



GREENWAY MASTERPLAN
APPENDIX A
COMMUNITY ENGAGEMENT REPORT

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1.0 Executive summary

General

From the general community:

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

From invited stakeholders:

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

From Council staff:

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



Hawthorne Canal Precinct

This area is mostly utilised for bike riding, walking or running. Most agreed that the area has a nice character but, to improve on the experience, suggested a shared path, improved lighting, and emphasised the importance of trees, landscaping and Bushcare.

Iron Cove

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

Richard Murden Reserve

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

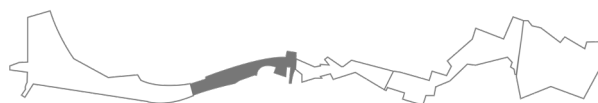
Hawthorne Reserve

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

At Marion Street

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

Gadigal Reserve Precinct



Facilities of most value to users include a shared path, trees and landscaping, path lighting and bushcare. The strong demand for improved lighting can be linked to repeated concerns about feeling unsafe in the area at night.

Figs

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

Gadigal Reserve

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



Mills Precinct

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

Lewisham West

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

Weston Street

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

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

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

Dulwich Hill Parks & Grove Precinct



Like other sections of the GreenWay, the community would like to prioritise a shared path, lighting, trees and landscaping, and bushcare.

Dulwich Hill Parks

- Keep the bushcare sites at Hoskins Park
- Preserve and improve children's playground at Hoskins Park with additions such as active nature play areas
- Implement speed mitigation strategies to address conflict between bicycle riders and children

- Preserve the quiet nature of Hoskins Park
- Increase offering of amenity to support play facilities such as toilets and cafes.
- Provide safe link between Johnson and Hoskins Park

Dulwich Grove

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



Cooks River Precinct

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

Cooks River Parklands

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

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

2.0 Engagement Method

Aims

The engagement aimed to be as inclusive as possible with a variety of digital, postal and in-person forums for feedback. In addition to the general community, key stakeholders, Council staff and local youth were given the opportunity to engage. Advertisement methods were chosen depending on engagement format and described in the sections below.

In-person Engagement Sessions

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

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

Attendees took part in activities and discussion. Attendance was by invitation.

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

Online and Postal Engagement

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

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

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

Postal submissions to Inner West Council were also reviewed.

Concurrent with the GreenWay Master Plan engagement, Inner West Council undertook separate community engagement on proposed netball court development in



Figure 1. Engagement Locations

the north end of Richard Murden Reserve, which indicated strong support for proposed additional netball courts.

Four written submissions were received during the consultation period.

Engagement during master plan development

During the preparation of the draft master plan, from April to June 2018, Council held various sessions with residents, stakeholders and staff to discuss and refine proposals. This included:

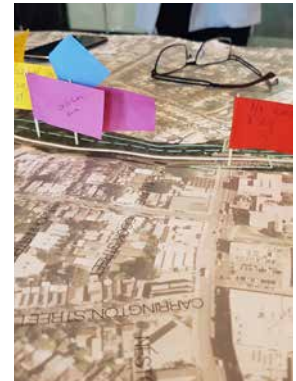
- **Local residents:** five sessions for local residents regarding proposals at specific locations, including Weston Street on-road link, Cooks River on-road links, 10-14 Terry Road, 1-3 Williams Parade and 43-45 Hercules Street
- **Greenway Steering Committee:** one session regarding proposals along the corridor.
- **Canal Road Film Centre:** one session regarding specific proposals for the Film Centre and adjacent land
- **Aboriginal and Torres Strait Islander Reference Group:** one engagement session was held with representatives of the Aboriginal and Torres Strait Islander community to gather ideas and identify specific needs for the aboriginal community.

Mapping Exercise

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

Flagging Exercise

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



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

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



'Your Say' Survey results

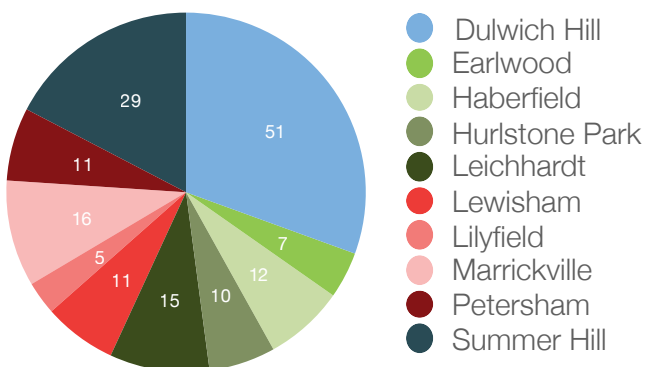
In the 'Your Say' survey people were asked for some basic information about their suburb and age, plus the following questions:

- Do you regularly use the open space in this area?
- What are your main reasons for visiting this place?
- How are you most likely to travel to this place?
- How important are these park facilities to you?
- What elements of this place most need improvement?
- Select the top three things that would improve your experience at this place
- Is there anything else that would improve your experience?
- This place is currently used for ... [differed for each place]. In this context please tell us to what extent you agree with these statements? [Statements related to safety, amenity, wayfinding, meeting different needs, maintenance and character.]

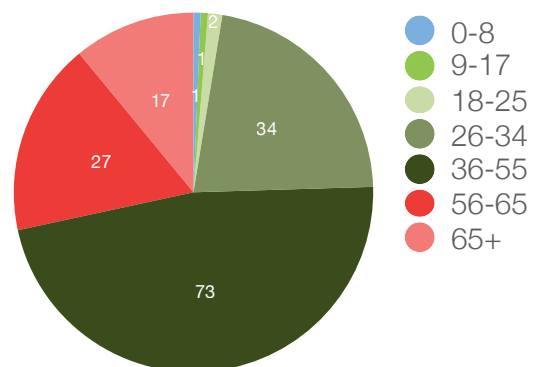
In addition to these questions, there were also some specific questions about the opportunities of the precincts.

The survey also included an open-ended question asking for any other comments.

Common issues/aspirations raised were: an upgraded shared path, lighting, improved landscaping and bushcare. Other aspirations were specific to each area and are summarised in the following sections per precinct.



SUBURB:
"Of the 156 respondents, a third were from Dulwich Hill and 1/5 from Summer Hill; the rest were fairly evenly spread between the remaining suburbs"



AGE:
"Almost half of respondents were between 36-55 followed by 1/5th between 26-34 and 1/5 between 56-65 years of age"

your say
Inner West

INNER WEST COUNCIL

Unlocking the GreenWay



HAVE YOUR SAY ABOUT THE FUTURE OF THE GREENWAY

GreenWay Missing Links funding secured

The Inner West Council has secured funding for the GreenWay Missing Links Master Plan. The funding will be used to complete the GreenWay Missing Links Master Plan, which will improve the safety and quality of the GreenWay.

GreenWay Missing Links Master Plan

The Master Plan will be developed over a period of 12 months. It will identify the key areas for improvement and provide a detailed plan for the future of the GreenWay.

TIMELINE

7 OCT 2016
15 OCT 2016
22 OCT 2016
29 OCT 2016
5 NOV 2016
12 NOV 2016
19 NOV 2016
26 NOV 2016
3 DEC 2016
10 DEC 2016
17 DEC 2016
24 DEC 2016
31 DEC 2016



INNER WEST COUNCIL

your say
Inner West

INNER WEST COUNCIL

INNER WEST COUNCIL
Missing Links
MASTER PLAN

GO TO:

www.yoursayinnerwest.com.au

Have your say by 19 November 2017

SECTION 1
HARRIS ST TO LINDHURST

Have your say on the key issues for this section by 19 November 2017.

SECTION 2
LINDHURST TO LINDHURST

Have your say on the key issues for this section by 19 November 2017.

SECTION 3
LINDHURST TO LINDHURST

Have your say on the key issues for this section by 19 November 2017.

SECTION 4
LINDHURST TO LINDHURST

Have your say on the key issues for this section by 19 November 2017.

SECTION 5
LINDHURST TO LINDHURST

Have your say on the key issues for this section by 19 November 2017.

SECTION 6
LINDHURST TO LINDHURST

Have your say on the key issues for this section by 19 November 2017.

SECTION 7
LINDHURST TO LINDHURST

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SECTION 8
LINDHURST TO LINDHURST

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SECTION 9
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SECTION 10
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SECTION 11
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SECTION 12
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SECTION 18
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SECTION 19
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SECTION 28
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SECTION 29
LINDHURST TO LINDHURST

Have your say on the key issues for this section by 19 November 2017.

3.0 General Findings

In this section general findings from the community, stakeholders and council staff are discussed.

3.1 Community

The nine on-site community drop-in sessions revealed the following community issues, valued assets, and changes that the community would like to see in the Master Plan.

A session with Aboriginal and Torres Strait Islander community representatives has resulted in the following general findings:

- The need for more gathering spaces
- The need for fishing spots
- The desire for storytelling opportunities in public art and interpretation
- Accessible parking
- Aboriginal walking trail and sculptures (and working with local Aboriginal artists)
- The value of well-lit public spaces, accessible and frequently maintained toilets and BBQ's

What is Your Favourite Place & Why?

The most popular places were concentrated around key community hot spots that provided either a distinct character or community facility. By far, the most common favourite place across all nine community drop-in sessions was the dog park at Hawthorne Reserve with particular mention of its high level of use and adjacent cafe (and facilities). This was followed by Cadigal Reserve, particularly noted for its quiet character and natural setting. Other popular locations included Hoskins Park, the Haberfield Bushcare Areas and existing facilities including the local cafes, the light rail and skate park.

What is Your Least Favourite Place & Why?

Unlike the favourite places, the least favourite places were more broadly spread across the GreenWay sites and most commonly referred to access and connectivity issues. The most prevalent of these highlighted missing links in pedestrian and cycle pathways as well as difficult crossing conditions. Specific crossings included Parramatta Road, Marion Street, Wardell Bridge, Old Canterbury Road and Longport Street. In addition the surface treatment, speed management, path widths and lighting of the existing cycle and pedestrian facilities were flagged. Key sites for these included the Hawthorne Dog Park and general area, and Hoskins Park.



