# INNER WEST

# Draft Inner West Blue-Green Strategy

Exhibited

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NSW GOVERNMENT Planning & Environment

MCGREGOR COXALL

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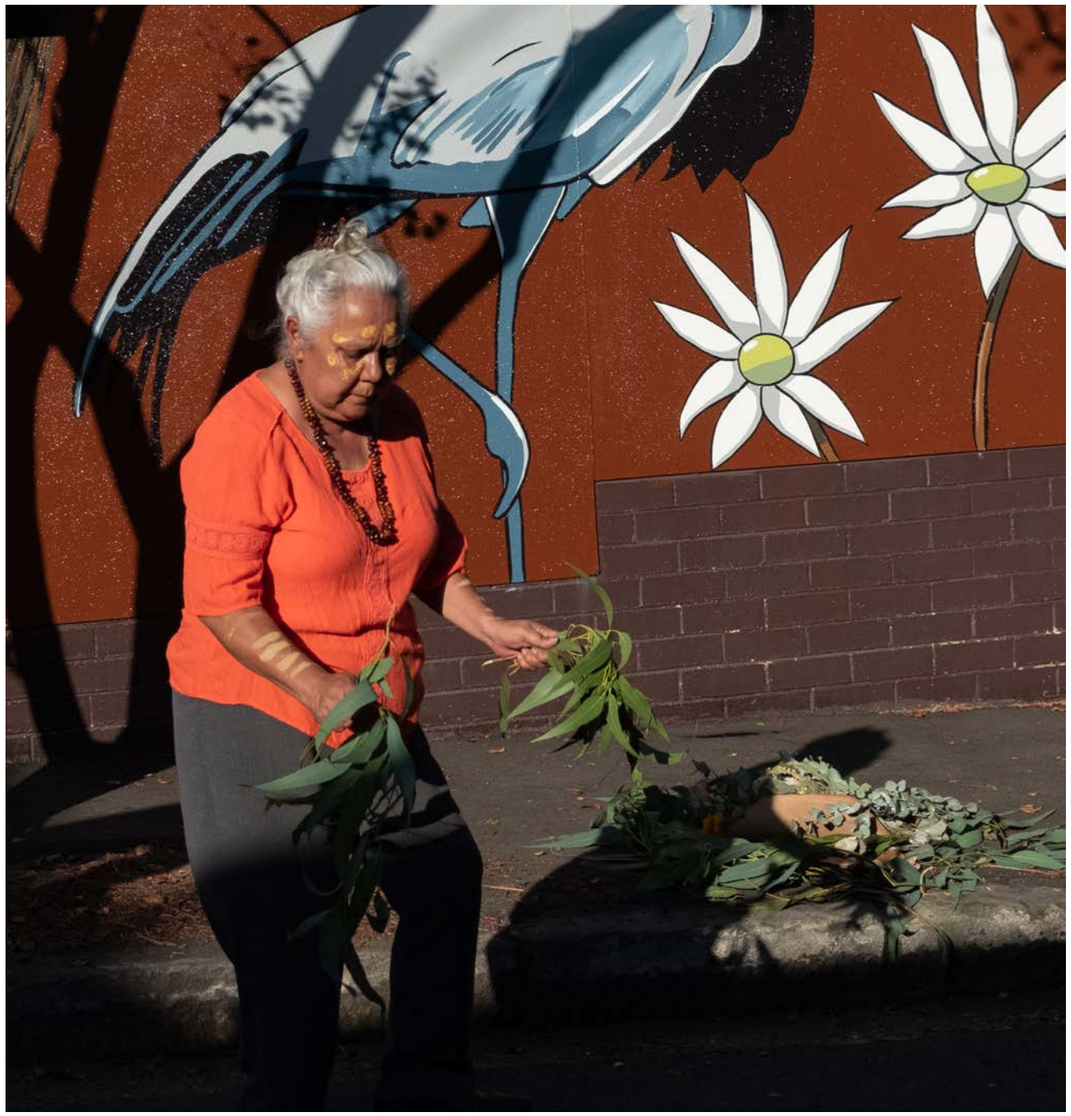
# Acknowledgment of Country

Council acknowledges the Gadigal and Wangal peoples of the Eora Nation, who are the traditional custodians of the lands in which the Inner West Local Government Area is situated. We celebrate the survival of Aboriginal and Torres Strait Islander cultures, heritage, beliefs and their relationship with the land and water. We acknowledge the continuing importance of this relationship to Aboriginal and Torres Strait Islander peoples living today, despite the devastating impacts of European invasion. We express our sorrow for past injustices and support the rights of Aboriginal and Torres Strait Islanders to self-determination.



# Aboriginal and Torres Strait Islander Statement

Inner West Council acknowledges the Gadigal and Wangal peoples, who are the Traditional Custodians of the lands in which the Inner West Local Government Area is situated.

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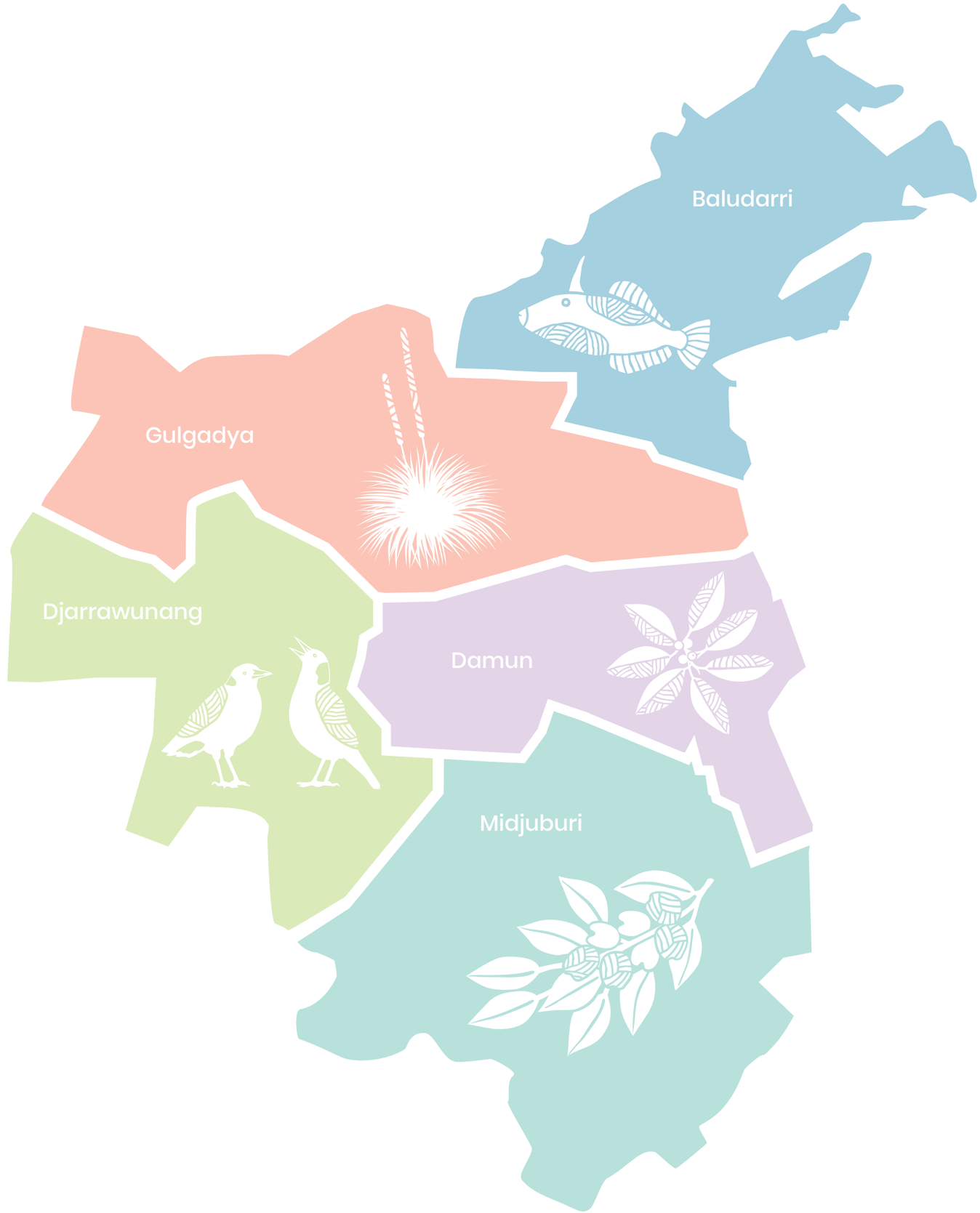
Inner West Council understands our responsibilities and role in working with Aboriginal and Torres Strait Islander communities to promote cultural heritage and history, address areas of disadvantage, and protect and preserve the environment as well as sites of significance to Aboriginal and Torres Strait Islander peoples. In doing so we acknowledge that Aboriginal and Torres Strait Islander cultures continue to strengthen and enrich our community.

Today, diverse groups of Aboriginal and Torres Strait Islander peoples live and work across the Inner West. We admire the resilience displayed in their significant achievements and in making immense contributions to both Council and the broader community.

Inner West Council is committed to embedding the values and perspectives of the Aboriginal and Torres Strait Islander communities to ensure we learn from the mistakes of our past and forge a positive future of long-lasting value built on mutual respect, equality, and opportunity.




## Inner West Council Wards

Balmain Ward - Baludarri - Leather Jacket

Leichhardt Ward - Gulgadya - Grass Tree

Ashfield Ward - Djarrawunang - Magpie

Stanmore Ward - Damun - Port Jackson Fig

Marrickville Ward - Midjuburi - Lilly Pilly

# 1. Introduction

# 1.1 Executive Summary

**Project Purpose**

The Inner West is facing significant population growth and infrastructure investment over the next 20 years. The density of the existing built environment, high land prices and limited available funding will restrict Council's ability to provide new open space to serve the needs of our community. Innovative solutions are needed to provide the additional facilities and areas required to keep the community active and healthy. The Blue-Green Grid is one such solution.

The Strategy can deliver the first essential steps towards development in a shared journey of learning and understanding for the Inner west community and its relationship to Gadigal and Wangal Country.

The development of this Strategy is a key project as identified in Council's Local Strategic Planning Statement and is the first step towards creating a network of interconnected, multi-purpose links across the Inner West and into neighbouring Council areas. The draft Strategy provides an aspirational vision for creating a network of interconnected open spaces aimed at:

- Improving access to recreational open space, routes for walking, cycling and play for people of all ages and abilities.
- Expanding the urban tree canopy and vegetation and integrating water into the landscape to reduce urban heat, improve air quality and provide natural habitat for native fauna.
- Providing adequate shade to protect the community from over exposure to UV radiation.
- Protecting and enhancing ecological communities and increasing their resilience.
- Improving hydrology by incorporating water sensitive urban design (WSUD), treating stormwater, reducing flood risk, and managing water quality.
- Promoting art, cultural (including Aboriginal culture and heritage), and scenic features.

The Blue-Green Grid as mapped in the draft Strategy comprises of 84 key routes connecting schools, open spaces, railway stations and key points of interest across the Inner West. It feeds off existing regionally significant priority open spaces and corridors including the GreenWay, Bay Run, Iron Cove Creek, Cooks River Foreshore and Parklands and Callan Park. It will also look to maximise opportunities to connect the community to a major new open space for the area located in Rozelle – the Rozelle Parklands.

Development of the draft Strategy has been informed by an extensive round of community engagement undertaken over March and April 2023 in addition to a review of a range of mapped data sets as well as existing plans, policies and strategies applying to the Inner West Council area and surrounds. All information gathered has been utilised to identify the grid links and opportunities as presented in this draft Strategy.

The Blue Green Grid Strategy is long term aspirational strategy that helps Council to coordinate future grant funding opportunities and local capital works programs. Once fully implemented, the Blue-Green Grid will create a network of new routes to travel across the Inner West and into neighbouring council areas. The Blue-Green Grid will improve access to a diverse mix of open spaces and directly contribute to the creation of the Greater Sydney Green Grid – a project of regional significance as identified in the Greater Sydney Region Plan and the Eastern City District Plan.

**Connection with Country Network**

Blue-Green Infrastructure has the potential to heal Country. By underpinning blue and green infrastructure with cultural narratives and places of significance, the Blue-Green Grid can embody both cultural and environmental values and encourage shared ownership and custodianship.

# 2. Context

# 2.1 What is the Blue-Green Grid

## 2.1.1 What is the value of the Blue-Green Grid for the Inner West?

*"The Sydney Green Grid promotes 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."*

Sydney Green Grid - Government Architect of NSW

The Blue-Green Grid is a place-based strategy that connects linkages within the wider public realm, through enhancing creek corridors, transport routes, suburban streets, footpaths and cycleways. It will make a vital contribution to the development of a liveable city.

Recognise and celebrate Aboriginal and Torres Strait Islander culture and histories.



Mitigate urban heat and sequester carbon through water retention and increased tree canopy cover.




Better integrate active transport networks to improve accessibility and reduce reliance on private transport.



Protect, enhance and increase wildlife corridors and areas of habitat for native flora and fauna.



Facilitate health and wellbeing by providing infrastructure for active recreation and community connection.




Improve connectivity, walkability and accessibility to key places of interest across the Inner West.



Provide a plan for the timely delivery and implementation of an integrated network of blue and green infrastructure within Council's delivery and operational plans.



Provide opportunities for promotion of areas of heritage significance as well as public art and cultural activation in public spaces.

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# 2.2 Why the Inner West Needs a Blue-Green Grid

Across the LGA there is currently an average of 16.4 sqm of open space per person. This is forecasted to decline to 14.3 sqm per person by 2036 (even with the delivery of the new open space at the Rozelle Parklands and Bays West areas). Limited land availability and high land values make it difficult to maintain the existing provision rate, however Council remains aspirational and plans for the delivery of increased open space and recreational facilities in areas where there are identified proximity and provision gaps.

By the very nature of being an inner-city area, the density of the existing built environment, high land prices and limited available funding, Council is restricted in its ability to provide new open space across the LGA to meet this growth. Council will need to adopt innovative solutions to provide the additional facilities and areas required to keep the community active and healthy.

## The Blue-Green Grid is one way this can be achieved.

Development of a Green-Grid is a priority under the *Greater Sydney Region Plan* and the *Eastern City District Plan* (ECDP). The ECDP identifies regionally significant priority corridors located with the Inner West.

Although the Inner West has a spectacular natural environment with many green and water enriched spaces, it is missing an overarching scheme that approaches them in a connected way. Protecting the environment , connecting infrastructure with neighbourhood councils, and ensuring economic and social uses are sustainable will enhance ecological and public health benefits, rendering a holistic mesh that is far greater than the sum of its parts.

The ECDP also identifies additional opportunities for connections that form part of the long-term vision to create a network of walking and cycling links for transport as well as leisure and recreational trips between Iron Cove Bridge and the Cooks River.

In response to the planning priorities and actions in the *Greater Sydney Region Plan* and the ECDP, Council has committed to developing a Blue-Green Grid Strategy for the Inner West. The Inner West *Local Strategic Planning Statement* (LSPS) included a a specific action to prepare a Blue-Green Grid Strategy.

### Community Participation in Recreation

Similar to national participation trends, the most popular recreation activities in the Inner West are unstructured and informal, including walking (for fun, transport and with dogs), play, fitness, cycling and swimming.

Local participation trends that align with national and international trends include:

- Increased demand for unstructured and informal participation in a more flexible setting,
- Declining access for children to unsupervised play, particularly in natural environments,
- Lower levels of participation in recreation activities for people with disability,
- Less access to formal sporting opportunities and concerns about safety restricting women's and girl's participation.

*From the Recreation Needs Study October 2021 update.*

### Population and Density

The Inner West Council area (the Inner West) is a 3,519ha urban community with an estimated resident population of 192,022 residents (2016).

The area is expected to undergo significant population growth and change over the next 10 to 20 years. This growth presents challenges and opportunities for Council to provide for the community's recreation needs.

## Growth Projections

**The Inner West 2016**

192,022 People

51 people/ha

**The Inner West 2036**

226,837 People

64.5 people/ha

+ 32,601 Residents

+ 14,362 Workers

+ 16,856 Dwellings

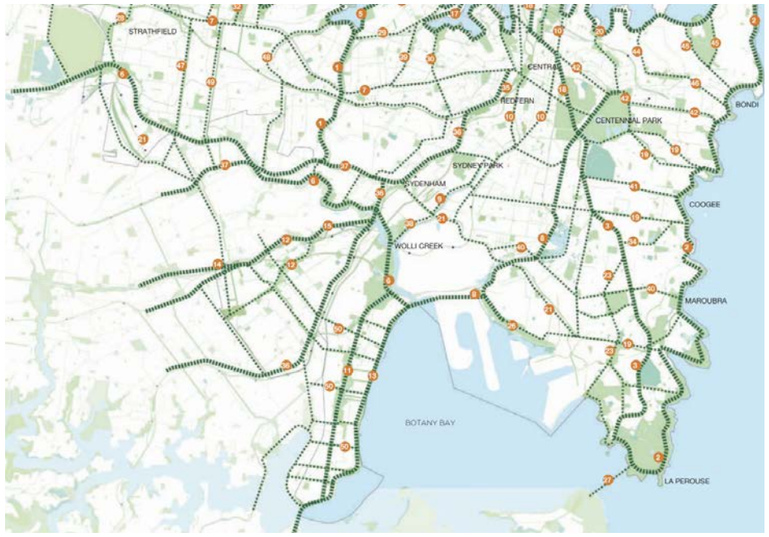
*From the Local Infrastructure Contributions Plan 2023 growth statements.*

# 2.3 Key Drivers Behind the Project

**Key drivers for the Inner West Blue-Green Grid can be understood from a strategic planning perspective and at a finer grain, community focused level, as outlined below.**

## STRATEGIC PLANNING

- Strategic alignment with the Greater Sydney Region Plan to ensure efficient delivery and an integrated planning approach.
- Government priorities across active transport, open space, environment and economic outcomes.
- Funding opportunities and capital works projects.

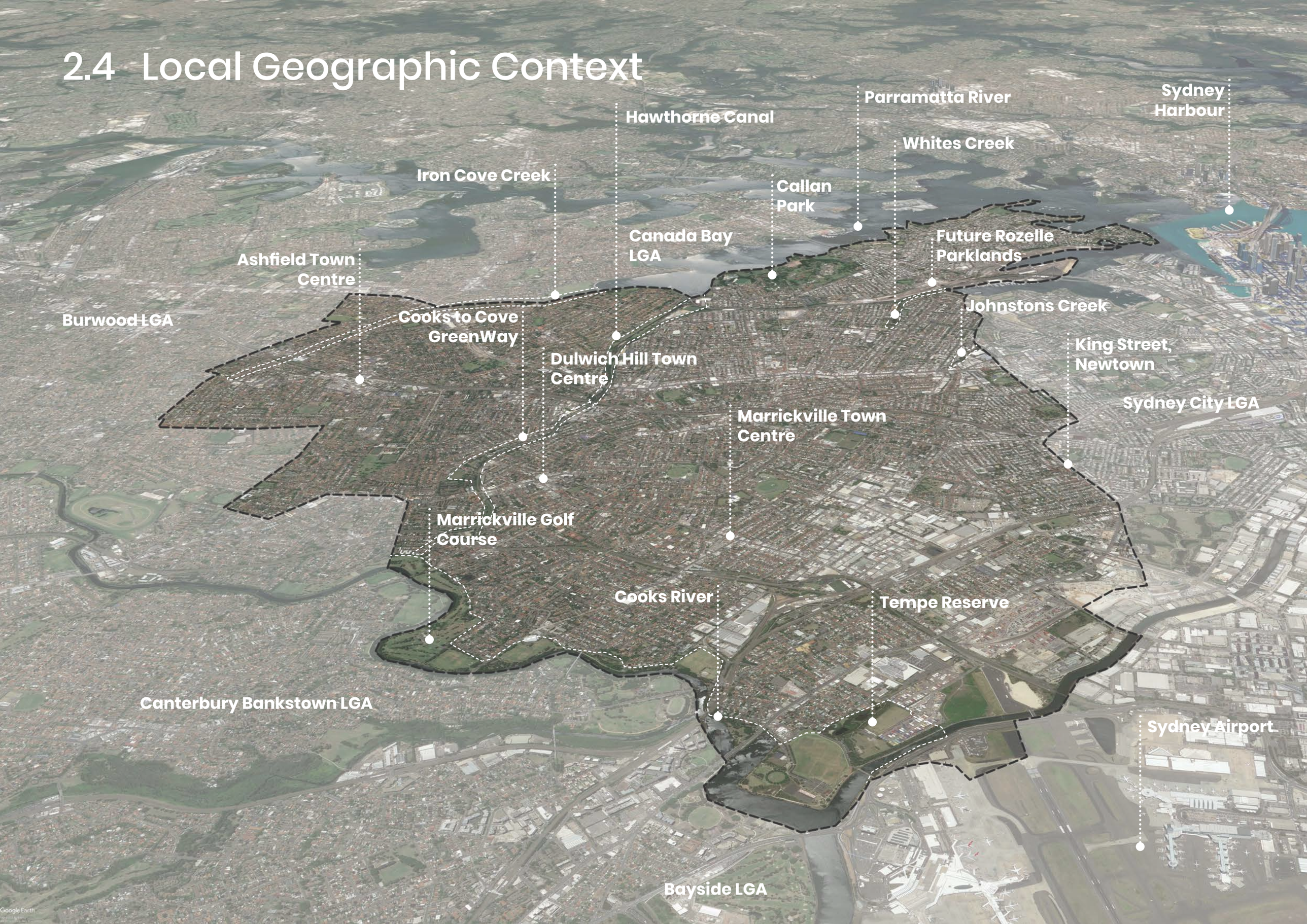


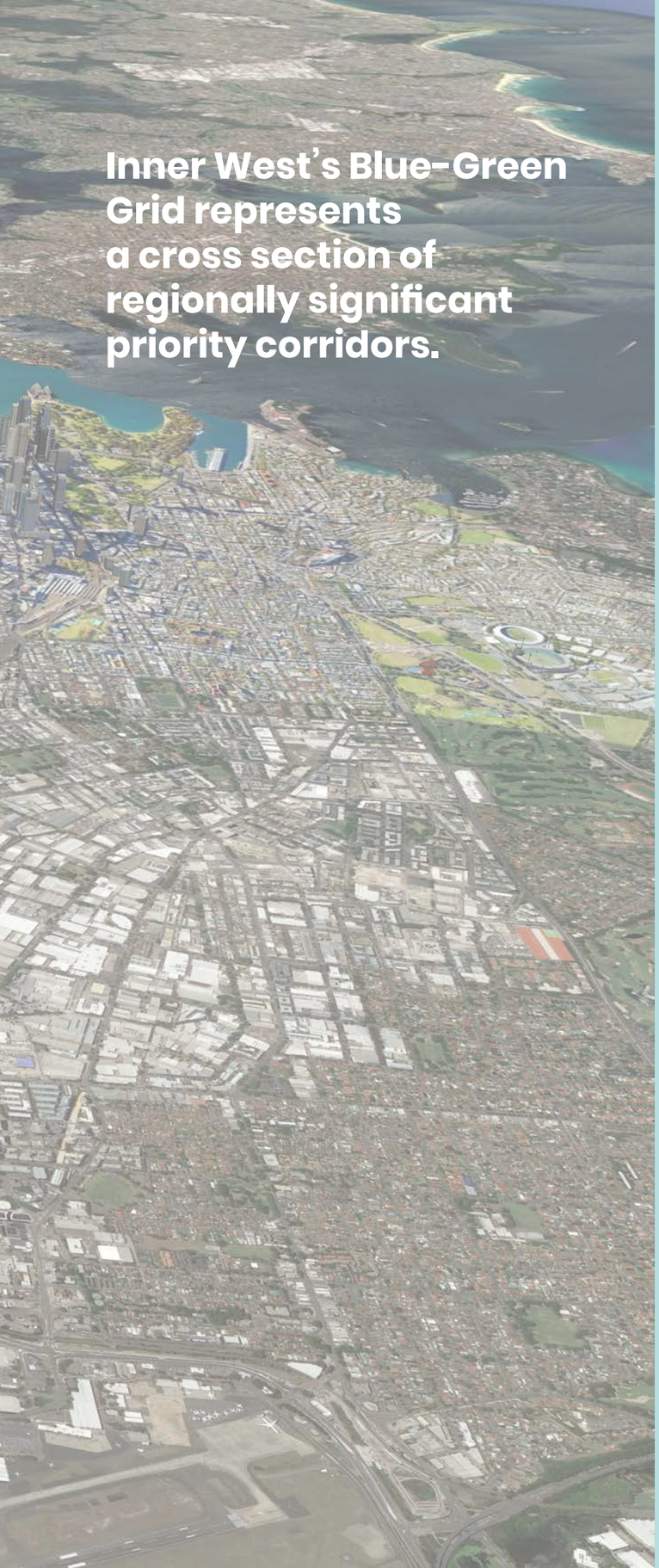

*Sydney Green Grid - Central District (2017) Green Grid Map.*

## COMMUNITY NEEDS AND THE ECONOMY

- Covid-19 has highlighted the importance of open space.
- Community have told us they wish to see an expansion of the active transport network through the LGA.
- Supporting local businesses with the necessary infrastructure to create places that are vibrant, thriving and attractive.
- Community growth and involvement.

# 2.4 Local Geographic Context





**Inner West's Blue-Green Grid represents a cross section of regionally significant priority corridors.**

## Geographic Context

The Inner West Council Area encompasses a total land area of 36 km² located in the inner-western Sydney suburbs, about 4 to 10 km from the western edge of the Harbour CBD, and sits within the Greater Sydney Commission's Eastern City District. The area is located close to the international trade and transport gateways, Sydney Airport and Port Botany, and is predominantly residential, with substantial industrial and commercial areas.

The significant change and projected population growth for the Inner West together with it's strategic position will generate an increased demand for jobs, services, housing and recreation opportunities.

This presents opportunities and challenges for creating a variety of open space and recreation facilities within substantially denser areas close to Sydney centre, benefiting a larger quantity of people.

## Transport, Walking and Cycling

The Inner West has a prominent transport infrastructure network, well served by main roads, heavy and light rail, buses and ferries, with committed and future projects expend the metro network, including Metro West and Metro South West. It is served by the Princes Highway, Liverpool Road (Hume Highway), City West Link, Parramatta Road, the Bankstown, Illawarra and Inner West railway lines, and the Sydney Light Rail.

The Blue-Green Grid has potential to follow highly travelled routes, using trees to reduce noise, improve aesthetics and create a corridor of wildlife and biodiversity.

Whilst the Inner West boasts an excellent rail network, much of the Inner West remains outside the walkable radius of stations. The Blue-Green Grid can be placed to support longer walking distances, and should be located to create access to stations.

## Green Infrastructure

Inner West's green layer of urban tree canopy, a range of parks, recreational open spaces, and ecological areas offers the opportunity to create a rich mesh of diverse uses.

A significant percentage of greenery comes from parks which contribute to the Blue-Green Grid as an existing system. Areas with high biodiversity value should be included in the grid, as it will serve as protection to the existing ecologies and enhance future ecosystems.

Data on existing vegetated areas and tree canopy cover suggest the area lacks diverse vegetation, particularly on the eastern side of the Inner West LGA, highlighting East Marrickville, Sydenham and St Peters as areas with particular lack of greenery.

## Blue Infrastructure

Hydrological corridors are sensitive environments that contribute to biodiversity and local ecology, as well as high amenity routes to walk along. Six main water corridors are identified in the area, representing key hydrological network, Cooks River, Iron Cove, Paramatta River, Hawthorne Canal, Whites and Johnstons Creek. They will assist in mitigating impacts of flooding, protect and enhance existing waterways and riparian areas, by incorporating them as places of high amenity.

## Neighbouring Councils

The Inner West Blue-Green Grid will benefit from aligning strategies and plans with its neighbouring Councils. The LGA is bounded by the City of Canada Bay in the north, the City of Sydney in the east, to Bayside Council in the south-east, the City of Canterbury Bankstown in the south-west, and Burwood Council in the west.

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## 2.4.1 Notable Green Spaces Across The Inner West

### The Cooks to Cove Greenway

The Cooks to Cove GreenWay (the GreenWay) is an environmental and active travel corridor linking two well established shared paths – the Bay Run around Iron Cove at its northern end, and the Cooks River at its southern end.

It mostly follows the route of the Inner West Light Rail and Hawthorne Canal via Dulwich Hill, Summer Hill, Lewisham, Haberfield and Lilyfield. It features bike paths and foreshore walks, cultural and historical sites, cafes, bushcare sites and a range of parks, playgrounds and sporting facilities.

The 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.

The GreenWay has regional significance as a recreational and active transport route, an ecological corridor and a place of cultural significance within the Inner West.

### The Bay Run

The Bay Run is a 7km pedestrian and cycling circuit around Iron Cove passing through the suburbs of Rozelle, Lilyfield and Haberfield within the Inner West and Five Dock, Rodd Point, Russell Lea and Drummoyne with the Canada Bay Council area. The Bay Run is an iconic foreshore destination, popular with walkers, joggers and cyclists who enjoy the picturesque water views while exercising.

### The Cooks River

The Cooks River and Parklands are located in the suburbs of Marrickville, Dulwich Hill and Tempe within the Inner West, with parts of the parkland and river running through neighbouring council area of Bayside, City of Canterbury Bankstown and Strathfield. Many parts of the river and its foreshores offer beautiful riverside walkways and cycle paths, wonderful parks and facilities and an abundance of native flora and fauna.

The Cooks River Open Space Corridor has been identified to become a regionally significant parkland corridor, improving water quality and providing high quality open space with links to nearby centres including Strathfield, Sydney Olympic Park, Campsie, Canterbury, Dulwich Hill, Marrickville and Wolli Creek.

### Iron Cove Creek

Iron Cove Creek (also known as Dobroyd Canal) is an open stormwater channel running between the Bay Run at Iron Cove and Liverpool Road Ashfield, via Ashfield Aquatic Centre. Council is preparing a Master Plan for the Iron Cove Creek. The Master Plan will explore options for how Council could help people walk and cycle with ease to these valued places.

### Callan Park

Callan Park is a state heritage listed open space located on the foreshore of the Parramatta River within the suburbs of Lilyfield and Rozelle. At just over 60 hectares, the parkland is a significant regional open space with a rich and complex history. It is cherished for its rich architectural heritage and its history as a hospital for the treatment of mental health disorders, which began in the 1870s and continued until the hospital closed in the early 2000s.

While being a significant recreational open space for the area, the park is also still used for a variety of education, community and health related uses. Callan Point located within Callan Park is considered to be the most important Aboriginal archaeological site remaining on the southern shores of Sydney Harbour. Callan Point also contains rare examples of pre-european vegetation and culturally important rock carvings.

### Rozelle Parklands

The creation of Rozelle Parklands is a result of works being undertaken by State Government as part of the larger WestConnex project, specifically the Rozelle Interchange. The Parklands will provide multiple sports fields and recreation facilities located among 10 hectares of green space. The Parklands are scheduled to open at the end of 2023.

The Cooks to Cove GreenWay

The Bay Run

The Cooks River

Iron Cove Creek

*Photo source reference: Iron Cove Bay, Sydney Green Grid, Department of Planning and the Office of the Government Architect, 2017*

Callan Park

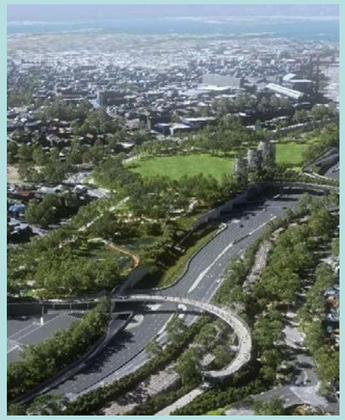
Rozelle Parklands

*Photo source reference: An artist's impression of the new Rozelle Parklands, NSW Government.*

# 3. Policy and Planning Framework

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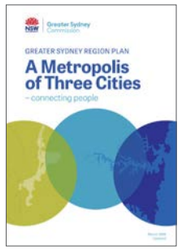
# 3.1 Background Documents

## 3.1.1 State, Regional, District and Local Policy, Plans and Strategies

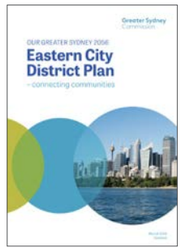
A detailed background document review was undertaken to provide a consolidated source of state, regional, and local strategic planning policy information relevant to the Inner West Blue-Green Grid.




Our Greater Sydney 2056

Eastern City District Plan

2018




The Greater Sydney Region Plan A Metropolis of Three Cities

2018

Sydney Green Grid

Central District

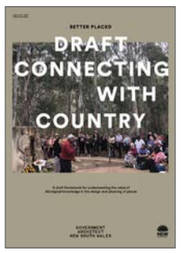
2017

Greater Sydney Outdoors Study

2019

Public Open Space Strategy for NSW

2022




Connecting with Country

2020

Inner West Local Strategic Planning Statement

2020

Engagement Outcomes Report for the LSPS

2019

Our Inner West 2036 Community Strategic Plan

2022

Community Asset Needs Study

2021

IWC Recreational Needs Study

2021

IWC Recreation Strategy and Action Plan (2021-2030)

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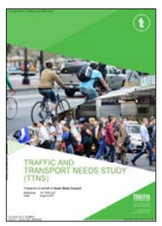
IWC Cycling Strategy and Action Plan

IWC Integrated Transport Strategy

2020




Traffic and transport Needs Strategy (TTNS)

2021

GreenWay Masterplan and associated documents

2018

Cooks River Corridor Plan

2022

Pedestrian Access and Mobility Plan

2021

Healthy Ageing Strategy

2022

Floodplain Risk Management Plan

# 3.2 State and Local Level Policy Framework

## 3.2.1 Our greater Sydney 2056 - Eastern City District Plan (2018)

### OUR GREATER SYDNEY 2056 Eastern City District Plan

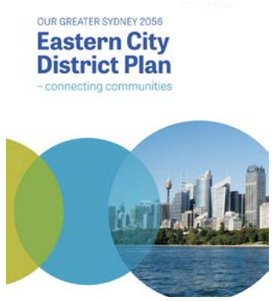
The *Eastern City District Plan* contains the planning priorities and actions for implementing the *Greater Sydney Region Plan*, *A Metropolis of Three Cities*, at a district level and is a bridge between regional and local planning.

