

# **Attachment A6**

**Appendix C – Hunter Street Precinct Public  
Domain Study**

# HUNTER STREET PRECINCT

## PUBLIC DOMAIN STUDY

Prepared by  
**GALLAGHERSTUDIO**  
10th February 2023

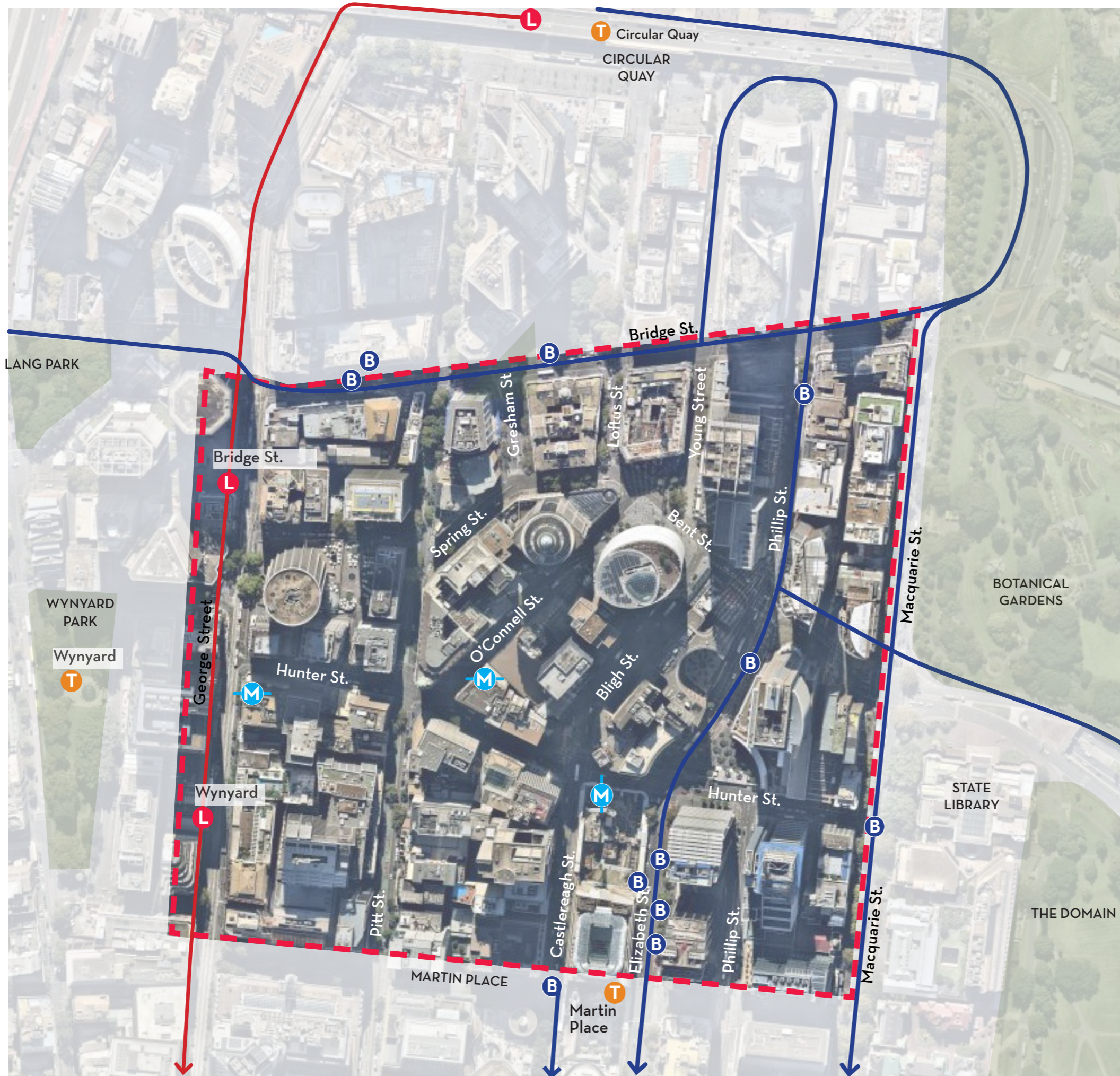
# WIDER CONTEXT



- LEGEND**
- Study Boundary
  - M Hunter Metro Station - Sydney Metro West
  - M Martin Place Metro Station - Sydney Metro City and South West
  - L Existing Lightrail Stops
  - T Existing Train Stations

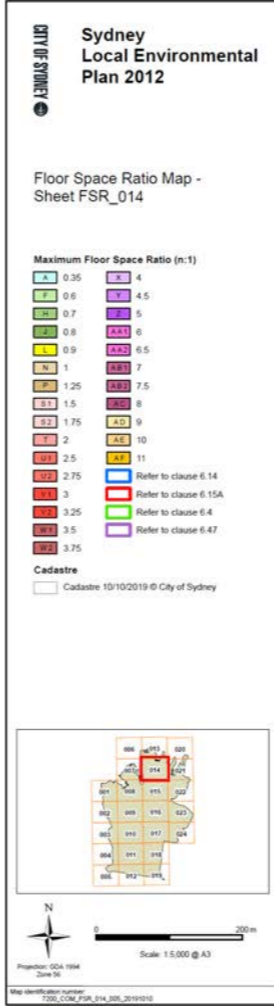
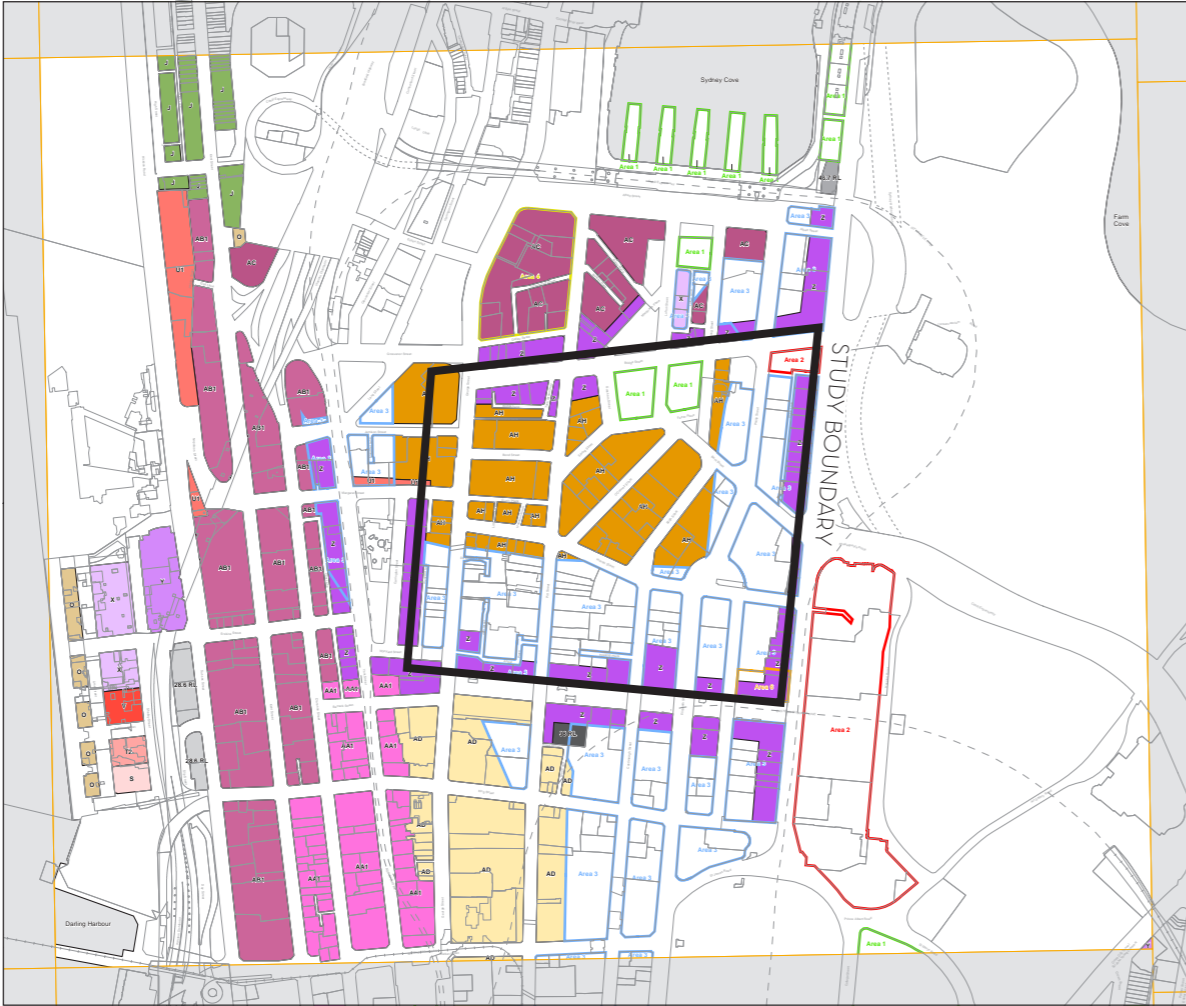
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# TRANSPORT NETWORK



- LEGEND**
- - - Study Boundary
  - M Hunter Metro Station - Sydney Metro West
  - M Martin Place Metro Station - Sydney Metro City and South West
  - L Existing Lightrail stops
  - T Existing Train station stops
  - B Existing bus routes

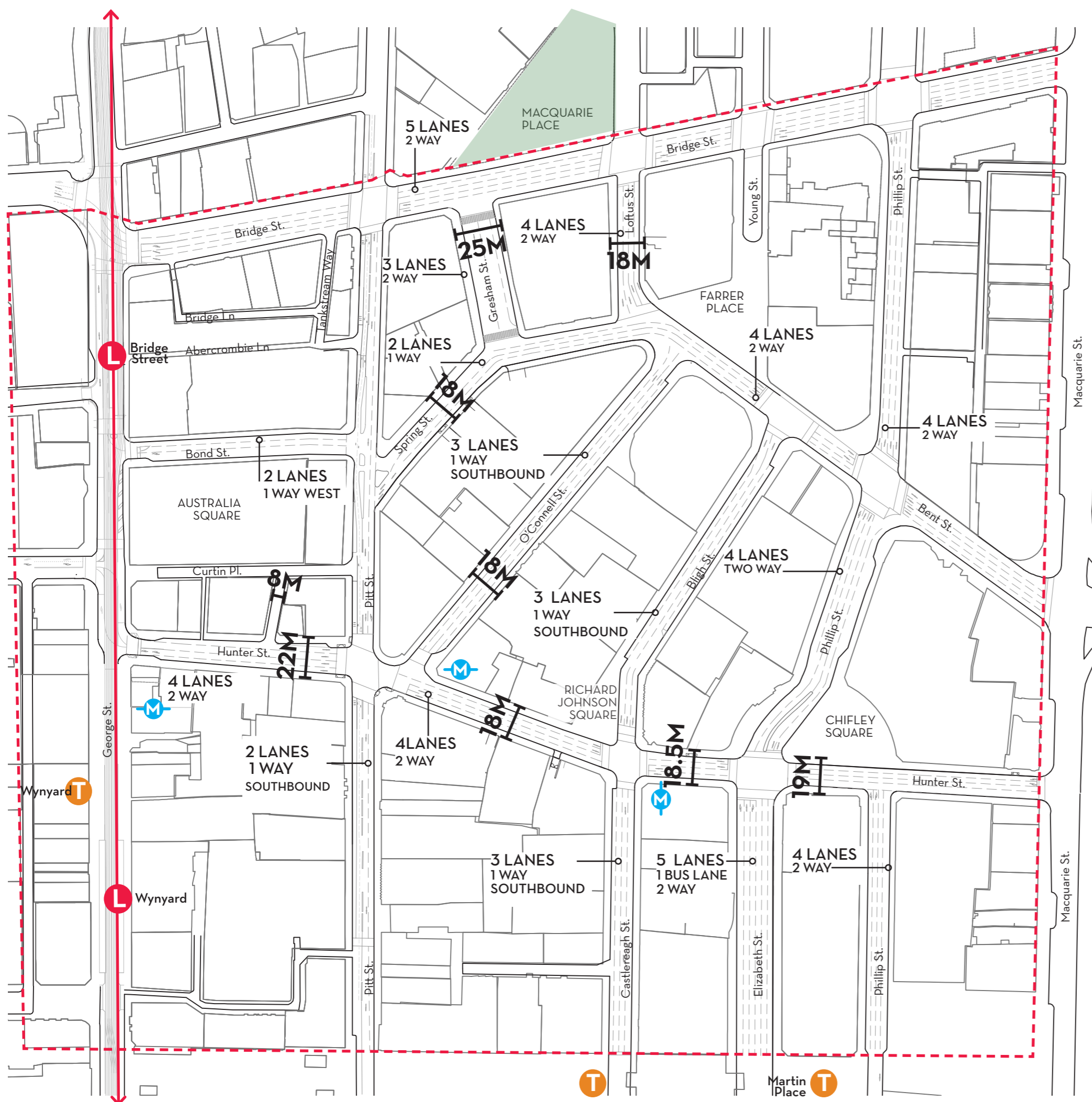
# LEP CONTROLS: BUILDING HEIGHTS & FLOOR SPACE RATIO



- Height is concentrated in the north western corner of the precinct with a maximum building height of 235m. Solar access is protected to Martin Place with a maximum building height of 55m.
- The Hunter Street Precinct has a maximum Floor Space ratio of 8:1

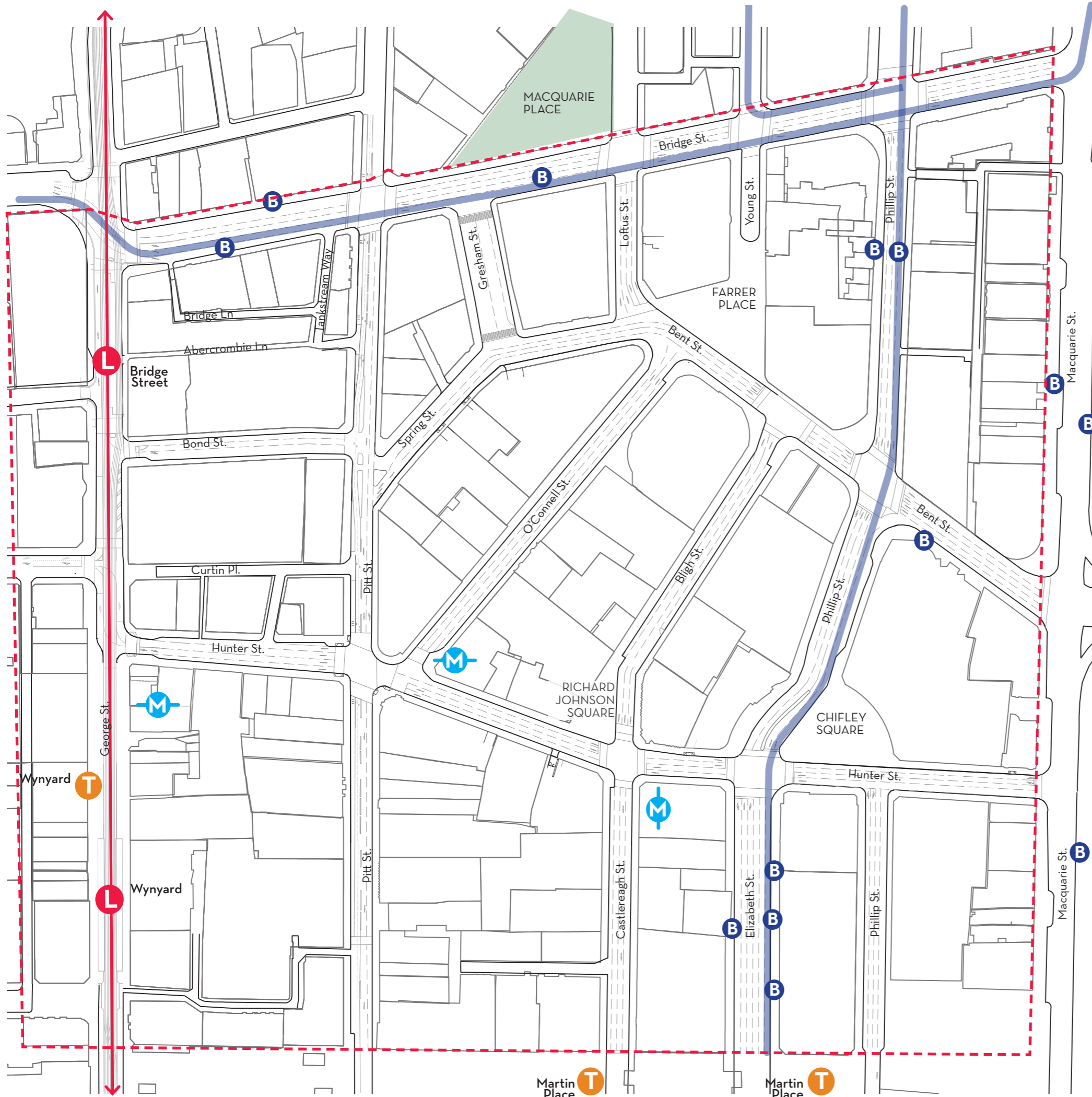
# EXISTING STREET CONFIGURATION

- Street reserves range between 8 metres and 25 metres in the study area.
- Hunter Street varies in width from 18m to 22m



## LEGEND

- Study Boundary
- Hunter Metro Station - Sydney Metro West
- Martin Place Metro Station - Sydney Metro City and South West
- Existing Lightrail Stations
- Existing Train Stations

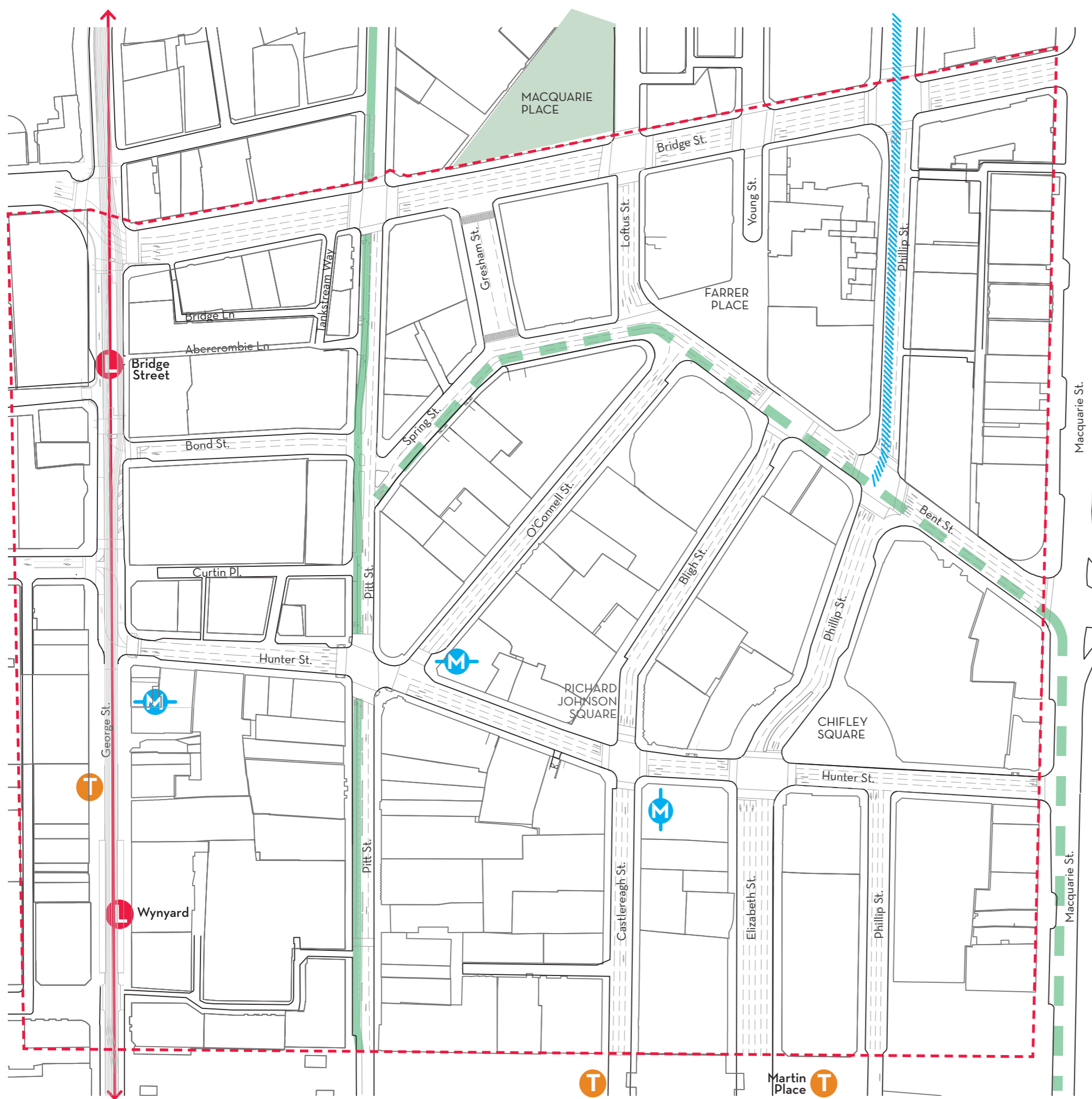


# PUBLIC TRANSPORT

- LEGEND**
- - - Study Boundary
  - M Hunter Metro Station - Sydney Metro West
  - M Martin Place Metro Station - Sydney Metro City and South West
  - L Existing Lightrail Stations
  - T Existing Train Stations
  - Planned Key Bus Corridors
  - B Bus stops

