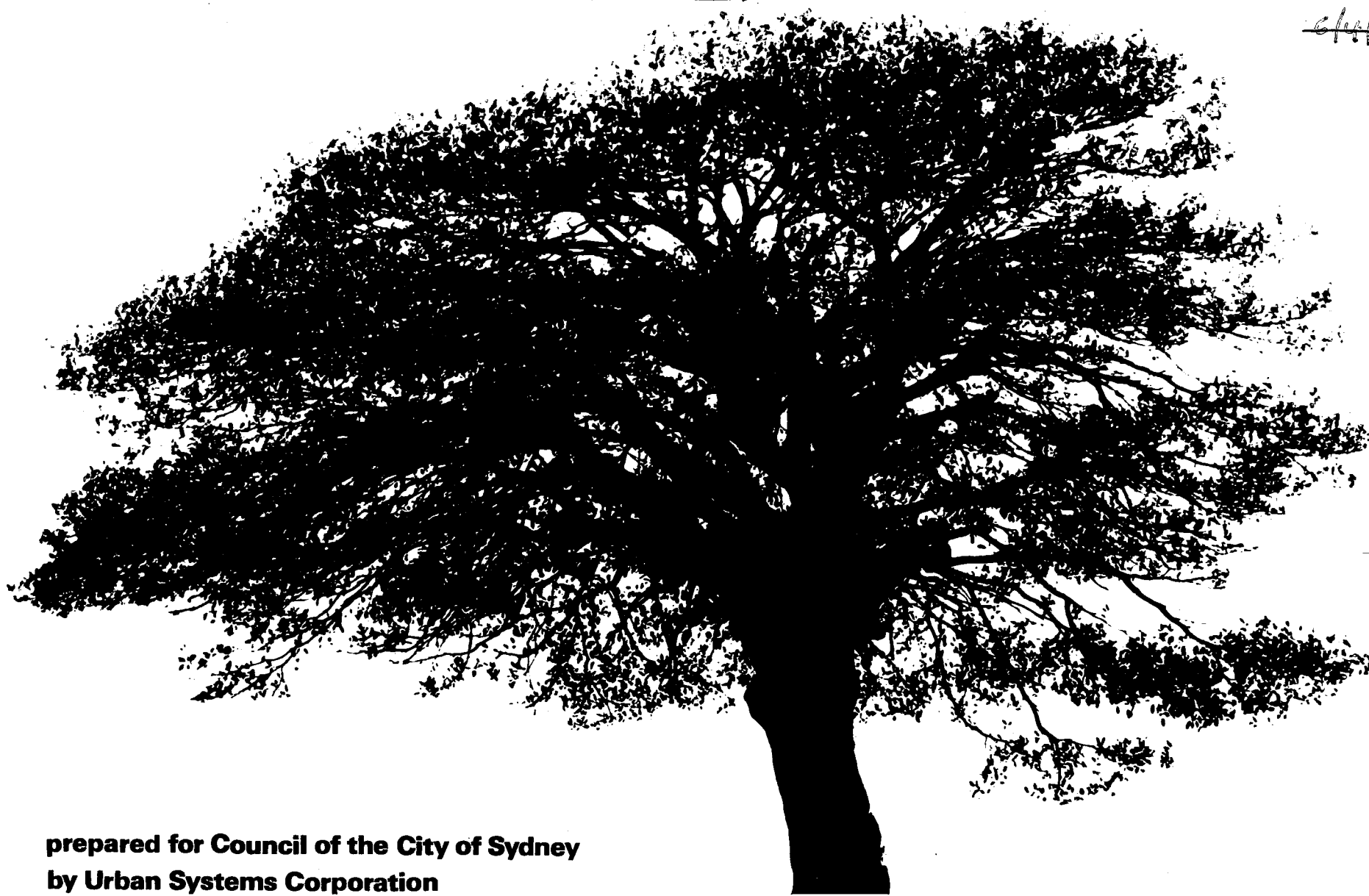


# STREETSCAPE & STREET FURNITURE IMPROVEMENTS

## Action Plan No 2

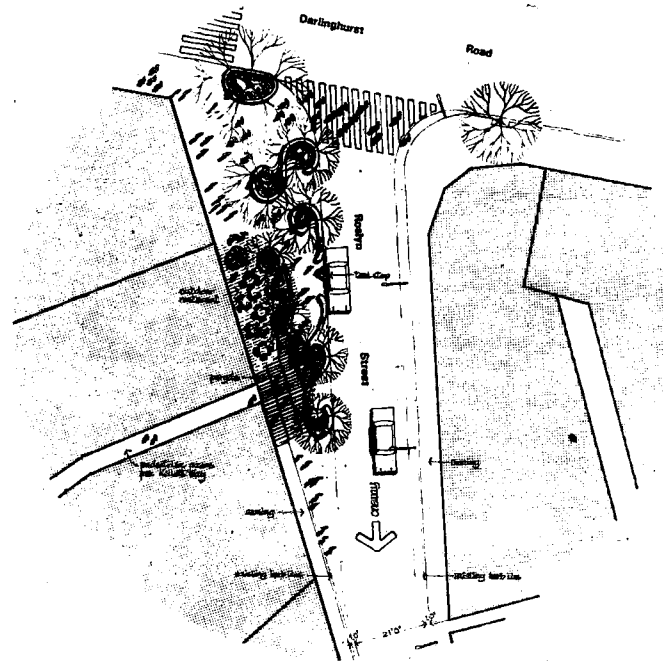
adopted by Council 21<sup>st</sup> November 1972

