

03

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ROUTE SEGMENTS

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3.1 OVERVIEW

The character of Iron Cove Creek and its adjacent land varies substantially between the downstream section at Iron Cove and its upstream section in Ashfield

Precincts

This chapter provides an overview of the existing conditions of Iron Cove Creek Corridor. The character of both the creek channel and its adjacent land use and open space both vary along the corridor providing very different characteristics of the corridor along its length

To capture this variability in its character, the Iron Cove Creek corridor has been be divided into six precincts (Figure 11). Each section of the corridor has a distinct character as well as different opportunities and constraints. The precincts are primarily separated at roadway crossings of the corridor. These roadway crossings currently physically divide the six different precincts.

The six precincts include:

1. Heighway Avenue to Elizabeth Street
2. Elizabeth Street to John Street.
3. John Street to Church Street
4. Church Street to Parramatta Road
5. Parramatta Road to Ramsay Street
6. Ramsay Street to Iron Cove

The Iron Cove Creek Corridor traverses a complex route via a highly modified waterway and network of arterial and residential roads

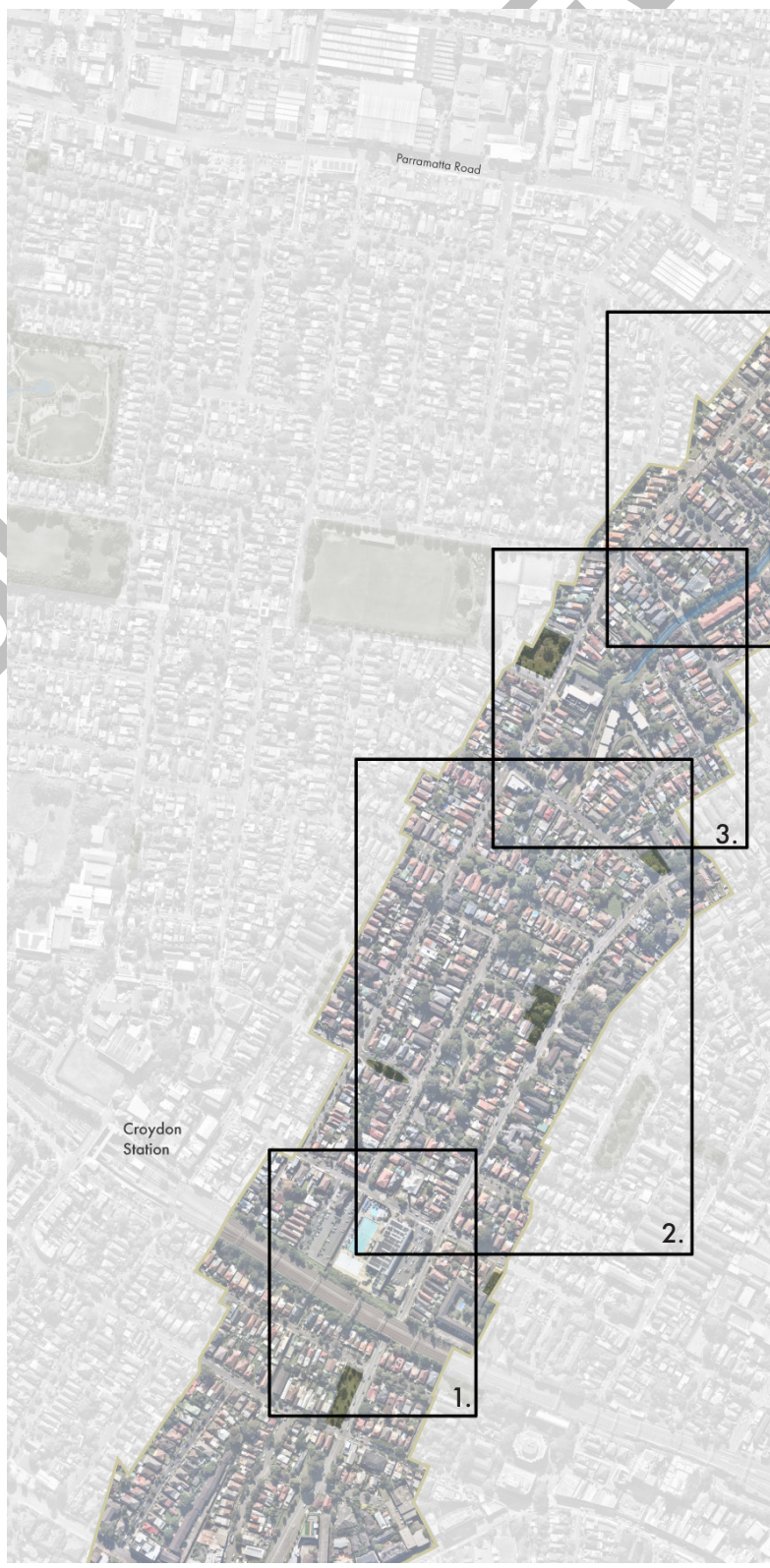
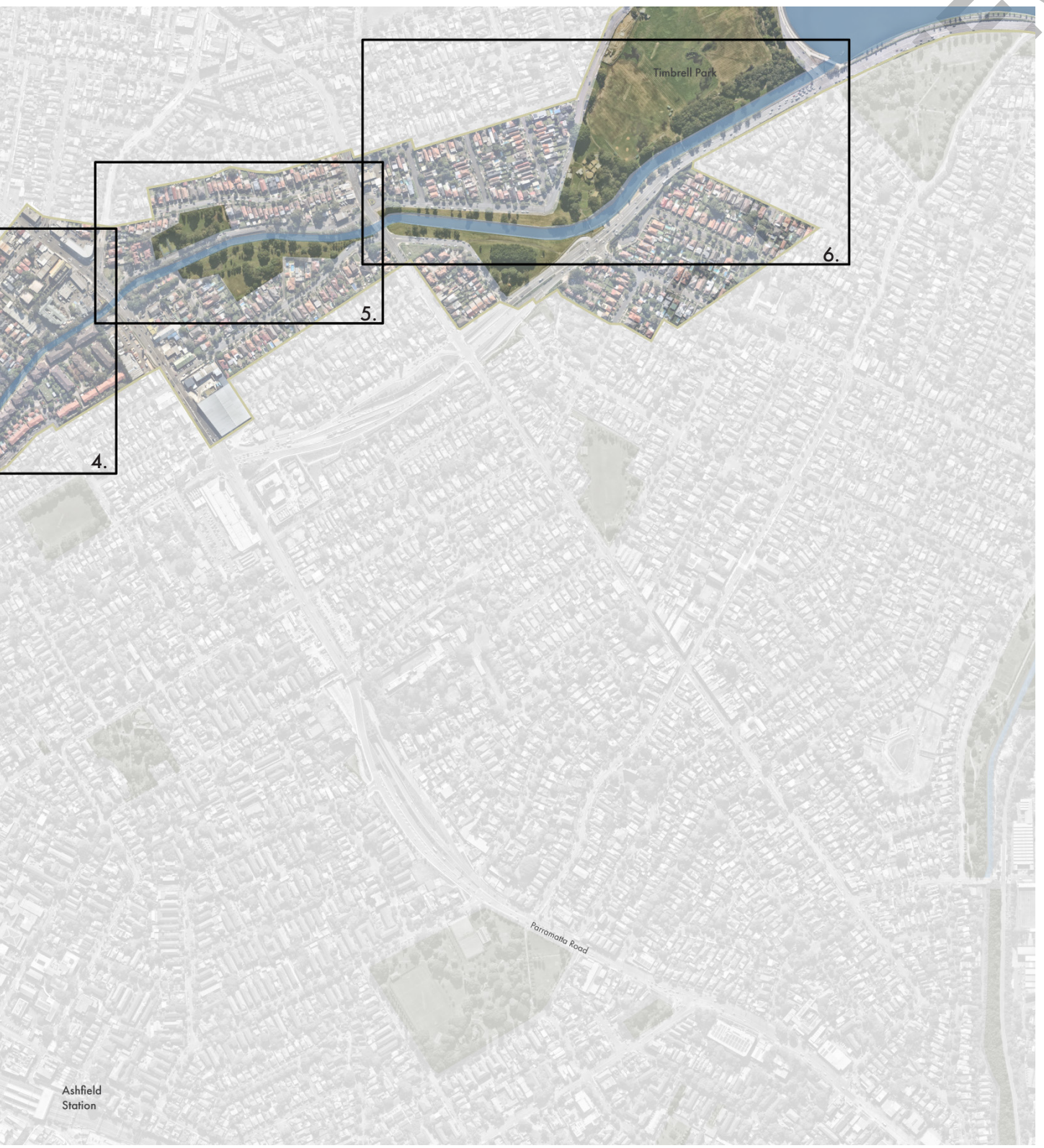


