



2 8 Weston Street, Balmain

Revised Final Plan of Management

Prepared by
ASPECT Studios Landscape Architecture P/L and Leichhardt Municipal Council

February 2008

The 2-8 Weston Street site represents a significant investment in community open space. Over nine million dollars has been spent on securing this site for public use and a further two million is set aside for key development improvements which will facilitate public access and the establishment of vital green space linkages to adjacent park lands and community facilities.

This plan outlines management and landscape design guidelines for 2-8 Weston Street which will govern its development and use over the next five to ten years as well as infrastructural and capital improvements which will enhance and improve community use and enjoyment of the park.

Local residents and visitors to East Balmain will benefit from new and improved open space, improved green space access, views to and across Darling Harbour and the Harbour Bridge, important cultural and heritage interpretation and in the longer term adaptive reuse of the historical 1880s stone building. Specific design details and improvements planned for the park and its key features are detailed within this Draft Plan of Management.

I am confident that, with the improvements planned for 2-8 Weston Street and the management guidelines which have been established within this plan, 2-8 Weston Street will become a functional and popular addition to the East Balmain Foreshore.

Clr Carolyn Allen
Mayor of Leichhardt Council

Foreword

Why is Council preparing a Park Plan of Management?

Council has prepared a Plan of Management in partnership with the community to enable Council to manage, maintain and develop the open space commonly known as 2-8 Weston Street, Balmain to a level desired by the community.

Plans of Management must be prepared for all community land. This is a legal requirement under the *Local Government Act (1993)*. An essential management tool, Plans of Management:

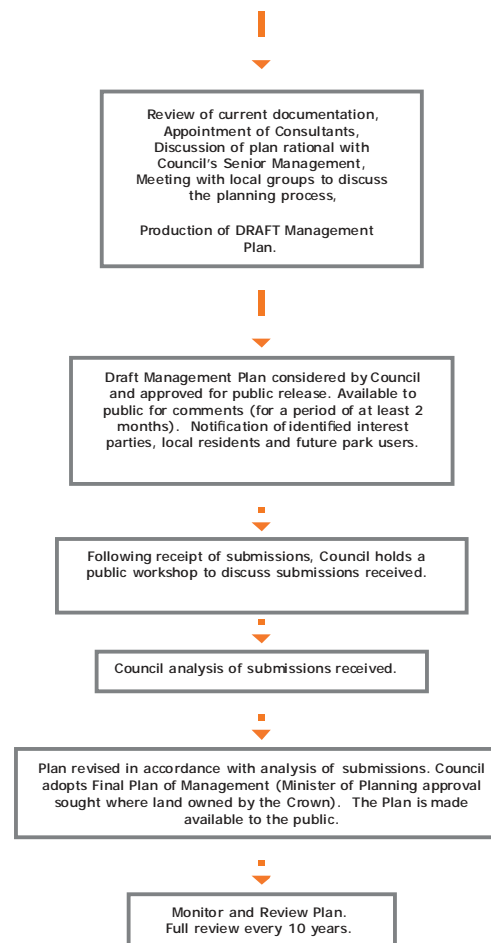
- Are written by Council in consultation with the community;
- Identify the important features of the land;
- Clarify how Council will manage the land; and, in particular,
- Indicate how the land may be used or developed.

What does this Plan of Management contain?

The Park Plan of Management for 2-8 Weston Street, Balmain, contains information about the history of the park, practical information relating to physical and legal descriptions, proposed Council policies for managing and maintaining the park, as well as a detailed conceptual plan for proposed development within the park.

Process to Prepare Park Plan of Management 2-8 Weston Street, Balmain

Leichhardt Council recognises the need to prepare a draft Park Plan of Management for 2-8 Weston Street commencing April 2007.



Contents

Plan of Management 2-8 Weston Street, Balmain

1 Executive Summary

2 Introduction

2.1 Introduction

2.2 Background studies

2.3 Study area

2.4 Relationship to planning Instruments

2.5 Consultation

3 Master Plan

3.1 Illustrative Master Plan

3.2 Master plan strategies

4 Management and Implementation

4.1 Management Guidelines and Objectives

4.2 Policies and Guidelines for Management

4.3 Funding sources

Appendix A Background and Site Analysis

A1 Regional Context

A2 Local Context

A3 Existing Site Conditions

A4 Heritage Significance

A5 Design Potential

Appendix B East Balmain Foreshore Master Plan

B1 Principles

B2 Illustrative Master plan

B3 Strategies



Background

ASPECT Studios was engaged by Leichhardt Council in June 2007, to prepare a draft Plan of Management for the redevelopment of 2-8 Weston Street. Council recently purchased the 2-8 Weston Street site to further consolidate the existing network of open space on the East Balmain peninsula.

The Master Plan

The Master Plan proposes the removal of the 1963 building to provide increased amenity and open space, and to open up crucial connections between Illoura Reserve and the site. This also provides opportunity to extend open space and landscape treatments on the site of this building.

The master plan has been developed with the primary aim of opening up 2-8 Weston Street to public access. Its principles are:

- to provide continuous foreshore access connecting Thornton Park, the ferry terminal and Illoura Reserve;
- to provide improved physical and visual relationships between the 1880s stone building and the public domain;
- to reinstate and adaptively reuse the 1880s stone building as a viable, flexible facility accommodating multiple uses that complement the existing heritage and open space components of the site;
- to provide three levels of access on the foreshore integrating Illoura Reserve to the foreshore and Thornton Park;
- to improve public facilities and amenity including toilets, seating, lights and paths;
- to allow for interpretation of the historic significance and the site's significance as a working waterfront;
- to provide a waterfront that can accommodate passive recreational activities, park access, meeting places and areas of respite; and,
- to remove the Fenwick Office Building (constructed 1963) and create parklands to complement and extend Illoura Reserve.

Essential work to be done includes:

- Demolition of 1963 building;
- Installation of landscaping around the 1880s stone building including: a terrace, grass embankment and foreshore pavement;
- Reconstruction of seawall and path that links Illoura Reserve to the ferry wharf providing universal access. (This work is to be undertaken concurrently with the preparation of a Plan of Management for 2-8 Weston Street); and,
- The adaptive reuse of the 1880s stone building with the potential for a contemporary service building on its western side that would include toilet facilities, replacing toilets at the end of Darling Street.

Since exhibition the Master Plan has been refined, in accordance with submissions received and discussions with Bruce Mackenzie (Landscape Architect). Revisions include:

- Increase in turf area and reduction in hard paving to the foreshore;
- Increase in tree planting;
- Provision of a mid-level terrace and level space on the southern edge of the 1880s stone building;
- Provision of an additional pathway connecting the mid-level terrace to Illoura Reserve; and,
- Disabled parking and loading zone provision on Weston Street.

Staging and Funding

In view of the costs of the works and the desire to open the park to public use as soon as possible, work will be done in stages. It is noted that in some cases, interim work to be done may appear inconsistent with the overall final plans but this is necessary to allow the park to be used by the public before funding becomes available to do all the proposed work.

The first is the repair of the seawall which will allow pedestrian access across the front of the site. The second stage is the demolition of the 1960s office building and the grassing or other soft landscaping of its site and surrounds. The entire site may be grassed or soft landscaped with paths as an interim measure to maximise public use of the site until the master plan can be implemented. Restoration of Bell's Store and its adaptive reuse is also an early priority.

Management policies

The 2-8 Weston Street site is categorised as "A Park" under the Local Government Act. It is important as part of the management of 2-8 Weston Street that Council recognises the cultural and historical significance of the site and aims to maximise the potential of the open space as community parkland, ensuring that it is adequately maintained, that it provides for an appropriate range of activities and that any future development is compatible with the character, operation and function of the park.

In acknowledgement of its heritage significance, 2-8 Weston Street, Balmain shall be managed as parkland of regional significance.

2-8 Weston Street, Balmain will be managed as a passive recreational parkland which has state registered heritage significance. The park will be managed in a manner which preserves the Sydney Harbour and city vistas, acknowledges its cultural heritage value, protects the aesthetic, amenity and conservation values of the area and ensures that built structures on site have functional use for the enjoyment of the community.

The Plan of Management prescribes policies for recreation activities, organised uses, commercial activities, leases and licences, signage, car parking, lighting, tree management, landscaping and companion animals.

Appendices:

Site Analysis and East Balmain Foreshore Master Plan

The appendices include background analysis drawings which approach the East Balmain foreshore from a range of scales, assessing the site in its broadest relationships and context with Sydney Harbour to its more detailed components, including existing structures, heritage issues, contamination issues, gradients and components.

As a result of this analysis, a Master Plan was prepared for the broader East Balmain foreshore area, which indicates long term goals for the development of public parks and access on these important lands.



Figure 1:
The East Balmain foreshore
and its parklands

2.1 Introduction

ASPECT Studios was engaged by Leichhardt Municipal Council in June 2007 to revise a draft Plan of Management that was prepared by ASPECT Studios in collaboration with Hill Thalys Architecture and Design 5 Conservation Architects in September 2005 for the East Balmain Foreshore. The current Plan of Management is concerned only with the site of 2-8 Weston Street, Balmain.

The study entailed review of site analysis and preparation of a master plan that allows the foreshore in the short-term to open up. The Plan of Management recognises issues and policies for the use of the land.

As the 2-8 Weston Street site is an integral component of the East Balmain open space network, this Plan of Management includes the site analysis and master plan in Appendices. This site is an essential component to the public foreshore of East Balmain, connecting and integrating access, transport connections, open space and built structures.

This Plan of Management is structured in 4 sections. This is outlined below

Section 1: Executive Summary – provides a summary of the Plan of Management

Section 2: Introduction – provides an overview of the site and study team

Section 3: Master Plan – provides a detailed description of strategies and design components in the master plan

Section 4: Management and Implementation – provides a framework for the management of the site, provides recommendation for categorisation, funding and staging.

The Appendices include

Appendix A: Background and Site Analysis – provides a detailed overview of existing site conditions and, heritage significance

Appendix B: East Balmain Foreshore Master Plan – provides a detailed description of strategies and design components in the master plan for the areas beyond the site.

2.2 Background Studies

Prior to this commission, ASPECT Studios in collaboration with Hill Thalys Architecture and Design 5 Conservation architects was engaged by Leichhardt Council in 2005, to establish a vision for the redevelopment of East Balmain foreshore. Council had recently acquired the 2 – 8 Weston Street site, a missing foreshore link between Illoura Reserve and Thornton Park. The project objectives included: to prepare a master plan for the East Balmain foreshore study area, to provide visual and functional linkages and to encourage public foreshore access from Darling Street Wharf to Thornton Park, Lookes Avenue Reserve and Illoura Reserve. This included visually and functionally integrating the site and its associated buildings into the existing open space network.

The project was run concurrently with the preparation of a Conservation Management Plan for the site, by Design 5 Architects. The three practices worked in close collaboration and incorporated the work of specialist consultants Traffix, Patterson Britton and Access Australia for transport, marine facilities and access advice respectively.



Figure 2:
2-8 Weston Street

2.3 Study area

This Plan of Management addresses 2 – 8 Weston Street, Balmain. The site is bounded by Thornton Park and Darling Street to the north, Illoura Reserve to the south, Weston Street to the west and Sydney Harbour to the east.

The site is in close proximity to Darling Street, Darling Street wharf, Thornton Park and Illoura Reserve. The acquisition of 2-8 Weston Street as publicly accessible foreshore and open space allows for improved foreshore access and open space connections to the ferry wharf.

2.4 Relationship to Planning Instruments

Local Government Act 1993

2-8 Weston Street, Balmain is owned and administered by Leichhardt Council. The principles of the *Local Government Act (1993)* apply in the administration of the park and in relation to Community Land management in respect of the park's classification. Recognition of its use as a public recreation facility and the need to maintain public access the park is categorised for the purposes of reserve management as a park.

Under the *Local Government Act*, Section 36 (G), core objectives for management of community land categorised as 'A Park' are as follows:

- To encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities;
- To provide for passive recreational activities or pastimes and for the casual playing of games; and
- To improve the land in such a way as to promote and facilitate its use to achieve the other objectives for its management.

Leichhardt Local Environmental Plan 2000

Currently zoned as "open space to be acquired" it is proposed that now be changed to Open Space.

The Open Space Zoning applies to land utilised for both active and informal recreation. The zoning specifies the types of development which is permitted with and without development consent. This includes:

Development allowed without development consent:

- Ancillary sporting structures;
- Open space embellishment;
- Playgrounds; and,
- Recreation areas.

Development allowed only with development consent:

- Clubs;
- Community facilities;
- Community gardens;
- Jetties;
- Kiosks;
- Public amenities;
- Public transport stops;
- Recreation facilities;
- Demolition; and,
- Subdivision.

However, clause 16(6) of *Local Environment Plan 2000* (LEP) states that:

"Nothing in the Plan prevents consent from being granted for the use of a heritage item for any purpose, if the consent authority is satisfied that:

- a) the proposed use would not adversely affect the heritage significance of the item, and
- b) the proposed use will ensure the conservation of the heritage item where it is a building, and
- c) the amenity for the area will not be adversely affected."

