Council of the City of Sydney

BELMORE PARK

DRAFT PLAN OF MANAGEMENT

EDAW

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NOVEMBER 1993

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ST LEONARDS NSW 2065

EXECUTIVE SUMMARY

INTRODUCTION

The report is presented in seven (7) sections.

1. Introduction - covers background, objectives and process.
2. Management Context - records six (6) areas of study (topics), analyses values and raises issues.
3. Principles - sums up the assessed principles.
4. Options and Recommendations - proffers optional solutions and recommends the preferred course.
5. Master Plan - presents the preferred Plan and provides a rationale.
6. Implementation - covers actions required to implement the recommendations.
7. Acknowledgments and Bibliography.

Belmore Park lies between Elizabeth Street and Pitt Street and between Hay Street and Eddy Avenue, in the Southern Commercial Area. It is a focus of that district and its profile has waxed and waned with the area. The Sydney Central Strategy, recognising the current revitalisation, prompted the study which has four (4) objectives.

1. To preserve, in perpetuity, Belmore Park exclusively for recreational use.
2. To ensure the identification and reinforcement of the distinctive functional, architectural and symbolic characteristics of the Park and the areas surrounding it.
3. To ensure a consistent approach to management and maintenance of the Parks resources.
4. To ensure the inviolability of the Park and its resources for future generations of users.

MANAGEMENT CONTEXT

Six (6) study topics identified were:

1. Cultural and Historical Significance, which dealt with the Park's development and changes.

   Issues included:

   - There is a history of resumptions.
   - The present standard of the Park is inadequate for its central role and needs upgrading.
   - The relationship to Central Railway Station is important but has been eroded.
   - Some users have limited English.
   - Significant structural forms remain from the early design and need reflection in future work.

2. Natural Elements and Influences, which dealt with Noise, Natural Light, Wind, Soils and Drainage and Park Plantings. Values and Issues were:

V: *The Park is a retreat*
I: Existing tolerable noise levels could be made unacceptable by increased traffic.
I: The predominance of soft surfaces is needed to contain noise.

V: *A day long mix of sunlight and shade is required.*
I: Existing development overshadows the Park and projected structures will exacerbate this.
I: Mature trees are producing extensive areas of heavy shade.
I: Loss of trees on the east has increased sunlight.

V: *Healthy vegetation and well drained grass are essential.*
I: Low nutrient levels are reducing plant vigour.
I: Compaction is detrimentally effecting grass and trees.
I: Poor drainage is exacerbating compaction.

V: *The character and quality of the Park is heavily influenced by its vegetation.*
I: Much existing vegetation has significance but its density is compromising use of some areas.
I: Reduced plant vigour poses maintenance and safety problems.
I: Shrubs provide a refuge, favoured by charitable organisations but a problem for Police scrutiny.
I: A new underground railway tunnel could effect significant trees.

3. Park Character and Elements, which considered Structure, Furniture and Materials, The Bandstand, Visual Links and Relationships and Identity.

V: *The Park's structure determines its legibility. Park users appreciate legibility.*
I: Landform and planting structure retains validity but the path layout is confused.
I: Hay Street entry points and boundary need definition.
I: Eddy Avenue boundary needs resolution because of increasing commuter activity.
I: Changing use of the eastern ramp will require some restructuring.
I: Intensified traffic on the western ramp would raise noise levels and be visually intrusive.

V: *Water has practical and aesthetic value in public parks.*
I: Drinking water is not available in the Park.
I: No fountains remain.

V: *Fences can reinforce the security and inviolability of a park.*
I: Existing fencing has no intrinsic aesthetic value.
I: Changing use may require new fencing principles.

V: *Well designed signage contributes to the visual quality of the Park and to user amenity.*
I: Signage form is inconsistent.
I: The needs of those with physical and mental handicaps are not met.

I: Text is not accessible to those with limited or no English.

V: *Paved surfaces must meet aesthetic and physical standards, accommodating user convenience, easy maintenance and maximum porosity.*
I: Existing bitumen paths should meet these needs but inappropriate maintenance has caused deterioration.
I: No hierarchy of surfacing complements the Park structure.

V: *Seats and bins are essential elements in the Park and should contribute to its aesthetic quality.*
I: Current designs have no intrinsic charm.
I: Existing fittings are not in good repair.
I: Future positioning must respond to the Park structure.
I: Positioning must provide a broad range of microclimate conditions.

V: *An existing monument has significance, reflecting the strong links between Park and transport.*
I: Monuments have a place if they have historical significance or artistic merit.
I: The one existing monument has a place but may need relocation.
I: Further monuments could provide foci, or detrimentally clutter an area appreciated for its simplicity.

V: *Light poles and sources have no historical or aesthetic significance.*
V: *Well designed lights should contribute to the aesthetic quality of a Park and by careful positioning provide the level of illumination required for security and convenience.*
I: Present grid distribution provides inadequate illumination for security or convenience.
I: Light fittings are not in character.
I: Light loss from cities is exacerbated.
I: A new light must be acceptable to Sydney County Council (SCC).

V: *The bandstand in its original form had some significance as an example of Federation park building but this has been eroded.*
V: *A structure can provide a focus and increase the amenity of a park if it is well positioned and its use is appropriate.*
I: The bandstand is no longer in demand for the presentation of music, but the Park as a venue is still suitable.
I: The bandstand is not accessible to the public.
I: Its historical significance has been compromised by structural changes.
I: Lower level conversion to a maintenance depot has produced a "fortress" and led to the accumulation of maintenance materials in the vicinity.
I: Mature evergreen trees limit its visibility.

V: *The Park is an important element in the Central Sydney Strategy and serves as a visual and physical link.*
I: Changes in the area will put new visual emphasis on it.
I: Increased commercial, entertainment and tourism activity will increase its use as a thoroughfare.
I: Its character should be reflected in adjacent or related streets.

V: *Belmore Park is characteristic of Sydney's urban parks but has a specific image related to Central Railway Station.*
I: Its identity depends in part upon its palate of materials and vegetation.
I: The relationship between it and Central Railway Station is both aesthetic and functional.

4 Park Patronage outlined the results of a User Survey.

V: *Users appreciate the existing Park character and changes requested would not vary its essential qualities.*
I: Maintenance is seen as inadequate.
I: Trees and grass are highly valued and there is a demand for increased planting and floral display.
I: The presence of intoxicated persons is offensive to many.
I: Noise is seen as a problem by some but the Park's size limits reduction measures.
I: Toilets, drinking fountains and play equipment have been requested by some.

5 Urban Planning and Development Context covered the Statutory and Planning Context, relationships with surrounding areas, implications of proposed building developments and transport and access.

I: New development on the Central Square site will increase overshadowing of the park.
I: The proposed light rail route along Hay Street and the approach ramps to Central Railway will alienate a portion of the park.
I: Reduced traffic volumes in Pitt Street resulting from City Centre traffic management may provide opportunities for pedestrian improvements along the western edge of the park.

6. Management and Maintenance covered the current regime, security and safety considerations and requirements to meet increasing demand.

V: *A well maintained park is appreciated and respected by users.*
I: A simple structure should contain maintenance, which must meet basic needs.
I: Limited maintenance has resulted in deterioration of many elements.
I: Limited horticultural advice to the maintenance crew may be causing some deterioration.

V: *The ability to move freely and safely is highly valued.*
I: The physical condition of some elements present safety risks.
I: The Park is perceived as a security risk which is supported by records.

V: *The Park is a valuable public asset which should not be allowed to deteriorate.*
I: Structural changes will be required to accommodate increased use and changed patterns. Some capital expenditure will be essential.
I: Increased pressures will require increased maintenance funding or more effective use of current resources.

PRINCIPLES

From the preceding six (6) studies Principles were extrapolated.

- The Park is to remain inviolate.
- The close relationship between the Park and Central Railway Station retains its validity.
- The Park has three (3) user groups, static, transit and external, whose various needs are to be met.
- The Park's greatest contribution to the urban environment is its "greenness".
- The Park is critical to the Central Sydney Strategy.

OPTIONS AND RECOMMENDATIONS

Options and recommendations for the six studies were:

1. Cultural and Historical Significance

R1: Permit no exceptions to the legislation requiring the Park to be retained as Public Open Space.
R2: Implement the Master Plan progressively and maintain the Park at a high standard.
R3: Direct all change to retaining close links, visual and physical, with the railway station.
R4: Recognise the cultural needs of users.
R5: Respect the original design intent of the Park, retaining significant elements and eliminating intrusions.

2. Natural Elements and Influences

R6: Planning changes which might generate noise in the vicinity should recognise the Park's value as a quiet place.
R7: Protective landforms should be retained and barriers erected where necessary to reduce noise.
R8: Maintain or reinforce existing planning controls to minimise overshadowing.
R9: Remove selected trees of limited significance, relocate significant trees where essential and thin and raise the canopies of others nominated.
R10: Locate new trees to the east of eastern ramp.
R11: Use essential structures to provide wind protection.
R12: Increase nutrient levels.
R13: Treat compacted turf areas.
R14: (See R9)
R15: Restore trees to full vigour.
R16: Future tunnel design should respect all significant trees.

3. Park Character and Elements

R17: Develop a hierarchy of paved space differentiating the needs of transit and static users. Define edges to Hay Street and Eddy Avenue. Link to the eastern ramp. A link below the western ramp is only acceptable if secure and able to exit near Hay Street.

R18: Provide a drinking fountain.

R19: Develop a simplified "eastern bridge" railing as a distinctive fence and use low stone walls to demark some boundaries.

R20: Adopt consistent signage which meets ACROD standards, using symbols where possible.

R21: Retain the use of bitumen for transit routes but introduce sandstone and compacted gravel in other paved areas and encourage use of unit paving in some adjacent areas.

R22: Adopt a commercial range of furniture and maintain well. Locate through the majority of the site, keeping seats and tables off transit routes. Avoid installation of central bars on seats if possible.

R23: Do not reopen toilets or construct a new one but convert existing toilet building to works depot.

R24: Avoid proliferation of monuments.

R25: Remove existing grid system of lighting and replace with a mix of light sources which provide a designed level of illumination. Use approved standard lights, pavement level sources and flood lighting into trees.

R26: Lower the existing bandstand, and restore it to elegance and prominence.

R27: Extend the Park's influence through adjacent streets.

R28: Bus shelters in Eddy Avenue, whether fully across the road or on the northern side should enhance the station and Park. Structure the entrance from Eddy Avenue to accommodate rising transit use and develop new links to the eastern ramp.

R29: All changes must be made in the context of retaining the character of the Park as originally designed.

4. Park Patronage

R30: Upgrade maintenance, include floral displays and drinking fountains but exclude toilets and a dedicated children's play area.

5. Urban Planning and Development Context

R31: Legislate to protect the rights of the Park by sustaining its present size, containing adjacent traffic and noise and controlling building in the vicinity to reduce impacts. Ensure that both the spirit and letter of the law are observed.

R32: Adapt the present structure and fabric to absorb greater numbers and improve security to extend the hours of safe use.

R33: Develop appropriate controls to minimise overshadowing and extend the period of protected sunlight.

R34: Ensure traffic planning recognises the value and character of Belmore Park.

6. **Management and Maintenance**

R35: Review the deficiencies of the present system and rectify by planning and funding.

R36: Improve safety and security, recognising the needs of the homeless.

R37: Implement the Master Plan.

THE MASTER PLAN

The Plan's rationale is dictated by the preceding recommendations. The structure returns to the essentials of 1906 form of two primary open spaces and a central focus, but with the retention of a defined transit route.

Materials reflect the Sydney character and relationship to Central Railway Station. The dense shade of the central area has been reduced and some floral display introduced. The bandstand has been returned to prominence, the works depot moved to the closed toilet building and bus shelters integrated with the Eddy Avenue boundary. Furniture has been predominantly located off transit routes into the central core. Lighting reinforces the transit route and focal area.

IMPLEMENTATION

Planning Actions point up the need for future DCP's and LEP to further the Park's acknowledged role.

Design Actions nominate the elements for consideration in a design development stage.

Construction and Maintenance Actions. Actions for 1991 include implementation of a tree maintenance programme and improved cleaning and general maintenance, with pavement reconstruction to follow as funds become available. Generally the heavily used central core should receive priority over uncertain peripheral areas.

Management Actions

Actions highlighted are:

- Establishment of a Steering Committee.
- Monitoring of vegetation.
- Monitoring of patronage through regular user surveys.
- Estimation of projected costs and allocation of adequate development funds.

PUBLIC RESPONSE TO EXHIBITION

In response to two public exhibitions indicated general approval for the draft POM. In summary:

- The concern with seating indicates a need to provide it generously, and possibly some movable seats should be trialed.
- Some moving water could be included in the central area when funds are available, possibly as a community artwork.
- While the station retail outlets are reasonably accessible to the park an on-site outlet should be considered if an appropriate licensee becomes available.
- Flowering native trees, of an appropriate character, could be used along the eastern boundary when existing vegetation needs replacement.
- The general appreciation of the park as a green oasis reinforces the POM's emphasis on minimising hard surfaces.
- The incorporation of entertainment, artworks and limited monuments is not inconsistent with the park's form of spaces and access routes.
- Improved access, in conjunction with improved security is not under consideration and should be developed. Any new entry points should respect the park form of spaces and access routes.

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LIST OF FIGURES

1.0 INTRODUCTION

The introductory chapter describes the structure of the Plan of Management, identifies the study area, outlines the background leading to the preparation of a Plan of Management, presents the objectives of the study and outlines the methodology adopted.

1.1 STRUCTURE OF THE PLAN OF MANAGEMENT

1.0 INTRODUCTION provides a background to the study.

2.0 MANAGEMENT CONTEXT describes the past, present and predicted future conditions of the Park and its urban context under six (6) topics. Analysis of the conditions elicits values and records issues.

3.0 PRINCIPLES states four principles which guide all further decisions.

4.0 OPTIONS AND RECOMMENDATIONS explores the range of issues raised in 2.0 and makes recommendations in response to the principles stated in 3.0.

5.0 THE MASTER PLAN presents the Plan and describes the rationale of the design decisions.

6.0 IMPLEMENTATION proposes the Planning, Design, Construction and Maintenance actions required to implement the Master Plan and maintain its integrity.

1.2 BELMORE PARK IN TRANSITION

The open space that is now Belmore Park has been a prominent point of reference in Sydney's plan for over 150 years. During that time the city's focus has moved several times and the Park's significance varied accordingly.

In the early 1800s it was on the boundary of the city and serviced the market areas. Later in the century it became more central to commercial activity and with the building of Central Railway Station in the first decade of this century it provided an important forecourt to the transport and retail centre of the city.

Mid century saw a noticeable decline in the importance of the southern area with a move towards the harbour by both business and retail activity.

Now, in the final decade of the 20th century a reversal of movement has begun and Belmore Park is again coming into prominence as a most valuable green space within the city centre (see Figure 1.1).

1.3 THE STUDY AREA

Belmore Park, as Crown Land, has been available for public use since settlement and the evolution of its current form has been strongly influenced by transport requirements.

The extent of the Park has been progressively eroded since its original dedication. The boundaries have moved inwards on all but the northern edge. The area originally gazetted for public recreation in 1868 was just over 4 hectares. In 1907 it had been reduced by 1 hectare following temporary resumption by the Public Works Department (PWD). Today it covers 2.31 hectares, as the result of further deletions by the (now) State Rail Authority (SRA).

The Park, as a useable entity is now bounded on the east and west by ramps to the upper concourse of Central Railway Station and on the north and south by Hay Street and Eddy Avenue. As a legal entity the Park extends east as far as Elizabeth Street with the eastern ramp and City Circle line resumed for SRA use. Hereafter "the Park" refers to the useable entity except where its status is discussed (see Figure 1.2).

A sub-surface strata easement resumed for the Eastern Suburbs rail line runs diagonally across the park north west to south east. Eddy Avenue and the Park together provide a forecourt to the northern facade of Central Railway Station. Existing and proposed office towers to the north, east and west are tending to dominate those aspects. The buildings, the elevated rail line, side ramps and the station concourse all provide platforms from which the Park can be overlooked.

On the east and west the Park is relatively dissociated from external activity by earth banking but on the north and south, where it is at street level, there is high exposure to heavy and increasing vehicular traffic.

1.4 BACKGROUND TO THE STUDY

The Central Sydney Strategy 1988, acknowledged the high value of the major city parks and committed the Council of the City of Sydney to "Encourage the enhancement of all existing parklands around the City Centre by preparing and implementing management plans for each park".

The authority to commission and oversee the preparation of these plans was vested in the Council of the City of Sydney. EDAW (Aust) Pty Ltd were appointed by that Council to prepare a Plan of Management and Master Plan for Belmore Park.

The Central Sydney Strategy, in formulating policies to absorb increased population density, traffic growth and a changing demographic balance placed great emphasis on "Sydney - A Special Place". Many of its recommendations were directed to improving the quality of experience for pedestrians and to encourage tourist movement through the City.

Belmore Park/Central Railway Station, as one of the few well defined elements in the southern area, already provide a focus for the area. The recommended increase in entertainment facilities in the area, combined with expanded commercial accommodation will boost the number of people seeing it as a specific destination.

The intention to link the eastern parklands around the southern end of the city, through Belmore Park to Darling Harbour will increase the large

numbers already using the Park as a route to Chinatown and the Haymarket. The aim to improve the efficiency of public transport may further expose the Park to through traffic as it is closely linked to major bus and train destinations.

With these growing pressures the need to retain the perceived and appreciated qualities of the Park, its spaciousness, greenness, mix of sunshine and shelter and its heritage interest becomes imperative and makes forward planning essential.

1.5 OBJECTIVES OF THE STUDY

The objectives for the Plan of Management and Master Plan have been established by the Council of the City of South Sydney and are set out in their brief. They are as follows:

1. To preserve, in perpetuity, Belmore Park exclusively for recreational use.

2. To ensure the identification and reinforcement of the distinctive functional architectural and symbolic characteristics of the park and the areas surrounding it.

3. To ensure a consistent approach to management and maintenance of the Park's resources.

4. To ensure the inviolability of the Park and its resources for future generations of users.

1.6 STUDY PROCESS

The methodology adopted for this study responds to the specific conditions of the Park and its surrounds.

The process was broadly divided into data collection, analysis and planning. All three were substantially undertaken by in-house staff but, in order to address the range of topics, sub consultants were used to amplify the areas of Historical Significance, Arboricultural and Horticultural Performance, Soils and Drainage Characteristics, Visitor Usage and Facilities and Traffic and Parking. Information was made available by the Councils of the City of Sydney and the City of South Sydney and by the State Rail Authority. Archival material was also obtained from the Mitchell Library and State Rail Archives, Mr N J Thorpe and the Water Board Archives.

In responding to the brief and the site six interrelated areas of investigation, Topics were defined and all the research, analysis and findings were presented as they pertained to these topics.

The topics were:

1.6.1 Cultural and Historical Significance

The Park has had a place in Sydney's social fabric since early settlement and continues to have a significant role. An understanding of its perceived value is essential to the fulfilment of Objective 2.

1.6.2 Natural Elements and Influences

A full appreciation of the natural systems, soils, drainage and plantings is essential. Only from this basis can the viability of the Park be ensured and a planned program of management and maintenance established to meet Objective 3.

1.6.3 Park Design and Elements

The Park has a well defined structure which has been modified by changing needs. An understanding of its aesthetic impact and current functional performance are basic to preparation of a Master Plan which satisfies community perceptions and meets Objective 2.

1.6.4 Park Patronage

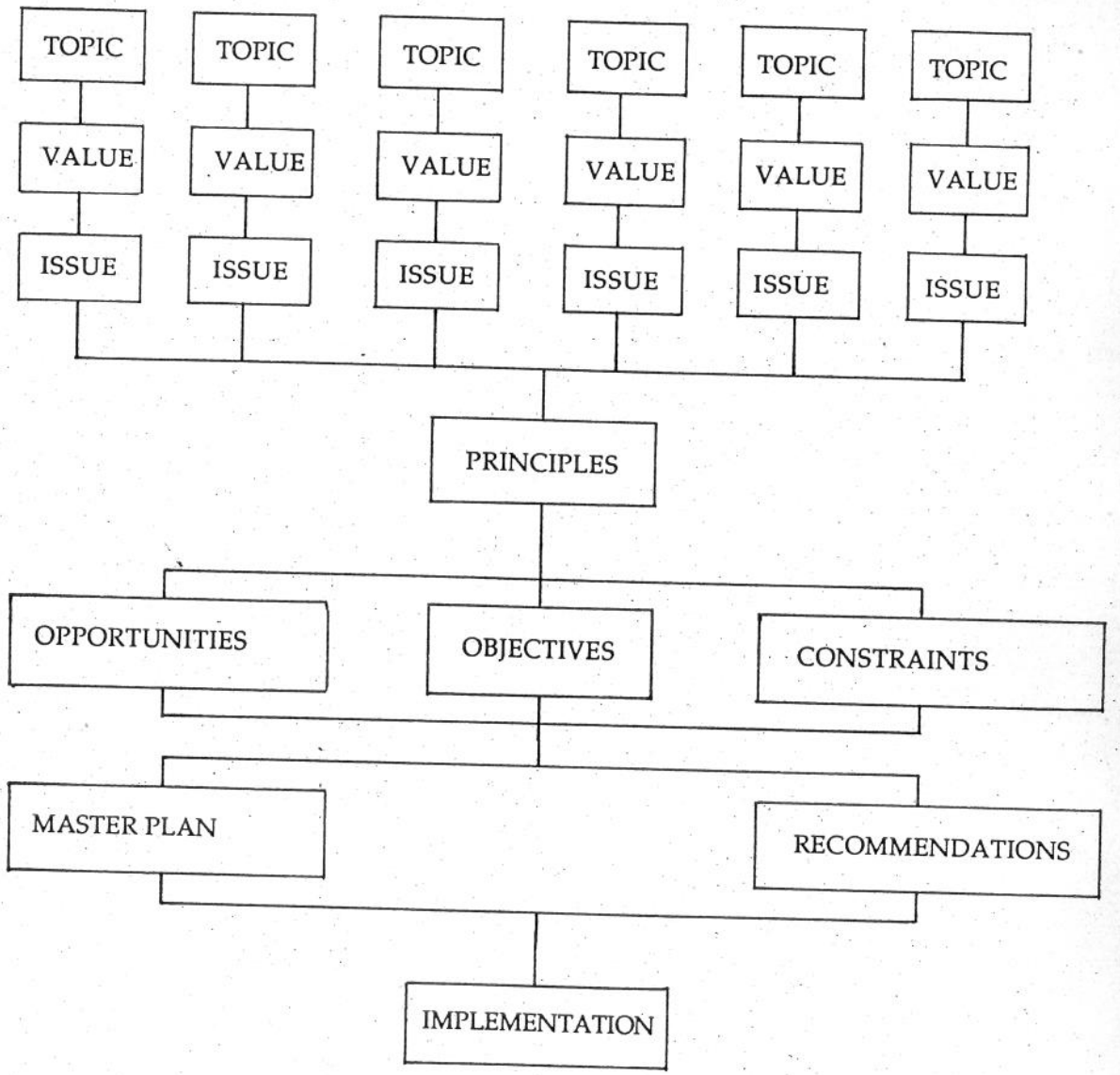
Park design responds to user needs, both existing and anticipated. An assessment of these needs requires an objective analysis of current patronage together with a comprehensive understanding of future trends. A User Survey provides data which, when read in association with urban planning proposals reduces the subjectivity of decision making and provides justification for Objectives 1 and 4.

1.6.5 The Urban Context

The Park is an urban structure which has been heavily influenced by its encompassing environment. Its further response to that evolving context is in part the reason for this Plan of Management and has been identified in the Central Sydney Strategy 1988. Objectives 1 and 4 have been posed in recognition of the pressures which the urban context can exert.