Figure 11: Precincts overview diagram

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Timbrell Park
6.
5.
4.
Parramatta Road
Ashfield
Station

3.2 HEIGHWAY AVE TO ELIZABETH ST

Precinct 1 includes the section of Iron Cove Creek between Heighway Ave, south of the Western Railway and Elizabeth St adjacent to Ashfield pool

Land use

Precinct 1 includes the Western Rail Line running from east to west.

South of the rail corridor is primarily low-density residential development. To the north of the rail corridor is the Ashfield Aquatic Centre and an associated large car park on either side of the aquatic centre. Adjacent to the Aquatic Centre north of the rail line there is medium density residential development including 'three storey walk-ups'.

Immediately to the west of the proposed Corridor is Croydon station, Croydon centre, Presbyterian Ladies College, and Croydon Public School. To the east of the Corridor is Ashfield town centre, a major strategic hub of the Inner West identified for future urban growth.

Creek character

The creek channel south of the Western Rail Line corridor is a narrow open oviform concrete channel with an additional culvert under the rail line. The open channel continues through under the Western Rail line and adjacent to the western edge of the aquatic centre. Property boundaries extended to the bank of the channel on both sides of the channel.

Road context

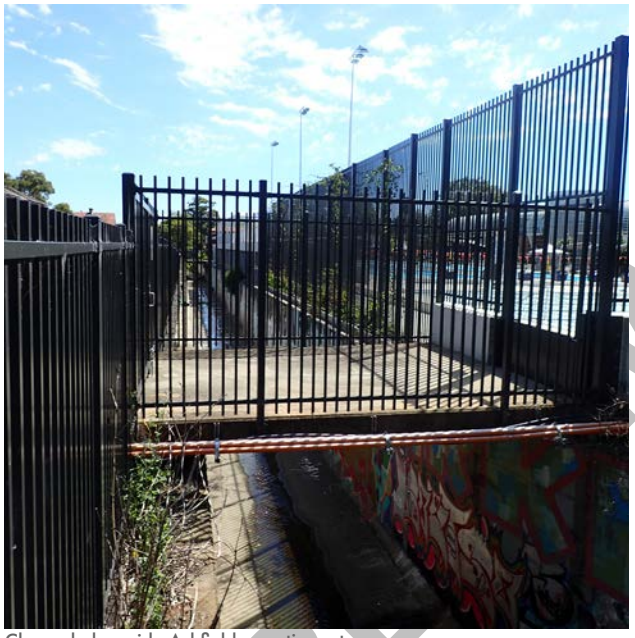
Frederick Street, which runs north-south under the Western Rail Line is a busy, arterial link and includes bus routes. It provides an important traffic link between Parramatta Road and Liverpool Road south of the rail line. There are footpaths running along both sides of Frederick St. Frederick Street and Elizabeth Street is a signalised intersection. The footpaths are in a poor condition, including at the intersection.

Elizabeth Street is a moderately busy local road, with a dedicated pedestrian crossing at the Ashfield aquatic centre. It is well used by pedestrians and cyclists.

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Channel upstream of railway



Channel alongside Ashfield aquatic centre



Channel alongisde Ashfield aquatic centre



Frederick St Underpass of western railway



Frederick St alongside aquatic centre car park



Entrance plaza at Ashfield aquatic centre

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3.3 ELIZABETH ST TO JOHN ST

Precinct 2 includes the section of Iron Cove Creek between Elizabeth St adjacent to Ashfield pool and John St and there is no open space adjacent to the channel

Land use

The urban form between these two roads along the corridor is almost exclusively low density residential development, permeated by pocket parks such as Frederick Street reserve at Frederick Street/Bank Street and Anthony Street Reserve at Etonville Parade/ Anthony Street.

