



LAVENDER BAY PARKLANDS
CONCEPT MASTER PLAN
DESIGN REPORT
AUGUST 2007



NORTH
SYDNEY
COUNCIL

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PREPARED FOR
NORTH SYDNEY COUNCIL

BY

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Lavender Bay Parklands are a unique foreshore asset: a composite of heritage parklands, with spectacular harbour views, mature tree plantings, and access to an active foreshore area with direct harbour access.

Comprising Clark Park to the east, Watt Park to the west, Quibaree Park to the south and the Lavender Bay foreshore area, the Parklands provide panoramic open space areas, as well as more introspective spaces for quiet reflection and relaxation.

Defining the study area

The study area is bounded by Lavender Street to the north, Harbourview Crescent to the east, Luna Park to the south-east, Waiwera Street to the west, and the waters of Lavender Bay to the south.

The Lower Walker Street Steps, and the King George Street Road Reserve are also included in the study area.

A portion of the Railway land, which separates Clark Park from the foreshore area, has been transformed by a local resident from a weed-infested, neglected area into an intimate and attractive Parkland. This area does not form part of the study area as it is not owned or controlled by Council - it has however, been considered as part of the broader Concept Master-Planning process for its positive contribution to the parklands visitor experience.



Figure 1
The study area

Project approach and objectives

The Lavender Bay Parklands are a sensitive site which are highly valued and supported by the local community. Much of the Parkland is in good order and its separate parks are visited and appreciated by residents, workers and other visitors. A sensitive approach to Concept Master-Planning is therefore required – an approach that is light in touch, is respectful to the inherent character of the site and its relationship with the Harbour, and its range of values to different user groups.

The project brief does not call for a redesign of the site: subtle upgrading works are required to resolve a number of existing issues, to improve and enhance the Parklands character and improve recreation opportunity for the range of park users.

The Concept Master Plan therefore takes a sensitive and low-key approach to upgrade, enhance and ‘fine tune’ the Lavender Bay Parklands.

Key aims for the Concept Master Plan include:

- Respect the **heritage significance** of the parks.
- Appropriately reflect the significance of these prominently located sites, and be **sympathetic and consistent** with the **Sydney Harbour foreshore landscape** as a whole.
- Resolve **circulation and access** issues.
- Increase user **awareness and appreciation** of the **historical significance** of the sites.
- Meet the **needs** of and be acceptable to the **various stakeholder groups** (as far as possible).
- Cater for the **various groups** who use the Parklands, including people commuting, jogging, walking, picnicking, launching small craft, using the playground etc.

Site specific objectives of the Concept Master Plan are as follows:

- Provide pathways through the Parklands that reflect the desire lines currently apparent
- Install a pedestrian-scale lighting system that caters for commuters

- Carry out an audit of park furniture within the Parklands
- Consider projects already scheduled to occur in the Parklands, and ensure they are integrated with the development of the Concept Master Plan
- Provide additional signage (directional and interpretive) to assist navigation, and to allow users to appreciate some of the features of the Parklands more fully.

Project process

The approach to preparing the Concept Master Plan is detailed in Figure 2, opposite. Consultation strategies and findings are detailed in the following section.

Concept Master Plan Reference Materials

The preparation of the Concept Master Plan for the Lavender Bay Parklands relied on a number of Council documents and State planning instruments, including:

- Recreation Needs Study
North Sydney Council, 2005
- North Sydney Foreshore Access Strategy (draft)
North Sydney Council, 2006
- Water-based Recreation Needs Study (draft)
North Sydney Council, 2006
- Foreshore Parks and Reserves Plan of Management, *North Sydney Council, 2002*
- North Sydney Heritage Study review
Godden Mackay Pty Ltd 1993
- Sydney Regional Environmental Plan
(Sydney Harbour Catchment) 2004

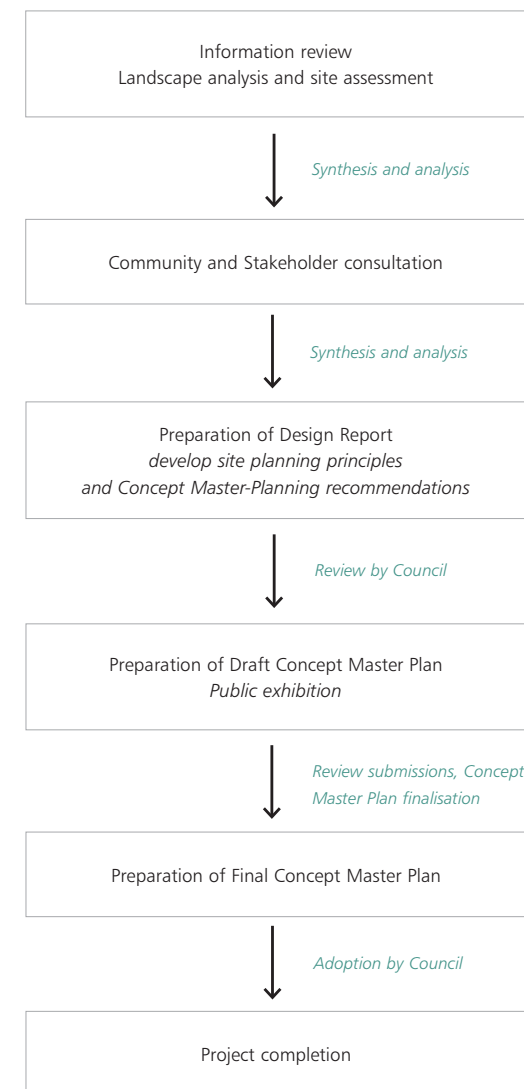


Figure 2
Project process

Approach to consultation

Consultation with the local community, a range of user groups and relevant stakeholders and agencies is an important component of the project. The Parklands are highly valued assets and community input and support for the process and proposals is highly desirable.

To ensure a thorough consultative process, the range of users and stakeholders was defined, and a targeted consultative strategy developed to accommodate each group, including on-site workshops and meetings, and contact with relevant stakeholders and agencies.

The communications process informed residents and stakeholders about all aspects of the project, with a view to increasing their understanding of the issues involved in the project, thereby facilitating their more effective involvement.

A Broad range of stakeholder and user groups were consulted.

Consultation and communications undertaken

The consultation and communications for the project included a range of measures designed to maximise the opportunities for the community and stakeholders to contribute to the project and to ensure that people were informed about the project, as it progressed. Each component of the consultation is detailed below, and key findings are presented on the following pages.

Community Open Day - Saturday 3 February 2007

An onsite workshop was held in Clark Park, on Saturday 3 February 2007 from 10am to 2pm. The workshop was advertised in local newspapers, on Council's website, and via a series of posters placed in the Parklands and at the nearby North Sydney Olympic Pool. The Open Day aimed to broadly target local residents and users of the Parklands. A series of initial site analysis maps and graphics were presented for comment and feedback, as well as historical photographs of the area. Approximately 40 people attended the workshop over the four hours.

Consultation with park users including local workers - Tuesday 20 February 2007

An onsite workshop was held in Quibaree Park, on Tuesday 20th February 2007 from 12pm to 2pm. The workshop aimed to engage lunchtime park users in the consultation process. This included local workers who frequent the Parklands on trips to and from work, and during their lunch hour. Site analysis maps and graphics were presented for comment and feedback, as well as historical photographs of the area. Approximately 25 people attended the workshop over the two hours.

Consultation with the Lavender Bay Working Group

The consultant team met with the Lavender Bay Working Group on Thursday 22 February, from 7pm until 8.30pm, at North Sydney Council. Site analysis maps and graphics were presented for comment and feedback, as well as a series of initial site planning principles which would guide the development of the Concept Master Plan.

Consultation with the Lavender Bay Precinct Committee

The consultant team met with the Lavender Bay Precinct Committee at 8pm on Thursday 29 March, at McMahons Point Community Centre. Site analysis, consultation findings and site planning principles were presented followed by a general discussion.

Contact with stakeholders and agencies

The consultant team contacted and/or met with a range of stakeholders including local community groups; local business interests; service providers; and local and state government authorities and representatives including (but not limited to) the Lavender Bay Precinct Committee, The Kirribilli Club, nominated local residents, Luna Park, and NSW Maritime.

Council website

Information regarding consultation and the development of the Concept Master Plan has been provided on Council's website throughout the project.



Figure 3
Community Open Day in Clark Park - Saturday 3 February 2007



Figure 4
Consultation with lunchtime park users including local workers in Quibaree Park - Tuesday 20 February 2007

Outline of key findings

The key findings from the community and stakeholder consultations are presented below.

Watt Park

- General support for the park as it is - highly valued.
- Noted problems with waterlogging/drainage and hence mosquitoes.
- Limited usability during winter because of the water sitting around the playground equipment.
- The playground equipment itself could be vastly improved; the slippery dips don't slip.
- Introduction of bbqs to the Watt Park site with more picnic areas for separate groups. More seating and tables.
- The parking time zones around Watt Park are limiting use of the park during evening and weekends.
- Lighting is poor in the Watt Park area.

Clark Park

- Vehicle access through Clark Park is causing damage to rest of park (erosion, runoff etc) and looks unsightly
- Repair old concrete paths and consider replacement with crushed granite
- Consider removal of the two sheds in Clark Park
- Consolidate and upgrade memorials
- Enhance embankment and rockery planting
- Preserve views to the Harbour and City beyond

Quibaree Park

- Formally recognise the footpath worn into the grass along foreshore
- Upgrade and expand toilet facilities - support for relocation to a less-sensitive and visually prominent part of the site.
- Support for additional dinghy storage areas where possible

- Requests for additional bins – garbage and recycling
- Desire for more bench seating, improved lighting and improved landscaping along the foreshore

Lavender Bay foreshore

- Concerns raised over long-term plans for Luna Park extensions - potential foreshore development

Railway land between Clark Park and the railway line

- Great value in appearance and ambience of the cultivated garden areas
- Desire to see these areas incorporated into the parklands

General access issues

- Some desire for improved lighting across the Parklands - some satisfied with current ambient levels
- Support for improvements and upgrades to path systems
- Concern regarding access through Walker Street Road Reserve - steep gradient, poor condition
- Concern regarding access stairs from Waiwera Street to Watt Park - steep gradient, poor condition
- Concern regarding access stairs in King George Street road reserve - narrow, poor condition, low lighting
- Concern regarding walkway along the top of Clark Park (Lavender Street) - narrow footpath.
- Consideration of cyclists - safe connection points to main routes, provision of bike ramps and rails, etc
- Connections into local and regional walks - Walking volunteers e.g. "Walking North Sydney," "Harbour Guide Walk"

These findings and issues have been taken into consideration throughout the preparation of this Design Report, the development of the site planning principles and the preparation of the Concept Master Plan.

Sub-regional site context

The Lavender Bay Parklands are located within the North Sydney Local Government Area (LGA), which is bounded by Sydney Harbour to the south, Mosman LGA to the east, Willoughby LGA to the north, Middle Harbour to the north east, and Lane Cove LGA to the west.

The municipality includes the suburbs of Cammeray, Cremorne, Crows Nest, Kirribilli, Lavender Bay, McMahon's Point, Milsons Point, Neutral Bay, North Sydney, St Leonards (part), Waverton and Wollstonecraft.

The LGA covers a total area of approximately 10.5km² and has a current resident and worker population of approximately 100,000 people (*Australian Bureau of Statistics, 2001*).

The Municipality incorporates a major CBD at North Sydney, a number of thriving business districts and retail precincts (such as Neutral Bay, Cremorne, Crows Nest and St Leonards) and diverse residential areas, which range from high-rise apartment blocks to detached housing.

North Sydney is a unique inner city community, characterised by some well-known sport and recreation facilities such as the North Sydney Olympic Pool and St Leonards Park (North Sydney Oval), together with distinctive bushland reserves and foreshore parks, fronting Sydney and Middle Harbours.

It is an area regularly visited by large numbers of people. It is estimated that the population more than doubles on weekdays; with over 52,000 people travelling to North Sydney for work and education (*North Sydney Council, 2005*).