In respect of Council's *Local Environment Plan 2000* (LEP) 2-8 Weston Street is listed as a state significant heritage item. In respect of the LEP, 2-8 Weston Street is included as an item of heritage significance within Schedule 2 (Heritage Items) of LEP 2000. Within the Schedule, the level of (heritage) significance for 2-8 Weston Street is noted as being 'SHR' (State Heritage Register). The State Heritage Register is a list of places and objects of particular importance to the people of New South Wales. Listing on the State Heritage Register means that:

- The heritage item is legally protected as a heritage item under the NSW Heritage Act (In addition to protection under the LEP 2000 pursuant to the *Environmental Planning and Assessment Act (1979)*);
- Approval is required from the Heritage Council of NSW for major changes to the item; and
- The owners of the heritage item are eligible for financial incentives from the NSW and Commonwealth governments.

This is relevant to the future restoration, development and possible leasing of the 1880s stone building.

2.5 Consultation

In 2007, public consultation was undertaken as part of the draft management planing process. This was undertaken in the form of a public submission period associated with the advertising and public exhibition of the draft plan. Following advertising of the plan, a presentation and consultative evening with the Balmain Precinct Committee was organised and held on the 12 September 2007. A separate presentation and consultative event was also held with the Reclaim Bell's Foreshore Group at Council on the 19 September 2007. In addition to the public meeting, the NSW Heritage Office was also invited to comment on the plan.

Notification of the Exhibition of the draft Plan of Management was undertaken in both the Glebe and Inner West Courier publications as well as on the Council's website and at the Darling Street Ferry Wharf. Correspondence was sent to the residents of Weston Street as well as to the Balmain Precinct committee. The plan was publicly exhibited at Council's main administration office and in both the Balmain and Leichhardt public libraries.

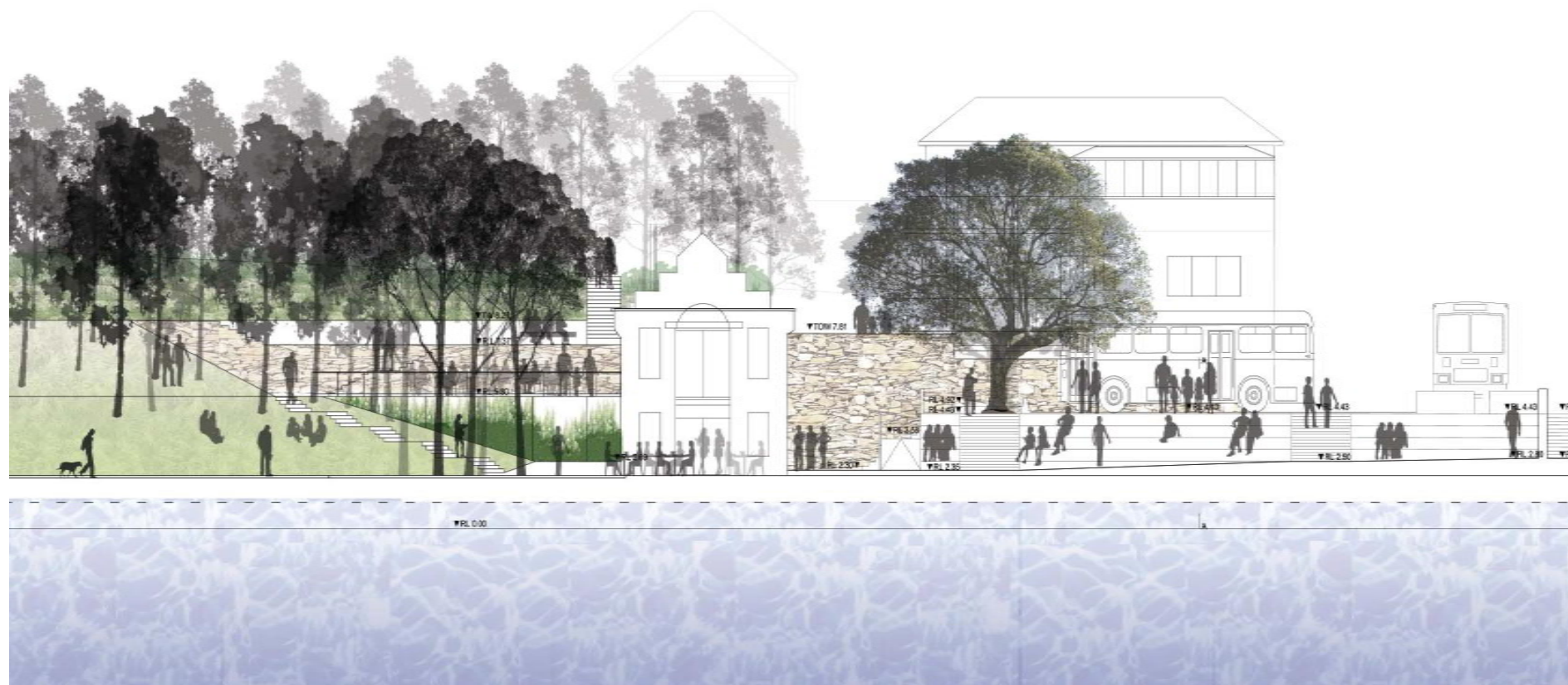
A public workshop event to discuss submissions received on the draft Plan of Management was held on 3 December 2007 at Balmain Town Hall. Thirty-two members of the public attended the meeting which was chaired by the Mayor. Presentations on the draft plan and the master plan were presented by Council staff and Council's appointed consultant for the project, Aspect Studios.

Master Plan 2-8 Weston Street 3



1. Existing ferry wharf.
2. Existing bus turning area.
3. Existing embankment.
4. 1890s stone building, retained and adapted for reuse.
5. Proposed retaining wall.
6. Existing toilets.
7. Existing footpath.
8. Concrete platform under with decomposed granite surfacing. Timber bench along western edge.
9. Proposed circulation path connecting to Illoura Reserve.
10. Foreshore paved area.
11. Existing trees to be retained.
12. Proposed tree planting of Smooth Barked Apple *Angophora costata*.
13. Proposed access stair.
14. Existing timber platform. Make good to timber battens and extend.
15. Existing concrete platform
16. Existing sandstone stairs to be retained.
17. Existing driveway access to Illoura Reserve.
18. Proposed seating to foreshore.
19. Lawn.
20. Two storey building including toilet and kitchen facility.
21. Existing car park to be removed
22. Parking/ loading zone to Weston Street.

Figure 3 Illustrative Master Plan



Master Plan 2-8 Weston Street 3

3.1 Illustrative Master Plan

The Master Plan has been developed with the primary aim of opening up 2-8 Weston Street to public access. Its principles are:

- to provide continuous foreshore access connecting Thornton Park, the ferry terminal and Illoura Reserve;
- to provide improved physical and visual relationships between the 1880s stone building and the public domain;
- to reinstate and adaptively reuse the 1880s stone building as a viable, flexible facility accommodating multiple uses that complement the existing heritage and open space components of the site;
- to provide three levels of access on the foreshore integrating Illoura Reserve to the foreshore and Thornton Park;
- to improve public facilities and amenity including toilets, seating, lights and paths;
- to allow for interpretation of the historic significance and the site's significance as a working waterfront;
- to provide a waterfront that can accommodate passive recreational activities, park access, meeting places and areas of respite; and,
- to remove the Fenwick Building and create parklands to complement and extend Illoura Reserve.

Essential work to be done in the first stage includes:

- demolition of the 1963 building;
- installation of landscaping around the 1880s stone building, including a terrace, grass embankment and foreshore pavement; and,
- reconstruction of the seawall and a path that links Illoura Reserve to the ferry wharf providing universal access.

A building addition to the west side of the stone building is advocated in conjunction with any adaptive reuse proposal associated with the building itself, and would include toilet facilities. New, modern toilet facilities could replace the existing dilapidated facilities at the end of Darling Street.

The Master Plan proposes the removal of the 1963 building to provide increased amenity and open space, and to open up crucial connections between Illoura Reserve and the site. This also provides opportunity to extend open space and predominately landscape treatments on the site of this building.



Figure 5. View looking north west to 1880s stone building and proposed landscape

3 Master Plan 2-8 Weston Street

3.2 Master Plan strategies

Pedestrian Connections

Connections are to occur on three levels running north-south: along the foreshore; at a mid-level to the west of the 1880s stone building; and along Weston Street.

A lower level pathway connects along the foreshore, from the lower level of Thornton Park to the lower foreshore pathway in Illoura Reserve. The foreshore path includes vehicular access from Illoura Reserve to the ferry wharf. It will entail reconstruction of the stone seawall in the existing location and to the levels of the previous seawall. The foreshore path widens at the 1880s building to form a public pedestrian square, which will include seating and interpretation of the site's heritage.

A mid-level connection extends to the west of the 1880s warehouse building and weaves up through the steps to connect with the existing paths in Illoura Reserve. This route utilises an existing footpath, located parallel to the former Shipwright's Arms Hotel on Darling Street, and extends across a mid-level platform to Illoura Reserve. This provides a single legible and coherent path for pedestrians, connecting to Illoura Reserve, Weston Street and beyond. An upper level belvedere or platform behind the 1880s building creates an area for viewing the harbour and surrounds as well as providing a connection to a mid-level platform and Illoura Reserve.

Access along Weston Street is retained.

East - west connections are enhanced on the site with series of steps to be provided linking Weston Street to the mid-level belvedere and the foreshore plaza.

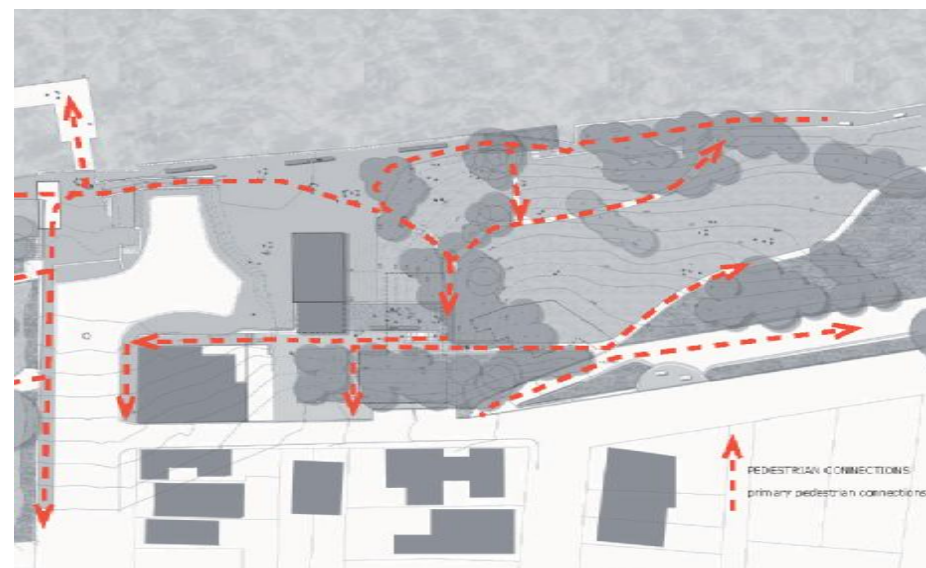
Landscape

In order to avoid excavation into contaminated landfill, existing levels are to be retained as much as possible on the south and west side of the 1880s building. However, subject to the costs and advice of detailed contamination exploration, it is proposed that fill immediately adjacent to the 1880s building is removed and waterproofing and ventilation provided to the original exposed external spaces of the building.

Beside Weston Street a planted embankment is proposed. Tree and shrub species will be in character with those used in Illoura Reserve. A stand of smooth barked apples (*Angophora costata*) is grouped to provide shade. Clusters of trees at the high point are to be retained and supplemented with additional native trees.

An upper level belvedere is located. The terrace will be at the same level as existing undercroft to avoid excavation. A mid level terrace is proposed, to provide panoramic views of the harbour and access to a proposed servicing building.

A grass embankment leads down to the foreshore area following existing levels. This is designed to allow for informal seating to occur, providing opportunities for people to enjoy the views of the harbour, and utilise facilities in the buildings. A stepped path provides access to the foreshore and the 1880s stone building. A pathway connects the mid-level terrace to the Illoura Reserve foreshore.



Above: Plan of Management and Master Plan proposal: pedestrian connections.



Above: Plan of Management and Master Plan proposal: vehicular access, parking and public transport

Master Plan 2-8 Weston Street 3



Above: Plan of Management and Master Plan proposal - Structures and Built Form.



Above: Plan of Management and Master Plan proposal: Furniture and Facilities.

1880s stone building

The Plan of Management has responded to and incorporated key recommendations from the draft East Balmain Foreshore Conservation Management Plan prepared by Design 5. One of the most integral components of this is the retention of the working, hard surfaced, robust structure of the area around the 1880s building. The conservation policies in the draft CMP, policy 2.9.5 states

The industrial context of the Fenwick site should be conserved and, where possible, enhanced. The 1880s stone building should be clearly seen to be associated with the flat reclaimed land adjacent to the harbour, with clear space to its east and north as shown on the plan opposite. Hard utilitarian surfaces should continue to be used around the buildings and harbour. Soft landscaping should be avoided.

A hard edged skirt is proposed around the north and east side of the building, and paved in asphalt.

The 1880s stone building is to be adaptively reused and renovated. Options include a small café, refreshment facility or art gallery. In accommodating these facilities, there should be no additional parking or infrastructure accommodated on or near the site, and all facilities must be accommodated within the building footprints as indicated on the master plan. Feasibility of such facilities would be subject to further investigation and community consultation. The adaptive reuse of the 1880s stone building should be in accordance with the draft CMP policy 2.9.11 which states:

The main spaces within the building should be conserved and the ground floor space not subdivided. The internal walls should not be lined but remain as exposed stonework.

