

INNER WEST WEST

Inner West Blue-Green Grid Strategy

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GOVERNMENT | Planning &
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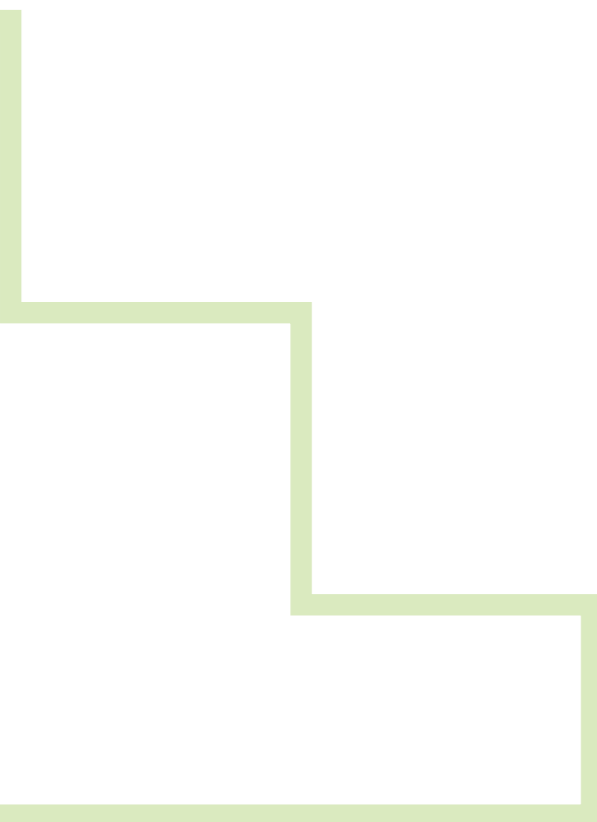
Disclaimer

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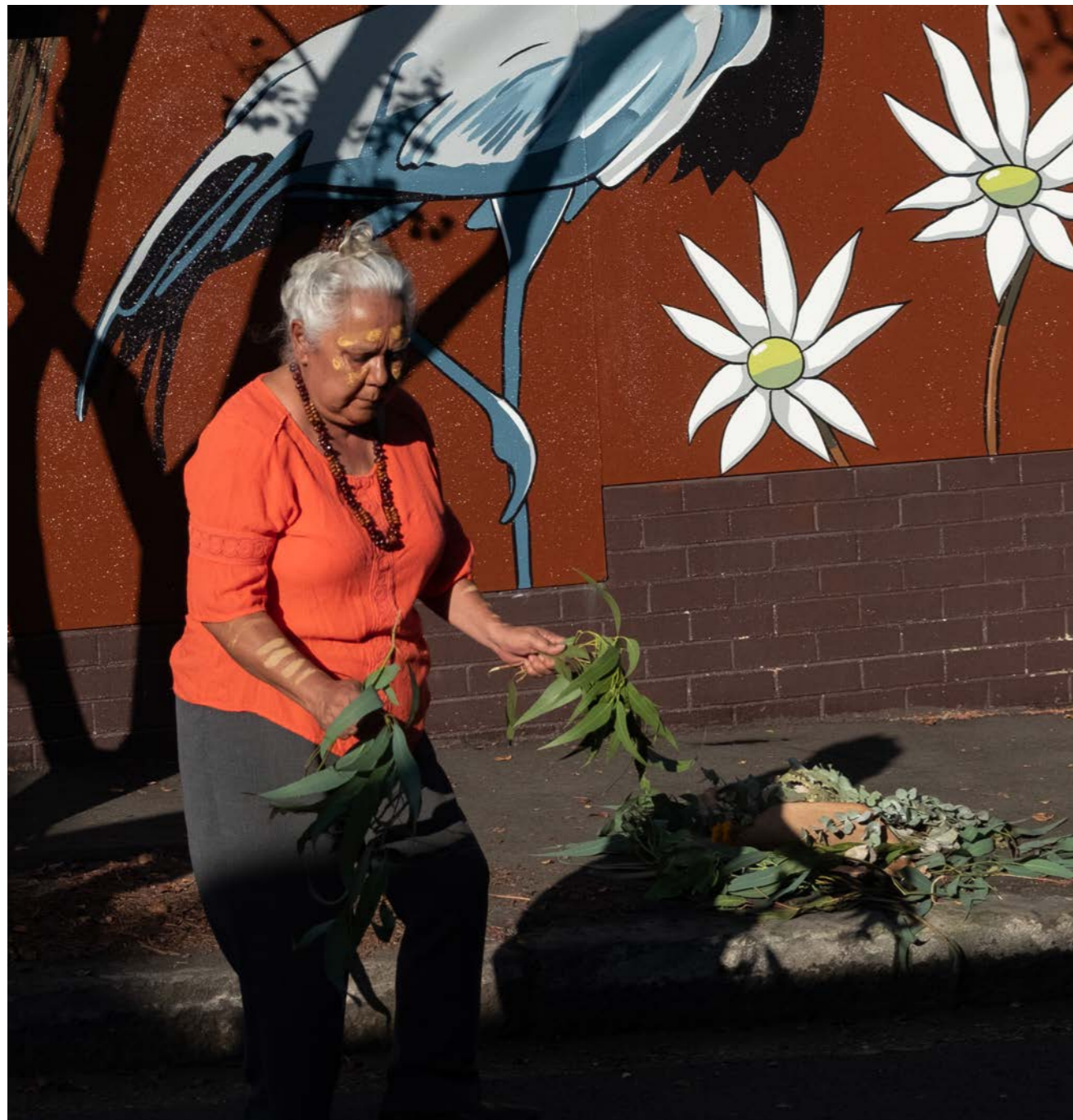
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Acknowledgment of Country

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

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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 Islander peoples to self-determination.

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.

Observing appropriate protocols when working with Aboriginal and Torres Strait Islander peoples and communities is critical to establishing positive and respectful relationships. Consulting with Aboriginal and Torres Strait Islander peoples and communities should always be seen as a two-way process, with both parties learning together and from each other.

Inner West Council Wards and vegetation communities

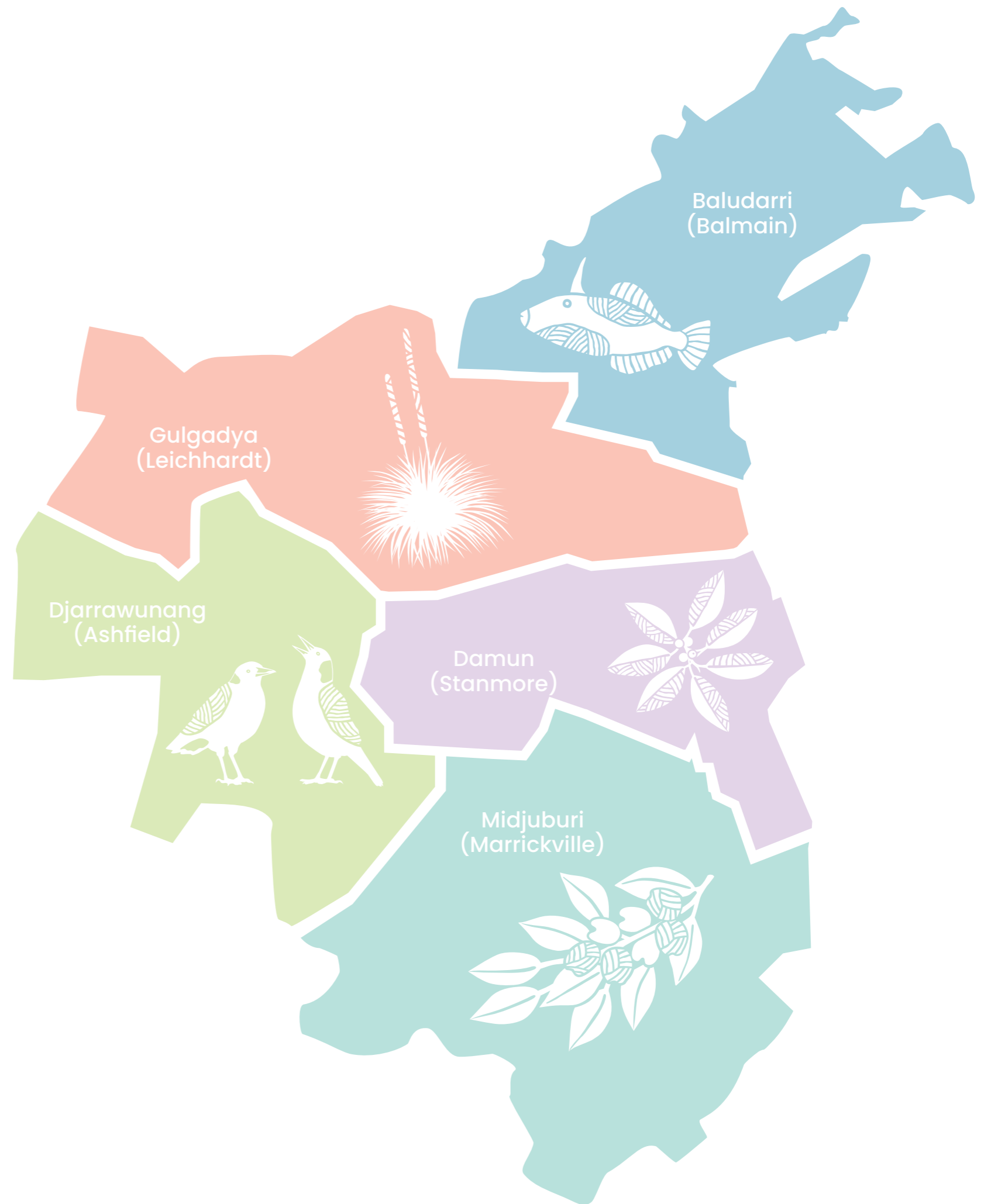
- Balmain Ward - Baludarri (Leather Jacket)
 Coastal Sandstone foreshoes
 Forest/Mangrove Estaurine Forests

- Leichhardt Ward - Gulgadya (Grass Tree)
 Sandstone Slopes Forest and Woodland

- Ashfield Ward - Djarrawunang (Magpie)
 Sydney Turpentine Ironbark Forest

- Stanmore Ward - Damun (Port Jackson Fig)
 Sydney Turpentine Ironback Forest

- Marrickville Ward - Midjuburi (Lillypilly)
 Coastal Sandstone Foreshores
 Forest/Estaurine Swamp Oak Forest





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 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 multi-layered 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 this Strategy comprises of 85 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 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 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.



2.1 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.”

The Blue-Green Grid is a place-based strategy that connects places 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.

Sydney Green Grid - Government Architect of NSW



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.

2.2 Why the Inner West needs a Blue-Green Grid

Across the Inner West 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 Inner West 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 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).

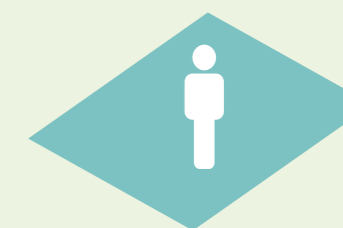
The area is expected to undergo significant population growth and change over the next 10 to 20 years. This growth presents challenges and opportunities for Council to provide for the community's recreation needs.

Growth Projections

The Inner West 2016



192,022 People

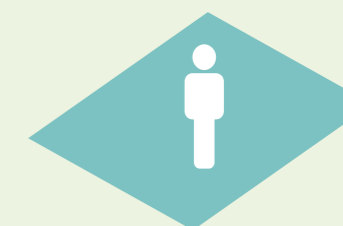


51 people/ha

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.

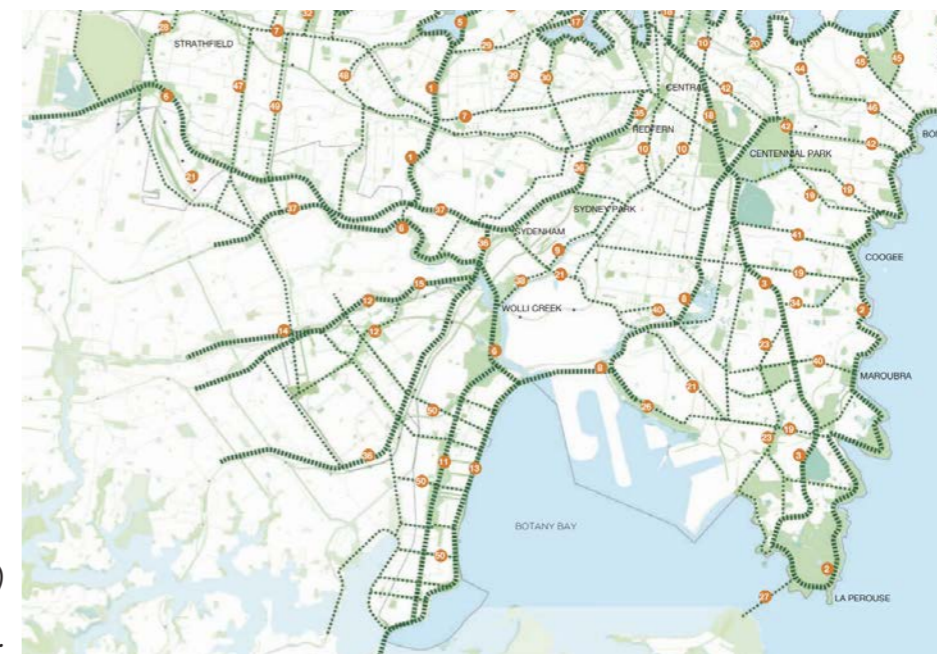
2.3 Key Drivers Behind the Project

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.

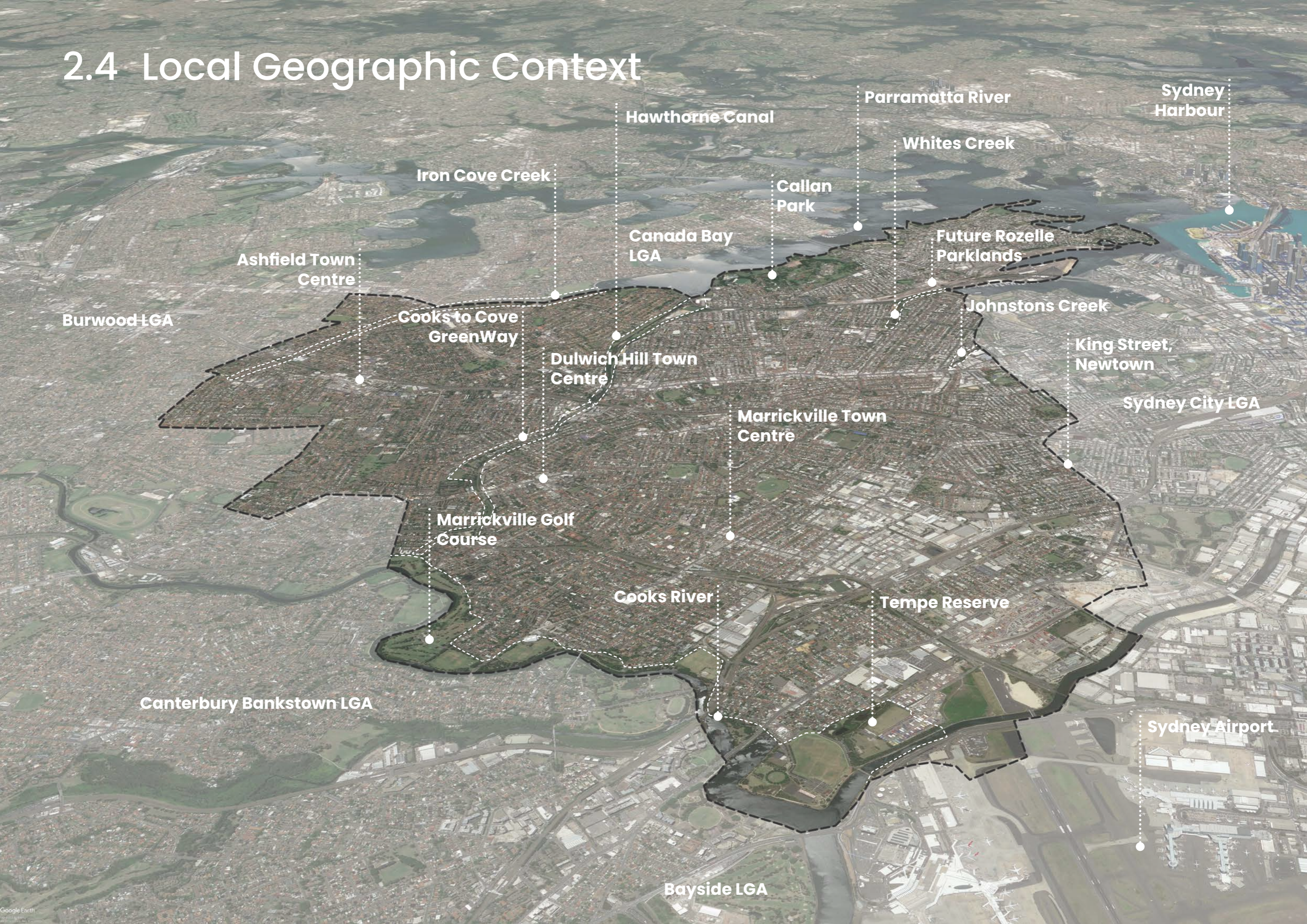


COMMUNITY NEEDS AND THE ECONOMY

- 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



Sydney Harbour

Parramatta River

Hawthorne Canal

Whites Creek

Callan Park

Iron Cove Creek

Canada Bay LGA

Future Rozelle Parklands

Ashfield Town Centre

Cooks to Cove GreenWay

Dulwich Hill Town Centre

Johnstons Creek

King Street, Newtown

Burwood LGA

Sydney City LGA

Marrickville Town Centre

Marrickville Golf Course

Cooks River

Tempe Reserve

Canterbury Bankstown LGA

Sydney Airport

Bayside LGA



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 Cities Commission's Eastern Harbour City. 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 its 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 expand 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 Local Government Area (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.

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 owned by the NSW Government 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.



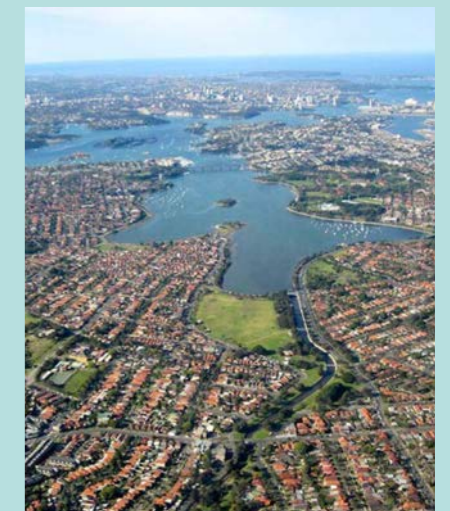
The Cooks to Cove GreenWay



The Bay Run



The Cooks River

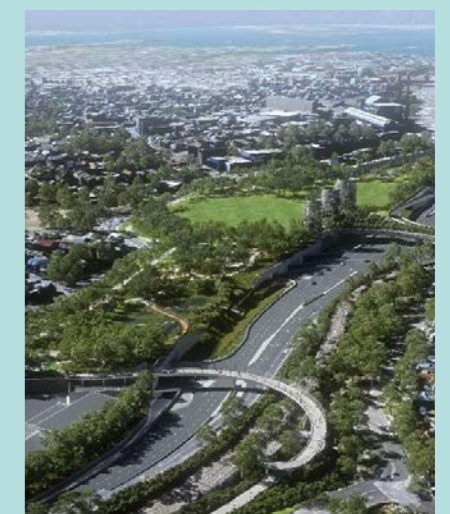


Iron Cove Creek

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.

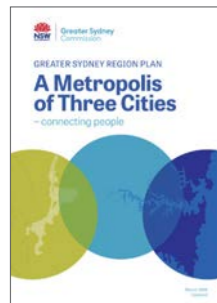
The background features a light teal color with a stylized graphic of overlapping arches and a stepped base. The arches are outlined in a darker teal color and are arranged in a way that they appear to be part of a larger structure. The stepped base is also outlined in the same darker teal color and consists of several rectangular blocks of varying heights and widths, creating a staircase-like effect.

3. Policy and Planning Framework

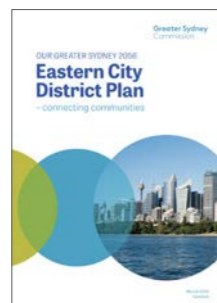
3.1 Background Documents

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

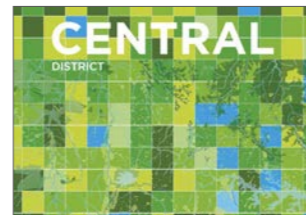
A detailed background document review was undertaken to provide a consolidated source of state, regional, and local strategic planning policy information relevant to the Inner West Blue-Green Grid.



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



Inner West Local Strategic Planning Statement
2020



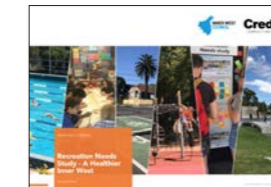
Engagement Outcomes Report for the LSPS
2019



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)
DRAFT



IWC Cycling Strategy and Action Plan



Greater Sydney Outdoors Study
2019



Public Open Space Strategy for NSW
2022



Connecting with Country
2020



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

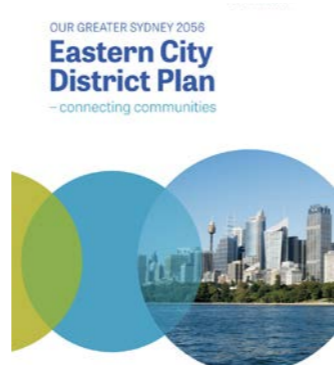
The *Eastern City District Plan* contains the planning priorities and actions for implementing the *Greater Sydney Region Plan, A Metropolis of Three Cities*, at a district level and is a bridge between regional and local planning.

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

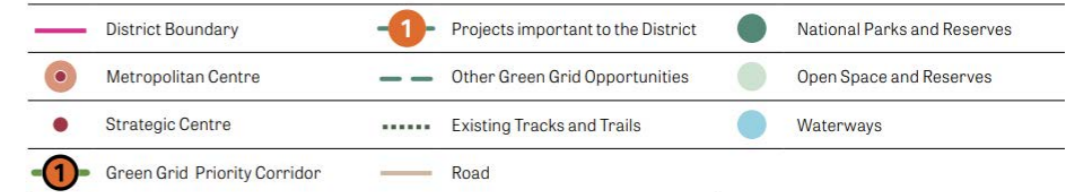
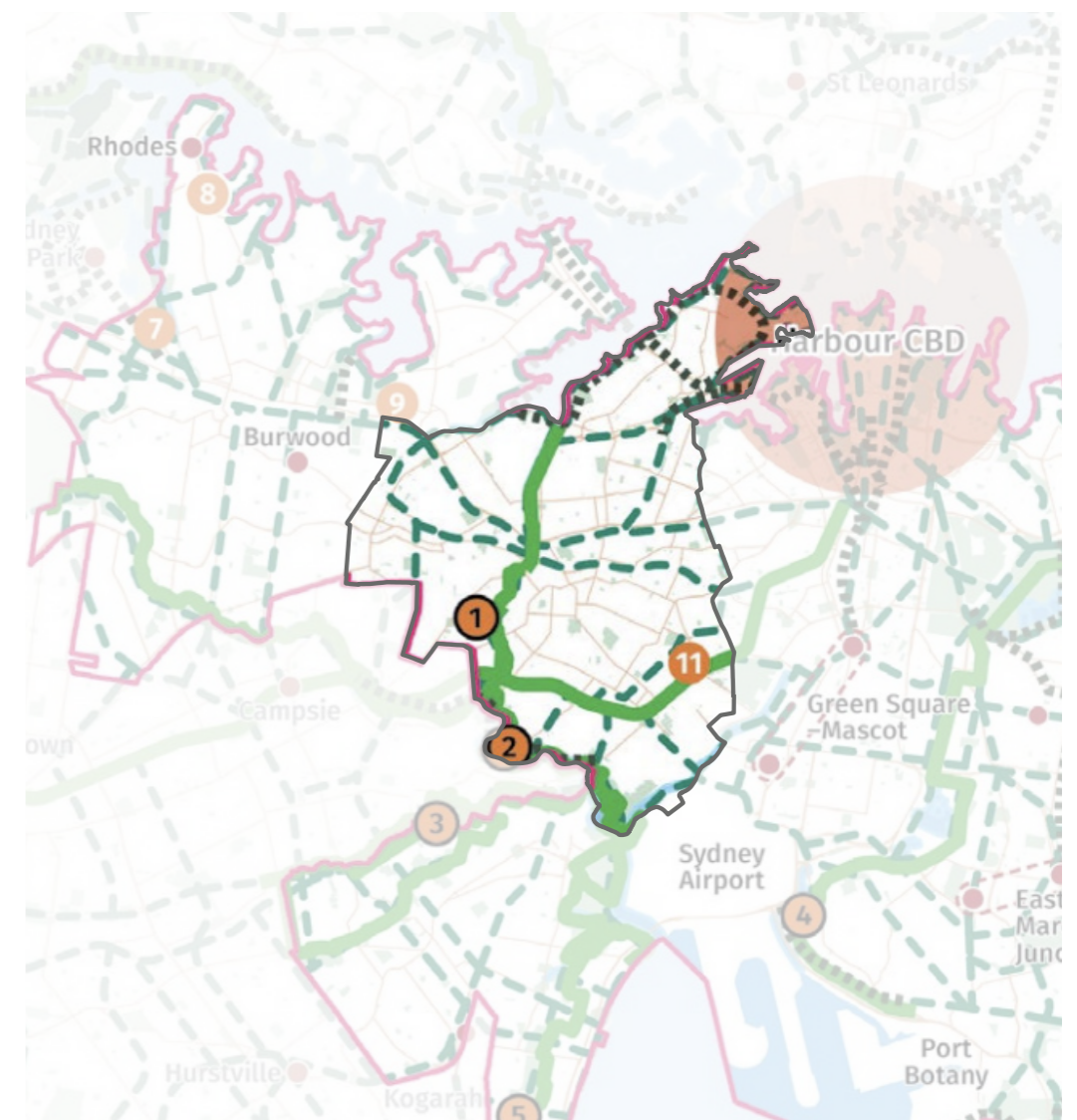
“The vision for Greater Sydney as a metropolis of three cities – the Western Parkland City, the Central River City and the Eastern Harbour City and a 30 minute city – will see the Eastern City District become more innovative and globally competitive, carving out a greater portion of knowledge intensive 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.



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



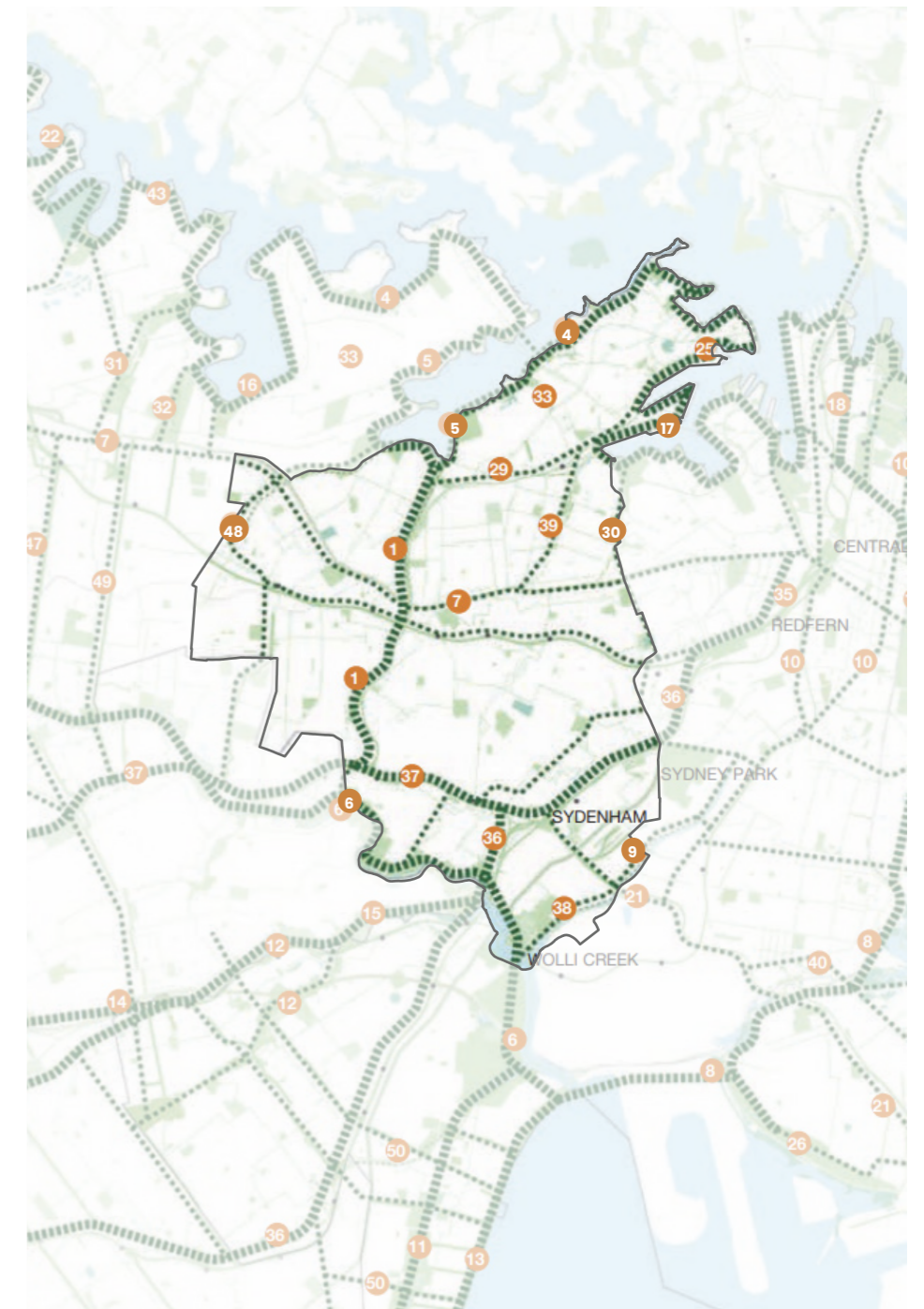
Sydney Green Grid
Central District
2017

“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.

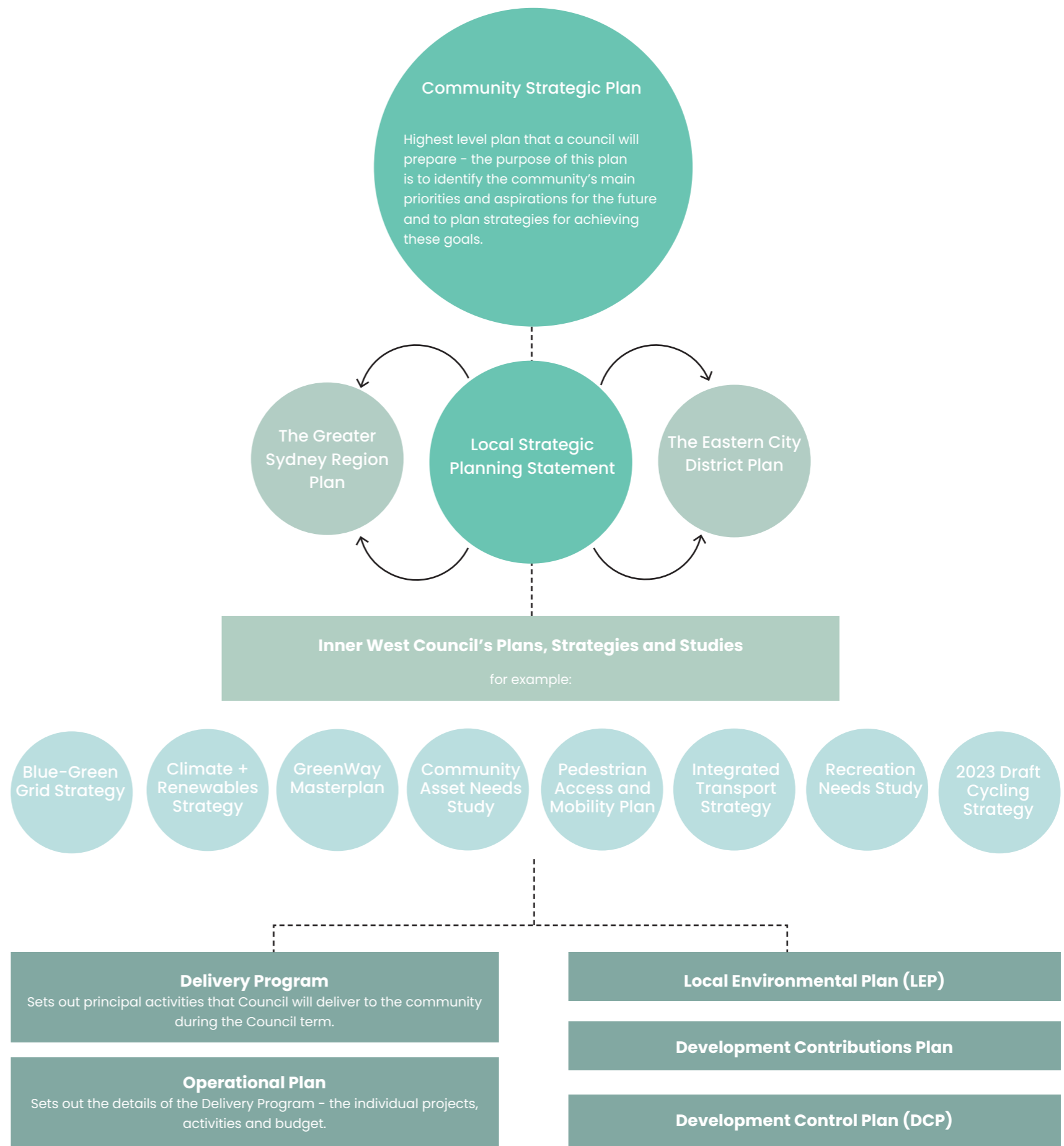
This strategy will help Council achieve outcomes:

- 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



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



Inner West Council LGA	SSROC Priority Habitats with High Ecological Value	Remnant Vegetation
Ferry Wharf	Wildlife Corridor (to be extended to the North)	Existing/Proposed Naturalization Area
Railway Station	Ecological Restoration Area/Bush Care Sites	Water Sensitive Urban Design Infrastructure
Light Rail Stop	Wetland	Existing Swimming Location
Railway Line	Waterways with High Ecological Value	Blue and Green Links
Ferry Route	Existing Swimming Location	Constructed Priority Blue/Green Link
Parks		Partially Constructed Priority Blue/Green Link
		Future Blue/Green Link

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). Reduced reliance on Sydney's drinking water supply. 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. 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. 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 multi-layered 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:



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

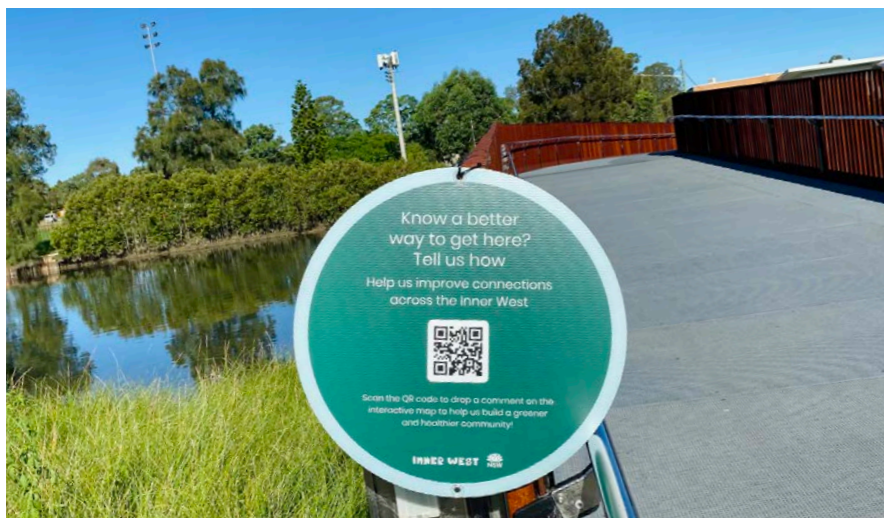
Participants from all suburbs wished to see a long-term plan for enabling residents across the LGA to interact with the Blue-Green Grid. In the short to medium term there is a common vision to naturalise the creeks and rivers in the LGA and activate the banks. In the long term, our community wish for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

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

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 multi-layered 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

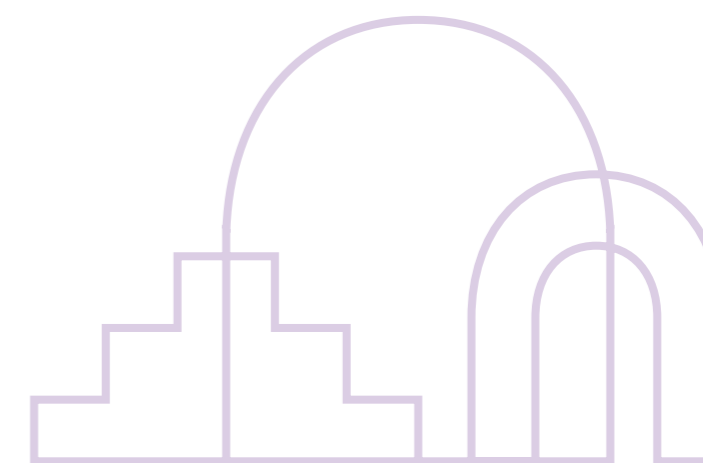
- Acknowledgement and reinstating or traditional creek lines
- Increased partnership with Bushcare
- Improved maintenance practices from Council staff to ensure appropriate weed identification and bushcare practices
- Prioritise the extension of the GreenWay
- Delivery Old Canterbury Rd link within GreenWay 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



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

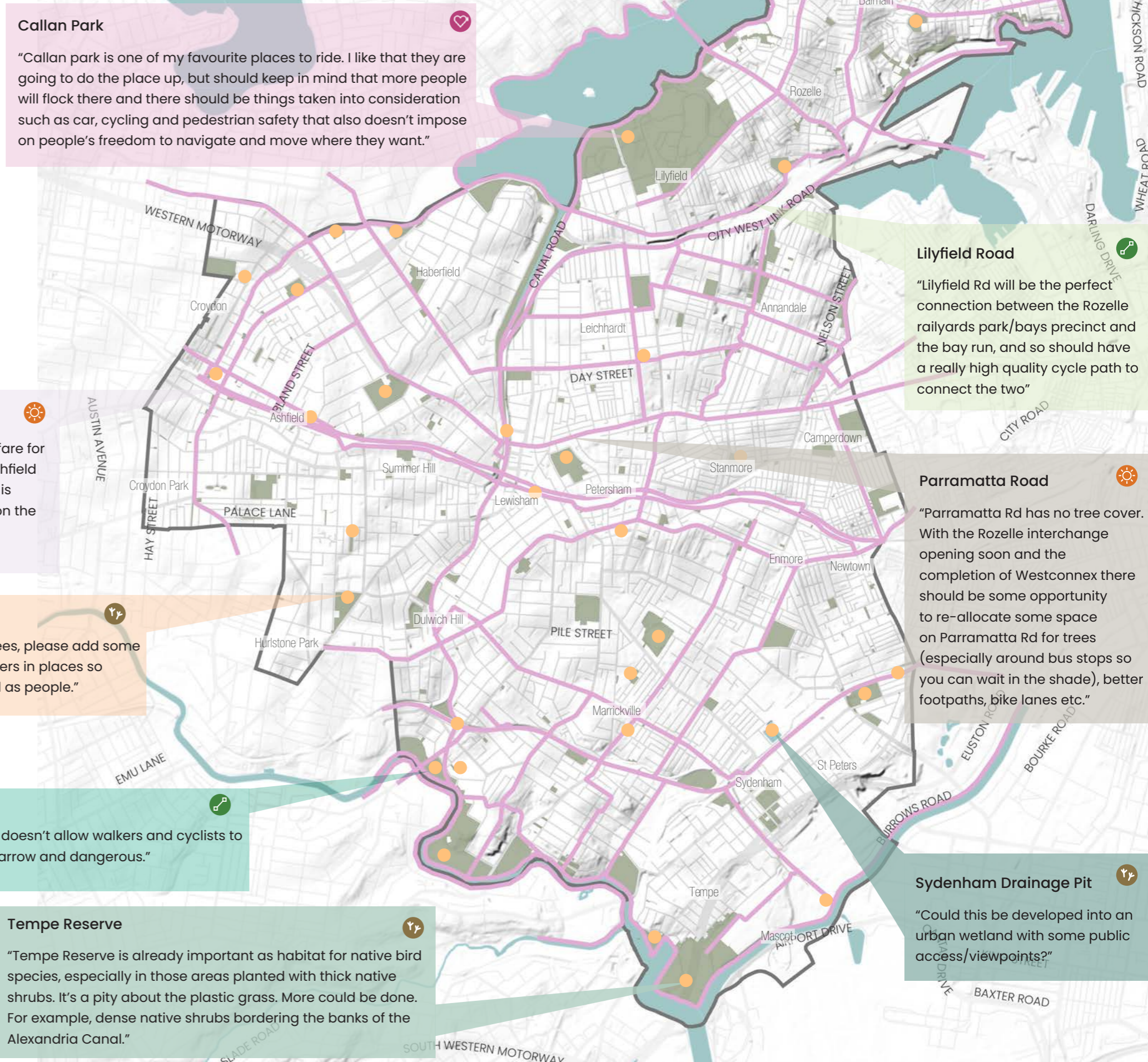
As well as highlighting priority actions for responding to the emerging themes, engagement participants were asked to provide their local knowledge in nominating spaces, places, routes and areas which they believed should be investigated as a priority for responding to each of the 8 emerging opportunities.