The Lavender Bay Parklands are a very popular site for visitors seeking to experience a quiet and attractive harbour foreshore area. The Parklands and the Lavender Bay Foreshore are an important visual element to the views of North Sydney when viewed from the harbour, the Harbour Bridge and the Dawes Point/Walsh Bay area on the opposite foreshore.

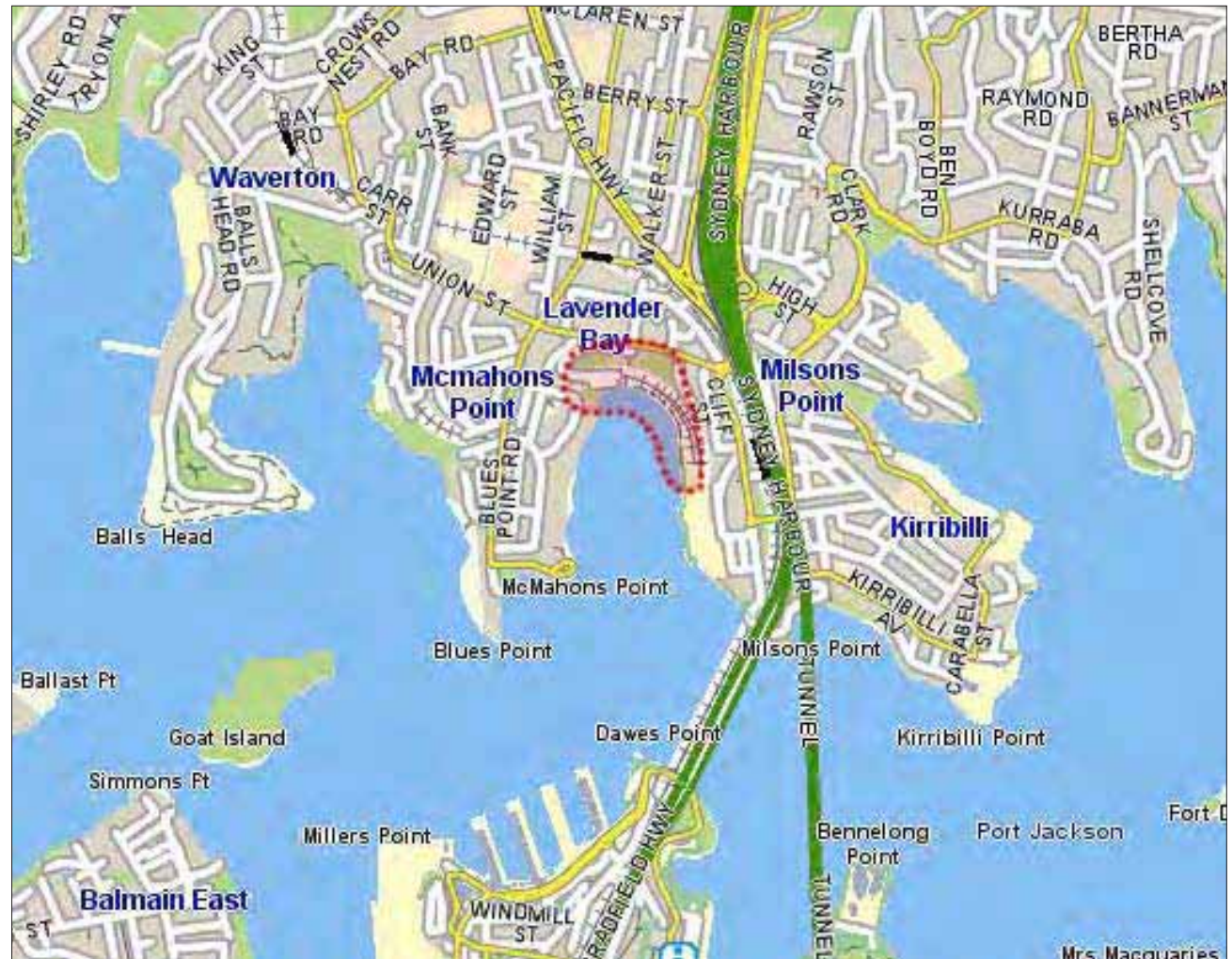


Figure 5
Regional site context - North Sydney

Local site context

The Lavender Bay Parklands are located on the southern edge of the LGA, within the suburb of Lavender Bay, a diverse area that includes dwellings, light industry, education, places of worship, recreation and public health facilities. Many of the land uses are located in a leafy setting with strong links to Sydney Harbour.

Lavender Bay is noted for its historical character arising from the retention of much of its original subdivision pattern and good examples of largely intact mid 19th century and early 20th century buildings. Blues Point Road in McMahons Point is a popular village centre enjoyed by local residents and visitors to the area with its outdoor cafes, galleries and small specialty shops. Also on the shores of Lavender Bay is Milsons Point, consisting of a number of multi storey residential and mixed use towers located at the base of the Sydney Harbour Bridge and surrounded by landmarks such as Luna Park, Bradfield Park and North Sydney Pool (*North Sydney Council DCP, 2005*).

The Lavender Bay Parklands are located within walking distance of North Sydney CBD, North Sydney station and Milsons Point station. They are generally well placed in terms of public transport and are serviced by a combination of trains, buses and ferries. Lavender Bay Wharf is a small Council-owned wharf which is currently not serviced by ferries but is available for public use.

To the east, the Parklands connect to Luna Park, Milsons Point Wharf, North Sydney Olympic Pool, and the open space areas underneath the Harbour Bridge (Bradfield Park) through a well-established pedestrian and cycle network which is well-utilised.

To the west, the Parklands connect via the King George Street Road Reserve to Waiwera Street, which meets McMahon's Point Wharf and Blues Point Reserve to the south.

There are limited opportunities for users of foreshore parks and reserves within the North Sydney LGA to directly access the water. At a local level, the Lavender Bay Parklands provide an important access point to the water, through a public wharf with dinghy/kayak launching facilities, a small boat ramp, and a beach area.



Figure 6
Local site context

3 Site analysis and assessment

Land ownership and zoning

North Sydney Council owns the majority of Watt Park, Clark Park and Quibaree Park while the Lavender Bay foreshore is entirely Crown Land. Day-to-day management of all the Parks is the responsibility of Council.

Three small parcels of land in Clark Park are Crown land managed by Council in accordance with the Crown Lands Act 1989 and the Principles of Crown Land Management that are contained within the Act.

The management of all of the areas within the Lavender Bay Parklands are detailed in Council's geographic Plan of Management for Foreshore Parks and Reserves (2002).

The Parks comprising the Lavender Bay Parklands are all Zoned 'Public Open Space', and will need to be managed in line with Council's objectives for these lands, which are to:

- (a) allow for a range of open space areas and public facilities which meet the needs of the community for both formal and informal recreation, and
- (b) ensure sufficient public recreation areas are available for the benefit and use of the community, and
- (c) allow for the enhancement and management of recreation areas in accordance with the plans of management adopted by the Council under the Local Government Act 1993.

Ownership of adjacent lands

There are a number of significant interfaces between the Lavender Bay Parklands and areas adjoining.

The four parks that comprise the parklands - Watt Park, Clark Park, Quibaree Park and the Lavender Bay foreshore - are divided by the Railway corridor, containing the railway lines (utilised for off-peak storage of rolling stock), the rail viaduct, maintenance sheds and adjoining embankment areas, as shown in Figure 7.

Lands owned and managed by Luna Park meets the southern and eastern boundaries of the Lavender Bay foreshore area, as shown in Figure 7.

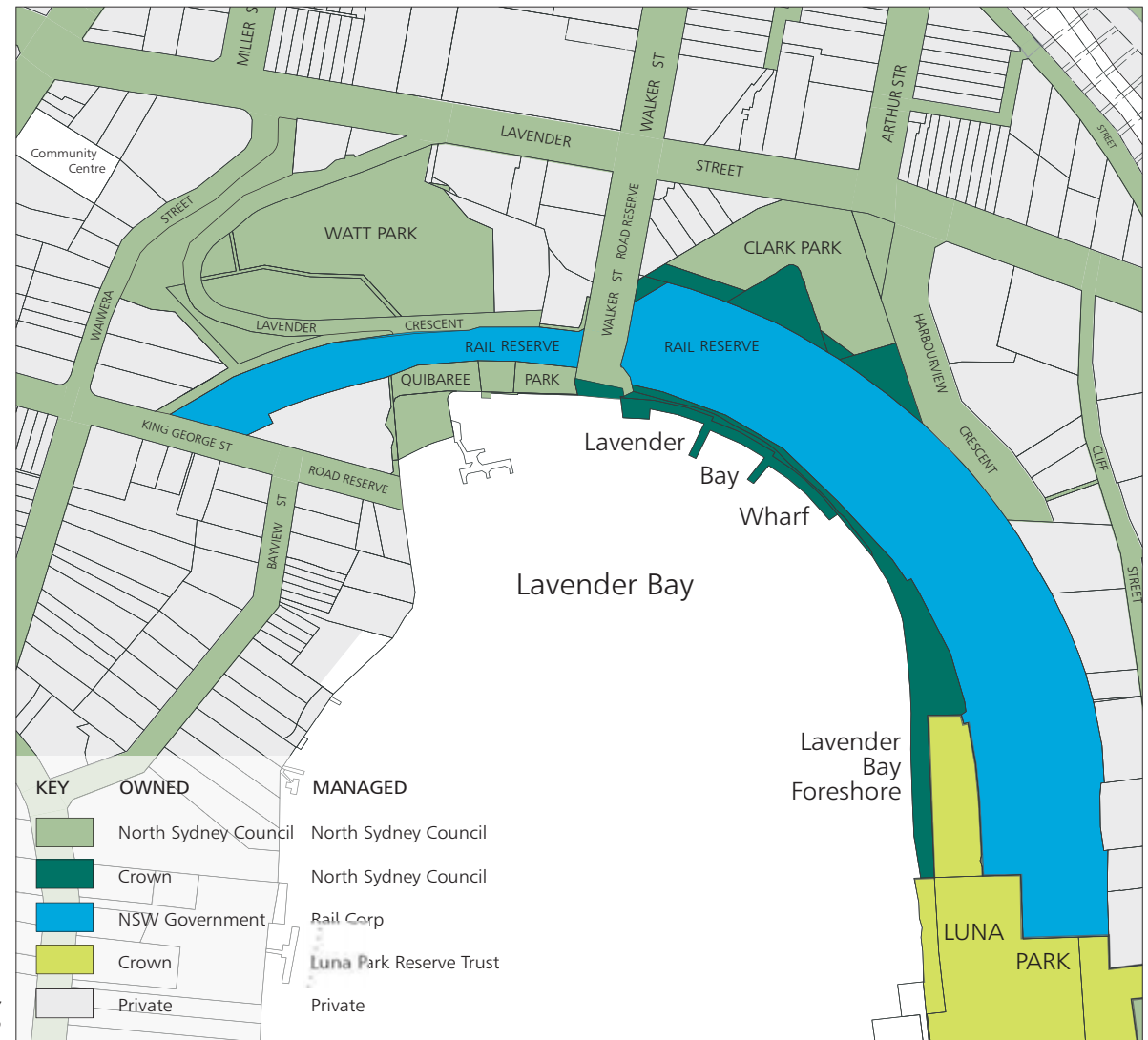


Figure 7
Land ownership

Physical site characteristics

Topography

The local topography of the Lavender Bay Parklands is typical of a harbour side location. The landform slopes across the site from the ridge top of Lavender Street to the south, and more gently to the east and west, moving around the bay.

Clark Park is sited at the top of the ridge, and is formed largely from fill, which was a result of the construction of the Harbour Bridge in the 1920s. The site slopes gently to the south and south-west, where it meets the railway land and the Walker Street Road Reserve.

Watt Park is framed to the north by the sandstone rock escarpment which forms a steep edge between Lavender Street and the park. Within Watt Park itself, the topography is gently undulating with the subtle level changes falling to the south and east.

Quibaree Park and the Lavender Bay foreshore areas are open and relatively low-lying, fronting the harbour.