**The Plan aims to achieve the Vision for Greater Sydney in the Eastern City through:**

- Sustaining communities through vibrant public places, walking and cycling, and cultural, artistic and tourism assets.
- Aligning growth with infrastructure, including transport, social and green infrastructure, and delivering sustainable, smart and adaptable solutions.
- Being innovative in providing recreation facilities and open space areas, and increasing urban tree canopy.
- Building effective responses to climate change and natural and urban hazards.

**Main priorities related to Blue Green-Grid are:**

- **Planning Priority E10:** Delivering integrated land use and transport planning and a 30-minute city.
- **Planning Priority E14:** Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways.
- **Planning Priority E15:** Protecting and enhancing bushland and biodiversity.
- **Planning Priority E17:** Increasing urban tree canopy cover and delivering Green Grid connections.
- **Planning Priority E18:** Delivering high quality open space.




Our Greater Sydney 2056

Eastern City District Plan

2018

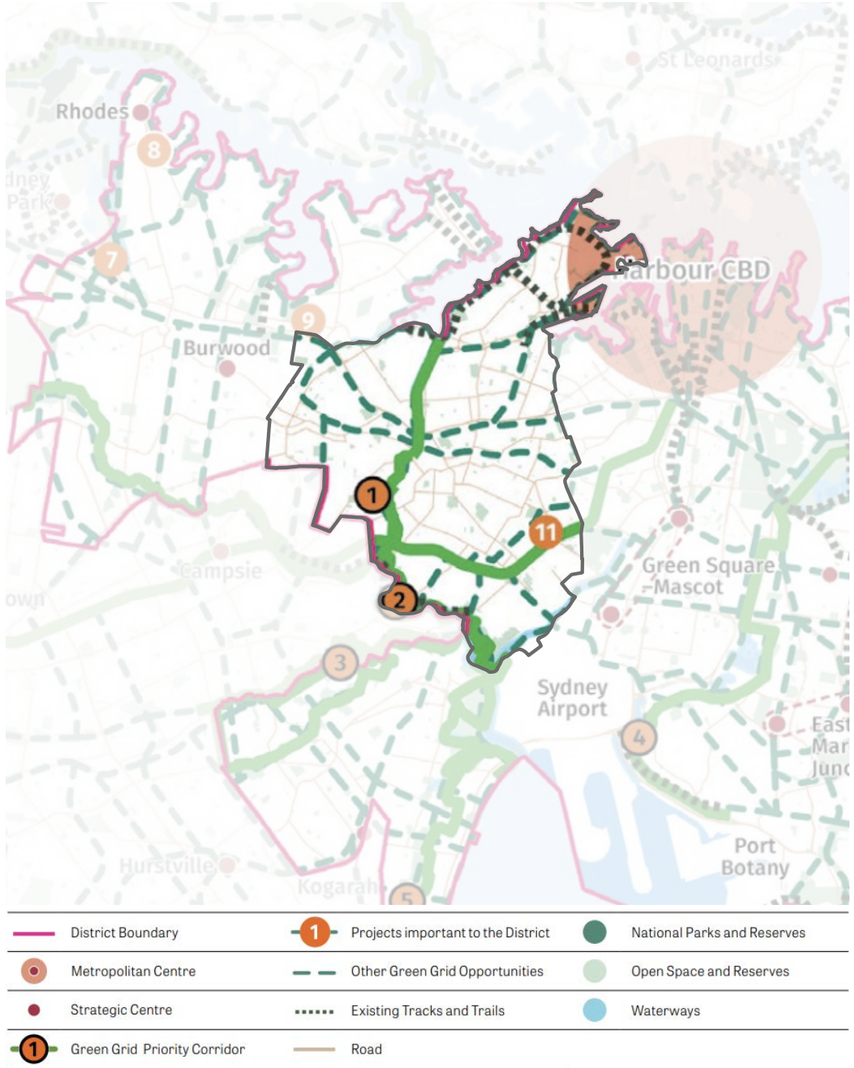
*"The vision for Greater Sydney as a metropolis of three cities – the Western Parkland City, the Central River City and the Eastern Harbour City and a 30 minute city – will see the Eastern City District become more innovative and globally competitive, carving out a greater portion of knowledge intensive jobs from the Asia Pacific Region. The vision will improve the District's lifestyle and environmental assets."*

**Relevant Priority Green Grid Corridors as identified in the *Eastern City District Plan***

| | | |
|---|---|---|
| 1 | The Iron Cove Greenway and the Hawthorne Canal | Creating a sequence of connected open spaces that follow the Hawthorne Canal and the Light Rail Corridor from Leichhardt North to Dulwich Hill light rail stations which provide enhanced open space to growing communities along the light rail. |
| 2 | The Cooks River Open Space Corridor | Will become a regionally significant parkland corridor, improving water quality and providing high quality open space with links to nearby centres including Strathfield, Sydney Olympic Park, Campsie, Canterbury, Dulwich Hill, Marrickville and Wolli Creek. This is a priority Green Grid project for both the Eastern City and South districts. |

**Relevant Projects important to the District**

| | | |
|---|---|---|
| 11 | Bankstown to Sydenham Open Space Corridor | This project will transform surplus rail easement land and wide local streets that run parallel to the rail line into an active walking, cycling and open space corridor connecting the Cooks River, Wolli Creek Regional Park, The Greenway and Salt Pan Creek open space corridor, as well as the wider open space network. |



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## 3.2.2 Sydney Green Grid - Central District (2017)

### SYDNEY GREEN GRID Central District

An objective of the Sydney Green Grid is to protect and provide open space and areas of biodiversity, particularly as housing density increases. The GANSW proposed a network of high-quality green space that connects town centres, public transport hubs and major residential areas. Known as the Sydney Green Grid, it is an integral part of delivering the public benefit embedded in the Central District. Identified interventions can facilitate opportunities to increase access to open space, promote healthy and active living and create high quality public realm.

**Strategic opportunities identified in the Inner West Council area are:**

- Improved access to Sydney Harbour, Parramatta River foreshore and the coast line.
- Undertake local open space studies to increase access to open space at a local level and ensure equity of access to open space across the district.
- Create new open space to support the Inner West for example new regional parks within the Rozelle Rail Yards corridor and active sports facilities at White Bay Power Station and above White Bay car park.

**Project opportunities identified include:**

- Link the suburbs of Marrickville and Leichhardt with Sydney Harbour via the proposed Iron Cove Greenway which links the Cooks River and Iron Cove Bay.
- Link the heads of the open space at Blackwattle Bay, Rozelle Bay and White Bay into the existing open space network.
- Increase public foreshore access within the Bays Precinct and access from Sydney CBD to the Bays Precinct via the Glebe Island Bridge.

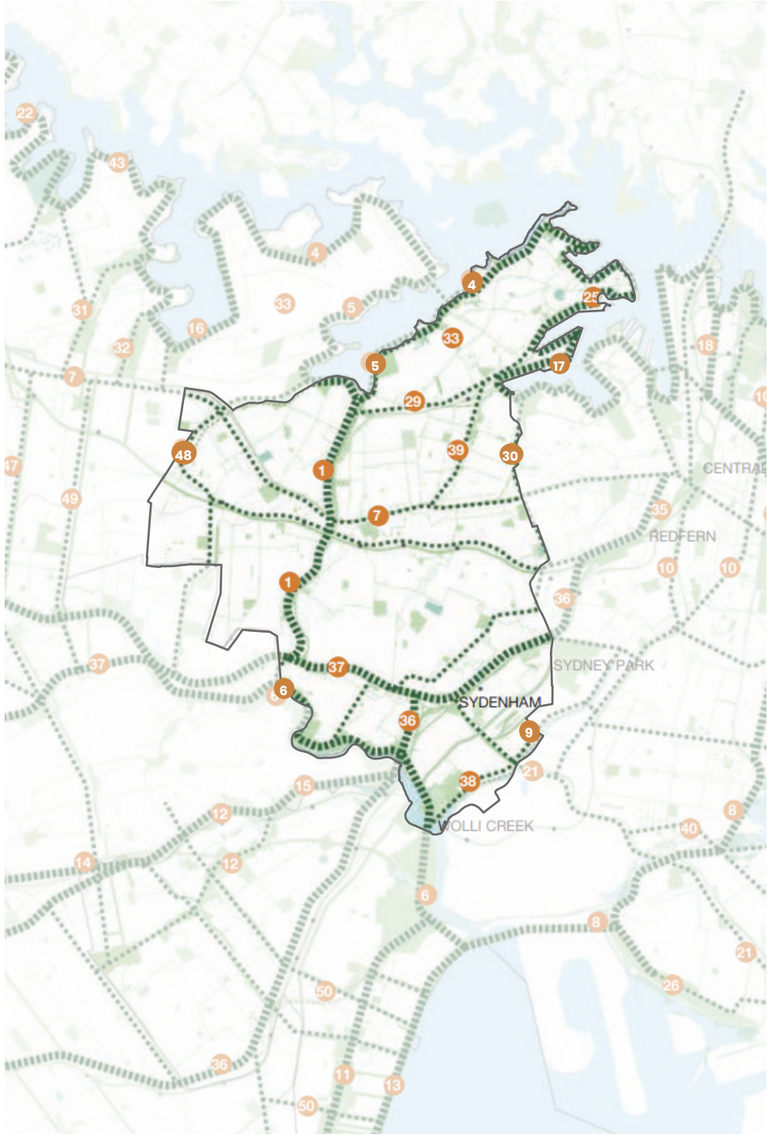
Sydney Green Grid
Central District
2017

*"The various and unique landscapes of Sydney are recognised as an asset that can reinforce character identity and environmental resilience. Delivered alongside infrastructure and urban renewal an enhanced network of open space and green infrastructure can serve to shape and support new and existing communities. The Harbour, the coastline and the Cooks River provide a coherent spatial strategy that defines the landscape quality of the subregion."*

**Sydney Green Grid identified Project Opportunities**

The document identifies a network of quality green space that connects key hubs as well as provides a list of projects with opportunity to become part of the Blue-Green Grid in the Inner West.

| | | |
|---|---|---|
| 1 | The Greenway and the Hawthorne Canal (Identified in ECDP) | Hydrological |
| 4 | Sydney Harbour Foreshore and Parramatta River Walk | Recreational |
| 5 | The Bay Run and Iron Cove Creek | Recreational |
| 6 | The Cooks River Open Space Corridor (Identified in ECDP) | Hydrological |
| 7 | Parramatta Road Urban Renewal Corridor | Transport |
| 9 | Alexandra Canal | Hydrological |
| 17 | White Bay and Blackwattle Bay Foreshore and Open Space | Transport |
| 25 | Tom Uren Trail, Balmain | Recreational |
| 29 | Lilyfield Road Active Transport Corridor | Transport |
| 30 | Johnstons Creek and Harold Park | Hydrological |
| 33 | Sydney Harbour Bays Green Links: Balmain and Rozelle | Recreational |
| 36 | Illawarra Rail Line: Wolli Creek to Redfern | Transport |
| 37 | Bankstown to Sydenham Open Space Corridor (Identified in ECDP) | Transport |
| 38 | Airport to Bourke Street Active Transport Green Link | Transport |
| 39 | Whites Creek and Whites Creek Lane, Leichhardt | Hydrological |
| 48 | Cooks River Secondary Green Links: Ashfield to Canterbury | Recreational |



### 3.2.3 Community Strategic Plan

**OUR INNER WEST 2036**
**Community Strategic Plan (2022)**

The *Community Strategic Plan* (CSP) identifies the community's vision for the future, long-term goals, and strategies to get there and outlines how Council will measure progress towards that vision.

**The Blue-Green Grid Strategy aligns closely with:**

**Strategic Direction 1: An ecologically sustainable Inner West.**

This strategy will help Council achieve outcomes:

- 1.2 An increasing and resilient network of green corridors provide habitat for plants and animals.
- 1.3 Waterways are healthy and the community is water-sensitive, treating water as a precious resource.
- 1.4 Air quality is good and air pollution is managed effectively; 1.5 Inner West is zero emissions, climate adapted and resilient to the changing climate.

**Strategic Direction 2: Liveable, connected places and transport.**

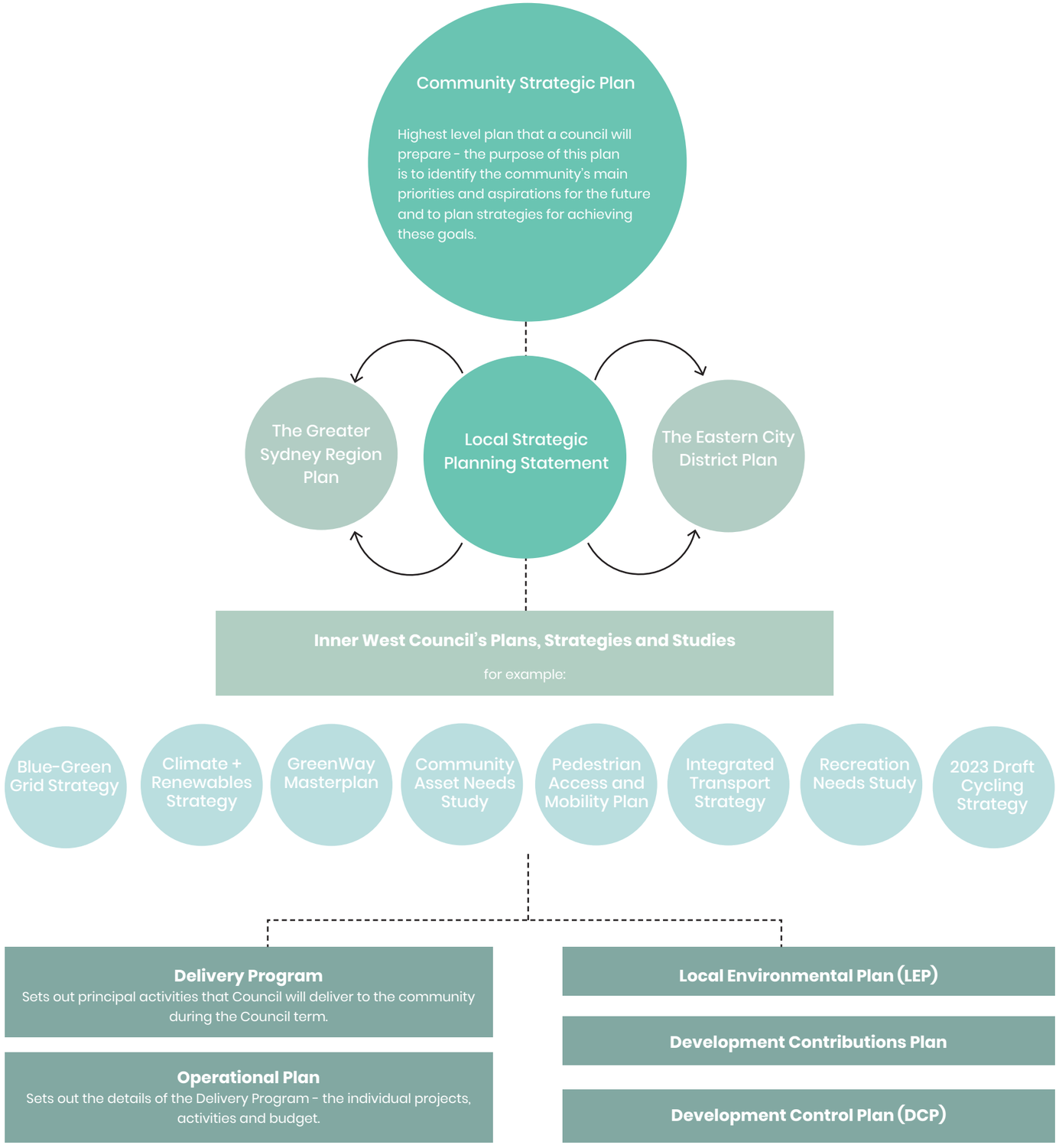
This strategy will help Council achieve outcomes:

- 2.1 Development is designed for sustainability, net zero and improves health and wellbeing of the community.
- 2.3 Public spaces are welcoming, accessible, clean and safe.
- 2.6 People walk, cycle and move around the Inner West with ease.

**Strategic Direction 4: Healthy, resilient and caring communities.**

This strategy will help Council achieve outcomes:

- 4.3 People have opportunities to participate, and develop their health and wellbeing.
- 4.4 People have access to the services and facilities they need at all stages of life and all abilities.



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## 3.2.4 Our Place Inner West - Local Strategic Planning Statement (2020)

### OUR PLACE INNER WEST
### Local Strategic Planning Statement

The LSPS for the Inner West provides a local response to the planning priorities and objectives outlined in *The Greater Sydney Region Plan* and the *Eastern City District Plan*.

The statement sets out the vision for the area in 2036 and the actions that will be taken to achieve this vision. It provides the land-use planning framework for the Inner West, providing a link between the *Greater Sydney Commission's Eastern City District Plan* and the priorities of *Our Inner West 2036 – A Community Strategic Plan* for the Inner West Community.

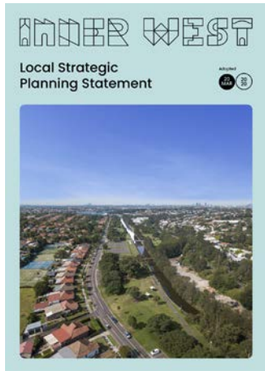
**The LSPS Vision Statement:**

*"Inner West 2036: A place of creative, connected, sustainable and productive neighbourhoods - as vibrant, innovative and diverse as our community."*

In response to State plans outlining a basis Green Grid, the Inner West Council committed to further developing the Blue-Green Grid.

**Planning Priority 3** of the LSPS sets out a vision of a diverse and increasing urban forest that connects habitats of flora and fauna. This includes the action 3.3 to *"Develop a Blue/Green Grid Strategy to protect and increase habitat and the urban forest, embed water sensitive urban design principles and prioritise the routes based on function and connectivity."*

Council has outlined indicative plans based on the opportunities identified in the Greater Sydney Region Plan, Eastern City District Plan and Sydney Green Grid strategy developed by the Government Architect of NSW to be further developed.




Inner West Local Strategic Planning Statement (LSPS)

2020

### Relevant Planning Priorities, Objectives and Actions

| Relevant Planning Priority | | Objectives |
|---|---|---|
| Planning Priority 1: | Adapt to climate change | Inner West is resilient to the impacts of climate change, urban and natural hazards. |
| Planning Priority 3: | A diverse and increasing urban forest that connects habitats of flora and fauna | Protect, maintain and increase urban forests, native vegetation and habitat. |
| Planning Priority 4: | Inner West is a water sensitive city with clean waterways | Development on all private and public land incorporates best practice Water Sensitive Urban Design (WSUD).<br>Reduced reliance on Sydney's drinking water supply .<br>Water quality is enhanced and natural waterways are clean and healthy. |
| Planning Priority 7: | Provide for a rich diversity of functional, safe and enjoyable urban spaces connected with and enhanced by their surroundings | Provide urban spaces that support community needs and creative places. |
| Planning Priority 8: | Provide improved and accessible sustainable transport infrastructure | Safe, user-friendly active transport infrastructure forms an integral part of Inner West and supports all types of trips. |
| Planning Priority 10: | Recognise and sustain Aboriginal and Torres Strait Islander cultures and histories | Indigenous cultures and histories are recognised and steps are taken to ensure cultural continuity.<br>Aboriginal heritage of significance is conserved in Inner West. |
| Planning Priority 11: | Provide accessible facilities and spaces that support active, healthy communities | The community has access to a wide range of accessible high quality open spaces, community facilities, recreational and cultural spaces.<br>A Blue/Green Grid promotes active and healthy lifestyles. |

# 4. Community and Stakeholder Engagement

# 4.1 Community and Stakeholder Insights

## 4.1.1 How Community and Stakeholder Ideas Were Considered

### Consultation Approach and Methodology

The purpose of this first round of engagement was to gather information from internal and external stakeholders including the community to gather place specific suggestions, and opportunities as well as better understand local needs and priorities for blue and green grid connections across Inner West.

In line with the high level of support that was expressed by the community during the LSPS consultation, this project specific Blue-Green Grid consultation was warmly welcomed by the community.

The first phase of consultation took place between 16 March and 8 May 2022. The community responses presented a clear set of values and priorities while also giving a range of place specific suggestions for the project to consider.

The consultation approach looked to capture community and stakeholder insights from across the entire Inner West, asking participants to categorise their ideas within 8 Emerging Opportunities:

- Provide more areas of natural habitat for native fauna.
- Adapt to climate change - focusing on reducing urban heat and improving air quality.
- Protect and enhance ecological communities.
- Increase access to recreational open space and waterways.
- Provide more routes for walking, cycling, and play along green leafy streets and pathways.
- Expand the urban tree canopy and areas of vegetation.
- Incorporate more Water Sensitive Urban Design features into landscape to better treat stormwater, reduce flood risk and manage water quality.
- Promote art, cultural and scenic features.

### Overall, the engagement captured:

- 409 participated in discussion across the engagement
- 150+ visitors to 5 pop ups
- 1,800+ ideas captured
- 98 workshop and focus group participants
- 94 contributers placing 355 pins online interactive map
- 25 submissions received
- 41 representatives from collaborative partners including neighbouring councils, stage agencies and schools
- 1154 YSIW visitors
- 400+ flyers distributed
- 230 QR Code scans on posters

### The outcomes of the online mapping tool

The use of mapping activities throughout the consultation, aimed to ensure insights were place based and specific to help respond to key microclimate and network challenges across the Inner West.

### What are their values, needs, aspirations

In line with the high level of support that was expressed by the community during the LSPS consultation, this project specific Blue-Green Grid Strategy consultation was warmly welcomed by all community members. At the highest level, the community praised the approach to increase the health of blue and green assets and broadly recognised that this network would provide a suitable opportunity for planning an efficient and effective active transport network.

### The three most common themes captured across the engagement were:

#### Effective Active Transport Networks

Participants acknowledged the great work of delivering the network to date, but wished to see pathways and active transport routes better equipped to handle capacity and diverse uses. It was highlighted that speed was the number one barrier to encouraging new users to the network, and an effective network should identify the type of users along each journey, and aim to cater to all of their needs through suitable separation or safety measures.

#### Access to Water

Participants from all suburbs wished to see a long-term plan for enabling residents across the LGA to interact with the Blue-Green Grid. In the short to medium term there is a common vision to naturalise the creeks and rivers in the LGA and activate the banks. In the long term, our community wish for opportunities to swim across the entire LGA.

#### Rewilding for Open Space

Participants didn't wish to simply see biodiversity increasing across the LGA, but wanted the Strategy to take a considered approach on where and how these assets are delivered and maintained, so that they remain for generations to come, despite our growing community. Our community commonly identified the opportunity for more dense and planned planting in open spaces, that would not only increased biodiversity in our existing green spaces, but enable community to connect with nature.

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## 4.1.2 Engagement Methods

This first engagement stage included a variety of engagement activities aimed at capturing input from a diverse representation of our community and interested stakeholders. Engagement activities included:

| Engagement Activity | Theme or Location | Participation |
|---|---|---|
| Online Mapping Tool and Submissions | Your Say Inner West | **2,750** site views<br>**1,154** visitors<br>**94** participants making<br>- **355** contributions<br>- **22** written submissions |
| Drop-In Sessions | - Haberfield<br>- Marrickville<br>- Ashfield<br>- Balmain<br>- Camperdown | **158** Contributors<br>**372** Ideas and Insights for responding to Blue-Green Grid opportunities |
| Local Democracy Groups Workshops | - Access Advisory Committee<br>- Aboriginal and Torres Strait Islander Advisory Committee<br>- Greenway Advisory Committee<br>- Environmental Advisory Committee<br>- Open invite for all Local Democracy Group members - attended by approximately 15 participants | **58** Participants<br>**210** Contributions and Indepth discussion on responding to opportunities |
| Community Focus Groups | - # 1 Environmental Matters<br>- #2 Active Transport and Recreation<br>- #3 Arts, Culture and Community | **16** Participants<br>**218** Identified places, spaces and routes for investigation |
| Internal Council Staff Workshop | Face to Face | **24** Participants from service areas across the organisation<br>**75** Partnership projects and initiatives identified |
| Collaborator and Partner Organisation Workshop | Online workshop with neighbouring council, state departments, schools and infrastructure stakeholders | **41** Participants<br>**180+** Contributions and identified partnership opportunities |

### 4.1.3 What was heard from the community

#### Provide more areas of natural habitat for native fauna

Engagement participants consistently reiterated the importance of a considered planting of endemic species, not simply native species, in order to boost the ecology and health of natural habitats for native fauna. Common areas for action included:

- Rewilding railways with native flora.
- Identifying suitable plots within highly urbanised areas to create dense planting.
- Upskilling community members to enable them to include native planting on private land.

#### Protect and enhance ecological communities

Engagement participants recognised weed control and bushcare knowledge as the key to succeeding in this priority. In addition to this, the need for limiting the human impact on vital ecological assets was widely recognised. Common areas for action included:

- Identifying and protecting areas of particular ecology and biodiversity and limiting human interaction.
- Community education and upskill programs on weed removal.
- Upskill and education in council's maintenance team on weed identification.
- Programming to increased Bushcare programs and their reach.

#### Promote art, cultural and scenic features

Engagement participants recognised that the Blue-Green Grid was well placed to incorporate three key cultural themes.

1. First Nations Culture and Caring for Country.

2. Artists and the creative sector have traditionally been based in the Inner West industrial areas.

3. The Inner West's rich history, particularly highlighting the playful and interesting "tales" of residents and businesses from the past.

Participants wished to see the Strategy designate a specific arts and cultural identity of the Blue-Green Grid, in order to guide future planning, rather than attempt to encompass all elements of arts and culture. Common areas for action included:

- Engaging users into First Nations knowledge and learning.
- Creating a focus on live performances along and within the Blue-Green Grid.
- Embracing and emphasising the cultural practice of connecting to water and nature, and opportunities to do this through both play and tranquillity.

#### Adapt to climate change - focusing on reducing urban heat and improving air quality

Engagement participants recognised the direct link between this action and increasing tree canopy in the LGA. Common areas for action included:

- Rewilding rail way lines.
- Focusing increased tree canopy efforts along active transport links.
- Identifying opportunities for increased tree canopy in partnerships with local schools.

#### Increase Access to recreational open space and waterways

Engagement participants consistently prioritised the opportunity for places to swim, right across the LGA. Those neighbouring the harbour wished to see greater access points, those within walking distance of Cooks River wished to see river health be a key focus to enable interactions within the water, and those without direct access wanted to see active transport links prioritised towards bodies of water. Common areas for action included:

- Designating harbour swimming opportunities and providing appropriate infrastructure.
- Increasing the health of the Cooks River to encourage interaction with the waterway.
- Targeted delivery of green and open spaces in areas of high density.
- Rewilding open spaces.
- Appropriate provision of dog parks within open spaces.

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## Provide more routes for walking, cycling, and play along green leafy streets and pathways

Separated cycleways, roadways and footpaths was the number one priority captured across the entire engagement. Participants recognised that the speed of cars was the number one barrier to more people adopting active transport, while pedestrians recognised that the fastest user on any active transport route was the greatest barrier for new users and pedestrians.

In addition, 2 of the top 3 most supported community comments highlighted the desire to see private developments extend and contribute to the green grid and active transport network. Comments relating to the Flour Mill developments approach to connecting the green grid and delivering high quality open spaces were widely supported by community. Common areas for action included:

- Suitable separation of pedestrians and cyclists on shared paths.
- Designated bike paths along streets greater than 40km/h.
- Identifying key commuter routes for separated cycleways – as this removed the danger of cars from cyclists, and the danger of fast travelling bikes from pedestrian footpaths.
- Crossing of Parramatta Rd was identified as a major barrier to creating a comprehensive network.
- Crossing WestConnex entry and exit points in St Peters was identified as a major barrier to a comprehensive network.
- Crossing WestConnex entry and exit points at the Rozelle Interchange was identified as a major barrier to a comprehensive network.
- Widening of all current and future shared paths across the network.
- Ashfield North, Marrickville, and Darling Street Balmain were three commonly identified key areas for new connections.
- Continuing to leverage creek lines as green, active transport corridors.

## Incorporate more Water Sensitive Urban Design features into the landscape to better treat storm water, reduce flood risk and manage water quality

Engagement participants consistently expressed a desire to re-naturalise the creek lines and rivers across the entire LGA, and placed greater emphasis on using open and green spaces to address flooding risks.

In conjunction with this, participants wanted to see permeable surfaces favoured in urban areas to reduce flood risks and increase the health of waterways. Common areas for action included:

- Naturalise waterways and canals across the LGA prioritising those areas that intersect with open spaces and provide opportunities for the community to connect with the water.
- Improving the health of the Cooks River by reducing dumping and increasing monitoring to identify run that is posing particular threat to the ecology of the river.
- Regenerating the Hawthorn Canal.
- Eliminating the use of pesticides in open spaces adjacent to waterways.
- Increased recognition for restoring riparian zones and mangroves.
- Address key flood zones along the Cooks River, and Marrickville Golf Course.

## Expand the urban tree canopy and areas of vegetation

Engagement participants commonly highlighted priority areas for increased tree canopy efforts.

As a first step it was felt that the project should look to identify all possible sites that across the LGA that could accommodate significant tree planting, rather than individual plantings that were at risk in urban areas. Common areas for action included:

- Partnerships with schools.
- Identifying opportunities for verge gardens - creating a green trellis that spread from large open areas and green spaces, into the streets.
- Identifying streets suitable for partial closure to create an urban garden.
- Targeting the western and northern side of all active transport routes.
- Targeting railway lines as green corridors.

### 4.1.4 Local Democracy Groups Identified Priorities

Across the engagement, five advisory committee workshops identified priorities well suited to achieving the desired outcomes of the strategy. The below highlights a number of priorities that participants felt were particularly well aligned to the Blue-Green Grid Strategy.

#### Environmental Advisory Committee

- Acknowledgement and reinstating of traditional creek lines.
- Open space and ecological green projects given appropriate resourcing to ensure upkeep is carried out in a way to preserve biodiversity and ecology.
- Naturalisation of creek beds to restore water ecology and booster surrounding ecosystems.
- Designation of ecological reserves not publicly accessible.
- Planting of endemic species.
- "Re-wilding" train lines with natural habitat.
- Extending the green trellis beyond open spaces and reserves.
- Increased tree canopy in all town centres.

#### Aboriginal and Torres Strait Islander Advisory Committee

- Open space projects that are delivered should be designed to enable Indigenous organisations to carry out cultural awareness and education programs.
- Prioritise the delivery of the Inner West Walking Trails.
- Acknowledge traditional creek lines.
- Acknowledge relevant aboriginal significance and culture in all open spaces.
- Planting of endemic species.

#### GreenWay Advisory Committee

- Acknowledgement and reinstating or traditional creek lines.
- Increased partnership with Bushcare.
- Improved maintenance practices from Council staff to ensure appropriate weed identification and bushcare practices.
- Prioritise the extension of the GreenWay.
- Delivery Old Canterbury Rd link within GreenWay project.
- Overcome major barriers to connecting the network, such as Parramatta Rd and City West Link.

#### Collaborative Workshop (Invite Extended to All Council Local Democracy Groups Members)

- Identify commuter cycle routes and delivery suitable bike paths to remove them from vehicles but also separate fast commuter cyclists from pedestrians.
- Increased designated cycleways and separated paths desired across the LGA.
- Prioritise cycle ways along creek lines and green corridors.
- Increased access to blue spaces along Cook's River.
- Desire to see green trellis extend outward from open spaces and into urban areas.
- Extend GreenWay.

#### Access Advisory Committee

- Accessible wayfinding.
- Accessible pathways mean removing incline and decline.
- Accessible pathways require well maintained flat surfaces.
- Creating a network for all required public education.
- Speed of the fastest person on the active transport network is the biggest barrier to adoption and inclusive networks.
- Heat impacts disabled users of the network far greater than others and there is a need for regular respite stops on a journey.
- Charging stations for mobility scooters and e-vehicles on network.
- Safe storage facilities at end of journey for mobility devices that can be worth $20,000+.
- Accessible trails/paths along riverbanks and through bushland to enable everyone to connect with nature – National Parks are leading the way on accessible paths through nature.

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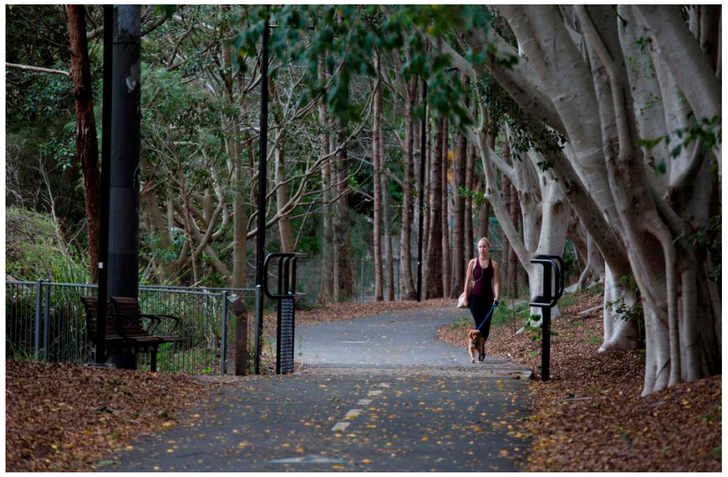
## 4.1.5 Focus Group Identified Priorities

Across the engagement, three online focus groups workshops were held, Recreation and Active Transport, Environmental Matters, Arts Culture and Community. Several priorities to achieving the desired outcomes of the Blue-Green Grid Strategy were identified. The below highlights a number of priorities that participants felt were particularly well aligned to the strategy:



### Recreation and Active Transport Focus Group

- Widening of paths along key commuter routes.
- Greater separation of cars and cyclists on commuter cycling routes.
- More separated pedestrian and cyclist pathways in popular parts of the active transport network.
- Identify and deliver suitable crossings over Parramatta Rd, WestConnex entry and exit at St Peters, and Rozelle Parklands.
- Suitable connections between Anzac Bridge and Darling St Balmain.
- Increased tree canopy on the active transport network in Marrickville.
- Decreased speed limit to 30km/h on shared roads and local streets.