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.

Legend

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



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.”

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.”

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.”

Cooks River
 “Wardell Rd Bridge doesn't allow walkers and cyclists to pass each other, narrow and dangerous.”

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.”

Sydenham Drainage Pit
 “Could this be developed into an urban wetland with some public access/viewpoints?”

4.1.7 Public Exhibition of the Draft Blue-Green Grid Strategy

The second phase of consultation took place between 15 September and 22 October 2023. The purpose of the second round of engagement was to check that the draft Strategy reflected initial community feedback. Community members and stakeholders were invited to review and provide comments on the draft Strategy. Feedback was able to be provided through the following engagement methods:

- Online through Your Say Inner West (YSIW) survey and interactive map options
- Pop-up drop-in sessions:
 - Leichhardt
 - Marrickville
- By direct email
- By phone

Participation

- 1315 visits by 816 visitors to the YSIW page
- 80 contributions from 34 contributors
- 7 email submissions were received
- 10 contributors came to 2 pop-ups

What was heard from the community?

90% of survey respondents support the Strategy.

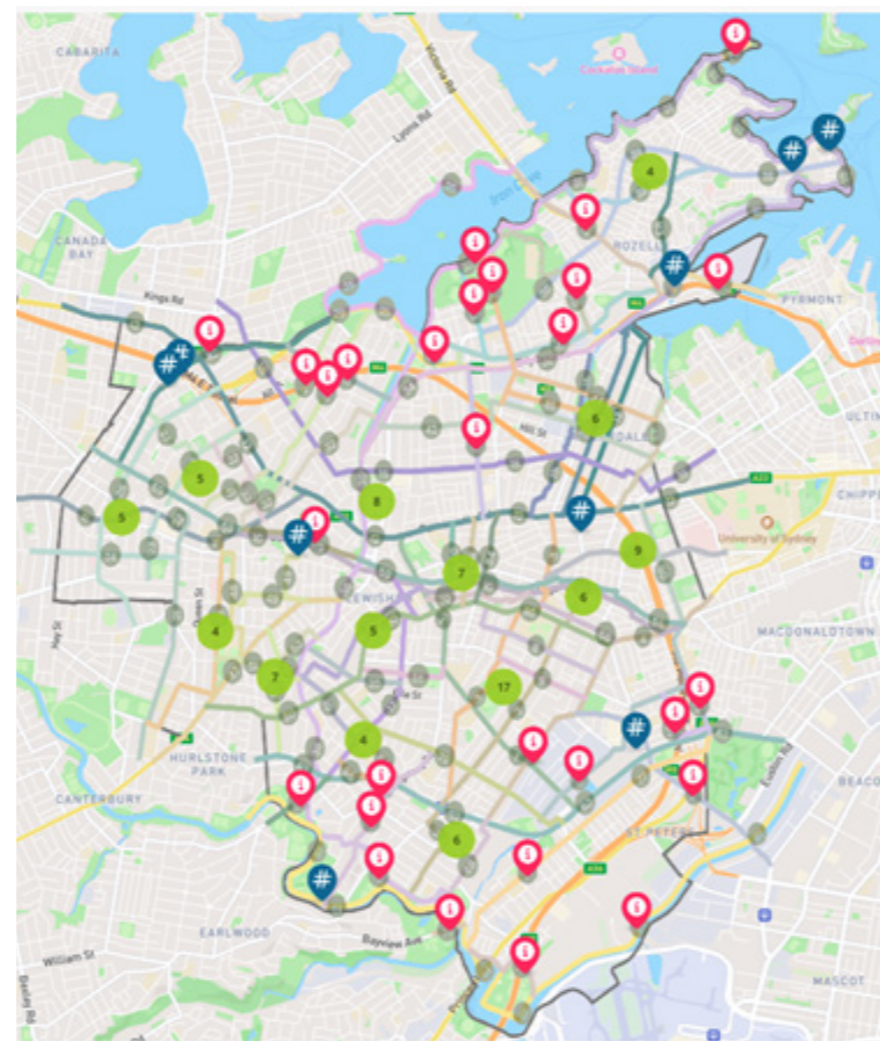
Written feedback was overwhelmingly positive with community members happy to see this work being undertaken by Council. The main themes that emerged were:

- Mapping changes and corrections to links and other geographical features
- Alternate routes for cycle ways and pedestrian paths
- Suggestions for site-specific interventions such as Water Sensitive Urban Design, additional canopy cover, and pedestrian crossings

- Suggestions for strengthening habitat for local fauna such as multi-layered vegetation for small birds to improve biodiversity outcomes
- More detail on implementation with clearer metrics to evaluate the success of the Strategy
- Requests for advocacy to influence projects or assets held by State government

Draft Blue-Green Grid Strategy Updated

Council has considered all responses and changes have been included in the final version of the Blue-Green Grid Strategy.



Comments from the Public

“Looks great. Design is sensible and absolutely agree with the direction here.”

“This is a great initiative and thanks so much for increasing tree coverage and pedestrian cycling infrastructure”

“The construction of the Southwest Light Rail brings a great opportunity to construct a Greenway along the train line - would be fantastic!”

“Love the idea of neighbourhood parklets. These could serve as public backyards for med-high density areas.”

NARDIS

NARDIS

innerwest.nsw.gov.au

innerwest.nsw.gov.au

Inner We



Food recycling is good. 90% of food waste can be recycled.



innerwest.nsw.gov.au





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



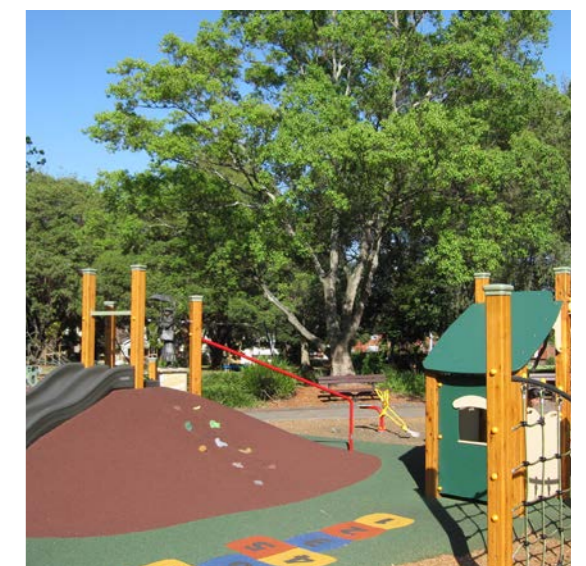
Connecting ecological corridors

- 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

282 Parks

278 Council-owned parks totalling 256 hectares

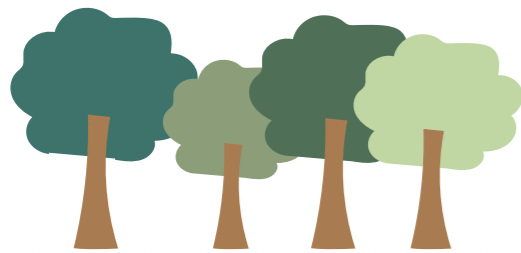
4 State-owned parks

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



The Inner West Blue-Green Grid



Consists of 85 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

Connecting with Country, Government Architect

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

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)

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 overlaid 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.

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, where the links were overlapped with the LSPS Green Grid Map and indicate recommendations to better respond to the grid.



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.



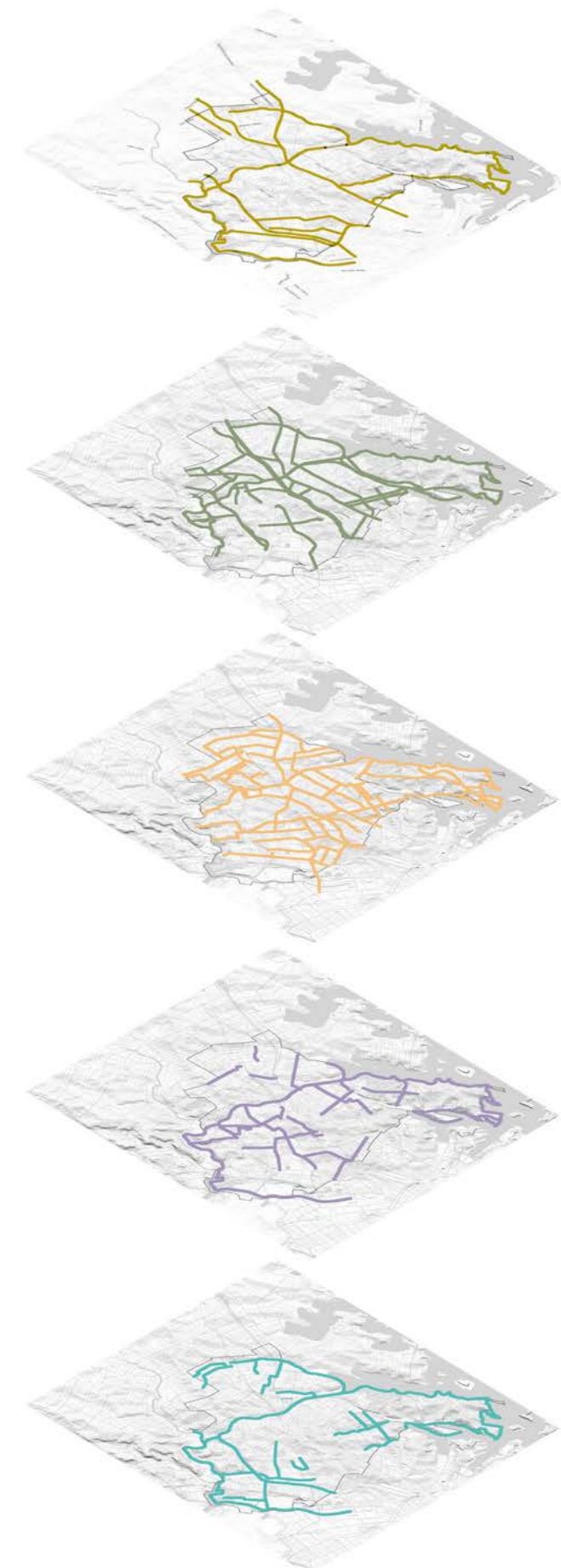
Recreational

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.





7. The Grid



7.1 The Inner West Blue-Green Grid

The Inner West Blue-Green Grid forms a web of 85 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 of the local community by creating a green trellis across the Local Government Area, better equipping 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 greenery. It will provide culture, public art and temporary activations, enhance Aboriginal heritage, and contribute towards the community's sense of place and stewardship.



Legend

- Inner West LGA Boundary
- Parks and Open Spaces
- Waterways, rivers and creeks
- The Inner West Blue-Green Grid
- Continuation of link in neighbouring Council

0 1 2 km



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

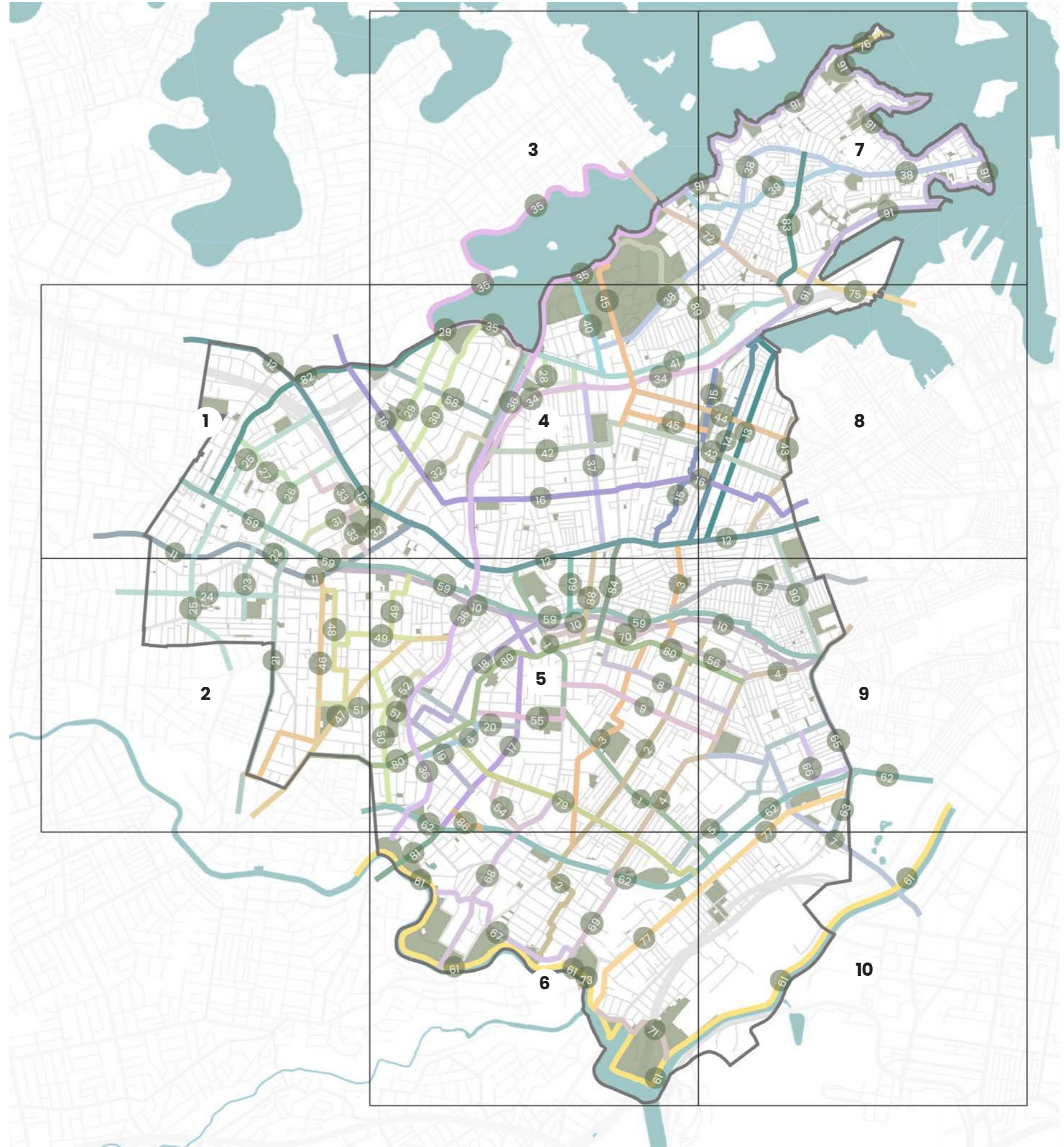
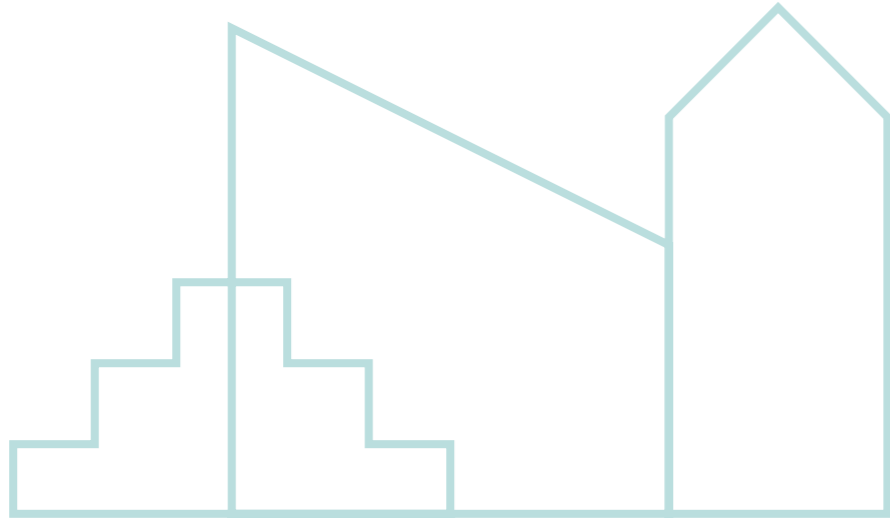


Bourke Street Cycleway is a 3.4 km active transport corridor across a traffic-congested area of inner city Sydney consisting of dense planting, and separate cycleways.

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.



7.3.1 Precinct 1



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



Blue-Green Grid Links

- Southern Link of Newtown to Croydon train line
- Liverpool Road
- Parramatta Road
- Marion Street between Ramsay Street to Johnstons Creek
- Holden Street connecting Ashfield Station to Canterbury Park
- Hercules Street
- Knox Street to Pratten Park via Park Lane
- Peace Park to Parramatta Road via Milton Street and Frederick Street
- Ashfield Station to Parramatta Road along Bland Street
- John Street to Bland Street
- Orpington Street
- Hawthorne Light Rail Stop to Bruce Street Reserve
- Bland Street to Liverpool Road
- Northern Link of Newtown to Croydon train line
- 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

Places

- Ashfield Park
- Reg Cody Reserve
- Hammond Park
- Wadim (Bill) Jegorow Reserve

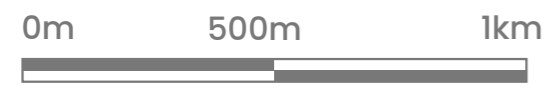
Number	Link	Suburbs	Link Description	Possible Opportunities & Improvements	ATSIACH	Ecology	Connectivity	Hydrology	Recreation
10	Southern Link of Newtown to Croydon train line	Newtown, Stanmore, Petersham, Lewisham, Summer Hill, Ashfield, Croydon	A key rail corridor that crosses through a biodiversity corridor at the GreenWay. Link is comprised 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, WSUD 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 Parramatta 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 Algje 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.					
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.					

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: - improvements to footpaths and crossings to ensure they safe and accessible access to key destination. Additional wayfinding would also benefit this link. - 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 - additional vegetation and tree plantings to increase biodiversity, canopy cover and shade along the link - 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. 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.			●	●	●
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 areas adjacent to the rail corridor in addition to consideration of areas that could accommodate increased tree canopy, multi-layered vegetation, and 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.	●	●	●	●	●

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



Blue-Green Grid Links

- Southern Link of Newtown to Crocydon train line
- Liverpool Road
- Holden Street connecting Ashfield Station to Canterbury Park
- Hercules Street
- Knox Street to Pratten Park via Park Lane
- Holden Street to Brighton Street via Arthur Street
- Peace Park to Parramatta Road via Milton Street and Frederick Street
- Hawthorne Light Rail Stop to Bruce Street Reserve
- Victoria Street between Liverpool Road and Hanks Street
- Canterbury Road and Old Canterbury Road
- Yeo Park to Liverpool Road via Prospect Road
- Victoria Square Reserve to Summer Hill Village
- Yeo Park to Arlington Light Rail Stop
- Northern Link of Newtown to Crocydon train line
- Southern Trainline
- New Canterbury Road and Stanmore Road

Places

- Yeo Park
- Peace Park
- Allman Park
- Cecile Herman Park
- John Paton Reserve and Henson Street Pre-School
- Trinity Grammar School
- 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**

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 comprised 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, WSUD 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 Parramatta 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: - improvements to footpaths and crossings to ensure they safe and accessible access to key destination. Additional wayfinding would also benefit this link. - 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 - additional vegetation and tree plantings to increase biodiversity, canopy cover and shade along the link - 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.					
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.					

Link	Suburbs	Link Description	Possible Opportunities & Improvements	ATSIACH	Ecology	Connectivity	Hydrology	Recreation
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. Future opportunities to pedestrianise parts of Lackey Street have been raised by the community.		●	●		
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 areas adjacent to the rail corridor in addition to consideration of areas that could accommodate increased tree canopy, multi-layered vegetation, and verge and private garden plantings should be investigated.		●	●		
62 East West Pedestrian Cycle Link (Former Sydenham to Bankstown Open Space Corridor Strategy)	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 deliver natural areas along the rail corridor to increase areas of natural habitat for native flora and fauna.	●	●	●	●	
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.			●		●

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

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



Blue-Green Grid Links

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

Places

- Callan Park
- King George Park
- 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*

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. Preserving natural parts of Callan Park are a priority for the community as places for contemplation and exploration.	●	●	●	●	●
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 known 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. 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: <ul style="list-style-type: none"> - improvements to footpaths and crossings to ensure they safe and accessible - providing cycle paths and where possible allowing these to be separated from pedestrians and vehicles - additional vegetation and tree plantings to increase biodiversity, canopy cover and shade along the link - provision for incorporation of WSUD elements - provision of spaces for public art and cultural activation - recognition and celebration of Aboriginal and Torres Strait Islander culture and histories Any improvements to this link should also consider appropriate connections into the future Rozelle Parklands.	●		●	●	

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.	<p>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.</p> <p>Other opportunities for this parkland and surrounds based on identified grid functions include:</p> <ul style="list-style-type: none"> - Recognise and celebrate Aboriginal and Torres Strait Islander culture and histories - Provide public art and cultural activation in public spaces and parks - Recognise and promote the areas of heritage significance - Protect, enhance and increase areas of habitat for native flora and fauna - Provide additional swimming and recreational opportunities <p>Note: Callan Park is owned by the NSW Government and the identified links and opportunities will be further developed in partnership with Greater Sydney Parklands, and where relevant NSW Health.</p>					
91 Parramatta to Sydney Foreshore Link	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.	<p>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.</p> <p>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.</p> <p>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.</p>					

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



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

- 1 Leichhardt Park Aquatic Centre
- 2 Leichhardt Oval
- 3 Orange Grove Public School
- 4 Pioneers Memorial Park
- 5 War Memorial Park
- 6 Lambert Park
- 7 The GreenWay and associated parks
- 8 Ashfield Park
- 9 Algie Park
- 10 Robson Park

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

- T Train Station
- L Light Rail Station
- F Ferry Terminal
- O Local Places



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

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 through 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 Algje 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.					
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.					

Link	Suburbs	Link Description	Possible Opportunities & Improvements	ATSIACH	Ecology	Connectivity	Hydrology	Recreation
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. Preserving natural parts of Callan Park are a priority for the community as places for contemplation and exploration.					
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.	<p>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</p> <ul style="list-style-type: none"> - public art and cultural activation in public spaces and parks - protecting, enhancing and increasing wildlife corridors and areas of habitat for native flora and fauna - Providing safe, accessible footpaths and cycleways - Recognising and celebrating Aboriginal and Torres Strait Islander culture and histories in significant locations as they are identified along the link <p>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:</p> <ul style="list-style-type: none"> - 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 - Bay Run path and lighting upgrade - in-corridor works involving the construction of a shared path, lighting and landscaping <p>Community feedback identified the need for improved crossings over Parramatta Road at Taverners Hill and at Old Canterbury Road in Lewisham. 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, urban ecology, and recreation improvements.</p>					
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. 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 strong 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.					

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 known 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. 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.				●
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: <ul style="list-style-type: none"> - increasing areas of vegetation that could provide habitat for native flora and fauna within the private and public domain along the link - provision of additional improved cycle infrastructure, where possible separated from vehicular traffic - providing safe and accessible footpaths and crossings along the entirety of the link - integration of WSUD elements into existing open spaces and the streets - protection of areas containing items and places of Aboriginal and Torres Strait Islander significance 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: <ul style="list-style-type: none"> - increasing areas of vegetation that could provide habitat for native flora and fauna within the private and public domain along the link - provision of cycle infrastructure, where possible separated vehicular traffic - providing safe and accessible footpaths and crossings along the entirety of the link - integration of WSUD elements into existing open spaces and the streets 	●	●	●	
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: <ul style="list-style-type: none"> - increasing areas of vegetation that could provide habitat for native flora and fauna within the private and public domain along the link - provision of cycle infrastructure, where possible separated vehicular traffic - providing safe and accessible footpaths and crossings along the entirety of the link - 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: <ul style="list-style-type: none"> - increasing areas of vegetation that could provide habitat for native flora and fauna within the private and public domain along the link - providing safe and accessible footpaths and crossings along the entirety of the link - reduced vehicle speed limits along the road way - integration of WSUD elements into existing open spaces and the streets - 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 multi-layered vegetation and tree plantings to increase canopy cover, biodiversity and shade along the link.		●	●	

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.	<p>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.</p> <p>Other opportunities for this parkland and surrounds based on identified grid functions include:</p> <ul style="list-style-type: none"> - Recognise and celebrate Aboriginal and Torres Strait Islander culture and histories - Provide public art and cultural activation in public spaces and parks - Recognise and promote the areas of heritage significance - Protect, enhance and increase areas of habitat for native flora and fauna - Provide additional swimming and recreational opportunities 	●	●	●		●

7.3.5 Precinct 5



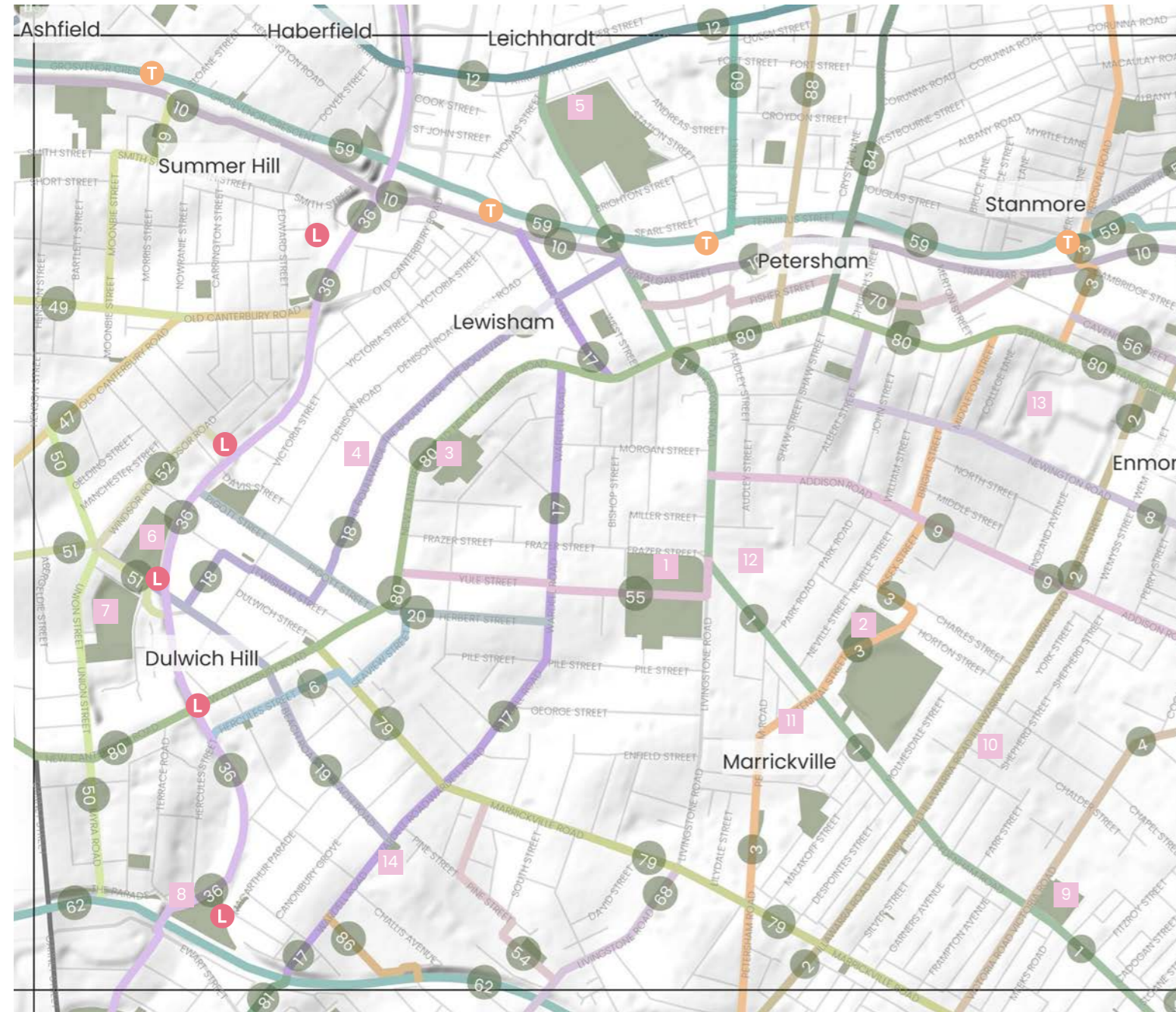
- Precinct Boundary
- Inner West LGA Boundary
- Parks and Open Spaces
- Waterways, rivers and creeks
- The Inner West Blue-Green Grid
- T Train Station
- L Light Rail Station
- F Ferry Terminal
- O Local Places



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
- 6 Hercules Street and Seaview Street link
- 8 Newington Road from Albert Street to Enmore Road
- 9 Addison Road from Enmore Park to Livingstone Road
- 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
- 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
- Train Station
- Light Rail Station
- Ferry Terminal
- Local Places



Places

- 1 Murrickville Park
- 2 Henson Park
- 3 Morton Park
- 4 Lewisham Public School
- 5 Pertersham Park
- 6 Johnston Park
- 7 Arlington Recreation Reserve
- 8 Jack Shanahan Park
- 9 Wicks Park
- 10 Murrickville Public School
- 11 Murrickville High School
- 12 Wilkings Public School
- 13 Newington College
- 14 St. Maroun's College

Relevant Projects and Responsibility

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

Murrickville 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

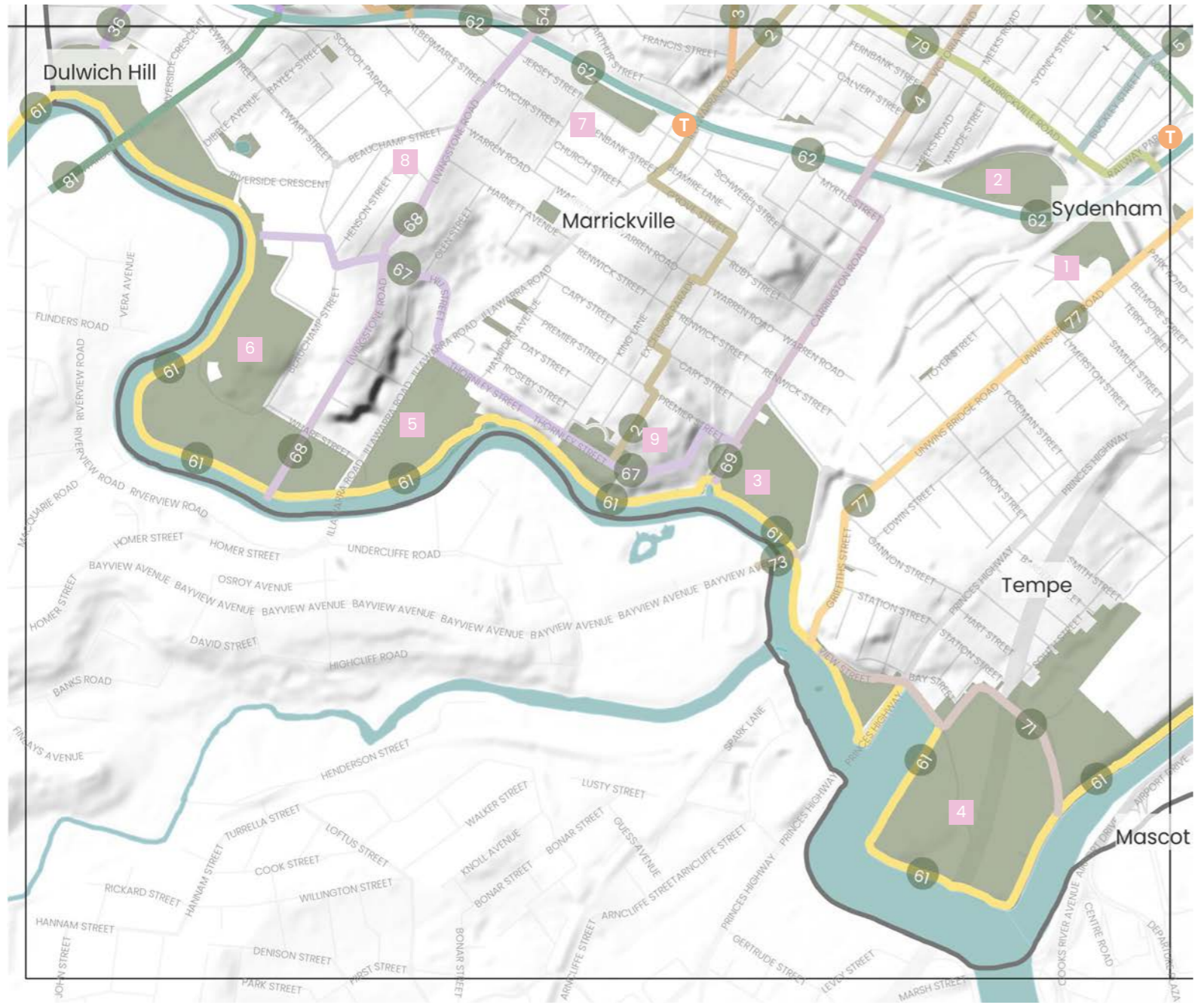
Link	Suburbs	Link Description	Possible Opportunities & Improvements	ATSIACH	Ecology	Connectivity	Hydrology	Recreation
1 Petersham Park to Sydenham Station via Marrickville and Henson Park	Marrickville, Petersham, Sydenham	Link connects major recreational open spaces traveling from Petersham Park at West 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 along with WSUD.		●	●		●
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 a good north-south connection for active transport. 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.	●	●	●		●
6 Hercules Street and Seaview Street link	Dulwich Hill	Link runs along Hercules Street from Beach Road through the Dulwich Hill Town Centre and then onto Seaview Street.	Link will make use of opportunities being investigated by Council to undertake renewal within the Dulwich Hill Town Centre.			●		●
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 Livingstone Road	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 WSUD features. Opportunities exist to improve Addison Road for cyclists and pedestrians, namely at the intersection with Enmore Road and the entrance to Addison Road Community Centre by improving sidewalks, crossings, 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 comprised 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, WSUD and tree planting for shade are other identified improvements along this route.		●	●		

