

# St Peters Interchange Recreational Area Sub-Plan Supplementary Comments from City of Sydney

## Introduction

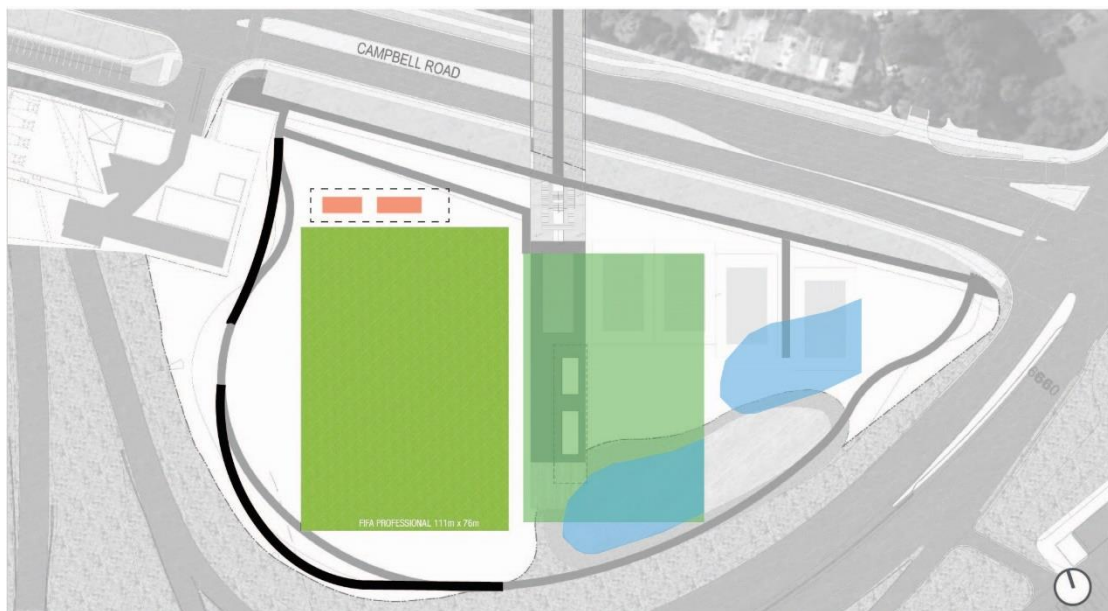
These are the City of Sydney's additional comments arising from the presentation at the UDRP meeting held on 21 March 2017.

The City also wishes to reiterate the need to simultaneously develop an implementation and delivery strategy as required in the conditions. Condition B62 b) states that *'The plan must detail the construction, timing and responsibility for the delivery of active recreation facilities (including, but not limited to, sporting fields)'*.

## Structured Recreation Program

*The City requests the design be amended to achieve a two field configuration, developed with appropriate lighting and fencing provisioned with a synthetic playing surface to maximise community utilisation, incorporating the supporting amenities described below.*

1. The spatial investigations reveal the potential of this site to sustain two fields:
  - a. Compact 98m long x 66m wide (approx. 6500m<sup>2</sup>)
  - b. FIFA Professional 111m long x 76m wide (approx. 8500m<sup>2</sup>)



Adapted from McGregor Coxall/CHROFI

2. This potential relies on:
  - the reconfiguration of detention requirements to the eastern end of the site and/or the conversion of some/all detention capacity into sub-surface storage.

- the fields being in close proximity, with proposed supporting amenities relocated from current position. There is an opportunity for supporting amenities to be integrated with the Campbell Street Berm and/or land bridge termination/viewing deck.
3. The approximate scale of supporting amenities is provided below:
- Change Rooms, including accessible toilet+shower (30-32m2 each for home and away)
  - Public Toilets (M+F with communal wash basin ) + accessible (25m2 + 7 m2)
  - Maintenance and Store (30-35 m2 per field)
  - Café/Kiosk/Office (35 m2)

### **Access and Safety**

*The City requests exploration of a connection north to the Sydney Park circuit to serve the main active transport link to the land bridge.*

4. The integration of the land bridge into Sydney Park to the north is critical. The current proposal needs to be strengthened to be more generous, accessible and legible.
5. There is an opportunity to create a better link to the north. This alternative link could utilise the established Sydney Park network between wetlands 2 and 4 to more naturally feed into the N-S route. This dispersal of bike riders to both sides of wetland 4 is advantageous, as the number of cyclists accessing the park from Campbell Street via the Harbor St carpark is also expected to increase. The northern link could be developed to herald and integrate the land bridge more strongly into the main park.
6. The link from the land bridge to the circuit in the east could then be developed as a smaller scale, pedestrian connection.



7. The City also reiterates the need for a pedestrian crossing on the southern leg of the Euston / Campbell / WestConnex intersection. This is seen as essential given the access arrangements into the recreation area and the grade of Campbell Road in comparison to this area.
  
8. The City is comfortable with the car parking currently provided and its location. On site access should be limited to maintenance, emergency and service vehicles.

## **Land Bridge**

### The City requests .....

*The previous comments were:*

- 9. 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.*
- 10. 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.*
- 11. The 20 metre width requirement should relate to the landscaped area of the bridge; the horizontal parapet extensions should be beyond the required width.*
- 12. As noted above, the City requires a 12t loading for the land bridge to service trees and pedestrian lights on the land bridge.*
- 13. As noted above, a safety and crime prevention review is required.*
- 14. 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.*
- 15. Location should be checked to minimise tree loss.*
- 16. Abutments should be contained and form part of the architectural design (ie not left open as nothing will grow).*
- 17. No road signs should be attached to the bridge.*
- 18. No advertising should be allowed.*
- 19. 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*
- 20. 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*