

NORTH SYDNEY

NORTH SYDNEY CBD PUBLIC DOMAIN STRATEGY

North Sydney Council
SEPTEMBER 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

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

A. VISION

• EXECUTIVE SUMMARY	2
• PURPOSE OF THE STRATEGY	4
• CBD CONTEXT	5
• NORTH SYDNEY CBD VISION	6
• URBAN STRUCTURE	8
• URBAN ELEMENTS	10
• PUBLIC DOMAIN GAINS	12
• THE FUTURE CBD	13

B. GOALS

• PUBLIC DOMAIN GOALS	16
• A BETTER-CONNECTED CBD	17
• A COMFORTABLE CBD	18
• A GREEN & LEAFY CBD	19
• A CULTURALLY RICH CBD	20
• AN ACTIVATE & VIBRANT CBD	21
• CAPTURING THE SUN IN THE CBD	22
• MOBILITY GOALS	24
• PUBLIC DOMAIN TOOLKIT	26

C. PROJECTS

CIVIC SPINE 33

- MILLER PLACE	34
- MILLER WALK	38

PLAZAS & PARKS 40

- POST OFFICE SQUARE	42
- WARD STREET PRECINCT	46
- TRAMWAY PARK	48
- BRETT WHITELEY PLACE	50
- GREENWOOD PLAZA	52
- BLUE STREET - SKY TERRACE	54
- BERRY SQUARE	56
- WARRINGAH LAND BRIDGE PARK	58

LANEWAYS 60

- DENISON & SPRING STREET	62
- LITTLE WALKER STREET	64
- HILL STREET	66
- GAS LANE	66
- LINK TO ST LEONARDS PARK	67

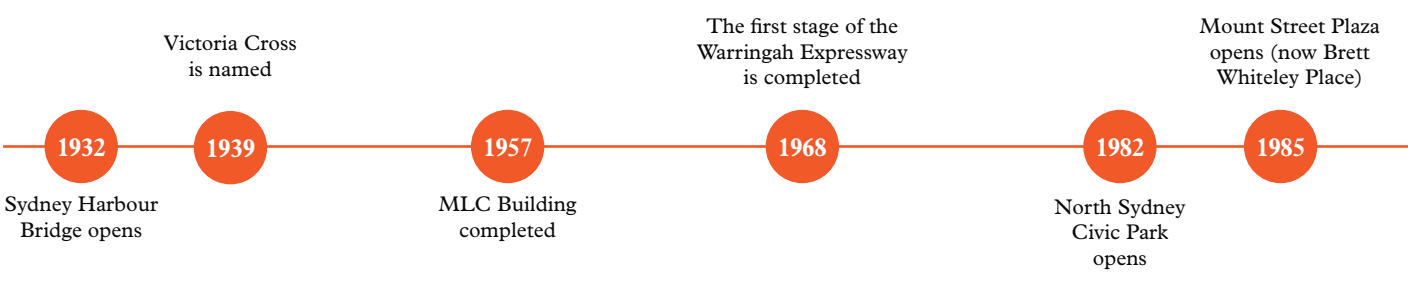
ROADS, FOOTPATHS & CROSSINGS 68

- VICTORIA CROSS	70
- BERRY STREET	72
- WALKER / BLUE STREET CROSSING	76
- PACIFIC HIGHWAY	78

PROJECTS SUMMARY 80

D. PUBLIC DOMAIN

• CBD POLICY CONTEXT	85
• BUILT FORM	86
• WAY FINDING	90
• STREET FURNITURE	92
• GREEN SPACE	94
• RECREATION SPACE	95
• PUBLIC ART	96
• STREET LIGHTING	98
• STREET ACTIVATION	100



North Sydney: A place for people

The North Sydney CBD is undergoing a major transformation. By 2036, new and refurbished commercial towers will support around 20,000 additional workers in the CBD. Many will arrive via the Victoria Cross Metro station which is estimated to bring 16,000 commuters in the morning peak hour. Council is also working to deliver a new Civic Hub of open space, social and cultural facilities in the Ward Street Precinct. These projects ensure the North Sydney CBD continues to evolve as a vibrant commercial centre for workers, residents, students and visitors into the future.

The North Sydney CBD Public Domain Strategy puts in place a framework to deliver public domain works that will complement the new transport, commercial and cultural infrastructure.

The strategy identifies 19 public domain projects, including 19,200m² of new parks and plazas and an enhanced network of streets and laneways that improve pedestrian safety and amenity. Key projects are:

- Miller Walk and Miller Place: An upgraded civic spine with a new 7,450m² public plaza outside the Metro Station achieved through the closure of Miller Street between Berry Street and the Pacific Highway
- Post Office Square: An intimate new 1,675m² plaza outside the iconic North Sydney Post Office
- Tramway Park: Converting the under-utilised deck of the tramway viaduct into a 4,650m² active recreation space
- Central Laneways: Turning Denison, Mount, Hill, Spring and Little Spring Streets into pedestrian areas or shared zones
- Victoria Cross Intersection: improving pedestrian safety in the centre of the CBD by removing slip lane islands
- Berry Street: A sunlit, pedestrian friendly street outside the Metro
- Warringah Land Bridge: An ambitious, long-term project that reconnects North Sydney and reclaims space for people

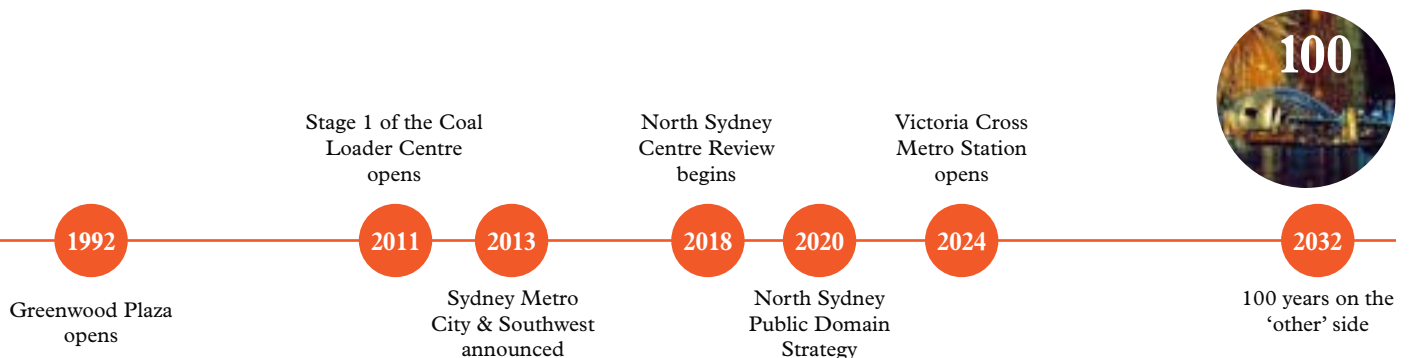
The aim is to create a CBD where pedestrians have priority over vehicles. The public domain projects under this strategy are underpinned by the CBD Transport Masterplan (2018). The masterplan promotes significant increases in walking, cycling and public transport and pushing regional traffic to the outside of the CBD. This creates a more safe and comfortable place for pedestrians in the centre whilst meeting the mobility needs of the community. Convenient access to the bus network will be maintained along with local deliveries, freight movements and vehicle access to private properties. North Sydney CBD will be a place for people.

To achieve this vision, Council, State Government, the community and landowners need to work together. It is only through a collaborative effort that we can address the needs of a growing population.

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, community and development industry

Extensive stakeholder engagement has informed the strategy to ensure the vision and projects align with the community's aspirations for North Sydney. Council wishes to thank everyone that has been involved so far and looks forward to working with you in the future.



A PURPOSE

■ The need for more public space

In 2016 North Sydney CBD's public domain (including roads, plazas, parks and footpaths) was approximately 96,000m² of which only 46,000m² was accessible to pedestrians. This equates to 0.75m² per worker.

With an estimated growth of 20,000 new workers over the next 20 years, another 16,000m² of pedestrian areas is needed to maintain the current ratio.

The purpose of the strategy is to:

- outline the vision 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 Centre - Projected growth

In 2014, Council initiated a comprehensive review of the North Sydney Centre. The review comprises of 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 this CBD Public Domain Strategy. Together, these studies aim to strengthen North Sydney's role in Metropolitan Sydney's global economic arc, remain the principle economic engine of Sydney's North Shore, and become a more attractive, sustainable and vibrant place for residents, workers and businesses.

In 2018, the NSW Government released new plans for the Greater Sydney Metropolitan Region and the Northern District of Sydney. These plans recognise the pressures created by Sydney's rapidly growing population, changing demographics, and the need for new housing, jobs and infrastructure. The North District Plan identifies 15,600-21,000 additional jobs are to be created in the North Sydney CBD by 2036.



Up to 80,000 workers in the CBD by 2036

■ Victoria Cross Metro Station

The opening of the new metro station in 2024 will change the pedestrian flows and behaviour in and around the CBD. It is expected that 16,000 people will come in or out of the station each hour during the morning peak. To address this shift, new public domain spaces are needed around the metro station portals along with changes to the traffic conditions that prioritise pedestrians over private vehicles.

Moving regional traffic to the edges of the CBD will create an opportunity to close Miller Street between Pacific Highway and Berry Street and deliver Miller Place, an iconic new pedestrian plaza directly outside the Victoria Cross metro station. Similarly, Mount Street could also be closed between Pacific Highway and William Street to create Post Office Square.

Together, Miller Place, Post Office Square and further upgrades to Brett Whiteley Place will provide a generous, well connected and pleasant pedestrian heart to the CBD that connects the train and metro stations to surrounding areas, and provide more open space to the new commercial towers.



The new metro station will bring 16,000 commuters into the centre during the morning peak hour

■ Ward Street Masterplan

The Ward Street Precinct is bounded by Miller, McLaren, Walker and Berry Streets. The return of the Ward Street car park to Council control in 2020, opening of the metro station in 2024 and strong private development interest in the precinct triggered the need for a masterplan.

The masterplan proposes to replace the car park with new activated plazas and a Civic Hub of social and cultural facilities situated within the podium of a new commercial tower on Berry Street. This will bring the community, students and more visitors to the CBD and support activities after work hours, transforming the CBD into a more vibrant and attractive destination.

Unlocking the development potential of this urban block will also improve laneways connections in the centre. A series of activated laneways will connect Miller Street to two new plazas in the centre of the block. Ward Street will be pedestrianised and connect to the recently named Faith Bandler Place, completing part of the north south laneway network running from St. Leonards Park to the train station.



A new Civic Hub is being planned for the CBD

A VISION

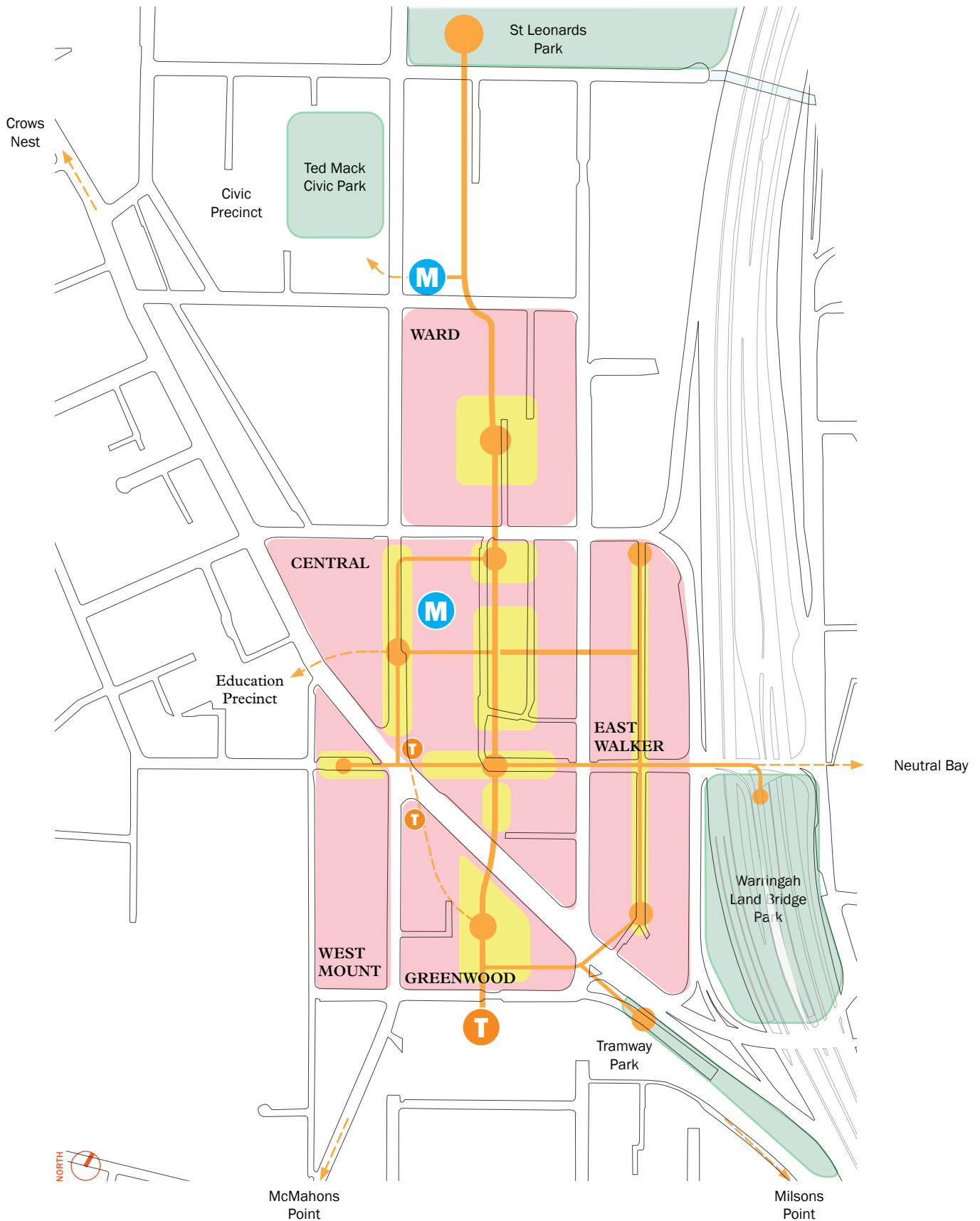
The North Sydney CBD will support a safe, active and connected network of urban spaces that promote city life.

The public domain will connect bustling transport hubs, civic infrastructure and commercial buildings to create a cohesive, attractive and vibrant CBD. It will be a modern urban environment that caters to the growing population of North Sydney.





A URBAN STRUCTURE



Public Domain Strategy - Structure diagram

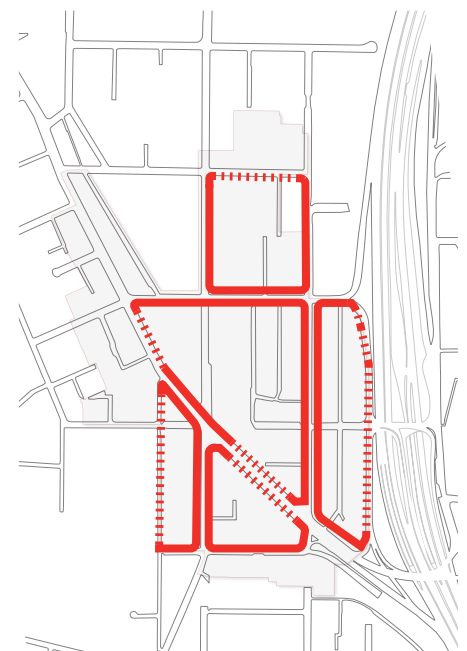
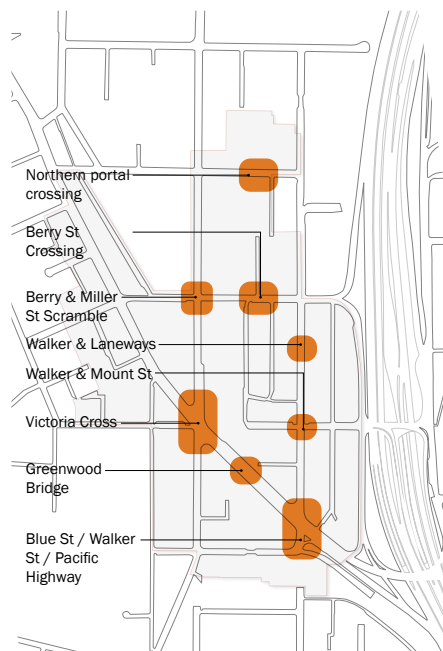
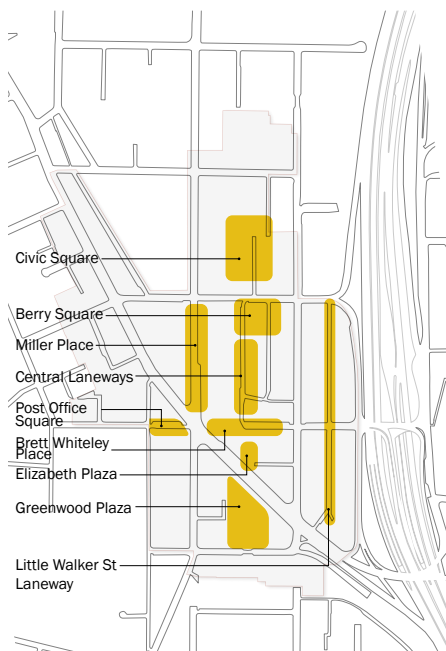
■ CBD structure

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.

A URBAN ELEMENTS



■ 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.

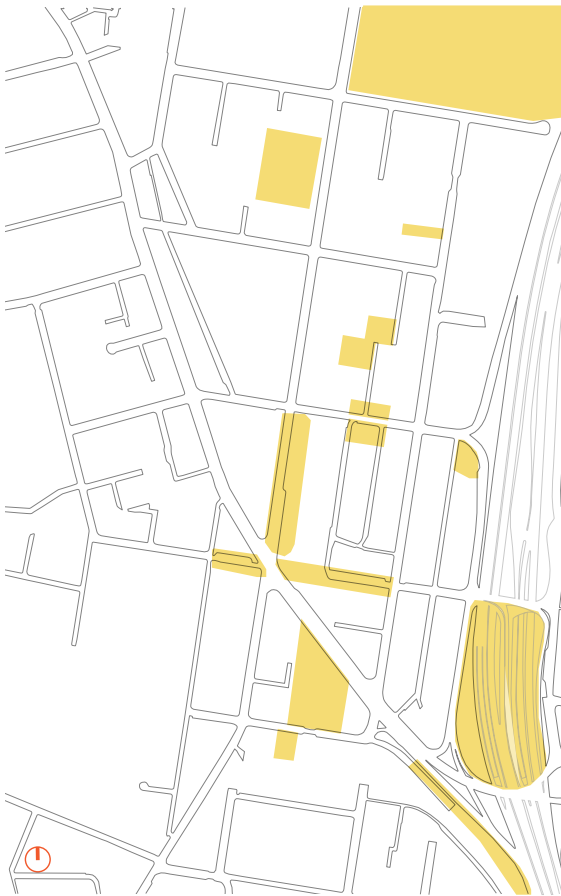


■ Laneways

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.



■ 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 amphitheaters, 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.

Public space gains and upgrades

The 19 projects identified in this strategy will deliver the additional space needed to accommodate the increased jobs growth in the CBD and create an attractive, legible and strong public domain.

The proposed interventions add a total of 19,200m² to the existing pedestrian environment and upgrade 19,050m² of the existing environment - a substantial transformation of the CBD.

Public space gains:

- + 3,000 m² Miller Place
- + 2,900 m² Miller Walk South
- + 850 m² Post Office Square
- + 3,900 m² Tramway Park
- + 650 m² Berry Square North
- + 4,100 m² Ward Street Precinct
- + 3,800 m² Wider Footpaths
- TOTAL + 19,200 m² ***

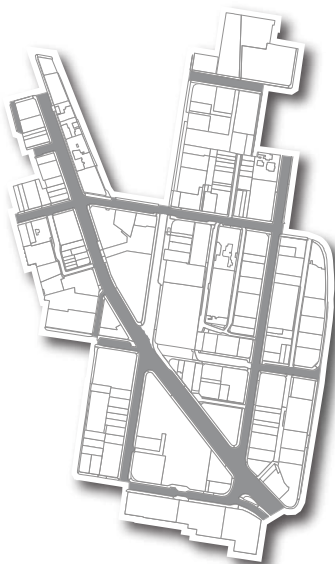
* An additional 25,000m² could be added if the Warringah Land Bridge was to be delivered.

Public space upgrades:

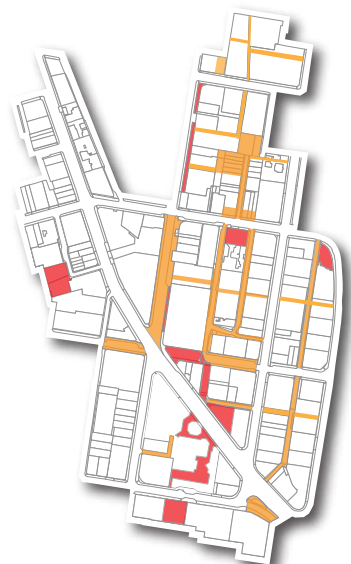
- 4,450 m² Miller Place
- 3,000 m² Miller Walk Central
- 5,500 m² Laneways Precinct
- 1,000 m² Lower Mount Street
- 800 m² Berry Square
- 3,600 m² Little Walker Street
- 700 m² Blue Street Sky-terrace
- TOTAL + 19,050 m²**



FOOTPATHS



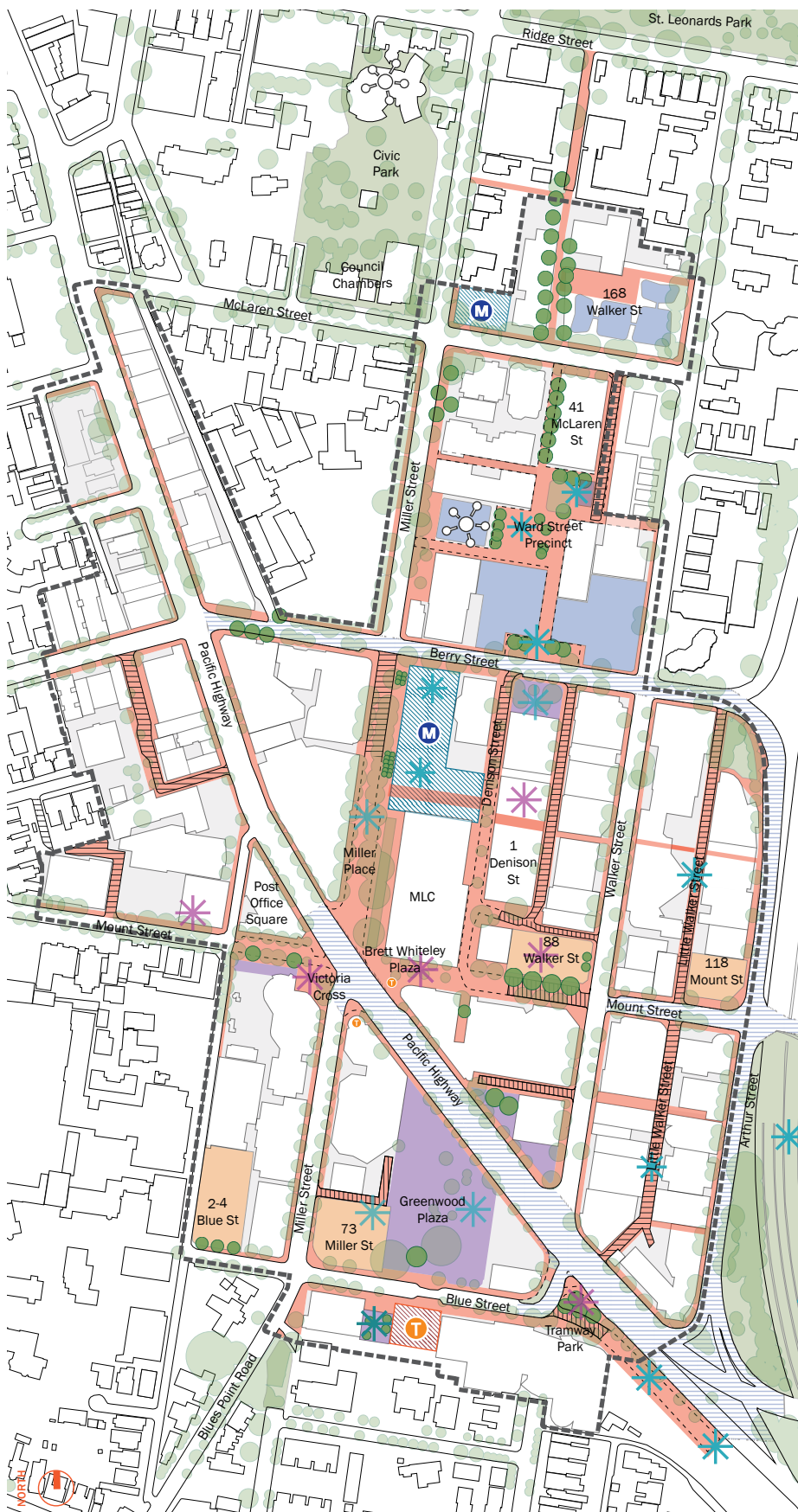
ROADS



PUBLIC OPEN SPACES

Placemaking vision

The CBD will support public spaces that improve the vibrancy, safety, amenity, and appeal of the centre for workers, residents, students, visitors and investors.