No partition walls should be installed to ensure that the simplicity and clarity of the internal space and additional two storey built attachment is proposed to the 1880s stone building on its southern side, to prevent "orphaning" of the building. Refer to diagram Structures and Built Form for extent of building footprint. This additional built fabric is to provide adequate service spaces for the 1880s stone building, in accordance with the draft CMP policy which states

Introduction of modern services into the structure should be minimised. Facilities that require a high level of servicing, such as kitchens and bathroom, should not be accommodated within the building but in a new structure adjacent to the existing building.

All service facilities including kitchens and bathrooms should be accommodated within a western extension of the 1880s stone building. The face of this extension building should be publicly accessible, transparent and activated, allowing views into and from the adjoining park. External heat exhausts and associated infrastructure should be carefully considered and integrated to minimise visual impact to the public domain.

The proposed café/refreshment and/or art gallery would be serviced from Weston Street.

3 Master Plan 2-8 Weston Street

Materials and Finishes

A key component of the Plan of Management and Master Plan is the integration of materials, furniture and fixtures, that are of an appropriate character and form for the foreshore. The materials palette should be simple and robust. Furniture should have a simple uncluttered profile. A consistency of materials and detailing is necessary to create a legible and coherent family of furniture.

The recent history of the site as a robust, working waterfront needs to be reflected in detailing. The character of Illoura Reserve with its simple use of materials, and robust finishes is to be used as a guide. Heritage or themed detailing should not be utilised, as it confuses the historic record. Moreover, simplicity of details and construction should reflect the robust working nature of the foreshore. Materials should also not be overly crisp or slick, or overtly contemporary in design.

Materials should include sandstone, concrete, asphalt, timber and steel.

Seats + waterfront

Level changes should incorporate informal and formal seating. Allow for flexibility in use of space.



Parkland "rooms" at Illoura Reserve
Image: Aspect image library



Parkland interface to waterfront
Bradley's Head
Image: Aspect image library



Mid-level platform Illoura reserve
Image: Aspect image library

Furniture + signage

Robust, simple materials details and finishes reflect the working character of the water front site.



Stairs: setts and bitumen with stairs
Barcelona - New City Spaces p33



Signage
Urban Spaces p144

Planting

Native tree planting with light canopies to allow for views to the Harbour



Angophora costata



Detail: Eucalyptus robusta



Informal tree planting and understorey



Angophora costata



Lomandra longifolia



Existing materials in Illoura Reserve are robust, and generously scaled.
Above: sandstone paving.
Right: sandstone seawall.

The form of Illoura Reserve elements are simple, using maritime and natural materials incorporating existing materials.
Above: timber platform
Right: sandstone wall, Illoura Reserve south

4.1 Management Guidelines and Objectives

This Plan of Management provides objectives and guidelines for the future use, development, management and maintenance of 2-8 Weston Street, Balmain.

It is important as part of the management of 2-8 Weston Street that Council recognises the cultural and historical significance of the site and aims to maximise the potential of the open space as community parkland, ensuring that it is adequately maintained, that it provides for an appropriate range of activities and that any future development is compatible with the character, operation and function of the park.

Vision statement

In conserving its heritage significance, 2-8 Weston Street, Balmain shall be managed as parkland of regional significance.

Mission Statement

2-8 Weston Street, Balmain will be managed as a passive recreational parkland which has state registered heritage significance. The park will be managed in a manner which preserves the Sydney Harbour and city vistas, acknowledges its cultural heritage value, protects the aesthetic, amenity and conservation values of the area and ensures that built structures on site have functional use for the enjoyment of the community.

Management Objectives

Based on legislative goals, community needs and expectations the following management objectives have been identified for 2-8 Weston Street, Balmain:

- To integrate the parkland with adjoining open space areas as part of a united foreshore open space system (noting that each area has a separate history and a distinctive character worth conserving and interpreting).
- To recognise and interpret the heritage values of the park while providing suitable uses of public access.
- To manage the park for public recreation in accordance with the overall objectives of the Park Plan of Management for 2-8 Weston Street, Balmain.
- To ensure management of the park takes into consideration the principles of Community Land as set out in the *Local Government Act (1993)*.
- To provide and maintain high quality parkland that meets the needs of local users and the wider community, including visitors, based on identified needs and within budget.
- To take a consistent approach to maintenance of the park and associated facilities and to maintain these areas to an acceptable and appropriate standard.
- To provide for public safety.
- To minimise impacts of park use on surrounding residences.
- To upgrade and restore, where appropriate, existing facilities and provide new facilities as required in accordance with identified needs.
- To ensure that management operations interfere as little as possible with informal and organised use of the park.
- To encourage compatible forms of recreation and leisure activities to take place at 2-8 Weston Street within the constraints imposed by the primary use of the facilities.
- To encourage community involvement in the management of the park
- To provide, where appropriate, visual interpretation of the park and its heritage values.
- To protect and maintain identified heritage characteristics of the park. This includes identifying and conserving landscape design and details by Bruce Mackenzie and Associates.
- To develop, maintain and enhance key visual and open space corridors and integrate access routes which link the park to adjoining foreshore reserve and public facilities.
- To provide for the adaptive reuse of the 1880s Stone Warehouse which recognises identified heritage elements, promotes community use of the park and is compatible with the intended purpose of the park as a community asset.

4.2 Policies and Guidelines for Management

Recreation Activities Policy

Policy Statement

The Balmain Peninsula offers local residents and visitors a variety of recreational opportunities ranging from active sporting pursuits, structured and unstructured play opportunities, heritage and conservation interpretation, appreciation of the natural environment, casual recreation opportunities and appreciation of the harbour foreshore. The development of 2-8 Weston Street as an extension of parkland along the East Balmain Foreshore will add amenity value and further opportunities for casual recreation and appreciation of green space provision. This development will also provide critical green space links between other important areas of parkland including Ilboura Reserve and Thornton Park.

Policies which govern the use of the land from a recreational perspective need to respond to the nature of the parkland and its location adjacent to residential areas. Issues of amenity and compatibility will be important matters to be incorporated in the planning and management of the park. Such policies need to be prescriptive but also practical and clearly defined.

Due to its limited size as an area of open space, 2-8 Weston Street is to be managed primarily for casual recreation. Casual recreation includes physical activities that are not organised to occur at a regular time nor involve any officials in conducting the activity. This includes individual and group activities such as walking, fitness training (running, jogging strength training), picnicking, mountain biking, reading, contemplation of the natural environment and fishing.

As the demand for recreational space increases, the potential for recreational conflict between different park users also increases. While there is scope for a range of informal recreation to coexist at 2-8 Weston Street there is a need for Council to educate park users and regulate the use of the park to ensure that the potential for recreational conflict is minimised. In this respect, Council will maintain an open and responsive relationship with local residents in terms of development proposals associated with the park and its use as an area of open space.

Policy

Council will manage and maintain 2-8 Weston Street primarily for the purpose of casual recreation. This includes the following:

- Walking;
- Running;
- Picnicking;
- watching fireworks;
- Site seeing;
- Reading;
- Contemplation;
- Education activities; and,
- Heritage interpretation.

Activities which support casual recreational use of the park are permissible on determination from Council. This will include but is not exclusive to activities associated with functional use of the 1880s Stone Building.

Park User Policies

Comment

Leichhardt's parks and open spaces are popular and widely used. Open spaces are provided for a variety of purposes. The scope of uses includes sport, education, conservation plantings, passive recreation (e.g. picnicking, walking, children's parties), commercial promotions, festival activities and public ceremonies. These types of activities are important in fostering the recreational, social and cultural development of the LGA.

Leichhardt Council administers its parks and open spaces parks for a variety of purposes. Most parks are managed primarily for public use purposes, however, for some parks other objectives may also be important.

Any proposed use requires due consideration of the extent of possible damage to the park, any effects on other use or users, and any effects on adjoining land use or users, before approval is given. Leichhardt Council reserves the right to close parks and open space areas or to decline applications for use where conditions warrant.

Objectives

To allow and encourage public use that is compatible with the purpose of the park.

Policies

- Organised use of 2-8 Weston Street is subject to written application to Council, and may be approved on such terms and conditions, including payment of any hire charge, bond or insurance premium, as Leichhardt Council may determine. Any application for use of 2-8 Weston Street needs to be made at least ten working days prior to the event. Major events require notice as early as possible but with a minimum of four months for a first time event and two months notice for repeat events.
- Events, social activities, functions and cultural exhibitions will be allowed at 2-8 Weston Street provided that the adverse effects on other users, the park and adjoining residential properties can be avoided, mitigated or remedied and that the activity meets statutory and policy obligations.
- Where necessary for the maintenance or protection of the park, its facilities or the safety of park users, Council may at any time close part or all of the park to public access.
- Where part or all of a park is to be closed to the public for event use, notification of this will be made prior to the activity causing the closure. Notification will be made via Leichhardt Council's public notice in local publications at least one week before the closure. Where closure is required by a body other than Council, that body will be responsible for meeting the cost of public notification.
- Where there is the possibility of serious damage being caused to the reserve, users, neighbouring properties, reserve neighbours or property or persons on adjacent public land (including roads), it will be a condition of use that the event organiser takes out public liability insurance.

Commercial Use Policies

Comments

Council occasionally receives applications for the use of parks for temporary or permanent commercial activities.

These activities include filming, markets, events and commercial recreation. Commercial enterprises are a legitimate part of the range of activities within parks provided that they relate in some way to the purposes of the open space. Some commercial activities, such as filming, while not contributing to the public's enjoyment of open space, may be seen as appropriate. Such activities can promote Leichhardt and its parks and open space areas as well as educate people about the value of natural resources.

While commercial activities can be appropriate, they must not be allowed to detract from the primary purposes of the open space area. Also, the activities should not adversely impact on the park, its use or users and just as importantly its residential neighbours. Controls on activities should ensure that the effects of activities are avoided, remedied or mitigated.

Policies

- These policies should be read in conjunction with the Use of Reserves policies for 2-8 Weston Street.
- Commercial activities are subject to an activity application. Such events will be permitted subject to Council approval and provided that the applicant can demonstrate that the activity proposed will add to the public enjoyment of the park and they will not conflict with the aims and objectives of the management plan for the parkland.
- All applications to operate commercial activities on 2-8 Weston Street shall be made to Leichhardt Council in writing as part of a formal activity application. Applications should include:
 - A description of the proposed activity;
 - A description identifying the places where the proposed activity will be carried out;
 - A description of the potential effects of the proposed activity, and any actions which the applicant proposes to take to avoid, remedy, or mitigate any adverse effects;
 - A statement of the proposed duration of the activity and the reasons for the proposed duration; and,
 - Relevant information relating to the applicant, including any information relevant to the applicant's ability to carry out the proposed activity.
- Conditions necessary for the protection of values will be imposed on any permission for the commercial use of reserves. Such conditions will also be sought on any resource consent application for the same activity.
- A charge will be levied for the commercial use of 2-8 Weston Street.
- A bond will be required for permanent and temporary commercial activities.

Commercial Activities Policy

Policy Statement

It is recognised that the area known as 2-8 Weston Street has been created primarily as a regional recreation area that contains significant heritage elements, open space linkages, aesthetic values and public amenity areas. It is important that these values together with the integrity and amenity of the area are not compromised. Leichhardt Council recognises that adaptive reuse of the 1880s Stone Building is an integral component of the future success of the park as a community facility which is functional and appreciated by the wider community. It is advocated that commercial activity on the park is necessary for the benefit of users, however any such activity should be in harmony with the values of the park and have due respect to the amenity of the surrounding residential neighbourhood.

Policy

- To allow permanent or temporary commercial use of the 1880s Stone building at 2-8 Weston Street, subject to that use being approved by Council and provided that the activity prescribed adds to the public enjoyment of the reserve and does not conflict with the aims and objectives of the specific management plan for the reserve.

Leases and Licences

Comment - Leasing of Community Land

The granting of a lease or license formalises and sets out the conditions for use of community land by groups to whom a lease or license is granted. A lease is required where there is exclusive use and control of an area by a party at all times during the period of the lease or if it is desirable in the interests of the management of an area. A license is appropriate where the use is not exclusive or is only at certain times.

Activities under a lease or license must be consistent with the categorisation of the land, permitted by the *Local Government Act* and authorised under the Plan of Management. In the case of the 1880s Stone Building, the consent of the NSW Heritage Office may also be required.

Local Government Act 1993.

The only uses for which leases and licences may be granted are referred to in Section 46 of the *Local Government Act*. This Plan of Management authorises the granting of any lease or license permitted by the Act. Without limiting that authority, it is noted that s.46 provides that Council may grant a lease, licence or other estate for use of 2-8 Weston Street if it is:

- for a purpose specified as a core objective for land categorised as a park;
- for an activity appropriate to the needs of the community in relation to public recreation or physical, cultural, social and intellectual welfare or development (for example restaurants, refreshment facilities, kiosks, nurseries);
- for short term casual purposes as prescribed by the regulations, for example the playing of a musical instrument, or singing, for fee or reward, engaging in a trade or business, delivering a public address, commercial photographic sessions, picnics and private celebrations such as weddings and family gatherings, filming for cinema or television (Note: the use or occupation for permitted short term casual purposes is allowed only if it does not involve the erection of any building or structure of a permanent nature); and,
- Filming for cinema or television.

