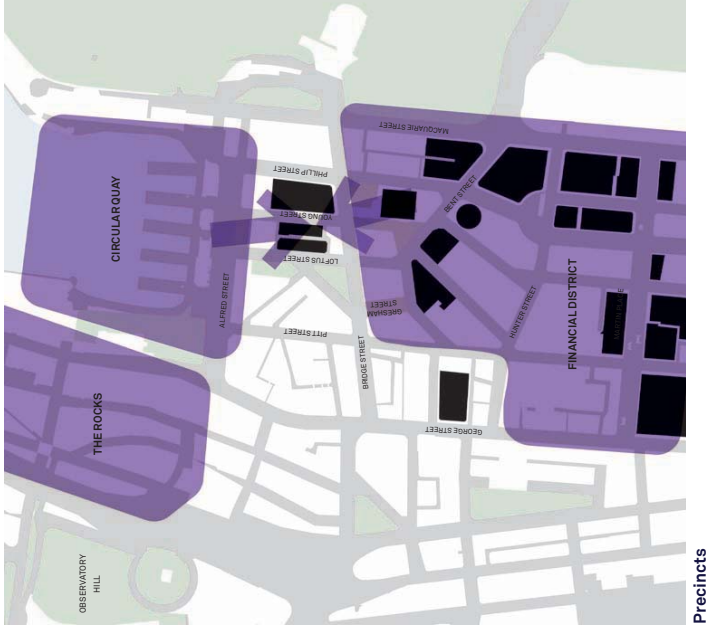


Urban Design and Public Domain Principles

Improving Connections

Precincts

The AMP Circular Quay Precinct has the potential to link Circular Quay with the main financial district, linking the traditional city CBD and financial services area to the Quay.



Legend
 Key building
 Precinct

Urban Design and Public Domain Principles

Key Precinct Aspirations

North - South Connectors

An opportunity exists to loosely define a character and function for each of the three north-south streets.

Loftus Street

A permeable, green pedestrian environment

- Potential to create a permeable, green pedestrian environment
- Improve the pedestrian environment, explore opportunities to link Gresham and Alfred Streets with street trees that complement the existing species in Macquarie Place Park
- Potential to pedestrianise the northern end of Loftus Street, subject to the introduction of light rail
- The gentle topography makes for an easy and pleasant walk to the city
- Activate street edges with retail uses
- Explore opportunities to introduce new paving to footpaths and streets
- Potential to improve the perception of a pedestrian friendly environment at Bridge Street at intersections
- Reduce or improve existing bus overlay areas where possible to enhance pedestrian permeability and general amenity
- Potential to improve the connectivity and relationship between Macquarie Place Park and Jessie Street Gardens



Legend

- A permeable, green pedestrian environment
- An activated retail and entertainment street
- Active, cultural and commercial address street

Young Street

An activated retail and entertainment street

- Potential to create an activated and vibrant retail and entertainment street
- Improve connectivity between the 2 blocks and investigate potential for a shared condition to Young Street to improve the pedestrian environment
- Activate street edges with retail uses
- Create better pedestrian permeability through the precinct with additional and improved laneways and through site links
- Extend the pedestrian and retail environment into the laneways
- Explore opportunities to link Farrer Place and Alfred Street with improved pedestrian surfaces and street tree planting
- Potential to improve the perception of a pedestrian friendly environment at Bridge Street at intersections
- Reduce or improve existing bus overlay areas where possible to enhance pedestrian permeability and general amenity



Loftus Street



Masquarie Place Park

Phillip Street

A civic, cultural and commercial address

- Potential to create a civic, cultural and commercial address
- Build on existing hotel, museum and major commercial Phillip Street addresses
- Improve pedestrian environment along Phillip Street with potential to upgrade Bridge Street intersection
- Improve pedestrian permeability through the precinct with additional and improved laneways and through site links
- Activate street edges with retail uses
- Maintain existing key public views from Phillip Street to the Harbour
- Reduce or improve existing bus overlay areas where possible to enhance pedestrian permeability and general amenity
- Investigate opportunities to improve street furniture and finishings

Urban Design and Public Domain Principles

Pedestrian Circulation

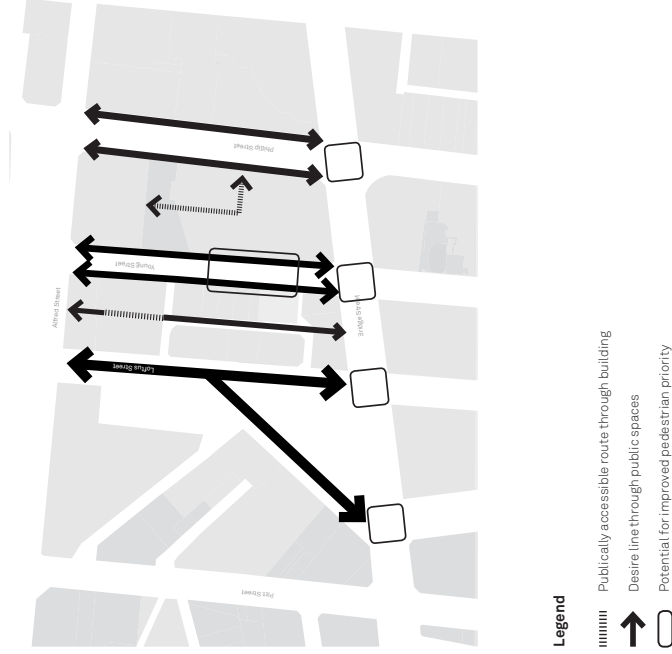
The precinct has an opportunity to enhance pedestrian circulation and access by considering a range of measures, such as upgrading footpaths and creating new pedestrian through site links.

