Forgotten Spaces:

Revitalising Perth's Laneways

Episode 2

Background & Analysis

CITY OF PERTH



Prince Lane, Central Perth

DRAFT

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Portal Squared
Beamhacker
Nicks Lane, Northbridge

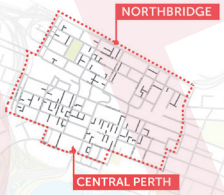
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Study Area

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 and Wolf Lane also ensured these key pedestrian links were safe and inviting.

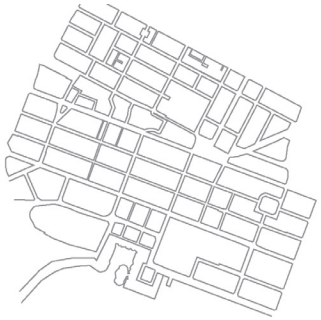
For the development of Episode 2, the study area was expanded to include Northbridge.





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 it's 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.
- Laneways are majority private ownership and typically very narrow, less then 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

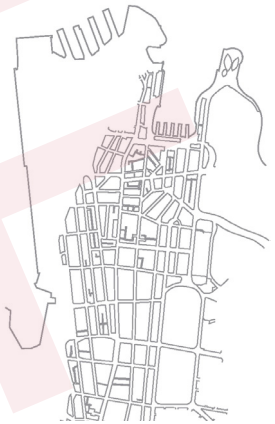
- Wide street widths of 25-30m.
- Extremely regular and consistent grid structure with numerous laneways.
- Laneways divide the long blocks and service the buildings.
- Laneways are majority in local government ownership.
- Most servicing is done in laneways.



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.

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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

Materials



Asphalt and granite



Heritage cobbles

Lighting



Standard wall mounted



Feature lighting

Signage



Placemaking signs



Standard street signs

Public Art



Murals



Lighting artwork

Melbourne

Materials



Asphalt and granite



Heritage cobbles



Greening laneway program

Lighting



Standard wall mounted



Feature lighting

Signage



Placemaking signs



Standard street signs

Public Art



Murals



Temporary programs



Lighting artwork

Sydney

Materials



Asphalt and granite



Granite paving

Lighting



Standard wall mounted

Signage



Standard street signs

Public Art



Murals



Temporary programs



Lighting artwork

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Overview

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

For Epsiode 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 land use
- 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 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, facilitate events and promote 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 and have 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

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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.



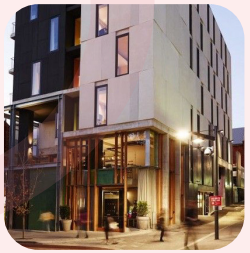
Mix of small business. Location with a good catchment of people.

Complementary business activity

Level of complementary business activity near the laneway.



Disconnected from active and vibrant areas of the city.



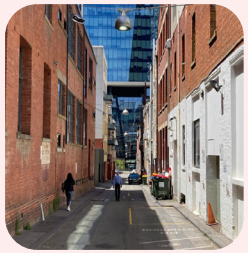
Adjacent complementary activities including cultural functions.

Connectivity

Laneway's role in providing pedestrian connection.



Deadend 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 seperation 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 & 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, clear views, lighting. Feels safe.





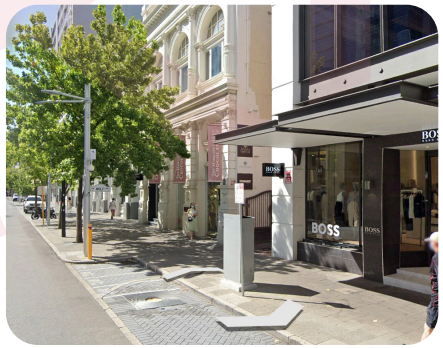
Adjoining lot configuration

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



Landuse and catchment

- Mix of small business. Location with 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 & Servicing

- Some consolidation of bins and some screening.

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Classification System

Typical Class B
ROW 825

Physical environment - amenity	2
Adjoining lot configuration	2
Landuse and catchment	2
Complementary Business Activity	2
Connectivity	1
Vehicle access & servicing	1
Total Rating	**11**

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

- Within a good catchment.
- Cafés on Hay and Pier Street.



Complementary Business Activity

- Located adjacent to Hay, Pier and Murray Street. Close to RPH and Curtin.



Connectivity

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



Vehicle Access & Servicing

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

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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 & 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.



