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# GREENWAY MASTER PLAN

Cooks to Cove GreenWay

July 2018



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# Executive Summary

The Cooks to Cove GreenWay was first conceptualised more than fifteen years ago by enthusiastic local community advocates who saw the potential for an environmental, cultural and sustainable transport corridor, including active (non-motorised) transport and public transport (light rail) along the route of the former Dulwich Hill Goods Line. Since its first conception, the idea has evolved into a clear vision for:

*“A recognisable environmental, cultural and nonmotorized transport corridor linking the subcatchments of two of Sydney’s most important waterways”*

This Master Plan represents a significant step forward for the Cooks to Cove GreenWay. For the first time in its history, there is significant funding available to build the physical infrastructure of the GreenWay. At this point in time, the Master Plan has a key role to play in setting out how this funding should be allocated, what should be delivered and how it should be implemented.

The Master Plan has been informed by existing documents that have previously established the vision and articulated strategic plans for the GreenWay, including the 2009 GreenWay Master Plan and Co-ordination Strategy, and 2012 Biodiversity and Active Transport Strategies. These existing documents have provided the basis for the objectives and planning strategies that have shaped the Master Plan.

A review of the broader strategic context around the GreenWay has highlighted important changes since previous plans and strategies were prepared. The light rail was opened in 2014, significant development is underway along the GreenWay corridor, natural areas are under increasing pressure and there is more demand for open space and transport infrastructure. These pressures are reflected across Sydney, and one of the responses at State Government level has been to plan for “green grid” infrastructure in district plans. Completion of the Cooks to Cove GreenWay has been identified as the number one Green Grid priority project in the Eastern City District Plan for Sydney (Greater Sydney Commission 2018). The Cooks to Cove GreenWay has the potential to become a high quality exemplar of green grid infrastructure in Sydney and to set the benchmark for future GreenWay projects.

The Cooks to Cove GreenWay has regional significance as a recreational and active transport route, an ecological corridor and a place of cultural significance. Stakeholder consultation undertaken during the Master Plan process also highlighted the desire for the GreenWay to meet a diverse range of local community aspirations, and for it to retain the local character of places that people know and love.

Other greenways around the world have also evolved from grassroots beginnings, and some of the most successful examples have managed to strike a balance between their role as a regional destination and their role in meeting local community needs. greenways around the world have succeeded when they have:

- Successfully integrated multiple uses and met multiple objectives
- Created trails as destinations in their own right, with cultural programs supporting this goal
- Staged implementation in sections, with each section being delivered as a complete package
- Involved strong community partnerships
- Created places where people can connect with nature in urban landscapes

The Master Plan includes capital works plans organised into six precincts along the GreenWay. Proposed works aim to achieve four main outcomes:

- 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

This Master Plan seeks to integrate these four outcomes through design for multifunctional infrastructure and places.

The Master Plan proposes approximately \$57 million in capital works along the GreenWay. The highest priority works have current funding available, and are focused on:

- Completing the major “Missing Links” in the shared path, which include the “central links” between Parramatta Road and Old Canterbury Road, and the “southern links” between Old Canterbury Road and the Cooks River
- Creating new public spaces along the light rail corridor, including significant spaces at Lewisham West and Dulwich Hill
- Integrating ecological restoration, public art and community infrastructure with proposed works

Beyond these highest priority works, the Master Plan also proposes:

- Improved path connections across roads throughout the corridor, including grade-separated crossings where possible, and improved at-grade crossings elsewhere
- A major upgrade of the Hawthorne Canal parks, including Richard Murden and Hawthorne Reserves
- Major renewal in the precinct where the GreenWay meets the Cooks River – with plans for this area to be integrated with planning also underway for the Marrickville Golf Course and Ewen Park

The table below summarises the estimated funding required to implement the GreenWay Master Plan. Proposed works have been classified as:

- Priority A: 1-5 year timeframe
- Priority B: 5-10 year timeframe
- Priority C: 10+ years timeframe

**Table 1. Summary of implementation costs**

Precinct	Priority A	Priority B	Priority C
Hawthorne Canal Precinct	\$302,000	\$4,301,500	\$14,612,500
Gadigal Reserve Precinct	\$6,084,000	\$1,527,000	\$-
Mills Precinct	\$3,537,600	\$724,400	\$1,948,000
Dulwich Hill Parks Precinct	\$9,742,000	\$513,000	\$429,000
Dulwich Grove Precinct	\$4,025,000	\$2,534,000	\$429,000
Cooks River Precinct	\$1,717,000	\$4,869,000	\$562,000
	<b>\$25,407,600</b>	<b>\$14,468,900</b>	<b>\$17,980,500</b>





**1.0**  
INTRODUCTION

## 1.1 What is the Cooks to Cove GreenWay?

The Cooks to Cove GreenWay is envisaged as an urban green corridor, which functions as a biodiversity corridor, a continuous and connected 5.5km long shared path, and a platform for cultural engagement and recreation. The name 'Cooks to Cove GreenWay' embodies these ideas: 'Cooks to Cove' representing local places of cultural significance from the Cooks River to Iron Cove, 'Green' representing environment and 'Way' representing movement along a path.

The Cooks to Cove GreenWay has previously been known simply as 'the GreenWay', however the term 'greenway' is used around the world and is becoming more widely used in Australia to refer to other urban green corridors. Therefore the name 'Cooks to Cove GreenWay' has been proposed to distinguish this greenway from others, with a simple reference to its location, linking the Cooks River to Iron Cove.

### Where is the Cooks to Cove GreenWay?

The Cooks to Cove GreenWay is located in Sydney's inner west. A location map is at right. The Cooks to Cove GreenWay links the Cooks River in Earlwood to the Parramatta River at Iron Cove, and for much of its route, it follows the alignment of the former Long Cove Creek - now Hawthorne Canal. It also follows the route of the light rail (and former Rozelle goods line) corridor via Dulwich Hill, Summer Hill, Lewisham, Haberfield and Lilyfield. It links two well established shared paths – the Bay Run around Iron Cove at its northern end, and the Cooks River shared path at its southern end.

### What makes this GreenWay special?

An important feature of the Cooks to Cove GreenWay is that the concept has evolved from a grassroots idea that was first conceived around 20 years ago. Several community groups, including environment and cycling groups, have worked hard to build support for the GreenWay, and are still closely involved in its development. The community's and Inner West Council's vision for the GreenWay, as articulated in the 2009 Master Plan (Marrickville Council 2009) is for:

*“a recognisable environmental, cultural and non-motorised transport corridor linking the subcatchments of two of Sydney’s most important waterways”.*

### What is a 'greenway'?

A greenway is a linear corridor, typically used for recreation and/or active (non-motorised) transport (e.g. walking, running, riding) and sometimes including public transit uses. As the term implies, it is typically a 'green' or vegetated corridor.

The term 'greenway' is used around the world, and while greenways in different places all have a local flavour, typically:

- They are located in urban areas
- Being green corridors, they often feature ecological restoration and/or a biodiversity focus, but always feature vegetation
- They follow the routes of other urban infrastructure (such as rail corridors)
- A central feature is an off-road shared path, continuous over several kilometres
- Some emphasise recreational use and present an opportunity to escape from urban areas into nature
- Others emphasise active transport use and feature strong connections to local destinations
- They often invite engagement with local culture, and may feature local history, public art, or other interpretive elements



Figure 1. Regional location

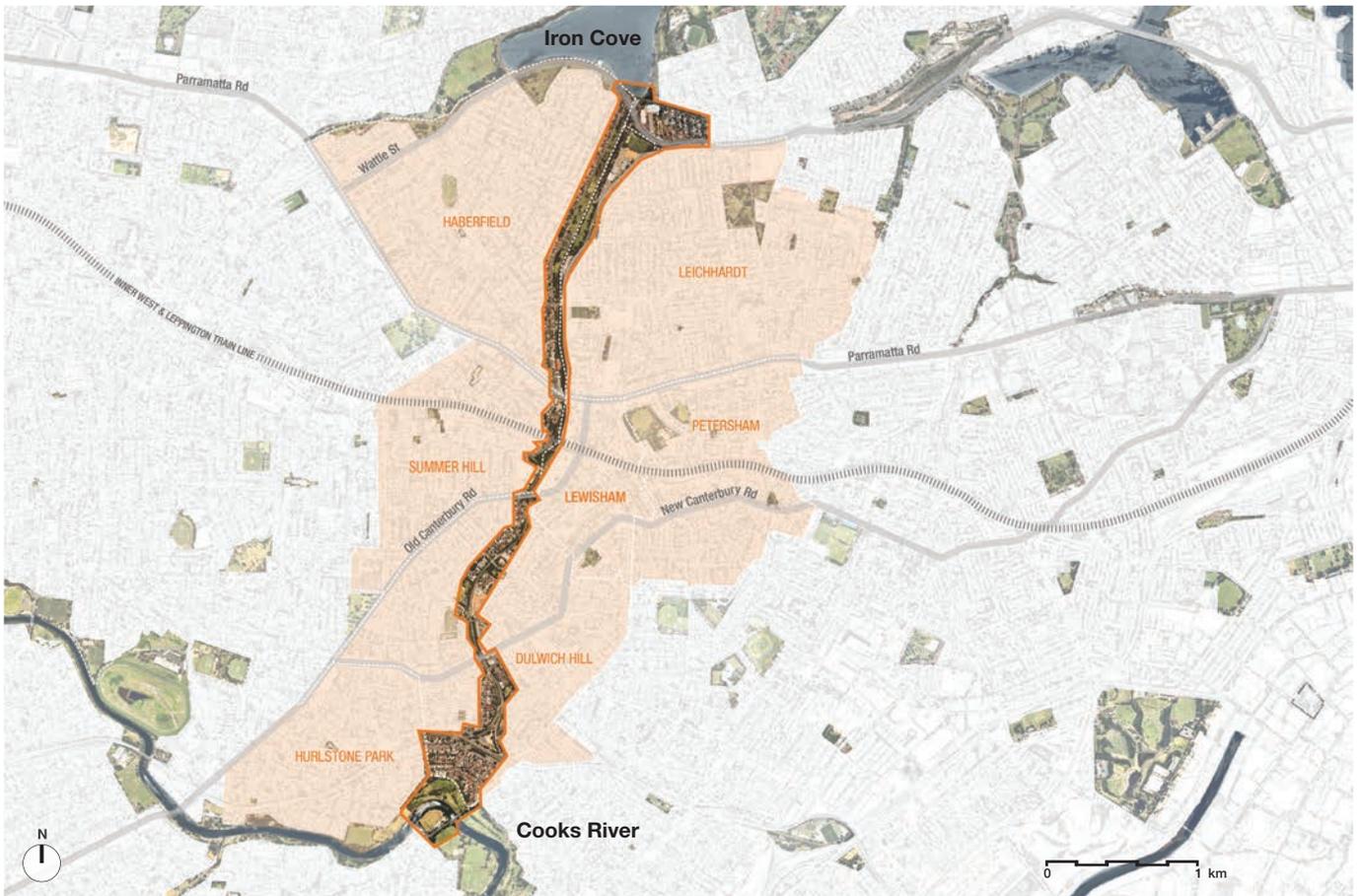


Figure 2. Suburbs around the GreenWay

## Evolution of the GreenWay

The Cooks to Cove GreenWay is not a new concept – it has been evolving over the last twenty years. It is therefore important to understand its context and build on the foundations established by previous efforts.

**1990s:** : the Cooks to Cove GreenWay had its genesis in the 1990s. At this time, local environmental advocates began working on bushcare sites within the rail corridor and first conceptualised the idea of an off-road trail for walking and riding within the rail corridor, plus a wildlife corridor connecting two of Sydney’s most important waterways – Cooks River and the Parramatta River. An early funding application was for an arts trail along the corridor. The community’s vision for the GreenWay therefore always included active transport, bushcare and public art at its heart. Over the years, the idea has evolved to also incorporate sustainability education and promotion, and placemaking.

**2001:** the GreenWay concept began to gather momentum, and the first grant funding was awarded to a GreenWay related project. The Inner West Environment Group (IWEG) was formed and it formally established a series of bushcare sites in the rail corridor. Around the same time, local advocates began to promote the concept to the local councils and State Government. The NSW Roads and Traffic Authority (RTA) undertook a preliminary investigation into a pathway link under Parramatta Road.

**2002:** the local councils (Ashfield, Canterbury, Leichhardt and Marrickville) first agreed in principle to support the GreenWay vision. However there was still limited funding available to build on the vision.

**2003-2007:** the GreenWay concept was refined through Steering Committee meetings, community workshops and “think tank” consultations. Another community group called Friends of the GreenWay (FoG) formed to further advocate to councils and local members of parliament for the realisation of the GreenWay vision. Important projects progressed, including “Creating a Green Link” and “Hawthorne Canal Active Transport (HCAT)” projects. Over this period, several grants were obtained for the GreenWay, including funding to develop the Co-ordination Strategy and funding for pathway works at Gadigal Reserve. Creating a Green Link also received funding under the 2007 Federal Envirofund program.

**2008:** the GreenWay was included in key State Government planning strategies including the Inner West Sub-Regional Plan and the Sydney Metropolitan Recreational Trails Network.

**2009:** the GreenWay Master Plan and Coordination Strategy (Marrickville Council 2009) was completed and adopted by the local councils (Marrickville, Canterbury, Leichhardt, Ashfield). This remains a key foundational document articulating the vision and objectives for the GreenWay, setting the direction and informing the current Master Plan.

**2009-2012:** the GreenWay Urban Sustainability Project was funded by a \$1.8 million grant from the NSW Environmental Trust. This facilitated:

- Engagement with community and other stakeholders
- Development of a governance model for the GreenWay
- Development of strategies including a biodiversity strategy and active transport strategy
- Installing signage and wayfinding along the GreenWay corridor
- Increased effort towards bushcare along the GreenWay, including resources and training for volunteers
- New activities along the GreenWay, including a GreenWay festival, art exhibitions, a primary school sustainability program, cycling courses for local residents, and community environmental events such as Clean Up Australia Day and National Tree Day

In 2010, the former State Government committed to the extension of the light rail from Lilyfield to Dulwich Hill. This also included a commitment to complete the southern section of the GreenWay, and the NSW Roads and Traffic Authority commissioned a study “Strategic Concepts for a Cooks River to Iron Cove Shared Path” (The Environment Works 2010). However the shared path was deferred indefinitely, following the State election in 2011.

**2012:** the local councils (Marrickville, Canterbury, Leichhardt, Ashfield) established the GreenWay Place Management program and committed ongoing funding to support it (funding is now committed until at least 2019). The five main elements of the Place Management Program are:

1. Place management/place making
2. Sustainable transport
3. Urban bushcare
4. Art and community culture
5. Sustainability education and promotion

**2015:** the Missing Links report made a significant step to redefine how the GreenWay shared path could be realised following completion of the light rail. The Missing Links report is focused only on the main shared path itself, but was important in defining what would be involved in completing this element of the vision and in attracting funding to build this infrastructure.

**2016-2018:** in 2016, the NSW State Government and Inner West Council announced a joint funding commitment of \$14.4 million towards the GreenWay, to be spent over the following five years. In 2018, Greater Sydney Commission announced a further \$8.8 million for GreenWay works, as part of the Parramatta Road Urban Amenity Improvement Program. These funds represent a major step forward for the GreenWay, and this Master Plan will guide how this funding should be implemented.

Table 2. Timeline of the GreenWay

Year	Significant publications / events	Funding
1998	Community bushcare and cycling groups become active along the GreenWay	
2001	The Inner West Environmental Group (IWEG) establishes a number of bushcare sites	First grant funding for GreenWay related projects was awarded
2002	Ashfield, Canterbury, Leichhardt and Marrickville Councils agree in principle to support the GreenWay Vision	
2006		Funding obtained under the Metropolitan Greenspace Program for a coordination strategy
2008	The GreenWay is included in key planning strategies	
2009	GreenWay Coordination Strategy & Master Plan exhibited and adopted by the four councils (Marrickville, Canterbury, Leichhardt, Ashfield)	
2010		GreenWay Urban Sustainability Project funded by \$1.8M NSW Environmental Trust grant (3 years)
2011	Inner West Light Rail construction starts. Completion of the GreenWay is deferred by State Government	
2012	GreenWay Biodiversity Strategy developed by the four councils	
2012	GreenWay debate in NSW Parliament House	
2012	GreenWay Place Management Program established	
2014	Light rail opened	
2015	Missing Links Report	
2016	Funding announcements	In 2016, NSW State Government and Inner West Council announced a joint funding commitment of \$14.4 million towards the GreenWay
2018	Funding announcements	In 2018, Greater Sydney Commission announced a further \$8.8 million for GreenWay works

## The GreenWay today

The GreenWay already incorporates several important elements:

- The light rail line
- Sections of shared path along approximately 50% of the GreenWay corridor (the route is currently on-road in the remainder of the corridor);
- Well-established bushcare sites;
- Other established vegetation with habitat value;
- A series of parks incorporating a range of existing passive and active uses
- Public art pieces along the corridor, and a well-established cultural program

For the last six years, the GreenWay Place Management Program has focused on the following elements:

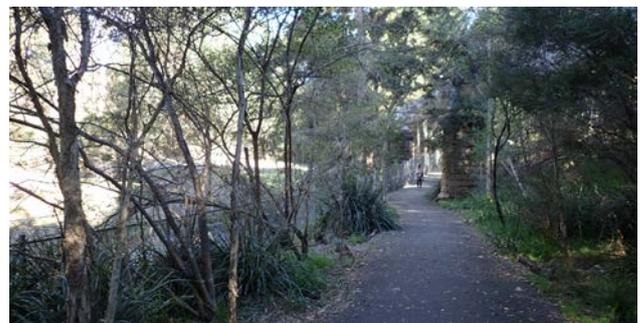
1. Place management/place making, with a focus on the 9 new light rail stops
2. Sustainable transport, in particular the publication of the "Missing Links" report (2015), calling for the completion of the remaining 50% of the GreenWay Trail
3. Urban bushcare, maintenance of 10 existing and establishment of 6 new GreenWay bushcare sites
4. Art and community culture, celebrating the natural and historical qualities of the GreenWay
5. Sustainability education and promotion, using the GreenWay as an outdoor class room to learn about urban sustainability



Hawthorne light rail station



Existing public art



Restored bushland in Gadigal Reserve



Existing off-road shared path

## 1.2 This Master Plan

This Master Plan is a long-term strategic plan which sets the direction for the development of the Cooks to Cove GreenWay.

### Structure

The Master Plan:

1. introduces the Cooks to Cove GreenWay and explains the purpose and scope of the Master Plan
2. provides background information on the strategic context of the GreenWay as well as the context around active transport, ecology, recreation and culture
3. presents an overview of the existing character of the GreenWay corridor, divided into six precincts
4. summarises the outcomes of stakeholder engagement
5. presents lessons from other GreenWays around the world
6. presents the strategies which guide the Master Plan and future design & implementation
7. presents the Master Plan itself, including plans for six precincts
8. summarises the proposed implementation strategy for the Master Plan
9. presents guidelines for the design stage, including recommendations on materials, finishes and planting

### Scope

It is intended that this Master Plan becomes the principal plan guiding the implementation of physical elements of the GreenWay, both built and natural.