The precinct should consider the following principles from the *City of Sydney Public life Sydney* document:

- A connected pedestrian network
- An accessible public domain
- New car free streets
- A set of primary walking links
- Widen footpaths

North-south aspirations

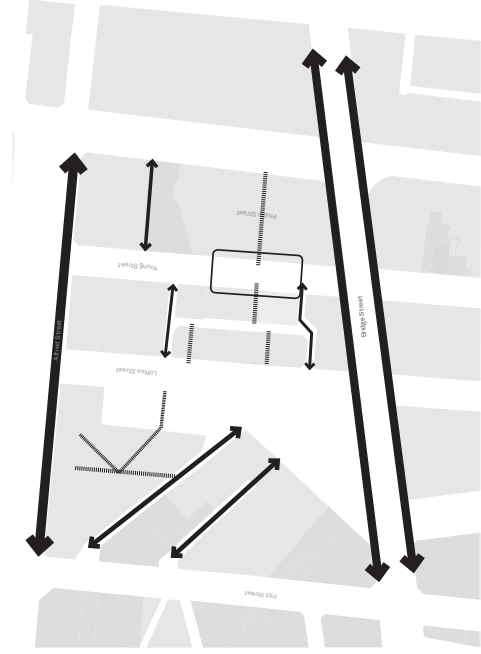
- Potential to pedestrianise the northern end of Loftus street (subject to the introduction of light rail) to connect with Macquarie Place and Gresham Street
- Strengthen the north-south pedestrian routes and encourage an improved pedestrian environment at Bridge street intersections
- Potential to widen and upgrade footpaths where possible
- Explore opportunities to upgrade the pedestrian amenity of streets and lanes (paving, lighting, signage etc)
- Provide continuous awnings along Loftus, Young and Phillip Street frontages where possible



Urban Design and Public Domain Principles

Pedestrian Circulation

- East - west aspirations
- Improve east-west pedestrian permeability through the precinct
- Encourage a variety of scales of new laneways to facilitate and complement active frontages
- Strengthen existing laneways and explore opportunities to upgrade pedestrian amenity of streets and lanes (paving, lighting, signage etc)
- Provide a continuous paved surface to laneways to draw people through the site
- Potential to widen and upgrade footpaths where possible
- Improve connectivity and pedestrian environment between the Bridge & Alfred and Young & Loftus blocks across Young Street
- Introduce curb extensions to Young Street to create a safe and improved pedestrian environment to activate the precinct



Legend

- - - - - Publicly accessible route through building
- > Desire line through public spaces
- Potential for improved pedestrian priority



Customs House Lane

Urban Design and Public Domain Principles

Pedestrian Circulation

Overall Strategy

- _ Improve east-west pedestrian permeability through the precinct
- _ Create a vibrant and fine grain pedestrian laneway network and encourage a variety of scales of laneways, arcades and public spaces
- _ Strengthen the north-south pedestrian routes and explore opportunities to improve the pedestrian amenity of streets
- _ Potential to pedestrianise the northern end of Loftus street (subject to the introduction of light rail)
- _ Improved pedestrian connectivity between the blocks with potential for improved pedestrian priority to Young Street



Urban Design and Public Domain Principles

Vehicular Access

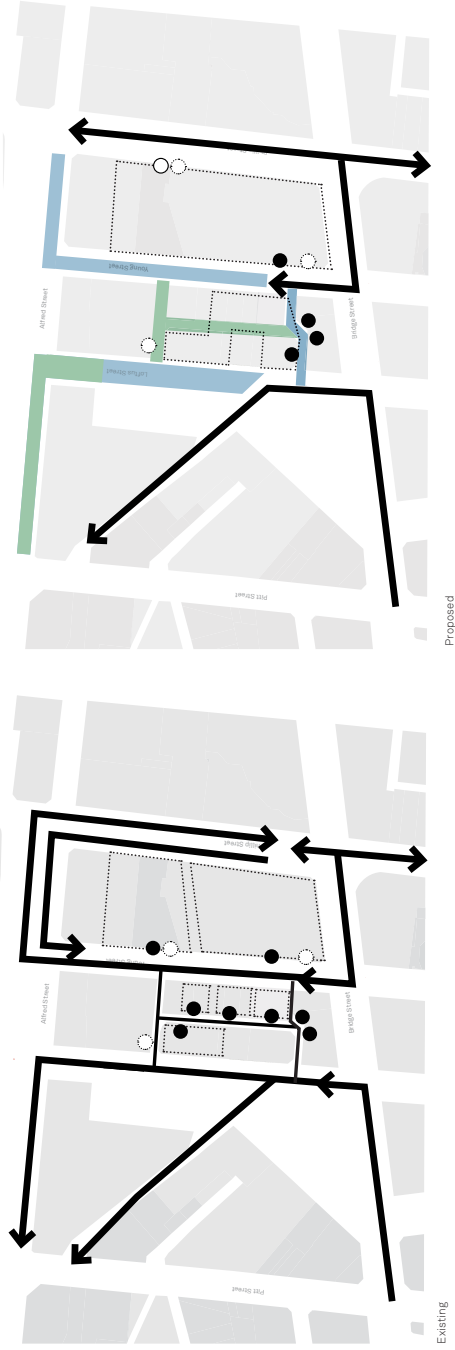
Parking and service vehicle access

The reconfiguration of vehicle circulation and reduction of basement entry points is fundamental to the creation of an active and accessible pedestrian laneway precinct that maximises active street front uses.

At the Young and Loftus block, a united basement extending under the lane offers the opportunity for a single basement entry location rather than 3, allowing Loftus Lane to be pedestrianised and activated with the east/ west portion of Loftus Lane providing local traffic access to basements only. AMP is to work collaboratively with the City of Sydney to potentially reconfigure loading access to Customs House and pedestrianise Customs House Lane.

For the Bridge and Alfred block the separate basements for the Bridge Street and Alfred Street towers can be connected resulting in a consolidation and reduction in basement entry points. A shared entry point on Young Street and exit point on Phillip Street will reduce vehicle movements around the Alfred Street/ Young Street loop and create a better connected precinct and more pedestrian friendly environment.

Following the introduction of future light rail line there is the potential to pedestrianise Loftus Street north of Reiby Place.



