

Pitt Street

Vision

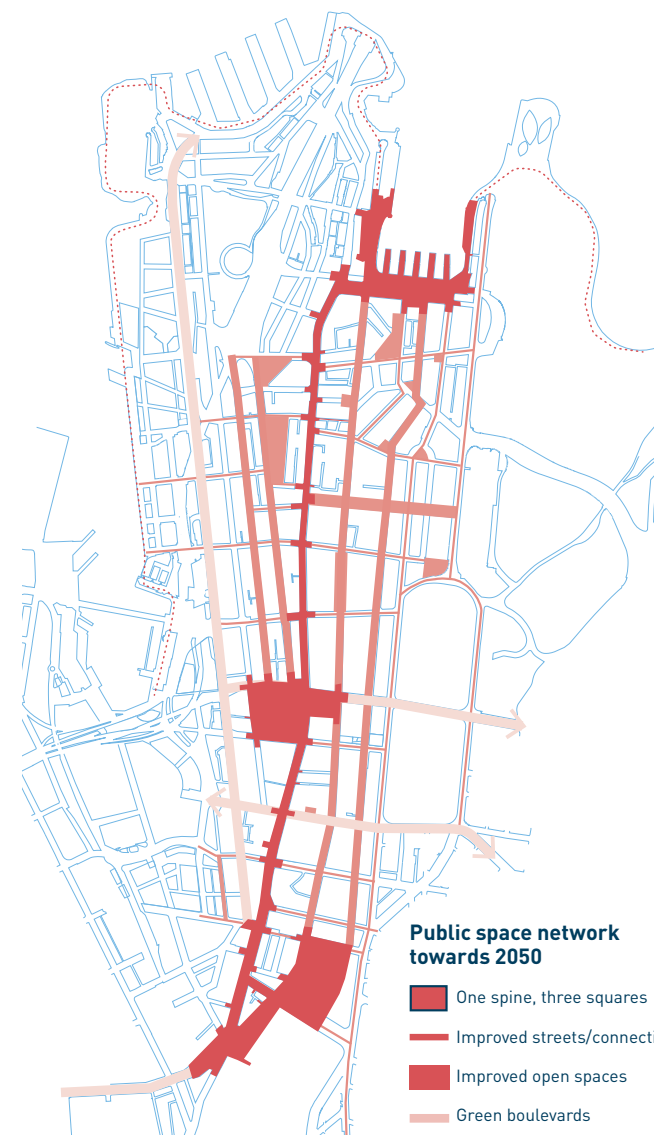
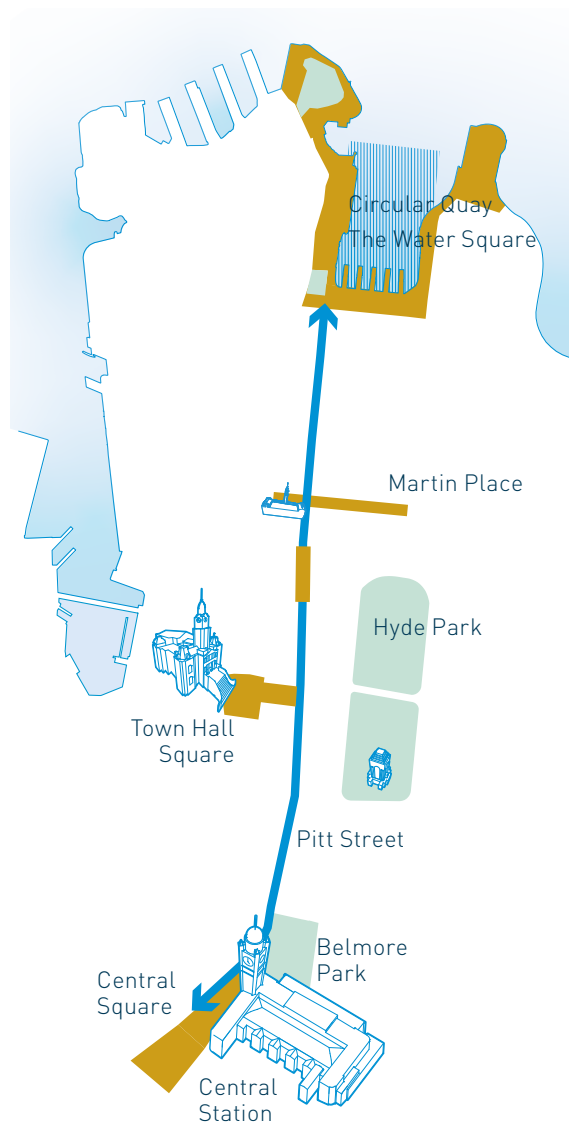
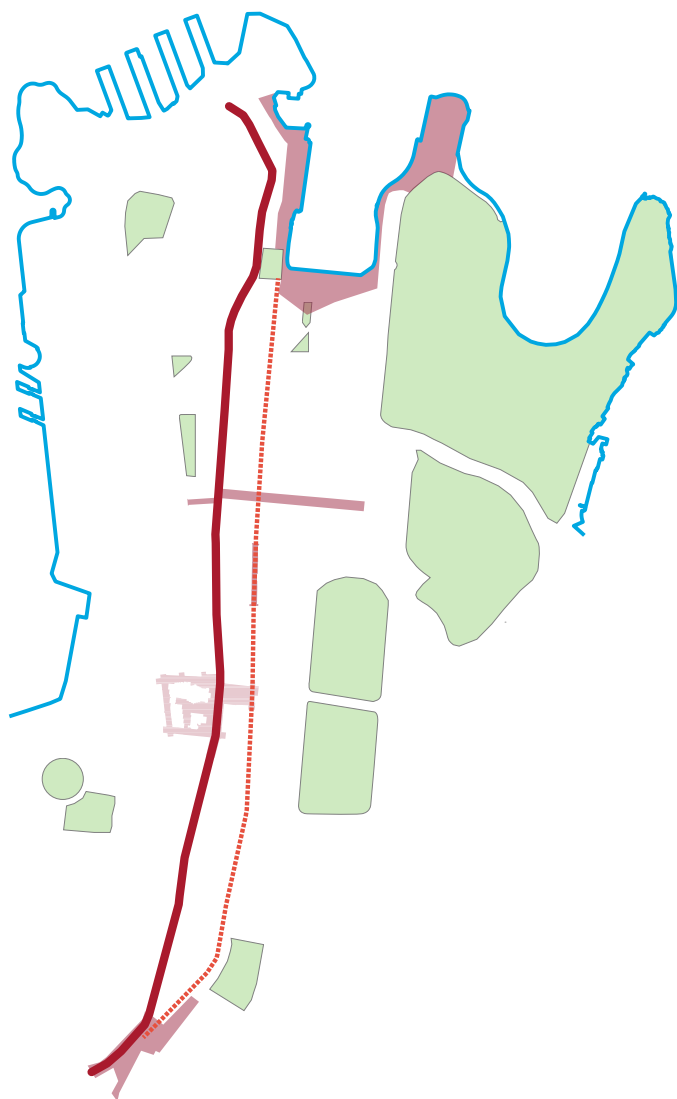
Public Spaces Public Life 2020 highlights the important role of Pitt Street connecting three city squares, and recommends consolidating on its existing character as an alternate experience to George Street.