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 Parramatta 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.		●	●		
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.	<p>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</p> <ul style="list-style-type: none"> - public art and cultural activation in public spaces and parks - protecting, enhancing and increasing wildlife corridors and areas of habitat for native flora and fauna - Providing safe, accessible footpaths and cycleways - Recognising and celebrating Aboriginal and Torres Strait Islander culture and histories in significant locations as they are identified along the link <p>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:</p> <ul style="list-style-type: none"> - 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 - Bay Run path and lighting upgrade - in-corridor works involving the construction of a shared path, lighting and landscaping <p>Community feedback identified the need for improved crossings over Parramatta Road at Taverners Hill and at Old Canterbury Road in Lewisham. 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, urban ecology, and recreation improvements.</p>	●	●	●	●	●

Link	Suburbs	Link Description	Possible Opportunities & Improvements	ATSIACH	Ecology	Connectivity	Hydrology	Recreation
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.		●			●
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. Future opportunities to pedestrianise parts of Lackey Street have been raised by the community.		●	●		
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 and multi-layered 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. The community has identified wider streets along and off this link that could potentially accommodate additional street planting and cycle ways.		●	●		
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, verge and private garden plantings, and WSUD.		●			●
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 areas adjacent to the rail corridor in addition to consideration of areas that could accommodate increased tree canopy, multi-layered vegetation, and verge and private garden plantings should be investigated.		●	●		

Link	Suburbs	Link Description	Possible Opportunities & Improvements	ATSIACH	Ecology	Connectivity	Hydrology	Recreation	
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 multi-layered vegetation and tree plantings to increase canopy cover, biodiversity and shade along the link.		●	●		
62	East West Pedestrian Cycle Link (Former Sydenham to Bankstown Open Space Corridor Strategy)	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 deliver natural areas 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.				●	
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.				●	
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.				●	

7.3.6 Precinct 6



Blue-Green Grid Links

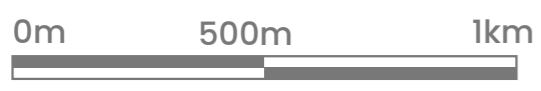
- 1 Petersham Park to Sydenham Station via Marrickville and Henson Park
- 2 From Richard Ave at Cooks River Foreshore along Illawarra Road to Montague Gardens
- 3 Petersham Road to Percival Road
- 4 Victoria Road to Newtown Train Station
- 5 Fraser Park Football Club to Newtown Station
- 36 The Cooks 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 Unwins Bridge (Richard Crescent)
- 77 Unwins Bridge Road
- 79 Marrickville Road
- 81 Wardell Road

Places

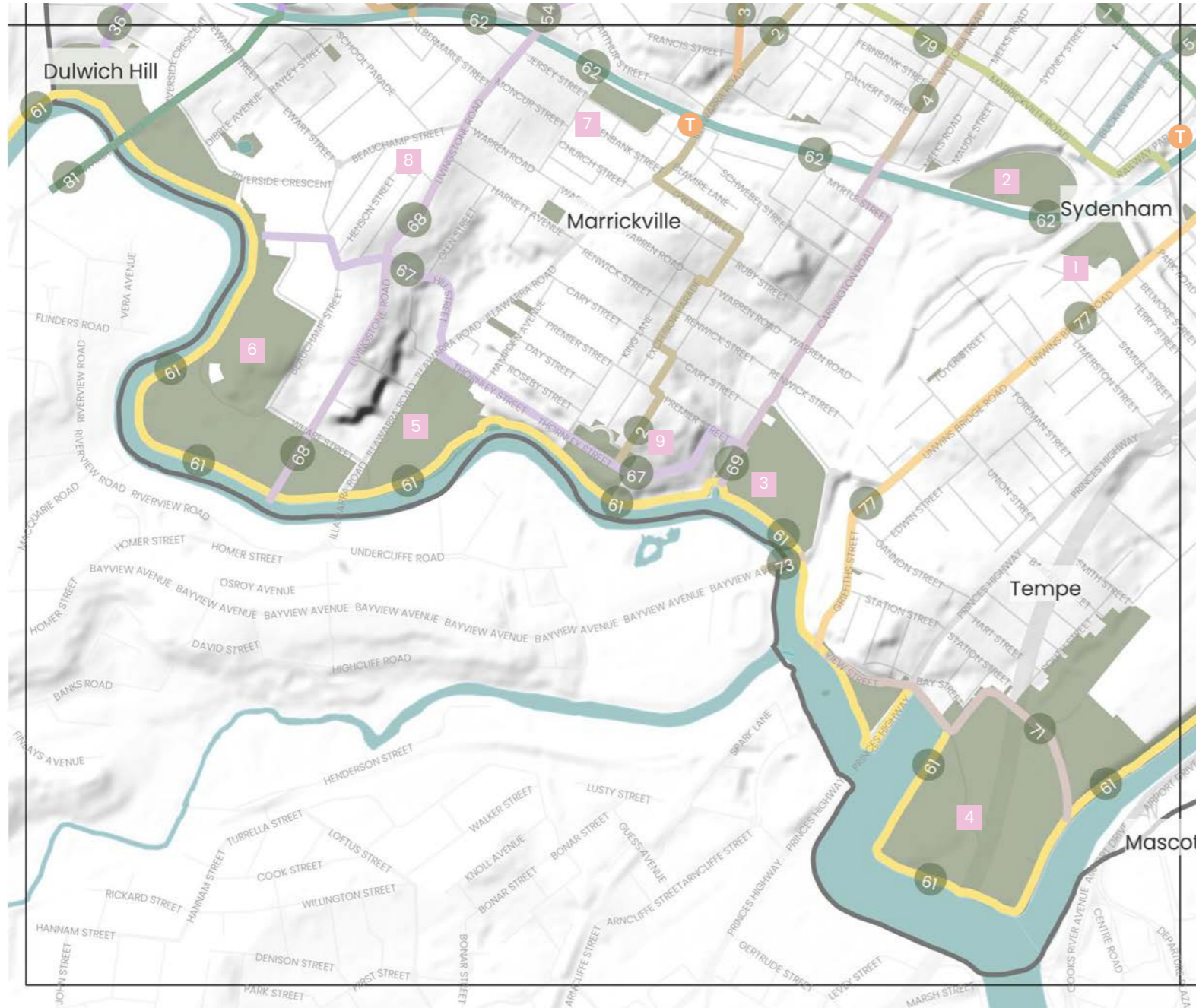
- 1 Tillman Park
- 2 Fraser Park
- 3 Mackey Park
- 4 Tempe Park and Reserve
- 5 Steel Park
- 6 Marrickville Golf Club
- 7 Mc Neilly Park
- 8 Marrickville West Primary
- 9 Ferncourt Public School

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

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



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

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



Relevant Projects and Responsibility

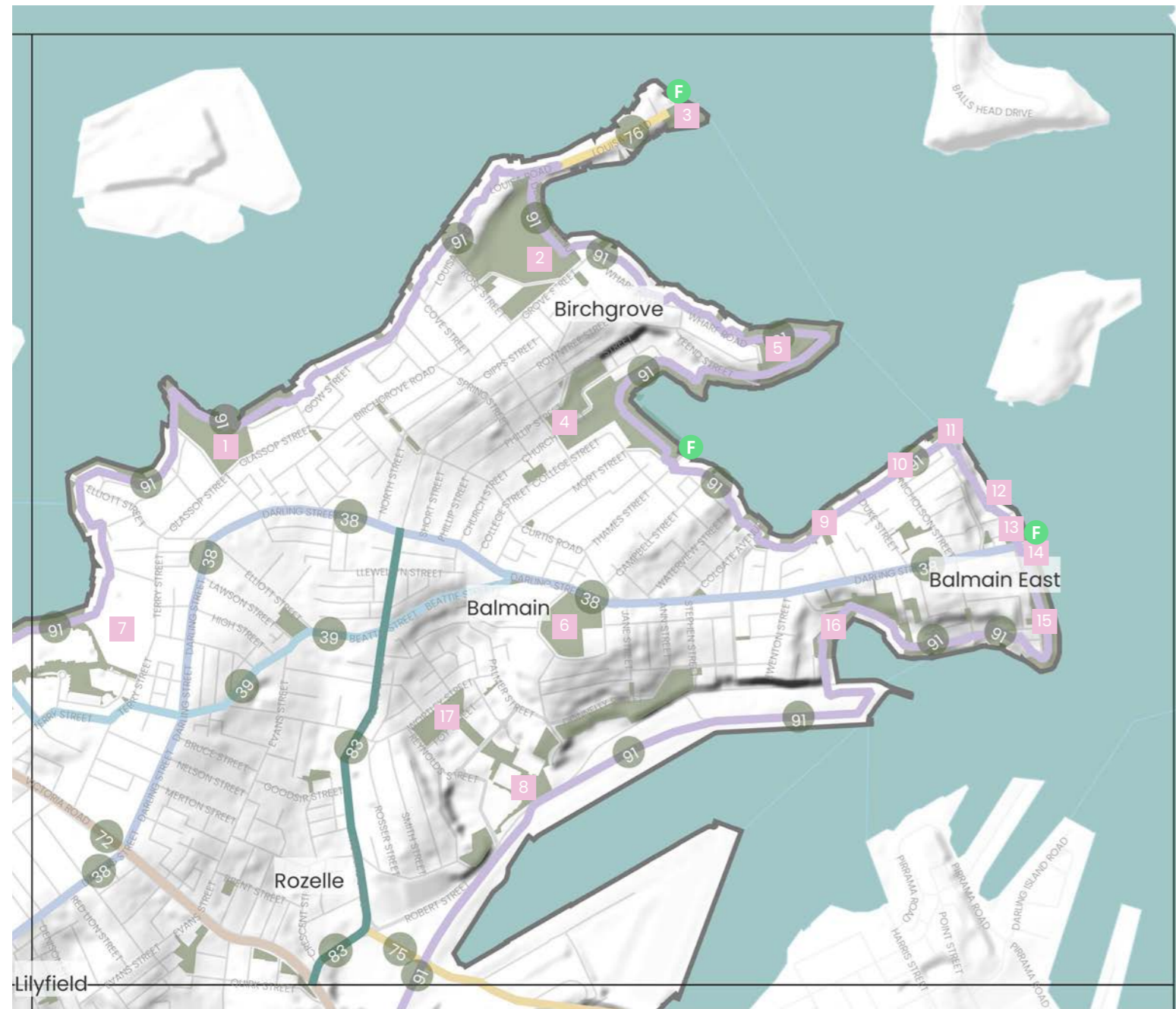
- Cycling Strategy and Action Plan
2022, Inner West Council
- Cooks River Corridor Plan
2022, City of Canterbury Bankstown
- Campsie Town Centre Master Plan
2022, City of Canterbury Bankstown
- Dibble Avenue Waterhole
2021, Inner West Council
- Bayside Priority Green Grid Corridors Spatial Framework
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

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 along with WSUD.		●	●		●
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 a good north-south connection for active transport. 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.	<p>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</p> <ul style="list-style-type: none"> - public art and cultural activation in public spaces and parks - protecting, enhancing and increasing wildlife corridors and areas of habitat for native flora and fauna - Providing safe, accessible footpaths and cycleways - Recognising and celebrating Aboriginal and Torres Strait Islander culture and histories in significant locations as they are identified along the link <p>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:</p> <ul style="list-style-type: none"> - 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) - Bay Run path and lighting upgrade - in-corridor works involving the construction of a shared path, lighting and landscaping <p>Community feedback identified the need for improved crossings over Parramatta Road at Taverners Hill and at Old Canterbury Road in Lewisham. 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, urban ecology, and recreation improvements.</p>	●	●	●	●	●
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.	<p>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.</p> <p>Alexandra Canal is an important connection to central Sydney and offers flat terrain accessible to a diversity of users. This section of the link provides opportunities to deliver additional connectivity and recreational functions, naturalisation of the creek, and to work with adjacent Councils and the State government to deliver these. In addition, this area is part of the NSW Government Sydney Gateway project which will be transformative for the area.</p>	●	●	●	●	●
62	East West Pedestrian Cycle Link (Former Sydenham to Bankstown Open Space Corridor Strategy)	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 deliver natural areas 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.		●	●	●	

Number	Link	Suburbs	Link Description	Possible Opportunities & Improvements	ATSIACH	Ecology	Connectivity	Hydrology	Recreation
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.					
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	Unwins Bridge (Richard Crescent)	Tempe, 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
- Train Station
- Light Rail Station
- Ferry Terminal
- Local Places



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

- 13 Thornton Park
- 14 Illoura Reserve
- 15 Peacock Point Reserve
- 16 Ewenton Park
- 17 Punch Park

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*

Places

- 1 Elkington Park & Dawn Fraser Baths
- 2 Birchgrove Oval
- 3 Yurulbin Park
- 4 Mort Bay Park
- 5 Ballast Point Park
- 6 Gladstone Park & Balmain Hospital
- 7 Sydney Secondary College - Balmain
- 8 Vanardi Green
- 9 Propellor Park
- 10 Zig Zag Reserve
- 11 Simmons Point Reserve
- 12 Lookes Avenue Reserve

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 known 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. 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: <ul style="list-style-type: none"> - improvements to footpaths and crossings to ensure they are safe and accessible - providing cycle paths and where possible allowing these to be separated from pedestrians and vehicles - additional vegetation and tree plantings to increase biodiversity, canopy cover and shade along the link - provision for incorporation of WSUD elements - provision of spaces for public art and cultural activation - recognition and celebration of Aboriginal and Torres Strait Islander culture and histories 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. 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.		●	●	●	●
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.			●		

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 known 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. 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: <ul style="list-style-type: none"> - improvements to footpaths and crossings to ensure they are safe and accessible - providing cycle paths and where possible allowing these to be separated from pedestrians and vehicles - additional vegetation and tree plantings to increase biodiversity, canopy cover and shade along the link - provision for incorporation of WSUD elements - provision of spaces for public art and cultural activation - recognition and celebration of Aboriginal and Torres Strait Islander culture and histories 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. 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.		●	●	●	●
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.			●		

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

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



Blue-Green Grid Links

- Parramatta Road
- Johnston Street including part of the Crescent
- Annandale Street
- Whites Creek via Cohen Park, Whites Creek Valley and Whites Creek Lane
- Marion Street between Ramsay Street to Johnstons Creek
- Hawthorne Canal to The Crescent along City West Link
- Lilyfield Road
- Hawthorne Light Rail Stop to Badu Reserve
- Johnstons Creek
- Piper Street to Johnstons Creek
- Callan Park to Whites Creek Valley
- Victoria Road
- The Bays Precinct to Blackwattle Bay via Glebe Island Bridge
- Callan Park
- Australia Street
- Balmain Peninsula harbour walk

- Whites Creek Valley Park
- Camperdown Park
- 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

Places

- Easton Park
- Glebe Foreshore Parks
- Cohen Park
- Hinsby Park

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 Parramatta 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 through 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 Parramatta 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.		●		●	

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: <ul style="list-style-type: none"> - increasing areas of vegetation that could provide habitat for native flora and fauna within the private and public domain along the link - provision of additional improved cycle infrastructure, where possible separated from vehicular traffic - providing safe and accessible footpaths and crossings along the entirety of the link - integration of WSUD elements into existing open spaces and the streets - 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: <ul style="list-style-type: none"> - increasing areas of vegetation that could provide habitat for native flora and fauna within the private and public domain along the link - provision of cycle infrastructure, where possible separated vehicular traffic - providing safe and accessible footpaths and crossings along the entirety of the link - 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. A current project that will see improvements to this link includes the Parramatta Road Urban Amenity Improvement Program (PRUAIP) – Johnstons Creek. 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. Additionally, the Camperdown Health and Education Precinct within Tech Central holds significant potential for future redevelopment which may unlock opportunities to incrementally deliver this link.	●	●	●	●	●
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: <ul style="list-style-type: none"> - increasing areas of vegetation that could provide habitat for native flora and fauna within the private and public domain along the link - providing safe and accessible footpaths and crossings along the entirety of the link - reduced vehicle speed limits along the road way - integration of WSUD elements into existing open spaces and the streets - 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.			●		●

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.	<p>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:</p> <ul style="list-style-type: none"> - improvements to footpaths and crossings to ensure they safe and accessible - providing cycle paths and where possible allowing these to be separated from pedestrians and vehicles - additional vegetation and tree plantings to increase biodiversity, canopy cover and shade along the link - provision for incorporation of WSUD elements - provision of spaces for public art and cultural activation - recognition and celebration of Aboriginal and Torres Strait Islander culture and histories <p>Any improvements to this link should also consider appropriate connections into the future Rozelle Parklands.</p>	●		●	●		
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.	<p>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.</p> <p>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.</p>				●	●	●
89 Callan Park	Lilyfield	This link travels through Callan Park to Lilyfield Road via Cecily Street.	<p>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.</p> <p>Other opportunities for this parkland and surrounds based on identified grid functions include:</p> <ul style="list-style-type: none"> - Recognise and celebrate Aboriginal and Torres Strait Islander culture and histories - Provide public art and cultural activation in public spaces and parks - Recognise and promote the areas of heritage significance - Protect, enhance and increase areas of habitat for native flora and fauna - Provide additional swimming and recreational opportunities <p>Note: Callan Park is owned by the NSW Government and the identified links and opportunities will be further developed in partnership with Greater Sydney Parklands, and where relevant NSW Health.</p>	●	●	●	●	●	
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.	<p>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. 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.</p>	●	●	●		●	

Link	Suburbs	Link Description	Possible Opportunities & Improvements	ATSIACH	Ecology	Connectivity	Hydrology	Recreation
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91

Parramatta to Sydney Foreshore Link

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.

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.

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



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
- 63 Sydney Park Junction
- 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

Places

- 1 Camperdown Cemetery
- 2 Camperdown Park
- 3 O'Dea Reserve
- 4 Enmore Park

- 5 Camdenville Park
- 6 Simpson Park
- 7 Camdenville Public School
- 8 TAFE NSW - Design Centre Enmore
- 9 Stanmore Public School

Relevant Projects and Responsibility

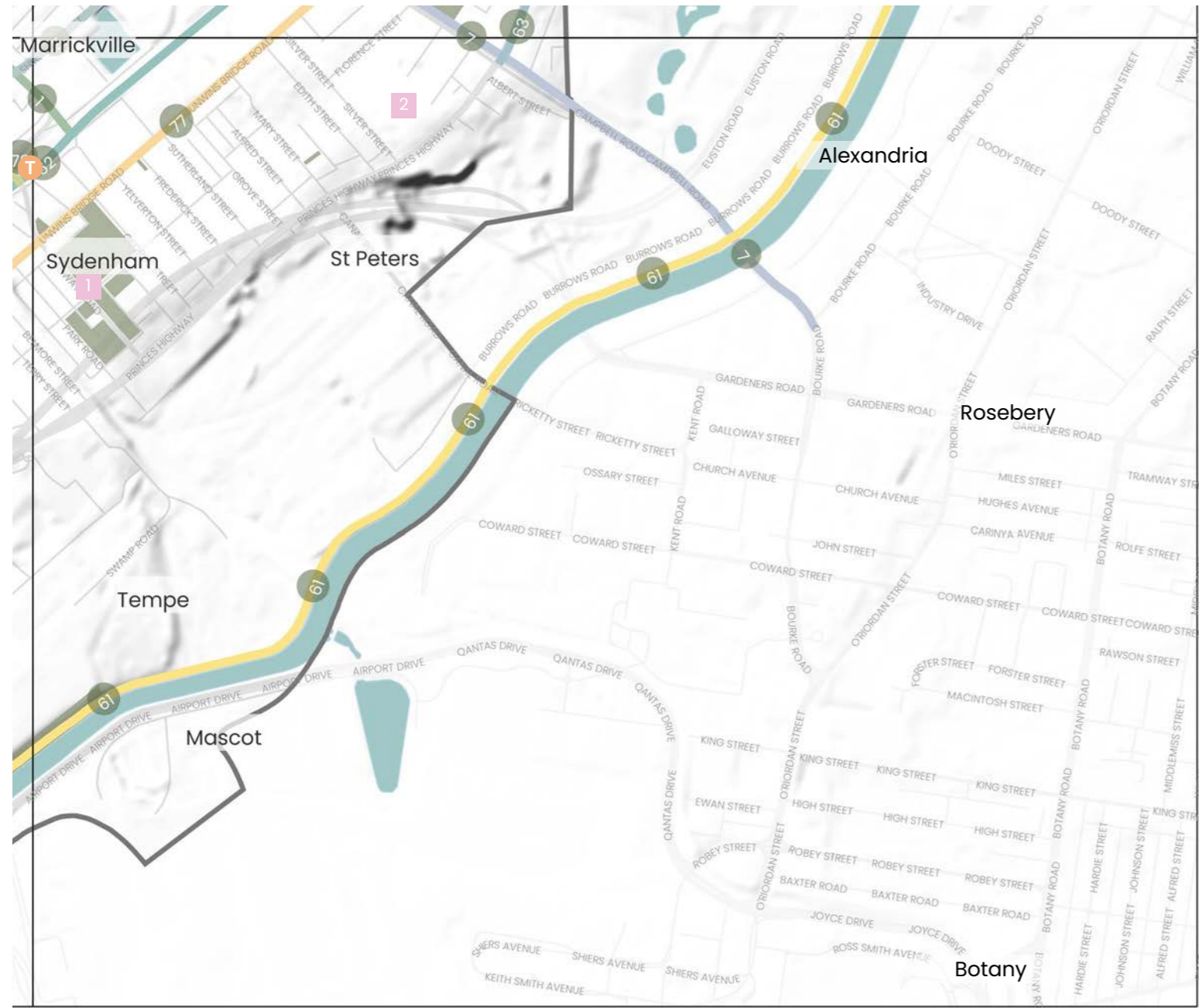
- Streets Alive: Newtown and Enmore Master Plan**
2023, Inner West Council
- Cycling Strategy and Action Plan**
2023, Inner West Council
- St Peters Station Upgrade**
2021, TfNSW/Inner West Council
- Sydney Park Junction**
2021, TfNSW/City of Sydney/Inner West Council
- WestConnex Urban Design and Landscape 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

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 a good north-south connection for active transport. 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 improvement, especially in the industrial areas.	●		●	●	
7	Enmore Park to Sydney Park (along Campbell Street)	Enmore, St Peters, Marrickville, Newtown	The link connects a series of green spaces including Enmore Park, Camdensville 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.	●	●	●	●	●
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 Livingstone Road	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 WSUD features. Opportunities exist to improve Addison Road for cyclists and pedestrians, namely at the intersection with Enmore Road and the entrance to Addison Road Community Centre by improving sidewalks, crossings, 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, WSUD and tree planting for shade are other identified improvements along this route.		●	●		

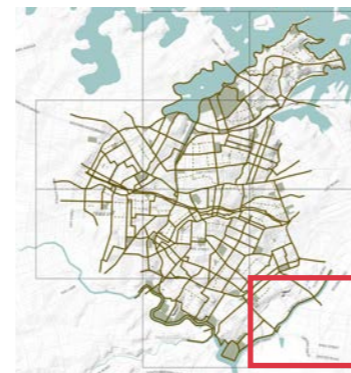
Number	Link	Suburbs	Link Description	Possible Opportunities & Improvements	ATSIACH	Ecology	Connectivity	Hydrology	Recreation
56	Cavendish Street	Stanmore, Enmore	Link runs along Cavendish Street between Holt Street and Enmore Road. It incorporates an existing cycle path connecting with Stanmore Public 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 areas adjacent to the rail corridor in addition to consideration of areas that could accommodate increased tree canopy, multi-layered vegetation, and 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 which should be recognised and promoted in any future works. Alexandra Canal is an important connection to central Sydney and offers flat terrain accessible to a diversity of users. This section of the link provides opportunities to deliver additional connectivity and recreational functions, naturalisation of the creek, and to work with adjacent Councils and the State government to deliver these. In addition, this area is part of the NSW Government Sydney Gateway project which will be transformative for the area.	●	●	●	●	●
62	East West Pedestrian Cycle Link (Former Sydenham to Bankstown Open Space Corridor Strategy)	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 deliver natural areas 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
63	Sydney Park Junction	St Peters, Newtown	Link runs along Sydney Park Road, part of King Street and the Princes Highway to Campbell Street	<p>Transport for NSW, in collaboration with the City of Sydney and Inner West Council, developed the proposal to make the area more enjoyable for walking and cycling while better connecting to Sydney Park’s green space, St Peter’s Station and the King Street precinct.</p> <p>The Sydney Park Junction project would create a people-friendly St Peters through:</p> <ul style="list-style-type: none"> - new prioritised walking links along the Princes Highway for easier movement to St Peters Station, Sydney Park and the King Street precinct - new mid-block crossings on the Princes Highway and Sydney Park Road - better and safer cyclist connectivity between the Princes Highway and St Peters Station, King Street and the green open spaces of Sydney Park - people-friendly, dynamic community spaces for al fresco dining, recreation and entertainment allocated along the Princes Highway, King Street, St Peters Square and Sydney Park Road <p>improving safety and connectivity for all road users</p>					
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.	<p>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.</p> <p>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.</p>					
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 link.					
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.	<p>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.</p>					
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.	<p>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.</p> <p>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.</p>					

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



Blue-Green Grid Links

- Petersham Park to Sydenham Station via Marrickville and Henson Park
- Fraser Park Football Club to Newtown Station
- Enmore Park to Sydney Park
- The Cooks River to Alexandra Canal
- Southern Trainline
- Sydney Park Junction
- Unwins Bridge Road from King Street to The Cooks River

Places

- Sydenham Green
- 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*

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 along with WSUD.					
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 (along Campbell Street)	Enmore, St Peters, Marrickville, Newtown	The link connects a series of green spaces including Enmore Park, Camdensville 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. Alexandra Canal is an important connection to central Sydney and offers flat terrain accessible to a diversity of users. This section of the link provides opportunities to deliver additional connectivity and recreational functions, naturalisation of the creek, and to work with adjacent Councils and the State government to deliver these. In addition, this area is part of the NSW Government Sydney Gateway project which will be transformative for the area.					
62	East West Pedestrian Cycle Link (Former Sydenham to Bankstown Open Space Corridor Strategy)	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 deliver natural areas 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
				<p>Transport for NSW, in collaboration with the City of Sydney and Inner West Council, developed the proposal to make the area more enjoyable for walking and cycling while better connecting to Sydney Park's green space, St Peter's Station and the King Street precinct.</p> <p>The Sydney Park Junction project would create a people-friendly St Peters through:</p> <ul style="list-style-type: none"> - new prioritised walking links along the Princes Highway for easier movement to St Peters Station, Sydney Park and the King Street precinct - new mid-block crossings on the Princes Highway and Sydney Park Road - better and safer cyclist connectivity between the Princes Highway and St Peters Station, King Street and the green open spaces of Sydney Park - people-friendly, dynamic community spaces for al fresco dining, recreation and entertainment allocated along the Princes Highway, King Street, St Peters Square and Sydney Park Road <p>improving safety and connectivity for all road users</p>					
63	Sydney Park Junction	St Peters, Newtown	Link runs along Sydney Park Road, part of King Street and the Princes Highway to Campbell Street						
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.					



A stylized graphic of a city skyline is rendered in a light gray outline against a solid light brown background. The skyline includes a stepped building on the left, a tall thin tower in the center, and a house-like structure on the right. The text '8. Delivering the Grid' is overlaid in white at the bottom left.

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

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.

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

- 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-making



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 ATSIACH 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

8.2 Priority Links

8.2.1 Ranking and Prioritising the Links

The Inner West Blue-Green Grid not only indicates a future strategic direction, but also establishes a ranking criterion in order to ensure that projects benefit community, are aligned with the Blue-Green principles and can be incorporated into other projects in the Council area.

Priority projects were selected based on their relevance to the Blue-Green Grid, their main purpose, community aspirations and local development opportunities and priorities, in order to deliver broader neighbourhood benefits and provide the most benefit to the most people.

A ranking criteria was developed to be closely aligned to the overall aim of each Grid and create a list of the highest value links. The criteria was selected to recognise the changing nature of the LGA and the impact and opportunities that a growing population will provide.

The aim was to establish up to 20 priority links. To achieve this, the 85 links included in the Blue-Green Grid received an overall score out of a possible 22 points. This scoring method will assist Council in the identification of highest value links.

A timeframe is allocated to each link in the Priority Links, these are Short (0-5 years), Medium (5-10 years) and Long (10-15+ years). This is indicative of the commencement of works, not the completion of the entire link.

First criterion: The Grids

The Blue-Green Grid was determined by identifying links with clear functions that align with the goals of the strategy. Each link achieves 1 point for every function it performs (The Aboriginal and Torres Strait Islander, Arts, Culture and Heritage Grid, Recreational Grid, Ecological Grid, Hydrological Grid and Connected Grid) to score a possible 5 points. Using this method identifies links as being more valuable if they have a larger offering.

Second criterion: Community

This criterion considers local community knowledge, needs and aspirations in alignment with a the primary aim of this strategy. The community is able to point out highly valued and travelled routes and highlight potential opportunities to achieve a Blue-Green Grid. Engagement participants provided their local knowledge in nominating spaces, places, routes and areas which they believed should be investigated as a priority. Links that are community priorities obtain 5 points.

Third criterion : Council Priorities

With an in-depth understanding of context and planning, existing documents, funding opportunities and local politics, Council staff have the ability to see the bigger picture and select projects already in the delivery or operational plan to implement these works or similar. Links that have been identified as a Council priority receive a score of 7.

Fourth criterion: Partnerships

Links that are identified as associated with existing projects/partnerships offer quick wins that are easily achievable. Links that are associated with existing projects create good synergies that can be easily incorporated into planning and design through existing Capital Works. Links with associated projects achieve 5 points.

The Criteria were ranked in the following manner

Criterion 1 The Grids					Criterion 2 Community	Criterion 3 Council Priorities	Criterion 4 Partnerships
ATSIACH	RECREATIONAL	ECOLOGICAL	HYDROLOGICAL	CONNECTED	COMMUNITY PRIORITY	COUNCIL IDENTIFIED PRIORITY	ASSOCIATED PROJECT OPPORTUNITY
If the link meets the Grid category it receives the score:	If the link meets the Grid category it receives the score:	If the link meets the Grid category it receives the score:	If the link meets the Grid category it receives the score:	If the link meets the Grid category it receives the score:	If the link is listed as a priority from the community engagement it receives the score:	If the link is identified as a Council priority it receives the score:	If the link can be associated to other opportunities it receives the score:
1	1	1	1	1	5	7	5

8.2.2 Priority Links

The top 20 priority links have been organised into three categories, links that sit within Council's responsibility, links which involve joint implementation with other stakeholders, and links which Council cannot deliver itself and needs to advocate for their delivery by another stakeholder.

Council Responsibility

Link #	Link Name	Timeframe*
3	Petersham to Percival Road	Short
6	Hercules Street and Seaview Street	Further analysis required
15	Whites Creek via Cohen Park, Whites Creek Valley and Whites Creek Lane	Long
34	Hawthorne Canal to The Crescent along City West Link	Long
35	The Bay Run Path from Robson Park to Constellation Playground	Short
36	The Cooks to Cove GreenWay	Short
43	Johnstons Creek	Long
61	Cooks River to Alexandra Canal	Short
76	Louisa Road	Long
82	Iron Cove Creek Corridor	Medium

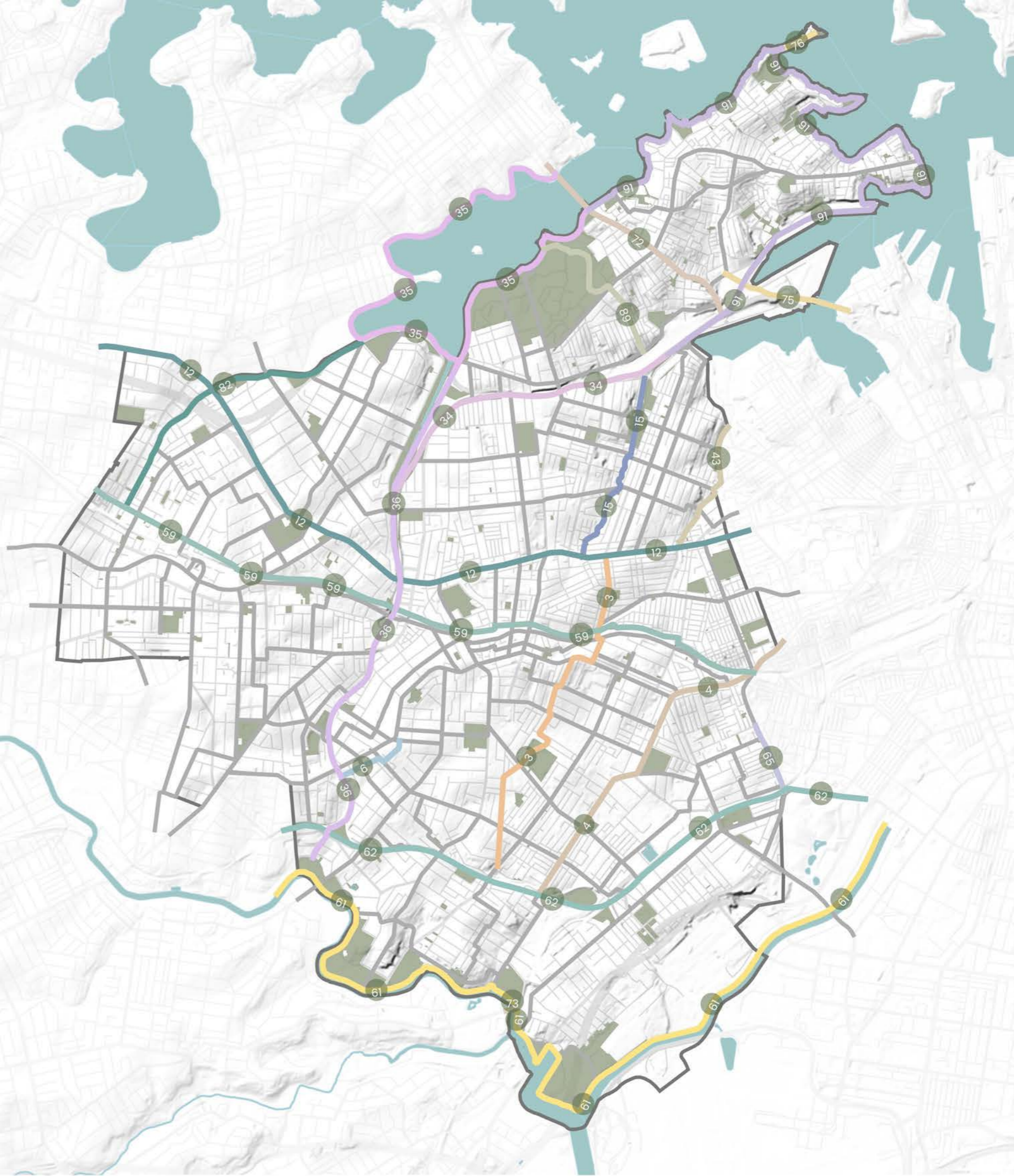
* This is indicative of the commencement of works, not the completion of the entire link

Joint Implementation

Link #	Link Name
4	Victoria Road to Newtown Train Station, Marrickville
12	Parramatta Road
62	East West Pedestrian Cycle Link (Former Sydenham to Bankstown Open Space Corridor Strategy)
65	King Street South

Advocacy

Link #	Link Name
59	Northern Link of Newtown to Croydon train line
72	Victoria Road, Rozelle
73	Unwins Bridge (Richardson Crescent)
75	The Bays Precinct to Blackwattle Bay via Glebe Island Bridge
89	Callan Park
91	Parramatta to Sydney Foreshore Link



9. Appendix



9.1 Appendix A – Sieve Mapping



Mapping Methodology

LSPS Green Grid

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, and established the baseline to start the analysis to be further detailed and developed.

Together with a review of a collection of documents prepared by Council, spatial data was collected to create a technical evidence base to assist in the determination of each link that forms the Blue-Green Grid.

Validating and Testing

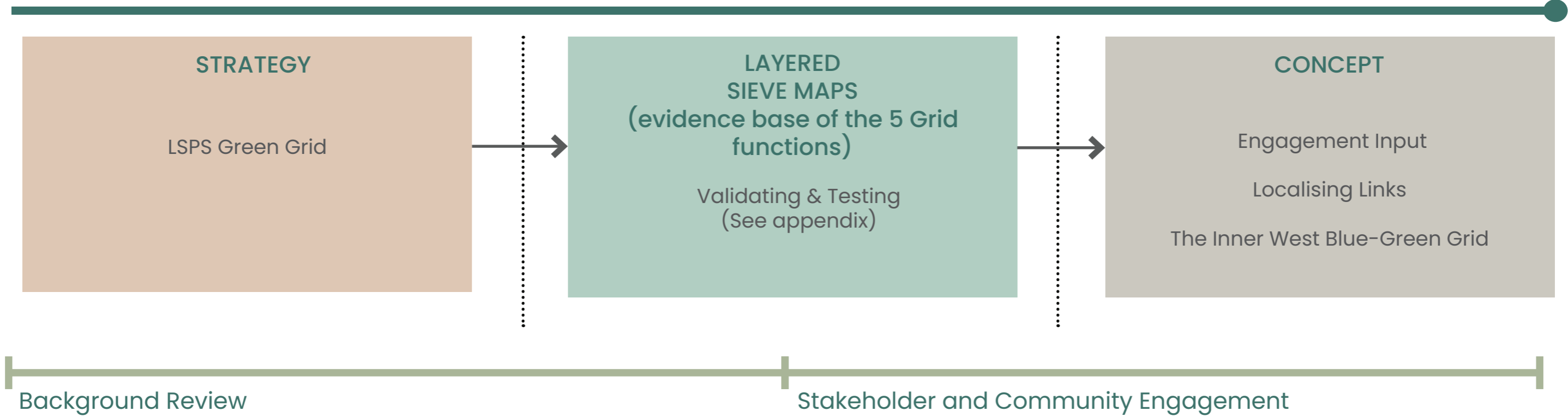
The LSPS Green Grid was tested over multiple sieve maps and with engagement input to see where links were missing or where links could be amended that would better suit the Blue-Green Grid.