### Arts, Culture and Community

- Investigation of a cultural trail through Balmain, Rozelle and White Bay.
- Identify and implement a cultural identity for the Blue-Green Grid Strategy, that will guide all cultural activities and installations in open spaces.
- Identify and celebrate the tails, identities and characters of the inner west's past, through artistic installations in open spaces.
- Recognise the importance of maintaining arts and makers spaces in the inner west, particularly in traditional industrial areas such as Tempe and Marrickville which have been home to artistic collectives for decades.

### Environmental Focus Group

- Naturalising and more biodiverse planting in open spaces.
- Naturalisation of creek beds to restore water ecology and booster surrounding ecosystems.
- Extension of the Greenway project.
- Planting of endemic species.
- "Re-wilding" train lines with natural habitat.
- Extending the green trellis beyond open spaces and reserves.
- Upskilling Council maintenance teams on weed control and protection of native species.
- Increased funding for Bushcare.
- Greater value given to existing mature trees, to limit removals across the LGA.
- Commitment to the White Bay Wildlife Corridor.

## 4.1.6 Community and Stakeholder Mapping

As well as highlighting priority actions for responding to the emerging themes, engagement participants were asked to provide their local knowledge in nominating spaces, places, routes and areas which they believed should be investigated as a priority for responding to each of the 8 emerging opportunities.

Based on these outcomes from the engagement, a list of the priority links and places were mapped. The findings discussed in relation to the 8 Emerging Opportunities were fitted into the 5 categories of grid (Aboriginal and Torres Strait Islander, Arts, Culture and Heritage; Recreational; Ecological; Hydrological and Connected).

The map illustrates the most common places, spaces, links and opportunities that were discussed and explored by community during the consultation.

### Elkington Park

"Love Elkington Park. Love The Dawny. Love sitting on the point above the cliffs. What a marvellous example of Green and Blue. Plus, cycling here from Marrickville, is a true Blue-Green link, riding along the Greenway, the Bay Run and Balmain foreshore."

### Callan Park

"Callan park is one of my favourite places to ride. I like that they are going to do the place up, but should keep in mind that more people will flock there and there should be things taken into consideration such as car, cycling and pedestrian safety that also doesn't impose on people's freedom to navigate and move where they want."

### Lilyfield Road

"Lilyfield Rd will be the perfect connection between the Rozelle railyards park/bays precinct and the bay run, and so should have a really high quality cycle path to connect the two"

### Frederick Street

"Frederick street is a main walking thoroughfare for both transport (bus stops) and access to Ashfield pool. However it's very hot to walk and there is limited separation from the heavy vehicles on the road making it unpleasant and unsafe."

### Parramatta Road

"Parramatta Rd has no tree cover. With the Rozelle interchange opening soon and the completion of Westconnex there should be some opportunity to re-allocate some space on Parramatta Rd for trees (especially around bus stops so you can wait in the shade), better footpaths, bike lanes etc."

### Yeo Park

"A lovely big park with beautiful trees, please add some native understory and ground covers in places so there's habitat for birds etc as well as people."

### Cooks River

"Wardell Rd Bridge doesn't allow walkers and cyclists to pass each other, narrow and dangerous."

### Sydenham Drainage Pit

"Could this be developed into an urban wetland with some public access/viewpoints?"

### Tempe Reserve

"Tempe Reserve is already important as habitat for native bird species, especially in those areas planted with thick native shrubs. It's a pity about the plastic grass. More could be done. For example, dense native shrubs bordering the banks of the Alexandria Canal."

### Legend

- Inner West LGA Boundary
- Parks and Open Spaces
- Waterways, rivers and creeks
- Engagement Desired Links
- Engagement Places

0 1 2 km

# 5. Towards a Vision

# 5.1 Vision for the Inner West Blue-Green Grid

**The Blue-Green Grid will create a network of blue and green connections across the Inner West to help improve accessibility, recreation, biodiversity, and lifestyle for all.**

**The Blue Green-Grid Strategy provides an aspirational masterplan that aims to maximise the quality of life for our residents and the environment by:**

### An engaging cultural experience

- Promoting art and culture events.
- Recognising and sustaining Aboriginal and Torres Strait Islander's cultures and histories.

### Creating a range of recreation opportunities

- Providing diverse, vibrant and connected urban spaces that enhance the surroundings.
- Delivering a high quality of open space with a variety of uses for all abilities and ages.

### Connecting ecological corridors

- Increasing urban forest that connects habitats for flora and fauna.
- Adapting to climate change.
- Protecting and enhancing areas of high value biodiversity.

### Enhancing waterways and connection to water

- Enhancing water quality.
- Reducing flood risk through water sensitive cities approaches and blue and green infrastructure.
- Adapting to climate change.
- Create water sensitive city with clean waterways.

### Enhancing connectivity and accessibility

- Improving function and access of public transport.
- Providing accessible facilities and spaces that support active, healthy communities.

# The Inner West Blue-Green Grid

## 282 Parks

278 Council-owned parks totalling 256 hectares

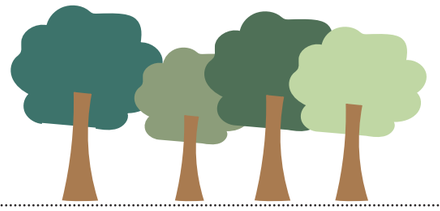
4 State-owned parks

28 Sporting Grounds

12 Outdoor Gyms

126 Play Spaces

18 Community Gardens



## 17 Rail Stations

## 3 Ferry Wharfs

## 267 Cycle Paths

178+ Animal species

350+ Native flora

## 61 Schools

398 Community Assets

8 Libraries

94 Social assets

296 Cultural assets

2 indoor recreation centres

5 aquatic centres

## 6 Waterways

## Sydney Harbour

**Consists of 84 Links**

**To Connect 183,772 Residents**

*https://profile.id.com.au/inner-west/population*
*https://www.innerwest.nsw.gov.au/live/environment-and-sustainability/at-home/gardens-and-wildlife/nature-for-backyards-guide/biodiversity-in-the-inner-west*

# 5.2 Incorporation of Designing with Country Principles

## As outlined by the Connecting With Country, Government Architects NSW

The Inner West Blue-Green Grid incorporates a holistic understanding of the natural environment where people, animals, resources and plants are equally considered. At the core of the Blue-Green Grid is to value and respect Aboriginal cultural knowledge and ensure Country is cared for appropriately while sensitive sites are protected.

The strategy is an opportunity to incorporate, celebrate and recognise the Aboriginal and Torres Strait Islanders knowledge, reconciliation, culture and heritage within the Inner West. The Blue-Green Grid will acknowledge and cherish local history by educating and showcasing thought promotion of art, cultural features, performance and placemaking.

The Inner West Blue-Green Grid is aligned with and pursues the Designing with Country principles outlined as follows.

### General Aspirations

- Ensure that Aboriginal and Torres Strait Islander culture and heritage is visible in the design and planning of Inner West.
- Support, educate and provide a better understanding of the Aboriginal and Torres Strait Islander culture in our built environment.
- Provide links to connect with Aboriginal and Torres Strait Islander cultural values and history of the site.
- Promote art, storytelling, performances and placemaking that acknowledge and celebrate Aboriginal and Torres Strait Islander culture.
- Gain cultural awareness by exploring Inner West connection to Country.

### Principles for Action

- Develop guides to improve education and promotion of culture, reconciliation, knowledge and heritage by creating a signage policy on the Aboriginal and Torres Strait Island, Arts, Culture and Heritage Grid routes.
- Honour Aboriginal culture by incorporating Aboriginal and Torres Strait Islander shared knowledge and culture on promoting Indigenous led activities, such as public artworks and cultural activations.
- Create connections to histories of cultural landscapes into project design principles, materiality, and storytelling of places.
- Create culturally safe places, that nurture immediate and long term opportunities to support Aboriginal cultural practice.
- Ensure that the Inner West has a cultural programme that includes creative tours and attractions that showcase Aboriginal histories and culture.
- Explore routes that educates and showcase local Indigenous knowledge and shares histories.

# 6. Overview of the Grid

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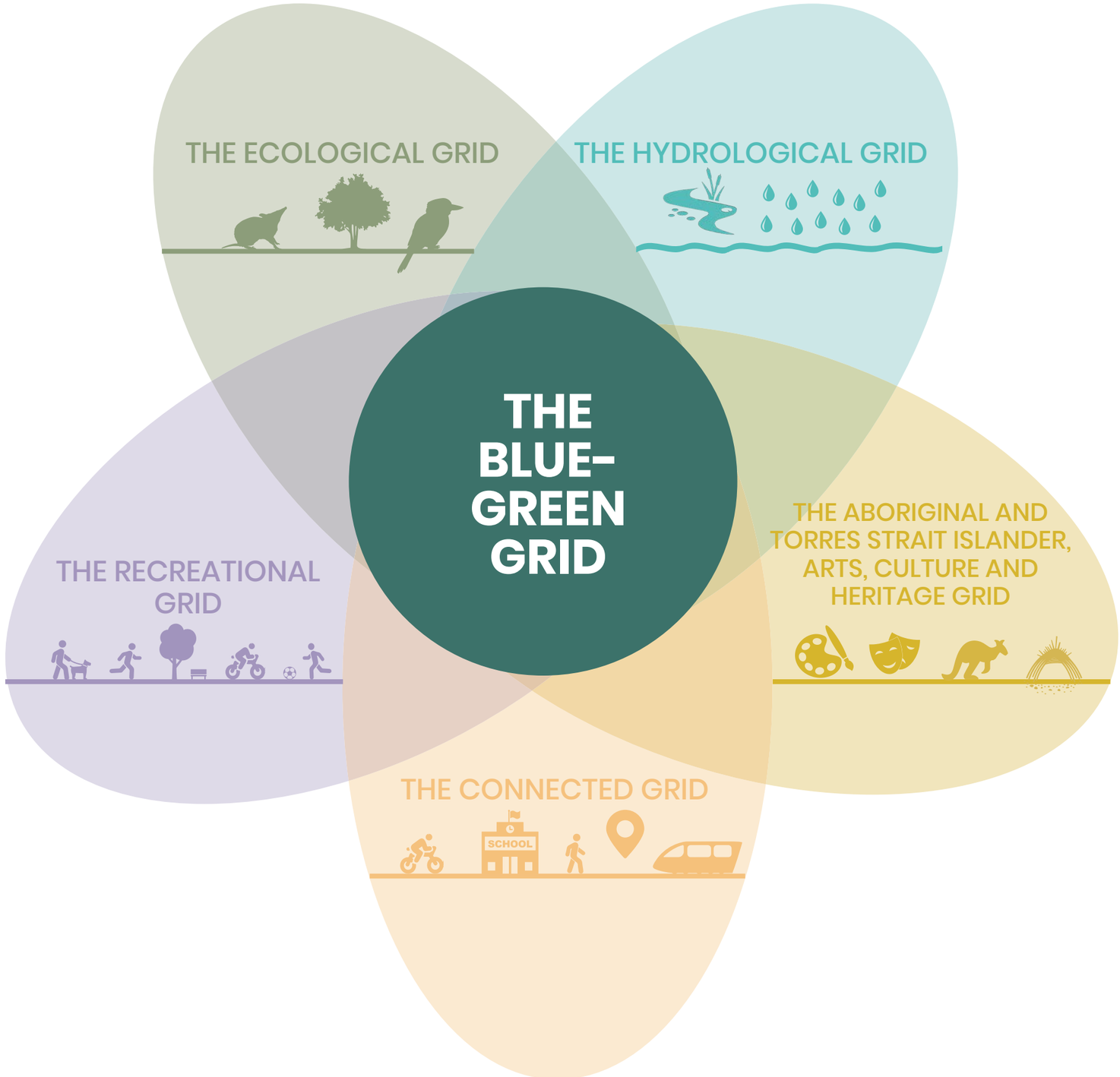
# 6.1 Classifying the Network

The Inner West Blue-Green Grid promotes the creation of a network of high quality open spaces that support recreation, biodiversity, connectivity and waterway health, and recognise and embrace Aboriginal culture.

The connections are classified into five categories based on their most appropriate primary function: the Aboriginal and Torres Strait Islander, Arts, Culture and Heritage Grid, the Recreational Grid, the Ecological Grid, the Hydrological Grid, the Connected Grid.

A colour coding has been applied to the assessment of the analysis to assist with visual understanding of the grids.



## THE ABORIGINAL AND TORRES STRAIT ISLANDER, ARTS, CULTURE AND HERITAGE GRID

The Aboriginal and Torres Strait Islander, Arts, Culture and Heritage Grid as an opportunity to incorporate Aboriginal and Torres Strait Islanders knowledge within the Inner West, promoting art, cultural, and scenic features as well as acknowledging and cherishing a deeply embedded local history to share with generations to come.

### OBJECTIVES

- Celebrate and promote the Aboriginal and Torres Strait Islander reconciliation, culture and heritage in the Inner West, through activities including public art, performance and placemaking.
- Showcase and educate our distinctive creatives and town centres.
- Explore the Inner West's Connection to Country.

### MAPPING CONSIDERATIONS

- Connecting key places of Aboriginal heritage.
- Connecting to key Indigenous organisations.
- Acknowledging water as key indigenous places.
- Recognising the Kangaroo Ground Patyegarang area.
- Connecting to public art.
- Connecting to galleries and studios.
- Connecting historically significant places.

## THE RECREATIONAL GRID

The Recreational Grid is about providing locals of all ages and abilities with routes to walk, run, cycle, interact and play along green streets within our local area. Approximately 42% of adults go for recreational walks, 15% run and 9.8% cycle (*Recreation Needs Study*, 2018). The recreational grid provides access to local parks and high amenity routes.

### OBJECTIVES

- Increase access to open space.
- Encourage active and healthy living.
- Provide a diverse range of open spaces to cater to a wide range of activities.
- Increase amenity to encourage outdoor recreation.

### MAPPING CONSIDERATIONS

- Searching for easy-to-use straight forward routes to be followed by users going for daily activity.
- Searching for routes that would form a loop to create simple routes for people to use as a standard walk/run.
- Searching for routes along key open spaces to form an easy to access network.
- Connecting high areas of density to provide accessible routes and open space.

## THE ECOLOGICAL GRID

The Ecological Grid contributes to a resilient community. The Blue-Green Grid will enhance biodiversity to ensure ecological resilience, creating green habitat corridors and protecting endangered communities.

### OBJECTIVES

- Protect and enhance natural environment for future generations.
- Adapt to climate extremes and reduce urban heat.
- Mitigate climate change through carbon storage.
- Provide habitats for different native species.
- Create environments where people, flora and fauna thrive together.

### MAPPING CONSIDERATIONS

- Areas of high biodiversity value.
- Implementing a higher concentration of the grid within wildlife corridors to improve presence of tree canopy and shrubs.
- Considering parks and open spaces as places of biodiversity value and connecting them.
- Long extended routes from "living streets" as areas with high potential for vegetation and canopy.
- Concentrating streets in areas of high heat.

## THE HYDROLOGICAL GRID

Waterways are a fundamental network of the Blue-Green Grid. The Hydrological Grid will protect and enhance riparian areas and natural character, and improve drainage, mitigate flooding, and improve ecological integrity and visual amenity.

### OBJECTIVES

- Improve water quality in Sydney Harbour.
- Enhance health of six major waterways.
- Increase riparian vegetation and ecologies.
- Opportunities to connect with water.
- Reduce pluvial flooding in urban areas.

### MAPPING CONSIDERATIONS

- Find areas of flooding which will inherently provide good areas for flora (ie, plants need water and help mitigate flooding).
- Where the implementation of the Blue-Green Grid will assist in reducing flooding around built up areas.
- Key waterways which can be places of high amenity for locals.

## THE CONNECTED GRID

The Connected Grid improves infrastructure, particularly active and public transport, and connectivity between points of interests within the Inner West.

### OBJECTIVES

- Increase local connectivity.
- Increase regional connectivity.
- Contribute to a 30-minute connected Sydney.
- Make public and active transport accessible, safe and attractive.
- Connect the community to nature.
- Connect the community to local infrastructure.
- Ensure key places have inclusive accessibility.

### MAPPING CONSIDERATIONS

- Finding points of interest to connect schools and town centres to public transport,
- Finding existing cycle routes or where a cycle route could be placed to run parallel to main streets.
- Key routes that connect highest volume of pedestrians between mass and public transport (eg, light rail and train stations, and bus stops).

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# 6.2 Evidence Base for the Grid

## 6.2.1 Analysis Overview

Geographic Information System (GIS) data has been utilised as evidence base in the mapping process of the Inner West Blue-Green Grid, where a series of maps were analysed for each Grid and later overlayed to provide a visual image of opportunities and constraints.

Refer to the Appendix for data sets sources and methodologies which was used for mapping analysis.

The data was categorised into each of the five grids, as they related and impacted each theme, as shown on the right.

**Aboriginal and Torres Strait Islander, Arts, Culture, and Heritage**

Maps related to heritage, identified local Indigenous places, waterways and swamps, public art, arts venues, and cultural and historical places linked to Aboriginal history.

**Ecological**

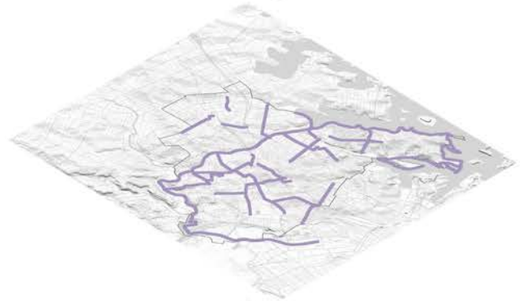
Biodiversity corridors, vegetation coverage, living streets, urban heat, and tree canopy.

**Connected**

Parks, activity anchors, points of interest, pedestrian movement, public transport walkability, public art and heritage.

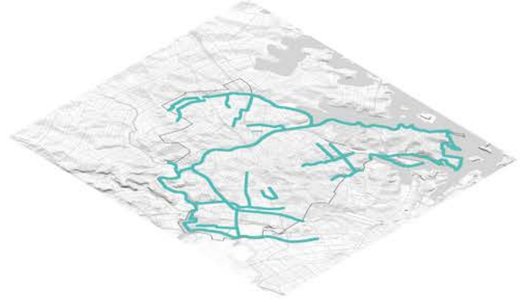
**Recreational**

Areas of higher density, local centres, parks and catchment areas, active streets, and provision of open space per person data.



**Hydrological**

Waterways and flooding extend, sea level, permeable surfaces, and urban heat.



## 6.2.2 Sieve Mapping

'Sieve mapping' is a constraints and opportunities mapping process that builds up a number of geographical layers, in order to produce a visual representation of areas that indicate potential for the implementation of the Blue-Green Grid.

To develop and refine the Inner West Blue-Green Grid, a series of mapping layers pertaining to their appropriate category were selected and overlaid to develop lines of inquiry and test the existing Blue-Green Grid plan from the LSPS.

Zones highlighted in strong colours on the sieve map represents areas of most overlapped layers, indicating potential areas for implementing the grid. In contrast, zones with lighter colours or in blanc can be translated as vulnerable areas, which the grid would benefit.

The next step was to trace precise lines of connection along existing streets, to create an integrated network representing the ATSIACH, Recreational, Ecological, Hydrological, and Connected Grids.

This strategy was used to test the existing plan, were the links were overlapped with the LSPS Green Grid Map and indicate recommendations to better respond to the grid.

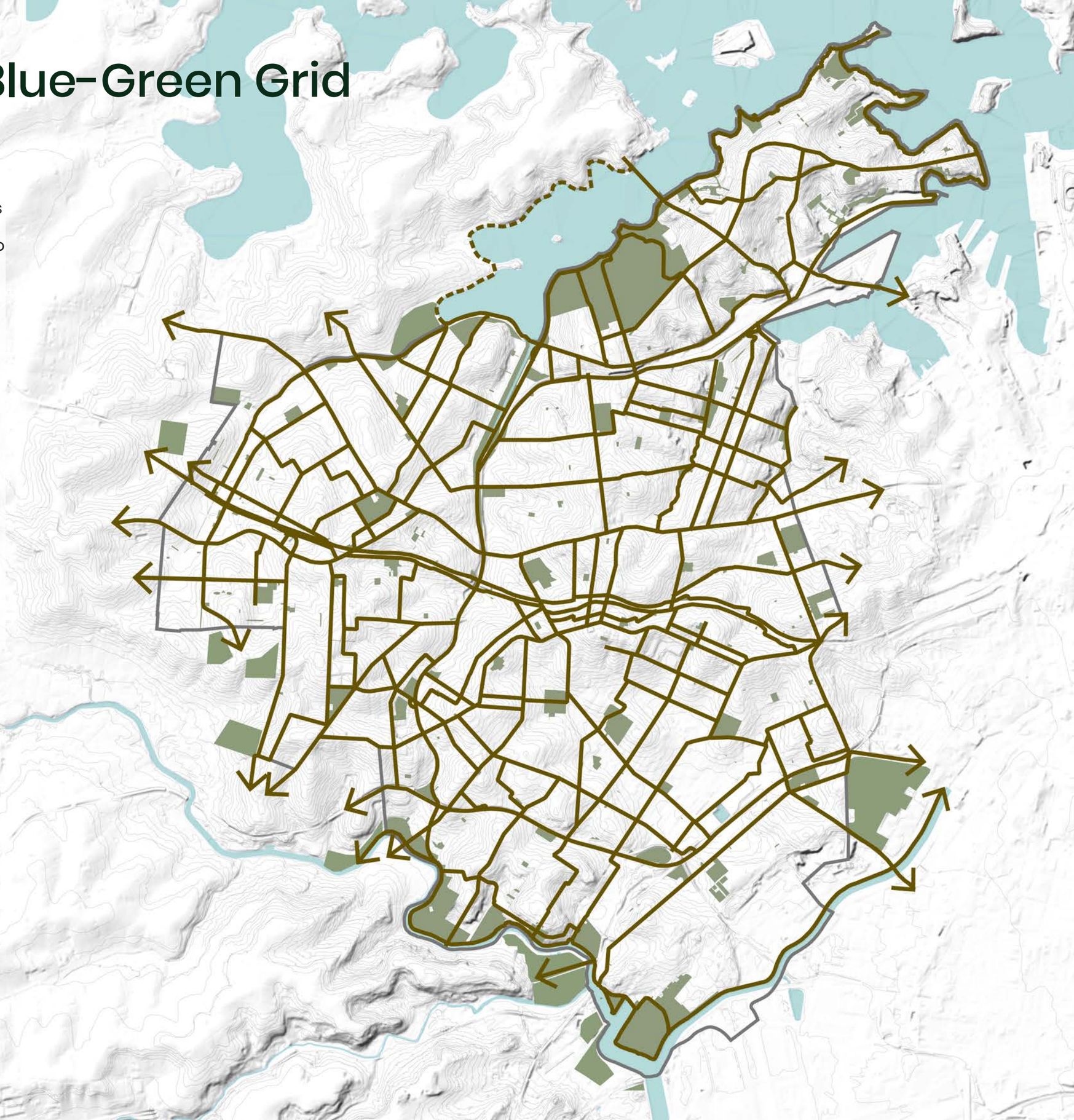
# 7. The Grid

# 7.1 The Inner West Blue-Green Grid

The Inner West Blue-Green Grid forms a web of 84 links across the Inner West and neighbouring Council areas. It addresses the aspirations, needs and priorities of community and stakeholders while also seeking to implement state and local planning priorities related to the creation of a blue and green grid network.

The network responds to aspirations from local community by creating a green trellis along the LGA, better equiping pathways and active transport routes for a better connectivity, and improving access and interaction with green spaces and waterways.

The Blue-Green Grid will create places where people connect to each other, nature, neighbourhood, and the city. Once fully implemented, the Inner West Blue-Green Grid will create a network of links and spaces that allows people to move through freely and safely with good quality footpaths, canopy cover, and greenage. It will provide culture, public art and temporary activations, enhance Aboriginal heritage, and  contribute towards the community's sense of places and stewardship.



Legend

- Inner West LGA Boundary
- Parks and Open Spaces
- Waterways, rivers and creeks
- The Inner West Blue-Green Grid
- Closed Link Loop

0 1 2 km

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# 7.2 Opportunities Per Grid

A matrix has been created to include a name and description for each link utilising placed based information. Each link was categorised utilising the five grid functions and high-level opportunities were identified based on function and community input provided through the engagement process. The below opportunities were identified by stakeholders and will be refined and adjusted through the implementation process and future project work.

## THE ABORIGINAL AND TORRES STRAIT ISLANDER, ARTS, CULTURE AND HERITAGE GRID

1. Recognise and celebrate Aboriginal and Torres Strait Islander culture and histories and protect items and places of high value.
2. Provide public art and cultural activation in public spaces and parks.
3. Recognise and promote the areas of heritage significance.

Walama/Ballast Point Park has incorporated design that acknowledges historic remains from when the area was one of Sydney's major oil distribution sites.

*Image credit: McGregor Coxall*

## THE RECREATIONAL GRID

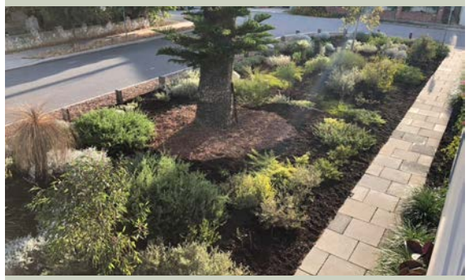
1. Provide green and open spaces in areas of high-density development.
2. Provide additional tree plantings to increase canopy cover and shade.
3. Increase and improve access to a diverse range of open spaces.
4. Provide a diverse range of inclusive spaces to encourage outdoor recreation for all.
5. Develop a network of play streets.

Frances Newton Reserve is a pocket park in Darlinghurst designed as a passive recreational accessible pocket park, behaving like a playground for children, designed to spark imagination and play.

*Image credit: City of Sydney*

## THE ECOLOGICAL GRID

1. Protect, enhance and increase wildlife corridors and areas of habitat for native flora and fauna.
2. Rewild underutilised corridors.
3. Provide additional tree plantings.
4. Encourage verge and private garden planting.
5. Streets for landscaping and community gardens.



Verge Gardens in Western Australia have identified endemic plants and have created native gardens with dense canopy cover and tree hollows instead of grass to create local habitat for wildlife.

*Image credit: APACE WA*

## THE HYDROLOGICAL GRID

1. Improve water quality of local waterways.
2. Naturalise and uncover existing waterways, creeks and canals.
3. Provide additional swimming and recreational opportunities.
4. Integration of WSUD.

The Drying Green at Green Square, Sydney, has incorporated WSUD in the form of local wetland. WSUD can also be implemented through rain gardens, sediment ponds, swales and rainwater tanks.

*Image credit: McGregor Coxall*

## THE CONNECTED GRID

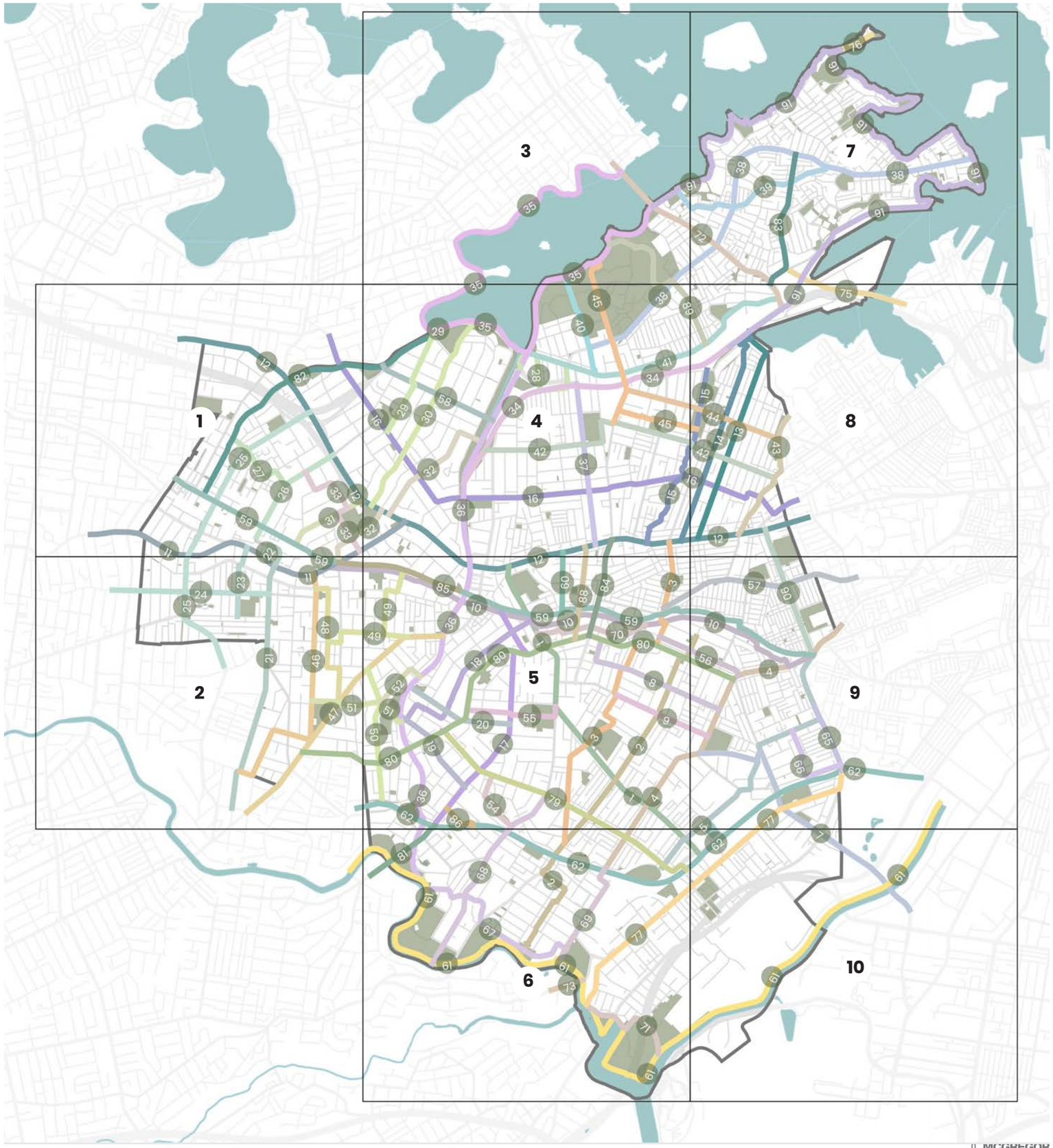
1. Provide safe, accessible footpaths and crossings.
2. Provide cycleways.
3. Better connect access across major road and transport corridors.
4. Where possible provide suitable separation of pedestrians, cyclists and vehicles.
5. Reduce speed limits in high pedestrian areas and along cycleways.

Bourke Street Cycleway is a 3.4 km active transport corridor across a traffic-congested area of inner city Sydney consisting of dense planting, and separate cycleways.

*Image credit: Simon Wood*

# 7.3 Precinct Plans

The Inner West LGA has been divided into 10 sections in order to better understand and read the grid alongside the purpose of each individual link.