The diagram below shows three main elements related to the actualisation of the GreenWay:

- This Master Plan, which focuses on physical elements (built and natural) of the GreenWay
- Programs currently planned and delivered by the GreenWay Place Management Program in collaboration with various sections of Council, including ecology, sustainability education, living arts, active transport and recreation programs.
- Management and maintenance of new and existing infrastructure, natural areas, open space, and land owner agreements

While programs and the management and maintenance of the GreenWay are not covered by this master plan, they are closely linked. For example, in order to plan the physical works proposed in this Master Plan, it has been important to consider how the GreenWay will be used and managed.

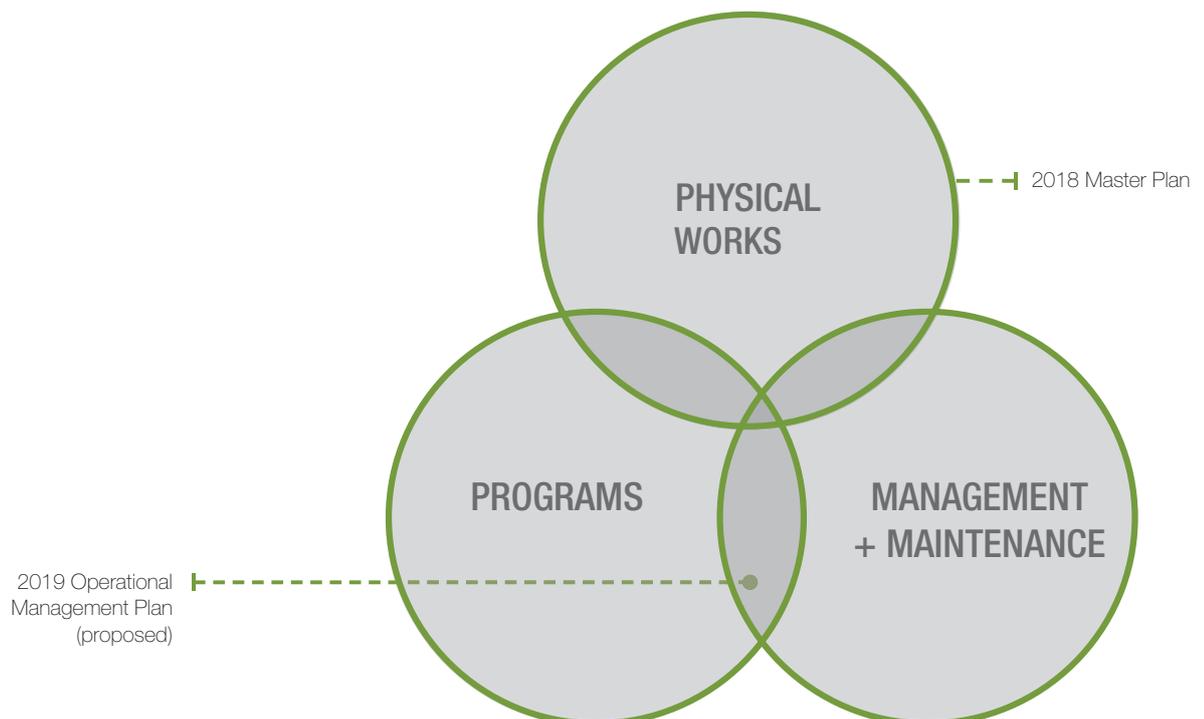


Diagram 1. Relationship between GreenWay elements

An operational management plan is to be developed for continued delivery of GreenWay programs, maintenance, and land management arrangements and agreements to ensure its success. This is a priority for new GreenWay areas delivered in the short term.

## Objectives

The objectives of the GreenWay Master Plan are shown in Table 3. The objectives have been developed based on:

- A synthesis of the ideas in the 2009 GreenWay Master Plan and Implementation Strategy
- Review of the objectives set in the strategic documents developed since 2009, including the GreenWay Biodiversity Strategy (2012) and GreenWay Active Transport Strategy (2012)
- Review of the changing strategic context around the GreenWay since 2009, as discussed in Section 2.1.
- Discussion with Inner West Council and other stakeholders during development of this Master Plan

The 2009 GreenWay Master Plan and Co-ordination Strategy established the vision for the GreenWay, discussed opportunities for the GreenWay and proposed a set of actions.

It remains relevant as a foundational strategic plan for the GreenWay, but not as a master plan per se.

The GreenWay can be a benchmark of green infrastructure that supports habitats and important ecological processes in an urban setting, as well as addressing the local pressures on traffic and public transport, open space, demands for recreation, cultural experience, and greater diversity of recreation opportunities.

The GreenWay also has the potential to be an exemplar of the Green Grid due to its strategic location between the Cooks River and Iron Cove, location within urban renewal corridors, long history of community support and involvement, and its commitment to achieve multiple objectives including ecological, active transport, recreation and cultural objectives.

These four main thematic objectives return throughout this Master Plan and are illustrated with the following icons:

-  **ecology;** the GreenWay as biodiversity corridor
-  **active transport;** the GreenWay as active transport corridor
-  **recreation;** the GreenWay as a place that meets multiple recreational needs
-  **culture;** the GreenWay as a focal point for community and culture

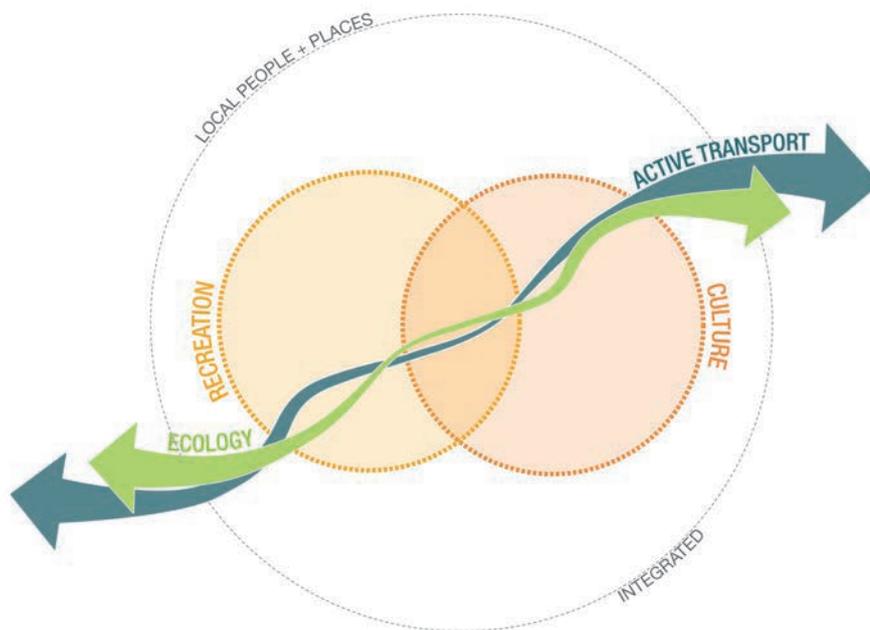


Diagram 2. The GreenWay objectives have been organised into six themes, and this diagram illustrates the relationship between these themes. Ecology and active transport are both ideas that need connectivity along the corridor and create the “spine” of the GreenWay; recreation and culture build on this spine, activating places along the corridor. Local people and places and integration are shown as key ideas underpinning the GreenWay, tying it together and completing the picture.

Table 3. GreenWay objectives

	GreenWay Elements Proposed in 2009	What's changed?	2018 Master Plan Objectives
<b>Ecology</b>	<ul style="list-style-type: none"> <li>- Enhanced biodiversity corridor</li> <li>- Protection of remnant vegetation and endangered and/or threatened fauna populations</li> <li>- Expanded number and extent of revegetation sites</li> <li>- Expanded bushcare program</li> <li>- Naturalisation of Hawthorne Canal and Cooks River</li> <li>- Improved stormwater quality management</li> <li>- Control of exotic plants and animals</li> </ul>	<ul style="list-style-type: none"> <li>- Light rail construction and increased residential development has had a negative impact on habitat and biodiversity</li> <li>- There is increasing awareness of the value of urban biodiversity, and increasing knowledge about the conditions in which urban wildlife thrives</li> </ul>	<ul style="list-style-type: none"> <li>- Protect and enhance the role of the GreenWay as an important urban biodiversity corridor linking two of Sydney's most significant urban waterways</li> </ul>
<b>Active Transport</b>	<ul style="list-style-type: none"> <li>- A shared multi-user off-road trail as the "spine"</li> <li>- A "trellis" network of green, quiet, cycling and pedestrian friendly streets</li> <li>- Disability access along and across the corridor</li> <li>- Access to public transport</li> </ul>	<ul style="list-style-type: none"> <li>- Light rail construction has improved public transport access and created better east-west pedestrian connections across each stop, but has established a new use of the rail corridor itself, with associated infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>- Create a safe and permeable active transport corridor with easy and safe connections into the surrounding street network and open spaces to maximise access, permeability and circulation</li> </ul>
<b>Recreation</b>	<ul style="list-style-type: none"> <li>- A place for relaxation, a place to enjoy and reconnect with nature</li> </ul>	<ul style="list-style-type: none"> <li>- There is an opportunity to create new public spaces within former rail corridor lands</li> <li>- Local recreation needs research has shown that the most popular recreational activities in the Inner West align well with the opportunities the GreenWay provides</li> </ul>	<ul style="list-style-type: none"> <li>- Integrate a range of passive and active recreation opportunities</li> <li>- Deliver a series of interconnected, high quality, open spaces</li> </ul>
<b>Culture</b>	<ul style="list-style-type: none"> <li>- More involvement of the Aboriginal community</li> <li>- Interpretation and adaptive reuse of industrial and rail heritage items</li> <li>- Greater social engagement via development of key cultural nodes, creation of on-ground interest throughout the corridor, improved connectivity and events</li> <li>- Interpretation and environmental education</li> </ul>	<ul style="list-style-type: none"> <li>- Proposed Gadigal Wayfinding project will include art, interpreting Aboriginal culture &amp; history</li> <li>- Several public art pieces were installed as part of the light rail construction;</li> <li>- GreenWay Place Management Program has established a strong program of cultural activities including art events and sustainability education</li> </ul>	<ul style="list-style-type: none"> <li>- Protect, enhance and interpret the unique environmental, industrial and cultural heritage of the corridor</li> <li>- Use the GreenWay for education purposes and to share local stories and information</li> <li>- Establish the GreenWay as a locale for quality public art</li> </ul>
<b>Local people + places</b>	<ul style="list-style-type: none"> <li>- Support and grow the GreenWay community</li> <li>- Enhance interactions between people</li> <li>- Encourage community ownership</li> <li>- Expanded volunteer program</li> <li>- Retain and recognise local "places"</li> </ul>	<ul style="list-style-type: none"> <li>- Community involvement has remained strong</li> <li>- Placemaking has become more of a focus since the establishment of the GreenWay Place Management Program</li> </ul>	<ul style="list-style-type: none"> <li>- Create and enhance community infrastructure along the GreenWay</li> <li>- Enhance amenity value, design quality, identity and a sense of place. Ensure that outcomes are authentic and sustainable</li> <li>- provide places that support programs and events</li> </ul>
<b>Integration</b>	<ul style="list-style-type: none"> <li>- Synergies between active and public transport, biodiversity, water quality, and culture</li> </ul>	<ul style="list-style-type: none"> <li>- With increasing urban development and more pressure on open space in the local area, integration of multiple uses and has taken on increasing importance</li> <li>- The Cooks to Cove GreenWay has been identified as the highest priority Green Grid project in the Eastern Sydney District Plan due to its alignment with Green Grid principles and ability to deliver multiple positive outcomes</li> </ul>	<ul style="list-style-type: none"> <li>- Create a high quality example of multifunctional "green grid" infrastructure, weaving together physical, natural and cultural elements into a coherent and integrated whole</li> <li>- Enhance the role of the corridor as a vital component of Sydney's Green Grid which can help manage and mitigate the impacts of climate change on urban ecology and people</li> </ul>

## Delivery

This Master Plan is a 10-15 year plan, which covers the whole GreenWay corridor including the streetscapes, parks, open spaces and bushland areas along the route.

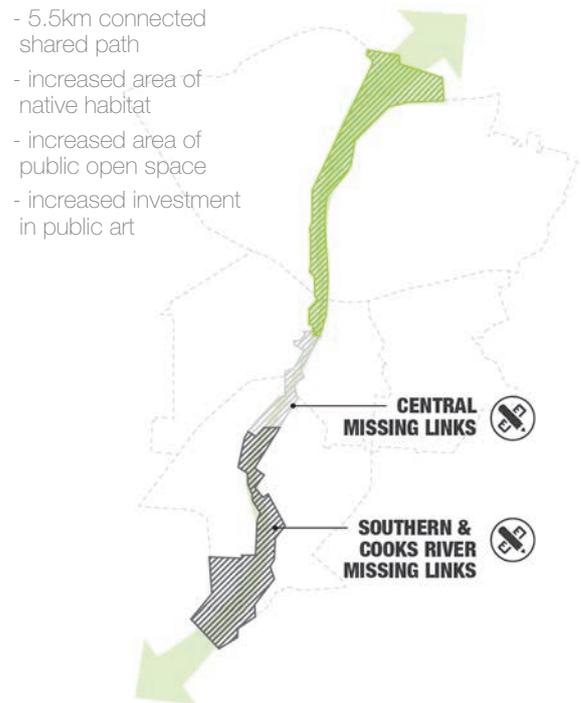
It includes plans for approximately \$25.6 million of works which are currently funded and planned to be implemented by 2022, as well as a further approximately \$31.7 million of works for which funding needs to be sought. The aspiration is that these works would be complete by 2030.

Current funding includes approximately \$7.2 million in funding from Transport for NSW's active transport budget, and \$8.8 million from the Greater Sydney Commission's Parramatta Road Urban Amenity Improvement Program (UAIP). A substantial portion of the current funding therefore has an active transport focus. The UAIP funding is specifically allocated to a new pedestrian and cycle bridge under Parramatta Road and a new pedestrian and cycle tunnel under Longport Street.

Current funding is focused on completion of the 'missing links' along the main GreenWay path – the spine of the corridor. The highest priority section is the central area from Parramatta Road to Old Canterbury Road; the next priority is the southern section, from Old Canterbury Road to the Cooks River. Current funding will also contribute to natural and cultural infrastructure, where it is directly connected to the main shared path.

The Master Plan therefore proposes that by 2022:

- A connected shared path would be complete along the spine of the corridor (i.e. completion of the "Missing Links").
- New public open spaces would be created along the light rail corridor, including spaces at Lewisham West and Dulwich Hill (north of Jack Shanahan Reserve)
- These spaces would include native revegetation, public art and other activities for people to enjoy



## 2018 - 2022: COMPLETION OF FUNDED MISSING LINKS

A connected shared path would be complete along the spine of the corridor (i.e. completion of the "Missing Links").

Diagram 3. Delivery of the GreenWay

By 2030:

- The shared path will be well-used for both walking and riding
- The ecological corridor will be restored and improved with well-established vegetation and connected habitat
- Parks along the corridor will be upgraded and will function as high performing public open space in an increasingly dense part of the city
- The GreenWay will support an increasingly vibrant arts and cultural & education program

Despite this significant scope and long-term ambitions, it is expected that the GreenWay will continue to evolve beyond the life of this Master Plan. The Master Plan refers to the concept of a 'trellis', which was envisaged in the 2009 Master Plan as a network of easy and safe connections to a GreenWay 'spine', principally using quiet local streets.

The 'trellis' is beyond the scope of the current Master Plan, however the document does identify important (existing and proposed) east-west connections, which suggest where the trellis should be developed. It is recommended that these connections should be developed opportunistically – for example as part of infrastructure renewal or redevelopment of the surrounding area. In this way the trellis could be developed at low cost.

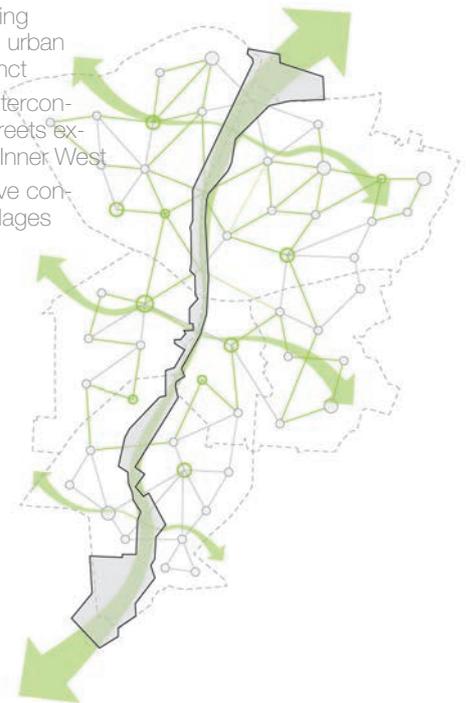
- well used shared path
- restored + improved ecological corridor
- high performing open space with upgraded parks along the corridor
- vibrant arts + cultural program



## 2022 - 2030: COMPLETE CORRIDOR

To complete the GreenWay, places along the GreenWay will be developed in stages. Beyond the main spine, the GreenWay will continue to provide built, ecological and cultural infrastructure to serve its multiple purposes.

- a high performing active travel and urban ecological precinct
- a network of interconnected green streets extending into the Inner West
- vision of creative connected urban villages



## ONGOING

The GreenWay will continue to evolve, as the people who use it and care for it contribute to its development. It aims to spread beyond its corridor as a trellis into the surrounding neighbourhoods. The Trellis will be delivered opportunistically and with infrastructure renewal in local streets.





**2.0**  
CONTEXT

## 2.1 Strategic context

The Master Plan has been based on a range of strategic plans, documents and strategies, including the GreenWay vision established in 2009. While the community's established vision and set of ideas articulated in 2009 remains a relevant starting point for the current Master Plan, it is also important to look at what's changed since the time these plans were developed, including the opening of the light rail, significant residential development and changes to the planning context

Since 2009 there have also been changes in the city as a whole, including broader participation in active transport and evolving ideas about urban ecology, recreation and urban green space. These changes are discussed here and in the following sections.

### Key reference documents strategic context

*Parramatta Road Urban Transformation Strategy, 2016*

*Eastern City District Plan for Growing Sydney, 2017*

*Greener Places, 2018*

*The Bays Precinct Transformation Plan, 2015*

### Light rail

The extended light rail line between Lilyfield and Dulwich Hill was opened in 2014. This changed the GreenWay in at least three important ways:

- It put both tracks of the former goods line into active rail service. While there are some sections of the rail corridor which are wide enough to also accommodate a shared path, it effectively ruled out the idea (suggested in the 2009 Master Plan) to locate a shared path within the rail formation itself, utilising existing road underpasses
- It includes nine new stops, which have become important east-west connectors where it's possible to cross the rail corridor on foot, and which have been a focus of placemaking efforts as part of the GreenWay Place Management Program
- It triggered significant redevelopment and densification along the GreenWay - discussed further below

### Urban development

The GreenWay corridor is located in an area of significant population growth and urban consolidation, which is resulting in increasing population density (Figure 4). It is located within and overlaps three important corridors:

- Inner West Light Rail. The implementation of the light rail line between Dulwich Hill and Rozelle has been accompanied by rezoning along the light rail corridor. Recent development includes medium and high density developments such as Leichhardt Green, Luna, Summer Hills Flour Mill and Arlington Grove.
- The Sydney Metro City & Southwest intersects with the southern end of the GreenWay. The Eastern City District Plan identifies urban renewal opportunities aligned with the

Metro, including at Dulwich Hill and Hurlstone Park, both of which are adjacent to the GreenWay.

