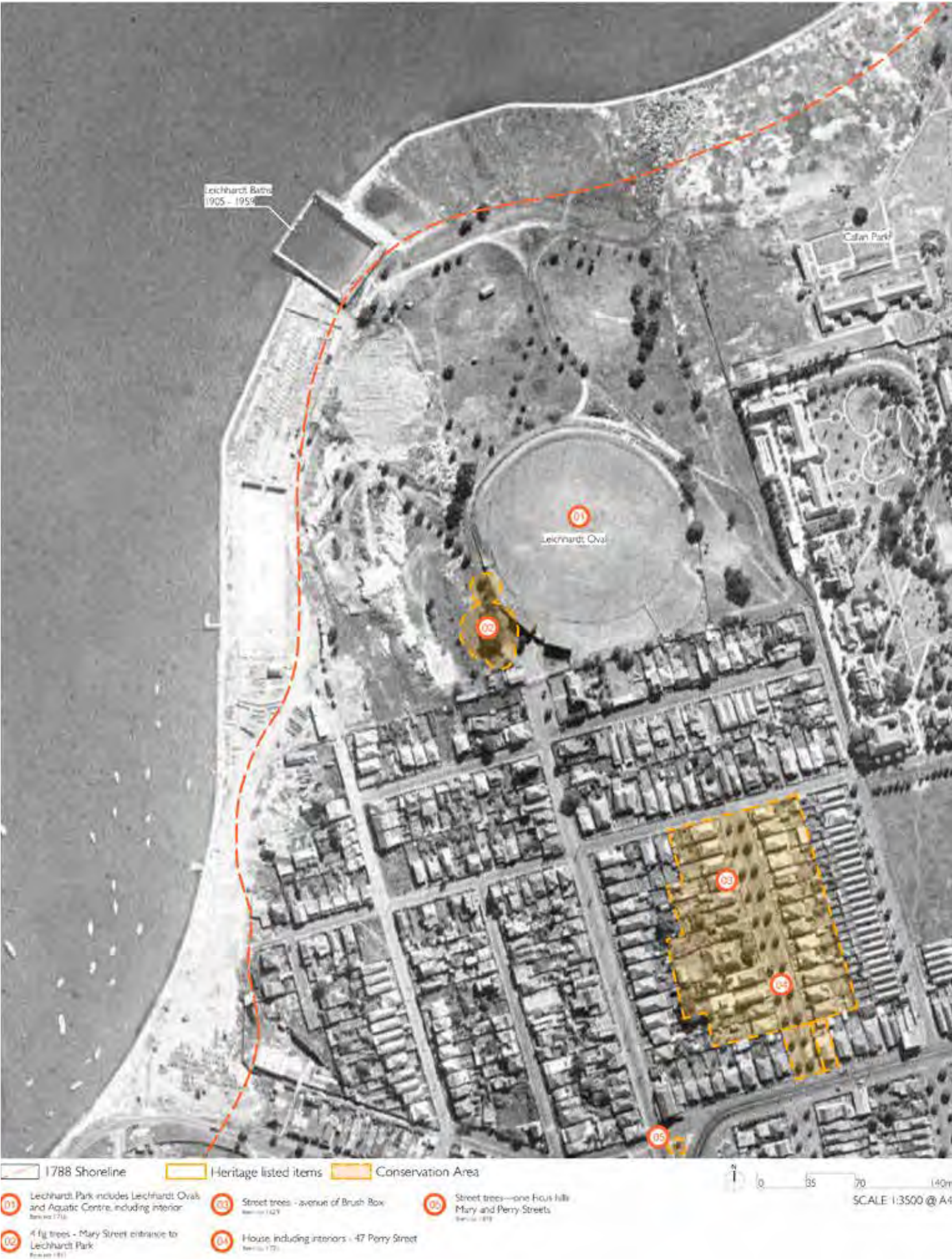




View to Iron Cove Bridge. Photo taken by Welsh + Major.



HISTORICAL ANALYSIS



1887 Drawing of the Leichhardt Clubhouse, E W Johnson - Source: Australian Rowing History



Leichhardt Oval 1934 Photograph - Source: State Library of NSW



Children Jubilee sports - Leichhardt Oval - October 28th 1921 Photograph - Source: Leichhardt Library

First Nations History

Prior to European colonisation, the Leichhardt area was inhabited by the Wangal band of the Dharug (Eora) language group. The territory of the Wangal people extends along the southern shore of the Parramatta River to Parramatta. Suburbs close to the city such as Glebe are also the home of the Gadigal and Wangal ancestors. The surrounding bushland was rich in plant, bird and animal life with fish and rock oysters available from Blackwattle Bay. Fish and

shellfish were staples in the diet of the local Aboriginal people. Sixteen midden sites have been identified within Leichhardt with four accessible to the public. The middens are dated at approximately 500 years old, and are recognised as significant by the Metropolitan Local Aboriginal Land Council and archaeologists. The closest midden site to Leichhardt Park is located at Callan Point in Rozelle. The lower foreshore of Leichhardt Park is largely reclaimed land, with the line of the original foreshore running approximately along the line of the current escarpment.

Leichhardt Rowing Club 1886 - Present

The Leichhardt Rowing Club was established in 1886 with the first club house opened by Sir Henry Parkes in 1887. The club has been actively involved in rowing in Sydney since this time, gaining many notable achievements. Despite the club co-operating with women's clubs and hosting events for amateur women rowers, women did not row for Leichhardt until the mid-fifties. The first club house was destroyed in a storm in 1897. Since then the clubhouse was rebuilt and altered a number of times. The current club house was constructed in 2001 in partnership with Pymble Ladies College and located at the northern end of Glover Street.

Leichhardt Baths and Leichhardt Amateur Swimming Club 1905 - Present

The Leichhardt swimming baths were opened in Long Cove, adjacent to Leichhardt Park in 1905. The baths were tidal and cut into the shoreline of the Parramatta River. Constructed out of turpentine timber, the dimensions of the baths were 166 feet by 200 feet and included an 8 feet platform around the perimeter with dressing boxes, showers and 2 spring boards. Gallery seating was included to seat 200 people. With the establishment of the current swimming centre in the 1960s it was removed, and the shoreline reclaimed. In 1961 the Leichhardt Amateur Swimming Club was formed. The swimming club still operates from the same location as the Leichhardt Park Aquatic Centre (LPAC).

Italian immigration 1920s - 1940s

Italian immigration to the Leichhardt area began in the 1920s increasing after WWII due to the availability of unskilled work, affordable housing and the accessibility of the St Fiacres Catholic Church. Leichhardt became highly influenced by Italian culture especially the cafés. Despite the changing demographics this is still evident today, especially at Norton Street. Italian fishermen worked out of Iron Cove from the 1920s engaging in both inner harbour and deep-sea fishing. Italian fisherman are still significant contributors to Sydney's fishing industry.

Leichhardt Oval

Leichhardt Oval was first used as a rugby league ground in 1934, the same year that it became the home ground of the Balmain Tigers. During the 1970s the ground underwent a series of major changes, including the installation of better lighting and repositioning of the field to run from north-to-south rather than east-to-west. The ground underwent a series of improvements in 2009 including the Centurions Lounge, a lift and improved corporate areas and safety. These works were co-funded by the (former) Leichhardt Council and the Australian Government.

Appendix A



Inner West Council area and suburbs. Recreation Needs study - A Healthier Inner West.

Overview

This section outlines the current community profile of Leichhardt using data from the 2016 ABS Census from Profile i.d.

Population Growth

In 2016, the estimated resident population of the Inner West was 192,030 people. The population increased by 11,729 people or 6.5% between 2011 and 2016. The growth rate of Greater Sydney during this period was 9.8%.

Leichhardt was one of the highest growth suburbs by number with an additional 1,097 people between 2011 and 2016. Further growth is anticipated, with an additional 49,049 people living in the IWC by 2036.

Open Space Provision

The Inner West has 323.4ha of open space which equates to 9.2% of the total land area or 16.8m² per person. Of this, Council owns 256ha, which equates to 7.3% of total land area, or 13.3m² per person.

The provision of Council owned open space in Leichhardt is low, with 11.6m² per person in 2016.



01 Leichhardt - Age + disability profile. Recreation Needs study - A Healthier Inner West.



02 Leichhardt - Cultural profile. Recreation Needs study - A Healthier Inner West.



03 Leichhardt - Density, income + housing profile. Recreation Needs study - A Healthier Inner West.

Age + Disability Profile

Leichhardt has a diverse representation of age groups with high proportions of babies, children, young and older people. There are also high numbers of people with disabilities residing in the area.

Spaces that are inclusive of all age groups, accessible and flexible should be prioritised to cater for current and future population needs.

Cultural Profile

Italian language has a high representation in Leichhardt, correlating with its history as an area with a high number of Italian immigrants. Although the proportion of people speaking a language other than English at home is low, the actual number of speakers is very high.

Park facilities, wayfinding and site interpretation strategies should take this into consideration.

Density, Income + Housing Profile

Leichhardt is characterised by medium density housing which is typical for the LGA. The area is forecast to have some of the largest population growth in the LGA, with 90.3 persons per hectare by 2036. This represents an increase by one third of the population, and places significant demand on already limited open space.

Income levels are average and above, and car ownership is high. The majority of households have cars. Improved connectivity would encourage Leichhardt residents to use active or public transport.

Appendix A



NEIGHBOURHOOD CONTEXT

Major Roads

The two major arterial roads of the area include Victoria Road to the north-east and the M4 City West Link to the south. These roads provide an important connection between Sydney's CBD and western suburbs, but restrict the permeability of the local area by restricting the movements of pedestrians and cyclists.

Public Transport

There are a number of public transport links in proximity to Leichhardt Park. These include;

- Bus Route 440 providing services between Rozelle, Leichhardt, Parramatta Road and Sydney CBD.
- Bus Route 445 providing services between Canterbury, Petersham, Leichhardt, Rozelle and Balmain.
- Light Rail providing services between Dulwich Hill and Central Station.

While there are a number of public transport options, they are generally not considered to be close enough to Leichhardt Park to encourage accessing the park via public transport. It is a 450m walk from the nearest bus stop to the Mary St entrance of the park. It is a 700m walk from the closest Light Rail station to the entry of the park. Accessing destinations within the park such as LPAC and would increase this distance by another 250m. Such distances are prohibitive, particularly for members of the community such as parents with children, the elderly and those with accessibility requirements. It is also noted that there is generally little signage indicating the direction of Leichhardt Park from the key public transport stops.

A traffic management Study was carried out in February 2004 for Leichhardt Park by (the former) Leichhardt Council. The report acknowledges the community desire for public transport access to Leichhardt Park. Council have also previously requested the State Transit Authority to review public transport options. The report recommended that a new public transport service to the park would not prove viable at the time.

Cycle Routes

It is anticipated that cycling within the area will continue to grow as a mode of active transport and recreation, with Inner West Council and the NSW State Government considering improvements to the current cycle network.

On-road

Currently, the majority of Council's cycle paths within the area are on roads with mixed or heavy traffic. Cycle paths are generally indicated by road markings, either through the delineation of a cycle lane or markings indicating that cyclists are present on the road. The network is highly fragmented and poorly connected in parts. As a result it's likely that some cyclists would feel discouraged from riding to Leichhardt Park due to safety concerns.

Off-road

There are significant off-road routes including the Bay Run, the Hawthorne Canal Greenway and parts of Victoria Road.

Bay Run

The Bay Run is a popular pedestrian route and cycleway which continues around Iron Cove for a total of 7km. The route passes through the Local Government Areas of Inner West Council to the south & City of Canada Bay to the north.

The Bay Run is typically a dual off-road cycleway and pedestrian path, separated by markings. Significantly, segments of the Bay Run which are located within Leichhardt Park are narrowed to form a shared path. It is also worth noting that the sections of the path which are delineated for cyclists and pedestrians swap over within Leichhardt Park for a short length of the overall Bay Run.

Local Parklands

There are a number of Regional and district parklands in proximity to Leichhardt Park. Many of these are positioned around Iron Cove along the foreshore. These include:

- Callan Park (State Government)
- King George Park (Inner West Council)
- Hawthorne Canal Parklands (Inner West Council)
- Robinson Park (Inner West Council)
- Timbrell Park (City of Canada Bay)
- Rodd Park (City of Canada Bay)
- Neild Park (City of Canada Bay)
- Brett Park (City of Canada Bay)

Local Recreational Facilities

There are a number of recreational facilities in proximity to Leichhardt Park. These have been assessed in detail within Council's 'Recreational Needs Study - A Healthier Inner West', prepared by Cred Consulting for Inner West Council and Published in 2018.

Cooks to Cove Greenway

Leichhardt Park acts as a destination for the proposed Cooks to Cove Greenway master plan and forms an important gateway which links the Hawthorne Canal to Cooks River. The Greenway master plan has four broad objectives:

- A connected ecological corridor, supporting diverse locally native species and links to the surrounding neighbourhoods
- A connected active transport corridor, with a main spine between the Cooks River and Iron Cove, and links into the surrounding neighbourhood
- Diverse recreation opportunities, including the opportunity to connect with nature
- An engaging cultural experience, which integrates public art and facilitates education and engagement with local stories

There is a good opportunity to build upon these objectives through the Leichhardt Park Master Plan. This could include strategies such as:

- Reinforcing connections to the Hawthorne canal ecological corridor and extending this corridor along Iron Cove.
- Establishing clear and legible links between the Hawthorne Canal and the Bay Run as an active transport corridor.

Appendix A



PEDESTRIAN & BICYCLE ACCESS



1 - Rowing Club Bay Run Pinch Points



1 - Rowing Club Bay Run Pinch Points



2 - End of Maliyawul Street Pinch Point



3 - Lilyfield Road Bridge Pinch Point



4 - Lilyfield Road Gateway



5 - Informal Path connecting Leichhardt Oval to Foreshore



6 - LPAC pedestrian access from Glover Street direction



7 - Mary Street Gateway - Vehicle Crossovers

Appendix A



VEHICLE ACCESS & PARKING

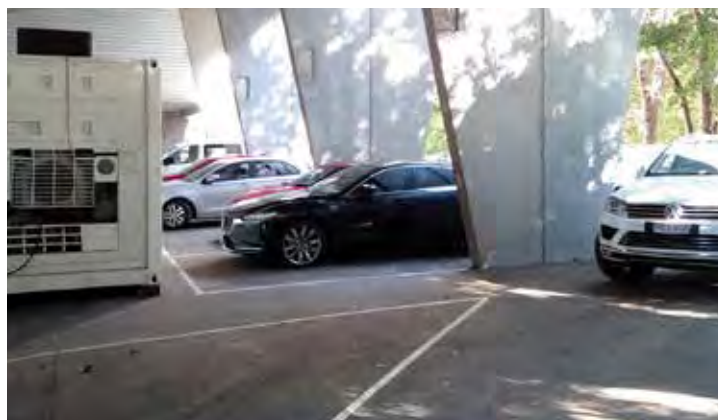
- ① **Glover Street**
90° Angle Parking Rear to kerb - 78 Formal car spaces, 19 informal spaces. Spaces are occasionally cordoned off for parking for major sporting events at Leichhardt Oval. The western side of the street is unmarked and is used for parallel parking. There are 4 informal and restricted parking spaces at the end of Glover St.
- ② **LPAC Service Road**
Parallel Parking - 6-9 Informal Spaces - Restricted parking for LPAC 'Gold Members' and service access to LPAC, however this is not signposted.
- ③ **Link Road Overflow**
90° Angle Parking - 6 Informal Spaces - Unrestricted use. Space is occasionally used for generator parking during sporting events at Leichhardt Oval.
- ④ **Leichhardt Oval**
Hardstand Parking behind western grandstand - 63 Spaces - Restricted use for Leichhardt Oval during events and training.
- ⑤ **Leichhardt Oval - Overflow**
Undefined Parking over in-ground water tanks, approximately 16 spaces. Restricted use for Leichhardt Oval overflow parking during events.
- ⑥ **LPAC Roadside Parking**
90° Angle Parking - 23 Formal Spaces.
- ⑦ **Leichhardt Oval - Mary Street Entrance**
90° Angle Parking - 15 formal spaces along eastern side and 22 formal spaces along western side.
- ⑧ **Leichhardt Park Car Park**
90° Angle Parking - 172 Formal Spaces - Generally services LPAC, Childcare Centre and Leichhardt Oval. Approximately half of the car park is cordoned off for parking for major sporting events at Leichhardt Oval, which typically occurs during the afternoon on the day of the event.
- ⑨ **Le Montage North**
90° Angle Parking - 12 Formal Spaces along the southern side and 12 informal spaces along northern side. Generally used by visitors to Leichhardt Park, particularly the playing fields Leichhardt #3 and the Bay Run. Also tends to act as overflow parking for Le Montage.
- ⑩ **Maliyawul Street North**
90° Angle Parking - 65 Formal Spaces along the western side. There is unmarked parallel parking along the eastern side which can accommodate 13-16 cars.
- ⑪ **Maliyawul Street South**
90° Angle Parking - 67 Formal Spaces.



