

Foreshore Access Strategy

*Long term vision for shared use
to connect communities*

CITY OF CANADA BAY

Acknowledgment of Country

The City of Canada Bay acknowledges the Wangal clan, one of the 29 tribes of the Eora nation and the traditional custodians of this land.

Council pays respect to Elders past and present and extends this respect to all Aboriginal people living in or visiting the City of Canada Bay.



Table of contents

INTRODUCTION	6
CONTEXT	7
FORESHORE ANALYSIS	16
ANALYSIS BY PRECINCT	24
Precinct 1: Homebush Bay to Brays Bay	25
Precinct 2: Yaralla Bay to Kendall Bay	27
Precinct 3: Cabarita Park to Abbotsford Point (Hen and Chicken Bay)	29
Precinct 4: Abbotsford Point to Five Dock Point	31
Precinct 5: Drummoyne to Timbrell Park	33
VISION, FOCUS AREAS AND GOALS	36
FOCUS AREA 1: Increase connectivity and the amount of publicly accessible foreshore	37
FOCUS AREA 2: Improve access, safety and amenity	39
FOCUS AREA 3: Promote, protect and celebrate our foreshore trails and places	41
ACTION PLAN LOCATION MAP	43
APPENDICIES	
Appendix1: Additional mapping layers	44

Vision

Expand and improve access to the foreshore, along a continuous publicly-accessible corridor.



Focus areas

FOCUS AREA 1: Increase connectivity and the amount of publicly accessible foreshore

The foreshore is one of our greatest natural assets. Creating **new** connections and spaces, provides increased and equitable access for everyone, encourages healthy, active lifestyles and increases the enjoyment for both residents and visitors.

FOCUS AREA 2: Improving what we have: access, safety and amenity

Improve the quality and safety of **existing** paths to further promote active recreation, improve connection to public and active transport routes, and ensure there is adequate foreshore access for all.

FOCUS AREA 3: Promote, protect and celebrate our foreshore trails and places

Protect publicly accessible foreshore spaces and respond to the cultural, environmental and recreational attributes of each place. Promote the entire foreshore and the smaller-scale walking tracks along the foreshore. Develop and deliver a unified wayfinding strategy.

Goals

Goal 1.1: Facilitate/Provide foreshore access in new redevelopment areas adjacent to the Parramatta River.

Goal 1.2: Work with private property owners, strata groups and community associations to increase public access to the foreshore.

Goal 1.3: Deliver new foreshore paths through Council owned parks and open space.

Goal 1.4: Create new connections between existing paths and places.

Goal 2.1: Increase access to the foreshore and provide access for all.

Goal 2.2: Improved safety of existing foreshore paths and spaces.

Goal 2.3: Upgrade the quality of existing pedestrian / cycle paths and parks in priority locations

Goal 2.4: Improve the connection between the foreshore, cycle routes, the green grid and public transport

Goal 3.1: Increase awareness through promotion of foreshore recreation trails and activities

Goal 3.2: Improve wayfinding to and along the foreshore

Goal 3.3: Improve public access to and along the foreshore, without adversely impacting on watercourses, wetlands, riparian lands, protected habitats or remnant vegetation.

Introduction

Background

The City of Canada Bay Local Government Area (LGA) is set alongside the Parramatta River, approximately 6 kilometres west of the Sydney CBD. The traditional owners of this land are the Wangal clan of the Dharug people, who hold a deep connection to the land, landscape and foreshore areas of the City of Canada Bay. Our LGA covers 20 square kilometres and is predominantly residential, also including commercial centres and some industrial areas.

Through urban renewal in areas such as Rhodes West, our community has experienced growth and change over the past five years and is projected to be home to an additional 32,000 people by 2036. We are also adjacent to Wentworth Point, and Sydney Olympic Park which are expanding rapidly with a forecast additional 40,000 residents. As our population grows, the Parramatta River foreshore represents an opportunity to improve recreation, active transport links, the natural environment and amenity for our community.

Community engagement for YOUR Future 2030, our Community Strategic Plan, identified that our community highly values opportunities to be near the water. This Strategy will guide Council in working with our partners to deliver foreshore access, including State government, neighbouring Councils and landowners and developers.

The Canada Bay Open Space and Recreation Strategy has identified a deficit of open space across the LGA. Improving connectivity and foreshore access can help to address these provision gaps.

Purpose of this Strategy

This Strategy is being developed alongside a suite of other strategies as part of a significant review of Council's planning framework. This review includes the development of the Local Strategic Planning Statement (LSPS), the land use strategy for the next 20 years and its subsequent implementation through a revised Local Environmental Plan (LEP) and Development Control Plan.

This Strategy outlines existing foreshore access within our area and will guide Council in protecting, improving and increasing access to and along the foreshore in the future.

The purpose of this document is to:

- Provide Council with a strategic and coordinated approach to providing foreshore access in Canada Bay (historically the approach to delivering foreshore access has occurred in a piecemeal and site by site basis, predominately on former industrial sites that have been converted to residential).
- Help Council to prioritise foreshore access projects in a climate of budgetary constraints and across fragmented sites.
- Identify high priority projects that connect to growing communities and to transport routes, and that have the greatest impact for the smallest cost (e.g. linking two separate sections of foreshore pathway to create a larger recreational asset).

Council acknowledges the constraints and limitations on delivering solutions for the missing links. These include prohibitive costs, stakeholder collaboration and fragments ownership of lands.

Scope

This is a foreshore **access strategy**. Access for the purposes of this project is defined as; to and along the waterfront. This includes passive and active uses; walkers, joggers/runners, dog walkers, cyclists (who use both on road cycling provisions and shared pathways). The study is focused on the land based component of access as opposed to recreational access to the water, however the mapping notes where types of water based access occur.

Because this strategy is an access strategy, analysis of some layers and contexts are limited to the parts that relate to foreshore access only:

- An overview of the policy context in which this strategy sits
- A brief historical summary of how the foreshore in Canada Bay developed to understand how and why the current pattern of access exists.
- Demographic context to understand the location of density and recreational disadvantage, therefore informing priority areas for future foreshore access.
- Analysis of land ownership along the foreshore to identify potential stakeholders in the delivery of future foreshore access.
- Identification of Green Grid opportunities which have been identified by the State Government.

This **access strategy** is not an urban waterway masterplan, which would require a multi-layered understanding of the complex environmental, cultural, social, legal and economic contexts.

Report organisation

This report is organised as follows:

- Introduction: report summary including report organisation, scope of research and a summary of each subsequent chapter.
- Context: Policy, history and demographics
- Foreshore Analysis: Land ownership, green grid projects, cycle access and destinations and special places.
- Analysis by precinct: a more detailed look at the opportunities and constraints within each of the five precincts that have been identified for the purposes of this strategy.
- Summary of opportunities and constraints
- Vision, focus areas and goals
- Action plan.

The Study Area

The Canada Bay Local Government Area (LGA) is growing and becoming increasingly socially and culturally diverse, with an additional 32,000 people forecast to live here by 2036. To ensure our diverse community can access the open space and recreation opportunities it needs to live happy and healthy lives, City of Canada Bay Council (Council) is preparing this Strategy and Action Plan, to guide Council's decision making for and funding of foreshore access over the short (2021), medium (2026) and longer (2036) term.

For the purposes of this Strategy and Action Plan, open space refers to public land that is used for recreation, leisure and outdoor entertainment purposes. Recreation includes a broad range of passive and active leisure activities that we participate in for fun, relaxation, health and wellbeing and to connect to our families and communities.

Council, in partnership with other government agencies and the private, community and sporting sectors, is a key provider of open space and recreation facilities that support healthy, connected and resilient communities, urban centres, streets and suburbs.



Aerial photography of Canada Bay (City of Canada Bay Council)

Context

Policy Context

The Parramatta River and its foreshore is the focus of local, regional and state government strategies and policies, all of which seek similar outcomes: A healthier waterway. Restored and protected and connected open space. A river and foreshore that is accessible and activated for the community with opportunities for active and passive recreation featuring an integrated pathway network for active transport.

Key strategies and policies that support this Foreshore Access Strategy, include the Eastern City District Plan and the Parramatta River Masterplan.

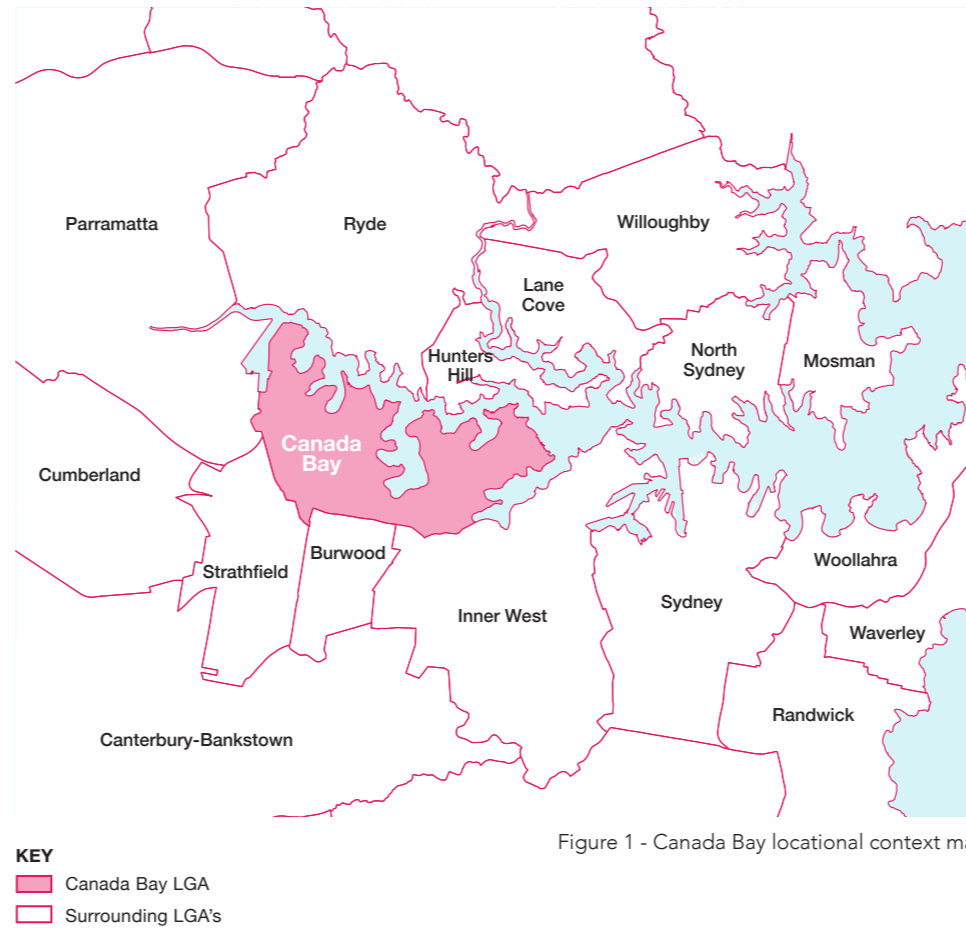


Figure 1 - Canada Bay locational context map

State policy

The Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (SREP 2005)

This Plan provides a clearer framework in relation to the maintenance, protection and development of the natural assets within the Sydney Harbour Catchment. This framework establishes the core principals around planning and development for land, including appropriate use of foreshores and maximizing public access to and along the foreshores. It recognizes foreshore areas are publicly owned land, that are to be seen as a public resource for the benefit of the public good.

This plan has the following aims with respect to the Sydney Harbour Catchment:

- To ensure that the catchment, foreshores, waterways and islands of Sydney harbor are recognised, protected, enhanced and maintained:
 - As an outstanding natural asset, and
 - As a public asset of national and heritage significance, for existing and future generations,
- To ensure a healthy, sustainable environment on land and water,
- To achieve a high quality and ecologically sustainable urban environment,
- To ensure a prosperous working Harbour and an effective transport corridor,
- To encourage a culturally rich and vibrant place for people,
- To ensure accessibility to and along Sydney Harbour and its foreshores,
- To ensure the protection, maintenance and rehabilitation of watercourses, wetlands, riparian lands, remnant vegetation and ecological connectivity,
- To provide a consolidated, simplified and updated legislative framework for future planning.

For the purpose of enabling these aims to be achieved in relation to the Foreshores and Waterways Area, this plan adopts the following principles:

- Sydney Harbour is to be recognised as a public resource, owned by the public, to be protected for the public good,
- The public good has precedence over the private good whenever and whatever change is proposed for Sydney Harbour or its foreshores,
- Protection of the natural assets of Sydney Harbour has precedence over all other interests.

In relation to this Foreshore Strategy, the Sydney Regional Environmental Plan clearly argues the importance of a foreshore for public good, rather than private good.

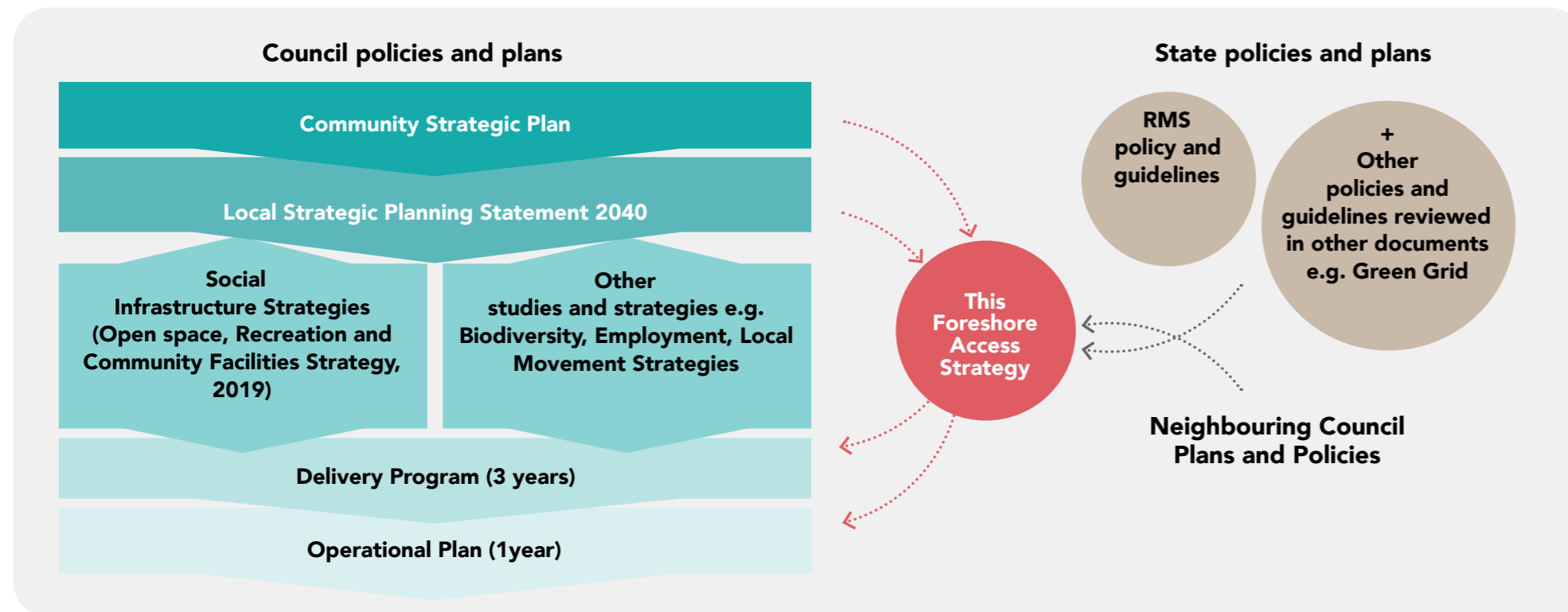


Figure 2 - IP&R framework and document hierarchy

Metropolitan and Sub-Regional plans

Greater Sydney Commission | Eastern City District Plan

The Parramatta River foreshore is referred to extensively, and the river is defined as an infrastructure asset that provides multiple benefits to communities across environmental, social and economic arenas.

The plan identifies two key areas of the foreshore within the City of Canada Bay for activation and access:

- Rhodes and Concord Open Space and Hospital Precincts Connecting the Parramatta River foreshore open spaces from Rhodes and Concord, to better utilize open space around the hospital and community facilities and create a connected walking and cycling trail along the foreshore.
- Hen and Chicken Bay Foreshore Hen and Chicken Bay will be connected to the Bay Walk, to provide an improved network for walking and cycling within the precinct, including to regional links.

Key Planning Priorities that align and support this Foreshore Strategy are below.

- Planning Priority E4 Fostering healthy, creative, culturally rich and socially connected communities Connectivity of, and access to, diverse open spaces and opportunities for recreational physical activity are also essential. Sport and active lifestyles provide many social, cultural and health benefits.
- Planning Priority E6 Creating and renewing great places and local centres, and respecting the District's heritage The unique character and distinctive mix of land uses, activities, social connectors and functions in these places provide social and physical connectivity, local diversity and cultural richness, all of which contribute to the livability of neighbourhoods and enhance people's quality of life.
- Planning Priority E10 Delivering integrated land use and transport planning and a 30-minute city Pleasant and safe environments for walking and cycling contribute to great places where people and businesses choose to locate and invest. Direct, safe and accessible routes to local destinations and services should be prioritised within a 10-minute walk of centres...Cycling improvements underway or being planned...links between Iron Cove Bridge and Cooks River.
- Planning Priority E14 Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways Enhance sustainability and livability by improving and managing access to waterways, foreshores and the coast for recreation, tourism, cultural events and water-based transport.