Figure 2 - Community Flagging Exercise Results

What Would You Like to Stay The Same and Why?

Popular elements the community did not want to see changed referred mostly to retaining existing community facilities and prominent landscape features. The most popular facility being the dog park followed by Bushcare areas, heritage interpretation, playgrounds and BBQ areas. Popular landscape issues included protecting the fig trees and maintaining the off-road nature of the cycle path.

What Would You Like to See Changed and Why?

Overall, there were two key areas of change and a range of suggestions for new facilities for the GreenWay.

The most popular issue referred to a need to address water quality, reduce pollutants and develop an active waste control strategy for the GreenWay. The second was the need for better cycle and pedestrian connectivity to form a continuous link for all ages and abilities. Way finding and signage as well as speed management and user separation were regularly mentioned.

The community also expressed a desire for additional dog parks, new BBQ areas, more public toilets, outdoor exercise areas, outdoor cafes, waterfront bars, and more vegetation and weed management.



3.2 Stakeholders

Stakeholders reiterated the need to use the 2009 Master Plan as the basis for the principles underpinning the GreenWay. Note that a 2014 progress report summarised progress on the actions specified in the 2009 Master Plan, and re-prioritised key focus areas for the next five years.

Other general comments related to:

- Whether the \$14 million budget be enough to deliver the whole GreenWay? How will works be prioritised?
- Catering to a range of cyclists from the faster commuters to slower recreational riders
- Grade separation creating a better experience for cyclists - if they don't have to cross busy roads, they'd be more willing to give way to pedestrians
- Making the GreenWay accessible to cargo and recumbent bikes (avoid tight corners)

3.3 Council staff

Council Staff undertook a modified Flagging Exercise at their 29th November workshop. Instead of the four questions asked at the Community and Stakeholder workshops, they were asked to flag important existing features along the GreenWay, particularly the less obvious features that relied on their detailed knowledge (**We need to know**), and to nominate ideas they would like to see implemented in the future (**Wish list**). This spread lists findings relating to the whole length of the GreenWay.

! We need to know

- The GreenWay south of Parramatta Road is a wildlife corridor, with a Bandicoot Protection Area protected under the NSW *Threatened Species Act*.

What is Your Favourite Place & Why?

The most popular favourite experiences among the stakeholders were Cadigal Reserve, the views to Iron Cove in the Hawthorne-Lilyfield Bridge Area followed by the Fig Trees between Marion and Parramatta Road.

What is Your Least Favourite Place & Why?

Similar to the community, the least favourite places were more broadly spread across the GreenWay and most commonly referred to access and connectivity issues. Specific sites showed some commonality although there is emphasis on the Marion Street Crossing, Old Canterbury Road Crossing, Wardell Road Bridge and Road Crossing. Constitution Road was also mentioned for safety reasons particularly due to traffic speed and children walking to school.



Figure 3 - Stakeholder Flagging Results

☰ Wish list

- Increase awareness of existence value of natural areas along GreenWay
- Periodic whole-of-corridor fox and feral cat control (every 5 years)
- Declare “Wildlife Protection Areas” in specific places
- Staged, progressive weed removal in corridor – focus on ecological function is as important as design!
- Encourage native understorey planting in larger parts along the GreenWay, contributing to habitat
- Elevated shared cycle path/walkway above the light rail or otherwise, allowing for natural landscape/habitat to link up below it
- Lots of WSUD all along length of GreenWay
- Biodiversity-friendly lighting (eg. down-facing, spillage, power up, power down technology)
- Effective control of gross pollutants
- Sculpture trail along GreenWay
- Telling of local stories at multiple layers: Aboriginal, settlement, contemporary
- Quarantining (setting aside) 5% budget for placemaking and public art
- Opportunities for local artists – placemaking and public art
- Cyclist, pedestrian and dog-walking protocol signage
- Quiet reflection points along the length of the GreenWay

▣ What Would You Like to Stay The Same and Why?

The ‘stay the same’ category received the least comments of the four questions; however, responses overwhelmingly referred to ensuring the Bushcare sites were maintained and extended.

▣ What Would You Like to See Changed and Why?

Changes the stakeholders would like to see were distributed quite differently across a range of categories. The most popular of these were improved bridge connections throughout, with specific reference to providing a Parramatta Road underpass. This was followed up by more facilities and paths for children in parks separated from the cycleway, as well as improved way-finding, signage, lighting and vegetation. They also specifically noted a need to recognise local Aboriginal heritage along the corridor.



4.0 Findings By Theme

This section organises the flagged comments from all In-Person participants (the community, stakeholders and Council staff) into five key themes.



Ecology

- More green is needed with more attention to tree and brush planting; weed control is required
- Canopy and trees need to be linked
- Bushcare at Haberfield, at Davis Street and generally throughout whole corridor is wanted
- Shame about the lost green space for apartments
- Water quality along the river needs to improve
- The Bushcare group should not be impacted
- Retain as much green space as possible (including for walking)
- More trees for all, more large trees throughout and more local native vegetation are needed
- Greenhouse for community garden suggested
- Elevation from the corridor and a clearing for the pathway could solve flood issues and provide potential for more Bushcare sites
- The 'Dulwich Hill' end needs vegetation and to be tidied up
- More shady trees would enable use in summer (not Casuarina); more trees with improved lighting is also desired
- A meandering pathway through trees for kids would be good
- Consider wildlife and Protection Areas for them, such as the bandicoot which has a protected area south of Parramatta Road, or habitat creation through native understorey planting
- An elevated shared cycle path/walkway would allow natural landscape and habitat to link up below it
- What environmental initiatives (apart from a cycle way) will be realised as part of the Master Plan? The GreenWay is adjacent to the Hawthorne Canal and links to the Cooks River where the local community has been undertaking Bushcare for numerous years. What opportunities are there to enhance and link biodiversity corridors, improve urban water catchments, naturalise the canal etc?

Water

- More activated waterfront with bars and cafes is suggested
- Note Sydney Water's funding to canal
- Restore the existing jetty as a modern interpretation to allow for increased activity such as prawn fishing
- Gross pollutants in the canal need to be re-addressed
- Retain sandstone wall as local heritage but other parts can be a revegetated wall
- Replace old canal walls with bigger blocks
- Jetties or fishing platform are suggested on straight canal wall sections
- Implement WSUD and water harvesting (eg. opportunities near Hudson Street)



Arts & Culture

- More public art and placemaking, including by local artists, and allocation of budget for them is suggested
- More historical and local stories at multiple layers (Aboriginal, settlement and contemporary) is wanted
- There needs to be a connection with heritage and past uses
- Develop an artwork program for or about the light rail
- Sculpture park and/or sculpture trail could be implemented at quiet intervals along the Greenway
- Indigenous people should be recognised throughout the length of the GreenWay
- Maintain good interpretation signs eg. ferry
- Pop-up cafes and coffee carts could be encouraged
- Implement Aboriginal names for new parks and reserves
- The GreenWay already has an annual art prize and there are a few isolated moments of joy and delight (eg. tunnel underpass near Kegworth Public School). What other opportunities are there for public art and interpretation along the GreenWay? The Master Plan should have an art and interpretation layer.



Active Transport

- Introduce more off-road options that are child-friendly or a separate, secure cycleway that is safe for novices
- Many would love to be able to walk along the cycleway
- There is conflict between cyclists and pedestrians; perhaps separate them
- Take bikes off the station
- Take out zig-zags on road crossings; it is too tight for cargo bikes
- The shared cycleway could be wider with improvement for prams
- Keep the bike track along the GreenWay off-road and safe
- Connect all stops for schools
- The opportunity exists to form a connection with the Lilyfield cycleway
- Allen Street is good to ride towards the city
- Use indicative surface texture or colours for bikes
- Manage the speed of bikes and include a speed limit, signs to slow down or speed humps
- There should be a two-way separated bike path to the north side of Darley Road
- Make better connection for bikes
- Make links with regional route to Marrickville Station
- Make bike access through Lyall Street road end
- South side of the bridge is a point of conflict - more space is needed for bikes
- Make a more direct connection to Sydenham-Bankstown, avoiding streets where possible

- Improve connectivity at crossing points and keep the route direct
- Distinguish between bike path and dog-walking paths
- Eliminate “big turns” in the cycleway
- Provide clear directions and protocol for cyclists, pedestrians and dog walkers (eg. signage)
- Make bike connections for all ages and abilities
- Implement a safe cycling connector in the Spencer Street area
- A tunnel for bikes or a bridge to improve accessibility for prams & cyclists is preferred
- Not much of the cycleway follows the light rail
- A route downhill from New Canterbury Road through Garnet Street to Tennent Parade is desired
- There needs to be a connection to the City West Cycle Link at the Anzac Bridge
- Safety as a high priority for cyclists, with the three areas of most concern being crossing Old Canterbury Road, crossing Longport Street and the area between Jack Shanahan Park and the Cooks River.
- There is particular concern about the Wardell Road bridge.
- See the GreenWay as an artery connecting places along its route, with the parks at either end as hubs with district significant active transport spines.
- Suggestion to map 500m pedestrian catchments around the GreenWay to better understand from where people are coming and where they might be going. Mapping these connections and improving legibility and wayfinding from and within the local pedestrian catchment should be part of the broader GreenWay project to assist Council in unlocking and encouraging use.
- Light rail should be an integrated part of the GreenWay vision as it forms both an opportunity and constraint for the corridor.
- One of the biggest issues for the GreenWay to develop into a place is the long, enclosed canyon-like character of the space. This leads to major sections feeling disconnected and unsafe - particularly for pedestrians, women and children. What strategic planning work has been undertaken to look at change potential adjacent to the corridor? Are there certain areas where redevelopment could assist in setting buildings back to get a better interface with the corridor? This should be mapped in more detail to understand where this might be desirable and how to catalyse strategic renewal.
- Permeability should be encouraged across the corridor as well as in a north-south direction. This will encourage use, assist with addressing CPTED/

entrapment issues and start to transform the corridor from an urban barrier.



