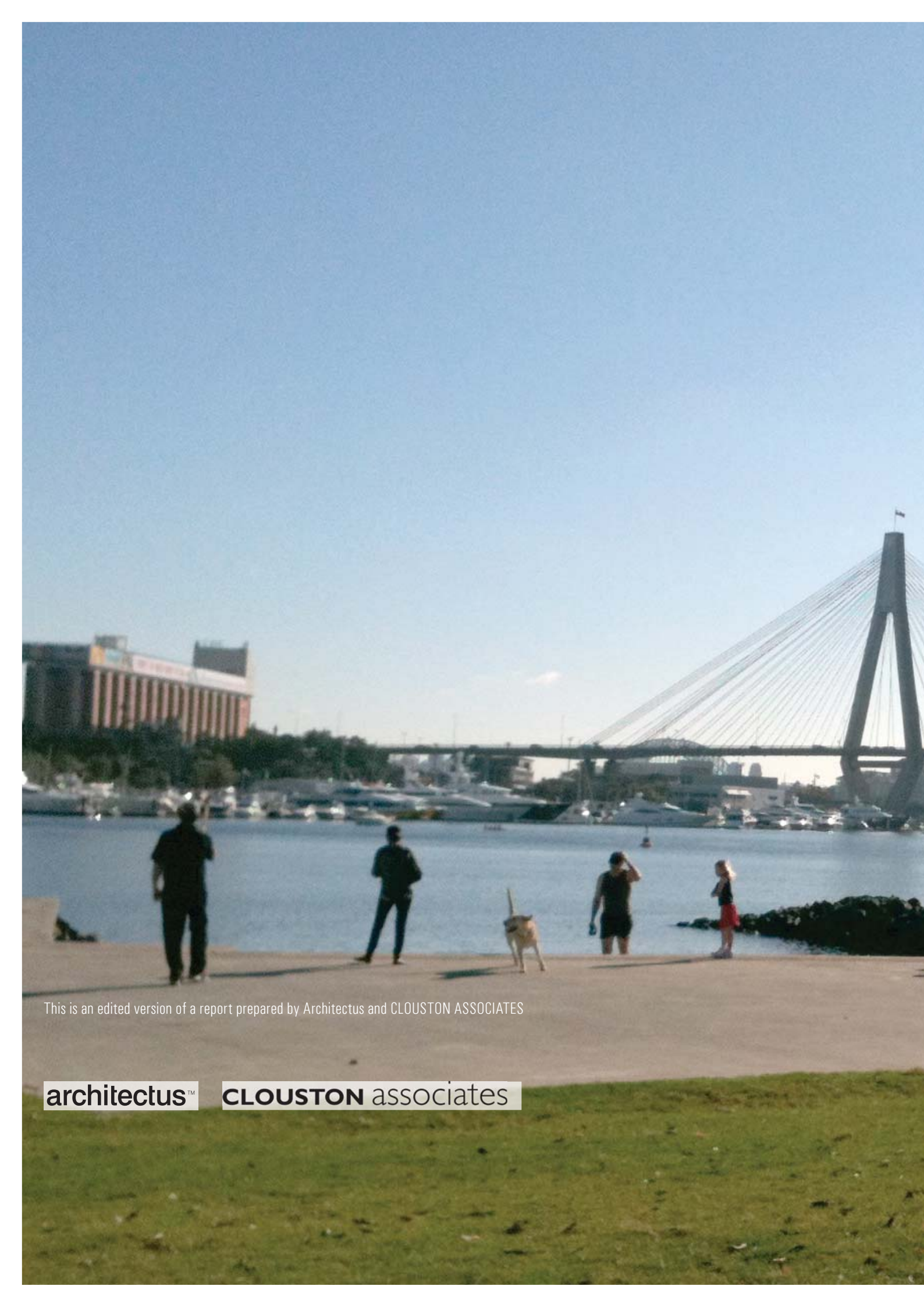




Sydney2030/Green/Global/Connected

CITY OF SYDNEY  

Johnstons Creek Parklands Master Plan (2013)



This is an edited version of a report prepared by Architectus and CLOUSTON ASSOCIATES

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EXECUTIVE SUMMARY

The 2013 Johnstons Creek Parklands Master Plan gives the City a visionary framework for delivering high-quality recreation and open space facilities over the next 25 years. It brings together existing well-loved parks and new land areas in a unified design to create a much improved cultural, environmental and recreation focus for local communities.

STUDY AREA

The parklands are situated in Glebe, Annandale and Forest Lodge. The site includes the existing Bicentennial Park, Federal Park and Jubilee Park, Pope John VI Reserve, as well as The Hill - the area of land between the rail viaduct and the old Rozelle Tram Depot. It also includes two new areas including The Crescent and new open space provided from the redevelopment of the former Harold Park Paceway and historic Rozelle Tram Depot (Harold Park). The new open space areas and existing parks each possess a distinct character, reflecting its historical development or its natural features, such as tidal foreshore, rocky creek line, or the tree-covered landscape of the harbour hinterland.

THE PLAN'S OBJECTIVES

The essential goal is to guide the growth and evolution of the parklands as a vibrant community open space serving a broad range of users that balances community recreation needs with the need for environmental systems and services. As well, the Master Plan must knit together and reflect the many historical layers of the area from Aboriginal heritage to a working waterfront, a major transport depot, and the Harold Park Paceway.

The Master Plan respects the existing landscape character of each separate precinct, while connecting them with new physical and visual links as well as common themes in the vegetation, materials and features. The uniting story of water throughout the parklands provides a conceptual connection from the southern boundary to the northern foreshore of the harbour.

BACKGROUND AND PURPOSE

Over the years, several master plans or designs have been prepared for areas of the parklands. In 1988, the former industrial foreshore was given back to the community with a park design by prominent Australian Landscape Architect Bruce Mackenzie. In 1994, a Community Master Plan was prepared for Bicentennial Park Stage 2 and Rozelle Bay Parklands on the western side of the canal, and a linking bridge, connecting pathways and playground was built. In 2003-2005, the Glebe Foreshore Project for the area along the Rozelle and Blackwattle Bay foreshore linking to the Boatshed in Glebe created a popular foreshore promenade. Improvements were also made to Bicentennial Park and Federal Park. The City has also recently completed improvements on the linear parklands along Johnstons Creek and Orphan School Creek to the south.

Now, with redevelopment of The Crescent on the western edge of the site and the addition of a southern corridor next to new residential development on the Harold Park Paceway land and Rozelle Tram Depot, a new era for the consolidated parklands begins.

This Master Plan provides a co-ordinated approach to managing the parklands. It creates a public precinct for local and regional users which respects and enhances the best aspects of the site. The plan uses the following planning and design themes:

- Environment
- Water
- Recreation and Community Facilities
- Traffic, Access and Circulation
- Heritage
- Character and Visual Amenity

PLAN STRUCTURE

This report outlines the study process, key findings and proposals.

Following the introduction and vision, key findings from analysis, investigations and community feedback are outlined in Chapter 3.0.

The Principles and Strategies in Chapter 4.0 identify how the issues and opportunities from the analysis are developed into a strategic vision for the future.

The Master Plan is presented as a comprehensive parkland design that illustrates the function, activity and character precincts within the plan. Chapter 5.0 introduces the plan and describes the major precincts; the existing parklands, The Hill, Harold Park and The Crescent.

PROCESS

The Master Plan is founded on specialist advice, technical investigations, site analysis, site knowledge and community consultation. The process began in mid-2012 with the first round of participation to sound out the community's hopes and priorities for future development. This was supplemented by technical studies on key issues such as access, transport, environment, heritage and recreation.

From these, core planning principles and strategies were identified then tested with the community in a second round of consultation. Feedback received generally supported the emerging strategies.

Proposals were then prepared for each of the major precincts, then tested and refined to deliver the optimum design solution. They have been integrated and illustrated here as the 2013 Johnstons Creek Parklands Master Plan.

The draft plan was placed on public exhibition to again provide the community with a chance to raise questions, make contributions or comment. Feedback has been incorporated into the revised Master Plan. The Master Plan was adopted in August 2013.

PRINCIPLES AND STRATEGIES

The quality of the expanded and enhanced Johnstons Creek Parklands is predicated on an appreciation and careful management of the six key themes of the site and the surrounding urban environment. For each theme, the Principles and the Strategies are:

Environment

Provide habitat for local fauna.

The community wish to include more habitat for native flora and fauna, building on local bush regeneration efforts, is reflected in the plan.

The plan includes:

- naturalisation of the southern end of the Johnstons Creek canal
- revegetation of The Hill
- installation of an overland flow-path or swale through Harold Park
- amphibian habitat at the base of the Harold Park sandstone cliff
- a site-wide connection of tree canopies, as well as shrub planting for bird habitat.

Improve the ecology

The biodiversity of the Johnstons Creek network and adjacent bays will be enhanced by providing more habitat and improving and supporting environmental services such as stormwater management.

By capturing, treating, storing and recycling stormwater, the Master Plan will improve the quality of water entering the harbour and help achieve targets set by the City of Sydney to reduce the use of drinkable water to irrigate open space.

Community recreation and other uses for the parklands are balanced with the need for habitat corridors (in line with the Sydney 2030 plan) as well as a footpath network designed to ensure buffer zones next to sensitive areas.

Link habitat and introduce new habitat areas

The plan links the canopies of existing mature trees by infilling bare sections. New areas of open space will have new trees and planting to frame vistas and to expand the present vegetation corridors. The value of existing cultural landscapes and their contribution to vegetation corridors is also recognised.

Water

The parklands are largely built over estuarine intertidal wetlands. The central channelised stormwater canal, which drains the creek's 500 hectare catchment, rises and falls with daily tidal movements. Water is at the heart of the park character, and the Master Plan elevates it to a more visible component and manages it as a valuable resource in a sustainable way.

Improve water quality in the park, the canal and water entering the harbour.

The quality of water leaving the catchment is improved with treatment by vegetation-lined swales, rain gardens and freshwater wetlands. These components are incorporated into Harold Park, and new freshwater wetland across the canal in Federal Park South and near The Crescent.

Harvest water for use in the park.

Irrigating Jubilee Oval and Federal Park field uses 5.1ML of water a year. Following the City of Sydney's 2030 strategy to reduce drinkable water demand for irrigation, the Master Plan maximises stormwater capture, treats it and uses it for irrigation. There is provision to extend irrigation to new areas of planting.

Help active recreation areas cope with heavy rain and flooding.

To improve the usability of waterlogged or flood-prone active sports areas such as the Federal Park field, improved soil structure and subsoil drainage are planned. In Federal Park this is achieved by minor lifting of the lawn areas.

Use water to unite individual parks into one foreshore parkland.

In Federal Park South along The Crescent, a new, large freshwater wetland becomes a highly visible expression of water at a focal, heavily trafficked area of the parkland.

In Harold Park, water is now piped underground, but in a very large storm it will overflow into a turfed swale. The plan promotes a reversal of this by directing low flows through a planted swale and diverting the very high flow to the pipe network. At the lower end of this system, raingardens will treat urban run-off and tell the history of the site with sculptural terraces that interpret the tracks that fanned out from the old Tram Shed.

To create a more natural appearance and link habitat improvements along the channelised creek line, the canal sides between Bicentennial Park and Federal Park are removed, redesigned and revegetated.

Recreation and Community Facilities

The parklands are a much-valued area for active and passive recreation, including sport, dog walking, jogging, cycling, kayaking, picnicking, play and casual ball sports. The Master Plan encourages continuation of these in harmony with new facilities for niche activities and cultural needs.

Ensure that spaces are flexible and available for a broad range of users.

All new open space areas in the parklands are designed for a broad range of users, rather than tailored to one group's needs.

Identify areas for active and passive recreation.

In balancing active and passive recreation, the Master Plan recognises there are precincts of structured activity and areas affording more passive recreation. Existing active recreation areas include Federal Park and Jubilee Oval. With the release of The Crescent and Harold Park, the Master Plan provides extra active space. These active areas are complemented by more passive lawn areas, with shade and seating, joined by shared pathways for strolling and cycling.

Integrate community cultural activity.

The Master Plan expands on the existing variety of community and cultural amenity in the parklands.

Balance recreation with ecological integrity.

The Master Plan integrates active space and environmental systems. For example, the community facility and associated outdoor areas will overlook new treatment wetlands and an improved saltmarsh area offering interpretative and education opportunity, with a water treatment and management system alongside it. The stormwater management system is also a public domain landscape feature, an aesthetically pleasing asset to be enjoyed by visitors.

Ensure active recreation areas are designed to operate at efficient levels of use.

Existing active recreation areas in Federal Park are often unusable because of waterlogging. This is because they are marginally above sea level, there is poor drainage and dysfunctional infrastructure. Jubilee Oval also suffers from waterlogging after heavy rain. In Bicentennial Park, the open grass areas are heavily compacted. The Master Plan offers staged solutions to these problems.

Consider retaining some buildings on The Crescent for community use.

The Master Plan proposes the adaptive re-use of part of an existing building on The Crescent for much needed community facilities. This proposal is subject to further exploration of the building's condition.

Provide accessible facilities

The Master Plan proposes facilities, including toilets, change rooms, shelters, seating, barbecues, boat store and play areas sited across the parklands to support a wide range of activities.

Transport, Access and Circulation

Encourage visits by public transport.

The parklands are well serviced by public transport - both light rail and local bus routes. The Master Plan encourages visits by public transport by improving access to light rail stations and bus stops.

Provide universal access.

Equitable access is a key issue for the parklands to ensure it can be enjoyed by all age groups and abilities. The Master Plan connects current preferred routes into the new open space areas. New facilities in The Crescent, The Hill and Harold Park include equitable access paths and facilities.

Provide adequate visitor parking.

The Master Plan seeks to maintain the existing parking numbers as well as supporting visits by public transport, walking and cycling. To minimise vehicle movements in the park, increase safety and improve amenity, some car parking has been relocated to the park edge.

Establish a hierarchy of entries to the parklands.

The incorporation of the Crescent brings the parklands to the street. A range of path entries ensures significant north/south and east/west networks link the new open spaces with existing parklands and the continuation of a greater foreshore link.

Establish a hierarchy of routes into the parklands.

The Master Plan connects the park to the surrounding neighbourhood by proposing new refuges, pedestrian crossings and stair access.

Heritage

Show the layered history of the site.

The history of the area provides layers of stories that can be woven throughout the parklands. The Master Plan uses heritage elements as an overarching component to be protected and enhanced, revealed through interpretation, or integrated into the parklands design.

The Master Plan uses tools such as signs, walking tours, public art, and landscape design to show the site's history.

Retain and enhance heritage items and landscapes.

The parklands contain natural and cultural elements of heritage significance. The viaduct and Tram Sheds are significant and dominant architectural elements. There are also significant palm avenues and stands of mature trees that are heritage listed. The Master Plan respects these assets and reinforces them with appropriate landscape works.

These existing and newly introduced elements will link to create a strong impression of contextual history and sense of place.

Character and Visual Amenity

Recognise the value of the varied landscape and respect landscape types.

The parklands have a variety of landscape form and character, from very established formal parklands in Jubilee Oval to more recently planted areas in Federal Park. The Master Plan recognises that the quality and appeal of the parklands is due to this rich complexity, and that these unique sections of the park contribute to its value as a whole. An important component is the parklands corridor along the foreshore linking the Sydney Fish Markets and Wentworth Park, and along the canal through to Camperdown.

The Master Plan integrates and composes this diversity in a creative way, producing a whole that is greater than the sum of its parts. At a detail scale, a common design theme, a sense of order, an interpretive framework, and coordinated materials and planting provides cohesion and a new identity to the whole Johnstons Creek Parklands.





1.0 INTRODUCTION

1.1 INTRODUCTION

Johnstons Creek Parklands comprise a series of well-established parks and three new open spaces - Harold Park, The Crescent and The Hill. Figure 1.1 shows the study area, the distinct parks within it and their relationship to each other.

The 2013 Johnstons Creek Master Plan seeks to improve these existing well-loved parks and design new spaces and strategies - creating a unique foreshore parkland.

A multidisciplinary team comprising Architectus, CLOUSTON Associates and a range of expert consultants was engaged by the City of Sydney Council to prepare the 2013 Johnstons Creek Master Plan. The Plan has been developed in consultation with the community and other key stakeholders.



Figure 1.1 Study area precincts

1.2 CONTEXT

Johnstons Creek Parklands is the name given to a group of parks located on the western foreshore of Rozelle Bay, bordering the suburbs of Glebe, Forest Lodge and Annandale. The parklands include historic and well-known sports fields (Jubilee Park and Oval and Federal Park), listed formal gardens (Bicentennial Park and Pope Paul VI Reserve) and three significant new areas of open space - The Crescent, The Hill and part of the adjacent Harold Park development (Harold Park).

The foreshore is a prized asset that defines and characterises the parklands. The Johnstons Creek canal, which gives its name to the study area, runs through the centre of the parklands carrying stormwater to Sydney Harbour. Other features that define the site include the heritage-listed viaduct, a light rail station in the centre of the park, the former Tram Sheds, important habitat and trees and a range of well-used amenities and facilities.

The parklands have a district profile as an open space asset because they offer car parking, playgrounds, off-leash dog areas, walking and cycling paths and form part of a larger foreshore recreation trail

connecting Blackwattle Bay to the Sydney Fish Markets.

The parklands are surrounded by residential areas to the east, south and west and are well used for active and passive recreation. The redevelopment of Harold Park as medium to high density residential land will provide further demand for open space and recreation in the area.

The north-south orientation of the parklands, extending into the concentrated residential areas of Glebe and Annandale, provides good access and links between these urban areas and the amenity provided by the open spaces and the foreshore. A light rail link also services the parklands, widening the catchment to include Lilyfield, Pyrmont and the Sydney CBD. Johnstons Creek Parklands is also readily accessible from the City West Link and is a visible feature from the Anzac Bridge.

The Johnstons Creek Parklands is an important open space and recreational resource for locals and visitors.



Figure 1.2 Site context and catchment

In developing this Master Plan a number of relevant planning instruments, guidelines and standards that apply to the study area have been reviewed. They are listed here.

METROPOLITAN PLAN FOR SYDNEY 2036

The NSW Government's Metropolitan Plan for Sydney 2036 sets broad strategic directions for the future planning for Metropolitan Sydney. At a very high level, the purpose is the plan is to responsibly locate new homes and jobs to optimise Sydney's global position and improve quality of life. The plan seeks to locate 70 per cent of growth in established centres, where public transport amenity and facilities can be provided to benefit as many people as possible.

The Plan sets the following directions:

- Maintain amenity and outstanding environment that underpins Sydney's image
- Strengthen Sydney's position as a global tourism destination
- Improve mode share of public transport to 80 per cent in peak by 2016
- Sydney CBD will offer capacity for 454,000 jobs by 2036
- 61,000 new dwellings in the City of Sydney LGA by 2036
- Glebe is nominated as a 'Village'.

The following opportunities are relevant to Johnstons Creek Parklands and are considered in the development of the Master Plan:

- The City's parks become even more significant and valuable as the City becomes busier and denser
- More people are likely to use the park over time
- Johnstons Creek Parklands serve a local, regional and even global population.

SUSTAINABLE SYDNEY 2030

The City of Sydney's Sustainable Sydney 2030 is a blueprint for Sydney's future; it was developed after comprehensive consultation with the community.

Sydney 2030 provides 10 strategic targets for making the City more sustainable by the year 2030, these include:

- A reduction in greenhouse gas emissions with target dates

- Capacity to meet up to 100 per cent of electricity demand by local electricity generation and 10 per cent of water supply by local water capture
- Provision of at least 138,000 homes (48,000 extra homes in the City for increased diversity of household types, including a greater share of families)
- Provide 7.5 per cent of all City housing as social housing, and 7.5 per cent as affordable housing
- The City will contain at least 465,000 jobs, including 97,000 new jobs
- Increased use of public transport for travel to work by City Centre workers
- Increased percentage of City trips will be made by bicycle and by walking
- Every resident will be within a 10 minute (800m) walk to fresh food markets, child care, health services and leisure, social, learning and cultural infrastructure
- Every resident in the City of Sydney will be within a three minute walk (250m) of continuous green links that connect to the Harbour Foreshore, Harbour Parklands, Moore or Centennial or Sydney Parks.
- The level of community cohesion and social interaction will have increased.

The plan establishes five "Big Moves" of which "Big Idea 3" for "A liveable green network" concerns the Johnstons Creek Parklands. Shown in Figure 1.3 it details 10 green corridors connecting the City and shows the study area as a key to those linkages on the far west of the local government area.



Figure 1.3 Sustainable Sydney 2030 linkages

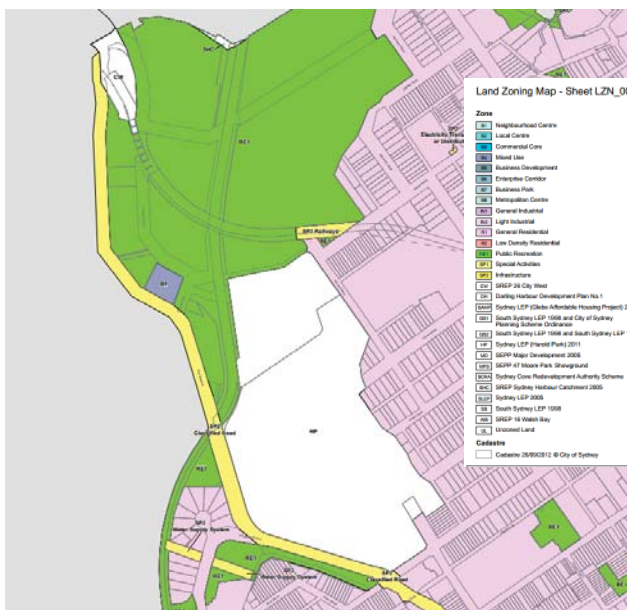


Figure 1.4 Land Zoning Plan

LOCAL PLANNING CONTEXT

Planning instruments that apply to the Johnstons Creek parklands include:

- The Sydney Regional Environmental Plan
- The Sydney Local Environmental Plan 2012

The Sydney LEP 2012 shows the majority of the parklands as RE1 Public Recreation Zone. Within this zone, a range of land uses are permitted, including but not limited to boat launching ramps, child care centres, environmental facilities, information and education facilities, markets and research stations.

Additional local level strategies and instruments that have relevance to the study area include:

- Draft Integrated Community Facilities Plan
- Participation in Exercise, Recreation and Sport Annual Report 2010
- Play Space Design Guidelines
- Sampling, Analysis and Quality Plan Environmental Site Assessment 12 Maxwell Road, Glebe
- City of Sydney Draft Urban Ecology Strategic Action Plan
- City of Sydney Public Domain Standards
- City of Sydney Parks Technical Manual
- Open Space and Recreational Needs Study. Prepared by Stratcorp for City of Sydney in 2007, this study provides a city wide analysis of open space and recreation provision. The Johnstons Creek Parklands are contained within the north-west planning district in the study which nominates them as district and regional resources with good existing levels of connectivity. It recommends extending linkages to the parklands into southern urban areas of Glebe and Annandale
- Johnstons Creek Catchment Flood Study. This study was prepared following floods in 1984, 1991, 1989 and 2001, which caused inundation to urban areas in the catchment. The study area is located at the mouth of a 460ha catchment that covers three local government areas taking in Annandale, Camperdown, Forest Lodge, Glebe and Newtown. The flow discharges into Rozelle Bay via Johnstons Creek, the main trunk line (identified as SCW55 by Sydney Water), a large concrete lined channel. The study recommends continued monitoring of floods to advise the detailed design for flood levels and recommends a planning response to mitigate flooding in the nearby hotspots at Minogue Crescent, Coneill Place and The Crescent.

HAROLD PARK LEP 2011 AND DCP

In 2011, the Department of Planning and Infrastructure made a new Local Environmental Plan (LEP) and Development Control Plan (DCP) that allow for the redevelopment of the former Harold Park Paceway for primarily residential use. In July 2012, the Central Sydney Planning Committee approved the Stage 1 Development Application for the redevelopment of Harold Park.

The approved development scheme comprises:

- Residential building envelopes ranging from three to eight storeys and comprising about 1,250 homes
- 7,553 sqm of commercial floor space, mostly in the Tram Shed
- Dedication of 3.8ha of public open space
- Bulk excavation and infrastructure work
- New intersection and road widening
- Realignment of Ross Street
- Car parking for Tram Shed precinct
- Landscaping of three pocket parks
- Installation of public art and heritage interpretation.

