

Wentworth Park and Plan of Management

Resolution of Council 26 August 1991

Related policies and other documents

City Engineer's Report 14 August 1991

Report of Manidis Roberts Consultants

Category: Planning - Council

Summary:

Council adopts, in principle, The Wentworth Park Plan of Management, Summary of Public submissions, policy and master plan and action points.

Authority: Council 26.8.91 (p532)

File Reference: P02-00185

Text:

That arising from consideration of a report by the City Engineer dated 14 August, 1991, approval be given to:-

- (1) the Wentworth Park Plan of Management, Summary of Public Submissions and Policy and Master Plan and Action Points submitted by Minidis Roberts, Consultants, being received, and approved in principle;
- (2) the Secretariat being requested to arrange a suitable time and venue for a meeting between Council, the Greyhound Racing Associations and the Trust;
- (3) submissions being prepared for presentation to Council and following resolution to the Minister, as a result of the meeting between Council, the Greyhound Racing Associations and the Trust and any subsequent meetings;
- (4) the Department of Planning being requested to include Wentworth Park, as a Regional Open Space, in the Regional Environmental Plan for the City West Planning Strategy, and the principles of the Plan of Management being embodied in the Planning Instruments at the appropriate time;
- (5) the City Engineer preparing a report detailing specific amendment to the Plan of Management and all actions arising from the Plan so that Council may adopt the Plan of Management as soon as the discussions with the Racing Industry have concluded, and further, that the location of the Amphitheatre be re-examined.

Note: A copy of the plan of Management Volumes I, II and IV are located in the Planning/Building Division Library.

Other References:

City Engineer's Report 14.8.91

Report of Manidis Roberts, Consultants

Keywords:

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SYDNEY CITY COUNCIL

WENTWORTH PARK **PLAN OF MANAGEMENT**

VOLUME 1 - POLICY AND MASTER PLAN

August 1996



WP96

SYDNEY CITY COUNCIL

WENTWORTH PARK
PLAN OF MANAGEMENT

VOLUME 1 - POLICY AND MASTER PLAN

August 1996

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**Appendix A - Extract of Licence Deed: Trustees of Wentworth Park
(car parking conditions)**

Appendix B - Visitor use

Other volumes of this Plan of Management are:

Volume II : Action Points

Volume III: Supporting Papers

Volume IV: Assessment of Submissions

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SYNOPSIS

Wentworth Park is approximately 15 hectares in size and is located about 1.5 kilometres to the west of the central business district of Sydney. It is an historic park having been dedicated in 1885, and has played a significant role in the provision of major sporting and other recreational pursuits on the city-fringe for over 100 years.

The rationale behind the plan is based on the need to provide short and long term policy, management direction and design guidance for the Park.

The Park is currently dominated by the Greyhound complex and although the complex itself is not subject to this plan of management, the inter-related nature of the Park has meant that it has been necessary to consider the influence of the Greyhound complex on the Park. The Greyhound complex effectively divides the Park into two separate areas. The section of the Park to the north of the Greyhound complex is further divided by an historic railway viaduct that runs from Ultimo to Glebe. Three recreational settings have therefore been defined for Wentworth Park outside of the area enclosed by the Greyhound complex. These are:

- **Section A** (the north-west section). The area between the railway viaduct and Pymont Bridge Road, including the historic Avenue of Figs.
- **Section B** (the central section). The sporting fields between the Greyhound complex and the railway viaduct.
- **Section C** (the south-east section). The area which includes the children's playground and two significant Fig trees.

The user survey demonstrates that Wentworth Park is under-utilised when compared with other inner-city parks, with an estimated 100,000 - 150,000 visits per year (including informal use and special events), compared with 550,000 visits to Victoria Park, 500,000 visits to Prince Alfred Park and 534,000 visits to Phillip and Cook Parks. Wentworth Park serves as a local park with a majority of users visiting the Park because they live in the area. Most users visit the Park very frequently, either daily or a few times a week, and the major activity is walking through.

It is considered that the use of Wentworth Park could be substantially increased without affecting the ability of the park to accommodate this additional pressure. This is fortunate given the added pressures that will inevitably arise out of the development of the Ultimo-Pyrmont ridge over the next 30 years through the CityWest Urban Strategy.

The major issue identified in the plan of management is the car parking in the Park, associated with the Greyhound complex. Car parking currently occurs in the central and south-east sections on Monday and Saturday nights. A Soils and Drainage study was conducted as part of the plan of management and this identified compaction as a result of car parking as a major problem resulting in poor infiltration and surface ponding. Other significant issues include traffic noise, poor access and the need to upgrade the playground equipment.

A Heritage and Archaeology study was also completed. This has identified a number of significant elements within the Park. These include the railway viaduct and the Avenue of Figs in the north-western section of the Park and several significant Figs in the south-eastern section. Several buildings within the Greyhound complex have also been identified as having historical significance.

The aims of the master plan are to:

- Reinforce the heritage of the Park.
- Develop consistency of design style and detailing throughout the Park.
- Provide physical and visual links between all parts of the Park and to surrounding areas.
- Develop a strong defining edge.
- Make the Park more attractive and useable.
- Ensure that no further public alienation of the Park occurs.

In order to achieve these aims the following major actions are required:

- Elimination of car parking from the middle section of the Park.
- Consolidation of carparking into the south-eastern section of the Park.
- Beyond 15 September 2007 car parking be relocated outside the Park.
- Develop a market-related car parking fee structure
- Soil and drainage conditions are to be improved progressively.
- Re-enforce perimeter plantings.
- Remove all structures built beneath the railway viaduct arches.
- Rationalise the provision of sporting fields, removing the soccer field in the north-western section and substantially upgrading the fields in the central section of the Park.

Synopsis

- Construct a Park depot and public toilets and change rooms adjacent to the grandstand facade in the central section of the Park.
 - Consider a skateboard facility adjacent to the new Park depot.
 - Improve access and provide a network of safe paths.
 - Improve pedestrian access from the park across the major roads.
 - Replace fencing separating the Greyhound complex from the rest of the Park, in co-operation with the Trust, with a secure open metal fence that takes advantage of views.
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1 INTRODUCTION

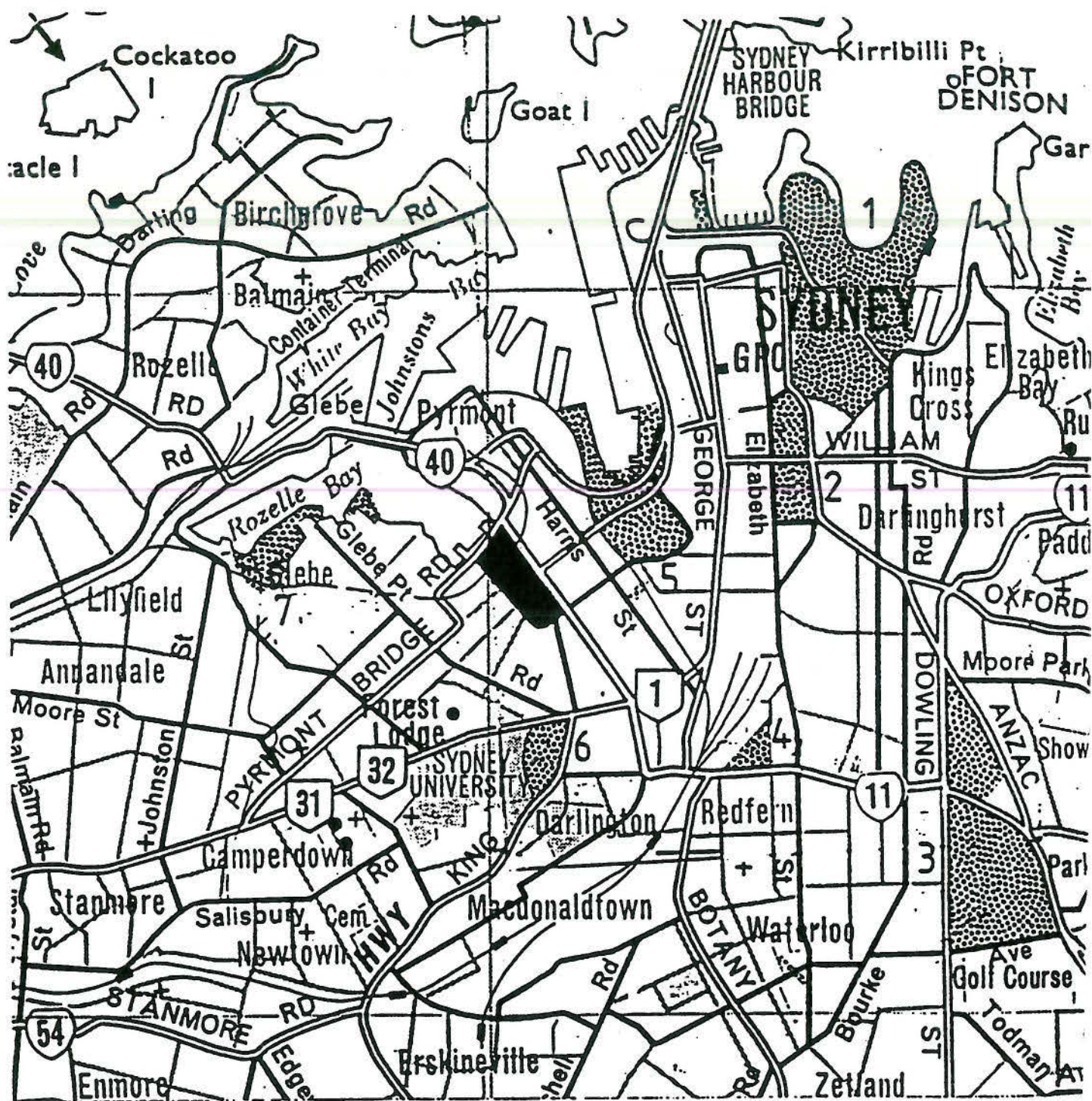
1.1 BACKGROUND

Wentworth Park occupies land reclaimed by the filling of Blackwattle Swamp during the latter part of the 19th century. The Park itself was dedicated on 10th November 1885. Wentworth Park is Crown Land that lies within the Municipality of Leichhardt but is located on the boundary between Sydney and Leichhardt Council areas (see **Figure 1**). The Park is approximately 15 hectares in size and is located about 1.5 kilometres to the west of the centre of the City of Sydney.

Until February 1990 the Park was under the control of the Wentworth Park Trust, which is appointed by the Minister for Land and Water Conservation. Since this time all areas outside the Greyhound complex have been placed under the Trusteeship of Sydney City Council. However, Leichhardt Council maintains the nature strip and footpaths around the Park.

The Trustees of Wentworth Park Greyhound Racing Complex maintain responsibility for the licensed areas occupied by the Greyhound complex, which covers an area of approximately 3.6 hectares within the Park. In 1985 a licence agreement was entered into with the then Minister for Natural Resources between The Trustees of Wentworth Park and the New South Wales National Coursing Association and the New South Wales Greyhound Breeders and Trainers Association. This area is not subject to this plan of management. However because of the inter-related nature of the Park it has become necessary to consider the influence of the Greyhound complex in the development of the plan of management.

It is the aim of Sydney City Council (Central Sydney Strategy, 1988) to prepare and implement plans of management for each of the parks around the City and this policy is being applied to Wentworth Park, which forms part of an outer chain of urban parklands. Other urban parks are the Domain and Botanic Gardens, Victoria Park, Prince Alfred Park, Centennial and Moore Parks (see Figure 1). Each of the parks has had a plan of management prepared by their respective trustees.



ENLARGED FROM THE SHELL SYDNEY ENVIRONS ROAD MAP

- 1 BOTANICAL GARDENS
- 2 HYDE PARK
- 3 MOORE PARK
- 4 PRINCE ALFRED PARK
- 5 DARLING HARBOUR
- 6 VICTORIA PARK
- 7 BICENTENNIAL PARK

WENTWORTH PARK

FIGURE 1

WENTWORTH PARK

REGIONAL LOCALITY

In May 1990, Sydney City Council appointed Manidis Roberts Consultants to prepare a Plan of Management for Wentworth Park. At this time a Steering Committee and Residents Advisory Committee were formed to guide the process. A list of the members of these committees is included in **Section 6**.

1.2 PARK CONTEXT

Wentworth Park is an outstanding item of heritage value and a major public asset for the people of Sydney. The Park was first laid out in the late nineteenth century, on land reclaimed from Blackwattle Bay. The Park is believed to have been designed by James Jones, Overseer of the Government Domains, under the supervision of Charles Moore, Curator of the Botanic Gardens. The Park retains some reminders of its early gardenesque layout, including the avenue of Fig trees along Bridge Road that are believed to have been planted by Charles Moore himself. Other historic elements, such as ornamental lakes, a picket edged cricket ground, iron fences, curvilinear paths and the Wentworth Park Bowling Green are now gone. More recent items such as the railway viaduct are significant heritage items in their own right.

Items of heritage significance in the Park therefore include the avenue of Figs in the north-western section of the Park, the railway viaduct, as well as the large Figs in the south-eastern section of the Park. In addition there are three buildings of heritage value that are found within the Greyhound complex, these are the former toilet block built c1900, the National Coursing Association (NCA) entry tower and the NCA stewards' building.

Today, Wentworth Park suffers from an image of neglect. The use of the Park for car parking for the Greyhound complex has reduced the quality of the grassed areas and playing fields. The Park is surrounded on all sides by busy roads and is flat, windy and generally uninteresting. Further, although it is very close to Blackwattle Bay, industrial uses of the foreshore to the north of the Park obstruct views of the water. The local Park context is shown on **Figure 2** including the areas commonly used for car parking, surrounding roads and land uses.



ENLARGED FROM GREGORYS MAP 216 SUBURBAN SYDNEY

--- COUNCIL BOUNDARY

 PARKING WITHIN THE PARK



FIGURE 2

WENTWORTH PARK
LOCAL PARK
CONTEXT

The Park has enormous potential, particularly as the focus of the city moves further to the south and west. With completion of the CityWest Urban Strategy , it is predicted that The Ultimo Pymont ridge will become the home of almost 20,000 people within the next 20 years. During the same period the working population will swell from 10,000 to a maximum of approximately 54,000. The demands upon open space areas such as Wentworth Park will increase correspondingly.

The Park is currently dominated by the Wentworth Park Greyhound Racing Complex which effectively divides the Park into two separate areas. The section of the Park to the north of the greyhound complex is further divided by the railway viaduct that runs from Ultimo to Glebe. Three recreational settings are therefore defined for Wentworth Park as shown on **Figure 3**, not including the area enclosed by the Greyhound complex. These are:

- **Section A** (the north-west section). The grassed area extending north from the railway viaduct to Pymont Bridge Road, including the historic avenue of Figs.
- **Section B** (the central section). The area between the Greyhound complex and the railway viaduct which is characterised by its use for sporting activities.
- **Section C** (the south-east section). The area to the south of the Greyhound complex which includes several significant Fig trees and the children's play equipment.

1.3 RATIONALE FOR A PLAN OF MANAGEMENT

The rationale for the preparation of this plan of management comes from the desire of Council, the Steering Committee and Residents Advisory Committee, and the local community to determine a strategic framework for the management and use of this significant area. It is widely felt within the local community that the Park environment has suffered because of a lack of funds and an ad hoc method of decision making.

