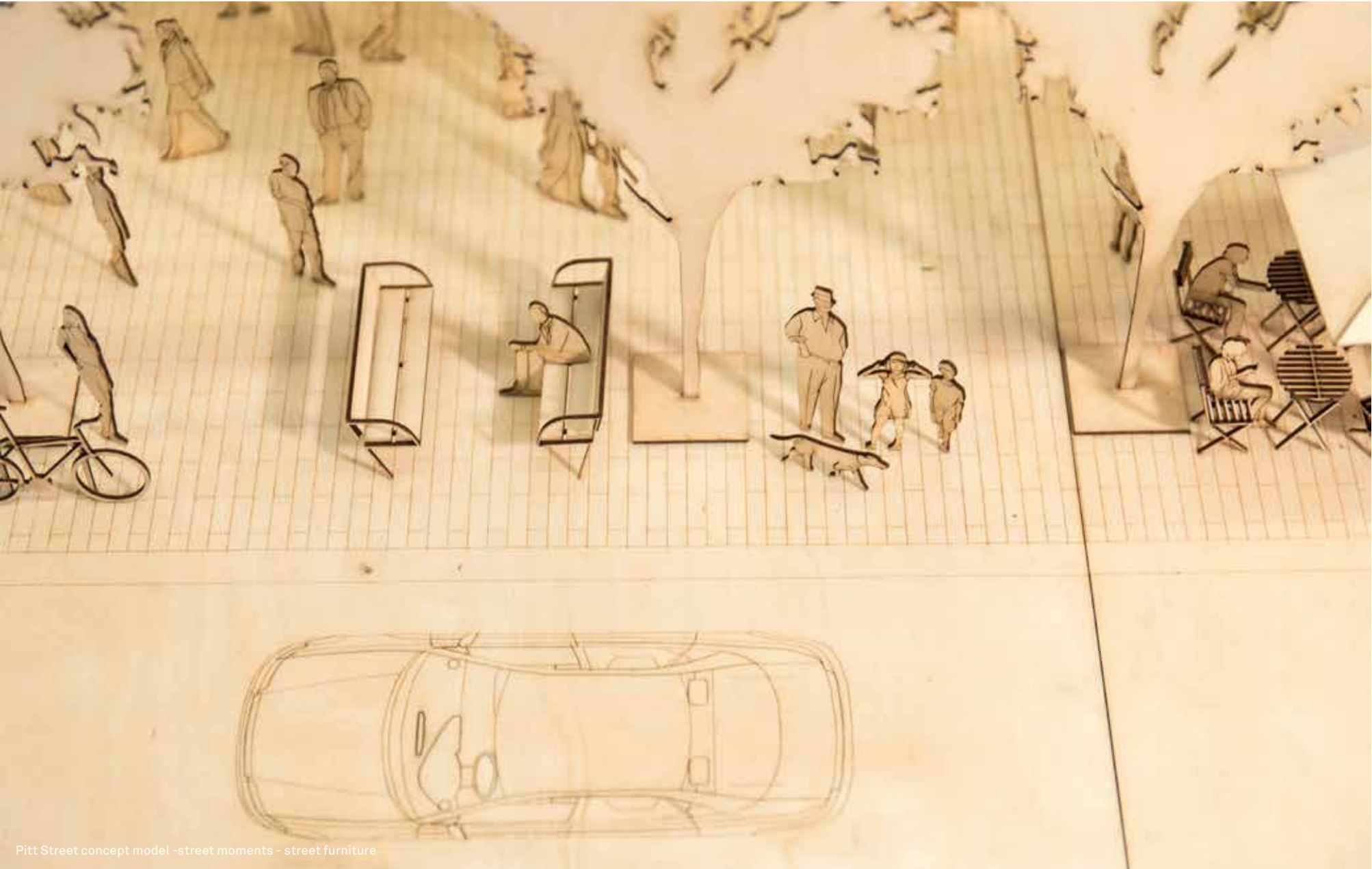


Pitt Street  
Concept (end state)

A STROLL ALONG PITT STREET



Pitt Street concept model -street moments - street furniture



Public domain plan (end state) -  
Pitt Street (North of Park to South of  
Bathurst)

Not to scale (for scaled drawings refer  
concept plans)

- Legend
1.

A single lane of moving traffic (northbound)
2.

Additional footpath space
3.

Dedicated loading spaces (indented kerb arrangement)
4.

Additional street tree planting - to create a continuous canopy
5.

Flexible kerb-edge zone for outdoor dining, additional seating  
and other public furniture







**Public domain gains:**

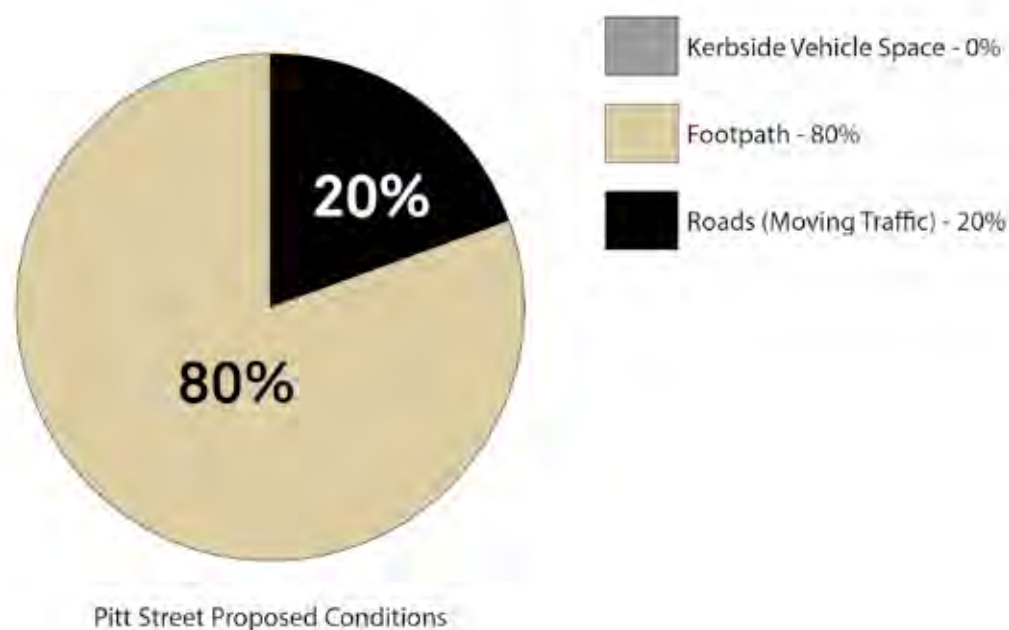
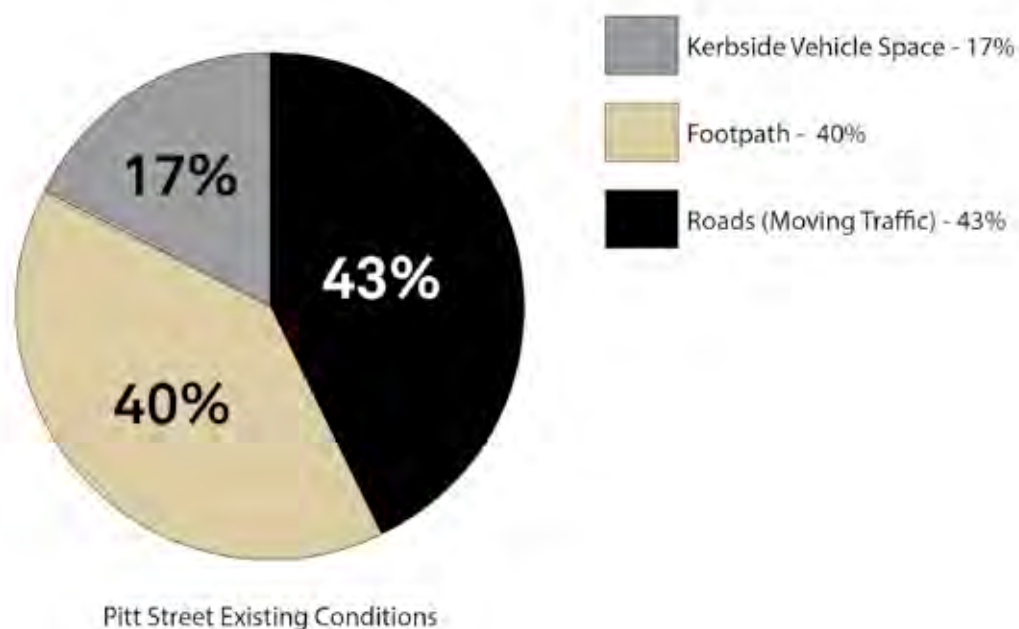
**Additional footpath - 4,201m<sup>2</sup>**

**Existing street tree planting - 23** 

**Additional street tree planting - 106** 

**Total number of street trees - 129**

**% increase in tree canopy - 361%**



# Legend

Opportunity for Timed street Closures



**SHORT TERM OPPORTUNITIES PITT STREET**



Pitt Street  
Concept (short term)

SHORT-TERM OPPORTUNITIES

Short term opportunities

“Relieving the pressure” - making space immediately

Using short term trials and testing scenarios to inform long-term solutions

- Short term opportunities include-
- \_Immediate testing of scenarios/short-term trials (Times Square model) - removal of kerbside parking
  - \_Parking to Parklet - parklet model testing and trials (part of street)
  - \_Timed trials - weekends, a month or six-month trial periods
  - \_Education and event programmes

Collecting data, analysing



- 01 New York
- 02 New York
- 03 New York
- 04 Walk DVRC, Hong Kong
- 05 Walk DVRC, Hong Kong
- 06 Parklets - 40th and Walnut streets in West Philadelphia
- 07 Parklets - San Francisco



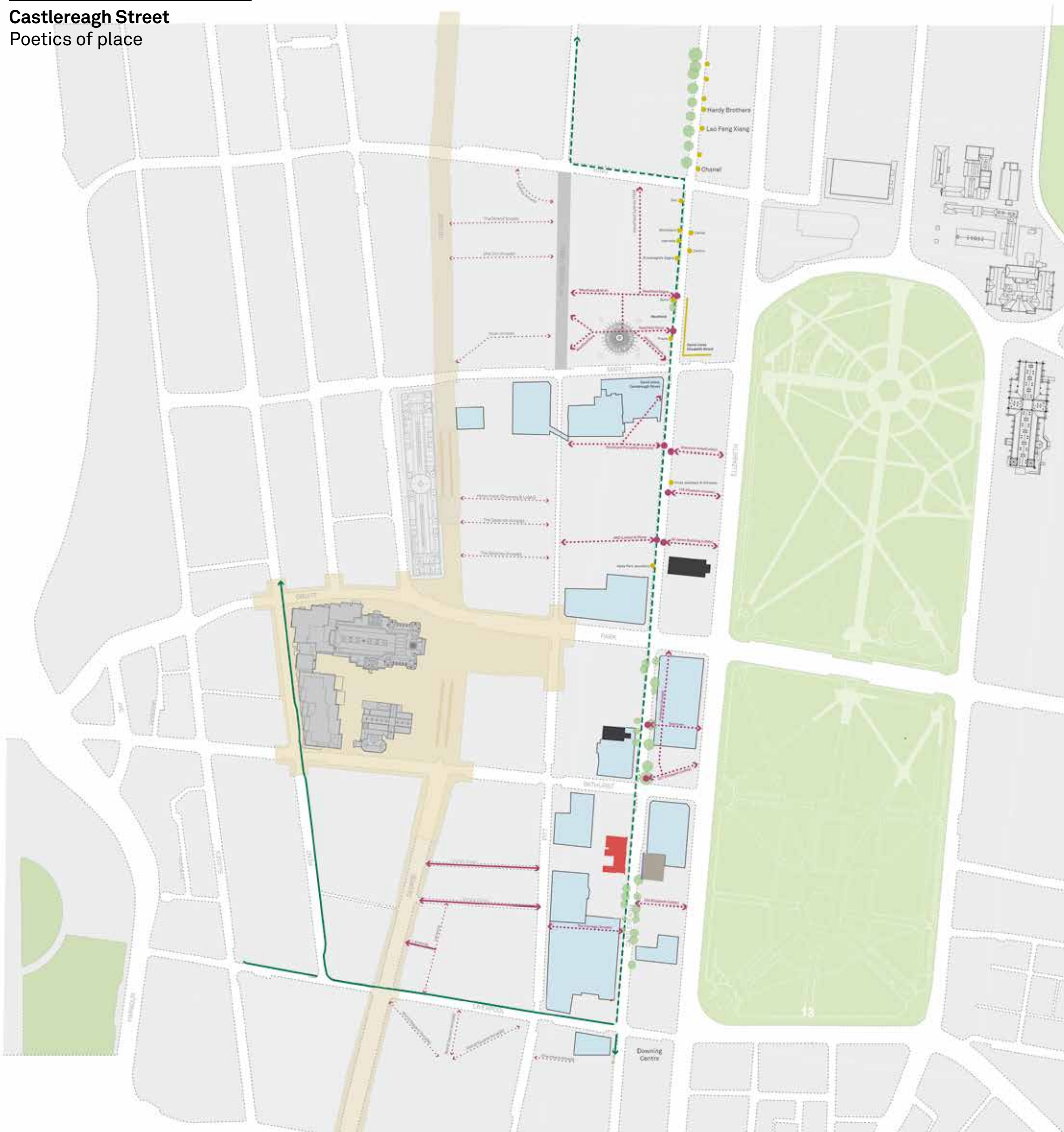








Castlereagh Street  
Poetics of place



Castlereagh Street looking south from King Street



Rear of the Great Synagogue



High End Retail



Castlereagh Street  
Poetics of place

Block-by-block the character changes - King to Market, Park, Park to Bathurst, Bathurst to Liverpool.

What’s in a name?

**Castlereagh Street**  
Named by Macquarie in 1810. Included Loftus St (Castlereagh St North) until 1881, and Chalmers St until 1905. Previously Chapel Row and Camden St. Viscount Castlereagh, Sec. of State for the Colonies.  
  
Source: History of Sydney Streets (City of Sydney)



Heritage buildings and outdoor dining

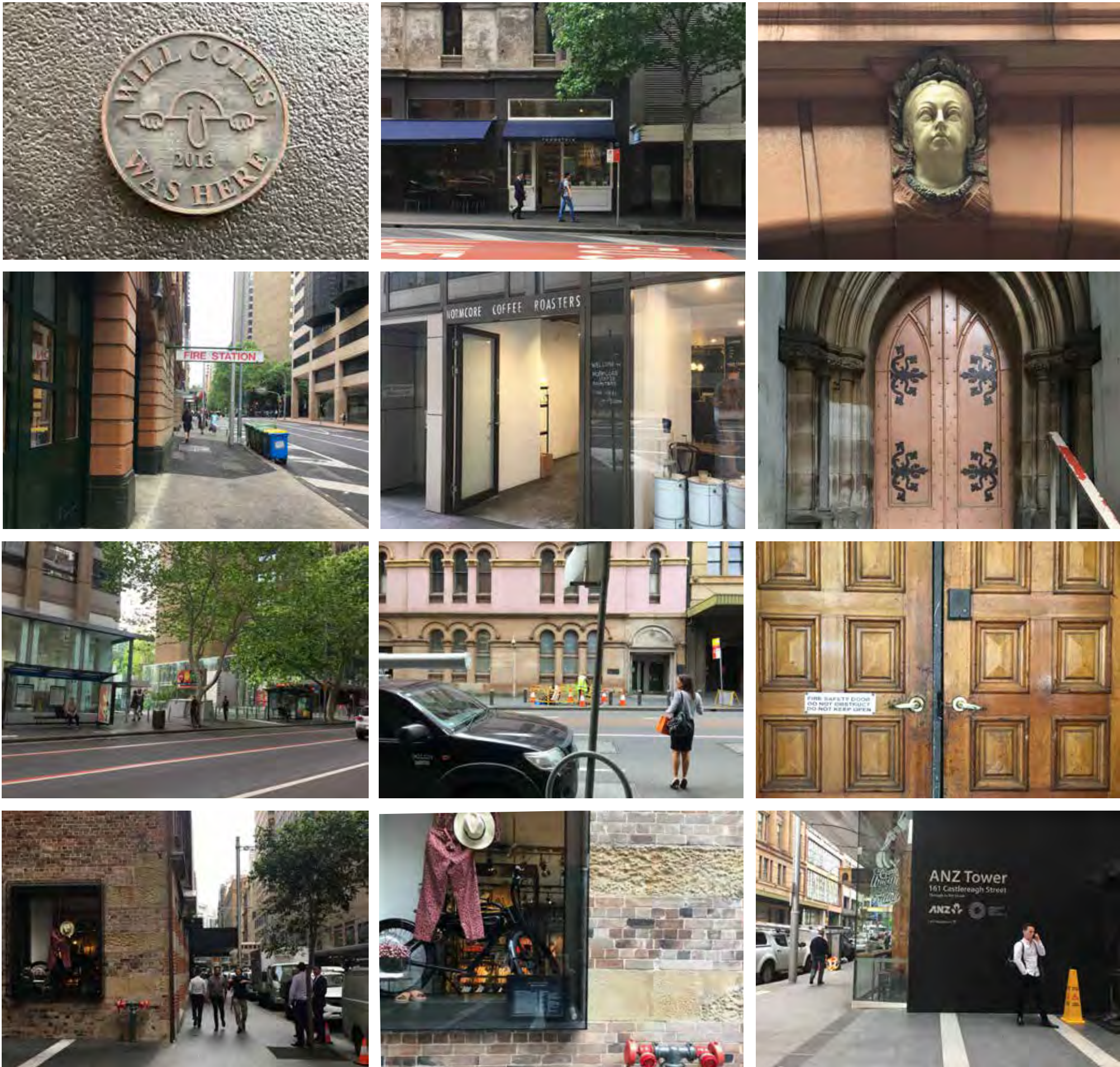


High end shopping boutiques



Castlereagh Street

Character of Castlereagh Street

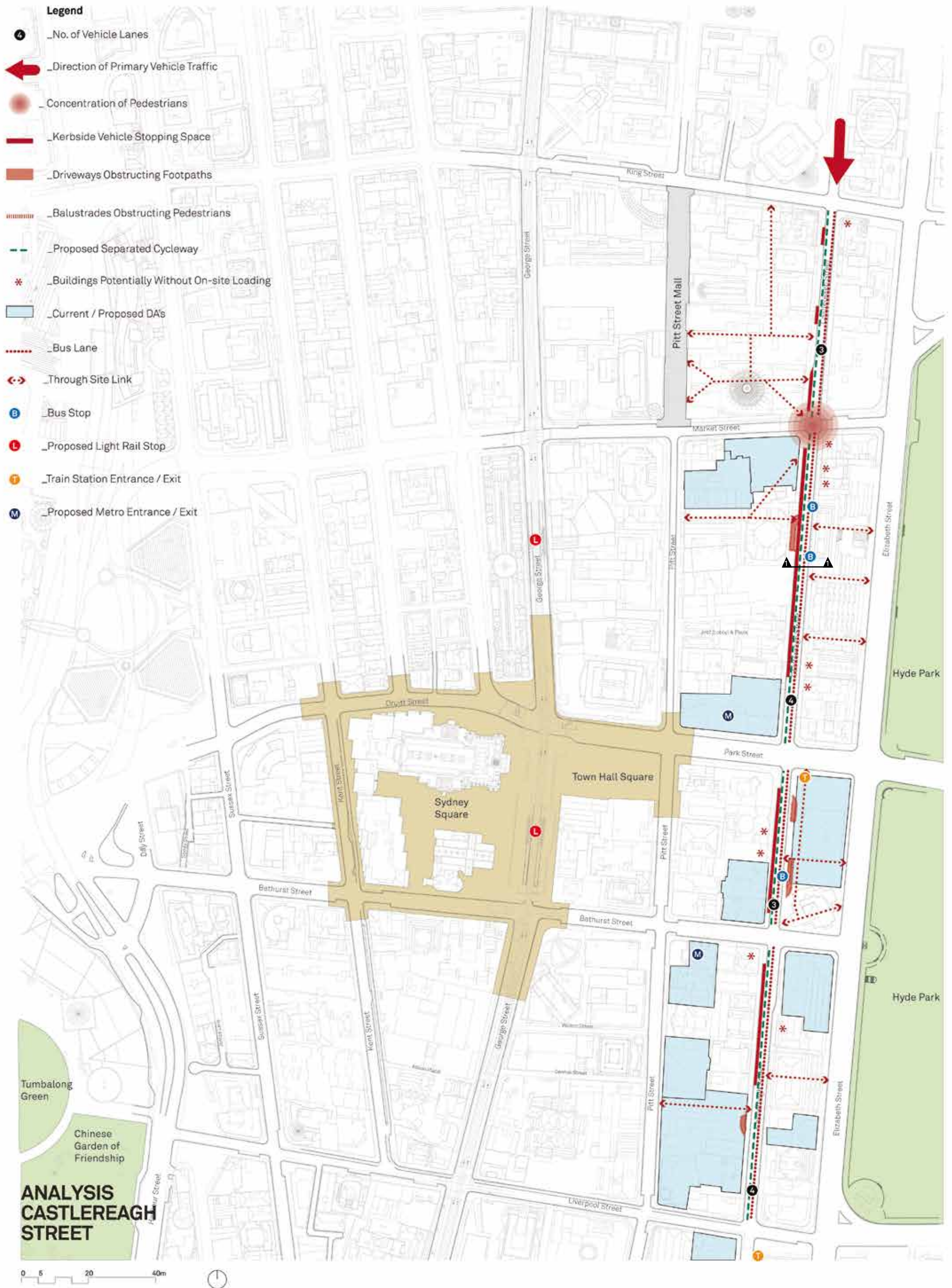




Castlereagh Street





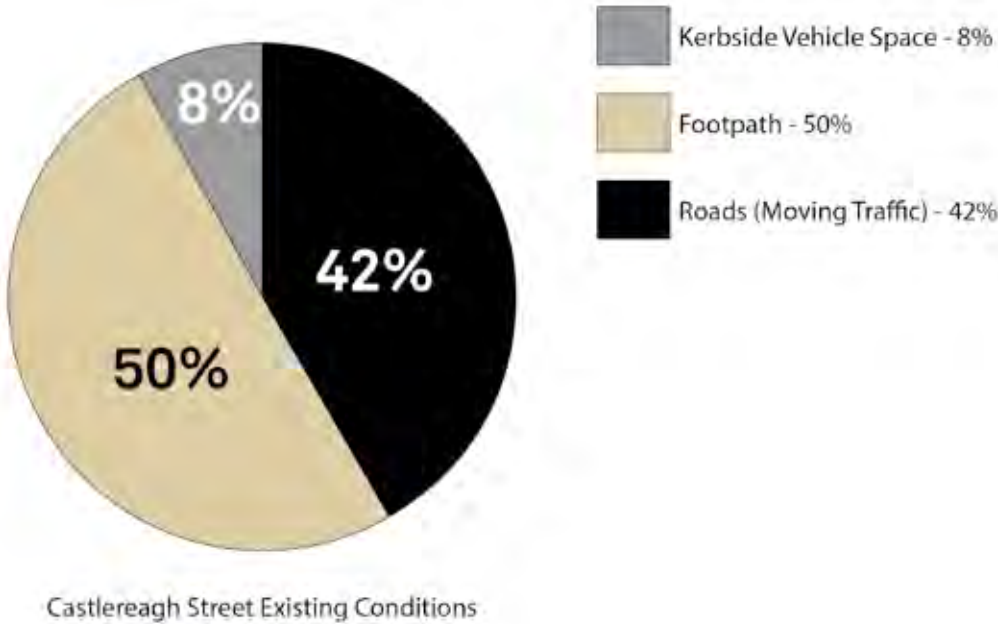
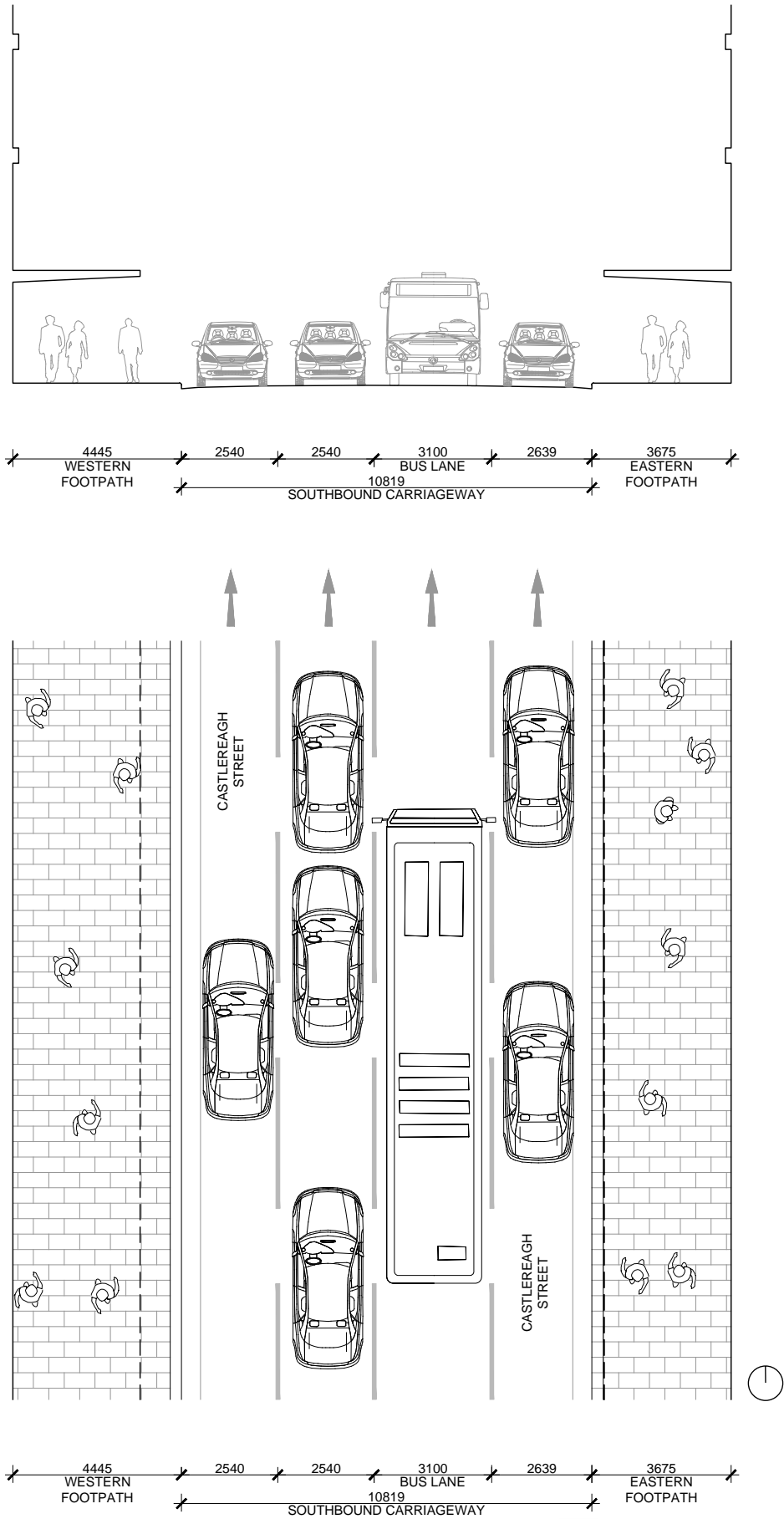




Castlereagh Street

Section 1 - Existing street condition

- Existing street condition
- \_4 lanes of traffic - southbound
  - \_Kerbside vehicle spaces - 46
  - \_Current footpath area - 8,530m<sup>2</sup>
  - \_Typical footpath width:
    - Western footpath - 4.4m
    - Eastern footpath - 3.7m
  - \_Number of existing street trees - 30









The proposed scheme reconfigures the existing street to create wider footpaths and integrate a series of new street spaces aligned with existing through-site links and connections, these spaces feature seating, tree planting and bespoke paving patterns. The reconfigured street also accommodates kerbside vehicle spaces to facilitate loading, short-stay parking and setdown, as well as incorporating the city’s north-south cycleway.

