

ATTACHMENT A

**CITY NORTH PUBLIC DOMAIN PLAN
WITH AMENDMENTS**



City North | Public Domain Plan

November 2015 Draft for Public-Exhibition Amended Post-exhibition

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01 Introduction

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

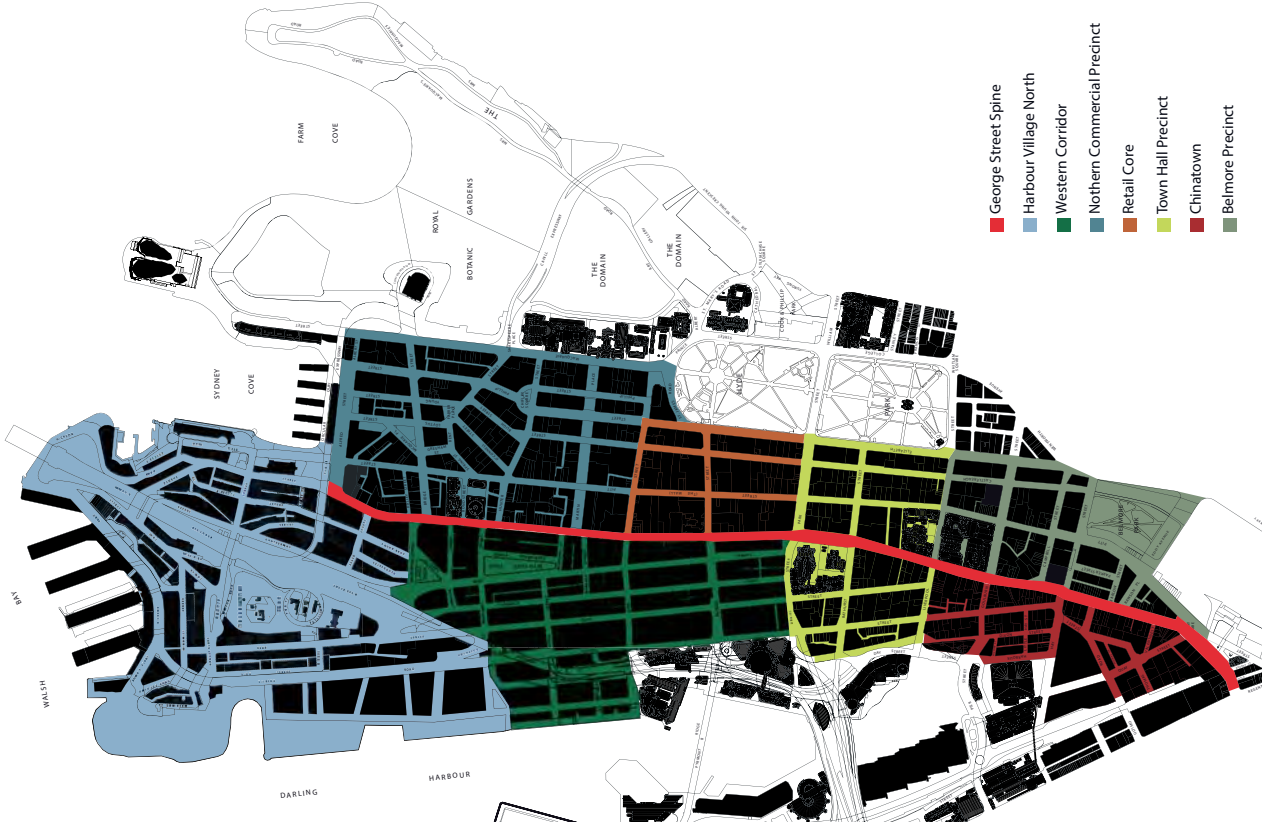
Project idea 2 - Three City Squares

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 as a result of the Sydney Light Rail
- provide timely input to Sydney Harbour Foreshore Authority as they undertake a Plan of Renewal for Circular Quay; and
- provide 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

02 Background

2.1 Sustainable Sydney 2030

Sustainable Sydney 2030 is a vision for the sustainable development of the City to 2030 and beyond. Sustainable development is not just about the physical environment, but about the economy, society and cultures, and how addressing each, with bold ideas and good governance, will result in better outcomes for current and future communities. Sustainable Sydney 2030 has a vision of a Green, Global, Connected City.

