

Circular Quay - The Water Square

currently

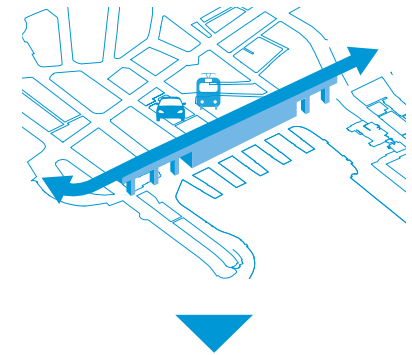
Circular Quay is where Sydney meets the harbour, and potentially Australia's most important destination with strong historical and cultural values, as well as a highly important meeting point for both locals and visitors. It should be a natural place for gathering within the city, but over the past 50 years, its space has become overwhelmed by infrastructure.

Circular Quay includes multiple destinations in the precinct including the Opera House, and is fronted by key historical buildings with diverse mixed uses, including outdoor dining which help to activate the area.



Circular Quay - existing

From a raised railway and expressway....



To a lively waterfront space directly connected to both the city and the water



Issues

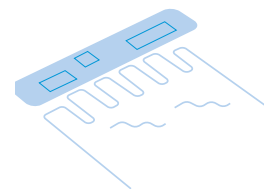
- Cahill Expressway and Railway Station infrastructure separates the city from the harbour
- Limited public open space, clutter and low quality built elements
- Inconsistent materials, elements and character detracts from a strong identity and experience of the place

Planned changes affecting Circular Quay

- Transport for NSW planned upgrade to Circular Quay precinct, including train station, ferry wharves and surrounds

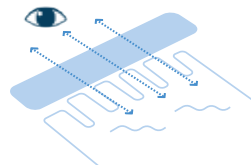
Guidelines

Create one square – unify multiple spaces



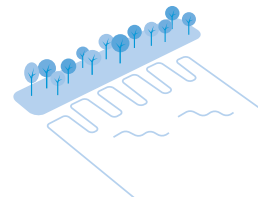
Connect and unify Circular Quay into one square and one identity.

Strengthen views to the water



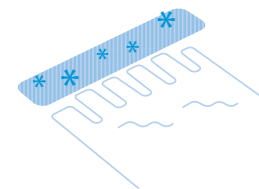
Improve the visual connections to the water to celebrate a unique location in Sydney.

Extend the green canopy



Create a sheltered urban living room by the water as a contrast to the dense city and exposed waterfront. Extend existing tree plantings across the square to unify the different parts.

Emphasise the cultural and historical context



Tell the story across the length of the square to highlight the cultural significance of the place. Invite users to learn and interact with the history in different ways.

Guidelines for the Water Square
(Sydney Public Space & Public Life 2020)

Circular Quay - The Water Square proposals



Circular Quay Water Square proposal - illustrative montage
(Sustainable Sydney 2030-2050 Continuing the Vision; concept by Bates Smart)

Upgrade Circular Quay to a premiere meeting place for all Australians and tourists. Our vision is to open up the city to the harbour at this important city gateway, improve the efficiency of the transport interchange (station entry and ageing ferries), and declutter the space to make more space for people.

- Circular Quay: The Water Square makes the most of our spectacular harbour setting. Unifying the patches of public space dotted around the foreshore, it reconnects our city centre to the harbour, prioritising access to our waterfront.
- We can create this new square on the water's edge at the foot of Customs House by removing the Cahill Expressway, relocating the City Circle rail infrastructure to under Bridge Street and relocating a ferry wharf.
- The Water Square reconnects public space to our maritime landscape, people to Country and Sydney to the world. If realised this new waterside square, suitable for local, national and international celebrations, will boost Sydney's reputation as a key global destination.

Alfred Street (incl. Scout Place)

currently

Currently Alfred Street is a patchwork - a lack of cohesive public space due to the various infrastructure corridors through the space, which are separating the public spaces. Alfred Street is already closed between Loftus and Young Streets, resulting in a discontinuous street. The disjointed spatial experience of Alfred Street is emphasised by the different strategies for tree planting and public domain elements used in each block.

Issues

- disconnected space separated by cross streets and road closures
- individual blocks reinforced by tree planting approach
- mixed tree species and condition
- wide variety of public domain elements adding to clutter of space

Planned changes affecting Alfred Street

- The Sydney Light Rail terminus is to be located in Alfred Street between Pitt and Loftus Streets. The light rail works (by Transport for NSW) will include:
 - Closure of Alfred Street to traffic between Loftus and George Street; closure of Pitt and Loftus Streets at Alfred Street;
 - Removal of the northern row of Plane trees between George and Pitt Streets, and the row of Plane trees immediately south of the existing Alfred Street between Pitt and Loftus Streets;
 - Raised light rail platforms either side of the new light rail tracks; and
 - Introduction of continuous granite paving throughout new public domain areas
- Approved podium upgrade works to 1 Macquarie Place (Gateway building), including introduction of new upgraded retail/food & beverage tenancies fronting Alfred Street.
- Planned upgrade to 33 Alfred Street (AMP building) to create a world-class office space connected through to the AMP Quay Quarter development.



Alfred Street existing photo showing double row of trees between Pitt and Loftus Street (HASSELL City North Streetscapes & Spaces Study 2015)



Alfred Street existing photos

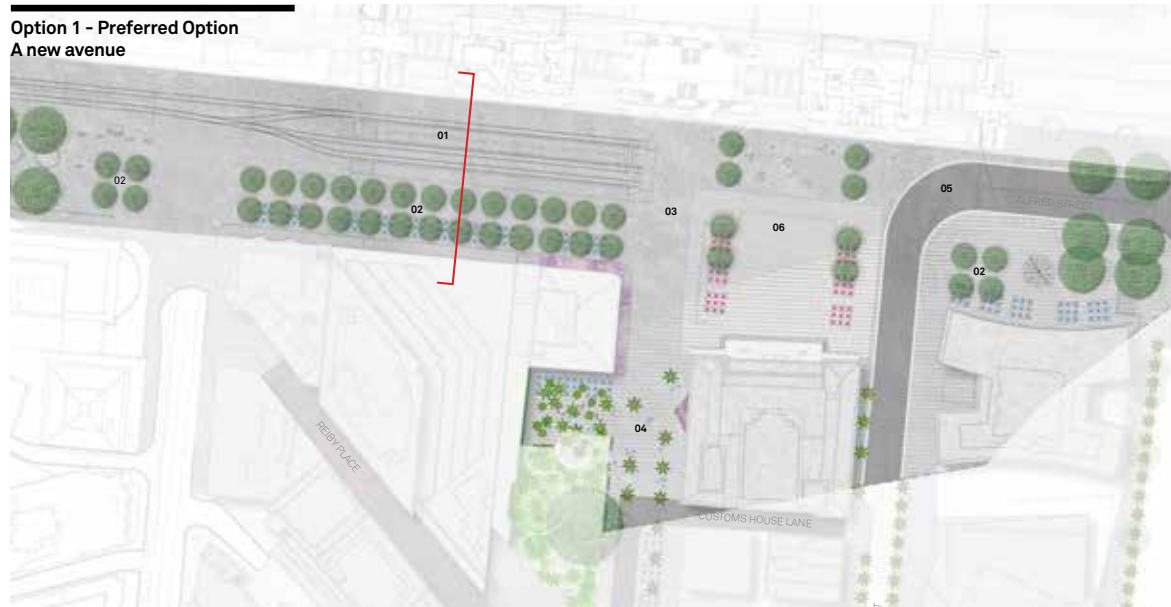
Alfred Street (incl. Scout Place) proposals

05 Master Plan
Alfred Street inc. Custom House Square and Scout Place

Option 1 - Preferred Option
A new avenue

Key

1. Light Rail station proposal (Transport for NSW).
2. Tree planting and outdoor dining consistent along Alfred Street.
3. Flush and paved pedestrian area.
4. Water Mark applied to paving.
5. Granite setts in carriageway (requires further consultation with RMS & TfNSW).
6. Customs House Square, paving retained and outdoor dining reconfigured to CoS Outdoor Dining Guidelines.