There is a pocket of medium density residential development bordering Frederick Street at Albert Parade opposite Frederick Street reserve. At the intersection of John Street and Croydon Road, there is a small amount of low-density commercial operations occurring including shops and cafes.

Creek character

The open channel continues northward under Elizabeth Street along Etonville Parade and is located in between the adjacent properties and the footpath, with several private vehicle bridge crossings over the canal.

The is a relatively narrow, relatively deep concrete channel with fencing to both sides. It then carries on northward as Etonville Parade diverts westward towards Croydon Road. The channel is located between low density residential development until John Street. Between John Street and Etonville Parade, the corridor is currently inaccessible to the public and is gated off, except for a pedestrian crossing between Hedger Avenue and Gregory Avenue.

Road context

The surrounding roads are busy east and west of the corridor, with Frederick Street to the east and Croydon Road to the west. These corridors both have significant use.

Croydon Road has painted on-road bike symbols and no dedicated cycling infrastructure, requiring riding on-road in a mixed traffic environment. It is a well used cycling and walking route as it is one of the few streets travelling north south and links to Croydon centre and local parks.

Frederick Street continues as an arterial corridor. It also has a some use by cyclists along the corridor due to its direct link to Parramatta Road.

Between these two roads running parallel to the creek channel from Elizabeth Street to the south is Etonville Parade, a quiet residential street with low traffic volumes and on street parking. The footpath along the channel is in poor condition. Etonville Pde has a row of established street trees adjacent to the channel which provides a pleasant character to the street.

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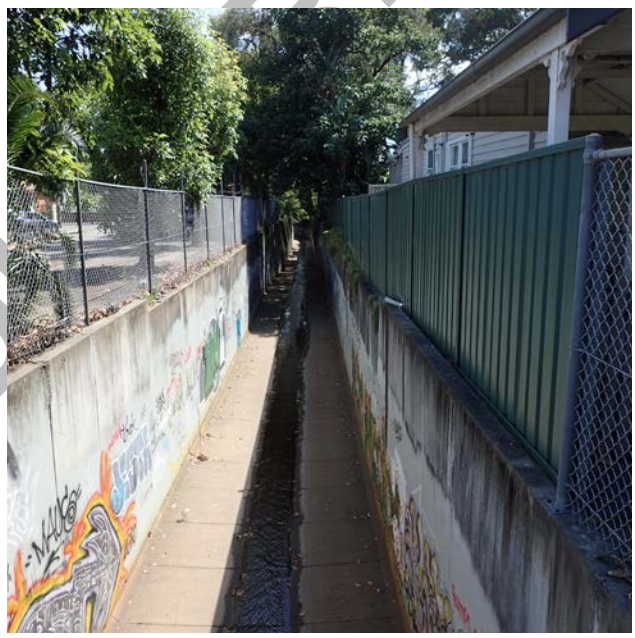
Channel downstream from Elizabeth St



Street trees alongside channel at Etonville Parade



Uneven footpath and street trees alongside channel on Etonville Parade



Channel at downstream end of Etonville Parade



Channel at downstream end of Etonville Parade



Channel looking upstream from John St

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3.4 JOHN ST TO CHURCH ST

Precinct 3 includes the section of Iron Cove Creek between John St and Church St and it has open space adjacent to the creek

Land use

The primary character of the land use is low density residential, with a few small businesses and local services, a child care centre, as well as two significant parks.

Between John Street and Church Street there are two significant parklands in proximity to the corridor. To the west across Croydon Road is Bede Spillane Reserve and Centenary Park, and to the east between Lucy Street and Frederick Street is Hammond Park. Both parks are well used for recreation.

Adjacent to the creek corridor and opposite Bede Spillane Reserve is the Croydon Zone substation. Along Frederick Street in this part of the corridor there is also an aged care facility.

Creek character

North of John Street, the character of the creek corridor changes significantly. The easement opens to between 12-22m and has open, mown turf either side of the corridor. The mown lawn slopes steeply down to the creek. The creek corridor also has a junction at Croydon electrical substation, and contains a small western tributary with adjacent open space which connects to Croydon Rd opposite Bell Spillane reserve. This tributary also has a similar 20m wide corridor with mown grass either side of the channel.

