

Stair to Callan Park from sand pit. Photography by Welsh + Major Architects.

Appendix A



1943 Aerial Imagery [six maps] Site boundary 2019 1788 shoreline [approximate] Heritage listed items Heritage conservation area

HERITAGE LISTED ITEMS + CONSERVATION AREAS		
01 Pumping Station (former) (Item no 787)	04 Site of Aboriginal Midden OR landscape elements? xxx	07 Single Storey Shops. 731-735 Darling Street (item no 748)
02 Balmain Power Station Admin Building (former) (Item no 786)	05 Sewerage pumping station 27 (former) (State heritage item no 01341)	08 Ambulance + Fire Brigade Training Centre (former) (item no 750)
03 Iron Cove Heritage Conservation Area (Conservation area C6)	06 Callan Park Conservation Area + Buildings (State heritage item no 00818)	09 Maxwell House, 757 Darling Street (item no 751)
		10 Iron Cove Bridge (1955) (item no 17) - Canada Bay LGA
		11 Iron Cove Bridge Abutment (1882) (item no 243) - Canada Bay LGA

HISTORICAL ANALYSIS

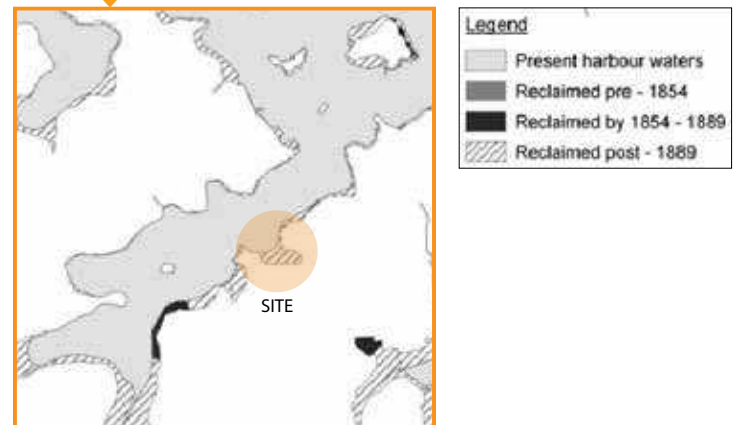
First Nations History

Prior to European colonisation, the Rozelle area was inhabited by the Wangal band of the Dharug (Eora) language group. The territory of the Wangal people extends along the southern shore of the Parramatta River to Parramatta. Suburbs close to the city such as Glebe are also the home of the Gadigal and Wangal ancestors. The surrounding bushland was rich in plant, bird and animal life with fish and rock oysters available from Blackwattle Bay. Fish and shellfish were staples in the diet of the local Aboriginal people. Sixteen midden sites have been identified within Leichhardt with four accessible to the public. The middens are dated at approximately 500 years old, and are recognised as significant by the Metropolitan Local Aboriginal Land Council and archaeologists. The closest midden site to King George Park is located at Callan Point.



European History

Following European colonisation the foreshores of Sydney estuary were modified to accommodate large fleets of ships transporting people, manufactured goods and agricultural produce. The modifications also acted to remove mud flats at the heads of embankments and create recreational and residential areas close to the water. Reclamation was not confined to the port area but expanded throughout the Sydney estuary. To date a total of 1135 hectares, or about 22% of the estuary, has been in-filled, mostly upstream of Sydney Harbour Bridge.¹



Birch, Gavin & Murray, Orla & Johnson, Ian. (2009). Reclamation in Sydney Estuary, 1788–2002. *Australian Geographer*. 40. 347–368. 10.1080/00049180903127788.

During the 20th Century Rozelle developed into a dense industrial suburb with few parks - much of its open space to date has been gained by reclamation of land. King George Park was reclaimed from tidal mud flats in 1911 to create Rozelle's second recreational ground, dedicated as a public park in 1912.²

The park was leased to the Commonwealth during World War II (c.1942 - 1963), during which time three large storage sheds were erected on the southern side of the park. The land is now owned by the State Government and managed and administered by Inner West Council.

Sewage Pumping Station SPS 27 (Item 05 on adjacent map)

A low level pumping station constructed by the Metropolitan Board of Water Supply and Sewerage (MBWS&S) between 1911 and 1912 to collect and pump sewage from the low lying harbour foreshore area into the 1889 Bondi Ocean Outfall Gravitation Sewer system.

The sandstone structure with timber framed sash-style windows, and hipped corrugated iron roof topped with a louvred roof vent sits on the grounds of neighbouring Callan Park and was designed to be stylistically similar to the nearby Kirkbridge buildings.³



Former Sewage Pumping Station 27 in 2019. Photography by Welsh + Major Architects.

SPS 27 reached the end of its useful life in the 1990s, and was decommissioned in 1997 when it was replaced by a new submersible station located directly adjacent to it.³

The title for the site is currently held by Sydney Water, who completed conservation works to the station in 2014. A free-

01. Birch, Gavin & Murray, Orla & Johnson, Ian & Wilson, Andrew. (2009). Reclamation in Sydney Estuary, 1788–2002. *Australian Geographer*. 40.347–368.10.1080/00049180903127788. [ONLINE] [Accessed 8 October 2019] / 02. John Williams. Dictionary of Sydney. Rozelle. 2010. [ONLINE] [Accessed 8 October 2019] / 03. Sydney Water. Heritage Detail, Sewage Pumping Station No 27 (SP0027) former. 2016. [ONLINE] [Accessed 18 October 2019]

Appendix A



Districts of Balmain and Leichhardt prior to division into suburbs including Lilyfield, Rozelle, Birchgrove, Balmain East / 01. Map of Leichhardt, Higinbotham & Robinson c. 1984. Atlas of the Suburbs of Sydney, Dictionary of Sydney. / 02. Map of Balmain, H.E.C. Robinson c. 1906/1910. State Library of NSW.

HISTORICAL ANALYSIS

standing brick WC and concrete hard-standing around the building were added at some point, potentially in the 1990s. The level of the pumping station is below the current level of King George Park.

Etymology

King George Park is located in the present day suburb Rozelle, in the ward of Balmain. The district was named for William Balmain, a Scottish born naval surgeon who sailed to Sydney with the First Fleet in 1788 and to whom most of the peninsula was granted.

'Rozelle' is anglicisation of the French 'Rose Saille' meaning Red Sorrel. The word was adopted into language in colonial India but its connection to Sydney is unknown. A bay south of Balmain peninsula was named Rozelle Bay in 1875, and the name was adopted for the suburb's new post office in 1892 and subsequently became the name of the suburb.²

The park itself is presumably named after King George V – who presided over of the United Kingdom and the British Commonwealth during the period in which the park was proclaimed.

Iron Cove Bridge

The Iron Cove Bridge crosses Parramatta River at the mouth of Iron Cove to connect Rozelle with Drummoyne. The present day steel truss bridge is a replacement of the original 1882 bridge.⁴ The abutments of the original bridge are visible beneath the modern concrete bridge - the abutment which falls in Canada Bay LGA is heritage listed.