1.6.6 Implementation

The continuity of planning controls which maintain the individuality of the Park, a planning process which provides a framework for orderly decision making and a maintenance regime which adequately service the Park are all required to sustain the Park and ensure the objectives are achieved.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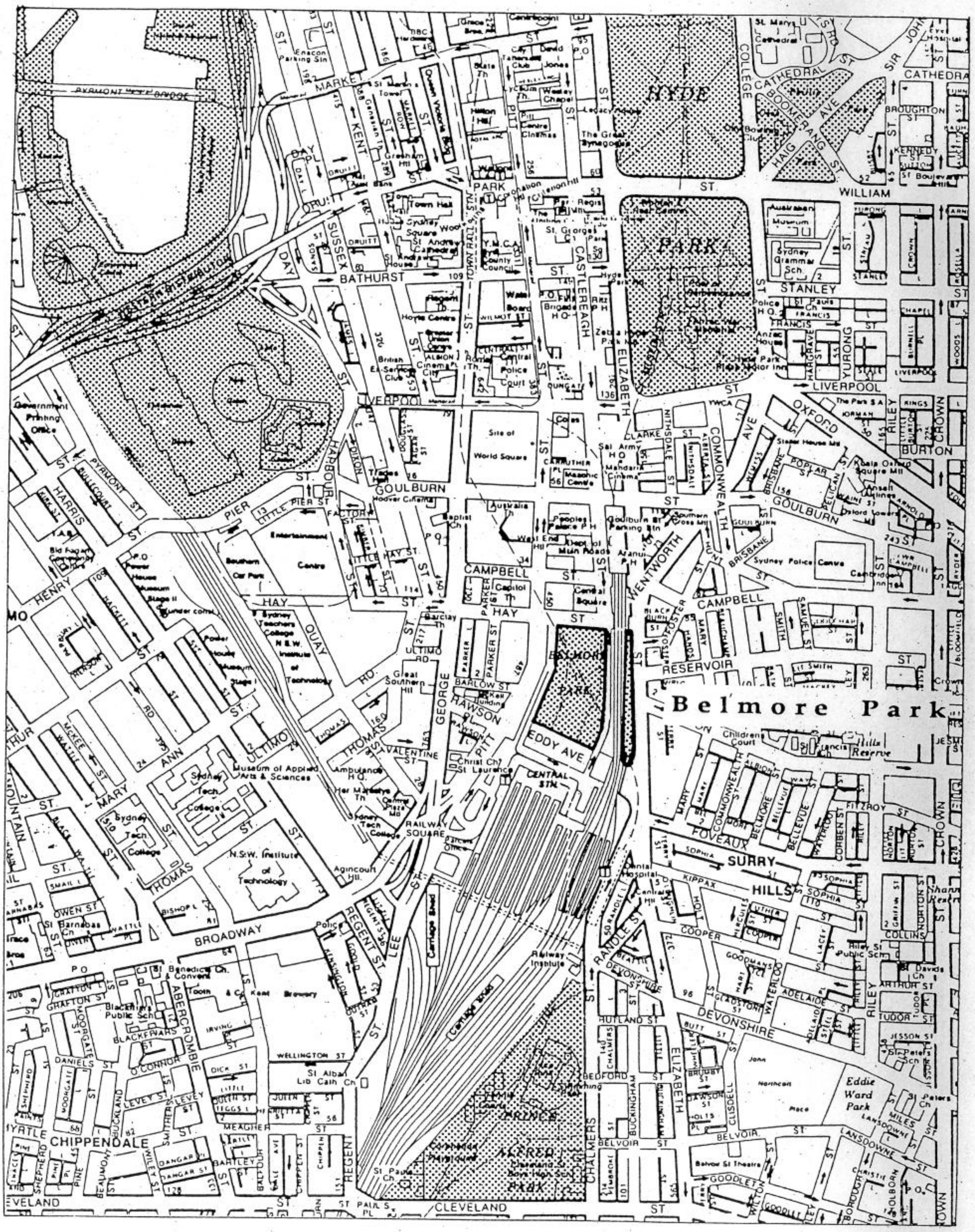

Legend

City Parks

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PLAN OF MANAGEMENT
Belmore Park

Figure 1.1
Belmore Park Location

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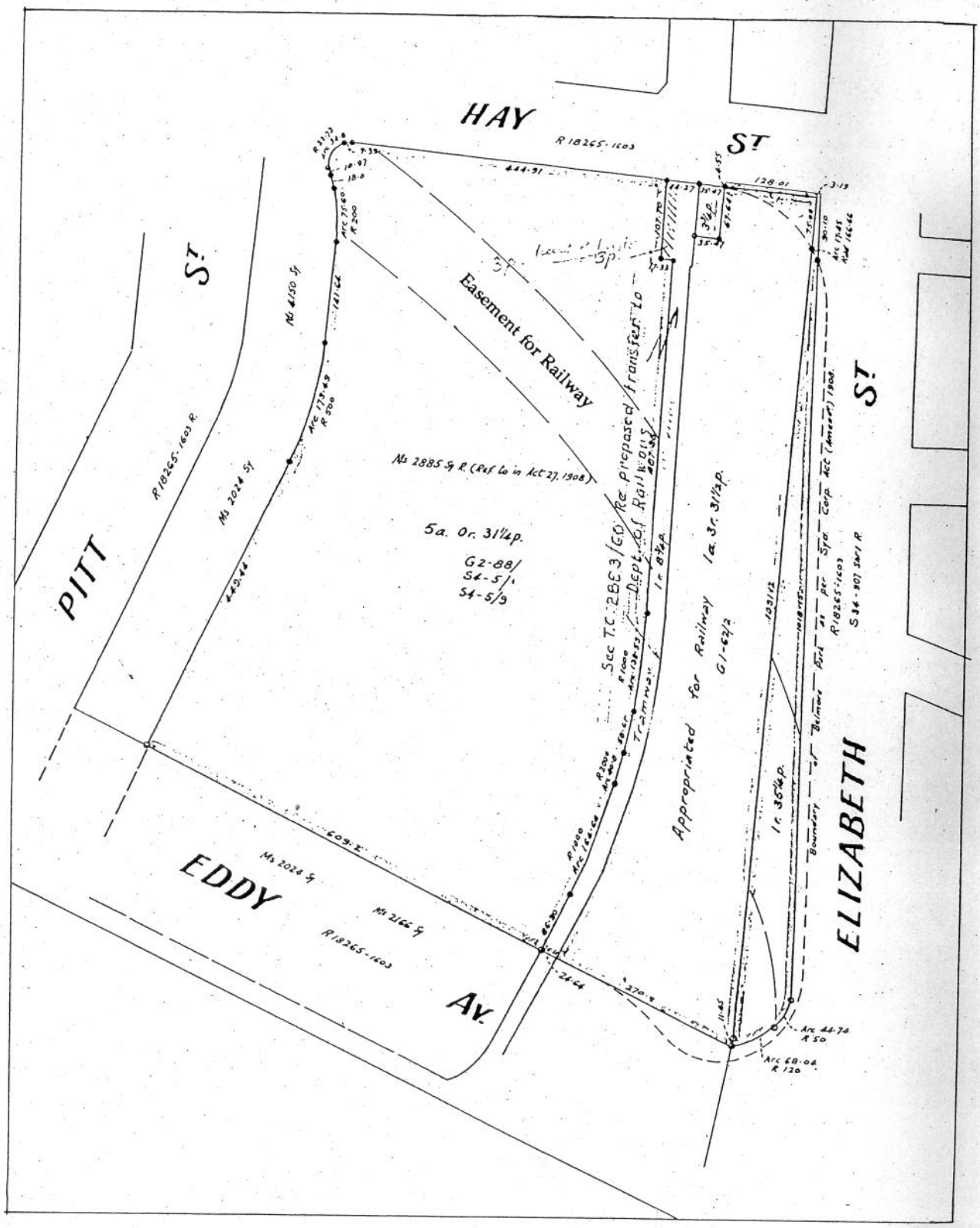

PLAN OF MANAGEMENT

Belmore Park

Figure 1.2
Lease Area

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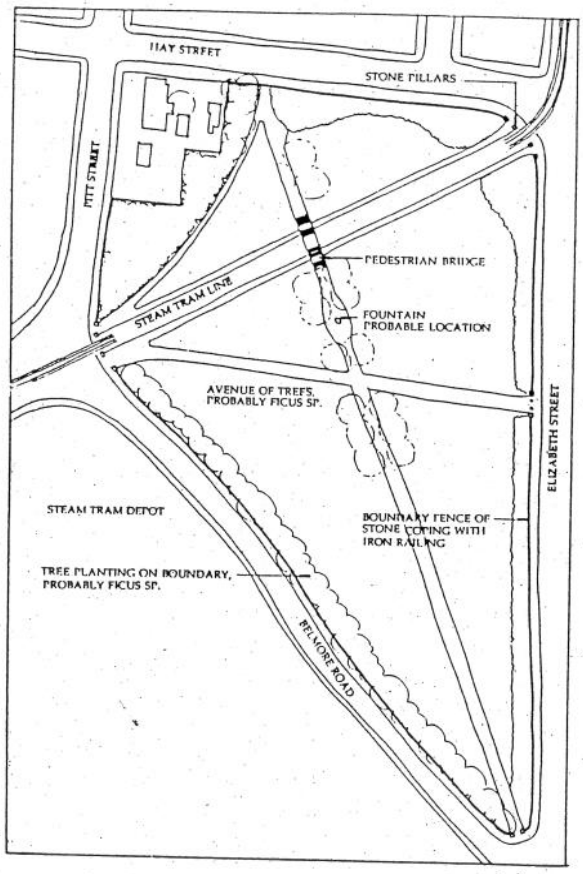
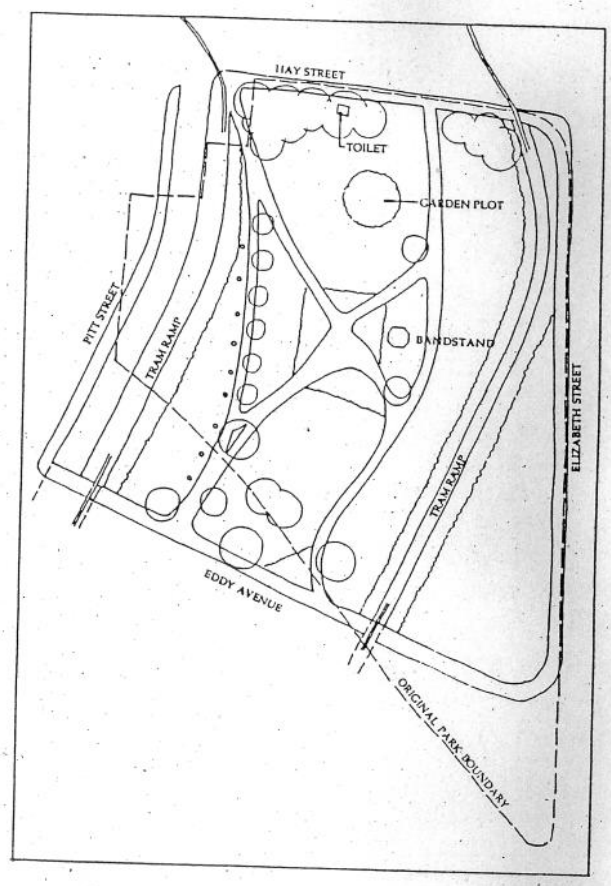


BELMORE PARK PRE 1900



BELMORE PARK PRE 1925

PLAN OF MANAGEMENT
Belmore Park

Figure 2.1
Historical Development

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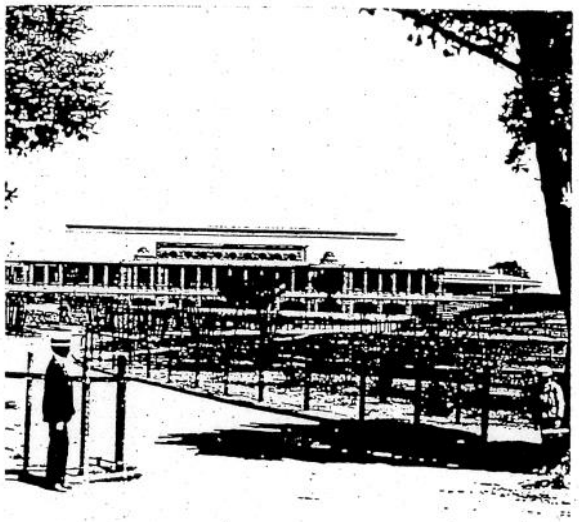

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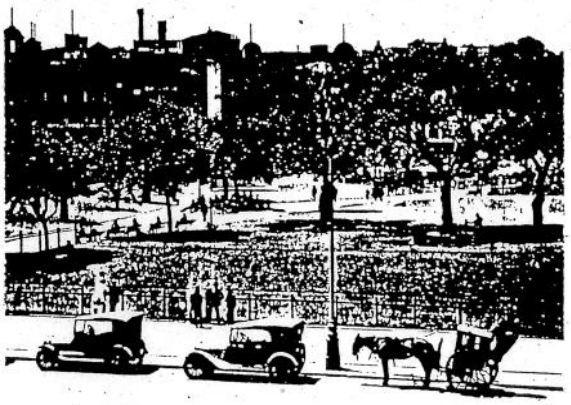

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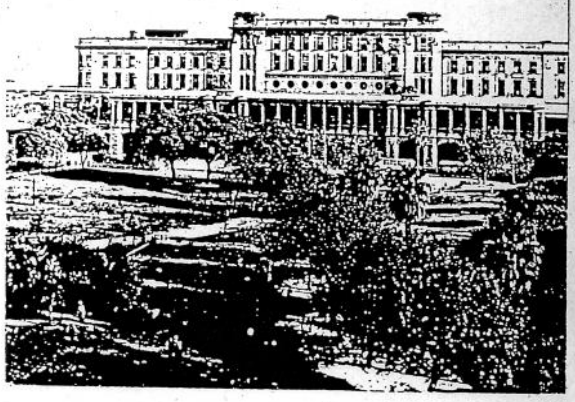


4

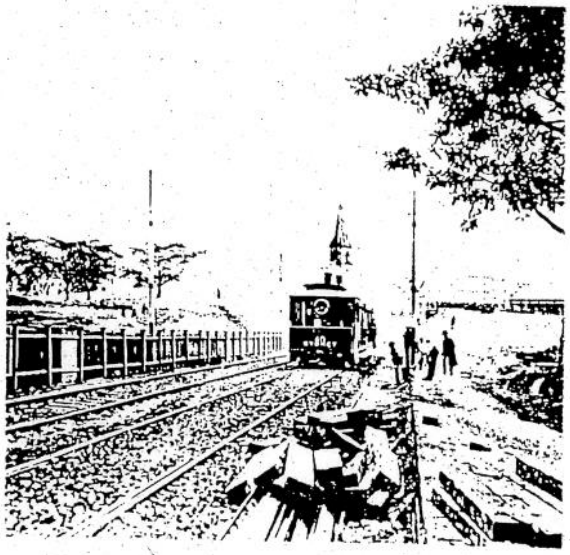
1 After completion of the Park in 1906 *(Source :State Rail Archives)*

2 The Bandstand, about 1918 *(Source : State Rail Archives)*

3 Looking from Cental Station in about 1920 *(Source : Mitchell library)*

4 The Park in 1936 *(Source : State Rail Archives)*

1



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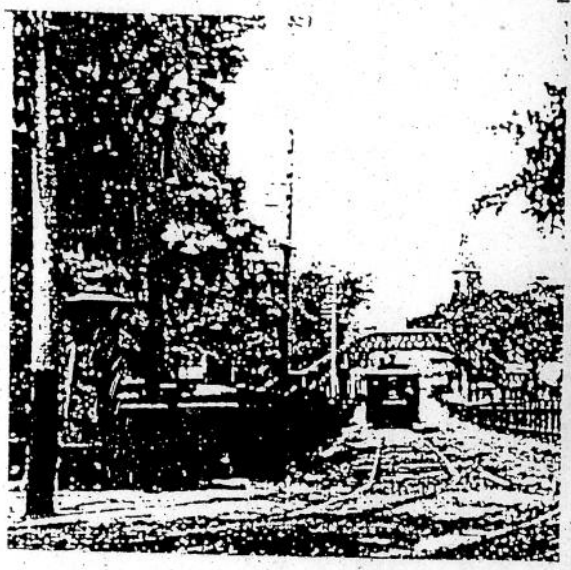
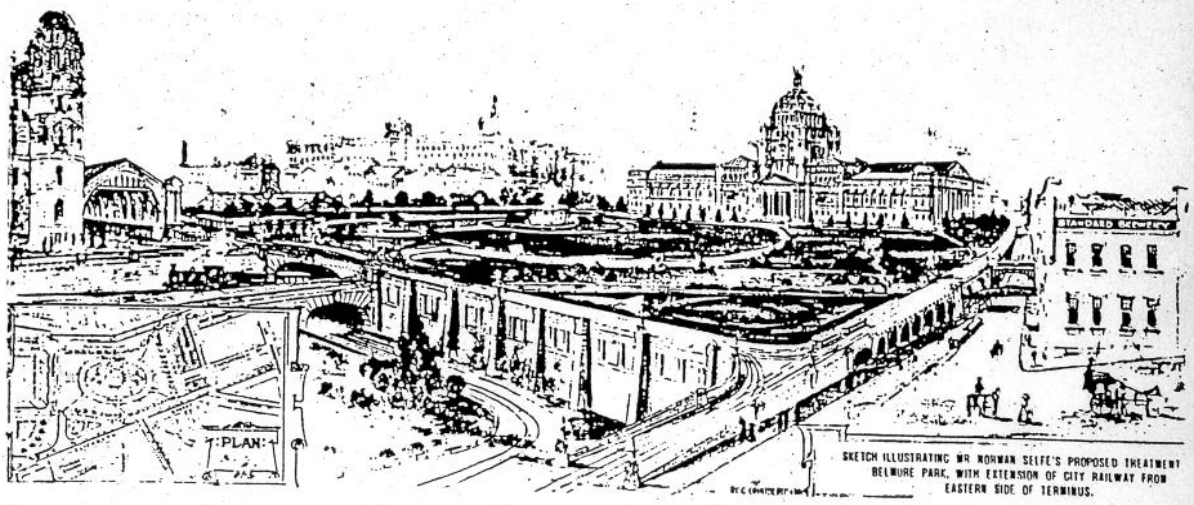




3

1 The steam tramway through the original Belmore Park in the 1890s *(Source: N J Thorpe)*

2 Looking from the north-eastern entrance of the original Belmore Park *(Source : N J Thorpe)*

3 Norman Selfes idea for the redesigned Belmore Park in 1900 *(Source: Mitchell library)*

2.0 MANAGEMENT CONTEXT

Six (6) topics are explored under this heading. The Values pertaining to each are extracted and Issues raised.

2.1 CULTURAL AND HISTORICAL SIGNIFICANCE

2.1.1 Historical Development of the Park

The following historical information has been drawn from a range of sources, the principal source for the local context being the Jackson Teece Chesterman and Willis 'Belmore Park Civic Design Study'.

Early in the 19th Century the area that is now Belmore Park was part of crown land containing the Police Barracks and residence, Devonshire Street Cemetery, Female Refuge of the Good Samaritan, Benevolent Asylum and a common. Belmore Park was known as the Police Paddock, as it was located adjacent to the Police Barracks.

The area has long been associated with markets. In 1829 the cattle and corn markets were built to the south of Campbell Street on the edge of the settlement, principally to avoid the problems associated with moving cattle through settlements streets. The top of Brickfield Hill was excavated in 1837 to lessen the grade of Brickfield Hill Road (George Street) to assist animal movement and the spoil was used to fill low lying areas around Hay and Campbell Streets. In the late 1860s Belmore Produce Markets and Paddys Markets were built in the filled area opposite the current Belmore Park. Dwellings and businesses of produce merchants and horse traders developed around the markets, and with the growth of the markets and the influx of Chinese to and from the goldfields, this area became the focus of Sydney's Chinatown.

During the 1860s Belmore Park was a "

> *receptacle for all the rubbish and street sweepings of Sydney. Running from Gipps Street across the park towards Haymarket, an open gutter was supposed to carry off stormwater from Surry Hills, but didn't, as it lay in the gutter stagnant and noisome. In the summer the plague of flies was something terrible, yet the spot was the only "lung" in Surry Hills youngsters could use as a playground". (Mitchell Library Newspaper Cutting, p67)*

On 19 May, 1868 Belmore Park was dedicated for public recreation. The Park was named after the Governor of NSW, the Right Honourable Somerset Richard Lowry-Corry, fourth Earl of Belmore in Ireland, who arrived in the colony in January 1868. The Municipal Council of Sydney was appointed trustee on 18 August, 1871.

Belmore Park of the 1880s and 1890s had a strong diagonal path system with an avenue of trees, probably figs, along its axis. A fountain was located within the pathway in the centre of the park and a building, probably a urinal, was located in the south west corner. The entrances were marked by stone

pillars while an iron railing fence and a wall surrounding the park. The park edges were well vegetated with wide planting beds. Photographic evidence suggests that the planting beds may have contained some Eucalypts. A steam tram ran diagonally through Belmore Park taking commuters from Sydney railway station to Circular Quay. The tramway was elegantly timber fenced with a large overhead footbridge on the axis of the Park's main pathway as a "result of the influence of high speeds on the mortal statistics of the locals". (Singleton, 1961, p136) (see Figure 2.1)

Trains had been introduced as a mode of travel in the 1850s. Sydney's original railway station was located to the south of Devonshire Street in nearby Redfern. The increasing importance of the railways from the 1850s, and the tramways from the 1870s began to transform the area from a peripheral to a central area of commercial activity. The growth of commercial enterprises in the area continued through the turn of the century. Banks, theatres, department stores, office buildings, hotels, public and institutional buildings were erected. The original Anthony Horderns retail store was on the south western edge of the park. It was destroyed by fire in 1901 along with a substantial part of Chinatown. This made way for a new emporium to be built between Pitt and George Streets on Goulburn Street (the current World Square site).

The Park has a history of resumptions for transport purposes. This began in 1901 with the resumption of the Hay Street Presbyterian Church and manse and Crown Land including the cemetery, Belmore Park, the Police Barracks, the Female Refuge and the Benevolent Asylum for the construction of Sydney Railway Station in its current location by the Public Works Department.

Bodies from the cemetery were relocated to La Perouse and the cemetery hill excavated to make way for the station. Any suitable clay was given to brickworks in Surry Hills. Some fill was placed on Prince Alfred Park and some in the a cycling ground at Moore Park, while the majority of earth was placed on Belmore Park, burying the original layout and the majority of plantings. By June 1902 material excavated for the docks and the main station building, some 80,000 cubic yards, had been placed on Belmore Park to form the tramway embankments and to raise the general level of the park.

The railway building was intended to be a "monumental work of stateliness and beauty" (PWD Annual Report 1904, p5). During 1904, when the building was considerably over budget and financial cut-backs were necessary, it was decided to complete the station only to a level to allow it to function. The station was formally opened on 4th August 1906. In the 1907 Government Architect's Annual Report he stated:

> *"the proportions of the Station Buildings which will present themselves when completed in accordance with the design are necessarily lost under the partial erection only, but sufficient work has been executed to indicate that some day Sydney will possess a station architecturally commensurate with its importance" (PWD Annual Report, 1907, p79)*

Council had made a representation to the Public Works Department in 1905 requesting that the park be "restored to its former condition as it was prior to the taking over of the park for railway purposes" (SCC Town Clerk Files 1905,

p113). Replanting of the park had begun in 1905. The Government Architects report for the year ending June 1906 states:

> *"Belmore Park has been laid out during the year, with lawns, shrubberies and pathways, leaving the still further embellishment to be dealt with by the City Council - arrangements being made for its rededication as soon as possible" (PWD Annual Report 1906, p77).*

In May 1907 Council resolved to take over the Park

> *"subject to the construction of a main path through to Elizabeth Street, the contribution of 300 pounds for a fountain in the centre, the construction of a bandstand and a level crossing from Albion Street being carried out by the Government" (SCC Town Clerk Files, 1907).*

The park was returned to Council ownership without these extras and without the walling and fencing as previously requested. The park edge and planted areas were marked by timber post and rail fences with mesh infill and large timber tree guards protected the trees. Tree guards had been removed by 1910, with the result that many of the original plantings have been lost. The urinal of the original park had been relocated to the northern edge of the park (see Figure 2.1).

On 31st May 1910, Council resolved to build a bandstand in Belmore Park similar to the one in Observatory Hill Park. This remains in the Park today hidden in the tree canopy, as the only building within the park boundaries. A bubbling fountain was re-erected in the park in 1923 and a fountain for the use of birds was installed in 1938. Neither of these remain. In 1927 Council constructed an "underground convenience for men" (SCC Town Clerk Files 1927, 5148/26). This is probably the sandstone building at the base of the Hay Street rail overbridge, which is in Council ownership but is locked to prevent use.

Draughts playing was a major activity in the park in the 1930s resulting in a special area being set aside, the first Sydney park to allocate an area for this purpose. It was paved and included six tables constructed specially for the purpose. The area was later illuminated.

A further area of the park was resumed in 1923 for the City Circle rail system. The eastern tramway approach to the railway was relocated and a portion of the Park along Elizabeth Street was permanently separated from the rest of the Park. In the 1970s a strata below the Park was resumed for the underground Eastern Suburbs rail system. This runs from below the bandstand to the corner of Pitt and Hay Streets.

