

5.0 MASTER PLAN PRECINCTS

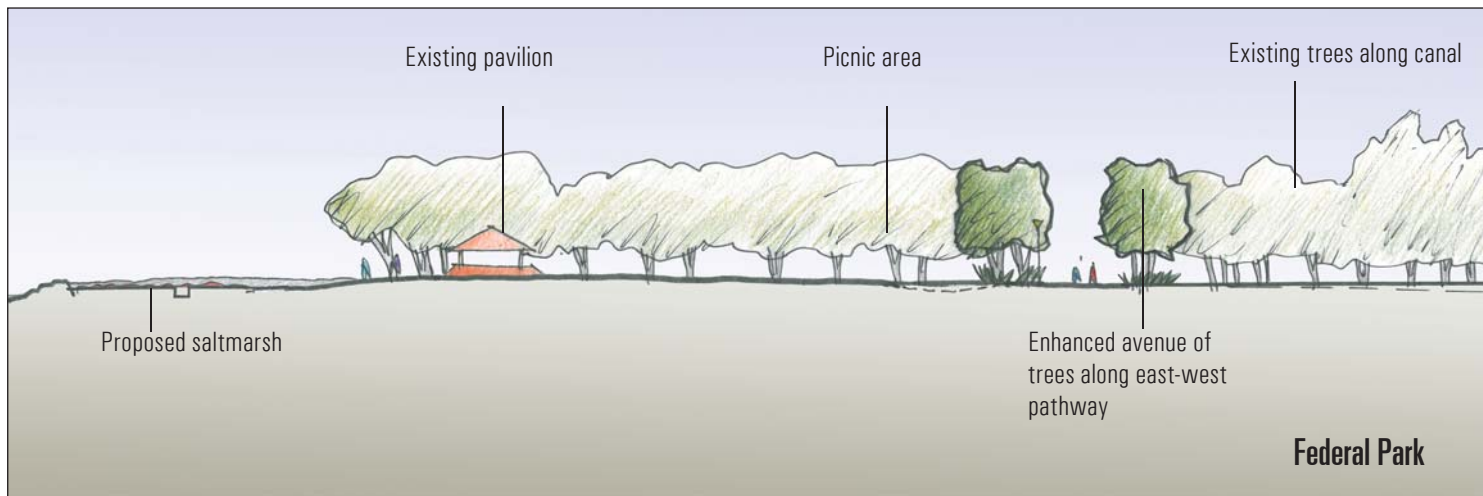
5.0 THE MASTER PLAN



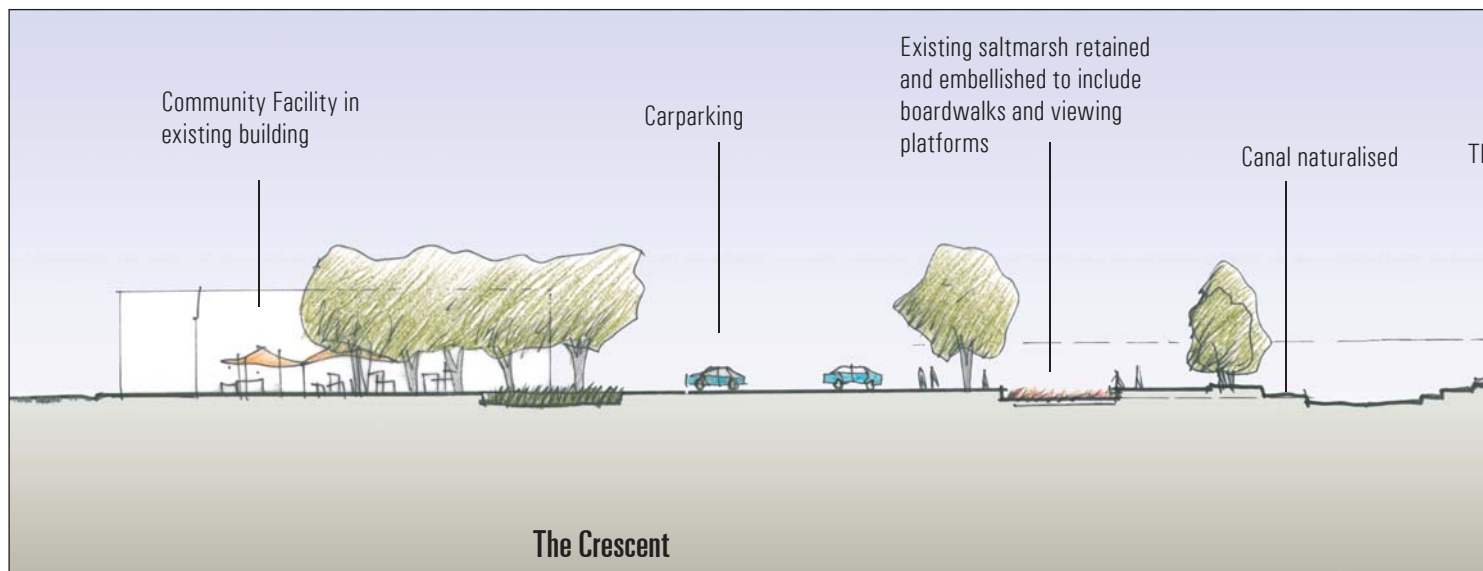
1:3000 @A3

0 30 60 90m 180



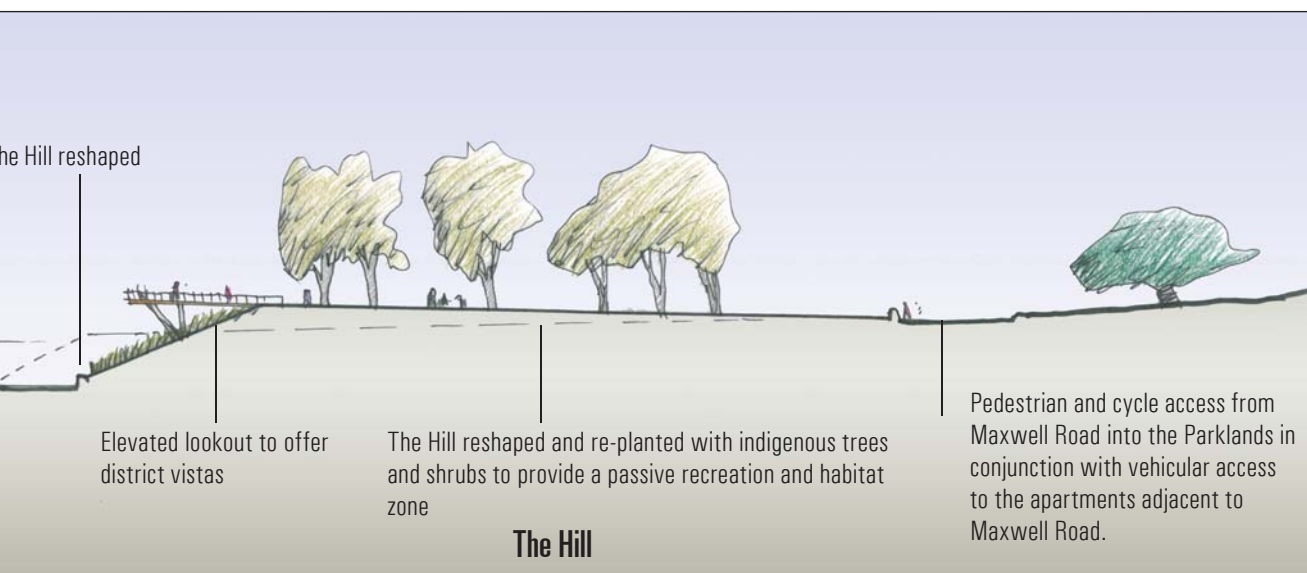
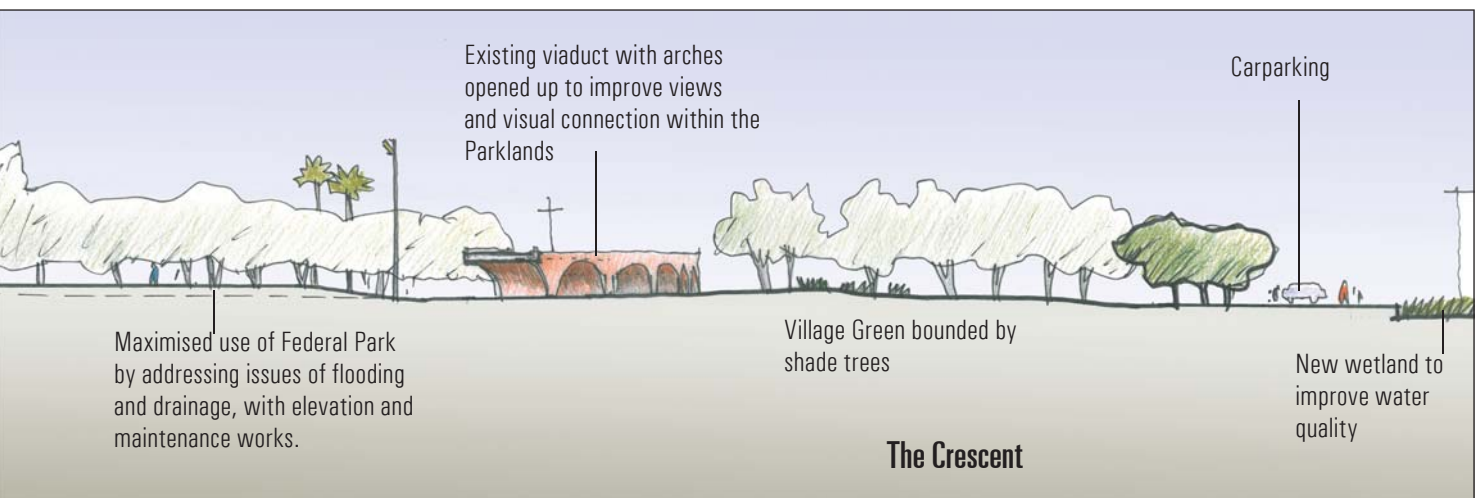


SECTION AA 1:1000 NORTH- SOUTH SECTIONAL ELEVATION



SECTION BB 1:1000 East West





5.1

EXISTING PARKLANDS

BICENTENNIAL PARK EAST



BICENTENNIAL PARK

1:2000@A4

0 10 20 30 40 50m



- | | |
|--|---|
| ① New fountain | ⑦ New toilet amenities |
| ② More shelters plus satellite barbecues | ⑧ Feature paving at entry |
| ③ New fig trees in new soil trench | ⑨ New 90-degree angle parking |
| ④ More seating on avenue paths | ⑩ Improve function of raingarden |
| ⑤ Improved soil and drainage for grass areas | ⑪ Gross pollutant trap and underground water tank |
| ⑥ New kayak and canoe launching pontoon | ⑫ New bridge across canal |

CHARACTER AND VISUAL AMENITY

Bicentennial Park East is characteristic of many of Sydney foreshore parks, with mature fig trees growing along the boundaries and foreshore. Bicentennial Park East has a formal character with strong axial pathways, avenue plantings and managed lawns.

