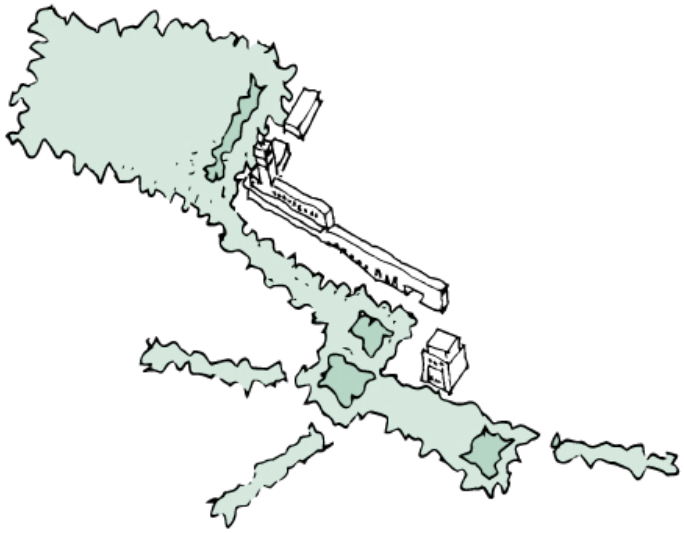
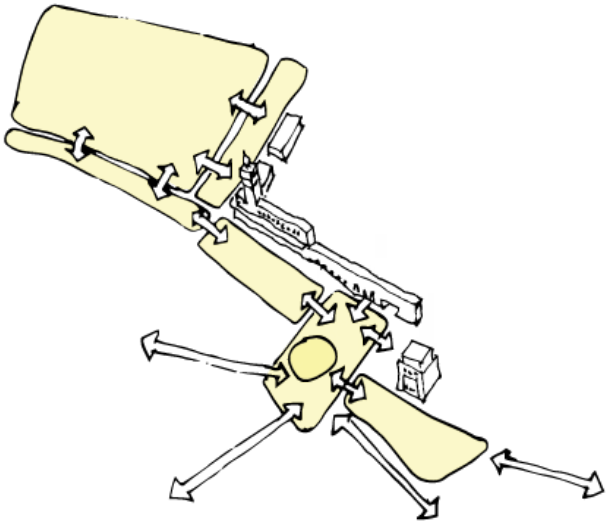
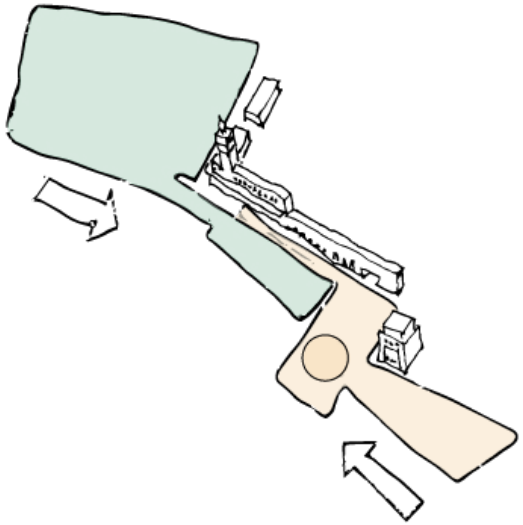
Central Square design direction (Hassell Studio)



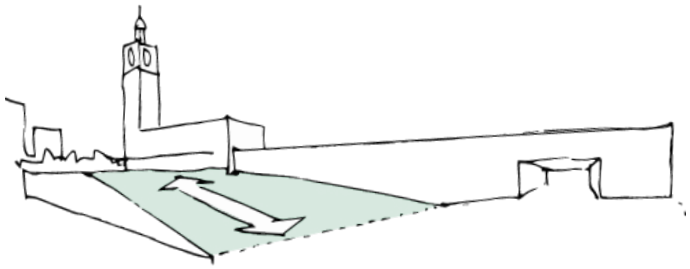
1. Enveloping tree canopy provides green identity