2 - LPAC Service Road



3 - Loop Road Overflow



4 - Leichhardt Oval Undercroft Parking



10 - Maliyawul Street North



9 - Le Montage North



ZONE IDENTIFICATION & SUMMARY

Zone Definition

Leichhardt Park has been separated into four zones for the purpose of clarifying a detailed site analysis. The zones have been selected based on an assessment of the character and use of different areas within the park, while taking into account real and perceived boundaries. The borders of the zones should be treated as absolute and are indicated as dotted lines for graphic clarity.

Scope of detailed Site Analysis

Zone 1

Zone 1 extends along the northernmost section of the foreshore. Notable features includes the Blue Hippo playground, public toilet facilities, exercise equipment, Leichhardt Rowing Club and Giovinazzo Grove. The zone also includes a section of the Bay Run. It is also the historical location of the Leichhardt Municipal Baths. The zone is characterised by its close connection to the water. The zone is very well utilised by the community.

Zone 2

Zone 2 includes the areas atop the embankment which runs along the edge of Zone 1. It contains the Leichhardt Park Aquatic Centre (LPAC) and the playing field Leichhardt #2. A separate master plan for LPAC is currently being finalised by Inner West Council. Access within the zone often prioritises vehicle use, with fast moving traffic and relatively poor provisions for pedestrians. The zone is well utilised by the community primarily for visiting LPAC and attending sporting games on Leichhardt #2.

Zone 3

Zone 3 contains Leichhardt Oval, a childcare centre, the Mary St Playground and Leichhardt Park car park. There is very little space which does not already have a defined use. A significant amount of the area is allocated to car parking and roads. The remainder of the zone generally has limited public access, such as to Leichhardt Oval which is only open to the public during events. As a result this zone is largely only used by visitors of Leichhardt Oval, LPAC, the childcare facility and playground, and there is little reason for other park users to utilise this zone except for parking.

Zone 4

Zone 4 of Leichhardt Park extends along the southernmost section of the foreshore to Lilyfield Rd. Notable features includes the two smaller playing fields Leichhardt #3, two jettys, the extensive foreshore parking area along Malenyawul street, and a smaller park known as Leichhardt Peace Grove. It is characterised by its close connection to the water and that it forms part of the Bay Run. The zone is dominated by the extent of the roadway and parking which runs directly adjacent the foreshore. The zone is well utilised by the community primarily for the Bay run. Functions held at 'Le Montage', result in large groups occupying the foreshore at times. Leichhardt #3 contains two smaller football fields and is primarily used for juniors games during the winter season.



Zone 1 -View to Sensory Garden



Zone 2 -View to Leichhardt #2



Zone 3 -View to Leichhardt Oval



Zone 4 -View to the South along Malenyawul Street

ZONE 1



ZONE 1 - EXISTING CONDITIONS

Overview

Zone 1 of Leichhardt Park extends along the northernmost section of the foreshore. It is bordered by Callan Park to the east and extends south along the foreshore to the playing fields known as Leichhardt #3. To the south-east it is bordered by a relatively steep and well planted embankment which leads up to the rear fence of the Leichhardt Park Aquatic Centre.

Notable features includes the Blue Hippo playground, public toilet facilities, exercise equipment, Leichhardt Rowing club, part of Giovinazzo Grove and the sensory garden. The zone also includes a section of the Bay Run. It is also the historical location of the Leichhardt Municipal Baths.

Character

Zone 1 is namely characterised by its close connection to the water and that it forms part of the Bay Run. As a result a large number of park visitors use the foreshore area exclusively, and pass through the area on their route around the bay, rather than accessing other areas of the park. The steep and densely planted embankment opposite the shoreline fluctuates along the length of the zone, compressing the space in parts. The area is particularly popular on weekends.

Activity

The zone is very well utilised by the community for a number of activities. Blue Hippo playground attracts young children and families. Rowers use the area adjacent to the rowing club to access the water and for temporary storage of water craft. Walkers, sometimes with prams, wander along the foreshore and the bay run path. The Bay Run itself is popular with joggers and cyclists, some of which are moving at relatively high speeds. The area is also popular with dog walkers. The existing exercise equipment is utilised by some visitors.

Furniture

There is some existing timber bench seating associated with the pergola colonnade which is oriented towards the bay. There are two existing metal benches adjacent the exercise equipment which face one another, alongside three bicycle parking loops.

Lighting

The lighting lacks consistency and there are areas where lighting is inadequate along pathways, such as at pinch points adjacent the rowing club and at the link through to Maliyawul Street. There is no provision for lighting along the foreshore. There appears to be little lighting around facilities such as the exercise equipment and public toilets.

Signage & Wayfinding

There is an array of signage within the park which has been added over time to suit a range of needs. As a result the signage lacks cohesion and a uniform style.

Signage is provided by two means; standalone signage and signage incorporated into the surface of pathways.

The standalone signage has a number of purposes, including;

- Providing information regarding prohibited activities within the park.

- Notifying users of a particular aspect of the park (for example the playground, its opening date and historical aspects).
- Signage is also provided to give an indication of which pathways pedestrians and cyclists should use. This is generally confusing and does not relate well to the actual path layout.
- 10km/hr speed signs are also provided for cyclists along the path, in both directions, around the Blue Hippo Playground. Users do not appear to take heed of these signs.

The signage incorporated into the path surface is used to delineate the pathway for different users. It nominates the separation of the path into a cycleway and footpath, and areas where these merge to become a single shared path.

This signage is largely ineffective, with many users either not seeing, understanding or ignoring the markings. As a result walkers, runners and cyclists use the entire path, which can result in conflict.

Foreshore Edge

The foreshore seawall is divided into two tiers. A low sandstone sloped wall runs along the waters edge. This wall is original and likely has heritage significance. Above is a narrow concrete ledge that has occasional use as a pathway or area to access the water. Access to this lower concrete ledge is permitted at a single point along the foreshore, indicated by a ring of sandstone. A newer vertical sandstone block wall runs along the top of this ledge on the park side, forming a retaining wall. A steel tube fence runs along the perimeter of the retaining wall for a short length near the sensory garden.

The water level is fairly low along the shore line, with the bed of the bay visible at most points. There are collections of small rocks along the shore edge which are inhabited by rock oysters.

Memorials & Historical Interpretation

There is a low sandstone memorial associated with the colonnade and garden area, dedicating the garden to Rev. Father Atanasio Gonelli, which was opened in 2014.

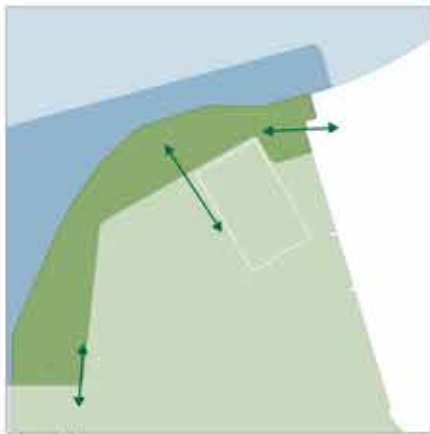
A large concrete block located in an opened grass area dedicates the foreshore in honour of the sister city relationship between Giovinazzo Italy & (the former) Leichhardt Council. Its presentation is fairly poor and it is an obstruction to flexible use of the space.

Tree Cover

There is generally good tree cover to parts of the embankment along the south east, and Council is currently carrying out extensive bush regeneration throughout that area. The Blue Hippo playground and exercise equipment area is well shaded by a number of trees, particularly a large fig tree to the rear of the playground. Along the foreshore there are small pockets of trees, which are dispersed amongst the open grassed areas.

Planting

There is generally good quality understorey planting along the embankment to the south east, which Council is improving through bush regeneration works.



Fauna linkages



Key View Lines



Foreshore building line



Boundary condition



Access points & Existing pathways



Vehicular access points roads and carparking



Existing Structures



Acid Sulphate Soil type



Tree cover



Ground Cover & Surfaces



Contours 2.0m intervals (Approximate)



Services



ZONE 1 - EXISTING CONDITIONS

Planting - continued

Areas of the embankment between the foreshore and Leichhardt #2 are currently fenced off for further regeneration works. The planting becomes patchy around the rear fence of LPAC.

There is a small amount of lower level planting along the flat areas of the foreshore. An exception to this is in the Giovinazzo Grove area where there are a few different species of plants gathered to form a small 'sensory' garden, which lacks impact.

Fauna Linkages

The well planted areas along the embankment currently provide a reasonable habitat for a range of local wildlife. There are some existing bird boxes in trees throughout the area. Connectivity to other planted areas within the park and beyond is constrained by the open areas of LPAC, Leichhardt #2 & #3, Glover Street, and the open areas along the foreshore. Pockets of trees along the foreshore may be utilised by some wildlife, but are generally exposed, poorly connected and have limited low cover.

Ground Cover & Surfaces

The zone is characterised by larger grassed areas along the foreshore, with some planted ground cover areas along the embankment. There is existing soft play ground cover throughout the playground and exercise equipment area. There are a number of path surfaces, including the concrete path of the Bay Run and a brick paver associated with Giovinazzo Grove.

Key View Lines

There are significant and unbroken views out towards the bay, including key views to Rodd Island and to the Iron Cove bridge.

Foreshore Building Line

A significant proportion of the zone falls within the foreshore building line, which limits development along the foreshore.

Boundary Condition

The zone is bounded by the hard boundaries of the foreshore and the high rear chain-link fence of LPAC. There is a low fence which contains the Blue Hippo playground. The Rowing club has a high metal fence preventing public access to the boat ramp. Sections of the embankment are densely planted and fenced off to protect biodiversity. The combined effect of these boundary conditions is that the zone feels fairly compressed and separate from the remainder of the park.

Access & Existing Pathways

The Bay Run:

Access and pathways through zone 1 are largely defined by the Bay Run. Approximately 500m of the Bay Run passes through this zone. The majority of the Bay Run within this zone consists of a cycleway and pedestrian route running along a single concrete path delineated by path markings. There are a number of points of conflict along the existing pathway, including:

- A pinch-point before and after the existing rowing club, where cyclists are required to merge onto the pedestrian pathway. The pathway becomes shared for a short length and deviates around

the rowing club, resulting in sharp corners and poor sight lines. This occurs at the point where vehicles are also loading and unloading water-craft from the Rowing club. Combined, these factors make this section of the path dangerous for users.

- Sharp corners along the path combined with planting adjacent the path, results in poor sight lines and potentially dangerous interactions between cyclists and pedestrians.
- The pathway passes close to Blue Hippo playground. While there is signage to inform users to slow down around the playground, this is often a point of conflict, with park users and children crossing the Bay Run path.
- The sides of the path which are delineated for cyclists and pedestrians are swapped over in this zone. This is confusing for users who are often unsure of which side of the path to use. This swap has been informed by the constraint of the path passing close to the playground and Council's intention not to have cyclists moving at speed directly alongside the playground.
- A pinch-point occurs at the southern end of the zone, where the Bay Run again becomes a shared path. The path doglegs towards the foreshore across a vehicle access point, to run between the foreshore and car park. The path becomes narrow and unsuitable for both cyclists and pedestrians to share safely.

Secondary pathways:

A secondary pathway runs along the foreshore and stops fairly abruptly within the sensory garden. As a result there are some informal dirt pathways cutting across the planted areas, showing where pedestrians find their way back to the main path.

A bush track winds up through the planted embankment to join up with the service road between LPAC and Leichhardt #2. This is largely a dirt and gravel track with some sandstone steps which is largely hidden and unmarked. It has a tranquil character, being slightly elevated and removed from the main foreshore area. It permits walkers to engage with the native bushland and observe wildlife.

Vehicular Access Points, Roads and Car Parking

Vehicle access is limited to service vehicles with entry points at the southern car park and adjacent the Rowing club.

Existing Structures

The existing toilet facilities are acceptable, generally well placed and in good condition. Blue Hippo playground is in good condition and well utilised. The outdoor exercise equipment station is in poor condition, with a number of pieces of equipment out of order. The existing pergola colonnade associated with the sensory garden and Giovinazzo grove is in poor condition, under utilised and generally lacks a sense of purpose. The rowing club is well utilised by some parts of the community. Access to the water via the rowing club for the general public appears to be restricted. The relationship of the rowing club to the Bay Run is not ideal and creates a pinch-point.

Services

There is an electricity submarine cable along the foreshore. There is an aviation transponder directly adjacent the Leichhardt Rowing Club to the east. There are a number of stormwater pipes to the west of Leichhardt Rowing Club that discharge from Glover St into the bay.



01



02



03



04



05



06



07



08



09



10



11



12

01. Example of existing signage / 02. Toilet facilities / 03. Blue Hippo Playground / 04. Signage and placemaking / 05. Existing sister city monument / 06. Colonnade Pergola at the sensory garden / 07. Sea wall / 08. Exercise station / 09. Bush track to LPAC / 10. Habitat boxes / 11. Leichhardt Rowing club forecourt / 12. Bay Run path merge.

ZONE 1 - CONSTRAINTS & OPPORTUNITIES

Based on the Analysis set out over the previous pages, the following opportunities present themselves within Zone 1.

- Assess the amount of space available for public parkland by consolidating the car park layout, while working within the constraint to provide the same or additional number of parking spaces.
- Provide BBQ facilities or additional furniture along some areas of the foreshore, and provide rest stops and furniture along pathways.
- Establish a degree of separation between the Bay Run path and some of the open areas along the foreshore to improve the amenity of the open areas for picnics and gatherings.
- Improve way-finding and signage along the Bay Run, with clearly designated routes for cyclists and pedestrians
- Undertake a master plan for the Bay Run in its entirety to address the consistency of way-finding, signage and lighting.
- Provide a separated path for cyclists and pedestrians which is consistent with other segments of the bay run, working with the limited space available for a wider path.
- Opportunity to improve the connection from the foreshore to other areas of the park by formalising or improving the existing bush tracks and improving way-finding.
- Develop an interpretive strategy for the original Leichhardt Municipal Baths site.
- Consider modifying parts of the existing foreshore wall to allow for native flora and fauna to colonise and link the site to its environmental heritage.
- Re-vitalise the memorial 'sensory garden' with a new landscape strategy that includes removing less successful elements and redefining the garden walk.
- Reconsider how the link with Leichhardt's sister city is currently acknowledged and integrated into the park through improvements to Giovinazzo Grove.
- Engage with local First Nations peoples to develop a strategy for incorporating references to the Wangal history of the site.
- Establish a consistent strategy for the appearance and location of historical information and signage.
- Improve access to the water for people of all abilities with an accessible launching ramp and associated facilities. This could allow for recreational activities such as canoeing or kayaking.
- Improve the health of the harbour by providing a habitat within the harbour along the sea wall.
- Continue native bush regeneration throughout the site
- Increase the consistency and density of understorey planting to provide a protective habitat for native wildlife from feral animals, while maintaining areas which are open for public use.
- Educate visitors along the bush track about native flora and fauna, their habitats and current strategies to improve biodiversity in the area.
- Reinforce fauna links throughout the site by connecting isolated pockets of vegetation.
- Improve the consistency of lighting along the Bay Run so that it can be used in early mornings and during the evenings, and balancing this with the needs of local wildlife.
- Improve safety along the Bay Run by removing pinch points, blind corners and merges between pedestrians and cyclists.
- Prioritise pedestrians and cyclists where the Bay Run interacts with vehicles, particularly where water-craft are unloaded at the rowing club and at the Maliyawul Street car park.

ZONE 2



Site Boundary Zone Boundary

01. Existing public toilets / 02. Leichhardt #2 sports field / 03. Existing demountable storage container for sports use / 04. Tanks below ground / 05. Unstructured recreational space 06. LPAC service lane 07. Leichhardt Park Aquatic Centre (LPAC). 08. LPAC entry / 09. LPAC link road / 10. Glover Street park entry



SCALE 1:2000 @ A4

ZONE 2 - EXISTING CONDITIONS

Overview

Zone 2 of Leichhardt Park encloses the areas atop the embankment and primarily contains the Leichhardt Park Aquatic Centre (LPAC) and the playing field Leichhardt #2. It is bounded by Glover Street to the east and the fence to Leichhardt Oval to the south. Other notable features include the amenities to the east of Leichhardt #2 and the temporary shipping container to the west which is used as a canteen during sports games and for equipment storage. A Master Plan for LPAC is currently being finalised by Inner West Council after a draft was exhibited in October 2018.