- The Parramatta Road Urban Transformation Corridor. This corridor intersects with the northern portion of the GreenWay at the Taverners Hill precinct located around Taverners Hill Light Rail Stop.

Overall, new development is expected to include 6,000 to 9,000 new homes along the GreenWay corridor over approximately 20 years.

The significant redevelopment increases pressure on open space. It also increases congestion on roads and transport services particularly at the local levels. The Inner West Light Rail, for example, has experienced significant increase in patronage over the last four years, particularly in peak hour.

Increasing density typically reduces the quantity of open space (including private open space) and formalises open spaces, reducing their habitat value. Mature trees, dense shrubs and deep soil areas are all likely to be lost to some extent, and remaining open spaces are more likely to be well-trafficked, lit at night and hard-surfaced, with smaller planted areas on shallower soils.

The increase in building heights, results in an increase in vertical surfaces which trap and capture heat. This has an overall impact of absorbing and trapping urban heat in the local environment.

### High quality green space and the Green Grid

There is an increasing recognition that with urban renewal there needs to be a corresponding investment in local open space and local community green infrastructure so that there is a higher quality and more diverse open space network, as well as improved accessibility to open space and improved linkages between open space.

The NSW Government Architect has published a draft green infrastructure policy for NSW - 'Greener Places' (NSW Government Architect, 2018) which defines "high performing" green spaces as multifunctional spaces designed to produce concurrent ecological, social, environmental and economic benefits, and puts forward four principles for delivering green infrastructure:

- 1. Integration:** combine green infrastructure with urban development and grey infrastructure
- 2. Connectivity:** create an interconnected network of open space
- 3. Multifunctionality:** deliver multiple ecosystem services simultaneously
- 4. Participation:** involve stakeholders in development and implementation

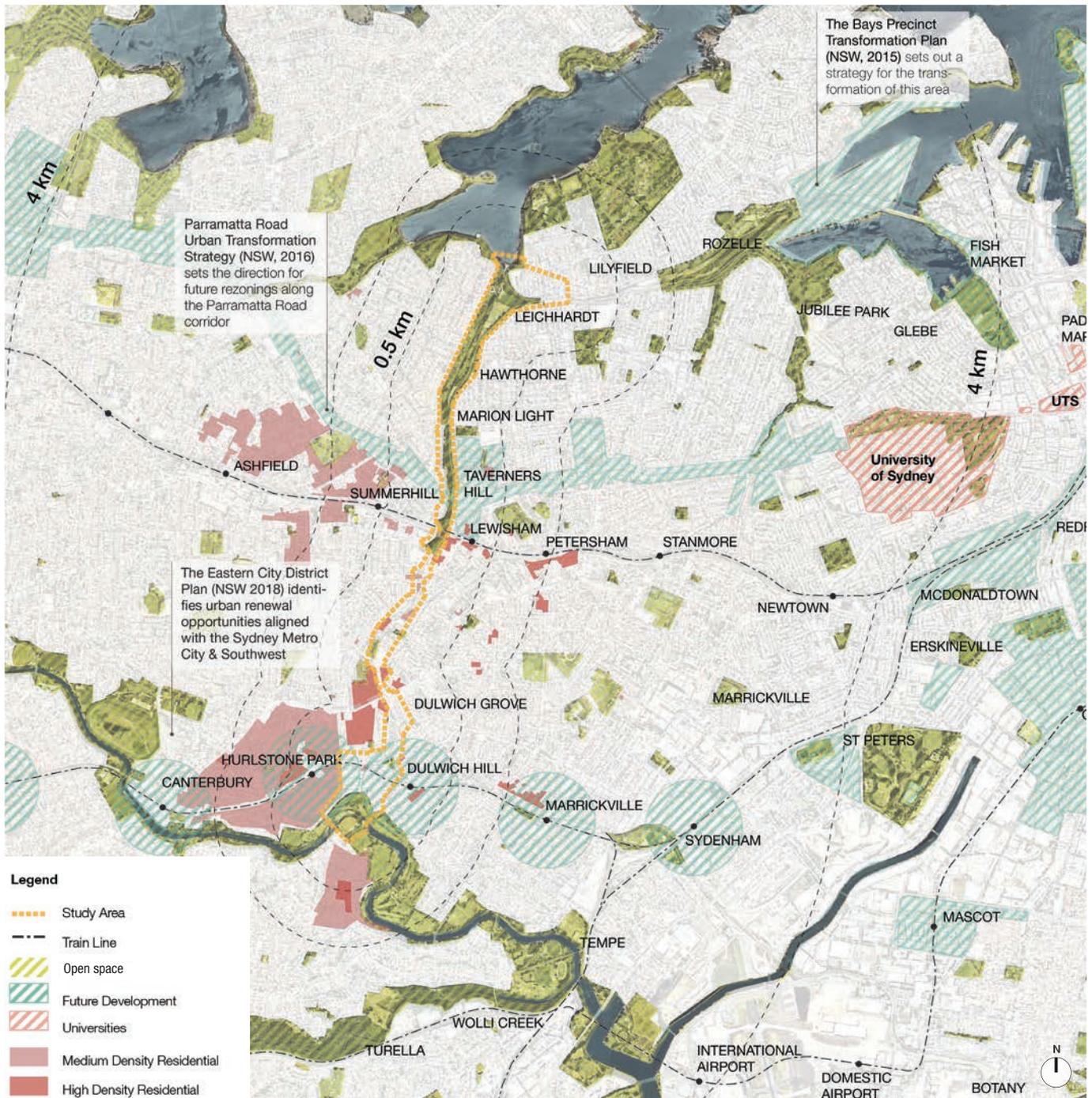


Figure 4. Urban development

‘Greener Places’ supports the ‘Green Grid’ infrastructure strategy (Tyrrell Studio and the NSW Government Architect, 2017), which proposes “the creation of a network of high quality open spaces that supports recreation, biodiversity and waterway health. The Green Grid will create a network that connects strategic, district and local centres, public transport hubs, and residential areas.” The Green Grid is envisaged as an agricultural, recreational, ecological and hydrological grid.

This approach to open space is illustrated in the NSW Government’s *A Plan for Growing Sydney*. This plan envisions Sydney’s open spaces as an interconnected network of open

spaces and parks, green streets, bushland reserves, walking tracks and regional parks through the delivery of the Green Grid. The integration of open space, combined with quality urban design outcomes and environmental resilience, are all urban design responses to consider during a period of considerable growth.

Completion of the Cooks to Cove GreenWay has been identified as the number one Green Grid priority project in the Eastern City District Plan for Sydney (Greater Sydney Commission 2017), (Figure 5)

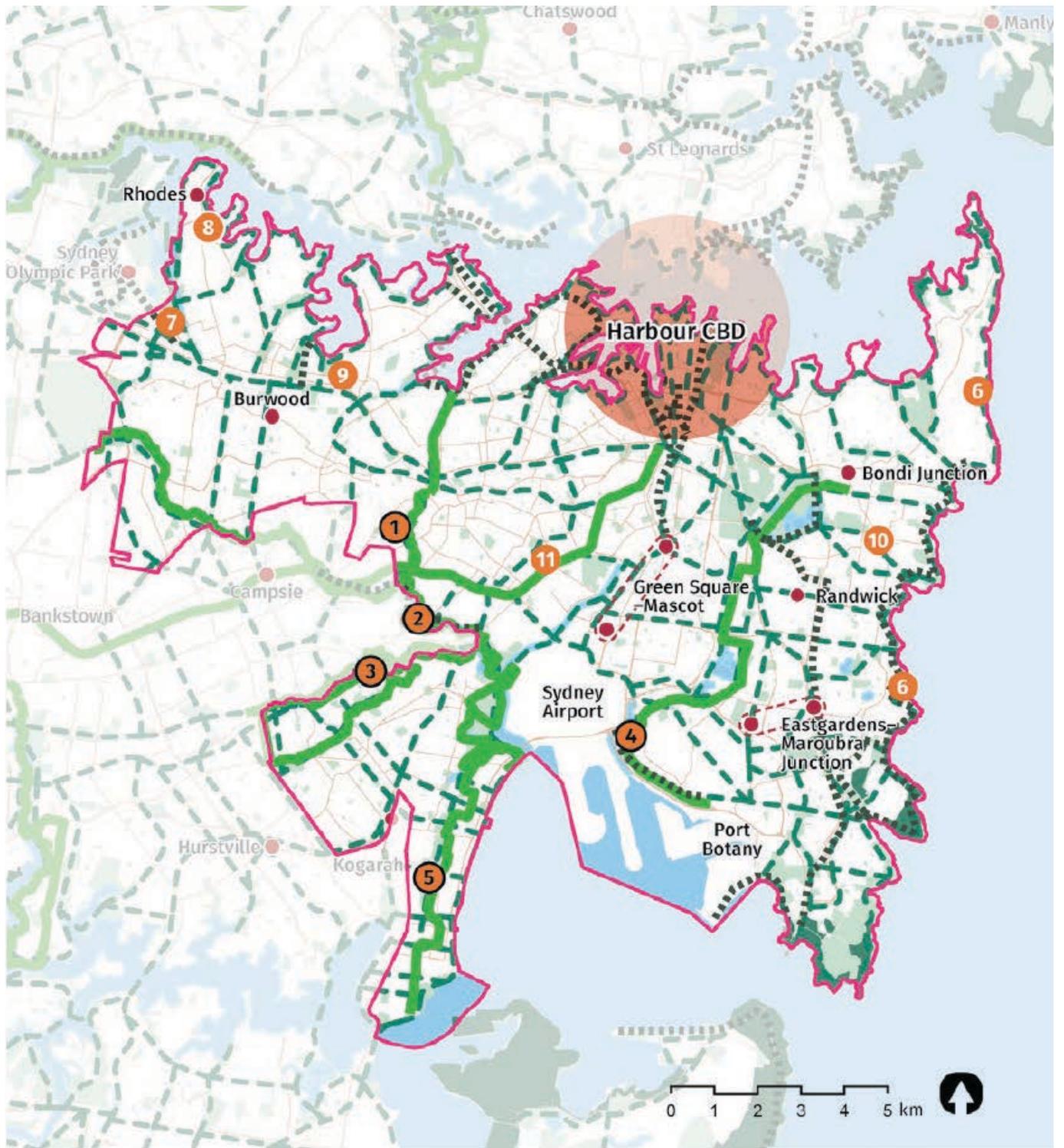


Figure 5. Eastern City Green Grid opportunities



Richard Murden Reserve bushcare site

## 2.2 Ecology

Urban areas support significant ecosystems, and biodiversity is found not only in protected areas but throughout urban landscapes. Research into urban ecology, including previous studies into the GreenWay's fauna, reveals how some species are able to survive and even thrive in urban areas. The studies also improve understanding of how to create effective habitat for a diverse range of native species in urban areas.

### Key reference documents ecology

*GreenWay Biodiversity Strategy, 2012*

*GreenWay Revegetation and Bushcare Plan, 2011*

*GreenWay Flora & Fauna Literature Review, 2010*

### Ecosystems

Urban ecosystems are important to the people who live in cities. Connection with the natural world plays an important role in human health, particularly in mental health and childhood development. City dwellers benefit from opportunities to connect with nature close to where they live and urban ecosystems also provide environmental services such as:

- mitigation of urban heat island effect
- reduction in stormwater runoff
- increased resilience to extreme events

The GreenWay's two waterways once supported rich ecosystems. Post-colonial development decimated the local bushland, of which only remnants remain. The waterways themselves have been piped and channelised. On the other hand, long-term access restrictions in the rail corridor have allowed a valuable vegetation corridor to re-establish along the GreenWay. Community bushcare has restored pockets of native vegetation and enhanced the ecological value of this corridor.

### Threatened species

The GreenWay today supports regionally-significant ecosystems in an otherwise heavily urbanised area. Important locally native ecological communities and species which have been lost throughout much of the Inner West can still be found along the GreenWay corridor. The GreenWay Biodiversity Strategy (2012) identifies these, including:

- Modified remnant and/or recolonised fragments of Sydney Turpentine Ironbark Forest (STIF) Endangered Ecological Community
- An endangered population of the Long-nosed Bandicoot (*Perameles nasuta*)
- Grey headed flying foxes (*Pteropus poliocephalus*) and Eastern Bentwing Bats (*Miniopterus schreibersii oceanensis*) are also present within the GreenWay corridor, including an Eastern Bentwing Bats winter roost site. Both are threatened species.

There is a bandicoot protection area defined in the Marrickville Development Control Plan (2011) around the southern end of the

GreenWay. This area requires actions for bandicoot habitat and adaptation within the urban environment, including undisturbed:

- Ability to access under buildings for nesting and shelter
- Grassy understorey for nesting and foraging
- Dense, weedy vegetation

### Locally significant species

The GreenWay Flora and Fauna Literature Review (2010) also listed eight other species of local significance, previously recorded within 5 km of the GreenWay:

- Swift Parrot (*Lathamus discolor*)
- Turquoise Parrot (*Strigidae Neophema pulchella*)
- Powerful Owl (*Ninox strenua*)
- Masked Owl (*Tyto novaehollandiae*)
- Pied oyster catcher (*Haematopus longirostris*)
- Regent Honeyeater (*Xanthomyza Phrygia*)
- Superb Fruit-Dove (*Ptilinopus superbus*)
- Green and Golden Bell Frog (*Litoria aurea*)

In addition, the GreenWay corridor provides habitat to support other locally native species which are typically absent or uncommon across the rest of the Inner West, including small birds such as fairy wrens, finches, fantails and some species of honeyeaters. These small birds rely on dense understorey vegetation and adjacent native grassy patches, which occurs along the GreenWay in:

- Bushcare sites where community volunteers have established locally native species
- Other ecological restoration sites
- Patches of weedy vegetation including *Lantana camera* and *Cestrum pargini*

### Waterways

The GreenWay follows two watercourses and links two significant waterways – the Cooks River and Iron Cove. From Dulwich Hill to the north, the GreenWay follows Hawthorne Canal, while from Dulwich Hill to the south, the GreenWay follows an unnamed tributary of the Cooks River. Both of these water courses have been piped or channelised for much of their length.

### Biodiversity vision and objectives

The GreenWay Biodiversity Strategy (2012) defines a "biodiversity vision" for the GreenWay:

- an important wildlife corridor that is supported by a broader network of green streets and open space, linking habitat areas within and adjacent to the catchment.
- an urban refuge for a wide variety of native plants, animals and other organisms, where biodiversity can adapt and flourish in the face of current and emerging threats.
- supported by a community that feels connected to their local environment and has a sense of ownership of the GreenWay, actively protects the GreenWay and is educated about the importance of biodiversity.

It also defines six GreenWay biodiversity objectives:

1. Create a flora and fauna corridor which supports the original vegetation of the area, provides habitat, and facilitates movement and migration for a wide range of native plant and animal species throughout the GreenWay catchment;
2. Identify areas within and adjacent to the GreenWay catchment with high biodiversity values that require protection and improve the connectivity between these areas;
3. Protect and enhance the habitat and migration opportunities for locally significant or threatened native species, populations and communities (including the endangered population of Long-nosed Bandicoot), and allow for their continued evolution and survival in and beyond the GreenWay catchment;
4. Engage and educate residents and the broader community, including local businesses and visitors to the GreenWay, to encourage a sense of ownership and participation in protecting and restoring biodiversity in the GreenWay catchment;
5. Mitigate key threats to biodiversity to increase the survival and adaptive capacity of species, populations and ecological communities of plants and animals.
6. Provide strategic guidance to councils, private land-owners and major stakeholders on how to coordinate biodiversity management across the four local government areas.



Bandicoot seen in Leichhardt



Eastern Bentwing Bat



Grey-headed flying fox

## Existing features

The Greenway includes a mixture of remnant and restored native vegetation, and weedy (non-native and non-local) vegetation. It is important to note that all of these vegetation types have habitat value.

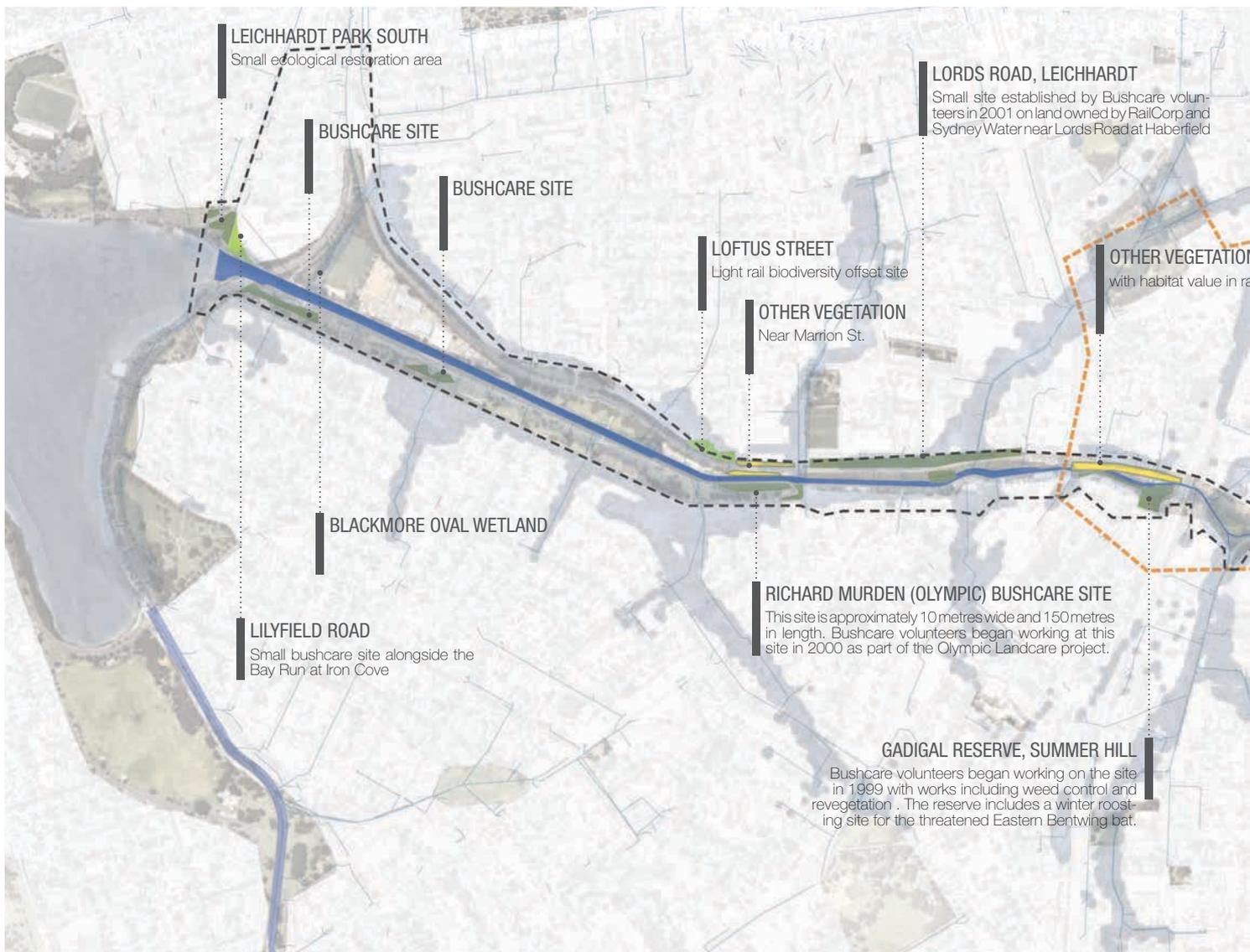
### Ecological restoration sites

The Greenway includes a number of ecological restoration sites that are maintained by bushcare volunteers and/or by contractors managed by Council. Management of these sites is coordinated by council with active participation by community volunteers at many sites. The area is to preserve and enhance their biodiversity values and the ecosystem services they provide.