Complimentary 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 & Servicing

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

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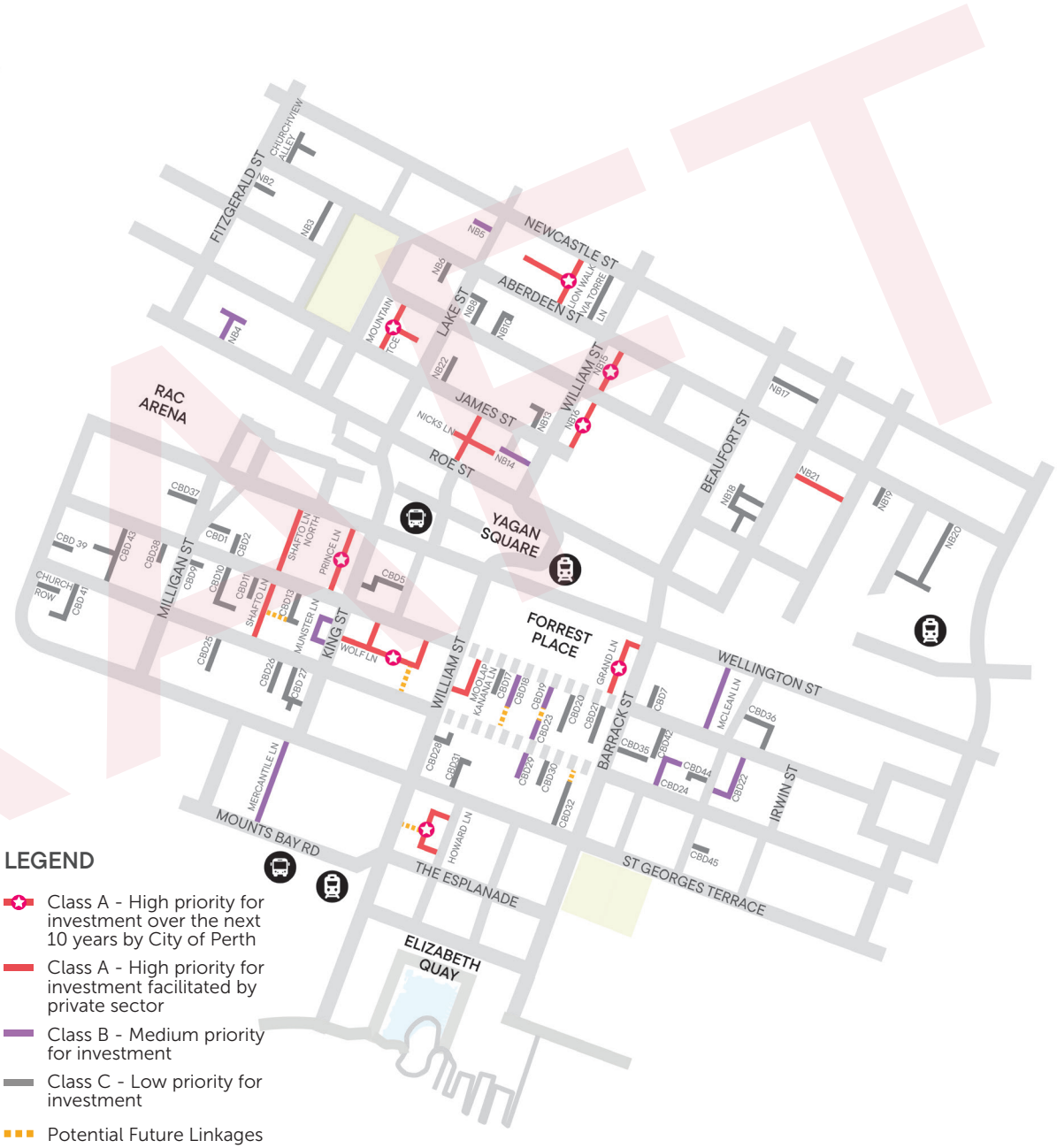
Classification Summary

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
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



McClean Lane



Wolf Lane



Howard Lane



Mountain Terrace



Lion Walk

Privately Owned Laneways



Row 31 Francis St (South)



Row 31 Francis St (North)



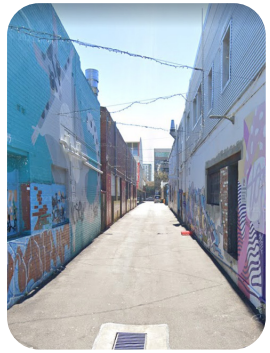
Moolap-Kanana Lane
Privately owned



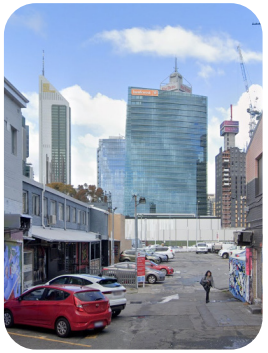
Shafto Lane (South)
Privately owned



Shafto Lane (North)
Privately owned



Nicks Lane
Privately owned



Bury Street
Privately owned

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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.