Before Council may grant a lease or license of part of 2-8 Weston Street it must give public notice of the proposal and consider any submissions received. In some cases, Council may be required to submit the proposal to the Minister for comment or to make the decision.

For leases of more than five years (or which could extend more than five years with an option to renew) there is an additional requirement that tenders be invited, unless the lessee is a non profit organisation.

Leases and licences may not be granted for more than twenty one years (including any further leases following from the taking up of an option to renew).

Objectives

To grant leases, licences and other interests which assist in meeting one or more of the following:

- funding of the restoration of Bell's Store;
- conservation of Bell's Store;
- allowing an appropriate adaptive re-use of Bells Store;
- provision of income from and for the park;
- provision of public facilities;
- provision of amenities for members of the public; and,
- efficient management and operation of facilities and amenities for the park.

Express Authorisation

This plan of management authorises the gathering of any lease, licence or other interest which assists in meeting one or more of the objectives.

Principals

Any lease must comply with the provisions of the *Local Government Act* and any other legislation.

The terms and conditions of a lease should ensure that the lessee undertakes proper management of the facility such that it is maintained in a safe and visually pleasing condition, and that the interests of Council and the public are protected. As is usual, any lease or license will specify what the lessee or license may use the premise for and will prohibit other uses. Depending on the nature of the lease or license, it will set out usual objectives found in commercial and private leases and licences to protect the public and not disrupt use of the balance of the park.

Liquor Licences

Comment

The selling of liquor is seen as one means of commercial occupiers raising funds for their activity. The consumption of liquor can, however, have adverse effects on a park or an open space area, other users and park neighbours. Adverse effects arise from commercial requirements to extend or utilise buildings to allow for the sale of liquor and from noise, glare, antisocial behaviour and damage. These effects may diminish outdoor recreation and landscape values of the park. In residential neighbourhoods these effects may be significant. A limit on hours of operation is one means to mediate the effects of the consumption of liquor on parkland, other users and reserve neighbours, of noise generated by social activities.

Policy

Licensed Premises are subject to the provisions of the Leichhardt Development and Control Plan (Part C) and the requirements of the Licensing Court of NSW.

Signs

Comment

The construction, maintenance, and fees payable for erection of advertising signs and hoardings are regulated by Leichhardt Development and Control Plan. In terms of its management of parks and open space areas, Council is principally concerned with the objective of minimising visual clutter while maximising useful information to park visitors.

Objectives

To minimise visual clutter while maximising useful information to park visitors.

Policies

- Any sign must meet the requirements of Council's LEP and conditions issued within a Development Application that includes the sign.

Car Parking

Comment

Car parking at 2-8 Weston Street is limited in form and function. Recreational use of the foreshore area along the Balmain Peninsula does generate demand for parking spaces within this area of open space. Limited car parking spaces are provided at Illoura Reserve and limited road side car parking is also provided on Darling and Weston Streets. In respect of the management of 2-8 Weston Street, Council is principally concerned with the objective of providing and maintaining car parking facilities, where appropriate, to a level which is adequate for servicing the usual activities carried out within the reserve.

Objectives

To provide and maintain car parks, where appropriate, to a level which is adequate for servicing the usual activities carried out within the reserve.

Policy

- Car parking on areas other than recognised car parks or in any way that causes damages to the reserve is prohibited.

Park Lighting

Comment

Occasionally groups using parks have requested Council to provide access way lighting. Council recognises the benefits that lighting can bring to a park setting however it also recognises the inherent problems which lighting can also attract including that of antisocial behaviour. In this respect, Council will only provide lighting in park settings where there is clear public benefit. Furthermore, the provision is limited to Council-owned land and facilities.

With respect to recreation and safety issues, Leichhardt Council does not encourage the use of public parks after dusk. The lack of lighting on Council land in many circumstances is a strategic management decision to discourage visitors from using areas at night.

Users of recreation facilities perceive that the lack of lighting at these facilities affects people's personal safety and can increase actual and potential crime. The provision of lighting in public locations is, however, no guarantee of improved safety. In isolation, lighting may improve the ease with which cars may be broken into, and give a false sense of security to park visitors. As part of a safety campaign including surveillance and personal safety allowances (such as not using or visiting facilities alone) lighting may be considered a useful addition to safety provisions, but not a solution in itself. In respect of 2-8 Weston Street, park lighting should only be provided where there is a clear public benefit that such lighting will serve the public's interest in use and enjoyment of the park.

Objective

To provide park lighting at 2-8 Weston Street where there is a clear public benefit that such lighting will serve the public's interest in use and enjoyment of the park.

Policies

- Council will only fund lighting at 2-8 Weston Street where there is clear public benefit.
- Where Council owns a facility that is occupied by another group on the basis of a landlord/tenant arrangement, it is the tenant's responsibility to provide for lighting. The type and scale of lighting will however be determined by Council with due consideration to the amenity of the park.

Trees and Tree Management Policy

Policy Statement

Trees are desirable features of parks and open space areas. They contribute to the recreational (e.g. shade), landscape, ecological and heritage (e.g. connections to people in the past) values of open space areas.

Trees (including branches, leaves and roots), however, can become nuisances from time to time. The main type of nuisances are leaves affecting gutters, shading, roots affecting drains and footpaths, impaired views and dangerous branches.

Policy 1 - Replacement and New Tree Plantings

Replacement and new tree plantings should the need arise will take into account the following:

- Management objectives and policies for the park;
- The effects trees will have on adjacent properties and harbour views at the time of planting and in the future (e.g. shading, root damage, leaf fall, overhanging branches);
- the effects trees will have on underground and overhead services; and,
- landscape considerations (i.e. creation of shade and visual amenity).

Replacement planting will conform to current specimen selection for the area.

Policy 2 - Complaints Relating to Visual Obstruction

In considering obstructions to views or other interference, Council will take in to account:

- The interests of the public in the maintenance of an aesthetically pleasing environment;
- The desirability of protecting public open spaces containing trees;
- The value of the tree as a public amenity;
- The historical, cultural, or scientific significance (if any) of the tree; and,
- The likely effect (if any) of the removal or trimming of the tree on ground stability, the water table, or run-off.

Landscape

Comment

The scenic and landscape amenity aspect of open space areas are an important part of their value. Open space and park areas provide respite from the built environment of the urbanised city and built environment. Within urban areas, open space areas can act as contrast to the predominately urbanised nature of residential areas. In this respect, parks can enhance landscape values and provide opportunities for an urbanised public to enjoy nature. In this respect, landscaping of 2-8 Weston Street should be carried out in a manner which reflects the character of the park, and protects and enhances the landscape values of the site.

Objective

To protect and enhance the landscape values of 2-8 Weston Street.

Policies

- A Landscape Master Plan will be developed as part of the draft management plan for 2-8 Weston Street.
- The plan will take account of the following considerations:
 - existing trees/vegetation;
 - location of buildings;
 - proposed additional planting including species, locations and quantities;
 - drainage and earthworks;
 - public safety;
 - site contamination;
 - access; and,
 - visual intrusion (short and long term).
- Vegetation should reflect the positive features of existing plantings in the area and the character of the nearby landscape.
- Public safety should be taken in to account when planning the density and scale of planting.
- All new facilities will be designed, as far as practicable, to be compatible with the park and its landscape.
- All alterations or extensions to facilities will be designed, as far as practicable, to be compatible with the parks landscape.

Companion Animals

Comment

Leichhardt Council recognises that dog owners are a significant part of the community and that they should have access to open space areas across the LGA. Council also recognises that such access must not adversely impact upon other users of open space. The Leichhardt Companion Animals Management Plan (LCAMP) provides the scope and background pertaining to domestic animal management and the legislative role and responsibilities that local government has in the application of the Companion Animals Act 1998. The mission statement of the LCAMP is as follows "To recognise that companion animals are part of the community, contributing to quality of life, and to ensure that the needs of animals and their owners are accommodated while recognising the differing needs of all members of the community".

The second part of the plan, Part B-Access to Open Space Strategy for Dogs is concerned with the practical implementation of the plan as it relates to open space availability for companion animal use. This part of the plan is principally concerned with access to open space areas for companion animal exercise and the guidelines pertaining to the use of such areas as it relates to on and off leash provision.

In respect of 2-8 Weston Street and the determination of a draft policy to govern companion animal access to the park issues have been considered in relation to the size of the park, its intended use and its proximity to other areas of open space. Policies have also been developed in recognition that such access must not adversely impact upon other users of open space.

Objective

To provide companion animal access to open space areas across the LGA, recognising that such access must not adversely impact upon other users of open space.

Policy

Companion animal access to 2-8 Weston Street is limited to on-leash at all times.

Council is continuing to invest in the East Balmain foreshore including the land purchase and fees for the preparation of the Master Plan. Council's contributions to date substantially exceeds the annual funding budgets of both Sharing Sydney Harbour Access Program of \$2million and Metropolitan Greenspace Program of \$1million.

East Balmain Square has the potential to realise the aims of such funding. However, such a project is inadequately catered for under the funding criteria, and the amounts of funding available.

The project's ambition is unequalled by other recently funded projects, as it would realise multiple benefits in the manner of last century infrastructure projects, High Street Millers Point (C1915) and the Bradfield Expressway, Milson's Point (C1935). East Balmain foreshore consolidates access by public transport to Balmain and a significant regional park land.

Considered in terms of sustainability, placing appropriate value on urban land, projects such as East Balmain foreshore provide multiple benefits, and may be supported by State or Commonwealth Government funding, if the value of such projects is adequately considered.

A sample of potential beneficiaries beyond the local constituency include :

- Sydney Ferries - safer and more popular destination, which could be associated with increased ferry use and the greater promotion of ferry access to Sydney Harbour Parklands, and foreshore walks;
- Tourism – improved destination associated with other Darling Harbour ferry destinations;
- Sydney Transport Authority - improved safety for bus movements; and,
- Regional harbour foreshore park - improved public transport access.

If the project were considered as an infrastructure project which improves public transport links rather than a public domain project, budget appropriations, Commonwealth or State Government grants may be available.

Given the breadth of potential benefits of the project, an application for a special State or Commonwealth Government Grant may be warranted.

Metropolitan Greenspace Program

The Metropolitan Greenspace Program allocates grants to Councils in the Sydney Metropolitan Region, on a dollar-for-dollar basis. The key objectives of the Greenspace Program are to:

- assist local government to plan and improve regionally significant open space;
- enable more effective public use of these areas by the public;
- promote partnerships between State and local government; and,
- implement the NSW Department of Planning strategic directions for open space.

Projects include open space enhancements such as walking or bike trails, landscaping, tree-planting and bush regeneration. The program provides over \$1 million per annum from the Sydney Region Development Fund. Funds are allocated, and grants are paid on completion of the whole or particular stages of the project.

4.3 Funding Sources

Overview

The complexity and ambition of the longer term vision for East Balmain foreshore is unlikely to be funded by Council's capital works program alone. A range of alternate or supplementary funding sources are considered below.

The State government supports several programs for the joint funding of capital works projects, which enhance the amenity and recreational uses of open space, including the NSW Heritage Grant Programme, Sharing Sydney Harbour Access Program (www.dipnr.nsw.gov.au/harbour/SSHAP), and Metropolitan Greenspace Program (<http://www.planning.nsw.gov.au/programs/services/met.html>). The majority of recent projects approved for funding by Metropolitan Greenspace Program (MGP), were funded equally by Council and MGP, with a handful receiving only 25% and 33% MGP funding of the project cost.

Appendix

A

Background and Site Analysis

A1 Regional Context

The information in this section provides context and an overview of the site and the subsequent Master Plan and Plan of Management. This information has been compiled to provide a wider contextual overview of the site, and understand its relationship to existing areas of open space. This information illuminates the key role the site plays in the open space network on the Balmain peninsula.

Foreshore parks within Sydney Harbour

The parklands of East Balmain Foreshore are part of a network of Sydney Harbour foreshore parklands extending from Sydney Heads to Homebush.

Foreshore parks include land dedicated to public use at the time of subdivision such as Cremorne peninsular, redeveloped industrial lands, Sydney Harbour Federation Trust Lands and targeted foreshore acquisitions by State and local governments.

These harbour edge parks have varied character and include ancient aboriginal sites, beaches, bays, bush trails, sandstone outcrops and cliffs, manicured suburban parks and the urban squares of Circular Quay, the Opera House and Darling Harbour.



Key;

- Balmain East parks
 - Foreshore Parks
 - Potential Parks
- Scale: 1:95000 @ A3

A Background and Site Analysis

A1 Regional Context

Foreshore Parks and Public Transport

Water based transport, the generator for the urbanisation of Balmain continues to be significant in connecting East Balmain to Circular Quay and Darling Harbour. Bus services to the Darling Street Wharf realise a public transport circuit across water and land, connecting uptown Balmain to the City.

Ferry's and bus's usually operate from 7am to 10pm providing a 15 minute peak service frequency.

Sydney Ferries promotes water-based access to foreshore parks in their publication Go Walkabout identifies numerous harbour side walks, connecting harbour side parks and ferry wharfs. This includes the Balmain History Trail connecting Darling Street and Yurulbin Point Wharfs.