Character

Zone 2 is dominated by LPAC and Leichhardt #2 playing field. There is a small space remaining for unstructured recreational use at the intersection of Glover Street and the park ring road. The aquatic centre's 'back of house' functions are distributed along the service lane and form a haphazard and undesirable backdrop to the sports field.

The link road to the south prioritises vehicle use, with fast moving traffic and poor provision for pedestrians. The dense canopy of figs shades this area, and the high metal fence of the oval can make the space feel unwelcoming.

Activity

The zone is well utilised by the community, primarily for visiting LPAC and attending or viewing sporting games on Leichhardt #2. The small grassed triangle to the south is occasionally used for picnics and by spectators.

Furniture

There is some timber bench seating, bins and a bicycle lockup outside the front of LPAC. There are some bins available on the sidelines of the playing field.

Lighting

There is some existing field lighting to the playing field. There is standard street lighting to Glover Street and the park ring road.

Signage & Wayfinding

There is signage at the southern corners of the field to designate the playing field as Leichhardt Oval No2, and whether the grounds are open for play. The signage is often unclear and the wording is inconsistent with how the playing fields are named elsewhere.

There are some large traffic signs indicating the direction of Leichhardt Oval and LPAC. The remaining signage is road signs, indicating speeds and to look out for pedestrians crossing. There are some markings on the road indicating cyclist use. There is no signage indicating links through to the foreshore and the Bay Run.

Tree Cover

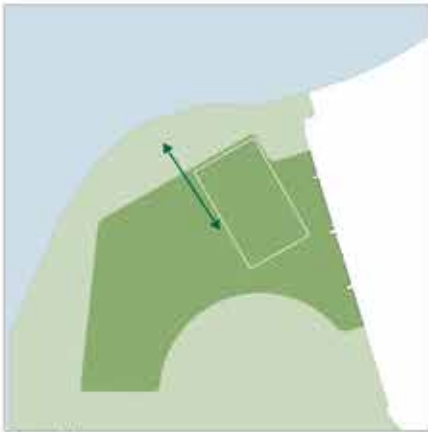
There is generally good tree cover at the southern end of Leichhardt #2. There is some tree cover along the sidelines of the playing field and to the boundary fence of LPAC, and along the slope down to Glover Street.

Planting

There is very little low to medium level understorey planting. The ground surface around trees is generally grass, with no low cover for wildlife habitats.

Public Art

There is a public art installation located to the front of LPAC. 'Weavings of Light and Life' - Bronwyn Bancroft 2011.



Fauna linkages



Key view lines



Foreshore building line



Boundary condition



Access points & existing pathways



Vehicular access points roads and carparking



Existing structures



Acid sulphate soil type



Tree cover



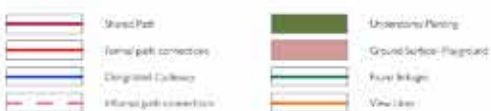
Ground cover & surfaces



Contours 2.0m intervals



Services



ZONE 2 - EXISTING CONDITIONS

Fauna Linkages

There are poor fauna links between the relatively well planted areas along the embankment to the north and other areas of the park, such as the canopy to the south, due to the limited ground cover and low planting, and the extensive open spaces of the playing field and LPAC.

Ground Cover & Surfaces

The ground cover throughout the zone is typically grass, particularly around the playing field and to the rear of LPAC. Roads are typically asphalt with concrete kerbs and footpaths. Areas adjacent the footpath to the south are uncovered dirt, possibly due to the limited area for plants to establish and the shade of the canopy above.

Key View Lines

There are filtered views through the trees towards Iron Cove to the north.

Boundary Condition

The zone has a series of hard boundaries which restrict movement throughout the area.

- The boundary fence of LPAC is a mix of haphazard chain-link fences and gates topped with barbed wire. While it is understood that access to LPAC is restricted this presents an unwelcoming frontage to public areas of the park.
- A high black steel fence follows the curve of the link road around Leichhardt Oval. The positioning of the fence close to the road limits the space available for pedestrians and planting.
- There is a low temporary fence to the north of the playing field to prevent access to bush regeneration areas.

Access & Existing Pathways

The zone is characterised by a series of incomplete pedestrian links and a prioritisation of roads for vehicle traffic.

- A concrete footpath has recently been constructed along the Glover street boundary.
- There are no provisions for pedestrians entering from Glover Street to the park. Footpaths do not connect forcing pedestrians to walk on the road or along the roadside. Wheelchair users would be forced to use the road.
- A footpath begins on the southern side of the ring road after an informal gravel area which is used for car parking. There is no provision made for pedestrians to cross the street to the playing fields or LPAC.
- A footpath runs alongside LPAC, starting at the service road and continuing to the entry of LPAC. This is a convoluted pathway, uninviting, difficult to access and is set at a lower level to the street.
- There is no defined link to the bush track, which connects through to the foreshore and zone 1, from the playing field and service road.

Vehicular Access Points, Roads and Car Parking

- The ring road connecting to Glover Street is one of the three road entry points to the park.
- A service road runs down the eastern boundary of LPAC, with multiple entries for service vehicles. This road is used as

additional parking for members of LPAC, who park parallel along the roadside.

- There is an undefined gravel parking area to the southern side of the ring road. This is used to park a generator which provides power for oval lighting during games.
- There are pockets of roadside parking along the road to the south of LPAC.
- There is 90 degree parking along Glover Street which is primarily used for access to Leichhardt #2, the rowing club and for overflow parking during sporting events at Leichhardt Oval.

Existing Structures

- There is an existing public toilet block to the east of Leichhardt #2 that is positioned midway up the slope. The facility is not well sited for users of the playing field or the Bay Run, and is not wheelchair accessible.
- There are some temporary shipping containers adjacent the service road that are used for organised sports as a makeshift canteen and gear storage.
- LPAC has a number of structures which are detailed extensively in LPAC Master Plan. There is an existing cafe in LPAC which is available to the public.

Services

- There is an in-ground concrete tank at the end of LPAC service lane.
- There is a substation located along the boundary fence of Leichhardt Oval, adjacent to LPAC service lane.



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01. Existing public toilet block / 02. existing shipping container storage / 03. informal parking at Leichhardt Oval / 04. Leichhardt #2 / 05. Leichhardt #2 / 06. Leichhardt #2 adjacent service lane / 07. Back of house presentation of LPAC / 08. Bush track connection to LPAC service lane / 09. LPAC service lane / 10. LPAC forecourt / 11. LPAC forecourt / 12. Existing public art around LPAC frontage.

ZONE 2 - CONSTRAINTS & OPPORTUNITIES

Based on the Analysis set out over the previous pages, the following opportunities present themselves within Zone 2

- Provide better places for people by balancing the need for vehicle access. For example reconfiguring the service road into a pedestrian friendly shared zone which permits access for service vehicles only.
- Improve the public interface of LPAC side boundary.
- Provide a permanent amenities block, which include storage, canteen and gender inclusive changing facilities associated with Leichhardt #2. Remove the existing toilet facilities and incorporate a new public toilet facility within the new amenities building to concentrate the built footprint.
- Provide casual spectator seating areas around Leichhardt #2.
- Improve the pedestrian experience by providing better connections around the ring road, LPAC and through to Glover Street.
- Improve the connection and way-finding from the existing service road to the foreshore, via the existing bush track.
- Improve the way-finding, naming convention and coherency of signage for Leichhardt Oval, Leichhardt #2 and LPAC.
- Create an inviting gateway to the park from Glover Street for all park visitors.
- Create a stronger identity for Leichhardt #2 and its surroundings, parts of which feel like a left over space to the rear of the Oval & LPAC.
- Ensure pathways throughout the zone are accessible for wheelchair users.
- Upgrade LPAC with additional program which is attractive for different age groups, including wild play for younger children and classes for older users. Refer to LPAC Master Plan for more detailed information.
- Reinforce fauna links throughout the site by connecting vegetation in a north-south direction adjacent the playing fields and LPAC. This could incorporate understorey planting and a link to flora which has been proposed by LPAC Master Plan.
- Consider upgrading the sports field Leichhardt #2 to a synthetic field to maximise use.
- Develop WSUD strategies to manage run-off from potential synthetic field upgrades.

ZONE 3



Site Boundary **Zone Boundary**
01. Ring of fig trees / 02. Leichhardt Oval / 03. Wayne Pearce Hill & scoreboard / 04. N.C (Latchem) Robinson Stand / 05. Toilet facilities / 06. Keith Barnes Stand / 07. Oval maintenance storage and Bar / 08. Leichhardt Park Car Park / 09. Heritage Fig Trees / 10. Childcare Centre / 11. Mary St Playground / 12. Caretaker's Cottage



ZONE 3 - EXISTING CONDITIONS

Overview

Zone 3 is bordered by the fence enclosing Leichhardt Oval to the north. It extends east to the site boundary at Glover Street. To the west it extends to the embankment along the edge of the car park and childcare centre. It is bordered to the south by residential properties.

Notable features of the zone include Leichhardt Oval, the childcare centre, Mary St Playground, Leichhardt Park car park and the original caretakers cottage associated with the oval.

The master plan will examine Leichhardt Oval's interface with its surroundings and its role in Leichhardt Park as a whole. It is recommended that a Master Plan and Plan of Management for the specific operation and future development of the oval is undertaken by InnerWest Council.

Character

Zone 3 has little space for unstructured recreation, with the majority of open space allocated to car parking and roads. There is a small playground adjacent the childcare centre, known as the Mary St Playground. Public access to Leichhardt Oval is generally restricted to events. As a result this zone is largely only used by visitors of Leichhardt Oval, LPAC, the childcare facility, and Mary St Playground, and there is little reason for other park users to utilise this zone except for parking.

Activity

The zone is generally very busy during peak times, such as during after school hours and on weekends, when visitors are coming to LPAC. This is compounded when there is a sports event at Leichhardt Oval. As a result parking and traffic management has become an important issue during these times.

Furniture

There is little public furniture available within the zone. There are some benches provided within the Mary St Playground.

Lighting

There is a mix of lighting within the zone. there is existing street lighting along Link Rd. There are lamp posts located throughout the car park. New lighting has been installed on the pathway which surrounds Mary St Playground linking the childcare to the car park and Link Rd. There is flood lighting associated with Leichhardt Oval for use during events.

Signage & Wayfinding

- There is little gateway signage indicating that you have arrived at Leichhardt Park from the main entries along Mary & Glover Street.
- There is no long-term signage to inform residents and park users of anticipated peak traffic times, such as when there are events at Leichhardt Oval.
- There is no signage that guides users to Leichhardt #2 from the entry on Mary St, which can cause confusion with Leichhardt Oval.
- There is no permanent signage to indicate that there are two

entries to Leichhardt Oval, and the Glover St entry gives the impression that it is for service access.

- There is signage at the entry to Mary St playground, identifying the playground and prohibited activities.

Tree Cover

There is a dense ring of fig trees which line the embankment around Leichhardt Oval. These trees form a significant canopy and dense shade.

There are some significant fig trees at the Mary Street entry adjacent to the childcare facility, which have been identified as having heritage value.

There are a number of trees distributed throughout the car park but these are generally not significant in size and provide little shading or cover to the car park surfaces.

Planting

There is a lack of understorey planting within the zone. Beneath the fig canopies there is little light available which may impact the ability of smaller plants to establish. There is a small amount of planting distributed around the perimeter of the oval and throughout the car park.

Memorials & Historical Interpretation

There are a number of historical references associated with Leichhardt Oval within the grounds themselves. A laneway outside of the grounds has been named 'Lauries Lane' in memory of Laurie Nichols, a fan of the Balmain Tigers.



Fauna linkages



Key view lines



Vehicular access points roads and carparking



Boundary condition



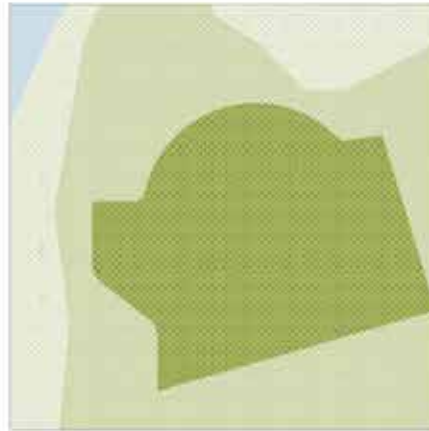
Access points & existing pathways



Tree cover



Existing structures



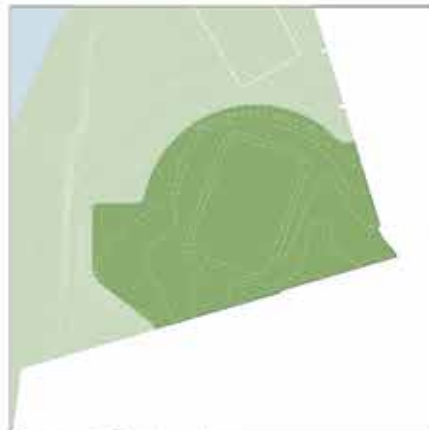
Acid sulphate soil type



Services



Ground cover & surfaces



Contours 2.0m intervals



ZONE 3 - EXISTING CONDITIONS

Fauna Linkages

The ring of fig trees around the oval provide a habitat for some wildlife, but is limited by the lack of understorey and ground-cover planting, and its lack of connection to other planted areas, as it is completely surrounded by the link road. There is a sign on Glover indicating 'Possums Crossing' between the planting around the Oval and Callan Park.

Ground Cover

The publicly accessible areas of the zone are characterised by hard paving and asphalt. There are pockets of planting distributed throughout the car park but these do little to mitigate the heat island effect of the car park hard surfaces. There are mulched areas to the base of the fig trees at the Mary St entry. The surface within the playground is a mix of softfall, mulch and grass.

Key View Lines

The key views occur from the Mary St entrance to the park, through to the historic stand of Leichhardt Oval and original caretaker's cottage.

Due to the shape of the oval, view lines from the Mary St entry to LPAC and beyond are obstructed.

Boundary Condition

The zone is defined by the hard boundaries of the Leichhardt Oval perimeter fence, which limit public access to the Oval except through the entry points at Mary and Glover streets. The overall result is that visitors to the zone are fairly restricted in their movements to the roads which run through the zone.

Access & Existing Pathways

- Pedestrian access from Mary street is largely a continuation of the street's footpath condition.
- A footpath along the western side of the road leads through the car park in the direction of LPAC. It is frequently broken to prioritise car access to the car park.
- A footpath along the eastern side of the road runs along the perimeter of the oval fence. It is slightly increased in width around the entry to the Oval. It is broken by access points to the Oval.
- There is a lack of defined crossing points for pedestrians to cross the road.
- There is a footpath along the western edge of Glover St. It is broken by driveway entry to Leichhardt Oval.

Vehicular Access Points, Roads and Car Parking

Vehicle access to the zone is significant, and is generally given priority over all other users.

There are a number of vehicle entry points to Leichhardt Oval which are given priority although they are only used during events, training sessions and for maintenance.

Car parking is highly contested, due to competing uses and a reliance on cars for getting to the park's facilities.

Existing Structures

There are a number of structures associated with Leichhardt Oval,

which have been added over time.

- The Latchem Robinson Grandstand and associated function room
- The Keith Barnes Stand, the heritage stand of the oval. Due to the reconfiguration of the direction of the oval, the stand is no longer ideally positioned.
- The scoreboard, which has heritage value.
- Toilet facilities. The northern toilet block is of poor value.
- Recent temporary and relocatable facilities, such as catering stands and bars.
- A collection of service and storage structures.

The oval and its structures are typically inward focussed, with consideration being given to the experience of patrons within the grounds. This has resulted in a somewhat back of house presentation to the street and the surrounding park, particularly around the Mary & Glover St entries.

Services

- There are a collection of in-ground concrete water tanks to the south-east of Leichhardt Oval. The area is currently used as overflow parking.
- There are two hydrants positioned alongside Laurie's lane and one on the opposite side of the road in front of the childcare.



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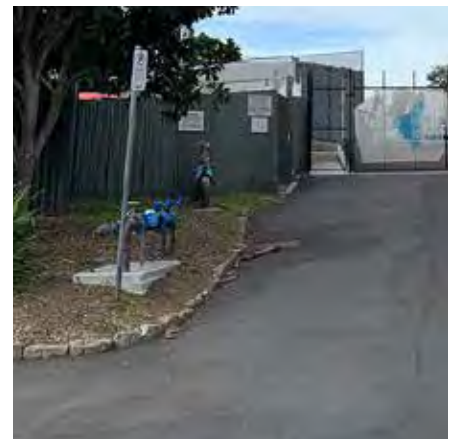
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01. Keith Barnes Stand / 02. Caretaker's cottage / 03. Mary Street Entry / 04. Back of Caretaker's cottage / 05. Accessible stands within Leichhardt Oval / 06. N.C (Latchem) Robinson Stand / 07. N.C (Latchem) Robinson Stand from outside of the oval / 08. Significant fig trees and entry to car park / 09. Laurie's lane / 10. Mary St Playground adjacent childcare facility / 11. Northern toilet block / 12. Existing memorials within Leichhardt Oval.