The 3.8 hectares of public open space is to be dedicated to the City.

This Master Plan will recommend a design for the new open space.



Figure 1.5 Harold Park development shown as a background to Johnstons Creek Parklands



1.3

MASTER PLAN

PROCESS

The 2013 Master Plan for Johnstons Creek Parklands began in June 2012. The Master Plan process comprises four stages: analysis and investigations, strategy development, draft master plan and refined master plan. Each stage draws on the input of the community and stakeholders.

The focus for Stage 1, Analysis and Investigations, was to assess the precinct, the planning context, background reports and studies, undertake technical investigations and consult with the community and stakeholders. This culminated in the identification of issues and opportunities for the parklands, principles and the overall vision.

Consultation in Stage 1 involved gathering ideas, priorities and aspirations of the community for the parklands. The result was a clear community vision.

The second stage, Strategy Development, developed strategies to test ideas, options and concepts, addressing the issues and opportunities identified in Stage 1. The strategy plans communicate the issues, strategies and the vision for the future. The key outcomes were tested with the community and form the basis for the preparation of the Draft Master Plan.

The Draft Master Plan was the third stage in this design and planning process. The Master Plan will inform the planning and delivery of these new parklands areas. The Master Plan itself is a physical solution that realises and reconciles all of the strategies.

The final stage has refined the Master Plan in response to community feedback and for formal adoption by Council.

1.4

PREVIOUS PLANS AND STUDIES

The Johnstons Creek Parklands has evolved in stages with several designs and strategies developed over the decades for different parts. Following is a brief description of the major plans that have shaped the study area.

JUBILEE OVAL 1909

In his paper on the Creation of Jubilee Park and its oval, Historian and long-time Glebe resident, Max Solling, outlined the evolution of the grounds that are now Jubilee Oval:

“In December 1886, as Glebe was filling up with houses, ratepayers held a public meeting to urge the government to resume the bay for public recreation. Reclamation works began construction in 1893 and reclamation of the swampy land was completed about 1897 when the precinct was levelled and grassed. At the same time the Johnstons Creek brick lined canal was constructed between 1895 and 1900.”

Twelve trees were donated by the Royal Botanic Gardens and planted in 1908. Glebe Council, keen for its own Oval, constructed a picket fence creating an oval in August 1909. As part of the celebrations to mark 50 years of Local Government on the 2nd of August 1909, Glebe Council renamed their portion of the reclaimed lands “Jubilee Park” and in 1923 the rotunda was built to accommodate the Glebe Brass band.

<http://glebesociety.org.au/wordpress/wp-content/uploads/file/Eglinton/Jubilee%20Park.pdf>

BICENTENNIAL PARK 1988

In 1988 the former industrial waterfront timber yards were opened up and Bruce Mackenzie designed a formal layout with grand avenues of fig trees with associated promenades. The formal symmetrical arrangement provides large grassed spaces on the broad flat site. Axial pathways are of asphalt with brick edging and are bordered by single and double-rowed planted avenues of Port Jackson Figs. A waterfront pathway was constructed of rough sandstone paved with a brick edge.

BICENTENNIAL PARK STAGE 2 AND ROZELLE BAY PARKLANDS 1994

The main features of the Community Master Plan 1994 for Bicentennial Park Stage 2 and Rozelle Bay Parklands included a promenade and foreshore embankment, provision of a dingy launching ramp, pavilion, sponsorship plaque, playground and wetland pond. The plan contained a reconstructed Federal Road Bridge and the potential for a light rail station. Much of this plan has been realised in some form, with links to Bicentennial Park established through the viaduct. Proposed works to further open the viaduct arches have not taken place. This Master Plan proposed a new park entrance, located on land that currently houses the Balmain Rentals business.

THE HILL 2000

An Environment Site Investigation (EIS) was undertaken by Coffey Geosciences in 2000 of a fill embankment to the north of the former Tram Shed.

The study concluded that existing contamination could affect the health of future users as well as vegetation growth. Complete removal of The Hill was deemed prohibitively expensive, so a Remedial Action Plan was developed with recommendations for remedial management measures. These measures intended to reduce the steep grades on the fill and provide a capping layer to minimise leaching. The options carried a high cost and the only works that have been carried out have been to build a gabion wall at the western end of The Hill.

THE GLEBE FORESHORE REDEVELOPMENT 2003-2005

The Glebe Foreshore redevelopment (2003-05) created a continuous and universally accessible foreshore promenade around the Glebe peninsula. The foreshore links Bicentennial Park with Wentworth Park, providing new recreation facilities, extra parkland and the restoration of heritage items.

Landscape works and the upgrading of Bicentennial and Jubilee Parks were included. The project transformed the Glebe Foreshore Promenade into a regional recreation destination.

HAROLD PARK 2008

Students in University of Sydney’s Master of Urban Design Program 2008 undertook a study of the Harold Park Paceway land and produced four development scenarios.

In 2010 The Government Architect’s Office undertook an Urban Design Study that proposed urban development. The study proposed about 1,200 new homes and provided 3.5 hectares of public open space, about a third of the Harold Park Paceway land. The development is serviced with leafy tree-lined streets and a pedestrian/cycle path network. Mirvac is now developing the site using plans and directions established by this study.

The Sydney Development Control Plan (Harold Park) was adopted in 2011, providing detail on the nature and size of open spaces for Harold Park. In 2012, an Embellishment Works Master Plan was developed for the site by ASPECT Studios. Key elements of the plan include multi-use open space, a habitat zone, an overland flow path and a new primary connection that runs north-south, linking Wigram Road with the Tram Shed.

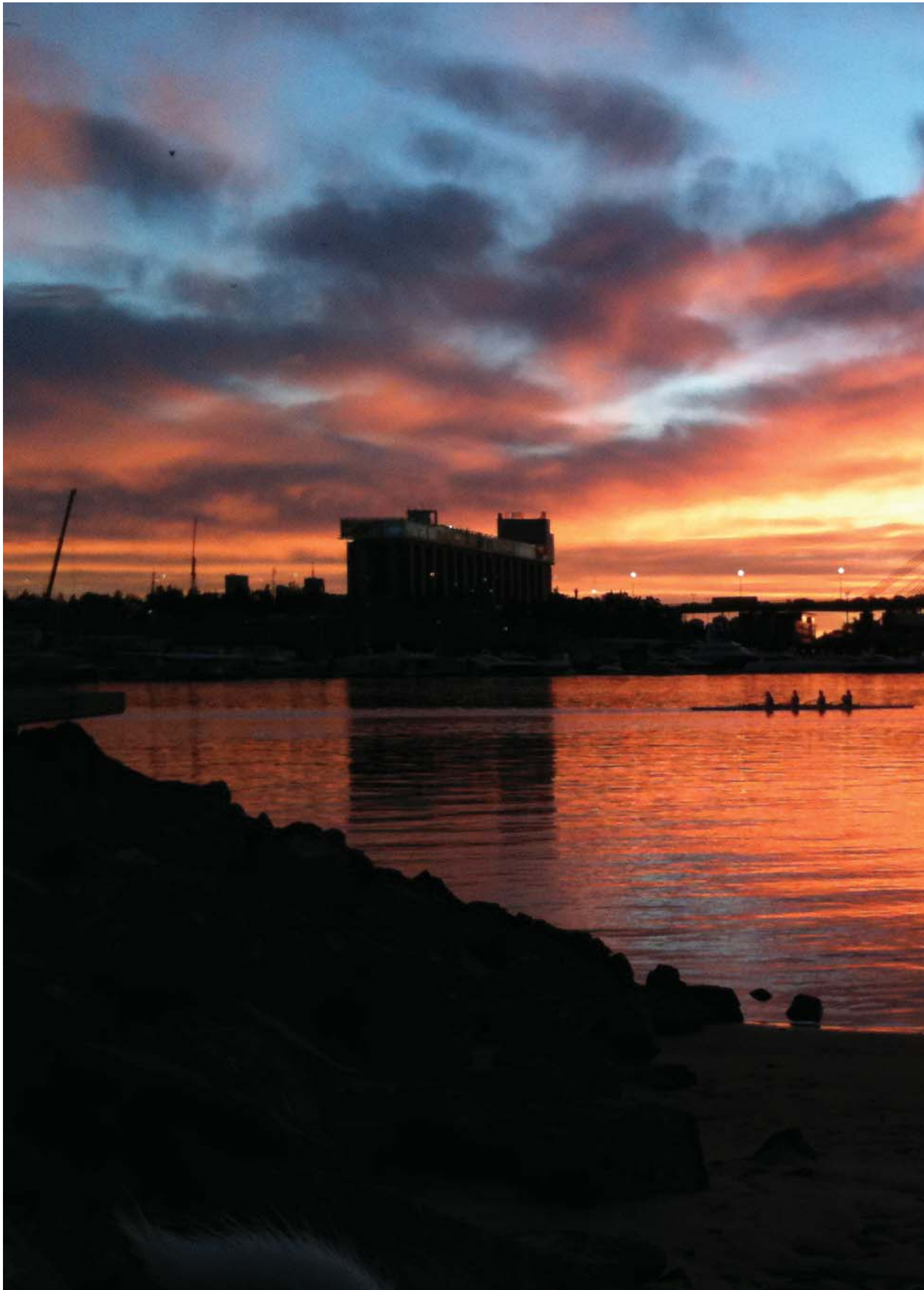
JOHNSTONS CANAL SHARED PATH 2011

This project included upgrades of existing pedestrian paths and shared paths along the Johnstons Creek Canal, the Chapman Road on-road bicycle connection route and a Wigram Road to Sterling Circuit connection.

JUBILEE PARK PLAYGROUND 2010

The Jubilee Park Playground is currently being replaced. The project includes new play elements for imaginary and structured play.







2.0 VISION

2.1

THE VISION

This evolution of the parklands incorporates new public spaces to create a place with life and purpose for the community, encompassing an expanded range of recreation and cultural experiences and based on sound ecological principles.

"Rivers are the last open valleys of the urban terrain, the last remaining paths where man may reassert his rights of access and enjoyment...."

Roy Mann, 'Rivers in the City'

"Up the creek" could, paradoxically, be one of the best places to be in Sydney's Inner West with the renewal of Johnstons Creek Parklands. The renewal brings the welcome addition of scarce new open space to augment Glebe and Annandale's recreational facilities along with a "green" upgrading of dated urban infrastructure and reconciling an urbanised creek with its natural landscape heritage. The area's identity will be transformed and a place with new purpose will be woven into the life of its community.

By realising once again the open valley setting of the watercourse, exploiting its natural link from harbour to hinterland, by increasing access, popular appeal and the range of opportunities for new generations of residents, Johnstons Creek and its parklands will improve the inner-urban lifestyle and help strengthen community bonds.

"Tell me the story of the river and the valley and the streams and woodlands and wetlands, of shellfish and finfish. A story of where we are and how we got here and the character and the roles that we play....."

Thomas Berry, 'The Dream of the Earth'

As the population of the "valley community" grows and changes, the use and the appreciation of the parklands will follow from its fuller understanding. By connecting people with the story of Johnstons Creek, its history, its landscape, its management and their role in it, the parklands will become more meaningful, encouraging

identification with and commitment to the sustainability of the creek corridor, its harbour foreshores and their catchment.

While the creek corridor is a relatively large open space for the inner city, it is complex, split up, and vulnerable to overdevelopment. This makes it more important to promote a shared understanding of the values and integrity of Johnstons Creek as the parklands will be challenged by increasing demand and the changing culture of the inner city. The parklands must also continue to be a source of quiet reflection and inspiration.

Its story will relate the parkland heritage from geological time to aboriginal prehistory. It will also tell a tale of impact as the city has evolved and matured over the last 200 years, with its maritime economy and harbourside industries reshaping the foreshore, then the character of the catchment beyond. Sydney's landscape, however, remains a robust foundation for the city. At Johnstons Creek, the landscape has both aided and conditioned urban development. It has restricted services, bridges and roads to practical routes, conserved pockets of natural habitat in remnant wetland or bush, and accommodated playing fields and exotic plantings tightly between cliff and now vacant industrial waterfront. Each chapter of this legacy has left its mark and can now contribute to a conscious and cohesive design narrative; a common story.

"A Natural Harbour - a healthy sustainable environment on land and water"

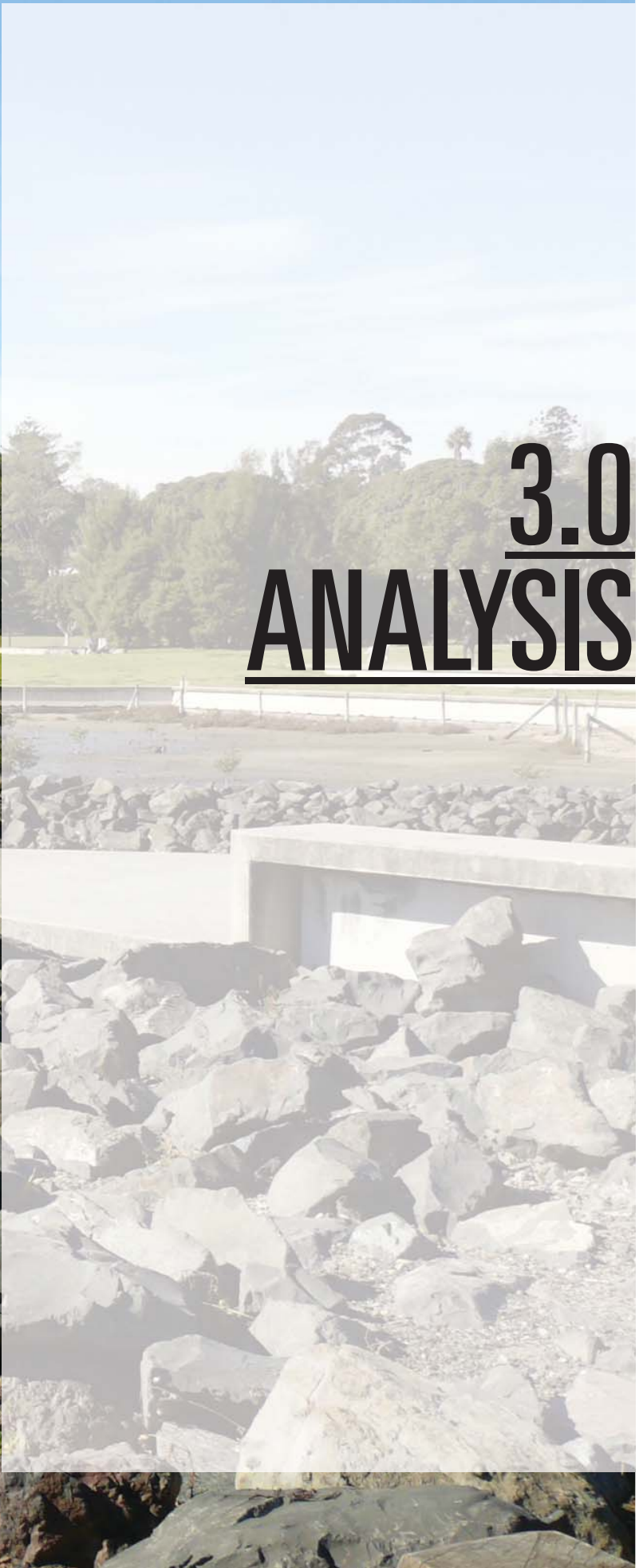
NSW Government : Sharing Sydney Harbour Regional Action Plan

Beyond its local watercourse, open space and Rozelle Bay foreshore, Johnstons Creek Parklands belong to Sydney's city wide network of harbour bays, rivers and tributary creeks. The parklands form part of the larger urban design vision and planning framework established by the Government for Sharing Sydney Harbour, the city's defining asset recognised in the Regional Action Plan as "a natural asset belonging to future generations" and intended to be shared by the community in balance with all human activities.

One core value of the harbour to be shared is the creation of a healthy environment over the water and land resources of the whole harbour catchment.

It is evident that the quality of water draining through urban creeks and into the harbour will determine the quality and popularity of the surrounding parkland. Johnstons Creek Parklands, an important harbour tributary and large public open space system for the inner west, is well placed to be a leading example in environmental design and management. Catchment identification, water sensitive urban design (WSUD) treatments, constructed wetlands, soil remediation and planting programs, interpretation strategies, education and arts initiatives will all contribute to maintaining a natural harbour and the sustainability of the local parklands.





3.0 ANALYSIS

3.1

ANALYSIS

The initial phase of site analysis involved rigorous investigation and research into current conditions and the many background and technical studies and community feedback.

Six key themes provide a framework for assessing the qualities of the parklands. These themes are:

1. Environment
2. Water
3. Recreation and Community Facilities
4. Transport, Access and Circulation
5. Heritage
6. Character and Visual Amenity

Analysis has been undertaken around these themes, illustrating the issues and opportunities in the parklands. The Opportunities and Constraints diagrams (Figures 3.1, 3.2 & 3.3) summarise the key findings, illustrate the conflicting pressures on the parklands and prioritise opportunities.

ENVIRONMENT

The study area contains an eclectic collection of environmental features and assets. Importantly, the parklands provide an expansive area of green space within a densely populated area. As referenced in the City of Sydney Urban Ecology Action Plan, Johnstons Creek parklands is a critical link in the “green corridor” connecting the foreshore to Orphan School Creek and Whites Creek.

More locally, the parklands provide a habitat corridor between Forest Lodge and the Glebe foreshore. This habitat is predominantly found in small pockets of native vegetation and the established tree canopy.

Habitat opportunities in the parklands also include a range of features and interfaces that are unusual in a highly urbanised environment. These include an estuary, a tidal watercourse, a rocky outcrop, land areas containing planted native vegetation (volunteer “bush regeneration” sites) and (potentially) sources of fresh water.

Features within the parklands important to local biodiversity include:

- Coastal Saltmarsh, which is an endangered ecological community
- Estuarine mangroves
- Several bush rehabilitation sites
- Food resources (mainly fig trees) for the grey-headed flying-fox, a threatened species
- Foraging area for waders at the mouth of the canal
- Rock crevices in the outcrop and some constructed stone walls which provide shelter for small reptiles.

The Hill could be considered to provide biodiversity in its current state. A residual area of filled land it is presently inaccessible. It has some very steep grades of about 1:1, and has over time been colonised primarily by self-sown Portuguese Elms (*Celtis sinensis*) and canary Island Date palms (*Phoenix canariensis*). It has a level asphalted platform that extends about 70 metres into the parklands that is heavily weed infested. The bottom of the slope has been stabilized with a one-metre high gabion retaining wall. On the southern side sits the Tram Shed and a row of significant moreton bay fig trees. A clutter of stairs and walls at the Maxwell Road end are remnants of once used accessways beside the Tram Shed.

Opportunities and Constraints

Initial analysis revealed substantial opportunity to increase biodiversity with connected tree canopies, additional dense understorey planting, and optimisation of rock features for habitat provision, including the cliff area at Harold Park.

Two areas of contamination were identified - The Crescent and The Hill.

Numerous geotechnical and contamination investigations have been carried out on The Hill with key recommendations including stabilising the steep slopes by cutting back to 1:2 or with gabion walls, and secondly capping the waste to limit water infiltration and leaching. While two feasible remedial options for The Hill were considered - off-site disposal, or management of affected soil on-site by capping - the level and type of contamination within The Hill mean it would be prohibitively expensive to completely remove.

WATER

Areas around Johnstons Creek canal, Jubilee Oval, Federal Park and parts of the foreshore are all regularly affected by flooding. Flood records show rainfall intensities as low as the two-year ARI (average recurrence interval) storm cause flooding at many points in the catchment. Large areas of Bicentennial and Jubilee Park flood during a five-year ARI storm.

Significant flooding affects the amenity and usability of the park, especially for active sports. This is due to several issues, including elevation above sea level, compacted and poor soil quality, and aging infrastructure. This is particularly evident in Federal Park, where recovery times after rain are delayed by poor drainage.

Opportunities and Constraints

Currently, the parklands make little positive contribution to treating stormwater before it enters the harbour. There is an opportunity to reveal the story of water throughout the parklands, to create an educational and functional environmental asset.

There is a small 0.2 hectare tidally-influenced saltmarsh system in Federal Park that was constructed in 2001 as part of a government grant. Two previously underground large diameter pipes were exposed and a weir constructed to dam the freshwater draining out through a sizeable 12-14 hectare catchment. There are opportunities to improve the freshwater treatment by retaining the saltmarsh and extending this drainage system.

The topography and the location at the end point of the catchment area provide great opportunities for the parklands to serve an important ecological function in treating stormwater.

The parklands also offer a great opportunity to extend the estuarine habitat that existed before the bay was filled. The concrete edges of the canal are just at the right height to allow minor inundation on high tides and this creates a perfect environment for saltmarsh to grow (see Figure 3.3).

The proposed swale through Harold Park presents opportunities for re-configuration to allow stormwater treatment and provide aquatic habitat.

However, the opportunity to collect, treat and recycle water on site must be balanced with the open space recreation pressures. To collect and treat all stormwater moving through the site, a disproportionate amount of open space would be needed for rain gardens and the like.

RECREATION AND COMMUNITY FACILITIES

The expansive parklands offer both recreation and community facilities, and accommodate a broad range of user groups. The varied precincts of the parklands provide opportunity for a broad range of both passive and active recreation. Currently, the parklands accommodate several structured sporting programs, such as AFL, cricket, hockey, soccer and informal ball games. These occur in Federal and Bicentennial Parks, and Jubilee Oval.

These active precincts are complemented by unstructured areas for informal kick-about and passive recreation along the foreshore and The Crescent.

The internal footpath network provides circuits for strolling or running. The shady areas along the foreshore are popular for picnickers and quiet contemplation.

These land based recreation options are supplemented by the water recreation activities. The parklands offer small and paddle boat launch, water taxi access and a temporary access pontoon.

For example, Bicentennial Park and Federal Park are particularly busy with kayakers, bootcampers and personal fitness groups. As this is one of the main off-leash areas, there are also lots of dogs. The beach is a popular place to congregate, and is used for canoe and kayak launching, as well as dog walking. The jetty is used for boat pick-ups. Federal Park is used for active sport and training, although poor drainage limits this use.

In terms of community facilities on site, there are several buildings, including the Jubilee Oval pavilion, the numerous amenity buildings, and the operational spaces under the viaduct. These buildings provide a necessary community service element in the parklands.

Several of the viaduct spaces are enclosed and accommodate, amongst other things, music practice, maintenance machinery storage and a sporting team kiosk.

Opportunities and Constraints

Active recreation is well represented in the Parklands. The release of The Crescent will complement this active precinct with opportunity for additional flexible multi-use spaces. The new Harold Park open space area may also afford some informal and unstructured kick-about space.

Passive recreation could be better provided for with improved pathways, additional seating and shade. The new open space in The Crescent and Harold Park may also provide additional unstructured space.

The necessity to balance broad user group needs will limit the provision of additional formal recreation playing fields specific to one sport requirement.

There is a strong need for additional community facilities in the area, such as child care according to Council's Integrated Community Facilities Plan and review of census data and future projections.

TRANSPORT, ACCESS AND CIRCULATION

Getting to the Park: The parklands are well-serviced by public transport. The Jubilee Park light rail stop is located in the south-eastern corner of the parklands and the Rozelle Bay light rail stop is located about 300 metres from the entry on The Crescent near Johnston Street. Buses run along the east and west boundaries with various stops along the periphery.

There are two entries on The Crescent, but the parklands cannot be seen from them. By contrast, the connection on Federal and Northcote Roads boasts an identifiable parkland quality.

Along The Crescent, vehicle and pedestrian access to the site is limited by traffic conditions. The buildings, fences, and uses at The Crescent create a significant pedestrian barrier to entering the parklands.

The Johnston Street entrance straddles two remnant foreshore industries. On the right, The Crescent Timber and Hardware one of the last remaining elements of the timber industry that once used much of the foreshore and The Devine Marine Group, Waterfront and Marine Contractors on the left.

Visibility into the site from The Crescent is limited (see Figure 3.1). by high brick walls, fences, buildings and vehicles. The Crescent is occupied by buildings and businesses, including car yards, a self-storage depot, Balmain Rentals as well as some small leases in the closed sections of the viaduct. Excluded from the site is number 1 the Crescent, which has a 99-year lease and is occupied by Webbers Carpets, and a Pet O Barn (previously was Lawson's Auction House).

