

Attachment A2

**City North Public Domain Plan with
Amendments – Part Two**

Martin Place proposals - short term



Cane chairs with wooden tables and white umbrellas with wooden structure offer a coherent experience for the users. Copenhagen, Denmark

Outdoor dining precedents
(Gehl Architects, *Martin Place Urban Design Study* 2015)

Outdoor dining

- amend outdoor dining policy to allow outdoor dining where appropriate in Martin Place
- establish guidelines for quality, look and feel of outdoor dining



Unified paving to the entire crossing zone, which should be differentiated from pavement areas. Oxford Circus, London

The crossing zone is a mix of different types of pavers, but all of the same material and colour. Malmö, Sweden

Paving infill over crossings
(Gehl Architects, *Martin Place Urban Design Study* 2015)

Paving infill & crossings

- repair and clean existing paving as required
- investigate flush continuous paving across intersecting streets (for example using the a detail similar to streets crossing the George Street pedestrianised area)
- improve pedestrian priority at crossings by increasing crossing time and decreasing waiting time

Kiosk strategy

- reduce the number of kiosks and distribute them evenly throughout the space (as shown overpage)
- locate coffee/snack outlets in connection with moveable seating
- locate kiosks in line with trees to maintain clear central corridor
- investigate a new kiosk design to suit the siting and character
- refer to Appendix A for additional strategies



POP UP KIOSKS _ TEMPORARY LEASES



Minimalistic bakery. San Francisco. US

Café structure. 2 Phillio Street. Svdnev

Café structure. 1 Blich Street. Svdnev

Open air library. Austria

Kiosk precedent images
(Gehl Architects, *Martin Place Urban Design Study* 2015)

For Adoption / March 2023 DRAFT

Martin Place

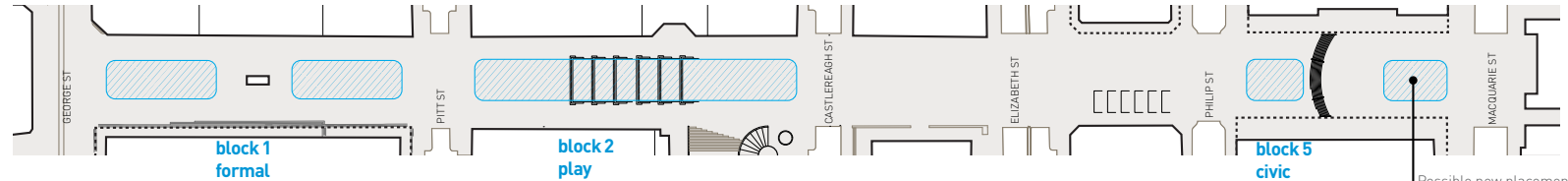
proposals - short term

Events guidelines

Develop event guidelines for Martin Place to inform a City-wide events strategy. Ensure guidelines are in keeping with the following principles:

- Focus events in Blocks 1, 2 and 5, contained within the footprints indicated adjacent, and on detailed plans (refer to Appendix A)
- Ensure that all events provide a contribution to the cultural life of the City
- Ensure that events are consistent with the character of Martin Place and their specific location
- Encourage more curated events
- Offer events for a wide audience – ensure variety. Offer more events for children and younger audiences
- Ensure that event infrastructure is high quality, including barriers, signage, temporary structures etc.
- Minimise the visual impact of signage and branding
- Consider the acoustic impact of events on surrounding buildings and uses

Increase wayfinding and legibility to the Domain to encourage more and larger events there, reducing pressure on Martin Place.



Recommended event areas
(Gehl Architects, *Martin Place Urban Design Study* 2015)



Cultural events, and in particular, concerts and performances are one of the most preferred events. Jazz concert, Copenhagen



Invite all age groups



Evening events to activate the space after dark

Event precedent images
(Gehl Architects, *Martin Place Urban Design Study* 2015)

Martin Place proposals - short term



PROPOSED indicative view - looking southwest toward the GPO
(Doug & Wolf 2015)



PROPOSED indicative view - looking northwest toward 60 Martin Place
(Doug & Wolf 2015)