The Master Plan respects and consolidates this character by completing avenue plantings, consolidation of axial pathways and retention of open grass areas for unstructured recreation.

ENVIRONMENT AND WATER

Bicentennial Park East provides habitat for local fauna. The Master Plan proposes extending existing tree canopy connections and adding understorey planting. Increased canopy cover and mid-level planting will provide protection for smaller fauna.

This park suffers from poor horticultural performance. The poor soil quality restricts development of large tree species, which has in turn reduced the amount of shade and relief for passive recreation. Poor drainage and lack of irrigation make the situation worse, resulting in areas of lower amenity.

To address these issues, soil quality and drainage improvements are proposed, potentially elevating new tree plantings and providing recycled water for irrigation in times of drought. The Master Plan identifies an opportunity to capture stormwater entering from Edward Lane and to treat and store it on site for irrigation.

As part of the the water story of the parklands, and in keeping with the formal foreshore character, the Master Plan recommends a fountain/water feature in the central axis. This water feature should be safe enough for small children to use for water play. This translation of the contextual water story will allow visitors to get their hands wet and physically connect with water.

RECREATION AND COMMUNITY FACILITIES

The existing open spaces in Bicentennial Park provide an important recreation opportunity for visitors. The unstructured expansive lawn areas offer flexible and informal kick-about for ball games. These are retained.

Bicentennial Park is a popular community destination for picnicking, quiet contemplation, and enjoying the harbour vistas. To support this, the Master Plan recommends providing additional shade, seating, barbeques and improved access paths. A new toilet at Federal Road entry will service this popular area.

TRANSPORT, ACCESS AND CIRCULATION

The Master Plan promotes access to the park using public transport. The entries from the bus stop on Federal Road are highlighted to mark the sense of arrival into the parklands, supported by orientation signage and street furniture.

The plan increases on-street parking on Federal Road and Victoria Road. 90-degree angled parking on Federal Road will provide an additional 12 spaces. 45-degree angled parking on Victoria Road will provide an additional six spaces. A detailed design study will review any impacts on existing trees on Victoria Road and the parklands in general.

A new path extending the north-south axis and upgrades to the paving on the main foreshore pathway are proposed. The new foreshore bridge will directly connect to Bicentennial Park West, improving the foreshore promenade experience.

HERITAGE AND INTERPRETATION

Bicentennial Park was formerly part of the harbour – it is built on reclaimed land. The foreshore was developed as part of the timber industry, with the last remnant still present next to Bicentennial Park West. This historical development can be expressed and interpreted through public art.

The waterfront stone wall has been noted as a heritage item worthy of retention and protection. The new foreshore bridge design will respect the heritage integrity of the sandstone wall.

JUBILEE PARK AND OVAL



JUBILEE PARK

1:2000@A4

0 10 20 30 40 50m



- ① New entry identification paving and signage
- ② Existing pole top lights replaced with new park-lands lights
- ③ New playground
- ④ Existing path re-orientated to maximise kickabout space
- ⑤ New axial pathway from Bicentennial Park to link to Eglinton Road entry
- ⑥ New accessible path connection
- ⑦ Existing lawn embankment replaced with habitat understory
- ⑧ Existing listed Canary Island Date Palms retained and uplighting improved
- ⑨ Additional curved seating
- ⑩ New 45-degree parking in Victoria Road
- ⑪ Improved sense of address with reduction in clutter and new entry identification paving and signage
- ⑫ Viaduct arches opened up
- ⑬ Underground water tank for irrigation
- ⑭ Shaded seating and toilets
- ⑮ Toilet blocks and building removed
- ⑯ Possible sporting and community use in three arches

CHARACTER AND VISUAL AMENITY

Jubilee Oval, defined by its white picket fence and heritage pavilion, sits within the well-established beautiful landscape of Jubilee Park, with mature Moreton Bay and Port Jackson Fig trees (*Ficus macrophylla*, and *Ficus rubiginosa*), and grand avenue of Canary Island date palms (*Phoenix canariensis*).

The park is bounded by the light rail viaduct to its south, enhancing the distinctive setting.

The minimal changes proposed in this heritage landscape include addressing extra seating needs of the oval, capturing water for re-use, opening up the viaducts and removing outdated ancillary buildings.



Water pooling after rain event on Jubilee Oval could be captured and treated for later re-use.

ENVIRONMENT AND WATER

The steep embankment along the southern boundary offers a great opportunity to extend the native shrub understorey to provide bird habitat and extend the chain of habitats that extend around the foreshore towards the city. The existing accessway and rock outcrops would remain.

WATER

Jubilee Park uses 4.1ML of water a year for irrigation. There is an opportunity to reduce the demand for drinkable water for Jubilee Oval through capture and re-use of stormwater. The Master Plan suggests continued investigation into harvesting of storm water run-off from the park and surrounding catchments for irrigation.

RECREATION AND COMMUNITY FACILITIES

Jubilee Oval provides the main active recreation field within the parklands and is used by a variety of groups, including the Greyhound AFL team, Glebe Hockey and both the Balmain and District Cricket Clubs. A shortage of covered seating has been identified and is provided with a new lightweight, simple, contemporary shelter in the south-western corner of the field, where it can be serviced by the existing footpaths. This new pavilion may include toilets.

Children's play is an important element in the parklands. Jubilee Park playground will be refurbished (2013), and supported with the proposed new toilet in nearby Bicentennial Park East.

Personal trainers and bootcampers use parts of the space in the mornings, while the area behind Hilda Booler Kindergarden is used by a large Tai Chi group each morning. The shady fig trees and picnic shelters are popular for children's parties and picnics. Additional shelters and a number of barbecues are proposed in this space to enhance this existing use. The current flexible open lawn areas will remain.

The Hilda Booler Kindergarden will remain to meet the high demand for childcare facilities in the inner west.

There are two outdated toilet blocks within 200 metres of each other in this precinct, along with a toilet block in the pavilion. The two outdated blocks are to be removed and the pavilion block opened up to the public.

At present the adjacent viaduct has seven closed arches, some of which are used by community and sporting groups. Given the visual quality and heritage significance of this structure it is proposed to open up four of the arches associated with the works for The Hill, and to relocate the community facilities using these spaces. The sporting and maintenance facilities associated with the oval will remain.

The oval lighting will remain and the opened arches will have improved lighting to match the rest of the viaduct.

TRANSPORT, ACCESS AND CIRCULATION

The Jubilee Park Light Rail station is a key public transport stop, delivering people right into the centre of the parklands. Connections to the station will be improved, including an accessible link to the spectator seating area.

There are a number of arrival points to Jubilee Park from the adjacent streets:

- At the intersection of Northcote Road and Eglinton Road the pathway alignment is adjusted and lighting improved
- At the intersection of Maxwell Road and Victoria Road a new accessible ramp leading down to The Hill will provide a direct connection to the west.

On Victoria Road, 45-degree angled parking will provide additional on-street parking.

HERITAGE

As the oldest part of the parklands, this historic park has the most established trees, the oldest being planted around 1908. Both the oval and viaduct are significant heritage items and the story of the development of the parklands can be told through interpretation.





BICENTENNIAL PARK WEST AND FEDERAL PARK



FEDERAL PARK

- ① Parkland raised and drainage improved
- ② Additional shelters plus satellite barbeques
- ③ Creek edge naturalised
- ④ New bridge
- ⑤ New saltmarsh island
- ⑥ Existing mangroves
- ⑦ Boat and kayak storage and new toilets
- ⑧ Existing playground retained and expanded
- ⑨ Area for future playground expansion incorporating water play
- ⑩ Food truck parking area
- ⑪ New arrival and water vista

1:2000@A4

0 10 20 30 40 50m



CHARACTER AND AMENITY

Bicentennial Park West and Federal Park embodies much of the outcomes of a 1994 Community Plan; Bicentennial Park Stage 2 and Rozelle Bay Parklands, with more recent works undertaken to deliver the Glebe Foreshore project.

The informal parkland combines stands of endemic planting and maturing specimen trees. The heritage viaduct and harbour views will remain a dominant feature in Federal Park.

The estuarine ecology in the parklands canal, saltmarsh and foreshore will be enhanced with additional saltmarsh, creating a distinguishing character for these two parklands.

The proximity to the water, nearby parking, children's play and picnic facilities make this area well used. The children's playground and picnic area will be expanded and will engage better with this setting.

ENVIRONMENT AND WATER

Bicentennial Park West and Federal Park offer the most significant area of habitat for local flora and fauna. The existing saltmarsh area, with complementary bush regeneration work, provides an endangered plant community as well as habitat and foraging for small birds and animals.

The Master Plan seeks to complement this asset by introducing an additional area of saltmarsh behind the mangroves. With a natural association with the mangroves, it will reference the saltmarsh along the canal and to the south. The saltmarsh extension will increase biodiversity and expand this ecologically-endangered community, while maintaining clear views out to the bay and Anzac Bridge.

The Master Plan proposes to address the lack of protection to the existing mangrove area by creating a depression that will be inundated at high tides. The re-profiling of this area creates the opportunity to install saltmarsh communities in their naturally occurring location within the foreshore profile.

Naturalisation along the canal is proposed and will create further habitat and improve the quality of water entering the harbour. Between Jubilee Park and Federal Park North, treatment will include reshaping the sides of the canal and planting. Increased intervention near The Hill and the existing saltmarsh will return the canal to a more creek-like appearance.

More trees and multi-storey plantings across the park will provide additional habitat and cover for local fauna. The proposed naturalisation of sections of the canal will also help develop aquatic ecologies.

RECREATION AND COMMUNITY FACILITIES

Bicentennial Park West and Federal Park already provide a diverse range of recreation opportunities and facilities. The Master Plan seeks to further enhance this provision.

The usability of Federal Park field – as a pitch for hockey, soccer and touch football – will be improved by raising its level, installing new drainage and soil and repairing water pipe leaks.

The children's playground in Bicentennial Park West will be retained, updated and expanded. It is suggested that the playground may expand to the south with facilities to suit older children. Combined with the additional active sport and skate park at The Crescent, this end of the site is seen as a hub for play.

It is proposed to provide more picnic shelters and extra barbecues to facilitate the family gatherings that are regular events in the parklands.

The existing toilet block under the viaduct will be removed and co-located with the proposed outdoor kayak store to improve access and surveillance.

Parkland spaces to the north of the field will remain flexible areas to cater for informal recreation as well as community events such as Shakespeare by the Bay.

Boardwalks and viewing decks provide opportunities to access and experience the saltmarsh and its surroundings.