Localising Links and Defining the Network

With the previous technical analysis it was possible to localise opportunities and identify new links. This evidence is themed against the LSPS goals to provide a direct link between community, Council and the design.

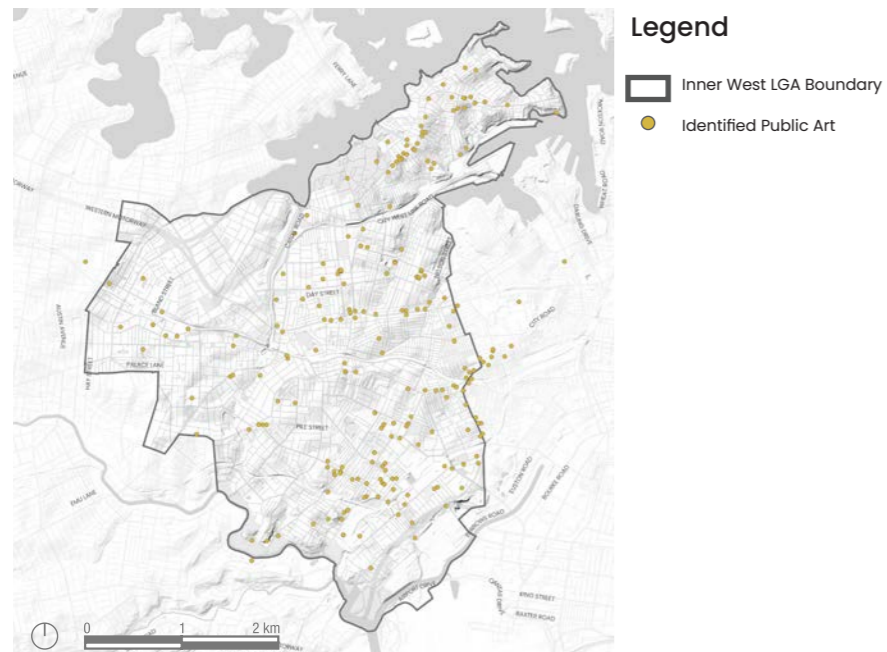
It is extremely important to guarantee that the community is involved and driving the vision. A map was created based on community and stakeholder aspirations, vision, needs and priorities, and additional routes and places were included in the Grid.

Mapping



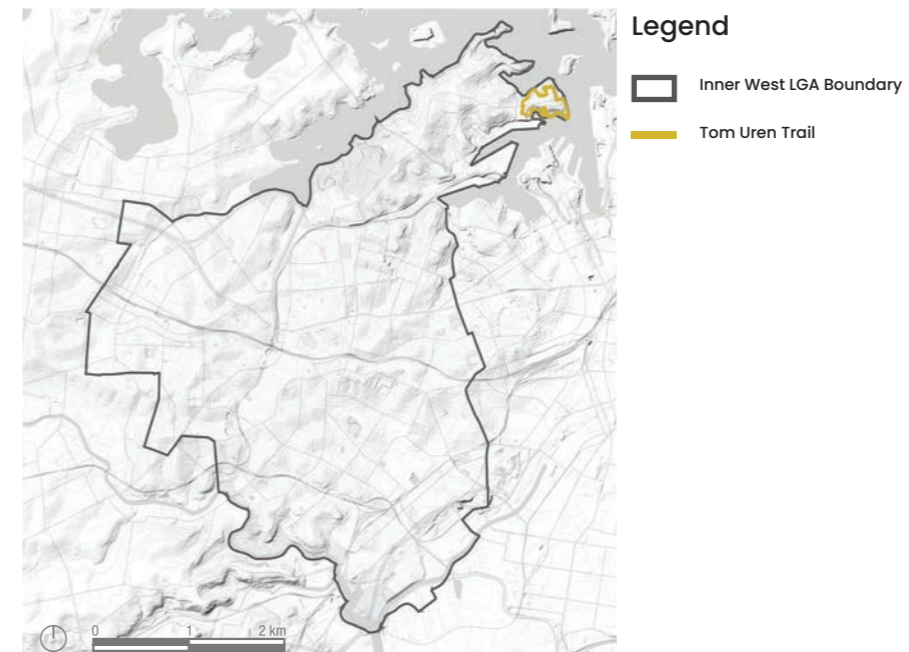
THE ABORIGINAL AND TORRES STRAIT ISLANDER, ARTS, CULTURE AND HERITAGE GRID MAPPING LAYERS

Art Venues



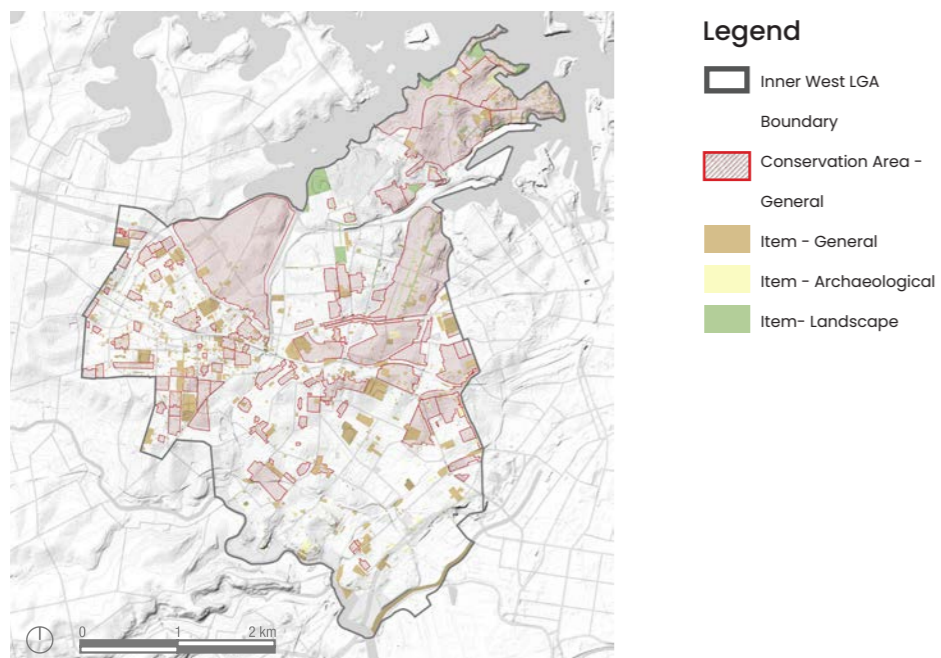
The Grid could incorporate places where public art is found to promote art and culture.

Tom Uren Trail



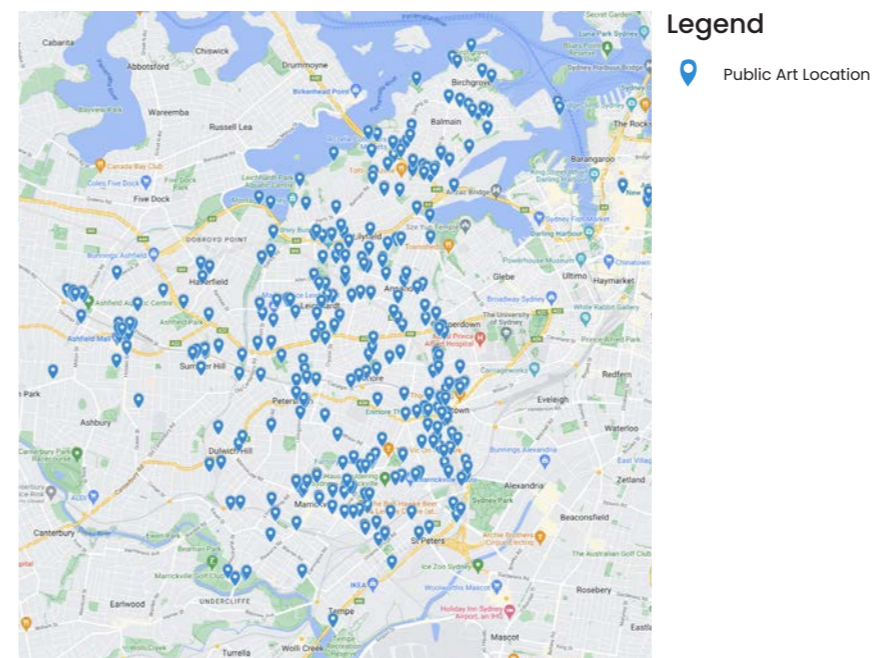
The Tom Uren Trail is named after the politician, Tom Uren who worked to preserve the heritage of Inner Sydney. The trail can be connected to the Grid.

Heritage



Places of heritage can be connected and enhanced throughout the Grid.

Public Art



Public art can be explored through implementation of links through the Blue-Green Grid.

Localising and Defining the Network

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

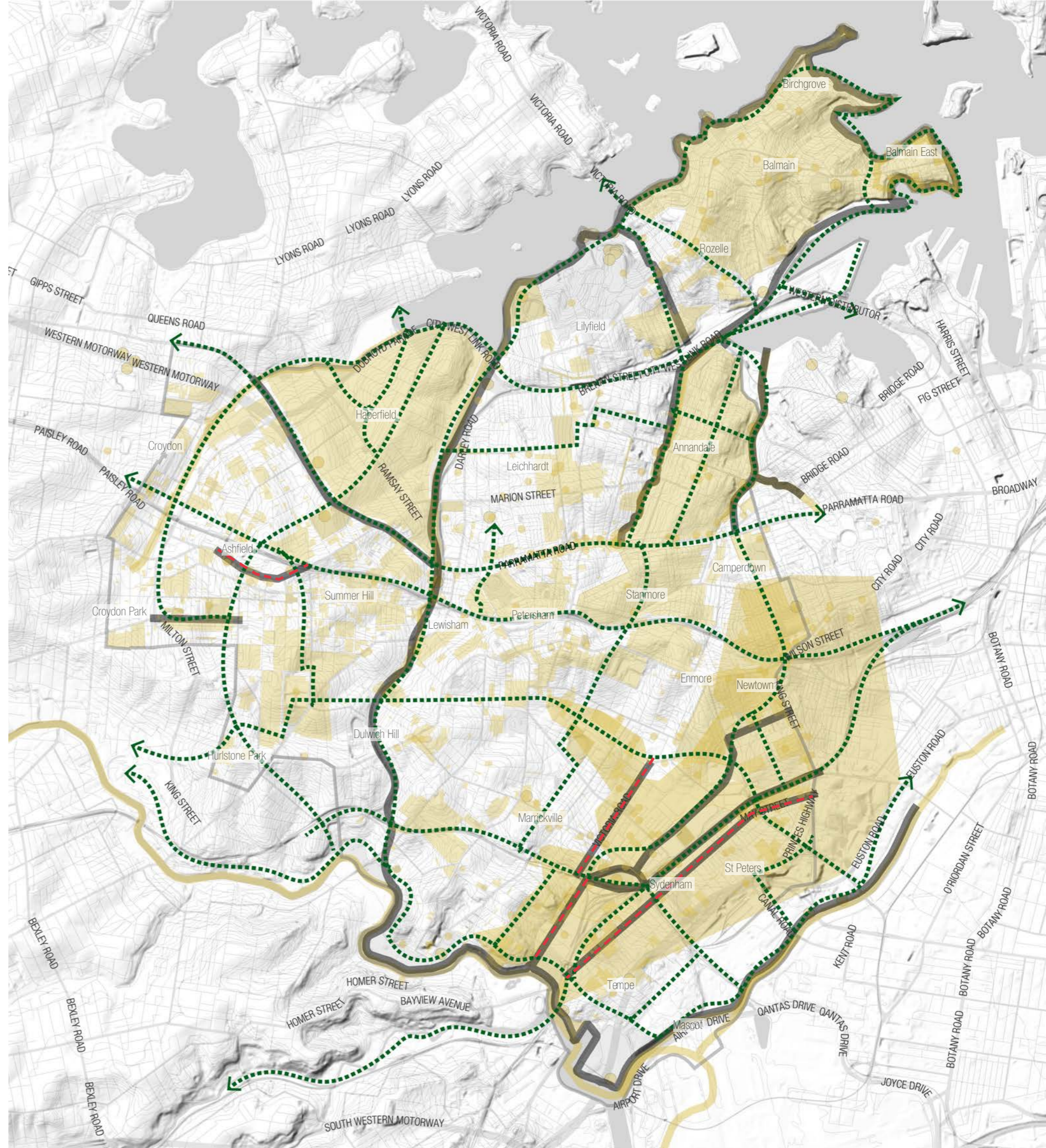
OPPORTUNITIES TO BETTER RESPOND TO THE GRID

Key findings of the ATSIACH Grid Sketch are 4 main routes, improving connectivity between links, indigenous heritage areas and waterways, with focus on Sydenham area.

Legend

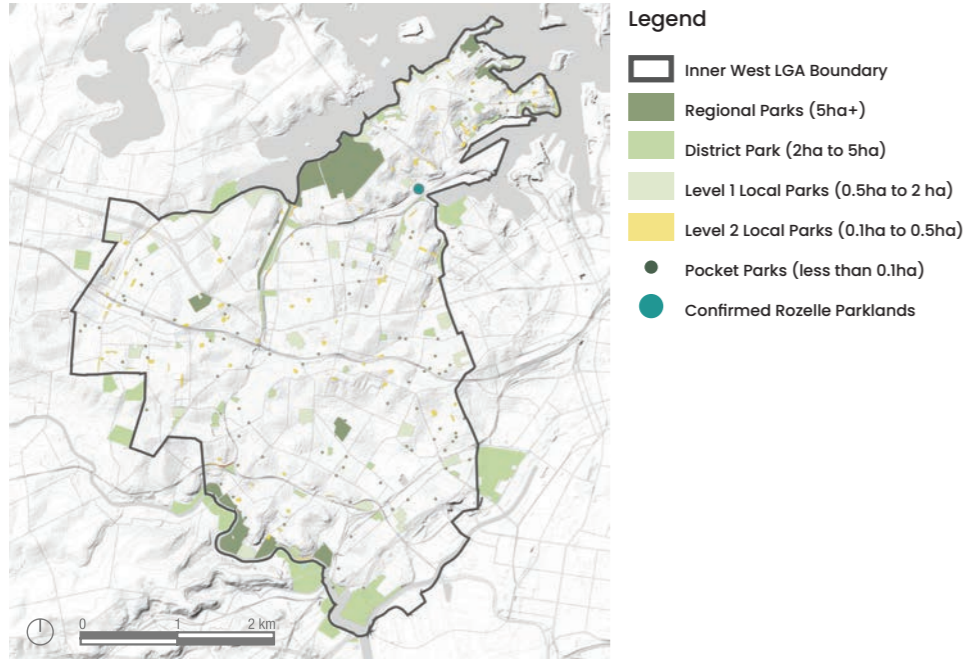
- Inner West LGA Boundary
- 3+ Overlapping Layers
- 1 Layer
- Initial Grid Sketch
- LSPS Blue Green Grid
- Opportunity new links for the Grid

0 1 2 km



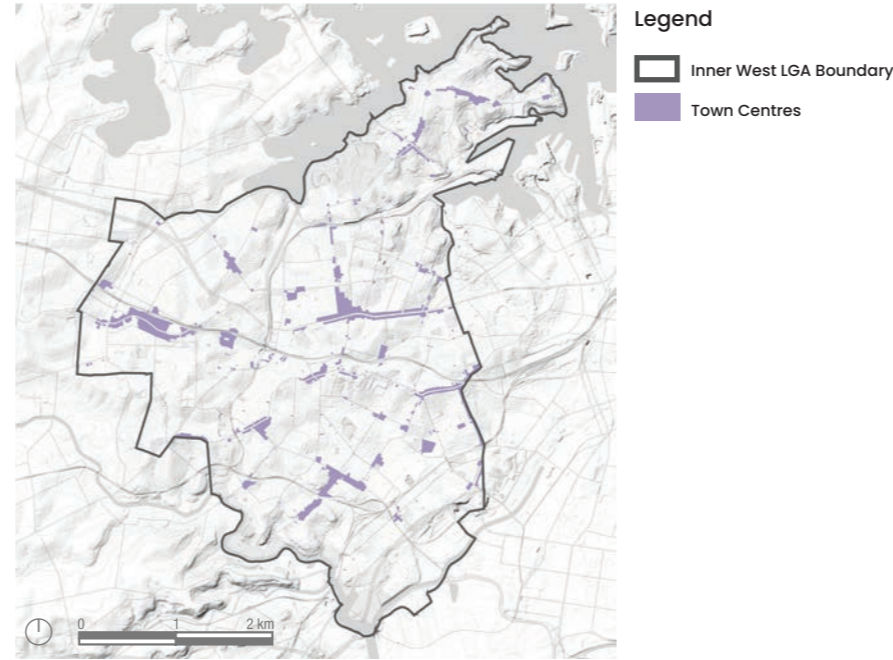
THE RECREATIONAL GRID MAPPING LAYERS

Open Space Network



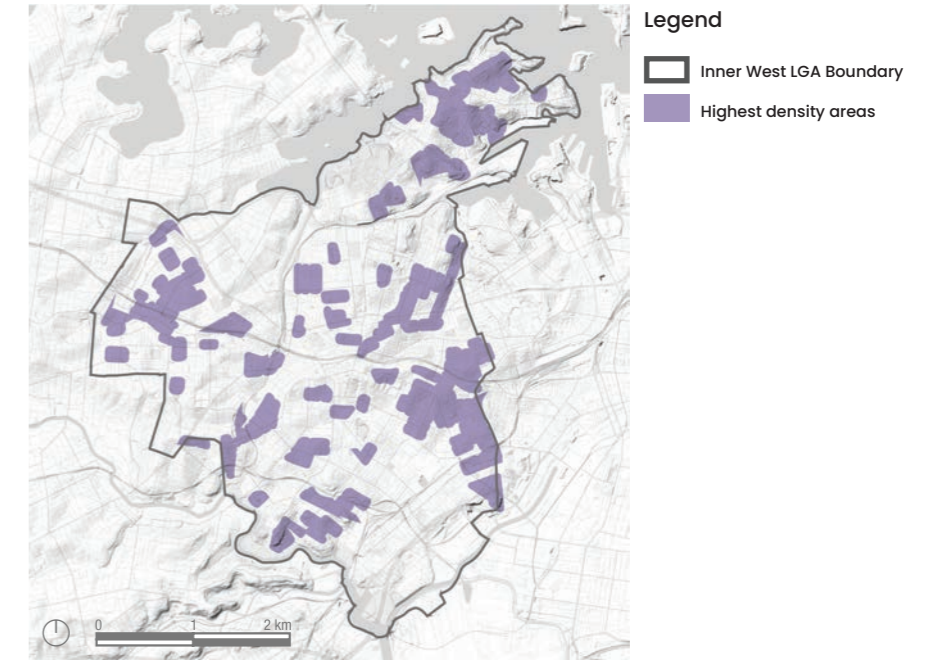
The Recreational Grid will link parks and open spaces and provide loops and routes for people to follow, enhancing access to a diversity of recreational open spaces.

Activity Centres



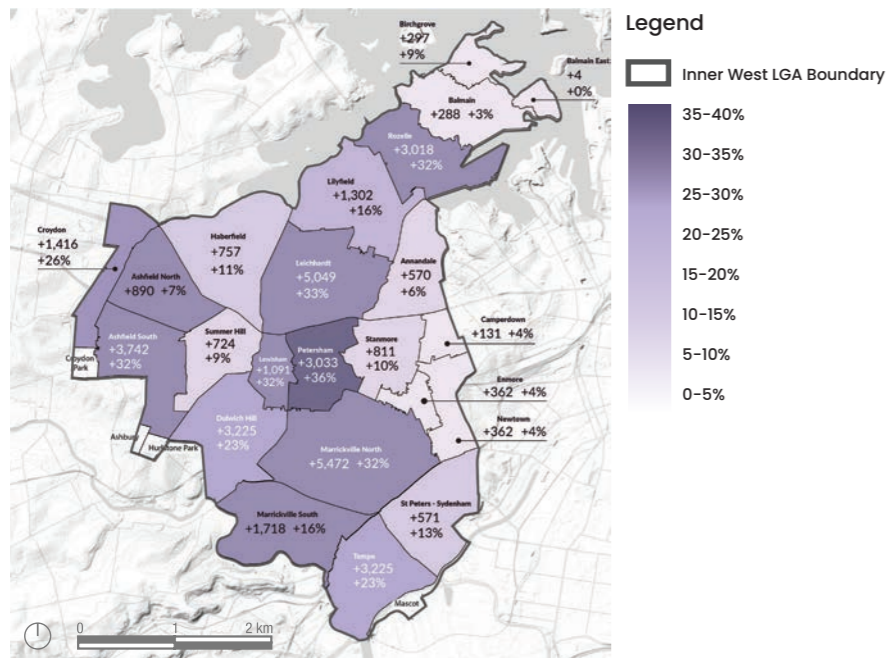
Key town centres are known as places of recreational shopping and eating and so will be connected through the Recreational Grid.

Population Density



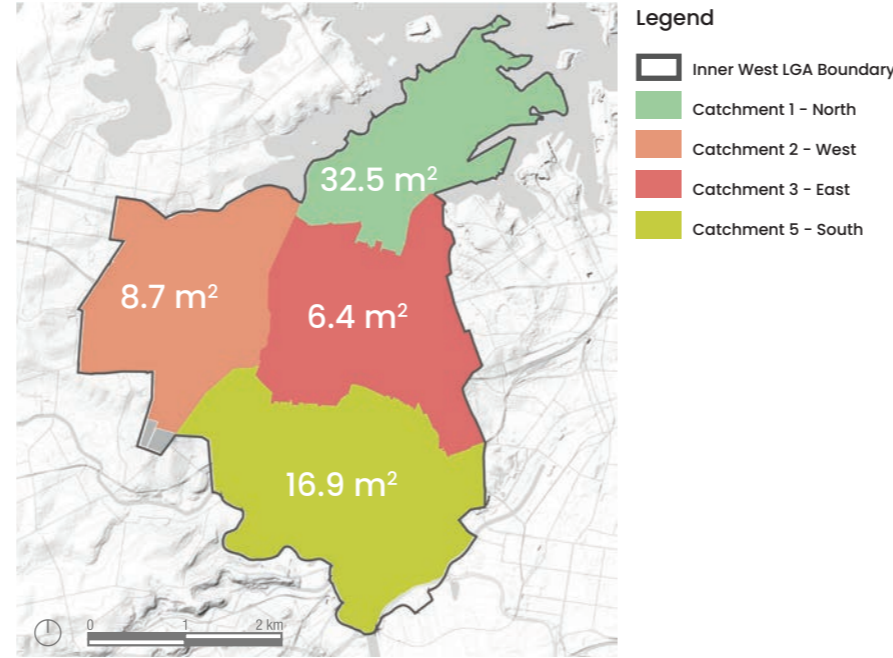
High density areas identify priority areas for implementation of the Recreational Grid, representing larger proportion of people to be positively impacted.

Projected Population Density



High density areas identify priority areas for implementation of the Recreational Grid, representing larger proportion of people to be positively impacted.

Open Space Provision Estimates 2036



The map indicates main areas that lack parks and green open spaces, representing opportunities of improvement with the Recreational Grid.

Lack of Open Space



The map indicates main areas that lack parks and green open spaces, representing opportunities of improvement with the Recreational Grid.

Localising and Defining the Network

THE RECREATIONAL GRID

OPPORTUNITIES TO BETTER RESPOND TO THE GRID

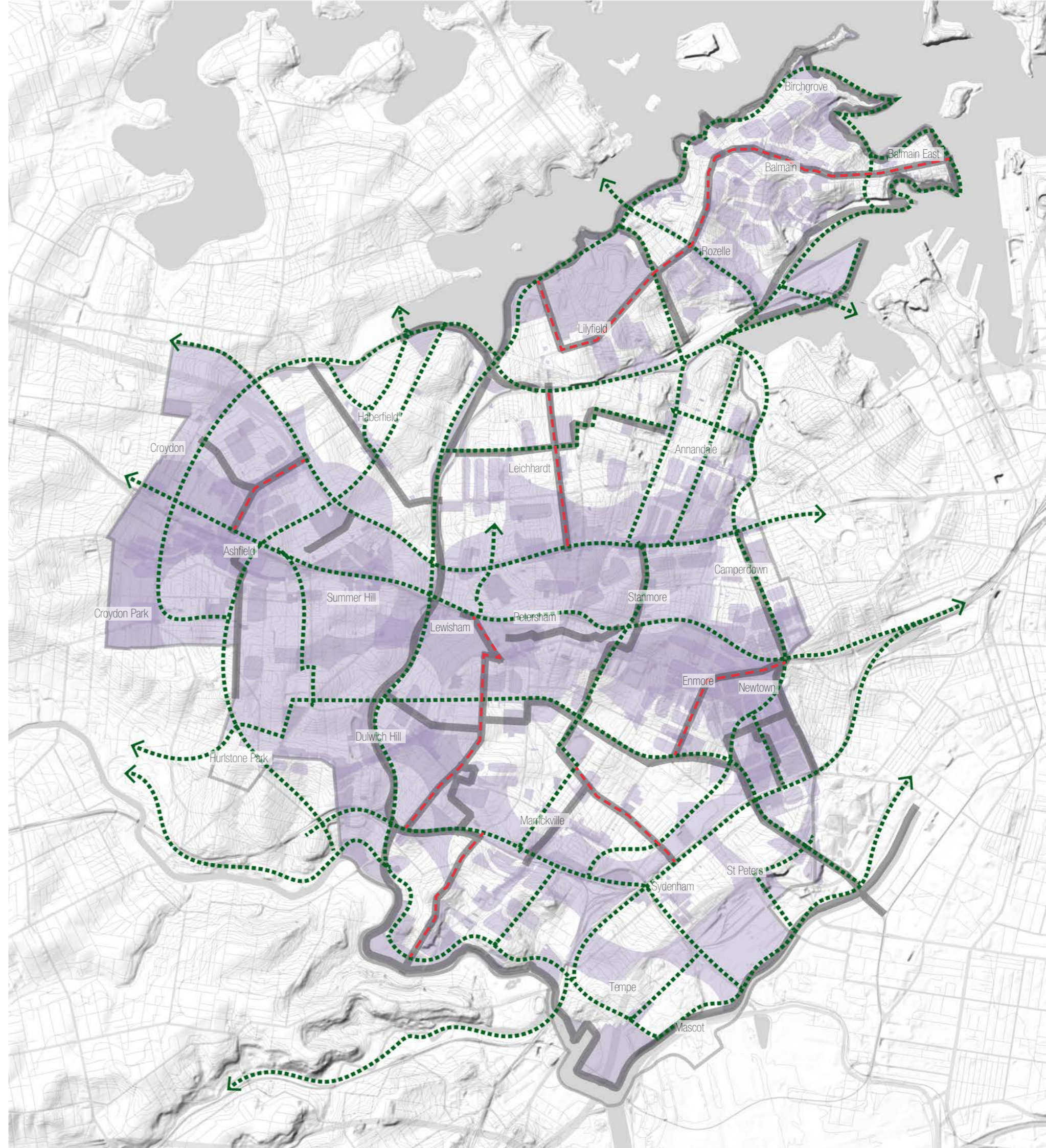
The LSPS already responds well to the most overlapped layers on the recreational criterion, providing connections along east/west and central zone of the LGA.

The Sketch Recreation Grid provides refined connection between links, providing 7 new main routes that will improve connectivity between areas of poor accessibility to open space, high density, and lack of recreational parks.

Legend

- Inner West LGA Boundary
- 3+ Overlapping Layers
- 1 Layer
- Initial Grid Sketch
- LSPS -Green Grid
- Opportunity new links for the Grid

0 1 2 km



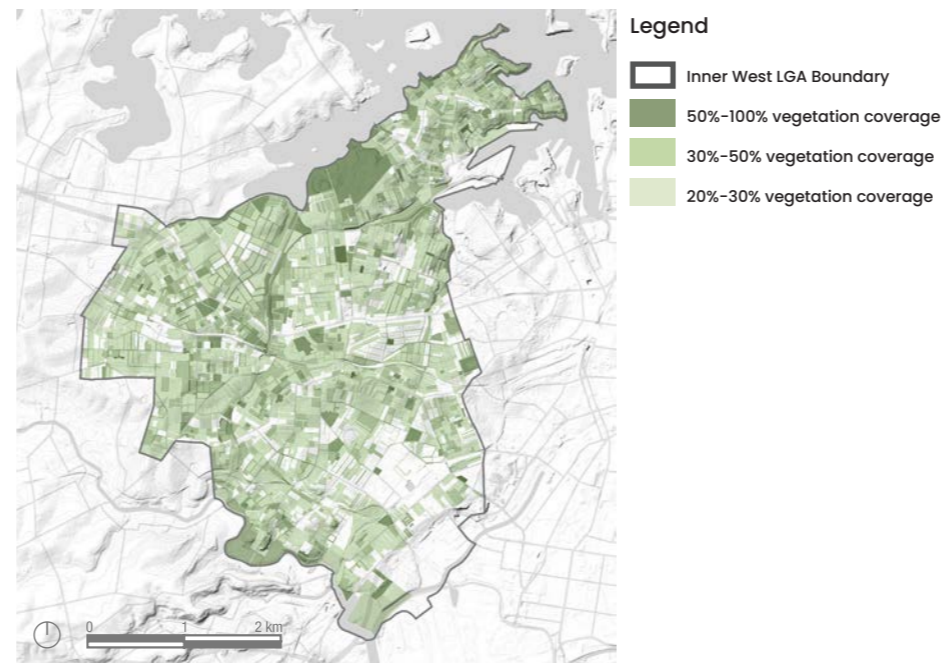
THE ECOLOGICAL GRID MAPPING LAYERS

Biodiversity



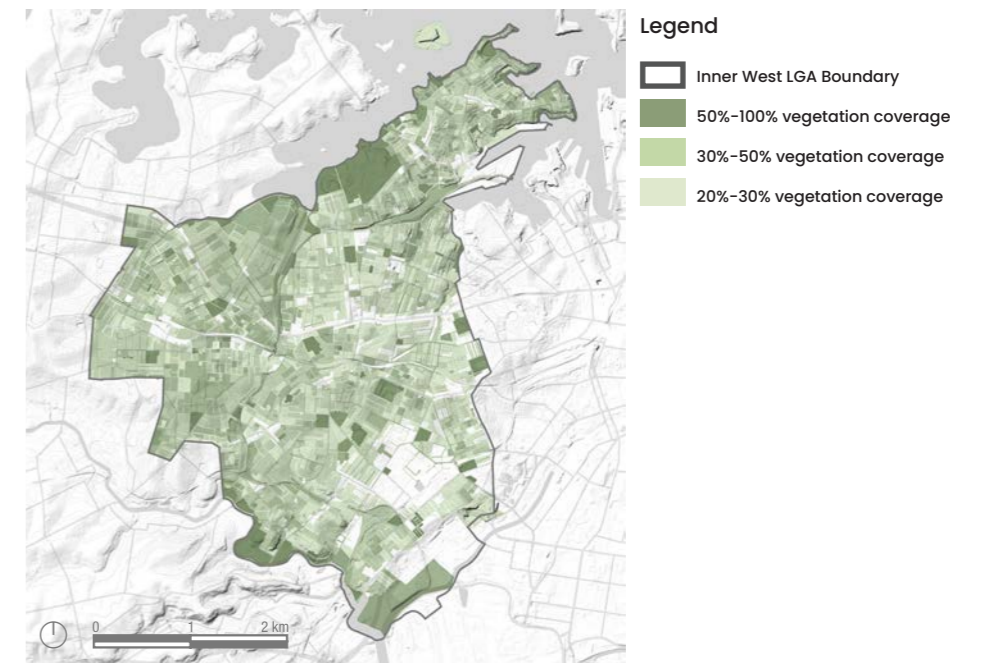
Parks and Open Spaces are areas of high biodiversity value and should be protected, enhanced and connected by the Ecological Grid.

Vegetation Concentration



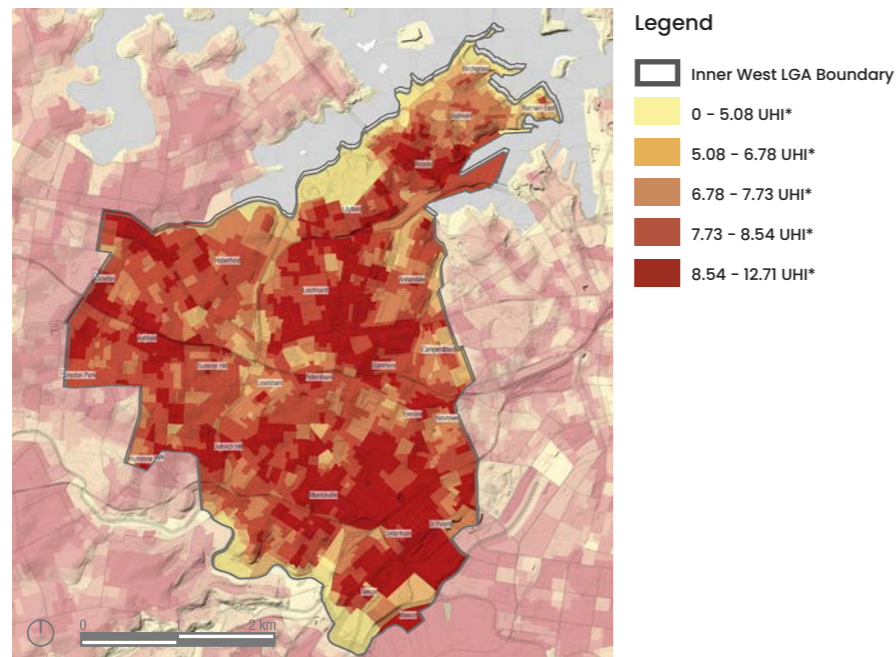
The Ecological Grid will incorporate areas with existing vegetation coverage as well as seek areas which would benefit from additional diverse vegetation.

Tree Canopy Concentration



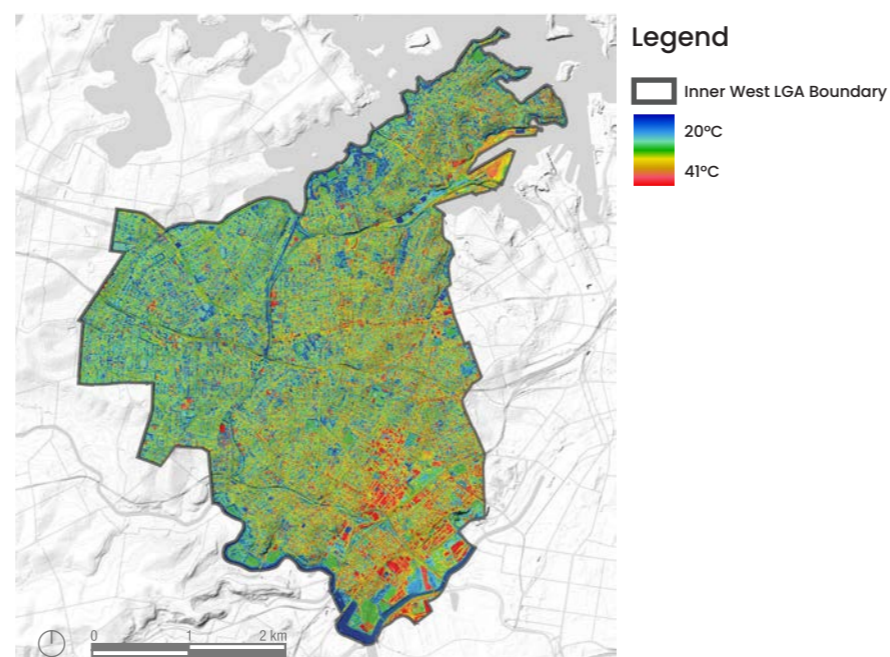
The Ecological Grid will incorporate areas with existing canopy coverage as existing links as well as seek areas which would benefit from additional tree canopy, and see the relationship between urban heat and trees.

Urban Heat Island



Applying the Grid in areas facing extreme urban heat often correlating with lack of vegetation.

Urban Heat



Applying the Grid in areas facing extreme urban heat often correlating with lack of vegetation.

