

# PLAN OF MANAGEMENT + MASTER PLAN

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KING GEORGE PARK

NOVEMBER 2022

Revision F



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## FURTHER INFORMATION

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Front cover image: Athletics track + Bay Run, King George Park  
Photography by Welsh + Major

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# Document Control

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DATE:	REVISION NO:	REVISION DETAILS:	APPROVED:
08/03/21	-	Draft Issue for Client Review	DW
09/06/21	A	Draft Issue for public exhibition	MW
15/02/22	B	Draft Issue for Crown Land	MW
29/04/22	C	Final review for Crown Lands approval	DW
26/08/22	D	Amendments to Section 3 (Leases and Licences)	DW
05/10/22	E	Amendments to Plan of Management	DW
16/11/22	F	Updates to Land Categorisation; amenities building extension indicated	DW

# Introduction + Executive Summary

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*Inner West Council have produced a Plan of Management priority list identifying which open spaces within the Inner West LGA they believe are in greatest need of review.*

*In 2019, Welsh + Major Architects were engaged by Inner West Council to develop Plans of Management and accompanying Master Plans for the seven top priority parks.*

*This document contains the Plan of Management and Master Plan for King George Park. King George Park is in the suburb of Rozelle, at the north of the Inner West Council area. The park is located on the foreshore of Iron Cove and extends from Callan Park to Iron Cove Bridge. It consists of 11.6 acres (4.7 hectares).*

*The Plan of Management applies to land known as King George Park (D100045 & D89316) which is Crown land for which Inner West Council is the land manager.*

## Plan of Management

The Plan of Management [POM] is a guiding framework which directs the future vision, planning, management and use of the park. It will be used to inform the development of the park over the next ten years.

## Review of this Plan

The King George Park Plan of Management is to be reviewed in ten years to ensure it aligns with Council's operational plans and objectives.

## Master Plan

The Master Plan is a design report outlining the actions required for improvement, intended to guide the physical upgrade of the site over the next ten years. It does this by suggesting how the strategies set out in the Plan of Management can be translated into site specific gestures for application to the park.

## How to use this document

Development of the POM and Master Plan involved some overlap of research and analysis. As such the POM and Master Plan were undertaken simultaneously, and are presented together within the same document.

The site has been considered and designed as a whole, but for ease and clarity within this document it has been presented as three zones.

Developing the Plan of Management and Master Plan involved the following processes:

- Policy review identifying the opportunities and constraints presented by national and local government initiatives.
- Demographic review identifying the local community profile.
- Review of site ownership and legal categorisation.
- Identification of applicable statutory conditions and legislation.
- Undertaking a detailed site analysis.
- Undertaking Community Engagement through drop in sessions and online survey.
- Analysis of the outcomes of the Context Review, Site Analysis and Community Engagement Outcomes to develop Key Objectives and Strategies for management and action.
- Application of the physical strategies into the Draft Master Plan.

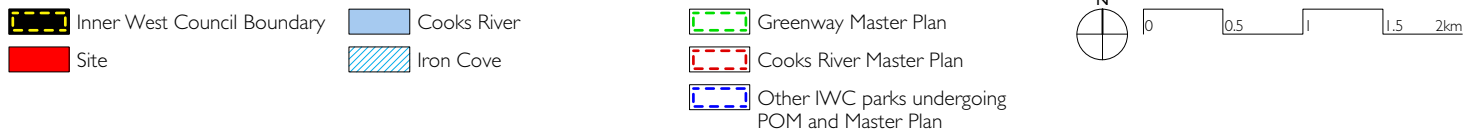
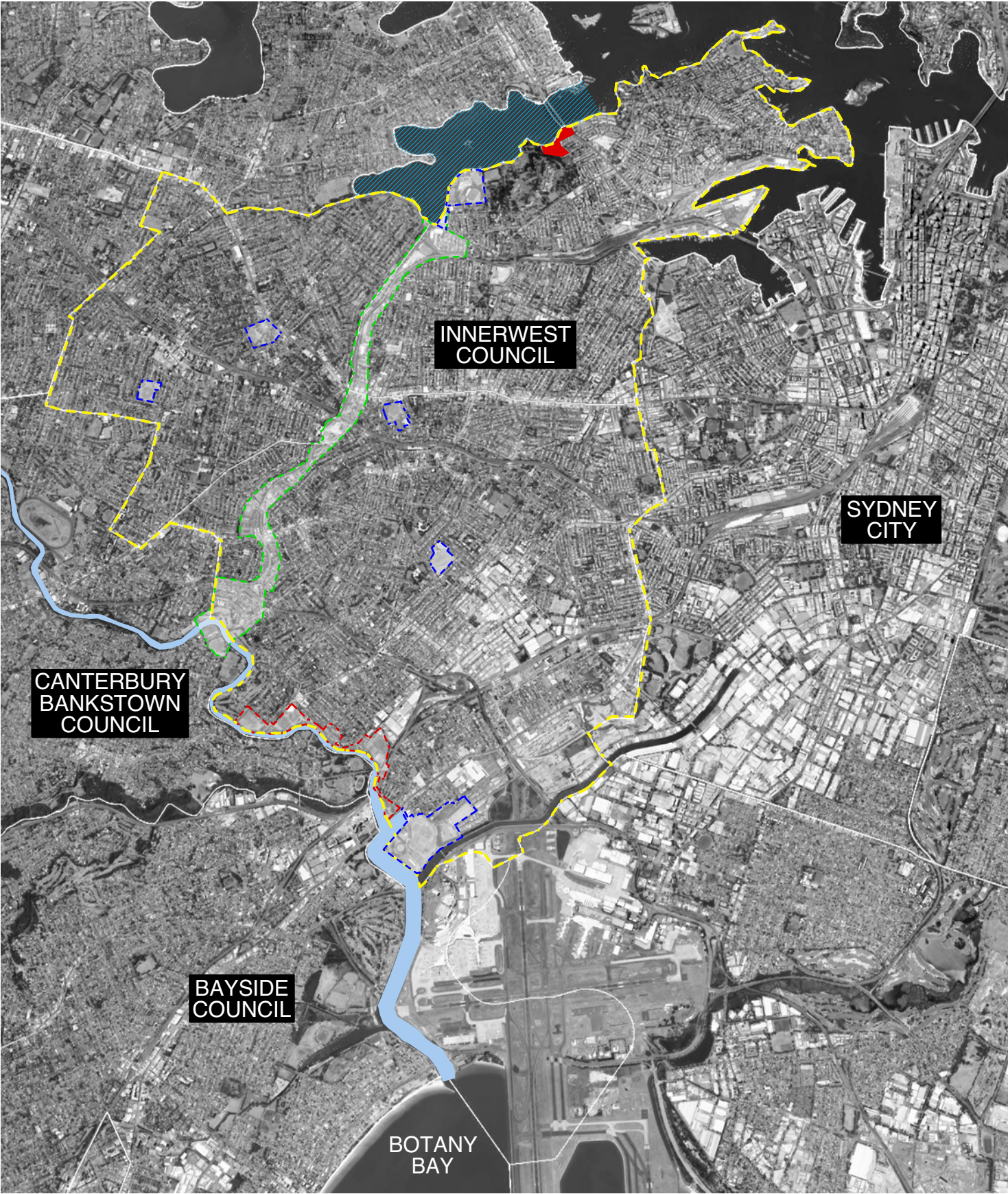
Key features of the Master Plan:

- Replacement of the temporary storage containers with a long term climate suitable solution for sports equipment storage.
- Deterrent for anti social behavior behind amenities block.
- Increase attractiveness of public barbecue area with shade structures, landscaping, benches.
- Lighting to lower foreshore path.
- Introduction of scoreboard for sports events.
- Removal of unused equipment.
- Rationalisation of car parking to maximise efficiency.
- Recommendation to introduce car parking limitations and monitoring.
- Maximise usability of waterfront.
- Introduce soft surfaces under play equipment and fitness station.
- Introduction of passive surveillance to play park.
- Reintroduction and maintenance of water play area.
- Relocation of historic water trough and the provision of interpretation.
- Create more awareness of the history of the park.
- Recommendation to resurface sportsground and replace/upgrade flood lighting.
- Enhance play park usability/ density of play opportunities and general attractiveness of park.
- Introduction of cycle slowing measures on Bay Run cycle path.
- Introduction of buffer zone between fitness station and cycle path.
- Managed surface solution for events on sportsground to prevent damage to surface.
- Introduce a means of properly securing boat racks on the water frontage.
- Replacement of individual exposed bench seats with integrated more user appropriate solution.
- Opportunity for future cafe in Sydney Water heritage building.



Iron Cove waterfront path. Photography by Welsh + Major





## REGIONAL CONTEXT

## Inner West Council

The Inner West Council area is located five kilometres west of the Sydney Central Business District (CBD)

The council areas of Ashfield, Leichhardt and Marrickville were amalgamated pursuant to proclamation in May 2016, to become 'Inner West Council'.

Inner West Council has five wards: Ashfield, Balmain, Leichhardt, Marrickville, and Stanmore.

The Inner West Council has a resident population of 192,000 people, and spans 36km<sup>2</sup> from the banks of Parramatta River at Birchgrove in the north east, to the Cooks River at Dulwich Hill in the south west

There are 269 parks and reserves including playgrounds and sportsgrounds in the Inner West Local Government Area (LGA).

These include 31 Crown Reserves managed by Council and 238 Council owned parks and reserves.

## Existing Recreational Needs and Future Projections

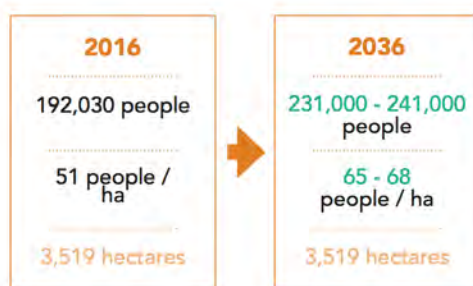
A Recreational needs study commissioned by Inner West Council in 2018 provided an analysis of the existing parklands within the LGA, including their current and predicted usage.

The community is expected to grow with an additional 49,000 residents projected by the year 2036. If new open space is not provided the amount of open space per person will decline from 13.3m<sup>2</sup> to 10.6m<sup>2</sup> per person within this timeframe.

Population growth will also result in additional pressure on current sporting and recreational facilities, and it is anticipated that additional facilities will be needed, and that current facilities will be required to intensify their usage to meet demand.

Based on industry benchmarks, by 2026 there will be a total gap of:

- 8 summer sportsgrounds
- 8 winter sportsgrounds
- 6 indoor (multipurpose) courts
- 14 outdoor (multipurpose) courts
- 1 indoor leisure centre (dry)
- 1 indoor leisure centre (aquatic)
- 1 skate park/facility.



## INNER WEST PARTICIPATION

Community engagement completed for this study investigated recreation participation in the Inner West. Local participation in recreation broadly corresponds to national and State participation trends - walking is the most popular activity at a local, State and national level.

Across the spectrum of recreation activities, people participated most often in "active recreation" activities, with 80% of survey respondents participating at least weekly.

This was followed by personal fitness with 66% of people participating at least weekly.

In total, 4.5% of people engaged did not participate regularly (at least weekly) in recreation (of any kind), and an additional 1.4% participated regularly in "passive recreation," but not any other kind of recreation.

Figure 4 shows the most popular recreation activities across all community engagement types.



Figure 4 - Most popular recreation activities identified through community engagement completed for the Inner West Recreation Needs Study (Source: Cred Consulting, 2018)

## POPULAR INNER WEST PLACES FOR RECREATION

The most popular recreation spaces in the Inner West identified through a range of consultation activities were:

- Footpaths, streets, and town centres
- Cycle paths
- Bay Run
- Cooks River foreshore path
- Leichhardt Park Aquatic Centre
- Annette Kellerman Aquatic Centre
- The GreenWay
- Steel Park
- Private gyms
- Hawthorne Canal/Richard Murden Reserve
- Enmore Park, and
- Ashfield Park.