With the construction of the City Circle railway line and Harbour Bridge in the 1920s and 30s, commercial and retail activity moved north, causing a decline in the trade of the large department stores. During the 1950s and 1960s the area was in decline. Some office development, mainly government offices, occurred in the late 1960s and 1970s, changing the urban fabric of the area and overshadowing Belmore Park. The changing patterns of

entertainment and retailing and the relocation of Paddys Markets to Redfern have left many areas available for commercial development.

2.1.2 Changing Trends in the Park Design and Usage

The Park has historically been a prominent point of reference as a green space, a place of leisure and a thoroughfare. The emphasis of each of these uses has changed over the 150 years of the Park's history.

In the early to mid 19th century the site of the Park was on Sydney's perimeter in a densely populated residential and trade area. It was vacant land which collected rubbish but was used as a playground by children. Its attraction as a place of leisure was limited by its condition.

When dedicated for public recreation in 1868, Belmore Park was the sixth site to be gazetted as a park in Sydney, a recognition of its importance as a green space in an urban area. Other gazetted parks at this time were Prince Alfred Park, Moore Park, Lavender Bay Baths, Coogee Cricket Ground reserves at Argyle Place and Church Hill and The Steyne at Double Bay.

The Park's gazettal and the appointment of Council as trustees allowed for the development of the open space into a structured park. Entry pillars, fencing, a path system, fountain, planting beds and avenues of trees were part of the Park's design. The design and use of materials equated the Park in importance with other city parks of the mid to late 19th century. The layout indicates use of the Park as a thoroughfare between the residential area of Surry Hills and the markets or the town centre.

The by-laws of the Park limited its use for active recreation such as cricket. In the interim period between filling of the old Park and construction of the new from 1900 to 1906 the Park was rented for Circus performances such as the 1904 Fitzgerald Circus. In this period it was bare earth with few trees remaining from the original Park.

At the time of reconstruction of Belmore Park, Joseph Maiden, Director of Sydney's Botanic Gardens, explored the current philosophy of a park's purpose. He stated:

> *"The objectives of a public park are to assist in securing rest and recreation for the people, to promote their mental and physical health and enjoyment .... " (Maiden, 1902, p2).*

The elegantly curvilinear design of that time, built in conjunction with Sydney Railway Station, reflected the Park's role as a forecourt to the new station. The Park was located in the transport node of Sydney. Proximity to the railway, which was considered a fashionable mode of long distance travel, and to the prestigious Anthony Horderns retail emporium meant that the Park had prominence as a major urban green space.

Funding was limited at the time of completion of the railway and thus a scheme with grand structures and fountains, as was illustrated in the 1900 design by Norman Selfe, (see photo), was not realised but the construction of

a bandstand in the Park in 1910 emphasised the role of the Park as a place of promenade and leisure.

The changing nature of the transport system in the late 1920s, reinforcing a shift of commercial and retail activity to the city's north, created a decline in the vitality of the area surrounding the Park. Commuters were able to use Town Hall and Museum Stations reducing the importance of Central Station as a destination. The Park began to take on a suburban appearance, while parks to the northern end of the city including Wynyard Park became heavily used.

Belmore Park again took on a role as a thoroughfare in the 1930s. Prior to the construction of the City Circle rail system, Central Station had been accessed from the city via the western approach ramp. The construction of suburban train platforms at the eastern end of the existing station created a new point of destination for commuters. A route developed to this end of the station through the Park. The removal of fences along path edges resulted in a more direct traffic route being worn through the Park. Gravel paths were eventually installed and later covered in asphalt. The changes have made some paths redundant and destroyed the purity of the original design solution.

Use of the park as a meeting point and place of recreation continued. In the 1930s the Park was a significant open air draught-playing venue. People met to play at special tables, and the installation of lights indicates that play continued into the evenings. The draught tables are no longer used. The Park has also been a meeting place for people using the adjacent transport systems. National service troops met in the Park before going to the country by train.

Currently the Park is a meeting point for rallies and demonstrations due to its proximity to the transport network. It is a place of leisure for locals and a destination for office workers and students at lunchtime. It continues to be visually important as green space but its role as a major thoroughfare is dominant. The current suburban appearance of the Park does not reflect its potential importance as a major urban park.

2.1.3 Statement of Cultural Significance

The cultural significance of Belmore Park arises from its location, in the context of the city's development and from its function which has determined its changing form.

The Park has been continually available to the public, as open space, since the establishment of the Colony of New South Wales and has been dedicated to public recreation since 1868.

The Park is recognised by the Central Sydney Strategy as the focus, with Central Railway Station, of the Southern commercial area.

The Park has been closely associated with public transport since its inception and in its post 1906 form provides a forecourt to Central Railway Station, which is the subject of a Permanent Conservation Order (PCO).

The Park has provided an open space focus for the Haymarket and Chinatown and retains this significance.

The original Park had a simple asymmetric structure which responded to site boundaries and patterns of use and was representative of Victorian public garden design. The post 1906 Park was designed by the PWD as an elegant forecourt devoted to recreational use. Its layout reflected its purpose and was representative of Sydney park design. Elements of the 1906 design, particularly the landform and significant trees remain today.

Several issues arise from the statement:

Issue: *While the Park was dedicated to public recreation in 1868, its size has been progressively reduced by resumptions.*

Issue: *The Park, as a focus of the Southern commercial area, requires upgrading, its present standard not being appropriate to its central role.*

Issue: *The Park's relationship with Central Railway Station must be maintained and reinforced but heavy traffic in Eddy Avenue is divisive.*

Issue: *The Park users from the Haymarket and Chinatown frequently have limited use of English and this should be recognised.*

Issue: *Significant structural forms remain from the 1906 Park design and need to be reflected when changes occur to meet new patterns of use.*

2.2 NATURAL ELEMENTS AND INFLUENCES

2.2.1 Noise

The general noise level of the area surrounding the Park is relatively high and is generated by road and rail traffic. Bus movements in Eddy Avenue are frequent. Trains on the City Circle line pass the Park every few minutes and there is private and commercial traffic on all surrounding roads, with the heaviest use being in Elizabeth Street.

Within the Park the perception of intrusive noise is not great though it was remarked upon by some users surveyed. The landform of embankments on the east and west and a minor ridge close to Eddy Avenue reduce the impact of the major intermittent noise sources and while the ambient noise level within the Park is not as low as that in larger city parks it is not unacceptably high at present.

Value: The Park is perceived by many as a quiet place of retreat.

Issue: The existing level of sound is tolerable but a substantial increase in traffic flow in the area could raise it unacceptably.

Issue: The predominance of soft surfaces over hard finishes is contributing to the present containment of noise levels and a change in the balance could be disadvantageous.

2.2.2 Natural Light

The Central Sydney Strategy stresses the need to maintain sunlight within urban parks and recommendations to control shadowing have been implemented. In recognition of commercial site coverage requirements the thrust of controls is to eliminate building shadows in parks at the peak use time of 12.00 noon to 2.00 pm. Belmore Park is already overshadowed from the north and current developments will increase the effected area (see Figure 2.10 to 2.13 and 2.5.3). Conversely, new developments have also increased glare.

Value: A daylong mix of sunlight and shade is required in the Park.

Issue: Existing external development already overshadows the Park and projected development will exacerbate the condition.

Issue: The current extent of mature tree canopies has resulted in extensive areas of heavy shade within the Park.

Issue: The loss of trees on the eastern boundary, towards Eddy Avenue, has opened the eastern embankment to increase the sunlight.

2.2.3 Wind

The Park is well protected from extremes of wind by its landform and location. The east and west embankments and the bulk of Central Railway Station, plus bridges across Eddy Avenue all mitigate against the effects of strong winds from the south and west. There is more exposure to northerly winds but as these are generally benign in the Sydney region they are frequently desirable.

There are no structures within the Park which provide wind protection. While the Bandstand base is solid there is no provision for seating behind its shelter.

Value: Cool summer breezes from the north are desirable but strong winds from the south and west reduce user amenity.

Issue: There is no provision within the Park for protection from the wind, other than from land form and vegetation.

2.2.4 Soils and Drainage

The Park was used as a fill site at the time of construction of Central Railway Station, and has a substantially artificial soil profile.

An investigation of soil properties and conditions was carried out in the park. Chemical analysis was undertaken on representative samples from various depths and the extent of soil compaction was determined by measurement of bulk density for soil cores and extrapolation of penetrometer readings (see Appendix B).

Soil Profile

Soil tests indicated an artificial profile of mixed fill to a depth of at least 1,200mm below ground level. Where a greater depth of fill was required for construction of ramps, sand appears to have been used as a base and covered with a medium clay. The clay may have been placed intentionally as an impervious capping to the fill, or may simply reflect the material available at this late stage of construction. A sandy loam to loamy sand has been installed as topsoil.

PH

Chemical analysis of the soil indicate that the sandy loam to loamy sand topsoil has a slightly acidic pH and very low levels of soluble salts. The topsoil becomes progressively more sandy down the profile, with depth varying from 250-300mm to 450-500mm. The cation exchange capacity (CEC) is low and the base unsaturated. Some exchangeable acidity is present. The clay layer is acidic with low soluble salts. It is not sodic or dispersive. Below the clay layer is either mixed fill with a slightly elevated pH and low salts or a clean sand with a PH of approximately 6.

Nutrient
Nutritionally, the soil is very poor with levels of most major nutrients well below optimal levels. This is limiting the vegetation and, while not severe enough to cause plant death or even symptom expression, adds to the stress already caused by the environment including shading, air-born dust and vandalism. The low potassium levels reduce the resistance of turf to wear.

Compaction
Compaction, due to heavy traffic, was identified over a large percentage of the Park as shown in Figure 2. 2. In compacted areas establishment and maintenance of turf cover is difficult and the growth and long term vigour of trees is compromised as soil compaction limits both root growth of vegetation and gas and moisture exchange in the soil.

Drainage
Subsoil drainage in the Park is impeded by the clay layer at 400-500mm. Heavy rain causes soil moisture levels to rise and problems of compaction are then exacerbated. Compaction and drainage problems are inter-related. The more wet the soil, the more severe the compaction for any given level of traffic. As use of the Park intensifies, compaction problems will become more severe.

The present path drainage system was installed between 1936 and 1964. Sandstone edges to main paths direct surface water into pits connected to storm water lines. Minor paths are graded to drain onto the adjacent grass surfaces.

Value: Healthy vegetation and well drained grass areas are essential elements in the Park.

Issue: Very low nutrient levels are reducing plant vigour.

Issue: Compaction is detrimentally effecting the vigour of grass and trees.

Issue: Poor drainage is exacerbating compaction problems.

2.2.5 Park Plantings

A mix of deciduous and evergreen structural planting is supplemented by specimen trees, with flowering trees generally confined to the western boundary and shrubs relegated to a minor role (see Figure 2.3). This section looks at the significance of the trees, and then reviews their condition.

Significance of Vegetation
Significance is assessed on historical, cultural, social or aesthetic worth, rarity or obtrusiveness. The Park plantings are fairly typical of Sydney's urban parks of the 19th and early 20th centuries. The majority of plants have significance, either due to their age, their unique characteristics, their rarity or by being representative of an era of park plantings (see Figure 2.4 and 2.5).

The oldest remaining plantings, from the original Belmore Park, are four Ficus macrophylla (Morton Bay figs), three adjacent to Eddy Avenue and one adjacent to Hay Street. The three figs at Eddy Avenue probably had up to two metres of fill placed at their bases at the time of construction of Central Railway Station. Ficus macrophylla, widely planted in the late 19th century, now remain as culturally and historically important large trees contributing to the character and sense of place of urban Sydney.

They are significant in the Park.

A Schinus ariera (peppercorn) located in the centre of the western pathway appears from photographic evidence to have been either planted prior to the existing Park layout, or planted as a mature specimen at that time There are now two others adjacent. The species has been used extensively in Sydney in the last 15 years. They are short lived when compared with figs, and are less suited to Sydney's urban environment.

They have cultural significance in NSW country towns and their repeated use in newer plantings in the southern Sydney area makes them moderately significant in the local context.

Large planes (Platanus orientalis) delineate a major path which is directed towards the station facade. The mature trees now partly obscures the facade from some lower viewpoints in summer but provide compensating social and visual amenity including dappled light of high quality. Planes occur in adjacent streets and are typical of Sydney street tree planting.

They are significant in the Park.

Palms of three species, Washingtonia robusta, Phoenix roebelini and Washingtonia filifera, pair with planes along a north/south route and read against the station facade. Not all appear to be original plantings. They were fashionable at the turn of the century and were associated with transport lines, though the species commonly used beside rail routes was Phoenix canariensis.

The palm avenue in the Park has some cultural and historic significance and two individual specimens have less value.

Lophostemon confertus (brushbox) occur prolifically in the Park, particularly in the north eastern and central sections and their extent now compromises the original open quality of this section of the Park. The avenue in the north eastern corner appears from photographic evidence to have been planted in the 1930s. A row of Eucalypts were planted alternately between them, but were removed in the 1960s. Brushbox were widely planted in parks and as street trees in the early 20th century. Their dense evergreen canopy, tolerance to urban pollution and pruning and regular form have ensured their suitability as an avenue shade tree in streets and parks. A large avenue of

Brushbox is located in Prince Alfred Park and they are well represented in Hyde Park.

As a group planting they have high significance in the Park but most specimens have low significance in isolation.

The wide variety of supplementary tree species is noteworthy. The majority of these are rainforest plants with spectacular flower displays and are unusual in urban Sydney parks. They include Stenocarpus sinuatus (firewheel) Magnolia spp., Jacaranda mimosifolia (jacaranda), Brachychiton populneus (kurrajong),

Lagunaria patersonia (Norfolk Island hibiscus), Bauhinia spp., Calodendrum capense (Cape chestnut), Geijera parvifolia and Rothmania globosa. The first named five (5) are represented in Hyde Park but not in Prince Alfred Park. The latter four (4) are not found in either of these parks or Victoria Park.

Their group presence effects the character of the Park and as such has moderate significance but individual specimens have lower significance.

Three unusual specimen trees exist in the Park. A single Cupressus spp. in the centre of the Park was probably in an original planting bed, and is the sole remaining conifer.

It has historical value but is discordant and as such has reduced significance.

Two Meryta deanii are also located in the centre of the Park under the brushbox canopy. This New Zealand plant exists in its natural habitat only on small islands in the Bay of Islands. The plant is rare in Australia and only one example of the genus, a Puka, exists in the Royal Botanic Gardens. The Garden's Herbarium have shown interest in propagating from these Meryta deanii.

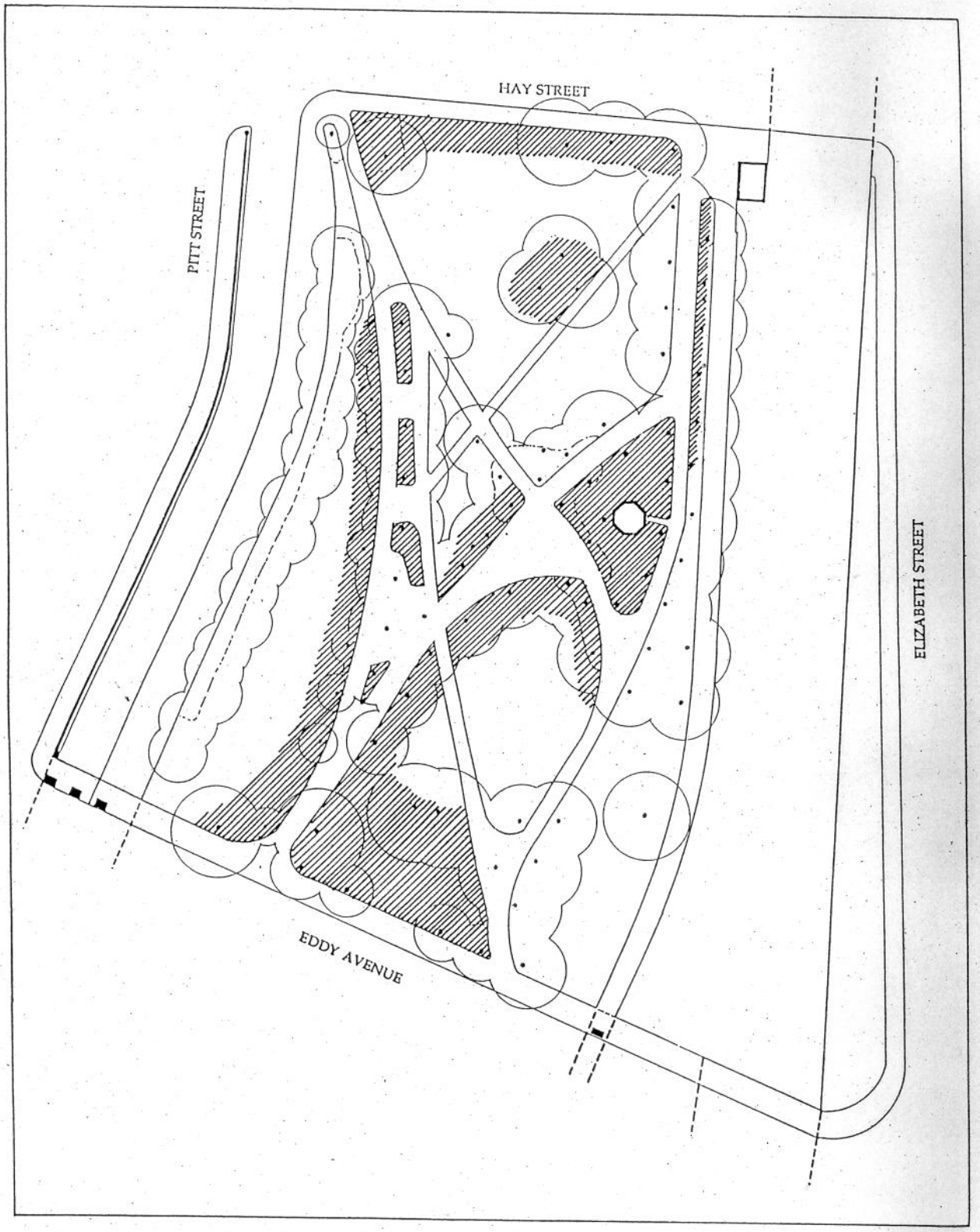
They have high significance due to rarity.

The absence of shrubs is characteristic of the Park. Grevillea spp., Abelia grandiflora (abelia), Doryanthes excelsa (Gymea lily) and Clivia miniata (clivia) have all been planted relatively recently.

Existing shrubs have little significance.

Condition of Planting
Generally trees are in fair condition capable of improvement.

The two Ficus macrophylla above the old draught tables have suffered leaf loss due to fig psyllid, Mycopsylla fici. These produce a sticky 'chewing gum' type secretion which has marked tables, seats and paths. Consequently, the natural enemies of the psyllid, the pigeons, are concentrated at this end of the Park. The combination of the sticky secretion, leaf loss and bird droppings in



Legend

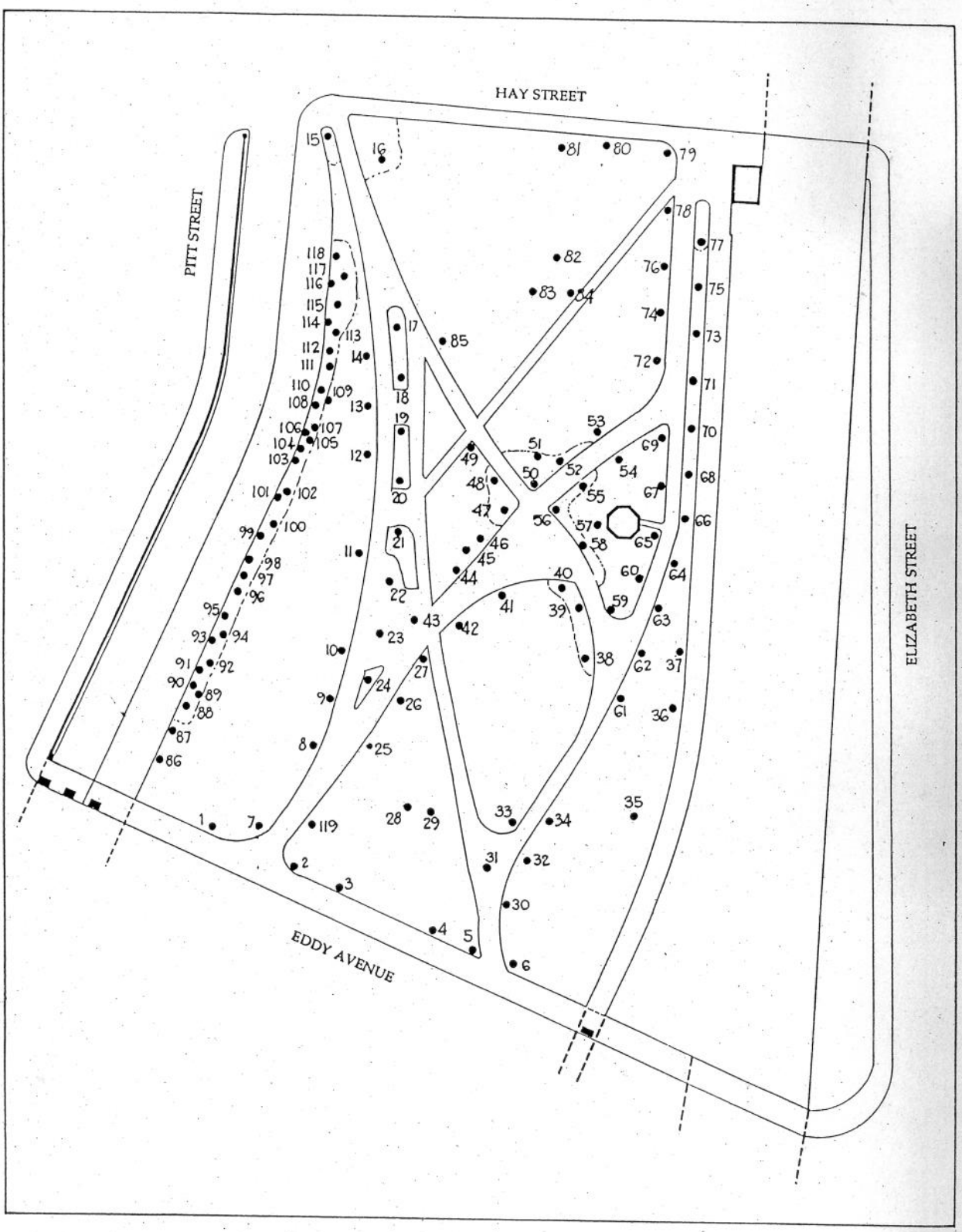
Compaction sufficient to limit plant growth

0 50m

PLAN OF MANAGEMENT
Belmore Park

Figure 2.2
Soil Compaction

EDAW



Note: Refer to Schedule of Vegetation Layout for species identification.