Greater Sydney Green Grid

The Greater Sydney Green Grid is a long-term vision for a network of high quality green spaces that connect communities to the natural landscape. It includes tree-lined streets, waterways, bushland corridors, parks and open spaces linked to centres, public transport and public places. Green Grid Principles include:

- The Recreation Grid: Increase access to open space; Encourage sustainable transport connections and promote active living; Create a high quality and active public realm.
- The Ecological Grid: Conserve the natural environment; Adapt to climate extremes, improve air quality, and increase urban greening; Promote green skills, improve management, maintenance and sustainable greenspace design.
- The Hydrological Grid: Utilise the network quality of the hydrological system; Increase environmental quality; Reduce infrastructure risk; Reveal the unique character of Sydney's waterscapes; Reframe waterways as connectors not barriers.
- The Agricultural Grid: The Values of the Metropolitan Rural Area of the Greater Sydney Region Report will form an important part of the Green Grid, particularly in Sydney's west.

Project opportunity clusters identified in the area include:

- Urban greening improvements along major transport corridors that bisect the Inner West including Parramatta Road and rail lines to enhance connectivity.
- Parramatta River and Canada Bay projects should aim to support work already being undertaken in the corridor establishing the Parramatta River as a key active recreation link and regional open space corridor between the city and the west.

The Green Grid Plan presents a preliminary project prioritisation matrix, with projects in the Canada Bay LGA as follows:

- Sydney Harbour Foreshore and Parramatta River Walk
- Parramatta Road Urban Renewal Corridor
- Hen and Chicken Bay Foreshore
- Rhodes and Concord Open Space and Hospital Precincts
- Powells Creek and Mason Park, Strathfield
- Burwood Green Link: Burwood Park to Hen and Chicken Bay
- St Lukes Park and Concord Oval Green Link, and
- Breakfast Point and Cabarita Foreshores.

The Green Grid strives to conserve the native environment including Endangered Ecological Communities, whilst ensuring no net loss of existing biodiversity links and corridors.

The Parramatta River Master Plan

Healthy waterways connect communities, plants and animals, and are places that our community values. The Parramatta River is one of Australia's most iconic waterways, however the river is under significant pressure as a result of increasing urbanisation and will be increasingly impacted by climate change.

With 36 kilometres of Parramatta River foreshore, Council is committed to improving and protecting the river and its tributaries and creating new recreation opportunities for the community. Council is an active member of the Parramatta River Catchment Group (PRCG). In 2018 the PRCG launched the Parramatta River Masterplan: Ten Steps to a Living River.

Council supports the Masterplan's mission to make the Parramatta River swimmable again by 2025 and is aiming to introduce two new swimming sites on the Parramatta River. Council is investigating the naturalisation of Massey Park Canal and is working with Sydney Water to plan and naturalise other local waterways including Iron Cove Creek (Dobroyd Canal) and St Luke's Canal.

City of Canada Bay Local policy

The City of Canada Bay Local Strategic Planning Statement (LSPS)

Relevance to this strategy

The LSPS is Council's vision for land use in the local area, the special character and values that are to be preserved, and how change and development will be managed in the future. The LSPS recognises the unique character and defining assets of the LGA, and the importance of managing the natural environment for the future generations of the community.

In relation to the Parramatta River and its foreshore, its vision is to: improve access to the Parramatta River foreshore; facilitate sustainable development and renewal; and increase biodiversity and urban tree canopy.

The four themes and planning priorities outlined in the LSPS are informed by the Eastern City District Plan. Under the value/vision of 'Sustainability', the primary focus is the protection and maintenance of the foreshore and the surrounding environment, improving connections between the river and the City, and creating more recreational opportunities for the community. The seven planning priorities relating to the foreshore include:

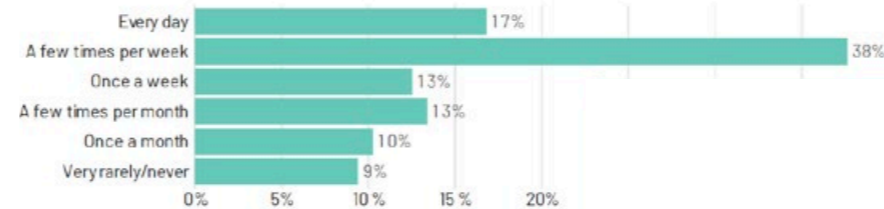
13. Protect and improve the health and enjoyment of the Parramatta River Catchment and waterways
14. Protect and enhance bushland and biodiversity
15. Protect and enhance scenic and cultural landscapes
16. Increase urban tree canopy and deliver Green Grid connections
17. Deliver high quality open space and recreation facilities
18. Reduce carbon emissions and manage energy, water and waste efficiency
19. Adapt to the impacts of urban and natural hazards and climate change

What the community said

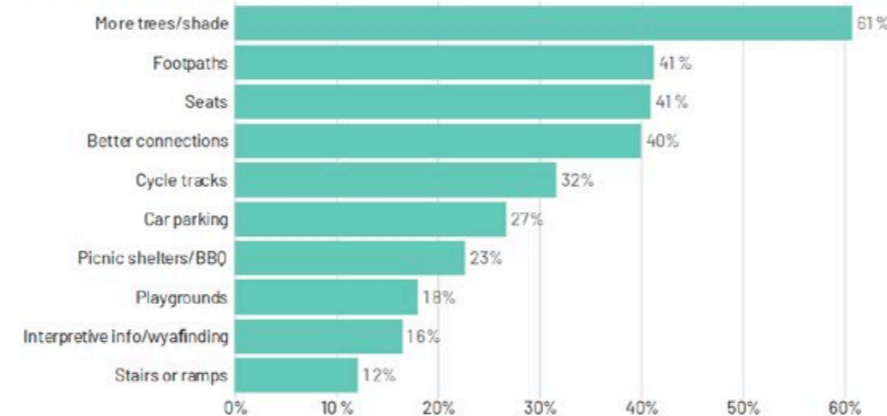
An online community survey was conducted as part of the overall LSPS project. The following statistics and analysis are extracts from the consultant report.

- Over 50% of respondents to the LSPS community survey said they accessed the foreshore at least a few times a week.
- 61% of survey participants would like to see more trees and shade along the foreshore.
- Public access to and along the foreshore should be achieved wherever possible.

How often do you access the foreshore?



What improvements would make you visit other foreshore sites?



Disability Inclusion Action Plan (2017 to 2021)

Council recognises that improved access and inclusive practices will benefit all its residents and visitors including people with disability, families with young children, older people, and those experiencing temporary injury or illness. The Plan's strategies and actions aim to help reduce barriers and provide guidance to those who advocate for equity of access for people of all abilities.

The DIAP recommends that the needs of people with disability should be considered when planning for future places and spaces, and that people with disability should be encouraged to participate in mainstream programs.

City of Canada Bay Community Strategic Plan 2018-2030

Relevance to this strategy

The Community Strategic Plan (CSP) was informed by community engagement, and it demonstrated that residents regard green spaces near the water as 'the most valued local asset.' The CSP (Goal 3.2) seeks to provide a network of active transport paths that will connect people to the foreshore. In addition, Council passed a motion on the 13th November 2018, to identify sections of the Canada Bay foreshore where the community does not have public access and develop strategies to unblock restrictions on access.

This Foreshore Access Strategy by the City of Canada Bay is a continuation of Council's strategic plan. This strategy maps the foreshore in fine-grain detail; it identifies areas of good access and sites with limited or no access. This strategy provides a suite of options Council can follow to enhance the areas of good access and mitigate or remedy those locations with limited or no access. This strategy will ensure best use of the highly-valued foreshore open space for the people of the Canada Bay region.

Goals that align and support this Foreshore Strategy are listed in the text box, below.

Goal 1.2 The community has a diverse range of opportunities to engage in recreation that promotes health and wellbeing.

Delivery strategies 1.2.2. Provide quality active and passive Recreation Services and Facilities that contribute to health and wellbeing

Goal 3.2. A connected network of quality active and public transport routes and services minimise traffic and make it easier to get around.

Delivery strategies 3.2.2. Provide linked Footpaths and Cycleways to enable ease of movement around our City and beyond.

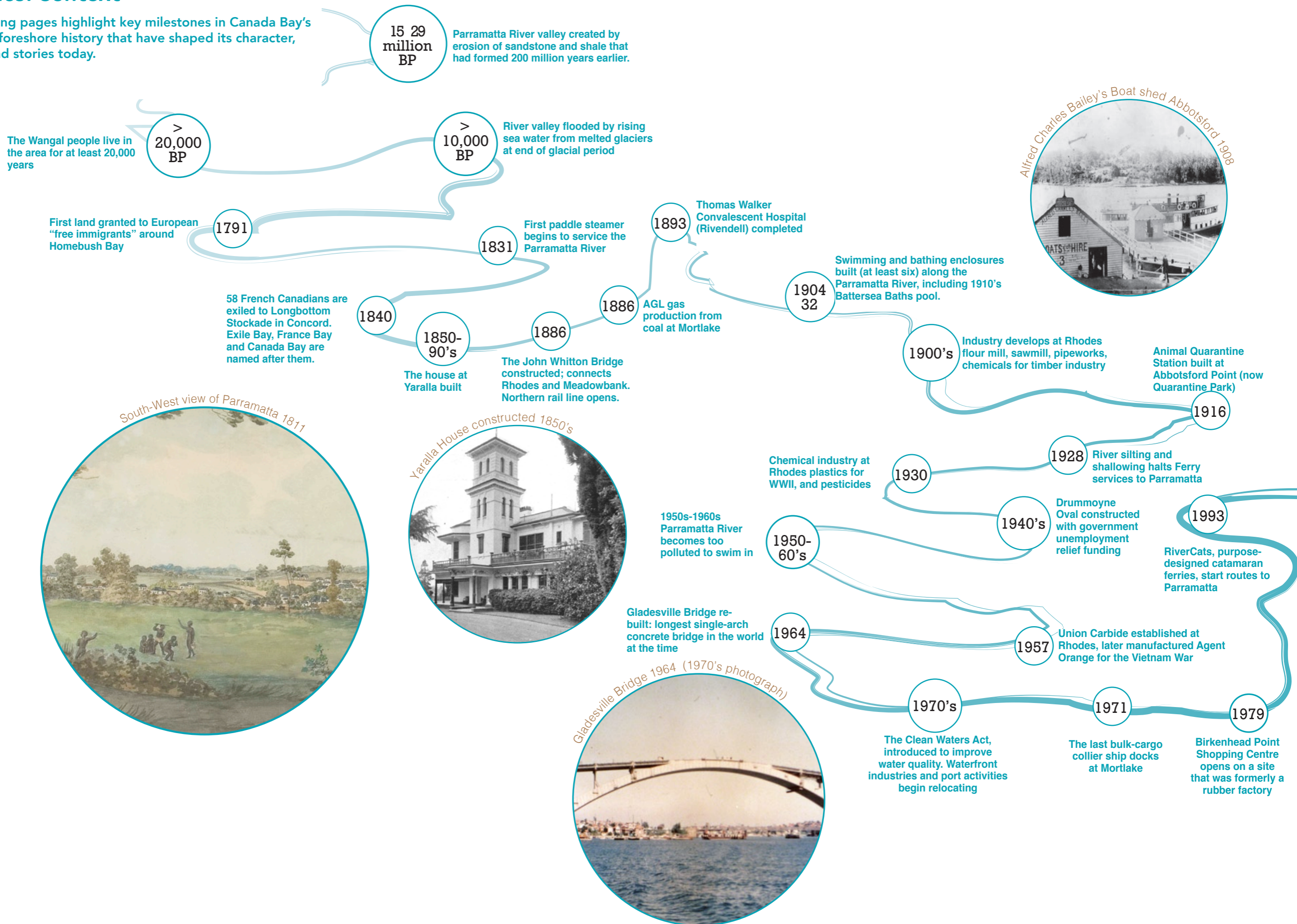
What the community said

During community engagement activities undertaken for the development of the Community Strategic Plan people identified green spaces, local parks and opportunities to be near the water as our most valued local assets. Green spaces that are linked to our foreshore like Taplin Park/Drummoyne Oval, the Bay Run and Cabarita Park areas are integral to our local identity and critical to our physical and mental health and wellbeing.

Increasing access to the river, protecting views of the water, cleaning the river and activating the foreshore with spaces for the community to come together were all priorities during the development of YOUR Future 2036.

Historical Context

The following pages highlight key milestones in Canada Bay's water and foreshore history that have shaped its character, function and stories today.



Canada Bay Foreshore timeline

The City of Canada Bay is part of the traditional lands of the Wangal clan, one of the 29 tribes of the Eora nation. The Wangal people inhabited this area prior to European settlement and held a deep connection to the land.

Colonial Europeans used the river for transport, food and recreation. During the industrial revolution, the river was used as a resource and was the receptacle of the waste byproducts of industry, the environmental affects of which we are still dealing with today. A growing social and political awareness of environmental issues marked a shift towards understanding the Parramatta River as a place of ecological importance that deserved protection and rehabilitation. The Olympic Games of 2000 increased efforts towards environmental restoration.

Ongoing population growth within Canada Bay (and Sydney more broadly) has seen a number of major renewal projects shape the foreshore, including the development of Rhodes, Homebush Bay, and Mortlake. The City of Canada Bay is working towards understanding the open space assets along this waterfront; to enable the natural asset of this waterway to be a place of well-connected recreation and active transport, a place for wellbeing, and an area of natural beauty and environmental value.

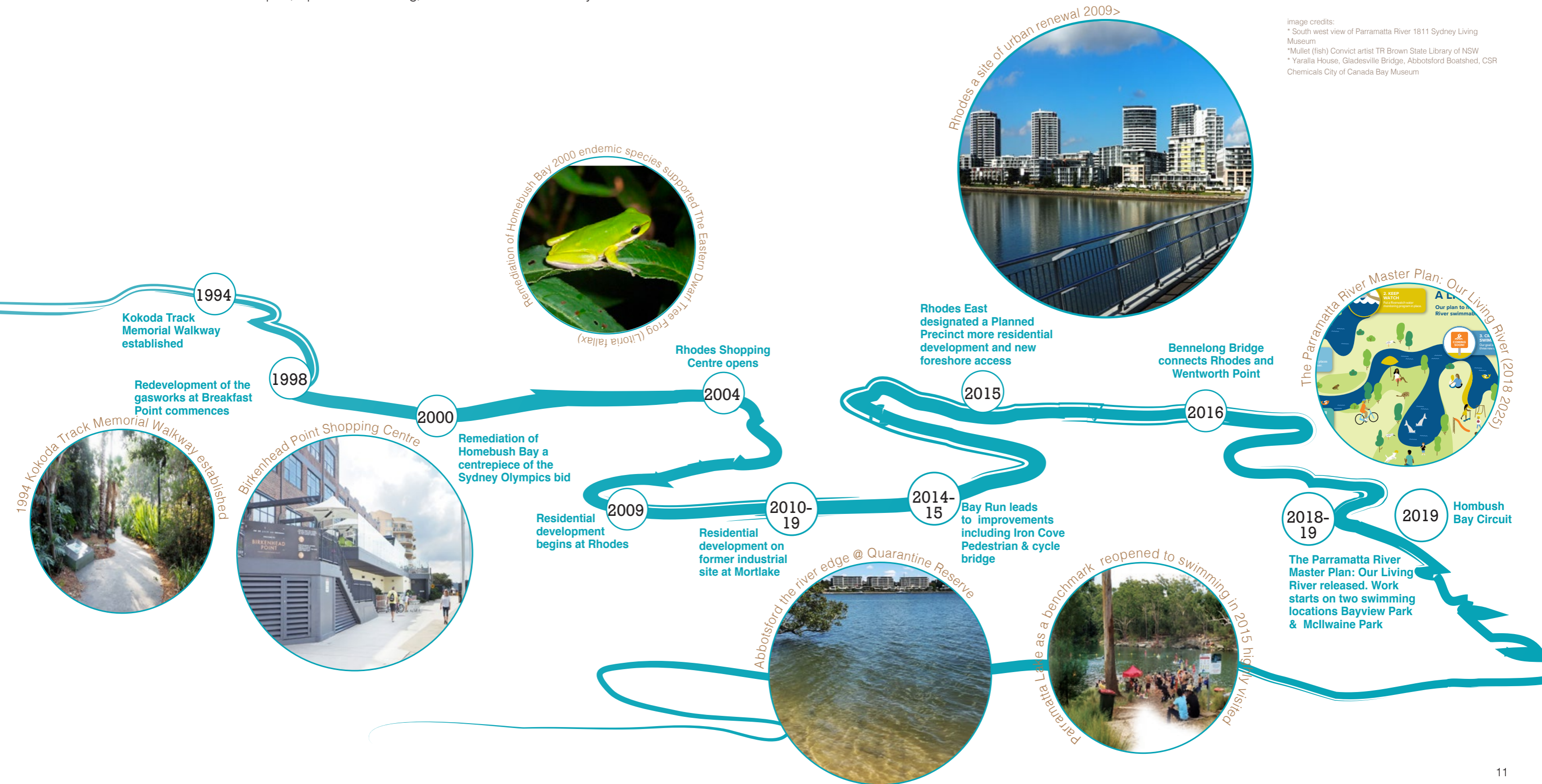


image credits:
 * South west view of Parramatta River 1811 Sydney Living Museum
 * Mullet (fish) Convict artist TR Brown State Library of NSW
 * Yaralla House, Gladesville Bridge, Abbotsford Boatshed, CSR Chemicals City of Canada Bay Museum

Destinations and special places

What we have

The foreshore is a significant recreational asset for Canada Bay, but many people are unaware of its presence and values. Key to the wider awareness of the foreshore and its recreational use and enjoyment is improved access to and along the foreshore and the opportunity to get down to the water's edge and onto the water.

The Canada Bay Foreshore is scattered with cultural, ecological, historical and recreational activities, destinations - however at the moment, many of these collection of hidden gems and could be further celebrated and incorporated into the foreshore experience.

Increasingly, the River provides a cultural link between new creative industry areas including Walsh Bay, Cockatoo Island, Rhodes, Olympic Park and Parramatta.

Across the 36km of foreshore in Canada Bay LGA, there are a number of attractors.

