

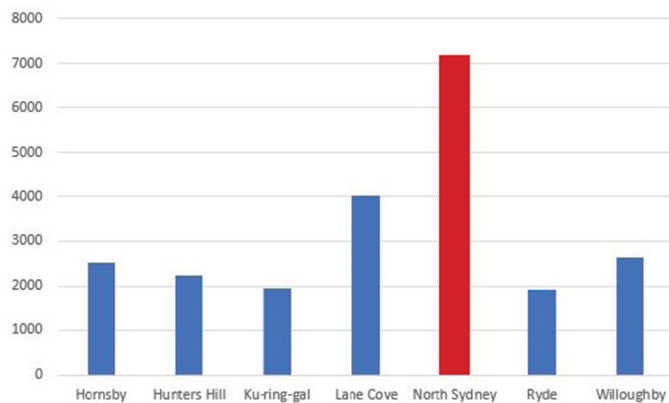
## Objection to the Beaches Link EIS

### Loss of Public Recreation Space in the North Sydney LGA

**Bay Precinct strongly objects to the EIS because there will be a permanent loss of public recreation space in the North Sydney Local Government Area.** The proposal is for the permanent removal of 26,000m<sup>2</sup> of public recreation space in Cammeray Park, North Sydney and utilizing this land as the site for two substantial industrial sheds to house the Motorway Control Centre. As well, a substantial part of Anzac Park is lost for the construction of the emissions exhaust stack.

#### Problem:

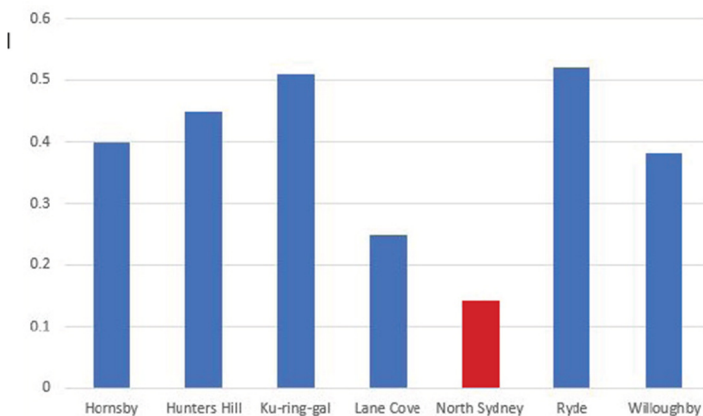
The proposal is for the loss of more than 26,000m<sup>2</sup> of public recreation space in Cammeray Park. Under the current design this would be permanently replaced with the large sheds for the control centre and the motorway itself.



North Sydney has the highest population density among the local government areas in the Northern District, with over 7,000 persons per hectare. Population density is effectively further increased with the workforces of North Sydney, St Leonards and Crows Nest.

#### Persons Per Hectare

Source: Recreational Needs Study 2017



North Sydney has the smallest area of recreation space per person among the local government areas in the Northern District, with less than 0.15 hectares per person. This does not include the need associated with the large workforce in North Sydney who live elsewhere.

#### Recreation Space Per Person (Ha)

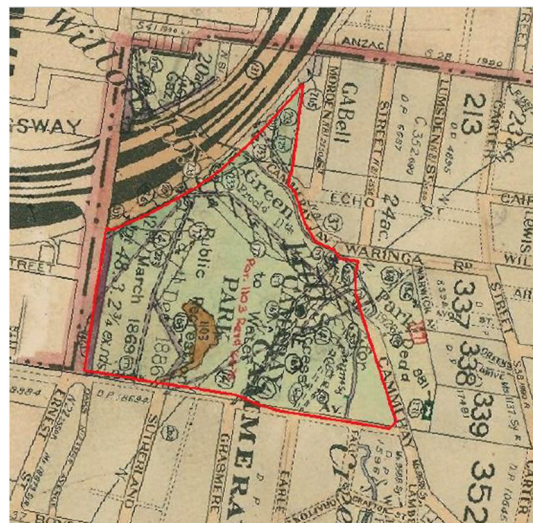
Source: Recreational Needs Study 2017



Cammeray Park forms part of a network of open spaces in North Sydney that establishes an almost-continuous green belt between Middle Harbour and the ridgetop parkland. Primrose Park/ Cammeray Park/ ANZAC Park/ Jeafferson Jackson Park/ St Leonards Park.