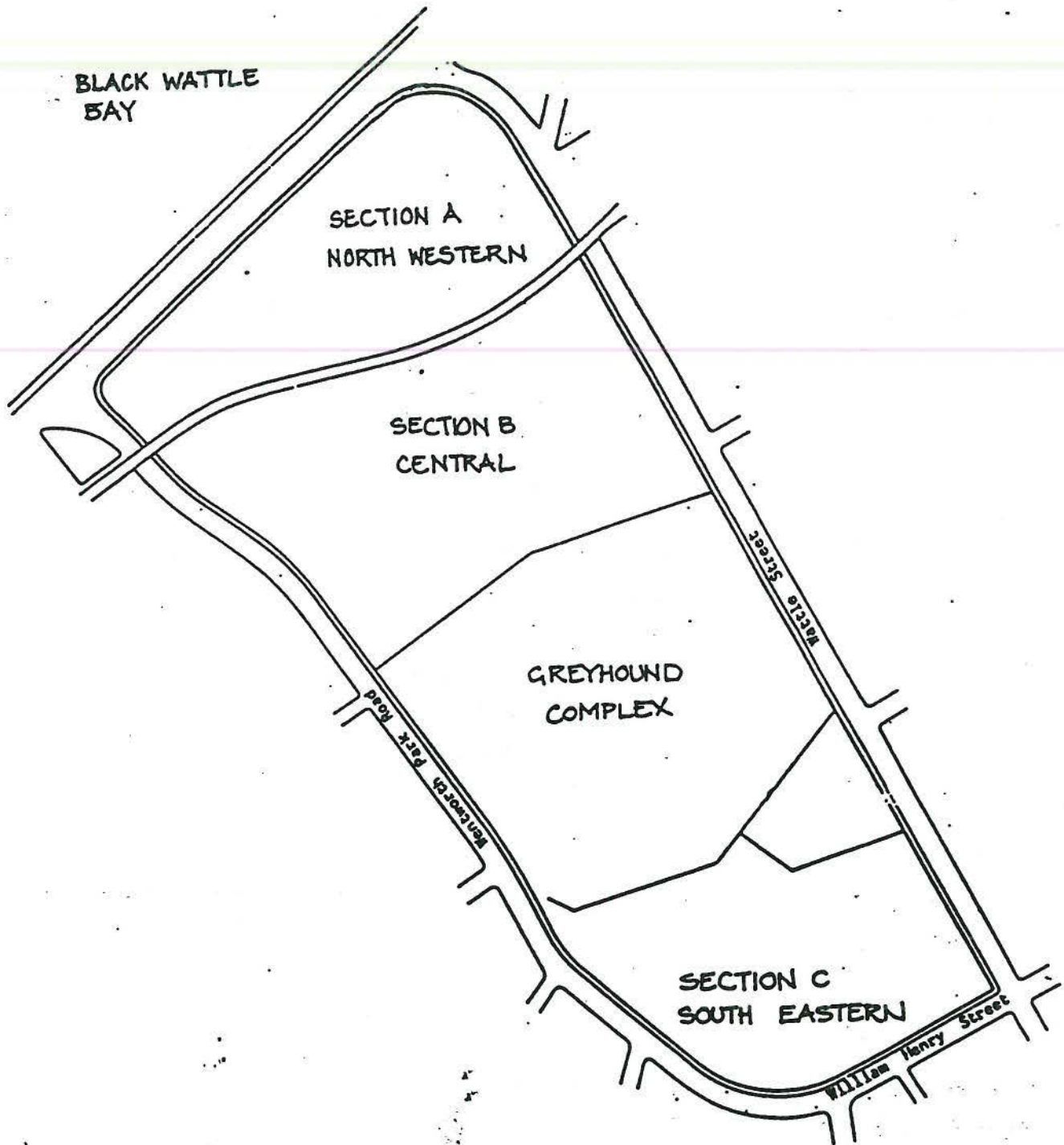


Figure 3
Wentworth Park recreational settings

There has been considerable conflict relating to appropriate use of the Park and the type of recreational experiences that should be provided. A major issue has been the presence of the Greyhound complex and the use of the Park for car parking.

The rationale for the plan of management is based on the need to provide short and long term management, policy direction and design guidance within the framework of changing local and city-wide needs. Over time, changing needs and opportunities will place different pressures on the Park and it is necessary that Council has guidelines to control ad hoc and inappropriate responses to such pressures.

1.4 PLANNING OBJECTIVES

The objectives of the plan of management are as follows:

- To consider the role the Park will play within the context of predicted future pressures, particularly from the Ultimo Pyrmont precinct.
- To collect background data particularly in the areas of heritage, soils and drainage, parking, landscape architecture, horticulture and visitor use to enable the formulation of a rational and well founded planning strategy.
- To critically assess the options for the use of the area south-east of the Greyhound complex (which is currently used for parking) and the area to the north of the Greyhound complex, which includes the railway viaduct and extends almost to Blackwattle Bay.
- To assess opportunities to link the Park to Blackwattle Bay.
- To liaise with residents and sporting groups, trustees of Wentworth Park Greyhound Racing Complex, the Greyhound Racing Clubs, Glebe High School and Leichhardt Council to ensure that the final plan takes into account the range of views held within the community.

- To consider statutory measures to assist in the implementation of the final plan of management such as Crown Lands Act 1989 recognition and/or the preparation of a development control plan or local environmental plan for adoption by Council in order to ensure inviolability of the Park.

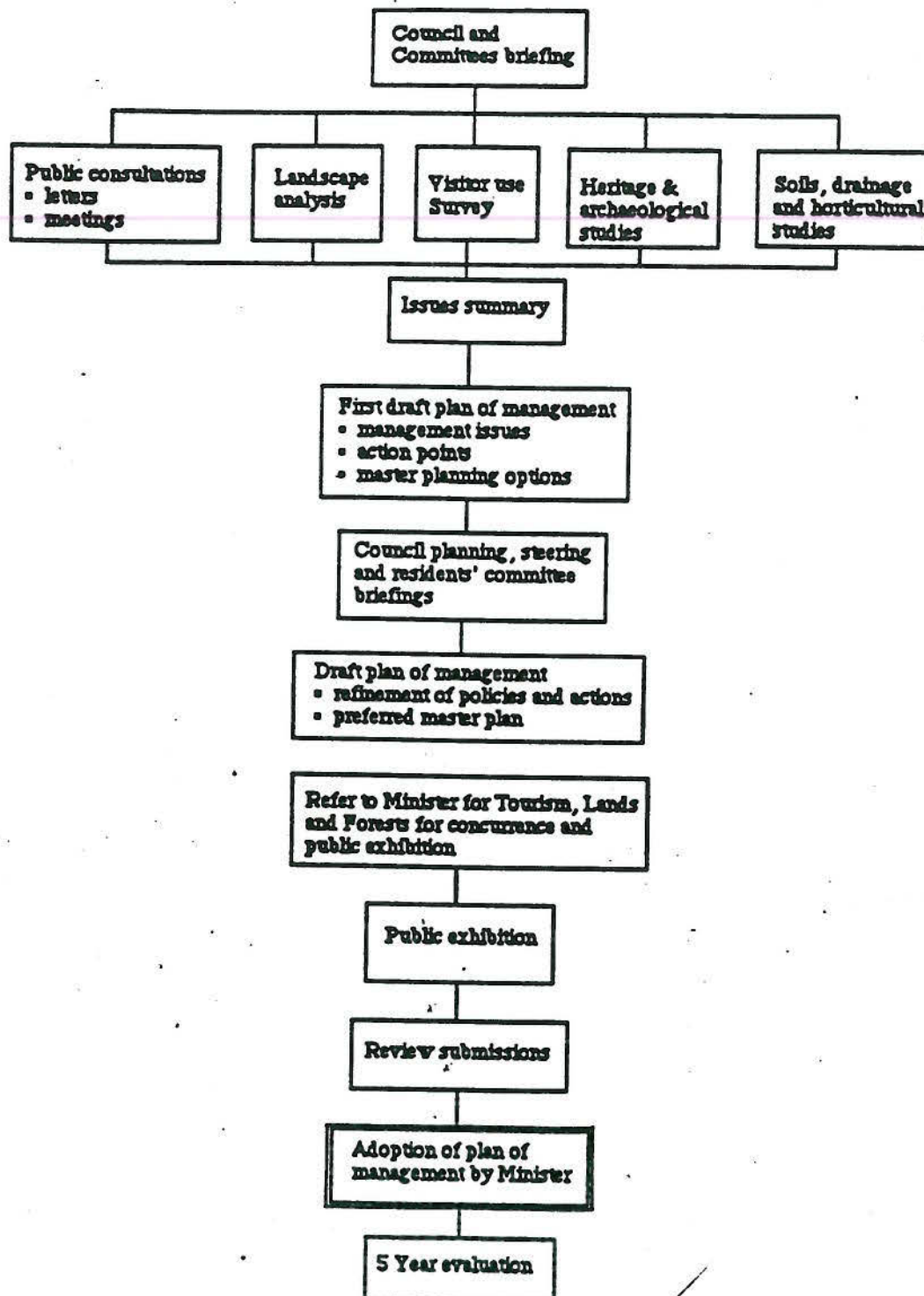
1.5 PLANNING PROCESS

There are a number of planning principles that form the basis of the approach taken in the preparation of this plan of management. These principles are:

- An issue driven process. Planning resources have been allocated according to the relative importance of issues as perceived by the Council, the local community, existing user groups and the consultant team.
- A consultative approach, whereby input has been sought from interested groups at a number of stages.
- An emphasis on practical considerations, giving attention to implementation, including long term development and day-to day management.
- Attention at the project inception stage to collecting only *relevant and useable information* so as to avoid duplication and inefficiencies.

The planning process is made up of a number of key tasks which are shown diagrammatically on **Figure 4**.

Figure 4
The planning process



1.6 STRUCTURE OF THE PLAN OF MANAGEMENT

The structure of the plan of management has been developed to facilitate implementation. Four volumes are presented:

- ***Volume I Policy and Master Plan*** in principle which includes the background to the plan and the policy and detailed master planning rationale. This document has been designed to provide a consistent decision making framework for a five to ten year period.
- ***Volume II Action Points*** which consists of actions and recommendations for implementation for the next five years. This is the *doing* component of the plan of management. It is expected that the action points be updated annually to reflect the current priorities and constraints and for this reason it has been bound separately.
- ***Volume III Supporting Papers*** which includes the detailed specialist studies completed for the plan. They are presented for reference purposes. The supporting papers include the Visitor Use Survey; Soils and Drainage; Heritage and Archaeology; Historical Context Report; and Community Consultations.
- ***Volume IV Assessment of Submissions*** which includes an analysis of the Wentworth Park Greyhound Racing Complex and the combined submission by the National Coursing Association and the Greyhound Breeders, Owners and Trainers Association on the April 1992 draft.

2 THE BASIS FOR MANAGEMENT

2.1 THEME AND ROLE STATEMENT

The theme and role statement defines the philosophical basis of the plan of management. This is in essence a mission statement to give clear direction for the development of the Park and to target the type of experiences that the Park should provide. Without this direction there is a risk that park managers may attempt to make the Park all things to all people. The danger of this is that the Park may provide poor experiences for most users whilst often reducing the best experiences the Park can offer.

In defining the theme of Wentworth Park, consideration has been made of the Park's historical context and to the current and projected future recreational needs. The theme should be linked to the Park's heritage and its continuing importance as an example of a 19th century park.

The role has been defined with consideration of how the Park relates to the neighbouring areas and to other inner city parks. For example, Wentworth Park plays an important role in the provision of open space to local residents and also in the provision of playing fields to the wider inner city area.

The role of Wentworth Park has been evolving and changing since the Park was dedicated, and this will continue to occur as the needs of the local and regional population change. Since the Park was reclaimed from the Blackwattle Swamp it has served as a formal 19th century park, it has been a focus for community activities, parts of the Park have been temporarily alienated for wool stores and an American army camp during World War II, and more recently the Greyhound Racing Complex has come to dominate the Park physically and financially, causing conflicts in the local population.

Council's request for trusteeship of the open space areas of the Park is seen as reflecting the need to upgrade the Park environment and to create an equitable mix of locally based sporting and passive recreational activities. Suitable uses for the Park under Section 108 of the Crown Lands Act 1989 include:

- Entertainments
- Equestrian events
- Functions
- Markets
- Sporting activities

The basis for management

The role of Wentworth Park adopted for this plan of management can be summarised as follows:

As the major open space area in the western edge of the city, Wentworth Park has regional significance in the provision of recreational opportunities. Its role must be seen in the context of the revitalisation of Pyrmont and Ultimo and the consolidation of the residential areas of Glebe and Annandale.

Within this context there is a diversity of functions as follows:

- To highlight historical features of the Park, through consideration in the landscape design, interpretive material and appropriate lighting.
- To provide high quality, non-sporting spaces for the high proportion of regular, short-duration, local visitors. To work towards the development of the southern section of the park in the character of a village green to serve the local community.
- To continue to provide inner-city sports fields between the railway viaduct and the Greyhound complex and to improve their standard in order to facilitate quality local sporting opportunities. Seats, change rooms and toilets should be provided to a standard appropriate to the Park's role as one of the major sporting fields in the inner city.
- To enhance the local and regional use role by establishing physical and visual links with adjoining areas. In particular to link the Park with the foreshore of Blackwattle Bay and associated open space areas and Darling Harbour.

These statements have been used in the subsequent management issues and master plan options to guide policy development and the action plan.

3 MANAGEMENT ISSUES AND POLICY FORMULATION

An initial task in the preparation of the plan of management was to consult with sporting organisations, community groups, council staff and relevant public agencies (see **Figure 4**). This process served to highlight and identify the most important issues that require policy and action formulation. These are listed below in priority order.

- Parking.
- Drainage and soils.
- Landscape character.
- Heritage and archaeology.
- Recreational use.
- Traffic noise.
- Footpaths and access.
- Lighting and safety.
- Playgrounds.
- Administration and management.
- Relationship with adjoining land users.

These issues are dealt with, in turn, in this section. For each issue, the desired outcome, description of the existing situation, proposed management policies and performance measured are defined. The action recommendations resulting from each issue statement are specified in the attached volume, *Action Points*. The purpose of separating the policies from the recommendations is one of timing. The policies defined for the Park should remain constant for 5-10 years. In contrast, the recommendations or action points are organised in priority order and need to be updated annually in order to reflect the current priorities and resource constraints.

The preferred master planning options (Section 4) have been developed from the management planning framework outlined in this section.

3.1 PARKING

Desired outcome

At the expiration of the Licence Agreement, relocate all car parking from within Wentworth Park.

Description of the existing situation

The use of the Park as parking during events at the Greyhound complex is the major issue considered in this plan of management. A Licence has been granted to the Trustees of the Wentworth Park Greyhound Racing Complex which includes an agreement to provide parking in certain areas outside the Greyhound complex when greyhound racing and a limited number of other specified functions are held within the complex. As a condition of becoming Trustee of Wentworth Park, Sydney City Council has agreed to the parking provisions of the Licence Agreement. A copy of the relevant parts of the Licence is included in **Appendix A**.

The most frequent use of the Park for car parking is for the Greyhound race meetings on Saturday and Monday nights. The current (1996) average car parking needs are 295 cars for a Saturday meeting and 203 cars for a Monday meeting. The areas used for car parking have been previously shown in **Figure 2**.

The greyhound car parking users can be broadly divided into four groups, as below:

- | | |
|---------------------------|--|
| • <i>Administrators</i> | 20-30 cars parked inside the complex area. |
| • <i>Bookmakers</i> | 30-40 cars usually parked inside the complex area. |
| • <i>Greyhound owners</i> | 50-60 cars usually parked on the southern side of the Park. |
| • <i>Spectators</i> | <u>100-300</u> cars parked in the Park on both sides of the Greyhound complex. |

Only administrators and bookmakers are allowed car parking access within the complex on race nights.

Results of the car parking survey conducted as part of the visitor use survey (see **Appendix B**) show that the parking facility caters for a largely male group, who attend greyhound races very regularly, and will travel considerable distances to attend.

The organisation of parking is currently contracted out by Sydney City Council. The present parking fee is \$4.00 per vehicle, raised from \$2.00 in June 1996.

From a park management viewpoint, the use of the Park for car parking is an unsatisfactory situation. Aside from issues of impact on the quality of the Park and conflict with other uses, the facility is sub-standard as a car park. After periods of heavy rain much of the grassed area is covered by large pools of water, which can lead to a closing of car parking at short notice. If car parking occurs while the soil moisture content is too high, boggy conditions result and it has been necessary for cars to be towed from the Park from time to time. The impact of parking during these times can cause lasting damage to the area, further increasing compaction and reducing infiltration of rainfall. The Soils and Drainage Study (**Supporting Paper B**) directly linked the problems of drainage in the Park with soil compaction caused by the car parking. This is further discussed in **Section 3.2**.