The creek and its adjacent open space is typically 1 to 2m below than the surrounding streetscape and property boundaries The creek itself also starts to slowly move turn from north northeast to northeast here.

In this section of the corridor there is also a 750mm diameter underground water main running along the west side of the creek within the open space adjacent to the channel.

Along the east side of the corridor here is a 300mm diameter sewer main.

Road context

The road context is similar to Precinct 2 with Croydon Road and Frederick Street corridors running parallel to the corridor on either side and low traffic residential streets in between. Croydon Road remains a well used walking route and on road cycling route. Frederick Street remains a moderately used walking and on road cycling route but begins to reduce in use further north of John Street. Lucy Street, Alexandra Street, Lucy Crescent, and a private laneway run between these two streets. These local streets are characterised by low traffic volumes and low speeds with on street parking.

The Church Street corridor is a local road with low to medium traffic volumes, It is well utilised by pedestrians and is a moderately used on road cycling route.

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Channel downstream of John St



Channel junction looking upstream



Channel junction looking upstream



Channel looking downstream



Channel looking downstream to Church St



Channel looking upstream from Church St

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3.5 CHURCH ST TO PARRAMATTA RD

Precinct 4, between Church St and Parramatta Rd, provides open space adjacent to Iron Cove Creek including land owned by Inner West Council.

Land use

At this part of the corridor the character of the surrounding land use changes with the built form to the immediate east of the corridor featuring higher density apartments, known as Green Trees, and main road commercial uses on Parramatta Rd such as petrol stations and drive-in retail and take away outlets. To the west of the corridor, the built form includes lower scale residential and light industry as it approaches Parramatta Road.

The Enterprise Corridor immediately adjacent to the creek at the Kings Bay on Parramatta Rd is earmarked for redevelopment as part of the Parramatta Road strategy.

Creek character

The creek character is generally similar to Precinct 3 with an open channel adjacent to a grass area, with the concrete channel gradually widening as it approaches Parramatta Road.

There is open space on each side of the channel. On the western side the open space stops at West St, 100 metres from Parramatta Rd. In this location there is communications tower and vertical concrete wall alongside the channel. On the eastern side in this precinct is land, approximately 3m in width and known as John Pope Reserve, owned by Inner West Council which was acquired with development of the Green Trees apartments during the 1990s.

Parramatta Road crosses the creek elevated above the adjacent open space, with a height difference of approximately 2m between the grass area and footpath level.

Furthermore, the underground water main mentioned in Precinct 3 continues along the western edge of the creek, running under the embankment and diverting northwest at West Street.

Road context

Similar to Precincts 2 and 3, Croydon Road and Frederick St travel each side of the corridor.

As Croydon Rd approaches the Parramatta Road intersection, it changes to a 2-lane road northbound with no kerbside parking. Running parallel to the east of the creek in this precinct is Knocklayde Street which provides the primary access point to the Green Trees apartments and intersects with Church Street.

Parramatta Road is one of Sydney's major arterial roads providing regional road travel between the inner city and western Sydney, including heavy vehicle freight throughout the day.

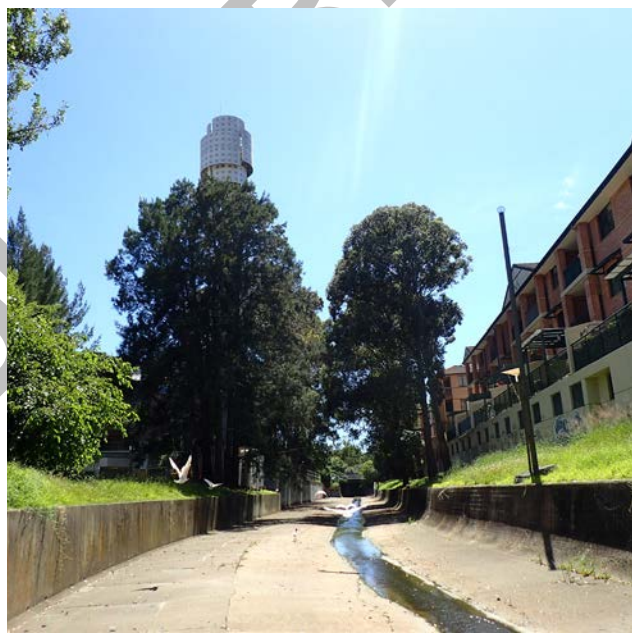
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Channel looking downstream from Church St