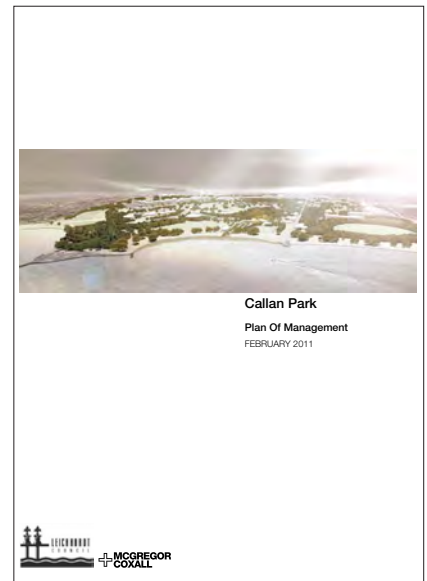
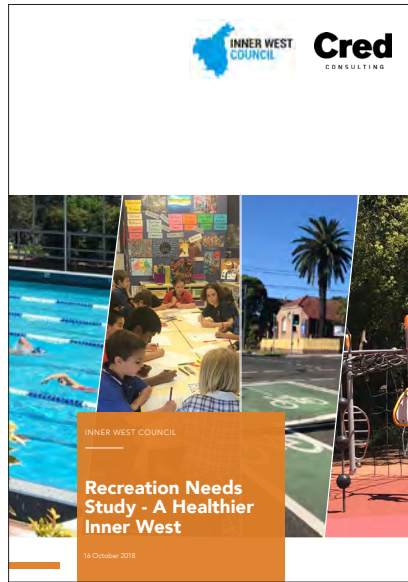
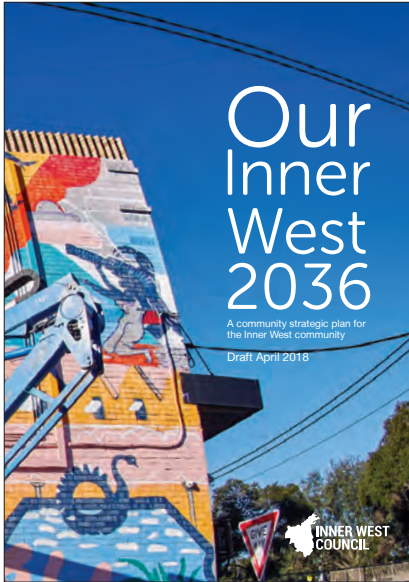
Key differences between different groups were that:

- Females used children's playgrounds, aquatic centres, and footpaths more often, while males used cycle paths, sporting fields and courts, and the Greenway more often than females.
- People who speak a language other than English at home used all facilities less regularly than the general community.

The most common types of facility that people visited for recreation in the Inner West were:



Figure 5 - Most common types of facility that people used for recreation in the Inner West identified through community engagement completed for the Inner West Recreation Needs Study (Source: Cred Consulting, 2018)



# REVIEW OF CORPORATE OBJECTIVES + EXISTING POLICY

### **Our Inner West 2036; A community strategic plan for the Inner West community**

*Inner West Council, draft endorsed by council 06/2018*

This plan identifies the community's vision for the future, outlines long term goals, strategies to get there and how to measure progress towards that vision. It guides all of Council's plans, policies and budgets.

The strategic directions set out are:

- 1 - An ecologically Sustainable Inner West
- 2 - Unique, liveable, networked neighbourhoods
- 3 - Creative communities and a strong economy
- 4 - Caring, happy, healthy communities
- 5 - Progressive local leadership

Among the stated aims, those which apply directly to the regeneration of public parkland are to increase community satisfaction with: green infrastructure, the total area of habitat for wildlife managed under bush-care programs, protection of the natural environment, safety of public spaces, cycleways, maintaining footpaths, aquatic and recreation centres, availability of sportsgrounds and facilities and walk-able open space. [Also aligns with State and District Plans]

The document shows a tunnel entry and exit point on the A40 adjacent to King George Park. The map provided at this stage is diagrammatic so it is unclear whether the road will impact on the footprint of the park.

For the purposes of this Plan of Management and Master Plan we will assume that the road will not impact the footprint of the park.

### **Recreation needs study - A healthier Inner West**

*Cred Consulting for Inner West Council, published 10/ 2018*

Analysis of the current and projected recreation needs of the Inner West community, with a view to both maintaining and improving social and mental health as the population of the Inner West Council (IWC) area continues on its projected path of growth and change.

The study identified that the IWC area lacked sufficient public open space for the growing population. It outlines a strategic 'action' framework and explores how this framework could be applied.

The study calls out that the sportsground at King George Park has not been renewed for more than 20 years and flags that it is currently operating at 157% capacity.

[For reference, the study defines 'optimum' or '100%' capacity as 'the maximum amount of use per week that would still enable a usable surface condition'.]

### **Westconnex; Rozelle Interchange tunnel design document**

*Published by RMS, September 2019*

This document outlines the final layout of the Rozelle Interchange which will commence construction in 2020.

The Rozelle Interchange is a proposed network of underground tunnels beneath Lilyfield and Rozelle. The interchange will connect Sydney's new M4 and M5 roads to main roads from the city (A4) and northern Sydney (A40) and will also provide a bypass of central Rozelle with the 'Iron Cove Link' - a tunnel from Anzac bridge to Iron Cove bridge.

## OUR INNER WEST 2036 - COMMUNITY STRATEGIC PLAN

Outcomes	Strategies
<b>1.1 The people and infrastructure of Inner West contribute positively to the environment and tackling climate change</b>	<ol style="list-style-type: none"> <li>1. Provide the support needed for people to live sustainably</li> <li>2. Reduce urban heat and manage its impact</li> <li>3. Create spaces for growing food</li> <li>4. Develop planning controls to provide ecosystem services*</li> <li>5. Provide green infrastructure that supports increased ecosystem services*</li> </ol>
<b>1.2 Biodiversity is rich, with connected habitats for flora and fauna</b>	<ol style="list-style-type: none"> <li>1. Support people to connect with nature in Inner West</li> <li>2. Create new biodiversity corridors and an urban forest across Inner West</li> <li>3. Maintain and protect existing bushland sites for species richness and diversity</li> </ol>
<b>1.3 The community is water sensitive, with clean, swimmable waterways</b>	<ol style="list-style-type: none"> <li>1. Collaborate to make plans, designs and decisions that are water-sensitive</li> <li>2. Supply water from within Inner West catchments</li> </ol>
<b>1.4 Inner West is a zero emissions community that generates and owns clean energy</b>	<ol style="list-style-type: none"> <li>1. Support local adoption of clean renewable energy</li> <li>2. Develop a transport network that runs on clean renewable energy</li> </ol>
<b>1.5 Inner West is a zero waste community with an active share economy</b>	<ol style="list-style-type: none"> <li>1. Support people to avoid waste, and reuse, repair recycle and share</li> <li>2. Provide local reuse and recycling infrastructure</li> <li>3. Divert organic material from landfill</li> <li>4. Advocate for comprehensive Extended Producer Responsibility+</li> </ol>

Outcomes	Strategies
<b>2.1 Development is designed for sustainability and makes life better</b>	<ol style="list-style-type: none"> <li>1. Pursue integrated planning and urban design across public and private spaces to suit community needs</li> <li>2. Identify and pursue innovative and creative solutions to complex urban planning and transport issues</li> <li>3. Improve the quality, and investigate better access and use of existing community assets</li> <li>4. Develop planning controls that protect and support a sustainable environment and contribute to a zero emissions and zero waste community</li> </ol>
<b>2.2 The unique character and heritage of neighbourhoods is retained and enhanced</b>	<ol style="list-style-type: none"> <li>1. Provide clear and consistent planning frameworks and processes that respect heritage and the distinct characters of urban villages</li> <li>2. Manage change with respect for place, community history and heritage</li> </ol>
<b>2.3 Public spaces are high-quality, welcoming and enjoyable places, seamlessly connected with their surroundings</b>	<ol style="list-style-type: none"> <li>1. Plan and deliver public spaces that fulfil and support diverse community needs and life</li> <li>2. Ensure private spaces and developments contribute positively to their surrounding public spaces</li> <li>3. Advocate for and develop planning controls that retain and protect existing public and open spaces</li> </ol>
<b>2.4 Everyone has a roof over their head and a suitable place to call home</b>	<ol style="list-style-type: none"> <li>1. Ensure the expansion of social, community and affordable housing, distributed across Inner West, facilitated through proactive policies</li> <li>2. Encourage diversity of housing type, tenure and price in new developments</li> <li>3. Assist people who are homeless or sleeping rough</li> </ol>
<b>2.5 Public transport is reliable, accessible, connected and enjoyable</b>	<ol style="list-style-type: none"> <li>1. Advocate for improved public transport services to, through and around Inner West</li> <li>2. Advocate for, and provide, transport infrastructure that aligns to population growth</li> </ol>
<b>2.6 People are walking, cycling and moving around Inner West with ease</b>	<ol style="list-style-type: none"> <li>1. Deliver integrated networks and infrastructure for transport and active travel</li> <li>2. Pursue innovation in planning and providing new transport options</li> <li>3. Ensure transport infrastructure is safe, connected and well-maintained</li> </ol>

## REVIEW OF CORPORATE OBJECTIVES + EXISTING POLICY

Outcomes	Strategies
<b>3.1 Creativity and culture are valued and celebrated</b>	<ol style="list-style-type: none"> <li>1. Grow Inner West's reputation as a leading creative and cultural hub, celebrating and supporting diverse creative industries and the arts</li> <li>2. Create opportunities for all members of the community to participate in arts and cultural activities</li> </ol>
<b>3.2 Inner West is the home of creative industries and services</b>	<ol style="list-style-type: none"> <li>1. Position Inner West as a place of excellence for creative industries and services and support them to thrive</li> <li>2. Facilitate links to programs and services to help businesses grow, innovate and improve their competitiveness</li> <li>3. Encourage the establishment of new enterprises in Inner West</li> <li>4. Facilitate the availability of affordable spaces for creative industries and services</li> </ol>
<b>3.3 The local economy is thriving</b>	<ol style="list-style-type: none"> <li>1. Support business and industry to be socially and environmentally responsible</li> <li>2. Strengthen economic viability and connections beyond Inner West</li> <li>3. Promote Inner West as a great place to live, work, visit and invest in</li> </ol>
<b>3.4 Employment is diverse and accessible</b>	<ol style="list-style-type: none"> <li>1. Support local job creation by protecting industrial and employment lands</li> <li>2. Encourage social enterprises and businesses to grow local employment</li> </ol>
<b>3.5 Urban hubs and main streets are distinct and enjoyable places to shop, eat, socialise and be entertained</b>	<ol style="list-style-type: none"> <li>1. Promote unique, lively, safe and accessible urban hubs and main streets – day and night</li> <li>2. Enliven community life by delivering and supporting events, public art, cultural celebrations and entertainment</li> <li>3. Pursue a high standard of planning, urban design and development that supports urban centres</li> <li>4. Promote the diversity and quality of retail offerings and local products</li> </ol>

Outcomes	Strategies
<b>4.1 Everyone feels welcome and connected to the community</b>	<ol style="list-style-type: none"> <li>1. Foster inclusive communities where everyone can participate in community life</li> <li>2. Embrace, celebrate, respect and value difference by building awareness and appreciation of Inner West's diversity</li> <li>3. Empower and support vulnerable and disadvantaged community members to participate in community life</li> <li>4. Increase and promote awareness of the community's history and heritage</li> </ol>
<b>4.2 The Aboriginal community is flourishing, and its culture and heritage continues to strengthen and enrich Inner West</b>	<ol style="list-style-type: none"> <li>1. Celebrate Aboriginal and Torres Strait Islander cultures and history</li> <li>2. Promote Aboriginal and Torres Strait Islander arts and businesses</li> <li>3. Acknowledge and support the rights of the Aboriginal community to self determination</li> <li>4. Actively engage Aboriginal people in the development of programs, policies and strategies</li> </ol>
<b>4.3 The community is healthy and people have a sense of wellbeing</b>	<ol style="list-style-type: none"> <li>1. Provide the facilities, spaces and programs that support wellbeing and active and healthy communities</li> <li>2. Provide opportunities for people to participate in recreational activities they enjoy</li> </ol>
<b>4.4 People have access to the services and facilities they need at all stages of life</b>	<ol style="list-style-type: none"> <li>1. Plan and provide services and infrastructure for a changing and ageing population</li> <li>2. Ensure the community has access to a wide range of learning spaces, resources and activities</li> <li>3. Support children's education and care services to ensure a strong foundation for lifelong learning</li> </ol>