The location of the main entrance to the Greyhound complex is on Wentworth Park Road, adjacent to densely populated residential areas in Glebe. The focus of parking activity and movement of cars in this area and the overflow of car parking into neighbouring streets therefore has considerable impact on local residents. Local resident groups have suggested that the main entrance should be on the Wattle Street side of the complex, to shift the focus of activity away from residential areas.

Sydney City Council has adopted a car parking policy for the open space areas of Wentworth Park. The specific aim of this policy is to restrict the car parking in the short term to those events required to be provided under the Licence agreement and to eliminate car parking altogether, the only exception being use during transport strikes.

Management options

In resolving the issue of car parking within Wentworth Park, three management options are considered.

Price

The recently increased price of \$4.00 per car for parking within Wentworth Park is at the lower end of the market rates comparable to on course parking at Randwick, it is

however not related to the damage that the parking causes to the Park. The options considered for review of price include:

- Subsidised pricing - where the price is lower than set at other comparable venues, which was the case until July 1996.
- Market pricing - where the price is increased to reflect the market in comparable car parks used for sporting fixtures on the fringe of the city. There are a limited number of these car parks at Moore Park and Randwick Racecourse with the price varying from \$4.00 - \$7.00 per day.
- Full damage replacement pricing - where the price is increased to reflect the costs of rectifying the damage caused by parking. The Soils and Drainage Study (**Supporting Paper B**) has directly linked the drainage problems of the Park to soil compaction caused by parking. To fully rectify this problem will cost many thousands of dollars, increasing the per unit car cost above the market pricing option.

There is a procedure for altering the price for parking through the annual revision of Council's Fees and Charges. The recommendation however, must have the approval of the Minister before implementation. The price must be only sufficient to recover costs and is referred to in the Licence Agreement.

Location

It is the stated desired outcome of this plan of management to remove all car parking from Wentworth Park at the expiration of the Licence Agreement, because of the unfavourable impact it has on the Park and the constraints it places on the completion of the master planning process, while still providing parking in accordance with the Licence obligations.

The options, in the long term, for locating the car parking associated with greyhound racing away from Wentworth Park are considered in Table 1 below.

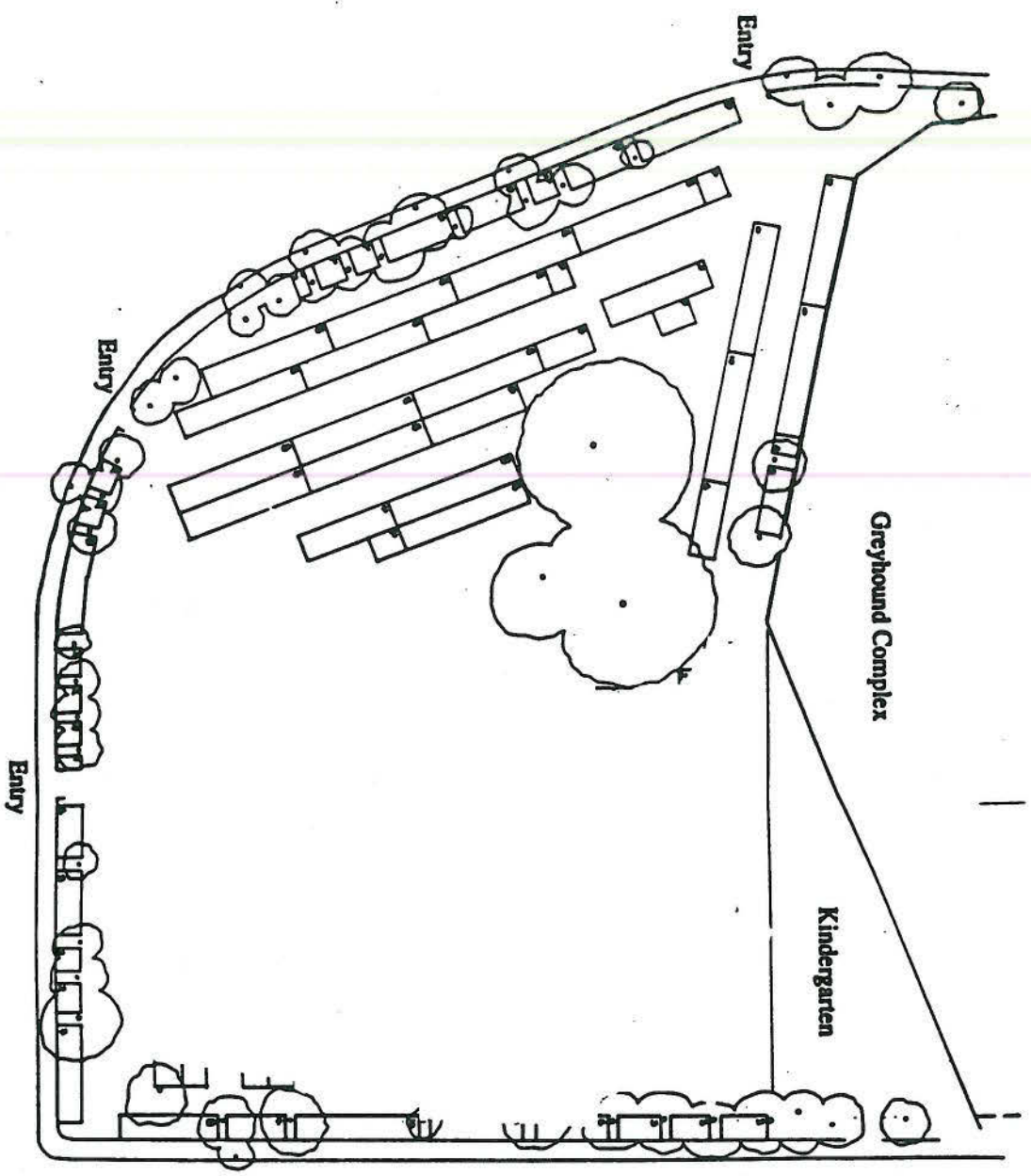
Table 1: Options for car parking locations in the long term

Location	Description	Advantages	Disadvantages
Wentworth Park	Existing situation	<ul style="list-style-type: none"> • Close to venue • Historical usage 	<ul style="list-style-type: none"> • Soil compaction • Reduces landscaping options • Visual impact • Local resident disquiet • Lack of security • Boggy conditions • Not available during wet weather • Council restrictions
Greyhound complex - outer	Parking greyhound owners, administrators and bookmakers within the complex but outside track (maximum 150 cars)	<ul style="list-style-type: none"> • Security • No impact on Park • Use of sport and recreation spaces • No weather restrictions • Trust earns money 	<ul style="list-style-type: none"> • Cost in removing internal surplus infrastructure to allow maximum parking • <u>Not big enough to cater for all cars</u>
Greyhound complex - inner	Utilising the internal track space for spectator parking (maximum 200 cars)	<ul style="list-style-type: none"> • Available for all functions • Security • No impact on Park • Close to venue • Trust earns money 	<ul style="list-style-type: none"> • Cost of access mechanism • Historical significance of field • Visibility during races • Area used as a nursery • Not big enough to cater for all cars • Poor drainage
Street parking	Residential street parking	<ul style="list-style-type: none"> • Low cost • No impact on Park 	<ul style="list-style-type: none"> • Resident opposition • Patron inconvenience
Wentworth Park Consolidation	Consolidation of car parking to the south-east section of the Park. This has a capacity of more than 800 cars as shown on Figure 5.	<ul style="list-style-type: none"> • ability to improve sports fields • reduction of over-all impact of cars • can be achieved at no cost 	<ul style="list-style-type: none"> • <u>does not ensure short term location of parking</u> • <u>Inability to improve south-east section while parking is present</u>
Fish Marketing Authority	Using the car park for the fish market with a capacity of 400 cars	<ul style="list-style-type: none"> • Existing facility • No impact on Park 	<ul style="list-style-type: none"> • Distance from venue

Table 1 (cont'd): Options for car parking locations in the long term

Location	Description	Advantages	Disadvantages
Darling Harbour Car Parks with shuttle bus	There are a number of car parks in this vicinity that are open from 6.00 am to 12.00 midnight	<ul style="list-style-type: none">• Existing infrastructure• No impact on Park	<ul style="list-style-type: none">• Inconvenient for patrons• Cost• Organisation
Wattle Street warehouses	Two 4-6 storey buildings in Wattle Street opposite the Park with car parking capacity for 250 cars	<ul style="list-style-type: none">• Existing infrastructure• No impact on Park• Proximity	<ul style="list-style-type: none">• Lack of availability• Not sufficient size• Timing of redevelopment
Council Wattle Street site	Council owns a site zoned industrial between the Railway line and Fig Street formerly known as the Wattle Street depot. Council is considering the sites disposal which could include concessions on car parking provision for Greyhound meetings. Possible contribution to development by the Racecourse Development Fund. This site could also be used temporarily with some site alterations for temporary parking at ground level.	<ul style="list-style-type: none">• Council likely to dispose of site• Proximity• No impact on Park• Security• All weather access	<ul style="list-style-type: none">• Timing• Possible size constraint

The preferred option, in the short term, is for the consolidation of parking to the south-eastern section of the Park with the acknowledgment that a long term alternative has to be jointly developed for parking outside Wentworth Park. The current level of car parking can be accommodated easily in the south-eastern section as shown on Figure 5.



Legend

10 Number of car spaces

Existing trees

Scale 1:1000
Total number of cars 833

Figure 5
Proposed car park layout
South Eastern Section

Management policies

- A Consolidate car parking to the south-eastern section of the park (minimum 250 car spaces, however overflow would be available should this number be exceeded).
- B In conjunction with the Trustees of Wentworth Park Greyhound Racing Complex, and both Greyhound Racing Associations, optimise car parking within the Greyhound complex by the encouragement of parking by administrators, bookmakers and, in time, owners.
- C Protect public access to the existing areas and avoid any extension to the Wentworth Park Greyhound Racing Complex.
- D No parking will be allowed in Wentworth Park during wet weather as determined by Council.
- E Parking is allowed in the south-eastern section of the park for emergency transport strikes at the established cost with the approval from the Sydney City Council General Manager.

Performance measures

- Achievement of the relocation of car parking from the open space areas of Wentworth Park at the expiration of the current Licence Agreement.

3.2 DRAINAGE AND SOILS

Desired outcome

To improve drainage and soil conditions so as to allow full recreational use of the Park in all but the most adverse weather conditions and to promote healthy plant growth.

Description of the existing situation

A soils and drainage study was completed by the Sydney Environmental and Soil Laboratory Pty Ltd. This full study is reproduced in **Supporting Paper B**. The objectives of this work were as follows:

- To document the soil profile.
- To define plant growth constraints via chemical analysis.
- To determine the extent of soil compaction and infiltration rates; and
- To assess the horticultural condition of major trees in the Park.

This work has highlighted the major site concerns to be crusting and compaction of the topsoil causing low infiltration, surface ponding, poor profile drainage and reduced wear tolerance of the turf. This is primarily the result of car parking in the southern and central sections and to a lesser extent regular sporting fixtures in the central section of the Park.

Four areas are dealt with in more detail.

- The Avenue of Figs.
- The playing fields and associated grassed areas both north and south of the railway viaduct.
- The southern part of the Park.
- Greyhound complex.

The Avenue of Figs

The soil profile in this area is consistent, with 100 mm of topsoil covering the mixed fill. The topsoil is badly compacted in many places. While figs are tolerant of compacted substrates these levels place further stress on trees already considerably stressed. The chemical properties of the immediate environment are acceptable.

The horticultural significance of the avenue is high (see Section 3.3). The existing condition is varied but in general is in poor condition due largely to lopping and limb removal and to a lesser extent to compaction and the combined stress of their location. The fundamental problem is that they have been planted too close together causing canopy and root competition. Some Eucalypt species have also been inappropriately interplanted.

Playing fields on both sides of the viaduct

The playing fields are in poor condition and can be expected to deteriorate further if the current level of usage continues without upgrading. Sporadic topdressing has occurred with low spots being filled with a range of materials including loam, sandy loam and sand. Little turf has re-established in these areas. Chemically the topsoil in these areas is reasonably balanced.

There are no significant tree or horticultural elements in this area.

Compaction and surface crusting are severely restricting infiltration, soil aeration and root development. Periodic ponding, hard surfaces and low wear tolerance result and limit the usefulness of these areas. This is partly a result of the nature of the profile with the mixed fill acting as an impediment to profile drainage and root development.

A number of horticultural approaches are available to improve this situation but no major works are proposed while part of the area is still being used as a car park. The options are fully described in **Supporting Paper B** but include:

- Cultivation of compacted areas and re-establishment of turf cover. This would give short term benefits with crusting returning within 12 months.
- Slitting and coring of fields with coarse sand backfill. This would prolong the effect, possibly to three years.
- Install subsoil drainage.

South-eastern setting

This area is regularly used as car parking. The effect of this use is quite apparent with large areas of highly compacted soil. There is considerable addition of material to low lying areas including blue metal, road base, bitumen and sandy loam soil. In some areas the mixed fill subgrade is exposed. The current condition is poor and continued use as a car park will certainly lead to a deterioration in soil conditions.

This area is very variable and it is difficult to generalise regarding conditions.

The two figs adjacent to the children's playground are highly significant horticultural elements and the car parking around these is jeopardising their long term health.

Greyhound complex

The greyhound complex contains mature plantings of a fig species *Ficus hillii* which are significant horticultural elements within the Park. The existing condition of these trees was not assessed, but their significance is noted.

Management policies

- A To develop a long term strategy of removal of selected trees, fertilising and reducing compaction along the Avenue of Figs adjacent to Bridge Road.
- B To improve drainage within all parts of the Park to a point where it is not the limiting factor on use.
- C In those areas used for car parking to restrict soil and drainage improvements to minor works only.
- D To exclude car parking from the drip-lines of the two large Figs in the South-eastern section of the Park.
- E To optimise nutrient levels in the Park on a continuing basis.

Performance measures

- An increase in the utility of the Park, through a reduction in the volume and the time that free standing water remains in the Park following rainfall events.
- Assessment of the soil compaction and nutrient condition of the Park on a regular 2 year cycle.
- An improvement of the health and vigour of the trees and other vegetation, particularly the Avenue of Figs.

3.3 LANDSCAPE CHARACTER

Desired outcome

An identifiable character and design for the whole Park with a clearly defined boundary, using components of the formal nineteenth century parkland within the constraints imposed by the more recent developments within the Park.

Description of the existing situation

The existing landscape character of Wentworth Park is not significant, however its size and location offer the potential to create a large and beautiful park, which would be a significant contribution to the landscape character of the area particularly given the City West Urban Strategy. The Park is currently flat and open and remains very wet for considerable periods after rain. The problems of drainage and soil compaction have been outlined in Section 3.2. The full extent of the Park is not apparent because it is divided into separate sections by the Greyhound complex which stretches from the footpath on Wattle Street to the footpath on Wentworth Park Road. The railway viaduct also stretches across the full width of the Park. This segregation prohibits the concept of a large park.

The surrounding context of Wentworth Park contributes to its visual interests. To the west is Glebe with its visually appealing housing, in places running up the side of a steep hill. To the east are the impressive facades of an old warehousing area, with the city skyline as a backdrop. To the north is an industrial skyline which largely obstructs views of Blackwattle Bay.

The Park is surrounded on all sides by busy roads which reduces physical connections, as outlined in Section 3.7. The roads further reduce the desirability of the Park (see Section 3.6).