Key things to improve

- 1. Re-balance the priority of the street
  - \_ A single lane of moving traffic
  - \_ Removal of bus lane +
  - \_ Addition of cycle lane
  - \_ Removal of parking
  - \_ Reduction in loading (where possible)
- 2. Reinforce E-W connections
  - \_ Highlight through site links and mid-block connections - Elizabeth to Pitt
  - \_ Creation of street spaces - seating and tree planting to highlight through site links (east-west connections)
  - \_ New street furniture - seats, bike racks - varying arrangements block-by-block
  - \_ New tree planting
- 3. Criss-cross
  - \_ Addition of scramble crossings - Market, Park, Bathurst, Liverpool



Granite seating elements.  
New Ludgate, London



New Ludgate, London



New Ludgate, London





View B - Along Castlereagh (eastern footpath) - looking towards Market (midday)

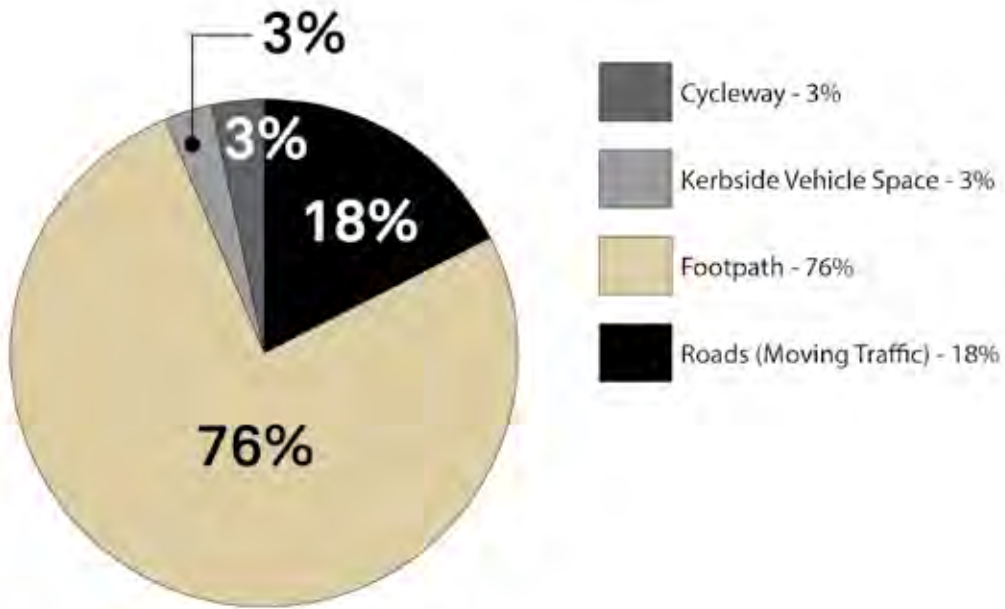
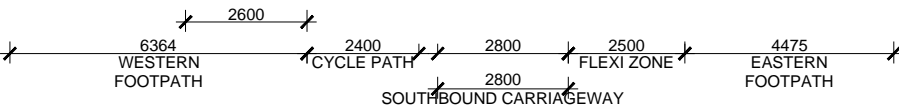
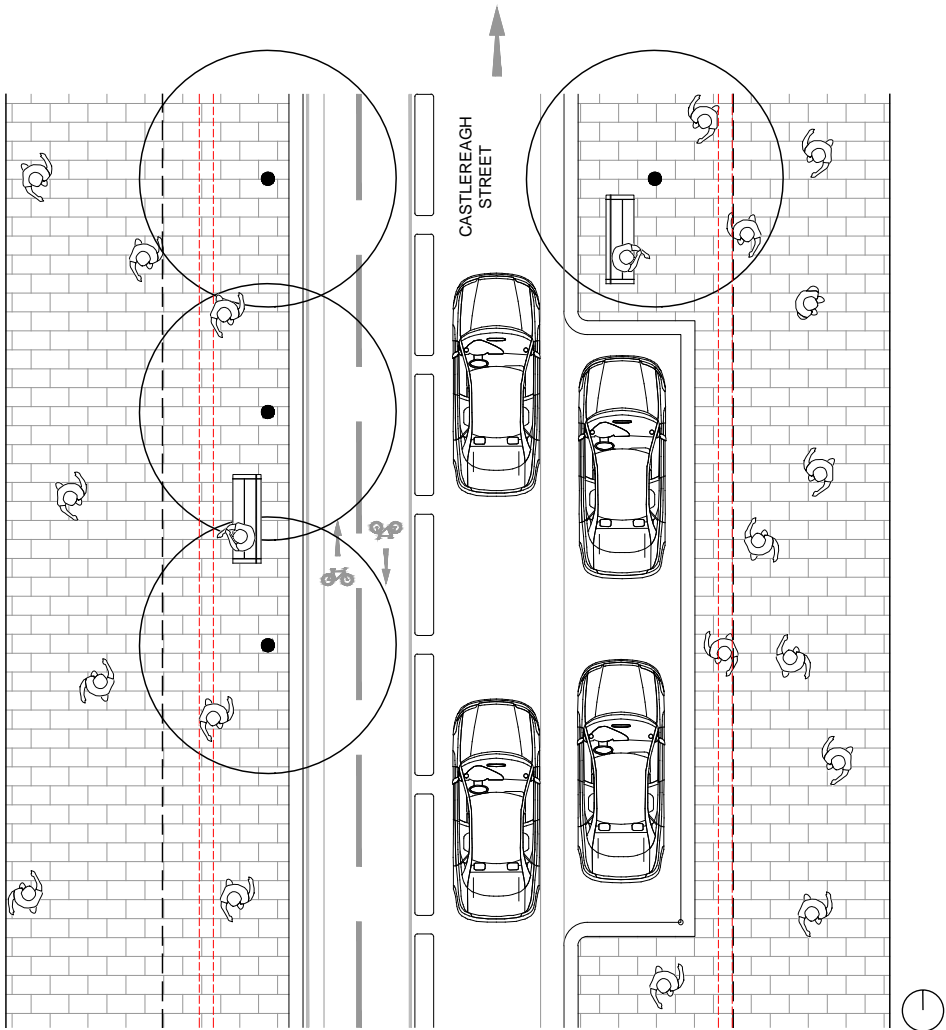
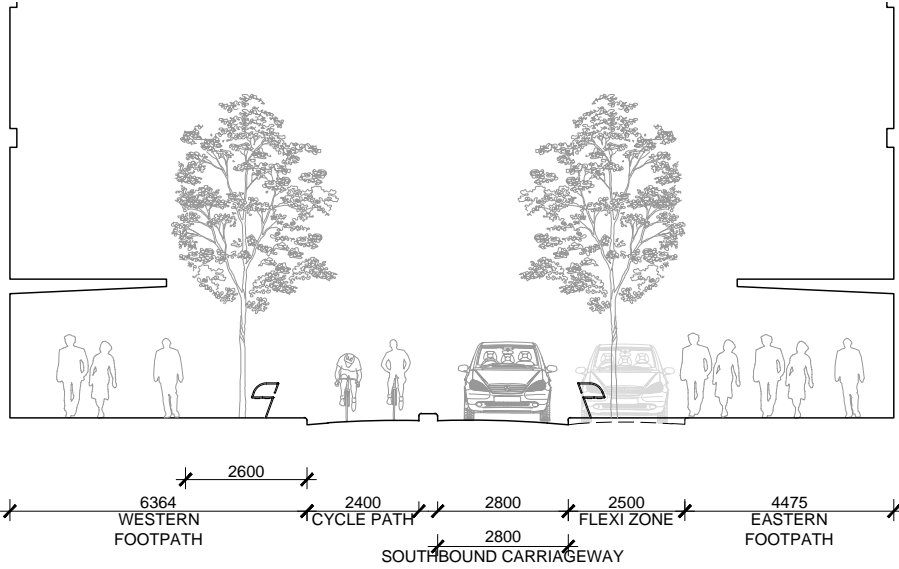


Castlereagh Street  
Concept (end state)

CONNECTING CASTLEREAGH, MARKING MOMENTS

Section 2 - Proposed street condition

- Proposed street condition**
- \_Expanded footpath
  - \_Proposed footpath area - 11,709m<sup>2</sup> (creating an additional 3,179m<sup>2</sup>)
  - \_Creation of street spaces - seating and tree planting to highlight through site links (east-west connections)
  - \_Removal of bus lane (end state proposal)
  - \_Cycle lane - linking to King Street/Pitt Street
  - \_New tree planting
  - \_Number of proposed street trees - 100
  - \_Number of kerbside vehicle spaces - 33



Castlereagh Street Proposed Conditions





01

- 01 Street moment - ANZ tower entrance (western footpath) - looking towards Park (midday)
- 02 Along Castlereagh (eastern footpath) - looking towards Park (midday)
- 03 Along Castlereagh



02

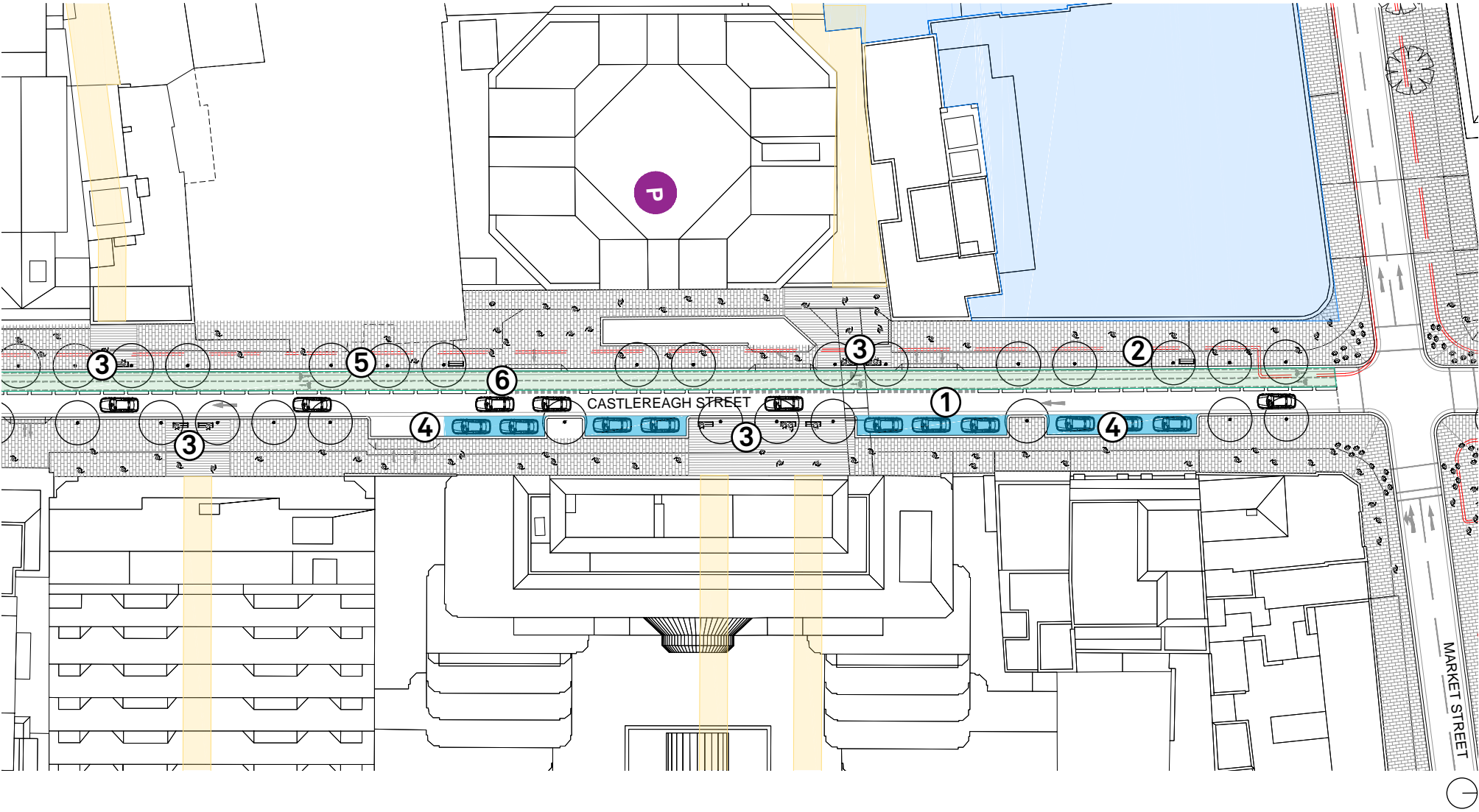


03



Castlereagh Street  
Concept (end state)

CONNECTING CASTLEREAGH, MARKING MOMENTS



Public domain plan (end state) -  
Castlereagh Street

Not to scale (for scaled drawings refer  
concept plans)

- Legend
- 1. A single lane of moving traffic (southbound)
  - 2. Additional footpath space
  - 3. Creation of street spaces - seating and tree planting to highlight through site links (east-west connections)
  - 4. Creation of designated kerbside loading bays
  - 5. Additional street tree planting
  - 6. Cycle lane - linking to King Street/Pitt Street





Along Castlereagh (eastern footpath) - looking towards Market (midday)



## Public domain gains:

Additional footpath - 3,179m<sup>2</sup>

Existing street tree planting - 30

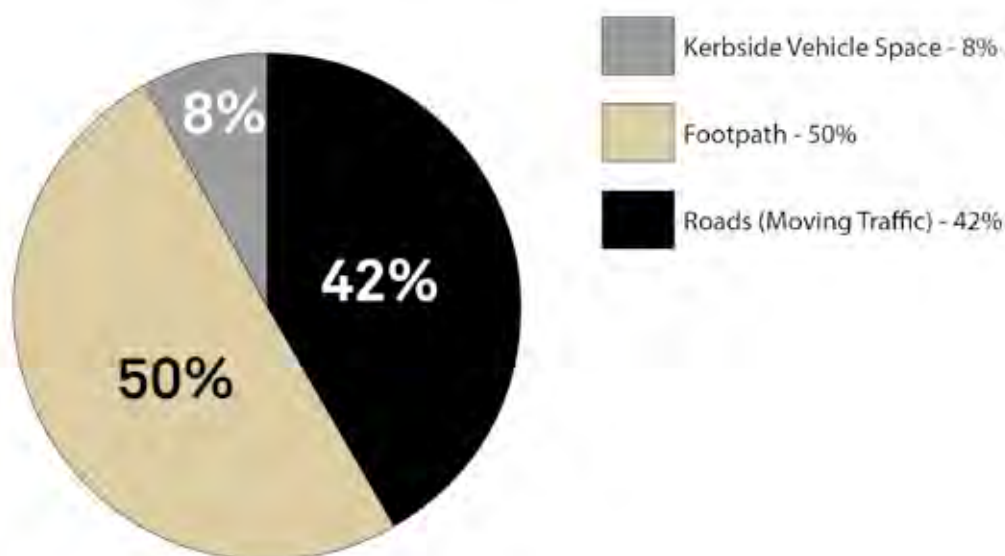


Additional street tree planting - 100

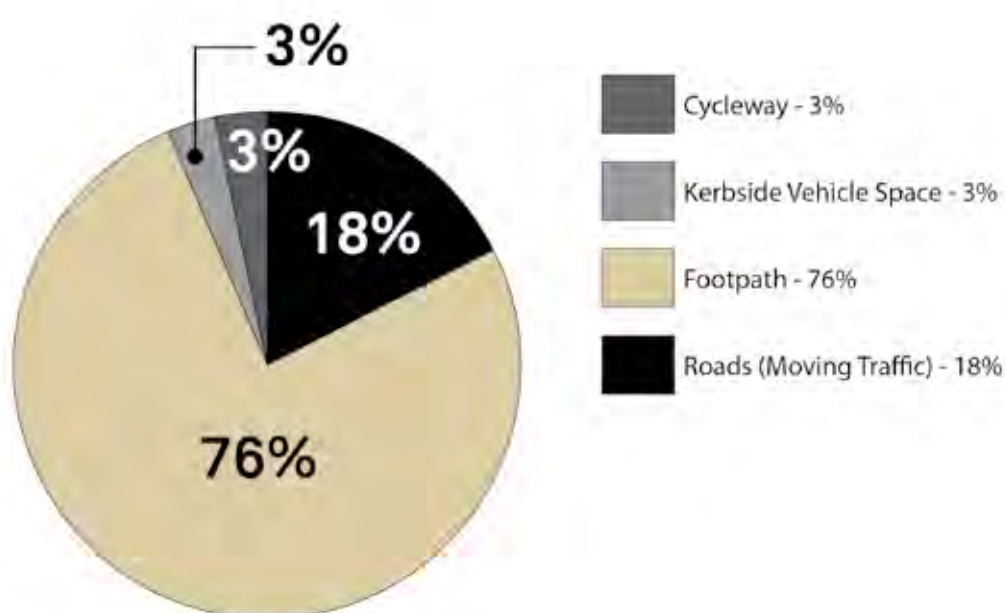


Total number of street trees - 130

% increase in tree canopy - 233%



Castlereagh Street Existing Conditions



Castlereagh Street Proposed Conditions

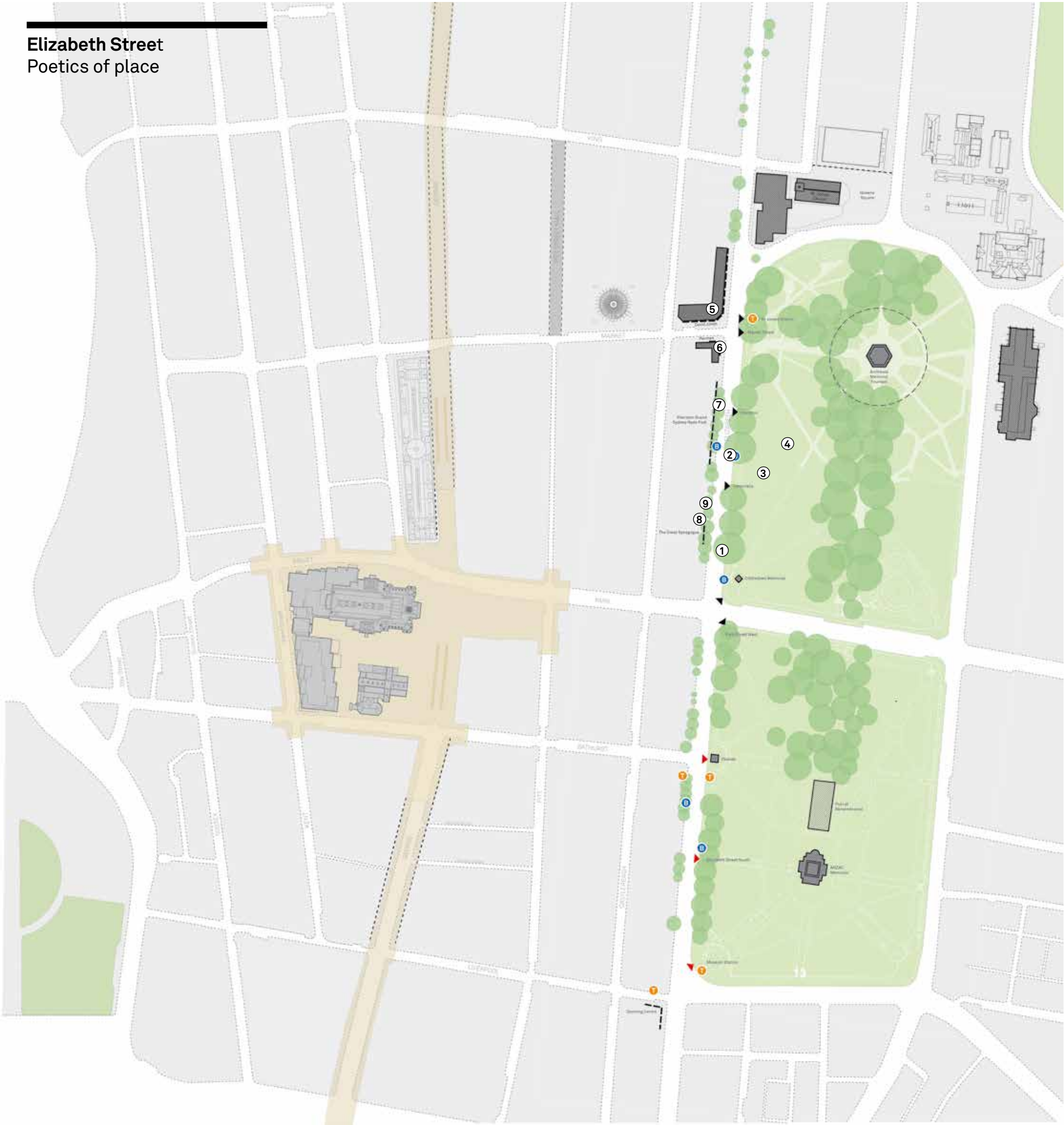












Hermes



The Great Synagogue



The Obelisk



Elizabeth Street  
Poetics of place

Elizabeth Street - “Where the city meets the Park”

A walk along Elizabeth Street - a collection of important city spaces and buildings - Chifley Square, Martin Place, the Law Courts, St James’ Cathedral, Queens Square, David Jones, Hyde Park. Station entrances - St James, Museum and down the hill, beyond Central Station.

The centrepiece - Hyde Park - a green jewel.

Grand old plane trees - gracefully arching across Elizabeth - canopies kissing. Dappled shade carpets the pavement.

What’s in a name?

Named by Governor Macquarie in 1810, for his second wife, Elizabeth Henrietta Campbell (1778-1835).

Context narrative

- A walk along Elizabeth
1. Grand old Plane trees - gracefully arching across Elizabeth, canopies kissing. Dappled shade.
  2. Traffic crawls, bus doors open and close
  3. Beyond in the park - all shades of green - Figs, Palms, Planes and Magnolia
  4. In the park - large patches of sun spotlight the grass. A busy lunchtime - sitting, lying, boot camp, a school group stops for lunch
  5. David Jones - vibrant window displays line Elizabeth - a showcase of “Designer Shoes”
  6. Hermes
  7. Sheraton on the Park - entrance observed by two bronze, winged creatures, topiary in pots. Taxi’s enter - pickup and drop-off
  8. The Great Synagogue (1878) - wrought iron gates to the street - closed. Behind the gates - ornate sandstone arches, above - a circular stained glass window, intricate carving.
  9. Bambini Wine Room  
Outdoor seating - Parisian style - elegant wicker chairs - black and cream - face the street. Circular tables, rimmed in gold. White tablecloths, fine wines.

Crossing Elizabeth  
The Park entrances

Cross at Market  
A busy crossing - jostling for space at the corners. A scramble crossing.

Hermes and DJ’s hold the corners - windows a visual feast - glowing. David Jones - showcases designer shoes. Hermes - bold colours red and blue, pink and red, scarlet.

Beyond - the Cathedral bathed in afternoon sunlight - golden sandstone. The elegant water dances in the late afternoon light - glistening.

Straight ahead - St James Station - sandstone 1926, a vibrant neon sign - Chateau Tanunda “The Brandy of Distinction” glows red

To the left - grand figs - march 1, 2, 3 - majestic buttress roots, deep shade

To the right - radiating paths, a busker, above the traffic, guitar sounds fill the street.

Cross at Park  
A busy corner. Waiting for buses

Cross at Bathurst  
Hyde Park Obelisk - unveiled in 1857 by the then Lord Mayor, George Thornton. Sphinxes and serpents adorn the sandstone base, atop, a filigreed bronze pyramidion.

Off Elizabeth -  
A semi-circle - welcomes, 3 steps up, a gentle path sweeps around.

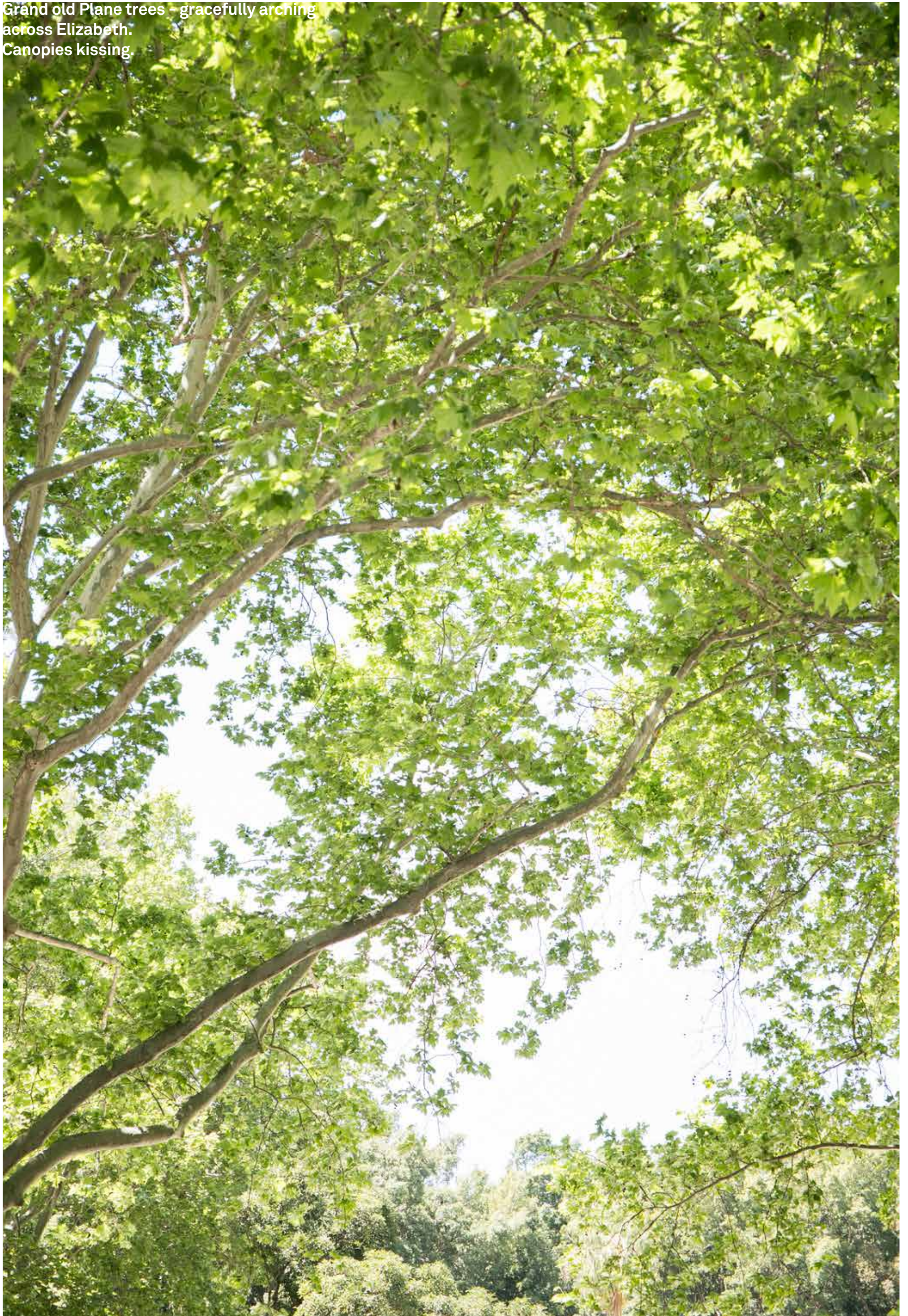
Down a flight of stairs to Museum Station.