Within the parklands, Chapman Road forms the edge to all these industries and has car parking both sides of the road.

Parking: There is currently ample unrestricted parking. Background studies revealed that parking is an issue when structured sporting programs are in operation. Consultation feedback indicates the unrestricted parking is used mainly by commuters accessing the light rail station.

Getting Around the Park: There are a number of areas where accessibility could be improved through the park, including ramps and paving surfaces at the park entries, links to seating and picnic facilities, worn and damaged surfaces in Jubilee Park, Bicentennial Park East and near the entrance to Harold Park.

Opportunities and Constraints

Analysis revealed a need to provide a formal entry sequence, including a hierarchy of entries into the parklands. The parklands lack a "front door" or a clear wayfinding strategy to help navigate through the spaces.

To complement the entry sequence, an opportunity exists to improve the internal circulation (see Figure 3.2), by establishing connecting pathways across the site. This would include both east-west, and north-south, to better connect the varied parkland precincts.

Access between Federal and Bicentennial Parks is limited by the canal, creating a physical barrier between the two (see Figure 3.1).

The Master Plan affords opportunity to improve legibility and equitable access. This can be achieved by ensuring new pathways meet Australian Standards for equitable access. These access routes should be supplemented with ample seating and refuges.

It is important that more car parking does not intrude into the parklands. Opportunities must be found to relocate some existing parking to the periphery in order to free-up additional areas of open space.

HERITAGE

Johnstons Creek Parklands has a significant number of elements with heritage significance. The most visually prominent are the heritage-listed viaduct that runs across the site, providing views through the parkland, the former Rozelle Tram Depot and Jubilee Park.

There are also several significant vegetation heritage items, including the fig trees on the north of the Tram Shed and the avenue plantings in Bicentennial Park.

Numerous heritage and cultural artefacts are located throughout the parklands.

The parklands are considered to have little potential to retain Aboriginal archaeological sites or objects due to past changes to the environment and extensive historical disturbance. There are still opportunities to identify the original landowners, the Cadigal tribe. An interpretive strategy will recommend consultation be undertaken to

identify Aboriginal cultural heritage values and provide opportunities for how these values may be interpreted. It may be through future public art installations, permanent sculpture, remembrance and celebrations of Aboriginal and Torres Strait Islander culture.

The integration of the Tram Shed and Harold Park brings a significant cultural history to the parklands.

Sydney once had one of the largest and most sophisticated tram networks in the world. As it expanded rapidly in the early 20th Century more and more depots were required to manage the extensive rolling stock. The Rozelle Tram Depot was the second largest depot in Sydney, part of a network that eventually included 11 depots. Construction began in 1903 with excavation of rock that now forms the cliff face to Maxwell Road and the first stage that could house 115 trams was completed in 1904. Construction on a second stage began in 1909 and by 1918 the Tram Depot was running at full capacity with 200 cars and over 650 workers. In 1919 the tram sheds were saved from fire by a Grinnell automatic fire sprinkler system. The water was supplied by a tank located above and behind the sheds.

The Former paceway at Harold Park, founded in 1902, was Australia's premier harness racing venue until 2007. It was drawing crowds of more than 50,000 people to watch the trots in its heyday during the late 1950s and early 1960s. As community sporting aspirations, demographics and other forms of evening recreation have changed so too have the fortunes of the paceway and it was sold in 2008. The paceway has relocated and the site is now being redeveloped into a high-density residential estate.

The Harold Park Development Control Plan 2011 requires the interpretation of several elements from the former operation of the Harold Park site and Rozelle Tram Depot. This includes interpretation of the original harness track alignment and translation of the original tram line routes.

Opportunities and Constraints

The Johnstons Creek Parklands offer a wealth of opportunity to interpret the gradual development of the site from its post-industrial working waterfront, major transport depot, harness racing, land reclamation, and Aboriginal cultural history. Identification, interpretation and protection of heritage values are key requirements of the Master Plan.

CHARACTER AND VISUAL AMENITY

The Johnstons Creek Parklands are an amalgamation of local parks, divided by the Johnstons Creek Canal and the impressive arched features of the viaduct. Each of the park precincts illustrates a discrete character, which reflects the gradual evolution of the parklands.

There exists an identifiable formal character in Bicentennial Park, which consists of expansive managed lawn areas and fig tree plantings.

By contrast, Federal Park expresses a more naturalistic and organic planting character defining areas of active and passive recreation.

The canal introduces a hardscape infrastructure quality, synonymous with mid-late 20th Century stormwater treatment interventions.

Opportunities and Constraints

Clearly, the well-defined existing character of the varied precincts is a quality to be maintained and reinforced. Indeed, the opportunity exists to embellish these qualities.

The release of the new open spaces in Harold Park, The Crescent and The Hill, offers an opportunity to knit these parklands together with unifying design measures such as paths, lighting and planting.

When considering the parkland character as a whole, what is missing is a natural bushland setting. Potentially Harold Park open space may be able to balance the foreshore formal character, with a more organic and native character. This would offer the parkland visitor a broad range of experiences, from formal and structured, to natural and organic.

OPPORTUNITIES AND CONSTRAINTS MAPPING

The Opportunities and Constraints diagrams are shown in Sections 3.2 and 3.3.

3.2 SITE CONSTRAINTS

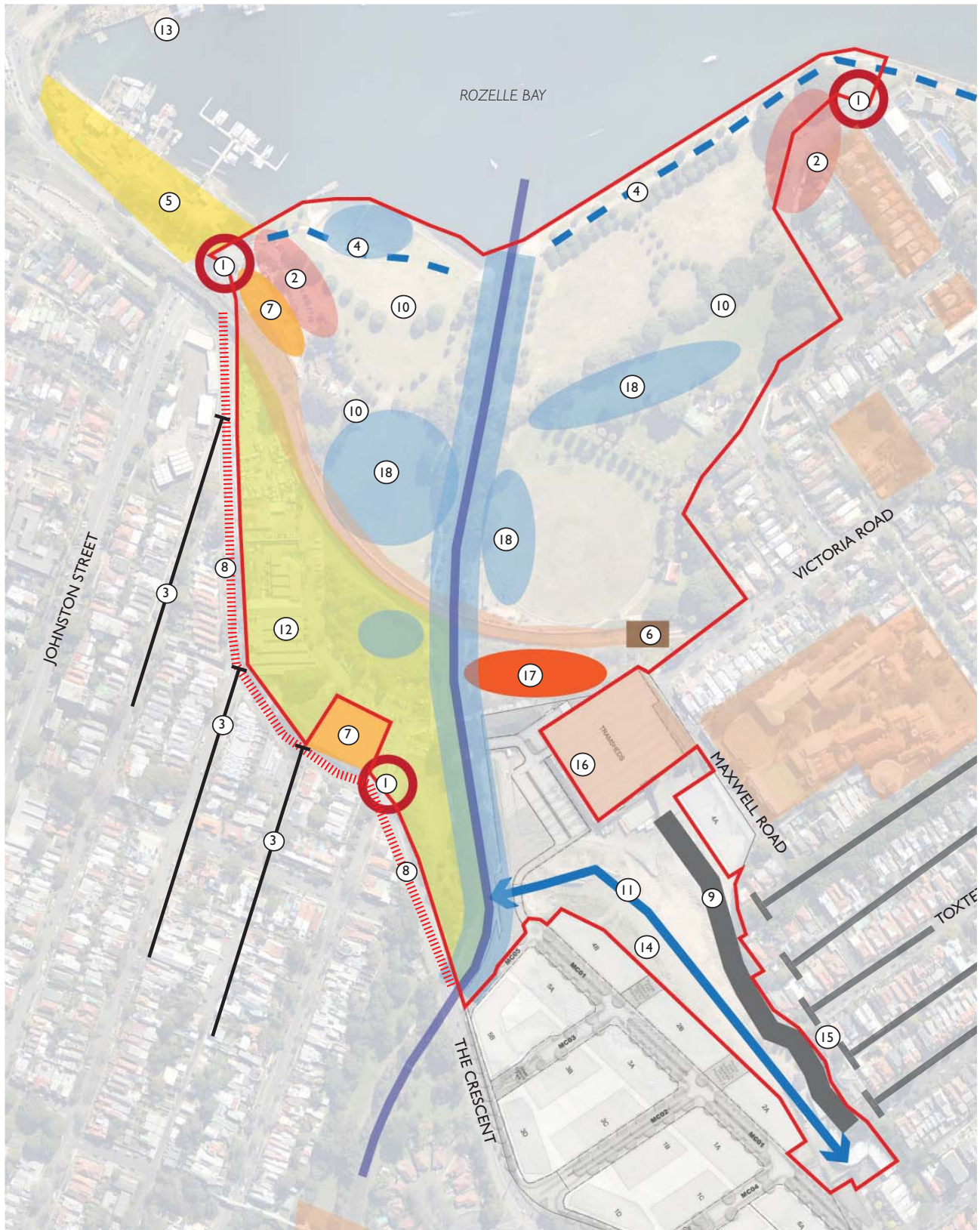


Figure 3.1 Site Constraints

ACCESS

- ① Primary vehicle entries to the parklands are not highly visible to visitors.
- ② Inadequate on-site parking.
- ③ Low pedestrian connectivity across The Crescent.
- ④ Disconnected foreshore walk across Johnstons Creek.
- ⑤ Future foreshore walk around Rozelle Bay prevented by surrounding industrial land uses.
- ⑥ Access to Jubilee Park Light Rail Station is not highly visible to most park users.

OWNERSHIP

- ⑦ Lack of Council ownership of key sites along The Crescent.

AMENITY

- ⑧ Noise generation from high traffic volumes along The Crescent.
- ⑨ Relatively narrow and overshadowed linear open space not suitable for active recreation.
- ⑩ Existing covered picnic areas are highly sought after during peak periods.

STORMWATER

- ⑪ Alignment of overland flow path through Harold Park already approved.

BUILT FORM/LANDUSES

- ⑫ The Crescent buildings are not being used by the City of Sydney in the most appropriate way.

RECREATION/OPEN SPACE

- ⑬ Adjacent industrial land uses restrict recreational water activities in Rozelle Bay.
- ⑭ Adjoining residential development, access and parking factors make Harold Park an unsuitable location for active recreation.

TOPOGRAPHY AND LANDFORM

- ⑮ Level change at cliff face prevents pedestrian access for Glebe residents.

HERITAGE

- ⑯ Mirvac to deliver key interface with heritage tramsheds.

CONTAMINATION

- ⑰ The Hill is contaminated and to fully remediate is not financially viable.

FLOODING

- ⑱ Heavily flooding in low lying areas during peak rain events restricts the use in these areas.

3.3 SITE OPPORTUNITIES

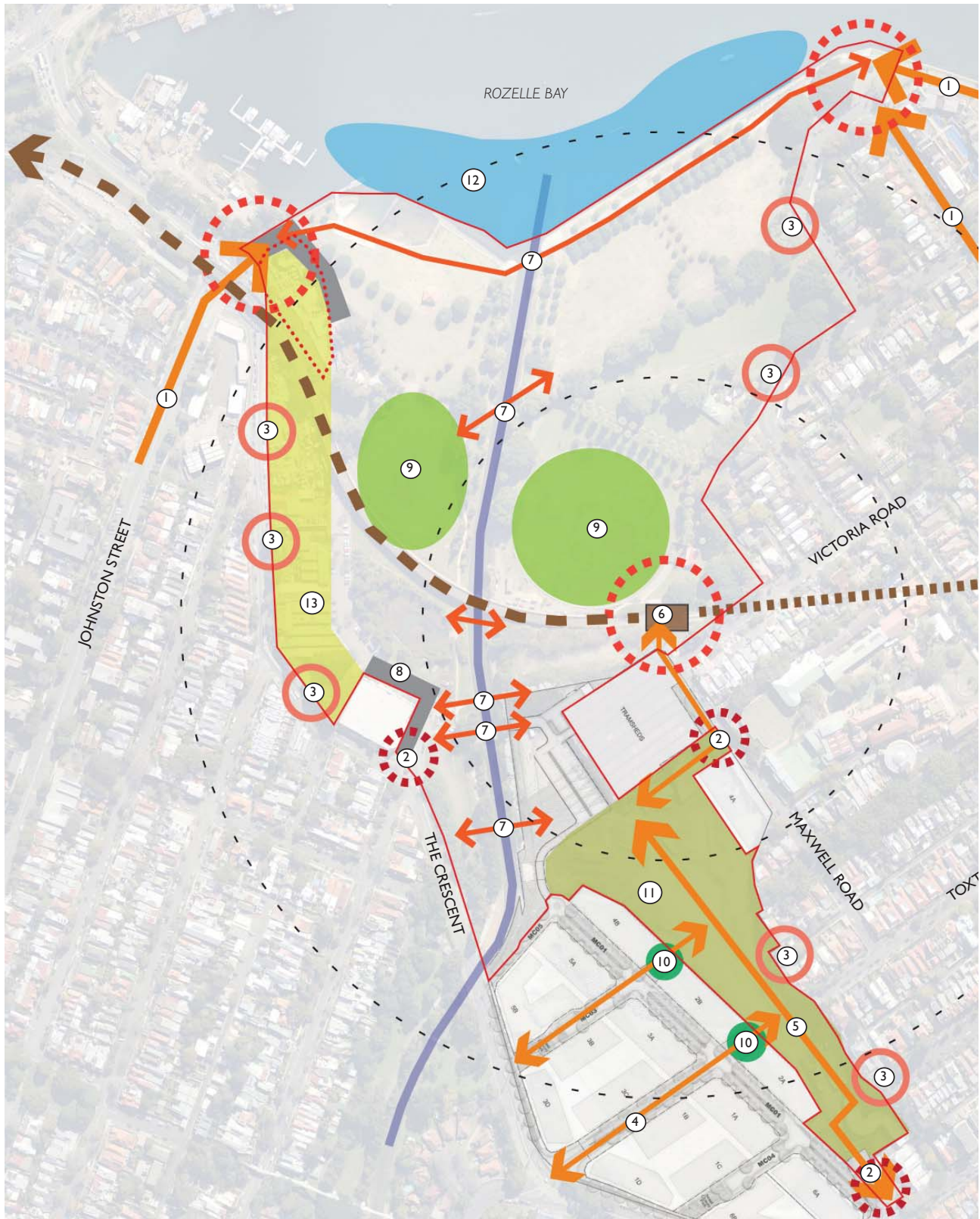


Figure 3.2 Site Opportunities: Access and Recreation

ACCESS

- ① Improve legibility, clarity and character of existing park entrances along The Crescent, Johnston Street and Glebe Point Road.
- ② Provision of new primary pedestrian and vehicle access to The Crescent precinct.
Provision of new primary pedestrian access to Harold Park.
- ③ Improve pedestrian access.
- ④ Provide clear pedestrian and cycle connections through the Harold Park residential development.
- ⑤ New primary pedestrian and cycle connection through Mirvac development from Wigram Road to the Tram Shed.
- ⑥ Improve pedestrian and visual access to Jubilee Park Light Rail station for park users and local residents.
- ⑦ A continuous foreshore link, and better connections across Johnstons Creek.
- ⑧ Efficient use of vehicle circulation and parking at The Crescent.

RECREATION/OPEN SPACE

- ⑨ Provision of a new active recreation precinct around Federal Park north and Jubilee Oval.
- ⑩ Integrate the new 'pocket parks' into the overall Harold Park precinct.
- ⑪ Harold Park to have a range of passive recreational uses – playground, picnic areas etc.
- ⑫ Increased 'water-play' along Harbour foreshore. This includes canoes, boat sheds, kayak hire and harbour beach.
- ⑬ The Crescent to provide a diversity of recreational opportunities including indoor sports.

SITE OPPORTUNITIES

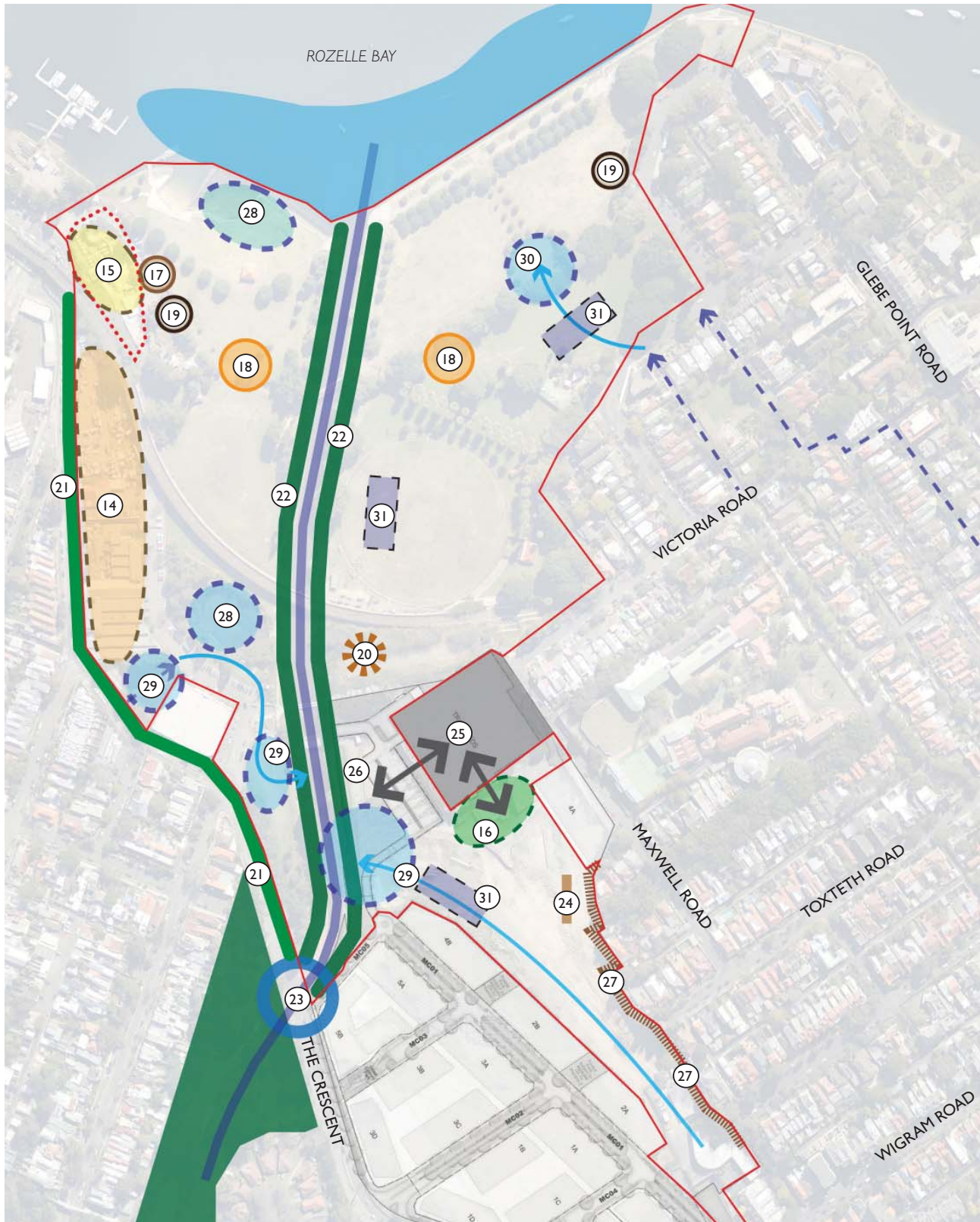


Figure 3.3 Site Opportunities: Built Form, Amenity, Character, Heritage and Environment

BUILDINGS

- 14 Appropriate use of buildings on The Crescent. Suggested uses could include – Community hall, educational facility (sustainability + recreation), sustainability centre, horticultural centre, cafés, low-rent start-ups, artist residences, community college, indoor sports hall/courts/cricket nets.
- 15 Develop a long term development strategy for Chapman Road (which is also a key entry site).
- 16 New multi-purpose outdoor space next to the Tram Sheds precinct. Ideas include – outdoor cinema/amphitheatre, innovative shade structure/parasol, markets, new community gathering space.

AMENITY

- 17 Food truck parking areas/entry points for weekends, festivals, events.
- 18 More opportunities for sheltered picnic areas to suit a range of group sizes.
- 19 Increased visitor amenity – toilet blocks. An opportunity for some innovative and affordable building within the park. Also potential coffee cart.
- 20 An opportunity for an elevated lookout from The Hill to surrounding areas.

CHARACTER AND IDENTITY

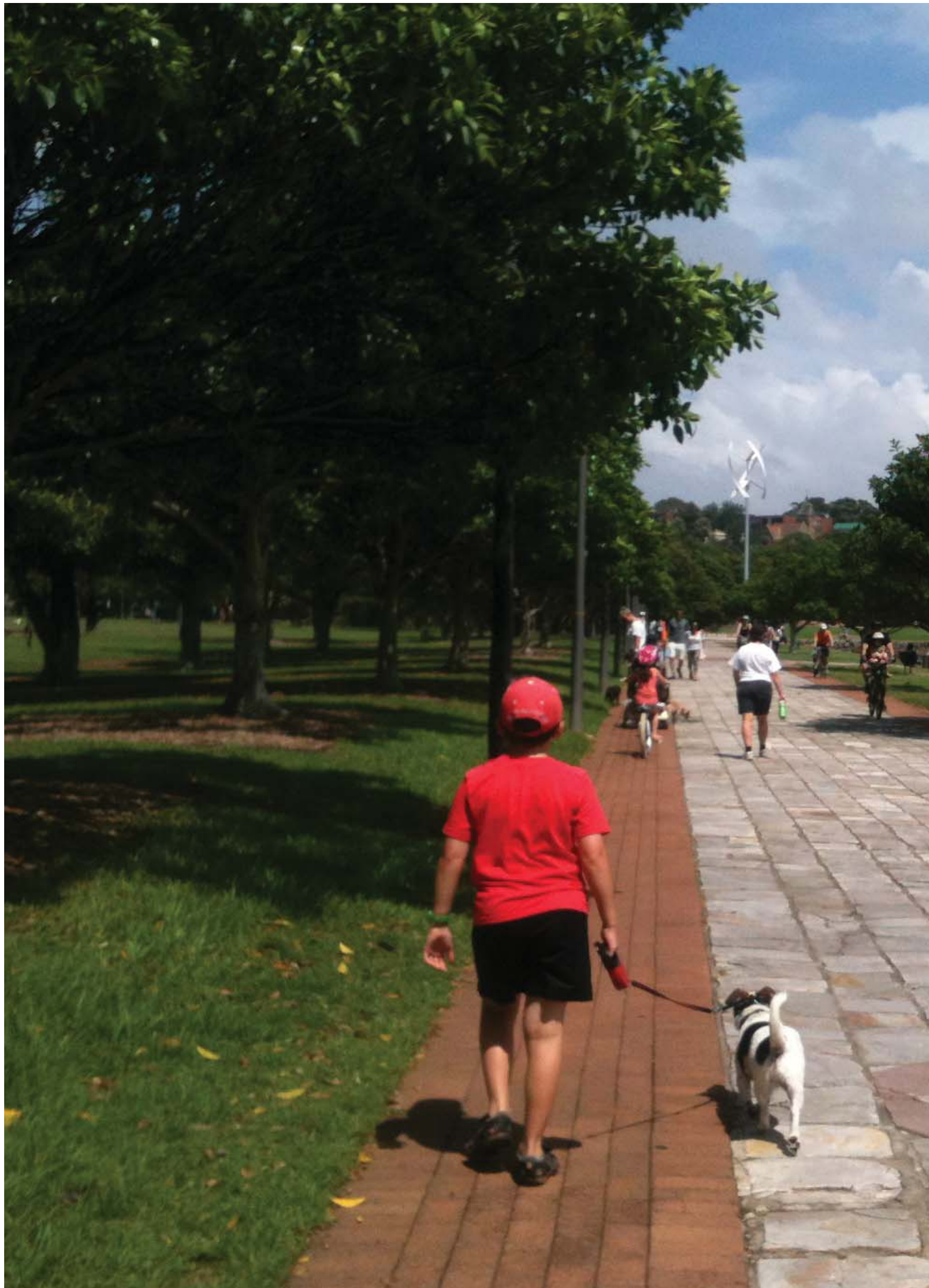
- 21 A distinctive landscape treatment along The Crescent. This highly exposed strip of land will become the new face of the parklands.
- 22 Reinforce the landscape character of Johnstons Creek. This may include naturalising certain edges with endemic species.
- 23 Maximise pedestrian connection through Johnstons Creek along The Crescent.


