

**Report to General Manager**

Attachments:

1. Draft Public Domain Strategy 2020

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**SUBJECT:** North Sydney Centre Review - Public Domain Strategy 2020 – Stage 2**AUTHOR:** Pedro Garcia Gidron, Senior Strategic Planner**ENDORSED BY:** Joseph Hill, Director City Strategy**EXECUTIVE SUMMARY:**

North Sydney Council is working to create a more engaging and resilient CBD that offers a greater range of activities and unique public spaces for workers, residents and visitors.

The preparation of a Public Domain Strategy (PDS) for the CBD forms part of this work. The strategy establishes a vision for the centre's public domain, identifies a suite of short to long term projects and puts in place an implementation framework for delivery.

The PDS has been undertaken in two stages. Stage 1 was endorsed by Council in October 2018 and was exhibited in late 2018/early 2019. Following the exhibition of Stage 1, Council noted the submissions and resolved to proceed with Stage 2 in May 2019.

This report presents Stage 2 of this Strategy. Stage 2 has built on the work adopted in Stage 1 (ideas phase) and has consolidated these ideas into a holistic vision for the CBD's public domain.

The vision responds and addresses the undergoing transformation of the CBD and the arrival of the Metro and puts forward the framework to deliver the public domain that complements the new public transport infrastructure and commercial developments and caters for the expected growth.

The draft Strategy sets up the goals, the urban structure, the urban elements, and the projects to achieve a high-quality public domain for our CBD.

The draft Strategy sets a series of objectives for the public domain and presents 19 projects in and around the CBD that will contribute to achieve them. The projects are grouped in 4 main categories:

1. Civic Spine
  2. Parks & Plazas
  3. Laneways
  4. Footpaths & Crossings
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Within these 4 groups, major projects include:

- **Miller Place.** A new 7,450m<sup>2</sup> pedestrianised public plaza on Miller Street created between Pacific Hwy and Berry St;
- **Post Office Square.** A new 1,675 m<sup>2</sup> plaza outside the Post Office;
- **Tramway Park.** Converting the under-utilised deck of the tramway viaduct into a 4,650 m<sup>2</sup> public space;
- **Laneway links.** Turning Denison, Mount, Hill, Spring and Little Spring Streets into pedestrian areas or shared zones;
- **Little Walker Street.** Upgrade the street as an activated shared zone with art installations; and
- **Upgrading Berry Street.** 8,300m<sup>2</sup> of upgraded road, footpaths and squares with new architecture offering, shops and dining on the street.

Traffic changes required to achieve these key proposals are achievable and substantiated by the *North Sydney CBD Transport Masterplan*, which was endorsed by Council on 27 August 2018. The Western Harbour Tunnel project, which EIS is on exhibition at present, represents a major risk to various projects identified in this draft Strategy and its overriding objectives given its alignment, increased traffic loads on Berry Street and impact on the potential to realise Miller Place.

This report seeks Council's endorsement to proceed with public exhibition of Stage 2 of the draft Strategy.

## FINANCIAL IMPLICATIONS:

Stage 2 of this project is fully grant funded from the LEP Acceleration Fund, which totalled \$2.5 million, of which \$100,000 were allocated to this project. To date, a total of \$49K has been spent on this project. Additional funds will be expended on public exhibition and engagement, and finalisation.

The proposed works within the strategy will have significant costs. Council will need to review each project and consider incorporating them into the Council Delivery Program as well as explore funding options in collaboration with State agencies.

## RECOMMENDATION:

1. **THAT** the CBD Public Domain Strategy 2020 (Attachment 1) be adopted for the purposes of public exhibition.
2. **THAT** the draft Strategy be placed on public exhibition for a period of 6 weeks.
3. **THAT** relevant state authorities such as Transport for NSW (TfNSW), Department of Planning, Industry and Environment (DPIE) and Greater Sydney Commission (GSC) be notified and issued copies of the North Sydney CBD Public Domain Strategy 2020.
4. **THAT** following exhibition, a report be prepared accounting for submissions made and any resulting amendments to the final CBD Public Domain Strategy 2020.
5. **THAT** Council note the significant risks posed by the current alignment outlined in the Western Harbour Tunnel and Warringah Freeway EIS to the successful pursuit of the North Sydney CBD Public Domain Strategy.



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## LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

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|------------|---|
| Direction: | 1. Our Living Environment   |
| Outcome:   | 1.3 Quality urban greenspaces<br>1.4 Public open space and recreation facilities and services meet community needs  |
| Direction: | 2. Our Built Infrastructure   |
| Outcome:   | 2.1 Infrastructure and assets meet community needs<br>2.2 Vibrant centres, public domain, villages and streetscapes<br>2.3 Sustainable transport is encouraged                        |
| Direction: | 3. Our Future Planning  |
| Outcome:   | 3.1 Prosperous and vibrant economy<br>3.2 North Sydney CBD is one of NSW's pre-eminent commercial centres<br>3.4 North Sydney is distinctive with a sense of place and quality design |
| Direction: | 4. Our Social Vitality  |
| Outcome:   | 4.1 North Sydney is connected, inclusive, healthy and safe<br>4.2 North Sydney is creative and home to popular events<br>4.4 North Sydney's history is preserved and recognised       |

## BACKGROUND

In 2013, Council initiated the North Sydney Centre Review. The purpose of the review was to develop strategies that ensure the North Sydney Centre strengthens its role as a key component Sydney's global economic arc, remains the principle economic engine of Sydney's North Shore, and becomes a more attractive, sustainable and vibrant place for residents, workers and businesses.

In 2015, as part of the review, Council undertook a public domain audit of the centre. A key observation of the audit was that the lack of an overarching public domain strategy for the CBD is risking public and private projects being more opportunistic than strategic insofar as they refurbish existing spaces rather than working together towards improving the overall amenity, diversity and connectivity of the centre as a whole.

On 21 September 2015 Council resolved:

*6. THAT Council resolve to undertake a public domain strategy for the North Sydney Centre and that funding be considered for the project for the 2016/17 budgetary year.*

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On 19 February 2018, Council resolved to engage Aspect Studios to prepare the Stage 1 Public Domain Strategy (PDS). This was adopted by Council in May 2019 following a public exhibition process in late 2018/early 2019.

The outcome of Stage 1 was the preparation and adoption of the *North Sydney Place Book*. At that time Council decided to proceed with Stage 2, the subject of this report.

In the meantime, on 27 August 2018, Council endorsed the draft North Sydney CBD Transport Masterplan, which underpins this Public Domain Strategy.

## **CONSULTATION REQUIREMENTS**

Community engagement will be undertaken in accordance with Council's Community Engagement Protocol. It will include a diverse range of engagement methods appropriate for this high-local impact project, including web engagement, social media, direct letters, precinct engagement, market stalls and various stakeholder engagement sessions.

Exhibition of the draft *CBD Public Domain Strategy 2020* will run over Easter and the school holidays period. Accordingly, it is recommended the CBD Public Domain Strategy 2020 is placed on exhibition for a minimum of 6 weeks.

## **SUSTAINABILITY STATEMENT**

The sustainability implications were considered and reported on during the initiation phase of this project.

## **DETAIL**

### **1. Strategic Context**

#### **1.1 State Planning Context**

##### **1.1.1 A Metropolis of Three Cities (2018)**

The Greater Sydney Region Plan "*A Metropolis of Three Cities*" released in 2018 by the Greater Sydney Commission identifies North Sydney as part of Harbour CBD and a key contributor to Sydney's global economic corridor.

State Government priorities for the North Sydney CBD include retaining a commercial core for long-term employment growth and investigating potential future employment opportunities associated with the planned Metro station at Victoria Cross.

##### **1.1.2 North District Plan (2018)**

The *North District Plan* reinforces this role and sets an ambitious target range of between 15,400 and 21,100 additional jobs by 2036 (GSC 2016). In addition to this, the Greater Sydney Commission has committed to working with TfNSW and North Sydney Council on very specific actions which include:

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- *Provide a variety of high quality civic and public spaces befitting a globally-oriented CBD, which can be utilised for a range of cultural and entertainment activities; and*
- *Improve amenity by reducing the impact of vehicle movements on pedestrians.*

The PDS is an opportunity to directly address these actions.

### **1.1.3 Sydney Metro Project**

When operational in 2024, Metro will connect North Sydney to major employment centres at Barangaroo and Norwest Business Park, and provide quicker connections to the Sydney CBD, Macquarie Park and Macquarie University. Metro is anticipated to revitalise the centre, increase the number of workers and visitors, activate key connections between Miller St and Denison St, and provide the catalyst for a raft of urban renewal projects. The Metro project represents a once in a generation opportunity to positively leverage from.

## **1.2 Local Planning Context**

### **1.2.1 North Sydney Community Strategic Plan 2018-2028**

The Public Domain Strategy supports the *North Sydney Community Strategic Plan 2018-2028*. The Community Strategic Plan reinforces the role of the North Sydney CBD focusing on the centre's economic performance as well as strengthening its identity, amenity and vibrancy to ensure North Sydney continues to be one of NSW's pre-eminent commercial centres.

### **1.2.2 North Sydney CBD Transport Masterplan**

Preparation of the PDS has overlapped with work on the *North Sydney CBD Transport Masterplan* ("Transport MP"). The transport masterplan for the North Sydney CBD aims to facilitate significant increases in walking, cycling and public transport mode share and minimise the negative impacts of traffic within the CBD. To achieve this, a suite of infrastructure interventions has been tested that capitalise on the opportunities provided by the Sydney Metro. The masterplan was endorsed by Council on 27 August 2018 and underpins many of the direction adopted in the draft PDS.

### **1.2.3 The Draft Ward St Masterplan**

The *Ward Street Masterplan* is a major urban renewal project in the northern side of the CBD. The draft masterplan aims to significantly improve the public domain offering of the CBD and plan for the future redevelopment of Council and privately-owned assets.

The draft masterplan was adopted by Council on February 2019.

The final masterplan and subsequent work have been reflected in the *CBD Public Domain Strategy* as one of the key projects being developed in the CBD

## **1.3 Market Interest**

Recent and upcoming delivery of commercial development and apartments in North Sydney indicates the market has begun shifting and North Sydney has been identified as an attractive and affordable alternative to the Sydney CBD. Major current tenants include Vodafone, Leighton Holdings, Jacobs, Goodman Fielder and soon Channel Nine.

Major tenancies along with figures from .id Consulting shows a surge in food and beverage tenancies, suggests the centre is moving towards more of an 18-hour economy that will need to provide greater amenity for workers, residents and visitors through increased demand for

eating, drinking and other recreation options. A lively and attractive public domain forms a critical element in meeting this demand.

#### **1.4 CBD Footprint & Public Space Requirements**

Current forecasts anticipate the working population of the North Sydney CBD will increase by 33% over the next 20 years to around 80,000 people. The residential population will also increase over the same timeframe. There is a current total of 823,000m<sup>2</sup> of commercial office space in North Sydney with a possible overall total of 1,100,000m<sup>2</sup> floor space by 2036.

The North Sydney CBD, however, sits on a small physical footprint of only **27 hectares**, with a commercial office space ratio of 3:1 (30,000m<sup>2</sup>/Ha). As the centre redevelops, this will rise closer to 4:1. By comparison, Parramatta has a similar level of employment and total amount of commercial floor space but over a much larger **80 hectares** and sits at a current ratio of around 1:1 (10,000m<sup>2</sup>/Ha). The small footprint and density of the CBD highlights the challenge North Sydney faces to provide adequate public domain for the users of the CBD both in size and quality.

### **2. Purpose of the Public Domain Strategy**

*Articulate, manage and guide the development of North Sydney's CBD public domain and identify opportunities to provide new public spaces for the growing population*

The existing North Sydney CBD public domain, including roads, plazas, parks and footpaths, is approximately 96,000 m<sup>2</sup> of which only 46,000 m<sup>2</sup> is accessible to pedestrians (excluding roads). This represented a rate of 0.75 m<sup>2</sup> per worker in 2016. With an estimated growth of 20,000 new workers over the next 20 years, another 16,000 m<sup>2</sup> of pedestrian areas are needed to maintain the current ratio.

This strategy will:

- provide a holistic vision and an urban structure for the CBD Public Domain;
- set up the desired character and feel of the public domain through a series of goals and targets;
- identify opportunities to deliver additional public space & establish a list of proposed interventions; and
- outline the implementation framework to deliver the projects and interventions proposed.

#### **2.1 Clarity, Legibility, Articulation and Cohesiveness**

The purpose of the strategy is to establish the vision and framework for the future public domain within North Sydney's CBD. It is important to ensure that future growth in the CBD is complemented by public spaces that improve vibrancy, safety, amenity, and increase appeal for workers, residents, students, visitors and investors.

At the moment, there is an under supply of public open space within North Sydney CBD and the existing spaces lack cohesion, legibility and articulation. This strategy details the existing urban structure and public domain in a clear and legible way and identifies improvements to existing spaces as well as opportunities for new civic spaces to erase the current deficit and complement expected future growth and development.

Each of the proposed interventions includes an implementation guide and a funding framework to help deliver the best outcome. This will inform the following within the context of a broad vision:

- Statutory and strategic planning decisions;
- Capital works program; and
- Discussions with state agencies and the development industry on future development in the centre.

## **2.2 A Growing CBD**

The stimulus of recent state and private sector investment will have a significant impact on the CBD over the next decade. The delivery of the Victoria Cross Metro Station by the NSW Government provides transformational infrastructure that will improve access and enliven the CBD.

The projected growth that will accompany the metro means increased strain on the already stressed public realm of the North Sydney CBD. Now is the time to set the framework for the public domain to allow council, state government agencies and the development sector to deliver positive city-making changes.

This strategy seeks to find both incremental, achievable changes along with major city shaping ideas that will set a new path for a lively, active, inviting and comfortable CBD for future generations.

The objective of this strategy is to establish a framework of new ideas and opportunities for a revitalised and expanded public domain for North Sydney's CBD.

## **3. Vision, Project Aims and Objectives**

The vision for North Sydney CBD's public domain is that of a strong, connected network of urban spaces that promote urban life, community gathering and a pleasant social experience.

The draft *Public Domain Strategy* (PDS) aims to deliver a high-quality public domain befitting a globally oriented CBD. The draft PDS will ensure that CBD growth and the Victoria Cross Metro station are complimented by a public domain that improves the safety, amenity, vibrancy and overall appeal of the centre for workers, residents, students, visitors and investors.

The objectives of this project are:

- To create a public domain that contributes to the attractiveness of the centre as a place to work and do business;
  - To improve connectivity to places within the CBD to surrounding neighbourhoods and schools and other centres;
  - To develop socially engaging spaces that offer diverse spatial and sensory experiences; and
  - To create places that satisfy user needs.
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## **4. Process**

### **4.1 Staged Approach**

The PDS has been undertaken in two stages. Stage 1 examined the potential of the North Sydney CBD's public domain and came up with a series of 'ideas and opportunities' that were captured in the *North Sydney Place Book*. This stage was undertaken by leading landscape architects, Aspect Studios and their sub-consultant project team.

Stage 2 has been undertaken in-house with the aim of refining, prioritising and structuring the ideas of the Stage 1 Place Book. The work of Stage 2 aims to ensure proposals are achievable, supported across Council and adequately funded.

The result of this work is the draft *CBD Public Domain Strategy 2020* that has been prepared for public comment (Attachment 1).

### **4.2 Project Control Group**

At the start of the project, Council established a Project Control Group (PCG) to provide direction and feedback to the consultant team. The PCG comprised staff from each Division of Council.

### **4.3 External Input**

Though Stage 2 has largely been developed in-house, Council sought external input from a Quantity Surveying firm to estimate the cost of some of the proposed projects as well as the expertise of a visualization firm to develop high quality images and renderings of key projects as well as an animation of Miller Place, the main public domain space proposed for the CBD.

### **4.4 Project Methodology**

Following the preparation and adoption of the Stage 1 Place Book and the feedback received at the public consultation, Stage 2 work has focused on:

- Creating an overarching vision and structure that would encompass the ideas from Stage 1 and give them clarity and direction;
- Establishing clear goals and objectives for the future CBD public domain;
- Selecting and defining the proposed interventions across the CBD;
- Giving an overview of the implementation process, funding framework and transport impact for each project;
- Setting up the priority and timeline of the projects to align with the new metro station and other major developments happening in the CBD; and
- Providing guidelines for the different elements that make up the public domain so the spaces are consistent, legible and connected.

The result is a document structured in 5 chapters. The first 3 chapters set up the overall structure, framework and goals for the CBD's public domain, the 4<sup>th</sup> chapter is a collection of clearly defined projects to be implemented and the 5<sup>th</sup> chapter provides guidelines for the different elements that make up the public domain:

1. Purpose and Vision;
  2. Goals;
  3. Accessibility;
  4. Projects; and
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## 5. Details.

### 5. CBD Public Domain Strategy Overview

This Public Domain strategy sets up the vision and the framework to deliver the public domain that addresses and complements, the new public transport infrastructure and commercial developments, and caters for the expected growth.

Most of the projects and interventions identified in the strategy relate to these two drivers (the metro station and the working population growth).

#### 5.1 Victoria Cross Metro Station

The new metro station will change the pedestrian flows and behaviour in and around the CBD. In order to address this shift, new public spaces need to be created around the metro station portals and changes to the traffic conditions and patterns need to be implemented.

The *Public Domain Strategy*, supported and informed by the CBD Transport Masterplan, has identified the opportunity and the need to improve, change and upgrade the roads around the new metro portal, in particular:

- Pacific Highway upgrades (between Blue and Berry Streets);
- Berry Street upgrade (Making the street bidirectional);
- Blue and Walker Streets and Pacific Highway Intersection; and
- Victoria Cross intersection.

By improving and changing the function of these roads and intersections, an opportunity to close Miller Street between Pacific Highway and Berry Street will be created, thereby giving rise to Miller Place, a significant and iconic pedestrian plaza at the exit of the Victoria Cross Metro Station.

Similarly, Mount Street could be closed between Pacific Highway and William Street to develop the Post Office Square.

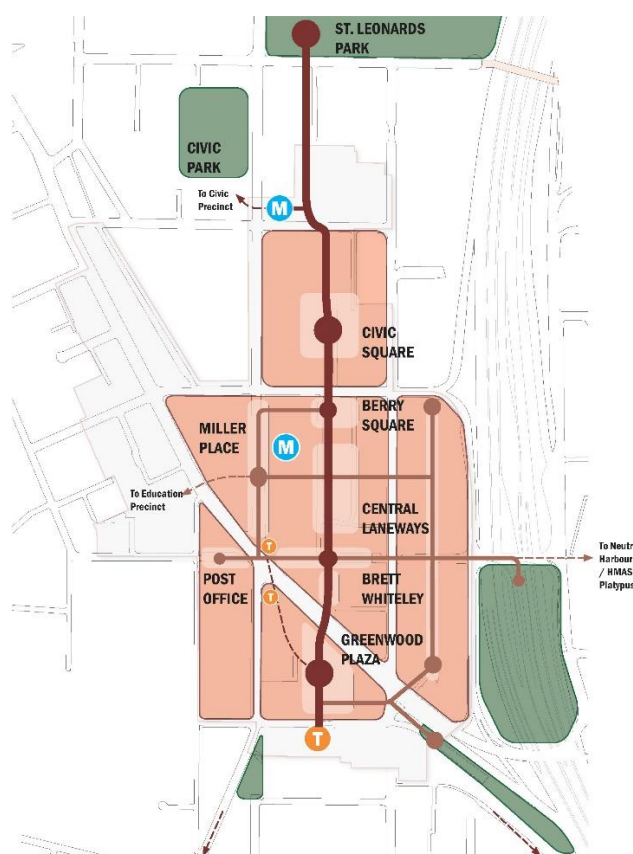
Together, Miller Place, Post Office Square and Brett Whiteley Place will provide a generous, well connected and pleasant pedestrian heart to the CBD and will help connect the train station and the metro station to the surrounding areas

#### 5.2 Employment Growth

In order to address concentrated growth around the Metro site, Council developed the *Central Laneways Masterplan* with the intention of making Denison, Spring, Little Spring and Mount Streets more pedestrian friendly. The streets would become fully pedestrian or shared zones for service traffic only.

This project and its principles have been incorporated into the Public Domain Strategy and extended even further with the idea of creating a strong pedestrian network that would link the existing North Sydney train station to St. Leonards Park. This north-south link would be punctuated by plazas, such as Berry Square and would structure the public domain and the pedestrian flows throughout the CBD.

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*Figure 1. CBD Structure showing the north-south pedestrian spine from North Sydney train station to St. Leonards Park*

### 5.3 Ward Street Precinct

With the arrival of the metro the Ward Street Precinct masterplan sought to implement commercial growth to the north.

This masterplan will maximise council's assets by turning the existing carpark into a public plaza, a series of laneways and a knowledge and cultural hub. The new plazas will add to the network of public spaces and will connect and expand the north-south pedestrian route.

Together, these 3 sets of interventions will address the challenges presented by the growth of the CBD and the arrival of the metro.

### 5.4 Public Domain Guiding Principles

The interventions identified and proposed across the above main 3 topics are based on the following overarching principles:

- Maximise the use and amenity of the inner block areas, creating new plazas, laneways and open spaces;
- Downgrade and reroute regional traffic where possible to create more pleasant, pedestrian friendly, active streets; and
- Connect all public open spaces into an integrated public domain network giving the CBD a stronger legibility and identity and facilitating movement across the CBD.



New public spaces will be created by moving “through” traffic to the edges of the CBD, widening footpaths and upgrading existing spaces that are currently in poor condition or unconnected to the public realm.

## 6. Key Projects

The CBD’s public domain will comprise four main urban elements; the Civic Spine on Miller Street, the laneway system, a series of Plazas & Parks and a series of road and intersection upgrades.

Some of the projects identified are small incremental achievable changes, whilst others are major city shaping ideas that will set a new path for a lively, active, inviting and comfortable CBD for future generations.

### 6.1 Civic Spine: Transforming Miller Street into a True Civic Street

Miller Street can perform a city shaping role as a one-kilometre-long ‘civic spine’ between Ridge Street to the north at St Leonards Park down to St Peters Park in the south. Many of the key institutions of North Sydney front this spine including churches, pubs, schools and government services.

Projects within the Civic Spine are Miller Place and Miller Walk (South, Central and North). These interventions will assist in developing a strong sense of place and identity for North Sydney Centre.

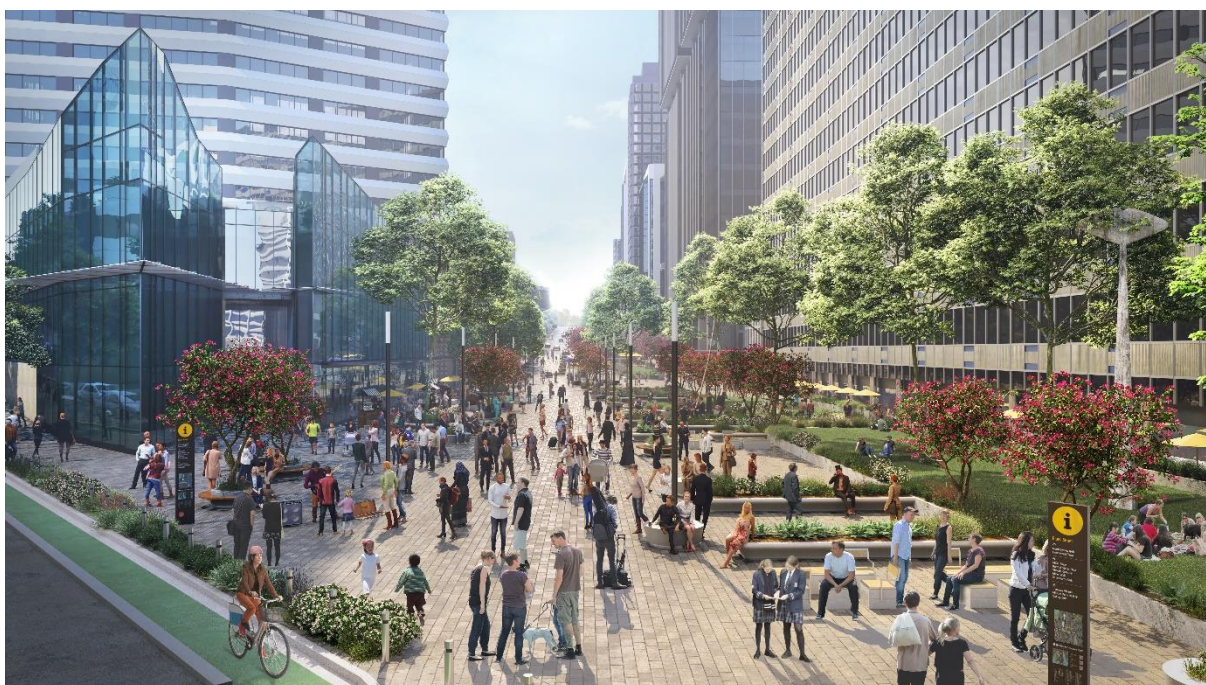


Figure 2. Proposed Miller Place looking north from Victoria Cross intersection

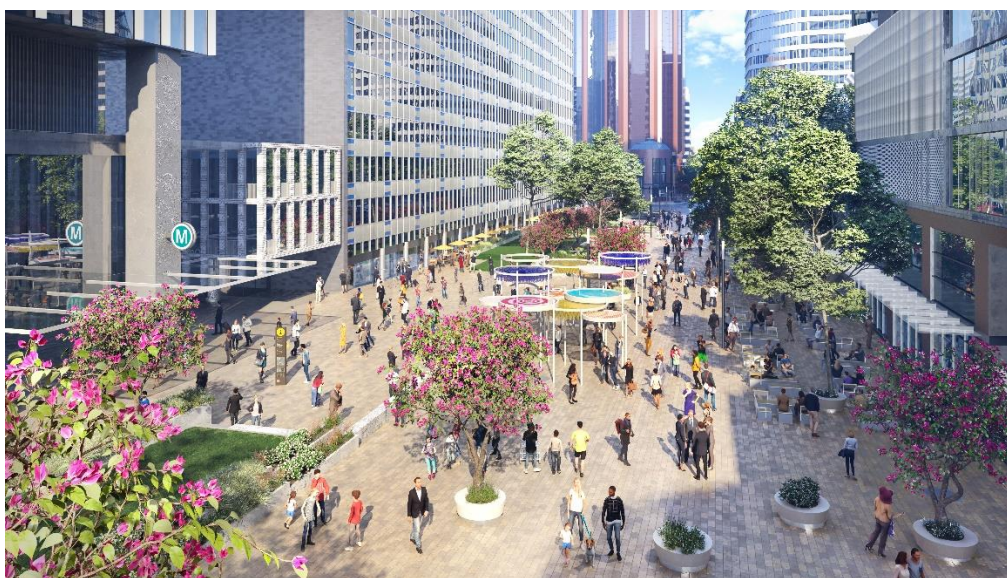
#### 6.1.1 Miller Place: A new 7,450m<sup>2</sup> public plaza outside the Victoria Cross Metro Station

The block between Pacific Highway and Berry Street has been identified as the section of Miller Street that would be suitable for conversion to a pedestrianised mall. Analysis undertaken as part of the *CBD Transport Masterplan* indicates that pedestrian numbers along this particular block are expected to swell by approximately **200%** at peak AM/PM times to around **16,000 people per hour** with the arrival of Metro. The conversion of Miller Street into a new plaza

will provide critical space to accommodate the increase in pedestrian traffic and will be highly activated with people throughout the day.

The Miller Place precinct includes around 3,000m<sup>2</sup> of existing road space and 4,450m<sup>2</sup> of footpath space totalling approximately **7,450m<sup>2</sup>** (from building line to building line). The creation of Miller Place will therefore more than double the amount of public space in this precinct.

The area will transition from a busy four lane street to a new high-grade public space that will provide benefits to pedestrians accessing the new Victoria Cross Station, provide new public space for events such as outdoor concerts and markets, and introduce new cafes and public art. With large London Plane trees, lawns and good access to sunlight for most parts of the day, this new plaza would establish a new civic heart in the centre of the CBD.



*Figure 3. Proposed Miller Place looking South from Berry Street*

## 6.2 Parks & Plazas

The CBD is heavily constrained for public space.

The Public Domain Strategy presents a suite of new and improved opportunities for parks and plazas that would deliver 16,000 m<sup>2</sup> of new public space.

Projects include upgrading or enlarging existing plazas, creating new opportunities on state or local government assets and rethinking the possibilities for sky terraces and other privately-owned land.

### 6.2.1 Post Office Square: A new 1,675 m<sup>2</sup> plaza on Mount Street

On the north-west side of Victoria Cross, a new square can be created adjacent to the heritage-listed Post Office with the closure of Mount Street at the Pacific Highway. The adjacent forecourt plaza at 60 Miller Street should be also considered as part of this redesign to create a new public square that complements the Post Office environs and allows for outdoor dining and public art. It is important that the public and civic functions of the Post Office and Courts building remain active and operating in this location.



If considered together, private and public land, the total open space would create be **around 2,450 m<sup>2</sup>** which could contain a diverse range of spaces, functions and opportunities.



*Figure 4. Proposed Post Office Square looking west from Victoria Cross intersection*

#### **6.2.2 Tramway Viaduct Park: A new 4,650 m<sup>2</sup> contemporary open space**

The 250m long truncated structural concrete viaduct, that connects, at grade, to the south eastern end of Blue St, has laid dormant and relatively unused for 50 years. The RMS and Sydney Trains have intermittently used the tarmac for storage, construction activities and parking. Given the deck's location and relatively easy on grade access from Blue Street and Walker Street junction, it is a great opportunity to repurpose the space as a new public urban park for North Sydney.



*Figure 5. Proposed Tramway Park looking south from entrance on Blue Street*



## 6.3 Laneways

### 6.3.1 An Internal Path Through the CBD

A key focus of the *Public Domain Strategy* has been the linking of existing and future planned pedestrian laneways in the CBD to create a safe, activated pedestrian environment away from the state & regional roads that divide the CBD.

The laneway network will connect the CBD from south to north, from North Sydney train station all the way to St. Leonards Park. This link will connect some of the major urban spaces and plazas as Brett Whiteley Place, Greenwood Plaza or the proposed Civic Square.

### 6.3.2 Central Laneways Masterplan

The new Victoria Cross Station will deliver large volumes of pedestrians into the central laneways precinct via the major southern station portal that will connect Miller Street and Denison Street.

In order to accommodate the large flow of pedestrians, a key approach has been to increase the pedestrianisation of the smaller streets by rearranging the vehicular traffic flows, closing parts to through vehicular traffic, upgrading paving, planting, lighting and furniture.

These upgrades will encourage a range of new retail and food and beverage opportunities within the internal streets. An east–west mid-block pedestrian link will connect Miller Street through to Walker and potentially Arthur Street in the future.



Figure 6. Proposed laneway within the Ward Street Precinct

## 6.4 Road & Intersection Upgrades

With almost 75% of all public domain in North Sydney residing in the streets, roads and lanes, much more effort needs to be made in designing, building and maintaining these spaces as places where daily interactions happen and blossom.

Traffic should be moderated and slowed to 40km/h to improve pedestrian safety and amenity but also to act as deterrent to unnecessary “through trips”. Mid-block crossings can be constructed where possible to increase permeability, make crossing the street safer and improve access to lanes and arcades that run off these streets.

Paving, street trees, outdoor dining, street furniture, seats and benches, and building interfaces play a vitally important role in the life of the street. Projects that infill the existing setbacks should be encouraged, with everything from pop ups, to outdoor dining or public art. Council’s endorsed public domain palette should always be used for any of this type of projects.

Great care must be taken to craft the best streets possible, calming the influence of traffic, making walking easy and enjoyable whilst creating a place that people and businesses want to be a part of.

### 6.4.1 Victoria Cross Intersection

As discussed in the *CBD Transport Masterplan*, the existing intersection design of Pacific Highway and Miller Street is a major obstacle between the southern and northern precinct in the centre. This is due to the existing traffic conditions and the existing kerb to kerb distances (the existing longest diagonal crossing is 60 metres). Coupled with the inadequate and ineffective slip lane traffic islands, it has created an unsafe environment for motorists and pedestrians.

The *CBD Public Domain Strategy 2020* and the *CBD Transport Masterplan* propose the removal of the slip lanes and a reconfiguration of the intersection to deliver a maximum diagonal distance of 32-34 metres. Modelling under the *Transport Masterplan* has indicated that, in conjunction with a series of other traffic interventions including the closure of Miller Street, the impact on traffic travel times to be at an acceptable level.

The square intersection design also allows for the future possible conversion to a scramble crossing (subject to further modelling) which would allow for further increased pedestrian safety and amenity and better connectivity between the 5 pedestrian priority areas.



Figure 7. Aerial view of the proposed Victoria Cross intersection



#### 6.4.2 Berry Street: A Calmed Street

Berry Street runs east to west crossing the top of the proposed Miller Place and benefits from a number of good natural environmental factors including a level terrain and good natural light penetration (central and west end of the street). It is also fairly wind protected as the southern buildings generally block the prevalent southerly breezes that affect much of CBD.

The CBD Public Domain Strategy builds on the work undertaken in the *Ward Street Masterplan* and *Transport Masterplan* to calm the traffic, return the street to two-way travel direction, open up the street with additional public space and encourage more outdoor dining. Importantly, the Miller Street closure will create new public space on the southern side Berry Street with excellent solar access and will assist in making Berry Street one of the most activated and easily accessible in the CBD.

The proposed scramble crossing at Miller Street (with the completion of Miller Place) allowing diagonal crossing and the straight through connection across Miller Place further increases the amenity and attraction to workers and residents.

These Berry St proposals will require further modelling and discussion with TfNSW.



Figure 8. Proposed Berry St intersection with Miller Place looking east

### 7. Public Domain Details

As part of the CBD Public Domain Strategy 2020 a series of guidelines and overviews have been developed in regard to common public domain elements to ensure that the final open spaces share a common palette in accordance with North Sydney Council manuals.

These elements include, wayfinding, street furniture, vegetation, public art, street lighting, as well as activation and recreation guidelines.

## 8. Preliminary Cost of Key Projects

As part of the Public Domain Strategy State 2 work, Council engaged MDA Australia Cost Consultants to provide a preliminary high-level cost estimation of 7 projects identified in the strategy.

The projects selected represent a cross section of the different project types, from the most significant and iconic ones to the smaller interventions. Summary table below.

Project	Preliminary Cost Estimation
Miller Place	\$8,960,680
Post Office Square	\$3,231,750
Tramway Viaduct	\$6,918,305
Gas Lane	\$579,840
Little Walker Street	\$3,642,945
Hill Street	\$869,345
Brett Whiteley Place – Stage 2	\$2,240,680

## 9. Risks – Western Harbour Tunnel Project

The design and alignment of the Western Harbour Tunnel (WHT), as outlined in the EIS currently on public exhibition, poses a significant risk to the realisation of much of the vision described in the *CBD Public Domain Strategy*.

Council's *CBD Transport Masterplan* identified and modelled various interventions to the overall traffic network to respond to the significant increases in pedestrian movements and activity as a result of Metro and maximise its benefits to the city. This was designed to essentially relocate “through traffic” to the edges of the CBD thereby improving pedestrian amenity of the city core and enable more fundamental placemaking and public domain improvements to be explored.