0 50m

PLAN OF MANAGEMENT
Belmore Park

Figure 2.3
Major Plant Species

EDAW

SCHEDULE OF VEGETATION LAYOUT

1. Platanus orientalis
2. Quercus ilex
3. Brachychiton populneus
4. Cinnamomum camphora
5. Quercus ilex
6. Lophostemon confertus
7. Washingtonia robusta
8. Washingtonia robusta
9. Pheonix roebelini
10. Washingtonia robusta
11. Washingtonia filifera
12. Washingtonia robusta
13. Pheonix roebelini
14. Washingtonia robusta
15. Cordyline australis
16. Platanus orientalis
17 Platanus orientalis
18. Platanus orientalis
19. Platanus orientalis
20. Plantanus orientalis
21. Plantanus orientalis
22. Plantanus orientalis
23. Plantanus orientalis
24. Schinus areira
25. Schinus areira
26. Platanus orientalis
27. Schinus areira
28. Ficus macrophylla
29. Ficus macrophylla
30. Ficus macrophylla
31. Lophostemon confertus
32. Lophostemon confertus
33. Lophostemon confertus
34. Lophostemon confertus
35. Ailanthus altissima
36. Celtis australis
37. Platanus orientalis
38. Lophostemon confertus
39. Stenocarpus sinuatus
40. Lophostemon confertus
41. Lophostemon confertus
42. Lophostemon confertus
43. Lophostemon confertus
44. Lophostemon confertus
45. Meryta deanii
46. Lophostemon confertus
47. Lophostemon confertus
48. Lophostemon confertus
49. Stenocarpus sinuatus
50. Lophostemon confertus
51. Cupressus macrocarpa
52. Lophostemon confertus
52. Lophostemon confertus
53. Lophostemon confertus
54. Lophostemon confertus
55. Lophostemon confertus
56. Lophostemon confertus
57. Meryta deanii
58. Lophostemon confertus
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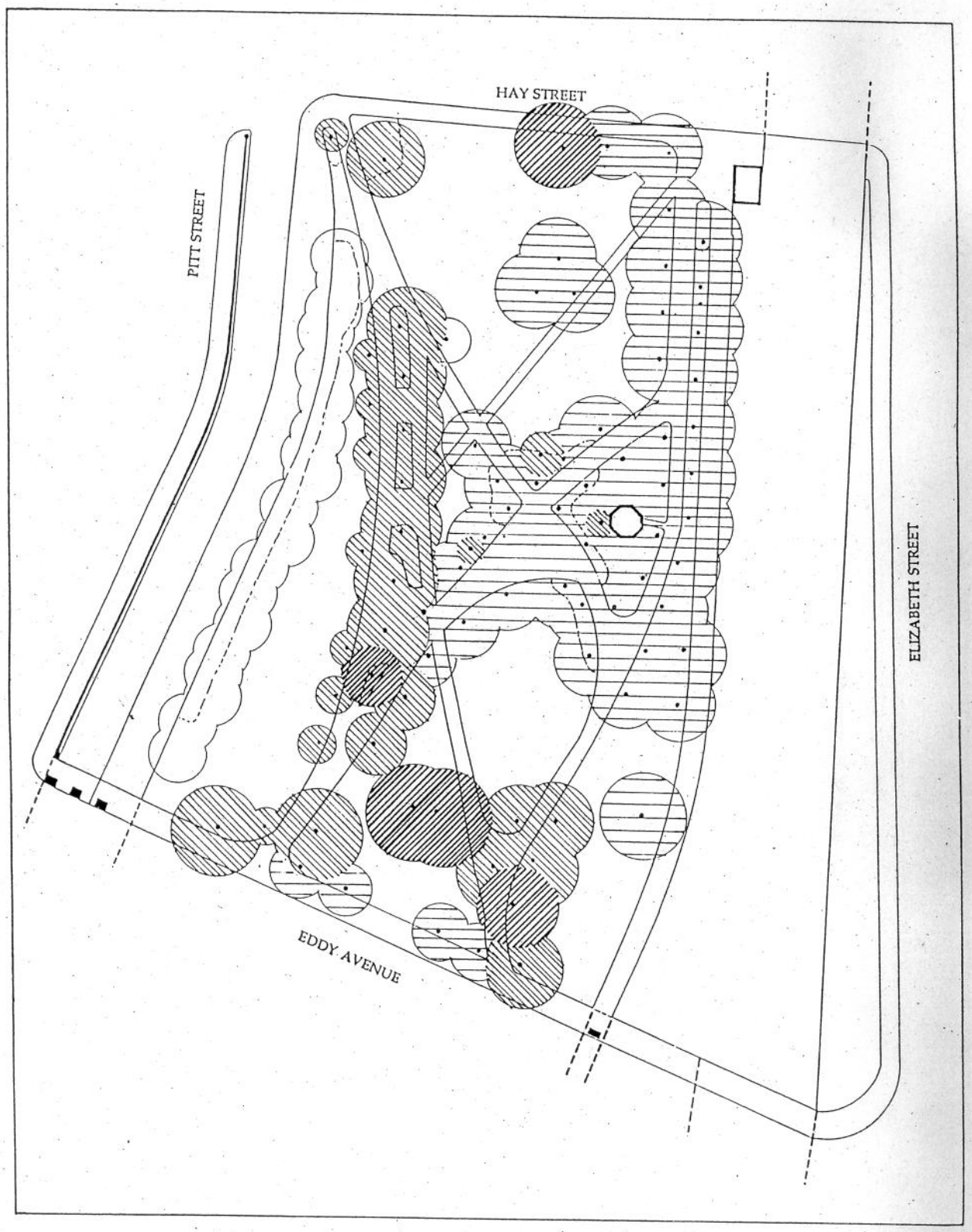
77. Lophostemon confertus
78. Lophostemon confertus
79. Lophostemon confertus
80. Lophostemon confertus
81. Ficus macrophylla
82. Platanus orientalis
83. Platanus orientalis
84. Platanus orientalis
85. Eucalyptus sp.
86. Olea africana
87. Stenocarpus sinuatus
88. Jacaranda mimosifolia
89. Lagunaria patersonia
90. Stenocarpus sinuatus
91. Stenocarpus sinuatus
92. Jacaranda mimosifolia
93. Magnolia grandiflora
94. Prunus persica
95. Eucalyptus sp.
96. Rothmania glogosa
97. Calodendrum capense
98. Eucalyptus sp.
99. Geijera parvifolia
100. Populus sp.
101. Stenocarpus sinuatus
102. Rothmania glogosa
103. Metrosideros excelsa
104. Prunus persica
105. Nerium oleander
106. Tristania laurina
107. Jacaranda mimosifolia
108. Magnolia grandiflora
109. Podocarpus elatus
110. Podocarpus elatus
111. Jacaranda mimosifolia
112. Bauhinia sp.
113. Jacaranda mimosifolia
114. Magnolia glogosa
115. Lagerstroemia indica
116. Rothmania glogosa
117. Prunus persica
118. Prunus persica
119 Platanus orientalis



Legend

Pre 1900

Circa 1906

Circa 1935

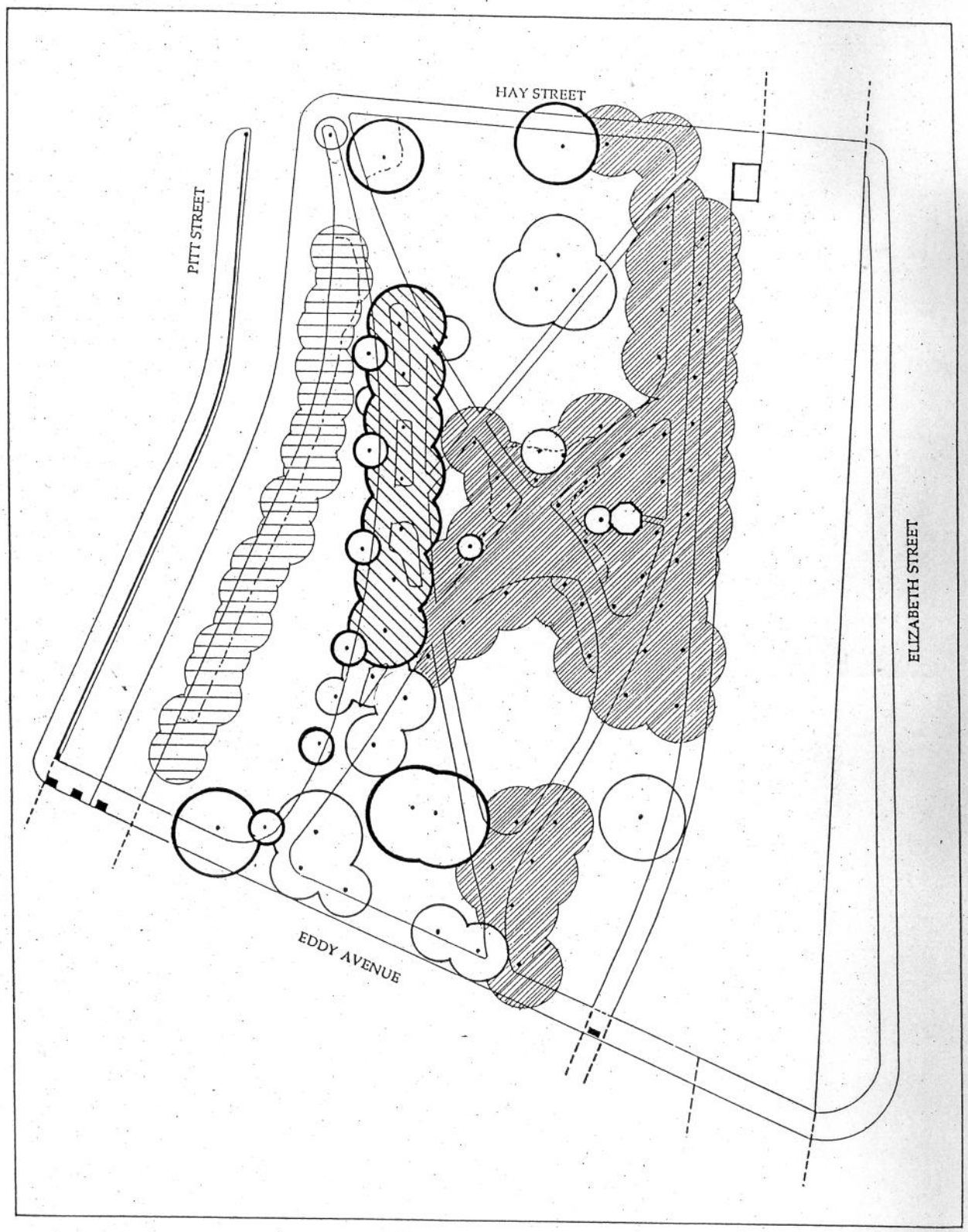
0 50m

PLAN OF MANAGEMENT

Belmore Park

Figure 2.4
Planting Chronology

EDAW



Legend

Evergreen Avenue

Deciduous Row

Feature Tree

Specimen Tree

Shrubbery

0 50m

PLAN OF MANAGEMENT
Belmore Park

Figure 2.5
Planting Structure

EDAW

1

2

3

4

1 Signage at the Park entrance
2 Pigeon feeding at the southern end of the Park
3 Avenue of plane trees
4 Palms in front of railway facade

this area has made it unattractive for activities other than pigeon feeding. Fires lit at the base of the figs have caused trunk damage, and compaction is limiting their vigour.

The Schinus areira in the western path island has suffered bole and large branch deterioration. It has a very limited life span and could become dangerous.

The Washingtonia robusta palms are generally in good health, but the slow growing Phoenix roebelini are suffering. Only two remain of the original six. They both lean away from the planes towards the light resulting in distorted trunk forms. The single Washingtonia filifera has suffered bark removal on its upper trunk.

Many trees require removal of dead wood from canopies, especially Lophostemon confertus, Platanus orientalis and Ficus macrophylla. Judicious pruning of the crown could improve their viability and reduce the danger of branch drop. Compaction of soil around these trees is also limiting their life span. Their current state is directly attributable to the lack of attention by park staff as current maintenance does not include intensive tree care.

Shrub planting is minimal but where clumps occur they have been used to provide shelter for sleeping homeless people.

Value: The character and quality of the Park is heavily influenced by its vegetation.

Issue: Much of the existing vegetation has significance for cultural, historic and aesthetic reasons but its density is compromising Park use in some areas.

Issue: The reduced vigour of some species poses maintenance and safety problems.

Issue: Shrub plantings provide a refuge for some homeless people. The charitable organisations favour their retention but the Police would like to see the removal of all refuges which are difficult to scrutinise by car patrols.

The Effect of the Eastern Suburbs Rail Tunnel

The Eastern suburbs railway, completed in 1976, runs underground beneath the Park at a depth of 15.2 metres below the surface. Its route is from east of the bandstand to the centre of the Pitt and Hay Street intersection.

Directly above the corridor are three (3) planes and eight (8) brushbox. None of these trees are showing signs of stress. It can therefore be assumed that vibrations from the rail traffic have not caused deterioration of tree vigour after a 15 year exposure. This assumption is supported by engineering predictions.

The Metro-west proposal is likely to include a tunnel adjacent to the western side of the current tunnel and this will be closer to significant trees.

Value: The Park is an inviolable public place which should not be put at risk by external works.

Issue: A new tunnel could detrimentally effect significant trees.

2.3 PARK CHARACTER AND ELEMENTS

2.3.1 Park Structure

The current structure of the Park exhibits the effects of changing use since its construction as a forecourt to the station. Then it had an elegant curving layout suited to passive recreation. Use as a direct thoroughfare to the station has resulted in a complex and confusing path system where supplementary routes overly the original paths, producing an unnecessary expansion of hard surfacing at the expense of grass cover and tree vigour. Directional activity in the park now conflicts with the structure as defined by planting and landform (see Figure 2.6).

The Park has a strong planting structure, comprising boundary, avenue, grove, row and specimen planting. Sunlit space, dappled shade and deep cool shade are created by the different planting types.

Landform is an important factor in the structure of the Park. Banks adjacent to the ramps on either side of the southern end of the Park enclose it to provide a centrally focused space. The lack of access onto ramps from the path system further focuses activity into the Park centre. An east-west ridge occurs between the banks adjacent to the figs and draughts tables near Eddy Avenue. This restricts views into the Park from Eddy Avenue, but conversely reduces the impact of traffic on the inner park, enhancing views to the station facade.

The northern end of the Park is flat and open in character. Activity occurs mainly in the corners, being the destination points of most park users, however the entire Hay Street sector of the Park lacks definition, and visually spills onto the street.

The southern end of the Park, where it abuts Eddy Avenue, is formally accessed at two points and is partially fenced to control directional flow but remains relatively unstructured. There is increasing pressure on the area generated by bus passenger facilities.

The eastern boundary of the Park is physically closed to the abutting ramp by a level change and offers no link to the shared pedestrian/vehicular space proposed for the ramp. Connecting paths were part of the replanning proposal however.

The western boundary of the Park is accessed only at the Hay Street corner and the majority of user activity is separated from the ramp. If Pitt Street vehicular traffic is relocated to the ramp this separation has increased validity (see 2.5.4).

Value: The Park's structure determines its legibility. Park users appreciate legibility.

Issue: Much of the landform and planting structure retains validity but the path layout has become confused.

Issue: The Hay Street address points and boundary need definition.

Issue: *The Eddy Avenue boundary needs resolution to accommodate increasing commuter activity.*

Issue: *The changing use of the eastern ramp will require some restructuring of the eastern section of the Park.*

Issue: *The possible intensification of traffic on the western ramp would raise noise levels in the adjacent park and could be visually intrusive.*

2.3.2 Park Furniture and Materials

The furniture and material of the early twentieth century Park were consistent with contemporary Sydney parks. They were elegant yet informal. Much of their original character has been lost due to replacements by purely functional elements, reinforcing the changing nature of the Park, from a forecourt and promenade in the centre of activity, to a thoroughfare at the edge of the city (see Photo).

This section will look at the nature of the original furniture and materials, the philosophy behind their design or selection and the current state of elements within the Park.

Water

"Drinking fountains in public parks should be sufficient in number and should have an adequate water supply" (Maiden 1902, p35).

Water was originally an element in the Park. A fountain had been located in the original Park but was damaged in storage during reconstruction and was not re-installed. The 1900 design of Belmore Park by Selfe had a large fountain as the centrepiece but this grand design was not implemented. In 1907 Council discussed installation of "an up-to-date" cast iron or marble fountain for the Park but this did not eventuate.

In 1923 the Council installed a bubbling fountain on the path's axis. Similar bubbling fountains were also installed in Eddy Avenue. A fountain for the use of birds was installed in the Park in 1938. These fountains were still in place during the 1960s but are not evident today.

Public access to water in the Park is restricted. Hose cocks have handles removed with the result that the nearest drinking water is in the railway station. The survey of users revealed that 7% suggested installation of bubblers as an improvement for the Park.

Value: *Water has practical and aesthetic value in public parks.*

Issue: *Drinking water is not available in the Park.*

Issue: *Fountains had originally been included in the Park design but none remain today.*

Fencing

> *"A park should be securely fenced but the fence should be artistic. In city parks I prefer the stone coping and iron railing ... a railing is looked upon by many people as contributing an element of security, without which there can be no enjoyment in a park" (Maiden 1902, p21).*

Belmore Park of the 1870s had an iron railing and walls around the Park with pillars to mark entrances. These were removed in 1902. The new park had a less secure timber fence with mesh infill, probably due to the limited funding available at the time of the park's completion. The fences were located around planting areas for their protection and along one side of pathways, forcing people to take a curving route. A small portion of the timber fence remains on the south western edge of the Park (see Photos). It has some historical interest but is intrusive.

Current fencing excludes entry from the east and west boundaries and controls the direction of entry in a section of Eddy Avenue. Fencing now exhibits a mixture of styles. A tubular railing at the Eddy Avenue entrance has been extended with a section of Cyclone mesh fence. Fencing along the western access ramp is tube framed with mesh infill panels, coated and uncoated and some sections of Cyclone mesh fence. Fencing on the eastern ramp is also pipe and mesh. A pedestrian desire line exists from the ramp into the Park and has resulted in the fence being holed. A decorative metal railing on the bridge over Eddy Avenue linking the eastern ramp to the upper level of Central Railway Station has historic value and is well preserved.

Value: Fencing can reinforce the security and inviolability of a Park.

Issue: Existing fencing has no intrinsic aesthetic value.

Issue: Changing patterns of use may require a rethinking of fencing principles.

Signage

No large or obtrusive signs occur in the Park. Two styles of signage are represented. The older one is timber centrally located on a single post. The newer form is similar to current bus stop signs and is consistent with newer signage in other parks. The older sign has been vandalised but the newer form is intact.

Current signs identify the Park and the Council controlling the Park. Listed prohibited activities give police the power to enforce the removal of intoxicated persons.

The form of communication and text of signs does not recognise the needs of the sight impaired or the multicultural structure of Park use.

Value: Well designed signage contributes to the visual quality of the Park and to user amenity.

Issue: There is no consistent form of signage.

Issue: Sign legibility and placement has not acknowledged the needs of those with physical or mental handicaps.

Issue: The text of signs is not readily accessible to those with limited or no \ knowledge of English.

Paving

> *"I prefer gravel paths, well rolled and with good blinding material. They are cool and pleasant to the feet and contrast well with the grass ... [Paths need] to be carefully graded and usually drained on both sides with gutters. ... A good macadamised road is one of the best for a park." (Maiden 1902, p20).*

In 1906 all paths were bituminous, with rolled sandstone edging. Gravel paths, probably red in colour were installed later to accommodate desire lines outside the original path system, and were covered with bitumen in the 1960s. Not all later paths were sandstone edged.

Successive applications of bitumen have resulted in a poor quality pavement which is high against the sandstone edges, uneven, cracked and pot holed. Stone edges, when they exist, are chipped and cracked. Maintenance vehicles, police cars and charity vans have contributed to this degradation. More particularly the practice of sweeping paths with a large sweeper has resulted in dislodgment at turning points.

Some newer paths have ill-defined edges, often lined by bare soil.

Fixtures such as lights and fountains, which were originally located in pathways have been cut off at the base leaving unsafe surface irregularities.

Value: Paved surfaces must meet aesthetic and physical standards, accommodating user convenience, easy maintenance and maximum porosity.

Issue: The existing use of bitumen on paths should meet the above requirements but inappropriate maintenance has caused serious surface deterioration which is a liability.

Issue: There is no hierarchy of surfacing to compliment the Park structure.

Seats and Bins

> *"In parks open all night, the benches or seats should be heavier in character and fixed in the ground. In those that are closed at night, a light movable seat, made of wooden laths and thin wrought iron framework is comfortable and neat in appearance". (Maiden 1902, p22).*

"Rubbish bins are essential in a public park. I am in favour of iron ones similar to those used by the Sydney Municipality". (Maiden 1902, p34).

Photographs taken of the Park in the 1920s show ornate wrought iron movable seats in great numbers throughout the Park (see Photos). The seats appear to have been heavily used. By 1936 draughts was a popular game in the Park and six tables with seats were installed under the fig trees near Eddy Avenue. Three of these remain today as historical evidence of early recreational use of the Park. They are all in very poor condition and are under-used due to the unpleasant mess associated with the Fig psyllid.

The current range of furniture is functional and reasonably robust though many seats and bins are in poor condition due in part to low maintenance. Seats have concrete bases and painted timber slats. Bins are sheet metal contained by timber slats. Both seats and bins are fixed.

Seats and bins are now locked along paths and are in greater demand near Eddy Avenue, though seasonal variations influence the selection of seats. Picnic tables and chairs have been installed in three locations and are well used.

Use of seats by itinerants during the day is considered undesirable by sections of the public. Night use of the seats as beds is not encouraged by the Police but is acceptable to various welfare agencies.

Value: Seats and bins are essential elements in a Park and should contribute to its aesthetic quality.

Issue: Current designs have no intrinsic charm.

Issue: Existing fittings are not in good repair.

Issue: Future positioning must respond to any change in Park structure.

Issue: Positioning must provide for a broad range of micro-climate conditions.

Toilets

A toilet was located in the original Belmore Park. It was relocated in 1906 within the new Park but has since been removed. In 1927, with the construction of the City Circle rail system, an underground 'mens convenience' was opened by the Council. It is presumed to be the existing sandstone convenience under the rail embankment near Hay Street, currently in Council's ownership. The toilet remains permanently locked as it had attracted unsavoury attention in the past. Toilet facilities exist at Central Railway Station where there is a high level of general activity. There is public awareness of their presence and they are readily available to Park patrons.

Value: Prolonged recreational use of the Park is encouraged by the availability of public toilets.

Issue: The presence of unsupervised public toilets can encourage undesirable sexual activity and for this reason many have been closed.

Issue: Public toilets require constant good maintenance.

Issue: The closed toilet facilities constructed with the City Circle rail bridge and embankment have some significance being integral to the structure.

Plaques and Monuments

The Park has not been required to accommodate monuments, Hyde Park South serving that purpose. A single sandstone block, located near Eddy Avenue, commemorates Edward O'Sullivan who was responsible for the construction of Sydney Central Railway Station.

Value: The monument has cultural and historical significance as it reflects the strong links between the Park and transport.

Value: Monuments have a place in parks only where they have historical significance or artistic merit.

Issue: The only existing monument has a place in the Park but consideration should be given to its location.

Issue: Further appropriate monuments could provide foci but might equally clutter an area appreciated for its simplicity.

Lighting

Until 1961 Belmore Park had an elegant lighting system, which was contiguous with street lighting in Eddy Avenue (see Photos). In 1961 it was replaced by a grid pattern of functional light standards. The layout of the lights does not relate to the Park structure. Light levels are low and the Park is not fully illuminated at night. The GHD Study recommends improvements to lighting in Belmore Park, while Ultimo Police believe that poor lighting is the major contributor to the unsafe nature of the Park at night.

Value: Light poles and sources have no historical or aesthetic significance.

Value: Well designed lights should contribute to the aesthetic quality of a Park and by careful positioning should provide the level of illumination required for security and convenience.

Issue: The present grid distribution of lights does not provide adequate illumination for security or convenience.

Issue: Current light fittings are not in character with an urban park of limited size.

Issue: A move to reduce light loss from cities into the night sky is not assisted by the current design of the light source.

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Issue: Current light fittings are not in character with an urban park of limited size.

Issue: A move to reduce light loss from cities into the night sky is not assisted by the current design of the light source.

Issue: Any new light installed must be acceptable to the Sydney County Council for financial reasons.

2.3.3 The Bandstand

"Commodious bandstands should be provided in every park. The design of the bandstand should be artistic and in keeping with the park". Maiden, 1902 p39.

History

A bandstand was erected in Belmore Park following a Council resolution of 7 June, 1910.

In 1963 a Parks Depot was constructed below the bandstand. It included a lunch room, equipment store, locker room and toilets. Windows are now barred and the surrounds are often used to stockpile maintenance material.

In 1987 the bandstand was 'renovated' by the State Rail Authority. The original railing was replaced with a light metal one which is fragile and has been badly vandalised. Sections are missing and uprights bent.

The bandstand was initially well patronised. It had a dominant position in the Park and was highly visible among the immature vegetation. A photograph taken around 1917 shows a large gathering of people on its northern side.

Public access to the bandstand has not been available since the early 1980s when the steps were removed. This course of action was mainly precipitated by the difficulty of controlling drinking parties in the heavily screened area, though the steps were also in poor condition.

Description

The bandstand is a typical Federation period octagonal construction as erected in many of the parks around Sydney. The closest similar example is the bandstand on Observatory Hill.

The design of these bandstands was quite simple in contrast to the more flamboyant Victorian structures with their extravagant cast iron lace detailing. The bandstand comprises a solid octagonal brick base raised approximately one metre above ground level. An octagonal timber framed and tiled roof is supported by timber columns and knee braces. The timber framing to the underside of the roof is expressed and forms a pleasing arrangement. Simple timber brackets enliven the eaves. The terra cotta, Marseilles pattern tiled roof was topped by a timber finial for added emphasis. Enclosure is achieved by means of a simple timber handrail, with regularly spaced balusters, spanning between the posts. Access to the platform was typically by means of a timber stair projecting from the octagonal plan.