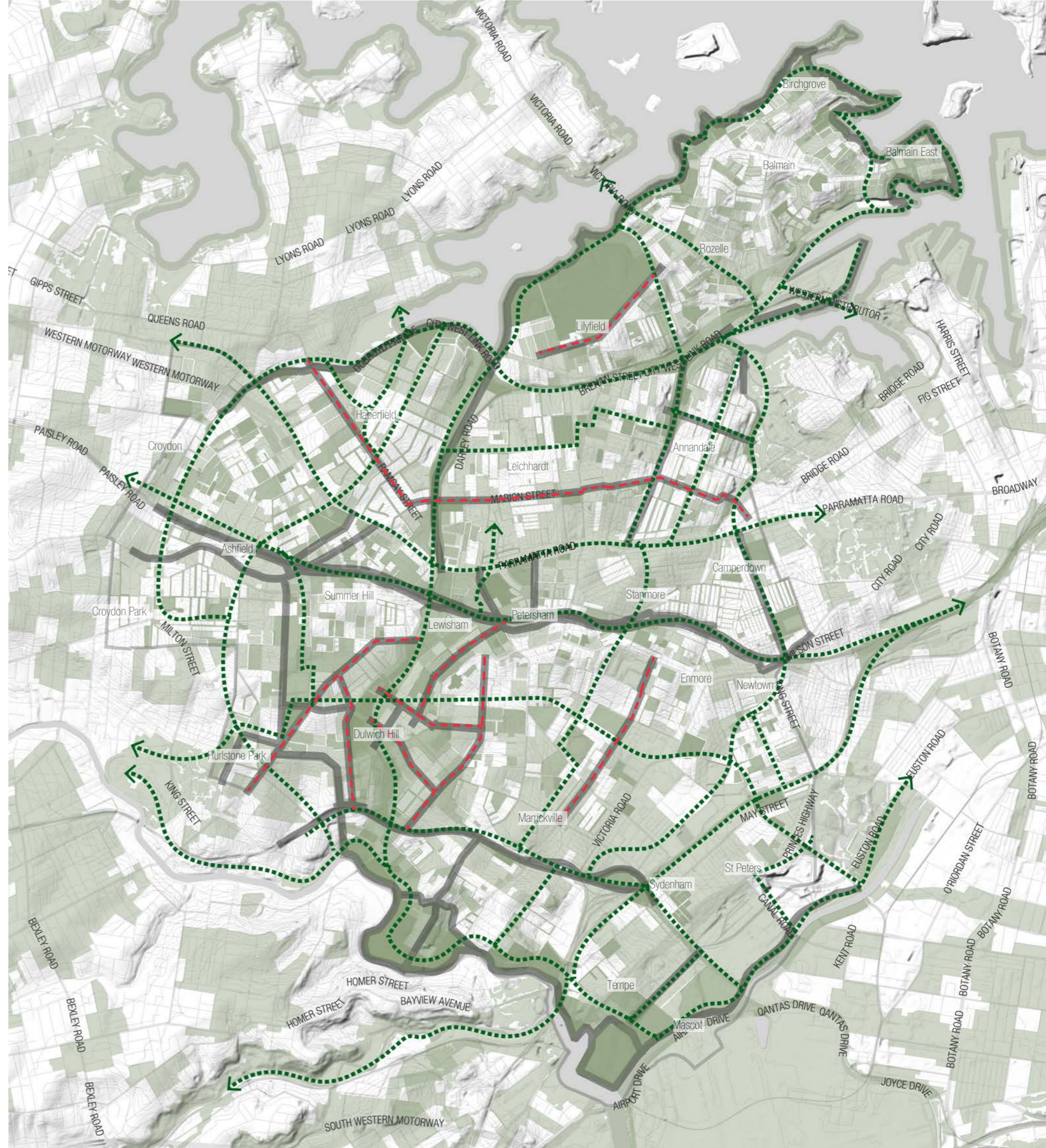
Localising and Defining the Network

THE ECOLOGICAL GRID

OPPORTUNITIES TO BETTER RESPOND TO THE GRID

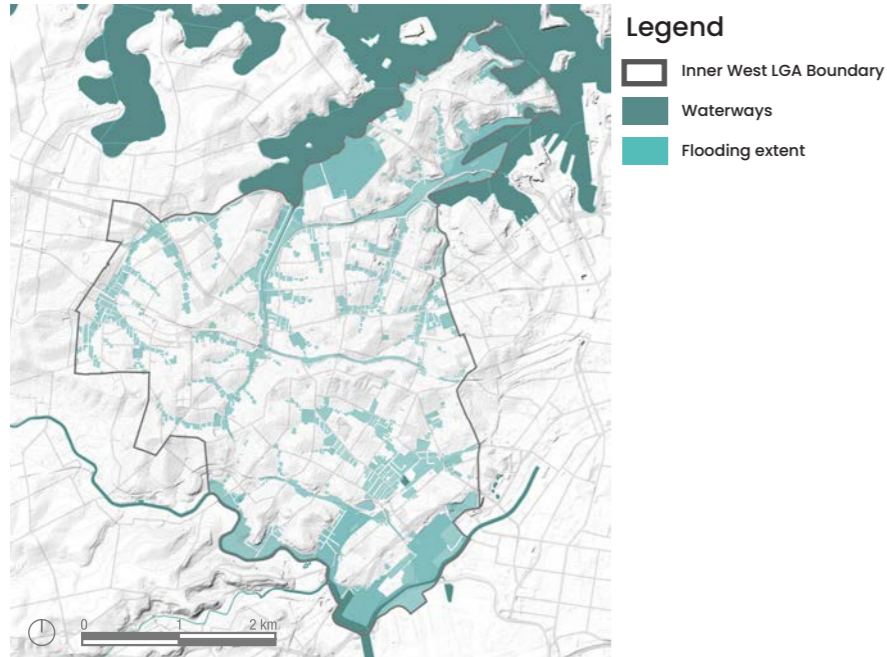
Maintaining and enhancing areas of high biodiversity is encouraged by the LSPS. The Sketch Ecological Grid indicates 9 new routes that give an opportunity to better respond to areas that lack vegetation and tree canopy at a finer grain level. They incorporate the living streets and better connect to the GreenWay to local parks, mainly around Dulwich Hill, Lewisham and Hurlstone Park, and the Hawthorne Canal with new west/east corridors, to benefit Haberfield and Leichhardt suburbs.

- Legend
- Inner West LGA Boundary
- 3+ Overlapping Layers
- 1 Layer
- Initial Grid Sketch
- ⋯ LSPS Blue-Green Grid
- - Opportunity new links for the Grid



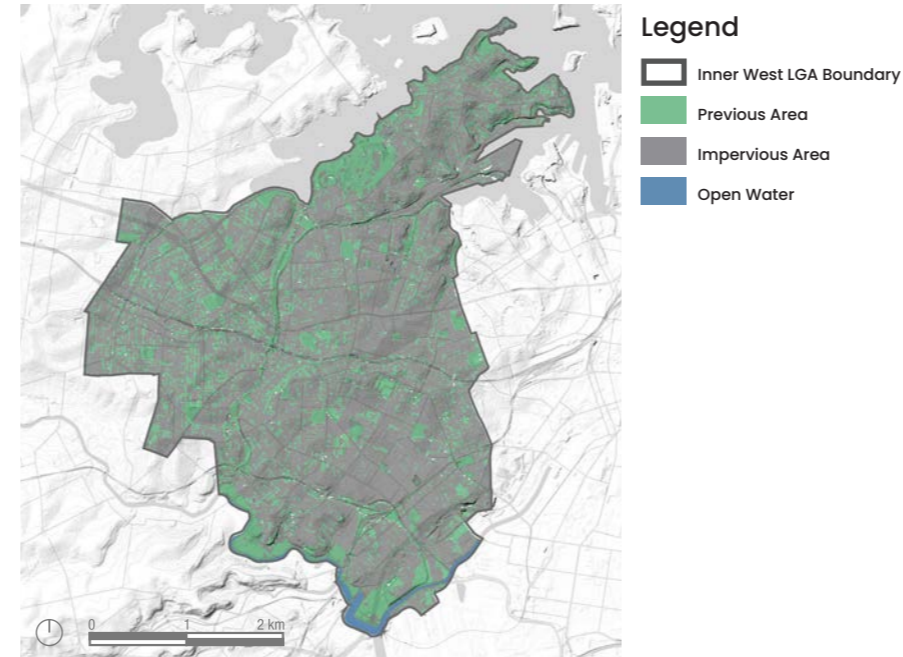
THE HYDROLOGICAL GRID MAPPING LAYERS

Hydrological Network and Flooding



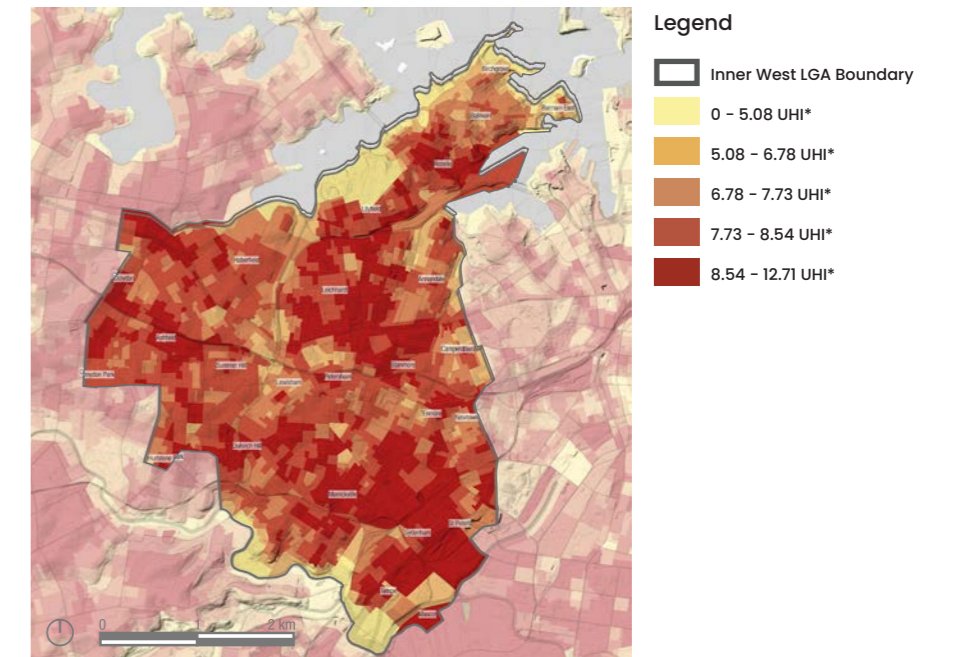
The implementation of the Hydrological Grid will assist in mitigating impacts of flooding, protect and enhance existing waterways and riparian areas, by incorporating them as places of high amenity.

Permeable Surfaces



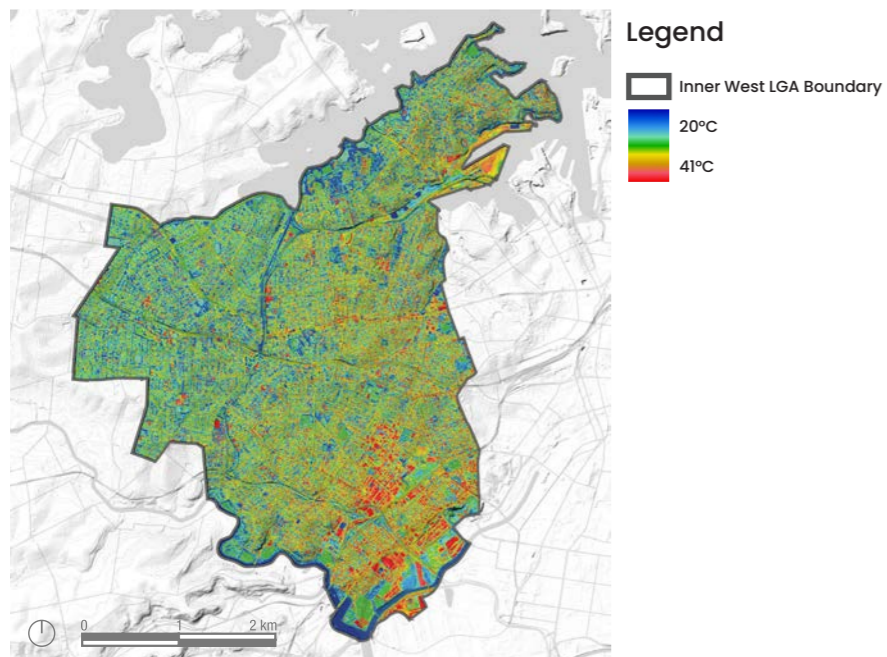
Understanding where less permeable surfaces are which correlates with flooding.

Urban Heat Island



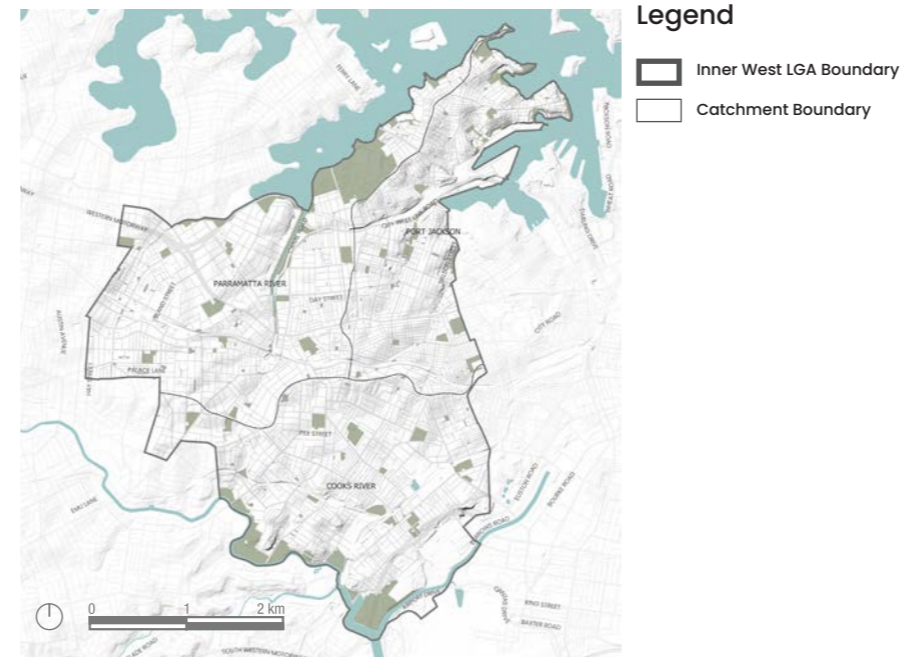
Hydrology can be used in to combat heat through evaporative cooling.

Urban Heat

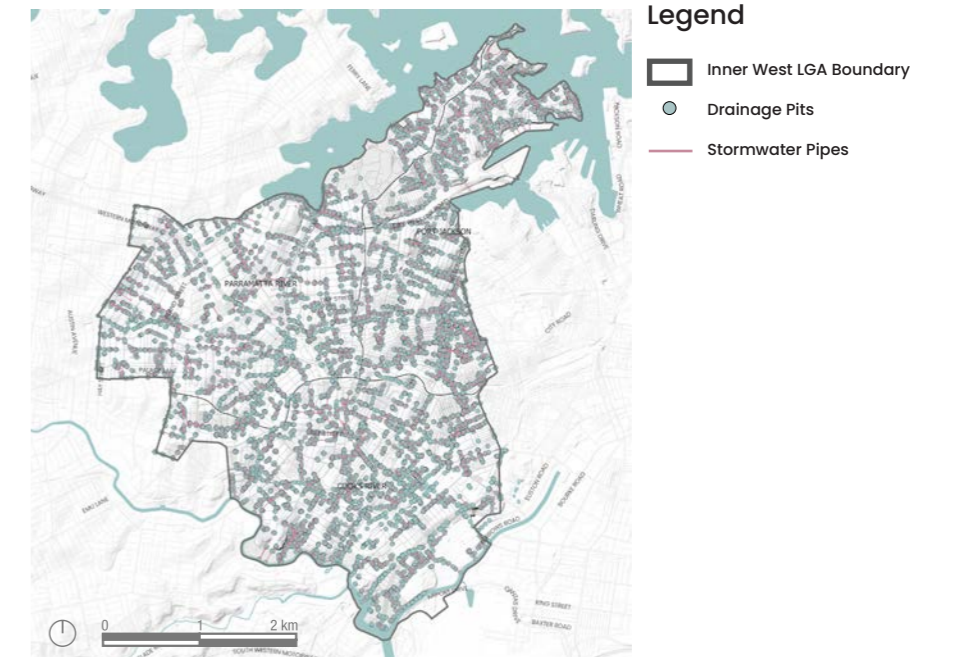


Hydrology can be used in to combat heat through evaporative cooling.

Waterways and Catchment



Pipes and Drainage



Localising and Defining the Network

THE HYDROLOGICAL GRID

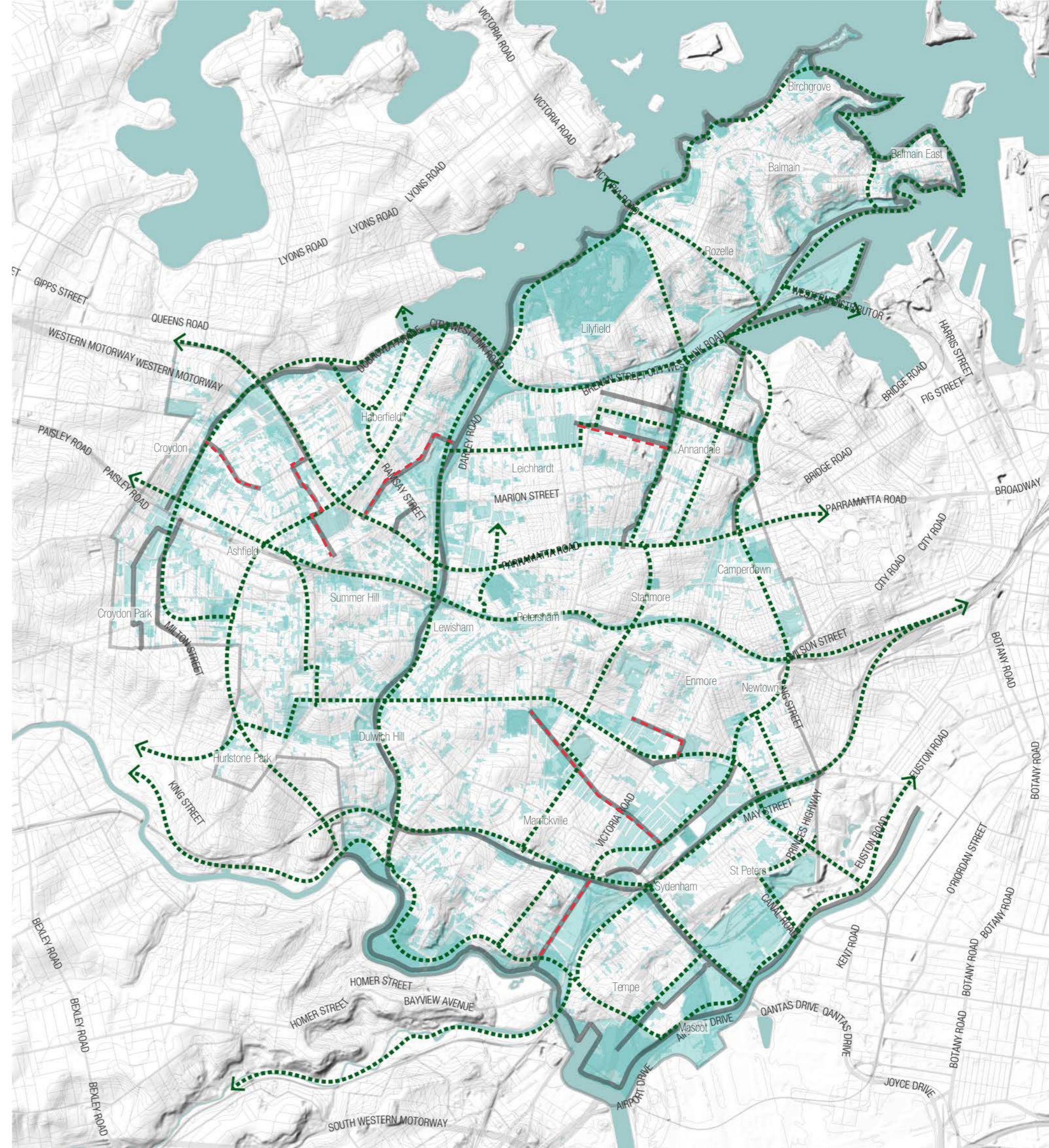
OPPORTUNITIES TO BETTER RESPOND TO THE GRID

The LSPS Green Grid already responds well to the hydrological systems in the Inner West. The Sketch Hydrological Grid indicates new 7 links to better reduce flooding risks and less permeable surfaces.

Legend

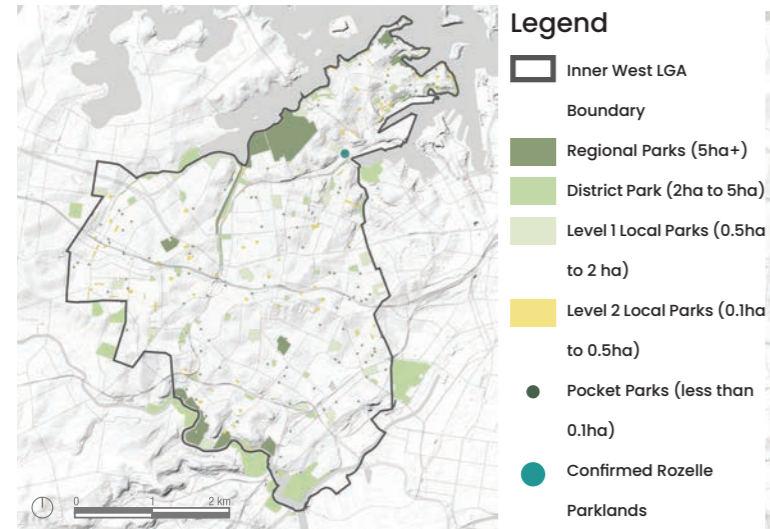
- Inner West LGA Boundary
- 3+ Overlapping Layers
- 1 Layer
- Initial Grid Sketch
- LSPS Blue-Green Grid
- Opportunity new links for the Grid

0 1 2 km



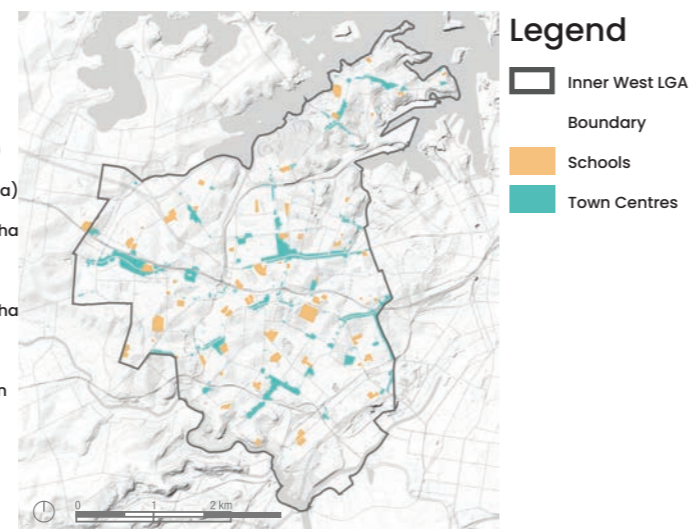
THE CONNECTED GRID MAPPING LAYERS

Open Space Network



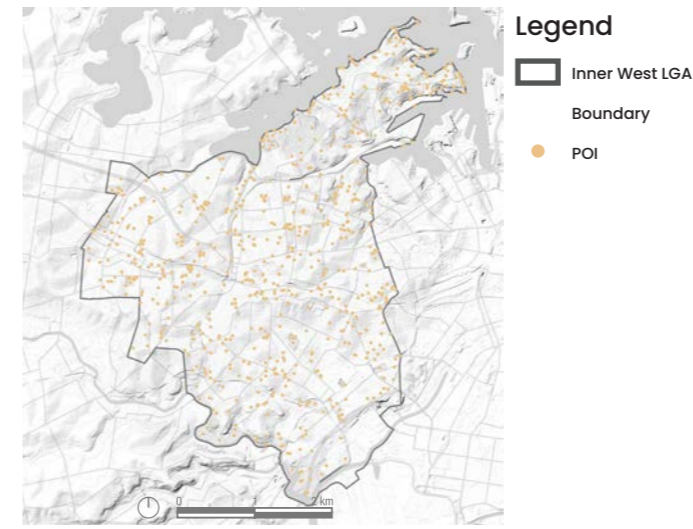
Parks will be easily accessible by high amenity routes.

Activity Centres



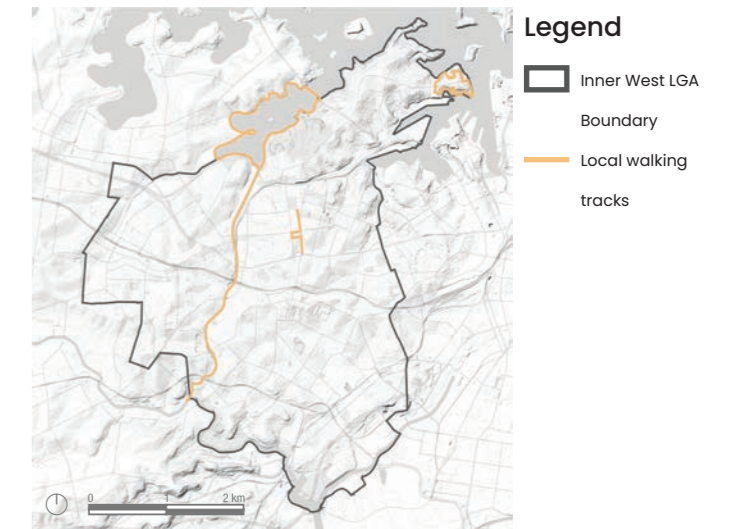
Activity anchors such as schools and town centres to be connected to other POIs.

Points of Interest



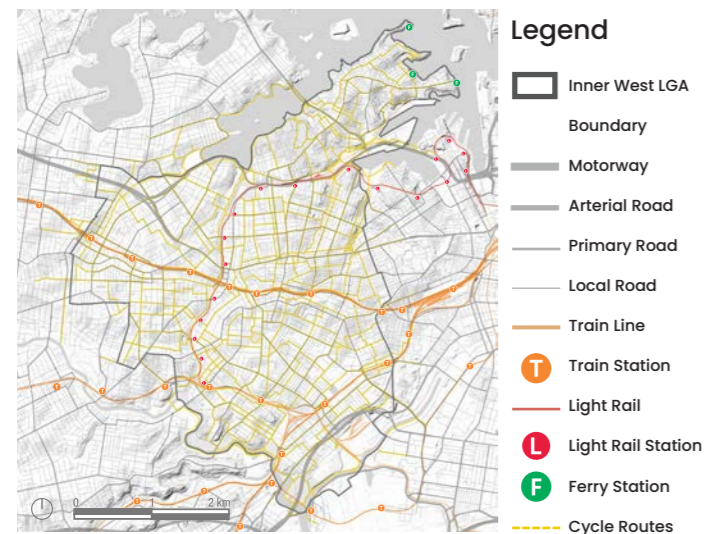
The Connected Grid will improve connectivity to and between POIs, such as hospitals, education facilities, picnic areas, lookouts etc.

Heritage Walks



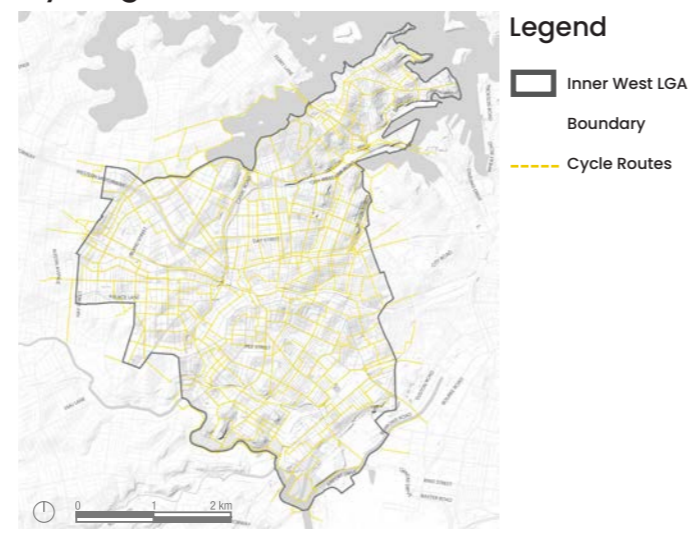
Existing routes and trails can be incorporated into the Grid and connected to the Grid.

Movement Network



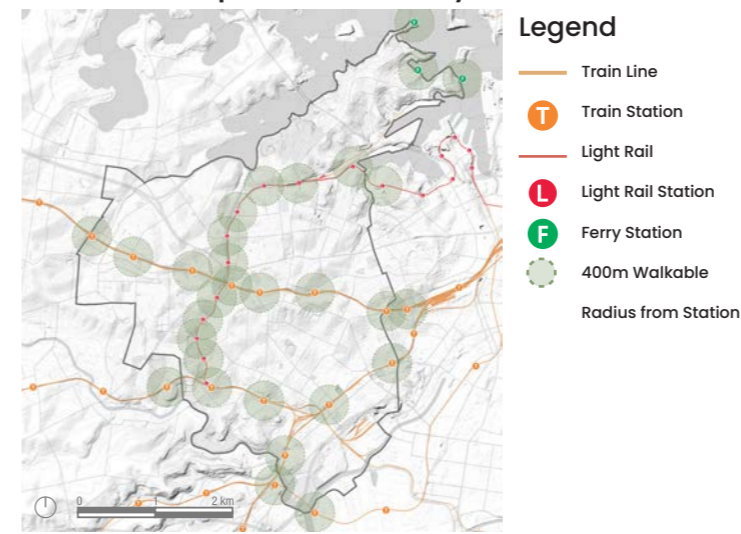
The Connected Grid will improve the connectivity of areas of high volume of pedestrians such as train stations, lightrail stations and bus stops.

Cycling Routes



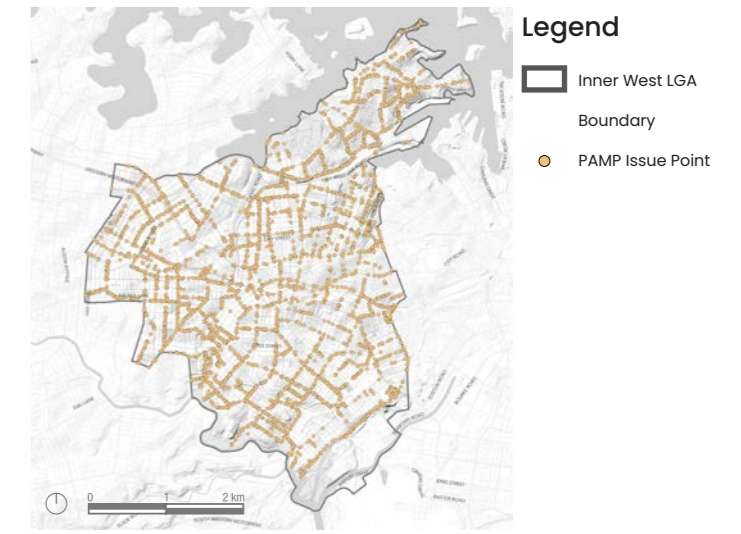
Cycle routes will form part of the Blue Green Grid as active transport corridors.

Public Transport Walkability



The Connected Grid will improve the most commonly travelled paths that were identified in different hours and days of the week to understand high use routes.

PAMP Issues



Pedestrian, Access, Mobility Plan (PAMP) Elaborate on what a PAMP issue is and how we can use this data can be incorporated into the Grid and connected to the Grid.

Localising and Defining the Network

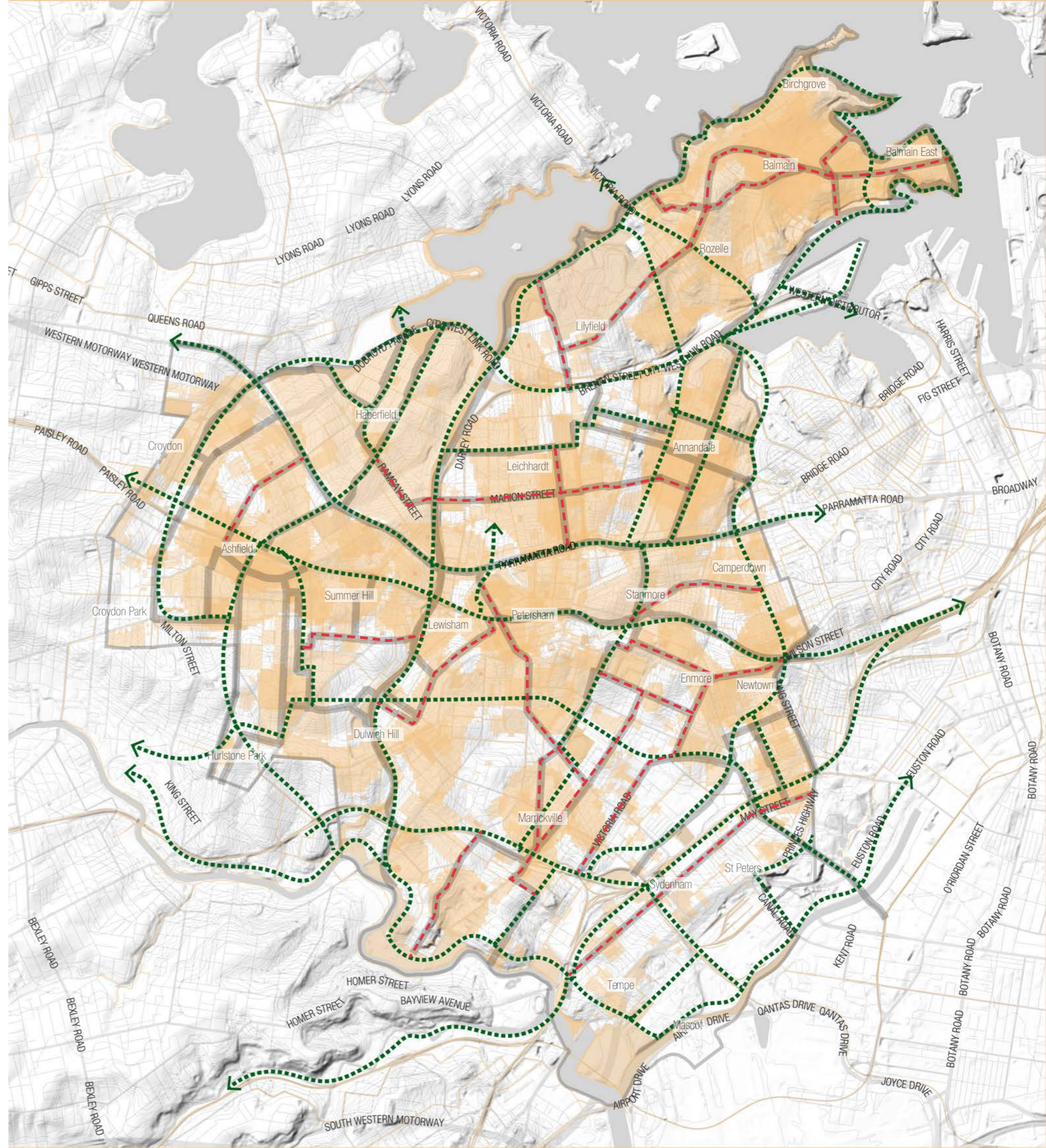
THE CONNECTED GRID

OPPORTUNITIES TO BETTER RESPOND TO THE GRID

The Sketch Connected Grid improves east/west connections, and creates 18 new links to enhance the existing LSPS Green Grid.

Suburbs to benefit with the new routes, to improve connectivity within and its surroundings are Marrickville, in the southeast part of the LGA, Balmain in the northeast and Leichhardt.






- Legend
- Inner West LGA Boundary
- 3+ Overlapping Layers
- 1 Layer
- Initial Grid Sketch
- LSPS Blue-Green Grid
- Opportunity new links for the Grid

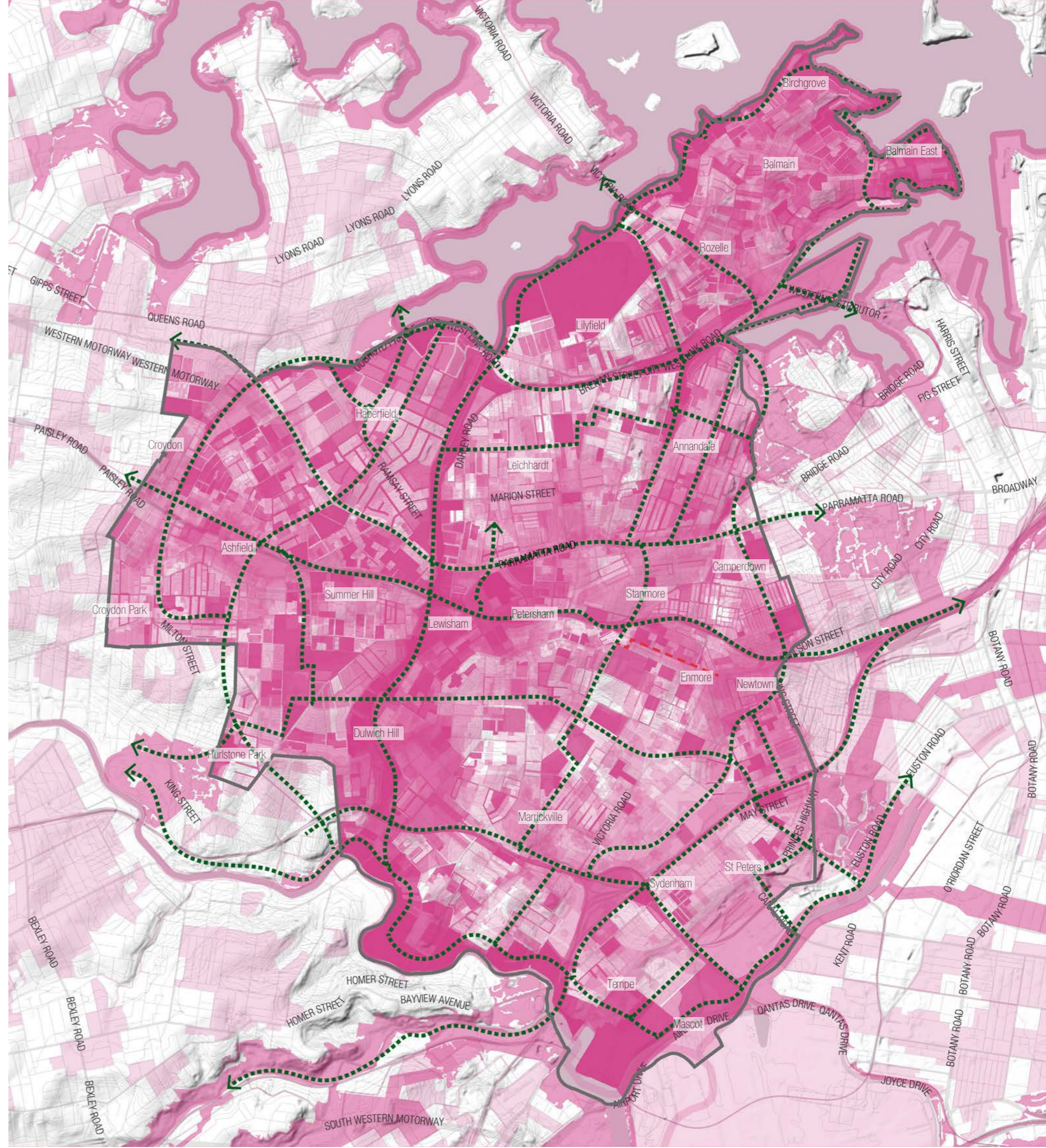


Localising and Defining the Network

Collective Sieve Map

Combining the layers into one collective sieve map both further highlighted key areas for the Grid to run through and connect and highlighted key features that were repeated throughout all the Grids. This method validates the LSPS Blue-Green Grid, however also shows pockets and features which have been excluded.