Source: City North Public Domain Plan, 2015, City of Sydney

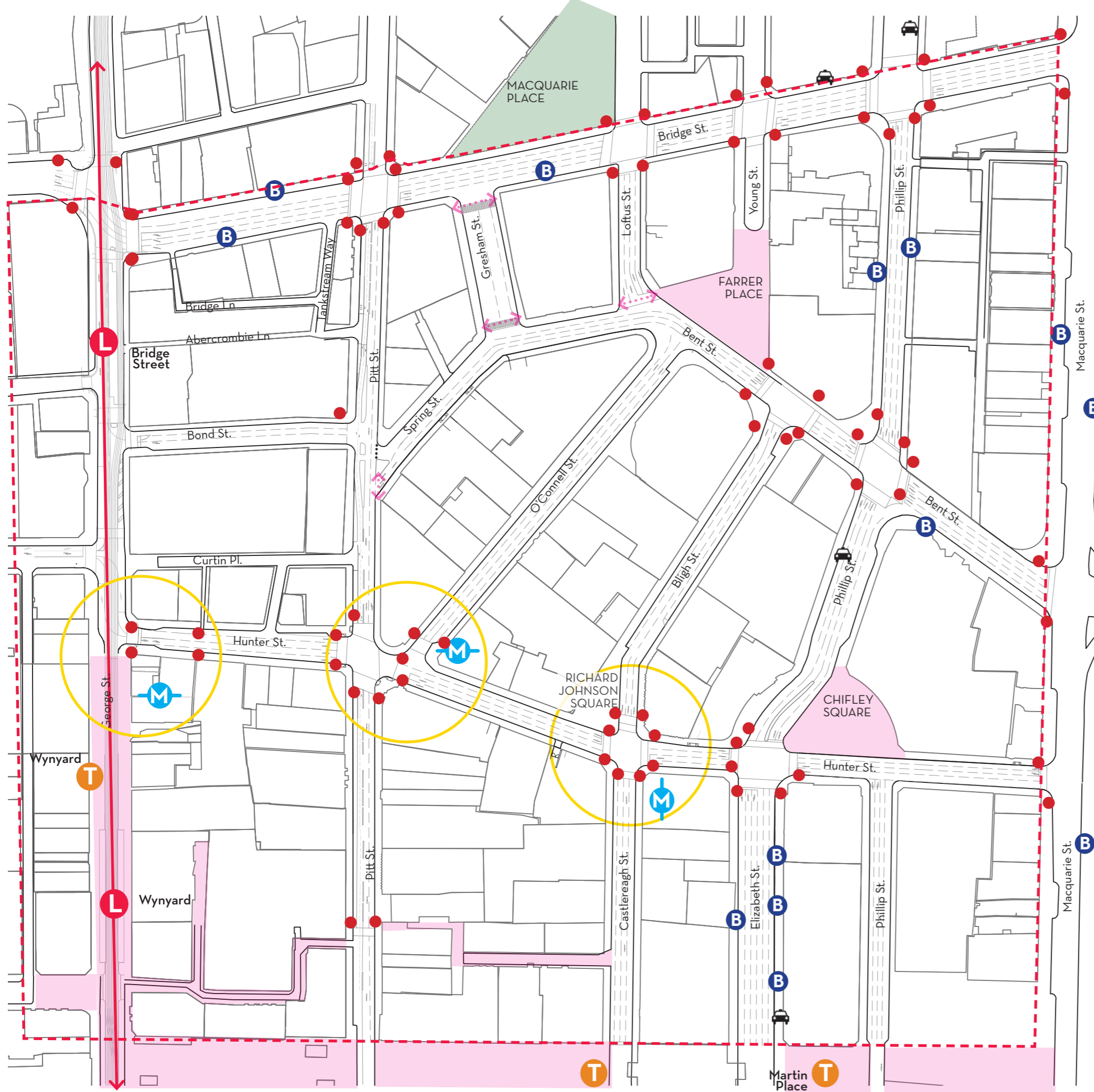
# CYCLING



## LEGEND

- - - Study Boundary
- M Hunter Metro Station - Sydney Metro West
- M Martin Place Metro Station - Sydney Metro City and South West
- L Existing Lightrail Stops
- T Existing Train Stations
- █ Dedicated Cycle Lane
- /// Low Traffic Street or Bike Lane
- █ Planned Connection (City of Sydney Cycling)





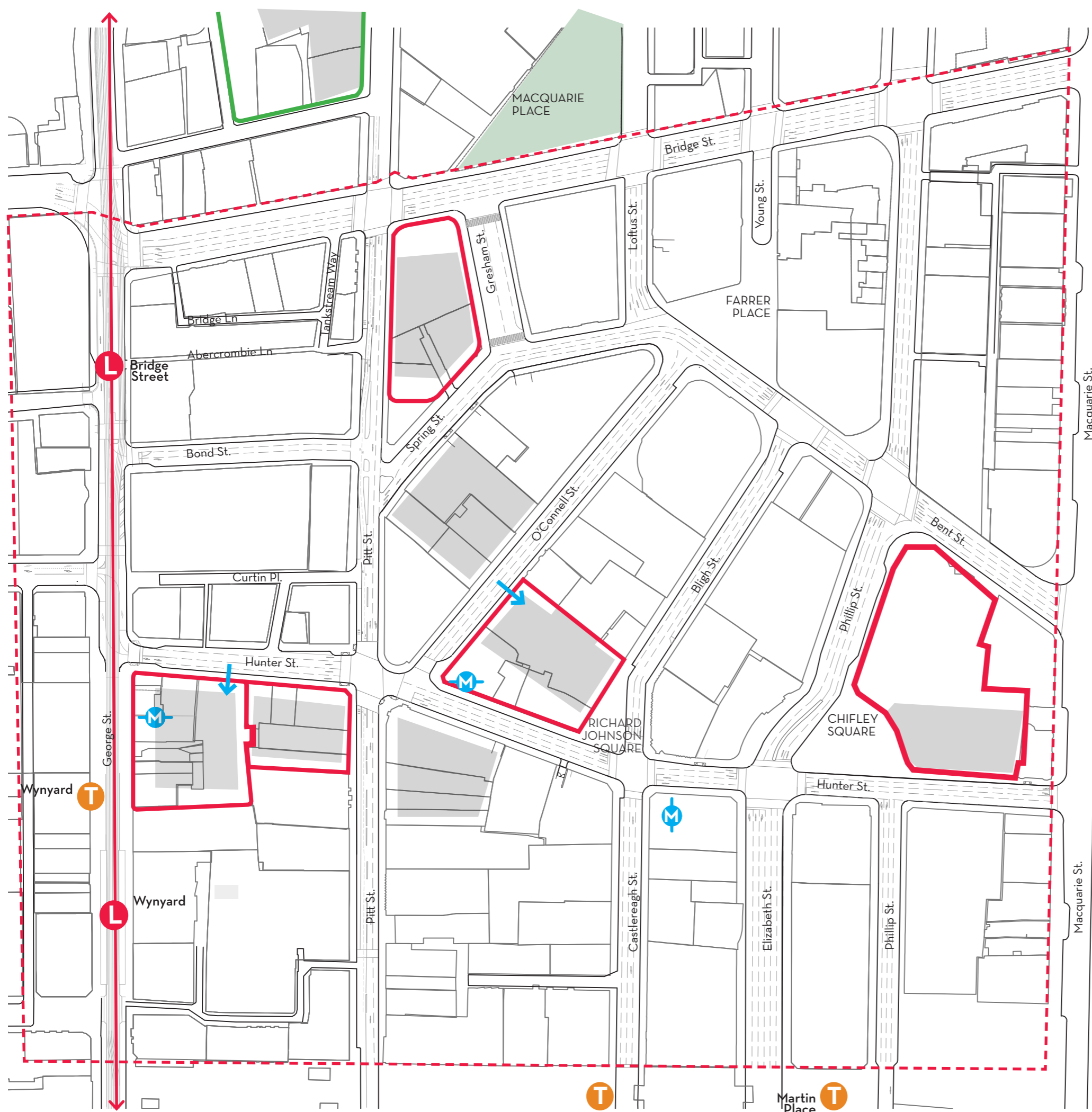
# EXISTING & FUTURE PEDESTRIAN FACILITIES & PRIORITY LOCATIONS










- There is a high volume of pedestrians connecting to and from major transport hubs at Wynyard Station and Circular Quay.
- There are many office towers concentrated in the precinct, with high volumes of workers moving through the precinct during business hours.
- The new metro stations on Hunter St will increase pedestrian traffic in the precinct.
- Signalised crossings on Loftus and Bridge Streets allow for direct access to Circular Quay.

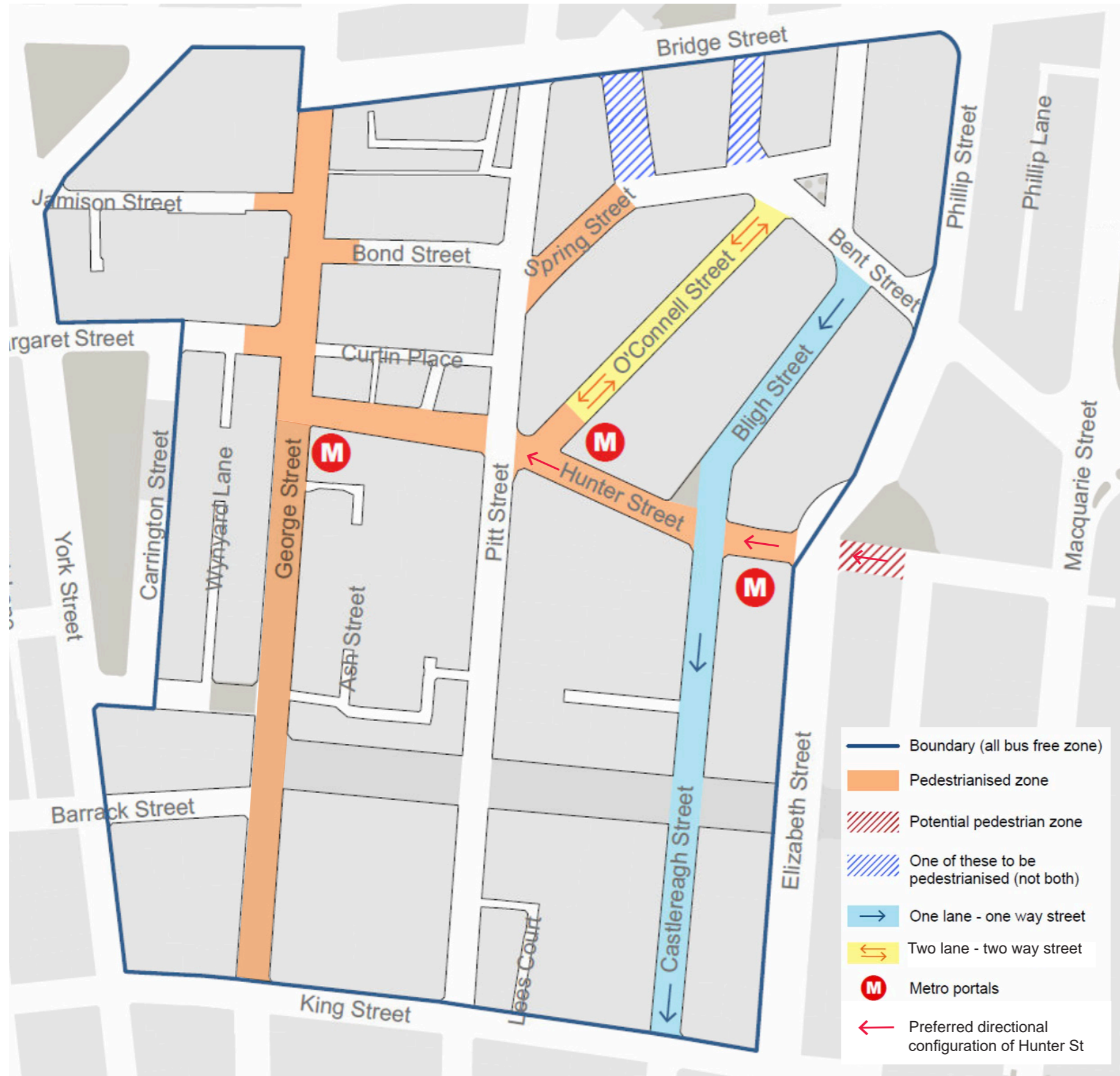
### LEGEND

- Study Boundary
- M Hunter Metro Station - Sydney Metro West
- M Martin Place Metro Station - Sydney Metro City and South West
- L Existing Light Rail Stations
- T Existing Train Stations
- B Bus Stops
- Traffic signals
- Future Priority locations for pedestrian
- Pedestrian Crossings
- 🚗 Taxi Ranks
- Existing Pedestrian Zones

# DEVELOPMENT CONTEXT



-  Study Boundary
-  Hunter Metro Station - Sydney Metro West
-  Martin Place Metro Station - Sydney Metro City and South West
-  Existing Lightrail Stops
-  Existing Train Stations
-  Indicative building envelopes
-  PP: approved
-  PP: lodged
-  Vehicle entry to Metro sites



## POTENTIAL TRAFFIC ALTERATIONS & PUBLIC DOMAIN BENEFITS

The following additional public domain space would be provided with redesign of the following streets to remove traffic lanes and expansion of pedestrian areas. These include

### HUNTER ST CARRIAGEWAY:

- Elizabeth St to Castlereagh St = 659 m<sup>2</sup>
- Castlereagh St to Pitt St = 1738 m<sup>2</sup>
- Pitt St to George St = 1482 m<sup>2</sup>
- Phillip to Elizabeth St = 602 m<sup>2</sup>

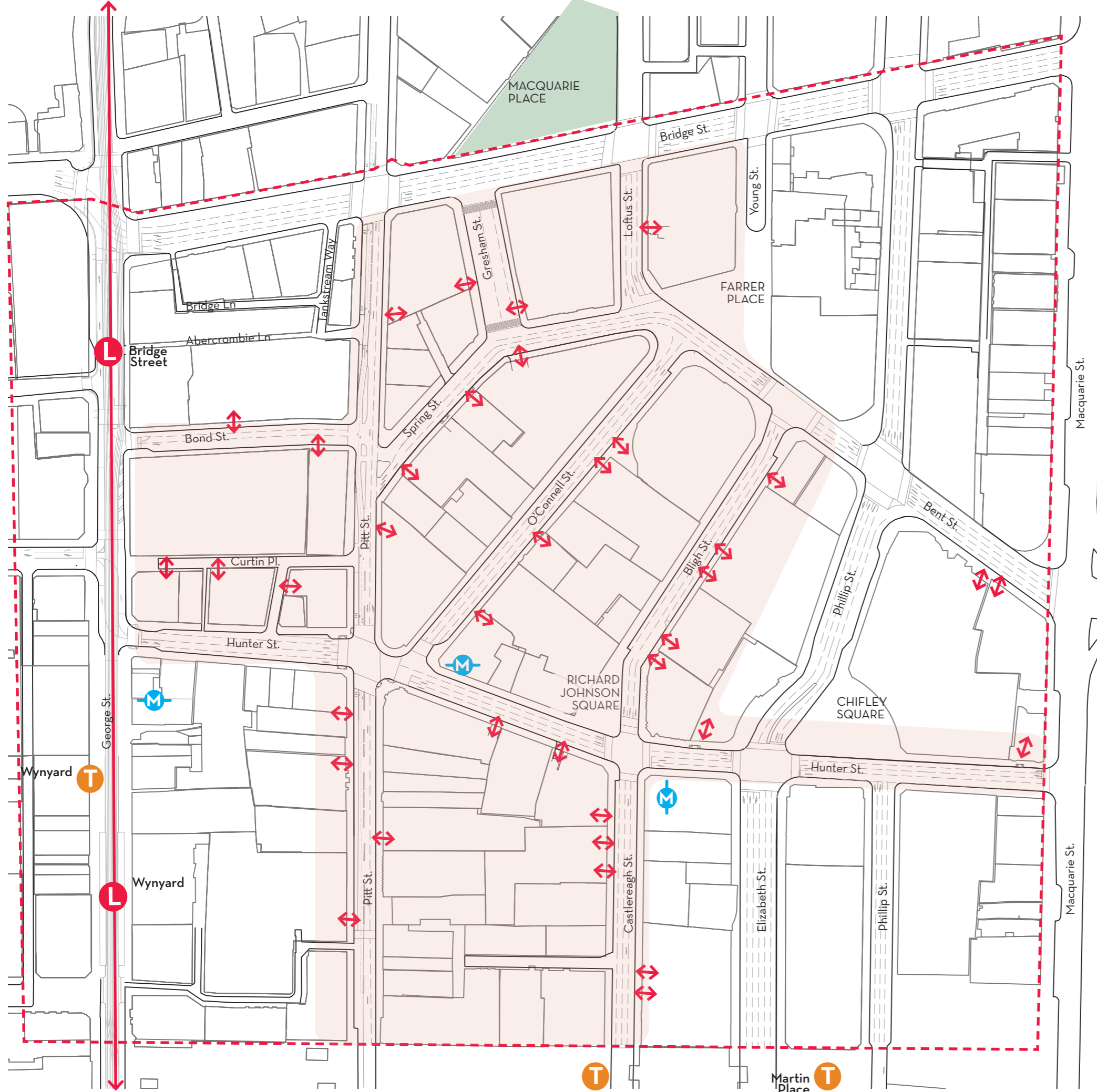
Hunter St Road Reserve: Total area: 4481 m<sup>2</sup>

- Spring St carriageway: 1049 m<sup>2</sup>
- George St carriageway: 5991 m<sup>2</sup>
- Gresham St carriageway : 1279 m<sup>2</sup>
- Loftus St carriageway: 1279 m<sup>2</sup>

Additional public domain area provided by road closures and footpath expansions on Hunter, Spring, Loftus and George Streets is 1.4 hectares.

