

Architecture
Interior Design
Landscape Architecture
Planning
Urban Design

Australia
China
Hong Kong SAR
Singapore
Thailand
United Kingdom

AMP CIRCULAR QUAY PRECINCT_ MASTER PLAN URBAN DESIGN REPORT

Prepared for AMP Capital
12 December 2012

HASSELL

AMP CAPITAL 



Contact

Matthew Pullinger Principal
mpullinger@hassellstudio.com

HASSELL
Level 2
88 Cumberland Street
Sydney NSW
Australia 2000
T +61 2 9101 2000
© December 2012

Indicative image only



00	EXECUTIVE SUMMARY	1	03	PRECINCT STRATEGIES	33	05	PLANNING PROVISIONS	109
	Vision and Aspiration Key Public Benefits			Urban Design and Public Domain Principles Indicative Public Domain Concept Plan Long term Public Domain Vision Key Public Benefits			Control Drawings Proposed Envelope	
01	INTRODUCTION	5	04	BUILT FORM STRATEGIES	63	07	APPENDIX	135
				Urban Design and Public Domain Principles Indicative Public Domain Concept Plan Long term public domain vision Young and Loftus Streets Bridge and Alfred Street View Analysis Summary Shadow and Sun Summary Environmental Wind Summary Key Public Benefits			Appendix A Case Studies	
02	SITE ANALYSIS	15						
	Regional Context Local Context Site Context City of Sydney Strategy Review							



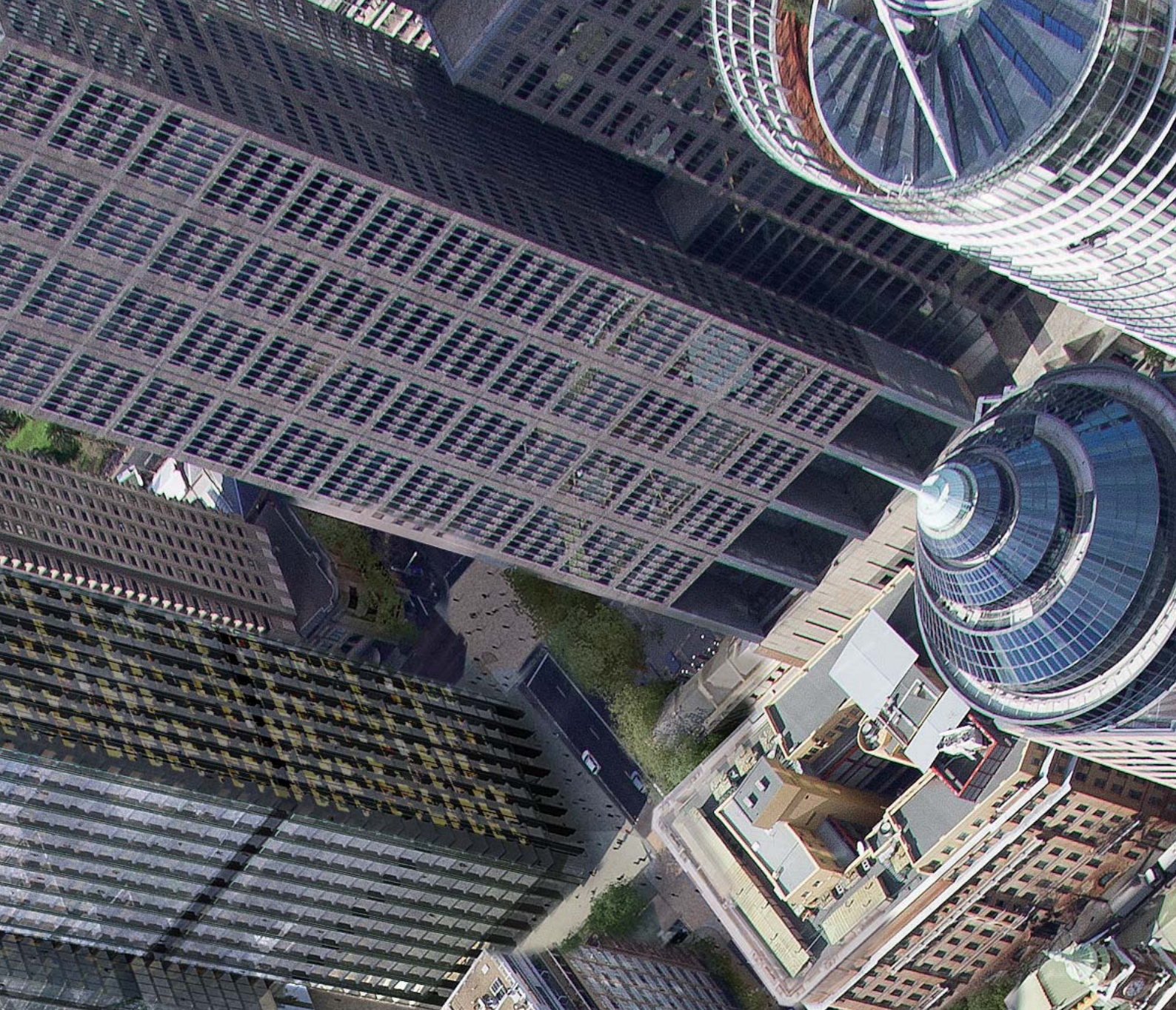
The AMP Circular Quay Precinct Master Plan provides a once-in-a-generation opportunity to redevelop both the Bridge and Alfred and Young and Loftus blocks to create a major city-making and regeneration project and act as a catalyst for the renewal of Circular Quay.

Executive Summary

This urban design report has been prepared for AMP Capital in support of a formal request to the City of Sydney for an amendment to the Sydney LEP 2012 (SLEP) and Sydney DCP 2012 (DCP) and forms part of the Planning Justification Report submission for the AMP Circular Quay Precinct.

The proposed amendments to the SLEP and DCP seek to facilitate a significant redevelopment of the AMP Circular Quay Precinct by transferring a notional floor space entitlement from the Young and Loftus block to the Bridge and Alfred Street block. This transfer of floor space from a constrained site to another more able to accommodate it will enable a significant transformation, reinforcing the economic viability and amenity of one of the key parts of the city.