- Legend**
-  Inner West LGA Boundary
 -  3+ Overlapping Layers
 -  1 Layer
 -  Initial Grid Sketch
 -  LSPS Blue-Green Grid



9.2 Appendix B – Mapping Layers



Mapping Layers
















LOCAL CONTEXT

The Inner West borders with the Sydney Harbour and is located within close proximity to key destinations.

The local area has a prominent transport infrastructure network, with plans to extend the Sydney metro network.

The local area has numerous State significant projects running through the Inner West, providing an opportunity to apply the Blue-Green Grid to new projects.

Legend

-  Inner West LGA Boundary
-  Parks
-  Water bodies
-  State significant projects
-  Train Line
-  Train Station
-  Light Rail
-  Light Rail Station
-  Under construction Metro line
-  Under construction Metro Station
-  University
-  Hospital
-  Shopping & Eating
-  Sports & Entertainment
-  Airport





Mapping Layers

Tom Uren Trail

The Tom Uren Trail is an important route that connects significant places in the Inner West. It should be connected to the Blue-Green Grid as its historical and heritage significance.

Map source: <https://www.innerwest.nsw.gov.au/explore/libraries/community-history/our-history/self-guided-heritage-walks/tom-uren-trail>

Legend

-  Inner West LGA Boundary
-  Tom Uren Trail



Mapping Layers

Heritage

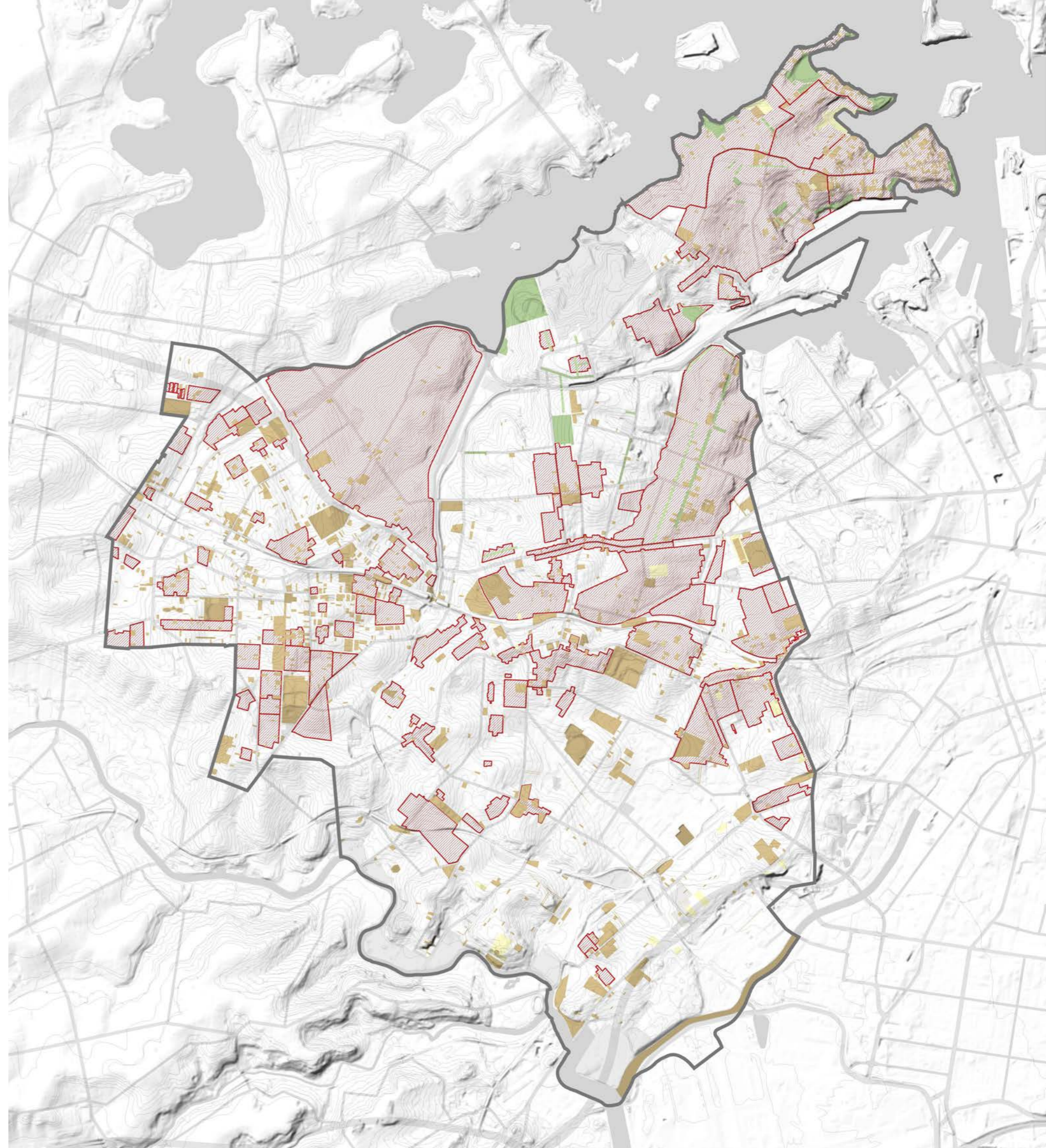
Key heritage areas can both contribute to the Blue-Green Grid and be protected by it.

The design can include strategies to celebrate heritage items through displaying and educating.

Map Source: Shapefile Provided by Inner West Council.

Legend

- Inner West LGA Boundary
- Conservation Area - General
- Item - General
- Item - Archaeological
- Item- Landscape



Mapping Layers

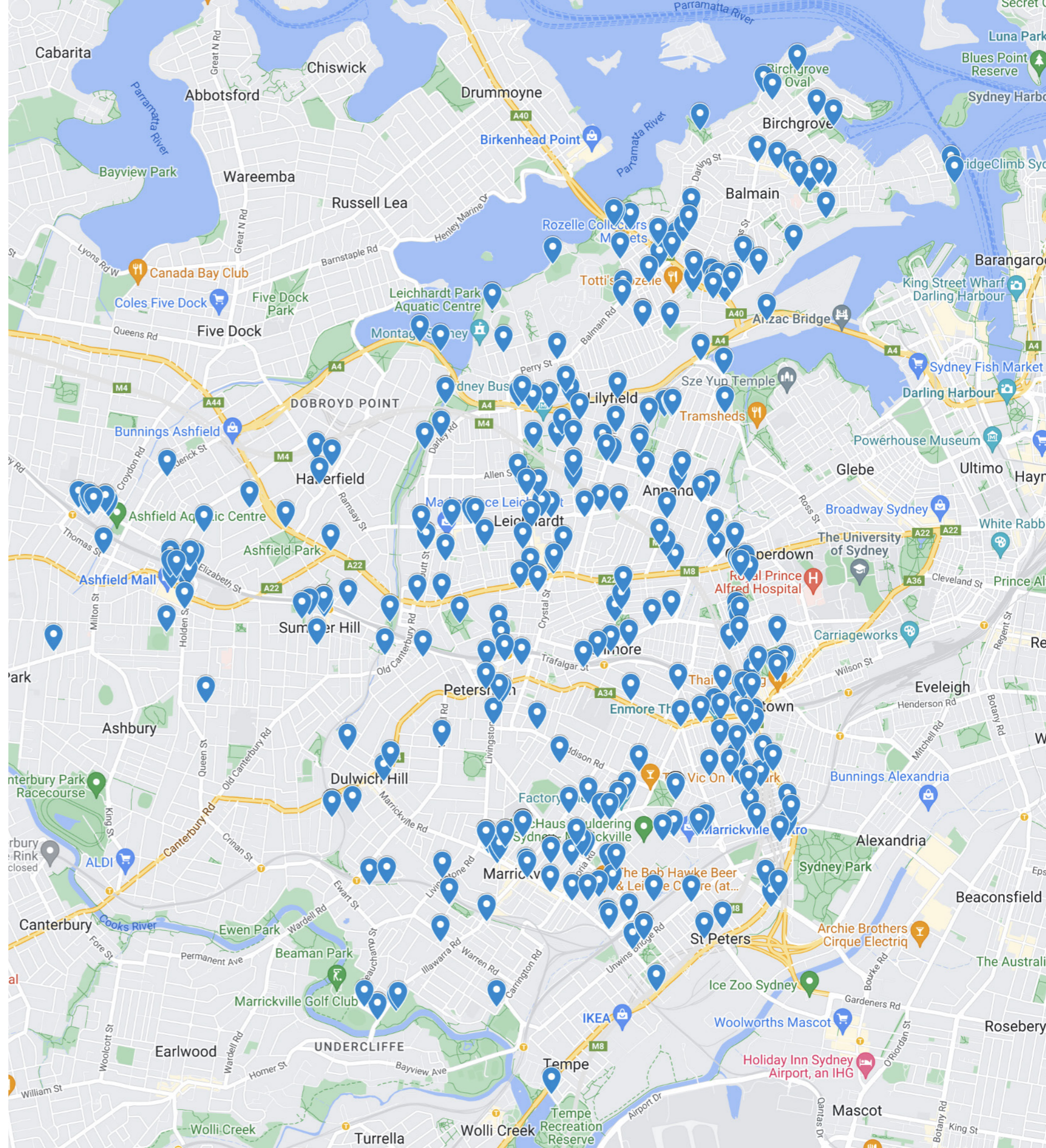
Public Art

The ATSIACH Grid will be enhanced by exposing public art along the Blue-Green Grid to enhance art and culture.

Map Source: Inner West Council.

Legend

 Identified Public Art









Mapping Layers

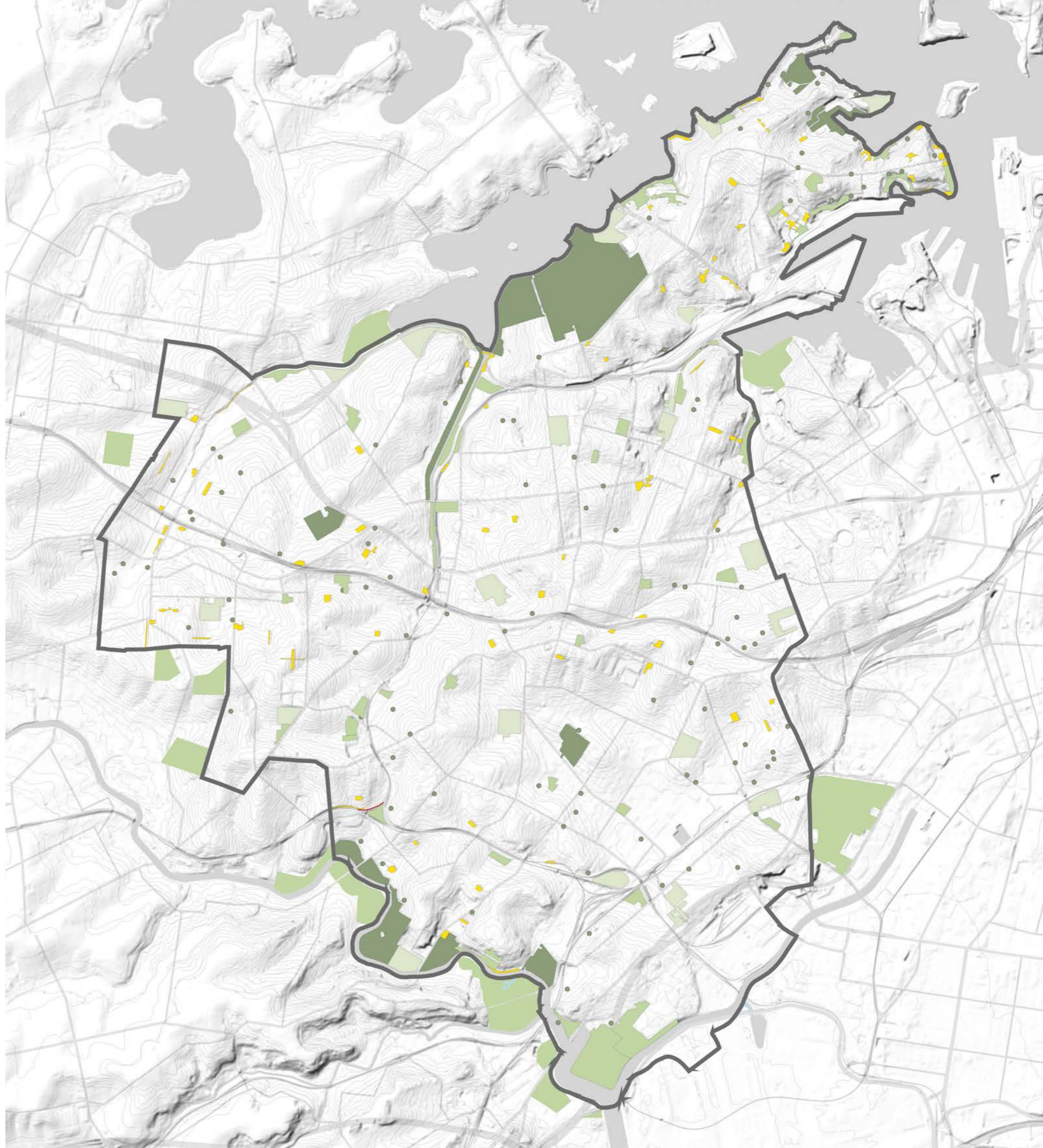
Open Spaces Network

The Blue-Green Grid will link parks and open spaces to provide loops and routes for people to follow, enhancing access to a diversity of recreational open spaces.

Map source: 2021 Recreational Needs Study, Inner West Council.

Legend

-  Inner West LGA Boundary
-  Regional Parks (5ha+)
-  District Park (2ha to 5ha)
-  Level 1 Local Parks (0.5ha to 2 ha)
-  Level 2 Local Parks (0.1ha to 0.5ha)
-  Pocket Parks (less than 0.1ha)



Mapping Layers

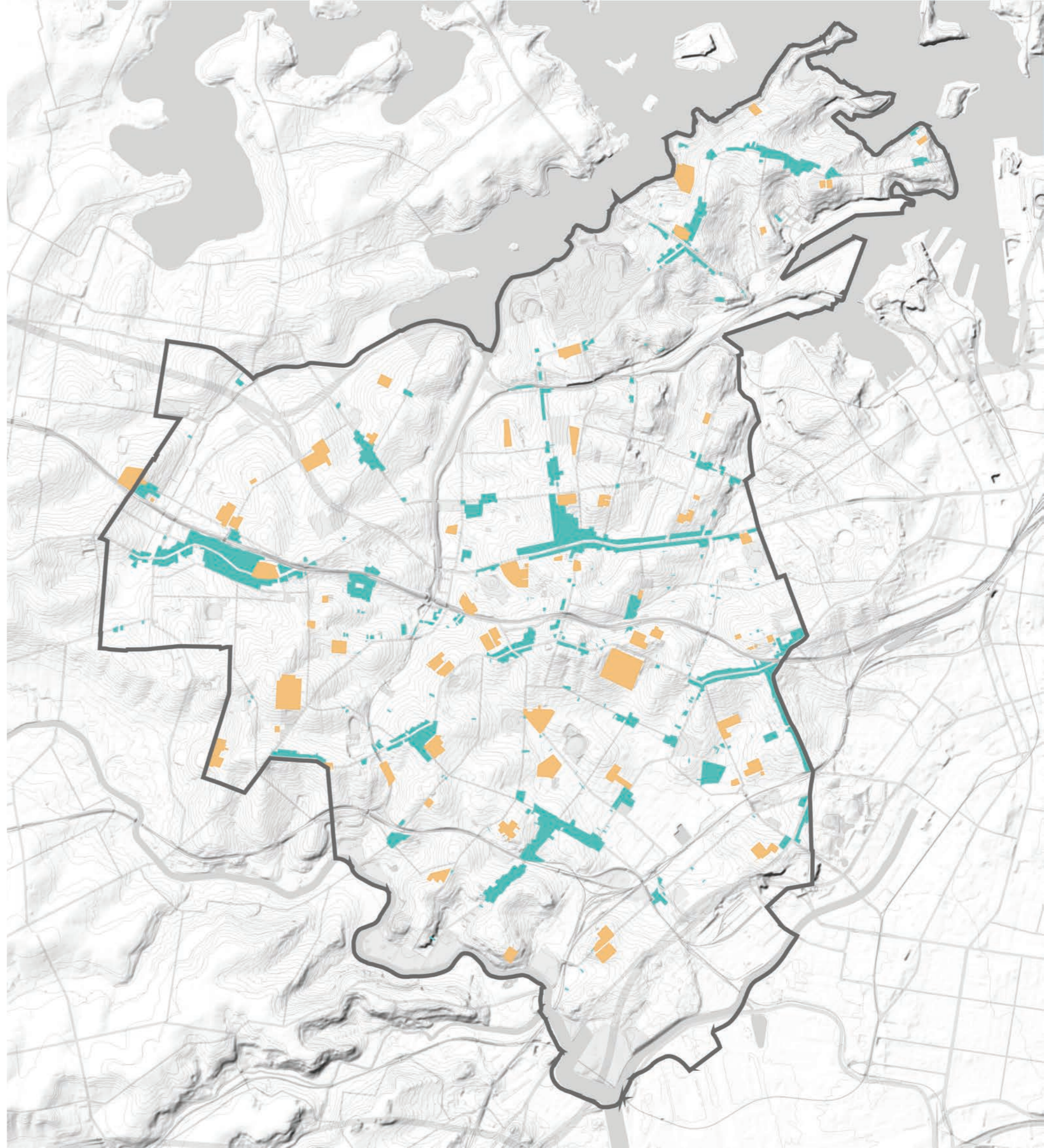
Activity Centres

Key town centres and schools are natural anchors for neighbourhoods. They represent areas of high movement and recreation activities, and should comprise part of the Blue-Green Grid as places that require good accessibility and public amenity.

Map source: Inner West Council.

Legend

- Inner West LGA Boundary
- Schools
- Town Centres










Mapping Layers

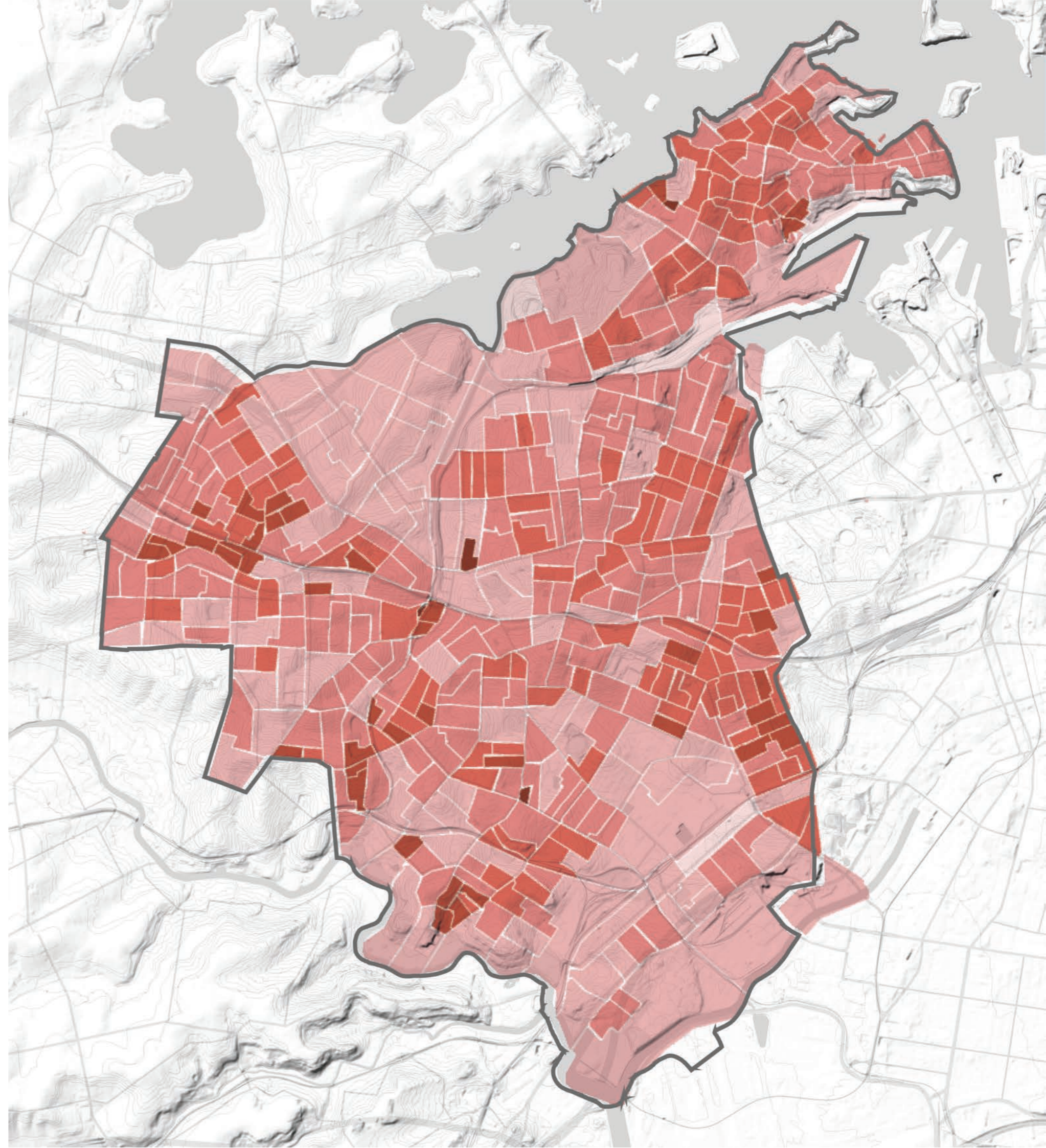
Population Density

High density areas would be prioritised, reflecting areas to have the largest amount of people to benefit from the Blue-Green Grid.

Map source: <https://atlas.id.com.au/inner-west/maps/population-density>

Legend

-  Inner West LGA Boundary
-  0 people
-  5.43 to 4766.66 people
-  4766.67 to 7569.96 people
-  7569.97 to 11457.72 people
-  11457.73 to 21863.34 people
-  21863.35 to 41765.70 people

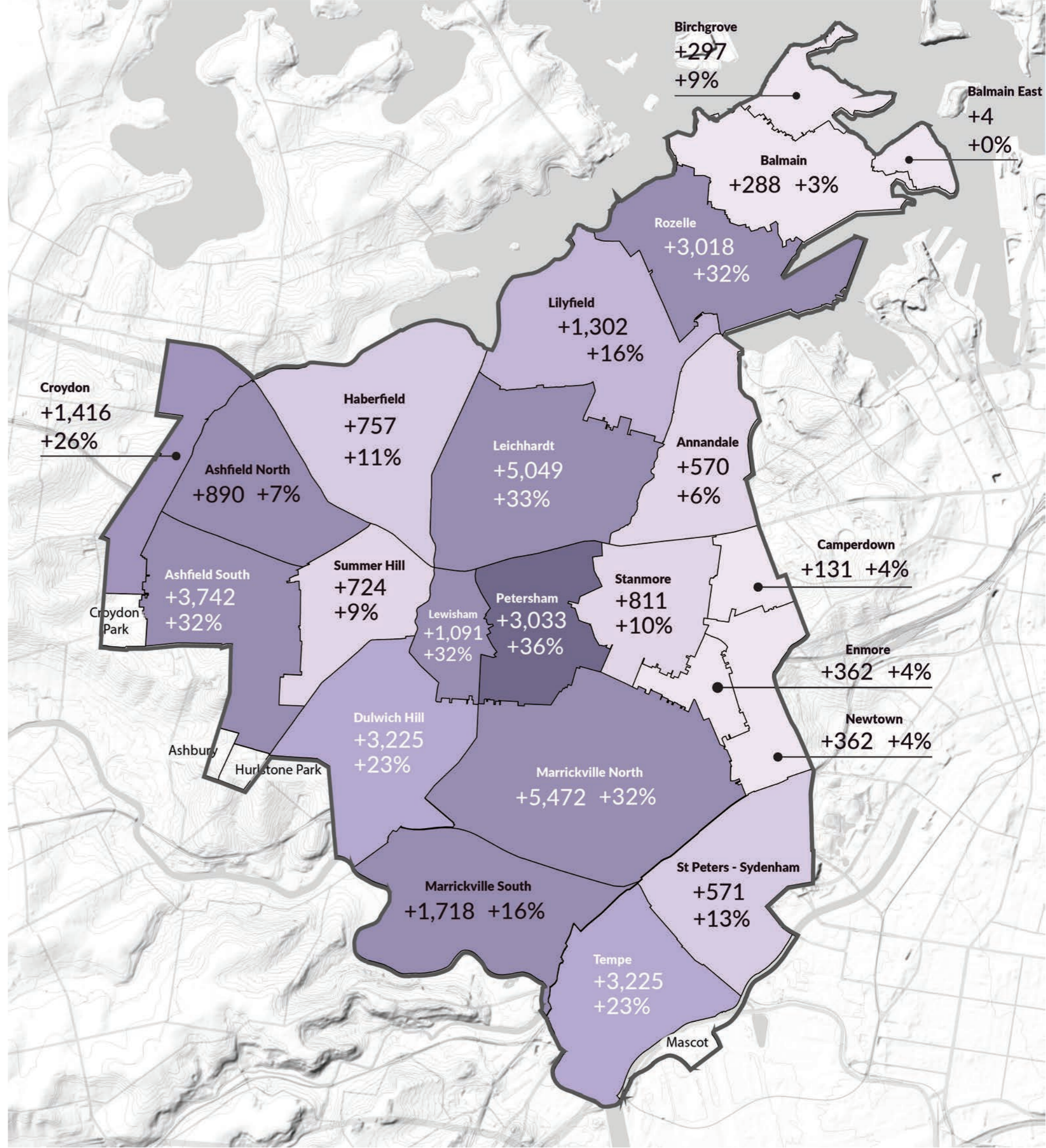


Mapping Layers

Projected Population

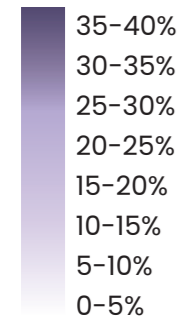
High density areas would be prioritised, reflecting areas to have the largest amount of people to benefit from the Blue-Green Grid.

Map source: Inner West Council



Legend

Inner West LGA Boundary








Mapping Layers

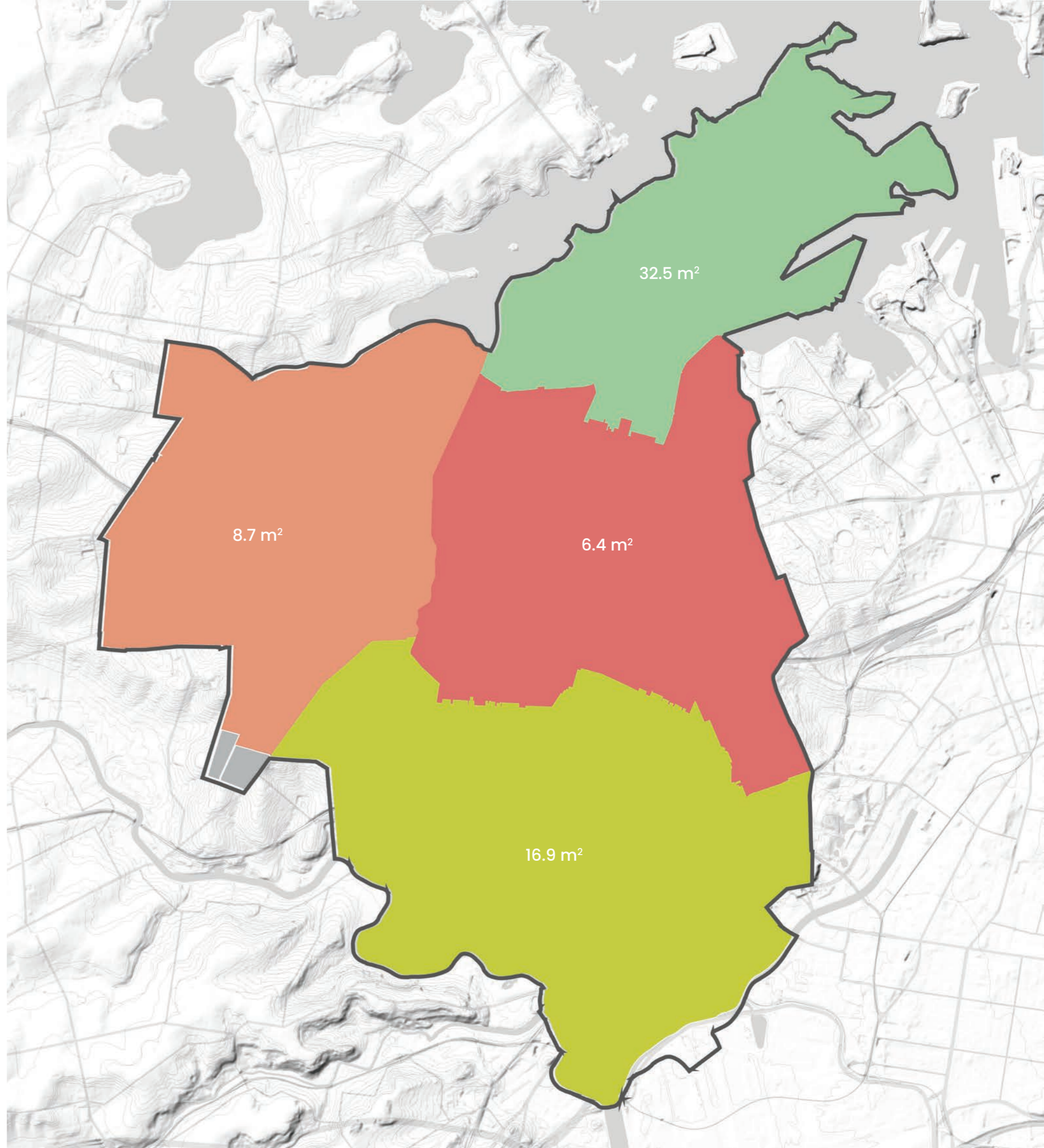
Provision of Open Space

The map indicates provision of green open space per person. The map shows a decline in open space per person, indicating a loss of open space and a rise in population. The East and West catchments are of particular concern, with a particularly low amount of open space available per person. The Blue-Green Grid can contribute to recreational needs within areas that lack open space and better connect people to the open space that does exist to them.

Map source: 2021 Recreational Needs Study, Inner West Council.

Legend

-  Inner West LGA Boundary
-  Catchment 1 - North
-  Catchment 2 - West
-  Catchment 3 - East
-  Catchment 4 - South



Mapping Layers




Accessibility to Open Space

Perimeters of major parks were offset to find ~400m of walkable distance from the perimeter from the parks without major barriers such as main roads and train lines which prevent ease of pedestrian accessibility.

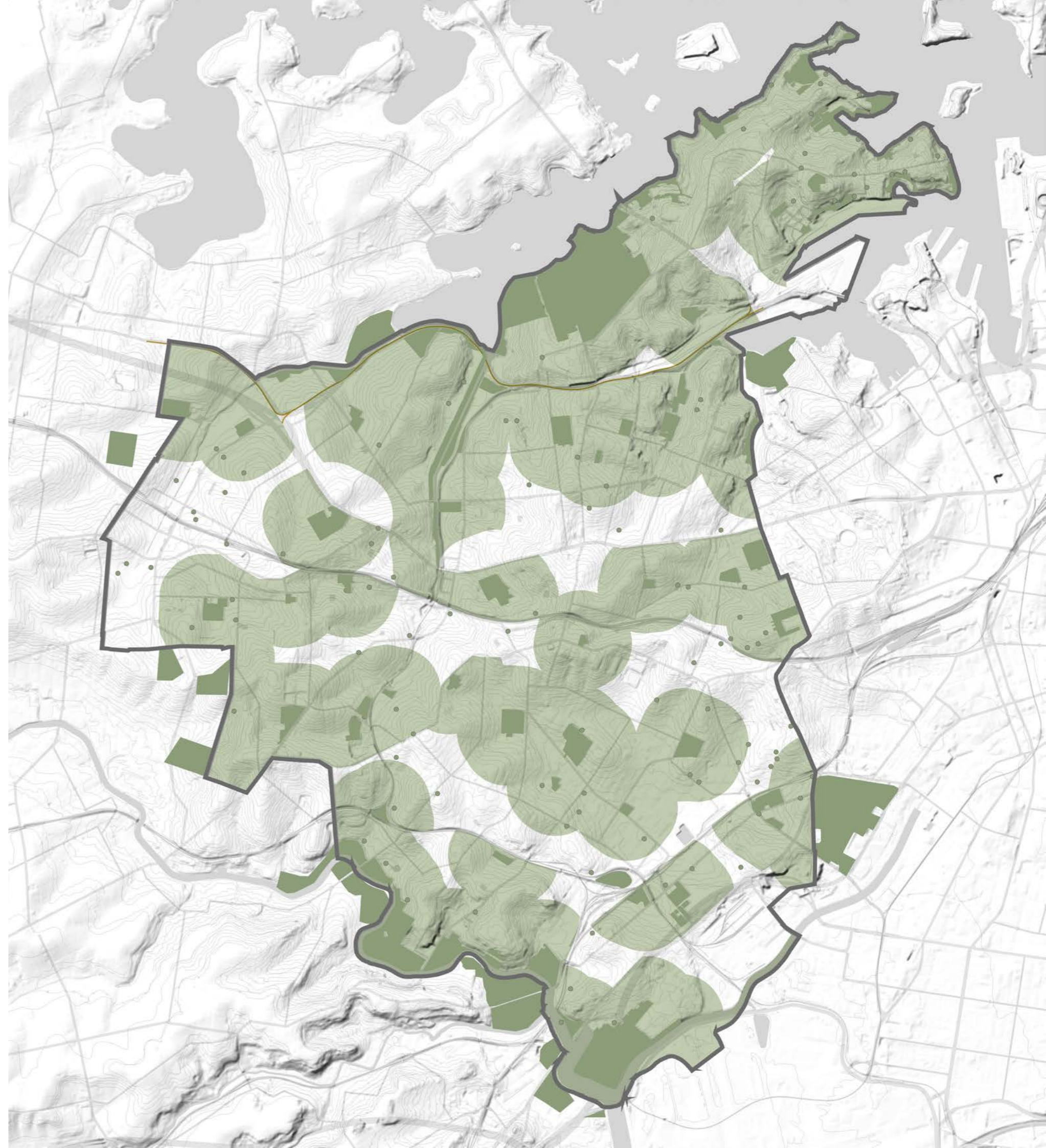
This in turn begins to show which areas benefit from a strong existing presence of greenery and which areas heavily lack green open spaces.

Map source: 2021 Recreational Needs Study, Inner West Council.

Legend

-  Inner West LGA Boundary
-  Major Parks
-  400m walkability zone of Major Parks

0 1 2 km



Mapping Layers

Areas Lacking Open Space

This map was extracted from *Recreation Needs Study*, and identify areas that have below benchmark access to open space.