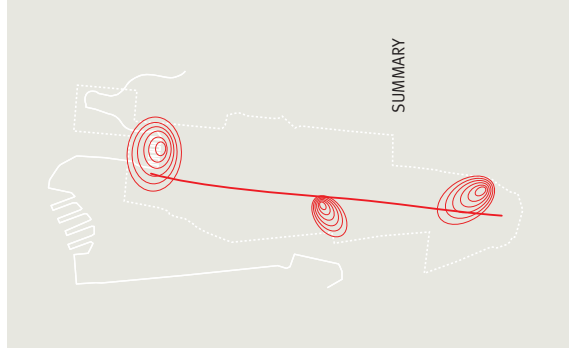
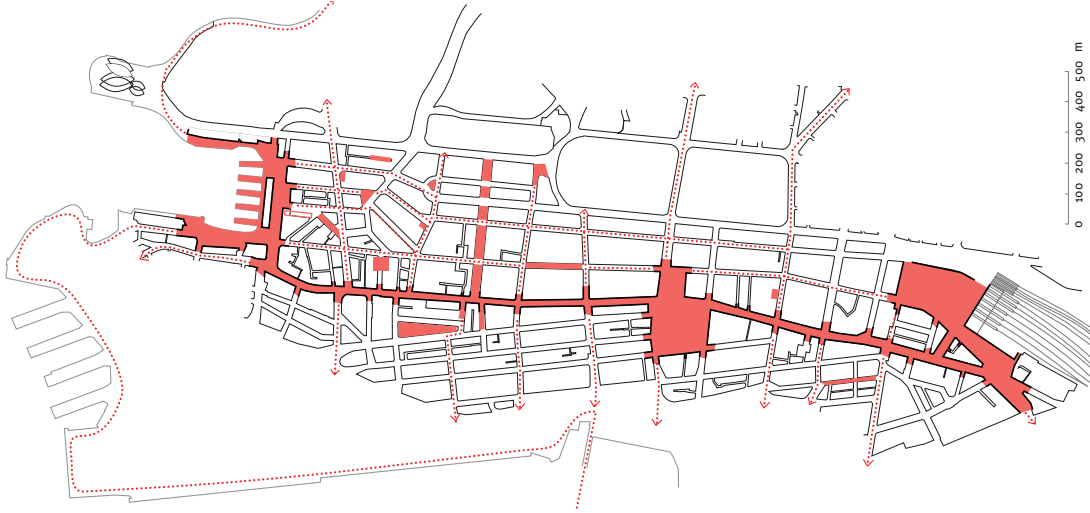
Public Spaces / Public Life Study (2007)

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 provides a clear picture of the quality of Sydney's public domain from the perspective of its users. Focusing primarily on pedestrian amenity and environment, four principles are of direct relevance to the City North Public Domain Plan;

1. *A waterfront city – The harbourfront is connected by a foreshore walk linking the Opera House to Darling Harbour, and better links are established between the city and the water.*
2. *A green connected city - The City's parks are celebrated and linked by strong pedestrian connections.*
3. *A better city for walking - Pedestrian networks link villages and transportation modes around the city and the pedestrian environment is attractive and safe.*
4. *An inviting streetscape - There is a distinct street hierarchy. Streets are differentiated by their uses.*

The Public Spaces/Public Life Study provided Sydney a comprehensive set of ideas and recommendations to transform the city. It informed the Strategic Directions of Sustainable Sydney 2030 and has generated many urban design projects which are now in implementation phase, including the Sydney Light Rail.

This Public Domain Plan is underpinned by the recommendations of Public Spaces/Public Life.



A strong city identity (source: Public Space/Public Life, Gehl Architects 2007)

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	approx. 44 hectares
Residential population (2015)	631 dwellings approx. 1,000 residents
Workforce population (2012)	83,853 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 2020 an additional 456 dwellings will be constructed, increasing the residential population to 1,720 people.

This growth results in increasing demand on the areas limited open space resources (streets, parks and squares) for both recreational and circulation 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. A comprehensive consultation program has occurred to ensure the master plan considers the needs of priorities of all stakeholders.

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

The engagement and consultation program for the City North Public Domain Plan has included:

- User intercept surveys conducted throughout the study area at key stages of the project;
- A series of workshops with the Martin Place Owners Group;
- Meetings with individual government agencies including Sydney Harbour Foreshore Authority and Transport for NSW; and
- Focused meetings with developers and designers on specific major projects within the precinct.

The objective of consultation has been to seek feedback on key issues during each phase of project development. This feedback has been considered within the context of technical and feasibility studies and project objectives.

It is proposed to publicly exhibit this Public Domain Plan, 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

Intercept surveys were carried out at key sites within the study area. Feedback relating to specific places has been captured in the detailed project opportunities section of this Plan. The key themes emerging through the intercept surveys are captured below.

Introduce more seating and shade

There aren't enough trees

Introduce more flowers and plants

Arts and cultural events in Martin Place are popular

Improve landscaping at Jessie Street Gardens and Macquarie Place

Provide more markets and cultural performances in Martin Place

Celebrate our historic architecture

Outdoor dining and active edges are important

Public art is valued in the City's open spaces

2.5 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. Sites with existing active VPAs are indicated.

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.

Recent applications and approvals

① 180 George Street

A Planning Proposal has been lodged by Lend Lease to facilitate the redevelopment of the block bound by Alfred, Pitt, Dalley and George Streets (the APDG Block), Sydney.

The proposed amendments seek to facilitate a significant redevelopment of the APDG Block by enabling a reconfiguration of the public domain network and identified development blocks in the APDG block.

If approved, the amendments will allow for a commercial tower building on 33-35 Pitt St, a public square on 180 George St framed by a 2-3 storey community building, a small square on Rugby Place, and an associated network of lanes and through site links.

The Planning Proposal is currently under assessment.



Proposal photomontage - 180 George Street



Development context

-  Recent applications & approvals
-  Recently completed & under construction
-  Potential development activity

② Recent applications and approvals

1 Alfred Street

A new Stage 1 DA and modification DA has been lodged to amend the existing approved DA on this site. The amendment seeks a change of use mix for the site, including a new hotel and club within tower B. These proposals are currently under assessment.



Current DA approved scheme.



Proposed scheme.