(12)  
George Clarke's  
personal copy.  
on loan to the Parks  
6/11/72

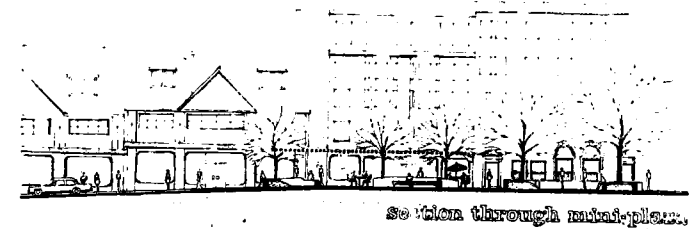


prepared for Council of the City of Sydney  
by Urban Systems Corporation

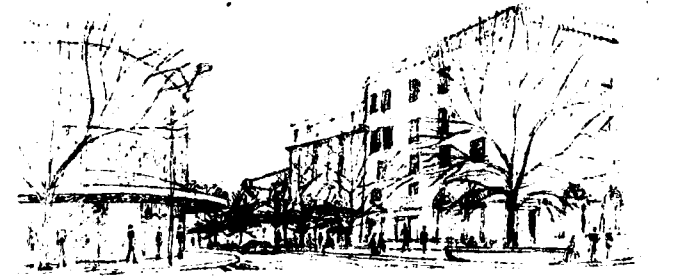
Aerial View



Improvement Plan



Section through mini-plaza



View from street



View of mini-plaza



Section through mini-plaza

The intersection of Roslyn Street and Darlinghurst Road in Kings Cross is excessively wide and makes the crossing hazardous for pedestrians promenading along the eastern footpath of Darlinghurst Road. The width of Roslyn Street varies from 60'0" at Darlinghurst Road to 23'0" at Barncleuth Avenue. This narrow dimension establishes the effective traffic capacity of the street.

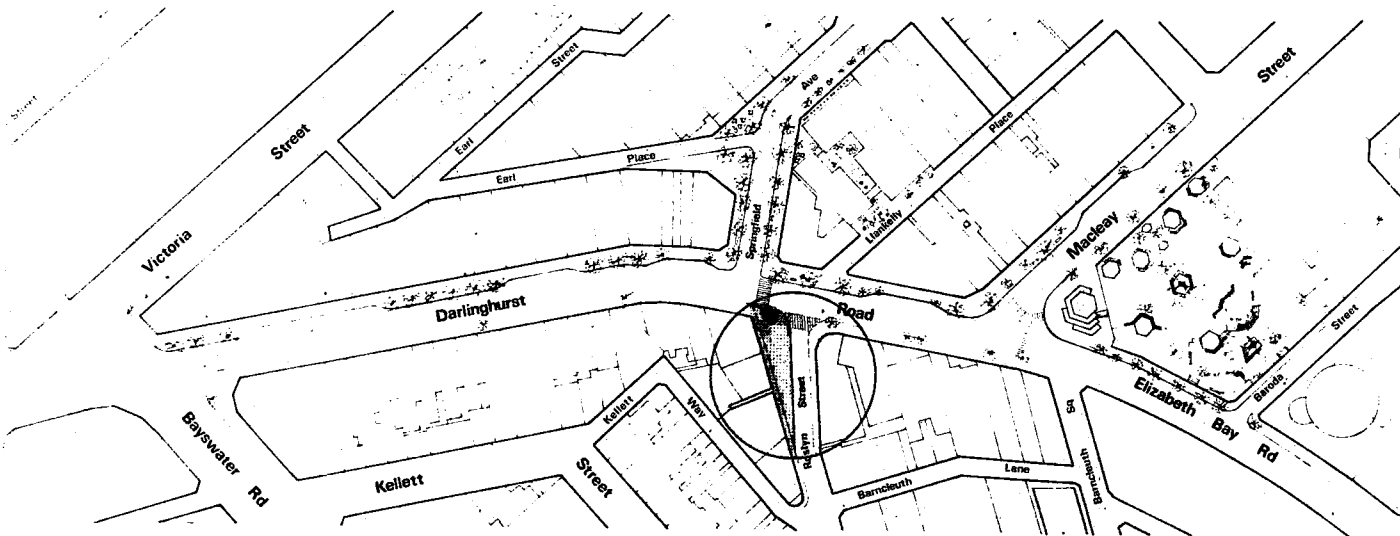
It is therefore recommended that the western end of the Roslyn Street carriageway be narrowed by widening the southern footpath. This will provide a north-facing paved area suitable for a variety of pedestrian amenities. Here Plane trees can be planted and space made available for protected outdoor dining tables and umbrellas as an extension of adjacent cafes and restaurants. Low walls around the street trees can serve as incidental seating and as planters for displays of flowers.

This low-cost improvement also provides for a much-needed pedestrian crossing on Darlinghurst Road connecting to the Springfield Avenue footpath.

It would also be desirable to gain permanent public pedestrian access from this mini-plaza into Kellett Way.