CIRCULAR QUAY TO WOOLWICH



CIRCULAR QUAY TO BIRKENHEAD



CIRCULAR QUAY TO PYRMONT BAY



Key;

- Balmain East parks
- Foreshore Parks
- Potential Parks
- Historic
- Connective Streets
- Ferry Route
- Bus Route
- Rail Network
- Rail Network (underground line)

Scale: 1:40000 @ A3



A1 Regional Context

Foreshore Parks within the Inner Harbour

The harbour, the initial location of European settlement of Sydney and Balmain, has increasingly become a place of focus for gathering and celebration for greater Sydney including Balmain. Existing and potential foreshore parks increase the public address of the harbour.

The East Balmain foreshore has an immediate proximity with Goat Island, Millers Point, Observatory Hill and Pyrmont Point, and enjoys strong visual links with North Sydney, the Harbour Bridge, the City of Sydney and Darling Harbour.

Key;

- Balmain East parks
- Foreshore Parks
- Potential Parks

Scale: 1:12500 @ A3

A Background and Site Analysis

A1 Regional Context

Landform and natural systems of the East Balmain Foreshore

Landform and topography

The foreshore within the East Balmain master plan area is largely reclaimed. Only one section of the original foreshore remains, in the southern edge of Illoura Reserve.

The significance of the natural shoreline is noted in *Leichhardt Heritage Study 1990* which stated "it is recommended that where natural edges survive on the foreshore, they should be conserved."

The sandstone escarpment in Illoura Reserve is a significant existing landscape element.

Vegetation communities








In the study area, there is no evidence of remnant vegetation. The naturally occurring vegetation on the skeletal Hawkesbury sandstone soils of the peninsula would have been open forest and woodlands, with localised variations in sheltered gullies and drainage lines.

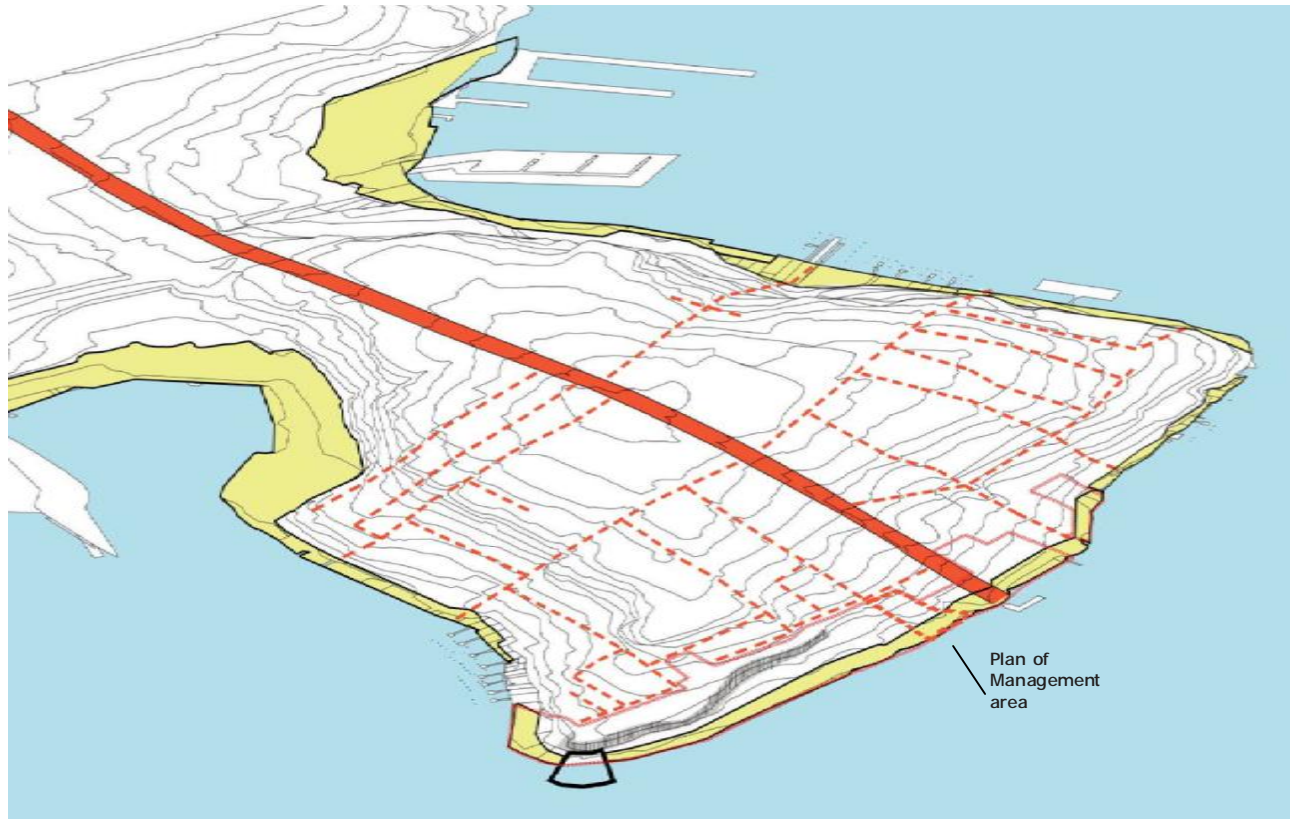
Scribbly gums (*Eucalyptus haemastoma*), smooth barked Sydney red gums (*Angophora costata*) and red bloodwoods (*Eucalyptus gummifera*) would have been the dominant tree species. Under these trees, a variety of shrubs and groundcovers, would have grown amongst rocky outcrops.

"No original vegetation has survived within the study area since European settlement". Highly fragmented and isolated fauna habitat areas still remain, largely affected by the presence of domestic cats and dogs. Staged weed removal in some areas can provide more suitable habitats for native wildlife. Any removal of weed species needs to be a slow process to ensure wildlife is not left vulnerable.

Footnote: C. Burton & W Thorp, *Leichhardt Municipality Heritage Study Report*, 1990, vol. 1 Mcdonald Phee Pty Ltd.

Key

-  Study Area
-  Darling Street
-  Secondary streets
-  Areas of reclaimed land
-  Area of natural coastline
-  Sandstone outcrops
-  (natural stone overlaid)



A1 Regional Context

Parks on the East Balmain Peninsula

The diagram illustrates the areas zoned as open space in East Balmain. A large proportion of parks occur along the foreshore, whilst smaller parks are interspersed on the ridges and gullies.

This illustrates, to date, the successful strategy of acquisition of foreshore land for public open space. The site plays a key role in connecting existing areas of public open space.



Key

- | | | | |
|-----|-----------------------|---|-------------------------------|
| 1. | Illoura Reserve | - - - - - | Study Area |
| 2. | Peacock Point | ————— | Darling Street |
| 3. | Thornton Park | - - - - - | Secondary streets |
| 4. | Lookes Ave Reserve | ————— | Parks |
| 5. | Gallimore Ave Reserve | ————— | Open space to be embellished. |
| 6. | Simmons Point Reserve | | |
| 7. | Zig Zag Reserve | | |
| 8. | Origlass Park | | |
| 9. | Propeller Park | | |
| 10. | Ewenton Park | | |
| 11. | Datchett St Reserve | | |
| 12. | Johnston St Reserve | | |

A Background and Site Analysis

A1 Regional Context

Visual relationships from East Balmain Foreshore Parks

The East Balmain foreshore has strong visual relationships to several harbour edge parks. These parks have significant numbers of well established trees, often characteristic of Sydney sandstone landscapes. These mature plantings contribute to the greening of the harbour.

The drawn views from the East Balmain foreshore parks are implicitly reciprocal, the parks being equally viewed from its partner parks.



LOOKES RESERVE



1



2



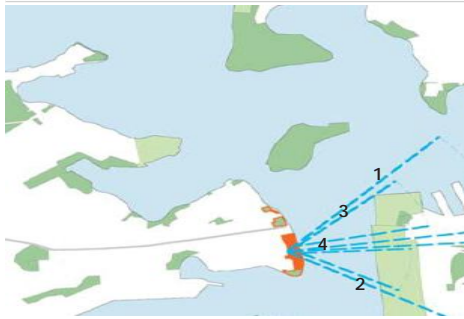
3



4

Background and Site Analysis

A



1



2



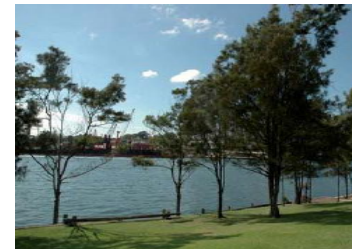
ILLOURA RESERVE



3



4



From Observatory Hill



PEACOCK POINT Scale; 1:40000



1



2



3



From Observatory Hill



4



5



A Background and Site Analysis

A2 Local Context

Vehicular access and parking

The harbour end of Darling Street acts as a major transport interchange, providing bus and ferry transport connections to the greater Balmain peninsula and the CBD.

The current 3 point turn requires that pick up and drop off for bus passengers is required at two separate locations.

Parking on the Balmain peninsula is limited due to the historic building and street configurations. The result is that a large proportion of local residents are reliant on scarce on-street parking. Parking on Darling Street is restricted to 2 hours for non residents.

Parking in Illoura Reserve occurs in the north western accommodating 10-12 cars and on the south western edges of the reserve where there are 20- 25 car spaces respectively. Parking in the north western edge of Illoura Reserve is restricted to 2 hour. Parking is limited to the western edge of Weston Street.

1. Darling Street

The existing three point turn requires two separate locations for bus passengers.



1. Three-point turning area, Darling St.

2. Illoura Reserve North

Existing parking in the public park alienates public space and impacts on the experience for users.



2. Existing parking in Illoura Reserve north.

3 & 4. Illoura Reserve South and Edward Street

The parkland edge is currently appropriated for public parking. This is over scaled, and could be reconfigured to accommodate capacity within a reduced area.



3. Existing parking in Illoura Reserve south



4. Existing parking under trees in Illoura Reserve south



Background and Site Analysis

A

A2 Local Context

Pedestrian access and circulation

The East Balmain Foreshore has a range of pedestrian access routes, however there are zones of limited access and connectivity. There is no continuous foreshore access path. Three tiers of pedestrian access are evident in Illoura Reserve; along the foreshore, along the cliff face, and at street level. There is no access along the foreshore to the ferry wharf, and access to Darling Street is provided on a narrow footpath along Weston Street.

The ferry wharf is only accessed via the pedestrian footpath on the northern side of Darling Street. Whilst Thornton Park has three tiers of access, the private residence located on the foreshore prevents further connection. A private garage currently prevents connection between Thornton Park and James Lane. Lookes Avenue and the reserve are connected to Thornton Park and Darling Street, via a narrow pedestrian lane. Lookes Avenue has no pedestrian paths, and the steep grades create an almost inaccessible park for surrounding residents.

1. Lookes Reserve

From Thornton Park, access to Lookes Reserve is via a pedestrian laneway between two private properties which connects to a footpath on Lookes Avenue. There is presently no formalised path system within the park presently.

2. Thornton Park

The main access to Thornton Park is from Darling Street. There are three formalised paths running north-south through the park. The park is accessible from Darling Street Wharf via a ramp, currently located behind the toilet blocks and steps. The central north-south path connects with a pedestrian laneway to Lookes Avenue and the reserve.

3/ 4. Darling Street Wharf/ Weston Street

The current configuration of the Darling Street Wharf does not facilitate equitable access and presents many issues in terms of pedestrian and bus circulation conflict. There is currently no direct foreshore access to Illoura Reserve from the wharf. Access to Illoura Reserve is via Weston Street.

5. Illoura Reserve

There is an upper and lower pathway system within Illoura Reserve. The lower pathway is associated with the water's edge. The upper pathway is on the edge and has various outlook areas which afford views across the reserve and harbour beyond. The waterfront path system is discontinuous, in poor condition and requires upgrading.

6. Peacock Point

Access to Peacock point is via a grand stairway which connects to Edwards Street. The pathway system within the park is a closed network and is located along the water's edge. There is no equitable access into the reserve.



1. Lookes Reserve



Pedestrian laneway



2. Darling Street Wharf 3. Weston Street



4a. Illoura Reserve waterfront



4b. Illoura Reserve waterfront path



4c. Illoura Reserve upper path



5a. Peacock Point



5b. Peacock Point waterfront path



Footpaths: on street Footpaths: in park Pedestrian barriers Park entries Informal paths Walls Steps

A Background and Site Analysis

A2 Local Context

Illoura Reserve

Overview

The site is located on the northern boundary of Illoura Reserve. The acquisition of this land for public open space provides a unique opportunity to increase connections to and from the Reserve.

Illoura Reserve is a culturally significant landscape, is distinct as one of the first peninsula parks, designed by Bruce Mackenzie and is one of the outstanding examples based on the 'Sydney school'. The topography of natural sandstone shelves is exposed and overlaid with walls, paths and vegetation to create a series of framed, contrasted spaces.

The complexity of the park spaces originate from the intricacy and contrast of the planting, geological and constructed compositions. The result of this complex interlocking relationship of landscape elements, is a series of well loved, distinctive and highly visited park spaces.

The palette of materials for walls, paths and fences is primarily recycled timber and sandstone, with an emphasis on large scale robust details, that respond to the site's historic condition as a working harbour and ship docks.



River oaks (*Casuarina glauca*) plantings framed by the sandstone escarpment, creates a sense of enclosure with framed views.

The open grassed expanse is significant as an un-programmed space, used by visitors for picnicking, gathering and walking.