Legend

- █ Potential pedestrianised street
- █ Potential shared zone street
- Basement footprint
- ➔ Traffic flow and circulation
- Carpark IN
- Carpark OUT
- Loading

Urban Design and Public Domain Principles

Public Transport

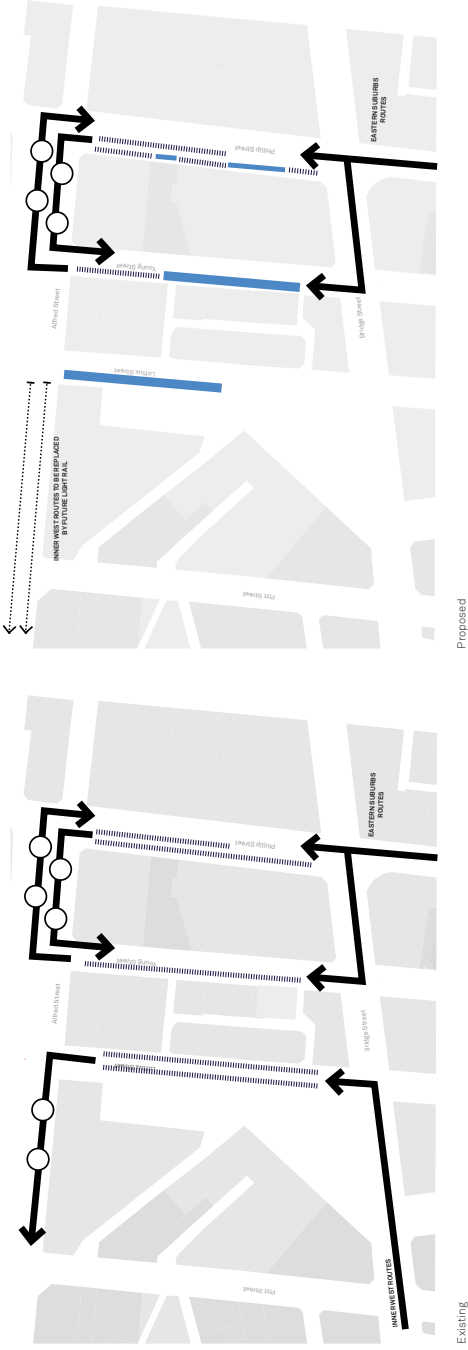
Bus movement

The existing bus routes serving the Circular Quay interchange are:
 - Eastern Suburbs services terminating on Phillip or Young Streets travelling via Elizabeth Street, and
 - Inner West and Southern region services terminating on Loftus Street travelling via George Street, Town Hall and Wynyard.

The existing bus arrangements provide set down and layover zones on Phillip Street and Young Street to feed into pick up zones in Alfred Street in both directions, and layover zones on Loftus Street to feed into pick up zones in Alfred Street in one direction. The number of services and the corresponding layover requirements mean that all three streets are dominated by buses which impacts the quality of the streetscape, the pedestrian environment and the potential activation of the streets.

Following the introduction of a future light rail line, it is envisaged that many of the Inner West and southern bus services will terminate or be redirected at Central or Town Hall – not continuing on to Circular Quay. This would significantly reduce congestion within the CBD and remove buses utilising Loftus Street as a layover location.

The master plan supports the long term vision for the removal or reduction of bus layovers in Circular Quay. However, in the immediate term an important outcome for the precinct is to improve connectivity between the Young and Loftus block with the Bridge and Alfred block. This is proposed through the relocation of some layover spaces on Young Street between the two blocks and the creation of a no-layover zone with a shared street condition that gives priority to the pedestrian.



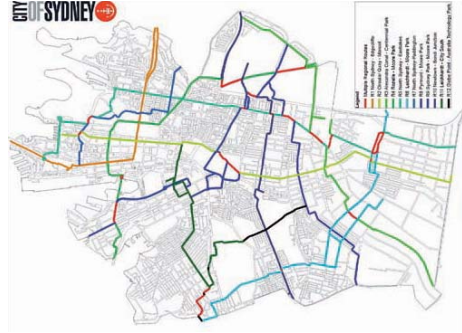
Urban Design and Public Domain Principles

Circulation - Cycles

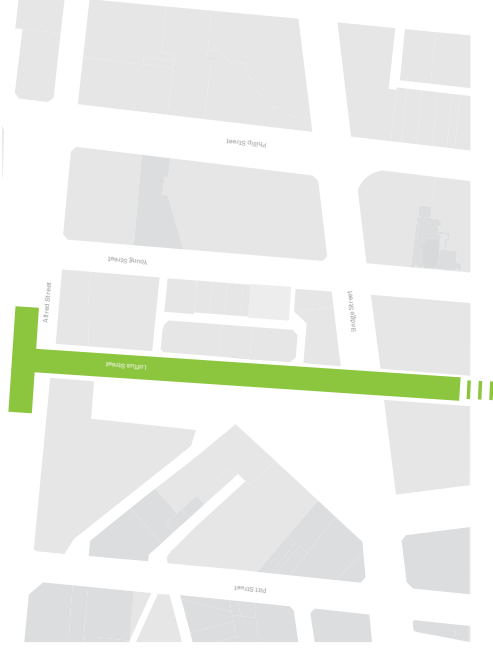
The proposed regional cycle network provides an opportunity for the precinct to become well connected to Sydney suburban areas with a dedicated cycle network. The implementation by the City of Sydney of the cycle network can help reinforce the key principles from the City of Sydney (CoS) by:

- Creating and maintaining a comfortable and bicycle friendly environment in Sydney to encourage more residents, visitors and workers onto bicycles;
- Improving cycling safety;
- Promoting the benefits of cycling;
- Increasing the number of trips made by bicycle in Sydney; and
- A dedicated cycle lane on Loftus Street as per figure 10 page 35 of the *Cycle Strategy and Action Plan 2007 - 2017* (also refer below)

A cycle network within the precinct has the potential to connect the cycleways with bike storage within the precinct areas.