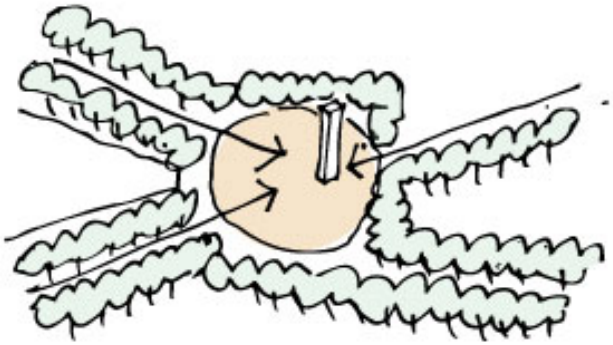
2. Connected network of spaces envelops station



3. Two characters reinforced: verdant and urban



4. Main spaces integrated by ramped transition



5. Intersection defined and celebrated by marker

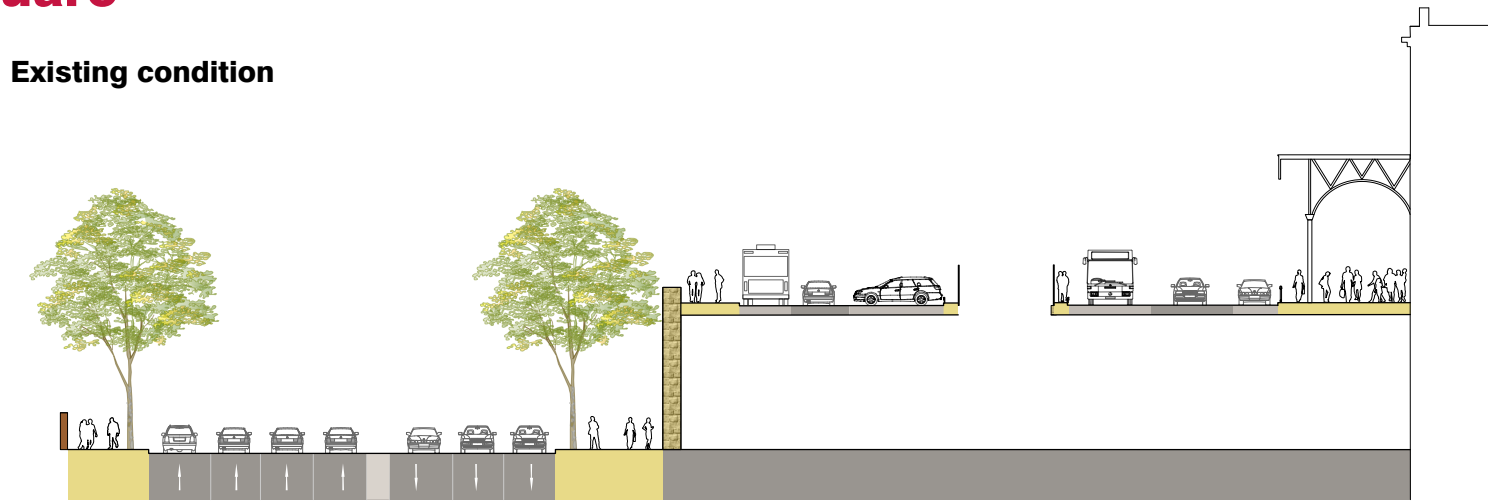


6. Primacy of heritage fabric respected and amplified

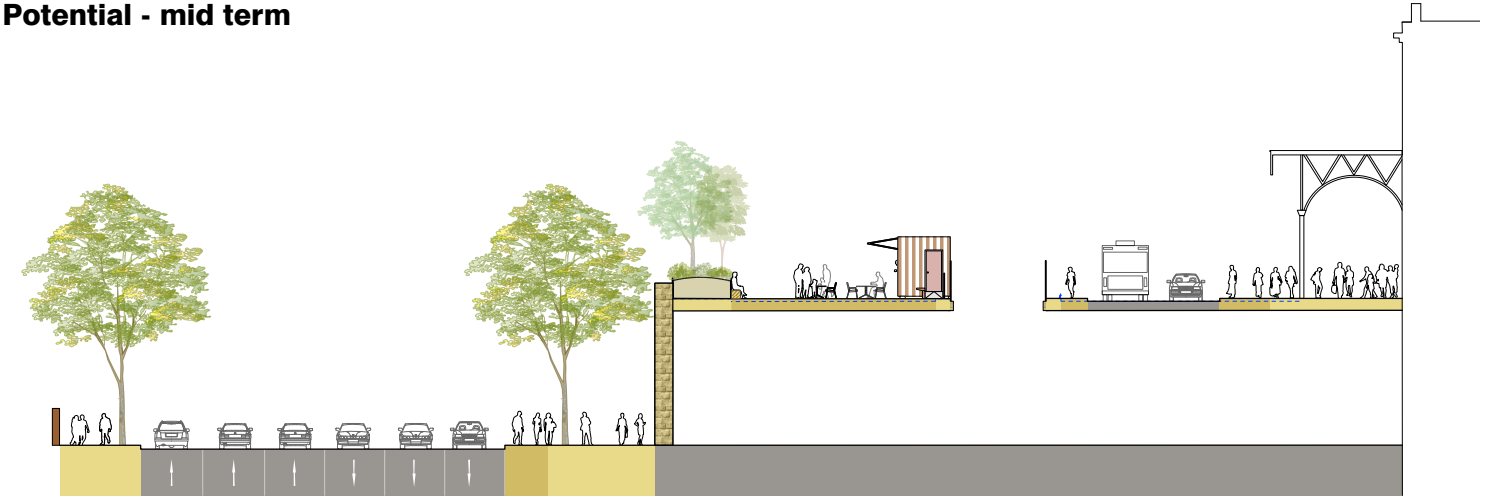
4

Upper Square