A summary of ecological restoration sites is shown in the table on the next page.

These are not the only areas of native vegetation in the GreenWay corridor, but are significant in that:

- They have been deliberately established to protect and enhance locally native vegetation and associated fauna including bacteria, fungi, reptiles, amphibians, birds and mammals
- There is an ongoing effort to maintain the vegetation and ecological communities at these sites
- They are defined areas that can be clearly identified and measured as part of the ecological corridor
- They include biodiversity offset sites established as part of the conditions of approval for the light rail project



● Light rail biodiversity offset   ● Bushcare Site   ■■■■■ Bandicoot Protection Area   ——— Other vegetation with habitat value   [shaded area] 1 in 100 yr flooding zone

- The requirement to offset vegetation loss is part of the conditions of approval for the light rail project.

Negative impacts on all vegetation in the GreenWay corridor will be avoided and minimised as far as possible. Any unavoidable impacts on ecological restoration sites will be offset.

**Other vegetation with habitat value**

Along the GreenWay, particularly within the light rail corridor, there are areas of weedy vegetation that have important habitat value. Key areas are marked on the map in this section.

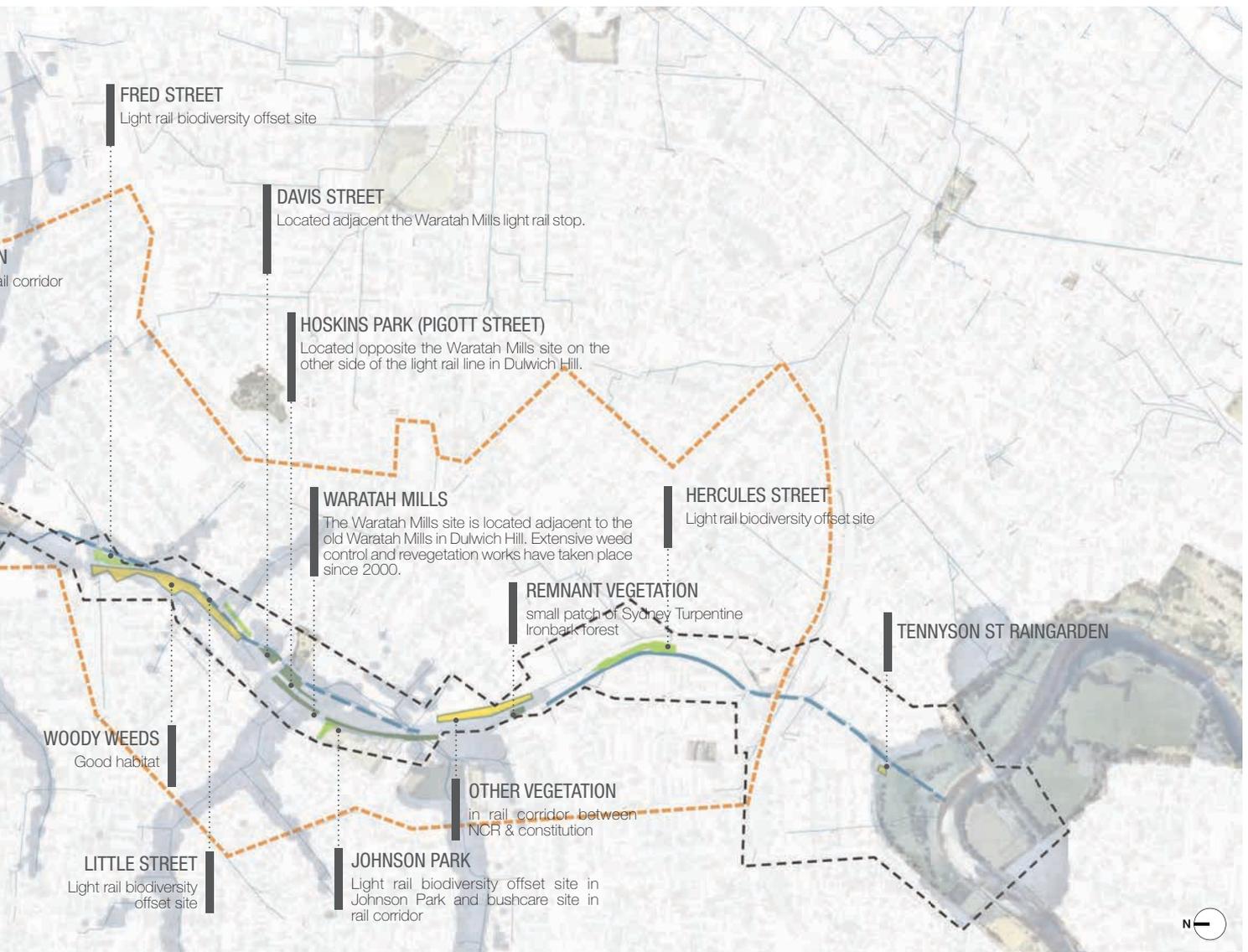
The GreenWay Revegetation and Bushcare Plan (2011) recommended that these areas “are not cleared prior to assessing their value, [nor] before additional native habitat can be fully established alongside or in a manner than provides an alternative for the fauna which utilise the “weedy” habitat.”

**Bandicoot protection area**

The GreenWay corridor and streets in the surrounding area south of Parramatta Road is a Bandicoot Protection Area for the endangered Inner West Eastern Long-nosed Bandicoot population. This population and all the threatened and locally significant species must be protected during work and operations by proper consideration in plans and designs.

**Waterways**

The northern half of the GreenWay follows Hawthorne Canal. The open space around the canal, including Richard Murden Reserve is subject to flooding. The GreenWay crosses a high point around New Canterbury Rd and follows an unnamed tributary to the Cooks River. There is also flood prone land near the Cooks River.



Channel (open channel)    Channel (piped channel)    Drainage

Table 4. Ecological restoration sites

Site name	Type	Year established	Area (m <sup>2</sup> )
Leichhardt Park north*	Offset	2015	2,700
Leichhardt Park south/ Lilyfield Rd	Other	2007 + 2010	2,000
Blackmore wetland	Stormwater treatment	2013	520
Northern Richard Murden Reserve	Other	2011	2,800
Loftus Street	Offset	2015	1,436
Southern Richard Murden Reserve	Bushcare	2000	1,500
Lords Road	Bushcare	2001	1,700
Gadigal Reserve	Bushcare	1999	4,300
Fred Street	Offset	2015	1,509
Little Street	Offset	2015	476
Davis Street	Bushcare	2005	900
Waratah Mills	Bushcare	2000	1,400
Hoskins Park (Pigott Street)	Bushcare	2005	1,200
Johnson Park	Bushcare	2015	1,200
Johnson Park	Offset	2015	823
Hercules Street North	Offset	2015	2,292
Tennyson Street rain garden	Stormwater treatment	2011	150

\*Not shown on the map – located north of the GreenWay



## 2.3 Active transport

Active transport, including walking, riding and other non-motorised transport, is gradually becoming more popular in higher density inner suburbs of Australian cities (e.g. Zander et al 2014). Some of the important factors driving an increase in active transport in inner city areas are:

- Increasing congestion, encouraging people to use alternative transport modes
- Increasing recognition of the roles of active transport in public health and environmental sustainability
- Improving provision of active transport infrastructure and end-of-trip facilities
- Availability of a wider range of bikes and scooters, including cargo bikes, e-bikes, folding bikes and share bikes, suitable to a broader range of people for a broader range of purposes

In response to this increasing popularity of active transport, the NSW State Government released “Sydney’s Cycling Future” and “Sydney’s Walking Future” (Transport for NSW 2013), which are strategic plans to guide State Government investment in active transport infrastructure, promotion and engagement. A significant proportion of the funding currently available for the Cooks to Cove GreenWay has come from the State Government’s active transport funding programs.

The GreenWay will form a key north-south connector in a network of regional active transport routes. Several existing and proposed routes traverse the region east-west, including important routes to the city and the airport. The GreenWay will help transform these routes into a connected network. (Figure 7)

**Key reference documents active transport**

- GreenWay Missing Links report, 2015*
- GreenWay Active Transport Strategy and Action Plan, 2012*
- Leichhardt Bike Plan, 2016*
- Marrickville Bicycle Strategy, 2007*

Some of the drivers for increasing pedestrian and bike numbers on the GreenWay are:

- An improved, connected path will invite higher use
- Cycling is steadily growing in popularity in Sydney. Sydney’s Cycling Future: Cycling for Everyday Transport (TfNSW 2013) indicates there was a 50% increase in the number of people cycling to work in metropolitan Sydney between 2006 and 2013
- Super Sunday counts also show increasing numbers on the GreenWay over time (with GreenWay data dating back to 2013)
- There is an increasing population in the vicinity of the GreenWay
- Other future projects will improve the connectivity of the GreenWay to regional destinations including the city centre.

**Public transport connections:**

In the context of the GreenWay, active transport is often paired with public transport, for example as a means to access a light rail stop or other public transport node.



Figure 7. Regional active transport link

The GreenWay has strong links with public transport, including heavy rail, light rail and the future metro:

- The GreenWay follows the Inner West light rail extension between Dulwich Hill and Leichhardt
- The main western railway line crosses the GreenWay at Gadigal Reserve. The closest stations are Lewisham and Summer Hill
- The Sydenham to Bankstown line (to be converted to a Metro system) crosses the GreenWay immediately south of Jack Shanahan Reserve. The closest station is Dulwich Hill.

These railway lines may serve as destinations for GreenWay users; for example, commuters could ride or walk to a station along the GreenWay. They may also serve as hopping off points for visitors to access the GreenWay; for example, recreational GreenWay visitors could use the light rail to get to the GreenWay or return to their starting point after a one-way walk or ride along the GreenWay. (Figure 8)

The light rail stations also serve as important east-west pedestrian links across the light rail corridor. The stations are therefore busy locations where pedestrian movement needs to be considered carefully.

**Active transport strategy**

The GreenWay Active Transport Strategy and Action Plan (AECOM 2012) states its intention “to make walking and bicycle riding an

easy and convenient transport option”.

It sets some objectives which are somewhat broader than active transport alone, emphasising the integrated nature of the GreenWay vision:

- More people walking and riding in the GreenWay catchment
- More community engagement with people and place
- Support the future light rail and existing public transport
- Create better connections between people and places

In terms of recommendations for physical infrastructure, the 2012 Active Transport Strategy discusses the ideas of GreenWay Hubs, trellis streets, and “green safe streets”, which are relevant to the current Master Plan.

**Active Transport Planning**

There have been two significant previous pieces of work which included detailed route options analysis and planning for the GreenWay shared path, notably:

- In 2010, a report “Strategic Concepts for a Cooks River to Iron Cove Shared Path” was prepared for the NSW Roads and Traffic Authority (The Environment Works 2010). This looked at three options for the shared path: (1) within the rail formation itself; (2) within the rail corridor but away from the tracks themselves; and (3) outside the rail corridor, generally in parks and streetscapes. At this time, it was thought that the shared path might go ahead before the light rail



Figure 8. Public transport context

- In 2015, after the light rail opened, the “GreenWay Missing Links” report looked at how the GreenWay shared path could be implemented now that the light rail had been completed. It included route options in the rail corridor away from the tracks, as well as park and streetscape options. It was prepared at a time when funding was uncertain, but was a key step towards obtaining the funding available now.

The GreenWay is also part of the Inner Sydney Regional Bike Network, a plan included now in the District Plan, Future Transport 2056 and listed in the National Infrastructure Priority List.

- The northern half of the GreenWay, from Longport Street to Iron Cove, has an existing off-road shared path, but much of it is relatively narrow and winding
- The southern half of the GreenWay, from Longport Street to the Cooks River, mostly relies on on-road routes. The only exception is a short section of shared path in Johnson Park between New Canterbury Road and Hercules Street

Awkward and/or dangerous road crossings are a prominent feature of the GreenWay today (Table 5). Even the safest crossings are currently awkward to negotiate by bike, particularly for less confident riders or those on more cumbersome bikes.

## Existing features

### GreenWay links

The diagram below indicates the current status of the GreenWay route. It shows that:

The Wardell Road crossing on the Cooks River path (near where the GreenWay will join the Cooks River path) was also mentioned numerous times in community consultation as an awkward and dangerous crossing.



**Destinations**

Trip generators include schools, parks and town centres with their community centres, local shops, services and public transport connections.

Generally, the town centres of surrounding suburbs are evenly spaced along both sides of the GreenWay. It is generally one kilometre from one town centre to the next, and 500 metres from each town centre to the closest point on the GreenWay.

A range of schools at different levels are spread in the area, with some schools adjacent to or within 200 metres of the GreenWay.

**Cycle routes**

This diagram shows existing cycle routes around the GreenWay. Cycle routes are those routes generally used by bicycle riders,

however current cycle infrastructure provision along these routes is minimal. The key exceptions are designated cycle lanes in Lilyfield Road in the north-east, and Mortley Avenue-Boomerang Street-Dalhousie Street in the north west.

There are a few important proposed routes shown in this diagram:

- "Regional Route 7", which generally follows the Main Western Railway line east-west, and crosses the GreenWay at Longport Street
- "GreenWay South West", which follows the Sydenham to Bankstown rail corridor

At both ends of the GreenWay, along the Bay Run and along the Cooks River cycleway, there are off-road shared paths.

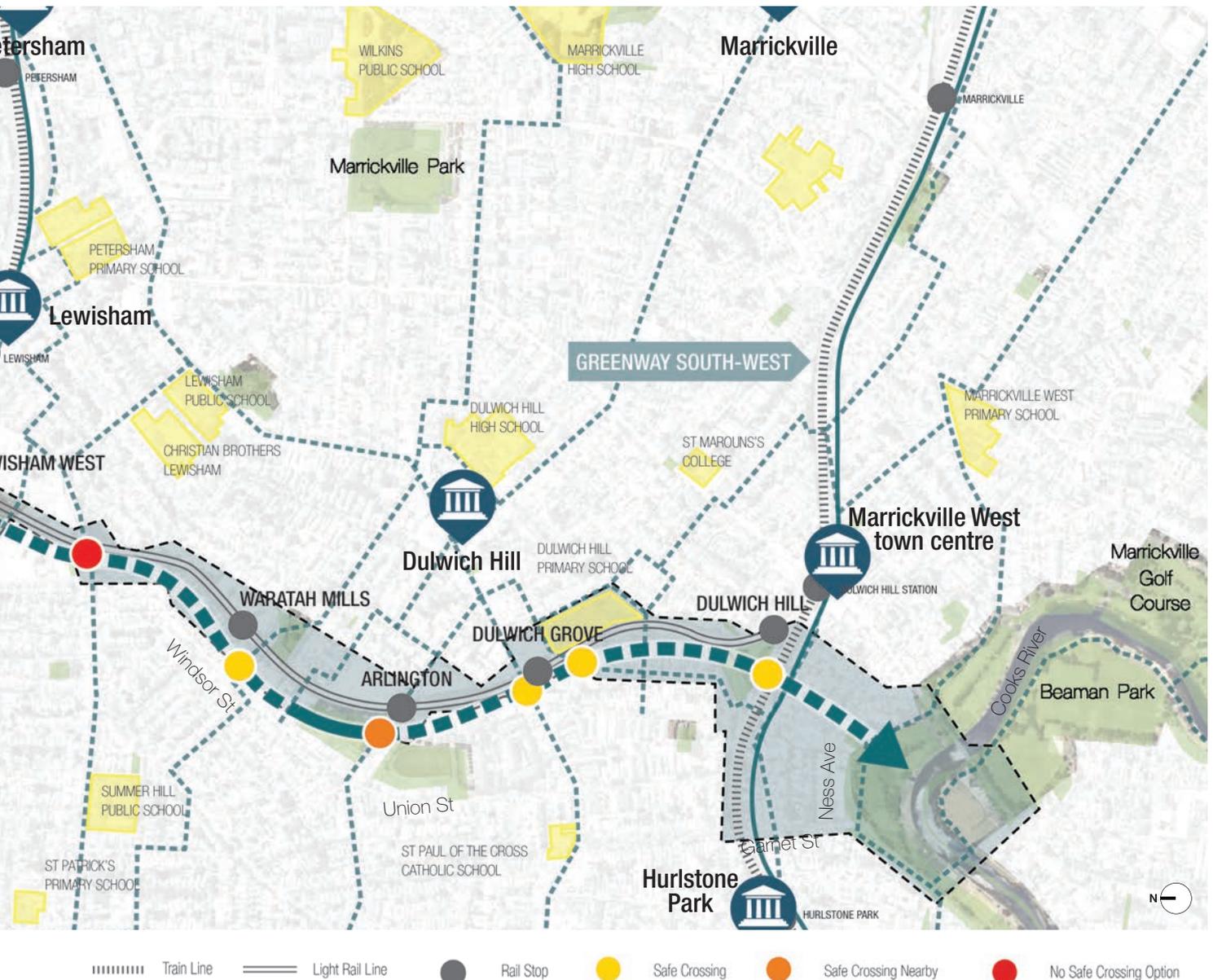


Table 5. Existing road crossings along the GreenWay

Street	Traffic volume	Crossing type	Existing crossing acceptable as interim option?	Upgrade priority recommended by Traffic Analysis Report (Appendix D)
City west Link	High	Underpass	Yes	-
Marion Street	High	Traffic signals	Yes	Medium
Parramatta Road	Very high	Overpass/ lift	No	High
xLongport Street	High	Pedestrian island via footpath	No	High
Old Canterbury Road	High	Pedestrian island via footpath*	Yes	Low
Davis Street	Low	Pedestrian crossing via footpath	No, link involves a connection through private property which is not preferred	Low
Constitution Road	Medium	Pedestrian islands at Williams Pde roundabout	Yes, with minor modifications	High
New Canterbury Road	High	Traffic signals	Yes, with minor modifications	Medium
Hercules Street	Low	Pedestrian crossing via footpath	Yes	High
Ewart Street	Medium	Pedestrian island at roundabout	Yes, with minor modifications	High

\* The Old Canterbury Road/Weston Street intersection is to be signalised in 2019, and the proposed signals will cater specifically to bikes

## User numbers

Current user numbers have been estimated based on two permanent bike traffic counters (at Gadigal Reserve and Richard Murden Reserve) and annual Super Sunday surveys, which involve a manual count of bike and pedestrian numbers (including walkers, runners, dog walkers and others) at various locations on a Sunday in November. The permanent counters show that weekend bike numbers are slightly higher than weekdays, and the Super Sunday survey is timed in November to attempt to capture a peak day in spring. Based on these data sources, current peak daily user numbers are estimated as follows:

Location	Bikes (per day)	Pedestrians (per day)
Richard Murden	300 to 350	600 to 700
Lords Road	200 to 250	400 to 450
Gadigal Reserve	100 to 150	150 to 200
Johnson Park	50 to 60	600 to 700
Hercules Street	40 to 50	200 to 300

The Super Sunday data reveals that user split (bikes/pedestrians) is highly dependent on location, ranging from around 40% bikes and 60% pedestrians at Gadigal Reserve and Lords Road, to 10% bikes and 90% pedestrians in Johnson Park.