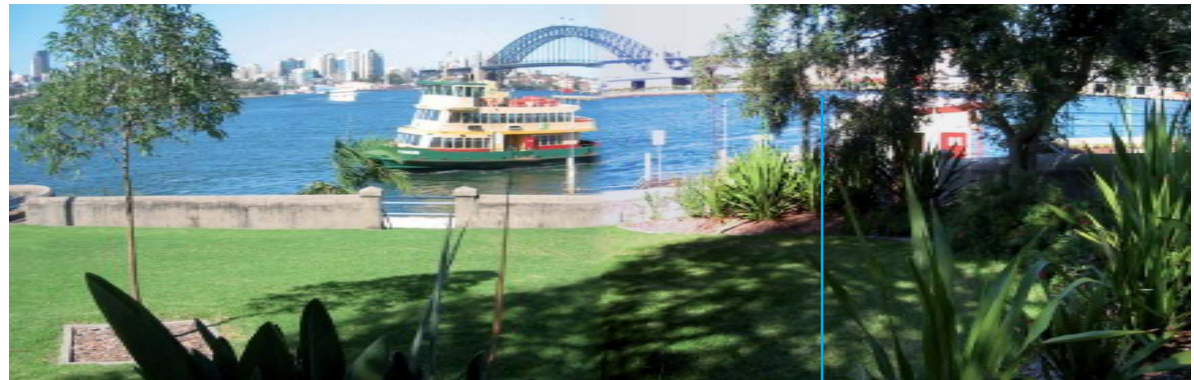
Thornton Park

Overview

The site is located opposite Thornton Park and separated by Darling Street. The character and form of this park is in marked contrast to Illoura Reserve.

Thornton Park, established in the 1930s, is a well loved park in a highly prominent location adjacent to Darling Street and the East Balmain Ferry Terminal. The park is divided into two levels, with the original sandstone escarpment running north-south defining the level change.

The park has undergone a recent refurbishment, with additional perimeter planting, new play facilities and new paving and furniture installed. Thornton Park is well loved, with residents actively involved in the park's garden maintenance.



Existing trees provide well needed shade to the park edges and frame views.



The most direct pedestrian access from the Darling St ferry terminal to the bus pick up area is across the existing carriageway, behind turning buses.



Existing safety barriers surrounding the existing bus turning area are visually intrusive.



Existing retaining walls are a visual and physical barrier to pedestrians.

Subsidence to the rear of the existing sandstone block seawall is caused by sandy back fill leaching through seawall joints.

A2 Local Context Darling Street

Darling Street is a steep street, with a gradient from the Johnson Street / Nicholson Street junction of approximately 1:8.8, terminating at the harbour. The ferry terminal is located in an east west alignment, in accordance with the street layout. The views to the harbour from Darling Street are pronounced. Nearer the harbour, views are obstructed by the existing toilet facility, existing concrete walls and associated stairs.

Existing bus configurations

Buses currently set down adjacent to the entrance to Thornton Park and are stationary for varying lengths of time along the northern edge of Darling Street. Current conditions allow for 4 buses to be accommodated along this edge.

The turning area is surrounded by RTA safety barriers, and includes a bus pick up point and bus shelter located in proximity to the southern side of the street, adjacent to the former Shipwrights Arms Hotel.

Existing conditions: amenity and pedestrian connections

The elevated bus turning area and its associated retaining walls alienate public access, prevent connections to the foreshore, and physically and visually separate the 1880s stone building from Darling Street.

There are no direct pedestrian connections from the ferry terminal to Illoura Reserve. An existing wire fence on the southern boundary of the ferry terminal prevents access and the configuration of the elevated turning area retaining walls reduces the area of accessible foreshore. There is evidence of subsidence of the land behind the seawall. Refer to section 3.2 (p.19) Marine facilities and seawalls for further explanation.

Pedestrian access does exist between the ferry terminal and Thornton Park. There is an existing narrow ramp to the rear of the existing timber toilet block, providing pedestrian access from the ferry terminal to Thornton Park. This ramp does not comply with current access codes for disabled users, and is visually obscured.

Existing conditions: pedestrian access and safety

Whilst pedestrian access from the bus set down points on the northern Darling Street footpath are legible and safe, connections to pick up areas are not. Currently pedestrians are required to navigate across Darling Street, with the most direct route directly across the bus and vehicular turning area. This is unsafe, requiring that pedestrians and vehicles share the carriageway.

Access between the existing ferry terminal and the bus set down and pick up areas, is unclear and involves steps and quite steep gradients. The existing wharf provides barrier free access at high tide for all users. However, at other times, there is no equitable access, with the existing three embarkation platforms accessed by stairs only.

Access between the existing ferry terminal and bus set down and pick up areas is currently inequitable and not in accordance with the *Disability Discrimination Act (DDA)* requirements.



Diagram: Existing conditions
N.T.S

A2 Local Context

Darling Street and the Ferry Terminal

Existing configuration

Key

- 1 Difficult access
A steep ramp (approx 1:6.2) connects the Thornton Park foreshore to the top of the Darling Street seawall.
- 2 Awkward levels occur in proximity to the wharf threshold.
- 3 The gradient of Darling street from the Johnson/Nicholson Street intersection is quite pronounced at approximately 1:8.8.
- 4 Visual relationships along Darling Street to the water are emphasised by the steep street gradient. Nearer the water, views are unfortunately obstructed by the timber public toilets and access to the elevated bus turning pavement.
- 5 Currently the elevated bus turning pavement and its retaining walls alienates public access in proximity to the foreshore, and physically and visually separates the Bells Store from Darling Street.
- 6 6.4m throat radius to existing bus turning pavement.
- 7 Bus set down.
- 8 Bus pick up.
- 9 The existing wharf provides barrier-free access at high tide with the remaining three embarkation platforms being accessed by steps. There is unrealised potential to heighten the experience of the tidal zone.
- 10 Timber viewing platform - an element which heightens the immediacy of the water edge and makes explicit the irregularity of the geometry of the seawall.

Existing 1963 administration building with undercroft carparking is to be demolished.

1880s stone building has been affected by the more recent addition of the driveway and infill on the southern and western elevations.



The upper section of the site, has spectacular views to the Harbour Bridge and the western edge of the CBD.



The southern boundary to Illoura Reserve is densely planted and there is some weed infestation evident.

A3 Existing Site Conditions

2 - 8 Weston Street

This area, formerly Fenwick's tugboat facility, is a steeply graded foreshore site, bounded by Darling Street to the north, Illoura Reserve to the south, Weston Street to the west with Sydney Harbour on the eastern edge. An 1880s stone building is located on the lower lying land, whilst on the upper land, there is a 1963 face brick work and concrete office building. A driveway connects the upper level undercroft and car park to the lower level foreshore.

The 1880s stone building is two storey rectangular structure, oriented east-west, with the front elevation facing Sydney Harbour. It appears that in construction of the 1963 building, the ground was built up on the western and southern elevations of the 1880s stone building. This has resulted in rising damp and resulting salt damage along these walls in the building. The original use of the building is unknown. The draft East Balmain Foreshore Conservation Management Plan states:

"It is unlikely that it was a boatshed, since another building existed between it and the water at the time it was built. Its form suggests that it was a warehouse or storehouse, and may also have incorporated workshops on the ground floor".

The 1963 office building contains an upper level office space, with lower level car park, and is oriented east /west, and has an L- shaped footprint. According to the draft Conservation Management Plan, the building has undergone very little change since construction and is substantially intact.

A series of stone retaining walls are located on the south eastern edge of the 1880s stone building, and provide retaining to an asphalt driveway. A large pepper tree (*Schinus molle*) is located to the south of the access driveway. The southern boundary adjacent to the site, in Illoura Reserve, contains a dense area of native and non-native shrubs and small trees, including *Eucalyptus robusta*, *Melaleuca amaryllis* and *Pittosporum undulatum*.

The extent of the lower level platform, from the 1880s building to the seawall is surfaced in asphalt. The perimeter of the site is fenced, and there is currently no access from the site to the ferry terminal to the north, and Illoura Reserve to the south. The northern boundary to the bus turning area is defined by a banked concrete retaining wall. A seawall extends along the front boundary of the site; the southern section of this wall has been in-filled with concrete blocks. The northern extent of this seawall is sandstone with a concrete kerb. This area contains substantial subsidence. A more detailed discussion of this seawall condition is outlined in: Marine facilities and seawalls. There is evidence behind the seawalls of fixing points for timber jetties, and there is an iron fixing set in concrete located adjacent to the sandstone seawall.

A concrete driveway gives access to the site from Weston Street and slopes down to parking under the administration building and to the waterfront. It is retained by the rear and side walls of the stone warehouse as well as stone retaining walls extending to the west and south-east of the stone warehouse. The lower area surrounding the stone building is generally surfaced with asphalt.

A Background and Site Analysis

A3 Existing Site Conditions

2 - 8 Weston Street

The site is irregular in shape and includes a narrow strip of land between the bus turning area and the former Shipwrights Arms (10 Darling St). This strip is bounded on its western side by the Shipwrights Arms and on its eastern side by a stone wall (refer to bus turning area). The wall steps up the slope, the capping indicating that there were probably stairs behind it. It was not possible to get access to this area to investigate, but it may be assumed that stone steps still exist. The wall returns to the back of the stone warehouse on the Fenwick site and appears to date with it. Several stone courses have been added to the top of this wall at its southern end, most likely when the administration building was built in the 1960s. The stone capping was removed from this section of wall. A steel pipe handrail has been added to the top of the wall.

Stone Warehouse / Workshop

The warehouse is a rectangular two storey stone structure with a low pitched gabled roof. The ground has been built up against the western and southern elevations in the construction of the 1963 driveway. The eastern front elevation is symmetrical in form with windows on either side of central doors on both levels. The stonework of this elevation is rough faced ashlar. A concrete lintel is used over the central upper floor door opening (late 20th century). The stone courses above this are narrower and date with the lowering of the roof and removal of the stepped parapet. The northern, western and southern walls consist of coursed rubble.

Dimensioned stones are used as lintels, sills and quoins to the window openings and as quoins to the eastern corners of the building. The windows are substantial double hung, timber windows with double paned sashes. Those on the lower storey have steel bars over them bolted into the reveals (not original). There are no windows in the south elevation, and one of the windows in the western elevation has been replaced with a smaller awning window, and the opening partially blocked up. All the doors are substantial framed and sheeted doors made with V-jointed boards. They are hung on strap and gudgeon hinges. Iron bars are set into the timber frame over the central ground floor doors (original). A later set of doors have been inserted into the upper section of the southern elevation and open onto the driveway (c1960s).

A concrete slab has been laid on the ground floor (not original), while the upper floor is a timber structure. The joists are approx 300mm deep and span across the full width of the building. Three stop chamfered posts and a timber beam support them mid-span. This secondary structure may have been introduced at a later date to strengthen the floor to take an increased load (c early 1900s). A second set of posts and beam are also used directly above these to support the roof structure. An open timber stair connects the two floors. There is a hole in the upper floor near the front doors that has mounting blocks either side, possibly for a hoist that has since been removed. On the upper floor there are the remains of steel mesh partitions and ceilings. The existing roof structure appears to have been made using members from the original roof structure. The roof cladding is steel sheeting of a mid - late 20th century profile.

There is evidence of active termites and past termite damage in the building. The building is also suffering from rising damp and resulting salt damage, particularly in the southern and western walls. The original use of the building is unknown. However, it is unlikely that it was a boatshed since another building existed between it and the water at the time it was built. Its form suggests that it was a warehouse or storehouse, and may also have incorporated workshops on the ground floor.

A3 Existing Site Conditions

Site Contamination

It should be noted that the preparation of this Plan of Management did not include specialist assessment of site contamination issues. What follows is a summary of the background findings as provided by Leichhardt Council from reports commissioned by Council and the former site owner.

In 1998, an environmental assessment was undertaken by Sinclair Knight Merz of the 2 – 8 Weston St site. The report concluded that fill material behind the seawall, the rear wall of the 1880s stone building and the ramp retaining wall “show elevated levels of metals and PAH contamination”. This requires environmental management procedures to be undertaken, as this contamination poses an unacceptable risk to human health.

A single groundwater bore was installed on the site. Elevated levels of copper, zinc and PAHs were detected, above the ANZECC Freshwater Ecosystems Criteria, and assumed to be caused by contaminants introduced to the site.

Contamination was identified in areas across the site containing fill. Fill varied in thickness from the surface to approximately 3m below ground level and contained concentrations of some heavy metals and poly-aromatic hydrocarbons (PAHs) above the proposed landuse criteria guidelines. Asbestos has not previously been analysed on site. The fill generally consisted of ash, coke, rocks, metal with sandstone and sand-sand/clay underlying the fill. Low levels of groundwater contamination similar to the contaminants identified in the soil were also detected. In 2007 Parsons Brinckerhoff (PB) undertook a RAP which recommends a remedial strategy and on-going management including containment of soil contamination through installing a capping layer with topsoil/turf across the site. The works would involve:

- excavation and disposal of the near surface impacted soil/fill where required;
- classification of all wastes in accordance with NSW EPA guidelines;
- validation sampling of excavations;
- placing tell tale marker (geofabric or similar) on top of excavated areas prior to placement of cap/fill;
- import fill/cap materials to place on top of tell tale marker. All important materials shall be shown to conform with Virgin Excavated Natural Materials (VENM) prior to use on site;
- surveying of the pre and post capping levels to ensure that sufficient capping depth of fill is achieved;
- production of a validation report in accordance with NSW EPA/DEC guidelines; and,
- following the works, implementation of an environmental management plan (EMP) to ensure that any future works do not pose a risk to site workers or the environment. The plan will address issues such as excavation works beneath the capping layer (including management of any asbestos impacted soils), landscaping and general maintenance and reinstatement of the capping and underlying geotextile. The plan will include a schedule of long term inspections of the capping to identify issues such as unintentional disturbance, erosion etc.