HISTORY, COMMUNITY AND CULTURE

- 24 Showcase the 'cliff face' – public art, projections, lighting strategy.
- 25 Ensure a consolidated approach to the heritage tramshed precinct that balances the needs of stakeholders/community.
- 26 Emphasise view connection between Tram Sheds and The Crescent.

ECOLOGY AND WATER

- 27 Cliff face to create a biodiversity corridor.
- 28 Expand and link existing saltmarsh community to other areas.
- 29 Stormwater and runoff from adjoining streets to provide extended wetlands, habitat and improved harbour water quality.
- 30 Opportunity for water fountain.
- 31 Opportunity to harvest run-off water from parkland areas.





4.0
PRINCIPLES &
STRATEGIES

INTRODUCTION

As outlined previously, the master planning process has been developed using a framework of six key themes:

1. Environment
2. Water
3. Recreation and Community Facilities
4. Transport, Access and Circulation
5. Heritage
6. Character and Visual Amenity

These themes provide the structure to address the many challenging planning components. To provide a clear direction, planning principles and strategies for each theme have been developed. These guide the development of the Master Plan.

These principles and strategies have been tested with the community as part of the consultation process and have guided the outcomes of the plan.

The strategies are shown in the following sections 4.1 to 4.6.



4.1

ENVIRONMENT









INTRODUCTION:

The provision of habitat and support of environmental services is critical in densely populated urban areas such as Glebe and Forest Lodge. The early phases of site analysis and research revealed some valuable opportunities for the Master Plan to deliver on the City of Sydney Urban Ecology Action Plan. In particular, an opportunity exists to embellish local flora and fauna habitat across the parklands, strengthening the intended green corridor connections to Orphan School Creek.

PRINCIPLES

- Provide habitat for local fauna
- Improve the ecological integrity of the parklands
- Maximise opportunity to link habitat and introduce new habitat areas within the Park.

STRATEGIES

-  **Improve existing formal, avenue planting**, by filling out and connecting avenue planting in the formal foreshore area.
-  **Improve existing informal planting** and habitat by connecting canopies and providing understory planting.
-  **Bring a landscaped character to the edge of the parklands.** Ensure that tree planting signals the edge of the park, particularly along The Crescent where there is an opportunity to create new views into the parklands, to the viaduct.
-  **Connect vegetation corridors and canopies.**
-  **Connection to Sustainable Sydney 2030 'green links'.** Glebe Point Road and the Orphans creek trail are both part of planned significant green corridors that will connect Sydney Harbour to Botany Bay and other parts of the City. Use improved access and vegetation to connect the parklands to these corridors.
-  **Street Tree Planting** approved as part of the Harold Park redevelopment and to be constructed by Mirvac. The parkland shall connect to, and complement these avenues where possible.
-  **Retain and enhance existing mangrove planting.** Consider strategies to protect and improve the health of the mangroves.
-  **Introduce saltmarsh** in the intertidal zone of the harbour.
-  **Create new freshwater wetlands.** Freshwater wetlands are suitable in these locations that are inundated with stormwater.
-  **Enhance existing saltmarsh community.**
-  **Revegetation Areas.** Provide multi-layered planting (grass, shrubs, ground cover, trees) to ensure habitat for a wide range of local fauna. The height of planting will frame and encourage views through the site; particularly from The Hill, and to the Tram Shed.
-  **New cliff-face habitat.** Opportunity to expand biodiversity in the park, by taking advantage of the localised ecology, and creating amphibian habitat at the base of the heritage listed cliff.
- Aquatic Vegetation:**
 -  **Treatment 1:** Enhance the saltmarsh community at the edges of the canal in the foreshore area, ensuring that the planting complements the formal setting.
 -  **Treatment 2:** Planting in the mid-section of the canal can be increased and can extend down into the stepped edges of the re-shaped canal walls.
 -  **Treatment 3:** Prioritise the natural values of the creek bank, with multi-storey planting in a naturalised canal setting. Vegetation should be designed to provide aquatic habitat and connect to surrounding revegetation areas.
-  **Naturalised Parkland:** Vegetation combines open lawn recreation spaces, pockets of flora providing natural habitat values and interpretive installations.
-  Opportunity to expand natural habitats and re-interpret the Lillie Bridge Creekline.

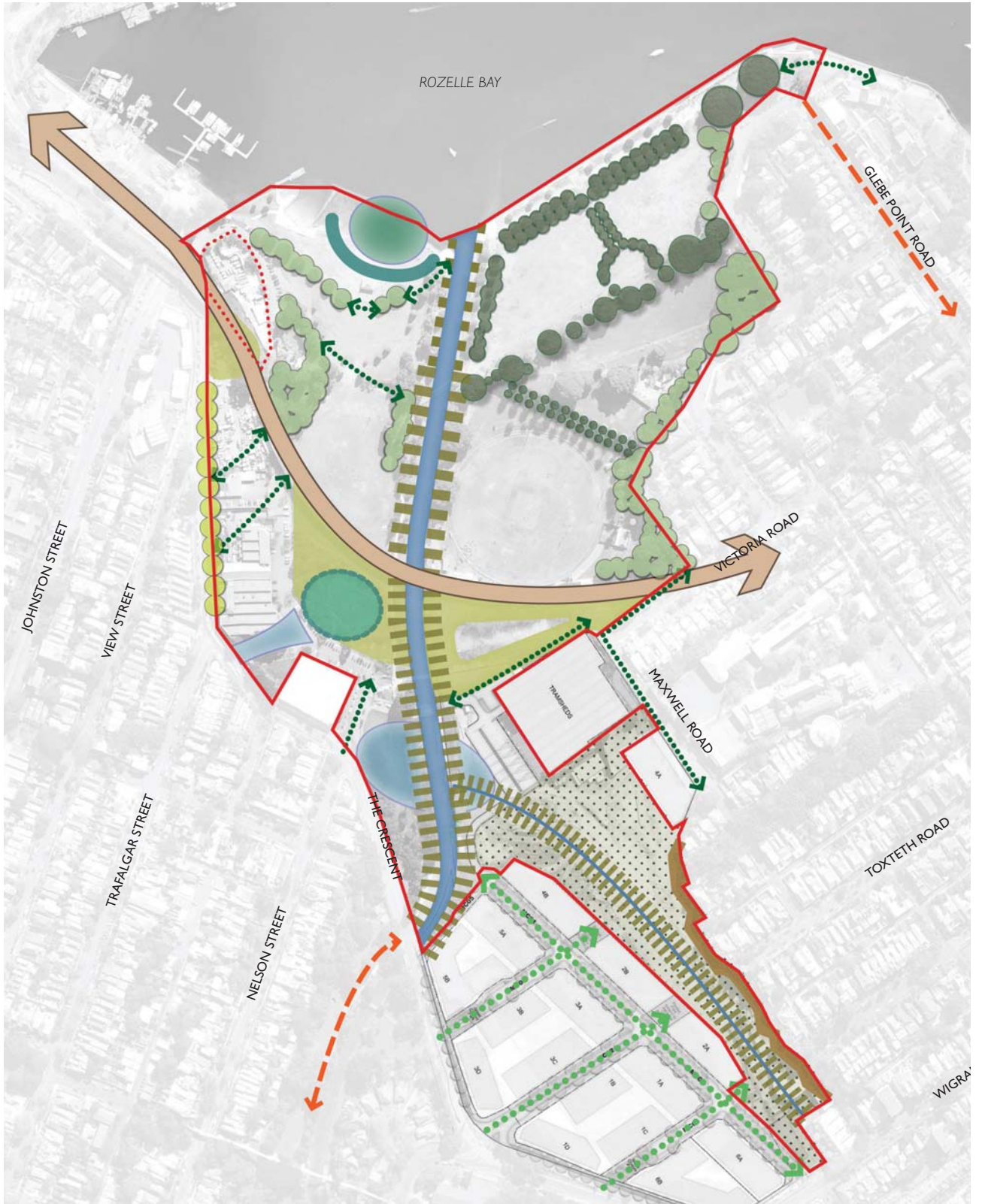


Figure 4.1: Environment strategy

PROVISION OF HABITAT

It is proposed to provide more habitat for local flora and fauna across the whole site. Ways of delivering this include:

- Increase the area of protected habitat
- Increase understorey endemic planting
- Create and protect rock outcrops for habitat

The provision of new habitat is concentrated in two main precincts, Harold Park and The Hill.

Harold Park

- Planting native trees, shrubs and grasses will create new habitat and provide habitat links within the parklands and to the east and south
- Multi-level planting will create structural diversity and provide habitat for a range of native species including reptiles and small birds such as the superb fairy wren
- The swale will provide additional wetland habitat for frogs and other aquatic species
- The cliff face habitat will include low vegetation and tree canopy suitable for small birds and reptiles as well as wet areas that will capture relatively clean rock face seepage for potential frog habitat.

The Hill

- Re-shaping The Hill will allow contamination treatment, and therefore planting of endemic species
- Multi-storey plantings consisting of low-growing native grasses and taller straight-trunked trees will provide additional animal habitat while maintaining views from The Hill
- Elevated walkways through heritage significant fig trees and an elevated viewing platform will reduce the need for on-ground walkways and maximise habitat availability.

Existing Parklands

To complement the habitat proposed in new areas of open space, it is proposed to improve existing habitats with the following measures:

- Constructing freshwater wetlands planted with native vegetation, providing habitat for aquatic creatures, and improving the quality of water entering the Canal at The Crescent and Federal Park South
- Expanding the existing areas of saltmarsh in Federal Park and along the canal, and creating a new saltmarsh island behind the mangroves, expanding this endangered ecological community in the parklands
- Naturalisation of the canal along the Federal Park precincts will create further habitat for aquatic species, and multi-storey plantings along the banks of the creek will provide additional habitat for a range of fauna.

MAXIMISE OPPORTUNITY TO LINK HABITAT

- Strategic plantings will link habitat within the parklands with neighbouring habitat
- The new open space in Harold Park will establish a strong north-south habitat corridor
- Additional tree planting around The Hill and the canal will create a canopy connection between Harold Park and the northern sections of the canal
- Additional tree planting along The Crescent will connect to surrounding urban street tree networks
- Completion of avenue planting in the existing foreshore parklands will connect canopies east-west across the site.

IMPROVE ECOLOGICAL INTEGRITY

The above measures together with the proposed water strategies will improve ecological integrity across the whole parklands.

4.2 WATER










INTRODUCTION:

Water is a key element at Johnstons Creek Parklands, which are built over what just 150 years ago were estuarine intertidal wetlands. The canal that now carries stormwater from the catchment rises and falls with the daily ebb and flow of the tide. The Master Plan seeks to make water a much more visible component, using it to unite the park as one foreshore parkland.




PRINCIPLES:

- Improve water quality in the park, the canal, and the water entering the Harbour
- Harvest water to use in the park
- Improve active recreation areas' ability to withstand heavy rain and flooding
- Use water to unite the individual parks as one, foreshore parkland.

STRATEGIES:

-  Capture and treatment of water entering the parkland.
-  Create new and enhance existing wetlands to improve habitat and the quality of the water entering Johnstons Creek and the harbour.
-  Retain and enhance existing mangroves and provide saltmarsh into the intertidal zone of the harbour.
-  Enhance existing saltmarsh community.
-  Create entry statement using water where water naturally enters the site.
-  Create water fountain.
-  Opportunity to harvest water from the roofs of buildings for reuse in those buildings and for parklands irrigation.
-  Install gross pollutant traps to filter water entering the site.
-  Improve drainage of active sporting areas.
-  Opportunity to harvest runoffwater from parkland areas.
-  Opportunity to harvest water from new and existing urban catchments.

Canal Naturalisation

-  **Treatment 1:** Maintaining the structure and formal character of the mouth of the canal, retain palms while improving saltmarsh habitat.
-  **Treatment 2:** Integrate natural vegetation, parkland planting and adaptive treatments within the canal structure to reintroduce a more natural creek quality.
-  **Treatment 3:** Prioritise the natural values of the creek line through bank naturalisation, to integrate and contribute to the Water Sensitive Urban Design interventions to the south.

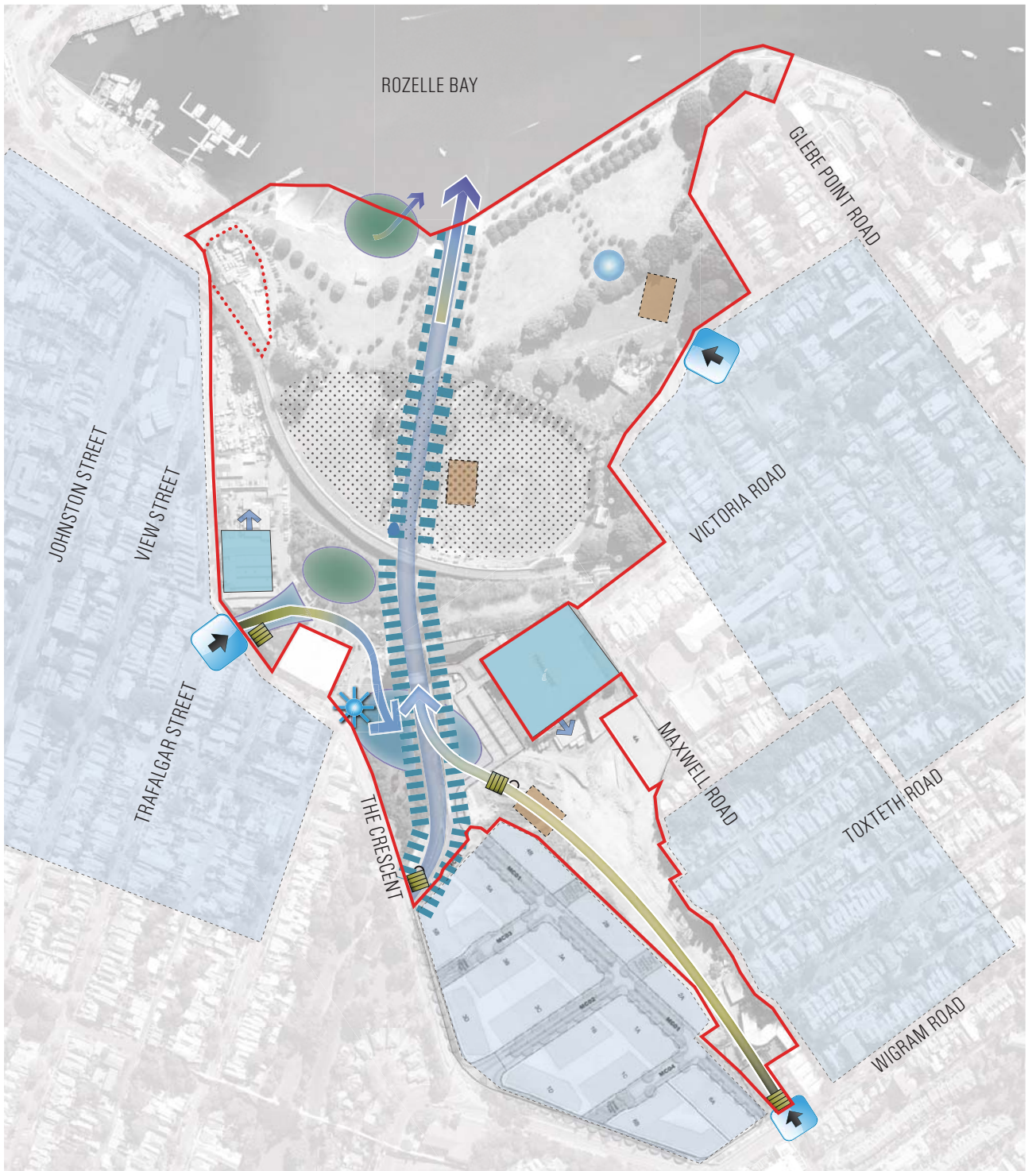


Figure 4.2: Water strategy

The water strategies celebrate water harvest and treatment, while mitigating flooding problems. This is achieved by using new and existing wetlands to improve water quality, harvesting water from parkland areas and new and existing urban catchments for use in the park, naturalising the canal and improving sports areas by upgrading drainage.

IMPROVING WATER QUALITY IN THE PARK, THE CANAL AND WATER ENTERING THE HARBOUR.

Water quality is improved with treatment systems, including a vegetation-lined swale leading to terraced, raingardens in Harold Park and a new freshwater wetland across the canal in Federal Park next to The Crescent.

HARVESTING WATER TO USE IN THE PARK.

The parklands use 5.1 megalitres of water a year to irrigate Jubilee Oval and Federal Park field. It is, however, desirable to extend irrigation to more areas of the parklands that suffer in drier times. In line with the City of Sydney's 2030 strategy, the intention is to reduce the use of drinkable water for irrigation by capturing and re-using storm water.

Opportunities to capture water are maximised from catchments in and outside the parklands. This water is treated and stored to make it available for re-use in the parklands.

IMPROVING ACTIVE RECREATION AREAS' ABILITY TO WITHSTAND HEAVY RAIN AND FLOODING.

Active sports areas such as the Federal Park field and Jubilee Oval are heavily waterlogged after even small rain events and this limits their use. The ability of these areas to recover from rain will be helped by improving the soil structure and subsoil drainage. In Federal Park, this will be achieved by minor lifting of the lawn areas.

USING WATER TO UNITE THE INDIVIDUAL PARKS AS ONE, FORESHORE PARKLANDS.

Johnstons Creek traverses the parklands and defines the boundaries of the established and new open spaces. Between Bicentennial Park and Federal Park the severe edges of the canal will be redesigned to a more natural appearance with habitat improvements along the canal edge.

The large freshwater wetland will be a highly visible expression of the parklands' signature character.

The proposed surface stormwater system of planted swale and raingarden proposed for the length of Harold Park reverses the current system of water piped underground never to be seen. The proposal makes visible the story of water treatment. Together with the canal they unite the parklands.

Within the established landscape of Bicentennial Park, an interactive fountain is proposed at the centre point of the formal avenues to help tell the story of water.

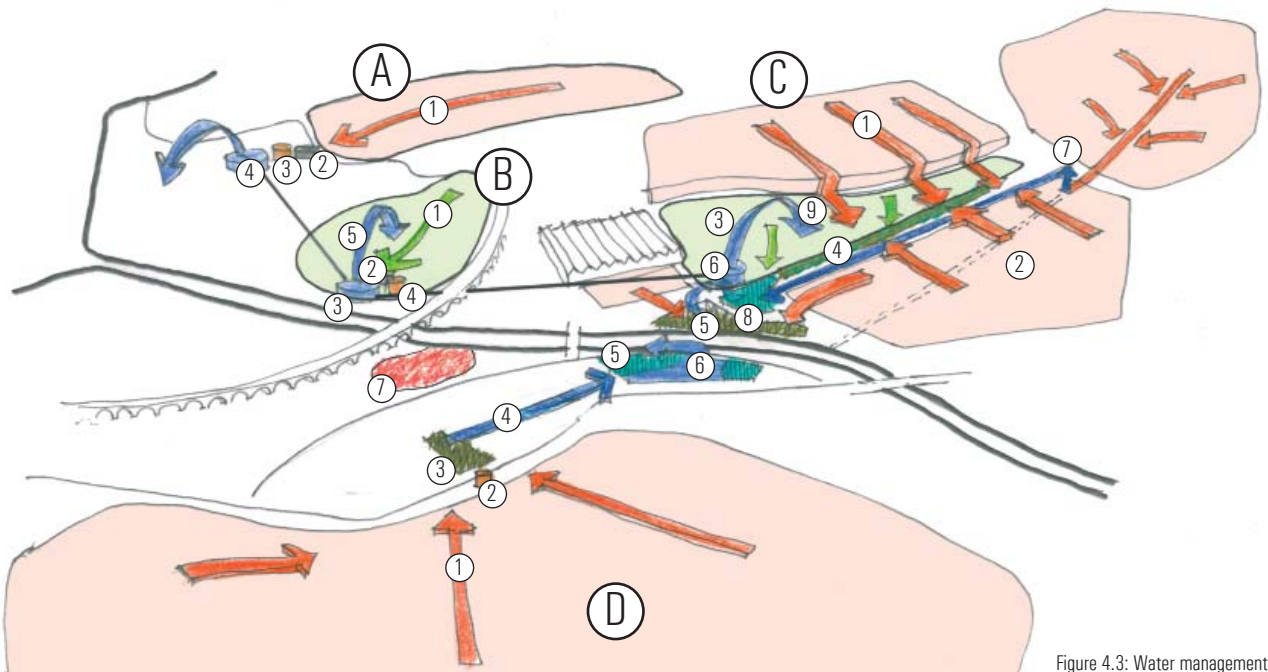


Figure 4.3: Water management

WATER MANAGEMENT:

The process of water harvest (red arrows) and treatment (green arrows) is expressed and celebrated throughout the Parklands. The water process is above and described below.

a. Bicentennial Park

- A1. Capture stormwater run-off from 5.4 hectare urban catchment
- A2. Gross pollutant trap
- A3. UV Filtration
- A4. Storage tank linked to Jubilee Oval tank
- A5. Treated water for irrigating Bicentennial Park

b. Jubilee Park

- B1. Capture stormwater run-off and infiltration from 2.1 hectare parkland catchment by overland flow and subsoil drainage system
- B2. Sand Filtration
- B3. Jubilee Oval tank storage tank
- B4. UV pathogen treatment and pressurisation booster pump
- B5. Irrigation re-use on Jubilee Oval.

c. Harold Park

- C1. Capture stormwater run-off from 7.6 hectare urban catchment of streets above parkland
- C2. Partial capture of stormwater run-off from 3.8 hectare Harold Park development urban runoff

- C3. Capture stormwater run-off from 1.5 hectare parklands catchment by overland flow to swale and subsoil drainage system

- C4. Flows directed to raingardens along overland swale

- C5. Raingarden filtration system

- C6. Filtered water stored for re-use

- C7. Low flows from 13 hectare urban catchment pumped up to feed freshwater wetland

- C8. Freshwater wetland treatment system. Filtered water flows into storage tank for reuse

- C9. Water pathogen treated with UV and re-used for irrigation in Harold Park.

d. Federal Park

- D1. Capture stormwater run-off from 12 hectare urban catchment of streets in Annandale

- D2. Gross pollutant and sediment trap

- D3. Water filtered through 600sqm rain garden

- D4. Water piped to new freshwater wetland

- D5. 2700sqm freshwater wetland with 1600sqm of macrophyte treatment area and 1100sqm of open water UV treatment area

- D6. Clean water flows into Blackwattle Bay

- D7. Existing saltmarsh retained.

4.3

RECREATION AND COMMUNITY FACILITIES

INTRODUCTION:

The parklands are much valued for recreation. They serve a wide range of needs from active sport, to dog walking, jogging, cycling, kayaking, picnicking, children's play and informal play. These needs should be balanced with ecological integrity and complemented with uses that fulfil the current and future needs of the Johnstons Creek community. Additional opportunities have been explored for active, passive, formal and informal recreation. This indicates the need for new and improved spaces and facilities to maximise their performance.

PRINCIPLES

- Ensure that all spaces are flexible to suit a broad range of user groups
- Identify areas for active and passive recreation
- Integrate community and cultural activity
- Balance recreation with ecological integrity
- Ensure active recreation areas are designed to operate at efficient levels of use
- Consider retaining some buildings on The Crescent for re-use as a flexible community space
- Provide accessible toilet blocks near play equipment and other facilities where possible, and generally within 400 metres of any place in the park.