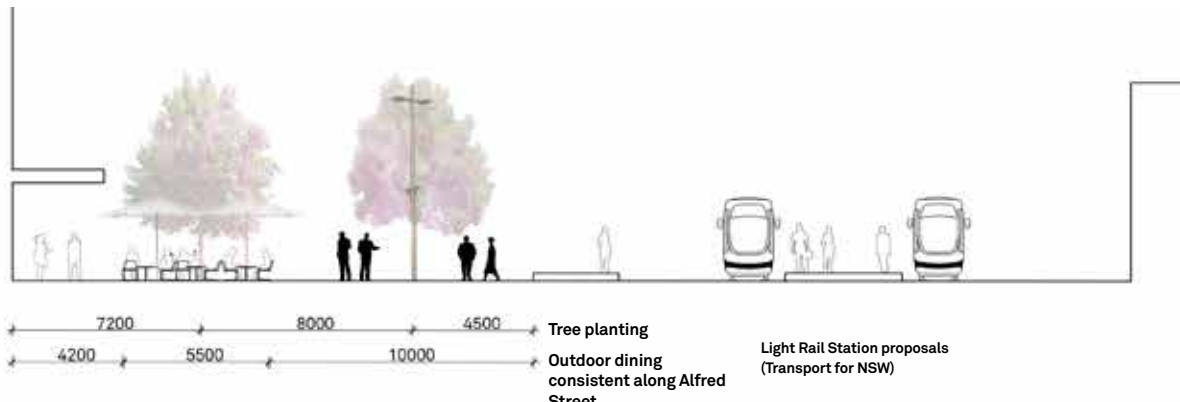


Plan - Alfred Street proposed concept design (HASSELL City North Streetscapes & Spaces Study 2015)

The objective is to link Alfred Street to a wider vision of the "Water Square", creating a cohesive, connected space along the length of Alfred Street and tying Alfred Street and its associated spaces with Circular Quay.

- Consistent tree planting along Alfred Street including preferred option to recreate the existing double row of trees between Pitt and Loftus Streets (following the removal of one row of existing trees by the Light Rail project)
- Continuation of Alfred Street tree avenue alignment to Scout Place to contribute to visual connectivity of the Water Square
- Flush and paved pedestrian area at the northern end of Loftus Street and north of Customs House Square
- Granite setts in carriageway between Phillip and Young Street (requires further consultation with RMS & TfNSW)
- Outdoor dining zones identified, and Circular Quay recommended for inclusion as a special area in the revised City of Sydney Outdoor Dining Guidelines

59



Section - Alfred Street proposed concept design (HASSELL City North Streetscapes & Spaces Study 2015)

Customs House Square

currently

Customs House Square is the forecourt to one of Sydney's most significant heritage buildings, and an important public gathering and events space in its own right. It is currently separated from surrounding spaces by roads to the east and west, and by a step down to a closed portion of Alfred Street to the north. The square is defined by rows of Chinese Elms and large outdoor bar/cafe tenancies flanking the east and west sides of the space.

Issues

- 09 Heavy, permanent outdoor cafe structures dominate the space
- Existing trees, some in poor condition
- Space cluttered with bins, barriers, bollards
- Significant event use including major events

Planned changes affecting Customs House Square:

- Light rail terminus to the west in Alfred Street
- Closure of Loftus Street at Alfred Street as part of light rail project
- Future Customs House event guidelines focusing on cultural and creative events



Customs House Square - existing configuration



Customs House Square - existing configuration



Outdoor dining precedent examples (HASSELL City North Streetscapes & Spaces Study 2015)

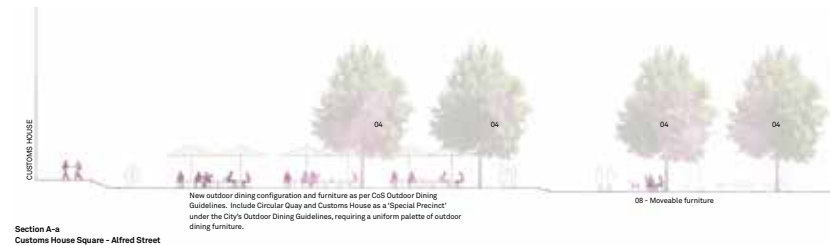


Moveable public furniture (HASSELL City North Streetscapes & Spaces Study 2015)

Customs House Square proposals



Customs House Square proposed concept design - plan (HASSELL City North Streetscapes & Spaces Study 2015)



Customs House Square proposed concept design - section (HASSELL City North Streetscapes & Spaces Study 2015)

Key

1. Existing Customs House Square paving to be retained.
2. New granite paving - flush with pavement.
3. Granite setts or similar.
4. New tree planting.
5. New outdoor dining configuration and materials as per CoS Outdoor Dining Guidelines.
6. Building frontage improvement - The Paragon
7. Projection opportunity.
8. Moveable furniture.



Customs House Square illustrative montage (HASSELL City North Streetscapes & Spaces Study 2015)

The objective is to create a cohesive and robust public domain backdrop to one of Sydney's most important historic, cultural and social interchanges. Critically the objective is to link Alfred Street to a wider vision of the "Water Square" tying Alfred Street and its associated spaces with Circular Quay.

- Editing the space back to create a singular space with the remainder of Alfred Street (that will ultimately extend to the waters edge of Circular Quay)
- Removal of obstructions to pedestrian movement, and consolidation of outdoor dining
- Removal, where possible, of kerb lines and creating flush walking surfaces across the space
- Consolidation of the tree planting linking Customs House Square, Scout Place and remainder of Alfred Street
- Improve quality of outdoor dining infrastructure by creating a Circular Quay Special Precinct in the City's revised Outdoor Dining Guidelines
- Long term vision to review and limit permanent outdoor dining structures following completion of existing tenancy leases.

Loftus Street north & Reiby Place

currently

Loftus Street is an important connection between the sandstone heritage buildings of Bridge Street to Customs House and Circular Quay. It has potential to be a green link, with frontages to Macquarie Place and Jesse Street Gardens. This connection will assume even greater importance under the RMS bus plan, with many interchange passengers boarding/alighting buses in Gresham Street.

Issues - Loftus Street

- Northern end dominated by bus layover and movements
- Narrow footpaths along length
- Mix of tree planting, some struggling (Plane Trees)
- Multiple paving types in varying conditions

Issues - Reiby Place

- Narrow space with low pedestrian amenity
- Limited activation opportunities

Planned changes affecting Loftus Street & Reiby Place:

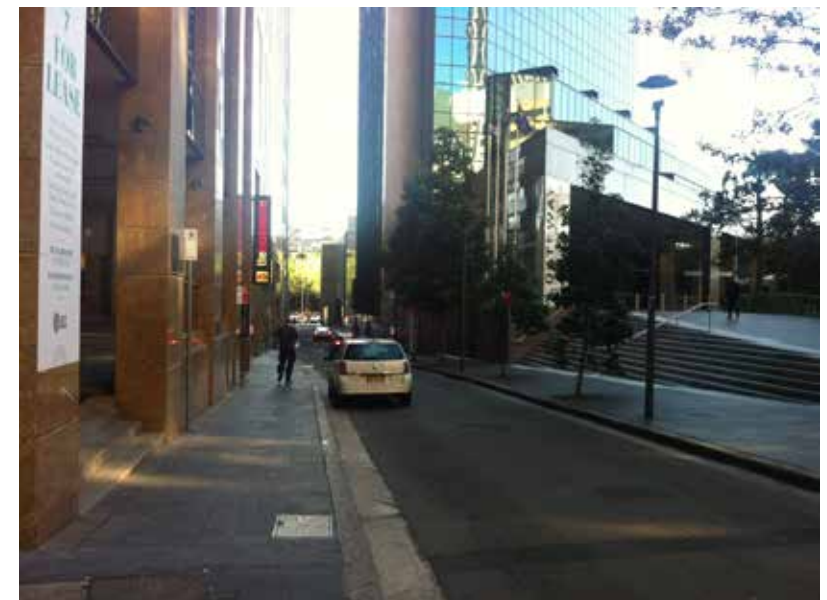
- Closure of Loftus Street at Alfred Street due to the light rail terminus
- Planned taxi super-rank to be located in vicinity
- Major redevelopment on both sides of the street



Loftus Street and Reiby Place - existing



Loftus Street - existing, showing varied paving types



Reiby Place - existing

Loftus Street north & Reiby Place proposals

Key

1. Jessie Street Gardens.
2. Macquarie Place.
3. Creation of shared zone in Loftus Street. Flushed paved pedestrian priority zone. Granite setts in carriageway (requires further consultation with RMS & Transport for NSW).
4. Creation of shared zone in Reiby Place. Flushed paved pedestrian priority zone. Granite setts in carriageway (requires further consultation with RMS & Transport for NSW).
5. Water Mark applied to paving.
6. The existing Plane trees are retained.
7. Outdoor dining is consistent along Alfred Street.
8. Greenwall planting to blank facades in Reiby Place (future consultation with building owners required).
9. Theatrical projections to blank facades in Reiby Place (future consultation with building owners required).

69



Reiby Place proposal - illustrative montage (HASSELL City North Streetscapes & Spaces Study 2015)



Loftus Street north and Reiby Place proposed design concept - plan (HASSELL City North Streetscapes & Spaces Study 2015)

Loftus Street

- Creation of a singular pedestrian priority route along Loftus Street from Bridge Street to Circular Quay, and an enlarged pedestrian crossing on Bridge Street
- Proposed shared zone between Loftus Lane and Customs House Lane with flush granite setts treatment (subject to RMS approval)
- Upgrade paving and implement Street Tree Masterplan with new plantings of palm trees (Livistona)
- Outdoor dining zone aligned with street trees

Reiby Place

- Creation of a shared zone along Reiby Place (subject to RMS approval), allowing taxis to access a new rank in Pitt Street via Reiby Place and Loftus Street (subject to RMS approval). Refer to Appendix B Traffic and Transport for more detail
- Upgrade paving in Reiby Place to flush granite setts (or similar)
- Vertical greening of Reiby Place and interpretation of the historic shore line through artworks and projection

Young & Phillip Streets

currently

Young Street connects Farrer Place to Circular Quay. At the northern end it is fronted by the AMP redevelopment precinct on both sides, with connections to Customs House Lane and Loftus Lane. At the southern end it is adjacent to the heritage listed Education Building, which has been earmarked for development as a hotel. Young Street south of Bridge Street is closed to traffic, connecting with the pedestrianised area of Farrer Place.