An indicative architectural scheme is contained within this report, including floor plans and photomontages. These are indicative only and will be subject to subsequent Development Application processes.



‘A significant ‘city making’ and regeneration project of international standing’

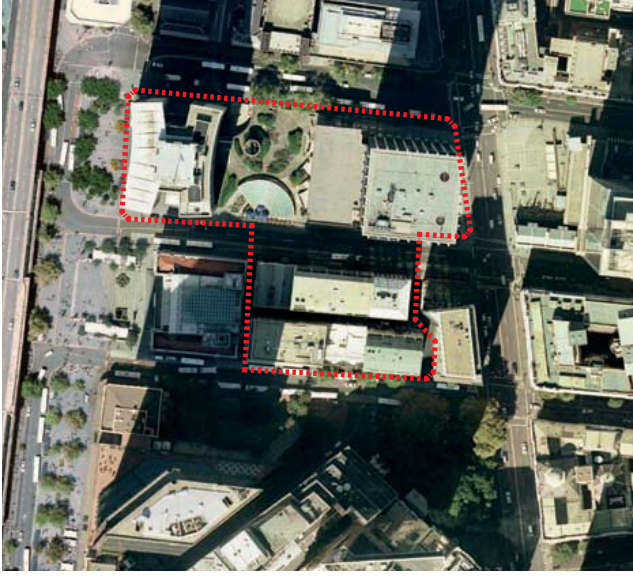
Matthew Pullinger, HASSELL

Introduction

The Precinct

The AMP Circular Quay Precinct is made up of the area bounded by Loftus, Bridge, Phillip and Alfred Streets (but excluding land to the north of Customs House Lane and south of the east-west leg of Loftus Lane), it comprises the following buildings under the control of AMP Capital Investors:

- The Bridge and Alfred Block**
 - 50 Bridge Street Tower (AMP Centre)
 - 33 Alfred Street Tower (Sydney Cove Local heritage listed)
- The Young and Loftus Block**
 - 5-7 Young Street (Hinchliff House , State heritage listed)
 - 9-13 Young Street
 - 15-17 Young Street
 - 2-10 Loftus Street
 - 12 Loftus Street (Gallipoli Club, Local heritage listed)
 - 20 Loftus Street



Indicative precinct boundary



Land ownership

Introduction

The AMP Circular Quay Precinct Master Plan provides a once-in-a-generation opportunity to redevelop both the Bridge and Alfred and Young and Loftus blocks to create a major city-making and regeneration project and act as a catalyst for the renewal of Circular Quay.

By adopting a precinct-wide approach to the redistribution of floor space the Master Plan seeks to move built form within the Precinct, from the Young and Loftus block to the Bridge & Alfred Street block in order to provide an enhanced urban outcome and provide an overall net public benefit.

Unrealised floor space from the Young and Loftus block (approximately 22,000sqm GFA) will be transferred to the Bridge and Alfred block and accommodated within an extension to the 50 Bridge Street tower and new podium buildings creating an opportunity for the regeneration of the precinct and surrounding area.

A consolidated, precinct-wide, public domain upgrade and improved traffic and bus operations have the opportunity to strengthen the connections between Circular Quay and the CBD's main financial district, and at the same time create a fine grain of lanes, arcades and through site links to introduce vitality and street level animation to the precinct.

The Bridge & Alfred block, through the extension and repositioning of the 50 Bridge Street tower, presents an opportunity to recycle and reliven a major city building at Circular Quay. The new landmark tower will assist in the global competitiveness and identity of Sydney.

The opportunity also exists to create a new atrium lobby providing an identifiable, intuitive access point to both towers, along with an expanded retail and restaurant precinct that activates existing streets, new arcades and through site links. The original AMP Tower at 33 Alfred Street will be activated at ground level with improved connections to the new lobby and podium buildings.

The Young and Loftus block has the potential for great diversity of form, scale and materiality and to become a vital, mixed use development within an active laneway precinct. The vision includes a mix of residential, commercial, retail and restaurant activity at ground level. The existing heritage buildings of Hinchliff House and the Gallopit Club will be retained and refurbished.



Precinct Vision

Precinct strategy

- A precinct wide approach to the allocation of floor space to deliver city renewal
- Create a new destination for Sydney contributing to the renewal of Circular Quay
- Investment in the Sydney CBD and Australian Financial Core
- Create a forward looking project in a historic location
- A key contribution to creating a Global Sydney
- Collaboration with Council and State Government on a major city-making project supporting key policies
- Be a good neighbour, working with local partners and stakeholders to achieve core objectives for the area

Mixed use

- Reposition the Bridge and Alfred block as a new corporate headquarters and innovative work-place in an extraordinarily well connected location
- A landmark premium grade commercial tower at Circular Quay adding to the economic vitality and re-energising of the CBD
- Establish the Young and Loftus block as a fine grain and active mixed use precinct, supporting a variety of potential uses such as residential, retail, commercial, hotel, serviced apartments educational, bars or restaurants
- Increased city living with opportunities for a cultural and creative arts precinct

Massing and built form

- Recycling an existing CBD tower to give it a new identity and create an iconic premium grade commercial tower at Circular Quay
- Establish a lower scale boutique building typology to the Young and Loftus block that respects the form and massing of Customs House, the Gallipoli Club, and Hinchcliff House
- Generally build to the street alignments to provide streetscape definition and built form continuity
- Ensure adequate separation between the commercial towers at 50 Bridge Street and 33 Alfred Street in order to maintain the individual identity of each and respect the setting for the 33 Alfred Street building

Public Domain

- Opportunity to strengthen the connections between Circular Quay and the CBD's main financial district
- Create a fine grain of more intimate lanes, arcades and through site links to introduce vitality and street level animation to the precinct.