TRANSPORT, ACCESS AND CIRCULATION

Public transportation

Bicentennial Park West and Federal Park are well served by public transport. There are several bus stops along The Crescent, and the Master Plan proposes an extra one. The Rozelle Bay Light Rail station is only 300 metres (a four-minute walk) from the parklands entrance, while the Jubilee Park station is a similar distance to the canal-side entrance.

Main access points and car parking

The main entry to this part of the parklands is from the Johnston Street entrance from Annandale, via the reproduction truss bridge or via Chapman Road. The Johnston Street entrance is connected to Annandale and Lilyfield by a pedestrian crossing at traffic lights. It is proposed to improve the presentation of this entry point on The Crescent to appear more strongly as an entry to a parkland and not to the adjacent foreshore industries.

The opening of the viaduct arches will create a second entrance to Federal Park from Annandale as envisaged in the original 1994 Community Plan.

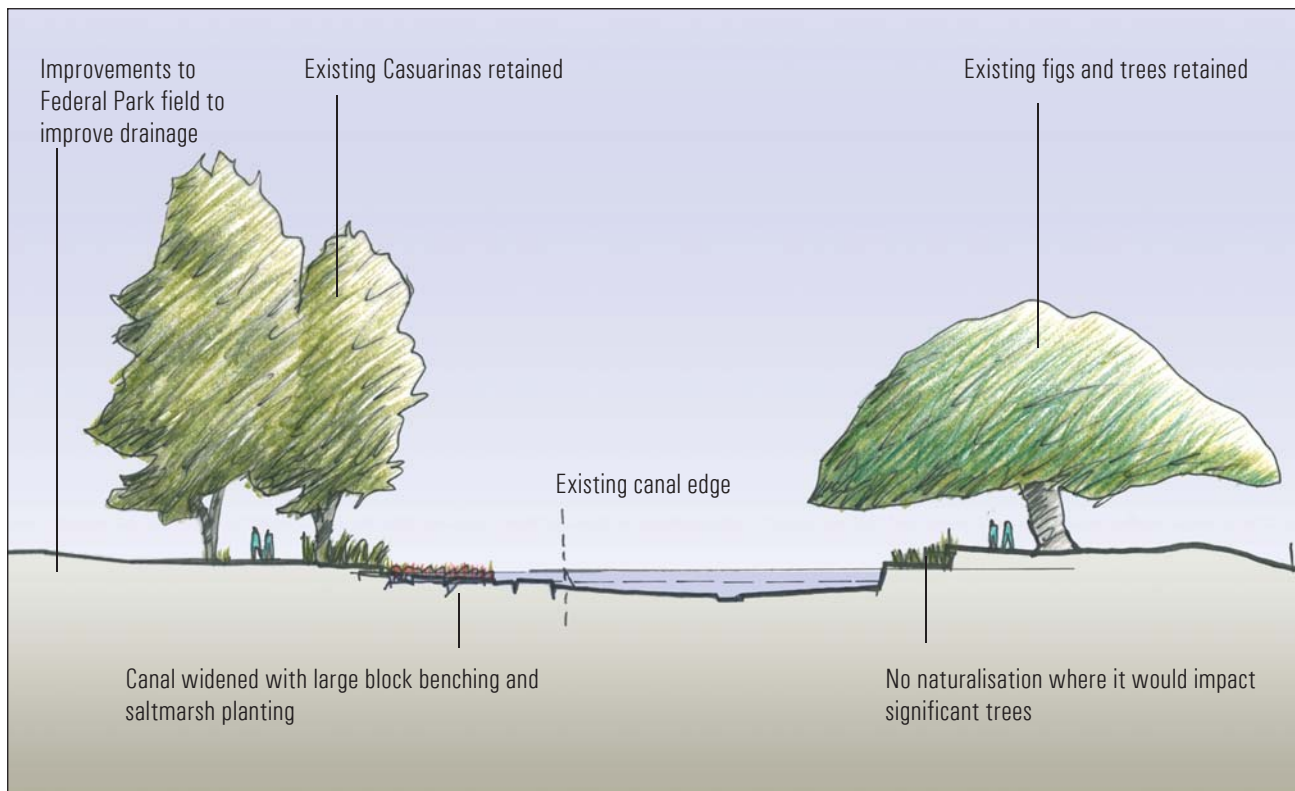
There is an existing parking area with approximately 36 spaces, including two loading zones and two disabled spaces. It is proposed to retain all of these spaces, moving one space to improve vistas to the bay from Johnston Street. The intention is to use parkland paving and new fig planting to help signal the entrance. Three five-year-old fig trees will be relocated for this purpose and to maintain a view corridor through to the bay.

To improve connections to Bicentennial Park East, a new bridge is proposed at the head of the canal to provide a more direct foreshore promenade link from the Johnston Street entrance. A new low-key path parallel to the canal will help protect existing saltmarsh.

HERITAGE AND INTERPRETATION

The viaduct is a dominant architectural element in Federal Park which physically frames the northern precinct. The Master Plan proposes to open up the arches to maximise the visual connection through the parklands. The Master Plan has also introduced a path on both sides of the viaduct to offer appropriate respect to the heritage features. Tree plantings have been located so as not to obstruct view corridors.

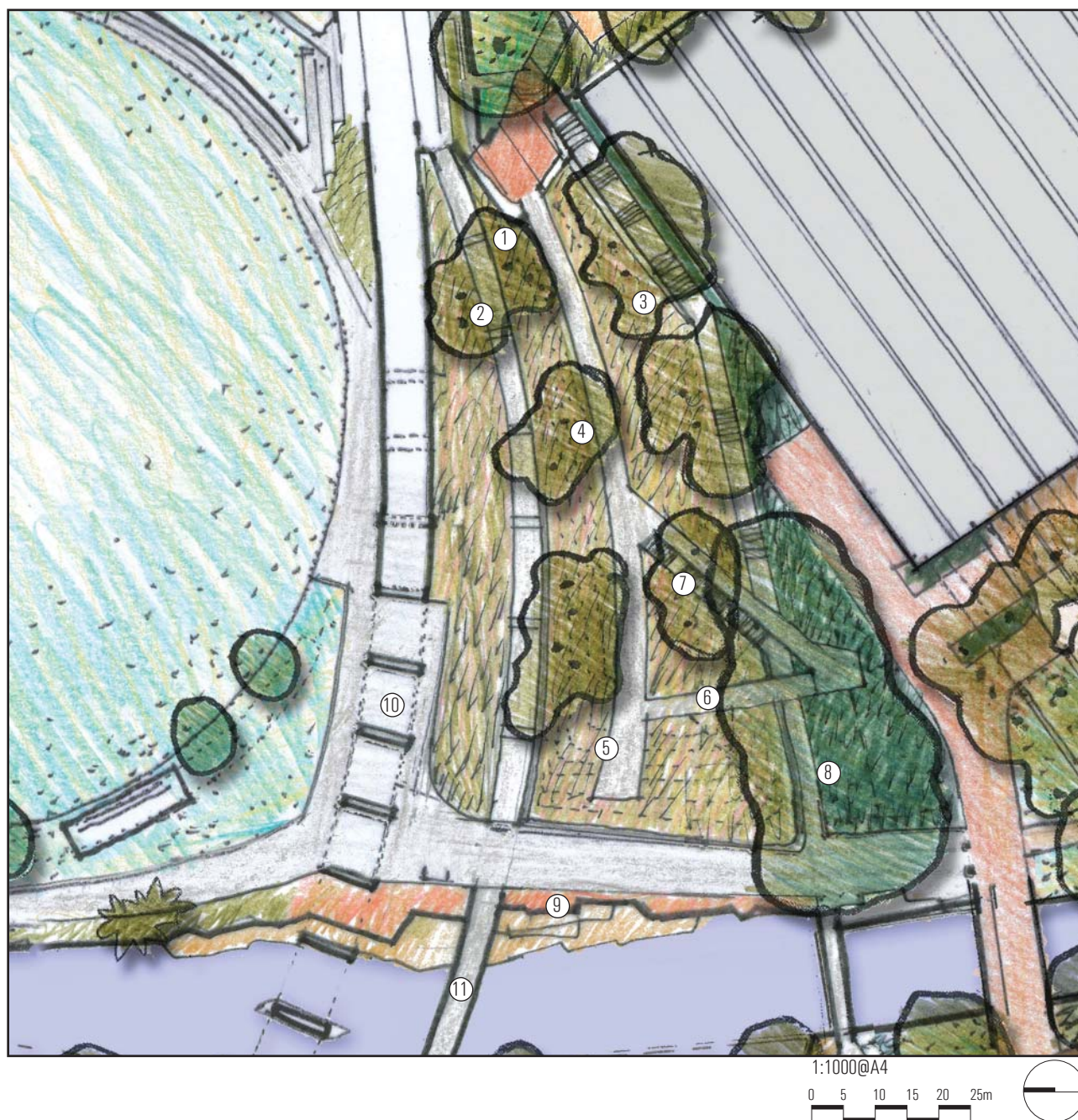
Bordering Bicentennial Park is The Crescent Timber and Hardware, the last remnant of the timber working harbour industry. The Master Plan seeks to demonstrate this important industrial history of the foreshore through the future embellishment of the playground. The future upgrades could employ a timber industry theme to subtly tell the story of the working waterfront. If, in the long-term, the City was able to acquire the timber yard, there may be potential to further expand this concept to a more inclusive community recreation precinct.



SECTION DD canal naturalisation 1:200



5.2 THE HILL



- ① Entrance wall and improved sense of address with reduction in clutter and new entry identification paving, signage and signature fig tree
- ② New 1:20 accessible walkway down from the light rail stop to the parklands
- ③ Existing stair access beside Tram Sheds improved
- ④ New pathway rising at 1:33 to the elevated walkway and lookout
- ⑤ Elevated lookout
- ⑥ Elevated walkway through fig trees
- ⑦ New stair access from canal level to top of The Hill
- ⑧ Existing fig trees retained and uplit at night
- ⑨ Canal widened and naturalised in this section
- ⑩ Viaducts arches opened up
- ⑪ New bridge link to community facilities

CHARACTER AND VISUAL AMENITY

As it is cost prohibitive to entirely remove The Hill, the best option is to take advantage of the prospect it provides being two metres above the adjacent railway viaduct. A new equitable access route from Maxwell Road to a cantilevered viewing deck at the summit of the hill maximises views over the parklands, the bay and surrounding areas. An elevated walkway through the huge branches of the existing Moreton Bay fig trees provides another memorable experience on The Hill.

The Hill is also to be reshaped and graded to stabilise the slopes. To improve visual and physical connections through the parklands, the western bank is to be cut back to open up views and connections through the viaduct from Jubilee Oval to the Tram Shed and open space in Harold Park.

To provide the necessary protective capping to the Hill, the existing vegetation will need to be removed, providing the opportunity to replace it with new plantings of indigenous shrubs and canopy eucalypts. The adjacent existing mature fig trees can be retained.