③ 1 Macquarie Place (Gateway building)

The Gateway building is a 50 storey commercial tower, addressing Alfred Street, Reiby Place and Pitt Street. It is set back from Loftus Street and has a frontage to Jessie Street Gardens, a popular lunchtime park. The building was designed by PTW and completed in 1989. In 2009 a major upgrade (by Hassell architects) was carried out.

A DA has recently been approved for upgrade works to the building's podium. The podium architects are Woods Bagot, and the landscape architects are ASPECT.

The new podium will comprise three new levels of Food & Beverage retail outlets, a more clear access way from Alfred St, and the retention of the existing Loftus Street corporate entry, while also upgrading the existing Jessie Street Gardens to propose more green space, more seating, and a livelier frontage to the area.

The Jessie Street Gardens design proposal has been reviewed as part of this study, more information can be found in Part 05 Opportunities.



Gateway entry from Jessie Street Gardens looking south.



View to Gateway looking west over Jessie Street Gardens.

④ AMP Quay Quarter

A development application is currently under assessment for [The AMP 'Quay Quarter' Precinct](#), comprising [50 Bridge Street](#) and blocks bound by [Loftus Street](#), [Young Street](#), [Loftus Lane](#) and [Customs House Lane](#).

The project aims to transform the area into an enlivened, mixed-use precinct, creating a landmark, premium grade commercial tower at Circular Quay and increasing city living with residential offerings and opportunities for a cultural and creative arts precinct within the Young & Loftus development of the larger Quay Quarter Sydney Precinct redevelopment.

3XN are the architects for the 50 Bridge Street tower. The tower proposal includes the partial retention, but substantial redevelopment of the existing commercial office tower and podium to accommodate approximately 102,133m² gross floor area over 50 storeys and 5 basement levels.

The [Young and Loftus Street](#) precinct proposes demolition of existing buildings, construction of a new basement including under Loftus Lane, and creation of new through-site links. It includes the development of three new mixed use buildings and adaptive reuse of two existing heritage buildings. The proposal has been developed through a collaborative design process including a number of architects:

- MAKE Architecture – 2-10 Loftus Street ('Building A')
- Silvester Fuller – 16-20 Loftus Street ('Building B')
- SJB Architects – 19-17 Young Street ('Building C')
- Carter Williamson – 5-7 Young Street (Hinchcliff House)
- Lippmann Partnership – 12 Loftus Street (Gallipoli Memorial Club)

[Sites within the precinct are subject to separate development applications. Development Applications for 50 Bridge Street and the Young and Loftus Street Precinct were approved by the Central Sydney Planning Committee in November, 2015. A Development Application for 5-7 Young Street is under assessment by Council Officers. No application received for 12 Loftus Street.](#)

ASPECT studios are the public domain designer for the whole site. A VPA has been approved for this project which will contribute to public domain works in the vicinity of the proposal.



Landscape plan



50 Bridge Street photomontage



View across Young Street to through-site link

⑤ **33 Bligh Street**

Currently under construction, 33 Bligh Street is a joint project by Ausgrid and Investa incorporating the development of a new substation together with an integrated commercial building.

The site is at the southern end of Bligh Street with a frontage to Richard Johnson Square. It extends through the block with a second frontage to O'Connell Street.

The commercial tower on top of the Ausgrid substation will consist of 26 levels of accommodation including 20 office levels, sky lobby, sky garden and plant levels.

A contribution to the upgrade of Richard Johnson Square and streetscapes adjacent the site is a condition of consent.



Approved tower design, showing upgraded Richard Johnson Square.

⑥ **19-29 Martin Place (MLC Centre)**

A Development Application has been lodged for alterations and additions to the MLC Centre, including:

- addition of new floors to podium
- creation of new retail tenancies
- removal of escalator & new street level entry lobby
- activate Lees Court & Rowe Street
- modify entry to Theatre Royal
- modify vehicle access to/from site.

Harry Seidler Architects with Woods Bagot are the designers. The proposal is currently under assessment.



MLC Centre Retail Podium Development Works by The GPT Group and GPC Limited. An Awards Report Entry State Association in collaboration with Woodbagot

⑦ 58-60 Martin Place

A Development Application has been lodged, [was approved in October 2015](#), for demolition of the existing building, (excluding St Stephen's Uniting Church), and construction of a 33-storey commercial building. HASSELL are the architects for the proposal, which includes:

- 2,168sqm retail floor space;
- 42,431sqm commercial floor space;
- 69 basement car parking spaces;
- 439 bicycle spaces with end of trip facilities;
- relocated pedestrian entry to Martin Place Station; and
- landscaping, public art & public domain improvements.



View west from Macquarie Street towards Martin Place

⑧ Recently completed and under construction

⑧ 200 George Street

A new commercial office tower is currently under construction, comprising 37 commercial storeys, retail and associated public domain works. Mirvac is the developer and FJMT are the project architects.



Photomontage looking east across George Street to 200 George Street

⑨ 1 Bligh Street

29 level commercial office building incorporating offices, child care centre, cafe/restaurant and wintergarden space. A VPA was reached for the delivery of a major public artwork at the base of the building - 'Day In, Day Out', created by distinguished Australian artist James Angus. The development included public domain upgrade to the surrounding streetscape, and the introduction of a cafe and green wall on Bligh Street.



