





INTRODUCTION

1.1 A GREEN GRID LINK

A route along the Iron Cove creek corridor, linking Ashfield and Croydon to Iron Cove and the Bay Run.

The Iron Cove Creek corridor is envisaged as a green grid link approximately 2.5 km long between Ashfield, Croydon and Iron Cove. The approximate route and the surrounding locality are shown in Figure 1.

Sydney is growing fast and changing rapidly, and accommodating this change requires better use of public assets like streets and canals so they support local communities and help address critical issues like improved public health and mitigating climate change. Cities around the world are working to improve urban creeks and rivers and this master plan outlines a plan to improve Iron Cove Creek to create more natural habitat and places for people to play and relax.

“Such a great proposal to open up this area and make it more accessible and safe for residents”

Community member

The case for the recommendations in this master plan are clear. Improving the creek and providing better walking and cycling access are inherently connected to the NSW Government’s and Inner West Council’s liveability goals.

The NSW Government’s Six Cities Region outlines six region shapers to connect people and place, green cities and embed the wisdom of First Nations people. Through Planning Priority E17 the Eastern District Plan aims to increase the urban tree canopy and deliver Green Grid connections - a network of green spaces linking centres, public transport hubs and residential areas – while the Future Transport Strategy contains outcomes to support car-free, active, sustainable transport options and manage street space as public space.

“A great way to promote physical activity and community engagement”

Community member

The Inner West Council Climate + Renewables Strategy responds to the climate change emergency by working to foster zero-emissions mobility while the Integrated Transport Strategy aims to shift away from single vehicle travel towards greater active transport participation. The Inner West Community Strategic Plan, Our Inner West 2036, outlines the community’s aspirations for liveable connected neighbourhoods and sustainable transport while the Local Strategic Planning Statement prioritises actions for improved and accessible sustainable transport infrastructure.

Whilst the master plan outlines inevitable challenges faced in a condensed urban environment, it also provides options for exploring the delivery of better walking and cycling access, waterway naturalisation, more landscaping and public space, and a more attractive local environment.