ZONE 3 - CONSTRAINTS & OPPORTUNITIES

Based on the Analysis set out over the previous pages, the following opportunities present themselves within Zone 1.

- Consider the amount of space available for public use within the zone and whether this can be increased, potentially by increasing public access to Leichhardt Oval, while balancing the constraints of maintaining a high quality playing surface for sporting events.
- Improve the public domain around the entrances to Leichhardt Oval by establishing a forecourt area.
- Improve the pedestrian experience by increasing the amount of space available to pedestrians and by prioritising pedestrians over vehicles within the park.
- Formalise a link to the foreshore through the site of the caretaker's cottage, which is currently used as an informal path.
- Create an inviting gateway to the park from Mary and Glover Street for all park visitors.
- Build upon the strong identity of Leichhardt Oval as a unique experience compared to other venues.
- Improve the relationship and interface between Leichhardt Oval and surrounding areas.
- Incorporate the existing caretaker's cottage as a point of interest and gateway to the park.
- Ensure pathways throughout the zone are accessible for wheelchair users.
- Improve the current accessibility of Leichhardt Oval to ensure that circulation and seating areas are dignified for all users.
- Improve the biodiversity of the planted areas around Leichhardt oval by incorporating lower level planting and connecting these areas to other areas within the park and to Callan Park.
- Assess and improve the sustainability of Oval facilities and surrounding infrastructure.
- Balance the priority of vehicles with other park users, potentially through the creation of shared areas and limited or slow traffic areas. Reduce the need for pedestrians and vehicles to interact and clearly define those interactions to prioritise pedestrians.
- Develop a plan of management to guide the long-term management and future of Leichhardt Oval, and develop an architectural master plan which focusses on future built form.

ZONE 4



ZONE 4 - EXISTING CONDITIONS

Overview

Zone 4 of Leichhardt Park extends along the southernmost section of the foreshore. It is bordered by Lilyfield Rd to the south. The zone's eastern boundary is varied in its condition. It includes the well-planted and steep embankment adjacent to LPAC car park, a number of residential boundaries, and the boundary of the popular venue 'Le Montage'.

Notable features includes the two smaller playing fields Leichhardt #3, two jettys, the extensive foreshore parking area along Maliyawul street, and a smaller park known as Leichhardt Peace Grove.

Character

Zone 4 is characterised by its close connection to the water and as part of the Bay Run. The zone is dominated by the extent of the roadway and parking which runs directly adjacent the foreshore along Maliyawul Street. This compresses the available public space to a thin strip, which is occupied by the Bay Run path and a grove of spaced She-oak trees. As a result parts of the zone are very exposed, with extensive hard surfaces and little shelter.

The small park to the south named Peace Park lacks enclosure from the road and nearby residences, and feels fairly exposed. It has no defined purpose and appears as a left over space.

Activity

The zone is well utilised by the community primarily for walking, running and cycling along the Bay Run. Functions held at 'Le Montage', such as weddings result in large groups occasionally occupying the foreshore and in the surrounding open spaces. Leichhardt #3 contains two smaller football fields and is used for juniors games in the winter season, commercial training and other events. There are pockets of undefined recreational space such as to the south of the playing fields that are sometimes used for picnics and relaxing in the shade.

Furniture

There are some timber benches provided along the foreshore path, facing towards the bay. The placement of these has been limited by the space available, and the benches are located where a parking space has been removed for planting. There are some fixed wheelie bins positioned along the foreshore. There is a bubbler located near the jetty. There are some timber benches located in Peace Grove.

Lighting

There is standard street lighting along the eastern side of Maliyawul Street. This is some distance away from the Bay Run path, where there is no lighting provided. There is no lighting provided where the Bay Run path deviates from the roadside to pass under the Lilyfield Road bridge.

Signage & Wayfinding

There is a collection of signs at the Lilyfield Rd entrance for Le Montage, Leichhardt Oval and LPAC.

There are timber signs indicating the given names of some of the park areas, including 'Giovinazzo Grove' for the park foreshore, and Leichhardt Peace Park.

There are large signs facing the water related to boating.

There are some road and path markings indicating areas to be used by cyclists and pedestrians. This is fairly unclear, particularly along the shared path of the foreshore.

There is no signage around the Lilyfield Road entry regarding the park itself or the Bay Run. This makes it difficult for cyclists and pedestrians to understand how to access the Bay Run safely.

Foreshore Edge

The foreshore edge is divided into two tiers in the same fashion described in Zone 1. Access to the lower concrete ledge is permitted at the newer jetty. A stainless steel tube fence runs along the perimeter of the retaining wall adjacent the Jetty, which boats are often leaned up against and locked to. These spaces are rented by Council.

The floor of the bay is slightly deeper along this edge of the shoreline. There are collections of small rocks along the shore edge which are inhabited by rock oysters, and some remnants of an old rock wall that extends into the bay.

Memorials & Historical Interpretation

There is an information board along the foreshore highlighting the historical use of the bay from 1890-2006, namely its use by the Italian fishing community.

Tree Cover

To the south of the zone there is a small area of tree cover adjacent Lilyfield Road that has been the focus of bush regeneration.

There are pockets of tree cover within Peace Park, where bush regeneration works are ongoing. There is limited tree cover along the foreshore itself, where a number of she-oaks have been planted at spaced intervals. To the south of Leichhardt #3 there is some broken tree cover surrounded by grassed areas. To the eastern edge and the embankment up to the Leichhardt Park car park there is dense tree planting. To the east of Leichhardt #3 there is a well planted embankment that is currently the focus of bush regeneration works, with decent tree coverage. There are some isolated trees along the western edge of the road to LPAC car park, which appear to be in poor health.

Planting

There is good quality lower level planting where there has been a focus on bush regeneration, specifically to the small area adjacent Lilyfield Road and the embankment to the east of Leichhardt #3. In other areas there is little small to medium scale planting.

Drainage

There is currently a concrete half-pipe drain which runs along the eastern edge of Leichhardt #3. The pipe drains poorly and is generally full of water. Areas to the south of Leichhardt #3 are often significantly flooded. Drainage is a high priority issue, affecting the day to day use and future potential of the area and needs to be proactively addressed.



Fauna linkages



Key view lines



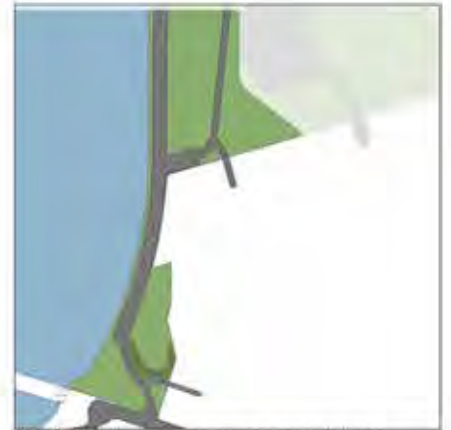
Foreshore building line



Boundary condition



Access points & Existing pathways



Vehicular access points roads and carparking



Existing structures



Acid sulphate soil type



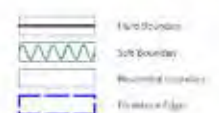
Tree cover



Ground cover & surfaces



Contours 2.0m intervals



ZONE 4 - EXISTING CONDITIONS

Fauna Linkages

Current areas of habitat within the zone are fairly fragmented and poorly connected. There is a good opportunity to link the park through to the south, connecting it to green spaces along the Hawthorne Canal. This connection has been hinted at through the small regenerated area adjacent Lilyfield Road, however this pocket is poorly connected to the remainder of the park. Creating a more established link will be challenging, with the foreshore area very constrained and highly contested in its current form. Establishing habitats within the bay should also be given consideration.

Ground Cover & Surfaces

The zone is characterised by the larger grassed areas of the playing fields Leichhardt #3 and Leichhardt Peace Grove. The areas around the foreshore are typified by hard paving and gravel. There are pockets of dense planting and ground cover as previously identified.

Key View Lines

There are unobstructed views through the bay, to Rodd Park peninsula and to the UTS Rowing Club.

Boundary Condition

The zone is bounded by the foreshore to the west. The foreshore area of the zone is cut off from other areas of the park by Maliyawul Street, particularly to the north of Le Montage.

A haphazard mix of boundary fences line the zone to the east, belonging to residential properties. There has been an attempt to soften this fencing at the southern end of Peace Park with planting.

The car park of Le Montage sits directly opposite Maliyawul Street and is fenced off.

Dense planting and steep terrain to the east of Leichhardt #3 and the back of the childcare centre acts as a soft boundary along this edge of the zone.

Access & Existing Pathways

The Bay Run:

Access and pathways through zone 4 are largely defined by the Bay Run - a well patronised pedestrian and cycleway which continues around the bay through multiple LGA's for a total of 7km. Approximately 420m of the Bay Run passes through this zone. The majority of the Bay Run within this zone consists of a shared path to be used by both pedestrians and cyclists.

- This segment of the Bay Run is the only section which does not designate a separated cycle and walking path.
- The current shared path has a high number of users, particularly at peak times. The combination of walkers, runners and cyclists sharing the same path results in no group results in dissatisfaction for all users.
- Cyclists will often choose to ride on the road to avoid the path altogether; however this is not an option for all cyclists, such as those riding with young children and those concerned about safety.
- Access to the Lilyfield Road bridge crossing is problematic for both pedestrians and cyclists, with multiple pinch points, blind corners and unclear junctions.

- There is no clear pedestrian entry to the park at the junction of Maliyawul St and Lilyfield Rd. This is demonstrated by the dirt track running alongside the road.

Secondary pathways:

- There are two access points to Peace Park, from the cul-de-sac streets of Perry Lane and Church St.
- The Church St access point is fairly unwelcoming and clearly intended to prohibit vehicle access.
- No formal pedestrian links are provided to connect this area and LPAC and Leichhardt Oval.
- A informal path links the foreshore car park and Leichhardt Oval, running between the residential boundary fencing and childcare centre up a steep incline.
- An alternative for pedestrians to reach the top of the park would be to walk along the road up to the Leichhardt Park car park.

Vehicular Access Points, Roads and Car Parking

Vehicle access to the zone is significant, and is generally given priority over all other users. There are two access points to the park by vehicle within the zone. These are the Lilyfield Rd entry and Frazer St entry (one way in a northern direction).

Vehicles travel at relatively high speeds throughout the park and this is particularly prevalent on the road which connects the Frazer St entry to the Leichhardt Park car park.

Car parking along the foreshore is highly contested during peak times, such as when there are sporting events or functions held at Le Montage. Parking is largely 90 degrees front to kerb, which can result in issues with cars reversing into the roadway where cyclists are riding.

Existing Structures

There are two jettys within the zone that are suitable for boat access.

- A newer style steel jetty which meets the needs of some users, but lacks the character of the original jetty.
- The old timber jetty which is in a fairly poor condition and has been earmarked for demolition, but has historical significance and ties to the Italian Fishing Fleet.

Services

- There is a concrete encased sewer outlet that runs through Peace Park and into the bay.
- There are a significant number of stormwater outlets that run from street pits which drain into the bay.



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01. Shared Bay Run segment and parking along the foreshore / 02. Location of proposed skate plaza / 03. Le Montage and Frazer St Junction / 04. Link road to LPAC. / 05. Leichhardt #1. / 06. Existing broken concrete drain / 07. Existing interpretation strategy / 08. Existing jetty / 09. Historical jetty / 10. Peace Park seating / 11. Lilyfield Bridge underpass / 12. Pathway accessing lilyfield bridge

ZONE 4 - CONSTRAINTS & OPPORTUNITIES

Based on the Analysis set out over the previous pages, the following opportunities present themselves within Zone 4.

- Assess the amount of space available for public parkland by consolidating the car park layout, while working within the constraint to provide the same or additional number of parking spaces.
- Upgrade the Bay Run with better way-finding and signage, with clearly designated and separate routes for cyclists and pedestrians
- Link to the proposed Hawthorne Canal 'Greenway'.
- Produce a Master plan for the Bay Run in its entirety to address the consistency of way-finding, signage and lighting.
- Provide a separated path for cyclists and pedestrians which is consistent with other segments of the Bay Run. Path improvements are constrained by the limited space available, which could be addressed by a path which extends over the water or a reconfiguration of the existing parking and vehicle strategy.
- Opportunity to improve the connection from the foreshore to Leichhardt Oval by formalising the existing track and improving way-finding.
- Retain elements of the history of the Italian fishing fleet and build upon this historical narrative to build the identity of the foreshore.
- Assess the character of Leichhardt Peace Park and develop a strategy for its future use.
- Consider modifying parts of the existing foreshore wall to allow for native flora and fauna to colonise and link the site to its environmental heritage.
- Reconsider how the link with Leichhardt's sister city is currently acknowledged and integrated into the park through improvements to Giovinazzo Grove.
- Establish a consistent strategy for the appearance and location of historical information and signage.
- Maintain vehicle access for accessible parking and provide accessible parking spaces close to park entry points.
- Improve public access to the water for recreational activities such as canoeing, kayaking or dragon boats through a shared access point to the water. Potential for a hiring system for water craft for public use.
- Assess the locations suitability for a skate Plaza within the zone as indicated by concept proposals.
- Improve the health of the harbour by improving water run-off management. An assessment of existing stormwater management should be undertaken to investigate whether stormwater can be filtered through bioswales on-site before entering the waterways. Flooding is a significant issue in some areas, such as adjacent Leichhardt #3, which must be addressed.
- Establish a green link throughout the zone to connect the park to the Hawthorne Canal.
- Continue native bush regeneration throughout the site
- Increase the consistency and density of understorey planting to provide a protective habitat for native wildlife from feral animals.
- Educate visitors regarding the health of the harbour and strategies to improve the ecology of the bay.
- Establish a lighting plan to balance the needs of park users and wildlife. Improve the consistency of lighting along the Bay Run so that it can be used in early mornings and during the evenings.
- Opportunity to remedy existing drainage issues by introducing a naturalised bioswale.
- Opportunity to separate the shared Bay Run path into a dedicated pedestrian and cycleway to reduce the chance for collisions and negative interactions.
- If separate pathways cannot be achieved due to space constraints, consider reconfiguring the car park with a focus on improve safety for cyclists and pedestrians. Improve safety along the Bay Run by removing pinch points, blind corners and merges between pedestrians and cyclists.
- Prioritise pedestrians and cyclists by linking areas of the park currently separated by roadways.
- Consider shared roadways and other traffic calming measures to make the park more connected and people friendly.

Appendix B - Community Engagement



Community Engagement at Leichhardt Park. Photo taken by Welsh + Major.

Appendix B - Community Engagement

OVERVIEW + ENGAGEMENT STRATEGY

1.0 Summary

Council engaged the Inner West community for input in the preparation of a 10-year plan for Leichhardt Park, which is to include a Plan of Management and Master Plan. Community engagement was carried out via the engagement platform Your Say Inner West (YSIW) and two drop-in sessions at Leichhardt Park, which occurred on Saturday the 29th of June and Saturday the 6th of July.

The drop-in sessions provided visitors the opportunity to view the community engagement material in person and give feedback in an informal setting. The park was busy with a range of users stopping to discuss the material. Printed boards outlined key activities, both existing and proposed as well as a map indicating the site area, and details of the proposed skate plaza concept and synthetic turf concept. Members of the public were asked to identify the facilities and areas they liked the most, and which facilities and areas they felt had room for improvement. Comments on additional items were also welcomed.

Online engagement was carried out from the 9th of June to the 22nd of July 2019. The project page received close to 1300 visits. Of those visitors, close to 250 visitors left feedback. The engagement was structured to garner feedback on primarily three topics:

- A concept proposal for Lilyfield Skate Plaza, including the location of the skate plaza; what people liked about the concept designs of the plaza and what changes, if any, they would make to the design to improve it.
- A concept proposal for installation of a synthetic playing field at Leichhardt Oval #2;
- Leichhardt Park in general, including what visitors currently value and dislike about the Leichhardt Park; what improvements visitors would like to see in Leichhardt Park; and what should be prioritised within the plan.

The skate plaza concept received mixed feedback overall. Online, over three quarters of respondents supported the skate plaza in some form, with responses ranging from slightly supportive to completely supportive. Of the respondents who did not support the proposal, the location of the skate plaza was the primary concern. Some people who defined themselves as potential users also did not support the proposal on account of its design and limited scope.