As the GreenWay Master Plan is implemented, bike and pedestrian numbers are expected to increase, particularly in the southern sections. Weekend use is expected to remain higher than weekdays, as the main users of the GreenWay shared path are expected to be recreational walkers and riders, however active transport use may still dominate at peak commuting times.

For comparison, also based on Super Sunday data, the Cooks River Cycleway currently has cycle numbers in the order of 700 to 800 cyclists and 550 to 650 pedestrians per day. The Bay Run currently has cycle numbers in the order of 700 to 800 cyclists and 4000 to 4500 walkers/runners per day.

Based on the nature of the Greenway, existing data, and induced demand of a connected path, when the Greenway path is completed in 2021, user numbers are estimated to be in the order of 300 to 450 bikes and 300 to 450 pedestrians per day, with higher pedestrian numbers in parks. Estimated future daily user numbers are summarised in the table below.

Year	Bikes (per day)	Pedestrians (per day)
2021	300-450	300-450
2031	600-900	600-900
2041	1200-1800	1200-1800

Based on existing data, user peak hours in the morning and evening are around 10 to 12% of daily numbers. Based on the above future peak hour user numbers are summarised in the table below.

Year	Bikes (peak hour)	Pedestrians (peak hour)
2021	45	45
2031	90	90
2041	180	160

## 2.4 Recreation

Recreation is diverse and distributed throughout our urban environment. The recently completed Inner West Recreation Needs study (Cred Consulting 2018) shows that the ten most popular recreational activities in the Inner West include walking, walking for transport, playing in a playground/playing in a park/ taking children to play, personal fitness/outdoor fitness, walking the dog, cycling, running and relaxing in a park.

The GreenWay will play a significant role in contributing to a diverse recreational experience for the Inner West community, including those popular recreational activities identified in the Recreation Needs Study.

### Key reference documents recreation

*Inner West Council Recreation Needs Study: A Healthy Inner West, 2018*

*Richard Murden Reserve Plan of Management, in draft 2016*

*Dulwich Hill Parks Master Plan (currently underway)*

*Marrickville Golf Course Master Plan (currently underway)*

*Ewen Park Plan of Management, 2008*

### Shared path

The GreenWay shared path is intended for recreational use as well as active transport, and will help cater to demands for activities like walking, walking the dog, cycling and running.

The GreenWay also has a strategic position which allows it to connect two popular existing shared paths - the existing Cooks River shared path at its southern end and the Bay Run shared path at its northern end. Being connected will allow more people to access all three of these paths.

The GreenWay also forms a key link in two potential regional recreational cycling loops – one via Homebush Bay and the other via Botany Bay. (Figure 9)

### Open space

The GreenWay Master Plan has the potential to improve opportunities for playing in playgrounds/parks, personal/outdoor fitness, and relaxing in parks. These are already activities commonly undertaken along the GreenWay in the parks along its route, and there is the potential to enhance these opportunities by:

- Improving access to existing parks: through linking open space the GreenWay provides opportunities for the community to more easily access a larger network and greater diversity of passive and active open space.
- Upgrading existing parks to improve recreation opportunities and cater to higher levels of use.
- Providing public access to spaces which are currently inaccessible (e.g. within the rail corridor), effectively increasing the area of public open space. Access changes would need to be accompanied by landscape works to make these areas appropriate for public access.

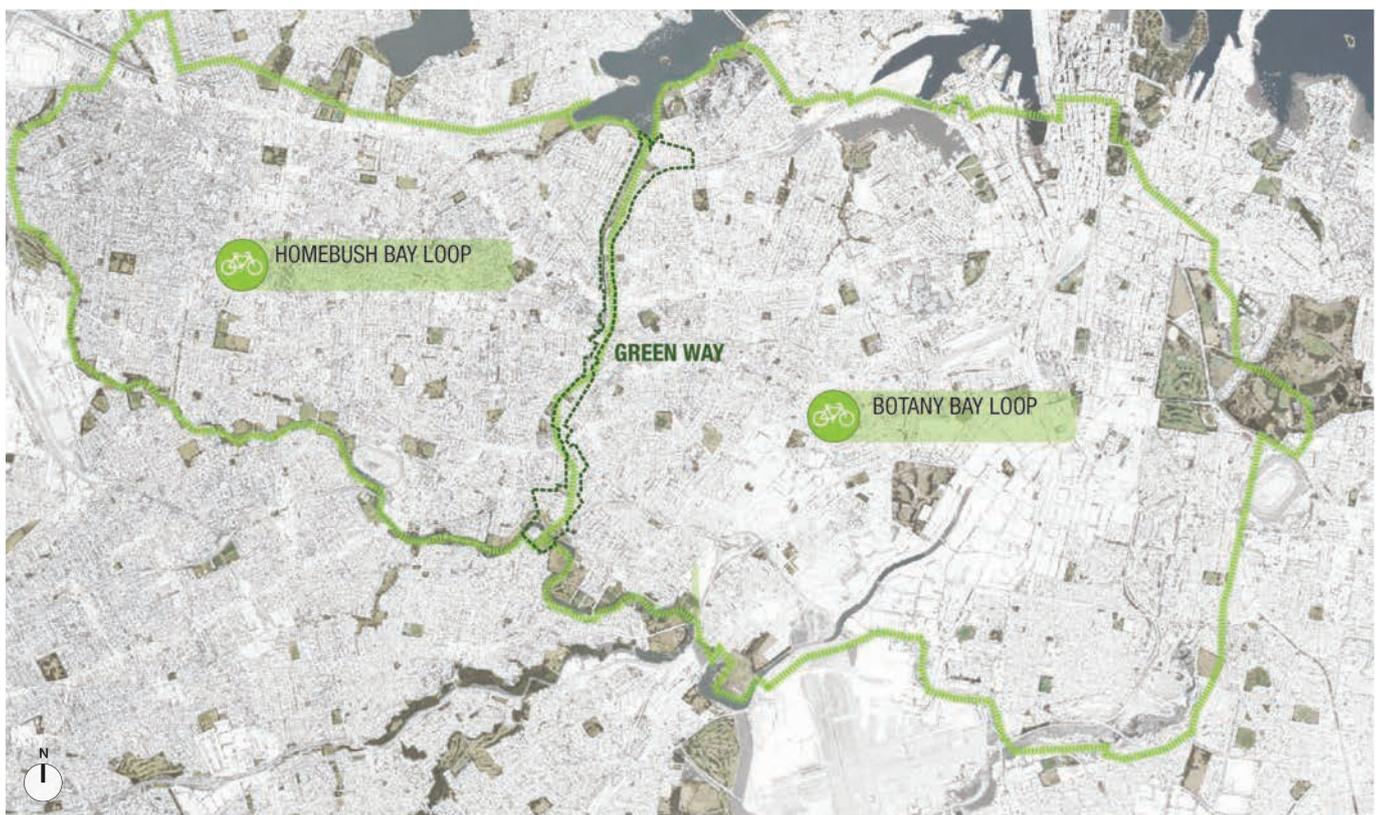


Figure 9. Regional recreation link

## Recreation Needs Study

The 2018 recreation needs study found that the 11 most popular recreational activities in the Inner West are:

1. Walking
2. Walking for transport
3. Playing in a playground or park
4. Personal fitness/outdoor fitness
5. Walking the dog
6. Cycling
7. Swimming
8. Running
9. Relaxing in a park
10. Hockey
11. Soccer

The top six, and eight of the eleven, are all activities people already undertake along the GreenWay.

The recreation needs study also identified ten key needs in the Inner West, many of which are relevant to the GreenWay:

1. Improved footpath and active street network for walking
2. Connected cycling networks and facilities, and safer shared paths for pedestrians
3. Places to play for all ages and abilities
4. Addressing heat and providing shade
5. Information and promotion of recreation opportunities, and better communication
6. New facilities
7. Providing for and managing recreation with dogs
8. Improving park amenities for social and passive uses, and connection to nature
9. Increasing the capacity of existing sportsgrounds to optimise use
10. Safety

Hawthorne Canal/Richard Murden Reserve was identified as the 10th most popular specific facility/place for recreation in the Inner West. Reflecting its popularity, the study identified a number of specific ideas for Hawthorne Canal/Richard Murden Reserve:

- Improved waste management and maintenance
- Lighting and design to increase (feelings of) safety for pedestrians and cyclists particularly in the evening and at night.
- Improved car parking
- Improved court surfaces (netball/basketball)
- Managing flooding and storm events
- Clean waterways to reduce smell and rubbish, and to provide new recreation opportunities such as swimming and kayaking
- Access and storage for water sports at Iron Cove (eg canoeing)
- Play spaces for older children / young people, with new equipment and different types of playgrounds like water play.
- Play opportunities for other age groups and abilities, such as older people's play, sensory play, and play for adults with intellectual disability
- Dog water play at Hawthorne Canal.

### Existing features

Important existing parks and open space along the GreenWay are:

- Blackmore Oval: a rugby league field in winter and cricket ground in summer, with canteen, player facilities and cricket nets; dogs are allowed off-leash when no sporting activities are being conducted
- Hawthorne Reserve: a linear park along the eastern side of Hawthorne Canal, featuring a popular dog off leash area and Café Bones
- Richard Murden Reserve: a linear park along the western side of Hawthorne Canal, featuring playground and BBQ facilities as well as sports courts, exercise equipment and bushcare
- Lambert Park: a purpose-built soccer stadium with artificial surface, stands and player facilities
- Gadigal Reserve: a park comprising bush care and an existing shared path on the western side and a dog off leash area on the western side separated by the Hawthorne Canal which also features significant historical features
- Lewisham West open space including Hudson Street Park and Harvest Park. Between major new developments, much of this is still a blank canvas, which is yet to be developed into a park
- Hoskins Park: a neighbourhood park with a quiet character, popular for its playground and as a gathering place for the local community
- Johnson Park: a community hub popular for a range of activities including playground, BBQ facilities, kickabout area, basketball court, cricket nets, exercise equipment and bushcare



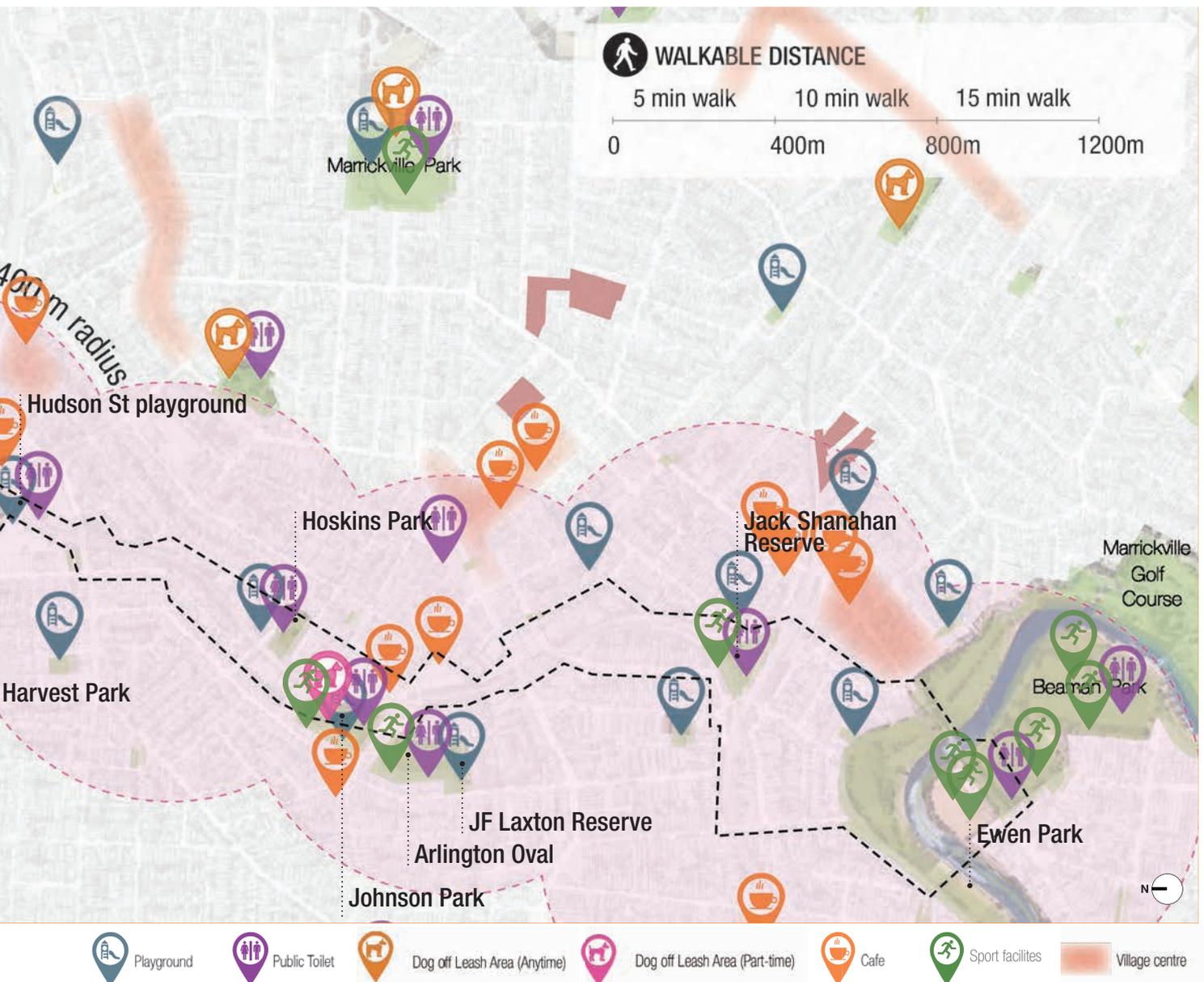
- Jack Shanahan Reserve: a popular skate park and a key destination for youth in the area
- Ewen Park: a park situated alongside the Cooks River, popular for its soccer field, playing cricket and small children's playground.

The diagram below shows important facilities that people currently seek along the GreenWay, including:

- Public toilets
- Cafés
- Playgrounds
- Dog parks

There is a good spread of playgrounds roughly every kilometre along the GreenWay. Public toilets are generally placed at closer

intervals except for a gap between Richard Murden Reserve and Lewisham West. There are a number of cafes spread around the area; although not in the GreenWay they are generally within walking distance, with most are clustered in the nearby village centres. Dog off leash areas are well spread along the GreenWay and on its eastern side, while lacking on its western side. There are also fewer at the southern end compared to the northern. Demand for all of these facilities will rise with new development along the corridor, including significant lands currently within the rail corridor.



## 2.5 Culture

The GreenWay has a significant place in Sydney's cultural history as well as in contemporary culture.

### Key reference documents culture

*Gadigal wayfinding project (currently underway)*

*An Interim GreenWay Arts & Community Cultural Strategy (Draft – April 2011)*

*Hawthorne Canal - The History of Long Cove Creek, Ashfield and District historical Society, 2006*

### Historical significance

The GreenWay is a significant topographical and geological formation in the landscape. Following two watercourses, which plot a relatively direct route between the Cooks River and Iron Cove, this feature has probably been used by local Aboriginal people as a movement corridor for thousands of years.

Much of the following information is based on Sabolch's (2006) history of Long Cove Creek.

#### Aboriginal country

The cultural history of the GreenWay began tens of thousands of years ago, when Australian aboriginal clans began living in the area.

The GreenWay's waterways (along with the nearby harbour and Cooks River) would have been a source of water and food. The Long Cove estuary was said to be abundant with oysters. As a physical breach in the geography of the area, Long Cove also formed a natural boundary between the country of the Gadigal and Wangal clans.

As part of the IWC Gadigal Wayfinding project, a study of Aboriginal landscapes, landuse, culture and history in the Inner West is being prepared to help guide art installations and other programs and projects, including the GreenWay.

#### Colonisation

After colonisation, the area assumed importance as a key place along the overland route connecting the earliest settlement at Sydney Cove and the agricultural production land around Parramatta. Initially, and as depicted on the earliest colonial maps, Long Cove Creek was a cartographic feature, representing both a boundary crossing (a creek to be traversed when moving people and goods along the Parramatta route) and a highly sought-after resource (fresh water for agriculture and industry).

For these two reasons, many of the earliest land grants made by the colonial government to military officers and others working in service to the colony were established in and around the Cumberland Lowlands: proximity to the colony's major trade route, and the fresh water available in the Long Cove Creek and its tributaries.

In the Cooks River catchment at this time, the area around the GreenWay was established as makret gardens, relying on fresh water in the creek.

#### Industrialisation and its infrastructure

Manufacturing and processing operations established themselves in and around the network of pastoral and agricultural properties, continuing to take advantage of the location, and its ease of travel and shipment between Parramatta and Sydney. The diminished environmental state of the Creek and associated lands in the catchment invited more and diverse industrial uses, such as brickworks, tanneries and other equally impactful uses.

However, these industries and businesses also established several overlapping networks of industrial infrastructure and built fabric in support of these enterprises, as well as the growing population in the area.

The first was the creation of a centralised water supply network for the city which, along with a comprehensive sewer network and stormwater enhancements, offered significant improvements to public health and sanitation in and around the Long Cove Creek catchment. Remnants of this infrastructure still remain in the GreenWay, including remnants of the first water main from the Nepean, and the earliest transformations of the creek into a concrete stormwater channel. These improvements to stormwater management eventually led in the 1880's to the construction of what is now known as the Hawthorne Canal, a navigable channel running from the Harbour to as far south as Marion Street in Haberfield.

Concurrently, increased traffic (both goods and passengers) to and through the area led to more and larger bridges spanning the valley of the creek, for both rail and road traffic – these robust structures contribute to the character of the GreenWay, as it passes under them along its length.

Another major infrastructure development was the construction of the goods line alongside the creek, which commenced operation in 1914. This created the continuous rail corridor that runs from Iron Cove to Dulwich Hill, while also opening up the adjacent industrial and agricultural lands along the catchment of the corridor to increased industrial development. The Dulwich Hill Public School site was a timber mill in this period. Along the GreenWay, the construction of the myriad mills, silos and factories created a dense industrial fabric that is another one of the defining characteristics of both the Inner West and the GreenWay to this day.

#### Decline of industry & rise of community stewardship

Eventually, as freight traffic and industrial activity along the Goods Line and in the surrounding catchment declined, the now densely-populated neighbourhoods along the corridor were confronted with unused infrastructure and vacant buildings. Rather than turn their backs on this derelict area, individuals and organisations along the corridor instead increasingly started to view the

GreenWay as a community asset, for its industrial character, its heritage significance and its qualities of space and vegetation, both assets in short supply in the Inner West.

Community efforts in bush regeneration and landscape remediation established the corridor as both a genuine connector between various neighbourhoods along its length, as well as the location for active community participation in landscape improvements. Once again, the physical geography of the corridor has contributed to the formation and operation of the GreenWay, this time with the surrounding communities providing the energy and imagination.