1 Bligh Street tower



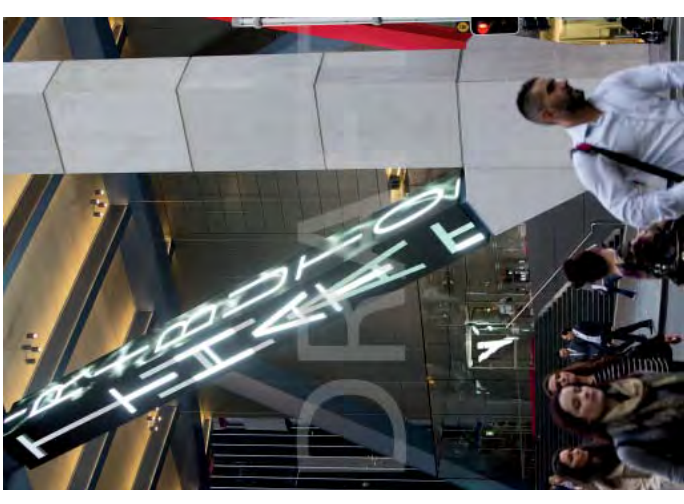
1 Bligh Street - streetscape interface

⑩ 8 Chifley Square

140m commercial building by Rogers Stirk Harbour and Partners. The VPA for the project included significant public domain works and a major public artwork. The artwork "I STAY (Ngaya ngalawa)" by Jenny Holzer is located on the structure within the building's 'reverse podium'. The artwork features scrolling LED text which referenced "songs, poems, stories, autobiography and other texts by Aboriginal Australians and Torres Strait Islanders" (<http://www.istaybyjennyholzer.com/>).



8 Chifley Square tower



"I STAY (Ngaya ngalawa)" by Jenny Holzer

1 20 Martin Place

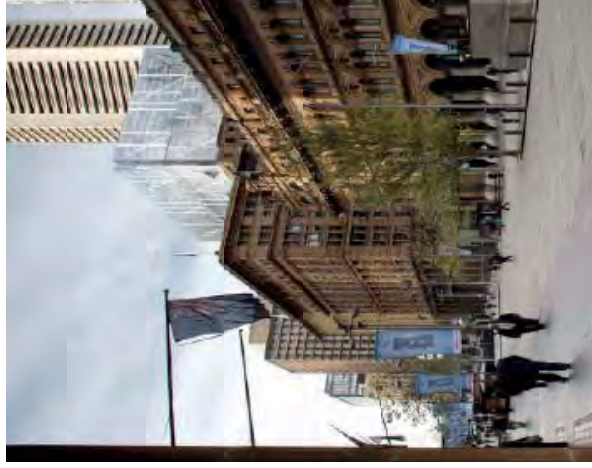
In 2012 approval was granted for the refurbishment of the existing commercial building including structural works, relocation of the building core, and replacement of the building facade. The upgraded building will house the ANZ bank and introduces new retail spaces fronting Martin Place, Pitt Street and Hosking Place. The refurbishment is currently under construction.



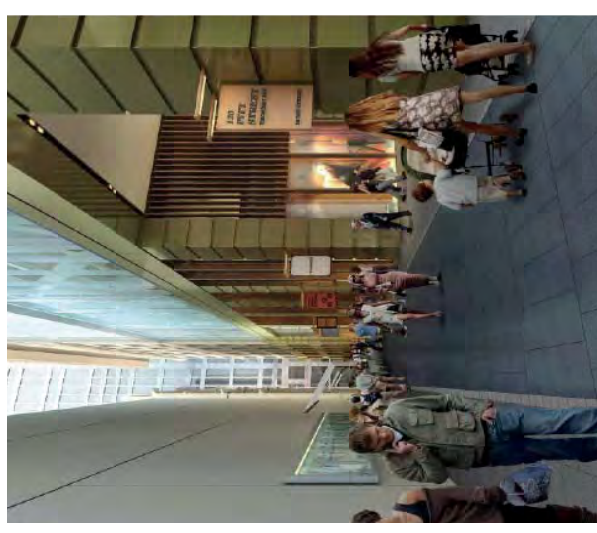
Illustrative photomontage: 20 Martin Place

12 108-120 Pitt Street (Money Box)

Demolition of 1968 addition to the 'Money Box' Commonwealth Bank Building and the construction of a new commercial addition in the new location, provision of ground floor retail uses and a through site link between Martin Place and Rowe Street. Works also include refurbishment and conservation works to the existing heritage 'Money Box'. The development is currently under construction.



Photomontage view from Martin Place



Photomontage showing the through-site link

Potential development activity

13 Lands Department & Education buildings, Bridge Street

The NSW government recently announced the sale of the iconic Department of Education and Department of Lands buildings on Bridge Street in central Sydney.

The properties have been identified as key hotel and tourism investment opportunities, and have attracted significant interest from local and international investors. Minister for Finance and Services Andrew Constance said the sale of the buildings was geared toward deriving better value from government assets to improve the State's financial position and deliver essential services and infrastructure.

A development proposal is yet to be lodged for the site.