Legend

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





B GOALS

B PUBLIC DOMAIN GOALS

The public domain goals for the CBD are:

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

The strategy is underpinned by the North Sydney CBD Transport Masterplan (2018). The mobility goals for the CBD are:

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



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 McMahons 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.

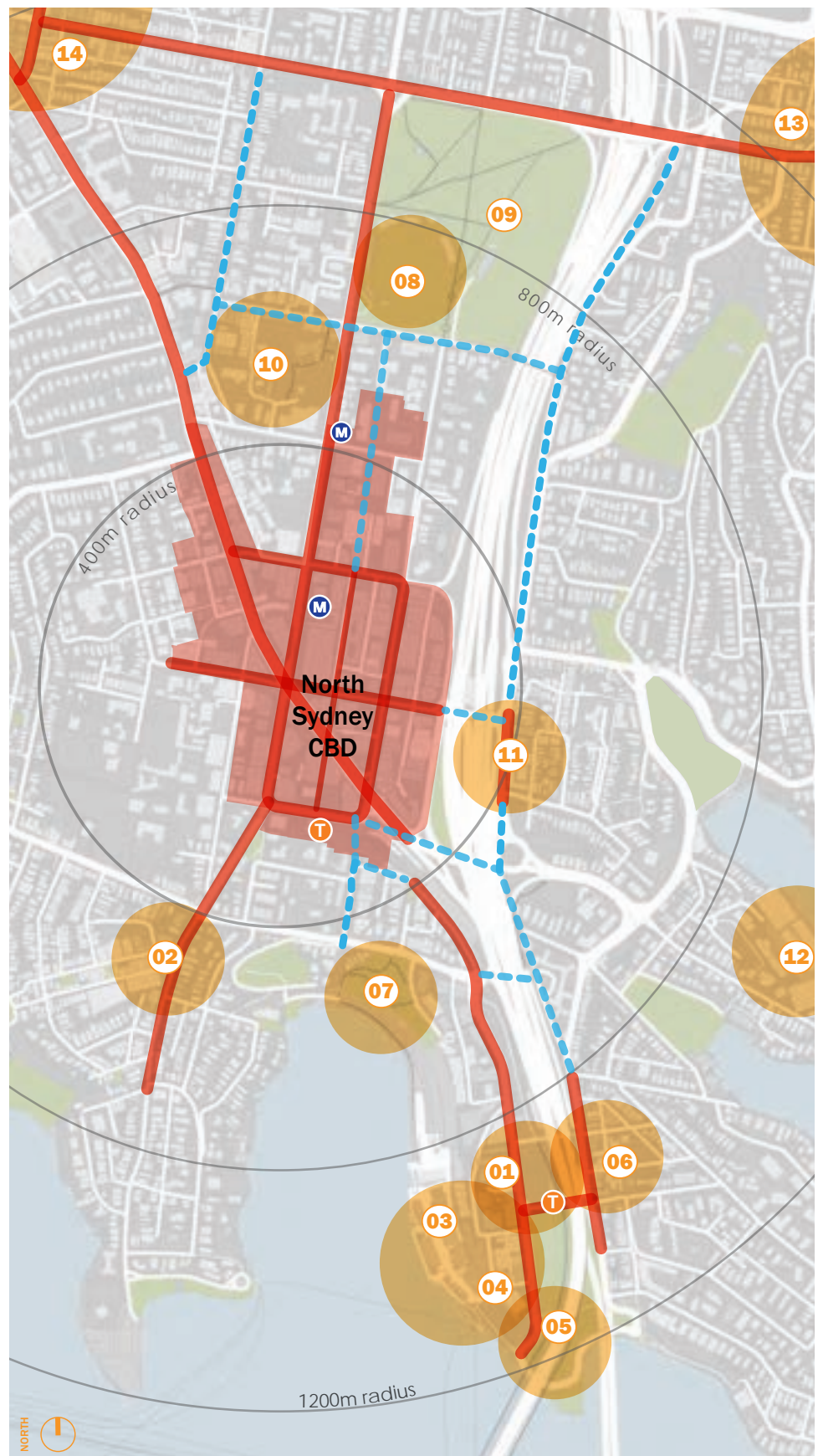
Opportunities to better connect the CBD with the surrounding areas may be explored. This could range from shuttle bus services to better pedestrian connections or additional cycle links.

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

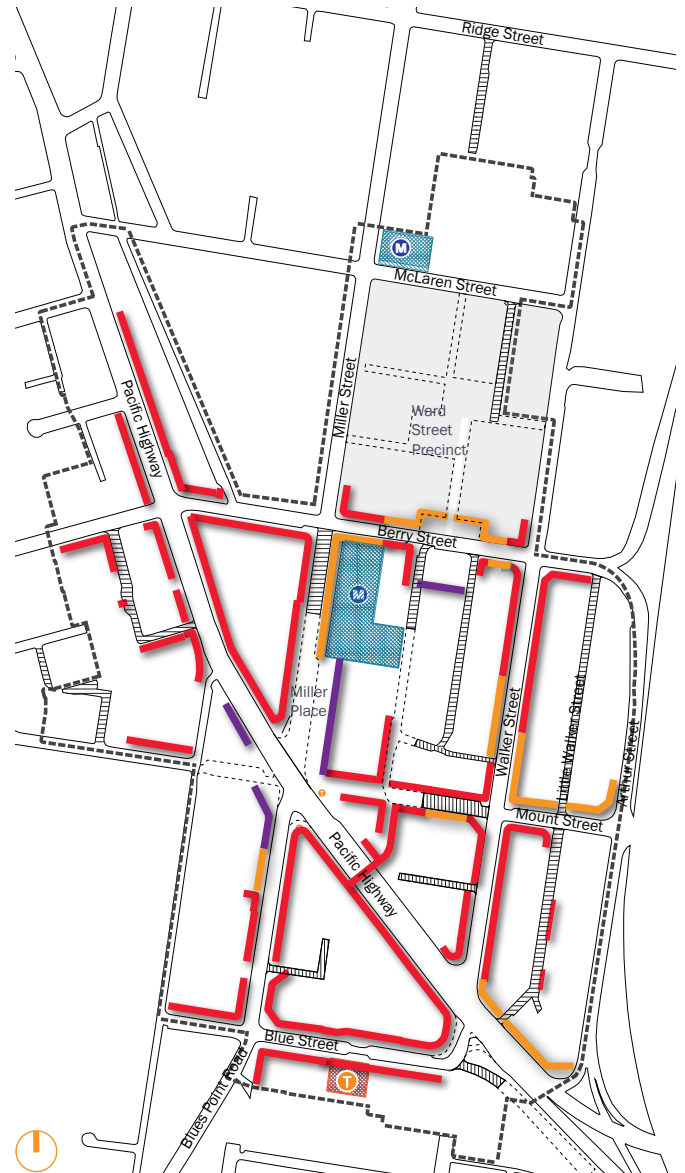
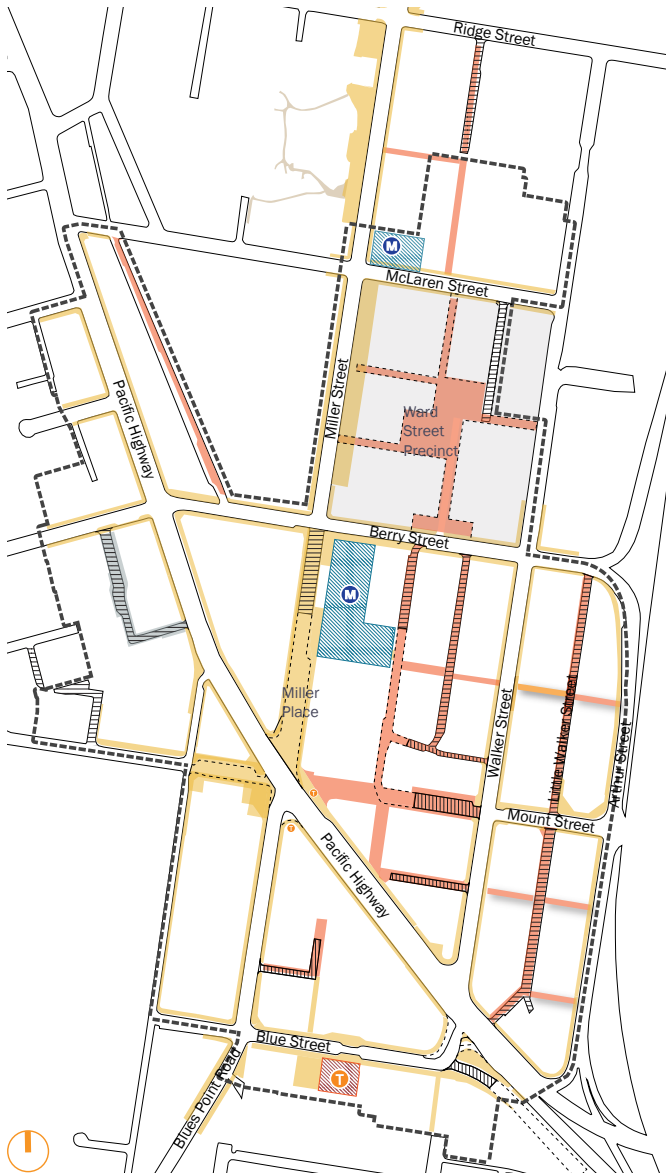
Legend

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



B

A COMFORTABLE CBD



■ 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.

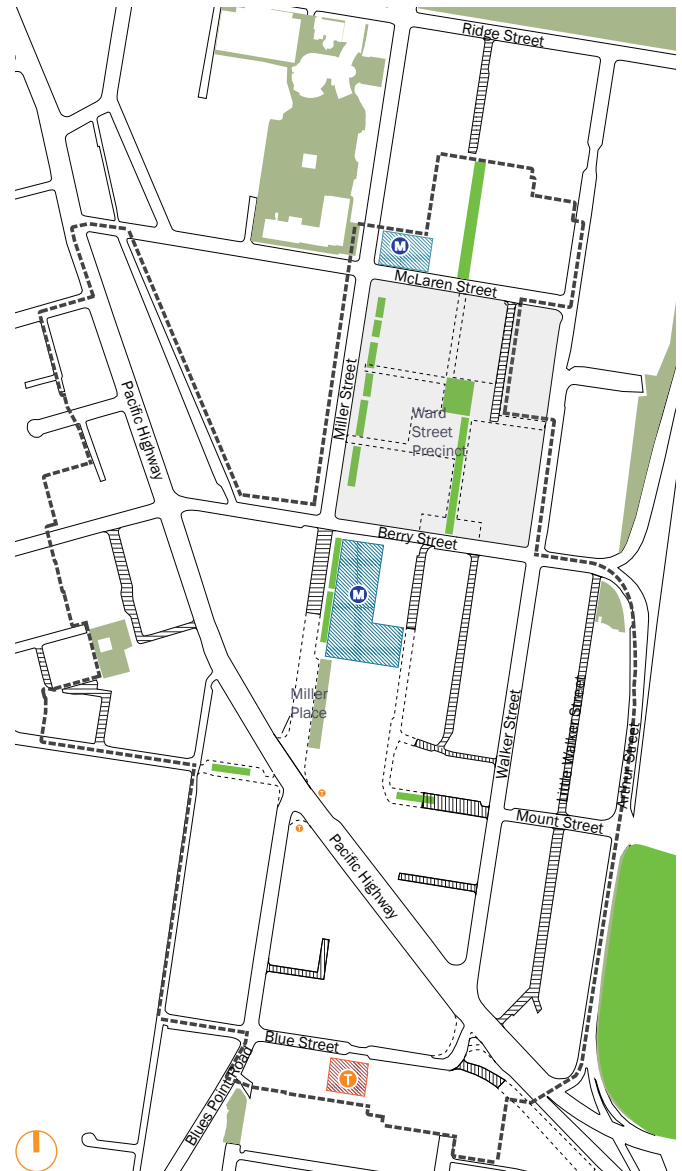
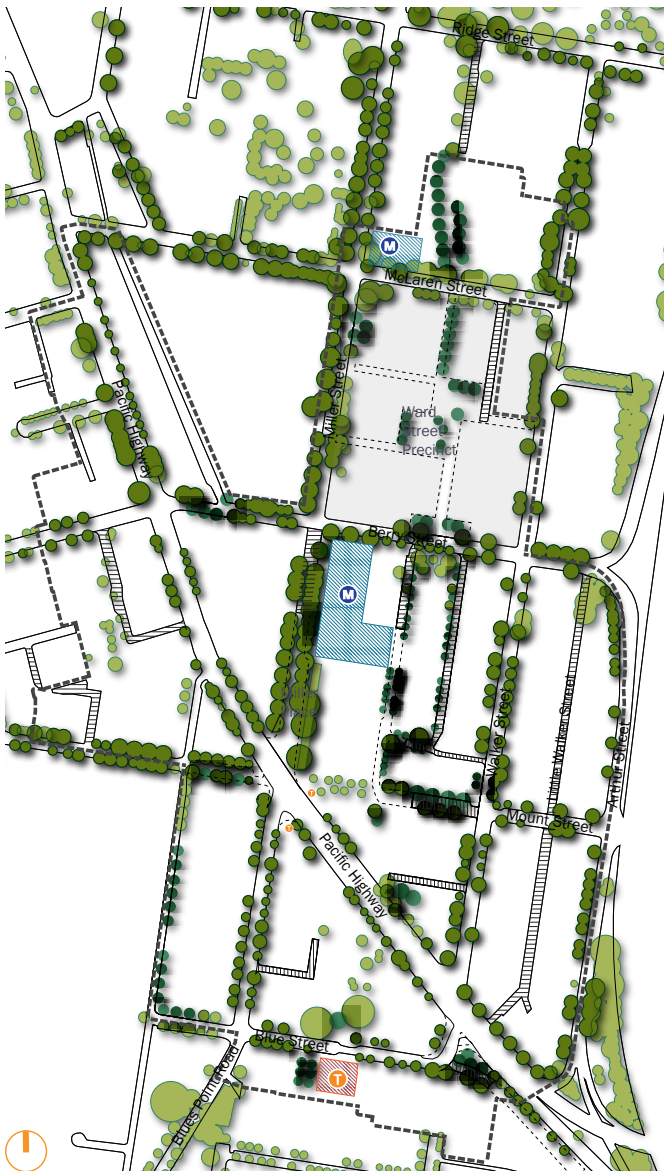
- "Bruce Rock" paving
- "Bruce Rock" laneway pattern paving

■ 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 will generally be awning free to allow more sunlight to reach ground level and improve sky views.

- Existing awning
- Existing colonnade
- Desired future awning



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.

- Current canopy
- Target canopy opportunities

Planting & landscaping

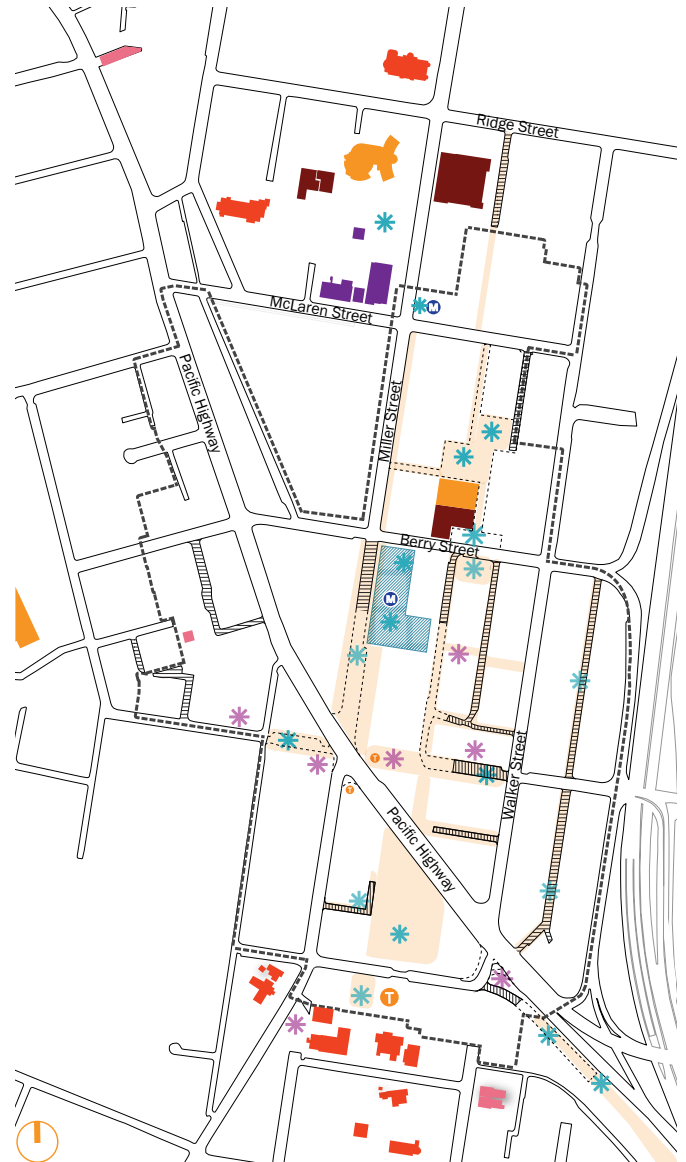
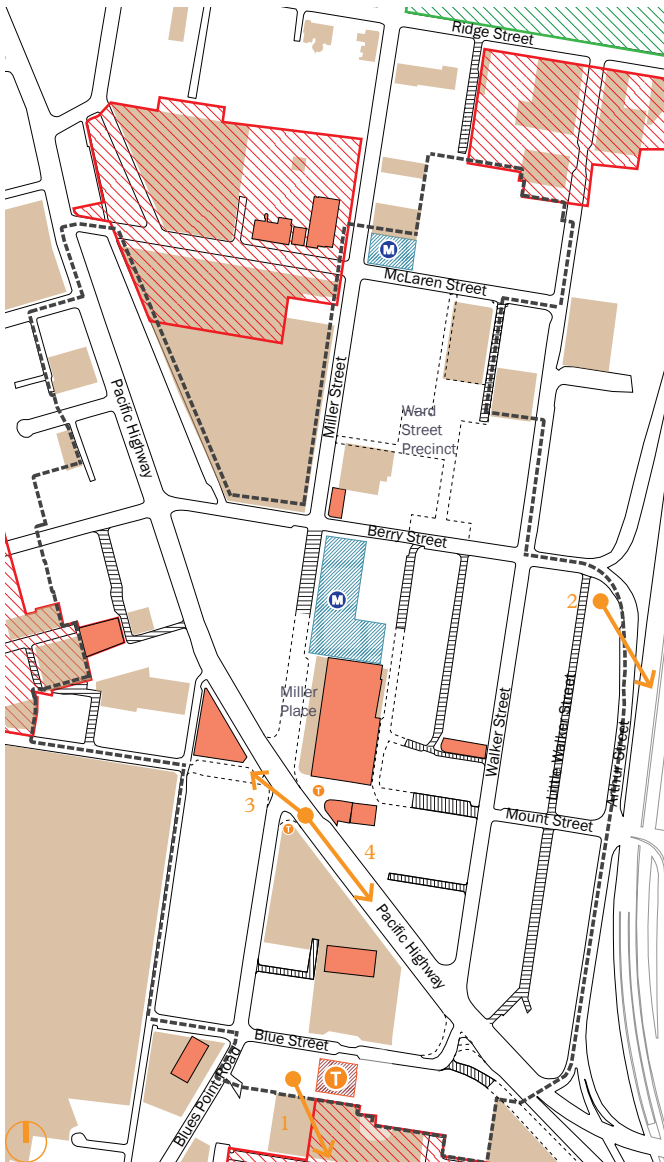
Urban green space is an integral component of a healthy urban environment, providing immense services and benefits to the community.

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.

- Existing landscaped/ green areas
- Proposed landscaped/ green areas

B

A CULTURALLY RICH CBD



Heritage

The CBD has a rich heritage with important sites listed on the heritage register. Iconic elements identified the planning controls include Brett Whitely Place, Greenwood (former school), the North Sydney Post Office and Court House buildings, the MLC building and the Don Bank Museum. Views to be preserved and enhanced include:

1. From the plaza at No.5 Blue Street to the Sydney Harbour Bridge
2. From Doris Fitton Park to Sydney Harbour
3. Views along the Pacific Highway to the Post Office on Mount Street
4. Views along the Pacific Highway to Sydney Harbour

This rich history is celebrated under the strategy with proposed open spaces and laneway upgrades designed to enhance their presence. Further work regarding the role and integration of these items in the CBD will be included as part of the LGA heritage review.

- Heritage Site
- Heritage Item
- Heritage Area
- View to be preserved

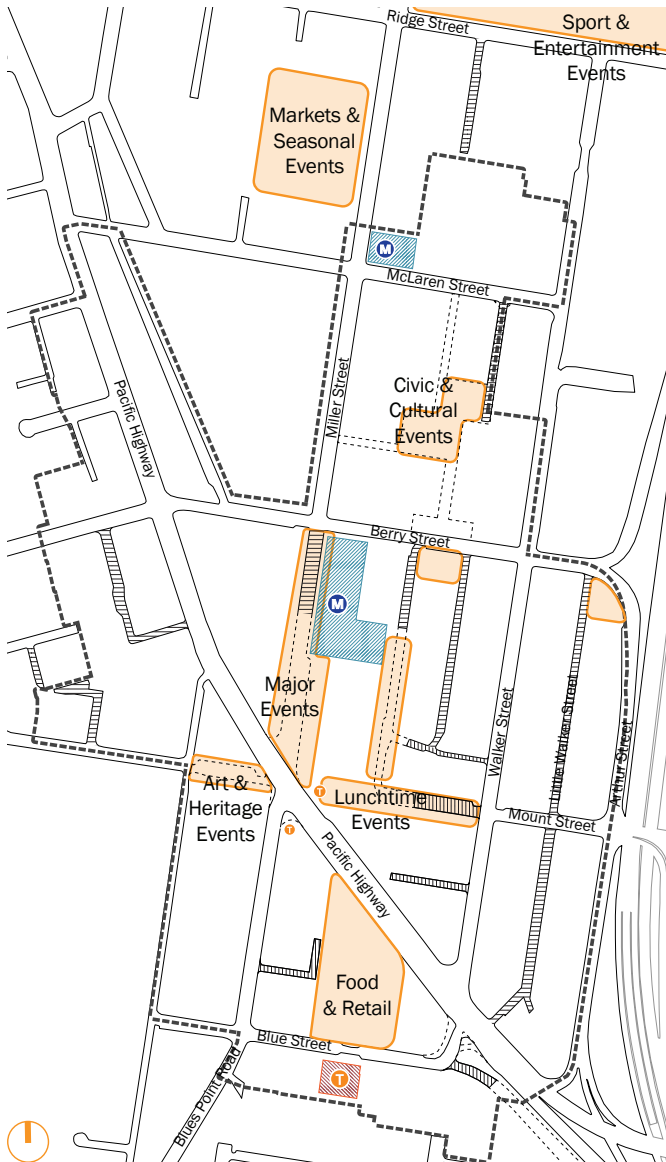
Arts & culture

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. The CBD centre will be populated with public art interventions that enhance the public domain whilst the periphery of the CBD presents a wide range of cultural, civic and educational buildings and facilities.