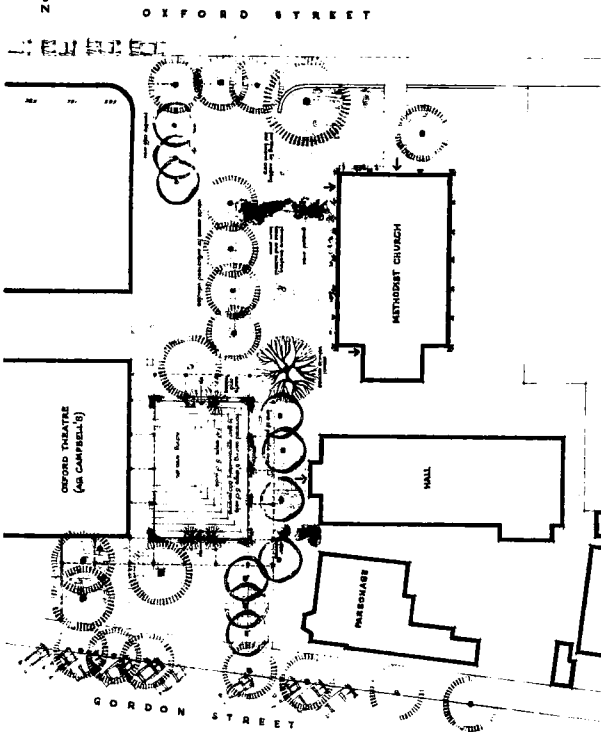
STREETSCAPE AND STREET FURNISHINGS  
PEDESTRIAN PRECINCT  
Kings Cross: Roslyn Street

Key Plan

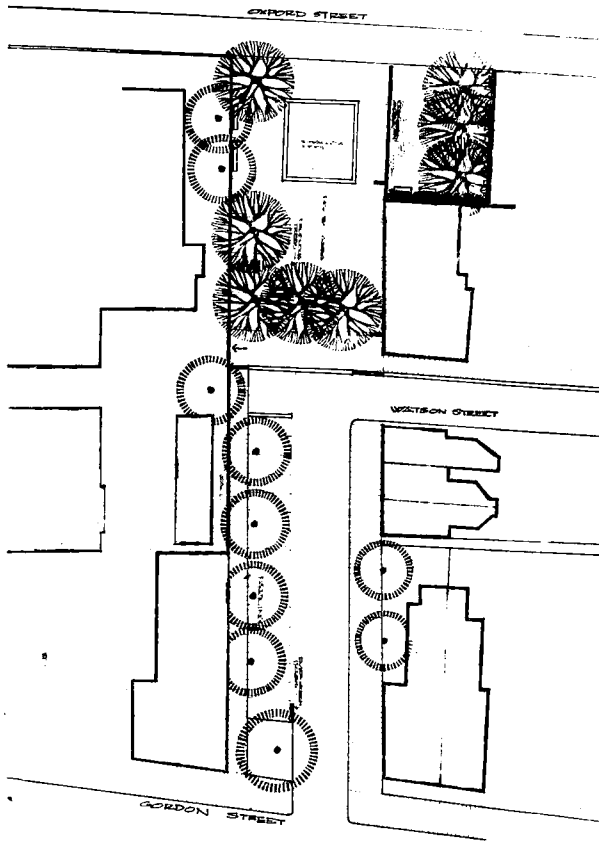


"Roads, public buildings and services have eaten portions of the City's parks and reserves - now parks and reserves will nibble back at roads"

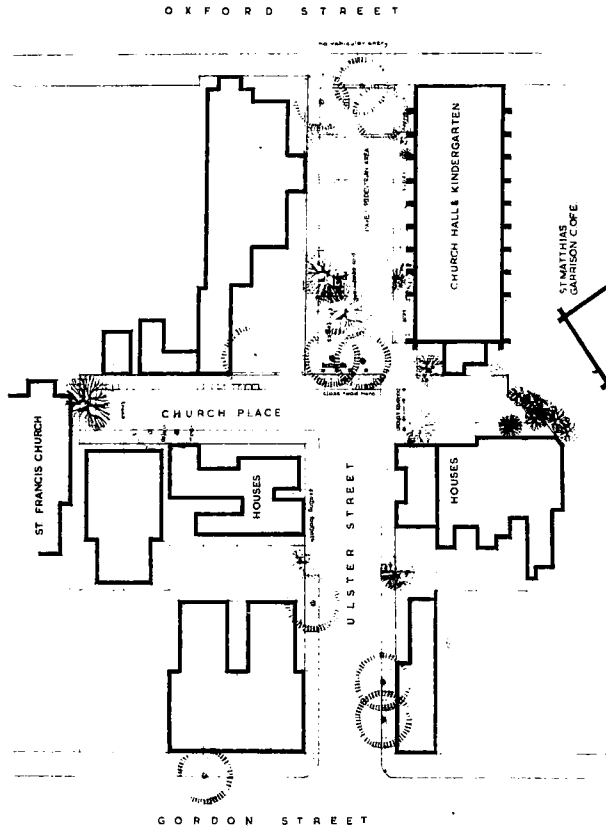
Alderman Leo Port



NEWCOMBE ST.



ELIZABETH ST.



ULSTER ST.

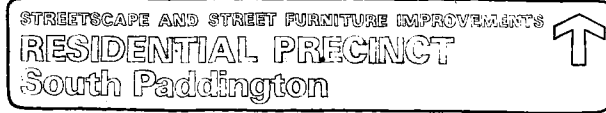
The potential for a series of small parks and traffic free places were examined in 1965 by the Paddington Society and included in the recommendations of this Action Plan

**NEWCOMBE STREET:** Is proposed as a landscaped pedestrian mini-plaza with a small multi-purpose amphitheatre.

**ELIZABETH STREET:** This proposal envisages expanding the existing Council Reserve across this street between Oxford Street and Watson Street and creating a paved and grassed area as an extension of the adjacent school playground.