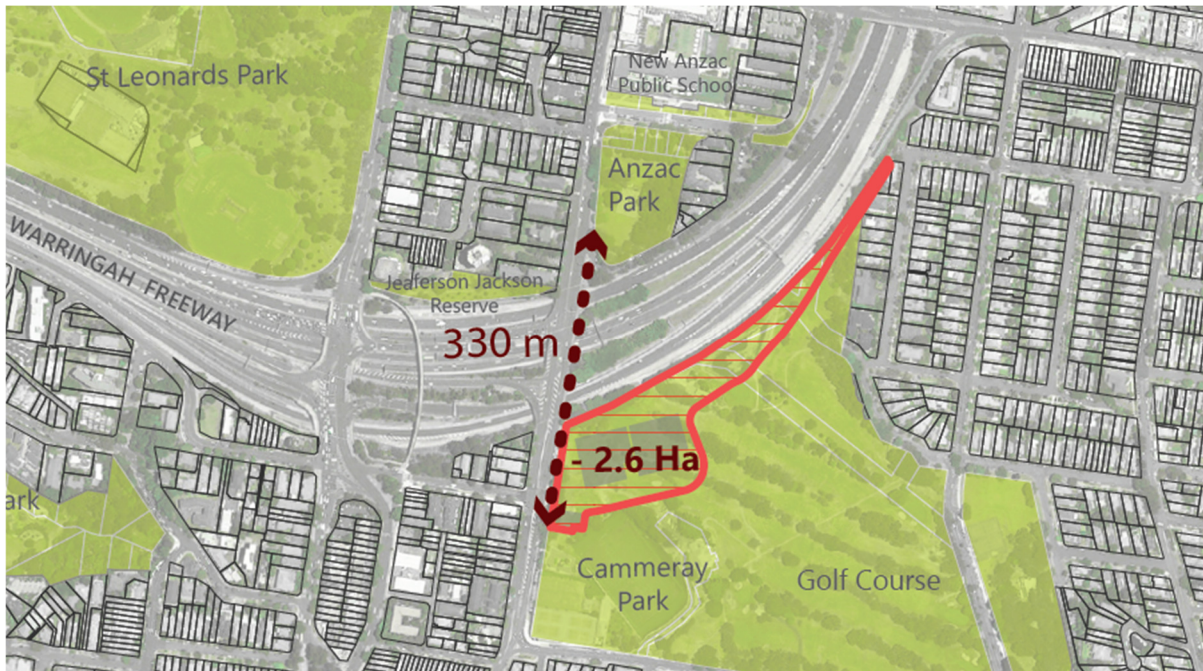


1887 the area is reserved for public recreation and access to water. This being the catchment of Willoughby Falls Creek. The spectacular waterfall remains at the head of Primrose Park.



1965 the Warringah Expressway divides the parkland separating the western part of Cammeray Park to become ANZAC Park.





**The Proposal is to:**

- Permanently reduce public recreation space by more than 26,000 m<sup>2</sup>.
- Erect two large industrial sheds in the area which had been parkland.
- Enlarge the separation between the parks from 200 metres to 330 metres.
- Sever the pedestrian path that crosses Cammeray Park & golf links between Ernest Street and Warringa Road.
- Remove the lake in Cammeray Park.