During the drop-in sessions, park visitors were generally enthusiastic about the proposal, with a smaller number of visitors leaving negative comments about the proposal. Those who left negative feedback largely identified themselves as residents who live close to the proposed skate plaza location. A petition with 133 signatures was also received by council opposing the skate plaza.

1.1 Background

Plans of management must be prepared for all types of parks on community land. Inner West Council established a parks planning priority list, which nominates which open spaces in greatest need of new or updated Plans of Management. Leichhardt Park has been nominated as high priority within the Inner West council area, with the previous plan of management for Leichhardt Park being adopted in 2004.

1.2 Promotion

Community consultation The public exhibition period was promoted by a number of means, including:

- Your Say Inner West project page
- On-site signage
- Media release
- Social media
- E-news
- Council website
- Email to identified groups

All promotion collateral directed people to the online submission form on YSIW and to the two park drop-in sessions.

2.0 Engagement Outcomes

Outcomes of community engagement have been separated into feedback received at the drop-sessions and feedback received through the online survey. For greater clarity, comments received have been categorised as to whether they pertain to the skate plaza concept, synthetic turf concept, or Leichhardt Park overall. Comments by the community relating to specific proposals by organisations has been filtered out and will be presented alongside feedback from organisations within that section of the document.

2.1 Drop-in Sessions

The drop-in sessions were undertaken over two days, the afternoon of Saturday 29th between 2pm and 4pm, and the morning of Saturday the 6th of July between 10am and 12pm. The drop-in sessions provided visitors the opportunity to view the community engagement material in person and give feedback in an informal setting. The material consisted of four A1 panels, which displayed an overall map of the park and the location of the proposed skate plaza and synthetic turf oval, concept images of the skate plaza, and two panels which displayed some images of current parts of the park or features of other parks in order to prompt discussion.

Park visitors who approached were asked to identify facilities and areas that they liked the most, and which facilities they felt had room for improvement, through coloured stickers on the panels. Comments on areas for improvement were also welcomed. The sessions were productive with a number of park visitors approaching the team and

DROP IN SESSIONS

engaging with the material to have their say. The comments have been themed and are presented without hierarchy.

2.1.1 Leichhardt Park

- Many visitors commented on the conflict between cyclists and pedestrians along the Bay Run, with users not feel comfortable with the speed at which cyclists use the conjoined and shared paths. There was a preference generally for separating cycle and foot traffic, with some commenting that this would need to be through a physical barrier or planting.
- Sections of the Bay Run which seen as hazardous were highlighted by a number of visitors. Areas identified included; blind corners and path merges around the rowing club; the areas around the Blue Hippo playground; the area to the north of Leichhardt #3 where the path becomes shared; areas around the Lilyfield Road bridge.
- Visitors cited confusing wayfinding, people generally ignoring the path markings, and blind corners or mergers as contributors to issues at these locations.
- Visitors who identified as cyclists highlighted a number of issues that affected their enjoyment of the space or deterred them from cycling, including that generally people walk on both the footpath and the cycleway; that it is too crowded; that dogs on leads are often running into the cycleway; when the path is busy cyclists are forced to ride on the road which can be dangerous; and a feeling that they were causing inconvenience to pedestrians or putting pedestrians at risk.
- Visitors were generally very supportive of the bush regeneration and what has been achieved so far. Visitors commented that they would like to see more native bush, wildlife and biodiversity. Some users suggested a focus on habitats for smaller birds which require dense under-storey planting for protection. Some visitors identified areas where bush regeneration had reduced the amount of open green grassed spaces that had been used for picnics and relaxation.
- Many visitors commented that the current areas of public, open and undefined green space should not be reduced by further building works or paved areas.
- Many visitors requested that lighting along the Bay Run be improved, with current lighting not sufficient to use the path

safely in the mornings and evenings. Areas noted as needing more lighting were along the Bay Run generally and particularly around the rowing club and Le Montage.

- When prompted by an image of an in park cafe, most users noted that there two coffee shops in the park already and this would not be required.
- Some visitors commented that more furniture facing the water would be welcomed, particularly for older park visitors. Users who liked the public exercise equipment noted that it should be more robust and repaired (it was out of order at the time).
- The Blue Hippo playground was generally commented on as being sufficient and not too busy at most times. There were comments that it is a little tired and could be improved. Some visitors commented that some more areas for wild play for kids would be a good addition.
- Some visitors commented that it would be good to have facilities for less formal sports that could be integrated into the park, such as basketball hoops, table tennis, or a bouldering/climbing wall.
- Some local residents and visitors to the LPAC commented at the frustration of parking and traffic management around the LPAC and in residential streets, particularly when there is a game at Leichhardt Oval and access to the car park is limited. Local residents suggested reviewing the timed parking in local streets.
- A few visitors voiced that they would like community access to Leichhardt Oval outside of event times, and that the space should host more events - including sporting events but also arts and markets.
- A few visitors suggested it would be great to have public access to the water for kayaking and canoeing, with potentially a rent-a-canoe facility.
- Some local residents commented that there were some issues with signage and traffic flow around Le Montage and access to the park generally.
- Some users commented confusion with signage around dogs off-leash areas
- A number of people commented on the underutilised park along Maliyawul Street Reserve (Peace Park) which appears as a dead space. Visitors who lived around Peace Park commented that they would prefer quiet or relaxing uses for the space.



Image: drop-in session information boards and community feedback

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DROP IN SESSIONS

2.1.2 Lilyfield Skate Plaza

The majority of visitors to the drop-in sessions were supportive of the proposal for a skate plaza within the Park. These visitors were generally park users and lived in the general area, but not in close proximity to the proposed site. Themes of answers that were supportive of the skate plaza included:

- Seeing it as an opportunity to provide an activity to engage teenagers and young adults, which they generally felt were overlooked by the current facilities.
- That the skate park would be beneficial addition for their children and others in the community.
- That a skate facility has been desired by members of the community for a long time.
- That the location would allow families who come to the park to have activities for children of different age ranges in a fairly central location.
- That the skate plaza should cater for all ages and abilities, and include beginner and more advanced elements, and seating and shading for parents.

A number of visitors to the drop-in sessions voiced their concern with the concept for the skate plaza in its current form. The visitors were generally park users who lived close to the proposed skate plaza. Themes of answers that were unsupportive included:

- The skate plaza's proximity to neighbours and the associated noise impacts. Some commented that it would be better located further into the park away from residences.
- The expected requirement that local residents will need to police the skate plaza and deter anti-social behaviour, particularly at night. Comments were made about the lack of information about the opening hours, lighting, and generally whether it will function at night.
- That the skate plaza is too close to Le Montage, a drinking venue where there are events held with many patrons wandering about who occasionally leave glass bottles in the area which might be thrown; also that the plaza may deter people from hosting events at Le Montage.

- The concern that skaters would ride at speed down Frazer Street and the road leading up to the LPAC, which would be dangerous, result in injuries and cause inconvenience to residents.
- That the proposed location is poor for reasons including: the area is currently valued as open green space for relaxation and picnics; that the drainage of the location is poor and often floods; that the location is too close to Leichhardt #3; that the location is too close to vehicles parking which is dangerous; that the location will contribute to vehicle traffic and parking which is already at capacity; that the plazas location could affect the pleasant views of residents through to the bay; that the site is too small.
- That the plaza will result in the removal of trees, including she-oak trees which are significant in the community.
- Whether a skate plaza is desired by the community and still relevant.

2.1.3 Synthetic Turf

Visitors to the drop-in sessions were generally not overly concerned with the proposal for synthetic turf on Leichhardt #2, with the vast majority of visitors stating that the proposal would not affect them personally. As a result most comments were fairly indifferent to the proposal. The few comments that were made about the synthetic turf concept included the following themes:

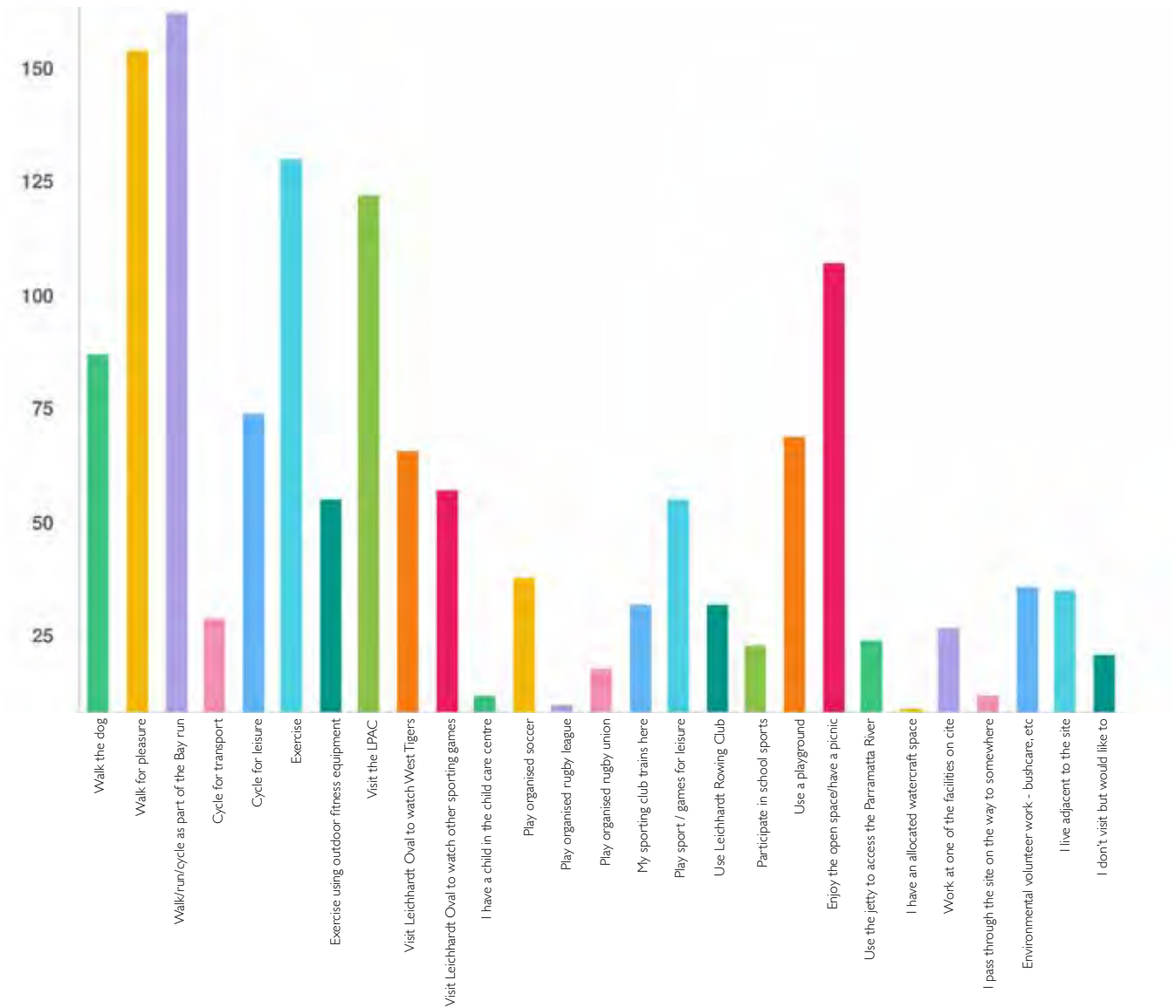
- That synthetic turf would be acceptable if it reduced maintenance and increased the amount of days the field could be used for sports.
- That apparently synthetic turf can get hot during summer and can cause injury to players compared to regular grass - however, the general consensus was that if the sporting teams were happy to use it, then this was not a barrier to its installation.
- That synthetic turf would probably not be as nice visually and is unable to be used for general recreation not related to sports.
- That the sustainability of synthetic grass is questionable.



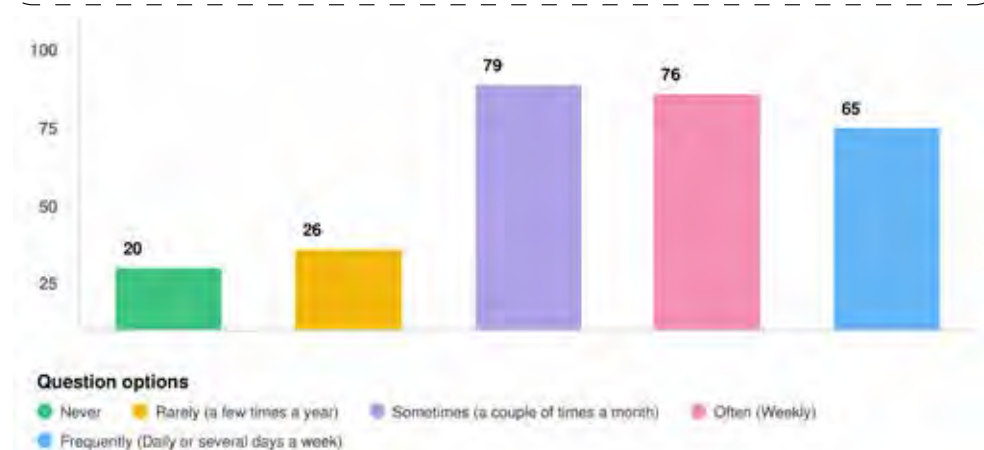
Image: drop-in session information boards and community feedback

3.0 Online Survey

Q1 - What are the main reasons that you visit Leichhardt Park? Please tick all that apply

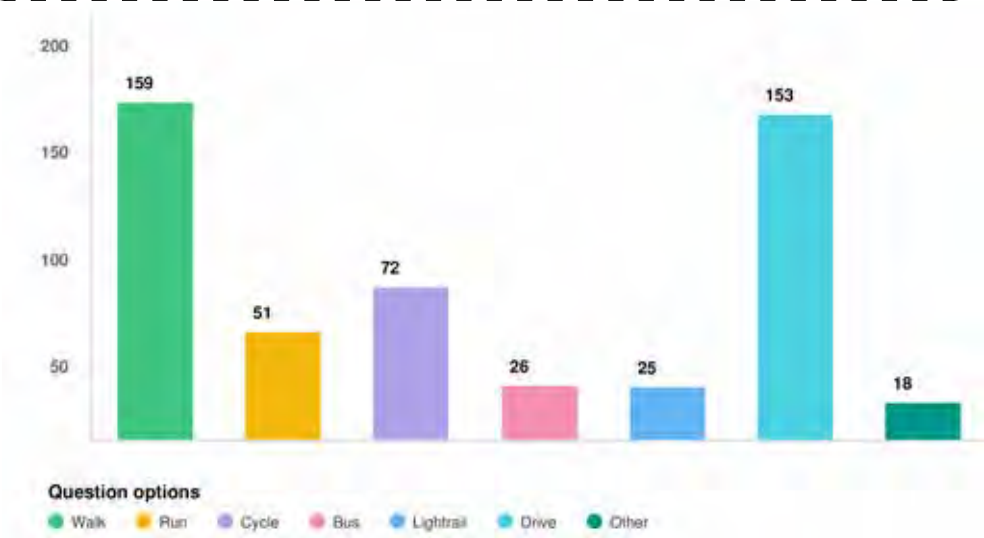


Q4 - How often do you visit Leichhardt Park?

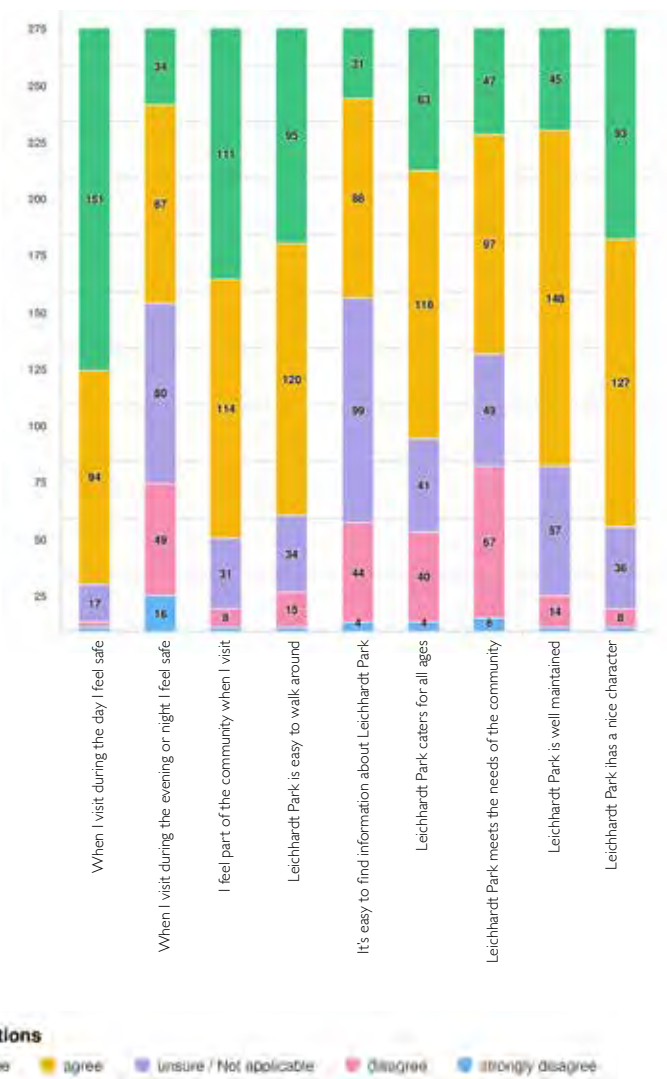


ONLINE SURVEY

Q5 - How do you get to Leichhardt Park?