Elizabeth Macquarie



Grand old Plane trees – gracefully arching  
across Elizabeth.  
Canopies kissing.





Section 1 - Existing street condition

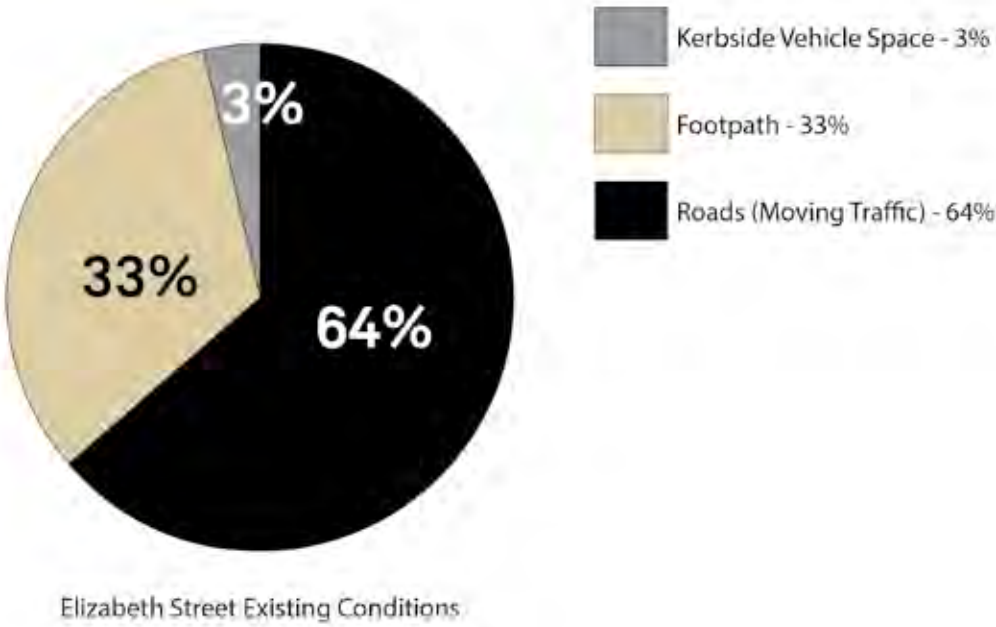
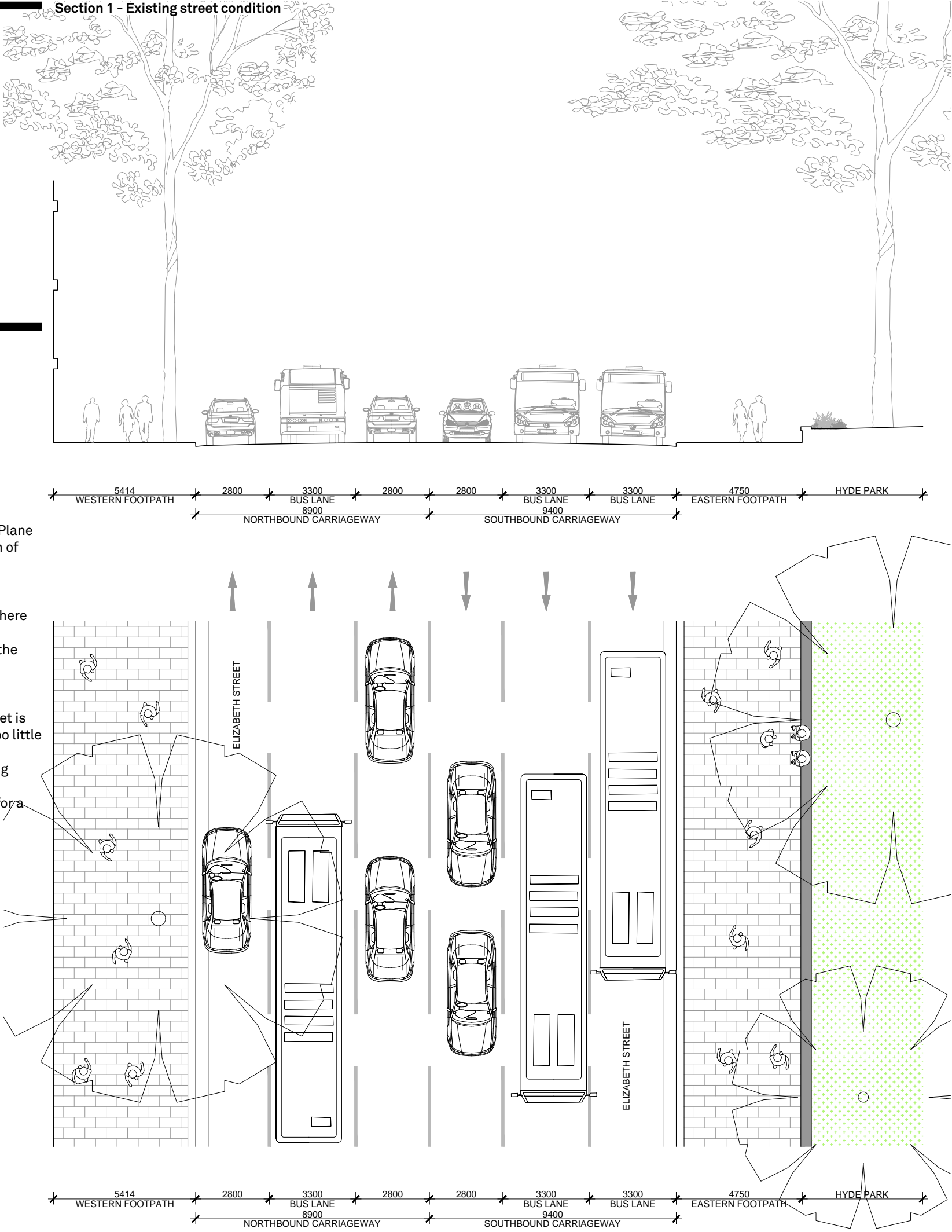
# Elizabeth Street

- Existing street condition**
- \_Typically, 6 lanes of traffic
  - \_Kerbside vehicle spaces - 42
  - \_Current footpath area - 7,783m<sup>2</sup>
  - \_Typical footpath width:
    - Western footpath - 5.4m
    - Eastern footpath (Hyde Park) - 4.7m
  - \_Number of existing street trees - 63

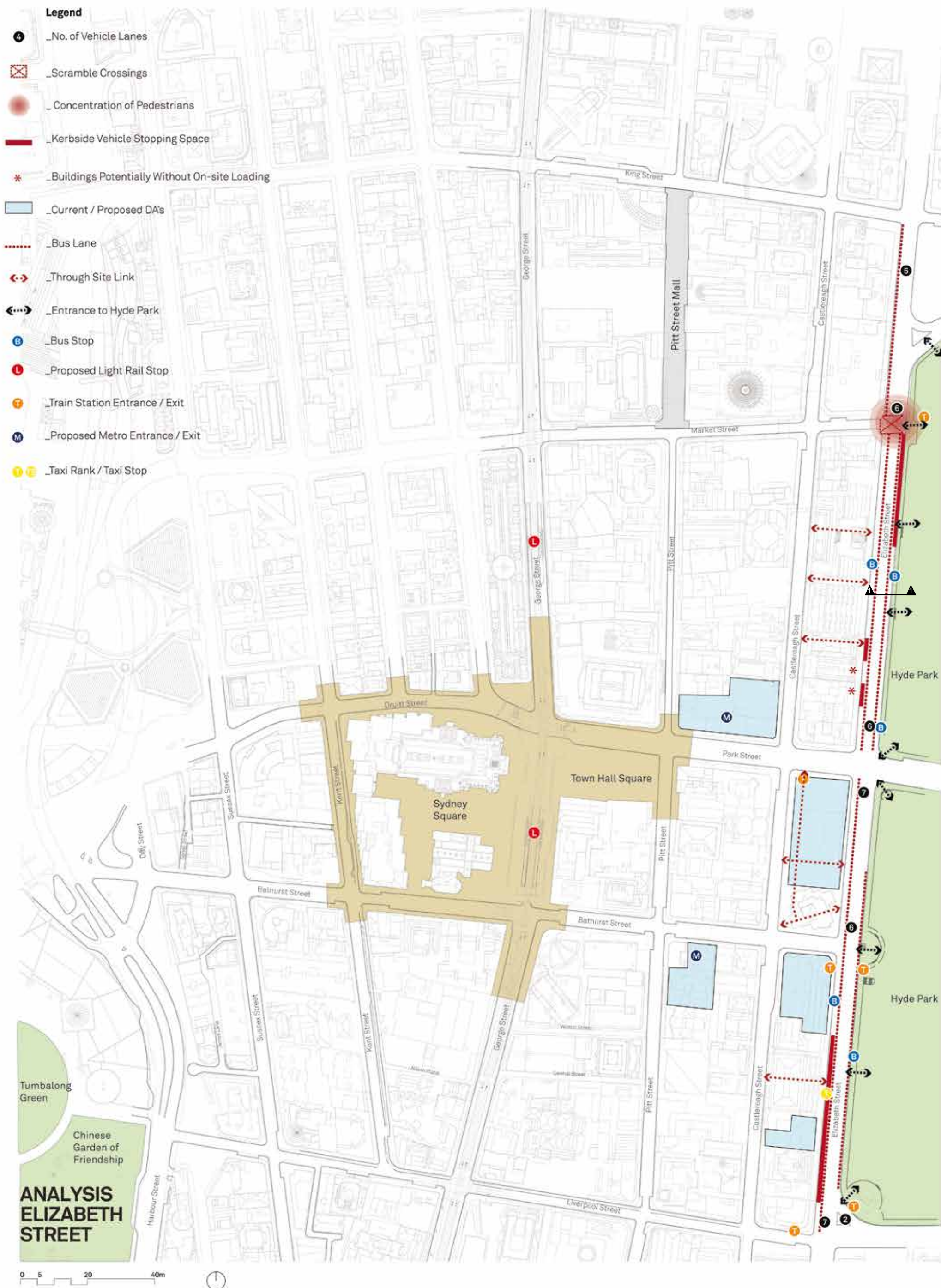
- Observations**
- \_Great street tree planting - majestic Plane trees - enclose the Hyde Park section of the street - ‘kissing canopies’

- Opportunities**
- \_Reinforce the park edge - express “where the city meets the park”
  - \_Removal of parking lane adjacent to the park edge

- Key issues**
- \_Width of carriageway, balance of street is out-of-proportion - too much road, too little footpath
  - \_It’s difficult to cross, very few crossing points, long blocks
  - \_Number of bus movements - makes for a noisy street









Elizabeth Street



01 Grand old plane trees,  
gracefully arch across  
the street

02 Majestic trunks,  
towering

03 Dappled shadows on  
the pavement





# Legend

- Pitt Street Mall
- Town Hall & Sydney Square
- Current & Future Development Sites
- Increased Footpath Area
- Street Tree Planting





The proposed scheme reconfigures the existing street to create an expanded park edge for pedestrians. This change to the street removes kerbside vehicle spaces and creates a consistent, dedicated bus lane. A mid block crossing is proposed to increase the east-west connection between the park and the city.

- Key things to improve
1. Make crossing to the park easier, improve connections to the park

\_ Improved crossing - extra space at corners and crossing points, including - King Street, St James Road, Market, Bathurst, Liverpool

\_ New mid block crossing - Bathurst and Market

2. Expand the footprint of the park - more park, less car park.

\_ Reclaim the parking lane - see options

\_ Re-worked - St James Road/Elizabeth Street junction

\_ Footpath widening near King Street







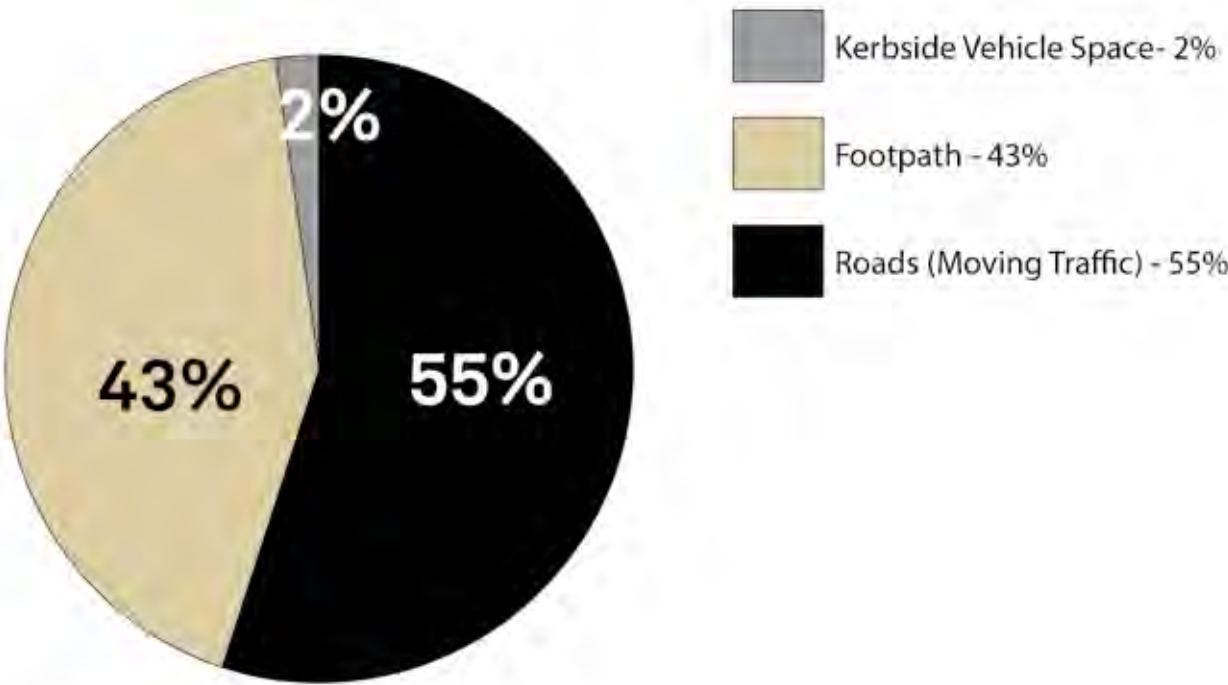
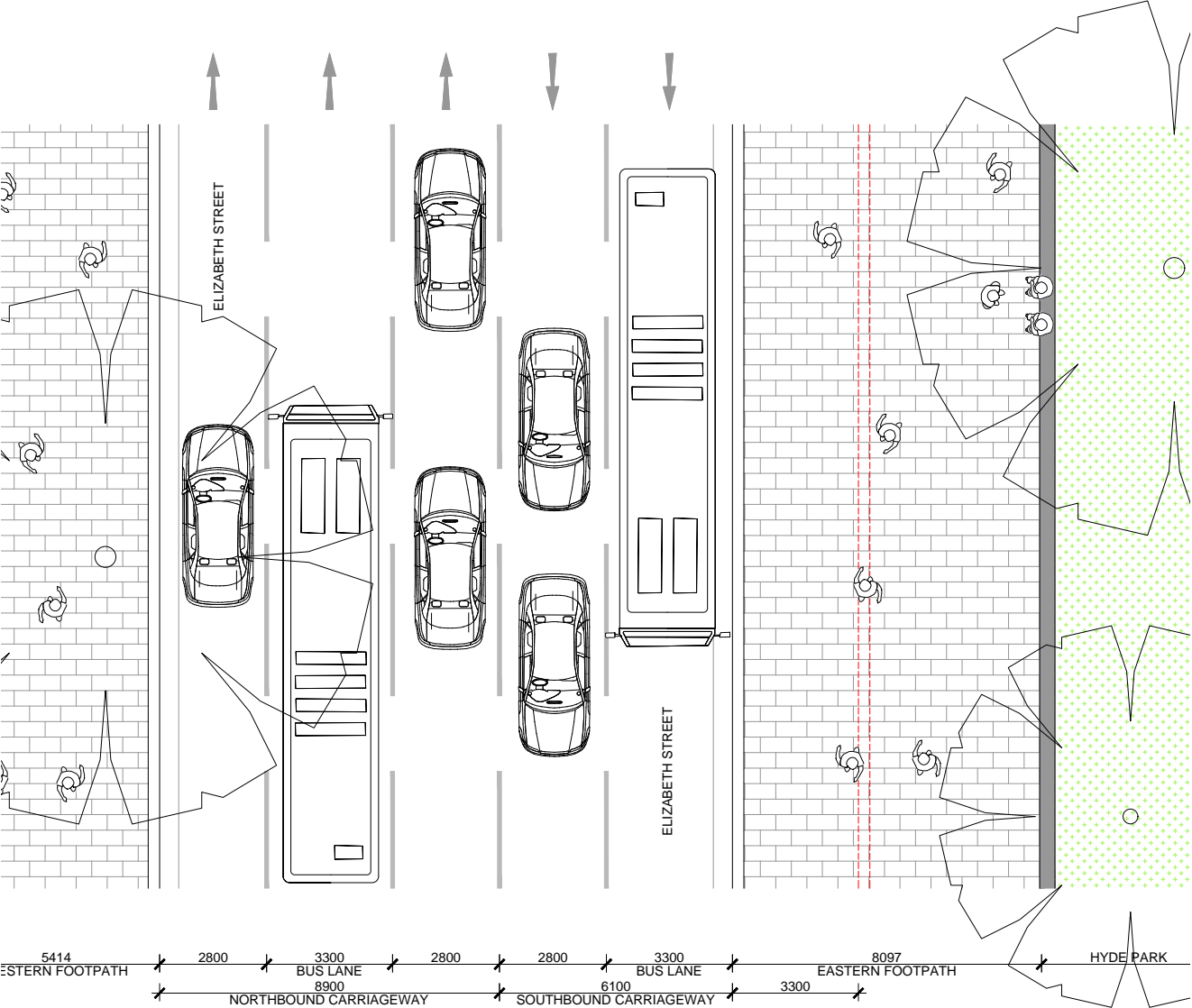
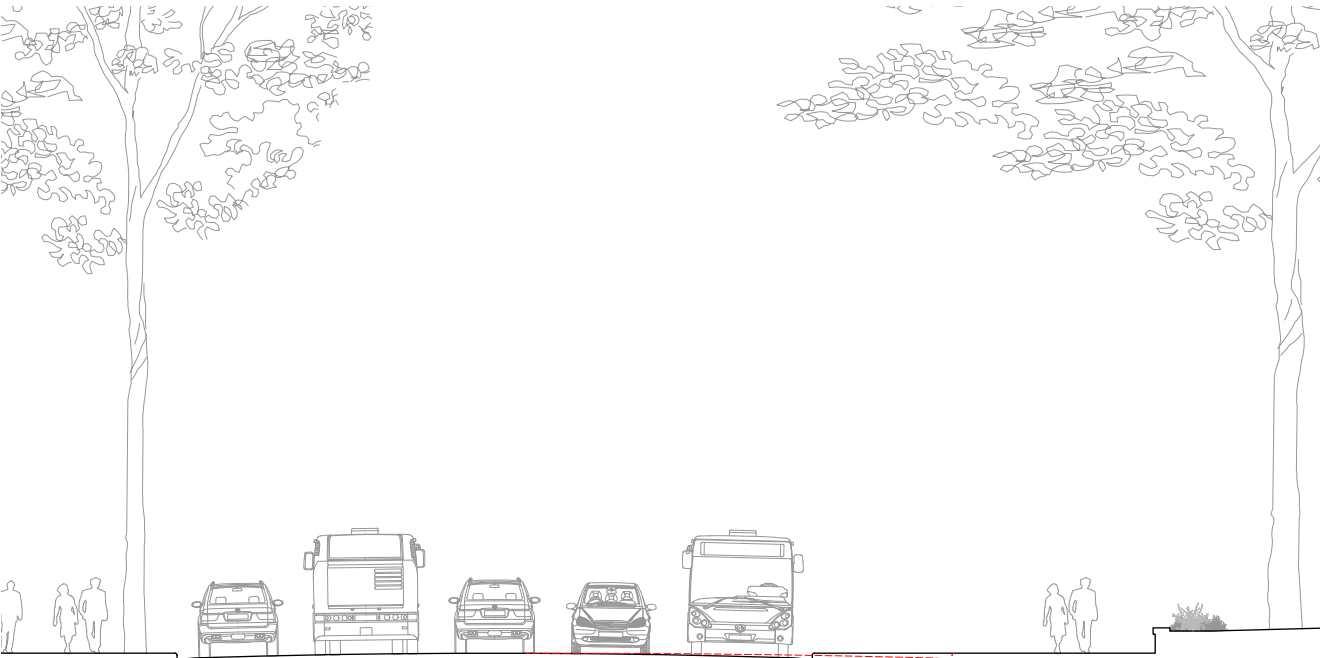
Elizabeth Street  
Concept (end state)

CELEBRATING WHERE THE CITY MEETS THE PARK

Section 2 Proposed street condition

Proposed street condition

- \_Expanded footpath
- \_Proposed footpath area - 10,096m<sup>2</sup> (creating an additional 2,313m<sup>2</sup>)
- \_Number of kerbside vehicle spaces - 26
- \_Additional mid-block crossing - between Bathurst and Market



Elizabeth Street Proposed Conditions

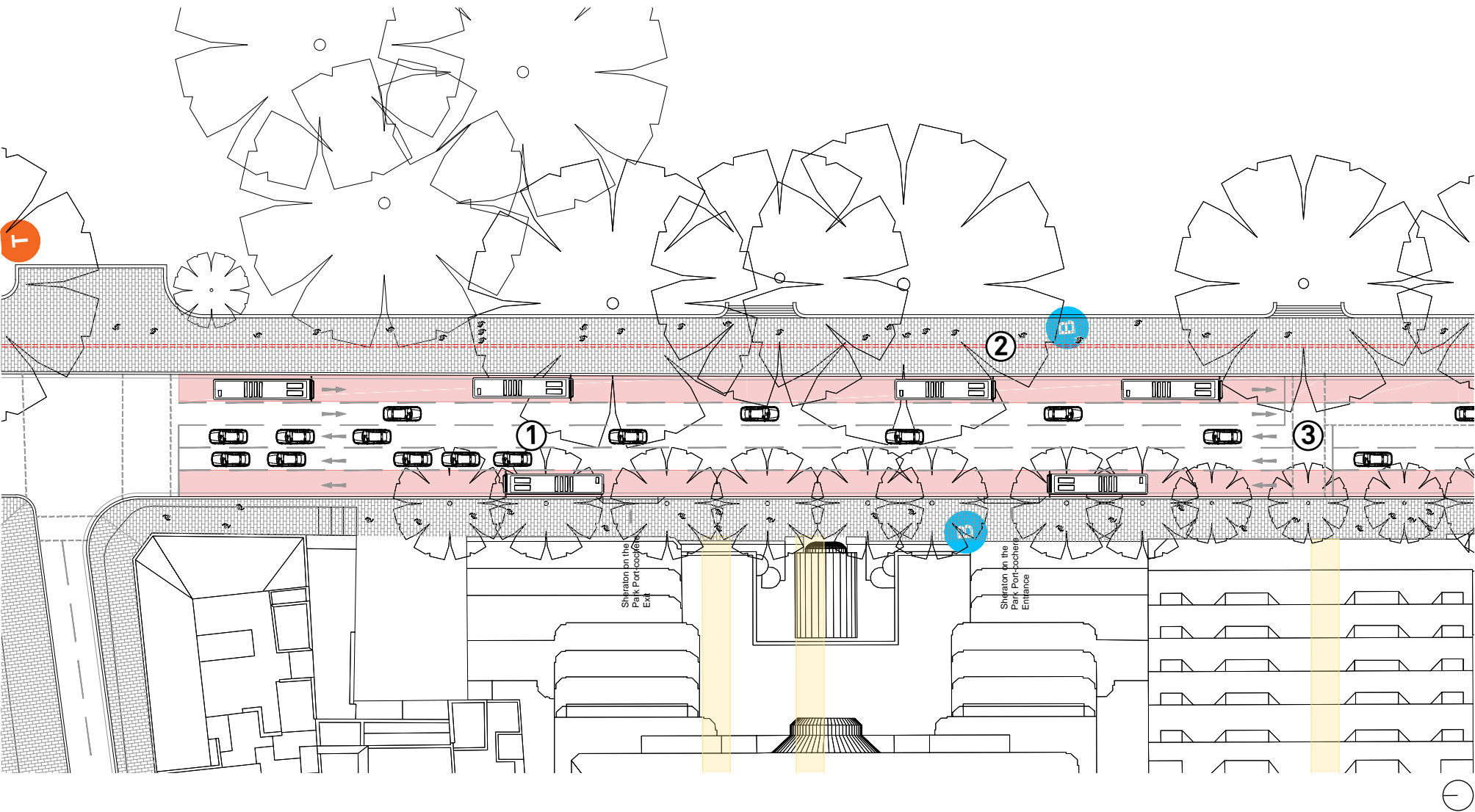






Elizabeth Street  
Concept (end state)

PREFERRED END STATE



Public domain plan (end state) - Elizabeth Street  
Preferred end state

- Legend
- 1. Three lanes of moving traffic
  - 2. Additional footpath space - Hyde Park edge
  - 3. Additional mid-block crossing - between Bathurst and Market







Public domain gains:

Additional footpath - 2,313m<sup>2</sup>

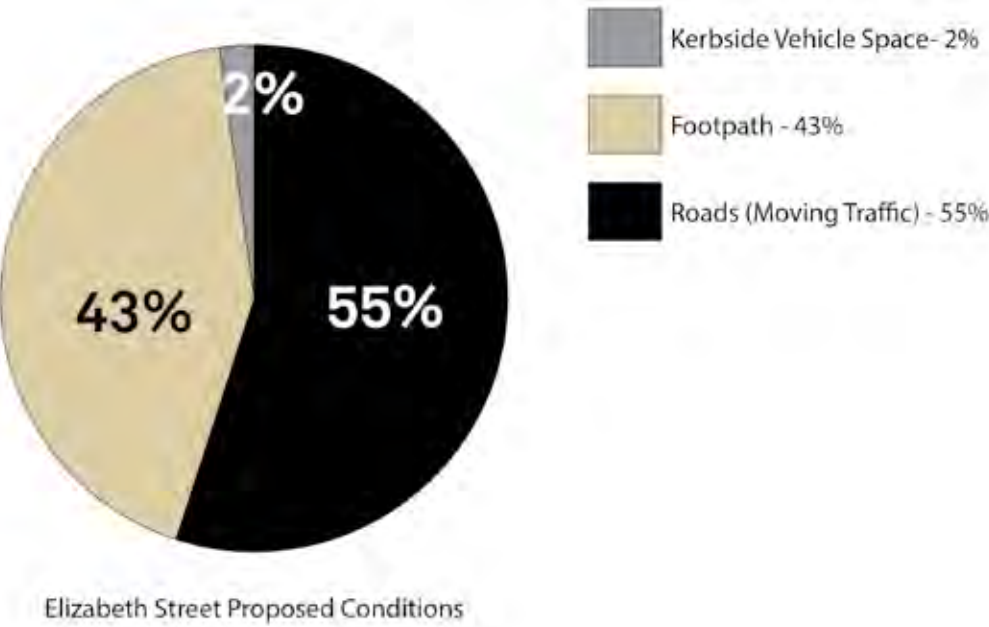
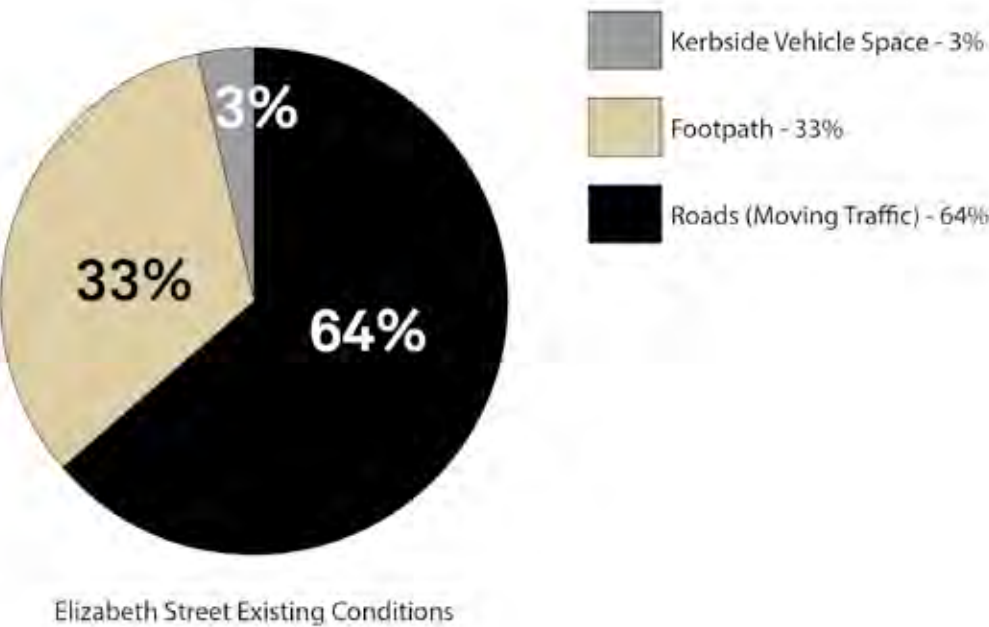
Existing street tree planting - 63



Additional street tree planting - 0

Total number of street trees - 63

% increase in tree canopy - 0



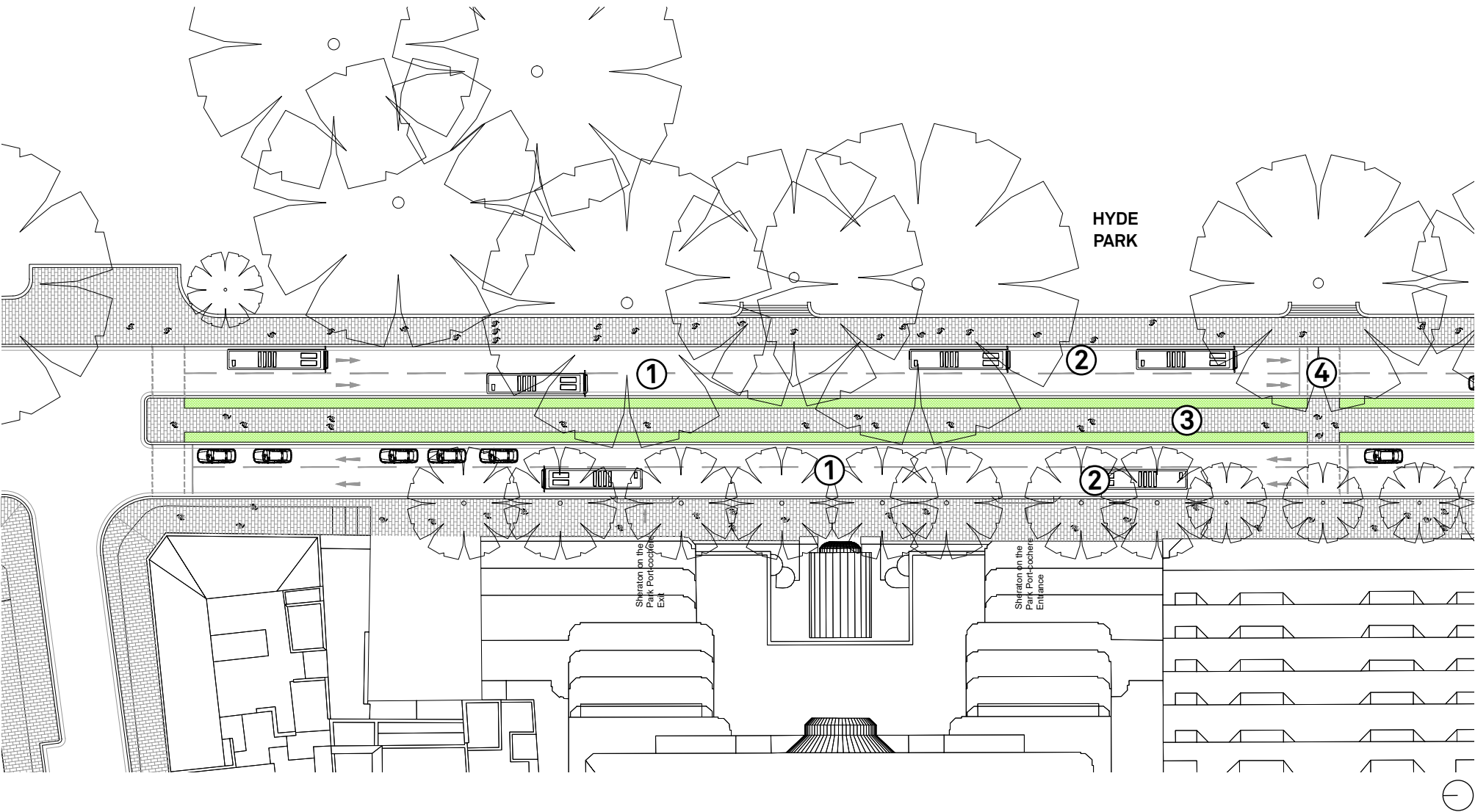






Elizabeth Street  
Concept (end state)

ALTERNATIVE SCENARIO -  
CENTRAL MEDIAN



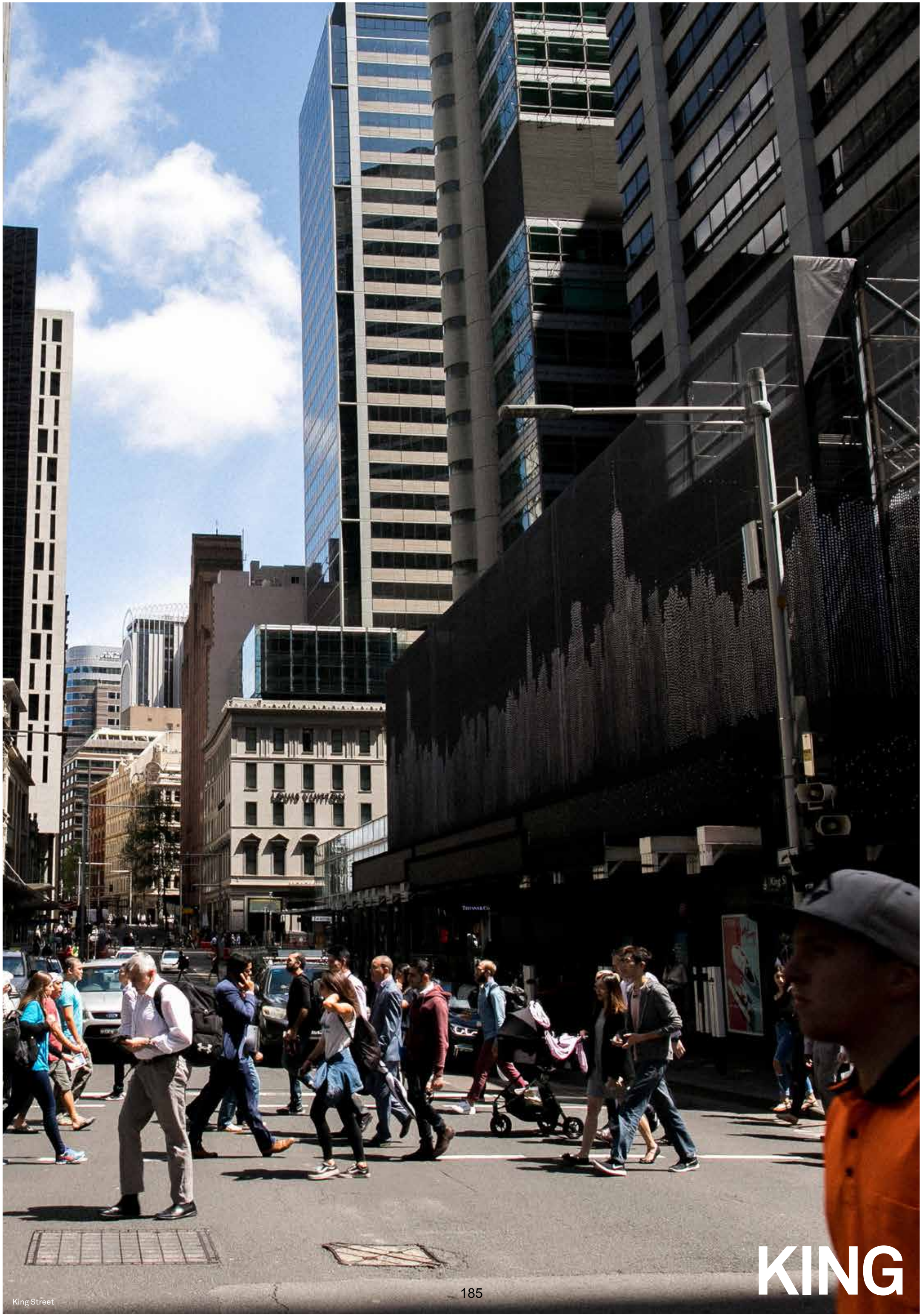
Public domain plan (end state) -  
Elizabeth Street  
Alternative scenario - Central median

- Legend**
- 1. Two lanes of moving traffic (one lane north and one lane south)
  - 2. Dedicated bus lanes (north and south)
  - 3. Creation of central median
  - 4. Additional mid-block crossing











## King Street

### Poetics of place



Landmark Architecture



Beautiful details and compositions



Bustling pedestrian crossings



King Street  
Poetics of place

Queens Square - St James Cathedral. Green spire against blue sky.

Dior, Chanel.

Intricate facades and small architectural details.

What's in a name?

King Street  
Philip Gidley King, (1758-1808), Governor, NSW, 1800-1806. Named by Macquarie in 1810.



Governor Philip Gidley King



At Elizabeth

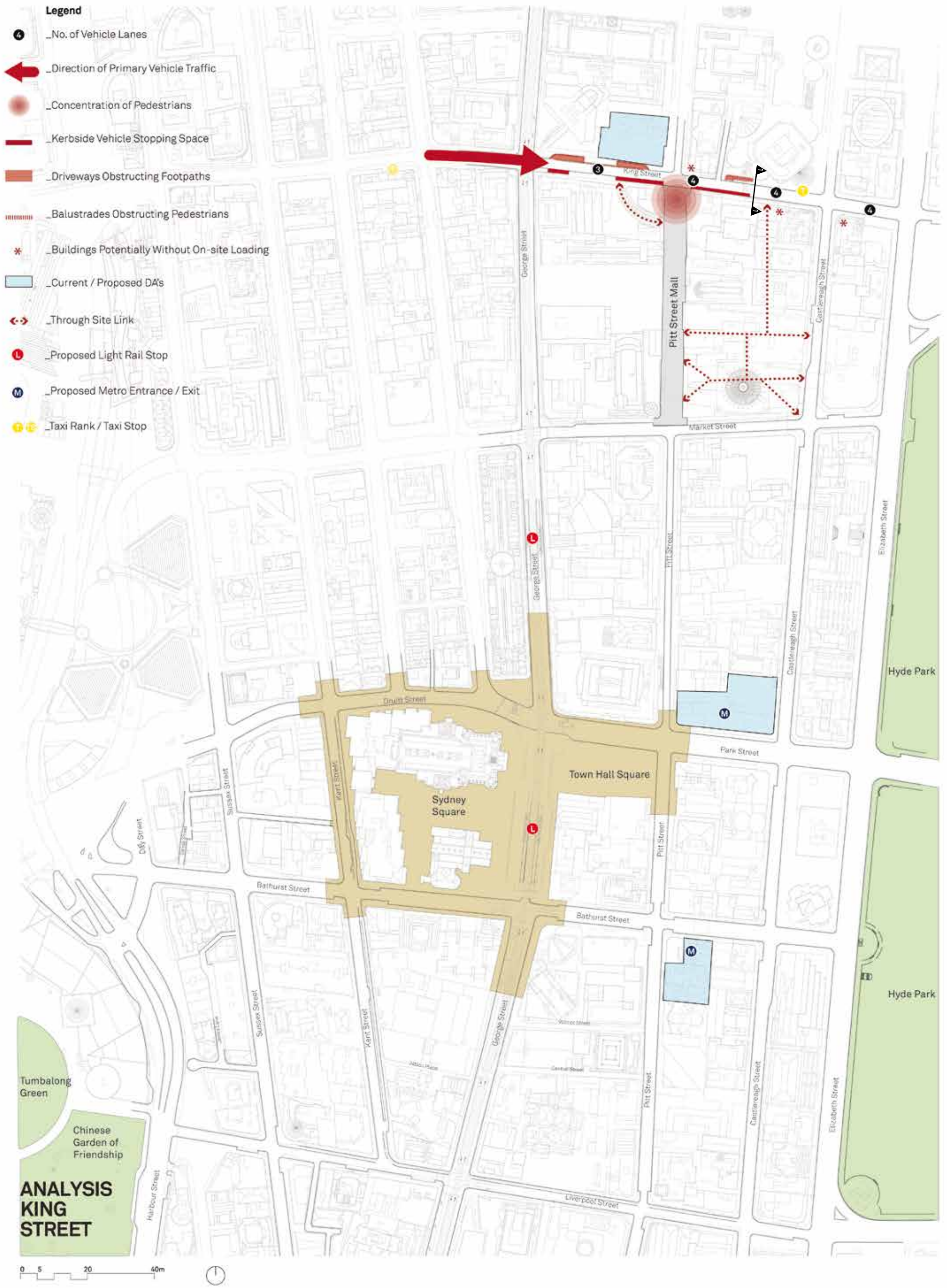


At Castlereagh



At Pitt





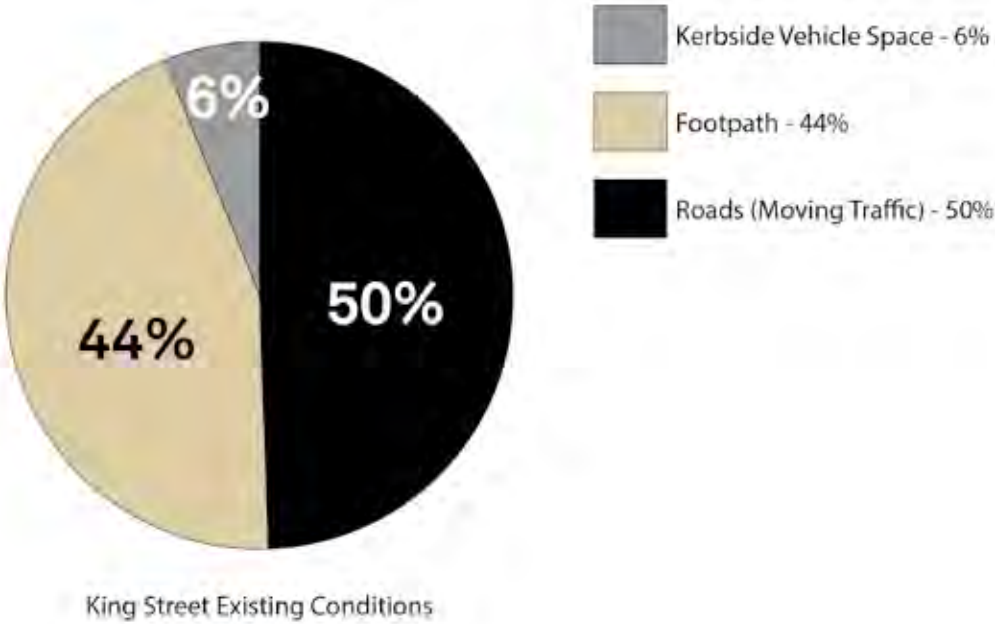
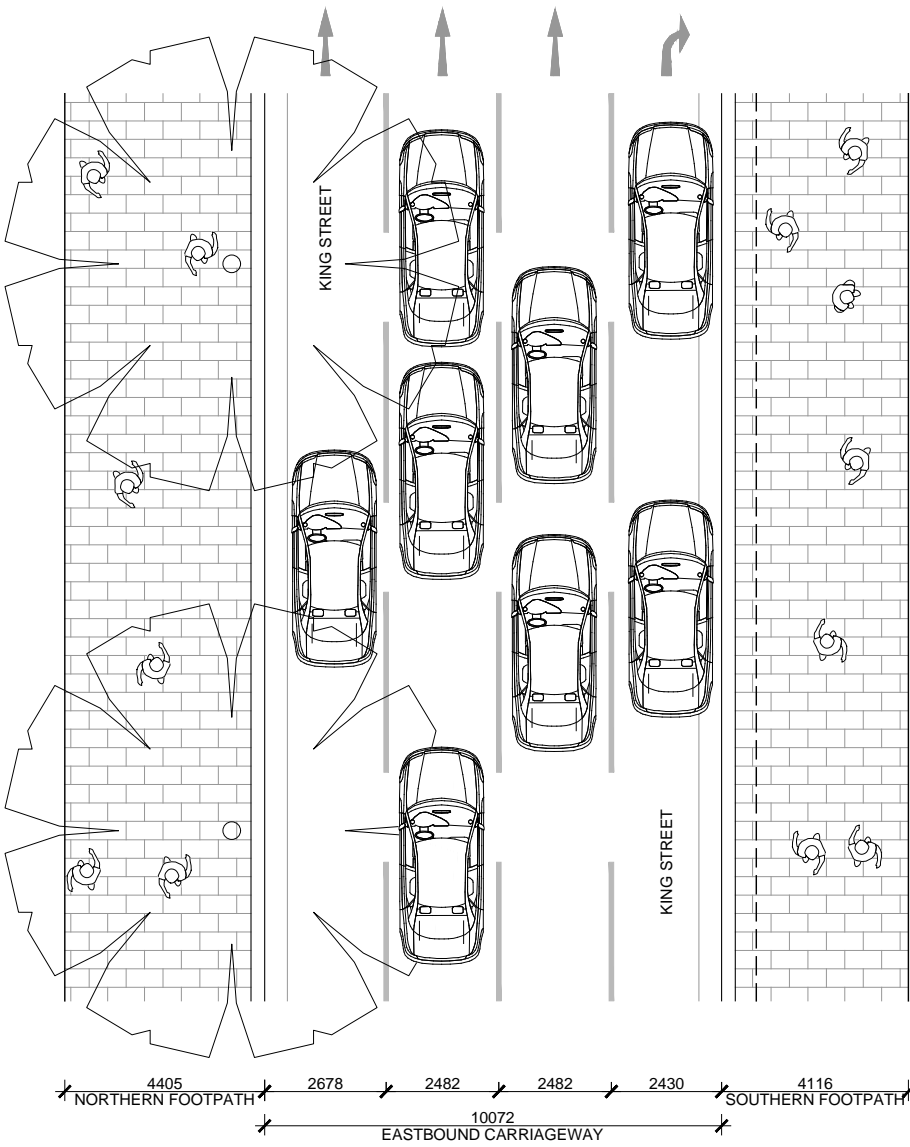
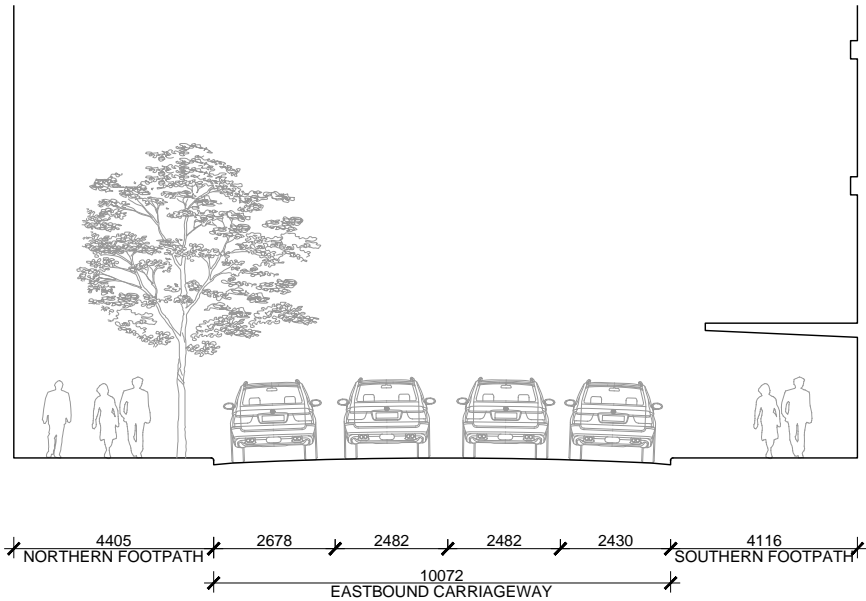


King Street

Existing street condition

- \_4 lanes of traffic - eastbound
- \_Kerbside vehicle spaces - 20
- \_Current footpath area - 2,839m<sup>2</sup>
- \_Typical footpath width:  
Northern footpath - 4.0m  
Southern footpath - 4.0m
- \_Number of existing street trees - 11

Section 1 - Existing street condition









The proposed scheme reconfigures the existing street to create an expanded footpath on the streets southern side. This expansion not only creates additional footpath space for pedestrian movement but also allows for the integration of additional public realm features, such as tree planting and seating to create street moments for stopping and respite.

Key things to improve

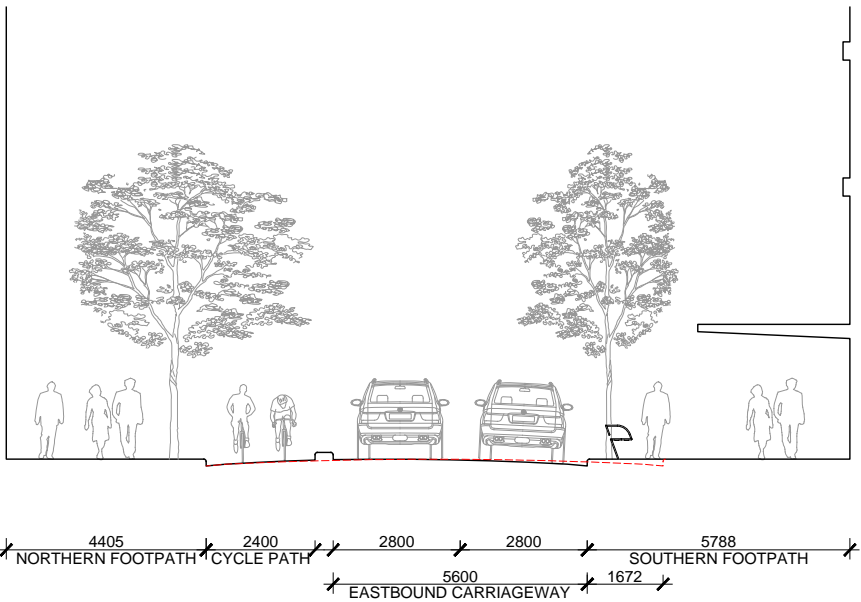
- 1. Re-balance the priority of the street
  - \_ Less vehicles - two lanes of moving traffic
  - \_ Remove - right turn lane into Castlereagh
  - \_ Remove - the former taxi rank (Telstra)
- 2. New places to pause
  - \_ New street moments created up and down the street - clusters of seats/seating elements - stop, pause
  - \_ Tree planting - in groups and clusters
  - \_ Creating space at the street corners to look-up
- 3. Better footpaths
  - \_ Wider footpaths - favouring southern edge
  - \_ Footpath priority at lanes and driveways eg Lees Court
- 4. King meets Queen
  - \_ Re-establish the connection to Queens Square

Other improvements

- \_ Cycleway connection - from Castlereagh joining Pitt

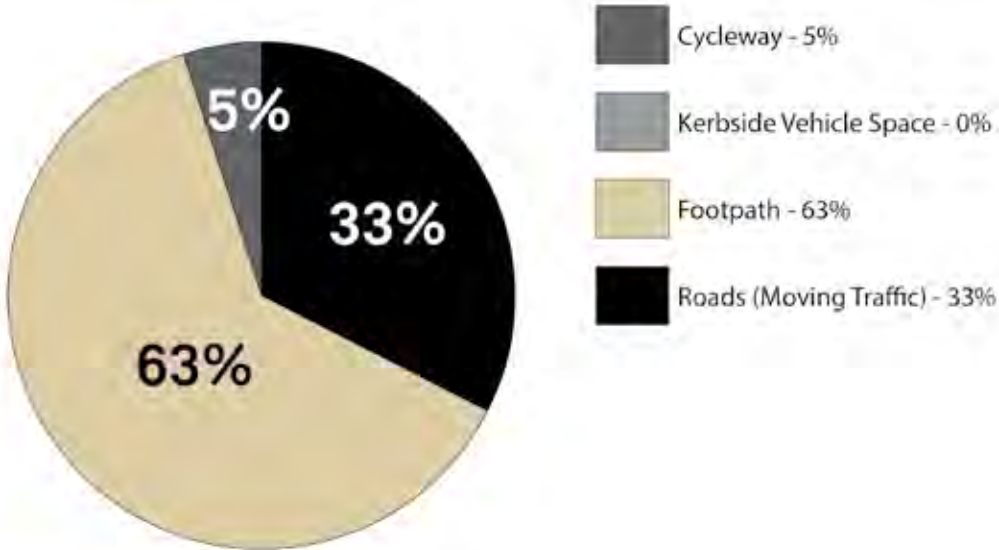
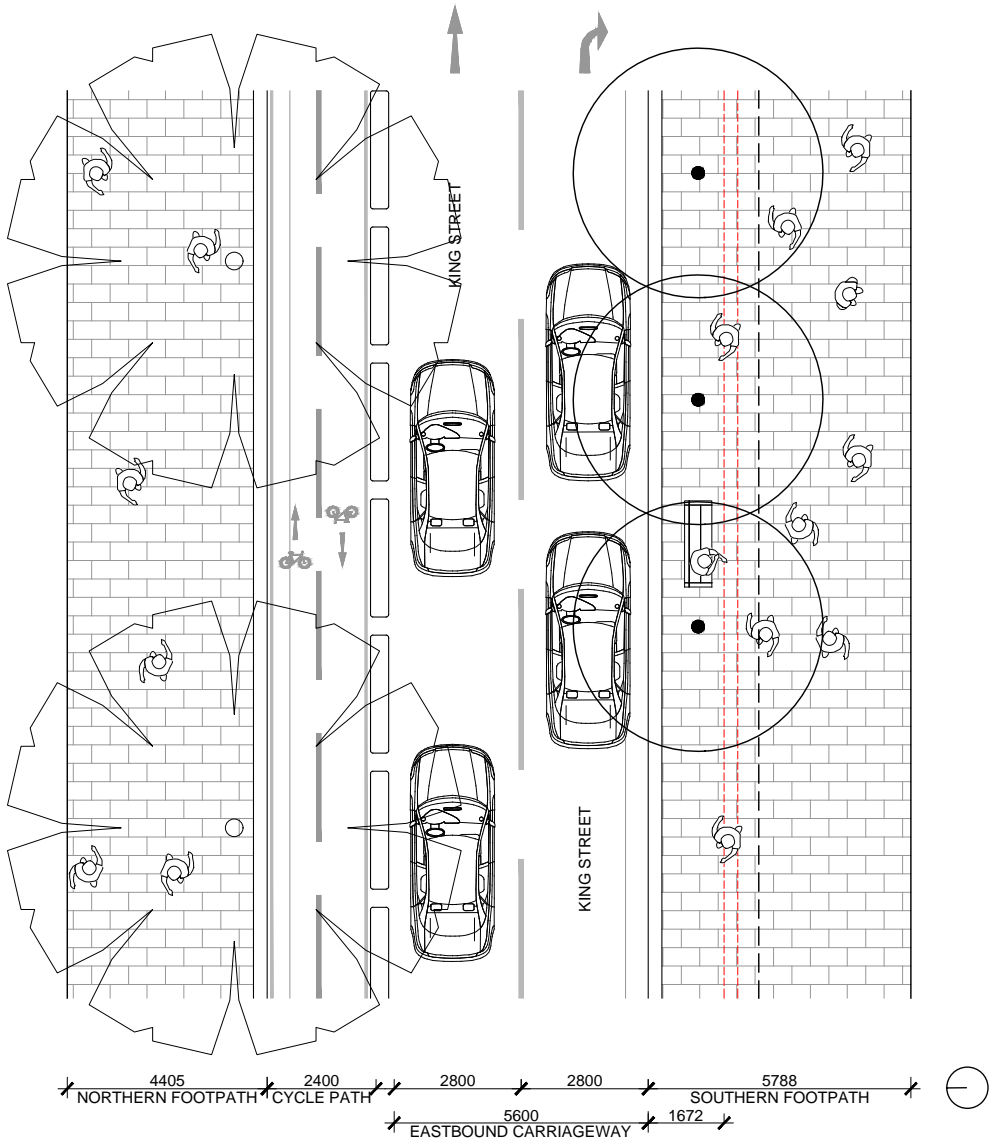