Phillip Street connects Alfred Street to Bent Street. It currently has limited pedestrian amenity with a narrow split-level footpath on the eastern side, and lack of active frontages. Phillip Street forms the eastern edge of the AMP precinct development site.

Issues - Young Street

- Mix of street tree species, some struggling (Plane Trees)
- Mix of paving types and condition (granite and asphalt)
- Limited active frontages
- Clear view line to Circular Quay

Issues - Phillip Street

- A glimpsed view of the Harbour beyond
- An asymmetrical street - currently has limited pedestrian amenity with a narrow split-level footpath on the eastern side and a generous footpath on the western side
- Limited active frontages

Planned changes affecting streets:

- AMP precinct development
- Planned major bus corridor under RMS bus plan (stops and layover)
- Planned government conversion of Lands and Education buildings to Hotel



Phillip Street - existing

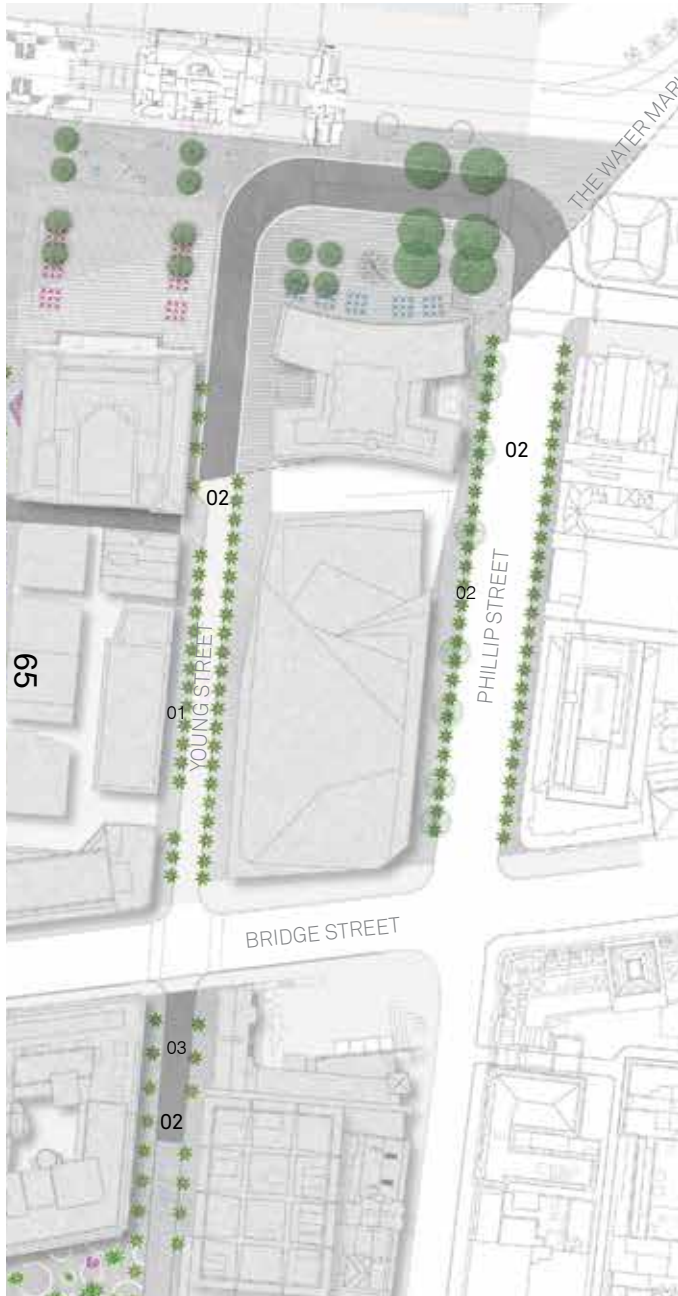


Young Street view south - existing



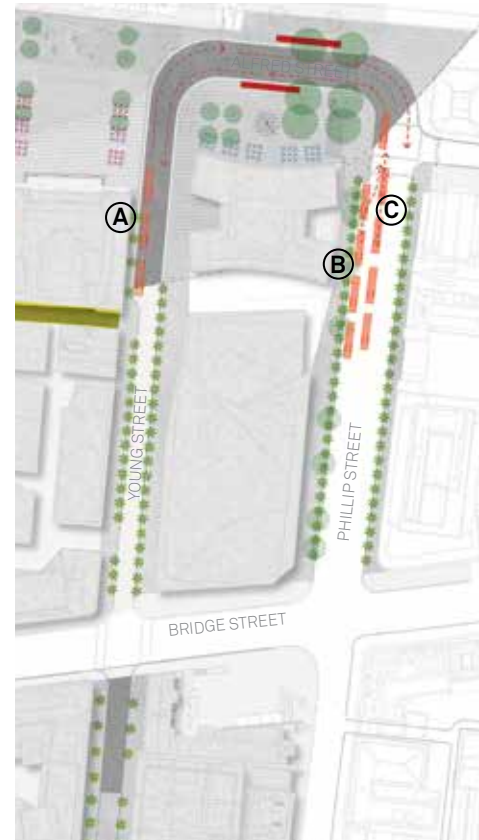
Existing aerial showing Young and Phillip Street

Young & Phillip Streets proposals



Key

1. Reduce carriageway on Young Street to one 3.3m lane each way. Footpath widening shared between both sides of street. Final arrangement subject to RMS approval
2. Palm trees planted in north-south streets
3. New shared zone (granite setts or similar) subject to RMS approval



A Young Street - Proposed west side bus layover zone capacity = 3

B Phillip Street- Proposed west side bus layover zone capacity = 4

C Phillip Street- Existing central bus layover zone capacity = 4

- Upgrade paving to City of Sydney Streets Code palette (granite)
- Upgrade lighting to Smart poles as per City of Sydney Streets Code
- New tree planting (Livistona) as per City of Sydney Street Tree Masterplan. Where existing trees have high retention value, palms can be interplanted in the short term and then used to replace existing trees at the end of their life
- Widen footpaths where possible, subject to final bus configuration (additional consultation with Transport for NSW required). Widened footpaths are currently shown in Young Street, with bus layover consolidated in Phillip Street
- Investigate a shared zone in Young Street between Bridge Street and Farrer Place

Concept design - Young and Phillip Streets (HASSELL City North Streetscapes & Spaces Study 2015)

Traffic and Transport concept - Young and Phillip Streets (HASSELL City North Streetscapes & Spaces Study 2015)

Jessie Street Gardens

currently

Currently Jessie Street Gardens is a “tired” space, located between the Gateway Building and Loftus Street.

Issues

- Multitude of tree species including some inappropriate species in poor condition
- Degraded lawn areas and large areas of mulch
- Limited activation
- Lack of connectivity to Loftus Street and Macquarie Place

Planned changes affecting Jessie Street Gardens:

- Gateway podium redevelopment including an approved design for Jessie Street Gardens completed prior to this whole-of-precinct study
- Closure of Loftus Street at Alfred Street and opportunity for pedestrianisation/shared zone
- Proposed shared zone in Reiby Place
- AMP Quay Quarter redevelopment on opposite side of Loftus Street



Jessie Street Gardens - aerial



Jessie Street Gardens - photos



Precedent images - Plaza Real, Barcelona
(HASSELL City North Streetscapes & Spaces Study 2015)



Precedent images - Pottersfield Park, London
(HASSELL City North Streetscapes & Spaces Study 2015)

Jessie Street Gardens proposals



Jessie Street Gardens proposed concept design plan (HASSELL City North Streetscapes & Spaces Study 2015)



Jessie Street Gardens proposed concept design section (HASSELL City North Streetscapes & Spaces Study 2015)

The Jessie Street Garden monuments

- A. The Bonds of Friendship, 1980
- B. Entrance Plaque
- C. Women's Pioneer Society, 1988
- D. WWII Commemoration Statue of Women in the Defence Force, 1990

The objective is to create one of a series of City Gardens, spaces that are colourful and full of planting that is specific to this site. The intent is to draw the proposed Water Square into the space and open up the constrained spaces behind The Paragon.