Based on the proposed remedial works, PB concluded that following excavation of the shallow fill materials and off site disposal the contamination on the site can be successfully remediated to a level suitable for the proposed parks and open space land use.

They suggested that once complete a detailed remedial specification be prepared which outlines final capping depths/types and the areas where capping and/or excavation is required.



A Background and Site Analysis

A3 Existing Site Conditions

Marine facilities and seawall

In 2001 Leichhardt Council commissioned condition assessments for all public seawalls within its municipality. This work was undertaken by Webb McKeown and Associates and included assessment of the seawalls fronting Thornton Park, Illoura Reserve, Lookes Avenue and Peacock Point. Of these, only the findings for Thornton Park and Illoura Reserve are of interest to this study.

The report concluded that the Thornton Park seawall is comprised of a 59m length of conglomerate concrete and a 16 m length of dimensioned sandstone seawall. The conglomerate concrete was noted to require a new fascia to address undercutting and the dimensioned sandstone was considered to be in good condition. New works to the seawall have subsequently been undertaken to prevent undercutting and a new fascia has been installed. Remediation of the seawall using concrete infill is unsympathetic to the heritage significance of this seawall.

The report also noted that comprehensive restoration works on the seawall in Illoura Reserve were designed at the time of the report in 2001. The 2 - 8 Weston street seawall was not included in this report.

In 2006, consulting engineers Patterson Britton & Partners undertook a visual inspection of the seawall on the 2-8 Weston Street site. The key observations of this inspection were as follows: the seawall on the 2 - 8 Weston Street site comprises two types of construction, a vertical dimensioned sandstone wall (northern section) and a concrete block wall (southern section); some sandstone blocks were heavily weathered and a cornerstone was noted to be missing;

- when viewed from the Darling Street Ferry Terminal, the seawall appears to have undergone some differential settlement, as evidenced by the apparent dipping in the block courses;
- there has been a significant loss of fines and subsidence behind the seawall particularly behind the sandstone block section most likely by piping through the joints; and
- there are some services within the zone of subsidence behind the seawall (however the status of these services is unknown).

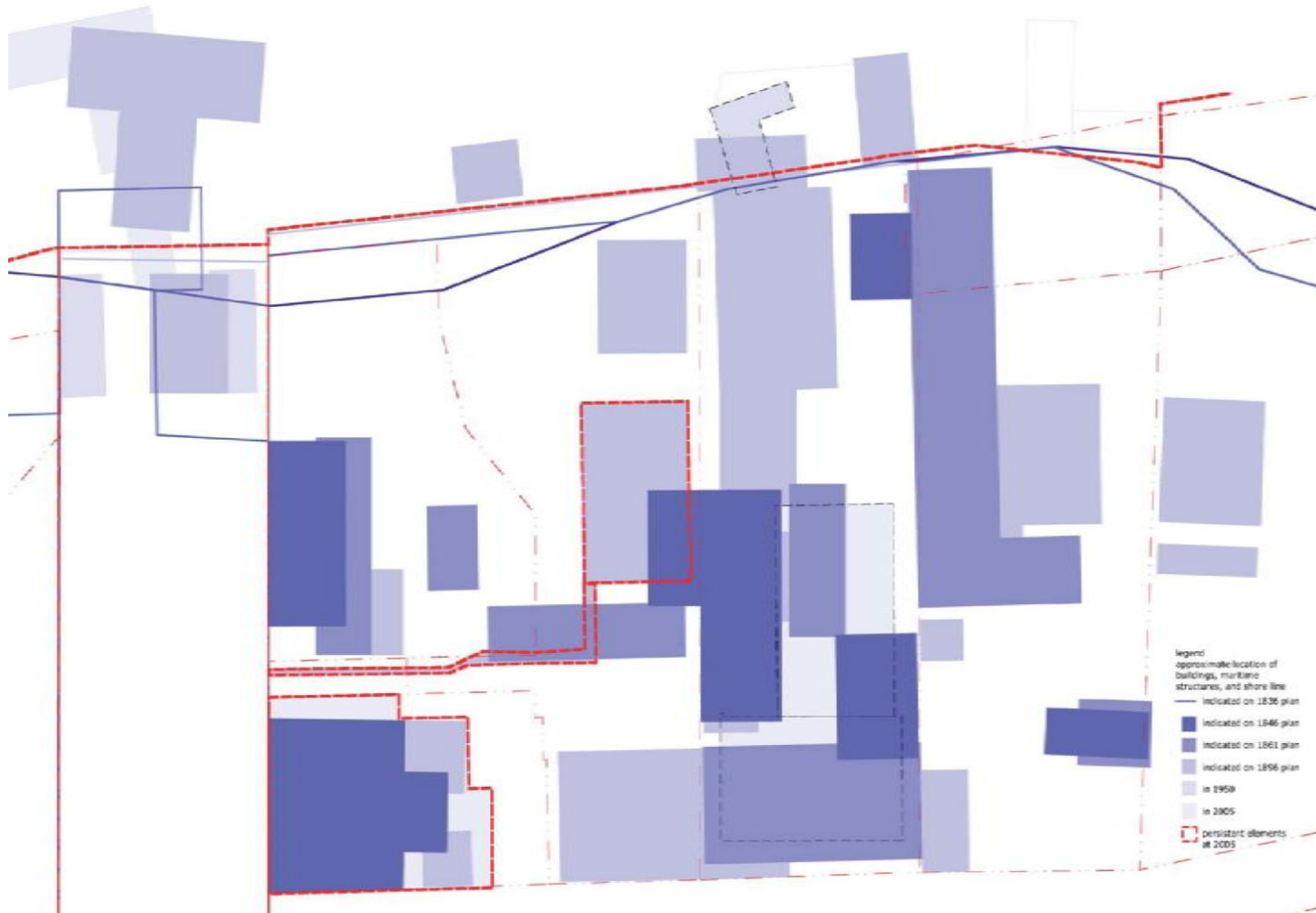
In summary, it is likely that the seawall was originally founded directly on a rubble berm or platform placed on the seabed, quite probably without any improvement to the foundation conditions. Variability in foundation conditions and loss of fine material through wave action may have resulted in the differential settlement evident today.



Above: Existing seawall on Thornton Park frontage has been recently repaired. The type of repair is unsympathetic to the heritage significance of the seawall and should not be replicated at the 2 - 8 Weston Street site.



Above: Existing seawall on the 2 - 8 Weston Street site.



A4 Heritage Significance

Historically the site is one of the last vestiges of the working waterfront on the East Balmain peninsula. The draft Conservation Management Plan states that this site is of state significance, and that the Bell's boatyard should be conserved and interpreted. The reasons for this are listed in the following:

The former site of J. Fenwick and Co Pty Ltd is of state significance as it is strongly linked historically to the development of Australia's busiest port, the port of Sydney.....The site is also significant through its continuous association with the growth and development of maritime industries in Balmain, from the earliest days of Balmain's subdivision.

The draft CMP notes that the site's urban context relates strongly to the surrounding buildings on Darling Street, the ferry terminal and the harbour, and that the 1880s stone building acts as a landmark for the site.

Built structures over time

Historic plans indicate built occupation of the foreshore around Darling Street, dating back to the early 1880s. Buildings include land and maritime structures. The most intense built occupation is indicated on the 1896 plan with numerous structures providing a strong built context for the 1880s stone warehouse. The extent of foreshore reclamation is pronounced. Private reclamation followed reclamation at the end of Darling Street. Such reclamations related to foreshore access, ferry uses and the loading and unloading of goods.

*Key : Significance gradings
Spaces graded 1 : High Significance*

These structures, spaces or elements are of high cultural significance for historical aesthetic, scientific or social values.

Spaces/Elements graded 2: Medium Significance

These structures, spaces or elements retain some integrity but are of less cultural significance. Significant fabric may have been altered or obscured.

Spaces/Elements graded 3: Little Significance

These structures, spaces or elements are of little cultural significance.

Spaces/Elements graded 4: Intrusive

These structures, spaces or elements are intrusive and are damaging to the cultural significance of the place. They obscure rather than support the significance of the place.



A4 Heritage Significance

Of particular relevance to this Plan of Management is the assessment of cultural significance, prepared by Design 5 Architects and included in the draft CMP. From this information, the 1880s warehouse is designated with the highest grading for its significance historically, aesthetically, scientifically and socially. The 1963 office building and the ramp connecting to the lower level are graded level 3: little significance. This grading states that the 1963 structures may be substantially altered and/or play a minor role in the significance of the place.

The foreshore area in front of the 1880s building is listed as grade 2: medium significance, with the spaces retaining some integrity. This provides an industrial context to the stone building that should be conserved and enhanced.

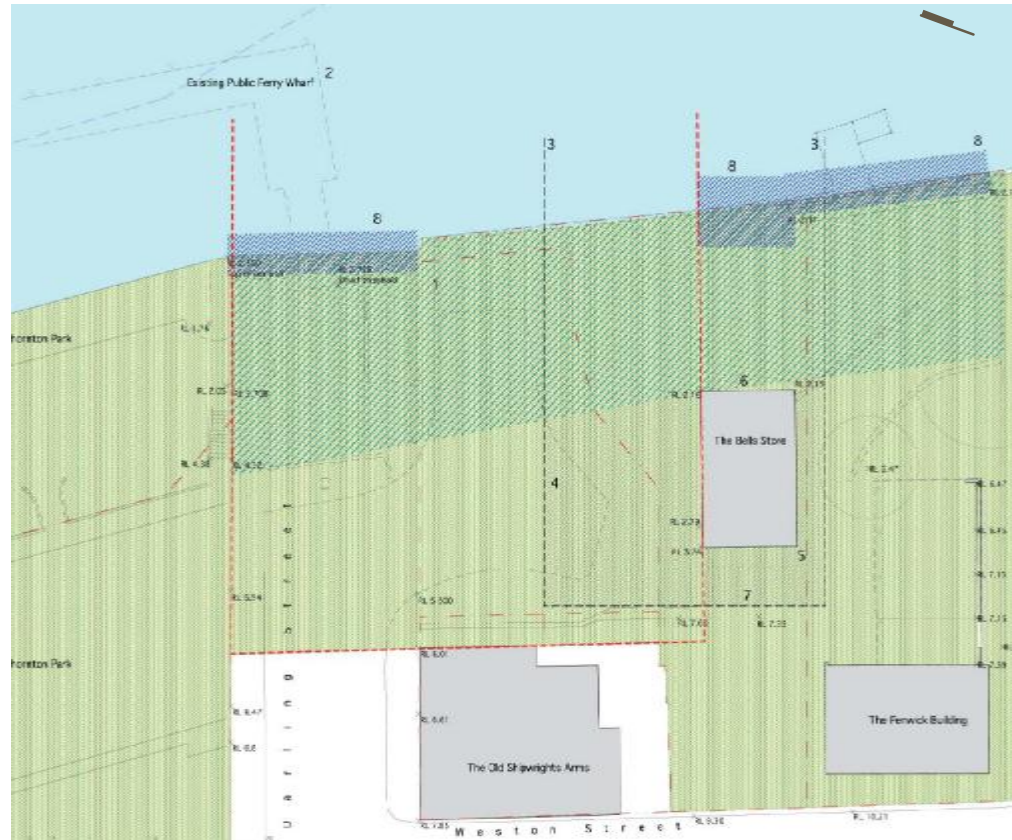
The draft CMP includes a number of policies that are significant informants of the master plan. These are summarised as follows:

- The view down Darling Street to the harbour is significant and should not be obscured. Existing toilet block may be demolished. A public wharf should continue to be located on axis with Darling Street.
- The stone seawall should be conserved in current configuration.
- The stone wall on the western boundary of 2-8 Darling Street should be conserved.
- Evidence of 'waterman's' stairs, previous wharf structures, the former maritime/industrial use of the place, should be retained.
- The role of the bus turning area should be retained.
- The flat reclaimed land beside the seawall should be developed as a hand paved urban space. If possible this area should be extended to areas where fill has been placed on top. The close relationships to the water should be strengthened.
- The site should include interpretation of the former uses such as boat building, the original natural shoreline, and other marine activities.
- Any new street furniture should be simple and robust. New shelters should be limited. Any new shelters should not obscure important visual links.
- There should be visual and physical links between the foreshore parks.
- The 1880s stone building should be retained and enhanced. It should be adapted to a new use that should respect the maritime heritage and allow public access. Fill should be removed from the southern and western walls to allow for a substantial air drain.
- New structure may be built to west and south of the 1880s stone building. They should not extend above this eave line of the 1880s building.
- If the 1963 administration building is to be removed, its role in visually defining the southern and western boundaries must be emulated.
- There should be distinct separation between lower foreshore and higher ground facing Weston Street in any new development.