Diagram: Potential traffic alteration. Source : COS briefing document

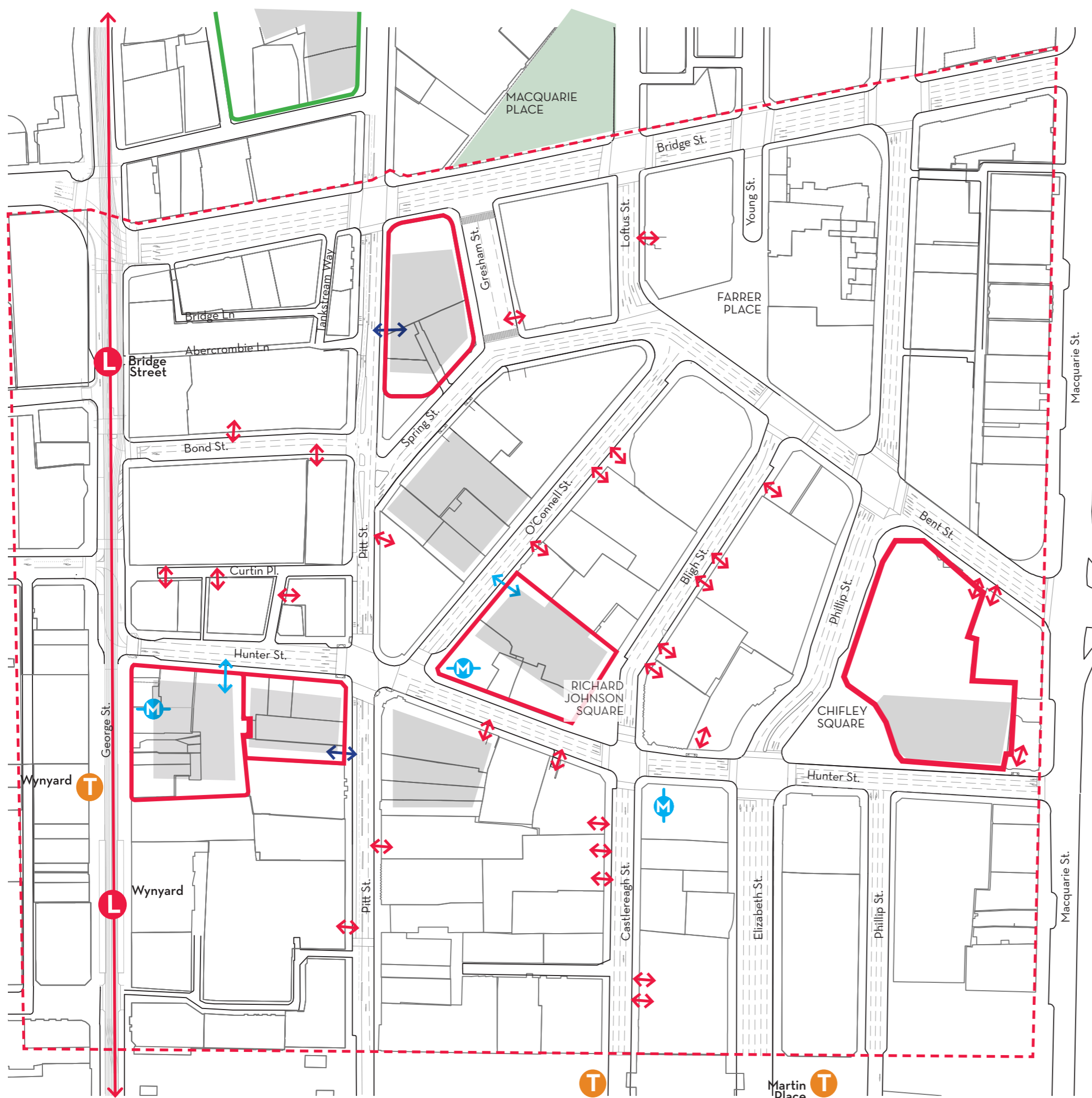
# EXISTING DRIVEWAYS & LOADING DOCKS



## LEGEND

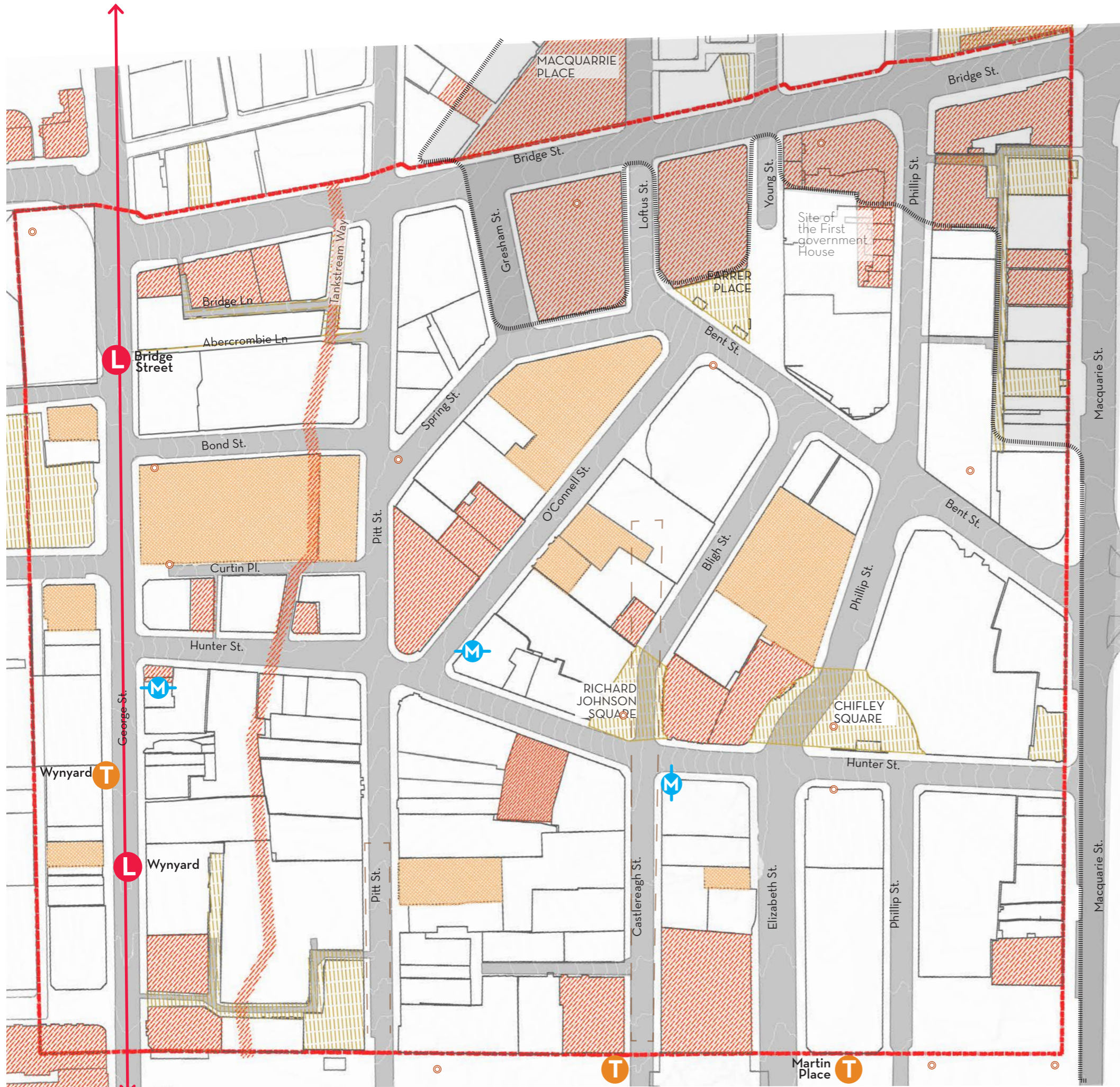
- - - Study Boundary
- M Hunter Metro Station - Sydney Metro West
- M Martin Place Metro Station - Sydney Metro City and South West
- L Existing Lightrail Stops
- T Existing Train Stations
- ↔ Existing Driveways or Loading Docks
- Area of Focus Boundary

# PROPOSED DRIVEWAYS & LOADING DOCKS



## LEGEND

- - - Study Boundary
- M Hunter Metro Station - Sydney Metro West
- M Martin Place Metro Station - Sydney Metro City and South West
- L Existing Lightrail Stops
- T Existing Train Stations
- Indicative building envelopes
- PP: approved
- PP: lodged
- ➔ Vehicle entry to Metro sites
- ➔ Vehicle entry to planning proposals
- ➔ Existing vehicle entry



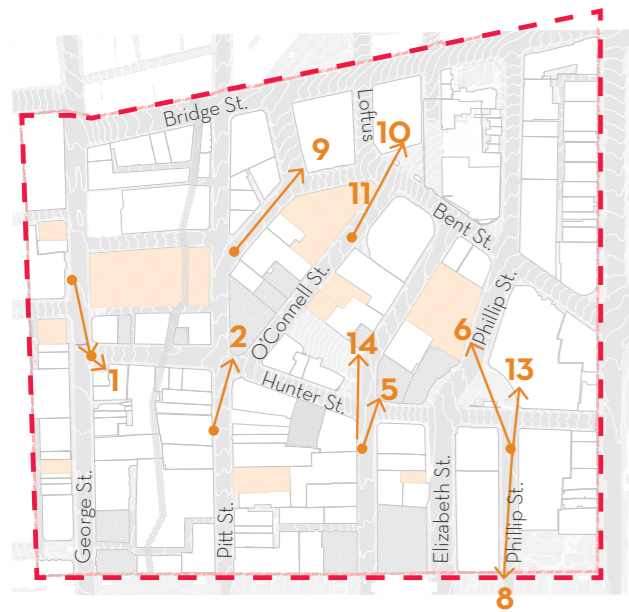
# HERITAGE ITEMS

- There are multiple heritage items including federal, state and locally listed heritage items. This includes portions of the Governor's Domain and Civic Precinct National Heritage Listing (NHL)
- The site includes the Tank Stream, a State Heritage Item and Sydney's first water supply.
- Public spaces including Chifley Square and Richard Johnson Square are locally listed.
- There are several heritage items on the north edge of Hunter Street.

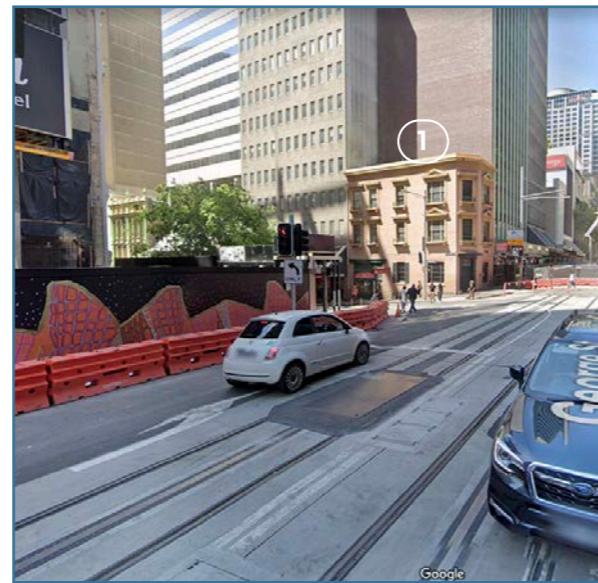
## LEGEND

- - - Study Boundary
- Hunter Metro Station - Sydney Metro West
- Martin Place Metro Station - Sydney Metro City and South West
- Section 170 item
- State Heritage Act Item (Heritage NSW)
- Locally Listed Heritage Items
- City Plan LEP - General Heritage Items
- Sculptures
- Governor's Domain and Civic Precinct National Heritage Listing (NHL)

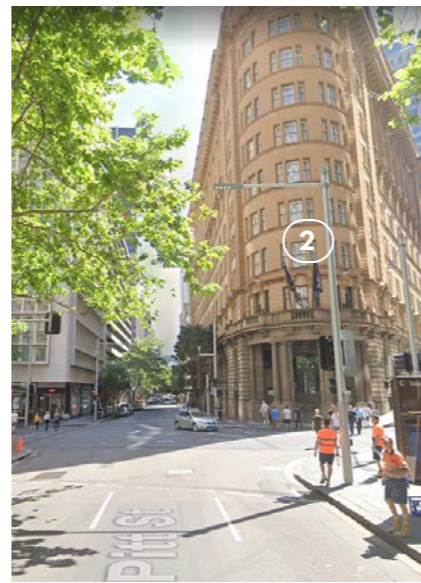
# HERITAGE ITEMS - NORTH-SOUTH VIEWS



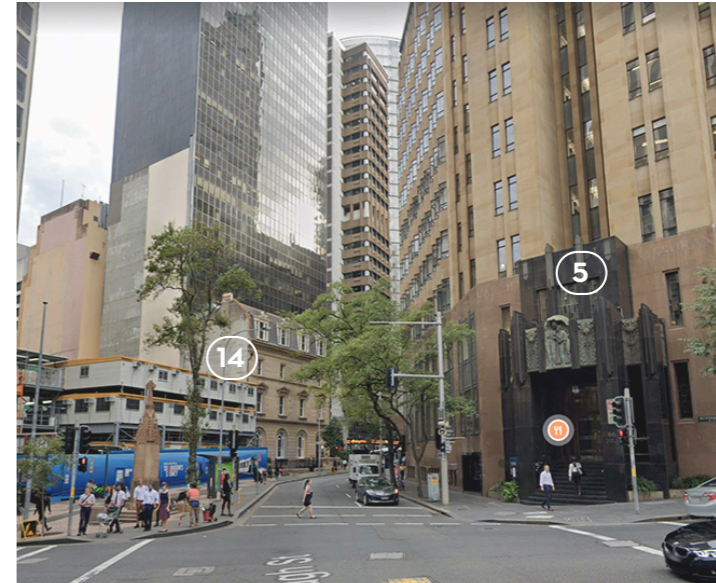
KEYPLAN



Long and short view of 1 Hunter St.



26 Hunter St from Pitt St.



66 Hunter St/ Richard Johnson Square from Castlereagh St.



Commonwealth Parliamentary Office from O'Connell St.

## HERITAGE ITEMS - ARCHIVE PHOTOS



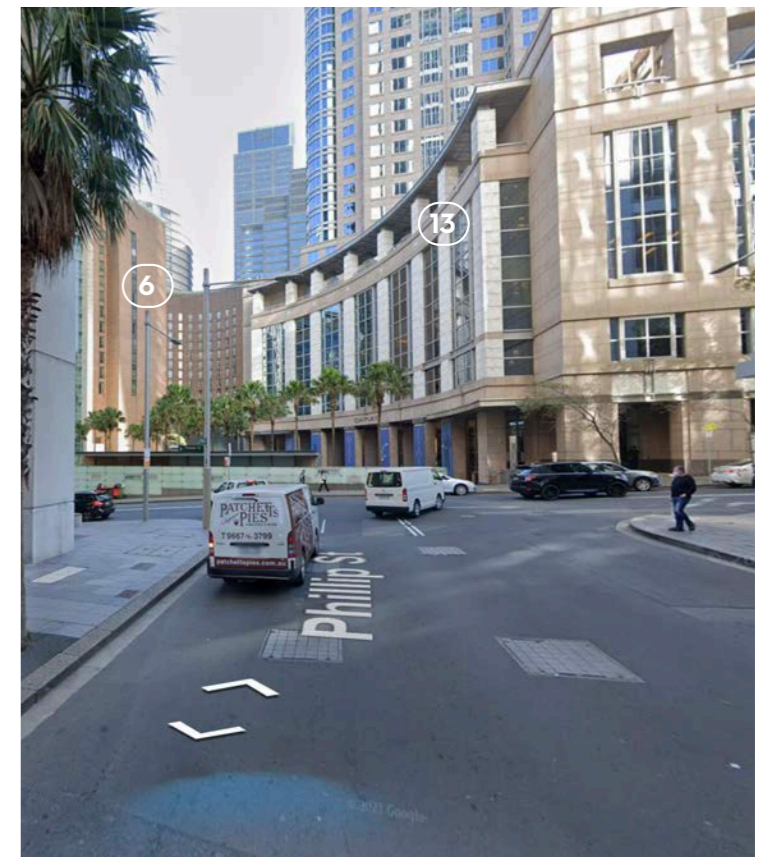
26 Hunter St. 1930



Department of Lands Building from Spring St.

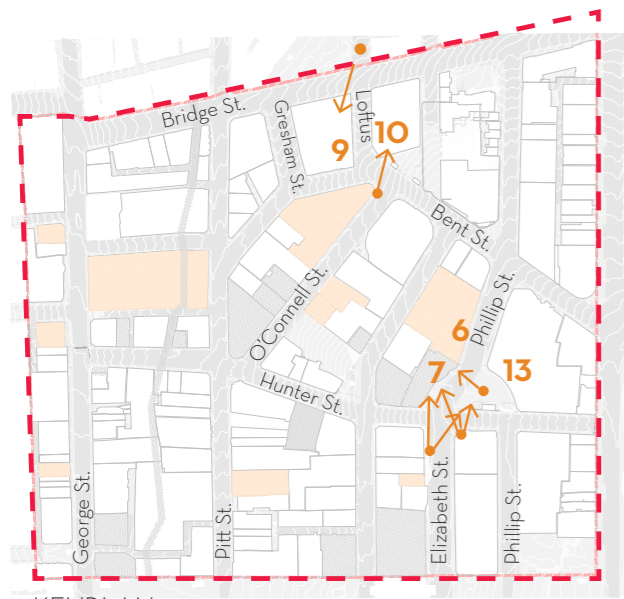


St James Church from Phillip St.

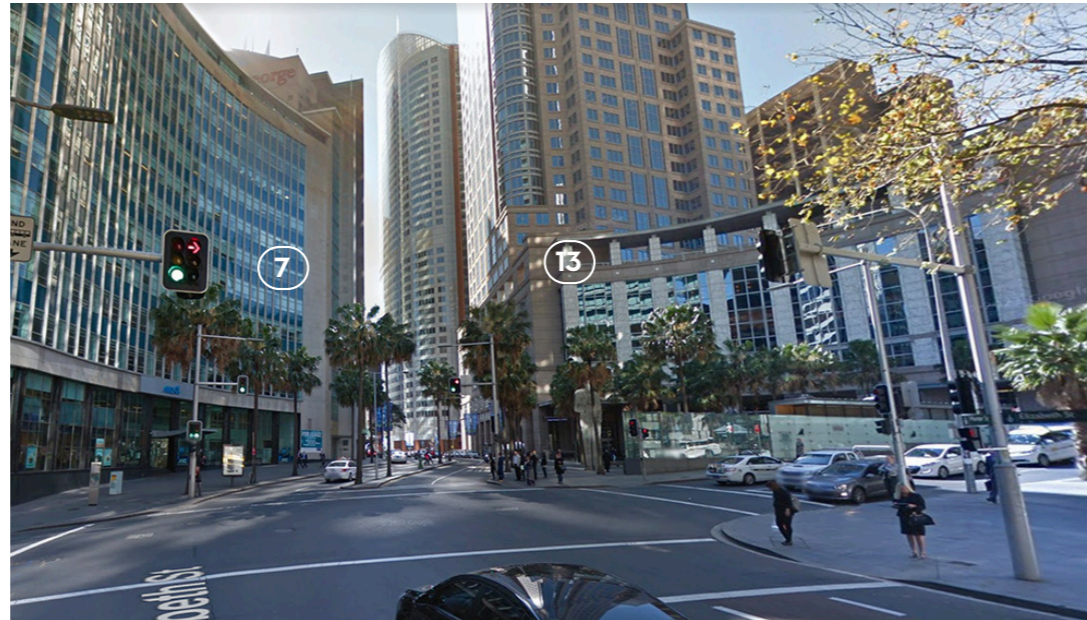


View on Chifley Square from Phillip St.

# HERITAGE ITEMS - NORTH - SOUTH VIEWS



KEYPLAN



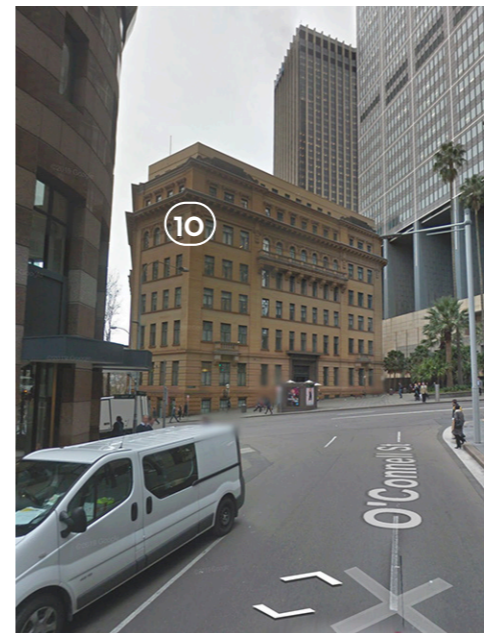
Chifley Square and the ANZ building from Elizabeth St.



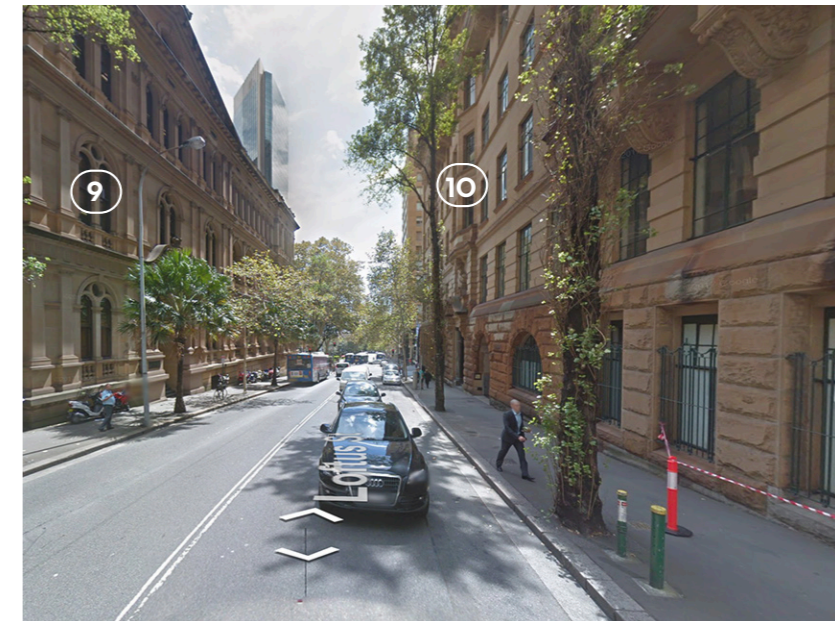
Chifley Square from Hunter St.



Former Department of Lands from Loftus St.



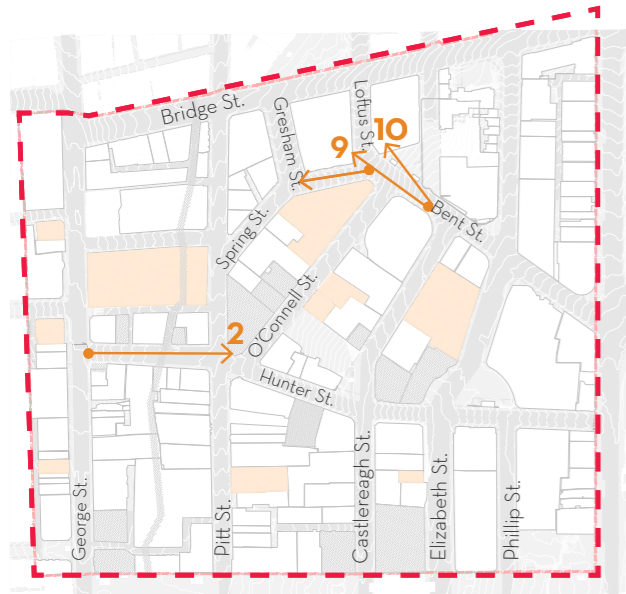
Short view on Commonwealth Parliamentary Office from O'Connell St.



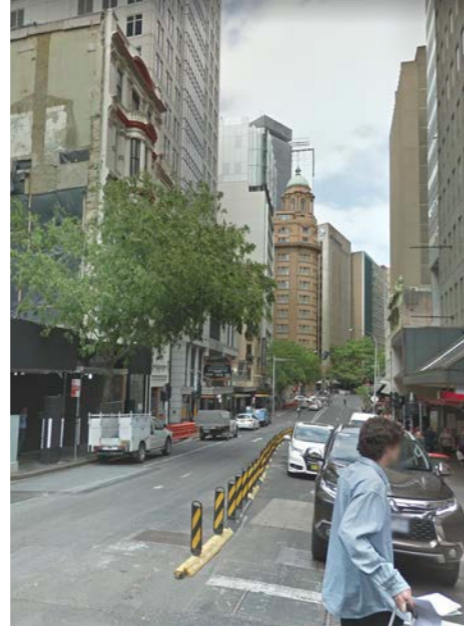
Framed short view on Loftus St.



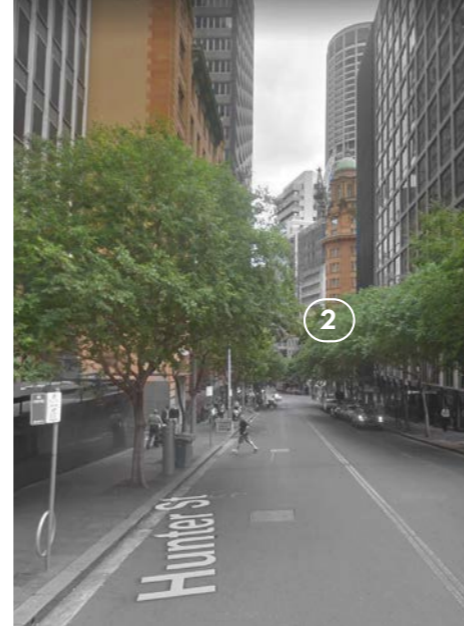
# HERITAGE ITEMS - EAST-WEST VIEWS



KEY PLAN



26 Hunter St. from George St.



View of 26 Hunter St. framed by trees.