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## 7.3.1 Precinct 1

### Blue-Green Grid Links

- 10 Southern Link of Newtown to Croydon train line
- 11 Liverpool Road
- 12 Parramatta Road
- 16 Marion Street between Ramsay Street to Johnstons Creek
- 21 Holden Street connecting Ashfield Station to Canterbury Park
- 22 Hercules Street
- 23 Knox Street to Pratten Park via Park Lane
- 25 Peace Park to Parramatta Road via Milton Street and Frederick Street
- 26 Ashfield Station to Parramatta Road along Bland Street
- 27 John Street to Bland Street
- 31 Orpington Street
- 32 Hawthorne Light Rail Stop to Bruce Street Reserve
- 33 Bland Street to Liverpool Road
- 59 Northern Link of Newtown to Croydon train line
- 82 Iron Cove Creek Corridor

### Relevant Projects and Responsibility

- Iron Cove Creek Master Plan
  2023, *Inner West Council*
- Cycling Strategy and Action Plan
  2023, *Inner West Council*
- Haberfield, Ashfield and Leichhardt local network improvements
  2023, *TfNSW*
- Urban Canopy Strategy
  2019, *Canada Bay Council*
- GreenWay Master Plan
  2018, *Inner West Council*
- Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)
  2016, *TfNSW DPE/Inner West Council*
- GreenWay Biodiversity Strategy
  2013, *Inner West Council*
- GreenWay Revegetation and Bushcare Plan
  2011, *Inner West Council*
- GreenWay Flora and Fauna Literature Review
  2010, *Inner West Council*

- Precinct Boundary
- Inner West LGA Boundary
- Parks and Open Spaces
- Waterways, rivers and creeks
- The Inner West Blue-Green Grid
- Suburb Boundary

- Train Station
- Light Rail Station
- Ferry Terminal
- Local Places

0m 500m 1km

### Places

- 29 Ashfield Park
- 30 Reg Cody Reserve
- 31 Hammond Park
- 32 Wadim (Bill) Jegorow Reserve

| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 10 | **Southern Link of Newtown to Croydon train line** | Newtown, Stanmore, Petersham, Lewisham, Summer Hill, Ashfield, Croydon | A key rail corridor that crosses through a biodiversity corridor at the GreenWay. Link is compromised of multiple links along train lines for connectivity, however is not fully connected for pedestrians. It provides direct routes to train stations and would be well travelled by daily transport users. | The link provides direct routes between train stations and opportunities for better connection to the GreenWay. There is also opportunity to identify a clear user journey along the line and create more crossing for both pedestrians and cyclists. Better cycleway connections, widened footpaths and tree planting for shade are other identified improvements along this route. | | ● | ● | | |
| 11 | **Liverpool Road** | Croydon, Ashfield | Liverpool Road is a key arterial road that traverses Ashfield Town Centre and connects Paramatta Road with Croydon. The link also includes an Aboriginal place of significance. | The route has opportunities to provide more street planting for shade, notably around the Frederick Street intersection. Improvements to cycling connections in and out of the area have also been identified. Ashfield Town Centre is a high pedestrian areas, and could benefit from traffic calming measures for pedestrian safety. Additionally, there are opportunities to recognise and celebrate Aboriginal and Torres Strait Islander culture and histories and protect items and places of high value. | ● | | ● | | |
| 12 | **Parramatta Road** | Haberfield, Croydon, Ashfield, Leichhardt, Annandale, Camperdown, Newtown, Stanmore, Petersham, Lewisham, Summer Hill. | Parramatta Road is a key state road which traverses the Inner West east to west connecting the CBD to Western Sydney. The 6 lane road is mostly commercial in nature, and has limited street trees. There are multiple points of interest along the link, including half a dozen entertainment venues and pubs, Ashfield Park, the GreenWay, Fort Street High School and primary links into surrounding suburbs. | Parramatta Road has opportunities to deliver significant improvement in tree canopy coverage and street tree planting for cooling. The link could deliver widened footpaths, improved crossings for pedestrians and cyclists alike, along with dedicated cycleways and improved public transportation offering. The link is subject to both local and state strategies that provide opportunity for public domain and access uplift, including the Paramatta Road Corridor Urban Transformation Strategy, Tech Central, and the WestConnex Camperdown Dive Site which holds potential to deliver temporary and long term value to the Blue-Green Grid. | ● | | ● | | |
| 16 | **Marion Street between Ramsay Street to Johnstons Creek** | Annandale, Leichhardt, Haberfield | A key east-west connection through the LGA running almost parallel to Parramatta Road offering an alternative east-west connection, crossing with the GreenWay and Whites Creek. It connects multiple town centres including Haberfield, Leichhardt and industrial centres at Annandale/Camperdown. Parks include Algie Park, Lambert Park, Mayes Street Reserve and Evan Jones Playground and schools including Leichhardt Public School St Brendans Catholic Primary School. | The link runs parallel to Paramatta Road but is a local road so it has the potential to become a quiet, safe and comfortable active transport route alternative. Additional cycleways and connections from the GreenWay to Norton Street have been identified. The link has opportunities for more street tree planting for urban cooling and opportunities for public art and cultural activation in the town centres and venues such as Leichhardt Town Hall. | ● | | ● | | ● |
| 21 | **Holden Street connecting Ashfield Station to Canterbury Park** | Ashfield | A major north-south connection that links Ashfield Train Station to Canterbury Park via Ashfield Town Centre. The link connects several open spaces and recreation facilities including some in neighbouring Canterbury-Bankstown LGA. | Much of the link has established greenery, with verges providing opportunity for additional tree plantings to increase canopy cover and shade. The link is also an existing cycle route; therefore, opportunities exist to provide a formal cycleway. The link could benefit from additional crossings in high pedestrian activity areas. | | | ● | | ● |
| 22 | **Hercules Street** | Ashfield | This is a short link connecting north and south Ashfield Town Centre. The link connects with links 21 and 11. | Increased tree canopy, verge gardens, greening of laneways and landscaping are some of the key opportunities to enhance shade and amenity for the pedestrians along the route. The link could also benefit from improved pedestrian and cycle infrastructure allowing for suitable separation of pedestrians, cyclists and vehicles. | | | ● | | ● |
| 23 | **Knox Street to Pratten Park via Park Lane** | Ashfield | The link connects the Ashfield Town Centre to Pratten Park. | Opportunities along the link should consider the provision of additional vegetation and tree plantings to increase canopy cover and shade. Park Lane has been identified as alternate cycle connection offering a wide, quieter and leafy street for east-west cycling connections. | | | ● | | ● |

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| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 25 | **Peace Park to Parramatta Road via Milton Street and Frederick Street** | Ashfield, Ashbury | A north-south connection that will aim to connect Peace Park in the Canterbury Bankstown area up to Parramatta Road. There are multiple parks and open spaces along this link including Cecile Herman Park, Thomas Street Reserve, Banks Street Reserve the Ashfield Aquatic Centre, JG McCartney Playground and Hammond Park and playground. | Participants identified Frederick Street as a key bike and pedestrian route to access Ashfield Train Station, the Ashfield Aquatic Centre and a number of other open spaces within this area of the Inner West. Milton Street was also identified as key connector, although in need of improvements to prioritise pedestrian travel and amenity. Potential improvements along this link should consider:<br>- improvements to footpaths and crossings to ensure they safe and accessible access to key destination. Additional wayfinding would also benefit this link.<br>- providing improved cycle infrastructure and where possible allowing this infrastructure to be separated from pedestrians and vehicles. Community input highlighted the need for increased safety measures for cyclists under the Frederick Street railway bridge<br>- additional vegetation and tree plantings to increase biodiversity, canopy cover and shade along the link<br>- provision for incorporation of WSUD elements along the link | | | ● | ● | |
| 26 | **Ashfield Station to Parramatta Road along Bland Street** | Ashfield | The link runs between Ashfield Train Station to Parramatta Road. It connects with St Vincent's College, Bethlehem College, Da La Salle Ashfield and St John's Pre-School. | Bland Street was commonly highlighted by the community as a street in needs of improved active transport connectivity due to its use by cyclists and pedestrians. Link opportunities should investigate provision of improved footpaths and crossings to ensure safety and accessibility (with particular attention required to the intersection of Elizabeth Street and Bland Street). | | | ● | ● | ● |
| 27 | **John Street to Bland Street** | Ashfield | The link would look to connect the Iron Cove Creek to Bland Street via John Street, Alt Street and Charlotte Street. | This link should be considered as part of future works on John Street associated with the Iron Cove Creek Master Plan project. Opportunities along John Street associated with the Master Plan may include provision of improved pedestrian and cycle infrastructure along the Iron Cove Creek. This link would provide improved connectivity from the Iron Cove Creek into North Ashfield. | | | | ● | ● |
| 31 | **Orpington Street** | Ashfield | Link connects Parramatta Road to Elizabeth Street via Ashfield Park. | Ashfield Park is a well utilised green space. The community wish to see better connections to the park from surrounding areas. This link connects with links 59 and 26 providing more direct connections between Ashfield Train Station and Ashfield Park. Opportunities for this link should consider providing safe, accessible footpaths and crossings along Orpington Steet.<br>Ashfield Park could also accommodate the delivery of more significant dense planting to increase tree canopy cover and shade for park users. | | | ● | ● | ● |
| 32 | **Hawthorne Light Rail Stop to Bruce Street Reserve** | Ashfield | The link aims to better connect Ashfield to the GreenWay. It connects Richard Murden Reserve to Ashfield Park through to Bruce Street Reserve which acts as a thoroughfare between Elizabeth Street and Bruce Street. It runs through a flood zone. | Pedestrian access through the Bruce Street Reserve could be supported by improving footpaths. While there are street trees present along the link, it could benefit from more continuous canopy cover and shade beside Ashfield Park and on O'Connor Street. Verges throughout the link can accommodate increased planting. | | | ● | ● | ● |
| 33 | **Bland Street to Liverpool Road** | Ashfield | Link runs via Julia, Loftus and Pembroke Street, via Ashfield Park. | Opportunities along the link should consider improving footpaths, crossings and continuous cycle infrastructure along the entirety of the link. There is some opportunity along this link to increase verge and private garden plantings to increase areas of natural habitat for native flora and fauna. Opportunities should also be considered for integration of WSUD to assist with flooding in the area. | | | ● | ● | ● |

| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 59 | **Northern Link of Newtown to Croydon train line** | Newtown, Stanmore, Petersham, Lewisham, Summer Hill, Ashfield, Croydon | This link follows the T2 rail line between Croydon and Newtown. The northern side of the rail line does not currently allow for full pedestrian access east - west. This link is aspirational to show the need for increased access to the rail line by daily transport users. | Currently there is no continuous pedestrian or cycle link along the rail corridor. Through the community engagement undertaken for this project, this has been identified as a project opportunity that should be investigated to improve pedestrian and cycle connections east-west across the Inner West. Opportunities along the link should consider improving footpaths, crossings and cycle infrastructure. Rewilding of areas adjacent to the rail corridor in addition to consideration of areas that could accommodate increased tree canopy, verge and private garden plantings should be investigated. | | ● | ● | | |
| 82 | **Iron Cove Creek Corridor** | Haberfield, Ashfield, Croydon | The Iron Cove Creek corridor is a 3.5km long corridor between Liverpool Road and Iron Cove following the alignment of Iron Cove Creek (also known as Dobroyd Canal). | Iron Cove Creek green link is identified in the NSW Government's Sydney Green Grid. This link aligns with current project work being undertaken by Council as part of the Iron Cove Creek Master Plan. The Master Plan will explore use of the canal and the adjoining land to provide an off-street walking and cycling path as well as increased landscaping/habitat and more open space between Liverpool Road and Iron Cove. | ● | ● | ● | ● | ● |

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## 7.3.2 Precinct 2

- Precinct Boundary
- Inner West LGA Boundary
- Parks and Open Spaces
- Waterways, rivers and creeks
- The Inner West Blue-Green Grid
- Suburb Boundary
- Train Station
- Light Rail Station
- Ferry Terminal
- Local Places

0m 500m 1km

### Blue-Green Grid Links

| | |
|---|---|
| 10 | Southern Link of Newtown to Croydon train line |
| 11 | Liverpool Road |
| 21 | Holden Street connecting Ashfield Station to Canterbury Park |
| 22 | Hercules Street |
| 23 | Knox Street to Pratten Park via Park Lane |
| 24 | Holden Street to Brighton Street via Arthur Street |
| 25 | Peace Park to Parramatta Road via Milton Street and Frederick Street |
| 32 | Hawthorne Light Rail Stop to Bruce Street Reserve |
| 46 | Victoria Street between Liverpool Road and Hanks Street |
| 47 | Canterbury Road and Old Canterbury Road |
| 48 | Yeo Park to Liverpool Road via Prospect Road |
| 49 | Victoria Square Reserve to Summer Hill Village |
| 51 | Yeo Park to Arlington Light Rail Stop |
| 59 | Northern Link of Newtown to Croydon train line |
| 62 | Southern Trainline |
| 80 | New Canterbury Road and Stanmore Road |
| 85 | Grosvenor Crescent |

### Places

| | |
|---|---|
| 33 | Yeo Park |
| 34 | Peace Park |
| 35 | Allman Park |
| 36 | Cecile Herman Park |
| 37 | John Paton Reserve and Henson Street Pre-School |
| 38 | Trinity Grammar School |
| 39 | St. Patrick's Catholic Primary School |

### Relevant Projects and Responsibility

**Cycling Strategy and Action Plan**
2023, *Inner West Council*

**Iron Cove Creek Master Plan**
2022, *Inner West Council*

**GreenWay Master Plan**
2018, *Inner West Council*

**GreenWay Biodiversity Strategy**
2013, *Inner West Council*

**Marrickville Draft Strategy for A Water Sensitive Community**
2012, *Inner West Council*

**GreenWay Revegetation and Bushcare Plan**
2011, *Inner West Council*

**Marrickville Biodiversity Strategy**
2011, *Inner West Council*

**GreenWay Flora and Fauna Literature Review**
2010, *Inner West Council*

| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 10 | **Southern Link of Newtown to Croydon train line** | Newtown, Stanmore, Petersham, Lewisham, Summer Hill, Ashfield, Croydon | A key rail corridor that crosses through a biodiversity corridor at the GreenWay. Link is compromised of multiple links along train lines for connectivity, however is not fully connected for pedestrians. It provides direct routes to train stations and would be well travelled by daily transport users. | The link provides direct routes between train stations and opportunities for better connection to the GreenWay. There is also opportunity to identify a clear user journey along the line and create more crossing for both pedestrians and cyclists. Better cycleway connections, widened footpaths and tree planting for shade are other identified improvements along this route. | | ● | ● | | |
| 11 | **Liverpool Road** | Croydon, Ashfield | Liverpool Road is a key arterial road that traverses Ashfield Town Centre and connects Paramatta Road with Croydon. The link also includes an Aboriginal place of significance. | The route has opportunities to provide more street planting for shade, notably around the Frederick Street intersection. Improvements to cycling connections in and out of the area have also been identified. Ashfield Town Centre is a high pedestrian areas, and could benefit from traffic calming measures for pedestrian safety. Additionally, there are opportunities to recognise and celebrate Aboriginal and Torres Strait Islander culture and histories and protect items and places of high value. | ● | | ● | | |
| 21 | **Holden Street connecting Ashfield Station to Canterbury Park** | Ashfield | A major north-south connection that links Ashfield Train Station to Canterbury Park via Ashfield Town Centre. The link connects several open spaces and recreation facilities including some in neighbouring Canterbury-Bankstown LGA. | Much of the link has established greenery, with verges providing opportunity for additional tree plantings to increase canopy cover and shade. The link is also an existing cycle route; therefore, opportunities exist to provide a formal cycleway. The link could benefit from additional crossings in high pedestrian activity areas. | | | ● | | ● |
| 22 | **Hercules Street** | Ashfield | This is a short link connecting north and south Ashfield Town Centre. The link connects with links 21 and 11. | Increased tree canopy, verge gardens, greening of laneways and landscaping are some of the key opportunities to enhance shade and amenity for the pedestrians along the route. The link could also benefit from improved pedestrian and cycle infrastructure allowing for suitable separation of pedestrians, cyclists and vehicles. | | | ● | | ● |
| 23 | **Knox Street to Pratten Park via Park Lane** | Ashfield | The link connects the Ashfield Town Centre to Pratten Park. | Opportunities along the link should consider the provision of additional vegetation and tree plantings to increase canopy cover and shade. Park Lane has been identified as alternate cycle connection offering a wide, quieter and leafy street for east-west cycling connections. | | | ● | | ● |
| 24 | **Holden Street to Brighton Street via Arthur Street** | Ashfield, Croydon, Croydon Park | An east-west connection between Holden Street and Brighton Street via Arthur Street that directly connects Rose Street Playground, Pratten Park, and Brunswick Parade Reserve. | Possible improvements to this link should consider improved cycling infrastructure footpaths and crossings. Opportunities also exist for additional plantings to increase areas of natural habitat for native flora and fauna. | ● | ● | ● | | ● |
| 25 | **Peace Park to Parramatta Road via Milton Street and Frederick Street** | Ashfield, Ashbury | A north-south connection that will aim to connect Peace Park in the Canterbury Bankstown area up to Parramatta Road. There are multiple parks and open spaces along this link including Cecile Herman Park, Thomas Street Reserve, Banks Street Reserve the Ashfield Aquatic Centre, JG McCartney Playground and Hammond Park and playground. | Participants identified Frederick Street as a key bike and pedestrian route to access Ashfield Train Station, the Ashfield Aquatic Centre and a number of other open spaces within this area of the Inner West. Milton Street was also identified as key connector, although in need of improvements to prioritise pedestrian travel and amenity. Potential improvements along this link should consider:<br>- improvements to footpaths and crossings to ensure they safe and accessible access to key destination. Additional wayfinding would also benefit this link.<br>- providing improved cycle infrastructure and where possible allowing this infrastructure to be separated from pedestrians and vehicles. Community input highlighted the need for increased safety measures for cyclists under the Frederick Street railway bridge<br>- additional vegetation and tree plantings to increase biodiversity, canopy cover and shade along the link<br>- provision for incorporation of WSUD elements along the link | | | ● | ● | |
| 32 | **Hawthorne Light Rail Stop to Bruce Street Reserve** | Ashfield | The link aims to better connect Ashfield to the GreenWay. It connects Richard Murden Reserve to Ashfield Park through to Bruce Street Reserve which acts as a thoroughfare between Elizabeth Street and Bruce Street. It runs through a flood zone. | Pedestrian access through the Bruce Street Reserve could be supported by improving footpaths. While there are street trees present along the link, it could benefit from more continuous canopy cover and shade beside Ashfield Park and on O'Connor Street. Verges throughout the link can accommodate increased planting. | | | ● | ● | ● |

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| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 46 | **Victoria Street between Liverpool Road and Hanks Street** | Ashfield, Ashbury | Victoria Street contains existing well established street trees. The link connects multiple parks and schools including Gough Reserve, Yeo Park, Yeo Park Infants School, Trinity Grammar School, Sydney Private Hospital, and Allman Park. | The existing canopy cover provided by established street trees could be expanded or enhanced with additional greening around verges to improve amenity. Opportunities should consider the provision of safe footpaths and crossings, improving connections for pedestrians along this link. | | ● | ● | | ● |
| 47 | **Canterbury Road and Old Canterbury Road** | Summer Hill, Hurlstone Park, Ashfield | A north-south link connecting Yeo Park to the Summer Hill Flour Mills development at Edward Street. | There are opportunities to provide improved pedestrian and cycle infrastructure along this link. An improvement identified by the community is the intersection of Old Canterbury Road and Edward Street which connects to the GreenWay cycleway along Weston Street. Yeo Park could also accommodate delivery of more trees to increase canopy cover and amenity for park users. | | ● | | | ● |
| 48 | **Yeo Park to Liverpool Road via Prospect Road** | Summer Hill, Ashfield | Prospect Road is an existing cycling link and services as an alternative route to link 46 along Victoria Street. The link connects Yeo Park, Trinity Grammar School, Victoria Square Reserve, and Allman Park. | The link crosses through Victoria Square Reserve which offers opportunity to increase habitat for local flora and fauna as well as providing a shaded, vegetated green link. There is the opportunity for north-south pedestrian access through the Reserve though no footpath currently exists. Narrow verges along Prospect Road limit potential for additional greening within the street. Additional plantings in private front gardens could assist with providing additional vegetation and habitat for local flora and fauna. Maintenance of footpaths, especially around areas of high pedestrian activity should be considered. | | ● | ● | | |
| 49 | **Victoria Square Reserve to Summer Hill Village** | Summer Hill, Ashfield | Link runs along Junction Road connecting Victoria Square Reserve to Summer Hill Village. Link also connects with link 47 on Old Canterbury Road connecting in with high density residential development within the Summer Hill Flour Mills site, Lewisham Train Station and Lewisham West Light Rail Stop. | Improvements could mostly consider the provision and improvement of safe, accessible footpaths and crossings to key destinations within this link. Segments of the link including parts of the Summer Hill Village have limited canopy cover and would benefit from additional tree plantings to increase shade and general amenity for pedestrians and other users of this link and key destination. | | ● | ● | | |
| 51 | **Yeo Park to Arlington Light Rail Stop** | Ashfield, Summer Hill Dulwich Hill | Link connecting Yeo Park and Arlington Light Rail Stop along Arlington Street and Constitution Road. The link includes connections to Johnson Park and Arlington Recreation Reserve. | The link services as a direct connection to a number of recreational open spaces and transport infrastructure. Link opportunities should consider providing safe, accessible footpaths and crossings and where possible providing additional tree plantings and landscaping to enhance the amenity provided to pedestrians along the route. | | ● | ● | | |
| 59 | **Northern Link of Newtown to Croydon train line** | Newtown, Stanmore, Petersham, Lewisham, Summer Hill, Ashfield, Croydon | This link follows the T2 rail line between Croydon and Newtown. The northern side of the rail line does not currently allow for full pedestrian access east - west. This link is aspirational to show the need for increased access to the rail line by daily transport users. | Currently there is no continuous pedestrian or cycle link along the rail corridor. Through the community engagement undertaken for this project, this has been identified as a project opportunity that should be investigated to improve pedestrian and cycle connections east-west across the Inner West. Opportunities along the link should consider improving footpaths, crossings and cycle infrastructure. Rewilding of areas adjacent to the rail corridor in addition to consideration of areas that could accommodate increased tree canopy, verge and private garden plantings should be investigated. | | ● | ● | | |
| 62 | **Southern Trainline** | St Peters, Sydenham, Marrickville, Dulwich Hill | Link follows the train corridor which runs from St Peters to Dulwich Hill train stations. | Currently there is no continuous pedestrian or cycle link along the rail corridor. Opportunities along the link should consider improving footpaths, crossings and cycle infrastructure. There is some opportunity along this link to increase tree canopy, verge and private garden plantings and to rewild the area along the rail corridor to increase areas of natural habitat for native flora and fauna. | ● | ● | ● | ● | |

| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 80 | **New Canterbury Road and Stanmore Road** | Hurlstone Park, Dulwich Hill, Lewisham, Petersham, Stanmore, Newtown | Link runs along major roads including New Canterbury Road, Stanmore Road through to Enmore Road. The route connects with a number of town centres including Dulwich Hill and Petersham. | This link will operate as a main active transport connection from the east-west across in the Inner West. Opportunities along this link should look to provide improved cycleways and pedestrian infrastructure, including reduced speed limits and traffic calming where there is high pedestrian activity. Where possible provision should be made for suitable separation of pedestrians, cyclists and vehicle infrastructure. Additional tree plantings to improve shade and amenity along the link is a noted opportunity, particularly within the town centres included within this grid link. | | | ● | | ● |
| 85 | **Grosvenor Crescent** | Summer Hill | Link follows a portion of the train line between Liverpool Road and Cadigal Reserve. | Opportunities along the link should consider improving footpaths, crossings and cycle infrastructure. There is some opportunity along this link to increase verge and private garden plantings and to rewild the area along the rail corridor to increase areas of natural habitat for native flora and fauna. | | | ● | | |

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## 7.3.3 Precinct 3

- Precinct Boundary
- Inner West LGA Boundary
- Parks and Open Spaces
- Waterways, rivers and creeks
- The Inner West Blue-Green Grid
- Suburb Boundary
- Train Station
- Light Rail Station
- Ferry Terminal
- Local Places

0m 500m 1km

### Blue-Green Grid Links

- 35 The Bay Run Path from Robson Park to Constellation Playground
- 38 Balmain Road at Glover Street to Balmain East Ferry wharf via Darling Street
- 39 Beattie Street to Bridgewater Park via Wise, Terry and Margaret Street
- 40 Orange Grove Public School to Leichhardt Oval
- 45 Callan Park to Whites Creek Valley
- 72 Victoria Road
- 89 Callan Park
- 91 Balmain Peninsula harbour walk

### Places

- 1 Callan Park
- 2 King George Park
- 3 Bridgewater Park

### Relevant Projects and Responsibility

**Callan Park Tidal Pools project**
Ongoing, *Inner West Council*

**Rozelle Town Centre Master Plan (under development)**
Ongoing, *Inner West Council/TfNSW*

**Cycling Strategy and Action Plan**
2023, *Inner West Council*

**Parramatta to Sydney Harbour Foreshore Link (under development)**
2023, *TfNSW*

**Callan Park Landscape Structure Plan**
2021, *Inner West Council/ Greater Sydney Parklands/NSW Health*

**Bays West Place Strategy**
2021, *NSW DPE*

**Leichhardt Native Revegetation & Biodiversity Management Plan**
2017, *Inner West Council*

**Foreshore Access Strategy**
2020, *Canada Bay Council*

**Callan Park Endangered Ecological Centre Restoration Projects**
2022, *Bushcare NSW*

**Waterfront Revitalisation in Callan Park**
2021, *Greater Sydney Parklands DPE/Inner West Council*

| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 35 | **The Bay Run Path from Robson Park to Constellation Playground** | Lilyfield, Rozelle, Haberfield | One of the key links within the Blue-Green Grid which follows the foreshore of the Iron Cove Bay partly within the Inner West and partly within the Canada Bay Council areas. The link has existing pedestrian and cycling facilities and connects with many existing recreational spaces. | Community input into this project has suggested that the link could be improved through the provision of separated paths for pedestrians and cyclists. Other improvements for this link include the provision of additional tree plantings on parts of the link that are currently very exposed to assist in providing additional shade along this key recreational route. | ● | ● | ● | ● | ● |
| 38 | **Balmain Road at Glover Street to Balmain East Ferry wharf via Darling Street** | Rozelle, Balmain, Balmain East | The link is a key route along the spine of the Balmain Peninsula connecting with Callan Park, the Rozelle and Balmain Town Centres and through to the Balmain East ferry wharf and harbour foreshore area. The link connects with the historical Tom Uren Trail and link 91 know as the Balmain Peninsula harbour walk. | Darling Street was commonly identified by the community as a missing active transport link within the northern part of the Inner West. This link would benefit from improved footpaths and crossing and cycle infrastructure within the town centres. The link would also benefit from increased tree canopy cover along the eastern side of Darling Street and Balmain Road to increase shade cover and improve amenity along these popular high streets for pedestrians and cyclists.<br>Additional opportunities for improvements to Darling Street at the intersection with Victoria Road will be made possible through opportunities identified as part of the Rozelle Town Centre Master Plan (as identified as part of link 72). | ● | | ● | | ● |
| 39 | **Beattie Street to Bridgewater Park via Wise, Terry and Margaret Street** | Rozelle, Balmain | This link connects foreshore open spaces at Balmain Cove including Bridgewater Park and Elliot Park to the town centres of Rozelle and Balmain via Beattie Street. | This link could benefit from increased landscaping and street tree plantings in areas with wider road reserves. Opportunities should also consider improvements to pedestrian and cyclist infrastructure along this link. | ● | | ● | | |
| 40 | **Orange Grove Public School to Leichhardt Oval** | Lilyfield | Connects Orange Grove Public School to a major recreational facility and the harbour foreshore. This link runs along Glover Street, Emmerick Street and Perry Lane to Lilyfield Road. | Part of this route along Glover Street is an existing cycleway but there is no formal cycle path provided. Improved cycle infrastructure along Glover Street as well as other streets identified within this link would improve connectivity and access. | | | ● | | |
| 45 | **Callan Park to Whites Creek Valley** | Lilyfield | From Whites Creek Valley the link runs along Ilka Street, via War Memorial Park and along Alfred Street before heading north along Balmain Road into Callan Park. This link also connects with link 42 which connects with Pioneers Park. | The community have identified a desire for improved connections between Whites Creek Valley and Callan Park. Along this link an opportunity exists to pedestrianise and green the laneway between Ainsworth Street and Mackenzie Street which would provide more direct and desirable connection to Balmain Road. Balmain Road is in need of improvements to the existing network of footpaths and crossings as well as increased canopy cover to support safer pedestrian access and improve amenity. | | | ● | | ● |
| 72 | **Victoria Road** | Rozelle | Link from the Bays Precinct to the Bay Run. | The opening of the WestConnex Iron Cove Tunnel presents a significant opportunity for Council to work with TfNSW on active transport and public domain improvements along Victoria Road. The project will also offer opportunities for improvements along Darling Street Rozelle that will help improve connectivity of the Rozelle Town Centre (currently divided by Victoria Road). Possible link opportunities could include:<br>- improvements to footpaths and crossings to ensure they safe and accessible<br>- providing cycle paths and where possible allowing these to be separated from pedestrians and vehicles<br>- additional vegetation and tree plantings to increase biodiversity, canopy cover and shade along the link<br>- provision for incorporation of WSUD elements<br>- provision of spaces for public art and cultural activation<br>- recognition and celebration of Aboriginal and Torres Strait Islander culture and histories<br>Any improvements to this link should also consider appropriate connections into the future Rozelle Parklands. | ● | | ● | ● | |

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| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 89 | **Callan Park** | Lilyfield | This link travels through Callan Park to Lilyfield Road via Cecily Street. | The community recognise Callan Park as an important recreational and cultural/arts precinct for the local and wider Sydney community. Future works to the parkland should ensure the space offers a diverse range of inclusive spaces for the community to undertake a range of recreational and cultural activities. Community feedback to this strategy has expressed a desire to increase and improve access to Callan Park through improved active transport infrastructure including provision of more safe, accessible footpaths and crossings on streets leading into the parkland as well as improve cycle infrastructure.<br><br>Other opportunities for this parkland and surrounds based on identified grid functions include:<br>- Recognise and celebrate Aboriginal and Torres Strait Islander culture and histories<br>- Provide public art and cultural activation in public spaces and parks<br>- Recognise and promote the areas of heritage significance<br>- Protect, enhance and increase areas of habitat for native flora and fauna<br>- Provide additional swimming and recreational opportunities | ● | ● | ● | | ● |
| 91 | **Balmain Peninsula harbour walk** | Rozelle, Birchgrove, Balmain, Rozelle | The link runs along the harbour side of the Balmain Peninsula starting from Bridgewater Park through to the intersection of Robert Street and Victoria Road. The link connects multiple parks along the Sydney Harbour Foreshore, providing an excellent route for recreation. | Improving connectivity, public access and an increased range of recreational facilities along the harbour foreshore were identified by many contributors to this project as in need of further investigation. Of note was the desire by many to see additional swim sites provided along the harbour foreshore in locations such as Mort Bay. Improved pedestrian access was suggested for areas including Paringa Reserve, Simmons Point Reserve and Yurulbin Park.<br><br>TfNSW is currently undertaking a major project known as the Parramatta to Sydney Foreshore Link. The link program will look to deliver a 91km continuous link between Parramatta Park to the Opera House/Botanical Garden for cyclists and pedestrians. Council will need to work closely with TfNSW to on this project work.<br>The link is in close vicinity of the White Bay Eco Corridor which aims to increase and connect greenspaces for wildlife. The link should consider suggestions made for the eco corridor for implementation of this link where relevant. | ● | ● | ● | ● | ● |

## 7.3.4 Precinct 4

- Precinct Boundary
- Inner West LGA Boundary
- Parks and Open Spaces
- Waterways, rivers and creeks
- The Inner West Blue-Green Grid
- Suburb Boundary
- Train Station
- Light Rail Station
- Ferry Terminal
- Local Places

0m 500m 1km

### Blue-Green Grid Links

- 3 Petersham Road to Percival Road
- 11 Liverpool Road
- 12 Parramatta Road
- 14 Annandale Street
- 15 Whites Creek via Cohen Park, Whites Creek Valley and Whites Creek Lane
- 16 Marion Street between Ramsay Street to Johnstons Creek
- 28 Leichhardt North Light Rail Stop to Blackmore Oval
- 29 Robson Park to Algie Park
- 30 Ashfield Park to Robson Park via Boomerang Street
- 32 Hawthorne Light Rail Stop to Bruce Street Reserve
- 34 Hawthorne Canal to The Crescent along City West Link
- 35 The Bay Run Path from Robson Park to Constellation Playground
- 36 The Cooks to Cove GreenWay
- 37 Norton Street
- 38 Balmain Road at Glover Street to Balmain East Ferry wharf via Darling Street
- 40 Glover Street to Derbyshire Road
- 41 Lilyfield Road
- 42 Hawthorne Light Rail Stop to Badu Reserve
- 44 Piper Street to Johnstons Creek
- 45 Callan Park to Whites Creek Valley
- 58 Waratah Street
- 60 Palace Street
- 82 Iron Cove Creek Corridor
- 84 Crystal Street
- 88 Railway Street and Regent Street
- 89 Callan Park

### Places

- 19 Leichhardt Park Aquatic Centre
- 20 Leichhardt Oval
- 21 Orange Grove Public School
- 22 Pioneers Memorial Park
- 23 War Memorial Park
- 24 Lambert Park
- 25 The GreenWay and associated parks
- 26 Ashfield Park
- 27 Algie Park
- 28 Robson Park

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## 7.34 Precinct 4 Continued

- Precinct Boundary
- Inner West LGA Boundary
- Parks and Open Spaces
- Waterways, rivers and creeks
- The Inner West Blue-Green Grid
- Suburb Boundary
- Train Station
- Light Rail Station
- Ferry Terminal
- Local Places

0m 500m 1km

### Relevant Projects and Responsibility

Iron Cove Creek Master Plan
2023, *Inner West Council*

GreenWay Missing Links project
Ongoing, *Inner West Council*

Marrickville Town Centre Master Plan (under development) Ongoing, *Inner West Council*

Cycling Strategy and Action Plan
2023, *Inner West Council*

Haberfield, Ashfield and Leichhardt local network improvement plans
2023, *TfNSW*

Parramatta to Sydney Harbour Foreshore Link
2023, *TfNSW*

Bays West Place Strategy
2021, *NSW DPE*

Leichhardt Aquatic Centre Masterplan
2020, *Inner West Council*

WestConnex Urban Design and Landscape Plan
2020, *Transport for NSW*

Foreshore Access Strategy
2020, *Canada Bay Council*

Urban Canopy Strategy
2019, *Canada Bay Council*

GreenWay Master Plan
2018, *Inner West Council*

Leichhardt Native Revegetation & Biodiversity Management Plan
2017, *Inner West Council*

Annandale North Neighbourhood Movement Plan
2016, *Inner West Council*

GreenWay Biodiversity Strategy
2013, *Inner West Council*

Marrickville Draft Strategy for a Water Sensitive Community
2012, *Inner West Council*