EXISTING view - looking southwest toward the GPO



EXISTING view - looking northwest toward 60 Martin Place

Martin Place

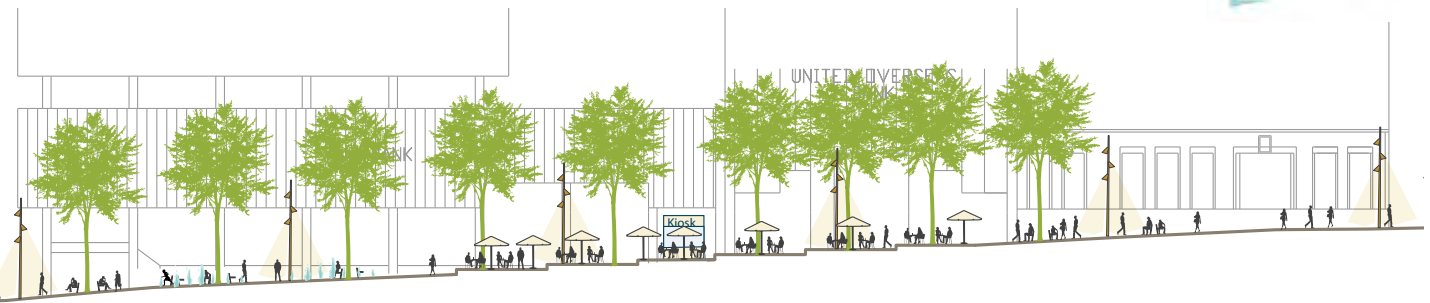
proposals - mid-long term

Fountain renewal

- maintain the importance of water elements in Martin Place and review the design of the Lloyd Rees fountain
- introduce an interactive water feature that invites children to play
- provide a water feature that is flexible and does not create a barrier, and can be turned off to extend useable space during special events and gatherings



Martin Place medium term proposals
(Gehl Architects, *Martin Place Urban Design Study* 2015)



Proposed new water feature.

Steps and topography works

- remove amphitheatre in coordination with the revised fountain design, and extend paving and steps in Block 2
- introduce new terraced steps in blocks 3 and 4 in coordination after the removal of underground entries (long term)
- maximise even surfaces for events and seating/dining opportunities, providing maximum flexibility for the space



Create three more plateaus. Extension of the existing landscape - this will create secondary seating on the steps. The idea is also to increase the flat surface where events can take place or movable furniture can be placed.



When lit up at night, water jets create an ethereal atmosphere



Water jets as an interactive and playful element.

Martin Place proposals - mid-long term



PROPOSED indicative view - looking east from Pitt Street
(Doug & Wolf 2015)

Lighting

- upgrade lighting to celebrate the grand facades of the heritage buildings and support a perception of safety throughout Martin Place
- removal of banners in line with the recommendations of Martin Place Urban Design Study 2015, 'due to their visual dominance over the space'



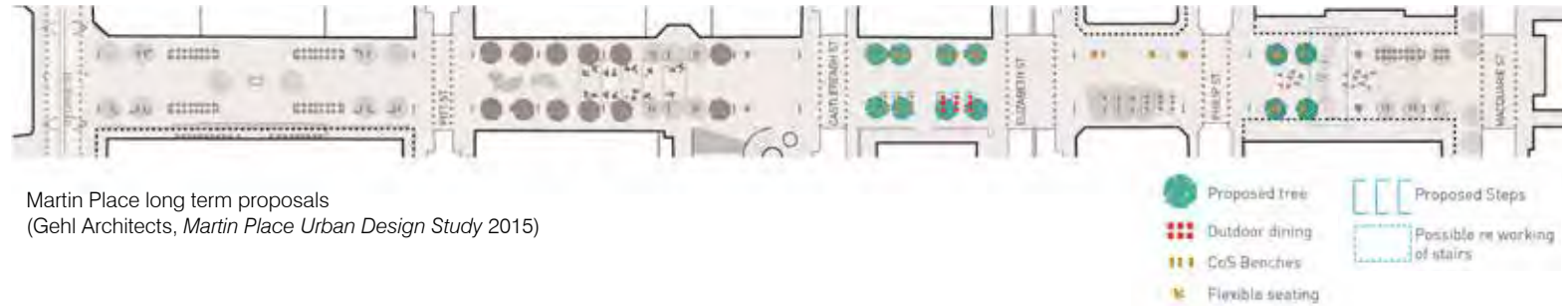
EXISTING view - looking east from Pitt Street

Martin Place

proposals - mid-long term

Relocation of entries to station and underground retail

- integrate all station entries within development to increase space for pedestrian use at surface level. Entry portals at surface within Martin Place to be minimised.
- provide access to existing underground retail via new station entries. Where not possible, staircases to underground retail should be minimised and no additional infrastructure added at surface level.
- provide input to the design of the Martin Place Metro station and revised train station, to increase soil areas for more trees, and increased activity at ground level.