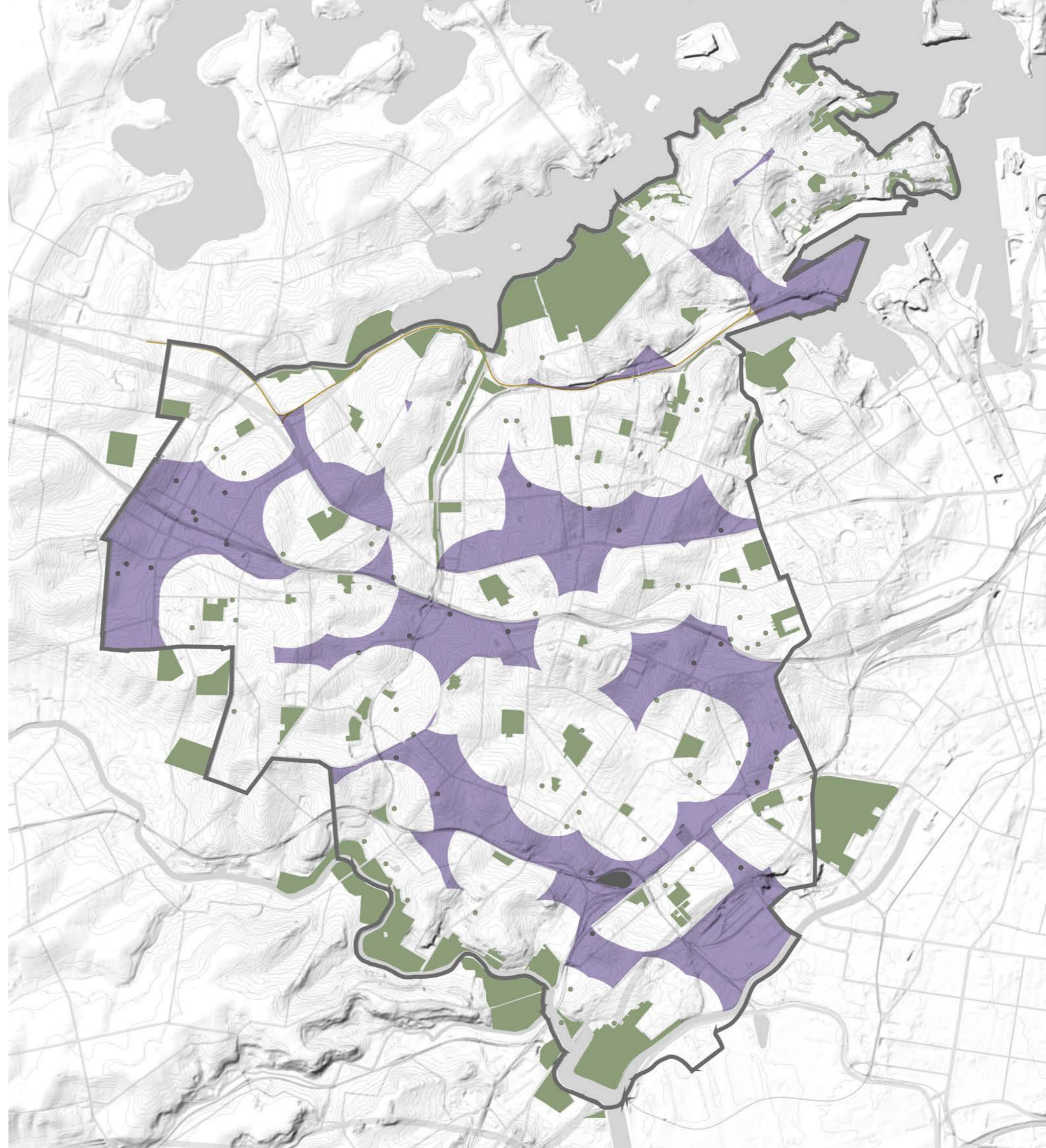
The catchment areas exclude areas that are across access barriers such as major roads and above ground train lines.

The map indicates areas that would benefit from the addition of the Blue-Green Grid.

Map source: 2021 Recreational Needs Study, Inner West Council.

Legend

- Inner West LGA Boundary
- Parks and Open Spaces
- Areas not within 400m easy walking distance.



Mapping Layers

Biodiversity







A significant percentage of greenery comes from parks which contributes 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.

Two major corridors improve North/South connection, and three key zones are identified with high value biodiversity. Biodiversity East/West connection can be improved by Blue-Green Grid.

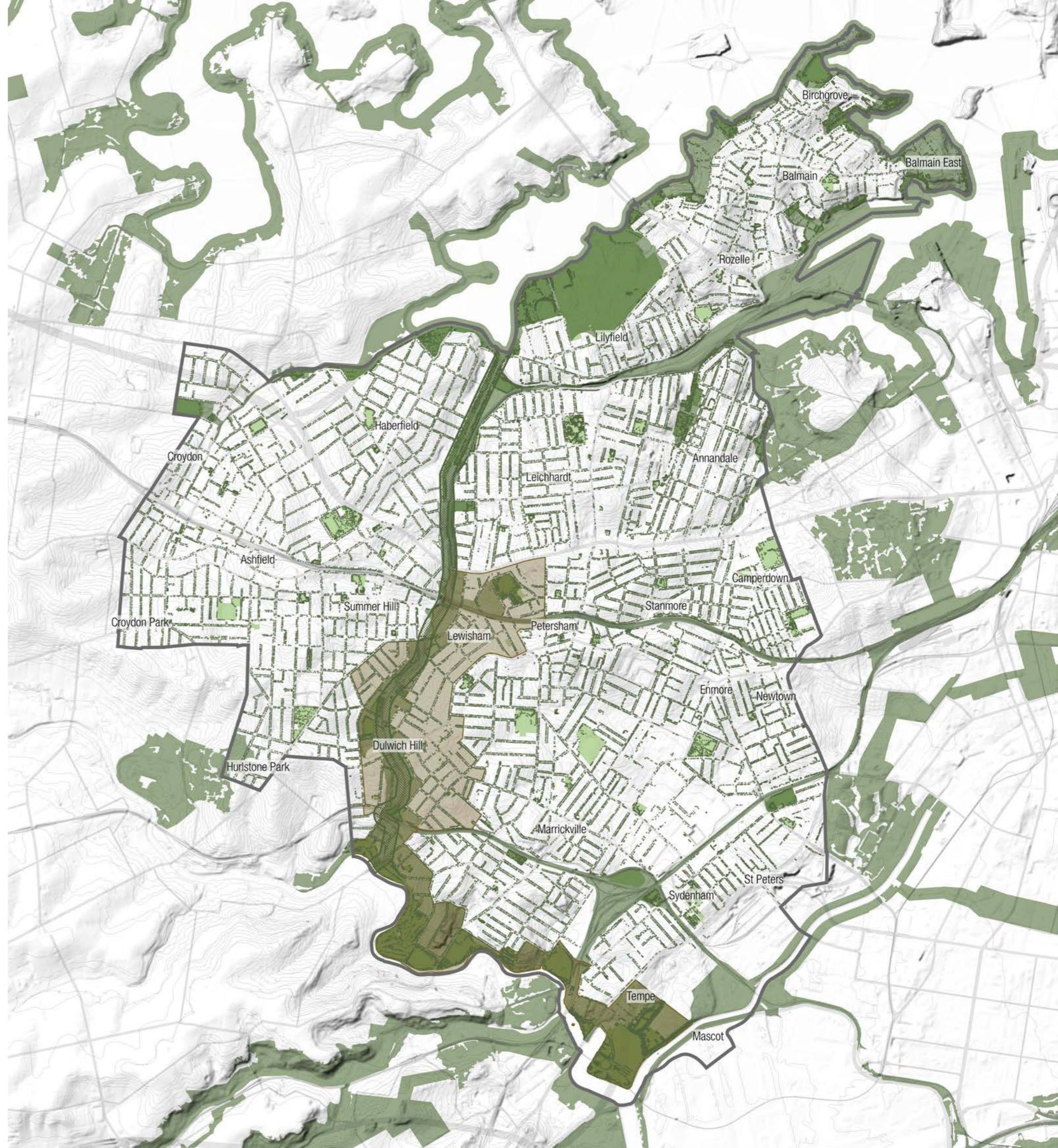
The Indigenous people are the traditional carers of land and themselves utilised the local environment as infrastructure for food and shelter. Their history and knowledge should be referenced and utilised.

Map source: SSROC Biodiversity Corridors 2016 (Provided by Inner West Council), Shapefiles provided by Inner West Council.

Legend

-  Inner West LGA Boundary
-  Parks
-  Biodiversity Corridor
-  Wildlife Corridor & Bandicoot Protection Area
-  GreenWay
-  Registered Council Street Tree

0 1 2 km



Mapping Layers

Vegetated Areas

Vegetation on this map includes all cataloged vegetation types; grass, shrubs and trees.

The mapping shows where there is a higher concentration of greenery, which is inevitably where the parks are.





Key to the Blue-Green Grid is considering plants of various sizes to provide habitat to small ground and lower dwelling animals such as the Long-nosed Bandicoot and Superb Fairy Wren as well as contribute to a strong green character.

Shown in this map, is the lack of diverse vegetation particularly on the eastern side of the Inner West LGA, highlighting East Marrickville, Sydenham and St Peters as areas with particularly lack of greenery.

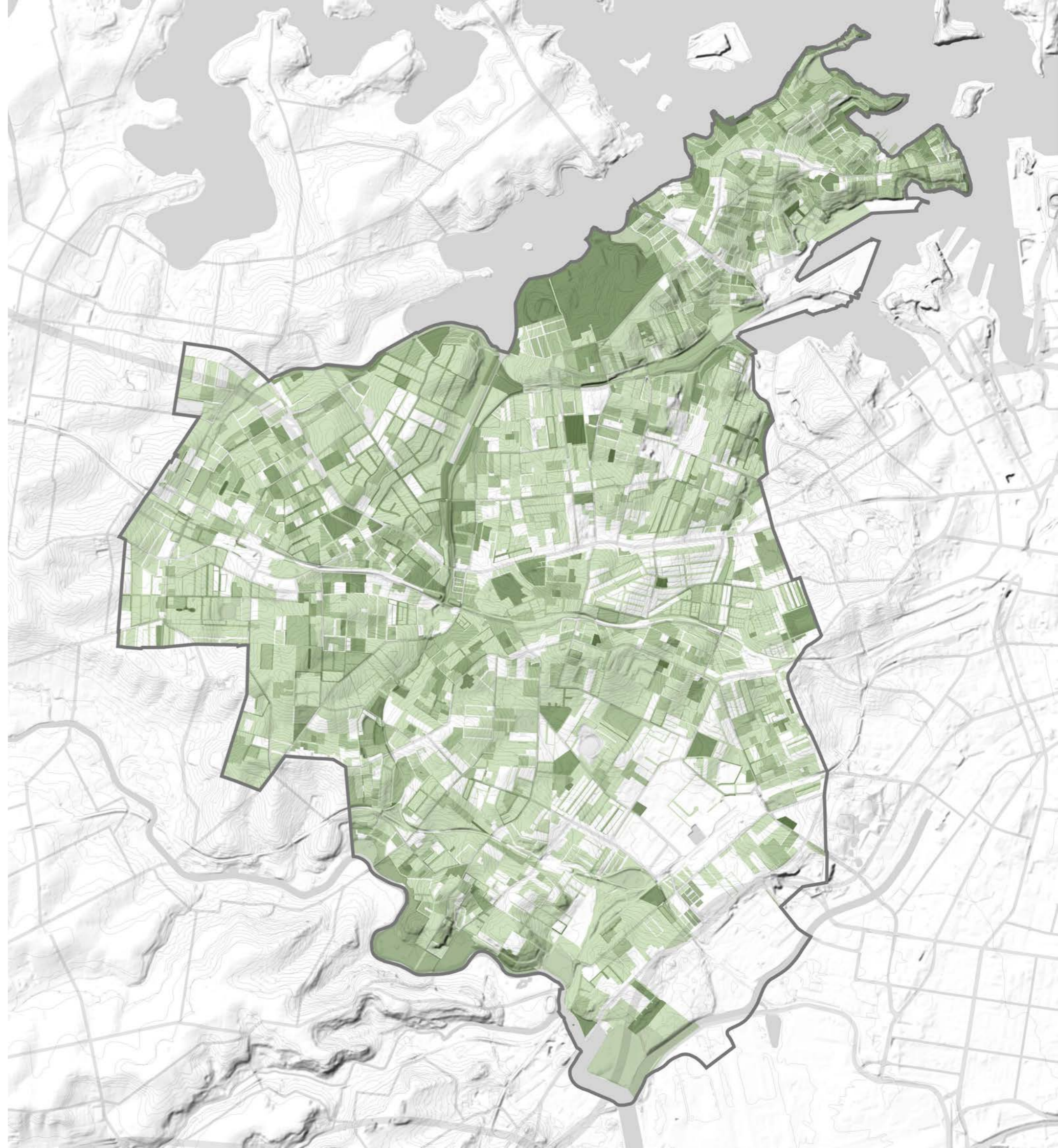
Identified areas correlate with previous map and areas that lack walkability to green open spaces.

Map source: Shapefile provided by Inner West Council, OEH 2019.

Legend

-  Inner West LGA Boundary
-  50%-100% vegetation coverage
-  30%-50% vegetation coverage
-  20%-30% vegetation coverage

0 1 2 km

Mapping Layers

Tree Canopy Cover

Understanding tree canopy in the Inner West shows where existing trees contribute to the Blue-Green Grid, and where the Blue-Green Grid can contribute to areas that lack canopy.

Tree canopy is crucial to providing shady areas and combating urban heat, as well as playing a key role in sequestering carbon.

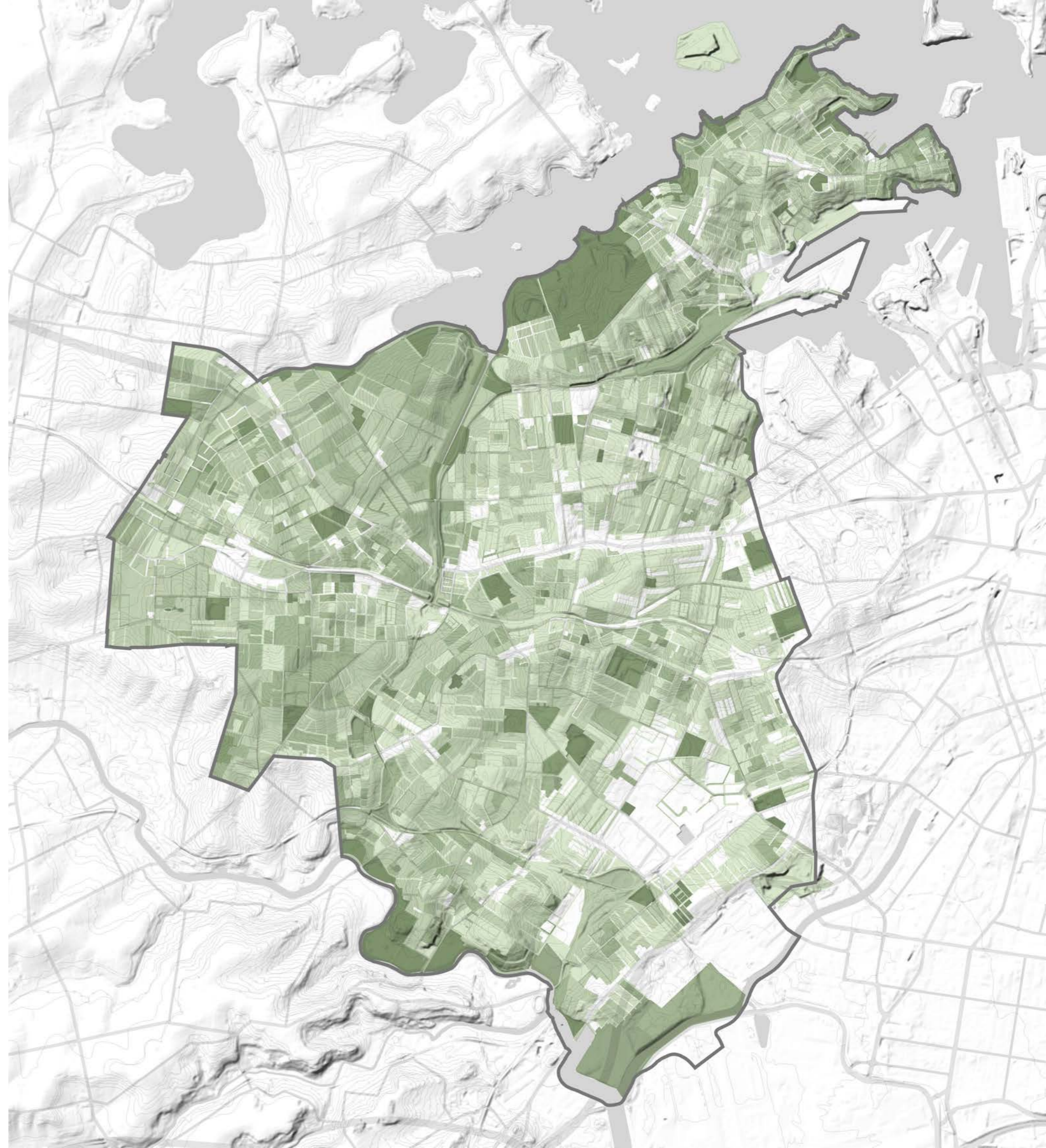
Tree canopy also provides habitat to tree dwelling animals, which some require consecutive trees in order to move around safely.

Similarly to the preceding vegetation map, shown is a lack of tree canopy on the south eastern side of the Inner West LGA, with East Marrickville, Sydenham and St Peters particularly lacking in tree canopy coverage.

Map source: Shapefile provided by Inner West Council, OEH 2019.

Legend

- Inner West LGA Boundary
- 50%-100% vegetation coverage
- 30%-50% vegetation coverage
- 20%-30% vegetation coverage



Mapping Layers

Urban Heat Island






The presence of medium-high density dwellings, industrial and commercial areas and a relative lack of large areas of bushland makes the Inner West susceptible to the Urban Heat Island effect.

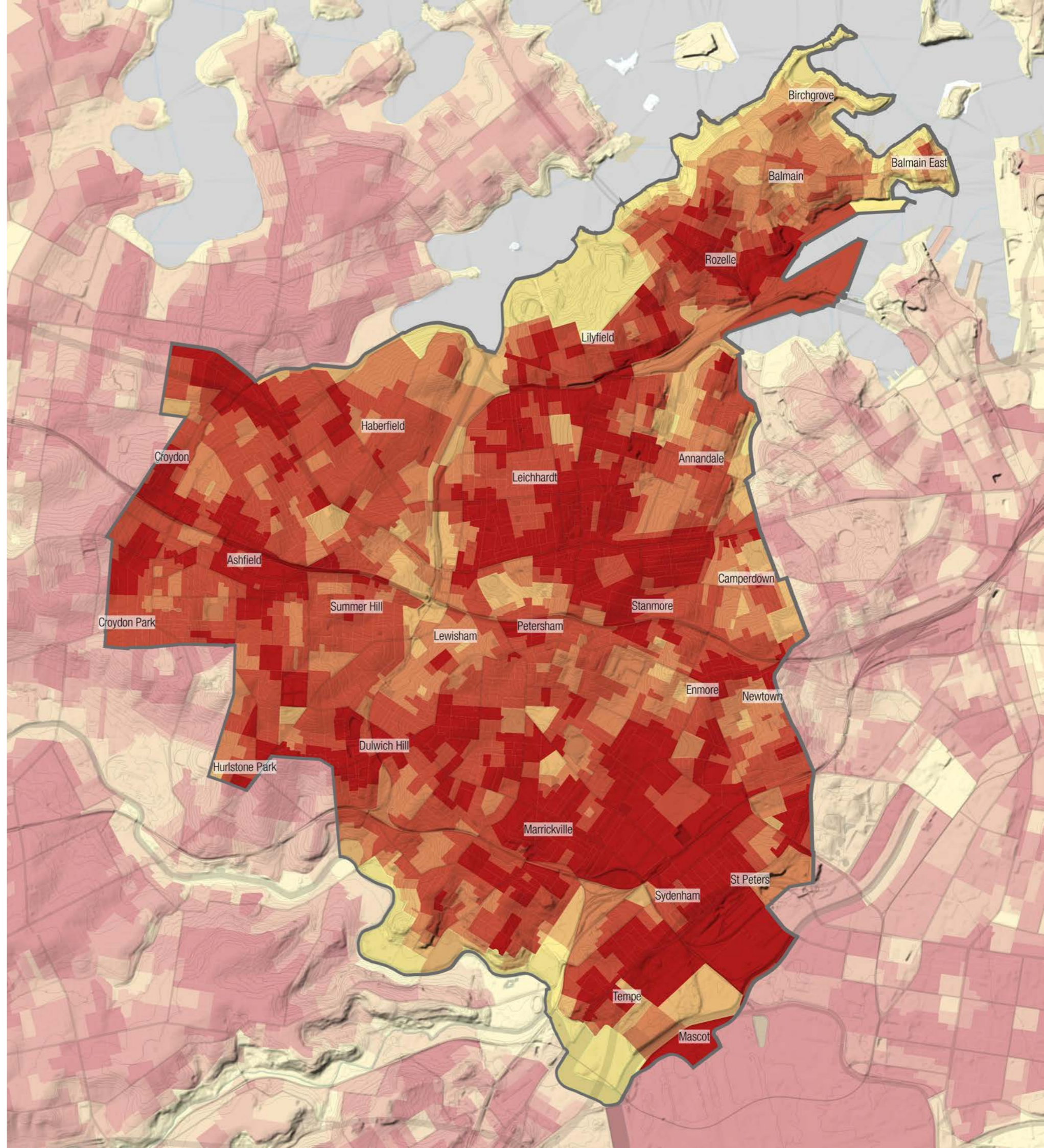
The map highly correlates with preceding vegetation and tree canopy maps, where the lack of greenery on the eastern side of the LGA has likely contributed to a higher heat vulnerability, where areas with a higher concentration of greenery and water bodies have a lower heat vulnerability.

Areas with a high Urban Heat Island Effect (UHI) would greatly benefit from the implementation of a Blue-Green Grid, as shown, existing greenery such as found in the GreenWay, around the Cooks River and the northern point with a high concentration of parks.

Map source: NSW Government Dataset, 2016.

Legend

-  Inner West LGA Boundary
-  0 - 5.08 UHI*
-  5.08 - 6.78 UHI*
-  6.78 - 7.73 UHI*
-  7.73 - 8.54 UHI*
-  8.54 - 12.71 UHI*



Mapping Layers





Heat Map

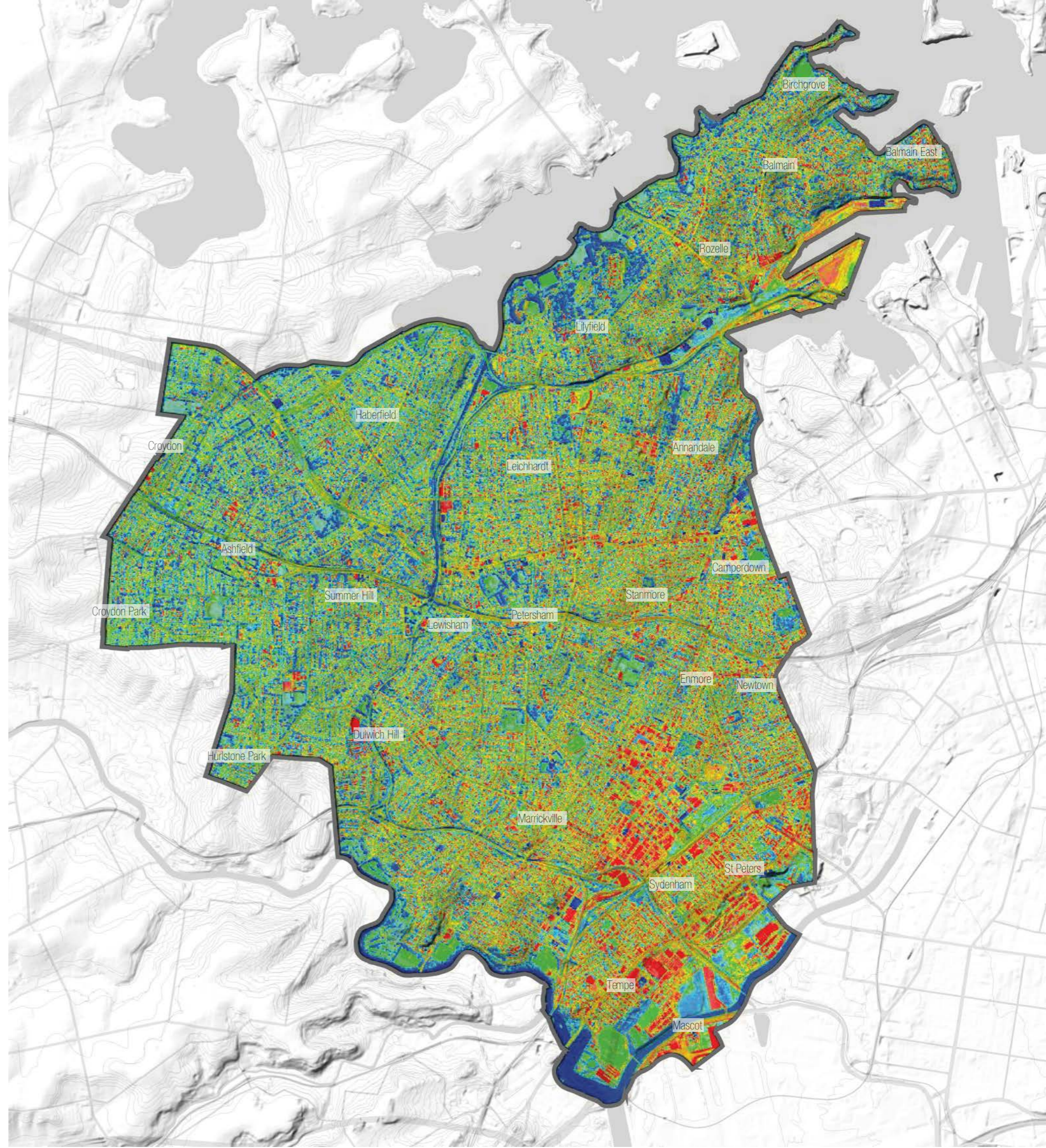
Similarly to the UHI map, the map highly correlates with preceding vegetation and tree canopy maps, where the lack of greenery on the eastern side of the LGA has likely contributed to a higher heat vulnerability, where areas with a higher concentration of greenery and water bodies have a lower heat vulnerability.

Areas of high urban heat would benefit from the implementation of greenery associated with the Blue-Green Grid.

Map source: Inner West Council

Legend

-  Inner West LGA Boundary
-  20°C
-  30°C
-  41°C



Mapping Layers

White Bay Eco-corridor

White Bay Eco-corridor can contribute as ecological links.

Map source: <https://glebesociety.org.au/update-proposed-eco-corridor-as-part-of-the-future-for-bays-west/>

Legend

- Inner West LGA Boundary
- White Bay Eco-corridor
- Bays West Eco-corridors



Mapping Layers

Hydrological Network

The Blue-Green Grid inevitably will create a hydrological network. The implementation of the Blue-Green Grid will provide an opportunity to rejuvenate the struggling waterways, bringing together ecology with hydrology to aid in the nitrogen cycle.

Utilising the water network and where water naturally collects, will indicate areas that will benefit from the application of the Blue-Green Grid to reduce flooding, naturally provide water to plants and enhance the interaction between plants and water which will contribute to lowering urban heat.





Six main water corridors are identified in the area, representing key hydrological network.

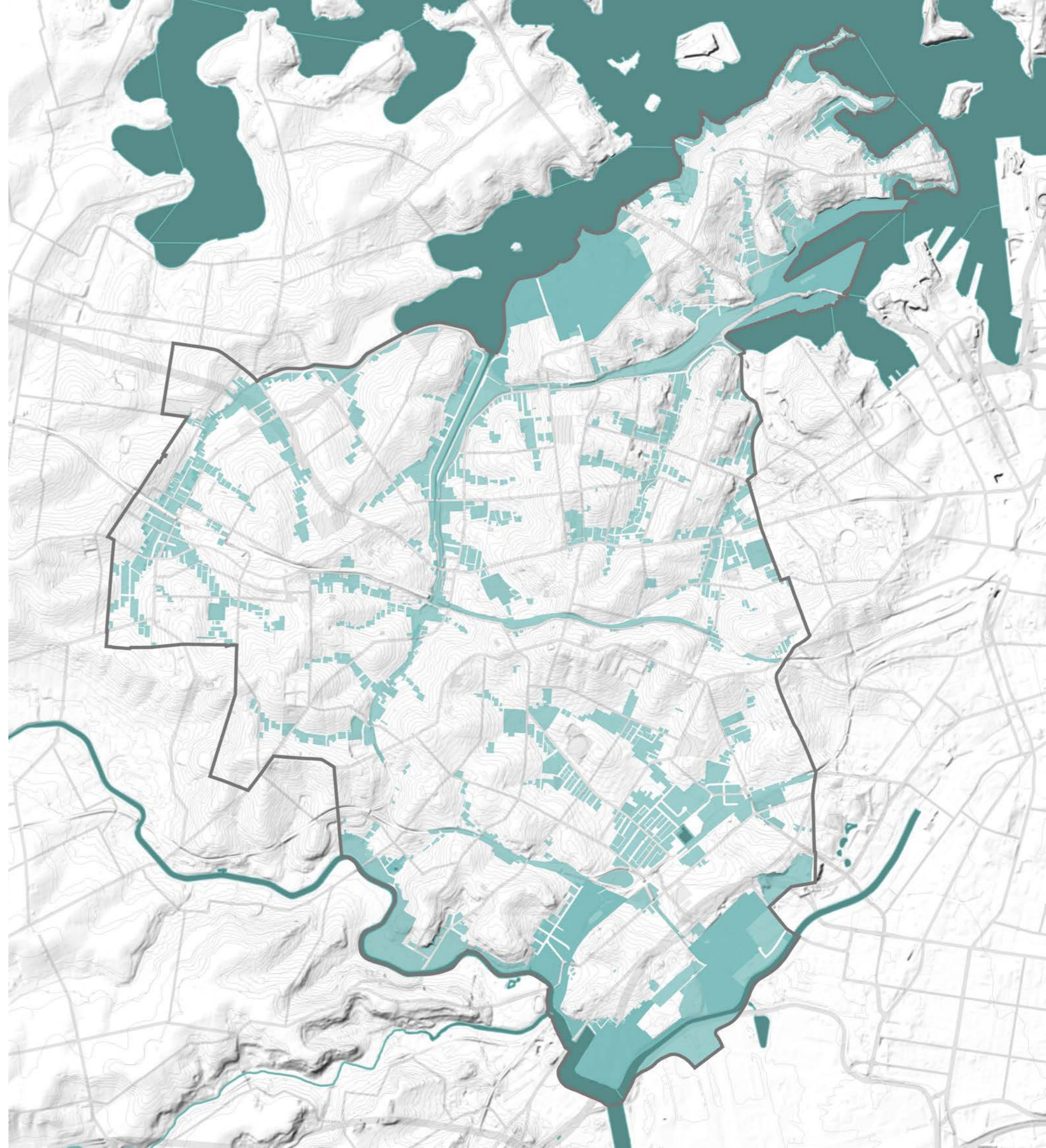
Flooding areas can be mitigated and indicate opportunities for implementation of Blue-Green corridors.

Notably, flooding occurs at the site which was previously a swamp (see Indigenous Historical Hydrological Systems Map).

Map source: Shapefiles provided by Inner West Council.

Legend

-  Inner West LGA Boundary
-  Water bodies
-  Creeks
-  Flooding Extent







Mapping Layers

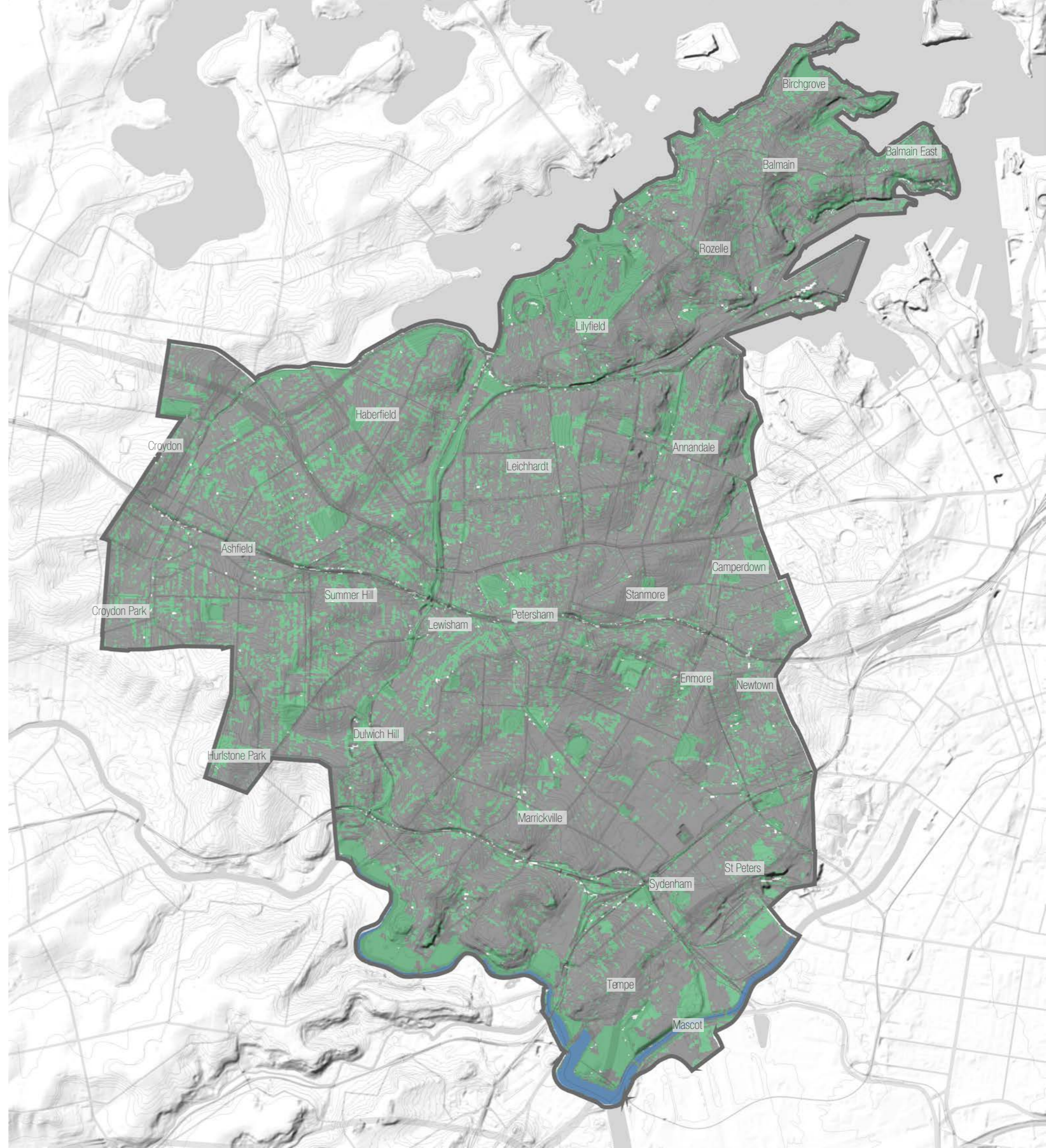
Permeable Surfaces

Understanding where less permeable surfaces are which correlates with flooding.

Map source: Inner West Council.

Legend

-  Inner West LGA Boundary
-  Pervious Area
-  Impervious Area
-  Open Water



Mapping Layers

Points of Interest (POI)

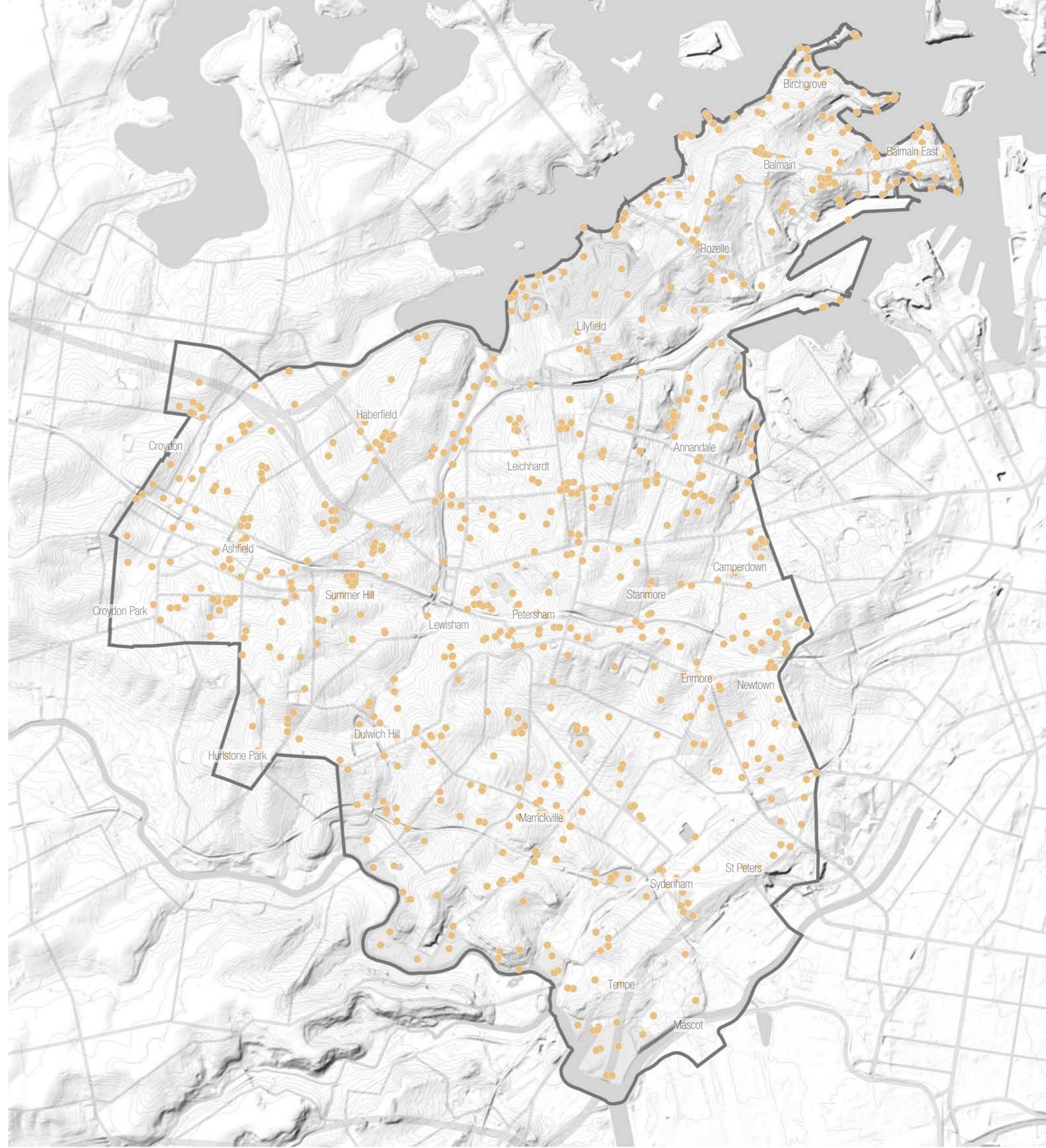
The Blue-Green Grid is about providing high amenity, green routes along commonly traveled paths and routes. The POI map outlines the specific places to connect. POI's include:

Ambulance Stations, Art Galleries, Athletic Tracks, Boat Ramps, Cemeteries, Child Care Centres, Clubs, Community Facilities, Community Homes, Convent/Monasteries, Court Houses, Education Facilities, Embassies, Fire Stations, General Hospitals, Historic Sites, Libraries, Local Government Chambers, Lookouts, Monuments, Museums, Nursing Homes, Parks, Picnic Areas, Places of Worship, Police Stations, Post Offices, Preschools, Pumping Stations, Retirement Villages, Rubbish Depots, SES facilities, Schools (High schools, primary schools, special schools, public and private) Shopping Centres, Slipways, Sports Centres, Sports courts and fields, Swimming Pools, TAFE colleges, Transport interchanges, Universitieis, Urban Places, and, Wharfs.