Existing condition

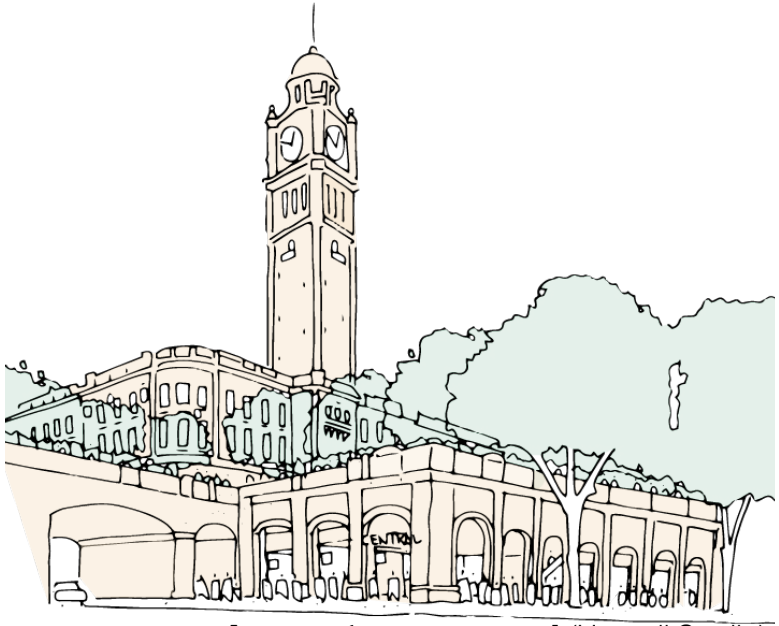


Potential - mid term

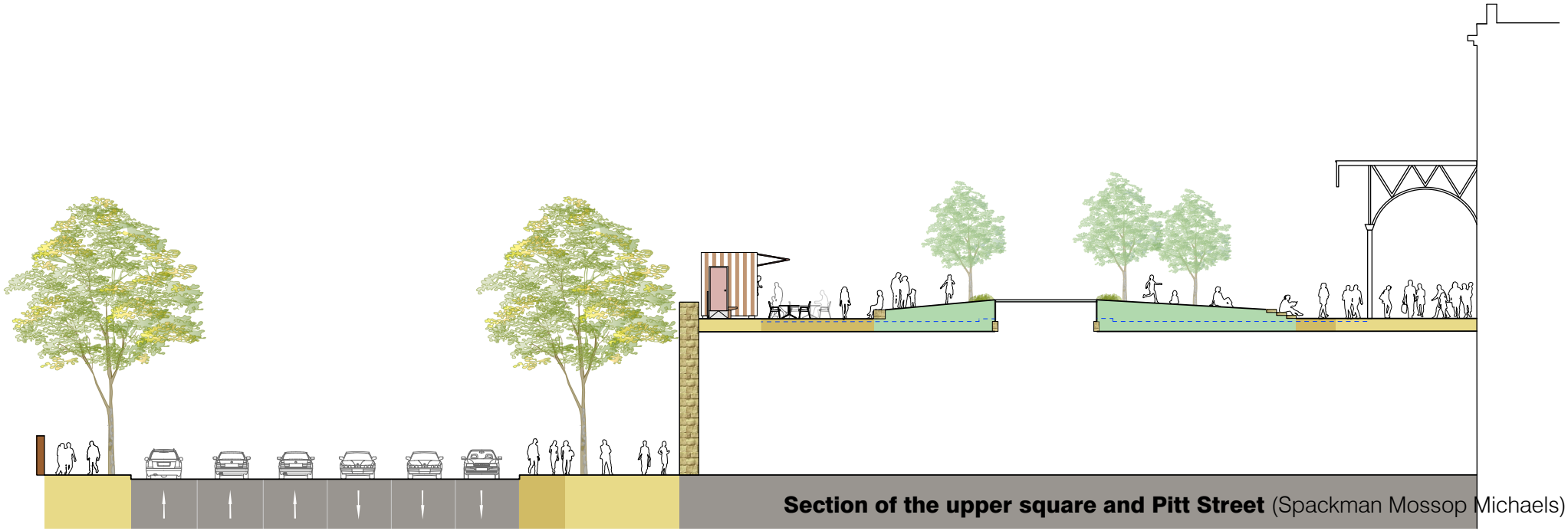


Section of the upper square and Pitt Street (Spackman Mossop Michaels)

