

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.

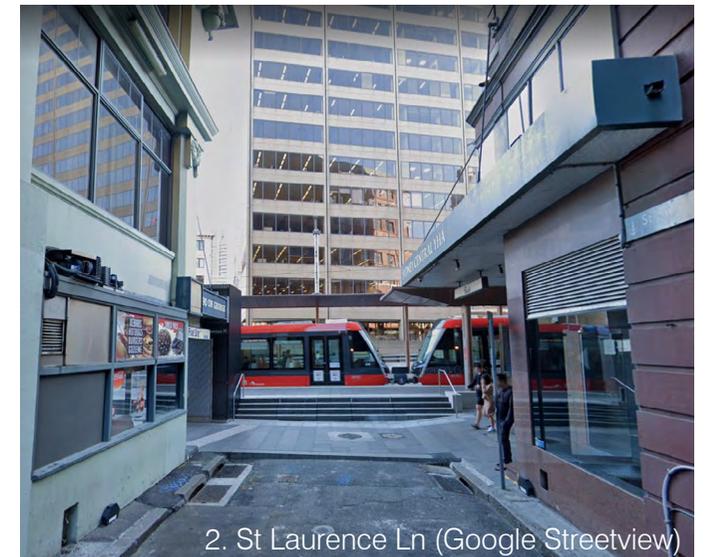
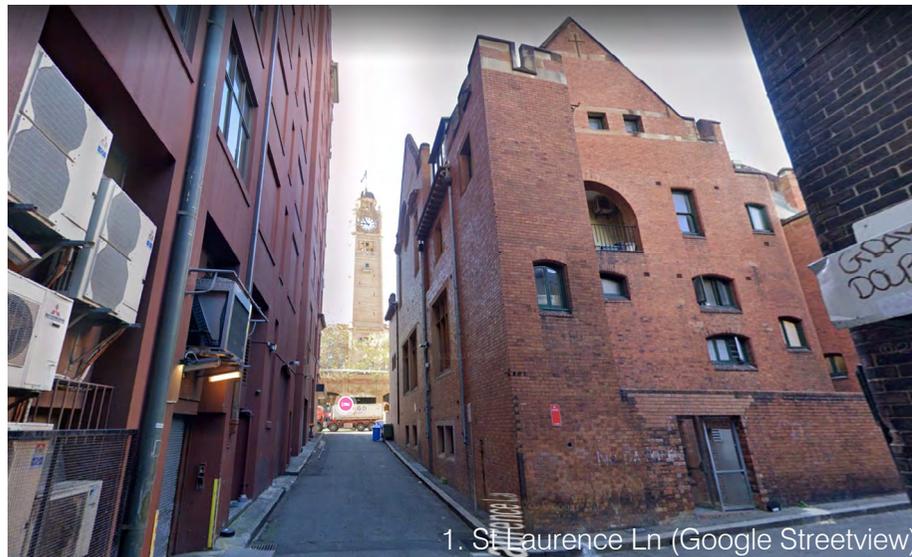
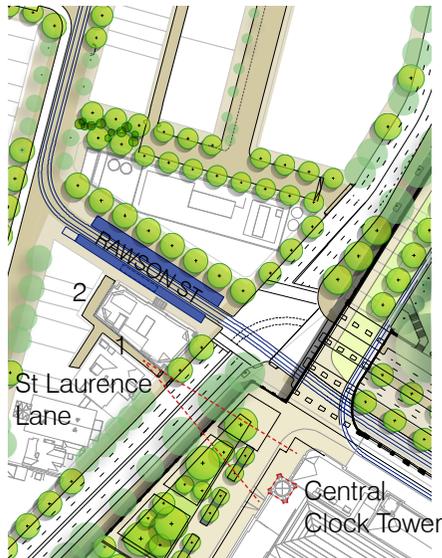
The function and use of St Laurence Lane has changed with the installation of light rail on Rawson Street. The Lane has been closed to vehicular traffic from Rawson Street and the Pitt Street end of the Lane has been used as a drop off area for guests of the adjoining YHA. There have been requests from 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.



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.