The Hill provides an opportunity for iconic design or public art that would be visible from many places within the parklands and neighbouring areas.

ENVIRONMENT

Up to a metre of clean topsoil over the clay capping to The Hill will allow for the replanting of native woodland reminiscent of the sandstone landscape that would have existed locally more than 225 years ago. A low shrub layer is most important for establishing habitat for native birds such as the blue wren, while also allowing views from the walkway.

In combination with the nearby canal naturalisation and saltmarsh area, an ecological cross-section of natural plant communities can be re-established in this area and the biodiversity of the parklands improved.

RECREATION AND COMMUNITY FACILITIES

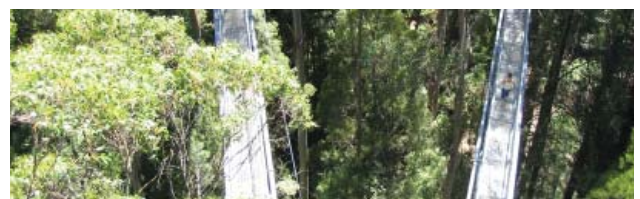
The Hill adds to the informal active recreation opportunities within the park, providing new ways to traverse the park, and a destination within larger circuit walks. The habitat areas provide opportunities to observe nature, as well as actively participate in its establishment and management.

TRANSPORT, ACCESS AND CIRCULATION

The regrading of the Hill provides the opportunity to re-establish access down from the intersection of Maxwell Road and Victoria Road, a key pedestrian entry point, to the parklands. There is also the opportunity to provide a new accessible 1:20 walkway directly from the light rail station platform to the walkway at the canal's edge.

At the Maxwell Road arrival point, the common parkland suite of paving furniture and signature fig trees will herald the parkland entry.

Lighting would be provided along the accessible walkway and stairs to provide safe night-time access. The elevated walkway and lookout, along with new public artwork and fig trees, provide opportunities for dramatic lighting effects.



Potential character of The Hill lookout / walkways



Elevated walk through
retained fig trees

Footpath to lookout platform





View of the The Hill heading west

5.3 HAROLD PARK



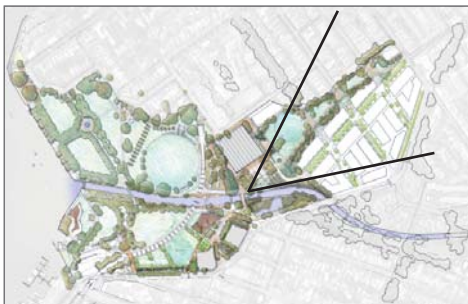
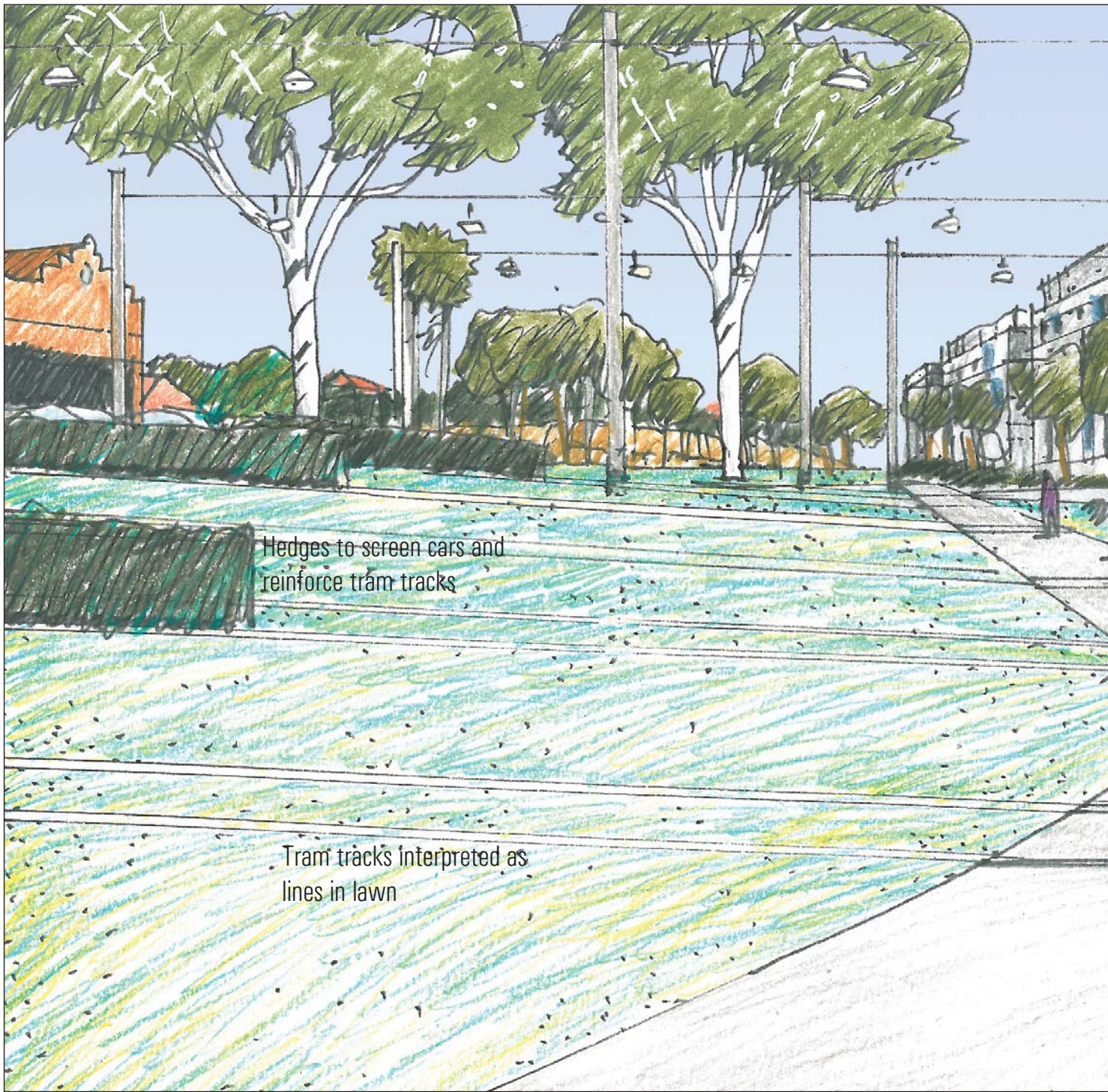


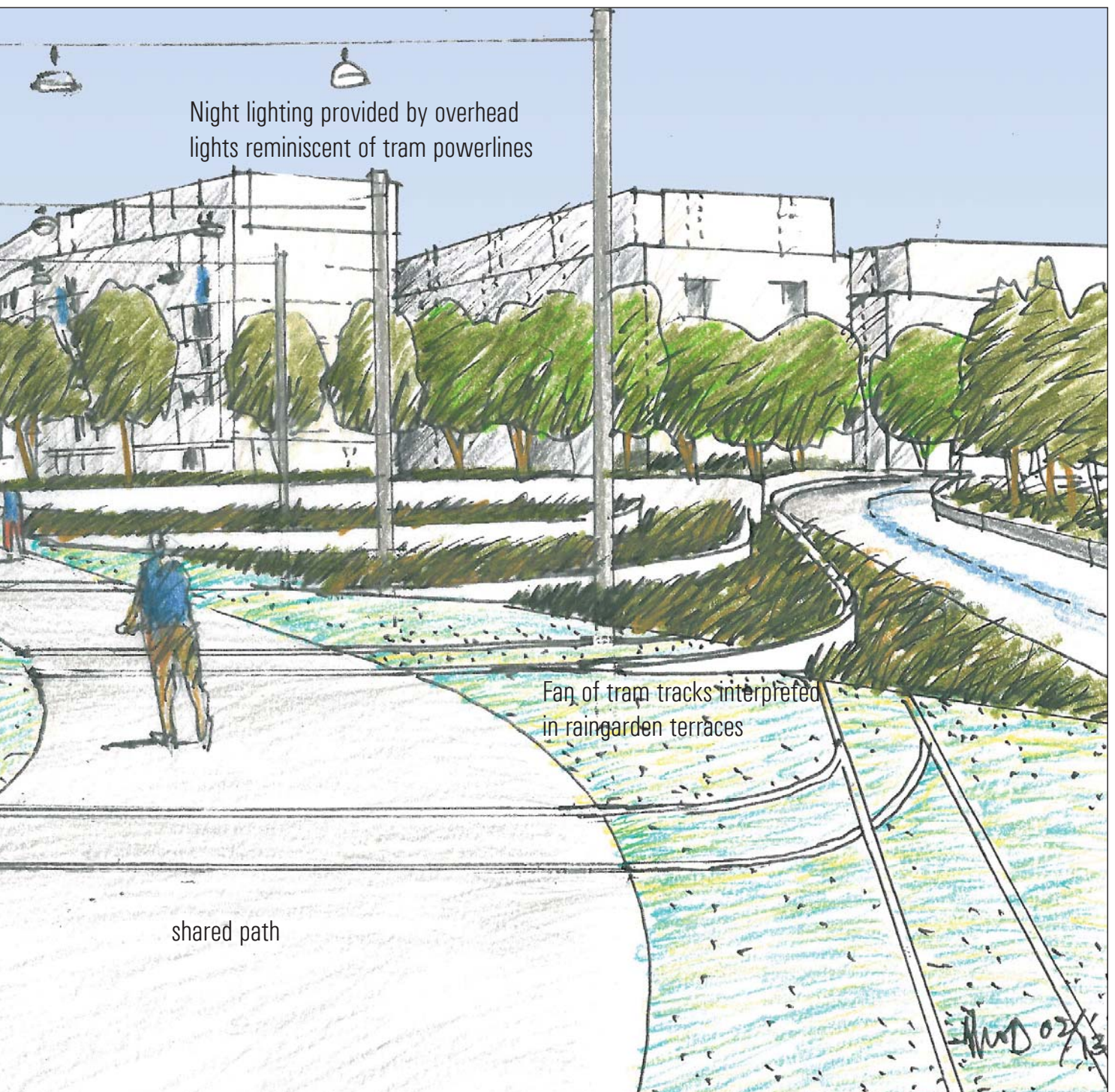
- ① Fan of the tram tracks interpreted and expressed on the ground
- ② New shade trees for the car park
- ③ Screening hedges reinforcing the tram lines
- ④ New stormwater infrastructure hidden
- ⑤ Former outbuilding expressed in planting
- ⑥ Historic metal fence and sandstone wall retained
- ⑦ Overhead lighting gantry
- ⑧ Extent of former outbuilding interpreted and forming level change in wetlands
- ⑨ Rozelle garden interpreted
- ⑩ Historic garden interpreted
- ⑪ Livistona palms
- ⑫ Heritage water tank relocated
- ⑬ New pedestrian entry from Maxwell Road and vehicular entry to apartments
- ⑭ Existing fig trees retained
- ⑮ Existing figs and canary island date palm retained
- ⑯ Old Members Stand marked and interpreted
- ⑰ Village Green for informal ball sports
- ⑱ Shared path for pedestrians and cyclists
- ⑲ Maintenance edge along Harold Park Development
- ⑳ Low flow swale and overland flow
- ㉑ Existing Stairs at Rock Lane extend to provide an access point to Harold Park
- ㉒ Stair access from Toxteth Road and stair access from Boyce Street
- ㉓ Habitat area at base of cliff
- ㉔ Cliff face visible
- ㉕ Local playground
- ㉖ Boardwalk connections over swale
- ㉗ New pedestrian entry
- ㉘ Lawn connections to pocket parks
- ㉙ Pocket parks

1:2000@A4

0 10 20 30 40 50m







Tramshed Raingarden Terrace looking south

CHARACTER AND VISUAL AMENITY

Harold Park is a long, open space corridor linking Wigram Road down to the Tram Shed and existing parks. The parklands corridor also provides an overland flow path for very large storm water runoff.

