

City South





The City acknowledges the Gadigal of the Eora Nation as the Traditional Custodians of this place we now call Sydney, and we acknowledge their continued connection to Country. We pay respect to Aboriginal and Torres Strait Islander Elders past, present and emerging.

Executive Summary

The City South is located in an area of the city that is going through and anticipating unprecedented change and development. The NSW Government is planning to develop Central Station as part of the innovation precinct, 'Tech Central'. The precinct will support tech start up, scale ups and innovation ecosystem partners. A major new public place at Central is a critical part of the re-envisioning of this area of the city. High quality open space and streets with high pedestrian amenity will help to attract and retain talent in the new precinct and support the younger demographic including university students. Better cycling amenity will also be necessary to support the tech sector workers accessing jobs, and economic life, as passengers and for deliveries and servicing.

City South is also a key growth area of central Sydney as part of the City's draft Central Sydney Strategy's review of planning controls. The public domain in this area is heavily used during the day and at night by workers, visitors and residents. The streets and public open spaces in the area need to be reinvigorated to reflect the ambition to reposition it as a key growth area for jobs, innovation and collaboration. Informed by the principles and directions set out in Sustainable Sydney 2030 and Public Space Public Life 2007 and 2020. The Plan further developments the idea

of a pedestrianised George Street linked by three squares at Circular Quay, Town Hall and Central.

The proposals are not fully developed or resolved designs but are intended to illustrate potential design principles to particular streets and spaces within the precinct to stimulate conversation and engagement with stakeholders about the future direction of the area.



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1 Introduction

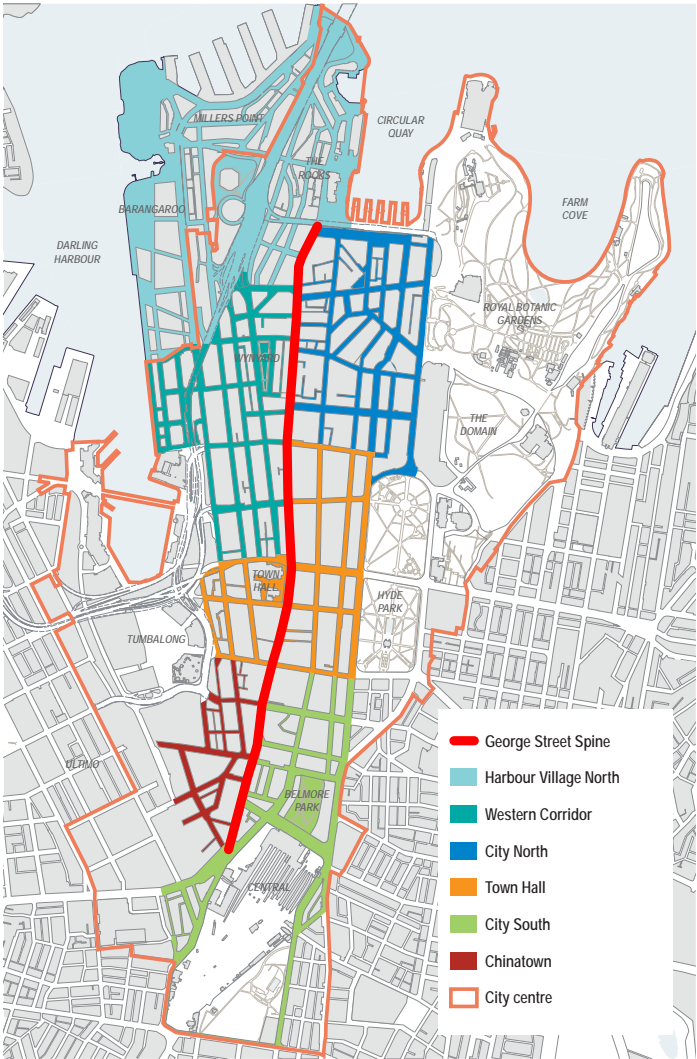


Study Area

The City South is bounded by Liverpool Street to the north, Cleveland Street to the south, George / Broadway to the west and Elizabeth / Chalmers Street to the east. Belmore Park and Prince Alfred Parks are located within the precinct and provide vital amenity for the precinct, which has limited access to open space.



left **Study area**
right **City Centre Precincts**



City South Public Domain Plan

City Centre Public Domain Planning

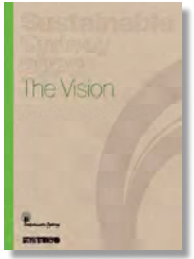
The City Centre Public Domain Plan has been divided into key precincts for which detailed feasibility and public domain improvement proposals are being developed. To date, the City has undertaken public domain plans for Chinatown, Harbour Village North, George Street and City North. The City South Public Domain Plan is the next in a series of detailed plans that analyse and recommend the scope, location and extent of public domain improvements over the short, medium and long term, contributing to the overall city transformation.

This Plan should be read on conjunction with the plans for the surrounding precincts, in particular George Street, Chinatown and Town Hall.

right **City South Public Domain Plan inputs and outputs**

City South Public Domain Plan

STRATEGIC DIRECTIONS



Sydney 2030



Public Spaces Public Life Study 2020

PUBLIC DOMAIN PLANS



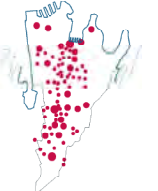
City Centre Public Domain Plan



City South Central and Belmore Park Public Domain Plan

PROJECTS

Overlay Projects



- Pedestrian Improvements
- Lighting
- Footpath Materials
- Street Furniture
- Public Art
- Greening Sydney
- Wayfinding Pedestrian System
- Environmental Sustainability

Place Specific Projects



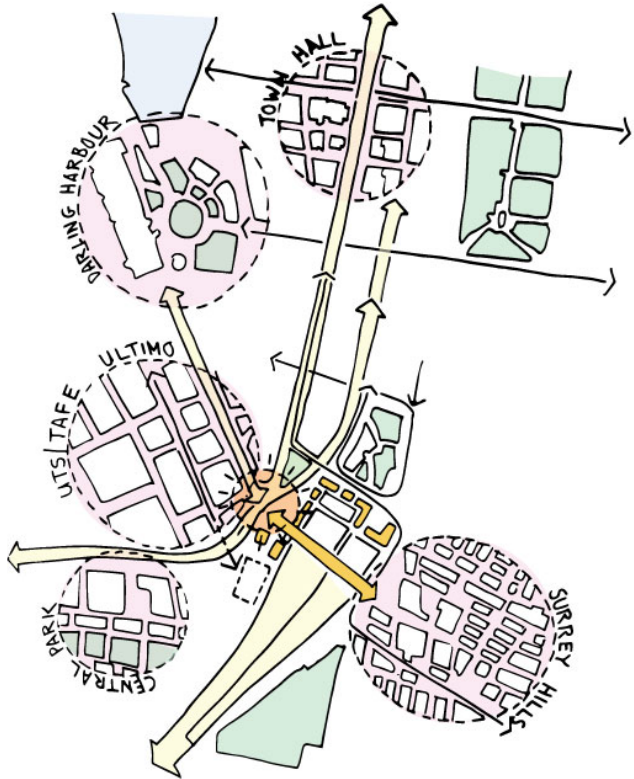
- Public Space Improvement Program
- Laneways Improvement Program
- Cycleway Implementation Program
- Urban Renewal

Repositioning Central

Central Station is the focus of significant urban renewal and transport infrastructure development by the NSW Government. It presents opportunities to reconsider existing streets and spaces and the creation of a new public space, Central Square as part of an integrated public domain network.

The Greater Sydney Commission is also progressing the coordination of planning for Tech Central which, in addition to the City South study area, encompasses a wider area including Broadway, Camperdown Innovation precinct, North and South Eveleigh and Surry Hills creative district. With multiple project stakeholders, land ownership and overlapping areas of interest, it is evident that further co-ordination between agencies and the City is required to ensure a connected, cohesive public domain over a broader southern city area.

The City South Public Domain Plan is an informing document for advocacy and stakeholder consultation on recommended project priorities, as well as input into the development a broader public domain co-ordination plan that includes Tech Central. The public domain co-ordination plan will guide the future development of Tech Central, including the renewal of Central Station and the creation of Central Square.



Connected precincts with Central Square as the focal point (Hassell Studio)



Tech Central - Prospective precinct (NSW Government)

Objective

The need for the Plan has arisen to:

- develop a holistic, co-ordinated plan that considers and responds to the upcoming renewal of Central Station and the development of ‘Tech Central’
- consider new potentials for city streets with the completion of CBD and South East Light Rail, associated review of CBD bus routes, Sydney Metro and other transport changes,
- provide further articulation to Sustainable Sydney 2030 aspirations and project ideas within the precinct;
- provide public domain direction to the many private development projects occurring within the study area.
- provide a plan that can be used for advocacy, stakeholder engagement and community consultation.
- assist in COVID-19 recovery through improvements in the public domain

The intent is that this strategic work will inform major infrastructure, transport or development projects so that the recommended improvements can be taken into consideration through planning negotiations and project delivery. The plan will also guide the City’s long term planning and capital works programming.



Consultation & development of the plan

Development of the Plan

The City South Public Domain Plan presents a possible way forward to transform the precinct and is tool for consultation and advocacy. Development of the Plan involved collaboration between City staff and external inputs including:

City South - Belmore Park and Central concept designs (Spackman Mossop Michaels and WSP)

Central Square Public Domain Design Study (Hassell Studio)

Central Square Structuring Principles Study (Tonkin Zuilika Greer, Spackman Mossop Michaels, Pentalic Advisory)

2050 consultation and engagement

The Plan has drawn on the extensive engagement program undertaken for Sustainable Sydney 2050, as well as targeted intercept surveys at Belmore Park.

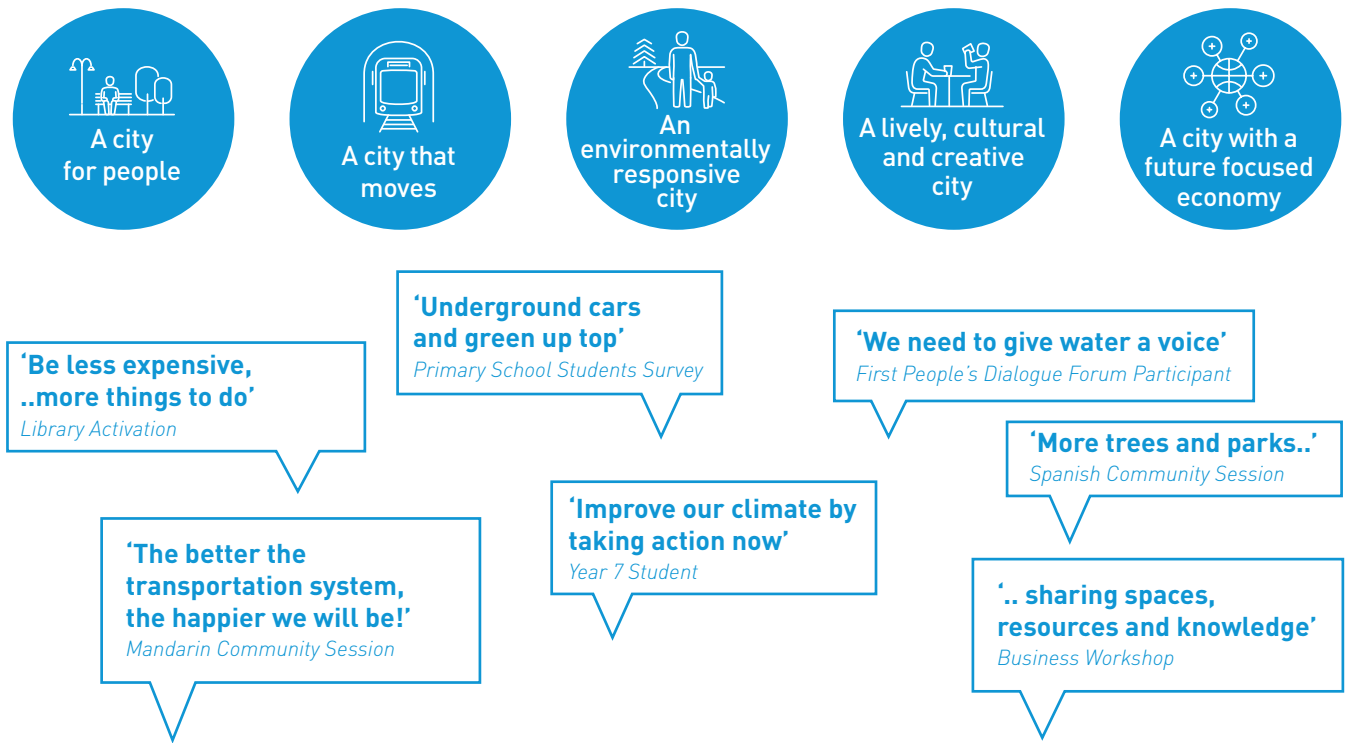
Key themes identified in the engagement activities revealed that people wanted:

- A city for people
- A city that moves
- An environmentally responsive city
- A lively, cultural and creative city
- A city with a future focused economy

Community and stakeholder consultation

The Plan is a conversation starter with the local community, businesses and key stakeholders including government agencies that the City has to work with to deliver public domain benefits.

Key themes - Sydney 2050 consultation findings



Sydney 2050 High School Summit

High school students participated in workshops to discuss issues affecting the city and its future. Findings include: 83% of participants wanted to be able to get anywhere you like on public transport, walking or by bike riding; 81% said they wanted a city with parks, trees and lots of nature; 72% want the City to be a creative place where people have fun; 77% wanted a city where lots of different cultures live happily together.



Sydney 2050 Mandarin Community Session

The community present were most excited about environmental and transport initiatives with reoccurring themes around making Sydney more liveable and better for families and the aging population.



2

Vision and Guiding Principles



Sydney 2030

Sustainable Sydney 2030 is the vision document that guides the City’s efforts to improve the way communities live, work and play.

The City South Public Domain Plan will help meet the City meet 9 of the strategic directions identified in Sydney 2030:

Direction 1 - A Globally Competitive and Innovative City: the Plan promotes a public domain quality agenda that supports the city centre that is competitive, attracts investment, and ensures ongoing liveability.

Direction 2 - A Leading Environmental Performer: the Plan supports the City’s environmental actions in particular increasing space available for tree canopy.

Direction 3 - Integrated Transport for a Connected City: the Plan supports efficient public transport and facilitates the transfer of modes through better public domain outcomes.

Direction 4 - A City for Walking and Cycling: the Plan promotes a rethink of street space allocation to promote better conditions for walking and cycling.

Direction 5 - A Lively and Engaging City Centre: the Plan advocates for a welcoming public domain that encourages people to stay and enjoy as well as measures that support a diverse 24 hr city economy.

Direction 6 - Resilient and inclusive local communities: the Plan considers the diversity of users of the precinct and will consult with them to ensure that the public domain and open spaces are inclusive.

Direction 7 - A Cultural and Creative City: the Plan promotes the importance of a diverse cultural offer and public art for city identity and encourage people to come to the city for leisure beyond work and business activities.

Direction 9 - Sustainable Development, Renewal and Design: the Plan advocates built development and public domain to be exemplars of sustainability.

Direction 10 - Implementation through Effective Governance and Partnerships: State government and the private sector collaboration will be needed to implement the Plan’s recommendations as most require a rethink of road space allocation and traffic management managed by State agencies.

facing page
One spine three squares
Delivering the ‘one spine, three squares’ structure of our City is central to Sustainable Sydney 2030. This framework creates a strong, larger, legible and interconnected public space network to support future needs of the City’s population and visitors.
With the completion of the George Street spine, the focus now shifts to the squares at Circular Quay, Town Hall and Central.
(Public Spaces Public Life Study 2020)

Ten strategic directions for Sustainable Sydney

1

A globally competitive and innovative city

✓

2

A leading environmental performer

✓

3

Integrated transport for a connected city

✓

4

A city for walking and cycling

✓

5

A lively and engaging city centre

✓

6

Resilient and inclusive local communities

✓

7

A cultural and creative city

✓

8

Housing for a diverse community

9

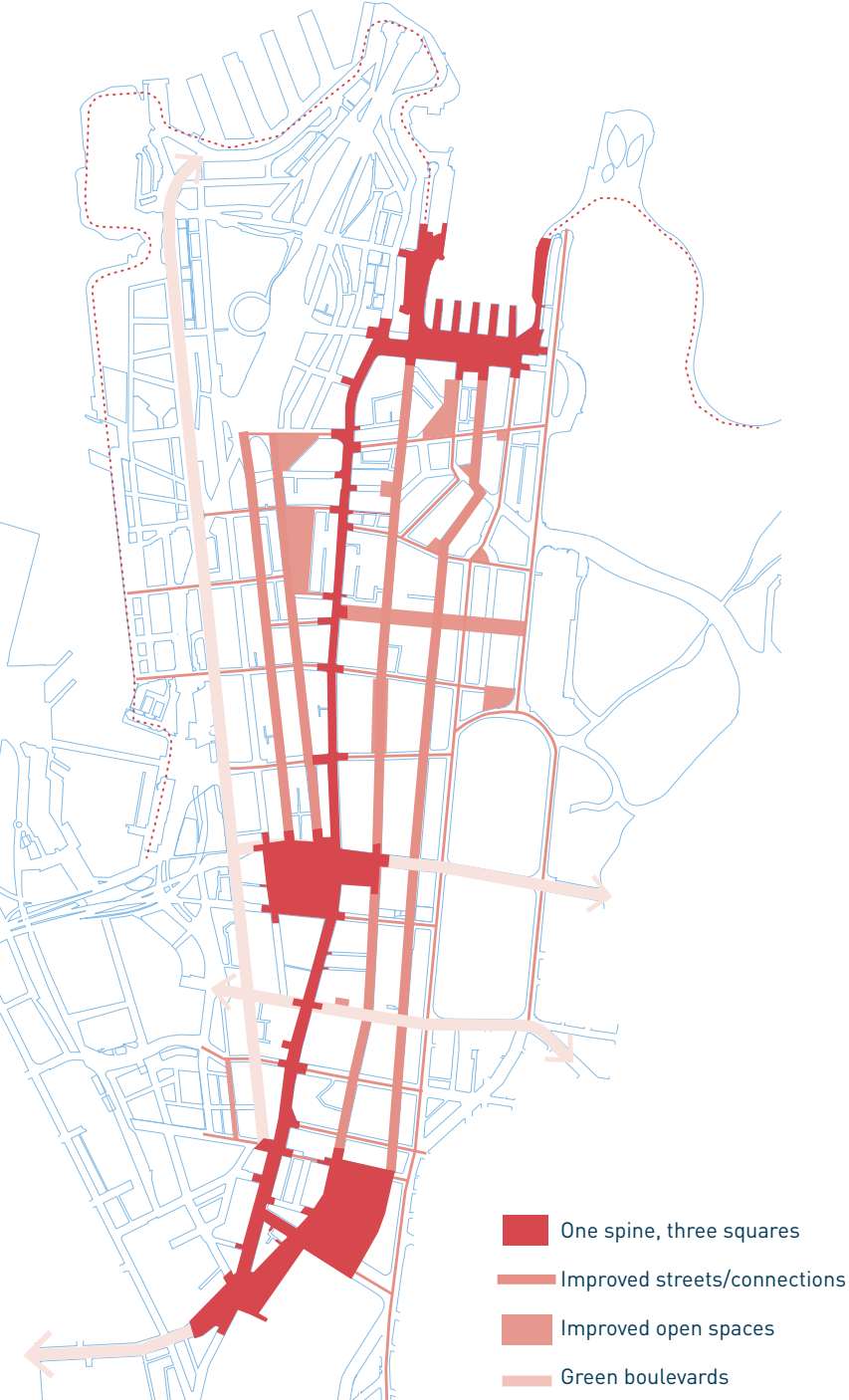
Sustainable development, renewal and design

✓

10

Implementation through effective governance and partnerships

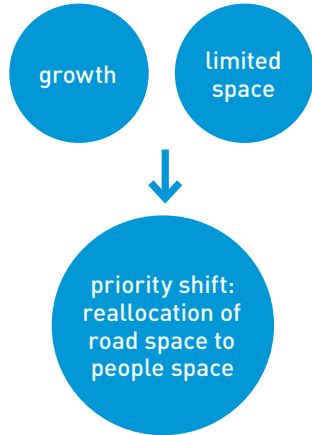
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Public Spaces Public Life Study 2020

Road space to people space

The Public Space Public Life Study 2020 by Gehl Architects, in collaboration with the City, is a review and benchmark assessment against the previous Public Space Public Life Study with was conducted in 2007. To improve health and wellbeing, making more space for walking, cycling and greening, the city must continue to increase the quantity and quality of well-planned public domain – streets and spaces that are human in scale, sustainable, social, healthy, safe, and lively.



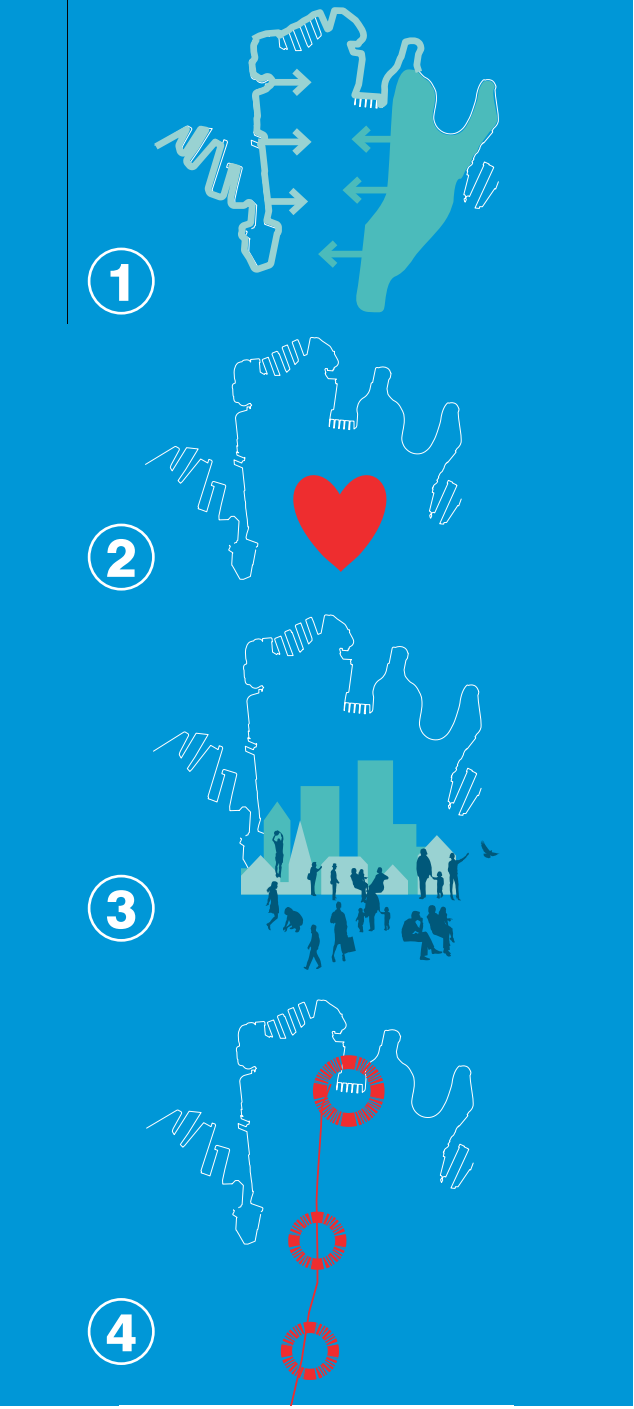
above
Reallocate road space to people space
right
Directions for the City in four themes
(Public Spaces Public Life Study 2020)

More Space is required for:

- **Walking**
- **Cycling**
- **Socialising**
- **Greening**
- **Health and Wellbeing**

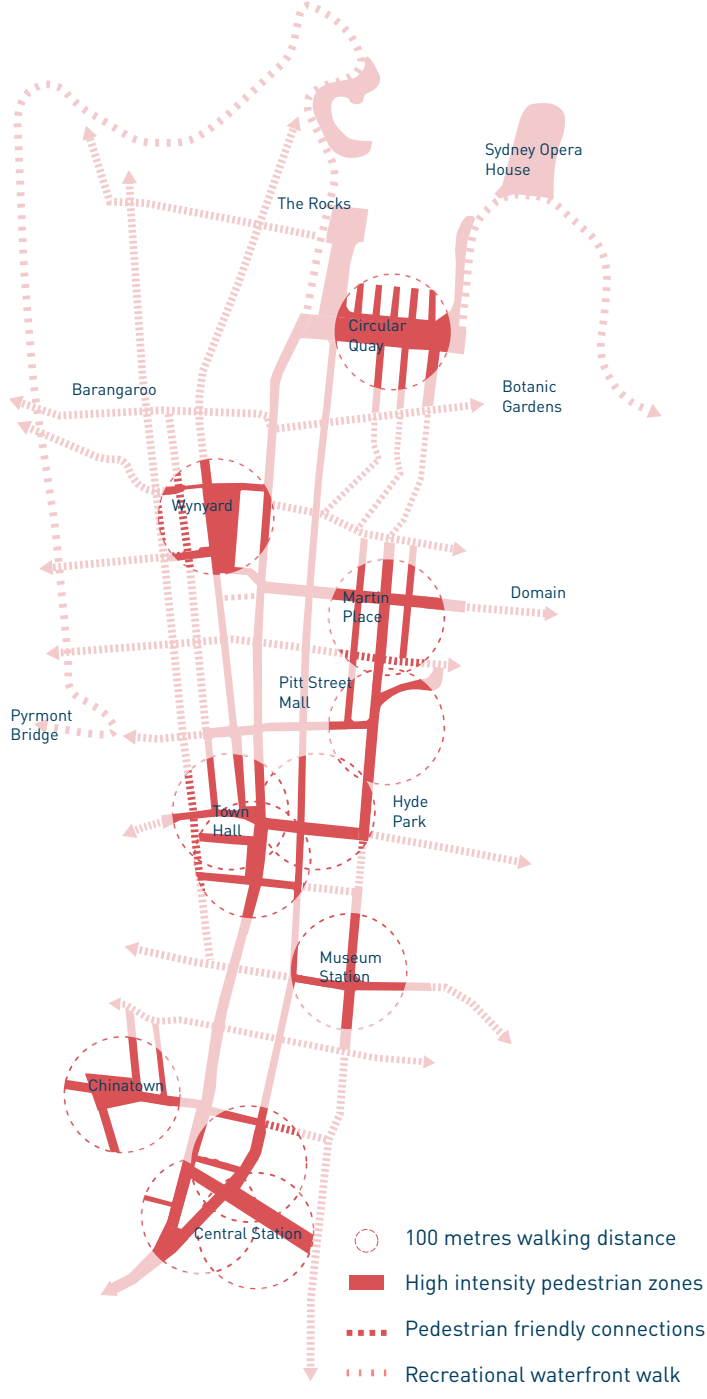
The Study’s recommendations are centred on four themes:

- 1. A green and cool city** - continue the City’s leadership in environmental sustainability and climate action
- 2. Protected heart** - rethinking mobility and access to win back space for people to walk, cycle and stay as well as for green infrastructure
- 3. A city for all** – ensuring a public realm that is welcoming for all people
- 4. A strong city identity** – capitalise on city amenities and strengthen public realm quality and identity.