Construction commenced on the present day Iron Cove Bridge in 1947 and it opened to traffic in 1955. The Iron Cove Bridge has been assessed as being of State significance.⁵

Callan Park

Callan Park abuts the present day King George Park. Once a private residence, 'Garryowen', Callan Park was bought by the colonial government in 1864 and was adapted into a psychiatric hospital by construction of additional pavilions around the grounds. The design and layout of the hospital was influenced by European institutions, with a focus on creating connections to the natural environment.⁶

The hospital began to suffer from overcrowding in the 1920's and this was compounded by lack of funding after WW2. However the hospital continued to expand and operate into the 1980's when patients were discharged or relocated.⁶

The site was neglected for a time during the 1980's before being partially renovated and adapted for use by Sydney College of Arts. The college recently relocated, leaving the Callan Park site unoccupied. The site is still owned and operated/ controlled by the State Government (New South Wales), as opposed to the Local Government.



Sheds containing Rozelle parcels office, mail bag sewing and mail storage. 1950.
Source: Inner West Council resources.



Looking across original Iron Cove Bridge to Callan Park from Drummoyne, c.1880 - 1890.
Source: State Library of NSW.



Original Long (Iron) Cove Bridge, Sydney pre.1885.
Source: State Library of NSW.



Callan Park Hospital, Rozelle c.1883.
Source: State Library of NSW.

02. John Williams. Dictionary of Sydney. Rozelle. 2010. [ONLINE] [Accessed 8 October 2019] / 04. Dictionary of Sydney. Iron Cove Bridge. [ONLINE] [Accessed 8 October 2019] / 05. State Government. NSW Office of Environment & Heritage. Iron Cove Bridge. 2003. [ONLINE] [Accessed 8 October 2019] / 06. Peter Reynolds + Ken Leong. Dictionary of Sydney. Callan Park Mental Hospital. 2008. [ONLINE] [Accessed 8 October 2019]



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

Overview

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

Population growth

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

Rozelle experienced population growth slightly higher than the Greater Sydney average between 2011 and 2016 and was among the IWC suburbs which experienced the highest population growth. Further growth is anticipated, with an additional 49,049 people living in the IWC by 2036.

Open space provision

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

The provision of open space in Rozelle is slightly higher than the IWC average, with 14.2m² of council owned open space per person in 2016.

The neighbouring suburbs of Lilyfield and Balmain provide 19.5m² and 10.8m² open space per person respectively.

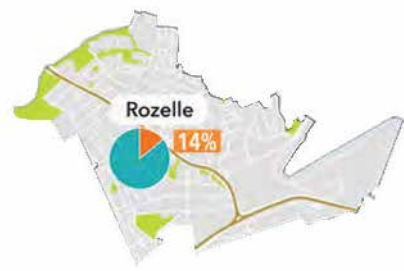
Appendix A



KEY
Icons show suburbs with a proportion above the LGA average or high number of:

- Babies and children (0 - 12yrs)
(over 12.9% or over 1,000 people)
- Young people (12 - 24yrs)
(over 13.1% or over 1,000 people)
- Older people (65yrs +)
(over 12.2% or over 1,000 people)
- People with disability
(over 4.5% or over 500 people)

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



KEY

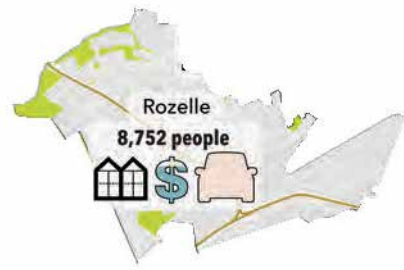
- % speaking English at home
- % speaking a language other than English at home
- > 1.5 % Aboriginal and Torres Strait Islander population

Languages spoken by more than 2% of the population:

Arabic	Portuguese
Cantonese	Spanish
Greek	Tagalog
Italian	Vietnamese
Macedonian	
Mandarin	
Nepali	

*in Leichhardt, while the proportion of people speaking a language other than English at home is relatively low, the number of speakers is very high: >2,000

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



KEY

Median weekly household income:

\$1,500 - \$1,749	% of households with cars:
\$1,750 - \$1,999	Under 75%
\$2,000 - \$2,499	75% - 80%
\$2,500 - \$2,999	80% - 85%
> \$3,000	85% - 90%
	Over 90%

Dominant dwelling type:

Low density	High density
Medium density	

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

Age + disability profile

Rozelle is home to a higher than average number of babies and children under 12 in the LGA.

Creation and maintenance of spaces or activities which cater to a young and growing demographic should be prioritised to cater for current and future population needs.

Cultural profile

Rozelle is less culturally diverse than other suburbs within the LGA. 14% of residents speak a language other than English at home, though the range of languages is very broad.

Park facilities, way-finding and site interpretation strategies should take this into consideration. Diagrammatic as opposed to text based signage should be considered since it can be understood across most languages.

Density, income + housing profile

Rozelle is characterised by medium density housing which is typical for the LGA. Income levels are above average, and car ownership is high. The majority of households have cars.

Implementing measures to encourage visitors to leave their cars at home and use the existing public transport infrastructure should be considered to avoid congestion of the local road network.



Site Boundary

Council Boundary

Open space

Sportsgrounds

Waterway

RTA Control

Canada Bay Council

Inner West Council

Sydney Harbour Foreshore Authority

THE BAY RUN

Gym/Pool

Playground

Fitness Station

Rowing club/Sailing club

SCALE 1:12500 @ A4

NEIGHBOURHOOD CONTEXT

Site Overview

King George Park is a district park - a medium sized park within the context of the Inner West Council Area. It was identified by the Recreation Needs Study as an intensively used facility which is working over capacity in terms of providing active and passive recreation opportunities.

Located in the suburb of Rozelle at the north edge of the Inner West Council Area, King George Park is one of a chain of parks along the Iron Cove foreshore. It connects regional parks to its west (Leichhardt Park and Callan Park), with local parks to its east (Bridgewater Park and Balmain Cove Park).

King George Park is bounded by Iron Cove, a busy road, a residential neighbourhood to two sides, a large electrical substation, and Callan Park; a state government owned park whose future condition is as yet undetermined.

The site is easily accessed by road and though car parking opportunities are limited the main road is well served by public transport. Opportunities for pedestrian and cycle access are also very good, with options to bypass main roads by travelling through connected green spaces on dedicated pathways. Its position at the intersection of a number of routes means that the park receives a lot of passive recreational traffic.

The Bay Run

The Bay Run is a popular pedestrian route and cycleway which circles Iron Cove for a total of 7km. The route passes through the Local Government Areas of Inner West Council to the south & City of Canada Bay to the north. The route passes through King George Park before crossing Iron Cove on the Victoria Road Bridge.

The Bay Run is typically a dual off-road cycleway and pedestrian path, separated by on-path line markings on the. Significantly, King George Park is the beginning

segments of the Bay Run which are located within Leichhardt Park are narrowed to form a shared path. It is also worth noting that the sections of the path which are delineated for cyclists and pedestrians swap over within Leichhardt Park for a short length of the overall Bay Run.

Local Parklands + Recreational Facilities

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

- Bridgewater Park (Inner West Council)
- Balmain Cove Park (Inner West Council)
- Callan Park (NSW State Government)
- Leichhardt Park (Inner West Council)
- Hawthorne Canal Parklands (Inner West Council)
- Blackmore Oval (Inner West Council)
- Robson Park (Inner West Council)
- Timbrell Park (City of Canada Bay)
- Rodd Park (City of Canada Bay)
- Neild Park (City of Canada Bay)
- Montague Park (City of Canada Bay)
- Brett Park (City of Canada Bay)

The are sports grounds and recreational facilities available within in these parklands have been mapped on the facing page.