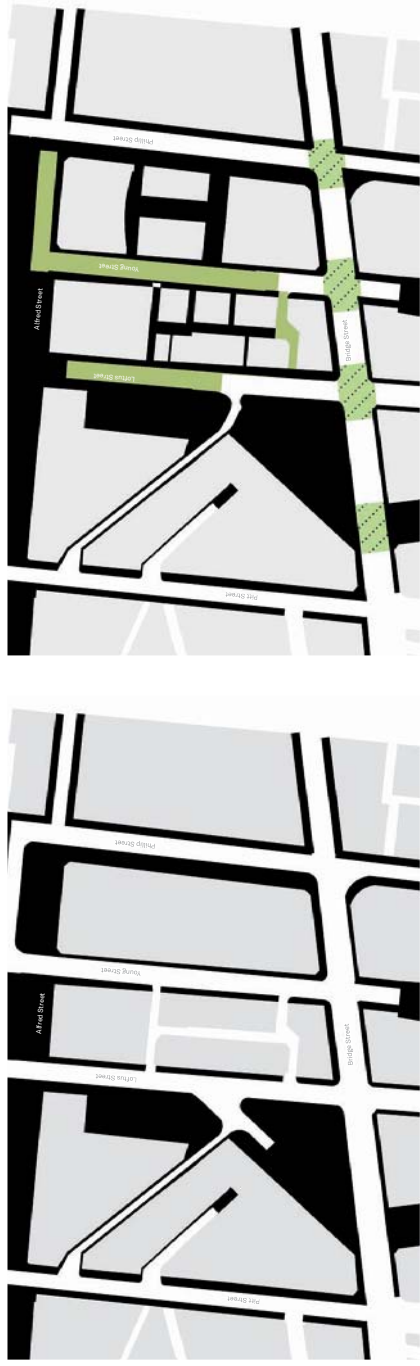
Cycle Strategy and Action Plan 2007-2017, CoS



Urban Design and Public Domain Principles

Useable Public Open Space

The potential pedestrian priority areas within the precinct could significantly increase in comparison to the existing.



Existing Proposed

Legend

- Potential shared zone
- Potential pedestrian access/route
- Potential for improved pedestrian priority

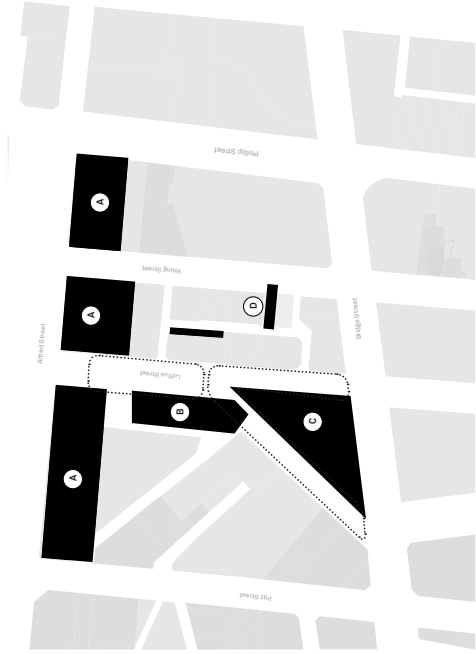




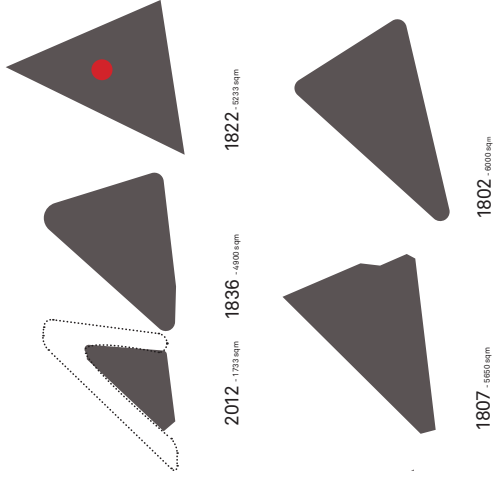
Urban Design and Public Domain Principles

Public Spaces

The precinct has a good network of public open space, however, a large majority of it is obstructed by traffic movements and parking. The precinct has an opportunity to become a pedestrian priority environment by minimising parking and traffic movements where possible.



- (A)** Alfred St and Customs House Plaza
- (B)** First Fleet Park
- (C)** Macquarie Place Plaza
- (D)** Laneway spaces



Chronological morphological development of layout of Macquarie Place

Urban Design and Public Domain Principles

Key Spaces within the Precinct

Alfred Street Plaza

Investigate opportunities for better active retail uses to the ground level at 33 Alfred Street.

Laneway spaces

The proposed laneway spaces are intended to provide a sense of delight. They will be places to pause, dine, wine and shop, providing activation to the laneway. The laneway spaces should consider:

- Paving and surface treatment strategies
- Increased seating opportunities;
- Potential to upgrade pedestrian amenity of footpaths and adjacent streets (paving, lighting, signage etc) to give pedestrians priority
- Including public art

Atrium lobby

- Create a new atrium lobby providing an identifiable, intuitive access point to both the Bridge Street and Alfred Street towers
- Provide primary lobby address to Phillip Street
- Provide protection against environmental wind conditions around the base of the tower and undercroft area
- Ensure lobby does not adversely impact upon street level activation, streetscape definition and continuity

Key Spaces within the broader area

Although beyond the bounds of the precinct, the City of Sydney could consider the following potential public domain improvement:

Macquarie Place Park

Macquarie Place Park is Australia's first public space, historically centred on the Obelisk, the point from which all roads were measured in the Colony. Over time the area of the park has changed as streets and harbour edges have evolved (see adjacent diagram). Macquarie Place may have operated as a public place of gathering for the early settlement from as early as 1791 alongside the Dry Store. The space was heavily used where half the population of Sydney would come to collect their food rations from the adjacent stores.

Currently the space is underutilised and could be upgraded to encourage more people into the space by investigating opportunities to:

- Encourage people into the park;
- Strengthen connections with the park, Jessie Street Gardens and the potential to pedestrianisation of Loftus Street
- Make the park more accessible all year round;
- Potential to reference the history of the former size of the square
- Potential to increase seating opportunities;
- Investigate opportunities for lunch time and weekend food markets;
- Provide dedicated areas for café and bar seating in the park associated with adjacent food and beverage outlets;
- Explore activation of the heritage toilet for a new adaptive use
- Potential to upgrade pedestrian amenity of footpaths and adjacent streets (paving, lighting, signage etc) to give pedestrians priority

Customs House Square

The existing Customs House Square has a strong program of events organised by the City of Sydney and is well used year round. The space is well activated by temporary café structures to the east and west edges.

Opportunities exist to strengthen connections between Loftus Lane, Customs house, and Customs house Square by strengthening sight lines through Customs house and potentially continuing the paving in Customs house Square into Loftus Lane.

Jessie Street Gardens

Jessie Street Gardens is well used during the summer months offering a green space for lunch time seating. However, the space is segmented from Loftus Street and Macquarie Place Park. There is opportunity to upgrade the park and strengthen connections with Macquarie Place Park.