- Maximise active uses fronting streets consisting predominantly of smaller 'fine grain' shopfronts
- Improved tower street presence with expanded and street fronted retail and restaurant precinct
- Incorporate active uses to laneways to encourage pedestrian activity and vibrancy and retain and strengthen through site linkages to improve permeability
- Encourage night time activity and create a 24 hour, 7 day a week precinct
- Greater safety and security of a key city precinct into extended hours
- Improve traffic and bus operations to create pedestrian friendly street environments
- Improve continuity of awnings along Loftus, Young and Phillip Streets where ever possible

Heritage

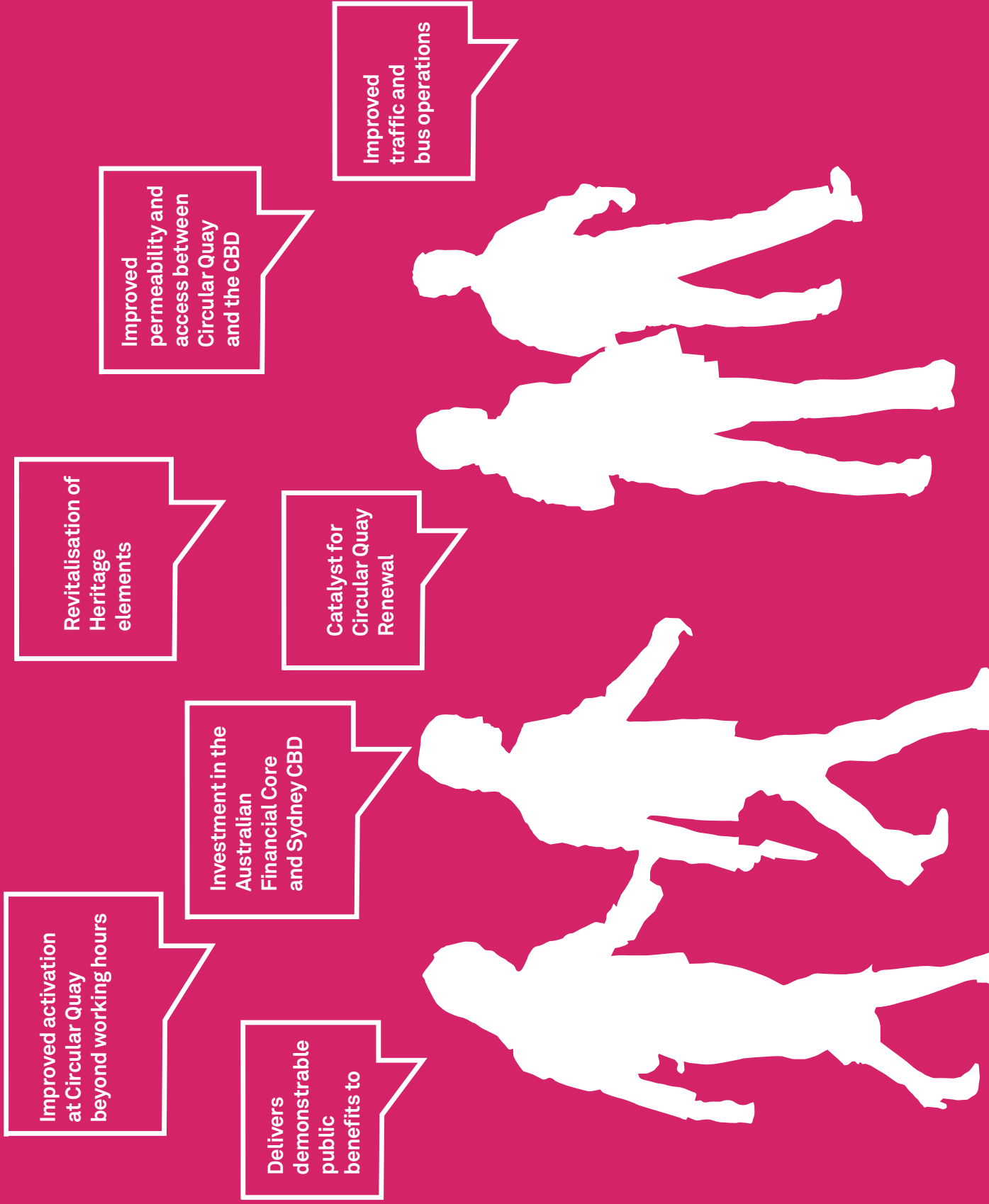
- Retain the architectural clarity and integrity of the original AMP Tower at 33 Alfred Street
- Retain and respect the form and scale of the Gallipoli Club building and Hinchcliff House
- Activate the existing laneways improving access and revealing views of heritage items
- New development at Young & Loftus to respond to the scale of adjacent heritage items

Sustainability

- A precinct wide approach to sustainability that embodies targets for both design and operation
- Recycling and upgrading an existing CBD tower
- Catalyst for public transport improvements and innovations
- Social sustainability embedded within the design to promote a healthier community and to support cultural and creative enterprise

Overshadowing

- No additional overshadowing to the Botanic Gardens at the control time
- Increased solar access to Macquarie Place Park
- Protection of solar access to First Government House Place



Introduction

City of Sydney Key Documents

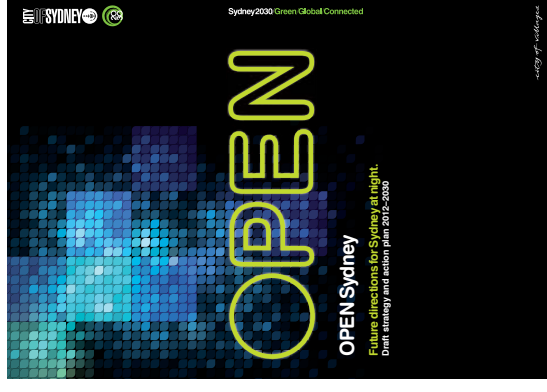
This master plan builds upon strategic planning and design work undertaken by the City of Sydney. It extends this thinking and delivers elements of the guiding vision embedded within Sydney 2030.