The WHT project would see a significant increase in through traffic via Berry Street including an additional traffic lane as well as on the northern part of Miller Street. This would essentially reinforce the division within the CBD created by the entrance to a motorway portal. The CBD Public Domain Strategy attempts to achieve the exact opposite, by knitting the north and the south parts of the CBD through various interventions including the reinforcement of the north-south pedestrian spine, improved pedestrian amenity on Berry Street and the “taming” of Berry Street by creating a two-way system essentially for local traffic. What may not be so obvious, is that the creation of Miller Place is really only possible with a range of interventions, including making Berry Street a two-way system.

Council's broad placemaking and city building objectives were an important input into the previous ongoing collaboration with the NSW Government in its preparation of the *North Sydney Integrated Transport Plan*. Another element was the WHT and its role and impacts upon Council's broad objectives and aspirations. Unfortunately, this process appears to have stalled indefinitely and the future of its good work is now very much uncertain.

In the context of these risks, and the draft nature of the WHT project, the *CBD Public Domain Strategy* should continue to be pursued as an aspirational strategy with acknowledgement that

the NSW Government's approval and ultimate pursuit of the WHT project, will mean the Strategy may need to be revisited.

## **10. Next Steps**

The next step is to seek community and stakeholder feedback on the proposals set out in the *CBD Public Domain Strategy*.

This feedback will then assist Council in the development and implementation of each of the projects. Council will then identify priorities for desired staging, will set up an indicative timeline for the delivery of the different projects and refine each individual project as necessary.

## **11. Conclusion**

The *CBD Public Domain Strategy* identifies a suite of proposals that reinforce the commercial role of the CBD, create an inviting place for people with more public spaces and better designed existing spaces and develop a strong sense of place and enhances accessibility, pedestrian comfort and legibility of the CBD.

It has also identified opportunities for improvement of the public domain and reviewed the centre in the context of major infrastructure development. Traffic changes required to achieve these key proposals are achievable and substantiated by the *North Sydney CBD Transport Masterplan*. Lastly, it has ensured the proposals will meet clear objectives and meet future predicted CBD growth and most importantly puts visionary place-making thinking at the core of every proposal.

The WHT project remains a significant threat to the realisation of this draft Strategy. Council's collaboration with State Agencies on the significant improvements being discussed as part of the preparation of the *North Sydney Integrated Transport Plan*, will be significantly undermined as a result of the pursuit of the WHT project. A detailed report on the impacts of the WHT project is contained on the Business Paper under separate cover.

---



# **NORTH SYDNEY**

## **NORTH SYDNEY CBD PUBLIC DOMAIN STRATEGY**

North Sydney Council  
March 2020







## ■ Acknowledgment of Country

North Sydney Council acknowledges the Guringai Tribe and Cammeraygal Clan as the Traditional Owners of this land. The authors of this report pay our respects to the Elders, past and present and recognise the inherent connection of the Indigenous people of Australia to Country.

## ■ Message of Appreciation

We gratefully acknowledge and appreciate the extensive input, feedback and support provided by key stakeholders, industry and community representatives as well as the staff and Councillors of North Sydney Council in the preparation of this Public Domain Strategy.

We also thank Aspect Studios, Elton Consulting, PeopleTrans, Studio Hollenstein and Urban & Public for the work in the Stage 1 Place book.

We appreciate the work and input that MDA Australia Cost Consultants and Arterra Interactive have done to assist on this document with the cost estimations and project illustrations respectively.

## ■ Abbreviations

<b>ABS</b>	Australian Bureau of Statistics	<b>NSDCP</b>	North Sydney Development Control Plan
<b>AHO</b>	Aboriginal Housing Office	<b>NSITP</b>	North Sydney Integrated Transport Program
<b>CBD</b>	Central Business District	<b>NSLEP</b>	North Sydney Local Environmental Plan
<b>CSP</b>	Community Strategic Plan	<b>NSTS</b>	North Sydney Transport Strategy
<b>DCP</b>	Development Control Plan	<b>NSROC</b>	Northern Sydney Regional Organisation of Councils
<b>DPE</b>	Department of Planning & Environment	<b>NSW</b>	New South Wales
<b>EP&amp;A</b>	Environmental Planning & Assessment Act 1979	<b>PDS</b>	Public Domain Strategy
<b>FACS</b>	Family and Community Services	<b>PPH</b>	Persons per hectare
<b>GFC</b>	Global Financial Crisis	<b>REIA</b>	Real Estate Institute of Australia
<b>GSC</b>	Greater Sydney Commission	<b>SEPP</b>	State Environmental Planning Policy
<b>LALC</b>	Local Aboriginal Land Council	<b>TfNSW</b>	Transport for New South Wales
<b>LEP</b>	Local Environmental Plan	<b>WSMP</b>	Ward Street Masterplan
<b>LGA</b>	Local Government Area		
<b>LHS</b>	Local Housing Strategy		
<b>LSPS</b>	Local Strategic Planning Statement		
<b>NDP</b>	North District Plan		
<b>NSC</b>	North Sydney Council		

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# EXECUTIVE SUMMARY

*Council's vision for the future public domain of North Sydney's CBD*

## ■ North Sydney Review - Public Domain Strategy

North Sydney Council is working to create a more engaging and resilient CBD that offers a greater range of activities and unique public spaces for workers, residents and visitors.

As part of this effort, Council initiated in 2014 a comprehensive review of North Sydney Centre. This review comprises 5 different studies; the Capacity and Land Use Study, the Traffic and Pedestrian Management Strategy, the Late Night Trading and Small Bars Study, the Marketing and Promotion Strategy, and lastly this Public Domain Strategy.

Aside from the North Sydney Centre review studies, the CBD has seen a few other major projects taking place in the area such as the new Victoria Metro Station, the Ward Street Masterplan and the Central Laneways Masterplan.

This strategy has been prepared to guide the development of the public domain in the CBD of North Sydney taking into account the information, outcomes and recommendations of the previous studies. This document establishes a vision for the centre's public spaces and identifies short, medium and long-term projects on both private and public land and puts in place an implementation plan to deliver change.

The strategy follows on from the Public Domain Placebook - Stage 1, adopted by Council in October 2018 and develops the ideas present in the placebook into a consolidated vision for the CBD as a series of proposed projects and interventions.

As part of the process Council has extensively engaged with the community to gain their feedback. Stakeholder and community engagement has informed this future vision for the CBD so that it reflects community aspirations and ensures the proposals are aligned with public needs and benefits.

The strategy will be used to align both private and public investment in the CBD around a common vision for its future. It will inform Council's:

- statutory and strategic planning decisions
- future capital works programs
- discussions with state agencies and the development industry.

**ATTRACT | CONNECT**  
**DIVERSIFY | SATISFY**

**2019** 2020 2021 2022 2023 **2024** 2025 2026 2027 2028

**CBD Public  
Domain Strategy**





## ■ A place for people and life

North Sydney's CBD is part of the wider harbour CBD within the metropolitan region, as defined in the current regional plan. As the main urban node, the harbour CBD is expected to grow over the next few years and deliver a strong contribution to the city's economic, civic and social life.

The Metropolitan Plan by the Greater Sydney Commission recognises and strengthens the role of North Sydney's CBD and recommends additional public and transport infrastructure to support an increase in employment in the area with targets for the next 20 years. The North District Plan envisions sustained employment growth and the addition of major transport infrastructure with the arrival of the new metro line.

As a result of this plan and effort, North Sydney's CBD is undergoing major transformations with the new metro station being built and additional commercial developments being delivered. Both these items will contribute to an estimated growth of 20,000 workers over the next 20 years.

This Public Domain Strategy sets up the vision and the framework to deliver the public domain that goes alongside, and complements, the new transport infrastructure and commercial developments, and caters for the expected growth. Most of the projects and interventions identified in the strategy relate to these two drivers.

### • Victoria Cross Metro Station

The new metro station will change the pedestrian flows and behaviour in and around the CBD. In order to address this shift, new public domain spaces need to be created around the metro station portals and changes to the traffic conditions and patterns need to be implemented.

By improving and changing the roads and intersections around the station, an opportunity to close Miller Street between Pacific Highway and Berry Street will be created, providing the opportunity to develop Miller Place, a significant and iconic pedestrian plaza at the exit of the Victoria Cross Metro Station.

Similarly, Mount Street could be closed between Pacific Highway and William Street to develop the Post Office Square.

Together, Miller Place, Post Office Square and Brett Whiteley Place will provide a generous, well connected and pleasant pedestrian heart to the CBD and will help connect the train station and the metro station to the surrounding areas

### • Employment growth

The Central area of the CBD between Mount and Berry Streets is seeing a number of major developments being built. These new towers will increase the working population and will increase the pressure on the public domain and pedestrian infrastructure.

In order to address this issue Council is working on making Denison, Spring, Little Spring and Mount Streets more pedestrian friendly.

### • Ward Street Precinct

Further to the growth of the central CBD area, there is a need for additional growth to meet the targets of the Greater Sydney Commission. With the arrival of the metro there is an opportunity to shift the CBD north with the development of the Ward Street Precinct Masterplan.

This masterplan will maximize council's assets by turning the existing carpark into a public plaza, a series of laneways and a knowledge and cultural hub.

Together, these 3 sets of interventions, will be the core of the changes needed to address the challenges presented by the estimated growth and the arrival of the metro to North Sydney.

Additional projects on the periphery of the CBD will complement and support the overall the core of North Sydney's CBD public domain and provide more generous and alternative spaces to cater for a wide ranges of activities.

### • Public Domain Guiding Principles

The interventions are based on the following overarching principles:

- Maximize the use and amenity of the inner block areas, creating new plazas, laneways and open spaces
- Downgrade and reroute regional traffic where possible to create more pleasant, pedestrian friendly, active streets
- Connect public open spaces into an integrated public domain network giving the CBD a stronger legibility and identity and facilitating movement across the CBD.

To achieve the vision for North Sydney CBD, Council, State Government, the community and landowners need to work together. Only through a collaborative environment we can address the needs for a growing population and deliver this Public Domain Strategy.



2029

2030

2031

2032

Public Domain  
CBD Vision

100 YEARS ON THE 'OTHER SIDE'





# PURPOSE OF THE STRATEGY

*Articulate, manage and guide the development of North Sydney CBD's public domain*

*In 2016 North Sydney CBD's public domain (including roads, plazas, parks and footpaths) was approximately 96,000 m<sup>2</sup> of which only 46,000 m<sup>2</sup> was accessible to pedestrians. This equates to 0.75 m<sup>2</sup> per worker.*

*With an estimated growth of 20,000 new workers over the next 20 years, another 16,000 m<sup>2</sup> of pedestrian areas are needed to maintain the current ratio.*

*The purpose of the strategy is to:*

- *provide a holistic vision and an urban structure for the CBD Public Domain*
- *set up the desired character and feel of the public domain through a series of goals and targets*
- *identify opportunities to deliver additional public space*
- *outline an implementation framework to deliver the projects*





# NORTH SYDNEY CBD VISION

Delivering a 21st century CBD

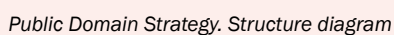
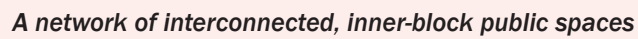


*North Sydney CBD's public domain will be a strong, connected network of urban spaces that promote urban life, community gathering and a pleasant social experience.*

*The public domain will bring together transport nodes, public infrastructure, commercial and residential buildings into a cohesive, attractive, and vibrant CBD. It will be a modern urban environment that caters to the growing population of North Sydney.*

## A city of public life







# CBD URBAN STRUCTURE

*A network of interconnected, inner-block public spaces*



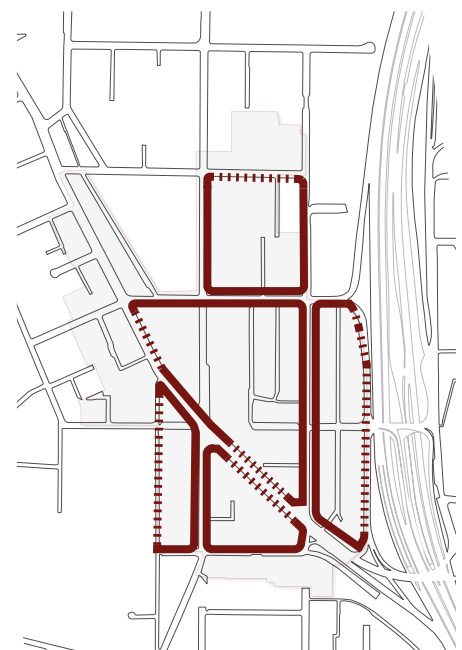
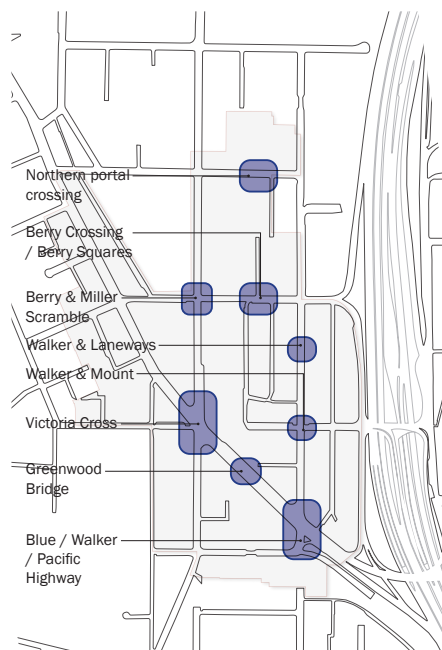
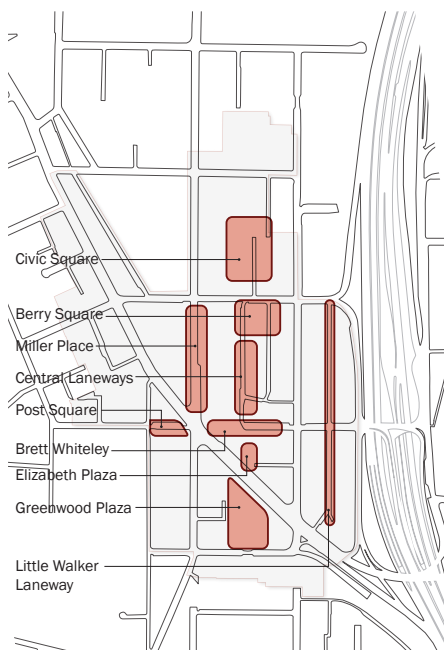
## ■ CBD structure

North Sydney CBD comprises **five pedestrian-priority urban blocks** within which traffic is limited to servicing, loading and parking access.

These urban blocks contain a series of plazas, squares and laneways that create a network of public spaces connecting the CBD from North Sydney Train Station to St. Leonards Park.

The blocks are linked together through a series of 'connectors' - road crossings, footbridges or underground passageways - that put pedestrians first.

The centre of these blocks presents generous, gathering social environments while the perimeters are active pedestrian interfaces with retail edges, landscaping, urban seating, street food and dining areas, and transport mode interchanges.



## ■ Inner-block spaces

At the core of each of the five main urban blocks there are a series of plazas, squares and laneways that create a varied and rich pedestrian urban environment.

Some existing and some proposed, these plazas, squares and laneways are the heart of North Sydney CBD. They will create a network of public spaces connecting the train station to the south all the way to St. Leonards Park to the North and the Education Precinct to the West with the future Warringah Land Bridge Park and on to Kirribilli.

## ■ Connectors

A key element of the public domain structure, the connectors bring the five urban blocks together to create a continuous and cohesive urban environment.

Whether a pedestrian crossing, an underground passage or a footbridge, these elements encourage safe passage for pedestrians through the CBD.

Currently these connectors need an upgrade to reflect the changes in public transport, commercial developments and traffic flows.

## ■ Active perimeter

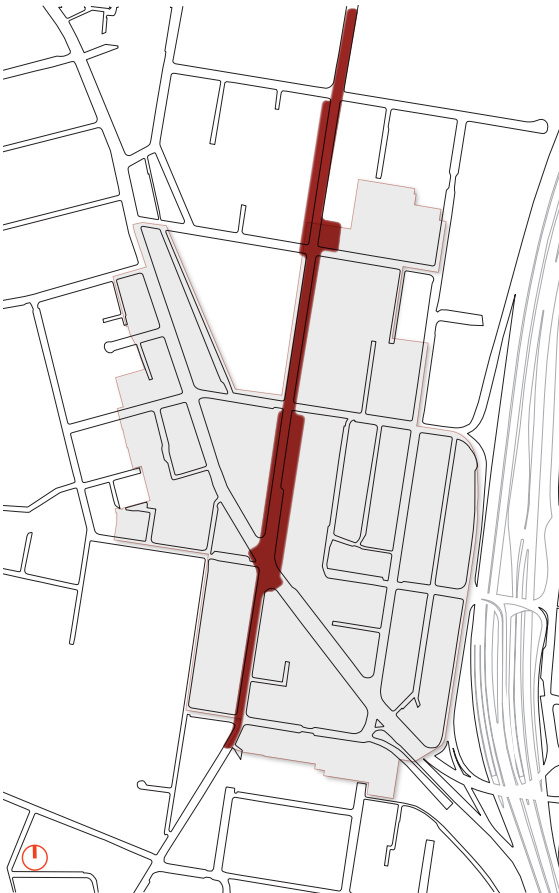
Whilst the main urban and social spaces are located within the centre of the blocks, the perimeters are dedicated to street activation through retail and dining opportunities and transport mode interchanges.

The cores have a social and communal aspect to them, whilst the footpaths are a more of a commercial interaction edge.



# URBAN ELEMENTS

Defining the CBD



## ■ Civic spine

Miller Street is the main North-South connection through the CBD along which most civic, social and transport infrastructure is located.

The proposed interventions will reinforce the key role of the street and will turn it into a Civic Spine for the CBD with Miller Place at the heart. A stretch of Miller Street will be pedestrian only, completely transforming the character of the spine and turning it into a major pedestrian area within the CBD.

Other projects along the spine will help consolidate the civic and public character of Miller Street.



## ■ Laneways

The CBD laneway system relates to the five urban blocks that form its urban structure.

1. Central laneways
2. Ward Street laneways
3. Greenwood laneways
4. East Walker laneways
5. Fringe connectors.

Together they form a pedestrian network connecting the CBD north to south, facilitating a more pedestrian friendly and activated environment.

# URBAN ELEMENTS

Defining the CBD



## ■ Plazas & parks

North Sydney's plazas are the primary social gathering spaces. A series of communal urban rooms to celebrate, share, interact or relax, the plazas are the heart of our public domain. From intimate spots to major amphitheatres, the plazas will offer a wide range of environments to cater for the community.

The parks are located around the fringe of the CBD and offer opportunities to escape from the busy CBD and enjoy and relax in nature. Full of activities, pop-ups, sports facilities and shaded areas, the parks are an ideal spot for residents, workers and visitors, to exercise, socialise and rest.

## ■ A threefold strategy

The strategy to develop and implement North Sydney CBD's public domain structure is based on three key actions;

1. Creation of the Civic Spine along Miller Street, connecting all major transport and civic infrastructure within North Sydney. The spine will encompass Miller Place and Miller Walk and will create a stronger civic identity for the CBD and a welcoming and inclusive social environment.
2. Development of a series of laneways, arcades and other minor connectors through the CBD to improve pedestrian routes, provide activation, offer outdoor opportunities for work, dining and retail and make the CBD more pedestrian friendly.
3. Implementation of a series of plazas, squares and parks as the main urban gathering spaces to cater for a wide range of social and community activities. Whilst the plazas are located within the urban core and connected by the laneways, the parks are established on the fringes of the CBD creating a different experience and a green transition to the adjacent areas.

This document presents a series of projects within each action, either an upgrade of existing facilities or a new initiative, that will help develop and deliver this overall vision.

Each of these actions will play a different social and urban role and together they complement each other to create a varied, efficient and attractive urban setting for North Sydney's CBD.



# DESIRED OUTCOMES

More space, increased amenity and better connections

## Public space gains & upgrades

The implementation of the projects identified in this strategy will deliver the additional space needed to accommodate increased growth in the CBD by delivering attractive, legible and strong public domain.

The proposed interventions add a total of 19,200 m<sup>2</sup> to the existing pedestrian environment and upgrade 19,050 m<sup>2</sup> of the existing environment, a substantial transformation of the CBD that will consolidate and complete the development of the public domain in the area.

### Public Space Gains

+ 3,000 m<sup>2</sup> Miller Place  
 + 2,900 m<sup>2</sup> Miller Walk South  
 + 850 m<sup>2</sup> Post Office Square  
 + 3,900 m<sup>2</sup> Tramway Park  
 + 650 m<sup>2</sup> Berry Square North  
 + 4,100 m<sup>2</sup> Ward Street Precinct  
 + 3,800 m<sup>2</sup> Wider Footpaths  
**TOTAL + 19,200 m<sup>2</sup> \***

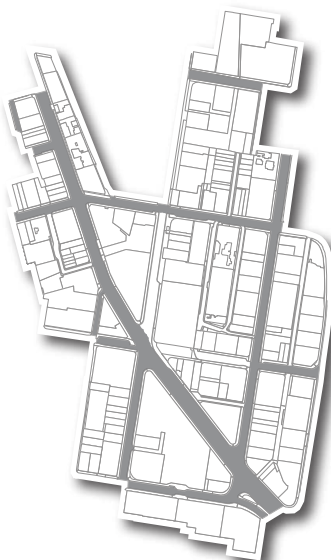
\* An additional 25,000m<sup>2</sup> could be added if the Warringah Land Bridge was to be delivered.

### Public Space Upgrades

4,450 m<sup>2</sup> Miller Place  
 3,000 m<sup>2</sup> Miller Walk Central  
 5,500 m<sup>2</sup> Laneways Precinct  
 1,000 m<sup>2</sup> Lower Mount Street  
 800 m<sup>2</sup> Berry Square  
 3,600 m<sup>2</sup> Little Walker Street  
 700 m<sup>2</sup> Blue Street Skyterrace  
**TOTAL + 19,050 m<sup>2</sup>**



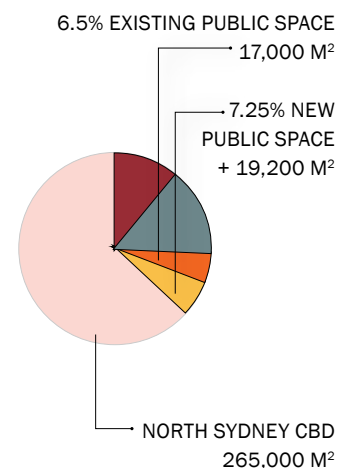
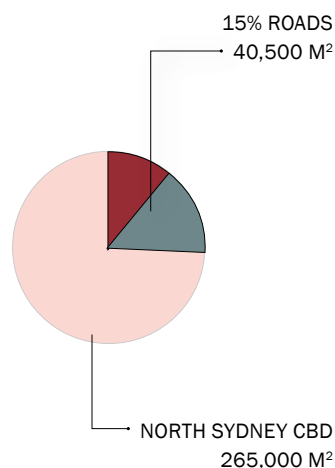
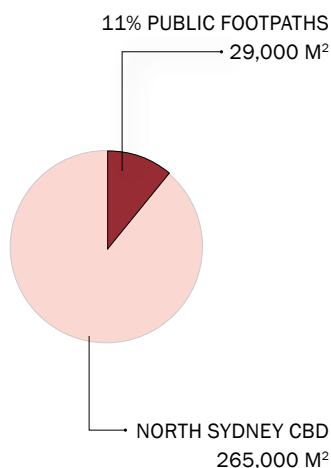
FOOTPATHS



ROADS



PUBLIC OPEN SPACES





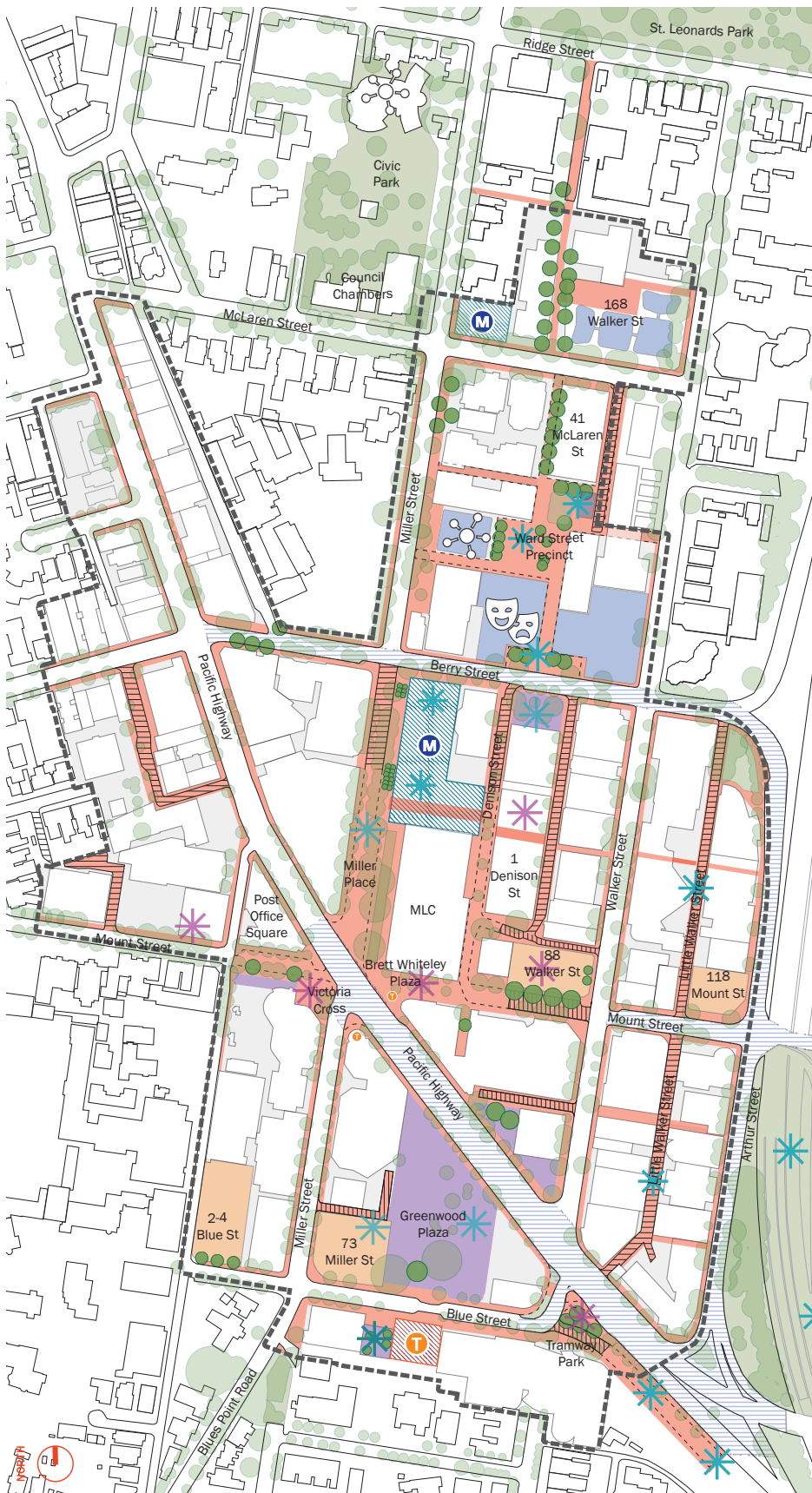
# THE FUTURE CBD

Overall placemaking vision for the North Sydney CBD



## Placemaking vision

This public space vision map seeks to ensure that future growth in the CBD is complemented by public spaces that improve vibrancy, safety, amenity, and appeal of the centre for workers, residents, students, visitors and investors.



### Legend

- Open spaces
- Major new developments
- Ward St Masterplan
- M New Metro (2024)
- Existing and proposed trees
- Road upgrades
- Private ownership/public access
- Existing art site
- Desired art site
- Civic Hubs

The placemaking vision for the future CBD.









# B GOALS





# PUBLIC DOMAIN GOALS

*Activating a high amenity and better-connected urban space*

Through the implementation of the civic spine, the laneways, and the plazas and parks, this strategy aims to establish a vibrant and pleasant urban environment for residents, workers and visitors alike. The main goals of the strategy are to achieve:

- a better-connected CBD
- a comfortable CBD
- a green and leafy CBD
- a culturally rich CBD
- an active & vibrant CBD
- an accessible CBD

The strategy is underpinned by the CBD Transport Masterplan. In that regard, the following transport related goals have been developed:

- a walkable CBD
- a cycle friendly CBD
- a strong public transport CBD
- a traffic calmed CBD





# A BETTER-CONNECTED CBD

Better connections to the iconic and interesting fringe of the local government area

B

## Iconic Fringe

North Sydney CBD works as a hub supported by villages and town centres on its periphery, including the 'eat street' of Crows Nest, Neutral Bay shopping area, Kirribilli, Milsons Point and McMahon's Point villages.

Much of the supporting entertainment, dining and service functions take place outside of North Sydney CBD in these precincts.

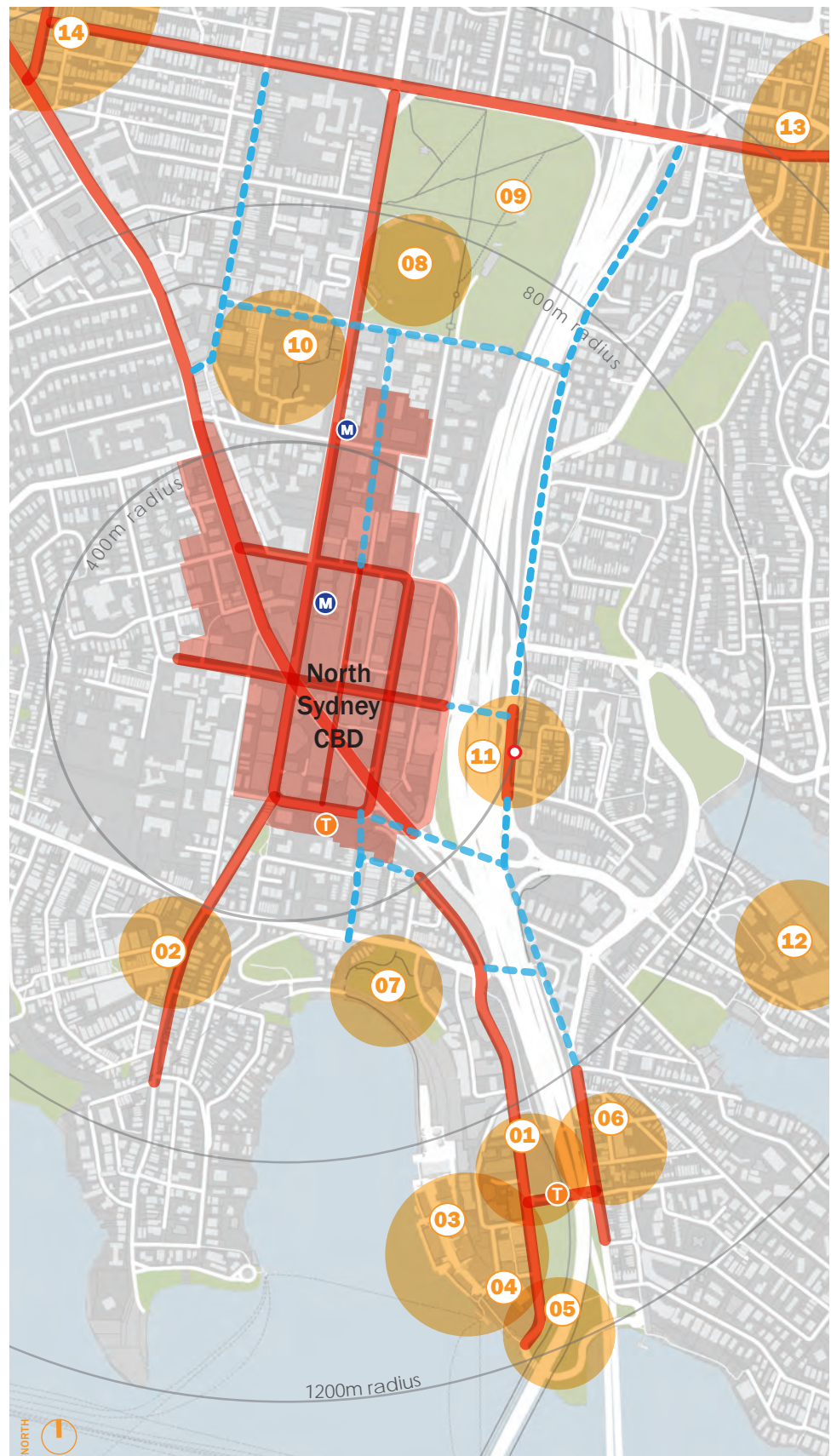
Redressing this balance and providing more retail, entertainment and hospitality in the CBD is key to improving overall amenity as well as improving the physical links to these surrounding areas to improve options for both residents and workers.

