

CITY OF PERTH

City of Light

Forgotten Spaces

REVITALISING PERTH'S LANEWAYS

EPISODE 2 • BACKGROUND & ANALYSIS

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Portal Squared
Beamhacker
Nicks Lane, Northbridge

Cover Image: Prince Lane, Central Perth

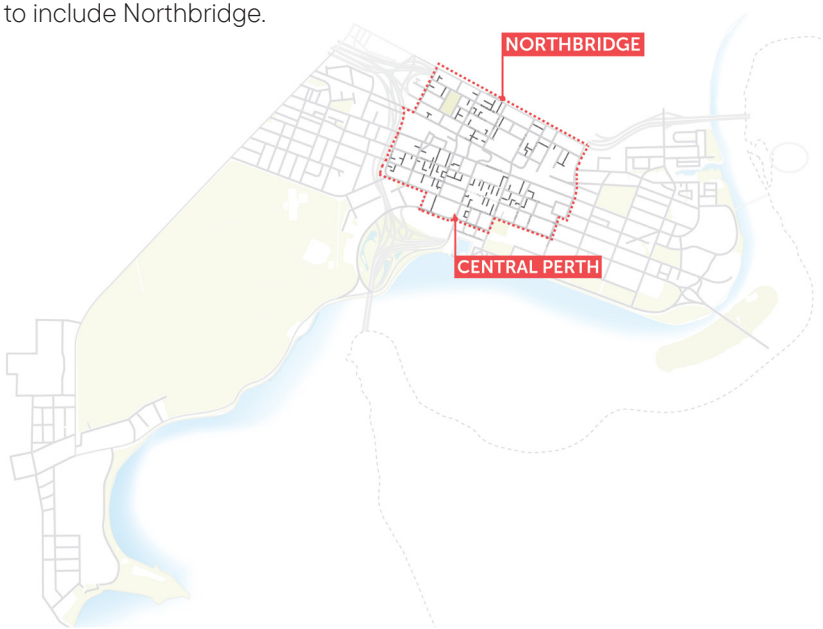
Context & Comparison

Study Area

Laneways are the workhorses of the city that ensure waste removal, and other back-of-house services can be performed without compromising the functions of the adjacent city streets. Some laneways in Central Perth and Northbridge are key pedestrian links and others are destinations drawing crowds to their small bars and to view street art.

The City's Forgotten Spaces: Episode 1 document was created in 2008 to guide an ongoing program of upgrades of City owned laneways to encourage interest in economic development by the private sector. The improvements were prioritised in laneways that were identified as having the greatest propensity for change. Improvements to laneways such as Prince Lane and Wolf Lane also ensured these key pedestrian links were safe and inviting.

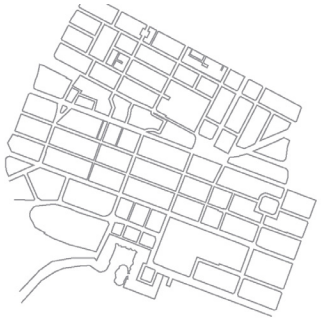
For the development of Episode 2, the study area was expanded to include Northbridge.





City Grid Comparison

Perth is laid out on large rectangular blocks. In comparison to Melbourne, Perth has fewer and narrower laneways which limit their opportunity to become multi-functional spaces. Many of Sydney's were removed for the creation of super blocks for development. This has resulted in Sydney having fewer laneways than Perth and more pressure on its main streets for servicing.



Perth

- Generally narrow street widths of 20m.
- Few streets running north/south.
- System of arcades cutting through central CBD blocks.
- Laneways divide the long blocks and service the buildings.
- Majority of laneways are in private owership.
- Typically very narrow, less than 3.5m wide.
- Most servicing is done in laneways.



TYPICAL LANE:

Moolap Kanana Lane

Narrow, 'L' shaped laneway in private ownership. Murals help to rejuvenate an otherwise underused service laneway.



Melbourne

- Wide street widths of 25-30m.
- Extremely regular and consistent grid structure with numerous laneways.
- Laneways divide the long blocks and service the buildings.
- Majority of laneways are owned by the City of Melbourne.
- Most servicing is done in laneways.



TYPICAL LANE:

Hosier Lane

Narrow laneway providing pedestrian connection. A constantly changing collection of world-class street art is a major tourist attraction.