Views and amenity

A range of vantage points and viewing areas are available over the harbour throughout the Parklands. These viewing points are defined by topographical changes and planting arrangements within the site, and are discussed for each individual park area as part of the landscape character.

Vegetated foreshore and cliffs are characteristic of many of the harbour's peninsulas (e.g. Blues Point along the foreshore park, Kirribilli Point, Kurraba Point). The stepped form of the existing vegetation across the Lavender Bay Parklands from the ridge top to the water contributes greatly to greening the foreshore areas. This is an important characteristic of views back into the site, particularly from Milsons Point, Luna Park, and from the southern sides of the Harbour.

Edge conditions

The edge conditions for each of the four areas comprising the Lavender Bay Parklands are very different, and will present different issues for the long-term management of the site.

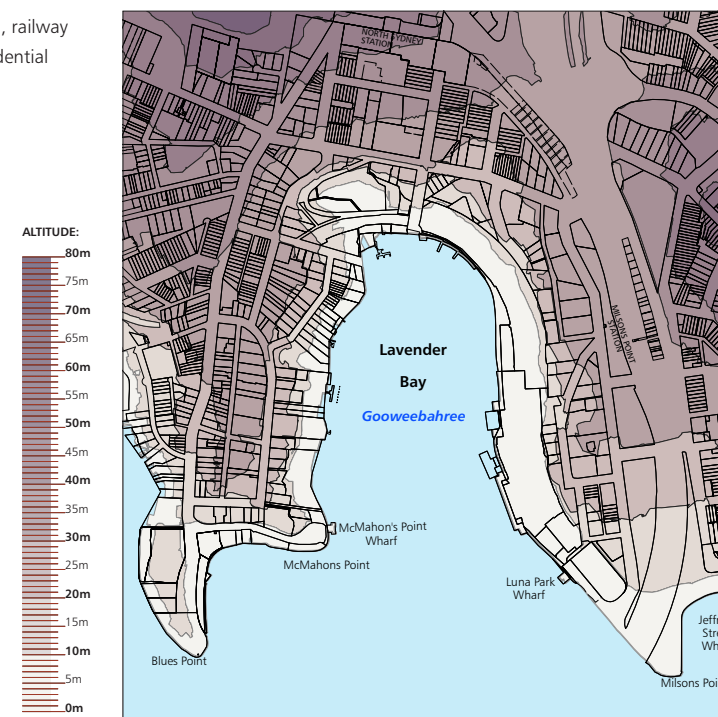
Clark Park is bounded by road edge and tall, multi-storey commercial and residential buildings to the north and east, the railway land to the south, and low-rise residential areas that adjoin Walker Street Road Reserve to the west.

Watt Park is bounded by the steep sandstone escarpment to the north (which adjoins Lavender Street) and west (which adjoins Waiwera Street), low-rise residential areas to the east, and the railway viaduct (with a through connection to Quibaree Park) to the south.

Quibaree Park is edged predominantly by the water's edge to the south, railway land to the north, the foreshore walk to the east, and medium rise residential to the west.

The Lavender Bay foreshore area is bounded by the railway land to the north and east, Luna Park to the south, and the Harbour edge to the west.

Figure 8
Analysis of local topography with cadastre overlay



Landscape character

The four parks that comprise the Parklands - Watt Park, Clark Park, Quibaree Park and the Lavender Bay Foreshore - have very different landscape features and landscape character. These are summarised for each area of the Parklands, as follows.

Clark Park

- An outward looking park located on a ridge, featuring spectacular views over Lavender Bay, across the harbour and to the Harbour Bridge.
- An open grassy park with strong heritage planting themes and a number of established trees including Brush Box (*Lophostemon confertus*), Canary Island Date Palm (*Phoenix Canariensis*) and Port Jackson Figs (*Ficus rubignosa*).
- Features sandstone walling, a flagpole and a number of sculptures, picnic tables and park benches.
- Serves a memorial function - the park contains 2 plaques erected by the Kirribilli Ex-Serviceman's Club as a war memorial, and is often the gathering point for groups of people involved in memorial commemorations.

Watt Park

- An introspective park - intimate sequential spaces for quiet reflection and relaxation. Spaces defined by significant plantings, gentle changes in levels and path systems.
- Specimen trees surviving from the gardens of early mansions demolished for the railway.
- Characterised by a number of mature trees of stately proportions, including Camphor Laurels (*Cinnamomum camphora*) in the northeastern corner of the Park, a magnificent Plum Pine (*Podocarpus sp.*) on the lower level, and, in the southwestern corner, two Silver Birches (*Betula pendula*) and a Bangalow Palm (*Archontophoenix cunninghamiana*).
- Sandstone rock escarpment is an important landscape feature.
- Features an historic well and a children's playground custom-designed to complement the heritage character of the Park.

- The railway viaduct forms the southern border of the Park and acts as a gateway to the harbour: connecting Watt Park with the waterfront Quibaree Park.
- Features sandstone walls, picnic tables, park benches and pathways.

Figure 9
Views afforded from the different areas of the parklands



3 Site analysis and assessment

Quibaree Park

- A narrow strip of waterfront land bounded by the water edge and the railway viaduct, representing a significant land-water interface that provides access to the water from a beach area, jetty and stairs.
- The park affords excellent views of the harbour and the city.
- The foreshore is a mixture of historic slipway, functioning boat ramp, sea wall and rubble wall.
- Connected to the Luna Park site via a narrow corridor of public open space known as the Lavender Bay foreshore, comprising a boardwalk, associated green space and sculpture garden areas.
- Interpretive signage along the foreshore details the history of North Sydney's boat building heritage.

Lavender Bay foreshore area

- A narrow strip of waterfront land that functions as an important pedestrian and cycle link between the study area through to Luna Park, the Harbour Bridge and Bradfield Park beyond.
- Consists of a broad timber boardwalk and a bitumen path which is bounded by planted areas adjacent the railway land, including the proposed Art Barton Park.
- Provides broad and expansive views over the harbour, to Luna Park, the Harbour Bridge and the City CBD beyond when heading south, and expansive views back over the Parklands when heading north.

Walker Street Road Reserve and King George Street Reserve

- These two road reserves function as gateways to the harbour side parklands.
- Vegetation within these reserves provide screening of the railway viaduct and limited views to the water.
- Lighting in walkways is ineffective and inconsistent

Railway land adjacent to Clark Park

- The area of state rail land between Clark Park and the railway lines/viaduct has been transformed by a local resident from a weed-infested, neglected area into an intimate and attractive garden space which is an integral part of the Lavender Bay Parklands. Known as 'Wendy's Garden' this intimate space contributes greatly, not only to the physical extent of useable parkland in the Lavender Bay area, but also to the unique character of the Parklands.



Figure 10
Watt Park



Figure 11
Clark Park



Figure 12
Quibaree Park



Figure 13
Lavender Bay foreshore

Access and circulation

As part of the consultation process, park users were asked to map their access routes into and around the Parklands.

This map is presented in Figure 14 and provides a good overview of the main entry points to the parklands and the pathways currently being used.

Within the Parklands

The internal path systems in some areas require rationalisation to improve access and reduce impacts on the amenity of some sections of the Parklands.

It is important for there to be good connectivity between the parks as well as from the adjoining streets in order to facilitate access around the foreshore.

Time limits on car parking in Lavender Crescent restricts some recreation activities which extend beyond the 2 hour parking time limit.

Vehicle movements around the entry to Quibaree Park are constrained and often result in illegal parking which further congest access and impacts on the park.

Walker Street and King George Street road reserves are key entry/access points to the Parklands and require upgrading to improve accessibility for pedestrians.

Beyond the Parklands

Beyond the circuits available through the Parklands, there are some important links to adjoining areas including North Sydney CBD, Bradfield Park, Blues Point Road, the railway stations and ferry wharves. The Parklands form part of the Council's 'Walking North Sydney' pedestrian routes.

Disabled Access

As Lavender Crescent provides the only disabled access to the foreshore through the Parklands, it is important to manage the potential for conflict between pedestrians, cyclists and vehicles along this route.



Figure 14
Analysis of access and circulation into and around the parklands

History of use

(Historical research provided by North Sydney Council)

Historical information about the Aboriginal inhabitants of Lavender Bay / Gooweabahree prior to European settlement of Australia is not well documented. However, it is widely accepted that the North Sydney Area was the territory of the Cammeraygal (Gammeraigal) clan, who were likely part of the larger Kur-ing-gai language group.

The name Gooweabahree is thought to refer to the Aboriginal name for fresh water - a reference to the spring that flowed periodically into the Bay. The first European settlers adopted this name until it was renamed in the 1830's after local resident George Lavender.

In 1805, Robert Campbell purchased a large section of land on the waterfront of the North Shore, between Lavender Bay and Careening Bay, extending about 600 yards inland, comprising Milsons Point and the future sites of Luna Park, North Sydney Olympic Pool, North Shore Railway Line and the public parklands. James Milson settled on this land in 1806.

George Lavender, boatswain of the convict hulk 'Phoenix' took up residence in the Bay in the 1920's, marrying Susannah Blue, William (Billy) Blue's daughter. William, whose land grant covered the Western half of the Bay, commenced the first ferry service across Sydney Harbour in the early 1930's.

A regular wharf and waterman's service operated at Milsons Point from the late 1930's and in 1842 it was declared a public landing place. By 1860, a regular vehicular ferry service was operating between Milsons Point and Fort Macquarie. The North Shore Railway Line opened in 1890, and was extended to Milsons Point three years later, following the shoreline of Lavender Bay.

The Lavenders lost their land when the government revoked their title in the course of surveying subdivisions during the 1850's. The sale led to increased urban settlement in the Lavender Bay and Milsons Point area. A number of large stately homes were built overlooking the bay, including 'Quiberee', 'Neepsend' and 'Hellespont'.

Much of the land in the subdivision was reserved for the construction of the

railway, the subsequent surplus was largely given over for parkland. Watt Park includes part of the land grant made to William (Billy) Blue on 24th January 1817 by Governor Macquarie and land, which was part of a grant to Thomas Walker on 8th October 1932. Clark Park lies within the original grant made to James Milson.

From 1881 to 1975 the Lavender Bay (formerly Cavill's) bath-house and baths operated from the now reclaimed land adjacent the rail viaduct in Quibaree Park. Richard Cavill (1884 - 1938), born in Lavender Bay, was the first person to use the 'Australian Crawl' in competition swimming.

The Lavender Bay Railway Line includes a multiple track section of Marshalling Yards that extend westwards from Luna Park along the south eastern shore of Lavender Bay. The yards area includes remnants of the 1915 and 1924-32 Milsons Point Stations, and the site of a carriage shed which formally existed where the northernmost set of tracks run today.

In planning the Sydney Harbour Bridge in the 1920s, JJC Bradfield proposed a number of schemes for the future use of the resumed land adjoining the road and rail approaches to the Bridge. The schemes included a continuous series of buildings enclosing the northern foreshore of Lavender Bay in an Italianate style with arcaded walks opening onto a promenade along the foreshore. This grand and somewhat romantic proposal was never realised, although the existing railway viaduct provides a small indication of what might have been.

Watt Park is named after Alderman Charles W. Watt, the Mayor of North Sydney from 1923- 1926. Whilst Clark Park commemorates the name of his predecessor, Alderman E. M. Clark, Mayor of North Sydney from 1918-1919.

Quibaree Park acknowledges the importance of the former boat building works in Lavender Bay including the remains of the Neptune Engineering Company's slipway, and the former Aboriginal name for the Bay - Quiberie. The Metropolitan Aboriginal Lands Council approved the naming of this new Park in 1995 with the suggested appropriate spelling as 'Quibaree'.

In 2004 Council adopted dual names for Lavender Bay, ie Lavender Bay / Gooweabahree. The latter is a phonetically correct rendering of the name Quibaree.



Figure 15
View of Lavender Bay (includes Gentlemans Baths) c.1900-1927 (source: Mitchell Library)



Figure 16
Clark Park, Milsons Point, Luna Park and Sydney Harbour Bridge c.1937 (source: Stanton Library)



Figure 17
Watt Park, North Sydney c.1937 (source: Stanton Library)

Range of current uses

There is no specific statistical information for recreation and user trends for the Lavender Bay Parklands. The range of current uses detailed below has been identified through on-site observation and consultation as part of this project.