Recreation

- Light rail is good, but not fit-for-purpose for exercise
- There is interest in Bushcare with mudcrabs
- Pedestrian priority on shared paths needs to be reinforced
- The narrow street and parked cars at Dulwich Hill end (eg. Garnet Street) needs to be managed
- Keep playgrounds and barbeque areas for all to enjoy
- Create off-leash dog parks at southern end of the GreenWay
- Make more outdoor exercise areas
- Barton Avenue is good as a link - it is not too steep and links to the bridge, but is fiddly between the park and street
- Install hockey turf
- Love the Bay Run and dog park
- There is poor connectivity for runners to the Cove
- Separate tennis and basketball courts at Jack Shanahan
- Undercover shelters, respite areas and picnic facilities are suggested
- The path is narrow and visibility isn't great - pedestrians sometimes pop out unexpectedly
- Blackwood Avenue to Tennant Lane could be widened for potential walking lane
- Beach Road is busy

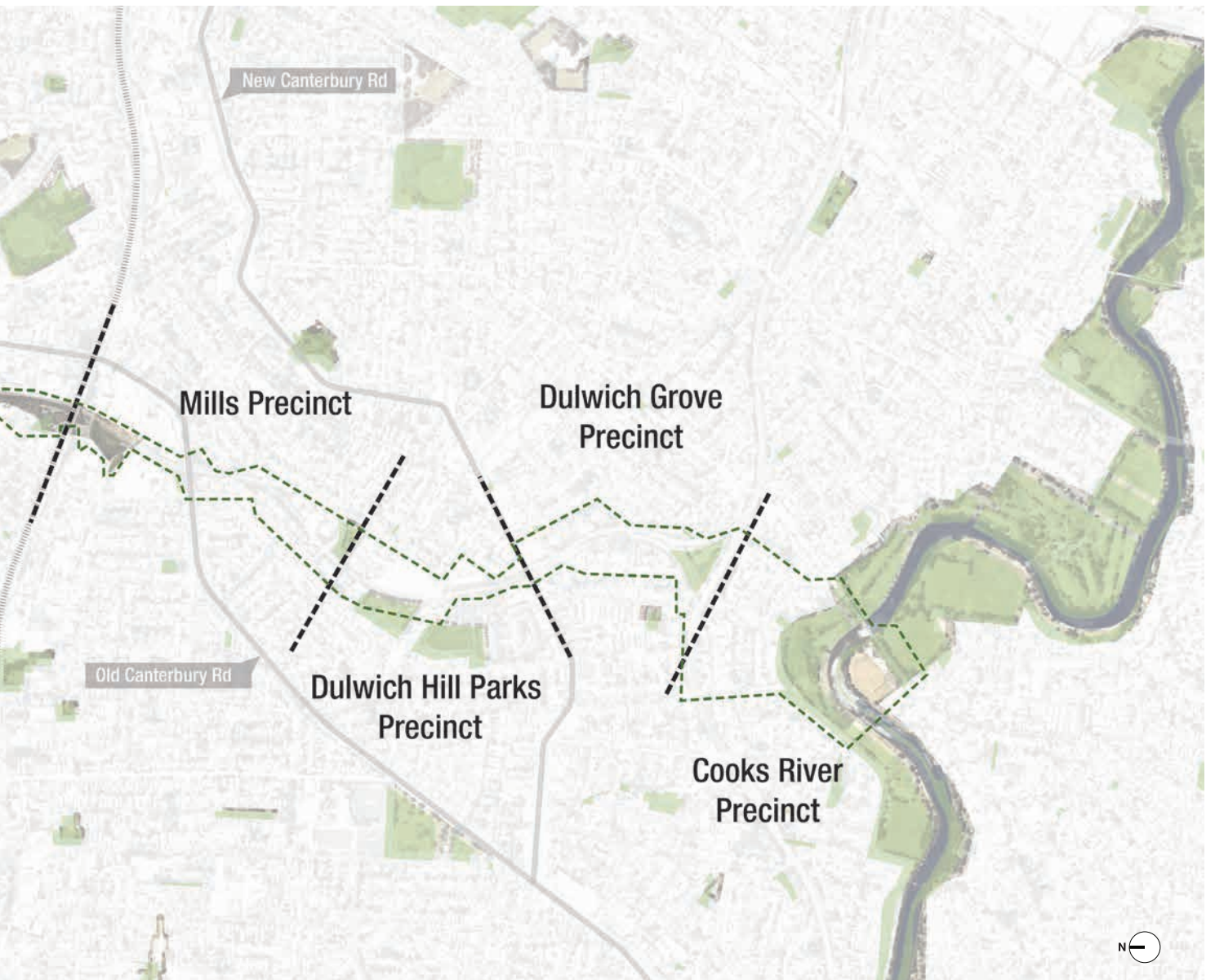
5.0 Comments and findings per precinct

In this section comments and findings from the community, stakeholders and council staff are grouped for each of the six precincts along the GreenWay. The six precincts are shown in Figure 4.

Comments have been gathered from both the flagging exercise (common to both stakeholder and community sessions) and the mapping exercise (common to stakeholder and Council staff sessions). If a comment is mentioned more than once, the number of times is given in brackets.



Figure 4 - The six GreenWay precincts



5.1 Hawthorne Canal Precinct



The Hawthorne Canal Precinct is organised into three areas:

- Iron Cove
- Richard Murden Reserve
- Hawthorne Reserve

Iron Cove

Community

Comments for this area focussed on creating an arrival experience and improving connectivity to the GreenWay from the Bay Run and the Lilyfield cycleway. Popular comments included waterfront activation and heritage interpretation.

- Improve connections with the Bay Run and make more clearly identifiable (2x)
- Activate the waterfront with bars and cafes
- Provide better intersections and crossings at Iron Cove
- Preserve the outlook to the bay
- Connect to Blackmore Oval
- Improve connection with Lilyfield Road cycleway
- Keep the heritage sandstone canal wall but revegetate the creek in other areas
- Maintain good interpretation signs re. ferry

Stakeholders

- There is opportunity to create a bold and interesting destination at the Lilyfield Road bridge
- Improve pedestrian amenity on the western Bay Run connection, and improve safety at the water's edge
- Make the Hawthorne Parade-Dobroyd Parade connection two-way for cyclists
- There is opportunity for a shared path in the reserve on the south side of City West Link Road from Dobroyd Parade to Boomerang Steet
- There is opportunity to activate building frontages (in the adjacent creative precinct)
- Widen rail cutting at the north-eastern end of Blackmore Oval to accommodate a cyclepath and level access from Iron Cove to the Bays Precinct/Rozelle Bay, and maintain the option to connect to the City West cycle link.

Richard Murden Reserve

Community

Comments for this area largely related to path widening and speed mitigation measures to allow for the high number of users while avoiding pedestrian and cycle conflicts. This was followed by a desire to maintain the Bushcare program, preserve existing community facilities and provide new facilities such as a fishing jetty.

- Provide speed mitigation measures for cyclists in the Richard Murden Reserve area (5x)
- Maintain and expand Bushcare volunteer works (3x)
- Ensure shared path width to address commuter volumes during peak hours (3x)
- Introduce jetties or fishing platforms along the canal wall (2x)
- Improve wayfinding, signage and surface texture for cyclists
- Re-open old bridge across Hawthorne Canal near the Darley Street tunnel
- Provide café and river connection for local residents
- Maintain and improve tennis facilities
- Increase the number of outdoor exercise areas
- Manage vegetation on Richard Murden Reserve
- Improve wayfinding and signage (particularly to get across the light rail at Hawthorne Reserve towards city)
- Improve habitats for small birds and reduce dominance of Noisy Miners

Stakeholders

- Provide more vegetation
- There is a dangerous zone between the parking area and playground – bypass the path to segregate cyclists from kids play
- Add a kids' bike loop adjacent to the playground
- Pedestrian-cyclist conflict exists on the western side of the canal crossing with pedestrians crossing the cycle path
- Maintain commuter cycling route along Hawthorne Parade, maintain recreational cycling route in the park
- Hawthorne Parade is not great to ride on as it is too narrow

Hawthorne Reserve

Community

Comments for this area largely referred to maintaining and improving the dog park. Measures to separate bicycles from the dog off-leash area were particularly prominent. Other comments were to maintain the Bushcare sites and

provide more active community facilities for children such as waterplay while increasing picnic facilities, signage and wayfinding.

- Separate cycle and dog off-leash area (6x)
- Maintain the dog park (6x)
- Improve wayfinding and signage in Hawthorne Reserve area (3x)
- Consider fencing of dog park; for example, near Café Bones, and dog stairs into canal (4x)
- Maintain Bushcare (3x)
- Provide more water fountains for dogs and people, and dog waste bags (2x)
- Maintain playgrounds and barbecue areas (2x)
- Address muddiness and potholes within the dog park
- Improve lighting of the Darley Street tunnel
- Improve netball court 'wasteland' at Hawthorne Reserve
- Improve uninteresting park at Hawthorne with flying fox and water park
- Extend the dog park
- Make connections under all road intersections

Stakeholders

- Reroute path to east of the playground, preferably along the canal to bypass the kids' playground*
- Recover old Council depot site for open space/ Bushcare and/or pedestrian/cycle through access from Marion Street to Hawthorne Reserve*
- Provide bike access through the Lyall St road closure
- Barton Avenue is good as a cycle link - it's not too steep and links to the bridge, but is fiddly between the park and street
- Provide something suitable for the kids such as a learn-to-ride cycleway
- Provide hockey turf
- The south side of the bridge is a point of conflict - more space is needed for bikes
- Realign path away from Café Bones to the canal, to reduce conflict between dog owners, pedestrians, kids, customers and cyclists
- Allen Street/Lyall Street and Francis Street currently form a cycle route towards the north-east
- Darley Road could also make a good cycleway route (note though that boat parking is taking up increasing space along Darley Road)
- There is space in Hawthorne Reserve on the eastern side of the light rail - could a useful link be created through here?
- Options for the space at the southern end of Hawthorne Reserve (between dog park and Council depot):
 - kids' cycling practice area?