**Result:**

In a high-density part of Sydney with a growing population the result of the existing design is the loss of open space, the loss of potential green links. The proposal fails to satisfy the key matters for consideration in a city shaping projects with respect to public green space on the following grounds:

1. Safe and Effective - The design does not contribute to a safer, more effective long-term built environment because it adversely impacts the potential for recreational and social activity which would otherwise occur in the 2.6 hectares of green space being lost.
2. Responds and Enhances – The design does not fit sensitively into its place, rather it exacerbates a problem that was created in the 1960s.
3. Connected & Healthy - The design fails to increase connectivity and improve active transport, because it severs pedestrian links, enlarges gaps in the green network and reduces public recreation space.
4. Enduring & Resilient – The proposal fails to contribute to the quality of the built environment because the loss of green space will exacerbate the urban heat island effect and reduce the likelihood of future improvements such as the missing pedestrian links such as from Cammeray Park to Miller Street at Cammeray.
5. Environment & Ecology – The proposal fails to contribute to the green grid or to the biodiversity protection and recovery.

**Recommendation:**

The proposal should examine what opportunities exist to improve the situation if the project adopts the objective to improve and increase green space both in terms of the total useable area and its ability to serve the variety of objectives set out in Greener Places.

There are many examples of projects around the world and here in Australia of innovative integration of infrastructure which creates green space over roadways and over infrastructure. The opportunity exists to improve the connectivity of green space in North Sydney. This would align with the NSW State Government initiative for the Green – Blue Grid.

**Conditions of approval:**

1. There should an increase in the total area of useable green space in North Sydney as a result of the project.
2. Changes to the green space in North Sydney that result from the project should be better connected and of a higher quality than would be the case without the project.
3. A design investigation should be undertaken to discover the best option to meet the conditions above.

Following are two possible options that demonstrate how the above objectives may be met.

## OPTION 1



This option adopts the objective of creating no net loss of public green space and improving connectivity between green spaces. The option takes advantage of the topography with a landbridge to the north or Ernest Street. The Motorway Facilities may be only partly cut-in because an elevated landscape cap would provide a new ground level of sufficient elevation to clear the motorway.

A pedestrian crossing of Ernest Street between ANZAC Park and Jeaferson Jackson Reserve would extend the green link to St Leonards Park.

### Key elements:

- Landscape cover over Motorway Facilities.
- Green Cap over motorway at the level of Ernest Street.
- Re-connect parks.
- Widen Jeaferson Jackson Reserve to improve its function as part of the Green Grid.



## OPTION 2



This option includes similar elements to Option 1, however is also includes a green cap over the motorway from Ernest Street to Falcon Street and green bridges over the two streets. The option take advantage of the topography with a landbridge situated at the point where the motorway cuts through the ridge. The Motorway Facilities may be only partly cut-in because an elevated landscape cap would provide a new ground level of sufficient elevation to clear the motorway.

### Key Elements:

- Re-connect the landform over the Warringah Expressway at the point where the main ridgeline runs from Crows Nest to Mosman.
- Connected parkland joins Cammeray Park to St Leonards Park.
- Enlarge the total green space in the area.
- Landmark project to demonstrate Green Grid.

## PRECEDENT



Central-Wanchai bypass - Corridor link with urban greening

- Green space over a filtration system

## PRECEDENT



Landbridge, Brisbane



## PRECEDENT

### Parks and open space

- The project created more than 120 Ha of new parks and open space
- This includes 11 Ha where the existing elevated highway stood, 42 Ha at Spectacle Island, 16 Ha along the Charles River, and 3 Ha as part of an expanded Memorial Stadium Park in East Boston.
- More than 2,400 trees and 26,000 shrubs were planted at Spectacle Island. Another 2,400 trees and more than 7,000 shrubs were planted.



Boston Big Dig

## PRECEDENT

### Sydney, Eastern Distributor Landbridge







Paul Walter

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**Chair** - Australian Institute of Architects (NSW), Built Environment Committee

**Chair** - Bay Precinct Committee



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