- Strengthen connections with Macquarie Place and the potential pedestrianisation of Loftus Street
- Potential to increase seating opportunities



Potential park upgrade

Macquarie Place was the first planned town square in Sydney, as well as the geographic centre of the early Colony, marked by the erection of the Obelisk at the centre of this park in 1818

Heritage NSW

Urban Design and Public Domain Principles

Vegetation

The existing CoS Street tree master plan could potentially be reviewed within the context of the proposed development of the precinct and associated upgrading of the public domain.

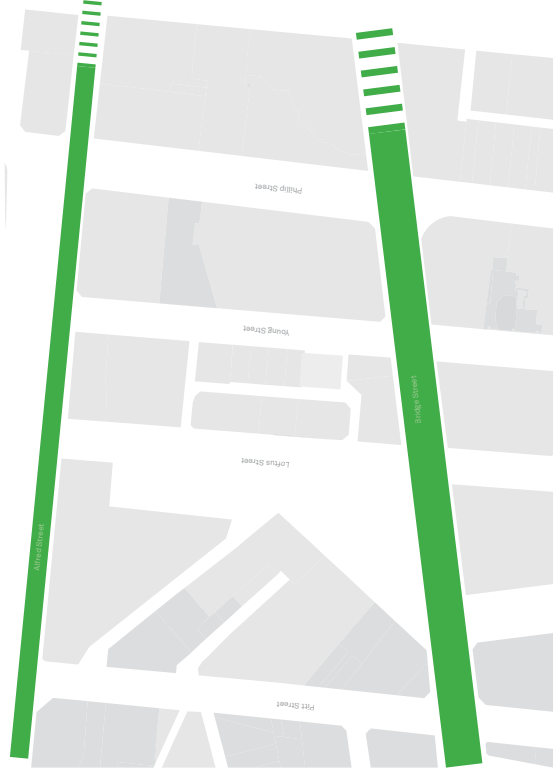
Bridge Street

- There is an opportunity to visually connect tree canopy with the Royal Botanic Gardens. Currently there are a total of only 3 trees on Bridge Street.
- There are a number of planting strategies that could be undertaken associated within parking bays
- Potential to increase street trees to improve pedestrian amenity, habitat and mitigate the urban heat island effect.
- Investigate potential for trees to be planted in some car spaces to ensure the correct widths of pedestrian footpaths are maintained.
- Maintain existing north / south views and do not obstruct potential future view lines to the harbour

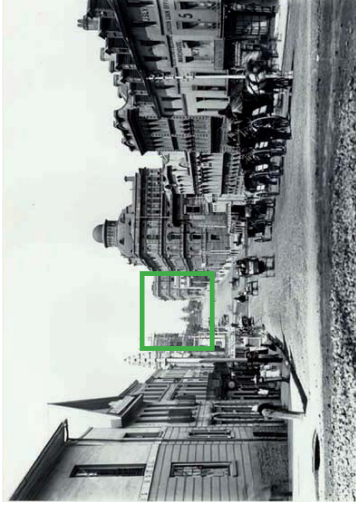
Alfred Street

Alfred Street tree opportunities:

- Retain existing trees
- Maintain existing north / south views and do not obstruct potential future view lines to the harbour



Potential to connect the Gardens to Bridge and Alfred Streets with a green canopy



Bridge Street 1900's



Bridge Street existing condition



Potential to connect the Botanic Gardens and City with street tree planting providing habitat, shade, and amenity

Urban Design and Public Domain Principles

Vegetation

Loftus Street

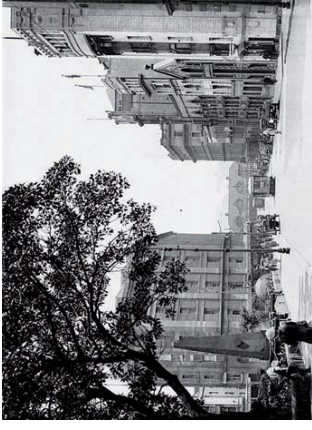
- Plant trees on Loftus Street where possible to improve pedestrian amenity, habitat and mitigate the urban heat island effect/ensure the correct widths of pedestrian footpaths are maintained.
- Maintain existing north / south views and do not obstruct potential future view lines to the harbour
- *Washingtonia robusta* (as nominated in the City of Sydney Street Tree Master Plan) Loftus Lane to improve pedestrian / built form scale relationships

Young Street

- Retain existing trees where possible
- Maintain existing north / south views and do not obstruct potential future view lines to the harbour

Phillip Street

- Retain existing trees where possible
- *Washingtonia robusta*, as nominated in the City of Sydney Street Tree Master Plan to improve pedestrian amenity and habitat.
- Maintain existing north / south views and do not obstruct potential future view lines to the harbour



Loftus Street

Heritage NSW https://www.heritage.nsw.gov.au/07_advice/02_2.cfm?record=985311



Potential to continue the Fiat tree planting up Gresham and down Loftus from Macquarie Place Park

Urban Design and Public Domain Principles

Water Sensitive Urban Design

Water sensitive urban design (WSUD) plays an important role in capturing, recycling and purifying water within our urban environments. Implementing WSUD devices reduces water consumption, passively irrigates street trees and purifies water before it enters the harbour, removing heavy metals and fecal coliforms from stormwater.

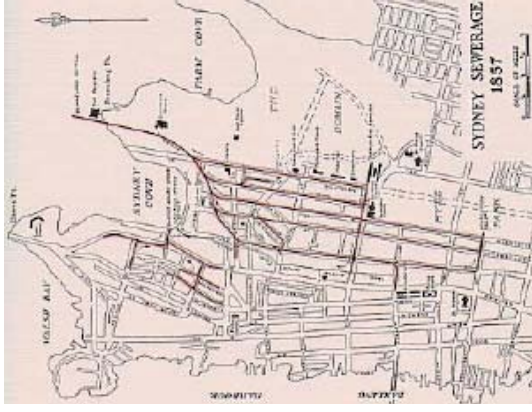
Investigate the following WSUD principles in the design of the precinct:

- _ Capture surface stormwater and express in a network of water channels that distribute stormwater to passively irrigate plantings;
- _ Use captured stormwater to passively irrigate plantings where possible;
- _ Urban bio-retention tree pits to street trees (to irrigate trees and filter water)
- _ Recycle excess stormwater for irrigation and grey water reuse where possible