Outcomes	Strategies
<b>5.1 People are well informed and actively engaged in local decision making and problem-solving</b>	<ol style="list-style-type: none"> <li>1. Support local democracy through transparent communication and inclusive participatory community engagement</li> </ol>
<b>5.2 Partnerships and collaboration are valued and recognised as vital for community leadership and making positive changes</b>	<ol style="list-style-type: none"> <li>1. Support leadership and mentoring initiatives that build and strengthen the capacity of individuals, businesses and communities</li> <li>2. Support local capacity for advocacy</li> <li>3. Collaborate with partners to deliver positive outcomes for the community, economy and environment</li> </ol>
<b>5.3 Government makes responsible decisions to manage finite resources in the best interest of current and future communities</b>	<ol style="list-style-type: none"> <li>1. Undertake visionary, integrated, long term planning and decision making, reflective of community needs and aspirations</li> <li>2. Ensure responsible, sustainable, ethical and open local government</li> <li>3. Deliver innovation, excellence, efficiency and effectiveness and probity in Council processes and services</li> </ol>

# RECREATION NEEDS STUDY - A HEALTHIER INNER WEST

## Key Findings:

A number of findings about recreation within the Inner West are highlighted by the report. These include its benefits and its changing perception and role within society generally. These have assisted in providing a foundation for the strategies and objectives of this Plan of Management and Master Plan. A summary of the key findings includes;

- Participation in recreation brings significant health and social benefits to individuals, including mental health benefits and improved development outcomes for children and young people.
- Recreation provides benefits at the community level, supporting community cohesion and community development, and public health benefits.
- A majority of Australians participate in sport or other physical activities at least 3 times a week.
- Nationally, the most popular recreation activities include walking, fitness, swimming, cycling and running, and this is reflected by local participation trends in the Inner West.
- The major change in participation in recreation is a trend to more flexible and non-organised participation.
- Children have declining access to unsupervised participation in recreation activities, with Planet Ark estimating that only 35% of Australian children play outside every day, compared to 72% a generation ago.
- People with disability have lower levels of participation in recreation and are less likely to take part as a spectator.

## Community Engagement:

The study undertook extensive engagement with the community to determine both recreational participation within the inner west as well as comments and suggestions about the quality of public open space within the LGA. These findings in conjunction with community engagement carried out specifically for King George Park form a body of information about the community's needs and desires for public open space which have informed this Plan of Management and Master Plan.

## Objectives:

The report found a number of opportunities for improving recreational spaces within the LGA through a needs and gaps analysis.

These opportunities were grouped into broad themes. A number of these key opportunities which relate specifically to the scope of this Plan of Management and Master Plan have been summarised in this review.

NEED
Increased quality of open space to optimise use and address demand in areas with a low provision of open space. Including enhancing open space to meet higher and more diverse needs.
Well maintained, clean public toilets, including toilets located close to playgrounds. Water bubblers and bins in parks.
Picnic and BBQ facilities, seating and shade for informal social gatherings, as well as informal grassed passive recreation areas.
Lighting and design of parks, paths, streets and town centres in order to increase (feelings of) safety for pedestrians and cyclists particularly in the evening and at night. Lighting should be fauna-friendly and use sustainable technologies to support environmental outcomes.
Improved car parking

OPPORTUNITIES
<ul style="list-style-type: none"><li>• Multi-use, flexible open space that is designed to support sharing and reduce conflict between users</li></ul>
<ul style="list-style-type: none"><li>• Extend the Marrickville Public Toilet Strategy recommendation that all residents and visitors be within 400m of a public toilet that is open during daylight hours throughout the LGA.</li></ul>
<ul style="list-style-type: none"><li>• In particular local parks in high density areas to provide space for social gatherings outside of the home.</li></ul>
<ul style="list-style-type: none"><li>• Lighting on streets including connections to open space and linear parks/shared paths</li><li>• Lighting on the Bay Run and Cooks River; and</li><li>• Lighting in parks for informal night time use eg at outdoor gyms, dog parks, running paths, large flat areas for informal sport.</li></ul>
<ul style="list-style-type: none"><li>• Formalisation and increased capacity of car park</li></ul>

## REVIEW OF CORPORATE OBJECTIVES + EXISTING POLICY

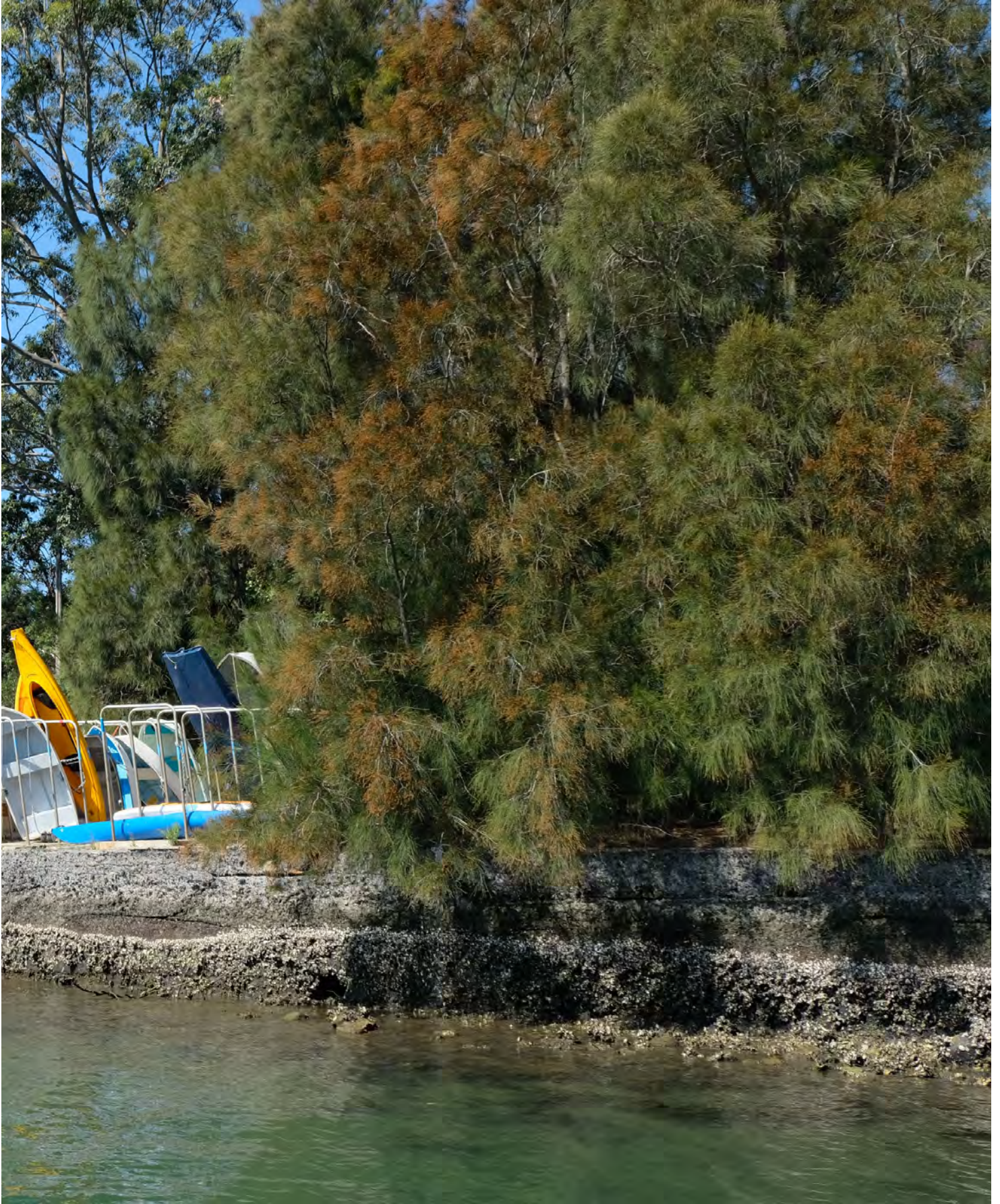
Improved waste management and maintenance in parks and sportsgrounds.	<ul style="list-style-type: none"> <li>Increased maintenance resourcing</li> <li>Consider ongoing maintenance costs at the design stage of new/upgraded open space</li> <li>Consultation with outdoors staff at the design stage to identify possible future maintenance issues, and</li> <li>Self-cleaning BBQs.</li> </ul>
Improved sportsground playing surfaces through upgrades to drainage, turf, soil.	<ul style="list-style-type: none"> <li>Review sportsground condition and capacity across the LGA and continue / implement a rolling program of sportsground upgrades.</li> </ul>
Improved spectator infrastructure, water bubblers at sportsgrounds, and provide uses such as cricket nets and soccer goals.	<ul style="list-style-type: none"> <li>Review existing infrastructure and survey spectators to identify gap in existing provision</li> </ul>
Update booking processes for recreation facilities to improve customer service (eg showing what's been booked/paid for/invoices online) and to allow sporting organisations to plan their seasons earlier.	<ul style="list-style-type: none"> <li>New booking system and allocations policy.</li> </ul>
Safer shared paths, and/or separate bike/pedestrian paths.	<ul style="list-style-type: none"> <li>Continuing good cyclist education programs</li> <li>Continuing to widen and possibly separating the Bay Run paths</li> </ul>
Play spaces for older children / young people, with new equipment and different types of playgrounds like water play. Play opportunities for other age groups and abilities, such as older people's play, sensory play, and play for adults with intellectual disability.	<ul style="list-style-type: none"> <li>Include inclusive play equipment in all playgrounds, rather than only in some dedicated inclusive playgrounds</li> <li>Play for older children such as basket swings, trampolines, climbing walls, monkey bars, flying foxes</li> </ul>
Increased access to recreation opportunities for older people.	<ul style="list-style-type: none"> <li>Footpath improvements</li> <li>Bushcare program</li> </ul>
Inclusive recreation opportunities for people from the LGBTQI+ community.	<ul style="list-style-type: none"> <li>Welcoming change and bathroom amenities for gender diverse people.</li> </ul>
Inclusive recreation opportunities for people from culturally and linguistically diverse backgrounds.	<ul style="list-style-type: none"> <li>Recreation opportunities that reflect popular activities (eg informal sports, badminton, volleyball, table tennis, basketball, Tai Chi), and</li> <li>Working with sporting clubs to support inclusiveness and increased participation.</li> </ul>
Ongoing provision and maintenance of existing dog off leash areas. and Managing and preventing conflicts between users of parks, particularly children and dogs.	<ul style="list-style-type: none"> <li>Increasing resources for enforcement</li> <li>Clarity in signage to enable regulation and enforcement</li> <li>Design of parks and playgrounds to minimise conflict eg planting borders 10m from playgrounds to identify dog free areas.</li> </ul>
Understanding and planning for climate impacts on recreation opportunities in the council area.	<ul style="list-style-type: none"> <li>Undertake a study of the impacts of climate change on Council's recreation facilities including in particular sea level rise impacts on foreshore parks and paths.</li> </ul>
Managing flooding and storm events.	
New community and verge gardens.	<ul style="list-style-type: none"> <li>Continue actions from Council's community garden strategies, and</li> <li>Relax regulation for verge gardens to encourage more verge gardening.</li> </ul>
Access and storage for water sports at Iron Cove (eg canoeing)	<ul style="list-style-type: none"> <li>Continue to provide and expand public storage for water-based recreation activities (eg kayaking, canoeing storage) in foreshore parks particularly on the Balmain peninsula and in Iron Cove to support informal recreation on the Harbour.</li> </ul>



Boat racks on King George Park foreshore, viewed from jetty. Photography by Welsh + Major Architects.

## 2.0 Categorisation + Ownership

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MAP SHOWING CROWN LAND RESERVES AND DEPOSITED PLAN BOUNDARIES



Site Boundary

Crown Land - REI public recreation

Lot Boundaries

TfNSW ownership

Waterway

Sydney Water ownership

0 20 40 60 100m

SCALE 1:2500 @ A4

## LAND TO WHICH THIS PLAN APPLIES

The plan refers to King George Park, located in the suburb of Rozelle at the north edge of the Inner West Council Area, King George Park is one of a chain of parks along the Iron Cove foreshore. It connects regional parks to its west (Leichhardt Park and Callan Park), with local parks to its east (Bridgewater Park and Balmain Cove Park).

King George Park is bounded by Iron Cove, a busy road, a residential neighbourhood to two sides, a large electrical substation, and Callan Park; a state government owned park whose future condition is as yet undetermined.