- more bush? (there are two small Bushcare sites here but they've been neglected)
- keep it as a quiet area?

Council staff

We need to know:

- The Iron Cove/Canal Road Recreation and Cultural Precinct includes a performing arts complex, arts businesses, and is one of Australia's foremost film resource precincts, and Red Box (undersubscribed)
- Blackmore Oval wetland/water hole work is postponed due to Westconnex
- Blackmore Oval and its immediate area has tremendous visibility from City West Link pedestrians, cyclists and walkers
- Netball courts engagement has started - possible council decision in February 2018
- Feedback and prior activity re. proposed environmental art locale - 'Art on the GreenWay' temporary environmental art
- Consolidation of native plantings in this area
- Secret parklet, community garden at 284 Hawthorne Parade
- Steam ferry history

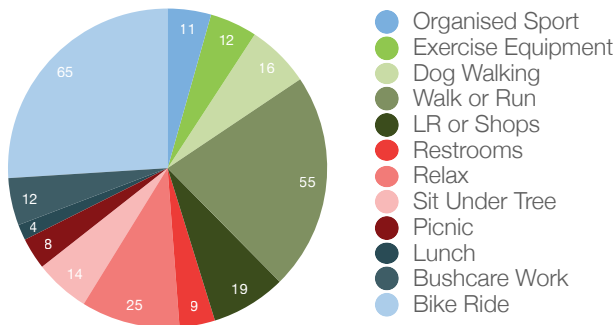
Wishlist:

- New wetland area at Blackmore Oval
- Improved pedestrian/cycle conditions along road edge of Canal Road
- At Lilyfield Road bridge, Doug Anderson once wanted to cap this area in sandstone and plant it with shrubs and ground covers
- Remove trash trap - no longer needed
- Incorporation of WSUD (swales and rain gardens), if feasible, along canal
- Additional native groundcovers, shrubs and plants in general to connect habitat areas and create shade
- Retain open views in this park
- Conversion of tennis courts to multi-use courts
- Maintain open space for kickabout at regular intervals
- Replacement of fencing with vegetation or other barrier
- Pedestrianised (priority) crossing at Walter Street end over light rail line

'Your Say' Survey Results

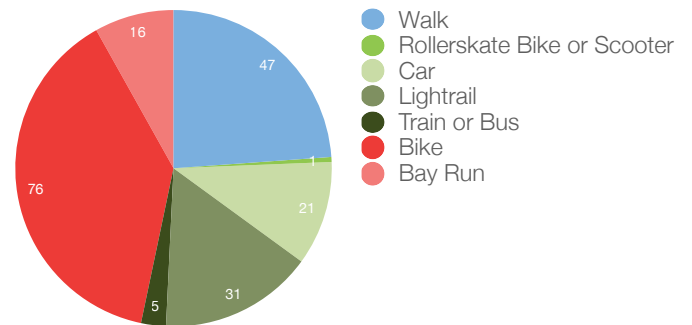
What are your main reasons for visiting this area? Pick up to three.

A vast majority of people use the park for bike riding, walking or running.



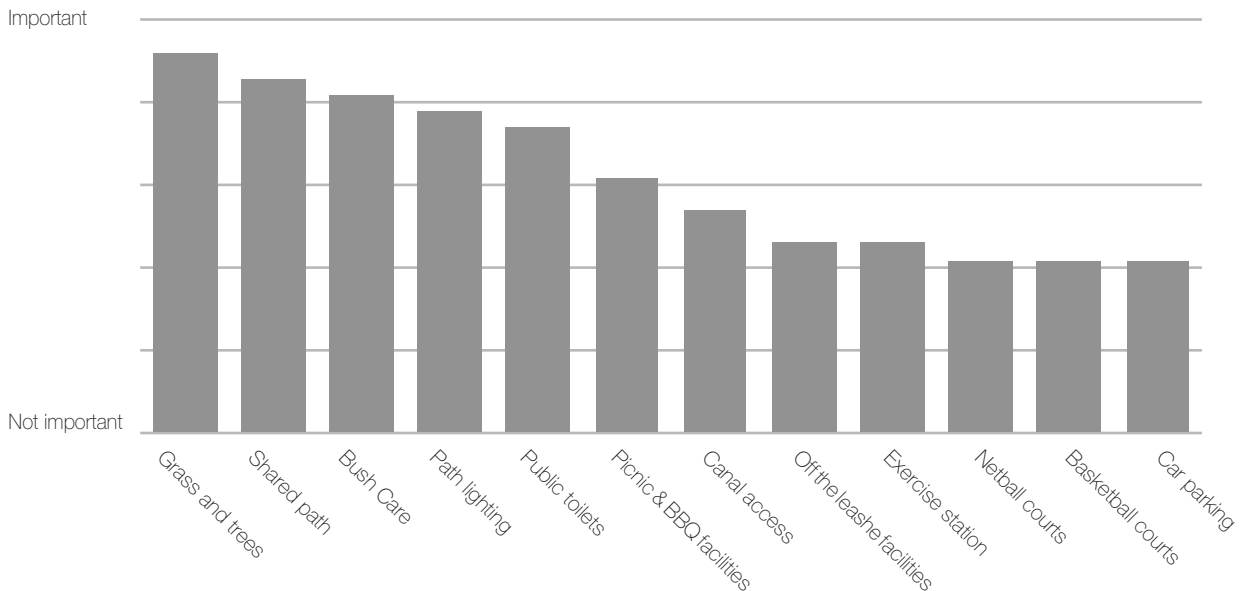
How are you most likely to travel to this place? Pick up to three.

Bike riding was by far the most popular arrival method, followed by walking, light rail and driving.



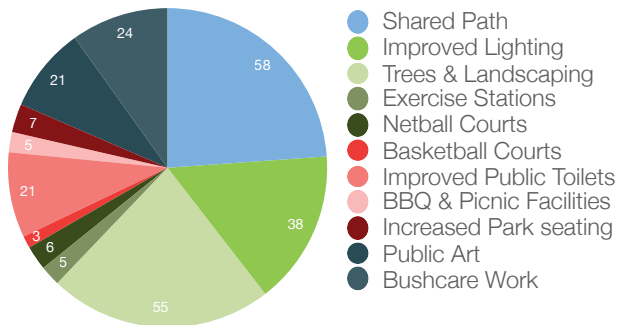
How important are these park facilities to you? With 1 being the least important and 5 being the highest importance.

Vegetation in the form of Grass & Trees and Bushcare were found as being the most important park facility, followed by amenities. Car Parking, and organised sports courts and exercise equipment ranked as least important.



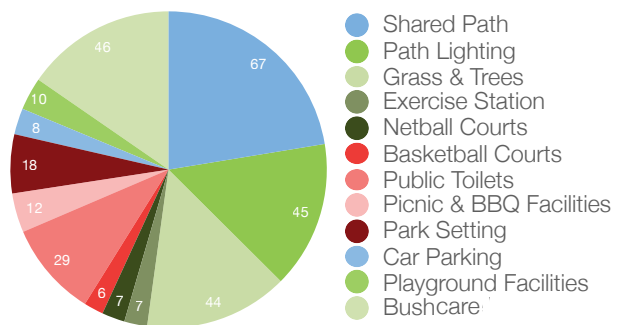
Select the top three things that would improve your experience at this place.

Circulation amenities such as Shared Path and Path Lighting and vegetation in the form of Grass & Trees and Bushcare would improve most people's experience of the place.



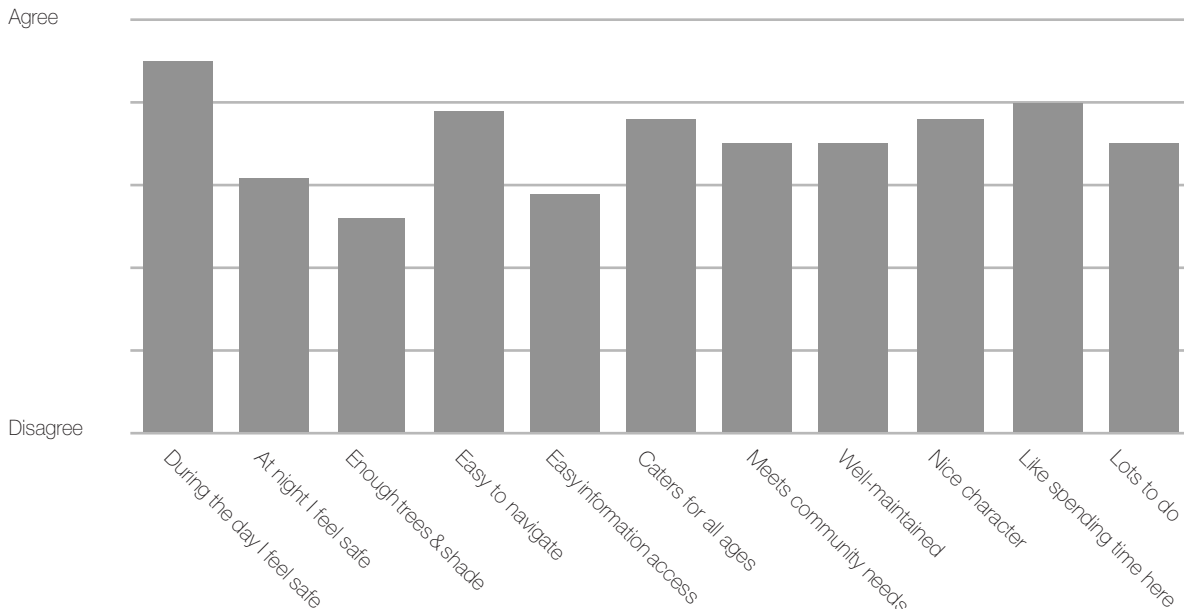
What Features Need Improving the Most?