Sydney

- Narrow street widths of 15-20m.
- Irregular and fine grain city block structure responding to topography.
- Narrow blocks (east/west) creating more streets running north/south.
- Few laneways due to block amalgamations for development which destroyed many of Sydney's laneways.
- Servicing is mainly done in the streets, demanding more space for parking.



TYPICAL LANE:

Kimber Lane

Narrow laneway providing pedestrian connection in Chinatown. Public art installation *Between Two Worlds* by Jason Wing.

Public Realm: Materiality Comparison

Laneways across the Australian cities may vary in size and number but they are similar in many other ways. Heritage cobbles and old building stock provide a clue to their past. Their intimate scales are the perfect canvas for public art and elements that are surprising and unexpected.

	Perth		Melbourne			Sydney	
Materials	 Asphalt and granite	 Heritage cobbles	 Asphalt and granite	 Heritage cobbles	 Greening laneway program	 Asphalt and granite	 Granite paving
Lighting	 Standard wall mounted	 Feature lighting	 Standard wall mounted	 Feature lighting		 Standard wall mounted	
Signage	 Place-making	 Standard street signs	 Place-making	 Standard street signs		 Standard street signs	
Public Art	 Murals	 Lighting artwork	 Murals	 Temporary programs	 Lighting artwork	 Murals	 Temporary programs

 Lighting artwork

Classification & Prioritisation

Overview

Field studies and analysis of Central Perth laneways were conducted in 2008 to inform the development of Episode 1.

For Episode 2, this existing data was reviewed and updated in 2022 by consultants, Hassell, and expanded to include Northbridge laneways. This analysis looked at the following:

- Ownership (City of Perth, private or State)
- Built form heights
- Services
- Laneway connections
- Predominant adjacent landuse
- Proportion of active frontage
- Overall laneway amenity.

This data was then used to classify each laneway by applying a rating to the following features:

- Physical environment - amenity
- Laneway and adjoining lot configuration
- Adjacent landuse and number of people in the laneway's primary catchment
- Good level of complementary business activity near to the laneway
- Connectivity
- Vehicle access and servicing.

The laneway classifications have been established based on their possible role and ability to accommodate levels of activation. 'Activation' includes the enhancement of the public realm to improve pedestrian connectivity, facilitation of events and promotion of quality built edges to provide better engagement with the laneway. This is not to preclude that service laneways within Central Perth and Northbridge might also benefit from the installation of murals and lighting.

Currently, the laneways in Central Perth and Northbridge have been classified into the following:

- Class A – high propensity for change
- Class B – low priority laneways
- Class C – unlikely to become active laneways.





Wolf Lane, Central Perth

Classification Methodology

The classification system has been developed to understand which laneways have the greatest propensity for change and should be prioritised for investment. Many of the laneways in the study area are privately owned which also limits their potential for transformation by the City. Each laneway has been scored (1-3) according to the following criteria: (see examples below)

Physical environment - amenity

Overall quality and amenity including lighting and public art.



Narrow laneway, poor quality, no lighting.



High quality, clear views, lighting. Feels safe.

Adjoining lot configuration

Edge condition. Includes built form and potential to engage with the laneway.



A poorly defined built edge.



A well defined and coherent laneway with activated edges.

Landuse and catchment

Adjacent landuse and people in the laneway's primary catchment.



Service corridor edged by loading docks.



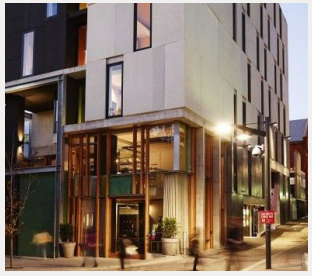
Mix of small business. Location within a good catchment of people.

Complementary business activity

Level of complementary business activity near the laneway.



Disconnected from active and vibrant areas of the city.



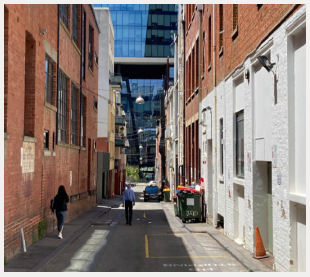
Adjacent complementary activities including cultural functions.

Connectivity

Laneway's role in providing pedestrian connection.



Dead-end laneway.



Clear physical and visual connection between primary streets.

Vehicle access & servicing

Management of service operations.