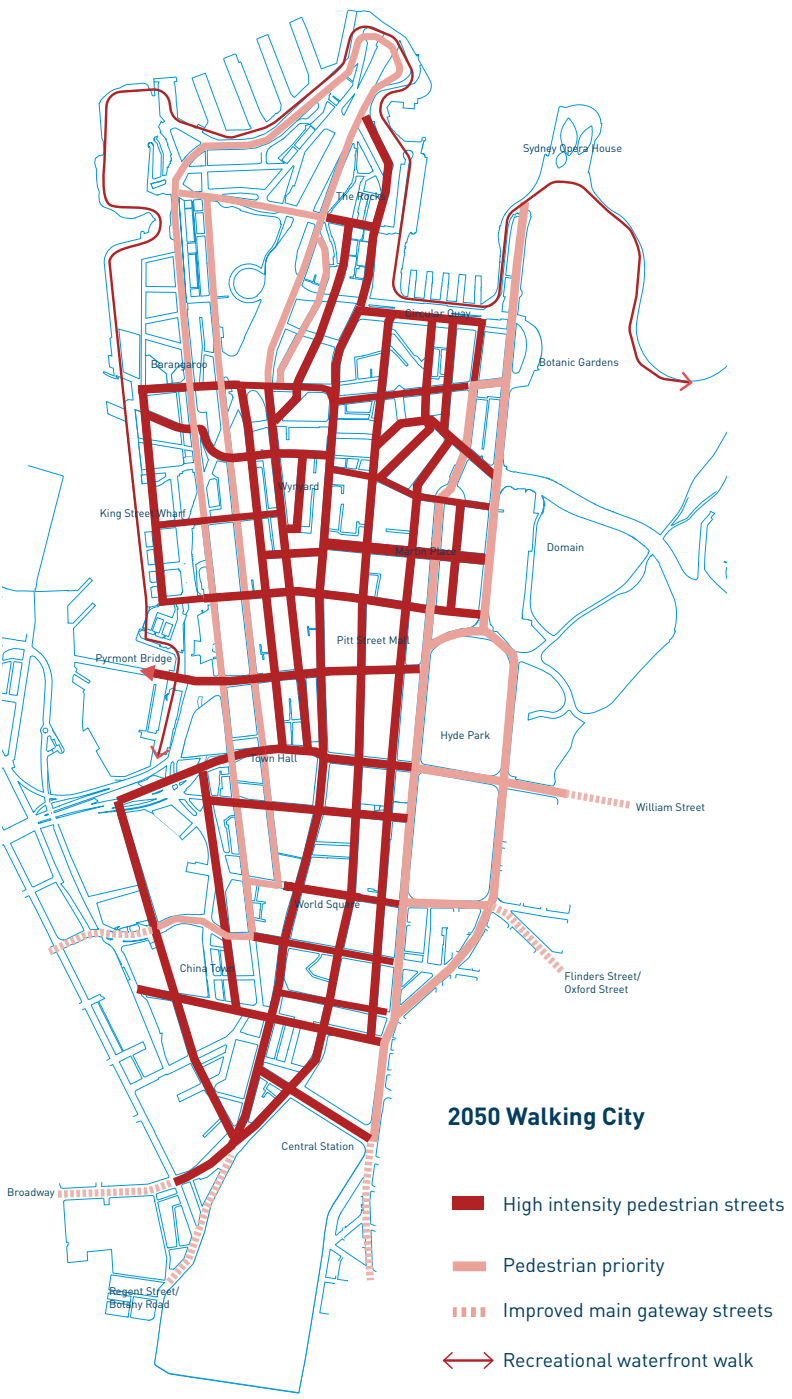


City South Public Domain Plan

left
Pedestrian priority around transport hubs
As a priority, improve pedestrian amenity and priority around metro stations and public transport hubs.



right
2050 Walking City
By 2050 the city should be a ‘Walking City’ with pedestrians prioritise and strong pedestrian priority throughout the city.



City South Public Domain Plan

3

Project Context

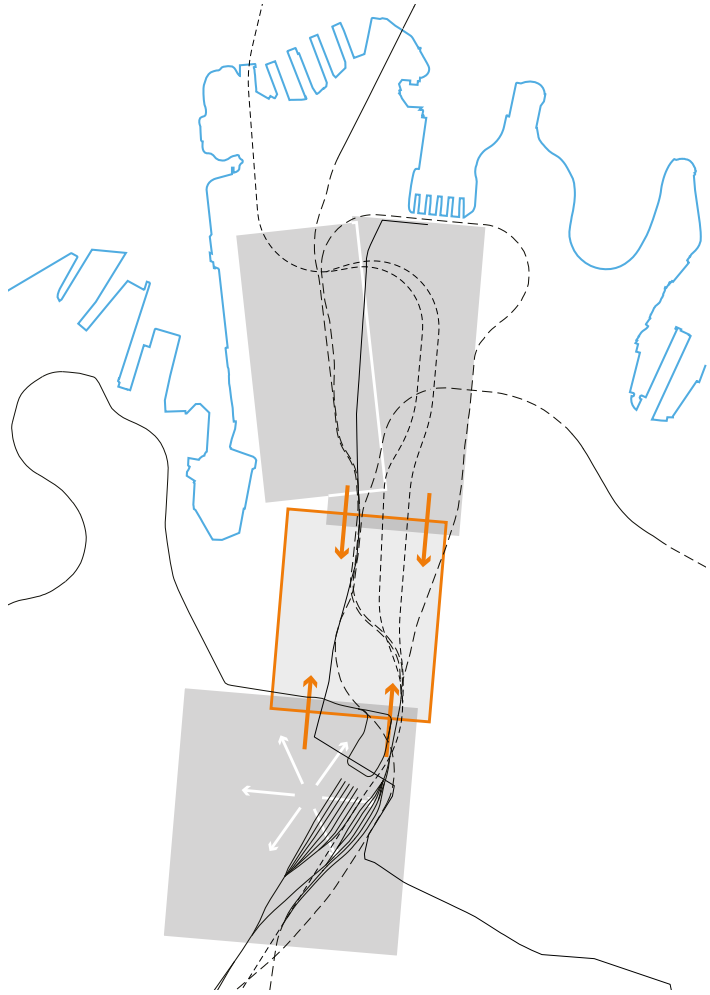


Planning for growth in City South

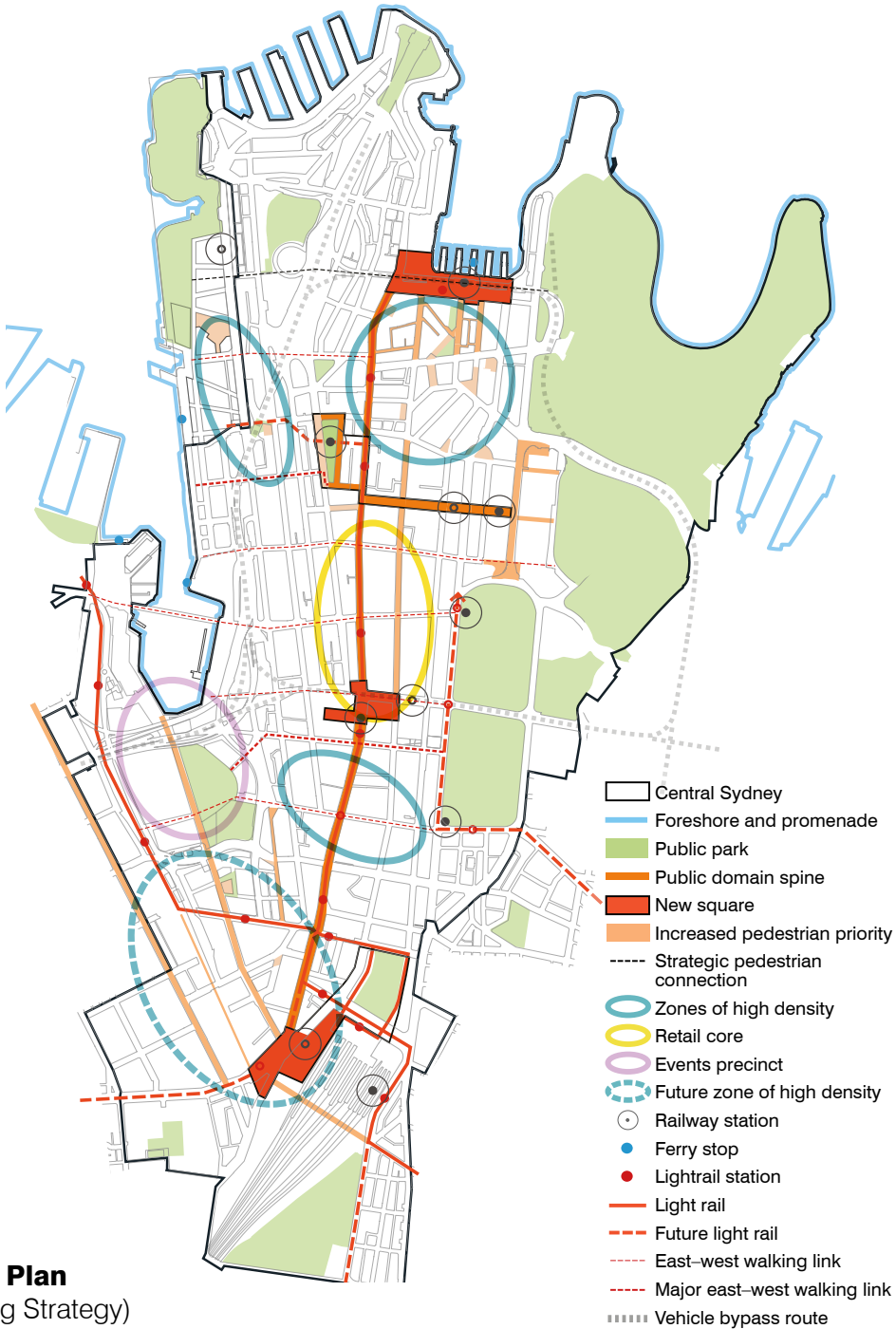
City Plan 2036, the City's Local Strategic Planning Statement 13 priorities and a series of actions to achieve the vision and guide future changes to the City's planning controls:

- 1. Movement for walkable neighbourhoods and a connected city
- 2. Align development and growth with supporting infrastructure
- 3. Supporting community wellbeing with social infrastructure
- 4. A creative and socially connected city
- 5. Creating great places
- 6. New homes for a diverse community
- 7. Growing a stronger, more competitive Central Sydney
- 8. Developing innovative and diverse business clusters in the city fringe
- 9. Protecting industrial and urban services in the southern enterprise area and evolving businesses in the Green Square-Mascot strategic centre
- 10. Protecting and enhancing the natural environment for a resilient city

- 11. Creating better buildings and places to reduce emissions and waste, and use water efficiently
- 12. Increasing resilience of people and infrastructure against natural and urban hazards
- 13. Open, accountable and collaborative planning



Central Sydney South: Future focus (Draft Central Sydney Planning Strategy)



Central Sydney Structure Plan (Draft Central Sydney Planning Strategy)

Connecting City South

The southern end of the city is currently somewhat removed from the traditional core of the City Centre, it retains some of the fine grained subdivision patterns, narrow frontages and informal public spaces. The area around Central Station with Ultimo, Haymarket and parts of Surry Hills is the future southern extension of Central Sydney. With Central Station at the centre of the Harbour CBD, a Sydney Metro West station in this location will be an important catalyst for employment and economic growth in the area. It would reduce car dependency and traffic congestion in the area and would support the growth of existing knowledge-intensive employment clusters in the area.

The NSW Government's District Plan requires the City to plan for and deliver at least 165,100 new jobs by 2036 in the Harbour CBD, with a higher aspirational target of 266,100 new jobs.¹ The long term goal for Tech Central is to create 25,000 innovation jobs.² The City is reviewing the planning controls for the City South in response. In parallel, will provide a quality public setting for the areas growing creative and young professional workforce to socialise, share, innovate and celebrate.

¹ Central Sydney Planning Strategy Addendum 2020
² NSW Government, Tech Central

Supporting economic and cultural activities

With the transformation of George Street South, planned infrastructure investments at Central Station and the NSW Government’s direction on Tech Central, the area is expected to experience pressures to change, including an increase in employment floor space demand and a change in social and economic profile. The City South precinct can capitalise on these catalytic infrastructure investments and government initiatives while maintaining its culturally rich clusters, strong economic connections to Asian markets, and culturally distinct entrepreneurial culture. City South has a vibrant street life. The convergence of different Asian cultures are represented in the shop fronts - Korean, Thai, Japanese and Chinese businesses sit side by side, providing services and goods from hairdressing and nail salons to groceries and restaurants. The restaurants, cafés and bars provide theatre goers at Capitol Theatre, tourists staying in surrounding hotels / backpackers, residents and workers of the City Centre food and entertainment options that open well into the night. Concentrated around Pitt Street and Campbell Street, now known as ‘Koreantown’ and ‘Thai Town’, these micro precincts have established strong street presence through annual street festivals. Arts and cultural organisations such as Gallery 4A and the soon to be completed Museum of Chinese in Australia, add to the precinct’s attraction as a cultural hub.

Thai Town
Campbell Street
Koreantown
Pitt Street



Museum of Chinese in Australia

Lord Mayor Clover Moore and Dr John Yu, President of the Museum of Chinese in Australia, at the announcement of the conversion of the former Haymarket Library to the Museum



COVID-19 pandemic recovery

The Covid-19 pandemic has highlighted that our local economy is heavily reliant on population and visitor-driven industries. The arts, accommodation and food services, retail and other professional services have all suffered. International students who live in the city have been hit hard with casual / insecure employment disrupted and no government support. Restaurants in the area provided free meals for international students during the pandemic. The City in partnership with Oz Harvest also opened OzHarvest Hamper Hubs to provide a new emergency food relief service for vulnerable members of the community, especially International Students and Temporary Visa Holders. As the city works towards pandemic recovery, how we enliven and re imagine our city as a destination during the day and later at night will make a significant contribution to Sydney’s recovery. City South’s vibrant night-time economy with a strong international student and visitor presence will need to be reinvigorated to support the recovery. Recovery will involve creating more space for people to safely access businesses in the area. As the City has done through the Alfresco Sydney program* investigation could include pop-up festivals and lunchtime performances and the temporary use of parking and loading zones for alfresco dining.

*in partnership with the NSW Government



left **People waiting for takeaway food in the evening**
above **Local Thai restaurants gave out free meals during the pandemic**
(@lukehgnomes via twitter)

New Century Garden Public Art Plan for Chinatown also highlights Hay Street as the main connector between Chinatown and Belmore Park which bears cultural connections to Chinatown.

The City has identified a need to develop a public domain co-ordination plan to guide future development of Tech Central, including the renewal of Central Station and the creation of Central Square. The co-ordination plan will include direction on existing and future public art in the precinct



Designing with Country

The Eora Journey, meaning ‘the people’s journey’, is a program that celebrates the living culture and heritage of the Aboriginal and Torres Strait Islander communities in Sydney. Recognition in the Public Domain is one of the four key components of the Eora Journey. This project, overseen by art curator and writer Hetti Perkins, aims to reactivate the knowledge of specific places and events in Aboriginal history at key sites within the city.

The City's Barani website identifies the location of places that have historical associations for Aboriginal and Torres Strait Islander people in Sydney. Each place is connected to a historical theme that expresses an aspect of cultural life in Sydney. A number of sites are located in the City South.



Transport and street space allocation

City South Belmore Park and Central precinct accommodates a complex, and sometimes competing mix of movement network modes and infrastructures. The area facilitates some of the highest pedestrian volumes in the city, along Railway Square alone, over 71,000 pedestrians* were counted on an average weekday in autumn of 2020. At the same time, the precinct currently plays a key role as a major confluence within the city's regional arterial road network, linking suburbs to the east, west and south of the city and accommodating high volumes of regional through-traffic.

The uptake of cycling has grown exponentially in recent years. Working with TfNSW the City installed six new pop-up cycleway connections that were delivered to help the community to return to work and local businesses safely, supporting NSW's economic recovery. The growth in people riding the Pitt Street pop-up is unparalleled, with the rider ship increasing 500% between the first week and twelfth week ^ of operation (in two directions). This shows that there is suppressed demand for cycling in the city centre, which can be accommodated by more safe separated facilities. The role of the cycleway in serving travel demand within the City Centre will continue to increase.

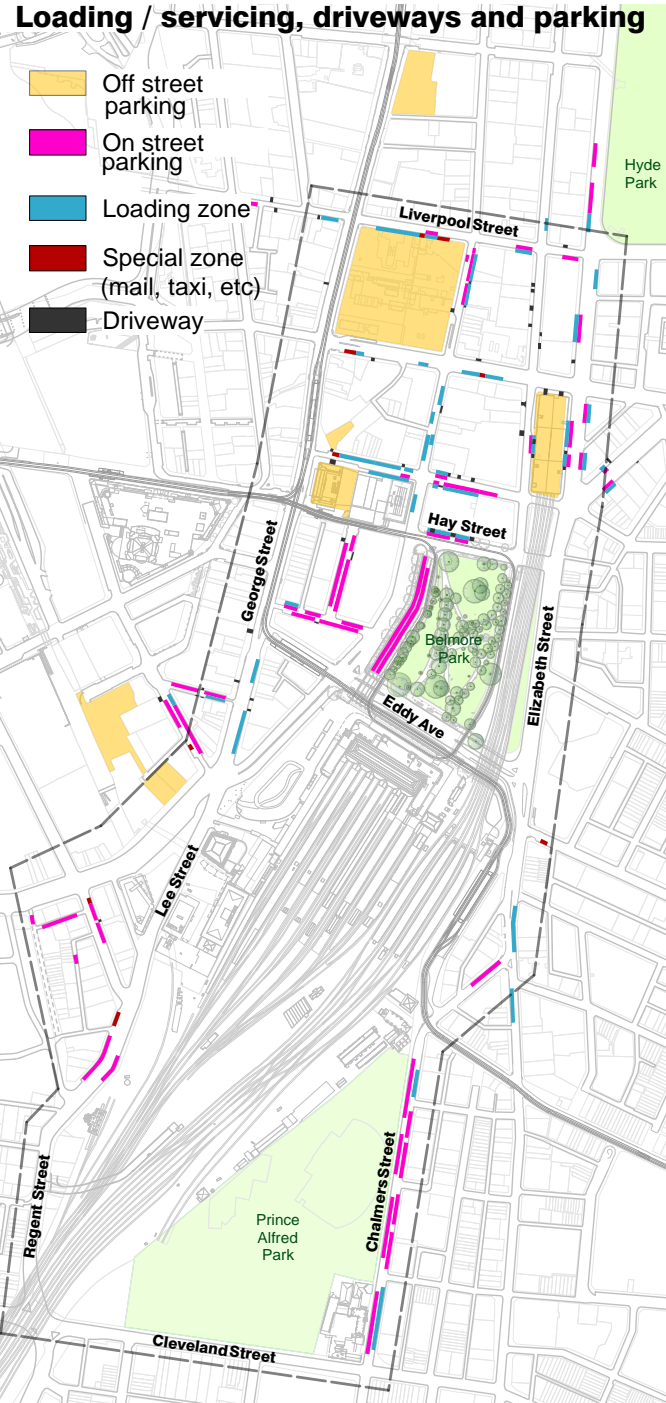
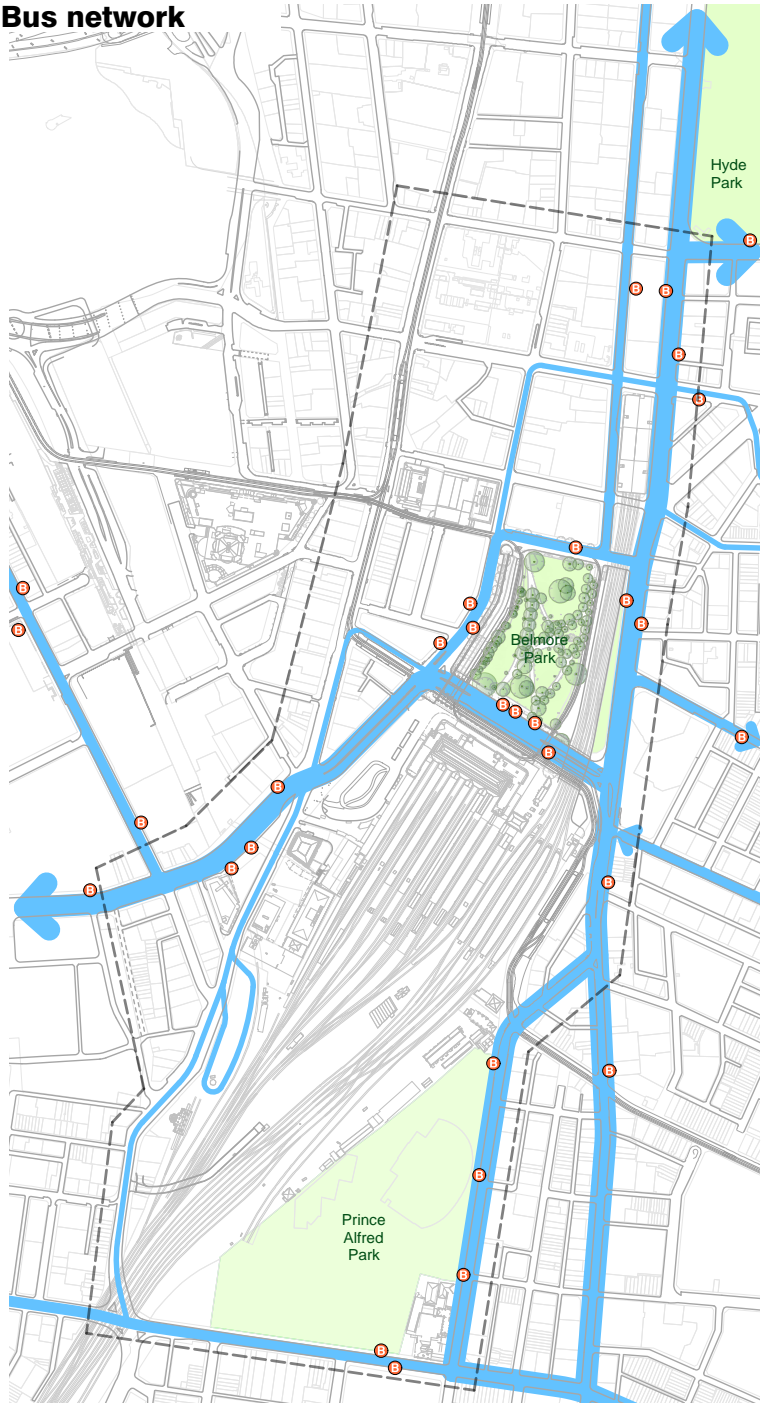
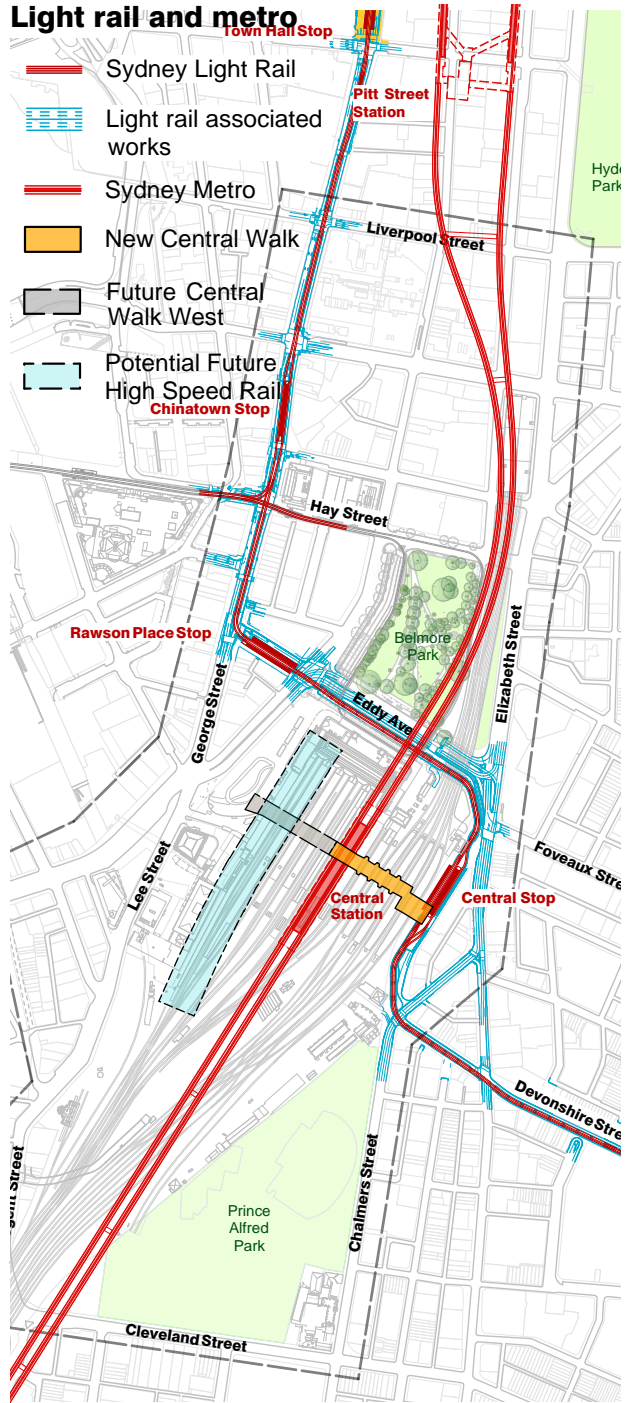
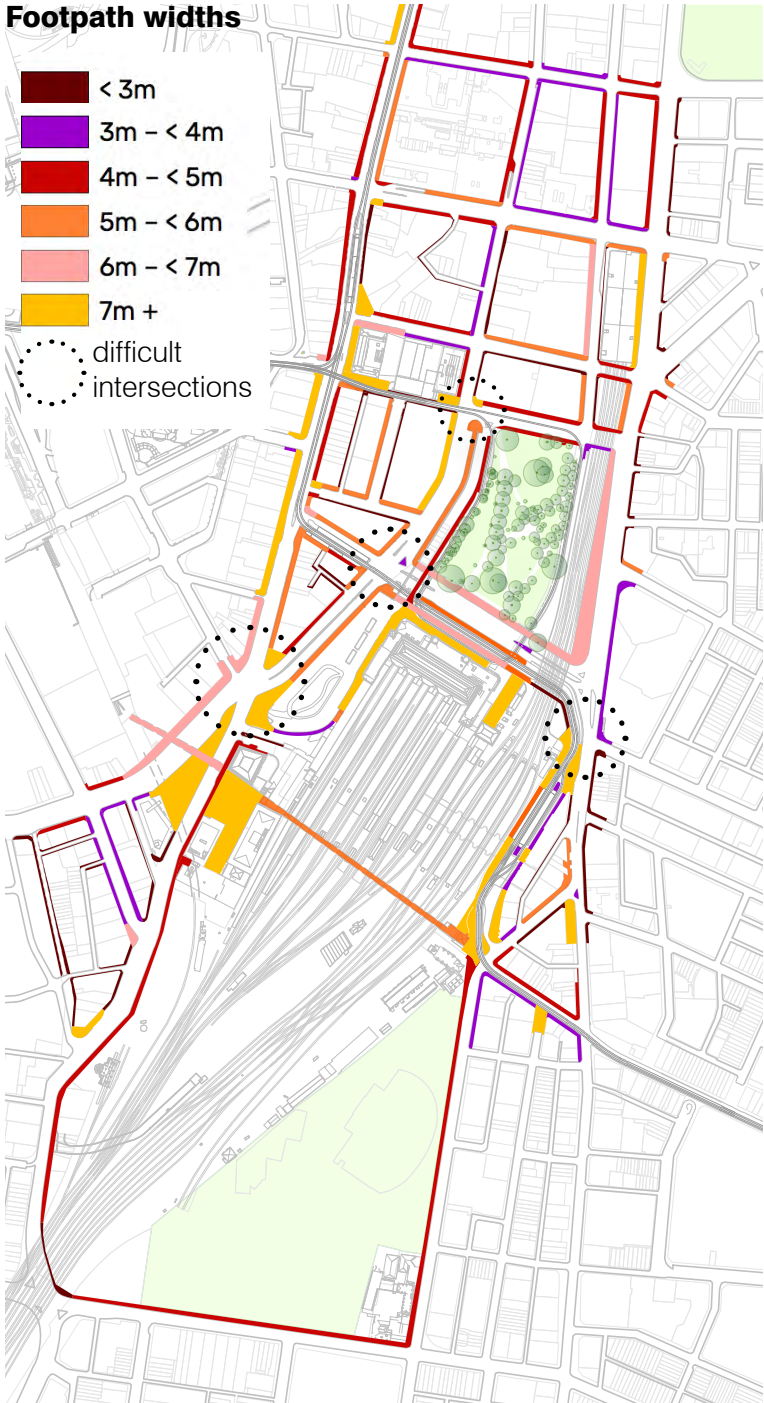
Central Station's historical role as the

principal hub within Sydney's metropolitan transit network, serving as a major interchange for local, metropolitan and regional transport services means that any proposed changes here has impacts on the broader network. The public domain of the area increasingly play a key role in facilitating mode transfers.

