and experiences. Many of these overlays are already under way within the City. It is intended that the outcomes of these urban design overlays be integrated into the individual place-specific projects as they progress.

- New outdoor dining guidelines, specific precinct guidelines as required (e.g. Circular Quay and Martin Place);
- City-wide events strategy and guidelines;
- City granite paving and Smart pole rollout;
- CBD laneway upgrades;
- New public domain furniture rollout;
- Temporary seating program;
- Wayfinding signage; and
- Creative lighting masterplan (Martin Place).



Appendix A Martin Place Urban Design Study

Appendix B City North streetscapes and spaces study

Appendix C Hunter Street Precinct Public Domain