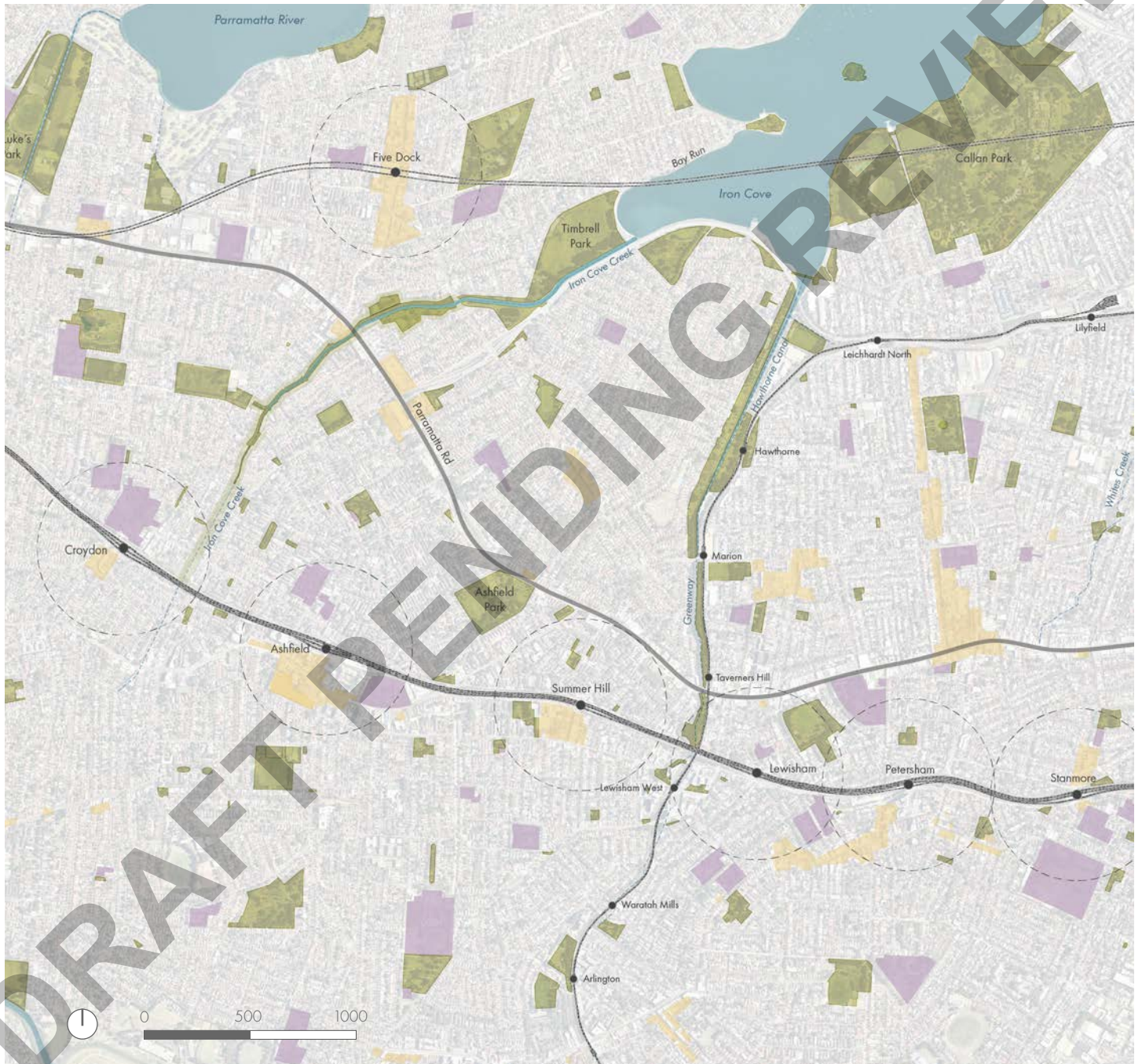


Figure 1: Context map of the Iron Cove Creek corridor



1.2 THE IRON COVE CREEK CORRIDOR

The local community wants safe spaces to walk and ride, and the Iron Cove Creek corridor provide these opportunities.

The Iron Cove Creek corridor is a 3.5 kilometre long corridor between Liverpool Road and Iron Cove. It follows the boundary between Ashfield and Croydon for approximately 2 km and between Haberfield and Five Dock for approximately 1.5 km, following the alignment of Iron Cove Creek.

Iron Cove Creek itself is an open concrete lined channel. The open section of channel starts to the west of the Main Western Railway line and drains in a north easterly direction to Iron Cove and the Parramatta River. Along much of the channel, there is a strip of open space that is not currently accessible to the public. This Master Plan highlights the opportunity to open access to this area and create a new walking and cycling route alongside the channel.

Local residents would like to improve opportunities for walking and cycling in the area. The local streets are car-dominated, offering limited amenity to pedestrians or cyclists.

A walking and cycling corridor along Iron Cove Creek has the potential to facilitate active transport and recreation, improving access to local parks, shops, schools, public transport nodes and recreation facilities including Ashfield Aquatic Centre, parks, and the Bay Run.

Another key opportunity is to improve access across Parramatta Road, which is a major barrier dividing Ashfield and Croydon from Haberfield and Five Dock.

Key opportunities for this project are to:

1. Unlocking access to the Iron Cove Creek corridor
2. Making it easier to cross Parramatta Road
3. Making it easier to walk and cycle in the local area
4. Improving local green space
5. Improving connections to local facilities
6. Improving connections to regional green space.



Figure 2: Site photo of an upstream section of the Iron Cove Creek corridor

1.3 LOCAL & STATE PLANNING POLICY

The Iron Cove Creek Corridor is aligned with State Government Policy directions including the Sydney Green Grid in the District Plans and the Eastern Harbour Strategic Cycling Corridors.

Sydney Green Grid

The NSW Government has identified a network of high-quality green spaces connecting centres, public transport hubs and major residential areas (Figure 2). Known as the Sydney Green Grid, it is an integral part of the Greater Sydney Region and District Plans and is about delivering a connecting network of open space that will keep the city cool, encourage healthy living and enhance biodiversity.