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

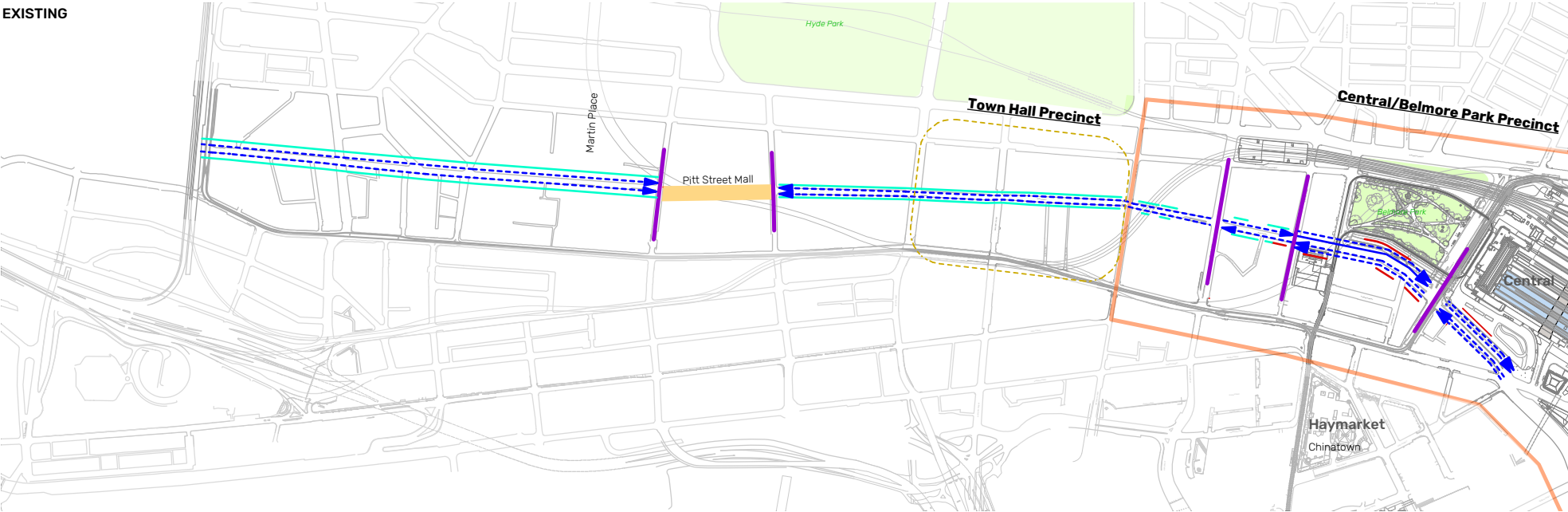
The new bus plan and potential re-routing / rationalisation of buses provides an opportunity to re-imagine Pitt Street. To reallocate street space to provide more space pedestrians, new street tree planting and activation through outdoor dining / trading. Improvements could include:

- 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

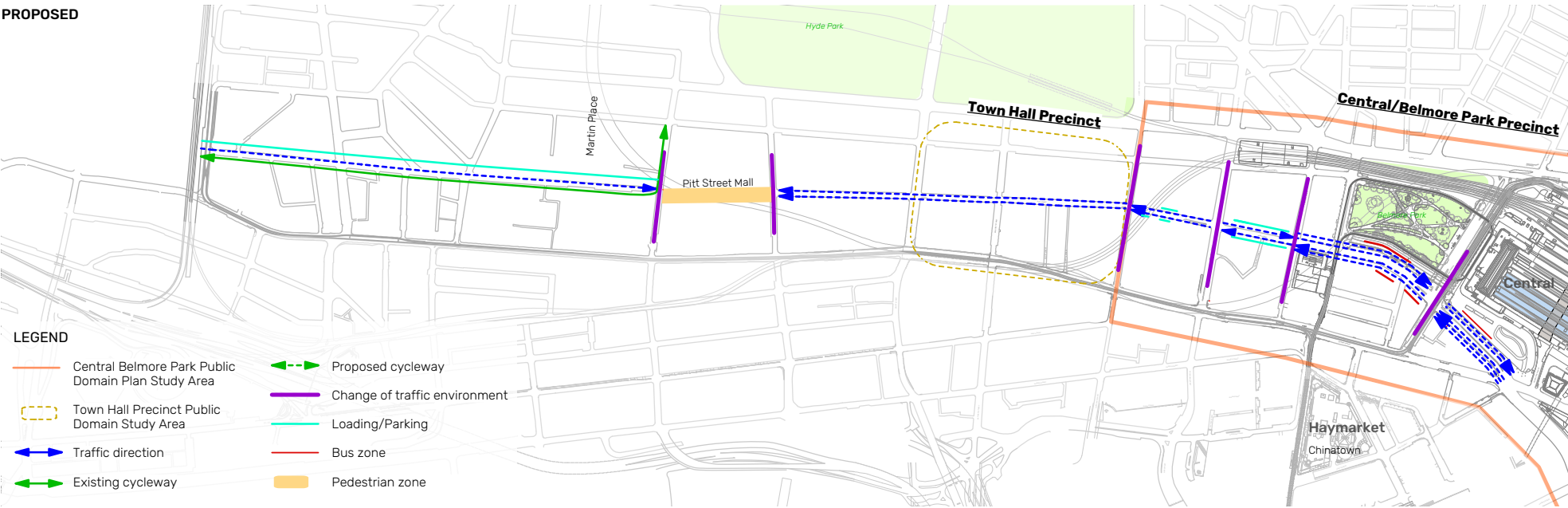
Constraints / Issues

- 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

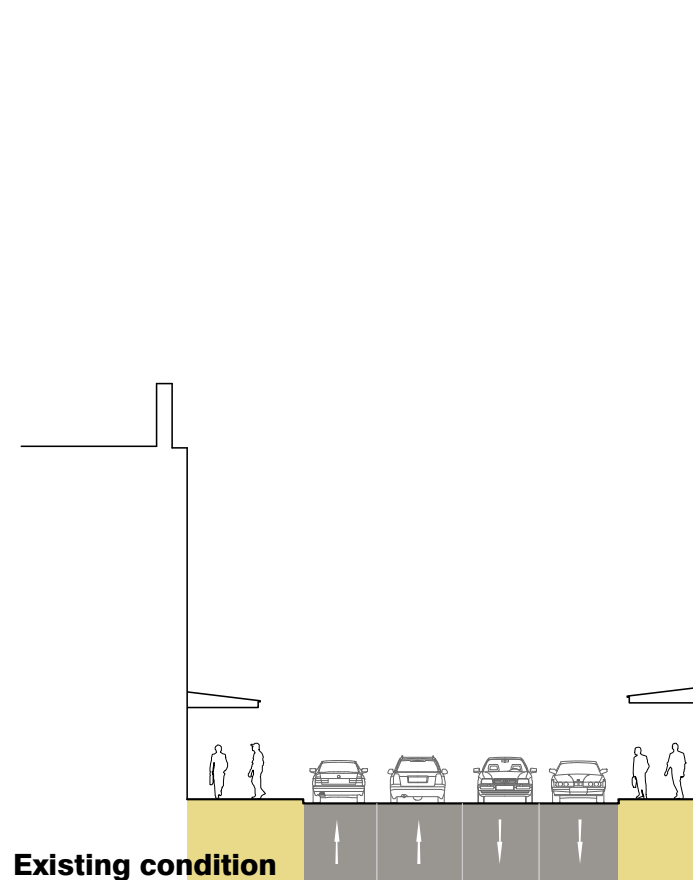


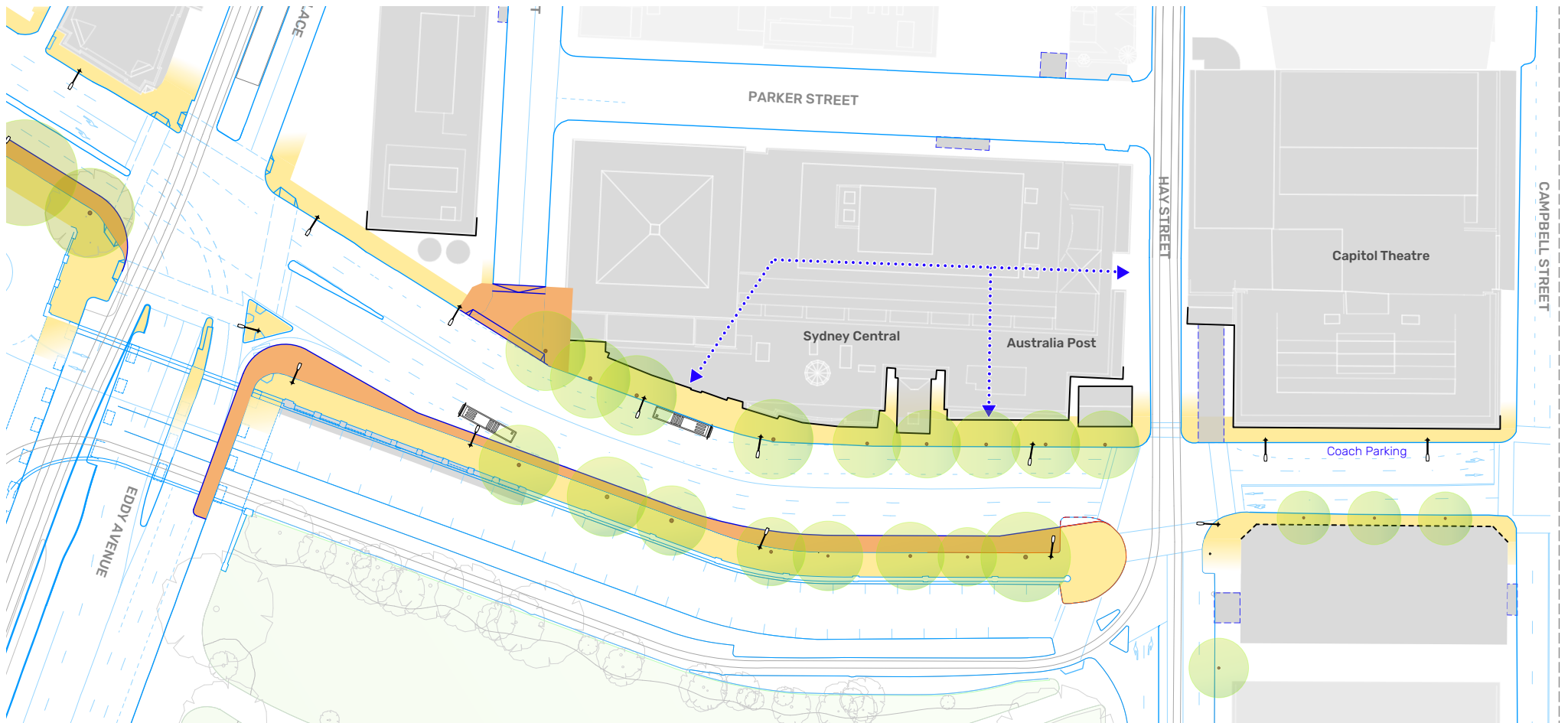
LEGEND

- | | |
|--|-------------------------------|
| Central Belmore Park Public Domain Plan Study Area | Proposed cycleway |
| Town Hall Precinct Public Domain Study Area | Change of traffic environment |