Public art is an opportunity to reference and reinterpret the history of North Sydney. Sites including the Tramway Park are proposed to be reopened to the public and transformed through respectful adaptive reuse.

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

AN ACTIVE & VIBRANT CBD

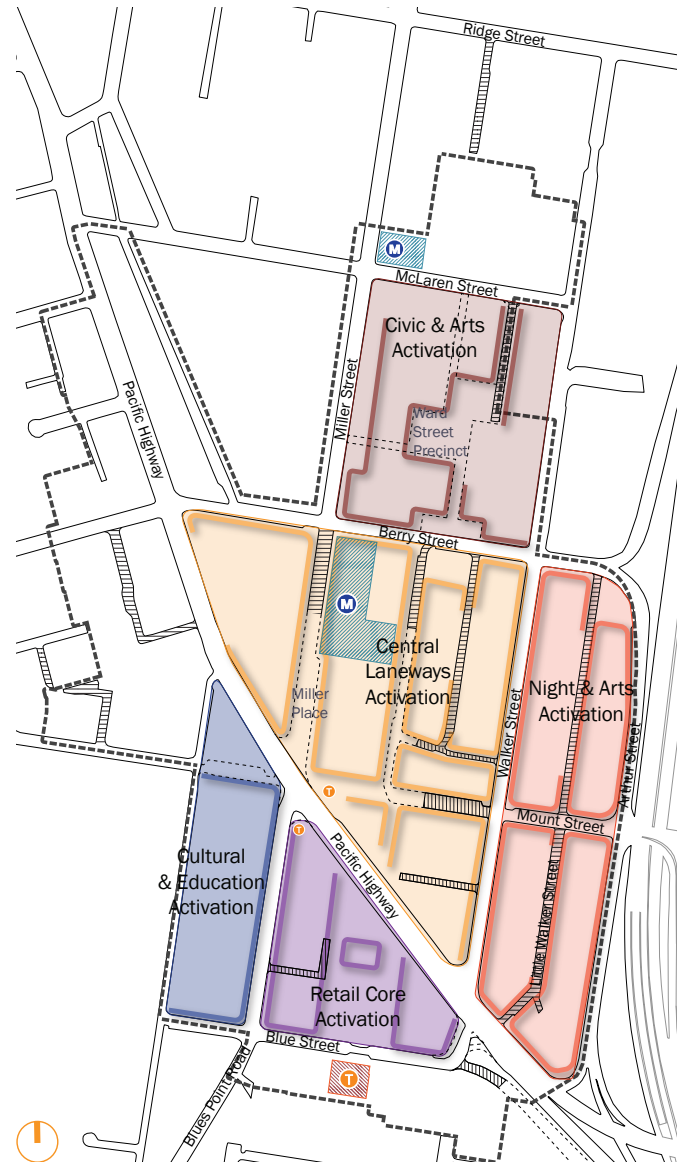


Active urban spaces

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.

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.

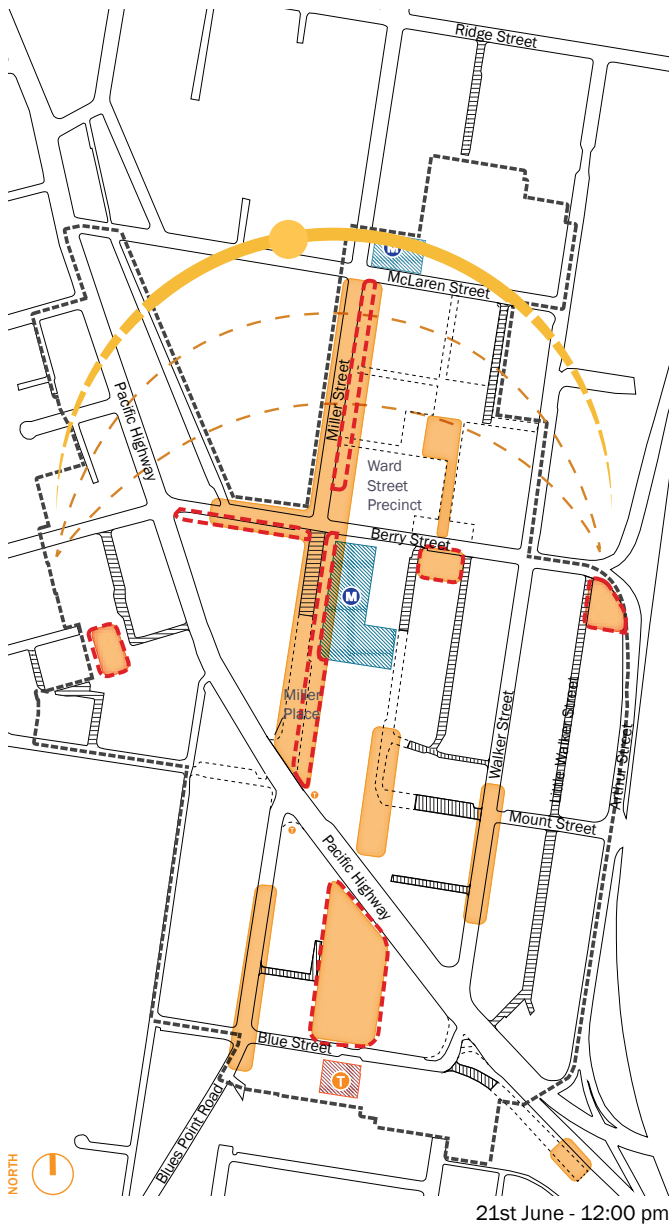
These edges should complement the character and program of the spaces they open onto, creating a series of 'active precincts' or 'themed areas.' The building edges should maximise activation and minimise service elements and blank walls as much as possible.

Active precinct area

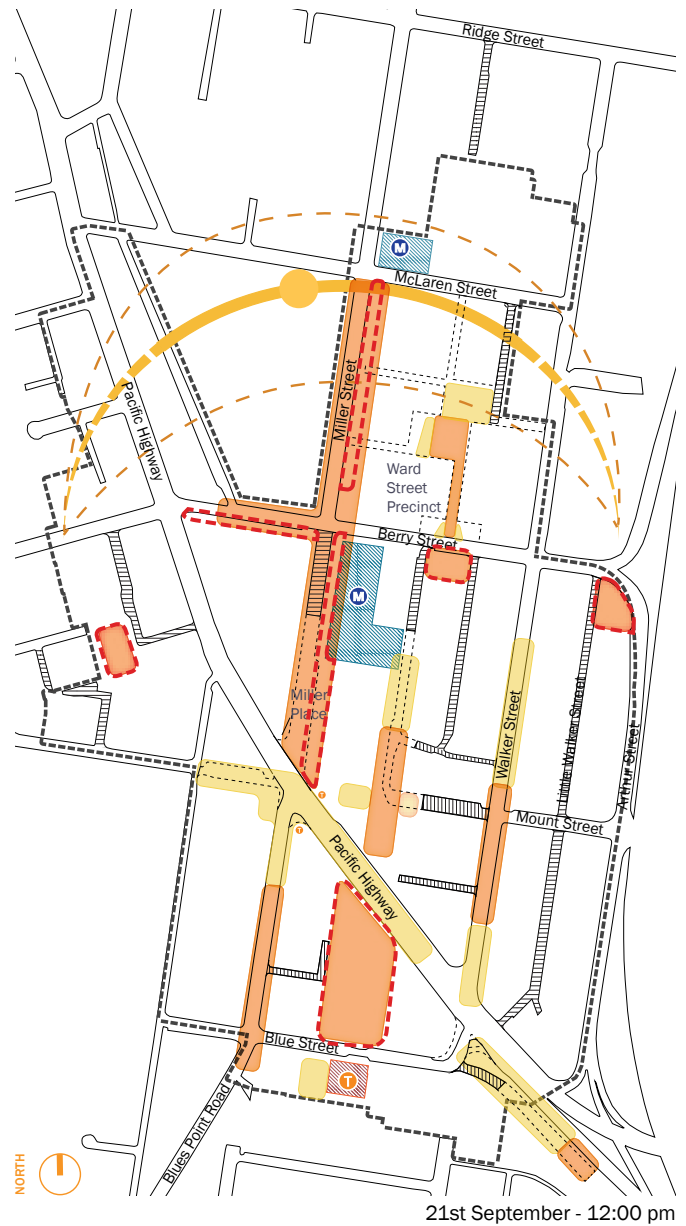
Proposed active edge

B

CAPTURING SUN IN THE CBD



21st June - 12:00 pm



21st September - 12:00 pm

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 will receive direct sun until 2.30pm making it an important place for the community to enjoy good solar amenity in those darker winter months.

Once pedestrianised, the lower section of Denison Street will 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

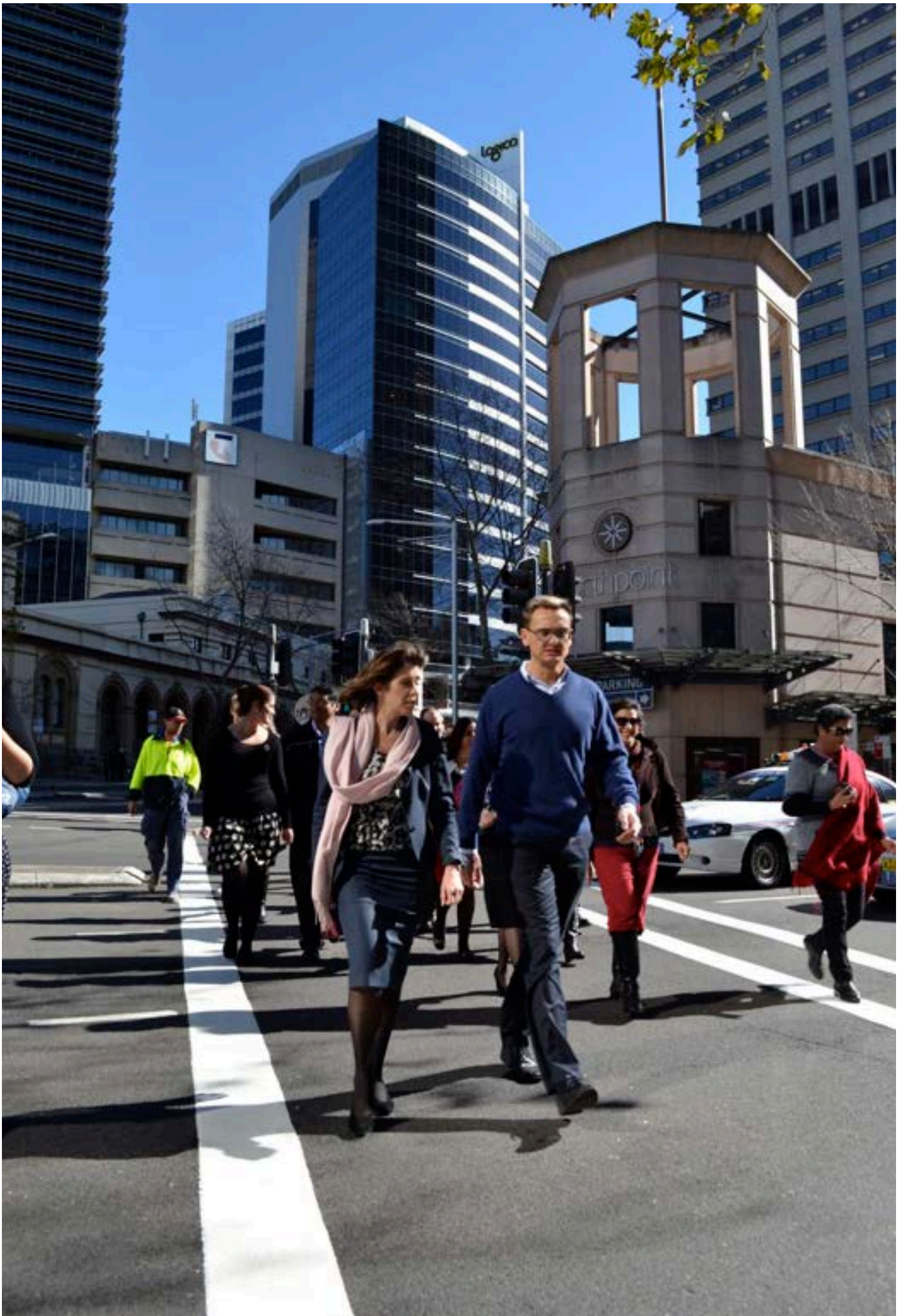
There are a number of areas listed within the North Sydney LEP that have been designated as areas to protect solar amenity from 12-2pm. These include Greenwood Plaza, Miller Walk, Berry Street and Berry Square.

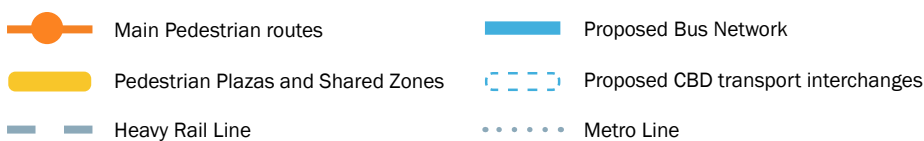
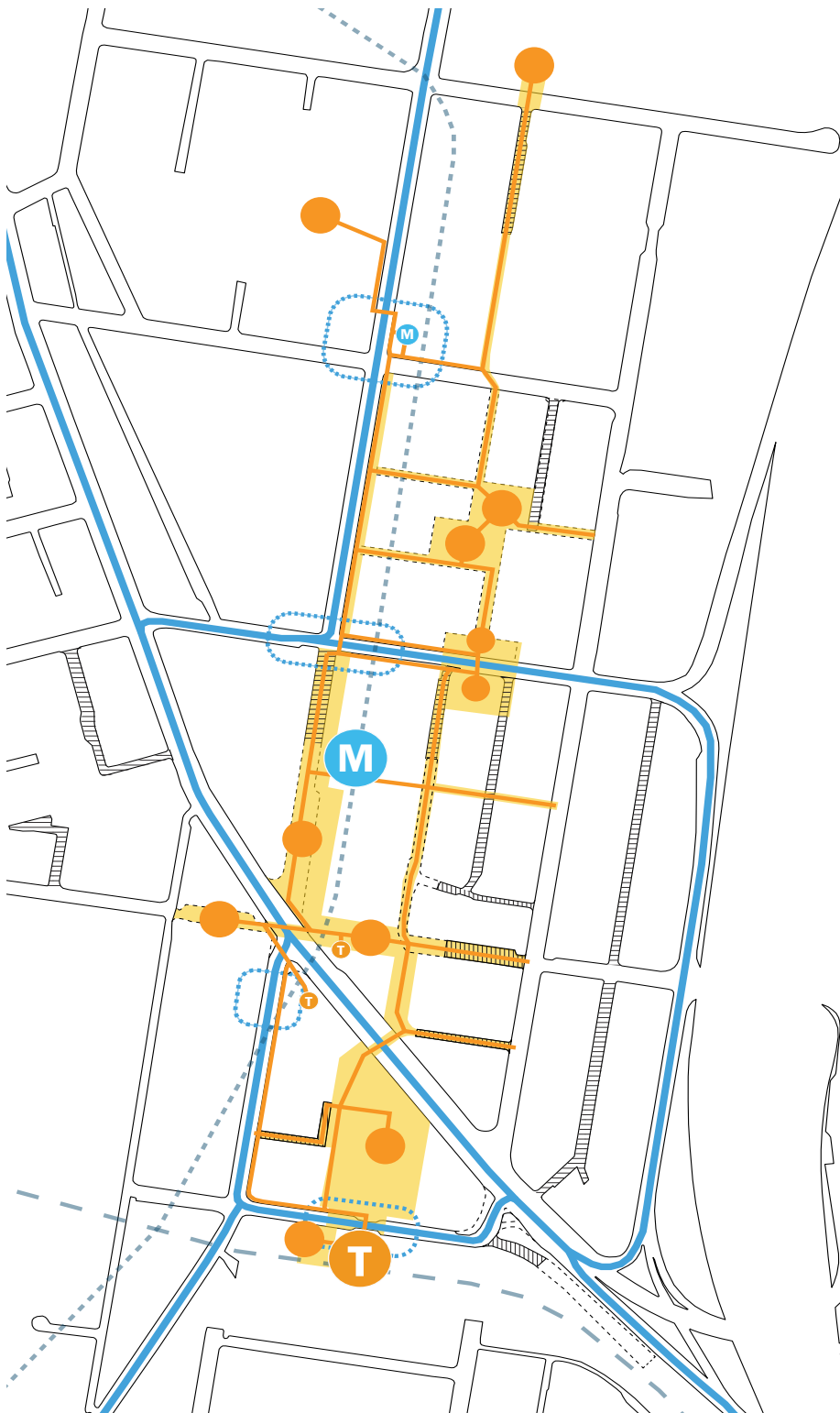
Proposed new open areas included in the strategy will be studied further to consider their potential.

Good solar access areas in spring, autumn & summer only

Good solar access areas all year round

Existing LEP special area for solar protection





TRANSPORT STRATEGY

The North Sydney Transport Strategy aims to ensure that by 2030, transport will play a positive role in supporting a happy, healthy and prosperous North Sydney community.

This will be achieved by:

- prioritising walking over private vehicles
- minimising local traffic growth
- creating slow speed traffic environments on roads within the CBD
- encouraging regional traffic to use alternative routes that bypass the CBD

The Public Domain Strategy mobility principles are as follows.

A walkable CBD

Pedestrian needs are growing whilst vehicle demand is relatively stable under current modelling. If nothing is done, footpaths and crossing points will become further congested.

New plazas, shared zones, footpath upgrades and laneways across the CBD will help deal with the expected increased pedestrian volumes arising from the arrival of the metro and the additional working population.

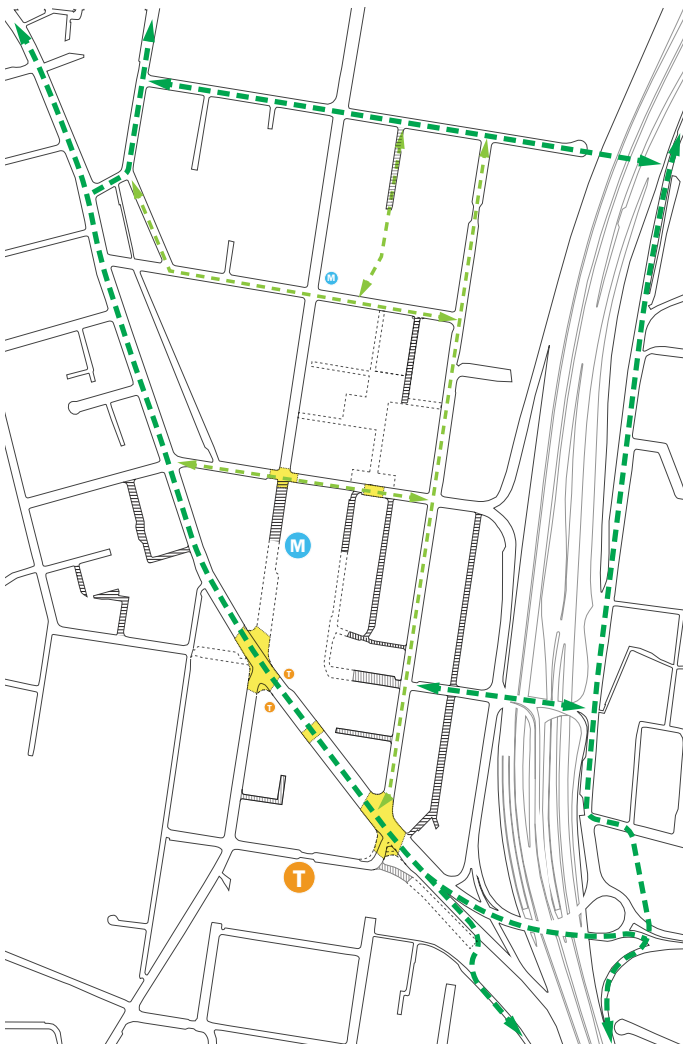
More direct routes, minimal waiting times at traffic signals, safe crossings, good signage and awnings will improve pedestrian amenity. Footpath widening and kerb extensions will be deployed where possible.

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

A public transport CBD

The 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. The two entrances will provide a greater catchment to the CBD and provide a direct link to the north, 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. Major transfer zones and revised routes will require the approval of Transport for NSW.



- Local cycling routes
- Regional cycling routes
- Intersection upgrades



- Regional road
- Local road (40km/h)
- Shared zone (10km/h)
- Pedestrian only
- Warringah Freeway

■ A cycle friendly CBD

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 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 Transport for NSW. These will significantly improve cyclist accessibility to the North Sydney CBD and greater local government area.

■ A traffic calmed CBD

North Sydney is subject to a high volume of regional 'through traffic' for vehicles heading to Sydney CBD and north to other centres and suburbs.