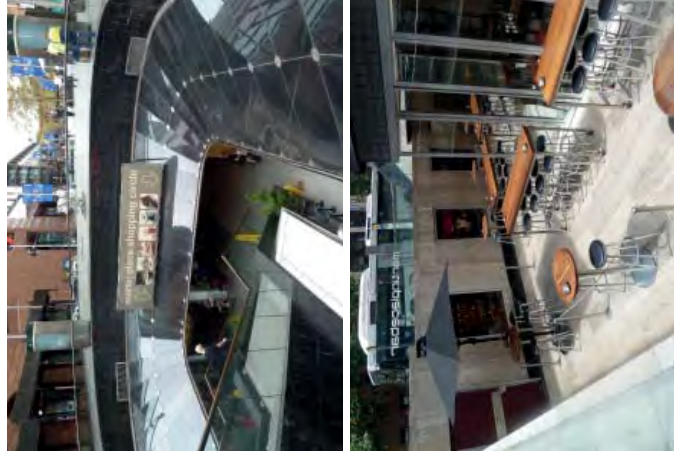


Former Education and Lands Department buildings, Bridge Street

14 37-51 Martin Place & Martin Place shopping circle

Dexus have commenced discussions with the City regarding future plans to upgrade their existing retail and commercial building at 37-51 Martin Place, and the adjacent Martin Place shopping circle. The upgrade would address existing amenity issues for the shopping circle, and provides an opportunity to work towards several of the opportunities identified in this study.

The upgrade to the commercial building provides an opportunity to improve the retail frontages and level interface between Martin Place and existing tenancies.



Martin Place Bar and Martin Place Shopping Circle





03 Strategy context

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.

The Access Strategy includes commitments to implement significant projects in partnership between the NSW Government and the City of Sydney. These include:

- a Pedestrian Improvement Program - the centre of the City will be prioritised for pedestrians with improvements to footpaths, passage across roads and signage;
- the **CBD-South East Light Rail project** – as well as the delivery of light rail, this also includes associated changes to bus services, taxi operations, general traffic, parking, interchanges, way-finding and loading availability;
- a review of on-street and off-street parking in the city centre - converting on-street parking to other functions (eg, loading, taxi pick-ups), removing on-street parking to ease congestion and greater use of spare off-street parking;
- a network of taxi ranks to improve consumer access - new, expanded taxi zones will be created to ensure there is a taxi rank within 150 metres across the city centre; and
- a city centre cycleway network including multiple north-south and east-west separated cycleways - the strategy notes two-thirds of inner-Sydney residents would ride to work at least once a week if they had access to separated bike paths for the full journey.

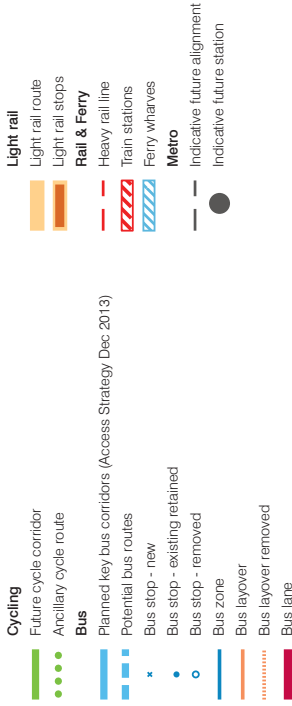
Sydney Light Rail

In 2012 the NSW State Government identified George Street as the preferred light rail route for the City Centre. The City has developed detailed plans for the route, including stop locations, lane closures and kerb realignments. This information is reflected in the George Street Concept Design, endorsed by Council in September 2013.

In December 2013 the City entered into an agreement with the NSW State Government for the delivery of the George Street light rail project. 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.



Transport context



The design development and construction of the light rail project was awarded to ALTRAC consortium in late 2014, [and construction began October 2015](#). The City continues to participate and contribute to the detailed design process.

The light rail project will transform George Street providing an improved public domain with the closure of approximately 1km of George Street to vehicular traffic. This transformation will greatly improve the pedestrian experience of our most iconic street, opening up opportunities for future activation of the public domain and stimulating high quality development along the street.

The transformation of George Street will have implications for all modes of movement and transport through the city centre, with changes proposed to both bus routes and infrastructure, and the cycle network.

Bus network

Major changes to the bus network are proposed under the City Centre Access Strategy, with the aim of delivering an integrated bus and light rail system to service central Sydney. Roads and Maritime Services *City Centre Bus Infrastructure REF* proposes the installation and removal of bus stops and shelters, reconfiguration of bus lanes, zones and layover provisions to deliver on the bus plan in parallel with the commencement of works on the light rail project.

The Access Strategy broadly indicates key bus corridors (shown on the adjacent plan), detailed route information is not yet available.

Sydney Metro

In June 2015 Transport for NSW announced the Sydney Metro City & Southwest project. This new line is proposed to comprise 30 kilometres of metro railway between Chatswood and Bankstown, including a new crossing beneath Sydney Harbour, new railway stations in the CBD and lower North Shore and the upgrade and conversion to metro rail of the current line between Sydenham and Bankstown.

Subject to community input, it is proposed to build at least five new metro stations at Central, Pitt Street, Martin Place, Victoria Cross (North Sydney) and the St Leonards/ Grows Nest area:

[In November 2015, Sydney Metro announced five new stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street \(near Park Street\) and underground at Central Station. Construction is anticipated to begin in 2018.](#)

The proposed Martin Place Metro Station would interchange with the existing heavy rail station at Martin Place, opening up significant opportunities for transformation of both transport infrastructure and the public domain.

Existing bus routes

Bridge Street:

Carries about 1,555 vehicles and 125 buses per hour during the peak period.