Potential - long term



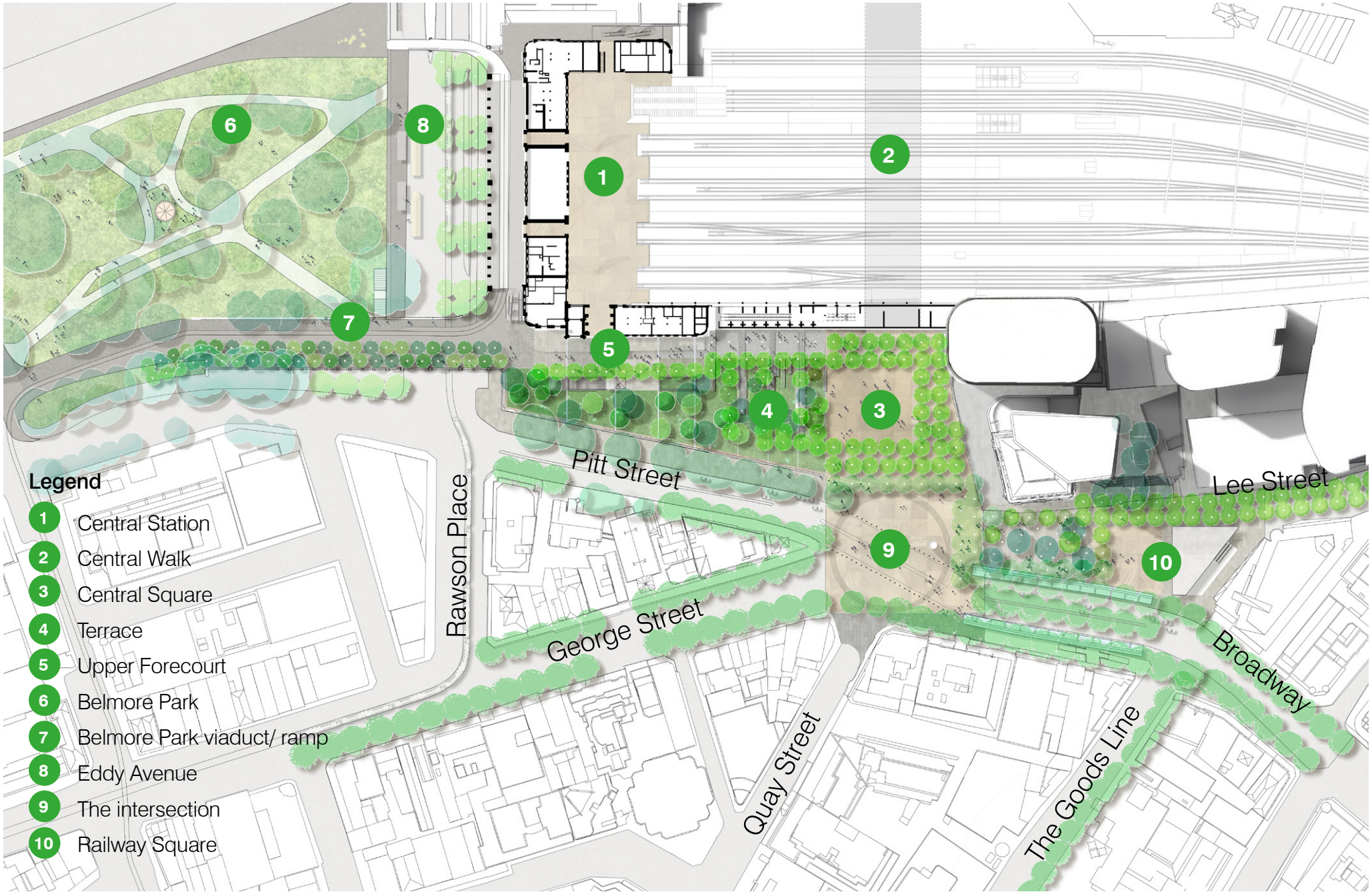
A green 'upper square' (Hassell Studio)



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



Central Square concept (Hassell Studio)



4

Broadway - Green Avenue

Future vision for Broadway

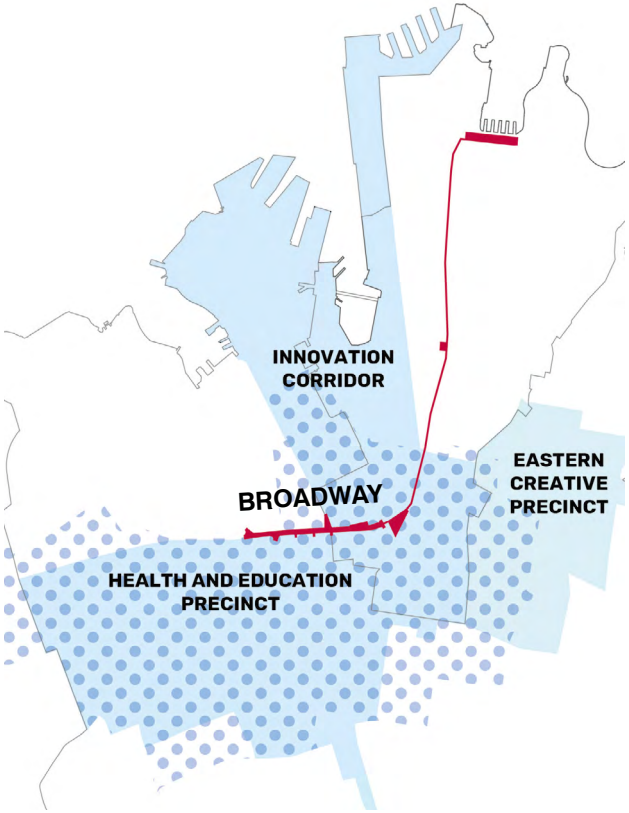
Broadway as a Green Avenue envisages transforming our city's western gateway into a revitalised green link with more space for people, walking and cycling and supports the area's evolution into Sydney's innovation and education precinct.