Lack of space for coordinated bin storage.



A dedicated waste area with clear separation from public space.

Classification System

Typical Class A
Wolf Lane

Physical environment - amenity	3
Adjoining lot configuration	3
Landuse and catchment	3
Complementary business activity	3
Connectivity	3
Vehicle access and servicing	2
Total Rating	**17**

Observations

- Owned by the City of Perth
- Consolidated services and waste bins
- Public art attracts walking tours
- Activated with a mix of small business
- Good quality public realm
- East-West provides great micro-climate
- Ample width for service and pedestrian access.

Opportunities

- Refresh of the public realm including additional murals, lighting and urban greening.

Physical environment - amenity



- High quality with clear views and lighting
- Feels safe.

Adjoining lot configuration



- Well defined edges
- Opportunities for buildings to engage with the laneway.

Landuse and catchment



- Mix of small business
- Location within a good catchment of people.

Complementary business activity



- Surrounding fashion outlets, small bars and restaurants, ensures high pedestrian activity.

Connectivity



- Connects two of Perth's busiest streets in Murray and Hay Street making it a useful shortcut.

Vehicle access and servicing



- Some consolidation of bins and some screening.

Classification System

Typical Class B
ROW 36-58 Pier St

Physical environment - amenity	2
Adjoining lot configuration	2
Landuse and catchment	2
Complementary business activity	2
Connectivity	1
Vehicle access and servicing	1
Total Rating	**10**

Observations

- Privately owned laneway
- Heritage cobblestones have been asphalted for service vehicles
- Small nooks and open areas
- High quality adjacent streets
- Adjacent to Curtin Uni's city campus building and a number of restaurants, stores and bars.

Opportunities (for private sector)

- Potential to uncover cobblestones
- Pop-up events within available free space
- Commission murals to attract walking tours.

Physical environment - amenity



- Uneven asphalt mixed with historic cobblestones
- Eclectic mix of street graffiti
- No additional lighting
- Very narrow.

Adjoining lot configuration



- Mixed edge condition with tall blank walls and garages.

Landuse and catchment



- Location within a good catchment of people
- Cafés on Hay and Pier Street.

Complementary business activity



- Located adjacent to Hay, Pier and Murray Street
- Close to Royal Perth Hospital.

Connectivity



- "L" shaped laneway makes a poor and unobvious connection between Pier and Murray Street.

Vehicle access and servicing



- Used for access to garages and underground car parking
- Limited bin storage.

Classification System

Typical Class C
ROW 825 Hay St

Physical environment - amenity	1
Adjoining lot configuration	1
Landuse and catchment	2
Complementary business activity	2
Connectivity	1
Vehicle access and servicing	2
Total Rating	**9**

Observations

- Privately owned laneway
- Covered entry point to theatre entrance
- Busy streets at both entry points
- Entry to a number of parking areas
- A large central parking area/bike store with considerable access to sunlight.

Opportunities (for private sector)

- Urban greening to rear of the laneway
- Pop-up events to activate day and evening.

Physical environment - amenity



- Overall poor quality
- No provision of lighting.

Adjoining lot configuration



- Mixed edge condition with blank walls.

Landuse and catchment



- Adjacent to His Majesty's Theatre
- Location within a good catchment of people.

Complementary business activity



- Located adjacent to busy streets of Hay and King Street.

Connectivity



- "L" shaped laneway makes a poor and unobvious connection between Hay and King Street.

Vehicle access and servicing



- Bins are neatly consolidated in one area of the lane and hidden behind screening.