Many of the shops, restaurants and other businesses in the precinct rely on on-street servicing and loading. This will continue to be a key consideration in the street space allocation.



^ 23 July 2020, pop-up cycleway monitoring (PSPL 2020)
* City of Sydney twice a yearly pedestrian counts, measured from 6am to midnight in fair weather conditions, on a weekday



Key challenges & approach

Precinct challenges

The opening of the new metro lines will bring more people to the city’s already overcrowded footpaths. The need for additional public space within the City South is great, and delivering Sustainable Sydney 2030’s proposed Central Square (the ‘Third Square’) is critical to meeting this need. The new jobs expected at Central Station Precinct renewal and Tech Central will increase the pressure on the footpaths to facilitate efficient pedestrian movement and public life. The disconnected spaces, places and pedestrian routes must to stitched back to improve amenity and support economic activity.

Loading and parking

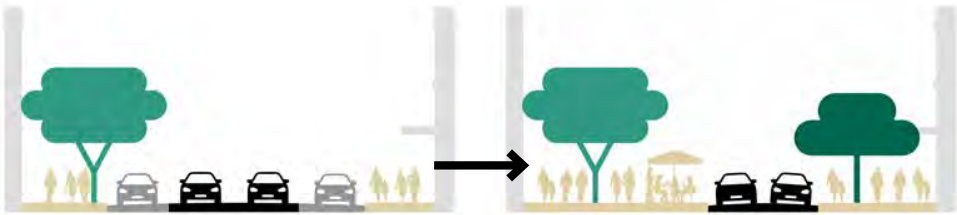
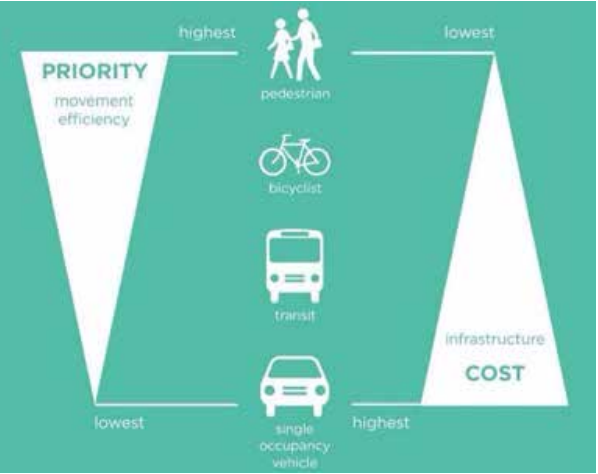
Guided by the City’s Central Sydney On-street Parking Policy, this plan prioritises street space to give the greatest space to the greatest number of users. Retention of on street loading is important to support the operation of businesses in the city. Consolidated basement loading is encouraged for larger sites, however detailed consideration of access to kerbside loading is important particularly for small sites or heritage buildings with no off-street loading capacity. Detailed analysis has been undertaken to identify these sites, and further design development will be undertaken to ensure adequate access to loading. Kerb-side uses such as taxi and uber

Re-balance the priority of streets

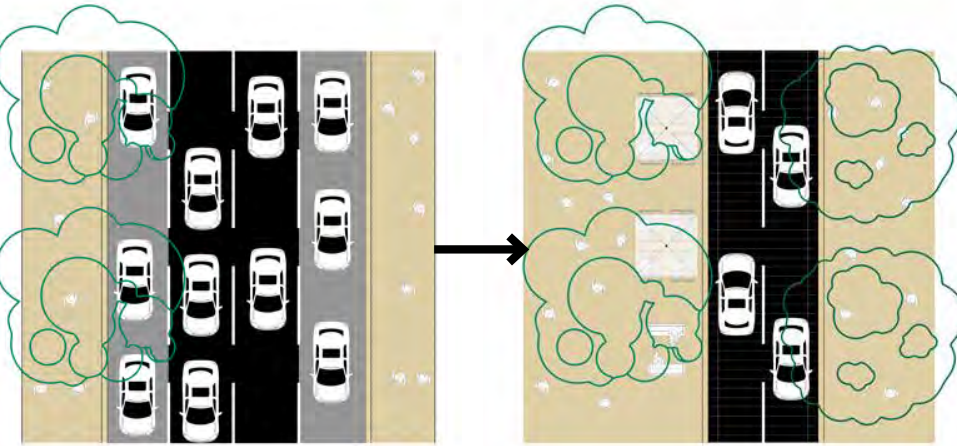
also have a role to play.

Re-balance the priority of the streets

This plan seeks to rebalance the priority of st whilst providing local access and servicing where necessary - to reclaim traffic lanes wh possible to make more space greening, socialising, to supp being and economic activity. guides the City’s approach to of City South and the propose opportunities outlined in this p



Existing streetscape condition Transformed streetscape condition



Kerb-side vehicle space Carriageway Kerb-side vehicle space Narrow footpath Generous footpath - space for public life Narrow carriageway, potential two-way traffic flow Generous footpath - space for public life

Creating more space for people

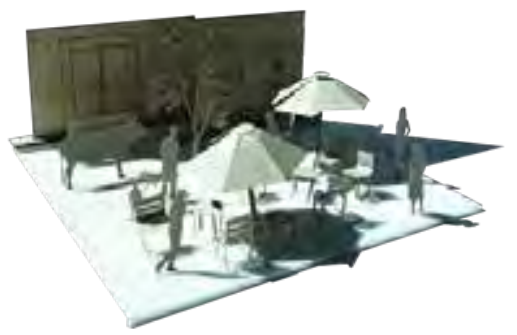
with more trees, comfortable seating and pleasant spots to dwell:



Movement - walking, crossing

Improving:

- Footpath widths and capacity to deal with increased demands for walking and cycling
- Footpath quality and condition
- Connections - crossing, waiting (time and space)



Public life

Creating space for:

- Smaller scale moments - places to pause, wait, or linger
- To 'look-up', to observe
- Outdoor dining
- Activation - both temporary and permanent

Tactical, temporary and short term

Changes to streets and the reallocation of space often takes time and significant investment. Some of the opportunities identified in the Plan could be tested through tactical, temporary and short term interventions to achieve immediate public space gains - relieving the pressure before long term transformations are finalised. These could include:

- Timed / seasonal street closures to provide extra pedestrian space at peak periods eg. lunchtime / night-time or regular weekend closures
- Immediate testing of scenarios/short-term trials to remove kerbside parking (weekend, a month or six month trial periods)
- Pop-up cycleways
- Parking to Parklet - testing and trials to create more space (eg. Alfresco Sydney outdoor dining program)

Working with adjacent businesses and TfNSW, the City could investigate tactical, temporary and short term opportunities to create more space for active uses and better support businesses in parts of Pitt Street, Campbell Street and the laneways in the precinct.

top **Parking to 'parklet'**
Alfresco dining on Stanley Street
bottom **Temporary street closure**
Campbell Street for Thai New Year celebrations



4

Public Domain Opportunities





Key moves

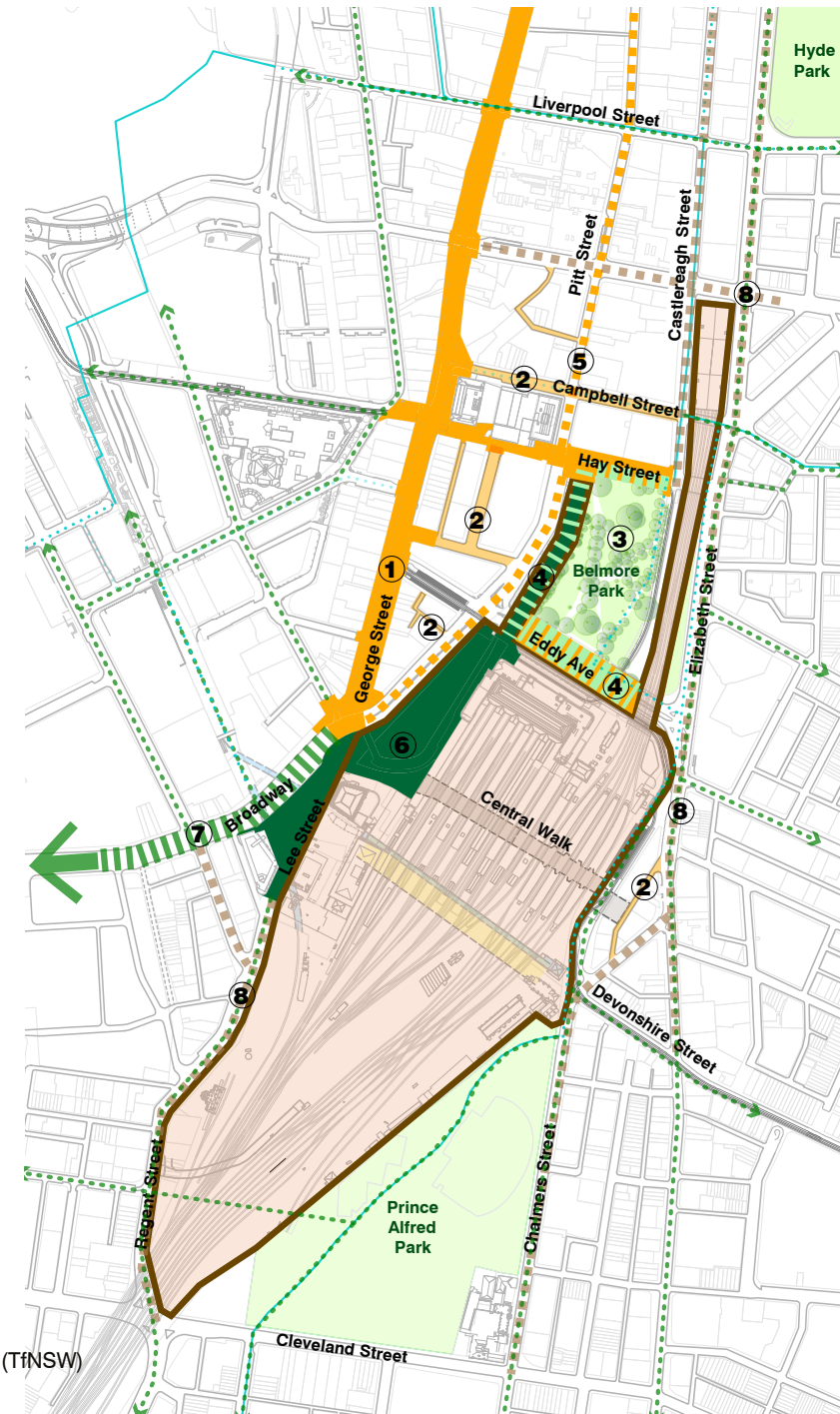
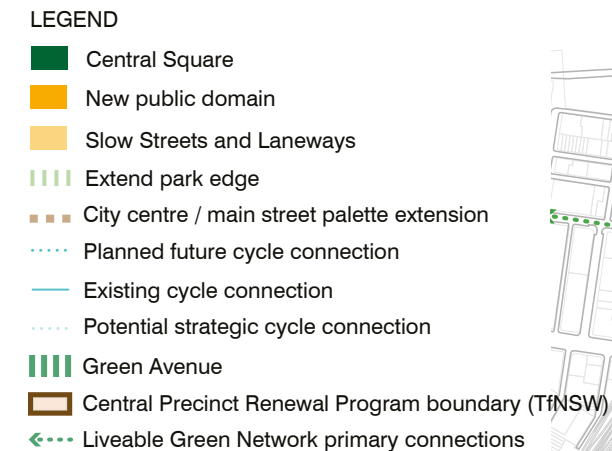
Incremental progressive improvements

The South East Light Rail and George Street pedestrianisation has facilitated permanent changes to traffic arrangements and streetscape improvements. It is anticipated that major changes to land-use like the development of Tech Central, major developments in the southern end of the city centre and transport changes will act as further catalysts for changes in the public domain.

Public domain improvements will need to be timed and staged according to the timing of the major developments. The Public Domain Plan will need to be iterative and respond to interface issues as they arise whilst providing directions for optimum public domain benefit.

- 1 George Street South Pedestrianisation (underway)
- 2 Slow Streets and Laneways
- 3 Belmore Park upgrade
- 4 Extend park edge
- 5 Pitt Street upgrade
- 6 Central Square and adjoining streets and spaces (including Railway Square and Lee Street)
- 7 Broadway Green Avenue
- 8 City Centre palette extension

facing page **City South Public Domain Plan**
Working concept plan for consultation and further development (Spackman Mossop Michaels)





Slow Streets and Laneways

- 1 Barlow Street Closure
- 2 St Laurence Lane
- 3 Randle Lane
- 4 Parker Street and Lane
- 5 Campbell Street
- 6 Cunningham Street

LEGEND

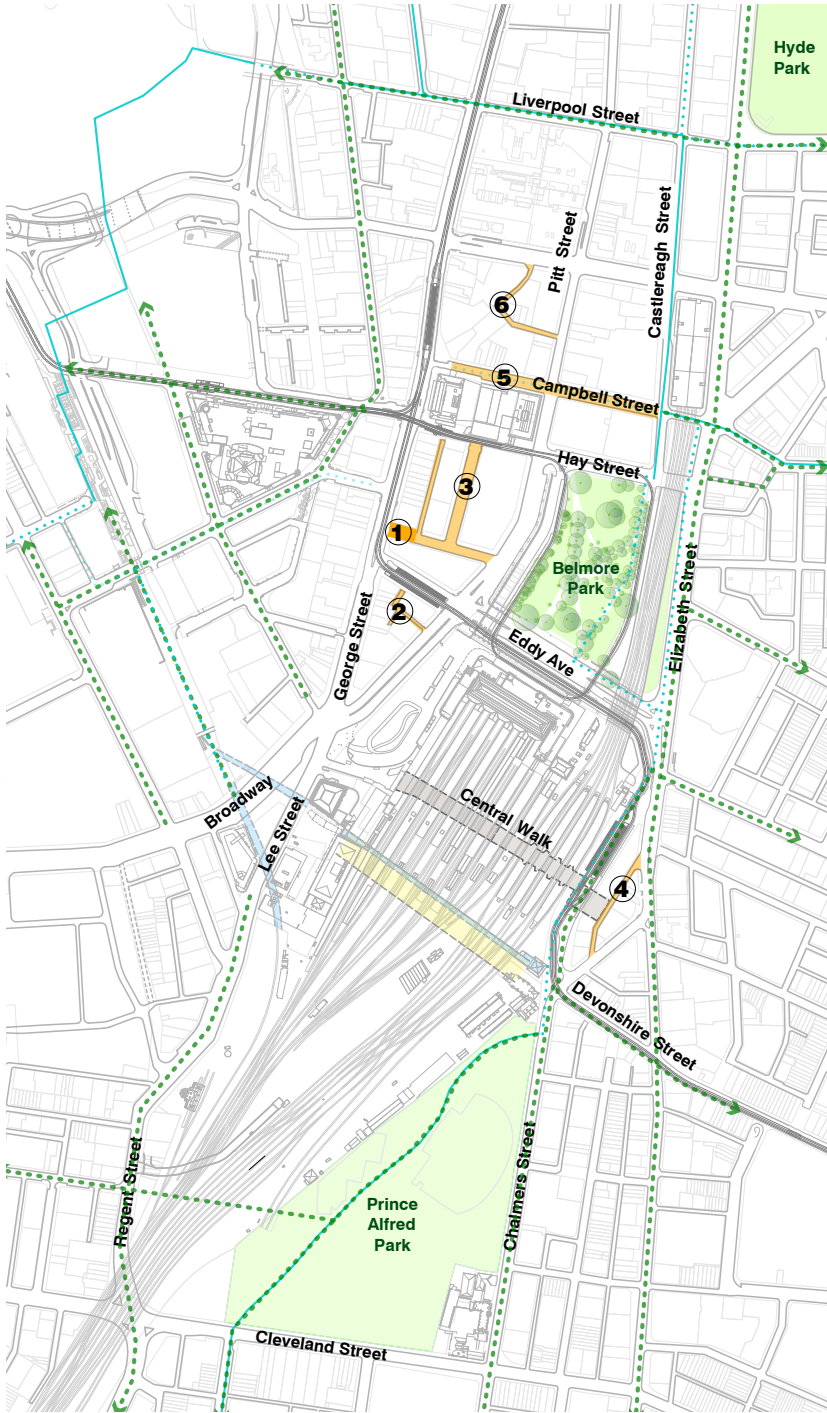
Slow Streets and Laneways

Planned future cycle connection

Existing cycle connection

Potential strategic cycle connection

Liveable Green Network primary connections



Barlow Street

Existing condition

Barlow Street Forest by the Dirt Witches was created as part of the Alfresco Sydney Program, (The City in parallel with the NSW Government) to boost the city centre economy, support businesses and create jobs in response to Covid-19.

The micro-forest is a poetic reminder of the 5,300 hectares of scrub that once stretched between Botany Bay and North Head. The Barlow Street Forest artwork has received overwhelming support and the City has received numerous requests for it to be made permanent.

Opportunities

- Barlow Street closure has been identified as a priority project in the City’s Laneways Program. Council endorsed developing a permanent closure and the creation of a landscape inspired by the Dirt Witches’ public art project.
- Potential to provide additional greening with increased biodiversity in the city centre
- If made permanent, this space will add to the diversity of experiences people can have in the city centre.

Issues / Constraints

- Subject to consultation with TfNSW
- George Street South Pedestrianisation is currently under construction and Barlow Street may need to remain accessible to certain vehicles.
- Feasibility of making the micro-forest permanent - providing the appropriate conditions and a sustainable maintenance programme for the forest to thrive in this location.



St Laurence Lane

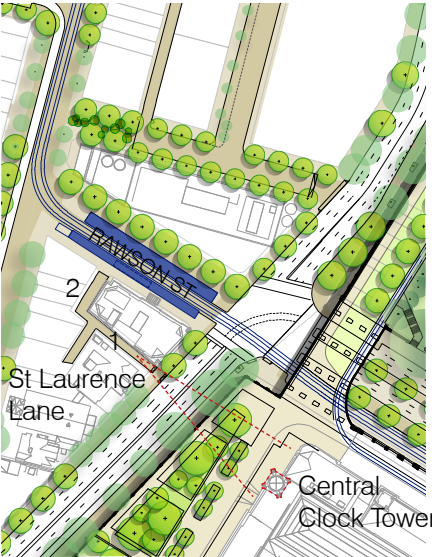
Existing condition

Formerly Rawson Lane, St Laurence Lane was renamed in 2015, in recognition of the 170th anniversary of Christ Church St Laurence's consecration, a significant event in Sydney's history. St Laurence Lane is situated on land which was part of the primary school and playground of Christ Church St Laurence, part of which was resumed for the construction of Central Railway Station and new streets in 1901. The lane provides direct access to the remaining church grounds and has a vista to Central Station's clock tower.

The function and use of St Laurence Lane has changed with the installation of light rail on Rawson Street. The Lane has been closed to vehicular traffic from Rawson Street and the Pitt Street end of the Lane has been used as a drop off area for guests of the adjoining YHA. There have been requests from adjoining businesses for the City to upgrade St Laurence Lane. Upgrade works to St Laurence Lane would support activation, improve pedestrian amenity and safety and could include references to its history. St Laurence Lane has identified as a priority project in the City's Laneways Program.

- Opportunities**
- Review current traffic / servicing / parking arrangement in the laneway.
 - Consult with adjacent businesses and the church on ways to improve the amenity of the lane to include better lighting and waste management.
 - Explore opportunities to activate the lane including possible references to its history.

- Issues / Constraints**
- The laneway is very narrow, there are issues with waste management / storage
 - The need to balance its service functions and opportunities for activation.



1. St Laurence Ln (Google Streetview)



2. St Laurence Ln (Google Streetview)

Randle Lane

Existing condition

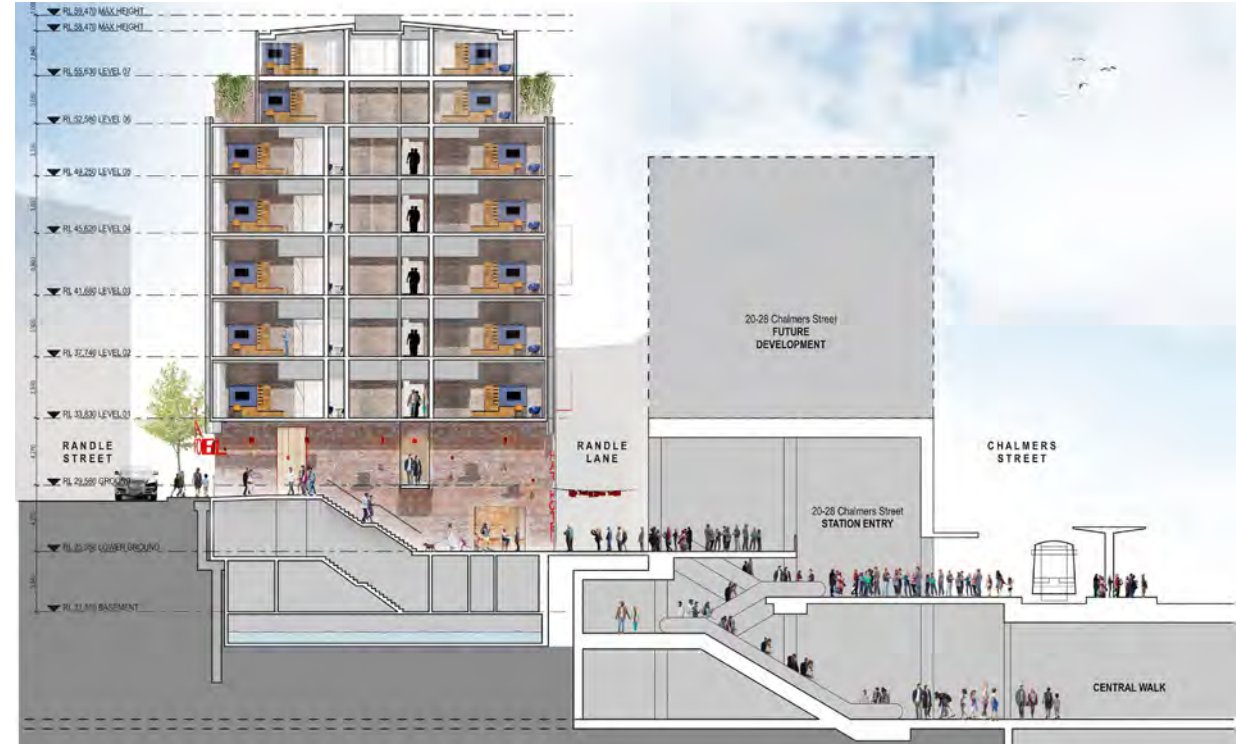
Randle Lane is a narrow, single directional (south bound) laneway with no footpaths. It is currently predominately used for servicing and access to driveways of adjacent properties. Located at 20-28 Chalmers Street, Sydney Metro is currently under construction with a potential exit onto Randle Lane. A development application was approved in 2019, to convert 7- 15 Randle Street to a hotel, including through site link between Randle Lane and Randle Street. The approval includes two restaurants, a small bar and café. The approval also includes a public art plan which proposes changing window display and site specific light art on Randle Lane.

- Opportunities**
- Potential conversion to a shared zone with activated laneway and active frontages.
 - Through site link, connecting Chalmers Street to Randle Lane and Street, pending metro station entry.

- Issues / Constraints**
- Subject to TfNSW investigations into improving cycle / pedestrian connections and safety on Chalmers / Randle Lane.
 - Subject to Metro Station opening an entry on Randle Lane.



left
Architectural rendering of 7-15 Randle Street (by Tonkin Zulaikha Greer for Hanave Pty Ltd)
Proposal showing activated Randle Lane with Public Artwork



below
Potential through site link to Metro / Central Station via Randle Lane (by Tonkin Zulaikha Greer for Hanave Pty Ltd)

Campbell Street

Existing condition

Campbell Street between George and Castlereagh Street has active ground floor frontages, with a mix of retail, restaurants and Capitol Theatre bringing steady streams of pedestrian activity during the day and at night. A large number of businesses are Thai and the Thai Town Business and the Thai Community Association plays an active role in working with businesses and community to host events like Lunar New Year where the street is closed to vehicle traffic and converted to an ‘eats street’ with street performances.

With the pedestrianisation of George Street, Campbell Street is effectively a dead-end with no through traffic and low vehicle numbers, there is an opportunity to re imagine the street and improve conditions to better facilitate the activation like outdoor dining and trading.

The City is also currently investigating a crucial east west cycleway as part of the regional bike route on Ultimo Road (between Omnibus Lane and Thomas Street) and one on Campbell Street (between George Street and Castlereagh).



Opportunities

- Potential conversion to a shared zone or ‘slow street’ whilst providing for local access and loading and servicing
- Extend footpaths to better facilitate outdoor dining and trading
- Support theatre uses and facilitate activation through events
- New street furniture - seats, bike racks - varying arrangements to suit street context
- New tree planting

Issues / Constraints

- Local access needs to be maintained for entry into car parks
- Accommodate different uses and manage potential conflict
- Subject to TfNSW approval

facing page
Images of Campbell Street
Street displays, loading and serving activity / informal footpath trading
bottom left
Pitt Street cycleway & outdoor dining
Interim ‘pop-up’ cycleway and extended footpath dining could be investigated on Campbell Street
bottom right
Dutch ‘shared street’
In the long term, Campbell Street could be a shared street (theplanner.co.uk)



Parker Street and Lane

Existing condition

With the closure of George Street to vehicular traffic and potential permanent closure of Barlow Street between George and Parker Street, there is an opportunity to improve Parker Street and Lane in concert with the changes to Campbell Street. This area of the City South has low vehicular volumes and speed. Pedestrian amenity could be improved to better serve Capitol Theatre patrons and commuters and workers in and around Central Station. Parker Street has been used in the past for ‘Cinema Alley’ a popular pop-up cinema hosted by Gallery 4A (on Hay Street). A development application to convert the car park on 13 Parker Street to a hotel was approved in 2019. The proposal seeks to activate Parker Street and Parker Lane with a cafe / wine bar at the ground floor.

Opportunities

- Potential conversion to a shared zone or ‘slow streets’
- Potential activation through temporary closures and events like ‘Cinema Alley’
- Investigate lighting heritage façades including City owned buildings (Gallery 4A and the Museum of Chinese in Australia building)

Issues / Constraints

- Subject to TfNSW approval.
- Limited potential for activation through adjoining uses on Parker Street and Barlow Street - ground floors are currently inactivate /blank walls.



left
Cinema Alley 2010
Parker Street closed to traffic and parking for pop up cinemas showing curated Asian film festivals
below
Parker Street
Existing condition



Cunningham Street

Existing condition

Cunningham Street appears and functions as a laneway and irregular mid block connection between Goulburn Street and Pitt Street. A number of restaurants and a ‘hole in the wall’ cafe activates the street. There is also a through site link between Cunningham Street and Campbell Street.

Opportunities

- Potential conversion to a shared zone or ‘slow street’ whilst providing for local access and loading and servicing.