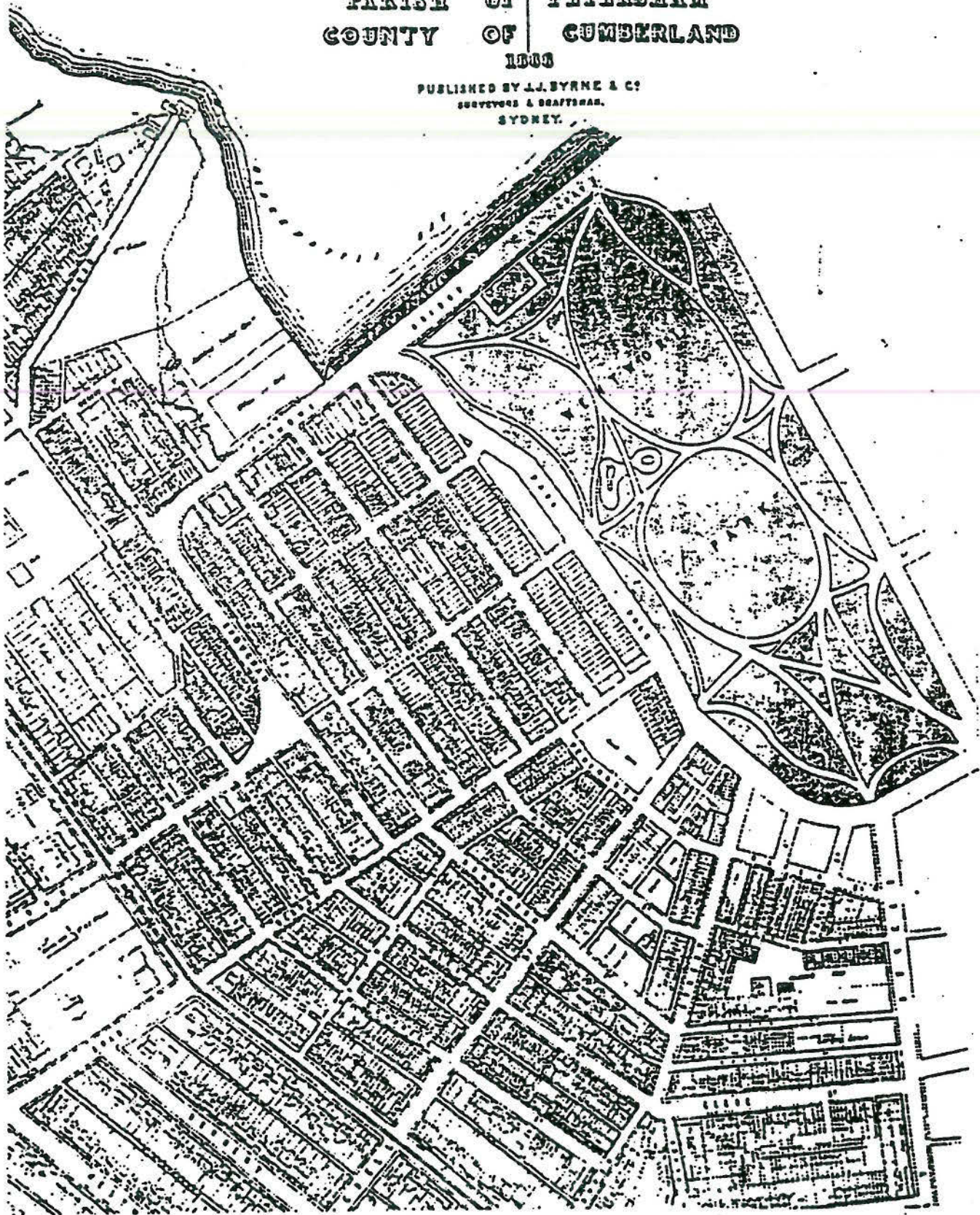
Some character is contributed by elements within the Park. Very little remains of the original Park layout which is shown on Figure 6. The Greyhound complex and railway viaduct have obliterated many of these elements. A large number of existing trees are visually significant, the railway viaduct is prominent and the buildings and walls of the Greyhound complex are dominating. These elements do not work together to build up any distinctive character, they further detract from the idea of the Park as one place.

GLEBE MUNICIPALITY

PARISH OF PETERSHAM
COUNTY OF CUMBERLAND

1888

PUBLISHED BY J.J. BYRNE & CO.
SURVEYORS & DRAFTSMEN,
SYDNEY.



FROM: HISTORICAL CONTEXT REPORT

FIGURE 5

WENTWORTH PARK

THE PARK IN 1888

NOT TO SCALE
MANIDIS ROBERTS

Many of the trees within the Park require treatment. Correct horticultural procedures are outlined in the **Action Points in Volume II**. A long term strategy of removing selected specimens and the interplanted Eucalypts from the Avenue of Figs has been developed to reduce the severe competition.

Management policies

- A Develop the landscape so as to increase the variety of experiences available, thereby increasing the range of possible users. This will include upgrading the sporting facilities in the central section of the Park and the development of areas for passive recreation.
- B Develop the Park boundaries and entrances with an attractive and consistent treatment and to develop a consistent approach to landscape design throughout the whole Park.
- C The heritage significance of the Park to be enhanced by planting which should be appropriate to the period during which the Park was established, both in the choice of species and in their layout. The existing trees, particularly the figs, form the basis for the framework in some parts of the Park.
- D Apply appropriate horticultural practices with particular regard to the avenue of figs along Pymont Bridge Road.
- E Develop visual and physical links both within the Park and to Blackwattle Bay across Pymont Bridge Road. Removal of the industry to the north of the Park will greatly enhance the views from the Park.

Performance measures

- An increase in the landscape quality and character of the Park, assessed on an annual basis.
- Achievement of the landscape development program as outlined in the management action points.

3.4 HERITAGE AND ARCHAEOLOGY

Desired outcome

To identify, maintain and manage items of heritage significance and to provide interpretive material so as to inform the public of the Park's significant history.

Description of the existing situation

An Heritage and Archaeological assessment was completed for Wentworth Park by Godden Mackay Pty Ltd as part of the plan of management (see **Supporting Paper C**). As part of this work Wendy Thorp, Heritage Consultant, prepared an Historic Context Report (see **Supporting Paper D**).

Summary of Park history

The following text is taken from the Historical Context Report (**Supporting Paper D**) and provides a useful summary of the Park's history.

Wentworth Park commenced life as a creek and swamp variously known, from the 1830s, as Blackwattle Cove, Swamp, Brook etc. Between the 1830s and 1860 various noxious industries were established along the shore, including, and in particular, abattoirs and boiling down works. The pollution from these works so befouled the swamp that, even after the removal of these establishments from the area, the local council lobbied to have the area infilled because of the stench that continued to arise from the water and mud.

Infilling the creek and head of the swamp commenced in 1876 and continued until 1880. Silt dredged from the harbour was used to carry out the process and numerous sea walls and dykes were constructed as part of the program. When the area was filled Trustees were appointed to manage the new Park and a competition was announced to design the new facility. After numerous complaints regarding the management of this competition the construction commenced and, by 1882, opinion had turned favourably to the new ovals, greens, paths, lakes and other facilities offered in the Park, now named Wentworth after the politician of the same name.

Throughout the 1880s and 1890s the Park came to serve as a focus for community activities including concerts, celebrations, moving pictures and, in particular, sport. The commencement of hostilities for World War I led to a downturn in patronage of the Park's amenities although community functions, such as stretcher drills and polling, were carried out here. The main effect of World War I was the introduction of a large number of timber sheds used to store wool for the war effort. These sheds lingered on at the Park for a number of years after the war.

The early years of the twentieth century saw the beginning of the removal of the nineteenth century landscape features. The lakes were removed in 1910 and the construction of the wool sheds led to the removal of the northern sports ground. During this period the railway also contributed to this trend; the rail was run through the Park on a viaduct thereby cutting off the northern end of the Park.

After the war the Trustees began to experience serious financial difficulties; income was limited and expenses were considerable. Various avenues were explored to remedy the situation including speedway proposals, tin hare coursing, fun park proposals and the lease and sale of various sections of the Park. Naive handling of these arrangements, as well as the onset of the Depression, led to the eventual failure of most of these avenues and one legal case. The speedway, however, did get off the ground and continued through to the late 1930s.

In 1932, however, greyhounds made their first appearance at the Park and from then onwards the facilities supporting this activity assumed greater importance to the detriment of the rest of the Park.

The commencement of World War II caused the alienation of the oval and most of the open space. It was used by the American army as a camp. They remained for the duration of the war. The rest of the Park was again taken over by Wool Stores. The only section remaining in direct control of the Trust was the playground associated with a kindergarten established in 1916.

After the war the Trust acted to remove the Wool Stores and re-landscape the area. This was not successfully completed until the 1950s. Meanwhile, the Park facilities continued to decline with rooms and amenities made in the infilled aqueduct arches being subdivided to create more space.

The greyhound racing facilities, however, were constantly upgraded causing considerable resentment amongst the local population. This resentment reached a height in the early 1980s with the construction of the multi-million dollar grandstand. In contrast to this new luxurious facility the rest of the Park was run-down and lacked new and adequate facilities. This situation remains constant.

Items of heritage significance

There are a number of items of heritage significance in the Park. These have been assessed in terms of aesthetic, historic, archaeological and social significance and are listed below:

- Pair of fig trees in the south-eastern section.
- National Coursing Association stewards office.
- National Coursing Association entry tower.
- Cold store (former toilet).
- Railway viaduct.
- Avenue of fig trees along Pyrmont Bridge Road.

The significance of items within the Greyhound complex were assessed because of the historical links with the rest of the Park.

Statement of cultural significance

Wentworth Park is considered to have aesthetic, historic, archaeological and social significance for the following reasons:

- The Park fabric, particularly the unknown sub-surface features, have potential to yield information which can contribute to an understanding of the history and structure of the Park.
- Wentworth Park provides a large and important area of valuable open space in a densely populated part of Sydney, which relates well visually to historic Glebe and Ultimo.
- The Park has been used for various forms of public recreation since its reclamation in the late nineteenth century and retains great social value as a recreational facility for the present and future community.

- The area of the existing Park and its configuration are significant historically as they conform to the boundary of the headwaters of Black Wattle Swamp Cove.
- The site of Wentworth Park, formerly Black Wattle Swamp Cove, is itself of historic interest as a site for early industry which was important to the growing city of Sydney during the last century.
- Early landscape plans showing a complex gardenesque layout for the Park clearly indicate that the Park was intended to be a major and well-detailed landscaped open space for the city.
- Wentworth Park is dissected by a brick-arched railway viaduct, which is not only a fine industrial structure in its own right, but is in scale with the valley it traverses, and the historic domestic buildings in The Glebe, and warehouse buildings in Ultimo.
- The Park includes a number of plantings, especially of Moreton Bay Figs, (*Ficus macrophylla*), which have considerable historic and aesthetic significance.
- The Park includes a number of built elements which are individually significant.

Management policies

- A Items identified as significant should be retained and conserved and highlighted through appropriate landscape treatment and lighting.
- B The significant attributes of the railway viaduct should be recovered through the removal of detracting infill beneath its arches. The change rooms, toilets, and Council depot facilities currently located under the arches should be relocated.
- C The Park should be conserved in accordance with the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (the Burra Charter)* and protected by an appropriate Environmental Planning Instrument. (See copy in Appendix of **Supporting Paper B**; Australia, ICOMOS, 1988)
- D On-site signage should be introduced, drawing attention to the history and heritage value of the Park.

Management issues and policy formulation

- E The archaeological resources of the Park should be conserved and their information should be recovered by appropriate excavation if disturbance occurs.
- F The historic perimeter and roadside planting around the Park edges should be retained and completed. Consideration should be given to replacement of more recent plantings.
- G Within the constraints of recent developments, the landscape design should reinstate the original formal Park layout, as referred to in **Section 3.3** and discussed more fully in **Supporting Papers C and D**.

Performance measures

- Conservation and enhancement of all identified heritage items within the Park.
- Re-establishment of the formal nature of the Park.

3.5 RECREATIONAL USE

Desired outcome

To provide a variety of high quality recreational experiences, relevant to community needs and to avoid one-off decisions, over time, diluting the overall recreational significance of the Park.

Description of the existing situation

The visitor use and attitude survey completed as part of this plan showed Wentworth Park to be underused compared with similar outer central business district parks. The survey results are summarised in **Appendix A** and presented in full in **Supporting Paper A**.

It is estimated that Wentworth Park attracts approximately 100,000 - 150,000 visits per year, compared with 555,000 visits to Victoria Park, and 500,000 visits to Prince Alfred Park and 534,000 to Phillip and Cook parks. Wentworth Park serves as a local park with a majority of users visiting the Park because they live in the area. Most users visit the Park very frequently, either daily or a couple of times a week, and the major activity is walking through. The use estimation of Wentworth Park includes informal use and special events such as the Teddy Bears Picnic but not the parking use associated with the Greyhound Complex.

Table 2 provides a summary table that compares information collected from the Wentworth Park visitor survey with that of other inner-city parks.

Significantly the major attractions of the Wentworth Park are its size and open space and the major dislikes not enough trees, noise from traffic and poor drainage. These factors have largely guided the development of the policy on recreational use and the master plan options (**Section 4**).

Wentworth Park in its current condition, provides a variety of recreational opportunities ranging from active sport, a pedestrian thoroughfare, a place for walking, parking for greyhound meetings and simply the appreciation of open space. The Park currently provides sports fields, playground equipment, open grassed areas, trees and historical items such as the railway viaduct. However, following from the visitor use survey, the quality of many of these experiences could be improved.

Table 2: Inner city parks at a glance

Key features	Westworth Park	Victoria Park	Prince Alfred Park	Hyde Park	Phillip and Cook Parks
General					
Visits per annum	100,000-150,000	555,000	495,000	11,500,000	534,000
Visitors per annum	18,000	133,000	133,000	1,840,000	N/A
Visits per day					
- weekdays	234	1,600	1,400	31,158	1,480
- weekend days	131	1,375	1,273	27,549	1,150
Size	15 ha (3.6 ha enclosed by Greyhound complex)	9 ha	7 ha	17 ha	2.5 ha
Density of use per hectare	11,000	62,000	71,000	706,000	207,000
User characteristics					
Sex of users (males %: females %)	71:29	56 : 44	56 : 44	53 : 47	62:38
Dominant age group of users	25 - 44	25 - 44	25 - 44	25 - 44	20 - 29
Use patterns					
Dominant group composition	42% visit alone	49% visit alone	70% visit alone	43% visit alone	66% visit alone
Most popular frequency of use category	44% daily 22% twice a week	27% visit daily 27% visit twice a week	38% visit daily	23% visit daily 23% visit monthly	18% daily 15% 1 to 2 x week
Most popular times to visit					
- weekdays : weekends	weekdays	weekdays	weekdays	weekdays	weekdays
- throughout the day	late afternoon	lunchtimes/ late afternoon	lunchtimes	lunchtimes	lunch and afternoons
Length of stay	36% walk through 87% spend an hour or less	35% walk through 80% spend an hour or less	71% walk through 93% spend an hour or less	77% walk through 98% spend an hour or less	74% walk through
Most popular activity	Walking through	Walking through	Walking through	Walking through	Walking through
Most popular facility	Playground	Swimming pool	Swimming pool	Seats/benches	Recreation centre
Most popular attraction	Outdoor open space	Swimming pool	Grassed/outdoor/ open space	Avenue of trees	Open space
Major dislike	Not enough trees	Noise from traffic	Litter	Run down feel of the Park	Lack of flower beds
Most popular suggested improvement	More trees	Put fish in Lake Northam	More plantings (primarily trees)	Improve maintenance	Improve landscape
Level of use of other (%) parks	52	36	58	78	86

Parks such as Wentworth Park are continually under pressure to provide specialised facilities for a particular user group, usually under some form of exclusivity arrangement. The presence of the Greyhound complex is an extreme form of this situation. On a smaller scale suggestions or proposals of this nature that have surfaced during the preparation of this plan of management include:

- Skateboard ramp.
- Tennis courts.
- Synthetic hockey field.
- Swimming pool.
- Australian rules football fields.
- Netball courts.
- Basketball courts
- Formal Greyhound car park.

Clearly the Park cannot accommodate all or most of the above list, which is by no means exhaustive.

It is crucial in this plan of management that the role and theme (Section 2) be applied to all decisions regarding recreational use to ensure that the management decisions concentrate on *what the Park does best*. Following from the role and theme statement and using the results of the user survey the recreational use of the three distinct settings (Figure 3) have been further defined below:

- *South-eastern setting* — Focus on passive local use and the development of a village green concept. The priorities are improvement in the drainage and reduction in traffic noise and elimination of car parking in the long term.
- *Central setting* — Emphasis on active sporting use. The priorities are to upgrade the sporting fields through the elimination of cars and the improvement of drainage.