GreenWay Revegetation and Bushcare Plan
2011, *Inner West Council*

Marrickville Biodiversity Strategy
2011, *Inner West Council*

GreenWay Flora and Fauna Literature Review
2010, *Inner West Council*

Marrickville Urban Forest Strategy
2010, *Inner West Council*

| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 3 | **Petersham Road to Percival Road** | Marrickville, Petersham, Stanmore | Key existing cycle route that connects Marrickville Town Centre to Parramatta Road via Marrickville High School, Henson Park, Newington College, Stanmore Train Station and Town Centre, and Weekly Park. The link is mostly residential in character. | Parts of this route have decent canopy coverage, whilst some provide wide road reserves that would suite additional greening and more space for pedestrians. The link could benefit from additional crossings and widened footpaths. | | | ● | | ● |
| 11 | **Liverpool Road** | Croydon, Ashfield | Liverpool Road is a key arterial road that traverses Ashfield Town Centre and connects Paramatta Road with Croydon. The link also includes an Aboriginal place of significance. | The route has opportunities to provide more street planting for shade, notably around the Frederick Street intersection. Improvements to cycling connections in and out of the area have also been identified. Ashfield Town Centre is a high pedestrian areas, and could benefit from traffic calming measures for pedestrian safety. Additionally, there are opportunities to recognise and celebrate Aboriginal and Torres Strait Islander culture and histories and protect items and places of high value. | ● | | ● | | |
| 12 | **Parramatta Road** | Haberfield, Croydon, Ashfield, Leichhardt, Annandale, Camperdown, Newtown, Stanmore, Petersham, Lewisham, Summer Hill. | Parramatta Road is a key state road which traverses the Inner West east to west connecting the CBD to Western Sydney. The 6 lane road is mostly commercial in nature, and has limited street trees. There are multiple points of interest along the link, including half a dozen entertainment venues and pubs, Ashfield Park, the GreenWay, Fort Street High School and primary links into surrounding suburbs. | Parramatta Road has opportunities to deliver significant improvement in tree canopy coverage and street tree planting for cooling. The link could deliver widened footpaths, improved crossings for pedestrians and cyclists alike, along with dedicated cycleways and improved public transportation offering. The link is subject to both local and state strategies that provide opportunity for public domain and access uplift, including the Paramatta Road Corridor Urban Transformation Strategy, Tech Central, and the WestConnex Camperdown Dive Site which holds potential to deliver temporary and long term value to the Blue-Green Grid. | ● | | ● | | |
| 14 | **Annandale Street** | Annandale | A residential street, lined with large mature trees on the road leaving the footpaths unobstructed. The link connects Parramatta Road with the City West Link and Rozelle Bay. | Like Johnston Street (Link 13), existing strong tree canopy cover coupled with a wide road creates the opportunity to create a dense ecological corridor in conjunction with private and verge garden planting. The residential nature of the street may be a safer location for a cycleway than other streets and provide a pedestrian friendly alternative to surrounding streets with higher vehicle speeds and usage. | | ● | ● | | |
| 15 | **Whites Creek via Cohen Park, Whites Creek Valley and Whites Creek Lane** | Annandale | A hydrological corridor running from Parramatta Road to City West Link that has a parallel walkway connecting Cohen Park to Whites Creek Valley Park. The creek has inherent ecological value and is identified as being an important corridor to the local Aboriginal heritage. The link is a great place for recreational walks and passes though tree lined streets through many reserves and playgrounds, and includes valuable community facilities like Annandale Skate Park, Whites Creek Community Garden and Wetlands, and Cohen Park tennis courts. | Ample opportunity to enhance and diversify urban ecology and for naturalisation along the creek beds and riparian zones, with the potential of creating a nature reserve. Additional tree planting along the link, supported by verge and private garden planting, would support urban ecology and provide urban cooling. Opportunity for additional cycleways, traffic calming and footpath improvements. | ● | ● | ● | ● | ● |
| 16 | **Marion Street between Ramsay Street to Johnstons Creek** | Annandale, Leichhardt, Haberfield | A key east-west connection through the LGA running almost parallel to Parramatta Road offering an alternative east-west connection, crossing with the GreenWay and Whites Creek. It connects multiple town centres including Haberfield, Leichhardt and industrial centres at Annandale/Camperdown. Parks include Algie Park, Lambert Park, Mayes Street Reserve and Evan Jones Playground and schools including Leichhardt Public School and St Brendans Catholic Primary School. | The link runs parallel to Paramatta Road but is a local road so it has the potential to become a quiet, safe and comfortable active transport route alternative. Additional cycleways and connections from the GreenWay to Norton Street have been identified. The link has opportunities for more street tree planting for urban cooling and opportunities for public art and cultural activation in the town centres and venues such as Leichhardt Town Hall. | ● | | ● | | ● |

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| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 28 | **Leichhardt North Light Rail Stop to Blackmore Oval** | Leichhardt | Connects the light rail stop at Leichardt North to the Blackmore Oval via James Street, Darley Road, Charles Street and Canal Road. | The link offers opportunity to formalise a green link from the light rail station to Blackmore Oval and then connecting onto the GreenWay in Richard Murden Reserve. Darley Road could benefit from additional vegetation and tree plantings to increase shade cover along the link for pedestrians and cyclists. Additional wayfinding signage would also be beneficial help navigate this link and the connections it offers to existing greenspaces and transport infrastructure. | | ● | ● | ● | ● |
| 29 | **Robson Park to Algie Park** | Haberfield | Connection from The Bay Run past Dobroyd Point Public School to Algie Park and playground along Chelmsford Avenue and Empire Street to Ramsay Street. | There is some opportunity along this link to increase verge and private garden plantings. This link as a play street could also be considered given the close proximity to the local public school and Algie Park. | | | ● | | |
| 30 | **Ashfield Park to Robson Park via Boomerang Street** | Haberfield | Provides a connection from the Bay Run to Ashfield Park via the Haberfield Town Centre and Library. | Opportunities along the link should consider improving footpaths, crossings and cycle infrastructure along the entirety of the link for ease of use, especially around Haberfield Town Centre. Due to existing wide verges, there is potential to increase plantings to expand areas of natural habitat for native flora and provide additional shade through canopy cover. The connections between Boomerang Street and the Bay Run could be upgraded for accessibility to a key active transport route. | | | ● | | |
| 32 | **Hawthorne Light Rail Stop to Bruce Street Reserve** | Ashfield | The link aims to better connect Ashfield to the GreenWay. It connects Richard Murden Reserve to Ashfield Park through to Bruce Street Reserve which acts as a thoroughfare between Elizabeth Street and Bruce Street. It runs through a flood zone. | Pedestrian access through the Bruce Street Reserve could be supported by improving footpaths. While there are street trees present along the link, it could benefit from more continuous canopy cover and shade beside Ashfield Park and on O'Connor Street. Verges throughout the link can accommodate increased planting. | | | ● | ● | ● |
| 34 | **Hawthorne Canal to The Crescent along City West Link** | Leichhardt, Lilyfield, Annandale, Haberfield | A route that links up from Hawthorne Canal at The GreenWay along the northern Light Rail route and City West Link to The Crescent via Jubilee Park in Annandale. The link covers a key ecological corridor along multiple Light Rail Stops and also runs through a major flooding area and the Rozelle Interchange (part of WestConnex works). | Footpaths and crossings along Darley Road and at major intersections on City West Link can be upgraded to ensure pedestrian safety. There is opportunity for increased tree planting in areas with wide street verges. The link could support a safe east-west active transport connection through the provision of continuous cycleway infrastructure. | | ● | | ● | |
| 35 | **The Bay Run Path from Robson Park to Constellation Playground** | Lilyfield, Rozelle, Haberfield | One of the key links within the Blue-Green Grid which follows the foreshore of the Iron Cove Bay partly within the Inner West and partly within the Canada Bay Council areas. The link has existing pedestrian and cycling facilities and connects with many existing recreational spaces. | Community input into this project has suggested that the link could be improved through the provision of separated paths for pedestrians and cyclists. Other improvements for this link include the provision of additional tree plantings on parts of the link that are currently very exposed to assist in providing additional shade along this key recreational route. | ● | ● | ● | ● | ● |

| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 36 | **The Cooks to Cove GreenWay** | Leichhardt, Haberfield, Lewisham, Summer Hill, Dulwich Hill | The GreenWay is an environmental and active transport corridor linking the Cooks River at Earlwood with the Parramatta River at Iron Cove. | As a major environmental and recreational link for the Inner West, the link continues to offer the community a diverse and inclusive recreation space with opportunities for<br>- public art and cultural activation in public spaces and parks<br>- protecting, enhancing and increasing wildlife corridors and areas of habitat for native flora and fauna<br>- Providing safe, accessible footpaths and cyclewaysRecognising and celebrating<br>- Aboriginal and Torres Strait Islander culture and histories in significant locations as they are identified along the link<br>Major improvements and opportunities for this existing ecological active transport corridor are outlined within the GreenWay Masterplan. The GreenWay Masterplan includes proposals for $57 million of works to be implemented over the long term. Around $45 million of high priority works are anticipated to be completed in 2025. Works in progress include:<br>- high voltage feeder relocation to the Waratah Mills Light Rail Station (required to enable construction of the paths and an ecological restoration of parts of the corridor<br>- Bay Run path and lighting upgrade<br>- in-corridor works involving the construction of a shared path, lighting and landscaping<br><br>Community feedback identified the need for improved crossings over Parramatta Road at Taverners Hill. In April 2023 design plans were exhibited detailing options for addressing key missing links and connections which could delivered to provide safer, more accessible connections along the entirety of the GreenWay link. A section of the link is included within the Parramatta Road Corridor Strategy Phase 1 Planning Proposal. Future uplift may provide opportunities for improved public domain and recreation improvements. | ● | ● | ● | ● | ● |
| 37 | **Norton Street** | Leichhardt | The Leichhardt Town Centre is located along this link. The link connects it to Parramatta Road alongside Leichhardt Town Hall, Pioneers Memorial Park, to the light rail station in the north. | Increasing canopy cover where possible is significant to provide shade and amenity for the high volume of pedestrians around the town centre. Provision of accessible footpaths and crossings should be maintained for pedestrian safety.<br>Parramatta Road Corridor (Stage – 1 Implementation) offers opportunities to deliver additional recreation space and through site links that the Blue-Green Grid may be able to connect to in the future. Norton Street is recognised by many as being home to stong Italian culture, community and heritage. This link should look to contribute to the recognition of this area through provision of new public art, signage and areas for cultural events. | ● | | ● | | ● |
| 38 | **Balmain Road at Glover Street to Balmain East Ferry wharf via Darling Street** | Rozelle, Balmain, Balmain East | The link is a key route along the spine of the Balmain Peninsula connecting with Callan Park, the Rozelle and Balmain Town Centres and through to the Balmain East ferry wharf and harbour foreshore area. The link connects with the historical Tom Uren Trail and link 91 know as the Balmain Peninsula harbour walk. | Darling Street was commonly identified by the community as a missing active transport link within the northern part of the Inner West. This link would benefit from improved footpaths and crossing and cycle infrastructure within the town centres. The link would also benefit from increased tree canopy cover along the eastern side of Darling Street and Balmain Road to increase shade cover and improve amenity along these popular high streets for pedestrians and cyclists.<br>Additional opportunities for improvements to Darling Street at the intersection with Victoria Road will be made possible through opportunities identified as part of the Rozelle Town Centre Master Plan (as identified as part of link 72). | ● | | ● | | ● |
| 40 | **Orange Grove Public School to Leichhardt Oval** | Lilyfield | Connects Orange Grove Public School to a major recreational facility and the harbour foreshore. This link runs along Glover Street, Emmerick Street and Perry Lane to Lilyfield Road. | Part of this route along Glover Street is an existing cycleway but there is no formal cycle path provided. Improved cycle infrastructure along Glover Street as well as other streets identified within this link would improve connectivity and access. | | | ● | | |

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| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 41 | **Lilyfield Road** | Lilyfield, Rozelle | This link runs from Victoria Road to Canal Road. The link runs adjacent to the area which has been identified to become Rozelle Parklands and the existing Easton Park. Part of the link is an existing on road cycle link. Areas of Aboriginal heritage significance are located along this link. | An east-west connection across the Inner West that could link the Bay Run with the new Rozelle Parklands development site. Future improvements and opportunities along this link should consider:<br>- increasing areas of vegetation that could provide habitat for native flora and fauna within the private and public domain along the link<br>- provision of additional improved cycle infrastructure, where possible separated from vehicular traffic<br>- providing safe and accessible footpaths and crossings along the entirety of the link<br>- integration of WSUD elements into existing open spaces and the streets<br>- protection of areas containing items and places of Aboriginal and Torres Strait Islander significance | ● | ● | ● | | |
| 42 | **Hawthorne Light Rail Stop to Badu Reserve** | Leichhardt, Annandale | Route is a key east-west link running along Allen Street, Moore Street and Booth Street through to Badu Reserve. The link passes through Pioneers Memorial Park, Sydney Secondary College and a small commercial area located along Booth Street. | Improved east-west active transport connections via Sydney Secondary College have been raised an opportunity that should be considered further. Future improvements and opportunities along this link should look to consider:<br>- increasing areas of vegetation that could provide habitat for native flora and fauna within the private and public domain along the link<br>- provision of cycle infrastructure, where possible separated vehicular traffic<br>- providing safe and accessible footpaths and crossings along the entirety of the link<br>- integration of WSUD elements into existing open spaces and the streets | ● | ● | ● | ● | ● |
| 44 | **Piper Street to Johnstons Creek** | Annandale, Lilyfield | The link provides east-west connectivity along Piper Street from Balmain Road to Piper Street Reserve and Johnsons Creek via Annandale North Public School and Hinsby Park. | This link offers potential to formalise a connection between multiple green spaces located along Piper Street. Opportunities should look to consider:<br>- increasing areas of vegetation that could provide habitat for native flora and fauna within the private and public domain along the link<br>- providing safe and accessible footpaths and crossings along the entirety of the link<br>- reduced vehicle speed limits along the road way<br>- integration of WSUD elements into existing open spaces and the streets<br>- opportunities for the integration of a play street along the link (given the close connection of the school with existing recreational spaces) | | ● | ● | ● | |
| 45 | **Callan Park to Whites Creek Valley** | Lilyfield | From Whites Creek Valley the link runs along Ilka Street, via War Memorial Park and along Alfred Street before heading north along Balmain Road into Callan Park. This link also connects with link 42 which connects with Pioneers Park. | The community have identified a desire for improved connections between Whites Creek Valley and Callan Park. Along this link an opportunity exists to pedestrianise and green the laneway between Ainsworth Street and Mackenzie Street which would provide more direct and desirable connection to Balmain Road. Balmain Road is in need of improvements to the existing network of footpaths and crossings as well as increased canopy cover to support safer pedestrian access and improve amenity. | | | ● | | ● |
| 58 | **Waratah Street** | Haberfield | Connects the Iron Cove Creek to Richard Murden Reserve via Dobroyd Point Public School. | Opportunities exist to provide safe, accessible footpaths and crossings along this link. This street is also identified in the 2023 Cycle Strategy allowing opportunities for new cycle infrastructure to be provided along this link in the future. Existing vegetation and tree canopy is minimal. Therefore some opportunities may also exist to provide additional tree plantings and encourage verge and private garden planting to improve amenity along the link. | | | ● | | ● |
| 60 | **Palace Street** | Petersham | Short link connecting Parramatta Road to Petersham Train Station via Fort Street High School. | Improvements along this link should consider the provision of safe, accessible footpaths and crossings. The amenity of the link could also be improved through the provision of additional vegetation and tree plantings to increase canopy cover and shade along the link. | | ● | ● | | |

| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 82 | **Iron Cove Creek Corridor** | Haberfield, Ashfield, Croydon | The Iron Cove Creek corridor is a 3.5km long corridor between Liverpool Road and Iron Cove following the alignment of Iron Cove Creek (also known as Dobroyd Canal). | Iron Cove Creek green link is identified in the NSW Government's Sydney Green Grid. This link aligns with current project work being undertaken by Council as part of the Iron Cove Creek Master Plan. The Master Plan will explore use of the canal and the adjoining land to provide an off-street walking and cycling path as well as increased landscaping/habitat and more open space between Liverpool Road and Iron Cove. | ● | ● | ● | ● | ● |
| 84 | **Crystal Street** | Petersham | Link from New Canterbury Road to Parramatta Road via Petersham TAFE. | This link has been identified by the community as a key missing active transport connection necessary to better connect the northern and southern parts of the Inner West. Possible improvements to this link should consider improved cycling infrastructure and where possible additional tree plantings and improvements to footpaths and crossings to make the link a safer active transport connection for all users. | | | ● | | |
| 88 | **Railway Street and Regent Street** | Petersham | Connection between Parramatta Road and New Canterbury Road via Petersham Train Station. | Opportunities exist to provide safe, accessible footpaths and crossings along this link. Some opportunities may also exist to provide additional tree plantings and encourage verge and private garden planting to improve amenity along this link. | | | ● | | |
| 89 | **Callan Park** | Lilyfield | This link travels through Callan Park to Lilyfield Road via Cecily Street. | The community recognise Callan Park as an important recreational and cultural/arts precinct for the local and wider Sydney community. Future works to the parkland should ensure the space offers a diverse range of inclusive spaces for the community to undertake a range of recreational and cultural activities. Community feedback to this strategy has expressed a desire to increase and improve access to Callan Park through improved active transport infrastructure including provision of more safe, accessible footpaths and crossings on streets leading into the parkland as well as improve cycle infrastructure.<br><br>Other opportunities for this parkland and surrounds based on identified grid functions include:<br>- Recognise and celebrate Aboriginal and Torres Strait Islander culture and histories<br>- Provide public art and cultural activation in public spaces and parks<br>- Recognise and promote the areas of heritage significance<br>- Protect, enhance and increase areas of habitat for native flora and fauna<br>- Provide additional swimming and recreational opportunities | ● | ● | ● | | ● |

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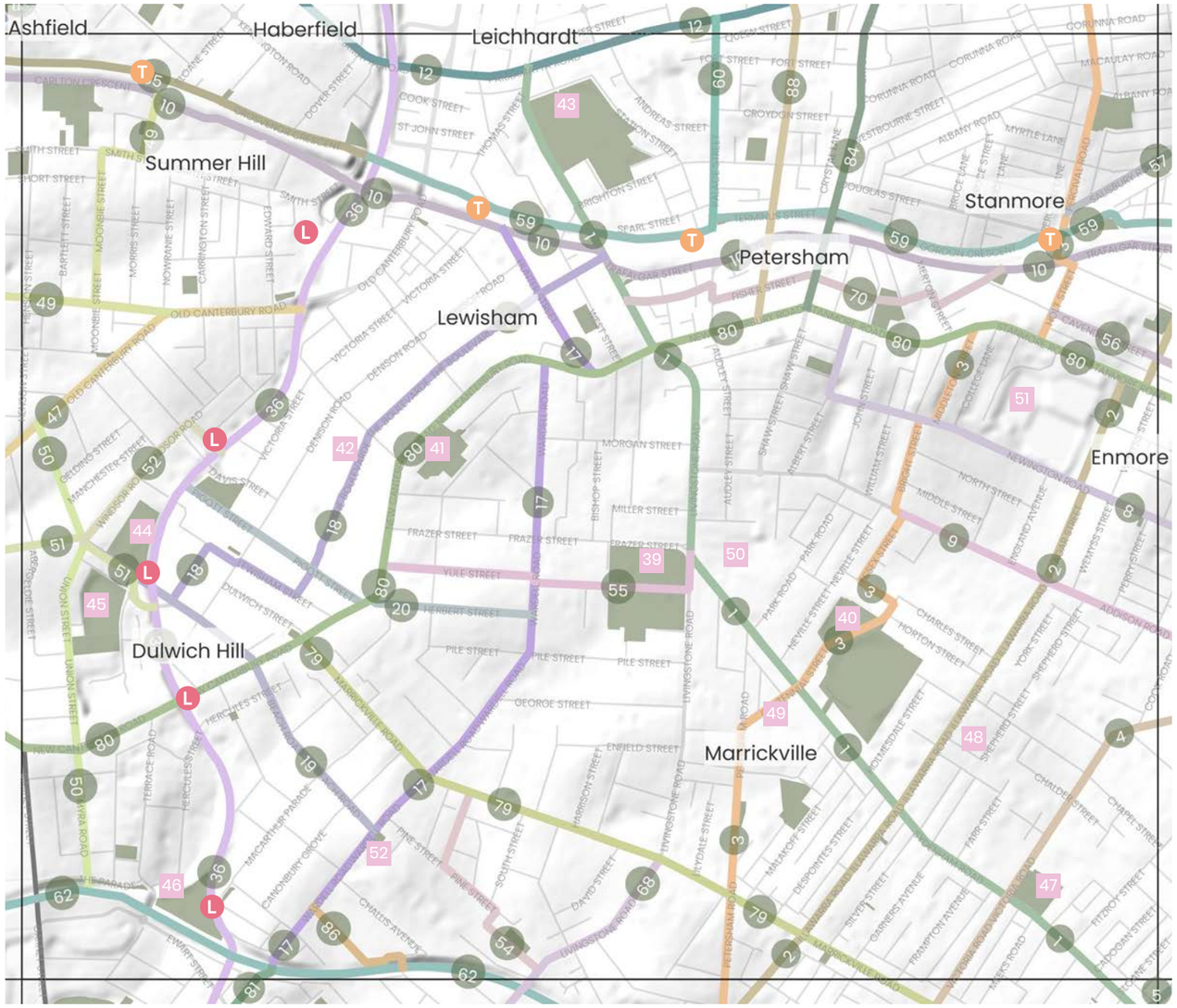
## 7.3.5 Precinct 5




- Precinct Boundary
- Inner West LGA Boundary
- Parks and Open Spaces
- Waterways, rivers and creeks
- The Inner West Blue-Green Grid
- Suburb Boundary

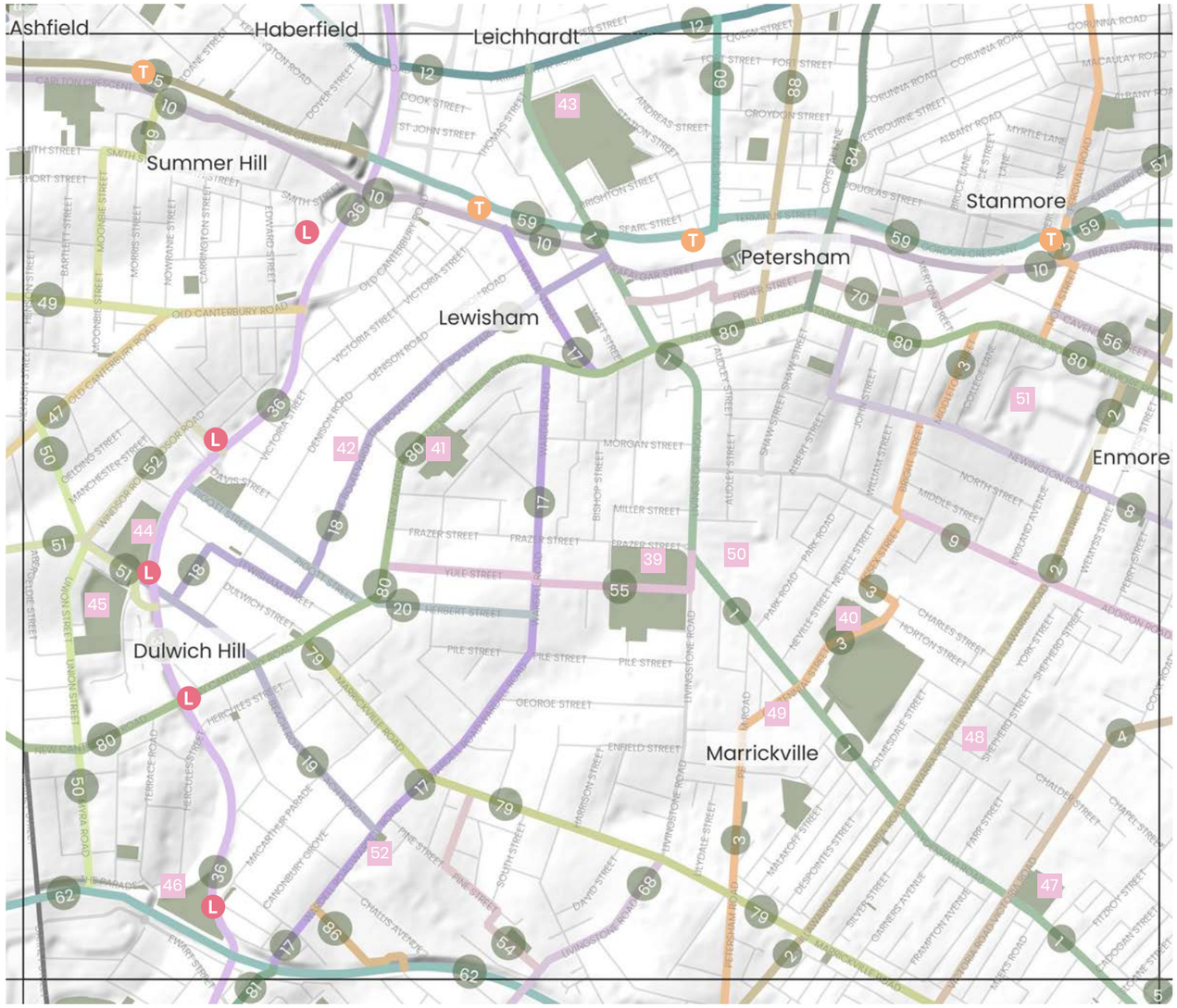
- Train Station
- Light Rail Station
- Ferry Terminal
- Local Places

0m 500m 1km

### Blue-Green Grid Links

| | |
|---|---|
| 1 | Petersham Park to Sydenham Station via Marrickville and Henson Park |
| 2 | Marrickville Peace Park to Montague Gardens |
| 3 | Petersham Road to Percival Road |
| 4 | Victoria Road to Newtown Train Station |
| 8 | Newington Road from Albert Street to Enmore Road |
| 9 | Addison Road from Enmore Park to Bright Street |
| 10 | Southern Link of Newtown to Croydon train line |
| 12 | Parramatta Road |
| 17 | Lewisham Train Station to Dulwich Hill Train Station via Wardell Road and Hunter Street |
| 18 | Johnson Park to Petersham Public School |
| 19 | Arlington Light Rail Stop along Beach Road to Wardell Road |
| 20 | Hoskins Park to Wardell Road along Pigott Street and Herbert Street |
| 36 | The Cooks to Cove GreenWay |
| 47 | Canterbury Road and Old Canterbury Road |
| 49 | Victoria Square Reserve to Summer Hill Village |
| 50 | Constitution Road to The Parade via Union Street |
| 51 | Yeo Park to Arlington Light Rail |
| 52 | Windsor Road to Waratah Mills Light Rail Stop |
| 54 | Ness Park via Harney Street |
| 55 | Yule Street and Porter Avenue |
| 56 | Cavendish Street |
| 57 | Salisbury Road |
| 59 | Northern Link of Newtown to Croydon train line |
| 60 | Palace Street |
| 62 | Southern Trainline |
| 68 | Livingstone Road |
| 70 | Petersham Town Centre to Crammond Park |
| 79 | Marrickville Road |
| 80 | New Canterbury to Stanmore Road |
| 84 | Crystal Street |
| 85 | Grosvenor Crescent |
| 86 | Kays Avenue West |
| 88 | Railway Street and Regent Street from Parramatta Road to New Canterbury Road |

## 7.3.5 Precinct 5 Continued




- Precinct Boundary
- Inner West LGA Boundary
- Parks and Open Spaces
- Waterways, rivers and creeks
- The Inner West Blue-Green Grid
- Suburb Boundary
- Train Station
- Light Rail Station
- Ferry Terminal
- Local Places

0m 500m 1km

**Places**

| | |
|---|---|
| 39 | Marrickville Park |
| 40 | Henson Park |
| 41 | Morton Park |
| 42 | Lewisham Public School |
| 43 | Pertersham Park |
| 44 | Johnston Park |
| 45 | Arlington Recreation Reserve |
| 46 | Jack Shanahan Park |
| 47 | Wicks Park |
| 48 | Marrickville Public School |
| 49 | Marrickville High School |
| 50 | Wilkings Public School |
| 51 | Newington College |
| 52 | St. Maroun's College |

**Relevant Projects and Responsibility**

Dulwich Hill Village Master Plan (under development)
Ongoing, *Inner West Council*

Marrickville Town Centre Master Plan (under development)
Ongoing, *Inner West Council*

GreenWay Missing Links project
Ongoing, *Inner West Council*

Cycling Strategy and Action Plan
2023, *Inner West Council*

Dulwich Hill Parklands Master Plan
2020, *Inner West Council*

GreenWay Master Plan
2018, *Inner West Council*

Leichhardt Native Revegetation & Biodiversity Management Plan
2017, *Inner West Council*

Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)
2016, *TfNSW DPE/Inner West Council*

Western Channel Subcatchment Management Plan
2014, *Inner West Council*

Eastern Channel North Subcatchment Management Plan
2013, *Inner West Council*

GreenWay Biodiversity Strategy
2013, *Inner West Council*

GreenWay Revegetation and Bushcare Plan
2011, *Inner West Council*

Marrickville Biodiversity Strategy
2011, *Inner West Council*

GreenWay Flora and Fauna Literature Review
2010, *Inner West Council*

Riverside Crescent Subcatchment Management Plan
2010, *Inner West Council*

Tennyson Street Subcatchment Management Plan
2009, *Inner West Council*

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| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 1 | **Petersham Park to Sydenham Station via Marrickville and Henson Park** | Marrickville, Petersham, Sydenham | Link connects major recreational open spaces traveling from Petersham Park at West Street and down Livingstone Road to Marrickville Park then along Sydenham Road passing Wilkins School, Henson Park and Wicks Park before arriving at Sydenham Station. The link travels busy streets, mostly residential with pockets of commercial and industrial at the Sydenham end. | The link could see improvements in pedestrian and cycling infrastructure to make the north-south connection safer but to also offer better connections to major east-west cycling routes and the rail line. West Street is well serviced with existing tree canopy. This should be retained and enhanced so as encourage and increase areas of habitat for native flora and fauna. Areas of industrial character along Sydenham Road see a reduction in canopy cover and could benefit from increased tree planting to mitigate urban heat and support urban ecology. | | ● | ● | | ● |
| 2 | **Marrickville Peace Park to Montague Gardens** | Marrickville, Enmore, Stanmore | A key existing cycle way that runs from the Cooks River up to Montague Gardens via Marrickville Town Centre and number of schools including Ferncourt Public School and Newington College. The link along Illawarra Road is busy. The streets are predominantly residential in character, with some commercial and with a good amount of tree canopy. | The route has an existing strong tree canopy presence with room to expand, and the community wish to see increased planting for shade and amenity. Opportunity exists to raise pedestrian crossing through the high pedestrian activity area. The community identified Illawarra Road as good north-south connection. However, due to topography and heavy vehicle presence it would need improvements to be a safe option for active transport such as traffic calming, signage and line markings. | | ● | ● | | ● |
| 3 | **Petersham Road to Percival Road** | Marrickville, Petersham, Stanmore | Key existing cycle route that connects Marrickville Town Centre to Parramatta Road via Marrickville High School, Henson Park, Newington College, Stanmore Train Station and Town Centre, and Weekly Park. The link is mostly residential in character. | Parts of this route have decent canopy coverage, whilst some provide wide road reserves that would suite additional greening and more space for pedestrians. The link could benefit from additional crossings and widened footpaths. | | | ● | | ● |
| 4 | **Victoria Road to Newtown Train Station** | Marrickville, Enmore, Newtown | A busy thoroughfare, the route connects parts of Marrickville through to Newtown predominantly following Victoria Road and Enmore Road. Key destinations along the link include the Factory Theatre, Enmore Park and Enmore Theatre. The link changes from residential to industrial then commercial along the route, with varying canopy cover. | Additional canopy cover and street planting would be a key opportunity for this link which lacks shade along parts of Victoria Road. The link is an important connector from Marrickville to Newtown and on to the city with the opportunity to improve cycleways, footpaths and crossings and measures to create a safer environment for active transport. The community have suggested improving the crossing at King, Wilson and Eliza Street in Newtown. The link hosts some of the Inner West's most iconic cultural institutions providing an opportunity for public space activation and cultural installations. | ● | ● | ● | | ● |

| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 8 | **Newington Road from Albert Street to Enmore Road** | Marrickville, Enmore, Petersham | A residential link, with significant tree planting and shade. It contains an existing cycle way linking Enmore Road to the backstreets of Petersham but with no separated cycle path. It passes Newington College, Newington Road Playground and leaves you close to Marr Playground in Petersham. | The footpaths are narrow, as is the street, creating obstacles for pedestrians. The cycleway is valued, however the steep slope, poor road condition and school drop off's at Newington College create a hazard for cyclists. This link would benefit from reduced speed limits, separated cycleways, footpath improvements and other safety measures at drop off points to protect cyclists. | | | ● | | |
| 9 | **Addison Road from Enmore Park to Bright Street** | Marrickville | This route has a mix of commercial, industrial and residential character. It connects Enmore Park through to Addison Road Community Centre, an important community and cultural institution for the Inner West. | The route experiences some flooding and has limited canopy cover at points so could benefit from increased tree planting, landscaping and Water Sensitive Urban Design features. Opportunities exist to improve Addison Road for cyclists and pedestrians, namely at the intersection with Enmore Road, by improving sidewalks and intersections. A key feature of the link is the Addison Road Community Centre, which provides ample opportunity to provide public art and cultural activation in public spaces. | ● | ● | ● | ● | |
| 10 | **Southern Link of Newtown to Croydon train line** | Newtown, Stanmore, Petersham, Lewisham, Summer Hill, Ashfield, Croydon | A key rail corridor that crosses through a biodiversity corridor at the GreenWay. Link is compromised of multiple links along train lines for connectivity, however is not fully connected for pedestrians. It provides direct routes to train stations and would be well travelled by daily transport users. | The link provides direct routes between train stations and opportunities for better connection to the GreenWay. There is also opportunity to identify a clear user journey along the line and create more crossing for both pedestrians and cyclists. Better cycleway connections, widened footpaths and tree planting for shade are other identified improvements along this route. | | ● | ● | | |
| 12 | **Parramatta Road** | Haberfield, Croydon, Ashfield, Leichhardt, Annandale, Camperdown, Newtown, Stanmore, Petersham, Lewisham, Summer Hill. | Parramatta Road is a key state road which traverses the Inner West east to west connecting the CBD to Western Sydney. The 6 lane road is mostly commercial in nature, and has limited street trees. There are multiple points of interest along the link, including half a dozen entertainment venues and pubs, Ashfield Park, the GreenWay, Fort Street High School and primary links into surrounding suburbs. | Parramatta Road has opportunities to deliver significant improvement in tree canopy coverage and street tree planting for cooling. The link could deliver widened footpaths, improved crossings for pedestrians and cyclists alike, along with dedicated cycleways and improved public transportation offering. The link is subject to both local and state strategies that provide opportunity for public domain and access uplift, including the Paramatta Road Corridor Urban Transformation Strategy, Tech Central, and the WestConnex Camperdown Dive Site which holds potential to deliver temporary and long term value to the Blue-Green Grid. | ● | | ● | | |
| 17 | **Lewisham Train Station to Dulwich Hill Train Station via Wardell Road and Hunter Street** | Lewisham | The link continues from link 81, Wardell Road from Cooks River to Dulwich Hill Station. It connects the train stations to each other passing Petersham Public School and St Maroun's School and College. Wardell Road is a busy road, predominantly residential and contains many significant street trees. | Opportunity to deliver a strong active transport connection between the two transportation hubs down Wardell Road by way of dedicated cycleway, improved footpaths and crossings. The link could benefit from improvements to street tree planting and verge gardening for urban cooling and enhancing urban ecology. | | ● | ● | | |