The majority of King George Park is flat, low land reclaimed from the mudflats of Iron Cove. The northern part of King George Park sits on higher ground which existed prior to reclamation.

Prior to European settlement the local area was inhabited by the Gadigal Clan of the Eora Nation, and was the food source and core habitat for their social gatherings. Aboriginal heritage items have been identified within adjacent parks.

### Owner of this land

King George Park occupies land owned by the Crown. It is managed by Inner West Council as Crown Land Manager of King George Park (R.100045 & R.89316) under the Crown Land Management Act 2016.

At the time of writing, Leichhardt LEP 2013 applies to the land. The land zoning map clarifies that the entirety of King George Park is zoned for 'Public Recreation'.

### Specific Lot Details

\* Lot 2 / DP 1236217 (shaded grey on pg 18) will be surveyed. The section close to Victoria Road will remain in TfNSW ownership. The remainder will be subject to a care control management deed with council (already signed) under S159 of the roads Act 1993 until 2025. During the period 2022 - 2025 TfNSW are to liaise with Crown Lands Management for the remainder to be reincorporated into KGP as Crown Land with council appointed as Crown Land Manager or transferred into ownership.

The entire Lot is intended to be categorised as Park (by agreement of TfNSW), once the transfer occurs.

\*\* Lot 1 / DP 807747 will be categorised as General Community Use once the transfer or agreement has been made with Sydney Water.

### Landowner Provisions

Under Clause 70B of the Crown Land Management Regulation 2018, it is a requirement for the council manager to obtain written consent of the Minister to adopt this plan of management

The draft plan of management must be put on public notice in accordance with Section 38 of the NSW Local Government Act 1993.

Lot/DP	Name / Location	Ownership	Area (approx)
1 / 1236217	Byrnes Street, Rozelle	Crown Land	9,950 m <sup>2</sup>
2 / 1236217*	Byrnes Street, Rozelle	Transport for New South Wales*	2,270 m <sup>2</sup>
632 / 752049	Byrnes Street, Rozelle	Crown Land	820 m <sup>2</sup>
633 / 752049	Byrnes Street, Rozelle	Crown Land	1,580 m <sup>2</sup>
3 / 879129	Manning Street, Rozelle	Crown Land	1,120 m <sup>2</sup>
662 / 729277	Byrnes Street, Rozelle	Crown Land	710 m <sup>2</sup>
663 / 729277	Byrnes Street, Rozelle	Crown Land	28,420 m <sup>2</sup>
1 / 807747**	Sydney Water SPS 27 Glover Street, Lilyfield	Sydney Water [currently not part of King George Park; intended to be transferred to become council owned land]	310 m <sup>2</sup>
R.100045	Lot 1 / DP 1236217 Lot 2 / DP 1236217* Lot 3 / DP 879129 Lot 662 / DP 729277 Lot 663 / DP 729277	Crown Land	42,470 m <sup>2</sup>
R.89316	Lot 632 / DP 752049 Lot 633 / DP 752049	Crown Land	2,400 m <sup>2</sup>

MAP SHOWING LAND CATEGORISATION



Site Boundary

Waterway

Land category - Park

Land category - Sports Ground

Land category - General Community Use

N

0 20 40 60 100m

SCALE 1:2500 @ A4

## CROWN LAND CATEGORISATION

## Crown Land Reserves

Crown Land Reserves are owned by the State of New South Wales (NSW) and managed by councils or boards appointed as land managers on behalf of the NSW Government for the benefit of the general public. Crown Land should be managed in accordance with the reserve purpose.

Crown Land Reserves managed by council have been set aside for a particular public purpose. Where local councils are the land manager of Crown Reserves they are to be managed as if they are 'public land' under the Local Government Act 1993. Crown reserves which are classified public land require a Plan of Management.

King George Park Reserve No. 89316 and Reserve No. 100045 were notified for the purpose of public recreation on 15 November 1974 and 20 February 1987 respectively.

On 18 October 1996 by notice given in the New South Wales Government Gazette No.117 (folio 7010) King George Park (R.89316 and R.100045) Reserve Trust was constituted as trustee for the reserve pursuant to paragraph 4(3) of schedule 8 to the Crown Lands Act 1989 (Reserve Trust).

Also on 18 October 1996 by notice given in the New South Wales Government Gazette No.117 (folio 7012) Leichhardt Council was appointed to manage the affairs of the reserve trust pursuant to section 95 of the Crown Lands Act 1989.

The land within King George Park falls into the categories listed in the table below.

## Management Principles

The principles of Crown land management are:

- (a) that environmental protection principles be observed in relation to the management and administration of Crown land, and
- (b) that the natural resources of Crown land (including water, soil, flora, fauna and scenic quality) be conserved wherever possible, and
- (c) that public use and enjoyment of appropriate Crown land be encouraged, and
- (d) that, where appropriate, multiple use of Crown land be encouraged, and
- (e) that, where appropriate, Crown land should be used and managed in such a way that both the land and its resources are sustained in perpetuity, and
- (f) that Crown land be occupied, used, sold, leased, licenced or otherwise dealt with in the best interests of the State consistent with the above principles.

Category (Crown land)	Core objectives (as defined by the Local Government Act 1993)
Sportsground	The core objectives for management of community land categorised as a sportsground are— (a) to encourage, promote and facilitate recreational pursuits in the community involving organised and informal sporting activities and games, and (b) to ensure that such activities are managed having regard to any adverse impact on nearby residences.
Park	The core objectives for management of community land categorised as a park are— (a) to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, and (b) to provide for passive recreational activities or pastimes and for the casual playing of games, and (c) to improve the land in such a way as to promote and facilitate its use to achieve the other core objectives for its management.
General Community Use*  * Applies only to Lot 1/ 807747 upon transfer or agreement with current owners (Sydney Water)	The core objectives for management of community land categorised as general community use are to promote, encourage and provide for the use of the land, and to provide facilities on the land, to meet the current and future needs of the local community and of the wider public— (a) in relation to public recreation and the physical, cultural, social and intellectual welfare or development of individual members of the public, and (b) in relation to purposes for which a lease, licence or other estate may be granted in respect of the land (other than the provision of public utilities and works associated with or ancillary to public utilities).



Artwork along the Bay Run. Photography by Welsh + Major Architects.



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The Local Government Act allows Council to grant leases, licences or other estates over all or part of Community Land that have an adopted PoM.

Leases and licences are a method of formalising the use of land and facilities. Leases or licences can be granted to groups such as community groups, sporting clubs and schools, and by commercial organisations or individuals managing facilities and/ or providing services.

Where exclusive control of all or part of an area or facility is proposed or desirable, a lease is appropriate. There are also other factors which may influence the granting of a lease.

The activities undertaken by a leaseholder should be consistent with the reserve purpose and land category, and compatible with any zoning or Council requirements, provide benefits and services or facilities for the users of the land and be authorised by the PoM.

Where short term, intermittent or non-exclusive occupation or control of all or part of an area or facility is proposed, a licence may be used. Providing there are no conflicts of interest, several licences may apply concurrently.

In considering whether to grant any lease or licence, Council should take into account the consistency of the proposal with the values and management strategies of this Plan of Management, particularly with regard to the following:

- The Lessee/Licensee is responsible for ensuring the area is maintained to a standard which is acceptable to Council.
- There is a need to define the times the land or facility will be available for use by the Lessee/Licensee, the impact of the lease/licence on the public/private space use of the Parks, the impact on maintaining the Parks as one cohesive open space.
- The Plan of Management for King George Park authorises leases and licences in accordance with the Local Government Act 1993, Crown Lands Management Act 2016, Crown Lands Management Regulations 2018 and any subsequent legislation. Future leases and licences will be authorised for uses consistent with this Plan of Management, the former Leichhardt Local Environment Plan or Inner West Council Local Environment Plan (pending adoption) and any other applicable legislation. Any licences for biodiversity works are authorised.

### **Leases, Licences and Other Estates**

A lease is a contract between the land owner, and another entity granting to that entity an exclusive right to occupy, use or control an area for a specified time. Council's leasing is governed by the Land and Property Policy.

A licence allows multiple non-exclusive uses of an area. Short term licences and hire agreements may be used to allow the best overall use of an area.

An other estate includes many rights over land. Usually it is an easement.

Council's leasing and licensing is governed by its Land and property Policy.

The Local Government Act 1993 (Act) requires and lease of licence of community; land must be authorised by a Plan of Management (PoM). The lease of licence must be for a purpose consistent with core objectives of its categorisation and zoning of the land. In addition, leases and licences of Crown Land must be consistent with the dedication or reservation.

The maximum period of a lease or licence is 21 years if granted by council or 30 years if granted by council with the consent of the Minister for Local Government.

Leases and licences for the use of an area of land need to be authorised under this PoM, the LG Act, the Local Government (General) Regulation 2021, Leichhardt Local Environment Plan 20011 and any subsequent LEP adopted by Inner West Council, and pursuant to a development consent if required.

Any proposed lease, licence or other estate greater than 5 years must be by tender unless it is to a non-profit organisation.

Any proposed lease, licence or other estate, other than short term or casual, must give public notice and be in accordance with Section 46 and 47 of the LG Act.

Any leases, licences on Crown Land (a use agreement) on Crown Land may impact native title right and interests.

Any use agreement issued on Crown Land must be issued in accordance with the future act provisions of the Native Title Act 1993 and in accordance with Part 8 of the Crown Land Management Act 2016 unless native title is extinguished. For Crown Land which is not excluded land this will require written advice of one of Council's native title managers that it complies with any applicable provisions of the native title legislation.

The Plan of Management authorises Inner West Council as land manager of King George Park (D100045 & D89316) to grant leases and licences for the purpose and uses which are identified of consistent with those in Table 1.01 and Table 1.02. The lease and licences permitted on this land align with original gazetted purpose of Public Recreation.

### **CURRENT LEASES / LICENCES**

Licences are seasonal and based on seasonal sportsground allocations for the following community based sporting clubs:

Balmain Athletics Club (Athletics- Summer seasonal user)

Leichhardt Saints (Soccer- Winter seasonal user)

Leichhardt Juniors Rugby League club -Winter seasonal user)

### FUTURE LEASES / LICENCES

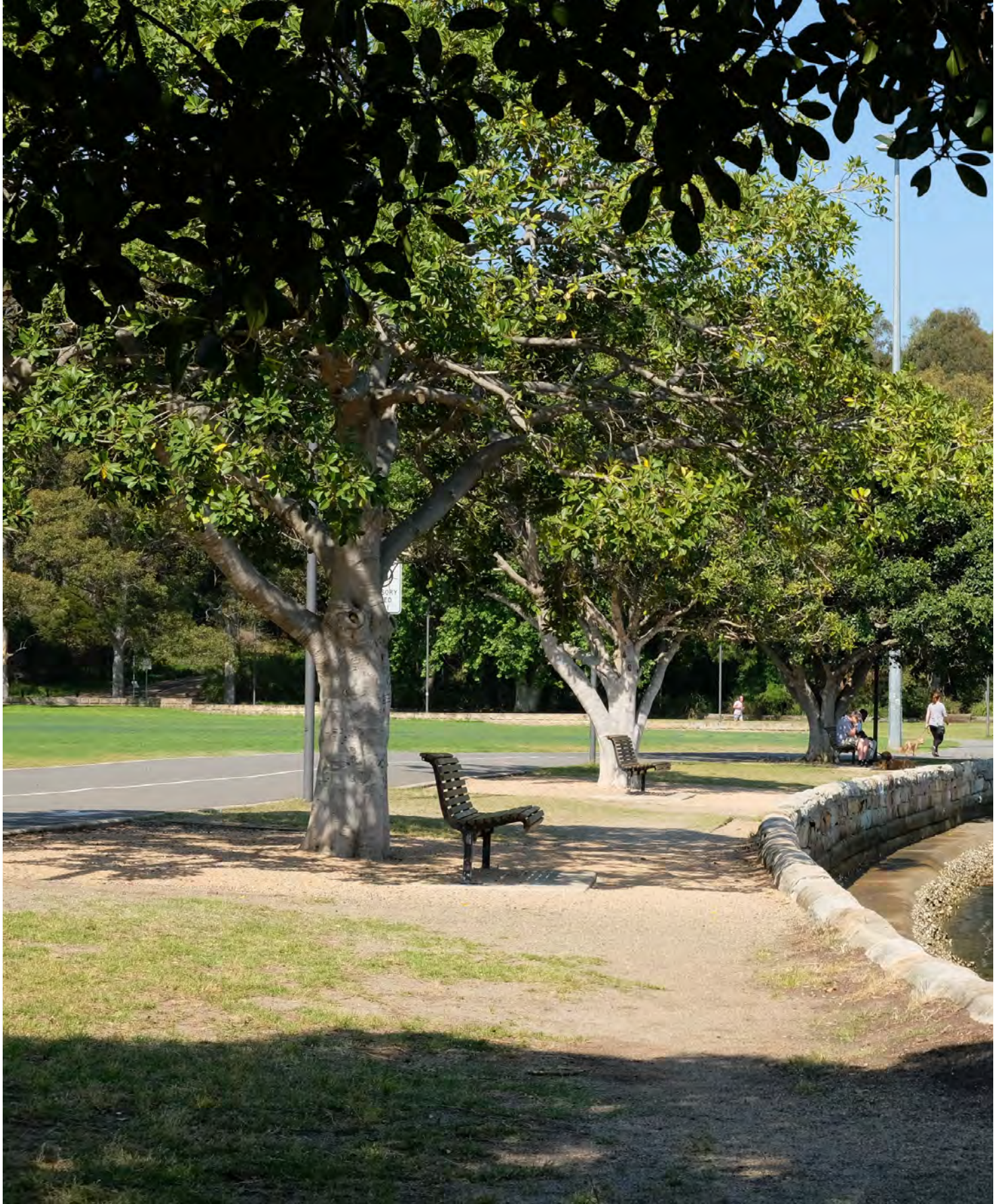
This Plan of Management expressly authorises InnerWest Council to grant leases and licences of King George Park for the purposes and uses which are identified or consistent with those in the following tables:

Table 1.01 - Long Term Uses (up to 21 years or 30 years with Minister's consent)

Type of Arrangement Authorised	Categorisation and Facilities	Purpose for which licencing / leasing will be granted
Licence	Sports Ground	Organised sport including but not limited to soccer, rugby league, little athletics
Licence	Sports Ground	School and community group recreation and education use
Licence	General Community Use	Cafe/kiosk including outdoor seating and tables

Table 1.02 - Short Term Uses

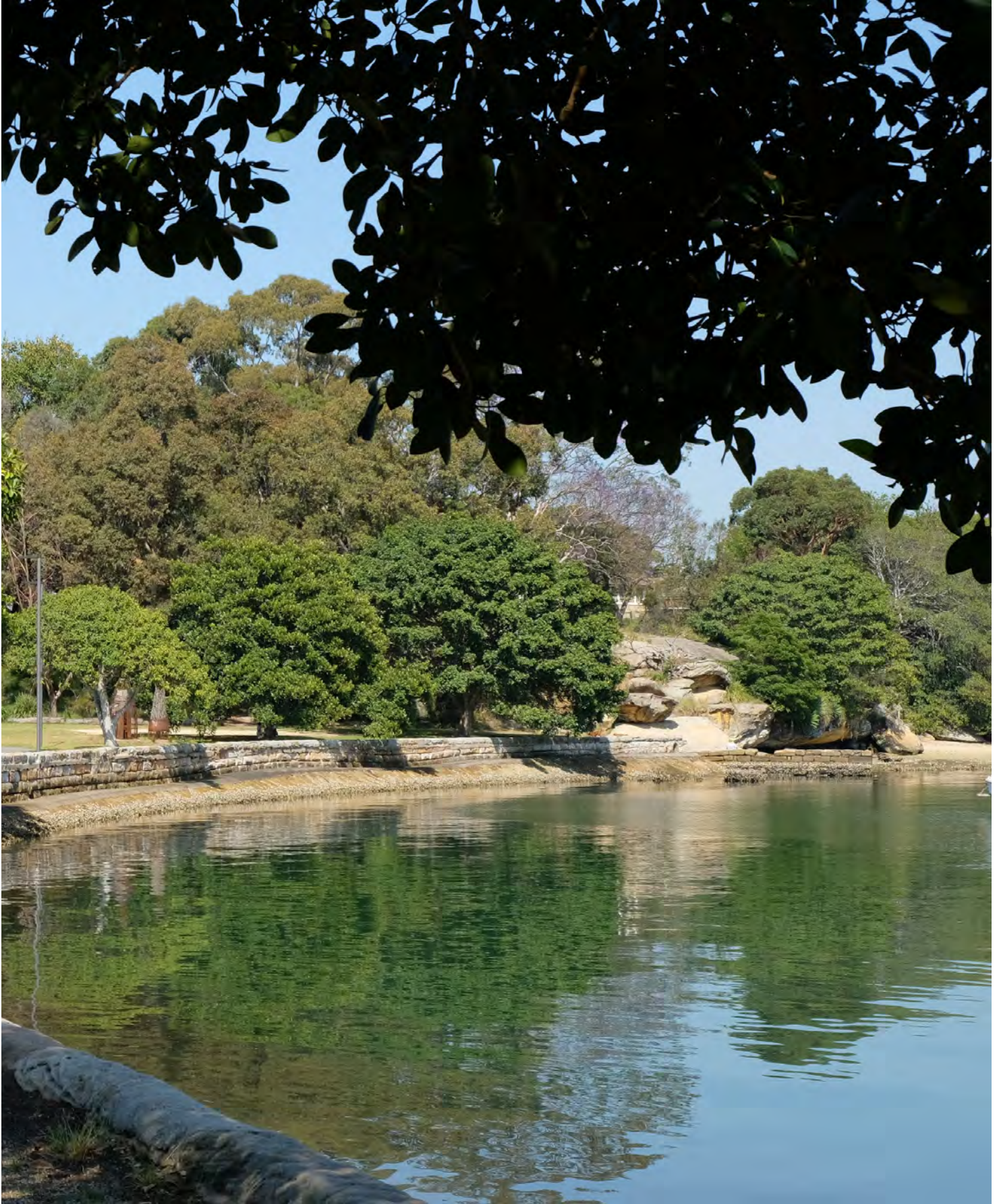
Type of Arrangement Authorised	Categorisation and Facilities	Purpose for which licencing / leasing will be granted
Licence	Sports Ground	<ul style="list-style-type: none"> <li>Seasonal licences</li> <li>Sporting fixtures and events</li> <li>Uses reasonably associated with the promotion or enhancement of sporting groups, fixtures and events</li> <li>Commercial fitness trainers</li> </ul>
Licence	Sports Ground	<ul style="list-style-type: none"> <li>School and community group recreation and use</li> <li>Ecological, biodiversity and bushcare works</li> </ul>
Licence	Park	<ul style="list-style-type: none"> <li>Storage of dinghys/ kayaks/ non motorised boats in allocated storage bays</li> </ul>
Licence	Park	<ul style="list-style-type: none"> <li>Delivering a public address</li> <li>Public performances</li> <li>Picnics and private celebrations such as weddings and family gatherings</li> <li>Conducting a commercial photography session</li> <li>Filming including film / television</li> <li>Community events and festivals</li> <li>Commercial dog walking</li> <li>Playing a musical instrument or singing for fee or reward</li> <li>Advertising</li> <li>Catering</li> <li>Community, training or education</li> <li>Community garden</li> <li>Environmental protection, conservation or restoration or environmental studies</li> <li>Exhibitions</li> <li>Functions</li> <li>Hiring of equipment</li> <li>Meetings</li> <li>Outdoor cinema</li> <li>Site investigations</li> <li>Sporting and organised recreational activities</li> <li>Storage</li> <li>Emergency purposes including training</li> <li>Short term construction access for essential works on private property where there is no alternative access</li> </ul>
Licence	General Community Use	<ul style="list-style-type: none"> <li>Storage</li> <li>Ecological, biodiversity and bushcare works</li> </ul>

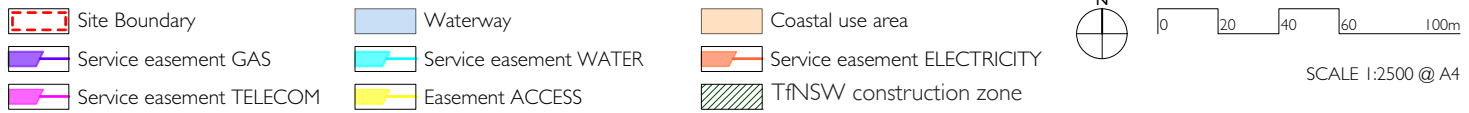
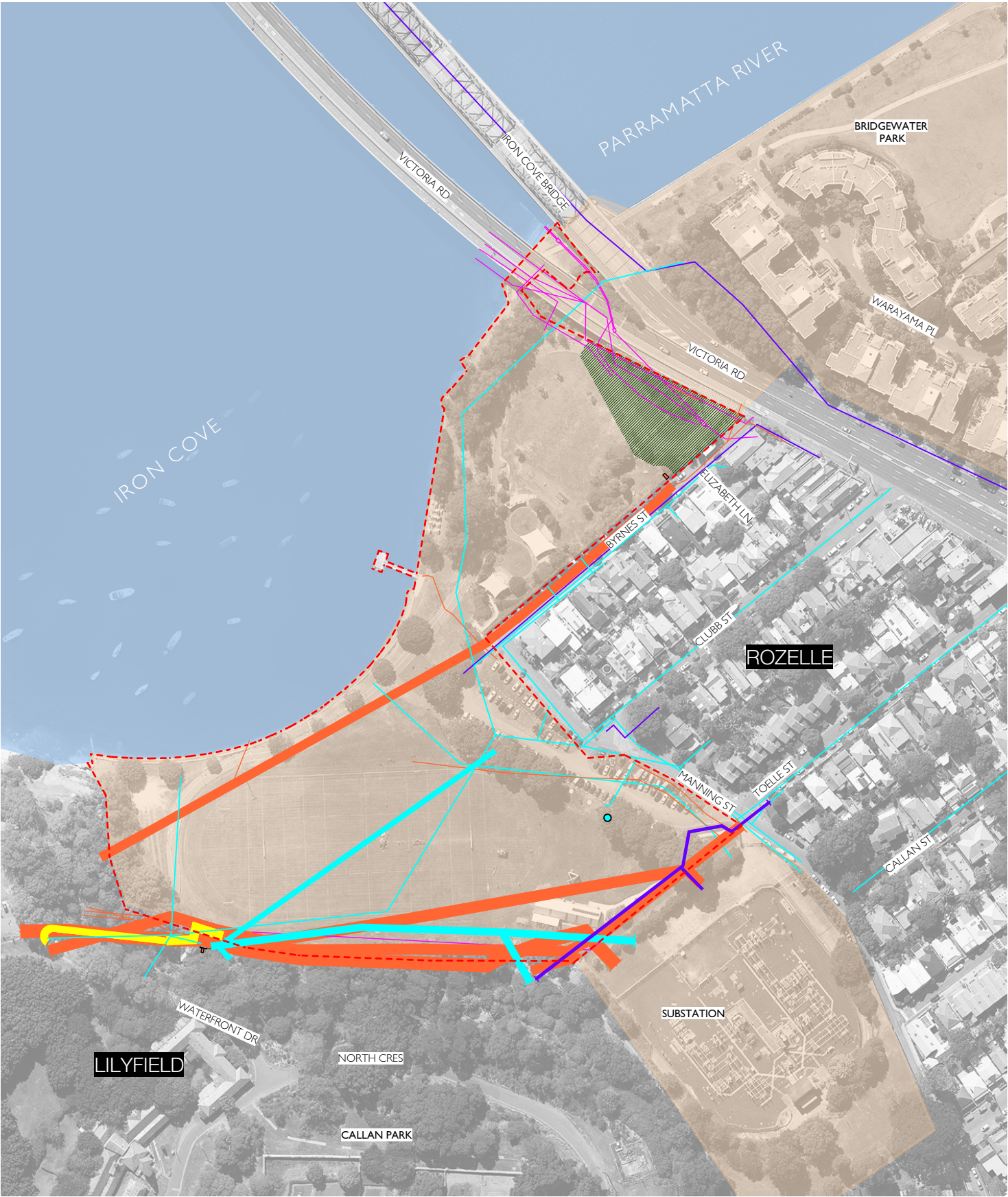


Looking west along King George Park foreshore. Photography by Welsh + Major Architects.