| Traffic direction | Loading/Parking |
| Existing cycleway | Bus zone |
| | Pedestrian zone |

Pitt Street (between Goulburn and Campbell Street)

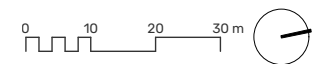
-  Existing footpath
-  Painted Lane
-  Extended footpath
-  Road
-  Median
-  Light Rail lane
-  Light Rail stop
-  Light rail clear zone
-  Kerb Removed





LEGEND

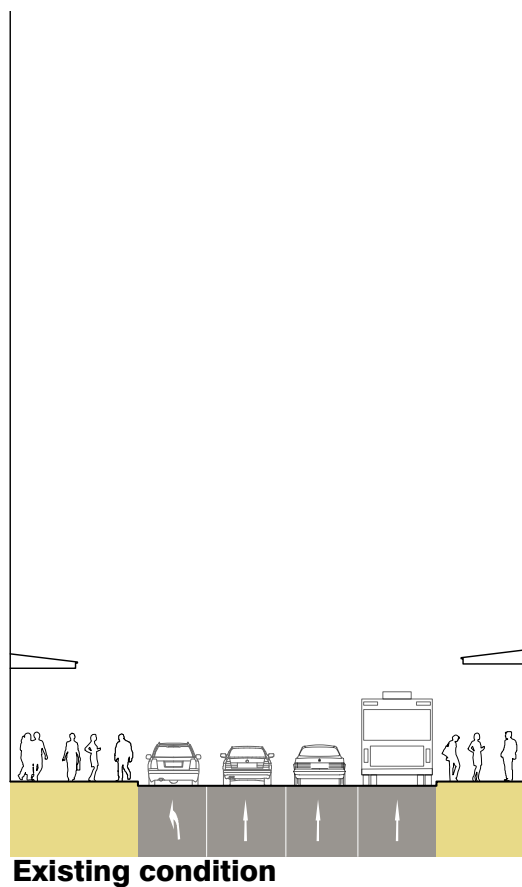
- ⬅⋯⬆⬅ Through site links
- Driveway crossings
- Existing footpath
- Potential footpath extension