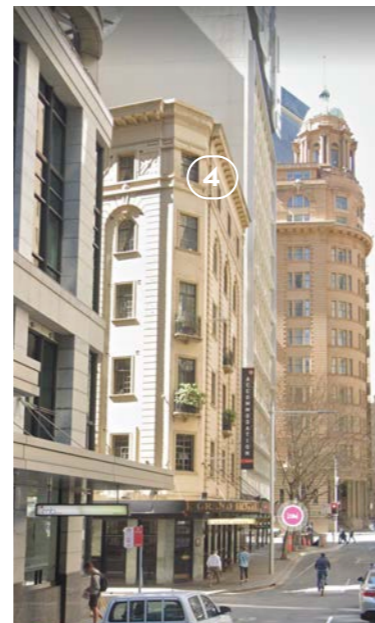
Bent St, long view on 9. Department of Lands Building (22-30 Bridge St) and 10. Commonwealth Parliamentary office and Farrer Place



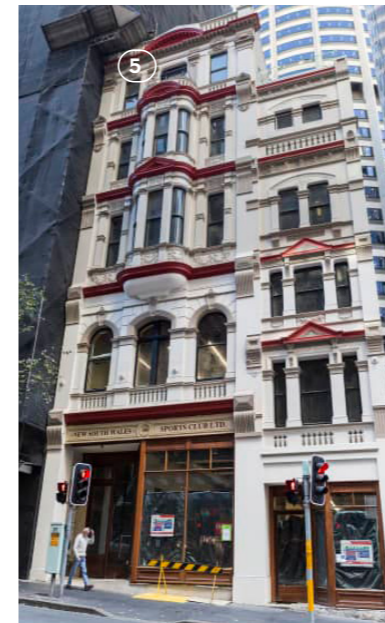
KEY PLAN



18 Hunter St



34 Hunter St



18 Hunter St



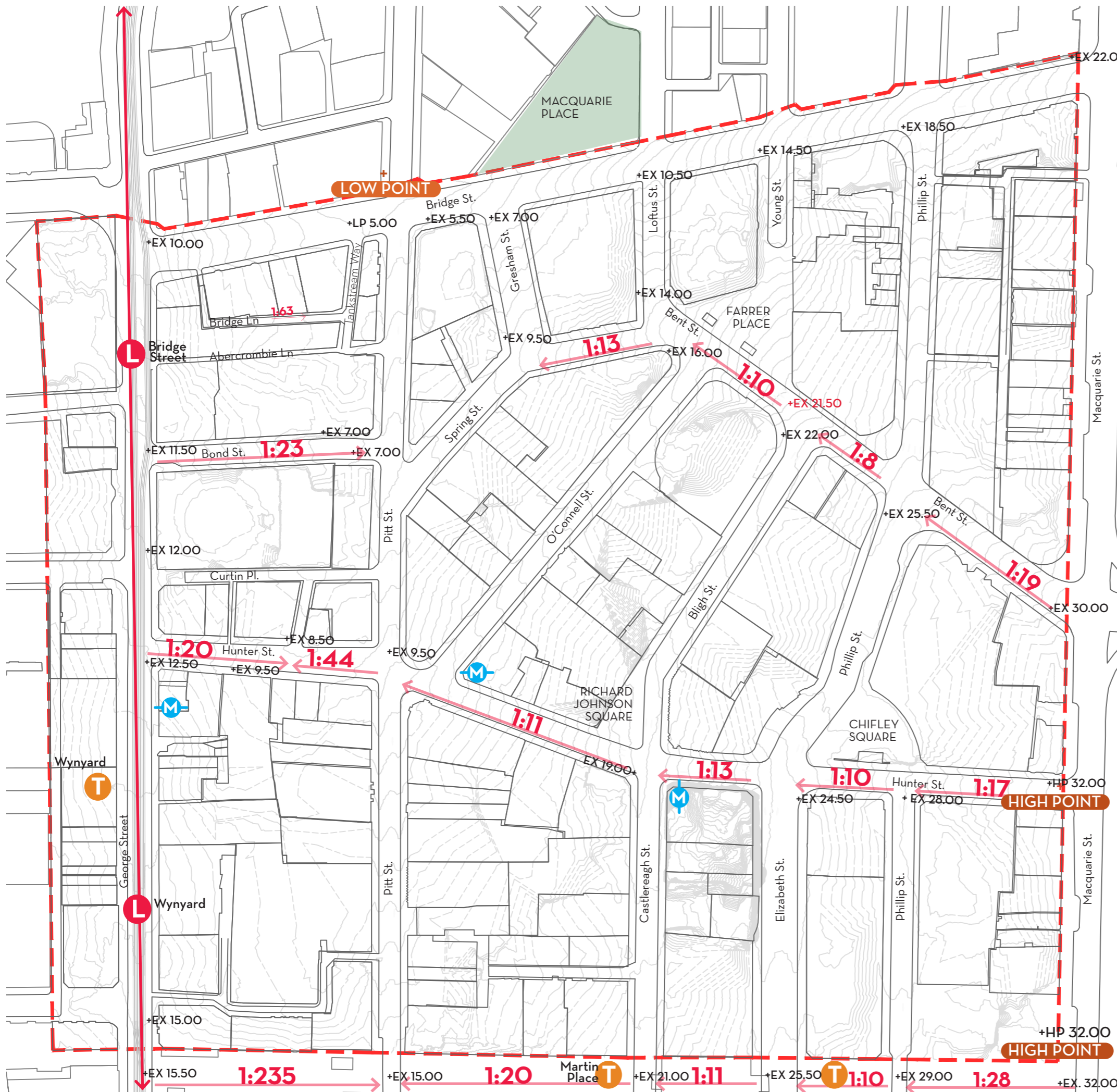
66 Hunter St.



114 Hunter St.

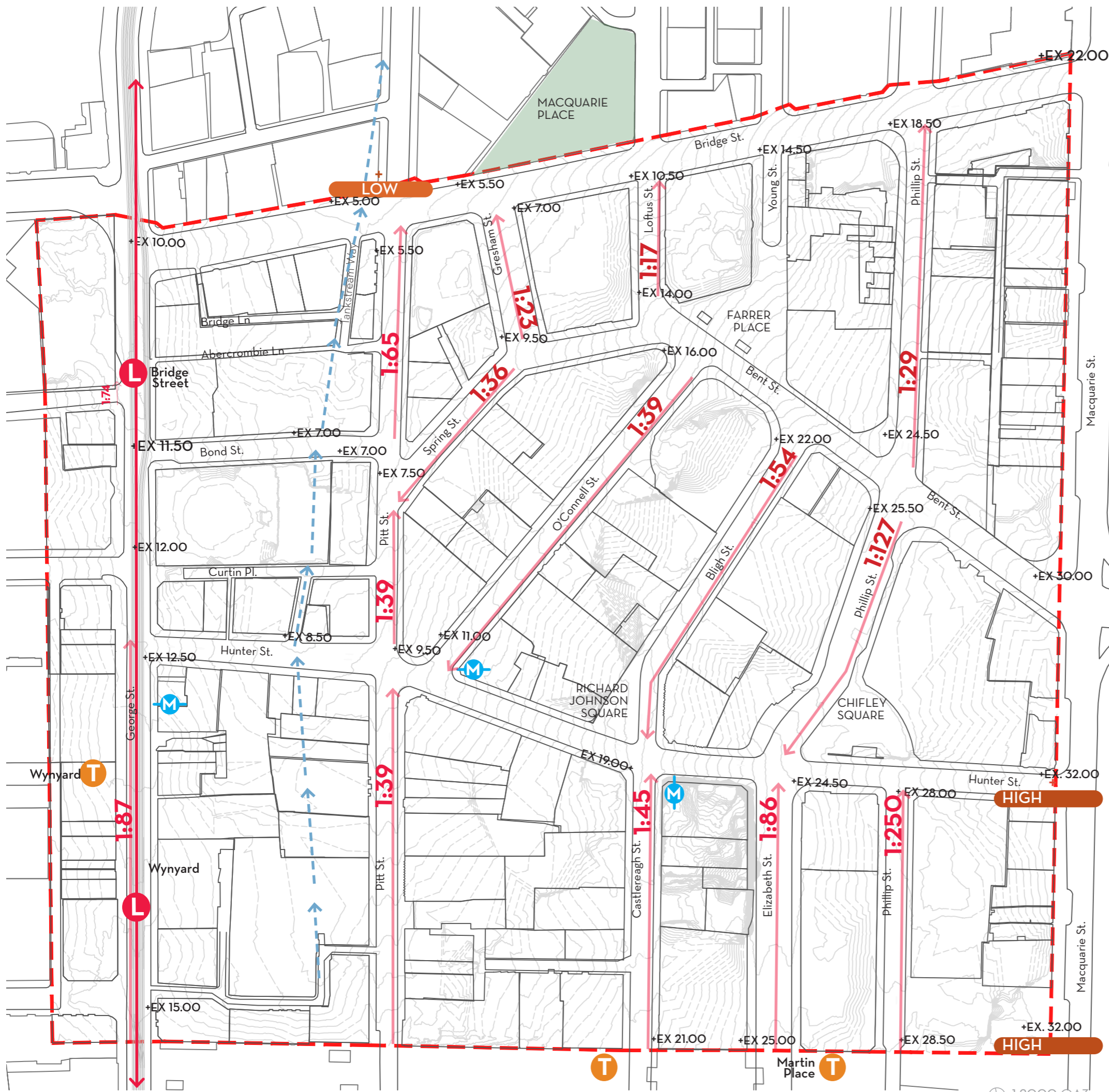
# LANDFORM & LEVELS EAST - WEST

- Low point on Bridge Street
- High point at Macquarie Street
- Streets are steeper on east-west streets.
- Hunter Street is one of the steepest streets in the precinct



## LEGEND

- Study Boundary
- M Hunter Metro Station - Sydney Metro West
- M Martin Place Metro Station - Sydney Metro City and South West
- L Existing Lightrail Stations
- T Existing Train Stations
- > Low Point Swale
- +EX 32.00 Existing Level
- +LP 32.00 Low Point
- +HP 32.00 High Point



# LANDFORM & LEVELS NORTH - SOUTH

- North-south streets generally shallow grades.
- The landform and street layout allows for long views down these streets.

## LEGEND

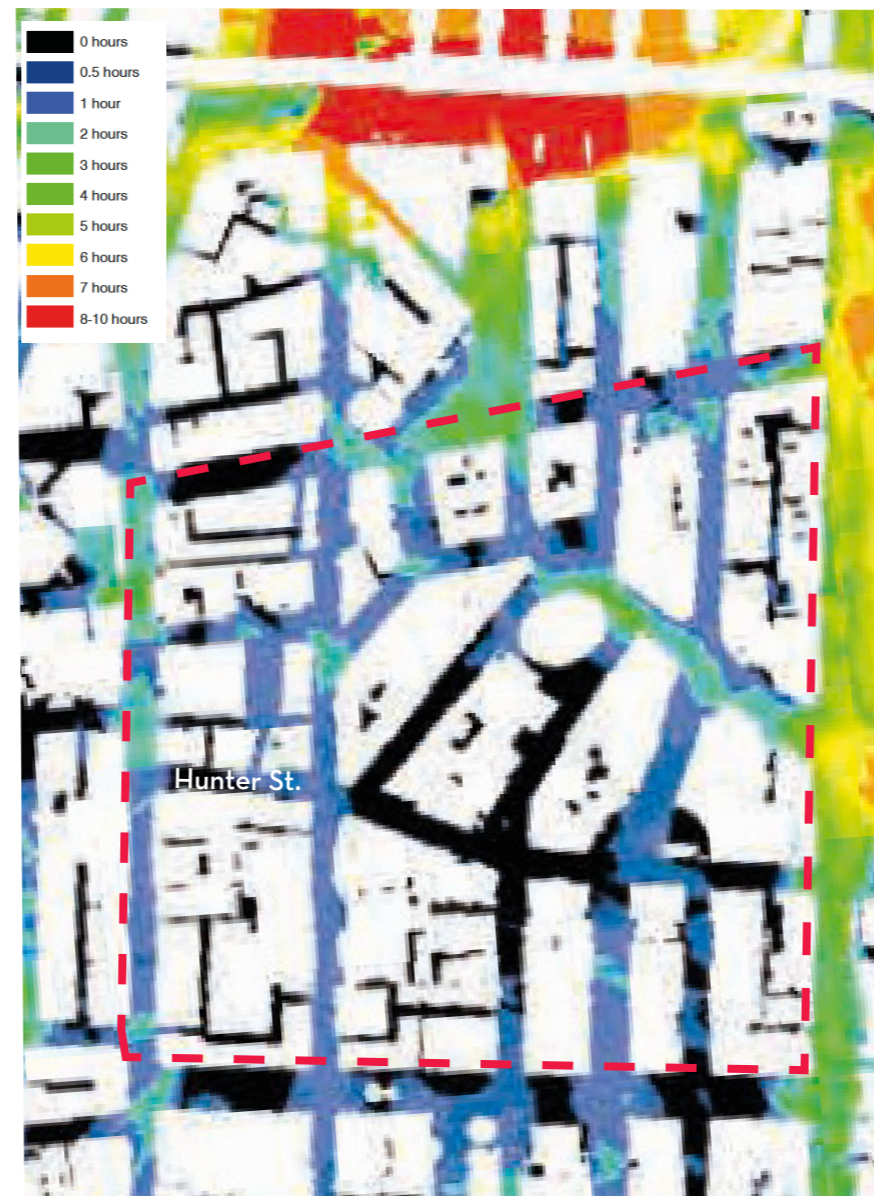
- Study Boundary
- Hunter Metro Station - Sydney Metro West
- Martin Place Metro Station - Sydney Metro City and South West
- Existing Lightrail Stations
- Existing Train Stations
- Low Point Swale
- +EX 32.00 Existing Level
- +LP 32.00 Low Point
- +HP 32.00 High Point

# HUNTER STREET PRECINCT - SOLAR ACCESS AND WIND MICROCLIMATIC CONDITIONS

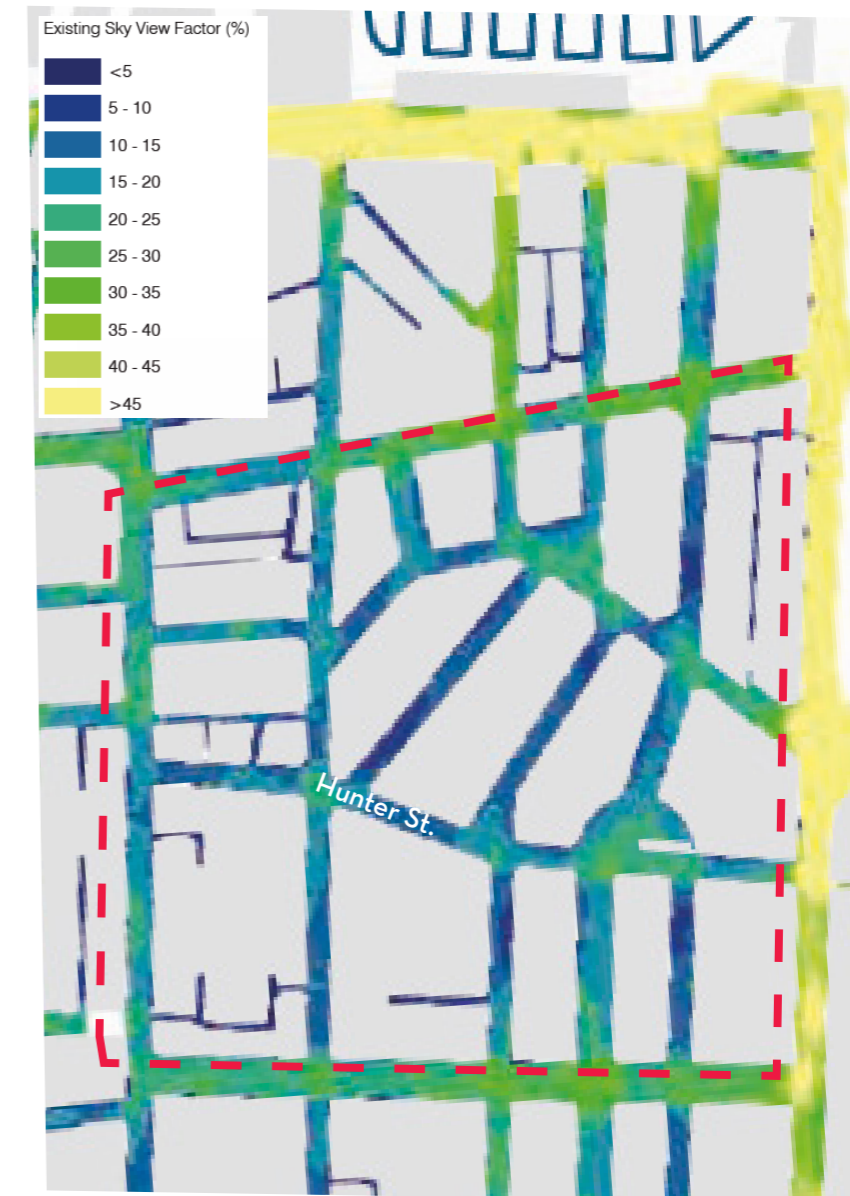
WIND ENVIRONMENT COMFORT LEVELS



HOURS OF DIRECT SUNLIGHT ACCESS TO STREETS  
(MID-WINTER)



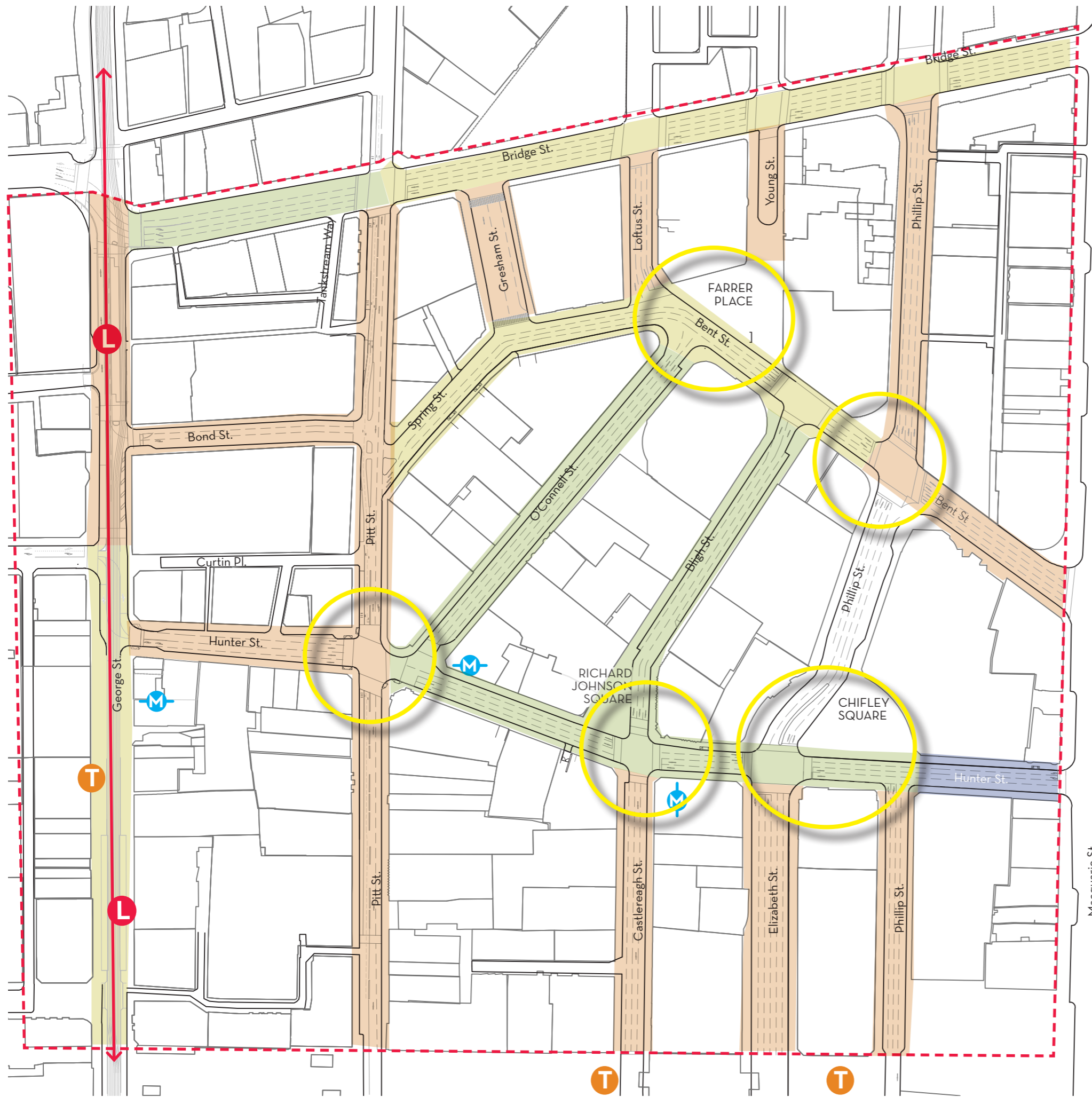
EXISTING SKY VIEW FACTOR



Source: Attachment B15 - Draft Central Sydney Planning Strategy, Appendix D

The Draft Central Sydney Planning Strategy, Appendix D provided a detailed analysis of the existing wind, sun and sky view conditions in the precinct. The report found the following:

- Street intersections are an important source of light into the street network and the sky view is significantly greater at intersections.
- The north side of east-west streets are permanently in shade, but the east-west streets are shorter and wider, with wider views in the distance;
- East-west streets are frequently intersected and the intersections create injections of daylight; and
- North-south streets benefit from northerly sun throughout the middle of the day, but are dark in the mornings and afternoons.