The Iron Cove Creek green link is one of four links identified in the Inner West. Each link is identified as holding dominant recreational, ecological, hydrological or agricultural values and Iron Cove Creek is recognised as having potential recreational value to provide the following:

- Increased access to open space including across major roads and infrastructure barriers
- Encouraging sustainable transport connections and promoting active living with a network of walking trails, cycle paths and open spaces along river and creek corridors
- Creating a high quality public realm integrating civic spaces and destinations with public transport opportunities.

Parramatta Road Corridor Urban Transformation Strategy

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) is an integrated land use and transport plan to transform Parramatta Road between Granville and Camperdown with more homes, workplaces and better transport and public domain.

The Strategy is led by the Department of Planning and Environment and councils with land along Parramatta Rd are accepting planning proposals for development along the corridor while Transport for NSW is preparing a business

case to deliver place-based active and public transport improvements.

The Kings Bay precinct straddles the Inner West and Canada Bay Council boundary immediately adjacent to Iron Cove Creek. Kings Bay is intended to be a new residential and mixed use village, served by Metro West and better transport on Parramatta Rd. Inner West Council and Canada Bay Council are finalising changes to planning controls for growth in Kings Bay. The Sydney Metro West station currently under construction in Five Dock centre will dramatically improve public transport capacity for the precinct.

Future Transport Strategy

Future Transport Strategy, launched in September 2022, is the NSW Government's vision for transport in NSW. It sets a long-term strategic vision for creating 15-minute neighbourhoods by improving every part of the transport system with more choices and better access using zero emissions transport. It recognises the importance of releasing the potential of infrastructure, including blue and green infrastructure, to create better places and resilient communities.

The Strategy outlines the Strategic Cycleway Corridors in Greater Sydney as an outcome of the vision and the Corridors in the Eastern Harbour City includes a strategic cycling link between centres in Five Dock and Ashfield.

Future Transport Plans and place-based transport plans will define initiatives for the Strategy in the short, medium and long term and cross-agency work now underway to transform Parramatta Rd as well as the NSW Active Transport Strategy are part of these plans.