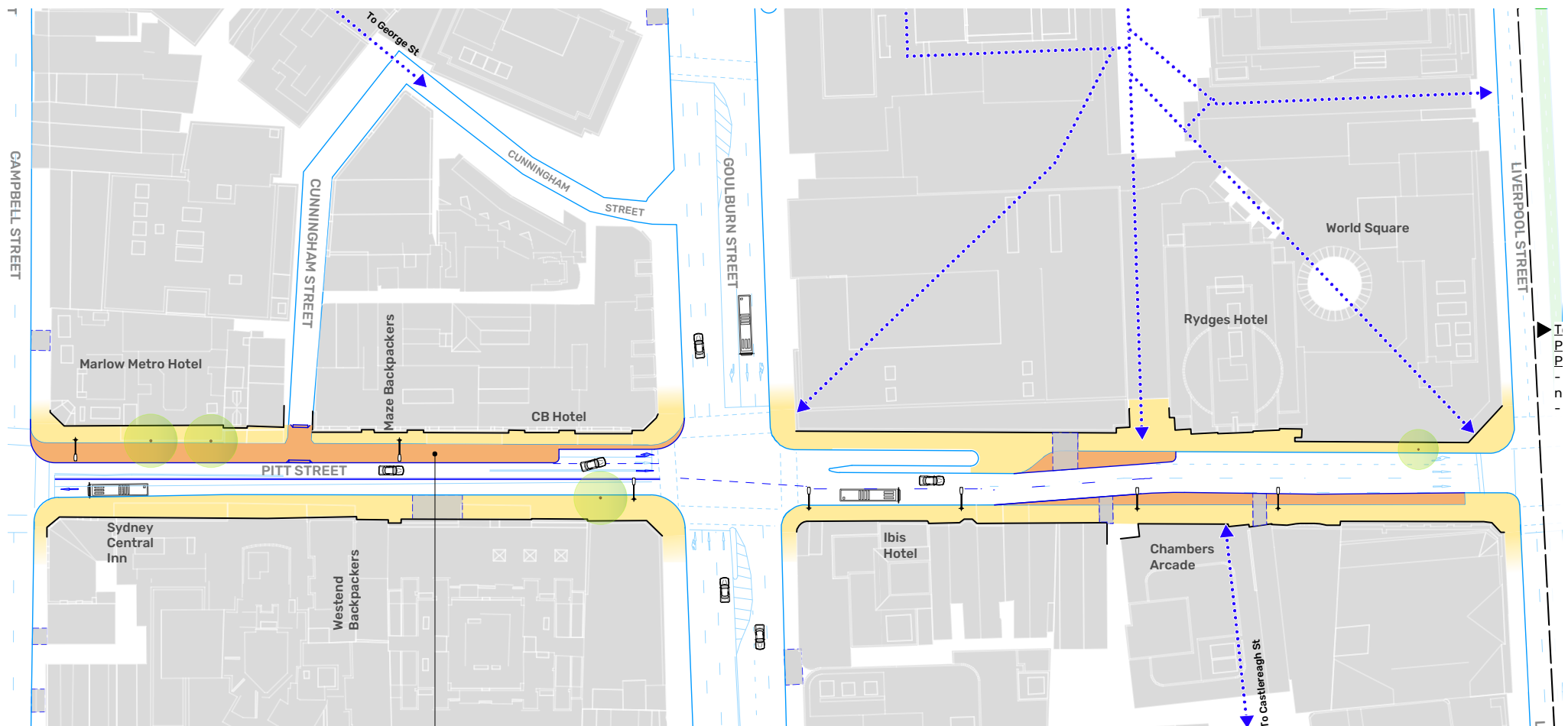


Pitt Street Concept Sections and Plans (Spackman Mossop Michaels)

Pitt Street (between Liverpool and Goulburn Street)

- Existing footpath
- Painted Lane
- Extended footpath
- Road
- Median
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LEGEND