Classification Summary

CENTRAL LANEWAYS

CBD 1	ROW Little Milligan St
CBD 2	ROW 410 Murray St
CBD 3	Shafto Lane North
CBD 4	Prince Lane
CBD 5	ROW 64-68 King St
CBD 6	Grand Lane
CBD 7	ROW 140 Murray St
CBD 8	McLean Lane
CBD 9	ROW 46 Milligan St
CBD 10	ROW 419 Murray St
CBD 11	ROW 401 Murray St
CBD 12	Shafto Lane South
CBD 13	ROW 381 Murray St
CBD 14	Munster Lane
CBD 15	Wolf Lane
CBD 16	Moolap-Kanana Lane
CBD 17	ROW 237 Murray St Mall
CBD 18	ROW 227 Murray St Mall
CBD 19	ROW 197-199 Murray St Mall
CBD 20	ROW 183 Murray St Mall
CBD 21	ROW 69-99 Barrack St
CBD 22	ROW 36-58 Pier St
CBD 23	ROW 672 Hay St Mall
CBD 24	ROW 564-570 Hay St
CBD 25	ROW 895-897 Hay St
CBD 26	ROW 847 Hay St
CBD 27	ROW 825 Hay Street
CBD 28	ROW 56 William St
CBD 29	ROW 663 Hay St Mall
CBD 30	ROW 647 Hay St Mall
CBD 31	ROW 108 St Georges Tce
CBD 32	ROW 42 St Georges Tce
CBD 33	Mercantile Lane
CBD 34	Howard Lane
CBD 35	78-80 Barrack St
CBD 36	ROW 98 Pier St
CBD 37	ROW 464 Murray St
CBD 38	ROW 469-471 Murray St
CBD 39	ROW 1002 Hay St
CBD 40	Church Row
CBD 41	ROW 993-995 Hay St
CBD 42	ROW 125-129 Murray St
CBD 43	982-996 Hay St
CBD 44	ROW 37 Pier St
CBD 45	ROW 10-14 Pier St

NORTHBRIDGE LANEWAYS

NB 1	Churchview Alley
NB 2	ROW 70 Fitzgerald St
NB 3	ROW 29-49 Shenton St
NB 4	ROW 150 Roe St
NB 5	PAW 99 Lake St
NB 6	ROW 71 Lake St
NB 7	Mountain Tce
NB 8	ROW 66-72 Lake St
NB 9	Lion Walk
NB 10	ROW 80 Francis St
NB 11	Nicks Lane
NB 12	Via Torre Lane
NB 13	ROW 74-80 James St
NB 14	Bury St
NB 15	ROW 31 Francis St
NB 16	ROW 31 Francis St
NB 17	ROW 111-121 Newcastle St
NB 18	ROW 75-85 Stirling St
NB 19	ROW 13 Aberdeen St
NB 20	ROW 7 Aberdeen St
NB 21	100-104 Stirling St
NB 22	130-132 James St



LEGEND

- Class A - High priority for investment over the next 10 years by City of Perth
- Class A - High priority for investment facilitated by private sector
- Class B - Medium priority for investment
- Class C - Low priority for investment
- Potential Future Linkages

Class A Laneways



Prince Lane



Grand Lane



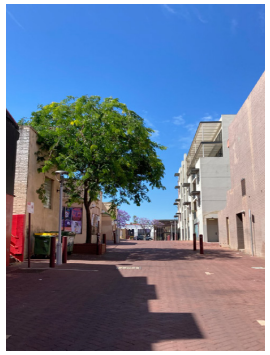
McLean Lane



Wolf Lane



Howard Lane



Mountain Terrace



Lion Walk

Privately Owned Laneways



Row 31 Francis St (South)



Row 31 Francis St (North)



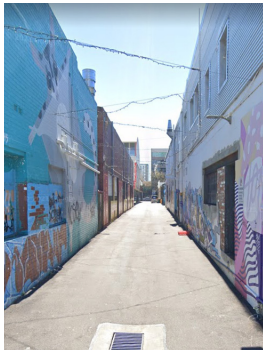
Moolap-Kanana Lane
Privately owned



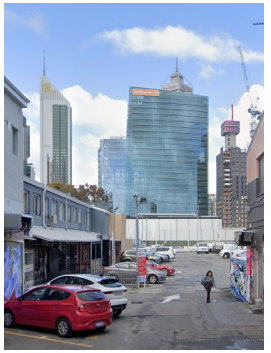
Shafto Lane (South)
Privately owned



Shafto Lane (North)
Privately owned



Nicks Lane
Privately owned



Bury Street
Privately owned

Case Studies

A Little Inspiration...

'Green Your Laneway'
Melbourne

Date:	Ongoing program
Designer:	City of Melbourne in collaboration with residents and artists
Funding:	City of Melbourne
Implementation:	Government in collaboration with local businesses.
Type:	Mixed use
Estimated Cost:	Approx. $4.5-6m
Laneway Width:	4.5m
Techniques:	A variety of climbers, small plants in pots and hanging baskets and planters.
Management:	City of Melbourne, residents and businesses.