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| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 18 | **Johnson Park to Petersham Public School** | Dulwich Hill, Lewisham, Petersham | This link connects Petersham TAFE, Petersham Public School, Christian Brothers High School and Lewisham Public School to key recreational precincts along the GreenWay including Johnson Park, Arlington Oval and Arlington Light Rail Stop. The link is mostly residential, and The Boulevarde has significant mature and established trees. | A corner of Johnson Park is set aside for rewilding and natural habitat which is highly valued and should be preserved and maintained. Opportunities exist to create a stronger active transport link including separated cycleways, improved footpaths, and traffic calming measures to increase pedestrian safety. | | ● | ● | | |
| 19 | **Arlington Light Rail Stop along Beach Road to Wardell Road** | Dulwich Hill | Connects the grid to Arlington Light Rail Stop along The GreenWay. Mostly residential in character, with a major crossing at New Canterbury Road at the Dulwich Hill shops. Established native planting along Beach Road. | Opportunities to provide street tree planting for urban cooling at traffic lights with New Canterbury Road as well as traffic calming measures to create a safe environment for pedestrians and for the use of active transport along this link. | | ● | ● | | |
| 20 | **Hoskins Park to Wardell Road along Pigott Street and Herbert Street** | Dulwich Hill | Connects Wardell Road to the GreenWay along Pigott Street and Herbert Street. | The identified route has an established tree canopy cover with opportunity to expand to increase areas of natural habitat for native flora and fauna. Opportunities also exist to integrate WSUD along the end of Pigott St in order to prevent stormwater run off. An additional opportunity exist to investigate more pedestrian crossings on Pigott Street. | | ● | ● | | |
| 36 | **The Cooks to Cove GreenWay** | Leichhardt, Haberfield, Lewisham, Summer Hill, Dulwich Hill | The GreenWay is an environmental and active transport corridor linking the Cooks River at Earlwood with the Parramatta River at Iron Cove. | As a major environmental and recreational link for the Inner West, the link continues to offer the community a diverse and inclusive recreation space with opportunities for<br>- public art and cultural activation in public spaces and parks<br>- protecting, enhancing and increasing wildlife corridors and areas of habitat for native flora and fauna<br>- Providing safe, accessible footpaths and cycleways<br>- Recognising and celebrating<br>- Aboriginal and Torres Strait Islander culture and histories in significant locations as they are identified along the link<br>Major improvements and opportunities for this existing ecological active transport corridor are outlined within the GreenWay Masterplan. The GreenWay Masterplan includes proposals for $57 million of works to be implemented over the long term. Around $45 million of high priority works are anticipated to be completed in 2025. Works in progress include:<br>- high voltage feeder relocation to the Waratah Mills Light Rail Station (required to enable construction of the paths and an ecological restoration of parts of the corridor<br>- Bay Run path and lighting upgrade<br>- in-corridor works involving the construction of a shared path, lighting and landscaping<br><br>Community feedback identified the need for improved crossings over Parramatta Road at Taverners Hill. In April 2023 design plans were exhibited detailing options for addressing key missing links and connections which could delivered to provide safer, more accessible connections along the entirety of the GreenWay link. A section of the link is included within the Parramatta Road Corridor Strategy Phase 1 Planning Proposal. Future uplift may provide opportunities for improved public domain and recreation improvements. | ● | ● | ● | ● | ● |
| 47 | **Canterbury Road and Old Canterbury Road** | Summer Hill, Hurlstone Park, Ashfield | A north-south link connecting Yeo Park to the Summer Hill Flour Mills development at Edward Street. | There are opportunities to provide improved pedestrian and cycle infrastructure along this link. An improvement identified by the community is the intersection of Old Canterbury Road and Edward Street which connects to the GreenWay cycleway along Weston Street. Yeo Park could also accommodate delivery of more trees to increase canopy cover and amenity for park users. | | ● | | | ● |

| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 49 | **Victoria Square Reserve to Summer Hill Village** | Summer Hill, Ashfield | Link runs along Junction Road connecting Victoria Square Reserve to Summer Hill Village. Link also connects with link 47 on Old Canterbury Road connecting in with high density residential development within the Summer Hill Flour Mills site, Lewisham Train Station and Lewisham West Light Rail Stop. | Improvements could mostly consider the provision and improvement of safe, accessible footpaths and crossings to key destinations within this link. Segments of the link including parts of the Summer Hill Village have limited canopy cover and would benefit from additional tree plantings to increase shade and general amenity for pedestrians and other users of this link and key destination. | | ● | ● | | |
| 50 | **Constitution Road to The Parade via Union Street** | Dulwich Hill | Link that connects St Paul of the Cross Catholic Primary School to JF Laxton Reserve and Arlington Oval. The link is on the outskirts of a biodiversity area. | Sections of the link with wide road reserves present the opportunity for increased greening through verge and private garden plantings. Underutilised green space running along The Parade could be enhanced with additional planting of diverse vegetation to act as a natural habitat for native flora and fauna. Improvements should look to provide safer pedestrian and cycle infrastructure especially surrounding the intersection at New Canterbury Road. | | ● | ● | | |
| 51 | **Yeo Park to Arlington Light Rail Stop** | Ashfield, Summer Hill Dulwich Hill | Link connecting Yeo Park and Arlington Light Rail Stop along Arlington Street and Constitution Road. The link includes connections to Johnson Park and Arlington Recreation Reserve. | The link services as a direct connection to a number of recreational open spaces and transport infrastructure. Link opportunities should consider providing safe, accessible footpaths and crossings and where possible providing additional tree plantings and landscaping to enhance the amenity provided to pedestrians along the route. | | ● | ● | | |
| 52 | **Windsor Road to Waratah Mills Light Rail Stop** | Dulwich Hill | Short link providing connectivity to the Waratah Mills Light Rail stop from Windsor Road along Weston Street. | Improvements could involve increasing greening along the verges and increased tree canopy cover along Windsor Road. | | ● | ● | | |
| 54 | **Ness Park via Harney Street** | Marrickville | The link connects Marrickville Road and Livingstone Road via Pine Street and Hollands Avenue. Harney Street has fantastic established greenery and Ness Park includes a fenced playground suitable for toddlers. Ness Park can be accessed from Hollands Avenue and Pine Street. St Marouns School can also be accessed just off Pine Street. | Improvements along this link should consider the provision of safe, accessible footpaths and crossings between key streets included along the link. Hollands Avenue would benefit from increased vegetation and tree plantings to improve overall amenity along this connection. Both Hollands Avenue and Pine Street are identified in the 2023 Cycle Strategy allowing opportunities for new cycle infrastructure to be provided along this link in the future. | | ● | | ● | ● |
| 55 | **Yule Street and Porter Avenue** | Marrickville | A short link connecting New Canterbury Road to Marrickville Park along Yule Street and Porter Avenue. | Improvements along this link should consider the provision of safe, accessible footpaths and crossings. The amenity of the link could also be further enhanced through the provision of additional tree plantings as well as verge and private garden plantings. | | ● | | | ● |
| 56 | **Cavendish Street** | Stanmore, Enmore | Link runs along Cavendish Street between Holt Street and Enmore Road. It incorporates an existing cycle path connecting with Stanmore Public School and Newington College. The link joins with link 3 which connects to Stanmore Train Station. | Improvements along this link should consider the provision of safe, accessible footpaths and crossings. This street is also identified in the 2023 Cycle Strategy allowing opportunities for new cycle infrastructure to be provided along this link in the future. The amenity of the link could also be further enhanced through the provision of additional vegetation and tree plantings. | | | ● | | |
| 57 | **Salisbury Road** | Stanmore, Camperdown | East-west link connecting Stanmore Train Station and Town Centre to Royal Prince Alfred Hospital in Camperdown. Much of Salisbury Road has good tree canopy coverage. | Improvements along this link should consider the provision of safe, accessible footpaths and crossings. This street is also identified in the 2023 Cycle Strategy allowing opportunities for new cycle infrastructure to be provided along this link in the future. The amenity of the link could also be further enhanced through the provision of additional vegetation and tree plantings. | | ● | ● | ● | |

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| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 59 | **Northern Link of Newtown to Croydon train line** | Newtown, Stanmore, Petersham, Lewisham, Summer Hill, Ashfield, Croydon | This link follows the T2 rail line between Croydon and Newtown. The northern side of the rail line does not currently allow for full pedestrian access east - west. This link is aspirational to show the need for increased access to the rail line by daily transport users. | Currently there is no continuous pedestrian or cycle link along the rail corridor. Through the community engagement undertaken for this project, this has been identified as a project opportunity that should be investigated to improve pedestrian and cycle connections east-west across the Inner West. Opportunities along the link should consider improving footpaths, crossings and cycle infrastructure. Rewilding of areas adjacent to the rail corridor in addition to consideration of areas that could accommodate increased tree canopy, verge and private garden plantings should be investigated. | | ● | ● | | |
| 60 | **Palace Street** | Petersham | Short link connecting Parramatta Road to Petersham Train Station via Fort Street High School. | Improvements along this link should consider the provision of safe, accessible footpaths and crossings. The amenity of the link could also be improved through the provision of additional vegetation and tree plantings to increase canopy cover and shade along the link. | | ● | ● | | |
| 62 | **Southern Trainline** | St Peters, Sydenham, Marrickville, Dulwich Hill | Link follows the train corridor which runs from St Peters to Dulwich Hill train stations. | Currently there is no continuous pedestrian or cycle link along the rail corridor. Opportunities along the link should consider improving footpaths, crossings and cycle infrastructure. There is some opportunity along this link to increase tree canopy, verge and private garden plantings and to rewild the area along the rail corridor to increase areas of natural habitat for native flora and fauna. | ● | ● | ● | ● | |
| 68 | **Livingstone Road** | Marrickville | Link connects the Cooks River to Marrickville Road at the Marrickville Library. | Livingstone Road is a key connector to access many areas of the Inner West. This part of the road connects the Marrickville Town Centre to the Cooks River via a number of local primary and high schools. Parts of the link include a separated cycleway, however this is not consistently provided along the entirety of the link. Possible improvements should look to improve pedestrian and cycle infrastructure and where possible allow for suitable separation of pedestrians, cyclists and vehicles. The link could also benefit from increased vegetation and tree plantings not only improve amenity of the link for pedestrians, but to also enhance and increase wildlife corridors and areas of habitat for native flora and fauna. | | ● | ● | ● | ● |
| 70 | **Petersham Town Centre to Crammond Park** | Petersham, Stanmore | Link connects open space within Stanmore to Petersham Town Centre. | Petersham has seen an increase in high density development in recent years. This link seeks to improve access to existing open space within the area for residents to enjoy in neighbouring suburbs. Link opportunities should consider provision of accessible footpaths and crossings and additional tree plantings to improve amenity along this link. | | | ● | | |
| 79 | **Marrickville Road** | Marrickville, Dulwich Hill, Sydenham | Link runs along Marrickville Road connecting Dulwich Hill and Marrickville Town Centres to Sydenham Train Station. | The community has identified a desire for formalised cycle infrastructure to be provided along this link and where possible providing suitable separation of pedestrians, cyclists and vehicles. As the link travels through two major town centres, consideration should also be given to reducing the speed limit to increase safety for pedestrians and cyclists. The link would benefit from increased tree canopy and vegetation to assist with reducing the impacts of urban heat but also improving amenity along the link. | | | ● | | |

| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 80 | **New Canterbury Road and Stanmore Road** | Hurlstone Park, Dulwich Hill, Lewisham, Petersham, Stanmore, Newtown | Link runs along major roads including New Canterbury Road, Stanmore Road through to Enmore Road. The route connects with a number of town centres including Dulwich Hill and Petersham. | This link will operate as a main active transport connection from the east-west across in the Inner West. Opportunities along this link should look to provide improved cycleways and pedestrian infrastructure, including reduced speed limits and traffic calming where there is high pedestrian activity. Where possible provision should be made for suitable separation of pedestrians, cyclists and vehicle infrastructure. Additional tree plantings to improve shade and amenity along the link is a noted opportunity, particularly within the town centres included within this grid link. | | | ● | | ● |
| 84 | **Crystal Street** | Petersham | Link from New Canterbury Road to Parramatta Road via Petersham TAFE. | This link has been identified by the community as a key missing active transport connection necessary to better connect the northern and southern parts of the Inner West. Possible improvements to this link should consider improved cycling infrastructure and where possible additional tree plantings and improvements to footpaths and crossings to make the link a safer active transport connection for all users. | | | ● | | |
| 85 | **Grosvenor Crescent** | Summer Hill | Link follows a portion of the train line between Liverpool Road and Cadigal Reserve. Link connects with link 59 which follows land north of the rail line. | Opportunities along the link should consider improving footpaths, crossings and cycle infrastructure. There is some opportunity along this link to increase verge and private garden plantings and to rewild the area along the rail corridor to increase areas of natural habitat for native flora and fauna. | | | ● | | |
| 86 | **Kays Avenue West** | Dulwich Hill | Small link connecting Kays Avenue West to Albemarle Street over the rail line. | There is some opportunity along this link to increase verge and private garden plantings and to rewild the area along the rail corridor to increase areas of natural habitat for native flora and fauna. | | ● | | | |
| 88 | **Railway Street and Regent Street** | Petersham | Connection between Parramatta Road and New Canterbury Road via Petersham Train Station. | Opportunities exist to provide safe, accessible footpaths and crossings along this link. Some opportunities may also exist to provide additional tree plantings and encourage verge and private garden planting to improve amenity along this link. | | | ● | | |

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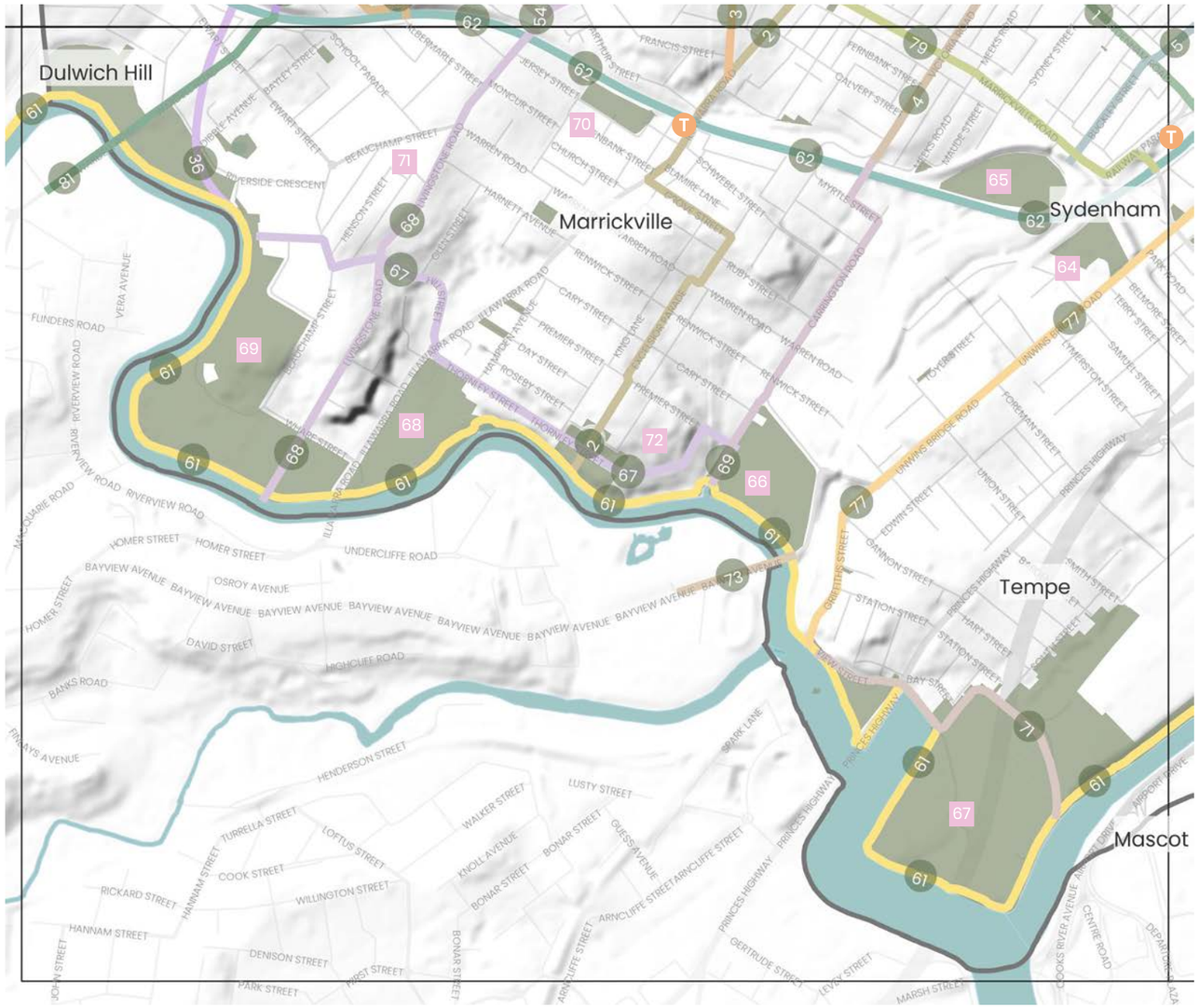
## 7.3.6 Precinct 6




### Blue-Green Grid Links

| | |
|---|---|
| 1 | Petersham Park to Sydenham Station via Marrickville and Henson Park |
| 2 | From Richard Ave at Cooks River Foreshore along Illawarra Road to Montague Gardens |
| 3 | Petersham Road to Percival Road |
| 4 | Victoria Road to Newtown Train Station |
| 5 | Fraser Park Football Club to Newtown Station |
| 36 | The Cooks to Cove GreenWay |
| 61 | The Cooks River to Alexandra Canal |
| 62 | Southern Trainline |
| 67 | Thornley Street to Alfred Street via Hill Street |
| 68 | Livingstone Road |
| 69 | Carrington Road |
| 71 | Holbeach Ave |
| 73 | Bayview Avenue |
| 77 | Unwins Bridge Road |
| 79 | Marrickville Road |
| 81 | Wardell Road |

### Places

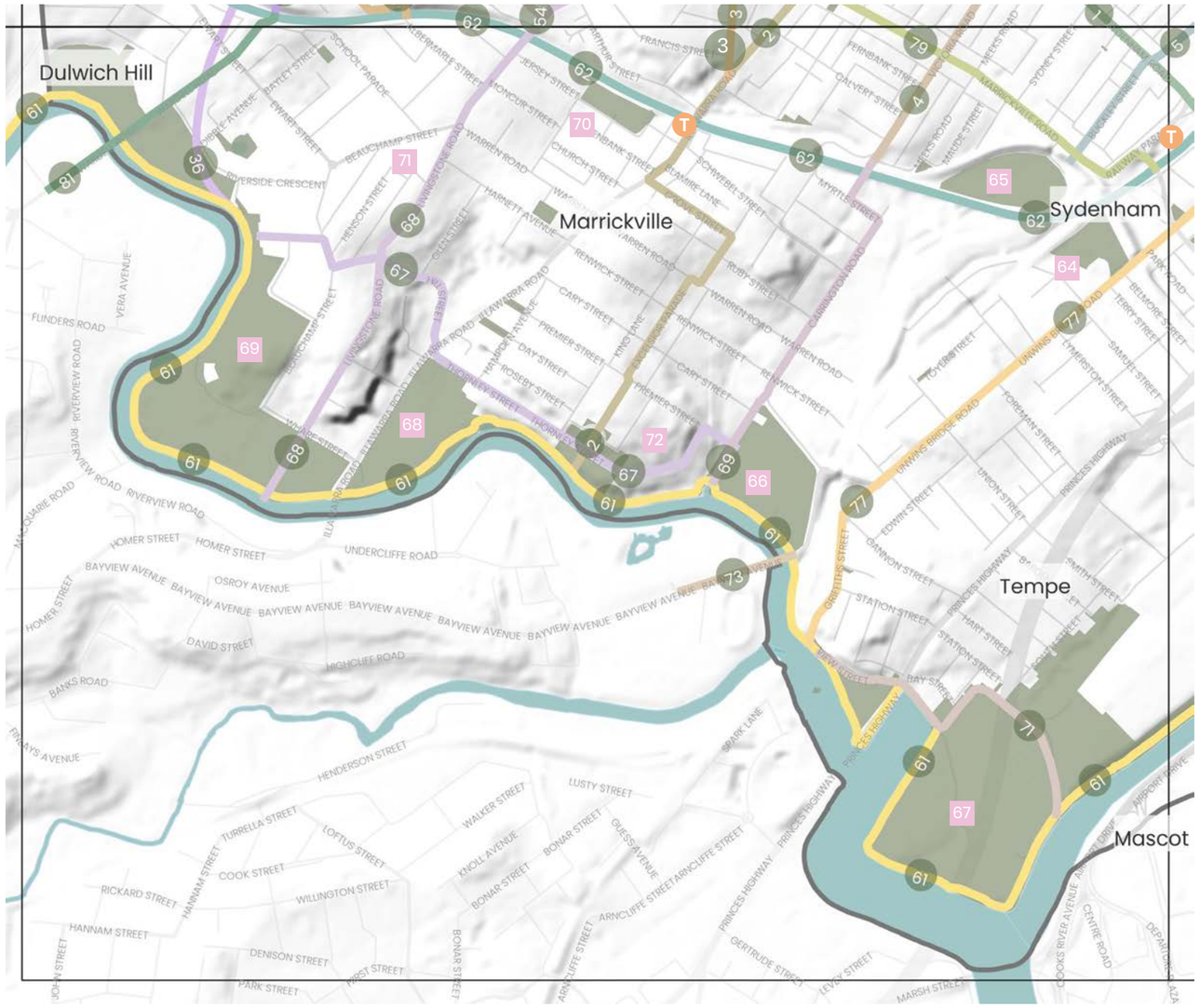
| | |
|---|---|
| 64 | Tillman Park |
| 65 | Fraser Park |
| 66 | Mackey Park |
| 67 | Tempe Park and Reserve |
| 68 | Steel Park |
| 69 | Marrickville Golf Club |
| 70 | Mc Neilly Park |
| 71 | Marrickville West Primary |
| 72 | Ferncourt Public School |

- Precinct Boundary
- Inner West LGA Boundary
- Parks and Open Spaces
- Waterways, rivers and creeks
- The Inner West Blue-Green Grid
- Suburb Boundary

- Train Station
- Light Rail Station
- Ferry Terminal
- Local Places

0m 500m 1km

## 7.3.6 Precinct 6 Continued




- Precinct Boundary
- Inner West LGA Boundary
- Parks and Open Spaces
- Waterways, rivers and creeks
- The Inner West Blue-Green Grid
- Suburb Boundary
- Train Station
- Light Rail Station
- Ferry Terminal
- Local Places

0m 500m 1km

**Relevant Projects and Responsibility**

Cycling Strategy and Action Plan
2022, *Inner West Council*

Cooks River Corridor Plan
2022, *City of Canterbury Bankstown*

Campsie Town Centre Master Plan
2022, *City of Canterbury Bankstown*

Dibble Avenue Waterhole
2021, *Inner West Council*

Bayside Priority Green Grid Corridors Spatial Framework
2021, *Bayside Council*

Eastern Channel Subcatchment Management Plan
2020, *Inner West Council*

GreenWay Master Plan
2018, *Inner West Council*

Sydney Gateway Study
2018, *TfNSW*

Western Channel Subcatchment Management
2014, *Inner West Council*

GreenWay Biodiversity Strategy
2013, *Inner West Council*

Marrickville Draft Strategy for a Water Sensitive Community 2012-2021
2012, *Inner West Council*

GreenWay Revegetation and Bushcare Plan
2011, *Inner West Council*

Marrickville Biodiversity Strategy 2011-2021
2011, *Inner West Council*

GreenWay Flora and Fauna Literature Review
2010, *Inner West Council*

Marrickville Urban Forest Strategy
2010, *Inner West Council*

Riverside Crescent Subcatchment Management Plan
2010, *Inner West Council*

Tennyson Street Subcatchment Management Plan
2009, *Inner West Council*

Illawarra Road Subcatchment Management Plan
2006, *Inner West Council*

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| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 1 | **Petersham Park to Sydenham Station via Marrickville and Henson Park** | Marrickville, Petersham, Sydenham | Link connects major recreational open spaces traveling from Petersham Park at West Street and down Livingstone Road to Marrickville Park then along Sydenham Road passing Wilkins School, Henson Park and Wicks Park before arriving at Sydenham Station. The link travels busy streets, mostly residential with pockets of commercial and industrial at the Sydenham end. | The link could see improvements in pedestrian and cycling infrastructure to make the north-south connection safer but to also offer better connections to major east-west cycling routes and the rail line. West Street is well serviced with existing tree canopy. This should be retained and enhanced so as encourage and increase areas of habitat for native flora and fauna. Areas of industrial character along Sydenham Road see a reduction in canopy cover and could benefit from increased tree planting to mitigate urban heat and support urban ecology. | | ● | ● | | ● |
| 2 | **Marrickville Peace Park to Montague Gardens** | Marrickville, Enmore, Stanmore | A key existing cycle way that runs from the Cooks River up to Montague Gardens via Marrickville Town Centre and number of schools including Ferncourt Public School and Newington College. The link along Illawarra Road is busy. The streets are predominantly residential in character, with some commercial and with a good amount of tree canopy. | The route has an existing strong tree canopy presence with room to expand, and the community wish to see increased planting for shade and amenity. Opportunity exists to raise pedestrian crossing through the high pedestrian activity area. The community identified Illawarra Road as good north-south connection. However, due to topography and heavy vehicle presence it would need improvements to be a safe option for active transport such as traffic calming, signage and line markings. | | ● | ● | | ● |
| 3 | **Petersham Road to Percival Road** | Marrickville, Petersham, Stanmore | Key existing cycle route that connects Marrickville Town Centre to Parramatta Road via Marrickville High School, Henson Park, Newington College, Stanmore Train Station and Town Centre, and Weekly Park. The link is mostly residential in character. | Parts of this route have decent canopy coverage, whilst some provide wide road reserves that would suite additional greening and more space for pedestrians. The link could benefit from additional crossings and widened footpaths. | | | ● | | ● |
| 4 | **Victoria Road to Newtown Train Station** | Marrickville, Enmore, Newtown | A busy thoroughfare, the route connects parts of Marrickville through to Newtown predominantly following Victoria Road and Enmore Road. Key destinations along the link include the Factory Theatre, Enmore Park and Enmore Theatre. The link changes from residential to industrial then commercial along the route, with varying canopy cover. | Additional canopy cover and street planting would be a key opportunity for this link which lacks shade along parts of Victoria Road. The link is an important connector from Marrickville to Newtown and on to the city with the opportunity to improve cycleways, footpaths and crossings and measures to create a safer environment for active transport. The community have suggested improving the crossing at King, Wilson and Eliza Street in Newtown. The link hosts some of the Inner West's most iconic cultural institutions providing an opportunity for public space activation and cultural installations. | ● | ● | ● | | ● |
| 5 | **Fraser Park Football Club to Newtown Station** | Marrickville, Enmore, Newtown, Sydenham | Link runs through the Marrickville industrial area via the Sydenham Pit and Drainage Pumping Station. A pedestrian cut through from Shirlow Street to Sydney Steel Road offers connectivity between Sydenham Train Station to Marrickville Metro through to King Street via Alice Street and up to Newtown Station. The link is predominantly industrial and commercial in character travelling along a mix of busy roads and pedestrian links. | Multiple opportunities for this link have been identified, including the potential for Sydenham Pit and Drainage Pumping Station to be investigated for naturalisation to support urban ecology and local amenity. The link includes parts of Marrickville's industrial precinct that holds cultural significance providing opportunity for public art and cultural activation. At Fraser Park, the link also runs through a Kangaroo Ground connecting to a potential Aboriginal archaeological site , providing opportunity to recognise and celebrate Aboriginal and Torres Strait Islander culture and histories. Street planting for shade and improved sidewalks and cycleways are areas of improvement, especially in the industrial areas. | ● | | ● | ● | |

| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 36 | **The Cooks to Cove GreenWay** | Leichhardt, Haberfield, Lewisham, Summer Hill, Dulwich Hill | The GreenWay is an environmental and active transport corridor linking the Cooks River at Earlwood with the Parramatta River at Iron Cove. | As a major environmental and recreational link for the Inner West, the link continues to offer the community a diverse and inclusive recreation space with opportunities for<br>- public art and cultural activation in public spaces and parks<br>- protecting, enhancing and increasing wildlife corridors and areas of habitat for native flora and fauna<br>- Providing safe, accessible footpaths and cyclewaysRecognising and celebrating<br>- Aboriginal and Torres Strait Islander culture and histories in significant locations as they are identified along the link<br>Major improvements and opportunities for this existing ecological active transport corridor are outlined within the GreenWay Masterplan. The GreenWay Masterplan includes proposals for $57 million of works to be implemented over the long term. Around $45 million of high priority works are anticipated to be completed in 2025. Works in progress include:<br>- high voltage feeder relocation to the Waratah Mills Light Rail Station (required to enable construction of the paths and an ecological restoration of parts of the corridor<br>- Bay Run path and lighting upgrade<br>- in-corridor works involving the construction of a shared path, lighting and landscaping<br><br>Community feedback identified the need for improved crossings over Parramatta Road at Taverners Hill. In April 2023 design plans were exhibited detailing options for addressing key missing links and connections which could delivered to provide safer, more accessible connections along the entirety of the GreenWay link. A section of the link is included within the Parramatta Road Corridor Strategy Phase 1 Planning Proposal. Future uplift may provide opportunities for improved public domain and recreation improvements. | ● | ● | ● | ● | ● |
| 61 | **The Cooks River to Alexandra Canal** | Marrickville, Dulwich Hill, Tempe, St Peters | The Cooks River is a key green and blue asset for the Inner West and neighbouring council areas. Along the link are multiple parks and reserves, a children's playground and the Marrickville Golf Club. The link offers a diverse range of passive and active recreational opportunities. | While there are many recreational activities that can be undertaken along the Cooks River Foreshore, the community has expressed a desire for the Cooks River itself to be improved with the aim of providing increased access to the riverbank for recreational activities. Therefore, improvements should be focused on naturalising the waterway and improving water quality. This area of the Inner West is also recognised as an area with high biodiversity values and therefore, future improvements must also look to increase and enhance natural vegetation along the riverbank to enhance and increase areas of habitat for native flora and fauna. The river also has significant Indigenous heritage which should be recognised and promoted in any future works. | ● | ● | ● | ● | ● |
| 62 | **Southern Trainline** | St Peters, Sydenham, Marrickville, Dulwich Hill | Link follows the train corridor which runs from St Peters to Dulwich Hill train stations. | Currently there is no continuous pedestrian or cycle link along the rail corridor. Opportunities along the link should consider improving footpaths, crossings and cycle infrastructure. There is some opportunity along this link to increase tree canopy, verge and private garden plantings and to rewild the area along the rail corridor to increase areas of natural habitat for native flora and fauna. | ● | ● | ● | ● | |
| 67 | **Thornley Street to Alfred Street via Hill Street** | Marrickville | The link runs just north of the Cooks River acting as a secondary connector to many of the green spaces accommodated on the foreshore of the Cooks River. | The link provides an alternate connection between Mackey Park and Princes Street Park on the Cooks River via the small shopping area located on Illawarra Road. Possible link improvements should consider improved footpath and crossings, increased tree plantings and vegetation in addition to incorporation of WSUD elements to assist with improved water management in the area. | | ● | ● | ● | |
| 68 | **Livingstone Road** | Marrickville | Link connects the Cooks River to Marrickville Road at the Marrickville Library. | Livingstone Road is a key connector to access many areas of the Inner West. This part of the road connects the Marrickville Town Centre to the Cooks River via a number of local primary and high schools. Parts of the link include a separated cycleway, however this is not consistently provided along the entirety of the link. Possible improvements should look to improve pedestrian and cycle infrastructure and where possible allow for suitable separation of pedestrians, cyclists and vehicles. The link could also benefit from increased vegetation and tree plantings not only improve amenity of the link for pedestrians, but to also enhance and increase wildlife corridors and areas of habitat for native flora and fauna. | | ● | ● | ● | ● |