Local destinations and attractions that form part of a wider network of precincts of the 'greater city' of North Sydney include:

- 01 Milsons Point
- 02 Blues Point Road Village
- 03 Luna Park
- 04 North Sydney Olympic Pool
- 05 Bradfield Park
- 06 Kirribilli Village and Markets
- 07 Wendy Whiteley's Secret Garden
- 08 North Sydney Oval
- 09 St Leonards Park
- 10 Civic Park & Stanton Library
- 11 Alfred Street Precinct
- 12 Sub Base Platypus
- 13 Neutral Bay Village
- 14 Crows Nest Village

## Legend

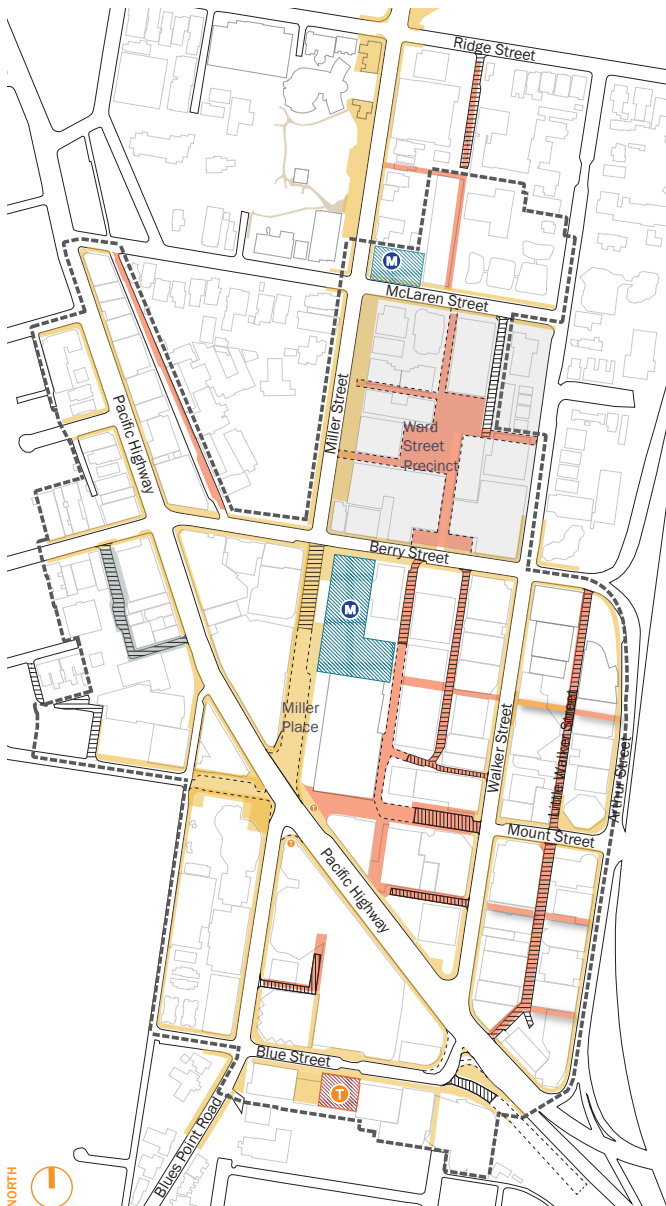
- North Sydney CBD
- Local destinations
- Major links to villages
- Future/potential links





# A COMFORTABLE CBD

High quality streets with consistent paving & awnings for protection against the elements



## Paving

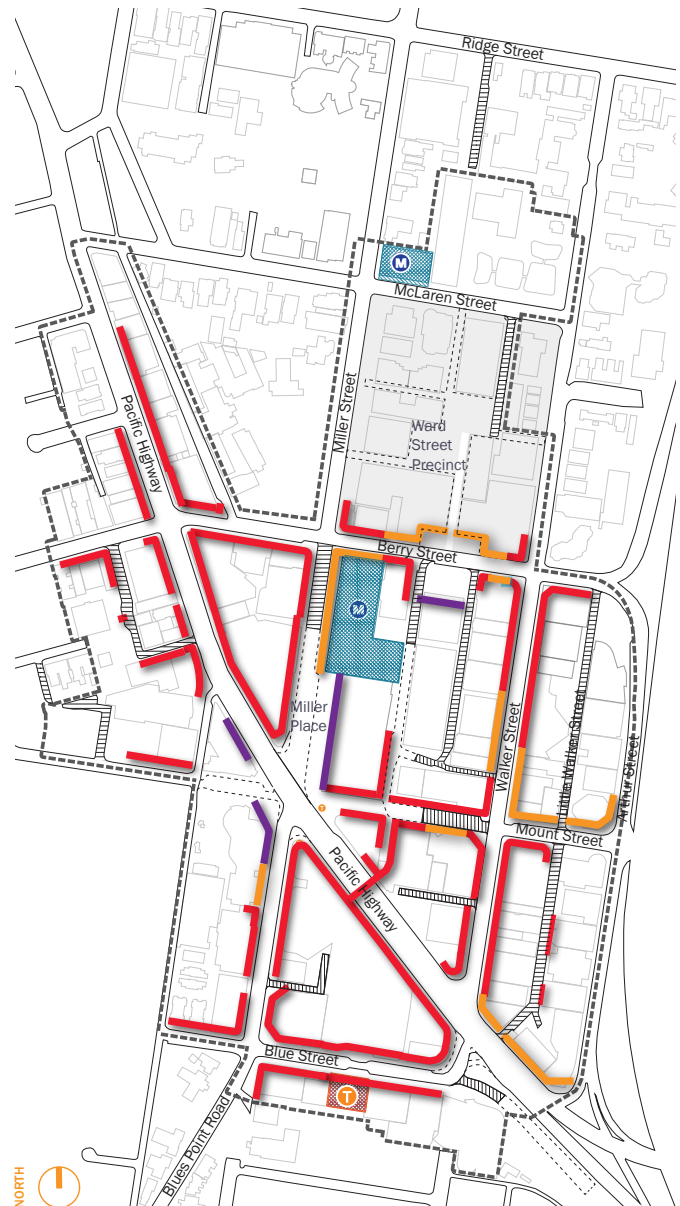
Paving is one of the key elements that articulates the public domain across the CBD. A consistent paving in the area creates a continuous and unified street network.

Different patterns and details signal the function and hierarchy of each area. Driveways and tree areas have a different pattern to alert pedestrians, while laneways and plazas would have a different finish and use of material to ensure they perform as required for cars or events.

Council has adopted Bruce Rock Granite as the main pavement for the CBD and is progressively upgrading the area.

### Legend

- "Bruce Rock" paving
- "Bruce Rock" laneway pattern paving



## Awnings

Awnings provide shelter to pedestrians from rain, sun and wind. They are an important part of creating an active and interesting streetscape that provides comfort to pedestrians using the streets. North Sydney Council aims to have continuous awnings along all major streets within the CBD. Currently there are awnings over most of the streets and future development will be encouraged to provide awnings when facing a major street.

Internal laneways and shared zones are aimed to be awning free to maximise the spatial feel and create a generous space as the proximity of the buildings already provides protection.

### Legend

- Existing awning
- Desired future awning
- Existing colonnade



# A GREEN AND LEAFY CBD

*A consistent leafy canopy providing shade in summer and texture in winter*

B



## Tree canopy

The current cover of tree canopy in the CBD is 14.2%. The target level of canopy is 15%.

Therefore, an increase of tree canopy for the CBD by 1.5% is desirable. This would represent an increase of 5.6% on the current canopy.

Various sites and streets throughout the CBD contain opportunities to expand the tree canopy. The central laneways areas are a good opportunity, as well as the planned Ward Street Precinct. William Street to the south of the CBD would also benefit from an increase of tree canopy.

### Legend



Current canopy



Target canopy opportunities



## Planting & landscaping

Urban greenspace is an integral component of a healthy urban environment, providing immense services and benefits to the community.

Though North Sydney CBD is a dense and urbanised area it does have a few parks on the periphery that provide green areas for entertainment and relaxation. In addition to this the public domain strategy has identified opportunities for further landscaping, planting and parks. These include a new green square within the Ward Street Precinct, extra landscaping along Miller Street and a new park over Warringah Freeway. These additions will improve the overall CBD environment and increase the green, natural character of the area.

### Legend



Existing landscaped/  
green areas

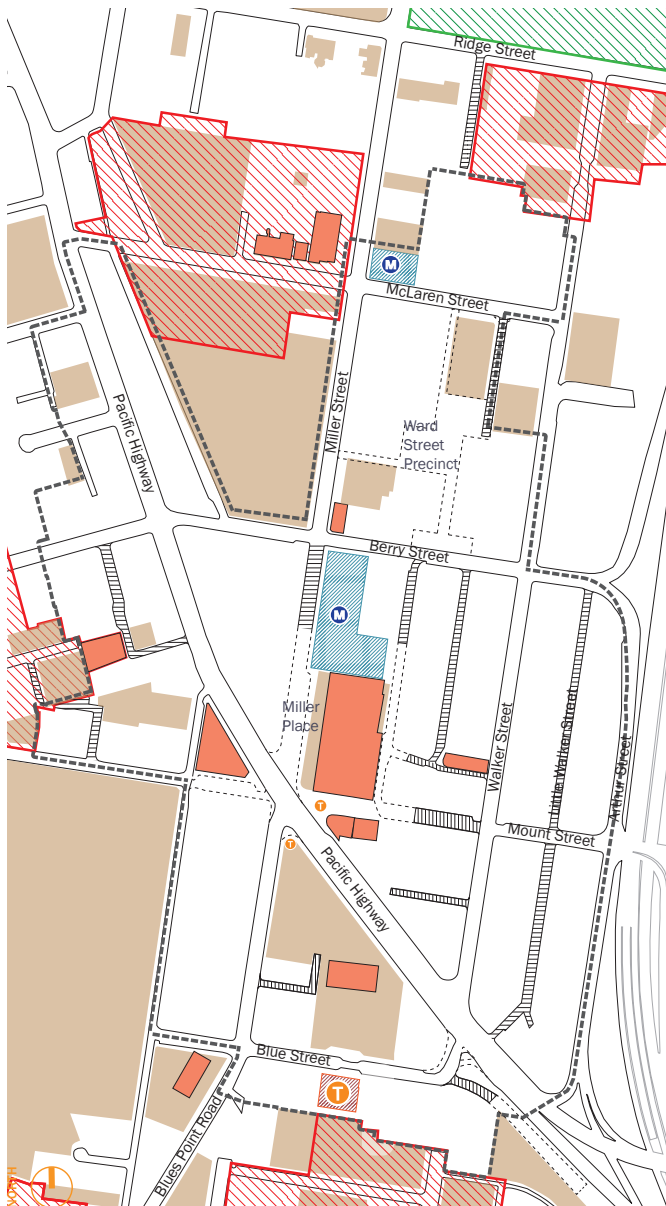


Proposed landscaped/  
green areas



# A CULTURALLY RICH CBD

Exploring the cultural history and emerging art scene within the CBD



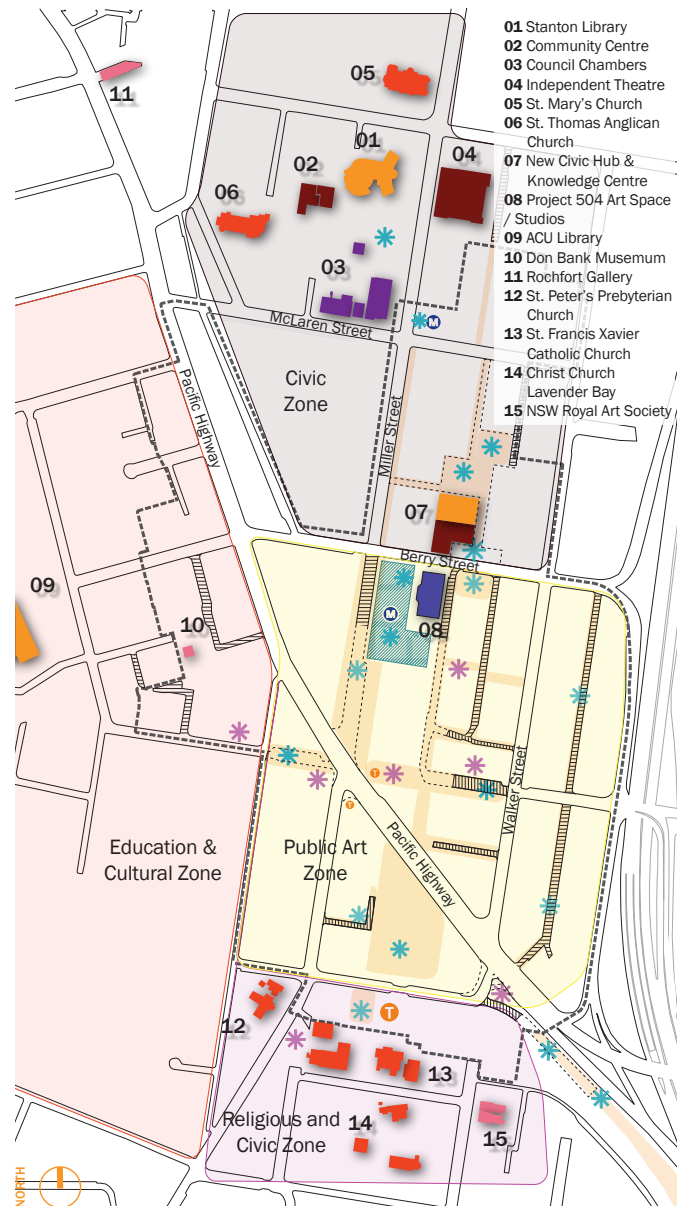
## Heritage

North Sydney CBD has a strong and rich heritage with numerous sites listed on the heritage register. This rich history is celebrated under the Public Domain Strategy with proposed open spaces and laneway upgrades designed to enhance their presence in the public domain.

Public art will also reference and reinterpret the history of the area. Sites including the Tramway Park are proposed to be reopened to the public and transformed through respectful adaptive reuse.

### Legend

- Heritage Site
- Heritage Item
- Heritage Area



## Arts & culture

North Sydney has a strong cultural history and an exciting developing art scene. Both the history and emerging arts contribute to the street life of the CBD and should continue to be enhanced. The core of the CBD will be populated with public art interventions that will enhance the public domain whilst the periphery of the CBD presents a wide range of cultural, civic and educational buildings and facilities, both secular and religious, including the Royal Art Society of NSW, the Independent Theatre, the Don Bank Museum or the future Civic Hub.

### Legend

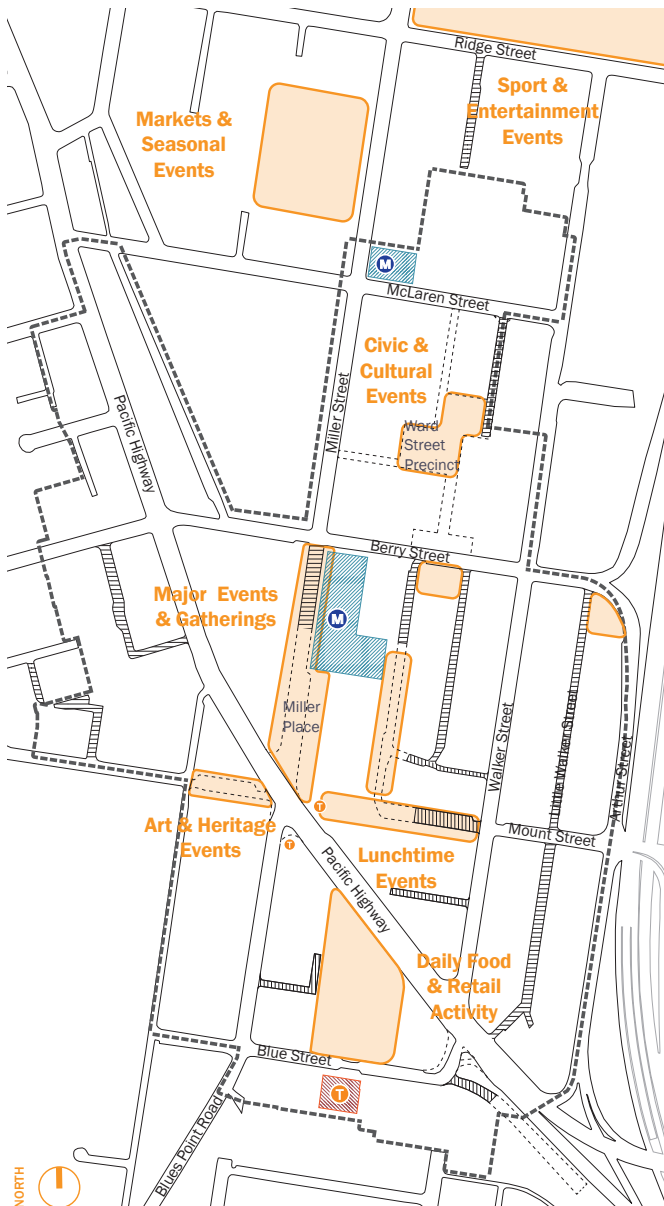
- Existing art trail site
- Potential art site
- Religious building
- Library
- Public open spaces
- Council Offices
- Civic & performance space
- Museums & art centres



# AN ACTIVE & VIBRANT CBD

Proposed activation principles to make North Sydney CBD come alive

B




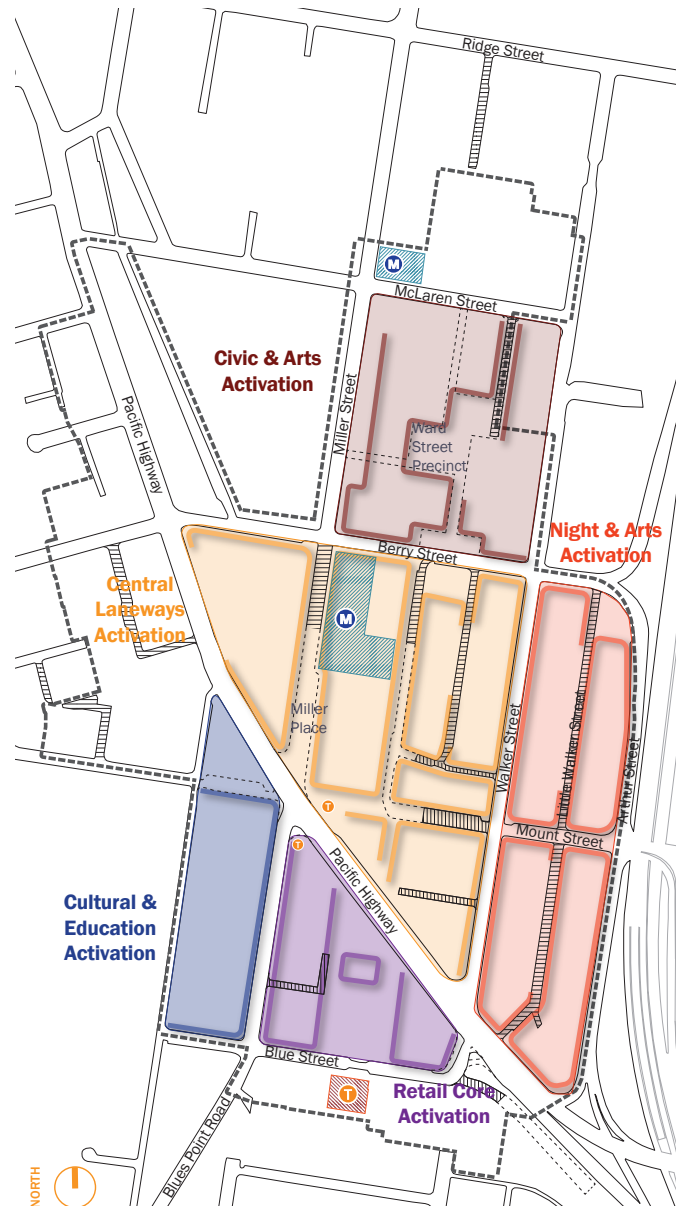
## Active urban spaces

There is a push to develop new public domain spaces including new plazas, laneways and parks. This strategy also aims to provide the facilities and the framework to activate these spaces through daily, weekly and seasonal events.

From weekday lunchtimes to weekend activities, through to outdoor concerts or plays and special events, the new spaces will be able to host a wide variety of public and private initiatives.

### Legend

 Proposed active public open space





## Active edges

The activation of street edges including laneway and plaza frontages helps to generate vibrant larger public domain spaces.

These edges should complement the character and program of the spaces they open onto, creating a series of 'active precincts' or 'themed areas.' The building edges should maximise activation and minimise service elements and blank walls as much as possible.

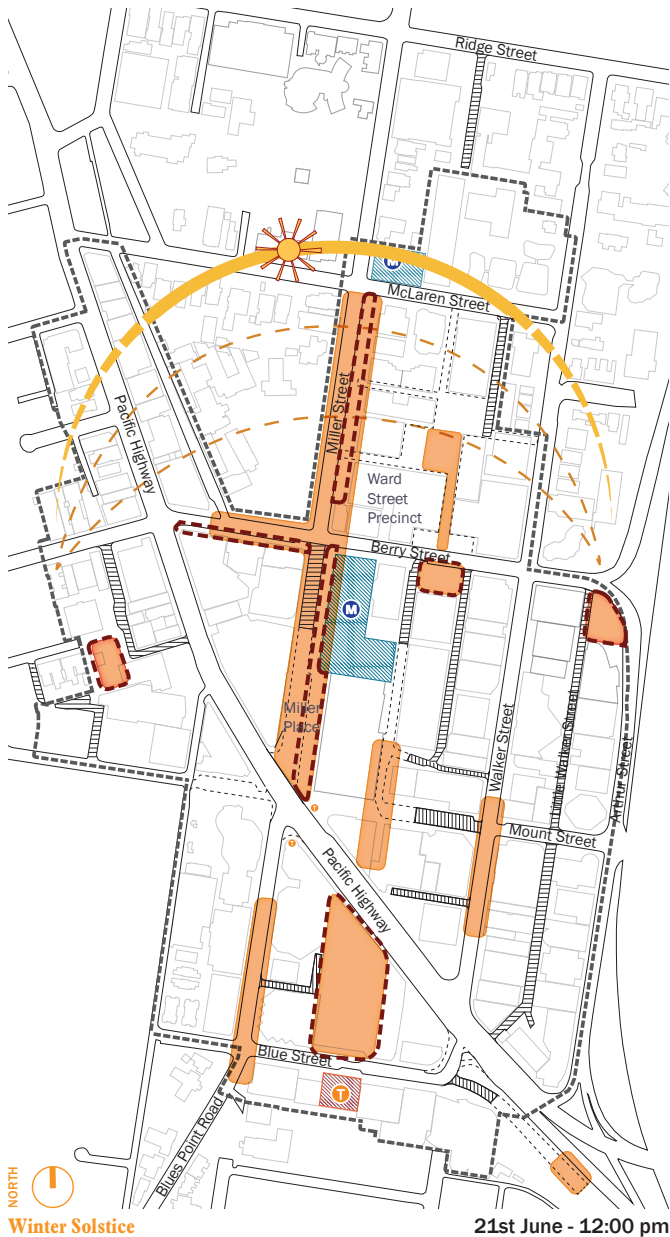
### Legend

 Active precinct area  Proposed active edge



# CAPTURING SUN IN THE CBD

Creating public spaces focused around sunlight access and protecting existing solar access

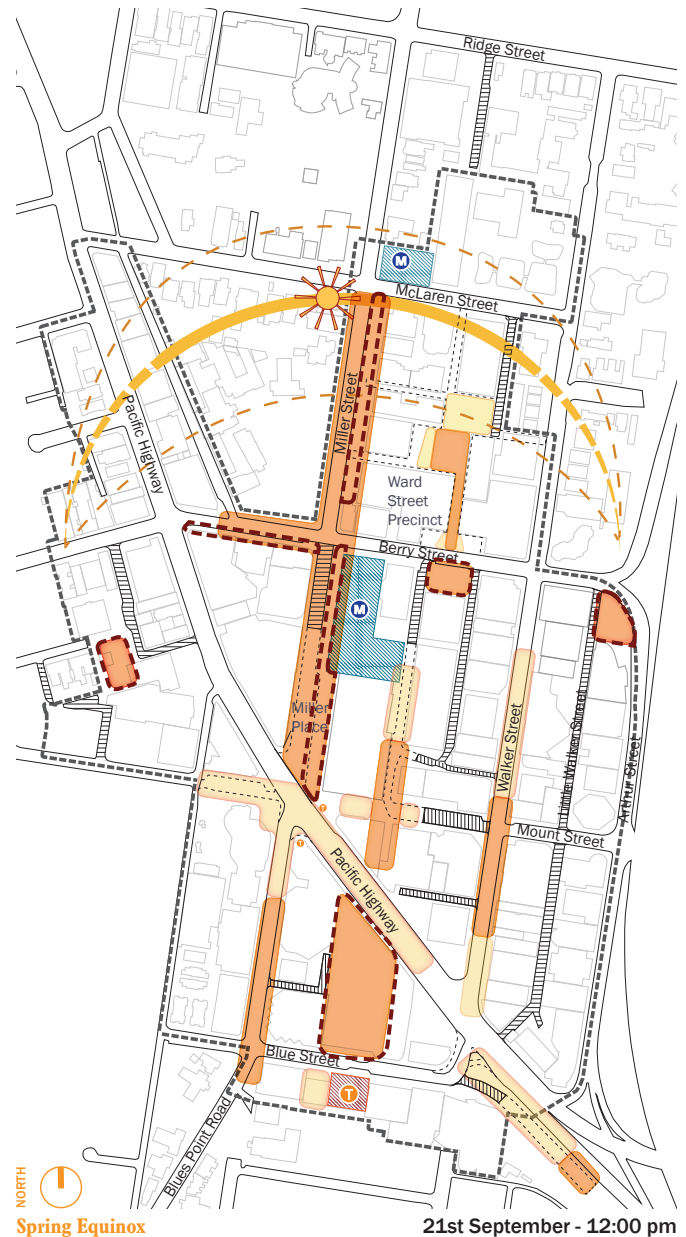


## Winter solstice

Due to the topography and orientation of the CBD, solar access in the winter months (June through to August) is limited to a few key spots.

Greenwood Plaza receives good solar amenity as does Miller Street, Ward Street and the lower section of Denison Street. The proposed Miller Place (pages 38-41) will receive direct sun until 2.30pm making it a critical future place for the community to enjoy good solar amenity in those darker winter months.

Once pedestrianised, the lower section of Denison Street will also be a key site for good solar amenity during winter, as will the extension of Brett Whiteley Place which will include a new event space.



## Spring equinox

Solar access within the CBD increases from September through to March as the sun is in a higher position in the sky, allowing for better solar amenity in the CBD, especially in south-facing areas or tighter laneways.

## LEP special areas

There are a number of areas listed within the North Sydney LEP that have been designated as areas to protect solar amenity from 12-2pm. These include Greenwood Plaza, Miller Walk, Berry Street and Berry Square.

Proposed new open areas included in the strategy will be studied further to consider their potential.

## Legend

Good solar access areas in spring, autumn & summer only

Good solar access areas all year round

Existing LEP special area for solar protection









# DESIGN FEATURES & TOOLS

A toolbox of design elements, materials and urban equipment to be used across the CBD public domain

*In order to achieve the desired goals, a series of design elements, tools and priorities have been developed to be implemented across the different projects.*

*Each of these elements relates to one of the following goals:*

- a better-connected CBD
- a comfortable CBD
- a green and leafy CBD
- a culturally rich CBD
- an active & vibrant CBD
- an accessible CBD

## better-connected



connected

Laneway connections



connected

Cycleways



connected

Pedestrian priority areas



connected

Connected to public transport



connected

Engaged with the surroundings

## comfortable



comfortable

Places to sit



comfortable

Tables for work & lunch



comfortable

Places for gathering



comfortable

Awnings, arcades & covered areas



comfortable

Sculptural seating

## green & leafy



green

New trees & seats



green

More buffer planting



green

Additional landscaping



green

Water features



green

Tree canopy improvements

## lighting



lighting

Catenary lighting



lighting

Tree lighting



lighting

Iconic facades lighting



lighting

Light pavers



lighting

Special furniture lighting



# DESIGN FEATURES & TOOLS

B

A toolbox of design elements, materials and urban equipment to be used across the CBD public domain

*Additionally, these design elements include lighting and recreation as elements to be addressed within the public domain beyond the main goals of the strategy.*

*Each of the proposed projects would use or implement a different set of these tools and elements depending on its location, characteristics and function.*

cultural



cultural

New public artwork



cultural

Seasonal & festive



cultural

Heritage interpretation & recognition



cultural

Interesting facades



cultural

Event areas

activated



activated

Active frontages & retail edges



activated

Laneway dining



activated

More street dining



activated

Seasonal street markets



activated

After hours activities

accessible



accessible

Easier crossings



accessible

Removal of slip lanes



accessible

Safer for pedestrians



accessible

Improved wayfinding & signage



accessible

Universal design principles

recreation



recreation

Passive recreation



recreation

Active recreation



recreation

Sports fields



recreation

Sports facilities



recreation

Amphitreatre seating









# C

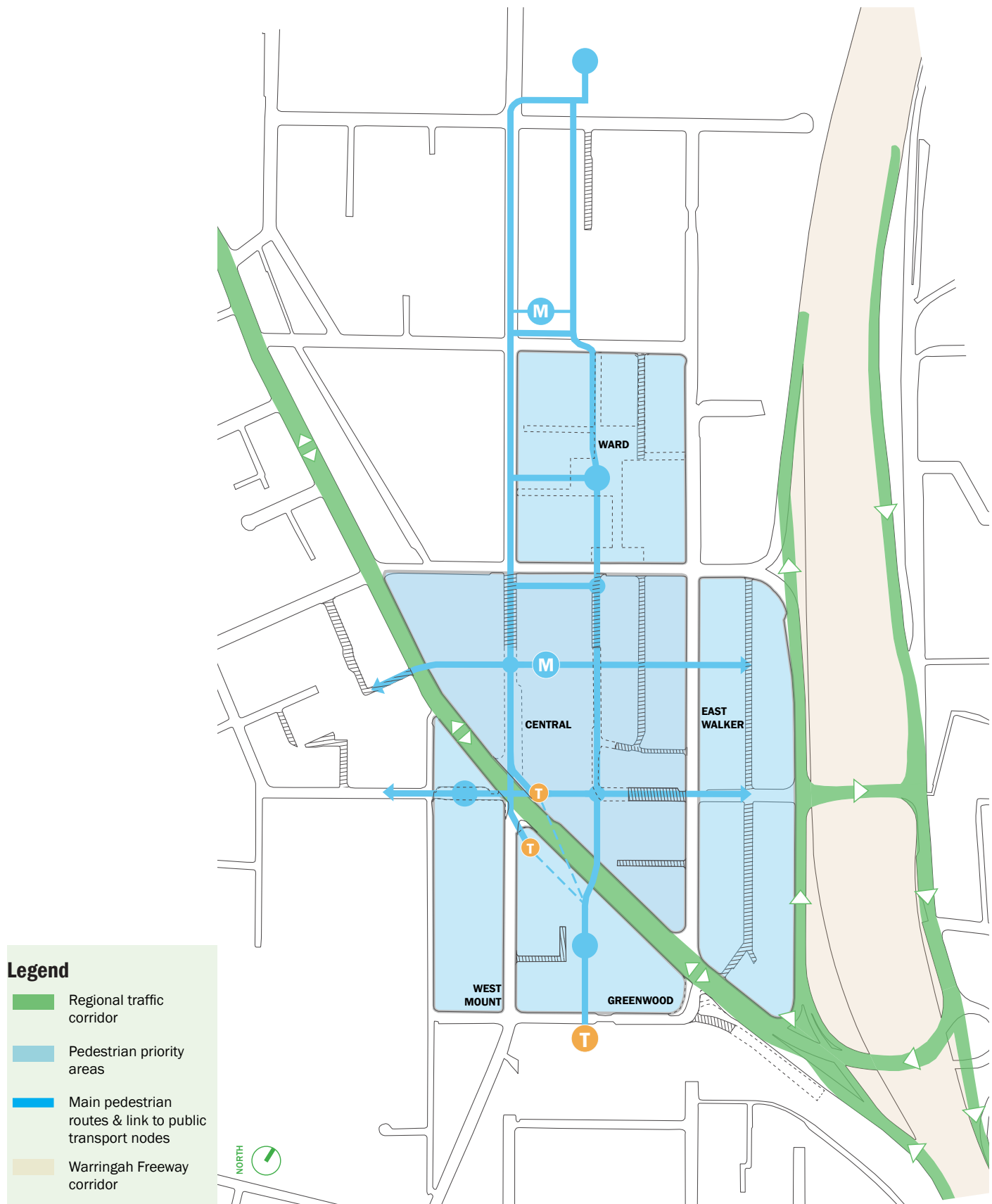
# ACCESSIBILITY



# CBD TRANSPORT VISION

A pedestrian focused vision in the CBD

## Key Transport Principles



# CBD TRANSPORT VISION

A pedestrian focused vision in the CBD

C



## ■ CBD transport objectives and strategies

The transport vision for the Public Domain Strategy and the CBD Transport Masterplan (2018) are informed by the priorities outlined in the North Sydney Transport Strategy (NSTS) adopted by Council in 2017:

***‘By 2036, public realm, accessibility, travel safety and amenity will be improved to create a more vibrant, active and flourishing North Sydney CBD.’***

This is achieved through the following objectives:

- Prioritising the delivery of walking infrastructure that best accommodates significant local trip growth
- Minimising local traffic growth
- Creating slow speed traffic environments on roads within the CBD
- Encouraging regional traffic to use alternative routes to bypass the CBD

The transport actions included in the Public Domain Strategy set out to achieve these objectives through two underlying strategies:

1. Ensure that growth of the North Sydney Centre and Sydney Metro is complemented by transport infrastructure that improves the safety, amenity, vibrancy and overall appeal of the CBD for workers, residents, visitors and investors; and
2. Facilitate significant increases in walking, cycling and public transport mode share and minimise the negative impacts of traffic within the North Sydney CBD.

## ■ Model hierarchy for North Sydney

Source: North Sydney transport Strategy (NSTS)

**Priority 1 - Walking**

**Priority 2 - Cycling**

**Priority 3 - Public Transport**

**Priority 4 - Local deliveries & Freight**

**Priority 5 - Private Vehicles**

***‘Around 80% of all weekday trips will be by public transport, cycling and walking.’***

- North Sydney CBD Transport Masterplan





# A WALKABLE CBD

*A pedestrian friendly environment with a bounty of internal walking routes*

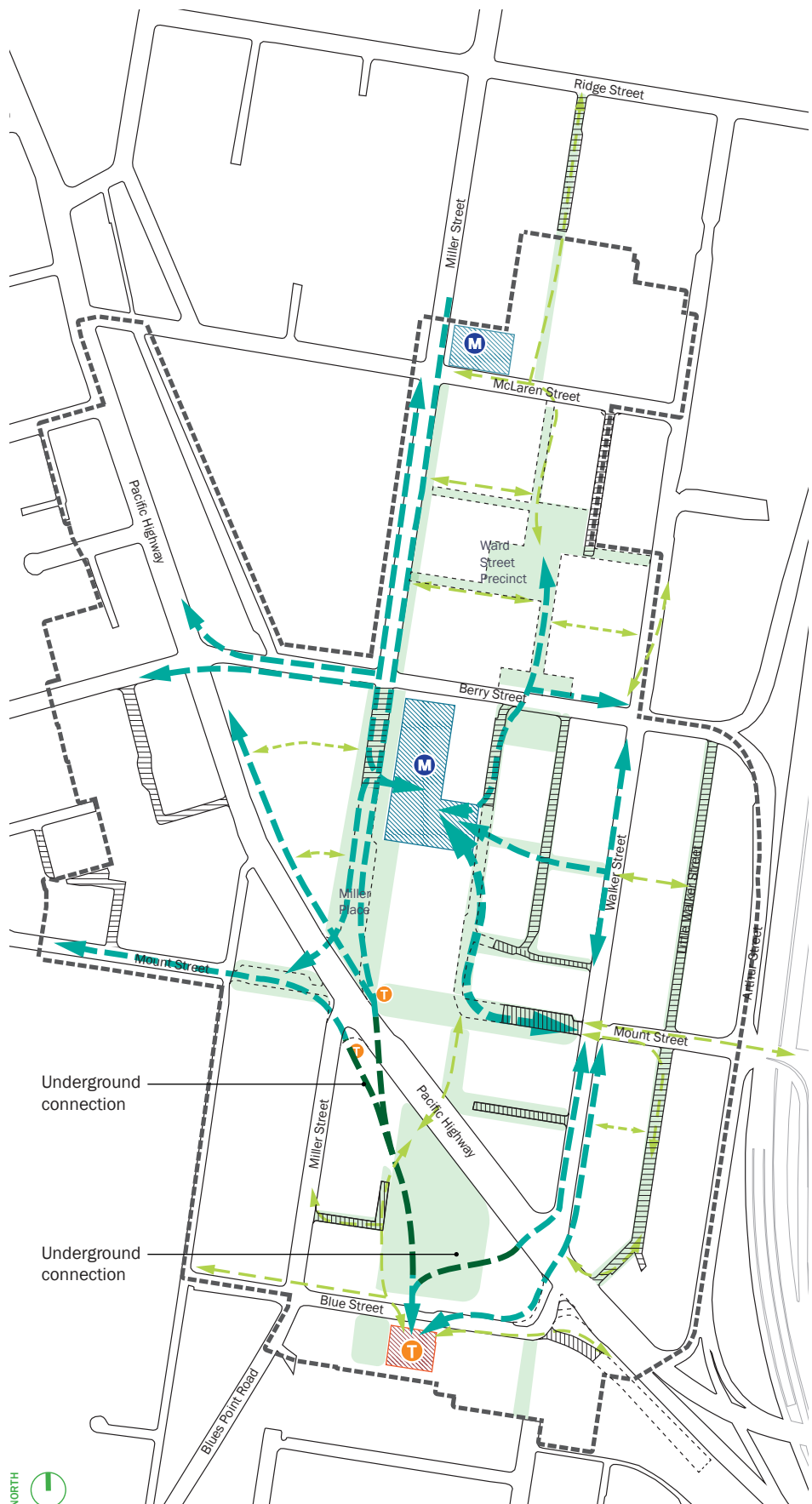


## ■ Pedestrian demand in the CBD

Pedestrian needs are growing whilst vehicle demand is relatively stable under the CBD Transport Masterplan modelling. With increased numbers of pedestrians, it is anticipated that footpaths will become more congested and already busy crossing points will become more difficult to cross due to overcrowding in peak morning and afternoon periods.