The proposed character for Harold Park is an informal series of open lawn spaces set up on the Glebe estate grid and surrounded by native grasslands and canopy trees. A series of clear view corridors will provide vistas to the cliff faces. These spaces are all linked by the dramatic cliff line that form the escarpment edge to Glebe, a long sweeping pathway and a planted drainage swale leading down to the canal.

The swale and its planting of sedges, shrubs and native grasses provide a buffer along the western side between the adjacent residential balconies and apartments and the main pedestrian path. On the eastern side, an earth embankment beside the cliff will be planted with indigenous species.

At the northern end, the site broadens and a large circular lawn draws its references from Jubilee Oval. It provides a large level informal playing area that also serves to help screen the Tram Shed car park from views further in the park.

The Tram Shed and associated commercial car park are part of the Mirvac development site and will be adaptively reused for retail. While not located within public park, the historic tramsheds will be a key focal point for the park that surrounds them. Former elements within the Tram Shed precinct become cues for the park design, such as the former gardens and tram stabling areas. The water tank reclaimed from the former Tram Shed depot is a significant element that will be relocated alongside the Tram Shed to create an interesting and engaging sculptural feature in the Parklands. These existing and new elements will collaborate to create a strong impression of local history and sense of place.

On approach to the canal's edge, the drainage swale empties into a series of terraced raingardens planted with native plants where water is held and treated.

ENVIRONMENT AND WATER

Harold Park provides opportunities for the harvest and treatment of storm water for re-use and the establishment of new habitat areas.

Water from the catchments is piped directly to Johnstons Creek through a combination of existing pipes and proposed stormwater pipes as part of the Harold Park development. There is an emergency overland flow path through the parklands designed to cater for rainstorms. However, except in very high rainfall, the water is not visible.

The intention of the Master Plan is to reverse this situation to enable the water from low rainfall to be treated before it reaches the canal. This will provide an environmental, aesthetic and habitat feature in the planted swale and the terraced rain gardens. In large storms, the water would also flow in the existing pipe system thereby maintaining the same level of flood protection, while improving the ecological function of the water system.

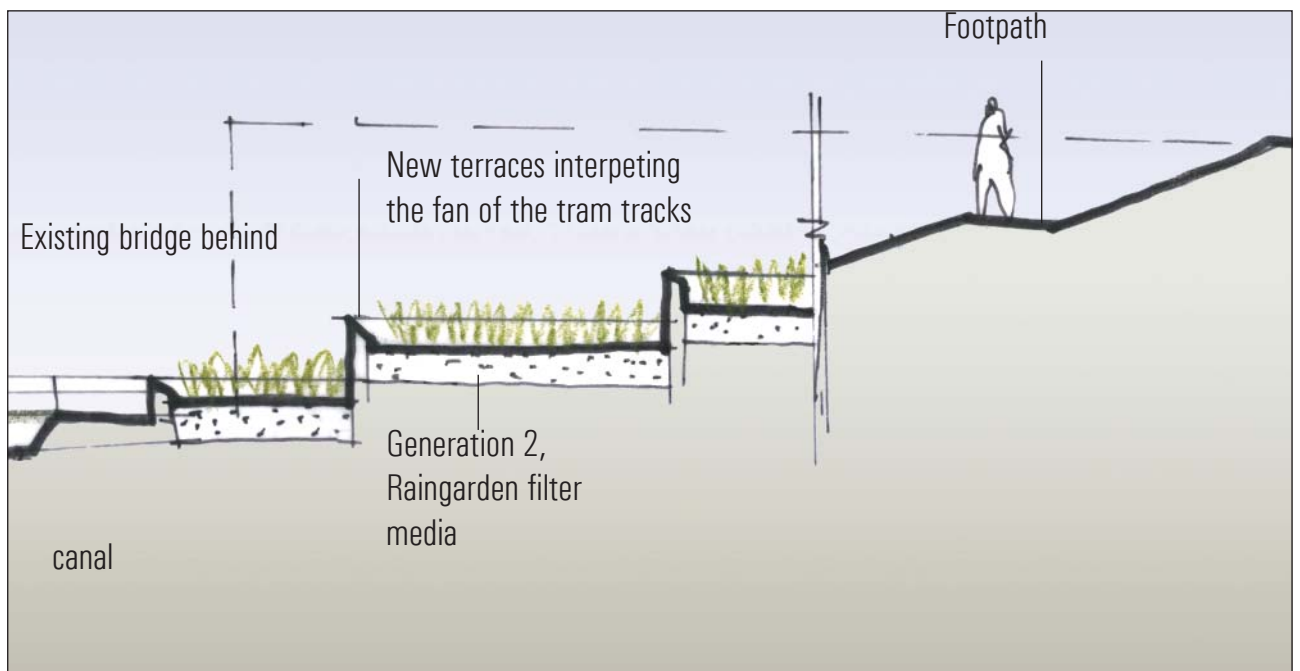
Run-off from the Arcadia, Toxteth and Boyce streets and lanes above the site, the proposed Harold Park development and the park itself can be directed to the overland swale. Some initial treatment will take place in the swale, where native planting and placed concrete, stone or timber elements slow the water.

The primary water treatment will be in the terraced raingardens, after which water would be stored in underground tanks to irrigate the Harold Park and Tram Shed landscapes, with surplus treated water returned to the canal.

There are opportunities to create new habitats and habitat links in this newly formed landscape. The main opportunities are the swale and the cliff face edge. The swale will be planted with native vegetation and will link to the terraced raingardens planted with further native vegetation. The base of the heritage-listed cliff face on the eastern edge of the Harold Park site will be planted, and native trees and grasslands will link between the cliff line and swale.

Frog habitat, lacking in the parklands, will be integrated into the detailed stormwater design, where small depressions within the flow paths will create areas of permanent water as small ponds within the dry creek bed.





SECTION EE - tramshed rain garden 1:100



Section of the garden surrounding the (now removed) WW1 memorial. Photograph taken as part of the NSW Tramways Garden 1928-1929.

Source: Reproduced from Godden Mackay Logan, Former Rozelle Tram Depot - Conservation Management Plan



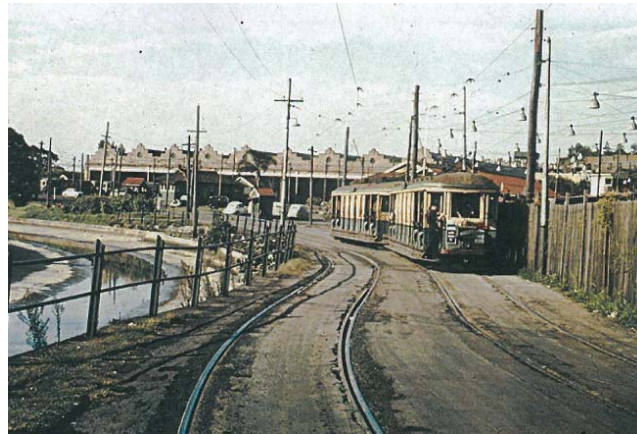
Rozelle Tram garden, 1929.

Source: Keenan, The Western Lines of the Sydney Tramway System



Rozelle tram car sheds showing overhead power gantry, 1948.

Source: Keenan, The Western lines of the Sydney Tramway System



'O' type coupled set of trams Nos.1462 and 1359 on the road to Rozelle Tram Depot, 1958, showing historic fence, and extensive pole gantries for overhead power.

Source: D.R. Keenan, The Western Lines of the Sydney Tramway System



Breakdown tram at Rozelle Depot, c.1950s.

Source: Lindsay Bridge

www.flickr.com/photos/intervene/3857781009/

RECREATION AND COMMUNITY FACILITIES

Harold Park has been designed to facilitate passive and informal active recreation, such as strolling, running and cycling. The pathways connect to the greater parklands and neighbouring suburbs.

The lawn areas, each a different size, offer a range of opportunity. The more intimate spaces provide shady seating for a local play space, quiet contemplation and a chance to experience a more natural landscape. The larger lawn spaces, including a Village Green are suitable to run about with a ball, or play a game of cricket, or sit on a blanket and read or have a picnic.

The sloping embankment down to the Tram Sheds will provide a natural amphitheatre for community events that might be held in the interpretive gardens and paved plaza area. A local playground will provide play opportunities here.

An allocation of 500sqm to be provided (by Mirvac to the City of Sydney) in the former Rozelle Tram Sheds for community use is proposed to be developed as a creative hub that could accommodate activities such as artist studios, work spaces, community gallery and pop up shops, co-located with publicly accessible toilets.



Sydney Park, as an example contains a Village Green that is used for informal ball games as well as other activities including community events.

TRANSPORT, ACCESS AND CIRCULATION

The Tram Shed is well located to the Jubilee Park Light Rail station, providing good public transport access to the parklands.

The long sweeping pathway connecting the existing parklands at the canal's edge through Harold Park to Wigram Road rises seven metres in level across this length at a gentle 1:20 gradient. This primary circulation path through the site is a 3.5 metre-wide shared path.

There is a pedestrian access point from Maxwell Road that will be shared with vehicles entering the new apartment blocks on the western side of the site. The pedestrian path leads down to the main lawn area in Harold Park.

A second entry point is available using the stairs or walkway down from The Hill.

There are three smaller entrances to the park from the cliff top streets of Toxteth Road, Boyce Street and Rock Lane. These will have sculptural staircase access that will provide dramatic views down into the parklands.

It is recommended a single staircase be implemented extending the existing stair at Rock Lane into Harold Park in the first stage of the development of Harold Park with the other staircases added over the life of the Master Plan as the Parklands develop.

