

St Peters Interchange Recreational Area Sub-Plan

Comments from City of Sydney

Introduction

Condition B61 requires that an Urban Design and Landscape Plan must be prepared and include a sub-plan for a St Peters Interchange Recreational Area. Condition B62 (b) requires, inter alia, that the recreational area sub-plan maximise the amount of open space available for the provision of active recreation areas and multifunctional and adaptable active recreation support facilities on the St Peters interchange site. In addition, the sub-plan must be consistent with, and integrate with, the requirements of the Urban Design and Landscape Plan and the Sydney Park Enhancement sub-plan.

The City's detailed comments on the concept design of the St Peters Interchange Recreational Area Sub-plan, as outlined at the presentation by SMC and RMS on 27 February 2017, assume that the Proponent will meet Condition B62 (b) and, following the commencement of operations, implement the sub-plan. The City's detailed comments are set out below:

Overall

1. St Peters Recreation Area should be developed to broadly extend the character and amenity of Sydney Park to create a strong combined identity for these linked open spaces.
2. The St Peters Recreation Area should have an established formal sports program, set within a strong framework of ecologically rich plantings and walking routes. In this way, the sports facilities are a destination within the larger parkland.
3. Whilst there is potential for a water body to be developed in a way that contributes identity, amenity and function to the park, alternative residual lands created through the WestConnex development should be investigated for the water body location (such as the south corner of Campbell/Euston) in order to maximise the recreation program of the Area.
4. Remediation of the Recreation Area, as a result of previous uses, needs to be undertaken to a standard that makes the site suitable for use, able to support and sustain the infrastructure associated with a highly developed park.

Structured Recreation Program

5. The City values the potential for this site to increase provision of formal sports courts and fields. The City would place a somewhat higher priority on field development over court development, should two fields be feasible.
6. The City does not consider the creation of a BMX facility priority for this location.
7. The City believes that the size and orientation of fields and courts could be improved and requests different configurations be comparatively assessed for the site.
8. Sports Fields and configurations sizes (including overruns but excluding perimeter maintenance access outside fence) to be tested in the site plan are:
 - a. Compact 98m long x 66m wide (approx. 6500m²)
Example - Future Gunyama Park
 - b. FIFA Professional 111m long x 76m wide (approx. 8500m²)
Example - Lambert Park, Leichhardt
 - c. Rugby league 122m long x 76m wide (approx. 9200m²)
Example - Moore Park All Weather Field

- d. Two Field option - (in lieu of courts), with at least one field meeting the size requirements above, should also be explored
9. Sports Court sizes and configurations to be tested in the site plan, based on each court being approximately 22600mm x 37600mm (reference Perry Park outdoor courts, see **attached** document 'Ground Stage 1') are:
 - a. A three court configuration
 - b. A four court configuration

Note the spatial efficiencies if the courts share overrun space, like the paired example in the Ground Stage 1 document

10. Ancillary to the use of these fields/courts:
 - a. Built facilities are to include: change rooms (home and away), toilets, maintenance and sports supplies and equipment storage, café/take away, first aid room, management room. Will also require vehicle access
 - b. Complementary facilities are to include: spectator seating with shade, some low key family provision, picnic tables and small children's play area

Unstructured Recreation Program

11. The site should provide for less structured recreation, principally through a perimeter circuit path linked to all entries and major destinations, and to the bridge, to enable a variety of recreation circuits for walking and cycling
12. A 3.4m path width for main routes (entry, perimeter and central spine) in the recreation area would typically accord with detail 7 in the **attached** 'Landscape Details' document
13. Complementing this function, the primary path network should be furnished with incidental infrastructure, such as rest spots, water provision, exercise stations, skate-able moments, interpretive information and possibly, additional secondary/tertiary trails that divert off the circuit and can be explored by bike/on foot.

Park Character

14. Cohesion with Sydney Park can be achieved through a design empathetic to that of Sydney Park with its characteristic topography, hydrology, planting, structures and materials.
 - a. For example, path networks should adopt layout principles evident in Sydney Park, in terms of junctions and entries, and response to landform. Maintenance swept paths should be integrated without resorting to overly formal "plaza" junctions. The paths combine concrete and recycled brick to reflect a signature character for Sydney Park.
15. The water body, if retained on the site, should be developed for multiple use. Steep sided detention basins that cannot retain water or sustain edge ecologies because of their hydraulic fluctuation may have limited environmental and recreation amenity. The water body must be developed to be an environmental, ecological and recreation amenity.
16. At the finer scale, opportunities to integrate water sensitive design into the entirety of the Area should be explored. Daylighting drainage and integrating bio-retention will strengthen character and contribute environmental and ecological benefits.
17. Materials, construction detailing etc. should be durable, long lasting and minimise maintenance requirements
18. The City is keen for all opportunities to be explored for the appropriate reuse of available heritage items within its parks and facilities. To that end, the use of elements from the former Rudders Bond structure in the development of the Area should be considered.

Access and Safety

19. The area is isolated and generally concealed from view. Safety and crime prevention advice should be sought as part of the design process, including an assessment of how the embankments affect the safety of this area.
20. Universal access advice should inform the design of the Area, and the path network and park facilities need to be accessible.
21. A pedestrian crossing to the recreation area from the corner of Euston and Campbell roads is required (it does not appear to be shown).
22. Pedestrian crossings are also required on the south west side of the Euston and Campbell roads intersection.
23. The City requires a 12t loading for the land bridge. This loading would be to service trees and pedestrian lights on the land bridge as well as to allow for access of small fleet, mowing equipment and garbage trucks on a regular basis to the new park. **Attached** is the City's 'Parks Maintenance, Vehicle Access Schedule for Parks'.
24. An emergency vehicle access path to serve all fields, courts and facilities is required.
25. The crossing from the car parking to the recreation area should be narrowed.
26. It is unclear what access restrictions would be imposed on the water body, should it be retained for maintenance and use.

Land Bridge

27. Generally the design and location is supported although the City does not support an entry from the end of the land bridge to the City Farm.
28. An accessible route linking the northern end of the bridge to the central circulation path of Sydney Park is required. Similarly, an accessible link at the southern end of the bridge connecting to the path network of the Area is required. As noted above, universal access advice should be sought in relation to the DDA.
29. The 20 metre width requirement should relate to the landscaped area of the bridge; the horizontal parapet extensions should be beyond the required width.
30. As noted above, the City requires a 12t loading for the land bridge to service trees and pedestrian lights on the land bridge.
31. As noted above, a safety and crime prevention review is required.
32. The anti-throw/safety screen should support landscaping or be highly transparent and of a high design quality, integrated within the overall design for the bridge.
33. Location should be checked to minimise tree loss.
34. Abutments should be contained and form part of the architectural design (ie not left open as nothing will grow).
35. No road signs should be attached to the bridge.
36. No advertising should be allowed.
37. The landscape of the land bridge should exploit particular views of the park, motorway or surrounding areas. Places to step off the main path to pause should be added to encourage use and to reduce the need for a wider path.
38. Varied techniques to create areas of 1000mm soil depth for planting on the land bridge should be explored that do not result in a continuous walled/containerised planting character.