Heritage sites

The foreshore has some spectacular places worthy attractors for visitors who have an interest in history or architecture including;

- The heritage sites of Rivendell and Yaralla are
- Abbotsford House
- Kokoda Track Memorial Walkway
- Mortlake Punt ferry

Water views, natural water edges and river glimpses

Exploring the area via a ferry allows some beautiful views to the small beaches, parks, buildings and boats of the foreshore.

There is 7km of "natural" bank, where the water meets the rock, sand or mangroves without human modification.

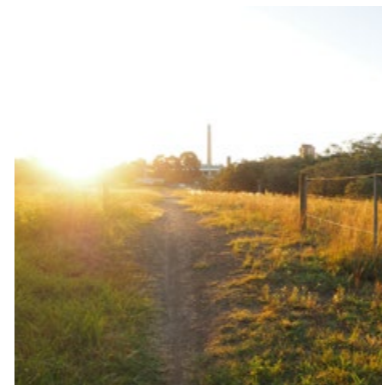
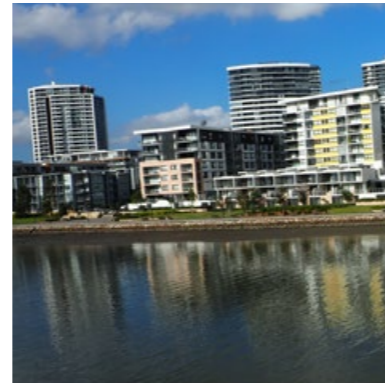
Swimming spots

The City of Canada Bay has two popular harbour swimming locations, Cabarita Beach and Chiswick Baths.

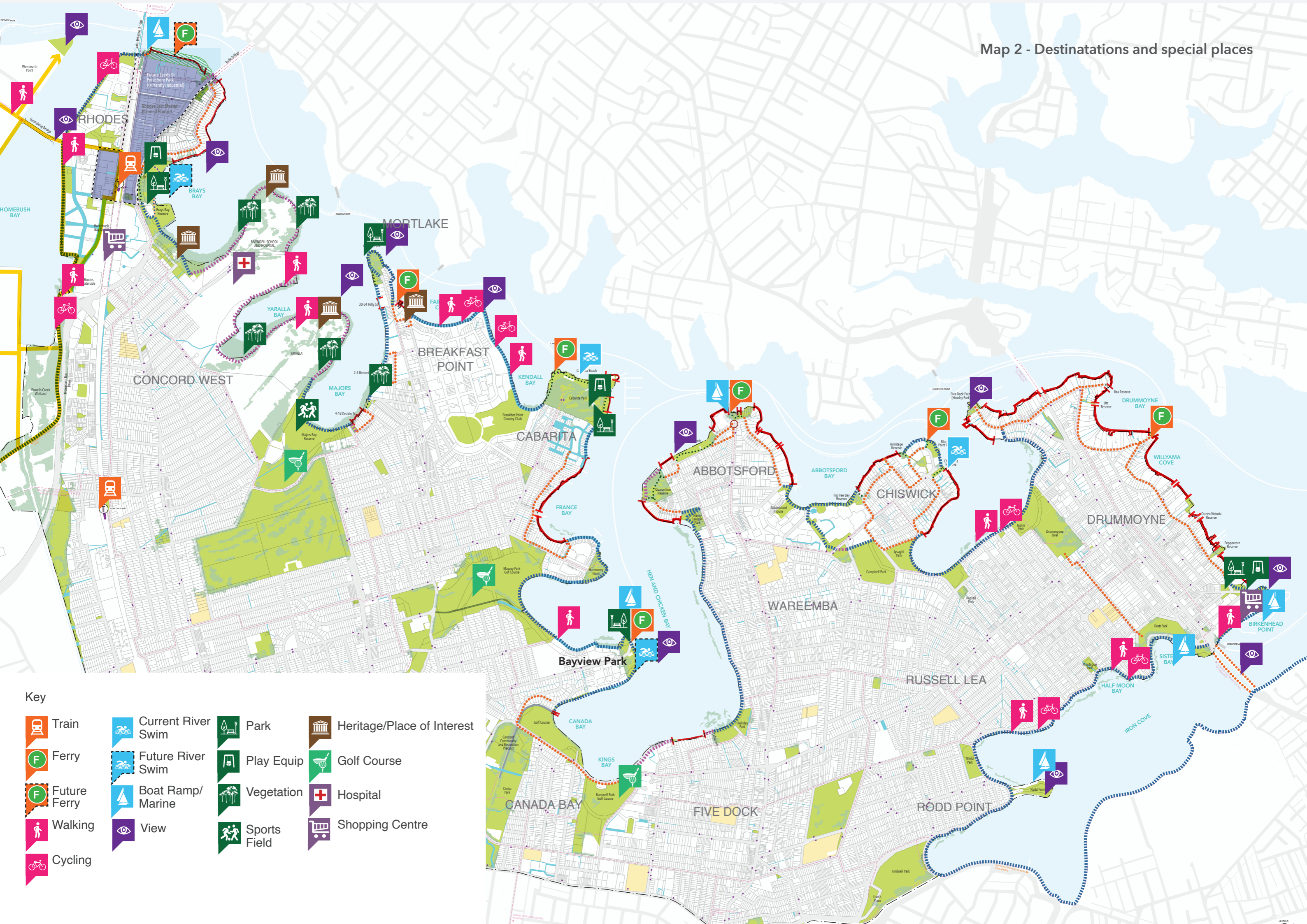
There are also two proposed future swim sites identified for Mcllwaine Park and Bayview Park.

Other waterfront destinations

- Birkenhead Point Brand Outlet is Sydney's largest outlet centre with premium brands, located in the east of the LGA in Drummoyne.
- A number of waterfront parks for socialising and exercising e.g. Henry Lawson Park, Cabarita Park, Bayview Park and Mcllwaine Park.



Map 2 - Destinations and special places



Key

	Train		Current River Swim		Park		Heritage/Place of Interest
	Ferry		Future River Swim		Play Equip		Golf Course
	Future Ferry		Boat Ramp/Marine		Vegetation		Hospital
	Walking		View		Sports Field		Shopping Centre
	Cycling						

Demographic Context

In 2016, the population of our city was 88,015 which is an increase of 12,253 people since 2011. Our population is forecast to increase to approximately 120,000 people by 2036.

In some parts of the city, there is a rapidly growing population and increasing population density. With new residential developments expected to be mostly high-rise units, parts of our urban environment will experience change. It will be important to plan for shared facilities and public spaces that provide quality places to enhance public life.

There is a diversity of age, ethnicity, language and income distributed across the area, including an aging population in the east.

Higher density suburbs in the west of the city (such as Rhodes, Strathfield and North Strathfield) are dissimilar to the rest of city, being younger, more ethnically and linguistically diverse and having lower median incomes.

Growth and change

In 2016, the Usual Resident Population of Canada Bay LGA was 88,015, an increase of 12,253 people from 2011. The average household size was 2.5 with a population density of 47 people per hectare. As shown in Figure 5, the recent growth of our area can be attributed to the significant urban development occurring in Rhodes West.

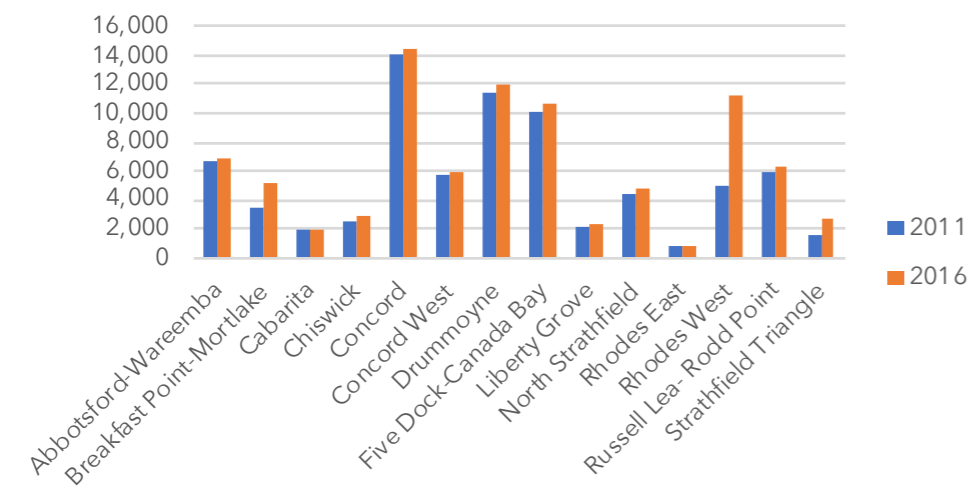
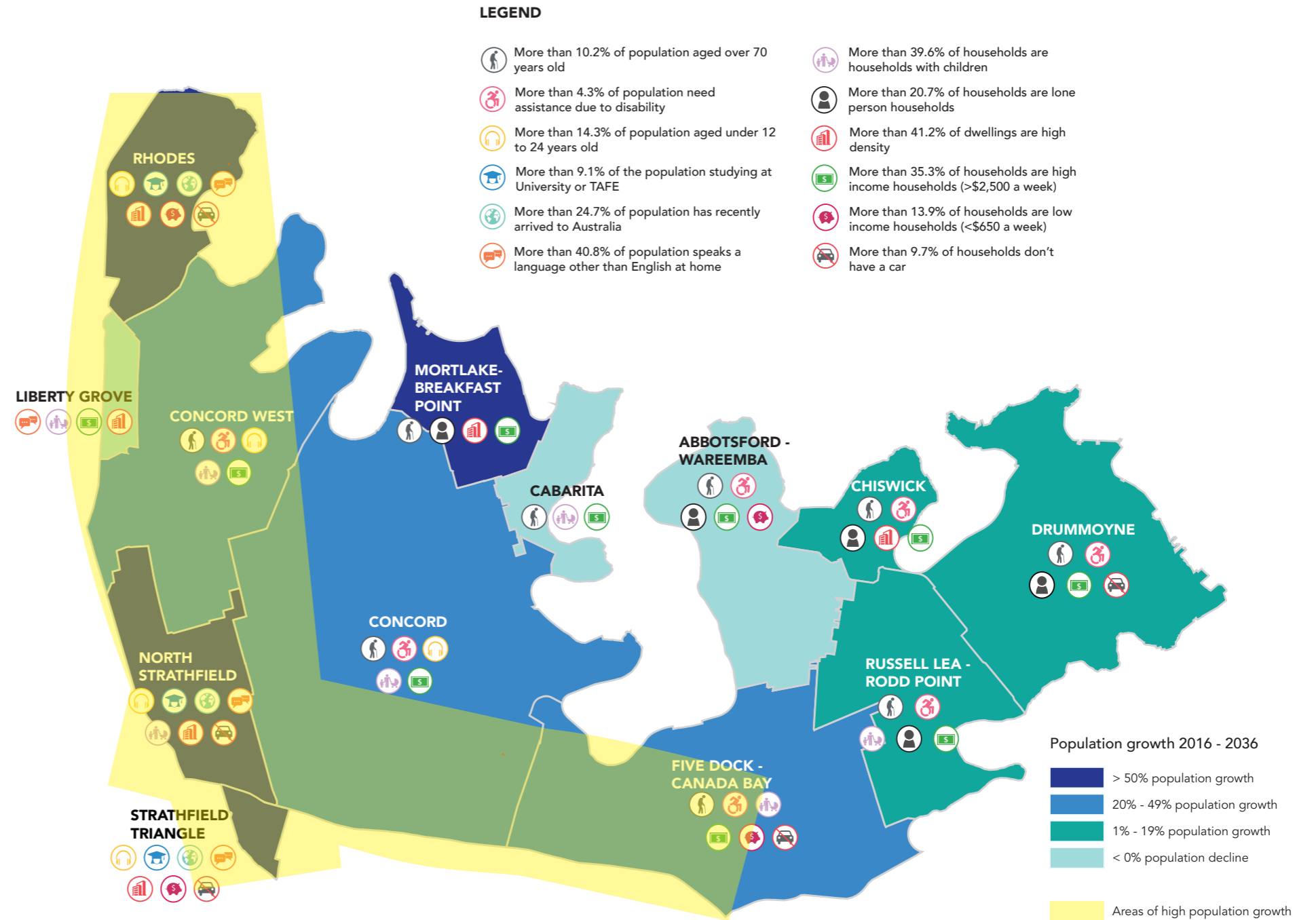


Figure 3 - Population growth by suburb 2011-16

Map 3 - Current and future population characteristics and growth





Foreshore Analysis

This section looks at the key elements that affect the ability to achieve continuous foreshore access along the 36km of foreshore in Canada Bay, as well as elements that create the imperative for improved access. These elements include:

- Access and recreations trails (where existing access exists, and where the barriers are)
- Land ownership
- Biodiversity
- Destinations and special places
- Movement (Cycling, bus routes)
- Green Grid (opportunities to connect to inland recreational routes)

Access and recreation trails

Foreshore paths

Canada Bay's foreshore is made up of a diverse range of water interfaces, including bold and remarkable renewal achievements at Rhodes through to natural mangrove areas and informal paths like those at Quarantine Reserve.

Historically foreshore access has evolved incrementally. In some cases it has been done in a very piecemeal manner; predominately on former industrial sites that have been converted to residential, and existing parks and roadways. Due to the way in which foreshore access has evolved and been delivered, foreshore users will often come to a point where there are blockages and gaps in the pathways.

Formal foreshore paths

There is an extensive network of formal foreshore paths along the waters edge in Canada Bay. For the purposes of this report, a formal foreshore path is a constructed pathway for pedestrians, and in some cases, for cyclists as well (a shared path).

Informal foreshore paths

An informal foreshore path for the purposes of this report has been identified where there is a dirt trail or 'goat track' that is a visible desire line, but has not been formally sealed. The main informal foreshore path is located on Yaralla Estate and Rivendell (owned by NSW Government Sydney Local Health District).

No foreshore access

Areas with no foreshore access are typically established private residences with limited or no space for foreshore pathway access. These sites require streetscape connections. Some industrial areas along the foreshore are likely to be redeveloped in the future, which will create opportunities for additional foreshore access in the long term (e.g. Rhodes East).

Drummoyne East and Abbotsford have significant stretches of privatised foreshore that are likely to prevent future public access.

Circuits and recreation trails

There are three high profile recreational trails in the Canada Bay LGA:

- The Bay Run is a 7km trail traveling along the western foreshore of Iron Cove in City of Canada Bay and passing through Inner West Council and Callan Park (owned by NSW Department of Health) on the southern and eastern foreshore.
- The Homebush Bay Circuit is a walking and cycling circuit that is currently being developed around Homebush Bay, connecting Wentworth Point and Rhodes as increasing residential development takes place. The project encompasses the jurisdictions of City of Canada Bay, City of Parramatta and Sydney Olympic Park Authority.
- The Kokoda Track Memorial Walkway consists of 800 metres of pathway and runs between Concord Repatriation General Hospital and Rhodes Railway Station. The Walkway is a tribute to the Australian troops who fought in the World War II Papua-New Guinea campaign of 1942-1943, and features 22 information stations of plaques describing significant places or engagements of the campaign. An Educational Resource Centre is also located on the route of the walkway.

There are opportunities to improve recreation trails in the Canada Bay LGA through creating Green Grid links, with priority projects:

- Sydney Harbour Foreshore and Parramatta River Walk
- Parramatta Road Urban Renewal Corridor
- Hen and Chicken Bay Foreshore
- Rhodes and Concord Open Space and Hospital Precincts
- Powells Creek and Mason Park, Strathfield
- Burwood Green Link: Burwood Park to Hen and Chicken Bay
- St Lukes Park and Concord Oval Green Link, and
- Breakfast Point and Cabarita Foreshores.

There are opportunities to improve links from the future high density areas along Parramatta Road to the foreshore through a linear path along a restored Iron Cove Creek.

The development of the Biodiversity Framework has also identified priority links to connect habitat areas, including connecting the corridors of open space in Concord and Five Dock.