## 4.0 Statutory Conditions + Legislation

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### Service routes

A significant number of underground services and easements cross the site - most run parallel to the boundaries of Callan Park and the large electricity substation. Most of the service routes have associated easements which might require access at short notice. This limits the option to build or place permanent structures over the easements. Any works within the zone of one of these service routes will require consultation and approval from the authority who owns and operates the pipeline.

- Companion Animals Act 1998
- Disability Discrimination Act 1992
- Environmental Planning and Assessment Act 1979
- National Construction Code 2022
- National Parks and Wildlife Act 1974
- State Environmental Planning Policy (infrastructure) 2007
- Work Health and Safety Act 2011
- Biodiversity Conservation Act 2016
- State Environmental Planning Policy (Vegetation in Non Rural Areas) 2017

### Transport Assets

Transport for New South Wales [TfNSW] have compulsorily acquired a section of King George Park for construction of the Westconnex 'Rozelle Interchange' project which will incorporate a tunnel mouth collecting and depositing traffic onto Victoria Road Bridge.

Council has been compensated for the compulsory acquisition of this space. Funding from which will be utilised for future park establishment.

### State Environmental Planning Policy - Coastal Management 2018 + Coastal Management Act 2016

This legislation provides a framework and objectives for managing coastal issues in NSW. It focuses on ecologically sustainable management, development and use of the coast for the social, cultural and economic well-being of people.

All of King George Park falls within the Coastal Use Area - land which is adjacent to coastal waters, estuaries, coastal lakes and lagoons. The extent of the Coastal Use area is mapped on the adjacent page. There are no coastal wetlands or littoral rainforests around King George Park.

The Act states that development consent must not be granted to development on this land unless the consent authority have considered the impact of the development on a number of prescribed conditions.

### Other relevant legislation

- Foreshore Building Line LEP 2013



### Native Title

On Crown land Native title rights and interests must be considered unless:

- Native title has been extinguished; or
- Native title has been surrendered; or
- Determined by a court to no longer exist.

Some examples of acts which may affect native title on Crown land or Crown reserves managed by Council include:

- The construction of new buildings and other facilities such as toilet blocks, walking tracks,
- Tennis courts, grandstands and barbecues
- The construction of extensions to existing buildings
- The construction of new roads or tracks
- Installation of infrastructure such as powerlines, sewerage pipes, etc.,
- The creation of an easement
- The issue of a lease or licence
- The undertaking of major earthworks.

When proposing any act that may affect native title on Crown land or Crown reserves the act must be authorised through Part 2 Division 3 of the Native Title Act 1993 (Cwth).

Where it is proposed to construct or establish a public work on reserved or dedicated Crown land, where native title is not extinguished, prior to approval Council will notify and give an opportunity to comment any representative Aboriginal/Torres Strait Islander bodies, registered native title bodies corporate and registered native title claimants in relation to the land or waters covered by the reservation or lease as required under the Native Title Act 1993.

Any leases, licences, easements and other estates on Crown land (a use agreement) may impact native title rights and interests.

Any use agreement issued on Crown land must be issued in accordance with the future act provisions of the Native Title Act 1993 and in accordance with Part 8 of the Crown Land Management Act 2016 unless native title is extinguished.

For Crown land which is not excluded land this will require written advice of one of Council's native title managers that it complies with any applicable provisions of the native title legislation.

No future act is permitted on Lot 3 DP 879129 unless:

- a. the lands become excluded land for the purposes of the Crown Land Management Act 2016, or
- b. the act is a tenure which satisfies the requirements of Section 24HA (Management of Water and Airspace) of the Native Title Act 1993, or
- c. the act is a public work which satisfies the requirements of Section 24KA of the Native Title Act 1993, or
- d. the act is a low impact act and satisfies the requirements of Section 24LA of the Native Title Act 1993.

Council has the option to seek 24FA protection or negotiate an Indigenous Land Use Agreement (ILUA) for this land.

Any act authorised under Section 24LA of the Native Title Act 1993 will terminate, after an approved determination of native title is made in relation to the land or waters, if the determination is that native title exists.



Looking across sports ground to Sydney Water pumping station from Bay Run. Photography by Welsh + Major Architects.



# OVERVIEW

Key objectives for the future of the park have been derived from the opportunities outlined in the Site Analysis and Community Engagement Outcomes. They have also been informed through precedent studies of successful local, national and international park-land projects.

Key strategies have been outlined to accompany these objectives. The Strategies suggest, in broad terms, how the objectives can be achieved within the Master Plan.



## ACCESS

### Key Objectives:

1. *Improve access to the site for all users*
2. *Provide welcoming and easy to navigate entry points*
3. *Create simple signage and way-finding strategy*

### Key Strategies to achieve this in Master Plan:

- Formalise the car park, maximise layout and define spaces to create a more efficient arrangement.
- Implement the existing strategy for a single point of access for council maintenance and servicing of the park.
- Consolidate way-finding, regulatory and information signage into a consistent, clear and concise format.



## INCLUSIVENESS

### Key Objectives:

1. *Ensure that the park and its assets are accessible to all visitors.*
2. *Integrate spaces and activities which cater for a range of ages, abilities and interests.*

### Key Strategies to achieve this in Master Plan:

- Promote the use of graphic as opposed to text-based signage.
- Retain the current dog off leash times. Dogs must be on leash when organised sport is taking place.
- Balance provision of activities to consider visitors of multiple generations and abilities.



## SENSE OF PLACE

### Key Objectives:

1. *Highlight the unique aspects of the park and build upon them to establish a clear identity for the park and its assets*
2. *Educate, inform, and entertain visitors with stories from the history of the Reserve and the local area, and the ecology of the place*
3. *Preserve and protect successful spaces, and work on providing definition to intermediary or underused spaces*

### Key Strategies to achieve this in Master Plan:

- Built on the identity of park as one of a series of connected accessible parks around Iron Cove Bay.
- Subject to a licence agreement re-purpose Sydney Water historic pumping station as a unique cafe space for visitors and sports spectators.
- Maximise opportunities for enjoyment of foreshore as a key part of the identity of King George Park.
- Promote use of the hilltop lawn as a calm social gathering space as a counterpoint to the high energy activities elsewhere in the park.



### COMMUNITY

#### Key Objectives:

1. *Maintain facilities for use by all patrons*
2. *Reflect community needs as a public parkland*
3. *Provide high quality and cohesive amenities, furniture and facilities*

#### Key Strategies to achieve this in Master Plan:

- Increase provision of community facilities such as barbecues, shelter and benches, and repair; maintain or replace existing furniture and amenities as required.
- Continue to respect the privacy and quiet enjoyment of the residential neighbourhood adjacent to the park.
- Balance the intensity of use of use within the park - relieve very intensively used areas by providing facilities elsewhere.
- Adapt areas to encourage respectful use and discourage anti social behaviour and provide passive surveillance.



### SUSTAINABILITY

#### Key Objectives:

1. *Protect and restore local ecologies and prioritise the environment in decision making.*
2. *Integrate sustainable measures into new and existing facilities and landscaping elements through a holistic design approach.*
3. *Provide connections between isolated habitats to strengthen biodiversity. Balance the impact of recreation on sensitive habitats while providing opportunities for visitors to engage with nature*

#### Key Strategies to achieve this in Master Plan:

- Focus on establishing fauna links throughout the park to connect planted areas, create wildlife 'stepping stones' and mitigate heat island effect.
- Establish bio-swales in key areas to manage water run-off and improve the health of the Iron Cove.
- Where possible, avoid addition of built form but where necessary design new facilities from sustainable principles and upgrade existing facilities with sustainable measures.
- Repair intertidal zone with longer term naturalisation in mind.



### SAFETY

#### Key Objectives:

1. *Increase the perceived sense of safety throughout the park*
2. *Address areas where dangerous interactions could occur between vehicular, bicycle and pedestrian traffic*
3. *Discourage and dissuade perceived anti-social behaviour through design elements*

#### Key Strategies to achieve this in Master Plan:

- Physically define the boundaries between park and car park.
- Create opportunities for passive surveillance.
- Install lighting along paths to facilitate use before and after daylight hours.
- Consider traffic calming to slow cyclists coming off of bridge, while avoiding speed bumps.



### SPORTS + RECREATION

#### Key Objectives:

1. *Increase the capacity of existing sporting facilities to maximise their use for organised sports*
2. *Provide opportunities for informal recreation to encourage active and healthy communities*
3. *Enable flexibility of spaces, to be shared across a range of activities*
4. *Acknowledge the community benefit of sporting grounds as areas for recreation outside of their use for organised sports*

#### Key Strategies to achieve this in Master Plan:

- Maintain and invest in the sporting ground as a natural turf surface, implement measures to increase its durability, improve the surface condition and reduce maintenance.
- Adapt facilities to support a broader range of sports and recreation activities. Improve lux levels of flood lighting.
- Retain spaces for unstructured and casual sports use.
- Reduce adverse impacts of storm-water on turfed areas, to maximise potential use.
- Review current sporting use and consider a reorganisation of sporting activities once the new Rozelle Parklands are delivered



## ACCESS

### Key Objectives:

1. *Improve access to the site for all users*
2. *Provide welcoming and easy to navigate entry points*
3. *Create simple signage and way-finding strategy*

### Key Strategies to achieve this in Master Plan:

- Formalise the car park, maximise layout and define spaces to create a more efficient arrangement.
- Implement the existing strategy for a single point of access for council maintenance and servicing of the park.
- Consolidate way-finding, regulatory and information signage into a consistent, clear and concise format.

### Entry points

Entry to the park from the adjacent residential neighbourhood is poorly defined. The edge of the car park edge dissolves into the access road (Manning Street), which creates a potentially dangerous situation for visitors.

Some of the footpaths between the car park adjacent sporting ground are non continuous, stopping short of a destination. Finally, the accessible ramp from the play-park leads directly into the car park. These create potentially dangerous situations for pedestrians around these areas.

The Master Plan proposes formalising the edges of the park, narrowing the particularly wide road junction between Clubb Street, Manning Street and the existing car park to be a consistent width. The intention of formalising this zone is to encourage vehicular traffic to slow down to navigate the junction, resulting in a safer environment overall.

Creating definition between the edges of the car park and recreation space will signal to visitors that they have entered the park, as opposed to an intermediary zone between the two. Separation of footpath and vehicular routes will increase pedestrian safety, provide a more inviting entry point, and act as a buffer space between the car park and sporting ground, giving visitors a space to bypass the athletics enclosures and the physical obstructions in that zone such as the water storage tank and electrical box.

### Car parking + roads

The Master Plan proposes formalising the car park for King George Park from unmarked to marked spaces, to increase safety and maximise efficiency. The Master Plan suggests a configuration, however the Plan of Management recommends that a final design should seek advice from a Traffic Management Consultant to ensure that the configuration is viable, with particular consideration given to the gradient of the site which slopes substantially in the car park area.

The Site Analysis and community consultation highlighted that some visitors currently use the car park as long term storage for boats and trailers. It is important that visitors who want to spend time in King George Park can use the car park instead of it being used as storage. Therefore it is proposed that time restricted parking is implemented throughout the park. The object of the parking controls should be to restrict long term storage (e.g. more than 12 hours) but not discourage visitors who may only be staying for a short time period.

The Site Analysis identified that there is no exit through Byrnes Street, though the signage is unclear and many vehicles drive up the Street to try to leave the park. The proposed parking configuration and signage will clarify this.



Images from top to bottom:

Separation of pedestrian and vehicular access routes with planted buffer, Rochetailee, France. Design + photo by IN SITU.

Separation of pedestrian and vehicular access routes with benches and low fences, Rochetailee, France. Design + photo by IN SITU.



#### Key Objectives:

1. Ensure that the park and its assets are accessible to all visitors.
2. Integrate spaces and activities which cater for a range of ages, abilities and interests.

#### Key Strategies to achieve this in Master Plan:

- Promote the use of graphic as opposed to text-based signage.
- Retain the use of off leash dog walking areas.
- Balance provision of activities to consider visitors of multiple generations and abilities.

#### Activity spaces

The Site Analysis acknowledges that the vegetated buffer between Byrnes Street and the play-park serves an important function of screening the park from its neighbours, the Master Plan therefore proposes maintaining and enhancing this buffer where possible.