## Contemporary culture

The establishment of the Inner West Light Rail along the corridor has provided further impetus and opportunity for seeing the GreenWay as a cultural and social resource, bringing infrastructure improvements and open space and connectivity initiatives together in the one multi purpose corridor. Thousands of passengers now travel along the route daily.

Given this decades-long interest and attention by its surrounding communities, the GreenWay is already a noteworthy site for the formal and informal curation of art, cultural production and art events, both along with the length of its corridor, as well as within myriad organisations, institutions and businesses practicing along the corridor and in the catchment.

There is a proud tradition of active community participation in arts and cultural activities along the GreenWay, as evidenced by the annual GreenWay Art Exhibition (now in its 9th year), the award winning Hawthorne Canal Tunnel Community Mural and Art on the GreenWay (now in its 4th year).

The GreenWay has also become the subject and site for experiential learning and educational excursions, for community groups, students and outside organisations. The GreenWay Primary Schools Sustainability Program has been delivered to thousands of local primary school students along the GreenWay.

The community projects and arts advocacy which already exists along the GreenWay are testament to the creative drive and capability of its community. This includes local individuals as well as arts organisations and knowledge-based/creative industries located close to the GreenWay.

Artists have the ability and technical skills to translate ideas into realities that engage the broader community and transform how we collectively see our world and our place in it.



GreenWay bushcare volunteers



Present-day Gadigal Reserve



Art on the GreenWay



Lords Road Tunnel

### Cultural vision for the GreenWay

The Interim GreenWay Arts & Community Cultural Strategy (Draft 2011) includes a cultural vision for the GreenWay as:

*“A ‘creative community’ hub which compliments and reinforces the GreenWay vision. A place to celebrate and interpret the rich history of the GreenWay and its environment using local talent, stories and creative energy. A community place which people find enjoyable, easy to relate to, attractive, animated and safe.”*The Inner West area surrounding the GreenWay contains a vibrant community of local artists, arts organisations and an environmentally-engaged community.

The Leichhardt Community and Cultural Plan 2011-2021 identifies Hawthorne Reserve (along with Leichhardt Park, Callan Park and Cockatoo Island) as part of an emerging cultural precinct, designated as the “Iron Cove Recreation and Cultural Precinct”. The precinct is a location for cultural and community activities, innovative programs, creative industries and incubators.

### Existing features

This diagram shows key features of cultural significance around the GreenWay, including public art, arts organisations and heritage features.

There are several existing permanent pieces of public art along the GreenWay corridor, most of which have been created by local artists. The artworks include several pieces installed as part of the light rail project, but there are also some other pieces along the GreenWay. The mural in the Lords Road Tunnel is a significant piece, which commenced in 2006 and was completed in 2010 was a collaboration between community volunteers, Railcorp, Leichhardt Council, and local artists. Several local schools also participated in its creation.

A number of older industrial buildings along the GreenWay have been repurposed and host vibrant creative industries and production spaces employing many artists and creatives.



There is a cluster of arts organisations at the northern end of the GreenWay, including the Canal Road film studios, which occupies a large site immediately adjacent to Hawthorne Reserve. No 1 Canal Road is the only NSW cultural infrastructure site in the inner west.

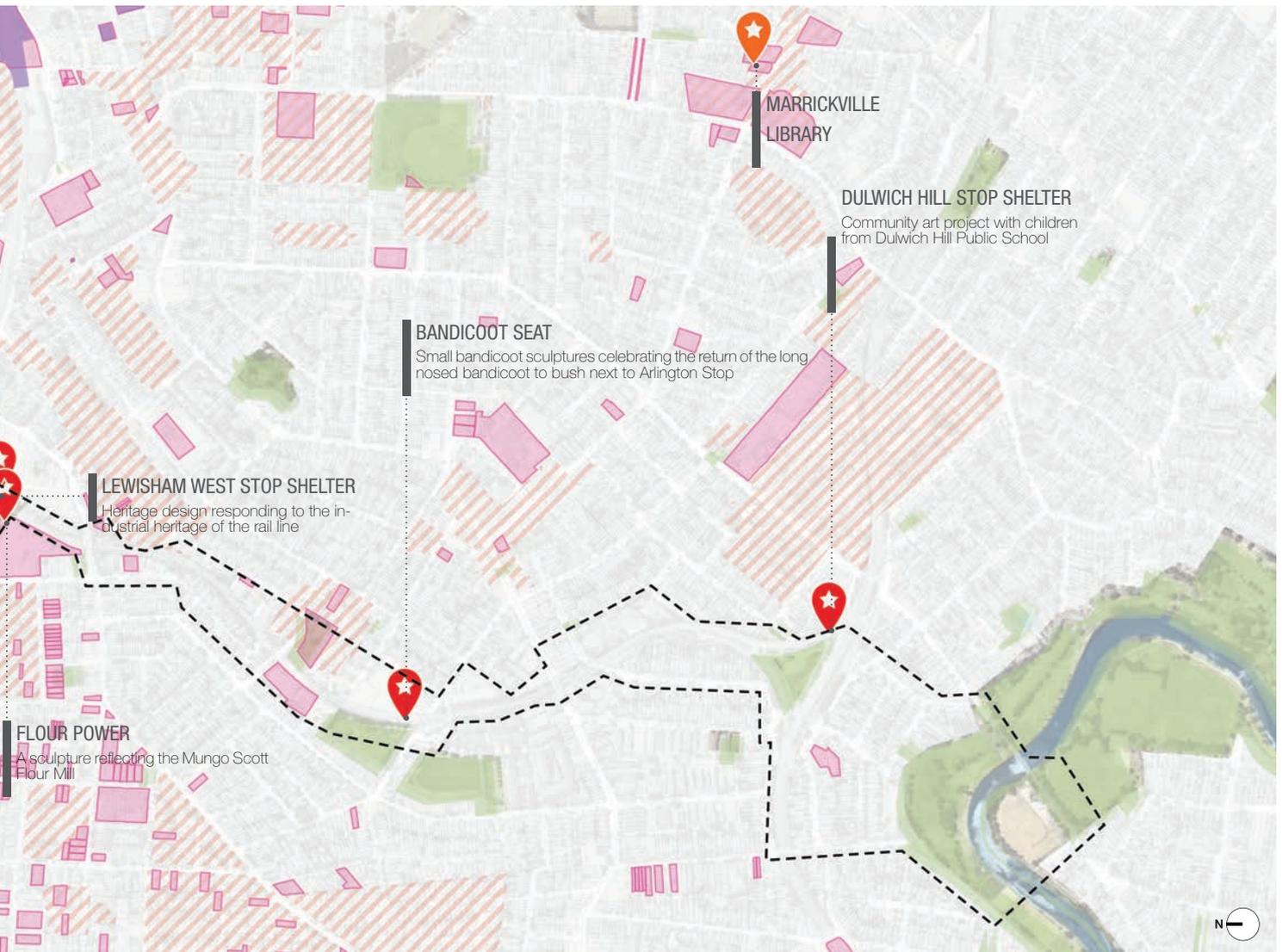
Three street libraries have been commissioned and are currently being installed along the GreenWay – one at Café Bones, one at Lewisham West, and one at Johnston Park.

There are several heritage-listed features along the GreenWay, including:

- The whipple truss bridge
- Some of the water infrastructure in Gadigal Reserve
- Battle Bridge over Parramatta Road
- Some of the former flour mill buildings
- Features within Hoskins Park



Summer Hill flour mills



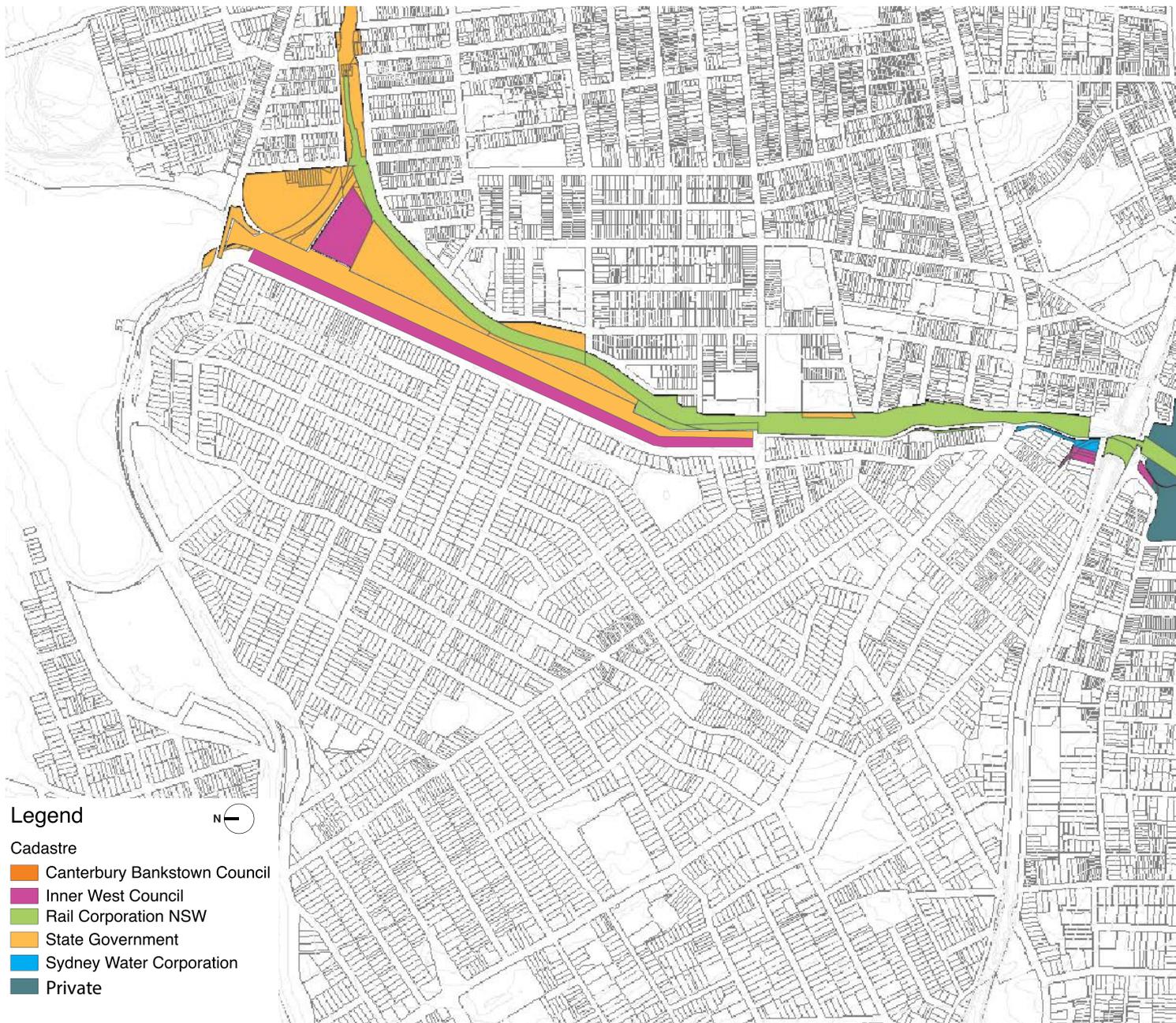
## 2.6 Land ownership

This plan shows land ownership along the GreenWay route. Major landowners include Rail Corporation NSW and other State Government entities. There is relatively little land owned by Inner West Council.

Where the GreenWay is proposed within the light rail corridor or the land of another State Government owner, it is not intended to purchase any land. Council will need to enter into licence agreements for land use.

The following specific uses of private land have been suggested in this Master Plan:

- 43 Hercules Street: partial or full acquisition as required to facilitate link from Hercules Street into Greenway
- 43 and 45 Hercules street: dedication as part of future redevelopment, to expand open space area
- Summer Hill Flour Mills: use of existing easement
- Canal Road Film Studios: potential lease of southern corner to expand open space area and western strip for container spaces
- Waratah Mills: use of existing easement
- Tennyson Street: dedication as part of a future redevelopment, to provide a link along the GreenWay desire line from Tennyson Street into the golf course.

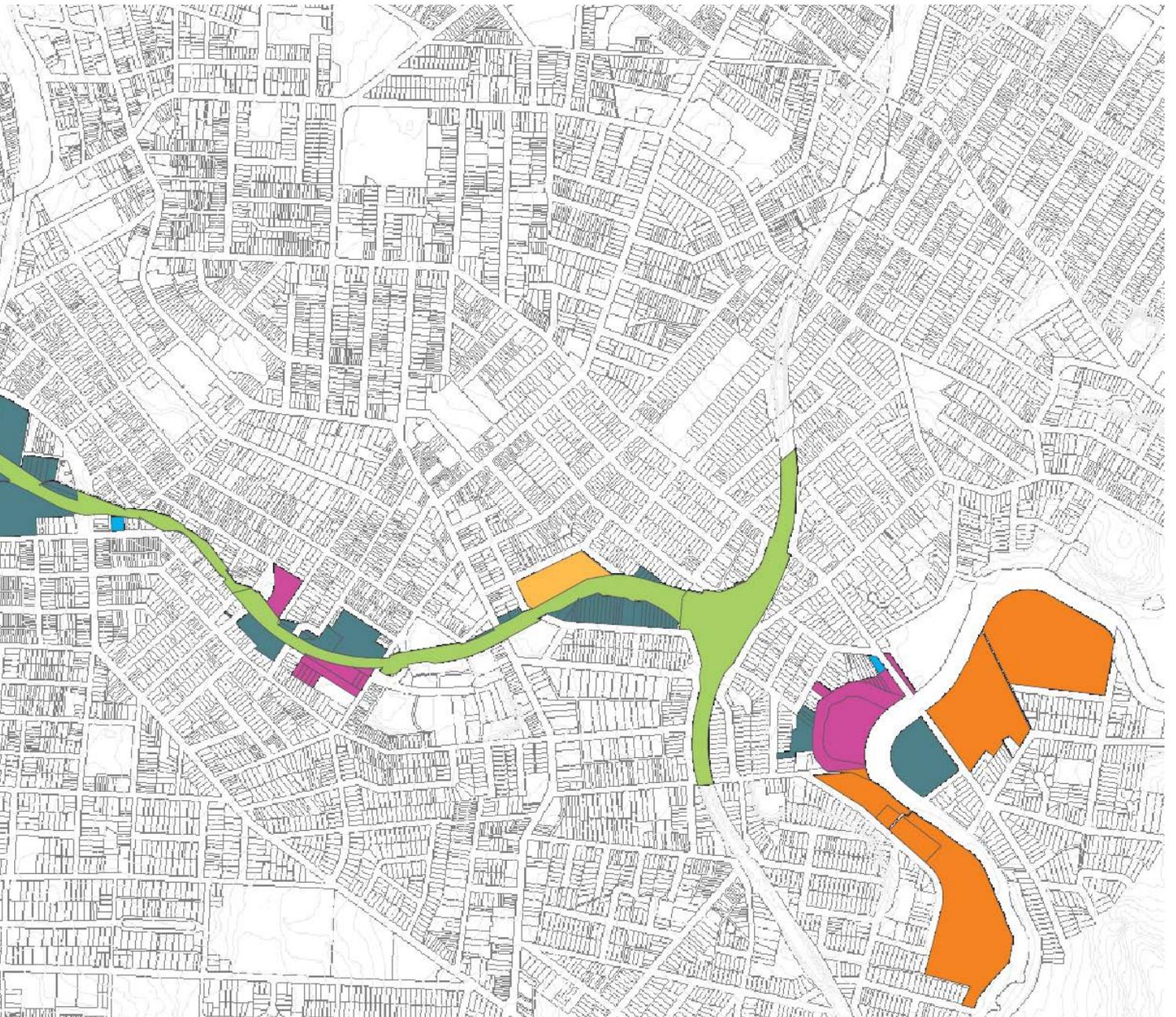


## Management and maintenance

Management and maintenance of the GreenWay is not covered by this master plan. It is intended that an operational management plan be developed to detail continued delivery of GreenWay programs, maintenance, and land management.

It is envisaged that Council will enter into a licence with Sydney Trains and Transport for NSW for the maintenance and management of the part of the light rail corridor to be utilised for the GreenWay. Approval from Sydney Trains would be required for all proposals within the light rail and rail corridors.

Currently the light rail corridor is managed and maintained by Transdev who are contracted by Transport for NSW to operate the light rail on a 15 year lease. The maintenance and management of the dedicated light rail corridor would remain with Transdev. Licence agreements would need to ensure access for Transdev and other agencies, including Sydney Trains and Sydney Water, to enable them to perform their functions. To this end it is envisaged that parts of the GreenWay would have to be closed from time to time and alternative routes should be set out in the management and maintenance plan to facilitate this.





10  
ADVISORY  
SPEED  
LIMIT



**3.0**  
GREENWAY PRECINCTS

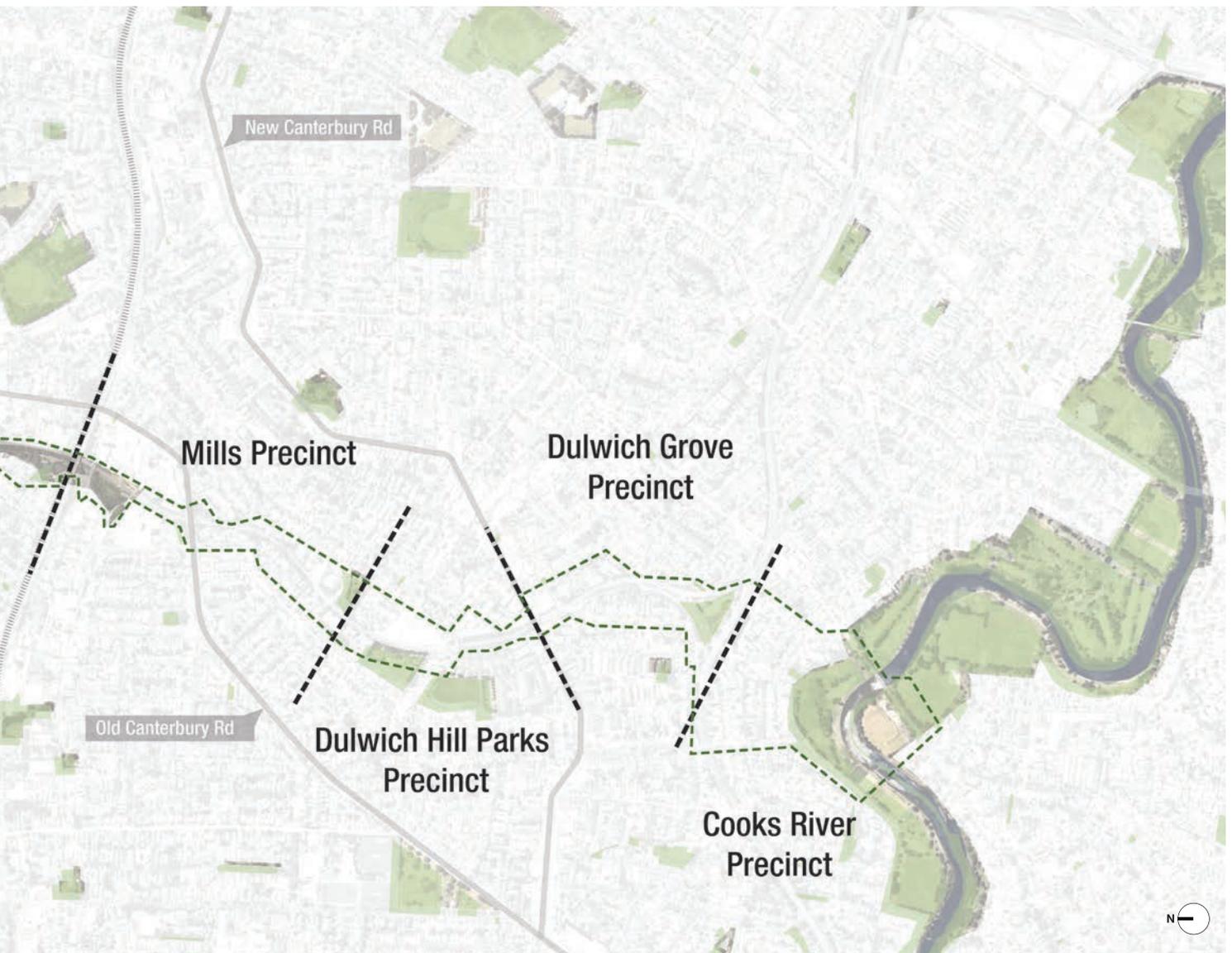
# 3.1 Overview

For the purposes of this Master Plan, the GreenWay has been divided into six precincts, which are defined by major road crossings:

- **Hawthorne Canal Precinct:** From Iron Cove to south of Marion Street, including the parklands around Hawthorne Canal including Richard Murden Reserve, Hawthorne Reserve and Blackmore Oval.
- **Gadigal Reserve Precinct:** From south of Marion Street to south of Longport Street, including Gadigal Reserve itself as well as the section between Parramatta Road and Marion Street (including the distinctive avenue of figs).
- **Mills Precinct:** From south of Longport Street to Weston Street, including the area around the Lewisham West light rail station and the stretch along Weston Street.
- **Dulwich Hill Parks Precinct:** From Weston Street to south of New Canterbury Road, including Hoskins Park and Johnson Park immediately adjacent to the GreenWay corridor, and Arlington and Laxton Reserves nearby. Also including the deeply cut rail corridor between Constitution Road and New Canterbury Road.
- **Dulwich Grove Precinct:** From south of New Canterbury Road to north of Ewart Street, including the new linear park proposed in the light rail corridor east of Hercules Street and the existing Jack Shanahan Reserve.
- **Cooks River Precinct:** From north of Ewart Street to the Cooks River, including links on-road, past the golf course and across the Cooks River.