George Street:

Primary central route through the Sydney city centre. Carries about 1,950 vehicles and 360 buses per hour during the peak period. It has continuous bus lanes in each direction.

Castlereagh Street:

Provides additional capacity for eastern suburbs buses. Carries about 470 vehicles and 95 buses per hour during the peak period. Castlereagh Street is a one way southbound street and has a continuous bus lane to Bathurst Street.

Elizabeth Street:

In the study area, Elizabeth Street carries about 1,100 vehicles and up to 200 buses per hour (northbound) during the AM peak.

Pitt Street:

Provides layover facilities for buses terminating in the City Centre. Pitt Street carries about 2,375 vehicles and 150 buses per hour (southbound) during the peak period.

The Sydney Metro City & Southwest project is planned for completion in 2024. Design and consultation is already underway, with construction proposed to commence in 2017.

The recommendations of this Public Domain Plan will inform the City's input to the development of the Metro project.

Taxis

On 21 January 2014, the former Premier, Barry O'Farrell, announced new measures to tackle alcohol-related violence in Sydney. These measures included the establishment of a new 'CBD Entertainment Precinct', and the Department of Premier and Cabinet established a CBD Entertainment Precinct Taskforce to develop a Plan of Management for the new area. Under the Plan of Management, the City is responsible for delivering two super taxi ranks, with illuminated plinths, co-located CCTC, queue management, and security guards. A CBD Super Taxi Ranks Working Group, made up of representatives from the City, NSW Department of Justice, Transport for NSW, RMS, NSW Police, NSW Taxi Council, and the NSW Taxi Operators and Drivers Association was formed to oversee the projects.

One rank (on Pitt Street at Martin Place) has been approved by RMS for establishment, and an application to RMS for the other proposed rank (on Bathurst Street west near George Street) is currently under assessment.

The working group has also considered the need for further secure (staffed on Friday and Saturday nights) taxi ranks in the CBD, due to light rail construction and the required relocation/removal of ranks.

Within the City North study area there is a need to relocate the existing Alfred Street rank due to the location of the light rail. This Public Domain Plan tests different locations for the new rank, and proposes a preferred location for a new rank in Pitt Street between Reiby Place and Bridge Street.

Cycleways

The City of Sydney Cycle Strategy and Action Plan 2007-2017 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). Feasibility of the Pitt Street cycleway, confirmation of route and typology will be tested over coming years. A shared path is also provided on Macquarie Street north of Shakespeare Place. The revised cycle network is shown on the plan on the previous page.



Taxi Super Ranks



Cycling in Sydney

3.2 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.



3.3 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.

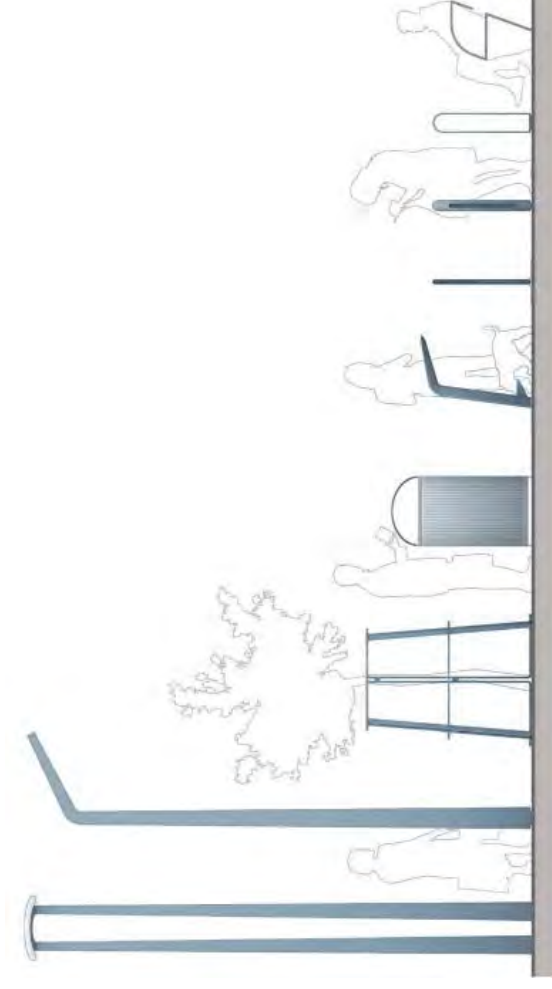
Legible Sydney Wayfinding Strategy

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.

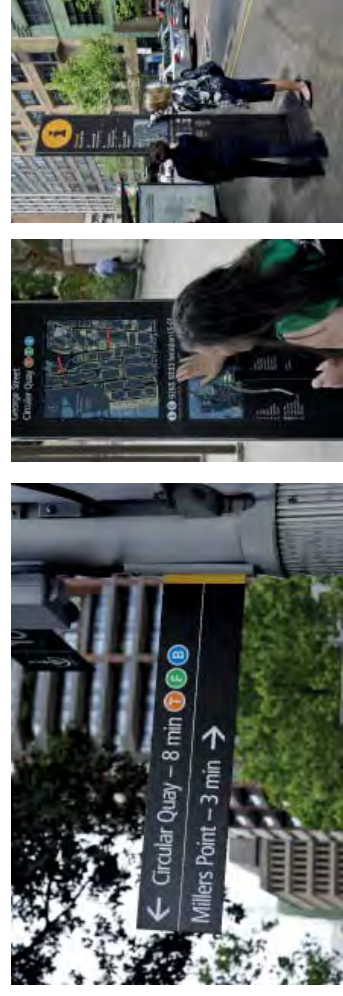
The City has developed a pedestrian wayfinding strategy and a design manual to provide a clear and coordinated framework. The strategy and manual aim to ensure signage is consistent to help people get to their desired destination.