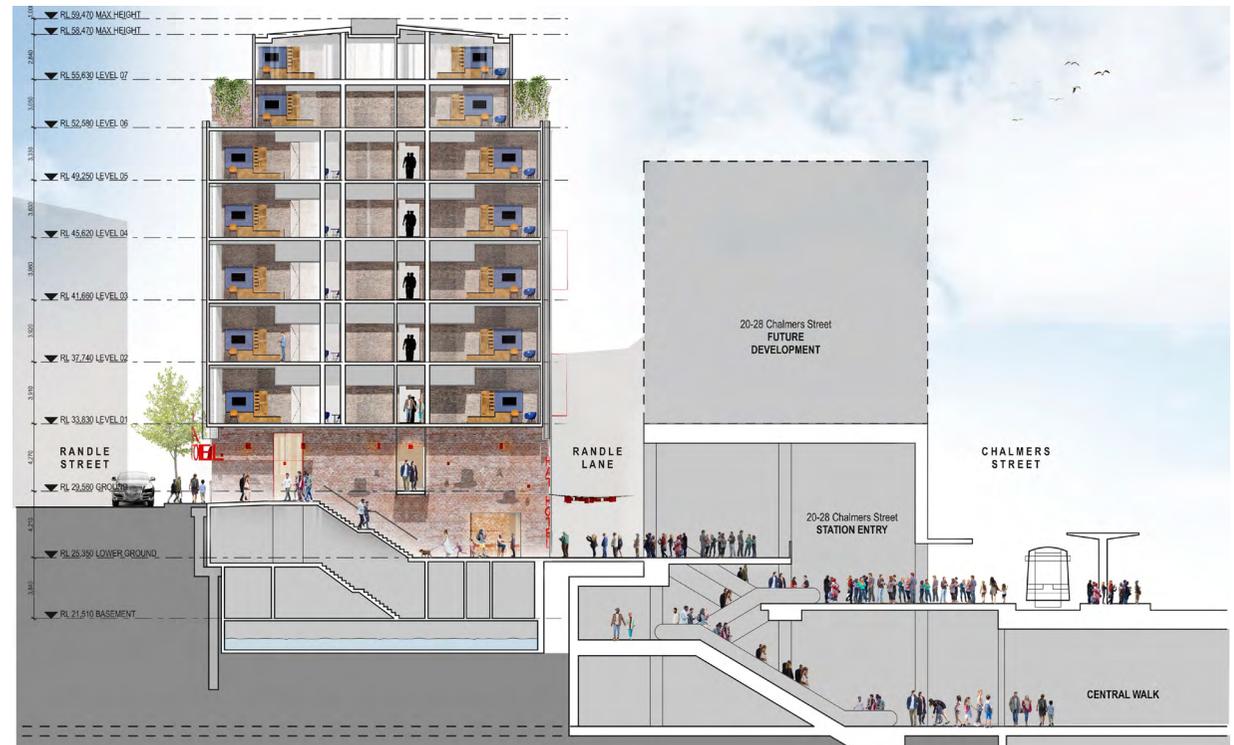
Issues / Constraints

- 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)