STRATEGIES













	Passive Recreation Areas: Provide for a broad range of uses, including places to sit and enjoy the water and environment, areas to meet and picnic, small events and informal games.		Outdoor Community Space: Create two new outdoor community spaces. A new space adjoining the community building in the Crescent Lands could allow for community uses to spill outside as well as accommodate rock-wall climbing, small courts, eating areas and play areas.
	Active Recreation Areas: Retain the existing sports fields for use by multiple groups for training, social and competition sports. Grounds should be flood-resistant appropriate facilities. Provide opportunities for other active recreation such as additional small playing field, skate area and fitness equipment.		A new outdoor space next to the Tram Shed could be designed to interpret the historic gardens in this location. The space could allow for gathering, community uses and gardening.
	Toilets: Locate near key destinations within easy walk from all areas of the parklands.		Proposed location of food truck and coffee cart: Consider food truck parking near foreshore of Bicentennial Park West and coffee cart in eastern area of Bicentennial Park.
	Playgrounds: Provide a range of playgrounds. <ul style="list-style-type: none">- Upgrade regional playground and locate new near the community building to allow for multiple generations to share this space.- Pocket playgrounds in Harold Park and on The Hill can allow for more adventurous play for older children, and be integrated with public art.- New playground in Jubilee Park (to be upgraded in 2013).		Education and Recreation Opportunities: Provide opportunities associated with saltmarsh and proposed wetlands.
	Circuit: Indicate a 30 minute walking route along path networks in the parkland. Providing places to play, exercise and rest along the way will make the circuit attractive for older visitors and children.		Additional seating: Provide additional spectator seating.
	New Community Building: Provide a flexible space for recreation, education and community use. To include activities and uses such as indoor sports, meeting rooms, childcare, over-55 facilities, small function spaces, studios and community sheds. Consider relocating uses in the viaduct spaces to this building in the future.		Water access
			Site boundary.
			Site not owned by Council.



Figure 4.4: Recreation and Community Facilities Strategy

ENSURE THAT ALL SPACES ARE FLEXIBLE TO SUIT A BROAD RANGE OF USER GROUPS

Currently, a wide range of recreational opportunities are available in the parklands, including walking, cycling, play and organised and informal sports. The Master Plan recommends the development of flexible, multi-use spaces for the city.

These existing opportunities will be strengthened by:

- The new Village Green near the proposed community facility in The Crescent will cater for youth cricket, youth hockey and other organised and informal sports in addition to passive recreation activities
- The new Village Green at Harold Park will cater for informal ball games in addition to passive recreation activities
- Creating playgrounds at a variety of scales and offering diverse play opportunities for a range of age groups through an expanded play space in Federal Park, the upgrade of the smaller playground in Jubilee Park and a new pocket playground in Harold Park
- A proposed multi-purpose community facility on The Crescent to provide supporting amenities to the parklands, as well as co-locating a range of community uses to meet needs and further activate the parklands.

IDENTIFY AREAS FOR ACTIVE AND PASSIVE RECREATION

Existing sports fields will be retained with their performance increased by flood mitigation measures. New areas in The Crescent expand the active recreation zone to support a range of formal and informal activities such as the proposed junior playing field and skate facility. In addition, the new area in Harold Park will provide less structured, informal ball games.

More areas of passive recreation are provided at The Crescent, Harold Park and The Hill. In addition, opportunities for passive recreation have been increased throughout the parklands with places provided to sit and enjoy the water and environment, to meet and picnic, to host small events and informal games.

New and upgraded footpath connections and bridges will increase walking circuit opportunities.

INTEGRATE COMMUNITY AND CULTURAL ACTIVITY

Many community and cultural opportunities already exist in the parklands, including Shakespeare in the Park in summer, the Esther Abrahams Pavilion and high participation in group recreational activities. To help expand community and cultural activities, new and

upgraded community facilities (indoor and outdoor) will be provided.

BALANCE RECREATION WITH ECOLOGICAL INTEGRITY

Landscapes of ecological value also provide recreation opportunity and access to these areas allows people to enjoy, and learn more about nature. The existing fenced saltmarsh in Federal Park supports an ecology as well as providing passive recreational opportunity. This needs to be well managed to ensure the ecology is protected. A balance of wild spaces for exploration with appropriate habitat protection will be needed at the Hill, the wetlands, salt marshes and naturalised canal edges.

ENSURE ACTIVE RECREATION AREAS ARE DESIGN TO OPERATE AT EFFICIENT LEVELS OF USE

Many of the active recreation areas in the park suffer frequent flooding and have limited use. Performance of these spaces will be improved, with better drainage.

CONSIDER RETAINING SOME BUILDINGS ON THE CRESCENT LANDS FOR RE-USE AS A FLEXIBLE COMMUNITY SPACE

A community building with flexible community spaces within the parklands responds to the current and future needs of the local and wider community.

The building at the south-western corner of The Crescent (5-7 The Crescent) is an appropriate location for that facility. A portion of this building, with an existing footprint of approximately 2000 sqm, could be adaptively re-used to maximise community benefit.

Based on the needs of the community and subject to further feasibility and consultation, it is recommended that the facility provide:

- Child care
- Flexible community meeting rooms
- Change facilities and field storage, club canteen
- Public amenities
- Kiosk
- Multipurpose indoor courts.

Possible floor plate configurations to achieve the above needs will be tested in future stages of the project.

PROVIDE ACCESSIBLE TOILET BLOCKS NEAR PLAY EQUIPMENT AND OTHER FACILITIES WHERE POSSIBLE, AND GENERALLY WITHIN 400M OF ANY PLACE IN THE PARK

New facilities are generally within 400 metres of any place in the park and are near play equipment and active open spaces.

4.4

TRANSPORT, ACCESS AND CIRCULATION

INTRODUCTION:

Getting to, and around the parklands is integral to ensuring visitors are able to enjoy their experience. Access to public transport and parking is needed to ensure users can access the parklands easily. Once they arrive, a clear hierarchy of entries will help them to navigate a direct route. The provision of a clear wayfinding strategy will then deliver them to their destination within the parklands.

This hierarchy of entries and internal network of shared pathways will create a unified character for the parklands. Pathways will physically connect the new and existing precincts and paving materials will aesthetically and visually draw them together.

PRINCIPLES

- Encourage visits by public transport
- Provide universal access to and between key destination points and facilities
- Provide adequate opportunity for visitor parking
- Establish a hierarchy of entries to the parklands
- Establish a hierarchy of routes into the parklands.

STRATEGIES



Light rail: Promote increased use of the existing light rail station in the park, which will soon connect all the way from the City to Summer Hill by improving signage and the visibility of the station concentrating uses near the station, improving access to the station.



Existing Bus Stops: Improve signage and access.



Proposed Bus Stop: New stops to bring buses closer to key destinations.



Vehicle Entry Points: Maintain current public entries from The Crescent.



Water Entry Points: Enhance existing entry and support it with facilities, and create a new entry to and from Bicentennial Park.



Car Parking: Retain the existing number of parking places, but minimise their footprint, improve their appearance and vehicle circulation. Bring car parking to the edge of The Crescent to allow the new Crescent area to become part of the parklands. Retain and re-configure parking in Chapman Road.



Major Entry: Use common, significant landscaping and signage to signpost key entries and ensure views into the parklands at these points.



Secondary and Tertiary Entries: Use landscaping and signage to clearly signal the entries.



Stair access: Provides direct access to parklands.



Primary Access Routes (Existing and Proposed): Key access routes between major destinations, for higher levels of pedestrian and cycle traffic. Avoid conflict with vehicles. Identify through lighting and signage.



Secondary Access Routes (Existing and Proposed): Shared routes between destinations. Identify through lower-level lighting and signage.



Tertiary Access Routes (Existing and Proposed): Shared access routes between destinations.



Canal crossings: Retain and enhance existing crossings and provide new crossings over the canal to connect access routes.



Signal Crossing: Investigate opportunities for pedestrian crossing with signals.



Continuous loop path around perimeter of parkland.

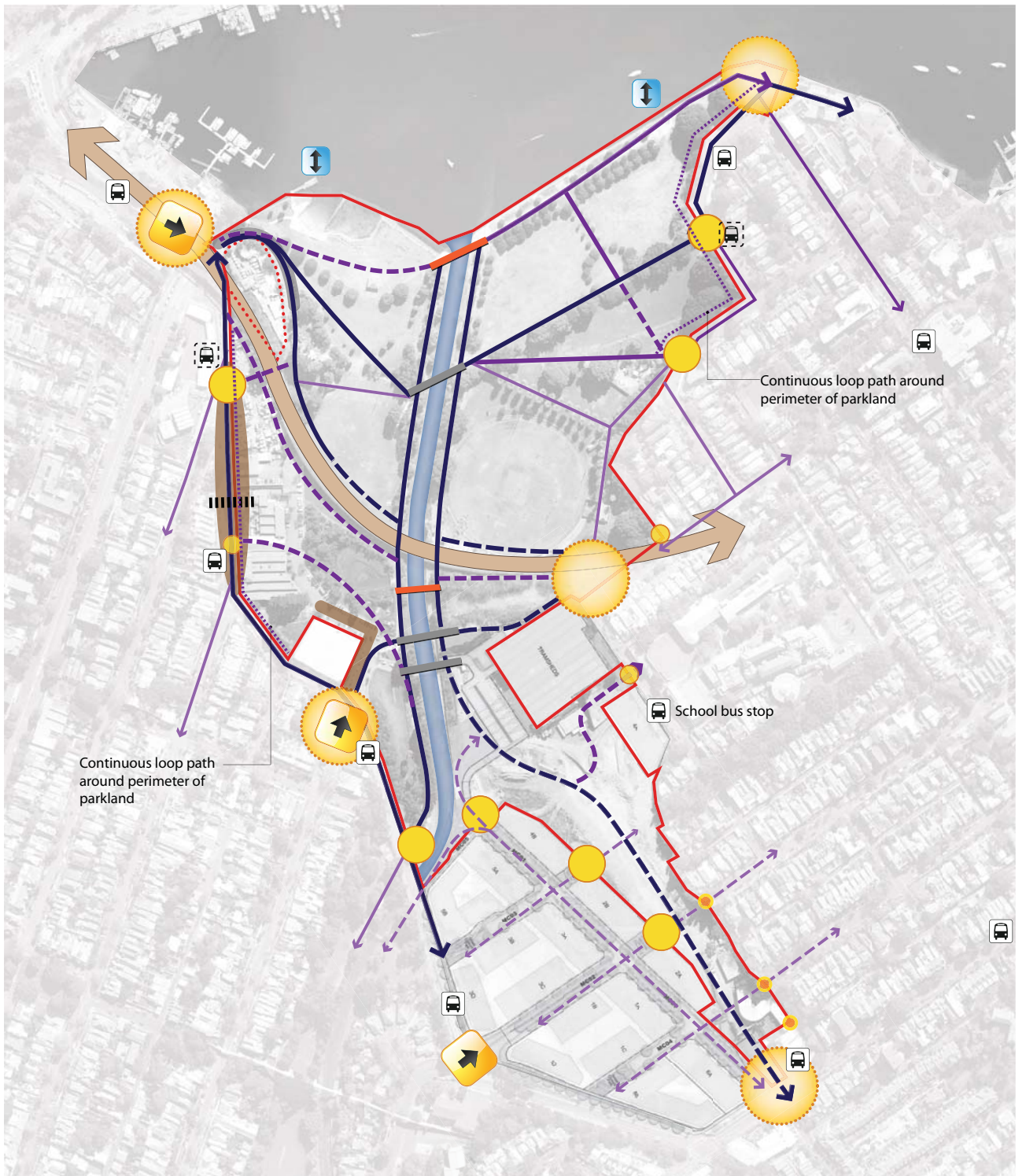


Figure 4.5: Transport, Access and Circulation Strategy

ENCOURAGE VISITS BY PUBLIC TRANSPORT

Public transport use is encouraged primarily by improving connections to existing networks and by promoting a shift to travel by cycle, public transport and on foot. An additional bus stop on The Crescent close to View Street is also proposed.

Strengthening connectivity through additional and upgraded pathways and improving wayfinding and bicycle connections to public transport will facilitate a shift towards better use of existing public transport.

Signage and way finding

A clear signage plan is integral to directing people to and from the light rail stops and the surrounding land uses, both within and around the parklands, and will be extended into the new parkland areas as they are developed.

PROVIDE UNIVERSAL ACCESS TO AND BETWEEN KEY DESTINATION POINTS AND FACILITIES

Providing equitable access through the parklands includes meeting the requirements of people who use wheelchairs, people who have ambulatory disabilities and cognitive or sensory impairments. Elements include:

- Equitable access paths and facilities at The Crescent, The Hill, and Harold Park
- All parking areas will be designed to include accessible parking spaces to meet Australian Standards
- Upgrade the existing entry ramp and stairs at the corner of Alexandra and Eglington Roads
- The inclusion of an accessible route from the Toxteth Estate down to Harold Park
- Toilets to be universally accessible and linked to the nearby facilities. Seating, picnic area, play equipment, drinking fountains and rubbish bins are to be linked via accessible routes.

PROVIDE ADEQUATE OPPORTUNITY FOR VISITOR PARKING

Although during peak-use periods, parking demand is greater than the supply, more parking is not recommended. Providing additional parking will potentially attract more vehicles and will be at the expense of park area.

A parking management plan will optimise the use of parking, signposting regulations, restrictions and management of parking areas.

It is proposed the majority of parking be relocated to the perimeters of the parklands, primarily adjacent the Crescent. This will reclaim the heart of the parklands for recreation and lessen the impact of vehicles on pedestrians and bike riders. Travelling along The Crescent, vehicles will turn into a dedicated laneway, providing access to approximately 41 spaces configured at 90 degree to the laneway.

Any changes to the existing parking configuration along The Crescent are subject to discussions with and approval by NSW Roads and Maritime Services.

In addition, on-street angled parking on Federal Road and Victoria Road provides further parking spaces on the eastern side of the parklands. Detailed design would ensure protection of existing trees and minimal impact on the parklands.

ESTABLISH A HIERARCHY OF ENTRIES TO THE PARKLANDS

The parklands need visible and inviting entries. The most attractive entry is the north-east pedestrian entry to Pope Paul VI Reserve marked by large fig trees. Other major entries will reference this character. Planting large Fig trees at major vehicle arrival points, the light Rail Station and the pedestrian entrance to Harold Park at Wigram Road will create unity and a stronger sense of place.

The removal of the majority of the existing buildings along The Crescent will significantly improve pedestrian connectivity into the parklands from the surrounding neighbourhood to the west. A new pedestrian crossing along The Crescent is proposed to make entry to the park safer.

With the remediation of The Hill this entry to the park can be restored, and will give more prominence to the light rail station.

ESTABLISH A HIERARCHY OF ROUTES INTO THE PARKLANDS

Connections are improved to and through the parklands by linking the missing pieces in the network and establishing a clear hierarchy of pedestrian and cycling routes.

In particular, the plan knits together the key park features, allowing the park to be experienced to the full.

A range of new path links, designed for shared use, enhance significant north south and east west movement, linking the new open spaces with existing parklands and the continuation of a greater foreshore link.

A new bridge at the mouth of the canal allows an uninterrupted foreshore walk and views directly down the canal to the viaduct. A simple, lightweight pedestrian bridge is proposed to bring pedestrian traffic from the Jubilee Park light rail stop directly down and across to the Federal Park, The Crescent and new community facility.

4.5

HERITAGE

INTRODUCTION:

The gradual development of the parklands and the resultant interwoven layers of history have created a wonderful opportunity to embrace the park's heritage icons. Landmark elements such as the viaduct, the adjacent Tram Shed and Jubilee Park and pavilion, as well as the Johnstons Creek canal, form a varied and rich fabric of stories which should be celebrated.

PRINCIPLES

- Make the layered history of the site clear to users and visitors
- Tell the varied stories of use and development through interpretation and public art
- Retain and enhance all heritage items and heritage landscapes.

STRATEGIES

The multiple heritage elements in the parklands create many opportunities for their enhancement and interpretation. These include:

1. Retaining all moveable/smaller heritage elements in the parkland
2. Retaining the fenced oval and pavilion at Jubilee Park
3. Retaining trees identified on Register of Significant trees
4. Interpreting the former Tram accessway, retaining tram track fencing next to Johnstons Creek and retaining the former Tram Depot water tank
5. Providing adequate space around the heritage-listed Tram Shed, to be adaptively re-used as part of the Mirvac development. The park design should protect views to the Tram Shed
6. Reusing and activating spaces under the arches of the light rail viaduct
7. Interpreting past uses and elements of the former Harold Park Paceway (such as parade ground, building footprints of grandstands, extents and layout of paceway etc.)
8. Providing themed play areas, education uses and public art/interpretation of the timber yard's history
9. Allowing views and access through open space under viaducts
10. Activating the edge of the heritage listed Tram Shed with community uses

11. Retaining views into the parklands
12. Allowing views into the parklands from The Crescent
13. Revealing and protecting the cliff face. Avoiding structures against the sandstone face
14. Enhancing Johnstons Creek canal's industrial and historical significance by retaining and exposing the concrete banks at selected places
15. Allowing for the appreciation of the viaduct along its whole length by providing promenade access at ground level.

- Site boundary.
- Site not owned by Council.

ALLOW THE LAYERED HISTORY OF THE SITE TO BE EVIDENT TO ALL USERS AND VISITORS

The parklands seek to tell the story of the evolution of this estuarine creek system, which is outlined below as five key interpretive themes. These stories can be revealed through the retention of heritage elements, their interpretation and reference in the parkland design.

- The site's pre-history, its natural systems and the interaction of the Cadigal people with this environment

Segments of Johnstons Creek will be naturalised in an attempt to re-establish the original edge condition of the creek.

- The story of timber and the development of timber industries on the site

New recreation, amenity and leisure elements in the parklands have an opportunity to reflect the former timber industries on the site by incorporating timber elements in their structure, form and expression.

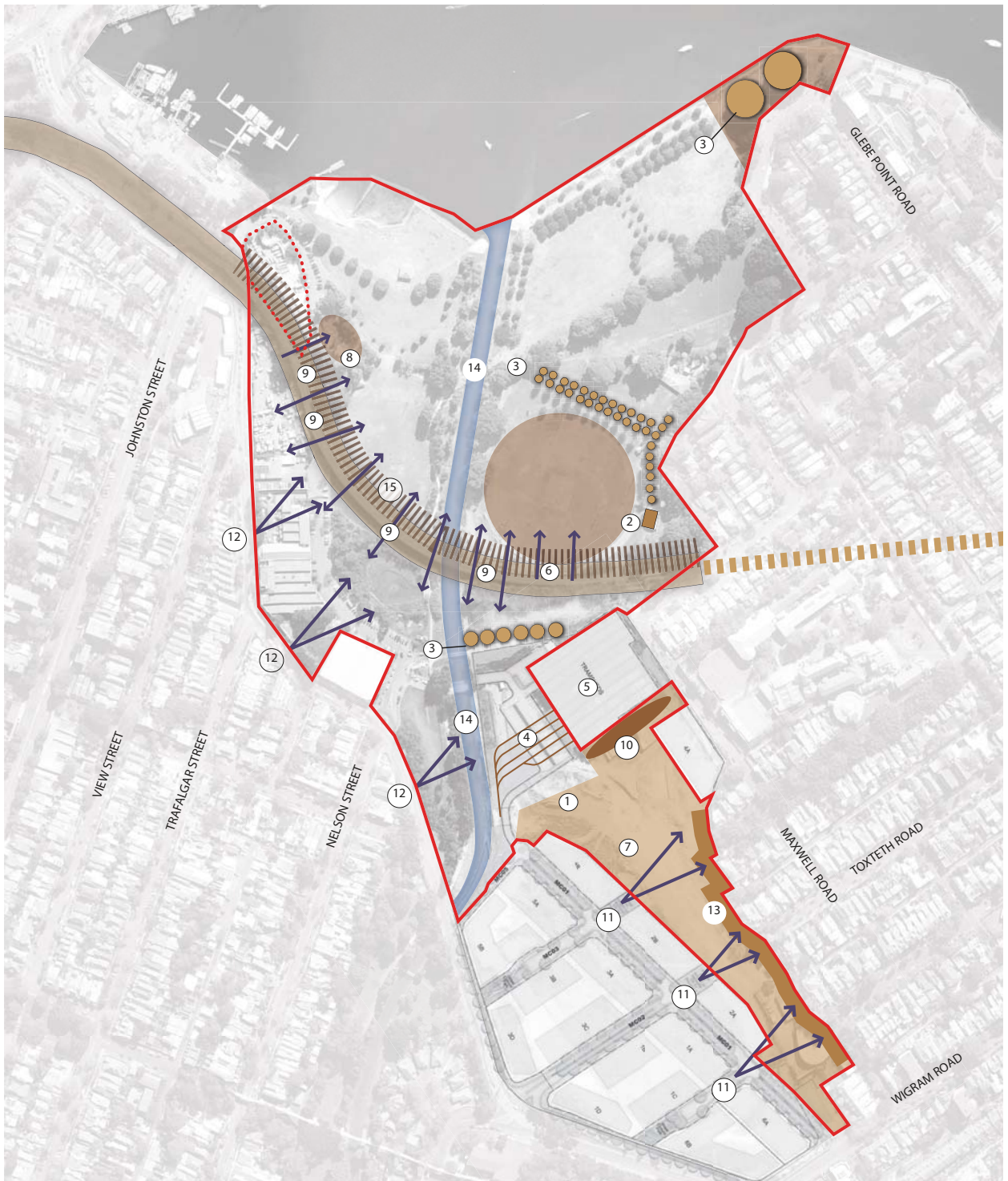


Figure 4.6: Heritage Strategy

-
- The story of the trams - state-of-the art early 20th century industrial achievement

The Tram Shed precinct provides many opportunities for heritage interpretation telling the story of trams and their role in the industrialisation of 20th Century Sydney. These opportunities are interpreted through the terraced rain garden sculptured by the fan of the tram tracks and the overhead lighting gantry in the forecourt.

- The story of the Harold Park Paceway as a reflection of its social contribution during its rise and decline

Harold Park provides informal play opportunities that reflect the spirit of the paceway and provide a legacy of its social contribution to the greater community. Heritage-significant elements will be located throughout Harold Park to ensure that visitors have a visual and interpretive connection to the former paceway.

- The story of water as a linking element through the parklands.

Water will be seen, heard and felt in each of the precincts of the Johnstons Creek Parklands. Existing water bodies, including the existing saltmarsh and mangroves, are to be preserved and enhanced by best practice water sensitive urban design measures. New natural and formal water elements will expand the water story, such as the planted swale and terraced rain gardens through Harold Park, the freshwater wetland at the entry to Federal Park South, a new fountain at Bicentennial Park and water play elements in an expanded playground at Federal Park.

- The story of community activism

The continuing development of the parklands provide opportunities to reveal the community members, school groups and businesses that have all contributed to the evolution of the park.

TELL THE VARIED STORIES OF USE AND DEVELOPMENT THROUGH INTERPRETATION AND PUBLIC ART:

- There are many opportunities for interpretation and integration through themed play areas, public art, retaining views and vistas to significant heritage elements, retention of existing elements, integration of past elements and treatment of stormwater and establishment of new habitats

- For example, in Harold Park there are opportunities to reflect the site's history of harness racing. The Tram Shed provides inspiration for historical interpretation of the tram operations. The Crescent also has many stories of industry and commerce.

RETAIN AND ENHANCE ALL HERITAGE ITEMS AND HERITAGE LANDSCAPES

The parklands contain physical infrastructure and vegetation of heritage significance. To name a few, the viaduct is a significant and dominant architectural element running east- west across the park. Other remnant elements such as the Tram Shed and its water tank are retained and located to support the contextual storytelling. The existing parklands contain several fine palm avenues and stands of mature trees that are heritage listed. The Master Plan is respectful of these precious assets, and has reinforced their importance through application of appropriate landscape works.

The Master Plan enhances heritage items and landscapes by:

- Opening up viaduct arches to increase views and access. This will require the removal of existing toilets under the arches and relocating existing community uses.
- Installing new bridges across Johnstons Creek. These should be simple functional structures that do not visually compete with or obstruct views of the viaduct and harbour edge
- Ensuring new planting in the raingarden terrace does not obscure views to the Tram Shed
- Ensuring any extra seating at Jubilee Oval next to the existing would be a lightweight structure that does not compete visually with the pavilion
- Locating the Water Tank next to the Tram Shed building to provide meaningful interpretation
- Views to the cliff face in Harold Park remain visible along key view corridors (at street junctions)
- Retaining the existing figs at the base of The Hill next to the Tram Shed
- Preserving and maintaining existing strands of mature trees and palm avenues
- Retaining the historic fence alongside the canal at The Crescent
- Marking and interpreting the site of the Old Members Stand at Harold Park.