The following sections (3.2-3.7) introduce each precinct along the GreenWay, describing the existing features and uses, and key constraints.



## 3.2 Hawthorne Canal Precinct

The Hawthorne Canal Precinct is predominantly parkland, comprising Richard Murden Reserve on the west and Hawthorne Reserve on the east, split by the Hawthorne Canal. There is also an area of open space on the eastern side of the light rail adjacent to Darley Rd. The canal and light rail form significant boundaries restricting east west access to a few locations.

### **Ecology:**

There are bushcare sites at the southern (Olympics site) and northern (Lilyfield Road) ends of this park, and a "biolinks" revegetation area at the northern end, however the area in between includes only scattered trees and small patches of shrubs. The dominance of grassed areas favours typical urban birds such as mynas and currawongs.

Hawthorne Canal can look stunning at high tide, but often appears unsightly and is malodorous at low tide. It has little habitat value given its highly modified bed and banks.

Runoff from surrounding areas enters the canal at a low level, and there is little opportunity within the park to treat stormwater before it reaches the canal. A small constructed wetland has recently been restored at Blackmore Oval.

Land along Hawthorne Canal, including Richard Murden Reserve and Hawthorne Parade, is low lying and subject to tidal inundation during king tides as well as occasional flooding. Marion Street is subject to occasional flooding at the GreenWay crossing.

### **Active Transport:**

There is an existing shared path through Richard Murden Reserve, which is narrow and winding. There are a few points of conflict with other park users.

Many bicycle riders choose to ride along Hawthorne Parade instead, which is flat, and relatively quiet. However roundabouts and narrow points can be challenging to negotiate with vehicular traffic.

There are three places where you can cross the canal and light rail from east to west:

- tunnel under light rail south of Hawthorne light rail stop
- pedestrian bridge across canal near light rail stop
- shared pedestrian and bike bridge at northern end of canal

There is an existing connection to the Bay Run at the northern end of Richard Murden Reserve, and several on-road options to travel from this area towards the city.

The Marion Street crossing at the southern end of the precinct is awkward and not aligned with the GreenWay. Cyclists are currently required to dismount.

### **Recreation:**

This is an important area for recreation, including:

- Popular dog off leash area at Hawthorne Reserve
- Sports courts distributed throughout the park
- Exercise equipment distributed along the shared path
- Playground, barbeques and picnic tables located centrally
- Active bushcare sites
- Boat launch at northern end
- Café Bones
- Mens Shed

Different areas have different characters. Given its location and scale, this park could play a role as a regional park. However at the moment, it reads as a confused collection of disparate elements and lacks coherency as a regional park. Many spaces are poorly utilised. The park offers a very different experience to the busy Bay Run.

### **Culture:**

There is a cluster of arts and cultural organisations in proximity to the northern end of this park, including Canal Road Film Centre. However these places currently do not address the park.

The park has been the location of GreenWay festivals and of the Art on the GreenWay event.

Café Bones has a unique character and there are a couple of public art pieces in the park, but otherwise there are few placemaking elements that make this park feel special.

A distinct feature is the underpass under the City West Link Road, and the former Lilyfield Road bridge. These form interesting spaces which lend themselves to activation, but currently lack amenity. Noise levels are high on the Lilyfield Road bridge.

The Leichhardt Community and Cultural Plan 2011-2021 identifies Hawthorne Reserve (along with Leichhardt Park, Callan Park and Cockatoo Island) as part of an emerging cultural precinct, designated as the "Iron Cove Recreation and Cultural Precinct". The precinct is a location for cultural and community activities, innovative programs, creative industries and incubators.



Cafe Bones and dog off-leash area on eastern side of Hawthorne Canal



The park includes tennis courts, netball courts, basketball courts, exercise equipment and a playground, but is dominated by informal open turfed areas



The existing shared path



Hawthorne Parade



Hawthorne Canal is a significant feature of the northern GreenWay.



Bushcare in the park



Canal Road Film Centre



TreeCycle Sculpture by local artist Graham Chalcraft

## 3.3 Gadigal Reserve Precinct

The Gadigal Reserve Precinct is a narrow corridor dominated by the Hawthorne Canal, which contains an existing narrow shared path and vegetation. At its southern end it widens out into Gadigal Reserve, where the open space contains ecological restoration on the western and a dog off leash area on the eastern. The narrow corridor is bisected by Parramatta Rd and bordered by Marion St and Longport St.

Note that Gadigal Reserve is elsewhere referred to as “Cadigal Reserve”, however Gadigal is also a common spelling of the same word, and Gadigal is the spelling normally adopted by Inner West Council. A formal change of the name will be explored with the Geographic Names Board.

### **Ecology:**

This section of the GreenWay stands out as a high quality part of the ecological corridor. This whole section of the GreenWay has good canopy cover, and in Gadigal Reserve west of the stormwater channel, there is also a healthy native understorey. Gadigal Reserve is a popular long-running bushcare site.

Between Marion Street and Parramatta Road, fig trees dominate and there is little understorey. Within and to the east of the light rail corridor, there is dense but weedy vegetation.

Gadigal Reserve includes an Eastern Bentwing Bat roost. Ringtail possums, Grey-headed flying foxes, and eastern water dragons have also been sighted.

The Hawthorne Canal stormwater channel is a prominent feature through this section of the GreenWay – it is quite visible in the landscape.

There is a small ecological restoration site at Lords Road, which consist of native understorey.

### **Active Transport:**

A key feature of this section are two busy road crossings at Longport Street and Parramatta Road. These crossings are awkward for pedestrians and cyclists, particularly Parramatta Road. During community consultation, bicycle riders frequently mentioned these crossings as problem spots.

From a cycling perspective, there are relatively few good opportunities to cross either Parramatta Road or the main western railway line, so even though it is awkward, this section of the GreenWay is still well used.

There is an east-west connection under the light rail line to Lords Road, which is well used.

### **Recreation:**

There is an existing shared path from Marion Street to Grosvenor Crescent on the southern side of Gadigal Reserve, and this is already popular as a walking and riding route.

The existing shared path is approximately 3 m wide from Marion Street to Parramatta Road, which works well for the current level of use. Within Gadigal Reserve the path is typically 2.0 to 2.5 m wide and has some narrow points and blind spots.

There is a relatively quiet, isolated dog off leash area at Gadigal Reserve. While it appears well-worn, it is often quiet and can have an isolated feeling due to its limited access.

There are otherwise few opportunities for other types of recreational activities. Lambert Park is nearby along Marion Street, but is effectively disconnected from the GreenWay corridor.

### **Culture:**

Gadigal Reserve stands out as a place to celebrate the area's history and ecology. It includes several pieces of heritage infrastructure:

- Battle Bridge across Parramatta Road
- The whipple truss bridge
- The sewer aquaduct which cuts diagonally across the reserve
- The water main near Longport Street

There are also other prominent pieces of infrastructure which shape the space, including the structure supporting the Main Western Railway Line, and Battle Bridge (Parramatta Road).

The Gadigal Reserve is named after the Gadigal people of the Eora Nation. The water course was traditionally viewed as the tribal boundary between the Gadigal and Wangal people.

The mural in the Lords Road tunnel is an important existing public art piece. The stormwater channel through Gadigal Reserve and in Lambert Park also have prominent graffiti walls.

The figs were planted in the late 1980's as part of the “greening the grey spots” program, and give this stretch of the GreenWay a distinct character.



Fig tree-shaded cycle path along the Hawthorne Canal north of Parramatta Rd



Existing dog off leash area in Gadigal Reserve



Parramatta Road at the GreenWay



Existing path in Gadigal Reserve is narrow and has some tight bends and blind spots



Hawthorne Canal stormwater channel



There is some good quality bushland and active bushcare within Gadigal Reserve



Heritage listed sewer aquaduct is a prominent and interesting feature



View up to the heritage listed whipple truss bridge and Main Western Rail Line

## 3.4 Mills Precinct

The Mills Precinct is comprised of two main areas, bisected by Old Canterbury Road: the area within the light rail corridor and the adjacent development sites; and Weston Street, where the GreenWay travels on-road.

### **Ecology:**

At Lewisham West, there is effectively a gap in the ecological corridor, with few trees or shrubs between Longport Street and Old Canterbury Road, and significant recent disturbance due to construction activity.

South of Old Canterbury Road, there is a reasonable (though sometimes quite narrow) habitat corridor in the light rail land. This area does not have any public access so is protected from foot traffic. There is one spot where this corridor is wider and abuts Weston Street. This is a notable patch where bird calls stand out above other noises in the urban landscape.

The Davis Street bushcare site is located just east of the Waratah Mills light rail stop. There are biodiversity offset sites located near Fred Street in Lewisham and Little Street in Dulwich Hill. These offset sites were established to meet the requirement to offset native and weedy vegetation loss caused by the light rail project.

Hawthorne Canal passes through this section in an open concrete channel, but only glimpses of it are visible in the landscape.

### **Active Transport:**

Currently this area is difficult to negotiate by bike or on foot. There are only a few sections of walking path through the Lewisham West development area, and otherwise pedestrians and bicycle riders need to use the surrounding street network, which are busy roads - not safe and pleasant for pedestrians and cyclists.

Old Canterbury Road is a significant barrier which is very difficult to cross. The nearest traffic signals are at Toothill Street. Otherwise there is a small traffic island at Windsor Road. Traffic signals are proposed to be installed on Old Canterbury Road at Weston Street, as part of the Summer Hill Flour Mills development.

Weston Street is a quiet street which is pleasant to walk or cycle, but doesn't attract significant active transport use, given that it is not currently well connected to other routes.

### **Recreation:**

Lewisham West is changing rapidly, with several new apartment buildings recently built or under construction providing over 1000 new apartments. This will increase the demands on open space for recreation.

At Lewisham West, some new parks have been installed, including a play space, picnic and barbecue facilities, and informal gathering areas. There are spaces along the light rail corridor which are currently open and unused.

Between Old Canterbury Road and Davis Street, there is little public open space other than the streetscapes. The light rail corridor is inaccessible in this area.

### **Culture:**

The flour mill buildings are significant heritage items and also prominent features in the landscape. They recall the industrial history of the area and the former use of the light rail corridor as a goods line. Street art is disappearing with redevelopment, while the light rail project included public art installations.

Lewisham West is a place in transition, and its new character is only just beginning to emerge. In contrast, Weston Street is a long established residential street which is well loved by its residents. It is quiet, relatively well treed and well kept.



New development parks and open spaces at Lewisham West



There is space within the existing light rail corridor – this images shows the western side



Pedestrian connection alongside new development on eastern side of light rail corridor



Weston Street where the route is on-road



Fred Street biodiversity offset site located immediately south of Old Canterbury Road



Vegetation at the bend in Weston Street - great bird habitat and a good spot to stop and listen to the birds



Summer Hill flour mills



Bandicoot sculpture at Waratah Mills light rail stop

## 3.5 Dulwich Hill Parks Precinct

The Dulwich Hill Parks Precinct includes a well vegetated light rail corridor with adjacent neighbourhood parks. The corridor is broken up by Constitution Road and New Canterbury Road. There are few places to cross the light rail corridor in the precinct.

### **Ecology:**

The Waratah Mills bushcare site is one of the oldest along the GreenWay. It is also connected to other ecological restoration sites:

- in the corner of Johnson Park – recently established as a light rail biodiversity offset site
- adjacent to Hoskins Park (Pigott Street bushcare site) in the light rail corridor

The Davis Street bushcare site is also immediately north of Davis Street. Together, these sites represent one of the more significant patches of native vegetation along the GreenWay corridor.

South of Constitution Road, the light rail is in a steep cutting. The embankments are currently inaccessible but well-vegetated. Although this vegetation is weedy, it has value as habitat, particularly for small birds. Remnant native vegetation is present in this part of the corridor.

The lower end of Pigott Street and Terry Road, near the light rail corridor, are subject to frequent localised flooding.

### **Active Transport:**

Road crossings in this section include Davis Street, Constitution Road and New Canterbury Road. Davis Street has a pedestrian crossing and New Canterbury Road has traffic signals, however Constitution Road is difficult to cross. Works are proposed in 2018 to provide new pedestrian refuges at the Constitution Road/Williams Parade roundabout, which will be the closest crossing to the GreenWay.

Currently, commuter bicycle riders use relatively busy roads in this area, such as Union Street, Windsor Road, Constitution Road and Denison Road. However these streets do not provide a welcoming or safe option for bicycle riders of all abilities.

The path through Johnson Park is connected to Constitution Road and Windsor Road and is therefore only accessible to those bicycle riders willing to negotiate these streets.

For pedestrians, there are also few alternatives to the street network. There are pedestrian paths through Hoskins Park, Arlington Reserve and Laxton Reserve.

### **Recreation:**

This is an important recreational hub, with several parks in close proximity:

- Hoskins Park is a neighbourhood park with a popular playground and basic picnic facilities
- Johnson Park is a busy park which attracts visitors from a wider area. It has a playground, barbeque facilities, cricket nets and basketball courts, and is popular for parties. It has a part-time dog off leash area and also accommodates the Magic Yellow Bus, which visits once a week
- Arlington Reserve is a synthetic soccer pitch
- Laxton Reserve has another playground, picnic facilities and kickabout space

There is an existing 3.5 m path through Johnson Park which is not signposted as a shared path, but is marked as a cycle route on local cycle maps and is used by bikes.

### **Culture:**

Each of the parks in this area has its own distinct character, and all are well used. The bushcare sites are highly valued by the volunteers who maintain them.

Specific notable features include the Waratah Mills building, heritage listed items in Hoskins Park, and existing public art pieces associated with the Waratah Mills and Arlington light rail stations.



Johnson Park playground



Hoskins Park Playground



Main path through Johnson Park



There is a narrow existing link between the north end of Johnson Park and Windsor Road



Waratah Mills bushcare site



Johnson Park bushcare site



Waratah Mills repurposed buildings



Johnson Park sometimes hosts cultural events such as this 2011 GreenWay day of action. Carols and movie nights are also held in the park

## 3.6 Dulwich Grove Precinct

The Dulwich Grove Precinct comprises two main areas: the light rail corridor, which is relatively wide here; and the existing Jack Shanahan Reserve.

### **Ecology:**

The area within the rail corridor between Hercules Street and Jack Shanahan Reserve has few trees and only basic understorey cover; however, it does include an unformed drainage line, which is the only example in the GreenWay corridor of a significant stormwater drainage line that has not been piped or channelised. It is currently weedy but has existing habitat value.

The northern end of the light rail corridor between Hercules Street and Jack Shanahan Park is a biodiversity offset site.

### **Active Transport:**

Key destinations in this area include:

- Dulwich Hill Public School
- Dulwich Hill light rail station
- Dulwich Hill Station
- Shops along Wardell Road

Currently, pedestrians and bicycle riders use streets such as Hercules Street and Beach Road to navigate this area. However these streets do not provide a welcoming or safe option for bicycle riders of all abilities.

Dulwich Hill Public School is a key node where people would like to improve active transport access. One of the main approaches to the school is Hercules Street, which has a wide roadway, narrow footpaths and has few safe crossing points.

### **Recreation:**

Jack Shanahan Reserve is an important recreational hub, particularly for young people. It features skate bowls, a multi-purpose basketball/tennis court and basic picnic facilities. The park was upgraded relatively recently, when the light rail was constructed.

Jack Shanahan Reserve is very popular and serves part of the community who are often relatively poorly catered for in public spaces.

It has sometimes been noted that Jack Shanahan Reserve can feel enclosed and isolated due to its location between three railway lines. It previously had only one access point (off Terrace Road). Now, access to the Dulwich Hill light rail station has introduced more through traffic and improved passive surveillance in the park, reducing the feeling of isolation.

### **Culture:**

In Jack Shanahan Reserve, there is some artwork celebrating youth culture, for example walls painted with street art. However, most of the cultural interest in the park is about the people who visit.



Basketball / tennis courts at Jack Shanahan Reserve



Skate park at Jack Shanahan Reserve



Dulwich Grove light rail



New Canterbury Road is very busy but there are existing traffic lights



Looking south from Hercules Street down the light rail corridor at existing vegetation within the corridor



Creek & vegetation within rail corridor



Youth culture at Jack Shanahan Reserve



Street art

## 3.7 Cooks River Precinct

The Cooks River Precinct comprises two distinct zones: the parklands and golf course along the Cooks River; and the streets north of these up to the Bankstown rail line, which are typically wide streets with federation houses.

### **Ecology:**

In this area, the streetscapes include a mix of different vegetation styles. For example:

- The east-west section of Ness Avenue has large and well established trees
- The north-south section of Ness Avenue has relatively little vegetation

Private gardens contain a mix of vegetation typical of the area. The golf course includes some significant stands of trees and individual trees.

In this area, for the most part the Cooks River has engineered banks (sheet pile walls), however some sections of this have been removed and a more natural bank profile has been restored (e.g. near Lang Road and along the edge of Ewen Park).

There is a significant stand of mangroves on the southern side of the river near Wardell Road.