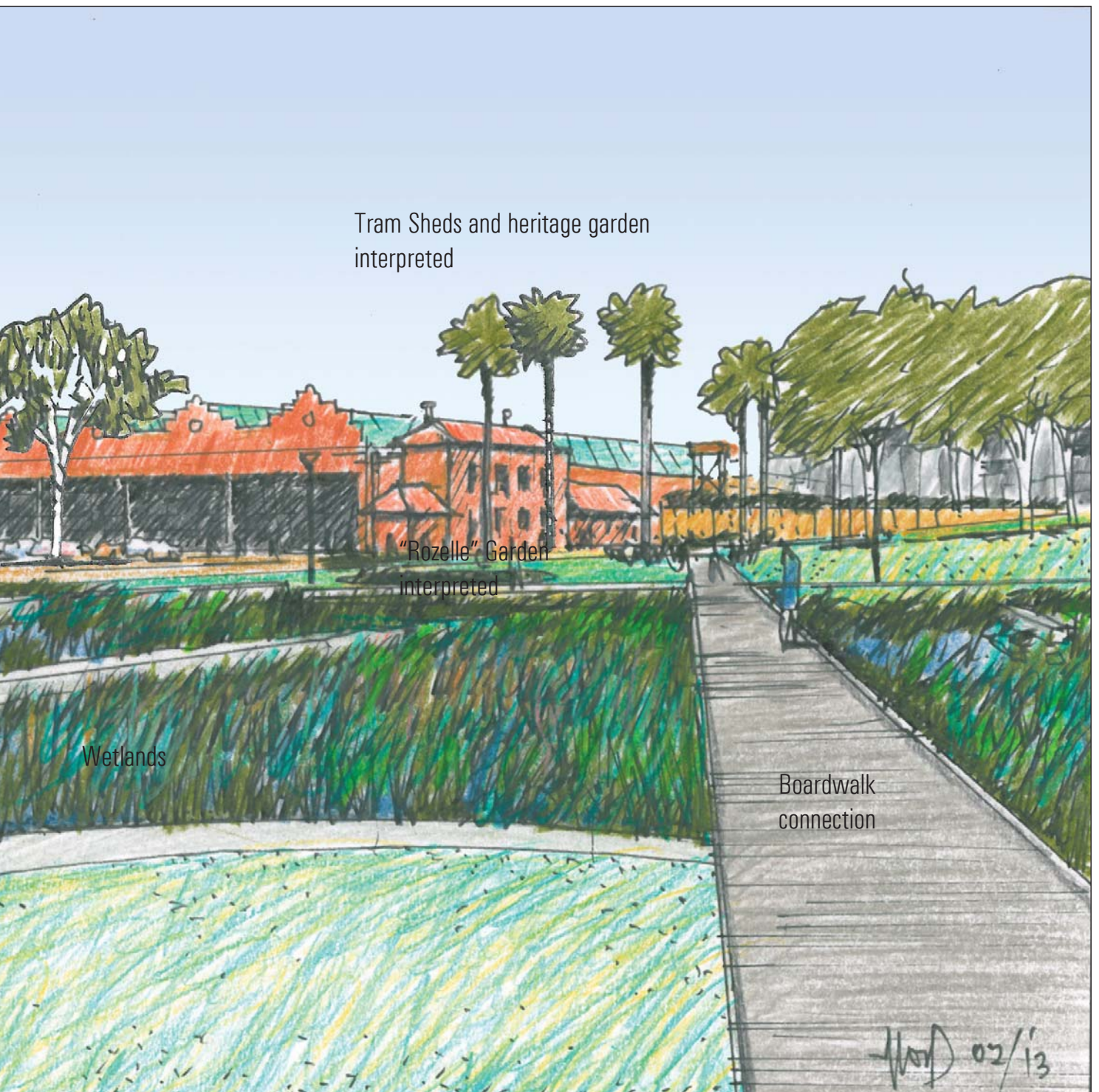
Providing cross-connections in the park to the stair access ways are three pathway links. These are aligned to the Glebe street grid that has established the urban form for the new development. Small boardwalks would link across the swale. These minor pathways will help define the extent of native grasslands from lawns and make management and maintenance easier.

There is no proposed car parking in this area of the parklands. Vehicle access to the Tram Shed and the Tram Shed car park crosses the parklands.

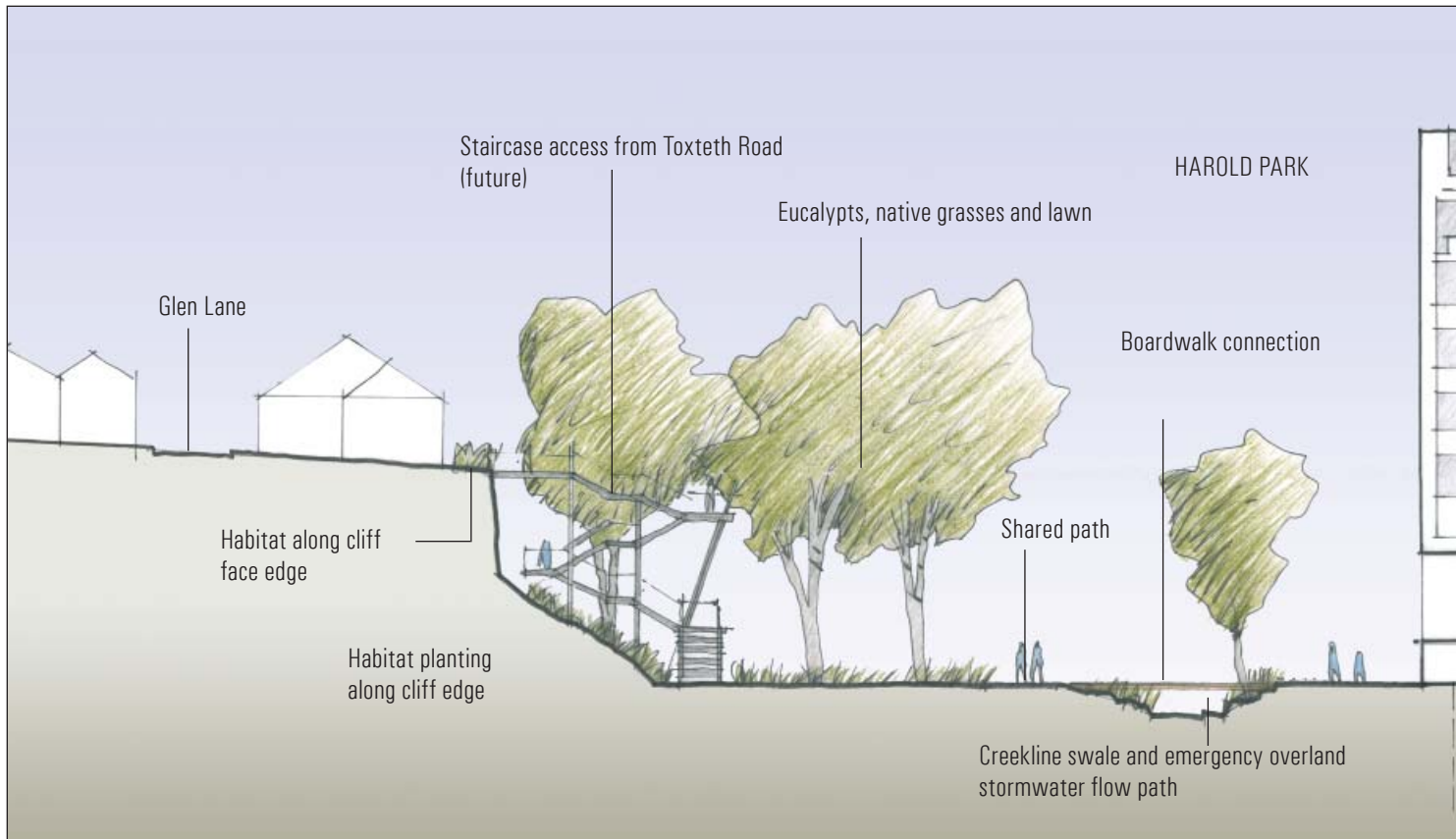


Old building footprints
interpreted





Tramshed wetland

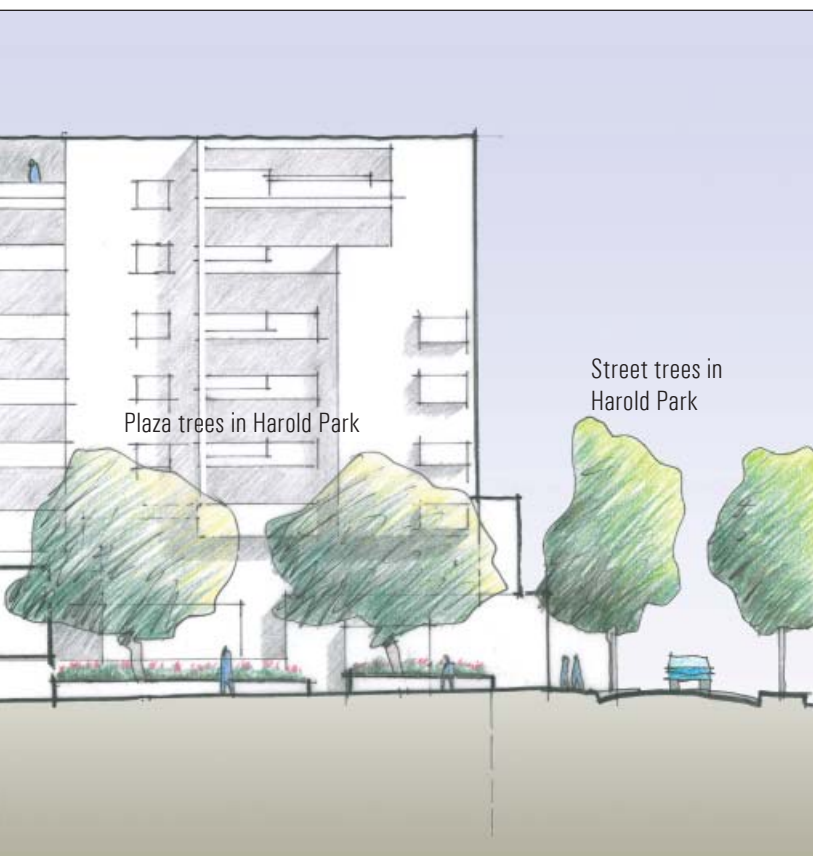


SECTION CC along Toxteth Road 1:200



Character of the swale and boardwalks





HERITAGE

The most significant elements for heritage interpretation in this area are related to the former paceway with its social contribution during its rise and decline, and the Tram Shed precinct, with its story of the trams and role in the industrialisation of 20th century Sydney.

For the paceway, opportunities for integrated interpretation include ground features denoting the line of the former paceway in the lawn, the former members' stand. Informal play opportunities reflect the spirit and stories of the paceway.

For the Tram Shed, the intent is to respect and tell a story of this once bustling and busy place, representing the peak of industrial technology of the early 20th century that was home to 200 trams and hundreds of workers. We want to make residents and visitors interested in and excited about this place.