Details on the capacity and condition of sports grounds and facilities have been assessed in detail within the Recreational Needs Study.

Cooks to Cove Greenway

The Bay Run route connects King George Park to the proposed Cooks to Cove Greenway master plan - a Green Grid initiative which aspires to create a continuous green corridor though the Inner West Council Area. The Greenway master plan has four broad objectives:

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

There is an opportunity to build upon these objectives through the King George Park Master Plan. This could include strategies such as:

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



NEIGHBOURHOOD CONTEXT

Major Roads

The two major arterial roads of the area include Victoria Road to the east and the A4 City West Link to the south.

New underground links area proposed as part of the Westconnex projects. 'Rozelle Interchange' will travel under Lilyfield and Leichhardt to connect to the M4 and M5 link tunnels, and the 'Iron Cove Link' connecting Iron Cove Bridge and Anzac Bridge will enable traffic to bypass Rozelle.

The existing overground roads provide an important connection between Sydney's CBD and western suburbs, but restrict the permeability of the local area by restricting the movements of pedestrians and cyclists, this will be compounded by a tunnel mouth discharging Victoria Road once the Westconnex projects are complete.

It is possible to avoid crossing over Victoria Road by using the waterfront path, but this is a less direct route, and is not obviously signposted.

Public Transport

There are a number of public transport links in proximity to King George Park.

- Bus routes connecting to Parramatta, Drummoyne, Macquarie University, North Sydney, Sydney CBD and Coogee.
- Light Rail providing services between Dulwich Hill and Central Station.

More than 10 bus routes travel up and down Victoria Road, connecting to Parramatta, Drummoyne, Macquarie University, North Sydney, Sydney CBD and Coogee. The closest bus stop to King George Park is just 140m/ 2minutes walk from the park entry. Bus is therefore considered to be a realistic and effective way to reach King George Park.

The Light Rail provides services between Dulwich Hill and Central Station, but the service is generally not considered to run close enough for visitors to use it to reach King George Park. Lilyfield, the nearest light rail station, is 1.5km/ 20 minutes walk away.

Cycle Routes

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

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

Off-road - There are a number of off-road routes in the area including the Bay Run, the Hawthorne Canal Greenway and parts of Victoria Road.



CONDITION OF LAND + STRUCTURE

Use of land or structure (on adoption of the PoM)		Condition of the land or structure (on adoption of the PoM)	Future Condition (targeted following adoption of the PoM)
01	Car park	Poor	Upgrade
02	Public toilets and amenities	Fair	Maintain
03	Sports Grounds	Poor	Upgrade
04	Biodiversity Zones	Fair	Upgrade + maintain
05	Bay run	Fair	Maintain
06	Sand pit	Fair	Maintain
07	Picnic areas	Poor	Upgrade + maintain
08	Playground	Poor	Upgrade + maintain
09	Outdoor gym	Fair	Maintain
10	Jetty + boat storage	Fair	Maintain



ZONE IDENTIFICATION

King George Park has been separated into three zones for the purpose of clarifying a detailed site analysis. The zones have been selected based on an assessment of the character and use of different areas within the park, while taking into account real and perceived boundaries. The borders of the zones should be treated as blurred rather than absolute. In the following analysis they are represented with dotted lines for graphic clarity.

Zone 1 - CAR PARK + SPORTS GROUND

Zone 1 of King George Park is low-lying and flat due to being reclaimed from tidal mud flats of Iron Cove over 100 years ago.

This part of the park sits at the bottom of two slopes forming a residential neighbourhood to the east and the banks of Callan Park to the west. A large regional electric substation forms the south boundary. The substation also sits on low-lying reclaimed land.

Zone 1 contains a car park and the sports grounds of King George Park, which are among the most popular grounds in the Inner West Council area.



Zone 1 - amenities block

Zone 2 - ELEVATED PARKLAND

Zone 2 of King George Park sits on a raised section of land, which would have sat above the tidal mud flats from which Zone 1 was reclaimed.

A residential neighbourhood fronted by Byrnes Street forms the east boundary of Zone 2. The gradient of the park along this boundary also follows Byrnes Street.

Victoria Road, a six lane highway, creates the northern boundary to the park. When Victoria Road splits to cross Iron Cove, the grounds of King George Park continue beneath the road bridge. The park occupies an abutment of the original 1882 Iron Cove Bridge which sits directly underneath the 2011 Victoria Road Bridge.

Zone 2 contains a children's playground, a historic bridge abutment and a section of the Bay Run which loops up the hillside to cross Iron Cove on Victoria Road Bridge.



Zone 2 - playground

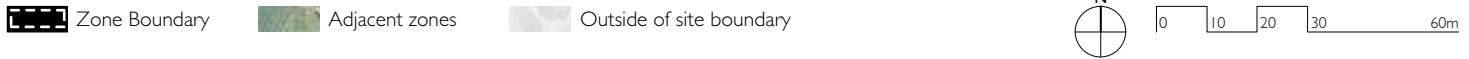
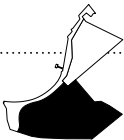
Zone 3 - WATERFRONT

Zone 3 is the waterfront element of King George Park. It is bounded by Iron Cove to the north, a small beach and boundary with Callan Park to the west. To the east, Zone 3 continues under Victoria Road Bridge to meet Bridgewater Park and the 'Extended Bay Run'.

Zone 3 includes a long jump sand pit, a section of the Bay Run, a jetty and a group of boat racks.



Zone 3 - waterfront



01. Fitness station / 02. Car park / 03. Concrete water tank / 04. Two shot put sectors / 05. Fenced javelin field / 06. Historic sandstone water trough in non-original location / 07. Amenities block / 08. Collection of six shipping containers used for sports club storage / 09. Multi-purpose sports grounds / 10. Access easement in front of Sydney Water owned, heritage listed structure.

Overview

Zone 1 of King George Park is low lying and flat due to being reclaimed from tidal mud flats of Iron Cove over 100 years ago.

This part of the park sits at the bottom of two slopes forming a residential neighbourhood to the east and the banks of Callan Park to the west. A large regional electric substation forms the south boundary. The substation also sits on low lying reclaimed land.

The residential properties on corner lots at the bottom of Byrnes and Clubb Streets have primary frontage onto Manning Street. These properties have a clear view across the car park and onto the sports grounds of King George Park.

Zone 1 contains a car park and the sports grounds of King George Park, which are among the most popular grounds in the Inner West Council area.

Character

Zone 1 contains the sports amenities of King George Park. It is flat and open and bare with clear visibility to Iron Cove across the grounds.

The sports grounds draws both organised sports clubs and informal users to the site. Zone 1 hosts a range of events including the Seven Bridges Walk and school sports days. When the grounds are in use, Zone 1 is the hub of the site, with a good community-vibe. Every spare area of grass is utilised, with informal users appropriating the sidelines and other peripheral areas creating lots of activity.

Signage

There is a range of signage in the car park, some outdated and unclear, not consolidated. Around the sports grounds there are posts holding reactionary signage relating to dog walking and access.

The athletics events which include throwing (javelin, shot-put, discus) use temporary signage which is brought out when the athletics programme is using the sports grounds.