The provision of new and additional pedestrian capacity will help deal with these increased pedestrian volumes. Footpath widening and kerb extensions should be deployed where possible. Pedestrians need legible direct routes, minimal waiting times at traffic signals, safe crossings, good signage and weather protection where possible.

Missing pedestrian links will require future investigations with landowners to complete the walking grid and improve pedestrian amenity in the CBD.



### Legend

- Primary pedestrian routes including planned routes
- Primary pedestrian routes including planned routes. Underground segment
- Secondary pedestrian routes including planned routes
- Pedestrian priority areas and plazas



# A CYCLING FRIENDLY CBD

A strong CBD cycle network to improve the safety of cyclists and reduce traffic impacts

C



## Future cycling improvements

There is potential to significantly improve the safety of cycle trips in North Sydney CBD. Increased safety will also encourage new cyclists within the CBD and therefore help to reduce pressure on other forms of transport.

Cycleway options for the Pacific Highway are currently under development by Transport for NSW (TfNSW) as part of the Principle Bike Network business case, which would connect to the existing North Sydney cycle network and fill in a vital missing link in the network.

A new separated cycleway has recently been completed for the western end of Ridge Street as part of the proposed wider cycle network.

Southern connections to the Harbour Bridge are being considered by TfNSW which will greatly improve cyclist accessibility to the North Sydney CBD and greater LGA.



**1.4% of all journeys to work from North Sydney LGA were on bicycle in 2011. This is up from 0.8% in 2006.**

- Journey to Work, TfNSW

## Legend

- Regional cycling
- Local cycling
- Intersection upgrade
- Public bicycle parking spaces





# A PUBLIC TRANSPORT FOCUSED CBD

68% of all commuter trips to the North Sydney CBD will be by metro, train or bus by 2036



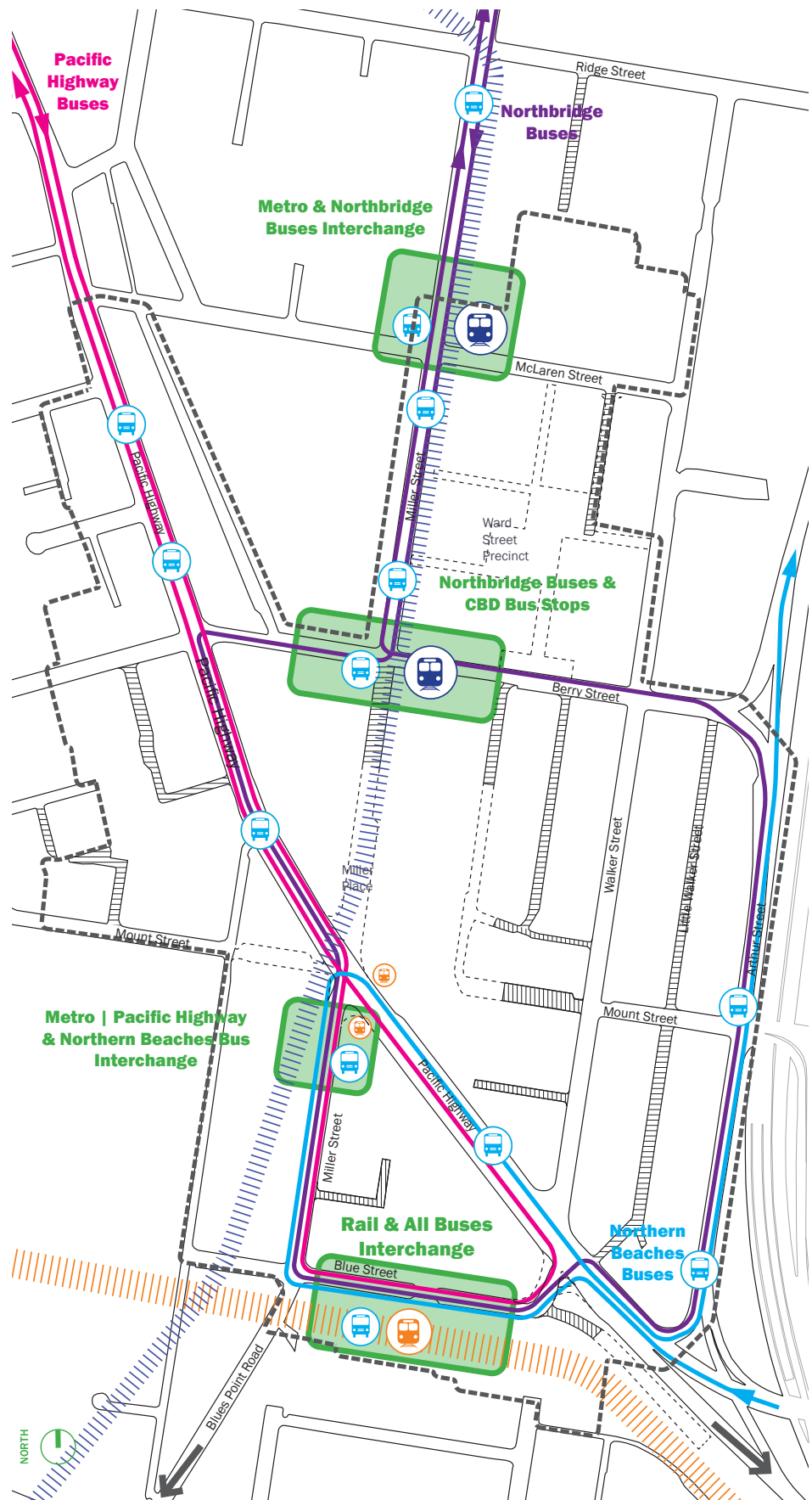
## Public transport

The public transport vision for North Sydney is to encourage and increase public transport to and from the CBD.

North Sydney CBD is well serviced by public transport, with high frequency heavy rail and bus services.

From 2024 the new Metro line will provide a pivotal access/egress point to the CBD. Its two entrances will provide a greater catchment to the CBD and provide a direct link to the northern end of the CBD, greatly improving accessibility to the area.

The bus network routes are expected to be updated to address the proposed changes to the CBD (such as the creation of Miller Place) and the arrival of Metro. This map highlights potential bus routes with Miller Place in operation. Major transfer zones and revised routes would require the approval of TfNSW.



### Legend

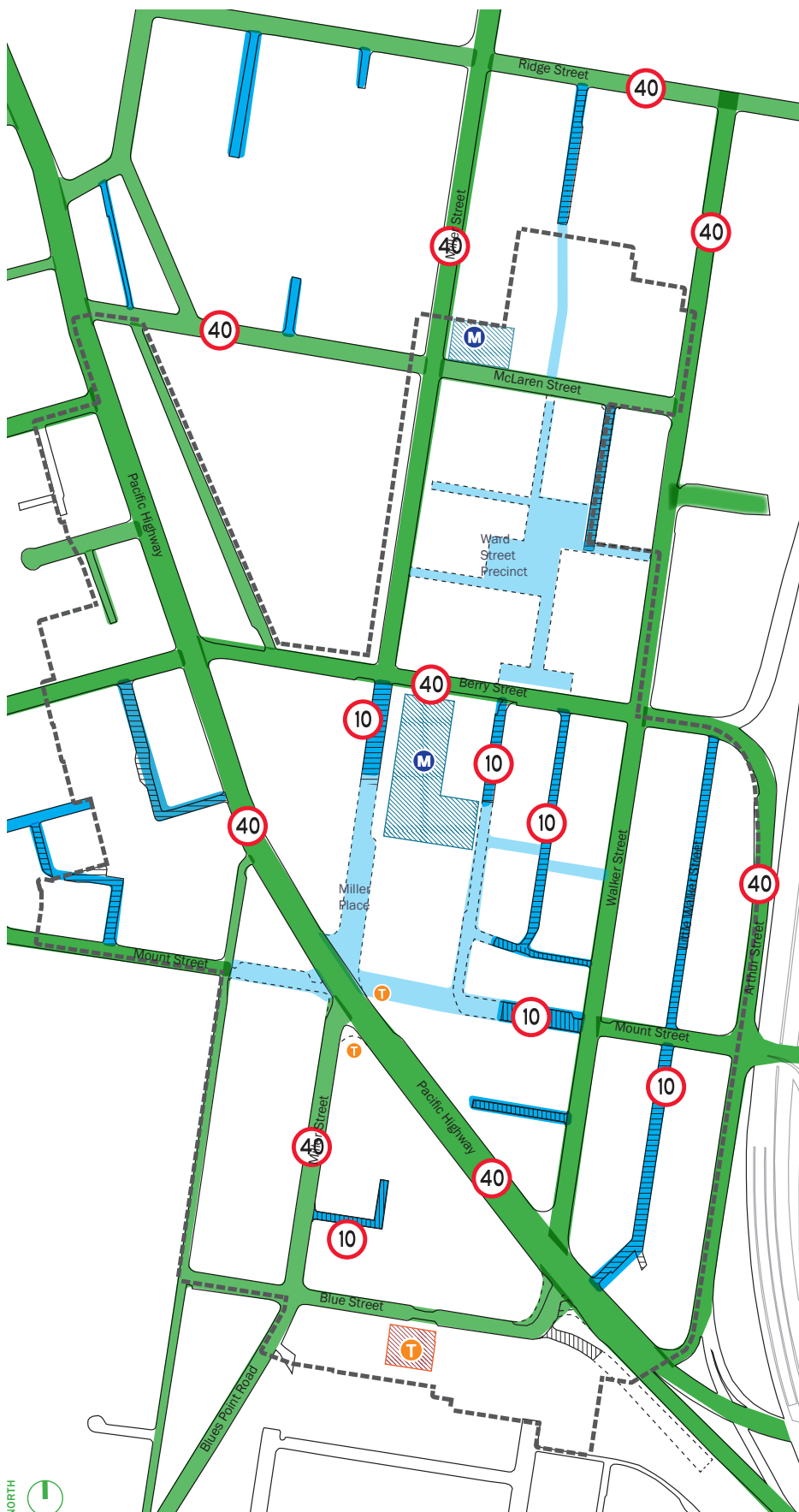
- Train station
- Metro station
- Bus stop including potential new stops (indicative only)
- Proposed CBD transport interchanges
- Existing train line
- Metro underground line
- Major bus routes including potential new routes (indicative only)
- Continued bus routes down Blues Point Road and towards Sydney CBD



# A TRAFFIC CALMED CBD



Reducing and redirecting 'through' traffic to create a calmer & more pedestrian friendly CBD



## Keeping through traffic out

Whilst a destination in its own right, North Sydney has also been subject to a high volume of regional 'through traffic' for vehicles heading to Sydney CBD and north to other centres and suburbs. Since the opening of the Harbour Bridge, car lanes have risen from 6 to 12 lanes.

At the same time public transport links were reduced in 1958 with the removal of the tram network.

## Reducing one-way streets

One-way streets are currently deployed to manage traffic and increase vehicle flow rates. However, they nearly always have poor urban outcomes for the people that live or work along them, or pedestrians using footpaths beside them.

Broad one-way streets tend to cut through urban areas and effectively sever blocks and activities on either side. Vehicle speeds increase and for many pedestrians, they are harder to cross. They are also usually streets that are harder to activate, run businesses on or establish outdoor dining and street life. Best practice is to convert one-way streets to two way, helping to calm traffic and make the street space liveable and walkable, and crossings easier.

In that regard, the conversion of Berry Street to a bidirectional street is desirable and consistent with the CBD Transport Masterplan modelling that shows that a second entry to the CBD is required from Arthur Street in order to close Miller Street to traffic and create Miller Place.

Council's broad placemaking and city building objectives were an important input into the ongoing collaboration with the NSW Government in its preparation of the North Sydney Integrated Transport Plan

### Legend

- 40Km/h road
- 10 Km/h shared zone
- Pedestrian only
- 40 Speed limit















# D PROJECTS



## Public Domain Projects in the CBD

### Legend

-  Civic Spine Projects
-  Parks & Plazas projects
-  Laneway Projects
-  Roads & Intersection projects
- 60 Project page



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*A high-quality civic street that connects people with places, cultural landmarks, green space, activity and transport.*

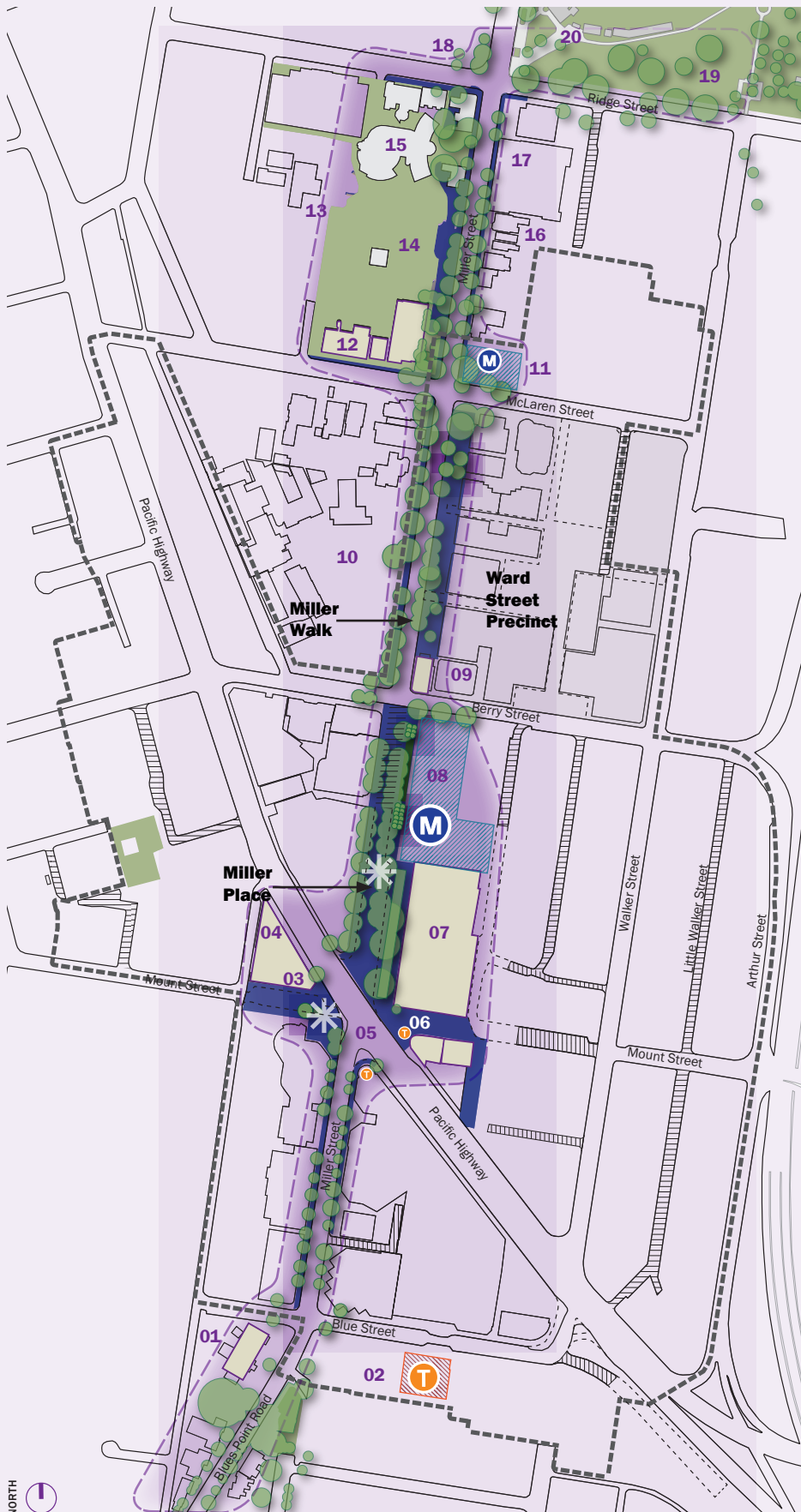




# CIVIC SPINE

D

Reinforcing the historic and placemaking role of Miller Street



## Miller Street forms the 'civic spine' of the North Sydney CBD

Following the north-south grid, Miller Street performs a city-shaping role as the one kilometre 'civic spine' between St Peters Park in the south to St Leonards Park in the north.

Between these two parks, many of the key public spaces and iconic buildings of North Sydney address this spine. These include Ted Mack Civic Park, Brett Whiteley Place, St Mary's Church, The Rag and Famish Hotel, the MLC building a number of schools, the post office, clocktower, former law courts and council chambers.

In the near future, Miller Street will also serve as an important pedestrian connection between the North Sydney Train Station portals and the new Victoria Cross Metro Station.

The Public Domain Strategy celebrates and strengthens the civic character Miller Street through two projects outlined in the following pages: 'Miller Place' and 'Miller Walk'.

## EXISTING MILLER STREET INSTITUTIONS & FEATURES:

(from south to north)

- 01 St Peters Park & Church
- 02 North Sydney Station
- 03 Greenwood Plaza
- 04 North Sydney Post Office
- 05 North Sydney Local Courts
- 06 Victoria Cross
- 07 Brett Whiteley Place
- 08 MLC Building & Lawns
- 09 Victoria Cross Station south
- 10 Rag & Famish Hotel
- 11 Monte Sant' Angelo Mercy College
- 12 Victoria Cross Station north
- 13 Council Chambers
- 14 North Sydney Community Centre
- 15 Civic Park & Jubilee Fountain
- 16 Stanton Library
- 17 Wenona School
- 18 Independent Theatre
- 19 St Marys Catholic Church
- 20 St Leonards Park
- 21 North Sydney Oval





# MILLER PLACE

*Reinforcing the historic and placemaking role of Miller Street*

2019



PROPOSED





# MILLER PLACE

Reinforcing the historic and placemaking role of Miller Street



## The civic, retail and social heart of our CBD

By 2036 there will be around 80,000 workers in the North Sydney CBD, contributing to the large concentration of high-value knowledge-intensive jobs in the Harbour CBD. To support this growth, a major new public space is needed in the centre of the CBD.

This can be achieved by closing Miller Street to traffic, between Victoria Cross and Berry Street, and updating the bus network route to create a pedestrian space of a similar size and proportion to Martin Place.

With large plane trees, publicly accessible lawns and good access to sunlight for extended periods of the day, Miller Place has the potential to become a place to relax, be entertained, and enjoy a bite to eat with friends and colleagues – the kind of activities you would expect in a major CBD. It can become the civic, retail and social heart of the CBD.

Miller Place will also be large enough to accommodate tens of thousands of commuters, students and visitors arriving via the Victoria Cross Metro Station and North Sydney Train Station portal from Greenwood Plaza each morning.

Miller Place is critical to our vision for the North Sydney CBD. Work is already underway by state and local government agencies to consider the strategic merit of the project as well as the transport measures needed to make it happen.

### Opportunities:

- Major new public space for students, workers, visitors and residents
- Flexible lunchtime, evening and weekend event spaces
- Public seating and passive recreation for lunchtime workers
- Circulation for commuters entering and exiting the Metro Station
- Pedestrian-focused lighting to support the nighttime economy
- High-quality retail, cafes and bars
- Child-friendly green space
- Public art



### Key public domain goals



Easier crossings



Active frontages & retail edges



Places for gathering



New public artwork



Seasonal & festive

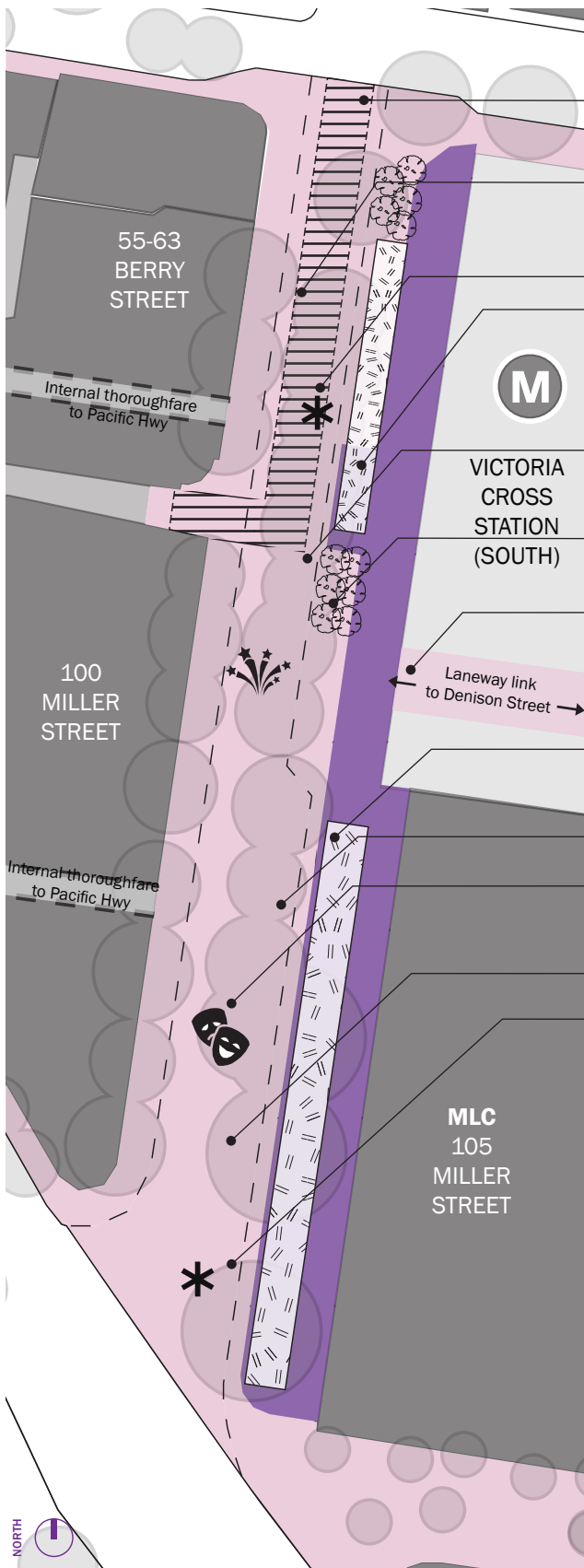




# MILLER PLACE

Reinforcing the historic and placemaking role of Miller Street

## Urban design considerations



Incorporate pedestrian and traffic management measures to ensure pedestrian safety at the intersection with Berry Street.

Access to the existing car park at 100 Miller Street needs to be maintained. A shared zone is proposed with protective planters and bollards.

Proposed public art location.

New public lawns outside the Metro Station will complement the existing protected MLC lawns.

The design has to allow for the traditional parade to take place, therefore any elements at the centre of the space will need to be removable.

Additional tree planting, landscaping, seating and wayfinding signage to be incorporated into the plaza design.

Incorporate connection to pedestrian laneway link to Denison Street.

The project integrates the existing MLC lawn and forecourt. A collaboration with the current owners will ensure a smooth transition between the two spaces.

Child friendly spaces.

Infrastructure should be provided so that concerts, projections and other events could take place along the spine. This might mean including phone and electricity infrastructure, water connections and the like.

Design to allow for kiosks, coffee carts and other pop-up style elements.

Proposed public art location.

### Legend

- Private ownership
- New laneway link
- Public lawns
- Art installation
- Events area
- Meeting and circulation space
- New trees/garden areas
- Existing trees



# MILLER PLACE

Reinforcing the historic and placemaking role of Miller Street



## Project data

**Outcome:** New public plaza

**Estimated Cost:** \$ 8.95 million

**Priority Level:** High

--- Intervention area: 7,450m<sup>2</sup>

■ Pedestrian area: 4,750m<sup>2</sup>

▨ Shared zone: 720m<sup>2</sup>

■ Private ownership: 1,975m<sup>2</sup>

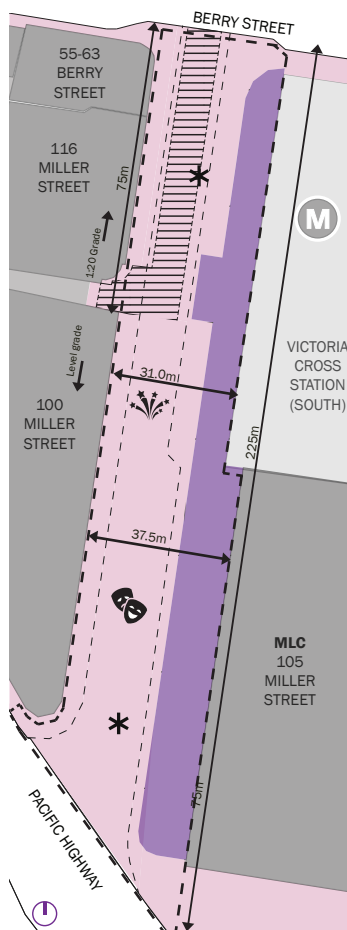
■ New development

**Ownership:** 60% Public - State Road & 40% Private

**Terrain characteristics:** Mostly flat, slight slope at the northern end

**Sun hours:** Direct sunlight from 11.00 am to 3.00 pm

## Intervention overview



- The project includes parts of the proposed upgrade to the Victoria Cross intersection and as such it will need to be developed in conjunction and coordination with it and also with the Post Office Square proposed redevelopment

- The project will be delivered in collaboration with Sydney Metro to ensure the plaza and station design work together.

- New controls should be put in place encouraging active frontages to the plaza with an emphasis on outdoor dining.

- The design needs to allow for emergency and cleaning vehicles to access the plaza.

- The project will adhere to North Sydney Public Domain Style manual and use the same material palette, tree species, street furniture, etc.

## Project implementation framework

### Implementation process:

- The North Sydney CBD Transport Masterplan developed the traffic modelling and background design work for the closure of Miller Street.
- Collaboration with Transport for NSW, GSC and other agencies is needed through the North Sydney Integrated Transport Program (NSITP) to design and deliver the project.
- Detail design of the plaza will be done by Council in collaboration with external design experts and State agencies.

### Timeframe:

- This project is of high priority to Council. Work on the traffic network design needs to recommence in the short term.

### Funding framework:

- The area within the Sydney Metro Station boundary will be delivered and funded by Sydney Metro and the State Government
- Any upgrade or intervention to the area owned by the MLC building will be funded by the owners of the site.
- Works to the component of the land that is public, including the carriageway and footpaths, will be funded by a combination of Council and State Government contributions. Final agreements and budget allocations are yet to be determined.

### Ownership and approvals:

- 60% of site is public roadways & footpaths owned by Council.
- The area around the Metro Station is owned by Sydney Metro
- 40% of the site is privately owned. The "Miller Street Setback" provision under the LEP protects land for access and landscape purposes only. The "Special Areas" clause protects sunlight to this space.
- A project of this significance and complexity requires the approval of state agencies. Any changes to the road network will need the approval of Transport for NSW and Sydney Buses as part of the local traffic committee.

### Transport impacts and considerations:

- Council will work with Transport for NSW as part of the North Sydney Integrated Transport Program (NSITP) to review and develop the scheme. Further investigation to explore full road closure vs sequential lane reductions will be considered at this time.
- The closure of Miller Street to traffic will change traffic patterns and flows across the CBD. The North Sydney CBD Transport Masterplan addresses this issue and provides the modelling and background research to support the delivery of the proposed plaza. Refer to NS CBD Transport Masterplan for further information.
- The Victoria Cross Metro station is scheduled to be operational by 2024.

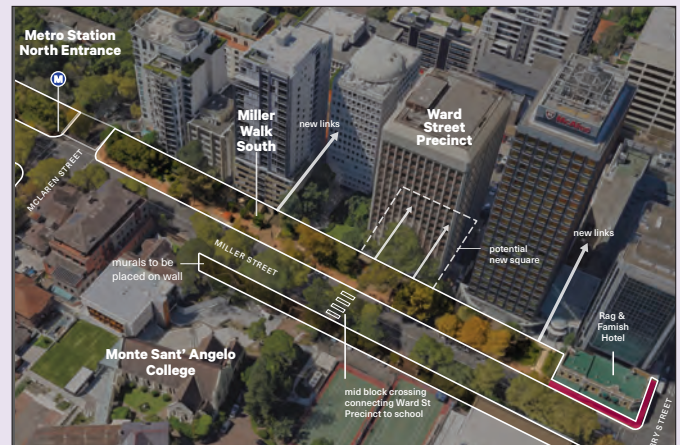
### Other relevant projects / policies:

- NS CBD Transport Masterplan 2018
- Victoria Cross Metro Station
- Victoria Cross Intersection re-design
- Pacific Highway upgrade
- Walker Crossing intersection re-design
- Central Laneways Project



# MILLER WALK

Reinforcing the historic and placemaking role of Miller Street



## *A leafy space for cafes and bars with excellent afternoon sunlight*

To the north of Miller Place, there is an opportunity to create a linked sequence of gardens, terraced cafes and public space along the eastern side of Miller Street. In the 1940's the Department of Main Roads sought to widen the eastern side of Miller Street for traffic, but it never eventuated. Instead, Council established a 12 metre landscape setback zone. Over the years, redevelopment has led to the setback reading more as individual forecourts to each property. A more unified design will transform this space into a lively and green space in the CBD, reinforcing our 'civic spine'.

Miller Walk will be a continuous sequence of spaces along the setback zone that forms the entrance into the Ward Street Precinct. It will be repaved, replanted and regraded and include seating, areas for outdoor dining, tables and umbrellas, new gardens, trees, public art and heritage interpretation. Buildings fronting Miller Walk will be encouraged to support active new laneway frontages into the Ward Street Precinct.

### Opportunities

- Public seating and terraced cafes in a landscaped setting
- Celebrating North Sydney's culture and heritage
- Active laneway entrances into the Ward Street Precinct

### Key public domain goals



Laneway connections



New trees & seats



More buffer planting



Laneway dining



Tables for work & lunch

# MILLER WALK

Reinforcing the historic and placemaking role of Miller Street



## Project data

Outcome: 2,900m<sup>2</sup> of upgraded open space

Estimated Cost: TBC

Priority Level: Low

----- Intervention area: 3,000m<sup>2</sup>

■ Pedestrian area: 1,875m<sup>2</sup>

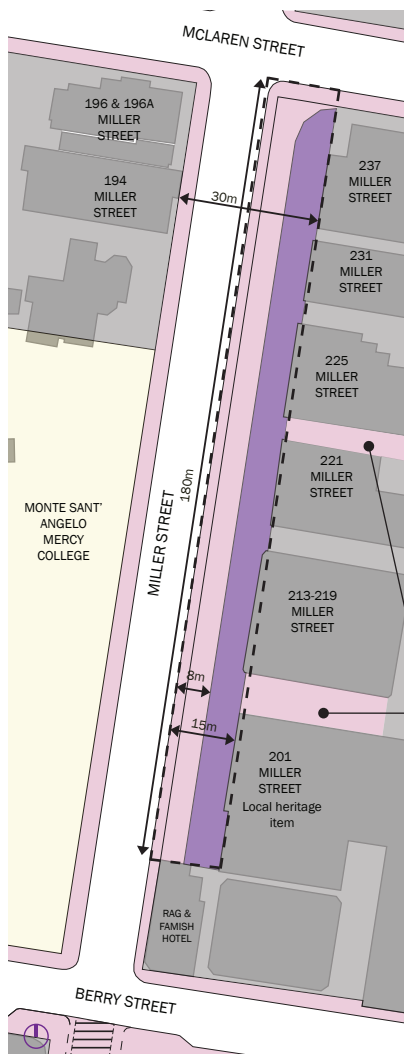
■ Private ownership: 1,125m<sup>2</sup>

Ownership: 62% Public - Local Road Reserve & 38% Private

Terrain characteristics: 1:16 slope

Sun hours: Afternoon sun year around

## Intervention overview



- Create a continuous public domain environment with terraced elements and planters.

- Provide additional seating, tables and garden areas to accommodate more people and activate the stretch of open space.

- Fill in the gaps in the tree canopy with new trees.

- Retailers, kiosks and cafés activate the built form edges.

- The project will adhere to North Sydney Public Domain Style Manual and use the same material palette, tree species, street furniture, etc.

- Future laneway links into the Ward Street Precinct and Cultural Hub & Knowledge Hub.

## Project implementation framework

### Implementation process:

- Miller Walk can be developed as a series of staged interventions as buildings along the street are redeveloped. These interventions may be implemented by private owners.
- Council may develop a design guide and advise on future works over the Miller Street Setback. Upgrades to the footpath will be undertaken by Council.
- Some areas have already been upgraded recently as part of the new residential buildings on Miller Street.

### Timeframe:

- Council is working to progressively upgrade the surrounding public domain as part of the overall upgrades to the CBD.
- Future upgrades to Miller Street Setback are long-term.

### Funding framework:

- Upgrades to the privately-owned areas are expected to be funded by the property owners and undertaken as required to maintain the high standard of finish and quality of spaces befitting the CBD.
- Council funding for public owned areas is considered in the North Sydney Council Delivery Program and funded over time via the Section 7.11 contributions plan and other sources.

### Ownership and approvals:

- The “Miller Street Setback” provision under the LEP protects land for access and landscape purposes only. The “Special Areas” clause protects sunlight to this space.
- Any proposed upgrades on private land would be done by land owners and subject to approval through the DA process.
- Council will require that any future interventions to the Miller Street Setback be done according to Council’s standards and design guides.

### Transport impacts and considerations:

- In the long-term, it is preferred for driveway entries on this section of Miller Street to be redesigned so they gain entry from the rear of the properties, where possible.
- 213 Miller Street may in the future form part of the Ward Street Precinct with access from Harnett Street the preferred entry to free up open space along the length of Miller Walk.

