



Typical Sydney terraces line the street



Wide residential streets where scheme could be implemented



Rear lane access in Sydney's terraced suburbs provides existing residents with car access, despite pedestrianisation of front street

*Siting*

The scheme is situated on residential cross-roads. The roads are pedestrianised, and the terraces built where the cars used to be. The scheme is recommended initially for areas where there is both front and laneway access for cars.

an expensive exercise with a negative environmental impact.

Whilst highly unlikely due to government restrictions, this scheme is a concept which posits different ways of thinking about affordable housing in Sydney.

By pedestrianising existing roads, the scheme minimises the up-front cost of the alternative - which is to purchase existing properties and to redevelop them to varying extents, which is

Plan, 1:500.