To improve pedestrian safety and amenity, the CBD Transport Masterplan proposes three main actions:

- keep "through" traffic away from the CBD core and limited to Pacific Highway and Arthur Street
- reduce the speed limits to 40 km/h for roads and 10km/h for laneways and shared zones
- reduce the number of one-way multi lane streets and turn them into local traffic two-way streets

B PUBLIC DOMAIN TOOLKIT

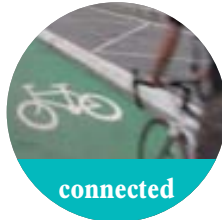
To achieve the Strategy's goals, a series of design elements, tools and priorities have been developed. These will be implemented across the different projects identified in Section C depending on location, characteristics and function of the space.

better-connected



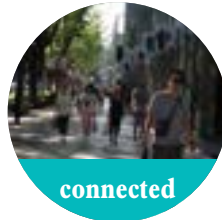
connected

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

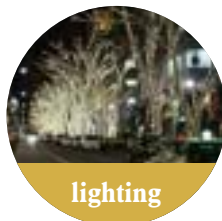
Tree canopy improvements

lighting



lighting

Catenary lighting



lighting

Tree lighting



lighting

Iconic facades lighting



lighting

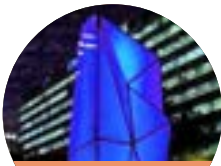
Light pavers



lighting

Special furniture lighting

cultural



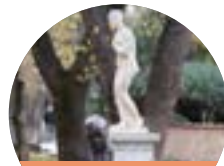
cultural

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



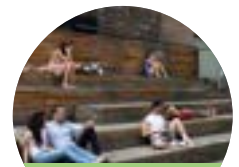
recreation

Sports fields



recreation

Sports facilities



recreation

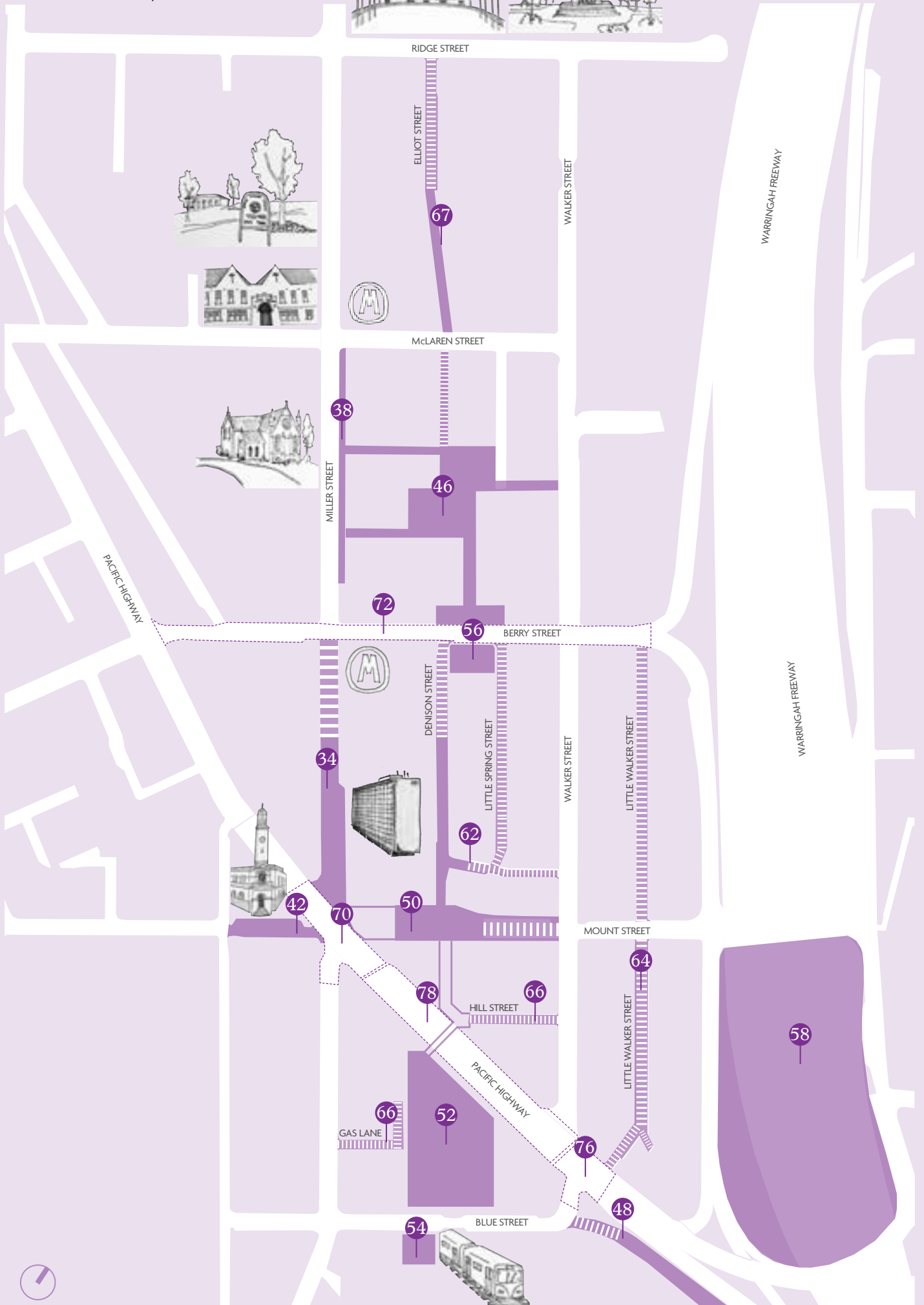
Amphitreatre seating





C PROJECTS

Public Domain Projects in the CBD



PROJECT INDEX

■ CIVIC SPINE	33
• MILLER PLACE	34
• MILLER WALK	38
■ PARKS & PLAZAS	40
• POST OFFICE SQUARE	42
• WARD STREET PRECINCT	46
• TRAMWAY PARK	48
• BRETT WHITELEY PLACE	50
• GREENWOOD PLAZA	52
• BLUE STREET - SKY TERRACE	54
• BERRY SQUARE	56
• WARRINGAH LAND BRIDGE PARK	58
■ LANEWAYS	60
• DENISON & SPRING STREET	62
• LITTLE WALKER STREET	64
• HILL STREET	66
• GAS LANE	66
• LINK TO ST LEONARDS PARK	67
■ FOOTPATHS & CROSSINGS	68
• VICTORIA CROSS	70
• BERRY STREET	72
• WALKER / BLUE STREET CROSSING	76
• PACIFIC HIGHWAY	78
■ PROJECTS SUMMARY	80

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



■ Miller Street as a CBD ‘civic spine’

Following the north-south grid, Miller Street performs a city-shaping role as a 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 building, North Sydney’s iconic Clock Tower, the 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 and the new Victoria Cross Metro Station portals.

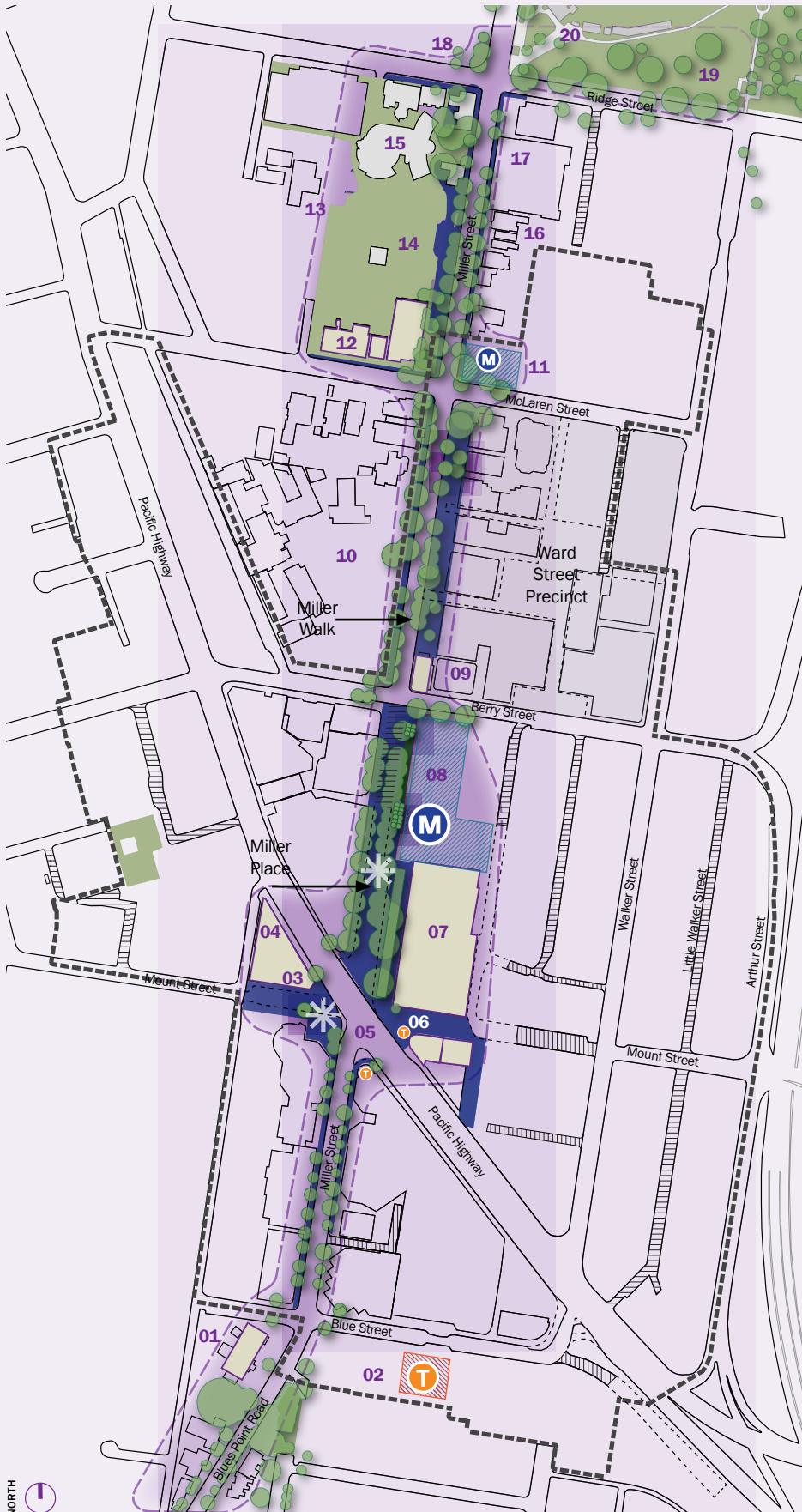
The Public Domain Strategy celebrates and strengthens the civic character of Miller Street through two projects outlined in the following pages: ‘Miller Place’ and ‘Miller Walk’.

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



C MILLER PLACE

2019



PROPOSED



MILLER PLACE

C



■ The civic, retail and social heart of the 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 the 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:

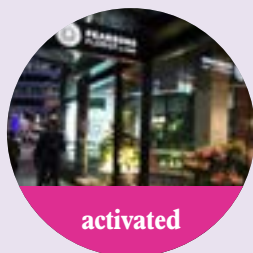
- Major new public space for students, workers, visitors and residents
- Flexible lunchtime, evening and weekend event spaces
- Public seating and passive recreation for lunchtime workers
- Circulation for commuters entering and exiting the Metro Station
- Pedestrian-focused lighting to support the nighttime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

■ Key public domain goals



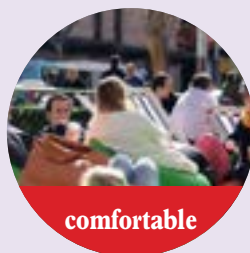
accessible

Easier crossings



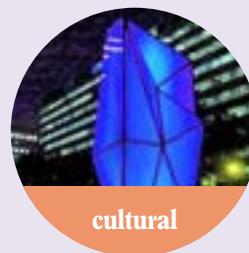
activated

Active frontages & retail edges



comfortable

Places for gathering



cultural

New public artwork

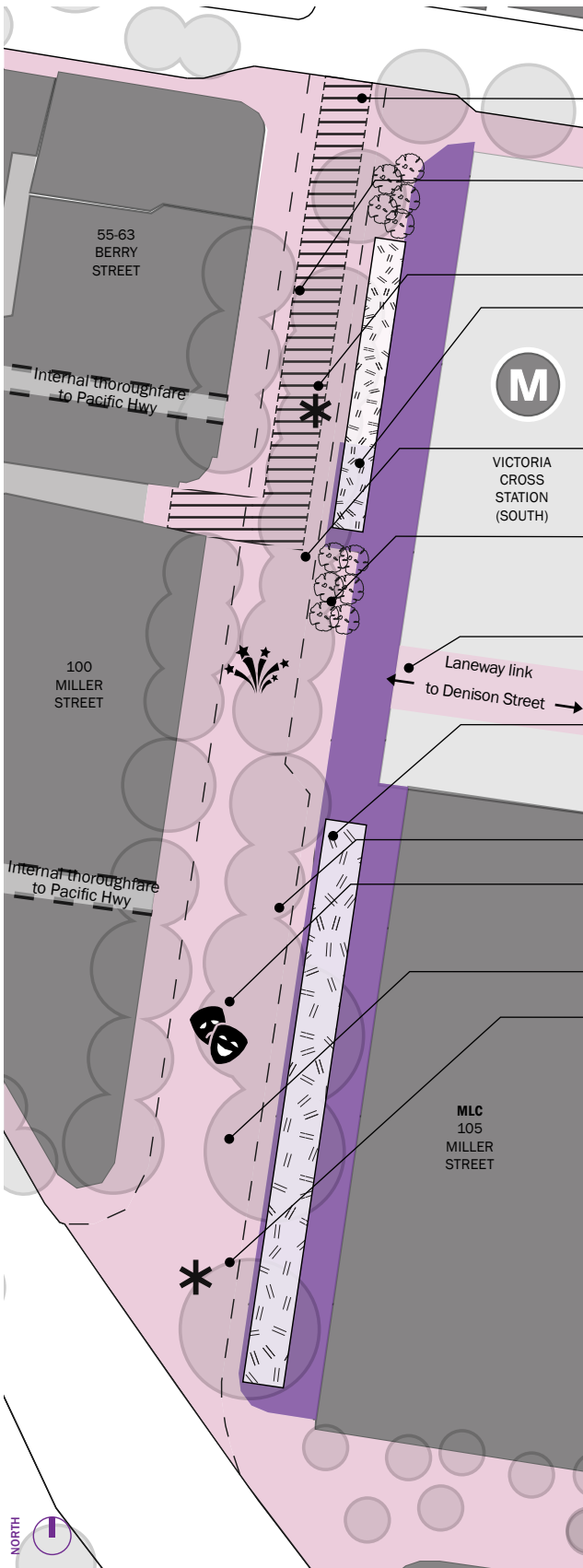


cultural

Seasonal & festive

C MILLER PLACE

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. The future plaza will provide additional greenery, plants and trees where possible.

Incorporate connection to pedestrian laneway link to Denison Street.

The project integrates the existing MLC lawn and forecourt that are to be retained. A collaboration with the current owners will ensure a smooth transition between the two spaces. The lawns are listed as a "Special Area" and local heritage item under the North Sydney Local Environmental Plan (2013).

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 space
- New trees/garden areas
- Existing trees

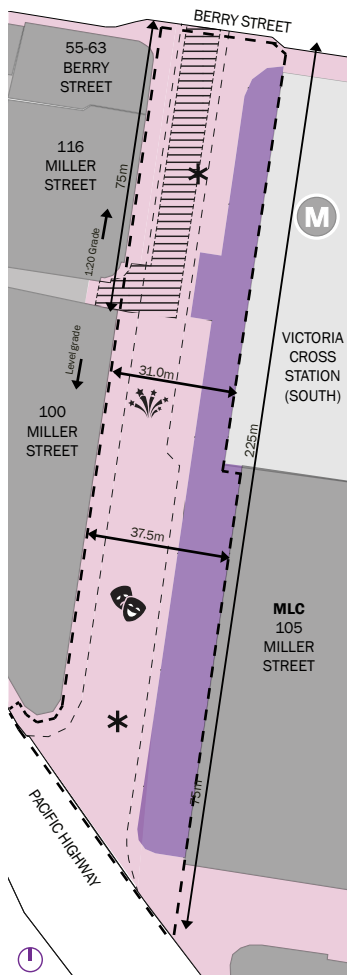
Project data

Outcome: New public plaza
Estimated Cost: \$ 8.95 million
Priority Level: High

- Intervention area: 7,450m²
- Pedestrian area: 4,750m²
- ▨ Shared zone: 720m²
- Private ownership: 1,975m²
- 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 with both the intersection and the Post Office Square 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.

Final relocation design of bus routes and bus stops is under consideration. Council is working with TfNSW and Sydney Buses to ensure that there is minimum disruption to the bus network.

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

Project implementation framework

Implementation process:

- The North Sydney CBD Transport Masterplan developed the traffic modeling 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:

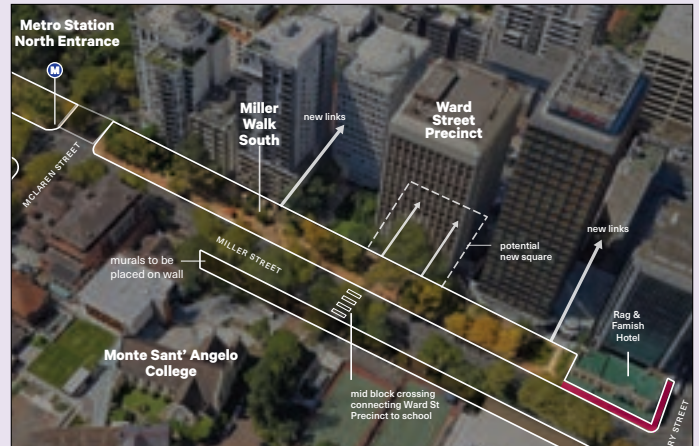
- The area within the Sydney Metro Station boundary will be delivered and funded by Sydney Metro and the State Government.
- Any upgrade or intervention to the area owned by the MLC building will be funded by the owners of the site.
- Works to the component of the land that is public, including the carriageway 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 modeling and background research to support the delivery of the proposed plaza. Refer to North Sydney CBD Transport Masterplan for further information.
- The Victoria Cross Metro station is scheduled to be operational by 2024.
- The inclusion of cycle lanes or paths through the plaza may be explored as part of the detail design stage in collaboration with TfNSW.



■ A leafy space for cafés and bars with excellent afternoon sun

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 form 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

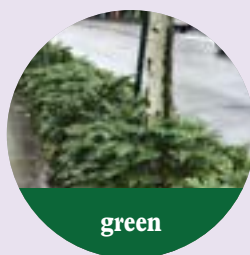
■ Key public domain goals



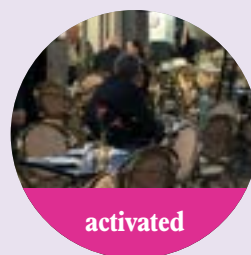
Laneway connections



New trees & seats



More buffer planting



Laneway dining



Tables for work & lunch

Project data

Outcome: 2,900m² of upgraded open space

Estimated Cost: TBC

Priority Level: Low

----- Intervention area: 3,000m²

▭ Pedestrian area: 1,875m²

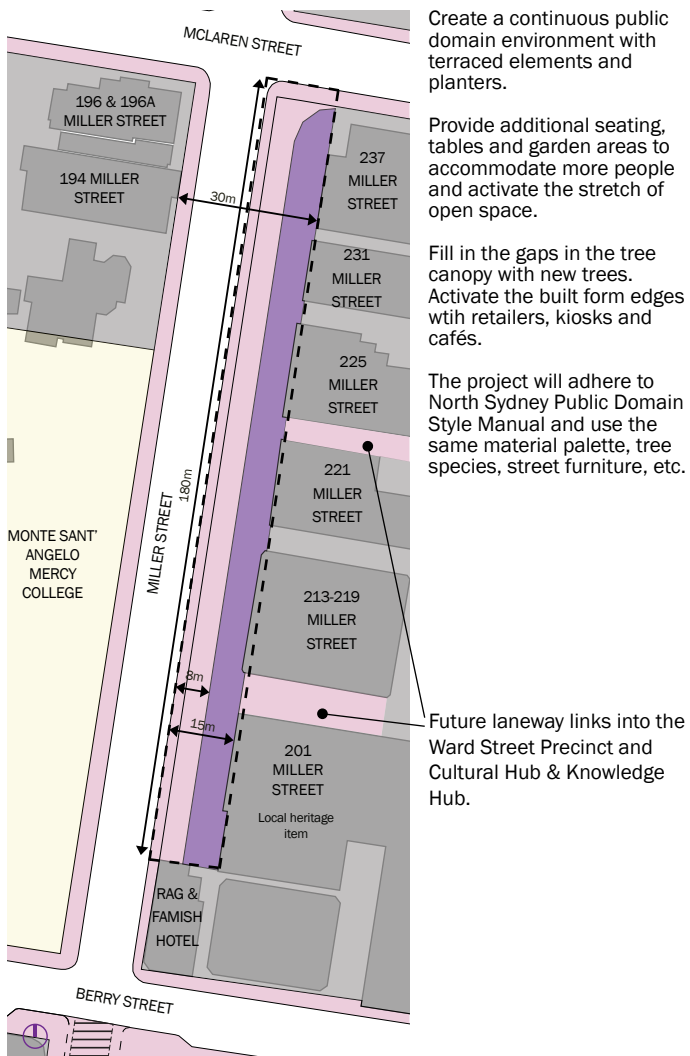
▭ Private ownership: 1,125m²

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

Terrain characteristics: 1:16 slope

Sun hours: Afternoon sun year around

Intervention overview



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 publicly 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.

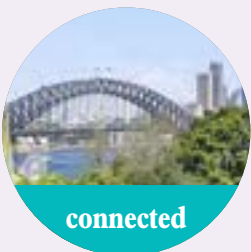
Other relevant projects / policies:

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

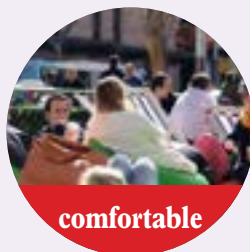
C PARKS & PLAZAS



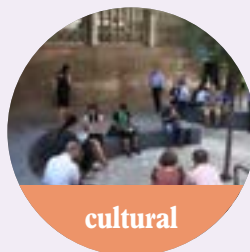
Plazas & parks design priorities



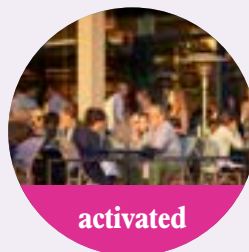
Engaged with the Surroundings



Places to sit, gather & relax



Event areas & new artwork



Active frontages & retail edges



Additional landscaping

Supporting the growing population

The CBD is heavily constrained for public space. In 2016, there was an estimated 0.75m² of public domain per worker. With 20,000 new workers by 2036, this rate falls to only 0.55m² per worker. By comparison, Barangaroo is around 2m²/per worker.

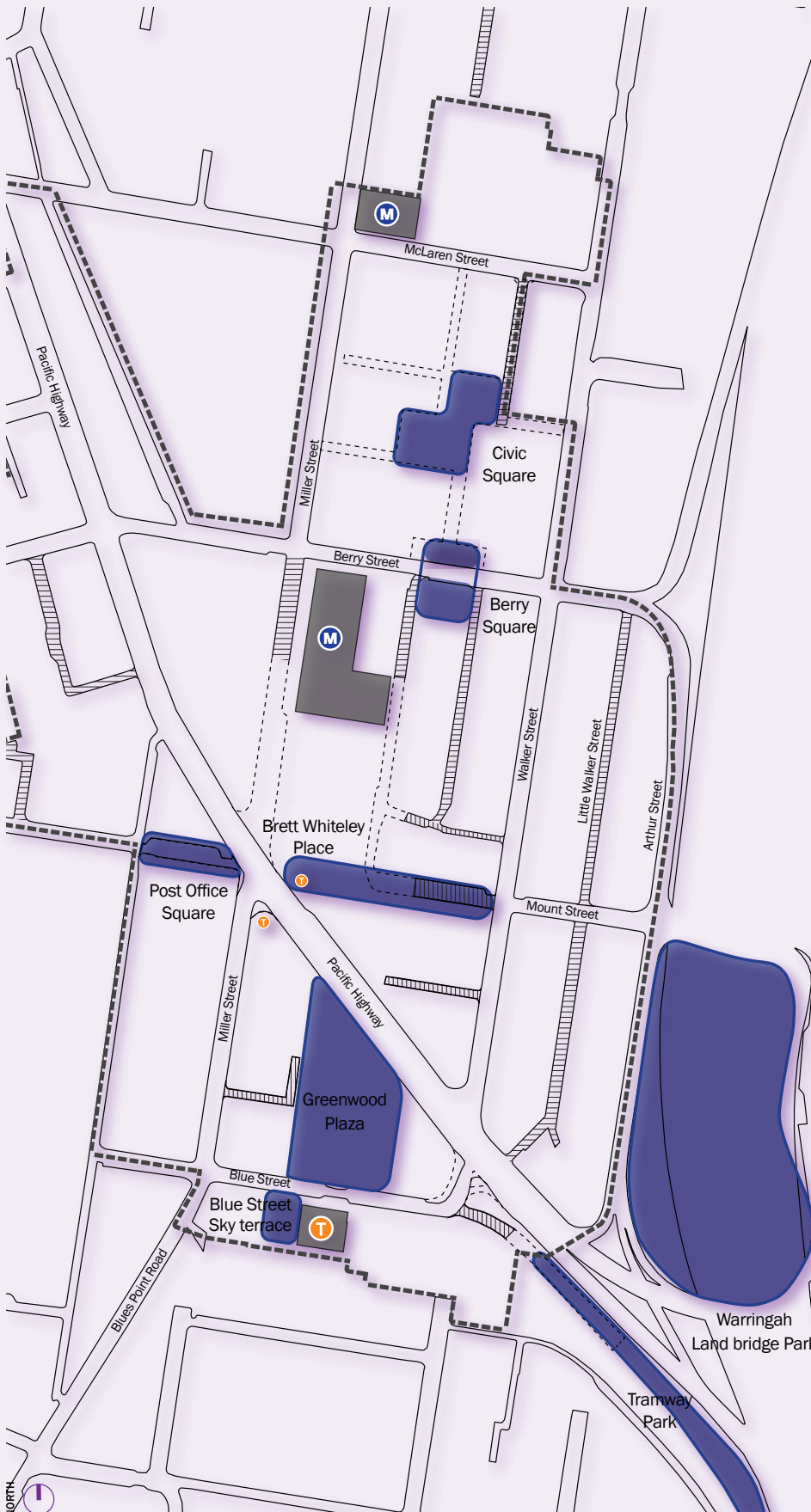
This chapter presents a suite of new and improved opportunities for parks and plazas that would deliver 16,000m² of new public space.

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 usable 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 re-imagine what North Sydney has to offer.