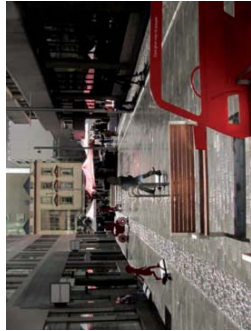
Legend

- - - Potential urban bio-retention
- Line of potential water channels
- Approximate line of Bennelong Drain



The Bennelong drain

Source: Sydney Water http://www.sydneywater.com.au/Sustainability/Our-Heritage-Assets/_item_/view.cfm?i=4570854



Bio-retention



Potential interpretation of the Bennelong Drain

Urban Design and Public Domain Principles

Paved Surfaces

Surface interpretations

The harbours edge used to cross the northern most end of the precinct, with ships mooring at a variety of wharfs to drop off goods to the nearby stores. Macquarie Place Park used to serve as a gathering spot for people waiting to collect food from the food stores and water from the nearby tank stream. From interpreting survey maps, Macquarie Place Park used to be significantly larger than its present size.

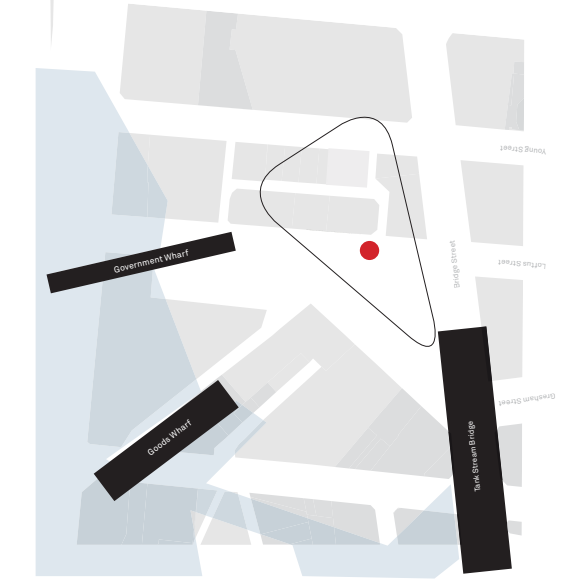
There is an opportunity for the precinct to interpret this history using a variety of means and measures, particularly by using paving and surface treatment variations to express the history of the site.

Shorelines

There are a range of former shorelines that cross the northern most end of the site. There is opportunity to use the existing CoS paving palette to interpret the shorelines and extend this paving pallet into the site.



CoS Paving



Potential surface interpretations (and the former outline of Macquarie Place Park)



Shoreline interpretations

Urban Design and Public Domain Principles

Public Art for the City

Art strategy

It is envisioned that an art strategy will be developed for both the public and private spheres of the precinct.

Some preliminary work investigating opportunities that the site presents has been undertaken below.

Key to the success of the project

- _Enhancing connections to the greater city
- _Creating an invigorated laneway community
- _Works giving presence to the new tower building and podium

Enhancing connections to the City

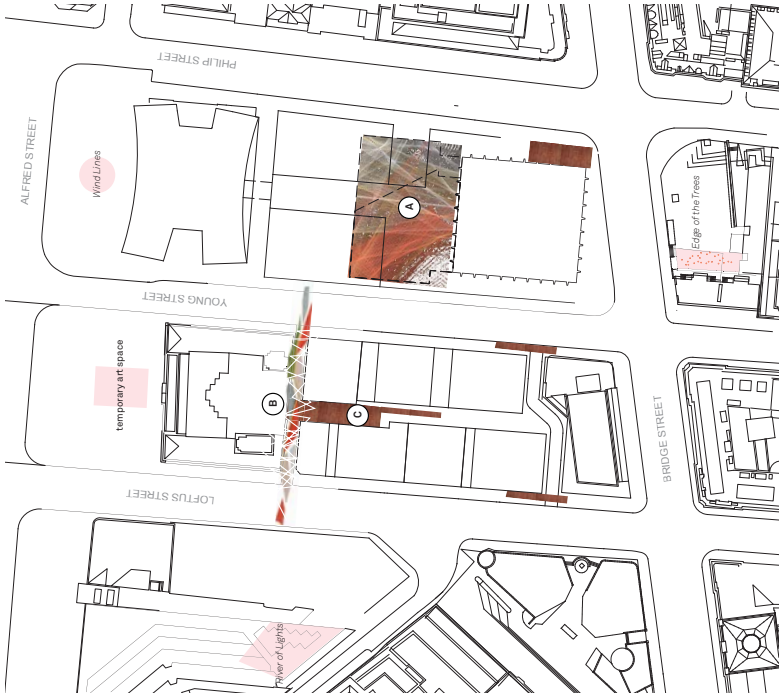
Key works on the site become part of a greater collection of art across the city. An art journey that includes James Angus's *Day in Day out*, Janet Laurence and Fiona Foley's *Edge of the Trees*, Jennifer Turpin and Michaelae Crawford's *Windlines* and Janine Campbell's *River of Lights*.

The works should be site responsive, engaging and beautiful and respond to the Principles outlined in the City of Sydney Public Art policy 2011, which are:

- _Align significant City Art projects with major sustainable Sydney 2030 urban design projects
- _Recognise and celebrate Aboriginal stories and heritage in public spaces
- _Support local artists and activate city places through temporary art projects
- _Support vibrant places in Village Centres with community art and City Art projects

Art projects

- _Promote high quality public art in private development
- _Support stakeholder and government partners to facilitate public art opportunities
- _Manage and maintain the City's collection of permanent art works, monuments and memorials
- _Initiate and implement programs to communicate, educate and engage the public about City Art



Potential artwork installation locations

- A** Elevated walks to tower lobby
- B** Hanging works to laneways
- C** Decorative paving to laneways



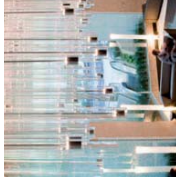
James Angus's *Day in Day out*
1 Bligh Street



Janet Laurence and Fiona Foley's *Edge of the Trees*
Museum of Sydney forecourt



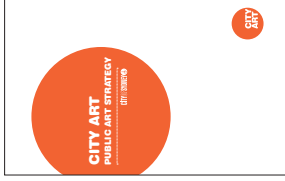
Jennifer Turpin and Michaelae Crawford's *Windlines*
Scout Place
AMP Forecourt