Issues / Constraints

- Local access needs to be maintained for entry into car parks
- Accommodate different uses and manage potential conflict

top
Corner of Cunningham and Pitt St
Thai restaurants provided free meals for international students in Haymarket (@lukehgnomes)
bottom
Cunningham Street
‘Hole in the wall’, Shotcut Cafe on Cunningham St (Google Streetview)
right
City South - Slow Streets and Laneways



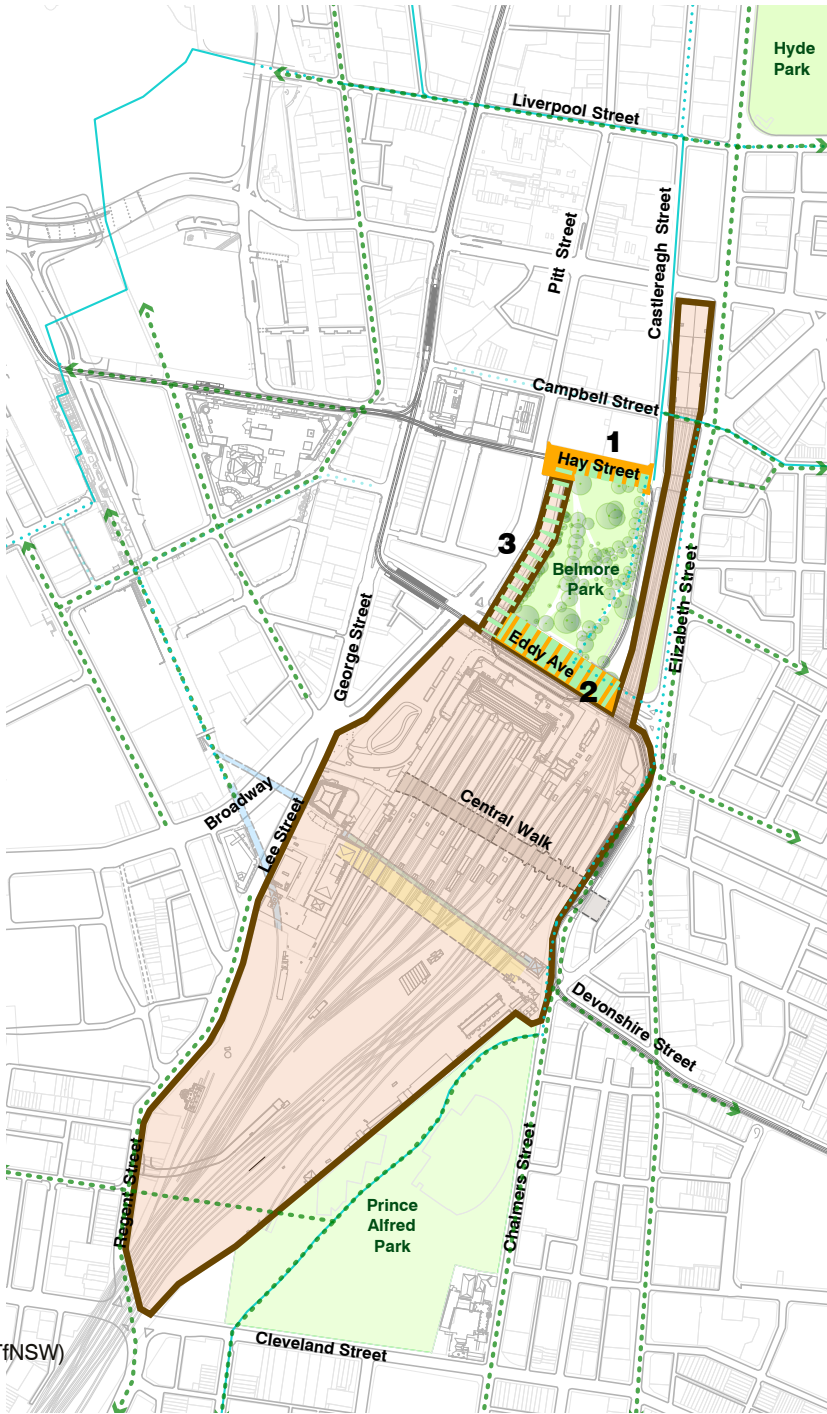


Belmore Park

Belmore Park upgrade

Extend park edges

- 1 Hay Street
- 2 Eddy Avenue
- 3 Pitt Street ramp (Railway Colonnade Drive)




Belmore Park upgrade

Values and roles of the park

The draft Belmore Park Plan of Management has sets out values and roles of the park that the community wishes to protect, conserve, and enhance.

CITY OF SYDNEY

Belmore Park
Draft Plan of Management



Source: Belmore Park Draft Plan of Management

1. Identity Character and Experiencing the Place

- A meaning of the place that resonates with Country
- A place which signposts and celebrates local, natural, and cultural history
- A village green for the Central/Chinatown/Haymarket precincts

2. Access, Connections and Accessibility

- A well-connected space to adjoining neighbourhoods and to district and regional users
- Wayfinding seamlessly aids access and use
- A place that is clear, easy, and safe to move around
- An appropriately lit environment
- A community destination accessible from the cycle network
- A place that is not compromised by parking and vehicle access

3. Community Use and Activation

- A place of respite for users and adjacent residents
- Spaces and facilities that support youth use of the park
- A place for dog walking and exercise
- A place that recognises and celebrates First Nations living culture
- A place for events
- A place that is open and usable by all members of community
- A safe place to visit day and night
- A place that provides access to public amenities

4. Facilities and Built Infrastructure

- The heritage rotunda provides a well-known landmark
- Men's Toilet Building adjoining railway viaduct is of heritage significance
- Park elements that support park use and create an attractive character
- Railcorp infrastructure
- Underground infrastructure

5. Environment and Sustainability

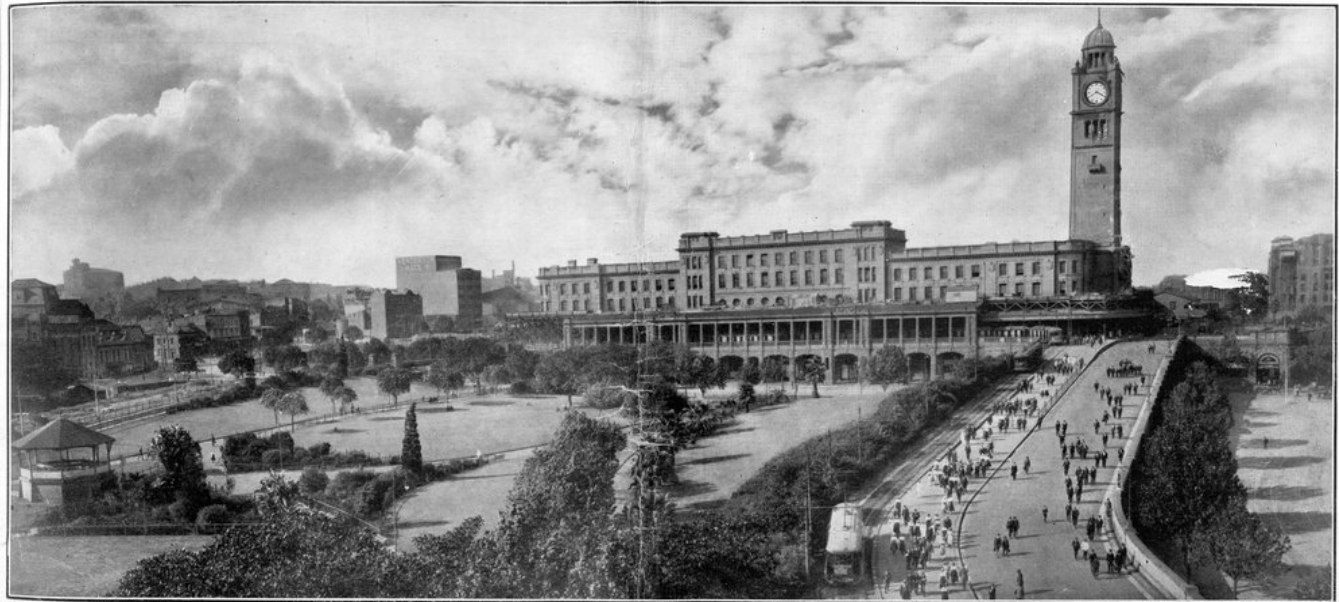
- Resilient landscaping to future-proof our green spaces
- Landscaping and planting that reflects the original natural environment
- A place of diverse habitats
- A place that is cool, calm, and comfortable in summer heat
- Established plantings which contribute to the park setting and habitat
- A place exhibiting water sensitive urban design
- A place exhibiting sustainable energy management
- A place exhibiting sustainable waste management practices

6. Culture and Heritage

- A place that strengthens First Nations people and living culture
- A place which is a conservatory of natural and cultural heritage
- A place that connects the community to the city's past and present
- A place that provides a canvas for arts and culture

7. Management and Maintenance

- A place with a coordinated plan for future improvement and management
- Potential future integration with Central Precinct Renewal Program
- A place which is clean, well-maintained, and carefully managed
- Facilities that continue to service and meet the community's needs
- Appropriate leases and licences



Central Railway Station and Belmore Park Sydney, 1910 (City of Sydney Archives)

Belmore Park upgrade (cont')

Park layout and condition

Belmore Park is a 2.1 hectare public open space on the eastern edge of Chinatown. Located directly opposite Central Station on Eddy Avenue, the park is bounded on its eastern and western edges by high embankments that support road, light rail and heavy rail, which create significant barriers for park access.

Entry to the park is limited to Eddy Avenue in the south and Hay Street in the north. Due to its proximity and configuration, Belmore Park is closely associated with Central Station and functions as an open space forecourt to the station, although the park itself pre-dates the railway.

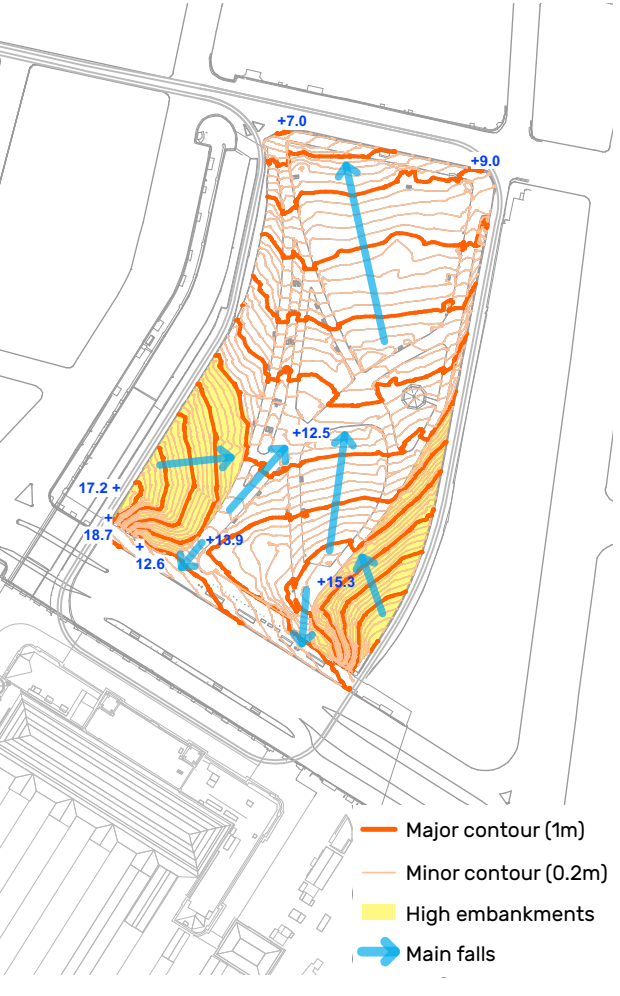
The centre of the park is a valley between the two embankments on its eastern and western edges, which ramp up from Hay Street to meet the abutments of the bridges over Eddy Avenue. The park itself also gradually falls from Eddy Avenue down to Hay Street, responding to the elevational difference of about 4 metres between the two streets. The path system consists of two avenues running north-south through the park, connected by three diagonal paths.



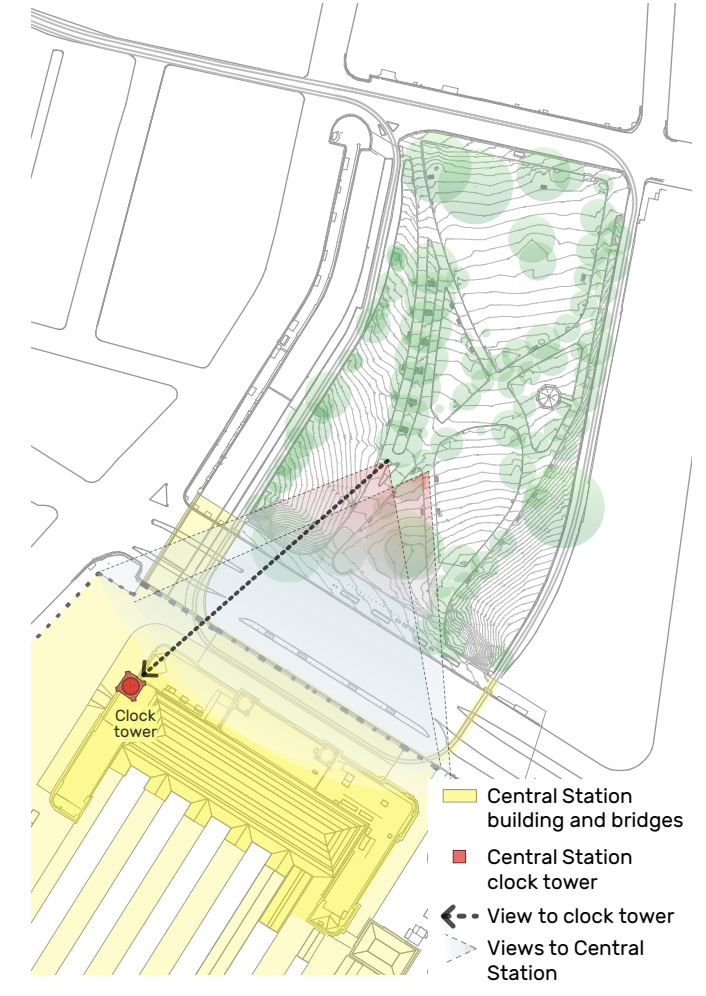
Heritage



Existing topography



Visual connection to Central Station



Belmore Park upgrade (cont')

Park use

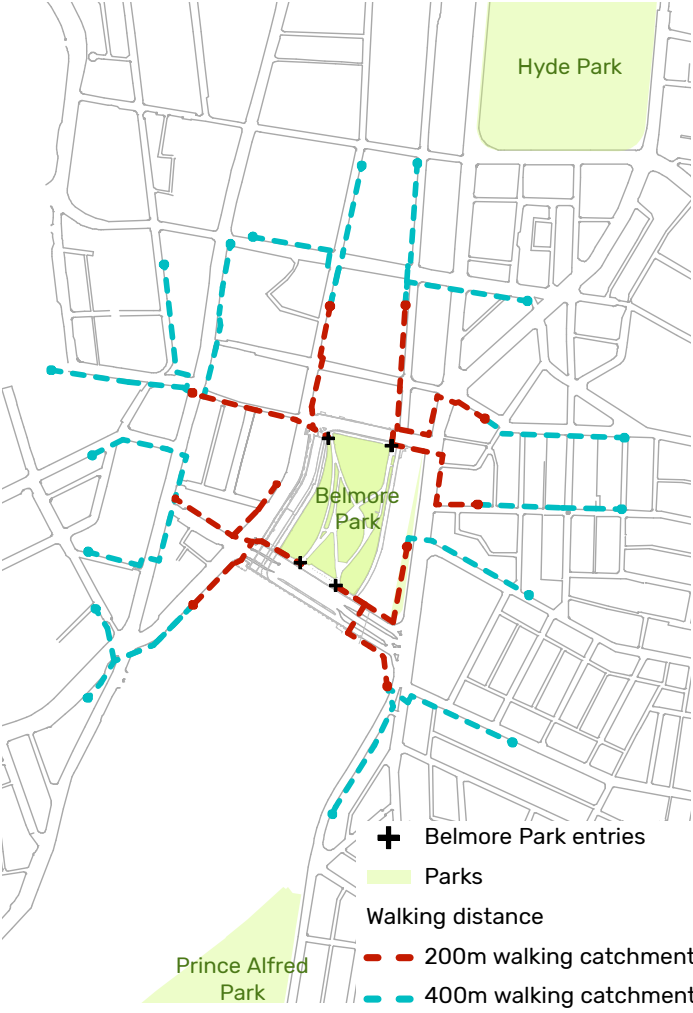
Due to its proximity to Central Railway Station, Belmore Park is regularly used for public rallies, either within the park or as a meeting point for marches. The park is also a regular venue for organised events, particularly the Chinese New Year Festival in keeping with its historical associations with Chinatown.

In 2019, intercept surveys were conducted of 102 park visitors between February and March. Of the users surveyed, 72% of them visited the Belmore Park at lease once a month and 76% of them walk to the park. Satisfaction with maintenance provision has risen dramatically since the 2008 survey. Visitors were generally happy with the horticultural quality with many park users expressing the need for better provision/servicing of toilets, drinking fountains and more seats / park furniture and other facilities to activate the park. Suggestions for improvement also included better / enhanced lighting at night to improve the sense of safety.

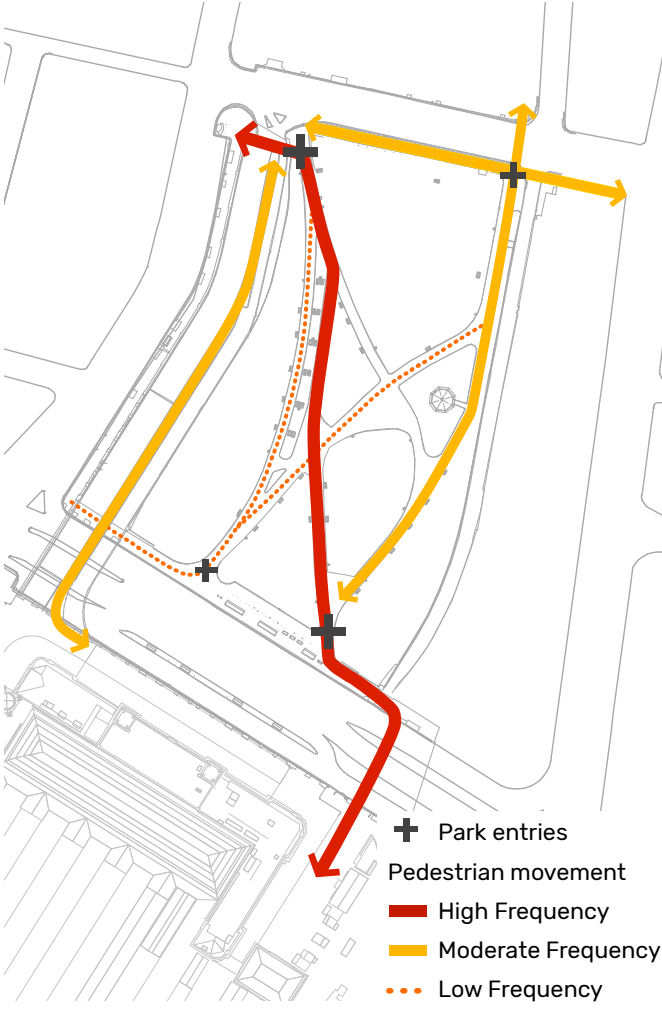
Although though the population of homeless people sleeping in the park has decreased in recent years Belmore Park and its surrounding public domain has been a location where people sleep rough.



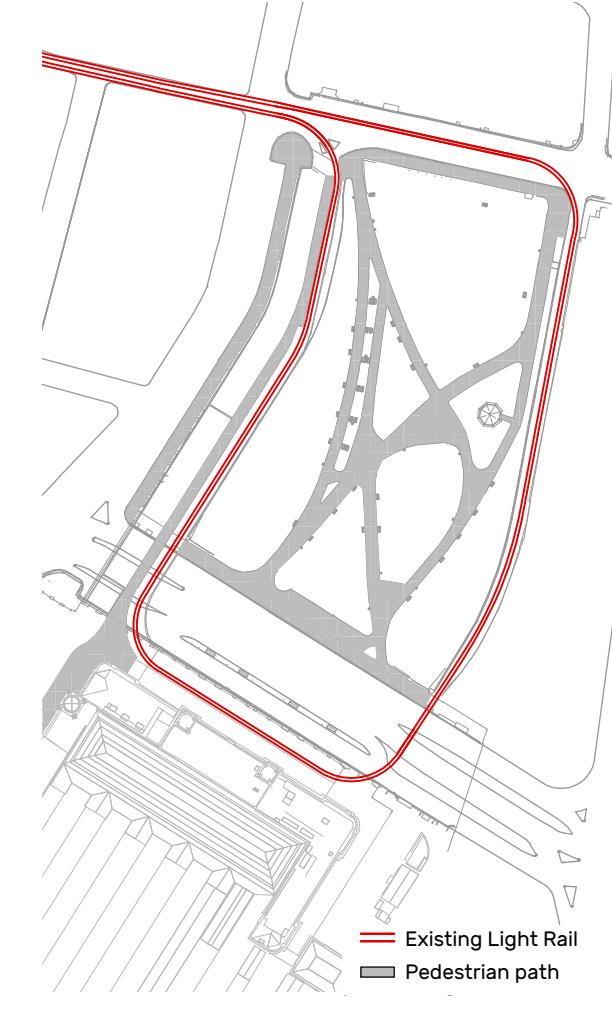
Walking catchment



Existing park circulation



Existing park circulation



Belmore Park upgrade (cont')

Trees

The park is notable for what the City's *Register of Significant Trees* (2013) describes as 'one of the City's most spectacular single row plantations of London Planes'. These trees are located along the park's western avenue, the primary path through the park and one of the key pedestrian routes from Central Station to Chinatown.

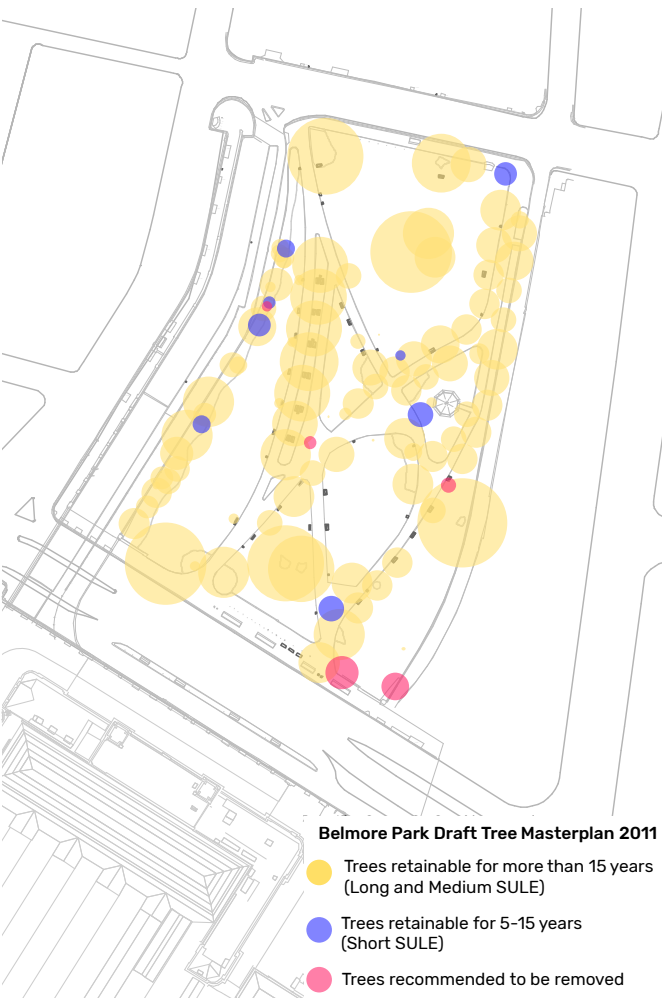
The park's four large Moreton Bay Fig trees are believed to be survivors from the earlier nineteenth century park (Register of Significant Trees, 2013). In summer, the mature tree canopies provide shade and a cool respite from the surrounding urban areas. In winter, the dense evergreen mature trees can make parts of the park appear dark and limit usability.

Park elements and finishes

Park elements and finishes are of varying condition. There are two different types of light poles providing reasonable facial recognition. In some areas, the asphalt paths need repair and the stone edges to the paths are broken and crumbling. The park's main architectural feature, the bandstand, is inaccessible to the public. The Men's Toilets, located against the bridge abutment wall, is also closed to the public. The fence on the western side cuts off the Pitt Street ramp (and connection to Central) from the Park.



Tree assessment



Tree character



Existing park elements



Belmore Park upgrade (cont')

Design Principles

- 1. Retain and enhance the existing park character.
- 2. Respect and reveal the parks heritage.
- 3. Improve access and permeability.
- 4. Activate the open space and increase recreation opportunities.
- 5. Improve sight lines and passive surveillance.
- 6. Use simple, robust, and high-quality materials.
- 7. Facilitate event uses and meet resident, worker, and visitor needs; and
- 8. Improve the parks environmental performance and sustainability.