With the exception of the car park which is an on-leash area at all times, and the fitness station in which dogs are prohibited, dogs are permitted to be off-leash within Zone 1 when the area is not being used for 'organised sporting facilities booked through council'. This is signposted near the fitness station, but it is not made clear if visitors don't see the sign, which is quite small and includes a lot of information in a small typeface.

Built structures

A brick built amenities block in the south corner of the site contains public toilets and a canteen and meeting room for use by the sports teams and clubs who use King George Park. A large overhang provides a shaded meeting point or events space, and covers a bank of gas barbecues which are for exclusive use of sports teams and clubs.

The amenities block was designed by its users and caters specifically to their requirements. It uses photovoltaic panels and rain water collection (though does not collect enough water to fully supply the block). Since the block opened in 2017 a number of modifications have been made - externally to combat vandalism and internally to enhance acoustic separation between spaces.

The amenities block is supplemented by six 20ft shipping containers which act as equipment storage containers for the sports teams. The containers are located behind and beside the amenities block.

A partially submerged concrete water tank sits between the car park and parkland. The tank stores water used for irrigation of the park.

A historic water trough has been relocated to the grass verge near the car park. It is not clear where the trough has come from or how old it is.

A former sewerage pumping station (SPS 27), listed as a State Significant Heritage Item (ref pp. 26-27) sits just beyond the sports grounds. The floor level of the SPS 27 is approximately 800mm below the level of the adjacent sports ground. The later addition of a brick wall around its perimeter retains the earth, and a metal cyclone fence atop the wall physically separates it from King George Park, preventing public access while maintaining a visual connection. The back of SPS 27 abuts a sandstone outcrop, which means that only point of access to the pumping station is through King George Park. Though it appears to be part of the park, SPS 27 is owned by Sydney Water, who completed extensive conservation works to the item in 2014. Despite these renovations the item remains unused and unmaintained; consequently is likely to fall into disrepair.

A replacement submersible pumping station was installed directly beside SPS 27 in the 1990s. Overground, the new station presents as a small area of concrete hard-standing containing a number of manholes, a caged overground water meter and an overground plant enclosure box painted with a mural by Sydney Water. This pumping station sits on the same plane as the sports ground and appears to be part of the park but as with SPS 27 the new station does not fall within the boundary of King George Park. The only point of access for maintenance access is through the park. The pumping station can require access for maintenance twice a month. Two vent pipes are located near the station. These can smell occasionally.

Lighting

There are four floodlights on the sports grounds which are used for sports practice in low light conditions. The lights area approximately 25 years old - the same age as the sports grounds.

Street lighting on the adjacent residential streets provide some lighting to the car park, though there is no dedicated lighting.

Facilities

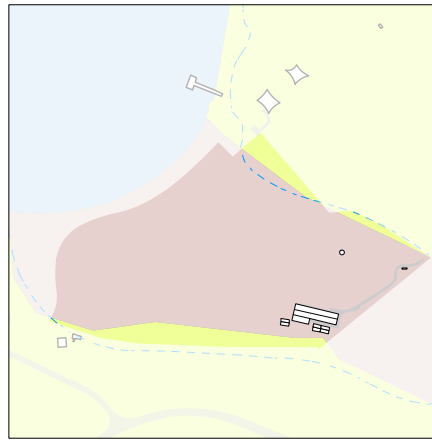
A number of plastic benches line the boundaries of Zone 1 facing the sports grounds. The benches are of irregular heights and relatively small with little shelter from the elements. They are widely spaced and their isolation from one-another is not conducive to a recreational environment.

There are well placed water fountains beside the amenities block and the fitness station.

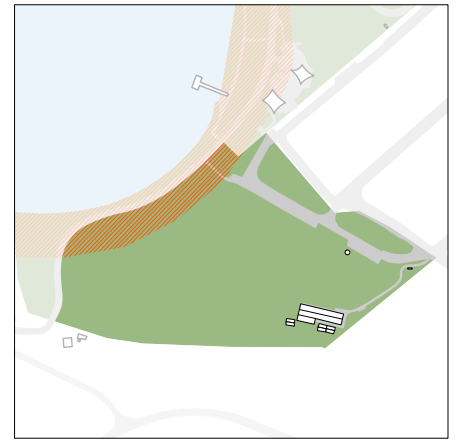
For ease of management, the council only collects waste from one point of King George Park - adjacent to the water storage tank within the car park. Not all visitors however bring their waste to this point for disposal - possibly because not all visitors pass through the car park on their way out of the park. There are loose bins here and in some other places around the park.



Facilities



Soil type



Foreshore building line



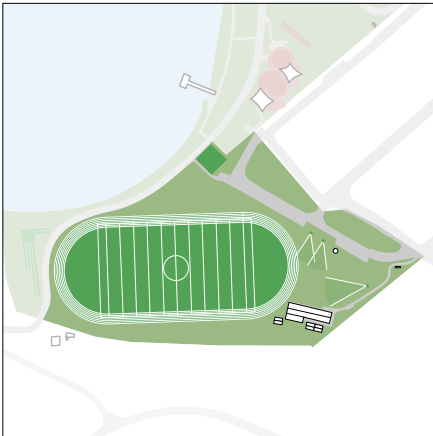
Fence + enclosure



Access points + existing pathways



Vehicular access roads + car parks



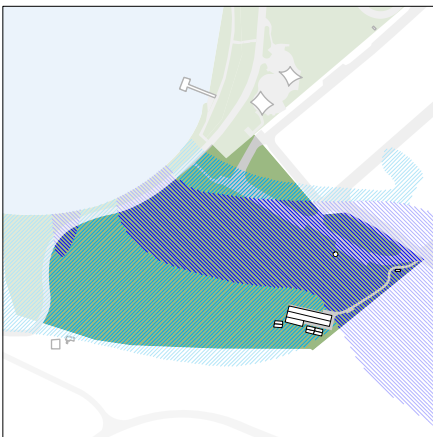
Sports + recreation grounds



Ground cover + Fauna linkages



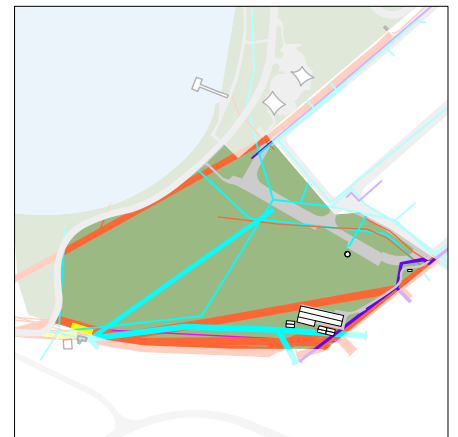
Tree cover



Flood Control lots



Gradient



Services

	Zone area		Car Park
	Waterway		Road
	Existing structure		Bay Run route
	Existing Hardstanding		Formal foot path
	Foreshore building line		Cycle path

	Acid sulfate soil - class 2		1 in 100 year flood
	Acid sulfate soil - class 5		Probable Maximum Flood
	Sportsground		High fence
	Playground		Medium fence
	Security gate		Low fence/ bollards

	Service easement - Gas		Barbeque
	Service easement - Water		Bench / picnic table
	Service easement - Electricity		Boat rack
	Service easement - Telecom		Water fountain
	Access easement		Bike rack

Fences + enclosure

The car park is separated from the sports ground and fitness station with a row of large sandstone boulders. The boulders create a permeable barrier which successfully restrict vehicular access to the sports ground while still allowing visitors to easily pass between the zones on foot. This boundary feels clearly defined, and softened by allowing the turfed park environment to reach out into the car park.