A5 Design Potential

Key

- Expanded public foreshore
- New public square
- 1 Continuous public foreshore access related to public ownership of adjacent lots possible due to the Council acquisition of 2-8 Weston Street
- 2 A new ferry wharf with enhanced access would continue to be visible along Darling Street.
- 3 Retain the physical and visual relationship between Bells Store and Darling Street
- 4 Reinstall or at least substantially improve the visual relationship between the Bells Store and Darling Street
- 5 Improve ventilation and waterproofing to the Bell Store
- 6 Retain access to the Bells Store at lower level
- 7 Consider inserting services (kitchen and public toilets) to the rear of the Bells Store and providing access above to the upper level of the Bells Store
- 8 Incorporate elements which heighten the immediacy of the water edges and the richness of experience associated with the tidal variation



An opportunity exists with the acquisition of the 2 – 8 Weston Street site to provide.

- continuous foreshore access connecting Thornton Park, the ferry terminal and Illoura Reserve;
- to provide improved physical and visual relationships between the 1880s stone building;
- to reinstate and adaptively reuse the 1880s stone building as a viable, flexible facility accommodating multiple uses that complement the existing heritage and open space components of the site;
- to provide three levels of access on the foreshore, integrating Illoura Reserve to the foreshore and Thornton Park;
- to provide a safer, integrated and equitable transport interchange;
- to improve public facilities and amenity including toilets, seating, lights and paths;
- to allow for interpretation of the historic significance and the site's significance as a working waterfront; and
- to provide a waterfront that can accommodate passive recreational activities, park access and areas of respite.
- to remove the Fenwick Building and create parklands to complement and extend Illoura Reserve

B1 Master plan principles

As part of the master plan study for the East Balmain foreshore a series of master plan principles were established for the East Balmain foreshore. These key principles direct and focus the master plan proposals provide a basis for the Plan of Management for the site. The key principles are outlined below.

1. Darling Street

- Recognise the significance of the end of Darling Street including its historic role, visual axis and transport interchange.
- Reinforce the visual relationship between Darling Street and the harbour.
- Reinforce, reveal and interpret the historic role of the harbour and Darling Street in the initial urbanisation of Balmain.
- Reinforce the proximity of the harbour with increased physical and visual linkages.
- Improve access between bus stops and the ferry access to better meet the needs of the whole community.

2. Public waterfront

- Reinforce the significance of Darling Street with a memorable public space.
- Unite the street, the wharf and the Bell's store
- Enrich the pedestrian experience, with close relationship to water, places to watch, overlook, relax and linger.

3. Access across three levels

- Reinforce easier pedestrian connections between the foreshore parks.
- Provide equal access opportunities
- Explore three levels:
 1. along the foreshore
 2. at the intermediate level
 3. along the street edge

4. Parks significance

- Recognise the asset of the state-wide significance of Illoura Reserve as an iconic park and rehabilitate and remediate degraded planting and structures.
- Retain unique Thornton Park character as an 1930s park; revisit new works to ensure that it is in keeping with the character of this park.
- Enhance and improve blank canvas of Lookes avenue, capitalising on the sloping character, with its expansive views to the harbour.

5. Heritage layers

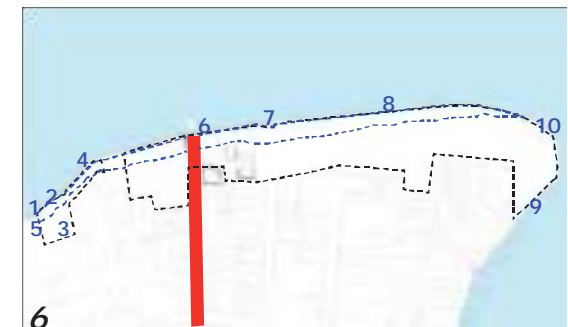
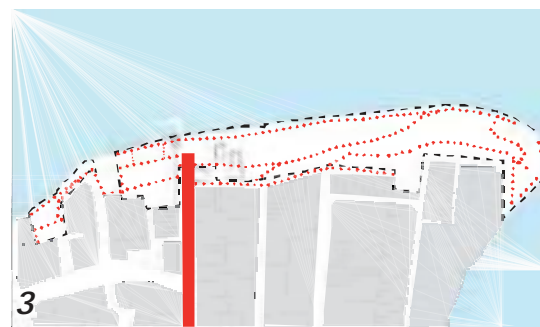
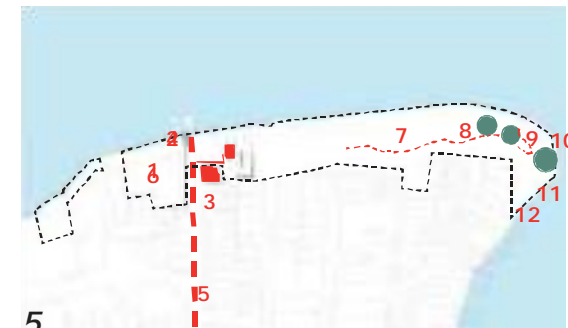
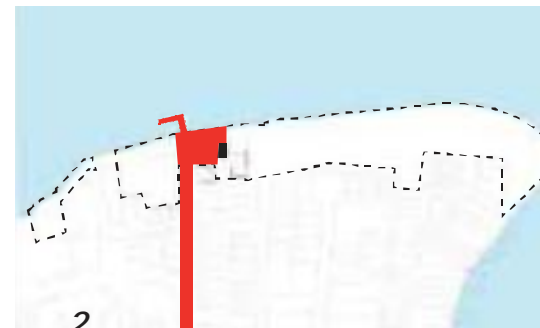
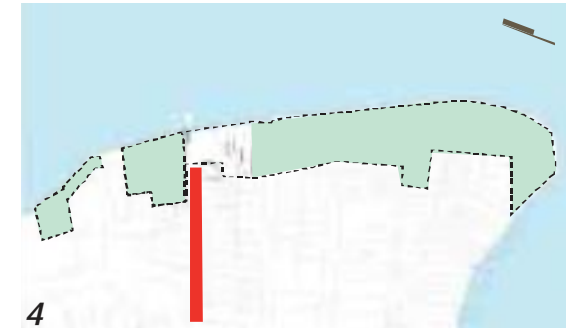
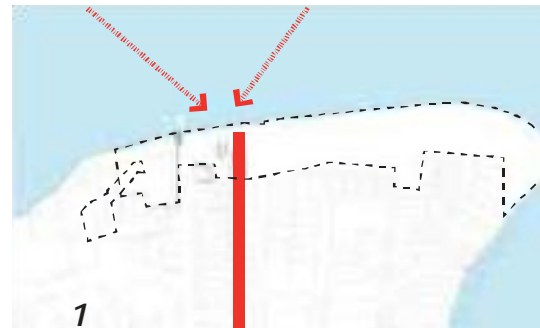
- Incorporate layers of heritage and artifacts as integral components to any new work.
- Ensure appropriate management strategies are in place to protect significant items and components.

1. Rock face showing 19th c workings, 2. Toilet block, 3. Shipwrights arms, 4. Fenwicks stone warehouse, 5. Counterweight tunnel, 6. 19th century wall, 7. Rock faces showing scars from quarrying, 8. Iron fixings on rock face, 9. Remnant 19th century walls, 10. Check-outs in rock platform, 11. Fig trees, 12. Stone wall from Desmond Villa

6. Relationship to water

- Recognise historic foreshore and the poetics of the waterfront
- Protect existing remnants of natural coast line and heritage slipways, seawalls and inlets.
- Build on opportunities explored by Bruce Mackenzie, incorporating remnant seawalls, retaining slipways and designing decks and informal jetty areas.
- Build into master plan opportunities to engage with the water, particularly at Darling Street Square.

1. Little's bath house footings, 2. Howards Inlet, 3. Howards boat yard, 4. Lookes boat yard, 5. Lookes wharf, 6. Site of watermans stairs and series of public wharfs, 7. Inlet in seawall, 8. Timber piles seawall with check outs, 9. Slipway circa 1870's Desmond Villa, 10. Natural shoreline



Possible Future Design Options - Including Ferry Wharf and Bus Turning Circle Improvements

**Key**

1. Proposed hydraulic ferry wharf providing equitable access
2. Proposed bus turning area
3. Proposed access ramp to foreshore
4. Bell's store - retained and adapted for reuse
5. Existing concrete platform to be retained
6. Proposed bus set down area
7. Proposed bus pick up area
8. Safety fencing designating bus turning area
9. Existing access path
10. Mid level platform with decomposed granite/ crushed sandstone surfacing
11. Timber benches
12. Foreshore paved area
13. Existing trees to be retained
14. Proposed tree planting of Smooth Barked Apple *Angohora costata*
15. Proposed access stair
16. Existing sandstone pathway and stair to be retained
17. Existing timber platform. Make good to timber battens and extend to provide access to Illoura Reserve
18. Proposed access path connecting to existing path in Illoura Reserve.
19. Proposed retaining wall with re graded and planted back behind
20. Existing concrete stairs to be retained.
21. Existing driveway access to Illoura Reserve
22. Proposed seating to foreshore
23. Lawn
24. Mixed tree planting including *Eucalytus haemastoma* and *Eucalyptus robusta*
25. Loading zone and disabled parking
26. Existing carparking area to be removed

B3 Strategies

The rationalizes the complex relationships of public transport requirements, safe pedestrian access and useable, publicly accessible foreshore. The master plan provides an improved relationship between the 1880s warehouse and Darling Street. An outline of the Master Plan is discussed below, with the following descriptions listed under two key zones: Darling Street and the transport interchange and 2- 8 Weston Street and Illoura Reserve.

Darling Street and the transport interchange

Proposed bus configuration

The master plan locates bus set-down areas near current location on the northern Darling Street footpath. The bus pick up area and their shelter is located on the southern side of Darling Street, near the northern corner of the former Shipwrights Arms Inn. The turning area is reconfigured and aligned closer to the northern edge of Darling Street, simplifying the bus three point turning area and occupying more of the Darling Street reservation and less of 2-8 Darling Street. This reconfiguration also allows for a more generous edge to the 1880s stone building.

A threshold entry point indicated by a material change in the carriageway alerts users of the entrance to the interchange. At this junction, the Darling St carriageway is proposed to be regraded to accommodate a shallower gradient in order to provide appropriate levels and disabled access.

The master plan allows bus waiting zones to occur along the northern side of Darling Street, as currently exists.

Amenity and connections

The reconfigured bus turning area incorporates the creation of a platform or square, which allows for bus turning on the upper levels, as well as creating generous publicly accessible foreshore areas. The upper level bus platform is connected to the lower level foreshore by a series of monumental seat-steps, and access stairs. Access stairs are located at four locations on the platform with three flights, parallel to the seawall, and one in the southern edge of the platform. Monumental seat-steps emphasise the relationship of the platform to the foreshore providing informal seating with pleasing prospect across Sydney Harbour for commuters. An access ramp provided along the southern edge of the platform, provides an access to the foreshore from set down and pick up areas to the ferry terminal.

A generous foreshore path is created along the foreshore connecting Illoura Reserve to the ferry terminal, Darling Street and Thornton Park. Seats are located along this path, parallel to the seawall. Discrete lighting is proposed to be integrated into existing and proposed structures including retaining walls, stairs and the like.

A single Hills Weeping Fig (*Ficus macrophylla* var *Hilli*) an historically significant species to Sydney Harbour, is located on the upper level of the platform in the south eastern corner, providing shade and shelter to the seating edges. There are no additional trees proposed, in accordance with policy 2.9.6, which states

The relationship between the Fenwick site and the urban spaces of Darling Street and Weston Street should be enhanced, particularly the visual relationship between the 1880s stone building, the former Shipwright's Arms Hotel and the public wharf at the end of Darling Street.

The toilet facility is to be documented (in accordance with the recommendations in the Conservation Management Plan) and removed, and a new facility is to be installed at the rear of the 1880s stone building.

Pedestrian access and safety.

The master plan promotes more equitable access between the ferry terminal and bus set down and pick up areas. This includes clearer more legible pedestrian connections, without conflicting with bus turning areas. Bus turning zones are defined by a kerb and gutter, with a supplementary transparent, visually unobtrusive fence designating areas of pedestrian access. The safety fence, proposed as a bollard / precast concrete bollard, with steel cable, provides clearly designated areas, without impacting on views through to the harbour and foreshore. At the northern edge of the turning area, where buses undertake a reverse movement, a more robust hardwood timber barrier is proposed as an additional safety measure. Wheel stops are installed at the rear of the bus reversing area.

A wall parallel to the Darling Street boundary extends along the southern edge of the northern Darling Street footpath, providing an additional safety barrier to pedestrians.

East Balmain Ferry terminal

A new ferry terminal is located, with regard to the orthogonal Darling Street geometry. This facility is designed to be accessible for all users. The fixed platform is connected to the foreshore via a wide access ramp, with a shorter more direct path to the foreshore which includes steps at the southern end of the terminal. The proposed hydraulic ramp allows for adjustment of the embarkation levels at the end of the ramp to suit tidal conditions. The fixed platform contains a single span roof structure, with seating and glazed wind breaks. The simple roof structure should be designed to ensure minimal impact on views.

Thornton Park interface

The master plan proposals retain the fabric of Thornton Park intact with minimal impact of the structure or the amenity of the Park. Minor re grading works along the Darling street carriageway and footpath, will require approx 20 metres of the lower section of the Thornton Park concrete wall (adjacent to Darling Street) to be stabilized and repaired. Pedestrian connections are made more generous, with the removal and relocation of the existing toilet facility. This allows for a more generous foreshore walk approximately 3m wide to be created, gently ramped to connect from wharf levels to the Park.