- *North-western setting* — Development of a regional recreational area with physical and visual links to Blackwattle Bay. The major changes needed involve the elimination of the soccer field, improvement of the link to the Fish Markets and the creation of a landscape feature.

It is considered that this balance will be appropriate for the increased local usage of the Park with the development of the Ultimo-Pyrmont area and the Fish Market precinct over the next 20-30 years.

To implement the above strategy there is a need to rationalise the active sporting conditions in the Park. From Council records, the major sports played are soccer, rugby league and touch football with the following clubs and organisations involved:

- St Andrew's Cathedral School.
- Glebe Wanderers Soccer Club.
- Herald-Sun Soccer Club.
- University of Technology Rugby League Club.
- Sun-Herald Rugby League Football Club.
- NSW Touch Association.
- Glebe High School.
- Glebe Womens Sports Inc.

Cricket has also been played in the Park on three concrete pitches installed by the St Andrews Cathedral School. However in recent years formal play on these pitches has ceased as the Trustees of the Wentworth Park Greyhound Racing Complex use this area as a turf nursery and the quality of the pitches has declined.

Additionally, soccer and cricket have historically been played inside the greyhound track. In 1988 Sydney Olympic and Sydney City Soccer Teams ceased playing in the field and the field was used by Sydney Cosmos until recently.

The strategy for sport in Wentworth Park following the plan of management is as follows:

- Remove one soccer field north of the viaduct.
- Upgrade the remaining three fields.
- Remove the concrete cricket wickets (as desired by St Andrews Cathedral School) and replace with one synthetic pitch between the western and central soccer pitches.
- Encourage the use of the field within the Greyhound Track for a sporting use.
- Consider providing a skateboard facility, or similar, adjacent to the proposed Park depot to satisfy the demand largely from Glebe and Leichhardt. Council's public risk insurance to be satisfied.
- Consideration should also be given to accommodating womens sports.

There are a number of one-off special events that occur in Wentworth Park. These include:

- Children's Christmas parties.
- Show jumping.
- Highland games.
- Circuses (non animal).

Appropriate events under Section 108 of the Crown Lands Act should be encouraged to further develop the parks role as a community facility. It is therefore necessary that management considers the impacts of such events in relation to maintenance schedules and in terms of covering costs.

Management policies

- A To develop the Park in three distinct recreational settings:
 - *south-eastern* : a local park, to be created in stages related to relocation of carparking.
 - *central* : active sporting use.
 - *north-western* : regional park emphasising links with Blackwattle Bay.
- B To restrict one-off specialised recreational facilities that alienate the majority of users.
- C To encourage the Trustees of Wentworth Park Greyhound Racing Complex to seek to use the field inside the track to increase the efficiency of sporting provision and to cater to expressed demand in the region.
- D To encourage one-off recreational events that further develop the community involvement in the Park.
- E To recognise the importance of the development of the Ultimo Pyrmont ridge in the local use of Wentworth Park.

Performance measure

- Monitor use levels and attitudes by repeating procedures undertaken in the Visitor Use and Attitude Survey.

3.6 TRAFFIC AND NOISE

Desired outcome

To develop safe access to the Park and to provide areas within the Park where the influence of traffic noise is reduced, so as to enhance the experience of being removed from the noise and traffic of the inner-City.

Description of the existing situation

Wentworth Park is surrounded on all sides by busy roads. Pyrmont Bridge Road and in particular Wattle Street, are major thoroughfares for heavy vehicles. Pedestrian and cyclist access is poor as outlined in **Section 3.7**. Because of the elongated shape and flat open nature of the Park, it is not possible to escape the constant roar of traffic. Noise levels in the Park are such that traffic noise was the second most frequently mentioned dislike in the Wentworth Park visitor use survey (see **Appendix B**), following the lack of trees.

The amount of traffic using the surrounding roads can be expected to continue to increase overall. The Fig Street cutting linking the Darling Harbour flyover at Harris Street with Wattle Street (see **Figure 2**) has had a major effect on local traffic in terms of volume and patterns of movement. With the opening of the cutting, traffic flow on Wattle Street has become two way from the Fig Street cutting, north to Pyrmont Bridge Road. This allows city bound traffic to turn right off Pyrmont Bridge Road into Wattle Street, then left into Fig Street. Traffic volumes have increased along this section of Wattle Street, however the potential exists to reduce the volume of traffic that currently uses Wentworth Park Road, William Henry Street and Pier Street as access to the City.

In the light of recent changes in traffic flow as a result of the Fig Street cutting, it is appropriate to consider the implementation of a local area traffic management scheme on Wentworth Park Road. Such a scheme could provide landscaped traffic islands in conjunction with pedestrian crossings and strategic narrowing. One effective location for road narrowing would be along the outside of the Greyhound complex so as to provide an improved link between the south-eastern and central section of the Park.

With regard to reducing traffic noise within the Park the following management options exist:

- The creation of broad grassed banks around the perimeter of selected sections of the Park. The style of the banks should be consistent with the heritage of the Park and possibly have a sandstone edge. The view into the Park could be similar to the original grassed slope that is proposed to be reinstated in Hyde Park on the south-eastern College Street boundary. The grassed banks would reduce noise levels in real terms and also create the feeling of being away from the traffic. The grass banks would not be continuous and would be designed to maintain important views into and out of the Park. All sections of the Park would be visible from some section of the perimeter roads.
- Planting of vegetation to reduce noise slightly, to create a visual barrier and to provide white noise, for example the wind blowing through the trees.

Earth banks have been proven to be a superior acoustic barrier to vegetation. Banks require less area to provide the same effect. In addition the thick vegetation would create hidden areas, reducing the feeling of security in the Park. Other advantages of the grassed bank include improved microclimate by providing a suntrap and wind break, dual use with a possible amphitheatre; benefits occur immediately and maintenance costs are lower. The disadvantage of the earth banks are that they block views into the Park.

Management policies

- A Reduce the impact of noise to improve the experience of Park users.
- B Improve Park access, currently restricted by traffic on the surrounding roads.

Performance measures

- Reduce traffic noise and enhance the feeling of tranquillity within the Park.
- Increased Park usage as recorded by visitor use surveys.
- User satisfaction as determined by face to face interviews.

3.7 FOOTPATHS AND ACCESS

Desired outcome

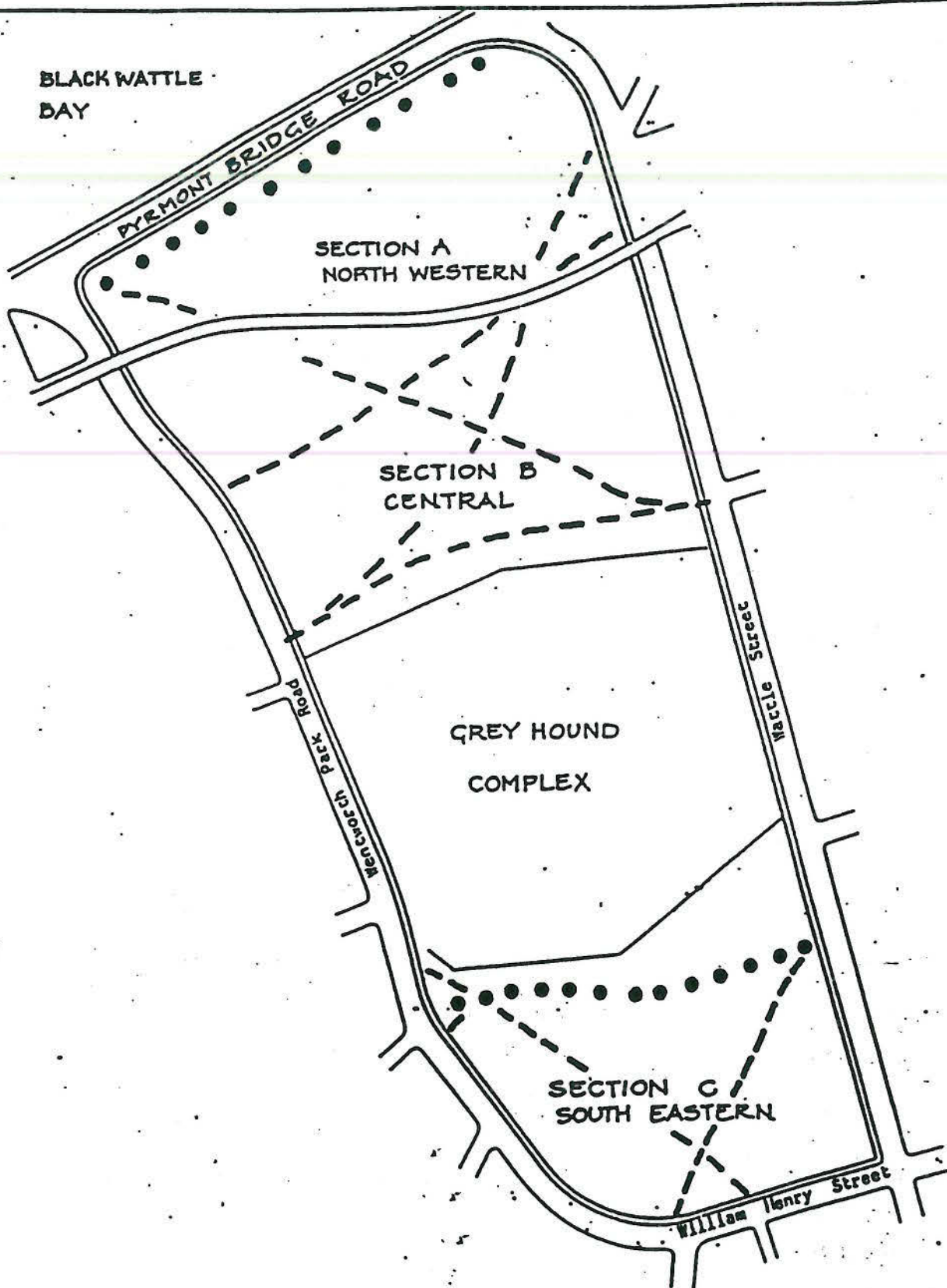
To provide safe, all-weather pedestrian and cyclist access both to and within the Park.

Description of the existing situation

Pedestrian and cyclist access to Wentworth Park is currently poor, a major problem being that the Park is surrounded on all sides by significant roads. Safe access has been provided to the kindergarten (which has subsequently moved) with a pedestrian crossing with traffic lights. Traffic lights on the intersections of Wattle and Bay Streets, and Wattle Street and Pymont Bridge Road, allow for safe pedestrian access. There is also one zebra crossing across Wentworth Park Road near Cowper Street. Considering the length of the boundary, the volume of traffic on the surrounding roads and the directions from which people wish to enter and exit the Park, these access points are inadequate. Access in relation to traffic is discussed in **Section 3.6**.

Access within the Park is equally inadequate. Considering the drainage problems already outlined in **Section 3.2**, movement through the Park is severely restricted much of the time. There is only one formal all weather path, that being the major access route running between Glebe and Ultimo, along the southern boundary of the Greyhound complex. An informal path also exists under the avenue of figs in the northern section of the Park but serves little practical purpose in terms of access. The major pedestrian desire lines following from the visitor use survey are shown on **Figure 7**. These have been taken into consideration in the development of the master plan options.

The Park is effectively divided into two separate parts by the Greyhound complex with no access between the two sections. In order to move from one section of the Park to the other, users must leave the Park and walk along the footpath beside busy roads before re-entering the Park.



● ● ● EXISTING FOOT PATHS



FIGURE 7

WENTWORTH PARK
PEDESTRIAN DESIRE

Additionally the Park does not relate well to Blackwattle Bay and the regional facilities at this end of the Park, particularly the Fish Markets. At present the busy Pymont Bridge Road does not facilitate pedestrian or cyclist access. Further, the industrial land uses on the northern side of Pymont Bridge Road, including Pioneer Concrete and Coal and Allied collectively screen the water from the Park. These industries each hold leases from the Maritime Services Board, the longest running of which expires in the Year 2002. It is the intention of the CityWest Urban Strategy for this land in the long term to become accessible to the public, with the development of water oriented recreational opportunities.

Given this situation, Wentworth Park has an ideal opportunity to review the physical link with Blackwattle Bay. There are four major options that have been considered to achieve this, as described below:

- Close Pymont Bridge Road and redirect traffic along Wentworth Park Road. This option has been rejected on traffic grounds. It is arguable whether this option would reduce the impact on the Park.
- Place Pymont Bridge Road in tunnel allowing the extension of the Park over the roadway to the Bay. This has been rejected on cost grounds. It is estimated that this tunnel, given the difficult construction environment, could cost in the range of \$30-\$40 million. Neither the Council nor the Roads and Traffic Authority see this project as a priority.
- Improve, at grade, pedestrian movement across Pymont Bridge Road. Consider removal of the left turn only lane from Wattle Street to reduce the number of roadway crossings for pedestrians to minimise vehicular/pedestrian conflict.
- Investigation of improved pedestrian access to Pymont and Ultimo and beyond to the city, which may be developed in conjunction with the existing railway Bridge over Wattle Street or at Quarry Street.

Management policies

- A Improve access to the Park from the residential area of Glebe and Ultimo through local area traffic management, pedestrian and dedicated cycleways.
- B Provide pedestrian access between the two sections of the Park.
- C Develop a safe and convenient access to Blackwattle Bay.
- D Develop a system of pathways for pedestrian thoroughfare and recreational use within the Park.
- E Design of the paths should be of consistent style throughout the Park and allow for adequate drainage and be well lit at night.

Performance measures

- Improved pedestrian access to the Park, which could be assessed in terms of increased visits to the Park.
- Greater utilisation of the Park through improved internal access, to be assessed by length of stay and by an increase in the range of activities undertaken and sites visited.

3.8 LIGHTING AND SAFETY

Desired outcome

To increase the sense of security in the Park at night by providing appropriate lighting which would also serve to highlight heritage items within the Park.

Description of the existing situation

Currently lighting in the Park is only provided for greyhound race nights and sporting activities in the central and southern sections of the Park. On most nights the Park appears very dark and uninviting. From comments received in the user survey and from consultation with various groups there are a number of issues relating to security in the Park, particularly at night.

When the kindergarten was located within Wentworth Park the staff reported that they could not allow the children to play in the area under the big Fig trees until they had checked for syringes and broken glass in the mornings. Apart from providing a daytime hazard for park users, this provides evidence of the type of activities that would have occurred in the Park the night before. Other people have expressed a reluctance to enter the northern section of the Park because of certain anti-social practices that are alleged take place under the railway viaducts. Interestingly it is the areas of heritage significance that are perceived to be the most unsafe.

Management policies

- A Provide lighting for all approved sporting events and the proposed network of paths to allow safe access through the Park at all hours. The type of lighting should be appropriate to the historical significance of the Park.
- B Use lighting to expose the dark corners of the Park that are perceived to be unsafe.
- C Continue liaison with the local police through forums such as the Police Community Consultative Committee to promote issues relating to security within the Park.

- D Landscape design should consider safety aspects and provide areas of clear view. If grassed banks are used to provide a barrier from traffic, the Park would still remain visible from some section of the perimeter roads.
- E Highlight the form of items of heritage significance such as the railway viaduct, the Avenue of Figs and the large figs in the southern section of the Park, with the subtle use of lighting.

Performance measures

- Achieve an increase in the feeling of safety and the utilisation of the Park after dark, while maintaining consistency with the design theme of the Park.
-

3.9 PLAYGROUNDS

Desired outcome

To provide safe yet exciting playground equipment that is relevant to the needs of the young people of the area.

Description of the existing situation

The playground equipment is located in the south-eastern section of the Park. The location of most of the equipment has the disadvantage of being close to the large figs, which has caused problems with broken glass and syringes (Section 3.8). The playground equipment currently in the Park is generally of a new type, satisfactory on safety and creative play criteria. The Generic Plan of Management includes references to playgrounds within the City of Sydney.