Removable metal bollards allow access in a controlled capacity to bring vehicles and boat trailers close to the jetty (Zone 3). This aspect is less successful because it feels less well defined and more like a dissolving of the park into road or car park.

Access points + existing pathways

Access to King George park through zone 1 is from Manning Street via Clubb and Toelle Streets. Visitors arrive to this point in the park either by foot through the adjacent residential neighbourhood, or by vehicle into the car park. The car park is not organised to give the most efficient parking layout on the site, and pedestrian access through it is not very well considered, with pathways terminating early. perhaps due to revision of the layout after removal of the previous amenities block.

A formal concrete pathway connects the car park to the waterfront with this route also used to transport boats/ trailers from the car park to the waterfront. It is closed with a removable bollards to prevent regular traffic from entering the park.

Another path connects the car park with the new amenities block. This pathway is indirect since it has to trace around easements and sports grounds.

Vehicular access roads + car parks

Zone 1 is the primary access point for visitors arriving to King George Park by car. The park can be accessed from the arterial Victoria Road (A40) through the residential area comprising Clubb Street, Toelle Street and Manning Street.

A loop road around grass banks at the end of Manning Street acts as the parking area for King George Park. Large sandstone blocks mark the length of the parking zone and prevent access onto the sports ground.

Parking in the Manning Street car park and neighbouring residential streets is not controlled or monitored.

The east side of the car park is used as long term storage for some boat trailers and mobile homes.

There are two bicycle racks; near the car park and in front of the amenities block. The racks are surface mounted to the ground plane as opposed to in-ground, therefore they do not appear to provide a high level of security.

Sports + recreation grounds

A 400m athletics track surrounds a multi purpose sports grounds approximately 100m long and 60m across. The field is generally used as a single field for seniors soccer and rugby league, or split into three smaller grounds for 6-a-side soccer or junior games.

A fixed discus cage and two sets of posts which can accommodate removable shot put nets are located in the east corner of the ground beside the car park. Shot put and javelin grounds are marked on the sports ground during athletics season. Even though there are only three 'grounds', there are approx seven concrete throwing circles embedded into the grass, perhaps as grounds have been superseded and relocated the throwing circles have not been removed.

The sports ground is turfed with an inbuilt below ground irrigation system. Despite sections of the field being re-turfed regularly, overuse and age have left the surface in poor condition. The field was last renewed in the early 90s, and is currently used at 157% of its optimum capacity.

A well used fitness station at the north end of the car park has been a fixture in the park for many years. The equipment is durable and in good condition, and a recently installed shade sail increases usability. The bark ground cover provides a user friendly soft surface but is regularly blown or tracked out of the fitness station onto the adjacent cycle path.

There is one underused net-less netball practice hoop between the sports ground and fitness station. There is not enough space here to provide anything other than a hoop for shooting practice.

Ground cover + tree cover

The planted areas in Zone 1 are limited to the park and car park boundaries.

Mature trees (Port Jackson fig?) line and define the edge of the car park, but still allow visibility through to the sports ground below the raised canopy.

Low to mid level landscaping which was introduced after completion of the amenities block in 2017 is developing as a screen to conceal the electrical substation fence.

The boundary with Callan Park slopes up steeply, and the Callan Park side consists of densely planted bushland. IWC are currently undertaking bushland regeneration on the slope up to Callan Park to further develop the landscape.

Services

Zone 1 abuts a regional electrical substation and service routes from the substation spread under the park.

A number of easements for electric, gas and water services run through Zone 1. The easements limit the potential to undertake works around them and may require access at short notice.



01



02



03



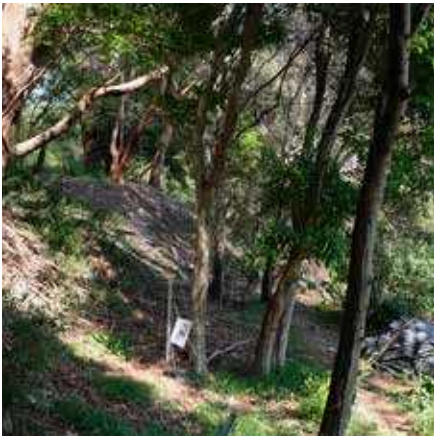
04



05



06



07



08



09



10



11



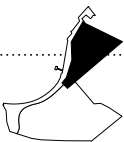
12

01. Fitness station with new shade structure over / 02. Removable bollards between car park and jetty / 03. Condition between car park and sports grounds / 04. Temporary signage during sports training / 05. Benches around sports grounds / 06. Shipping container storage behind amenities block / 07. Dense bushland behind sports grounds / 08. 400m running track / 09. Boundary with substation / 10. Waste collection point / 11. New amenities block / 12. tbc.

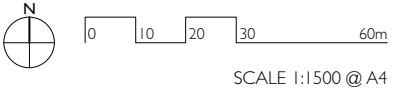
Based on the Analysis set out over the previous pages, the following opportunities present themselves within Zone 1.

There are opportunities to:

- Improve sports amenity by providing improved spectator facilities
- Consolidate and improve signage.
- Rationalise car parking to make it more efficient and improve the interface of car park with parkland.
- Create an alternative equipment storage solution for sports teams and clubs who use the park for recreation.
- Formalise waste disposal area to omit loose bins and ensure the waste policy is clear to users of the park.
- Increase the clarity of dog zone signage.
- Increase the safety of the fitness station by better defining the edge condition between it and Bay Run.
- Increase awareness of alternative barbecues within the park, since the gas barbecues in Zone 1 are not available for public use. Alternatively, provide barbecue facilities for public use within Zone 1.
- Set out a events management policy for protection of the sports grounds and surrounds, to minimise the impact of events on the grounds.
- Improve accessibility across Zone 1 to the Bay Run and jetty
- Limit opportunities for anti-social behaviour



01. Footpath access to historic bridge abutment from Bay Run / 02. Connection of Bay Run to Victoria Road bridge foot and cycle path / 03. Hill-top field / 04. Staircase linking Zone 2 with waterfront / 05. Access to playground, barbecues and picnic benches / 06. Flying fox play equipment / 07. Children's playground / 08. Screening between playground and Byrnes Street residences / 09. Ramp access from play park to lower park area.



Overview

Zone 2 of King George Park sits on a raised section of land, which would have sat above the tidal mud flats from which Zone 1 was reclaimed.

A residential neighbourhood fronted by Byrnes Street forms the east boundary of Zone 2. The gradient of the park along this boundary also follows Byrnes Street. The residential properties on Byrnes Street look across the street to the park.

Victoria Road, a six lane highway, creates the northern boundary to the park. When Victoria Road splits to cross Iron Cove, the grounds of King George Park continue beneath the road bridge. The park occupies an abutment of the original 1882 Iron Cove Bridge which sits directly underneath the 2011 Victoria Road Bridge.