The master plan strategy is supported by a review of the following City of Sydney key strategy documents;

Sustainable Sydney 2030
Public Spaces – Public Life Sydney by Gehl Architects
The Fine Grain: Revitalising Sydney's Lanes 6 Degrees
Open Sydney Future Directions for Sydney at Night

Key strategic opportunities that apply to the AMP Circular Quay Precinct are as follows;

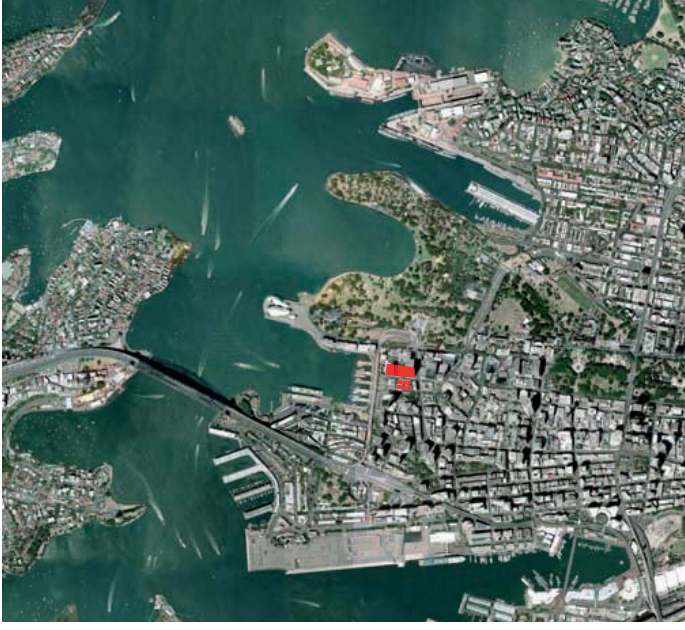
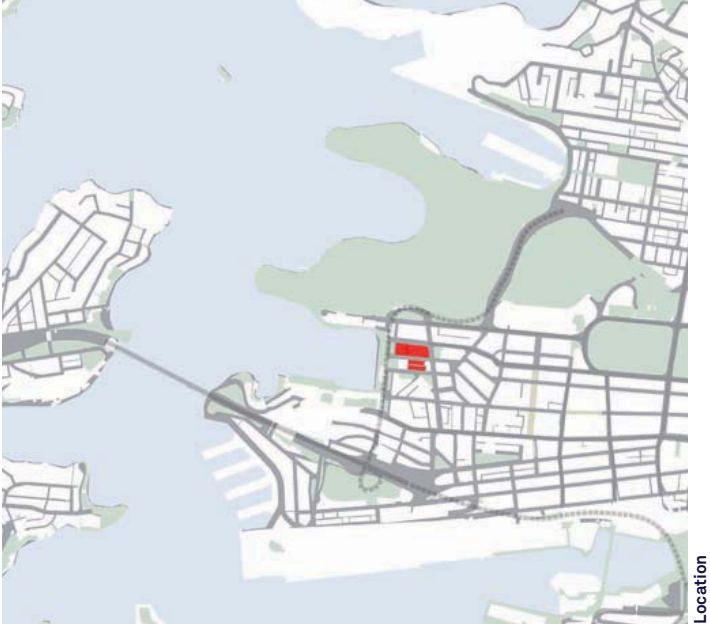
- _ Create an enjoyable, safe, attractive and interconnected network of pedestrian and cycling streets.
- _ Create a connected network of parks, green streets and laneways linked to the water.
- _ Create a connected pedestrian network and accessible public domain with the introduction of new car free streets.
- _ Encourage and promote activation of laneways.
- _ The precinct should primarily act as the commercial core of the city.
- _ A cultural ribbon to link Circular Quay, Customs House, Opera House, MCA, Museum of Sydney, Police and Justice Museum, the Royal Botanic Gardens and new cultural uses within the Precinct.
- _ Develop high quality transport interchanges in the north and south of the City Centre, linked with the metro rail stations and the City Centre light rail loop, to minimise the need for buses to enter the City heart.
- _ Remove the Cahill Expressway to improve public amenity at Circular Quay and reduce vehicles travelling through the City Centre.
- _ Distributed green infrastructure (heating and cooling). Offer collective solutions to 'retrofit' existing buildings to achieve deep cuts in building related emissions.



Regional Context

Location

The AMP Circular Quay Precinct is located in the heart of Circular Quay at the front door to the Sydney CBD. The precinct is made up of the area bounded by Loftus, Young, Phillip, Bridge and Alfred streets.



Legend

AMP Circular Quay Precinct

Regional Context

Location

Public transport
Circular Quay is a major transport hub and the only interchange within the CBD which connects all available forms of public transport including train, ferry and bus, taxi and bicycles. With the planned introduction of light rail, the precinct will be one of the City's best connected, most accessible areas.

- _ Circular Quay station is part of the City Circle loop, is served by 4 lines and is relatively unconstrained
- _ Circular Quay is the terminus for the majority of Eastern Suburbs and Inner West bus routes.
- _ All Sydney ferry services depart from the Circular Quay ferry terminal.
- _ The proposed CBD light rail will connect Circular Quay with Central Station along George Street
- _ Proposed bicycle lane along Loftus Street



Public Transport

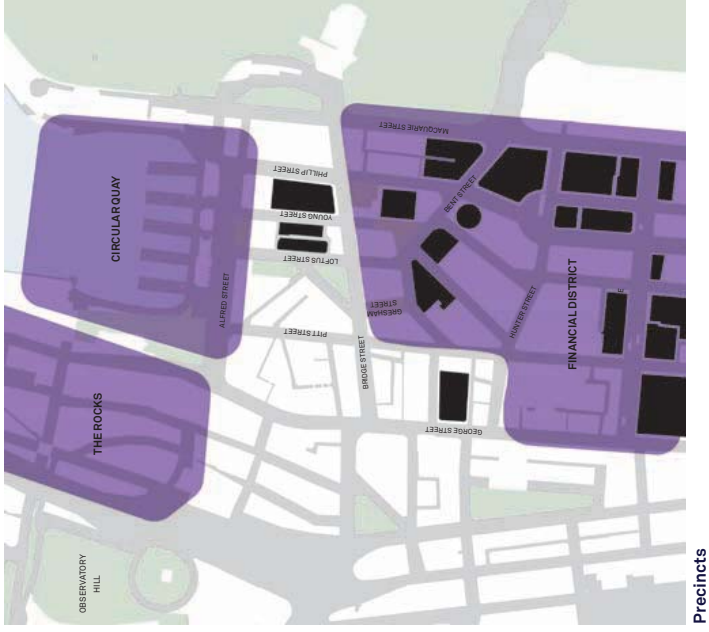
- Legend**
- AMP Precinct
 - City Rail Line
 - Bus Route
 - Ferry

Local Context

Study Area Precincts

Precincts

The AMP Circular Quay precinct is located between two key districts, Circular Quay and the financial district.