In order to involve local children and youth in the design of a new playground, an ideas competition was conducted in conjunction with the Sid Fegan Community Centre and Sydney City Council. The aim was to incorporate ideas from schools and youth groups into the plan of management. As a separate process, during the preparation of the draft plan of management, entries were judged by a panel comprising local Aldermen, business people, and a representative from the Police Community Consultative Committee, and prizes were awarded.

Some ideas that have been suggested by children in the competition include:

- Bicycle tracks.
- Adventure playground.
- Swings, see-saws, monkey bars etc.
- Obstacle course.
- Sports facilities.
- Skateboard ramps.
- A place for weekend activities.
- BBQ's and picnic areas.
- Seats.
- Bubblers.

Management issues and policy formulation

- Bins.
- Toilets.
- Area for artists.
- Zebra crossings.
- Pedestrian overbridge.
- Boat rides and ferries at Blackwattle Bay.

These have been considered in the design process.

Management policies

- A The Generic Plan of Management should be consulted with reference to playgrounds.

Performance measures

- As specified in the Generic Plan of Management.
- Counts and photo records of use.

3.10 ADMINISTRATION AND MANAGEMENT

Desired outcome

An efficient and open administration and management system with clear areas of responsibility and a well defined method of obtaining community involvement.

Description of the existing situation

This discussion has been categorised into four subsections as follows, to assist in developing strategies and policies to improve long-term administration and management of Wentworth Park.

- Inviolability of the Park
- Administrative responsibilities.
- Capital works and funding.

Inviolability of the Park

As Crown Land which is a scarce and non-renewable resource, the inviolability of Wentworth Park must be ratified by Local and State Governments. It is intended that the plan of management would be adopted by the Minister Land and Water Conservation under the Crown Lands Act 1989 (*Division 6, Sections 112-116*), to provide guidance on future use, development, management and maintenance of the Park.

The Park must be recognised for its local and regional significance for its overall contribution since 1885. Protection from any boundary infringements or developments which are not strictly in the best interests of the Park and its users must be ensured.

Administrative responsibilities

As from February 1990, management responsibilities of the outer areas of Wentworth Park became the responsibility of Sydney City Council. Previously, the Wentworth Park Trust had assumed the management role for the whole Park. Sydney City Council simultaneously contracted the services of the South Sydney City Council for the day-to-day responsibilities of maintenance, however since February 1994 the maintenance has been contracted to a private concern, the present contract expires in 1998. The Wentworth Park Trust, now known as the Trustees of Wentworth Park Greyhound Racing Complex, are responsible only for the enclosed area.

Leichhardt Municipal Council is responsible for planning decisions over the whole Park and the maintenance of the footpaths and verges.

Maintenance priorities

The major responsibilities under the contract are as follows:

- Mowing and returfing.
- Car parking money collection.
- Litter collection.
- Maintenance.
- Line marking.
- Arboricultural work (limited to dead wooding).

Capital works and funding

Capital works priorities and funding for Wentworth Park are administered through the Sydney City Council. There have been few capital works, apart from the playground upgrading, identified because of the degrading effect of car parking. From the visitor survey and talking to Council staff, the following needs were accorded priority:

- Park depot including toilets, change-rooms and equipment storage.
- Public toilets and change-rooms.
- Skateboard ramp or similar facility (discussed in Section 3.5).

The existing Park depot, public toilets and change-rooms are located within the Railway Viaduct arches. It is proposed to remove all structures within the viaducts to enhance the framed views to Blackwattle Bay and to more appropriately house these facilities in an alternate location with less impact on the use of the Park. It is also considered desirable to combine these buildings to the one site thereby reducing construction costs and increasing security of the toilets and change rooms.

The most appropriate site for the park depot and public toilets/change rooms is adjacent to the facade of the Greyhound Grandstand in the central part of the Park. This site is considered the least significant from a use viewpoint. It is well located in relation to the sporting fields and through the use of varied architectural forms will contribute to masking the highly intrusive facade of the grandstand. The architectural approach

recommended involves the introduction of a number of bold and irregular vertical elements as shown on **Figure 8**.

Management policies

- A Relocate depot facilities into one central location and improve management efficiency through the provision of basic services such as a telephone.
- B Develop an annual capital works program which identifies projected costs associated with building maintenance, ground maintenance, capital expenditure and contract expenditure.
- C Annually review fees charged.
- D Ensure the continuation of the Wentworth Park Resident Advisory Committee to ensure ongoing community representation

Performance measures

- User satisfaction as expressed in attitude surveys and feedback from community groups.
- Achievement of the previous year's action plan.

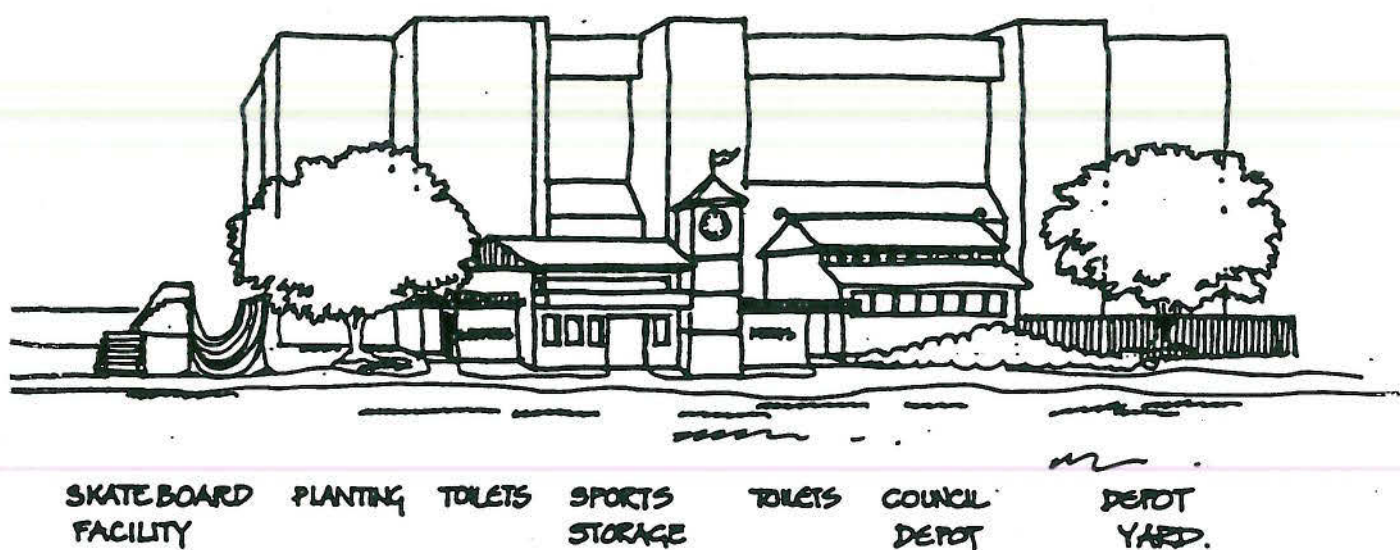


Figure 8

*Architectural form of Park depot, toilet
and change room buildings*

An indication of actual costs and revenue in Wentworth Park are listed in Table 3.

Table 3: Wentworth Park annual costs and income 1995

Item	\$
Park maintenance	83,500
Parking operation/management	32,856
Parking revenue	(46,950)

3.11 RELATIONSHIP WITH ADJOINING LAND USERS

Desired outcome

To encourage adjacent developments and administrative relationships that complement the Park, particularly in relation to access to the foreshore and to adjoining suburbs.

Description of the existing situation

As a result of the Park being surrounded by major roads, the adjoining land uses do not readily relate to the Park, apart from people walking through on their way to work. The issue of access has been dealt with in **Section 3.7**.

Surrounding land uses include medium and high density residential buildings, including a large component of public housing, schools, the fish markets, warehousing and industries such as Pioneer Concrete, Coal and Allied and Glenmore Meats (see **Figure 2**).

Major developments are planned for the adjoining suburbs as the focus of the City moves further to the west. In the CityWest Urban Strategy, it is predicted that the Ultimo Pyrmont ridge, which currently houses about 3,000 people, will become the home of almost 20,000 people over the next 20 years. During the same period the working population will swell from 10,000 to 54,000. Wentworth Park will be the major open space area for this ridge as no major new parks are proposed. A system of smaller parks and urban spaces is proposed and links to Wentworth Park will be provided. The demands upon open space areas such as Wentworth Park will therefore increase. The opportunities to use Section 94 contributions from developers to upgrade Wentworth Park should be pursued. Consideration also needs to be made of the particular requirements of ethnic groups within the surrounding suburbs, for example the Chinese community of Ultimo.

There will be impacts on the Park from such developments as the Fig Street cutting which has been discussed in **Section 3.6**. The railway viaduct that runs through the Park currently receives minor use as a goods line, but there has been discussion on the potential for the transport of passengers, this is discussed in further detail below.

Changes to the buildings on the north side of Pymont Bridge Road has opened visual access to Blackwattle Bay. With the improvements to the Fish Markets, informal picnics are now quite popular in the north-east corner of the Park in fine weather on any day. Linking the Park to the foreshore takes advantage of Leichhardt Councils' policy of providing continuous public access to the foreshore from Glebe High School to Glebe Point Park.

The user survey showed that in comparison with other inner-city parks, Wentworth Park does not serve a major function as a place for local workers to eat their lunch. However, the sports fields are used by local workers at lunch time, for example the Herald-Sun Soccer Club.

There is clearly a need for a co-ordinated approach to the development of the Park and its immediate surroundings. In this context the following organisations have been consulted.

Department of Housing

The Department of Housing has been involved in a process of community consultation in the Glebe Estate area for a number of years regarding the provision of community services including public open space. In this context the Department has had a long-standing interest in the development of Wentworth Park.

The Department has also provided facilities in Glebe for specifically targeted age groups. These include:

- Child care centres catering for under 5 year olds.
- Paddy Doherty Reserve, Mitchell Street, for 8-14 year olds (discussed below).
- Glebe Youth Centre, Glebe Point Road, for 15-16 year olds.

Links between Glebe and the Park across Wentworth Park Road, such as traffic refuges and an overhead pedestrian link parallel to the Railway line would improve access for Children in the Department of Housing estates.

The Fish Marketing Authority

The Authority has completed a redevelopment of the site, to the north of their newly developed area. Enhanced car parking and upgrading and opening the foreshore to the public, while maintaining its function and its fishing character has made the area a popular dining location. There is further potential for linking the Park with activities around the foreshore by improving facilities on the north-east corner of the Park.

Maritime Services Board

A lease with Coal and Allied expires in 2001. Pioneer Concrete has two Leases in the area, both of which expire in 2002. It is recommended that in the medium term the removal of these industrial uses take place. This will enhance the view of Blackwattle Bay from the Park and allow for increased public access along the foreshore. There is the potential to create a link between the foreshore promenade that is proposed in the Ultimo-Pyrmont Development Strategy, and the foreshore open space proposed by Leichhardt Council. This would provide continuous foreshore access from Darling Harbour to Glebe Point Park and beyond.

City Rail

The possibility of opening the railway line that runs through the Park for light rail passenger services is being investigated by City Rail as part of the Pyrmont Development. This could have several impacts on the Park:

- The train would bring a new set of Park users in the form of people that view the Park from above as they pass by in a train. The aesthetic values of the Park would have to be assessed from this perspective.
- Trains passing through the Park could cause impacts such as noise or invasion of privacy.
- The locations of a stations could affect Park usage.

Management policies

- A The plan of management will be developed within the context of the planning strategy for Glebe, with public access to foreshores. Wentworth Park should be linked to the existing and proposed foreshore parks, both visibly and through pedestrian and cycle linkages.
- B Encourage co-operation with developers to ensure compatibility with Park use.
- C Examine the potential for the use of Section 94 contributions from Ultimo Pyrmont developments for implementation of the landscape master plan.
- D Improve access to the Park from adjoining areas, as outlined in **Section 3.7**.

Performance measures

- Achievement of increased Park usage.
- Level of co-operation with neighbouring developments to ensure compatibility with the objectives of the Park.

4 PRELIMINARY MASTER PLAN OPTIONS

4.1 PRELIMINARY MASTER PLAN OPTIONS

Two preliminary master plan options were initially prepared for Wentworth Park. These options contain elements that have been used to form the preferred plan which was developed after briefings with the Steering Committee, Residents Advisory Committee, South Sydney City Council and Council's Planning Committee. The two options vary in a number of aspects but each option seeks to develop the Park's integrity and has similar aims in relation to the major issues. Each option aims to:

- Reinforce the heritage of the Park.
- Develop consistency of design style and detailing throughout the Park.
- Provide physical and visual links between all parts of the Park and to surrounding areas.
- Develop a strong defining edge.
- Make the Park more attractive and useable.

In order to achieve these aims the following actions are required for both options:

- Consolidation of car parking to the South-eastern section of the park upon the adoption of the Plan of Management by the Minister for Land and Water Conservation.
- Acknowledgment of car parking as an incompatible activity within Wentworth Park.
- Develop a market-related car parking fee structure.

- Soil and drainage conditions are to be improved progressively as carparking is removed from the park.
- Re-enforcement of perimeter plantings.
- Removal of all structures built beneath the railway viaduct arches.
- Rationalisation of the provision of sporting fields, removing the soccer field in the north-western section and upgrading the fields in the central section of the Park.
- Construction of a Park depot and public toilets and change rooms adjacent to the grandstand facade in the central section of the Park.
- Consideration of a skateboard facility.
- Improvement of access and provision of a network of safe paths.
- Development of an improved pedestrian access from the Park across Pyrmont Bridge Road to the Fish markets.
- Replacement of fencing separating the Greyhound complex from the rest of the Park, in co-operation with the Trust, with a secure open metal fence that takes advantage of views.

In both preliminary master plan options the Park is divided into three separate sections, which serve distinct functions:

- The north-western section of the Park which will function as an outward looking regional setting incorporating barbeque and picnic facilities, with a focus on its proximity to Blackwattle Bay and the Fish Market.
- The central section which remains as an active sporting area and is to be upgraded.
- The south eastern section of the Park, which will become an intimate Park serving local needs.

The basic components of all preliminary options are as follows:

Option 1

Table 4 outlines the improvements required to meet the development aims for the Park under Option 1. These are represented in **Figure 9**.

Table 4: Preliminary Master Plan Option 1: Improvements proposed

South-eastern section

- Develop grassed banks around the perimeter to create an intimate, formal setting, with improved playground equipment, seating areas, and perimeter planting.

Access around the Greyhound complex

- Strong links to be established on the Wentworth Park Road side including footpath widening, new paving and tree planting. Along Wattle Street, tree planting could also be undertaken in conjunction with an internal rationalisation within the Greyhound complex.
- Internal rationalisation of the Greyhound complex would, in addition to allowing for increased parking within the complex, incorporate a new main entrance on Wattle Street to take advantage of the proposed new car park.