De-clutter park



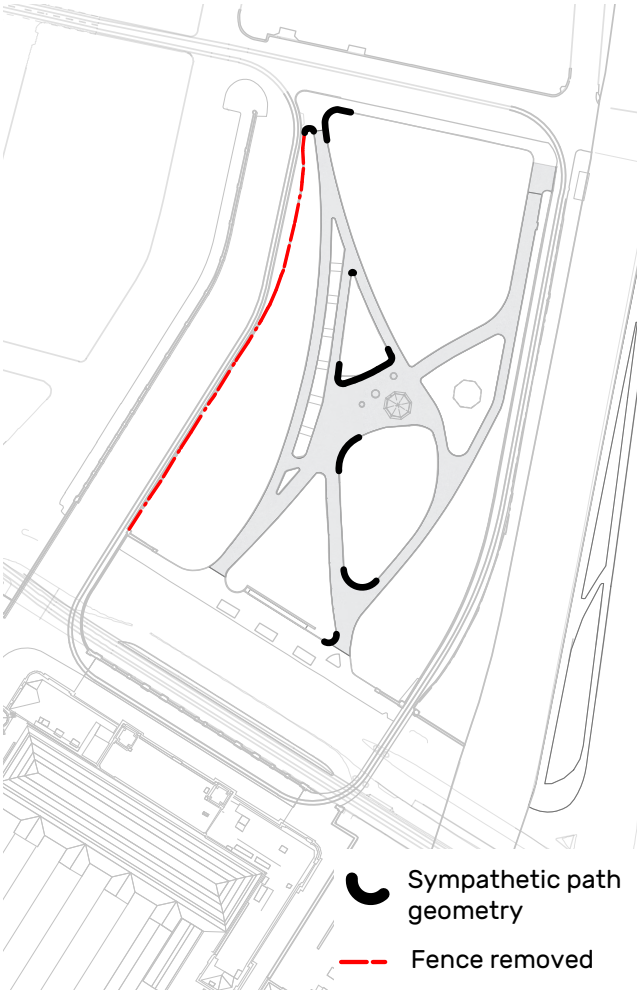
Landscape improvements



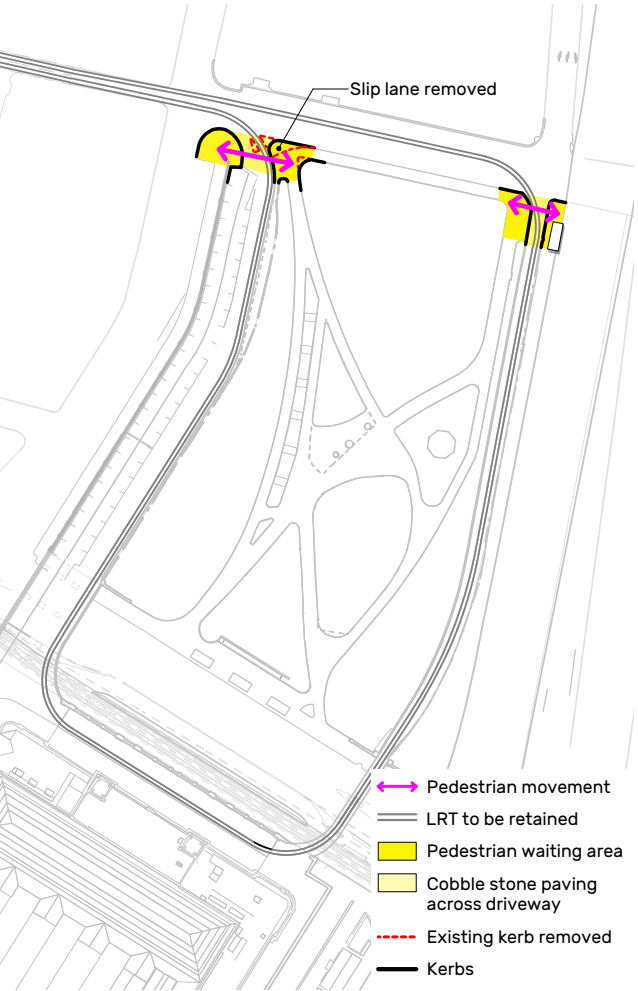
Review trees



Edges and details

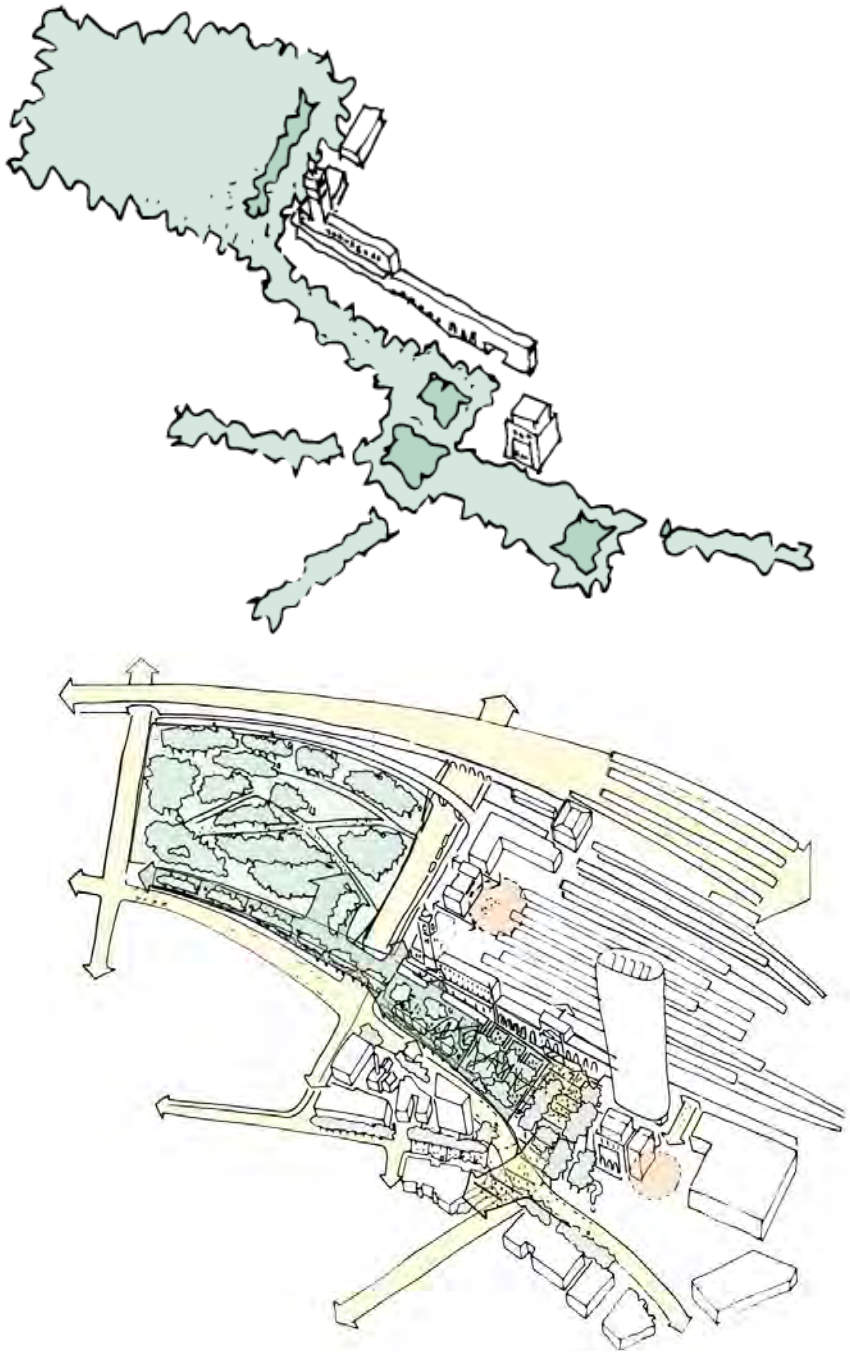


Hay Street corners



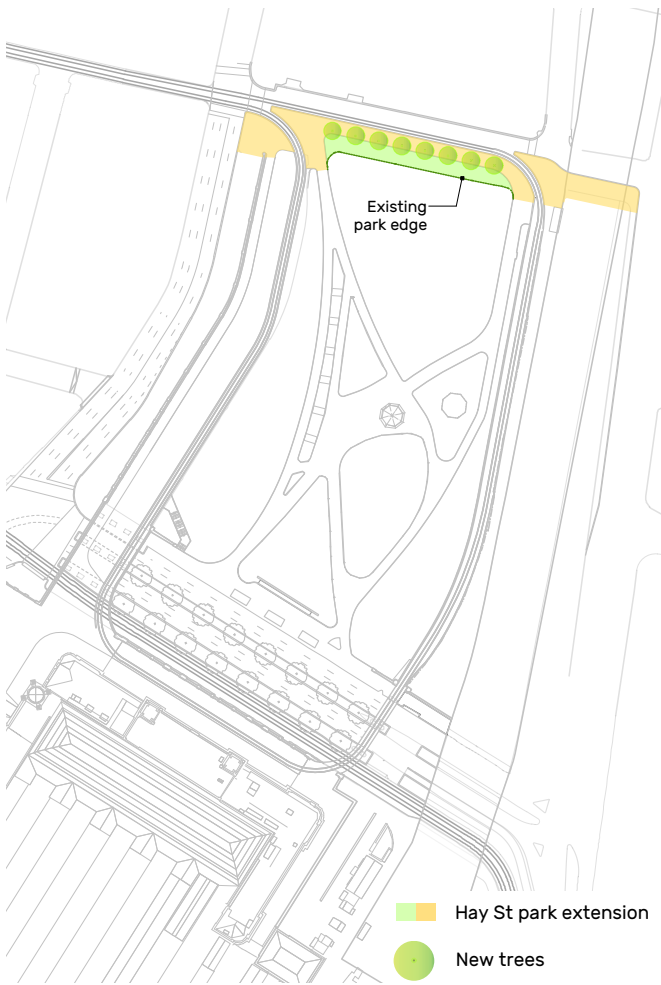
Extend park edges

- 1. Removal of the western boundary fence, understorey and improve interface with the Park creating a new urban landscape park condition
- 2. Improve the north western Hay Street entrance and street frontage (including removal of the flag poles).
- 3. Extend Park edge to the north along Hay Street and improve pedestrian connection and amenity.
- 4. Improve the south-western Eddy Avenue entry explore opportunities to create a link to the Pitt Street ramp from Eddy Avenue.
- 5. Rationalise the bus shelters and improve the Eddy Avenue footpath.
- 6. Improve Belmore Park's connection with Central Station across Eddy Avenue.

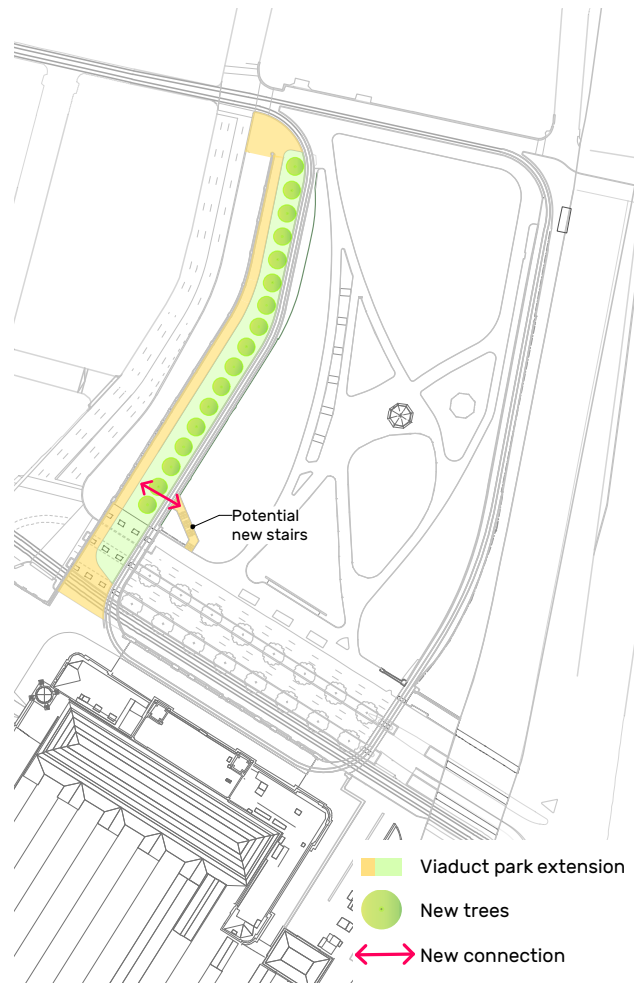


Belmore Park linked to a green Central Square (Hassell Studio)

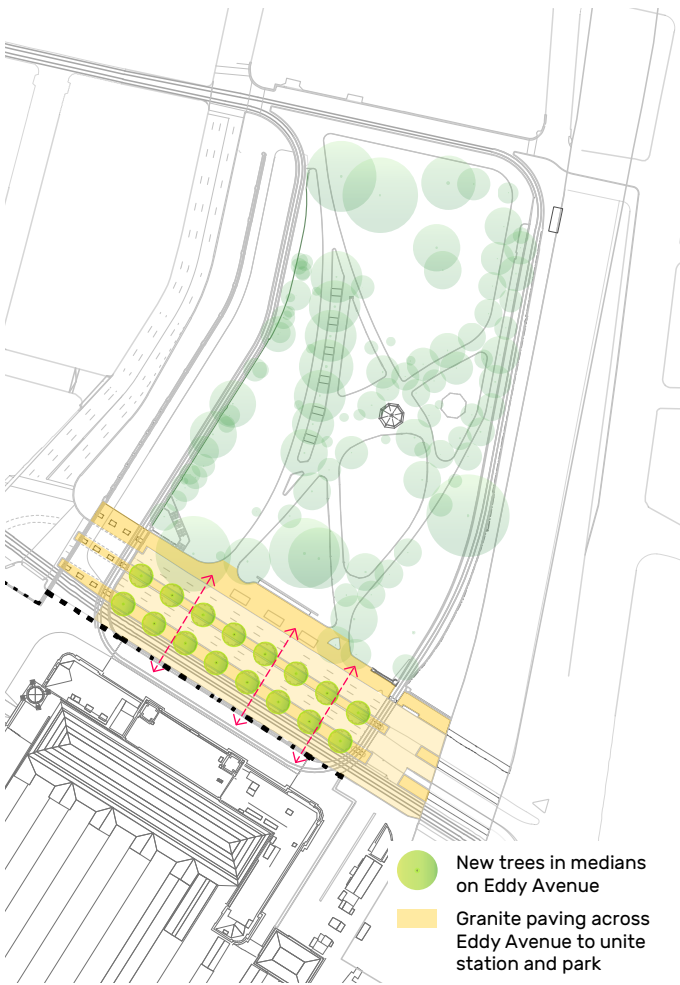
Hay Street



Pitt Street (Railway Colonnade Drive)



Eddy Avenue



Extend park edges - Eddy Avenue

Existing condition

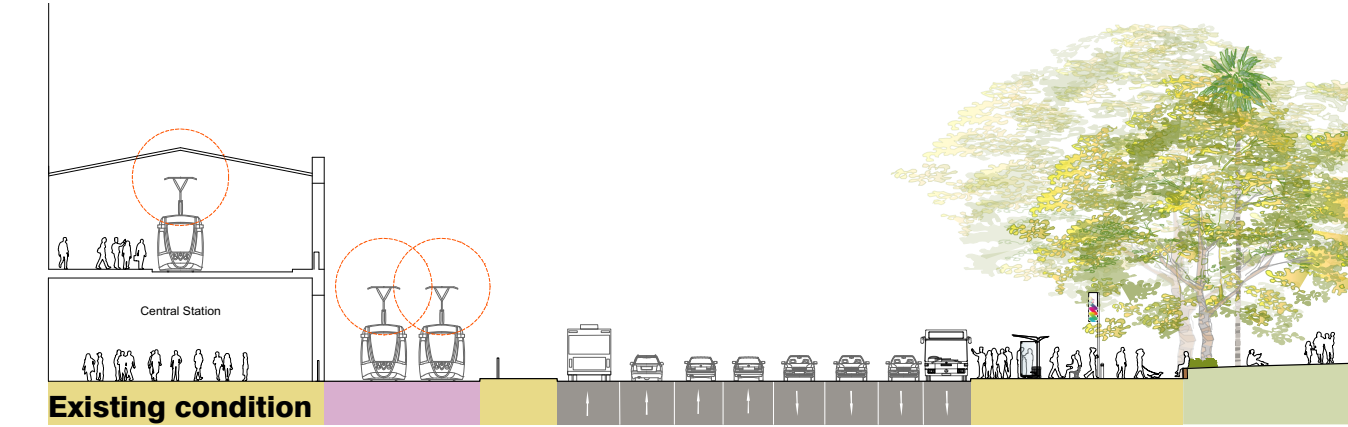
Eddy Avenue is a major barrier between Central Station and Belmore Park. Eddy Avenue a sub arterial road provides the main east to west cross route in the area, connecting Foveaux Street and Elizabeth Street to George Street.

Opportunities

- Extend park edge and provide pedestrians / commuters more space
- Reduce traffic lanes and explore ways to connect Belmore Park to Central Station, including improving pedestrian crossing opportunities.
- Subject to TfNSW's plans to activate and improve Central Station's address to Eddy Ave, explore alternative options to create a plaza / centralised crossing. (Alternative strategy)

Issues / Constraints

- Changes to Eddy Ave will require substantial changes to the broader traffic network
- Light rail interface will need to be managed as per plaza condition in George Street.
- Long term plans to reconnect Central Station to Belmore Park will require the reconfiguration of the Central Station's address to Eddy Ave.



Alternative strategy
Eddy Ave as a plaza with a central connection to Central Station)



- | | | |
|--|---|---|
| 1. New bus shelters | 7. Granite (cobble) paving extends across Eddy Avenue to unite the station and the park | 9. New stair connects Eddy Avenue to Upper Carriageway Drive / viaduct park |
| 2. New low sandstone seating wall | 8. Vehicle lanes and parking removed from Upper Carriageway Drive. Park landscape extends onto viaduct. | 10. New wide pedestrian crossing at Pitt Street |
| 3. New sandstone step | | |
| 4. Pedestrian crossing to suburban station entry | | |
| 5. Tree planting in new median on Eddy Avenue | | |
| 6. Tree planting in existing median on Eddy Avenue | | |

Eddy Avenue plan and sections (Spackman Mossop Michaels)

Extend park edges - Hay Street

Existing condition

Hay Street is a key east-west connection in the City’s Liveable Green Network, a key pedestrian route linking Belmore Park to the Powerhouse Museum to the west and Surry Hills to the east.

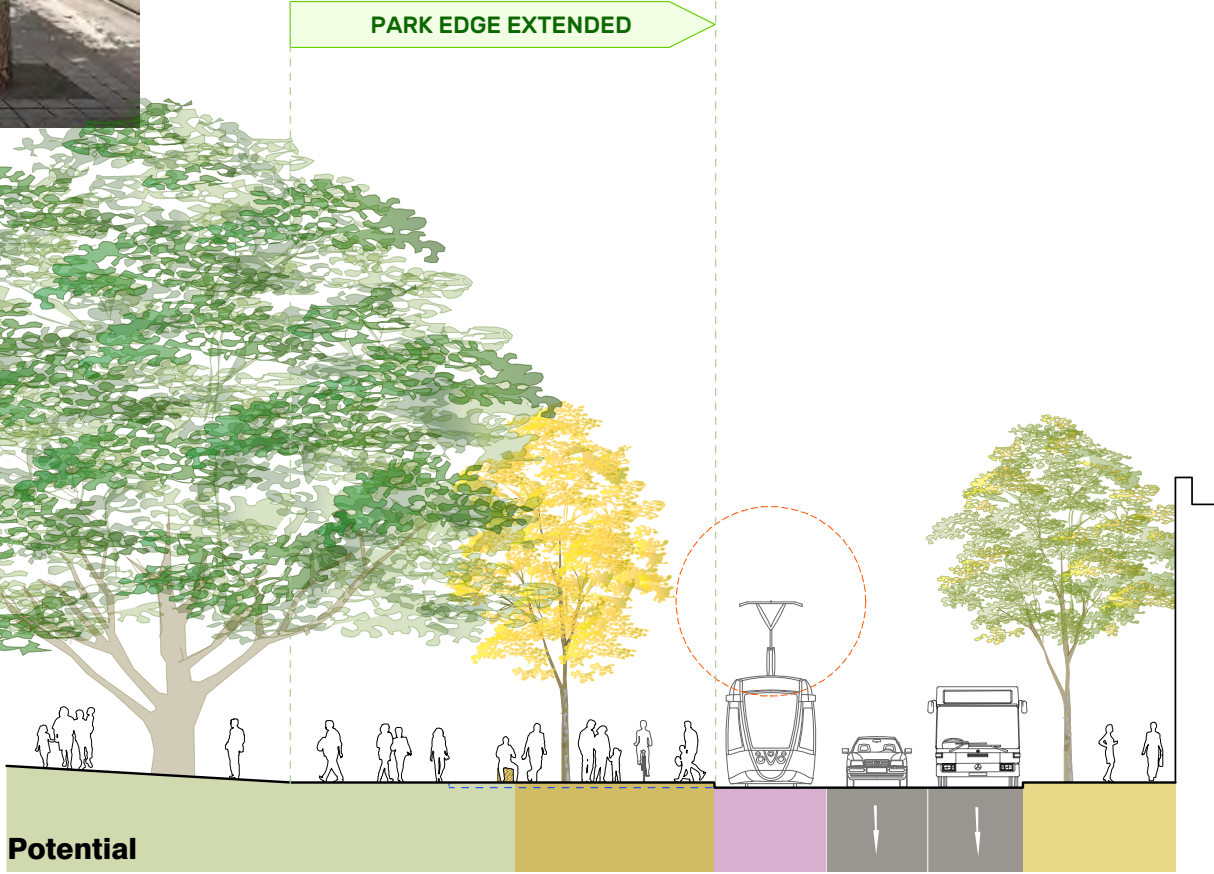
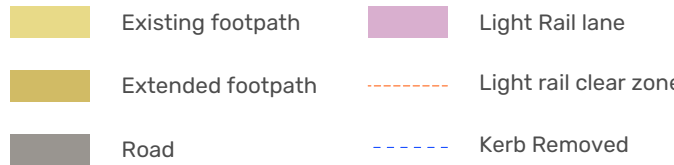
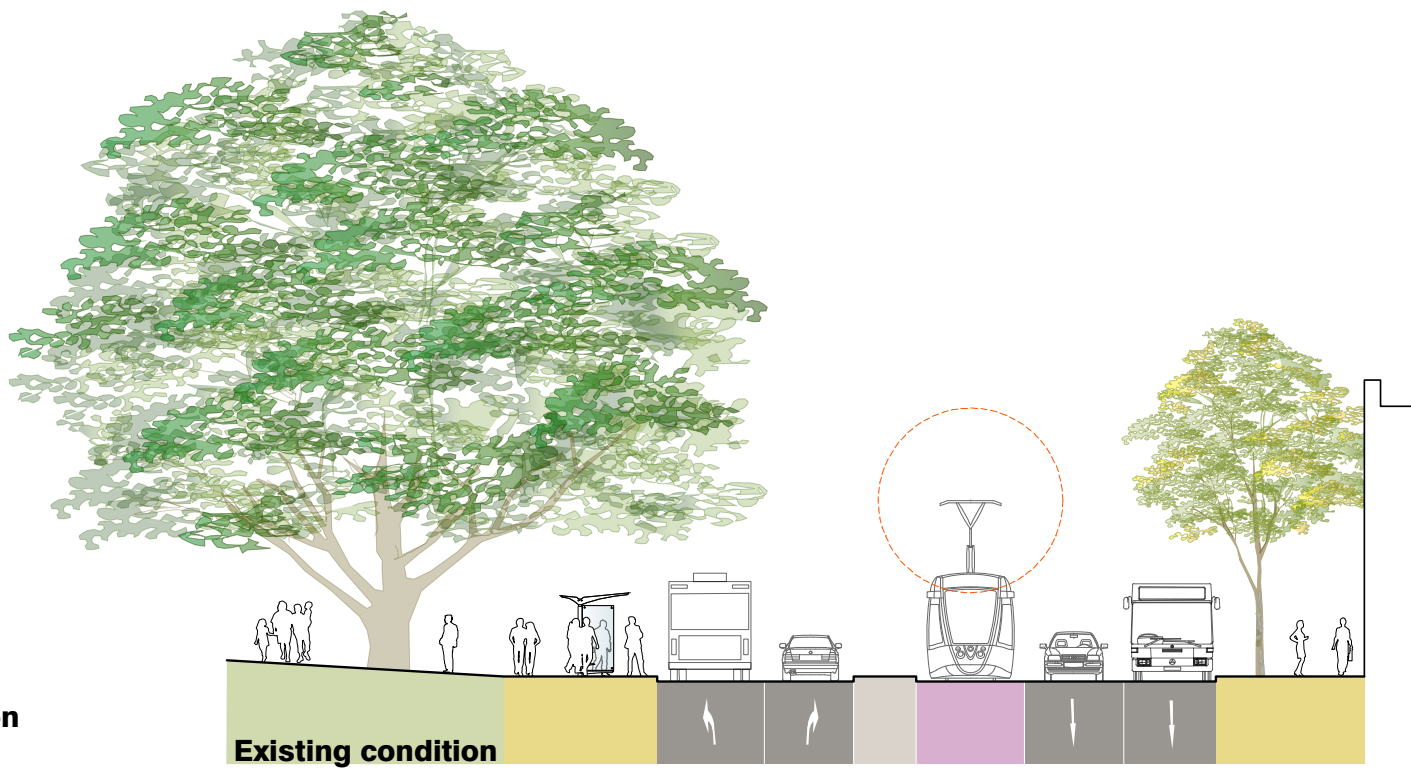
Opportunities

- Extend Park edge, reduce vehicular lanes on Hay Street between Pitt & Castlereagh Street to reinforce east-west active transport connection between Ultimo, Darling Harbour, Central and Surry Hills
- Rationalise the complex intersection of Pitt & Hay, reducing delays for all road-users
- New street trees and street furniture

Issues / Constraints

- Driveway access will need to be maintained on Hay Street, potentially through a shared-zone arrangement
- Bus access maintained, explore potential re-routing of buses between Pitt and Castlereagh Street
- Subject to approval from TfNSW

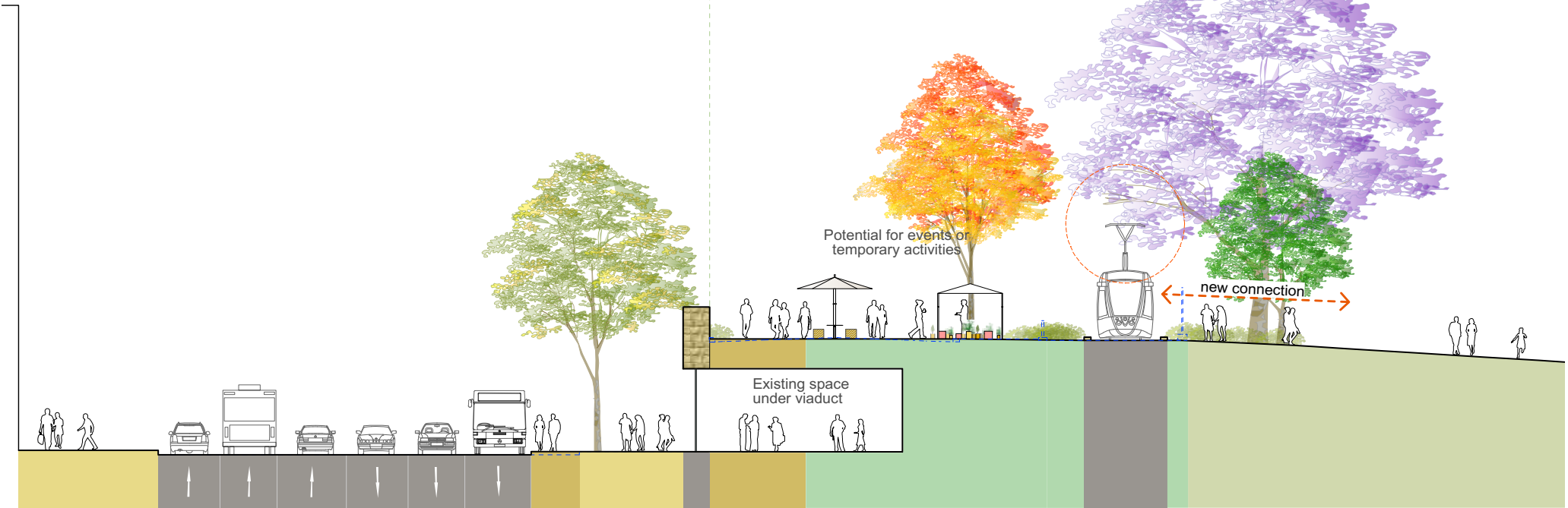
Hay Street sections and visual representation
(Spackman Mossop Michaels)



Extend park edges - Pitt Street
(Railway Colonnade Drive)



Existing condition



Potential

Pitt Street sections and visual representation (Spackman Mossop Michaels)

Preliminary concept

Belmore Park internal park upgrade

The paths, finishes, furniture and fixtures in the Park should be refreshed and upgraded. The review of lighting in the Park could also include investigations into creative lighting to provide park users another layer of interest at night. Key moves include:

- 1. New bus shelters
- 2. New low sandstone seating wall
- 3. Existing bandstand location
- 4. Gravel surfaced activity zone
- 5. Path edge expanded to create a new 'heart of the park' - central park space with good solar access
- 6. Bandstand refurbished and relocated to new 'heart of the park'
- 7. Selective pruning of tree canopy within the park, of low heritage value trees to provide more solar access to the new 'heart of the park'
- 8. Investigate relocation of high heritage value tree, or retain in situ as feature in paved space
- 9. Existing fence removed
- 10. Park edge extended
- 11. New planting to complement existing heritage planting
- 12. Adaptive re-use of men's toilet

Park Edges

- 13. Westbound traffic lanes removed from Hay Street as part of precinct-wide traffic changes. Park landscape extends north into Hay Street
- 14. Vehicle lanes removed from Upper Carriage-way Drive. Park landscape extends west onto the viaduct
- 15. New stair connects Eddy Avenue to Upper Carriageway Drive / viaduct park
- 16. Tree planting in new median on Eddy Avenue
- 17. Tree planting in existing median on Eddy Avenue
- 18. Granite (cobble) paving extends across Eddy Avenue to unite the station and the park
- 19. Pedestrian crossing to suburban station entry
- 20. New wide pedestrian crossing at Pitt Street