Janine Campbell with HASSELL
River of Lights
Gateway Lobby



Kan Yasuda
Touchstones
Aurora Place



Urban Design and Public Domain Principles

Invigorated Laneway Community

Explore opportunities to build on the rich tradition the City of Sydney has in creating artworks for Sydney's laneways. The mixed use nature of the buildings between the Loftus and Young block allow for a more active night and day time use of the lane between. Capturing lunch time sunlight and with its view through into the 'public square' of Customs House library, this lane has opportunities for delightful works that may include;

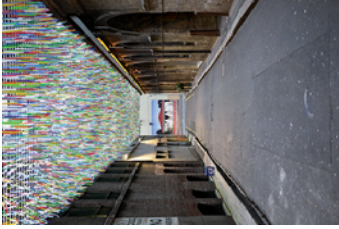
- _ Paving
- _ Hanging artworks
- _ Creative lighting
- _ Projections
- _ Digital media

It has the potential to house permanent works and also support temporary installations.

Bridge Street Tower

The atrium lobby and new ceremonial entrance provide a fantastic opportunity to provide high quality public art, building on the strong art journey that exists within surrounding private developments. With the substantial volume of the undercroft space and high pedestrian movement through the space opportunities exist to explore;

- _ Permanent artworks
- _ Temporary installations
- _ Hanging artworks
- _ Events and gatherings



Nike Sawas Rush



Michael Thomas Hill, Forgotten Songs

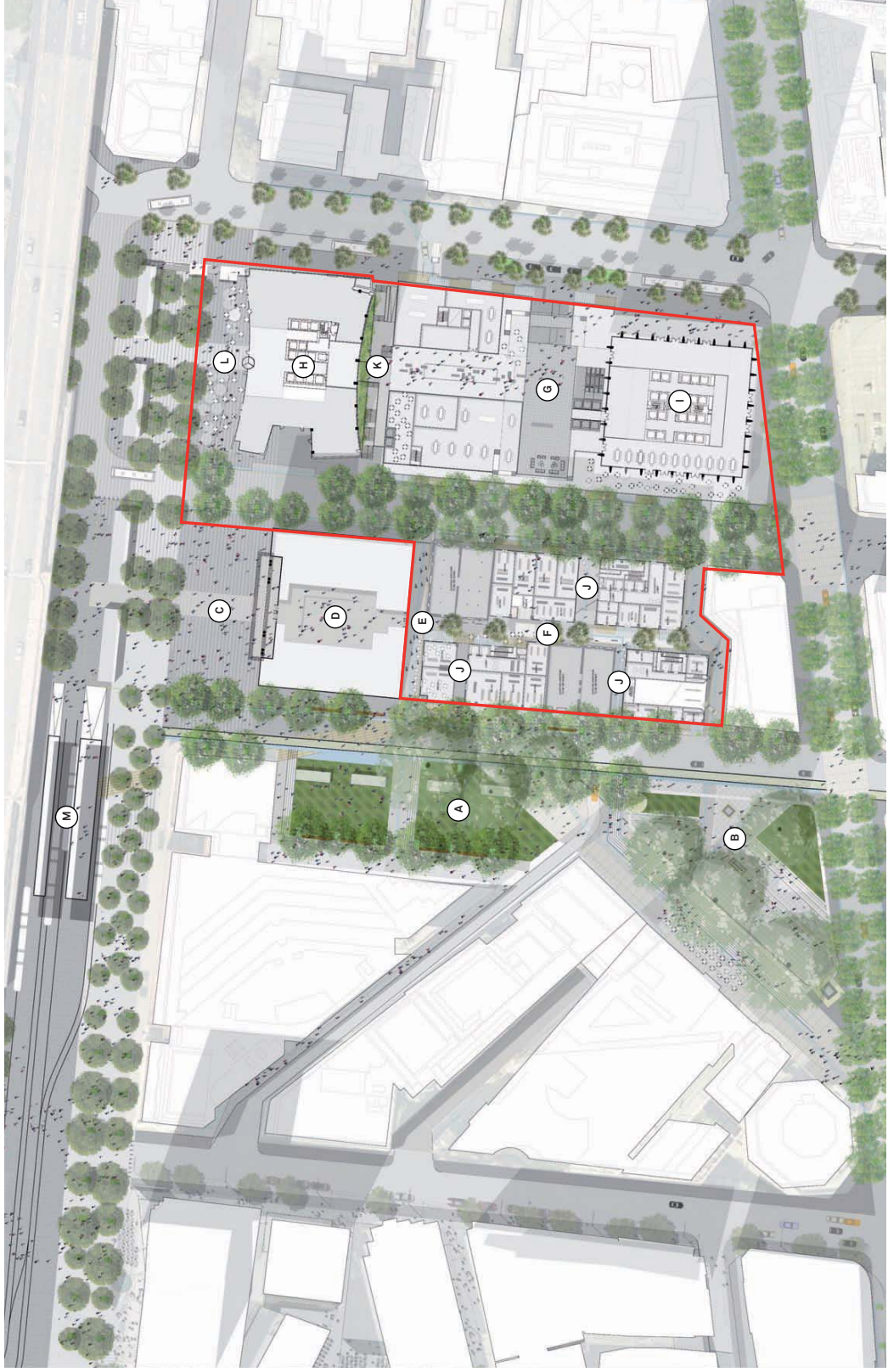
'A city without a flourishing artistic and cultural life would be a poor place indeed. Our artists celebrate and enrich our city, and contribute to our sense of identity and sense of place'

Lord Mayor Clover Moore

Urban Design and Public Domain Principles

Indicative public domain plan

- (A) Jessie Street Gardens
- (B) Macquarie Place Park
- (C) Customs House Plaza
- (D) Customs House
- (E) Customs House Lane
- (F) Loftus Lane
- (G) Atrium lobby
- (H) 33 Alfred Street
- (I) Bridge Street tower
- (J) Arcade
- (K) Through-site link
- (L) Alfred Street Plaza
- (M) Future light rail stop





A permeable
and active
public domain

Significant increase in
usable public open space



Improved sun access to Macquarie Place Park and the laneway

Pedestrian friendly street environments with improved bus and traffic circulation