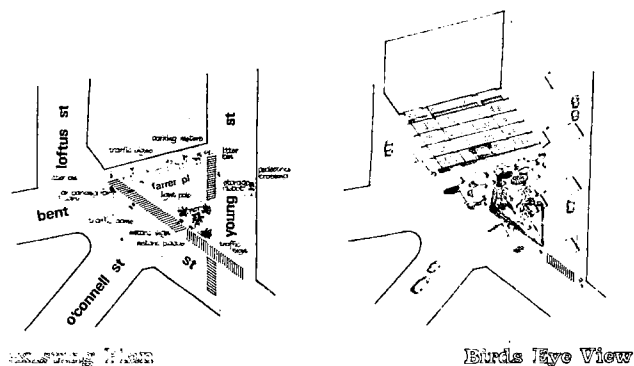
**ULSTER STREET:** Between Oxford Street and Church Place is to be treated as a grassed park containing an adventure playground

The feasibility of these improvements depends on viable alternative traffic arrangements being made and this is now being reviewed as part of Action Plan 26.





## Farrer Place



This five-way intersection would be significantly improved by closing the forty seven foot wide, hundred and fifteen foot long, two way street officially named "Farrer Place." The closure would link the existing landscaped traffic island to the city block bounded by Young and Loftus Streets in front of the Department of Agriculture

Although the space is on the southern side of the block the Agriculture Department is a low building and the area would enjoy a certain amount of sunlight. It should be richly landscaped as an inner city mini-park with small sandstone paved areas surrounded by seats forming the edge of planting units.

There should be one or two kiosks selling refreshments, flowers newspapers or fruit. The space should be illuminated by at least five pedestrian scaled light fixtures of simple design as recommended elsewhere in this Action Plan. The facade of the Department of Agriculture should be illuminated to provide a source of indirect lighting and to add to the visual richness of the place. Indirect lighting could also be provided within the landscape foliage.

Council could initiate a competition for a fountain design to properly commemorate the fountain constructed on this site by Isaac Peyton in 1812. The fountain should be located at the intersection of the centre lined of O'Connell Street and Bent Street so that it can be viewed from a distance along the main approaches.

Soft landscaping is needed in this part of the City now surrounded by extensive hard pavement and building surfaces. The area is strategically located at the visual focus of six roadways and would provide the City with a much needed lunch-time rest area for workers in this part of the Tank Stream Precinct.

## Richard Johnson Square

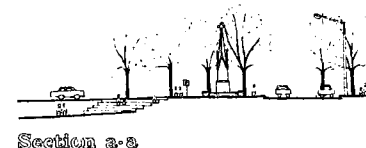
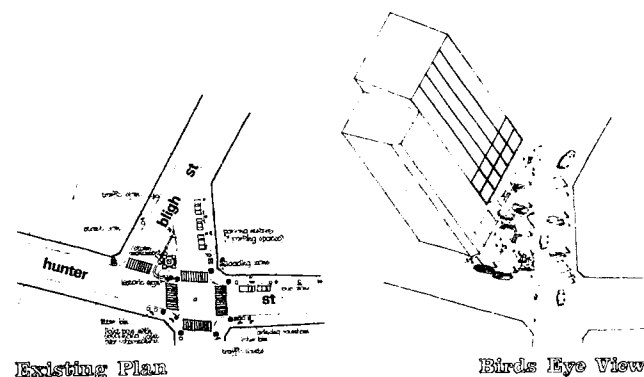
It is proposed to close the one-way section of Bligh Street at Richard Johnson Square in the north-west corner of the Hunter Street/Bligh Street intersection.

This would enable the traffic island which at present contains an elegant sandstone monument to the founding of the first church in Australia, along with 2 poplar trees, to be directly connected to a major city block. The section of street to be closed is a trapezium shaped segment of Young Street, 35'0" wide and measuring 50'0" on the shorter and 123'0" on the longer side, to provide an additional 3,032 square feet of landscaped open space.

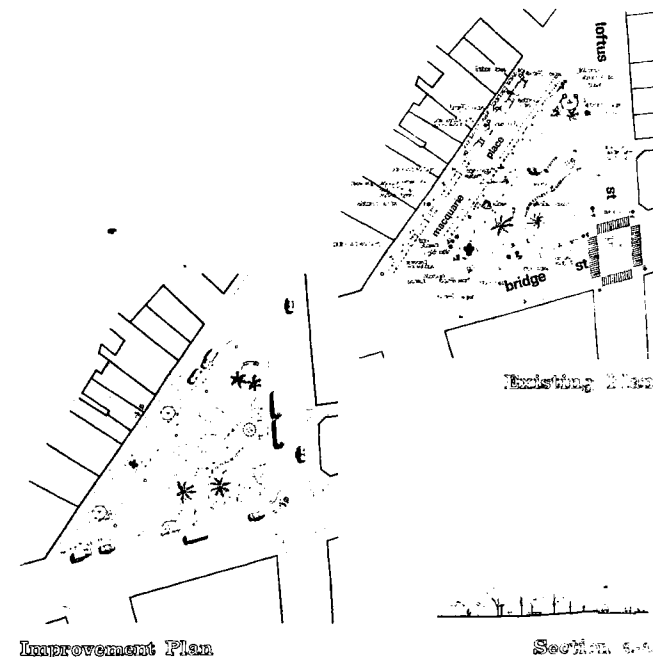
The closure would allow three additional trees to be planted around a small contoured amphitheatre of stepped seating. The space would become a lunch time refuge - a mini-park for nearby office workers. As a richly landscaped element of visual relief it is strategically located, visible on approaches from Castlereagh, Bent and the eastern end of Hunter Streets. The corner park would enhance the setting for the monument to the first church.

Paving surface should be continuous and upturned to form the seating surfaces. Materials such as brick or sandstone would be appropriate and should be extended around the corner as illustrated on the key plan.

There would be a kerb cut in Bligh Street, and allowances made in the design to enable service vehicles and cars to cross the park to enter the Royal Exchange Assurance Building.