Legend

Parks & plazas (existing & proposed)

C POST OFFICE SQUARE



Gateway to the Education Precinct

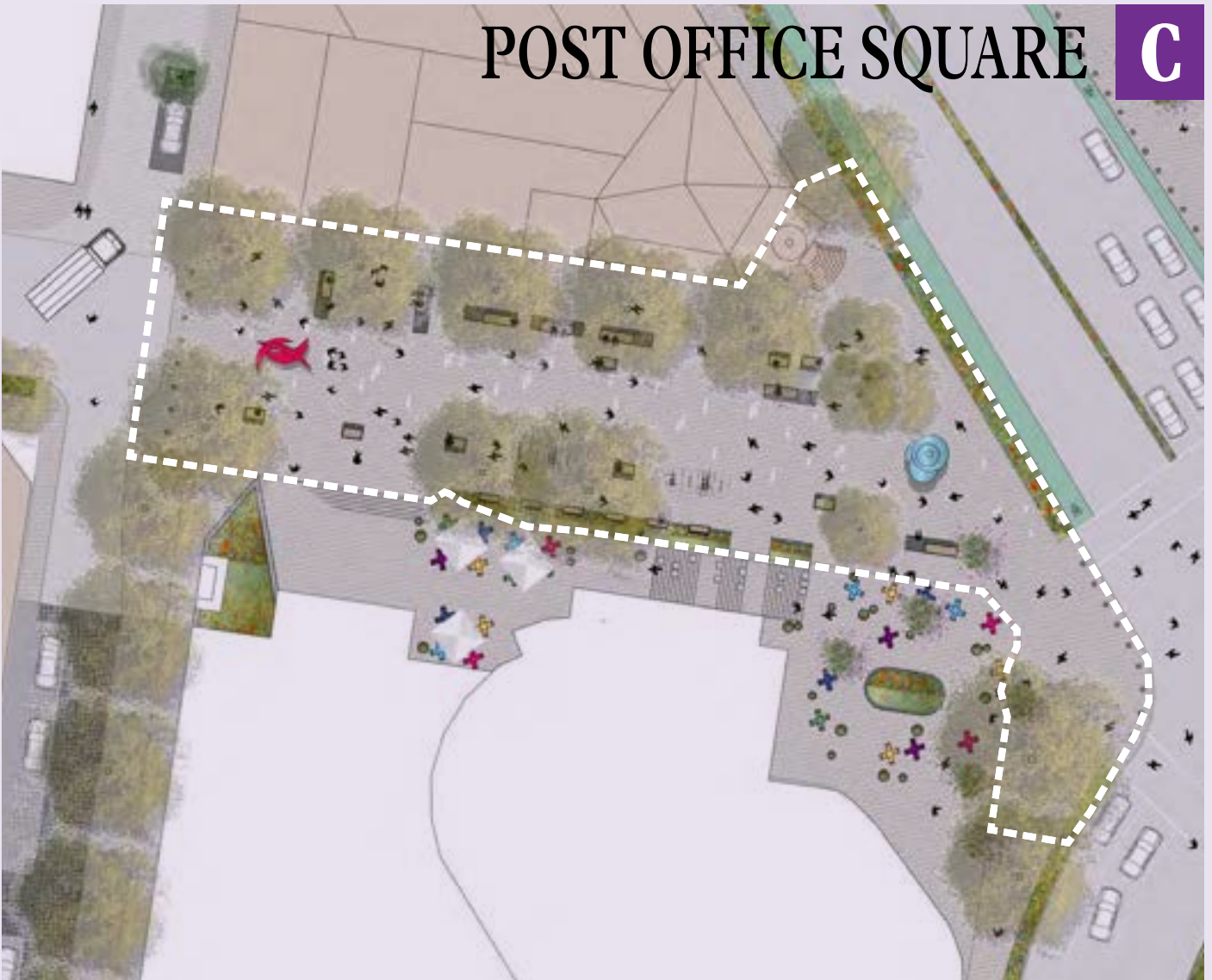
Post Office Square forms the entrance to the Education Precinct and Mary Mackillop Place along Mount Street. Up to 6,000 students are enrolled in the schools and the Australian Catholic University within the Education Precinct. Hundreds of local and regional visitors to the chapel come to this area every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



POST OFFICE SQUARE

C



The 1,675m² 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

C POST OFFICE SQUARE

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 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. Final parking layout to be resolved at the detailed design stage of the project.

(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 660m² of public space.

POST OFFICE SQUARE

C

Project data

Outcome: New public plaza

Estimated Cost: \$ 3.25 million

Priority Level: High

----- Intervention area: 1,675 m²

■ Pedestrian area: 1,675m²

■ Private ownership: 770m²

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.

Any relocation of the Post Office services, such as mail boxes, will 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.

Design will provide measures to reduce wind tunnel effect.

Project implementation framework

Implementation process:

- Additional traffic modeling 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 Street.
- 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 Street would be re-directed to enter through either Blue Street or Berry Street (subject to review from Transport for NSW & Sydney Buses).
- Cycle paths or shared ways should be explored at the detail design stage of the project.
- Design to allow for emergency, service and cleaning vehicles to access the plaza.

Related projects:

- Victoria Cross intersection upgrade
- Miller Place

C WARD STREET PRECINCT



■ 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 3,000m² 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:

- 2,000m² civic square, 1,000m² green square and new laneways
- Retail and dining along laneways
- Multi-function art space
- Knowledge hub
- Flexible areas for makers spaces, exhibitions and events
- Roof-top terraces
- Public amenities

■ Key public domain goals



green

New seats & trees



cultural

New artwork



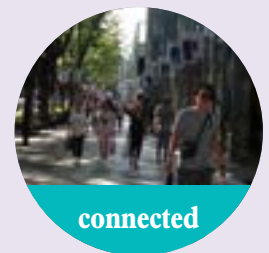
comfortable

Places for gathering



activated

Active frontages & retail edges



connected

Pedestrian priority areas

WARD STREET PRECINCT

C

Project data

Outcome: Over 10,000 m² open space & community spaces

Estimated Cost: TBC

Priority Level: High

--- Intervention area: 8,200m²

■ Pedestrian area: 5,150m²

▨ Shared area: 700m²

■ Community Space (footprint only): 2,350m²

Ownership: Mixed

Terrain characteristics: Terraced Levels

Sun hours: Morning & Lunchtime year round

Intervention overview



The Ward Street Masterplan proposes to transform the existing public carpark into a new plaza and provide 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 Civic Spaces design brief, planning proposals to amend the planning controls that apply to the site in accordance with the masterplan, and a design brief and a governance framework to deliver the masterplan.
- Once the new planning controls and the governance framework are in place, a detail design underpinned by all the necessary technical reports studies (acoustic, traffic, wind, etc) will be developed.
- The detailed design may be subject to a design excellence process.

Timeframe:

- The Ward Street Masterplan is still in the design phase and a completion time has not yet been announced.
- Work on the Civic Spaces design 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 development assessment 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.
- Direct connections to and from the Metro station may be explored further at later stages of the project.

Related projects:

- Berry Square
- Berry Street upgrade
- Central Laneways Masterplan

C TRAMWAY PARK



■ A sunny, linear park celebrating 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.

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 re-purpose 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

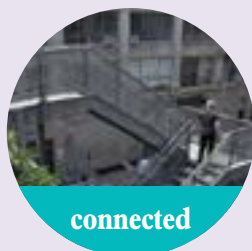
■ Key public domain goals



Re-adaptation & reuse of toll booths



Heritage interpretation & recognition



New stair links



Catenary lighting



Sport facilities

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

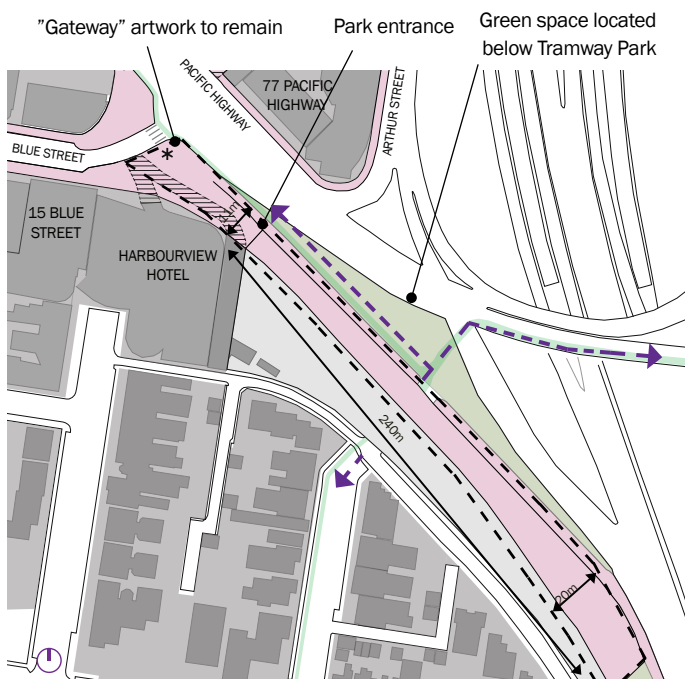
----- Intervention area: 4,650m²

Ownership: 100% Public - (TfNSW)

Terrain characteristics: Level Terrain over existing building.

Sun hours: Year round sun

Intervention overview



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 State Government.

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

C BRETT WHITELEY PLACE



■ A space 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.

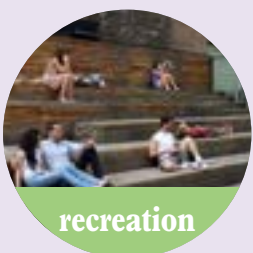
Lower Mount Street is to be paved and a new shared vehicle zone implemented, with a maximum speed limit of 10km/h and significant improvements made for the pedestrianisation of the street.

Opportunities

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



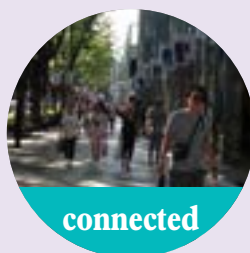
■ Key public domain goals



Terraced seating



Event areas



Pedestrian priority areas



Additional landscaping

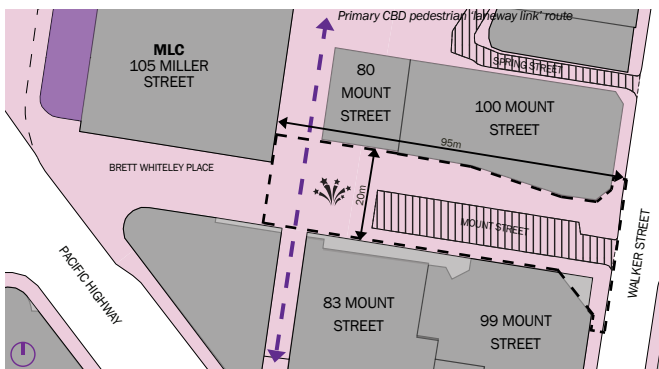


Improved wayfinding & signage

Project data

Outcome: Extension of Brett Whiteley place with the addition of 510m² of public space and a new event space
 Estimated Cost: \$ 2.25 million
 Priority Level: Medium
 - - - - Intervention area: 2,100m²
 Pedestrian area: 1,440m²
 Shared zone: 660m²
 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.

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 modeling 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 modeling and in liaison with Transport for NSW.
- The intervention will improve public transport access and pedestrian movements across the CBD.

Other relevant projects/ policies:

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



A lunchtime and after work venue

Greenwood Plaza rooftop is a popular outdoor space centered 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.

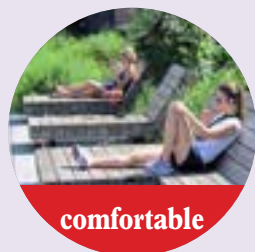
As a designated 'special area' in the planning controls, Greenwood Plaza has protected solar access to maintain sunshine between 12pm to 2pm. The rooftop is one of the key activation places in North Sydney with a wide range of seasonal events occurring there.

Any future upgrade of Greenwood Plaza rooftop should incorporate Council's public domain palette, 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



comfortable

Sculptural seating



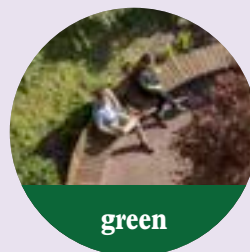
comfortable

More tables for work & lunch



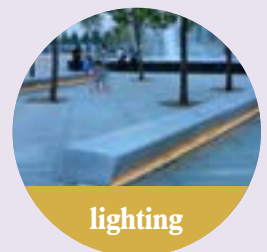
cultural

New artwork



green

New trees & seats



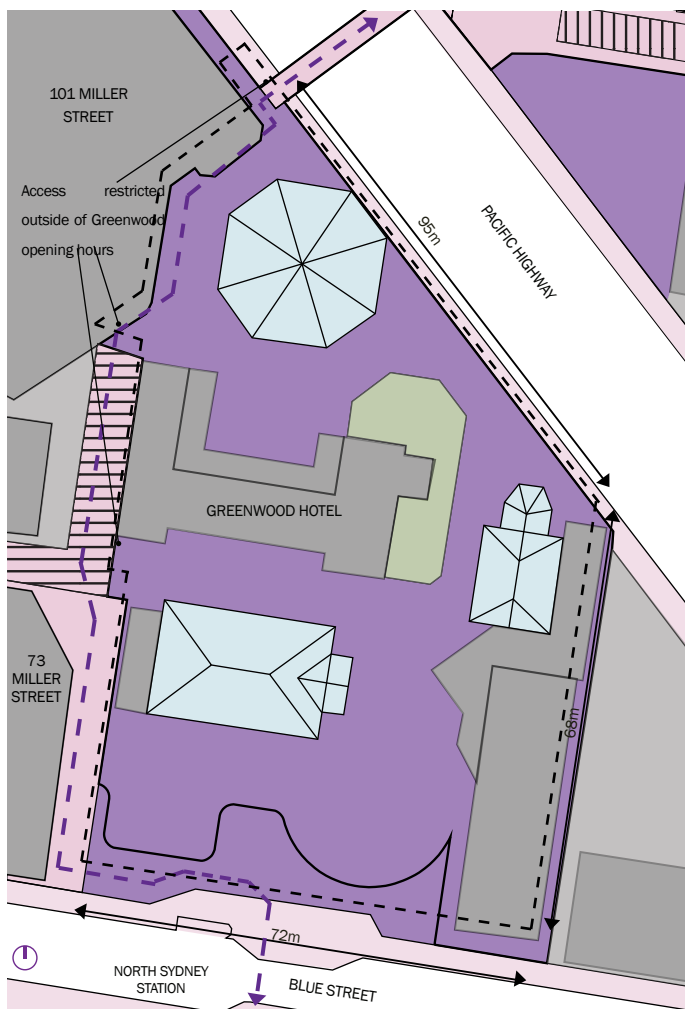
lighting

Special furniture lighting

Project data

Outcome: Upgrade to 3,700m² of publicly accessible open space
 Estimated Cost: N/A
 Priority Level: Medium
 - - - - Intervention area: 7,850m²
 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.

The design should enable more lunchtime seating options for the public, include better signage, and present better designed of entry points to improve the connection between the plaza and Blue Street.

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

C

BLUE STREET - SKY TERRACE

2019



North Sydney's Harbour balcony

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

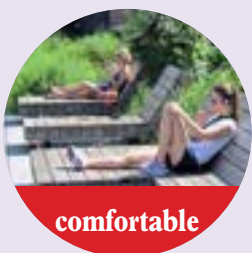
INDICATIVE DESIGN



VIEW



Key public domain goals



Sculptural seating



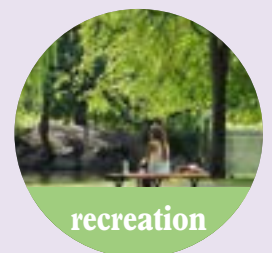
Tables for work & lunch



New artwork



Tree canopy improvements



Passive recreation

BLUE STREET - SKY TERRACE

C

Project data

Outcome: Upgrade to 700m² of publicly accessible open space

Estimated Cost: N/A

Priority Level: Medium

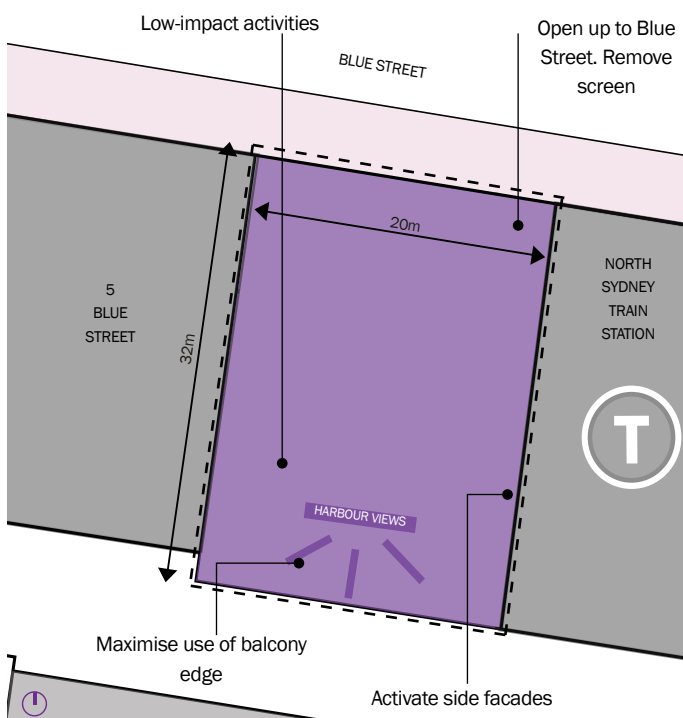
----- Intervention area: 700m²

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.

Any upgrades should follow the NSC Public Domain Style Manual & Design Codes.

The views from the plaza to the City of Sydney and the Harbour Bridge are to be preserved and enhanced as per North Sydney DCP 2013.

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 also have to go through the local traffic committee and Sydney Trains.

Timeframe:

- Any future upgrades to the Blue Street Sky Terrace are 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 be done according to Council's standards and design guides.

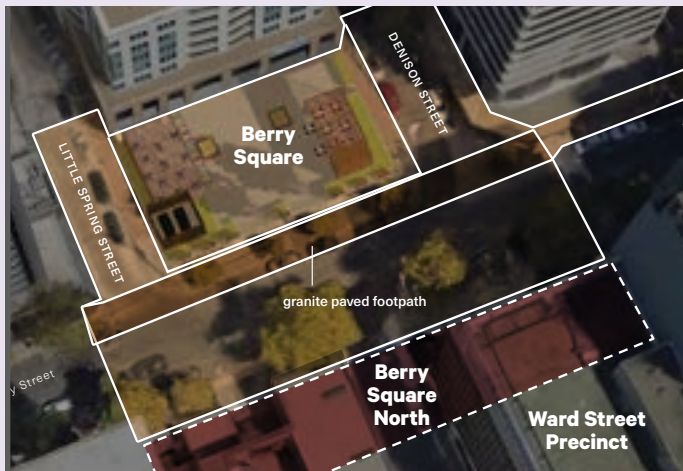
Transport impacts and considerations:

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

Other relevant projects/ policies:

- Walker Street connection upgrade
- Tramway Park
- Greenwood Plaza

C BERRY SQUARE



Active urban spaces connecting 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:

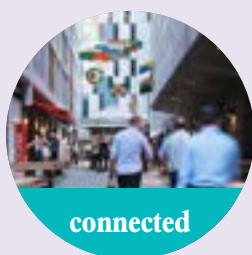
- Upgraded southern plaza principally supporting morning and lunchtime activities
- New water feature, seating and greenery
- Improved pedestrian circulation and visual connection between the Central Laneways Precinct, Metro and Ward Street Precinct
- Proposed northern plaza creating circulation space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



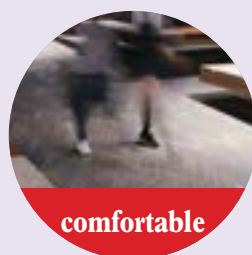
Key public domain goals



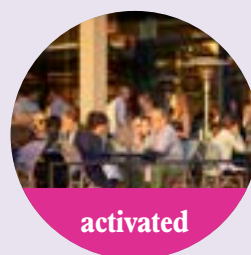
Pedestrian priority



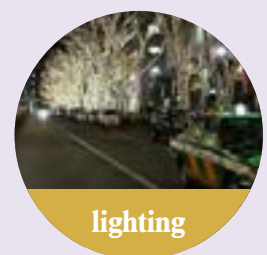
Laneway connections



Updated Berry Square



Active frontages & retail edges



Tree lighting

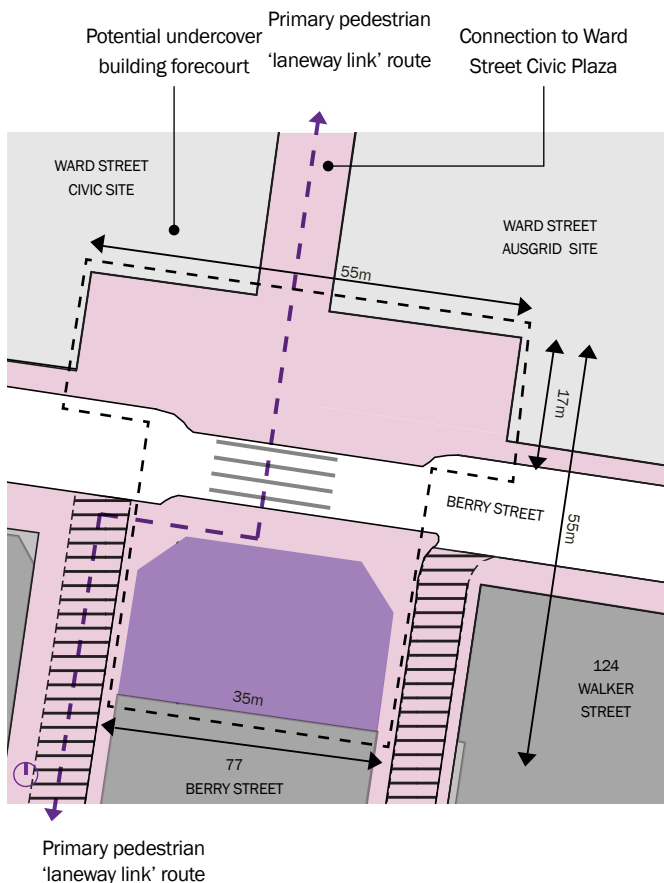
Project data

Outcome: Updated South Berry Square plus new North Berry Square
 Estimated Cost: TBC
 Priority Level: Medium

- Intervention area: 2,760m²
- Pedestrian area: 1,540m²
- Privately Owned Area: 780m²

Ownership:
 Southern Plaza 100% Private - Northern Plaza (future) 100% Public
 Terrain characteristics: Terraced levels
 Sun hours: Morning & Lunchtime year round

Intervention overview



Berry Square north 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 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

C

WARRINGAH LAND BRIDGE PARK



ART INSTALLATIONS



OPEN AUDITORIUM



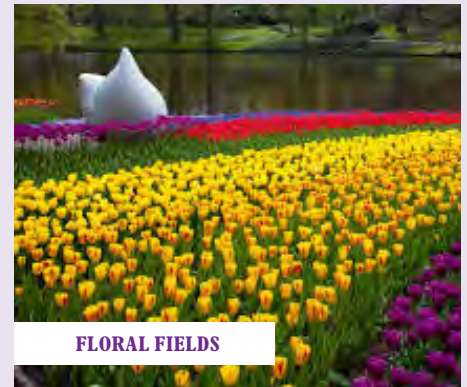
PLAYGROUND AREAS



URBAN FOREST



SPORT FACILITIES



FLORAL FIELDS

Reconnecting and reclaiming the landscape

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 25,000m² of usable 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



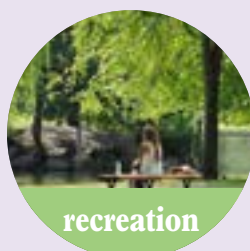
green

Parklands, water & landscaping



comfortable

Tables for work & lunch



recreation

Passive recreation



recreation

Active recreation



recreation

Sports fields

WARRINGAH LAND BRIDGE PARK

Project data

Outcome: 25,000 m² of parklands, open space and associated facilities
 Estimated Cost: TBC
 Priority Level: Low
 - - - - Intervention area: 25,000 m²
 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.