Zone 2 contains a children's playground, a historic bridge abutment and a section of the Bay Run which loops up the hillside to cross Iron Cove on Victoria Road Bridge.

Character

Zone 2 is a quieter and more relaxed area, characterised by its hilltop position looking out over the bay. The hilltop is quite exposed and unshaded but there are private areas dotted about the periphery.

Zone 2 is a through route for many users who traverse the edge on the Bay Run.

Signage

Signage noting that the playground is closed from dusk until dawn is located at entry points to the playground. The signs elevated on posts and the information is provided in a small typeface therefore the signs do not have much impact.

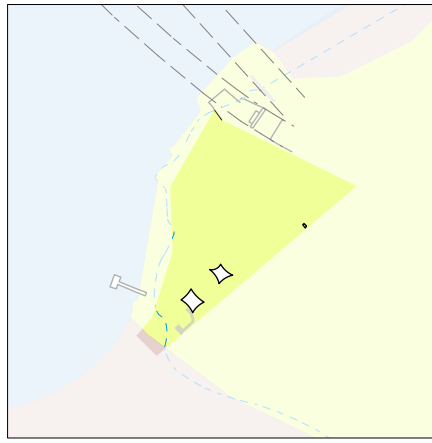
Dogs are prohibited inside and around the playground. The rest of Zone 2 is classified as an on-leash area at all times. This information is signposted, but it is not made clear if visitors don't see the sign, which is quite small and includes a lot of information in a small typeface.

Built structures

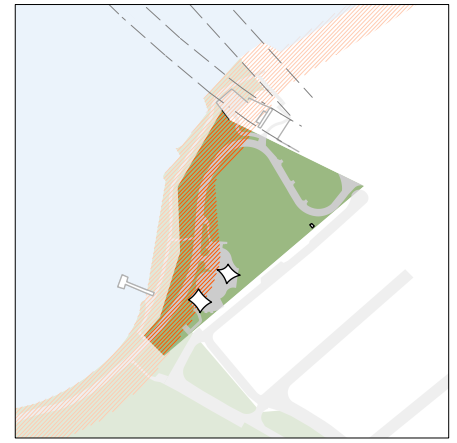
The Victoria Road Bridge abuts Zone 2. Below the road bridge is a sandstone abutment which has been converted into a viewing platform by RTA (now RMS) following the bridge duplication project (construction of Victoria Road Bridge) which contains interpretive signage boards and some seating. The views from the abutment are good and the area is well shaded by the bridge above. The structure is accessed from a path coming off the Bay Run or stairs coming up from the foreshore edge.



Facilities



Soil type



Foreshore building line



Fence + enclosure



Access points + existing pathways



Vehicular access roads + car parks



Sports + recreation grounds



Ground cover + Fauna linkages



Tree cover



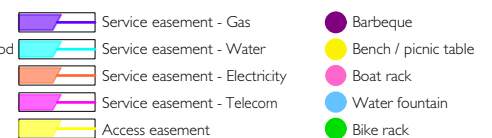
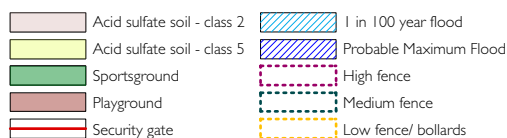
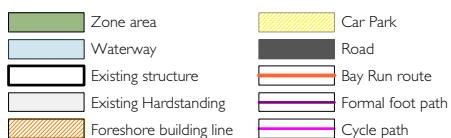
Flood Control lots



Gradient



Services



Facilities

A key feature of Zone 2 is 'The Constellation Playground', an outer-space themed children's play area was funded by RTA (now RMS) following the construction of the Victoria Road Bridge.

The playground is distinctive in that it specifically offers play equipment for children across a range of ages - from toddlers to older children, though the area has not been properly maintained meaning some equipment has been removed or replaced following damage or through general wear-and-tear.

The playground is very close to the residences on Byrnes street, and shortly after its completion noise complaints from residents led to the densification of landscaping at the edge of the playground, to create a visual and acoustic landscaped screen between the residences and playground. However this planting, now at maturity, means there is no passive surveillance across this zone of the park, encouraging anti-social behaviour after-dark. Away from the enclosure of the playground, a 'flying fox' play-set located out on the lawn feels visible and integrated into the park.

Other than play equipment, there are enough benches within the playground for many visitors and plentiful shade structures - though these can be climbed. The ground cover of the playground provides a user friendly soft surface but could be improved.

Just outside of the playground there is an electric barbecue and pair of picnic benches. Perhaps due to their placement between the park and the flying fox, the picnic facilities feel like they belong to the play-park users specifically.

Moving away from the playground, the rest of Zone 2 accommodates both metal and plastic picnic benches, and some loose bins, despite organised waste collection being from Zone 1 only.

Fences + Enclosure

The playground is an enclosed fenced area, which is sensible due to the proximity of the Bay Run and cycle path and Byrnes Street, however this doesn't help with passive surveillance.

Access points + existing pathways

The primary point of access to Zone 2 is via The Bay Run. A shared concrete path with separately marked lanes for cyclists and pedestrians, which enters at the highest point of the park after crossing Victoria Road Bridge. The Bay Run loops down around the contours of the hill, creating a steeply inclined through-route for runners and cyclists.

The entry point to the Bay Run path is marked with cross hatching to show it is to be kept clear.

Access is also made possible from Bridgewater Park via a staircase up from the waterfront to the top of the original bridge abutment

and into the park, short-cutting the route from waterfront to the bridge level - the staircase and bide abutment are not part of the park.

Secondary access routes into the park through zone 2 are on foot via Byrne Street, a cul-de-sac residential street facing the park. A level change between Byrne Street and the park necessitates access via short stair flights.

Another staircase leads down from the playground to the waterfront.

Vehicular access roads + car parks

There is no vehicular access to the park through Zone 2. Adjacent Byrnes Street is a two way cul-de-sac street with no through access, but it has a turning circle at the end and one lane of unrestricted parking.

Sports + Recreation Grounds

The primary recreation activity in Zone 2 is the Bay Run, which tracks up the hill from the waterfront and loops around the park to join the Victoria Road Bridge. The path is split into pedestrian and cycle path.

The incline is relatively steep with an average gradient of 1/20 as it passes through Zone 2. This has created a situation where cyclists coming from the bridge down into the park reach very high speeds as they come down into a very busy area.

An interactive radar speed sign to show cyclists their speed and warning signage to inform them of children crossing the path have been installed part way down the hill, and the speed limit for cyclists travelling through the park has been set at 10km/h.

Ground cover + tree cover

The hilltop section of Zone 2 is grassed but there is little tree cover or shade so it is very exposed so it is very exposed to wind and sun.

There are landscaped buffers to the residences on Byrnes street and Victoria Road - though the latter has been removed as part of the road works. It is unclear whether it will be reinstated.

The steep slope down to the waterfront is densely planted with well developed native trees and under-storey planting. This planting is a good habitat for birds, but it is isolated from other bird friendly habitats.

Services

A tunnel entry/ exit point to the Westconnex 'Iron Cove Link' is being constructed adjacent to the park boundary. It is not clear whether this will impact the extent of the park.

There is a free-standing electrical cabinet in the park on Byrnes Street.