Section 2 - Proposed street condition



Proposed street condition

- \_ Expanded footpath
- \_ Proposed footpath area - 3,931m<sup>2</sup> (creating an additional 1,092m<sup>2</sup>)
- \_ Creation of street spaces - seating and tree planting
- \_ Cycle lane - linking to Pitt Street/ Castlereagh Street
- \_ New tree planting
- \_ Number of proposed street trees - 25
- \_ Removal of all kerbside vehicle spaces

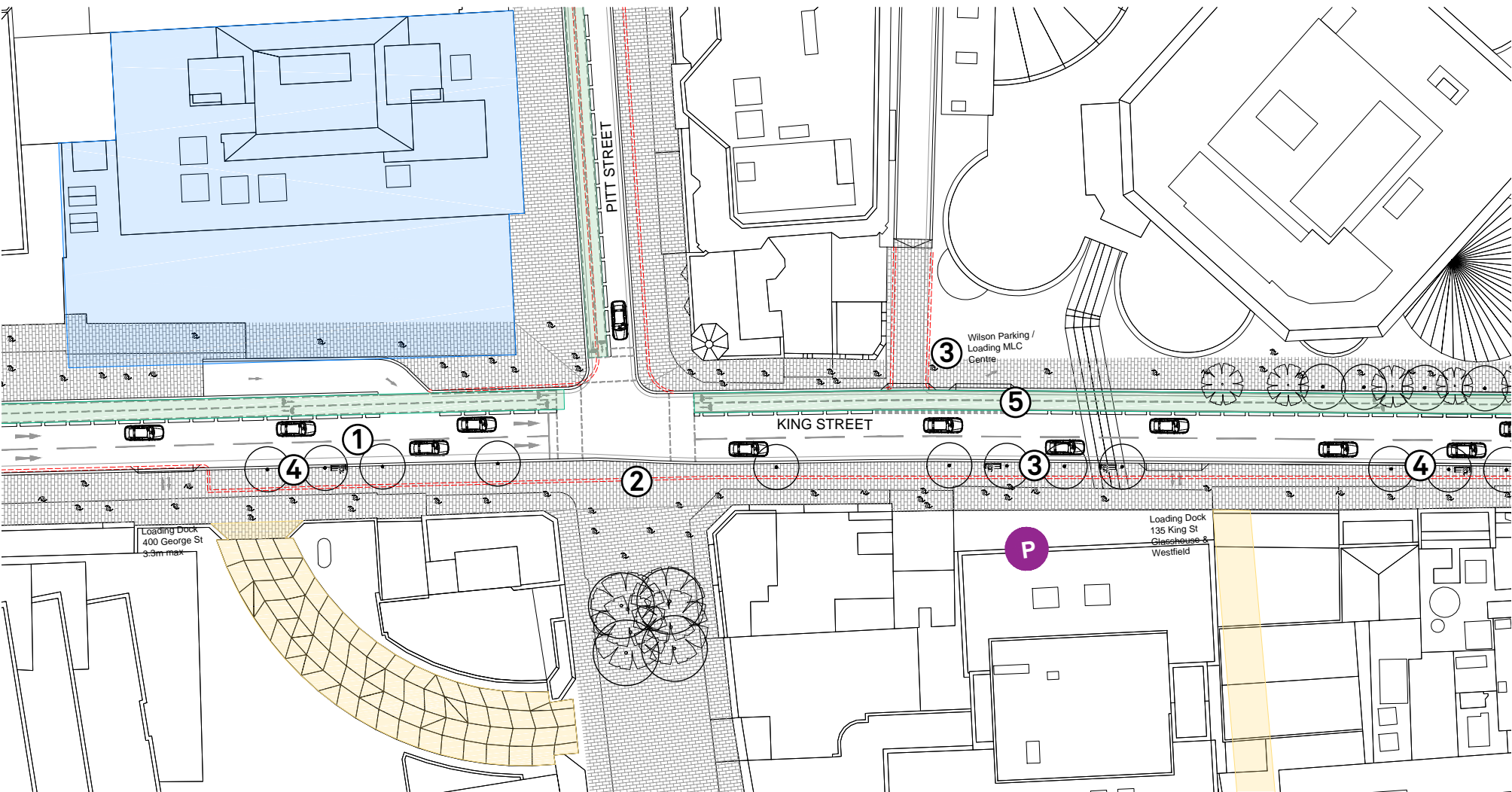


King Street Proposed Conditions



King Street  
Concept (end state)

MAKING SPACE FOR WINDOW SHOPPING AND STOPPING



Public domain plan (end state) - King Street

- Legend
- 1. Two lanes of moving traffic (eastbound)
  - 2. Additional footpath space to southern footpath
  - 3. Creation of street spaces - seating and tree planting
  - 4. Additional street tree planting
  - 5. Cycle lane - linking to Castlereagh Street/Pitt Street







## King Street Concept (end state)

## MAKING SPACE FOR WINDOW SHOPPING AND STOPPING

### Public domain gains:

Additional footpath - 1,092m<sup>2</sup>

Existing street tree planting - 11

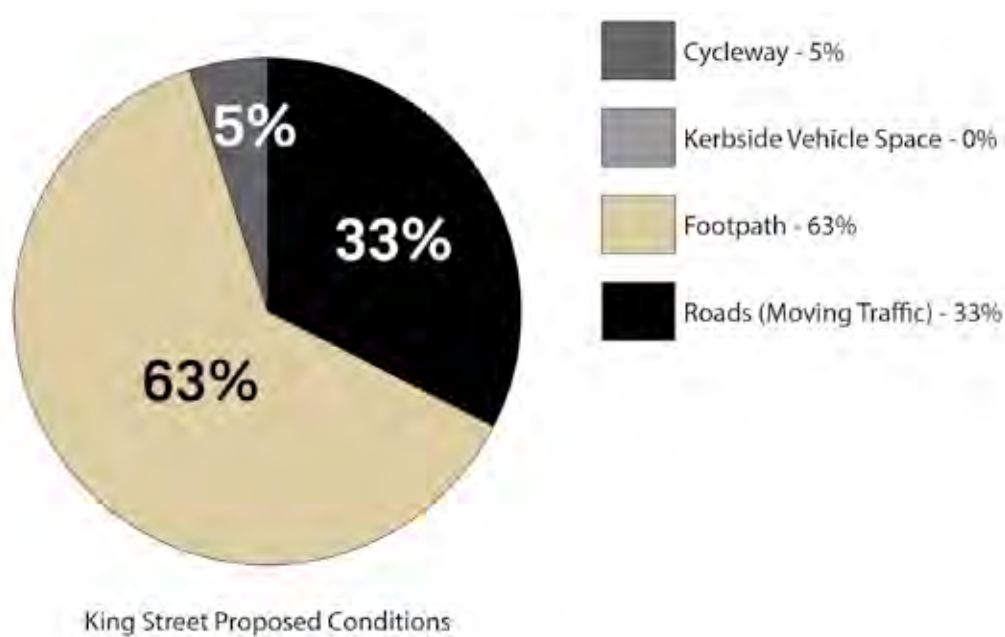
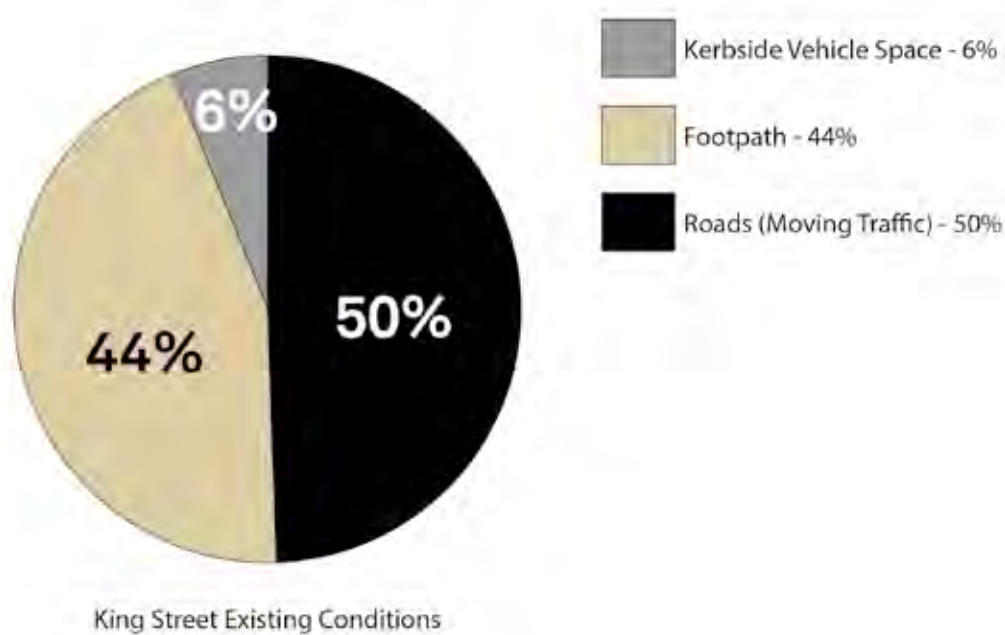


Additional street tree planting - 25



Total number of street trees - 36

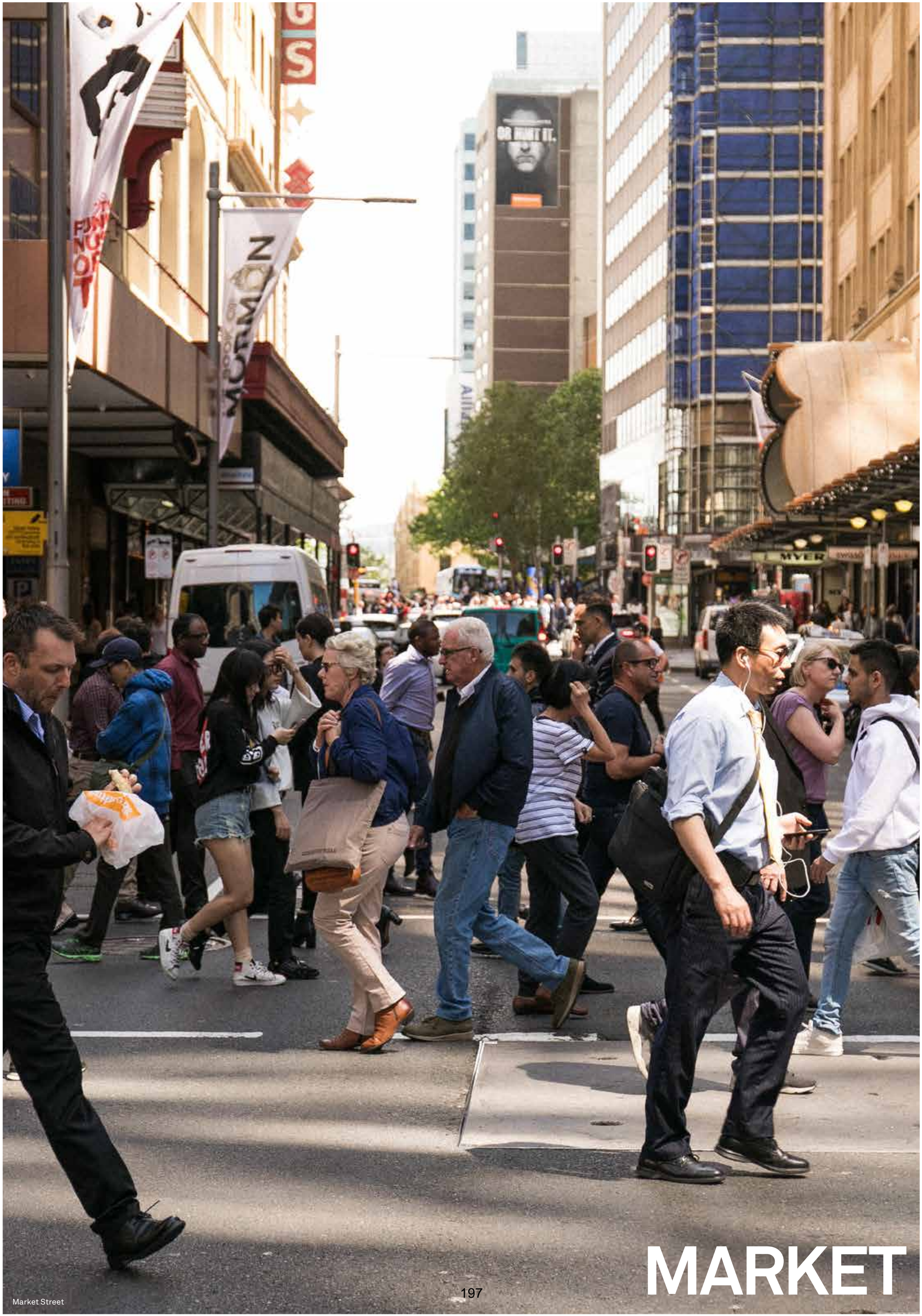
% increase in tree canopy - 127%



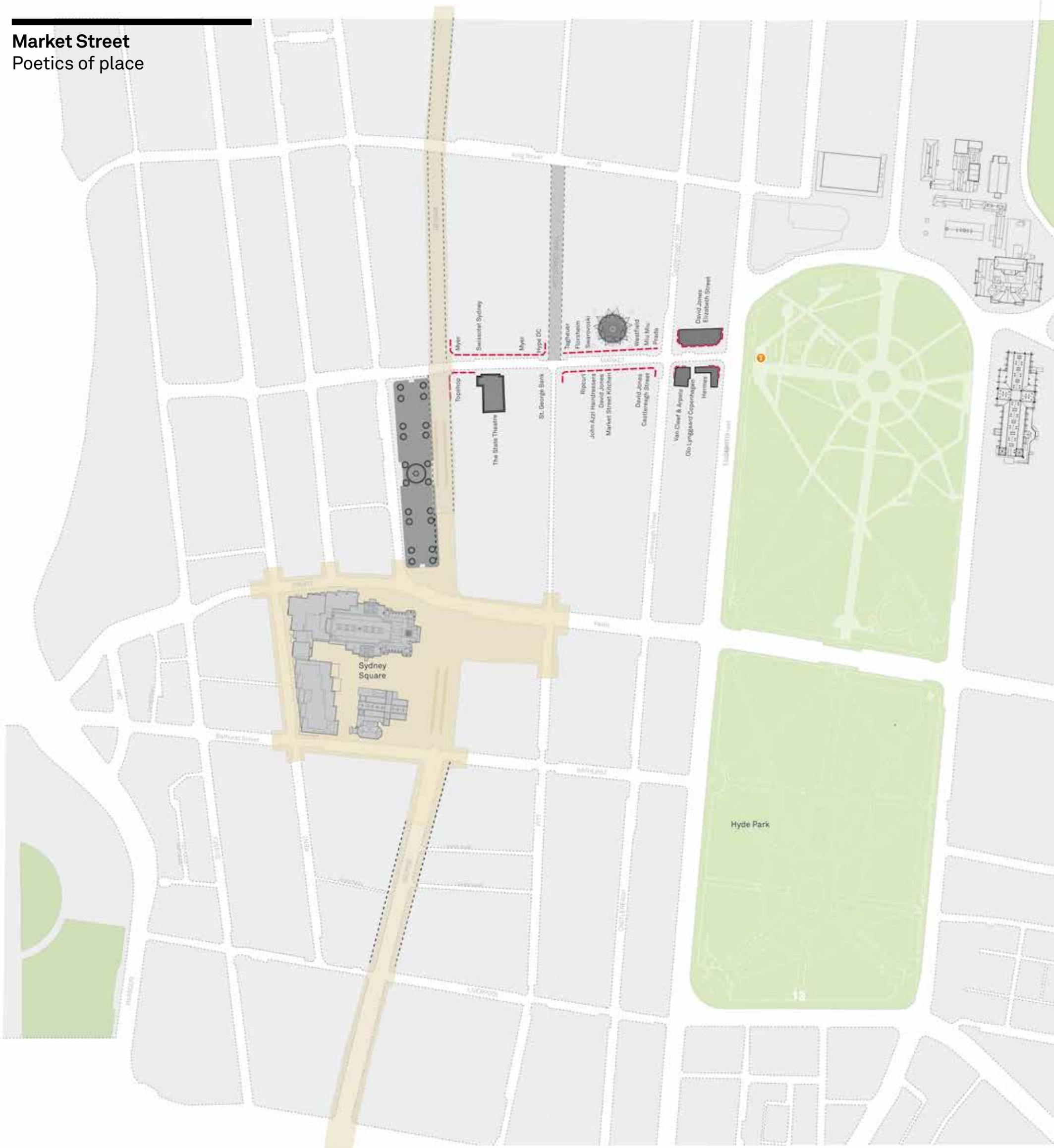














**Market Street**  
Poetics of place

**Market Street - always a  
hive of activity. Pedestrian  
movement in all directions  
and at a brisk pace - up and  
down, in and out of arcades  
- always purposeful.**

**Lots of crisscrossing - David  
Jones, Pitt Street Mall -  
back and forth.**

**A steady stream of  
pedestrians in and out of St.  
James station.**

**Window displays -  
Christmas and spring floral.  
Crowds fill the street,  
shuffling sideways from  
window to window.**

**High end - Hermes,  
Van Cleef & Arpels, Ole  
Lynggaard Copenhagen, Miu  
Miu, Prada, Tag Heuer.**

**Pitt Street Mall - the  
city’s historic shopping  
heart, bustling with retail  
activity - David Jones, Myer,  
Westfield - mass appeal.**

**A long view to the Cathedral.**

**What’s in a name?**

**Market Street**  
Named by Macquarie in 1810 when he  
announced his intention to build new  
markets here, fronting George Street (QVB  
site).  
Market Street connected with the City  
Council’s market wharf on Darling Harbour.

**Context narrative**

**Along Market**  
Hustle and bustle  
State Theatre - all black and chrome -  
reflections of passing pedestrians  
“William Chatner - The Return Down Under”  
- flashing lights, two concierge

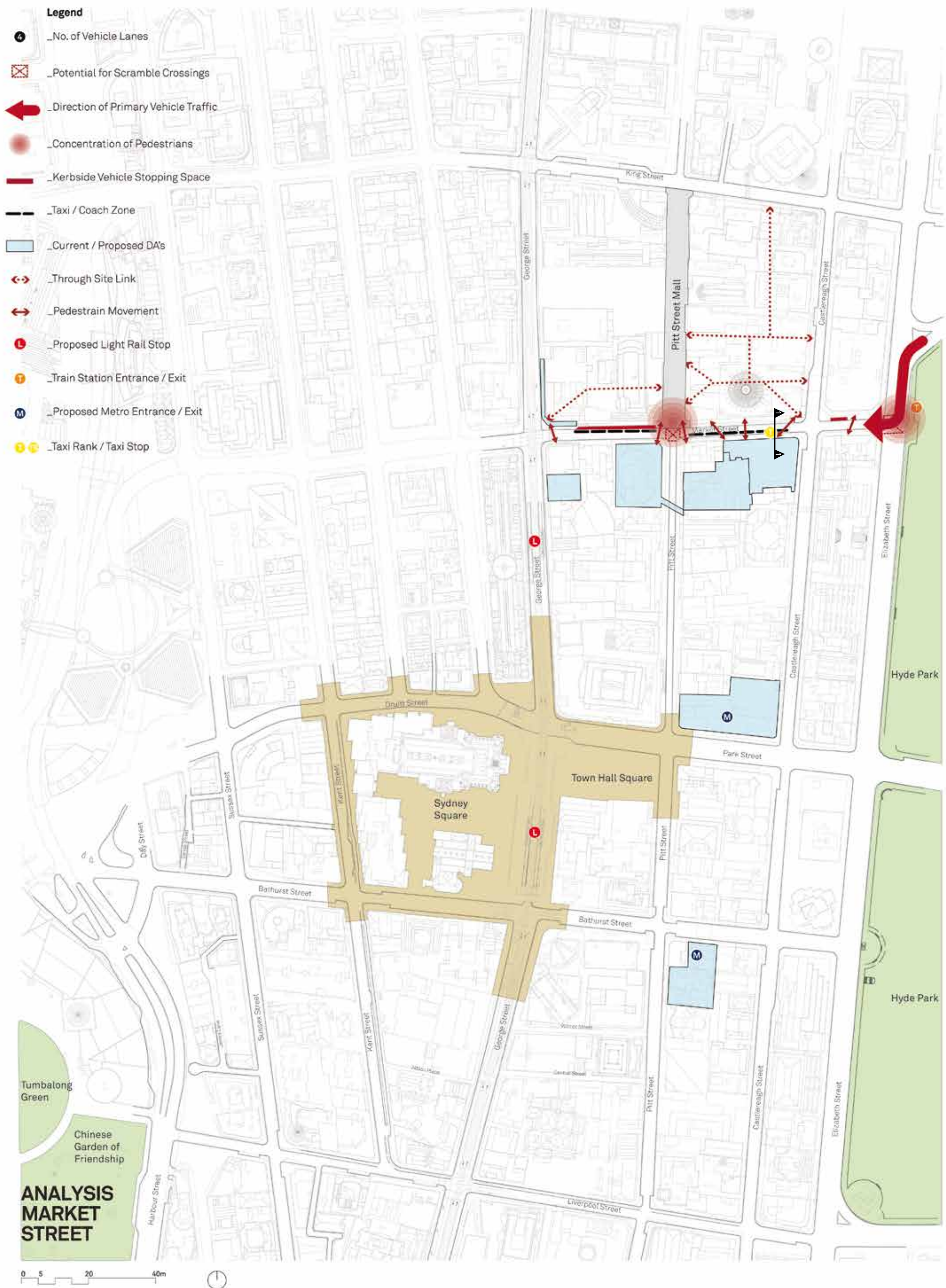
**At Elizabeth**

David Jones, Hermes - window displays  
A scramble crossing  
A view to the Cathedral beyond

**At Castlereagh**

Prada, Mui Mui - above a patterned glass  
awning.  
A busker and his dog.  
David Jones Mens, David Jones Women  
Van Cleef & Arpels







Market Street  
Existing street condition

Existing street condition

- \_ Typically 4 lanes of traffic
- \_ Kerbside vehicle spaces - 29
- \_ Current footpath area - 3,088m<sup>2</sup>
- \_ Typical footpath width:
  - Northern footpath - 6.2m
  - Southern footpath - 4.5m
- \_ Number of existing street trees - 6