4.6

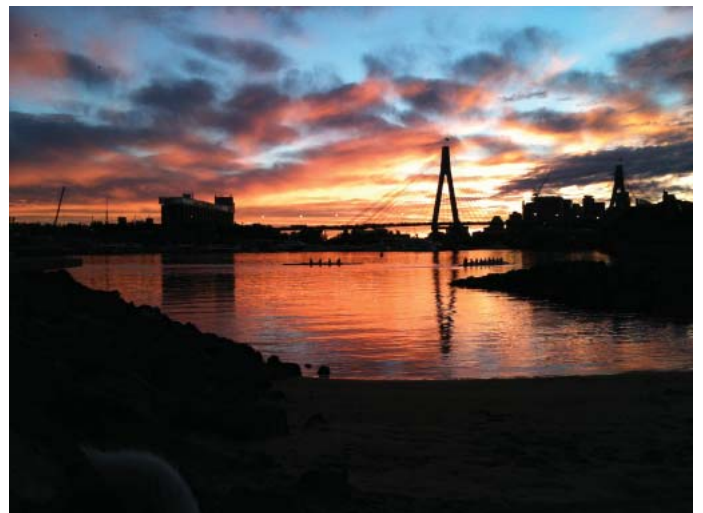
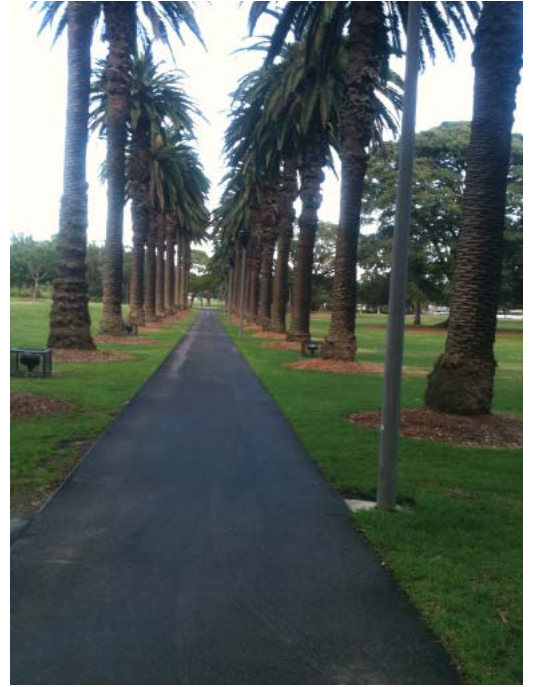
CHARACTER AND VISUAL AMENITY

INTRODUCTION:

Character is the first thing that a visitor will notice, and is the element that leaves a lasting impression. Character is defined by the qualities of a space, whether an open green lawn area, densely planted habitat zone, or a public domain paved plaza. The parklands have many distinguishable character precincts, which together create a sense of place. With the release of three new areas of open space it is critical for the Master Plan to respect and reference the established character and translate this into new opportunities.

PRINCIPLES

- Recognise the value in the varied landscape characters and respect the landscape types
- Use landscape to create a sense of arrival at key entrances to the Park
- Provide the right balance of wild spaces for exploration or habitat protection and more formal spaces for recreation, play, eating and gathering
- Integrate a common design language that knits the park together
- Recognise the park's high level of visibility from the water and beyond
- Ensure that the Harold Park open space is integrated with the parklands and has a clear public character
- Tell the varied stories of use and development through interpretation and public art.





Some examples of the distinctive character qualities of the Johnstons Creek Parklands



Figure 4.7: Character and Visual Amenity Strategy


STRATEGIES


 Harbour Foreshore: Formally arranged lawns and tree-lined promenades. Encourage a range of passive recreation and free play that complements the heritage values of the plantings and architectural setting. This area should remain uncluttered and any additional art or structures should complement the artwork by the foreshore – Earth vs Sky.


 Social Parklands and Playing Fields: Broad expanse of grassed fields, formal oval, indoor recreation and community facilities. The different areas are visually linked by the viaduct, expanses of open grass areas and tree canopy. In this parkland setting, the built form of the cricket pavillion and community facility will contribute to the landscape.


The opening the viaduct arches will help improve this connection. The arches are to be connected by a new path at the base of the viaduct and acts as a spine to connect, shelters, playgrounds, spectator seating and the park open spaces.

The proposed community centre in The Crescent will provide a focal point for activity and a meeting spot. Apart from the heavily vegetated saltmarsh area, vegetation in this character area should be designed to maintain views throughout the precinct,


 Urban Forest: A mix of larger trees, understory planting and grass in this area will provide a landscape character that recalls the area's historical gully landscape. Informal grassed areas allow for views to the heritage-listed cliff and Tram Shed and provide spaces for informal games, socialising and play interpretation.

 Revegetation and Habitat Areas: Environmental network of wetland, shoreline, cliff-side and ridge-top vegetation communities, creating a variety of relaxed natural settings, habitat pockets, and educational opportunities.

 Urban arrival experience: Formal entry and drop-off into the parklands, including terraced rain gardens and interpretation of tramline tracks.

 Views: Protect and enhance significant views at key entries, from the lookout on the Hill, and views to the Tram Shed. Landscaping should not impede views.

Public Art: Investigate public art opportunities in the following locations:
A – Integrate art into playgrounds and signage in Harold Park to help interpret the site's history. Art in this location could be tactile and interactive and 'hidden' in the landscape setting. There is also an opportunity to design the stair access from the cliff as public art.
B – A landmark piece of public art on The Hill will mark the park from a distance.
C – Some public art may be appropriate in the formal foreshore setting. Given the strategy to minimise clutter in this area, a sound piece might be most appropriate. It could also tell stories about the parklands.

 Entry Statements: Use consistent, significant planting to reinforce the key entries to the parklands.



A community building will provide a focus for community activity and provide facilities that support other uses in the park.

 Site boundary.

 Site not owned by Council.

RECOGNISE THE VALUE IN THE VARIED LANDSCAPE CHARACTERS, AND RESPECT THE LANDSCAPE TYPES.

The parkland is an amalgam of parks with distinct and diverse characters. The proposals add to the diversity of landscape characters within the master plan, and strengthen existing qualities to make more distinct places.

USE LANDSCAPE TO CREATE A SENSE OF ARRIVAL AT KEY ENTRANCES TO THE PARK.

With the inclusion of the new precincts, the edges of the park are greatly expanded contributing to the surrounding neighbourhood and improving the parklands legibility as a public open space.

The Crescent provides an extended street address. In addition, a new pedestrian entry point is presented at Wigram Road, at the south end of Harold Park. A strong sense of unified identity at all entry points will be achieved through design language, signage, street furniture, planting and pavement design.

INTEGRATE A COMMON DESIGN LANGUAGE THAT KNITS THE PARK TOGETHER.

While respecting the existing character of the parklands, a subtle identity for the parklands as a whole will also be achieved by:

- the extension of existing plant communities and open areas of grass
- the expression of water and drainage, be it foreshore, canal, swale or wetland
- a consistent design language and coordinated materials palette, applied to the ancillary infrastructure of the park without detracting from the established character.

UTILISE TOPOGRAPHY TO MAXIMISE VIEWS AND VISTAS.

Maximising visual connections throughout the parklands unites the varied precincts, such as connecting the northern and southern precincts by re-opening many of the viaduct arches.

The Hill maximises district views to the harbour, and south into Forest Lodge and provides a vantage point across the parklands.

RECOGNISE THE PARK'S HIGH LEVEL OF VISIBILITY FROM THE WATER AND BEYOND.

Importantly, Johnstons Creek parklands are visible from the harbour in Rozelle and Johnstons Bay. The foreshore character will be retained and reinforced.

ENSURE THAT THE HAROLD PARK OPEN SPACE IS INTEGRATED WITH THE PARKLANDS AND HAS A CLEAR PUBLIC CHARACTER.

Legible entry points and a strong park landscape character will contribute to the surrounding precinct and connect to the adjacent residential streetscapes.

A generous and connected path network facilitates movement both across and through the park.







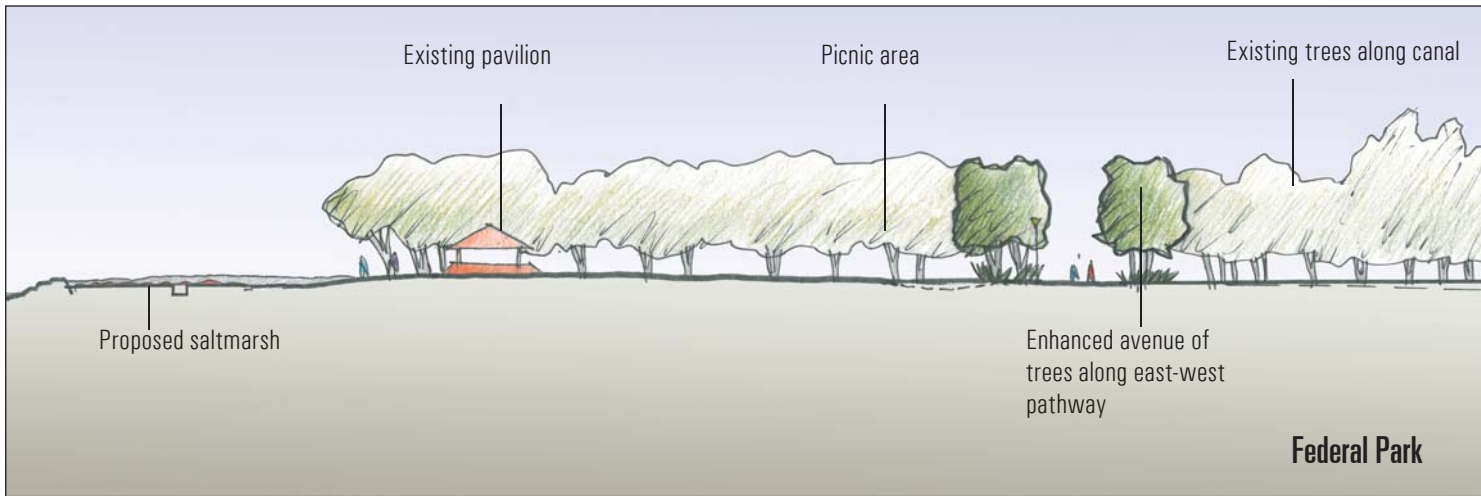
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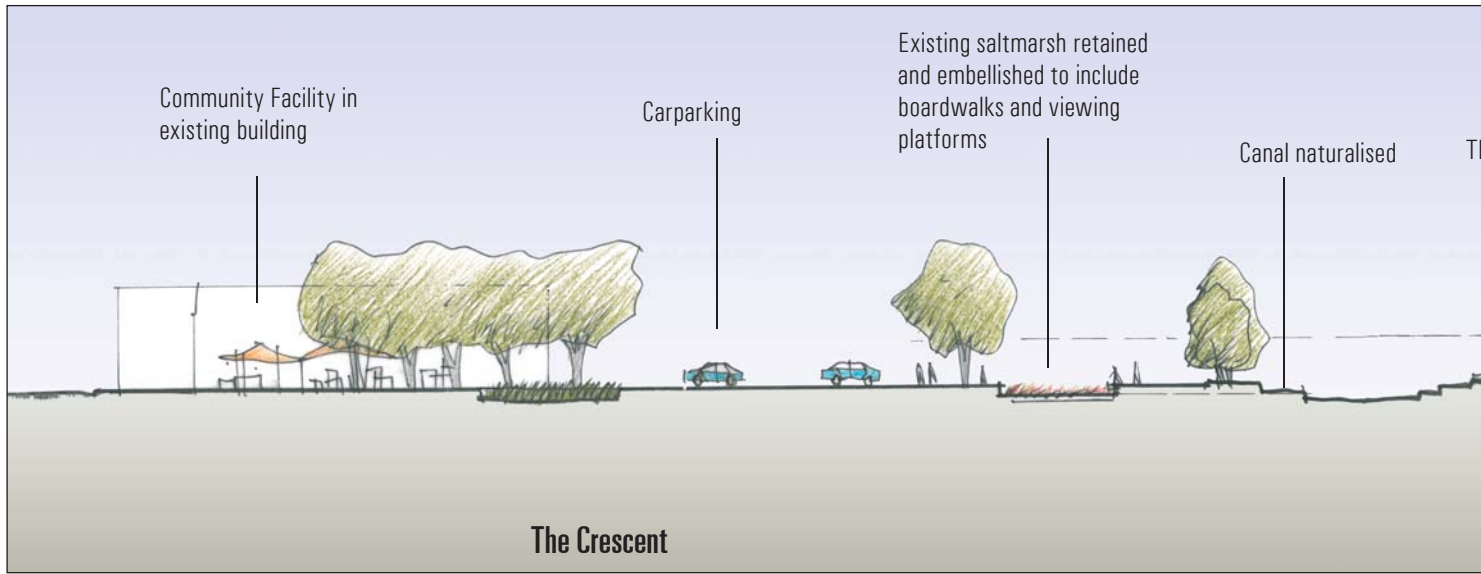


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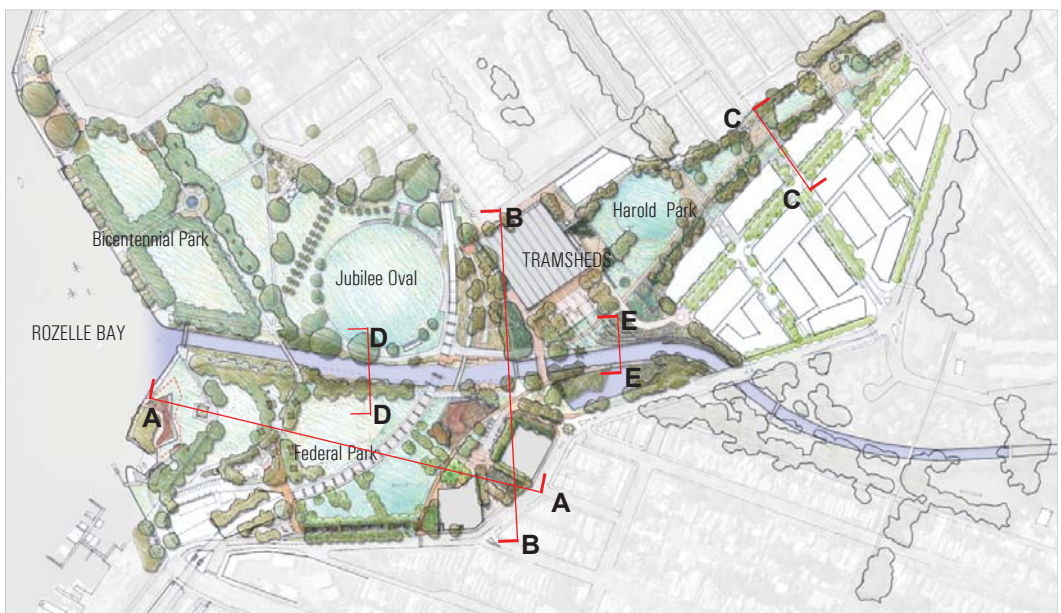


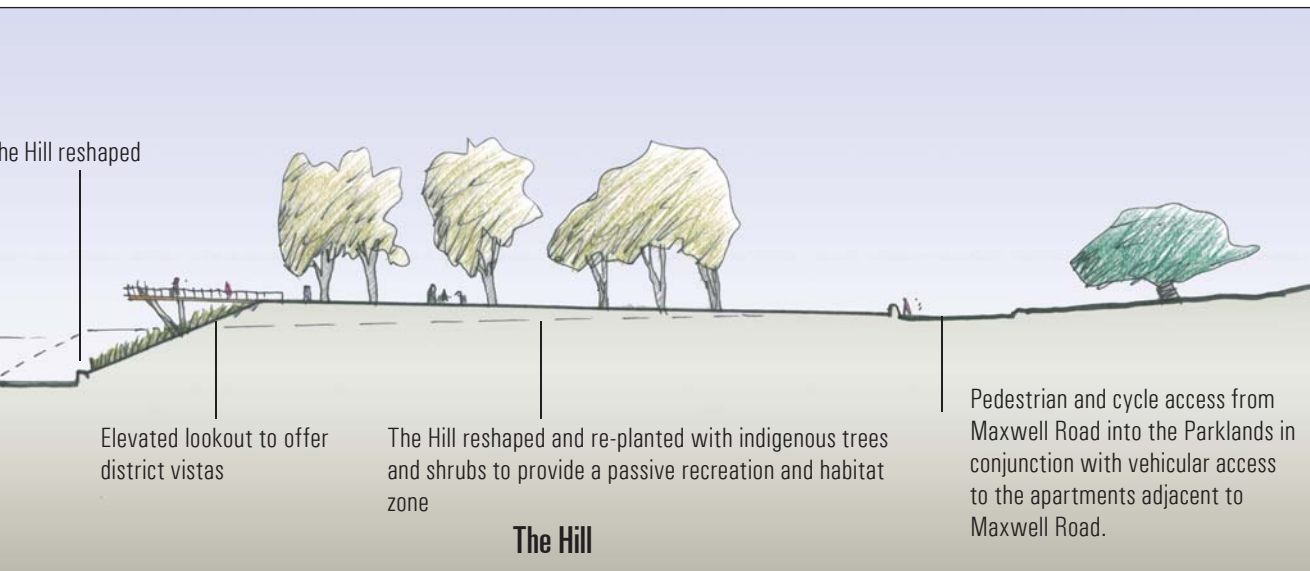
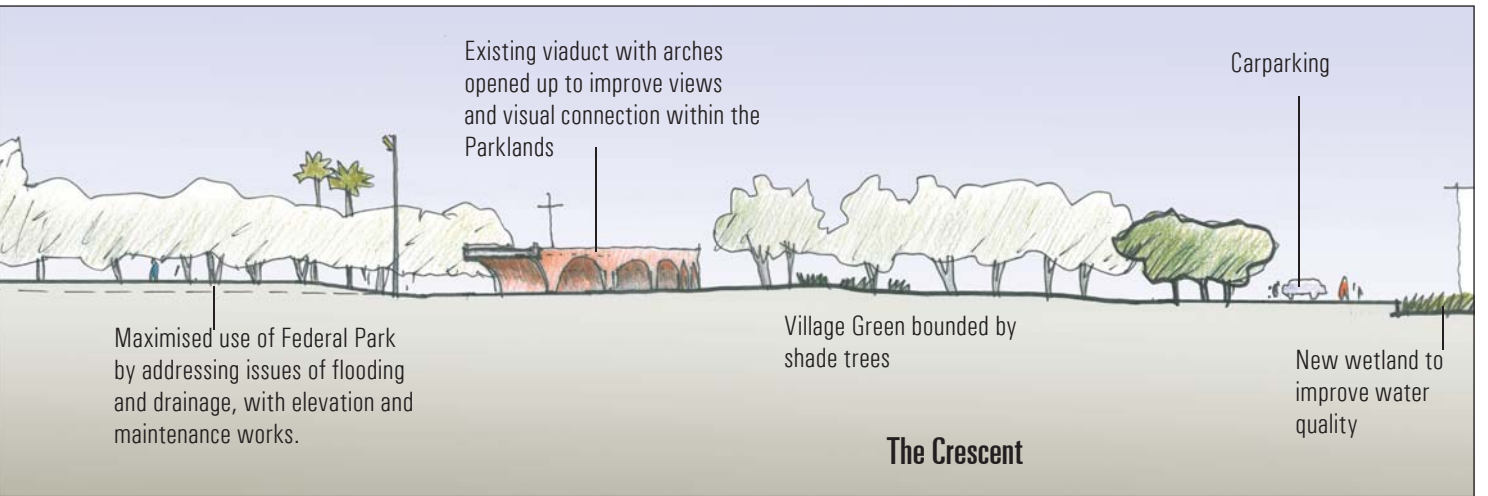


SECTION AA 1:1000 NORTH- SOUTH SECTIONAL ELEVATION



SECTION BB 1:1000 East West





5.1 EXISTING PARKLANDS

BICENTENNIAL PARK EAST



BICENTENNIAL PARK

1:2000@A4

0 10 20 30 40 50m



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

CHARACTER AND VISUAL AMENITY

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

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

ENVIRONMENT AND WATER

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

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

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

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

RECREATION AND COMMUNITY FACILITIES

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

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

TRANSPORT, ACCESS AND CIRCULATION

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

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

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

HERITAGE AND INTERPRETATION

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

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

JUBILEE PARK AND OVAL



JUBILEE PARK

1:2000@A4

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

CHARACTER AND VISUAL AMENITY

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

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

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



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

ENVIRONMENT AND WATER

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

WATER

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

RECREATION AND COMMUNITY FACILITIES

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

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

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

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

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

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

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

TRANSPORT, ACCESS AND CIRCULATION

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

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

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

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

HERITAGE

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





BICENTENNIAL PARK WEST AND FEDERAL PARK



FEDERAL PARK

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

1:2000@A4

0 10 20 30 40 50m



CHARACTER AND AMENITY

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

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

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

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

ENVIRONMENT AND WATER

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

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

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

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

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

RECREATION AND COMMUNITY FACILITIES

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

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

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

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

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

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

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

TRANSPORT, ACCESS AND CIRCULATION

Public transportation

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

Main address points and car parking

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

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

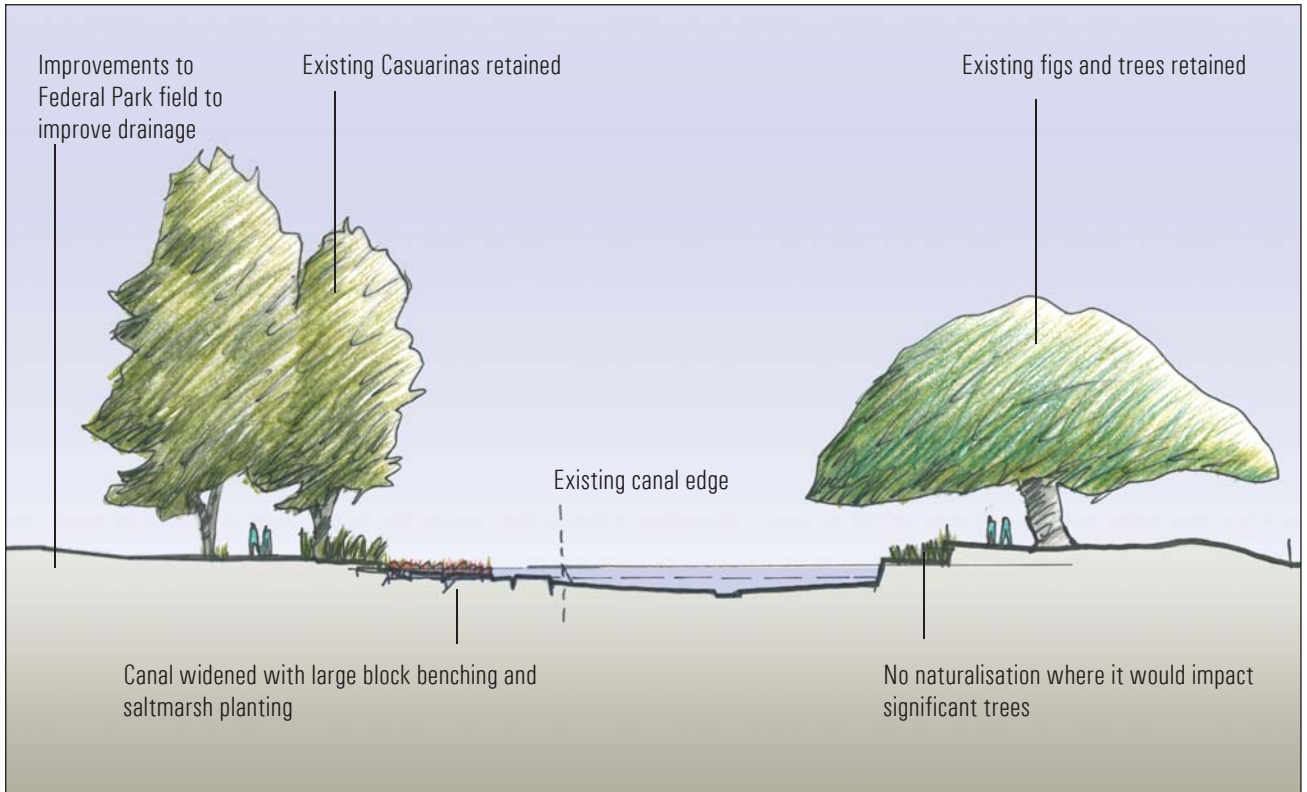
There is an existing parking area with approximately 36 spaces, including two loading zones and two disabled spaces. It is proposed to retain all of these spaces, moving one space to improve vistas to the bay from Johnston Street. The intention is to use parkland paving and new fig planting to help signal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