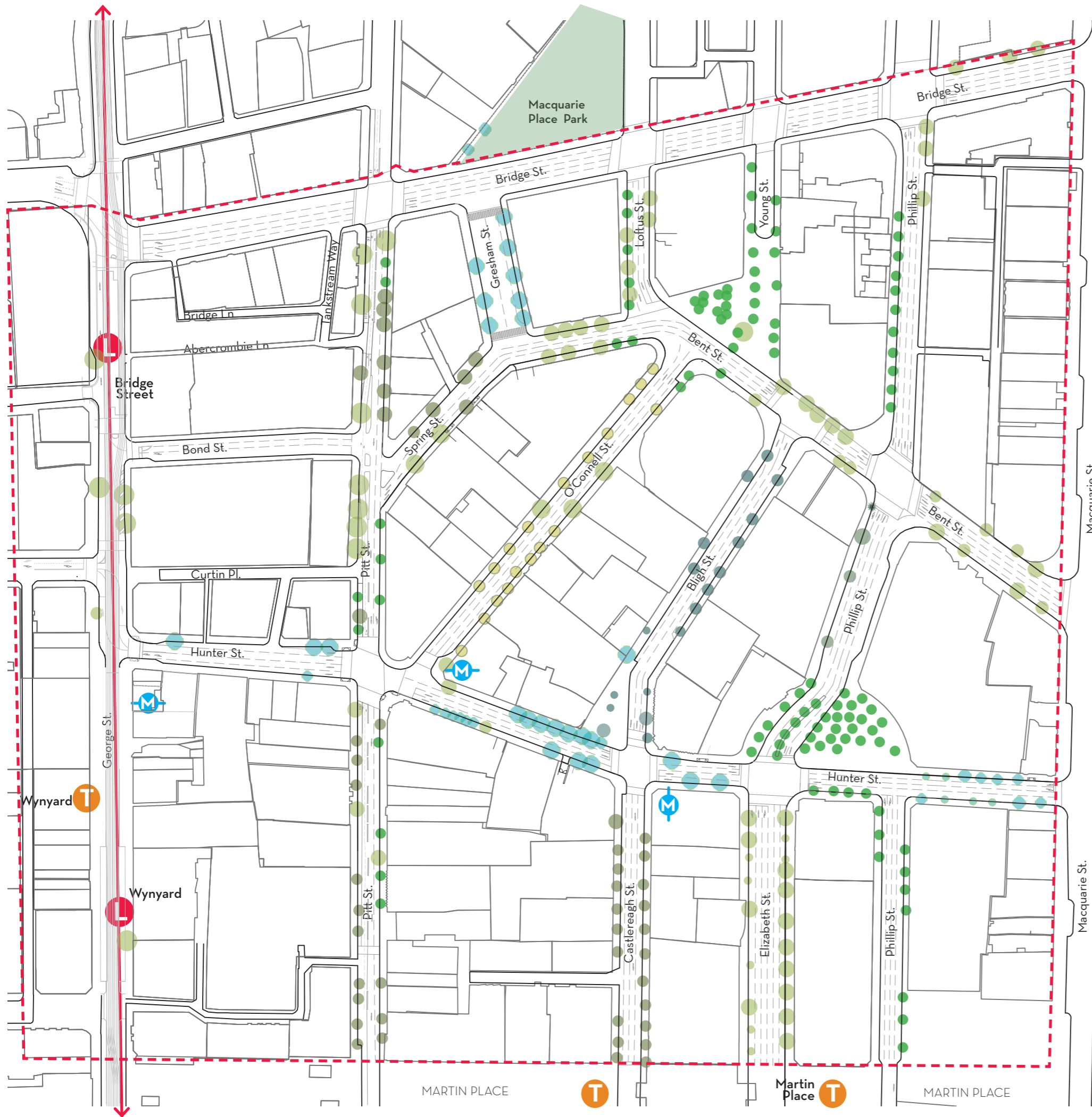


# EXISTING MICROCLIMATIC CONDITIONS

- Intersections are important locations for views of the sky and solar access mid winter.
- Hunter St has multiple intersections and junctions providing sunny spaces along its length.
- The diagonally oriented north-south and east-west streets provide wind protection.
- A potential east-west street closures and expanded public domain can provide comfortable spaces for sitting on the southern side of the street reserve.

## LEGEND

- Study Boundary
- M Hunter Metro Station - Sydney Metro West
- M Martin place Metro Station - Sydney Metro City and South West
- L Existing Light Rail stops
- T Existing Train Stations
- Moderate winter sun and wind protection
- Limited winter sun (0 - 2 hrs)
- No direct winter sun/ poor wind comfort
- No direct winter sun/ Good wind comfort



# STREET TREES

- Mix of species including palms, deciduous and evergreen species.
- Many of the mature existing trees are London Planes.
- Tree health varies. Many street trees are compromised by awnings and poor solar access.
- Juvenile trees have been planted in line with the street tree master plan.

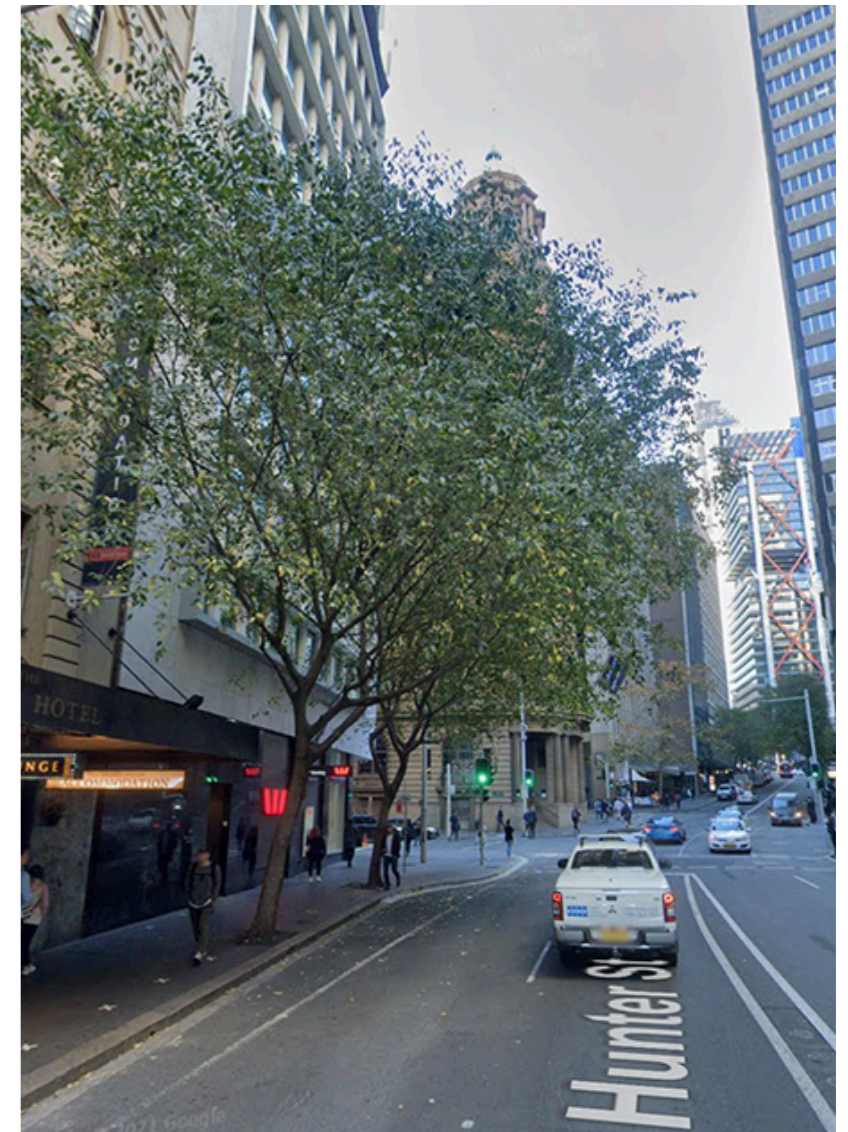
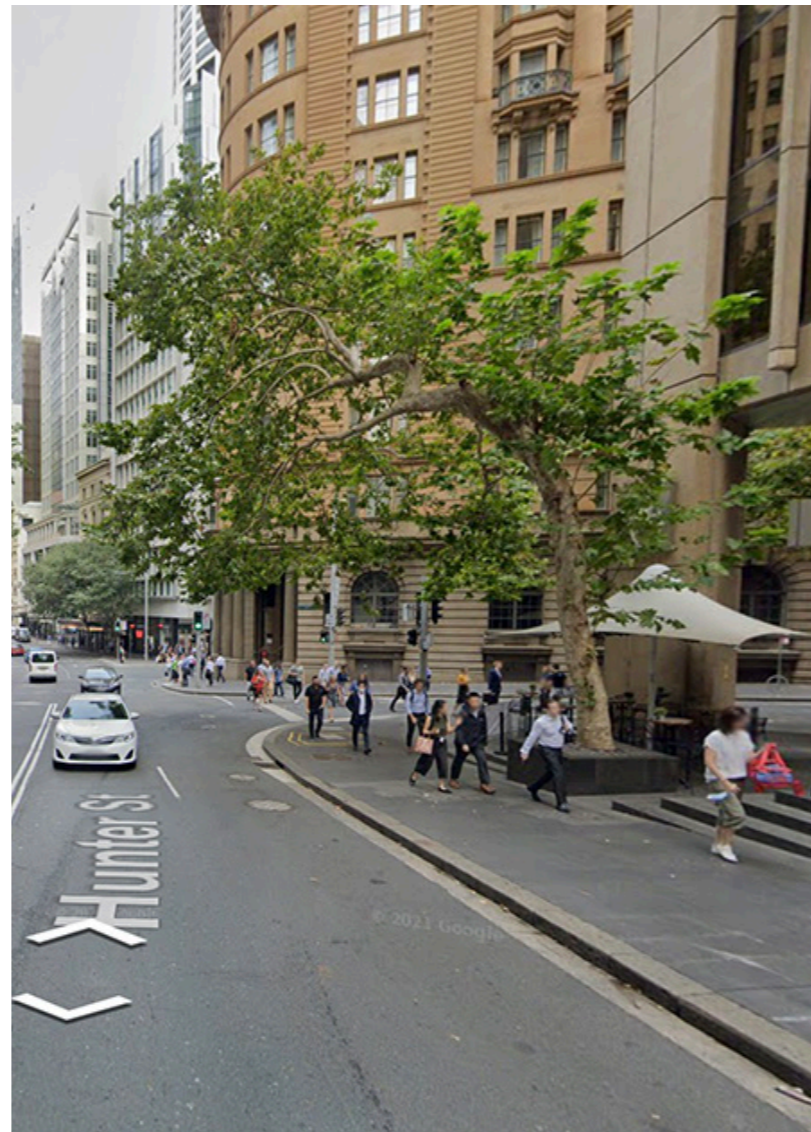
## LEGEND

- Study Boundary
- M Hunter Metro Station - Sydney Metro West
- M Martin Place Metro Station - Sydney Metro City and South West
- L Existing Light Rail Stations
- T Existing Train Stations

## EXISTING/PLANNED SPECIES LEGEND

- *Lophostemon confertus*
- *Celtis australis*
- *Fraxinus pennsylvanica*
- *Platanus acerifolia*
- *Populus simonii*
- *Livistona australis / Washingtonia robusta*

## STREET TREE HEALTH



- Many existing street trees are compromised by limited solar access and limited space for canopy growth.
- Street closures could provide opportunities to plant new street trees, in locations that allow for optimum canopy spread.

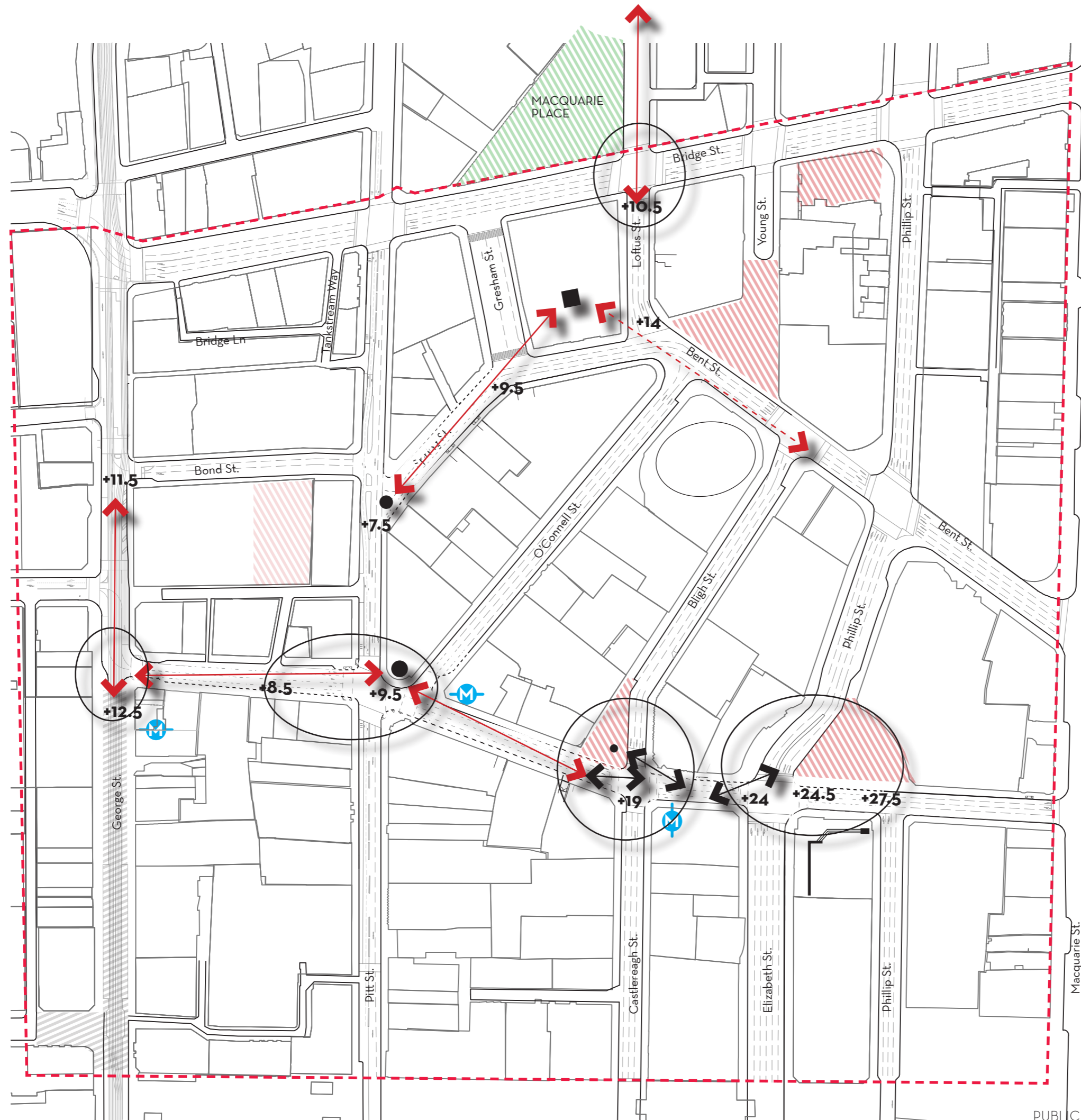
# PUBLIC DOMAIN OPPORTUNITIES

## HUNTER STREET PRECINCT SOUTH






- The combination of the irregular alignment and steep grades of Hunter St creates an intricate and highly varied public domain.
- The existing squares on Hunter St are located on street corners. These create a unique spatial structure that can be reinforced and expanded.
- The public domain design for Hunter St should be developed for each specific block, to respond to key views, heritage landmarks and levels.

## HUNTER STREET PRECINCT NORTH

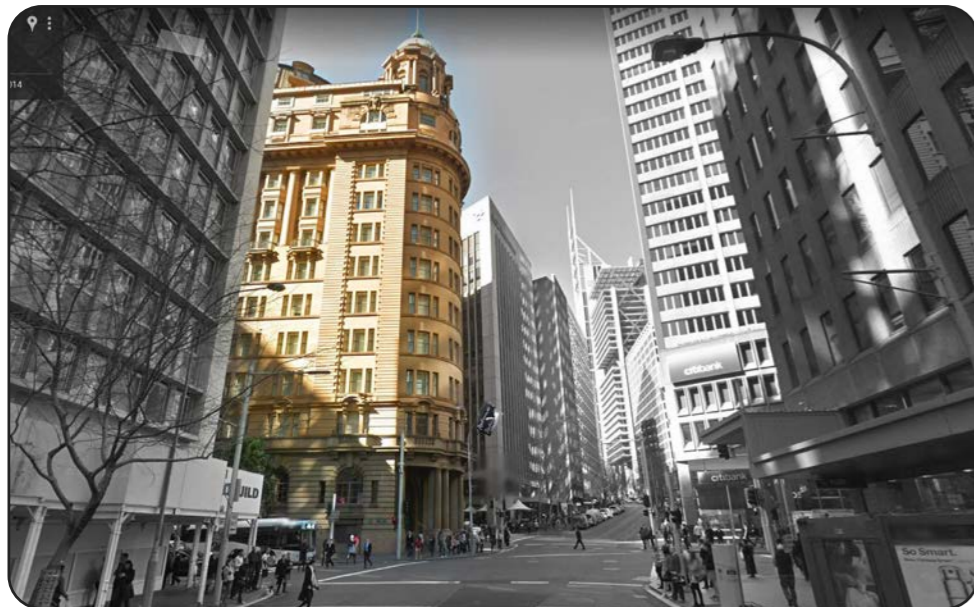
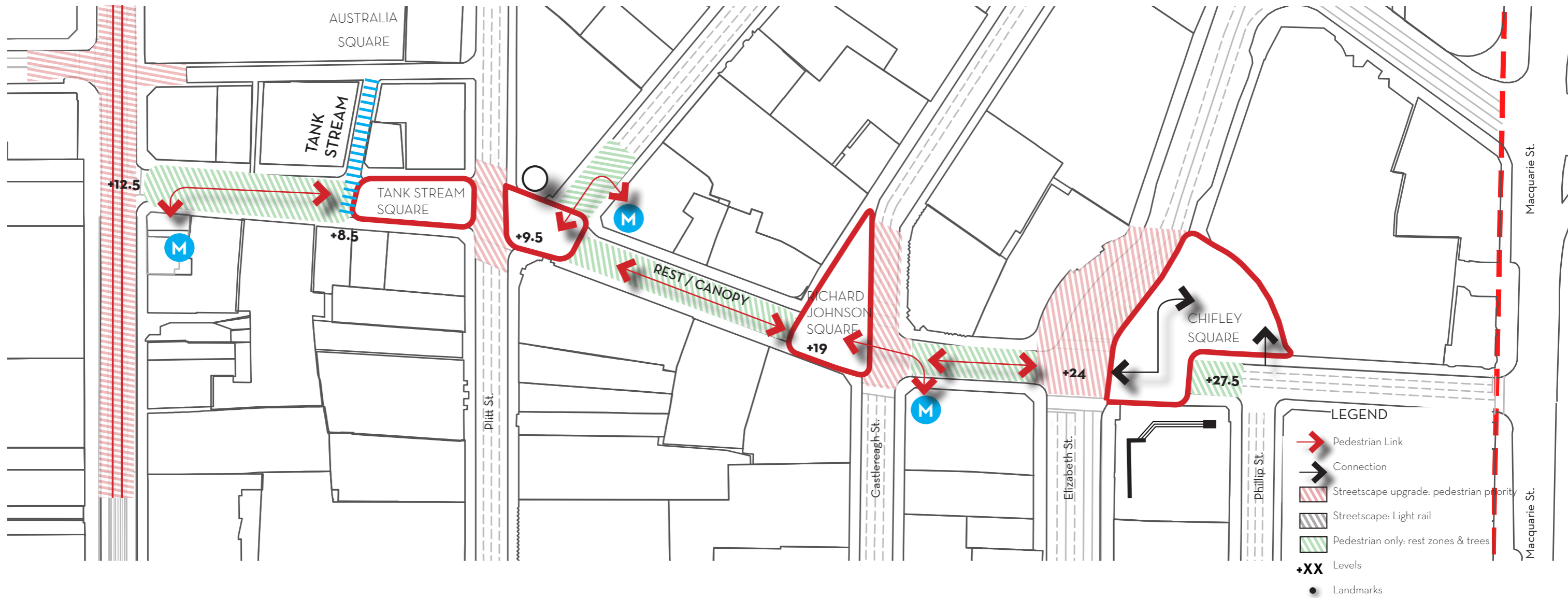
- The structure of diagonal roads creates view corridors and sheltered spaces.
- The clock tower, sculptures and clusters of palms create visual landmarks.
- The high concentration of low scale heritage buildings provides solar access to north facing streets and public spaces.
- Use public street closures to protect and enhance views, and provide sheltered public spaces for seating and respite.



### LEGEND

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





#### TANK STREAM SQUARE

- Public space adjacent to heritage buildings.
- Connection to Hunter St.
- Potential to incorporate Tank Stream.



