

Figure_2.1. Aerial photograph of Circular Quay, Sydney illustrating the existing Sydney skyline

02 Site Analysis

Local Context

Special Character Areas and Prominent Buildings

The subject site does not currently sit within any defined character area or precinct. It is located between two special character areas - Circular Quay to the north and Bridge St / Macquarie Place / Bulletin Place to the east (as defined in Sydney LEP 2012). The Rocks precinct lies to the north west of the subject site, and an indicative precinct outline is shown in Figure 2.2.

The subject site is uniquely positioned at the meeting point of the cultural, historical and commercial precincts of Sydney. There is opportunity to create an identifiable character for the area that will position the subject site as a key Sydney city centre destination.



Figure 2.2. Special character areas* and prominent buildings



Figure 2.3. The Rocks precinct



Figure 2.4. The Rocks precinct



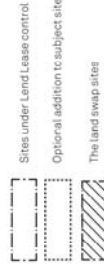
Figure 2.5. Circular Quay precinct



Figure 2.6. Bridge Street precinct

Prominent buildings

- 1 Museum of Contemporary art (MCA)
- 2 Four Seasons Hotel
- 3 Gateway Quayside Tower
- 4 Customs House
- 5 AMP Tower
- 6 Sydney Harbour Marriott Hotel
- 7 Grosvenor Place
- 8 Stock Exchange
- 9 National Australia Bank (NAB) House
- 10 Suncorp Tower
- 11 Museum of Sydney (Commercial above)
- 12 Australia Square



*Special character areas within City of Sydney LGA derived from Sydney LEP 2012 - Sheet C3.2_014. The Rocks precinct area outline within Sydney Harbour Foreshore Authority is an indicative outline only.

02 Site Analysis

Local Context

Open Space

The subject site has good access to a range of public open green spaces including First Fleet Park to the north and Jessie Street Gardens and Macquarie Place Park to the east. Significant areas of urban (paved) public open space are provided along Alfred Street and the foreshore of Circular Quay. However, these largely function as public promenade and are poorly linked with active retail and other commercial functions. There is an urban publicly accessible square at Grosvenor Place, however, this square is largely visually disconnected from the public street and performs primarily as a private forecourt to the Grosvenor Place commercial tower.

The opportunity exists to provide a well defined and active urban publicly accessible open space on the subject site (due to a transfer of floor space across the subject site made possible by the single ownership of lots). It is recommended that any new urban open space on the subject site should cater to a diverse range of users, have direct access from George Street, have good solar access, and be strongly defined by active edges. Activity could include retail, cafe, restaurant and bar uses.



Figure 2.7. Open space
 Sites under Lend Lease control
 Optional addition to subject site
 The land swap sites
 Urban (paved) open space
 Green open space



Figure 2.8. Circular Quay Promenade

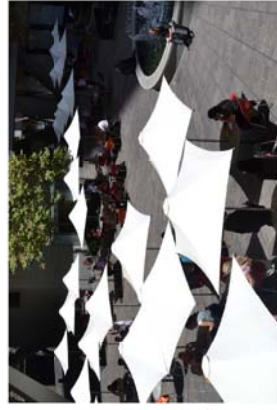


Figure 2.9. Australia Square



Figure 2.10. First Fleet Park



Figure 2.11. Jessie Street Gardens

- | Green public or publicly accessible open space | Urban public or publicly accessible open space |
|--|--|
| 1 Observatory Hill | A Circular Quay Promenade |
| 2 Barney & Bligh Reserve | B Customs House |
| 3 First Fleet Park | C Macquarie Place Park |
| 4 Jessie Street Gardens | D Museum of Sydney forecourt |
| 5 Macquarie Place Park | E Greatlam Street (proposed by CoS) |
| 6 Lang Park | F Farrer Place |
| 7 Wynyard Park | G Australia Square |
| | H Grosvenor Place |

02 Site Analysis

Local Context

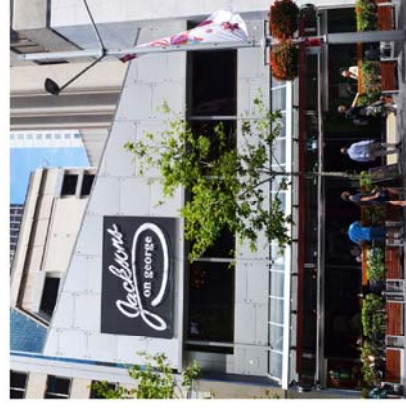
Existing Land Uses

Commercial uses are the predominant land use within the subject site and wider APDG block. Existing entertainment uses also exist on the subject site with Jacksons on George (within subject site), and the Rugby Club (optional addition to subject site).

There is greater variation in existing land uses to the north and west of the subject site. To the north west, a fine grain mix of retail, entertainment and residential uses exist which is largely characteristic of The Rocks area. To the north east, cultural, open space and transport uses dominate, while commercial uses to the east and south dominate. The subject site is located at the meeting point of these surrounding land uses. There is an opportunity to identify the subject site as being an important link between the financial district of the city centre with the cultural and entertainment district of Circular Quay and The Rocks.

Short term accommodation in the form of multi-level hotels exist either side of the subject site. However, there is generally a lack of permanent residential uses across the region. Therefore, currently the population is largely transient and comprises mainly business professionals who work in the CBD and tourists visiting, both domestic and international. Future developments at 1 Alfred Street (Gold Fields House) and 19-31 Pitt Street have been approved which will incorporate new residential apartments. Following the completion of these new developments, the surrounding population will contain more permanent residents. A north south link is also proposed as part of the development which will provide direct pedestrian access from these units into the subject site.