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 modeling 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 owned by NSW State 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:

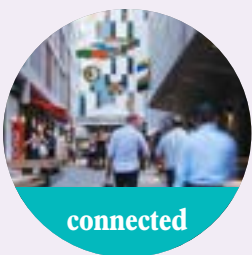
- The project forms part of the North Sydney CBD Transport Masterplan.
- Additional pedestrian and cycle links would connect the CBD with the park and the residential suburbs to the east making it easier for residents and visitors to move across the freeway.

Other relevant projects/ policies:

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



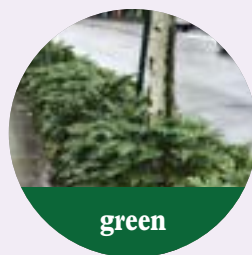
Laneways design priorities



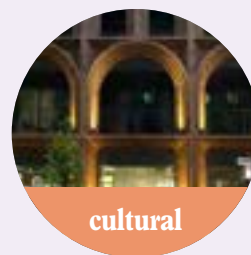
Active laneways



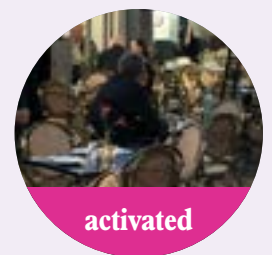
Tables for work & lunch



More buffer planting



Interesting facades



Laneway dining



■ 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)

C DENISON & SPRING STREETS



■ Laneway 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.

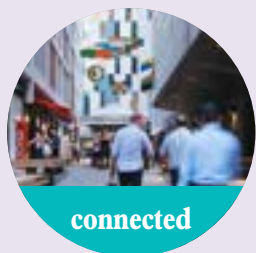
Victoria Cross Metro station is not due for completion until 2024 after which the majority of the road changes will come into effect.



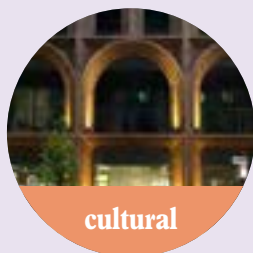
Opportunities:

- 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/foot way 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

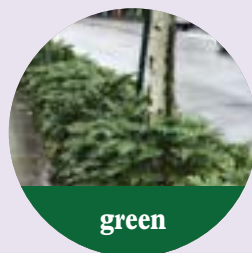
■ Key public domain goals



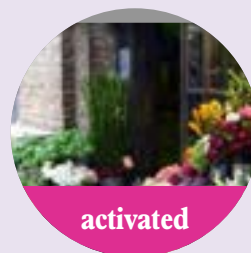
Active laneways



Interesting facades



More buffer planting



Street activating retail



Laneway dining

DENISON & SPRING STREETS

C

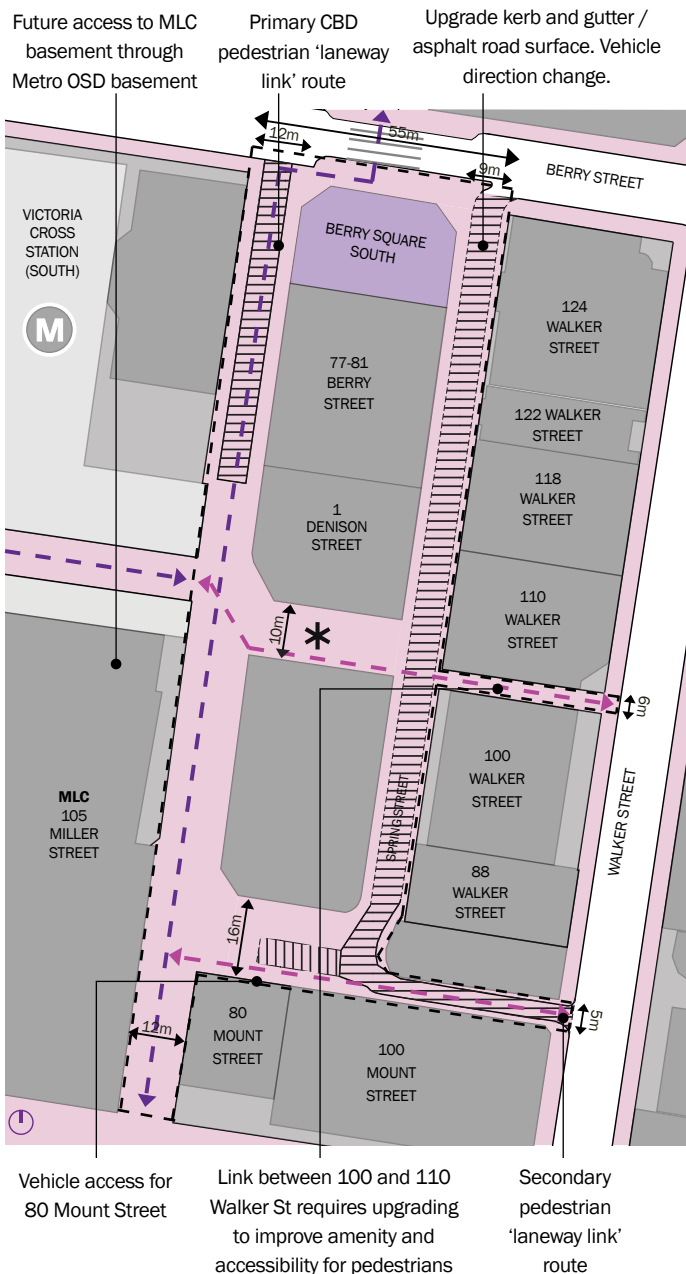
Project data

Outcome: 4,500 m² laneway upgrades
 Estimated Cost: TBC
 Priority Level: High

- Intervention area: 10,500m²
- ▭ Pedestrian area: 3,340m²
- ▨ Shared Zones area: 1,980m²
- ▭ Privately Owned Area: 780m²
- ▭ Private Buildings: 4,400m²

Ownership: 90% Public (Local Road) - 10% Private
 Terrain characteristics: 1:16 slope
 Sun hours: Morning & Lunchtime year round

Intervention overview



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:

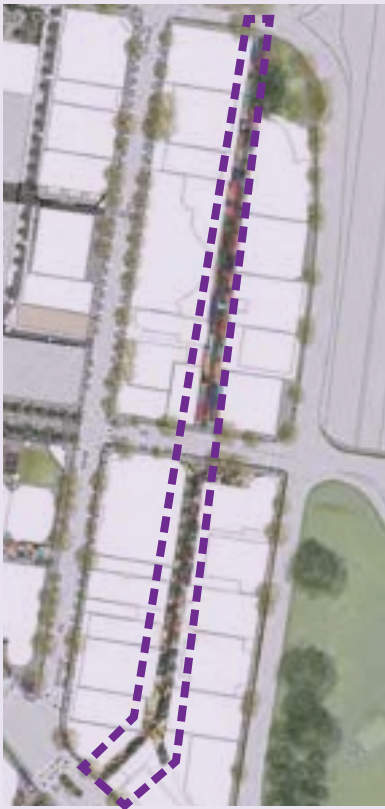
- Safe movement of large volumes of pedestrians along Denison Street and into surrounding streets due to the arrival of the metro station is the primary consideration.
- Access to existing basements and service areas will be retained
- Any changes to specific access arrangements will be examined on a case by case basis during the detailed design stage of the project.

Other relevant projects/ policies:

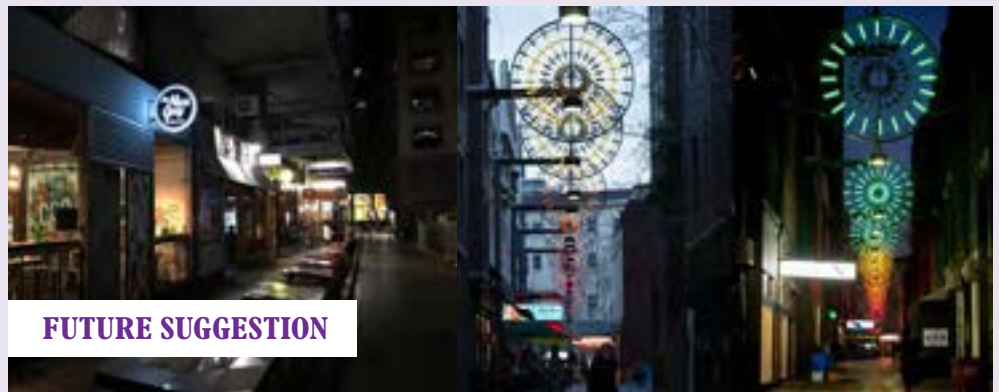
- Victoria Cross Metro Station
- Ward Street Precinct Masterplan
- Brett Whiteley Place Stage 2

C

LITTLE WALKER STREET



TODAY



FUTURE SUGGESTION

■ Laneways for cafés, 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 zone 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:

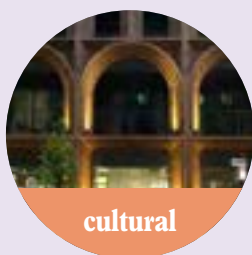
- Turn the street into a shared zone and incorporate Council's public domain palette
- Establish a programme for temporary art installations
- Implement laneway lighting (catenary, pavers, facade lighting)
- Encourage small retail tenancies along the street
- Improve East-West permeability
- Upgrade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

■ Key public domain goals



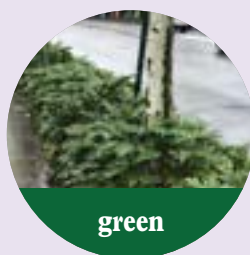
connected

Active laneways



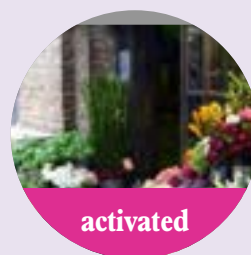
cultural

Interesting facades



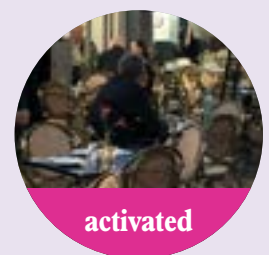
green

More buffer planting



activated

Street activating retail



activated

Laneway dining

LITTLE WALKER STREET

C

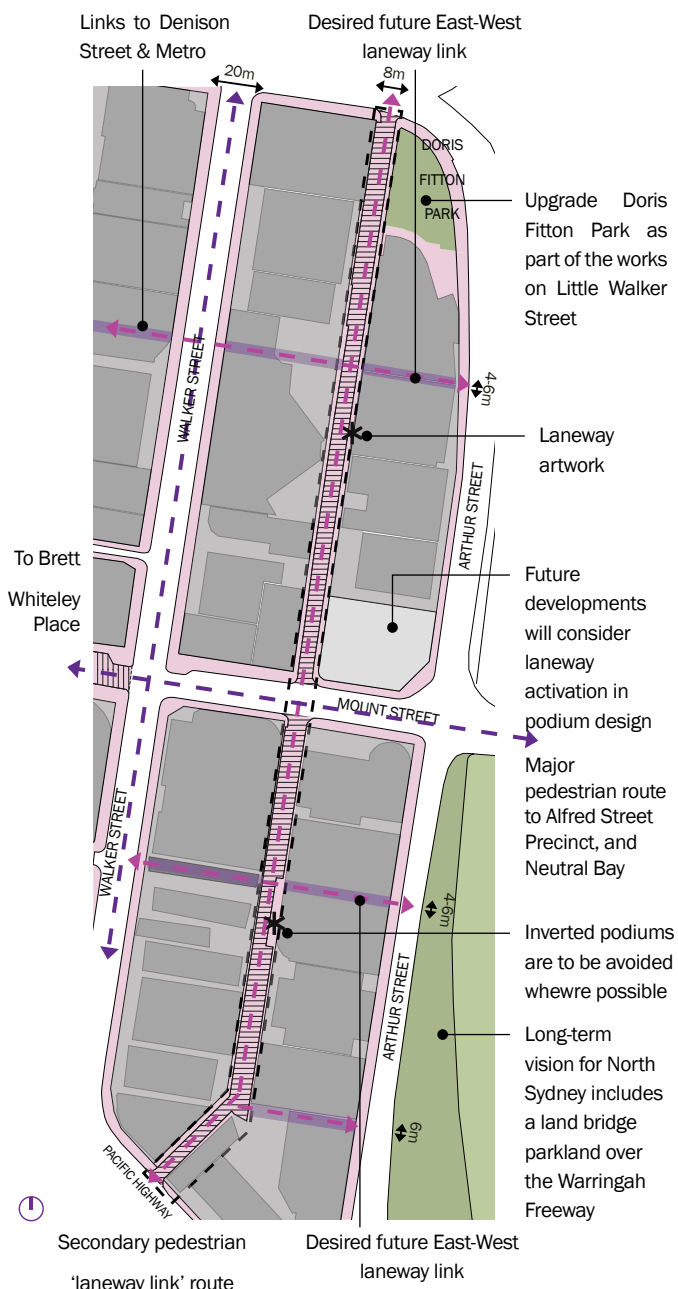
Project data

Outcome: 3,600 m² laneway upgrade
 Estimated Cost: \$ 3.65 million
 Priority Level: Medium

----- Intervention area: 3,600m²
 ▨ Shared Zones area: 3,200m²

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 or pocket activated spaces.
- Council may undertake a study for the street to address podiums, setbacks, through site links, landscaping and any other desired urban elements.

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 Walker 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 the existing laneway function is to remain. Maximum speed to become 10 km/h but will be subject to local traffic committee approval.

Other relevant projects/ policies:

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

C LANEWAYS

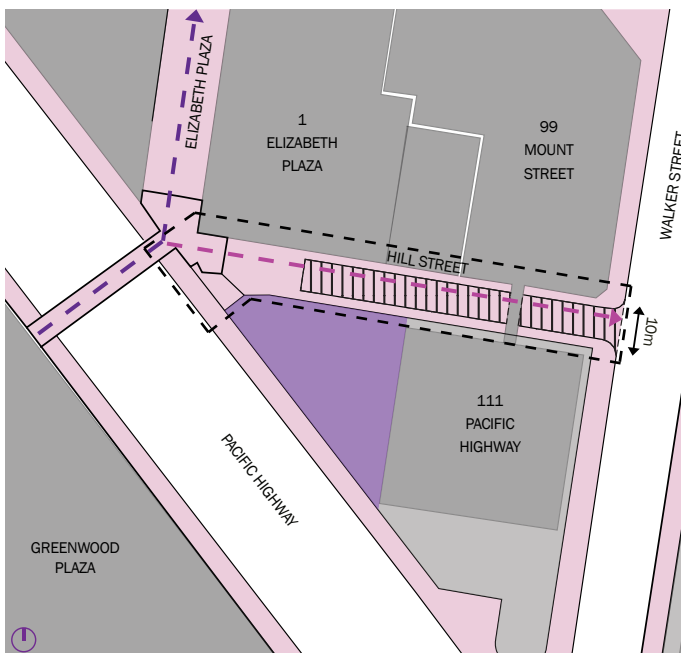
HILL STREET

Project data

Outcome: 700 m² of laneway upgrade (shared zone)
 Estimated Cost: \$870,000
 Priority Level: Medium

- Intervention area: 800m²
- ▭ Pedestrian area: 380m²
- ▨ Shared Zone: 420m²
- Ownership: 100% Public - Local Road
- Terrain characteristics: 1:16 slope

Intervention overview



Hill Street is a relatively steep street that links the primary pedestrian laneway route across the CBD 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

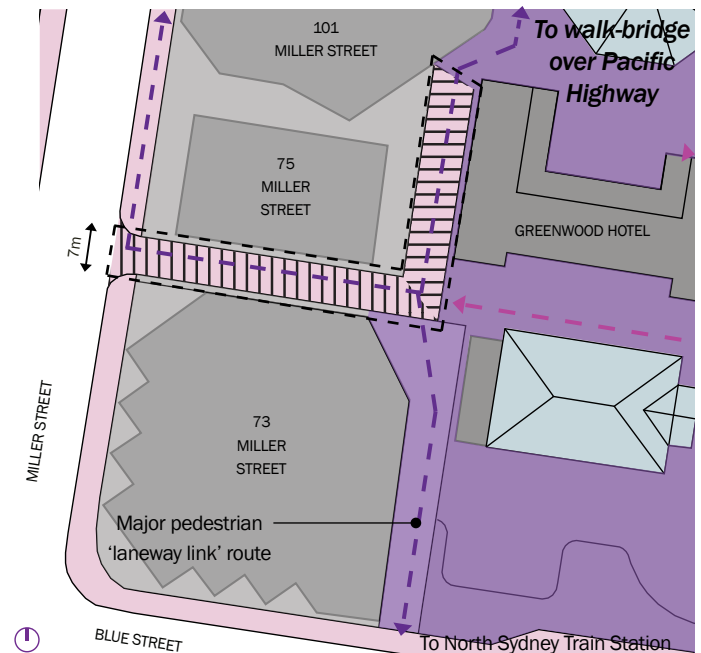
GAS LANE

Project data

Outcome: 450 m² of laneway upgrade
 Estimated Cost: \$ 580,000
 Priority Level: Medium

- Intervention area: 450 m²
- ▨ Shared Zone: 450m²
- 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 covered 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 to be 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

LINK TO ST. LEONARDS PARK

Project data

Outcome: New 2,500m² open laneway link

Estimated Cost: TBC

Priority Level: Low

Intervention area: 4,770m²

Pedestrian area: 1,520m²

Shared Zone: 980m²

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 that ends at the entry to the park.

The North Sydney DCP 2013 identifies a pedestrian link across 54 McLaren Street. However, an 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. This link should be fully accessible, comply with the relevant Australian Standards and have a 10-metre width shared by 52 McLaren Street (7 metres) and 54 McLaren Street (3 metres).

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.

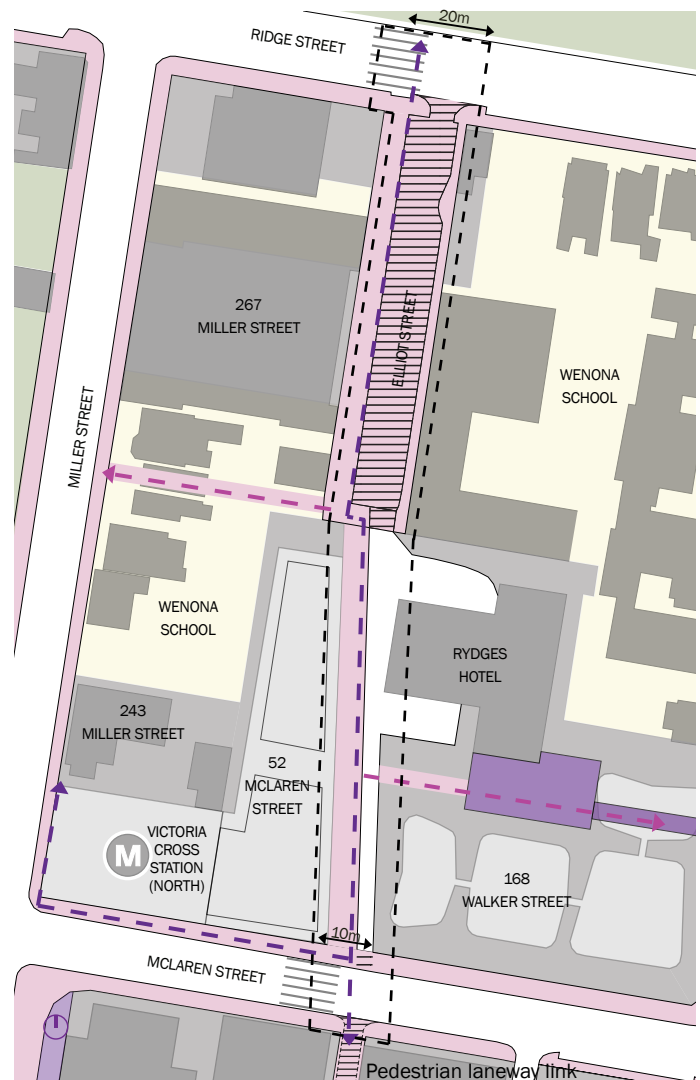
Implementation framework

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 a 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.

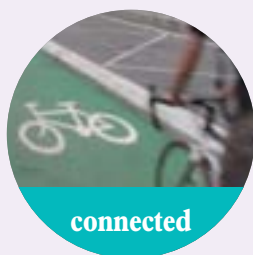


Roads & footpaths design priorities



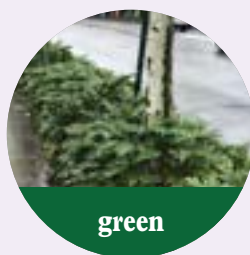
accessible

Safer for pedestrians



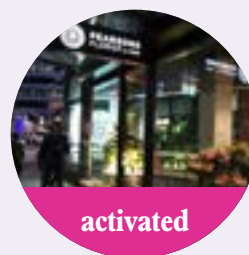
connected

Cycleways



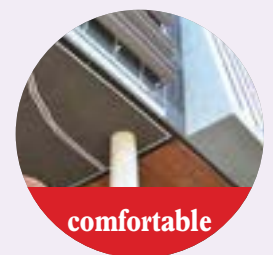
green

More buffer planting



activated

Active frontages & retail edges

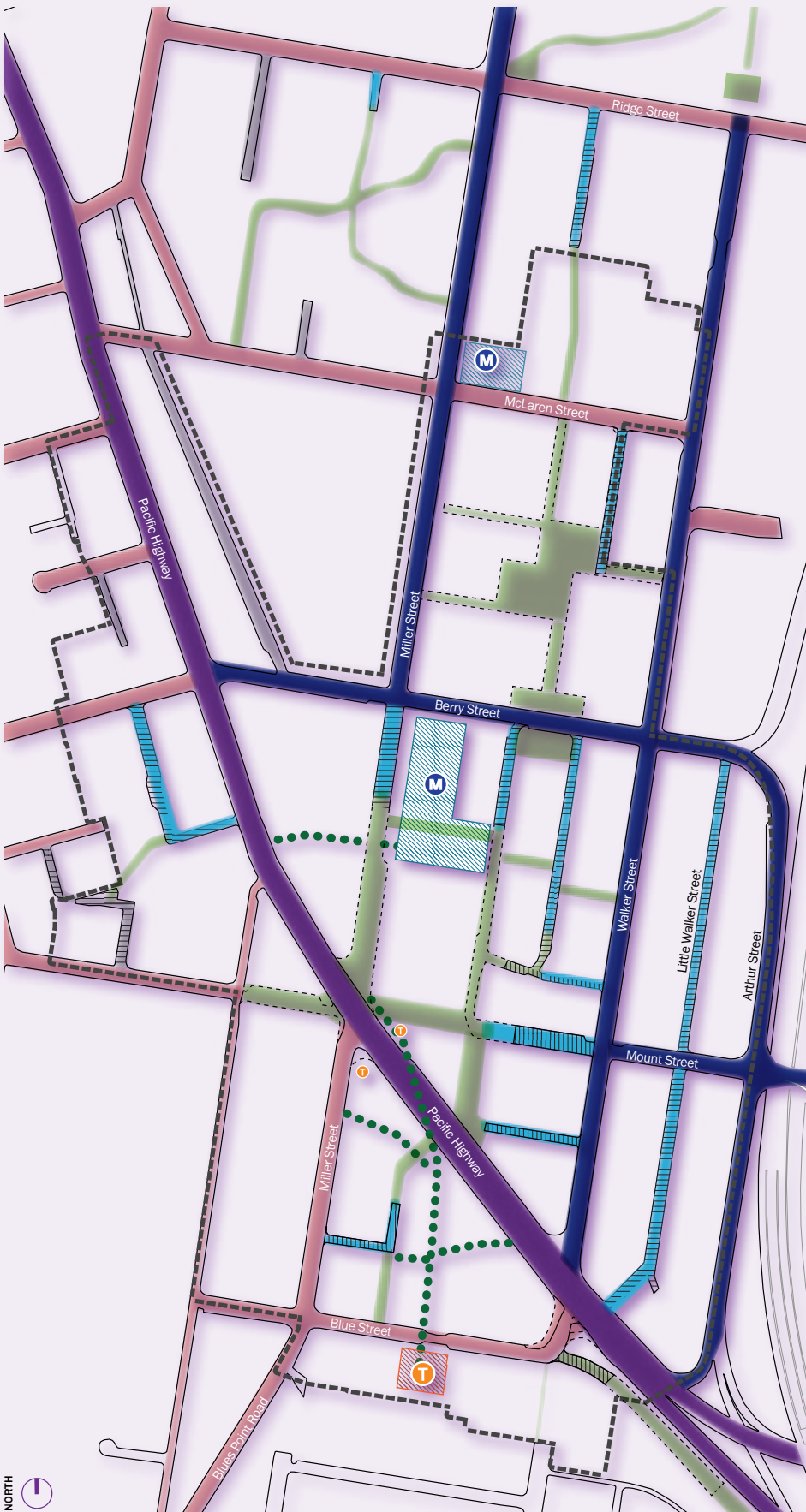


comfortable

Awnings, arcades & covered areas

FOOTPATHS & CROSSINGS

C



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 interfaces, 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, and making walking easy and enjoyable to create 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