In the case of the Belmore Park bandstand, the brick base was raised to provide accommodation below the main platform. Small windows were let into the sides and a door on the north-east sector gave access.

Condition

The existing bandstand is in relatively good condition but exhibits signs of deterioration and vandalism. Portions of the original handrail are missing or have been replaced by an unsympathetic aluminium handrail, which in turn has been damaged. Some of the timber eaves brackets are also missing. The brickwork enclosure has some vandal damage and graffiti attack while several of the windows are damaged.

As access to the platform is now denied, and the platform level is over 2 metres above ground level, inspection of the flooring was not possible. There is widespread evidence of deterioration of the nosing of the platform on most sides.

Significance

The Belmore Park bandstand is significant as one of the few remaining Federation period timber bandstands in Central Sydney. It appears to have been similar in original construction and design to the Observatory Hill bandstand, which remains in better condition.

The bandstand is associated with a major phase in the development of the Park and of the nearby Central Railway Station. It has now lost any earlier relationship with an open area of grassed parkland by the maturing of an extensive grove of trees, which contain it.

The bandstand is an elegant and well built simply detailed timber structure mounted on a brick base. Timber joinery is used to achieve a rhythm and composition of elements which are expressed in a pleasing composition. The restraint exhibited in the design process reflects both the changes of material from cast iron and the more sober aftermath of the 19th century Victorian flamboyance.

Later deteriorations, in particular the increased height and removal of the access steps has compromised the significance both from a visual composition between base and superstructure and by the denial of use in its original function.

The elevated stand, enclosed within the canopies of a tree grove, without grass or seating and off the main thoroughfares is considered by several bandmasters and entertainment officers to be unsuited to their purposes being too elevated, too small and in the wrong setting, though a Salvation Army band played on the adjacent lawn to launch the Red Shield Appeal.

Value: The bandstand in its original form had some significance as a well designed example of a Federation park building. This significance has been eroded by structural changes.

Value: A structure can provide a focus and increase the amenity of a park if it is well positioned and its use is appropriate.

Issue: The bandstand is no longer in demand for the presentation of music but the Park as a venue is still considered suitable.

Issue: The bandstand is not accessible to the public.

Issue: Its historical significance has been compromised by structural changes.

Issue: Conversion of the lower level of the stand to a maintenance depot has resulted in a forbidding, "fortress" character and has led to the accumulation of materials and equipment in the immediate vicinity.

Issue: The maturing of evergreen trees, planted densely around the bandstand has severely limited its visibility and cast it into permanent heavy shade.

2.3.4 Visual Links and Relationships

The Park is the green focus of the southern commercial area, visible from adjacent transport routes and places of business. As such it is visually linked to these elements and related to others beyond the limits of visibility (see Figure 2.7).

Elizabeth Street is physically separated from the Park by the City Circle embankment but a limited impression of open space is obtained from the route in framed views below bridges. Elizabeth Street is a major vehicular route but extended viewing of the Park is not possible from vehicles. It is proposed that it be developed as a major tree-lined boulevard.

As such it has significance as a pedestrian link to Hyde Park and Prince Alfred Park.

Castlereagh Street focuses on the north-east corner of the Park giving emphasis to the eastern ramp rather than to the Park itself.

At present this section of Castlereagh Street is not heavily used and the vista has low significance but this can be expected to change.

Pitt Street focuses on the north-west corner and provides an impression of the Park/ramp interface above the street. A proposal to take through traffic on to the ramp and retain the lower level of Pitt Street for shared space could dramatically change this visual link with the Park.

As Pitt Street is projected as a major pedestrian route its vistas have moderate to high significance.

Hay Street carries limited vehicular traffic but provides the best opportunity to see and appreciate the Park and its backdrop from ground level.

The visual link has high significance.

Eddy Avenue carries heavy vehicular traffic comprising cars and buses, but due to the shallow ridge parallel to the street views into the Park are limited.

Views have moderate significance.

The City Circle line, elevated on an embankment provides excellent opportunities for train passengers to quickly overview the Park, reinforcing it as a southern focus.

The transient visual link has moderate significance.

Surrounding buildings above two stories overlook the Park and the station backdrop.

The visual links which extend over several blocks and involve many viewers have high significance.

The Park provides a setting for the northern facade of the station. It structure was designed to enhance the building and in turn benefit from the buildings' grandeur of scale and quality. The Park now serves as a link in the commuter route between bus or train transport and passenger destinations and has historically served this purpose for tram, train and later bus, users.

The links between the Park and Central Railway Station are visual and physical, historical and cultural. As such they are highly significant.

The Park was associated with surrounding market areas and the residential district of Surry Hills, serving as a local park. That role has reduced in comparison to its city-wide relevance and the move is now to recognise the Park as a link in a tourist route from the Harbour, through Hyde Park to Chinatown and Darling Harbour. Prince Alfred Park, south-east of Central Station, is loosely tied into this route.

The city-wide link has high significance in the Central Sydney Strategy.

Value: *The Park is an important element in the Central Sydney Strategy and serves as both a visual and physical link between areas.*

Issue: *The changing nature of the southern section of the city will put new visual emphasis upon Belmore Park.*

Issue: *Increased commercial and entertainment activity in the area and tourism activity generally will increase use of the Park as a thoroughfare.*

Issue: *The Park character should in some way be reflected in the treatment of adjacent or related streets.*

2.3.5 Identity of the Park

The Park's identity is tied to Sydney's urban parks in general and to Central Railway Station in particular.

Sydney's major urban parks were developed in mid 19th century and were generally good examples of English park design, where curvilinear, often asymmetric planning met the functional needs of specific sites. While Belmore Park was re-constructed at the turn of the century to provide a forecourt to the station its design ethic did not change. The structure remained freely curvilinear and materials were typical of the Sydney region, as were plant species.

In the parks of Sydney plants provide a seasonal balance of sunlight and shade, with a greater emphasis on shade than in more temperate climatic regions. At the turn of the century rainforest species, which were in favour, were characteristically used to provide permanent shade. Introduced deciduous species were used sparingly for seasonal control while palms were highly regarded as feature plants. The effects of strong sun patterns through the vegetation were recognised and their use contributed to the development of a marginally sub tropical Sydney character. This character has been sustained in Belmore Park and identifies it with Sydney.

The Park character is highly significant historically, culturally and aesthetically.

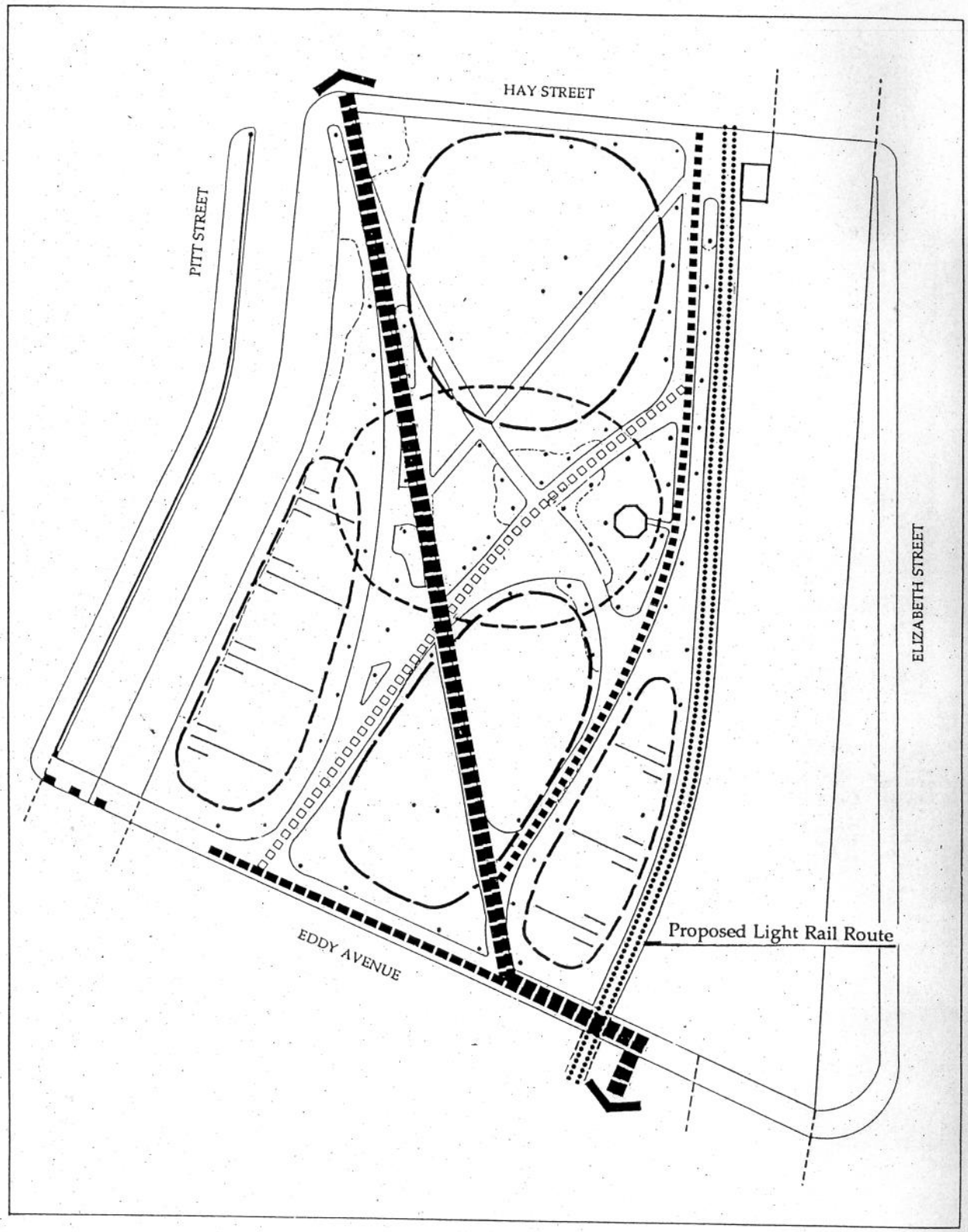
The Park is also identified as the forecourt to Central Railway Station. Visually, the two were designed to be interdependent. While the interaction of user groups in the two areas has changed since their inception the overall relationship of the two has remained intact.

The relationship is significant historically, socially and aesthetically.

Value: *Belmore park is recognisably characteristic of Sydney's urban parks but also has a specific identity through its relationship with Central Railway Station.*

Issue: *The Park's identity is dependant in part upon its palate of materials and vegetation. Any proposed changes should be considered in this light.*

Issue: *The relationship between the Park and Central Railway Station is both aesthetic and functional. Any proposed changes should enhance the relationship.*



Legend

- Primary Diagonal Pedestrian Route
- Secondary Pedestrian Route
- Minor Pedestrian Route
- Dark Enclosed Central Focus
- Sunny Grass Banks
- Open Grass Lawns

0 50m

PLAN OF MANAGEMENT

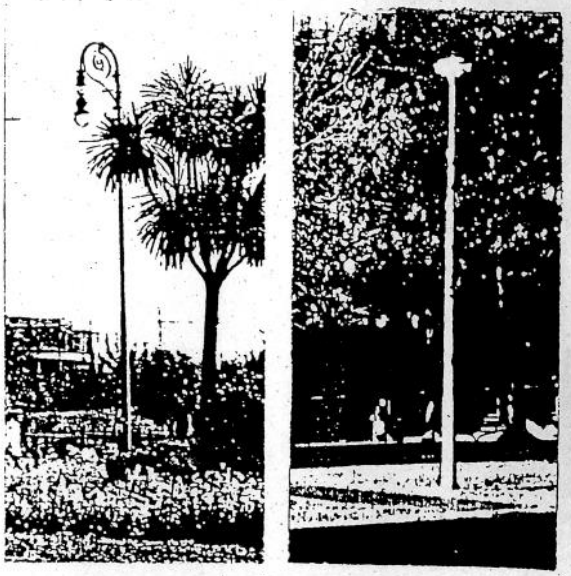
Belmore Park

Figure 2. 6
Park Structure

EDAW

1

2



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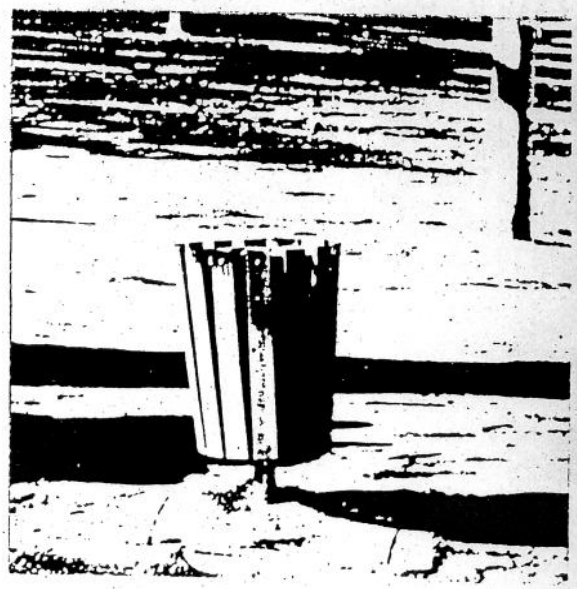
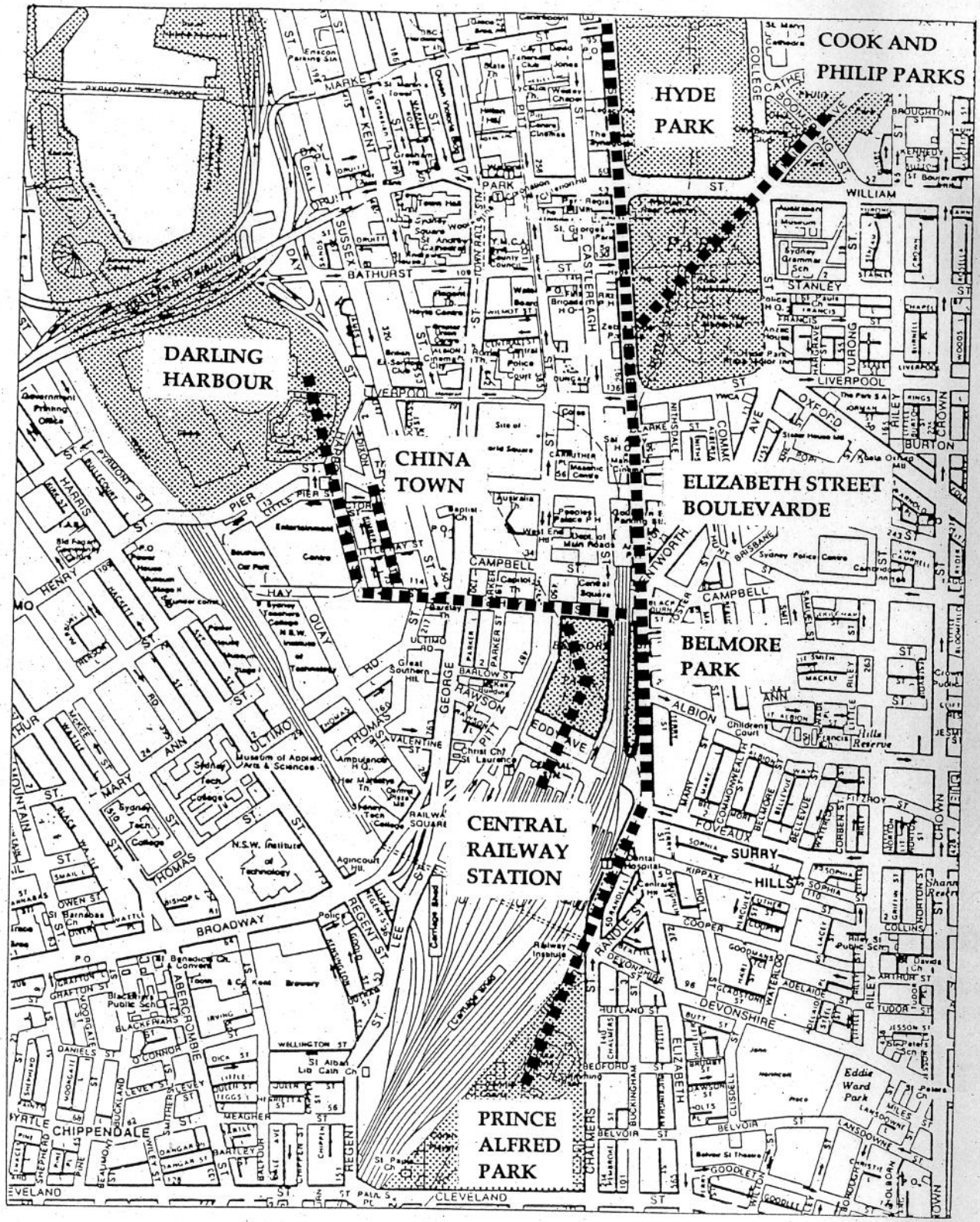


4

1 Bandstand
2 Lighting in 1920, and in 1990
3 Seating
4 Rubbish Bins



Legend

Visual Links and Relationships

City Parks

0 250m

PLAN OF MANAGEMENT

Belmore Park

Figure2.7
Visual links and Relationships

EDAW

2.4 PARK PATRONAGE

A Visitor Use Survey was conducted in Belmore Park in June/July 1990. The aim of the survey was to identify user groups, determine levels of use both static and transit and obtain opinions and attitudes of users. The survey forms the basis of this section of the report (see Appendix C).

2.4.1 Characteristics of Park users

There are three groups of people who use the Park. They are:

- those who use it as a thoroughfare, (transit users)
- those who use it as a destination (static users)
- those who view it as a green reference point.

The user survey, for practical reasons, targeted only those people who actually enter the Park, and did not survey those waiting for buses beyond the edge of the Park, office workers who look upon the Park as a green space, or those travelling in trains or by car past the Park. Counts were made of static and transitory users. Interviews were conducted on a cross section of static or non-transit users at random in all parts of the Park. People who used the Park as a thoroughfare were not interviewed as the path constitutes a direct route and they were not in a situation where they had made a decision to divert from their route to enjoy the Park. Interviewers were not required to approach users who were in apparently intoxicated or drugged states. As many of users were Chinese speaking an interviewer fluent in Chinese was employed to overcome the bias of refusal due to language difficulties.

General patterns emerged from analysis of the user survey. An unusual travel distribution of Park users was identified, with forty percent of users arriving on foot and forty-two percent by train. Over 60 percent of users were under 30 years old, being a logical reflection of the Park's link with transport since younger people are probably more dependent on public transport than those in older age groups.

Belmore Park is not the typical 'family outing' park. Over half of users were unaccompanied, a quarter were with friends and only seventeen percent were with members of their family and less than half of these were family groups with children.

The Park does not have facilities for activities other than passive recreation. The most common activity is sitting. Some users also read, some eat, some sleep and a few arrive with bags of food to feed the pigeons. Tai Chi is practiced on a fairly regular basis in the early morning, while an informal game of tap football was observed on a Friday afternoon.

Transit Users

Transit user destinations are reflected in patterns of use. The Park experiences a peak use between 8 and 8.45am on weekdays with an estimate of 274 persons travelling through the Park every 15 minutes. These peak hour

users would be people on route to work. Use throughout the remainder of the day is evenly spread.

The main transit use on weekends begins at 9.45am with an average 150 users per 15 minutes and remains evenly about this level throughout the day. Visual observation of weekend users indicates that they are largely of Asian origin and on-route to Chinatown, many to do their grocery shopping. Other weekend destinations could include Darling Harbour and the Cinema Area.

Static Users

The Park is characterised by a mixture of static users. The three main user groups in this category are the people waiting for trains, the homeless, the local workers and students.

- Awaiting Transport

  Those waiting for trains are identified by the high 25 percent of users whose purpose of a visit to the city was 'other' which was mostly 'waiting for trains'.

  A high 35% of users were visiting the Park for the first time. Twenty eight percent of users lived outside the Sydney region and 27% of users stated that the origin of their trip to the Park was not home or work/school but 'other'. This included some tourists coming from their hotels, but refers mainly to Central Station.

  The Park is a convenient sitting area and serves as a waiting room, reinforcing the strong links that the Park has with transport.

- Homeless

  A small proportion of the Park's users, approximately 10% are homeless and spend a lot of time in the Park. They can be seen sitting, reading, sleeping or eating in the Park. A small number of people sleep in the Park overnight, no more than a dozen on any one night from observations in winter. They include not only the homeless, but some young backpackers and other travellers. The locals are distinguishable by the fact that they know to sleep on 'Sunrise Hill' (the grassy slope in the south west corner of the Park) which catches the early morning sun.

  Observations on the homeless population of the Park were obtained from the Sydney City Mission, the Salvation Army and the Ultimo Police. The Park is located close to several charitable refuges. In the winter the refuges are full by 9.00pm and are unable to accommodate all of Sydney's homeless people. The Park therefore is a relatively comfortable place to sleep on a dry night. Parts of the northern section of shrubbery on the Park's edge has been deliberately shaped by these people to provide a vegetative cover. The charitable societies come into the Park during the night.

  The Mission Beat Service collects any they can accommodate, while the Salvation Army offers food to those who need it. There are some

people who do not wish to sleep in the refuges and prefer the streets and parks.

Many of the homeless have alcohol-related problems. Alcohol consumption is prohibited by the by-laws of the Park, enabling police to move intoxicated persons out of the Park or take them into custody. Many of these people have formed patterns of use and will continue to return to the Park after they have been moved on.

Intoxicated persons were not interviewed by the user survey, however homeless persons interviewed objected to the presence of the intoxicated persons. No instances of anti-social behaviour from the drinking groups were observed during the observation period.

The question of society attitude towards accommodation of the homeless, destitute and the alcoholics is a complex one. Provision of additional overnight accommodation in the vicinity of the Park will probably not satisfy all of the homeless persons, and will not accommodate such persons during the day. Homeless persons have been moved out of Hyde Park at night and Belmore Park is a safer and more comfortable location for these people than the streets. While traditionally Park users have thought of such groups as nuisances to be excluded if possible, it is probable that inner city parks have a role to play and that the somewhat minor irritation of a minority and illicit park use should be tolerated and accommodated in the interests of social welfare.

The proximity of the Park to Central Railway Station indicates that backpackers will probably continue to use the Park while in transit, especially those arriving in Sydney on a late night train.

- Office Workers/Students

  The use of Belmore Park increases significantly during weekday lunch hours, indicating use by local office workers and students at nearby schools and colleges. Twenty-six percent of users stated that their origin of trip to the Park was school, office or college. Thirty-two percent of users were in the city for study or work purposes.

Users for Special Events

Belmore Park has served as a meeting place and assembly point in Sydney for many years. It is often used as either a starting point for a rally, or as the rally site itself for groups protesting public issues. The Park essentially is a place large enough to assemble substantial numbers of people at the 'bottom end' of the city, and more significantly it is close to public transport. Following World War II, troops heading to do National Service met in Belmore Park.

The location of the Park as a mid-point between the major universities has resulted in the Park's use as a student rally meeting place. An example is the 'National Day of Action in Support of Education March' on March 22, 1989, which met in Belmore Park and marched to Martin Place. An address to the Chinese student community in 1990 by an immigration official was relocated to Belmore Park when an unexpected 1,500 students attended.

The Park is also used by a wide range of other groups. Its identification with homeless people resulted in the Salvation Army launching its 1990 Red Shield Appeal in the Park, and 16 women slept overnight in the Park in 1987 to protest the closure of their refuge. Other groups using the Park in the past year include the Christian community led by Fred Nile, 3,000 people from the Lebanese community and a Peace march on the anniversary of the bombing of Hiroshima.

Users Viewing Park as a Green Reference Point
Belmore Park is a highly visible location for people travelling by train, bus or car. Train travellers on the City Circle line view Belmore Park immediately following their emergence from the dark City Circle tunnel towards Central Station. The green open space is important as a reference point on their journey.

The numbers of people viewing the Park from above will increase as developments in the vicinity are completed. The presence of a green open space is important for people in an urban area confined to work in a building.

2.4.2 Patterns of Park Usage

Numerical Patterns of Use
Patterns of use have been identified for both static and transit users who enter the Park. Counts of transit users indicate that during daylight hours the numbers of people crossing the Park are 700 per hour on weekdays and 620 per hour on weekends. It is estimated therefore that if these levels of use apply throughout the year, the number of people crossing the Park in a year is 2.25 million.

During the weekend the average number of static users in the Park at any one time was 20.3, while during weekdays the average was 24.2. It is estimated that the average 'static' user stays in the Park for 45 minutes. The number of visits to the Park excluding transit users can therefore be estimated at 310 visits on weekdays and 260 visits on weekends, a resultant 2,050 visits per week. Allowing for the effects of longer daylight hours in summer the annual number of visits is estimated at 120,000. From the user survey, a high 42 percent or an estimated 52,000 visits are accounted for by people making their first visit ever to the Park or their first visit in over a year. The other estimated 68,000 are accounted for by 4,000 people making an average of 17 visits each to the Park in a year.