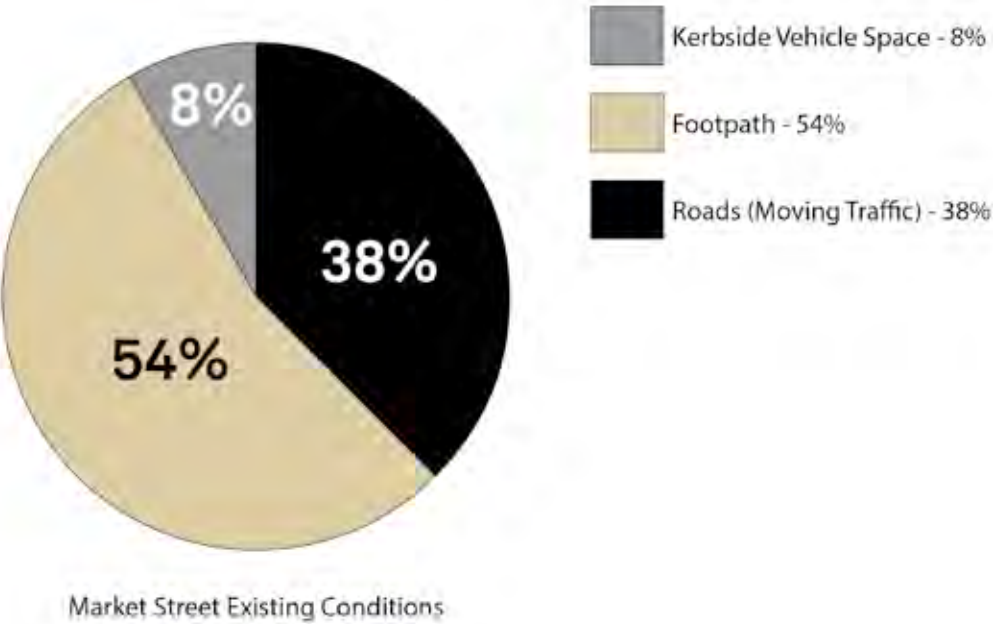
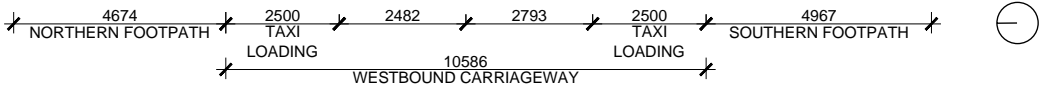
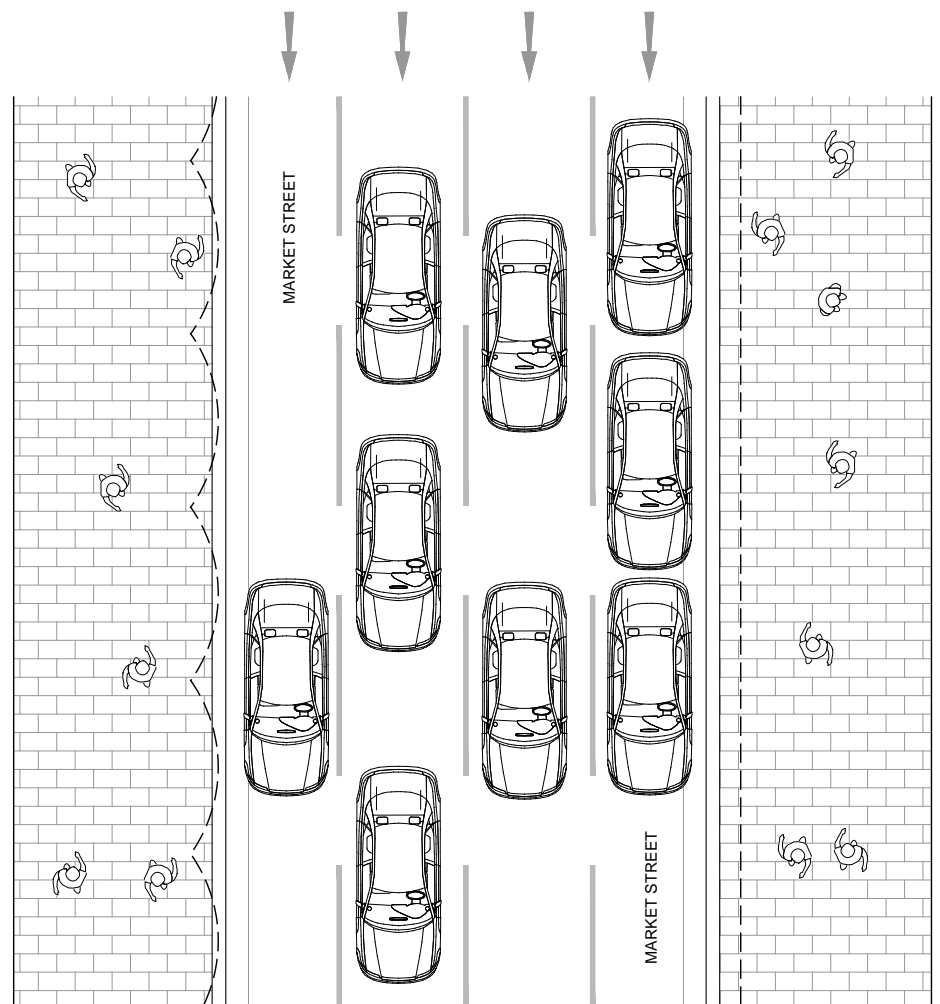
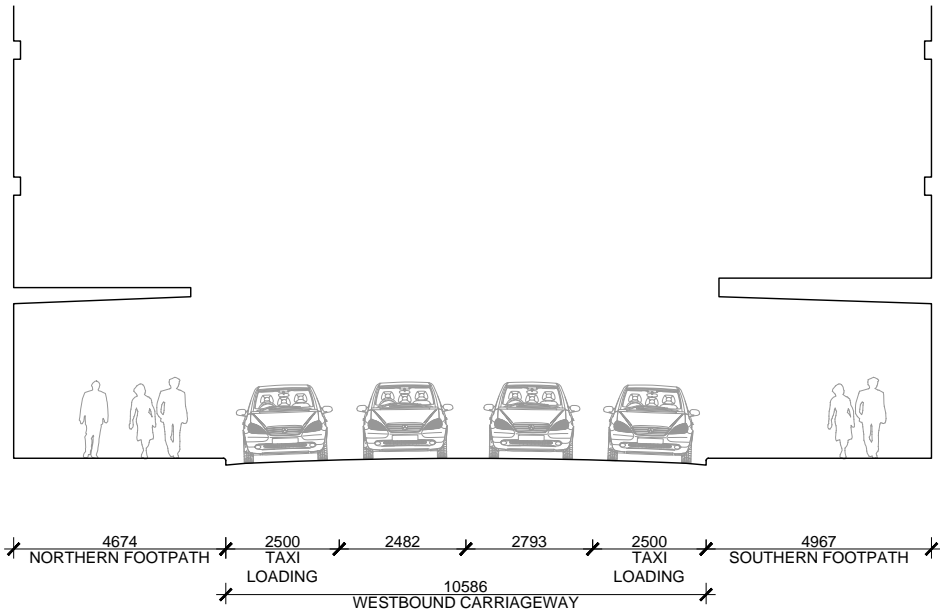
Opportunities

- \_ Removal/reduction in taxi ranks
- \_ Assuming 2.8 metre carriageway width
- \_ Create a consistent 2 lanes of moving traffic
- \_ Declutter - removal of all fixed furniture

Key issues

- \_ Footpath width - high pedestrian activity

Section 1 - Existing street condition









Market Street  
Existing street condition



02

- 01 The street is choked with vehicles
- 02 In and out of Pitt Street Mall - a hive of pedestrian activity, no matter the time of day
- 03 No space to move - street clutter reduces the width of an already narrow footpath!



03



Market Street  
Existing street condition



- 01 Footpath is full with pedestrians and street clutter
- 02 Market Street at George Street Intersection
- 03 No space to move - street clutter reduces the width of an already narrow footpath!





Market Street  
Existing street condition

Existing street furniture and urban elements









The proposed scheme reconfigures the existing street to re-balance the priority of the street - from traffic-choked to generous pedestrian artery. The number of lanes of moving vehicles has been reduced and kerbside vehicle spaces have been reduced and consolidated. This additional space has been transferred to the pedestrian through an expanded footpath on the streets northern side. Additional footpath space has been created by removing street clutter and consolidating the number and location of public realm elements.

- Key things to improve
1. Re-balance the priority of the street

\_Less vehicles - two lanes of moving traffic

2. De-clutter

\_Removal of all fixed furniture - consolidation of poles and signage, line markings rather than poles

3. Creating more space for pedestrians

\_Wider footpaths - favouring northern edge

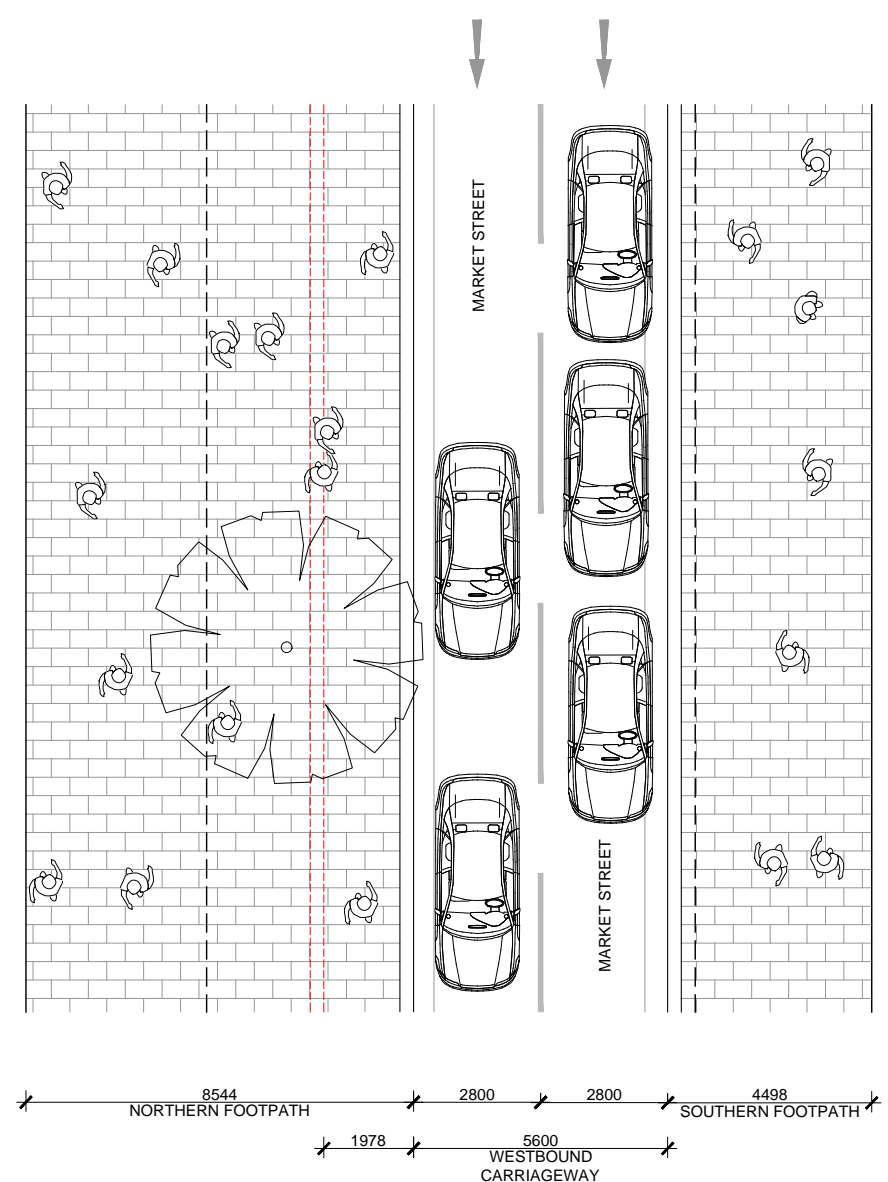
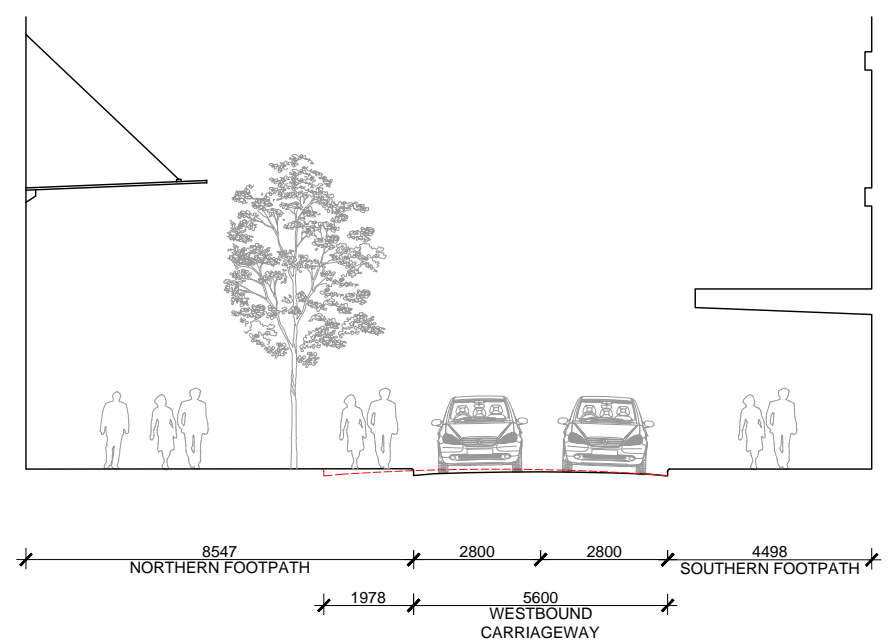
4. Criss-cross

\_Addition of scramble crossings at all street corners to facilitate better cross connections



## MAKING SPACE TO MOVE ALONG MARKET

### Section 3 - Proposed street condition



**Public domain plan (end state) -  
Market Street (Castlereagh to Pitt)**

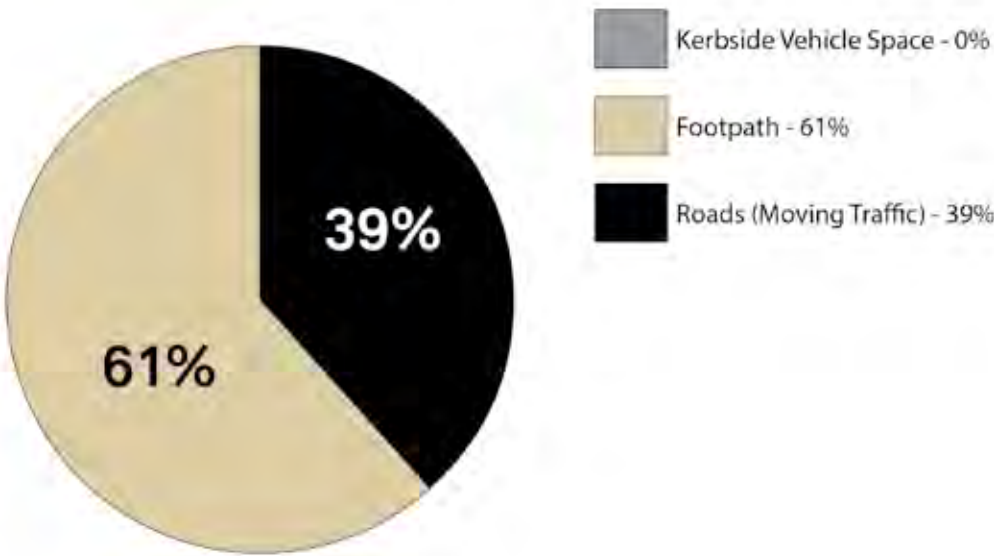
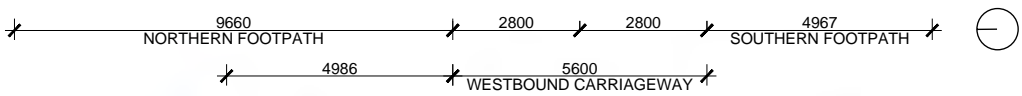
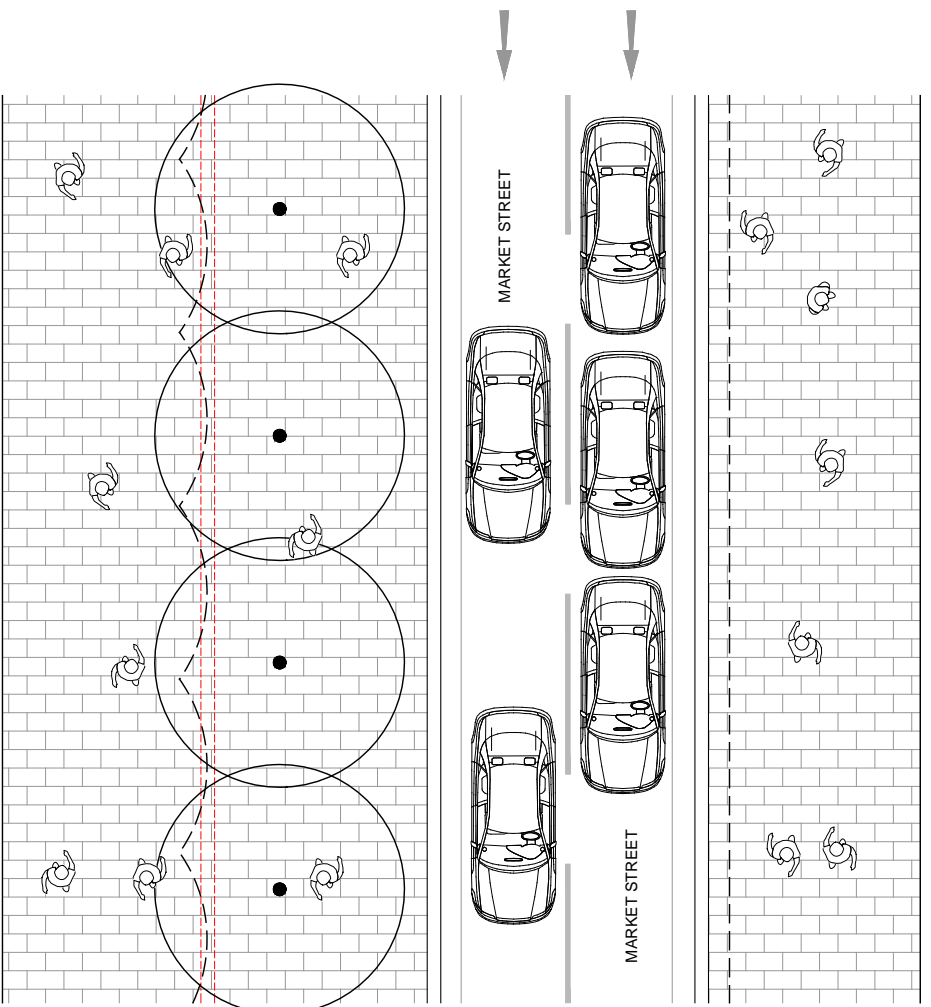
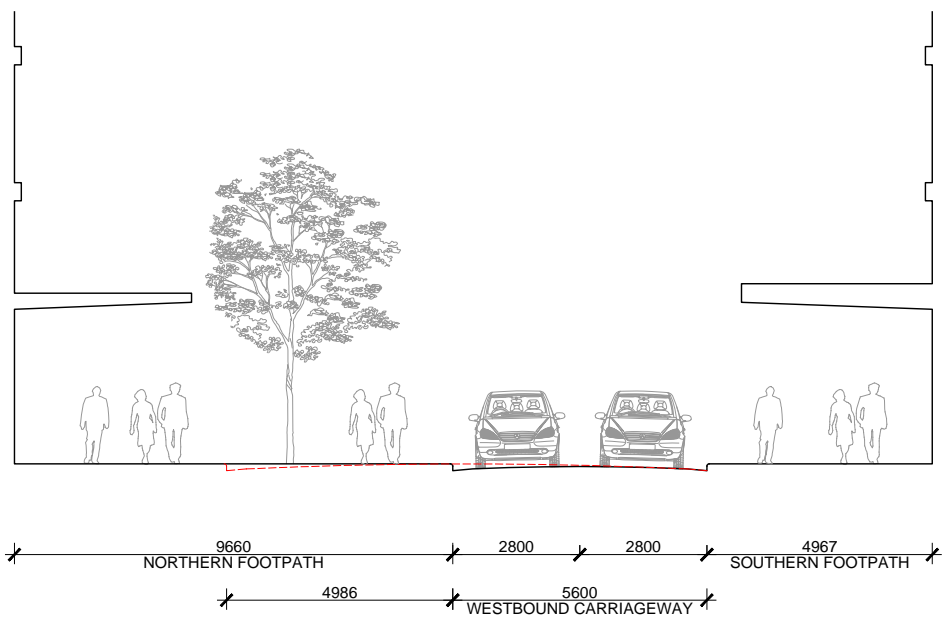


Market Street  
Concept (end state)

Proposed street condition

- \_Expanded footpath
- \_Proposed footpath area - 3,913m<sup>2</sup> (creating an additional 825m<sup>2</sup>)
- \_New tree planting
- \_Number of proposed street trees - 17
- \_Kerbside vehicle spaces - 2 (taxi spaces)

Section 4 - Proposed street condition



Market Street Proposed Conditions



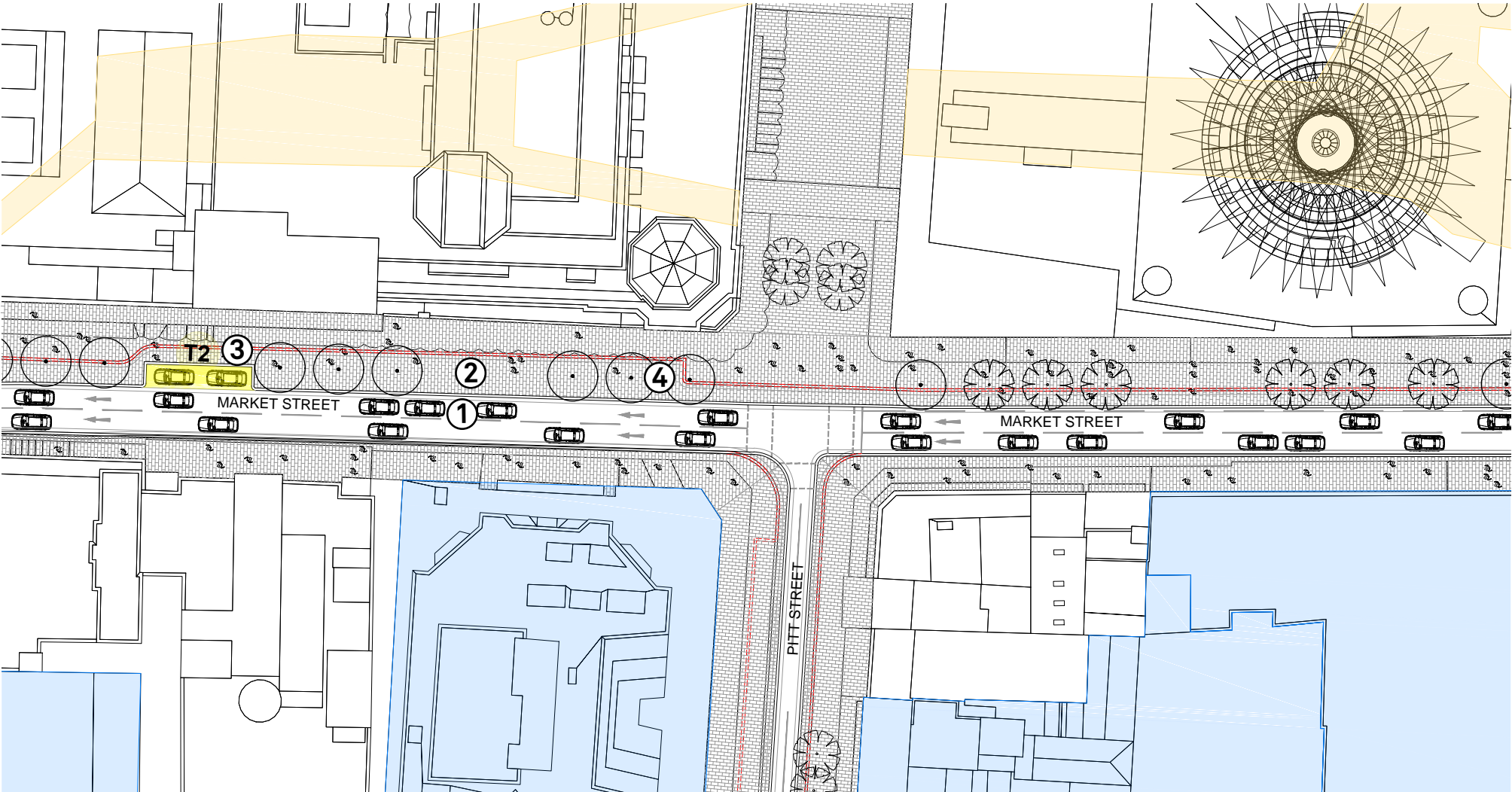


View - Looking east towards Castlereagh Street from 55 Market (11am)



Market Street  
Concept (end state)

MAKING SPACE TO MOVE ALONG MARKET



Public domain plan (end state) -  
Market Street

- Legend**
- 1. Two lanes of moving traffic (westbound)
  - 2. Additional footpath space (northern street edge)
  - 3. Two kerbside vehicle spaces (indented kerb arrangement) - intended for taxi's only
  - 4. Additional street tree planting - to create a continuous canopy (northern street edge)



View along Market Street - looking east (from Topshop)



View along Market Street - looking west towards George Street (from Pitt Street Mall)





View - Looking west towards George Street from Pitt Street Mall (11am)



## Market Street Concept (end state)

## MAKING SPACE TO MOVE ALONG MARKET

### Public domain gains:

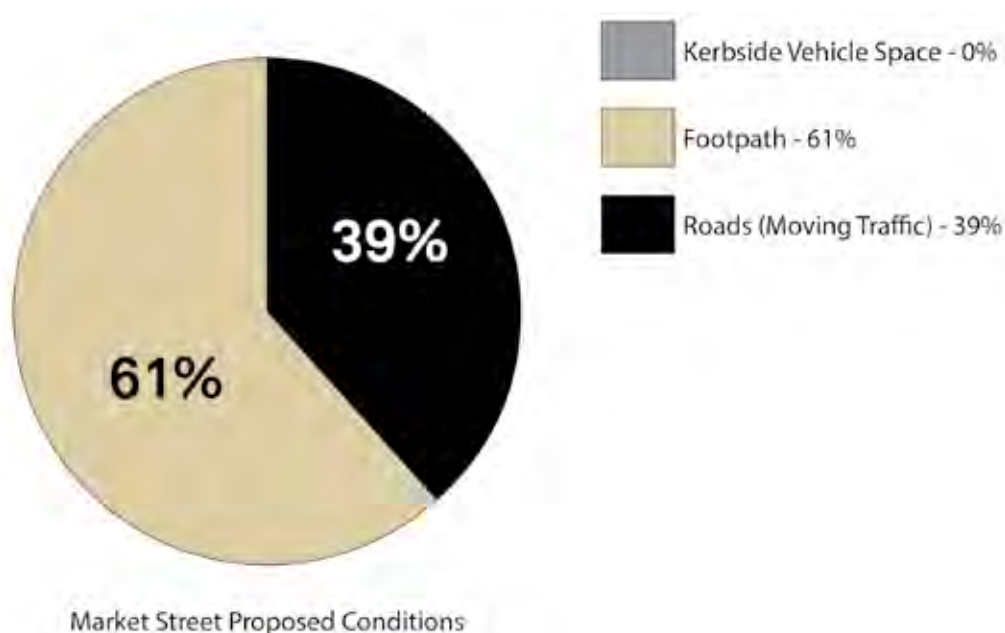
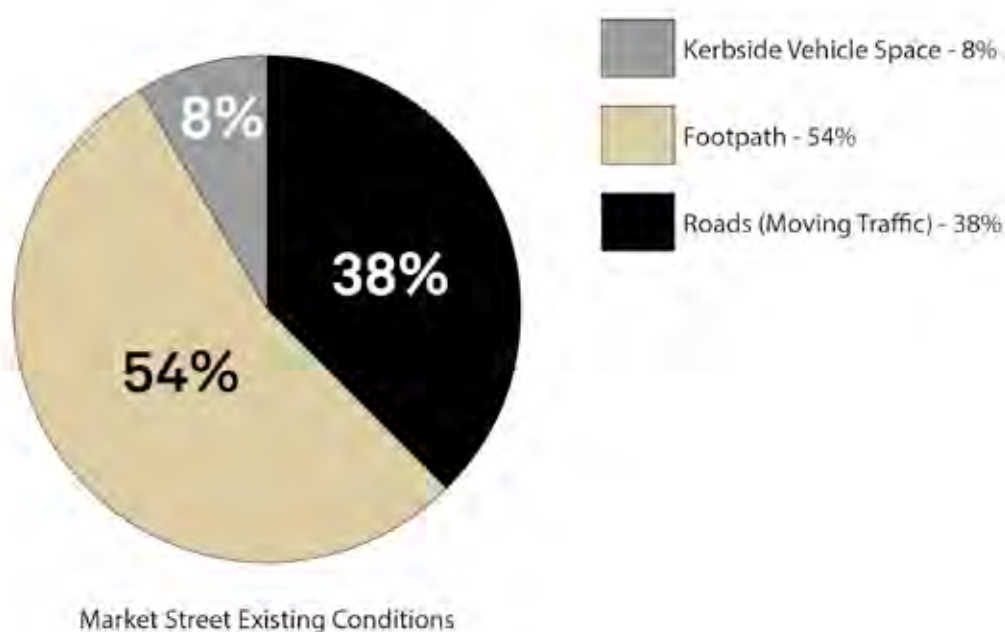
Additional footpath - 825m<sup>2</sup>