A vibrant and fine grain laneway and retail precinct

Strengthened connections between Circular Quay and the CBD

Urban Design and Public Domain Principles

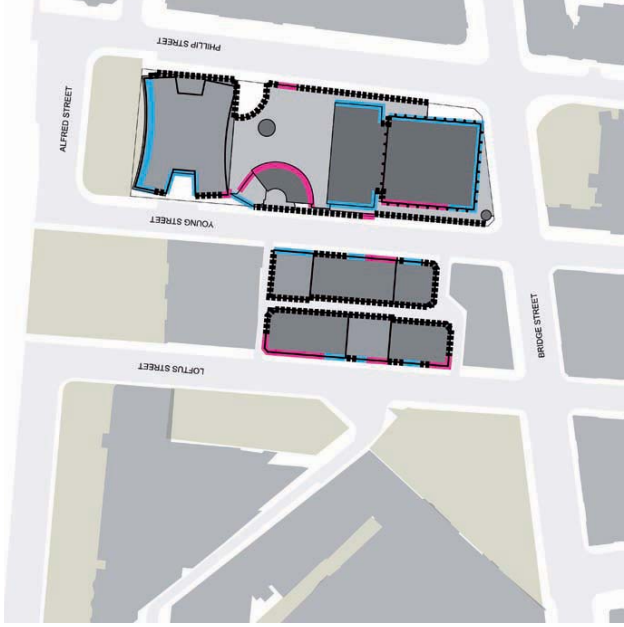
Key Public Benefits - Active Frontages

Existing Active Frontages (approximate)

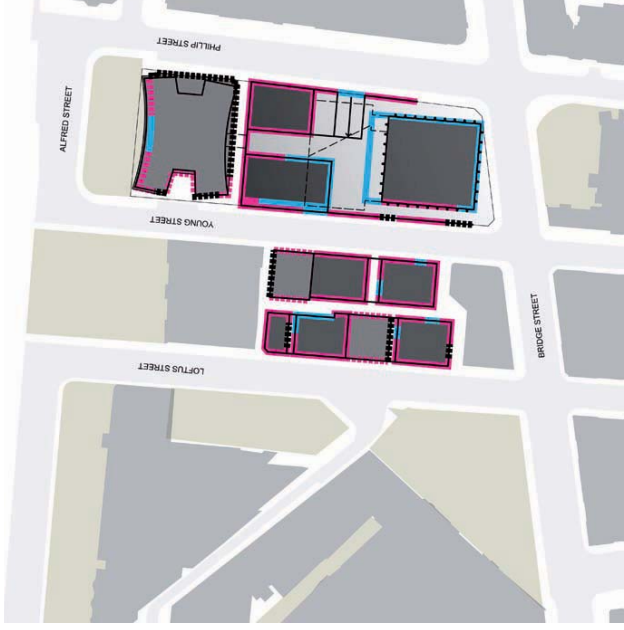
Retail	120 meters
Lobby/corporate	300 meters
Inactive	450 meters

Proposed Active Frontages (approximate)

Retail	660 meters
Lobby/corporate	310 meters
Inactive	200 meters



Existing



Proposed

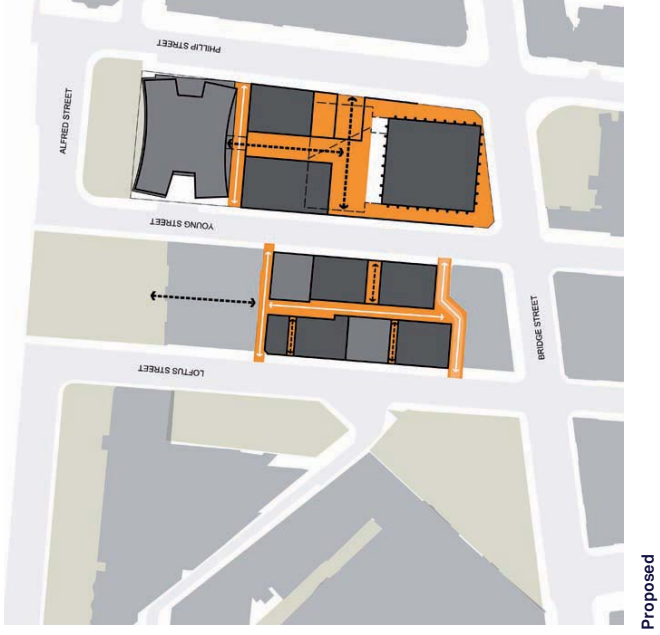
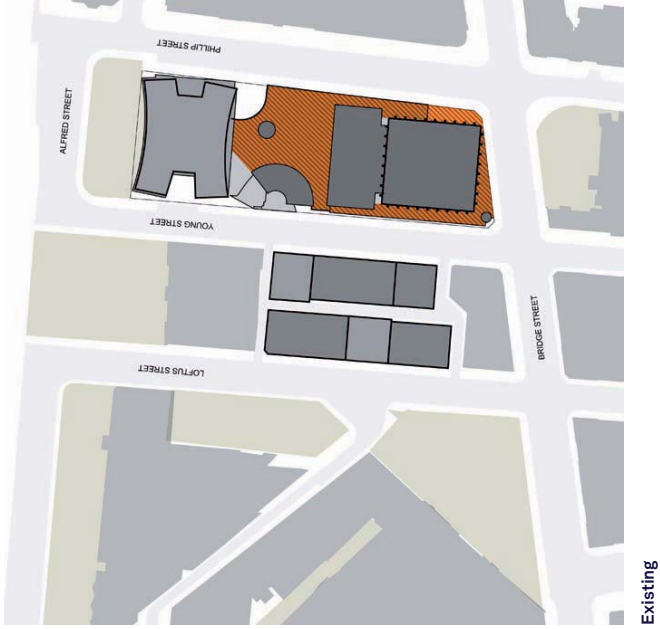
Legend

- Retail
- Retail (heritage building)
- Lobby / corporate
- - - Inactive

Urban Design and Public Domain Principles

Key Public Benefits - Publicly Accessible Space

Public open space (approximate)	
Young and Loftus block	1,235 m ²
Bridge and Alfred block (to extended hours)	2,290 m ²



Legend

- Publicly accessible open space
- Existing poor quality open space