Q11 - To what extent do you agree with the following statements?



Q7 - Please describe what you value about Leichhardt Park. You may like to describe what it looks like, how you use it or how it makes you feel.

- Spaces that are publicly accessible and the ability to utilise the park as a communal backyard, particularly for people who live in smaller residences.
- The recreational benefits of a dedicated walking, running and cycling track around the bay (The Bay Run).
- The areas of the Bay Run path that are wider with a separated bike lane and footpath.
- That the park is easy to access.
- Paths for relaxed walking, including along sections of the foreshore sea-wall.
- Areas of the park that are free from cars.
- That the park is used by a diversity of people which gives a sense of vibrancy and that it attracts and offers a place for people of all age groups and stages of life.
- The park is a fantastic place with activities for parents, families and children.
- The park is a good place for dog walking and the off-leash dog areas are valuable.
- The importance of open green spaces within dense urban areas for both physical and mental health and general well-being.
- A strong sense of escaping from the busy nature of surrounding areas into an urban oasis where there are no cars and buildings.
- The value of unstructured open outdoor green spaces for undefined community uses such as picnics, gatherings, kids parties and quiet relaxation. Examples given of such spaces included the grassed areas along the foreshore.
- The value of community access to the waterfront.
- Opportunity to see and meet people in a casual and unstructured setting.
- The good level of amenities and generally excellent facilities.
- The community value of the Bay Run for the wider Inner West and it's strong identity as a destination.
- The strong connection with natural vegetation and the water.
- The views throughout the bay afforded along the water front.
- The habitats which are provided for native birds and animals.
- The cleanliness of the Park.
- Being alone amongst others in a safe environment and the respectful nature of other park users.
- Enjoy using the free exercise equipment and how they complement the Bay Run.
- The importance of sporting fields, such as Leichhardt #3, operating as an open grassed area for other visitors when not in use for organised sports.

Q8 - What don't you like about Leichhardt Park?

- Many responses indicated that there was nothing in particular that they disliked about the park.
- Sections of the Bay Run are too narrow considering amount of pedestrian and bicycle traffic during peak times, especially along shared sections of the Bay Run where pedestrians and cyclists are forced to merge onto a small pathway, resulting in accidents.
- Pedestrians can feel threatened by cyclists moving at speed; particularly cyclists ignoring the advisory speed limits next to Blue Hippo playground
- Cyclists and pedestrians not keeping within their allocated paths, and the amount of dog walkers on the Bay Run as dogs don't stay to one side of the path.
- Cyclists being forced to cycle along the car park and behind reversing cars due to busy shared paths, which can be dangerous and difficult with small children and inexperienced cyclists.
- Confusing wayfinding along the Bay Run in general, and particularly where the cycleway and footpath swap sides.
- The lack of connections throughout the park. The LPAC, Leichhardt Oval #1, 2 feels disconnected from the foreshore.
- Vehicle traffic within the park is heavy and vehicle speeds are too high. The park should focus on the experience of people instead of cars.
- The increased traffic flow associated with events at Le Montage, Leichhardt Oval and the playing fields and the effect this has on parking in the area. The lack of a clear traffic management plan to manage the needs of different park user groups and the need for consultation with the surrounding residents.
- The prioritisation of parking particularly along the Le Montage foreshore area, which limits the space available for other park users and depreciates the natural beauty of the foreshore.
- Dog owners not picking up dog waste, and limited dog waste bins and bags which could be contributing to excessive dog waste.
- Off leash dogs impacting the enjoyment of the park for other users, including safety concerns about some off-leash dogs particularly with some breeds and the lack of concern some dog owners have for other community members who do not want to interact with dogs.
- The lack of accessible exercise opportunities.
- Lack of areas for parents and young children to engage with nature and wild play.
- Too many areas designated for specific users may neglect the needs of others in the community, such as seniors.
- The park areas around the LPAC and Leichhardt Oval are of poor quality and underused.

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ONLINE SURVEY

Q8 Responses - Continued

- A lack of furniture and BBQ sites around the foreshore area.
- New re-vegetation and bush regeneration that has removed spaces that used to be open grass spaces for picnics, sitting and taking in the views.
- The storage of dinghys along the foreshore is an eyesore.
- There is a lack of celebration of Indigenous history.
- Concerns about the removal of trees and green spaces to be replaced with hard surfaced areas.
- There is a lack of natural vegetation within the park, particularly around the foreshore where mangroves would have grown.
- Feeling unsafe after dark or when the park is empty.
- The lack of provision for alternative forms of recreation, such as tennis courts, basketball and water polo.

Q9 - What improvements would you like at Leichhardt Park?

- A number of responses indicated that there were no improvements needed.
- Fix disconnected pathways which force pedestrians to walk on the road and restrict wheelchair access, particularly around the Aquatic Centre and create better connections between the Aquatic Centre and the foreshore.
- Too much focus is placed on vehicles, car access and car parking and this needs to be balanced with other users.
- Upgrades to the bicycle and pedestrian paths and widen the bay run to allow for a separate cycle and pedestrian path.
- Better signage and wayfinding along the bay run for cyclists and pedestrians.
- Encourage alternative forms of transport for reaching the park to reduce car traffic. Consider strategies to reduce congestion, potentially by providing public transport with links to the aquatic centre. The park is difficult to access for those without a car and this is especially true for those with limited mobility.
- More council rangers are needed to monitor parking restrictions and enforce compliance.
- Increase parking around the aquatic centre with a double-storey car park.
- Management of the car park during times when a sports game is on at Leichhardt Oval and the need for a clear traffic management plan.
- Additional facilities to appeal to children, youth and families, for example, upgrades to the playground facilities, improved waterside play areas to cater for a wider age range, and spaces for youth and teenagers, not just younger children.
- Would prefer that spaces which are currently open and flexible are not over-developed.
- Would like to see a 'learning to ride' facility for young children learning to cycle.
- Exercise equipment could be offered in a greater range of sizes and styles for different users.
- Provide more seating along the foreshore to take in the view and around playground areas, and provide benches so spaces can be used after rain for picnics.
- Provide more filtered drinking water stations.
- Provide more areas for picnicking. Maintain passive open and green spaces.
- Make toilet facilities more available and re-consider their opening hours.
- A community vegetable garden.
- Need to unify the identity of the park, with the foreshore currently acting as a separate element to the rest of the park.
- Leichhardt Oval's 'outdated' qualities are part of its charm and unique character, and this needs to be balanced with any future upgrades.
- Dinghy racks for the storage of boats to improve the presentation of the foreshore.
- More public art including sculpture and landscapes unique to the park.
- Better management of water, run-off and drainage on-site.
- Continue to improve the native vegetation of the area.
- Implement better environmental management of litter, waste and dog waste, and provide additional bins.
- Restore the natural heritage of the park to protect biodiversity and local flora and fauna.
- Restrain dogs to protect ecologically significant areas.
- Improve the lighting along the bay run, especially for peak morning periods which begin before sunrise and at night.

Q10 - What do you think should be the main priority of the park plans?

- Improve safety by separating cyclists and pedestrians along the bay run and do this in a consistent manner. Remove shared pathways as these are not working; Removal of advisory speed limits which defeat the purpose of a dedicated cycle and running track; addressing safety concerns by providing better infrastructure for the Bay Run.
- Better lighting on the fields at night for public use.
- Upgrade the Aquatic facility.
- Improvements to the park should focus on pedestrians and encouraging active transport.
- Increase public space by the water by relocating parking elsewhere.
- Addressing bottle necks and congestion along the Bay Run.
- Improve public transport to the Park to access the LPAC and events at Leichhardt Oval.
- The amount of parking should be increased and the parking of local residents needs to be protected.
- Provide accessible facilities and pathways to create an inclusive environment.
- Create and maintain spaces for all ages.
- Better management of dogs within the park.
- Maintenance and keeping the current amenities clean and in good condition.
- Landscaped seating near the foreshore for picnics.
- Preserve undeveloped open green spaces.
- Consult with local community members before changes to the park.
- Maintain free outdoor recreation and amenities for all.
- Improve the free outdoor gym equipment.
- Improve community access to the water.
- Maintain views through to Iron Cove which is an asset of the park.
- Consider more natural path materials instead of concrete.
- Improve drainage of some areas that currently flood.
- Keep all the existing trees and plant more native trees and plants and maintain existing habitats for local fauna. Preserve the natural environment along the foreshore.
- Consider solar lighting for new lighting along the Bay Run.
- Make the bay run safer so people can use it without risk of danger of collision with other users and dogs.
- Maintaining grass playing fields that can be shared with and

enjoyed by the community.

- Better facilities for organised sports that could include showers, change rooms, club spaces.

2.2.2 Lilyfield Skate Plaza

Themes of answers that were supportive of the skate plaza included:

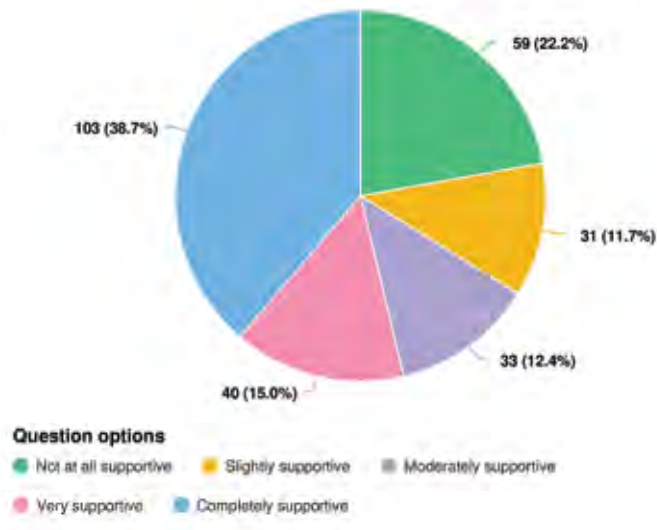
- Providing an active recreational space for a wide range of age groups, particularly older children and teenagers to who are often overlooked in the design of public spaces.
- Skating gets people off the couch, physically active and teaches important skills.
- Skate plazas create a sense of community for youth, teenagers and adults, offering a place to meet people and make friends in a supportive environment. The skate plaza will become a focal point for community events. The skating community is supportive and inclusive for girls and women.
- The Inner West does not have enough skating facilities as there are a considerable amount of people in the community who skateboard, ride scooters and BMX who have been wanting a skating facility for many years. Skateboarding is a sport and deserves to be supported. Other skate parks within the inner west are well patronised and used by a wide variety of people.
- It is a misconception that skate parks contribute to anti-social behaviour, violence or drug use.
- The location is not too close nearby residents, so lighting and noise will be less of an issue.
- The skate plaza will provide a destination for older children and keep them from roaming the streets.

Themes of answers that were supportive of a skate plaza generally, but had comments about its proposed location or operation:

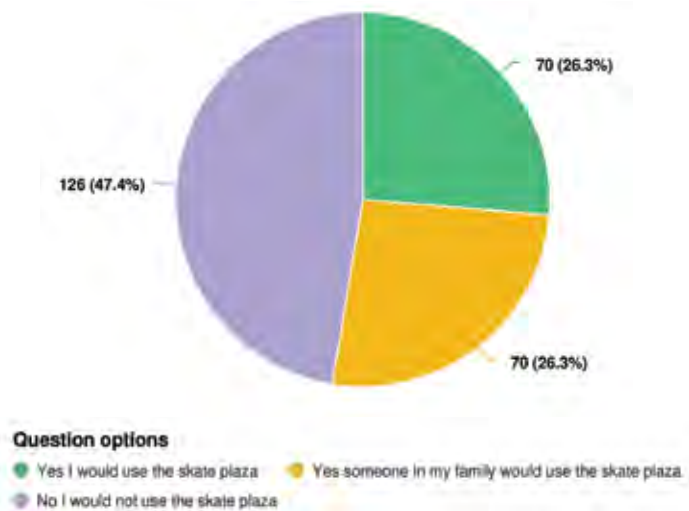
- Poorly located due to the lack of public transport links to the site.
- The noise associated with the plaza could affect the peace and tranquillity of the surrounding areas and the enjoyment of those spaces.
- The footprint of skate plaza is too small to be worthwhile.
- The proposal looks like it will remove more trees, when the focus should be on bush regeneration, keeping open green spaces, planting trees and replacing those trees already removed.
- While a skate plaza is a good initiative, open green spaces are rare and it is a shame when they are paved or developed.
- The proposal will add to parking in the area around Le Montage which is already at capacity at peak times.
- The plaza could be better at an alternative location such as: along the Hawthorne canal, within the LPAC, close to the Blue Hippo playground
- Supportive of the skate plaza, but concerned about supervision and safety at night.

ONLINE SURVEY

Q12 - To what extent do you support the location of the Lilyfield Skate Plaza?



Q14 - Would you or your family use the skate plaza?



Themes of answers that were not supportive included:

- Whether there is a current need for a skate plaza and whether it will be utilised enough to justify the cost, considering that there are other facilities in Sydney. There are other priorities which should be the focus for spending.
- The skate plaza is in a poor location and the reason for it being located there is unclear. The location is highly contested and it is too close to local residencies, the foreshore, busy roads, the car park, the Bay Run, and the steep road to the LPAC.
- Access to the skate park location is poor. There is limited public transport and the surrounding streets are not suitable for skateboarding. This will also contribute to pressure on parking in the area.
- The proximity of the skate plaza to Le montage - including issues of negative interactions between skaters and Le Montage patrons and the safety of patrons.
- That local residents will be required and expected to watch over the skate park and police anti-social behaviour.
- Issues relating to noise, not limited to skating but also portable music devices, shouting, etc. Noise issues have not been adequately addressed.
- It is not clear whether the skate plaza will be used in the evenings and at night and there are concerns about people using the space at night time, contributing to noise after dark, light pollution and safety concerns.
- The skate plaza will attract anti-social behaviour and criminal activity.
- The proposal does not suit the surrounding environment and the park as a place of quiet relaxation in a green open space. The existing space is currently used by the community and there already is enough built area in Leichhardt Park.

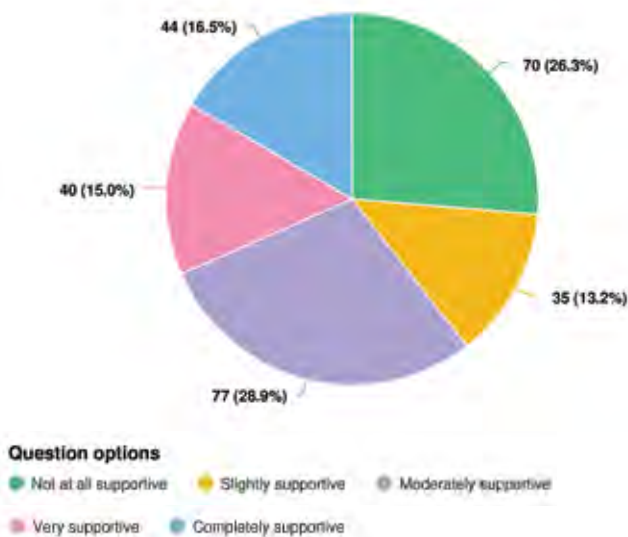
Q15 - What do you like about the Lilyfield Skate Plaza Concept Designs?

- That existing trees are being kept within the skate plaza
- That the design of the skate plaza invites all users by offering something for a range of skill levels, being that it is a street-style plaza. The multiple sections allow multiple groups to use it simultaneously.
- The visual openness of the plaza will deter misuse of the space and vandalising.
- Seating areas with shaded covers for onlookers.
- The bright colour scheme.

Q16 - What changes, if any, would you make to the design to improve it?