Legend

- Key building
- Precinct

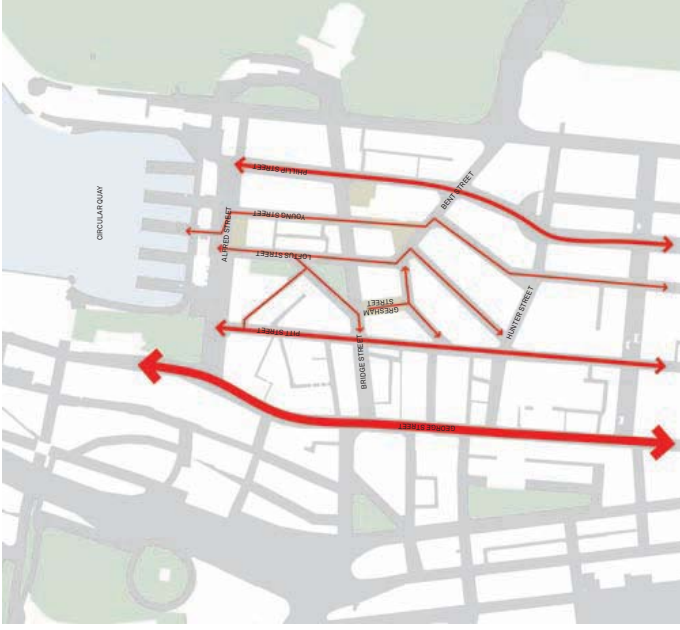
Local Context

Pedestrian Connections

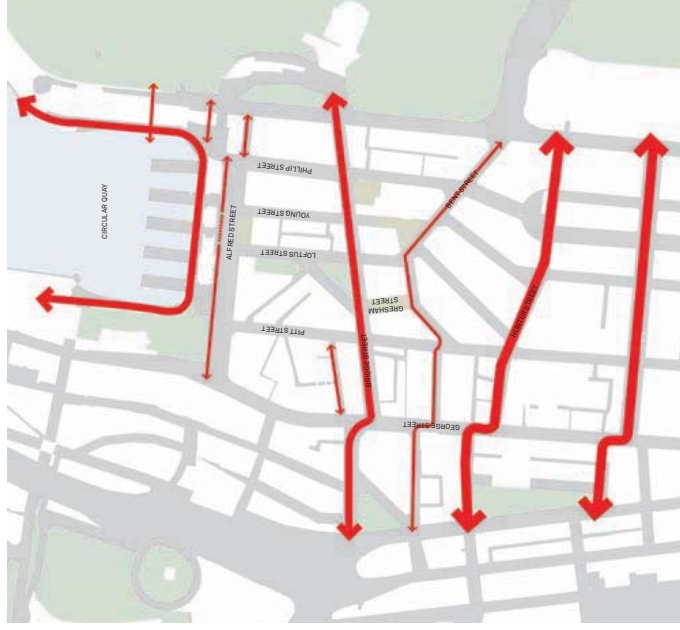
North-south connections
There are strong existing north-south connections that connect the precinct with the CBD and Circular Quay.

East-west connections
There is limited east-west permeability which could be improved within the precinct.

Laneways and arcades
The existing rich laneway pattern can be extended through the precinct.





North-South Connectors

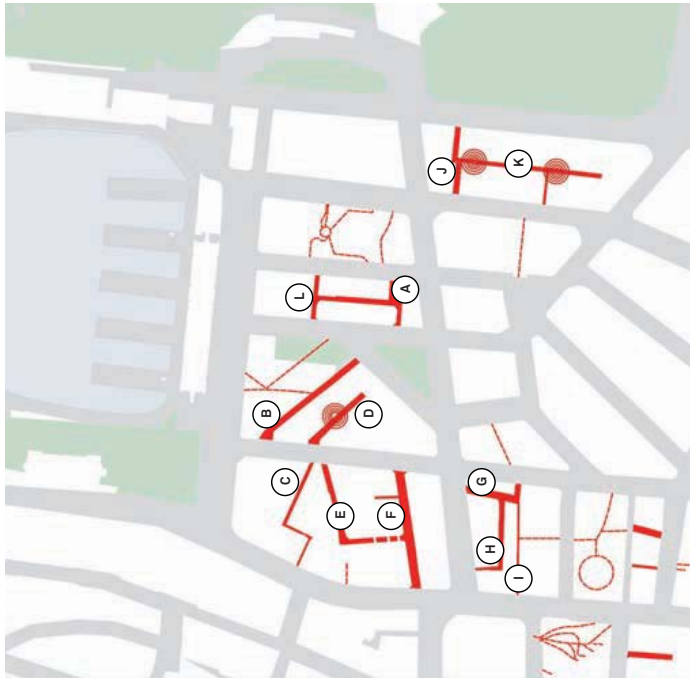


East-West Connectors

Legend

-  Primary Connection
-  Secondary Connection
-  Minor Connection

Local Context



Laneways and Arcades

Legend

- Existing laneway pattern
- - - Existing through-site link
- Existing points of activation

- | | | | |
|-----|------------------|-----|-------------------|
| (A) | Loftus Lane | (G) | Tank Stream Way |
| (B) | Reiby Place | (H) | Bridge Lane |
| (C) | Crane Place | (I) | Abercrombie Lane |
| (D) | Bulletin Place | (J) | Sydney Lane |
| (E) | Underwood Street | (K) | Phillip Lane |
| (F) | Dalley Street | (L) | Custom House Lane |