Parkland Uses

- **Rest and Relaxation**
Quiet, individual contemplation or reading, in secluded areas of the Parklands.
 - **Picnics and Gatherings**
Social groups usually gathered around facilities near parking zones.
 - **Playground**
Parents and their children utilising the play equipment.
 - **Walking**
Individuals and groups passing through the Parklands with brief stops to take in views and utilise facilities, often as part of a broader circuit walk in the North Sydney area.
 - **Cycling**
As a means of transport to the site, or passing through where paths allow.
 - **Commuting**
Individuals quickly passing through the site on the most direct routes to nearby destination points. ie North Sydney Station, North Sydney Olympic pool, Luna Park and nearby office buildings.
 - **Views and visual appreciation (into and out of the Parklands)**
Individual and groups stopping at key points in the site that offer unobstructed sight lines to points of interest.
 - **Workers lunch venue**
People employed locally who bring their lunches to the park to eat.
- **Exercising (individual and groups)**
Joggers utilise the boardwalk and Quibaree Park foreshore as part of a larger circuit. Grassed areas in Quibaree Park utilized for fitness classes such as boxercise. The stairs in Walker Street are also often used for exercise by both individuals and groups.
 - **Boating**
Recreational use of private and hired vessels moored in Lavender Bay or smaller vessels including kayaks launched from the boat ramp or beach.
 - **Heritage appreciation**
Current or previous residents and relatives having a connection to the history of the site, looking for evidence of the past. General interest by visitors reading the interpretive signs.
 - **Ceremonial / Memorial Events**
Includes, but not limited to War Memorials in Clark Park.
 - **Major events**
New Years Eve and Australia Day firework observation attracts the largest number of people to the Parklands at any one time.
 - **Small events**
Including weddings, photo shoots and birthday parties.
 - **Access**
To residences, marinas and the viaduct storage facilities.
- Short stay duration usually between the hours of 12 - 2pm



Figure 18
Boxercise class



Figure 19
Workers at lunch



Figure 20
Views and visual appreciation

Site values

The Lavender Bay Parklands have a number of characteristics that are valued for their role or potential role in making the site unique and important. The consultation undertaken as part of this project with the community and stakeholders canvassed a range of values for the site. The analysis below identifies the main elements of the site's values, to be retained and strengthened.

Heritage values

- Lavender Bay Parklands have heritage significance in their working harbour history, character and value - associations with boat building, ferry wharves, the railway line and water supply.
- There are important associations between the Parklands and the early European settlement of the area, the establishment of stately homes of the district, and key families.
- There is heritage value in the association between the Parklands and the story of the construction of the Harbour Bridge, which impacted greatly on the development of North Sydney and surrounds.
- There is heritage value in the site's association with the Quibaree Clan, part of the larger Kuringgai Tribe, which occupied Lavender Bay prior to European settlement of Australia and well into the 19th century.
- The 19th century, spring-well in Watt Park was an important feature for the adjacent stately homes, "Neepsend" and "Hellespont" which once graced the surrounding cliff top.
- The community values the longevity of the Parklands, that they have a long life span and will remain a valuable open space resource for future generations.

Aesthetic and scenic values

- The high visual quality of the Lavender Bay Parklands is related to the varying topography, the heritage planting themes, diversity of landscape settings, and range of landscape features.
- There are numerous vantage points within the elevated areas of the Parklands which provide local and regional views over the Harbour and

across to the Harbour Bridge and the CBD of Sydney.

- The Parklands provide a refuge from areas of surrounding commercial and residential development associated with the North Sydney CBD and surrounds.
- The green foreshores of the Parklands provide an important visual backdrop to the Harbour.
- The intimate spaces of 'Wendy's Garden' contribute to the diversity of aesthetic and scenic qualities around the Parklands, providing immense value to the community

Recreational values

- The Parklands offer a range of unstructured recreation activities: walking, cycling, picnicking and relaxing for both local residents and non-residents (workers and visitors).
- The Parklands offer recreation opportunities as part of the broader experience of the Harbour.
- The Parklands are one of the few foreshore areas within the LGA to provide access to the water's edge, for boating purposes.
- The size and topography of the Parklands provide an area large enough to walk through and explore, with a range of different recreational experiences.
- There is great value in the role the Parklands play in Harbour foreshore connectivity (through park and on-street connections) for pedestrians and cyclists.

Social values

- There is great social and community value in the varied ways different user groups share the Parklands:
 - Small groups - picnics, family gatherings etc
 - Structured groups - personal training and group exercise
 - Event-based social gatherings - New Years Eve, Australia Day
 - Local individuals and groups working in the parklands and adjoining areas to improve the amenity and enjoyment of the area for all visitors.

Site issues

The following issues have been identified as part of the site analysis and will be addressed in the Concept Master Plan for the Lavender Bay Parklands.

Access and circulation

- Desire lines are well established along the Quibaree Park foreshore, with pedestrians preferring this route to the access road adjacent the rail viaduct. The Historic Slipway creates a narrow thoroughfare restricting pedestrian access.
- Access between Clark Park and the other Parklands is restricted by an ill-defined vehicular and pedestrian path.
- Pedestrians, vehicles and cyclists all use Lavender Crescent for access into and through the Parkland, resulting in potential conflicts in the narrow carriageway.
- Stair and path access at the top of Watt Park needs upgrading.
- Pedestrian pathways through Clark Park are in poor condition and inconsistent in finishes and widths.
- Landlocked properties located on the Walker Street stairs and Lower Lavender Street and adjoining the northwest corner of Clark Park have no road access. Current vehicular access through Clark Park via use of the Harbourview Crescent entrance has resulted in an unsightly dirt road and soil erosion.
- A desire line located along Harbourview Crescent and adjoining the southeast corner of Clark Park is well established.
- Waiwera Street entrance, pedestrian pathway and stairs to Watt Park are in poor condition and inconsistent in finishes and widths.
- Ground levels at the western walkway of the Lavender Crescent - Walker Street entrance are difficult for pedestrians to traverse.
- Existing timber handrails are in poor condition: old post and rail on edge sections are rotting out; newer sections are too flimsy (members too small) at

King George Street, Walker Street and Waiwera Street Entrances.

- The narrow entrance path within King George Street Road Reserve is disproportionate to its levels of use. It is a pedestrian bottle neck that restricts circulation patterns through the parklands. Two telegraph poles further exacerbate the problem.

Lighting

- Lighting in Walker Street Road Reserve and King George Street walkways is ineffective and inconsistent but pole mounted lights may impact on adjoining residents.
- Some bollard lighting exists but is inconsistently spaced/distributed, requires maintenance and is susceptible to vandalism.
- Security is a concern of some residents, whilst visual impact of increased lighting is a concern for other residents.
- The foreshore pathway route around Lavender Bay that links Quibaree Park with the Luna Park site and beyond (Bradfield Park and the Kirribilli Foreshore) is a popular and very scenic route, well used by commuters, as well as by people exercising or walking for recreation and pleasure during both day and night. The level of use of this foreshore pathways has grown substantially since the re-opening of Luna Park.
- The installation of lighting at a pedestrian scale along the Lavender Bay foreshore to connect with the existing lighting along the foreshore of the Luna Park site will enable this route to be more accessible to night walkers. The extent of lighting along the foreshore may be required to extend to the Walker Street steps and continue through Quibaree Park and up the steps to King George Street. The potential visual impact of foreshore lighting also needs to be considered on the visual amenity of the Parklands.

Views and amenity

- The Lavender Bay public amenity block currently consists of a brick and tile building located to the west of Lavender Bay Ferry Wharf. It is utilised by commuters as well as local residents and visitors using the Parklands and/or the harbour foreshore walk. Built in the 1950's it now bears the signs of age and general wear and tear and, is poorly sited in an exposed location close to the foreshore.
- Concept Plans for the redesign and rebuilding of the amenities block in Quibaree Park in its existing location have been prepared for Council.
- Several opportunities exist to relocate the amenities block within Quibaree Park and reconfigure the park to improve its usability and the aesthetics of the area.
- Heavy pruning of some trees within Walker Street and King George Street road reserves is altering the form of some trees which could impact on their health and ultimately their life span.

Site drainage

- Significant storm water drainage problems exist throughout the Parklands.
- Stormwater from Watt Park inundates the western end of Quibaree Park, eroding soil and mulch from planting areas into the historic slipway.
- Water pours into the western end viaduct arch, rendering it unusable for storage.
- At times of heavy rainfall, water floods a residential pool adjacent to the historic winch.
- Dish drains adjacent the Walker St path are in disrepair.
- Drainage ruts are present in Clark Park.
- Park users report water ponding in Watt Park.
- Poor condition of all drainage in Walker St Road Reserve.

Fencing

- There are a number of fences throughout the Lavender Bay Parklands. Initially installed for safety reasons, some of this fencing is now no longer required as vegetation has matured to a point where the potential hazard posed by embankments in the parks has been substantially reduced. Some of the existing fencing is in poor condition, and requires replacement. However removal (without replacement) would be the preferred option, where feasible.

Improvements to war memorial in Clark Park

- The Kirribilli Club is proposing to upgrade the War Memorial in Clark Park. The Club has prepared a concept design, in consultation with local sculptors. A report will be sent to Council when the new concept plan has been developed. Accommodation of small ceremonial gatherings needs to be considered in re-siting this memorial.

Additional open space areas adjacent to the Parklands

- The area of State Rail land between Clark Park and the railway lines/viaduct has been transformed by a local resident from a weed-infested, neglected area into an intimate and attractive garden space. The garden was recognised in Council's annual Garden Competition, receiving an award for 'Best Public Land cared for by an Individual or Group'.
- Council has commenced negotiations to secure the future of this potential extension to Clark Park by means of a formal lease with State Rail. A beautification lease on the land, similar to one Council has previously negotiated at Balfour Street, Wollstonecraft, is being sought. The individual who has created these unique gardens and the Lavender Bay Precinct both support this approach.
- Although path and step surfaces are generally of irregular design and construction, with path grades exceeding the relevant Building Codes of Australia, and handrails are inconsistent, providing only limited protection, no changes that will alter the unique character of this area are proposed.
- The proposed parcel of parkland above Luna Park (Harrys Park) should be planned and designed in consideration with the Lavender Bay Parklands Concept Master Plan.

- The opportunity to further extend the Lavender Bay Parklands to include the land currently owned by State Rail at some time in the future is recognised by North Sydney Council. Although current discussions indicate that the shunting yard land at Lavender Bay will be required by State Rail for the foreseeable future, North Sydney Council shall continue to make its interest in this land known to State Rail, with the ultimate objective of acquiring all of the existing shunting yard land for public open space, to be managed by Council, if it should ever be declared surplus to State requirements

The following site planning principles will be used to guide the development of the Concept Master Plan for the Lavender Bay Parklands.

1. Recognise and protect the unique character, experience and heritage of each of the parks that comprise the Lavender Bay Parklands

Each of the parks that comprise the Lavender Bay Parklands provides different experiential and aesthetic qualities that need to be protected and enhanced as part of the Concept Master plan.