## Macquarie Place



The concept here envisages joining up yet another small park in the inner city with an adjacent larger city block.

This proposal is to close part of Macquarie Place and relandscape it as an extension of the adjacent park. Access at the northern end of Macquarie Place would be kept open for vehicles entering Reiby Place and Bulletin Place and for vehicles servicing buildings fronting the park.

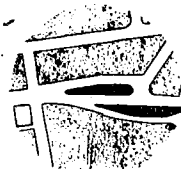
The park would become a working part of the pedestrian network in this part of the City since it lies on the main desire line of pedestrian movement from the City office core to Circular Quay.

The proposal would increase the park by 35% of its existing area and make it a far more useful open space. The new city standard street furniture would be used in the area providing seats pedestrian lighting, litter bins and historic markers. Space would be available for coffee, flower and newspaper kiosks and for a mobile lunchtime refreshment canteen. Additional trees could also be planted and areas set aside for special floral displays in low planters.

The greening of Macquarie Place would significantly enhance this part of the City. The proposed new amenities would benefit workers around this focal point of the densely built-up part of the Tank Stream Precinct.

STREETSCAPE AND STREET FURNITURE IMPROVEMENTS  
CIVIC PLACE  
Farrer Place, Richard Johnson Square and  
Macquarie Place





**Argyle Pl.**  
close southern end of lower  
part of the 'Main Road' south  
of the 'Main Road'.



**Wynyard St.**  
close between Wynyard Lane  
and the 'Main Road' and provide  
footpaths and landscaping.



**Union St.**  
close western end of Union St  
of the 'Main Road' and provide  
footpaths and landscaping.



**Gipsy St.**  
close between the 'Main Road' and  
the 'Main Road' and provide  
footpaths and landscaping.



**Town Hall.**  
close between the 'Main Road' and  
the 'Main Road' and provide  
footpaths and landscaping.



**Hunter St.**  
close between the 'Main Road' and  
the 'Main Road' and provide  
footpaths and landscaping.



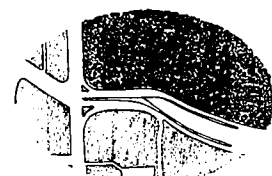
**Circular Quay**  
close between the 'Main Road' and  
the 'Main Road' and provide  
footpaths and landscaping.



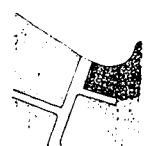
**Macquarie Pl.**  
close and landscape as an  
extension of adjacent park.



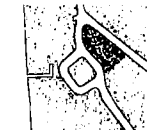
**Farrer Pl.**  
close and landscape as  
a rest area incorporating  
existing traffic island.



**Shakespeare Pl.**  
landscape perimeter edges of  
existing approach and  
Macquarie St.



**Rhymer Rd.**  
close northern end and  
landscape as extension  
of the 'Main Road'.



**Onslow Ave.**  
close at Onslow Pl. section to  
enable Elizabeth Bay House  
to be linked to adjacent park.



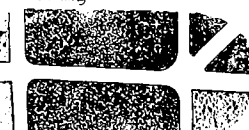
**Roslyn St.**  
close southern section of  
the 'Main Road' and provide  
footpaths and landscaping.



**MacLeay Bldg.**  
replace perimeter parking  
with angled parking bays  
and expand tree and  
planting to opposite  
side of Elizabeth Bay Rd.



**John Armstrong Bldg.**  
expand park by reclamation of kerbs at  
the 'Main Road' and provide pedestrian  
crossings at the 'Main Road' and  
the 'Main Road'.



**Park St. Pedestrian  
Overpass**  
link north and south segments of  
the 'Main Road' with pedestrian bridge  
over Park St.



**Hardie St.**  
close between the 'Main Road' and  
the 'Main Road' and provide  
footpaths and landscaping.



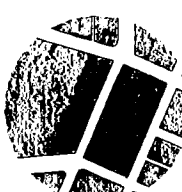
**Elizabeth St.**  
close between the 'Main Road' and  
the 'Main Road' and provide  
footpaths and landscaping.



**Newcombe St.**  
close between the 'Main Road' and  
the 'Main Road' and provide  
footpaths and landscaping.



**Ulster St.**  
close between the 'Main Road' and  
the 'Main Road' and provide  
footpaths and landscaping.



**Parkham St.**  
close eastern end at  
Dawling St and create rest  
area and adjacent  
playground.



**Foreman St.**  
redesign intersection with the 'Main Road' and  
the 'Main Road' and create  
more park.

**Riley St.**  
close between the 'Main Road' and  
the 'Main Road' and provide  
footpaths and landscaping.

**STREETSCAPE AND STREET FURNITURE IMPROVEMENTS**  
**KEY MAP**  
**Area Improvements**

Scale 1:1000  
North arrow

## THE CITY'S STREETScape AND STREET FURNITURE

The streetscape of a city is the visual envelope created by external walls of buildings, street furniture, advertising signs, street trees, ground surfaces, street vistas and views. Because it occupies about one third of the entire urban land area and is that part of the city which is exclusively in the public domain, it is perhaps the most important single element of the urban environment. The streetscape conveys vital information about the type of area through which we are moving at any given moment. It is by its very nature a principal element of the City's "image".

## PURPOSE AND BACKGROUND OF THIS ACTION PLAN

The purpose of this Action Plan is to catalogue a series of street-scape improvements that could be carried out in the short term on relatively low budgets by the City Council itself. This inventory of improvements focusses on lands and things that are under the jurisdiction of Council. The ideas presented here are not intended to be comprehensive, but simply represent a range of environmental sketch designs for specific small projects which can be incorporated in the City Council's Capital Improvement Programme.