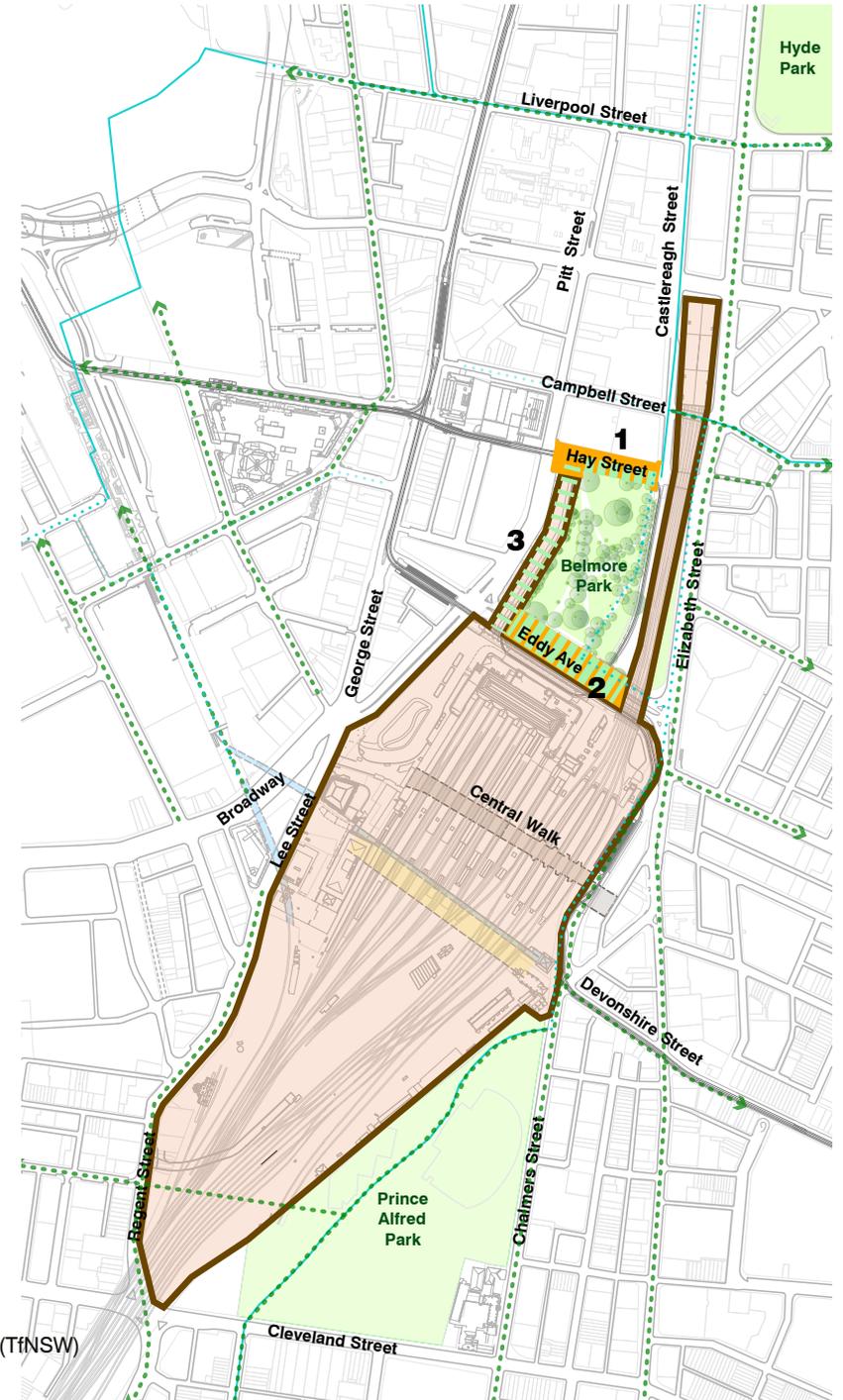
LEGEND

 New public domain

 Extend park edge

 Central Precinct Renewal Program boundary (TfNSW)

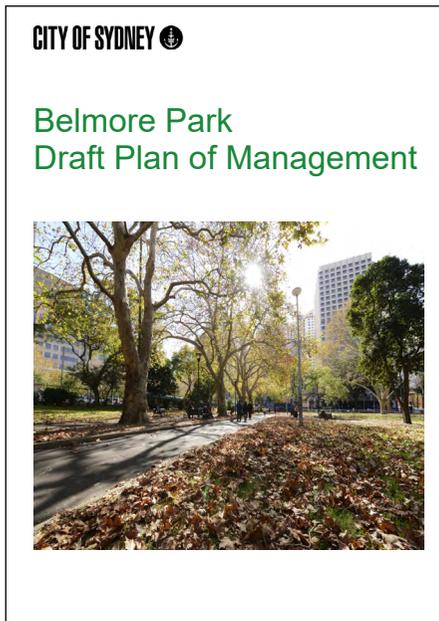
 Liveable Green Network primary connections



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.



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

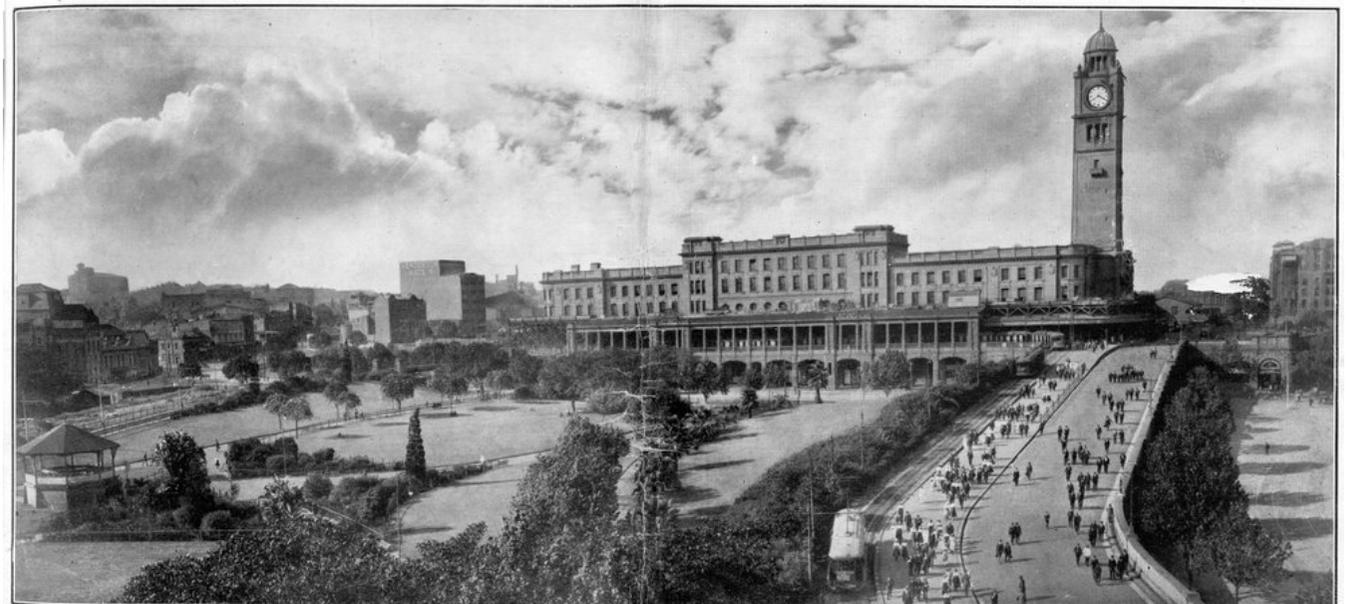
- Resilient landscaping to future-proof our green spaces
- Landscaping and planting that reflects the original natural environment
- A place of diverse habitats
- A place that is cool, calm, and comfortable in summer heat
- Established plantings which contribute to the park setting and habitat
- A place 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)