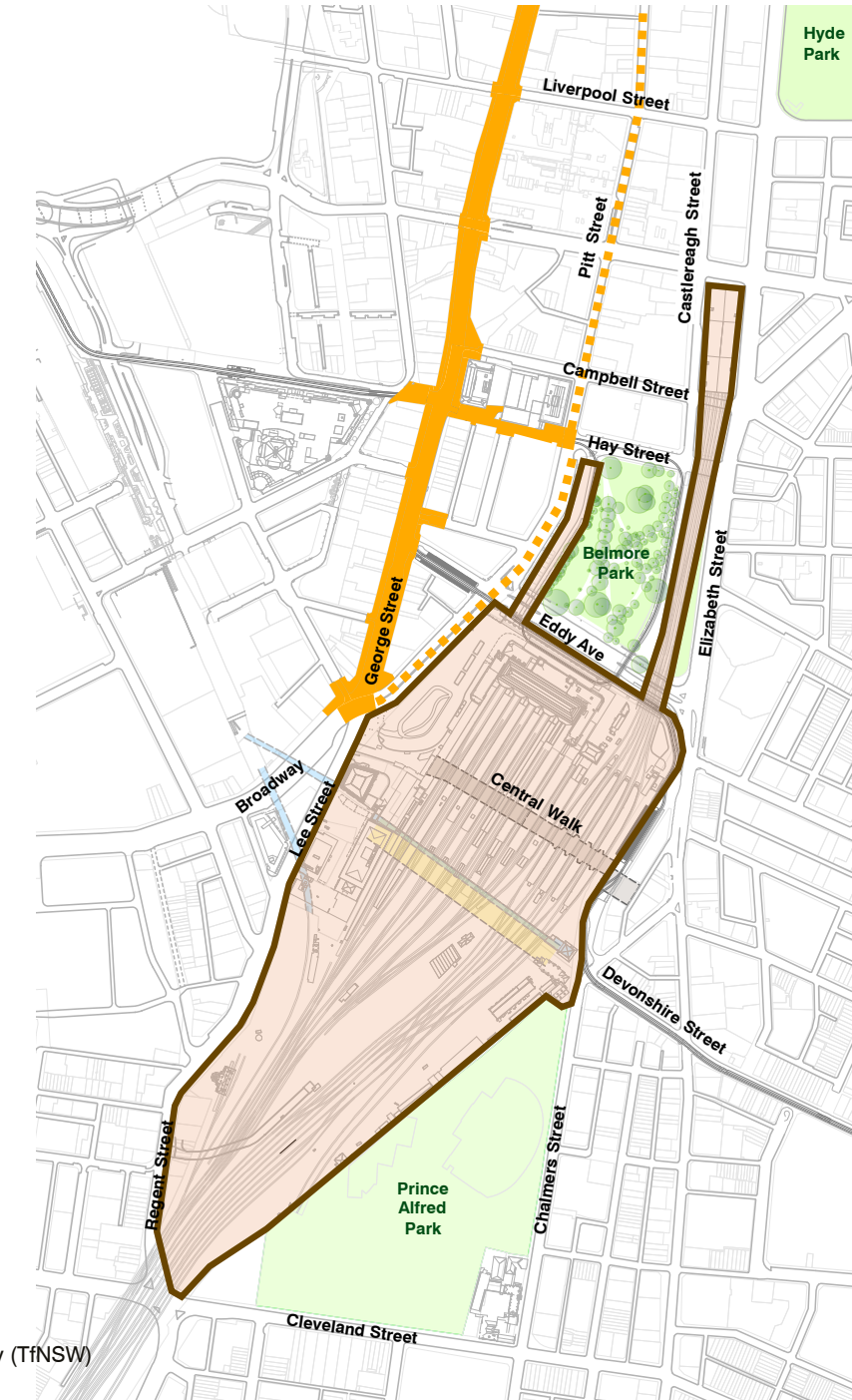
LEGEND

- Upgraded asphalt path
- New granite paving
- New cobble stone paving
- New sandstone paving
- Existing kerb/garden bed edge realigned
- Existing fence removed
- Upgraded garden bed
- Proposed garden bed
- Upgraded turf
- New activity space gravel surface & furniture
eg: - tables + seating for chess, mahjong etc;
- table tennis
- Upgraded park seating
- New low seating wall
- Upgraded park and street lighting
- New trees
- Existing trees retained
- Existing tree to be reviewed (SULE <10 years)
- Existing tree to be reviewed for solar access (selective pruning)
- Existing tree to be reviewed / replanted (In consultation with City Arborist)
- Existing tree to be replanted / retained with paved setting





Pitt Street



LEGEND

- New public domain
- Central Precinct Renewal Program boundary (TfNSW)

Pitt Street

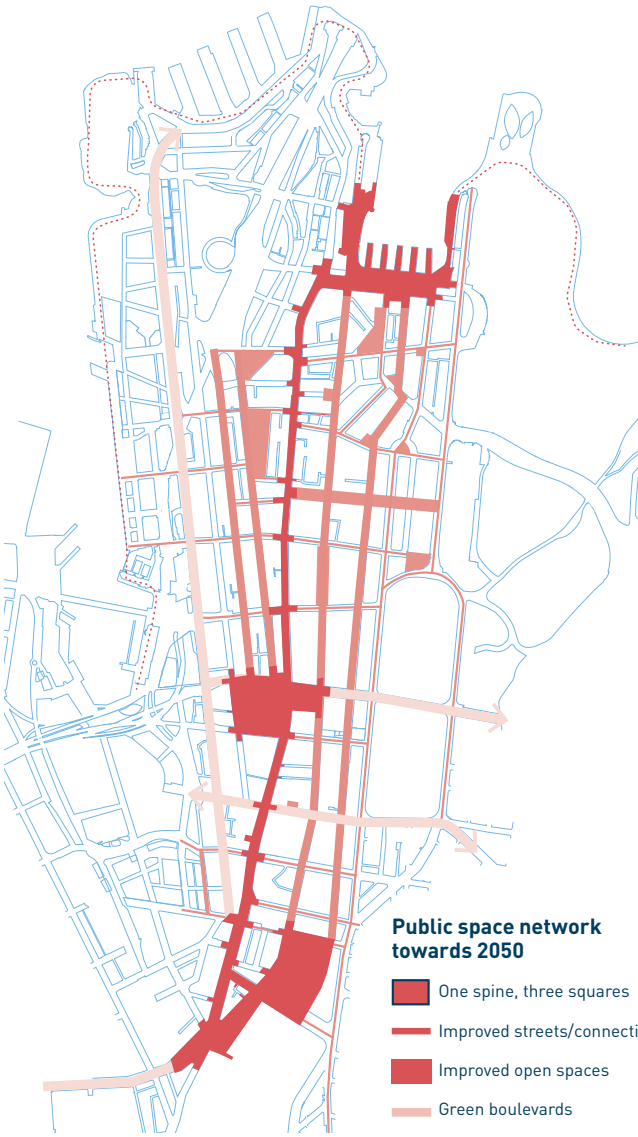
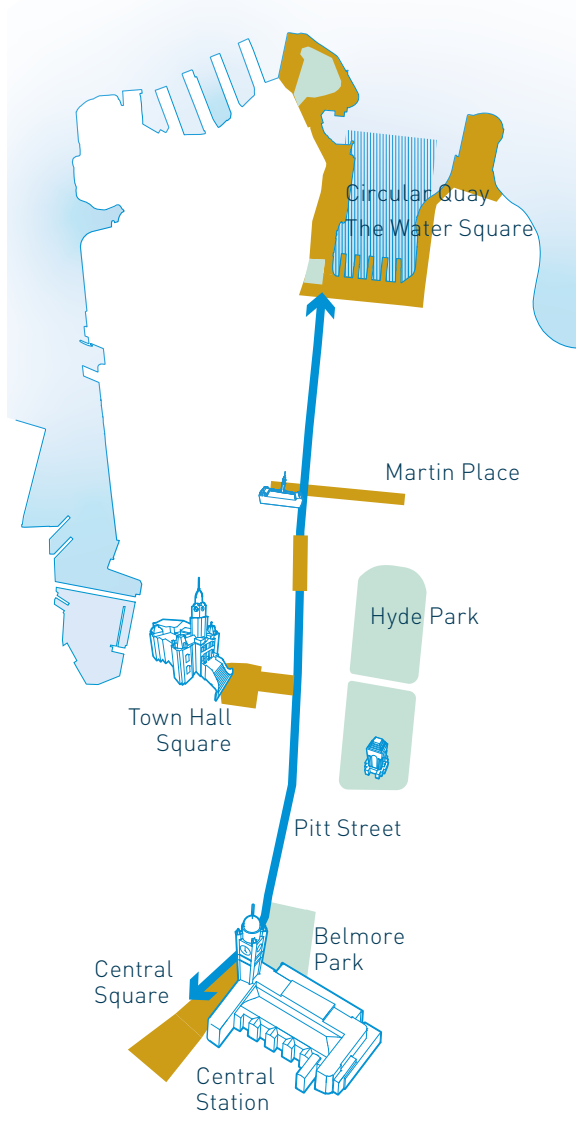
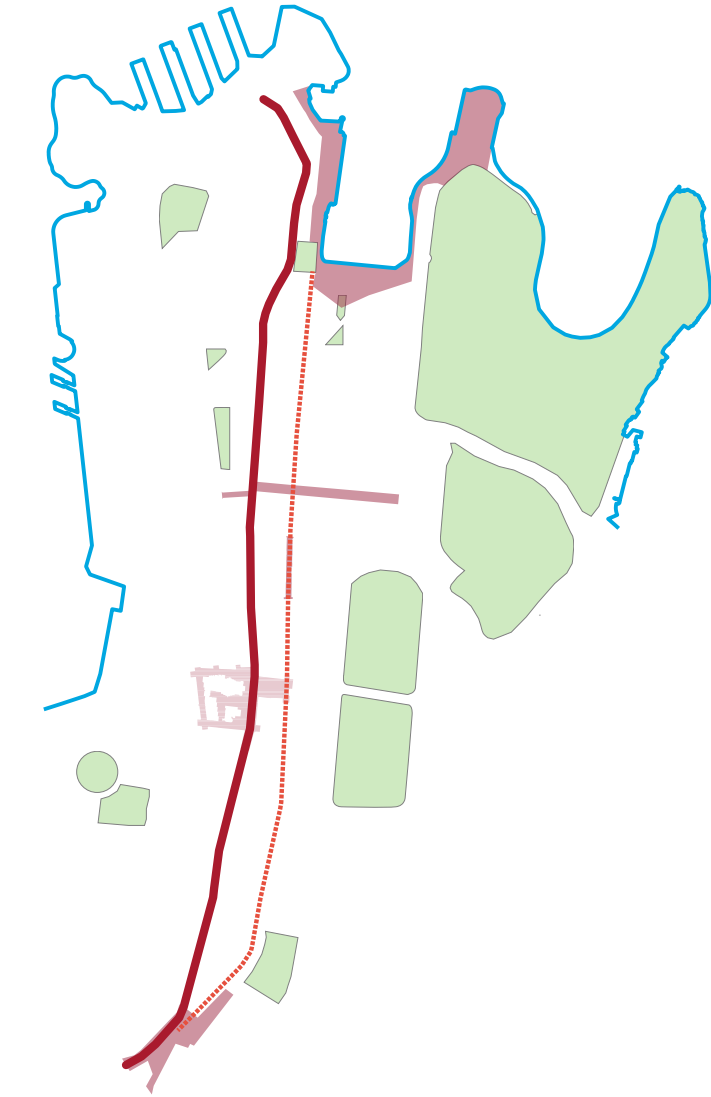
Vision

Public Spaces Public Life 2020 highlights the important role of Pitt Street connecting three city squares, and recommends consolidating on its existing character as an alternate experience to George Street.

Pitt Street is characterised as a future green walking street with moments of respite and fine grain activity. The vision for improvement include:

- Celebrate the Tank Stream and how it connects Circular Quay with Town Hall Square from a First Nations perspective.
- Introduce biodiversity along Pitt Street through a variety of species.
- Allow pedestrian activity from George Street to spill into Pitt Street through offering good opportunities for resting, outdoor cafés, promenading, places for play.

Pitt Street as a green pedestrian priority street for respite, to complement George Street
(Public Spaces Public Life Study 2020)



Pitt Street (cont.)

Existing condition

Pitt Street and George Street play a complementary role in the City’s structure, connecting the 3 city squares. The more intimate scale of Pitt Street, together with finer grain buildings and small scale retail/food and beverage offerings provides a slower and more intimate pedestrian experience. Pitt Street between Bathurst and Goulburn Street has a high number of Korean businesses and south of Goulburn has a high number of Thai businesses. Today, Pitt Street is characterised by

- Mixed and active uses, fine grain shopfronts, cafes and restaurants with narrow footpaths and limited outdoor dining
- Busy pedestrian environment with instances of informal crossing
- Limited tree streets, some existing trees are impeded by awnings
- Extensive kerbside vehicular stopping bays (parking and loading)
- Slow moving traffic and bus movement

Opportunities

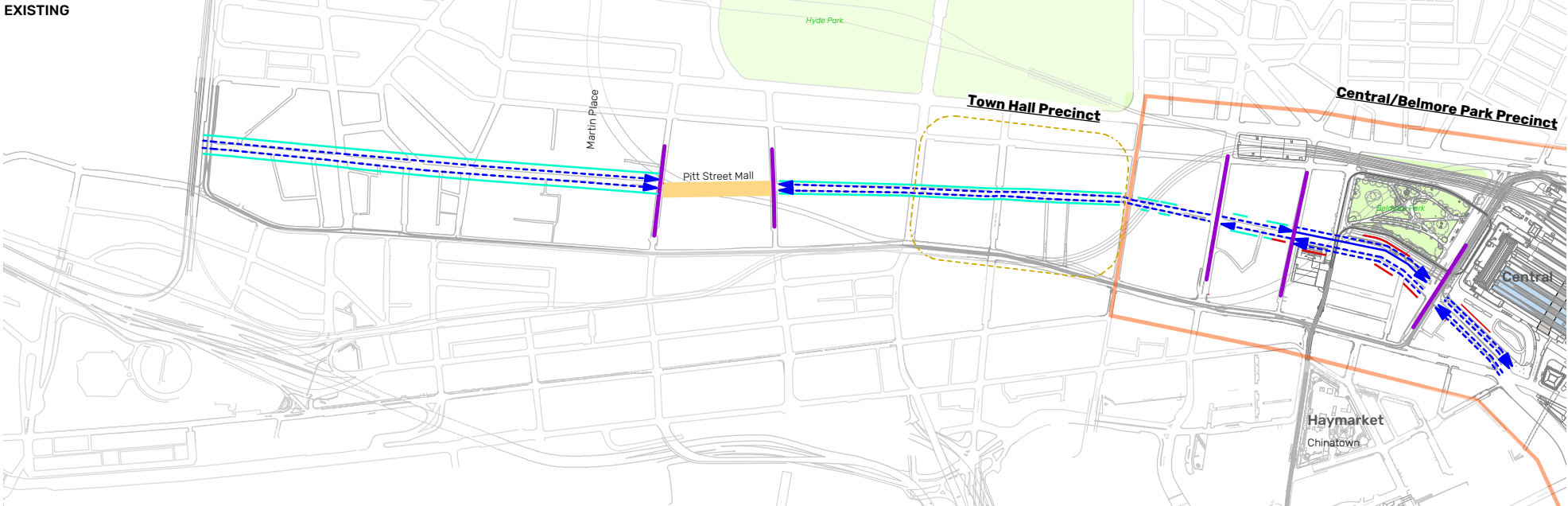
The new bus plan and potential re-routing / rationalisation of buses provides an opportunity to re-imagine Pitt Street. To reallocate street space to provide more space pedestrians, new street tree planting and activation through outdoor dining / trading. Improvements could include:

- Re-balance the priority of the street putting pedestrians and people spaces first
- Better management of street loading, servicing and parking
- New street furniture - seats, bike racks - varying arrangements to suit street context
- New tree planting
- Kerb-side space for outdoor dining areas
- Widen Pitt Street between Hay Street and Eddy Avenue to create a more generous edge with the potential to activate viaducts

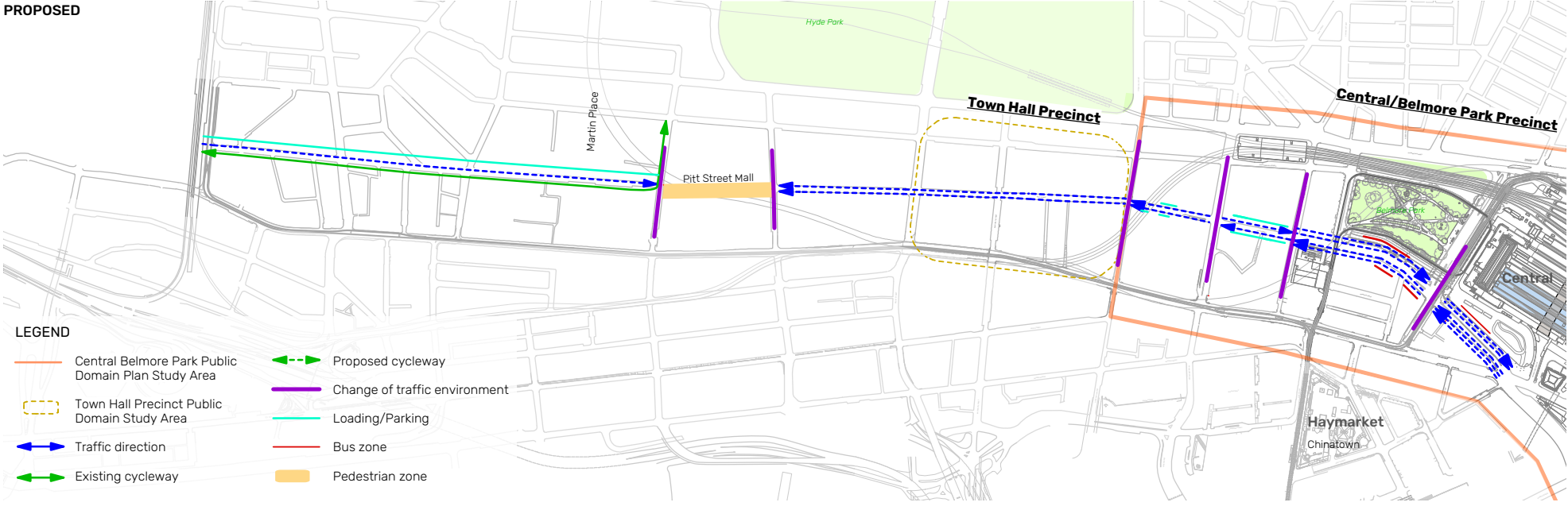
Constraints / Issues

- High usage by service/loading vehicles
- Smaller frontages that need to be serviced from the street
- Instances of large driveway entries into private car parks
- Streetscape is cluttered and degraded in some locations
- Re-routing of buses from Pitt Street subject to consultation with and approval from TfNSW

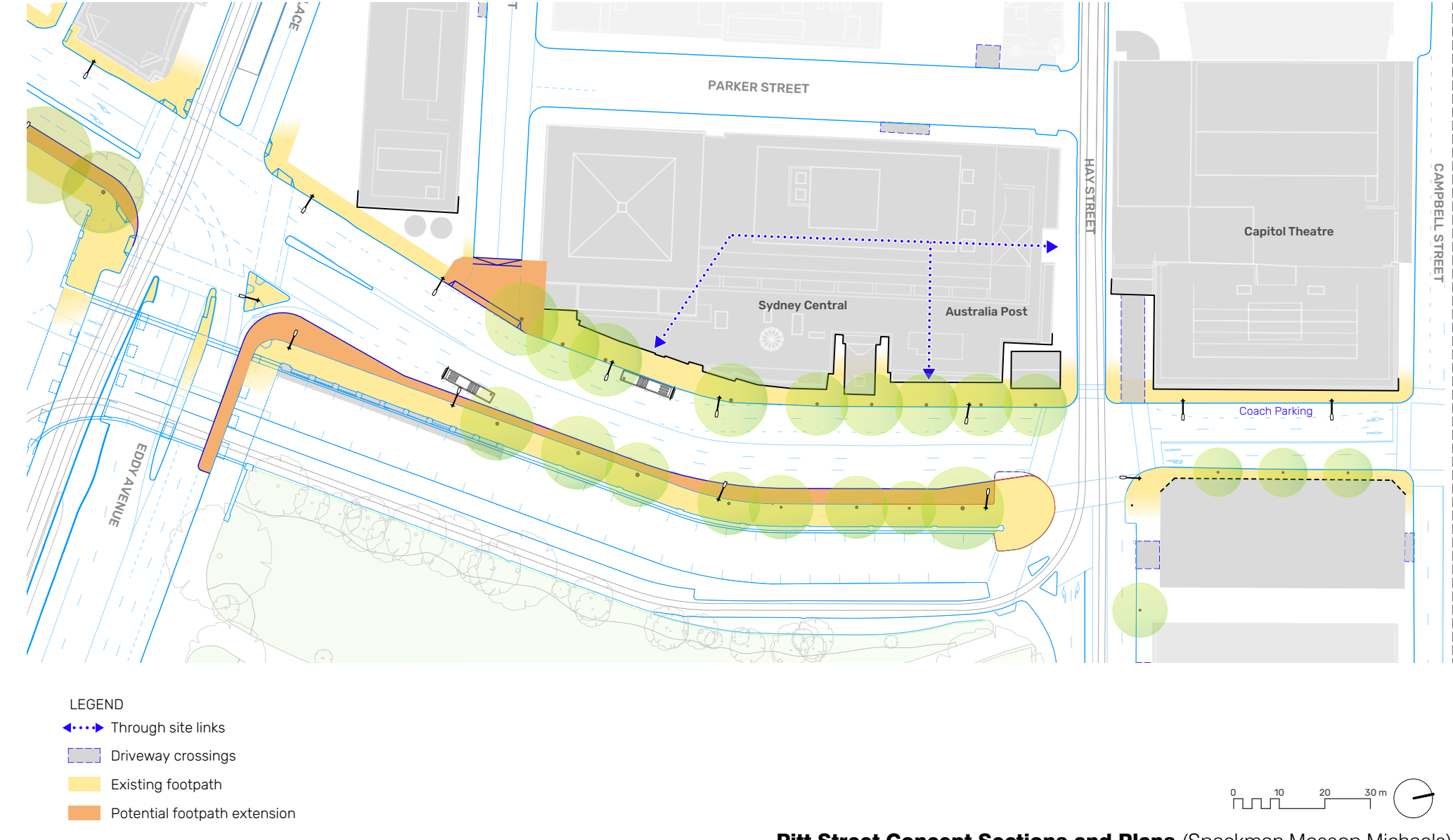
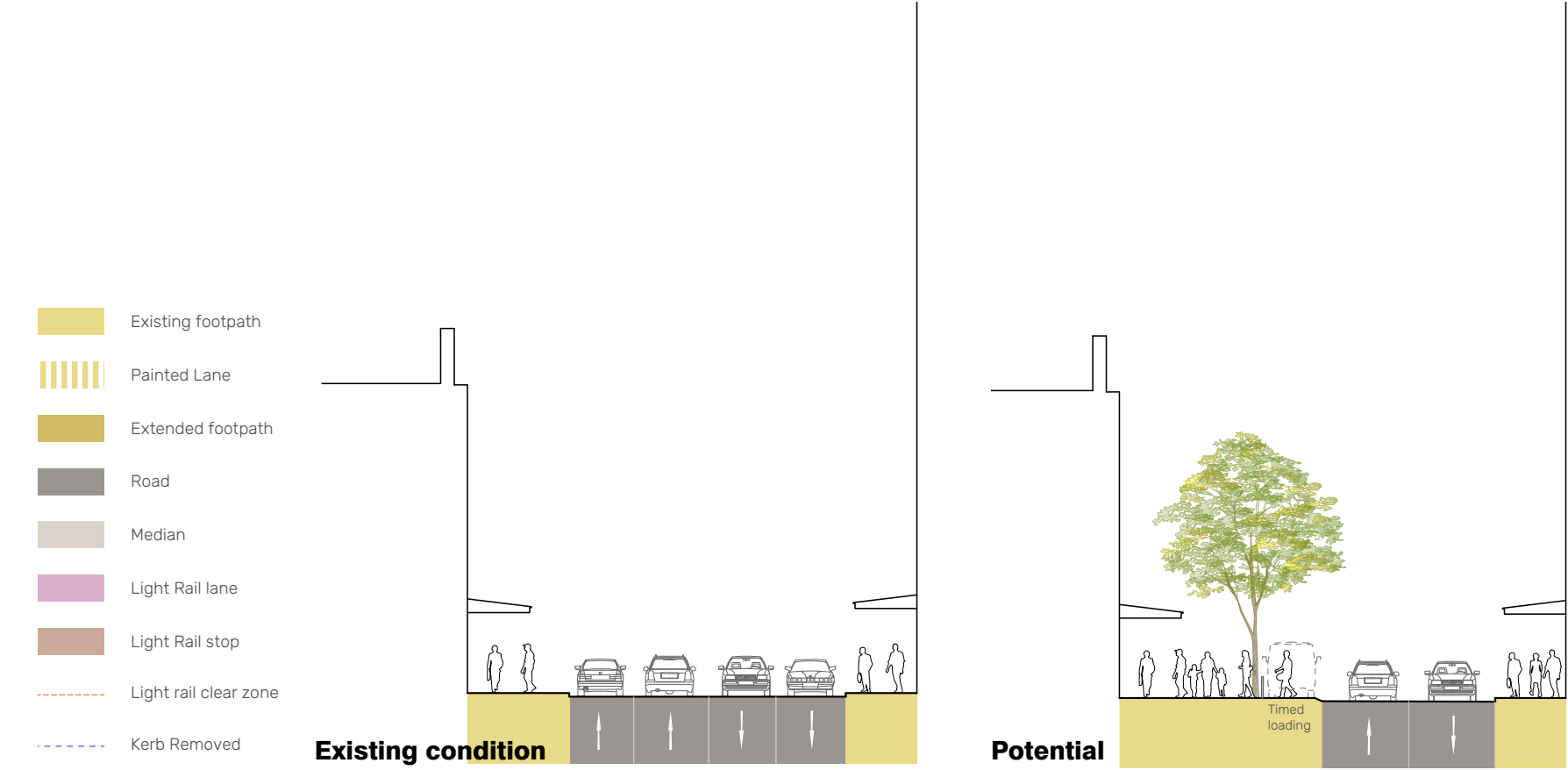
EXISTING