C VICTORIA CROSS



Improved pedestrian amenity and safety

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



accessible

Removal of slip lanes



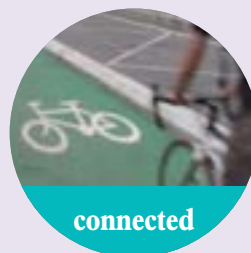
accessible

Easier crossings



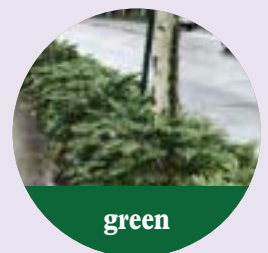
accessible

Improved wayfinding & signage



connected

Cycleways



green

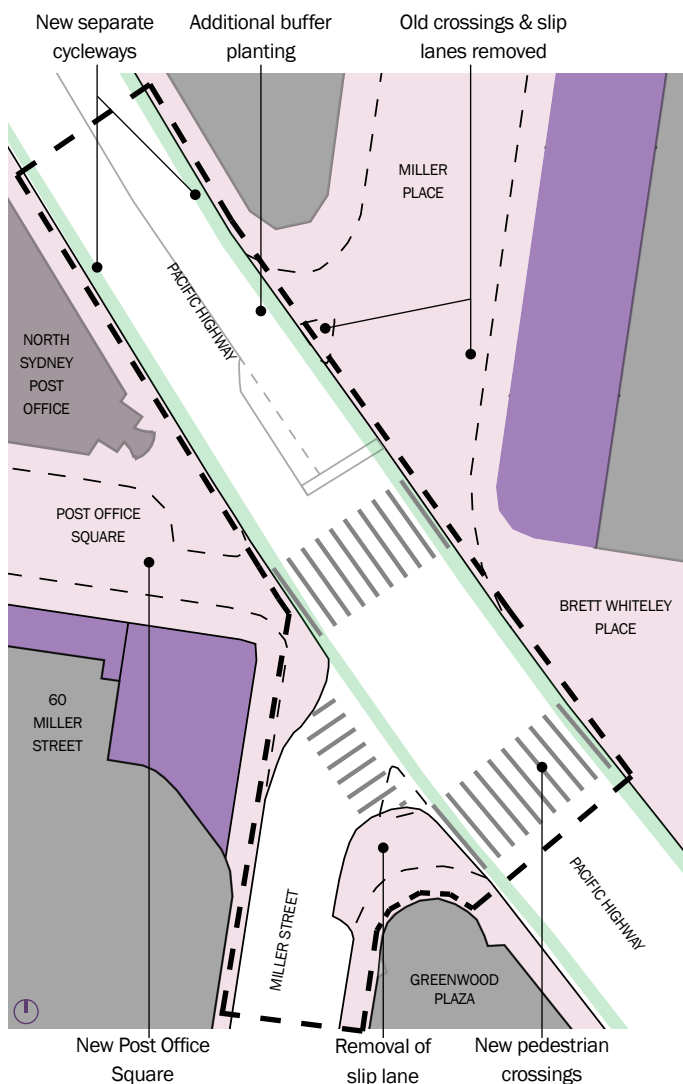
More buffer planting

Project data

Outcome: Intersection upgrade
 Estimated Cost: TBC
 Priority Level: High

- Intervention area: 3,270m²
- Footpaths area: 380m²
- Road Carriageway area: 2,890m²
- 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.

Project implementation framework

Implementation process:

- Extensive traffic modeling 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 is being 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.
- Modeling 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.

Other relevant projects/ policies:

- Post Office Square
- Miller Place
- Pacific Highway upgrades

C

BERRY STREET

2019



PROPOSED



BERRY STREET

C

A safe and comfortable urban street outside the Metro Station

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, the street 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

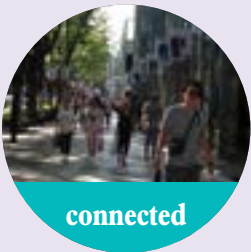
as part of the upgrade to the street, every effort is made to improve the pedestrian circulation and flow between the two areas. Raised pedestrian crossings should be considered for the area near Berry Square in line with the idea of calming the traffic along the street.

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

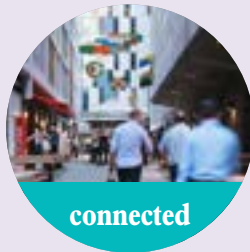
Opportunities:

- 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

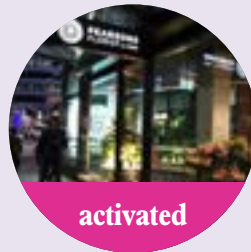
Key public domain goals



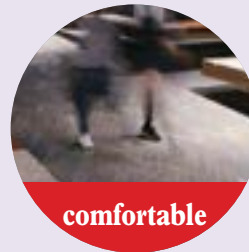
Pedestrian priority areas



Laneway connections



Active frontages & retail edges



Updated Berry Square



Tree lighting



C BERRY STREET

Project data

Outcome: 8,280m² street upgrade
 Estimated Cost: TBC
 Priority Level: High
 - - - - Intervention area: 15,000m²
 Pedestrian area: 3,460m²
 Shared zone: 820m²
 Road Carriageway area: 4,000m²
 Ownership: 100% Public - State Road
 Terrain characteristics: 1:16 slope
 Sun hours: Morning & lunchtime year round
 LEP Special area protected

Other relevant projects/ policies:

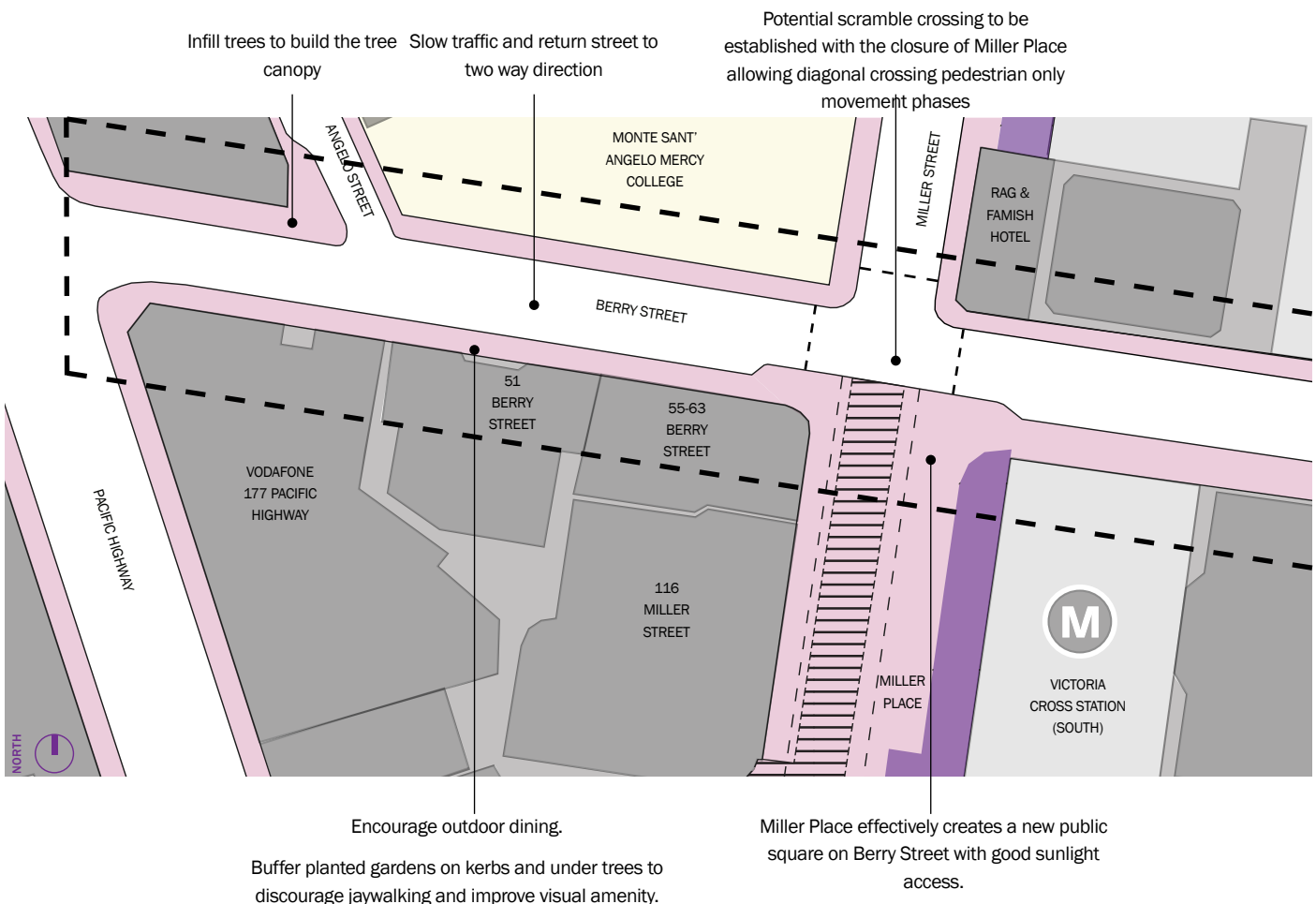
- Berry Square
- Ward Street Precinct Masterplan
- Victoria Cross Metro station
- Miller Place
- Central Laneways

Project implementation framework

Implementation process:

- Extensive traffic modeling 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



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:

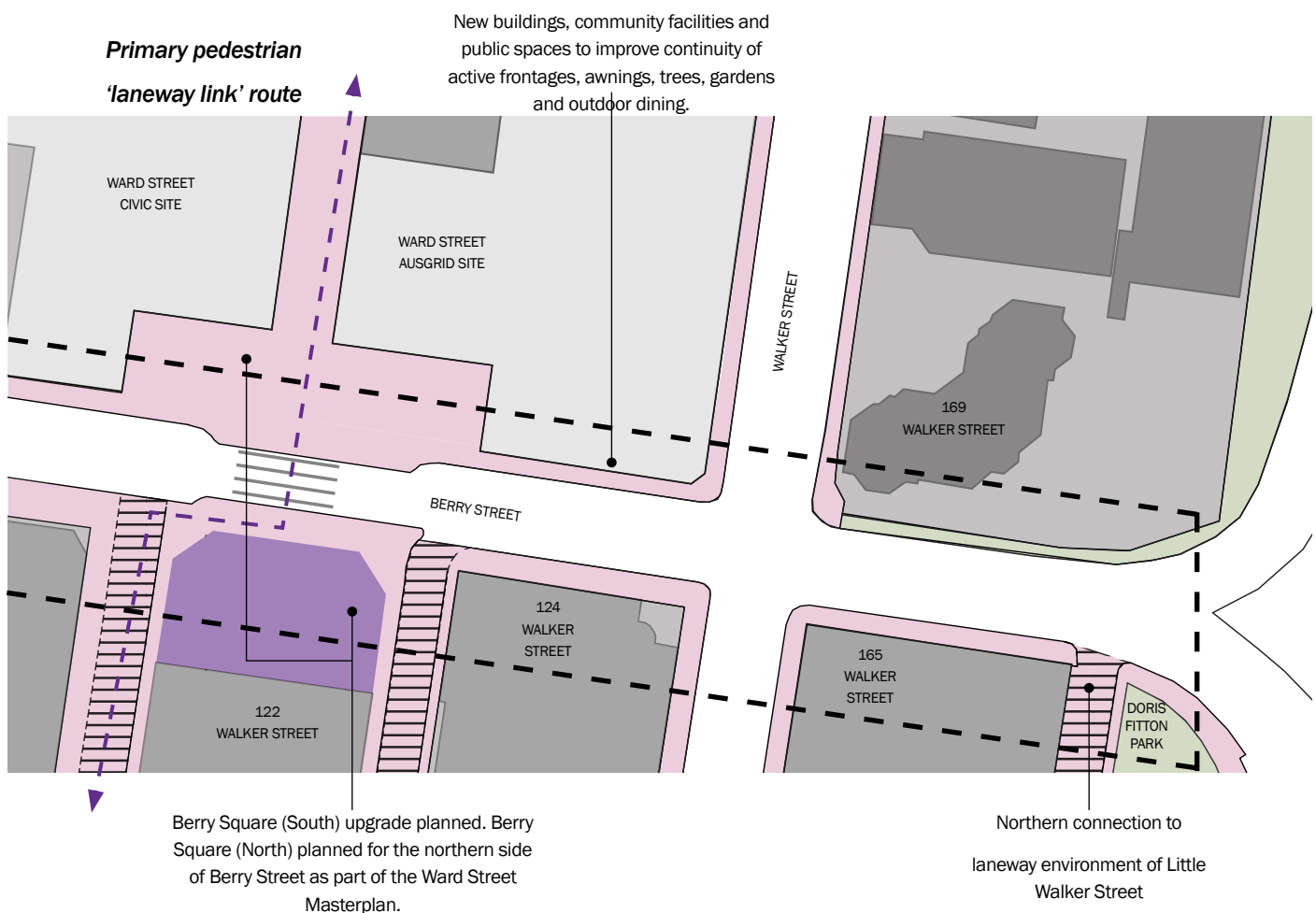
- Various streetscape upgrades are currently being planned & budgeted by Council as well as State agencies such as Sydney Metro as part of the delivery of the new metro station.
- Major road redirection works would be partially funded by State agencies (subject to review).

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 it proceeds in its current draft form, will mean that this initiative can not be realised.



C WALKER/BLUE STREET CROSSING



■ 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 from Blue Street to Little Walker Street and from 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.

Once the Tramway Viaduct is turned 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.

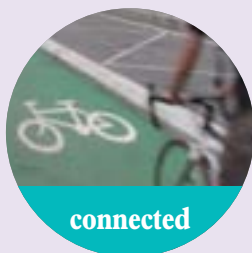
The recent improvements to the south corner that include new paving and public art will be maintained.

■ Key public domain goals



connected

Engaged with the surroundings



connected

Cycleways



accessible

Safer for pedestrians



accessible

Improved wayfinding & signage



cultural

Public artwork

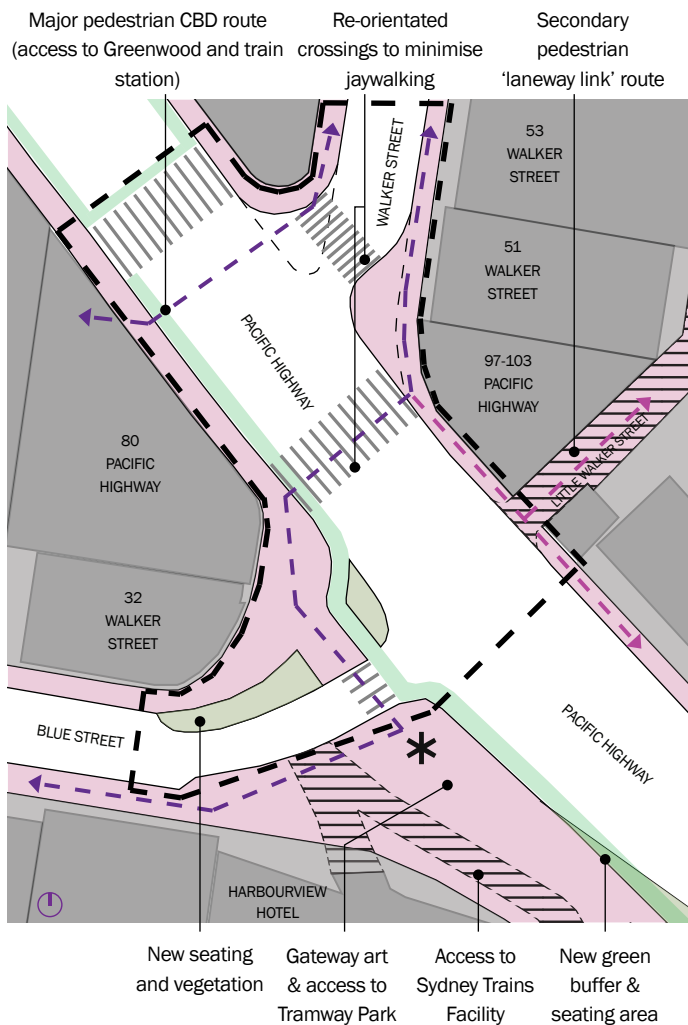
WALKER/BLUE STREET CROSSING

Project data

Outcome: Intersection upgrade
 Estimated Cost: TBC
 Priority Level: High

----- Intervention area: 5,200m²
 Road Carriageway area: 3,580m²
 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.

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.

Project implementation framework

Implementation process:

- Extensive traffic modeling 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 State 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 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. Modeling 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.
- Final intersection design to consider bus turning circles, visual constraints and maneuvering requirements.

Other relevant projects/ policies:

- Tramway Park
- Walker Street connection
- Pacific Highway upgrades

C PACIFIC HIGHWAY



Improving pedestrian and cycling amenity

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

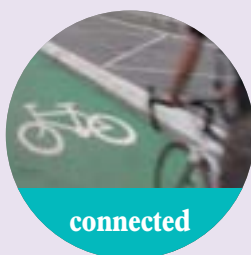
Key public domain goals



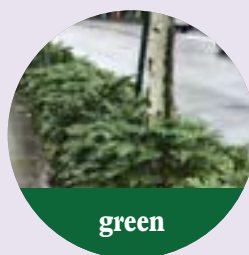
Safer for pedestrians



Easier crossings



Cycleways



More buffer planting



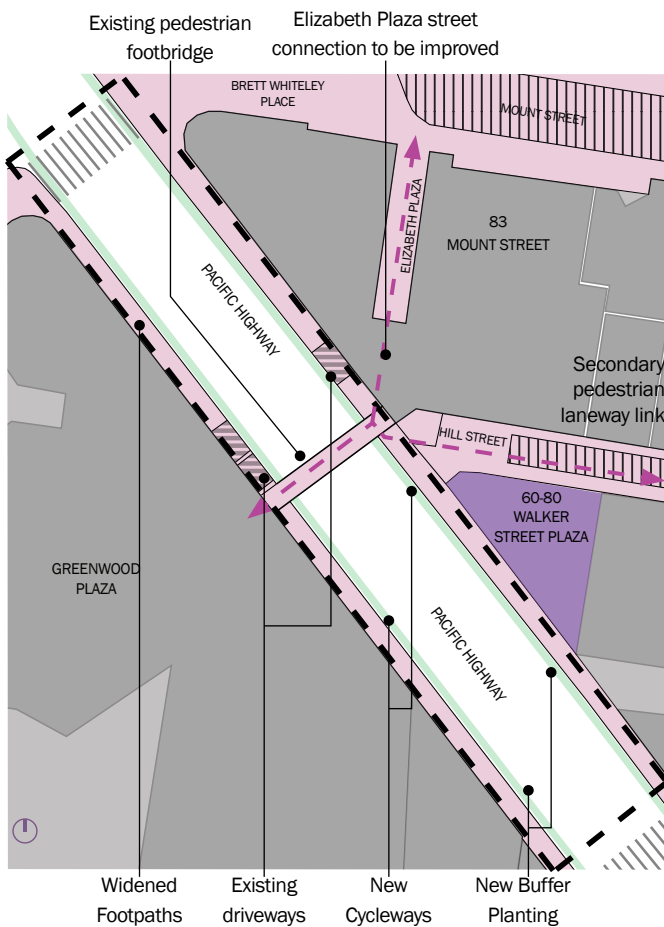
Public artwork

Project data

Outcome: CBD Road upgrade
 Estimated Cost: TBC
 Priority Level: High

--- Intervention area: 5,050m²
 Road Carriageway area: 3,600m²
 Ownership: 100% Public - State Road

Intervention overview



Redesign of the road corridor to encourage traffic calming and footpath widening where possible.

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.

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 and are to be implemented along 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.

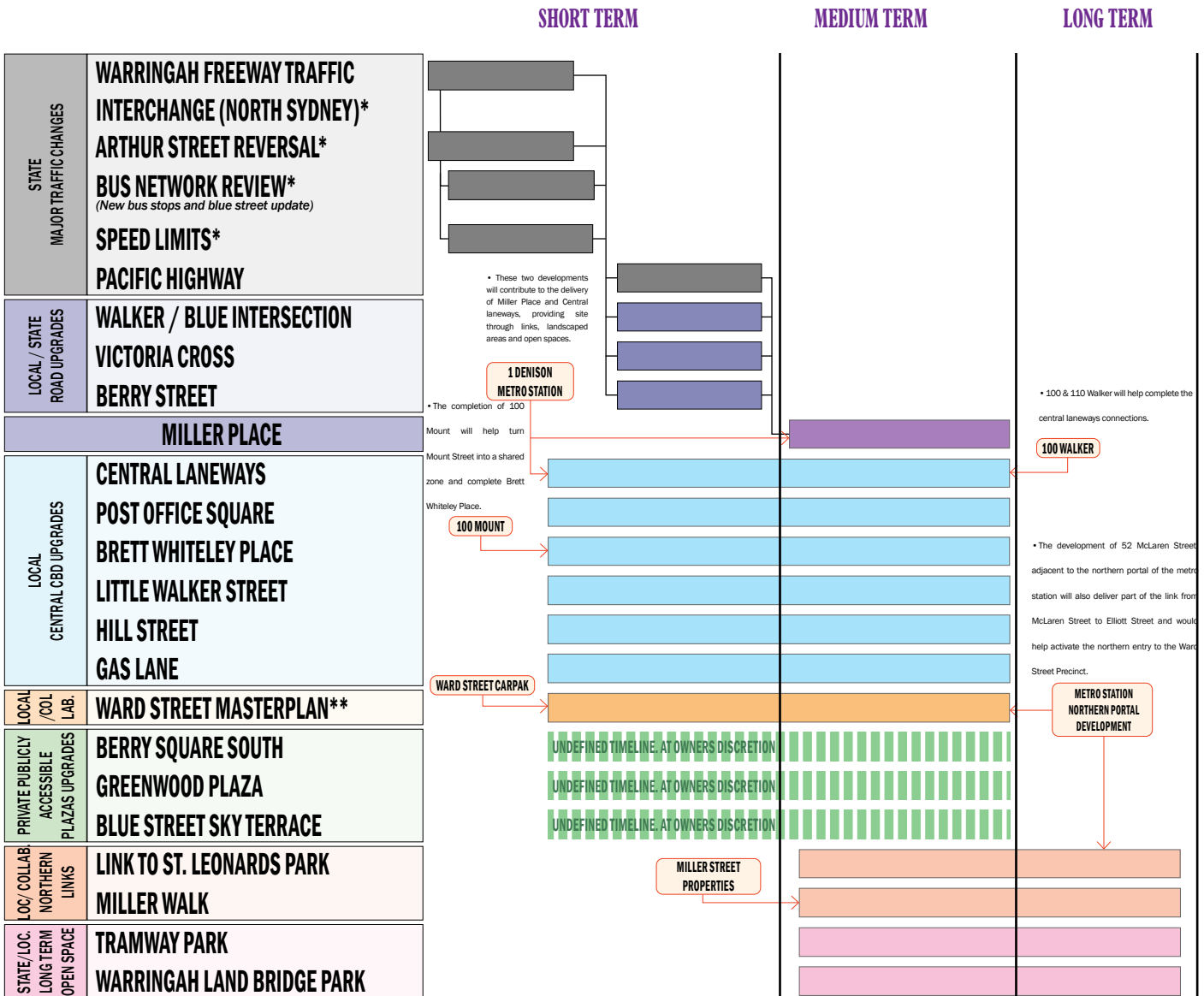
Transport impacts and considerations:

- 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.