### Other relevant projects / policies:

- Miller Place
- Berry Street upgrade
- Ward Street Precinct Masterplan



# D PARKS & PLAZAS

Providing a variety of open spaces in the CBD



## Plazas & parks design priorities



Engaged with the Surroundings



Places to sit, gather & relax



Event areas & new artwork



Active frontages & retail edges



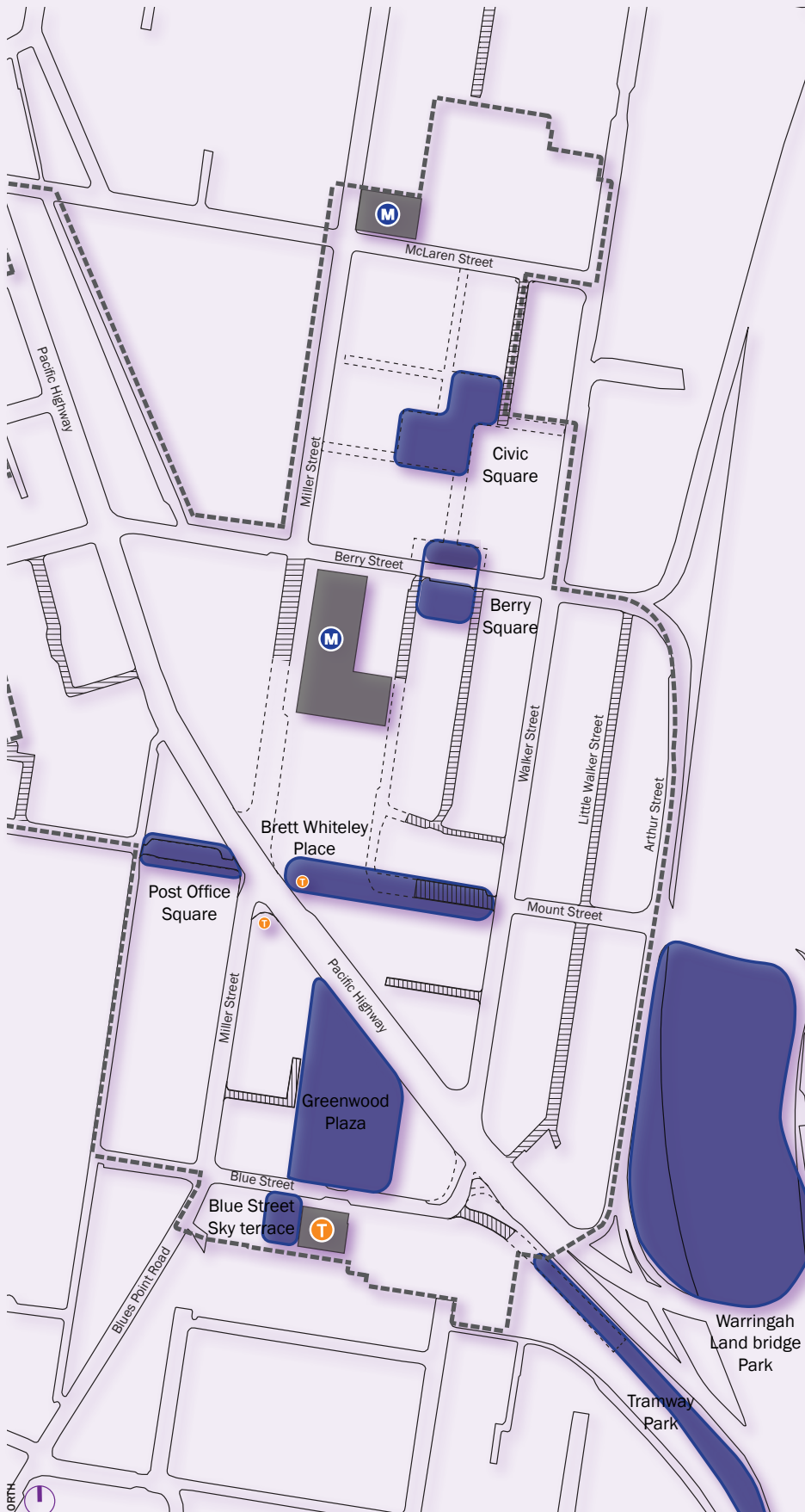
Additional landscaping



# PARKS & PLAZAS

Providing a variety of open spaces in the CBD

D



## Supporting the growing student, residential and working population

The CBD is heavily constrained for public space. In 2016, there was an estimated 0.75m<sup>2</sup> of public domain per worker. With 20,000 new workers by 2036, this rate falls to only 0.55m<sup>2</sup> per worker. By comparison, Barangaroo is around 2m<sup>2</sup>/per worker.

This chapter presents a suite of new and improved opportunities for parks and plazas that would deliver 16,000m<sup>2</sup> of new public space.

Projects include upgrading or enlarging existing plazas, creating new opportunities on state or local government assets and rethinking the possibilities for sky terraces and other privately-owned land.

This chapter also includes an ambitious, long-term proposal for a new parkland over the Warringah Expressway that reclaims useable space over 18 lanes of traffic.

Some of the projects, where Council owns the land, will be possible once funding is secured. Others will require detailed negotiations with state government, landowners and developers.

The aim is to deliver a suite of new parks and plazas that support the growing student, residential and working population and reimagine what North Sydney has to offer.

### Legend

Parks & plazas (existing & proposed)





# POST OFFICE SQUARE

Providing a variety of open spaces in the CBD



2019

## The gateway into the Education Precinct

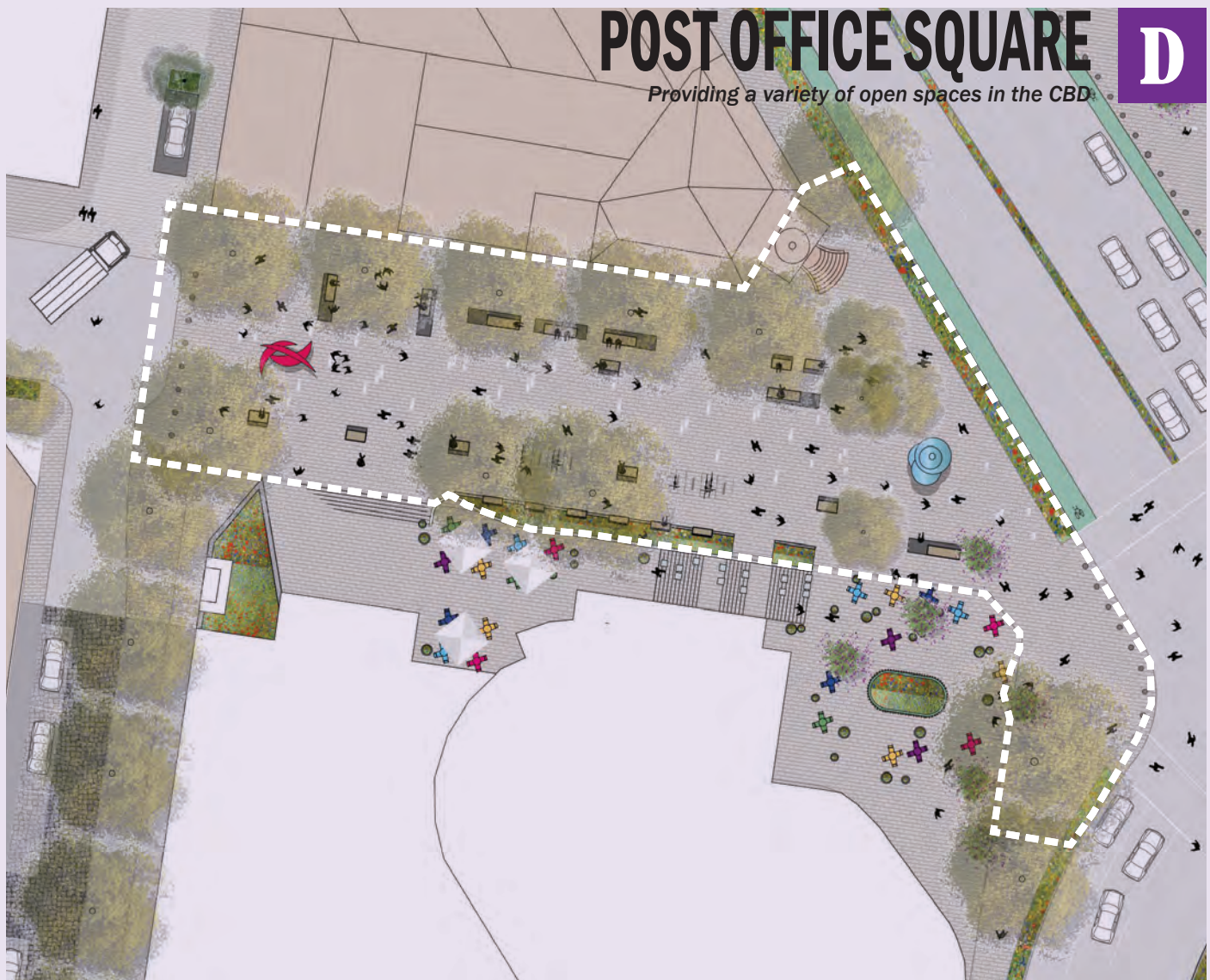
Post Office Square forms the entrance to the Education Precinct and Mary Mackillop Place along Mount Street. Up to 6,000 students are enrolled in the schools and Australian Catholic University within the Education Precinct. Hundreds of local and regional visitors to the chapel come to this area every week.

The plaza will also create a new setting for the 1889 North Sydney Post Office and 1886 Police Court, which are some of the oldest civic buildings still operating in the CBD, and North Sydney's iconic clock tower, which was finished in 1895, celebrating North Sydney's heritage.



PROPOSED





The 1,675m<sup>2</sup> plaza is achieved by closing the portion of Mount Street fronting Victoria Cross to traffic. This will allow for new gardens, seating, outdoor dining and public art.

The first portion of the upgrade was completed in 2019. This included installing new high-quality granite footpaths, seating, landscaping and a raised pedestrian crossing.

In the future, there is an opportunity to upgrade the forecourts and create a more active street frontage to 60 Miller Street to create a more vibrant space.

### Opportunities:

- Temporary events and food trucks
- Public art and heritage interpretation
- Seating and street furniture
- Water feature, landscaping and trees
- Protected sunlight
- Reconfigured parking at the corner of Mount and William Street
- Wayfinding for students and visitors

### Key public domain goals



Additional landscaping



Water features



Heritage interpretation  
& recognition



Places to sit



Improved wayfinding &  
signage



# POST OFFICE SQUARE

*Providing a variety of open spaces in the CBD*

## Urban design considerations



## Notes

(1) A provision for artwork has been included as part of the proposal. This artwork will be commissioned by the arts department at council and will complement the recently placed artwork on the corner of Miller Street.

(2) An analysis of the current infrastructure currently under the street is needed to understand any potential additional infrastructure for the new plaza (water features, power, etc.)

(3) 12 x 45-degree parking spots to be removed. Mail Zone to be relocated to top of street with additional accessibility parking spots introduced along William Street. Motorcycle parking to be relocated along William Street

(4) The upgrade of the forecourts at 60 Miller Street should be considered as part of any closure of Mount Street to create a new public space that extends to the edge of the building to create a seamless 'public space'. The forecourts at 60 Miller would provide extra 660m<sup>2</sup> of public space.

# POST OFFICE SQUARE

Providing a variety of open spaces in the CBD



## Project data

Outcome: New public plaza

Estimated Cost: \$ 3.25 million

Priority Level: High

----- Intervention area: 1,675 m<sup>2</sup>

■ Pedestrian area: 1,675m<sup>2</sup>

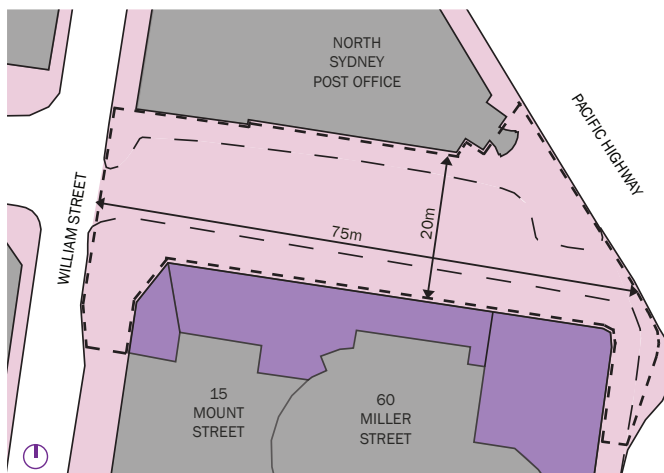
■ Private ownership: 770m<sup>2</sup>

Ownership: 100% Public - local road

Terrain characteristics: 1:13 slope

Sun hours: Good overall sunlight throughout day

## Intervention overview



- The project involves the closure of Mount Street between Pacific Highway and William Street, turning the space into a public plaza
- The project will need to be done in alignment with the North Sydney CBD Transport Masterplan and in consultation with Transport for NSW.
- The project incorporates part of the new Victoria Cross intersection and will have to coordinate its delivery with the delivery of the intersection and Miller Place
- The design needs to allow for emergency, service and cleaning vehicles to access the plaza.
- Any relocation of the Post Office services would have to be done in collaboration with Australia Post.
- The project will adhere to North Sydney Public Domain Style Manual and use the same material palette, tree species, street furniture, etc.
- The project includes already updated areas, however there should be provisions included in the project to modify and make good if needed.
- New controls may be put in place to protect solar access to the plaza

## Project implementation framework

### Implementation process:

- Additional traffic modelling is required to address the transport impacts outlined below.
- Consultation with Transport for NSW and other State authorities
- The project will include road closures

### Timeframe:

- This project is of high priority to Council and may be achievable in the short to medium term subject to final approval and funding.

### Funding framework:

- Council funding for public owned areas is considered in the North Sydney Council Delivery Program and funded over time via the Section 7.11 contributions plan and other sources.

### Ownership and approvals:

- Mount Street is a local road owned by Council; however this section of Mount Street connects to the Pacific Highway which is a State Road.
- The project will require approvals by Council's traffic committee, Council's Heritage Department, Transport for NSW and other State authorities.

### Transport impacts and considerations:

- Vehicles entering Mount St from Pacific Highway/ Miller Street would be diverted to other local streets.
- Either Blue Street or Berry Street to provide access to the west end of Mount St.
- Possible bi-directional road change for northern end of William Street.
- Pedestrian phasing of Victoria Cross may improve with reduced traffic build-up attempting to turn into Mount Street.
- Bus routes which currently use Mount St would be re-directed to enter through either Blue Street or Berry Street (subject to review from Transport for NSW & Sydney Buses).

### Related projects:

- Victoria Cross intersection upgrade
- Miller Place



D

# WARD STREET PRECINCT

Providing a variety of open spaces in the CBD



## A vibrant, new destination in North Sydney

The Ward Street Precinct is a major urban renewal project at the northern end of the CBD on the block bounded by Berry, Walker, McLaren and Miller Streets. The project will significantly increase the public domain offering of the CBD by providing active new laneways and over 3,000m<sup>2</sup> of new public open space.

The precinct will also support 5,000 additional jobs in two new premium-grade commercial towers, a cultural and knowledge hub as well as fine-grain "eat streets". All these elements will contribute to the emerging 18-hour economy in the CBD.

The project forms the northern extension of the Central Laneways Project. North of Denison Street, it connects across Berry Street and continues up through the precinct to the northern Metro portal on McLaren Street. It is a critical element of the overall vision to connect the North Sydney Train Station to St Leonards Park via the laneway network.

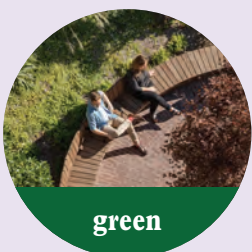
There are a number of catalysts for the Ward Street Precinct project:

- the return of the Ward Street car park to Council control in 2020
- the planned Victoria Cross Metro Station
- strong private development interest
- Council commitment to contemporary best practice planning
- the activation of the North Sydney CBD.

### Opportunities:

- 2,000m<sup>2</sup> civic square, 1,000m<sup>2</sup> green square and new laneways
- Retail and dining along laneways
- Multi-function art space
- Knowledge hub
- Flexible spaces for makers spaces, exhibitions and events
- Roof-top terraces
- Public amenities

### Key public domain goals



green

New seats & trees



cultural

New artwork



comfortable

Places for gathering



activated

Active frontages & retail edges



connected

Pedestrian priority areas



# WARD STREET PRECINCT

Providing a variety of open spaces in the CBD



## Project data

Outcome: Over 10,000 m<sup>2</sup> open space & community spaces

Estimated Cost: TBC

Priority Level: High

----- Intervention area: 8,200m<sup>2</sup>

■ Pedestrian area: 5,150m<sup>2</sup>

▨ Shared area: 700m<sup>2</sup>

■ Community Space (footprint only): 2,350m<sup>2</sup>

Ownership: Mixed

Terrain characteristics: Terraced Levels

Sun hours: Morning & Lunchtime year round

## Intervention overview



- Ward Street Masterplan proposes to transform the existing public carpark into a new plaza and provides a new knowledge and cultural hub as part of the redevelopment of the surrounding buildings. In addition, pedestrian links and laneways will be implemented connecting Berry Street, McLaren Street and Miller Street.

- For further details on this project please refer to the endorsed masterplan.

## Project implementation framework

### Implementation process:

- The Ward Street Precinct Masterplan was adopted by Council in June 2019.
- Next steps include the development of the Community Spaces program brief, planning proposals to amend the planning controls that apply to the site in accordance with the masterplan and a governance framework to deliver the masterplan.

### Timeframe:

- The Ward Street Masterplan is still in the design phase and a completion time has not yet been announced.
- Work on the Community Spaces program brief is currently underway.

### Funding framework:

- The project will be delivered in partnership between Council and the private sector.

### Ownership and approvals:

- Council owns the existing carpark. The carpark returns to Council's control in mid 2020. Surrounding sites are owned by private entities.
- The proposed masterplan will require the planning controls to be changed.
- Once the planning controls are changed, any new development will be subject to the DA process.

### Transport impacts and considerations:

- No impact to existing road network or public transport system.
- Upgrade works will improve the pedestrian connections from the south of the CBD through to St Leonards Park.

### Related projects:

- Berry Square
- Berry Street upgrade
- Central Laneways Masterplan





# TRAMWAY PARK

Providing a variety of open spaces in the CBD



## *A sunny, linear park with a surprising series of spaces that celebrate its transport history*

As part of the works for the Harbour Bridge approaches, a tramway park was constructed to connect North Sydney's existing tram system at Blue Street to Wynyard Station. Trams ran along the park from 1932 to 1957. Most of the park was demolished in 1968 to make way for the Warringah Expressway.

This 250m park stub has laid dormant and relatively unused for 50 years. State government agencies have intermittently used it for storage, construction activities and parking. The spaces beneath are used for car sales, shared working spaces and cafes. It is a notable remnant of heritage infrastructure architecture.

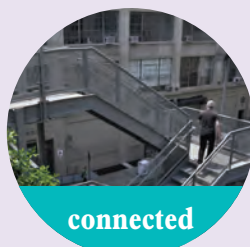
### ■ Key public domain goals



Readaptation & reuse of toll booths



Heritage interpretation & recognition



New stair links



Catenary lighting



Sport facilities

Given its location, solar access and relatively easy at-grade access from Blue Street and North Sydney train station, it represents a unique opportunity to repurpose this underused transport infrastructure as a new public park for North Sydney, much like New York's High Line.

### Opportunities:

- Return of public infrastructure for public use
- A series of outdoor 'rooms' for varying passive and active recreation
- "Toll Booth" entrance from Blue Street
- Outdoor working or dining
- Raised garden beds
- Community garden spaces
- Places to exercise
- Viewing platform
- Future pedestrian link to Kirribilli

# TRAMWAY PARK

Providing a variety of open spaces in the CBD



## Project data

Outcome: New iconic public space with harbour views and a wide range of areas and activities

Estimated Cost: \$ 6.95 million

Priority Level: Medium

----- Intervention area: 4,650m<sup>2</sup>

Ownership: 100% Public - (TfNSW)

Terrain characteristics: Level Terrain over existing building.

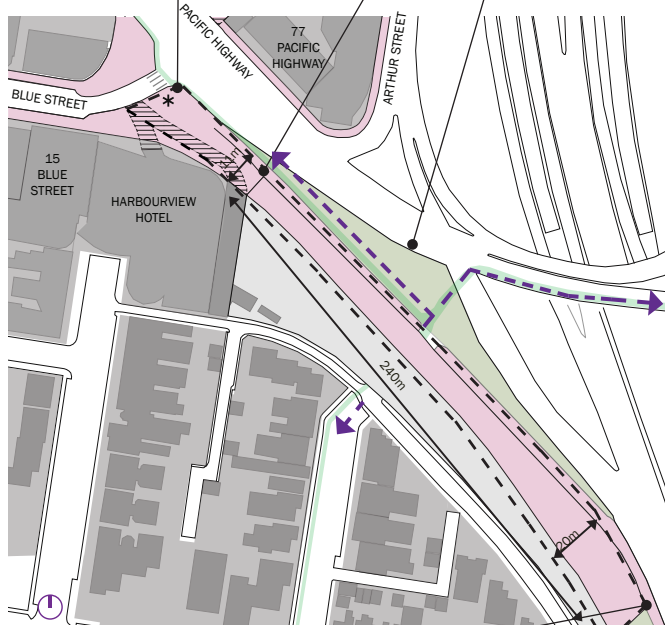
Sun hours: Year round sun

## Intervention overview

New open space with seating and tables. "Gateway" artwork to remain

Park entrance

Green space located below Tramway Park



Future connections to Kirribilli

- The project is linked to the upgrade and transformation of the Blue Street, Walker Street and Pacific Highway intersection and should be considered and designed together
- The proposal sits on top of an existing structure with commercial premises underneath. Further structural analysis should be carried out before moving forward with the project
- Impact of the adjacent rail corridor should be taken in consideration when developing the detail design for the proposal.
- Modifications to the Pacific Highway exit should result in an increased green buffer at the road level reducing traffic noise up on the platform
- The park could include passive and active recreation facilities such as sports courts, terrace seating, game areas, playgrounds, tables and seating, generous landscaping and viewing platforms.
- Connection links will be explored from the end of the park to Kirribilli, the southern entry to Milsons Point Station and eastern footbridge and western cycleway on the Harbour Bridge.

## Project implementation framework

### Implementation process:

- The delivery of this project needs the approval of Sydney Trains and Transport for NSW as the owners of the land.
- Council will need to engage with the relevant stakeholders.
- Traffic, noise and structural studies will need to be undertaken to understand the current condition of the structure and potential impact of vehicular traffic and the trains.
- A design excellence process (potentially a competition) could be carried out to develop the final design for the area.

### Timeframe:

- The project requires agreement with Sydney Trains and TfNSW in regard to the future use of the site.
- Should an agreement be in place, a more detailed feasibility study will provide an estimated timeline for the project.

### Funding framework:

- Delivery of Tramway Park could potentially be subsidised by grants and/or additional State and/or federal funding.

### Ownership and approvals:

- The Tramway Park is owned and operated by Transport for NSW and currently rented by Sydney Trains.
- Any future intervention on the site will require the approval of TfNSW and the DPIE.

### Transport impacts and considerations:

- Minimal impact to adjoining streets
- Vehicle access to be maintained to Harbour View Hotel (17 Blue Street) and Sydney Trains facility adjacent.
- Taxi zone could be relocated onto Blue Street.

### Related projects:

- Walker Street Crossing
- Pacific Highway
- Blue Street upgrades



**D**

# BRETT WHITELEY PLACE

*Providing a variety of open spaces in the CBD*

## A focus for lunchtime events

The extension of Brett Whiteley Place towards the east all the way to Walker Street, together with the Post Office Square, will complete a much-needed east-west pedestrian link through the CBD.

A planned outdoor event space is proposed for the intersection area of Mount Street, Denison Street and Elizabeth Place. This will create a focal point for the space and will provide additional options to host events and activities within the CBD, complementing those along Miller Place.

Lower Mount Street is to be paved and a new shared vehicle zone implemented, with a maximum speed limit of 10km/h, with significant improvements made for the pedestrianisation of the street.

## Opportunities

- Artwork or interpretive information on Brett Whiteley
- Lunch time seating and event space
- Food outlets
- Signage and wayfinding
- Shared zone to Walker Street



## Key public domain goals



Terraced seating



Event areas



Pedestrian priority areas



Additional landscaping



Improved wayfinding &amp; signage

# BRETT WHITELEY PLACE

Providing a variety of open spaces in the CBD



## Project data

Outcome: Extension of Brett Whiteley place with the addition of 510m<sup>2</sup> of public space and a new event space

Estimated Cost: \$ 2.25 million

Priority Level: Medium

----- Intervention area: 2,100m<sup>2</sup>

■ Pedestrian area: 1,440m<sup>2</sup>

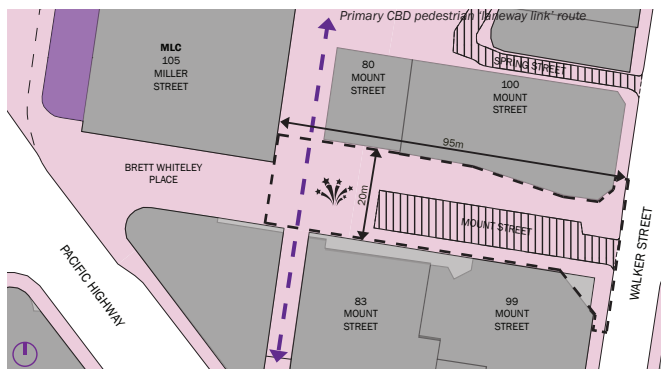
▨ Shared zone: 660m<sup>2</sup>

Ownership: 100% Public - Local Road + RE1 Zone

Terrain characteristics: Terraced levels

Sun hours: Morning & lunchtime year-round. LEP Special area protected

## Intervention overview



- The project extends Brett Whiteley Place east along Mount Street to Walker Street. The intervention will have two distinct areas, an event and gathering space at the intersection of Denison, Mount Streets and Elizabeth Plaza, and a shared zone at the eastern end.
- The shared zone at the eastern end of Mount Street will still provide access to the existing car parking.
- Servicing and loading for the buildings on Mount Street is still under investigation, final arrangements might affect the appearance and use of the shared zone.
- The event space should incorporate necessary infrastructure to support events like concerts, performances, storytelling and the like to take place.
- The project may be delivered in stages as the surrounding sites are redeveloped and the metro station is finalised. Interim traffic arrangements may be put in place.
- The final design may incorporate night time lighting.

### Other relevant projects/ policies:

- Central Laneways
- Victoria Cross intersection upgrade
- Miller Place
- Post Office Square

## Project implementation framework

### Implementation process:

- Redevelopments along Denison Street and Mount Street will inform the timing of the project.
- Improvements to footpaths will be undertaken by the owners of the adjacent buildings as part of the redevelopment of those buildings.
- The closure of Mount Street to traffic will be subject to further traffic modelling and approval by Transport for NSW.
- Once the footpath upgrades are completed and traffic changes approved, Mount Street can be converted into a shared zone and event space.

### Timeframe:

- This project may be delivered in stages as the surrounding developments are completed. The completion of the Denison and Spring Street laneways is necessary before this project can get underway.

### Funding framework:

- Council funding for public owned areas is considered in the North Sydney Council Delivery Program and funded over time via the Section 7.11 contributions plan and other sources.
- Partial funding /delivery may be achieved via adjoining sites.
- Some of the work has already being completed as part of the redevelopments of 100 Mount Street and 99 Mount Street.

### Ownership and approvals:

- Mount Street is a local road under council Control, however any changes to the traffic conditions will require the approval of Transport for NSW. Council is liaising with Transport for NSW and other State Agencies on the delivery of this project.

### Transport impacts and considerations:

- Servicing and loading requirements of buildings around Denison Street and Spring Street need to be considered and resolved as part of this project.
- Any changes to the traffic conditions will be undertaken in alignment with the North Sydney CBD Transport Masterplan, supported by the relevant traffic modelling and liaison with Transport for NSW.
- The intervention will improve public transport access and pedestrian movements across the CBD.

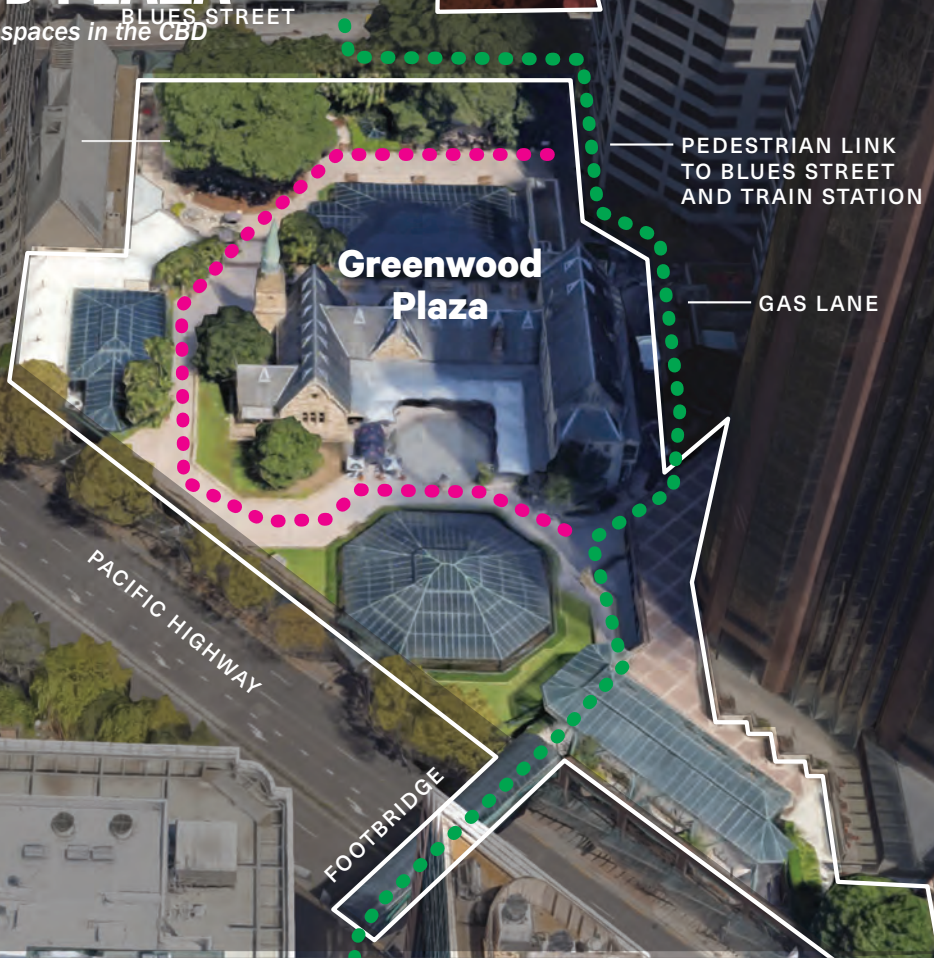




# GREENWOOD PLAZA

Providing a variety of open spaces in the CBD

Blues  
Terrace



## Sunlit lunchtime and after work venue

Greenwood Plaza rooftop is a popular outdoor space centred around the sandstone, heritage-listed former Public School, now the Greenwood Hotel. It forms a key part of the North Sydney pedestrian network, connecting the train station with the footbridge over the Pacific Highway that links through to the Central Laneways Precinct.

As a designated 'special area' in the planning controls, Greenwood Plaza has protected solar access to maintain sunshine between 12pm to 2pm. The rooftop is one of the key activation places in North Sydney with a wide range of seasonal events occurring there.

Any future upgrade of Greenwood Plaza rooftop should better incorporate Council's public domain palettes, increase public seating and improve the amenity and quality of the space.

### Opportunities:

- Lunch time seating
- Day and night time events
- A more seamless connection to North Sydney's public domain
- More public seating
- A more social, connected design
- Improved wayfinding
- More active and permeable retail frontages

### Key public domain goals



Sculptural seating



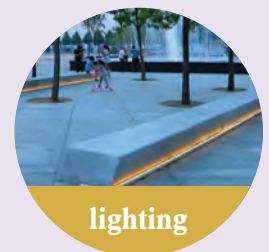
More tables for work & lunch



New artwork



New trees & seats



Special furniture lighting

# GREENWOOD PLAZA

Providing a variety of open spaces in the CBD



## Project data

Outcome: Upgrade to 3,700m<sup>2</sup> of publicly accessible open space

Estimated Cost: N/A

Priority Level: Medium

Intervention area: 7,850m<sup>2</sup>

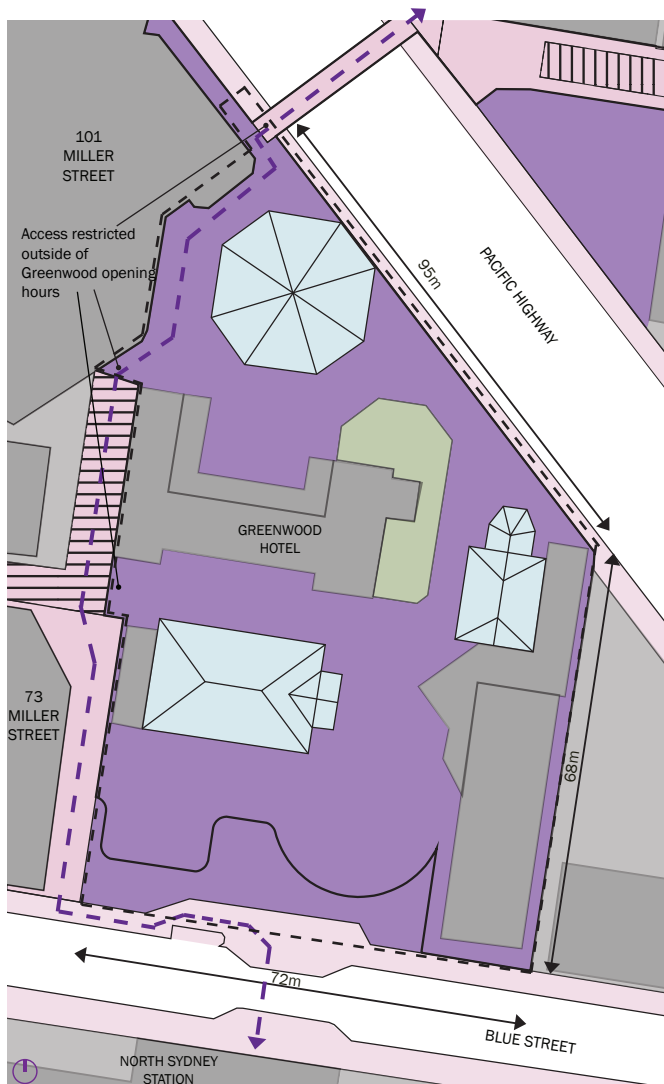
Ownership: 100% Private (LEP Protected)

Terrain characteristics: Level with terraces

Sun hours: Morning & Lunchtime Year-Round.

LEP Special Area Protected

## Intervention overview



• Greenwood Plaza is privately owned. Any upgrades would be done by the owners. Council will encourage and work with the private sector to update and maintain a high quality publicly accessible urban environment.

• Council will upgrade and improve the surrounding public domain (footpaths to Pacific Highway and Blue Street, Gas Lane shared zone) so that in conjunction with Greenwood Plaza they form a seamless, updated and pleasant environment.

## Project implementation framework

### Implementation process:

- Any upgrades to the plaza will be undertaken by the landowner.
- Potential upgrades to the Pacific Highway footbridge could be negotiated with Council if the opportunity arises.
- Some areas are already being updated through the redevelopment of 73 Miller Street. This redevelopment will improve the current link between Blue Street and Gas Lane.

### Timeframe:

- Timing is dependent on the landowner.
- Council will progressively be working to upgrade the surrounding public domain as part of the overall upgrades to the CBD.

### Funding framework:

- Upgrade works would be funded by the property owner and undertaken as required to maintain the high standard of finish and quality of spaces befitting the CBD.

### Ownership and approvals:

- Greenwood Plaza is currently privately owned and managed. Any proposed upgrades would be done by the private owners and subject to Council approval through the DA process.
- Council will require that any future interventions to Greenwood Plaza be done according to council's standards and design guides.
- The "Special Areas" clause protects sunlight to this space.

### Transport impacts and considerations:

- No impact to existing road network or public transport system.
- Upgrade works would be expected to help improve the pedestrian connections from the south of the CBD to St Leonards Park.

### Other relevant projects/ policies:

- Gas Lane upgrade
- Elizabeth Plaza
- Pacific Highway upgrades



# D BLUE STREET - SKY TERRACE

Providing a variety of open spaces in the CBD

2019



STREET EDGE



VIEW



## North Sydney's balcony to the Harbour

The terrace over North Sydney Railway Station is one of the best located and most underutilised spaces in the CBD. The terrace has incredible views to the south over McMahon's Point, the Harbour Bridge and beyond to the City of Sydney.