The highest priorities for improvement was placed on circulation amenities such as Shared Path and Path Lighting and vegetation in the form of Grass & Trees and Bushcare.



This place is currently used for organised sport and informal recreation. In this context please tell us to what extent you agree with these statements?

Users strongly agreed with feeling safe during the day whereas the perception of night time safety was more compromised. Most users disagree that there is enough trees and shade but agree that this area has a nice character and like spending time in the park.



5.2 Gadigal Reserve Precinct



Community

Comments for this area focus on a love of the fig canopy and bushcare but also a need to improve lighting, connectivity from both ends, improving widths and navigability of the pathways and access across Parramatta Road.

- Love the figs, and amazing enclosure of the trees (6x)
- Improve lighting along shared path and keep on for a longer time (5x)
- Maintain Bushcare (4x)
- Improve cycle connections at Brown Street and Marion Street (4x)
- Provide more understory vegetation between Marion Street to Parramatta Road (2x)
- Stretch from Cadigal Reserve to Marion Street is green and lovely - it feels like another world
- Pedestrian phase at Marion Street is too slow
- There are lots of cyclists travelling fast through the Lords Road tunnel (middle of the figs), esp. during peak hours - this is dangerous for kids when moving between the tunnel and the canal crossing
- Improve links and accessibility to Cadigal Reserve (particularly Parramatta Road & Longport Street crossings) (5x)
- Establish a better connection accross Parramatta Road so you don't need to go up and down Brown Street (5x)
- Maintain Bushcare (5x)
- Increased focus on safety & lighting in this area (3x)
- Improve the streetscape and lighting along Brown Street (2x)
- Improve the section from Parramatta Road to Longport Street. It is too narrow with bad lighting (2x)
- More facilities for dogs such as water drinking spots are required
- Maintain the ibis breeding ground
- Preserve the tropical nature of Cadigal Reserve
- Provide a tree walk and bird lookout between Parramatta Road and Marion Street
- It is difficult to orientate and keep moving at Cadigal Reserve
- Maintain elevation from the corridor - a clearing for the pathway to solve flood water would allow opportunity for more Bushcare sites
- Cadigal Reserve dog park is on such a slope, it's impractical

Stakeholders

- Provide a shared path up Marion Street and fix crossing buttons to provide pedestrian/cycle priority, or cyclists should trigger the traffic light before arrival (4x)

- Introduce signage/art at Marion Street intersection
- Provide a Parramatta Road underpass (can't get over it without dismounting/cyclists are currently asked to dismount at Marion Street) (3x)
- Note that Waratah Street is also a commuter route
- At the Longport Street/railway underpass – how will this area be made safe at night? Consider CPTED principles and a safe line of sight
- Grosvenor Crescent link – provide refuge for bikes for future RR7 link
- Drinking water for dogs should be provided at Cadigal Reserve dog park

Written submissions

- Improving the off-leash area in Cadigal Reserve, with more planting, a space for meditation, relaxation and tai chi, picnic tables, treehouses, windchimes and totem poles and a wall where people can add their own hand or finger print

Council staff

Wishlist:

- Bike and pedestrian priority crossing at Marion Street
- Staged weed removal
- Rainforest understorey plantings
- GreenWay expanding into adjacent streets (e.g. Lords Road)
- At 25-29 Dover Street, unlock a quiet east-west route (i.e. pocket park) (between Parramatta and Trafalgar main reg. routes) - long term/requiring acquisition
- Sound/light sculpture
- Better pedestrian/cyclist crossing at Brown Street
- Wildlife Protection Area/Bushcare
- Lighting at night that is biodiversity-friendly

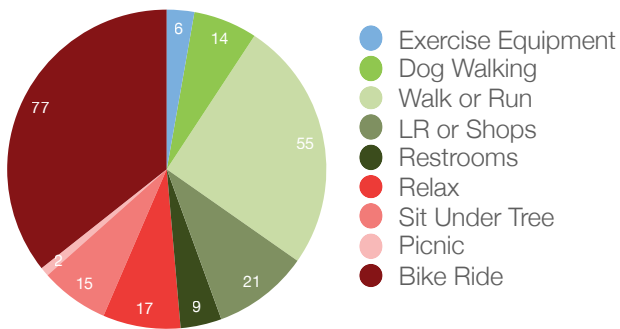
We need to know:

- It is a hot spot for DIY urbanism
- Potential (long-term) for a new link (level crossing or tunnel) under light rail as part of Parramatta Road development, to create complete east-west pedestrian/cycle quiet route
- A threatened species of microbat lives in a tunnel here for six months of the year
- Sydney Trains Sensitive Site (Registered site re microbat roost)
- WIRES rehabilitation fauna reintroduction area, brushtail and ringtail possums
- Potential for Bushcare area extension to Cadigal site on flat area between canal and rail embankment

'Your Say' Survey Results

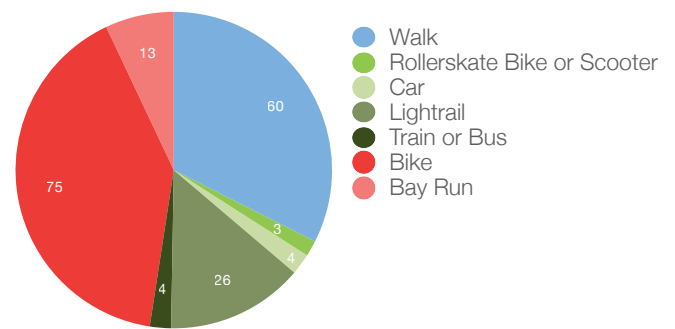
What are your main reasons for visiting this area? Pick up to three.

A vast majority of people use the park for bike riding, walking or running; this was followed by light rail or shops then more leisurely activities such as relaxing, sitting under a tree or dog walking.



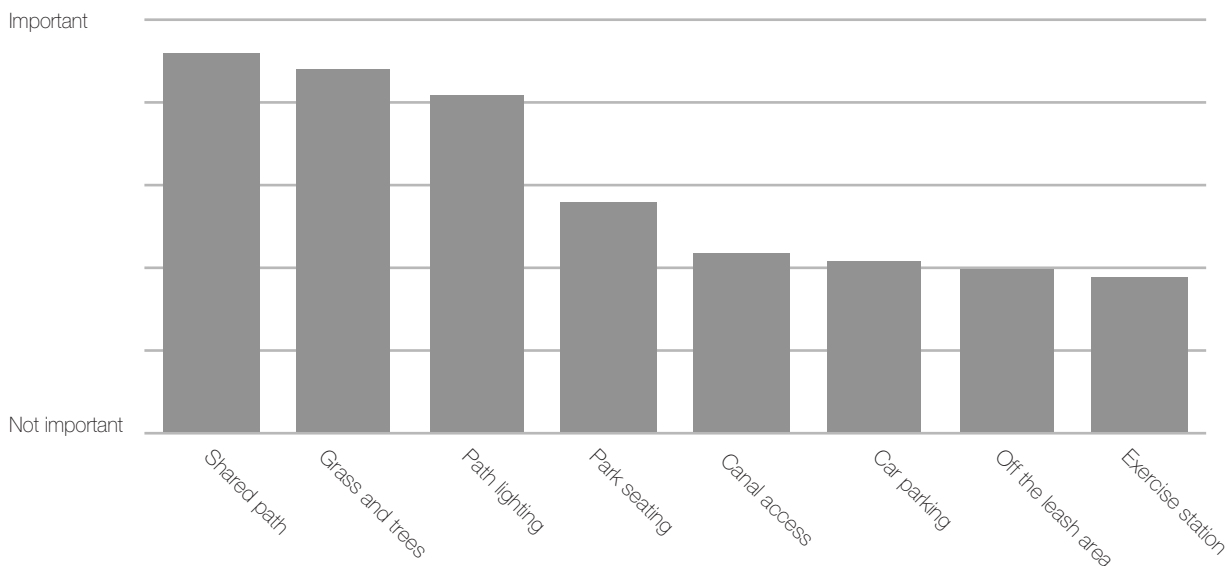
How are you most likely to travel to this place? Pick up to three.

Bike riding was by far the most popular arrival method, followed by walking & light rail. Few users drive to this area of the park.



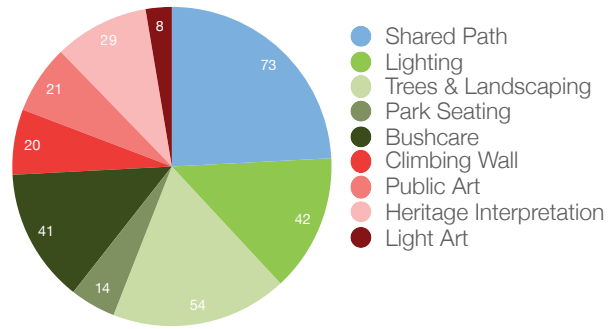
How important are these park facilities to you? (1 being the least important and 5 being the highest importance)

The top three facilities of Shared Path, Grass & Trees and Path Lighting rated significantly higher than the lowest four facilities, being Picnic & BBQ Facilities, Car Parking, Off-the-Leash Area and Exercise Station.



The GreenWay Missing Links Master Plan proposes to unlock new land around Cadigal Reserve and under the main western railway. What would you like to see in this additional open space? Pick up to three.

Circulation amenities such as Shared path and Lighting, and vegetation features, such as Trees & Landscaping and Bushcare, were popular answers.