- Extend the Water Square into the space and create outdoor dining and public seating area, well connected to Loftus Street and Customs House Square
- Replace degraded turf areas with gardens of seasonal planting, with intimate seating areas and meandering paths
- Retain all existing monuments within the gardens, in existing or resited locations (subject to further development and consultation)



After

Jessie Street Gardens illustrative montage (HASSELL City North Streetscapes & Spaces Study 2015)



Before

Macquarie Place currently

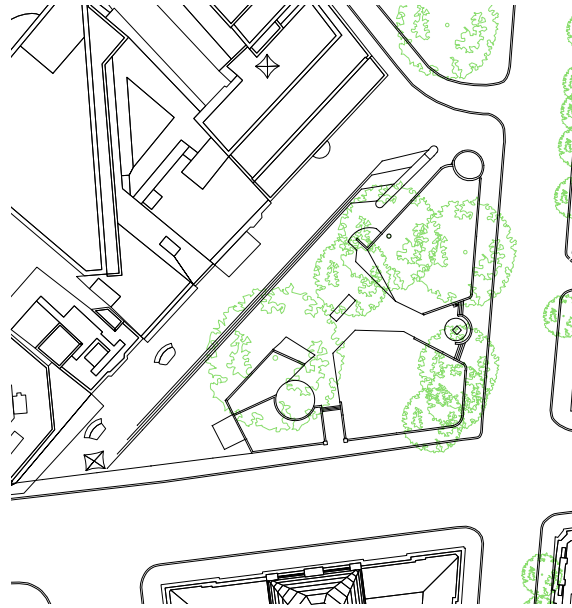
Macquarie Place is rich in history and may be the oldest planned town square in Australia. Macquarie Place Precinct is listed on the NSW Heritage Register and Sydney LEP 2012 as an item of environmental heritage. Both Macquarie Place roadway and Macquarie Place park are identified as a place of National significance in the draft Australian Heritage Commission "Colonial Sydney" listing. In spite of its difficult geometry, shaded environment and predominance of memorials, is well used as a break-out space by surrounding office workers.

Issues

- Very shaded space
- Worn and degraded lawn areas
- Outdoor dining barriers and quality of infrastructure impacts on park
- Multitude of artifacts and memorials but difficult to appreciate and interpret
- Few seating options

Planned changes affecting Macquarie Place:

- AMP Quay Quarter redevelopment on opposite side of Loftus Street will provide increased activation, pedestrian movement and usage
- Siting of new east-west connector artwork by Tracey Emin "The Distance of Your Heart".



Macquarie Place existing plan (HASSELL City North Streetscapes & Spaces Study 2015)



Macquarie Place existing photos



Macquarie Place existing photos

The Macquarie Place monuments

- A Mens Lavatory, 1807
- B Canopy Fountain, 1870
- C Salvaged Anchor from HMS 'Sirius', 1907
- D Salvaged Cannon from HMS 'Sirius', 1907
- E Macquarie Obelisk, 1818
- F Queen Elizabeth - Tree Planting 1954
- G Duke of Edinburgh - tree planting 1854
- H Remembrance Driveway Plaque 1995
- I Statue of TS Mort (Pierce Francis Connelly), 1883
- J Bronze Memorial Fountain (Gerald Lewers), 1960
- K The Distance of Your Heart (Tracey Emin)



Repurposing and activation of former toilet - illustration (HASSELL 2015)

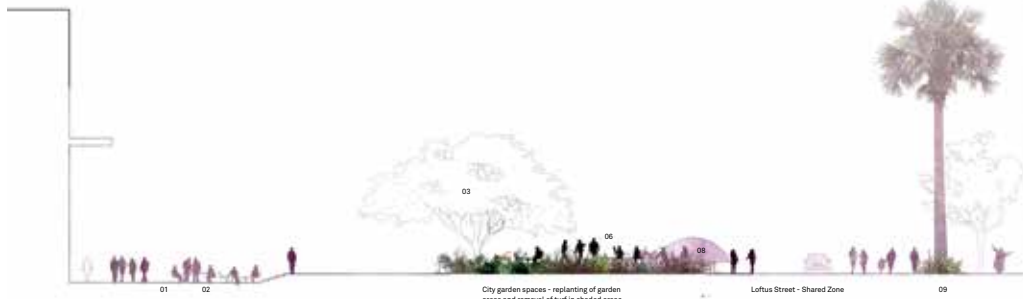


Proposed Multi-layered shade-tolerant understorey planting (HASSELL City North Streetscapes & Spaces Study 2015)

Macquarie Place proposals



Macquarie Place proposed concept design plan (HASSELL City North Streetscapes & Spaces Study 2015)



Macquarie Place proposed concept design section (HASSELL City North Streetscapes & Spaces Study 2015)

Key

1. Declutter a clear passage from Bridge Street to the Harbour.
2. Reconfigure the outdoor dining to allow free movement in and out of the park.
3. Theatrical uplighting to the trees.
4. Replanting of garden areas and removal of turf in shaded areas.
5. Reinstate Macquarie Place gates.
6. Creation of new seating alcoves.
7. Outdoor dining elements to be as per City of Sydney Outdoor Dining Guidelines. Include Macquarie Place as a 'Special Precinct' under the City's Outdoor Dining Guidelines, requiring a uniform palette of outdoor dining furniture.
8. Reactivate the "Mens Lavatory."
9. New street tree planting - *Livistona australis*.
10. New paved areas.
11. Existing paving retained.
12. Remove *Ficus hillii*.

- Extend Macquarie Square to the surrounding buildings with flush, paved shared surfaces.
- Lighten space by selective removal of trees, thinning of tree canopies and possibly uplighting to trees
- Removal of shrub planting to open up views through the park and reveal historic artifacts and memorials.
- Remove areas of worn and shaded turf and replace with low level seasonal planting and seating areas.
- Removal of obstructions to pedestrian movement, and consolidation of outdoor dining. Consider introducing Special Precinct controls for Macquarie Place to the City's revised Outdoor Dining guidelines



Macquarie Place illustrative montage (HASSELL City North Streetscapes & Spaces Study 2015)

It is recommended that a new Conservation Management Plan be prepared for Macquarie Place to guide these and future works. The report should be prepared by a suitably qualified heritage consultancy team, including a Heritage Landscape consultant, a Monument and Artefact conservator and a Built Heritage consultant. In addition a new Archaeological Assessment should be prepared. Both documents should include both the park and the roadway of Macquarie Place.

Loftus Street south currently

Loftus Street south is framed by the low scale former Lands Department and Education buildings. These warm and detailed sandstone buildings create a human scaled space, connecting to Macquarie Place Park and Circular Quay in the north.

Issues

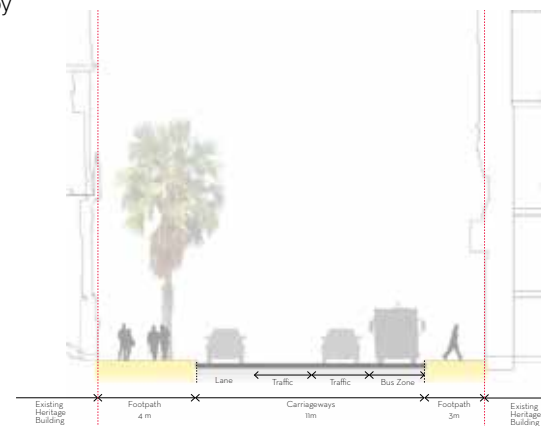
- Wide roadway with relatively narrow footpaths
- Lack of formal east-west crossing opportunities
- Inconsistent street tree planting

Planned changes affecting Loftus Street:

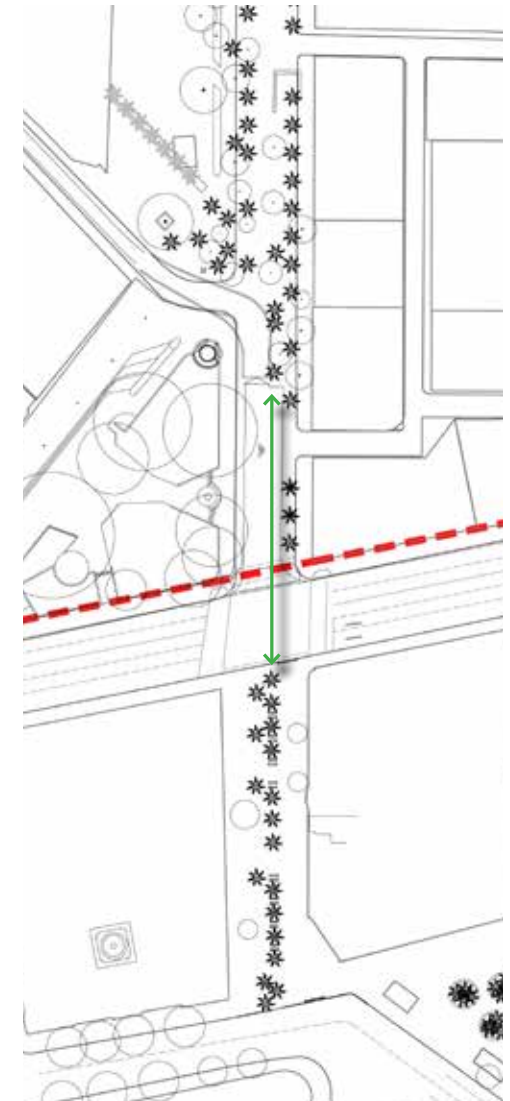
- Change of use / redevelopment of the former Education Building & Lands Department
- Development of the Hunter Street metro station creates an interchange precinct between Circular Quay along Loftus Street
- The upgrade of Loftus Street north is progressing, raising the quality of Loftus Street and the priority and space for pedestrians. The existing signalised crossing at of Bridge Street provides an opportunity to extend this connection to the south.