A. Loftus Lane



B. Reiby Place



G. Tank Stream Way



A. Loftus Lane



D. Bulletin Place



H. Bridge Lane



A. Loftus Lane



E. Underwood Street



H. Bridge Lane

Local Context

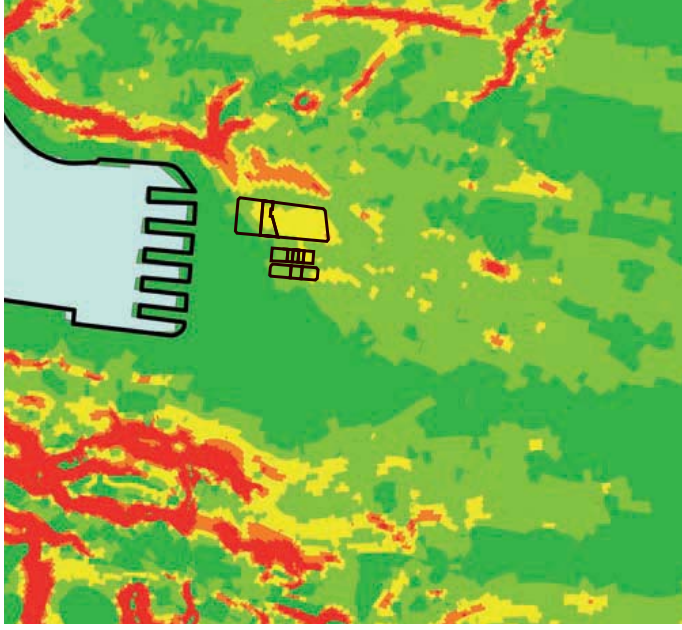
Topographic and Pedestrian Movement

Slope analysis
 There is a significant gradient change between Circular Quay and the financial district. This gradient change occurs in the south-eastern corner of the precinct where both Phillip and Young Streets have significant level changes, while Loftus Street is relatively flat in comparison and is subsequently more favourable as a pedestrian street.

There is an approximate 14m level change across the precinct, which is a challenge to easy pedestrian connectivity.

Walking isochrones and station transport hubs

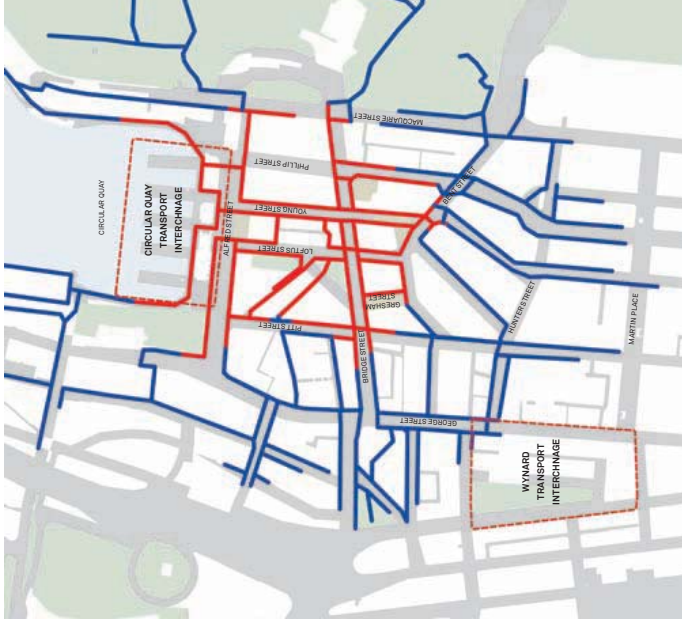
The AMP site has excellent access to major transport hubs within a 5 and 10 minute walk



Slope Analysis

Legend

- > 5% slope
 - 5-10% slope
 - 10-15% slope
 - 15-20% slope
 - < 20% slope
-
- 5min walking distance*
 - 10min walking distance*
- *Based upon walking rates of:
 4.8km/hr > 5% Slope
 3.8km/hr < 6% Slope
 3.0sec stop per traffic light intersection

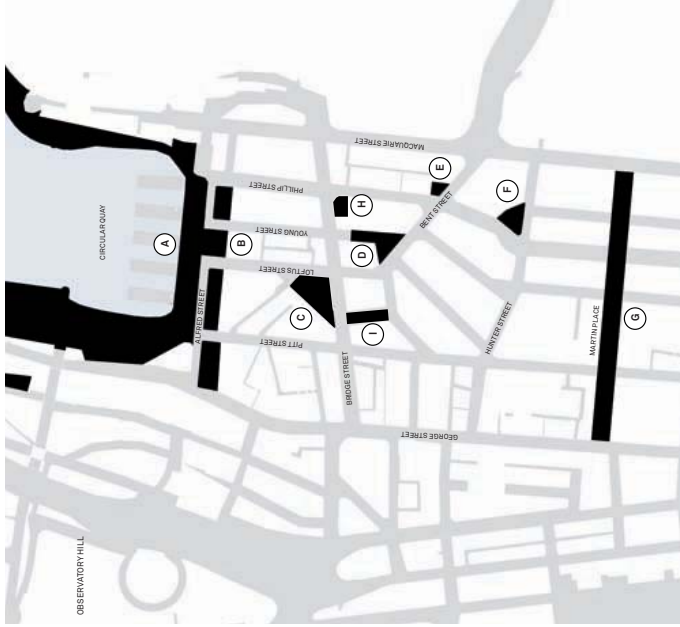


Walking Isochrones

Local Context

Urban Public Open Space

Plazas
 There are a number of public plazas within the vicinity of Circular Quay. An opportunity exists to better connect these urban spaces.



- (A) Circular Quay Promenade
- (B) Alfred Stand Customs House Forecourt
- (C) Macquarie Place Park
- (D) Ferrer Place
- (E) Aurora Place Plaza
- (F) Chifley Square
- (G) Martin Place
- (H) First Government House Place
- (I) Gresham Street (proposed by CoS)



A. Circular Quay Promenade



B. Customs House Plaza



C. Macquarie Place



D. Ferrer Place



F. Chifley Plaza



G. Martin Place

Local Context

Green Public Open Space

Park space
 The precinct has good access to a range of green spaces within a five minute walk, including the Botanic Gardens, Observatory Hill, Jessie Street Gardens and Macquarie Place. The opportunity exists to better connect these green spaces.