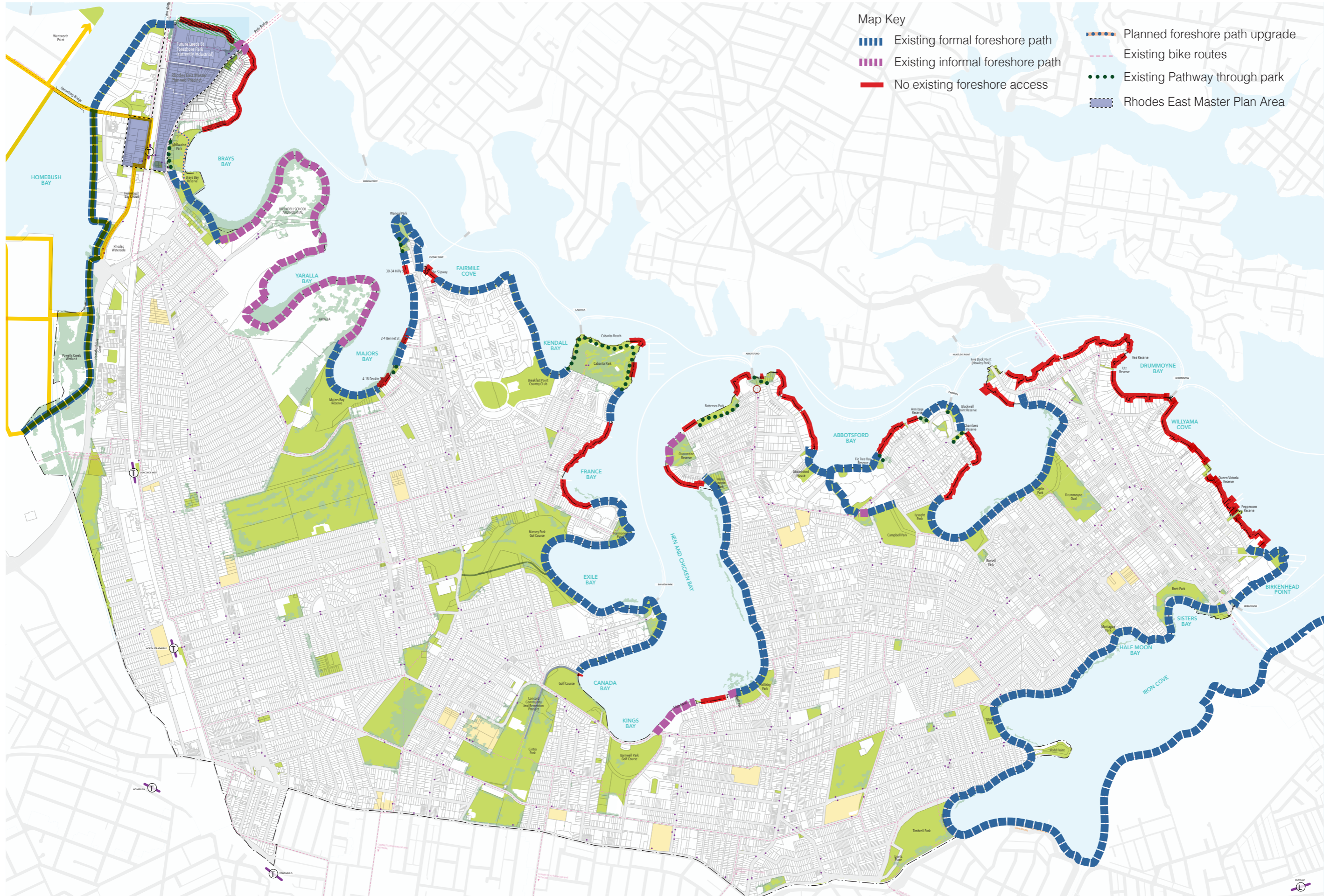


Walking the dog along the Bay Run (City of Canada Bay Council)



Dog walking along the river (City of Canada Bay Council)

Map 4 - Existing foreshore access



Land Ownership

Private properties account for just over 50% of the land fronting the foreshore in the City of Canada Bay (includes strata ownership). The remaining 50% of land is owned by 29 different organisations, trusts, authorities and governments.

Policy Context

The management of the foreshore land is governed by a range of legislative requirements covering land use, ownership and management, access, environmental protection and licensing.

Planning legislation

State Environmental Planning Policy No. 22 - Parramatta River aims to establish a framework which encourages a consistent and co-ordinated approach to the planning, development and management of the waterway, Rodd Island and foreshore open space and facilities of the Parramatta River. It also aims to ensure that the foreshore is developed and promoted as a community asset and that the special value of certain foreshore areas as access points to the waterway are fully considered in future planning and development control. This SEPP sets out the specific provisions relating to land use, land acquisition, development of foreshore lands as well as environmental and heritage protections and the preparation of Plans of Management.

City of Canada Bay Local Environmental Plan, specifically Clause 6.4 'Limited Development on Foreshore Land'. The objective of this clause is to ensure that development in the foreshore area will not impact on natural foreshore processes or affect the significance and amenity of the area. This clause clearly states that continuous access along the foreshore, either through or adjacent to development site, public access through existing or proposed open space and reinforcing foreshore character and respect for existing environmental conditions is a consideration of any proposed development along the foreshore. It also states that consideration must be given as to whether and to what extent "public access [is] to be secured by appropriate covenants, agreements or other instruments registered on the title to land".

Management and Licensing

Crown Land Management Act 2016, in relation to domestic waterfront facilities, the Department is responsible for assessing applications for landowner's consent for the development of domestic waterfront facilities on Crown Land; assessing licence applications to occupy and use domestic waterfront facilities on Crown land and the ongoing administration, management and regulation of the use and occupation of domestic waterfront facilities on Crown land.

The Roads and Maritime Services (RMS) administers 3 types of leases:

- *Commercial*: are in general long-term leases for periods between 5 and 25 years covering businesses associated with marinas, restaurants, licenced/registered clubs, boat repair and various other commercial and industrial uses including port activities.
- *Community*: which covers facilities provided by local councils and amateur clubs (eg rowing and fishing clubs, scouts and guides), such as public boat ramps, swimming enclosures and wharves.
- *Domestic*: which relate to boating facilities that front residential waterfront properties, such as jetties, ramps, pontoons, tidal baths, slipways, steps, landing platforms and boatsheds.

Public Access

There are a number of different types of public access along the foreshore:

- Public access through land dedication to Council after a development has been completed (Example: Rhodes)
- Public access through privately owned land along easements (Example: some properties Mortlake)
- Public access not provided through land dedication or easements but through informal permission to access the land. (Example: Yaralla Estate)

Key landowners

NSW Department of Health (Sydney Local Health District)

The Dame Eadith Walker Estate ("Yaralla Estate") comprises approximately 37 hectares of land fronting the Parramatta River at Concord.

The Office of Environment and heritage describes the Dame Eadith Walker Estate: as "of outstanding cultural significance for NSW. It comprises a unique complex of 19th and early 20th century buildings in an essentially rural setting and is an exceptionally rare example of a large Edwardian private residential estate in Australia. The estate has direct historical links with the early days of the colony of NSW and is strongly associated with an important mercantile and philanthropic family."

The NSW Department of Health (Sydney Local Health District) is the authority responsible for the control, management and administration of the property and the site is used for a variety of health-related purposes including as a residence for vulnerable patients.

Access along the foreshore of the Estate is not provided through land dedication or easements, however there is informal permission to access the land around the foreshore edge.

As outlined in the Draft Management Plan 2014-2016, the objective is to open and expand opportunities for community use within the confines of the sites primary role as a health precinct. Objective four states, 'utilise the grounds to promote health and wellbeing' which includes enabling:

- Enhancing public access to the estate but not to the health facilities or leased properties
- Facilitating new uses that are environmentally sensitive and compatible with existing uses of the site and existing buildings to avoid any detrimental impacts on heritage significance
- Being consistent with the purpose of the estate as a place for quiet reflection and passive activity including walking and community gardens but not sports or noisy gatherings including BBQ's.
- Increased educational opportunities and developing relationships with the local schools

The Estate's informal walking track is a valuable part of the LGA's informal foreshore recreation offer, providing opportunities for exercise and public access to Sydney Harbour.

Breakdown of ownership along the foreshore:

Ownership	Length (m)	% Total
Barnwell Park Golf Club	60	0.17%
Battersea Park (R63331 R100194) Reserve Trust & City of Canada Bay	316	0.90%
Bicentennial Park Trust	116	0.33%
Brays Bay (D500245) Reserve Trust & City of Canada Bay	150	0.43%
City of Canada Bay	7850	22.40%
Commonwealth of Australia	244	0.70%
Community Association DP 270214	30	0.09%
Community Association of DP270282	300	0.86%
Department of Planning & Infrastructure	18	0.05%
Department of Urban Affairs & Planning	61	0.17%
Minister for the Environment - NSW	242	0.69%
National Association of Testing Authorities Australia	76	0.22%
Neighbourhood Association DP285011	157	0.45%
New South Wales Land & Housing Corporation	269	0.77%
Private	19773	56.42%
Roads & Maritime Services	257	0.73%
Roads & Maritime Services Parramatta	819	2.34%
Sydney High School Foundation	58	0.17%
Sydney Olympic Park Authority	1092	3.11%
Sydney Rowing Club Ltd	130	0.37%
Sydney Water Corporation	92	0.26%
The Council of Newington College	42	0.12%
The State of New South Wales	2815	8.03%
Trustees Marist Bros School	83	0.24%

Source: Cred consulting, manually measured in GIS

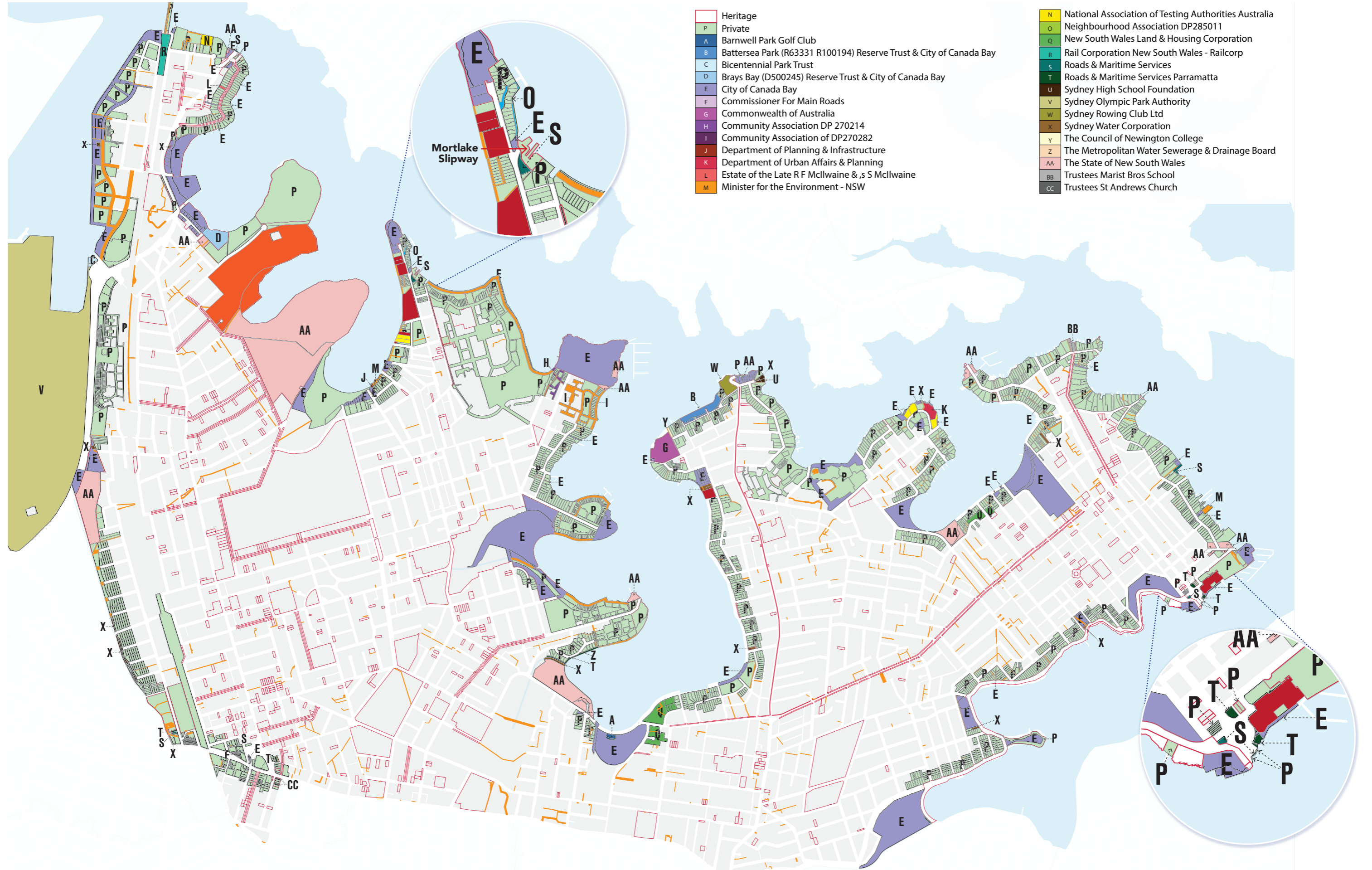
Opportunities and Challenges

Just under 50% of the foreshore land is zoned residential presenting one of the largest challenges to achieving continuous foreshore access along Canada Bay's waterfront. This is particularly the case in Drummoyne, where the majority of the eastern peninsula is single detached dwellings with pools or marine infrastructure extending up to or into the water space.

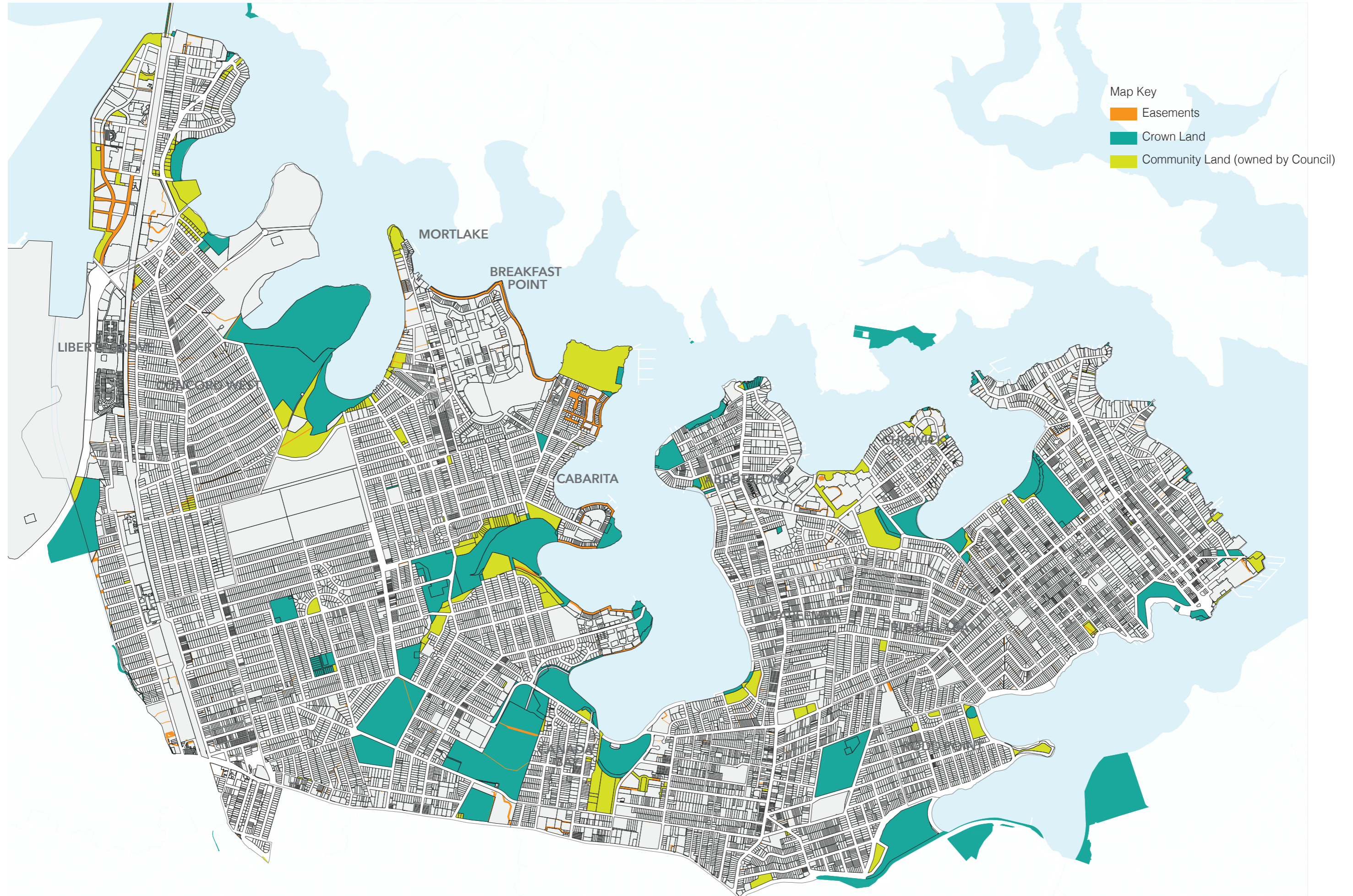
There are some opportunities to work with developers and State Government and urban renewal continues across the LGA - such as Rhodes East - which is set to deliver a significant section of new foreshore access along the northern edge of the Rhodes Peninsula.

Just over 50% of foreshore land is zoned for recreation, infrastructure or environmental conservation which is a strength of the foreshore as well as a challenge to providing continuous access without impacting the environment.

Map 5 - Land ownership



Map 6 - Easements, Crown Land and Community Land



Biodiversity and habitat areas

What we have

The Canada Bay LSPS identified that 'development since European occupation has resulted in the majority of the City's natural vegetation communities being removed, leaving only isolated remnants.

However, these remaining areas continue to support a unique diversity of plants and animals, including a number of threatened species, ecological communities and their habitats. This includes remnants of Sydney Turpentine-Ironbark Forest, Swamp-oak Floodplain Forest, Coastal Saltmarsh, Brays Bay, Yaralla Bay, Majors Bay and Homebush Bay wetlands.'

A report prepared for Canada Bay Council in 2019 by Eco Logical identified that there are important mangrove habitats protected under the Fisheries Management Act 1994 (NSW; EPBC Act Protected Matter Report), as well as a number of critical habitats are located along the foreshore at:

- Liberty Grove
- Yaralla Estate and Rivendell
- Threatened Ecological Communities
 - habitat for threatened species and listed migratory birds
- Threatened Species
 - 13 threatened species of fauna listed in NSW, 3 of which are also threatened in Australia
 - 1 species of threatened flora listed in NSW
 - 13 migratory birds protected under international agreements
- Threatened Ecological Communities (NSW)
 - Coastal Saltmarsh
 - Swamp Oak Floodplain Forest
 - Swamp Sclerophyll Forest on Coastal Floodplains
 - Sydney Turpentine Ironbark Forest
- 1 nationally important wetland at Bicentennial Park, Sydney Olympic Park.

Challenges and opportunities

The ecological habitats along the edge of the foreshore are critical environmental assets that need to be preserved and protected well into the future. As such, they present a challenge to providing continuous foreshore access in some parts of the LGA.

Foreshore access should only be provided in instances where ecological habitats will not be adversely affected. This presents a particular challenge for the Yaralla Estate, Rivendell and Liberty Grove in particular.