Channel looking upstream at Church St


Channel looking downstream from Church St


Channel looking downstream towards Parramatta Rd


Channel at Parramatta Rd


Main channel culvert under Parramatta Rd

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3.6 PARRAMATTA RD TO RAMSAY ST

Precinct 5 includes the section of Iron Cove Creek between Parramatta Rd and Ramsay Road and the channel runs adjacent to Jegorow Reserve

Land use

Immediately eastward adjoining Parramatta Road, the land use contains a strip of large lot commercial development. Beyond this the land use is low density residential. Further northwest along this road is Five Dock which is planned to have a new metro station and accompanying high density development precinct in the future.

There is also large amounts of greenspace bordering the creek in this precinct, with Croker Park, in Canada Bay Council, to the north of the creek north of Henley Marine Drive and Wadim Jegorow Reserve ("Jegorow Reserve") immediately adjoining the creek to the south past Dobroyd Parade.

Jegorow Reserve has a path between Cove Street and Wolseley Street running parallel to the creek, scattered trees and seating and picnic tables. At its southern end there is an Inner West Council Depot which is adjacent to the channel. Transport for NSW owns the open space adjacent to the property boundaries.

Croker Park to the north of the creek has tennis courts and a playground and scattered trees.

There is also a pocket of low-density commercial interspersing the residential areas, with a small commercial cluster at Henley Marine Drive and Ramsay Road to the north of the Ramsay Road bridge at the east of the precinct.

Creek character

The creek channel itself continues to widen past Parramatta Road, where it also becomes shallower as it approaches Parramatta River. It is bordered on one side by Henley Marine Drive, with a steep transition to the concrete channel edge. The southern side is bordered by parkland, with some unused space between the channel and Dobroyd Parade immediately east of Parramatta Road.

Road context

This precinct is bordered by two busy roads, Parramatta Road to the west and Ramsay Road to the east.

Ramsay Road is a dual lane arterial route feeding onto the City West Link to the south and heading northward toward Five Dock centre northward and services buses. It is also used as an on road cycling route as it provides a direct link north south.

There is currently no dedicated pedestrian or cyclist crossing across Ramsay Road at the creek corridor. There is a traffic light about 100m to the north of the creek channel near Harrabrook Ave.

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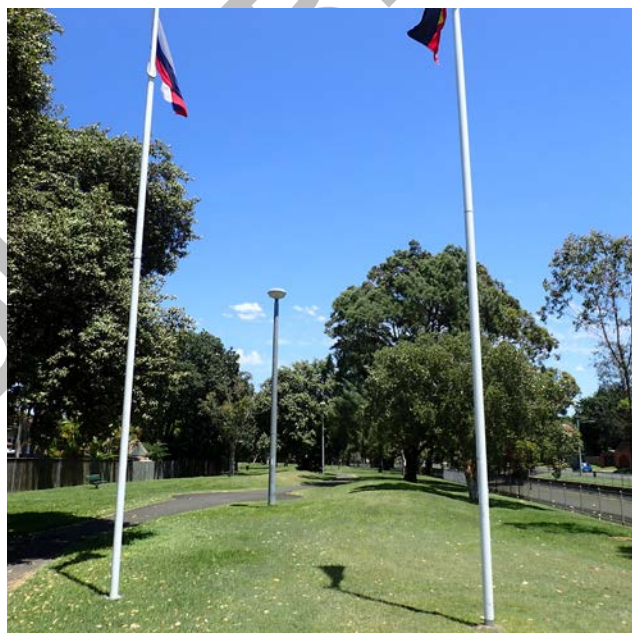
Entrance to Jegorow Reserve from Parramatta Rd