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.



City Centre furniture palette



Pilot wayfinding signs

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:

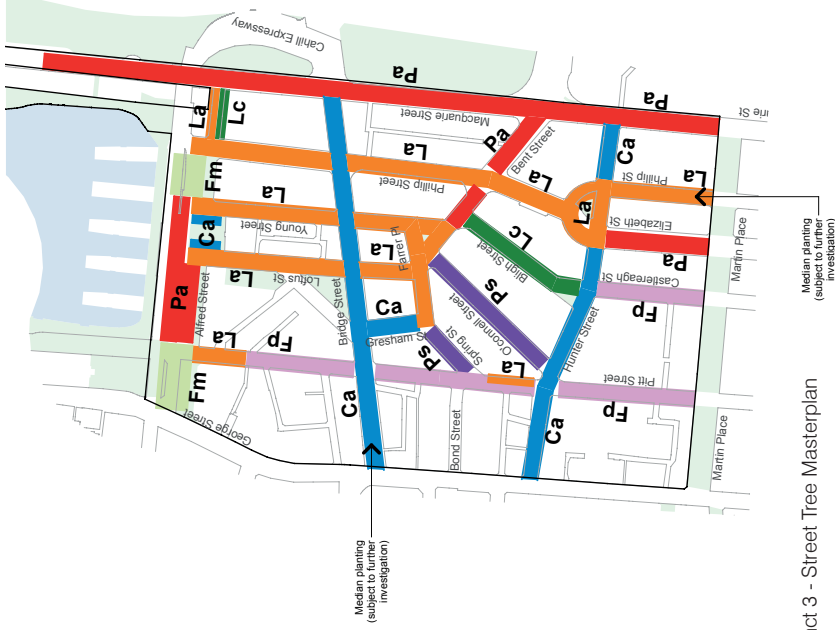
Precinct 3: Northern Financial and Alfred Street; and

Precinct 5: Retail Centre and Martin Place.

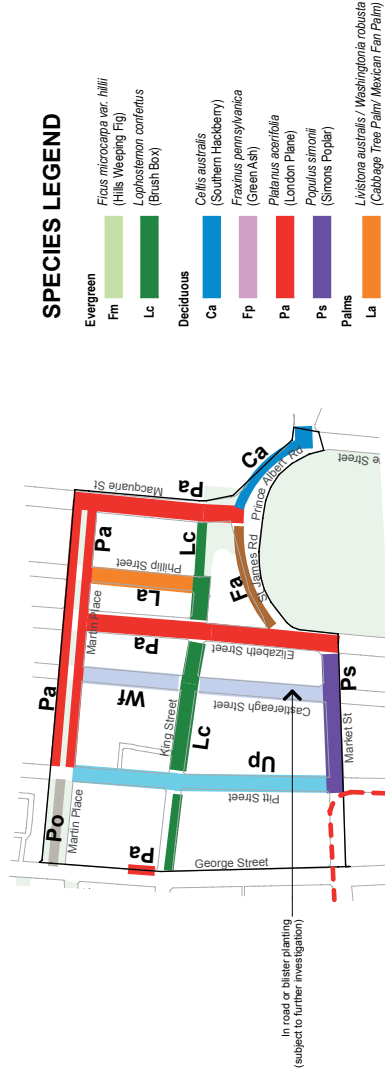
Specific objectives relating to these precincts include:

- Ensure that important vistas to the harbour, historic buildings and squares are protected;
- Strengthen pedestrian links to city squares such as Chifley Square, Macquarie Place, Farrer Place and Alfred Place; and
- Use palm tree planting to highlight key nodes or view axes.

Proposals for street tree planting under this study will respond to the Master Plan, balancing pedestrian amenity with other street space demands.



Precinct 3 - Street Tree Masterplan



Precinct 5 - Street Tree Masterplan

SPECIES LEGEND

Evergreen	<i>Ficus microcarpa</i> var. <i>hillii</i> (Hills Weeping Fig)
Fm	<i>Lophostemon confertus</i> (Brazil Box)
Lc	Deciduous
Ca	<i>Callis australis</i> (Southern Hackberry)
Fp	<i>Fraxinus pennsylvanica</i> (Green Ash)
Pa	<i>Platanus acerifolia</i> (London Plane)
Ps	<i>Populus nigra</i> (Common Poplar)
Palms	<i>Livistona australis</i> / <i>Washingtonia robusta</i> (Cabbage Tree/Palm Mexican Fan/Palm)
La	

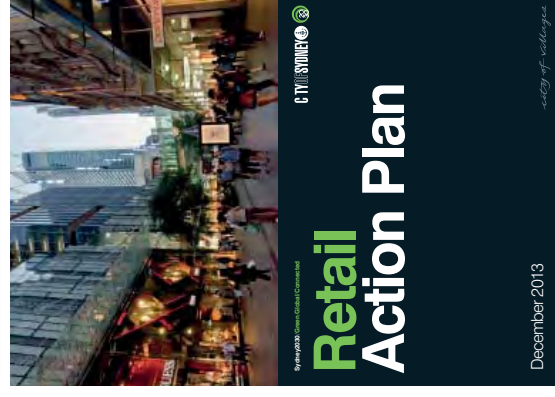
3.3 Economic and Cultural Policy

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.