For an improvement to warrant inclusion in this Action Plan it must qualify by showing a high ratio of environmental benefit to initial cost. It must fall generally within the jurisdiction of the City Council and be capable of being carried out using Council's existing resources of people and money.

Urban Systems Corporation has been appointed by the City Council to carry out this work. As the environmental benefit arising from this work has been increasingly recognised, USC's commission has been extended, and new proposals and projects have been investigated. Many contributions to the Consultant team have come from officers of the City Engineer's Department, the Parks and Recreation Department and the City Planning Department. Guidance and direction during the preparation of this Action Plan have been given by Alderman Leo Port and Alderman Andrew Briger.

The environmental improvements that could be undertaken in Sydney appear infinite in their number, scope and complexity. Each interest group has its own particular view about the things that are more or less important in the environment. It would seem at first that there is little to be gained by improving detailed parts of the City while its streets are choked with traffic and polluted air. But solutions to these complex problems will take time and a great degree of inter-authority co-ordination and co-operation. Meanwhile, easier, achievable goals are recommended for immediate action. Perhaps they can also serve as a proving ground for more costly and complex environmental improvements.

## EVOLUTION OF THE STREETScape

The streetscape changes continuously. New forms of transportation, new building materials and methods of construction, the under-grounding of services, changes in people's clothing, in styles of advertising, in the form and function of street furniture and the growth of street trees, all combine together to change the streetscape. Take a view of Pitt Street in 1895 and compare it with the same scene to-day. How many elements can you find that remain relatively unchanged? Improvements to the streetscape should anticipate, wherever possible, this continuous process of change. To-day's streetscape improvements should provide new and innovative solutions to particular design problems. Improvement also means recognizing and preserving elements of the streetscape that reinforce the special identity of the City.

## PEDESTRIAN AREAS

### Footpath Widening

The irregular, often haphazard street grid of Sydney has created a number of anomalies in the detailed design of footpath alignments. There are places where for no apparent reason or traffic benefit, footpaths remain the standard 12'0" width while the carriageway widens. In the past such maladjustments in the flow of cars and pedestrians did not matter very much - there was plenty of room for walkers and vehicles and no pressing need was felt to use such precious left-over spaces more efficiently. Now, however, every square foot has become very important, especially if it is not required for moving traffic. It is in these places that the environment of the city can be improved with little capital outlay. The addition to a footpath of only a few feet may allow a street tree to be planted or some other pedestrian amenities to be planned where there was previously no room. The western end of Roslyn Street, Kings Cross, is shown here as an example of this type of improvement.

### Park Expansion

There is a shortage of accessible public open space in the City. Existing parks and reserves have been gradually eroded by roads, public buildings and utility services. Alderman Leo Port has succinctly expressed the City Council's basic environmental design concept.

"Roads, public buildings and services have eaten portions of the City's parks and reserves - now parks and reserves will nibble back at roads."

There are many locations throughout the City where the usefulness of an existing small open space is limited because it is cut off and entirely surrounded by roadways. Farrer Place, Richard Johnson Square and Macquarie Place are examples where minor adjustments to perimeter vehicular movement would enable a larger and more useful area of landscaped open space to be created.

The apparent shortage of open space can also be relieved to some extent by landscaping existing parks to appear to be larger than they are. Perimeter roadways around all the city parks can be planted and landscaped wherever possible as an extension of the park. Not only would the parkland appear to be larger but also the roadways will in fact pass through parkland rather than around the perimeter, offering the visual relief of the park to thousands of motorists as well as to visitors on foot.

## Civic Precincts

The setting of important public buildings and historic structures can be enhanced by simple landscaping techniques. For example, the highly visible north-east corner of the Town Hall seen on approach for hundreds of meters along York and Park Streets could be simply landscaped with trees enclosing a small paved rest area. The loss of several car spaces will be far outweighed by the benefits of an upgraded public identity for the Town Hall. This was suggested as part of this Action Plan and will be incorporated into the comprehensive plan for the Town Hall-St. Andrews block redevelopment.

In Elizabeth Bay, the historic Elizabeth Bay House, now to be maintained and used by the City Council, could be enhanced by setting it within the adjacent city park called the Arthur McElhone Reserve.

If appropriate improvements are carried out in Onslow Place, and traffic movement in the area is simplified, the park could be extended across to Elizabeth Bay House providing benefits for the whole neighbourhood in increased public open space and better traffic movement. In the West Rocks, the Garrison Church could be linked to Argyle Place in the same way by extending the Place across Lower Forbes Street. In both instances the park would be designed for ceremonial as well as emergency vehicle access to the main entry.

## Residential Precincts

Policy 9 of the 1971 City of Sydney Strategic Plan seeks to arrest the decline in the City's resident population and Action Priority 15E is to improve residential amenity by incorporating mini-parks and playgrounds in residential Precincts.

The basic environmental problems of residential areas in the City are through-traffic and lack of community facilities, including parks and landscaped open space. Except for Victoria Street, Kings Cross and Bourke Street in Surry Hills, street trees are not a feature of the streetscape. There are, of course, other obvious problems such as above ground service lines, inadequate off-street parking, footpaths that are either too wide or too narrow.

Once through-traffic is routed away from residential streets, each road and laneway can be developed to fulfil different roles to reinforce local community identity and provide some of its needs for facilities such as parks, playgrounds, tree lined streets and pedestrian ways. Where traffic conditions allow, roads may be closed completely. Footpaths can be widened in selected locations to allow for more frequent planting of street trees and landscaped rest areas.