- The skate plaza needs to be bigger so that it is well utilised and can offer elements for different users and skill levels.
- The skate plaza needs to be relocated to a better location that is better suited, so that it can be larger; not remove existing green open areas, and have less impact on the surrounding areas and neighbours.
- The intense colours of the proposed concept design does not go with the park environment, and the striped design could make it difficult for skaters.
- The designers of the skate plaza should work with skaters specifically so that the design caters to their needs.
- The design is not challenging for more experienced skaters or riders and lacks flow. It also needs to cater for intermediate skaters and riders. Would prefer something better like the design proposed earlier for Callan park, or other parks such as what you see in Everleigh, Meadowbank, Edge Park in Perth and Evergreen Skateparks in Colorado. In its current form it will only be used by beginners and kids on scooters.
- Must ensure that the skate plaza does not overheat in summer by providing adequate shading.

Q17 - To what extent do you support the installation of synthetic turf on Leichhardt Oval #2?



2.2.3 Synthetic Turf

Themes of answers that were supportive of synthetic turf on Leichhardt #2 included:

- Reduce the need for watering and general maintenance of

the current grass field.

- Synthetic turf can be used in all weather, which increases the amount of time the fields can be used for sports throughout the year. This is important as space for sporting grounds is highly contested.
- Current pitches are in a poor condition beyond mid season limiting the ability to play sports.
- Supportive as long as the synthetic turf is of a high quality, does not cause injury to players and meets the specification for rugby use.
- Supportive as long as environmentally friendly turf is installed.

Themes of answers that were not supportive of a synthetic turf on Leichhardt #2 included:

- Natural grass is a more environmentally friendly and sustainable option. What consideration is given to the life cycle of the synthetic turf and its impact on the environment and the ecosystem?
- Synthetic turf is plastic, and will release micro plastic into the waterways as it degrades and is maintained with fill material. This is inconsistent with the plastic-free objectives of council.
- Plastic turf will wear out and need to be re-installed many times into the future at great cost and environmental impact, compared to natural grass which renews itself sustainably and for free.
- Natural grass provides a food source and a better habitat for local wildlife.
- The current field is already great for rugby and has good drainage.
- Natural grass fields are used by the community as a big communal backyard and this proposal results in a loss of public space. Real grass is much more inviting to use recreationally which is the majority of the time as organised sporting events only occur at particular times.
- Some synthetic surfaces are not able to be used by dogs due to contamination risks, so the field will likely be fenced off from community use.
- Concerned about the heat load during summer compared to natural grass. Synthetic turf gets hot and contributes to the heat island effect, particularly in a warming climate and as heat-waves become more frequent.
- Unsure of the safety of synthetic turf in terms of tackling and falls when playing contact sports and the risk of infection or allergies.
- Synthetic turf requires maintenance to prevent injury which is in some cases is ignored.
- Synthetic fields are often still watered to reduce their heat during summer.

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WRITTEN RESPONSES

2.2.4 Input from Organisations

Online input was received from three organisations. Their input has been summarised and included below.

Balmain Para-Rowing Program Incorporated

Online input was received in the form of a document and associated comments which outline a proposal for a Community Rowing Club, which involves the construction of a new community boatshed facility in Leichhardt Park. The stated aim of the facility is to provide open access to the water, with a focus on accessibility and supporting rowers with disabilities. A number of comments were received through the online survey from the wider community which were in direct relation to this proposal. These have been gathered together and summarised. Comments have been themed.

- There is currently a lack of community access to the harbour and water sports, particularly for people with a disability.
- The need for an accessible rowing facility is not met by current facilities which are not accessible or are already at capacity.
- A facility located primarily on the water would not impact the valuable green space along the foreshore and the Bay Run.
- An accessible rowing club would contribute to the quality of life of people within the community living with a disability.
- Leichhardt Park is flat with good car access making it a good location for an accessible rowing club.
- The Iron Cove area of the harbour is unique in that it provides a dedicated 2km rowing course.
- A public facility would be suitable for a range of water craft, such as canoes, kayaks and paddle boards and thus benefit the wider community.

Belmore Boys High School

- Belmore Boys High School annually book Leichhardt #3 for a school cross country carnival. While it seems they are not directly affected by the proposal they comment that parks are being re-turfed with synthetic surfaces in other areas which assists in year round availability.

Link Sports

Link Sports recommend council look at replacing the concept skate plaza plan with a off road cycling plan. They suggest the following:

- off-road cycling on a multi-user shared dirt track would cater for a user group which does not currently have dedicated facilities within the inner west.
- The track could be designed to run around existing green spaces, and connect to the Greenway and Callan Park.
- The dirt track would result in easier maintenance for council and

greater custodianship by local riders and walkers.

- The track could be integrated with bush regeneration and enhanced with native planting.

2.3 Other Input

2.3.1 Lilyfield Skate Plaza

Council received a petition opposing the proposed location of the skate plaza. The petition was signed by 133 people, with the majority of signees indicating they are residents of the local area. The signed petition stated the following points:

- The development will result in the removal of a tranquil area of Bayside parkland used by hundreds of people each week for exercise relaxation and play.
- The proposed development will destroy the natural vista that currently exists between the park and iron cove.
- The development will result in the further erosion of parkland used for passive recreation vital to the health and wellbeing of the community
- The proposed development is far too close to residential homes. Residents will be adversely impacted through increased noise, floodlighting, vehicle and pedestrian traffic.

PUBLIC EXHIBITION

Public Exhibition of Draft Master Plan and Plan of Management

Council engaged the Inner West community for feedback on the draft plan of management and master plan for Leichhardt Park. The plans were available for public viewing over a period of two months, from the 26th of November 2019 to the 2nd of February 2020. Over 130 contributors gave feedback on the plans. The public response to the plan overall was generally positive, with 70% of contributors supporting the plan subject to changes and 27% supporting the plan in its current form. 2% of contributors did not support the plan.

Major themes which emerged during feedback included the following:

New Rowing Facility:

The most significant amount of responses were in relation to the second rowing club advocated by NSW Para rowing. 73% of respondents who supported the master plan with changes were supportive of a new rowing facility adjacent Blue Hippo playground. The vast majority of these respondents did not leave feedback on other aspects of the master plan. 9% of respondents who supported the master plan with changes did not support a new rowing facility, citing concerns over the removal of well used recreational spaces, view impacts and the preference to extend the existing facility.

Proposed skate plaza:

Close to 10% of respondents who supported the master plan with changes expressed concerns with the skate plaza proposal, citing issues with the location including proximity to residences, Le Montage, vehicles, soccer fields and flooding (4%); impact on wildlife and natural amenity (4%); and anti-social behaviour (1%).

Synthetic Turf:

Around 5% of respondents who supported the master plan with changes expressed concerns about the synthetic playing field on Leichhardt #2, citing the environmental impact and lack of visual appeal. 2% of respondents overall expressed support specifically for the synthetic field upgrade.

LPAC link road:

Around 10% of respondents who supported the master plan with changes expressed concern with closing the LPAC link road for vehicle use, citing traffic congestion to surrounding streets during events at the oval and Le Montage. 2% of respondents commented that they supported its removal, citing improvements for cyclists and reduction of hard surfaces within the park.

Maliyawul St separated cycleway:

2% of respondents expressed concern with the proposed cycleway along Maliyawul St, citing proximity to the water causing conflict with pedestrians, and removal of access to part of the seawall to pedestrians.

Appendix B - Community Engagement

ENGAGEMENT OUTCOMES

Leichhardt Rowing Precinct

Community Accessible Rowing Facilities

Summary

A large quantity of community feedback was received regarding a proposal for a community accessible boat shed to be located at Leichhardt Park. The location suggested by *Balmain Para-Rowing Program Incorporated* was the area to the north of Maliyawul Street car park, adjacent the Bay Run and Blue Hippo playground. (Identified as option 1).

The proposal has been assessed to understand how an additional rowing facility would fit into Leichhardt Park as a whole and whether this is would be a positive outcome for the community overall.

While the provision of an accessible point for community ingress to Iron Cove is recommended, the location suggested is not recommended due to the impact on the surrounding areas of public space which are heavily utilised and highly valued by the community. A rowing facility in this location would be inconsistent with the management principles of the land for general community use.

The preferred and recommended location for an accessible rowing facility would be within the existing rowing precinct of the park, either adjacent to or integrated within the existing Leichhardt Rowing Club. (Identified as option 2).

A limiting factor of this existing location is the aircraft transponder site which sits adjacent the existing Leichhardt Rowing Club and limits expansion to the north-east. Aviation authorities have indicated that the transponder site is no longer required for their operations. As recommended within this master plan and plan of management, council should explore opportunities for the transfer of the aircraft transponder site to InnerWest Council for the purpose of recreational use, which could include an expansion of the existing rowing club footprint, or alternatively investigate a shared use agreement for the site with the rowing club which permits both the expansion of the rowing club and an expansion of the Bay Run path.



Option 1: Aerial Image - Dashed Line indicating size of community accessible rowing facility as proposed by Balmain Para-Rowing Program Incorporated.



Option 2: Aerial Image - Dashed Line indicating potential size of community accessible rowing facility if integrated into existing rowing club.

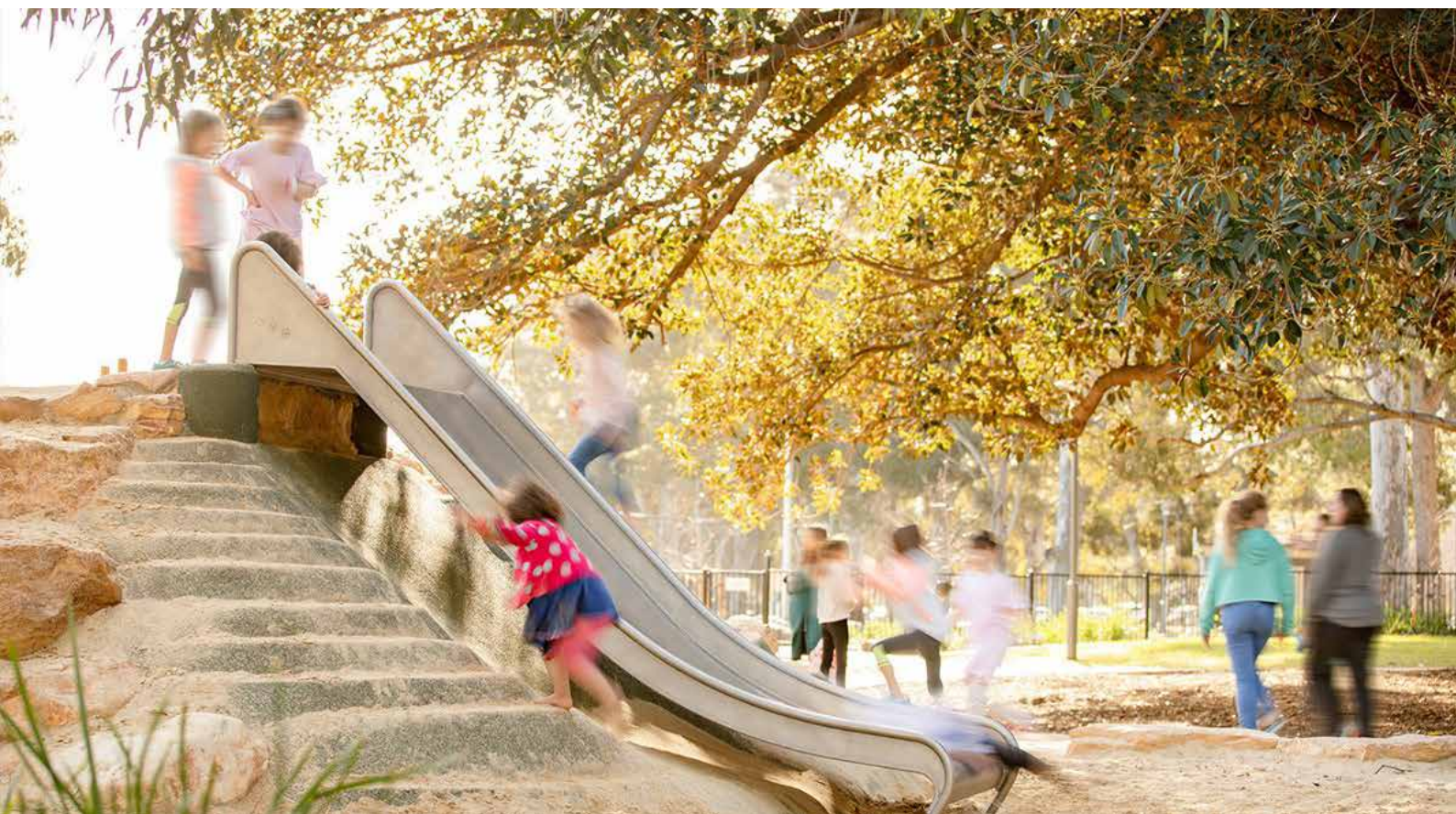
ENGAGEMENT OUTCOMES

ASSESSMENT CRITERIA	OPTION 1	OPTION 2
Location	Located directly north of Maliyawul Street Car park, opposite Blue Hippo Playground and public toilets.	Located at the existing Leichhardt Rowing club.
Scope of Works	Would involve significant works and public expense to construct a new rowing facility completely over the water.	There is flexibility in terms of scope if working within the existing rowing club location. Options could include: <ul style="list-style-type: none"> A completely new facility that incorporates both the existing rowing club and new community accessible rowing facilities, built over land. There is potential to expand the existing footprint of the rowing club to meet the storage and spatial requirements of additional users. If an entirely new facility is not feasible, an extension to the existing facility to accommodate a community accessible ingress point to the water, or alterations to make existing access points fully accessible.
Existing Character	<ul style="list-style-type: none"> The location is important as public open green space directly adjacent the bay and the Blue Hippo playground. Public open green spaces along the foreshore have been highlighted throughout community engagement as one of the aspects of Leichhardt Park that is most valued by visitors. Even if a rowing club is constructed entirely over the water at this location, it will have a forecourt and entry space which will fundamentally change how these open green areas are currently used by the community. The area is primarily used by the community as an area for general recreation and picnics. 	<ul style="list-style-type: none"> The area already has an associated use with rowing. An extension to the existing footprint would be unlikely to impact significantly on the public open green space, as this area is often used as informal boat storage currently and is of a limited size. There is scope to improve the character of this area through potential utilisation of the aircraft transponder site, removal of barbed wire fences, etc.
Site Constraints	<ul style="list-style-type: none"> Public open space is very limited, and existing open space should be retained and protected. The area currently acts as a pinch point, with a number of uses occurring within a limited space. The highly patronised 'Bay Run' path passes between the water and the playground. There are often families visiting the playground, cyclists, dog walkers and runners sharing a relatively small area. It is anticipated any facility in this area would greatly increase the potential for conflict between users within the limited space available. It is noted that any proposed structure, even if it were completely over the water as suggested, would generally have a forecourt area for access to the facility and for manoeuvring water craft. This would further add to the congestion and complexity of this highly contested space. The area affected extends to where the Bay Run meets the Maliyawul street car park and becomes a narrow shared path, adjacent a service vehicle access point. It is anticipated that if this space was used for unloading water craft from vehicles that it would impact users of the Bay Run. 	<ul style="list-style-type: none"> The area currently acts as a pinch point, constrained by the Bay Run which passes to the south of the existing rowing club and an aircraft transponder facility which sits along its eastern boundary. There is an opportunity to adjust the Bay Run path in this location to remove the current pinch point within the path, by diverting the path further to the south. This could assist in accommodating a future extension to the current rowing club site. An extension to the footprint of this facility would likely need to be to the west if the transponder site cannot be obtained. The forecourt of the existing rowing club is problematic in terms of unloading water craft without impacting upon the Bay Run.
Views	<ul style="list-style-type: none"> The built footprint of the facility is two storeys and projects 40m into the bay. This would significantly limit views towards Iron Cove Bay any location within the Park to the south. 	<ul style="list-style-type: none"> An extension to the current facility is unlikely to impact views as the footprint is on land. The current location is within a concave section of the foreshore so is well located to not impact on views throughout the bay.
Access	<ul style="list-style-type: none"> The site currently has generally good vehicle access, with parking in Maliyawul Street. This parking services Leichhardt #3, the Blue Hippo Playground, the Bay Run and Le Montage. It is a recommendation of this master plan that this northern most parking is relocated further south to return areas adjacent Leichhardt #3 to open green space. This would mean that the rowing club would not be adjacent car parking. It is anticipated that an additional facility at this location would increase the burden on the current parking supply particularly during peak times. 	<ul style="list-style-type: none"> The site has generally good vehicle access, with parking along Glover Street. This parking services Leichhardt #2, the existing rowing club and the bay run. Parking is already provided for visitors to the rowing club in this area.
Environmental and Heritage Impacts	<ul style="list-style-type: none"> The proposal could impact on the historical location of the Leichhardt Municipal Baths. 	<ul style="list-style-type: none"> The site has an existing use as a rowing facility and there are no known heritage impacts.