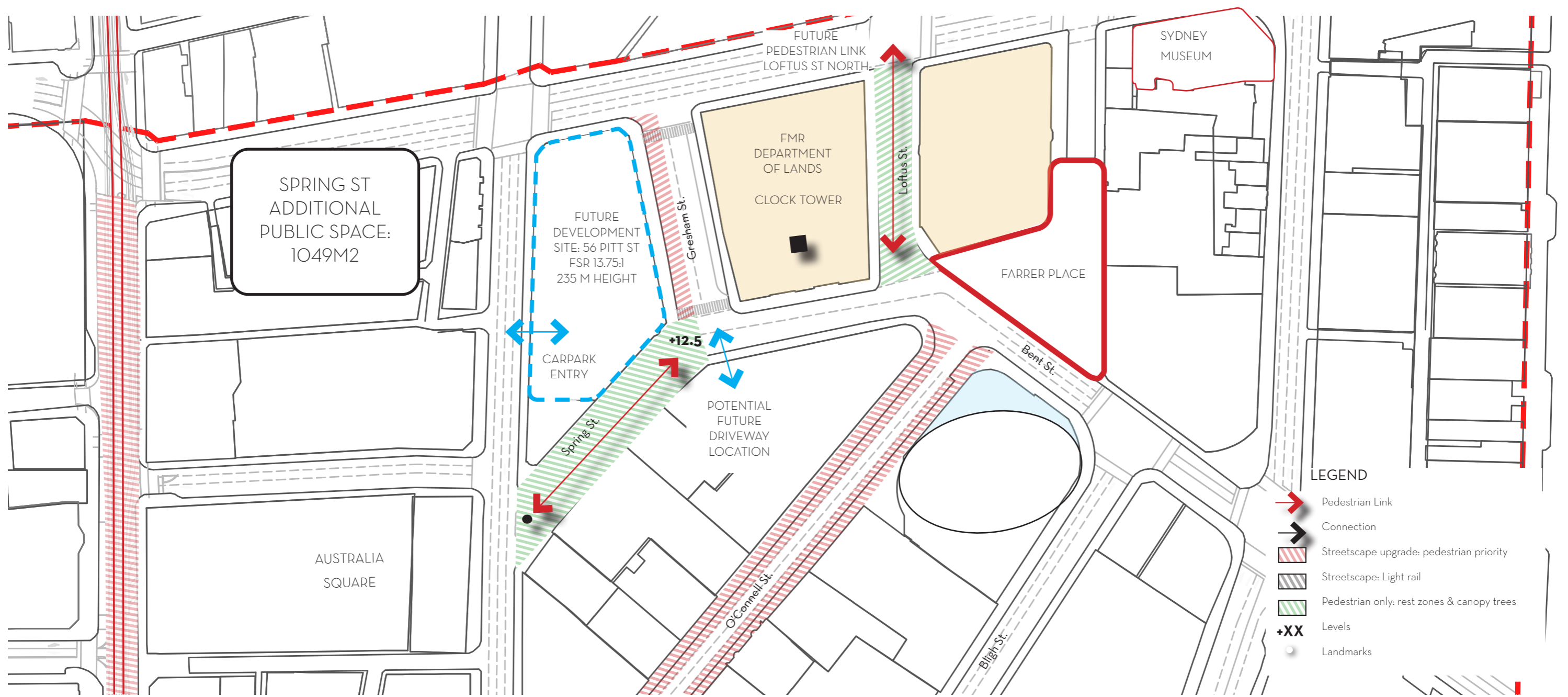
#### HUNTER STREET PEDESTRIAN ZONE

- Sheltered spaces with seating, canopy and framed views to heritage tower.
- Opportunity to expand Richard Johnson Square.



#### CHIFLEY SQUARE EXPANSION

- Public space expanded to include Hunter Street.
- Retains good solar access with north facing steps/ terraces.



**SPRING ST PEDESTRIAN ZONE**

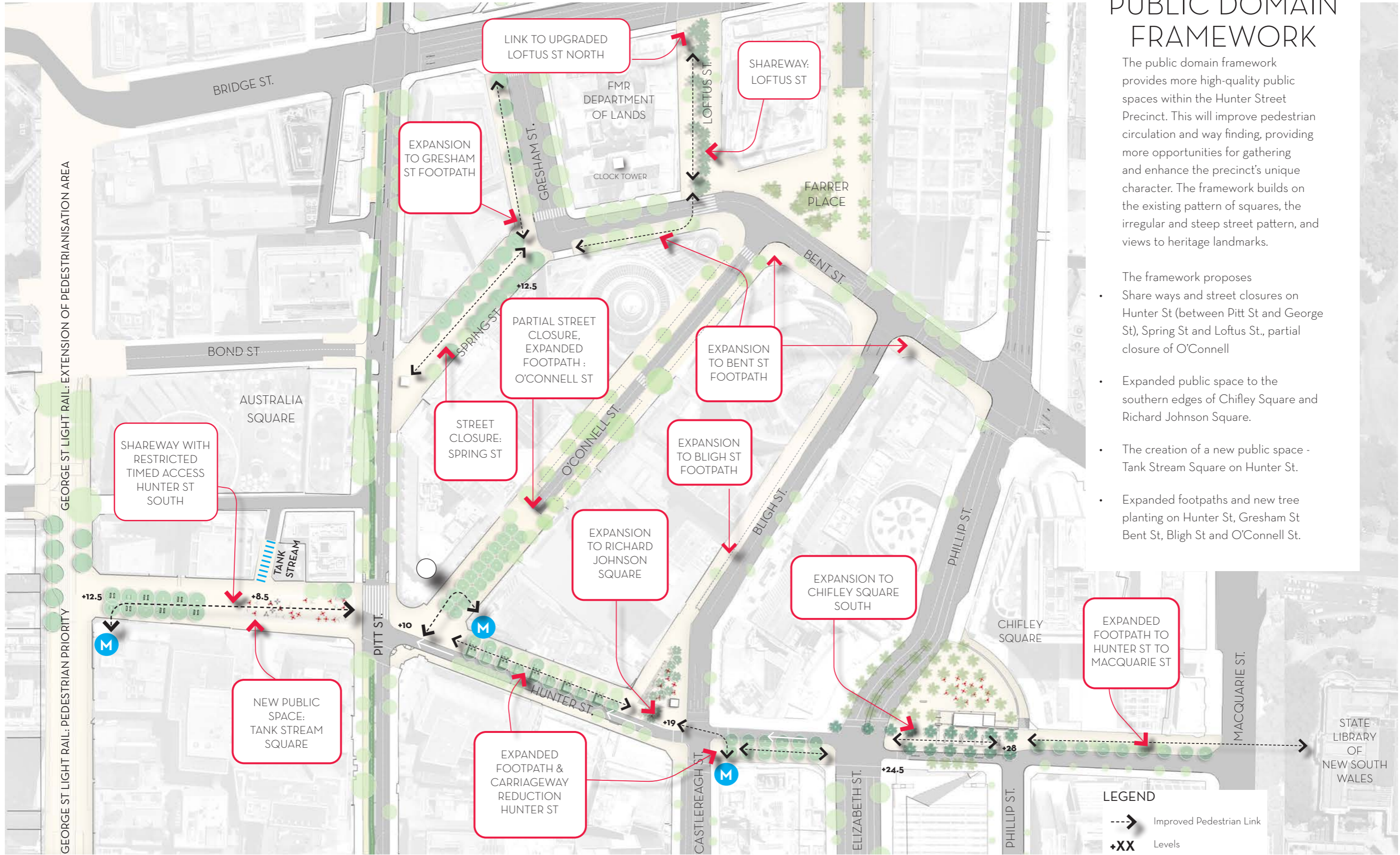
- Spaces for movement and rest
- Shade trees configured to frame views to the clock tower and sculpture



**LOFTUS ST PEDESTRIAN ZONE**

- Public space adjacent to heritage buildings
- Connection to Loftus Street north & Circular Quay





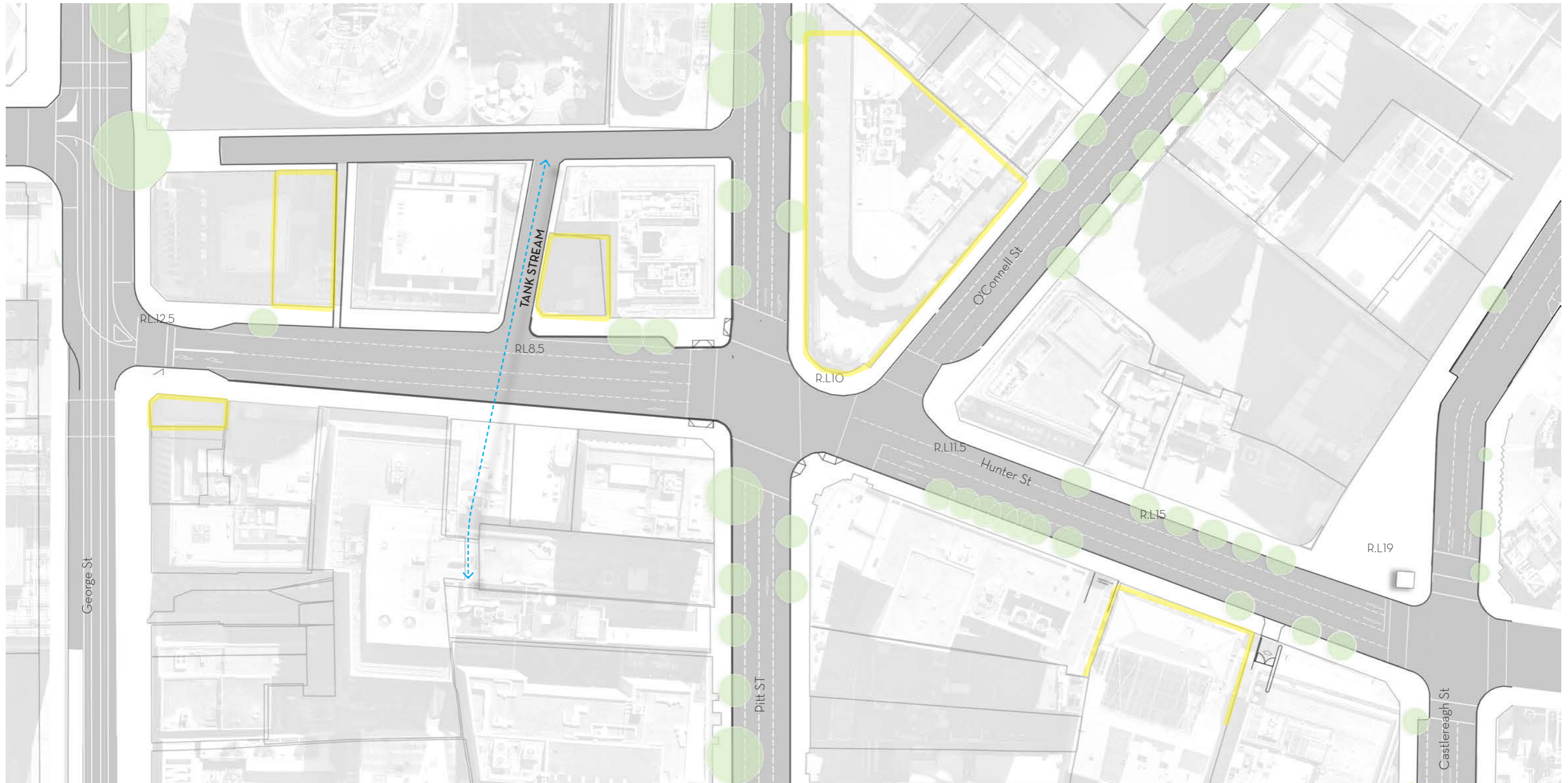
# PUBLIC DOMAIN FRAMEWORK

The public domain framework provides more high-quality public spaces within the Hunter Street Precinct. This will improve pedestrian circulation and way finding, providing more opportunities for gathering and enhance the precinct's unique character. The framework builds on the existing pattern of squares, the irregular and steep street pattern, and views to heritage landmarks.

- The framework proposes
- Share ways and street closures on Hunter St (between Pitt St and George St), Spring St and Loftus St., partial closure of O'Connell
  - Expanded public space to the southern edges of Chifley Square and Richard Johnson Square.
  - The creation of a new public space - Tank Stream Square on Hunter St.
  - Expanded footpaths and new tree planting on Hunter St, Gresham St Bent St, Bligh St and O'Connell St.

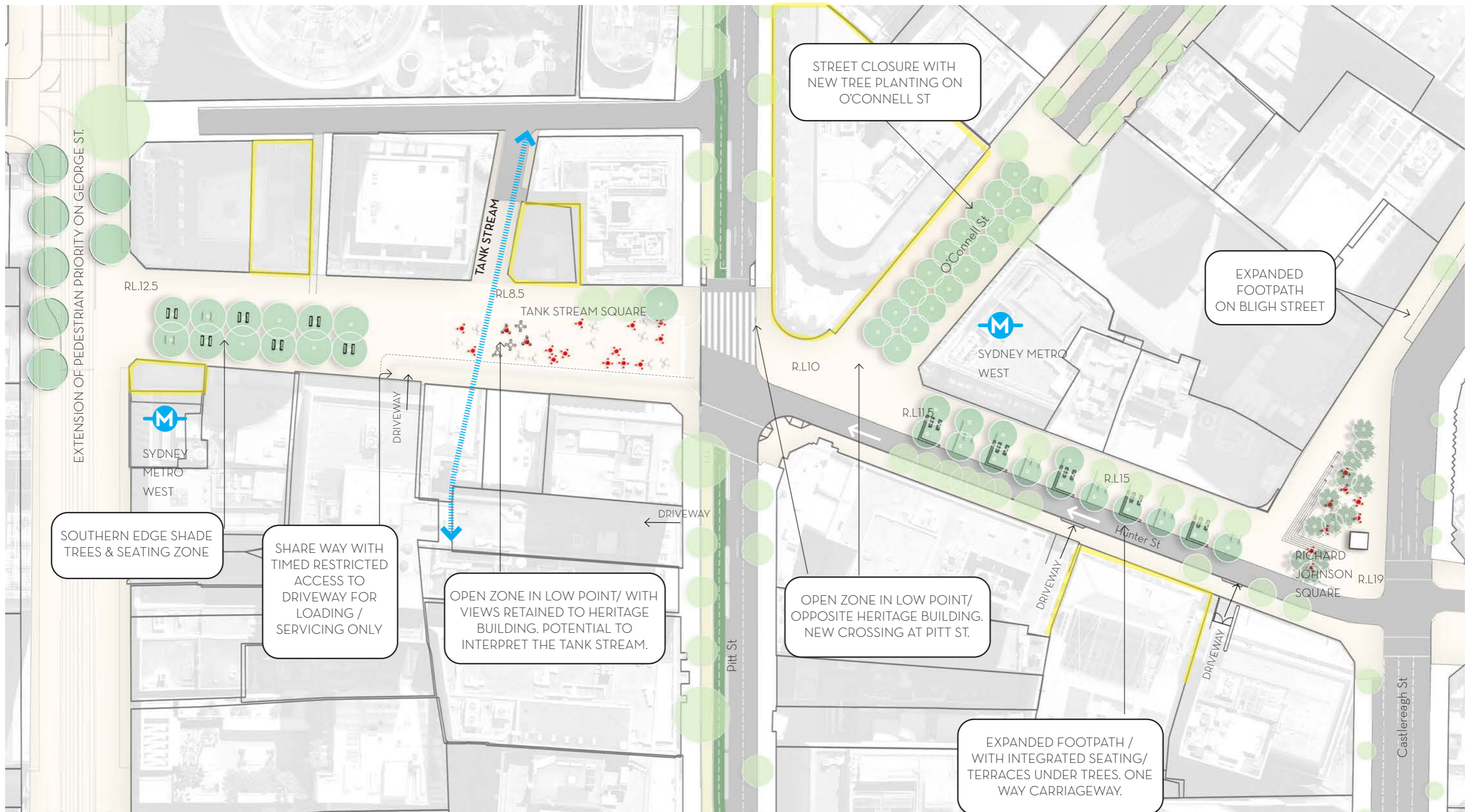
# HUNTER STREET PRECINCT: SOUTH

EXISTING CONDITIONS



# HUNTER STREET PRECINCT: SOUTH

OPTION 1: ONE WAY STREET CASTLEREAGH ST TO PITT ST



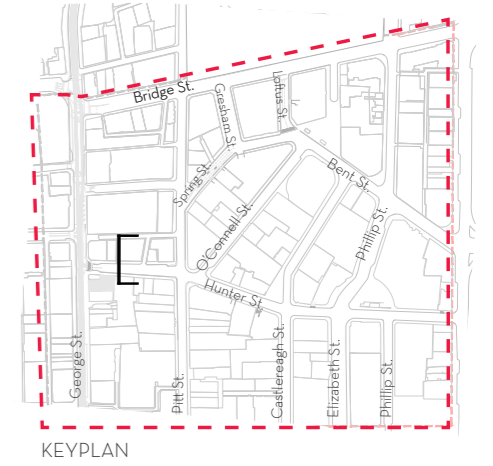
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**HUNTER STREET PRECINCT**

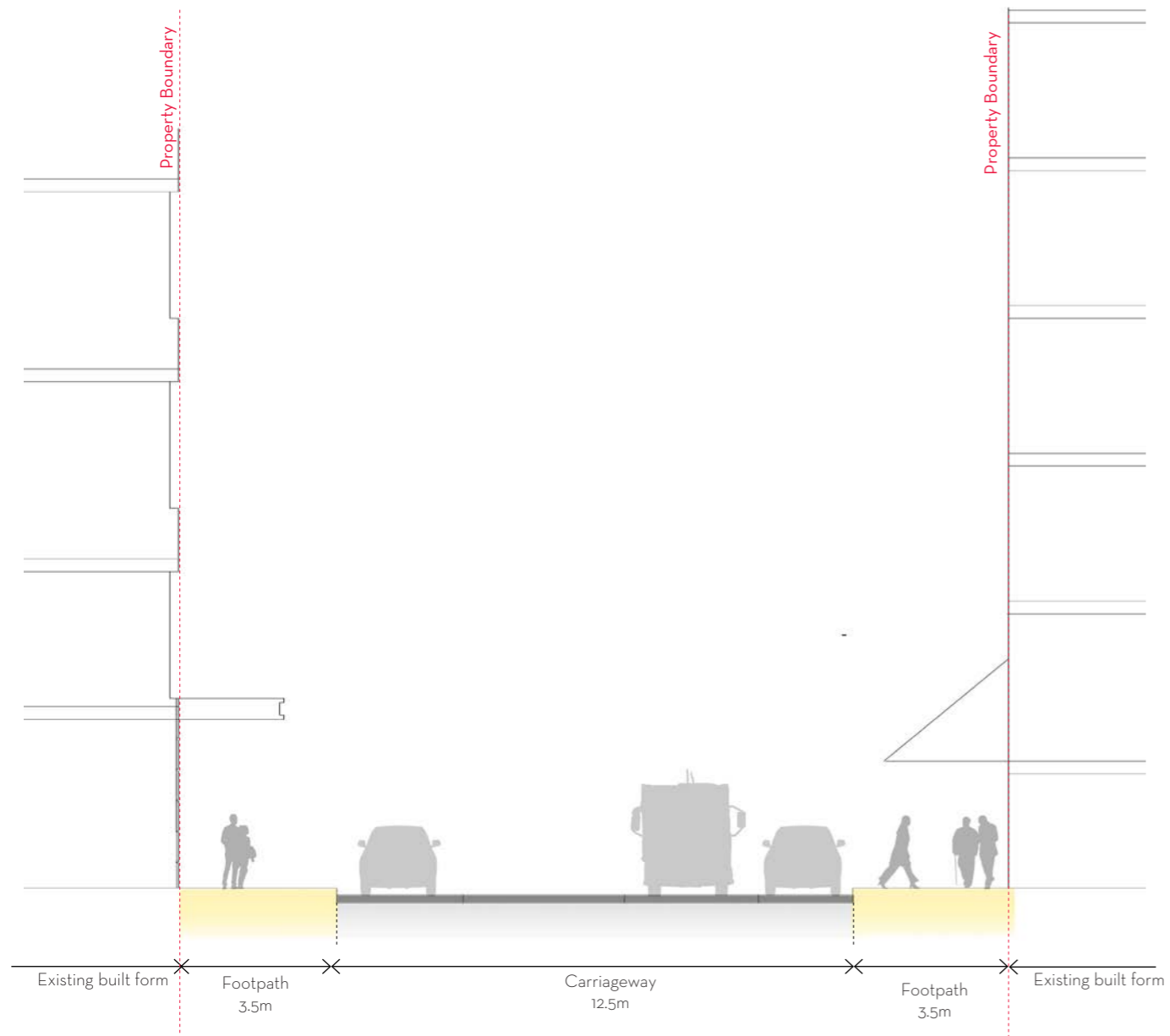
PUBLIC DOMAIN STUDY FOR THE CITY OF SYDNEY  
10TH FEBRUARY 2023

# HUNTER STREET PRECINCT: SOUTH

HUNTER ST: MID BLOCK BETWEEN PITT ST & GEORGE ST



KEYPLAN



EXISTING

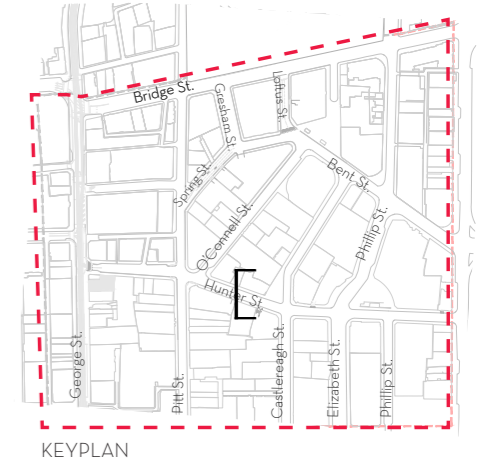


PROPOSED

1:150 @A3

# HUNTER STREET PRECINCT: SOUTH

## HUNTER ST MID BLOCK: PITT TO CASTLEREAGH: OPTION 1



# HUNTER STREET PRECINCT: SOUTH



## HUNTER STREET OPTION 1: BEFORE AND AFTER

Circulation and service vehicular access to northern side of the street.

This retains views of the heritage building on Pitt Street.

Slow zone/ rest area includes an avenue of deciduous tree planting with seating.

Retain open plaza at the low point.