The Master Plan does however propose to increase surveillance over the play-park in other areas, to make the play-park both a safer place for children to be, and a space less exposed to anti-social behaviour.

The level changes around the play-park are currently dealt with using steps and concrete platforms which act to separate and divide the spaces. The Master Plan proposes an alternative way of addressing the level changes around the play park which also helps to open up the park to become a more integrated play and picnic lawn space, perhaps including more play equipment which can take advantage of the level changes, as the existing slide does. This proposal opens the park up at its east edge, so that the play-park feels less isolated.

The Master Plan proposes increasing the visual connection to and from the Bay Run with controlled vegetation and replacement of solid fences with more permeable fences.

The Master Plan also proposes adding more play equipment and opportunities for play to the park, including reinstating the water play area, and providing an appropriate resolution to associated drainage of the water. The Plan recommends replacing worn out surfaces with attractive, bright coloured softer surfaces.

The play park is currently poorly maintained and maintenance levels need to be improved.

#### Signage

One of the signage strategies currently used by the park is graphic signage painted onto the ground. These signs are arguably the most effective in the park, due to their direct easily understood graphic messages in highly visible locations. The Master Plan recommends replacing the existing regulatory and way-finding text based signs with graphic printed signage where viable.



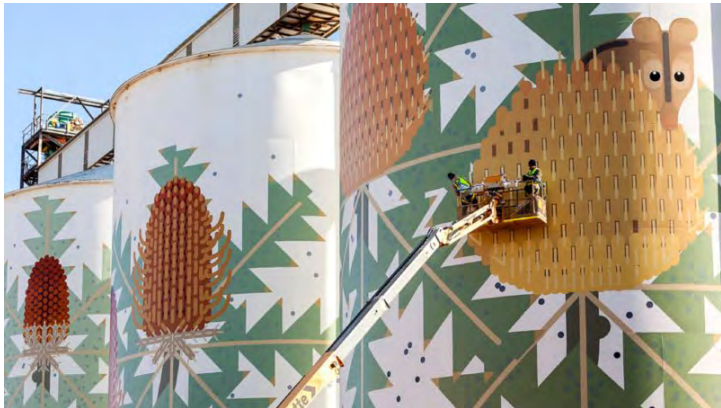
Existing successful signage strategy King George Park - signs painted onto pathways. Left : new sign, Right : sign in need of maintenance / renewal. Photography by Welsh + Major Architects.

#### Images from top to bottom:

Colourful play surfaces with integrating climbing and tactile play taking advantage of sloped site. Van Campenvaart Playground, The Hague, Netherlands. Carve Landscape Architecture. Photography by Carve Landscape Architecture.

Benches integrated into edges of playground, for high capacity uncluttered seating. Atalaya Park, Armintza, Spain. G&C Arquitectos. Photography by G&C Arquitectos.

Unobtrusive way-finding system incorporated into paving. Stratford, London, UK. Thomas Matthews Design. Photography by Dashti Jahfar / Peter Clarkson.



Clockwise from top left:

Large scale murals painted onto grain silos, making features of existing built form and landmarks for the local area. Artwork commissioned by CBH Group, curated by FORM Partnership for the Public Silo trail. Artwork by Evoca I, 2018, located in Pingrup, Western Australia. Photograph by Bill Shaylor.

Barbecue banks integrated into landscape, Parramatta Park, NSW. Photograph by Welsh + Major Architects.

Vantage point on Westhaven harbour, Auckland, New Zealand. Aspect studios with Architectus and Landlab. Photograph by Jonny Davis.

Waterfront seating creates a 'front porch' for the community at Citydeck, Green Bay, Wisconsin USA. Stoss Landscape Urbanism, photograph by Mike Belleme.

Laid back benches in Bosque de Chapultepec park, Mexico City, Mexico. Source unknown.

Outdoor loungers installed in Hafencity Public Space, Hamburg, Germany. Miralles Tagliabue EMBT, photograph from Architonic.

Large scale murals painted onto grain silos on the Public Silo trail. Artwork by Amok Island, 2016, located in Ravensthorpe, Western Australia. Photograph by Bill Shaylor.



#### Key Objectives:

1. *Highlight the unique aspects of the park and build upon them to establish a clear identity for the park and its assets*
2. *Educate, inform, and entertain visitors with stories from the history of the Reserve and the local area, and the ecology of the place*
3. *Preserve and protect successful spaces, and work on providing definition to intermediary or underused spaces*

#### Key Strategies to achieve this in Master Plan:

- Build on the identity of park as one of a series of connected accessible parks around Iron Cove Bay.
- Re-purpose Sydney Water historic pumping station as a unique cafe space for visitors and sports spectators.
- Maximise opportunities for enjoyment of foreshore as a key part of the identity of King George Park.
- Promote use of the hilltop lawn as a calm social gathering space as a counterpoint to the high energy activities elsewhere in the park.

#### Identity

The identity of the park is in a large part derived from its active usage as a hub for games and exercise; the Bay Run, outdoor gym and sporting grounds all contribute to a sense of vibrancy and well-being.

Whilst the Bay Run travels through multiple parks in different council areas, this Master Plan recognises its identity as distinct to the spaces it passes through, and therefore recommends that it is treated as one unifying element to aid ease of navigation along its length. As such future upgrade work should be rolled out along the length of the Run, not stopping at individual council boundaries.

As a counterpoint to the existing 'active' identity, the Master Plan proposes developing areas which cater for more restful use, such as the hilltop lawn (see 'community' strategies).

The other key aspect to King George Park's identity is its location on the waterfront of Iron Cove. The waterfront has the form of a shallow bay which gives it a sense of protection, in contrast to nearby parks where the waterfronts are more exposed. This is a peaceful stretch of the park where visitors are able to pause in the shade of the trees to rest and appreciate the outlook.

As such, the Master Plan proposes replacing the existing benches with more, higher capacity installations. These could be playful, vibrant and versatile - such as outdoor loungers - which would distinguish the identity of the park from its neighbours, and allow more visitors to enjoy the waterfront at the same time.

The narrow entry point under the road bridge into King George Park can feel like a forgotten space. In common with other Sydney Harbour landmarks, The Master Plan proposes that the underside of the road bridge and/ or its supports could be used as a distinguishing mural; this could celebrate the pre-European or industrial heritage of the area, enhancing the park's identity and recognisability. Integrated into the wider Harbour frontage, the murals could wind their way around the Bay Run and become a recognisable feature of the area - as an example, the silo arts trails in Western Australia and Victoria.

Bringing back to life un- or under-used spaces can help the vitality and identity of a place; re-purposing the Sydney Water pumping station will also help create a new exciting space within King George Park.

Upgrading the poorly maintained play zone is also a key priority as is addressing maintenance requirements.

#### Westconnex

The Existing Policy Review identifies that an underground road tunnel mouth from the proposed 'Iron Cove Link' will emerge beside King George Park. At the time of writing, works for this infrastructure project had taken ownership of the upper area of the park. It is not clear at this stage what the long term impact will be of this development.

The Master Plan suggests that the land currently occupied by RMS be returned to Council ownership when the works are complete, and that the land is reinstated as a naturalised planted area, complete with acoustic protection devices to be determined, which will provide a buffer to the busy road.



**Clockwise from top left:**

Olympia bike rack by forms + Surfaces. Photograph from Forms + Surfaces.

Cafe seating spills out into parkland, Prince Alfred Park, Sydney. Neeson Murcutt Architects with Sue Bardsey Landscape Architects, photography by Brett Boardman.

Lawn shaded with native planting, Laeken Foyer Garden, Brussels, Belgium. Coloco + Giles Clement + JNC. Photograph by Julie Guichet.

Contoured hillside seating with developing shade trees, Walker Art Center Wurtele Upper Garden, Minneapolis, Minnesota, by Inside | Outside + HGA. Photograph by Paul Crosby.

Families enjoying a tree-studded lawn at Lizard Log parkland, Western Sydney. McGregor Coxall. Photograph by xxx.

'Passive Nature Interpretation' at the Katy Trail, Dallas, USA. SWA Group. Photograph by Tom Fox.

**Key Objectives:**

1. *Maintain facilities for use by all patrons*
2. *Reflect community needs as a public parkland*
3. *Provide high quality and cohesive amenities, furniture and facilities*

**Key Strategies to achieve this in Master Plan:**

- Increase provision of community facilities such as barbecues, shelter and benches, and repair, maintain or replace existing furniture and amenities as required.
- Continue to respect the privacy and quiet enjoyment of the residential neighbourhood adjacent to the park.
- Balance the intensity of use of use within the park - relieve very intensively used areas by providing facilities elsewhere.
- Adapt areas to encourage respectful use and discourage anti social behaviour and provide passive surveillance.

**Maintenance**

The Community Engagement Feedback from clubs and organisations identified that vandalism of and around amenities and play equipment was degrading their quality and condition.

The Master Plan aims to limit opportunities for vandalism by limiting access to areas targeted by vandals, and create positive passive surveillance over these areas wherever possible.

**Cafe**

The Community Engagement Outcomes identified healthy demand for a cafe in King George Park - especially visitors drawn to the park by the Bay Run, and spectators of sports meetings; parents and guardians of children who are members of local clubs.

The Master Plan identifies the intersection of The Bay Run and the sporting ground as a likely successful location for a cafe. Sydney Water have suggested that their recently renovated but unused Heritage Listed former pumphouse could be adapted to this purpose.

The Plan of Management recommends that a Conservation Management Plan (CMP) for the former pumphouse is commissioned, with a view to the building being transferred to Inner West Council, who can then commence the adaptive reuse of the former pumphouse into a cafe.

**Shared Amenities**

The Master Plan proposes reinforcing the existing single-point servicing strategy for the park (bin collection, access for maintenance vehicles etc.) by formally identifying the location and keeping it clear of other uses. It is also proposed that a more effective bin strategy be explored rather than individual loose bins scattered across the park.

A lot of cyclists pass through the park on the Bay Run. It is noticeable that there aren't many places for them to securely lock their bikes. Robust cycle racks in logical locations could encourage passing cyclists to stop to use amenity of King George Park.

**Park Events + Programmes**

Lots of people use the park for small scale meet-ups and exercise classes. The Master Plan supports the continuation and further development of a diverse programme of community events. If possible, the timetables and booking of formally organised clubs and events should be made available, to allow potential for community events to be hosted in the vacant spots.

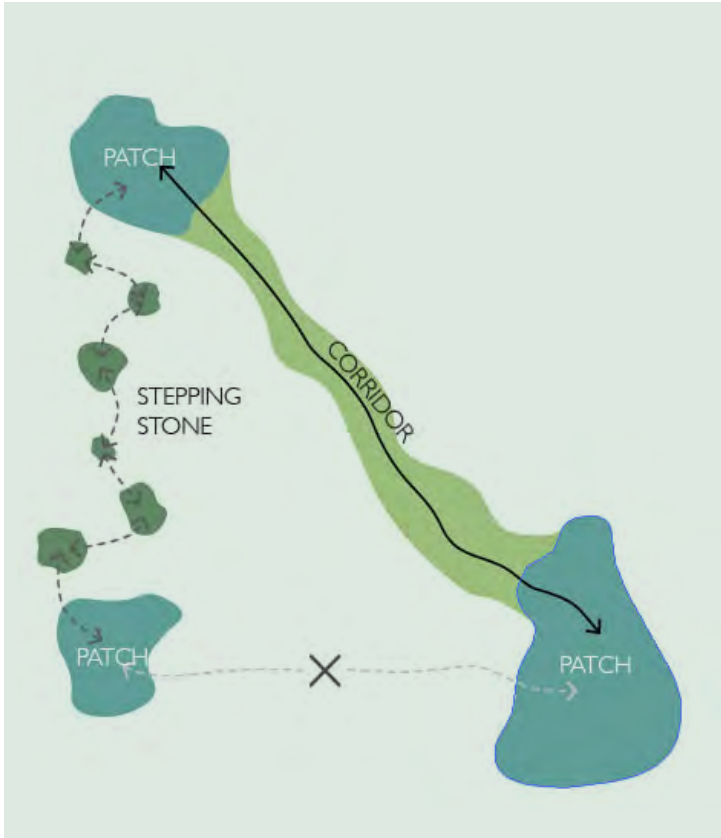
**Family precinct**

The Master Plan proposes creating a new precinct on the grass covered hilltop to the east of the play-park as this appears to be the least intensively used area of the park.