The City of Melbourne established the 'Green Your Laneway' program as a temporary initiative to help promote the use of the city's laneways for urban greening - "leafy, green and usable spaces for everyone to enjoy". Four pilot laneways were selected from a wide list of nominations including Coromandel Place, Guildford Lane, Katherine Place and Meyers Place.











'Shared Lane'
Burnett Lane, Brisbane

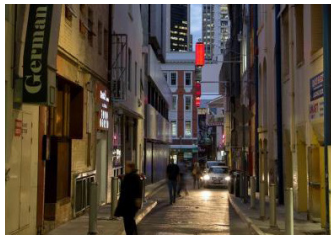
Date:	2010
Designer:	Combination of Local Government and individual artists
Funding:	City of Brisbane
Implementation:	Government in collaboration with local businesses.
Type:	Commercial
Servicing Requirements:	Vehicle access and waste collection
Estimated Cost:	Very low cost
Laneway Width:	4.5m
Techniques:	Combination of artwork stencil, new cafés and temporary pop-up events.
Management:	Local Government

Burnett Lane is one of the oldest laneways in the city. Over time it has become a key attraction as one of Brisbane's many trendy laneways. It offers quirky bars, late-night eateries and cafés which are well populated by locals and tourists.

The laneway features a robust clean pavement and concrete kerb edge with patterned artwork on the floor inviting pedestrians to wander down the space. It has been used in the past for a variety of pop-up events with temporary furniture organised by the City in collaboration with local business.











'Urban Greening'
Green Alley, Detroit

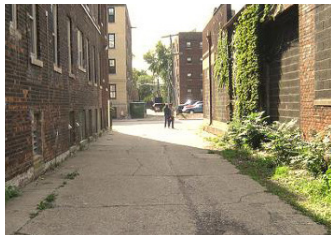
Date:	2011
Designer:	Green Garage, Motor City Brewing Works
Funding:	Kresge Foundation, the Americana Foundation, the Colin Hubbell Foundation, and DTE Energy.
Implementation:	Local private business
Type:	Mixed use industrial and commercial
Servicing Requirements:	No servicing, just pedestrian laneway.
Estimated Cost:	Medium - low cost transformation
Laneway Width:	6m
Techniques:	Combination of new paving, permeable paving, planting & bollards.
Management:	Privately maintained as entrance way to Motor City Brewing Works.

The Green Alley project transforms a mixed use alley in the community into a model for Detroit's exemplary and sustainable alley of the future. The project achieves this through native planting, stormwater drainage, pedestrian safety zoning and continuous service access.

Accessible pathway restricts traffic. Recyclable materials, rainwater harvesting, native plants and inductive lighting systems contribute to the city's zero carbon footprint and reduce the heat island effect and light pollution.











'Pop-up Laneway'
20Foot, Austin

Date:	2012
Designer:	City of Austin Downtown Commission - Alley Activation Workgroup
Funding:	City of Austin with numerous donations and support in kind.
Implementation:	City Council
Type:	Mixed use commercial
Servicing Requirements:	Waste collection and goods delivery
Estimated Cost:	Very low (Pop-up event cost only)
Laneway Width:	Approx 6m
Techniques:	Low budget event spaces of a certain scale and a variety of elements used to activate the space in the alley.
Management:	Austin City Council

A government led working group went through an extensive process of mapping and planning for the temporary activation of this laneway as part of a city-wide effort to revitalise and protect laneways which were at risk of being sold off for large superblock development.

The lane was activated with brightly coloured aerial sculptures, murals, donated plants and seating all while accommodating waste collection and vehicle access.

A diverse program of events was organised to appeal to a broad range of age groups.