Existing street tree planting - 6  

Additional street tree planting - 17    

Total number of street trees - 23

% increase in tree canopy - 183%





# Legend

Opportunity for Timed street Closures



Tumbalong Green

Chinese Garden of Friendship

SHORT TERM OPPORTUNITIES MARKET STREET



## Market Street Concept (short term)

## SHORT-TERM OPPORTUNITIES

### Short-term opportunities include:

- \_Lunchtime closure of street, creating additional 'peak hour' public space
- \_Managed furniture



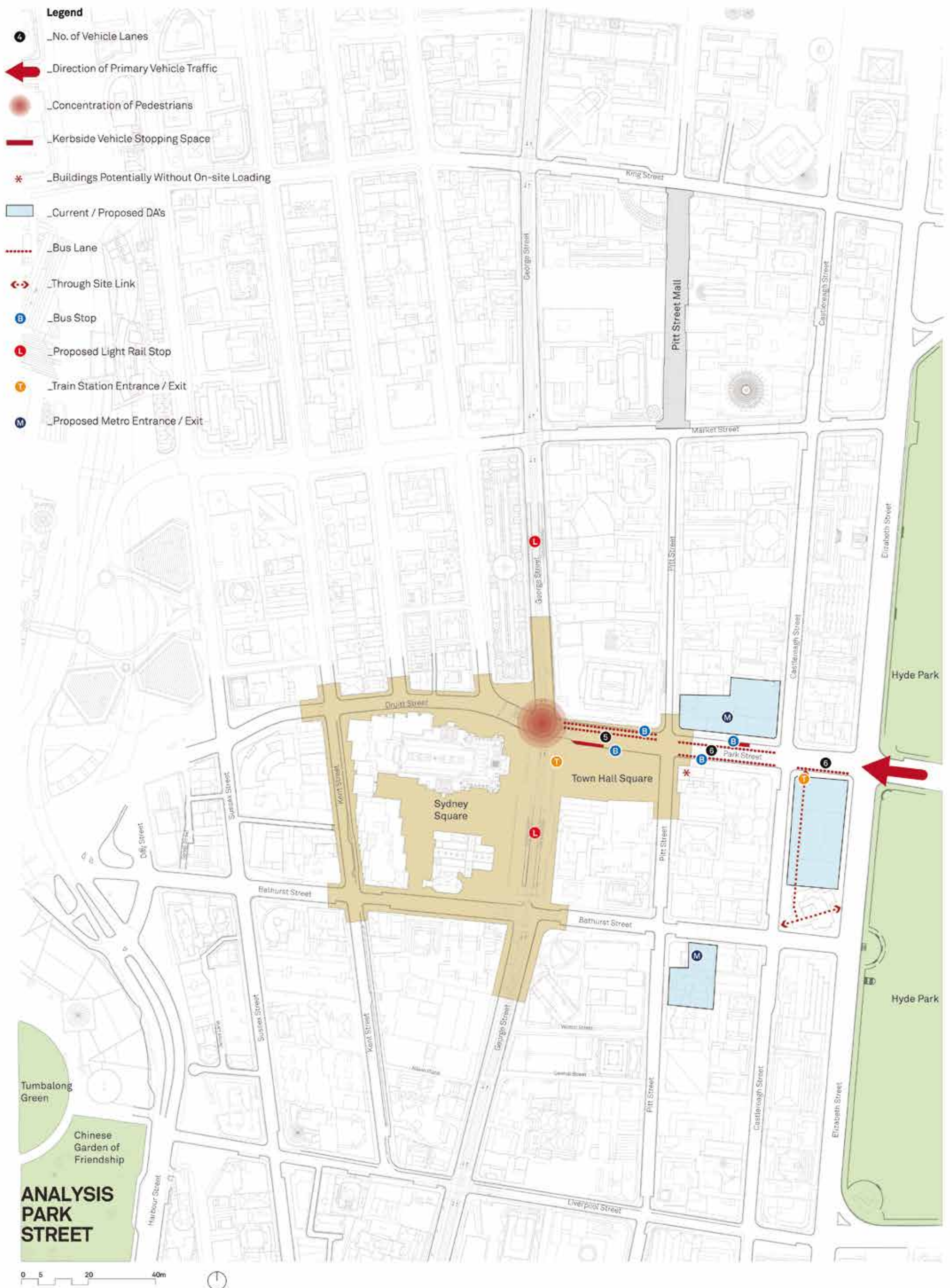














Park Street

Existing street condition

- \_Kerbside vehicle spaces - 4
- \_Current footpath area -
- \_Number of existing street trees - 29









The proposed scheme reconfigures the existing street to invite a connection between Hyde Park and the proposed Town Hall Square. A central green median showcases this connection and establishes Park Street as a grand, green east-west boulevard from Hyde Park into the heart of Sydney

- Key things to improve
1. Re-balance the priority of the street

\_Consolidation of lane widths (consistency)

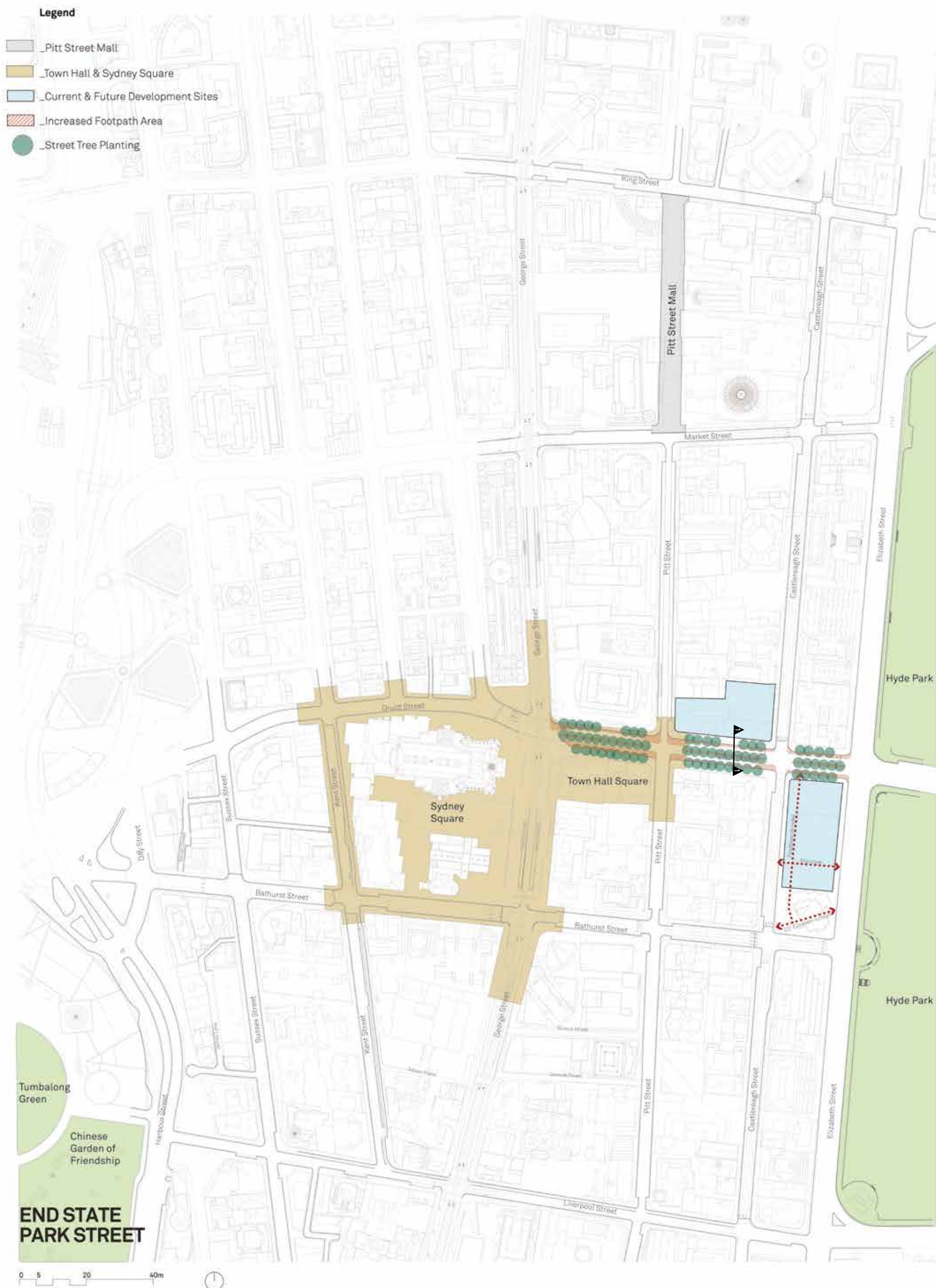
\_Footpath widening (where possible)

\_If future bus operations allow, a further reduction in road space dedicated to buses should be sought to maximise greening and pedestrianisation
2. Connect the park and the square

\_Introduction of central planted median

\_Infill street tree planting to create a connected tree canopy







Park Street  
Concept (end state)









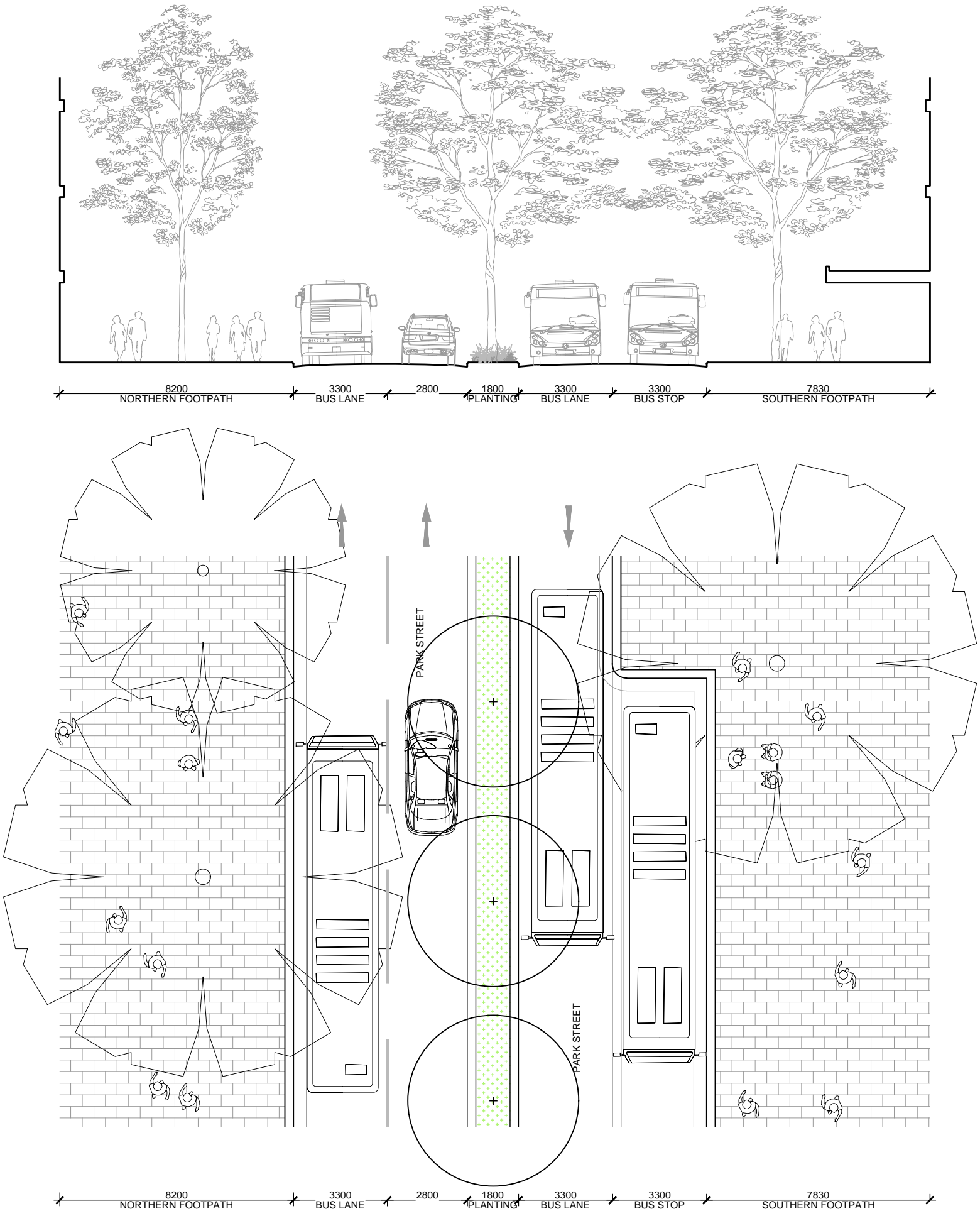
Park Street  
Concept (end state)

CONNECTING THE PARK AND THE SQUARE

Proposed street condition

- \_Expanded footpath
- \_Creation of central median
- \_New tree planting
- \_Number of proposed street trees - 31

Section 1 - Proposed street condition









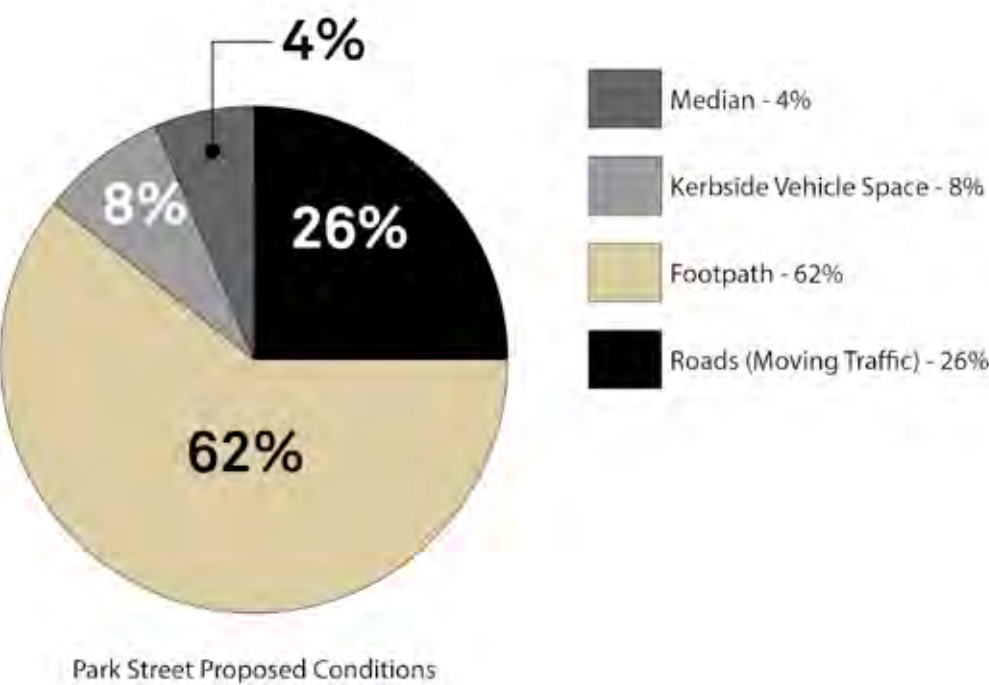
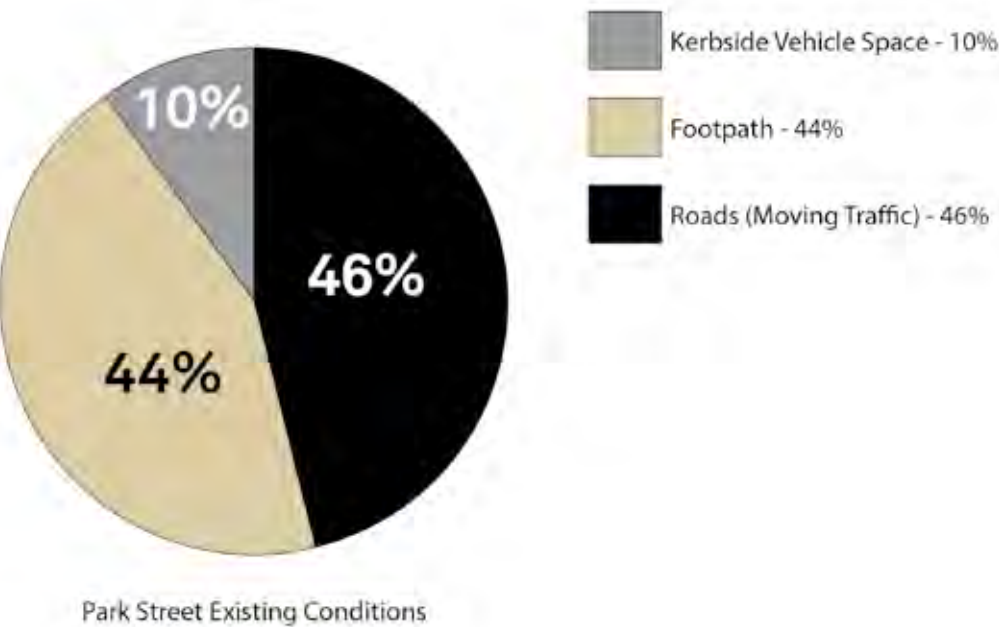
Public domain gains:

Existing street tree planting - 29

Additional street tree planting - 39

Total number of street trees - 68

% increase in tree canopy - 34%



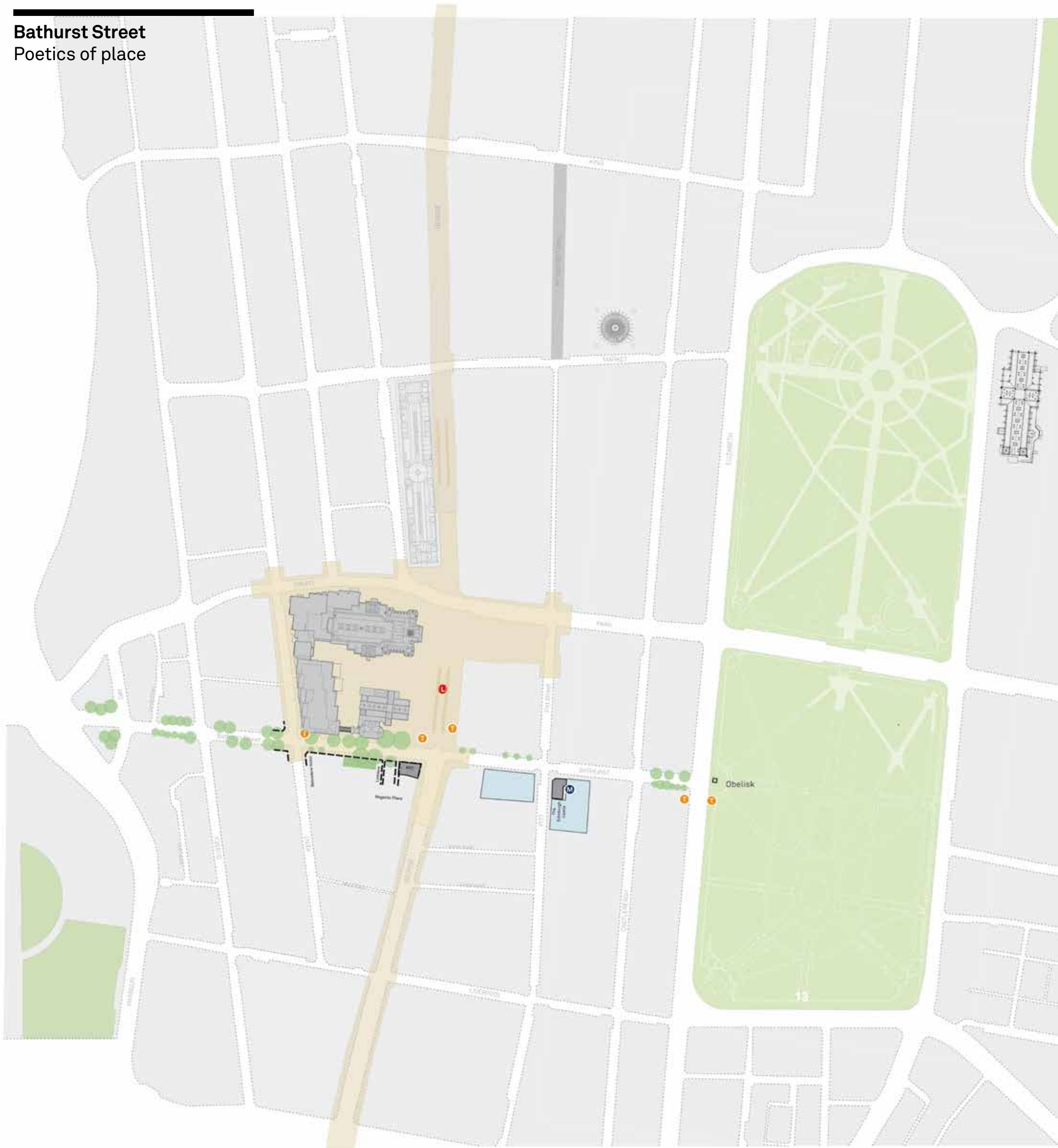














Bathurst Street  
Poetics of place

Along Bathurst

Hyde Park Obelisk - sphinxes and serpents adorn the sandstone base. Atop, a filigreed bronze pyramidion.

Planes, Brushbox, some Jacarandas (near St. Andrews Cathedral) line the street.

The Edinburgh Castle, KFC holds the corner at George

St Andrews Cathedral (Edmund Blacket) - a grand sandstone building - Gothic Revival - Perpendicular Style

Regents Place - slots for entrances.

Lumiere Apartments. A grand water feature greets you.



Henry, 3rd Earl of Bathurst (1762-1834), Secretary for War and the colonies 1812-27

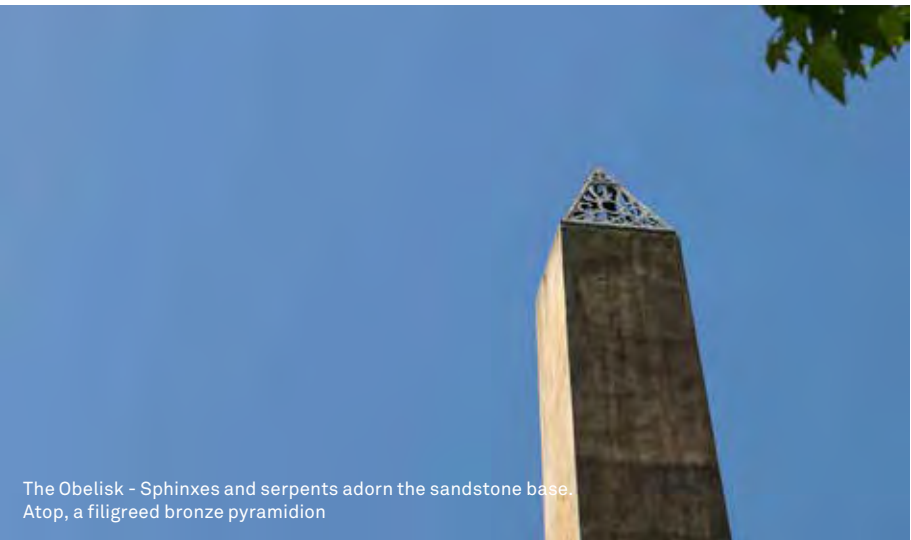
What's in a name?

**Bathurst Street**  
Henry, 3rd Earl of Bathurst (1762-1834), Secretary for War and the colonies 1812-27.

Context narrative

- Along Bathurst (East - West)**
- 1. Hyde Park Obelisk - Sphinxes and serpents adorn the sandstone base. Atop, a filigreed bronze pyramidion.
  - 2. Some good tree planting - Planes, Brushbox, some Jacarandas near St Andrews Cathedral
  - 3. The Edinburgh Castle
  - 4. KFC - corner at George - brick building
  - 5. St Andrews Cathedral (Edmund Blacket)
  - 6. A grand sandstone building - Gothic Revival - Perpendicular Style
  - 7. Regents Place - slots for entrances -
  - 8. Kent - Bathurst - 'outdoorsy' shops - camping and hiking
  - 9. Lumiere Apartments- Frasers Suites, Regent Place. A grand water feature marks the street entrance
  - 10. An uphill battle - walking up hill -
  - 11. Good planting, good buildings,

- At Harbour Street**
- 12. Commonwealth Bank Place, Darling Quarter, Tumbalong Park straight ahead



The Obelisk - Sphinxes and serpents adorn the sandstone base. Atop, a filigreed bronze pyramidion



Delicate spring green Planes, Brushbox, Jacarandas line the street. Trunks bending and twisting