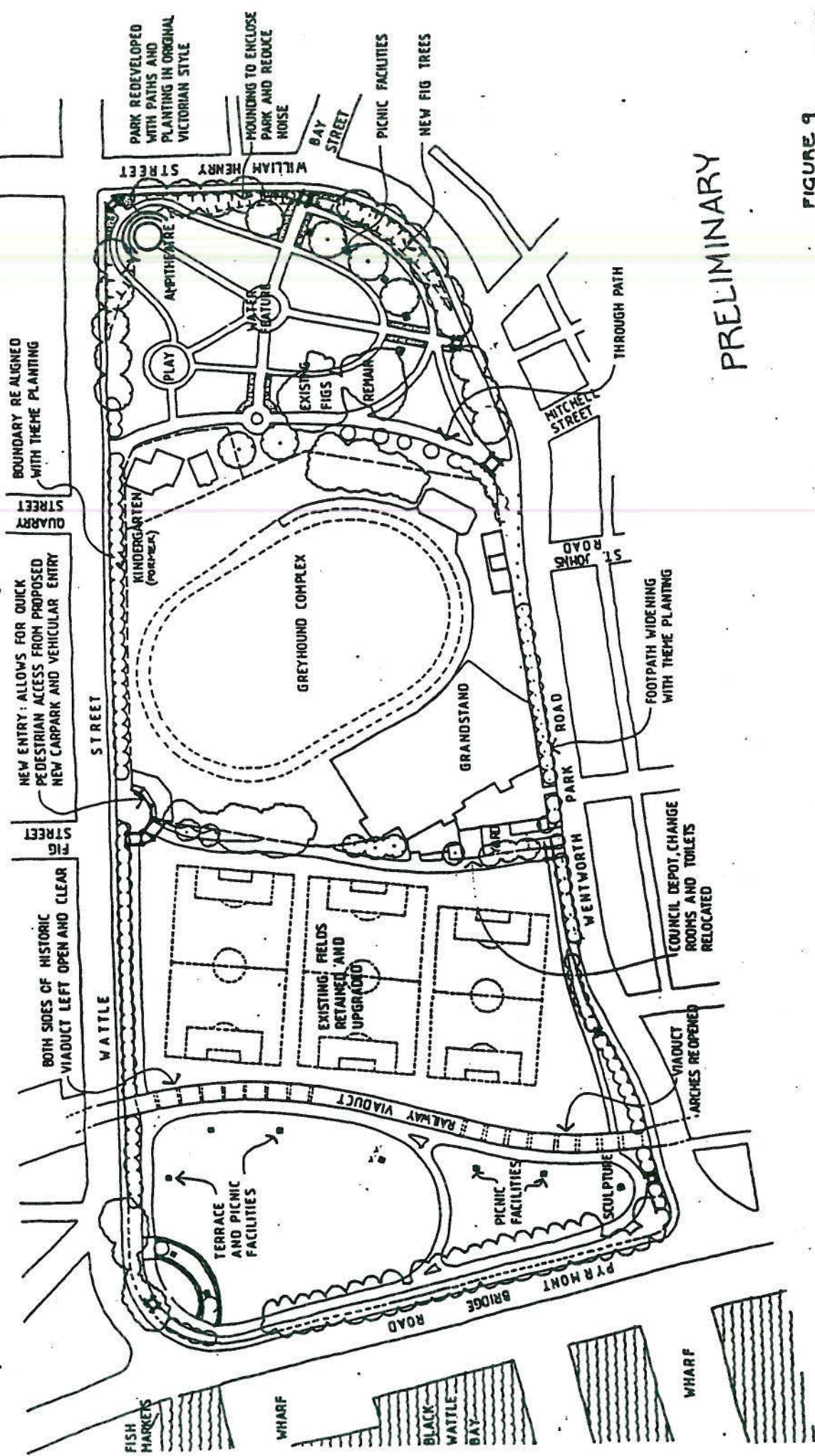
Central section (as for Option 2)

- Continuation of sporting use.
- Construction of paths around the edges.
- Continuation of perimeter planting along the boundaries.
- Removal of structures beneath railway viaduct.
- Construction of Park depot, change rooms and toilets.

North-western section

- Views of the water, the Avenue of Figs and the railway viaduct are kept as open as possible through minimum development.
 - Picnic and BBQ facilities.
 - Improved visual and physical links to Blackwattle Bay.
-

REGIONAL WATER OUTLOOK PARK
 ACTIVE PORTS AREA
 LINKS AROUND GREYHOUND COMPLEX
 INTIMATE LOCAL PARK



PRELIMINARY

FIGURE 9
 WENTWORTH PARK
 MASTER PLAN
 OPTION 1
 DRAWN BY
 MANIDIS ROBERTS 6.1992

LEGEND
 # ENTRANCE GATEWAYS
 || PATHWAYS
 SHRUB PLANTING
 PROPOSED TREE PLANTING

REGIONAL WATER OUTLOOK PARK

ACTIVE SPORTS ARL

FOOTPATHS

INTIMATE LOCAL PARK

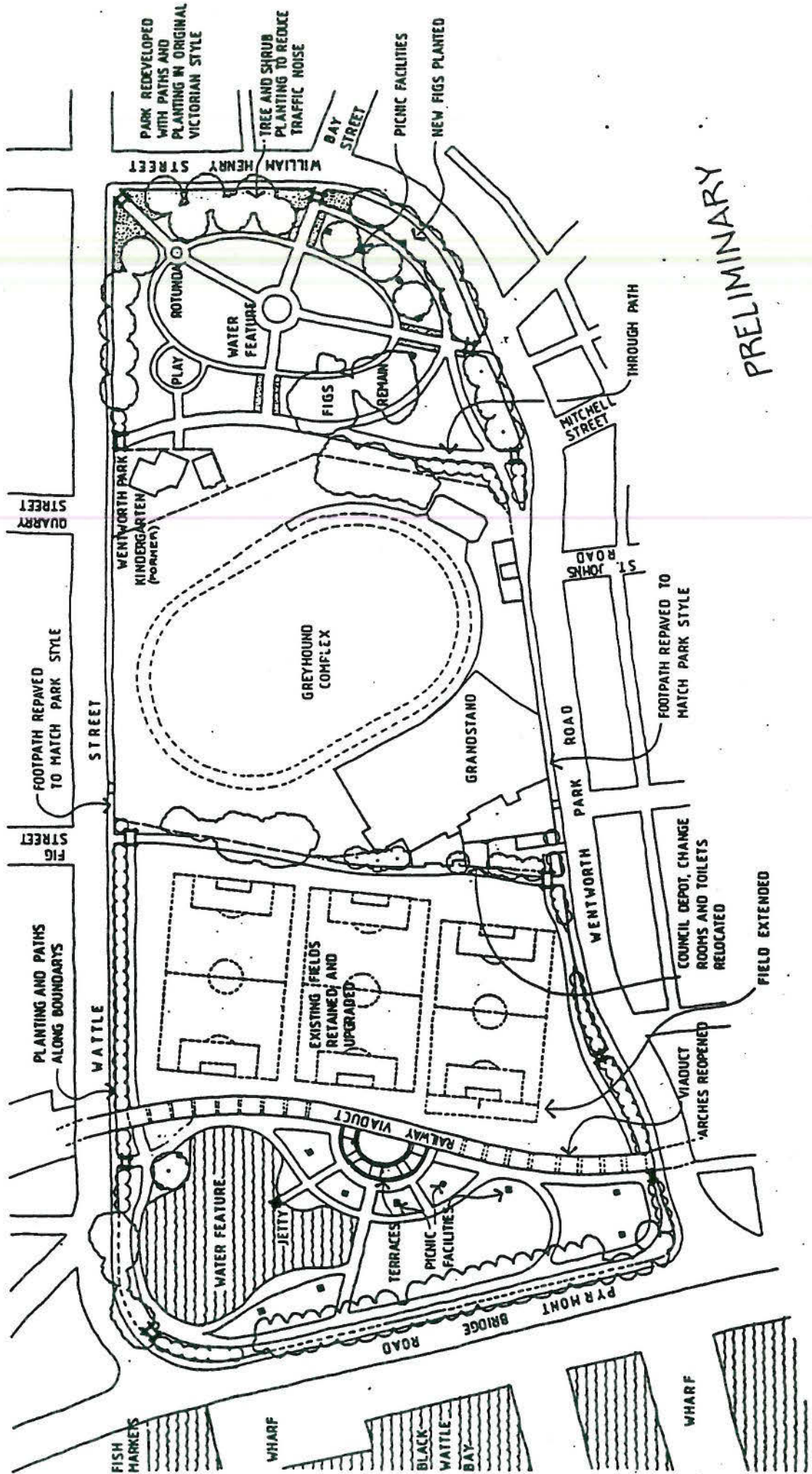


FIGURE 10
WENTWORTH PARK
MASTER PLAN
OPTION 2
DRAWN BY
MANIDIS ROBERTS 6.1992

LEGEND

ENTRANCE GATEWAYS

|| PATHWAYS

SHRUB PLANTING

PROPOSED TREE PLANTING

Master Plan - Option 1

Option 2

Table 5 outlines the improvements required to meet the development aims for the Park under Option 2. These are represented in **Figure 10**.

Table 5: Preliminary Master Plan Option 2: Improvements proposed

South-eastern section

- Develop formal setting, with improved playground equipment, seating areas and perimeter planting but without grass banks to reduce noise.
- Remainder as per Option 1.

Access around the Greyhound complex

- Slightly improved access around the Greyhound complex through repaving and some planting on the Wentworth Park Road verge.

Central section (as for Option 1)

- Continuation of sporting use.
- Construction of paths around the edges.
- Continuation of perimeter planting along the boundaries.
- Removal of structures beneath railway viaduct.
- Construction of Park depot, change rooms and toilets.

North-western section

- Construction of a water lake and associated jetty.
 - Picnic and BBQ facilities.
 - Improved visual and physical links to Blackwattle Bay.
 - Remainder as per Option 1.
-

Master Plan - Option 2

In general terms the advantages and disadvantages of each scheme are shown below on Table 6.

Table 6: Advantages and disadvantages of the options

Option 1		Option 2	
Advantages	Disadvantages	Advantages	Disadvantages
<ul style="list-style-type: none">• Provides a quiet area for locally based, passive recreation.	<ul style="list-style-type: none">• Greater construction costs in the south-eastern section of the Park.	<ul style="list-style-type: none">• Lower cost of construction.	<ul style="list-style-type: none">• Limited noise reduction south-eastern section of the Park.
<ul style="list-style-type: none">• Improved access between the two sections of the Park.• Lower construction costs by not constructing pond.	<ul style="list-style-type: none">• Greater construction costs in relation to site linkages.	<ul style="list-style-type: none">• Lower cost and less negotiation required in relation to improved access.	<ul style="list-style-type: none">• Poor development of site linkages.• Potential water management problems with the pond in the north-western section of the Park.

Detailed design, landscaping and allocation of uses and activities will be finalised when the plan of management has been adopted.

4.2 A PREFERRED OPTION

Significant features of Options 1 and 2 may be included in a preferred option, the eventual Master Plan. However the options shown represent only conceptual plans. A detailed Master Plan is a lengthy process and will be developed in consultation with the Wentworth Park Steering Committee and the Residents Advisory Committee. Table 7 outlines the improvements in the presently preferred option. This is illustrated in Figure 11.

Table 7: A Preferred Option: Improvements proposed

South-eastern section

- Grass banks on parts of perimeter most affected by traffic noise, with breaks for important vistas, and with strong perimeter planning.
- Create an intimate, formal setting with improved playground equipment, seating areas, and a focal point structure in the centre.

Access around Greyhound Complex

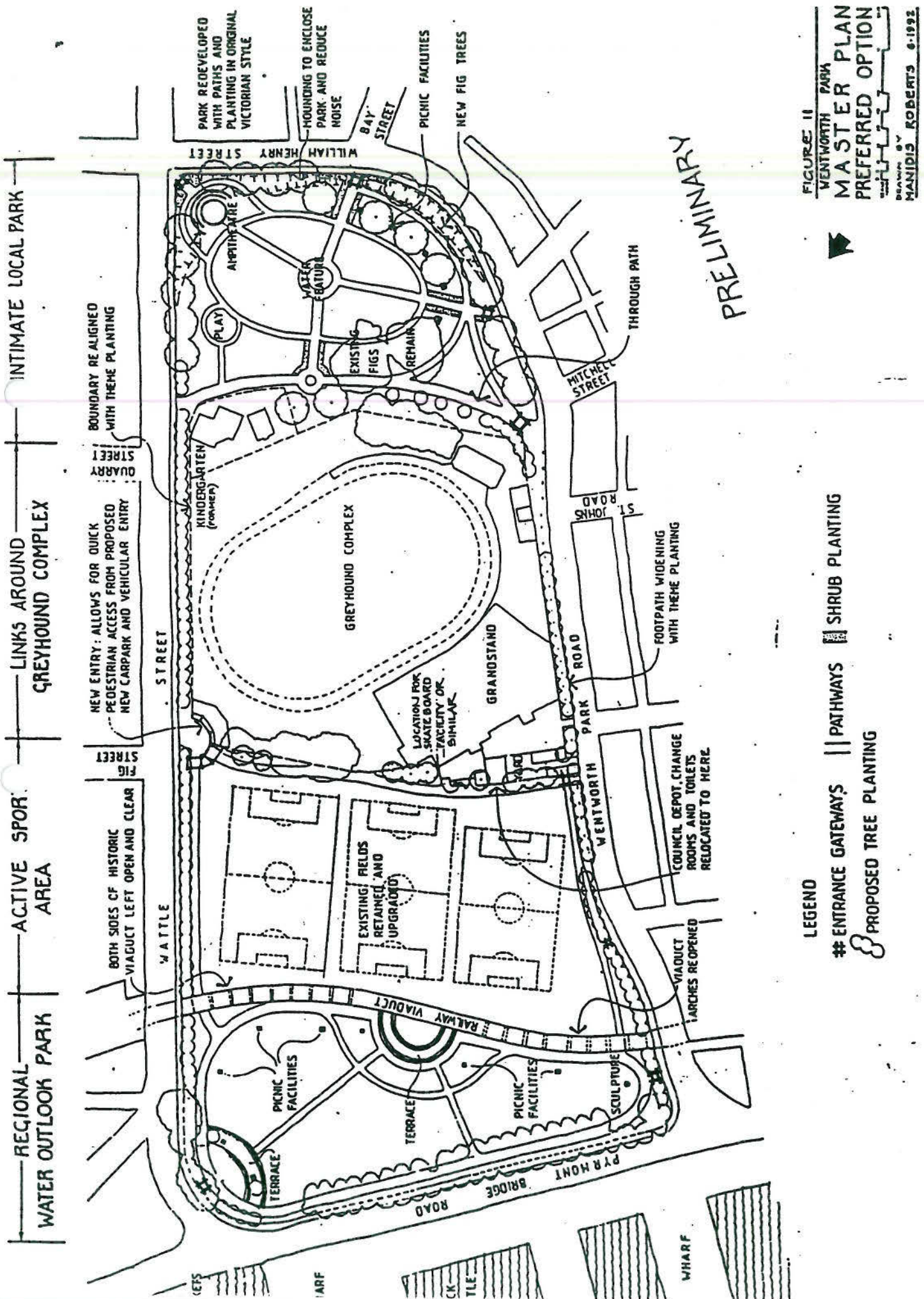
- Footpath widening along Wentworth Park Road, with repaving and tree planting.
- Tree planting along Wattle Street.

Central Section

- Upgrading of sporting field surfaces.
- Realignment of fields to allow for full size of all fields.
- Construction of perimeter and through paths.
- Continuation of perimeter planting along boundaries.
- Removal of structures beneath railway viaducts.
- Construction of Park Depot, change rooms and toilets.
- Consideration of skateboard ramp or similar facility near depot.

North-western section

- Improved visual and physical links to Blackwattle Bay.
 - Picnic and bar-b-que facilities.
 - Perimeter and through paths.
 - Planting to complement viaducts.
-



Master Plan - Preferred Option

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6 STUDY TEAM - ADVISORY COMMITTEES AND ACKNOWLEDGEMENTS

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Leonard Lynch	<i>Australian Institute of Landscape Architects</i>
Peter Tonkin	<i>Royal Australian Institute of Architects</i>

RESIDENTS ADVISORY COMMITTEE

Fred Degan	<i>Sydney Resident</i>
Jasmine Mates	<i>Sydney Resident</i>
Roger Mackell	<i>Sydney Resident</i>
Lindsay Hodda	<i>Sydney Resident</i>
Deborah Berryman	<i>Sydney Resident</i>
Nasuvén Enares	<i>Sydney Resident</i>
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Adrian Vickers	<i>Wentworth Park Child Care Centre</i>

ACKNOWLEDGEMENTS

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- Sydney City Council Planning Committee and Aldermen, in particular Ald Frank Sartor.
- Terry Gibson, Sydney City Council Engineer.
- The two greyhound racing clubs notably the Greyhound Breeders, Owners and Trainers Association and The National Coursing Association.
- Greg Degenhardt, Sid Fegan Community Centre
- Max Solling for his contribution to the historical work.

A collective thanks is also extended to all the groups contacted during the preparation of the plan and to the members of the public who responded to the user survey.