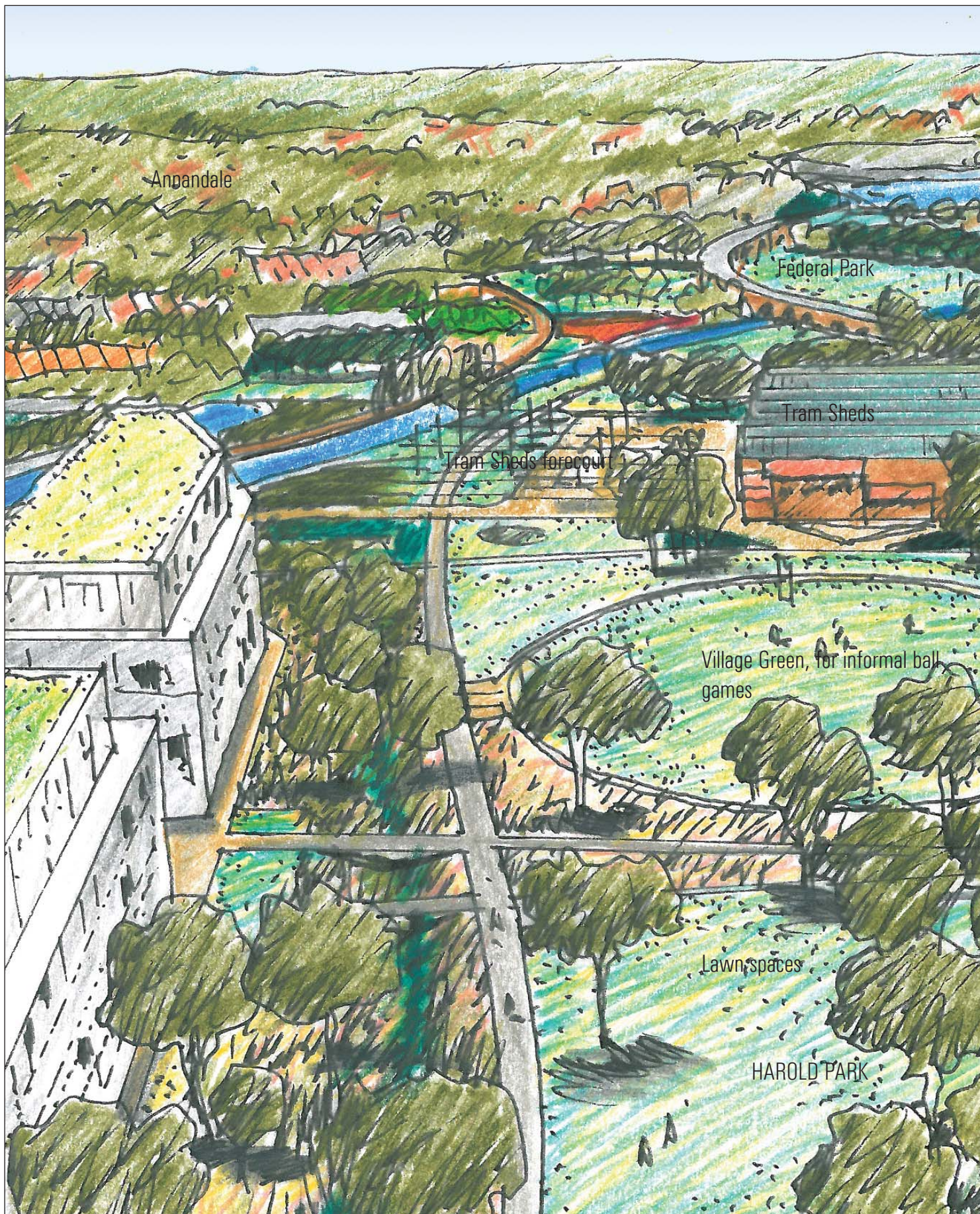
One of the key elements that will be expressed and interpreted is the fan of the tram tracks as the two lines arriving from The Crescent, split into eight lines and then to 25 lines. The raingarden terrace will echo this arrival fan, and the lines will then be expressed in the lawns with concrete strips and hedging. In the car park, the lines will be in a contrasting material to the pavements. If actual tram tracks are uncovered during construction, it would be desirable to use these in the car park paving. The alignment of the tramlines are also to be interpreted in the paving of the adjacent car park.

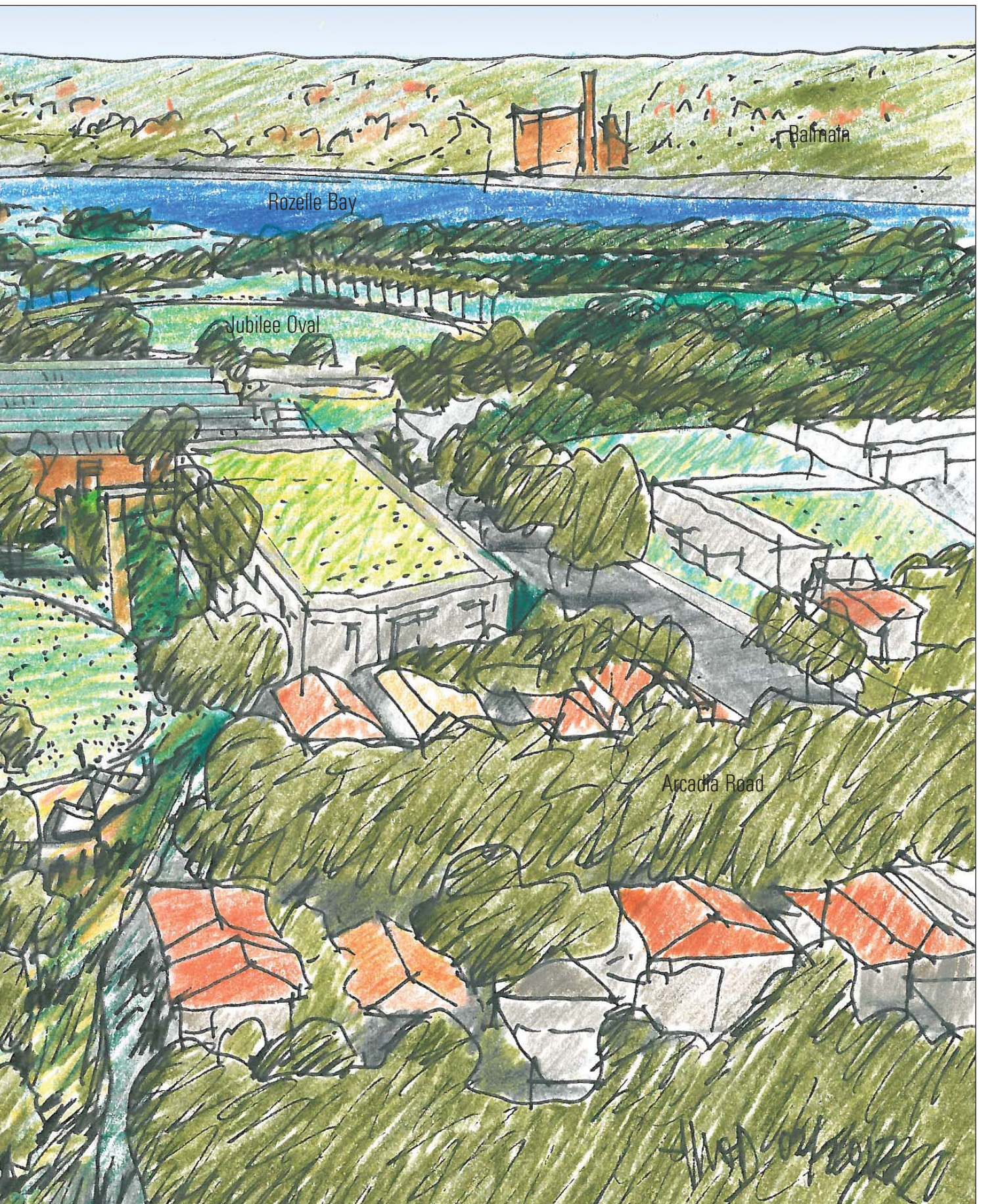
Other opportunities for integrated interpretation include:

- maintaining views of the western façade of the Tram Shed
- overhead lighting gantries in the Tram Shed curtilage reminiscent of the overhead electrical wires that once powered the tram system
- the former garden next to the Tram Shed reinstated as an active community gathering area
- a number of now demolished ancillary outbuildings revealed in a combination of planting and paving outlines.



View of new Harold Park looking south from the Hill with Tram Sheds on the left.





Harold Park aerial view looking North





View North through Harold Park

5.4 THE CRESCENT



THE CRESCENT

- ① Freshwater wetland at entry
- ② Boardwalk through wetlands
- ③ Primary parkland entry for pedestrians, bike riders and vehicles and drop off with Nelson Street vista retained
- ④ New bridge
- ⑤ Existing saltmarsh retained and embellished
- ⑥ Car parking
- ⑦ Park and community facility drop-off plaza
- ⑧ Community facility
- ⑨ Village Green for junior sports
- ⑩ Proposed 90-degree angle parking and new pedestrian crossing along The Crescent
- ⑪ New pedestrian entry and bus stop along The Crescent
- ⑫ Skate park and plaza space
- ⑬ Viaducts opened with relocation of existing uses in community facility and/ or allocated community space in Tram Sheds



1:2000@A4

0 10 20 30 40 50m



CHARACTER AND VISUAL AMENITY

The new space of The Crescent extends the park landscape of Federal Park west and creates a new public park address to the street. The relocation of the car parking from Chapman Road to the western edge of the park will open up new parkland and important vistas across the parks and to the foreshore. Buildings are removed and the viaduct arches are opened to further enhance these connections and sense of space.

This setting supports a range of uses that expand the active recreation offerings in Federal Park and Jubilee Oval. The Crescent also sees a portion of an existing industrial building retained and adapted for re-use as a community facility. Positioned at the southern end of The Crescent frontage and adjacent a warehouse, the building will provide for a range of community uses as well as create a focus of activity and animation within the parklands. This building and associated outdoor areas will overlook new treatment wetlands and an improved saltmarsh area offering interpretative and education opportunity.

The Village Green in The Crescent will be a landscape similar to Federal Park playing field, an open area of grass with adjacent shade trees that allows open views and vistas and a range of uses. Similar to Federal Park, structures such as fences and goal posts are not proposed.

To simplify the geometries on this complex site, the Master Plan proposes a large simple curved path that reflects the form of the rail viaduct and establishes an edge to contain plaza spaces, car parking and entry facilities. The Glebe and Annandale street grids provide other points of reference, and trees planted in the newly-opened areas will be aligned with the viaduct to maximize views into the parklands.



The character of Federal Park, open areas of grass, will extend into The Crescent.