EXISTING VIEW: HUNTER ST LOOKING EAST TOWARDS PITT ST

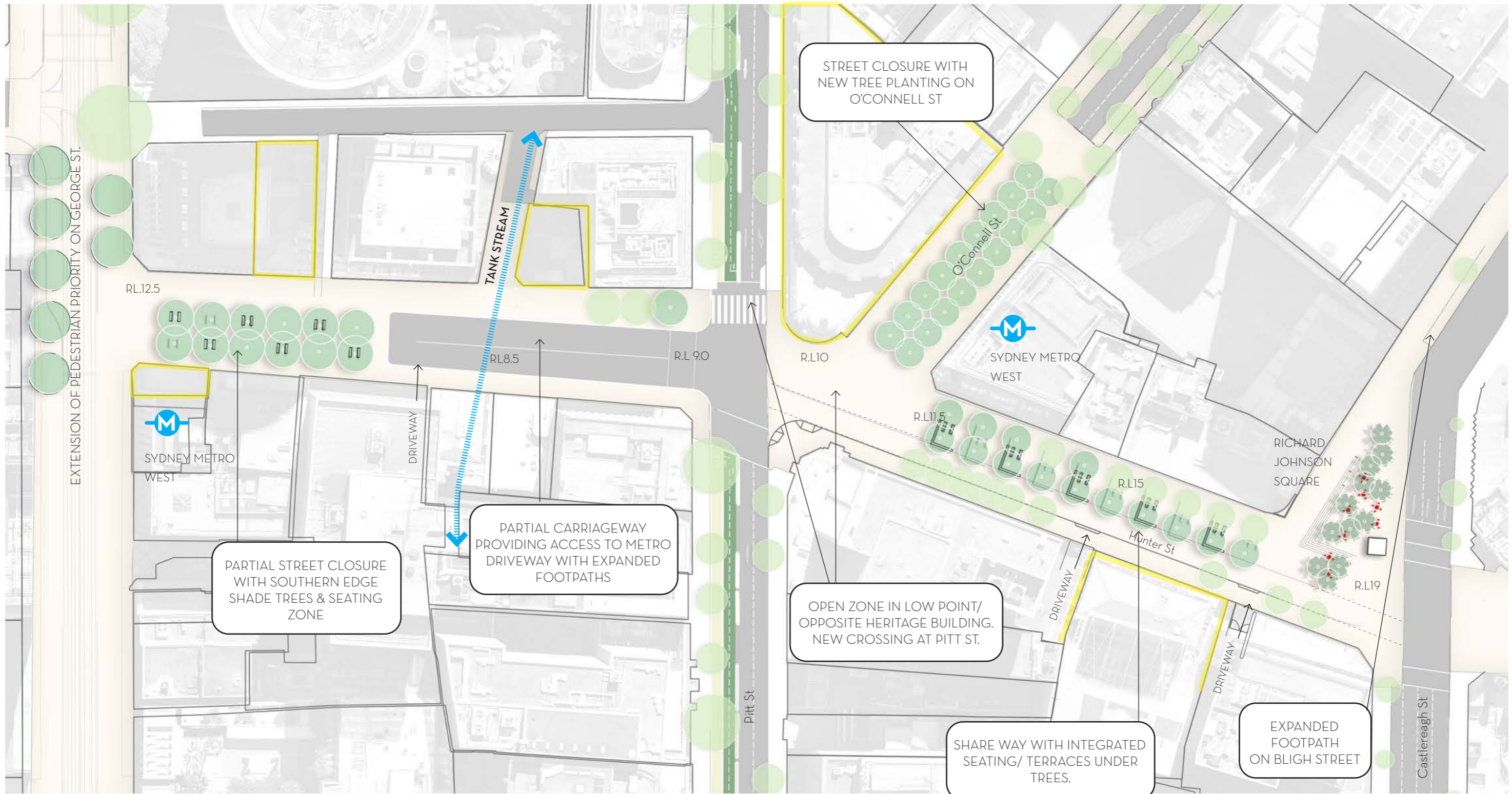
PREPARED BY [GALLAGHERSTUDIO](#)



PROPOSED VIEW: HUNTER ST LOOKING EAST TOWARDS PITT ST

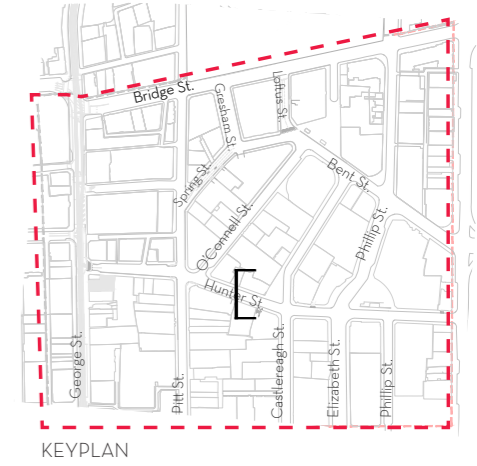
# HUNTER STREET PRECINCT: SOUTH

## OPTION 2: PARTIAL & FULL STREET CLOSURE



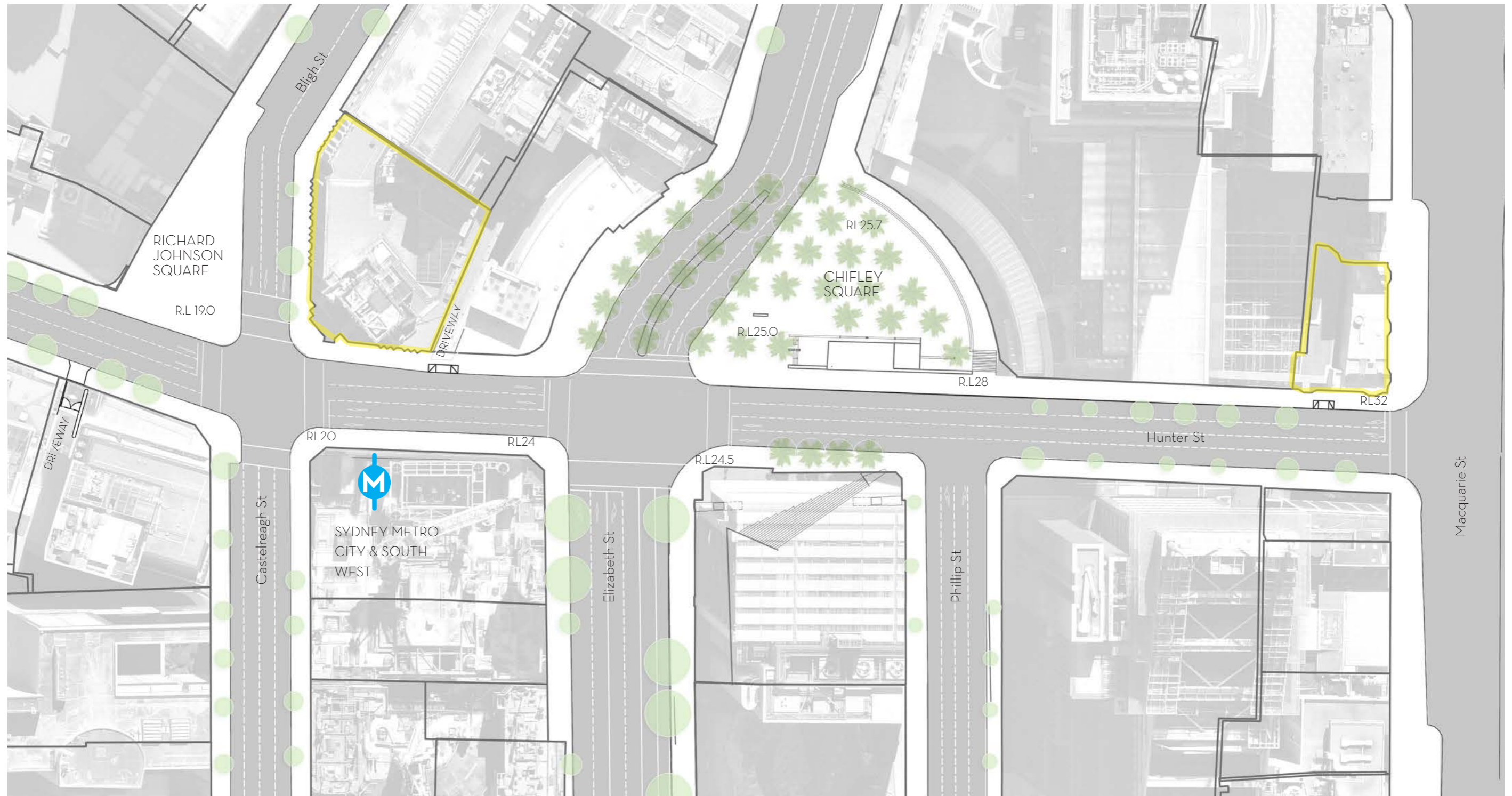
# HUNTER STREET PRECINCT: SOUTH

## HUNTER ST MID BLOCK: PITT TO CASTLEREAGH: OPTION 2



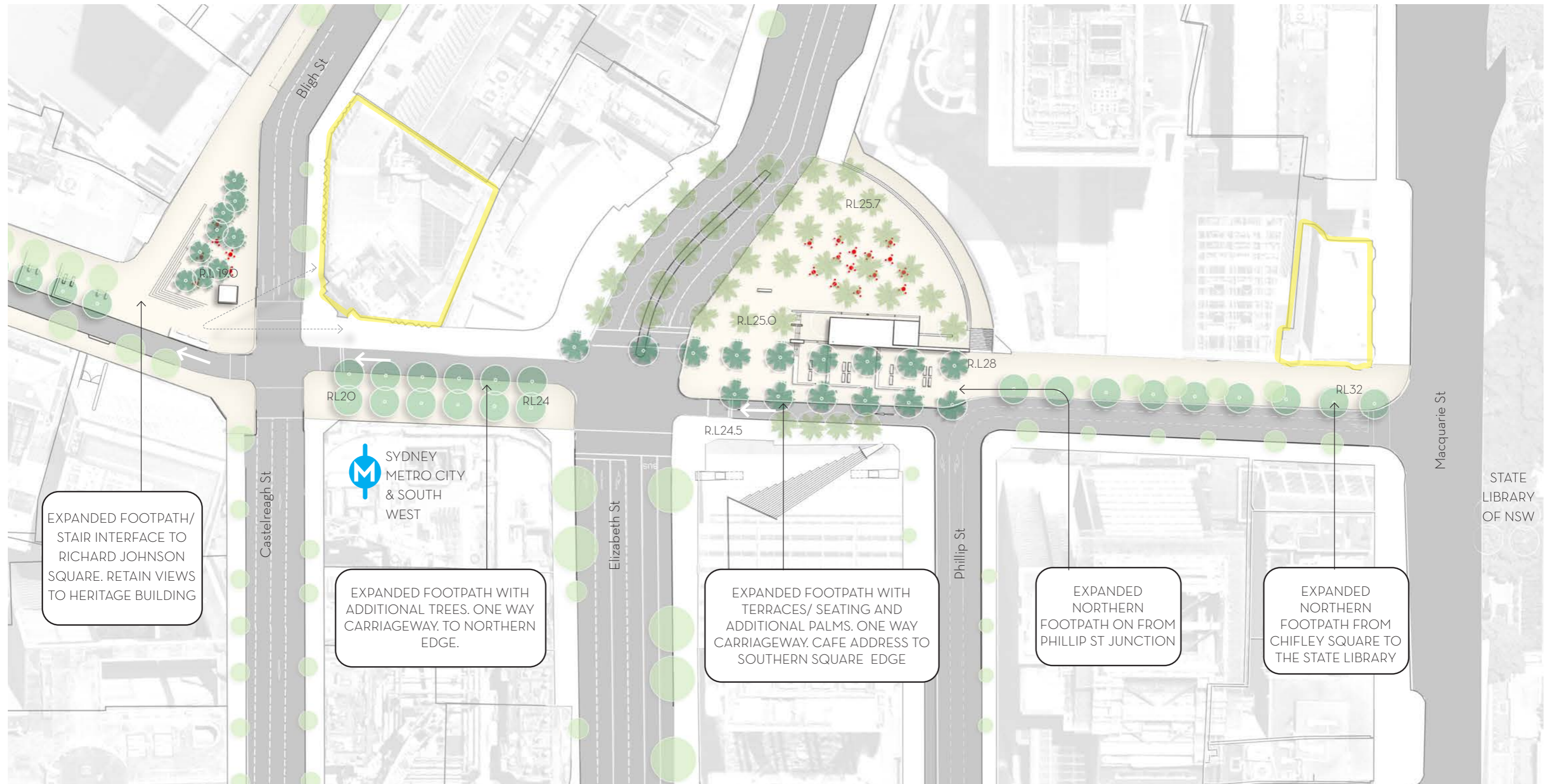
# HUNTER STREET PRECINCT: SOUTH

## CHIFLEY SQUARE : EXISTING



# HUNTER STREET PRECINCT: SOUTH

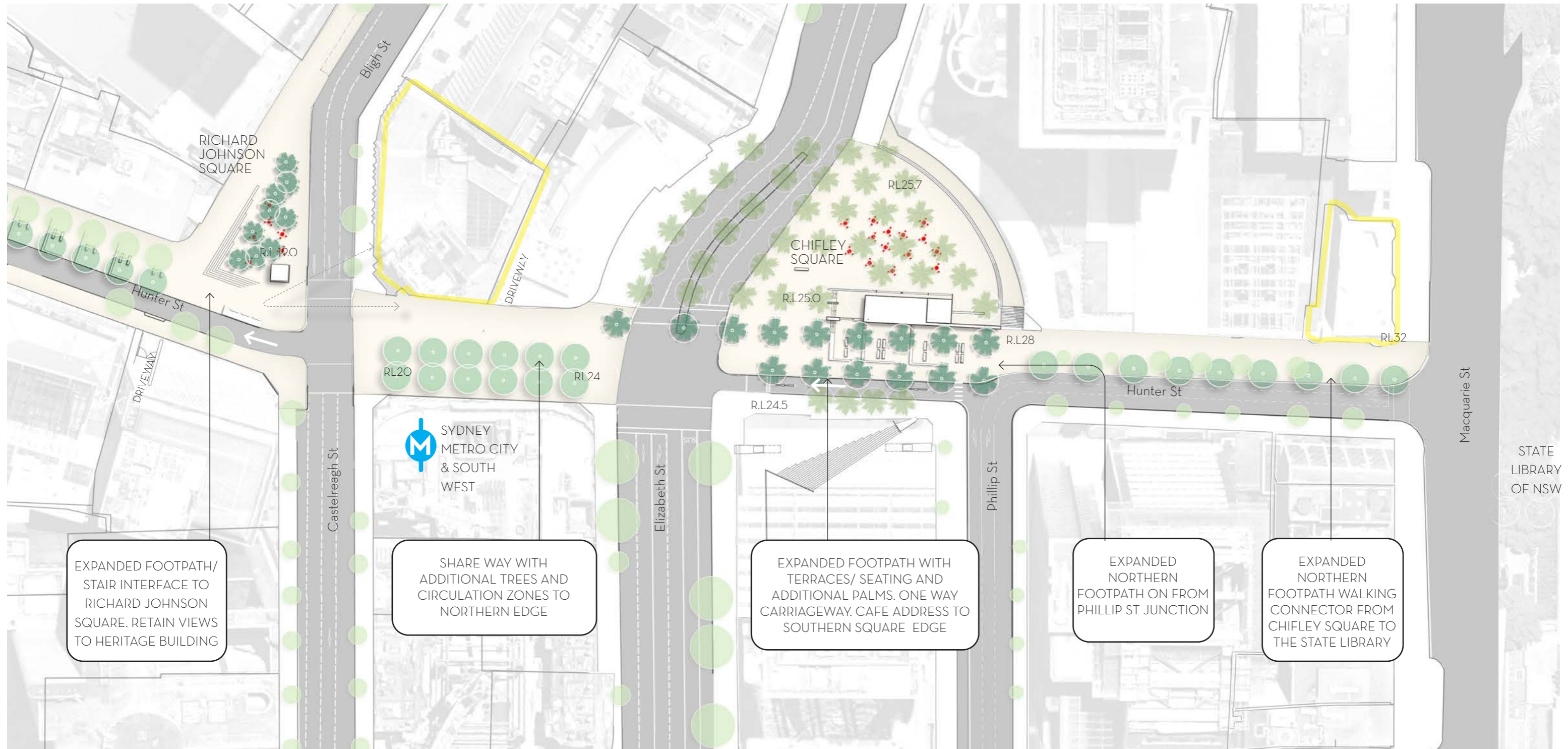
## CHIFLEY SQUARE OPTION 1: EXPANDED FOOTPATH



# HUNTER STREET PRECINCT: SOUTH

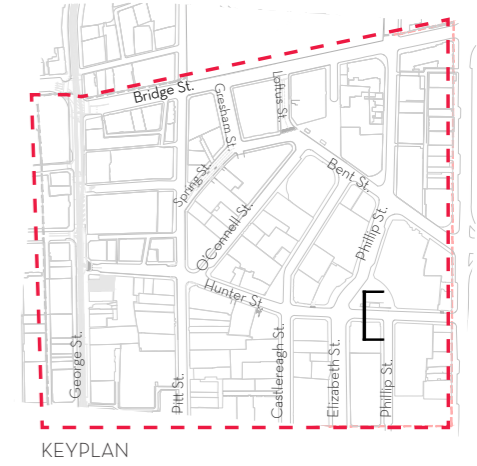
CHIFLEY SQUARE

OPTION 2: SHAREWAY HUNTER ST BETWEEN  
CASTLEREAGH ST & ELIZABETH ST



# HUNTER STREET PRECINCT: SOUTH

## CHIFLEY SQUARE: OPTION 1 & 2: EXPANDED FOOTPATH TO HUNTER ST.



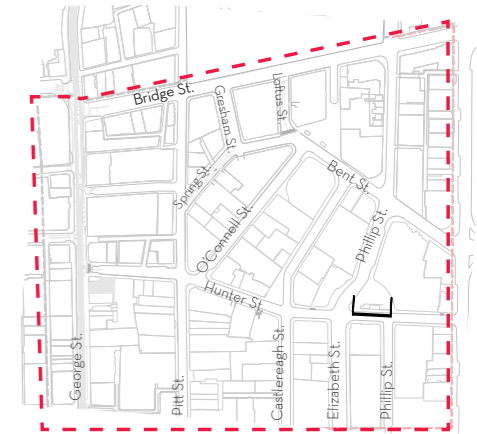
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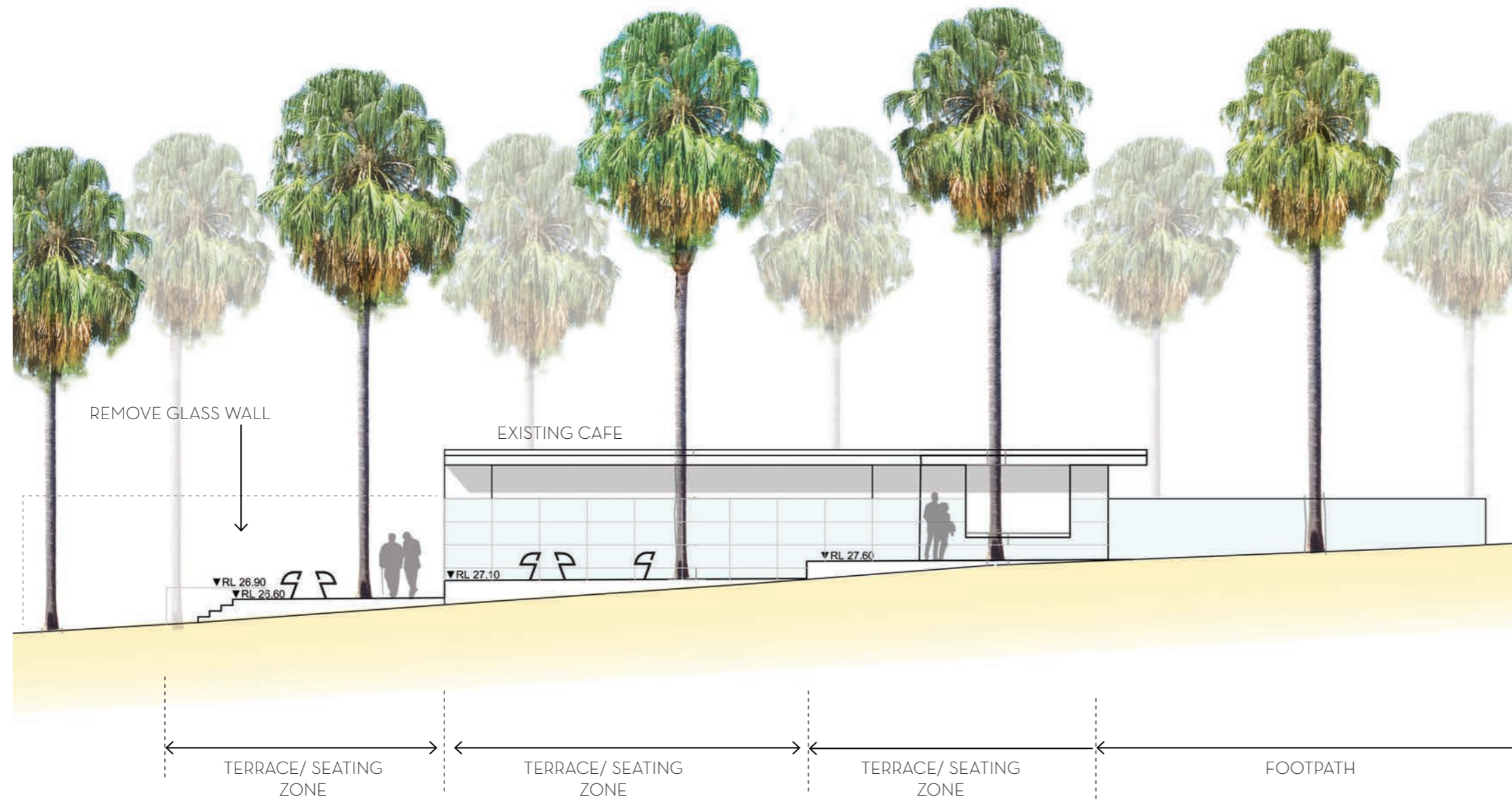
# HUNTER STREET PRECINCT: SOUTH