Green Space

- A** Observatory Hill
- B** First Fleet Park
- C** Jessie Street Gardens
- D** Macquarie Place Park
- E** Lang Park
- F** Wynyard Park
- G** Royal Botanic Gardens
- H** The Domain



A. Observatory Hill



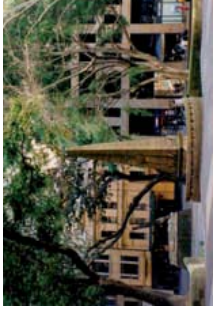
C. Jessie Street Gardens



F. Wynyard Park



B. First Fleet Park



D. Macquarie Place Park



G. Royal Botanic Gardens

Local Context

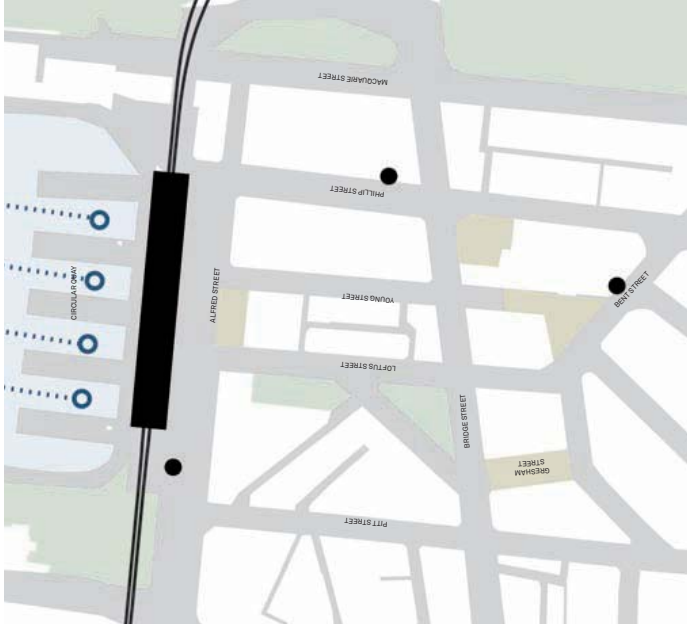
Public Transport

Ferry, train and taxi

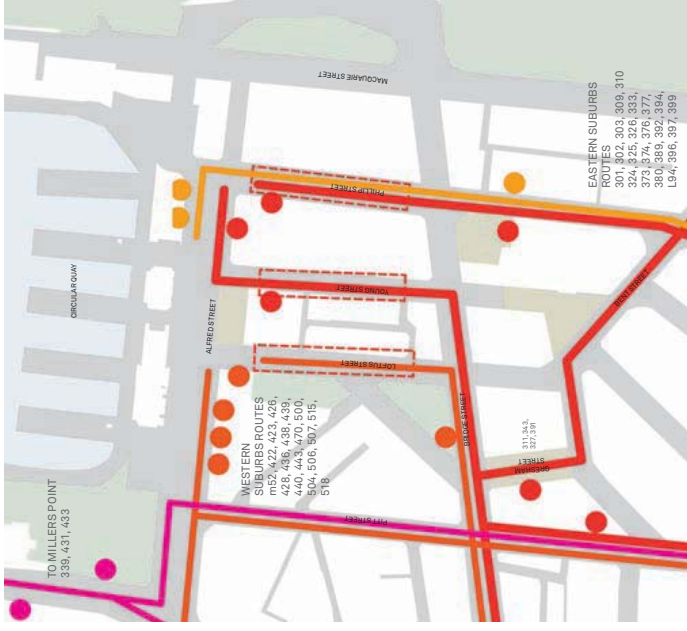
The precinct has direct access to ferry, train and taxi services with the major Circular Quay interchange located adjacent.

Bus

The precinct has direct access to bus services stopping at the edge of the precinct serving the Eastern Suburbs and Inner West. There are a number of bus layovers in the site which obstruct pedestrian movement.



Ferry, train and taxi



Bus

Legend

- City/Rail train line
- Ferry Stop
- Taxi Stand
- Bus set down/lay over
- Bus Route (Millers Point/western suburbs)
- Bus Route (western suburbs)
- Bus Route (eastern suburbs)
- Bus Route (eastern suburbs)
- Bus stop
- Bus stop
- Bus stop
- Bus stop



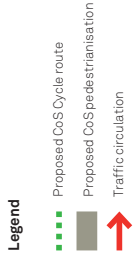
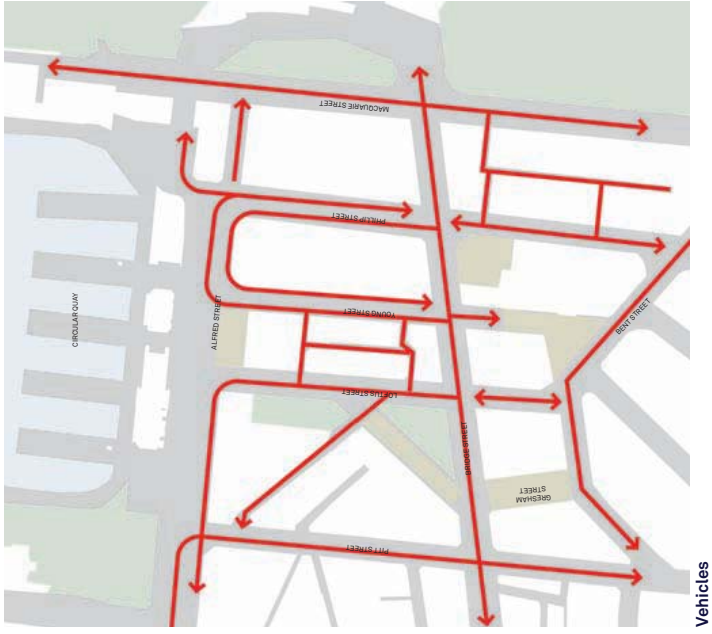
Buses are a major impediment to pedestrian movement.

Local Context

Circulation - Traffic

Cycle access
 There are currently no formal cycleways within the precinct. The city, in their *Cycle Strategy and Action Plan 2007-2017*, has proposed providing a dedicated cycle route along Loftus Street which is supported by this master plan.