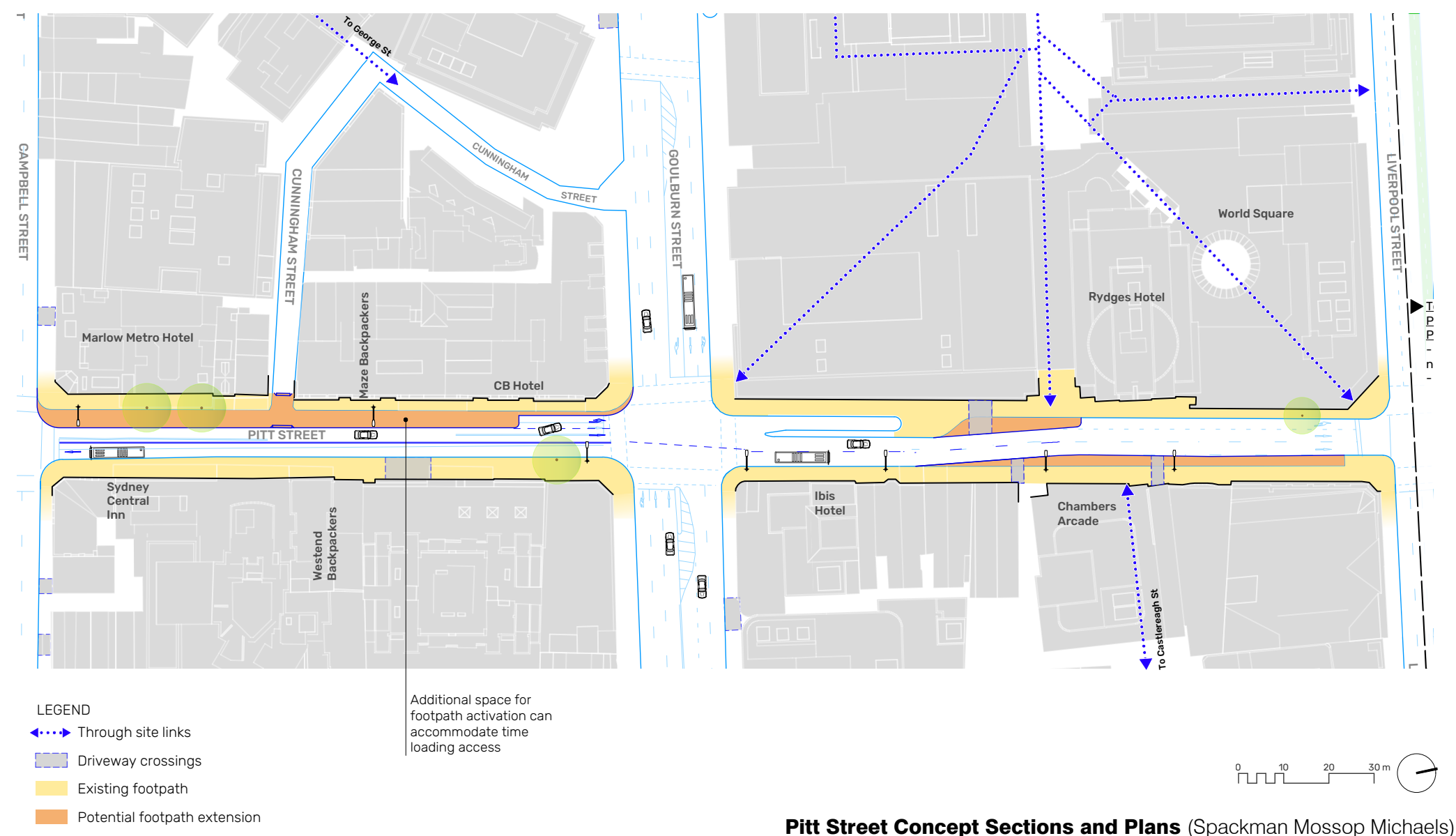
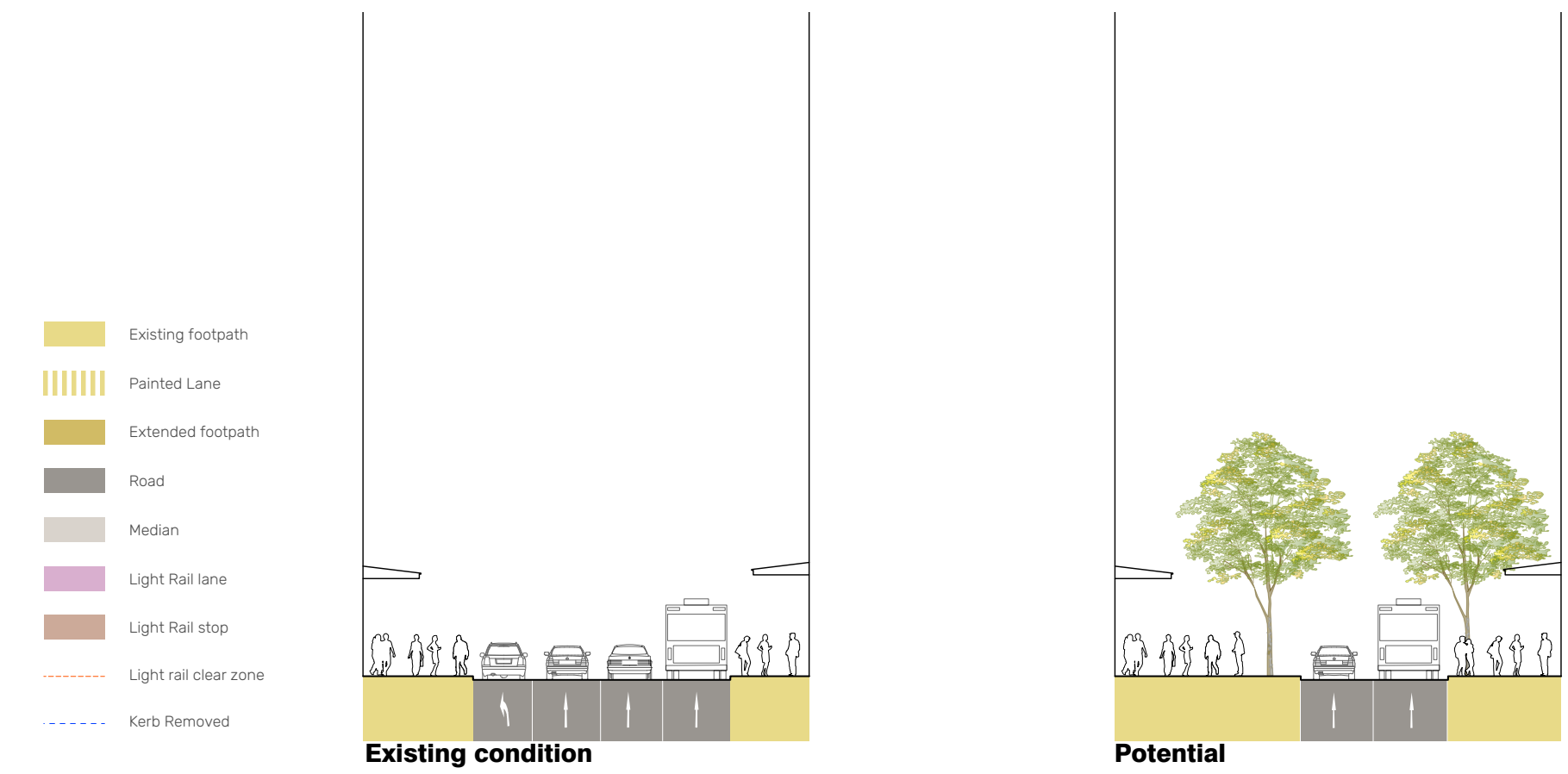
PROPOSED



Pitt Street (between Goulburn and Campbell Street)



Pitt Street (between Liverpool and Goulburn Street)



Pitt Street Concept Sections and Plans (Spackman Mossop Michaels)

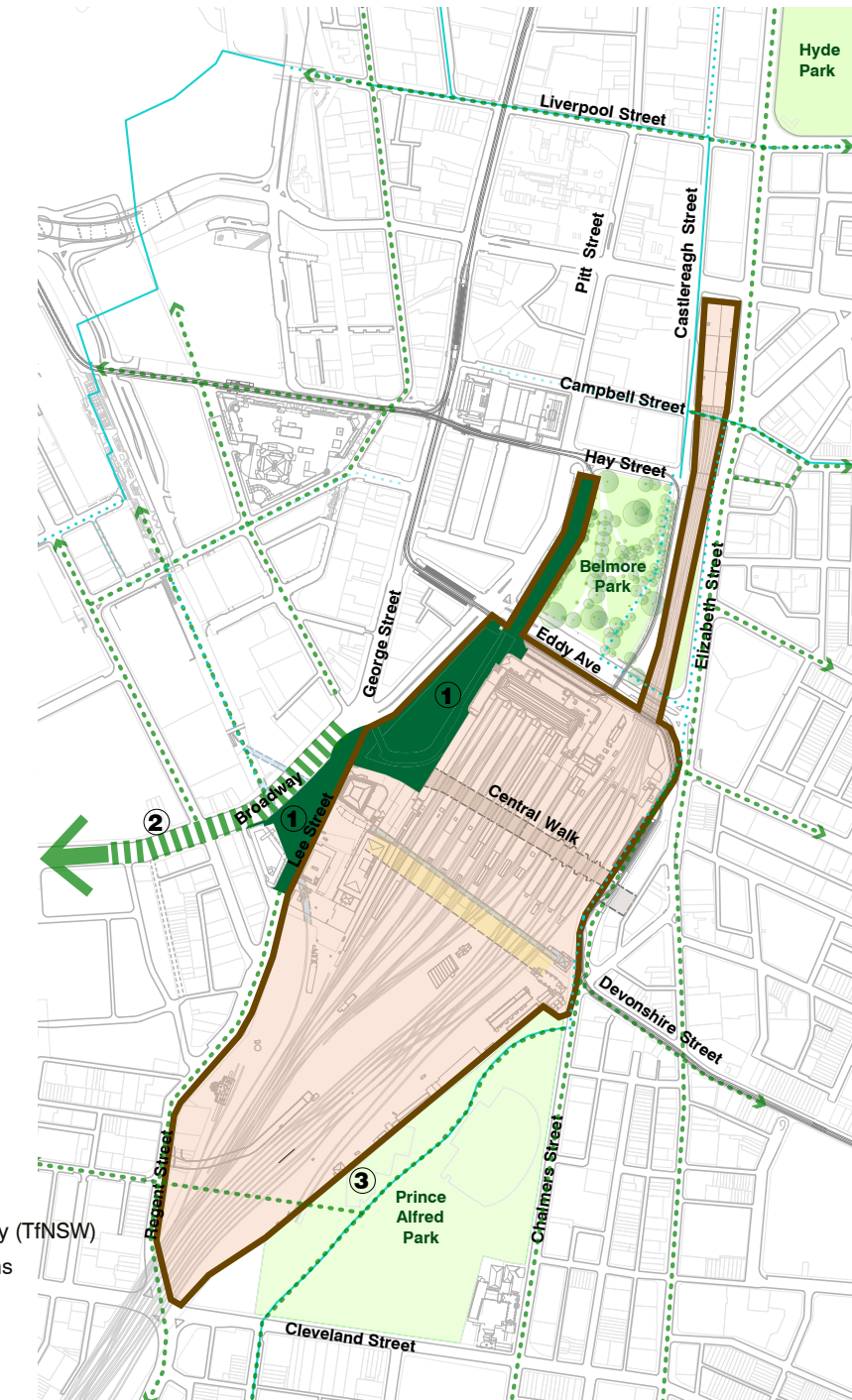


Central Square and adjoining streets and spaces

- 1 Central Square (including Lee Street and Railway Square)
- 2 Broadway
- 3 Prince Alfred Park interface

LEGEND

- Central Square
- Green Avenue
- Central Precinct Renewal Program boundary (TfNSW)
- Liveable Green Network primary connections
- Planned future cycle connection
- Existing cycle connection
- Potential strategic cycle connection



Central Square

Sydney's Arrival Square

Central Square is at the epicentre of an expanded Central Sydney in 2050. It is the southern end of the George Street spine and just west of a renewed Central station. This active and public transport nexus connects the innovation, technology and education precincts in the city's south. Greater use of public and active transport means we can free up road space for other uses explored by different concepts. Central Square together with public domain upgrades to Belmore Park, Railway Square and the surrounding street network, will deliver significant new public spaces and additional urban tree canopy to the area. With the scale of development planned at the southern end of the city, we need more public space for people to relax and gather and more trees for shade. This will help our city remain liveable and resilient.

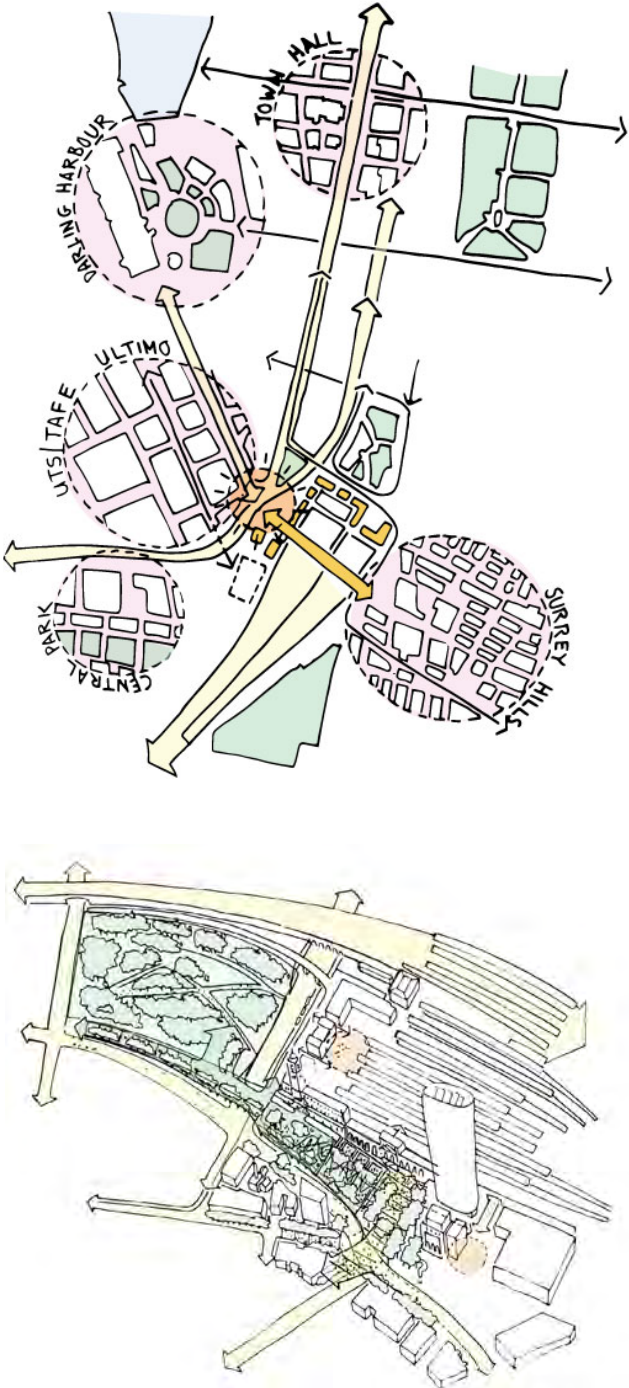
Overarching design concepts include: uniting the whole precinct with a generous tree canopy and introducing a parkland quality; strengthening the connecting between its diverse spaces; reinforcing two characters – verdant/informal in the north and urban/structured in the south mitigating the dominance of vehicles by transforming and celebrating the main intersection, seamlessly connecting the lower and

upper levels through a gently terraced landscape; and, respecting and protecting the presence of the historic clock tower.

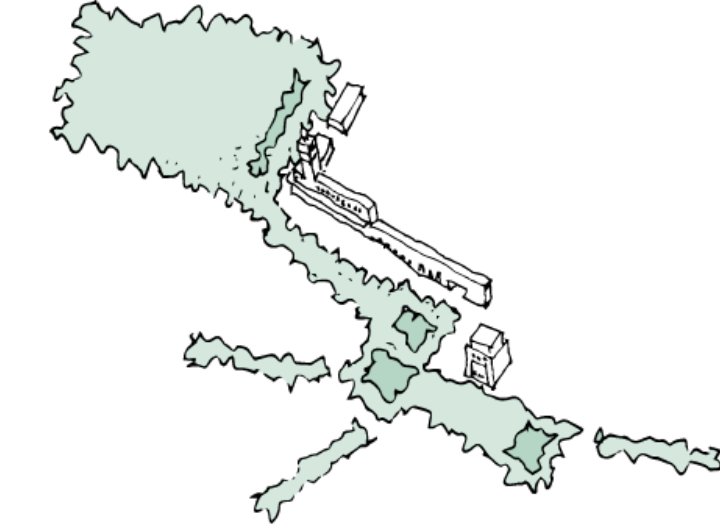
In September 2020, Council endorsed Central Square - Structuring Principles. Central Square will be a public space that:

- supports the safe and effective movement of people,
- is vibrant and active day and night,
- focuses on youth activities and places for visitors, public transport users, the university population, workers and others surrounding the city,
- is cool, green and comfortable, and
- celebrates a builds on the unique heritage and carefully balances change with broad public benefits.

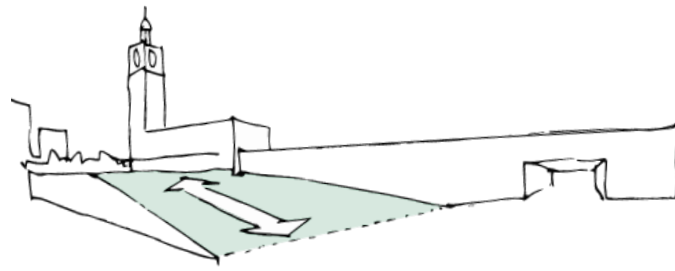
top **Connected precincts with Central Square as the focal point**
bottom **Central Square intrinsically connected to Belmore Park**
(Hassell Studio)



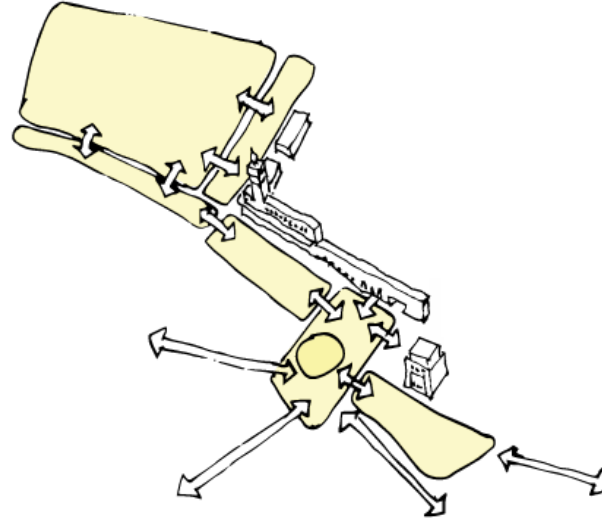
Central Square design direction (Hassell Studio)



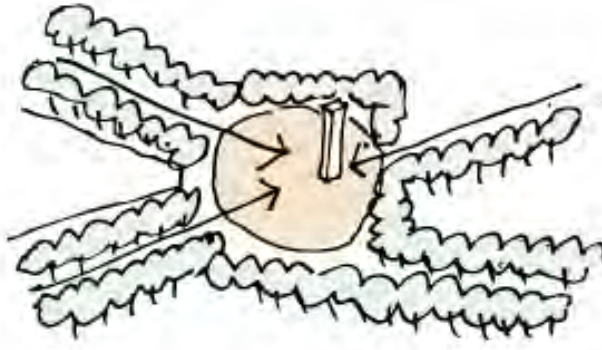
1. Enveloping tree canopy provides green identity



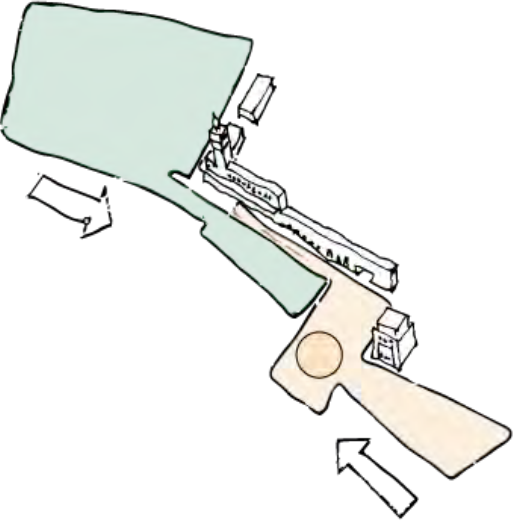
4. Main spaces integrated by ramped transition



2. Connected network of spaces envelops station



5. Intersection defined and celebrated by marker



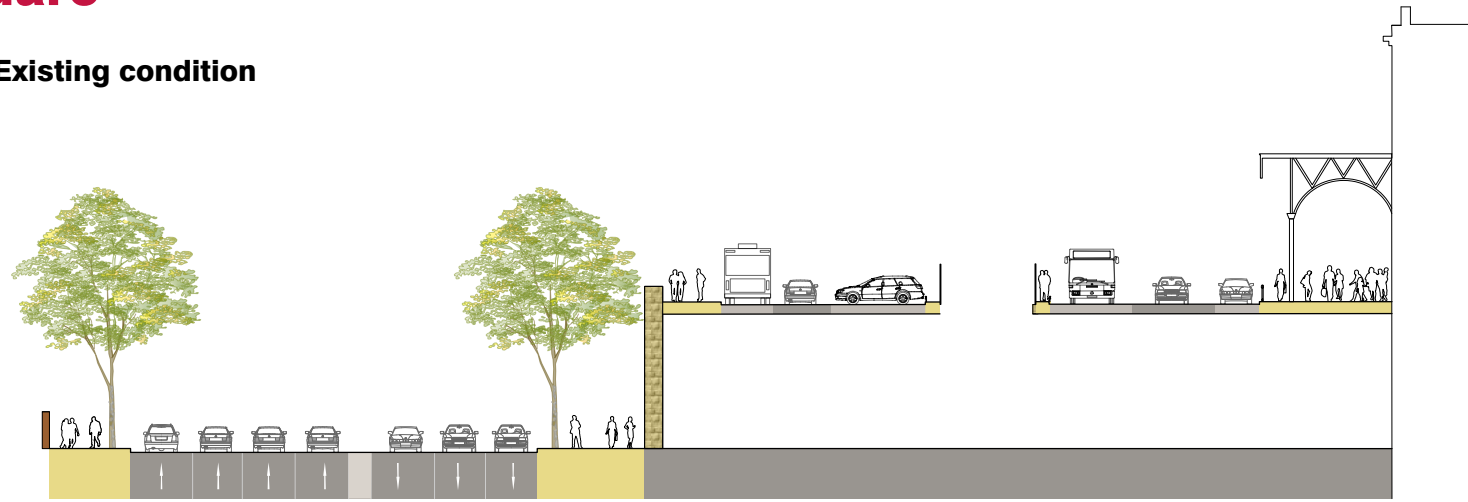
3. Two characters reinforced: verdant and urban



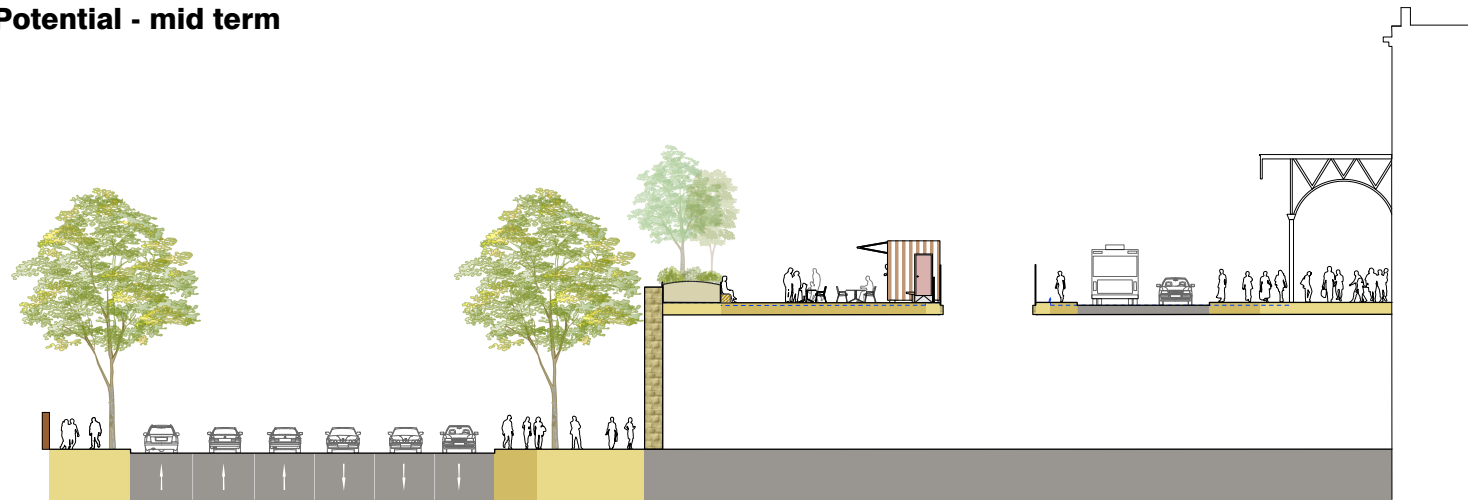
6. Primacy of heritage fabric respected and amplified

Upper Square

Existing condition

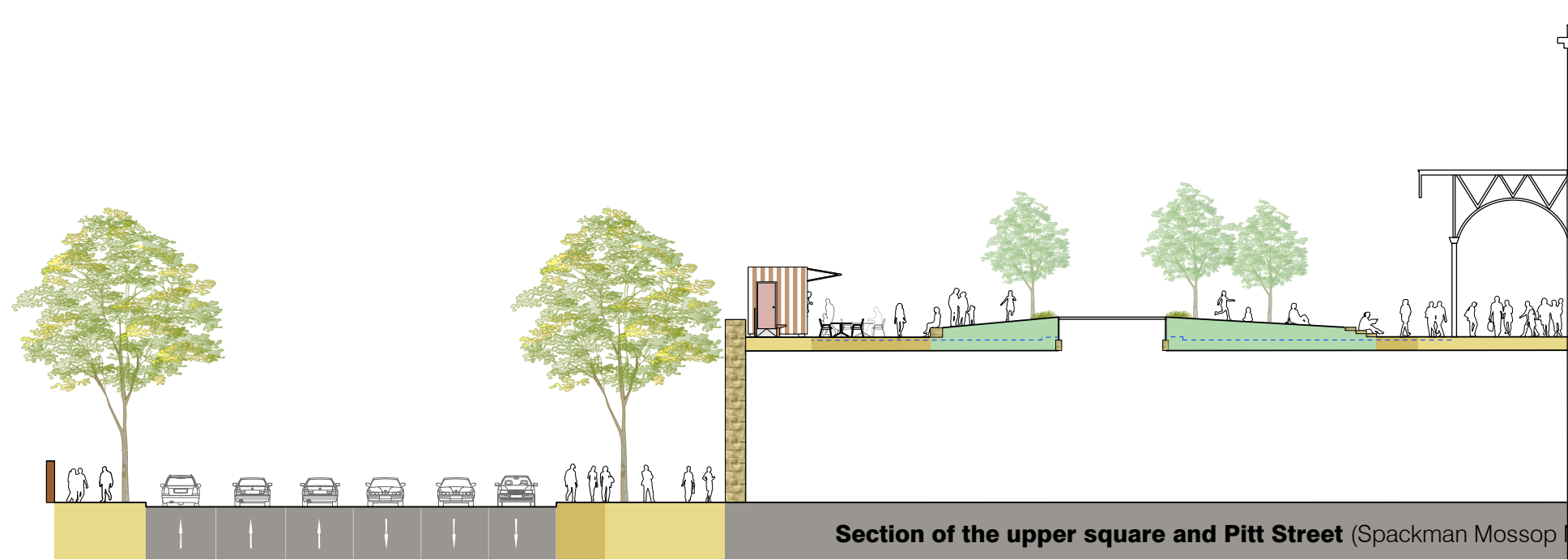


Potential - mid term



Section of the upper square and Pitt Street (Spackman Mossop Michaels)

Potential - long term



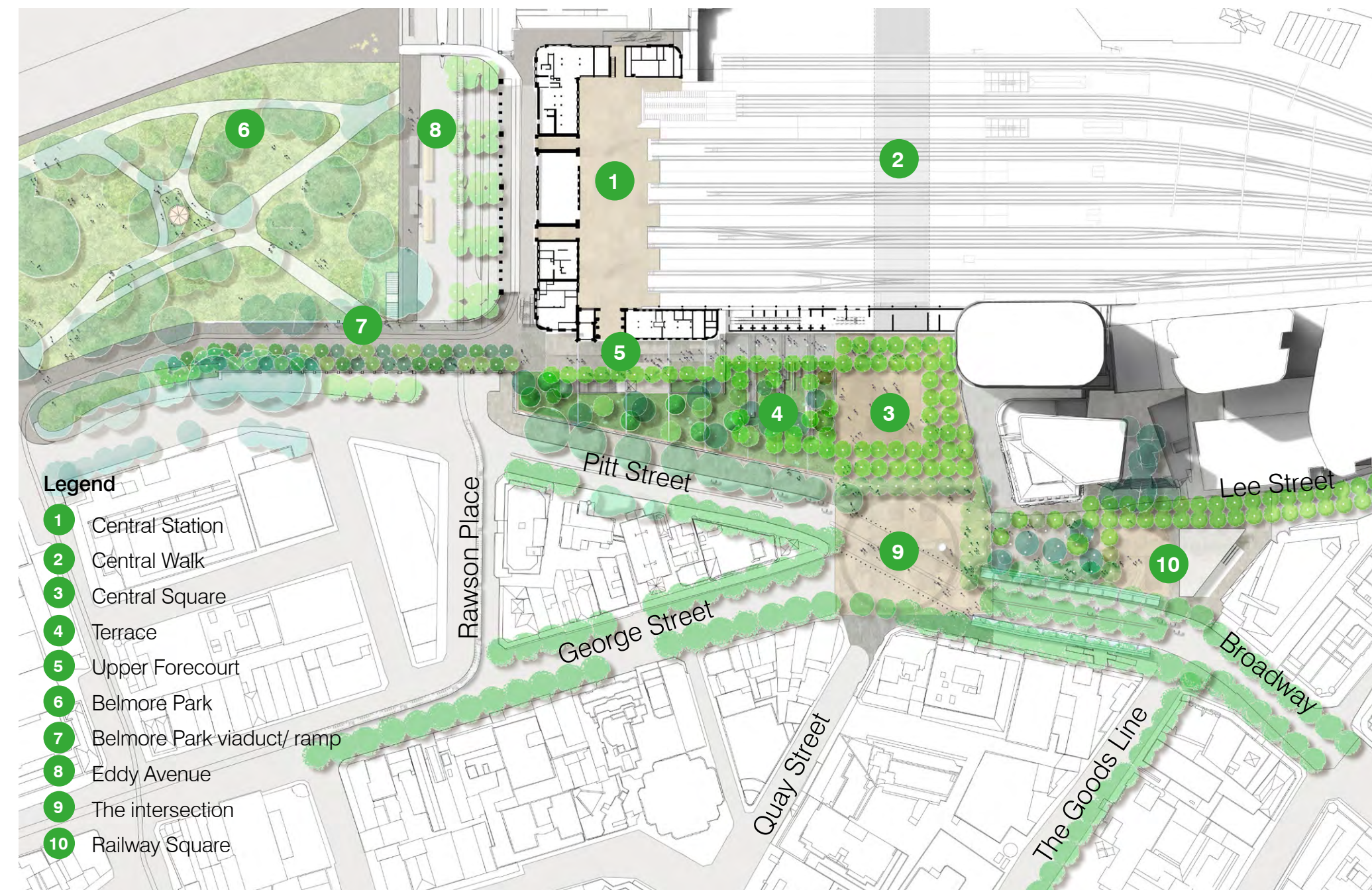
Section of the upper square and Pitt Street (Spackman Mossop Michaels)



A green 'upper square' (Hassell Studio)



Central Square concept (Hassell Studio)



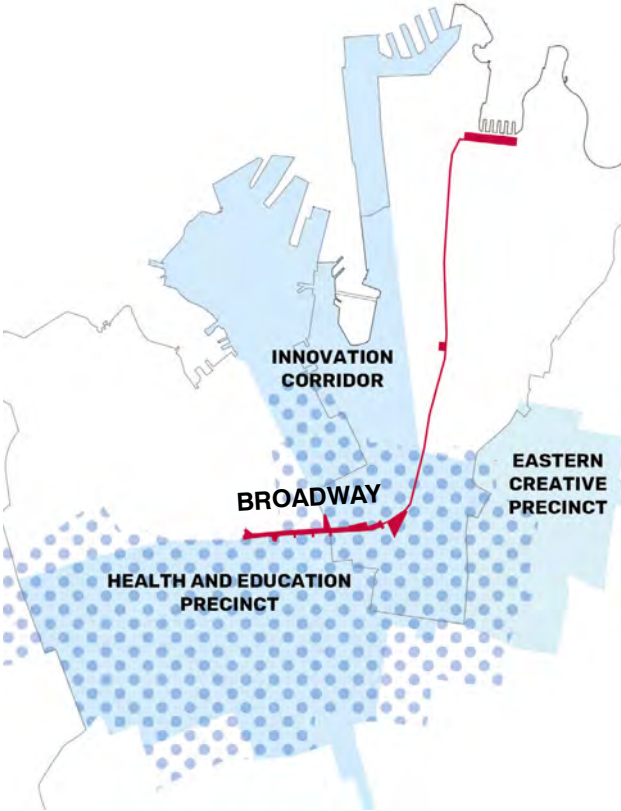
Broadway - Green Avenue

Future vision for Broadway

Broadway as a Green Avenue envisages transforming our city’s western gateway into a revitalised green link with more space for people, walking and cycling and supports the area’s evolution into Sydney’s innovation and education precinct.