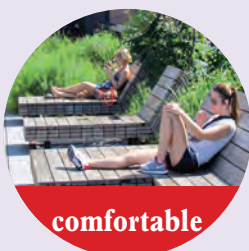
Upgrading the terrace, using Council's public domain palette, adding some bespoke furniture, new public art and allowing for improved retail along its edges could transform this space into a well-used meeting space and lunchtime area.

### Opportunities:

- Views towards the harbor
- Cafes and public art
- Bespoke furniture
- Strengthen visual connection to Blue Street
- Lunchtime and meeting space



### Key public domain goals



comfortable

Sculptural seating



comfortable

Tables for work & lunch



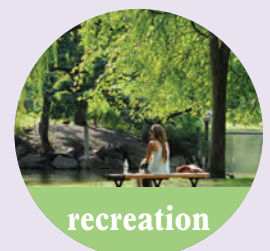
cultural

New artwork



green

Tree canopy improvements



recreation

Passive recreation

# BLUE STREET - SKY TERRACE

Providing a variety of open spaces in the CBD



## Project data

Outcome: Upgrade to 700m<sup>2</sup> of publicly accessible open space

Estimated Cost: N/A

Priority Level: Medium

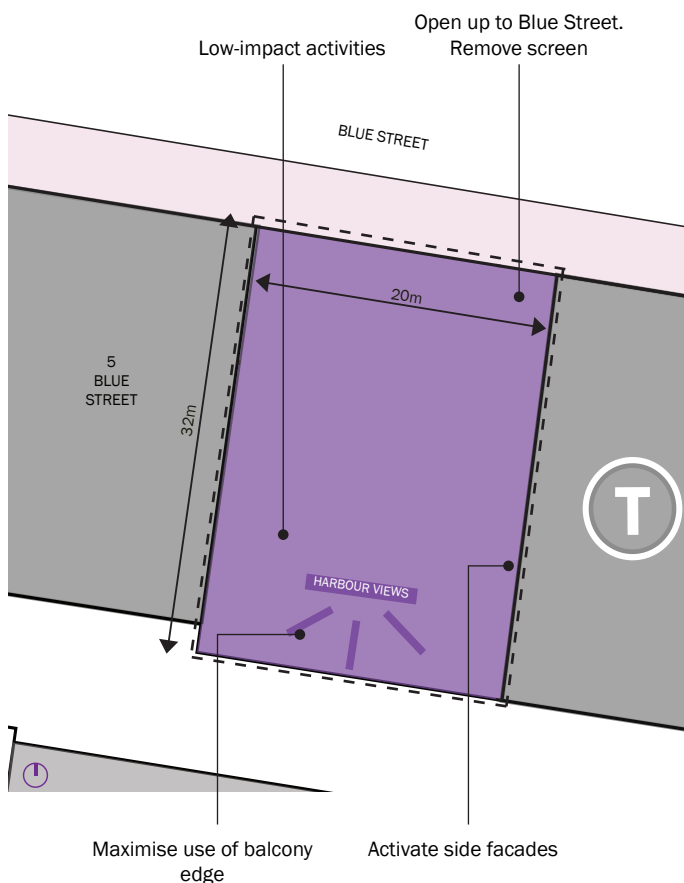
----- Intervention area: 700m<sup>2</sup>

Ownership: 100% Private

Terrain characteristics: Level with terraces

Sun hours: Morning & early lunchtime sunlight for 8 months of the year. Shaded in afternoon year round.

## Intervention overview



• Special Area listing (protecting solar access to the plaza) was removed following gazettal of amendment No.23 of the NSLEP2013 in October 2018. The site will remain a publicly accessible plaza.

• Council will encourage any intervention to provide for a better connection to Blue Street, for facade activation, and for passive recreation environments that make the most of the harbour views.

## Project implementation framework

### Implementation process:

- Any upgrades to the plaza will be undertaken by the landowner.
- The Plaza sits on top of North Sydney Train Station and any intervention would require concurrence from Transport for NSW as well as a detailed structural study.
- The proposal will have to go through Transport for NSW, the local traffic committee and Sydney Trains.

### Timeframe:

- Any future upgrades to the Blue Street Sky Terrace is dependent on the landowner.
- Council will progressively be working to upgrade the surrounding public domain as part of the overall upgrades to the CBD.

### Funding framework:

- As this site is 100% privately owned it is expected that upgrade works would be funded by the property owner and undertaken as required to maintain the high standard of finish and quality of spaces befitting the CBD.

### Ownership and approvals:

- This open space is 100% privately owned by 5 Blue Street.
- Any proposed upgrades would be done by the private owners and subject to Council approval through the DA process.
- Council will require that any future interventions to Blue Street Sky Terrace to be done according to Council's standards and design guides.

### Transport impacts and considerations:

- No impact to existing road network or public transport system.

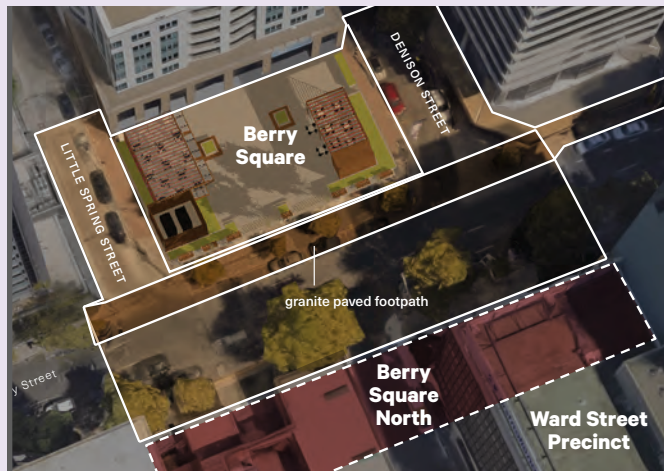
### Other relevant projects/ policies:

- Walker Street connection upgrade
- Tramway Park
- Greenwood Plaza



# BERRY SQUARE

Providing a variety of open spaces in the CBD



## Active urban spaces connecting the CBD laneways to the Ward Street Precinct

Berry Square is a large, publicly accessible plaza north of Beaumonde Apartments. It is privately owned and managed.

A significant upgrade is planned to provide new paving, street furniture, a water feature and updated café seating for the public. The design aims to better integrate the plaza with Berry Street and Denison Street. This will accommodate increased pedestrian movements from the Metro Station towards the Ward Street Precinct.

The Ward Street Masterplan proposes an extension of Berry Square to the northern side of Berry Street. A new plaza could provide a space where people may circulate through to new public and commercial buildings and the laneway network into the precinct. The design and function of this space will need to respond to the traffic volumes along Berry Street.

### Opportunities:

- Upgraded southern plaza principally supporting morning and lunchtime activities
- New water feature, seating and greenery
- Improved pedestrian circulation and visual connection between the Central Laneways Precinct, Metro and Ward Street Precinct
- Proposed northern plaza creating circulation space and entry into the Ward Street precinct
- Opportunity to bring Ward Street art activities into Berry Street



### Key public domain goals



Pedestrian priority



Laneway connections



Updated Berry Square



Active frontages & retail edges



Tree lighting

# BERRY SQUARE

Providing a variety of open spaces in the CBD



## Project data

Outcome: Updated South Berry Square plus new North Berry Square

Estimated Cost: TBC

Priority Level: Medium

----- Intervention area: 2,760m<sup>2</sup>

■ Pedestrian area: 1,540m<sup>2</sup>

■ Privately Owned Area: 780m<sup>2</sup>

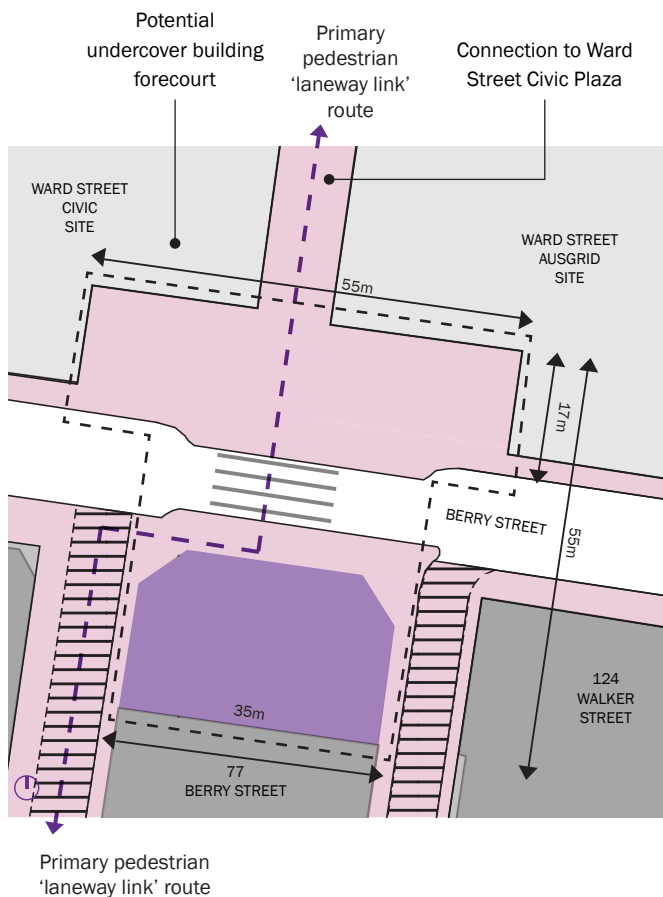
Ownership:

Southern Plaza 100% Private - Northern Plaza (future) 100% Public

Terrain characteristics: Terraced levels

Sun hours: Morning & Lunchtime year round

## Intervention overview



- Berry Squares will be delivered in stages as part of the implementation of other surrounding projects. Most design considerations are covered within the Ward Street Precinct Masterplan and the Central Laneways Masterplan.

## Project implementation framework

### Implementation process:

- Any upgrades to the southern side of the the plaza will be undertaken by the individual owners of the building.
- Denison Street and Little Spring Street will be upgraded as part of the Central Laneways Masterplan.
- The northern plaza falls within the Ward Street Masterplan and may be delivered in stages, subject to further design. Under the masterplan, part of it will be delivered as part of the redevelopment of the former substation site and part will be done as part of the redevelopment of 56 and 66 Berry Street.

### Timeframe:

- The Central Laneways Masterplan is currently underway.
- The Ward Street Masterplan is still in the design phase and a completion time has not yet been announced. Council is currently working on the next stages of the design process and engaging with the relevant public and private stakeholders.

### Funding framework:

- South Plaza. This side of the square is 100% privately owned. Upgrade works would be funded by the property owner and undertaken as required to maintain the high standard of finish and quality of spaces befitting the CBD.
- North Plaza. The northern side will be implemented as part of the Ward Street Precinct Masterplan which will be undertaken in partnership between Council and the private sector.

### Ownership and approvals:

- Berry Square South is 100% privately owned. Any proposal to update the plaza would follow the DA process.
- Berry Square North will be designed and approved as part of the Ward Street Precinct.

### Transport impacts and considerations:

- A pedestrian crossing across Berry Street as part of the proposed Berry Street upgrade is highly desirable to link the Victoria Cross Metro Station with Ward Street Precinct. Council will work with Transport for NSW as part of the North Sydney Integrated Transport Program (NSITP) to review and develop the scheme.

### Other relevant projects/ policies:

- Ward Street Precinct Masterplan
- Central Laneways Masterplan
- Berry Street upgrade



# WARRINGAH LAND BRIDGE PARK

Providing a variety of open spaces in the CBD



## Reconnecting the landscape and reclaiming space for people

An ambitious and important project is to reconnect the residential areas of North Sydney to the CBD for the first time since the early 1960s when the freeway was constructed.

A land bridge, roughly 140m wide, extending over the Warringah Freeway between High Street and Mount Street overpass bridges would cover 18 lanes of traffic to provide 25,000m<sup>2</sup> of useable space. It could be built at grade to connect Arthur Street to Alfred Street, similar in engineering and construction to the land bridge over the Eastern Distributor in the Sydney CBD that connects the Art Gallery of NSW to the Botanic Gardens that was completed in 1999.

The purpose, design and funding of the land bridge will require detailed planning and negotiations. Given the significant employment and residential growth that will be experienced across the North Sydney local government area over the coming decades, the land bridge must support a proportionate level passive and active recreation opportunities. This

should include sports facilities, gardens, pedestrian links, lawns and seating areas.

In the medium-term, improvements to the High Street overpass should be investigated to improve the pedestrian amenity. This should include new shelter, paving, lighting and buffer planting along the kerb line. Pedestrian crossings should be reviewed and upgraded to reduce crossing waiting times and improve legibility of the walking path.

### Opportunities:

- Improvements to the safety and amenity of the High Street overpass
- Reclaiming space for people, not cars
- Reconnecting the residential areas of North Sydney to the CBD
- Active and passive recreation opportunities to support the long-term population increase

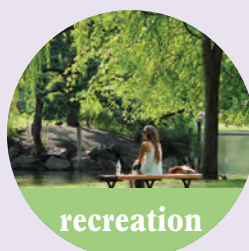
### Key public domain goals



Parklands, water & landscaping



Tables for work & lunch



Passive recreation



Active recreation



Sports fields

# WARRINGAH LAND BRIDGE PARK

Providing a variety of open spaces in the CBD



## Project data

Outcome: 25,000 m<sup>2</sup> of parklands, open space and associated facilities

Estimated Cost: TBC

Priority Level: Low

----- Intervention area: 25,000 m<sup>2</sup>

Ownership: 100% Public - Freeway (Transport for NSW)

Terrain characteristics: TBC

Sun hours: Sun until 2pm in winter and 3pm in spring

## Intervention overview

Structure may allow for deep soil, trees and buildings to be built over the bridge.

No impact to the current Freeway and rest of the road network. Clearances must remain as they are.



Proposal could include a variety of passive and active recreation opportunities.

Updating and improving the High Street overpass is an interim step.

• Partnerships with the private sector could be explored to provide area for future growth of the CBD and in return help fund the project.

## Project implementation framework

### Implementation process:

- Detailed studies will need to be undertaken to test the feasibility of capping the Freeway.
- The North Sydney CBD Transport Masterplan developed the traffic modelling and background design work for the closure of Miller Street. It identifies changes that are required to traffic circulation in Arthur Street, Mount Street, Alfred Street and High Street, which affect this project.

### Timeframe:

- In the medium term, improvements to the High Street overpass and pedestrian connections to Arthur Street and Alfred Street should be investigated to improve pedestrian amenity.
- Bridging the Freeway is a long-time aspirational project.
- Pending support for the project, Council may begin considering preliminary principles that would inform the future design of a land bridge park, having regard to the traffic network changes envisaged under the North Sydney CBD Transport Masterplan.

### Funding framework:

- Funding for a project of this scale could potentially require local, state and federal government funding combined with private investment. A funding model would need to be developed.

### Ownership and approvals:

- The Warringah Freeway is State Infrastructure owned by the NSW government and managed by Transport for NSW.
- A project of this scale and significance requires State Government approval. It could potentially be considered as State Significant Development under SEPP (State and Regional Development) 2011.

### Transport impacts and considerations:

- The project forms part of the North Sydney CBD Transport Masterplan.
- Additional pedestrian and cycle links would connect the CBD with the park and the residential suburbs to the east making it easier for residents and visitors to move across the freeway.

### Other relevant projects/ policies:

- North Sydney CBD Transport Masterplan
- Pacific Highway Road upgrades
- St. Leonards Park Masterplan
- Tramway Park





### Laneways design priorities



**connected**

Active laneways



**comfortable**

Tables for work & lunch



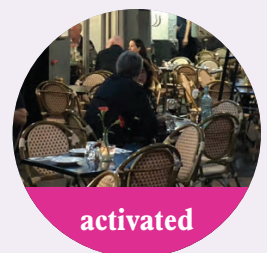
**green**

More buffer planting



**cultural**

Interesting facades



**activated**

Laneway dining



# LANEWAYS



*A connected laneway journey from Blue Street all the way to St. Leonards Park in the North*



## An internal path through the CBD

A key focus of the Public Domain Strategy has been the linking of existing and future planned pedestrian laneways in the CBD to create a safe, activated pedestrian environment away from the state & regional roads that divide the CBD

The laneway network will connect the CBD from South to North, from North Sydney train station all the way to St. Leonards Park. This link will interconnect some of the major urban spaces and plazas as Brett Whiteley Place, Greenwood Plaza or the proposed Civic Square.

## Central Laneways Masterplan

The new Victoria Cross Station will deliver large volumes of pedestrians into the central laneways precinct via the major southern station portal that will have entries from Miller and Denison Streets.

In order to accommodate this large flow of pedestrians a key approach has been to increase the pedestrianisation of a number of the smaller streets around the station by rearranging the vehicular traffic flows, closing parts to through vehicular traffic, upgrading paving, planting, lighting and furniture.

Part of this work has been already developed through the Central Laneways Masterplan and has started to be implemented concurrently with the construction of 1 Denison Street and the Metro Station southern portal.

These upgrades will also encourage a range of new retail and food and beverage opportunities within the internal streets. An east-west mid-block pedestrian link will connect Miller Street through to Walker and potentially Arthur Street in the future.

## Legend

- Laneways (existing & proposed)



D

# DENISON & SPRING STREETS

An active pedestrian environment around Victoria Cross Metro Station



## Laneways precinct supporting high pedestrian activity

The Central Laneways will provide a safe, comfortable, active and pleasant environment around the eastern side of the new metro station. It will cater for the increased pedestrian activity and the additional workforce that will populate the new developments in the area.

Together with Miller Place and Brett Whiteley, the central laneways will

make the core of the CBD a pedestrian first environment full of activation and a wide range of urban offerings.

The implementation of the Central Laneways Masterplan has already begun with 1 Denison Street being the first building due for completion in late 2020. The link through 1 Denison Street will allow Denison Street to connect with Walker Street.

Victoria Cross Metro station is not due for completion until 2024 after which the majority of the road changes will come into effect.

### Opportunities:

- Pedestrianisation of Denison Street from the new eastern Metro portal to Mount Street
- New shared zones in Spring Street and Little Spring Street and reversal of Little Spring Street's one-way system
- New shared zone with two-way traffic at the northern end of Denison Street, north of the Metro portal
- Extending the pedestrianised area of Brett Whiteley Place, Elizabeth Plaza and Denison Street, across the intersection of Denison & Mount Streets and east to the vehicle entrance to 88 Mount Street
- A bi-directional carriageway/footway layout for Mount Street between its intersection with Walker Street and the vehicle entrance to 88 Mount Street
- New delivery bays in roads close to the new pedestrian precinct



### Key public domain goals



connected

Active laneways



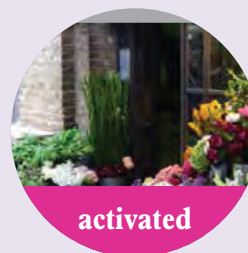
cultural

Interesting facades



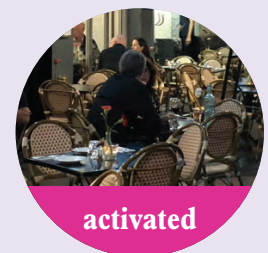
green

More buffer planting



activated

Street activating retail



activated

Laneway dining



# DENISON & SPRING STREETS

An active pedestrian environment around Victoria Cross Metro Station



## Project data

Outcome: 4,500 m<sup>2</sup> laneway upgrades

Estimated Cost: TBC

Priority Level: High

----- Intervention area: 10,500m<sup>2</sup>

■ Pedestrian area: 3,340m<sup>2</sup>

▨ Shared Zones area: 1,980m<sup>2</sup>

■ Privately Owned Area: 780m<sup>2</sup>

■ Private Buildings: 4,400m<sup>2</sup>

Ownership: 90% Public (Local Road) - 10% Private

Terrain characteristics: 1:16 slope

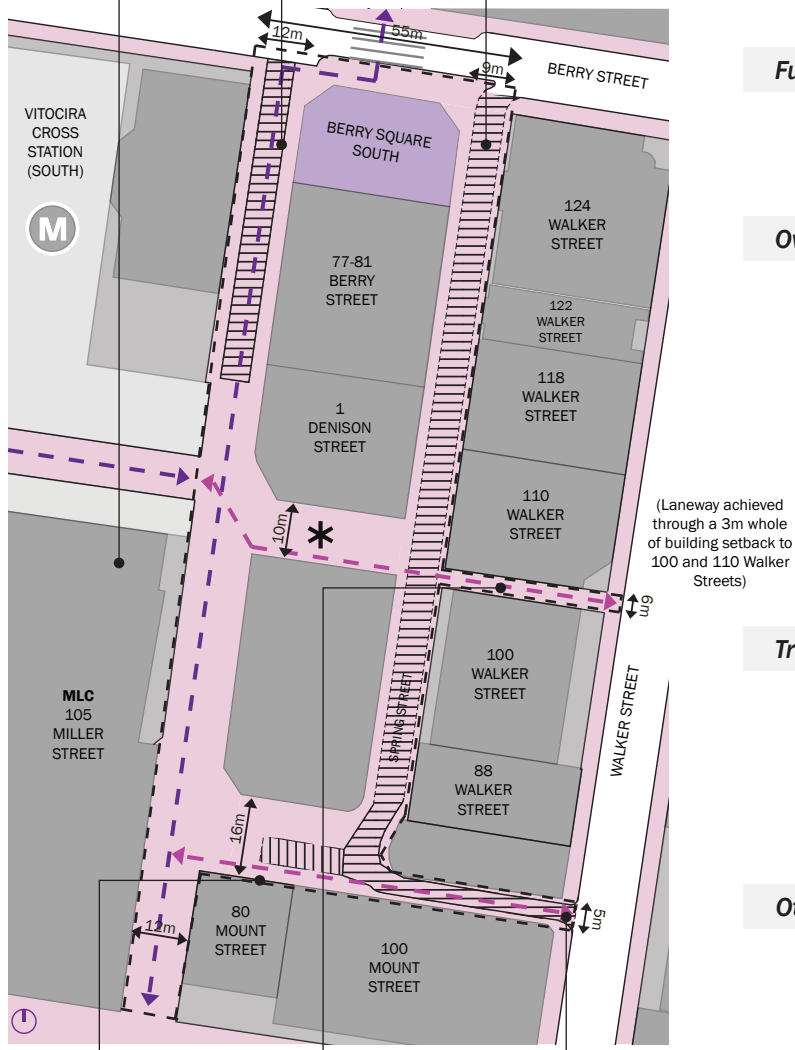
Sun hours: Morning & Lunchtime year round

## Intervention overview

Future access to MLC basement through Metro OSD basement

Primary CBD pedestrian 'laneway link' route

Upgrade kerb and gutter / asphalt road surface. Vehicle direction change.



Vehicle access for 80 Mount Street

Link between 100 and 110 Walker St requires upgrading to improve amenity and accessibility for pedestrians

Secondary pedestrian 'laneway link' route

## Project implementation framework

### Implementation process:

- The overarching design of Denison Street and the adjoining laneways is outlined in the Central Laneways Masterplan.
- The delivery of the laneways is a staged process between Council, private owners and Sydney Metro.
- Some laneways are already under construction as part of the delivery of 1 Denison Street and Victoria Cross Metro Station.
- Pedestrianisation of Denison Street can be achieved if shared basement access between the metro and the MLC building is achieved.

### Timeframe:

- This project is of high priority. The aim is to have the laneways upgraded for the opening of the Metro Station in 2024. The connection to Walker and Mount Streets may occur at a later date as they depend on the redevelopment of adjoining sites.

### Funding framework:

- This project involves Council, State agencies and private property owners. Various agreements are in place to deliver the project over stages.

### Ownership and approvals:

- Denison, Spring, Little Spring and Mount Streets are all local roads and under Council control.
- Buildings and sites along these streets are privately owned.
- Victoria Cross Metro Station is owned by the State Government and is being delivered by Sydney Metro in partnership with private entities.
- Approval for the private development will go through a DA process.
- Any changes to traffic conditions have to be approved by Transport for NSW and the local traffic committee.

### Transport impacts and considerations:

- The major transport consideration has been the safe movement of large volumes of pedestrians up and down Denison Street and into surrounding streets due to the arrival of the metro station.
- Upgrade works are expected to help improve the pedestrian connections from the south of the CBD to the northern blocks.

### Other relevant projects/ policies:

- Victoria Cross Metro Station
- Ward Street Precinct Masterplan
- Brett Whiteley Place Stage 2



# **D** LITTLE WALKER STREET

*A smaller 'arts & cafes' street to complement a global CBD*



## **An unexpected laneway of cafes, bars and public art**

Little Walker is a 10m wide and 300m long service lane that runs north-south parallel to Walker and Arthur Streets between the Pacific Highway and Berry Street. It is a standard service lane environment that is dominated by car park access points, loading docks, blank walls and building servicing.

There is the opportunity for this street to be upgraded to improve its pedestrian role, encourage new businesses and activities along it and provide entrance points to new buildings.

It is proposed to change the street to a shared zoned with pedestrian priority and implement a series of changes for the buildings to provide pocket setbacks, landscaped areas, seating areas and small retail tenancies opening to the street.

This changes would create the feeling of a traditional 'art & cafes' street to complement other offerings of the CBD.

East-west links on Mount Street and mid-block pedestrian connections should be upgraded and planned for to allow greater access and permeability. Doris Fitton Park at the northern end of the street should be upgraded to create a focal gathering point.

### **Opportunities:**

- Turn the street into a shared zone and incorporate Councils public domain palette
- Establish a programme for temporary art installations
- Implement laneway lighting (catenary, pavers, facade lighting)
- Encourage small retail tenancies along the street
- Improve East-West permeability
- Upgrade Doris Fitton Park

### **Key public domain goals**



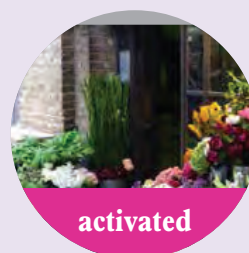
Active laneways



Interesting facades



More buffer planting



Street activating retail



Laneway dining

# LITTLE WALKER STREET

A smaller 'arts & cafes' street to complement a global CBD

D

## Project data

Outcome: 3,600 m<sup>2</sup> laneway upgrade

Estimated Cost: \$ 3.65 million

Priority Level: Medium

----- Intervention area: 3,600m<sup>2</sup>

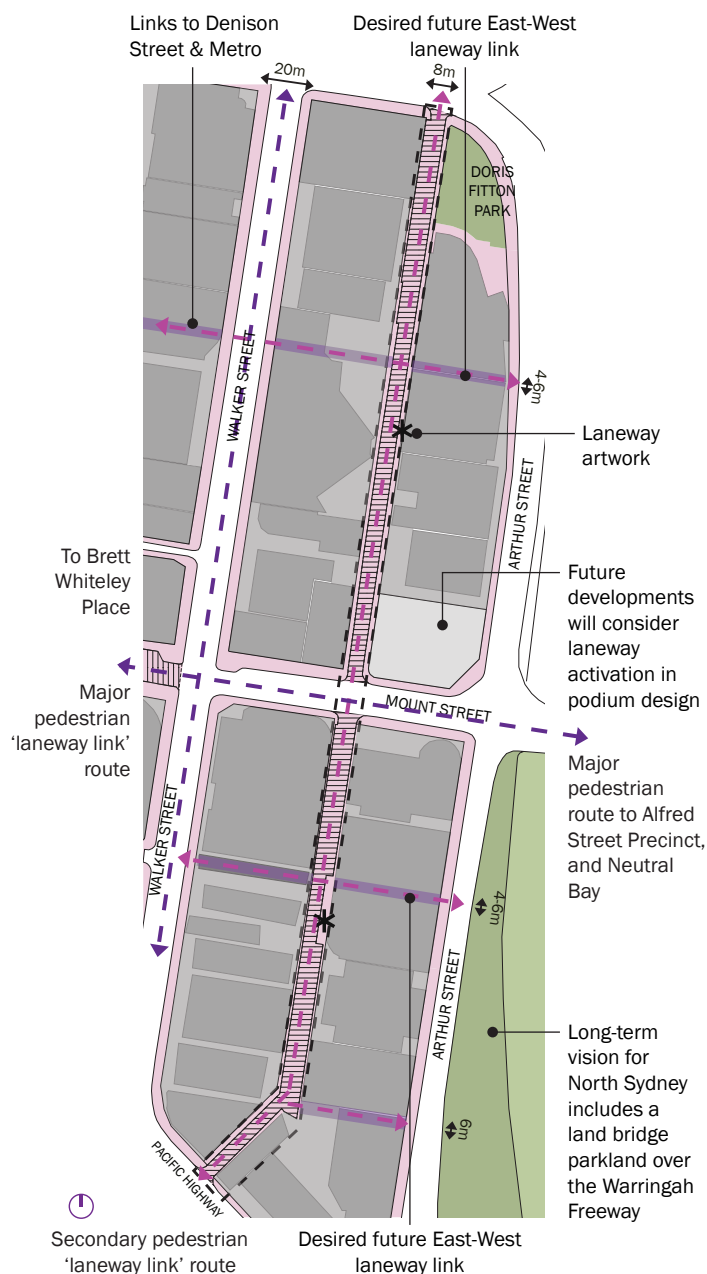
▨ Shared Zones area: 3,200m<sup>2</sup>

Ownership: 100% Public - Local Road

Terrain characteristics: Varies

Sun hours: Little direct sun

## Intervention overview



## Project implementation framework

### Implementation process:

- Little Walker Street can be upgraded by Council as part of the general upgrade works being carried on throughout the CBD in combination with redevelopment that occurs on sites along the street.
- Private owners can contribute with small interventions within their sites such as setback and landscaped areas, pocket activated spaces.

### Timeframe:

- There is no definite timeline for this project. Works are expected to be done as part of the current general upgrade to the CBD.
- Public art along the laneway may be installed in line with the North Sydney Arts & Cultural Strategic Plan.

### Funding framework:

- Council funding for public owned areas is considered in the North Sydney Council Delivery Program and funded over time via the Section 7.11 contributions plan and other sources.
- Partial funding /delivery may be achieved via adjoining sites.

### Ownership and approvals:

- Little Spring Street is a local road under Council control. Most of the work to be done will be within the road reserve.
- Buildings and sites along the streets are privately owned. Any approval for the private sites will go through the DA process. Council may require the individual owners to provide setbacks, landscaped areas and pocket public corners.
- Any changes to traffic conditions have to be approved by Transport for NSW. Changes from local street to shared zone will need to be approved in due course.

### Transport impacts and considerations:

- Upgrade works are expected to help improve the pedestrian connections from the south of the CBD to the northern blocks.
- There will be no major impact to the existing road network or public transport system as existing laneway function to remain. Maximum speed to become 10 km/h but will be subjected to local traffic committee approval.

### Other relevant projects/ policies:

- Mount Street upgrades
- Berry Street upgrades
- Warringah Land Bridge Park



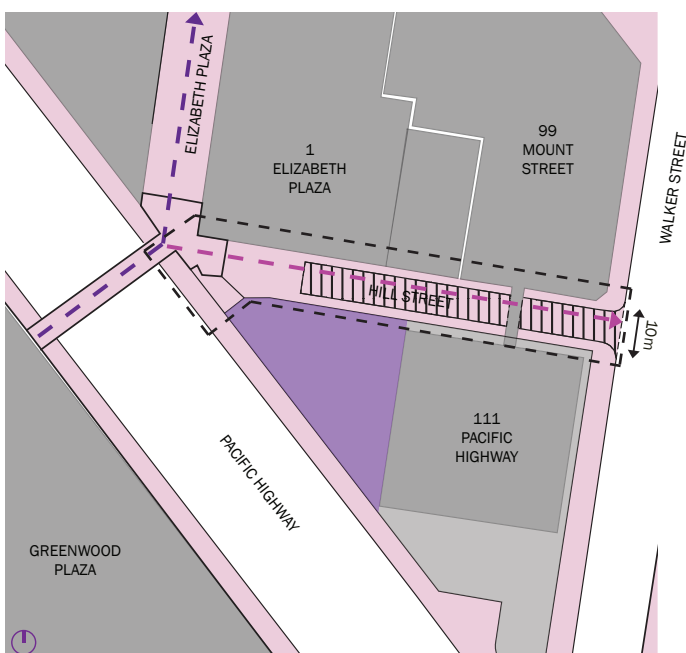
## HILL STREET

### Project data

Outcome: 700 m<sup>2</sup> of laneway upgrade (shared zone)  
 Estimated Cost: \$870,000  
 Priority Level: Medium

----- Intervention area: 800m<sup>2</sup>  
 Pedestrian area: 380m<sup>2</sup>  
 Shared Zone: 420m<sup>2</sup>  
 Ownership: 100% Public - Local Road  
 Terrain characteristics: 1:16 slope

### Intervention overview



Hill Street is a relatively steep connecting street that links the primary pedestrian laneway route with Walker Street. It acts as a secondary pedestrian route that is currently lacking activation and pedestrian amenity and safety. There is the opportunity for this street to be upgraded to improve its pedestrian role.

There is scope to potentially remove the motorbike parking area, connect the street with the entry plaza of 111 Pacific Highway and improve the connection to Elizabeth Plaza and the footbridge. Street furniture, lighting and landscaping will turn it into a pleasant shared zone link.

### Opportunities:

- Resolve the connection between the pedestrian bridge over Pacific Highway, Elizabeth Plaza and Hill Street in a better way that provides wider and welcoming spaces
- Integrate the outdoor entry plaza of 111 Pacific Highway with a pedestrianised Hill Street
- Investigate the removal of the motorbike parking area
- Provide a shared zone with catenary lighting and street furniture
- Maintain vehicle access to the existing underground car parks

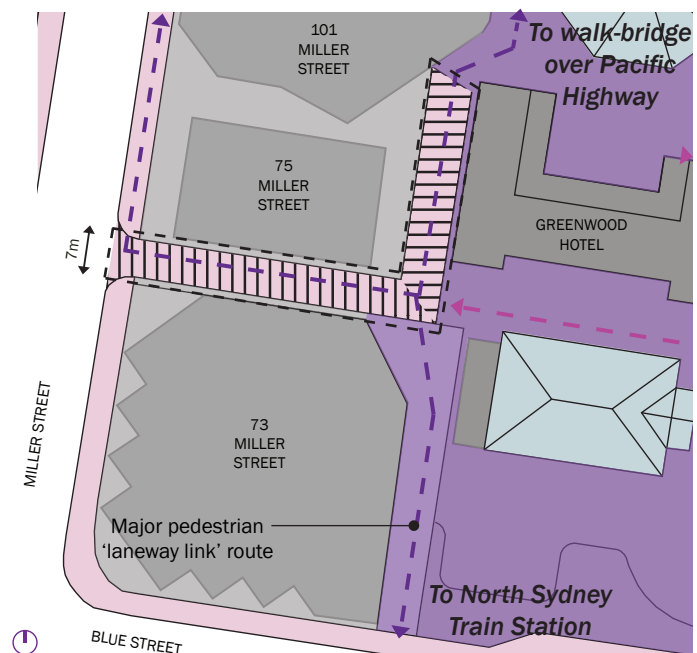
## GAS LANE

### Project data

Outcome: 450 m<sup>2</sup> of laneway upgrade  
 Estimated Cost: \$ 580,000  
 Priority Level: Medium

----- Intervention area: 450 m<sup>2</sup>  
 Shared Zone: 450m<sup>2</sup>  
 Ownership: 100% Public - Local Road  
 Terrain characteristics: 1:16 slope

### Intervention overview



Gas Lane is a small but critical link in the overall laneway journey through North Sydney. It is used by hundreds of pedestrians every day making their way from and to North Sydney station.