While the 120,000 visits per annum is low compared to other city parks, it is high when combined with the number of transitory users. User figure do not include those that meet in the Park for rallies, or those travelling by the Park either in buses, cars or by train. The rallies are seen as special events beyond the regular day use of the Park.

The use of the Park is currently moderate in proportion to the size of the Park with 52,000 visits/ha annum. The density of use of Hyde Park is 706,000 visits/ha per annum and is 71,000 visits/ha per annum at Prince Alfred Park.

Spatial Patterns of Use

Belmore Park is small, so spatial patterns of use are not complex. The most significant pattern is that the user is influenced by the pattern of sun and shade. In winter users like to sit in the sun while in summer it is likely that most do the opposite. At any one time during the bulk of the day, about half of the Park is in sunshine. This percentage is greater during the 12-2.00pm lunch hour, but will decrease with the completion of new buildings in the vicinity.

Observation indicates that lunch time users in winter occupied the seats in the south west and central south areas of the park areas 3 and 4 in Figure 2.8 and the grass areas of 4 and 1; and to a lesser degree in area 5. Area 5, located under the unhealthy figs, was probably avoided due to the messiness resulting from the fig psyllid (leaves and bird droppings).

The homeless regulars tended to occupy the south-east sunny bank, positioned against the ramp wall, or resting/sleeping on the seats, remaining much of the day if sunny. They also spent time on the south west hill area 6, and slept on the seats near the bandstand, it being a quiet and unexposed area.

People-in-transit were observed to predominantly occupy area 6 and to a lesser extent, seating in areas 4 and 3. They avoided area 5, probably for the same reason as the lunch time users.

Tables and chairs in the central area 7 were used by people who were either eating or writing and who wanted to avoid the sun. Generally, in winter, users tended to congregate where the sun was, but at all times keeping their distance. Each bench was occupied by only one person unless those using them were known to each other.

2.4.3 Park User Attitudes

The user survey questioned people on the three items they liked and the three items they disliked about the Park.

The seven items most appreciated within the Park were:

	%
Trees	43
Space, open space	30
Sunshine	28
Quiet, relaxing atmosphere	22
Birds	25
Seats	13
People (watching)	13

This suggests that users appreciate the traditional park amenities of trees and green open space in the urban environment. The only feature peculiar to the Park's character is that one in seven users appreciated the opportunity to 'watch people'.

Respondents were less prepared to criticise the Park than praise it. One fifth of the respondents had no dislikes they wished to record. The four items that attracted the attention of respondents were:

	%
Litter (including leaves and bird droppings	26
Drunks etc.	22
Noise (from traffic)	18
Poor maintenance	10

The presence of persons under the influence of alcohol clearly offended a large section of the users. The noise problem from traffic cannot be avoided in a small inner city park.

Poor maintenance and litter control are problems that can be addressed. The health of the figs and the resulting fig psyllid has caused leaf drop and attracted birds. People disliked both bird droppings and leaf litter, however 22% of people liked the birds.

Respondents were asked to suggest improvements in the Park. More than one fifth of respondents had no suggestions or specifically stated that the Park should be left as it is.

	%
None/leave as is	22
More flowers/trees/shrubs	23
Improve maintenance/cleaning	19
Improve/increase seating	15
Provide children's play equipment/area	9
Repair paths	8
Provide bubblers/drinking fountains	7
Control drunks etc.	6
Provide toilets	5
Other suggestions	24

Generally these results suggest that people appreciated the Park for its green, natural features and would like to see it enhanced by additional plantings. They had concerns about litter and maintenance which they would like to see improved. The user views and comments confirm the Park as a pleasant area for sitting, waiting and passing the time. Users wanted to see that function reinforced, with no major changes to the Park character.

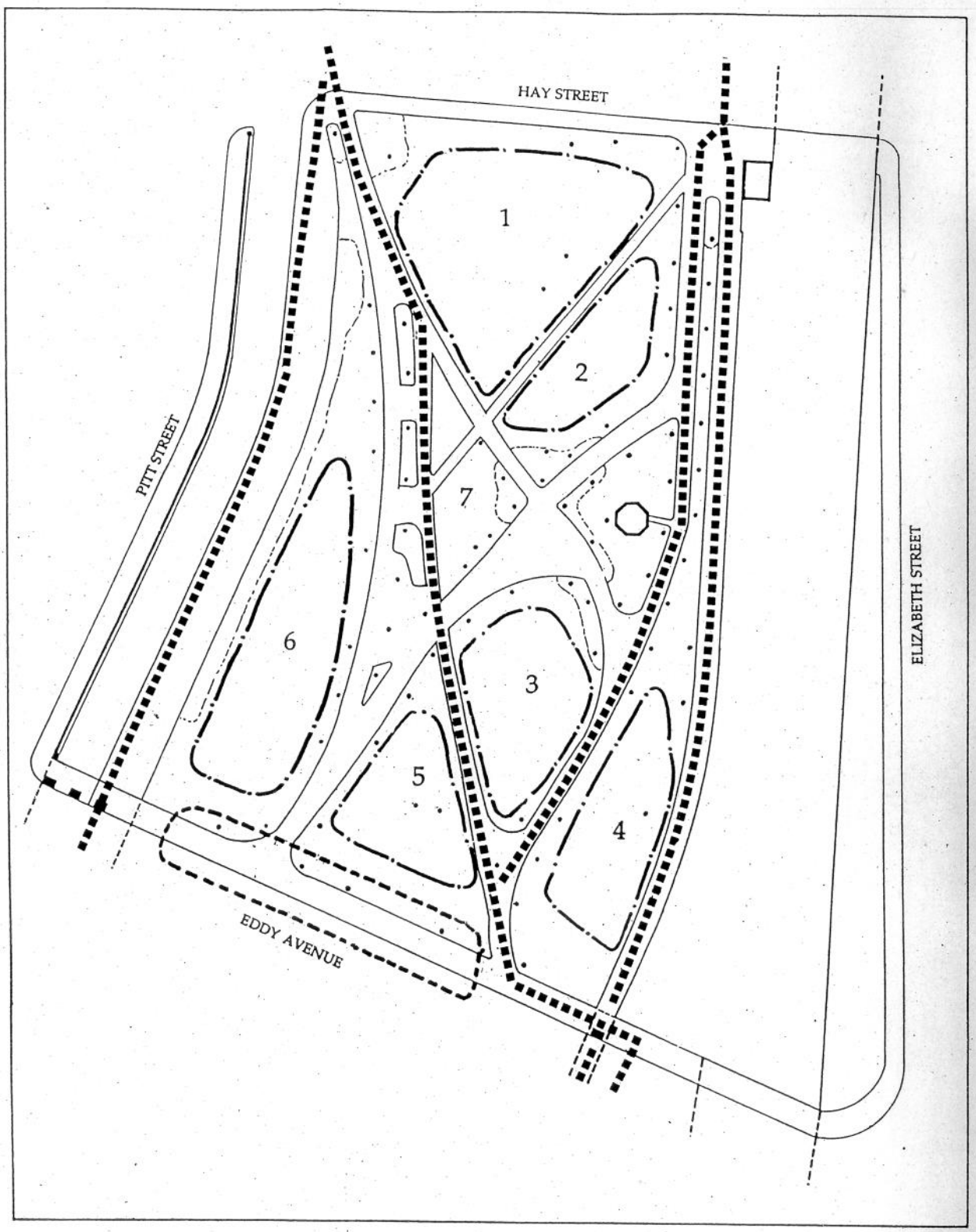
Value: *Users appreciate the existing character of the Park and changes requested would not vary its essential qualities.*

Issue: *Maintenance including general cleanliness, path surfacing and furniture repair is seen as inadequate.*

Issue: *While existing trees and grass are highly valued there is some demand for more floral display and generally increased planting.*

Issue: Traffic noise is perceived as a problem by some users but the Park's limited size limits effective reduction measures.

Issue: Public toilets, drinking fountains and children's play equipment have been requested as possible additional elements.



Legend

- Bus Waiting Area
- Sunny Open Grass Sitting Area
- Main Transit Routes
- 1 Use Areas

0 50m

PLAN OF MANAGEMENT
Belmore Park

Figure 2.8
Spacial Patterns of Use

EDAW

2.5 URBAN PLANNING AND DEVELOPMENT CONTEXT

2.5.1 Statutory and Planning Context

Existing Planning Controls

- Central Sydney Strategy - 1988

The Central Sydney Strategy provides a policy framework for planning and decision making for central Sydney. It was prepared following recognition that the 1971 City of Sydney Strategic Plan was proving inadequate as a planning control in the resolution of urban design and environmental issues and the realisation of new opportunities.

The broad directions established in the Strategy are currently being translated into a LEP by the Sydney City Council and possibly a more detailed DCP within the provisions of the Environment Planning and Assessment Act, 1979. Until these are complete, the Strategy is taken into account by Council when assessing applications for new development.

The Strategy divides the city into areas. Belmore Park is located in the southern commercial area. The following extract from the Strategy outlines principles for this area:

> *Southern Commercial Area*
>
> *The southern commercial area is being revitalised. Its potential to develop as a well located area for higher standards of office accommodation and a range of tourist accommodation and supporting activities should be encouraged. Belmore Park and Central Railway Station should be reinforced as the focus of the area.*
>
> *The scale, height and proportions of new development should have a sympathetic relationship with groupings or individual items of heritage significance, in particular those surrounding Belmore Park and the environs of the Capitol Theatre. New development should create pedestrian interest at ground floor level by incorporating retail or other activities.*
>
> *Development surrounding Belmore Park should maintain winter sunshine in the Park during lunchtime and maintain its enclosure by perimeter development.*
>
> *Pedestrian movement through the area should be improved to link Belmore Park and Central Railway Station and Hyde Park through Belmore Park to the Haymarket and Darling Harbour.*

The emphasis of these policies is on the importance of Belmore Park as a sunny green space within the southern commercial area.

2.5.2 Relationship with Surrounding Activities

A wide range of landuse activities occur in the vicinity of the Park. These can be seen in Figure 2.9.

Infrastructure
Central Railway Station caters for city, suburban, intrastate and interstate trains.

The bus and interstate coach terminal in Eddy Avenue and the interstate coach station and parking area to the north of the park, plus a coach terminal in Elizabeth Street ensure that the Park has a strong identification with infrastructure.

Institutional
Major tertiary educational complexes including the University of Technology, Sydney Technical College and Sydney Teachers College are located to the south-west of the site. Sydney University is a little further south-west. The University of NSW is accessed by buses leaving from Eddy Avenue. Smaller educational centres such as secretarial schools occur in the area. Their students do not have a regular impact apart from small lunch groups.

The Park has been a central meeting point for rallies.

Recreation and Entertainment
The proposed refurbishment of the Capitol Theatre, to seat almost 2,100 will create a major evening destination in the immediate vicinity of the Park. Minor changes in the retail emphasis of the local shops can be expected.

Commercial
The Park is located within the southern commercial area of the city. In the 1960s and 70s the area was in decline. A few tower developments such as the McKell Building and Central Square were built in the area, mainly for government use. A large number of sites suitable for redevelopment have become available in recent years due to changing entertainment and retail patterns, and the relocation of the markets. Redevelopment in these will significantly affect the townscape of the area and the level of usage of the Park.

The Manning Building, owned by the Council, will be developed but will remain substantially intact. Council has imposed development constraints and allowed a transfer of air rights to World Square ensuring that the Manning Building development will not overshadow the Park in the critical 12-2.00pm midwinter timeslot.

The Sydney Central Building on the AGL site west of the Park is a 31 storey tower block. The office block houses 3,000 Commonwealth public servants from Customs, Social Security, Employment and Defence Departments and part of the relocated Australian Taxation Office. Retail outlets are located at street level. Belmore Park is affected by overshadowing from this development after midday in winter.

The World Square development includes five retail levels with an emphasis on travel and food. Four towers are proposed, being two office towers of 60,000 square metres and 50,000 square metres each with a 300 unit apartment tower and a 600 room hotel.

The development is very close to Town Hall Station, however some pedestrian traffic to the development will come from Central Station. Town Hall Railway Station has reached capacity user levels and Central Station is to be encouraged as the main rail destination in the southern area. For office workers, Hyde Park will be closer than Belmore Park as a lunchtime open space.

The Pitt Street Apartments development is on the old Peoples Palace site. It is largely residential. It will minimally overshadow the north-western corner of Belmore Park in the morning, but will not overshadow the Park during mid winter lunch hour.

Retail
Early in the century many quality retail outlets were located close to the Park while the city's major markets were also nearby. Today both prestige emporiums and markets have relocated and have been replaced predominantly by Chinese food stores selling lower priced goods.

Residential
Historically, accommodation has been located in close proximity to major railway stations. This also occurred in Sydney but in the recent past the accommodation available has been predominantly low cost. Several low cost hotels are located to the north and north east of the Park and residential houses for homeless people are to the west. Some better quality hotels such as the Southern Cross have recently been built in the area.

Surry Hills to the east has been a working class residential area. It is now undergoing gentrification but still houses many pensioners. The Meriton Apartment building in Castlreagh Street and the Pitt Street Apartments will increase the numbers of permanent residents in the southern Central Business District.

2.5.3 Implications of Proposed Building Redevelopment

The proposed building development will alter the numbers and social composition of Park users. It may also alter the microclimate of the Park with reflective glare, overshadowing and wind tunnelling being possible outcomes.

The numbers of users are expected to significantly increase as the Park becomes the focal point for the southern part of the City. An increased number of office workers and residents are expected to use the Park at lunch times as both Hyde Park and Darling Harbour, adjacent green spaces, are further than Belmore Park from the Sydney. Central, Central Square, Manning Building, Centennial Plaza and the development of the Central Square site will increase the number of park users.

The increasing numbers of permanent residents within the City Centre generally will also generate a need for open space outside peak periods.

The Park is overshadowed by Sydney Central during the critical 12-2pm mid winter time (see Figures 2.10 to 2.13). This affects the southern end of the Park in that both of the sunny banks will be shaded, significantly limiting winter use of this area. The Central Square development currently casts a large area of morning shadow and limits the use of the western edge of the Park from 9-10.30am. Existing shadow from Roden Cutler House, on the corner of Pitt and Campbell Streets limits use of the majority of the northern portion of the site from 1.00pm until 2.30pm. Reflective glare from the Centennial Plaza creates an eerie light across the southern end of the park in the afternoon and during winter. As the majority of new development is to the north of the Park reflective glare as a pedestrian problem is not likely to be substantial.

Wind tunnelling is not perceived to be a problem by the surrounding developers, therefore effects on Belmore Park are likely to be minimal.

Value: Belmore Park has been identified in the 1988 Central Sydney Strategy as the focus of a revitalised southern commercial area and legislation is being planned or implemented to ensure this role is realised.

Issue: Future commercial pressures should not be allowed to override protective measures now being developed.

Issue: The number of frequent users is likely to increase as new buildings are tenanted.

Issue: Overshadowing will be increased by development.

2.5.4 Transport and Access

Roads

Belmore Park is bounded by four significant traffic routes, most particularly Eddy Avenue and Elizabeth Street which function as regional roads catering for large volumes of public transport, in addition to general traffic.

The possibility exists that traffic volumes on Pitt Street will continue to reduce as City Centre traffic management schemes are introduced to the north and that traffic volumes on Hay Street will reduce upon introduction of the Pyrmont Light Rail service proposing to close Hay Street to through traffic between Pitt and George Street.

Pedestrian Network

The majority of pedestrian activity generated near Belmore Park is associated with Central Railway and the adjacent bus and coach facilities. A high proportion of Central Station patrons work to the north of the station and consequently frequent Belmore Park. Pedestrian movement through the park is predominantly north/south or diagonal, with east/west movement generally occurring only on the periphery.

Public Transport

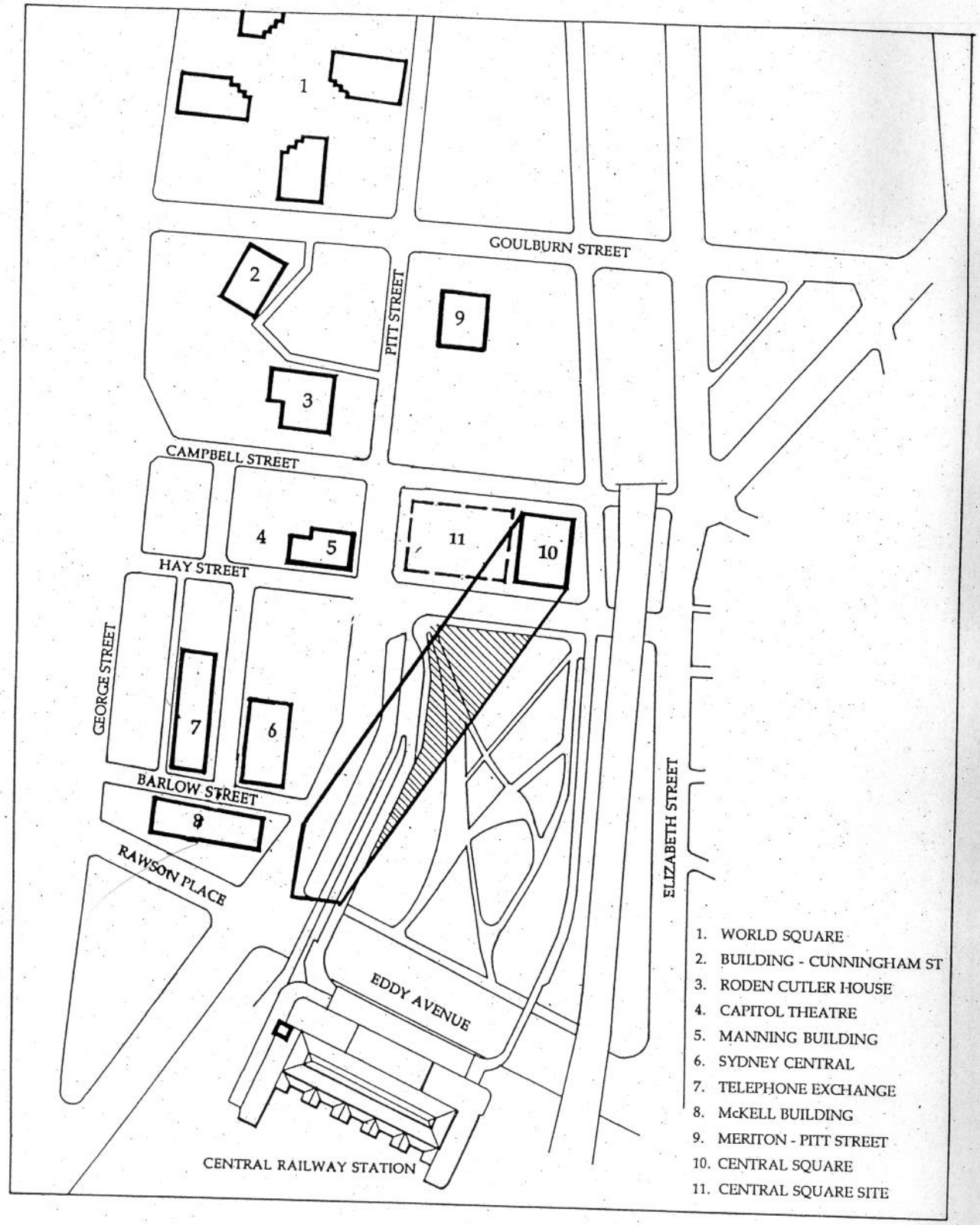
The area is extremely well served by public transport, having ready access to bus, coach and rail facilities. The predominant effect to be generated by public transport in the near future is likely to be that associated with the proposed Pyrmont Light Rail service, which will run along Hay Street and use the eastern and western ramps to access the Railway Colonnade. The proposal is likely to result in the closure of Hay Street between George and Pitt Streets. This, combined with the redevelopment of the Capitol Theatre is likely to result in increased pedestrian demand, particularly at night and at weekends.

Value: *Proposed changes to traffic patterns can reinforce the link between Belmore Park and adjacent public transport facilities, and facilitate increased pedestrian links through the southern CBD.*

Issue: *Park usage is likely to increase with the completion of the Capitol Theatre Redevelopment proposal.*

Issue: *Care should be taken to ensure that the Pyrmont Light Rail proposal does not impact on the integrity of the park.*

Issue: *Reduced traffic on Pitt Street, resulting from City Centre traffic management proposals may present an opportunity to improve pedestrian provision along the western perimeter.*



Legend

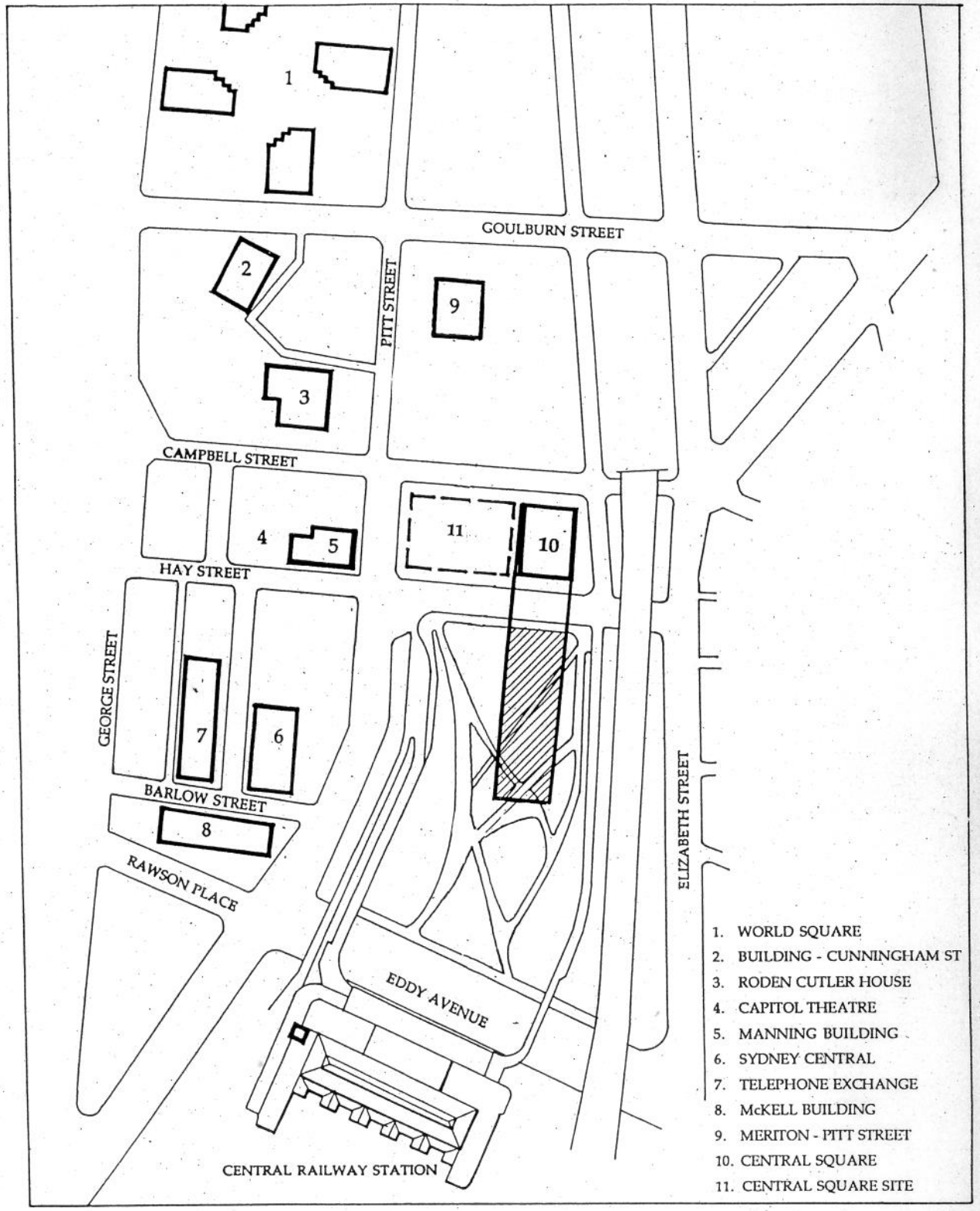
Predicted and existing shadows at 9am on 21 July