01



02



03



04



05



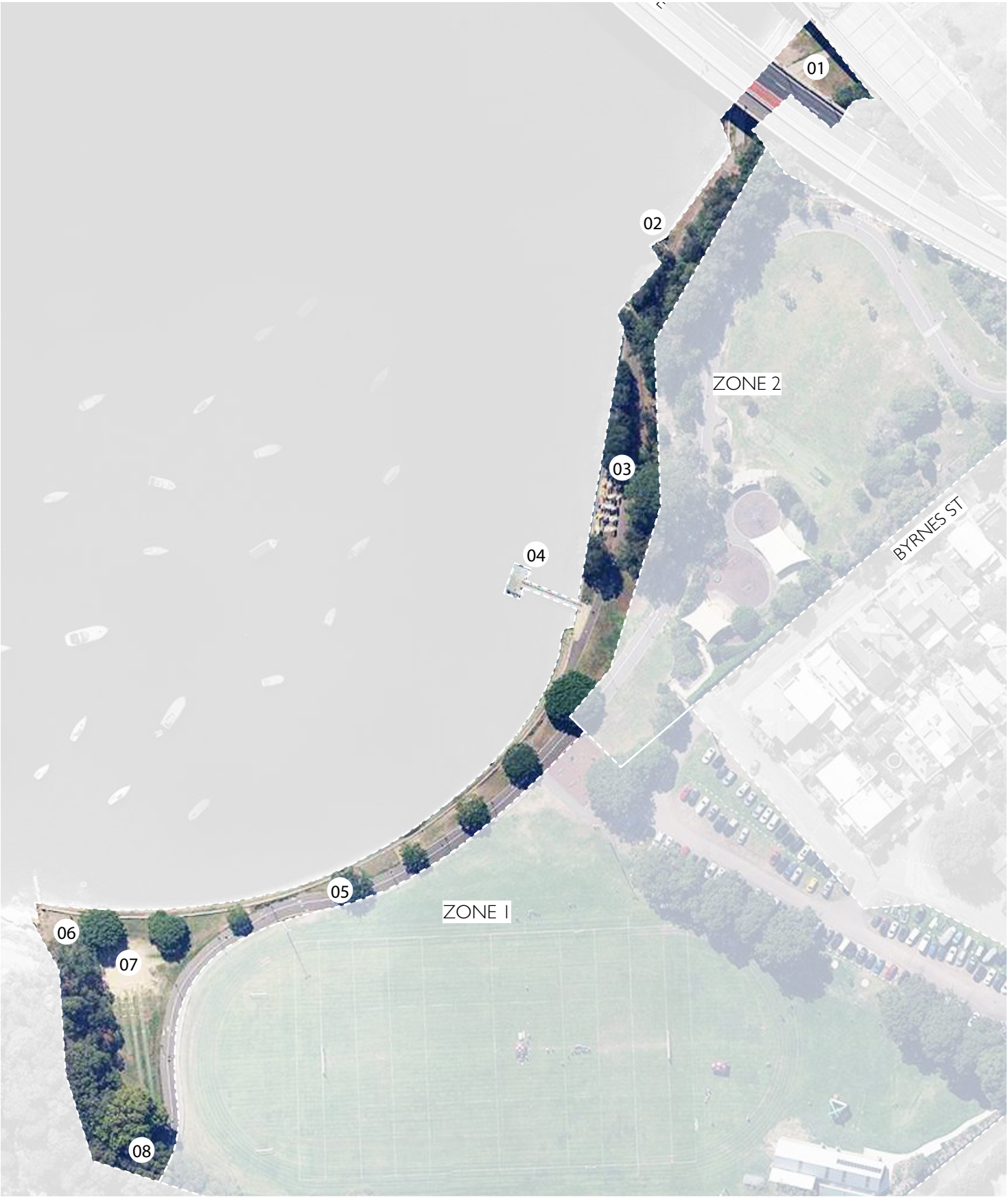
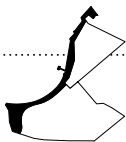
06


01. Playground equipment / 02. Staircase linking Zone 2 with waterfront / 03. Flying fox play equipment
/ 04. Barbecues and picnic tables adjacent playground / 05. Barbecue and picnic tables / 06. Playground


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


There are opportunities to:


- Incorporate clear way-finding information
- Increase usability of play park equipment - layer more activities within the park and introduce water-play and an appropriate schedule of maintenance for equipment.
- Enable the play park to remain open to visitors, or otherwise close it more effectively overnight.
- Create an impression of connection between the children's playpark and other park zones
- Limit opportunities for vandalism within the playpark
- Include activities for adults and families
- Increase usability of exposed hilltop
- Enhance and extend the picnic and barbecue facilities
- Engage non active visitors with spaces for relaxation, quiet contemplation to facilitate well being
- Better maintain existing facilities
- Further limit the impact of park on neighbouring residential properties
- Develop a common style of street furniture across the park
- Integrate children's play into the landscape
- Include activities for adults
- Engage with non-sports visitors through observation points, culture and arts
- Introduce wind-protection
- Enhance and extend the picnic facilities
- Solve waste management issues, prevent wildlife from accessing bins, and encourage visitors to use them
- Create interaction between activities and user-groups
- Take-advantage of the harbour outlook as a unique feature of the park
- Restrict built interventions and spread of hard, non-permeable surfaces
- Integrate biodiverse islands into landscape

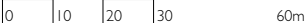


 Zone Boundary

 Adjacent zones

 Outside of site boundary





010203060m

01. Foot and cycle path connection to Bridgewater Park / 02. Concrete structure built into embankment / 03. Dinghy racks / 04. Lightweight public jetty / 05. Bay Run with separately marked foot and cycle paths / 06. Access to Callan Point beach / 07. Long or triple jump sand pit / 08. Bay Run enters King George Park from Callan Park.

SCALE 1:1500 @ A4

Overview

Zone 3 is the waterfront element of King George Park. It is bounded by Iron Cove to the north, a small beach and boundary with Callan Park to the west. To the east, Zone 3 continues under Victoria Road Bridge to meet Bridgewater Park and the 'Extended Bay Run'.

Zone 3 includes a long jump sand pit, a section of the Bay Run, a jetty and a group of boat racks.

Character

The character of Zone 3 has two identities which can be described as north and south.

The north section is enclosed by vegetation and separated from the rest of the park by the rise up to Zone 2. The pathway through this area is narrower and generally more intimate and quieter than the rest of the park.

The area underneath and between the two bridges has an exposed industrial character - layers of history visible at close proximity and across the water towards historic warehouses and waterfront buildings.

The south section is a open, busy and social character - the Bay Run section which runs directly between the sports grounds on one side and Iron Cove on the other.

Foreshore Edge

The foreshore edge to King George Park is part of a small sheltered bay between Iron Cove Bridge and Callan Point.

A foreshore wall in the base of the bay forms the retaining edge which contains the park. The wall is made of sandstone and split over two levels which are divided by a narrow concrete ledge. The first tier slopes up from the mudflats and the second sits vertically on the ledge up to park level. This section of the wall is a popular place to sit to watch the sun set to the west of Iron Cove.

At the boundary with Callan Park, the wall stops short of a small mud and sand beach which can be easily accessed by walking across the weathered sandstone outcrop.

The foreshore wall changes in materiality from sandstone block wall, to a shear sharp edged vertically cut aggregate-filled wall, then a waist height concrete wall, before finally becoming an exposed concrete edge as it approaches the base of the Victoria Road Bridge.