Loftus Street south - view looking north framed by heritage sandstone buildings

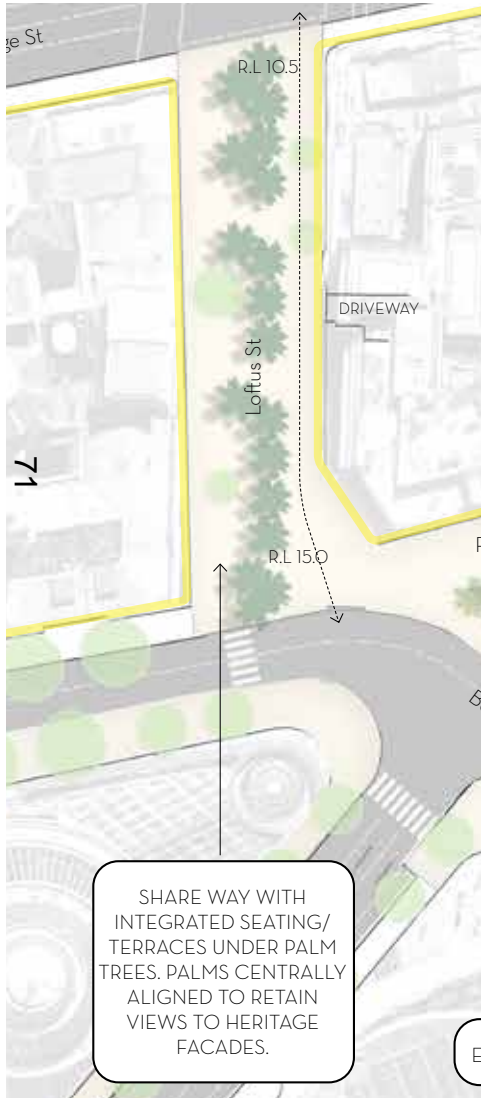


Loftus Street south - existing section
(Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)



Loftus Street provide a continuous green pedestrian link to Circular Quay

Loftus Street south proposals



Loftus Street South concept plan
(Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)
Adopted / December 2015 // Updated / October 2022 DRAFT



Loftus Street South sketch montage
(Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)



Loftus Street South sketch section
(Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)

To create a pedestrian priority space extending the green link from Loftus Street north, celebrating the character of the heritage buildings.

- Create a high quality pedestrian priority environment with paving and planting
- Investigate the opportunity for a raised, flush paved treatment to extend the pedestrian space
- Retain vehicular access to the existing driveway and, together with government and stakeholders, investigate management options to restrict through traffic. e.g. shared zone or timed loading access
- Retain views to the heritage facades by investigating centrally located palm planting

Gresham Street & Bent Street

currently

These streets play an ongoing role in the bus network, particularly Gresham Street where kerbside space is used for bus stops and bus layover. It is anticipated that with the opening of the Metro West station bus layover will move away from the immediate precinct. This opens up opportunities for the improvement and expansion of footpaths and safer crossing opportunities.

Issues

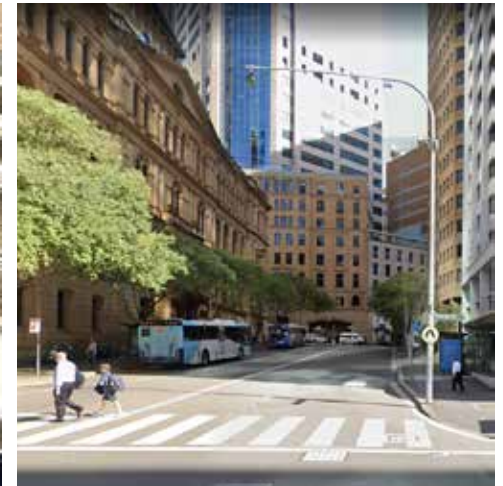
- Dangerous pedestrian crossing conditions at Bent Street due to irregular and wide intersections
- Wide roads dominated by buses
- Bitumen footpaths cluttered by furniture, bus shelters and motorbikes
- Poor relationship to existing ground floor levels due to topography

Planned changes affecting Gresham Street:

- Removal bus layover following Hunter Street metro opening
- Change of use/redevelopment of the former Lands Department building to a hotel
- Planning proposal under assessment for a new commercial tower development along the western side of Gresham Street

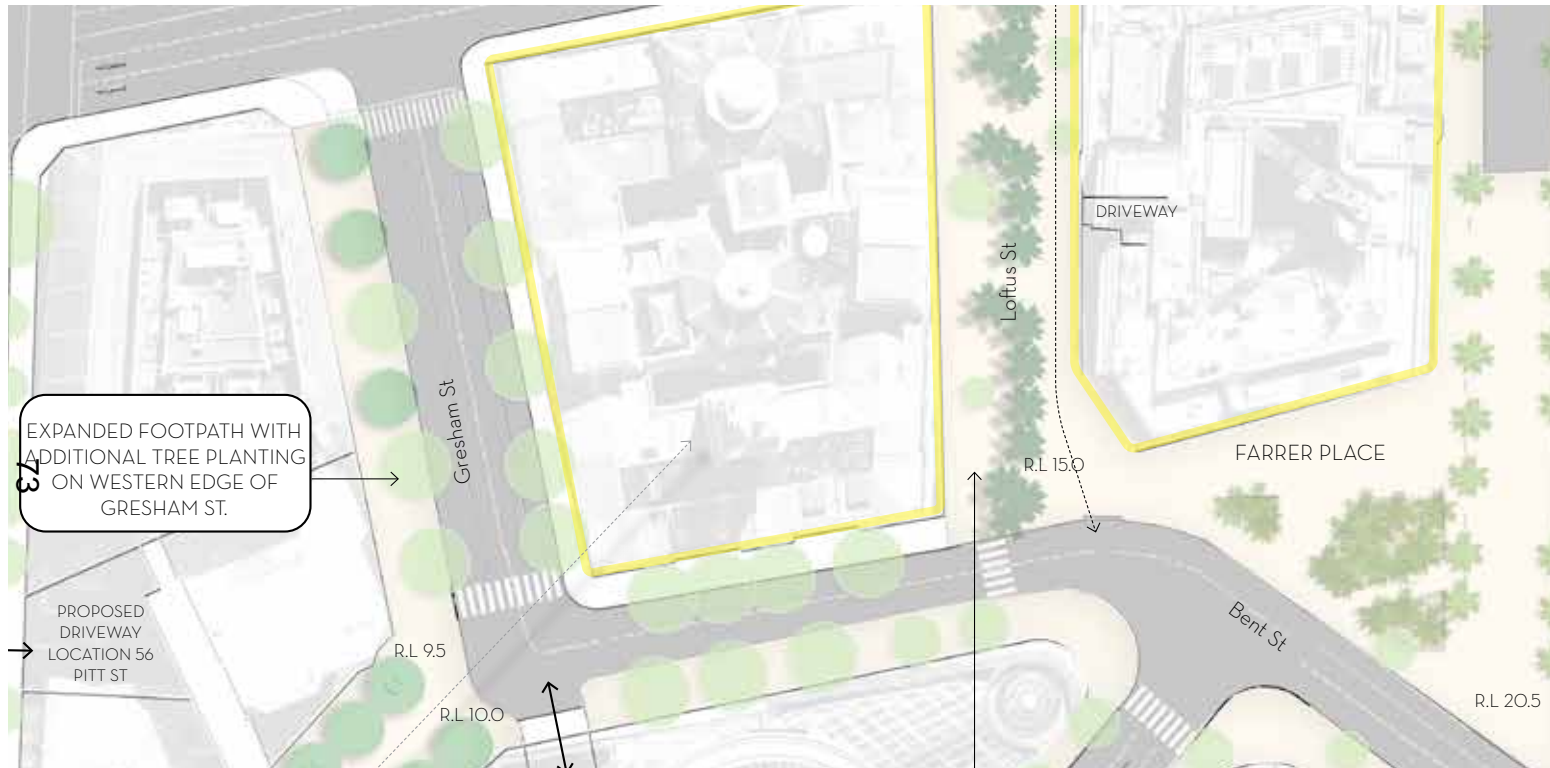


Existing aerial photo showing Bent Street and Gresham Street



Gresham Street looking south at the Lands Department facade

Gresham Street & Bent Street proposals



Public domain concept for Gresham Street and Bent Street
 (Gallagher Studio Hunter Street Precinct Public Domain Strategy
 2022)

To create a high quality pedestrian streets with additional space for movement, safe crossing opportunities and strong precinct connections.