Map 7 - Biodiversity and habitat areas (Source: Canada Bay LSPS)



KEY

- Critical Habitat
- Significant habitat
- Supporting habitat

- Local/regional connectivity
- Opportunities for connectivity

Movement

What we have

Movement around the foreshore is primarily for exercise and recreation purposes, rather than commuting:

- Walking along the foreshore: Currently, walking along the foreshore is fragmented and relies on street pathways to connect between existing foreshore paths. Council has identified the future need to develop a walking strategy.
- Cycling: The Council's bike plan has proposed a cycle network that connects train stations and inland destinations within the LGA to the water.
- Varied materials and signage: Currently, signage and pathways finishes along the foreshore vary greatly in style, design and materiality. While this isn't necessarily a problem, a consistent approach to the look and feel of access to and along the foreshore can help with branding, wayfinding and ease of use.

Challenges and opportunities

Canada Bay has the opportunity to create a collection of well connected, destination waterfront trails with similar branding and profiles to the Bay Run.

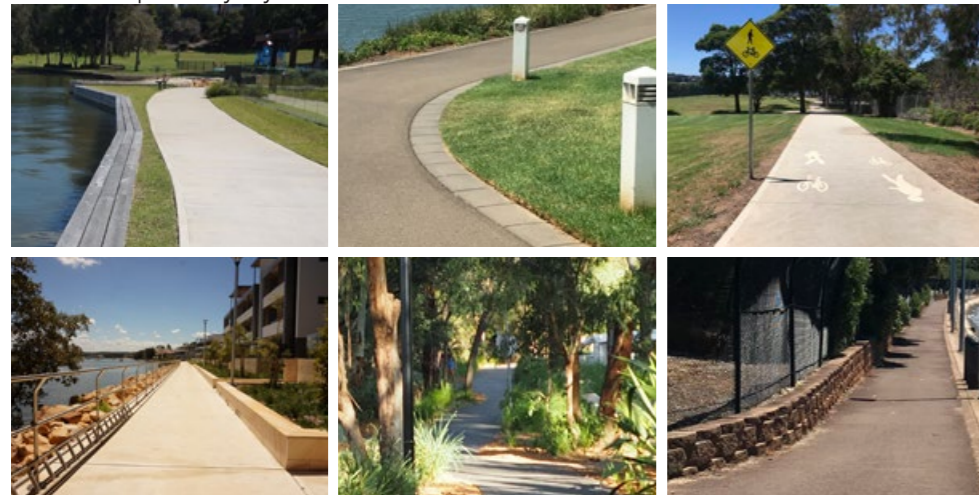
However, to achieve this, Council would need to:

- Develop a wayfinding strategy that defines a 'foreshore brand' to increase the awareness of circuits and recreation opportunities in the LGA. The wayfinding strategy should also create a more unified (but not homogenised) visual language for the Canada Bay Foreshore.
- Develop a walking strategy that aligns with Council's bike plan to ensure coordinated delivery of upgrades and active transport facilities.

Foreshore signage



Foreshore pathway styles and materials



Map 8 - Canada Bay Cycle paths and foreshore access (Source: Canada Bay LSPS)



KEY

- Existing on-road cycle route
- Existing off-road cycle route
- Future cycle route cycle opportunity for connections
- Existing formal foreshore path
- Existing informal foreshore path

Green Grid

What we have

The LSPS enshrines that Council will continue to refine and explore opportunities to deliver connections including consideration of the three Green Grid Projects identified within the Eastern City District Plan:

Powells Creek and Mason Park, Strathfield

Providing walking and cycling links, urban greening, stormwater treatment and a mix of open space uses that link Concord West, North Strathfield, Homebush and Strathfield to Parramatta Road, Bicentennial Park and the Parramatta River foreshore.

Rhodes and Concord Open Space and Hospital Precincts

Connecting the Parramatta River foreshore open spaces from Rhodes and Concord including Brays Bay Reserve, the Kokoda Track memorial Walkway, Rocky Point, the Thomas Walker Hospital grounds, Concord Hospital grounds and river foreshores, the Dame Eadith Walker Hospital grounds, Concord Golf Course and Concord RSL lands. This will make better use of under-utilised open space around the hospitals and community facilities and create a connected walking and cycling trail along the river foreshore.

Hen and Chicken Bay Foreshore

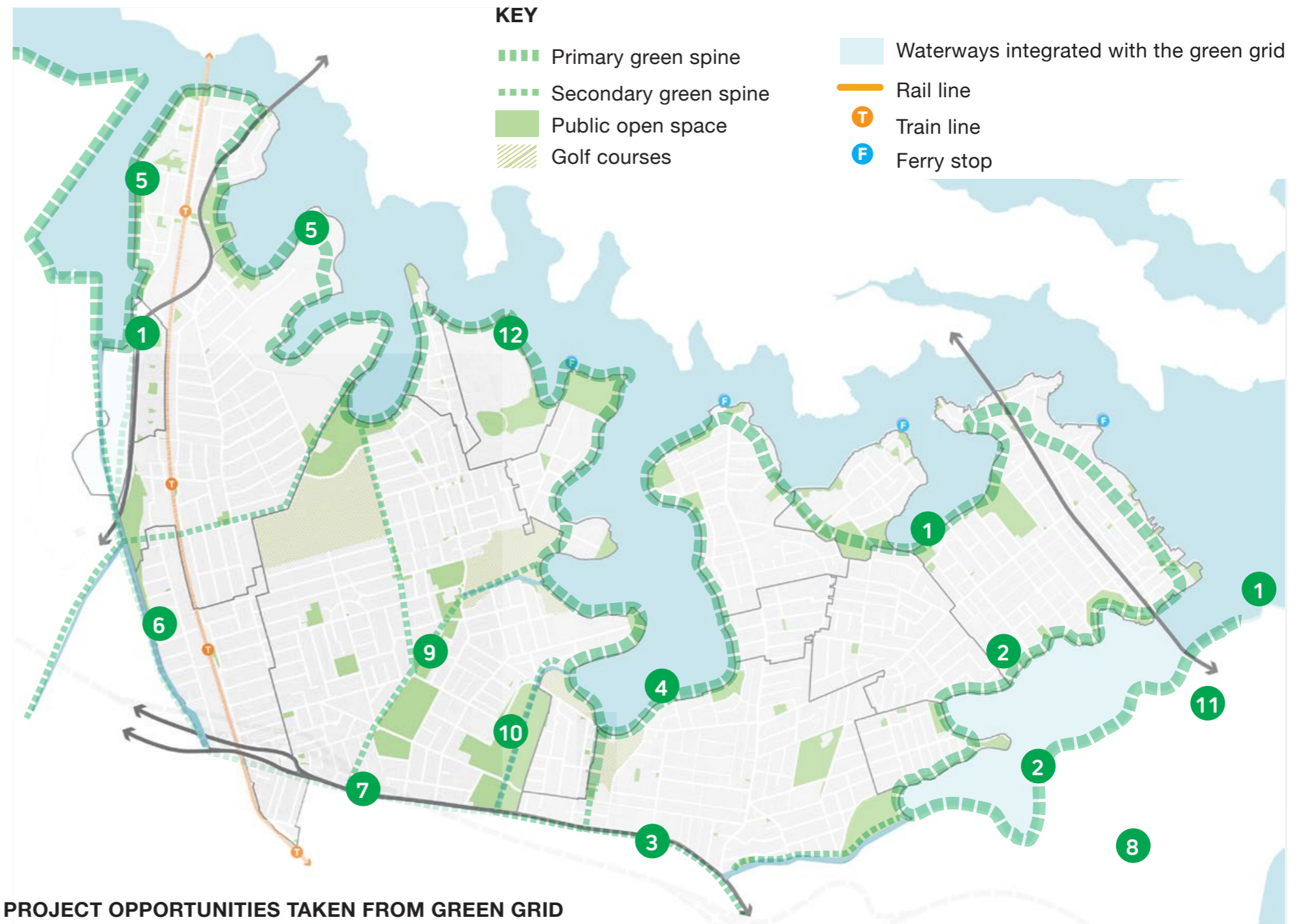
Connecting the foreshore to the Bay Walk, providing more opportunities for walking and cycling this project also provides opportunities for enhanced connection to Burwood via Burwood Road, St Luke's Park and Queen Elizabeth Park. The Grid will be delivered incrementally over decades as opportunities arise and detailed local plans for connections are refined.

Challenges and opportunities

This foreshore strategy aims to reflect the Government Architects vision and spatial framework for green grid primary connections along the foreshore. There is an opportunity to work with State Government on some of these regionally significant projects.

The key challenge will be delivering the primary green spine around Yaralla Estate and Rivendell without negatively impacting critical ecological habitats.

Map 9 - Green Grid (Source: Canada Bay LSPS)



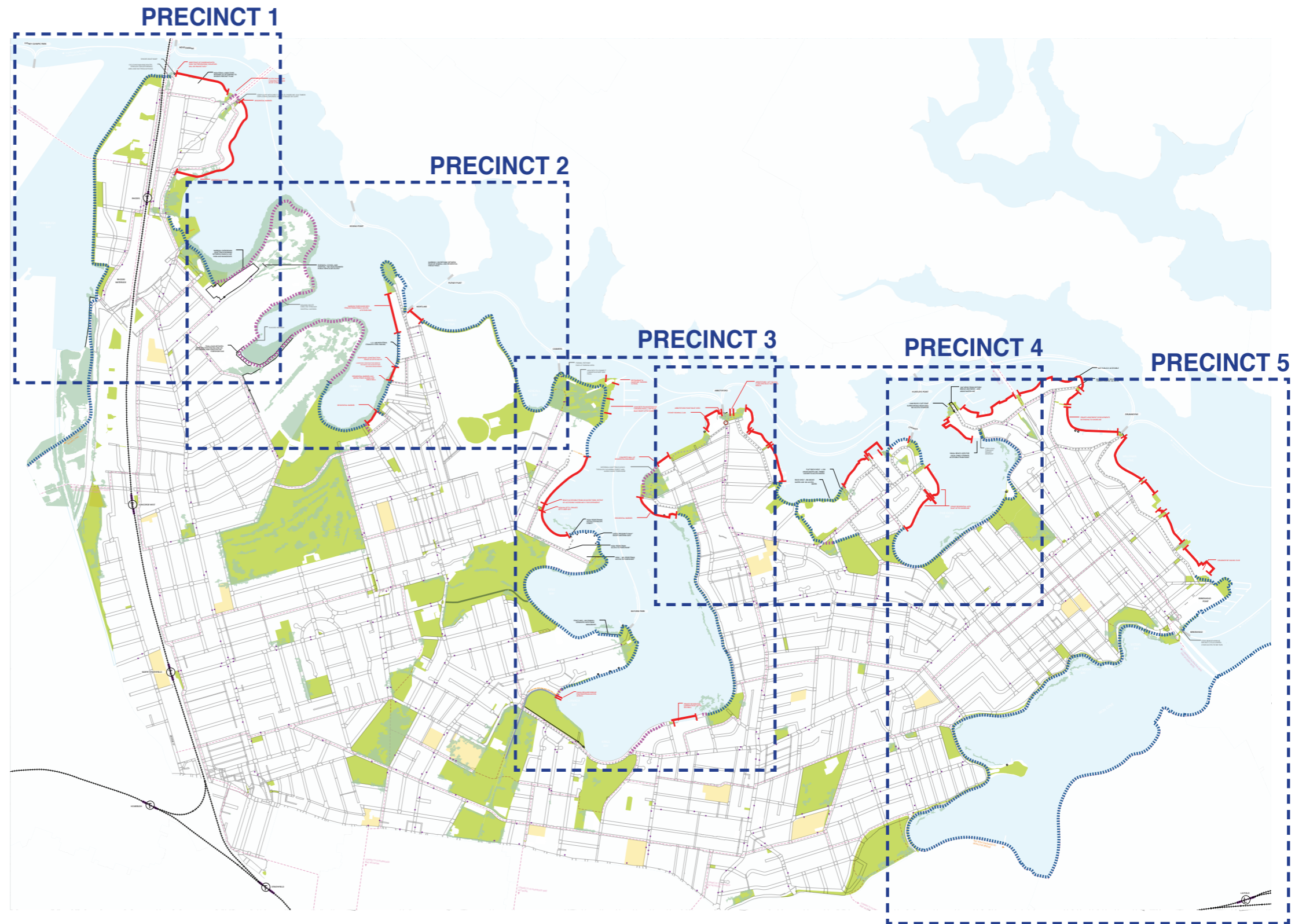
PROJECT OPPORTUNITIES TAKEN FROM GREEN GRID

- 1 Sydney Harbour Foreshore and Parramatta River Walk
- 2 The Bay Run and Iron Cove Creek
- 3 Parramatta Road Urban Renewal Corridor
- 4 Hen and Chicken Bay Foreshore
- 5 Rhodes and Concord Open Space and Hospital Precincts
- 6 Powells Creek and Mason Park, Strathfield
- 7 Cooks River to Homebush Bay Green Link
- 8 Lilyfield Road Active Transport Corridor
- 9 Burwood Green Link: Burwood Park to Hen and Chicken Bay
- 10 St Lukes Park and Concord Oval Green Link
- 11 Sydney Harbour Bays Green Links: Balmain and Rozelle
- 12 Breakfast Point and Cabarita Foreshores

ANALYSIS BY PRECINCT

This section of the report provides a summary of opportunities and constraints at a more detailed precinct level. For the purposes of this report, 5 precincts along the Canada Bay foreshore have been identified:

- Precinct 1: Homebush Bay to Brays Bay
- Precinct 2: Brays Bay to Kendall Bay
- Precinct 3: Cabarita Park to Abbotsford Point (Hen and Chicken Bay)
- Precinct 4: Abbotsford Point to Drummoyne Oval
- Precinct 5: Drummoyne to Timbrell Park



Map 10 - Precinct map

Precinct 1: Homebush Bay to Brays Bay

Map 11 - Precinct 1 opportunities and constraints



Overview

Recent residential development along the entire western Rhodes Peninsula has enabled the delivery of publicly accessible, high quality foreshore paths.

The Rhodes East Master Planned Precinct is also set to deliver foreshore access park between John Whitton Bridge and Ryde Bridge.

The only gap in access along the foreshore is along Llewellyn Street, between Ryde Bridge and Mcllwaine Park, where private properties are built up to the waters edge.

Strategic importance

Access to and along the foreshore in this precinct is extremely important due to extent of current and future high density residential communities.

Therefore, the strategic opportunities in this precinct are focused on:

- wayfinding improvements where access along the foreshore can't be granted, or from public transport stops to the water
- Connecting across infrastructure barriers
- Connecting into recreational trails around Sydney Olympic Park and Wentworth Point.

Map Key

- Formal foreshore path
- Informal foreshore path
- No foreshore access possible (until a time when sites undergo future re-development)
- Existing bike routes
- Existing Pathway through park
- Planned foreshore path upgrade
- Opportunity for on-street connection improvement (where continuous access is not possible)
- Homebush Bay Circuit
- Rhodes East Master Plan Area
- Rhodes East new foreshore park

Opportunities

- 01 Rhodes East new foreshore park and access**
 - The Rhodes East Planned Precinct will deliver the Leeds St Foreshore Park in the early redevelopment project.
- 02 Rhodes Station pedestrian bridge**
 - Support a future pedestrian bridge over Concord Road to connect to Mcllwaine Park identified for Rhodes East Planned Precinct by DPIE
 - Investigate opportunities to improve wayfinding from Rhodes train station to Bennelong Bridge and the foreshore walk
- 03 Connection into Homebush Bay Circuit and Wentworth Point**
 - The Homebush Bay Circuit Wayfinding Strategy identifies opportunities to improve the foreshore path including shared path upgrades at from The Corso to Bicentennial Park through Lewis Berger Park as well as road cycling network upgrades in Rhodes, public artwork and lighting improvements.
 - Opportunity for Rhodes Waterside to be included as an urban destination along the circuit track, with improved access to the foreshore.
 - Promotion of foreshore walking around Wentworth Point and Rhodes Peninsula via Bennelong Bridge, once Wentworth Point Peninsula Park is completed.
- 04 Improve on street connection via Llewellyn Street**
 - Improve wayfinding along Llewellyn Street along existing bike route between Mcllwaine Park and Ryde Bridge
 - Improve pedestrian access and wayfinding from Llewellyn Street, underneath Ryde Bridge, to future Leeds St Foreshore Park (once precinct is re-developed)
- 05 Brays Bay River Access & Mcllwaine Park Foreshore Upgrade**
 - The recent master plan funded by the Department of Planning, Industry and Environment has identified major upgrades to Mcllwaine Park, including the opportunity to provide significant amenity upgrades and a 2.5m shared path along the foreshore at Mcllwaine Park.