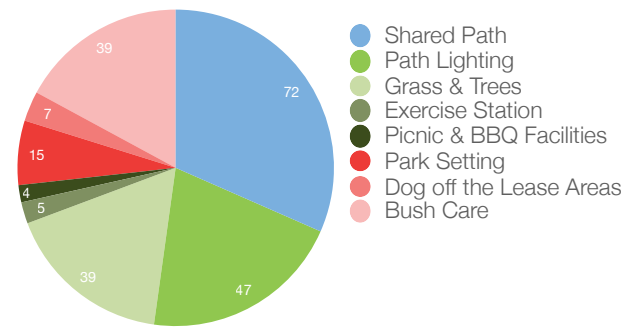
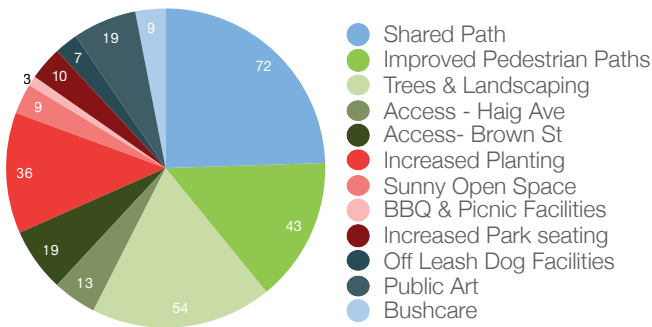


Select the top three things that would improve your experience at this place.

Circulation and access issues such as a shared path, improved pedestrian paths and access to Haig and Brown Streets would improve most respondents' experience. Trees & landscaping would also.

What Features Need Improving the Most?

The highest priorities for improvement was placed on circulation amenities such as Shared Path and Path Lighting and vegetation in the form of Grass & Trees and Bushcare.

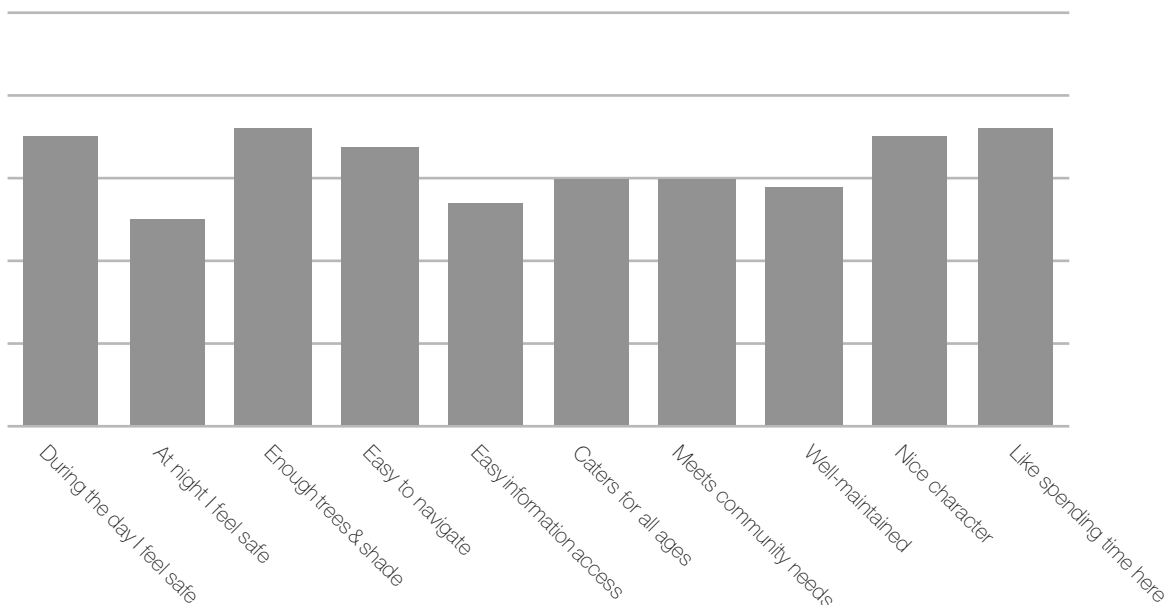


This place is currently used for organised sport and informal recreation. In this context please tell us to what extent you agree with these statements?

Users were generally neutral or agreed with feeling safe during the day and generally disagreed with feeling safe at night. Most people agreed there were enough trees and shade in this area and liked spending time there yet found it difficult to find information and were neutral on maintenance and community needs.

Agree

Disagree



5.3 Mills Precinct



Community

Comments for this area noted a lack of safe connectivity to the surrounds and a love of the historic flour mill context.

- The path under Old Canterbury Road is narrow (3x)
- Toothill Street connection needs improvement (3x)
- Need safe cycle connection to Cadigal Reserve (3x)
- Road crossings at Longport and Smith Streets need better connectivity (2x)
- Need to improve the connection at Longport Street (2x)
- Love the historic industrial flour mill (2x)
- Crossing Old Canterbury Road is terrible - there is non-stop traffic
- Old Canterbury Road/Lewisham West area needs a lot of work - it is difficult for pedestrians and cyclists
- Provide better links into Ashfield centre
- Develop this area first at Hudson Street to Edward Lane
- Poor visibility at the Edward and Western Street intersection makes crossing difficult
- Improve Fred Street link - it is hard to get to GreenWay from Lewisham
- Is it possible to gain access to the triangle of land behind the locked gate at Summer Hill Street (just south of Old Canterbury Road)?

Stakeholders

- A safe crossing is needed at the intersection between Hudson Street and Old Canterbury Road to allow for improved pedestrian and cycle access to the GreenWay - there is an existing desire line here from Henry Street, but no safe pedestrian crossing
- There is potential for WSUD integration at Hudson Street
- Be aware of safe access points from schools to the GreenWay
- Install pram ramps on all four sides of Smith Street and Carlton Crescent roundabout
- Provide alternate crossing at lights at Edward Street
- On Railway Terrace alongside Lewisham Station, provide setback to facilitate cycle path and wider footpath and trees as part of rezoning/development

Written submissions

- Concerns about Weston Street as part of the GreenWay, particularly the impacts on residential amenity and parking, and potential for events such as fun runs and walkathons along the GreenWay. Suggestion that the wide and narrow sections of Weston Street are considered separately, that Windsor Street should be considered as an option, and that the option of the light rail corridor should be portrayed accurately as more expensive but not too narrow.

Council staff

We need to know:

- GreenWay not just a lineal connection - need to think of the feeder streets (street trees, footpaths, etc.)

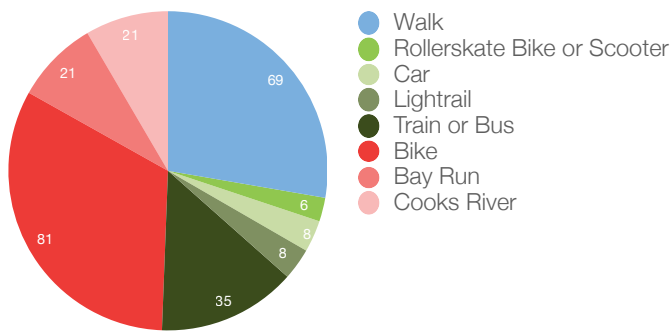
Wishlist:

- Recently removed small bird habitat returned – honeyeaters (north end near Longport Street)
- Depaved trail – marked in light rail corridor
- GreenWay could be within corridor between OCR and Davis Street

'Your Say' Survey Results

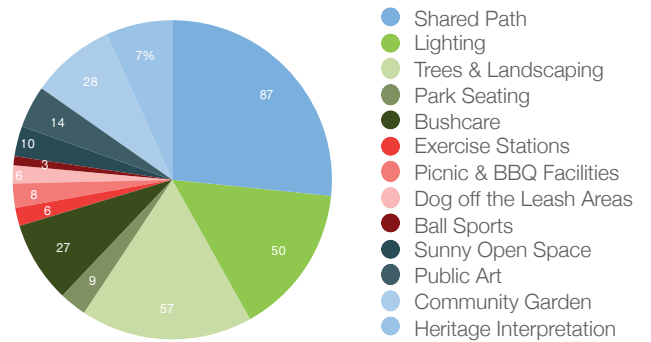
How are you most likely to travel to this place? Pick up to three.

Sustainable forms of transportation were used, with Bike riding and Walking being the most popular arrival method, followed by public transport such as Train or Bus.



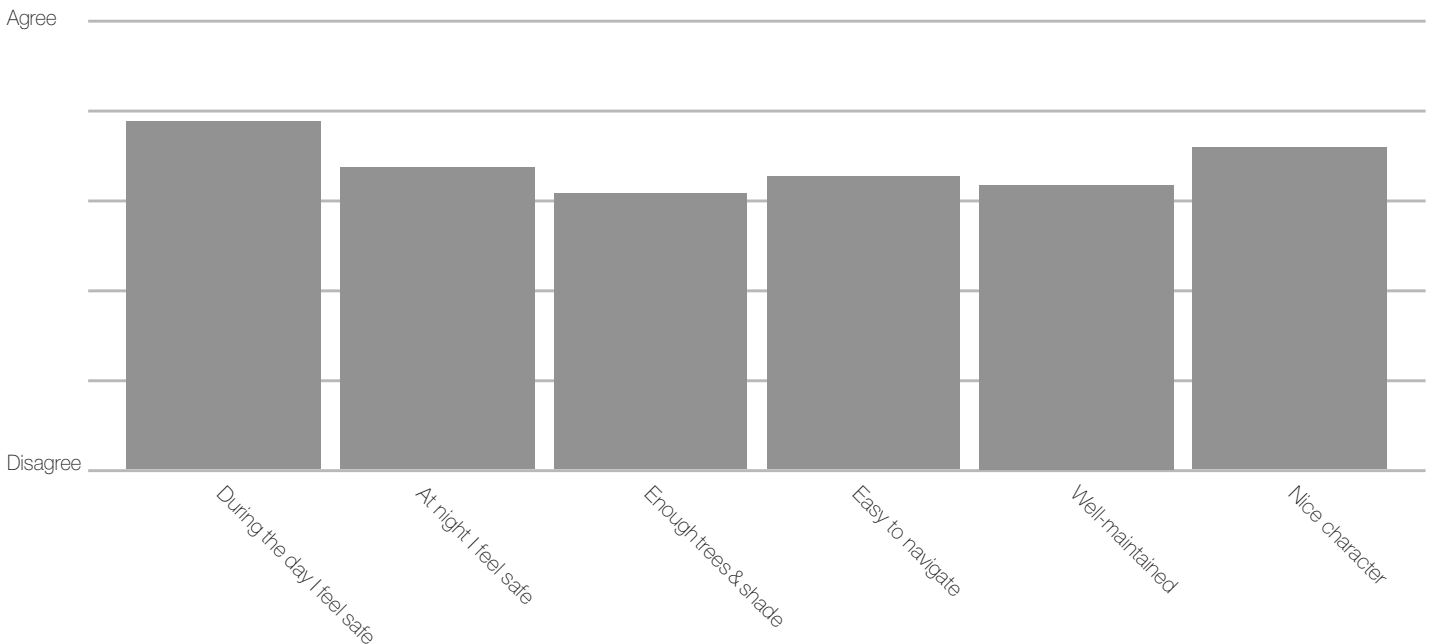
What would you like to see in this proposed new open space? Pick up to three.