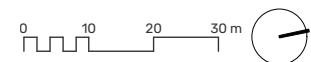
Through site links

Driveway crossings

Existing footpath

Potential footpath extension

Additional space for
footpath activation can
accommodate time
loading access



Pitt Street Concept Sections and Plans (Spackman Mossop Michaels)

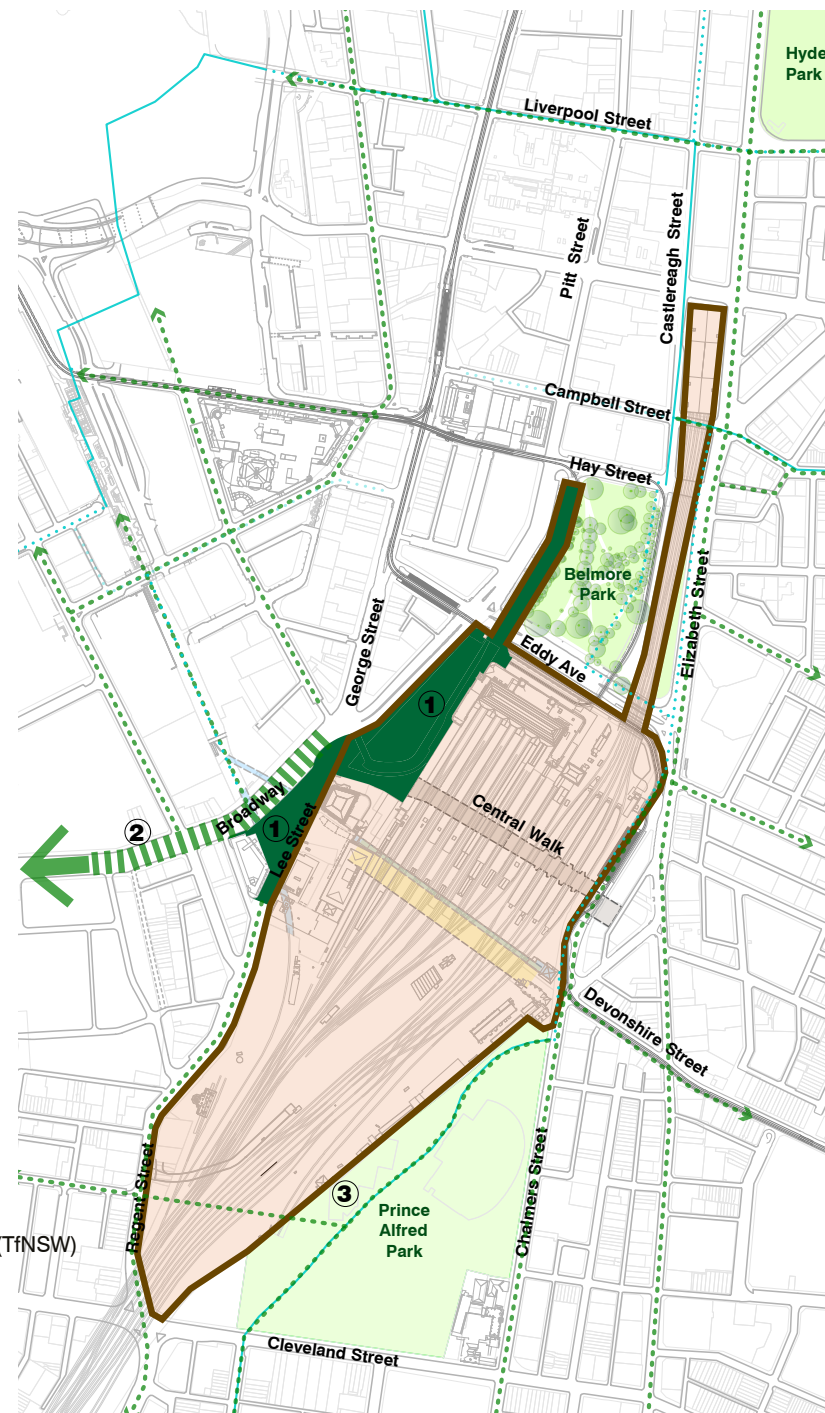


Central Square and adjoining streets and spaces

- 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 and 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)