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'Shared Lane'
Burnett Lane, Brisbane

Date: 2010

Designer: Combination of Local Gov. & individual artists

Funding: City of Brisbane

Implementation: Government in collaboration with local businesses.

Type: Commercial

Servicing Requirements: Vehicle access & waste collection

Estimated Cost: Very low-cost

Laneway Width: 4.5m

Techniques: Combination of Artwork stencil, new cafes and temporary pop-up events.

Management: Local Government

Burnett Lane is one of the oldest laneways in the city. Over time is has become a key attraction as one of Brisbane's many trendy laneways. It offers quirky bars, late-night eateries and cafes 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.











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'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.

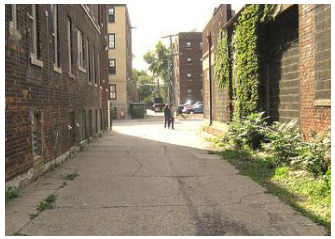
Management: Privately maintained as entrance way to Motor City Brewing Works.

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.











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'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 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.











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'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

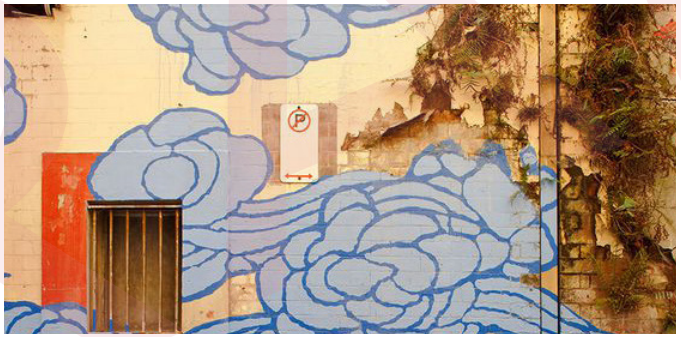
Laneway Width: 4.5m

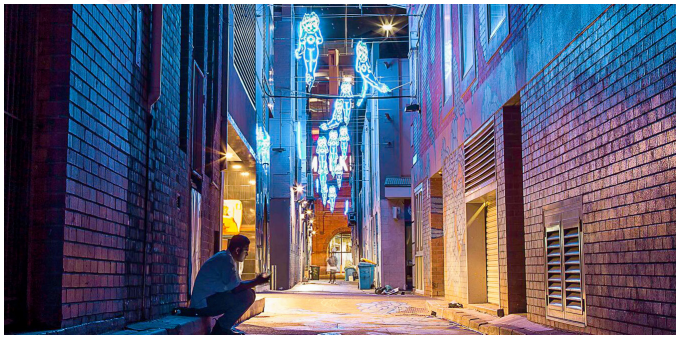
Techniques: Combination of artwork mural, lighting and furniture.

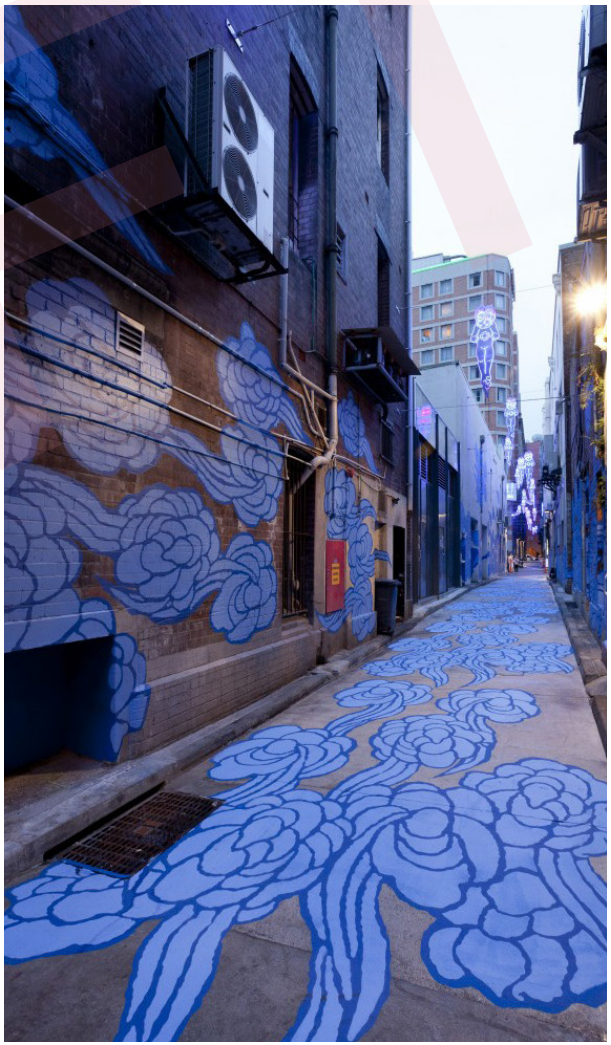
Management: City of Sydney

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 Heaven and Earth art installation is another significant drawcard for people both during the day and at night.