Martin Place long term proposals
(Gehl Architects, *Martin Place Urban Design Study* 2015)



Entry to Martin Place train station could be relocated to building frontages. Wynard Station, Sydney



The entry to the underground retail could be minimized or potentially relocated.

Martin Place proposals - mid-long term



EXISTING view - looking northeast from
Castlereagh Street

PROPOSED indicative view - looking northeast
from Castlereagh Street
(Doug & Wolf 2015)

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 an important meeting point for both locals and visitors. It should be a natural place for gathering within the city, but over the past 50-70 years the 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.

Issues

- Expressway and Railway Station separate the city from the harbour
- Limited public open space, clutter and low quality built elements
- Inconsistent materials, elements and character
- Security and safety - a coordinated precinct approach is needed
- Heritage considerations - State significant station building and curtilage of World Heritage Sydney Opera House

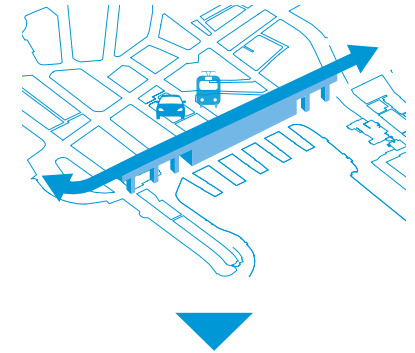
Planned changes

Transport for NSW State government upgrade to Circular Quay precinct, including train station, ferry wharves and surrounds.



Circular Quay - existing

From a raised railway and expressway....

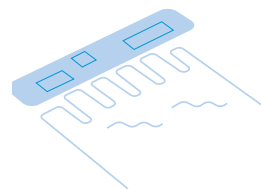


To a lively waterfront space directly connected to both the city and the water



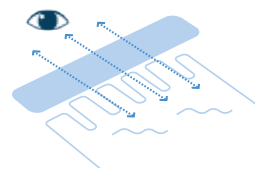
Guidelines

Create one square – unify multiple spaces



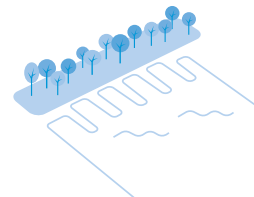
Connect and unify Circular Quay into one square and one identity.

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)

Sustainable Sydney 2030-2050
Continuing the Vision includes the creation of a Water Square at Circular Quay as part of Project Idea 2 - Three linked city squares. 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. [Sustainable Sydney 2030-2050 Continuing the Vision states:](#)

- 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.

[2023 update: George Street light rail complete, including transformation of Alfred Street between George Street and Loftus Street. Pitt Street and Loftus Street closed at Alfred Street. Gateway and AMP upgrades complete, 1 Alfred Street under construction.](#)



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

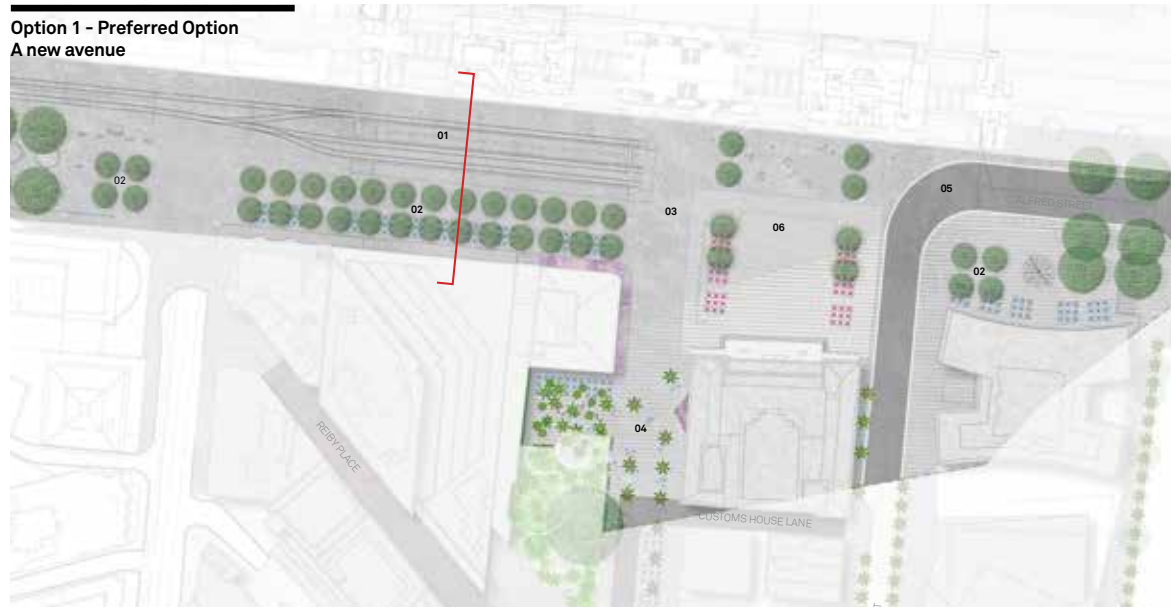
Alfred Street (incl. Scout Place) proposals