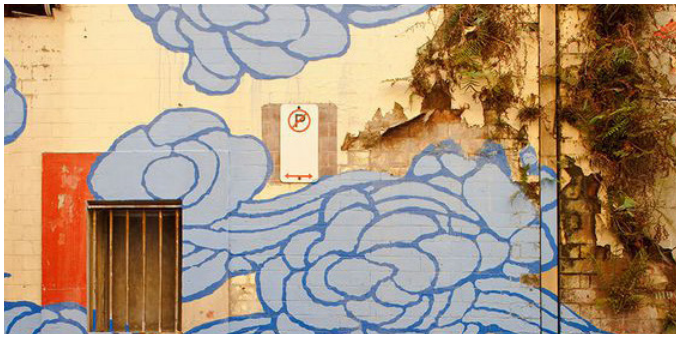


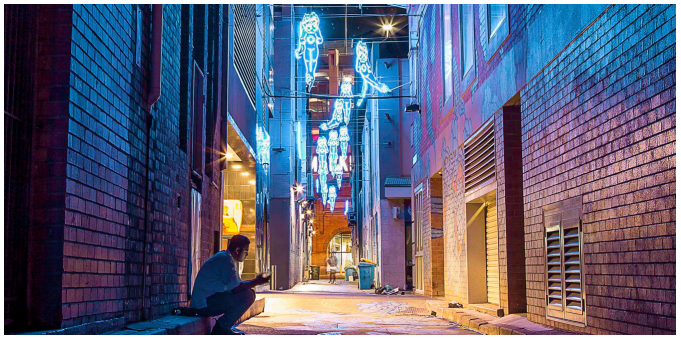
'Cultural Laneway'
Chinatown, Sydney

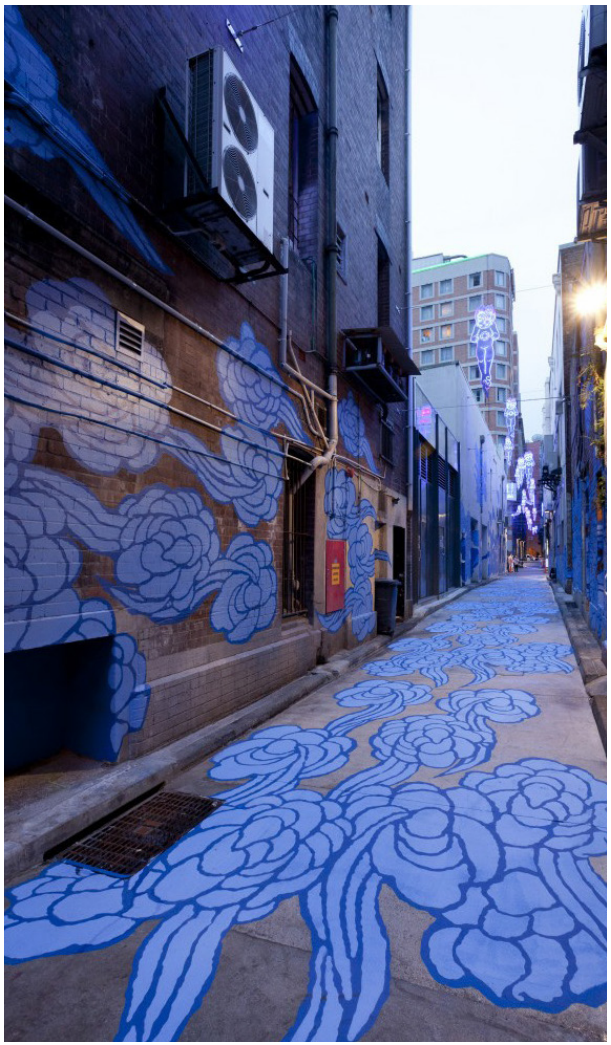
Date:	2012
Designer:	Aspect Studios with artist Jason Wing
Funding:	City of Sydney
Implementation:	Government
Type:	Mixed use
Servicing Requirements:	Vehicle access & waste collection
Estimated Cost:	High cost
Laneway Width:	4.5m
Techniques:	Combination of artwork mural, lighting and furniture.
Management:	City of Sydney

Part of the City of Sydney's Laneway Revitalisation Strategy to reactivate a number of Sydney's historically significant laneways. The project was part of suite of upgrades to Chinatown's public domain including Little Hay Street, Factory Street and Kimber Lane. It includes shared pedestrian and vehicle granite cobblestone pavements, site specific feature furniture and new lighting. The iconic Between Two Worlds art installation is another significant drawcard for people both during the day and at night.









'Community Lane'
Gibbons Rent Secret Garden, London

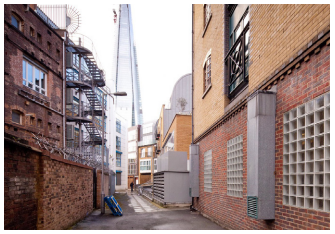
Date:	2012
Designer:	Andrew Burns & Sarah Eberle
Funding:	The Architecture Foundation and Southwark Council
Implementation:	Primarily by Government
Type:	Residential
Servicing Requirements:	No servicing, just pedestrian access
Estimated Cost:	Medium - low cost transformation
Laneway Width:	Approx 6m
Techniques:	Added variety of large pot plants.
Management:	Private business group Team London Bridge in collaboration with charity St Mungo's.