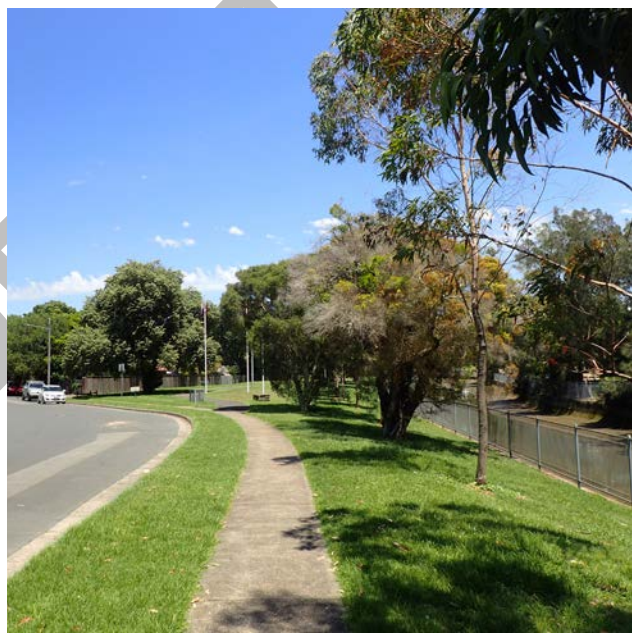
Channel looking downstream across to Jegorow Reserve



Jegorow Reserve



Jegorow Reserve entrance from Ramsay St



Jegorow Reserve entrance from Ramsay St



Channel looking upstream from Ramsay Street

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3.7 RAMSAY STREET TO IRON COVE

Precinct 6 includes the section of Iron Cove Creek between Ramsay Road and Iron Cove and includes a section of the creek proposed to be naturalised by Sydney Water

Land use

This precinct has a large amount of open space. This section of the creek is currently bordered by open space on both sides, through Timbrell Park to the north and Reg Coady Reserve to the south. In recent years Reg Coady Reserve has been used for truck access associated with the M4-M5 Link motorway tunnels.

East of Ramsay Road and north of the channel is Timbrell Park, a major local park that adjoins the Bay Run. Part of Timbrell Park immediately north of the creek close to the existing footbridge at Waratah Street is 'Livvis Place' and café, a popular playground. Timbrell Park also has several sports fields and a children's bike circuit.

Creek character

The creek continues as a concrete open channel and widens further. Sydney Water proposes to naturalise this segment of the creek to increase capacity and due to the current poor condition of the channel.

At the City West Link/ Waratah Street there is a narrow footbridge across the creek.

Road context

The City West Link is currently a 6 lane road which borders the southern end of the creek corridor. City West Link provides a significant barrier to movement and is restricted to two pedestrian and cycle crossings - one at the Bay Run and the other at is a signalised intersection connecting the pedestrian bridge and path to Waratah Street.

Martin Street is a quiet residential street with low traffic numbers.

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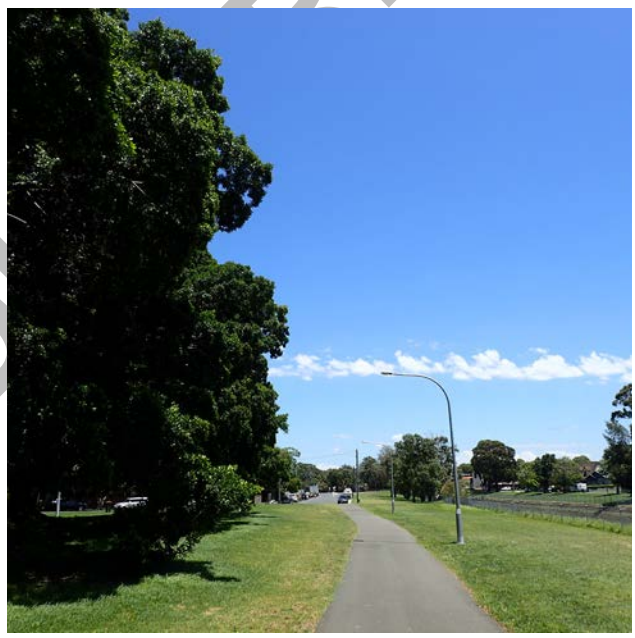
Channel looking downstream from Ramsay St



Channel looking downstream



Existing bridge across channel



Existing path along eastern side of channel



Channel looking upstream



Channel looking downstream towards Iron Cove

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