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.

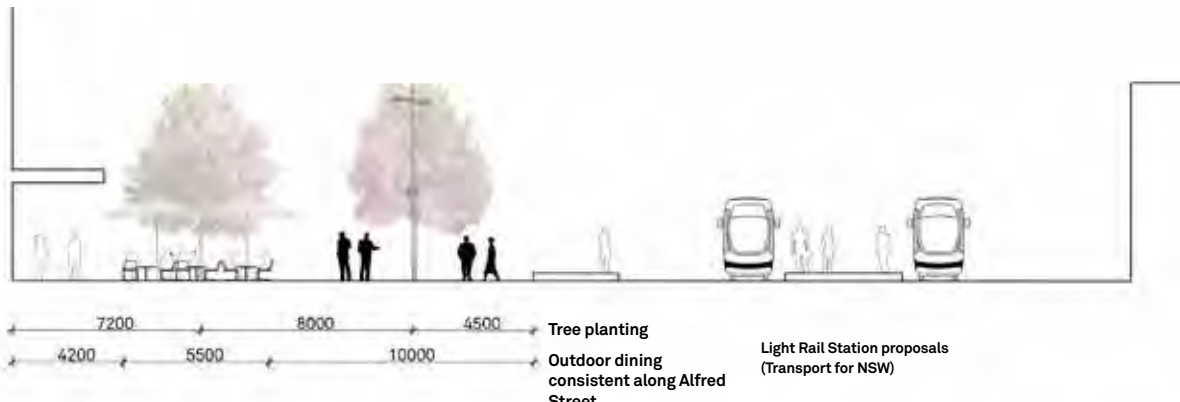


Plan - Alfred Street proposed concept design
(HASSELL City North Streetscapes & Spaces Study 2015)

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

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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

- 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



Customs House Square - existing configuration



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

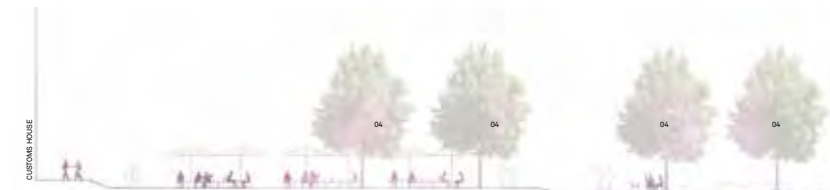


Moveable public furniture (HASSELL City North Streetscapes & Spaces Study 2015)

Customs House Square proposals



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



Section A-a
Customs House Square - Alfred Street

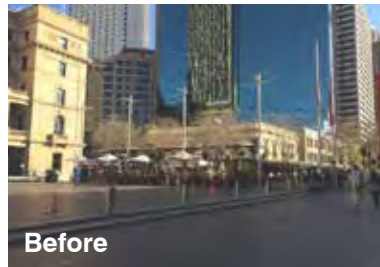
New outdoor dining configuration and furniture as per CoS Outdoor Dining Guidelines. Include Circular Quay and Customs House as a 'Special Precinct' under the City's Outdoor Dining Guidelines, requiring a uniform palette of outdoor dining furniture.

08 - Moveable furniture

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 Sydney City Centre Access Strategy, with many interchange passengers boarding/alighting buses in Gresham Street.