Together with the redevelopment of 73 Miller Street, which will upgrade the connection between Blue Street and the Greenwood Rooftop, and will provide an activated ground floor cover area with a cafe and seating area, turning Gas Lane into a shared zone with new pavement and lighting will complete the pedestrian environment of the Greenwood block making it a fully pedestrian priority area.

### Opportunities:

- Laneway roadway to be replaced with shared zone paving. Kerbs removed.
- Overhead catenary style lighting to be installed over laneway to improve pedestrian experience
- Integrate the laneway with the newly created covered public area at 73 Miller Street
- Include additional buffer planting, trees and seating areas
- Maintain vehicle access to the existing underground car parks

# LANEWAYS

Improving laneway connections in the CBD

D

## LINK TO ST. LEONARDS PARK

### Project data

Outcome: New 2,500m<sup>2</sup> open laneway link

Estimated Cost: TBC

Priority Level: Low

----- Intervention area: 4,770m<sup>2</sup>

■ Pedestrian area: 1,520m<sup>2</sup>

▨ Shared Zone: 980m<sup>2</sup>

Ownership: Mixed (Public Local Road + Private Sites)

Terrain characteristics: 1:16 slope

### Intervention overview

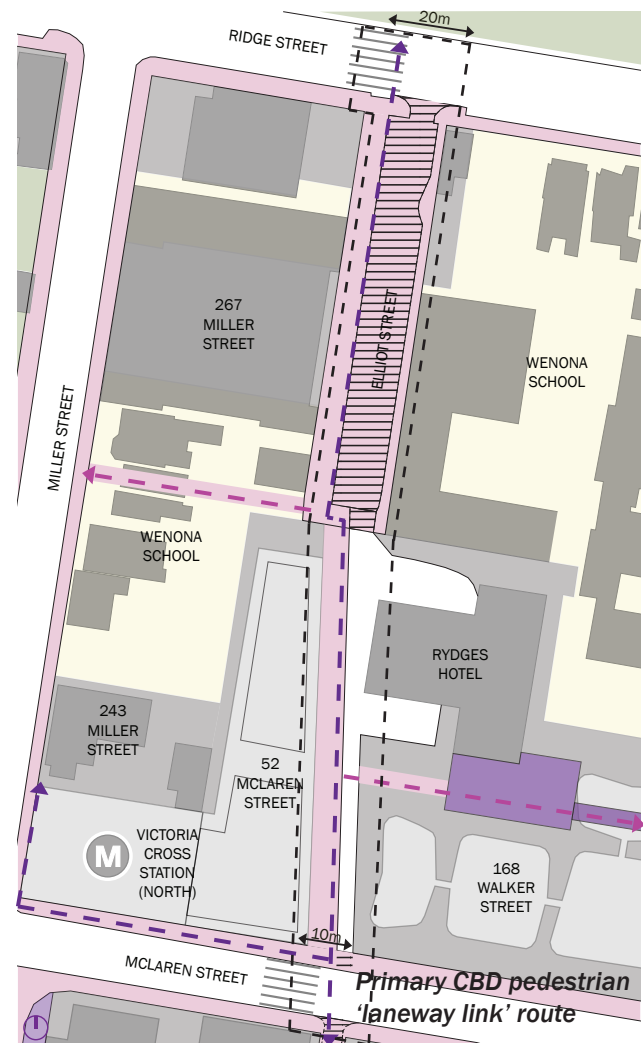
The CBD vision for the laneway link from North Sydney Train Station to St Leonards Park requires a connection through the northern most block (between McLaren Street and Ridge Street) that ends at the entry to the park.

The NSDCP 2013 identifies a pedestrian link across 54 McLaren Street.

Opportunity exists to provide a more generous and safer green laneway link with the addition of a setback along 52 McLaren Street up into Elliot Street. 52 McLaren Street is adjacent to the new Metro north portal and will be developed in the near future.

### Opportunities:

- Consider raised pedestrian crossings at McLaren and Ridge Streets to ensure safe continual pedestrian flow connecting St. Leonards Park and the Ward St Precinct to the Metro Station and down into the CBD Laneway Precinct.
- Clear public wayfinding to transport nodes, local streets and public spaces should be installed.
- Trees along the edge of walkway to provide shade and protection as the CBD transitions to the green spaces of St Leonards and surrounding residential area.



### Implementation framework

#### Implementation process:

- The delivery of Gas Lane, Hill Street and Elliot Street will be done by Council as part of the general upgrade works being carried on throughout the CBD with some contribution from adjoining redevelopments.
- Consultation with Transport for NSW will take place in regard to turning the streets into shared zones.
- Council will continue to advocate for a link through 52 McLaren Street with Sydney Metro with additional provisions considered in the NSDCP 2013.

#### Ownership and approvals:

- Gas Lane, Hill Street and Elliot Street are local roads under Council Control. Any proposed traffic classification changes may require approval of Transport for NSW and the local traffic committee.
- 52 McLaren Street is privately owned. Any redevelopment of the site, including the site through link, will be subject to the standard DA process.

#### Timeframe:

- These three projects may potentially take place after the metro station opens in 2024 and the major projects around the station are completed.
- It is understood 52 McLaren Street will not be developed until after the metro station is operational.

#### Funding framework:

- Council funding for public owned areas is considered in the North Sydney Council Delivery Program and funded over time via the Section 7.11 contributions plan and other sources.
- Partial funding /delivery may be achieved via adjoining sites.
- The link through 52 McLaren Street is expected to be delivered by the owners of the site as part of the redevelopment of the site .

#### Transport impacts and considerations:

- Upgrade works would be expected to help improve the pedestrian connections from the south of the CBD to the northern blocks.



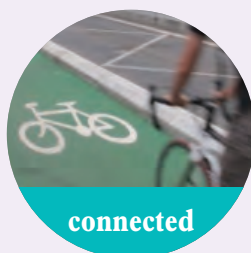


### ■ Roads & footpaths design priorities



**accessible**

Safer for pedestrians



**connected**

Cycleways



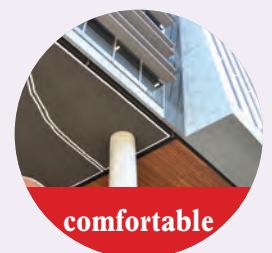
**green**

More buffer planting



**activated**

Active frontages & retail edges



**comfortable**

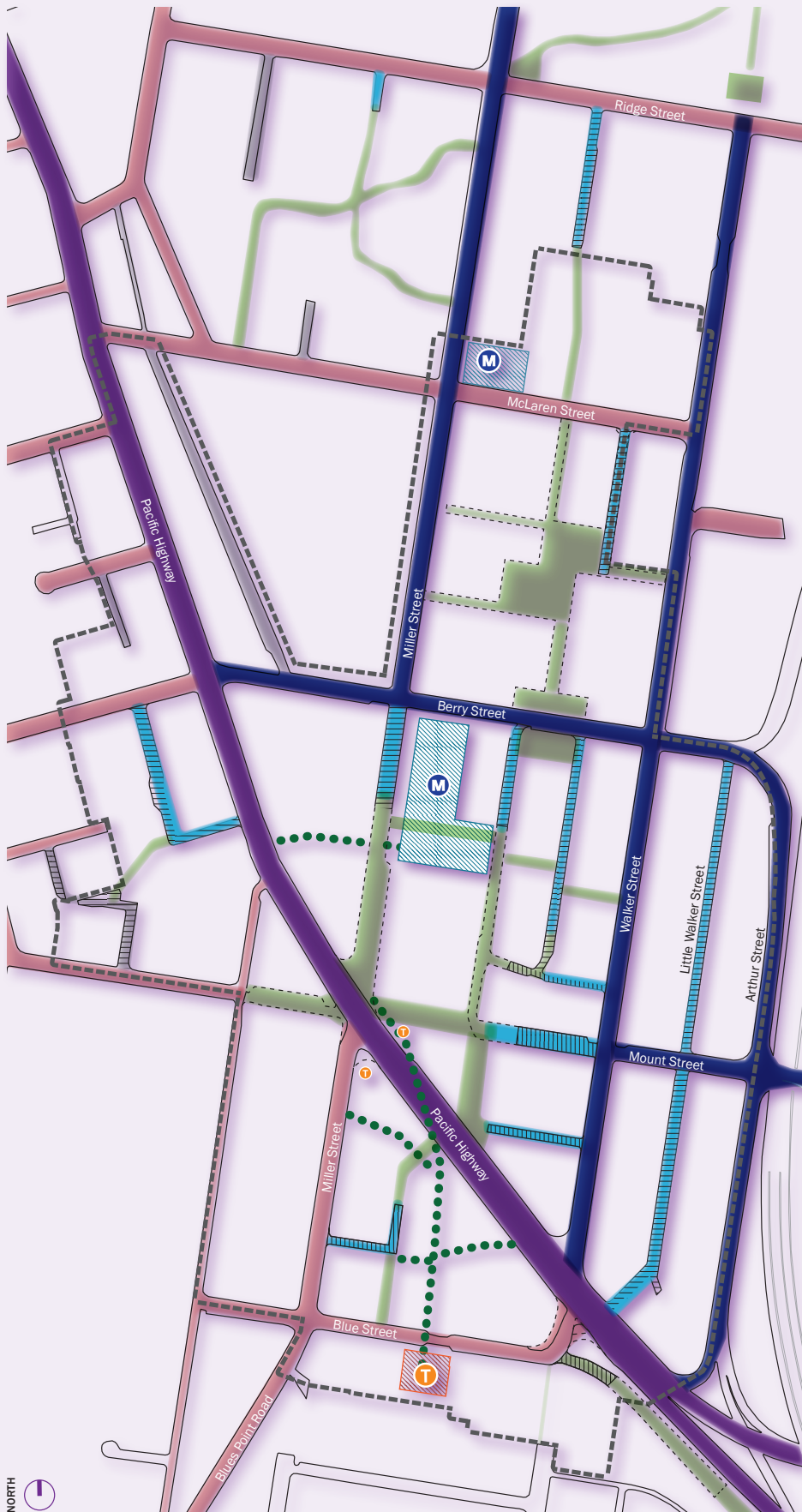
Awnings, arcades & covered areas



# FOOTPATHS & CROSSINGS

Enhancing the public domain by bringing the streets and laneways alive

D



## Friendly streets

With almost 75% of all public domain in North Sydney residing in the streets, roads and lanes, much more effort needs to be made in designing, building and maintaining these spaces as places where daily interactions happen and blossom.

Paving, street trees, outdoor dining, street furniture, seats and benches and the building interface all play a vitally important role in the life of the street.

Great care must be taken to craft the best streets possible, calming the influence of traffic, making walking easy and enjoyable whilst creating a place that people and businesses want to be a part of.

## Improved connections

Whilst a major focus of this Public Domain Strategy is on creating a series of new major open spaces and developing a series of laneway links, the overall Public Domain Structure also relies on the improvement of a series of “connectors” that will link together the 5 different pedestrian priority blocks. These connections are essential for the pedestrian circulation through the CBD.

The “connectors” are mainly street intersections, bridges and underground passageways across the major roads of the CBD.

It is important to balance the vehicular traffic with the cycling and pedestrian needs and to provide safer and pleasant environments to complement the rest of the public domain.

## Legend

- Boulevard (Highway)
- Main Streets
- Local Streets
- Shared Zones
- Laneways
- Pedestrian only
- Arcade links



# VICTORIA CROSS

Making a pedestrian friendly intersection



## Improving pedestrian safety and amenity in the heart of the CBD

The Victoria Cross intersection is North Sydney's busiest pedestrian crossing with approximately 6,000 pedestrians per hour expected to use this intersection by 2036 - an increase of 130-135% on existing volumes. It currently has a diagonal distance of 60 metres with slip lane islands on the SE and NW corners making crossing difficult and potentially dangerous for pedestrians and vehicles due to constant pedestrian spillage into road lanes.

With the planned closure of both Miller Street and Mount Street, there is an opportunity to rethink the intersection and make it work better for both for pedestrians and vehicles alike. The intervention will reduce the predominance of the road and will improve the pedestrian experience.

The revised crossing will be a simpler and safer "T" intersection. There will only be one lane turning into Miller Street, reducing also the number of lanes on the Pacific Highway and allowing for new cycleways.

Pedestrian crossings will be relocated and waiting times modified to address the new traffic conditions and the role of the intersection within the CBD.

### Opportunities:

- Removal of slip lanes and pedestrian islands
- Removal of right hand turn into Miller Street
- Removal of left-turn into Mount Street
- Reorientation of crossings to reduce pedestrian crossing distances.
- New separated cycleways and garden buffer planting

### Key Public Domain Goals



Removal of slip lanes



Easier crossings



Improved wayfinding & signage



Cycleways



More buffer planting



# VICTORIA CROSS

Making a pedestrian friendly intersection



## Project data

Outcome: Intersection upgrade

Estimated Cost: TBC

Priority Level: High

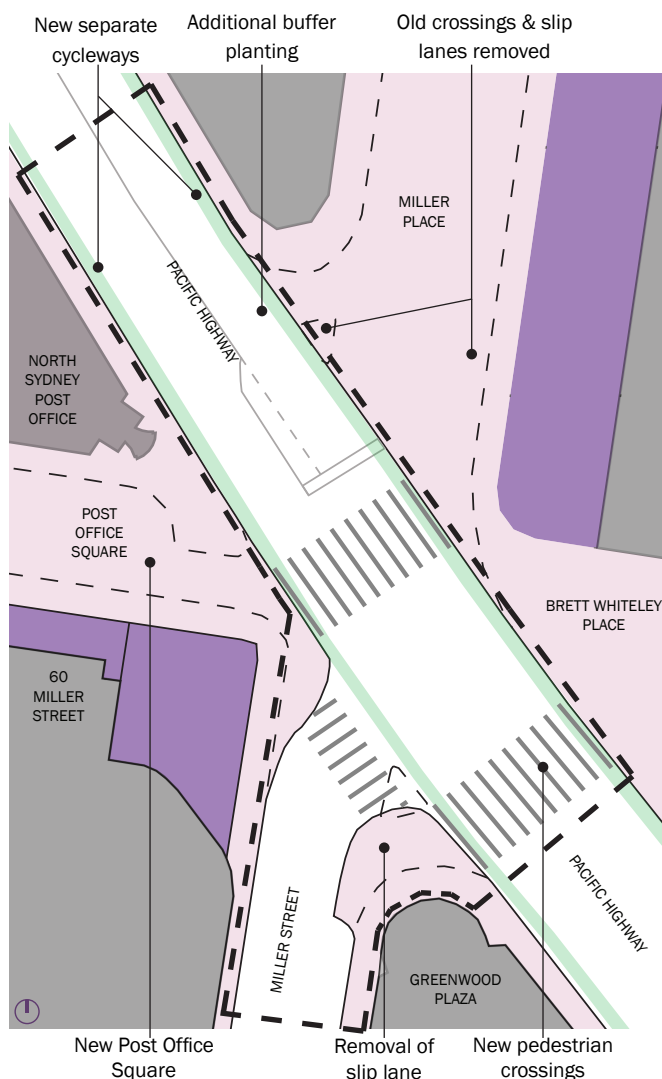
----- Intervention area: 3,270m<sup>2</sup>

Footpaths area: 380m<sup>2</sup>

Road Carriageway area: 2,890m<sup>2</sup>

Ownership: 100% Public - State Road

## Intervention overview



- The Victoria Cross intersection of the Pacific Highway will be updated to address the new public spaces around it (Post Office Square and Miller Place). It will become a simpler "T" intersection with no additional slip lanes and increased pedestrian crossing time.

### Other relevant projects/ policies:

- Post Office Square
- Miller Place
- Pacific Highway upgrades

## Project implementation framework

### Implementation process:

- Extensive traffic modelling has already been done as part of the North Sydney CBD Transport Masterplan.
- The Transport Masterplan has also outlined the staging of changes required across the CBD to deliver the intersection upgrade.
- The project could be delivered in conjunction with Miller Place and Post Office Square.
- The project has been the subject of preliminary discussions with Transport for NSW.
- A traffic management plan and implementation analysis will be carried out to establish the timeline and staging of the project in order to minimise any impact.

### Timeframe:

- Updates to the Victoria Cross intersection are of high priority. Work on the traffic network design needs to recommence in the short term.

### Funding framework:

- This project involves Council and several State agencies. Council will work with the other stakeholders to develop an agreement, including a funding framework to deliver the project.

### Ownership and approvals:

- Pacific Highway is a state road, owned by Council, capitalised by Transport for NSW.
- The intervention and upgrade of the Pacific Highway are part of a broader traffic plan for North Sydney CBD and a wider area that will be discussed with Transport for NSW and other state agencies through the North Sydney Integrated Transport Program.
- Any works on the Pacific Highway are to be approved by the local traffic committee, Transport for NSW and other state and metropolitan agencies such as Sydney Buses.

### Transport impacts and considerations:

- The proposal includes the removal of the slip lanes and a re-orientation of the crossing bands to reduce pedestrian crossing distances and improve pedestrian safety.
- Modelling has indicated that, in conjunction with a series of other traffic interventions including the closure of Miller Street, the impact on traffic travel times will be limited.





# BERRY STREET

*A more pedestrian friendly streetscape that takes advantage of the sun and its level terrain*

2019



*An attractive and comfortable east-west urban street directly outside the Metro station*

PROPOSED





# BERRY STREET

D

*A more pedestrian friendly streetscape that takes advantage of the sun and its level terrain*

Berry Street has strong potential to become a pleasant, green and sunlit boulevard with upgraded footpaths, awnings, outdoor dining, new squares and new architecture with the redevelopment of the Ward Street Precinct and the opening of the new Metro Station.

Running east to west, it crosses the top of the proposed Miller Place and benefits from a number of good natural environmental factors including fairly level terrain and good natural light penetration (central and west end of the street). It is also fairly wind protected as the southern buildings generally block the prevalent southerly breezes that affect much of CBD.

Berry Street separates the central area of the CBD and metro portal to the south from the Ward Street Civic Precinct to the north. It is important that as part of the upgrade to the street, every effort is made to improve the pedestrian circulation and flow between the two areas. Raised

pedestrian crossings should be considered for the area near Berry Square in line with the idea of calming the traffic along the street.

A scramble crossing is suggested for the intersection between Berry and Miller Streets a way of further improving the North-South connectivity.

## Opportunities:

- Return to two-way traffic to create a calmer traffic environment
- Raise Berry Square pedestrian crossing to improve connectivity
- Scramble crossing installed at junction with Miller Street
- Encourage new dining and outdoor dining along southern edge to take advantage of solar access

## Key public domain goals



connected

Pedestrian priority areas



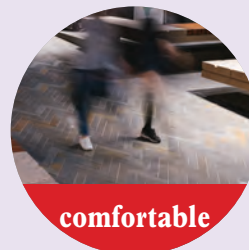
connected

Laneway connections



activated

Active frontages & retail edges



comfortable

Updated Berry Square



lighting

Tree lighting







# BERRY STREET

*A more pedestrian friendly streetscape that takes advantage of the sun and its level terrain*

## Project data

Outcome: 8,280m<sup>2</sup> street upgrade

Estimated Cost: TBC

Priority Level: High

----- Intervention area: 15,000m<sup>2</sup>

■ Pedestrian area: 3,460m<sup>2</sup>

▨ Shared zone: 820m<sup>2</sup>

□ Road Carriageway area: 4,000m<sup>2</sup>

Ownership: 100% Public - State Road

Terrain characteristics: 1:16 slope

Sun hours: Morning & lunchtime year round

LEP Special area protected

### Other relevant projects/ policies:

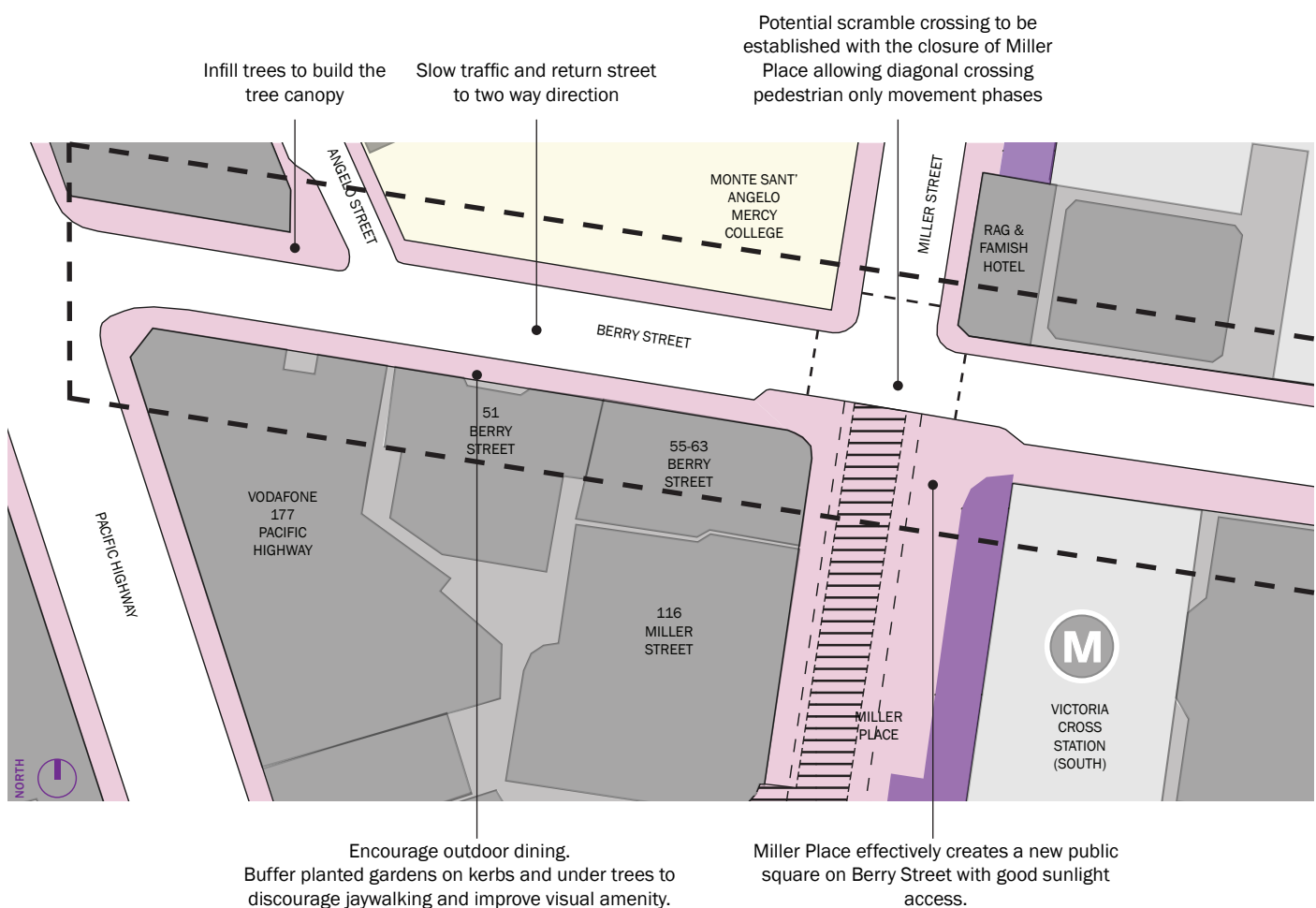
- Berry Square
- Ward Street Precinct Masterplan
- Victoria Cross Metro station
- Miller Place
- Central Laneways

## Project implementation framework

### Implementation process:

- Extensive traffic modelling has already been done as part of the North Sydney CBD Transport Masterplan.
- The Transport Masterplan has also outlined the staging of changes required across the CBD to deliver the intersection upgrade.
- The project will be delivered in conjunction with other upgrades and transport changes across the CBD.
- The project requires further consideration and discussion with Transport for NSW.
- A traffic management plan and implementation analysis will be carried out to establish the timeline and staging of the project in order to minimise any impact.
- Changes to the traffic conditions (bidirectional traffic and lane reassignment) should occur first.
- Upgrades to pedestrian crossings and footpaths may occur later.

## Design development considerations



# BERRY STREET

D

*A more pedestrian friendly streetscape that takes advantage of the sun and its level terrain*

## Timeframe:

- The proposed changes to Berry Street need to be in place to deliver Miller Place and cater for the increased pedestrian levels as a result of the metro.

## Funding framework:

- Various streetscape upgrades are currently being planned & budgeted by Council as well as State agencies such as Sydney Metro as part of the delivery of the new metro station.
- Major road redirection works would be partially funded by State agencies (subject to review).

## Ownership and approvals:

- Berry Street is a state road, owned by Council, capitalised by Transport for NSW.
- Any change to the traffic conditions would need to be reviewed and approved by Transport for NSW and the traffic committee.

## Transport impacts and considerations:

- Making Berry Street bidirectional is a major change with repercussions across the CBD that will also impact how traffic gets in and out of the CBD.
- The changes to Berry Street are therefore dependent on a number of traffic modifications to surrounding streets including Pacific Highway and Arthur Street. Refer to CBD Transport Masterplan for more information.
- Road redesign options need to be further discussed with Transport for NSW.
- Changes to Berry Street together with the construction of Miller Place will also modify current bus routes and stops.
- The Western Harbour Tunnel Project, if proceeded with in its current draft form, will mean that this initiative can not be realised.





# **WALKER/BLUE STREET CROSSING** *Improving connectivity and safety across the CBD*



## Celebrating the southern gateway to the CBD

The intersection of Walker Street and the Pacific Highway is an important north–south pedestrian crossing and primary gateway for approaching vehicles entering the North Sydney CBD. It has similar amenity issues to Victoria Cross including wide crossing distances, slip lanes and refuge islands that isolate pedestrians.

This is a busy pedestrian crossing point with large groups of pedestrians forming on the corners near the exit from Greenwood Plaza and the south east corner from North Sydney Station.

Jaywalking is a problem on the north and south sides of the intersection due to the desire lines between Blue Street to Little Walker Street and Greenwood Plaza to Walker Street.

It is proposed to reshape the intersection following the upgrades to Pacific Highway, with the inclusion of cycle lanes and edge planting.

Both slip lanes from Pacific Highway to Blue Street and Walker Street should be removed and the connection to these streets should become calmer 90-degree intersections that happen after the relocated traffic lights. This would simplify the intersection and would make it safer for pedestrians.

With the turning of the Tramway Viaduct into a park, there will be no need for the current vehicular access to that site anymore, providing the opportunity for a new on-grade entry plaza to the park that will add new public space with good solar access within easy reach of most people in the southern half of North Sydney CBD. This space can include additional seating, work tables, public art, lighting and cafes.

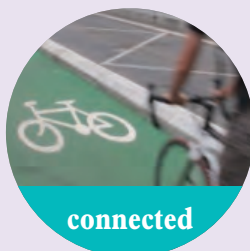
The recent improvements to the south corner that include new paving and public art will be maintained.

## Key public domain goals



**connected**

Engaged with the surroundings



**connected**

Cycleways



**accessible**

Safer for pedestrians



**accessible**

Improved wayfinding & signage



**cultural**

Public artwork

# WALKER/BLUE STREET CROSSING

Improving connectivity and safety across the CBD



## Project data

Outcome: Intersection upgrade

Estimated Cost: TBC

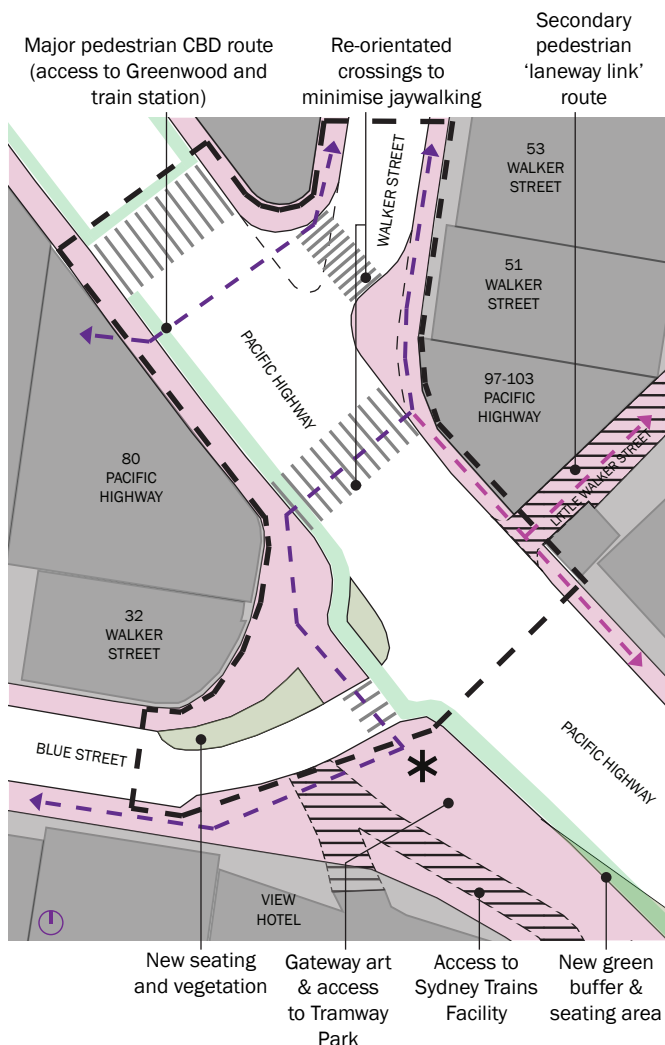
Priority Level: High

----- Intervention area: 5,200m<sup>2</sup>

▬ Road Carriageway area: 3,580m<sup>2</sup>

Ownership: 100% Public - State Road

## Intervention overview



- The intersection will be updated to minimise traffic conflicts, improve pedestrian safety and reflect the changes in traffic behaviour. Slip lanes will be removed, and Blue Street will join Pacific Highway at a 90 degree angle. Additional open space will be gained by these changes, creating a generous gateway to Tramway Park.

### Other relevant projects/ policies:

- Tramway Park
- Walker Street connection
- Pacific Highway upgrades

## Project implementation framework

### Implementation process:

- Extensive traffic modelling has already been done as part of the North Sydney CBD Transport Masterplan.
- The CBD Transport Masterplan has also outlined the staging of changes required across the CBD to deliver the intersection upgrade.
- The project will be delivered in conjunction with other upgrades to the Pacific Highway.
- The project requires further consideration and discussion with Transport for NSW.
- A traffic management plan and implementation analysis will be carried to establish the timeline and staging of the project in order to minimise any impact.

### Timeframe:

- Upgrades to this intersection are of part of the broader plan to upgrade Pacific Highway. The CBD Transport Masterplan identifies the upgrade is necessary to be able to implement other projects across the CBD.

### Funding framework:

- This project involves Council, the Stage Government and several State agencies. Further work is needed to develop an agreement and a funding framework to deliver the project over several stages.

### Ownership and approvals:

- Pacific Highway is a state road, owned by Council, capitalised by Transport for NSW.
- The intervention and upgrade of the Pacific Highway are part of a broader traffic plan for North Sydney CBD that requires further discussion with Transport for NSW.
- Any works on the Pacific Highway are to be carried on by the state government and be approved by the traffic committee, Transport for NSW and other state and metropolitan agencies such as Sydney Buses.

### Transport impacts and considerations:

- The proposal includes the removal of the slip lanes and a square intersection introduced with a maximum diagonal distance of 32-34 metres. Modelling has indicated, in conjunction with a series of other traffic interventions including the closure of Miller Street, the impact on traffic travel times will be limited.

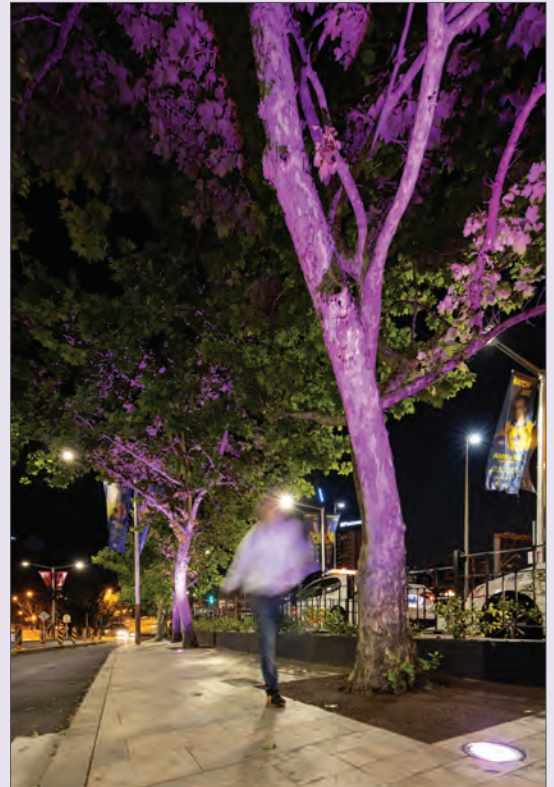




# PACIFIC HIGHWAY

Improving connectivity and safety across the CBD

## FUTURE SUGGESTIONS



## Improving pedestrian and cycling amenity along the highway

Pacific Highway remains a major physical divide within the North Sydney CBD. At over 30 metres wide, and with a number of large inactivated building frontages, the road is a major obstacle that severs the north and south precincts of the CBD.

Whilst Pacific Highway will continue to be an important state road movement corridor, improvements can be made to dramatically improve the pedestrian and cycle experience along this important stretch of the highway.

Potential improvements to Pacific Highway include additional trees, verge planting, cycle lanes, additional on grade crossings where possible, wider footpaths at discrete locations, improved lighting, additional street furniture and further activation near transport nodes.

Efforts should be made to improve the pedestrian amenity and safety of Pacific Highway whilst maintaining its role and a regional vehicular road.