- Revision of bus plan to remove bus layover from the precinct, to create quiet and pedestrian friendly streets
- Declutter and widen footpaths providing additional space for pedestrian movement
- Interplant existing trees along Gresham Street west to improve canopy and reinforce the human scale
- Implement the Streets Code to upgrade the quality of finishes and fixtures
- Retain existing pedestrian crossings across Gresham Street and introduce a new crossing across Bent Street at Loftus Street

George Street north

currently

George Street north forms part of the spine connecting Central Sydney's three squares. It is an important pedestrian boulevard and opportunity for greening. George Street has been pedestrianised from Railway Square to Hunter Street, the north end is the last remaining piece in completing the vision for George Street.

Issues

- High pedestrian volumes and strong crossing desire lines, particularly around the Wynyard Station precinct
- Narrow footpaths
- Discontinuous treatment and identity along the length of George Street
- Limited street trees and canopy

Planned changes affecting George Street north:

- The future Metro West station in Hunter Street will generate significant additional pedestrian traffic, and will intensify the transport precinct between Hunter Street, George Street light rail and Wynyard Station



George Street north existing - view south towards Hunter Street showing narrow footpaths and high pedestrian volumes

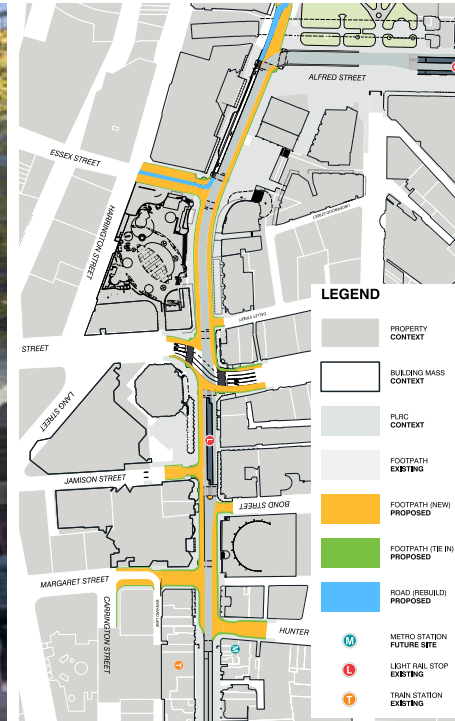


George Street north existing
top - busy pedestrian street with strong crossing desire lines
bottom - varied footpath widths

George Street north proposals



George Street north illustrative montage



George Street north possible layout

To complete the George Street pedestrian boulevard, providing safe crossing opportunities and strong precinct connections.

- Close George Street to vehicular traffic between Hunter Street and Alfred Street. Local traffic access connections to be maintained as necessary, within a pedestrian priority environment
- Collaborate with Transport for NSW to manage the traffic network requirements, including maintaining Bridge Street as a cross street connection
- Create new public space at connecting streets closures, particularly Hunter, Bond, Jamison and Essex Streets
- Create a high quality streetscape by implementing the established George Street materials palette
- Investigate opportunities for new street trees, particularly on connecting streets

Spring Street currently

Spring Street is on an irregular alignment, resulting in short and contained views to the Lands Department clock tower and the Dobell Memorial sculpture (Herbert Flugelman). The building edges create a sheltered space which receives moderate winter sun.

Issues

- Spring Street eastbound has been closed at Pitt Street using temporary rubber kerbs and bollards
- Westbound an existing bus route stops in Spring Street
- Existing footpaths are narrow and not consistent with Streets Code
- Limited active ground level uses. In spite of great views and pleasant climate, there is nothing to make people want to linger here

Planned changes affecting Spring Street

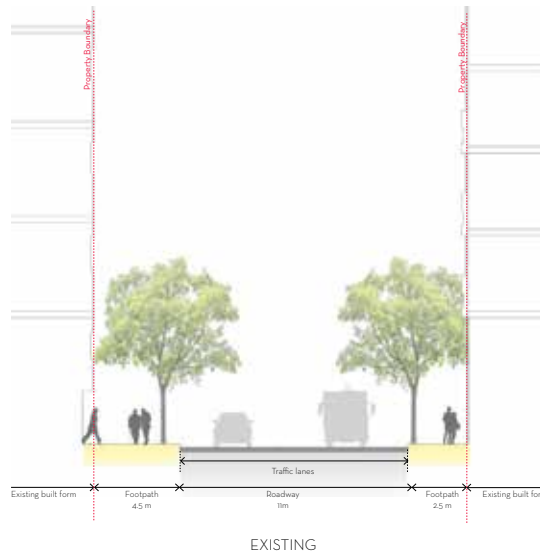
- Potential redevelopment opportunity sites in the northern tower cluster fronting Spring Street
- Potential changes to bus routes and stops following completion of Metro West

76

Top Spring Street view corridor - north east towards the Lands Department clocktower

Bottom Spring Street view southwest showing partial closure at Pitt Street

Spring Street - existing section
(Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)



Spring Street proposals



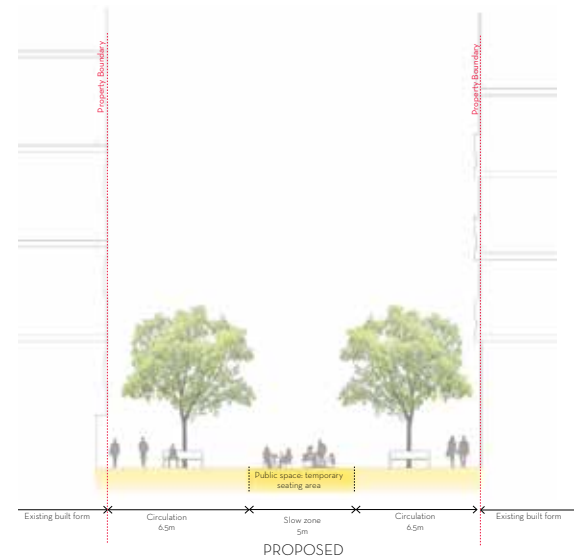
Public domain concept for Spring Street
(Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)



Spring Street sketch montage
(Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)

To provide a sheltered new public space for seating and respite, preserving the important views to local heritage landmarks.

- Work with stakeholders and government to close Spring Street to vehicles, creating a shared space for people and bikes
- Introduce new public seating to Spring Street, including fixed seating under the trees and temporary moveable furniture in the centre of the space
- Consider outdoor dining opportunities to activate the street in the evening
- Interplant existing trees to create a consistent human scale green avenue retaining views to the heritage clock tower and Flugelman sculpture
- Support amalgamation of sites to reduce driveway requirements. Preserve driveway access to 1 O'Connell Street at Spring/Bent Street corner



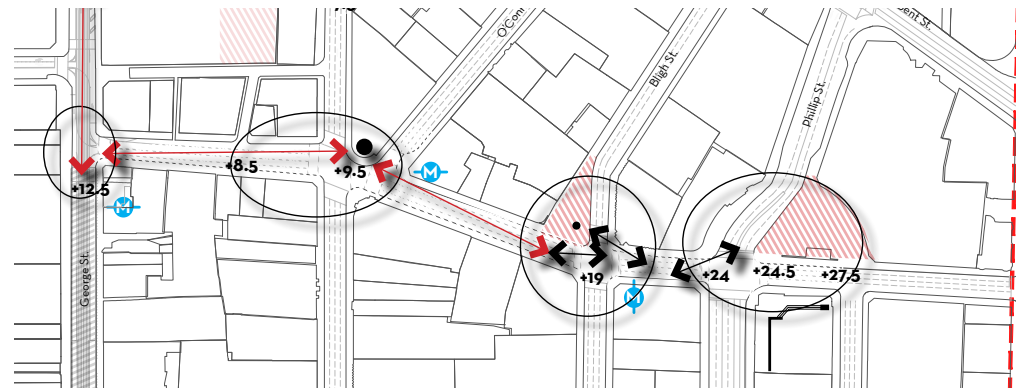
Spring Street sketch section
(Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)

Hunter Street currently

Hunter Street is a busy 2 way street with 4 traffic lanes. The street's irregular alignment and steep grades create an intricate and highly varied public domain. Existing spaces along Hunter Street are located on street corners creating a unique spatial structure. Views are contained and intimate, opening out at intersections.