CHIFLEY SQUARE

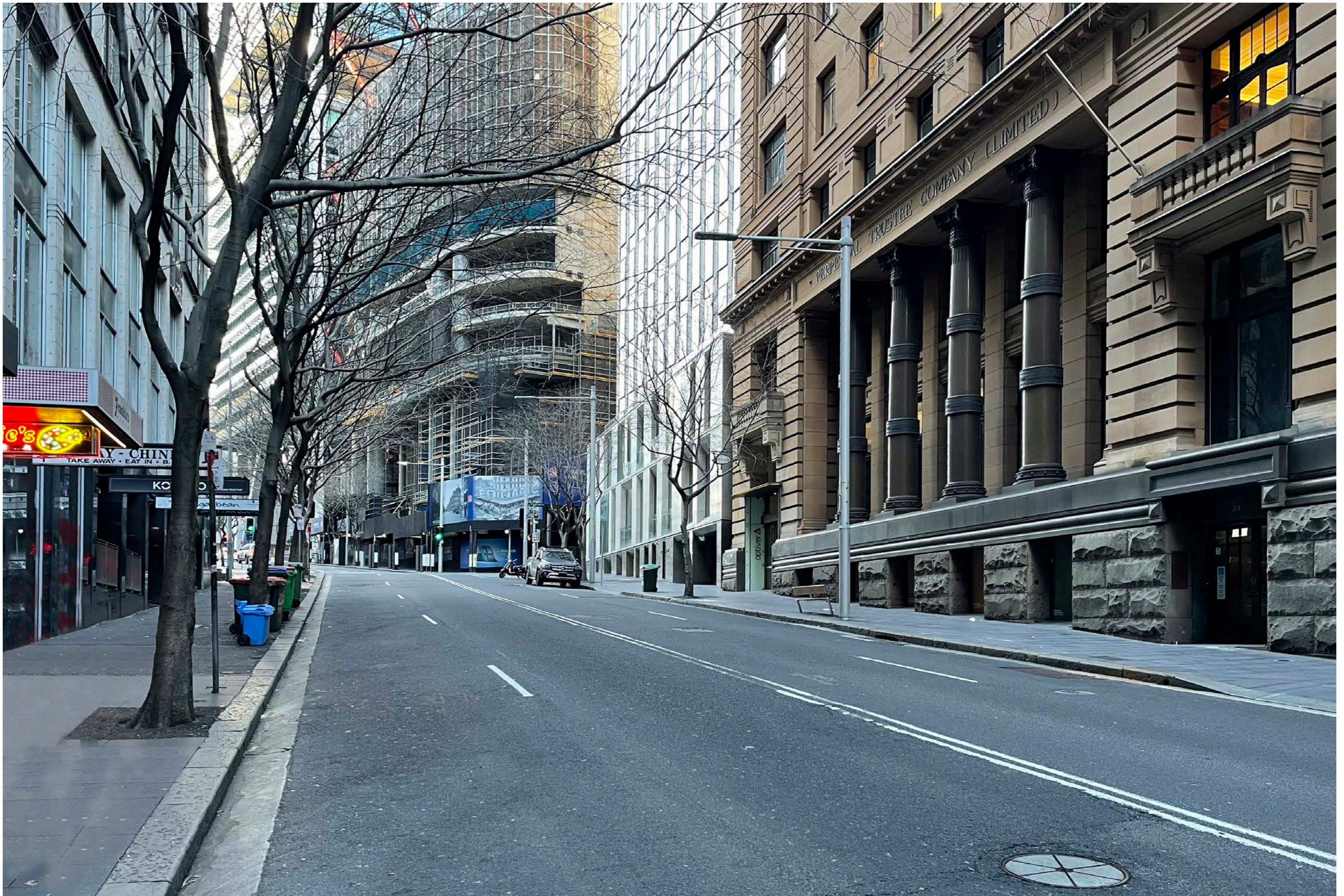
OPTION 1 & 2: EXPANDED FOOTPATH TO HUNTER ST.



KEYPLAN



1:200 @A3



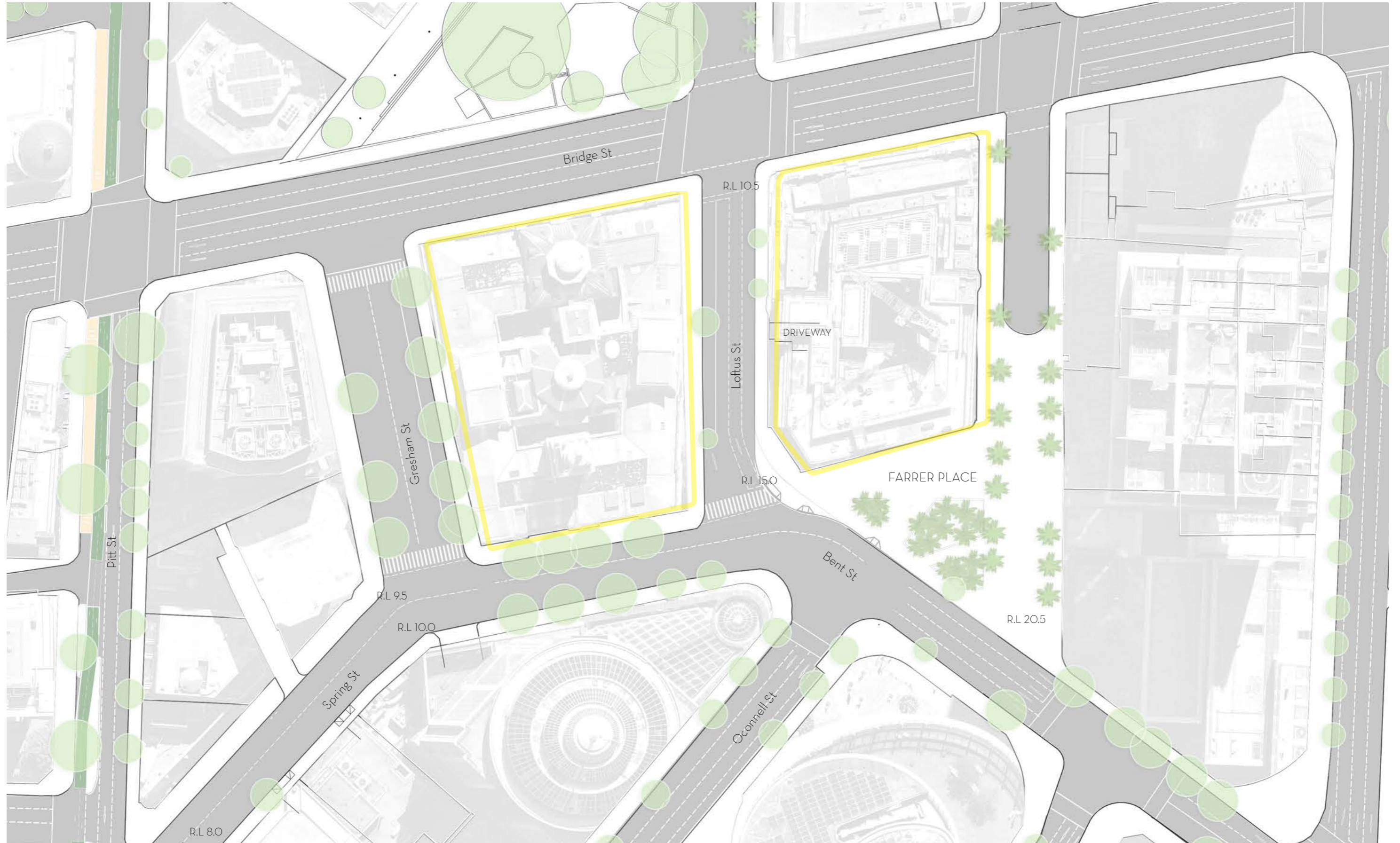
EXISTING VIEW: HUNTER ST LOOKING EAST TOWARDS CASTLEREAGH ST



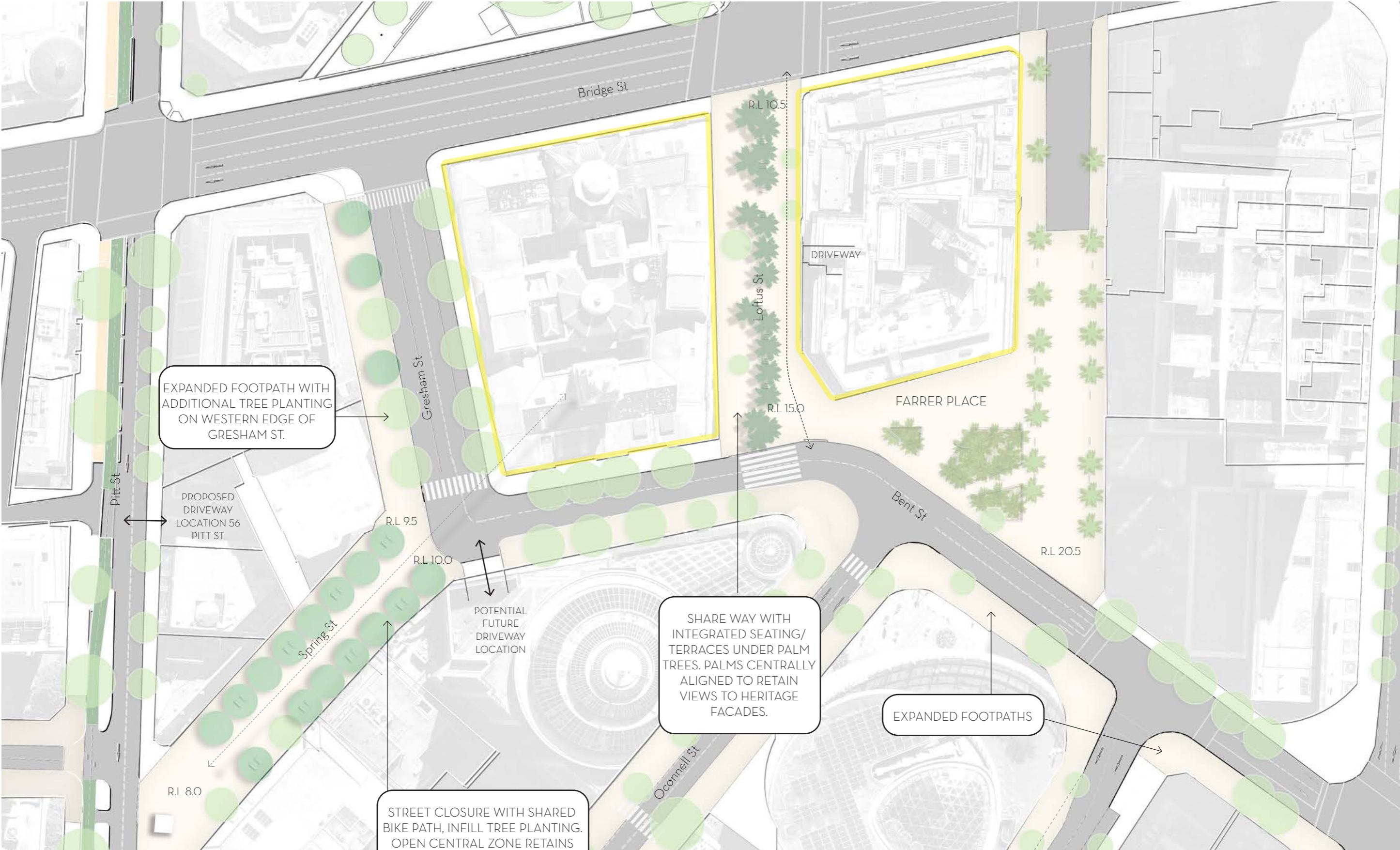
PROPOSED VIEW: HUNTER ST LOOKING EAST TOWARDS CASTLEREAGH ST

# HUNTER STREET PRECINCT: NORTH

EXISTING



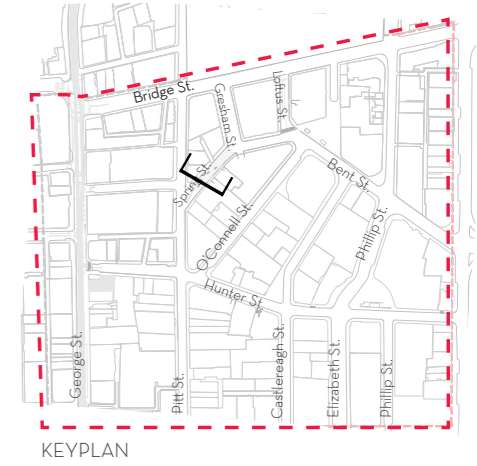
# HUNTER STREET PRECINCT: NORTH



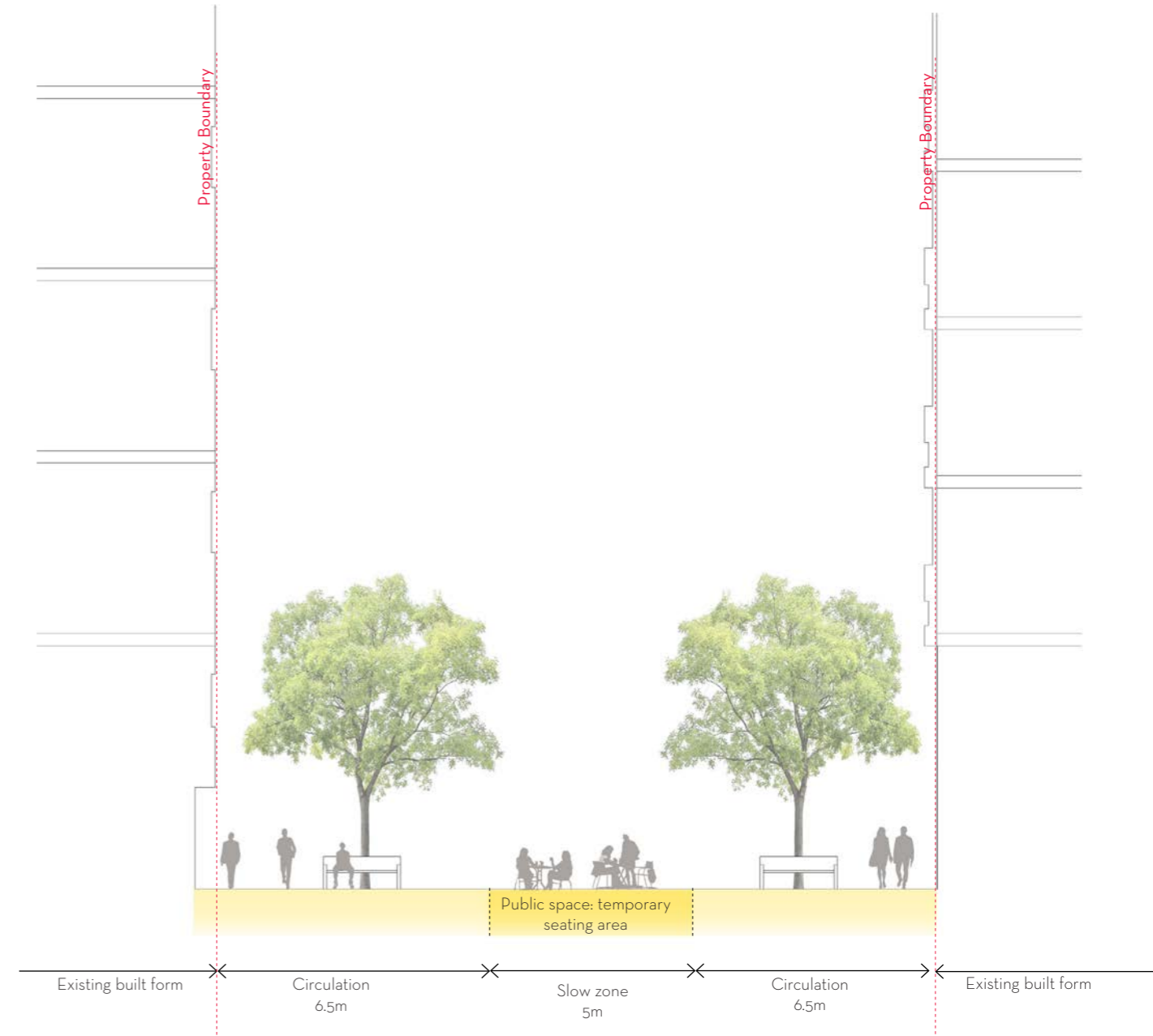
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# HUNTER STREET PRECINCT: NORTH

## SPRING STREET



EXISTING



PROPOSED

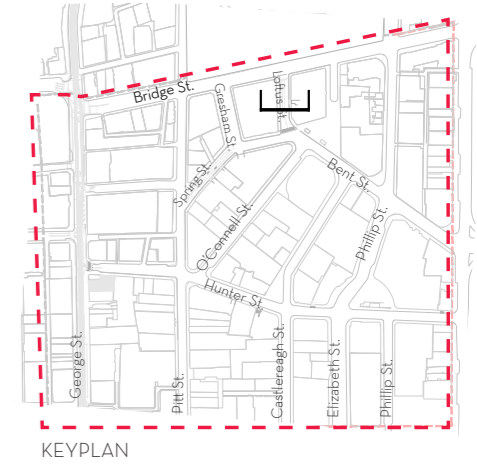
# HUNTER STREET PRECINCT: NORTH



## SPRING STREET: BEFORE AND AFTER

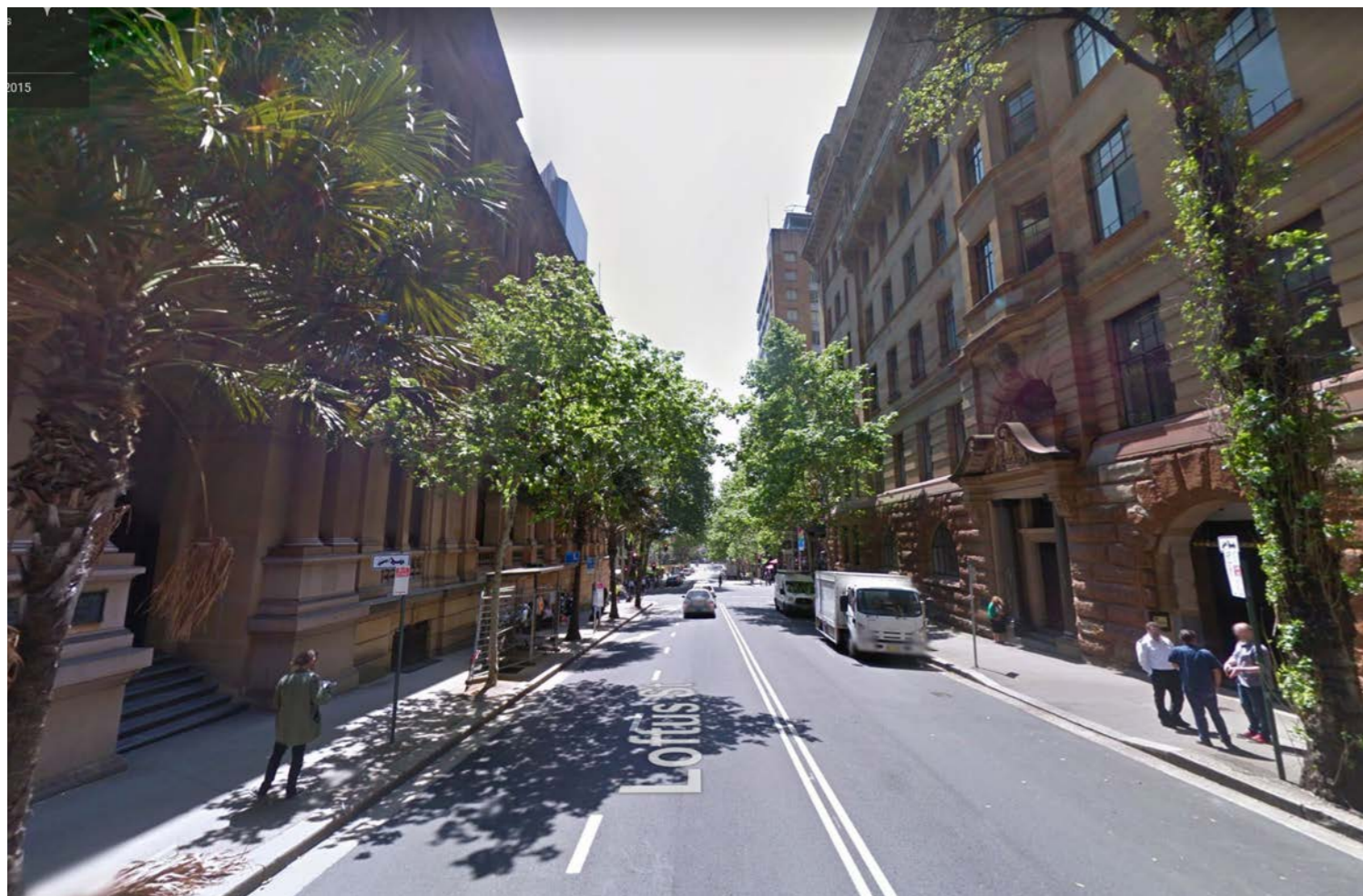
Shareway with no direct driveway access.  
Avenue of low shade trees frames views to heritage clock.  
Capacity for temporary seating/ outdoor dining at night.

# HUNTER STREET PRECINCT: NORTH LOFTUS STREET





# HUNTER STREET PRECINCT: NORTH



## LOFTUS STREET : BEFORE AND AFTER

Shareway with raised threshold for driveway access to the Sandstones.  
Centrally located line of palms links to Loftus St North, creates a slow zone/ rest area  
and retains views to the heritage facades.