Appendix C

Analysis of precedent studies to accompany Draft Plan of Management + Master Plan for Leichhardt Park

September 2019



FURTHER INFORMATION

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Front cover image: Pelzer Park, Adelaide. Photography by Sweet Lime.

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DATE:	REVISION NO:	REVISION DETAILS:	APPROVED:
27/08/19	-	Draft Issue for Client Review	DW
18/09/19	A	Draft Issue for Client Review	DW

Introduction

Examples of successful parks have been selected and carefully analysed through desktop studies and site visits. Characteristics that contribute to the parks success have been identified to establish a series of objectives.

The precedent studies within this report were selected from local, national and international projects which share a common spatial identity with different parks within the Inner West Council area.

The most successful characteristics from these precedents are utilised to inform the masterplan which is developed later in this report.



ACCESS

Provide a welcoming and easy to navigate space
Define a public place, with clear and obvious entry-points and consistent wayfinding throughout the parks.



INCLUSIVE

Ensure an environment for all regardless of ability, age, gender or culture
Plan an infrastructure for a changing population, enabling equality of opportunity for all demographics. Creating inclusive multi-generational, multi-cultural and accessible activities including unstructured and unprescribed play spaces for children, and addressing the health and well-being needs of older residents.



COMMUNITY

Encourage the use of parks as an extension of the home
Provide inviting amenities and informal recreation facilities which will enable the community to take advantage of the spaces: bbq areas, children's play areas, seating and shade, facilities for pets and pet owners



SENSE OF PLACE

Maintain and enhance the connection to the locality, place and to country
Manage change with respect for place, Aboriginal and community history and endeavour to engage visitors with the history and culture of the site, creating opportunities for public art and interpretation.



SUSTAINABILITY

Protect and restore local ecologies; engage and educate visitors about their significance
Make decisions which put the environment first, protecting existing habitats and providing connections between isolated pockets of biodiversity. Minimise the impact of recreation on sensitive habitats whilst encouraging the community to connect with nature.



SAFETY

Create a feeling of comfort and usability for everyone at any time of day.
Create an atmosphere in which all users of the parks - from dog walkers to cyclists, sunbathers to athletes - feel safe and comfortable to access all areas of the park day-and-night.



SPORT + RECREATION

Provide high-quality facilities, spaces and programs that support wellbeing and active and healthy communities.
Provide facilities to accommodate, and programs to facilitate both organised formal, and unstructured informal sports - competitive and recreational: upgrade existing sporting facilities and collaborate with sporting clubs to increase capacity, intensity and flexibility of use.

2.1 Precedent Studies

IAN POTTER CHILDREN'S WILDPLAY



Photography credits tbc

IAN POTTER CHILDREN'S WILDPLAY

PARK DATA

- **Designer:** ASPECT Studios
- **Location:** Centennial Parklands Sydney, NSW
- **Overall Size:** 6,500m²
- **Completed:** 2017
- **Cost:** \$4 million

PROJECT DESCRIPTION

The Ian Potter Children's WILDPLAY is situated within the expansive centennial parklands of Sydney. It's secluded location gives the sensation of entering another world; one that is designed to give children of all abilities an opportunity for unstructured play across a range of 'wild' landscapes. This is increasingly important given that children are increasingly growing up in urban environments with limited access to bushy environments.

The playground includes densely planted areas, mounds, hills and watercourses that can be navigated through a series of tracks, swing bridges and balance courses.



Photography credits tbc



ACCESS

- The WILDPLAY precinct is easy to locate, with signage throughout centennial parklands.
- The entrance is clearly defined with high quality signage and landscaping.



INCLUSIVE

- While the park is a place for children, it is also a place for adults to play with their children. This is assisted by the play not being structured around particular play equipment, more around exploration, challenging obstacles and learning experiences.
- Areas are provided for picnics and seating, which are often used by families to sit and picnic while children play. It is important to consider places for adults whilst children are playing.
- Opportunities for children of all abilities are a key focus of the play experience. It is important that all children have an opportunity to be included in areas designed for play.
- The pathways for navigating the playground are varied, and include suspension bridges, balance courses and obstacles to jump between and step over.
- The park includes activities for children of a range of ages - obstacle courses provide an exciting way to navigate and explore.
- A mix of more formal play areas with clear activities and informal play areas, where imagination can take the lead.



SENSE OF PLACE

- Creating a series of spatial experiences each with their own character through the use of landscaping and change of level.
- Designed landscape elements, such as the small artesian basin and water courses, help contribute to a unique character and landmark.

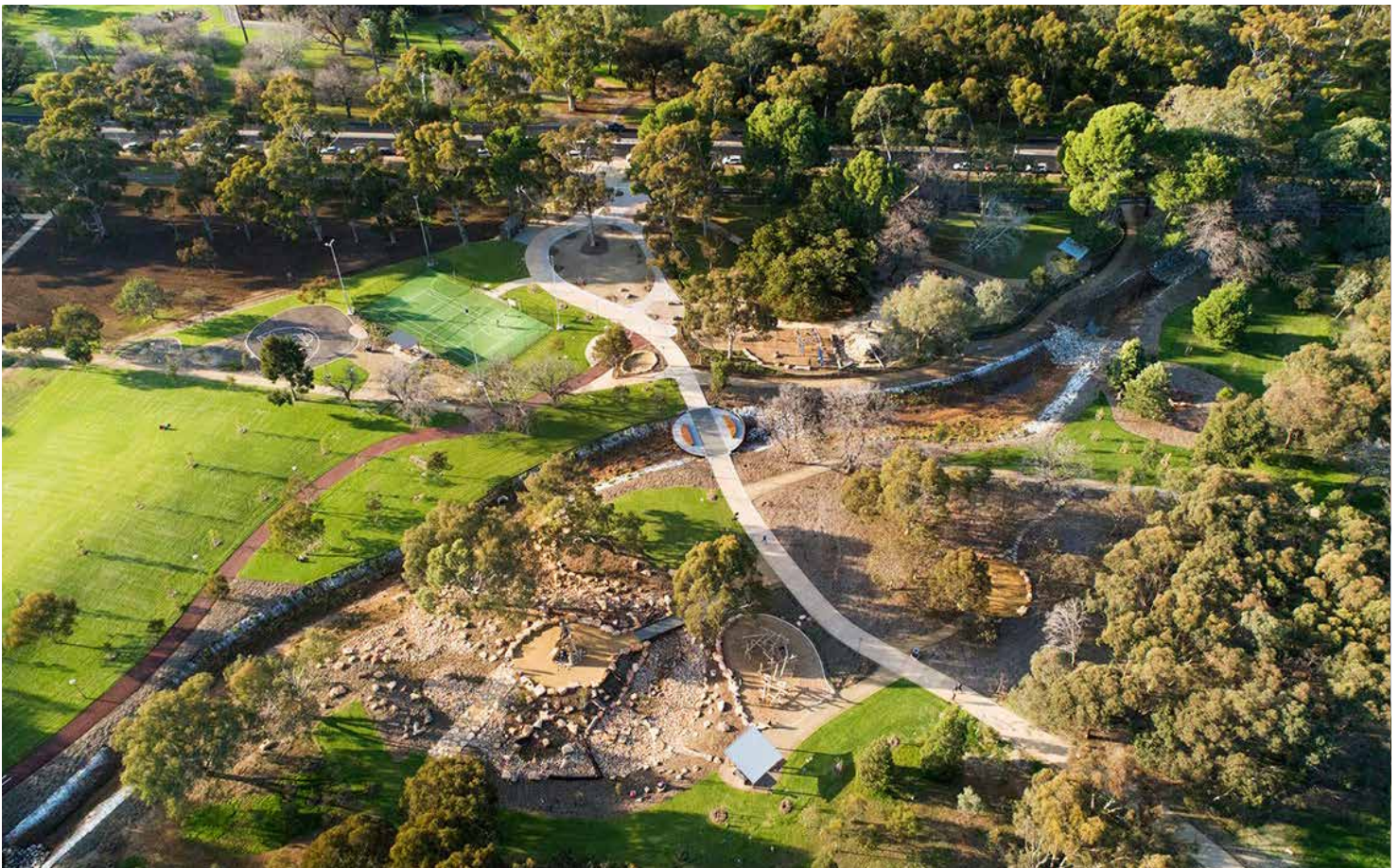


SUSTAINABILITY

- Creating a richly dense and varied landscape through planting and water features which provide habitats for local fauna.
- Flora becomes part of the learning and education aspect of the park.

2.2 Precedent Studies

PELZER PARK



Photography by James Knowler, Sweet Lime and City of Adelaide.

PELZER PARK

PARK DATA

- **Designer:** ASPECT Studios
- **Location:** Adelaide, SA
- **Overall Size:** 53,000m²
- **Completed:** 2018
- **Cost:** \$4.6 million

PROJECT DESCRIPTION

Pelzer Park, which includes Pityarilla Activity Hub (Park 19) is located on the southern side of Adelaide's green belt. It is the first in a series of projects aimed to revitalise the city's park lands.

The park includes a wide mix of spaces aimed to provide a range of different experiences for visitors. Quiet spaces for relaxation, along with more active spaces for people to meet, cook and gather are provided. Sports areas are positioned amongst the native gardens, knitting them into the fabric of the park. A playground is provided for children with a focus on creative play. A pathway which forms the central spine offers opportunities for events such as markets.



Photography by James Knowler, Sweet Lime and City of Adelaide.



ACCESS

- The park is connected into a network of existing bicycle and pedestrian routes.
- Clear wayfinding and signage helps users navigate through the site and to link to a wider network of connections.



INCLUSIVE

- A range of spaces are provided to cater for all visitors, including children and caretakers, groups and individuals, sporting groups and informal recreation.
- Inclusive facilities and play areas allow for people of all abilities to enjoy the park, notably accessible barbecues and bubblers.
- Large fenced playground with a range of opportunities for wild and creative play - including water and landscape features.
- Amenities for child minders close by, including toilets, shaded seated areas and places for picnics.
- A generous and fenced off-leash dog area is provided for pet owners.
- Amenities have pets and owners in mind, with integrated dog bowls at water stations as well as furniture and shading provided at the dog park.



SENSE OF PLACE

- The Wiltja (Semi-circular shade structure) was constructed from a significant tree that was removed from the nearby road.
- A key theme throughout the design was informed by the Kaurna name for the park - Pityarilla (marshmellow root place).



COMMUNITY

- Provisions are made for shady spaces and furniture to invite visitors to remain and rest.
- Spaces have been designed to accommodate pop-up events such as marketplaces and gatherings, promoting additional uses for the park making it an attractive destination.



SUSTAINABILITY

- The original drainage channel has been developed into an artificial creek in an effort to increase biodiversity and reduce flooding in the area. The creek becomes a focus of the park and is integrated with walking paths, bridges and landscaping.



SAFETY

- High quality lighting is provided at sports areas to promote evening and night time use.
- Lighting is provided along promenades and focussed at locations for future marketplaces to increase the usability of the park outside of daylight hours.

2.3 Precedent Studies

DRAPERS FIELD



Clockwise from top left: Concrete waves bike practice opportunity, Grass waves with integrated play area, Wildflower hill, Water play. Photography by Adrian Taylor. Aerial view of Drapers Field with bike track, and synthetic pitch beyond. Photography by London Borough of Waltham Forest.

DRAPERS FIELD

PARK DATA

- **Designer:** Kinnear Landscape Architects
- **Location:** London, UK
- **Overall Size:** 26,000m²
- **Completed:** 2014
- **Cost:** £2million [\$3.6 million]

PROJECT DESCRIPTION

Drapers Field is located at edge of the Queen Elizabeth Olympic Park in east London. Historically, the site was primarily used for football but was greatly under-utilised by the local community. During the London 2012 Games the site was used as a service facility.

The regeneration of the park responded to a directive to 'Stitch the Fringe' around the Olympic Park boundary, aiming to integrate new Olympic Park developments to existing communities. Building on the client's initial brief to re-provision of the sports facilities, refurbish the pavilion and the develop a play area, a shared goal emerged that both existing and new communities should benefit from the idea of a wider Olympic Legacy – a legacy that encouraged children and young people into sport, through play and informal activity. This informed the design focus.



Grass waves used for play and quiet relaxation. Photography by Adrian Taylor.



ACCESS

- The diagonal path which facilitates 'the playful walk to school' provides a route which follows the key desire line between the local community and new school. A main aim for the park was to create a place of sport and play on the route to school.
- The playful route to school includes a bike track with space for obstacles and for basic bike skills courses.



INCLUSIVE

- The new bold, large-scale corrugated landscape makes the whole landscape playable.
- The enticing corrugated forms, made of grass and concrete, enhance the play opportunities and challenges of the play equipment. Cutting through the corrugated grass plane, the playful route also encourages spontaneous activity on the trampolines and other play elements located along it.
- Water-play, embedded within the corrugated forms, incorporates water pumps and children can control the water's flow through channels, creating splash pools.
- The overall layout does not territorialise play space but allows play to flow over a wide and ranging landscape, encouraging collaborative and intergenerational playfulness in the urban realm.



COMMUNITY

- By increasing footfall between communities the park has become one of the main opportunities for the new and old community to meet and integrate.
- The refurbishment of the pavilion – intended to become a key community hub and cafe – also has a new strong, physical relationship to the park.
- providing a focal point for new and established communities;



SPORT + RECREATION

- The park's original use as a grass playing field was improved by provision of a full size synthetic turf soccer field for organised games, in addition to a junior size grass pitch;
- While the park was originally used exclusively for soccer, the regeneration includes provision for other recreational activities, by a wider range of users.
- Innovative landscape encourages informal play and other active uses such as a cycling route which can also be used for cycle training.
- The bike track provides a series of obstacles of varying difficulties allowing children on scooters and bikes to progressively build their skills and confidence. It also allows space - and has marking to help facilitate – bike ability courses which teach children core bike skills.

LEICHHARDT PARK - DRAFT MASTER PLAN



- KEY FEATURES**

 - 01. Improvements to forecourt area of rowing club. Potential acquisition of aircraft transponder site to allow future expansion of the Leichhardt Rowing Club.
 - 02. Upgrades to pathway 'pinchpoints'.
 - 03. New amenities building to service Leichhardt #2 playing field.
 - 04. Synthetic playing field to Leichhardt #2.
 - 05. Ongoing bush rejuvenation works.
 - 06. Define the LPAC service lane for pedestrians and service vehicles only.
 - 07. Pedestrian access and safety upgrades - establish segments of Link Rd as shared road that balances pedestrian and vehicle access. Include a raised pedestrian crossing to the main LPAC entrance.
 - 08. Historical interpretation strategy for the original site of the Leichhardt Municipal Baths.
 - 09. Reinvigoration of Giovinnazzo Grove and the Sensory Garden.
 - 10. Potential location of accessible community rowing club.
 - 11. Relocation of car parking adjacent Leichhardt #3 to Peace Park and returning the area to public parkland. *Note: this would not occur should community rowing club proposal proceed at the location indicated (point 10).*
- 12. Partial removal of existing timber jetty.
 - 13. Naturalised bioswale to manage stormwater run-off and flooding.
 - 14. New public skate plaza.
 - 15. Reduce LPAC link road to one way traffic. Remove informal parking and establish designated pedestrian and cycle paths.
 - 16. Reconfiguration and upgrade works to Leichhardt Park Car Park.
 - 17. Pedestrianised areas and forecourt improvements around entry points to Leichhardt Oval.
 - 18. Formalised master plan and plan of management for Leichhardt Oval.
 - 19. Safety improvements to Maliyawul St and potential new cycleway along Maliyawul St to separate pedestrians and cyclists.
 - 20. Vegetated bioswale within Peace Park to manage run-off into Iron Cove.
 - 21. Established gateways that define entries to Leichhardt Park as a shared public space.
 - 22. Improved pedestrian, cycle and fauna links to future Greenway.
 - 23. Lighting upgrades along the extent of the Bay Run path.

- LEGEND**
- | | | | |
|-------------------------------|--------------------------------|------------------------------------|---------------------------------|
| Natural Grass / Sports Field | Pedestrian Footpath | Bay Run Pedestrian Path | Fence |
| Synthetic turf | Informal Path | Shared Path (Pedestrian + Cyclist) | Leichhardt Baths Interpretation |
| New Understorey Planting | Bay Run Cycleway | On-road Cycle Path | Softfall / Playground |
| Existing Understorey Planting | Shared Street (Pedestrianised) | Existing Building | Existing Formal Car Spaces |
| Naturalised Bioswale | Roadway and Car Parking | Sensory Gardens | Proposed Formal Car Spaces |

- | | |
|---------------|----------------------|
| Existing Tree | Master Plan boundary |
| New Tree | New Building |
| To be Removed | |