Watt Park

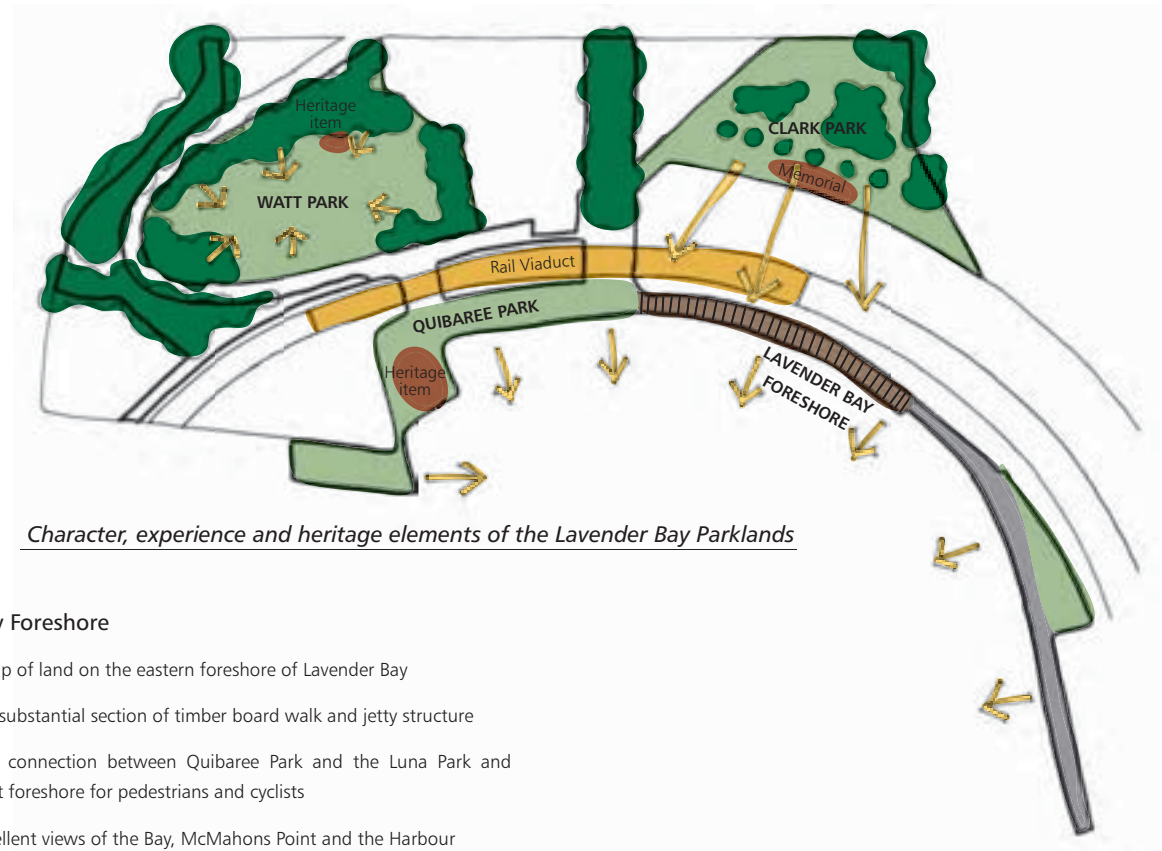
- Introspective park - intimate sequential spaces for quiet reflection and relaxation
- Spaces defined by significant plantings, gentle changes in levels and path systems
- Characterised by a number of mature trees of stately proportions
- Sandstone rock escarpment is an important landscape feature

Clark Park

- Outward looking park located on a ridge, featuring spectacular views over Lavender Bay, across the Harbour and to the Harbour Bridge
- Open and grassy, with strong heritage planting themes and established trees
- Memorial functions, for RSL commemorations, are an important component of the park

Quibaree Park

- Narrow strip of waterfront land bounded by the waters of Lavender Bay and the railway viaduct - represents a significant land/water interface with access to water from a beach, jetty and stairs
- Affords excellent views of Lavender Bay, the harbour and the city
- Associations with North Sydney's boat building heritage



Character, experience and heritage elements of the Lavender Bay Parklands

Lavender Bay Foreshore

- A narrow strip of land on the eastern foreshore of Lavender Bay
- Comprises a substantial section of timber board walk and jetty structure
- Provides the connection between Quibaree Park and the Luna Park and Milsons Point foreshore for pedestrians and cyclists
- Provides excellent views of the Bay, McMahons Point and the Harbour

2. Provide a range of recreational opportunities for the different park user groups

Manage the Lavender Bay Parklands to provide a range of recreation opportunities and to facilitate a high level of usage.

- Improve public access to the foreshores and waterways for a broad range of recreational opportunities and user groups.
- Maintain and promote unstructured recreation activities: walking, cycling, picnicking and relaxing for both local residents, workers and visitors.
- Broaden opportunities for recreation as part of the Harbour experience and provide opportunities for interpretation.
- Promote access to the Harbour foreshore / water's edge where safe and viable.
- Recognise the size, scale and function of the different social groups and their recreational requirements:
 - Small groups - picnics, family gatherings etc
 - Structured groups - personal training and group exercise
 - Event-based social gatherings - NYE etc
- Provide opportunities for the interpretation and appreciation of local heritage as part of recreation opportunity.

3. Protect and enhance views and amenity

One of the most important aspects of the Lavender Bay Parklands is their function as viewing points out over the harbour.

- Maintain and promote the number, quality and diversity of Harbour vantage points throughout the Parklands.
- Recognise the value of the visual character of the Lavender Bay Parklands when viewed from within the park, from the water and from the southern sides of the Harbour.
- Promote a balance between the provision of harbour views and the long-

term management of significant heritage plantings and the foreshore green belt.

- Recognise that any significant new planting schemes proposed for the Parklands and the adjoining railway land must take into account the possible effects on views and vistas out of and through the Parklands.
- Recognise that future works within the parks should take into consideration not only the desired landscape character of each park but also the potential impacts on views out of the parks (as well as back into the Parklands).

4. Rationalise access and circulation

Create rationalised and consistent path systems throughout the Parklands.

- Improve pedestrian and cycle links both between the different areas of the Parklands, and beyond.
- Rationalise internal park path systems for pedestrians and cyclists to remove any unnecessary pathways, upgrade existing pathways and construct new pathways with appropriate gradients where a need or benefit is identified and the work is viable.
- Recognise that each foreshore area services a wider purpose once it has been linked with other areas, and advocate the creation of a mix of foreshore linkages and street linkages, incorporating board walks, land-based foreshore access and improved pedestrian environments in relevant streets that demonstrate a Harbour living character (Plan of Management, North Sydney 2002).
- Pursue opportunities to link the parks with other open space areas and public transport nodes to facilitate a mix of continuous foreshore access and street based links.
- Improve pedestrian and cyclist safety on the roads and around the parking areas within the Parkland.

- Identify opportunities to improve circulation routes for people of impaired mobility where possible and viable.
- Define site entry points with appropriate signage.

5. Plan for future park facilities and amenities

Ensure that any proposed park amenities and facilities are appropriately designed and sited

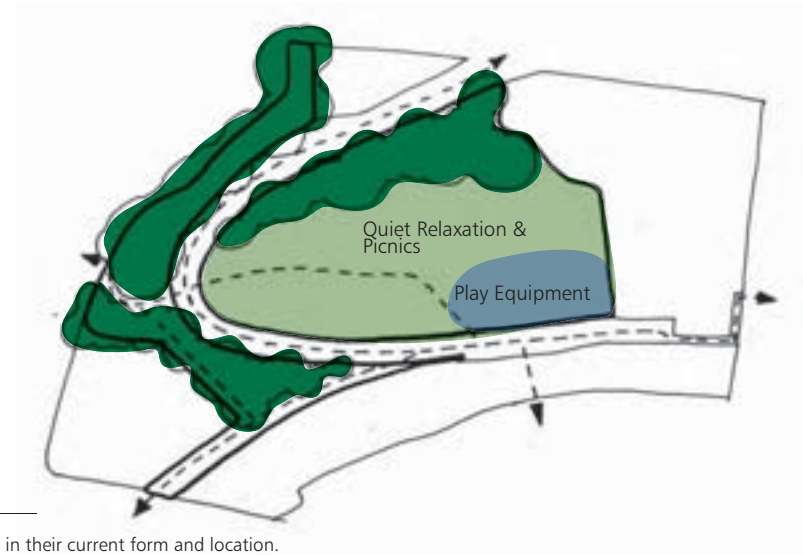
- Plan for park facilities/amenities to reduce the development footprint on green space, and reduce areas of hard surface.
- Provide park furniture and other structures that are consistent within the North Sydney context, and compatible with the materials and landscape character of the Lavender Bay Parklands.
- Where possible, encourage custom-designed structures that reflect appropriate aesthetic responses such as site-responsive design while maintaining a consistency of materials throughout the Parklands.
- Incorporate environmentally sustainable design (ESD) principles wherever possible.
- Pursue opportunities to install public art projects in the Parklands to foster increased user appreciation, interpretation and enjoyment of the area.
- Continue to involve the community in the ongoing program of improvements to, and management of, the Parklands.
- Work with adjoining landowners to coordinate development and management of adjoining lands.

The following pages present a strategic response to the planning principles for each of the four parks within the Parklands

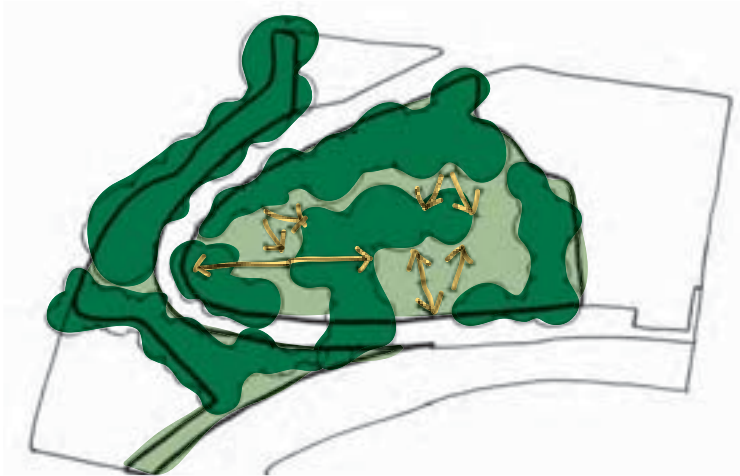
Investigation of the Site Planning Principles, applied to Watt Park

Character

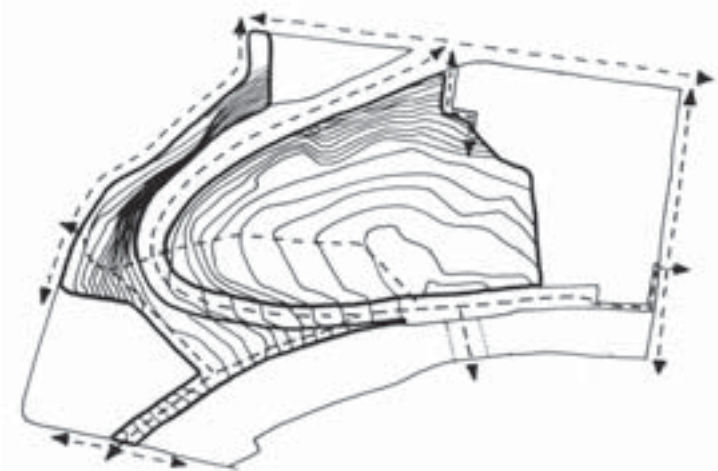
Enclosed and well vegetated character retained.

Uses

Uses retained in their current form and location.

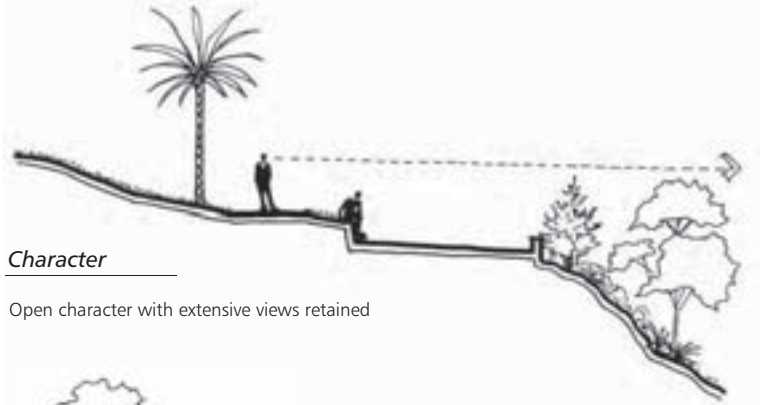
Views & Vistas

Internal views and vistas protected with dense planting around the perimeter and scattered trees in lawns retained in the central areas.