The community placed the greatest priority on Shared Paths, Lighting and Trees & Landscaping.

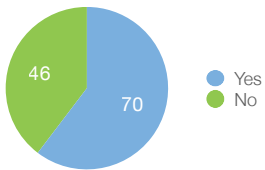


To what extent you agree with these statements?

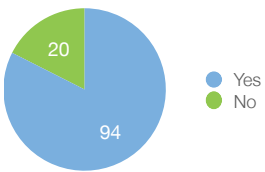
Most people felt safe during the day and at night, and generally liked the Character and Ease of Navigation; however, Trees & Shade and Maintenance could be improved.



Do you regularly walk or cycle down Weston Street?



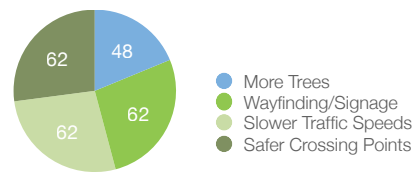
Would you be more likely to regularly walk or cycle between Davis Street and Longport Street if the street was upgraded to make walking and cycling safer and easier?



Weston Street is currently an on-road link in the GreenWay as the width of Light Rail corridor at this location is too narrow for a shared path. What changes in Weston Street would you like to see?



What other improvements would you like to see along the in-road link in Weston Street?



Most respondents voted that they regularly use Weston Street for access and were likely to use it more if either a new Shared path or shared zone were installed. For the in-road link, Wayfinding/Signage, Slower Traffic and Safer Crossing Points were important for this area.

5.4 Dulwich Hill Parks and Grove Precinct



Dulwich Hill Parks Precinct

Community

Comments for this area focus on increasing and improving the play offering for children and supporting amenities such as toilets and cafes as well as mitigating strategies for bike traffic and speeds around play areas. The Bushcare sites were also prominently mentioned in this section.

- Preserve and improve kids playground at Hoskins Park (4x)
- Keep the Bushcare sites at Hoskins Park where possible (4x)
- Love the pocket parks
- More vegetation – cleaned and weeded (2x)
- Provide active natural play at Hoskins park (2x)
- Prevent conflicts between cyclists and children at Hoskins Park (2x)
- Preserve the quiet nature of Hoskins Park (2x)
- Improve café offerings (2x)
- Areas around Lewisham and Dulwich Hill need a continuous shared path
- Access to the light rail is good - it is safe and there is a quiet park for kids
- Love Johnson and Hoskins Park - don't cut through it too much in providing for a bikepath
- Improve the lawn at Hoskins Park
- Remove the two billboards under the bridge
- There is too much bike traffic on Hoskins Park cycle path
- Bring back toilets at Hoskins Park
- There is a blind point/hill at Hoskins Park experienced by bike riders
- Parking protection is needed
- Improve off-road connection between Hoskins Park and Constitution Road
- Improve connection from Hill Street to Terry Road to create off road link between Hoskins and Johnstons Parks.
- Provide more barbecues

Stakeholders

- Hoskins Park needs to be more of use
- There is potential for the little walking lane between Blackwood Ave and Tennant Lane to be wider
- Grade-separated crossing under New Canterbury Road
- Note that Union Street and Windsor Road is a popular existing cycle route

- Provide shrubs to encourage wrens along the light rail corridor between Johnson Park and Hoskins Park
- Provide an elevated grating with fence and lighting for fauna through Bushcare sites in this area

Council staff

We need to know:

- The adjoining development will be doing urban upgrade of this space (east side of light rail, at Arlington Light Rail station)
- Operational protocols in place for regular users of Arlington Reserve
- Williams Parade development has a condition preventing access from Williams to New Canterbury Road
- Stormwater draft concept for bioretention system

Wishlist:

- New level crossing adjacent to Terry Road (access between Johnson Park and Hoskins Park?)
- Remnant, vegetation protected, weeded and maintained

Dulwich Grove Precinct

Community

Comments on this area focused on the need for increased vegetation, a love for the existing skate facilities and a desire to expand on these while providing additional facilities such as adventure play and accompanying amenities. Improving links around Wardell bridge and Wardell Road was also a high priority for this area as was providing additional shelters and amenities for family outings.

- Provide more vegetation and clean up the existing (5x)
- Provide new community space
- Establish a better link from the GreenWay to Union Street
- Love the skate park - really successful (6x)
- Provide café facilities (4x)
- More skate bowls like LA (3x)
- Provide older kids play and nature-based adventure play (3x)
- Provide undercover shelters and respite areas, picnic facilities and bubblers to create pit stops for family riders (3x)
- Use bike path as linear skate park, no spikes, use furniture that is skateboard-friendly for kids (3x)
- Provide additional dog parks along the GreenWay including at the southern end (2x)

- Provide a greenhouse for a community garden (2x)
- Improve the conflict between narrow streets and parked cars in Dulwich Hill
- Jack Shanahan Park is loved by locals and schools. It's a good space
- More moveable ramps for skaters
- Provide separate tennis and basketball facilities
- Park or obstacle course
- Improve toilet facilities

Stakeholders

- Connect from the existing route between Albermarle Street and Dulwich Hill Station, to the GreenWay
- Provide a link under New Canterbury Road
- Cyclists currently use a route along Hercules Street, Beach Road, Constitution Road, Denison Road and then through Hoskins Park
- Garnet Street is a popular existing cycle route – particularly in the downhill direction
- There is a strong desire line along Ness Avenue towards Ewart Street roundabout – particularly in the uphill direction
- Use the disused rail bridge to cross Terrace Road onto the Parade
- Opportunities along “disused fork” and along heavy rail line south of Jack Shanahan Park including the linkage of the “disused fork” to the skate park, and for Bushcare sites
- Link “disused fork” to skate park
- The Ewart Street and Floss Street intersection at Garnet Street can be a dangerous intersection for cyclists travelling down Garnet Street – cars turn out onto Garnet or cross the intersection without giving way
- Link with regional route to Marrickville station

Written submissions

- Improve links from the GreenWay to Dulwich Hill town centre at Marrickville Road. Whilst Dulwich Grove is the closest light rail stop to this centre, pedestrian amenity along New Canterbury Road and Hercules Street is poor.
- Investigate whether an at-grade crossing and link could be achieved between Blackwood Avenue and the bottom of Hercules Street

Council staff

We need to know:

- The disused fork is heavily contaminated (access potential GreenWay to Syd-Bank linear park)
- Huge amounts of med-high density planning proposals are happening here
- Live pre-planning proposal being assessed here (along Hercules Street next to light rail)
- Planning proposal here for new residential development (between Hercules and NCR north of school)
- Sydenham to Bankstown SIC has approved (draft) new GreenWay crossing here (crossing light rail south end of Dulwich Hill School)
- As part of planning proposal, there is a VPA offer for a new public link adjacent to the rail corridor
- New local open space in Sydenham to Bankstown strategy submission at 43-45 Hercules Street
- See Sydenham to Bankstown Public Domain Document for Dulwich Hill
- The current use of north-west edge of Jack Shanahan Park lends itself to WSUD approach meandering creek/ waterholes & nature play in the gully (ie daylighting pipes)
- Potential dedication of western strip to the GreenWay corridor as part of PPs/DAs in submissions to Sydenham to Bankstown strategy.
- Dulwich Hill Station Master Plan is complete and going to February Council meeting
- Potential bridge as part of GreenWay southwest in Sydenham-Bankstown Strategy Public Domain ideas for Dulwich Hill

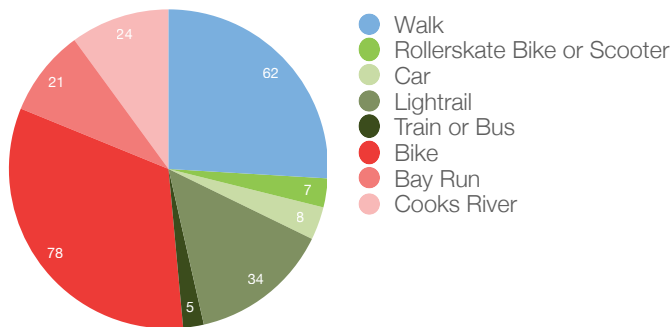
Wishlist:

- 43-45 Hercules: Recommended place for new local open space (requiring government acquisition under submission on Sydenham to Bankstown strategy)
- To negotiate a link through the Williams Parade housing area
- Level crossing at Blackwood Avenue and Blackwood Lane corner
- New connection into Jack Shanahan Park from nearest point on Hercules Street
- Creation of significant connection between Jack Shanahan Park and Cooks River

'Your Say' Survey Results (Dulwich Hill Parks & Grove Precincts)

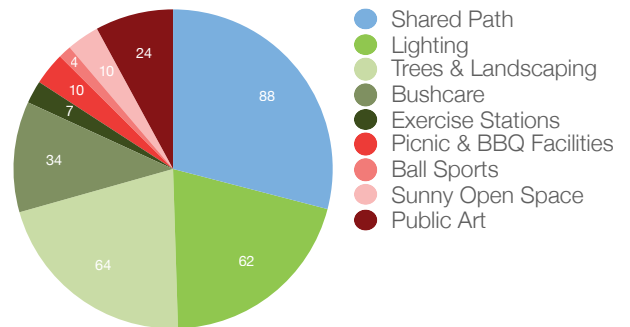
How are you most likely to travel to this place? Pick up to three.