City of Sydney Economic and Cultural policies

3.4 City Centre Public Art

In 2011 Council adopted a vision for public art in the City - City Art Public Art Strategy-**Strategy**. In June 2013 Council endorsed the Draft City Centre Public Art Plan - a long term vision for how public art can transform the City Centre. The Plan provides a strategic framework and makes a number of recommendations to Council to implement projects in a timely way, to align with the City Centre Transformation and George Street Light Rail projects.

The Plan identifies a range of priority sites for future public art projects, both permanent and temporary, and establishes recommendations to guide the development of future artists briefs.

The first projects being delivered under the Plan are the George Street Spine and East-West Connectors art projects. Within the City North study area the East-West Connectors project will involve installations along Bridge and Grosvenor Streets. Around 70 delicate, hand-made bronze bird sculptures designed by acclaimed British artist Tracey Emin will be placed on buildings, above doorways and on street furniture. The birds will entice people to walk the length of these important historic Sydney streets on a journey of discovery.

A permanent public art program is also proposed for the City's squares and a selection of laneways. A range of potential sites for further investigation have been identified. Within the City North study area these include:

- Abercrombie Lane
- Bridge Lane
- Tank Stream Way
- De Mestre Place
- Curtin Place



City Centre Public Art

- ➔ George Street Spine - proposed major artwork
 - East West Connectors - proposed major artwork location
 - East West Connectors - proposed artwork potential elements
 - ▨ Public Art Plan - Squares and streets artwork locations
 - ▨ Laneways - capital works underway
-
- ▨ Laneways - capital works pending
 - 1 Tank Stream Way
 - 2 Bridge Lane
 - 3 Abercrombie Lane
 - 4 Curtin Place
 - 5 De Mestre Place

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 Sydneys 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 ie 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.



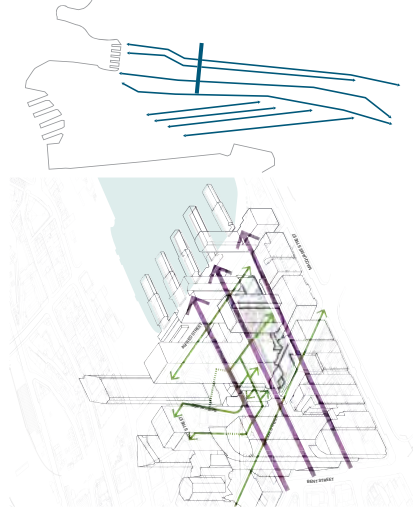
Gresham Street study (POD, 2007)

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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 east-west 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.

04

Guiding Directions

02

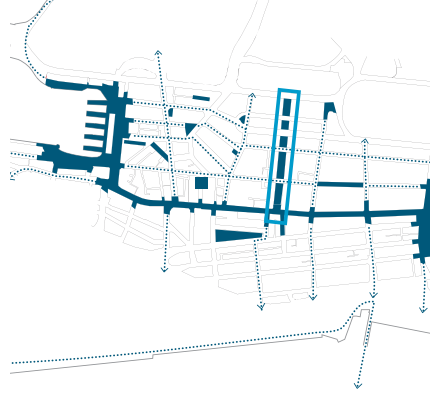
Reinforce a connected public space at Circular Quay and create a unified square from the building edge to the water



One of the key aims of Sydney's 2030 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.

03

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



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.

05

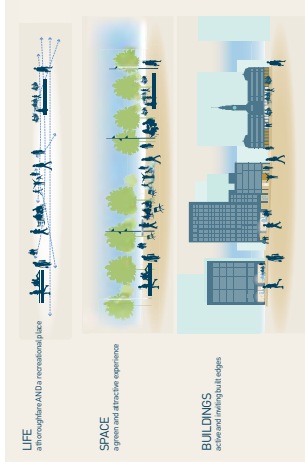
Support and encourage active building edges and high quality activation of the public domain.



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.



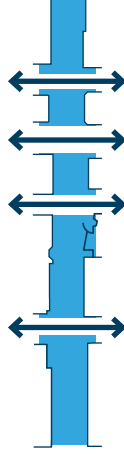
FROM A SEQUENCE OF SPACES ...



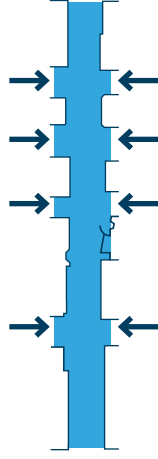
... TO A UNIFIED SPACE



FROM STREETS SEPARATING MARTIN PLACE ...



... TO STREETS ARRIVING AT A SQUARE



05

Conceptual approach

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

- A. 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

1. Creation of "Water Square" through consistent paving, de-cluttering and consolidation of tree planting.
2. Jessie Street Gardens redesigned as a City Garden consisting of extended outdoor dining, seasonal planting and smaller areas for gathering and seating.
3. Upgrade of Macquarie Place, celebrating and revealing Sydney's first public space.
4. Increased pedestrian priority and greening of Reiby Place through vertical greening and activation through public art / projections.
5. 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.