PLAN OF MANAGEMENT

Belmore Park

Figure 2.10
Overshadowing 9am Midwinter

EDAW



Legend

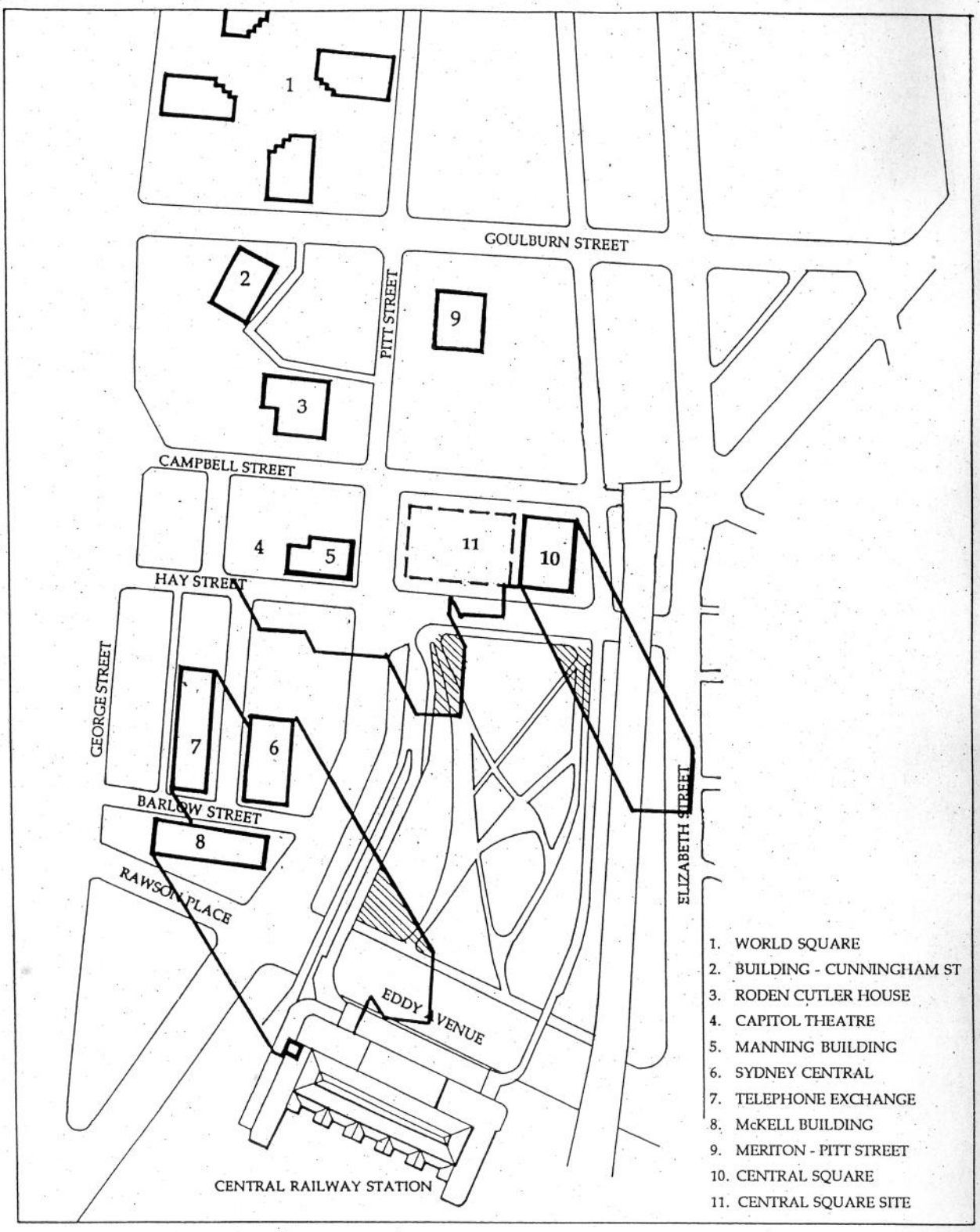
Predicted and existing shadows at 11am on 21 July

PLAN OF MANAGEMENT

Belmore Park

Figure 2.11
Overshadowing 11am Midwinter

Forsite • EDAW



Legend

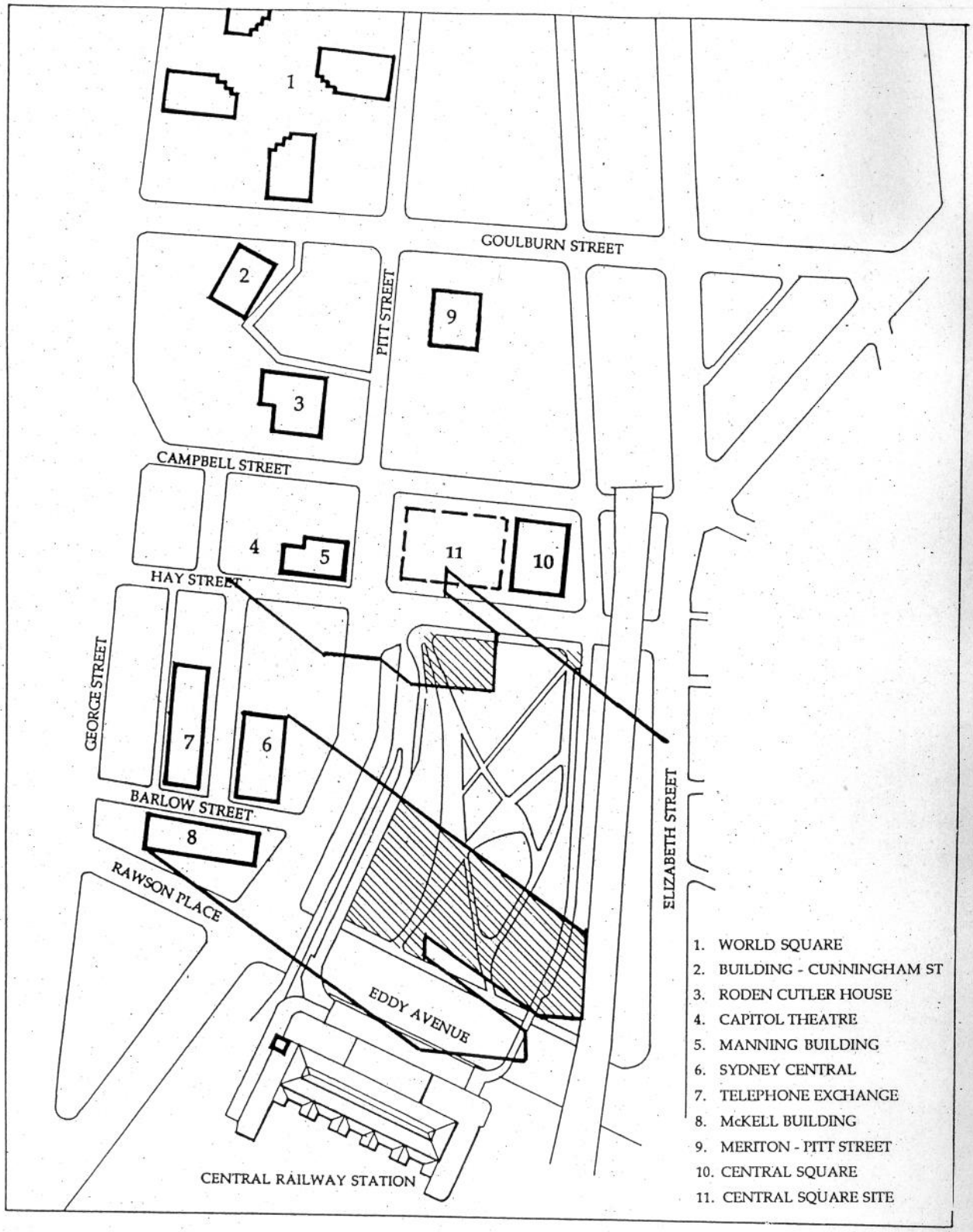
Predicted and existing shadows at 1pm on 21 July

PLAN OF MANAGEMENT

Belmore Park

Figure 2.12
Overshadowing
1pm Midwinter

EDAW



Legend

Predicted and existing shadows at 3pm on 21 July

PLAN OF MANAGEMENT

Belmore Park

Figure 2.13
Overshadowing
3pm Midwinter

EDAW

2.6 MANAGEMENT AND MAINTENANCE

2.6.1 The Current Regime

The Park is managed and maintained by the Park's Department of the Council of the City of South Sydney by arrangement with the Works Department of the Council of the City of Sydney.

A small crew is nominally allocated to the exclusive maintenance of Belmore Park but members also fulfil other duties as required. They are responsible for the maintenance of the Park though specialist assistance may be recruited as necessary. The crew comprises two gardeners/labourers.

These Council staff belong to B Division and are responsible to their Park Foreman. They operate between the hours of 7.30am and 4.15pm, Monday to Friday on a 19 day lunar month.

Recurring duties include:

Lawn -	watering mowing fertilising/topdressing and dethatching weeding edging
Trees -	pruning/shaping fertilising spraying surgery
Shrub Bed -	weeding watering fertilising pruning and trimming replacement of plant losses replenishment of mulch
Furniture -	repair repainting cleaning
Fencing -	repair
Paving -	sweeping repair
Leaves -	collection of autumn leaves
Bandstand -	repair painting

Electrical and mechanical trade requirements are serviced by the Council of the City of South Sydney day labour. Council's tree gang also assist as required.

The Park has low maintenance requirements. Notwithstanding this it is not being serviced adequately at present. This may result from the limited availability of staff and machinery and a lack of application of the horticultural knowledge available within Council. Good horticultural practices have not been observed, resulting in extensive compaction, loss of grass cover and reduced tree vigour.

Similarly cleaning practices have caused severe deterioration of path surfaces and there is a public perception of inadequate cleaning generally. Park furniture, fencing and also the bandstand are in need of repair.

Value: *A well maintained Park with vigorous plants, good grass cover, well surfaced paths, furniture in good repair and generally clean and neat is appreciated and respected by users.*

Issue: *The simple structure of the Park should contain maintenance to a minimum but this minimum must meet genuine maintenance needs.*

Issue: *Maintenance of the Park has not been adequate and this has resulted in the deterioration of most elements.*

Issue: *Limited horticultural knowledge within the small maintenance crew may be the cause of some deterioration.*

2.6.2 Security and Safety Considerations

The physical condition of the Park elements presents a safety risk.

- Path surfaces are very irregular and could result in insurance claims.
- Some trees have deteriorated to a point where branch drop presents a danger.
- Poor lighting, resulting from an inadequate grid system in association with dense tree canopies exacerbates security risks.

The police were approached for their opinions on security and safety in the Park. The Park is currently patrolled between six to ten times, every twenty four (24) hours. Patrols are either on foot, mounted or in vehicles. Regular patrols are considered necessary due to high usage of the Park as a thoroughfare. There have been spates of bag snatching, occasional assaults and some robberies within the Park.

The police would prefer to survey the Park from its boundaries reducing the number of times they need to enter the Park. The shrubbery on the western edge of the Park however, hinders the view from the western ramp, while inadequate lighting limits visibility of the central Park. Much of the property

stolen within the Park is recovered in the shrubbery along its edge, suggesting that the shrubbery acts as a cover for thieves.

The Park is currently considered a problem to the police as it is a place where people congregate to consume alcohol. The taking of intoxicating liquor into the Park and the consumption of intoxicating liquor in the Park are prohibited. Intoxicated persons are often taken into custody by the police or referred to the charitable refuges. People asleep in the Park are often moved out by police for their own safety. This is not considered appropriate by the charitable agencies.

Value: The ability to move freely and safely in the Park is highly valued.

Issue: The physical conditions of some elements present safety risks.

Issue: The Park is perceived as a security risk which is born out by recorded miscellaneous assaults.

2.6.3 Requirements to Meet Increasing Pressures

The changing demography of the Southern commercial area will result in increased use of the Park by both static and transit patrons. A general increase in tourism and the specific linking of Belmore Park into a tourist route will also increase patronage while the current economic climate is conducive to an expansion in the number of homeless people frequenting the Park. The cumulative rise in numbers will stress the Park by increasing wear and tear. The Park structure will be tested by greater patronage and maintenance requirements will rise.

Similarly factors external to the site including overshadowing development and increased or relocated vehicular traffic will produce deterioration of plant vigour and increased noise within the Park unless maintenance can be upgraded to ameliorate their impacts.

Value: The Park is a valuable public asset which should not be allowed to deteriorate.

Issue: Changes will be required in the Park's structure to accommodate increased usage and changed patterns of use and some capital expenditure will be essential.

Issue: Increased pressure from internal and external factors will require increases in the maintenance funding or a more effective use of current resources.

3.0 PRINCIPLES

From assessment of the values which have been exposed in the six (6) areas of study (Topics) the following Principles have been extrapolated.

- The Park is to remain inviolate.
- The close relationship between the Park and Central Railway Station retains its validity.
- The Park has three (3) user groups, static, transit and external, whose various needs are to be met.
- The Park's greatest contribution to the urban environment is its "greenness".
- The Park is critical to the Central Sydney Strategy.

These Principles must underly all consideration of opportunities and constraints and must be supported by all recommendations.

4.0 OPTIONS AND RECOMMENDATIONS

Topics are discussed in the order presented in Chapter 2.
R: Denotes recommendation.
• Denotes an option.

4.1 CULTURAL AND HISTORICAL SIGNIFICANCE

No further resumptions can be permitted from the Park.

R1: Permit no exception to the legislation requiring the Park to be retained as Public Open Space and bring to the status of other major urban parks.

The Park does require upgrading to fulfil its role as the focus of the southern commercial area.

R2: Implement the Master Plan progressively and maintain the Park at a high standard.

The Park's relationship with Central Railway Station is pivotal.

R3: Direct all change to retaining close links, visually and physically, with the Station.

Haymarket and Chinatown users are an important faction of Park patrons and have specialist needs.

R4: Recognise the cultural needs of these patrons.

Elements of the original structure of the Park have significance and retain validity but changes are required to the present Park layout.

R5: Respect the original design intent of the Park, retaining significant elements and eliminating intrusions.

4.2 NATURAL ELEMENTS AND INFLUENCES

4.2.1 Noise

To contain noise to tolerable levels both noise generation and noise amelioration need to be addressed. Traffic adjacent to the Park can not be expected to reduce in the immediate future.

R6: *Planning changes which might lead to noise generation in the vicinity of the Park should be made with due consideration of their impact, recognising the Park's value as a quiet place.*

R7: *Protective landforms should be retained and barriers erected where necessary to reduce noise, should it rise appreciably above the present level. Such barriers should be integral with the Park's structure to minimise their visual effect.*

4.2.2 Natural Light

Serious reductions of existing light (sunlight) levels could occur from external development and the only opportunities for their control are through planning restrictions. Commercial considerations are limiting the extent to which they have been taken.

R8: *Maintain or reinforce existing planning controls to minimise overshadowing of the Park.*

The increasing canopy cover of mature trees, particularly evergreens has reduced the extent of sunlit areas. As a balance of sunlight and shade is desirable the existing cover should be contained or reduced. Options are to:

- leave as is.
- thin selected canopies and raise them.
- remove selected trees.

Some trees have historical and cultural significance and should not be removed.

R9: *Remove selected trees of limited significance, relocate significant trees where essential and thin and raise the canopies of others nominated.*

R10: *Locate new trees ,to the east of the eastern ramp to reduce the impact of the City Circle rail while maintaining sunlight on the eastern embankment.*

4.2.3 Wind

Some wind protection is desirable in the Park but security needs discourage the development of screens, of either plants or structures.

R11: *Use essential structures to provide wind protection.*

4.2.4 Soils and Drainage

Nutrient levels need to be raised. The levels of all nutrients are limiting growth and low potassium levels are reducing turf's resistance to wear.

R12: Fertilise in two phases, an initial application to adjust the basic balance followed by regular maintenance applications. The soils are slightly acidic and there is some exchangeable acidity. The levels of magnesium are low and potassium is extremely low. To all areas apply:

dolomite at 100g/m2
potassium sulphate at 50g/m2.

On all areas regularly fertilise with a balanced NPKS (around 15:5:10:5) fertiliser such as Multigro. Apply 100g/m2 in the first application and 50g/m2 in subsequent maintenance. Use good horticultural practices to maintain mineral levels once established. Cut grass frequently and leave clippings in situ. Apply leaf litter as mulch is cultivated beds.

Compaction is effecting turf and trees and needs to be relieved. Deep ripping to 500 would be expensive and damaging given the existing mature vegetation.

R13: Where turf is in reasonable condition spike and top dress with a mix of 1/3 pine bark fines to 2/3 coarse sand (1:2).

Where turf is severely compacted consider installation of a sand profile.

In bare areas where turf is to be replaced cultivate to 150mm and lay new turf. Select shade tolerant species where appropriate.

Effectively spike around trees, watering in an approved fertiliser. Cultivate locally by hand around trees showing stress, including palms and peppercorns. Backfill with coarse sand.

4.2.5 Park Plantings

Significant trees in the Park should be retained but some rationalisation of canopy cover as required to improve visibility and let in sunlight. Avenues cannot be disrupted but dense groupings of brushbox could be reduced without disruption of the Park's structure and isolated specimens which are obtrusive because of species, form viability or position could be removed or relocated.

R14: Remove selected trees. Relocate significant trees where essential. Raise and thin canopies where nominated.

All trees should be brought back to full vigour or otherwise removed. This will require time and effort.

R15: Remove dead wood from canopies, particularly from brushbox, planes and

Morton Bay Figs. Use a qualified tree surgeon for this purpose and draw up a maintenance schedule for future work.

Regularly remove leaves from base of figs to prevent further fire damage.

Treat figs for fig psyllid and schedule regular pest control measures (Brushbox show signs of previous white ant attack).

Aerate and fertilise as previously covered.

Where possible, confine shrub plantings to areas where they can be easily scrutinised.

A schedule of trees recording original condition, treatment if any, response, follow up requirements etc., is required. It was recommended that a computer package be developed for Prince Alfred Park and this should be used for Belmore Park also, if available.

Proposed new tunnelling cannot be allowed to effect significant trees. The present tunnel has had no apparent detrimental effect.

R16: *Tunnel design should be required to consider the location of all significant trees and cause no damage to them, short or long term.*

4.3 PARK CHARACTER AND ELEMENTS

4.3.1 Park Structure

The Park's current structure requires some change to rectify past actions and accommodate projected changes beyond its boundaries. The existing basic layout of paths retains validity but some have become redundant while some areas remain unaccessed. The existing significant vegetation limits the options for structural variation. Levels between the Park and Pitt Street below the ramp vary by approximately two metres.

The two principle options for change were

- to return to the original promenade plan
- to retain a direct transit route in combination with the original path system.

If the transit route were eliminated the central focus would be bisected by heavy pedestrian traffic, losing all sense of repose.

R17: *Develop a hierarchy of paved space which differentiates between the needs of transit and static users. Use pavement changes to establish distinctions.*

Define the Hay Street boundary by a subtle level change between street and Park. Structure entry points at both corners, with major emphasis at Pitt Street corner.

Protect the Park from Eddy Avenue pedestrian traffic by extending stone walling on the boundary line and integrate bus shelters into the structure. Design these in such a way that the Park is not divorced from the road visually and views to the station facade from points north are not compromised.

Link the eastern ramp to the body of the Park, recognising the existing desire lines.

If Pitt Street traffic is relocated to the western ramp research the ability of structural barriers to reduce noise within the Park and adjust planting to minimise the visual impact of the barrier, if erected.

A projected link below the western ramp from Pitt Street to the Park is not recommended if it compromises the "green" bank. A secure route entering the Park near Hay Street main entry could be acceptable.

4.3.2 Park Furniture and Materials

Water

The provision of drinking water in the Park would increase use amenity. More abundant water could encourage vandalism and would provide a washing facility for the homeless.

R18: Provide an attractive drinking fountain and locate it in an area of reasonably high activity but off the major transit route.

Fencing
All fencing required for safety, security or noise abatement should be integral with the Park's structure and contribute to its unity and quality.

R19: Develop a simplified version of the eastern ramp bridge railing as a distinctive "Belmore Park fence".

Limit fencing generally to areas of level change or heavy traffic.

Use low sandstone walls to demark some boundaries and integrate this form with elements inside the Park.

Signs
Signs should be accessible to all Park patrons and contribute to the Park's character and quality.

R:20 Adopt a consistent form of signage which enhances the Park.

Meet ACROD standards to tonal contrast and position signs at accessible heights.

Use symbols where possible.

Paving
Paving should contribute to the character and quality of the Park while meeting practical requirements of full accessibility and easy maintenance.

The roots of existing mature trees adjacent to major routes cannot be disturbed and current levels of water and air penetration need to be sustained or improved. Bitumen has good porosity as has unit paving on sand and gravel. Textural differentiation between transit and static zones would be of valuable to the visually impaired and could contribute to legibility.

R21: Retain the use of bitumen for all transit routes but change to sandstone on sand or well compacted and consolidated crushed gravel in all other paved areas. Reuse rounded sandstone edging where appropriate but provide adequate lay-back sections to give wheelchairs access to lawns.

Encourage use of unit paving in some adjacent areas to upgrade the vicinity.

Seats and Bins
Seats, tables and bins should all be well designed and in keeping with the character of the Park, which is partly established by its relationship to the station facade.

They should be reasonably easy to maintain, fixed to discourage vandalism or theft, in sufficient numbers, and located to provide for those who like sun or shade in all seasons.

R22: *Adopt an appropriate commercial range of furniture which can be expected to remain on the market.*

R23: *Locate fixed seats, bins and tables on paving throughout the majority of the Park but keep seats and tables off transit routes.*

Institute an improved maintenance programme which ensures furniture is clean, unbroken and well protected by paints or stains where these are used.

Avoid installation of a central bar on seats, to discourage their use as beds. Monitor the use of the Park by the homeless and apply bars only if the present situation deteriorates seriously.

Toilets

Public toilets are reasonably secure only where there is a high level of activity.

R23: *Do not re-open the existing toilets or construct new ones.*

Convert the existing toilet building, beside the embankment, to a works depot.

Plaques and Monuments

The Park has only one monument at present and the lack of clutter is part of its character.

R24: *Avoid the proliferation of monuments. Any proposed in the future should be used to reinforce the Park's structure.*

Lighting

Changes to lightly style and distribution should enhance the Park and improve security. A range of lights from tall standards to ground level illumination are available.

R25: *Remove the existing grid system of lighting . Replace it with a mix of light sources which provide a designed level of illumination. Develop, or select from the current range, a standard light which contributes to the Park's character and is effective below tree canopies. Augment standard lighting with pavement level lighting and flood lighting into trees to aid security without visual intrusion. Place lights in a way which recognises and reinforces the structure of the Park.*

4.3.3 Bandstand

The bandstand, if retained, should contribute to the Park's amenity. Options are:

- to retain as is for a works depot and bar public entry. This will not contribute to public amenity, will not provide a workable focus and will retain maintenance clutter in the central area

- to remove the works depot to an alternative site, demolish the bottom section of the stand and lower the open bandstand proper to approximately ground level. This would improve visibility of the stand below the tree canopies, providing a more effective focus, and would render it more useful to the public.

- as above but to a new design, using either a relocated existing bandstand of merit or one designed for the purpose.

- remove the works depot to an alternative site and relocate the bandstand to a more visible position where it relates to the open grass and can be used for rallies and performances.

- remove the existing stand completely to open up the area.

- remove the works depot to an alternative site, convert the lower level to a commercial food outlet and re-open the upper level to the public.

Conservation Policy

R26: *The Belmore Park grandstand should be retained and conserved as a fine and rare example of a timber Federation Park Bandstand in Central Sydney.*

The earlier form and composition of the structure and design should be regained by removal of the accommodation below the main platform and the reconstruction of a lower base element.

Extensive repair and reconstruction is required to overcome areas of deterioration and to replace missing early items. The Observatory Hill Bandstand can be used as a guide to the detailing and timber profiles that would be appropriate.

The access stairs should be reinstated to return the bandstand to a useful public recreation facility. Adequate lighting should be installed to avoid security or vandalism problems.

Serious consideration should be given to relocating the bandstand from the existing grove of mature trees, to a more open section of the Park. This will

regain a traditional component of its functional relationships with members of the public and may overcome some of the security problems.

If reconstruction is undertaken either the original bricks should be used or a brick of similar colour, texture and homogeneity should be selected. All timber and roofing elements that can be dismantled and re-used should be so treated.

A completed, restored and reconstructed bandstand should be painted in the traditional light cream colours of the Federation period.

While Belmore Park is no longer the centre of active outdoor performances the public should be encouraged to use the facility for recreational purposes.

Council should institute an active programme of security and on-going maintenance to ensure that a conserved structure retains its significance in the longer term.