Land along the Cooks River is low lying along and Tennent Parade and Lang Road are subject to tidal inundation during king tides as well as occasional flooding. The Marrickville Golf Course is also subject to occasional flooding.

### **Active Transport:**

In this area at the moment, pedestrians and bicycle riders need to negotiate the area on-road using the street network. Many of the streets between Gamet Street and Wardell Road are relatively quiet, but they do feature some fast-moving through traffic, particularly at peak hours, and slow points can be points of conflict between vehicles and bicycle riders. Apart from the slow points, most of these streets have a wide roadway.

Crossing Ewart Street is currently challenging, as it is a busy road. At the Ewart Street/Terrace Road roundabout there is only a small pedestrian island which provides limited space for bikes or other equipment.

There are two river crossings in this vicinity. The Lang Road footbridge is narrow and not rideable, however Canterbury Bankstown Council has plans to upgrade this bridge. Wardell Road is busy and the footpaths across the bridge are narrow and not protected from the traffic lanes, so Wardell Road bridge is a poor option for either pedestrians or bikes.

### **Recreation:**

In this precinct the GreenWay will connect with the Cooks River shared path, which is an important recreational route running along the Cooks River. Also in this area is:

- The western end of Marrickville Golf Course, an important recreational facility for residents in the area
- The eastern end of Ewen Park, which includes sports fields and a playground
- The private Wills Ground on the south side of the Cooks River

Immediately adjacent to the Cooks River, in between the golf course and Ewen Park, there is the site of a former Sydney Olympic Sporting Club, which included tennis courts and a large carpark, and was used by the local Greek community. It closed in 2005 and was subsequently demolished in 2010.

Elsewhere along the Cooks River (e.g. Steel Park, Gough Whitlam Park), picnic spots are very popular, but this area lacks an attractive picnic area. The Ewen Park playground is usually quiet.

### **Culture:**

The Cooks River is well loved in the community and is gradually being restored as a place of natural beauty and as a functioning ecosystem.

The River is a clear destination and end point for the GreenWay, however at the moment this area is more a place to pass through than a place to stop and take in.

There are stories to be told here about Aboriginal connections to the River, settlement history and recent community efforts to restore native vegetation.



Marrickville Golf Course on the Cooks River



Cooks River shared path



Ness Avenue (on road route)



The Lang Road footbridge is narrow and steep, requiring bicycle riders to dismount at either end of the bridge



Significant trees on the golf course



The Cooks River with riverbank vegetation



Disused tennis courts at Ewen Park between the river and Tennent Parade. This space could be renewed and activated.



Along the Cooks River the Mudcrabs community group are active in bushcare





4.0  
STAKEHOLDER ENGAGEMENT

# 4.1 Engagement Method

This section summarises the method and results from community engagement, undertaken in 2017 to inform the Master Plan. *The GreenWay Master Plan: Community Engagement Report* (Appendix A) provides a full report of the Engagement process and results.

## Aims

The engagement aimed to be as inclusive as possible with a variety of digital, postal and in-person forums for feedback. In addition to the general community, key GreenWay stakeholders, Council staff and local youth were invited to submit comments and ideas.

## In-person Engagement Sessions

In-person engagement with stakeholders, the community, and Council staff for the Master Plan was completed in October and November 2017. The purpose was to set the strategic direction for the Master Plan, including big picture site analysis, key precedents and the vision and principles for the GreenWay. The sessions consisted of the following (dates, locations attendance numbers are listed in the map below):

- **Informal community drop-in sessions** at the Marrickville Festival and at the Norton Street Fiesta where Council and McGregor Coxall staff were available to listen to the community's ideas and concerns, gather input and respond to questions. These sessions were advertised as part of festival promotions.
- **Nine on-site community drop-in sessions** (1.5 hours each) at key points along the GreenWay. At least one representative each from Council and McGregor Coxall were available to facilitate activities and for further discussion regarding the Master Plan. The sessions were advertised by poster pin-up.
- **Three evening stakeholder workshops** with representatives from the Inner West Environment Group, Friends of

the GreenWay, the GreenWay Steering Committee and the Inner West Bike Coalition. Attendees took part in activities and discussion. Attendance was by invitation.

- **Youth session at Summer Hill Public School** as part of a coursework module run by the school
- **Council staff workshop**; sought input from all disciplines within Council. Participants were asked to flag important existing features along the GreenWay, particularly the less obvious features that relied on their detailed knowledge, and to nominate ideas they would like to see implemented in the future. They also drew up some ideas on maps in the Mapping Exercise.

## Online and Postal Engagement

A **newsletter** was distributed to the 12,000 properties within 400m of the GreenWay providing information on the project scope and timeline and directing the community to a **web-based survey** on Council's 'Your Say Inner West' website. The survey aimed to:

- confirm previous engagement on how stakeholders currently use the existing space;
- understand how the stakeholders want to use the newly unlocked space and existing space in the future;
- understand what infrastructure and open space improvements in the corridor and surrounding streets would improve the stakeholder's experience in the future.

The survey was open from 13 October to 15 November 2017. 1,100 people visited the website and 161 completed the survey.

**Postal submissions** to Inner West Council were also reviewed.

Concurrent with the GreenWay Master Plan engagement, Inner West Council undertook separate community engagement on proposed netball court development in the north end of Richard Murden Reserve, which indicated strong support for proposed additional netball courts.



Figure 10. Engagement Locations

### Flagging Exercise

Each of the nine on-site community drop-in sessions and the three stakeholder workshops employed a Flagging Exercise where participants were asked the following four questions and to indicate on the map where each comment was applicable. The following questions were standardised across all consultation sessions to ensure consistent results:



- What is your favourite place and why?
- What is your least favourite place and why?
- What would you like to stay the same and why?
- What would you like to see changed and why?

This was the main tool used to map community issues and valued assets, and catalogue changes that the community would like to see in the Master Plan.

### Mapping Exercise

Participants at the Stakeholder and Council Staff sessions were asked to illustrate specific ideas for specific places by drawing on a map.



## 4.2 Summary of Comments Received

### General

#### From the general community:

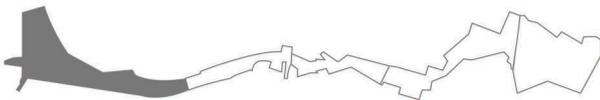
The most popular places along the GreenWay were concentrated around key community hot spots that provided either a distinct character or community facility, such as the dog park and cafe at Hawthorne Reserve, or Gadigal Reserve (for its quiet character and natural setting). Least favourite places were spread across the GreenWay and were linked to access and connectivity issues such as difficult crossing conditions and missing links in pedestrian and cycle networks, and issues related to bicycle rider and pedestrian facilities.

#### From invited stakeholders:

The need to use the 2009 Master Plan was reiterated and key focus areas were highlighted; related to existing urban renewal programs, missing links, biodiversity, stormwater. Other concerns related to delivering the whole GreenWay within budget, bicycle rider experience including catering to a range of skills, speeds and bicycle types, and recognition of local Aboriginal heritage.

#### From Council staff:

There was a focus on ecology in the form of protected habitat areas, native understorey planting and pest species control. WSUD and gross pollutant controls were another ecological focus. Arts and culture concerns focussed on local art and sculpture, as well as Aboriginal and other heritage stories. Bicycle rider, pedestrian and dog-walking conflicts can be ameliorated through protocol and signage.



### Hawthorne Canal Precinct

Most users of this section of the GreenWay arrived by bike and utilised the area for bike riding, walking or running. Most agreed that the area has a nice character but, to improve on the experience, suggested a shared path, improved lighting, and emphasised the importance of trees, landscaping and Bushcare.

#### Iron Cove

- Create an identifiable arrival experience
- Improve connectivity to the GreenWay from the Bay Run and Lilyfield cycleway
- Activate the waterfront
- Incorporate heritage interpretation
- Improve intersections and crossings at Iron Cove
- Improve pedestrian safety and amenity with shared path

### Richard Murden Reserve

- Avoid pedestrian-bicycle rider conflict at peak times by widening of the path and speed mitigation
- Maintain and expand Bushcare program
- Preserve and enhance community facilities with the addition of a fishing jetty, exercise area and bike loop

### Hawthorne Reserve

- Maintain and improve the dog park
- Facilitate dog access to the canal
- Separate the dog off-leash area from Cafe Bones and bicycle riders
- Maintain Bushcare program
- Provide more community facilities such as children's water play and picnic areas
- Increase signage and wayfinding

### At Marion Street

- Introduce signage and art at Marion Street intersection
- Provide a shared path along Marion Street



### Gadigal Precinct

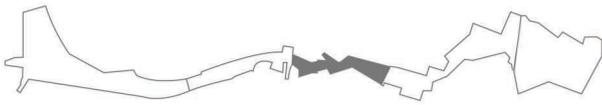
Visitors to this section of the GreenWay arrive mostly by bike, followed by walking and light rail. Facilities of most value to users include a shared path, trees and landscaping, path lighting and bushcare. The strong demand for improved lighting can be linked to repeated concerns about feeling unsafe in the area at night.

#### Figs

- Expressed love of the fig canopy and the sense of enclosure provided by the trees
- Maintain Bushcare program
- Improve lighting along the shared path
- Improve ease of access across Parramatta Road

### Gadigal Reserve

- Improve links and accessibility to Gadigal Reserve (particularly Parramatta Road & Longport Street crossings)
- Improve the width and navigability of the pathways
- Maintain Bushcare program
- Improve lighting and safety throughout the area, which is generally considered to be poor. Areas of particular concern included the section from Parramatta Road to Longport Street, Brown Street and the Longport Street/Railway underpass.



## Mills Precinct

Most users of this section arrive by bike or foot, with others coming by train and bus. Facilities of most interest to visitors include lighting, trees and landscaping, and a community garden, with a strong emphasis on the need for a shared path or shared zone. Most respondents regularly use Weston Street for access and were likely to use it more if either a new shared path or shared zone were installed. They also noted that more wayfinding, signage for slower traffic speeds and a safer crossing point are important for this area.

### Lewisham West

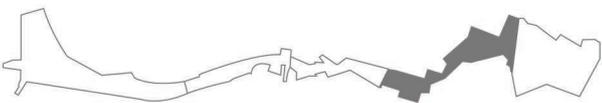
- Expressed love for the historic flour mill context
- Road crossings and connections need improvement throughout the area for the safety of both pedestrians and bicycle riders. Crossings at Longport, Smith and Old Canterbury Rd were of particular concern, with an overall desire for better connectivity to Gadigal Reserve. It was also noted that a safe crossing is needed at Hudson Street, across Old Canterbury Road.

### Weston Street

Residents valued the quiet nature of their street. They expressed concerns over the following:

- Potential impacts on residential amenity and parking
- Potential noise associated with GreenWay events
- That alternate route options should be considered

Concerns about the proposed signalisation of the Weston Street/Old Canterbury Road intersection also emerged during the Master Plan process, with the major concerns being the potential for the traffic signals to induce traffic on Weston Street, and the access implications for properties along the service lane off the northern end of Weston Street.



## Dulwich Hill Parks & Grove Precinct

Visitors to this section come mostly by bike, with some coming by foot, light rail and from the Cooks River. Like other sections of the GreenWay, the community would like to prioritise a shared path, lighting, trees and landscaping, and bushcare.

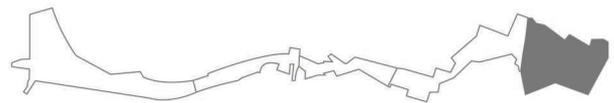
### Dulwich Hill Parks

- Keep the bushcare sites at Hoskins Park
- Preserve and improve children's playground at Hoskins Park with additions such as active nature play areas

- Implement speed mitigation strategies to address conflict between bicycle riders and children
- Preserve the quiet nature of Hoskins Park
- Increase offering of amenity to support play facilities such as toilets and cafes.
- Provide safe link between Johnson and Hoskins Park

### Dulwich Grove

- Love for existing skate facilities and a desire to expand on these with the addition of nature-based adventure play and provisions for older kids
- Increase vegetation and clean up the existing vegetation
- Improve linkages between the GreenWay to Union Street, under New Canterbury Road and to existing connections.



## Cooks River Precinct

There was an overwhelming response that the community would walk and ride between Jack Shanahan Reserve and the Cooks River if it was safer and easier. People would like to see the streets of south Jack Shanahan Reserve have either an off road shared path adjacent to the Marrickville Golf Course or a dedicated separated cycle way in the existing road alignment.

### Cooks River Parklands

Comments for this area focussed on circulation through and around the golf course and a love of the existing community facilities.

- Improve circulation around the golf course
- Improve Wardell Road bridge and crossing and provide Links under Wardell Road
- Provide better lighting
- Love the playgrounds
- Provide better connection to Sydenham-Bankstown; i.e. more direct and avoiding streets where possible
- Provide additional shelters and amenities for family outings
- Provide cafe facilities
- Provide a greenhouse for a community garden
- Provide additional dog parks at southern end of the GreenWay

## 4.3 Public exhibition

### Public exhibition process

The draft GreenWay Master Plan was presented to Council at its 22 May 2018 meeting. Council resolved to place the draft GreenWay Master Plan on public exhibition. The draft Master Plan was subsequently exhibited from 25 May 2018 to 25 June 2018.

The draft plan was exhibited on Council's consultation website, "Your Say Inner West". Hard copies of the draft master plan were also made available at Ashfield, Leichhardt and Petersham Service Centres and at Dulwich Hill, Haberfield and Marrickville Libraries

Exhibition of the draft plan was advertised on Council's consultation website, "Your Say Inner West", a newsletter was delivered to all properties within 400m of the Greenway, around 12,000 properties, and posters advertising the exhibition were also put up along the corridor in parks and at light rail stops. The draft plan exhibition was also promoted on social media through Council's Facebook and Twitter accounts.

Comments on the draft master plan were sought through the Your Say Inner West website and also through an interactive online map. Comments were anonymous but users were asked to provide their suburb. Email or written comments were also accepted.

The Your Say Inner West website contained a survey asking "Do you support the GreenWay Master Plan?" and users were asked to nominate either "Yes", "Yes in principle but with changes outline below", or "No". Users then had the option to leave written comments directly and/or attach submissions.

The social pinpoint site contained an interactive map of the master plan. Community members, stakeholders and anyone else with an interest in the project could add feedback on the draft master plan to the interactive map by zooming in to an area of interest and dropping a pin to make a comment. Users were able to use themed pins to make comments on specific aspects of the master plan. The pins were aligned with the four main themes of the draft master plan: walking and riding, ecology, recreation, and arts and culture. Users could also give "thumbs up" or "thumbs down" to other users comments.

### Public exhibition response

The Your Say Inner West consultation website was visited over 4200 times during the exhibition period. This included:

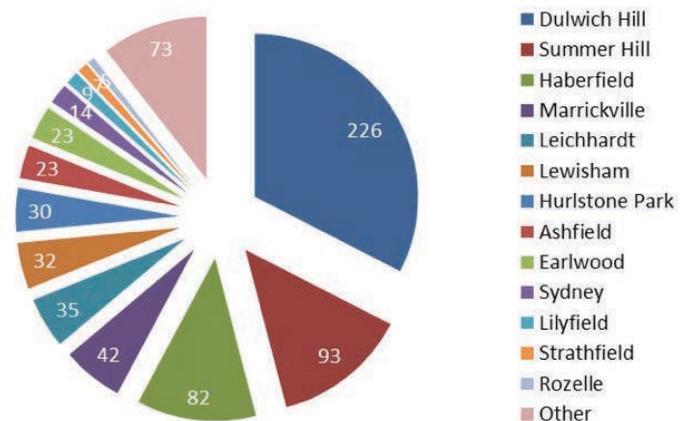
- 3269 Aware users who viewed the site
- 757 Informed users who downloaded a document or multiple pages
- 206 Engaged users who participated in the survey

The video prepared to promote the exhibition received over 3,000 views on Facebook and YouTube.

Around 700 responses were provided through all engagement platforms. Including:

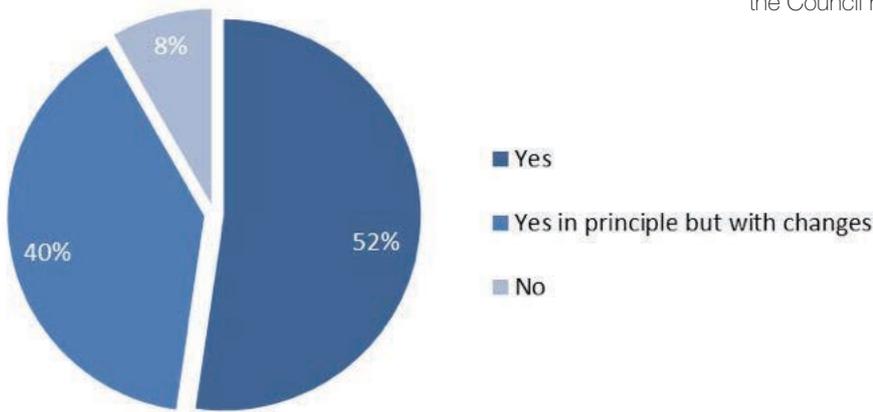
- 206 responses through your say inner west, of which 148 provided written responses
- 480 written responses through the social pinpoint interactive map
- 7 written responses received directly via email

Responses were overwhelmingly received from residents within the Inner West area and specifically along the GreenWay corridor. The most comments were received from residents in Dulwich Hill (33%), Summer Hill (13%), Haberfield (12%), Marrickville (6%), Leichhardt (5%), Lewisham (5%), Hurlstone Park (5%), Ashfield (4%) and Earlwood (4%).



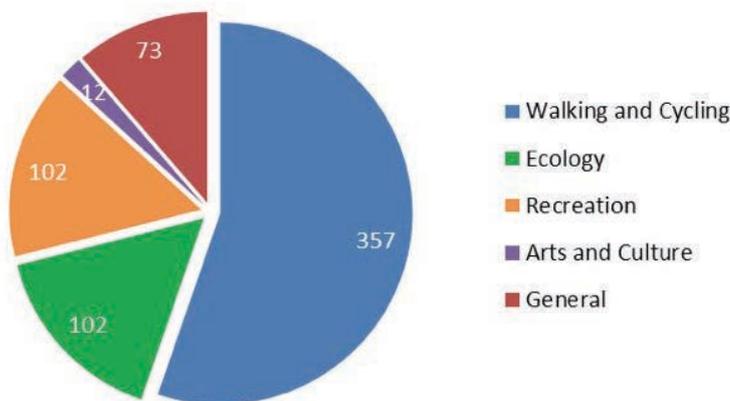
### Public exhibition results

The results of the Your Say Inner West survey showed broad support for the draft plan with 92% of responses either supporting the draft plan or supporting the plan with changes. Only 8% of responses did not support the plan.



Of the 206 responses through your say inner west, 148 provided written responses. In addition to this 480 written responses were received through the social pinpoint interactive map and 7 written responses received directly via email.

The written responses overwhelming focused on the theme of walking and cycling (55% of written responses), followed by ecology and recreation (16% of written responses each) and arts and culture (2% of written responses). The remaining responses were general in nature or on multiple themes (11% of written responses).



Based on the feedback from the community, agencies and staff, minor amendments to the draft master plan were made.

### Council Adoption

The GreenWay Master Plan was adopted by Inner West Council at its meeting held 14 August 2018.

Council voted unanimously in support of the Master Plan. Minor amendments to the final draft master plan were made based on the Council resolution