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'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.

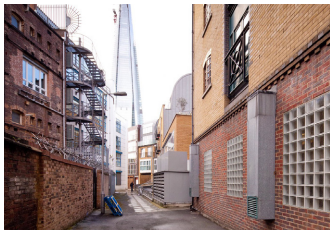
Management: Private business group Team London Bridge in collaboration with charity St Mungo's.

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 wanter through. The local community will complete the scheme, bringing pots and plants to embellish the geometry.











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'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

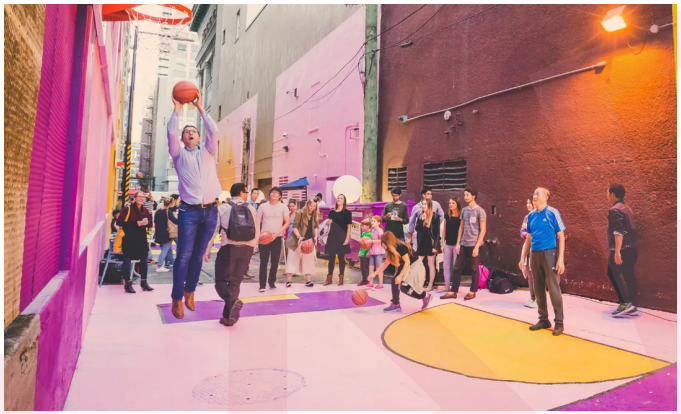
Laneway Width: approx 6m

Techniques: It emphasizes play with bright colours, patios,and a basketball hoop.

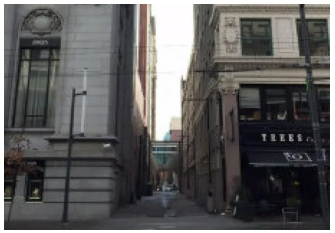
Management: City of Vancouver

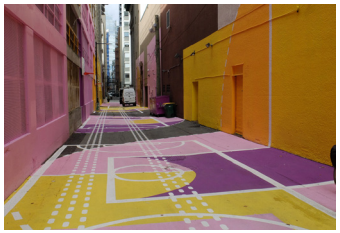
Alley Oop has transformed an existing, under-utilised laneway into an engaging public space where everyone can come and contribute to the vitality of the city.

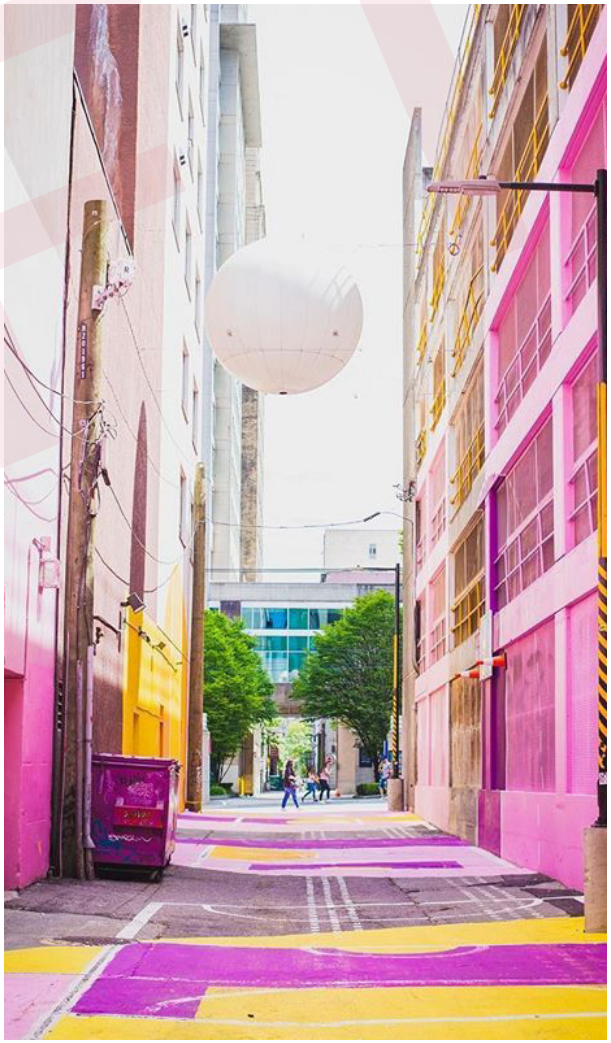
The theme here is games. People can relax, rest, play basketball and various games here. The space has a very bright colour pattern which will fade overtime, and is complimented with lighting at night. It still provides access to rubbish bins collected in the lane which are discretely coloured to fit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











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Prince Lane, Central Perth