The Cathedral

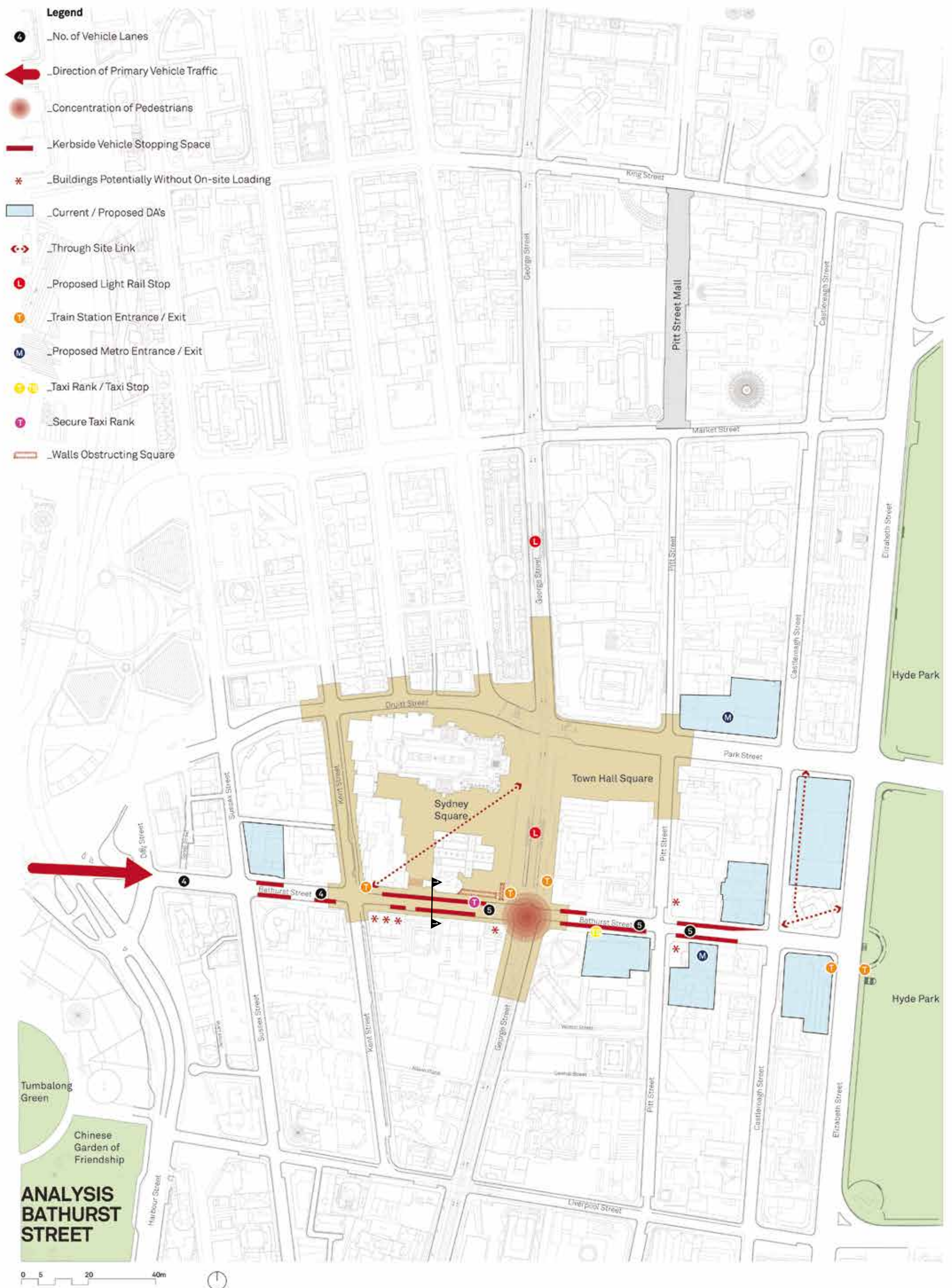


Spires and crosses emerge from a green cloud



Patches of winter sun





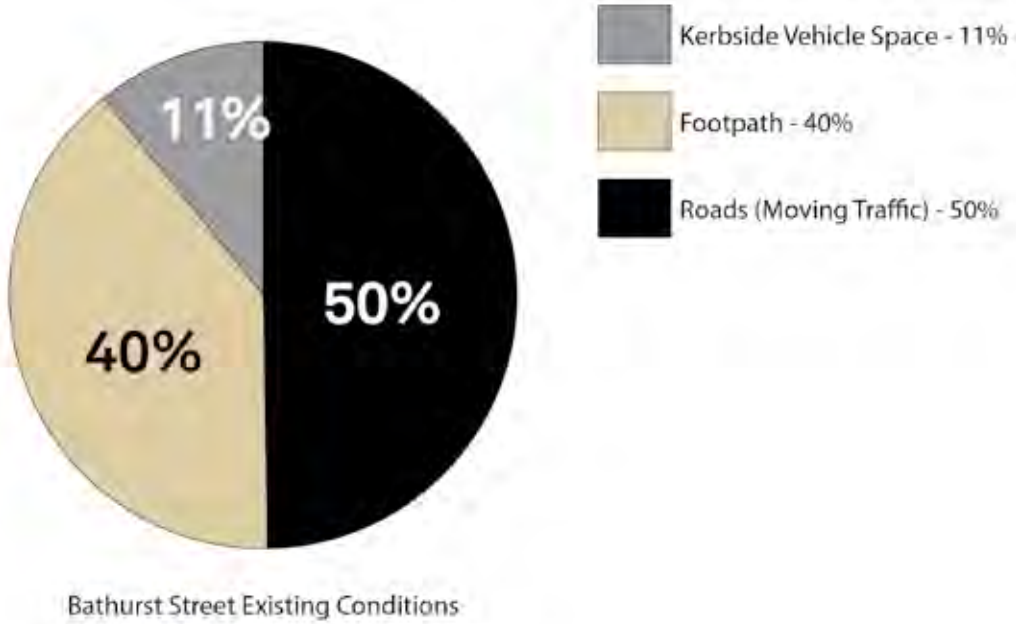
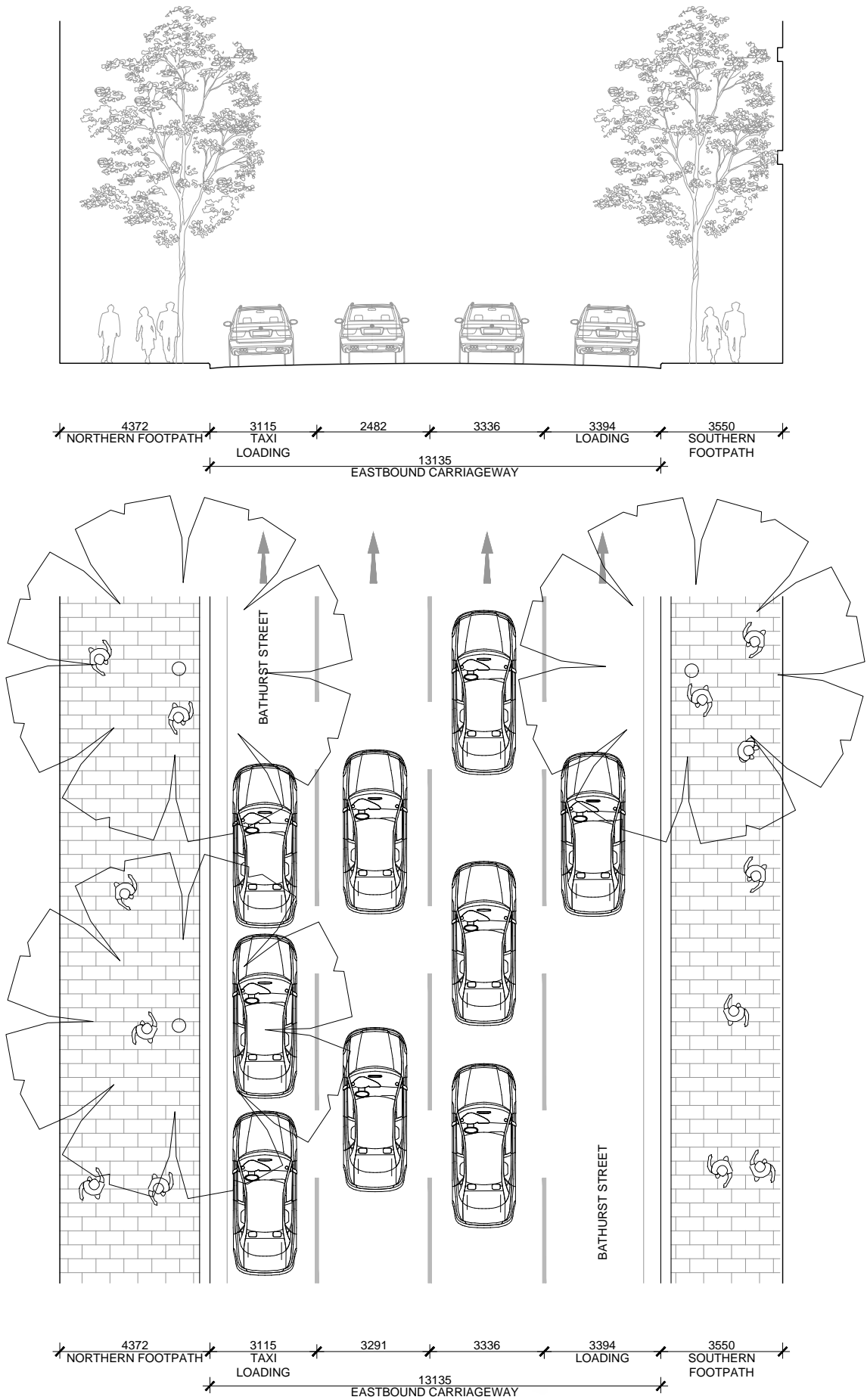


Bathurst Street

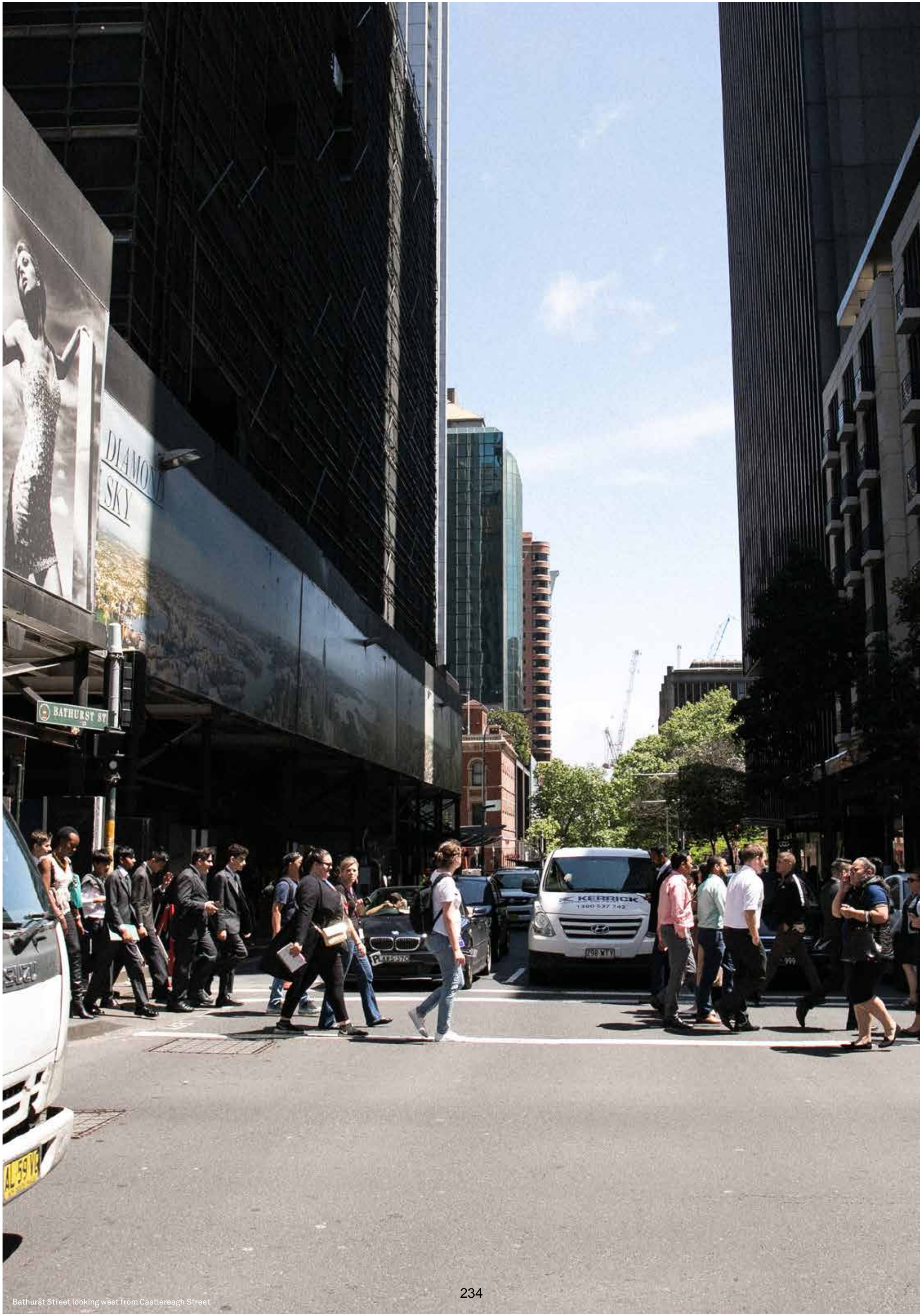
Existing street condition

- \_ Eastbound traffic movement
- \_ Harbour to Kent - 4 lanes of traffic
- \_ Kent to Castlereagh - 5 lanes of traffic
- \_ Castlereagh to Elizabeth - 4 lanes of traffic
- \_ Kerbside vehicle spaces - 70
- \_ Current footpath area - 4,321m<sup>2</sup>
- \_ Number of existing street trees - 51
- \_ Typical footpath width:  
Northern footpath - 4.4m  
Southern footpath - 3.5m

Section 1 - Existing street condition







Bathurst Street looking west from Castlereagh Street



Bathurst Street



Bathurst Street looking east from Castlereagh Street Monday 29 October 2018 (8:31am)







The proposed scheme reconfigures the existing street to create the southern edge to the square. This has been achieved by widening footpath space and removing street clutter. The introduction of additional tree planting will attempt to create a continuous tree canopy and the feeling of a “super-green” street.

Key things to improve

1. Re-balance the priority of the street
- \_

Two lanes of moving traffic
- \_

Consolidation of lane widths (consistency)
- \_

Relocation of taxi rank
- \_

Consolidation of loading
- \_

Removal of on-street parking
2. Open the edge of the square
- \_

De-clutter streetscape (Cathedral edge, in particular)
- \_

Extend the square across Bathurst
3. Super green
- \_

Creating a green edge to the square
- \_

“Fill in the gaps” - additional street trees
- planes, brushbox, jacarandas
- \_

Encourage upper level planting in buildings
- balconies and terrace that address the street, to contribute to the streets green feeling.





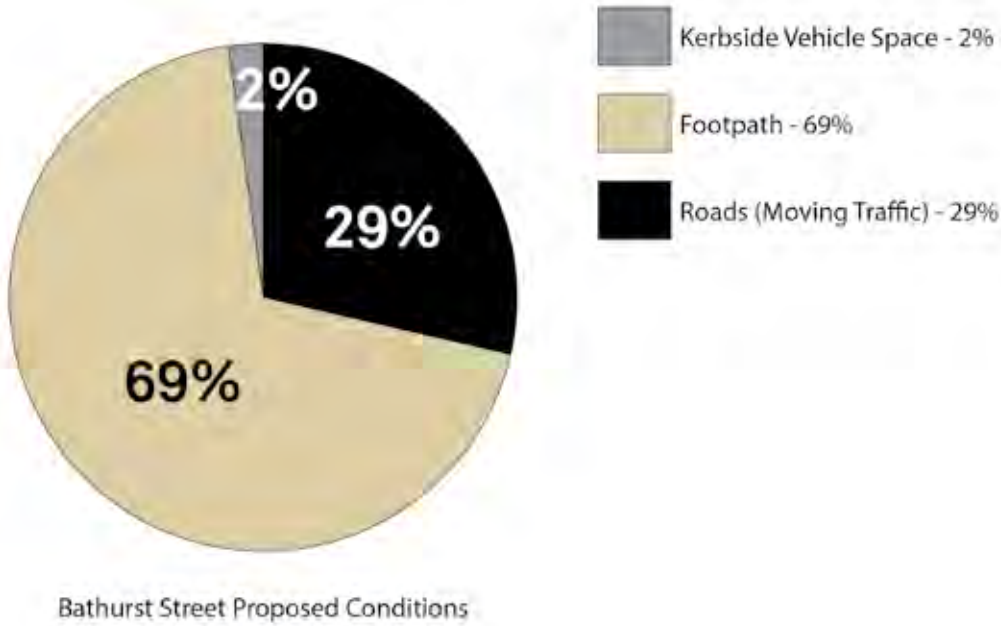
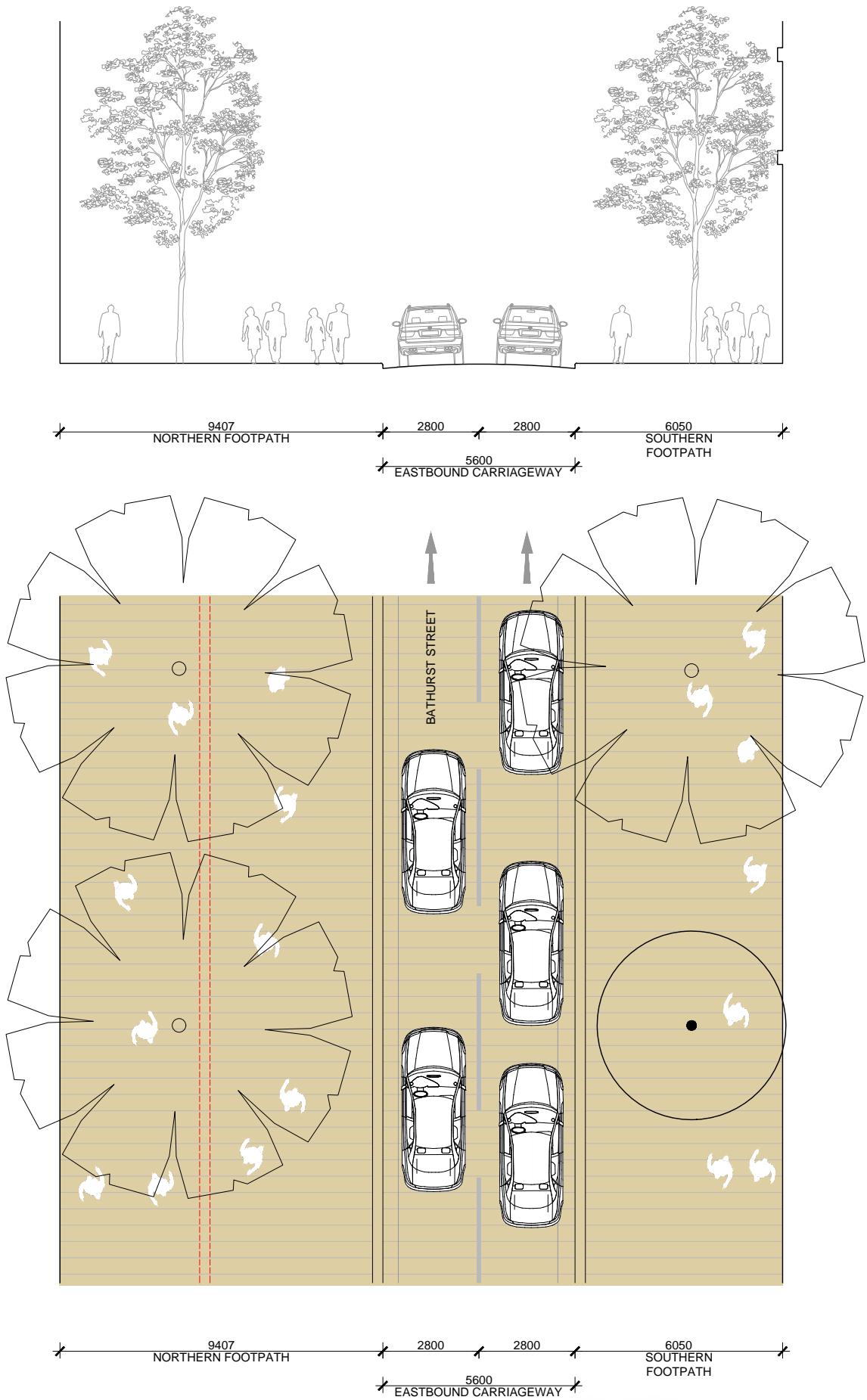


Bathurst Street  
Concept (end state)

CREATING THE SOUTHERN EDGE OF THE SQUARE

Section 2 - Proposed street condition

- Proposed street condition
- \_2 lanes of traffic - eastbound
  - \_Expanded footpath
  - \_Proposed footpath area - 7,646m<sup>2</sup> (creating an additional 3,325m<sup>2</sup>)
  - \_New tree planting
  - \_Number of proposed street trees - 74
  - \_Number of kerbside vehicle spaces - 14 (including dedicated taxi bays)



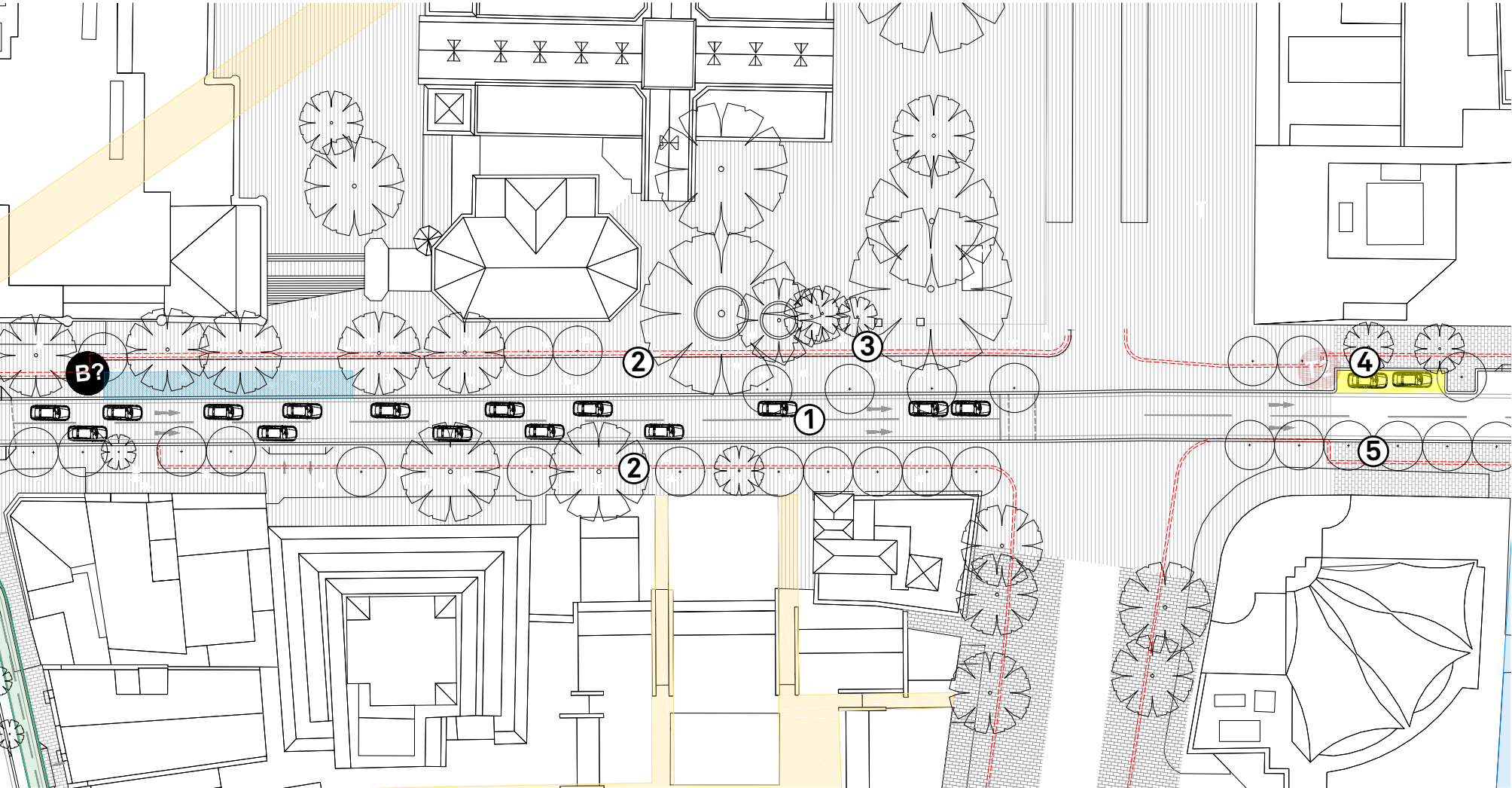






**Bathurst Street**  
Concept (end state)

**CREATING THE SOUTHERN EDGE OF THE SQUARE**



**Public domain plan (end state) -  
Bathurst Street**

- Legend**
- 1. Two lanes of moving traffic (eastbound)
  - 2. Additional footpath space
  - 3. De-cluttered street - consolidation of street furniture, particularly northern footpath
  - 4. Taxi rank - 5 dedicated spaces (indented kerb arrangement)
  - 5. Additional street tree planting to create a continuous canopy





- 01

Project reference:  
Place de la  
République, Paris  
(TVK and Martha  
Schwartz Partners)
- 02

Project reference:  
Place de la  
République, Paris  
(TVK and Martha  
Schwartz Partners)
- 03

Project reference:  
Place D'Armes,  
Notre-Dame Basilica,  
Montreal, Canada  
(Cardinal Hardy)
- 04

Project reference:  
Place D'Armes,  
Notre-Dame Basilica,  
Montreal, Canada  
(Cardinal Hardy)







Bathurst Street



Opening up the edge of the square








Public domain gains:

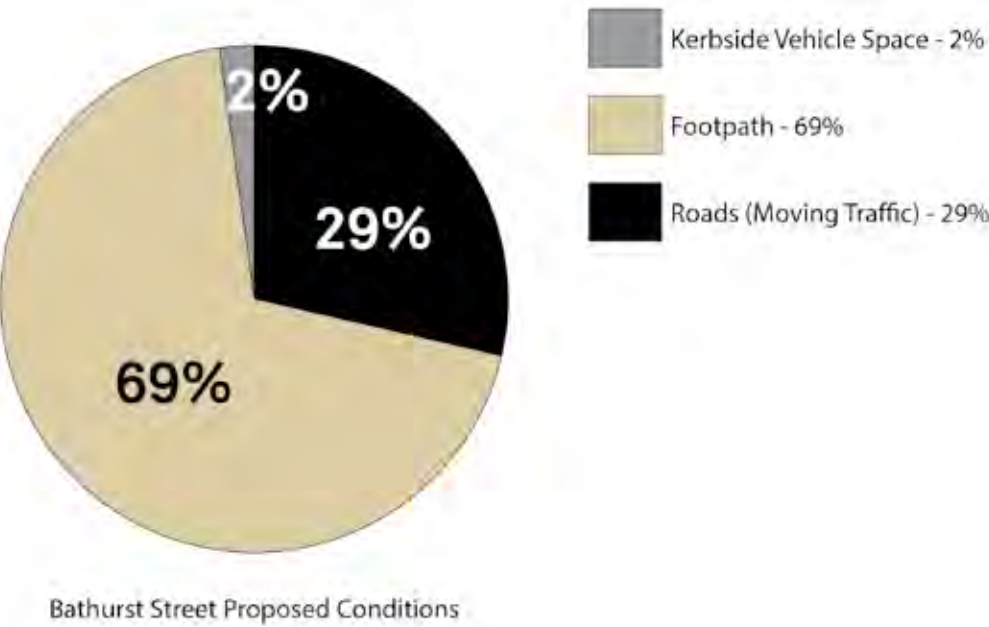
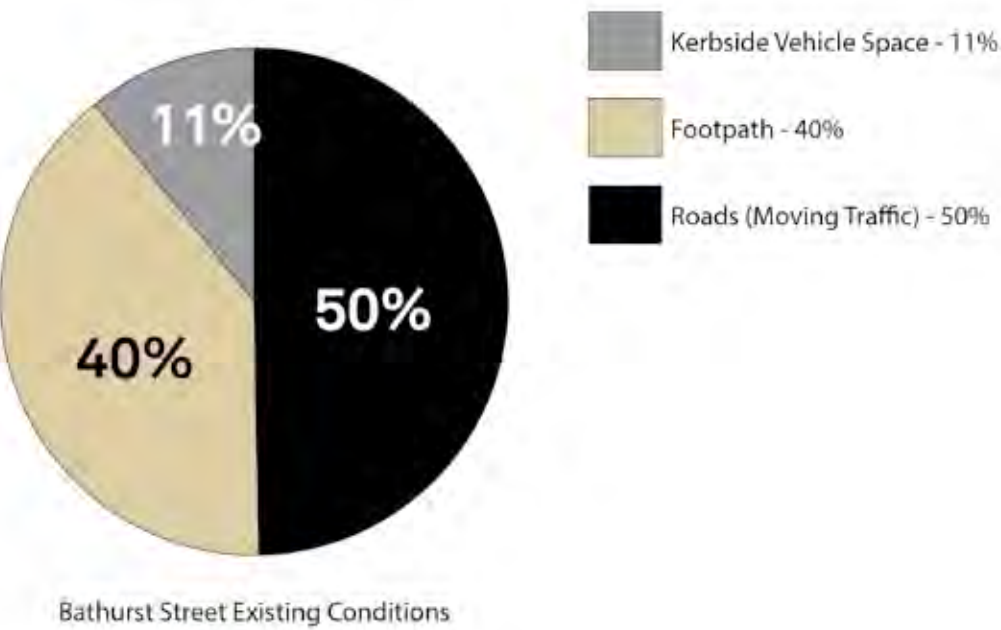
Additional footpath - 3,325m<sup>2</sup>

Existing street tree planting - 51 

Additional street tree planting - 74 

Total number of street trees - 125

% increase in tree canopy - 45%





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