### Opportunities:

- Cycleways proposed on both sides (due to lane removal of right-hand turn into Miller Street)
- Elizabeth Plaza street connection to be improved
- Verge planting and additional trees
- Additional on grade crossings
- A reduction in the impact and obstruction of barriers and fences
- Additional street furniture and public amenity
- Improved street activation near transport nodes
- Additional lighting for pedestrians
- Footpath widening where possible

## Key public domain goals



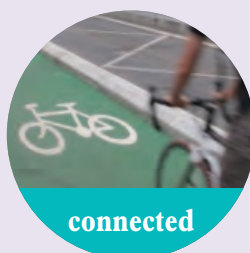
accessible

Safer for pedestrians



accessible

Easier crossings



connected

Cycleways



green

More buffer planting



cultural

Public artwork

# PACIFIC HIGHWAY

Improving connectivity and safety across the CBD



## Project data

Outcome: CBD Road upgrade

Estimated Cost: TBC

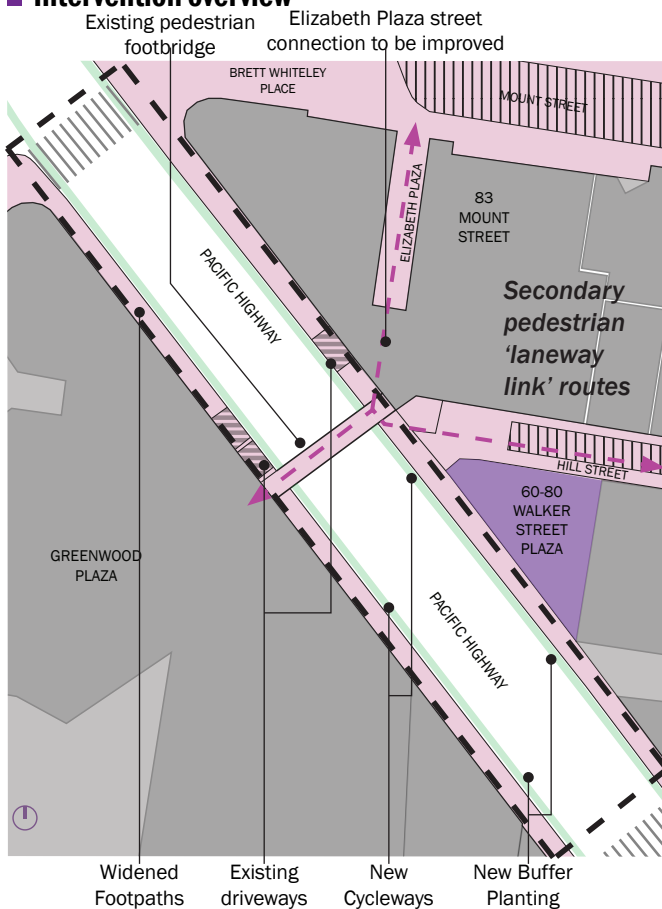
Priority Level: High

----- Intervention area: 5,050m<sup>2</sup>

▬ Road Carriageway area: 3,600m<sup>2</sup>

Ownership: 100% Public - State Road

## Intervention overview



- Redesigning of the road corridor to encourage traffic calming, with footpath widening.
- Removal of left turn slip lanes and pedestrian refuge islands.
- Provision of additional street trees, construction of cycle lanes, median tree and garden planting, and buffer planting on kerbs.
- Add a new mid-block pedestrian crossing near the overpass bridge at Greenwood Plaza to improve pedestrian access and amenity.
- Encourage facade activation and continuous awnings.

### Other relevant projects/ policies:

- Victoria Cross intersection
- Walker/Blue Street Crossing
- Miller Place
- Hill Street and Greenwood Plaza upgrades

## Project implementation framework

### Implementation process:

- Upgrades to the Pacific Highway are part of a broader plan to upgrade roads across the CBD and implement changes to traffic patterns to accommodate the new Metro Station and the associated improvements to the public domain, including new plazas and open spaces.
- The North Sydney CBD Transport Masterplan outlines the road changes and improvements across the CBD.
- The project requires further consideration and discussion with Transport for NSW.
- A traffic management plan and implementation analysis will be carried to establish the timeline and staging of the project in order to minimise any impact.

### Timeframe:

- Upgrades to the Pacific Highway are identified in the CBD Transport Masterplan to implement other projects across the CBD.

### Funding framework:

- Any improvement works to the road carriageway will come from State funding.
- Street improvement works such as wider footpaths, garden buffer planting and the like will be funded and maintained by Council.
- Building frontage improvements will be undertaken by private owners of adjoining buildings.

### Ownership and approvals:

- Pacific Highway is a state road, owned by Council, capitalised by Transport for NSW.
- Any upgrades to the road are subject to the approval of the traffic committee and Transport for NSW.
- Consultation with other agencies such as Sydney Buses will also be required.

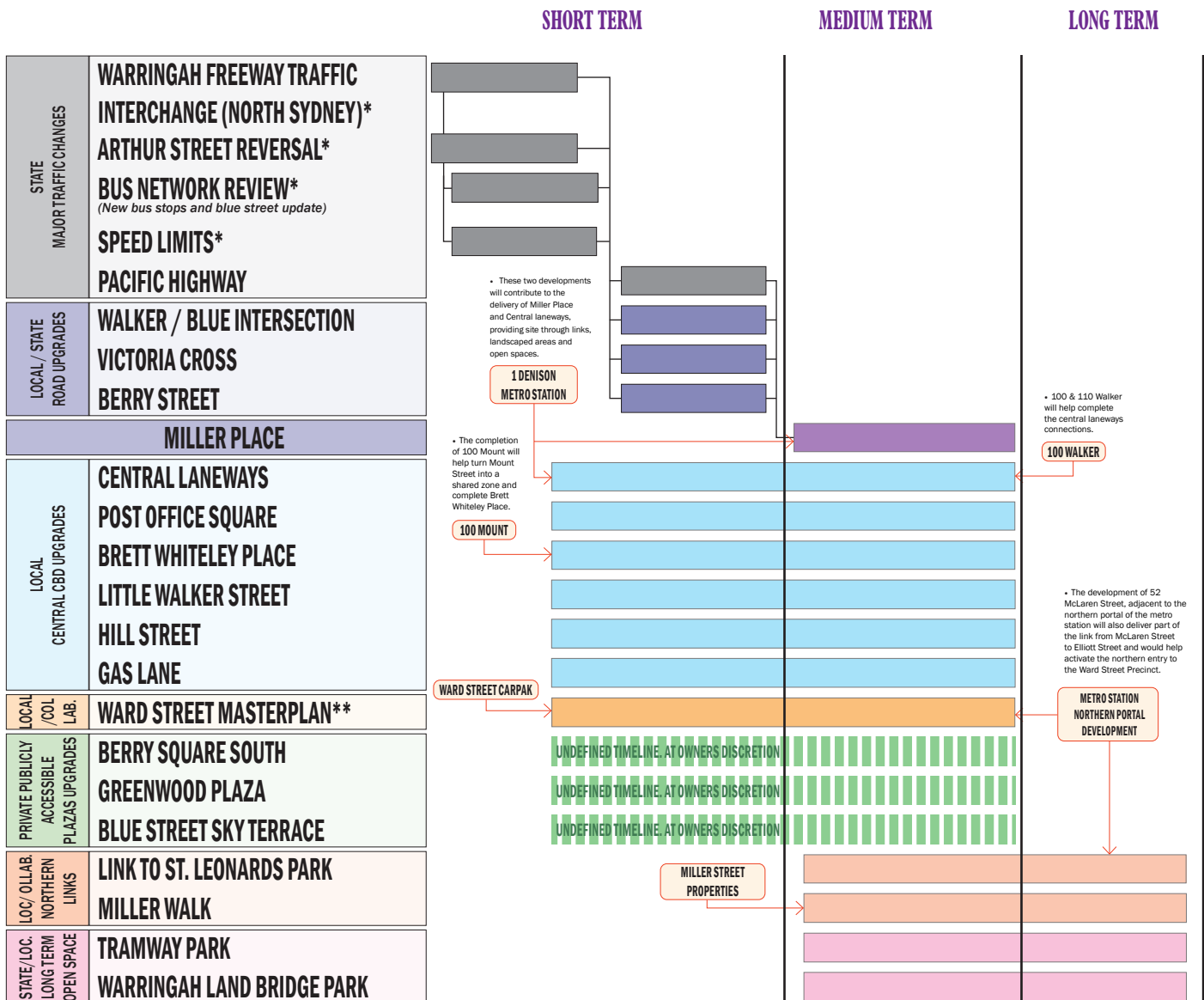
### Transport impacts and considerations:

- The proposed changes to Pacific Highway address the changed condition of the CBD once the new metro line is operational
- The widening of the footpaths and the addition of cycleways will improve the pedestrian safety and amenity and cycle options in line with the cycling buffer zone outcomes identified in State Government strategies.



## PROJECTS SUMMARY

*Staging, project dependencies and estimated timeline*



## Project types

The interventions shown in this Section D encompass different types of projects.

1. Statewide transport. These are projects included in the North Sydney CBD Transport Masterplan that are required prior to the delivery of the proposed major public open spaces.
2. Public projects. Projects that are on public land and can be delivered by Council with support and approval or relevant state agencies.
3. Collaboration projects. Projects that will require the collaboration between Council and the private sector to deliver public open spaces and facilities both in public and private land.
4. Statewide long-term projects. Public projects where the delivery lies on the State Government. Council will lobby the State Government and support it within its capability in the design and delivery process.
5. Private projects. Publicly accessible and protected open spaces that sit on private land. These projects are fully dependant on the individual site owners.

### ■ Project interdependency

The different projects form a holistic vision for North Sydney's CBD Public domain, some of which depend on each other to achieve a successful result. Importantly, some projects that need to occur first before others can proceed.

The diagram above shows where each project sits, its connections, its relationship to mayor developments within the CBD and also the required implementation sequence.

The upgrade to roads and intersections (both, the ones shown in this strategy but also additional ones highlighted on the CBD Transport Masterplan) need to occur first so that major public open spaces such as Miller Place or the Post Office Square can be delivered.

# PROJECTS SUMMARY

Staging, project dependencies and estimated timeline



	PROJECT	CATEGORY	PRIORITY	ESTIMATED TIMEFRAME	COST (APPROX)
STATE MAJOR TRAFFIC CHANGES	WARRINGAH FREEWAY TRANSPORT INTERCHANGE (NORTH SYDNEY)*	Traffic Circulation Changes	High	Short Term	TBC
	ARTHUR STREET REVERSAL*	Traffic Circulation Changes	High	Short Term	TBC
	BUS NETWORK REVIEW* (New bus stops and blue street update)	Transport Network Changes	High	Short Term	TBC
	SPEED LIMITS*	Traffic Circulation Changes	High	Short Term	TBC
	PACIFIC HIGHWAY	Roads & Intersections	High	Short Term	TBC
LOCAL / STATE ROAD UPGRADES	WALKER / BLUE INTERSECTION	Roads & Intersections	High	Short Term	TBC
	VICTORIA CROSS	Roads & Intersections	High	Short Term	TBC
	BERRY STREET	Roads & Intersections	High	Short Term	TBC
	MILLER PLACE	Civic Spine	High	Medium Term	\$8.95 mill
LOCAL CENTRAL CBD UPGRADES	CENTRAL LANEWAYS	Laneways	High	Medium Term	TBC
	POST OFFICE SQUARE	Parks & Plazas	High	Medium Term	\$3.25 mill
	BRETT WHITELEY PLACE	Parks & Plazas	Medium	Medium Term	\$2.25 mill
	LITTLE WALKER STREET	Laneways	Medium	Medium Term	\$3.65 mill
	HILL STREET	Laneways	Medium	Medium Term	\$870,000
	GAS LANE	Laneways	Medium	Medium Term	\$580,000
LOCAL / COL LAB.	WARD STREET MASTERPLAN**	Parks & Plazas	High	Medium Term	TBC
PRIVATE PUBLICLY ACCESSIBLE PLAZAS UPGRADES	BERRY SQUARE SOUTH	Parks & Plazas	Medium	Undefined	N/A
	GREENWOOD PLAZA	Parks & Plazas	Medium	Undefined	N/A
	BLUE STREET SKY TERRACE	Parks & Plazas	Medium	Undefined	N/A
LOC / OLLAB. NORTHERN LINKS	LINK TO ST. LEONARDS PARK	Laneways	Low	Long Term	TBC
	MILLER WALK	Civic Spine	Low	Long Term	TBC
STATE/LOC. LONG TERM OPEN SPACE	TRAMWAY PARK	Parks & Plazas	Medium	Long Term	\$6.95 mill
	WARRINGAH LAND BRIDGE PARK	Parks & Plazas	Low	Long Term	TBC

## Project summary

The diagram above shows a summary of the projects described in this section and their level of priority, estimated timeframe and approximate cost if applicable.

- Timeframes are indicative only and subject to agreements with state agencies and funding approval. These might change at a later date.
- The cost estimates shown are from a preliminary cost study carried out by MDA Australia Cost Consultants.

\* Projects described in the North Sydney CBD Transport Masterplan that are necessary in order to develop the public domain projects that are part of this document.

\*\* Ward Street Masterplan includes Berry Square North.









# E

## PUBLIC DOMAIN DETAILS





*Easy navigation of our CBD is a fundamental principle of the Public Domain Strategy.*



### ■ A legible centre

New pedestrian centric wayfinding systems can be incorporated within the public domain in North Sydney to help pedestrians locate services and destinations and therefore increase walking as a viable transport option.

Wayfinding information pylons would be located at key locations in North Sydney displaying maps and walking times to local sites and neighbourhoods and assisting residents, visitors and workers in their travels to different precincts and destinations. By displaying the nearest bus, ferry or train information, wayfinding encourages walking and public transport over driving, promoting healthier lifestyles and increased activity in the area.

### ■ Smart City Strategy

Wayfinding information pylons have the capacity to become communication hubs for the general public and could form part of the infrastructure that supports the proposed CBD-wide Wi-Fi network.

Interactive panels on the pylons will enable users to access a variety of digital services including public transport updates, mapping services and emergency services. It is recommended that these concepts be explored further in conjunction with the North Sydney Smart City Strategy which is under development.



It is recommended that North Sydney Council adopts the City of Sydney's 'Legible Sydney' suite of wayfinding mechanisms to better connect a user's experience with that locality. A seamless transition will assist tourists and other visitors using a familiar wayfinding systems and conventions. DDA compliant tactile/braille wayfinding should also be implemented.

#### Related strategies:

- North Sydney Smart City Strategy 2019
- North Sydney Visitor Economy 2019

#### Related projects:

- Infrastructure upgrades
- High-speed Wi-fi through CBD



Small-scale wayfinding



Walk/distance times to locations



Transport signs



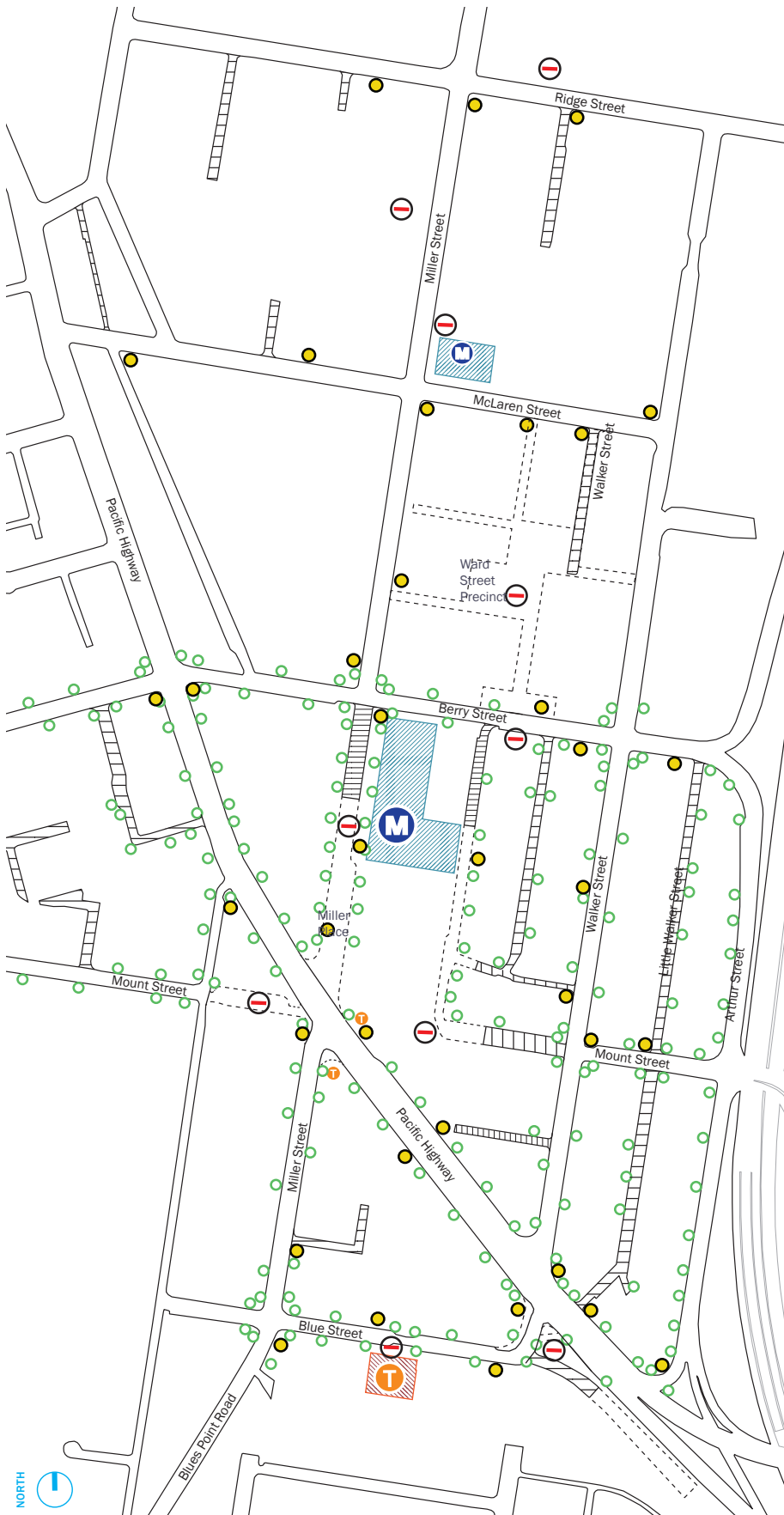
Interactive & static streetmaps



Pylons with info screens

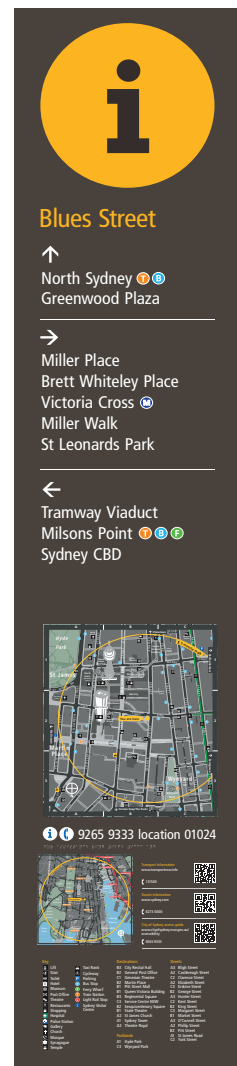
# WAYFINDING

A legible, easy to navigate CBD



## Wayfinding locations

Larger map pylons will be located intermittently throughout the CBD at public transport entries and key civic spaces including Ward Street precinct, Civic Park and Brett Whiteley Plaza. Smaller flag signs will be positioned along pedestrian paths of travel.



Indicative wayfinding information pylon for North Sydney.

## Legend

- Map pylon location
- Finger or flag sign location
- Multi Function Pole





# STREET FURNITURE

*Contributing to the CBD's amenity and identity*

comfortable

accessible

recreation

## Amenity for the public domain

North Sydney Council provides a range of street furniture to improve the public domain and amenity of residents, workers and visitors to the area. This furniture includes chairs, benches, bike hoops and racks, bins, bottle refill stations and bus shelters.

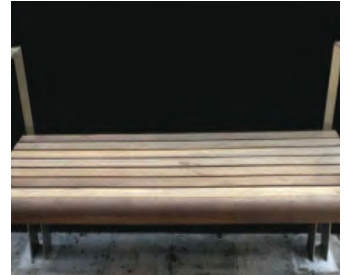
The placement, material and design of the street furniture promotes a sense of identity for North Sydney CBD streets, while providing necessary functions in carefully chosen locations. These details are specified in the North Sydney Public Domain Style Manual and Design Codes (Sept 2019) and help to create a consistent and high-quality public domain.

Durable, low-cost and low-maintenance materials are used that also respond favourably to the existing palette and character of North Sydney streets.

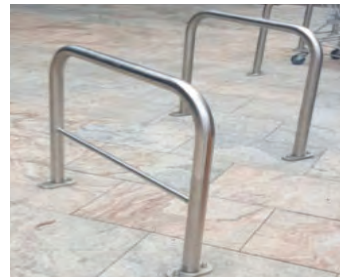
## Public seating

Whether it be to eat, rest, socialise or observe, seating gives people an important stopping point and offers the public a pleasant place to convene. Seating encourages the public to come together in a space and engage with the surrounding community.

Council has begun installing more public seating options including chairs, benches and bus shelters with seating, to improve the accessibility and day-to-day activities of people in the area and contribute to the life of the CBD. Planning for ample seating in new developments, new public spaces and wherever outdoor dining can occur will be pursued with seating options to suit a variety of people, from individuals to larger groups.



Seating is treated timber battens on a stainless-steel frame. Materials are durable, low-maintenance and readily available and reflect the contemporary character of North Sydney CBD.



Bike hoops and racks are stainless steel and located in areas where there is a change of transport type - i.e. bus stops and train stations, as well as along cycleways and at cycle destinations.

### Related strategies/manuals:

- North Sydney Public Domain Style Manual and Design Codes



Low walls and edges



Seats for singles or groups



On a busy street



In a green corner



At a bus stop

# STREET FURNITURE

Contributing to the CBD's amenity and identity



## Awnings

Awnings provide important amenity and comfort to pedestrians while enhancing the streetscape character of the CBD. They provide weather protection and UV cover to footpaths and promote better pedestrian circulation.

Through consistency in materials, colour, height and location, awnings can unify various building frontages in busy commercial streets and provide a better scale for pedestrians, reducing the perceived bulk and scale of buildings.



Continuous glazed awnings are promoted in the North Sydney CBD to improve pedestrian amenity while providing good levels of lighting to footpaths and ground floor spaces within buildings.

## Paving

Upgrading pedestrian pavements helps to create a continuity of character within North Sydney CBD while improving the pedestrian experience. This work can be undertaken over a period of time to coincide with new developments around the CBD.

"Bruce" Rock (Austral Juperana) granite pavers have been specified for the CBD in a stretcher bond paving pattern. These pavers are hard wearing with an exfoliated finish to allow for easier cleaning and slip resistance. The mid coloured paving has a fleck of colour in it for warmth and the natural variation in the granite assists in concealing marks.



(Left and above) "Bruce" Rock (Austral granite) pavers have been specified throughout the CBD to create a unifying design element within the public domain that is hard wearing and serviceable and therefore suitable for heavy pedestrian traffic.





# GREEN SPACE

*Delivering a greener, healthier CBD*

green & leafy

## Street trees & urban canopy

Street trees play an important role in the life of a city and improve the environment and quality of life of the public domain. They are a significant feature in North Sydney, lining key streets in the CBD area and providing shade, traffic buffering and increasing footpath amenity.

There are opportunities in North Sydney to improve and grow the existing urban canopy and reduce large breaks and spaces between existing trees. The location and species of new trees and plants will reflect the character of the area and be sympathetic towards the existing urban canopy. Access, site lines, solar access, spacing and mature tree dimensions will be considered to ensure all new trees are appropriately located to maximise benefits to the community and minimise any negative impacts to existing trees and structures.

## Gardens and planters

Street gardens, buffer planting and planter boxes play a significant role in increasing the beauty and amenity of an area. Suitable planting design can transform the quality of streets for pedestrians, helping to provide visual buffers to passing traffic and reduce urban heat loads. They also help to increase the long-term health of street trees and provide a visually appealing streetscape which adds to the character of a location.

A seasonal program of short-term planter boxes and street gardens could provide environmental benefits to permanent plantings and existing trees and provide additional interest and character to the street at different times of the year. In areas where ground planting is not possible or desirable, such as laneways or building entrances, potted plants and trees should be considered.



The London Plane tree is the signature species in North Sydney and is planted along major arterial roads and within the CBD area. Its large size is in scale with surrounding high-rise buildings and hardiness is needed for the difficult local growing conditions.

### Related strategies:

- North Sydney Street Tree Strategy 2016
- North Sydney Urban Forest Strategy 2019



Garden buffers on busy streets



Colour and texture to create identity



Strengthening the urban canopy



Sculpture and planting combined

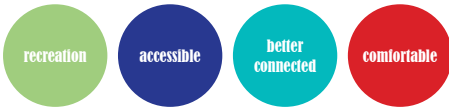


Water sensitive urban design

# RECREATION SPACE

Promoting an active and social CBD

E



## Activity in the heart of the CBD

Recreational spaces in the public domain can positively impact the mental, physical and social wellbeing of its users while contributing to the character and economy of the CBD. They promote physical exercise, social connectedness and provide breakaway areas from the bustling CBD. They simultaneously offer opportunities to explore and celebrate the history and culture of the city.

The North Sydney area currently has a good range of recreation facilities however the challenge is to provide an adequate supply within the CBD to meet growing demand as residents, workers, students and visitors increase. It is critical to create and maintain well designed, useable spaces for sports, physical activities, community events and social gatherings within the CBD area.

Spaces should vary in size and be adaptable in their function to allow for a variety of recreational activities including small-scale activities (ping pong, small exercise groups), sports, social/family recreation and larger community activities (markets, events).



(From top) Lunchtime at Brett Whiteley Plaza, social recreation along Miller Street and community activities in the CBD.

## Accessible recreation

Open spaces and recreational areas should be inclusive, allowing all the community to use and enjoy them. Park furniture such as bubblers and seating should be integrated into the design to improve amenity of users and encourage passive recreational activities, socialising and observing. Provision of high-quality public toilets and signage will contribute to the amenity of the CBD.

### Related strategies:

- North Sydney Recreation Needs Study 2015
- North Sydney Open Space Provision Strategy 2009



Sports and active recreation



Social recreation



Community events and activities



Small scale activities



Accessible spaces for recreation





# PUBLIC ART

Enhance, support and develop arts, culture and diversity in the CBD

cultural

accessible

better  
connected

## A culturally active/vibrant CBD

Art plays an important role in new and existing public spaces, enhancing and enriching the visual experience, sense of civic identity and livability of an area. It can provide beauty, colour, humour and storytelling and celebrate the distinct characteristics of the area from large plazas and parks, down to the smallest of spaces. Public art can also work alongside heritage items, existing buildings and natural landscapes to create even stronger place-based narratives.

Council aims to foster the creation of high-quality public art in North Sydney, spearheading a North Sydney Public Art Trail and encouraging options for public art to be included in significant Council projects and private development. New initiatives will continue to add to the growing collection of public artworks already located throughout the CBD and enhance identity and a sense of place through the provision of a high-quality, contemporary and innovative public art experience.

## North Sydney Public Art Trail

The North Sydney Public Art Trail is a 4km loop highlighting 20 sites of cultural significance including historical landmarks and public artworks located in Kirribilli, Milson's Point, Lavender Bay and North Sydney. Sites include the Luna Park Entrance Face and Coney Island, sculptures in the iconic Comic Walk and Wendy's Secret Garden as well as several major artworks located within the North Sydney CBD. The trail is a significant placemaking, cultural development and tourism initiative, providing an engaging public art experience which celebrates the uniqueness of the locality.



Public artworks within North Sydney CBD include (from top left) Freddie Timms - Lissadell, Damien Butler - A Rotunda for Reflective Encounters, Warren Langley & Julia Davis - Angles of Incidence and Daniel Templeman - Missing Corners. The scale, location and diversity of each of the works has helped to define and enhance the specific sites they are in.

### Related strategies:

- North Sydney Art & Cultural Strategic Plan 2019-22
- North Sydney Public Art Trail Masterplan 2017
- Greater Sydney Commission North District Plan 2018



Art trail information points



Art in laneways



Site specific art



Art within plazas and squares

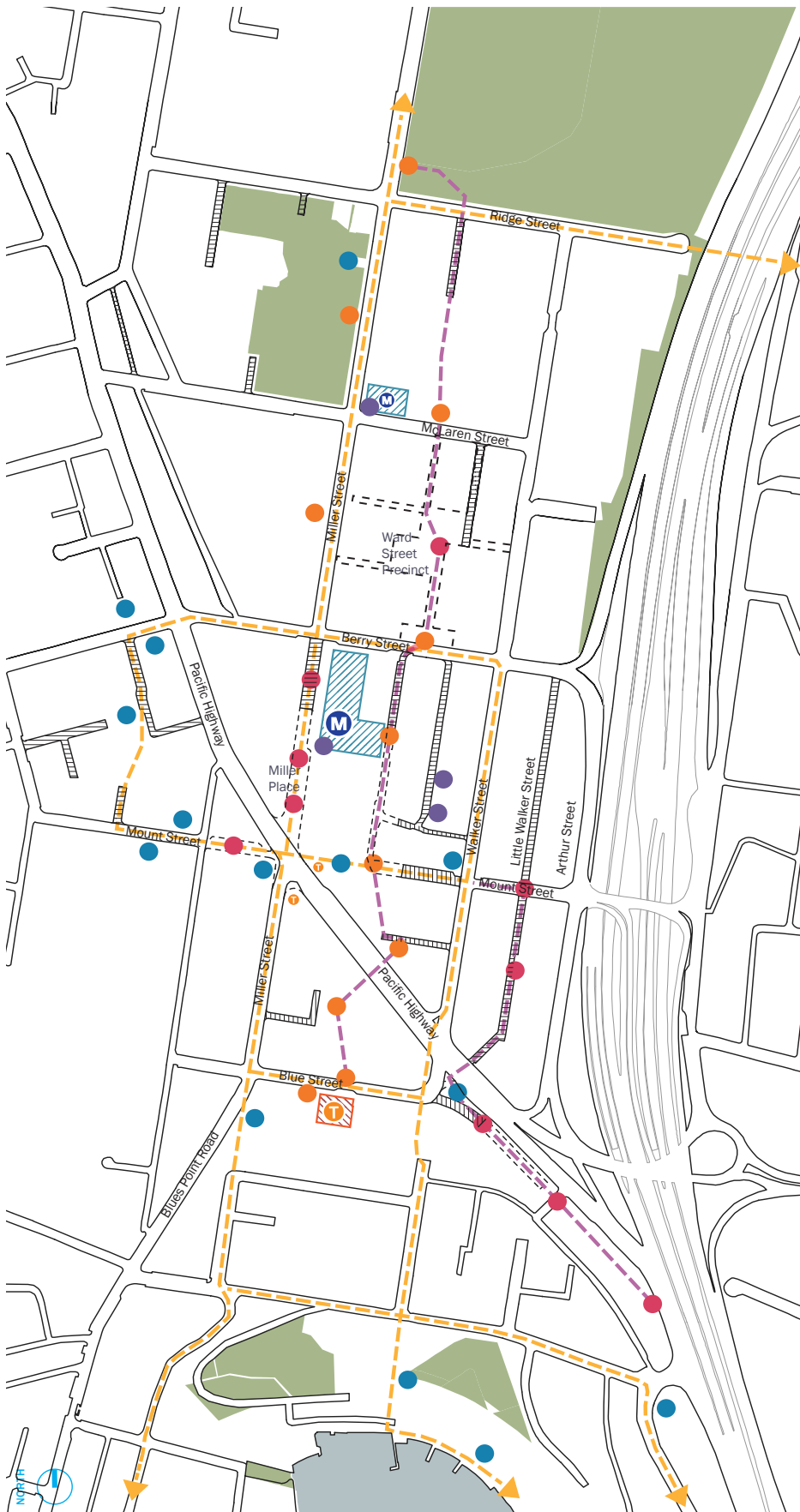


Immersive light artwork

# PUBLIC ART

E

Enhance, support and develop arts, culture and diversity in the CBD



## New public art initiatives

New and diverse site-specific public art opportunities exist in Miller Place, Post Office Square, Little Walker Street and the Tramway Park. For example, the Tramway Park presents a unique opportunity to ensure that the history of the historical site is referenced through a contemporary public art interpretation (i.e. exploring/referencing the former tram tracks).



## Temporary public art projects/ activations

There is an increasing demand for temporary public art in the CBD such as street art, light installations, laneway activation and new media artforms. In line with this demand there are potential opportunities for local artists to engage with innovative technologies, concepts and practices and to work in unique and inspiring locations, from laneways to under-utilized mixed use areas and existing sites of interest.

## Digital engagement

New public art sites have been identified in the PDS with a focus on ensuring that Council's public art program is contemporary, diverse and innovative. Council has committed to increasing public awareness and accessibility by engaging with new technologies and apps. For example, an on-line presence can be incorporated into the existing North Sydney Public Art Trail 'North Arts App' or other digital platforms.

### Legend

- Existing public art sites
- Approved public art sites (in private developments)
- Identified new public art sites
- Potential public art activations
- Primary walking routes
- Additional walking routes





# STREET LIGHTING

*Bringing the CBD alive and making a safe environment at night*

*Lighting key buildings and streetscapes improves the amenity of North Sydney by creating safe, accessible and interesting spaces while highlighting a range of contemporary and heritage architecture and streetscapes.*



## Public lighting

Energy efficient lighting of streetscapes and important buildings in North Sydney CBD should be promoted as it encourages an active evening culture and enhances the character of a space, especially at night. The creation of a safer evening environment increases aesthetic appeal for both pedestrians and motorists, encouraging after hours activities and improving North Sydney's tourism and night-time economy.

Improvements to current public lighting could include pedestrian scaled lighting in pedestrian areas and laneways, catenary lighting on laneways and intersections, bud lighting on major trees along the Civic Spine. Interesting window displays and signage can also contribute to life, activity and enjoyment of the city at night. Building façade lighting and event lighting projects, like VIVID, should be considered to contribute to the life and activity of North Sydney CBD.



Projected lighting can illuminate points of interest including artwork in the public domain as well as increasing the amenity and safety of a space at nighttime for pedestrians

### Related strategies:

- North Sydney Public Domain Style Manual and Design Codes 2019
- (DRAFT) Public Domain Lighting Code & Masterplan
- North Sydney Smart City Strategy 2019



Coloured LED lights to liven public spaces



Bud tree lighting along major streets



Catenary lighting in laneways



Dynamic facade lighting



Illuminated signage

# STREET LIGHTING

Bringing the CBD alive and making a safe environment at night

E






## Innovative CBD lighting



LED strip lighting has been used in the CBD to illuminate the public domain in an innovative and animated way.

### Legend

-  Streetlight
-  Catenary (festoon lighting)
-  Illuminated pedestrian link
-  Special lighting area





# STREET ACTIVATION

Enhancing the character of the CBD streets

cultural

activated

recreation

## A lively and animated centre

Activating the streets of North Sydney CBD helps to enhance the character of the area and bring life to the streets for pedestrians. Streets lined with shops, bars and restaurants with outdoor dining can engage with both individual pedestrians and the public domain and give people a reason to travel to that space.

After hours activities along the street can help extend the peak activity time of the CBD into the evening and promote a stronger night-time economy. Activated streets also improve the safety of an area through increased lighting and higher pedestrian activity.

## Short-term and long-term activation

Plazas, parks and pedestrian-only walkways allow for the high pedestrian activity needed for temporary or seasonal events that provide short-term but larger scale activation of the public domain. These events can include markets, seasonal events (Christmas and Easter events, Australian Open screenings, etc.), or musical performances.

These events temporarily reinterpret public spaces and become a new reason for people to travel to that space, increasing the vibrancy and character of the space, especially on weekends when the city would otherwise be quiet. It is important that there are a variety of accessible spaces within the CBD of varying sizes to cater to these events.



Restaurants and cafes with outdoor dining provide long-term street activation whilst larger spaces like Brett Whiteley Plaza are ideal for short-term activation events like markets and performances.

### Related Strategies:

- North Sydney Art & Cultural Strategic Plan 2019-22
- North Sydney Economic Development Strategy 2016
- North Sydney CBD Marketing Strategy



Outdoor dining



Markets



Art installations



After hours activities



Seasonal events

# STREET ACTIVATION

Enhancing the character of the CBD streets

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## Future street activation

The development of North Sydney CBD focuses on key spaces within the public domain including civic spaces, plazas, busy streets and emerging pedestrian laneways. These spaces can be activated for both short-term temporary events and for more permanent, long-term activation and can help enhance the public domain and encourage pedestrian interaction throughout the areas.



(From top) Indicative Ward St precinct render showing the activation of squares and laneways on the site, an existing active street frontage and an existing inactive frontage in the CBD.

### Legend

- Civic precinct activation
- Future street front and laneway activation
- Existing active frontages