Issues - Loftus Street

- 67 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

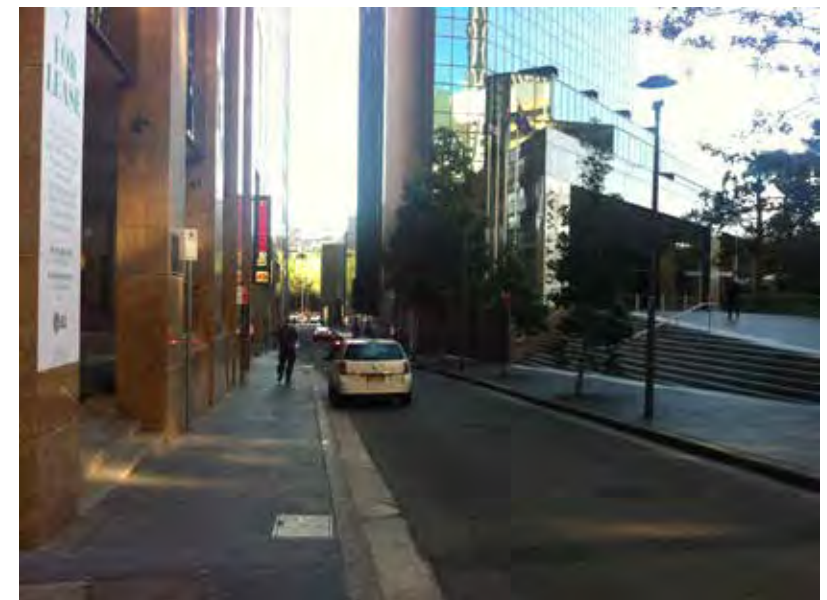
- 54 Major redevelopment on both sides of the street



Loftus Street and Reiby Place - existing



Loftus Street - existing, showing varied paving types



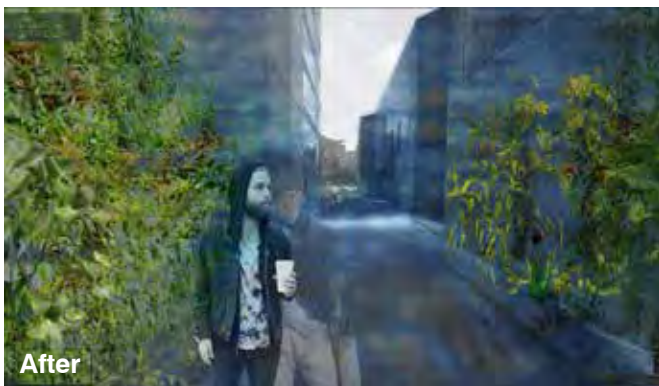
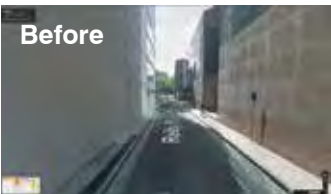
Reiby Place - existing

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).

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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 TfNSW 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, allowing taxis to access a new rank in Pitt Street via Reiby Place and Loftus Street (subject to RMS TfNSW approval)
- 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

[2023 update: AMP & Gateway developments complete. Loftus Street closed adjacent to Customs House. Implementation of Loftus Street upgrade in planning stage.](#)

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)
- 69 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

[2023 update: AMP precinct development is complete. Phillip and Young Streets play ongoing role for bus stops and layover.](#)



Phillip Street - existing



Young Street view south - existing



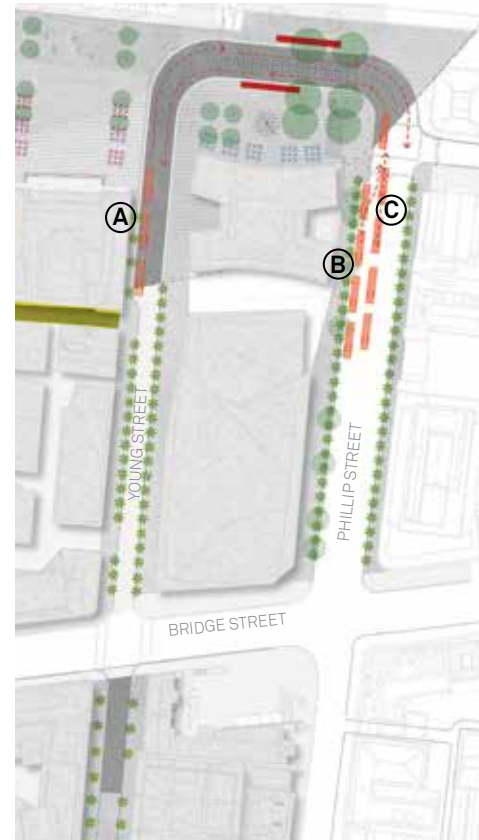
Existing aerial showing Young and Phillip Street

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)