Since landscaped open space is at such a premium in the residential Precincts, it is logical to examine ways to expand existing parks and landscaped areas by redesigning contiguous public roads, footpaths and nature strips and linking each block into a community open space network. Redevelopment can be co-ordinated within this larger scaled environmental upgrading by the system of Floor Space Ratio incentives adopted as part of the City of Sydney Strategic Plan.

Several residential Precincts have been examined to define appropriate sites for low-cost improvements. The Elizabeth Bay and South Paddington precincts are presented here to show typical improvement concepts. Parkham Street, Surry Hills is shown in detail as a high priority improvement for the Surry Hills Residential Village Precinct C3, the comprehensive replanning of which is the subject of Action Plan No. 12.



12

The Council of the City of Sydney



### ST. JAMES' CHURCH

One of Australia's earliest churches, this building was designed by architect Francis Greenway, the foundation stone being laid by Governor Macquarie on October 7, 1819, and the dedication occurring on February 11, 1824.

Royal Australian Historical Society

## The Council of the City of Sydney

### St. James' Church

One of Australia's earliest churches, this building was designed by F. Greenway, the foundation stone being laid by Governor Macquarie Oct. 7, 1819, and the dedication occurring on Feb. 11, 1824.

Royal Australian Historical Society



### HISTORIC MARKERS

Council provides 104 Historic Markers throughout the City identifying historically unique structures and places. They comprise a shield-shaped plaque bearing an inscription and a number surmounting a 7'0" red painted pole.

The worst features of these existing markers are that they merely add to unnecessary footpath clutter, they are not easy to read and are not inter-related as part of an "historic trail" system throughout the City suitably described in specially written and illustrated guide booklets.

It is recommended that the following performance and design standards be adopted by Council with the concurrence of the Royal Historical Society for the redesign and gradual replacement of all existing historic markers in the City.

#### Performance Standards

The markers should:-

1. Form part of a larger historic trail system for the City of Sydney with a removable numerical key.
2. Be of outstanding design, compact and in the nature of a surface mounted plaque rather than a free standing object.
3. Be easy to read with serified Roman typeface.
4. Be mounted either within the footpath surface or in an appropriate location on the wall surface of a building.
5. Be cast or fashioned out of metal (brass, bronze or aluminium).
6. Incorporate an appropriate emblem or symbol.

### Recommended Designs for Historic Markers

#### Wall Plaque

The marker is 12" square and subdivided into three sections, any one of which can be replaced if required. In the top lefthand corner there is a numerical code number keyed to a particular historic trail. Adjacent to the key there should be a small pictorial representation of the historic structure or event.