ENVIRONMENT AND WATER

The Master Plan proposes a separate freshwater wetland and saltmarsh treatment systems. This will make a significant contribution to improving the quality of water entering Rozelle Bay. It will also extend and enrich the range of habitats on site, providing a valuable biological transition zone at the edge of the canal corridor.

The intention of the Master Plan is to separate the fresh and saltwater system by diverting stormwater to a new freshwater wetlands system and allowing the existing saltmarsh to remain a tidally influenced system. The saltmarsh could be extended by infilling the current freshwater section.

The saltmarsh here is inundated about 20 times a month by tides above 1.4 metres. In peak flow storms, the saltmarsh is also inundated by freshwater. White-faced herons, grey herons and darters can be seen in the wetlands chasing fish that swim into the wetland on high tides. The water body is, however, heavily silted up.

A separate freshwater system comprising a raingarden and wetland will provide a clear expression of the creek system and forms a landmark gateway, along with its water treatment role.

The freshwater pond aims to treat stormwater with two mechanisms. Firstly, a new gross pollutant trap and silt trap followed by a 600 sqm raingarden will be placed at the head of the systems. Water would filter through the system and come out some 50mm above the static water level. This will provide about 50 per cent of the required treatment. The rest of the treatment will be managed in a new freshwater wetland with an area of 2,700 sqm. More than half this wetland will provide water quality treatment in both wet and dry weather conditions. The remaining area would be open water to provide UV exposure and disinfection and provide visible water. In extended dry weather it is proposed that water would be reticulated by a small pump system.

The freshwater system would be isolated from tidal saltwater inundation by a floating weir that would automatically use the rising tide to close the gate.



RECREATION AND COMMUNITY FACILITIES

Recreation facilities focus

In line with the Master Plan principles and strategies, it is intended to consolidate active recreation in the central band through the park from Jubilee Park and Oval, across to Federal Park and into the land released within The Crescent.

Active sports

It is proposed that a Village Green be established as a large flexible-use space next to the new community facilities. Sized as a junior field, it can accommodate Kanga Cricket and Minkey Hockey, for example. The Village Green can host a range of informal passive and active recreation activities when not being used for ball games.

Community facilities

A recreational needs study has identified a significant need for a 5,000 sqm community facility. While a 5,000 sqm facility is not feasible on this site without compromising parkland space, a smaller site of about 2,500 sqm has been suggested.

The Master Plan identifies the opportunity to adaptively re-use the two storey building on The Crescent for community purposes. The floor level would be lifted to provide protection against flooding. The exact mix of facilities would depend on a detailed design, but it would most likely comprise childcare, flexible community meeting rooms, change facilities and field storage, public amenities, kiosk and multipurpose indoor courts.

Skate park

The 800 sqm triangular piece of land next to the light rail embankments and across from the TAFE has been identified as an ideal location for a skate plaza/park. It is in a high visibility location, and it has existing shade and potential for good overlooking and spectator opportunities. It is also a significant distance from nearby homes.





View of new freshwater wetland walking north along new curved pathway and boardwalk

ACCESS AND CIRCULATION

Public transport

The Crescent is well serviced by public transport. Connections to the bus and light rail stops will be improved.

Two bus stops servicing routes 432, 433 and 434 next to The Crescent will be retained. The Jubilee Park light rail station is 200 metres (a three-minute walk) and the Rozelle Bay light rail stop is 400 metres (a five-minute walk) from The Crescent.

Vehicle entry and parking

The Chapman Road roundabout at Nelson Street provides vehicle entry to the site, but is compromised by the poor architectural quality of the building at number 1, The Crescent. Screening tree planting beside this building is proposed.

A retained turn-off from this road provides service vehicle entry to the parklands and the Tram Shed loading docks via a low-speed shared zone road.

Car parking in front of number 1, The Crescent will be retained, but moved away from the building to allow the screen tree planting. This will terminate in a turning area. It is anticipated there will be time restrictions placed on this car parking to facilitate drop-off to the community facility, particularly for child care or other uses requiring drop-off facilities.

The remainder of Chapman Road will be demolished and 42 of the car park spaces relocated to the edge of the parklands along The Crescent to allow more parkland for active recreation. Parking on The Crescent will be serviced from a one-way drive-through slip lane with 90-degree parking, with a single entry point at the northern end and an exit at the southern end.

A new pedestrian crossing point is proposed across The Crescent and the existing refuge island crossing points would be maintained.

The parking area next to number 1 The Crescent (adjacent the parklands) would provide parking for the existing building and serve some of the demand created by the community facility. A plaza-style drop-off area has been designed near the entrance of the community facility and it is anticipated that time restrictions would apply.

The maintenance and loading road to the left of the entrance is likely to have boom gate to allow access only to authorised vehicles.

Pedestrian entry points

The opening up of the viaduct arches allows for the long-established paved entry connection from Federal Park across to The Crescent to be established. This will provide a new significant pedestrian and cycle entry point into the site from Annandale as well as the relocated parking on The Crescent. The newly-opened up viaduct arches along with the existing opened arches will provide filtered access into the parklands that will be highly visible from the street.

Pedestrian pathways

Two new pedestrian pathways are proposed either side of the viaduct to help movement within the park. Another major path is proposed along the alignment of the large curved edge to the plazas. This would accommodate pedestrians and bike riders.

New bridge

A new lightweight pedestrian bridge is proposed to help people walk from the Jubilee Park light rail stop directly down and across to the new community facility. This bridge is intended to be very simple and elegant.

Community Facility Parking Requirements

The proposed community facility will increase traffic and the demand for parking. The extent of the impact will depend on the facility's operating hours and uses.

The proposed community facility, new park amenities such as courts and junior oval, and the redevelopment of Harold Park all have the potential to place increasing demand on parking.

The Master Plan recognises that childcare centres have specific parking provisions and the junior oval would have drop-off and pick-up requirements:

- Child care centre parking provisions are maximum one space per 10 staff and two for customers based on the City's DCP
- The Master Plan proposes parking spaces for the community facility and child care centre be provided by signposting and/or pavement marking spaces as restricted for this use at certain times. During these peak periods, the overall parking supply for other users of the parklands will be reduced.

To optimise the use of parking, a parking management plan can be implemented. This may include signposting, regulations, restrictions and management of parking areas.

HERITAGE

Railway viaduct

The significant heritage opportunity here is the final opening up of the listed railway viaduct arches, with the new allocation of community creative space in the Tram Sheds and community facility.

Interpretive opportunities here revolve around the water story and changes to the site over its evolution.



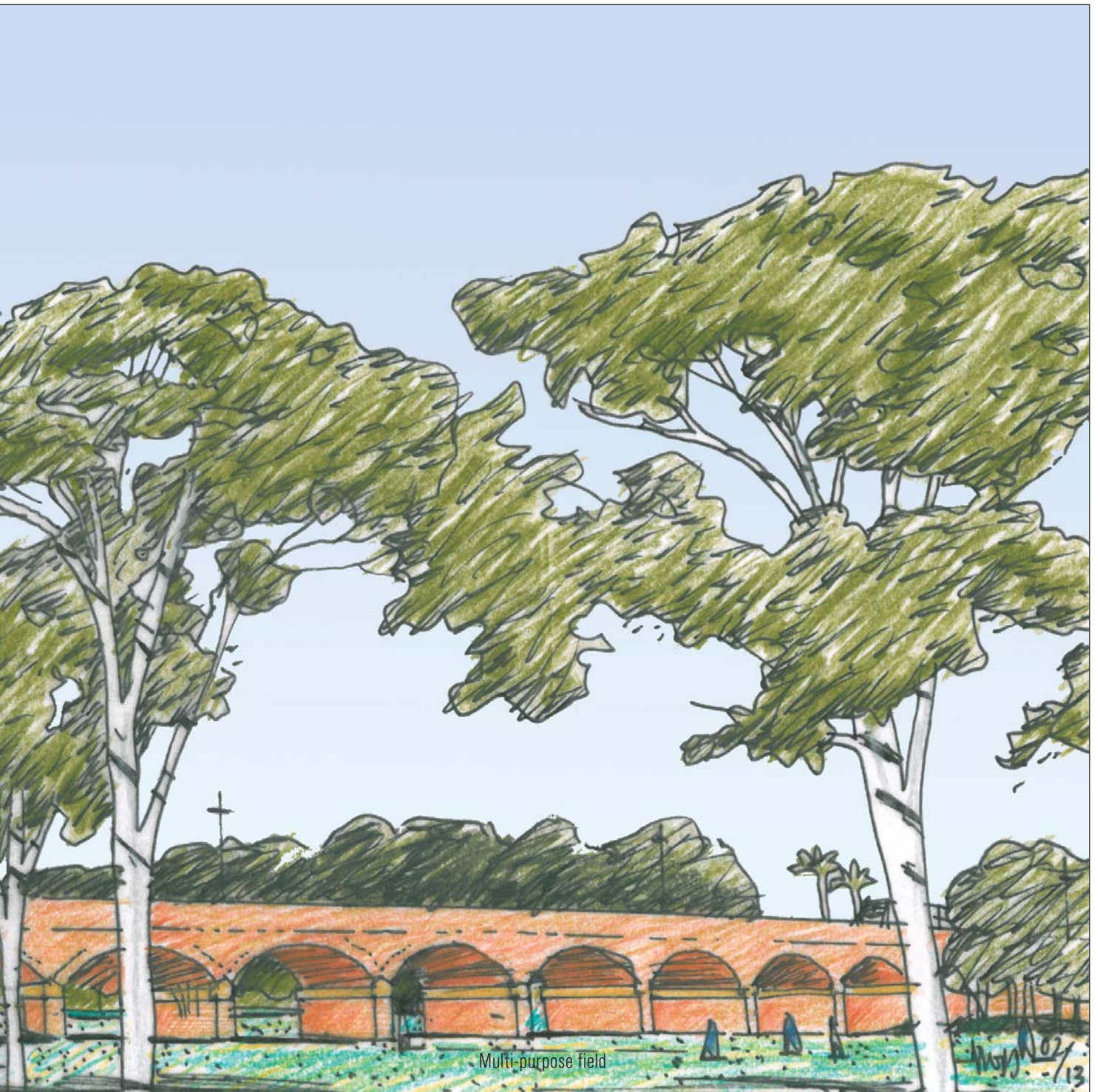
View along the opened viaduct and new Village Green.





View from new community recreation facilities looking north across the Village Green





View looking east from The Crescent



View of the Crescent with new community facility, junior playing field and existing saltmarsh.



View to new Harold Park and the Crescent parkland looking north.





6.0 NEXT STEPS

6.1 **NEXT STEPS**

This Master Plan will guide and coordinate the planning and investment decisions for the parklands into the long-term. More immediately, it will set the basis for the development of the City's design for the new open space of the former Harold Park Paceway.

As future projects are defined and funding secured, further concept design, technical investigation and community engagement will be undertaken.