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

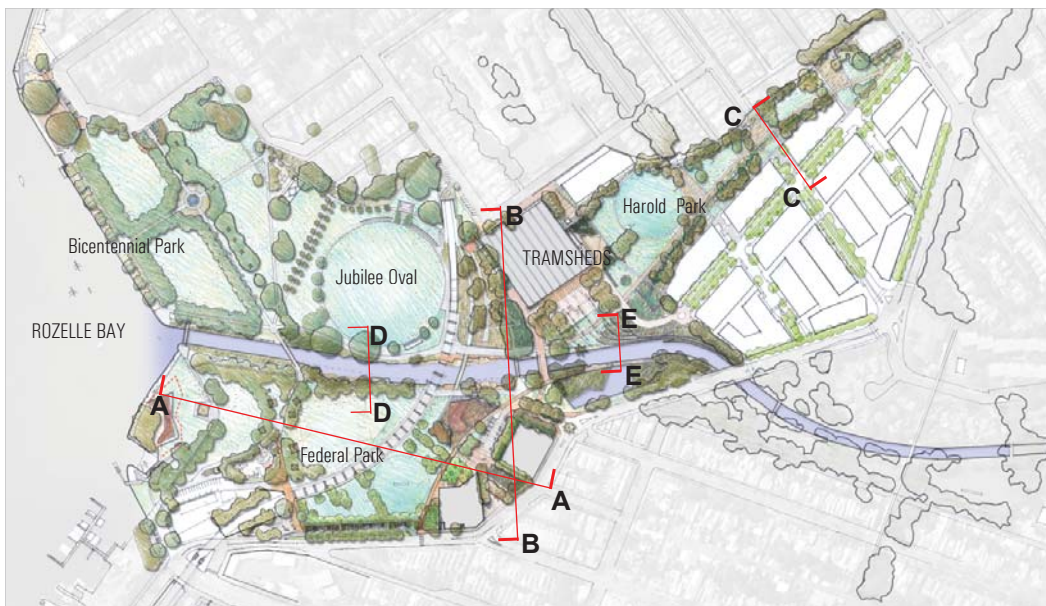
HERITAGE AND INTERPRETATION

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

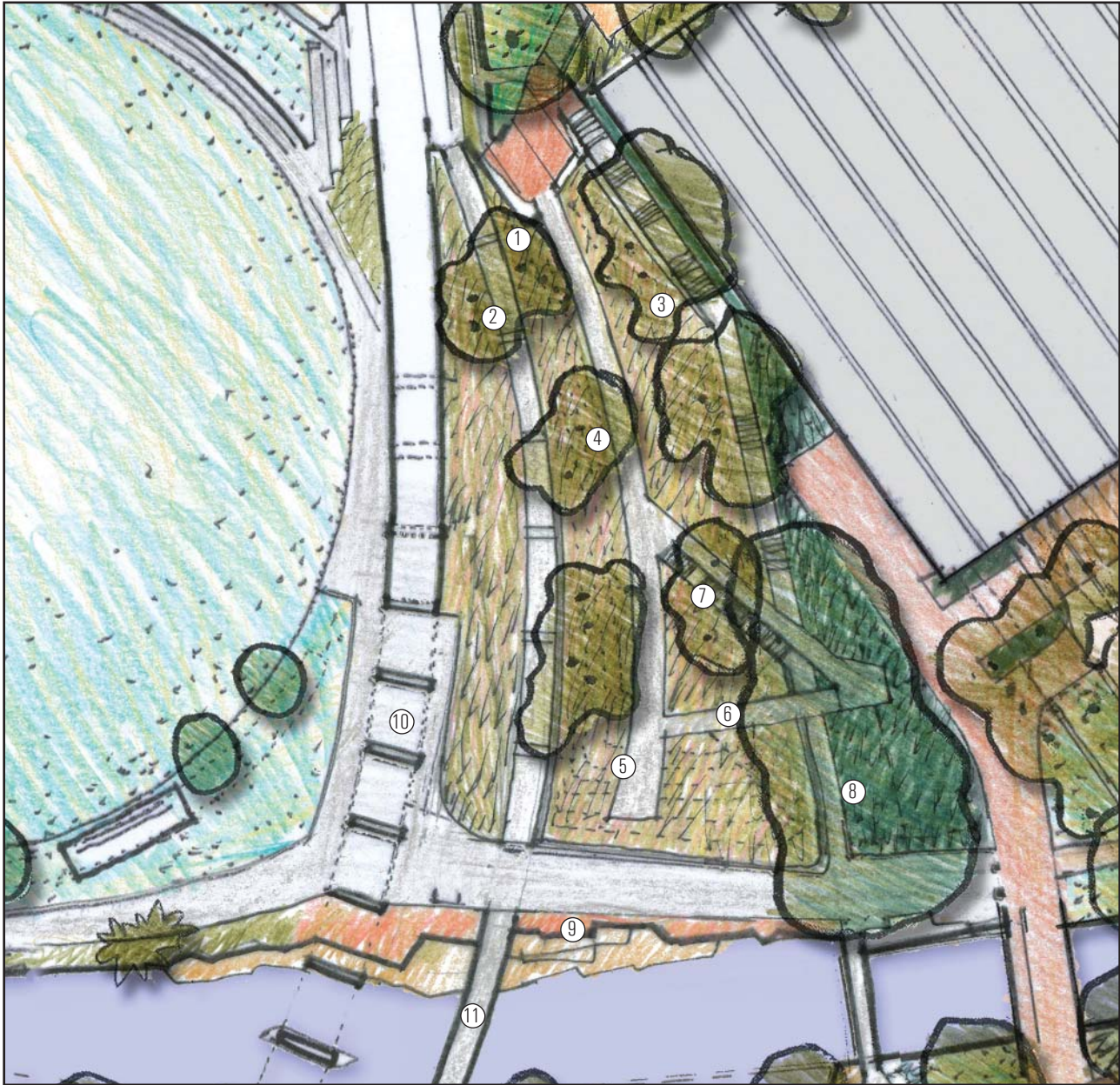
Bordering Bicentennial Park is The Crescent Timber and Hardware, the last remnant of the timber working harbour industry. The Master Plan seeks to demonstrate this important industrial history of the foreshore through the future embellishment of the playground. The future upgrades could employ a timber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



SECTION DD canal naturalisation 1:200



5.2 THE HILL



1:1000@A4

0 5 10 15 20 25m



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

CHARACTER AND VISUAL AMENITY

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

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

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

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

ENVIRONMENT

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

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

RECREATION AND COMMUNITY FACILITIES

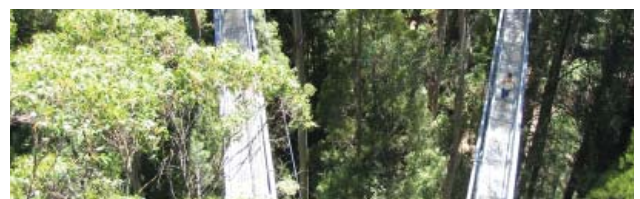
The Hill adds to the informal active recreation opportunities within the park, providing new ways to traverse the park, and a destination within larger circuit walks. The habitat areas provide opportunities to observe nature, as well as actively participate in its establishment and management.

TRANSPORT, ACCESS AND CIRCULATION

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

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

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



Potential character of The Hill lookout / walkways



Elevated walk through retained fig trees

Footpath to lookout platform





lookout platform

Viaducts opened up

The Hill, regraded and re-planted

Pathway down tram station to park

J. W. 02/13

View of the The Hill heading west

5.3 HAROLD PARK



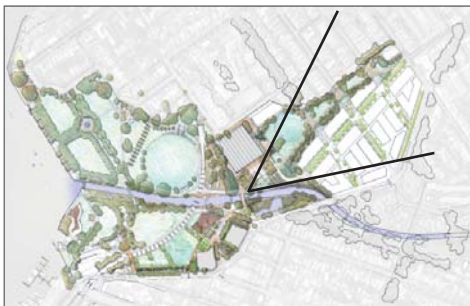
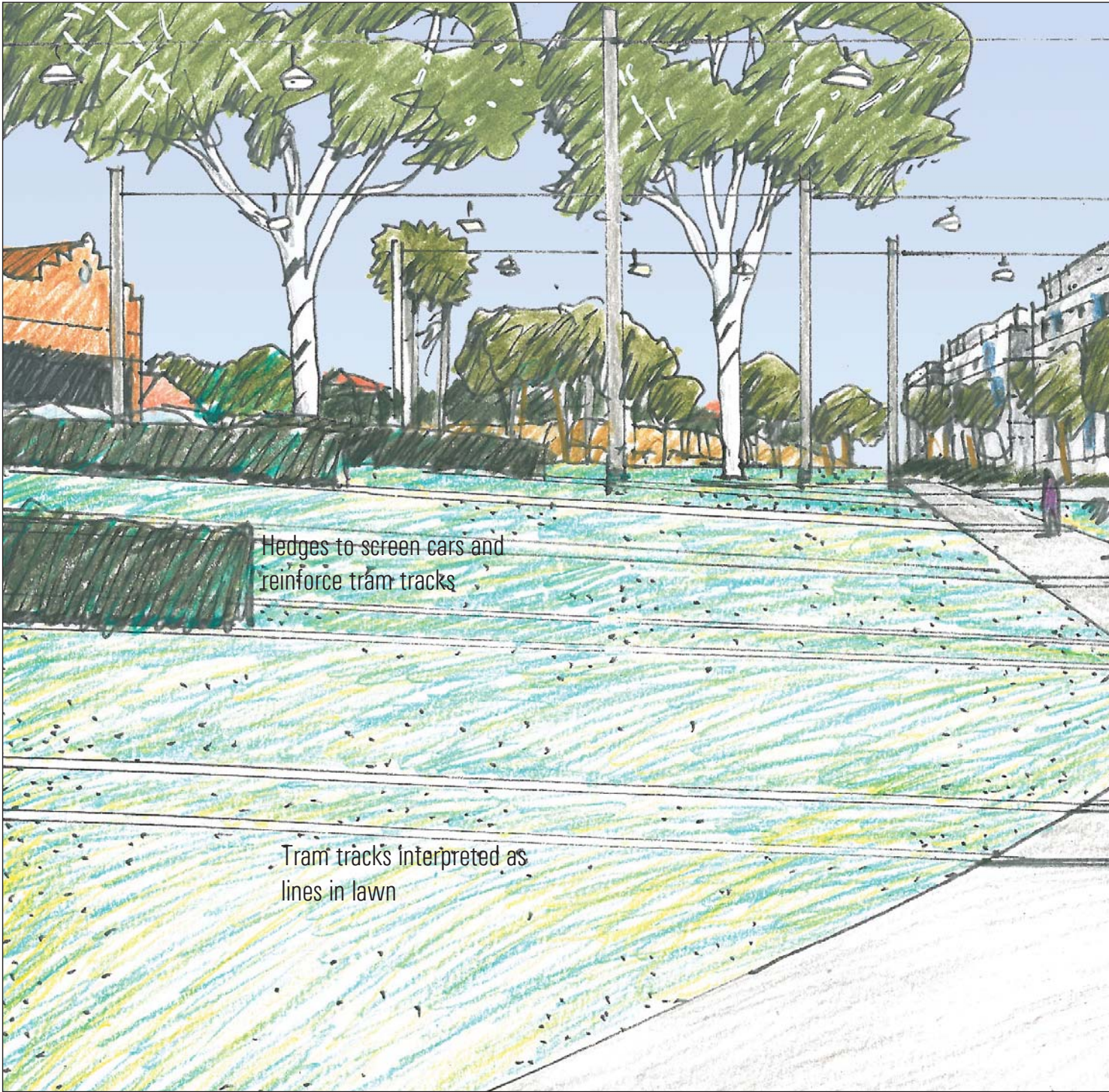


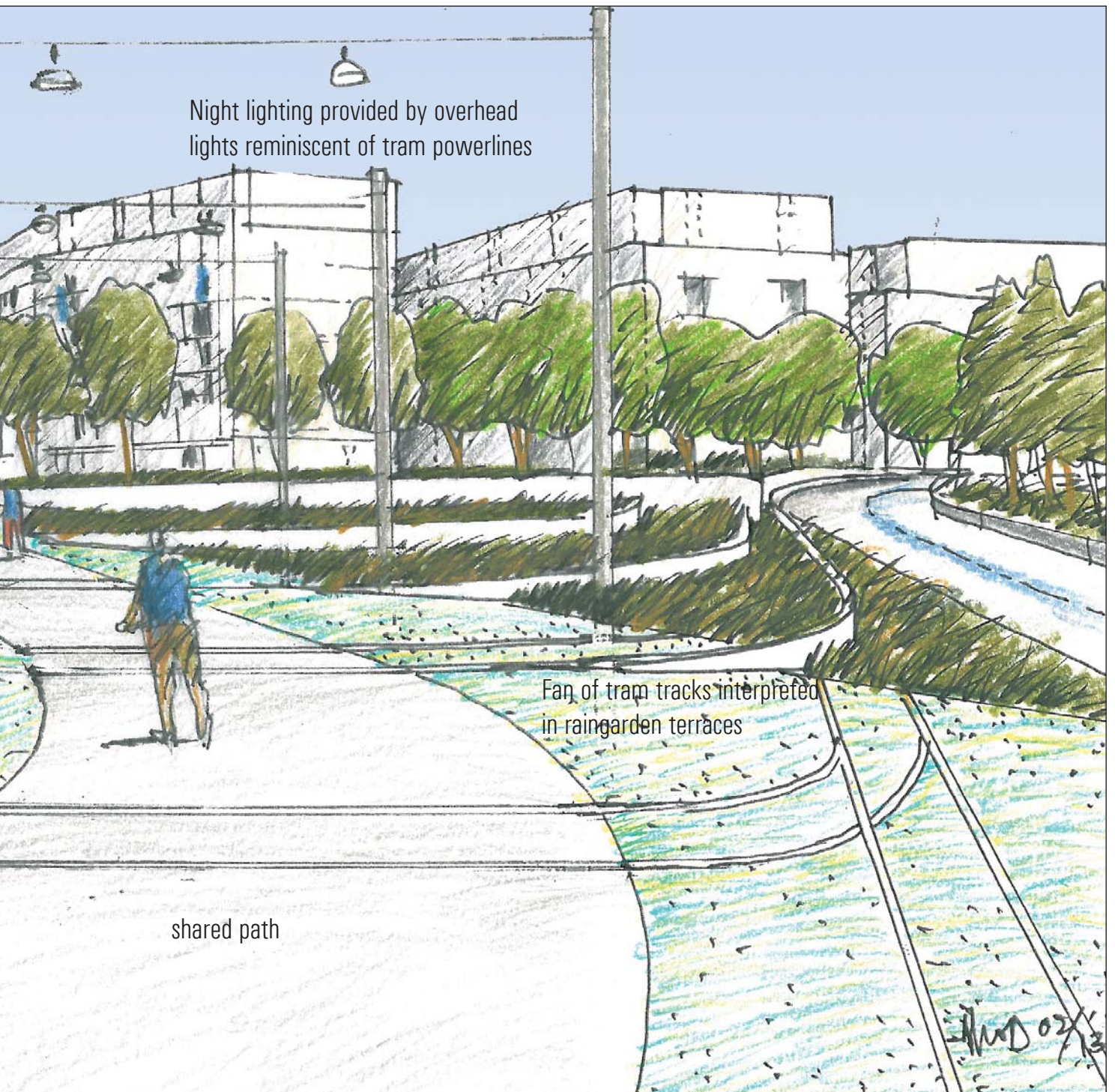
- ① Fan of the tram tracks interpreted and expressed on the ground
- ② New shade trees for the car park
- ③ Screening hedges reinforcing the tram lines
- ④ New stormwater infrastructure hidden
- ⑤ Former outbuilding expressed in planting
- ⑥ Historic metal fence and sandstone wall retained
- ⑦ Overhead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

1:2000@A4

0 10 20 30 40 50m







Night lighting provided by overhead lights reminiscent of tram powerlines

Fan of tram tracks interpreted in raingarden terraces

shared path

Tramshed Raingarden Terrace looking south

CHARACTER AND VISUAL AMENITY

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

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

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

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

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

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

ENVIRONMENT AND WATER

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

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

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

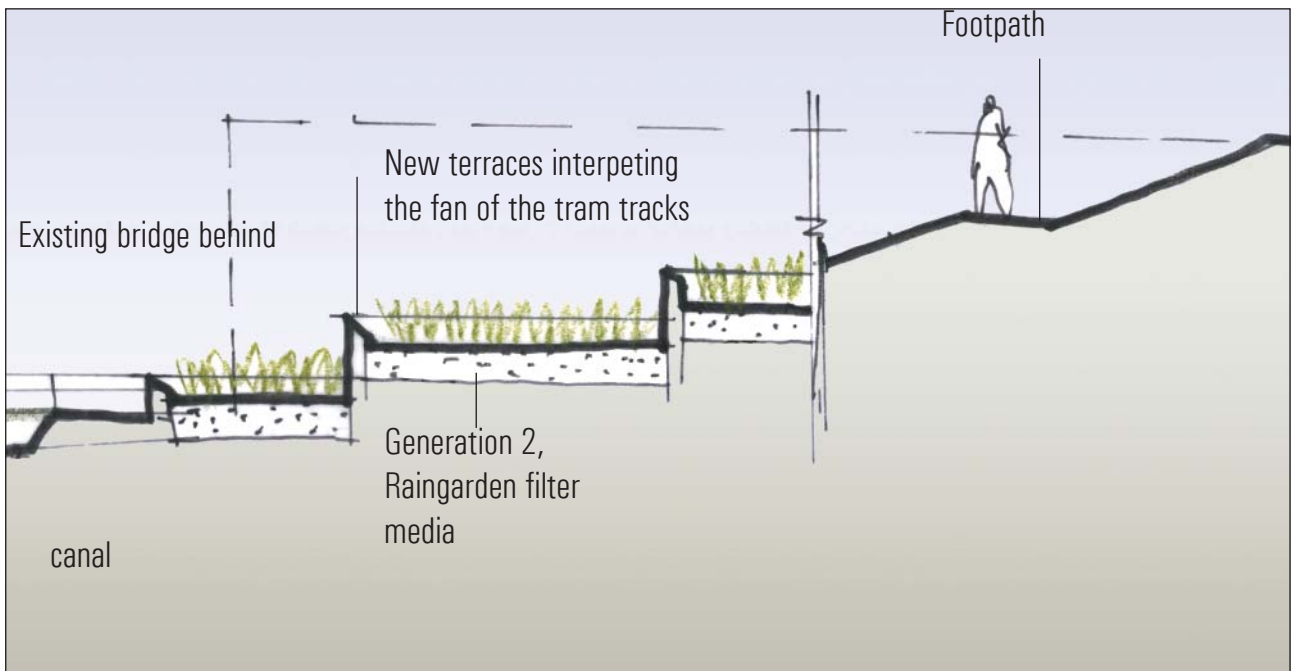
Run-off from the Arcadia, Toxteth and Boyce streets and lanes above the site, the proposed Harold Park development and the park itself can be directed to the overland swale. Some initial treatment will take place in the swale, where native planting and placed concrete, stone or timber elements slow the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

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

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

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





SECTION EE - tramshed rain garden 1:100



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

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



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

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



Rozelle Tram garden, 1929.

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



Breakdown tram at Rozelle Depot, c.1950s.

Source: Lindsay Bridge

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



Rozelle tram car sheds showing overhead power gantry, 1948.

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

RECREATION AND COMMUNITY FACILITIES

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

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

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

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



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

TRANSPORT, ACCESS AND CIRCULATION

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

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

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

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

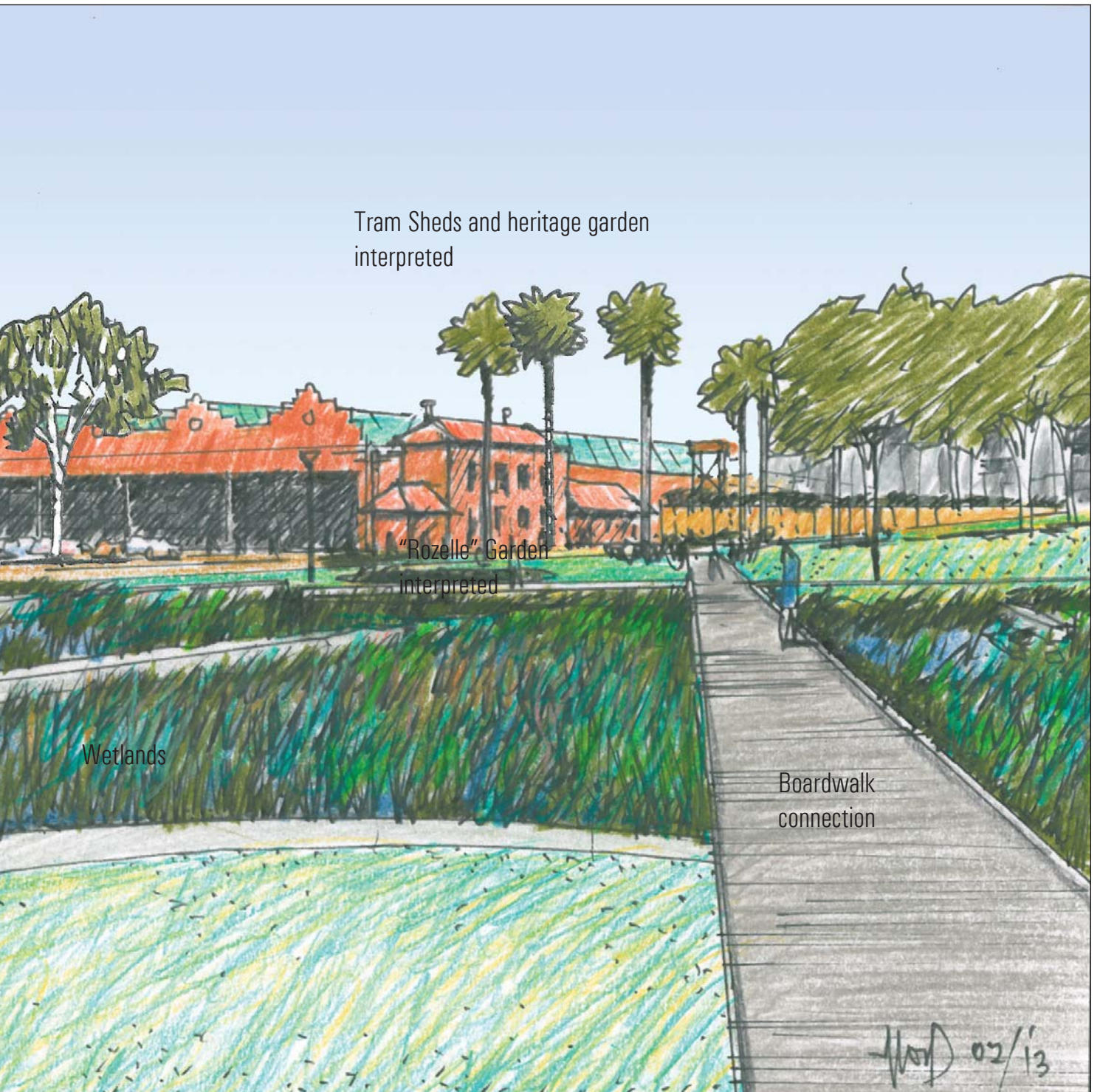
There are three smaller entrances to the park from the cliff top streets of Toxteth Road, Boyce Street and Rock Lane. These will have sculptural staircase access that will provide dramatic views down into the parklands.