The Gibbon's Rent project converts a network of laneways in Central London into the city's newest park. The unique project took a new approach to creating public spaces, with input from both public and private sectors, international designers and local residents.

The laneway meanders, widens and narrows to create a playful experience to wander through. The local community will complete the scheme, bringing pots and plants to embellish the geometry.











'Destination Laneway'
Alley-Oop, Vancouver

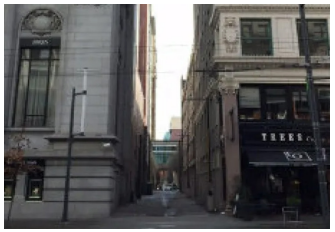
Date:	2016
Designer:	HCMA Architecture + Design
Funding:	Downtown Vancouver Business Improvement Association, VIVA Vancouver program, and HCMA Architecture + Design.
Implementation:	Government, local business, design company collaboration.
Type:	Mixed use service lane
Servicing Requirements:	Waste collection
Estimated Cost:	Medium - high cost transformation
Laneway Width:	Approx 6m
Techniques:	It emphasises play with bright colours, patios, and a basketball hoop.
Management:	City of Vancouver

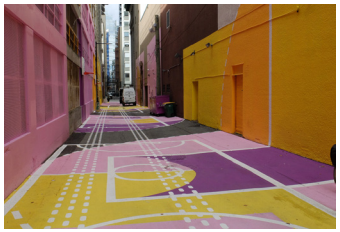
Alley-Oop has transformed an existing, under-utilised laneway into an engaging public space where everyone can come and contribute to the vitality of the city.

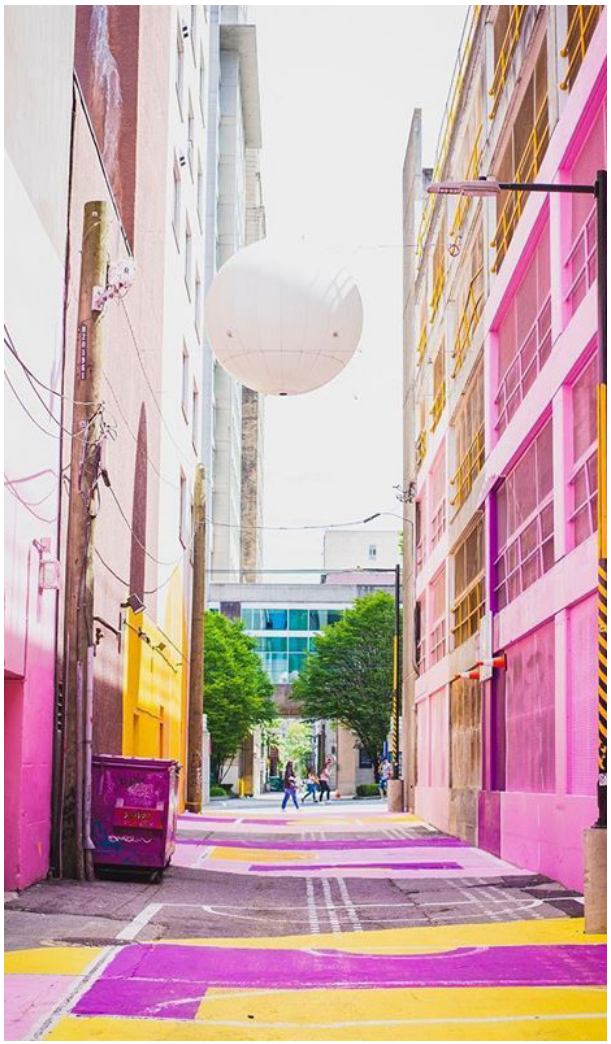
The theme here is games. People can relax, rest, play basketball and various games here. The space has a very bright colour pattern which will fade overtime, and is complimented with lighting at night. It still provides access to rubbish bins collected in the lane which are discretely coloured to fit with the rest of the design.













Prince Lane, Central Perth

This publication is available in alternative formats upon request.

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