The Overseas Passenger Terminal (OPT) is located about 200 metres north of Circular Quay transport interchange. Thousands of inbound and outbound passengers both embark and disembark from this terminal during peak periods. The Rocks and Circular Quay precincts are popular areas that tourists explore during their stop overs in Sydney.



Figure_2.13. Jacksons on George



Figure_2.14. Rugby Club

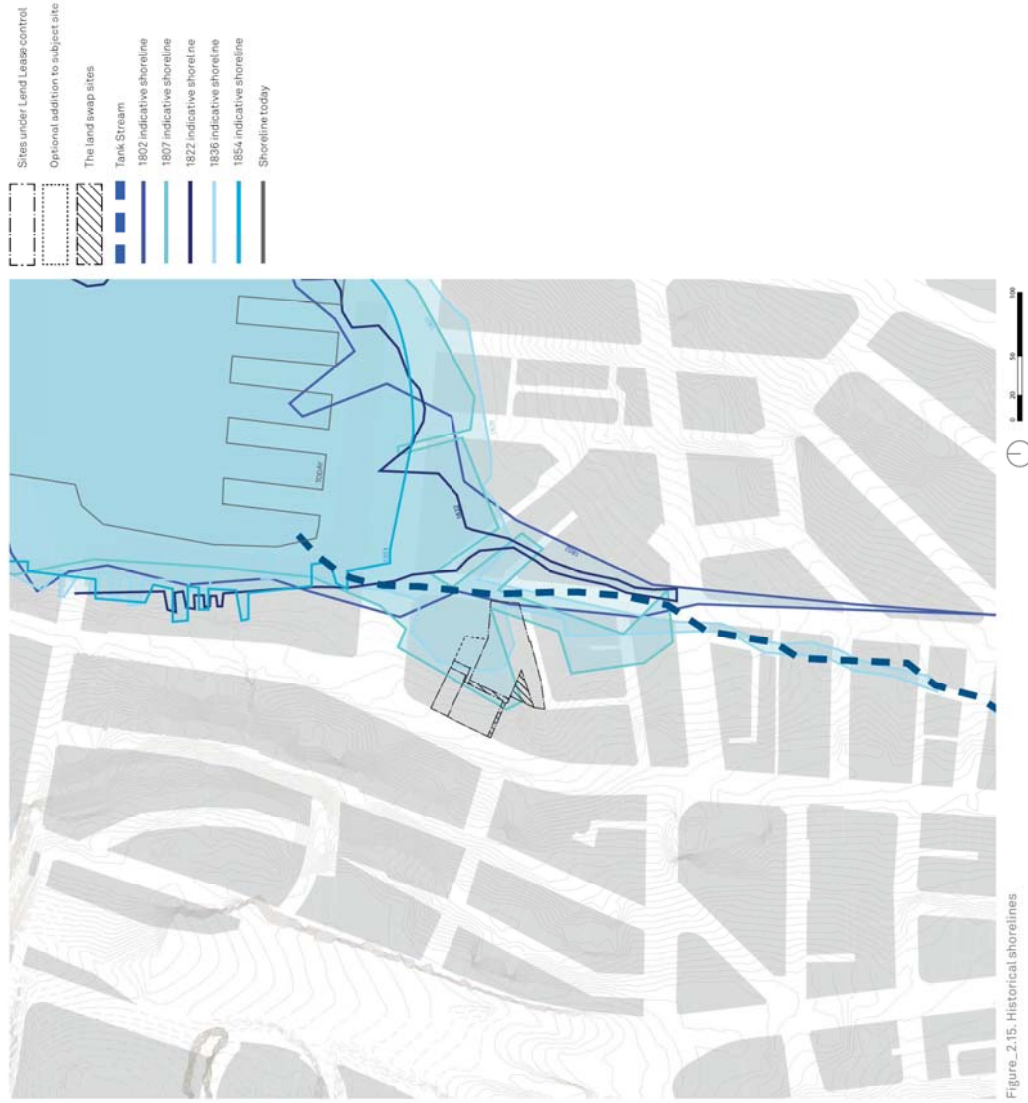
02 Site Analysis

Local Context

Historical Shorelines

Early shorelines of Sydney Cove ran either side of an estuary known as the Tank Stream. Mudflats characterised the land around this stream, while sandstone was characteristic of the higher slopes. Over time these mudflats were gradually reclaimed and the level of the land raised. Today the Tank Stream exists below ground and is enclosed by a drain. *'[I]t is an important part of the subject site's history...it is the source that links us to our colonial heritage and evolution of the city. The tank stream also links the urban and the natural environment.'* (Elton Consulting, 2014). There is potential to reference or reveal the history of the tank stream as part of an historical interpretation on the subject site.

(Refer to 'Built Heritage Assessment', by Orwell & Peter Phillips Pty Ltd, 2014 and 'Tank Stream Conservation Report', by Coffey Geotechnics Pty Ltd for a further assessment of the subject site history).



Figure_2.15: Historical shorelines

02 Site Analysis

Local Context

Heritage

There are no items listed of heritage significance within the subject site. The closest is the Tank Stream that exists below Pitt Street at the eastern end of the subject site. According to the Archaeological Advice Report prepared by Casey & Lowe Pty Ltd, 2014, referenced in the Built Heritage Assessment report by Orwell & Peter Phillips Pty Ltd, the boundary of the State Heritage Register listing for the Tank Stream lies outside the boundary of the subject site.

A number of heritage items exist in nearby locations outside the subject site, such as the cluster of heritage buildings bounded by Pitt, Bridge and Loftus Streets, and in The Rocks and Bridge Street precincts. There is an opportunity for new development within the subject site to be sympathetic to the surrounding heritage character. New built form (particularly the podium level) could complement the surrounding with regards to scale, proportion, street alignment, materials and finishes.