Constraints

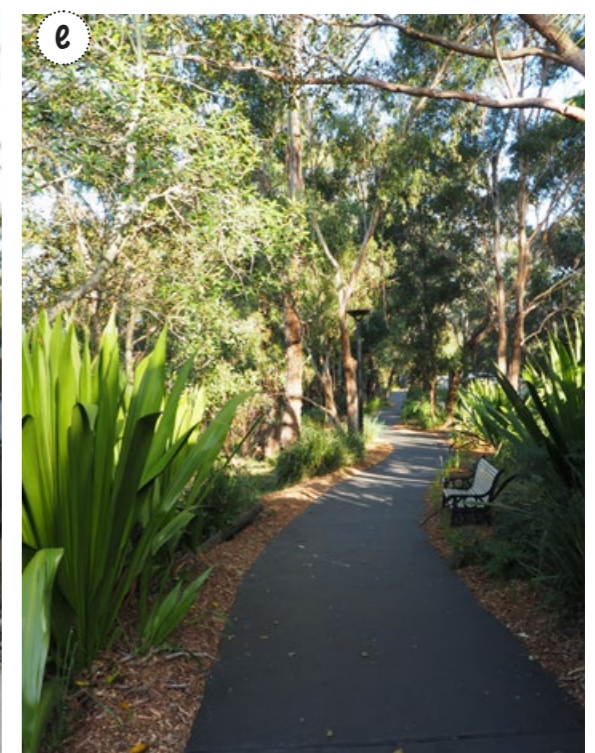
- C1 Eastern peninsula (Rhodes)**
 - Private properties along the entire foreshore between Ryde Bridge and Mcllwaine Park are unlikely to be redeveloped in the future, indicating that this section of the foreshore will remain privatized into the foreseeable future.
- C2 Pedestrian barriers**
 - Concord Road and the heavy rail corridor present a barrier to foreshore access for residents living west of the rail line
- C3 Steep slope to foreshore**
 - Steep slope from end of Llewellyn Street down to foreshore and under Ryde Bridge to connect to eastern side of peninsula

- Precinct extent (approx)
- Public Ferry Terminals
- Bus stop
- Site photo location
- Fences
- Easements

Site Photos

Photo descriptions

- a. Rhodes Eastern peninsula foreshore park and access
- b. Shared pedestrian/cycleway along Rhodes East
- c. High quality public domain, including a pedestrian/cycle path at John Whitton Reserve
- d. Steep stair access from Llewellyn Street to foreshore, underneath Ryde Bridge
- e. Pedestrian pathway through the Kokoda Trail
- f. Large group having a picnic in McIlwaine Park



Precinct 2: Yaralla Bay to Kendall Bay

Map 12 - Precinct 2 opportunities and constraints



Map Key

- ▬▬▬ Formal foreshore path
- ▬▬▬ Informal foreshore path
- ▬ No foreshore access possible (until a time when sites undergo future re-development)
- - - Existing bike routes
- Opportunity for on-street connection improvement (where continuous access is not possible in the short-medium, or from public transport stops)
- Existing Pathway through park
- ▬ Easements
- F Public Ferry Terminals
- Bus stop
- a Site photo location
- = = Fences
- ▬▬ Precinct extent (approx)
- ▭ Priority area

Overview

A significant proportion of this precinct already has publicly accessible foreshore. However, in Mortlake there are four 'blockages' in access. At the moment, there is roughly 5km of continuous foreshore access between McIlwaine Park and Deakin St (the first 'blockage').

Strategic importance

There is a major opportunity to extend the amount of continuous foreshore access from approximately 4.5km (between McIlwaine Park and Majors Bay Reserve) by another 4km along the Mortlake Peninsula (between Majors Bay Reserve to 18 Regatta Way, Cabarita) - **almost doubling the continuous foreshore access**. In addition to increasing the quantum of continuous foreshore access, removing these four 'blockages' would better connect the Mortlake community to district open spaces, sports facilities and longer exercise and recreation trails.

Opportunities

- O1 Clear messaging around public access on Yaralla and Rivendell Estates**
 - NSW Health are the land owners and trustees of both the Rivendell and Yaralla Estates. They have indicated willingness to work with Council to continue to provide public pedestrian access along the foreshore on their land.
 - Opportunity for SLHD to improve promotion of walking tracks around Rivendell and Yaralla Estates, providing that there is no heritage or environmental impact
- O2 Future (long term) public access along the foreshore**
 - **2-4 Bennett Street and 134-140 Tennyson Road, Mortlake:** Ensure that as properties along the foreshore re-develop in the long term, they provide a publicly accessible walkway along the foreshore, connecting the two existing pathways either side of the property.
 - **30-34 Hilly Street, Mortlake:** Engage in "without prejudice" discussions with the Chair of the Body Corporate for 30-34 Hilly Street, Mortlake, with a view to obtaining public access over the foreshore walkway (this property is the only hindrance to access between Wangal Reserve and Northcote Street Mortlake). If discussions are unsuccessful, investigate feasibility of creating a boardwalk to circumnavigate this property and complete the Mortlake Peninsula walk.
 - **4-18 Deakin Street, Mortlake:** Continue to work with DPIE to remediate and transfer foreshore land to enable public access
 - **24-28 Hilly Street, Mortlake:** has an easement for public access
 - **RMS slipway (33W and 33 R Hilly St):** continue to advocate for improved access along the foreshore at this site.
- O3 Improve on street connections (short term)**
 - In relation to the long term access across properties detailed above (O2), provide wayfinding signage on streets to bypass the properties creating the access 'blockage'
 - Provide an improved connection from the Whittaker St and Hilly St bus stops to the foreshore paths/

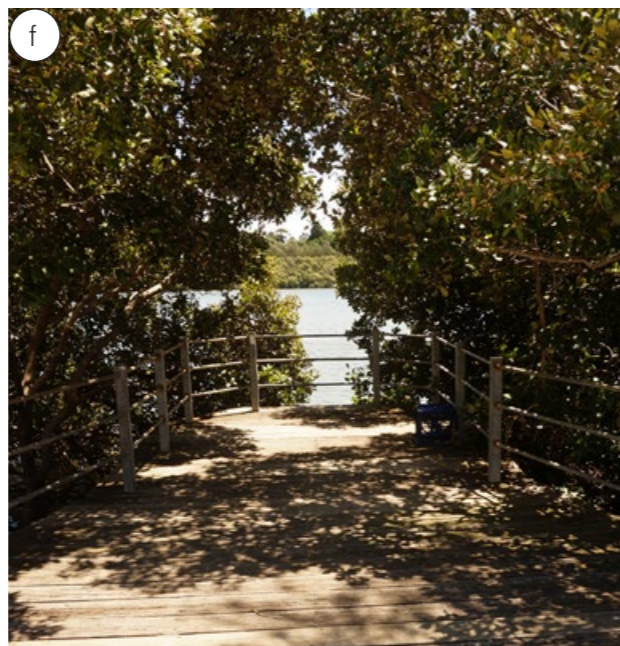
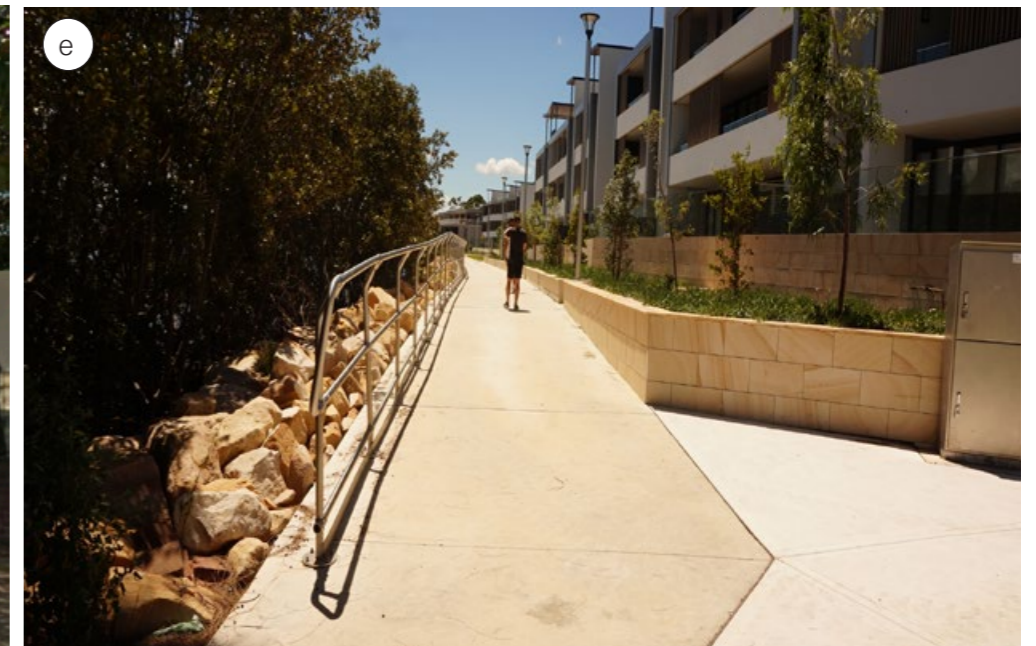
Constraints

- C1 Unclear public access**
 - Informal dirt tracks and fragmented bitumen paths in many parts of this walk through are not cycle or all abilities friendly
- C2 No provision for public access**
 - **30-34 Hilly Street, Mortlake:** There does not appear to be a requirement for public access. The 88B for 30-34 Hilly Street state: An area of land fifteen (15) feet deep from the top of the sea wall shall be kept as an open area and maintained exclusively as a grassed area and for the planting of trees as directed by the Council of the Municipality of Concord.
- C3 RMS slipway (33W and 33 R Hilly St)**
 - Continuing use as an active slipway and ferry service between Mortlake and Putney. RMS has advised that the site is in active service and is required to interchangeably store, maintain and repair both the primary and smaller backup Mortlake ferries to provide uninterrupted continuity of service. RMS has advised that the ferry service removes over 12,000 additional vehicle movements per month.
 - The site contains a variety of maritime artefacts which may require assessment to determine their heritage significance.

Site Photos

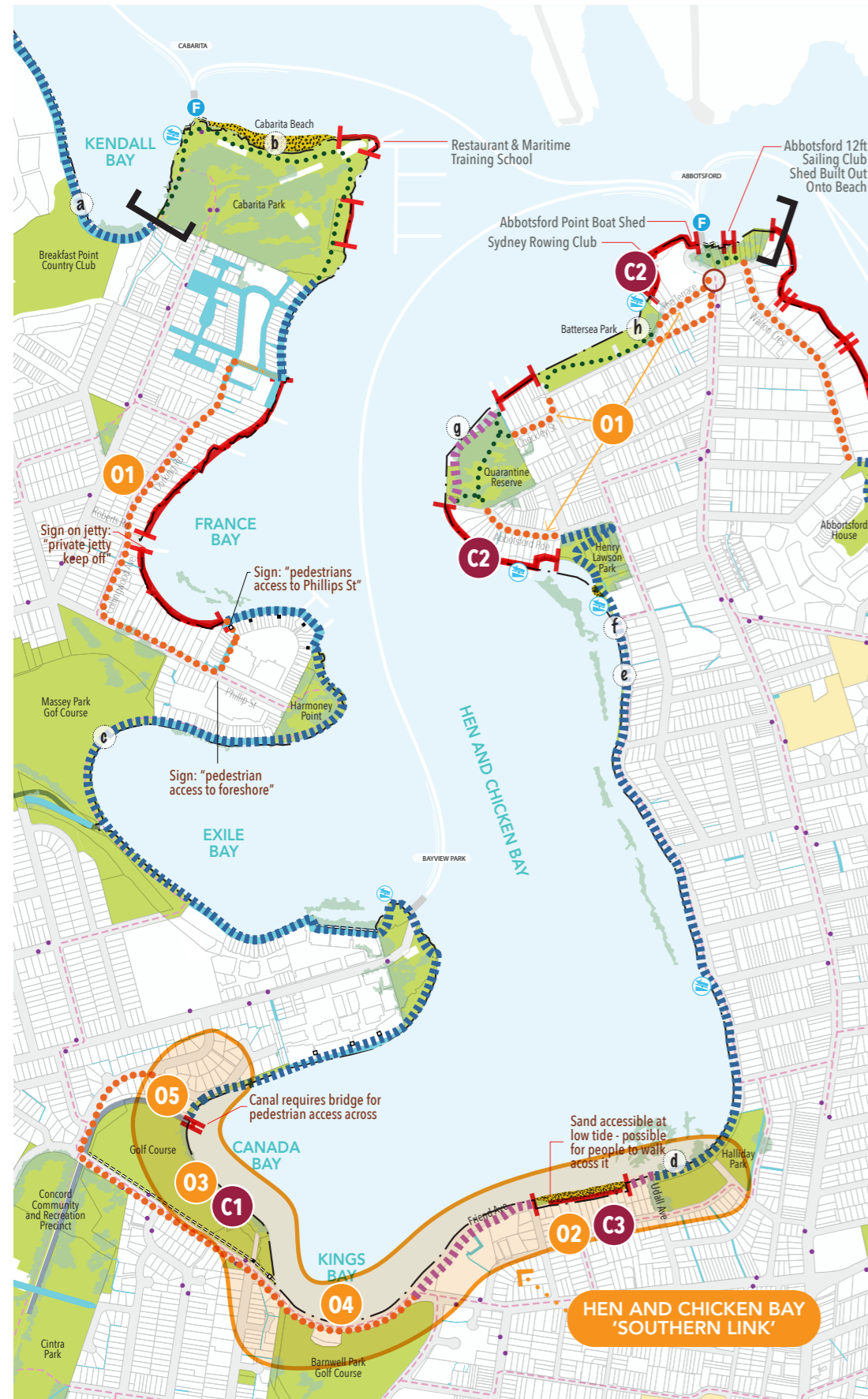
Photo descriptions

- a. Walking track through Rivendell, Concord
- b. Dutch Water Gate (heritage), Rivendell, Concord
- c. Natural foreshore edge, Rivendell, Concord
- d. Entry to Yaralla Estate from Nullawarra Avenue
- e. Public access along apartment at 10 Hilly Street, Mortlake
- f. Northcote Street mangrove outlook, Mortlake
- g. Mortlake Punt
- h. Foreshore path from Palace Lane through Breakfast Point to Cabarita Park and Ferry Wharf



Precinct 3: Cabarita Park to Abbotsford Point (Hen and Chicken Bay)

Map 13 - Precinct 3 opportunities and constraints



Overview

This precinct includes Hen and Chicken Bay, as well as four smaller bays; France Bay, Exile Bay, Canada Bay and Kings Bay.

This precinct has a good provision of existing foreshore pathways along the eastern and western edges of the inlet, which could be linked at the southern edge through long term interventions providing the opportunity to create a substantial and iconic foreshore walk.

Strategic importance

The strategic priority for this precinct is to connect the base of Hen and Chicken Bay. This would deliver approximately 5.5km of continuous foreshore access made up of the following:

- Existing path: 2.5km between Rosemeadow Drive in Cabarita and the canal in Cintra Park
- New 1.6km from the Barnwell Park Golf Course future park through to Wymston Parade.
- Existing path: 1.3km from Wymston Parade to Henry Lawson Park.

With the announcement of the Sydney Metro Stations within Canada Bay and associated future density in this suburb, the importance completing the 'southern link' along the base of Hen and Chicken Bay is critical to connecting communities to and along the foreshore in this precinct becomes even more of a priority.

The other strategic priority for this precinct is connecting all of the foreshore parks via improved on street connections and way findings where continuous foreshore access is unlikely to be delivered in the next decade (ie through re-development or acquisition).

Map Key

- Existing Formal foreshore path
- Existing Informal foreshore path
- No foreshore access possible (until a time when sites undergo future re-development)
- Existing bike routes
- Public Ferry Terminals
- Precinct extent (approx)
- Opportunity for on-street connection improvement (where continuous access is not possible in the short-medium term)
- Existing Pathway through park
- Bus stop
- Site photo location
- Fences
- Beach
- Priority area
- Easements

Opportunities

- | | |
|-----------|--|
| 01 | <p>Improve on street connections and wayfinding where a foreshore path is not possible</p> <ul style="list-style-type: none"> - Improve wayfinding along residential streets where a foreshore path is not possible in the foreseeable future due to private properties and no easements or provision for public access along the foreshore: <ul style="list-style-type: none"> - Improve on street connections and wayfinding along residential streets in Cabarita including Collingwood Ave, Phillip Street, Rosemeadow Drive and Dorking Road. - Improve on street connections and wayfinding along residential streets in Abbotsford to better link the sequence of foreshore parks, including links between Henry Lawson Park to Quarantine Reserve via Abbotsford Parade; Quarantine Reserve to Battersea Park via Checkley Street; Battersea Park to Abbotsford Ferry via the Terrace or Battersea Street. - Provide an accessible connection from the foreshore path at Henry Lawson Park to the existing footpath on the southern side of Abbotsford Parade. |
| 02 | <p>New link between Udall Avenue and Friend Avenue</p> <ul style="list-style-type: none"> - Investigate options to provide a boardwalk with RMS or provide alternative on street routes with wayfinding signage. |
| 03 | <p>Barnwell Park Golf Course</p> <ul style="list-style-type: none"> - Investigate options to provide future public access along the foreshore at Barnwell Park Golf Course. |
| 04 | <p>Lyons Road West</p> <ul style="list-style-type: none"> - Investigate feasibility of providing a foreshore walk along Lyons Road West on the water side, rather than the park side (long term) |
| 05 | <p>New connection across the Cintra Park Canal</p> <ul style="list-style-type: none"> - Investigate feasibility of including a council owned pedestrian/cycle link across the canal at the northern edge of the golf course |
| 06 | <p>Wymston Parade</p> <ul style="list-style-type: none"> - Investigate feasibility of making improvements to Wymston such as upgraded cycleway, additional landscaping and tree canopy cover to improve protection from heat for pedestrians. |