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)



4

Prince Alfred Park interface

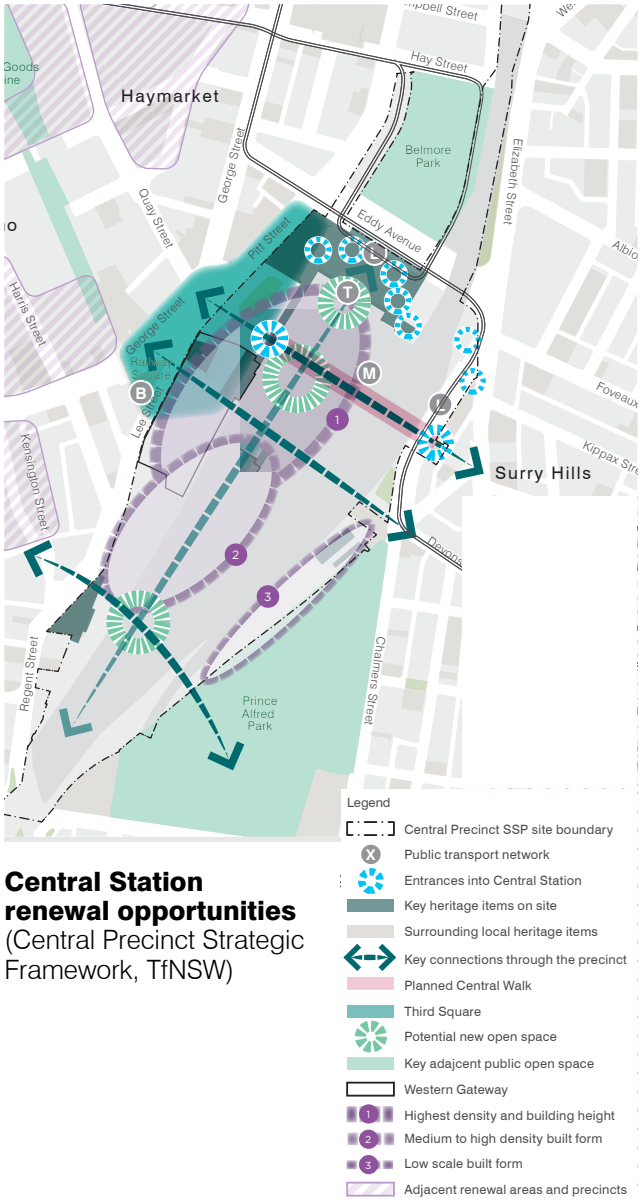
The renewal of Central Station presents an opportunity to provide potential new connections between Regent Street and Prince Alfred Park via the over station development as identified in Prince Alfred Park's Concept Masterplan. The interface between the Park and Central Station Renewal will need to include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