(Refer 'Built Heritage Assessment', by Orwell & Peter Phillips Pty Ltd, 2014 for a further assessment of the subject site heritage).



Figure_2.16. Heritage



Figure_2.17. 1 / Tank Stream Fountain, Herald Square



Figure_2.18. 2 / Bulletin Place heritage

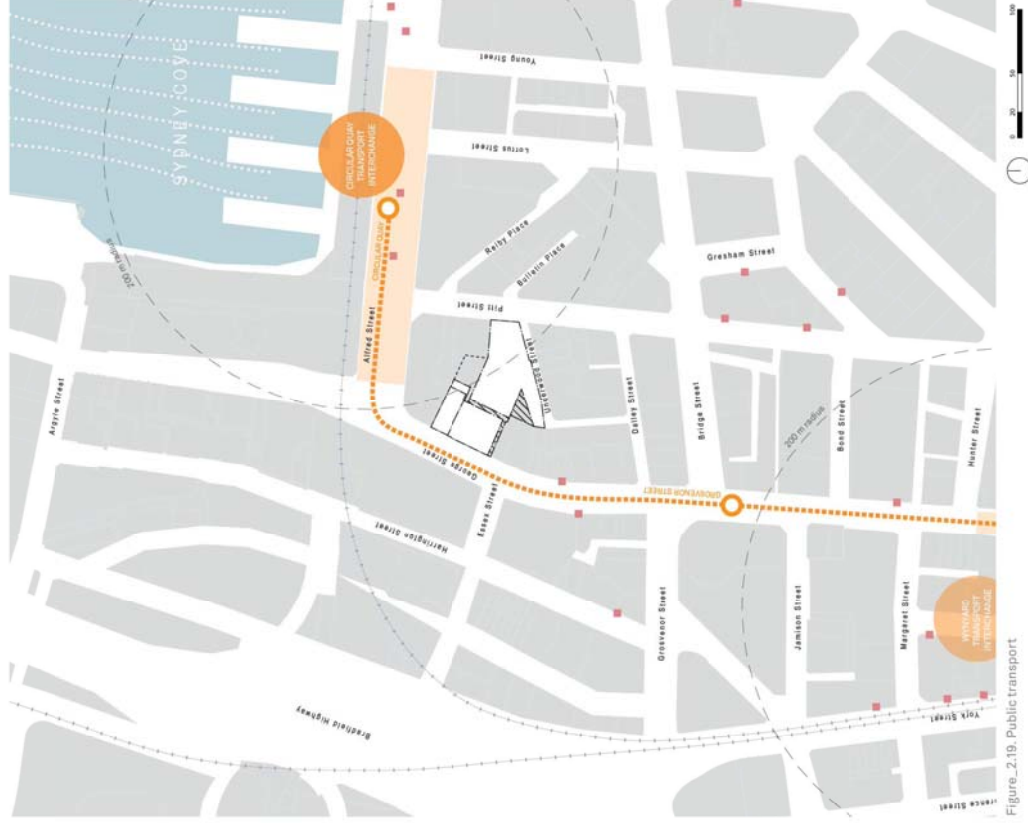
02 Site Analysis

Local Context

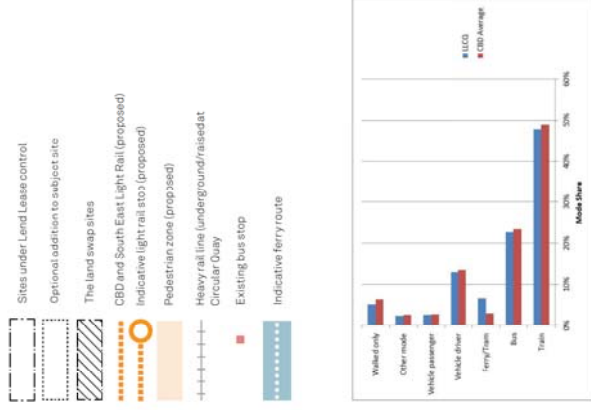
Public Transport

The subject site is located between two major transportation hubs. Circular Quay transport interchange lies approximately 250m to the north east and supports a range of transport options including heavy rail, ferry and bus services. Wynyard transport interchange lies approximately 400m to the south and is a major transportation hub for heavy rail and bus services.

Access to public transport options from the subject site will be further enhanced with the addition of the proposed CBD and South East Light Rail which is expected to be completed in 2020. The light rail is proposed to run along George Street and terminate on Alfred Street. It will provide direct services south east through Surry Hills to Moore Park, Randwick and Kingsford and west to Pyrmont and Dulwich Hill via a transfer at Central Station. Light rail stops are proposed either side of the subject site at Circular Quay and Grosvenor Street.



Figure_2.19. Public transport



Figure_2.20. Existing journey to work data for the precinct based on 2011 data (Transport, Traffic, Pedestrian and Parking Assessment report, ARUP, 2014)



Figure_2.21. Free CBD shuttle bus on George Street



Figure_2.22. Ferry wharves at Circular Quay



Figure_2.23. Train entering Circular Quay station

02 Site Analysis

Local Context

Cycle Network

There are currently no dedicated off road / separated cycle routes leading to the subject site, however, there is provision for on-road cycling on both George and Pitt Streets.

George Street currently supports a heavy traffic flow, however, the proposed addition of the CBD and South East Light Rail along its length will reduce vehicular traffic and is expected to create a more cycle and pedestrian friendly environment.

A separated bi-directional cycleway down Pitt Street is proposed as part of changes to street configurations resulting from the implementation of the light rail line along George and Alfred Streets.