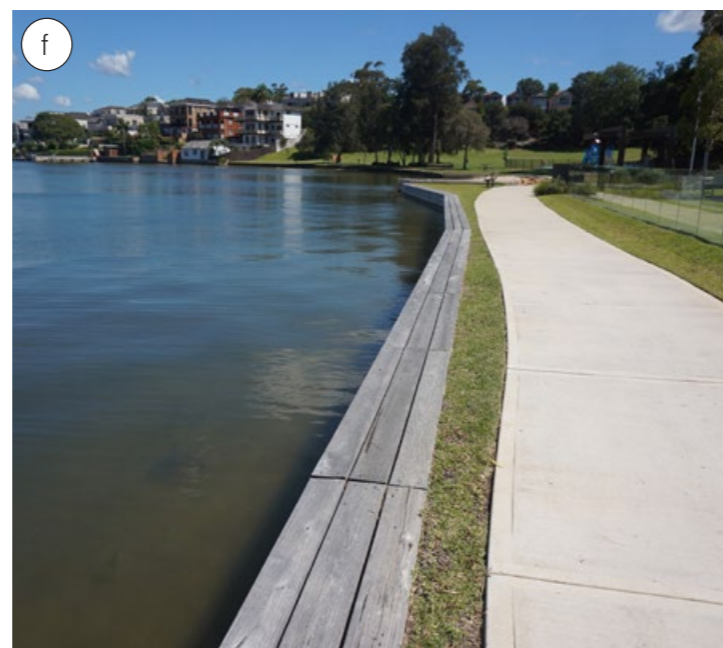
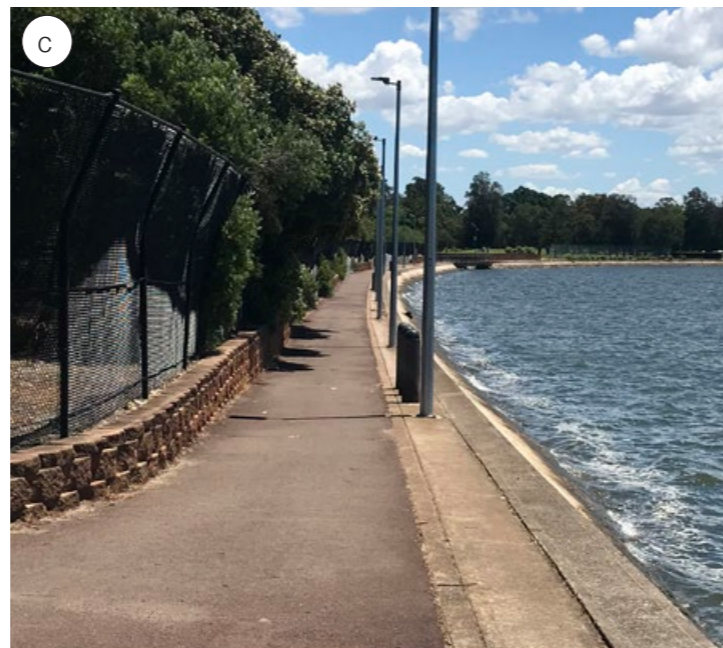
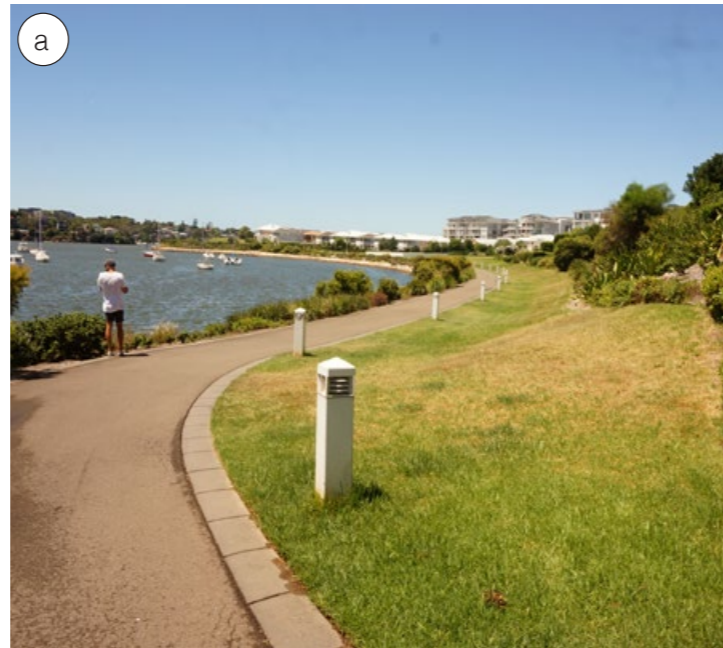
Constraints

- | | |
|-----------|--|
| C1 | <p>Cintra Park Canal - barrier to pedestrian/cycle access</p> <ul style="list-style-type: none"> - Currently no pedestrian access across Cintra Park Canal, creating a significant barrier for continuous foreshore access |
| C2 | <p>Steep topography of Abbotsford</p> <ul style="list-style-type: none"> - Hilly topography around Abbotsford Point, will be challenging to deliver accessible paths in this area |
| C3 | <p>Private properties fronting the foreshore</p> <ul style="list-style-type: none"> - Private properties located between Friend Ave and Wymston Parade create the only 'blockage' in a significant stretch of foreshore pathways on the east and west sides of Hen and Chicken Bay. - Private properties in Cabarita and Abbotsford do not have easements or provisions for public foreshore access, and are unlikely to be re-developed or acquired in the foreseeable future. |

Site Photos

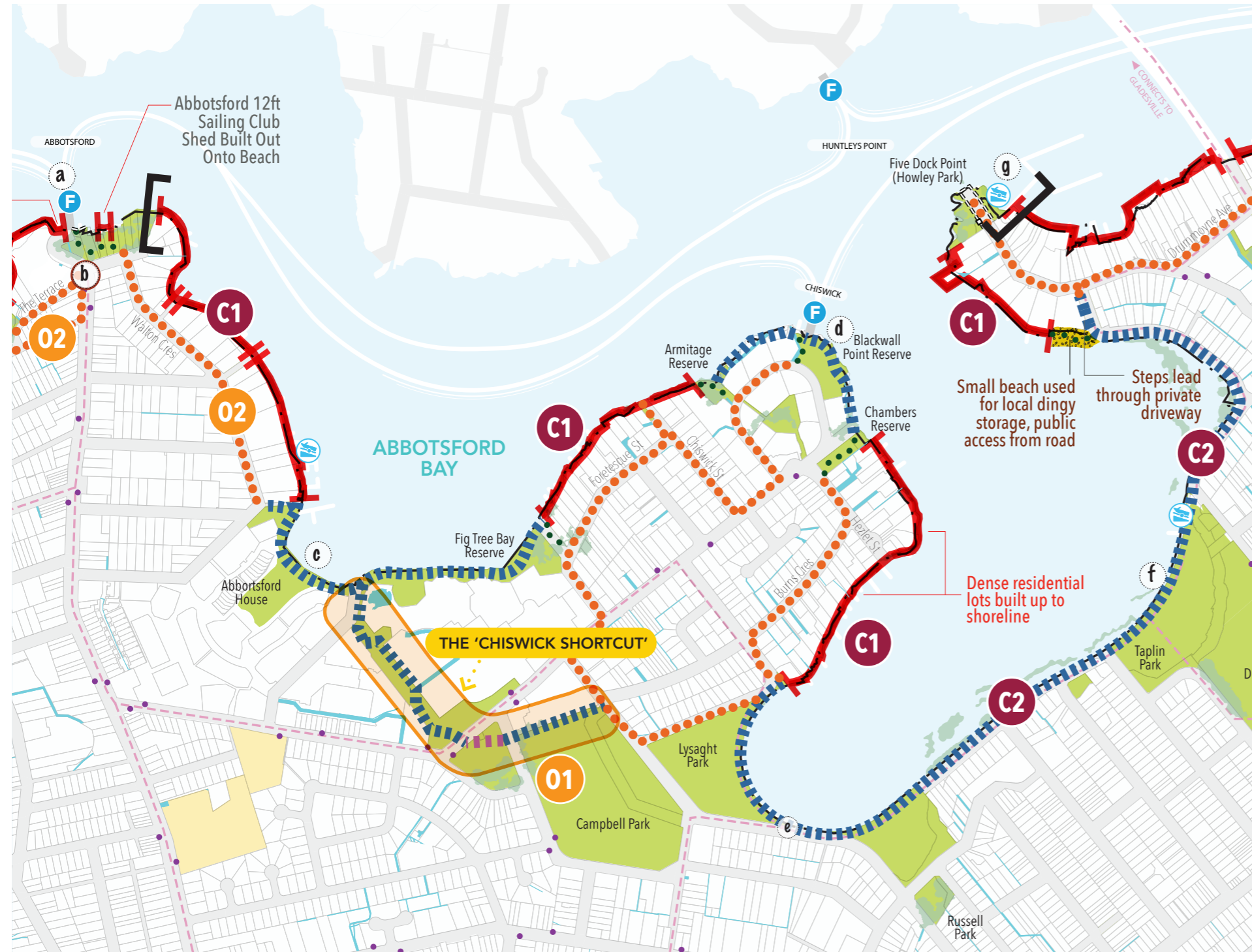
Photo descriptions

- a. Public access along the foreshore around 'Cape Cabarita' at France Bay
- b. Cabarita Beach
- c. Public pathway along edge of Massey Park Golf Course
- d. Person reading a book along Wymston Parade foreshore
- e. Men fishing along Wymston Parade
- f. New public pathway Bayswater Gardens residential aged care, looking towards Henry Lawson Park
- g. Quarantine reserve natural foreshore edge
- h. Battersea Park



Precinct 4: Abbotsford Point to Five Dock Point

Map 14 - Precinct 4 opportunities and constraints



Map Key

- | | | | |
|--|----------------------|--------------------------|---------------------|
| Existing Formal foreshore path | Proposed 'shortcut' | Public Ferry Terminals | Site photo location |
| Existing Informal foreshore path | On-street pathway | Bus stop | Fences |
| No foreshore access possible (until a time when sites undergo future re-development) | Pathway through park | Precinct extent (approx) | Beach |
| Easements | Existing bike routes | Priority area | |

Overview

Precinct 4: Abbotsford Point to Five Dock Point extends from Abbotsford Ferry to Five Dock Point. It is highly constrained by private property (fences and private maritime infrastructure), intermittently blocking public access along the foreshore.

The general approach to foreshore access within this precinct is improve the wayfinding through residential streets between local parks and existing foreshore pathways.

There is also an opportunity to create a future 'shortcut' past the Chiswick peninsula, connecting the formal foreshore walks between Abbotsford House, Lysaght Park and Drummoyne Oval.

Strategic importance

This precinct has a lower priority to deliver/improve foreshore access due to lower population growth projections and extent of private properties that do not have any provisions for public access and are unlikely to redevelop in the foreseeable future. Therefore, the two strategic priorities for this precinct is **improving the on-street connections** between existing foreshore parks as well as creating the 'Chiswick shortcut'.

Opportunities

- | | |
|-----------|---|
| O1 | <p>Create 'Chiswick shortcut'</p> <ul style="list-style-type: none"> – Create a future 'shortcut' past the Chiswick peninsula, connecting the formal foreshore walks between Abbotsford House, Lysaght Park and Drummoyne Oval. – Public access through existing green spaces is already possible, however wayfinding signage and visual cues will be needed to mark the route. |
| O2 | <p>Improved on street connections and wayfinding in Abbotsford and Chiswick</p> <ul style="list-style-type: none"> – Improve wayfinding along key residential streets to better connect foreshore parks including <ul style="list-style-type: none"> - Walton Crescent in Abbotsford - Fortescue Street Chiswick Street, Hezlet Street, and Burns Crescent in Chiswick – Raymond Avenue Reserve: Improve signage and investigate a change of paving materials for to more clearly communicate allowable public access |

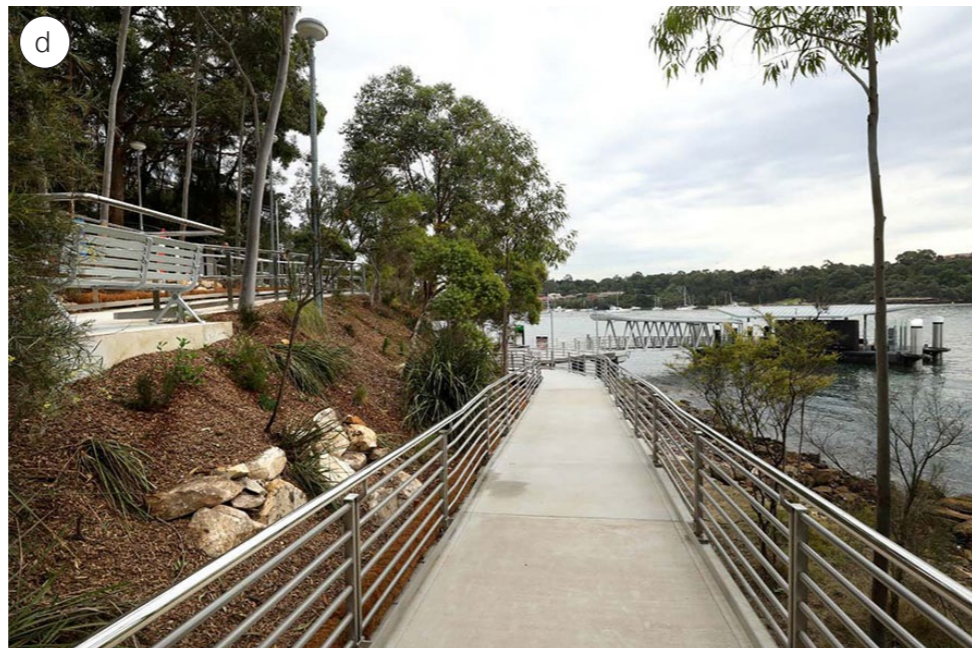
Constraints

- | | |
|-----------|---|
| C1 | <p>Segmented foreshore access</p> <ul style="list-style-type: none"> – Significant sections of the foreshore in this precinct is privatised by residential houses with no provisions for public access, many of have private marine infrastructure, further limiting any future possibility for public access along the foreshore in the foreseeable future. |
| C2 | <ul style="list-style-type: none"> – Narrow road corridors close to the sea wall have create a challenge to the deliver of shared paths. Gaps in the shared path network include; <ul style="list-style-type: none"> - The Esplanade between Lysaght park and Taplin Park - The Esplanade between Five Dock Bay boat ramp and the Henricks Ave intersection |

Site Photos

Photo descriptions

- a. Abbotsford Ferry stop
- b. The Terrace / Great North Road
- c. Abbotsford House
- d. Blackwall Point Reserve
- e. Byrne Avenue
- f. Drummoyne Oval
- g. Five Dock Point (Howley Park) is a pocket peninsular 'destination; Park, with beautiful natural rock along the foreshore edge.



Howley park Image source: Google Street View

Precinct 5: Drummoyne to Timbrell Park

Map 15 - Precinct 5 opportunities and constraints



Overview

Precinct 5: Drummoyne to Timbrell Park is heavily constrained by private property ownership in terms of public pathways along the northern and eastern edges of the Drummoyne peninsula.

For this section of the precinct, water glimpses through pocket parks become an important visual connection to foreshore.

Strategic importance

There are two strategic priorities in this precinct. The first is to better **connect the Bay Run to Birkenhead Point**, and the second is to improve **on street connections and wayfinding in areas along the Drummoyne Eastern Peninsula** where private properties are unlikely to re-develop or be acquired in the near future.

Map Key

- Existing Formal foreshore path
- Existing Informal foreshore path
- No foreshore access possible (until a time when sites undergo future re-development)
- Existing bike routes
- Public Ferry Terminals
- On-street pathway
- Pathway through park
- Bus stop
- Site photo location
- Fences
- Beach
- Precinct extent (approx)
- Priority area
- Easements

Opportunities

- | | |
|-----------|---|
| 01 | <p>Strengthen the connection between the Bay Run to Birkenhead Point</p> <ul style="list-style-type: none"> - Improve the safety and visual attractiveness of the pedestrian/cycle route underneath Iron Cove Bridge: <ul style="list-style-type: none"> - Investigate potential upgrade of footpath to a shared path - Commission an artist to brightly paint the under-story of bridges - Provide improved lighting for night time and early morning safety |
| 02 | <p>Improved connection from Ramsay Street to the Bay Run, via Timbrell Park</p> <ul style="list-style-type: none"> - As per the Timbrell Park Master Plan opportunity to better connect Ramsay Street Bay Run with improved pedestrian/cycle ways, lighting and landscaping through Timbrell Park |
| 03 | <p>Upgrade pathways connecting Drummoyne Oval to buses on Lyons Road.</p> <ul style="list-style-type: none"> - Drummoyne Oval to Lyons Road, Drummoyne via: Cometrowe St – opportunity to provide a continuous pathway on the north-east side of Cometrowe St - Dempsey PI – investigate creating whole street as a shared way |
| 04 | <p>Protect foreshore pocket parks</p> <ul style="list-style-type: none"> - There are a number of foreshore pocket parks that currently provide important glimpses to the water from residential streets. Opportunity to investigate re-zoning of these spaces from roads to open space. Particular priority for: Rea Reserve, Utz Reserve, Queen Victoria Reserve, Lyons Road Reserve and Peppercorn Reserve |
| 05 | <p>Create a shortcut</p> <ul style="list-style-type: none"> - Improve wayfinding (short term) and pedestrian amenity (long term) along Tranmere Street between Brett Park and Drummoyne Oval. |

Constraints

- | | |
|-----------|--|
| C1 | <p>Segmented foreshore access on the Drummoyne Eastern Peninsula</p> <ul style="list-style-type: none"> - A number of sections along this foreshore in this precinct do not allow for public foreshore access - A significant proportion of houses fronting the bays have built private boat infrastructure, limiting any future possibility for public access along the seawall. |
| C2 | <p>Access via stairs</p> <ul style="list-style-type: none"> - The need to traverse stairs from Henley Marine Drive, down to the open space and wharf (next to the Iron Cove Bridge) |

Site Photos

Photo descriptions

- a. Grased area at the end of The Esplanade and at the base of Raymond reserve in Drummoyne
- b. Queen Victoria Reserve
- c. Birkenhead Shopping Centre waterfront access
- d. Publicly accessible foreshore along Birkenhead Quays
- e. Henley Marine Drive (Under Iron Cove Bridge)
- f. Iron Cove Bridge



Vision

Expand and improve access to the foreshore, along a continuous publicly-accessible corridor.



Focus areas

FOCUS AREA 1: Increase connectivity and the amount of publicly accessible foreshore

The foreshore is one of our greatest natural assets. Creating **new** connections and spaces, provides increased and equitable access for everyone, encourages healthy, active lifestyles and increases the enjoyment for both residents and visitors.

FOCUS AREA 2: Improving what we have: access, safety and amenity

Improve the quality and safety of **existing** paths to further promote active recreation, improve connection to public and active transport routes, and ensure there is adequate foreshore access for all.