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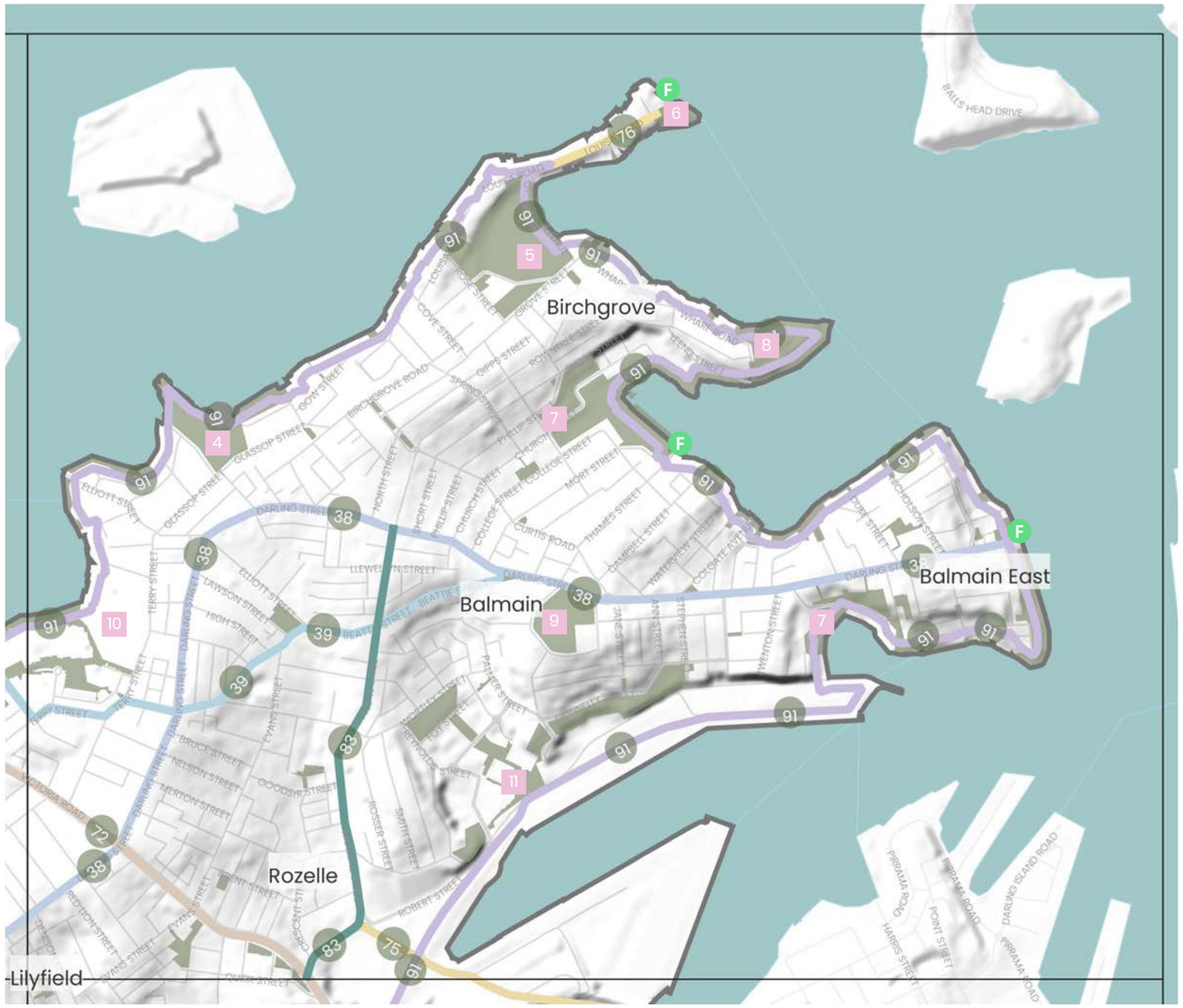
| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 69 | **Carrington Road** | Marrickville | Link connects Mackey Park located along the Cooks River to Myrtle Street through a significant industrial precinct. The link connects with link 4 which runs along Victoria Road. | This is a popular link identified by the community to travel north-south connecting Marrickville to the Cooks River foreshore and open space areas. Possible opportunities include improvements to existing cycle infrastructure to improve safety for pedestrians, cyclists and vehicles along Carrington Road and also along connecting streets including Myrtle Street up to Victoria Road. | ● | ● | ● | ● | ● |
| 71 | **Holbeach Avenue** | Tempe | Link connecting Kendrick Park to Tempe Reserve over the Princes Highway. | This link connects two major open spaces located on the foreshore of the Cooks River separated by the Princes Highway. Both open spaces offer a diver range of facilities for recreational activities. A possible opportunity to improve connectivity and access to both spaces could be a pedestrian and cyclist overpass over the Princes Highway connecting Holbeach Avenue to View Street. The amenity of both parks and the link could also be improved through the provision of additional vegetation and tree plantings to increase canopy cover and shade and to also enhance and increase areas of habitat for native flora and fauna. Kendrick Park is a listed heritage item. Link opportunities should consider opportunities to recognise and celebrate Aboriginal and Torres Strait Islander culture and histories significant to this area. | ● | ● | ● | ● | |
| 73 | **Bayview Avenue** | Marrickville, Earlwood | Small link over the Cooks River connecting Gough Whitlam Park in Earlwood to Mackey Park in Marrickville. | The current crossing requires pedestrians to cross the bridge twice in order to re-join existing footpaths along the Cooks River. Opportunities to improve this connection for pedestrians and cyclists should be investigated as it would improve access to the Cooks River, Tempe Train Station and Gough Whitlam Park. | | | ● | ● | |
| 77 | **Unwins Bridge Road** | Tempe | Link runs along Unwins Bridge Road connecting King Street to the Cooks River via Tillman Park. | Improvements along this link should consider the provision of safe, accessible footpaths and crossings in addition to improved cycling infrastructure between these two key destinations. The amenity of the link could also be improved through the provision of additional vegetation and tree plantings to increase canopy cover and shade along the link. | ● | | ● | | |
| 79 | **Marrickville Road** | Marrickville, Dulwich Hill, Sydenham | Link runs along Marrickville Road connecting Dulwich Hill and Marrickville Town Centres to Sydenham Train Station. | The community has identified a desire for formalised cycle infrastructure to be provided along this link and where possible providing suitable separation of pedestrians, cyclists and vehicles. As the link travels through two major town centres, consideration should also be given to reducing the speed limit to increase safety for pedestrians and cyclists. The link would benefit from increased tree canopy and vegetation to assist with reducing the impacts of urban heat but also improving amenity along the link. | | | ● | | |
| 81 | **Wardell Road** | Marrickville, Dulwich Hill | Link from the Cooks River at the Wardell Road Bridge to Dulwich Hill Station via Wardell Road. | Opportunities along the link should consider improving footpaths, crossings and cycle infrastructure. Particular consideration should be given to investigating improvements on the Wardell Road Bridge in line with the suggestions made in the 2022 Cooks River Corridor Plan. There is also some opportunity along this link to increase areas of natural habitat for native flora and fauna through increased provision of tree canopy, verge and private garden plantings along the link. | | | ● | | |

## 7.3.7 Precinct 7




- Precinct Boundary
- Inner West LGA Boundary
- Parks and Open Spaces
- Waterways, rivers and creeks
- The Inner West Blue-Green Grid
- Suburb Boundary

- Train Station
- Light Rail Station
- Ferry Terminal
- Local Places

0m 500m 1km

### Blue-Green Grid Links

| | |
|---|---|
| 38 | Balmain Road at Glover Street to Balmain East Ferry wharf via Darling Street |
| 39 | Beattie Street to Bridgewater Park via Wise, Terry and Margaret Street |
| 72 | Victoria Road |
| 75 | The Bays Precinct to Blackwattle Bay via Glebe Island Bridge |
| 76 | Louisa Road |
| 83 | Montague Street and Mullens Street |
| 91 | Balmain Peninsula harbour walk |

### Places

| | |
|---|---|
| 4 | Elkington Park & Dawn Fraser Baths |
| 5 | Birchgrove Oval |
| 6 | Yurulbin Park |
| 7 | Mort Bay Park |
| 8 | Ballast Point Park |
| 9 | Gladstone Park & Balmain Hospital |
| 10 | Sydney Secondary College - Balmain |
| 11 | Vanardi Green |

### Relevant Projects and Responsibility

**Rozelle Town Centre Master Plan (under development)**
Ongoing, *Inner West Council/TfNSW*

**Cycling Strategy and Action Plan**
2023, *Inner West Council*

**Parramatta to Sydney Harbour Foreshore Link (under development)**
2023, *TfNSW*

**White Bay Eco-corridor**
2022, *Inner West Council*

**Tom Uren Walking Trail**
2016, *Inner West Council*

**Bays West Place Strategy**
2021, *NSW DPE*

**Rozelle Interchange Urban Design and Landscape Plan**
2021, *TfNSW*

**Leichhardt Native Revegetation & Biodiversity Management Plan**
2017, *Inner West Council*

**Balmain East Foreshore Plan of Management**
2013, *Inner West Council*

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| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 38 | **Balmain Road at Glover Street to Balmain East Ferry wharf via Darling Street** | Rozelle, Balmain, Balmain East | The link is a key route along the spine of the Balmain Peninsula connecting with Callan Park, the Rozelle and Balmain Town Centres and through to the Balmain East ferry wharf and harbour foreshore area. The link connects with the historical Tom Uren Trail and link 91 know as the Balmain Peninsula harbour walk. | Darling Street was commonly identified by the community as a missing active transport link within the northern part of the Inner West. This link would benefit from improved footpaths and crossing and cycle infrastructure within the town centres. The link would also benefit from increased tree canopy cover along the eastern side of Darling Street and Balmain Road to increase shade cover and improve amenity along these popular high streets for pedestrians and cyclists.<br>Additional opportunities for improvements to Darling Street at the intersection with Victoria Road will be made possible through opportunities identified as part of the Rozelle Town Centre Master Plan (as identified as part of link 72). | ● | | ● | | ● |
| 39 | **Beattie Street to Bridgewater Park via Wise, Terry and Margaret Street** | Rozelle, Balmain | This link connects foreshore open spaces at Balmain Cove including Bridgewater Park and Elliot Park to the town centres of Rozelle and Balmain via Beattie Street. | This link could benefit from increased landscaping and street tree plantings in areas with wider road reserves. Opportunities should also consider improvements to pedestrian and cyclist infrastructure along this link. | ● | | ● | | |
| 72 | **Victoria Road** | Rozelle | Link from the Bays Precinct to the Bay Run. | The opening of the WestConnex Iron Cove Tunnel presents a significant opportunity for Council to work with TfNSW on active transport and public domain improvements along Victoria Road. The project will also offer opportunities for improvements along Darling Street Rozelle that will help improve connectivity of the Rozelle Town Centre (currently divided by Victoria Road). Possible link opportunities could include:<br>- improvements to footpaths and crossings to ensure they safe and accessible<br>- providing cycle paths and where possible allowing these to be separated from pedestrians and vehicles<br>- additional vegetation and tree plantings to increase biodiversity, canopy cover and shade along the link<br>- provision for incorporation of WSUD elements<br>- provision of spaces for public art and cultural activation<br>- recognition and celebration of Aboriginal and Torres Strait Islander culture and histories<br>Any improvements to this link should also consider appropriate connections into the future Rozelle Parklands. | ● | | ● | ● | |
| 75 | **The Bays Precinct to Blackwattle Bay via Glebe Island Bridge** | Rozelle | This future link will provide key connectivity to the Pyrmont peninsula and surrounds including multiple open spaces and the Sydney Fish Markets. | Redevelopment of Blackwattle Bay and the Bays Precinct (currently being led by the NSW Government) offers an opportunity for the reopening of Glebe Island Bridge. This link would provide a direct connection between Rozelle and Pyrmont. Opportunities for this link must include provision for appropriate pedestrian and cycle facilities.<br>The link is in close vicinity of the White Bay Eco Corridor which aims to increase and connect greenspaces for wildlife. The link should consider suggestions made for the eco corridor for implementation of this link where relevant. | | | ● | ● | ● |
| 76 | **Louisa Road** | Birchgrove | Link to from Birchgrove Park to Yurulbin Park and Birchgrove Ferry Wharf. | Louisa Road is very narrow and existing footpaths are in poor condition. Improvements along this link should consider the provision of accessible footpaths and crossings along Louisa Road in addition to improved public access to the foreshore. The community have also expressed a desire for this area to be investigated as a possible location of a future swim site along the harbour foreshore. | | ● | ● | ● | ● |

| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 83 | **Montague Street and Mullens Street** | Balmain, Rozelle | This north-south link connecting from the Balmain Town Centre to new Bays West precinct area. | The link offers opportunities to improve active transport connections to the Balmain Town Centre on Darling Street. Possible improvements to this link should consider improved cycling infrastructure and where possible additional tree plantings and improvements to footpaths and crossings. Consideration of a reduced speed limit along this link would also serve to make the link a safer active transport connection for all users. The link is in close vicinity of the White Bay Eco Corridor which aims to increase and connect greenspaces for wildlife. The link should consider suggestions made for the eco corridor for implementation of this link where relevant. | | | ● | | |
| 91 | **Balmain Peninsula harbour walk** | Rozelle, Birchgrove, Balmain, Rozelle | The link runs along the harbour side of the Balmain Peninsula starting from Bridgewater Park through to the intersection of Robert Street and Victoria Road. The link connects multiple parks along the Sydney Harbour Foreshore, providing an excellent route for recreation. | Improving connectivity, public access and an increased range of recreational facilities along the harbour foreshore were identified by many contributors to this project as in need of further investigation. Of note was the desire by many to see additional swim sites provided along the harbour foreshore in locations such as Mort Bay. Improved pedestrian access was suggested for areas including Paringa Reserve, Simmons Point Reserve and Yurulbin Park.<br>TfNSW is currently undertaking a major project known as the Parramatta to Sydney Foreshore Link. The link program will look to deliver a 91km continuous link between Parramatta Park to the Opera House/Botanical Garden for cyclists and pedestrians. Council will need to work closely with TfNSW to on this project work.<br>The link is in close vicinity of the White Bay Eco Corridor which aims to increase and connect greenspaces for wildlife. The link should consider suggestions made for the eco corridor for implementation of this link where relevant. | ● | ● | ● | ● | ● |

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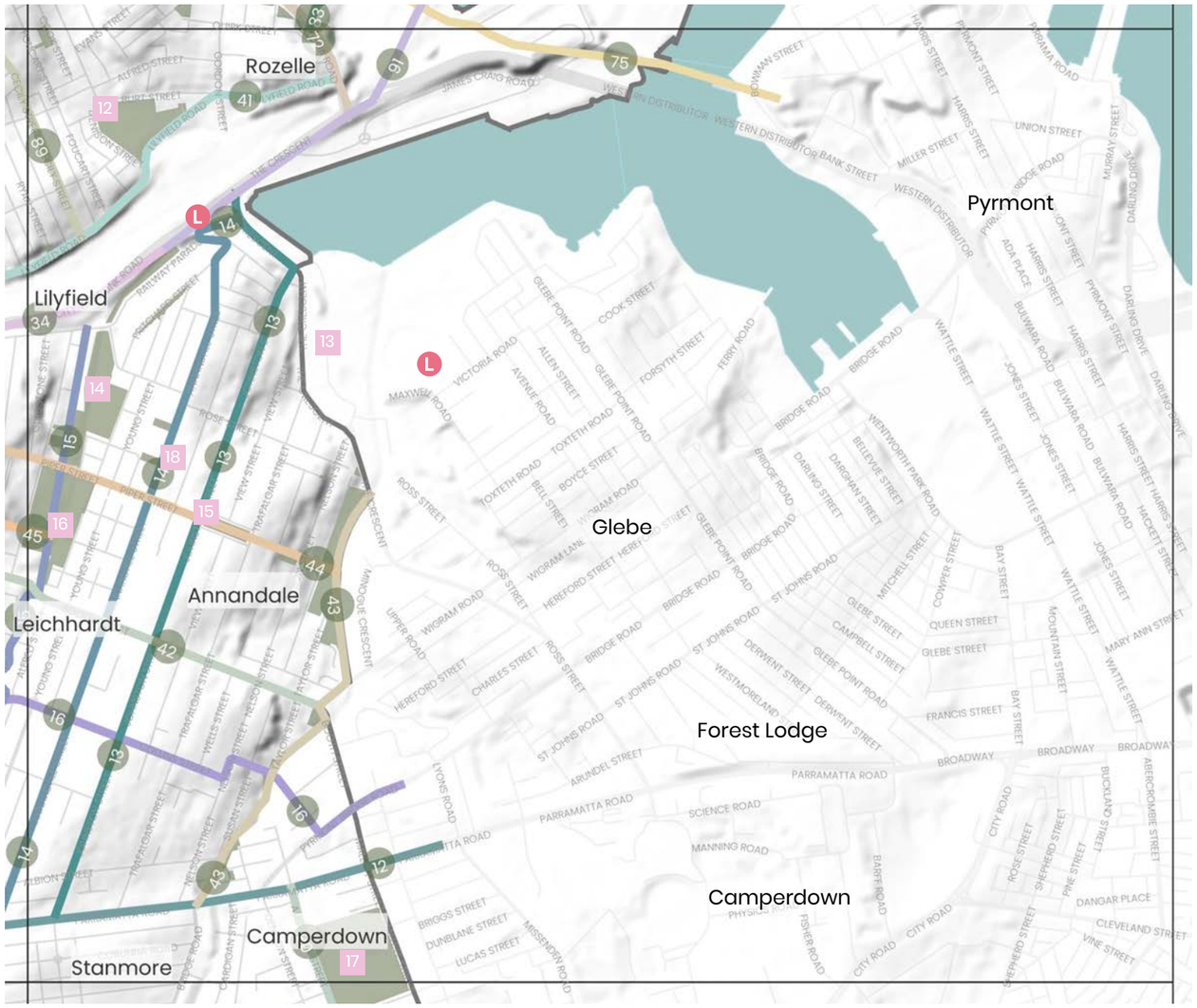
## 7.3.8 Precinct 8




- Precinct Boundary
- Inner West LGA Boundary
- Parks and Open Spaces
- Waterways, rivers and creeks
- The Inner West Blue-Green Grid
- Suburb Boundary

- Train Station
- Light Rail Station
- Ferry Terminal
- Local Places

0m 500m 1km

### Blue-Green Grid Links

| | |
|---|---|
| 12 | Parramatta Road |
| 13 | Johnston Street including part of the Crescent |
| 14 | Annandale Street |
| 15 | Whites Creek via Cohen Park, Whites Creek Valley and Whites Creek Lane |
| 16 | Marion Street between Ramsay Street to Johnstons Creek |
| 34 | Hawthorne Canal to The Crescent along City West Link |
| 41 | Lilyfield Road |
| 42 | Hawthorne Light Rail Stop to Badu Reserve |
| 43 | Johnstons Creek |
| 44 | Piper Street to Johnstons Creek |
| 45 | Callan Park to Whites Creek Valley |
| 72 | Victoria Road |
| 75 | The Bays Precinct to Blackwattle Bay via Glebe Island Bridge |
| 89 | Callan Park |
| 90 | Australia Street |
| 91 | Balmain Peninsula harbour walk |

### Places

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|---|---|
| 12 | Easton Park |
| 13 | Glebe Foreshore Parks |
| 14 | Cohen Park |
| 15 | Hinsby Park |
| 16 | Whites Creek Valley Park |
| 17 | Camperdown Park |
| 18 | Annandale North Public School |

### Relevant Projects and Responsibility

**Cycling Strategy and Action Plan**, 2023, *Inner West Council*

**Parramatta to Sydney Harbour Foreshore Link** 2023, *TfNSW*

**Bridge Road Cycleway** 2022, *City of Sydney/TfNSW*

**Bays West Place Strategy**, 2021 *NSW DPE*

**White Bay Eco-corridor** 2022, *Inner West Council*

**Johnston's Creek Naturalisation** 2021, *Inner West Council/ City of Sydney Council/Sydney Water*

**Rozelle Parklands** 2021, *Transport for NSW*

**Leichhardt Native Revegetation & Biodiversity Management Plan** 2017, *Inner West Council*

**Parramatta Road Urban Amenity Improvement Plan (PRUAIP)** 2016, *TfNSW/Inner West Council*

**Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)** 2016, TfNSW DPE/Inner West Council

**Annandale North Neighbourhood Movement Plan** 2016, *Inner West Council*

**Marrickville Draft Strategy for a Water Sensitive Community** 2012, *Inner West Council*

**Marrickville Biodiversity Strategy** 2011, *Inner West Council*

**Marrickville Urban Forest Strategy** 2010, *Inner West Council*

| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 12 | **Parramatta Road** | Haberfield, Croydon, Ashfield, Leichhardt, Annandale, Camperdown, Newtown, Stanmore, Petersham, Lewisham, Summer Hill. | Parramatta Road is a key state road which traverses the Inner West east to west connecting the CBD to Western Sydney. The 6 lane road is mostly commercial in nature, and has limited street trees. There are multiple points of interest along the link, including half a dozen entertainment venues and pubs, Ashfield Park, the GreenWay, Fort Street High School and primary links into surrounding suburbs. | Parramatta Road has opportunities to deliver significant improvement in tree canopy coverage and street tree planting for cooling. The link could deliver widened footpaths, improved crossings for pedestrians and cyclists alike, along with dedicated cycleways and improved public transportation offering. The link is subject to both local and state strategies that provide opportunity for public domain and access uplift, including the Paramatta Road Corridor Urban Transformation Strategy, Tech Central, and the WestConnex Camperdown Dive Site which holds potential to deliver temporary and long term value to the Blue-Green Grid. | ● | | ● | | |
| 13 | **Johnston Street including part of the Crescent** | Annandale | Johnston Street is a wide tree-lined street with an existing cycle route along it. It runs from Parramatta Road up Johnston Street via Annandale Town Centre to the Rozelle Interchange and Jubilee Park. The street is mostly residential and features The Empire Hotel, Annandale Community Centre, Annandale Public School, Annandale North Public School, and Annandale TAFE Campus along its route. | The existing strong tree canopy cover coupled with wide road reserve creates an opportunity to create a dense ecological corridor by delivering more street trees and encouraging verge and private garden planting. The street has both space and opportunity for a dedicated cycleway and more regular pedestrian crossings which could be focused around the schools, educational institutions and community facilities. | | ● | ● | | ● |
| 14 | **Annandale Street** | Annandale | A residential street, lined with large mature trees on the road leaving the footpaths unobstructed. The link connects Parramatta Road with the City West Link and Rozelle Bay. | Like Johnston Street (Link 13), existing strong tree canopy cover coupled with a wide road creates the opportunity to create a dense ecological corridor in conjunction with private and verge garden planting. The residential nature of the street may be a safer location for a cycleway than other streets and provide a pedestrian friendly alternative to surrounding streets with higher vehicle speeds and usage. | | ● | ● | | |
| 15 | **Whites Creek via Cohen Park, Whites Creek Valley and Whites Creek Lane** | Annandale | A hydrological corridor running from Parramatta Road to City West Link that has a parallel walkway connecting Cohen Park to Whites Creek Valley Park. The creek has inherent ecological value and is identified as being an important corridor to the local Aboriginal heritage. The link is a great place for recreational walks and passes though tree lined streets through many reserves and playgrounds, and includes valuable community facilities like Annandale Skate Park, Whites Creek Community Garden and Wetlands, and Cohen Park tennis courts. | Ample opportunity to enhance and diversify urban ecology and for naturalisation along the creek beds and riparian zones, with the potential of creating a nature reserve. Additional tree planting along the link, supported by verge and private garden planting, would support urban ecology and provide urban cooling. Opportunity for additional cycleways, traffic calming and footpath improvements. | ● | ● | ● | ● | ● |
| 16 | **Marion Street between Ramsay Street to Johnstons Creek** | Annandale, Leichhardt, Haberfield | A key east-west connection through the LGA running almost parallel to Parramatta Road offering an alternative east-west connection, crossing with the GreenWay and Whites Creek. It connects multiple town centres including Haberfield, Leichhardt and industrial centres at Annandale/Camperdown. Parks include Algie Park, Lambert Park, Mayes Street Reserve and Evan Jones Playground and schools including Leichhardt Public School and St Brendans Catholic Primary School. | The link runs parallel to Paramatta Road but is a local road so it has the potential to become a quiet, safe and comfortable active transport route alternative. Additional cycleways and connections from the GreenWay to Norton Street have been identified. The link has opportunities for more street tree planting for urban cooling and opportunities for public art and cultural activation in the town centres and venues such as Leichhardt Town Hall. | ● | | ● | | ● |
| 34 | **Hawthorne Canal to The Crescent along City West Link** | Leichhardt, Lilyfield, Annandale, Haberfield | A route that links up from Hawthorne Canal at The GreenWay along the northern Light Rail route and City West Link to The Crescent via Jubilee Park in Annandale. The link covers a key ecological corridor along multiple Light Rail Stops and also runs through a major flooding area and the Rozelle Interchange (part of WestConnex works). | Footpaths and crossings along Darley Road and at major intersections on City West Link can be upgraded to ensure pedestrian safety. There is opportunity for increased tree planting in areas with wide street verges. The link could support a safe east-west active transport connection through the provision of continuous cycleway infrastructure. | | ● | | ● | |

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| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 41 | **Lilyfield Road** | Lilyfield, Rozelle | This link runs from Victoria Road to Canal Road. The link runs adjacent to the area which has been identified to become Rozelle Parklands and the existing Easton Park. Part of the link is an existing on road cycle link. Areas of Aboriginal heritage significance are located along this link. | An east-west connection across the Inner West that could link the Bay Run with the new Rozelle Parklands development site. Future improvements and opportunities along this link should consider:<br>- increasing areas of vegetation that could provide habitat for native flora and fauna within the private and public domain along the link<br>- provision of additional improved cycle infrastructure, where possible separated from vehicular traffic<br>- providing safe and accessible footpaths and crossings along the entirety of the link<br>- integration of WSUD elements into existing open spaces and the streets<br>- protection of areas containing items and places of Aboriginal and Torres Strait Islander significance | ● | ● | ● | | |
| 42 | **Hawthorne Light Rail Stop to Badu Reserve** | Leichhardt, Annandale | Route is a key east-west link running along Allen Street, Moore Street and Booth Street through to Badu Reserve. The link passes through Pioneers Memorial Park, Sydney Secondary College and a small commercial area located along Booth Street. | Improved east-west active transport connections via Sydney Secondary College have been raised as an opportunity that should be considered further. Future improvements and opportunities along this link should look to consider:<br>- increasing areas of vegetation that could provide habitat for native flora and fauna within the private and public domain along the link<br>- provision of cycle infrastructure, where possible separated vehicular traffic<br>- providing safe and accessible footpaths and crossings along the entirety of the link<br>- integration of WSUD elements into existing open spaces and the streets | ● | ● | ● | ● | ● |
| 43 | **Johnstons Creek** | Annandale, Stanmore | A key blue link for the Inner West Blue-Green Grid. This link follows the creek line of Johnstons Creek from where it enters the Inner West area running from the Crescent in Annandale and then south to Bridge Road in Stanmore. Recent works completed by Sydney Water naturalised a portion of the creek between Rozelle Bay and The Crescent. | The works completed by Sydney Water along this creek have been well received by the community. Future improvements and opportunities along this link should look to consider naturalisation of other areas along the creek line to further improve water quality and recreational opportunities along the creek line.<br>A current project that will see improvements to this link includes the Parramatta Road Urban Amenity Improvement Program (PRUAIP) – Johnstons Creek. This project involves the completion of a new pathway and cycle way along Johnsons Creek in addition to improvements on Wigram, Booth Street and Badu Park.<br>The PRUAIP in addition to any future projects should seek to contribute to environmental improvements along the creek line including improved biodiversity outcomes, reduction in urban heat, increased tree canopy cover as well as improved air and water quality. | ● | ● | ● | ● | ● |
| 44 | **Piper Street to Johnstons Creek** | Annandale, Lilyfield | The link provides east-west connectivity along Piper Street from Balmain Road to Piper Street Reserve and Johnsons Creek via Annandale North Public School and Hinsby Park. | This link offers potential to formalise a connection between multiple green spaces located along Piper Street. Opportunities should look to consider:<br>- increasing areas of vegetation that could provide habitat for native flora and fauna within the private and public domain along the link<br>- providing safe and accessible footpaths and crossings along the entirety of the link<br>- reduced vehicle speed limits along the road way<br>- integration of WSUD elements into existing open spaces and the streets<br>- opportunities for the integration of a play street along the link (given the close connection of the school with existing recreational spaces) | | ● | ● | ● | |
| 45 | **Callan Park to Whites Creek Valley** | Lilyfield | From Whites Creek Valley the link runs along Ilka Street, via War Memorial Park and along Alfred Street before heading north along Balmain Road into Callan Park. This link also connects with link 42 which connects with Pioneers Park. | The community have identified a desire for improved connections between Whites Creek Valley and Callan Park. Along this link an opportunity exists to pedestrianise and green the laneway between Ainsworth Street and Mackenzie Street which would provide more direct and desirable connection to Balmain Road. Balmain Road is in need of improvements to the existing network of footpaths and crossings as well as increased canopy cover to support safer pedestrian access and improve amenity. | | | ● | | ● |

| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 72 | **Victoria Road** | Rozelle | Link from the Bays Precinct to the Bay Run. | The opening of the WestConnex Iron Cove Tunnel presents a significant opportunity for Council to work with TfNSW on active transport and public domain improvements along Victoria Road. The project will also offer opportunities for improvements along Darling Street Rozelle that will help improve connectivity of the Rozelle Town Centre (currently divided by Victoria Road). Possible link opportunities could include:<br>- improvements to footpaths and crossings to ensure they safe and accessible<br>- providing cycle paths and where possible allowing these to be separated from pedestrians and vehicles<br>- additional vegetation and tree plantings to increase biodiversity, canopy cover and shade along the link<br>- provision for incorporation of WSUD elements<br>- provision of spaces for public art and cultural activation<br>- recognition and celebration of Aboriginal and Torres Strait Islander culture and histories<br>Any improvements to this link should also consider appropriate connections into the future Rozelle Parklands. | ● | | ● | ● | |
| 75 | **The Bays Precinct to Blackwattle Bay via Glebe Island Bridge** | Rozelle | This future link will provide key connectivity to the Pyrmont peninsula and surrounds including multiple open spaces and the Sydney Fish Markets. | Redevelopment of Blackwattle Bay and the Bays Precinct (currently being led by the NSW Government) offers an opportunity for the reopening of Glebe Island Bridge. This link would provide a direct connection between Rozelle and Pyrmont. Opportunities for this link must include provision for appropriate pedestrian and cycle facilities.<br>The link is in close vicinity of the White Bay Eco Corridor which aims to increase and connect greenspaces for wildlife. The link should consider suggestions made for the eco corridor for implementation of this link where relevant. | | | ● | ● | ● |
| 89 | **Callan Park** | Lilyfield | This link travels through Callan Park to Lilyfield Road via Cecily Street. | The community recognise Callan Park as an important recreational and cultural/arts precinct for the local and wider Sydney community. Future works to the parkland should ensure the space offers a diverse range of inclusive spaces for the community to undertake a range of recreational and cultural activities. Community feedback to this strategy has expressed a desire to increase and improve access to Callan Park through improved active transport infrastructure including provision of more safe, accessible footpaths and crossings on streets leading into the parkland as well as improve cycle infrastructure.<br><br>Other opportunities for this parkland and surrounds based on identified grid functions include:<br>- Recognise and celebrate Aboriginal and Torres Strait Islander culture and histories<br>- Provide public art and cultural activation in public spaces and parks<br>- Recognise and promote the areas of heritage significance<br>- Protect, enhance and increase areas of habitat for native flora and fauna<br>- Provide additional swimming and recreational opportunities | ● | ● | ● | | ● |

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| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 90 | **Australia Street** | Camperdown, Newtown | Link that connects Parramatta Road to Camperdown Park and Camperdown Memorial Rest Park to King Street, Newtown. O'Dea Reserve is located just west of Australia Street and can be easily accessed via this link. | Existing open spaces accessed from this link including Camperdown Park and the Commons are open spaces that are well loved and used by the community. Any improvements to this area should increase and improve access to these open spaces ensuring upgrades make them safe, inclusive and more accessible. Community feedback for these open spaces and the broader Newtown/Camperdown area has request that connectivity improvements in the form of safe, accessible footpaths and crossings are provided for pedestrians in addition to improved cycle infrastructure for the community to move around this area.<br>This link is within an area of Aboriginal and Torres Strait Islander significance. Future capital works projects should look to recognise and celebrate Aboriginal and Torres Strait Islander culture and histories through design elements. | ● | ● | ● | | ● |
| 91 | **Balmain Peninsula harbour walk** | Rozelle, Birchgrove, Balmain, Rozelle | The link runs along the harbour side of the Balmain Peninsula starting from Bridgewater Park through to the intersection of Robert Street and Victoria Road. The link connects multiple parks along the Sydney Harbour Foreshore, providing an excellent route for recreation. | Improving connectivity, public access and an increased range of recreational facilities along the harbour foreshore were identified by many contributors to this project as in need of further investigation. Of note was the desire by many to see additional swim sites provided along the harbour foreshore in locations such as Mort Bay. Improved pedestrian access was suggested for areas including Paringa Reserve, Simmons Point Reserve and Yurulbin Park.<br>TfNSW is currently undertaking a major project known as the Parramatta to Sydney Foreshore Link. The link program will look to deliver a 91km continuous link between Parramatta Park to the Opera House/Botanical Garden for cyclists and pedestrians. Council will need to work closely with TfNSW to on this project work.<br>The link is in close vicinity of the White Bay Eco Corridor which aims to increase and connect greenspaces for wildlife. The link should consider suggestions made for the eco corridor for implementation of this link where relevant. | ● | ● | ● | ● | ● |

## 7.3.9 Precinct 9

- Precinct Boundary
- Inner West LGA Boundary
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- Suburb Boundary

- Train Station
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- Local Places

0m 500m 1km

### Blue-Green Grid Links

| | |
|---|---|
| 2 | Marrickville Peace Park to Montague Gardens |
| 4 | Victoria Road to Newtown Train Station |
| 5 | Fraser Park Football Club to Newtown Station |
| 7 | Enmore Park to Sydney Park |
| 8 | Newington Road from Albert Street to Enmore Road |
| 9 | Addison Road from Enmore Park to Bright Street |
| 10 | Southern Link of Newtown to Croydon train line |
| 56 | Cavendish Street |
| 57 | Salisbury Road |
| 59 | Northside North Train Line |
| 61 | The Cooks River to Alexandra Canal |
| 62 | Southern Trainline |
| 65 | King Street South |
| 66 | Pearl Street to St Peters Train Station |
| 77 | Unwins Bridge Road |
| 80 | New Canterbury Road and Stanmore Road |
| 90 | Australia Street |

### Relevant Projects and Responsibility

**Streets Alive: Newtown and Enmore Master Plan**
2023, *Inner West Council*

**Cycling Strategy and Action Plan**
2023, *Inner West Council*

**St Peters Station Upgrade**
2021, *TfNSW/Inner West Council*

**Sydney Park Junction**
2021, *TfNSW/City of Sydney/Inner West Council*

**WestConnex Urban Design and Landscape Plan**
2020, *TfNSW*

**Sydney Park Junction**
2021, *TfNSW/City of Sydney/Inner West Council*

**Eastern Channel North Subcatchment Management Plan**
2013, *Inner West Council*

**Marrickville Draft Strategy for A Water Sensitive Community**
2012, *Inner West Council*

**Eastern Channel East Subcatchment Management Plan**
2011, *Inner West Council*

**Marrickville Urban Forest Strategy**
2010, *Inner West Council*

### Places

| | |
|---|---|
| 53 | Camperdown Cemetery |
| 54 | Camperdown Park |
| 55 | O'Dea Reserve |
| 56 | Enmore Park |
| 57 | Camdenville Park |
| 58 | Simpson Park |
| 59 | Camdenville Public School |
| 60 | TAFE NSW - Design Centre Enmore |
| 61 | Stanmore Public School |