There are opportunities for the cycle network to extend into the subject site through the creation of cycle friendly shared laneways. End of trip facilities and a cycle hub would further encourage cycle trips through the subject site.



Figure 2.24. Cycle network

02 Site Analysis

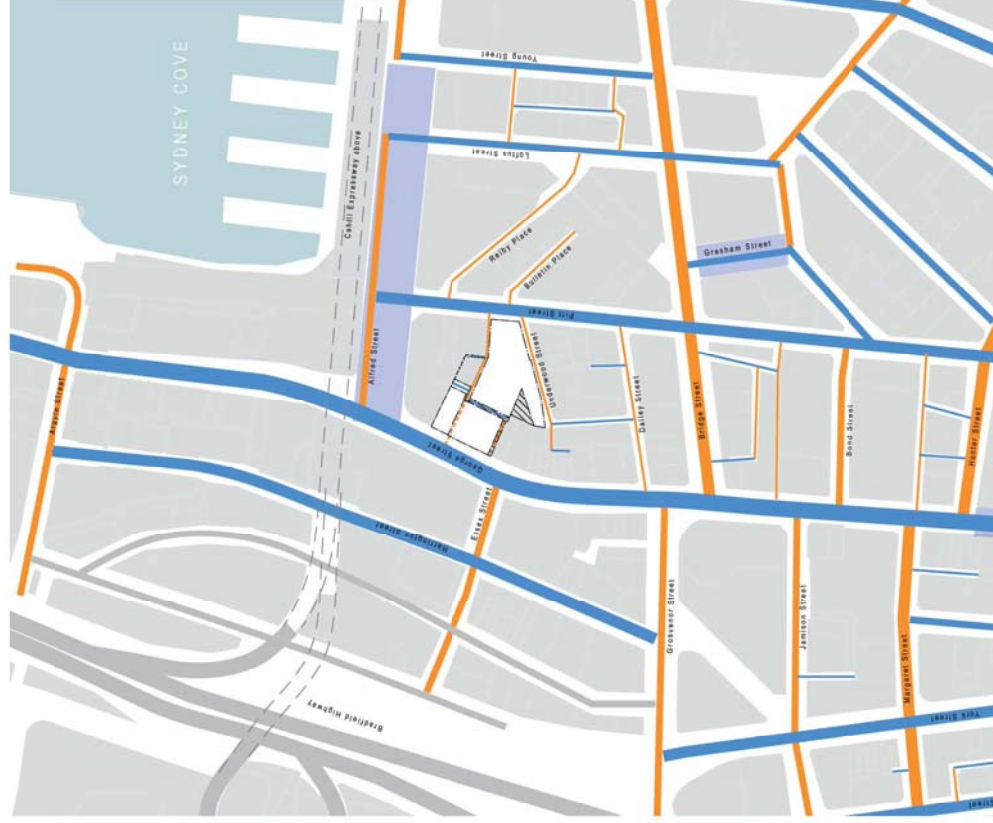
Local Context

Road Network

There are strong north south primary and secondary connections either side of the subject site that provide connections between the city centre and Circular Quay along George Street and Pitt Street. East west connections run across blocks and because of this there is a greater number of minor roads and laneways providing connections in this direction than the north south direction.

Proposed traffic modifications accompanying the George Street light rail project include the pedestrianisation of Alfred Street. The section south of Hunter Street to Bathurst Street along George Street is also proposed to become pedestrianised. Pitt Street is proposed to become two-way between Alfred Street and Bridge Street to retain access to the properties at the northern end of Pitt Street. Following completion of the light rail project, George Street will no longer be a primary north south vehicular connection.

The City of Sydney, in its Long-Term Public Transport Plan for Sydney has also proposed the closure of Gresham Street to vehicular traffic.



Figure_2.25. Road Network



Figure_2.26. Pitt Street looking south



Figure_2.27. George Street looking south



Figure_2.28. George Street looking north

02 Site Analysis

Local Context

Laneway Network

Existing laneways run predominately in an east west direction which is the shorter axis of the city blocks. There is an emerging laneway network across the subject site and neighbouring blocks. Currently these laneways are largely dominated by loading docks and carpark access points.

There is little activation along these laneway edges, except for Rugby Place where outdoor seating from the Rugby Club is provided along the laneway (however, this is enclosed by a fence). Bulletin Place is a successful laneway which is located just outside the subject site to the east. This laneway utilises its heritage human scaled streetscape and a number of popular restaurants to contribute to its success. There is opportunity to continue the vibrancy of this laneway up through Rugby Place and on to George Street.

In general, improving connections, increasing activation and pedestrian amenity along these laneways will create a lively and more engaging city.



Figure 2.29. Laneway network

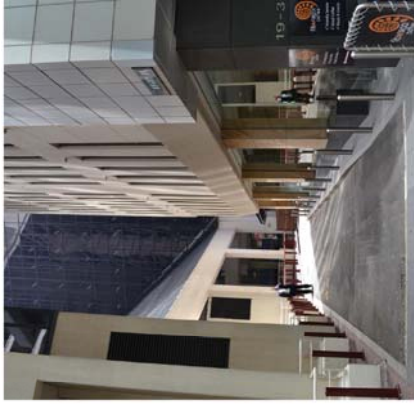


Figure 2.30. Rugby Place

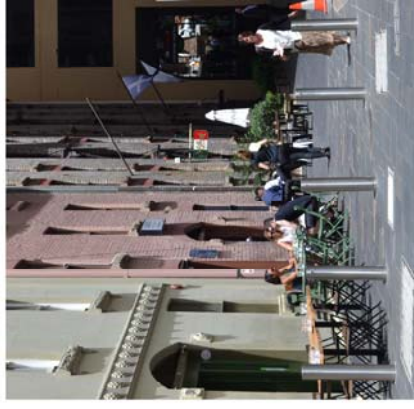


Figure 2.31. Bulletin Place

02 Site Analysis

Local Context

Built Form

The subject site currently includes three commercial towers that range in height from 44 to 70 metres. The tallest building on the APDG block currently exists along Alfred Street and is 111 metres tall. This building creates some overshadowing of the subject site, most significant between 10am and 12pm in midwinter. Generally, building heights range from 40 to 60 metres across the APDG block.