Access & Circulation

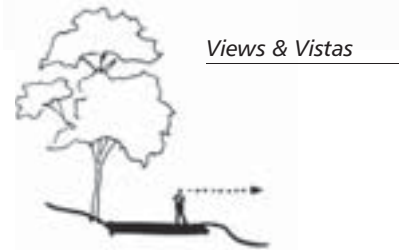
Access and circulation restricted to existing pathways.

Investigation of the Site Planning Principles, applied to Clark Park



Character

Open character with extensive views retained

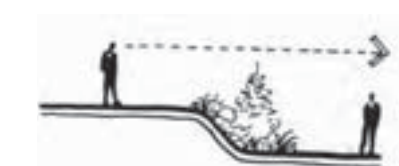


Views & Vistas

Vegetation: Single Row Avenues to retain Harbour Views



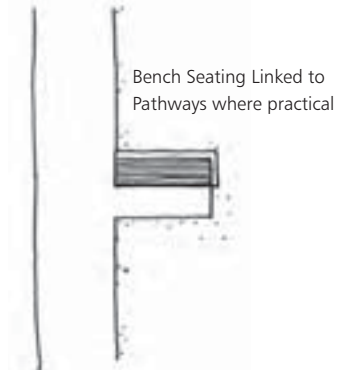
Shallow Terrace Vantage Points



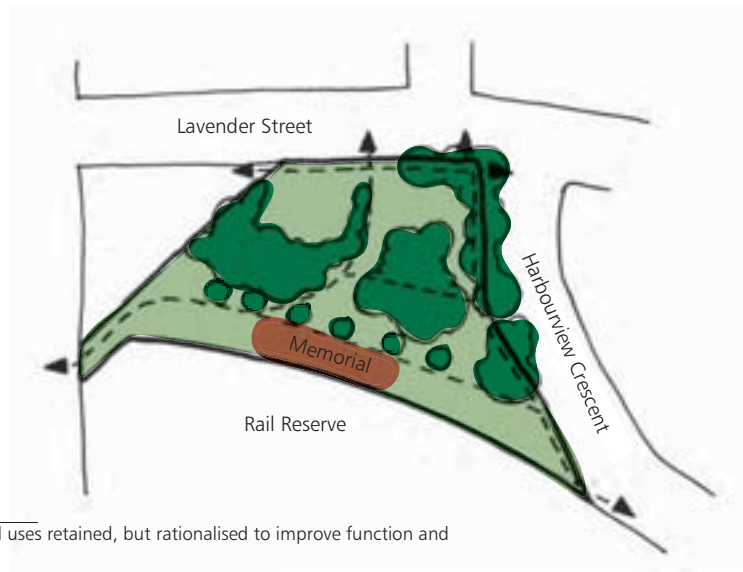
New planting to maintain views

Facilities & Amenities

Park furniture located on or adjacent path areas.

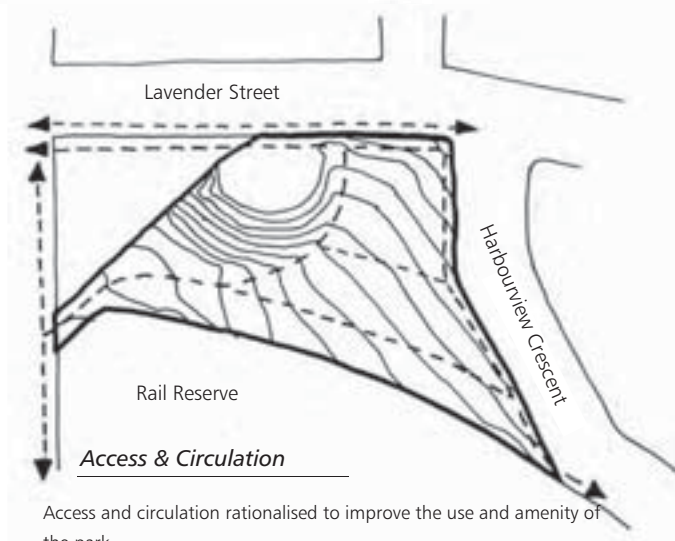


Bench Seating Linked to Pathways where practical



Uses

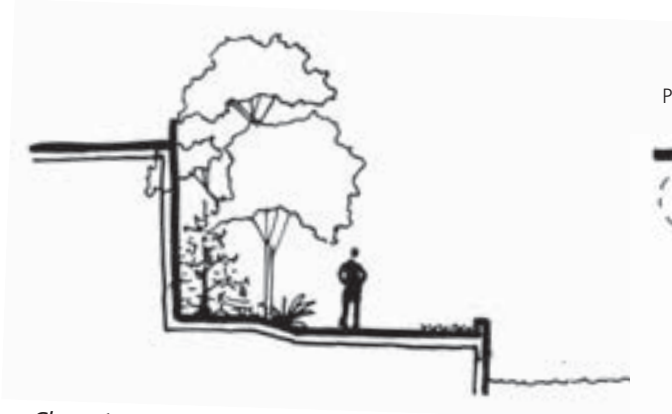
Informal uses retained, but rationalised to improve function and amenity



Access & Circulation

Access and circulation rationalised to improve the use and amenity of the park

Investigation of the Site Planning Principles, applied to Quibaree Park

Character

Retain the open character of the foreshore with a combination of vegetated embankments and the railway viaduct backdrop

Protected Back
for seating



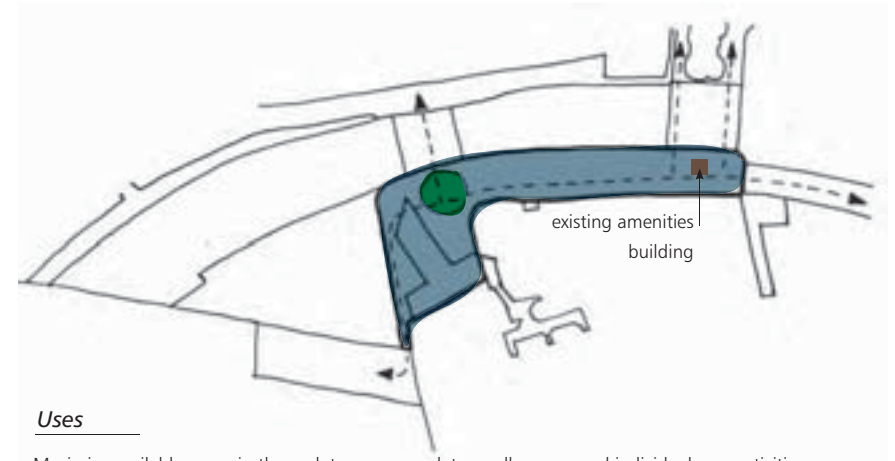
Bench Havens



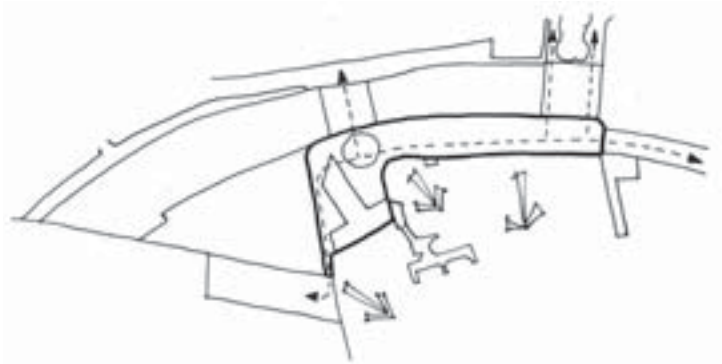
Benches On Path

Facilities & Amenities

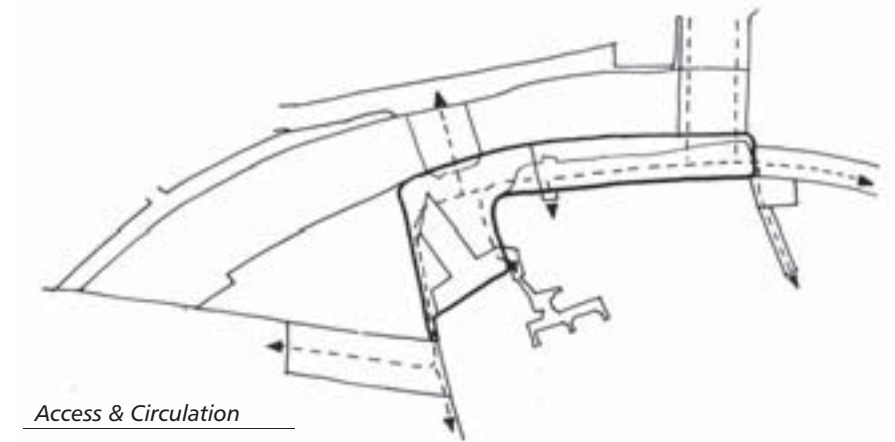
Consider furniture location for improved user amenity and visual impact.

Uses

Maximise available space in the park to accommodate small groups and individual user activities.
e.g. relocation of the amenities building

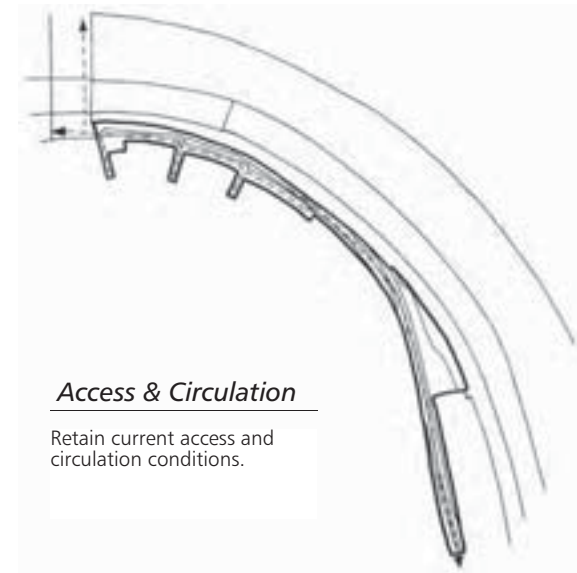
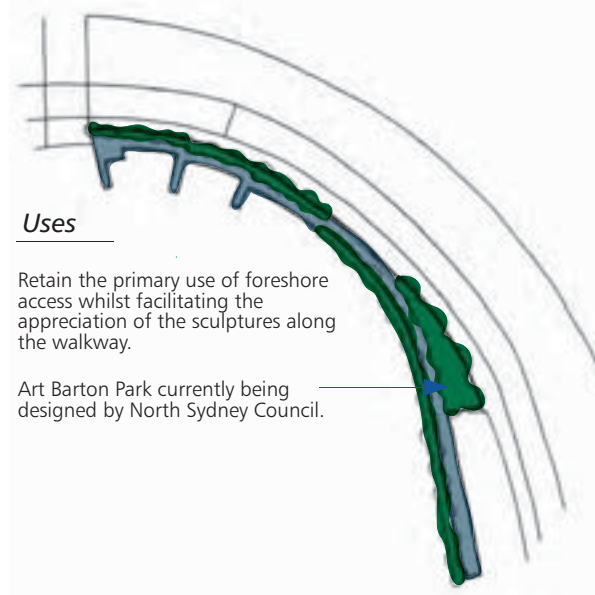
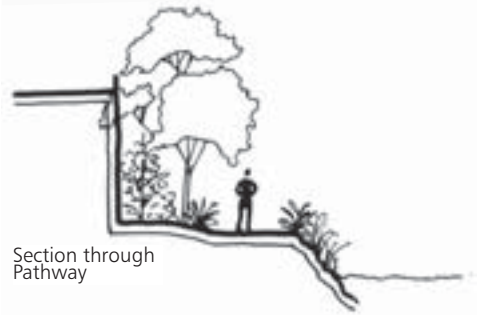
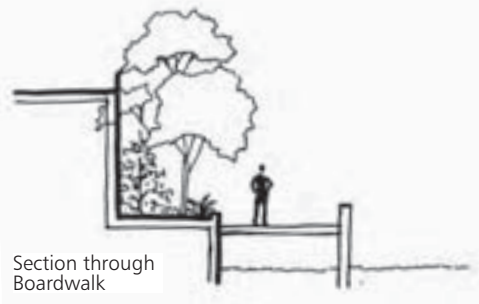
Views & Vistas

Retain the open foreshore to maximise views.