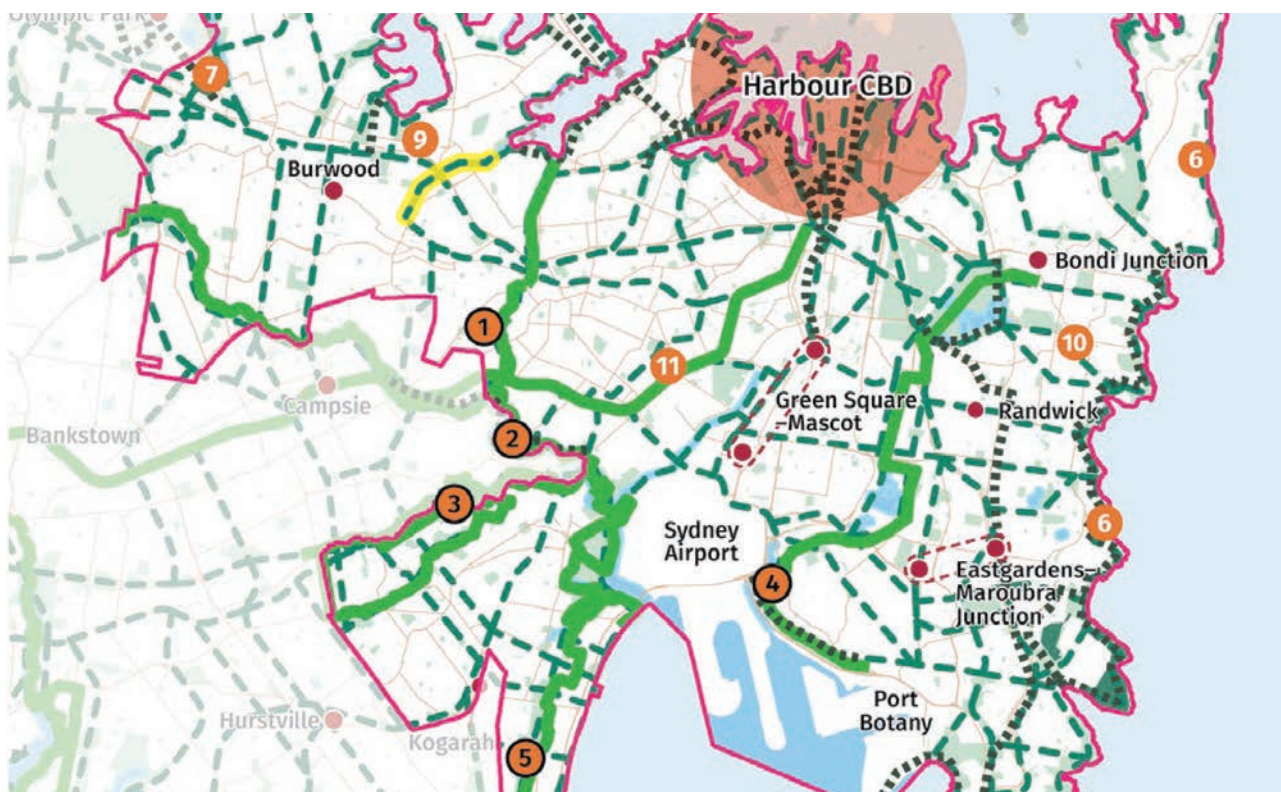


Figure 3: NSW Government Sydney Green Grid: Iron Cove Creek corridor highlighted in yellow

Active Transport Strategy

The Active Transport Strategy, released in 2022, draws on the Future Transport Strategy's vision for walking and bike riding, and provides a guide for the planning and investment of active transport in NSW. It outlines ambitions and priority moves for active transport including creating walkable connected 15-minute neighbourhoods, increasing the percentage of short trips made on foot, helping children to travel independently with safer walking and bike riding options and doubling the number of children walking or riding to school.

Especially relevant to Iron Cove Creek is the ambition to accelerate the delivery of active transport projects by cutting red tape and providing resources.

Our Inner West 2036 – Community Strategic Plan

Inner West Council's Community Strategic Plan (CSP) outlines five strategic directions based on community consultation carried out in 2021. The community wants to see an ecologically sustainable Inner West with liveable, connected neighbourhoods and active transport. The CSP outlines intended outcomes that include people walking and cycling with ease, and managing the road network to prioritise active and public transport over private motor vehicle use.

Our Place Inner West Local Strategic Planning Statement

The Inner West Local Strategic Planning Statement (LSPS), March 2020, provides the land-use planning framework for the Inner West by establishing a vision for the area in 2036 as well as actions to be taken to achieve this vision. Based around the six themes listed below, it identifies the challenges and opportunities for our communities in the context of changing technology and a growing population.

- An ecologically sustainable Inner West
- Unique liveable, networked neighbourhoods
- Sustainable transport
- Progressive local leadership
- Creative communities and a strong economy
- Caring happy healthy communities

The LSPS outlines the Inner West Blue/Green Grid which builds on the Sydney Green Grid to create a more dense network of green and blue infrastructure connections.

1.4 THIS MASTERPLAN

Outline of this document

This Masterplan provides an overview of the investigations, community consultation, route options for a walking and bike riding path as well as better streets and places along the Iron Cove Creek Corridor. The Masterplan includes the following sections:

- 1. Introduction** - This section provides a brief overview of the Master Plan and its strategic context
- 2. Local Context:** This section provides an overview of the context of Iron Cove including local destinations, a description of the waterway and the transport context including active transport and the local traffic context
- 3. Route Segments:** This section provides a description of the 6 different precincts for the Corridor and the existing conditions of each of the precincts along the Corridor including the adjacent open space and land ownership
- 4. Precinct Plans:** This section provides a description of the route options that were explored for each precinct including along Iron Creek, linkages to and from Iron Cove Creek, key road and rail crossings as well as on-road options and provides an overview of the proposed path and open space upgrades in each of the precincts.
- 5. Stakeholder Engagement:** This section provides an overview of the feedback received from the community and stakeholders on the Iron Cove Creek corridor
- 6. Implementation:** This section includes a cost estimate for the proposed works, including a prioritisation for each element, which informs the implementation and realisation of the Iron Cove Creek corridor.