Outside of the APDG block there is a tall tower to the north west (Four Seasons Hotel) that creates some overshadowing of the subject site, most significant between 1pm and 2pm in midwinter.

Tower separations are as little as 2.7m between existing and approved buildings. This creates a level of density that is consistent with the overall built form character of the city centre.

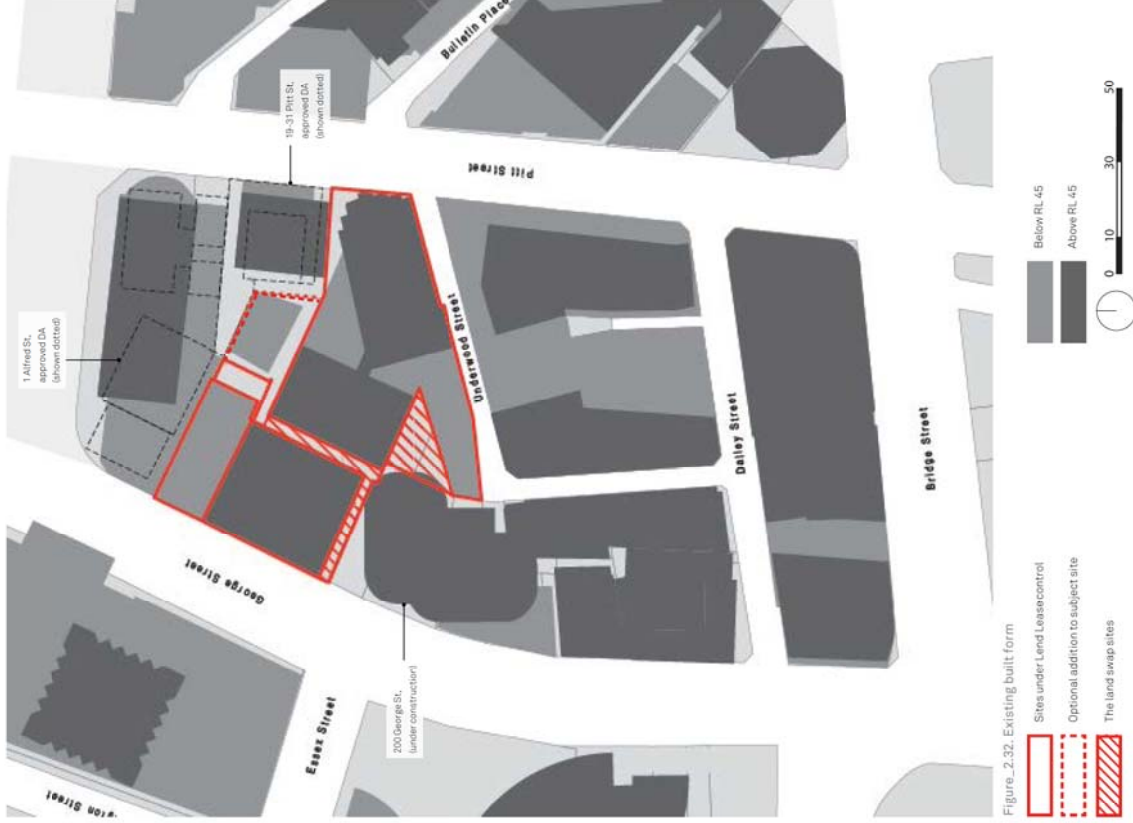


Figure 2.32. Existing built form

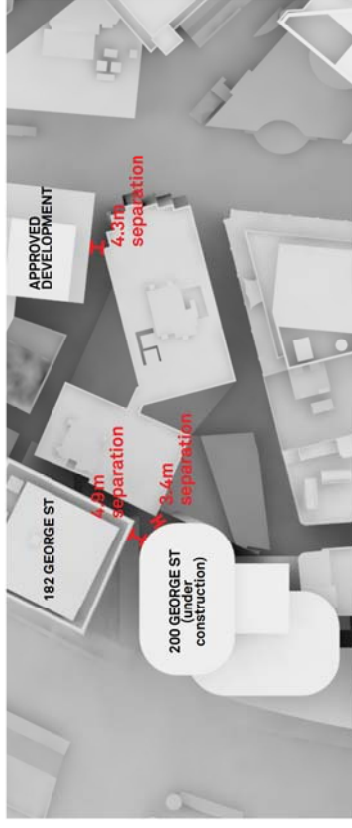


Figure 2.33. Existing tower separation

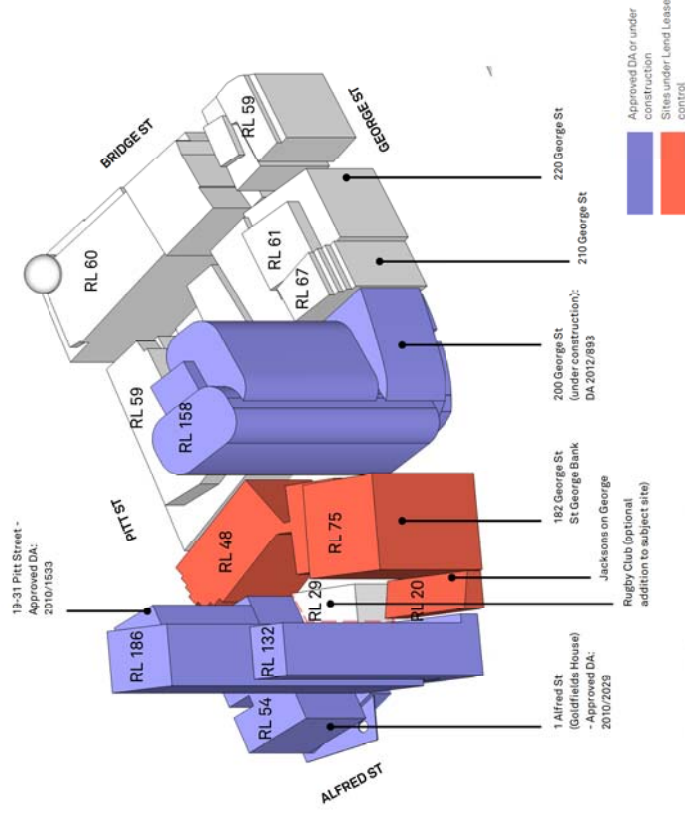


Figure 2.34. Existing built form and approximate RLs

02 Site Analysis Local Context

Environment

There is an approximate four metre level change between the western side of the subject site (George Street) and the eastern side of the subject site (Pitt Street), with the west being higher than the east. It is also steeper on the western side of the subject site than the east. This reflects the historical formation of the land and original location of the Tank Stream and mud flats.

Maintaining accessibility across the subject site will be a challenge for any new design proposal. It is recommended that any new proposal respond to the natural topography and maintain a natural flow of people across the subject site.

Prevailing Sydney winds in summer tend to be from the south and north east, while in winter and early spring winds tend to be from the south and west. Of these the most frequent strong winds are from the south. However, the direction and intensity of wind flow, particularly in a city environment, are locally affected by built form obstructions and topography. Winds tend to be channelled along streets and forced to the ground by large buildings in a "down-wash" motion.

In the context of the APDG block, the prevailing southerly winds travel along George and Pitt Streets. Similarly, north easterly winds are channelled down George and Pitt Streets from the opposite direction. However, due to the irregular street pattern that is not aligned in a true north south direction, local wind speeds are reduced. Local wind speeds in the laneways are quite gentle due to their orientation against prevailing winds.