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| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 2 | **Marrickville Peace Park to Montague Gardens** | Marrickville, Enmore, Stanmore | A key existing cycle way that runs from the Cooks River up to Montague Gardens via Marrickville Town Centre and number of schools including Ferncourt Public School and Newington College. The link along Illawarra Road is busy. The streets are predominantly residential in character, with some commercial and with a good amount of tree canopy. | The route has an existing strong tree canopy presence with room to expand, and the community wish to see increased planting for shade and amenity. Opportunity exists to raise pedestrian crossing through the high pedestrian activity area. The community identified Illawarra Road as good north-south connection. However, due to topography and heavy vehicle presence it would need improvements to be a safe option for active transport such as traffic calming, signage and line markings. | | ● | ● | | ● |
| 4 | **Victoria Road to Newtown Train Station** | Marrickville, Enmore, Newtown | A busy thoroughfare, the route connects parts of Marrickville through to Newtown predominantly following Victoria Road and Enmore Road. Key destinations along the link include the Factory Theatre, Enmore Park and Enmore Theatre. The link changes from residential to industrial then commercial along the route, with varying canopy cover. | Additional canopy cover and street planting would be a key opportunity for this link which lacks shade along parts of Victoria Road. The link is an important connector from Marrickville to Newtown and on to the city with the opportunity to improve cycleways, footpaths and crossings and measures to create a safer environment for active transport. The community have suggested improving the crossing at King, Wilson and Eliza Street in Newtown. The link hosts some of the Inner West's most iconic cultural institutions providing an opportunity for public space activation and cultural installations. | ● | ● | ● | | ● |
| 5 | **Fraser Park Football Club to Newtown Station** | Marrickville, Enmore, Newtown, Sydenham | Link runs through the Marrickville industrial area via the Sydenham Pit and Drainage Pumping Station. A pedestrian cut through from Shirlow Street to Sydney Steel Road offers connectivity between Sydenham Train Station to Marrickville Metro through to King Street via Alice Street and up to Newtown Station. The link is predominantly industrial and commercial in character travelling along a mix of busy roads and pedestrian links. | Multiple opportunities for this link have been identified, including the potential for Sydenham Pit and Drainage Pumping Station to be investigated for naturalisation to support urban ecology and local amenity. The link includes parts of Marrickville's industrial precinct that holds cultural significance providing opportunity for public art and cultural activation. At Fraser Park, the link also runs through a Kangaroo Ground connecting to a potential Aboriginal archaeological site , providing opportunity to recognise and celebrate Aboriginal and Torres Strait Islander culture and histories. Street planting for shade and improved sidewalks and cycleways are areas of | ● | | ● | ● | |
| 7 | **Enmore Park to Sydney Park** | Enmore, St Peters, Marrickville, Newtown | The link connects a series of green spaces including Enmore Park, Camdenville Oval, Simpson Park and Sydney Park. Route runs through some industrial areas in St Peters as well as a recognised Kangaroo Ground. It runs partially through a flood zone and crosses the Cooks River. The link also passes the St Peters Interchange of West Connex, a busy and wide street. | This link contains parks that are highly valued by the community as a place to gather, walk dogs and enjoy nature. Due to it linking several significant green spaces, it also holds opportunity for an ecological corridor. Community members suggested improvements to crossings at WestConnex and improved cycleways connecting Enmore and Campbell Street connecting better to Bourke Street in Alexandria. WestConnex has public path upgrades at the St Peters Interchange that could positively | ● | ● | ● | ● | ● |
| 8 | **Newington Road from Albert Street to Enmore Road** | Marrickville, Enmore, Petersham | A residential link, with significant tree planting and shade. It contains an existing cycle way linking Enmore Road to the backstreets of Petersham but with no separated cycle path. It passes Newington College, Newington Road Playground and leaves you close to Marr Playground in Petersham. | The footpaths are narrow, as is the street, creating obstacles for pedestrians. The cycleway is valued, however the steep slope, poor road condition and school drop off's at Newington College create a hazard for cyclists. This link would benefit from reduced speed limits, separated cycleways, footpath improvements and other safety measures at drop off points to protect cyclists. | | | ● | | |
| 9 | **Addison Road from Enmore Park to Bright Street** | Marrickville | This route has a mix of commercial, industrial and residential character. It connects Enmore Park through to Addison Road Community Centre, an important community and cultural institution for the Inner West | The route experiences some flooding and has limited canopy cover at points so could benefit from increased tree planting, landscaping and Water Sensitive Urban Design features. Opportunities exist to improve Addison Road for cyclists and pedestrians, namely at the intersection with Enmore Road, by improving sidewalks and intersections. A key feature of the link is the Addison Road Community Centre, which provides ample | ● | ● | ● | ● | |

| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 10 | **Southern Link of Newtown to Croydon train line** | Newtown, Stanmore, Petersham, Lewisham, Summer Hill, Ashfield, Croydon | A key rail corridor that crosses through a biodiversity corridor at the GreenWay. Link is compromised of multiple links along train lines for connectivity, however is not fully connected for pedestrians. It provides direct routes to train stations and would be well travelled by daily transport users. | The link provides direct routes between train stations and opportunities for better connection to the GreenWay. There is also opportunity to identify a clear user journey along the line and create more crossing for both pedestrians and cyclists. Better cycleway connections, widened footpaths and tree planting for shade are other identified improvements along this route. | | ● | ● | | |
| 56 | **Cavendish Street** | Stanmore, Enmore | Link runs along Cavendish Street between Holt Street and Enmore Road. It incorporates an existing cycle path connecting with Stanmore Public School and Newington College. The link joins with link 3 which connects to Stanmore Train Station. | Improvements along this link should consider the provision of safe, accessible footpaths and crossings. This street is also identified in the 2023 Cycle Strategy allowing opportunities for new cycle infrastructure to be provided along this link in the future. The amenity of the link could also be further enhanced through the provision of additional vegetation and tree plantings. | | | ● | | |
| 57 | **Salisbury Road** | Stanmore, Camperdown | East-west link connecting Stanmore Train Station and Town Centre to Royal Prince Alfred Hospital in Camperdown. Much of Salisbury Road has good tree canopy coverage. | Improvements along this link should consider the provision of safe, accessible footpaths and crossings. This street is also identified in the 2023 Cycle Strategy allowing opportunities for new cycle infrastructure to be provided along this link in the future. The amenity of the link could also be further enhanced through the provision of additional vegetation and tree plantings. | | ● | ● | ● | |
| 59 | **Northern Link of Newtown to Croydon train line** | Newtown, Stanmore, Petersham, Lewisham, Summer Hill, Ashfield, Croydon | This link follows the T2 rail line between Croydon and Newtown. The northern side of the rail line does not currently allow for full pedestrian access east - west. This link is aspirational to show the need for increased access to the rail line by daily transport users. | Currently there is no continuous pedestrian or cycle link along the rail corridor. Through the community engagement undertaken for this project, this has been identified as a project opportunity that should be investigated to improve pedestrian and cycle connections east-west across the Inner West. Opportunities along the link should consider improving footpaths, crossings and cycle infrastructure. Rewilding of areas adjacent to the rail corridor in addition to consideration of areas that could accommodate increased tree canopy, verge and private garden plantings should be investigated. | | ● | ● | | |
| 61 | **The Cooks River to Alexandra Canal** | Marrickville, Dulwich Hill, Tempe, St Peters | The Cooks River is a key green and blue asset for the Inner West and neighbouring council areas. Along the link are multiple parks and reserves, a children's playground and the Marrickville Golf Club. The link offers a diverse range of passive and active recreational opportunities. | While there are many recreational activities that can be undertaken along the Cooks River Foreshore, the community has expressed a desire for the Cooks River itself to be improved with the aim of providing increased access to the riverbank for recreational activities. Therefore, improvements should be focused on naturalising the waterway and improving water quality. This area of the Inner West is also recognised as an area with high biodiversity values and therefore, future improvements must also look to increase and enhance natural vegetation along the riverbank to enhance and increase areas of habitat for native flora and fauna. The river also has significant Indigenous heritage | ● | ● | ● | ● | ● |

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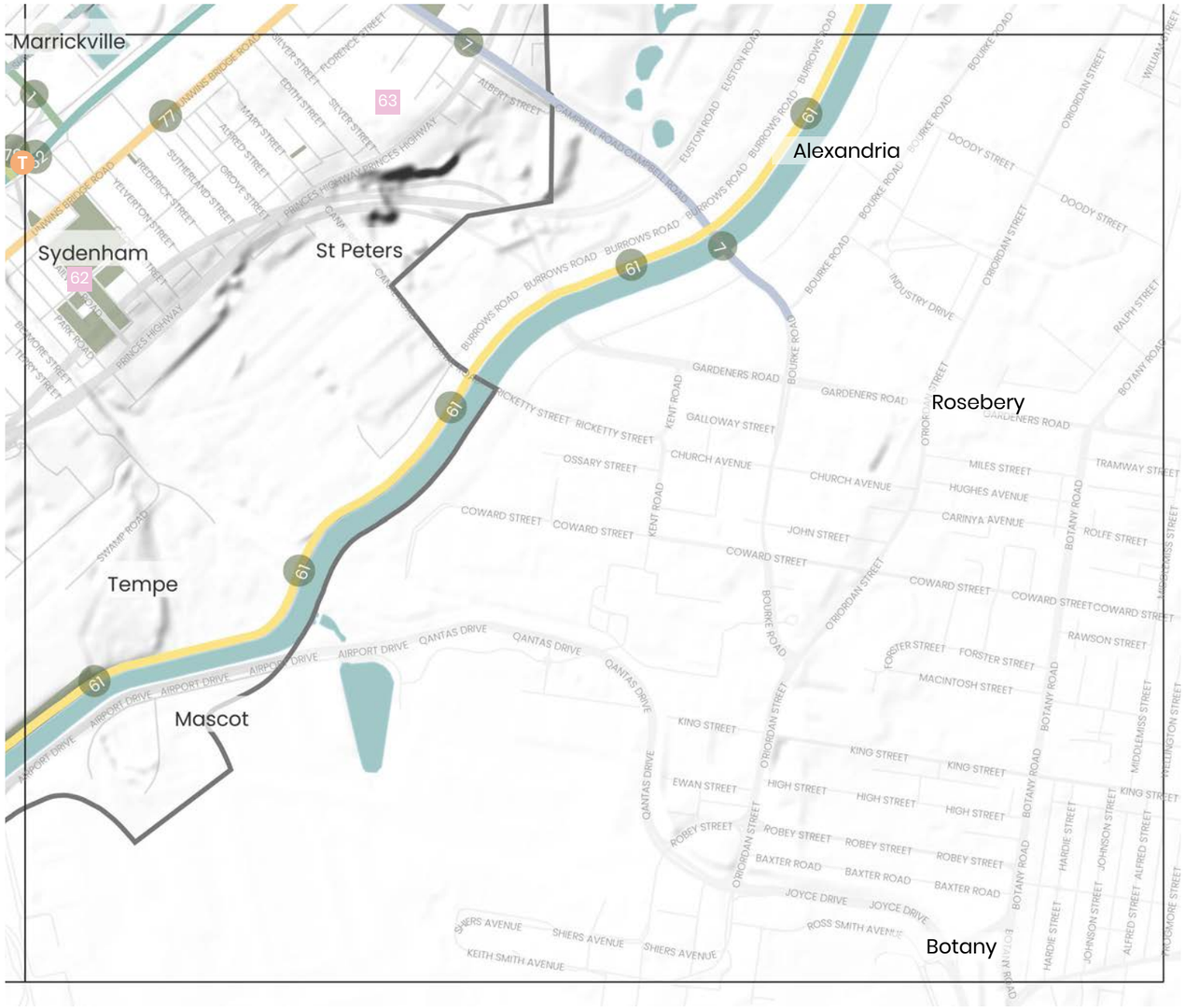
| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 62 | **Southern Trainline** | St Peters, Sydenham, Marrickville, Dulwich Hill | Link follows the train corridor which runs from St Peters to Dulwich Hill train stations. | Currently there is no continuous pedestrian or cycle link along the rail corridor. Opportunities along the link should consider improving footpaths, crossings and cycle infrastructure. There is some opportunity along this link to increase tree canopy, verge and private garden plantings and to rewild the area along the rail corridor to increase areas of natural habitat for native flora and fauna. | ● | ● | ● | ● | |
| 65 | **King Street South** | Newtown | This link runs along Newtown's King Street, connecting Sydney Park and St Peters Station, to Camden and St Johns Street at Newtown High School of the Performing Arts. | Being a major high street within the Inner West, King Street is a high vehicular and pedestrian traffic area. Investigation of opportunities should consider improved footpaths and crossings and a reduced speed limit along the full length of King Street to improve safety for pedestrians and cyclists. A pedestrian and cyclist overpass over the Princes Highway from St Peters Station to Sydney Park should also be investigated. This would need to undertaken in collaboration with City of Sydney Council.<br>There are many arts and cultural venues located just off King Street. Opportunities to provide additional public art and cultural activation spaces along the link should also be considered. | ● | | ● | | ● |
| 66 | **Pearl Street to St Peters Train Station** | Newtown, St Peters | This links provides a connection between Alice Street Newtown to St Peters Railway Station as an alternative to King Street. | There is some opportunity along this link to increase verge and private garden plantings and to rewild the area along the rail corridor to increase areas of natural habitat for native flora and fauna. | | | ● | | |
| 77 | **Unwins Bridge Road** | Tempe | Link runs along Unwins Bridge Road connecting King Street to the Cooks River via Tillman Park. | Improvements along this link should consider the provision of safe, accessible footpaths and crossings in addition to improved cycling infrastructure between these two key destinations. The amenity of the link could also be improved through the provision of additional vegetation and tree plantings to increase canopy cover and shade along the | ● | | ● | | |
| 80 | **New Canterbury Road and Stanmore Road** | Hurlstone Park, Dulwich Hill, Lewisham, Petersham, Stanmore, Newtown | Link runs along major roads including New Canterbury Road, Stanmore Road through to Enmore Road. The route connects with a number of town centres including Dulwich Hill and Petersham. | This link will operate as a main active transport connection from the east-west across in the Inner West. Opportunities along this link should look to provide improved cycleways and pedestrian infrastructure, including reduced speed limits and traffic calming where there is high pedestrian activity. Where possible provision should be made for suitable separation of pedestrians, cyclists and vehicle infrastructure. Additional tree plantings to | | | ● | | ● |
| 90 | **Australia Street** | Camperdown, Newtown | Camperdown Memorial Rest Park to King Street, Newtown. O'Dea Reserve is located just west of Australia Street and can be easily accessed via this link. | Existing open spaces accessed from this link including Camperdown Park and the Commons are open spaces that are well loved and used by the community. Any improvements to this area should increase and improve access to these open spaces ensuring upgrades make them safe, inclusive and more accessible. Community feedback for these open spaces and the broader Newtown/Camperdown area has | ● | ● | ● | | ● |

## 7.3.10 Precinct 10




- Precinct Boundary
- Inner West LGA Boundary
- Parks and Open Spaces
- Waterways, rivers and creeks
- The Inner West Blue-Green Grid
- Suburb Boundary
- Train Station
- Light Rail Station
- Ferry Terminal
- Local Places

0m 500m 1km

### Blue-Green Grid Links

| | |
|---|---|
| 1 | Petersham Park to Sydenham Station via Marrickville and Henson Park |
| 5 | Fraser Park Football Club to Newtown Station |
| 7 | Enmore Park to Sydney Park |
| 61 | The Cooks River to Alexandra Canal |
| 62 | Southern Trainline |
| 77 | Unwins Bridge Road from King Street to The Cooks River |

### Places

| | |
|---|---|
| 62 | Sydenham Green |
| 63 | St. Peters Public School |

### Relevant Projects and Responsibility

**Marrickville Town Centre Master Plan (under development)**
Ongoing, *Inner West Council*

**Alexandra Canal project**
Ongoing, *DPE/Sydney Water/Bayside Inner West/City of Sydney councils*

**Ballast Point Draft Replanting Plan**
Ongoing, *Inner West Council*

**Cycling Strategy and Action Plan**
2023, *Inner West Council*

**Bayside Priority Green Grid Corridors Spatial Framework**
2021, *Bayside Council*

**WestConnex Urban Design and Landscape Plan**
2020, *TfNSW*

**GreenWay Master Plan**
2018, *Inner West Council*

**Sydney Gateway Study**
2018, *Transport for NSW*

**GreenWay Biodiversity Strategy**
2013, *Inner West Council*

**Eastern Channel East Subcatchment Management Plan**
2011, *Inner West Council*

**GreenWay Revegetation and Bushcare Plan**
2011, *Inner West Council*

**Marrickville Biodiversity Strategy**
2011, *Inner West Council*

**GreenWay Flora and Fauna Literature Review**
2010, *Inner West Council*

**Marrickville Urban Forest Strategy**
2010, *Inner West Council*

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| Number | Link | Suburbs | Link Description | Possible Opportunities & Improvements | ATSIACH | Ecology | Connectivity | Hydrology | Recreation |
|---|---|---|---|---|---|---|---|---|---|
| 1 | **Petersham Park to Sydenham Station via Marrickville and Henson Park** | Marrickville, Petersham, Sydenham | Link connects major recreational open spaces traveling from Petersham Park at West Street and down Livingstone Road to Marrickville Park then along Sydenham Road passing Wilkins School, Henson Park and Wicks Park before arriving at Sydenham Station. The link travels busy streets, mostly residential with pockets of commercial and industrial at the Sydenham end. | The link could see improvements in pedestrian and cycling infrastructure to make the north-south connection safer but to also offer better connections to major east-west cycling routes and the rail line. West Street is well serviced with existing tree canopy. This should be retained and enhanced so as encourage and increase areas of habitat for native flora and fauna. Areas of industrial character along Sydenham Road see a reduction in canopy cover and could benefit from increased tree planting to mitigate urban heat and support urban ecology. | | ● | ● | | ● |
| 5 | **Fraser Park Football Club to Newtown Station** | Marrickville, Enmore, Newtown, Sydenham | Link runs through the Marrickville industrial area via the Sydenham Pit and Drainage Pumping Station. A pedestrian cut through from Shirlow Street to Sydney Steel Road offers connectivity between Sydenham Train Station to Marrickville Metro through to King Street via Alice Street and up to Newtown Station. The link is predominantly industrial and commercial in character travelling along a mix of busy roads and pedestrian links. | Multiple opportunities for this link have been identified, including the potential for Sydenham Pit and Drainage Pumping Station to be investigated for naturalisation to support urban ecology and local amenity. The link includes parts of Marrickville's industrial precinct that holds cultural significance providing opportunity for public art and cultural activation. At Fraser Park, the link also runs through a Kangaroo Ground connecting to a potential Aboriginal archaeological site , providing opportunity to recognise and celebrate Aboriginal and Torres Strait Islander culture and histories. Street planting for shade and improved sidewalks and cycleways are areas of improvement, especially in the industrial areas. | ● | | ● | ● | |
| 7 | **Enmore Park to Sydney Park** | Enmore, St Peters, Marrickville, Newtown | The link connects a series of green spaces including Enmore Park, Camdenville Oval, Simpson Park and Sydney Park. Route runs through some industrial areas in St Peters as well as a recognised Kangaroo Ground. It runs partially through a flood zone and crosses the Cooks River. The link also passes the St Peters Interchange of West Connex, a busy and wide street. | This link contains parks that are highly valued by the community as a place to gather, walk dogs and enjoy nature. Due to it linking several significant green spaces, it also holds opportunity for an ecological corridor. Community members suggested improvements to crossings at WestConnex and improved cycleways connecting Enmore and Campbell Street connecting better to Bourke Street in Alexandria. WestConnex has public path upgrades at the St Peters Interchange that could positively contribute to this link and deliver additional shared and cycle paths, significant tree planting, and permeability of the site for crossing. | ● | ● | ● | ● | ● |
| 61 | **The Cooks River to Alexandra Canal** | Marrickville, Dulwich Hill, Tempe, St Peters | The Cooks River is a key green and blue asset for the Inner West and neighbouring council areas. Along the link are multiple parks and reserves, a children's playground and the Marrickville Golf Club. The link offers a diverse range of passive and active recreational opportunities. | While there are many recreational activities that can be undertaken along the Cooks River Foreshore, the community has expressed a desire for the Cooks River itself to be improved with the aim of providing increased access to the riverbank for recreational activities. Therefore, improvements should be focused on naturalising the waterway and improving water quality. This area of the Inner West is also recognised as an area with high biodiversity values and therefore, future improvements must also look to increase and enhance natural vegetation along the riverbank to enhance and increase areas of habitat for native flora and fauna. The river also has significant Indigenous heritage which should be recognised and promoted in any future works. | ● | ● | ● | ● | ● |
| 62 | **Southern Trainline** | St Peters, Sydenham, Marrickville, Dulwich Hill | Link follows the train corridor which runs from St Peters to Dulwich Hill train stations. | Currently there is no continuous pedestrian or cycle link along the rail corridor. Opportunities along the link should consider improving footpaths, crossings and cycle infrastructure. There is some opportunity along this link to increase tree canopy, verge and private garden plantings and to rewild the area along the rail corridor to increase areas of natural habitat for native flora and fauna. | ● | ● | ● | ● | |
| 77 | **Unwins Bridge Road** | Tempe | Link runs along Unwins Bridge Road connecting King Street to the Cooks River via Tillman Park. | Improvements along this link should consider the provision of safe, accessible footpaths and crossings in addition to improved cycling infrastructure between these two key destinations. The amenity of the link could also be improved through the provision of additional vegetation and tree plantings to increase canopy cover and shade along the link. | ● | | ● | | |

# 8. Delivering the Grid

# 8.1 Implementation Plan Overview

## 8.1.1 How the Blue-Green Grid can be embedded across plans, policies and strategies

Inner West Council has an Integrated Planning and Reporting Framework that begins with the community's aspirations set out in the Community Strategic Plan Our Inner West 2036 adopted by Council in June 2022. The community's strategic directions relevant to the Blue-Green Grid include:

**Strategic Direction 1:**

An ecologically sustainable Inner West

**Strategic Direction 2:**

Liveable, connected neighbourhoods and transport

**Strategic Direction 4:**

Healthy, resilient and caring communities

Planning is undertaken by Council to support the achievement of these strategic directions which require time, money, assets and people for effective implementation. Council's Resourcing Strategy consists of three inter-related elements that it will take responsibility for:

- Long-Term Financial Planning.
- Asset Management Planning.
- Workforce Planning.

These elements help form and deliver Council's Delivery Program and Operational Plans, as well as any other strategic plans developed to support the Community Strategic Plan.

Following community consultation, evidence-based planning and input from relevant Council teams, this Strategy now defines where the Grid will be located and identifies priority projects. Implementation of the Strategy will be an ongoing and iterative process for decades to come.

The successful implementation of the Blue-Green Grid Strategy will rely on Inner West Council's:

- Political and executive support.
- Organisational capacity and provision of resourcing and budget.
- Stakeholder co-operation and support (community and business; major land-owner/ managers; State Government and neighbouring local governments).
- Access to grants, financial contributions and funds.
- Up to date data and best practice processes.
- Delivery mechanisms and funding within the planning system.

The Strategy will also be used to inform advocacy programs for other public agencies to assist in funding identified works, especially with a regional or district purpose.

This Strategy will be embedded within Council's strategic planning framework to inform current and future planning, operational and delivery programs crucial to implementation of the Blue-Green Grid including:

- The Local Environmental Plan and Development Control Plan to guide development on public and private land.
- Local Infrastructure Contribution Plans and Planning Agreements.
- Housing, transport, retail, employment, biodiversity, climate change, recreation, stormwater, catchment, urban canopy, flood, waterways, engagement, design excellence and active transport policies and strategies to embed the Grid into all layers of Council's land use planning, management and delivery.
- Site specific plans, masterplans and precinct plans to revitalise the public domain and deliver priority projects.
- Plans of management for implementation in our public reserves.
- Design, operational, management and maintenance guidelines for Council staff and developer use for different forms of green infrastructure including water sensitive urban design systems, landscaping, irrigation, green roofs and walls, and footpath and street tree planting in the public domain.
- Green Infrastructure asset valuation to help quantify the benefits of green infrastructure and public spaces to ensure benefits are integrated into capital project business cases and decision-making.
- Programs to engage with and educate the community as well as collaborate with and include Aboriginal knowledge and culture in Blue-Green Grid projects.

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## 8.1.2 Four Pillars for Implementation

Implementation of the Blue-Green Grid will be based on four pillars that have been identified based on existing State and local government legal requirements and policies, research, best practice, precedents and consultation with the community and Council officers.

The four pillars for implementation are:

**Advocacy and Collaboration**

**Funding Valuation and Incentives**

**Community Education and Participation**

**Governance Delivery and Operations**

Relevant recommended priority actions and initiatives have been categorised under each pillar to give clarity and structure to the way forward and are listed in section 8.1.3 on the right.

## 8.1.3 Priority Actions and Initiatives

**Advocacy and Collaboration**

1. Adopt the Blue-Green Grid as a Council priority and build Council's culture around integrating the Strategy as a key purpose.

2. Encourage multidisciplinary interdepartmental cooperation within Council to plan, implement and maintain the grid as a common purpose.

- Create a cross Council working group for the first three years of implementation to build knowledge and capacity in the organisation.

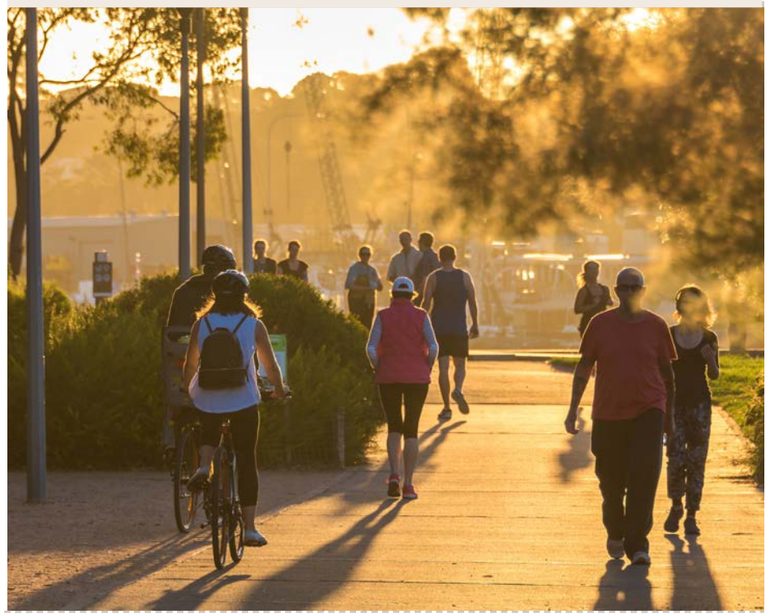
3. Work closely with business, industry, developers, utility providers, investors, government departments, peak bodies, advocacy groups, Indigenous stakeholders and the community to deliver shared benefits for the Grid.

- Continue to consult the Inner West Community during implementation of the Blue-Green Grid Strategy.
- Include the Grid in the Community Engagement Strategy – Community Participation for Land Use Planning Matters.
- Integrate, implement and manage the Blue-Green Grid with adjoining asset managers (such as neighbouring councils, Sydney Water, Greater Sydney Parklands, Roads and Maritime Services, State Rail Authority, Transport NSW, Departments of Education and Health, Department of Planning and Environment, Cooks River Alliance, Sydney Harbour Coastal Councils Group, Parramatta River Catchment Group, Indigenous groups and large private and public landowners).
- Actively engage with utility / infrastructure providers to protect, retain and enhance the Grid values when undertaking works.
- Investigate opportunities to relocate powerlines underground and bundle cables at a local or precinct scale, especially in areas undergoing redevelopment to provide space for urban canopy.
- Advocate for the protection and enhancement of tree canopy in NSW Government projects and along active transport routes.

4. Represent community needs and interests to Commonwealth and State Governments and the private sector to improve canopy, linkages, accessibility and water quality.

**The Measures of Success for Implementation**

- Council wide recognition of the Blue-Green Grid Strategy
- Formation of Blue-Green Grid working groups
- Integration of Blue-Green Grid opportunities across council projects, including public domain and street scape upgrades



### Funding, Valuation and Incentives

1. Investigate valuing blue and green infrastructure as an asset class within Council's asset management system in accordance with the NSW Government's ongoing Valuing Green Infrastructure and Public Spaces Project to help build the business case for funding and to drive responsive design outcomes.

- Consider adopting a tree value assessment tool to deter removal and enhance community education.

2. Resource priority projects through ongoing revenue streams and sufficient budget.

- Seek funding from State and Federal Government through connection to government strategies, environmental and place-based schemes and capital allocation.
- Investigate funding opportunities from Council environmental levies and capital works programs, levies raised under a Special Infrastructure Contributions Program, Voluntary Planning Agreements, local infrastructure contributions (S.7.11 Contributions and S.7.12 Levies), private and business dedications, grants, conservation agreements, community title schemes in new developments, Regional Infrastructure Contribution Framework, Metropolitan Greenspace Program, Local infrastructure Renewal Scheme, TCorp, Land Acquisition Strategy, conditions of consent and tree bonds.
- Leverage budget and programs linked to WSUD programs with the Blue-Green Grid to give it more weight when determining priorities.
- Ensure developer funding for long-term tree and WSUD maintenance in the public realm that are associated with Voluntary Planning Agreements.

3. Investigate incentives to retain and plant green infrastructure and implement water sensitive urban design along the Blue-Green Grid on public and privately owned land including retrofitting.

- Encourage developers to incentivise the establishment of canopy trees in privately owned landscape areas for medium and high density development along the Grid (e.g. bonds returned for owners after 2 years growth).
- Investigate an offset fund for green infrastructure.

#### The Measures of Success for Implementation

- Project benefits are better understood through application of more rigorous capital cost and life cycle valuation methods of Blue-Green Grid Infrastructure in business cases.
- Blue and green infrastructure is included as an asset class within Council's asset management system.
- Council is successful in obtaining sufficient funding to implement projects.
- Council allocates sufficient budget and resources to effectively implement the Strategy, value the benefits and maintain and manage blue and green infrastructure e.g healthy street trees, rain gardens, gross pollutant traps.
- Tree canopy improves on private properties in targeted areas along the Green Grid.

### Community Education and Participation

1. Activate community understanding and participation through Council's community environmental education and engagement programs.

- Continue or develop programs such as tree dedications, tree giveaways, adopt a tree and recognition for significant contributors to the Blue-Green Grid to encourage stewardship.
- Continue to implement programs and funding to support community-based initiatives such as Rivercare, National Tree Day and Bushcare.
- Identify an LGA mascot or emblem for the Blue-Green Grid such for signage and recognition.

2. Collaborate with indigenous stakeholders to identify, protect, enhance and present green and blue Infrastructure.

3. Continue to respond to community needs and aspirations in line with Council's Service Charter and make improvements to systems when needed.

#### The Measures of Success for Implementation

- Increased community awareness of the need for and benefits of the Blue-Green Grid.
- Increased participation in education programs, tree giveaway, community planting days, citizen science and award programs.
- Increased stewardship of public places by community groups based on number of groups and participants.
- Increased requests for street trees from the community.

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- Increased rate of retention of trees, planting of new trees, green roofs and walls on private property along the Blue-Green Grid.
- Improvement to Customer Relationship Management (CRM) statistics for the Blue-Green Grid matters.
- Increased engagement and collaboration with indigenous stakeholders in the implementation, creation and management of the blue and green and ATSIACH grids.
- Increased community satisfaction in place-

**Governance Delivery and Operations**

1. Ensure the Integrated Planning and Reporting Framework recognises and facilitates the Blue-Green Grid.

- Integrate the vision, goals, targets, objectives and priority projects for the Blue-Green Grid into iterations of the Community Strategic Plan, Delivery Program and Operational Plan.
- Integrate the vision, goals, targets and objectives for the Blue-Green Grid into relevant strategies, plans, operational, technical, policy and planning documents for consistency in implementation, co-benefits and to inform planning, capital works, resourcing, priorities and projects. This includes reserve plans of management, precinct, street tree and park masterplans, relevant projects, programs and guidelines, heritage conservation areas, neighbourhood character statements, neighbourhood and precinct plans, design excellence guidelines and catchment management plans.
- Include a Blue-Green and The Aboriginal and Torres Strait Islander, Arts, Culture and Heritage layer in Council's Geographic Information System along with placed based targets and the value overlays for e.g bike/ walking routes, heritage, biodiversity and riparian to assist in Grid decision making, prioritisation and implementation.
- Amend the LEP and DCP to identify, enhance, create and protect the Blue-Green Grid in targeted areas.
- Review and adopt existing sub-catchment plans and prepare plans for areas without to assess capital costs of redoing stormwater infrastructure, meet water quality targets and help make Parramatta and Cooks Rivers swimmable.

2. Undertake planning, operational and delivery changes to ensure the strategy is successfully implemented on public land.

- Integrate Councils public tree inventory with its asset management, GIS, significant tree register and customer information systems to help manage tree assets.
- Implement systems and training to ensure the public tree planting program, WSUD and raingardens along the Grid are successful.
  - Adopt best practice locally appropriate standards, guidelines and checklists to scope work for footpaths, bike lanes, parking, road and lane widths that not only satisfy Australian Standards and AusRoads but also accommodate trees and WSUD in the public realm.
  - Develop standard planting specifications and maintenance regimes for raingardens.
  - Map Council team responsibility for implementation, maintenance and management.

3. Regularly monitor and evaluate success in quantitative and qualitative terms and identify lessons learnt to improve compliance, processes, outcomes and inform Council's governance framework and Sydney wide comparative data analyses.

**The Measures of Success for Implementation**

The Blue-Green Grid is included in Council's Integrated Planning and Reporting Framework and Geographic Information System.

- Statutory controls in Council's LEP and DCP identify, enhance, create and protect the Blue-Green Grid and The Aboriginal and Torres Strait Islander, Arts, Culture and Heritage Grid.
- Blue-Green Grid monitoring, auditing, evaluation and reporting processes indicate improvements by tracking key actions and performance indicators such as:
  - Number of priority projects implemented along the Grid including ARSIACH culture projects.
  - Ease of use and cost effectiveness of data collection and evaluation tools.
  - Adoption of sub-catchment plans, integrated transport strategy and other strategic plans to inform the Grid.
  - Integration of Council's public tree inventory with its asset management, GIS, significant tree register and customer information systems to help manage tree assets.
  - Implementation of systems and training to ensure the public tree planting program, WSUD, and raingardens along the Grid are successful e.g. standards, guidelines and checklists.
  - Place-based canopy, biodiversity, access, water quality/ quantity and active transport targets are met along the Grid.
  - Reduced Council liability and insurance claims from blue-green assets due to proper management and maintenance.
  - Fauna sightings and public use of sections of the Grid.
  - Number of swimmable locations in Parramatta River and Cooks River.