Vehicles
 Currently there are a number of surrounding streets which have been pedestrianised and closed to vehicle traffic, these include sections of Alfred Street, Macquarie Place, and Farrer Place/Young Street. The City of Sydney in their *Long-Term Public Transport Plan* for Sydney has also proposed the closure of Gresham Street.



Site Context

Street Connections

Footpaths
 There are footpaths along most street edges within the precinct aside from the laneways. The footpaths are steep along Young and Phillip Streets due to the topography. There is also a significant level change between the footpath and roadway on Phillip Street.

Bus layovers also present a problem of obstructing pedestrian crossing on Loftus, Young and Phillip Streets.

Active retail frontages

The majority of streets within Circular Quay and the CBD are fronted by active retail uses. The Bridge and Alfred, and Young and Loftus blocks are mostly fronted by inactive uses or blank facades.



Site Context

Draft Sydney LEP 2011 City Strategies

Existing trees
The existing trees within the precinct include Figs in Macquarie Place and on Alfred Street (west).

Street trees
The existing *City of Sydney Street Tree Master Plan 2000* does not reflect what is currently planted in terms of species and locations. There is an opportunity to plant additional trees, particularly on Bridge, Young, and Phillip Streets for shade, habitat and amenity.



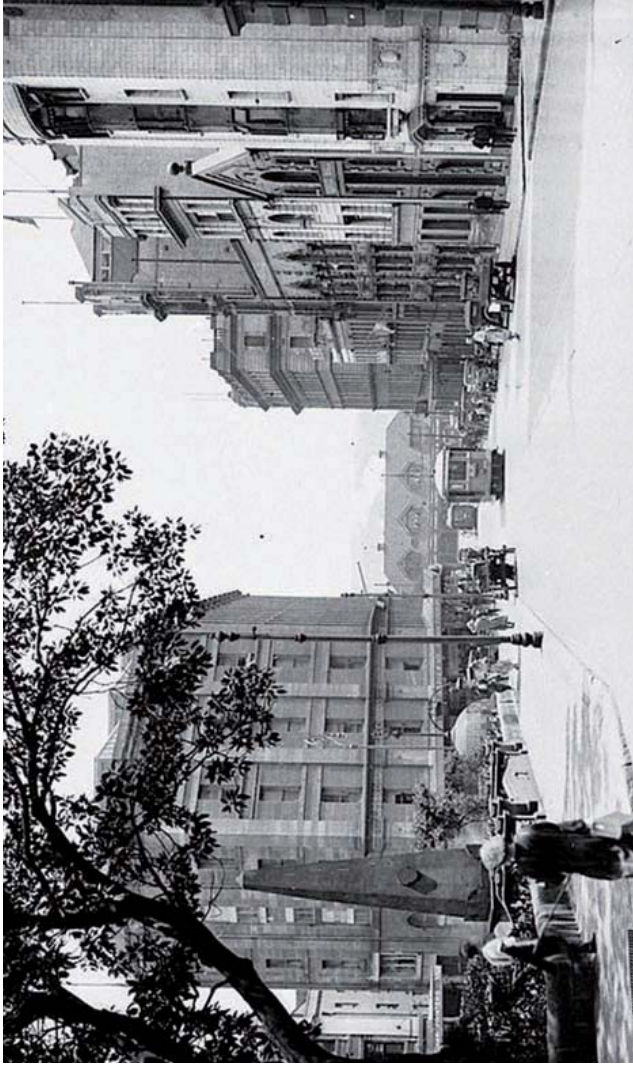
Existing situation



City of Sydney Street Tree Strategy

Legend

- *Livistona australis* (Cabbage Tree Palm)
- *Populus simonii* (Poplar-Chinese)
- *Washingtonia robusta* (Mexican Fan Palm)
- *Ficus microcarpa* var. "hillsii" (Fig)
- *Celtis australis* (European Nettle Tree)
- *Lophostemon confertus* (Brush Box)



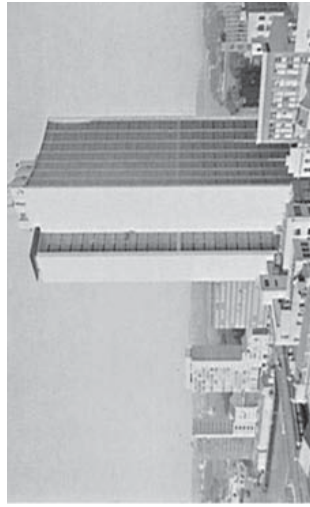
01_



04_



05_



02_



03_



06_

- 01_ Loftus Street
- 02_ AMP building 1962
- 03_ Young Street
- 04_ Circular Quay c. 1900-1910
- 05_ Circular Quay c. 1928-1932
- 06_ Circular Quay

Site Context

Draft Sydney LEP 2011 City Strategies

Paving strategy

The current *Central Sydney Paving Design Policy* nominates that the footpaths within the precinct use flagstone paving, with specially designed paving to the Customs House Square and Alfred Street Plaza.

Heritage

Circular Quay plays a vital role in preserving and showcasing the historic legacy of Sydney. The AMP precinct contains a number of significant heritage items including 33 Alfred Street (Sydney's first Skyscraper), The Gallipoli Club, and Hinchliff House Woolstores (State heritage listed). Additionally the Heritage listed Bennelong stormwater channel passes directly beneath both sites.

Within the broader area, the precinct sits directly adjacent to a number of significant heritage buildings including Customs House, 44 Bridge Street 'Booth House', The Police and Justice Museum, The Education Department building, The Lands Departments building, Chief Secretary's Building, Transport House, and Circular Quay Station amongst others. There are also a number of significant heritage spaces including Customs House Lane, Macquarie Place, and the First Government House Site.



Empty streets in the evenings and weekends



Poor quality streetscapes and public amenity



Poor street retail activation

Public domain is dominated by buses, not pedestrians





Underutilised public spaces

Unsafe and dangerous pedestrian environment



Inactive laneways dominated by loading and 'back of house' facilities



Little engagement with heritage buildings