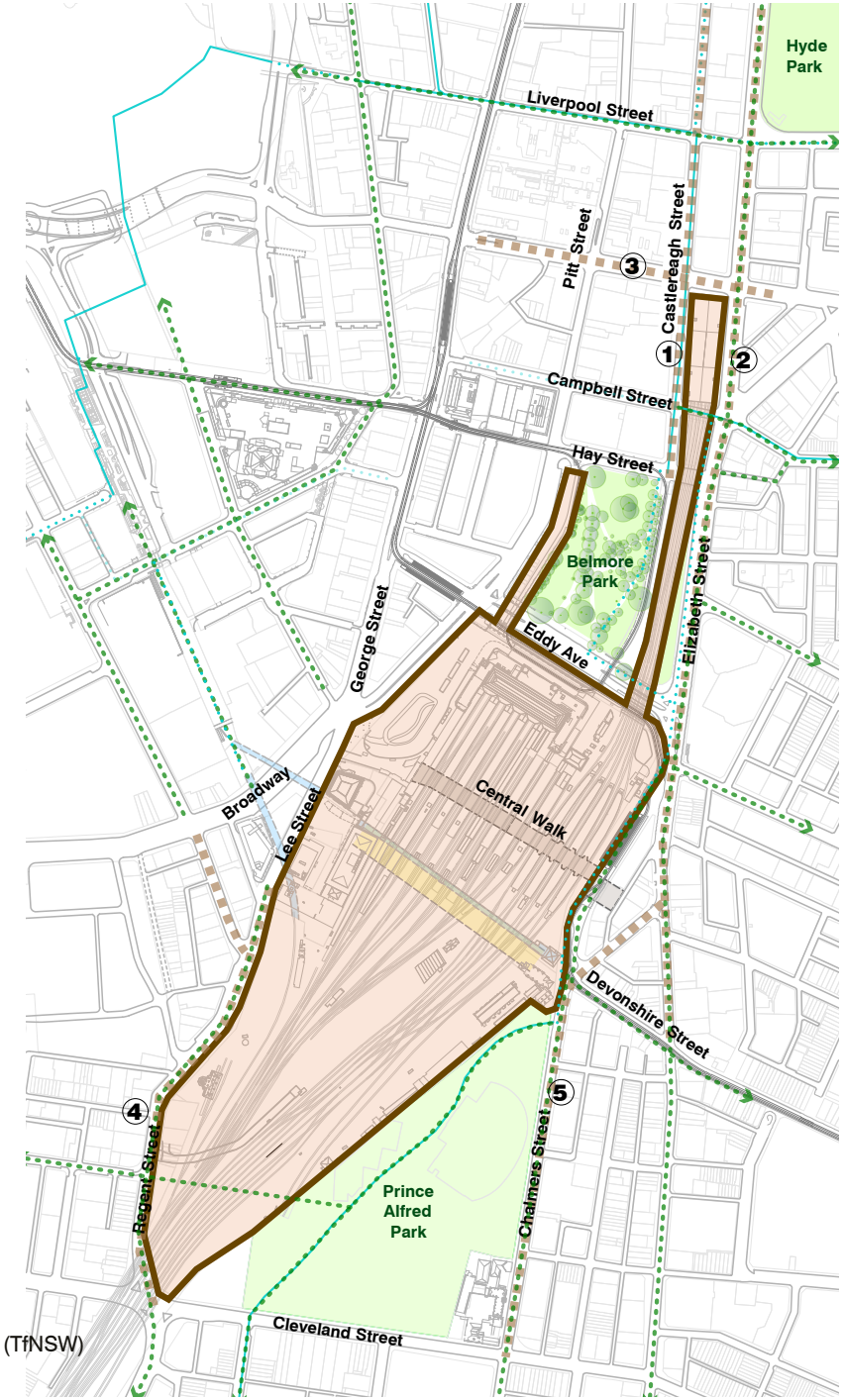
Central Station renewal opportunities (Central Precinct Strategic Framework, TfNSW)




ABBOTSFORD
VIA PARRAMATTA RD 438
KFC
Twisties
Doritos
SYDNEY CITY
24Hr CONVENIENCE STORE
dsp group dsp

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

4

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.