Bike riding was by far the most popular arrival method, followed by Walking, Light Rail and then via Cooks River.



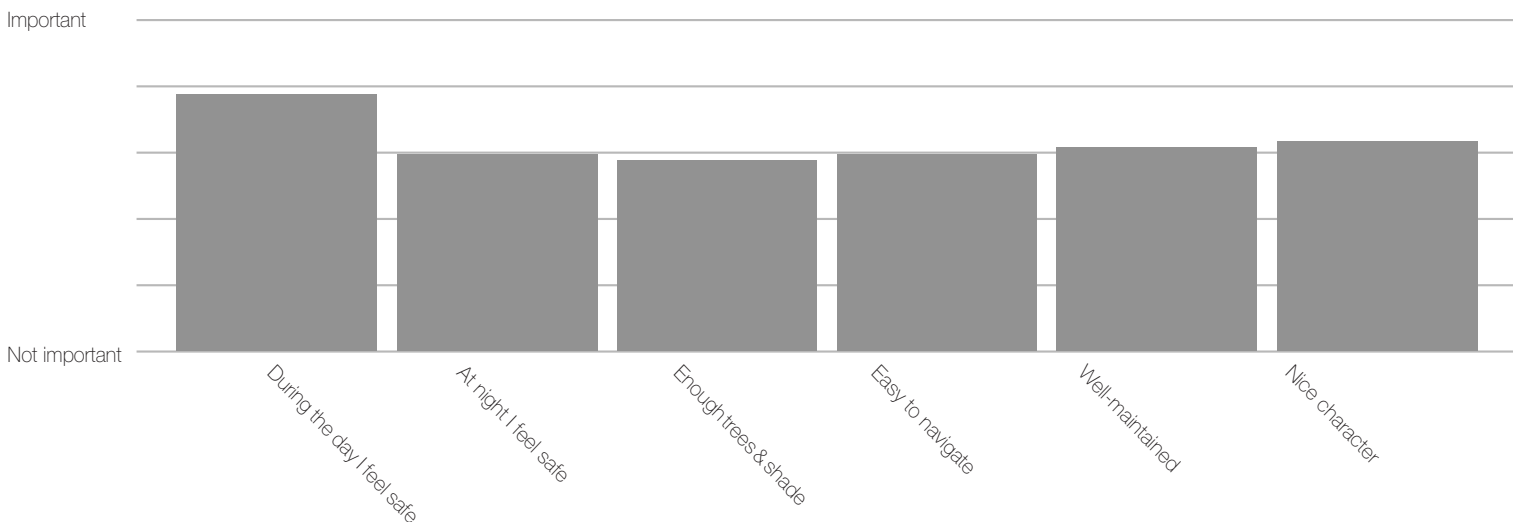
What would you like to see in this proposed new open space? Pick up to three.

The community placed the greatest priority on Shared Paths, Lighting and increased vegetation through Trees & Landscaping and Bushcare.



To what extent you agree with these statements?

While most people generally agreed they felt safe during the day, Safety at Night, Trees & Shade, Ease of Navigation, Maintenance and Character had room to improve.



5.5 Cooks River Precinct



Community

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

- Improve Wardell Road bridge and crossing and provide links under Wardell Road (4x)
- Create a cycle loop linking Jack Shanahan Park, Wardell, the café and Ness
- Love riding my bike at Ewen Park
- Provide better lighting
- Love the playgrounds
- Need shared path with trees and the play area needs toilets
- Take out zig-zag on road crossings. It is too tight for cargo bikes
- Better lighting is needed near the Cooks River end
- Don't change Tennent Parade
- More open public space at golf course
- Provide better connection to Sydenham-Bankstown; more direct, avoiding streets where possible
- Informal walking trail at Cooks River should not be paved in concrete
- Provide informal paths through golf course
- Continue cycle path across tennis courts to Tennent Parade then Garnet Street up to the Parade and down toward Jack Shanahan Park

Stakeholders

- Link under Wardell Road for the entrance to the GreenWay – e.g. entry trees
- Create a link through the golf course from Tennyson Street playground to Wardell Road
- A connection around the river side of Wills Ground and under Wardell Road would be good
- Consider a potential (future) route on the northern side of the river, from Wardell Road to Steel Park to avoid crossing the river twice

Written submissions

- Improve links from Jack Shanahan Reserve to the Hurlstone Park town centre along Ewart and Floss Streets
- Improve links from Ewart Street to Dulwich Hill station/secondary centre, south of the current heavy rail line
- Create direct new links between Jack Shanahan Reserve and the Cooks River:
 - Direct link from the corner of Ness Avenue and Tennyson Street to the Cooks River corridor via a new pedestrian link - potentially between 28 and 32 Tennyson Street (22 Ness Ave)
 - New pedestrian and segregated cycle path to the north of the golf course between Wardell Road and Tennent Parade, adjacent to northern property boundaries. A public connection along here would enable non-golfers to remain on the river foreshore corridor, cross this space safely and enhance access and connections to Tennyson pocket park.
 - Improved pedestrian amenity at Wardell Road bridge connecting paths on either side of the bridge
 - New foreshore path north of Wills Ground connecting the Cooks River corridor/path at Lang Road (to south) and Beaman Park to the east.

Council staff

We need to know:

- History of the Riverworks Environmental Art competition
- Plan of Management for golf course starting in 2018
- New bridge construction 2018/2019
- Funds being sought for Kayak launch
- Potential for secondary link to South West GreenWay (Sydenham to Bankstown) between Tennent Parade and Hurlstone Park Station

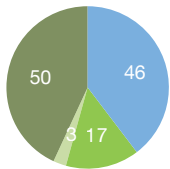
Wishlist:

- Future pedestrian/cycle connection through the golf course
- Wetland as per Tennyson Street subcatchment plan
- New park in place of half of golf course
- Multi-use/time share use of golf course land
- Future pedestrian/cycle connection through the golf course – connecting to HJ Mahoney Memorial Reserve
- To gain foreshore access, including kayak launch at Tennent Parade tennis courts

'Your Say' Survey Results

The streets south of Jack Shanahan Park are currently on-road links in the GreenWay as the Light Rail corridor terminates at the Dulwich Hill Light Rail stop. Between Jack Shanahan Park and the Cooks River, what changes would you like to see?

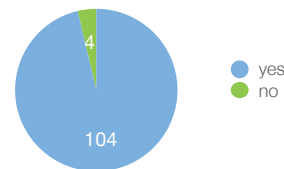
People would like to see the streets south of Jack Shanahan Park have either an off-road shared path adjacent to the Marrickville Golf Course or a dedicated separated cycle way in the existing road alignment.



- A dedicated separated cycle path in existing road alignment whilst maintaining the existing footpaths
- A new shared path in the existing road area
- Leave the street as it is
- An off-road shared path adjacent to the marrickville Golf Course to the Cooks River Cycleway

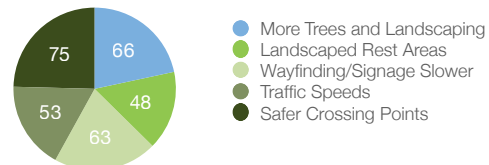
Would you be more likely to regularly walk or cycle between Jack Shanahan Park and the Cooks River if the street was upgraded to make walking and cycling safer and easier?

There was an overwhelming response that the community would walk or cycle between Jack Shanahan Park and the Cooks River if it was safer and easier.



What other public domain improvements would you like to see along the on-road link? (choose up to three)

All public domain improvements were preferred fairly evenly.



6.0 Public Exhibition of Draft Master Plan

The draft Master Plan was placed on public exhibition from 25 May 2018 to 25 June 2018. The draft plan was exhibited on Council's consultation website, "Your Say Inner West". Hard copies of the draft master plan were also made available at Ashfield, Leichhardt and Petersham Service Centres and at Dulwich Hill, Haberfield and Marrickville Libraries. Exhibition of the draft plan was advertised on Council's consultation website, "Your Say Inner West", a newsletter was delivered to all properties within 400m of the Greenway, around 12,000 properties, and posters advertising the exhibition were also put up along the corridor in parks and at light rail stops. The draft plan exhibition was also promoted on social media through Council's Facebook and Twitter accounts.

Comments on the draft master plan were sought through the Your Say Inner West website and also through an interactive online map. Comments were anonymous but users were asked to provide their suburb. Email or written comments were also accepted. The Your Say Inner West website contained a survey as well as the option to leave written comments directly and/or attach submissions. The social pinpoint site contained an interactive map of the master plan. Community members, stakeholders and anyone else with an interest in the project could add feedback on the draft master plan to the interactive map by zooming in to an area of interest and dropping a pin to make a comment. Users were able to use themed pins to make comments on specific aspects of the master plan. The pins were aligned with the four main themes of the draft master plan: walking and riding, ecology, recreation, and arts and culture. Users could also give "thumbs up" or "thumbs down" to other users comments.

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

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

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

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

The results of the Your Say Inner West survey showed broad support for the draft plan with 92% of responses either supporting the draft plan or supporting the plan with changes. Only 8% of responses did not support the plan. Minor amendments were made to the Master Plan based on the feedback from the exhibition process.



st is on de

dog park
+ harbor

dog park
+ harbor

dog park
+ harbor

wayfinding
signage

Research
dog park
at cafe
+ dog stirs

KALGOOR

LYALL STREET

ATHOL STREET

WHITING STREET

WILLIAM STREET

FLAT STREET

DARBIE