Issues

- Most of Hunter Street benefits from good wind comfort conditions, only the George to Pitt Street block receives direct winter sun.
- Heritage buildings and monument create visual landmarks
- Heritage Tank Stream runs under Hunter Street (aligning with Hamilton Street) between George and Pitt Streets, creating an interpretation opportunity
- Few street trees west of Pitt Street and inconsistent planting in other blocks (predominantly celtis australis). Many existing trees are compromised by limited solar access and limited space for canopy growth
- An existing bus route runs along Hunter Street between Pitt and Elizabeth Streets



LEGEND

- Long View
- Short View
- Existing Public Square/Space
- Existing Shareway
- Existing Park
- XX Levels
- Landmarks

Hunter Street public domain structure
(Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)

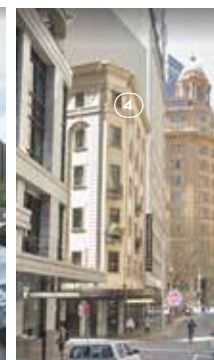


KEY PLAN

Hunter Street - views to heritage items



18 Hunter St



34 Hunter St



18 Hunter St

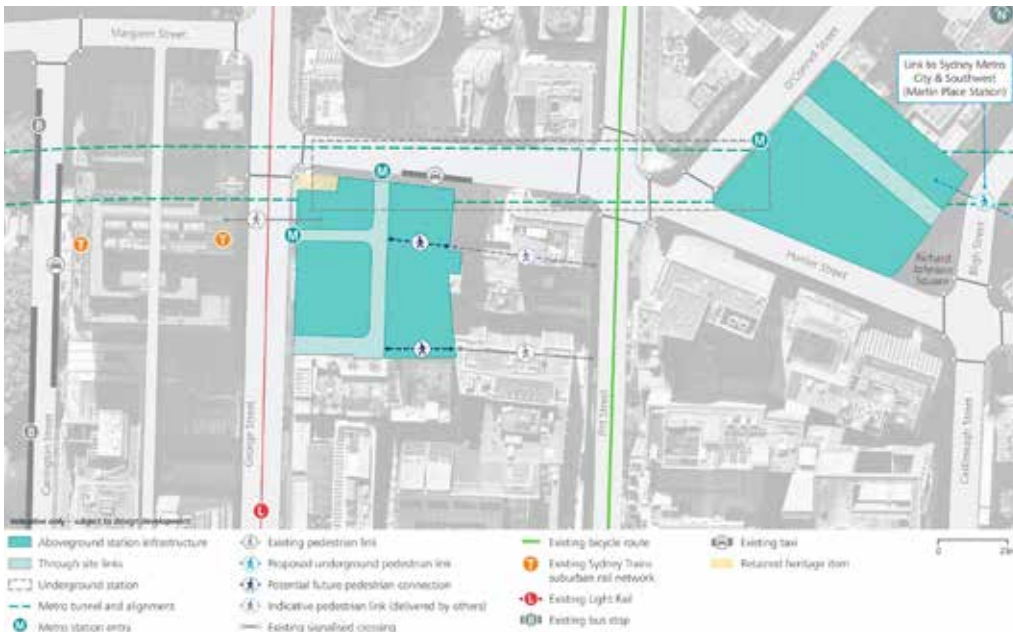


66 Hunter St.



114 Hunter St.

Hunter Street currently



Planned changes affecting Hunter Street

- Metro West - a new metro station will be constructed under Hunter Street, with entries and over station development planned at the corner of George and Hunter Streets, and the north east corner of Hunter and O'Connell Streets as shown. An entry to the Martin Place metro station is also being constructed on the south side of Hunter Street between Castlereagh and Elizabeth Streets.
- The Metro station will generate significant additional pedestrian movements along both sides of Hunter Street and throughout the connecting street network.
- Modelling indicates that the existing footpaths will provide an inadequate level of service following the completion of the Metro, particularly between George and Pitt Streets.

Opportunities

- A generous and unique pedestrian precinct
- Additional street trees and canopy
- Views to heritage architecture preserved and enhanced
- New pedestrian links through development

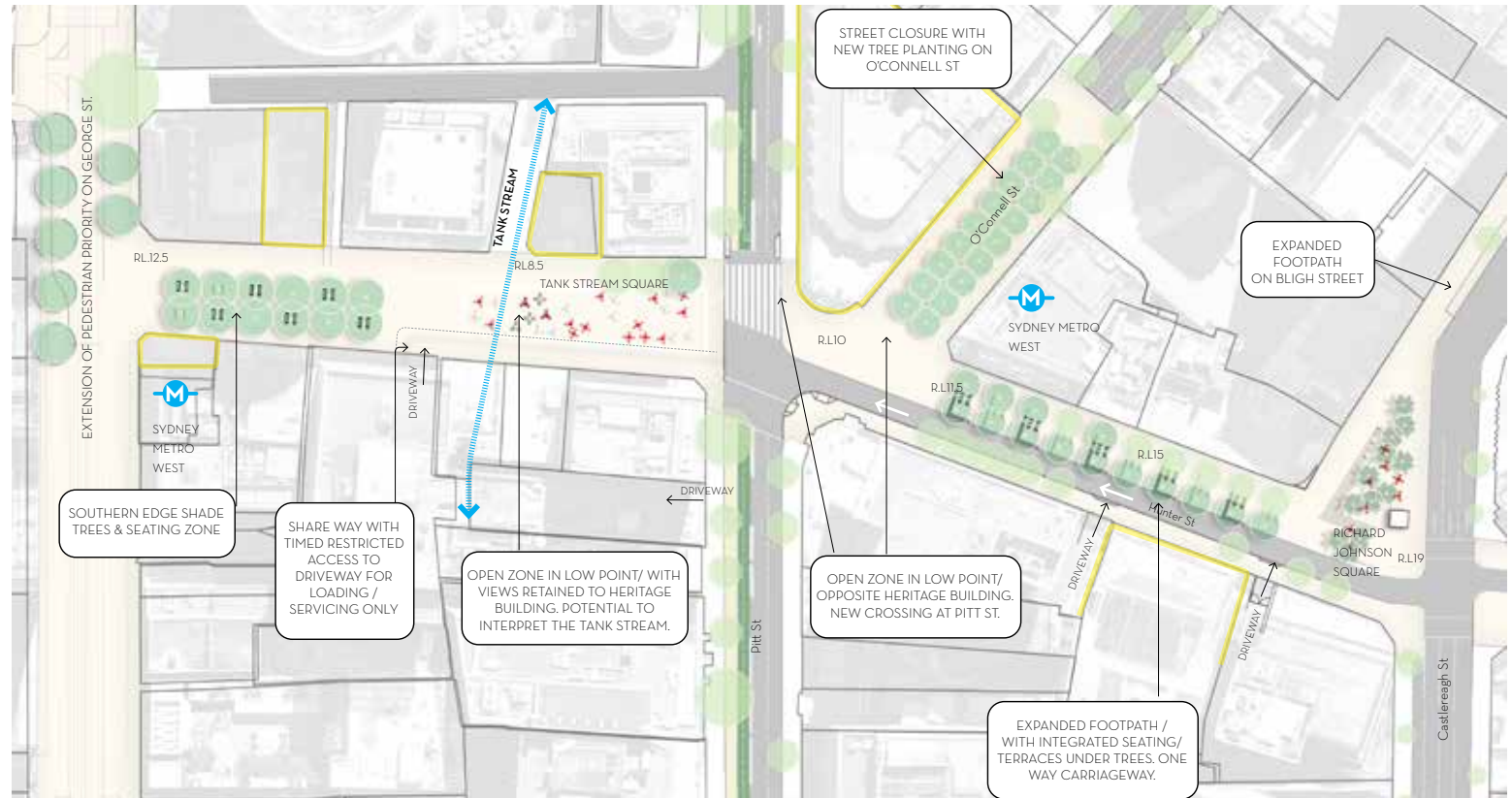
Hunter Street metro - Reference design indicative montage - west site (corner of George Street and Hunter Street)
(Sydney Metro West Planning Proposal 2022)

Hunter Street metro - Station transport integration and access plan (Sydney Metro West EIS Technical Paper 1: Operational Transport 2022)

Hunter Street proposals - George Street to Castlereagh Street

Work with Government and stakeholders to create a generous, high quality space of arrival at the Hunter Street Metro with comfortable space for prioritised pedestrian movement. Recognise and celebrate the Tank Stream historic watercourse and its significance to the Aboriginal community.