APPENDIX A
Licence Deed:
Trustees of Wentworth Park
(car parking conditions)

BETWEEN:

THE TRUSTEES OF WENTWORTH PARK

of the first part

AND:

NEW SOUTH WALES NATIONAL COURSING
ASSOCIATION LIMITED

of the second part

AND:

THE NEW SOUTH WALES GREYHOUND BREEDERS OWNERS
AND TRAINERS ASSOCIATION LIMITED

of the third part,

L I C E N C E D E E D

(i)

1/11/11
20/11/11

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and whichever of the Licensees makes such request shall be wholly responsible for and forthwith pay to, or reimburse the Trustees for the cost of repairing all damage caused to the outside parking areas on such occasions.

11. TRUSTEES' EVENTS:

11.1 Trustees' Events shall be conducted so often and on such terms and conditions as the Trustees shall from time to time determine save and except that Trustees' Events shall not be held on the day of a Meeting or a Special Event.

11.2 The Trustees' shall from time to time advise the Licensees of the days fixed for Trustees' Events as soon as practicable after they are determined.

11.3 The Trustees shall from time to time fix the charges for the hiring of the Licensed Area or any part or parts thereof for Trustees' Events. The Trustees shall fix such charges at an amount which shall at least cover such of the Variable Outgoings as relate to each particular Trustees' Event. ^{and any cost of the type described in clause 11.1 arising out of a Trustees' Event} Whenever and so often as such charges are altered by the Trustees they shall advise the Licensees of the new charges.

11.4 Subject to the payment of all expenses of the Trustees of and incidental to Trustees' Events the Trustees' Hiring Fees shall be deposited into the Wentworth Park Arena Account to be disbursed in accordance with clause 12.3 hereof.

11.5 Notwithstanding anything to the contrary contained or implied herein, the Licensees acknowledge and agree that

10. CAR PARKING:

10.1 During the Licence Period the Trustees shall make available car parking facilities within the Car Park³ Area for use: --

- (a) By invitees of the Licensees attending a Meeting qualifying heats or trials or Special Event;
- (b) By the Licensees their servants and agents.
- (c) On each occasion that NCA or GBOTA is conducting a Meeting seventy-five (75) car spaces outside the Licensed Area and the parking areas situated under the Grandstand free of charge for whichever of NCA or GBOTA is conducting the particular Meeting.

10.2 The Trustees shall be entitled to charge such fees for the said parking facilities as they may from time to time determine and which have been approved by the Minister.

10.3 If, due to inclemency of weather, the Trustees determine that those parts of the Car Park Area outside the Licensed Area ("the outside parking areas") may be damaged they shall be entitled to decline to make the outside parking areas available for parking on each such occasion.

10.4 Notwithstanding that the Trustees have determined not to open the outside parking areas pursuant to the provisions of clause 10.3, such of NCA or GBOTA as is conducting a Meeting shall be entitled to request prior to 2.00 p.m. on the day of that Meeting that the outside parking areas be nevertheless made available for parking

DIAGRAM OF WENTWORTH PARK

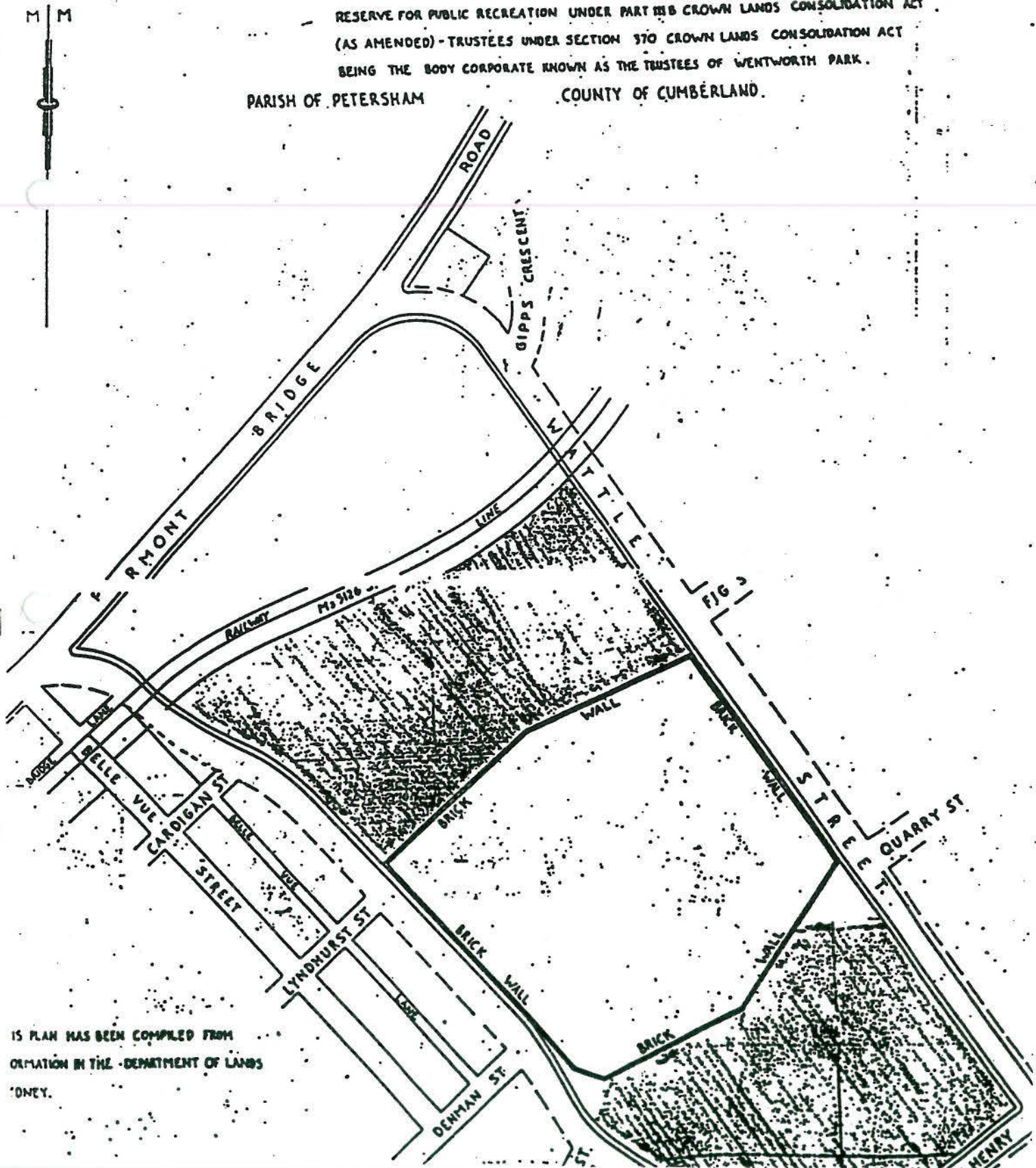
ANNEXURE "A"

SCALE 2 CHAINS TO 1 INCH

RESERVE FOR PUBLIC RECREATION UNDER PART III B CROWN LANDS CONSOLIDATION ACT
(AS AMENDED) - TRUSTEES UNDER SECTION 370 CROWN LANDS CONSOLIDATION ACT
BEING THE BODY CORPORATE KNOWN AS THE TRUSTEES OF WENTWORTH PARK.

PARISH OF PETERSHAM

COUNTY OF CUMBERLAND.



APPENDIX B
Visitor use

INTRODUCTION

The assessment of Visitor Use within the plan of management consists of three components. These are:

- The visitor use and attitude survey.
- Car parking survey.
- Review of major events using the the Teddy Bears' Picnic as an example.

Each of these is discussed in turn below.

1 VISITOR USE AND ATTITUDE SURVEY

A visitor use survey has been carried out by Manidis Roberts Consultants as a component of the plan of management. Further detailed results are contained in Supporting Paper A. This research and methodology follows previous user surveys undertaken for Sydney and South Sydney Councils for Prince Alfred Park, Hyde Park and Victoria Park. A similar technique has been used for these parks to enable comparative analysis of the results to be made, and to facilitate an understanding of the role of Wentworth Park within the network of inner-city parks.

The objectives defined for the Wentworth Park Visitor Use Survey are:

- To provide an estimate of total use of the Park.
- To provide a profile of visitor characteristics, their use patterns and attitudes.
- To determine fluctuations in use (between different times of the day and between weekends and weekdays).
- To make recommendations on the future management to be incorporated in the plan of management.
- To determine the role of, and use of facilities in other parks within the City.

Appendix B

Information collection activities included:

- On site estimation of total use through manual counting of existing visitors.
- Observation and recording of user patterns, including activities undertaken and the use of Park facilities.
- Face to face interviews with visitors to the Park.

For the purpose of the survey the Park was divided into three recreational settings, as is described in Section 1.2 of the text. Differentiation was made between weekday and weekend use of the Park and each day was also divided into five time periods (early and mid morning, lunch, mid and late afternoon).

Based on the survey information, Wentworth Park attracts approximately 100,000 - 150,000 visits each year. This figure does not include parking or attendance at the Greyhound races but does include organised one-off events such as the Teddy Bears' Picnic. The number of people using the Greyhound complex is 320,000. Large infrequent users such as the Teddy Bears' Picnic can attract crowds of over 20,000. The figure of 100,000 -150,000 compares with 550,000 visits to Victoria Park, and 500,000 visits to Prince Alfred Park. This shows that Wentworth Park is not used to the same degree, in numbers terms, as these two parks.

Some 59% of visits to Wentworth Park take place on weekdays and 41% on weekends, indicating that it is predominantly a mid-week use Park, although significantly less than Victoria Park (68% weekdays : 32% weekends), Prince Alfred Park (66%:34%), and Hyde Park (65%:35%).

The density of use per hectare for Wentworth Park is approximately 11,000 visits per hectare which compares to Victoria Park (62,000 visits per hectare) and Prince Alfred Park (71,000 visits per hectare).

Some 71% of the respondents were male. Further, 50% of all males using the Park were in groups of 20 or more and aged between 15 and 44, an indication of the high use of the Park for organised male team sports. Overall, the largest proportion (47%) of users is between 25 and 44 years of age, and a further 36% are aged between 15 and 24.

Appendix B

A high proportion of users visit Wentworth Park alone (42%), which is similar to the trend shown in visitor surveys for other inner city parks. There is a difference in group composition between weekdays and weekends, with a higher proportion of people visiting the Park alone on weekdays, indicating a greater use of the Park as a weekday thoroughfare. On the weekends a higher proportion of users visit Wentworth Park with friends (41%), than those who visit the Park alone (35%).

The most frequently stated reason for being in Wentworth Park was because the respondents live in the area (44%), indicating that it serves as a local park. Most respondents use the Park very frequently, with 41% visiting the Park daily and a further 22% visiting the Park twice a week. Park use is characterised by short visits, with 36% of users walking through, and a further 31% spending less than 30 minutes in the Park.

From the observational data collected early morning and late afternoon are the busiest times on weekdays with a drop of in use during the day. Lunch time and early afternoon are the busiest times during the weekend. This pattern of mid-week drop off in use during the middle of the day is quite different from Victoria and Prince Alfred Park. In these parks there is much greater peak of use during the middle of the day and early afternoon both during the week and on the weekend.

From the observational data collected the most popular activity undertaken in the Park is walking. Walking accounted for 50% of total activities observed. This is attributed to the high thoroughfare use of the Park. Walking dominated all time periods on both weekends and weekdays in all settings except for setting B, in which training and games dominate over the lunch time and afternoon periods. Table 1 below shows the most popular activities in terms of their proportion of total activities observed and the variation in activities between weekdays and weekends.

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Table 1: Activities undertaken

Activity	% of Activities Observed		
	Weekday	Weekend	Total
Walking	61	40	50
Training/games	15	21	18
Walking the dog	6	10	8
Viewing	-	10	6
Playground activities	2	5	4
Relaxation/sitting	3	3	3
Jogging	4	2	3
Informal sport	3	3	3

Note: This table includes the 8 major activities only

The most widely used area is Setting C, the south-eastern section, with 49% of total visits, followed by Setting B, the central section, with 33%, and Setting A, the north-west section, with 18% of use. Setting C receives an even greater proportion of total Park use on weekdays, reflecting its importance as a major pedestrian route.

The childrens' playground is the most widely used facility, having been used by 25% of respondents. The viaduct arches are used by 21% of respondents as they pass through the Park or as shelter from the rain. Facilities that respondents would most like to see in the Park are listed below in Table 2.

Table 2: Facilities respondents would most like to see

Desired Facility	% of respondents
Toilets	15
Improve Playground Equipment	10
Seats and Picnic Tables	9
More Trees	7
Drinking Fountains	4
Showers/Change Rooms	4

Note: This table includes the 6 most frequent facilities

The main attractions of the Park were the outdoor open space, the size of the Park and the trees. The proximity to home was also an important attraction. Table 3 shows the main attractions for Park users.

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Table 3: Main attractions for users

Ranking	Attractions	% of weighted responses
1	Outdoor open space	42
2	Size	18
3	Close to where I live	10
4	Trees	10
5	Close to city	5
6	Sports facilities	3

The major dislikes of respondents was not enough trees, noise from traffic, and poor drainage. Table 4 shows the major dislikes of the Park.

Table 4: Major dislikes of users

Ranking	Attractions	% of weighted responses
1	Not enough trees	17
2	Noise from traffic	16
3	Poor drainage	16
4	Poor maintenance/neglect	12
5	Cars in the Park	10
6	Greyhound racing	9

By far the most commonly suggested improvement was for more trees. The list of the most frequently suggested improvements is provided below in Table 5.

Table 5: Suggested improvements

Suggested Improvement	% of respondents
More trees	26
Provision of seats, tables, picnic areas, BBQs and shelters	11
Landscaping	11
Improved maintenance of grassed areas, trees and fields	10
More interesting/ improved play ground equipment	9
Development of sports facilities, bike tracks, skateboard ramps	8

2 CAR PARKING SURVEY

A survey of people who park their cars in the Park to attend the Greyhound races was carried out by Manidis Roberts Consultants at a Monday evening race meeting in July. The aim was to record the time of arrival, the group composition and to establish the frequency of use and the distance that people travel.

The survey was conducted between 5 pm and 8 pm. The largest proportion of arrivals (30%) were between 7.00 pm and 7.30 pm. Some 78% of those who park in Wentworth Park to attend the races are male and 22% are female. The majority (60%) are aged between 25 and 44.

Most people who park in the Park do so very frequently, with 48% doing so more than once a week and a further 25% doing so at least weekly.

None of those interviewed drove for less than 10 minutes to get to Wentworth Park, while the largest proportion (27%), travelled for over one hour.

Therefore from this information it can be concluded that the great majority of car park users are males who visit frequently and who drive considerable distances.

3 MAJOR EVENTS

There are a variety of large infrequent users of Wentworth Park, these include:

- Teddy Bears' Picnic held in October each year, attracting over 20,000 people. This is discussed in more detail below.
- Circuses have been held in the northern section of the Park in the past, although this use has been discontinued and Council now have a policy in place to preclude animal circuses within the city.
- Childrens' christmas parties for large companies such as IBM, attracting up to 3,000 children.

Appendix B

- Show-jumping as part of the Sydney Festival over 3 days attracting up to 5,000 people.
- Highland games.

The annual "Sun Herald Teddy Bears' Picnic" has been running for about ten years and attracts a crowd of over 20,000 people. The event is held in October in the section of the Park around the railway viaduct. The original aim on the event was to raise money for the Camperdown Childrens' Hospital and to allow families to enjoy a cheap, fun day. Activities include a stage show, teddy competition and games, stalls and fun rides.

Students from the Leisure Studies Department of Kuring-gai College of Advanced Education were engaged to conduct a study of the Picnic in 1988. Areas of evaluation included the activities, food, adequacy of facilities and the awareness of the sponsors and the fund raising activities of the Hospital.

Overall the organisers are meeting their aims for the day and are providing a highly successful large event. Issues raised in relation to facilities in the Park include:

- Lack of shade and shelter
- Absence of taps
- Shortage of bins
- Seats
- Toilets and changing facilities for young babies
- Parking.

There is no additional information available on other major events in the Park.