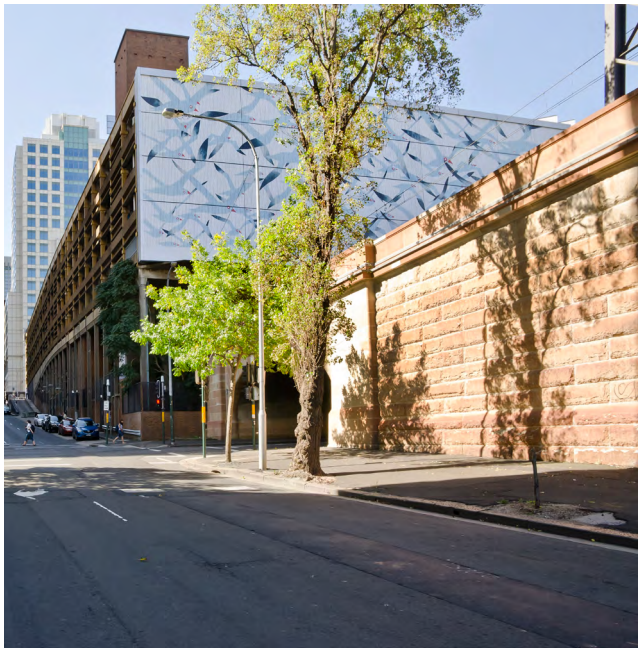
Whilst there is a need to upgrade the finishes to match the City's Palette for the city centre, there are currently limited opportunities for activation at the ground floor. Unlike the 'fine grain' active ground floor uses of retail and cafe / restaurants on Pitt Street, much of the ground building frontages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


SHOES
LACES

4

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.

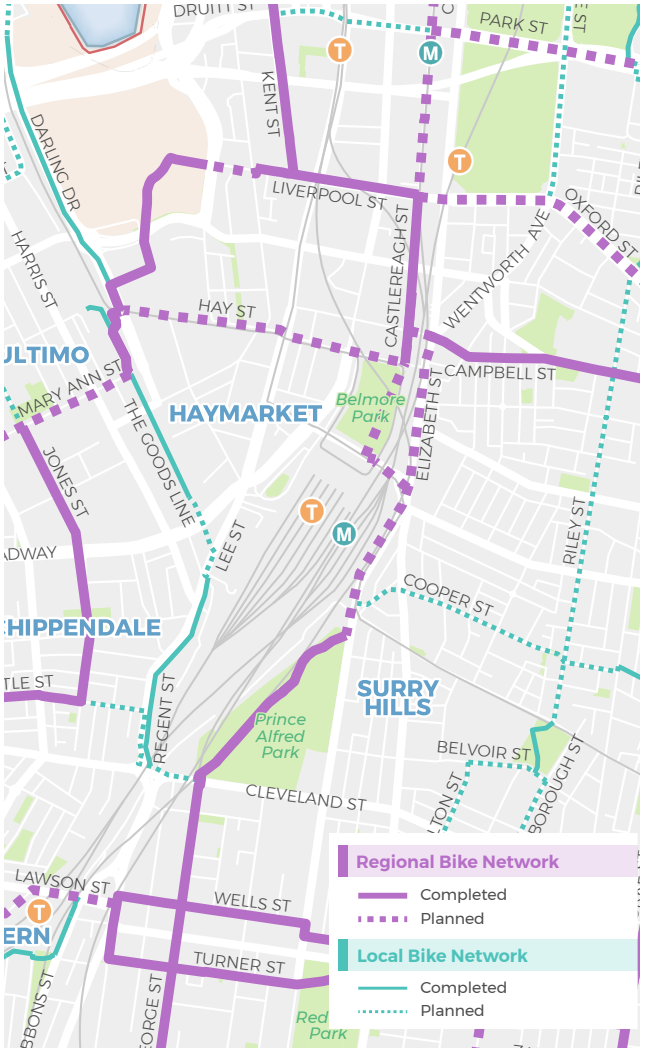
There are limited opportunities for street activation north of Foveaux Street with large blocks of blank walls that take up entire blocks (280 Elizabeth Street, Centennial Plaza, Goulburn Street Car park and Downing Centre, Vibe Hotel) The public domain is currently of disparate quality and finish south 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)