Map source: <https://datasets.seed.nsw.gov.au/dataset/nsw-points-of-interest-poi>

Legend

- Inner West LGA Boundary
- POI





Mapping Layers

Water Catchment

Understanding where less permeable surfaces are which correlates with flooding.

Map source: <https://datasets.seed.nsw.gov.au/dataset/42582022-ed91-45df-b542-8af77f564020/metaexport/html>

Legend

-  Inner West LGA Boundary
-  Catchment Boundary



Mapping Layers

Pipes and Drainage

The Blue-Green Grid will provide WSUD in areas which require drainage to naturally control what enters our waterways.

Map source: Inner West Council.

Legend

- Inner West LGA Boundary
- Drainage Pits
- Stormwater Pipes



Mapping Layers

Points of Interest (POI) - Heat Map

The Points of Interest (POI) heatmap represents an aggregate of location of a feature, service or activity that people may want to see, know about or visit across the LGA. The POI dataset is acquired from and maintained by State Government of NSW and Spatial Services (DCS).




POI dataset includes features related to Community, Education, Recreation, Transportation, Utility, or Hydrography, Physiography and Place, and defined as a place with a prescribed name. The spatial analysis technique uses this dataset with density calculation to estimate density-clusters across a study area. It calculates the density of interest points by spreading the influence of each point throughout the study area using a kernel function. The resulting output of this analysis method helps in analysing potential pedestrian mobility and behaviour with the LGA.

The POI Heat Map expands on the previous POI map. This in turn helps identify a broader Blue-Green Grid, which runs broadly near POIs in circumstances a link may not be suitable along that specific route.

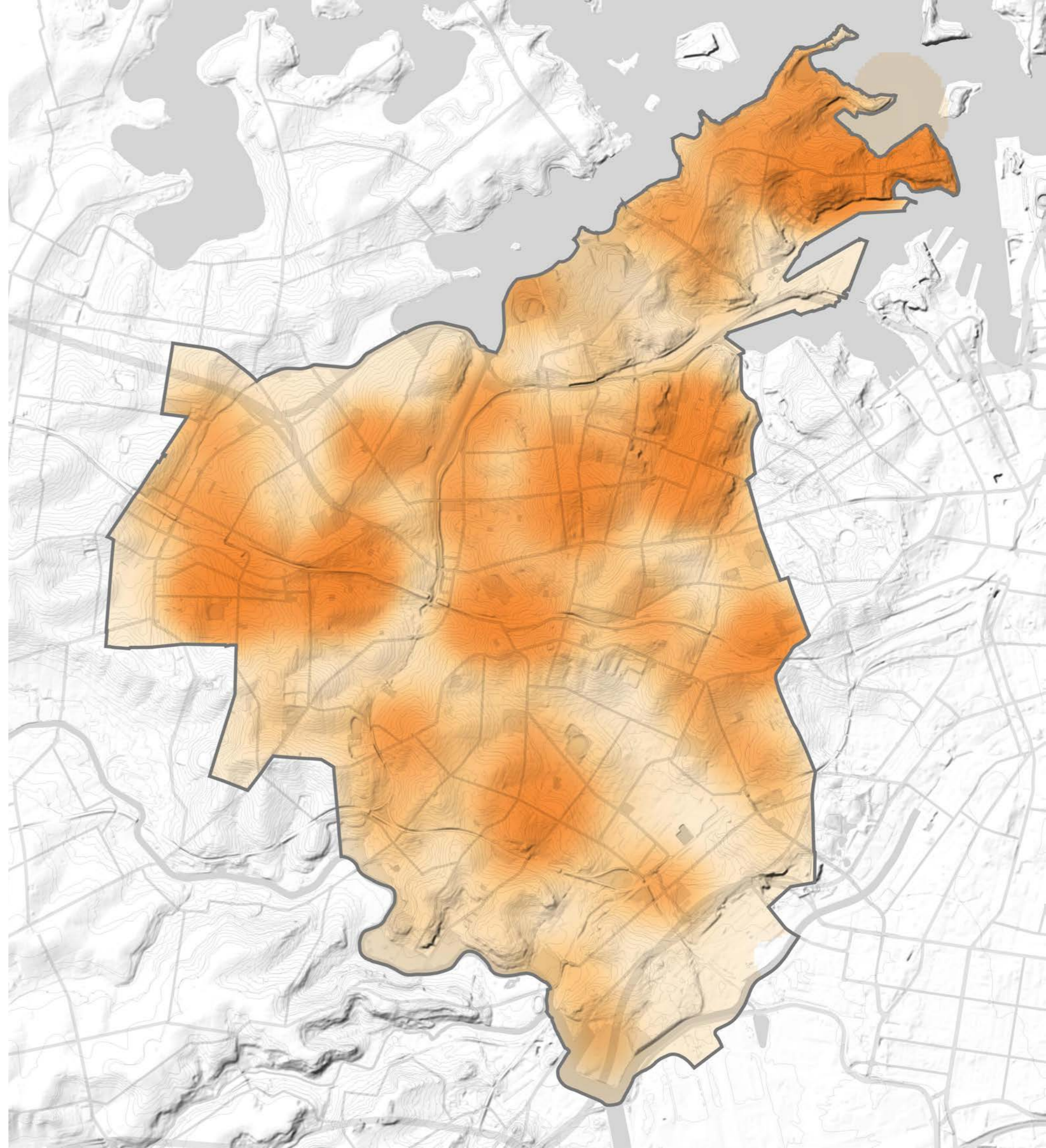
Information source: <https://datasets.seed.nsw.gov.au/dataset/nsw-points-of-interest-poi>

Map produced by McGregor Coxall with GIS.

Legend

-  Inner West LGA Boundary
-  More Points of Interest
-  Less Points of Interest

0 1 2 km

Mapping Layers

Movement Network

The Inner West Network is key to movement within, to and from the area, with plans to improve the network with the addition of the Metro.












The existing cycle routes provide hints as to where the Blue-Green Grid could go and indicate gaps to be improved.

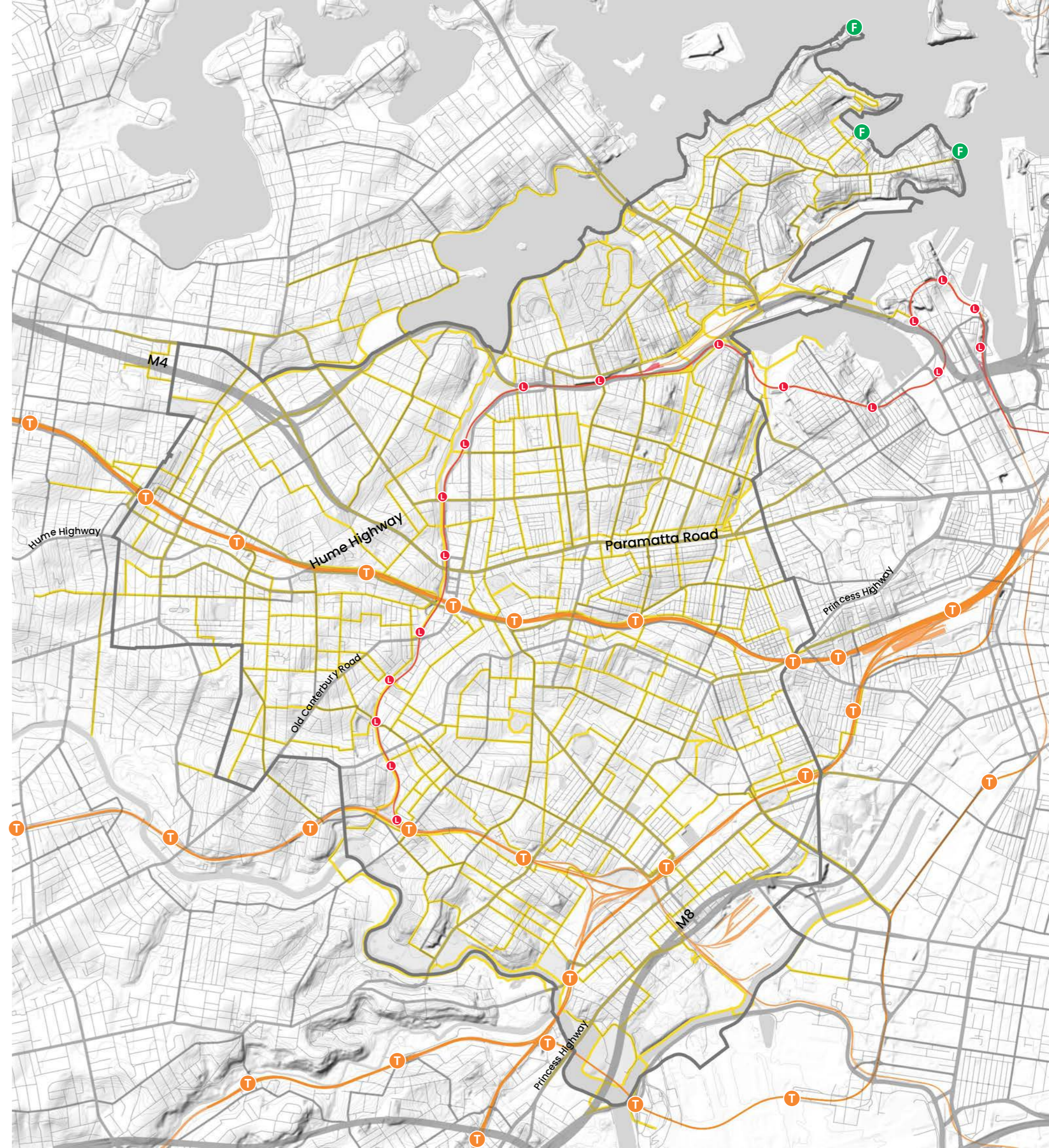
Proximity to public transport from the Blue-Green Grid provides accessibility to green spaces, whilst also encourages use of public transport through providing direct accessible paths and active transport over private car use, as the Blue-Green Grid will produce more attractive routes that are lush and cool which people want to use.

The Blue-Green Grid has potential to follow the train lines and main roads, using trees to reduce noise, improve aesthetics and creating a corridor of wildlife and biodiversity.

Map source: Shapefiles provided by Inner West Council, NSW DPIE, Six Maps.

Legend

-  Inner West LGA Boundary
-  Motorway
-  Arterial Road
-  Primary Road
-  Local Road
-  Train Line
-  Train Station
-  Light Rail
-  Light Rail Station
-  Ferry Station
-  Cycle Routes



Mapping Layers

Transport Walkability








Whilst the Inner West boasts an excellent rail network, much of the Inner West remains outside the walkable radius of stations.

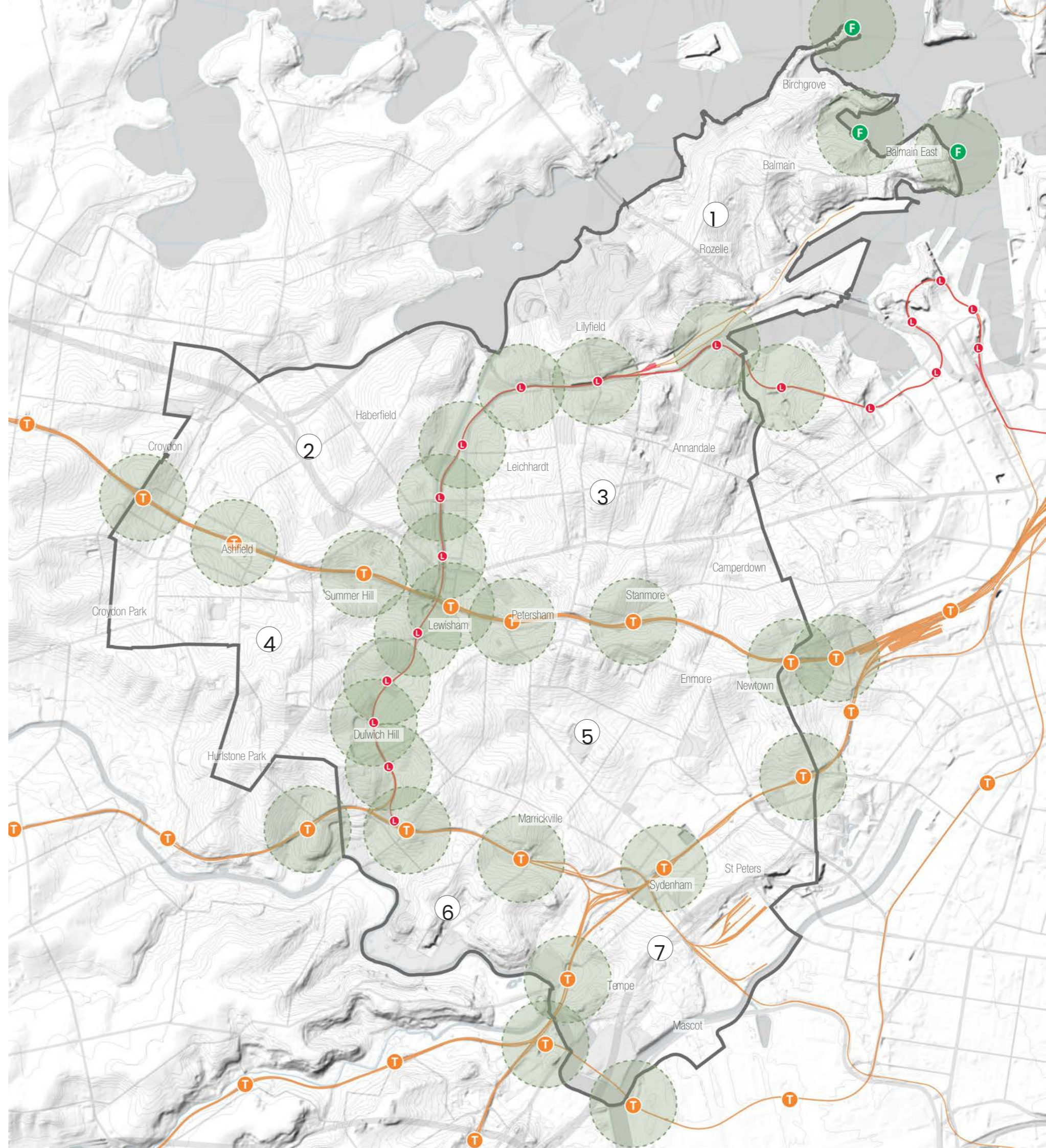
The Blue-Green Grid can be placed to support longer walking distances, and should be located to create access to stations.

Blue-Green Grid opportunities identified in 7 areas that lack suitable walking connectivity to stations.

Map Source: Shapefiles provided by Inner West Council, NSW DPIE, Six Maps.

Legend

-  Inner West LGA Boundary
-  Train Line
-  Train Station
-  Light Rail
-  Light Rail Station
-  Ferry Station
-  400m Walkable Radius



Mapping Layers

Pedestrian Hotspots




The pedestrian heat map represents an aggregate of pedestrian activity across the LGA. The pedestrian location points is a collection of raw data set of mobile location data acquired from Echo Analytics. The spatial analysis technique uses this data set with density calculation to estimate density-clusters across a study area. It calculates the density of events (such as occurrences, observations, or incidents) by spreading the influence of each event throughout the study area using a kernel function. The resulting output of this analysis method helps in analysing pedestrian mobility and behaviour with the LGA.

The Blue-Green Grid will go through commonly used routes. This map uses GPS data which mapped locations of people at different times of the day. A heat map was then created using an algorithm that identifies multiple data sets in high location concentration.

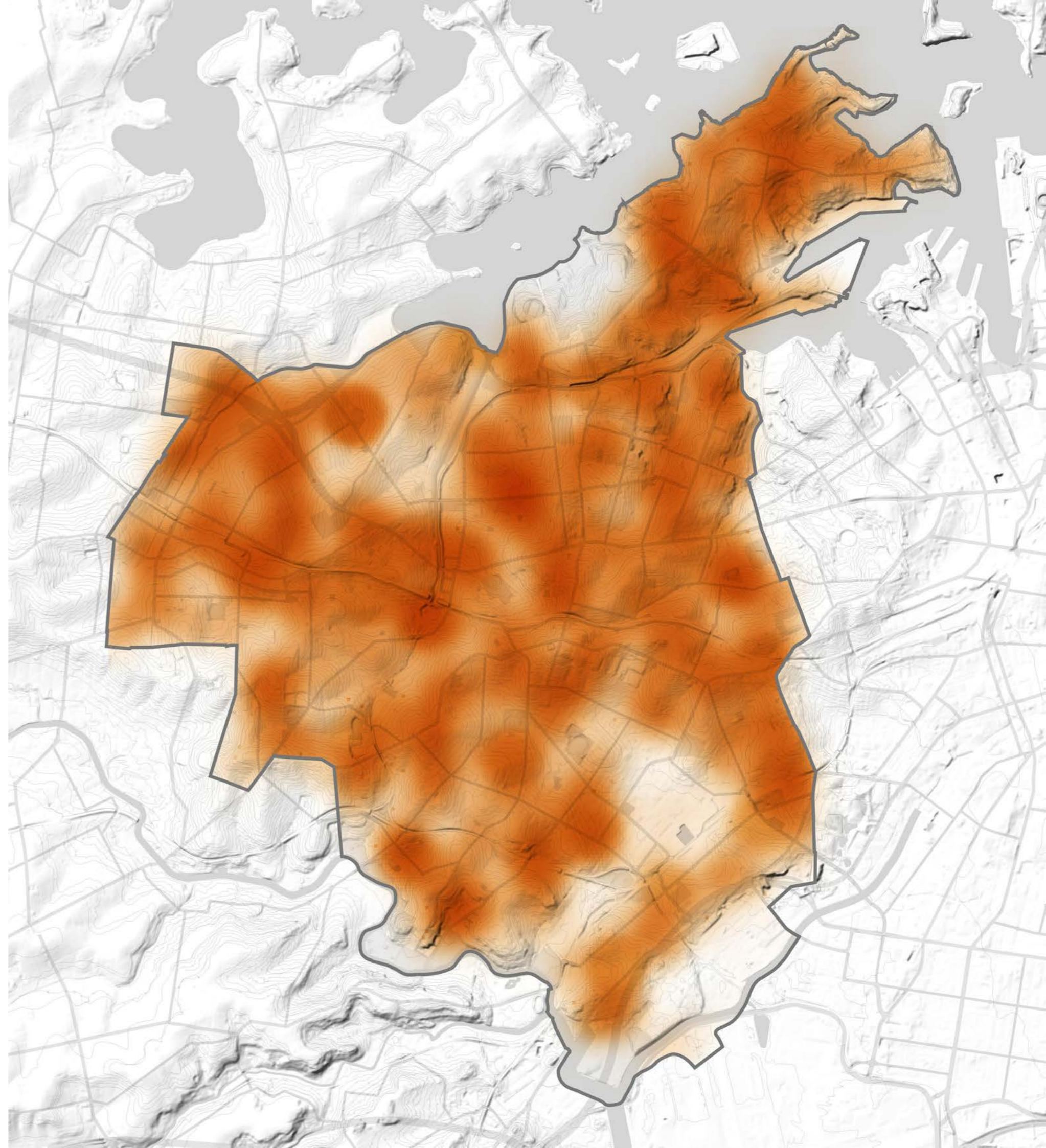
Information Source: Echo Analytics.

Map produced by McGregor Coxall with GIS.

Legend

-  Inner West LGA Boundary
-  More footfall
-  Less footfall

0 1 2 km



Mapping Layers

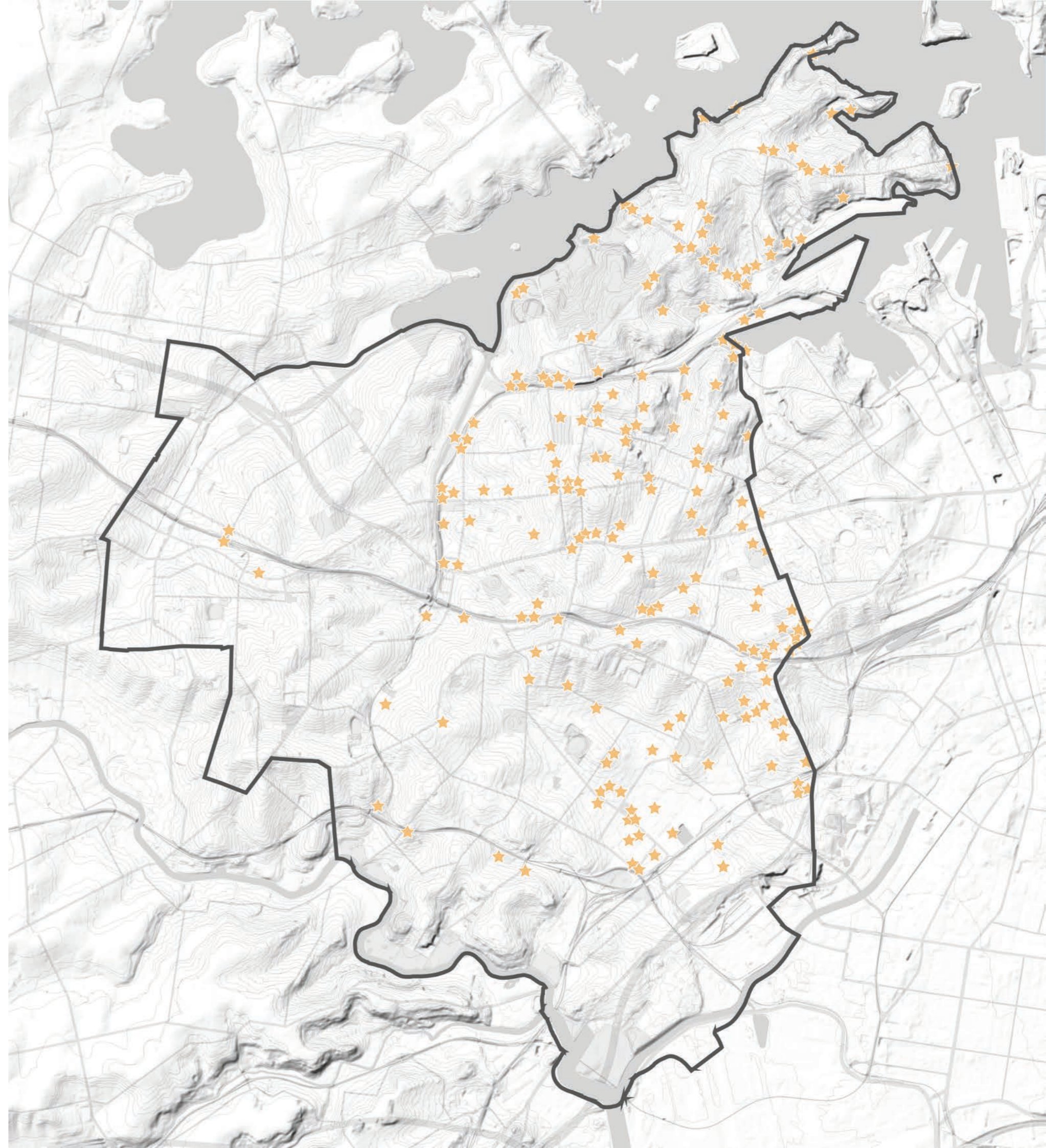
Public Art

There is opportunity for public art to comprise some of the Blue-Green Grid to promote art and culture.

Map source: <https://www.innerwest.nsw.gov.au/explore/parks-sport-and-recreation/walking-and-cycling/walking-and-cycling-routes>

Legend

- Inner West LGA Boundary
- Identified Public Art





Mapping Layers

Heritage Walks

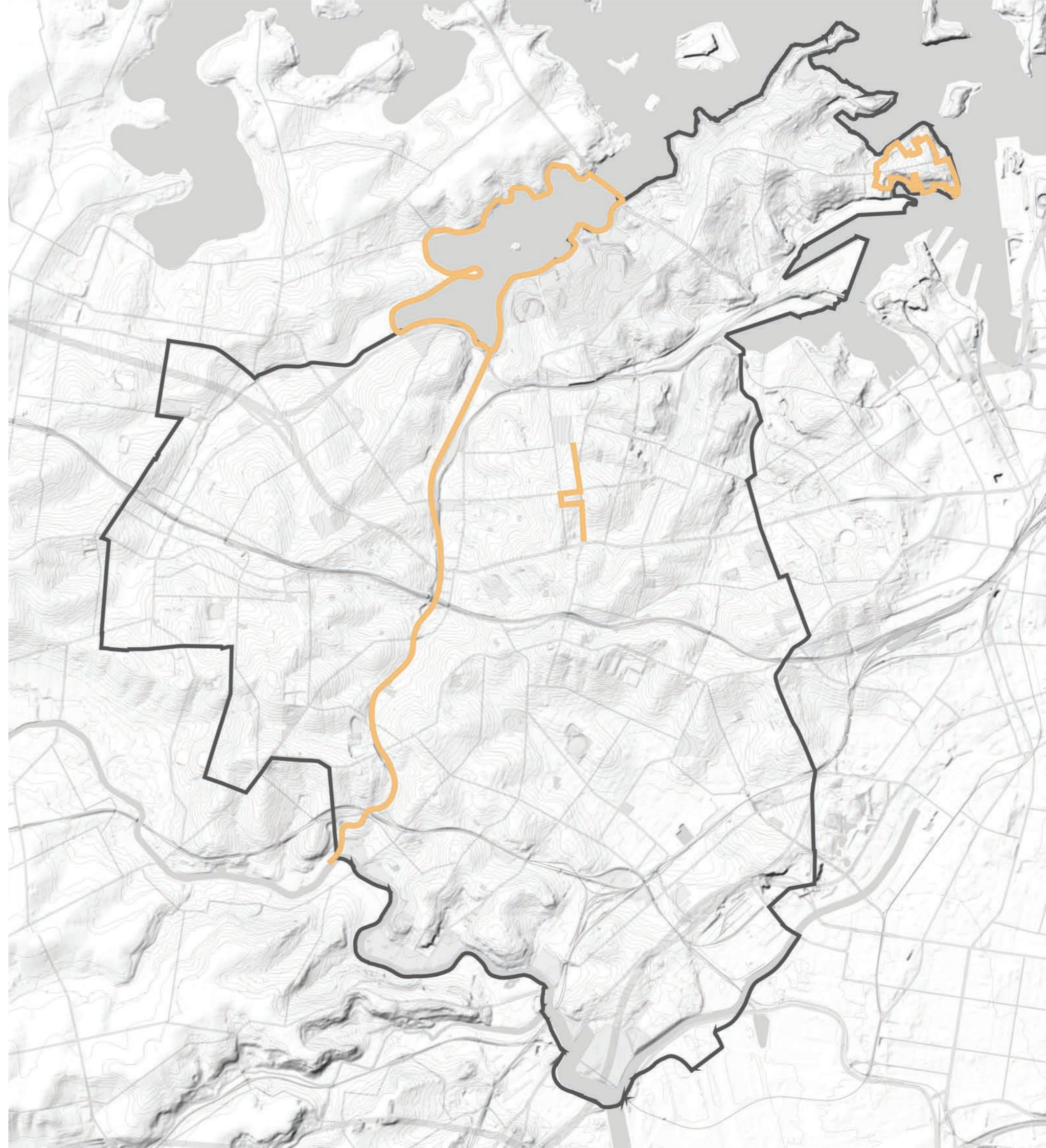
Trails can contribute to the Blue-Green Grid as existing routes.

Map source: <https://www.innerwest.nsw.gov.au/explore/parks-sport-and-recreation/walking-and-cycling/walking-and-cycling-routes>.

Legend

-  Inner West LGA Boundary
-  Local walking tracks

0 1 2 km



Mapping Layers

Footpath Widths





Footpaths around the Inner West vary in width, shown in the adjacent map.

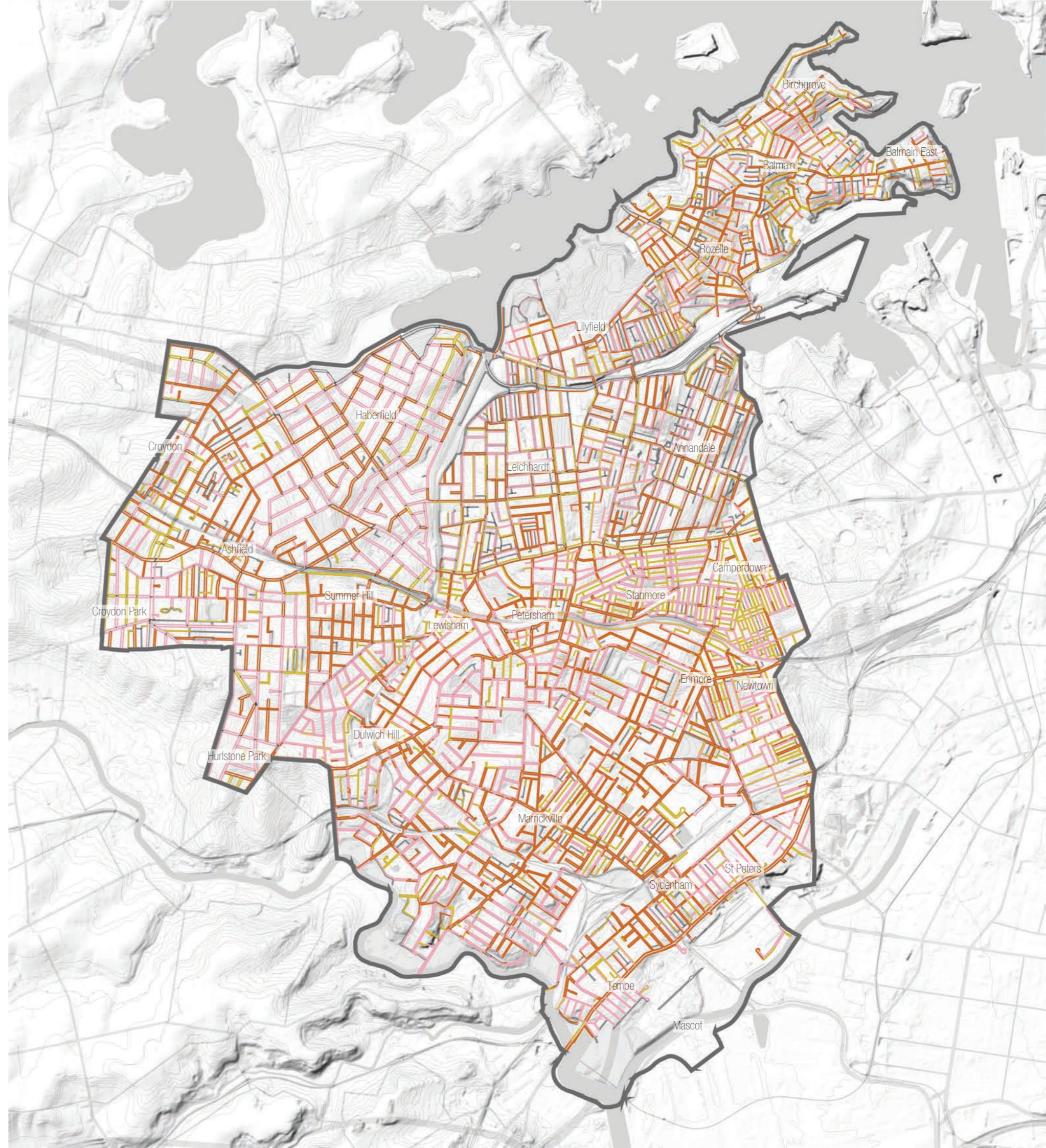
The width of the footpath impacts how they can be used, the safety of users, streetscape and implementation of blue and green infrastructure. Wider footpaths offer more opportunity due to adequate space allowing the addition of greenery and WSUD.

This map was used on the implementation stage to indicate actions in priority areas.

Map source: Inner West Council

Legend

-  Inner West LGA Boundary
-  0-1.5m Footpath
-  1.5-2m Footpath
-  2-11m Footpath



Mapping Layers

Crown Land

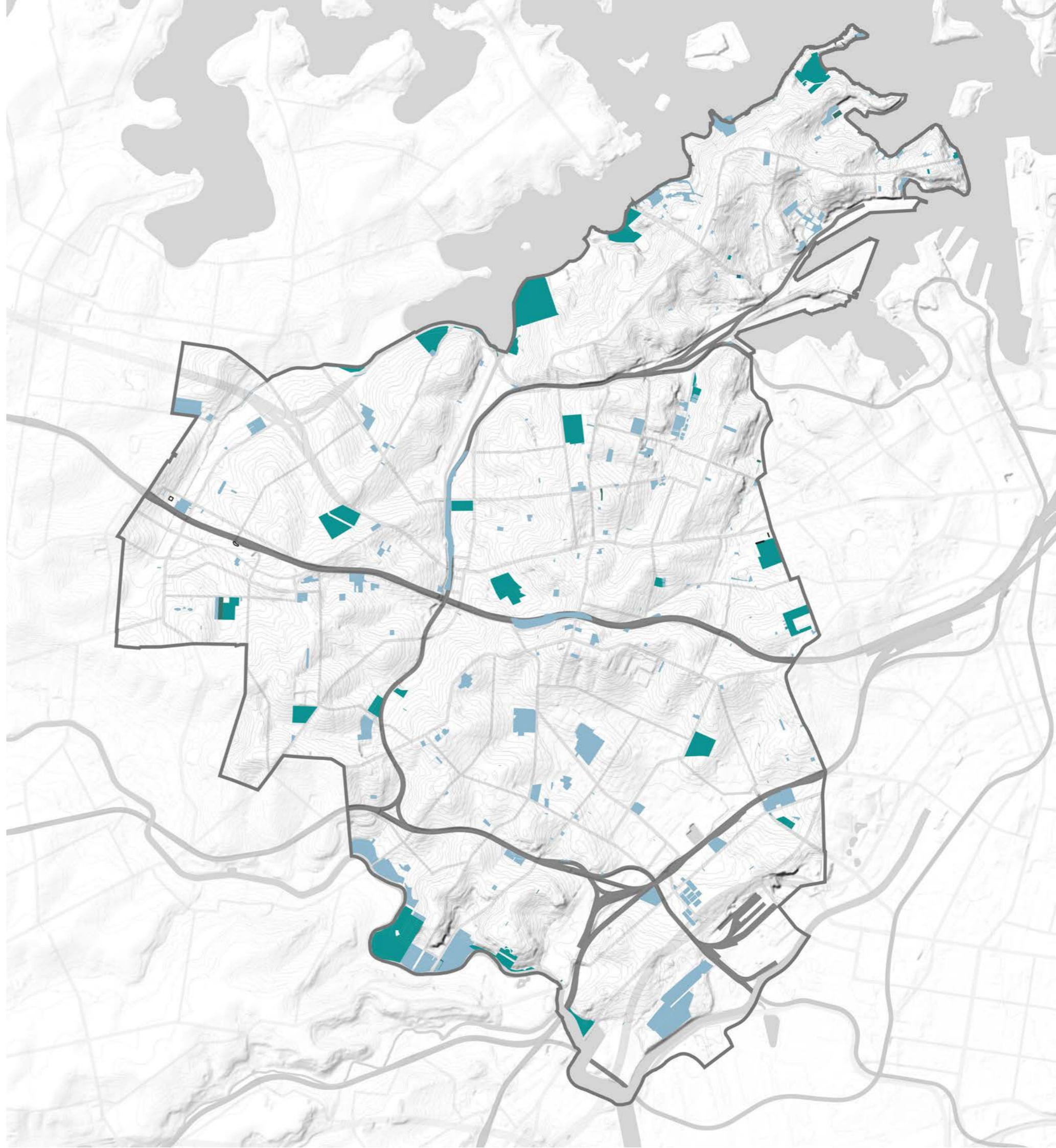
Mapping council and crown land shows areas which the strategy can easily be implemented.

Map source: Shapefile provided by Inner West Council.

Legend

- Inner West LGA Boundary
- Crown land
- Freehold
- Local Government Authority
- NSW Government Authority
- Rail Corridors

0 1 2 km



+ MCGREGOR
COXALL