4.3.4 Visual Links and Relationships

The Park is the green focus of the southern commercial area and is to serve as a link in a developing pedestrian/tourist network.

R27: *Elements of the Park's established character should extend through adjacent streets to reinforce its presence and expand the range of its influence. Unifying tree species, paving materials and furniture might be used in the pedestrianised section of Pitt Street beyond the western ramp, adjacent to development in Hay Street, in Elizabeth Street beyond the eastern ramp and in Eddy Avenue also.*

The relationship between Belmore Park and Central Railway Station is to be retained and reinforced where possible. Construction of shelters in Eddy Avenue could disrupt the present views to the facade and possible change its character. Maturing tree canopies have already reduced the visual links from some viewpoints in summer. Pedestrian links have been disrupted by heavy traffic in Eddy Avenue but are in the process of upgrading.

R28: *If a full canopy to Eddy Avenue is constructed it should enhance the proportions of the existing facade, when viewed from the Park.*

If it is not built a bus shelter on the northern side of Eddy Avenue should be incorporated into the Park's structure and its effect on vistas carefully controlled by selection of materials, rhythm of vertical and horizontal elements and use of tree planting. The design of all structures should be undertaken by an architect experienced in the integration of heritage buildings and contemporary works. Surfacing materials across Eddy Avenue should ideally also relate to Park finishes.

Structure the main Park entrance on Eddy Avenue to accommodate rising numbers of transit users and develop new links between the Park and the proposed shared space on the eastern ramp.

4.3.5 Identity of the Park

The Park's present character, both as one of several associated urban parks and as a forecourt to Central Railway Station, retains its validity. Radical changes to its structure or to the range of plants and materials used could alter this character and reduce the relationship between Park and Station.

R29: *All changes, of structure or plants and materials, must be made in the context of retaining the character of the Park as originally designed. The lights and furniture selected should relate to the period of the Station's construction. Paving and walling materials should also respond to the dominant sandstone facade, bridges and associated works. Introduced plants should continue the mix of rainforest and deciduous trees to support the Park's structure. Canopy density should be contained to maintain views to the Station.*

4.4 PARK PATRONAGE

The Park is appreciated as green open space and its present character should be retained and built upon. Any increase in floral display must be assessed for maintenance costs. The presence of drunks is resented by the general public and the homeless. While this is a social problem beyond the scope of the Park management, rising numbers of Park users may reduce their presence. Increased cleanliness can be achieved by better maintenance. Provision of more seats and other facilities should be considered on their merits. Noise containment needs to be considered with the Park structure.

R30: *Upgrade maintenance practices, both regular and intermittent to improve cleanliness and retain furniture surfacing and vegetation in good order.*

Include some floral displays in sunny areas of high public exposure.

Do not introduce public toilets.

Do install drinking fountains.

Do not install children's play equipment in a dedicated area.

4.5 URBAN PLANNING AND DEVELOPMENT CONTEXT

4.5.1 Planning Controls

An objective of this Plan of Management is to ensure that the Park is protected from further alienation.

R31: Legislate to protect the rights of the Park by sustaining its present size, containing adjacent traffic and noise and controlling building in the vicinity to reduce impacts. Ensure that both the spirit and letter of the law are observed.

The changing composition of frequent users must be recognised and accommodated by the Park.

R32: Adapt the present structure and fabric of the Park to absorb greater numbers of patrons and improve security to extend the hours of safe use.

Overshadowing of the Park must be kept to a minimum if user amenity and plant vitality are to be maintained. Proposed planning controls should take this need into account and balance Park and commercial interests. It is acknowledged that overshadowing may be reduced but not totally eliminated.

R33: Develop planning controls to minimise overshadowing and extend the period of protected sunlight.

4.5.2 Transport and Access

Changes in traffic patterns in the surrounding streets, including the Pyrmont Light Rail Proposal, should not be permitted to disadvantage the Park. Any reductions in traffic demands on the surrounding street network should be taken advantage of to provide pedestrian safety and amenity improvements.

R34: Ensure that future traffic planning and the PLRT recognise the value and character of Belmore Park and make recommendations in light of sustaining or improving these.

4.6 MANAGEMENT AND MAINTENANCE

To bring the Park back to optimum condition and absorb the pressure of increased use maintenance and security must be improved.

4.6.1 Maintenance

While much of the day-to-day work required by a maintenance programme is not highly skilled the initial programme must be drawn up by an experienced horticultural manager. It must be overseen by a trained horticulturalist and must draw on the services of a range of skilled trades.

R35: *Review the deficiencies of the present system.*

Draw up a new maintenance programme which recognises present deficiencies and rectifies them. This should address:

- *improved horticultural practices.*
- *improved cleaning*
- *improved rubbish removal*
- *improved public awareness of personal litter control.*

Re-organise staffing to provide an adequate level of personnel, suitably skilled and supervised. This should comprise both staff dedicated to the Park and tradesmen from a central core.

Ensure the provision of suitable tools, machinery and materials for the Park's maintenance. In particular, ensure that large street sweeping/cleaning machinery is not used within the Park as its previous use has caused severe pavement damage and contributed to compaction.

Introduce a system of review which monitors maintenance and provides the means for continued improvement in maintenance practices.

Ensure Council funding of the Park's staffing and equipment needs is commensurate with the programmed requirements.

4.6.2 Security and Safety

The real and perceived safety of Park patrons must be improved. To achieve this maintenance must be improved, surveillance assisted and the opportunity for Police intervention retained.

R36: *Within the improved maintenance programme remove all foreseeable hazards including dead branches and irregular pavements.*

Limit the use of shrub planting to provide optimum opportunities for external surveillance of the Park.

Improve lighting.

Continue to display a notice prohibiting the use of alcohol in the Park.

Recognise the needs of the homeless.

4.6.3 Increasing Pressures

The Park's structure and maintenance regime must accommodate the changes, foreseen and unforeseen which will occur in the southern commercial area. These can be expected to increase both static and transit use and change the quality of the Park's environment. The Master Plan seeks to accommodate these changes.

R37: Undertake the capital works needed to implement the Master Plan.

5.0 THE MASTER PLAN

5.1 STRUCTURE

The Park's structure returns to the essentials of the 1906 form but with the retention of a strongly defined diagonal route for transit use. Two primary spaces address the two street boundaries and are linked by a central focus.

The landform remains largely unchanged. The east and west banks are considered most important for their ability to contain the Park and reduce the intrusion of urban activity. The slight ridge, back from Eddy Avenue, is reinforced by lifting the edge approximately one metre on the Eddy Avenue frontage. A lesser rise of approximately 300mm is introduced on the Hay Street boundary.

Major and minor entry points have been redefined by path size and portal treatment. The entry from Eddy Avenue, which services the suburban rail station and bus lines is most heavily used and is strongly contained by walling. The second most used entry, at the corner of Pitt and Hay Streets, has also been opened up to absorb numbers, and clearly defined to attract recognition. The third major entry, to the Castlereagh/Hay Street junction, has a changed role. The SRA ramp has been converted from "vehicular traffic" only to a shared zone, recognising a de facto situation. The pedestrian path through the Park to Eddy Avenue has been reduced in size to accord with its level of use and works depot has been introduced beside the entry. The second entry from Eddy Avenue, below the western bank has been reduced from its previous width to accord with its level of use. Three entries are provided between the Park and the shared zone on the eastern ramp. Broad steps lead into the central core and a gently graded ramp across the back also leads to the core areas. A direct flight of steps connects the zone to Eddy Avenue.

Paths fall into two categories, predominantly for transit use and predominantly for static use. The transit routes are the shared zone and the two paths running between Eddy Avenue east and the corner entries on Hay Street. All remaining land surfaces are for static use. The major transit path from north-west is broader than all others.

The core area is the pivot of the Park's structure providing a cross axis and central focus. Broad sandstone steps from the shared zone form its eastern edge. The core-proper has three elements, the bandstand raised on a low sandstone walled podium, the central sandstone paved focus and a seating edge, again paved with a combination of sandstone and gravel. The edge of the core is reinforced by new structural planting of palm groves and terminated in a gravelled sitting area beneath the planes.

The broad "flat" open spaces north and south of the core address respectively Hay Street and Eddy Avenue. The interface with Hay Street is reinforced by the introduction of a low sandstone wall/kerb, where as on Eddy Avenue the central section of the frontage, already contained by high walls, is further defined and protected by walling approximately one metre high.

5.2 MATERIALS

The palate of materials, while always responding to function, has been selected to maintain the Park's identity as a forecourt to Central Railway Station and as one of a linked chain of "Sydney Parks".

Surface treatments meet the requirements of durability, trafficability and porosity. A mix of bitumen, compacted gravel and sandstone paving has been combined to reinforce the structure, provide maximum trafficability where needed and eliminate the problems associated with areas in heavy shade. All paths are bitumen between rolled sandstone edges. The core, heavily shaded in parts and predominantly a seating area, gravel and sandstone. The gravel should be warmly coloured to reflect the use of bricks in the bandstand and in several paved areas beyond the Park's boundaries. It should also be capable of hard setting compaction to facilitate use by wheelchairs, strollers and high heels.

Sandstone flagging has been used in selected areas only. These are points of emphasis, associated with the central focus or access but not necessarily in the highly trafficked sections of entries. The flagging should be sufficiently thick to support traffic from service on security vehicles and should be smoothly jointed to comply with disabled access recommendations.

Major sandstone walls and abutments associated with bridges and with the station facadè are already dominant components of the Park's character. No further major structures are required but walls have been introduced to define edges or zones and reinforce the sandstone theme.

A low sitting wall has been placed on the Hay Street boundary for definition. It does not compromise existing mature trees when kept low. At Pitt Street corner the wall height is increased to provide a sense of address and is continued up the western ramp to reduce the impact of present and predicted traffic. Another low sitting wall has been introduced at the western end of the core, to define a "hall" under the significant avenue of planes, terminating the axis and providing an edge to the west bank. It also must be kept low to minimise disturbance to palms. A very low wall grading from zero to say 300mm provides a podium for the bandstand. A more prominent wall has been introduced on the Eddy Avenue frontage to protect the Park from increasing street traffic. It defines the entry points by returning into the site. The take-off of a ramp from the shaped zone has a stone retaining wall which relates to stone walling on the bridge abutment and to a flight of stone stairs connecting Eddy Avenue to the shared zone.

The detailed design of sandstone elements must reinforce the character of the area and relate strongly to Central Railway Station.

5.3 VEGETATION

Significant mature trees, both as specimens and grouped in avenues or groves continue to provide most of the Park planting. In order to reinforce the structure of the reorganised core, however, additional trees have been placed along its north and south edges and selected trees have been removed to lighten the area.

It is suggested that the new trees should be tall and lightly canopied to minimise shading and maintain views to the station facade. Palms such as Livistona australis or Washingtonia robusta would fulfil this role and relate to the existing palm avenue, which has been modified to reduce conflict with planes. Alternatively Meryta deanii, if propagated for use here, would reinforce the two which must be transplanted from their present locations in the core.

Planes have been introduced below the City Circle ramp at the southern end of the shared zone. These filter views to passing trains while leaving the eastern bank clear of shade.

Shrub planting has been retained on the western boundary to reinforce the break between Park and vehicular traffic. This should be dense, to 2 metres high, and "unfriendly" where it is isolated from easy surveillance. If Pitt Street traffic is diverted to the adjacent ramp it is likely that a solid barrier will be required between Park and road and this shrubbery will serve to negate its visual impact internally. A hedge has been introduced below the eastern ramp to cover the constructed edge.

Floral displays, supported by herbaceous plants are used on the core area and retained beside the shared zone. No other minor planting is used.

5.4 BUILDINGS

Buildings are not a significant component of the plan but those included need careful attention to detail and should be designed or refurbished by an architect experienced in the interrelating of new and heritage structures.

5.4.1 Works Depot

The Works Depot has been relocated from the bandstand to the existing "men's convenience" in the City Circle embankment. In this position it is readily accessible to trucks. The interior will require conversion and a solid compound fence will be needed to contain stockpiled material on occasions. Minimal machinery is now kept on site and this need not change radically as specialist teams service the specialised areas of park maintenance through all city parks.

5.4.2 Bus Shelter

Two bus shelters have replaced smaller structures in Eddy Avenue. They have been placed on the Park boundary to minimise their obtrusiveness in the street. It is essential that the buildings contribute to the visual quality of its setting. They should echo the horizontality of the station facade and the rhythm of its colonnade while being light. The vertical walls between street and Park should be integrated with the sandstone wall while detailing should be in fine steel.

5.4.3 Bandstand

The bandstand has been retained in its present position, lowered, restored to its original colour and form and made available for public use. If its conversion to a food outlet could be achieved within the present structure and a lessee could be found to operate it through extended hours this alternative could be absorbed into the master plan.

5.5 FURNITURE

Seats, seats/tables and bins have generally been confined to non-grassed areas. Seats are placed off the main transit route, though many overlook it and are readily accessible to it. While they respond to the need for both sun and shade and a preference for privacy they are predominantly grouped by the avenue of plane trees, in the core and adjacent to Eddy Avenue, with some seating beside each of the main entrances. In addition, low sandstone walls by the planes and on Hay Street provide casual seating. Seats/tables are not shown below figs but could be reintroduced when the trees are more healthy if demand required it.

Bin numbers have been reduced. Bins have been located in critical areas only. Public concern for tidiness should be encouraged by signs and general Park cleanliness.

5.6 SIGNS

Signs have been limited to identification signs on sandstone walls, in Eddy Avenue on the rail bridge abutment and in Hay Street at both entrances, to by-law notices and to a notice board in the core indicating the nearest toilets, water, food, etc.

5.7 PLAQUES AND MONUMENTS

The present monument to Edward O'Sullivan has been relocated from behind the bus shelter to a position in the western re-entrant of the stone wall.

5.8 WATER

Two bubblers are shown, one in the core and one in the eastern re-entrant from Eddy Avenue. At this stage it appears inappropriate to introduce fountains particularly as these could further encourage the homeless to use the Park for ablutions.

5.9 LIGHTING

Lighting has been used to reinforce the structure of the Park, contribute to its overall character and improve security. Standard lights are used only on the main transit route and as formal definition in the central focal space (and are recommended in the shared zone). Flood lighting into tree canopies from ground-based sources is used to lift the level of illumination generally, particularly along the boundaries and in the central core. Structures are to be lit and in addition low-level sources, set flush with surfaces and highly vandal

resistant are used throughout the core. Identification signs on walls are illuminated.

The character of the light standards is in keeping with the period of the station facade but all other light sources are discreetly timeless, as far as this is possible.

5.10 FENCES

Fences have been contained to a minimum and serve as sound or safety barriers, rather than to define boundaries. The western boundary remains fenced to restrict access to the bank. If a sound barrier becomes necessary it should be of sandstone, constructed to conform to the character of surrounding heritage walls.

Sections of the boundary between the Park and the shared zone are fenced to protect level changes. An adaptation of the adjacent bridge railing is recommended.

5.11 ASSOCIATED EXTERNAL AREAS

While the Park is a green focus whose value is emphasised by urban containment it is also part of a system of open space and its influence extends beyond the confines of its boundaries.

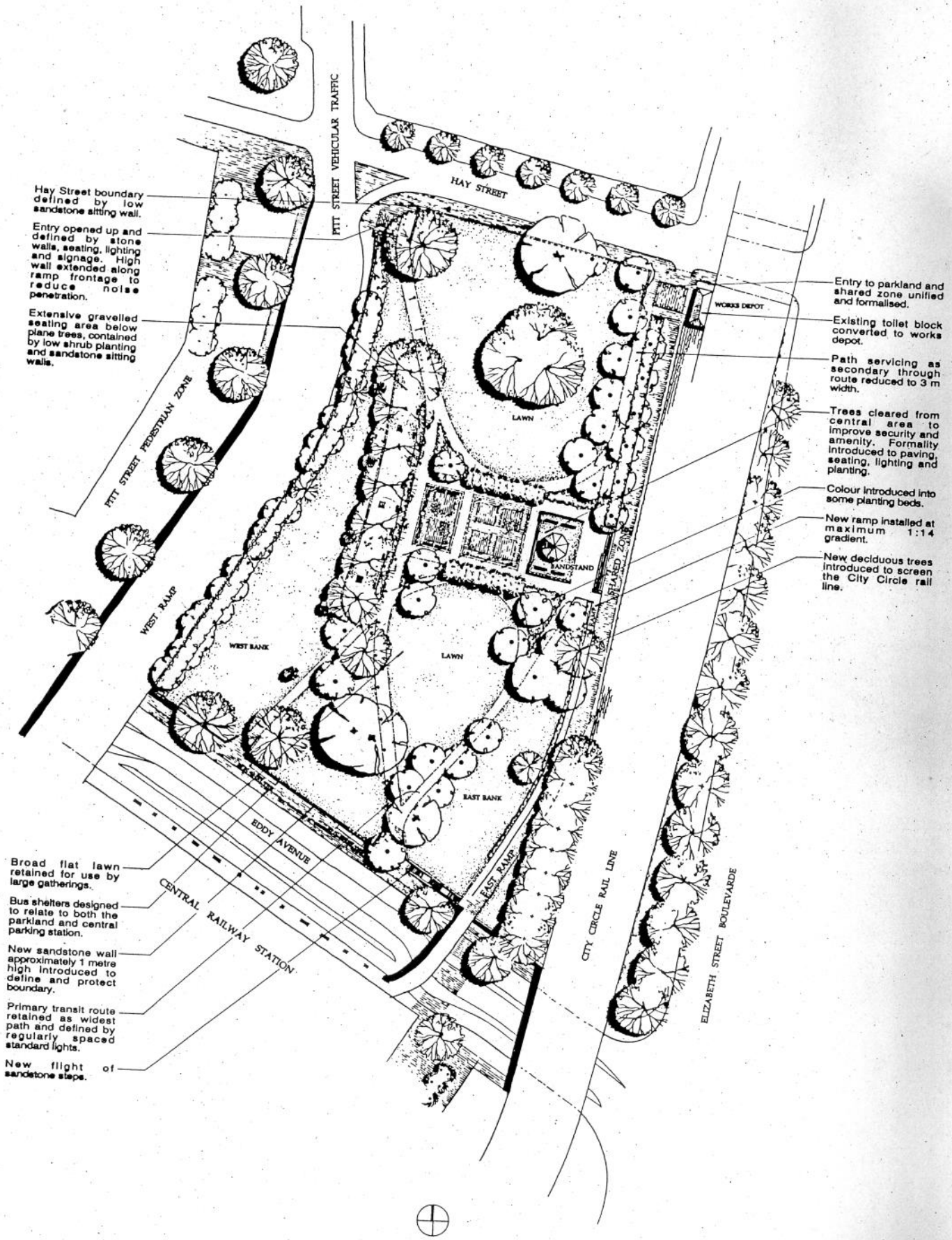
A pedetrianised Pitt Street is shown as a treed area where existing mature planes have been supplemented.

Hay Street already has plane trees on its north side and these are shown extending into a redevelopment Capitol site.

The area between the City Circle line and Elizabeth Street, legally part of the Park but practically separate, is an important elements of the Elizabeth Street boulevard.

Eddy Avenue, in its new conformation, does not accommodate street tree planting but the forecourt to the suburban station does offer a good opportunity to develop an attractive node of external space, where the scale of planting and quality of materials reflects the value of Central Railway Station and Belmore Park.

It is important that Eddy Avenue, as a major transport node, is carefully detailed in terms of materials, structures and signs. Both the station and Park are highly significant in the Southern Commercial Area and their quality could be seriously degraded by inappropriate detailing in the linking thoroughfare.



PLAN OF MANAGEMENT

Belmore Park

Figure 5.0
Masterplan

6.0 IMPLEMENTATION

6.1 PLANNING ACTIONS

The pace of change in the southern commercial area is rapid. There has already been building development which has impacted upon the Park and traffic changes are having an immediate effect.

The Central Sydney Strategy of 1988 was instrumental in defining the critical role of Belmore Park as the Open Space Focus of the area. Having established this role and its further importance as a link in a scenic tourist corridor planning has to date duly respected its needs. It is absolutely essential that proposed LEP's encompass the objectives set for Belmore Park and the planning actions required to achieve them. The inviolability of Belmore Park has been fully acknowledged and the gazettal of strong planning controls is the first action required to achieve this.

6.2 DESIGN ACTIONS

The Master Plan provides the broad direction for change. It recognises the current or predicted hierarchy of use through the Park and presents structural variations to accommodate the evolving pressures. Elements are nominated and described in principle.

There remains a need to fully explore the options for materials and styles in a design development stage. The elements for consideration include:

- Paving materials which are completely trafficable, easy to maintain and have high porosity.
- A light standard which has aesthetic merit, meets SCC requirements, is reasonably vandal proof and is appropriate to the setting.
- Seats and tables, reasonable light in appearance but robust and requiring low maintenance plus associated bins.
- A bandstand
- Signage which has distinction, incorporates symbols and uses high contrast tones for maximum legibility.
- Fencing/walling which contributes to the quality and character of the Park.
- The form of water availability.
- Additional drainage requirements.

A comprehensive Management and Maintenance programme has also to be prepared.

6.3 CONSTRUCTION AND MAINTENANCE ACTIONS

The Master Plan and Plan of Management,while building upon the present structure and regime of the Park do require a range of construction actions in conjunction with the upgrading of a maintenance programme. Sequential construction will be necessary for both public convenience and Council's funding needs. The priority of works will in part be influenced by the speed of change in adjacent areas. For example, while traffic changes are already being implemented in Eddy Avenue a decision to construct a full canopy across the road would have a very different impact from the construction of integrated bus shelters along the street boundary. Similarly, firm commitments to changes, on the east and west ramps should be made before associated works within the Park are commenced. Generally, first priority works should concentrate on the heavily used central core of the Park. Improved tree maintenance, however should include the full site.

Some first priority works are:

- Commencement of a tree maintenance programme which will include tree removal, tree surgery, restorative spraying, fertilising and replanting as required ... 1991.
- Implementation of improved cleaning and maintenance practices 1991
- Reconstruction of paved surfaces and associated drainage. Provision should be made for power cables for planned lighting changes and water pipes for future water elements ... as funds become available.

Probable second priority works are:

- Planting of additional material, annuals, shrubs and trees to support the changed structure.
- Installation of a new lighting system (high security need).
- The construction of the closed "mens convenience" to accommodate a works depot and relocation of the depot to it.
- Reworking of the bandstand and associated elements in the central focal area.
- Re-modelling of the Hay Street frontage including address points.

Note: Work on the Eddy Avenue frontage should be implemented as quickly as possible following external policy decisions as this is a highly visible area under severe and increasing pressure.

Further perimeter works should proceed as and when reasonable.

6.4 MANAGEMENT ACTIONS

Council is experienced in the management of the city's parks and the Plan of Management is seen as drawing to its attention some of the individual needs of Belmore Park.

- In order to continue the process of detailed observation of the area a Steering Committee should be established. Its composition might be similar to that of the committee established to oversee preparation of the Plan of Management. Individual appointees should have a genuine commitment to the Park.

- There is a need for continuing horticultural expertise to be applied to the Park. As a priority a person with adequate experience should be required to regularly monitor vegetation vigor and advise the Park staff accordingly.

- Council, through its Steering Committee, should monitor the growth of Park patronage by initiating regular user surveys at say five (5) year intervals and ensure that the level of maintenance staffing is adequate to met changing requirements.

- Council should prepare an estimate of projected costs and ensure that reasonable funds are allocated in each budget to ensure the successful implementation of the Plan of Management. State Government Grants and Loans might assist with funding and Section 94 contributions could be levied from developers operating in the area.

7.0 ACKNOWLEDGEMENTS AND BIBLIOGRAPHY

7.1 ACKNOWLEDGEMENTS

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John Palmer -	Department of Lands - Land Resources
Michael Johnson -	Department of Lands - Metropolitan
Ken McDonald -	Council of the City of Sydney
Colin Dimitroff -	Public Works Department

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Mr Ralph Clarke, tree surgeon, reviewed the health of existing trees.

Mr Jolyon Burnett of the Sydney Soil Laboratories undertook a Soil and Compaction Analysis.

Mr Graham Brooks, conservation architect, of Schwager and Brooks reported on the Bandstand.

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Major Noel Reeves -	Sydney Appeals Officer The Salvation Army

Mr Peter MacIntosh -	Senior Welfare Officer Sydney City Mission
Mr N J Thorpe -	Retired archivist and collector of heritage photographs
Mr Brian Pulman -	Controller of Cleaning Council of the City of Sydney
Ms Margi Abraham -	New South Wales Department of Transport

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