The subject site is generally protected from strong westerly winds due to the location of existing high-rise buildings such as Grosvenor Place and Gateway Plaza and topography conditions.

(Refer 'Wind Tunnel Tests for Lend Lease Circular Quay' by CPP, 2014 for a further assessment of the local winds conditions affecting the subject).



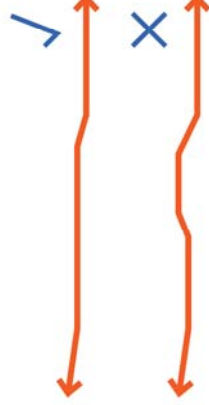
Figure_2.35. Environment



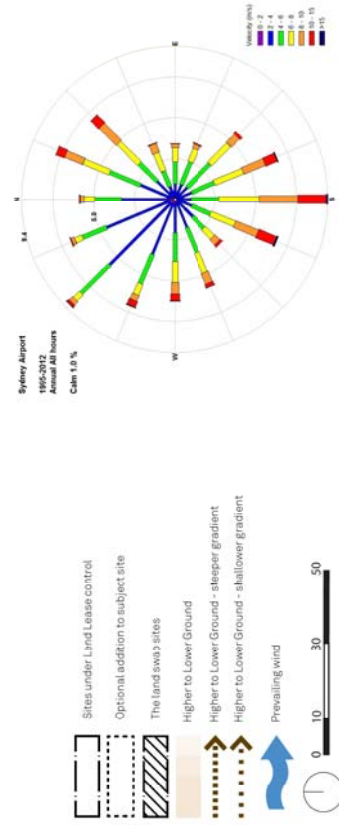
Figure_2.37. Existing level change down Dalley Street (looking east)



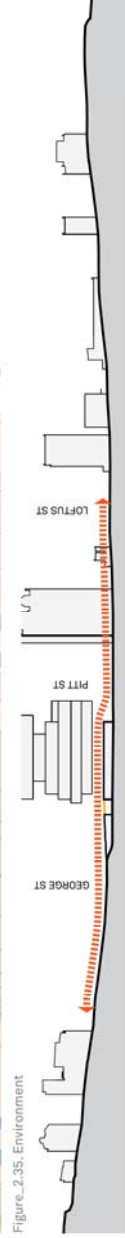
Figure_2.38. Existing level change down Blue Anchor Lane / Rugby Place (looking east)



Figure_2.39. Any new proposal to respond to the natural topography



Figure_2.40. Wind rose of direction and speed for Sydney Airport ('Wind Tunnel Tests' report by CPP, 2014)



Figure_2.36. Potential movement through the subject site to respond to the natural topography

02 Site Analysis

Local Context

Property Ownership

There has been some consolidation of property ownership across the APDG block (with potential for further consolidation pending optional addition of the Rugby Club site to Lend Lease controlled sites). The advantage of this is that it allows greater potential for public domain benefits to be realised through coordinated redevelopment.

Furthermore, consolidated property ownership provides potential for the transfer of unrealised floor space between lots, helping Sydney to reach its targeted high quality, commercially viable floor space number and remain globally competitive.

There is an opportunity for floor space to be consolidated from three separate buildings into a singular taller tower through the merging of property ownership within the subject site. This will increase the area of land available for public domain improvements.