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

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

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





Tram Sheds and heritage garden interpreted

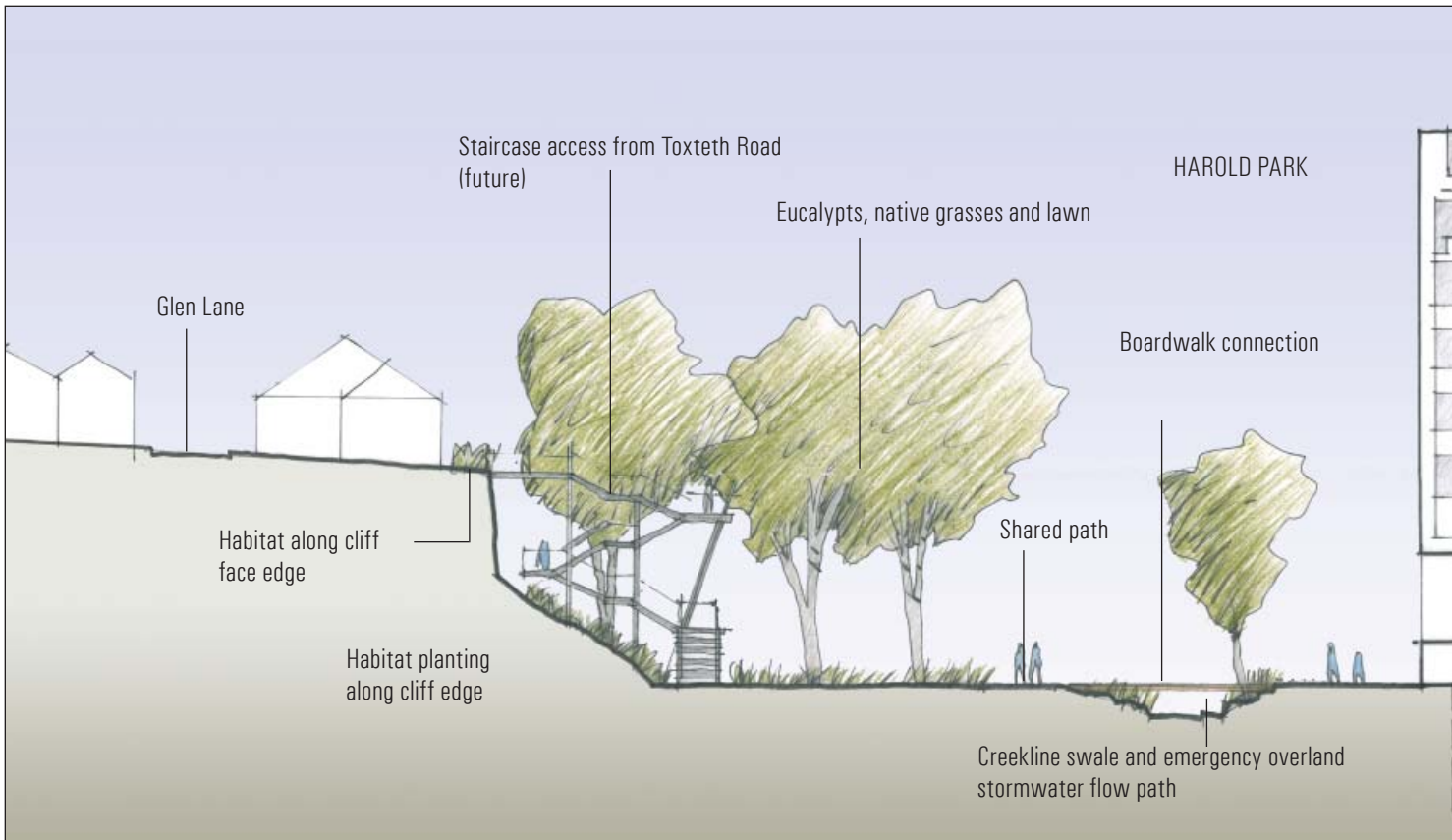
"Rozelle" Garden interpreted

Wetlands

Boardwalk connection

JWD 02/13

Tramshed wetland

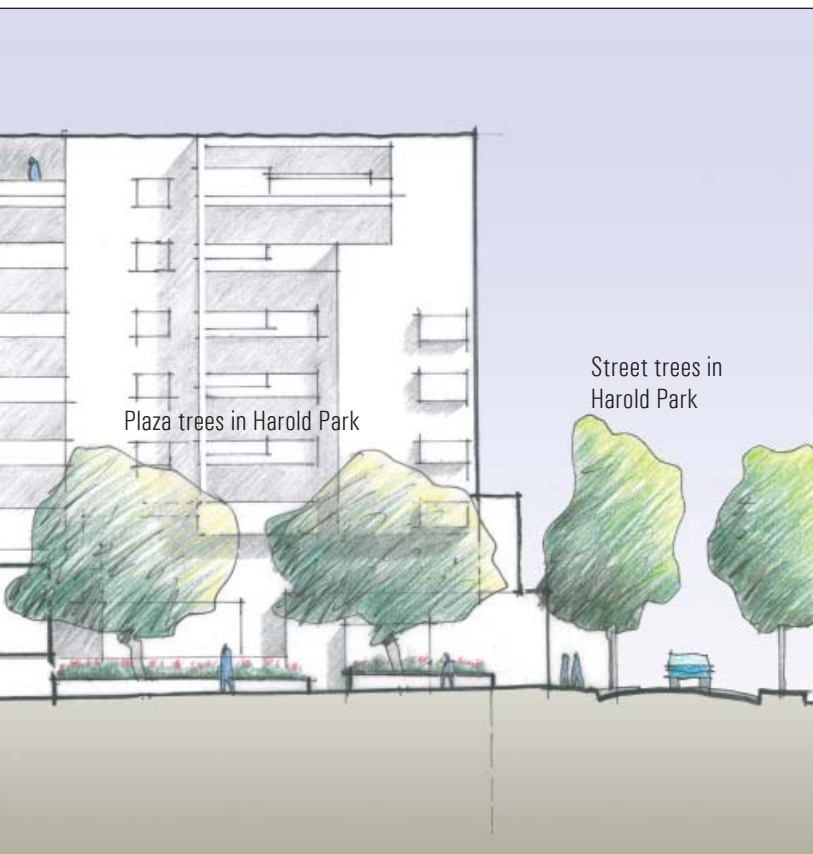


SECTION CC along Toxteth Road 1:200



Character of the swale and boardwalks





HERITAGE

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

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

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

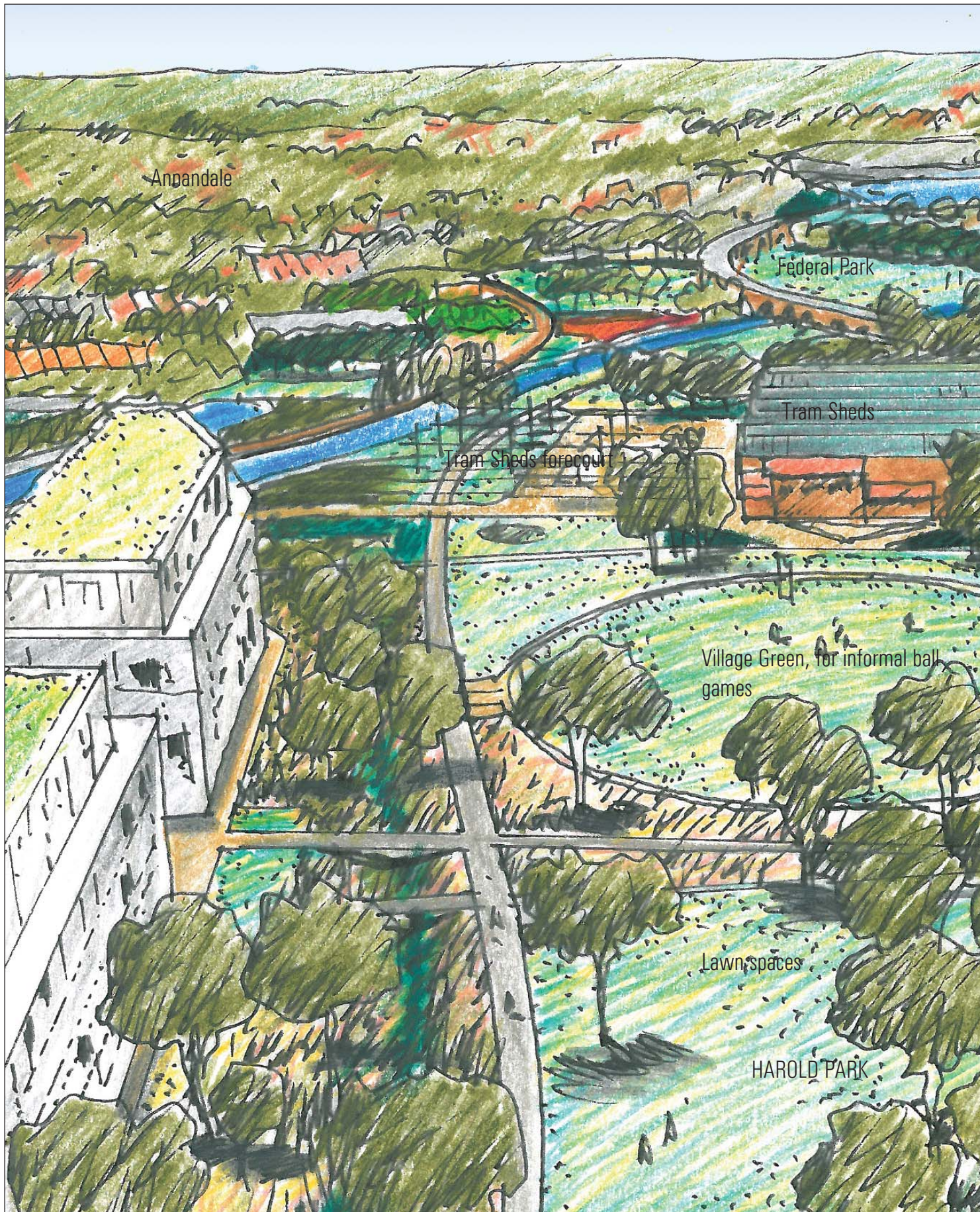
One of the key elements that will be expressed and interpreted is the fan of the tram tracks as the two lines arriving from The Crescent, split into eight lines and then to 25 lines. The raingarden terrace will echo this arrival fan, and the lines will then be expressed in the lawns with concrete strips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

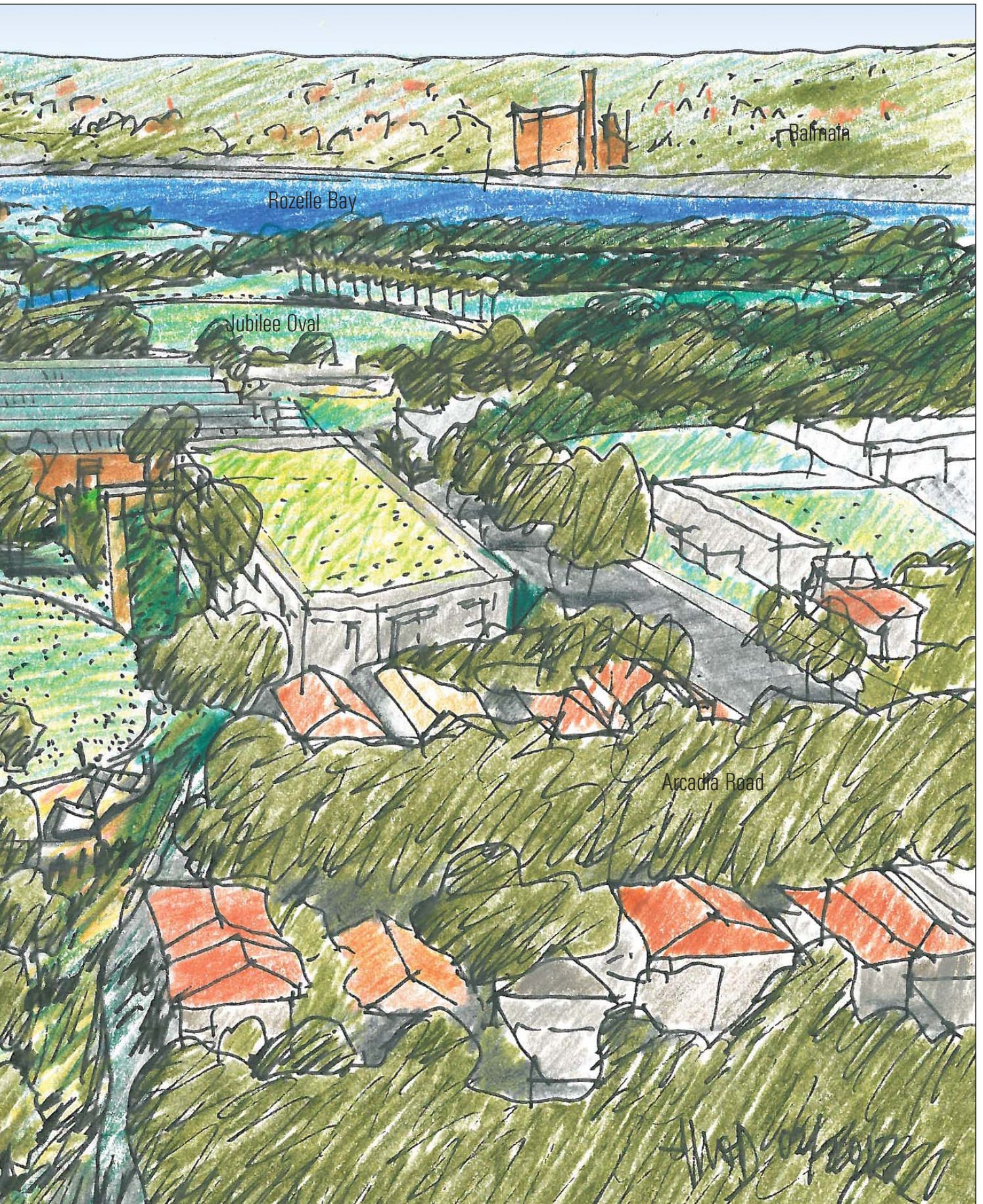
Other opportunities for integrated interpretation include:

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



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





Harold Park aerial view looking North





View North through Harold Park

5.4 THE CRESCENT



THE CRESCENT

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



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CHARACTER AND VISUAL AMENITY

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

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

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

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



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

ENVIRONMENT AND WATER

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

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

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

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

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

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



RECREATION AND COMMUNITY FACILITIES

Recreation facilities focus

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

Active sports

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

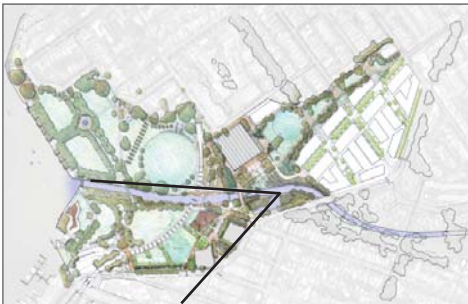
Community facilities

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

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

Skate park

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





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

ACCESS AND CIRCULATION

Public transport

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

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

Vehicle entry and parking

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

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

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

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

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

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

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

Pedestrian entry points

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

Pedestrian pathways

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

New bridge

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

Community Facility Parking Requirements

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

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

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

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

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

HERITAGE

Railway viaduct

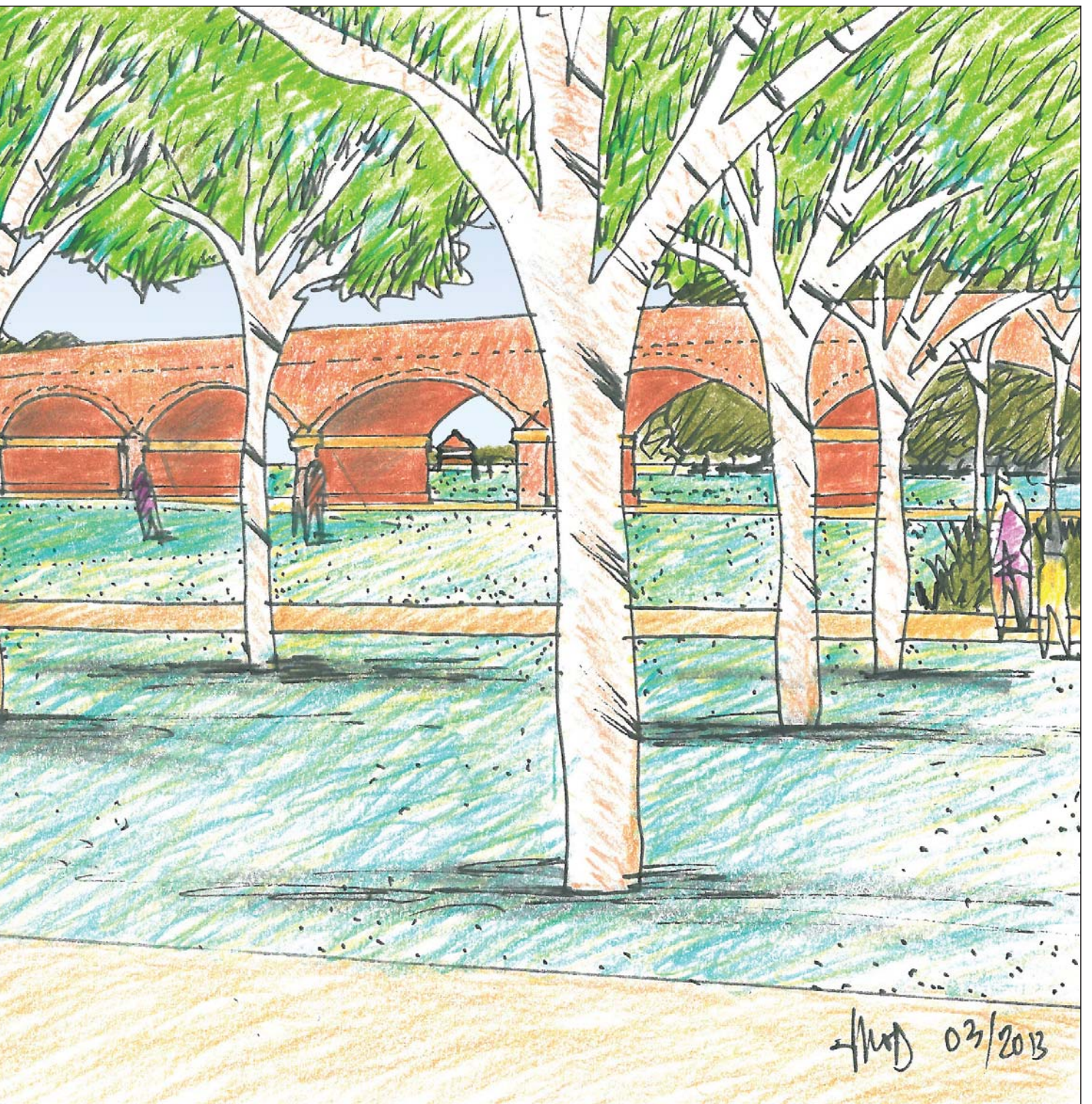
The significant heritage opportunity here is the final opening up of the listed railway viaduct arches, with the new allocation of community creative space in the Tram Sheds and community facility.

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



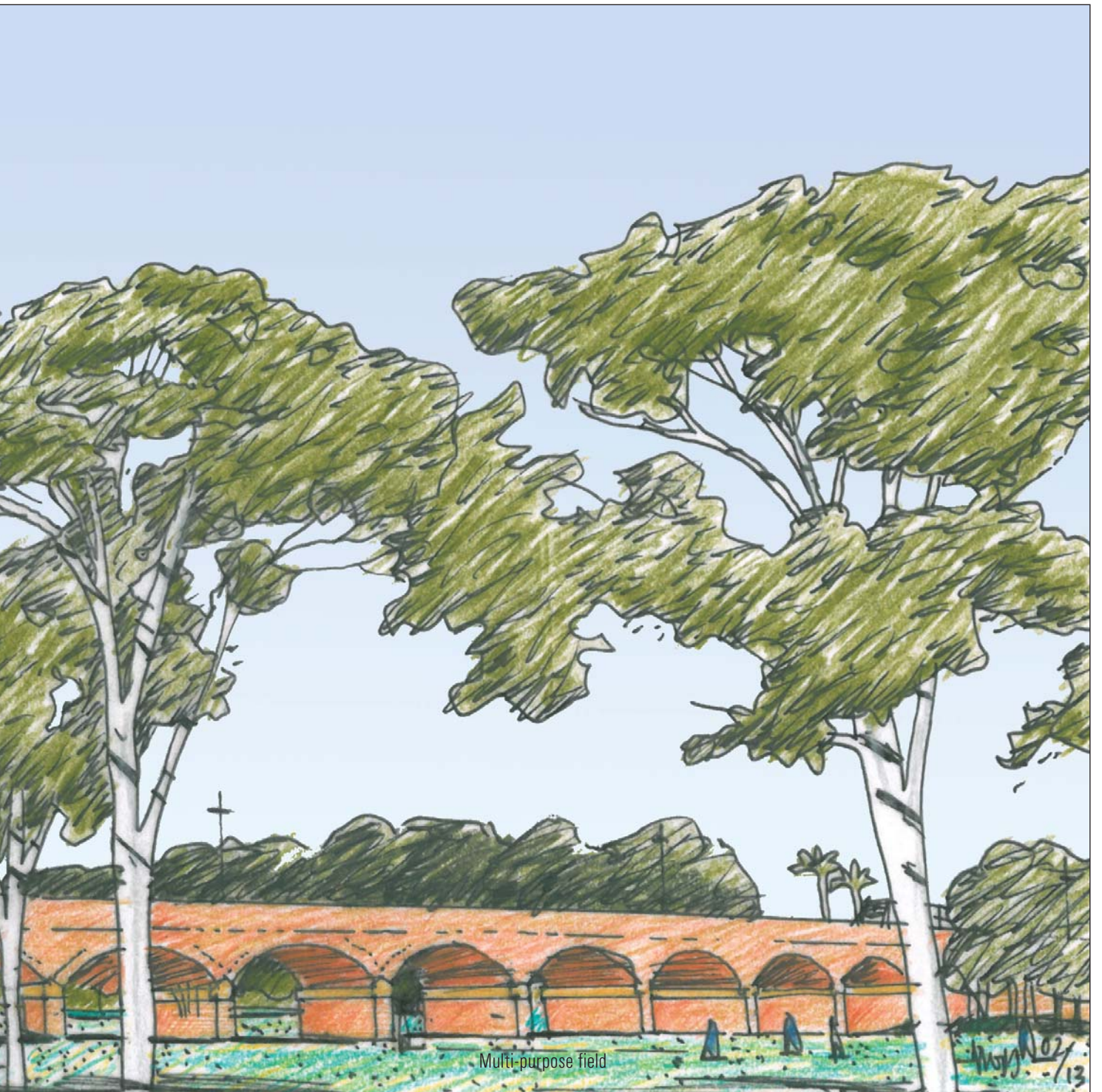
View along the opened viaduct and new Village Green.





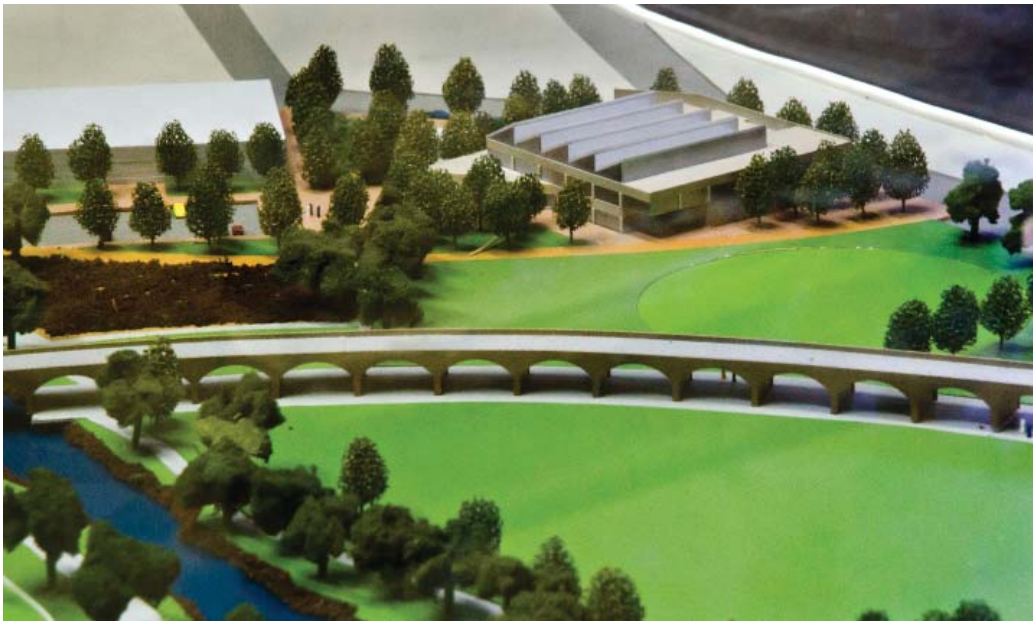
View from new community recreation facilities looking north across the Village Green





Multi-purpose field

View looking east from The Crescent



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



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







6.0
NEXT
STEPS

6.1

NEXT STEPS

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

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