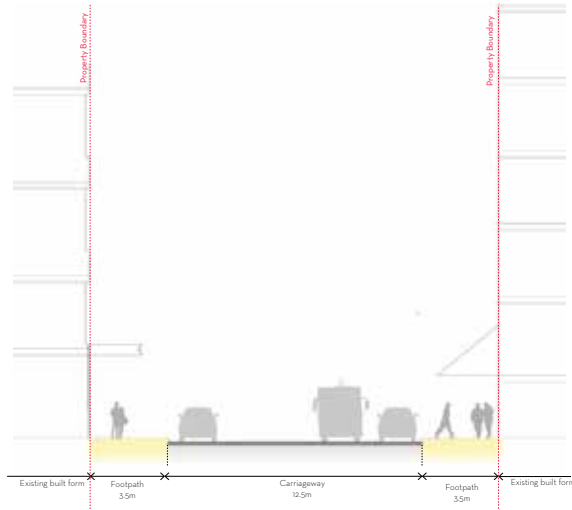
- Create a wide pedestrian priority space by closing Hunter Street to through traffic between Pitt Street and George Street, with shared/timed access for servicing and loading to Sydney Metro West site.
- Prioritise Country in the public domain design and recognise/interpret the heritage tank stream watercourse alignment
- Widen footpaths between Pitt Street Castlereagh Street, creating generous space for movement outside the eastern Metro site. Maintain vehicular access to existing driveways with a one way vehicular traffic lane
- Close O'Connell Street at Hunter Street, maximising the amount of new public space whilst maintaining vehicular access to the Sydney Metro West driveway
- Provide shade canopy trees and seating along Hunter Street pedestrian areas, retaining key views to heritage landmarks



Public domain concept for Hunter Street west of Castlereagh Street
(Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)

Hunter Street proposals - George Street to Castlereagh Street

81



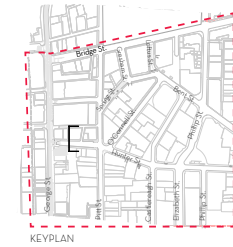
EXISTING



PROPOSED

1:50 @A3

Hunter Street between George Street and Pitt Street - existing & proposed concept sections (Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)



KEYPLAN

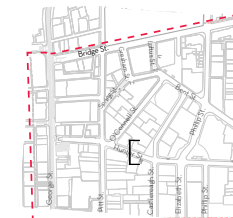


EXISTING



PROPOSED

Hunter Street between Pitt Street and Castlereagh Street - existing and proposed concept sections (Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)



KEYPLAN

Hunter Street



Illustrative montage - Hunter Street view east from the corner of George Street
(Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)

Hunter Street



83



Illustrative montage - Hunter Street view east from the corner of Castlereagh Street
(Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)

Hunter Street proposals - Castlereagh to Macquarie Streets

Improve walkability along Hunter Street, calming traffic and providing additional space around Metro Station entries. Build on existing open spaces to create additional space for flexible use.

- Widen the southern footpath between Castlereagh Street and Elizabeth Street to accommodate increased pedestrian movement around the Metro City & South West station entry
- Maximise shade canopy tree planting and provide seating along Hunter Street
- Reduce carriageway widths and investigate a single lane westbound in these blocks, maintaining access to existing driveways
- Investigate expanding the footpath adjacent to Chifley Square, incorporating terraces for flexible active use (for example, cafe seating)

84



Public domain concept for Hunter Street east of Castlereagh Street
(Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)

Hunter Street proposals - Castlereagh to Macquarie Streets



Precedent image - terraced footway enabling activation and outdoor dining (Martin Place Sydney)



Hunter Street at Chifley Square - existing section
(Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)



Hunter Street at Chifley Square - sketch concept section
(Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)

Richard Johnson Square

currently

Richard Johnson Square remains rundown, and is yet to be formalised as a quality public pedestrian space that recognises it's meaning within the city.

Issues

- Multiple paving types in poor condition
- Existing monument in poor condition
- Steep level change across the site
- Lack of greenery or landscaping

96

Planned changes affecting the area:

- Redevelopment of the adjacent building frontage for the Sydney Metro West Hunter Street station entry and over station development.



Richard Johnson Square existing photos
(Aspect Studios 'Richard Johnson Square Principles' 2009)

Richard Johnson Square proposals



Hunter Street metro - Built form urban design strategies diagram showing proposed setback to Richard Johnson Square
 Sydney Metro West Environmental Impact Statement



Concept plan showing enlarged Richard Johnson Square (Gallagher Studio Hunter Street Precinct Public Domain Strategy 2022)

The new Sydney Metro West station development provides an opportunity to upgrade the built edge to Richard Johnson Square, with a building entry proposed from the Square into the over station development.

The Metro proposes to realign the building edge with a set-back to Richard Johnson Square, which expands the space to the west and enhances the setting of the obelisk.

The proposed widening of the Hunter Street northern footpath will further enhance the space of the square.

The upgrade of Richard Johnson Square should achieve the following design principles:

- Clear Connected Paths
- Consistent and high quality ground plane treatment
- Resolve levels to create a hierarchy of spaces and clear movement paths
- Introduce tree planting to create a comfortable urban space
- Conserve and upgrade the Obelisk monument

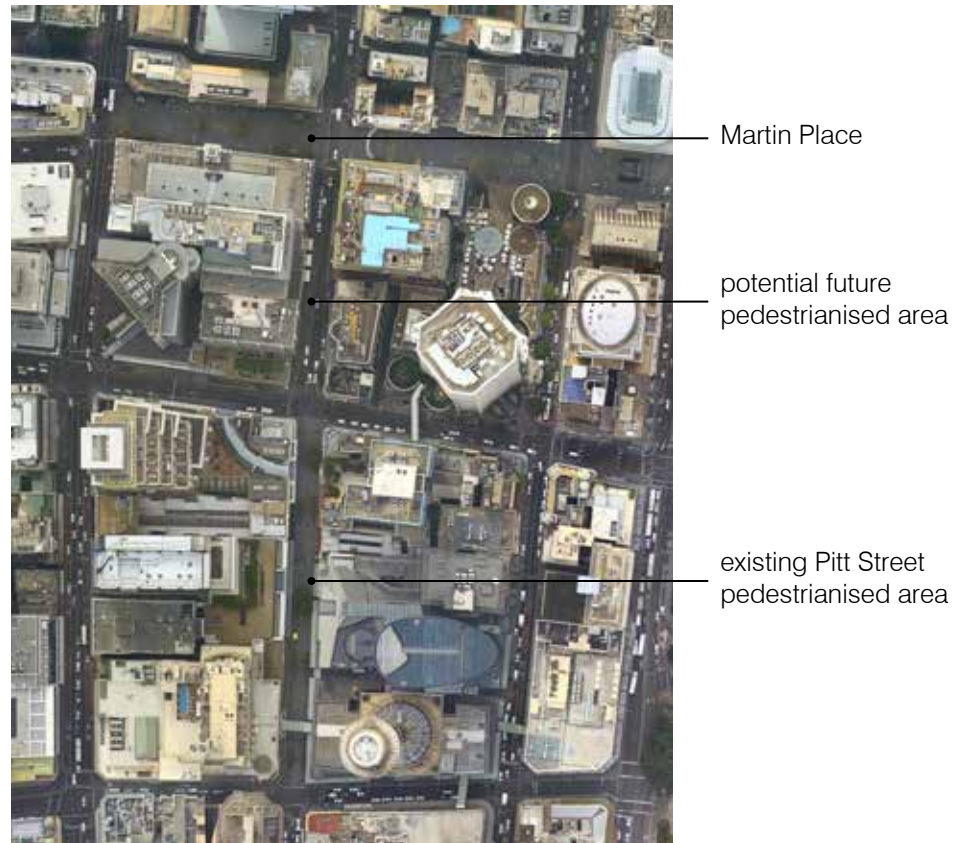
Pitt Street Mall extension

To extend the network of pedestrian-priority space in Central Sydney, the opportunity to extend Pitt Street Mall to the north has been raised. This is the subject of ongoing discussions between the City, landowners and developers to explore potential access arrangements, with a view to eliminating the need for cars to use the block of Pitt Street between King Street and Martin Place.

Opportunities

- to connect Martin Place to the retail core of the city
- to expand the city's existing pedestrian network
- to establish new public space for active uses such as outdoor dining

This opportunity is flagged for ongoing development and additional stakeholder consultation. Impacts on traffic, transport and cycling within the surrounding area need further study prior to the development of a concept design.



Gresham Street

Delete



Gresham Street existing photo



Gresham Street concept design plan
(HASSELL City North Streetscapes & Spaces Study 2015)

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 City's 2007 design (POD Landscape Architects) is not currently achievable.

While Gresham Street continues to provide a major bus dropoff and pickup location, the following minor upgrade works are recommended:

- New tree planting (Livistona palms)
- Maximise footway widenings (NB some works have already been carried out by Transport for NSW)

It is recommended that opportunities for Gresham Street are reevaluated following the completion of Sydney Light Rail, and once proposals for the former Lands and Education buildings are known.

6.2 Precinct-wide overlay projects

In addition to the place-specific projects, this plan includes recommendations for wider overlays to the area to improve the quality of the public domain, signage, wayfinding, events and experiences. Many of these overlays are already under way within the City. It is intended that the outcomes of these urban design overlays be integrated into the individual place-specific projects as they progress.

- New outdoor dining guidelines, specific precinct guidelines as required (e.g. Circular Quay and Martin Place);
- City-wide events strategy and guidelines;
- City granite paving and Smart pole rollout;
- CBD laneway upgrades;
- New public domain furniture rollout;
- Temporary seating program;
- Wayfinding signage; and
- Creative lighting masterplan (Martin Place).

06



Appendix A

Martin Place Urban Design Study

Appendix B

City North streetscapes and spaces study

Appendix C

Hunter Street Precinct Public Domain Study