Figure_2.41. Property ownership

02 Site Analysis

Local Context

Vehicular Access

Current vehicular access to the subject site is off Blue Anchor Lane (via George Street), Rugby Place (via Pitt and George Streets) and Underwood Street (via Pitt Street). There are currently two carparks located within the subject site, but only one is for public use. This existing public parking station is located at 33-35 Pitt Street and is accessed off Underwood Street via Pitt Street. It has a stacked 130 car capacity*.

Pitt Street currently supports one way vehicular traffic in the southbound direction. However, it is proposed to become two way with a turning circle at the northern terminus of Pitt Street as part of the CBD and South East Light Rail Project.*

*For further information, refer to the Transport, Traffic, Pedestrian and Parking Assessment report by ARUP Pty Ltd, 2014).

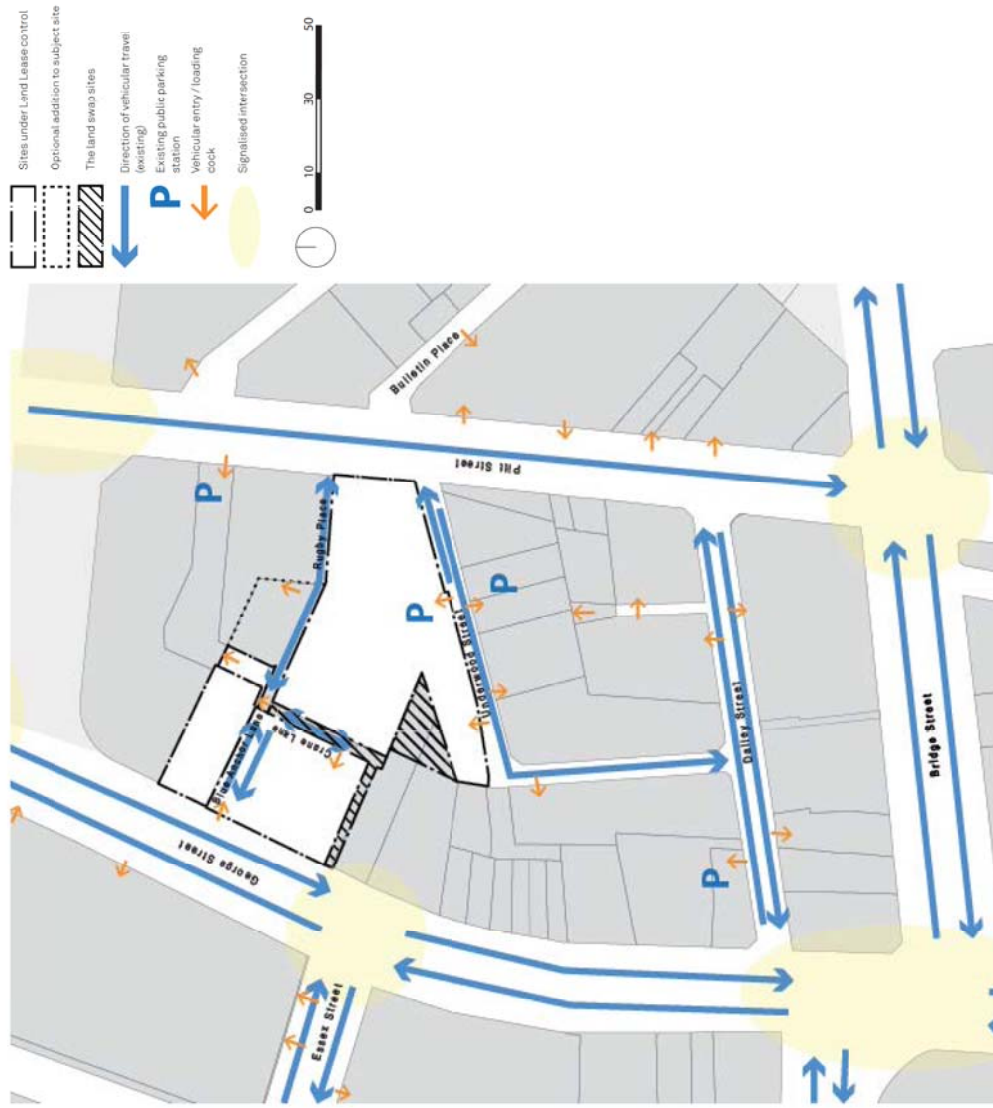


Figure 2.42. Vehicular access

02 Site Analysis

Local Context

Pedestrian Circulation

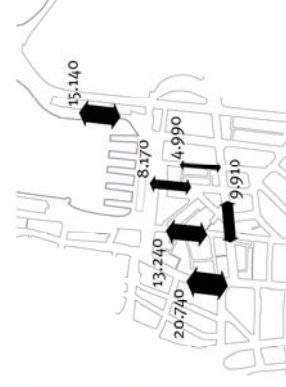
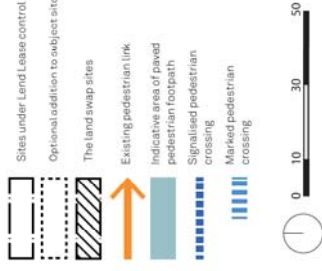
There is currently a high level of east west permeability through the block. However, the quality of the pedestrian environment along these links has been compromised by the current loading and service vehicle access conditions, illegal parking, and public access to the carpark along Underwood Street. There is also a lack of active frontages along these lanes.

By increasing the existing levels of activation and pedestrian activity while reducing vehicular access, Blue Anchor Lane / Rugby Place has the potential to become one of the main east west links through the subject site with high pedestrian amenity. This link is enhanced by the existing visual link to Bulletin Place across Pitt Street.