At low tide the water level in Iron Cove drops below the high and middle intertidal zones, revealing dense populations of oysters and barnacles on the mudflats.

Signage

Stencilled signage on the Bay Run indicate that it is a dog on-leash area. These signs are effective due to their readable size, obvious location and direct diagrammatic content. Post mounted signage mapping all on and off leash areas within the park are also available for visitors seeking more detail on the dog leash policy around the park.

Signage commemorating the foundation of park features, such as the Bay Run, jetty, and adjacent Callan Park is displayed on metal plaques mounted on discrete low level sandstone blocks. The aesthetic of these signs fits in with the overall aesthetic of the park, and avoids obstructing the water view with an excess of post-mounted signage.

Built Structures

The base of the sandstone abutment of the original Iron Cove Bridge is a key landmark along the waterfront on the approach to Bridgewater Park.

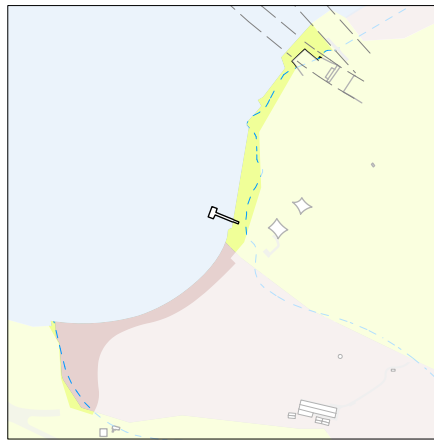
A long, straight flight of concrete steps meet the foreshore path between the Victoria Road Bridge and Iron Cove Bridge. This staircase provides a route from the Zone 3 foreshore level to Zone 2 old abutment level.

Lighting

Lighting along the lower section of the Bay Run is regular and effective, however lighting between the jetty and the bridge is poor, and the impact of the curving path and the density of the non-deciduous Casuarina trees combine to block the light from nearby sources. As the path approaches the Iron Cove and Victoria Road bridges, the light from surrounding sources is good enough to light the way and provide a sense of security to the public.



Facilities



Soil type



Foreshore building line



Fence + enclosure



Access points + existing pathways



Vehicular access roads + car parks



Sports + recreation grounds



Ground cover + Fauna linkages



Tree cover



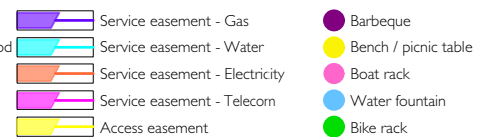
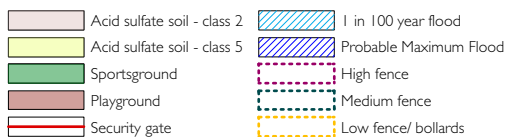
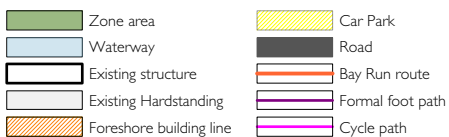
Flood Control lots



Gradient



Services



Facilities

There are a couple of benches on the waterfront, each shaded by the canopy of a tree.

The lower level of harbour wall also provides a platform to sit by the water though it is not accessible to all.

A stainless steel jetty and pontoon extend into the Iron Cove from the foreshore edge. The jetty was installed in 2012 and is used for launching boats and fishing in Iron Cove.

Water-craft racks just north of the jetty provide storage for up to 48 vessels. Spaces are managed and leased to the public by Inner West Council. Despite vessels being locked to the racks, there have been instances of them being stolen from the water facing side.

Fences + enclosure

A short stretch of low level sandstone wall separates the Bay Run from the sports grounds as it comes around the corner from Callan Park (useful for bikes coming into the park at high speeds)

A short stretch of low level sandstone wall separates part of the fitness station from the Bay Run, although this does not cover the width of the fitness station - there is a large gap for access.

Access points + existing pathways

Access to this part of the park is along the foreshore edge from Callan Park to the South via the Bay Run, or from Bridgewater Park to the north via a secondary path.

The primary pathway is provided by the Bay Run, which continues up the hill into Zone 2.

A secondary, narrow concrete pathway splits from this to reach the jetty and boat racks, and this path continues on the foreshore at low level, until it passes the base of the historic sandstone abutment under the Victoria Road Bridge. This pathway is sometimes called the 'Extended Bay Run'.

Vehicular access roads + car parks

Removable bollards across the Bay Run route (while it is within Callan Park) mean that the Bay Run route is accessible to vehicles for maintenance purposes. The Bay Run route is wide enough for vehicles. There are no car parks or regularly open vehicular access roads in this part of the park.

Sports + Recreation Grounds

The primary recreation activity in Zone 3 is the Bay Run, which enters King George Park from Callan Park. The path is split into pedestrian and cycle path.

The descent from Callan Park is relatively steep with an average gradient of 1/16 as it enters the park.

A dwarf wall has been installed around the sports grounds, to prevent Bay Run users from cutting across the sports grounds by guiding them around the path as it loops around to the foreshore.

A similar situation to Zone 2 where cyclists reach the park at high speeds also happens here, but the sharp curve helps to naturally slow cyclists down.

A sand pit and structures of synthetic turf for BLAC long jump is wedged between the Bay Run and foreshore.

The foreshore edge is also used for fishing, particularly the section north of the jetty.

Artwork

A metal sculpture depicting traditional fishing nets begins to acknowledge the presence and history of indigenous culture around Iron Cove.

Ground cover + tree cover

At the north section of Zone 3 a dense canopy of vegetation cover covers the slope down to the water. Most of the canopy is Casuarina which is a dense evergreen with pine-like leaves, so the under-story is very shaded and quite sparse. Logs are being used to retain the hillside.

The south section of Zone 3 includes a diverse canopy of trees and under-story planting around the boundary with Callan Park. This defines the boundary and provides valuable shading to the long jump pit.

There are occasional trees around the waters edge, with a bench in the shade of most trees. These trees strike a balance between shading visitors sitting on benches without blocking the line of sight between the park and Iron Cove.

Services

An electricity service easement cuts across part of the long jump area, and some storm-water overflow outlets appear to discharge into Iron Cove.

Telecommunications services cross Iron Cove at the same point of the new bridge - presumably at bridge level.



01



02



03



04



05



06



07



08



09



10



11



12

01. Historic bridge abutment beneath Victoria Road Bridge / 02. Jetty / 03. Split level sandstone foreshore wall / 04. x / 05. Obscured pathway through Casuarina trees / 06. Staircase up to Bay Run and playground / 07. Dinghy racks on waterfront, photographed from jetty / 08. Shaded waterfront bench / 09. Artwork depicting traditional fishing nets / 10. Bay Run commemoration signage / 11. Long-jump sand pit / 12. Waterfront.

Based on the Analysis set out over the previous pages, the following opportunities present themselves within Zone 3.

There are opportunities to:

- Further the example of successful floor stencilled signage to inform visitors and activate areas of hard-standing.
- Improve lighting and sense of security around Bay Run in north of Zone 3.
- Increase density of understorey planting on naturalised hillside in north of Zone 3.
- Propose potential extensions to existing biodiversity corridors to enable safe passage of native fauna to around the King George Park and surroundings.