Access & Circulation

Rationalise pathways to improve functionality and amenity, whilst retaining public access to the water via the wharf and boat ramp facilities.

Investigation of the Site Planning Principles, applied to Lavender Bay Foreshore

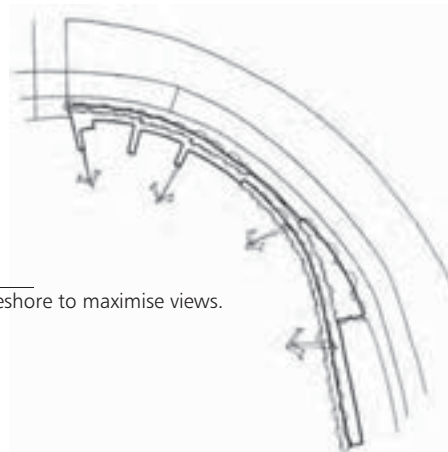


Character

Retain current character with open foreshore and heavily vegetated backdrop to screen the railway.

Views & Vistas

Retain the open foreshore to maximise views.



Facilities & Amenities

Consider furniture location for improved user amenity and visual impact.

Protected Back for seating



Bench Havens



Benches On Path



Concept Master Plan Overview

1. General Recommendations

The following recommendations for the Lavender Bay Parklands should be read in conjunction with the accompanying Concept Master Plan.

- 1 - Maximise the dominance of soft landscape in the Parklands by minimising hard surfaces and structures.
- 2 - Assist in maintaining the existing character of each Park by retaining the balance of tree canopy coverage to open lawn areas.
- 3 - Where appropriate, ensure that the individual identity of each of the Parks in the Parklands is retained, for example, with the selection of specific furniture and materials for each park.
- 4 - Assess the condition and performance of all site fencing and barriers to ensure safe access and operation in and around the parklands.
- 5 - Standardise all fencing and barrier design to match traditional aris rail (rail-on-edge) construction unless additional safety measures are required.
- 6 - Regularly inspect and maintain all trees in the Parklands to maximise health and safety issues.
- 7 - Design and install a pedestrian lighting system that provides sufficient lighting for pedestrians but minimises light spill, extending from the boundary of Luna Park, around the Lavender Bay Foreshore, through Quibaree Park and up the King George Road reserve.
- 8 - Undertake a detailed lighting study to assess the requirements of lighting access ways and facilities throughout the Parklands, with a view to limiting the amount of lighting to that required for providing safe access.
- 9 - Design and install an interpretative signage system that identifies significant trees and historical information particular to the site.



Lavender Bay Parklands

Concept Master Plan

scale: 1: 1200 @ A3

0 10 20 30 40 50 60 70 80m



Concept Master Plan Components

2. Clark Park

- 1- Reconstruct rockery subject to heritage investigations and create a larger and deeper planting bed for hedge planting.
- 2- Reconstruct cement balustrade around upper lawn terrace.
- 3- Assess condition of 'CLARK PARK' sign and schedule maintenance work as required.
- 4- Reduce grade of garden bed below the upper lawn terrace with a low retaining wall at the base of the slope. Revegetate with ground covers and low plants, using appropriate stabilisation techniques.
- 5- Remove maintenance buildings adjacent Lavender Street to increase areas of parkland.
- 6- Reduce grade of lawn area in upper Clark Park with low retaining wall (subject to tree root location) to reduce stormwater flows and enhance absorption.
- 7- Repair and regrade lawn areas in the central area of the park (subject to tree root location) to improve the amenity for park users and to reduce stormwater flows and enhance absorption.
- 8- Create new level lawn terrace with gently sloping turf embankments, suitable for small ceremonial activities and informal use, incorporating the proposed and existing memorials and flagpole.
- 9- Redesign stormwater inlet and pit on the path adjacent to the lower lawn terrace to maintain functionality and improve visual appearance.
- 10- Consider the need for additional stormwater management in the park for example, strip drains and subsurface absorption trenches.
- 11- Consider removal of the rail on edge fence along Harbourview Crescent to facilitate access and open character of this area of the park.
- 12- Construct new alignment of the main path through the park suitable for emergency and maintenance vehicles.
- 13- Install retractable bollards at the Harbourview Crescent main path entrance to facilitate disabled and authorised vehicle access.
- 14- Install new park furniture including seating platforms along path adjacent to the lower lawn terrace.
- 15- Maintain tree heights in the new gardens in the rail reserve below Clark Park to preserve views to the Harbour.
- 16- Investigate the potential for a pedestrian access walkway along the top of the railway land to Harrys Park.



Lavender Bay Parklands

Concept Master Plan

1:600 @ A3





Clark Park Concept Master Plan perspective showing proposed grass terrace with flagpole and memorial stone

Concept Master Plan Components

3. Watt Park

- 1 - Enhance access to the Parklands from North Sydney Station with a new deck/ footpath/ viewing platform along Waiwera street. Park entrance at Waiwera St should be expanded with new deck, stairs and path system down to Lavender Crescent.
- 2 - Investigate ways to facilitate safe disabled and able bodied pedestrian access to the foreshore along Lavender Crescent (eg new road markings and/or a shared zone).
- 3 - Install a raised pedestrian crossing in Lavender Crescent on the alignment of the footpath from Waiwera St through Watt Park to reduce vehicle speed and enhance pedestrian safety.
- 4 - Reconstruct northern path and stair access down to Watt Park from Lavender Crescent via the upper terrace.
- 5 - Repair bitumen path connecting Watt Park with King George St, adjacent the rail reserve.
- 6 - Install additional park furniture where necessary ie: bubbler, bench seating and picnic table.
- 7 - Review operation and condition of the play structures with a view to improving performance of the slide when play equipment is upgraded.
- 8 - Retain parking on Lavender Crescent in current configuration however review parking time limits to facilitate the range of uses at different times of the week.
- 9 - Undertake regular maintenance to remove weed infestations particularly along Waiwera St.
- 10 - Provide interpretative signage that includes information on the significant trees in Watt Park

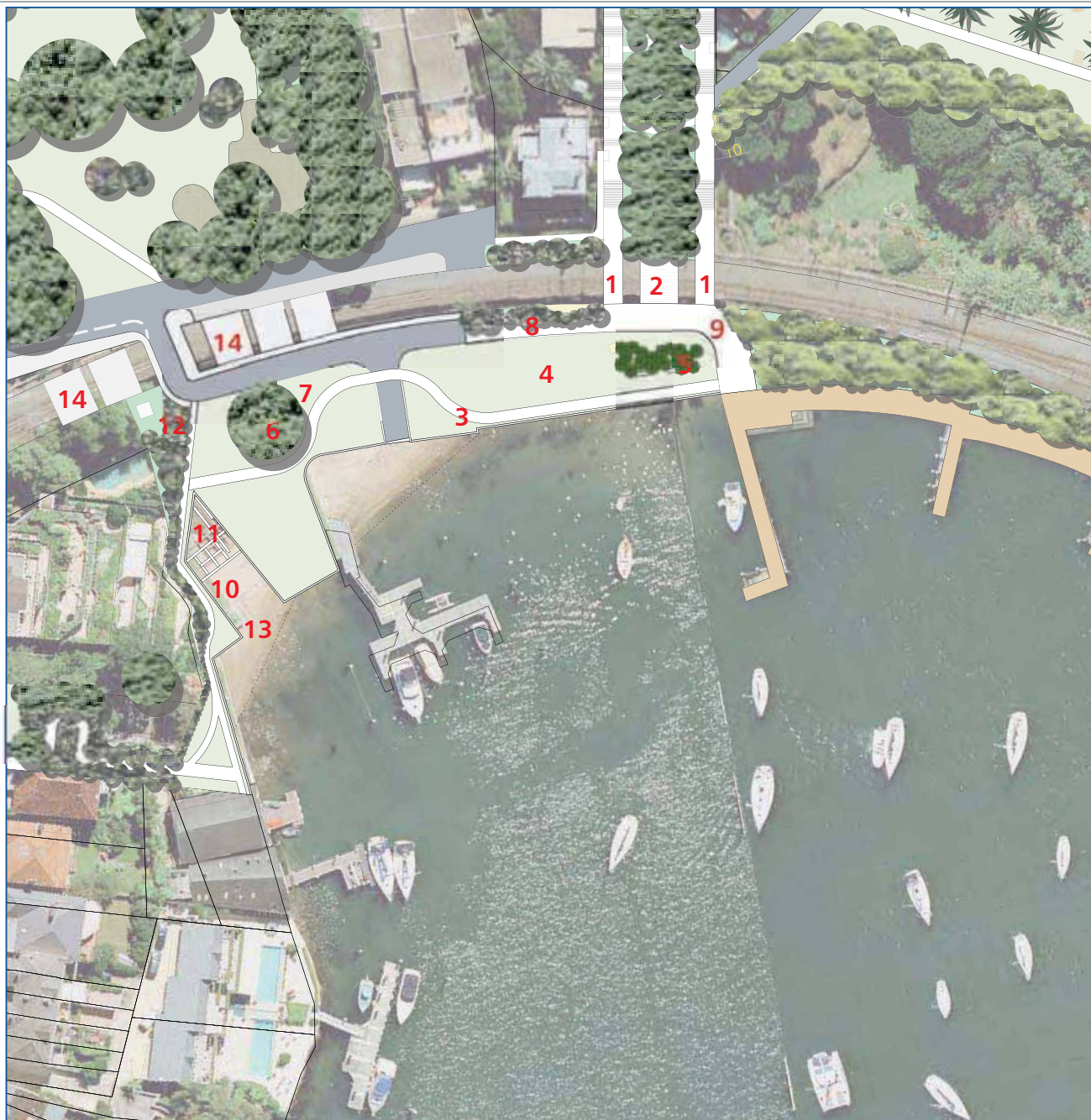


Lavender Bay Parklands
Concept Master Plan

Concept Master Plan Components

4. Quibaree Park

- 1 - Install lighting in rail viaduct pedestrian arches at lower Walker Street road reserve, to improve night time surveillance.
- 2 - Relocate the amenities building into the central arch of the rail viaduct on the lower end of Walker Street road reserve, subject to design feasibility.
- 3 - Construct a new footpath system that consolidates pedestrian desire lines from Lavender Bay Wharf to King George St road reserve.
- 4 - Reduce grade of lawn areas and provide bench seating to maximize usable open space along the foreshore and consider a low retaining wall along the edge of the path adjacent to the rail viaduct.
- 5 - Plant additional *Livistona australis* palms in a grove formation on the site of the existing amenities, replacing a section of the lawn with a mulched garden bed and incorporating bench seating.
- 6 - Protect health of the fig tree adjacent access road, replacing all vegetation within the drip line with mulch, whilst discouraging dinghy storage under the canopy.
- 7 - Reinstall existing bollards with substantial footings to discourage vehicular access to the lawn areas, adding additional bollards where required.
- 8 - Reduce areas of pavement adjacent the viaduct where practicable, maintaining maintenance and emergency vehicle access and limiting mature plant height to the height of the viaduct
- 9 - Consolidate lighting and signage posts to minimize clutter along the foreshore.
- 10 - Maintain historic slipway.
- 11 - Remove sandstone plinths and incorporate historic information in interpretative signage proposed for the parklands.
- 12 - Install a Gross Pollutant Trap in the current location of the two pits adjacent the rail viaduct, to receive stormwater from a new underground stormwater pipe which is to extend north to the corner of the Park adjacent to the Railway viaduct and under the slipway to the foreshore.
- 13 - Repair the seawall in and adjacent to the slipway where required.
- 14 - Relocate Council's dinghy storage to the far western viaduct archway, opening up the current storage arch for pedestrian access and sight lines to the foreshore. Seek to lease the other archways as they become available, for public uses or cafe with outdoor seating.