There is a potential opportunity to create a north south link through the APDG block, however, this is subject to a coordinated approach by adjacent landowners. A through-site link has been approved as part of 1 Alfred Street development application, and a section of north south link is currently under construction as part of the new 200 George Street development.



Figure_2.43. Pedestrian circulation



Figure_2.44. Pedestrian foot traffic - typical summer weekday (Source: Public Spaces / Public Life, Sydney by Gehl Architects 2007)

02 Site Analysis

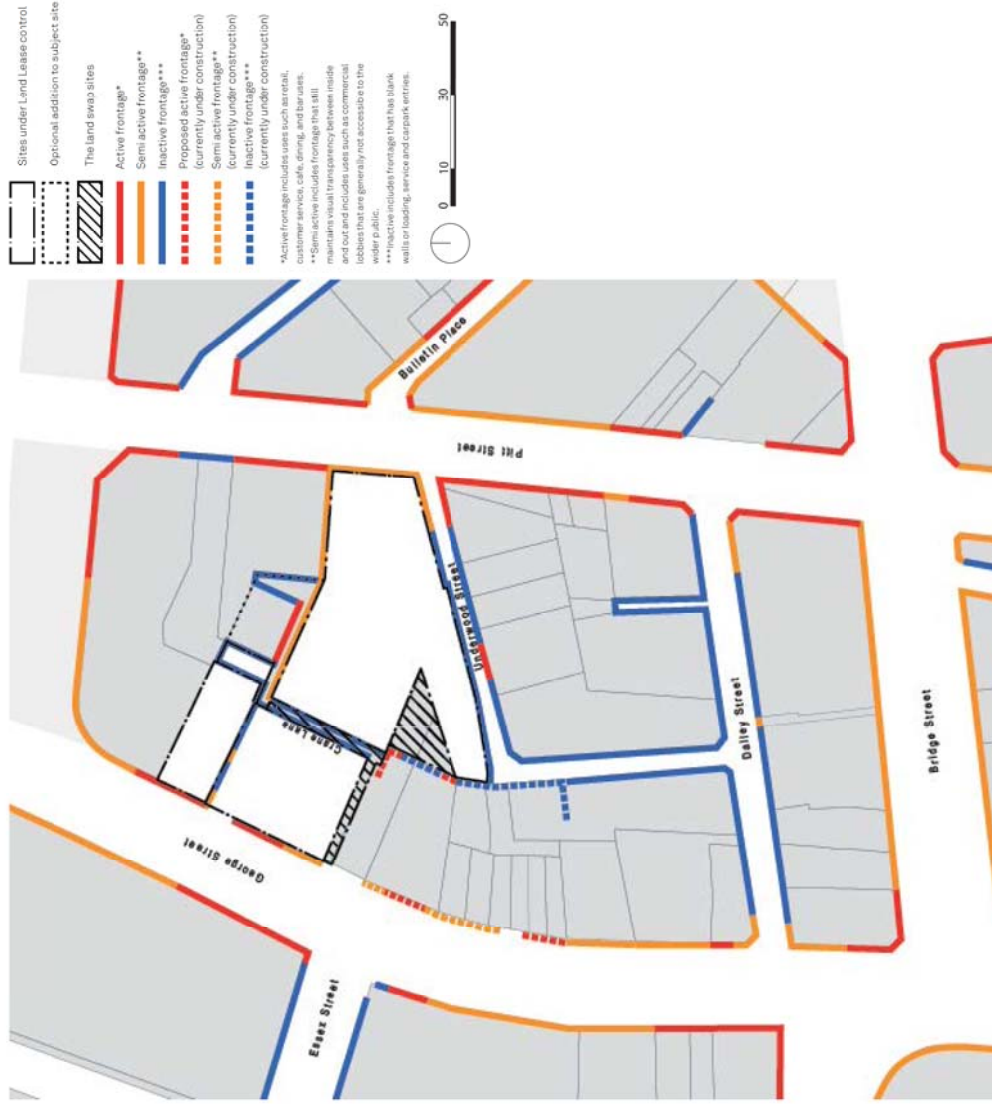
Local Context

Ground Floor Active Frontages

The outer edges of blocks fronting George, Pitt, Alfred and Bridge Streets are a mix between active and semi active frontage. Facades identified as active generally include uses such as retail, cafe, bar and other commercial functions accessible to the public while semi active frontages largely characterise commercial foyers with glazed facades that are generally not accessible to the wider public. Pitt Street, however, has a greater percentage of active frontage than the other streets.

Internal streets and laneways are largely characterised by inactive facades and include long lengths of blank walls and loading or carpark entry zones. Bulletin Place and Rugby Place are the exception and include a mix of active and semi active frontage. Bulletin Place is particularly successful. It utilises its heritage human scale streetscape and boutique dining options to create a buzzing and popular active laneway.

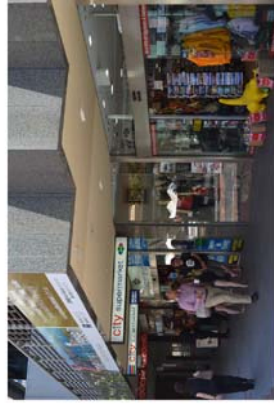
Increasing the lengths of active frontage not only on the outer edges of the blocks, but also within blocks is desirable. This would not only improve pedestrian amenity and safety, but will also increase the diversity and mix of possible active uses. There is an opportunity to think about innovative new ways that retail and other active uses are incorporated into the design of new commercial office additions.



Figure_2.45. Ground floor active frontages



Figure_2.46. Existing active frontage along George Street



Figure_2.47. Existing active frontage along Pitt Street



Figure_2.48. Existing active frontage along Bulletin Place