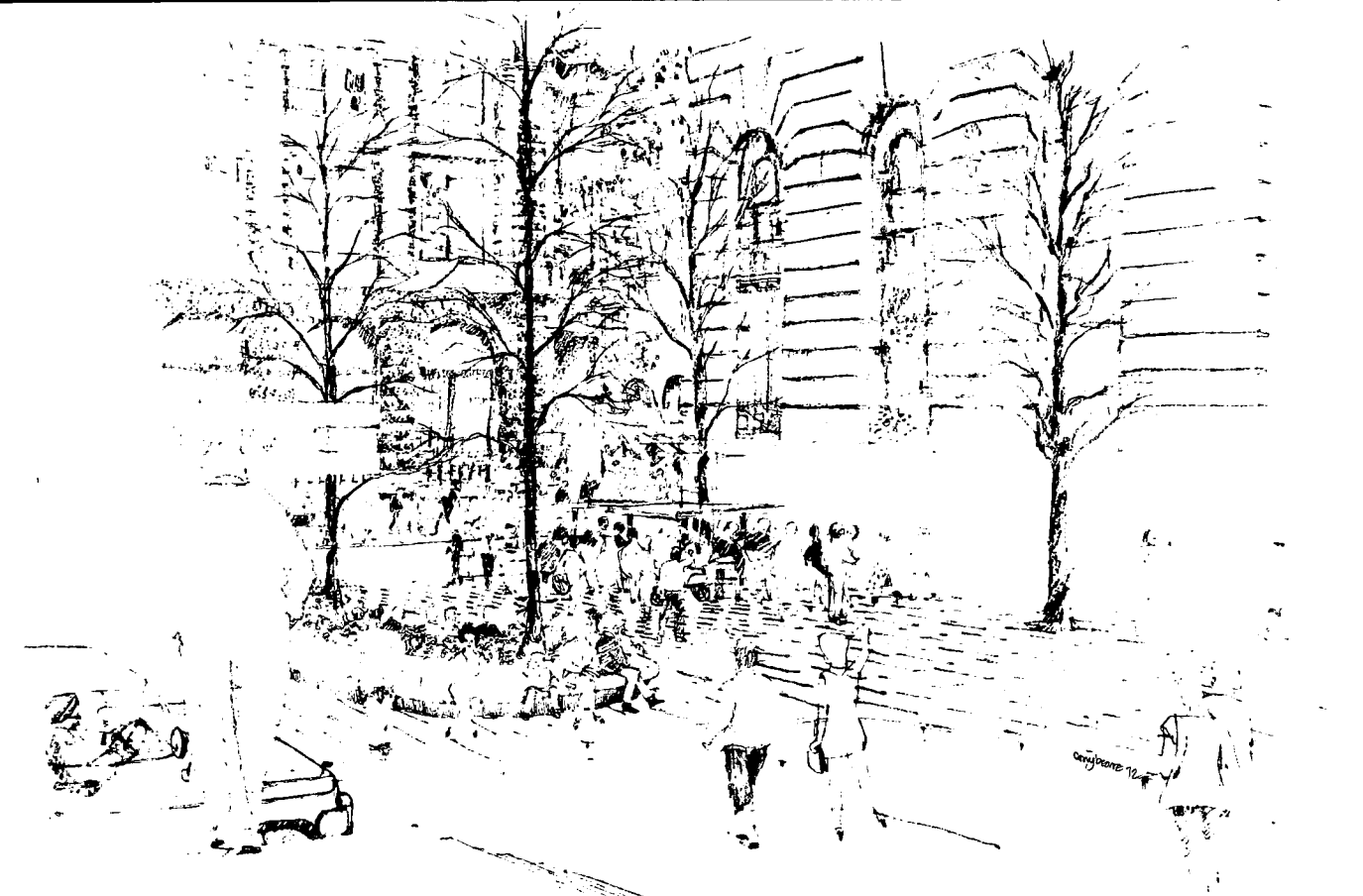
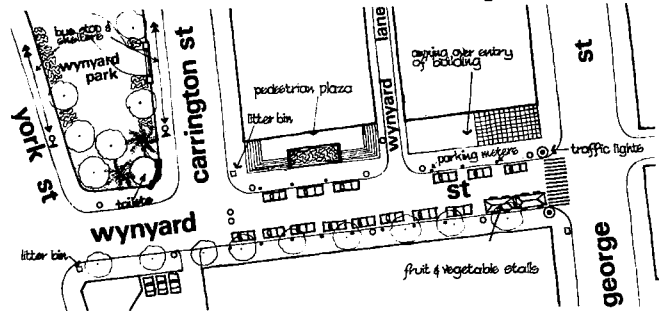
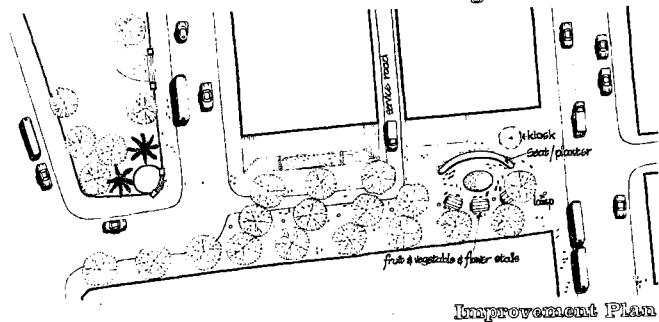
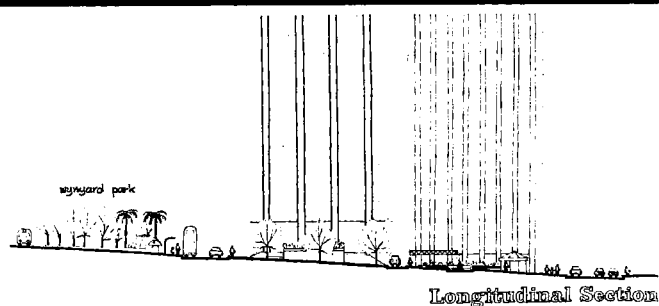
In the lower section of the plaque there should be a main title and brief description of the building or place. The typeface for the lettering should be a distinctive style matching the historic maps and related to other City information systems. Each sub-panel would be held in position from behind with retaining tabs and the panel attached to the wall by concealed fixing.

#### Pavement Plaque

For a pavement surface marker the main title lettering would be enlarged to 2" to match the height of the identifying key. The text would be enlarged to 1 1/4" and set flush with the pavement surface. Text and lettering would be made of brass.

STREETSCAPE AND STREET FURNITURE IMPROVEMENTS  
HISTORIC MARKER  
Wall Mount Type

Scale Full Size

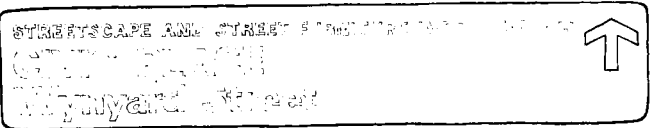
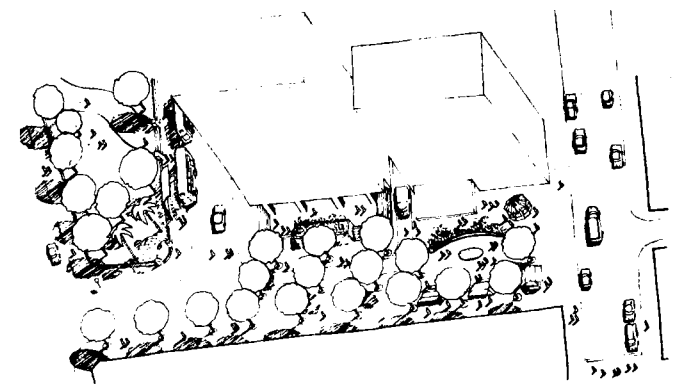


This improvement proposes the extension of Wynyard Park to Martin Place by turning part of Wynyard Street between Wynyard Lane and George Street into a landscaped pedestrian area. When completed this would be the final link in a continuous traffic-free landscaped walkway extending from Wynyard Park to the Domain.

Traffic counts indicate that this street is little used by vehicular traffic. It is currently used as a place for street fruit vendors and their customers.

However the full impact of this closure on traffic movement would have to be examined before further steps are taken.

Paving is to extend from building to building line along the existing slope of Wynyard Street. The design incorporates a combined seat and planting unit oriented around a small fountain and the larger proportion of the mini-plaza is to accommodate fruit and flower barrows, newspaper and refreshment kiosks.



STREETSCAPE AND STREET SCENARIOS  
 CITY OF AUCKLAND  
 Wynyard Street