FOCUS AREA 3: Promote, protect and celebrate our foreshore trails and places

Protect publicly accessible foreshore spaces and respond to the cultural, environmental and recreational attributes of each place. Promote the entire foreshore and the smaller-scale walking tracks along the foreshore. Develop and deliver a unified wayfinding strategy.

Goals

Goal 1.1: Facilitate/Provide foreshore access in new redevelopment areas adjacent to the Parramatta River.

Goal 1.2: Work with private property owners, strata groups and community associations to increase public access to the foreshore.

Goal 1.3: Deliver new foreshore paths through Council owned parks and open space.

Goal 1.4: Create new connections between existing paths and places.

Goal 2.1: Increase access to the foreshore and provide access for all.

Goal 2.2: Improved safety of existing foreshore paths and spaces.

Goal 2.3: Upgrade the quality of existing pedestrian / cycle paths and parks in priority locations

Goal 2.4: Improve the connection between the foreshore, cycle routes, the green grid and public transport

Goal 3.1: Increase awareness through promotion of foreshore recreation trails and activities

Goal 3.2: Improve wayfinding to and along the foreshore

Goal 3.3: Improve public access to and along the foreshore, without adversely impacting on watercourses, wetlands, riparian lands, protected habitats or remnant vegetation.

FOCUS AREA 1:

Increase connectivity and the amount of publicly accessible foreshore

The foreshore is one of our greatest natural assets. Creating **new** connections and spaces, provides increased and equitable access for everyone, encourages healthy, active lifestyles and increases the enjoyment for both residents and visitors.

GOALS

Goal 1.1: Facilitate/Provide foreshore access in new redevelopment areas adjacent to the Parramatta River.

Goal 1.2: Work with private property owners, strata groups and community associations to increase public access to the foreshore.

Goal 1.3: Deliver new foreshore paths through Council owned parks and open space.

Goal 1.4: Create new connections between existing paths and places.

GOALS AND ACTIONS	LOCATION / DETAILS	RESPONSIBILITY/ KEY STAKEHOLDERS	TIMING	PRIORITY
Goal 1.1: Facilitate/Provide foreshore access in new redevelopment areas adjacent to the Parramatta River.				
1.1.1	Work with land owners/developers to require new, publicly accessible foreshore connections as part of any future development and/or urban renewal projects.	Identified sites include, but not limited to: <ul style="list-style-type: none"> – 4-18 Deakin Street, Mortlake – 33W, 33R Hilly Street, Mortlake – 24-28 Hilly Street, Mortlake – 2-4 Bennett Street, Mortlake 	Strategic Planning Statutory Planning	Short High
1.1.2	Ensure a connection between the future Leeds Street Park and the pedestrian underpass under Ryde Bridge.	Leeds Street, Rhodes East	NSW Government (delivery) Council (stakeholder)	Ongoing High
1.1.3	Ensure that the planned park upgrades, as part of the Rhodes East Planned Precinct provide improved access with new foreshore paths and create new foreshore spaces.	Rhodes East	NSW Government	Ongoing High
Goal 1.2: Work with private property owners, strata groups and community associations to increase public access to the foreshore.				
1.2.1	<ul style="list-style-type: none"> – Short Term: Engage in “without prejudice” discussions with the Chair of the Body Corporate for 30-34 Hilly Street, Mortlake, with a view to obtaining public access over the foreshore walkway (this property is the only hindrance to access between Wangal Reserve and Northcote Street Mortlake) – Long Term: If discussions are unsuccessful, investigate feasibility of creating a boardwalk to circumnavigate this property and complete the Mortlake Peninsula walk. 	– 30-34 Hilly Street, Mortlake	Council	Short / Long term High
Goal 1.3: Deliver new foreshore paths through Council owned parks and open space.				
1.3.1	Create a new council owned pedestrian bridge over St Luke’s Canal when access is available through Barnwell Park Golf Course	St Luke’s Canal	Roads and Traffic Parks and Recreation	Medium term High
1.3.2	Create a shared, publicly accessible foreshore path along the Barnwell Park Golf Course, re-orient the fairways or consider redeveloping the site as a 9-hole course to also create a new public foreshore park	Barnwell Park Golf Course	Parks and Recreation	Medium term High
Goal 1.4: Create new connections between existing paths and places.				
1.4.1	Support a future pedestrian bridge over Concord Road to connect to Mcllwaine Park identified for Rhodes East Planned Precinct Plan by DPIE	Mcllwaine Park to Rhodes Station	DPIE	Ongoing Medium
1.4.2	Investigate, design and create a shared, publicly accessible elevated shared path/boardwalk extending the Bay Run beneath the Iron Cove Bridge	Bay Run to Birkenhead Point (Iron Cove Bridge)	Transport for NSW Parks and Recreation Road and Traffic	Medium Medium

GOALS AND ACTIONS		LOCATION / DETAILS	RESPONSIBILITY/ KEY STAKEHOLDERS	TIMING	PRIORITY
1.4.3	Where access along the foreshore is not possible, upgrade amenity, through streetscape improvements on nearby streets to provide links between existing foreshore pathways.	<p>Opportunities identified, but not limited to the following locations:</p> <ul style="list-style-type: none"> - Llewellyn Street (under the bridge at Uhrs Point to McIlwaine Park) - Dorking Road (France Bay, Cabarita) - Abbotsford Parade (Henry Lawson Park to Quarantine Reserve) Checkley & Hunter Street (Quarantine Reserve to Battersea Park) - Hill Street, Palace Lane/Hilly Street, Mortlake (short term solution while across the slipway is not possible) - Walton Crescent (Werrell Reserve to Abbotsford Cove Foreshore Park) - St Georges Crescent, Wolseley Street and Drummoyne Ave (Birkenhead Shopping Centre to Cambridge Road Reserve) - Victoria Place (Raymond Avenue Reserve to Howley Park) - Hezlet Street, Burns Crescent, Swannell Ave (Chiswick Steps to Lysaght Park) - The Terrace or Battersea Street, Abbotsford - Join Ramsay Street to Timbrell Drive and the Bay Run (as identified in the Timbrell Park Masterplan) 	<p>Parks and Recreation</p> <p>Roads and Traffic</p>	Medium	Low
1.4.4	Improve connectivity and access to the foreshore from urban destinations or public transport	<p>Opportunities identified, but not limited to the following locations:</p> <ul style="list-style-type: none"> - South Street, Tranmere Street or College Street (Lyons Road to Bay Run) - Fortescue Street, Blackwell Point Road, Bibby Street (Abbotsford Cove Foreshore Park to Lysaght Park) - Fortescue Street, Chiswick Street, Blackwell Point Road, Bortfield Drive (Abbotsford Cove Foreshore Park to Armitage Reserve) - Rhodes Waterside to the foreshore 	<p>Parks and Recreation</p> <p>Roads and Traffic</p>	Medium term	Medium



PRECEDENT STUDY
GLEBE FORESHORE, CITY OF SYDNEY

In 2006, The City of Sydney redeveloped the foreshore along Rozelle Bay and Blackwattle Bay by connecting a sequence of existing and new open spaces. The foreshore, now known as 'The Glebe Foreshore Walk', was linked by pedestrian and cycle path along Blackwattle Bay and Rozelle Bay. Features such as paths, seating, walls, new water stairs, the construction of new habitats, including mangroves, terrestrial habits, and intertidal habitats, beach access, decks, pontoons, ramps, bioswales and items of heritage and archaeological significance were incorporated along the foreshore, all contributing to the increased usability of the area.



Images sourced: JMD

FOCUS AREA 2: Improve access, safety and amenity

Improve the quality and safety of **existing** paths to further promote active recreation, improve connection to public and active transport routes, and ensure there is adequate foreshore access for all.

GOALS

Goal 2.1: Increase access to the foreshore and provide access for all.

Goal 2.2: Improved safety of existing foreshore paths

Goal 2.3: Upgrade the quality of existing pedestrian / cycle paths and parks in priority locations

Goal 2.4: Improve the connection between the foreshore, cycle routes, the green grid and public transport

GOALS AND ACTIONS		LOCATION / DETAILS	RESPONSIBILITY/ KEY STAKEHOLDERS	TIMING	PRIORITY
Goal 2.1: Increase access to the foreshore and provide access for all.					
2.1.1	Ensure that new foreshore paths are accessible to all and where appropriate, are shared paths.	New sections of foreshore pathways (including those delivered on private land, as well as public)	Roads and Traffic Parks and Recreation	Ongoing	High
2.1.2	Audit the entire foreshore to identify locations where access is limited to stairs, and investigate opportunities to provide full universal access where feasible.	Upon completion of the audit, initial focus should be directed to locations with existing foreshore parks.	Roads and Traffic	Long	Medium
Goal 2.2: Improved safety of existing foreshore paths and spaces.					
2.2.1	Audit and identify areas along the foreshore that require lighting improvements to increase safety and usability for everyone.	Entire foreshore. An Initial focus to be directed to assessing existing pathways that run through parks and pathway areas that are connected to public transport - train, ferry, bus stops.	Roads and Traffic	Long	High
2.2.2	Create a new pedestrian crossings to improve connectivity and safety	<ul style="list-style-type: none"> Brett Park to the Bay Run, Drummoyne Teviot Ave / Great N Road Intersection, Abbotsford 	Roads and Traffic Parks and Recreation	Medium	High
Goal 2.3: Upgrade the quality of existing pedestrian / cycle paths and parks in priority locations.					
2.3.1	Improve and upgrade the existing foreshore paths/informal trails at key strategic locations to improve connectivity and increase amenity.	Identified locations include, but not limited to: Short term: <ul style="list-style-type: none"> The Esplanade, Drummoyne (investigate tree planting options along public park edge) Long term: <ul style="list-style-type: none"> Friend Avenue, Canada Bay (increase amenity and landscaping) Hospital Road at Rivendell Entrance Investigate a shared path along The Esplanade between Lysaught park and Taplin Park Upgrade of foreshore path from The Corso to Bicentennial Park through Lewis Berger Park 	Roads and Traffic Parks and Recreation NSW Government (SLHD) RMS	Short and Long	Low
2.3.2	Deliver a new footpath on Lyons Road West to the foreshore side, with landscaping to improve the pedestrian amenity	Lyons Road West	Roads and Traffic	Medium	Low
2.3.3	Improve the existing Wymston Parade Walkway to provide a separated cycleway, wider landscaped area and a buffer to the road, and where possible, provide new tree cover.	Wymston Parade	Roads and Traffic Parks and Recreation	Long	High

GOALS AND ACTIONS		LOCATION / DETAILS	RESPONSIBILITY/ KEY STAKEHOLDERS	TIMING	PRIORITY
2.3.4	If action 1.4.2. is not feasible - upgrade pedestrian and cycle paths underneath Iron Cove Bridge, linking the foreshore path to the Bay Run at Birkenhead Point Shopping Centre	Iron Cove Bridge, Drummoyne	Roads and Traffic Parks and Recreation Birkenhead Shopping Centre	Medium	Low
2.3.5	Upgrade access and amenity in Howley Park	Howley Park	Parks and Recreation	Long	Medium
Goal 2.4: Improve the connection between the foreshore, cycle routes, the green grid and public transport					
2.4.1	Identify and where possible, connect the foreshore into existing and proposed cycleways	Refer Cycling Route Maps - multiple locations along foreshore	Roads and Traffic	Ongoing	Medium
2.4.2	Where possible, connect the foreshore into existing and future green ways and green grid.	Identified locations include, but not limited to: <ul style="list-style-type: none"> - Hen and Chicken Bay Foreshore - Rhodes and Concord Open Space and Hospital Precincts - Powells Creek and Mason Park, Strathfield - Burwood Green Link: Burwood Park to Hen and Chicken Bay - St Lukes Park and Concord Oval Green Link - Breakfast Point and Cabarita Foreshores 	Parks and Recreation	Ongoing	Medium
2.4.3	Upgrade pathways connecting Drummoyne Oval to buses on Lyons Road.	Drummoyne Oval to Lyons Road, Drummoyne	Parks and Recreation	Long	Low

FOCUS AREA 3: Promote, protect and celebrate our foreshore trails and places

Protect publicly accessible foreshore spaces and respond to the cultural, environmental and recreational attributes of each place. Promote the entire foreshore and the smaller-scale walking tracks along the foreshore. Develop and deliver a unified wayfinding strategy.

GOALS

Goal 3.1: Increase awareness through promotion of foreshore recreation trails and activities

Goal 3.2: Improve wayfinding to and along the foreshore

Goal 3.3: Reveal and elevate the foreshores past and present social, cultural and environmental history and stories

Goal 3.4: Protect foreshore critical habitats and assets

GOALS AND ACTIONS		LOCATION / DETAILS	RESPONSIBILITY/ KEY STAKEHOLDERS	TIMING	PRIORITY
Goal 3.1: Increase awareness through promotion of foreshore recreation trails and activities					
3.1.1	Create a specific 'branding' identity for different recreation trails around the foreshore, similar to the branding and promotion of Bay Run	For example: <ul style="list-style-type: none"> Homebush Bay Circuit (Master Plan), Powells Creek and Mason Park (Green Grid), Heritage Precinct - Yaralla, Rivendell. Burwood Park to Hen and Chicken Bay (Green Grid) Breakfast Point and Cabarita Foreshores Kokoda Track Memorial Walkway Iron Cove Bridge via Birkenhead Retail Precinct to Salton Beach Reserve. 	Place Management NSW Government (SLHD)	Medium	Low
3.1.2	Promote the multiple swimming locations along the foreshore	Existing Locations: <ul style="list-style-type: none"> Chiswick Steps, Chiswick Cabarita Beach, Cabarita Future Locations: <ul style="list-style-type: none"> Bayview Park, Mcllwaine Park 	Parks and Recreation	Short	High
3.1.3	Clear messaging and wayfinding around public access on Yaralla and Rivendell Estates	Yaralla and Rivendell Estates	Place Management NSW Government (SLHD)	Short	Medium
Goal 3.2: Improve wayfinding to and along the foreshore					
3.2.1	Develop a cohesive and creative wayfinding strategy to improve the experience to and along the foreshore, particularly in areas where access along the foreshore can't be achieved. <i>Refer to City of Canada Bay's Public Art Plan (2014) and Riverside Cultural Scoping Study (2012) for details.</i>	High priority areas for the strategy to investigate: <ul style="list-style-type: none"> The 'Chiswick shortcut' Through Punt Park, along Hilly and Palace Lane to connect existing foreshore paths Walton Crescent to Abbotsford Cove Foreshore Park Fortescue Street, Chiswick Street, Bibby Street, Blackwell Point Road, Bortfield Drive (Abbotsford Cove Foreshore Park to Armitage Reserve) Hunter Street (Quarantine Reserve to Battersea Park) Abbotsford Road (Henry Lawson Park to Quarantine Reserve) Checkley Street (Quarantine Reserve to Battersea Park) Between Rhodes Station/town centre to Bennelong Bridge Llewellyn Street (under the bridge at Uhrs Point to Mcllwaine Park) Dorking Road (Chicken and Hen Bay) The Terrace, Abbotsford 	Place Management	Short	High
		Medium priority areas for the strategy to investigate: <ul style="list-style-type: none"> Birkenhead Shopping Centre through the adjacent residential area Rhodes Shopping Centre as part of the Homebush Bay Circuit Victoria Place (Raymond Avenue Reserve to Howley Park) South Street, Tranmere Street or College Street (Lyons Road to Bay Run) Fortescue Street, Blackwell Point Road, Bibby Street (Abbotsford Cove Foreshore Park to Lysaght Park) Hezlet Street, Burns Crescent, Swannell Ave (Chiswick Steps to Lysaght Park) James Street, Lyons Road West and Preston Avenue (Friend Avenue to Wymston Parade) (if direct foreshore access can't be achieved) Prince Edward Park to Cabarita Park 		Medium	Medium

GOALS AND ACTIONS		LOCATION / DETAILS	RESPONSIBILITY/ KEY STAKEHOLDERS	TIMING	PRIORITY
3.2.2	In accordance with the City of Canada Bay's Signage Strategy, develop a cohesive palette of materials and design for new and upgraded foreshore paths as well as wayfinding signage.	Entire Foreshore, as part of, or a secondary stage to the wayfinding strategy (3.2.1).	Roads and Traffic Place Management	Medium	Medium
3.2.3	Improve and promote the numerous small parks particularly those in Drummoyne, to increase activity and connections along the foreshore:	<ul style="list-style-type: none"> - Armitage Reserve - Chambers Reserve - Chiswick Steps - Dunlop Reserve - Little Sisters of the Poor Reserve - Marmion Lane Reserve - Menzies Reserve - Pelican Reserve - Peppercorn Reserve - Queen Victoria Street Reserve - Raymond Avenue Reserve - Red Cross Reserve - Salton Reserve - Utz Reserve - Rea Reserve - Bridge Street Wharf Reserve 	Place Management	Long	High/Low
Goal 3.3: Improve public access to and along the foreshore, without adversely impacting on watercourses, wetlands, riparian lands, protected habitats or remnant vegetation assets					
3.4.1	In collaboration with Inner West Council, develop a masterplan or Plan of Management for the Bay Run to ensure ongoing and coordinated maintenance and improvement	The Bay Run	Parks and Recreation	Medium	Low
3.4.2	Ensure that the provision of foreshore access considers and does not degrade marine ecosystems, critical habitats or biodiversity generally.	Entire foreshore	All	Ongoing	Ongoing
3.4.3	Where possible, close existing road reserves to protect existing pocket parks, or to create new ones that offer views and access to the water.	Priority area - Drummoyne	Parks and Recreation	Short	High

ACTION PLAN LOCATION MAP

This map provides a visual summary of where place based actions are located along the foreshore. This map does not include all actions, as some are not place based/location specific.



- Ongoing
- Short term
- Medium term
- Long term



Appendix 1

Additional mapping layers

Land Zoning