Other relevant projects/ policies:

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

C PROJECTS SUMMARY



Project types

The interventions shown in this section 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 dependent on the individual site owners.

Project interdependency

The different projects form a holistic vision for North Sydney's CBD Public domain and they depend on each other to achieve a successful result. Importantly, some projects 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.

Upgrades 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 a Miller Place or the Post Office Square can be delivered.

PROJECTS SUMMARY

C

	PROJECT	CATEGORY	PRIORITY	ESTIMATED TIMEFRAME	COST (APPROX 2019)
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* <i>(New bus stops and blue street update)</i>	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/ COLLAB. 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, 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.





D PUBLIC DOMAIN GOALS



The projects under this strategy, new development and alterations to privately owned but publicly accessible open areas, should have regard to the following Council policies:

North Sydney Local Strategic Planning Statement

North Sydney Transport Strategy

CBD Transport Masterplan

North Sydney DCP 2013

Part B Section 2 - Commercial & Mixed Use Development

Part B: Section 8 - Outdoor Dining & Display of Goods on the Footpath

Part B: Section 9 – Advertising & Signage

Part B: Section 12 – Access

Part B: Section 20 – Public Infrastructure

Part B: Section 21 – Telecommunications

Part C Section 2 - North Sydney Planning Area

Ward Street Masterplan

Public Domain Style Manual & Design Codes

Visitor Economy Strategy

Landscape Planting Guide

Urban Forest Strategy

Street Tree Strategy

Smart City Strategy

Heritage Conservation Plan

CBD Smoking Ban

Lighting Strategy (under development)

Wayfinding Strategy (under development)

Public Art Masterplan (under development)

D BUILT FORM

Orientation & street wall

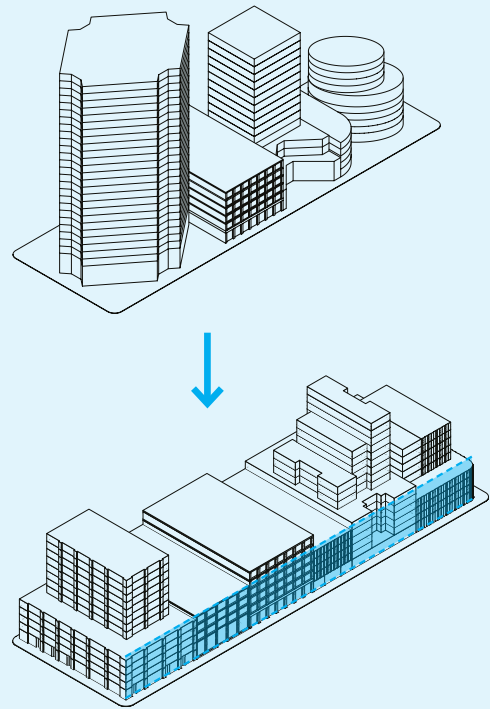
North Sydney's urban and architectural identity is shaped by its grid pattern and streets. Rectilinear building shapes help define street spaces within the grid pattern and enhance its streetscape character.

New development should maintain or reinstate the existing street wall up to appropriate contextual heights or up to a maximum podium height of five storeys. Rectilinear massing and building elements that reinforce the overall rectilinear form of the center are to be encouraged.

Dominant angular, organic, or circular structures on the property boundary at the street level should be avoided. The use of large angular cuts, cylindrical, pyramidal, and amorphous building shapes that contrast with a rectilinear street character should also be avoided.

Sheer walls of more than five storeys should not be allowed to meet the street without the use of podiums, sunshading, trellis, awnings, verandahs or balconies, to moderate the street condition.

Setbacks creating additional footpath space, colonnades, plazas or pocket parks should in general be avoided if not identified in this strategy, and only allowed in exceptional circumstances where a clear benefit to the local and broader context can be demonstrated.



Build to the boundary

It is desirable to build to the site boundary where possible with developments contributing to the public realm by offering continuous awning-covered weather protection, windows, shops and openings to pedestrians.

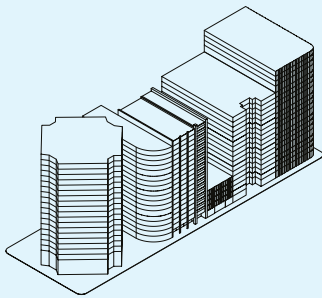
Large, indented areas reduce the intensity of the street, are generally unused and can create security or safety issues. Building setbacks from the boundary are generally not considered a positive contribution to the public realm, simply because they create more public space.

It is important to build to street frontages in the central activity areas other than in exceptional circumstances, where the new design includes a purposeful publicly accessible space with a high level of amenity, including good solar access, comfortable wind conditions, seating and landscape elements.

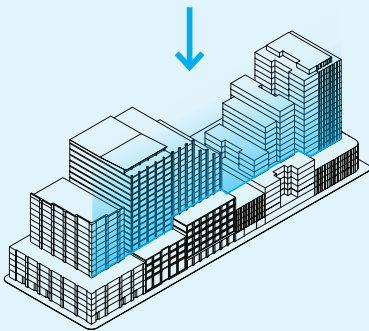
Building to the boundary creates a continuous line of activity and gives the street a clear and complete urban form as a space - an outdoor room where activities on the street have a greater relationship with the activities inside the adjacent premises.

Building to the site boundary also prevents the creation of spaces that are ambiguous in terms of public accessibility, ownership, and safety, all of which can lead to long term problems for maintenance and upkeep.

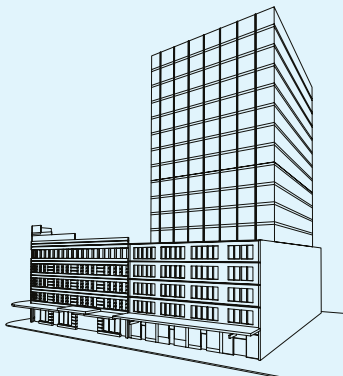




Avoid unmoderated built form without setbacks



Use setbacks to moderate and articulate built form and improve environmental conditions on the street



Lack of vertical articulation creates singular large building massing



Vertical articulation with floor plate setbacks

■ Building setbacks

Existing ground floor setbacks and breaks in the street wall should be 'repaired' as sites are upgraded or redeveloped.

A combination of setback controls and podium design controls help moderate and minimise adverse effects on adjacent streets and public spaces. Architectural elements should be used to moderate any local environmental impacts of buildings including podiums, awnings, facade articulation or vertical breaks.

Overshadowing of public spaces and footpaths is to be considered in the building design. New developments may develop solar models to understand and minimise overshadowing of adjoining properties and public spaces. Wind consultants should be engaged for any tall buildings to predict the impact on adjacent public spaces and recommend measures to mitigate. The use of awnings and verandahs can help to moderate down drafts and break down the vertical scale of towers, as can modest setbacks above the podium level.

North Sydney's DCP provides guidance in relation to podium heights and above podium setbacks on Sections C 2.1.3 Built Form - Desired Future Character of North Sydney Central Business District and Section B2 2.4.3 Setbacks.

Podiums are to be between 3 and 5 storeys depending on the site's location and street frontage (higher podiums to main streets and lower podiums to laneways and secondary streets). Above podium setbacks vary between 3 and 5 metres, with smaller setbacks for lanes and secondary frontages and larger setbacks for the main facade.

■ Vertical articulation

Elements such as individual floor levels, balconies and outdoor spaces of a building are important in creating an interesting and vibrant urban environment. Vertical and horizontal articulation helps to present the internal activities of a building, which establishes a dialogue between inside and outside. Articulation breaks up the mass of a building and can create a human scale that connects and grounds the building to its streetscape.

Buildings without articulation present a dull character to the street and can contribute to an atmosphere of inactivity and lack of human engagement with the built form at street level. A lack of articulation, especially in the vertical plane, creates large massed blocks of built form that generally relate poorly to the street. Monotonous glass walls and opaque, flat surfaces can create an uninteresting and harsh physical environment.

Vertical articulation is encouraged for tall towers to assist in grounding the building within the streetscape. A variety of materials and articulated forms to break up overall building mass is also recommended.

Articulation in massing and surfaces is to be encouraged in all building types to humanise their scale and thus enable legibility of city form and activity. Vertical articulation, combined with mixed volumes, floorplate setbacks, balconies and sun shading protuberances, are highly effective in breaking up large building masses and grounding tall buildings. Using a variety of materials, colours and innovative detailing can further enhance the attractiveness of the building to the pedestrian and should be encouraged.

D BUILT FORM

■ Corners & side streets

The quality of a streetscape is amplified at intersections. Making well-designed corner buildings is crucial to developing good city form.

Buildings located on corners are more visually prominent and therefore important in defining the street grid, acting as navigational landmarks and contributing to the street and precinct character. North Sydney has a legacy of corner buildings with these characteristics, such as the Post Office and the Rag and Famish.

Recent developments on corners have generally failed to reinforce the street wall and cut corners with open plazas and under-crofts. The design of contemporary facades also often fail to acknowledge street hierarchy and encourage a strong network of active pedestrian paths through the CBD. Building elements are often over scaled in relation to the width of the street and are detailed with inactive facades such as blank walls and building servicing.

Buildings should address both street frontages on corner sites with appropriate facades that relate to the scale, width and hierarchy of the streets. Buildings should be built to the corner.

Awnings should be provided on both primary and secondary streets where appropriate.

■ Materiality & warmth

North Sydney CBD has a large number of glass, concrete and aluminum panel clad towers. The lack of masonry materials in newer developments has affected the overall ambience and character of the streets. The remaining historic building stock use brick, render and stone, all of which have an inherent warmth, tactility and human scaled quality to them, a quality that has been lost in some modern buildings.

The selection of materials and construction systems for large multi storey buildings is complex and must consider longevity, performance, cost and aesthetics amongst other things. Recently, the trend is to use glass curtain walls with little to no variance or articulation due to its performance and cost effectiveness.

However, when these facade systems extend all the way to the street level, they can result in inappropriate articulation and scale for the human interface and feel cold and inhuman with no relation to other elements on the street.

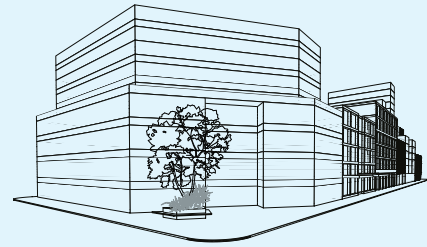
When this occurs en masse and across a large number of sites, the resulting materiality and appearance can diminish the quality of the streetscape.

A streetscape that has a rich diversity of finely detailed materials at eye level offers pedestrians a more pleasant and friendly environment that is more likely to attract regular and repeat pedestrian traffic.

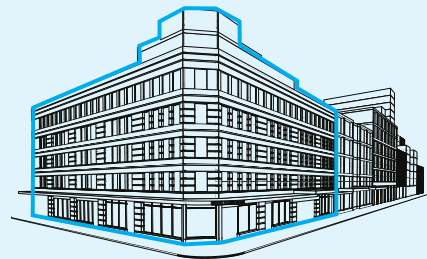
Older buildings generally offer a mix of finely detailed brickwork, steel, timber, stone, lead lighting, glass, brass and plaster. This is a good response to the streetscape and should be encouraged.

New buildings should avoid large expanses of singular unarticulated materials, excessive amounts of highly reflective glass, and large areas of anodised aluminium panels at the lower levels.

High quality materials detailed appropriately are greatly appreciated by the pedestrian, are likely to age better, and give users and visitors a real sense of place or point of difference.



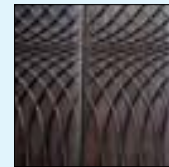
Avoid negative or cutaway corners



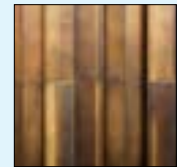
Buildings should articulate their corner location



Laser Cut Steel



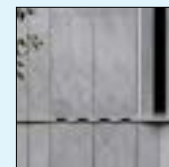
Cast Iron



Bronze



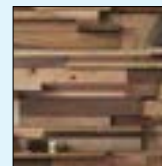
Decorative plaster work



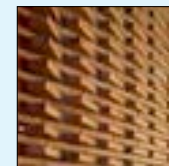
Stone



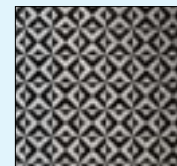
Copper, zinc & other metals



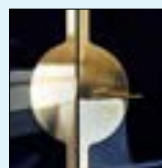
Recycled timber



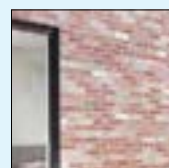
Decorative brickwork



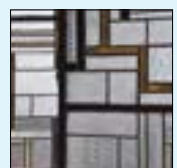
Patterned tiles



Brass



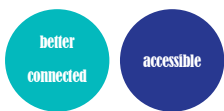
Recycled bricks



Decorative and coloured glass



D WAYFINDING



A legible centre

New pedestrian-centric wayfinding systems are to be incorporated within the public domain in North Sydney to help pedestrians locate services and destinations, making the CBD more legible and accessible.

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, and promotes healthier lifestyles and increased activity in the area.

Smart City Strategy

Wayfinding information pylons have the capacity to also 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 would enable users to access a variety of digital services including public transport updates, mapping services and emergency services. These concepts may be explored further in conjunction with the actions for Smart Infrastructure in the North Sydney Smart City Strategy.



City of Sydney's 'Legible Sydney' suite of wayfinding mechanisms assist tourists and other visitors using a familiar wayfinding system and conventions. DDA compliant tactile/braille wayfinding are also implemented.

Related strategies:

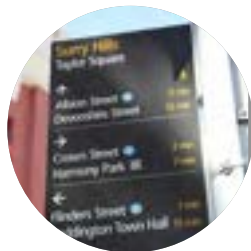
- North Sydney Smart City Strategy 2019
- North Sydney Visitor Economy 2019

Related projects:

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



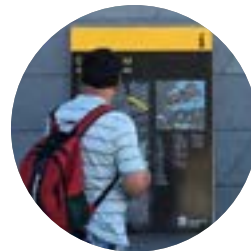
Small-scale wayfinding



Walk/distance times to locations



Transport signs



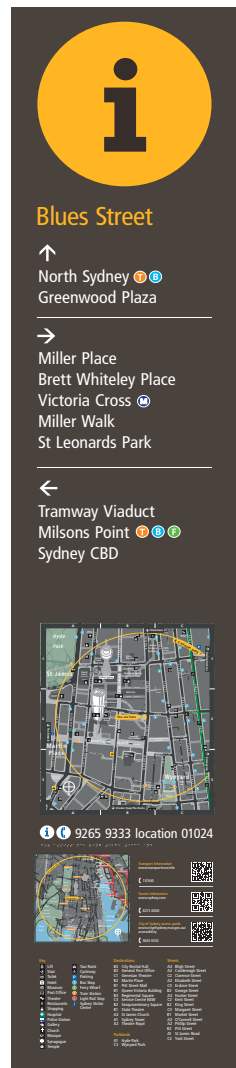
Interactive & static street maps



Pylons with info screens




Wayfinding locations

Larger map pylons can be located intermittently throughout the CBD at public transport entries and key civic spaces including Ward Street precinct, Civic Park and Brett Whiteley Place. Smaller flag signs can 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

D STREET FURNITURE



Amenity for the public domain

North Sydney Council provides a range of street furniture on the public domain for the 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.

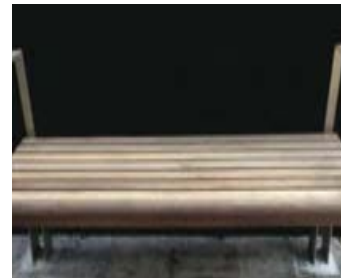
The placement, material and design of the street furniture promotes a sense of identity for North Sydney CBD, while providing necessary functions in carefully chosen locations. These details are specified in the North Sydney Public Domain Style Manual and Design Codes and help create a consistent and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

Durable, low-cost, low-maintenance materials have been chosen in line with the existing palette and character of North Sydney.

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 designed to suit a variety of people, from individuals to larger groups.



North Sydney standard public seating is made of treated timber battens on a stainless-steel frame. Materials are durable, low-maintenance, 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

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

■ Paving

Upgrading pedestrian pavements across the CBD to “Bruce Rock” granite helps create a continuous environment and a distinct character to the North Sydney CBD, and at the same time improves 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 chosen paving has a fleck of colour in it for warmth, and the natural variation in the granite assists in concealing marks.



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.



(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.



D GREEN SPACE



■ 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. Trees are a significant feature in North Sydney, lining key streets in the CBD area, increasing footpath amenity, and providing shade and traffic buffering.

There are opportunities in North Sydney to improve and grow the existing urban canopy and reduce the 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, sight lines, solar access, spacing and mature dimensions will be considered to ensure all new trees are appropriately located to maximise the 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, provide a visually appealing streetscape for pedestrians and add to the character of a location. They also provide visual buffers to passing traffic, reduce urban heat loads, and increase the long-term health of street trees.

A seasonal program of short-term planter boxes and street gardens could provide environmental benefits to permanent plantings and existing trees. It would also 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 can 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 its hardiness is needed for the difficult local growing conditions.

Related strategies:

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



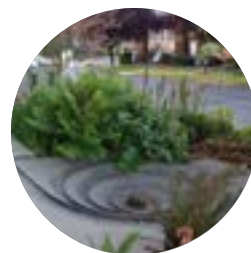
Garden buffers on busy streets



Colour and texture to create identity



Strengthening the urban canopy



Sculpture and planting combined



Water sensitive urban design



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 the growing demand, as residents, workers, students and visitors increase. It is critical to create and maintain well designed, usable 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 range 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 Place, 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 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



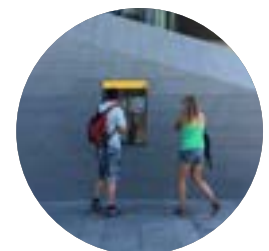
Social recreation



Community events and activities



Small scale activities



Accessible spaces for recreation

D PUBLIC ART



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 developments. 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



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 Public Domain Strategy 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

D STREET LIGHTING

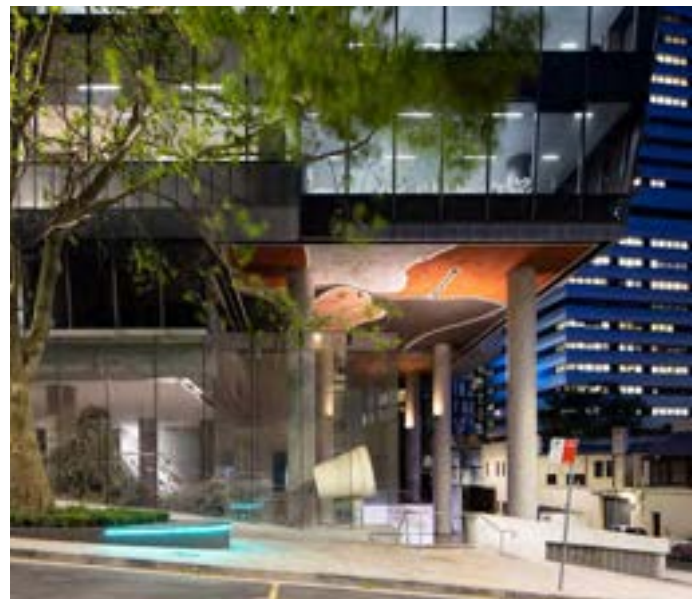
Lighting key buildings and streetscapes improves the amenity of North Sydney by creating safe, accessible and interesting spaces while highlighting a range of contemporary and heritage architecture and streetscapes.



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. The creation of a safer evening environment also 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 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
- North Sydney Smart City Strategy 2019



Coloured LED lights to liven public spaces



Bud tree lighting along major streets



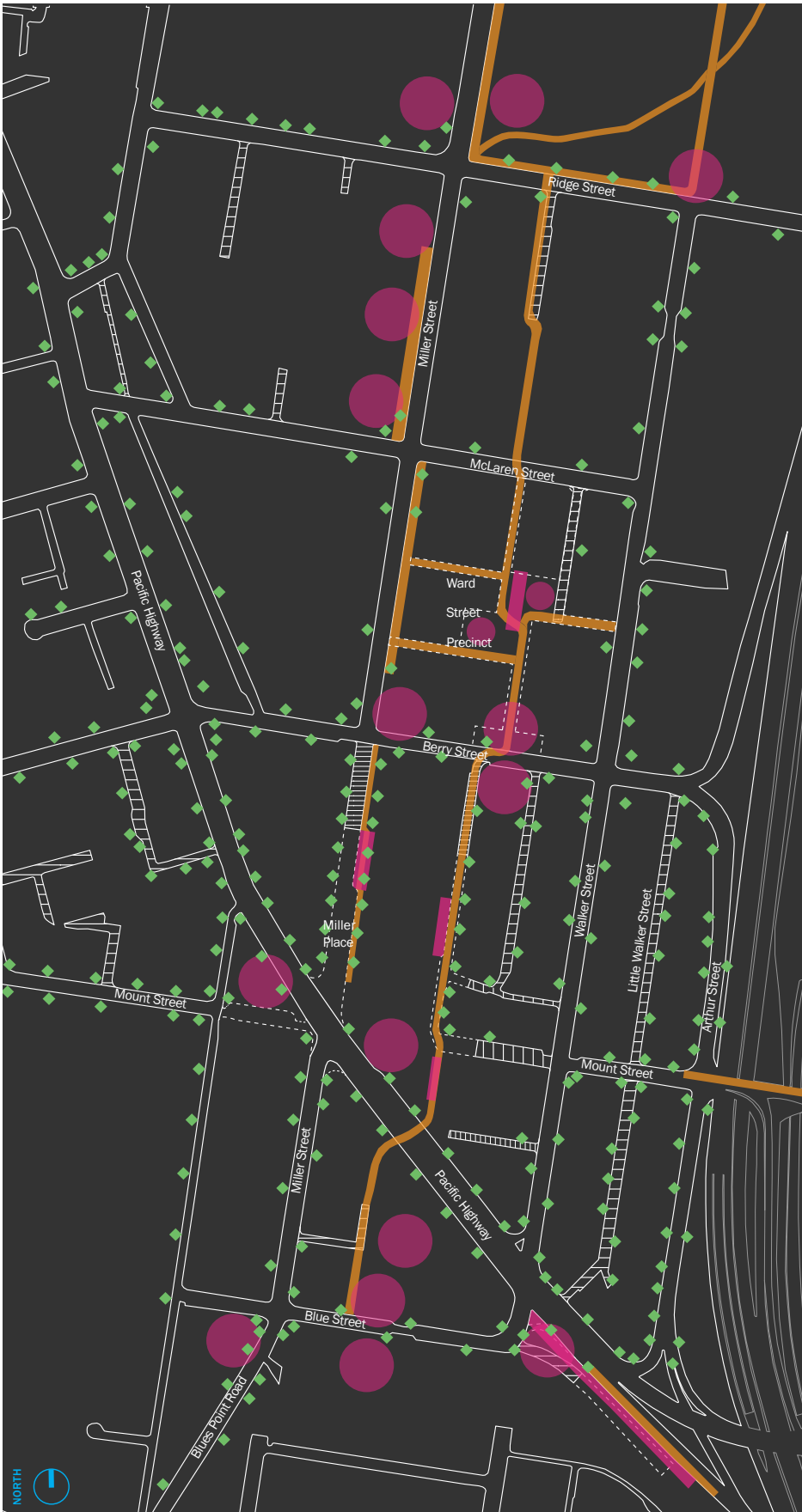
Catenary lighting in laneways



Dynamic facade lighting



Illuminated signage







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 lighting
-  Illuminated pedestrian link
-  Special lighting area

D STREET ACTIVATION



■ 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 better engage with 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



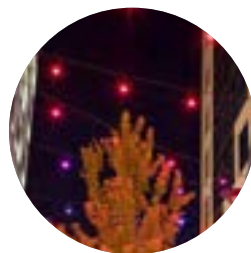
Outdoor dining



Markets



Art installations



After hours activities



Seasonal events

STREET ACTIVATION



Future street activation

The future activation of the CBD focuses on key areas 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 more permanent, long-term engagement. Such activation would help enhance the overall public experience and encourage pedestrian interaction.



(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