Road space could be reduced to two lanes in each direction, allowing extra space for trees and people. It also provides more space for efficient and reliable public transport, linking activities on Broadway and Parramatta Road.

Trees, plants and grasses help mitigate urban heat island effects and create a green link between Victoria Park and Belmore Park. Water sensitive urban design, water harvesting and water recycling infrastructure help mitigate flood impacts during wet periods and provide a sustainable water source during dry periods.



Broadway as a green avenue
(Spackman Mossop Michaels)



Prince Alfred Park interface

The renewal of Central Station presents an opportunity to provide potential new connections between Regent Street and Prince Alfred Park via the over station development as identified in Prince Alfred Park’s Concept Masterplan. The interface between the Park and Central Station Renewal will need to include considerations to the Park’s amenity and values as set out in the Park’s Plan of Management and Masterplan.

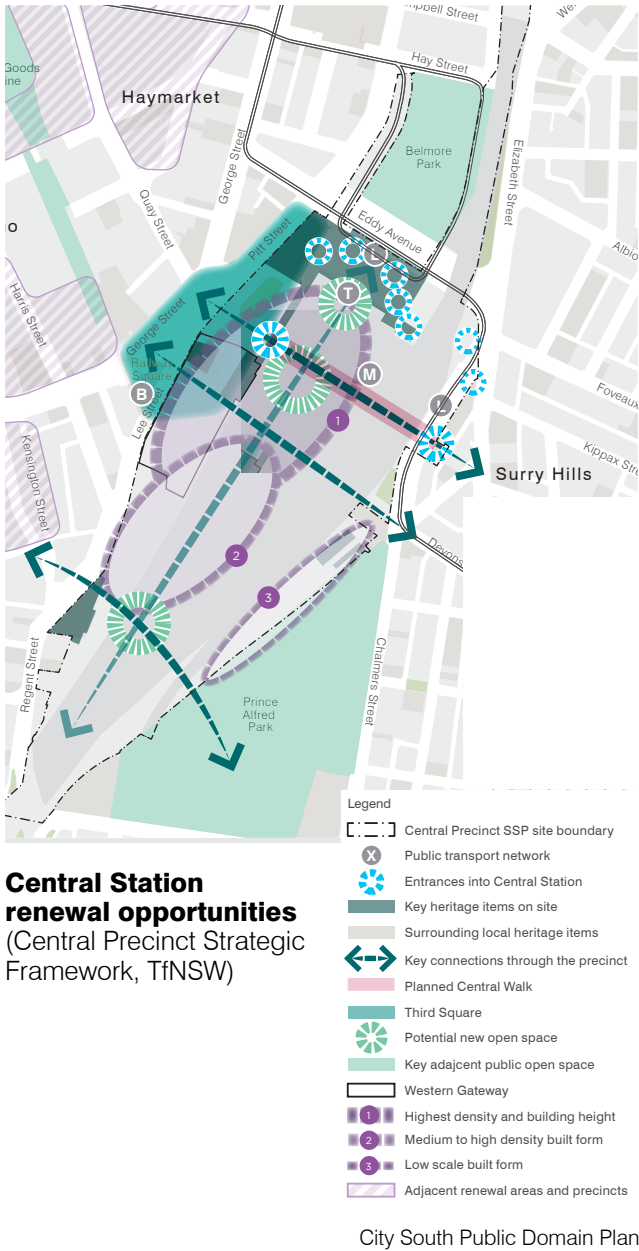
Prince Alfred Park is to be conserved and improved as a unique and significant place within the public domain providing structured and unstructured recreation opportunities to a variety of users.

Summary of Plan of Management and Masterplan objectives:

- *Natural Environment* - Protection and enhancement of the park’s natural character and heritage with improved soil conditions and ground surface stability where possible
- *Heritage* - Identification, interpretation and protection of Aboriginal and European cultural heritage values.
- *Visual*- Views to and from the park conserved and enhanced in conjunction with improved visibility and sight lines through the park.

- *Social / Cultural* - The park’s role as a setting for local and metropolitan visitor use is conserved and enhanced along with reactivation of the Coronation Centre for public use.
- *Recreation / park use*- Both passive and active recreation roles of the park are conserved and enhanced with adequate facilities to meet user needs, compatible with other park values and objectives.
- *Education* - Visitor awareness of the site’s cultural significance is improved.
- *Intrinsic Conservation* of the park for the use and enjoyment of future generations along with improved quality, amenity, and safety of access through the park.
- *Management and maintenance* - A sustainable, clean, and well kept park with appropriate leasing of Crown land for community use.

Source: Prince Alfred Park Plan of Management & Masterplan 2005



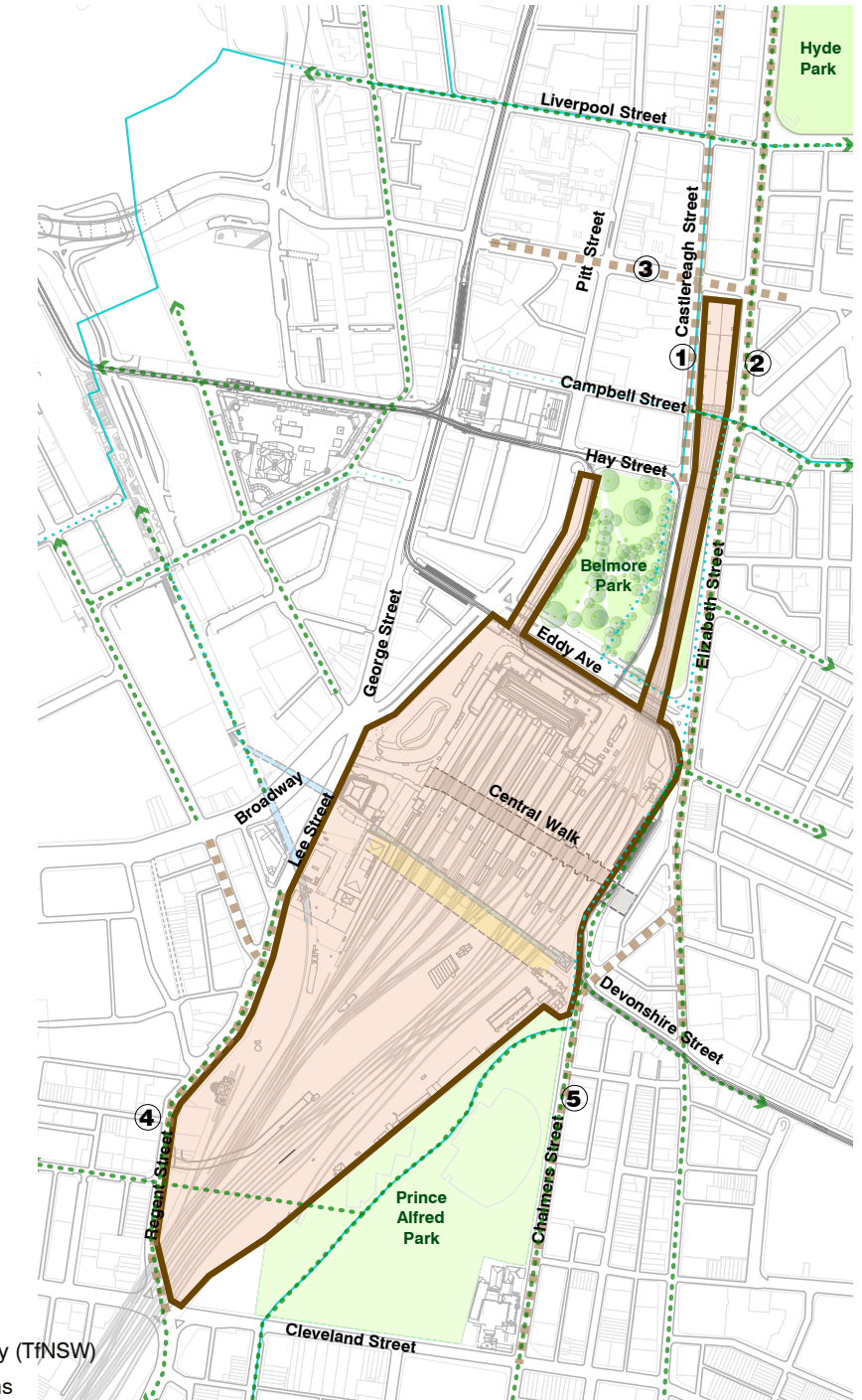


City Centre palette extension

- 1 Castlereagh Street
- 2 Elizabeth Street
- 3 Goulburn Street
- 4 Regent Street
- 5 Chalmers Street

LEGEND

- City centre / main street palette extension
- Central Precinct Renewal Program boundary (TfNSW)
- Liveable Green Network primary connections



Castlereagh Street

Existing condition

The existing condition of Castlereagh Street south of Liverpool Street does not match the City's Street Code Palette. The footpaths are mostly asphalt, the street lights are galvanised steel poles and the street furniture pre-dates the City's street furniture suite. The separated cycleway is a well used critical north south link which currently connects to and runs through Belmore Park.

Whilst there is a need to upgrade the finishes to match the City's Palette for the city centre, there are currently limited opportunities for activation at the ground floor. Unlike the 'fine grain' active ground floor uses of retail and cafe / restaurants on Pitt Street, much of the ground building frontages on Castlereagh are large blank walls to commercial lobbies with limited openings.

Opportunities

- Upgrade finishes of footpath, street furniture and lighting to reflect the City's Street Code palette for the City Centre.
- Explore opportunities for additional street planting
- As redevelopment occurs on individual sites, advocate and promote active uses at the ground floor to contribute to the life on the street.
- Lighting of heritage sandstone viaduct

Issues / Constraints

- Majority of the ground floor uses are not active. (Some buildings occupying whole blocks) There are limited opportunities for activation on the western side of the street.
- Limited / no opportunities for activation on the eastern side of the street with blocks like the Downing Centre and Goulburn Street Car Park having large blank walls facing the street.
- Following extensive investigations to improve the public domain around Goulburn Street car park, including investigations into the installation of green walls, modest improvements were made in 2015. Additional footpath widening is possible on this block but there is little activation / benefit for pedestrians.



top
Castlereagh Street
Goulburn Street car park and sandstone viaduct
facing page
Castlereagh Street cycleway
Between Liverpool Street and Goulburn Street



Elizabeth Street

Existing condition

Elizabeth Street is has a wide carriage way and currently serves as major arterial route and key bus corridor. It supports frequent public transport access in a north and south direction along the eastern side of the city centre. Elizabeth Street provides access for general traffic to a number of east-west streets and has driveway access for a number of car parks.

There are limited opportunities for street activation north of Foveaux Street with large blocks of blank walls that take up entire blocks (280 Elizabeth Street, Centennial Plaza, Goulburn Street Car park and Downing Centre, Vibe Hotel) The public domain is currently of disparate quality and finish south of Campbell Street. The sandstone viaduct on the western footpath is a unique feature of the street but provides no activation.

Opportunities

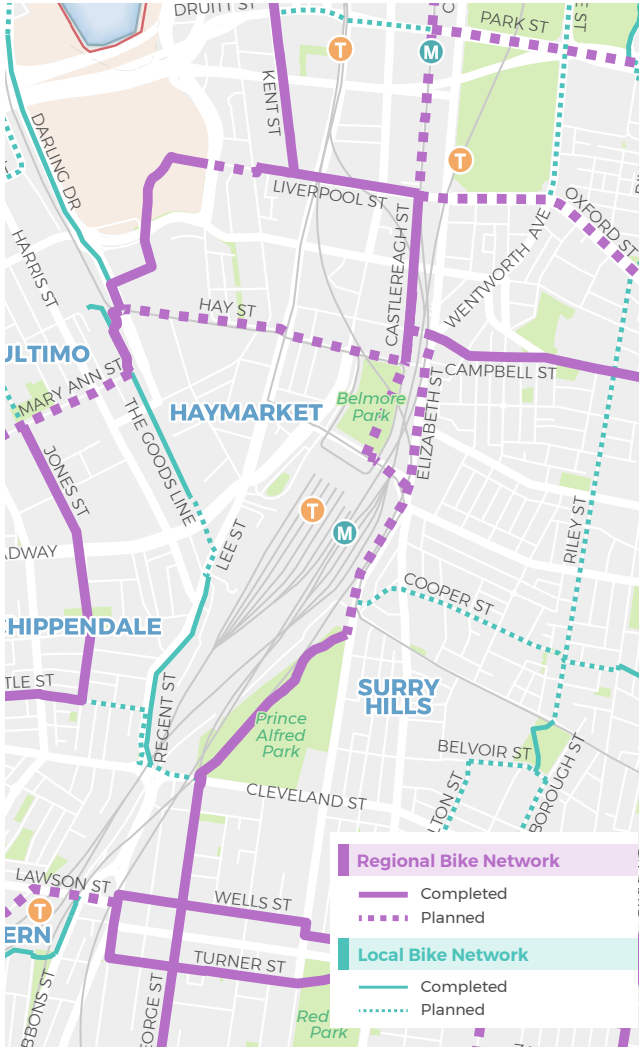
- Elizabeth Street a primary pedestrian walking route in the City's Liveable Green Network. There are large sections of the street with consistent tree canopies.
- There are currently no driveways between Liverpool Street and Foveaux Street so pedestrians are able to walk uninterrupted within the blocks.
- Further opportunities for tree planting could

be explored if footpaths can be widened in the future along the eastern side of the street.

- Explore opportunities to rationalise and improve the intersections between Eddy Avenue, Elizabeth, Chalmers and Foveaux Street.
- Elizabeth Street The City's Cycle Strategy and Action plan has a long term plan to install a separated cycleway on the western side of Elizabeth Street between Eddy Avenue and Campbell Street. When this is achieved, it can replace the cycle route through Belmore Park.
- Upgrade finishes of footpath, street furniture and lighting to reflect the City's Street Code palette for the City Centre.
- Lighting of heritage sandstone viaduct

Issues / constraints

- High levels of vehicular traffic
- Main bus route with high frequency
- Narrow footpaths and awnings limit current opportunities for new street trees
- Limited opportunities for street activation north of Foveaux Street
- Any changes to geometry of the street / installation of cycleway will need consultation and approval from TfNSW



Sydney Bike Network
(City of Sydney Cycling Strategy and Action Plan)



Goulburn Street

Existing condition

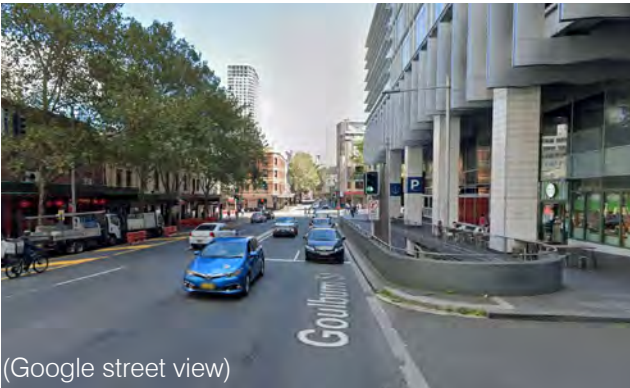
Goulburn Street is a vital east-west arterial route in the City’s road network. The public domain is currently of disparate quality. There are sections of Goulburn Street where outdoor dining occurs between Pitt and George Street. The Goulburn Street car park has a courier hub, and the is a potential for another hub in World Square.

Opportunities

- Upgrade finishes of footpath, street furniture and lighting to reflect the City’s Street Code palette for the City Centre.
- Bike access should maintained and enhanced to support courier hub(s).

Issues / constraints

- High levels of vehicular traffic
- Large driveway / access to World Square



(Google street view)

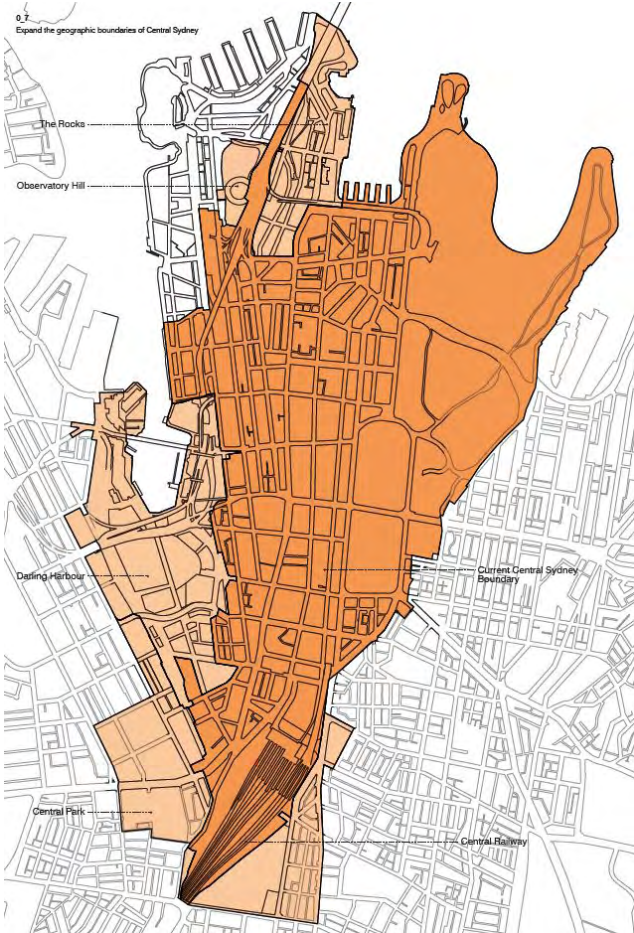
Chalmers Street & Regent

Extending the City Centre Palette

Chalmers Street and Regent Street are currently noted as ‘Connecting Main Streets’ in Sydney’s Streets, the City’s Public Domain Design Code for the City’s streets. The Central Station is currently highlighted as a ‘Urban Renewal Area’.

With the renewal of the Central Station, the anticipated growth in the City South and the expansion of the City Centre in the draft Central Sydney Planning Strategy, it is proposed that Chalmers Street and Regent Street be designated as ‘City Centre’ Streets. This elevates the quality of these streets that have been traditionally known as ‘city fridge’.

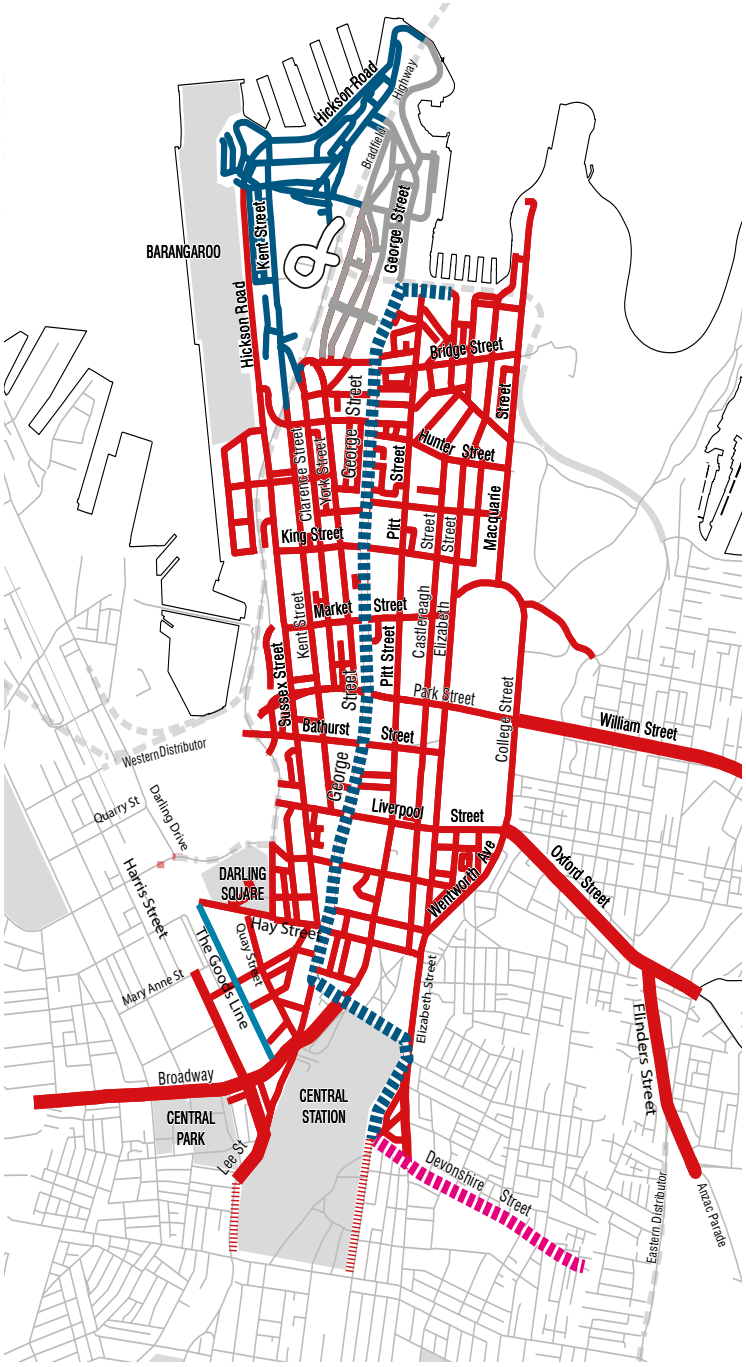
Expanded Central Sydney
(Draft Central Sydney Planning Strategy)



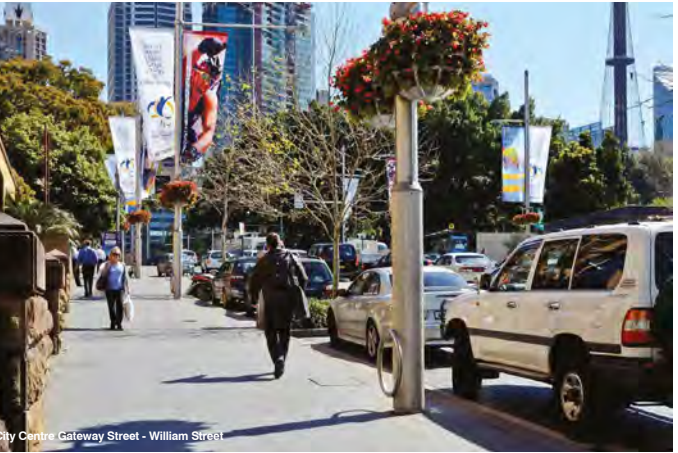
LEGEND

- City Centre & Gateway street
- Heritage – Millers Point/ Dawes Point Area Refer D7
- The Rocks (NSW Property)
- Light Rail (City Centre)
- Light Rail (outside City Centre)
- Urban Renewal Area (refer to Part D)
- Potential extension of the City Centre Palette

City Centre Streets
(Sydney Streets, Public Domain Design Codes)



City Centre Street (Market Street)



Gateway Street (William Street)



Light Rail Street (George Street)

5

Project gains and priorities



Project gains and priorities

The major improvements for streets in City South are dependent on major transport changes and the development of Central Square. Subject to feedback from the community, key stakeholders and in partnership with TfNSW, the improvements will be prioritised with considerations to:

1. The degree to which the project achieves the City’s strategic directions, including:
- the proportion of pedestrian-oriented space (footpaths, plaza space, squares, shared spaces) gained by the project;

• whether the project provides for cycle connectivity;

• whether the project provides additional opportunity for greening

• whether the project facilitates or supports activation / festivals and programmed events
2. The strategic potential of the project, in terms of offering ‘quick wins’ for the public domain or unlocking the potential for other changes.
3. The ease of the project, considering construction complexities, timing associated with the proposed changes.

4. Whether Council has the authority to develop the project, or if Council would need to seek agreement from other governing agencies for the project to be realised.
5. The potential cost of implementing the proposed changes.



City South Public Domain Plan

	Projects	Potential additional footpath / public space	Potential greening	Potential cycle connectivity	Potential activation	Dependencies
Slow Streets and Laneways	Barlow St	• • • • •	• • • • •		• •	*George Street south vehicular access
	St Laurence Ln	• •			• • •	
	Parker St & Ln	• •	• •		• •	
	Campbell St	• • • • •	• • • • •	• • • • •	• • • • •	*Cycle connectivity under investigation
	Randle Ln	• • • 1		• • • 1	• • • •	Metro exit, adjoining developments
	Cunningham St	•			• • •	
Belmore Park	Belmore Park upgrade	• • • • ^	• • • • •	• • •	• • • •	
Belmore Park edges	Eddy Ave	• • •	• • •	• •	• • • •	*Bus network, traffic network changes, Improved Central Station colonnade interface
	Hay St	• • • • •	• • • • •		• •	*
	Pitt St (ramp)	• • • • •	• • • • •		• • •	*Within ‘Central Precinct Renewal’ boundary
Central Square and adjoining streets and spaces	Central Square	• • • • •	• • • • •	• • • • •	• • • •	*Within ‘Central Precinct Renewal’ boundary
	Railway Sq & Lee St	• • • • •	• • • • •	• • • • •	• • •	*Interface with ‘Central Precinct Renewal’
	Broadway	• • • • •	• • • • •	• • • • •	• • • • •	*Bus network, traffic network changes
Pitt Street	Pitt Street	• • •	• • •		• • • • •	*Bus network, traffic network changes
City Centre palette extension	Castlereagh St	Subject to the City’s granite paving / smartpole / new public domain furniture roll-out				
	Elizabeth St					
	Goulburn St					
	Regent St					
	Chalmers St					

1 potential shared zone

*consultation / approvals from TfNSW

^ additional usable public space

6

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