Lavender Bay Parklands
Concept Master Plan

1:600 @ A3



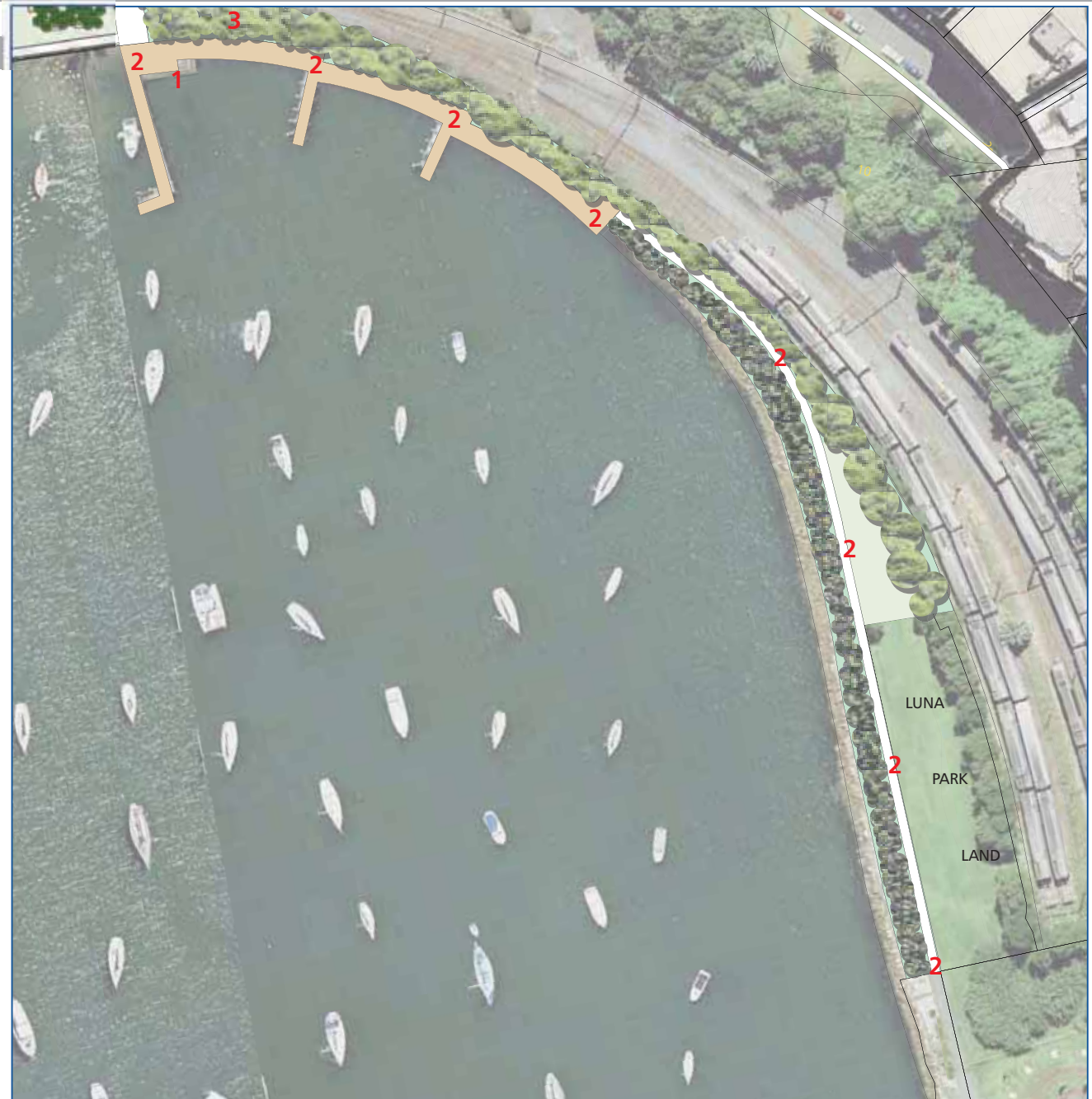


Quibaree Park Concept Master Plan perspective showing the amenities building relocated to the railway viaduct archway in the Walker Street Road reserve.

Concept Master Plan Components

5. Lavender Bay Foreshore

- 1 - Remove dangerous steps below the mean high water mark of the kayak/ dinghy launching structure adjacent to the wharf.
- 2 - Design a pedestrian lighting system that provides sufficient lighting for pedestrians but minimises light spill, extending from the boundary of Luna Park, around the Lavender Bay Foreshore, through Quibaree Park and up the King George Road reserve.
- 3 - Continue maintenance of the planted areas by removal of weeds and replacing dead or dying plants.



Concept Master Plan Components

6. King George Street Road Reserve

- 1 - Widen access path and steps between the Quibaree Park foreshore and King George Street.
- 2 - Construct low retaining walls to level the grass terrace and install new park furniture at the end of the street overlooking the foreshore.
- 3 - Replace ineffective and inconsistent pole mounted lights whilst minimising negative impacts of light spill for adjoining residents.
- 4 - Protect the significant trees in the road reserve through regular weeding and mulching and ensuring that any pruning is carried out only under Council approval.



Concept Master Plan Components

7. Walker Street Road Reserve

- 1 - Install lighting in Walker St. walkway to replace ineffective and inconsistent pole mounted and bollard lights whilst minimising negative impacts of light spill for adjoining residents.
- 2 - Install handrails down the centre of the walkways (both sides) to assist in securing access for pedestrians.
- 3 - Replace and repair existing timber handrails that are in poor condition: (rotting old post and rail-on-edge sections; newer sections where members are too small).
- 4 - Protect the significant trees in the centre of the road reserve through regular weeding and mulching and ensuring that any pruning is carried out only under Council approval.
- 5 - Reconstruct cement fence/wall around upper lawn terrace.
- 6 - Improve pedestrian safety and access from Lavender Crescent by reconstructing the boundary wall and steps.
- 7 - Expand and improve cross paths to encourage use of the western side stairs.
- 8 - Undertake repairs to eastern side stairs and path.



Following adoption of the Lavender Bay Parklands Concept Master Plan by North Sydney Council in July 2007, this section has been added to the Master Plan Report to assist in the decision making process of allocating and seeking funding for, or actioning implementation of, the recommendations.

North Sydney Council has already set aside funding in the 2007/8 financial year to carry out some of the detailed design and documentation works that will be required for the Lavender Bay Parklands.

Deciding which of the 48 Concept Master Plan recommendations to allocate this existing funding to, and in what order to devote time, resources and subsequent funding, is a complex task. The information presented in the following tables represents a rationalisation of this task by identifying and giving weighting to a set of selection criteria.

The resulting priority rankings are not intended to be a definitive ordering to which Council must adhere, rather as a reference tool that provides a starting point from which more informed decisions can be made as additional information becomes available and external circumstances change.

Detailed Design and Documentation

Some of the projects listed will require detailed design and documentation to be implemented. This may include some or all of the following:

- Detailed design drawings
 - developed concept plans,
 - perspectives
 - cross sections,
 - long sections
 - details of customised items

- Contract documentation drawings
 - civil and drainage aspects
 - Earthworks plan
 - Hardworks plan
 - Softworks plan
 - Detailed planting plan
 - Landscape details
 - Lighting plan
 - Signage details

- Contract specification to accompany documentation drawings
- Detailed cost estimates

Selection Criteria

Relative weightings of high, medium or low have been allocated to each recommendation under the following selection criteria.

- Indicative Cost - A very broad weighting of the potential costs to fully implement the recommendation (sometimes given as a range, ie; Low-Medium).
- Improvement to Amenity - The degree to which undertaking a particular project will increase public enjoyment of the parklands.
- Community Interest - Level of interest shown by community and other stakeholders in this project, based on community feedback during the master planning process, as expressed in public submissions, stakeholder consultations and Parkland Open Days.

Prioritising

The priority ranking of individual projects is based on the combined

weighting of the 'Improvement to Amenity' and 'Community Interest' criteria. The weightings of these criteria have been assigned a value of high (1), medium (2) and low (3). They are then added and the resulting score rationalised to give a priority ranking of between 1 and 5, with precedence in ascending order.

Priority Groupings

#	Project	Location within Parklands	Detailed Design & Documentation	Indicative Cost	Improvement to Amenity	Community Interest	Priority
1	Pedestrian & emergency/maintenance vehicle access path	Clark Park	Required	Medium-High	High	High	1
2	Waiwera St boardwalk/footpath and viewing platform	Watt Park	Required	Medium-High	High	High	1
3	Amenities building in viaduct arch	Quibaree Park	Required	Medium-High	High	High	1
4	Footpaths to consolidate pedestrian desire lines	Quibaree Park	Required	Medium	High	High	1
5	Removal of Maintenance Buildings	Clark Park		Low	Medium	High	2
6	Repair and regrading of central lawn areas	Clark Park		Low	Medium	High	2
7	Review of parking times and limits	Watt Park		Low	Medium	High	2
8	Widening of steps and access path	King George St Reserve	Required	High	High	Medium	2
9	Interpretative signage system	Parklands	Required	Low	Medium	Medium	3
10	New Memorial and surrounds	Clark Park	Required	Low-Medium	Medium	Medium	3
11	Improvement of existing stormwater structures	Clark Park		Low - High	Medium	Medium	3
12	Additional stormwater management	Clark Park		Low - High	Medium	Medium	3
13	Pedestrian walkway to Harrys Park above rail reserve	Clark Park	Required	High	Medium	Medium	3
14	Lavender Crescent road markings	Watt Park		Low	Medium	Medium	3
15	Lavender Crescent raised pedestrian crossing	Watt Park		Low-Medium	Medium	Medium	3
16	Regrading lawn areas to maximise usable space	Quibaree Park		Low-Medium	Medium	Medium	3
17	New palm grove and surrounds	Quibaree Park	Required	Low-Medium	Medium	Medium	3
18	Consolidate lighting and signage posts	Quibaree Park	Required	Low-Medium	Medium	Medium	3
19	Installation of gross pollutant trap	Quibaree Park	Required	Low	Medium	Medium	3

Priority Groupings

#	Project	Location Within Parklands	Detailed Design & Documentation	Indicative Cost	Improvement to Amenity	Community Interest	Priority
20	Relocation of dinghy storage and opening of archway	Quibaree Park		Low	Medium	Medium	3
21	Revision of Parkland lighting	Parklands	Required	Medium	Medium	Medium	3
22	Installation of handrails down centre of walkways	Walker St Reserve	Required	Low-Medium	Medium	Medium	3
23	Replacement and repair of timber handrails where necessary	Walker St Reserve		Low-Medium	Medium	Medium	3
24	Improvement of access from Lavender Crescent to steps	Walker St Reserve	Required	Low-Medium	Medium	Medium	3
25	Repairs to eastern side stairs and paths	Walker St Reserve		Medium-High	Medium	Medium	3
26	Reconstruction of rockery	Clark Park	Required	Low	Medium	Low	4
27	Assessment and repair of Clark Park sign	Clark Park	Required	Low-Medium	Low	Medium	4
28	New retaining wall and garden bed below upper terrace	Clark Park	Required	Low-Medium	Medium	Low	4
29	Fence removal along Harbourview Crescent	Clark Park		Low	Medium	Low	4
30	Park Furniture	Parklands	Required	Medium	Medium	Low	4
31	Reduction of pavement adjacent rail viaduct	Quibaree Park	Required	Low	Medium	Low	4
32	Removal of kayak / dinghy launching structure steps	Lavender Bay Foreshore	Required	Low	Medium	Low	4
33	Redevelop sitting / viewing area at top of steps	King George St Reserve	Required	Low-Medium	Medium	Low	4
34	Improvement to condition of cross paths	Walker St Reserve		Low-Medium	Low	Medium	4
35	Repairs to concrete balustrade	Clark Park		Low	Low	Low	5
36	Reduce grade of upper lawn area via a low retaining wall	Clark Park	Required	Low-Medium	Low	Low	5
37	Repairs to Northern path and stair access	Watt Park		Low-Medium	Low	Low	5
38	Repairs to Bitumen Path	Watt Park		Low	Low	Low	5
39	Reconstruction of bollards	Quibaree Park	Required	Low	Low	Low	5
40	Repairs to concrete balustrade	Walker St Reserve		Low-Medium	Low	Low	5