As the existing barbecue facilities within King George Park are limited in number and the space available to them, and their location is not the most convenient, the proposal is to relocate them to this new precinct which should be primarily for non-active leisure facilities.

The proposal is to plant trees for shade and more enclosure, include some benches and the relocated barbecue area, but that the area should mostly remain soft landscaping, with a tendency to native, natural planting to combat the drying out of lawns as currently happens in this area.

The area should cater for small family and friend groups of visitors and the local community - people who visit the park for non active leisure and who treat it as an extension of their own back gardens.



Clockwise from top left:  
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 Eco-engineering helps rehabilitate biodiversity in areas where natural shores have been replaced by foreshore development. Marine ecologist Rebecca Morris checks seawall pots at Farm Cove, Sydney. Photograph by City of Sydney.  
 ---  
 Naturalised bioswale for storm water treatment at Kelmzig Oval Redevelopment, Adelaide. ASPECT studios photography by Don Brice.

**Key Objectives:**

1. *Protect and restore local ecologies and prioritise the environment in decision making.*
2. *Integrate sustainable measures into new and existing facilities and landscaping elements through a holistic design approach.*
3. *Provide connections between isolated habitats to strengthen biodiversity. Balance the impact of recreation on sensitive habitats while providing opportunities for visitors to engage with nature*

**Key Strategies to achieve this in Master Plan:**

- Focus on establishing fauna links throughout the park to connect planted areas, create wildlife 'stepping stones' and mitigate heat island effect.
- Establish bio-swales in key areas to manage water run-off and improve the health of the Iron Cove.
- Where possible, avoid addition of built form but where necessary design new facilities from sustainable principles and upgrade existing facilities with sustainable measures.
- Repair intertidal zone with longer term naturalisation in mind.

**Approach to building**

As part of a review of current facilities Council has noted the need for improved amenities for showers and changing facilities to improve current and future sporting content within the park. This need has been reflected in the master plan for the park which includes opportunities for expanding the building footprint to accommodate for additional storage and a reconfiguration of the current amenities to provide changing and shower options.

Consequently, the Master Plan proposes a new built form on the site for storage of sports equipment. The POM recommends that the approach to the design and construction of these facilities should consider the environmental impact of the construction and maintenance methodologies of these buildings. The POM promotes progression towards sustainable practices in construction, building maintenance and overall life cycle.

There are opportunities for the park to showcase sustainable approaches to visitors in the following ways:

- Building upgrades should maximise adaptive reuse and explore opportunities for natural ventilation, daylighting, water harvesting and reuse, and sustainable energy sources.
- Ground upgrades should consider watering and maintenance requirements, replacement cycles, biodegradable materials, and non-chemical treatments.
- Lighting upgrades and electric barbecues should consider sustainable energy sources and energy efficient fittings.
- Waste disposal facilities should incorporate recycling; single use plastics should be banned from food and beverage outlets.

**Water Management**

Formalising the car park area from its present permeable surface to a more solid standing will make it important to deal with water run off from the car park. The car park naturally slopes from east to west, providing an obvious location for storm-water drainage at the west edge, which is also the edge of the park.

The Master Plan recommends use of naturalised bio-swales to treat storm-water; reduce the extent of hard surfaces and provide attractive landscaped areas.

Review of existing and proposed storm-water systems should be undertaken by a specialist consultant prior to implementation.

In terms of car parking, the ground cover installed for the car park should be as permeable as possible to minimise the volume of run-off which needs to be treated.

**Biodiversity + wildlife**

Adjacent Callan Park is densely wooded, and not heavily patronised, making it an ideal wildlife haven, whereas King George Park does not provide much cover or refuge for fauna.

Strategies to support biodiversity and wildlife need to be carefully considered and appropriate within the context of regular sporting, spectator and off-leash dog activity. In the context of well used recreational land of King George Park, it is not feasible to transform the park into a wildlife refuge, instead, the Master plan proposes better equipping King George Park to act as a bridge to Callan Park, by providing bio-diverse 'islands' and 'corridors' for fauna to hop between in relative safety. Existing wooded areas will be densified and refreshed with a diverse range of multi-animal friendly flora.

Some zones of the park have developed a monoculture of trees or plants, which can restrict undergrowth, accelerate soil erosion and reducing biodiversity of flora and fauna. The Master plan aims to identify these areas and proposes diversifying native planting here.

While lighting throughout the park is required in places for visitors physical and perceived safety, the Master Plan recommends that dark zones should be preserved to accommodate wildlife. Lighting has been restricted to primary footpaths and facilities. A specialist consultant should be appointed to undertake lighting design.

A review of park maintenance strategies should be undertaken to eliminate the use of harmful products and practices.

The man-made seawall around the King George Park waterfront has supplanted the natural mudflats which would have originally formed the intertidal zone in this area. The existing seawall, particularly the vertical elements, has limited potential to provide biodiverse intertidal habitats.

The Master Plan proposes adapting the vertical concrete sections of sea wall in King George Park with eco-engineering to improve the environmental health of the Iron Cove, rehabilitating biodiversity by attaching artificial rock-pools, resembling concrete 'flowerpots'.

The angled sandstone wall further west has heritage value, so the Master Plan does not propose adapting this section of wall.



Clockwise from top:  
 Crosswalks of Additive Colour, LA, USA by Carlos Cruz-Diez. Photo by Carol Lightwood, LACITYPIX.  
 Rumble strips on LA river walkway shared pedestrian + bicycled path. Photo by Joe Linton, Streetsblog LA.  
 Cyclists swerving to avoid rumble strips on shared path. Source unknown  
 Discreet low level lighting, Baakenpark, Germany. Atelier Loidl, photo by Leonard Grosch.  
 Native meadow under-storey planting, Parramatta Park. Photography by Welsh + Major Architects.

**Key Objectives:**

1. *Increase the perceived sense of safety throughout the park*
2. *Address areas where dangerous interactions could occur between vehicular, bicycle and pedestrian traffic*
3. *Discourage and dissuade perceived anti-social behaviour through design elements*

**Key Strategies to achieve this in Master Plan:**

- Physically define the boundaries between park and car park.
- Create opportunities for passive surveillance.
- Install lighting along paths to facilitate use before and after daylight hours.
- Consider traffic calming to slow cyclists coming off of bridge, while avoiding speed bumps.

**Cycle Paths**

The Site Analysis observed that cyclists on the Bay Run can travel through the park at very high speeds due to coming down steep slopes into the park from both sides.

The Master Plan suggests avoiding physical additions such as speed bumps, which can be unpopular with cyclists and runners. As an alternative, the Master Plan suggests using bright, obvious, graphic surface treatments to highlight in a clear and non-aggressive way that users have entered a different type of space, and prompt awareness of other path users. This strategy also ties in with principle of reducing disparate post-mounted signage.

If a more physical alternative is required, rumble strips are suggested; these provide a clear signal to riders that they should remain alert, but with limited discomfort. It is worth noting that unless the strips span the width of the shared path, cyclists will most likely swerve onto the 'pedestrian side' of the path to avoid them, potentially compounding the issue of speed with increased collisions.

**Foot paths**

At the edges of the park, footpaths and ramps have a tendency to merge with trafficked roads and car parks. The Master plan proposes creating safe connections between paths for all users, identifying and adjusting pathways that deposit visitors directly onto trafficked roads.

The Master Plan aims to separate vehicles and pedestrians, meaning visitors do not have to enter trafficked space unwillingly.

**Lighting**

The Site Analysis and Community Engagement identifies that the pathway alongside Iron Cove running from the jetty to the Victoria Road bridge is unlit after dark. Coupled with the fact that there is no opportunity for surveillance over the area due to dense vegetation surrounding the pathway, visitors using the pathway reported feeling unsafe, and more likely to choose an alternative route after dark. Since this path way is secondary to the Bay Run the Master Plan proposes using a lighting strategy which lights the route safely while also clearly identifying the route as subsidiary to the Bay Run.

Consideration should be made that this area is a bio-diverse environment, and lighting should be directed so as not to limit the effect of light pollution on sensitive to nocturnal habitats.

**Future Iron Cove Bay Run Master Plan**

considerations in design and place making of the Iron Cove Bay Run will be considered as part of a collaborative planning exercise with Canada Bay Council in 2022.

**Passive Surveillance - amenities**

A number of easements pass through King George Park, limiting the sites available for construction. The footprint of the 2017 amenities block and the proposed storage facility have been dictated by these easements, and resulted in 'left-over' space behind the buildings.

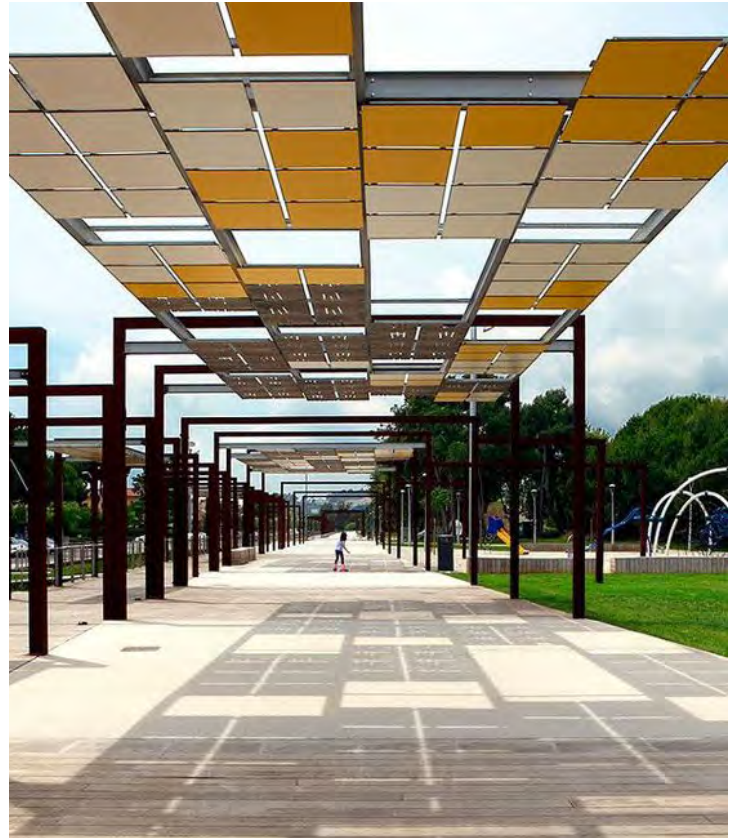
The Master Plan acknowledges that once the temporary storage containers are removed, the concealed space 'left over' behind the existing amenities block could become a focal point for anti social behaviour. The same could occur behind the proposed new sports equipment storage facility.

Since passive surveillance is not possible in these concealed areas, the Master Plan proposes to block access to these areas by planting them with dense vegetation edged in tree trunk barriers so that they appear as a continuation of the vegetated slope from Callan Park.

**Passive Surveillance - play park**

The play park is sandwiched between The Bay Run and the residential Byrnes Street by solid metal fences and densely planted borders. This separation is useful in a number of reasons; primarily to prevent children from running out into the fast moving Bay Run and to mitigate the acoustic and visual impact of the play park on its residential neighbours.

These borders also mean that there is no passive surveillance into the play park, whose equipment is often subject to vandalism and destruction. Signs at park entry points note that it is closed to the public between sunset and sunrise, but this is evidently not enforced since damage to equipment continues. The damage is detrimental to the condition of the park, as well as dangerous to the vandals. Since surveillance is not realistic in this area, the Master Plan recommends trying to remove items which could be easily damaged or cause harm if incorrectly used. For example, by replacing the easily climbable shade sail with alternative shade structures, and replacing damaged equipment with more durable high quality play equipment, with particular thought given to the selection of equipment, and choosing that which is least likely to be taken advantage of or broken.



Clockwise from top left:  
 Sheltered seating integrated into building extension, Gmuden, Austria. Photo by Archinauten Dworschak + Mühlbachler ZT GmbH.  
 Lightweight shade structure, Castelldefels, Barcelona. Photo by Martirí Figueras & Landscape Aspect.  
 Kids getting ready to run the athletics track. Image from LittleAthletics.com.au  
 Cadi park Wharf textured graphic public boardwalk, Sydney. Aspect Studios for Lendlease. Photo from Aspect Studios website.  
 'Flinders' fish cleaning station, Chain Valley Bay NSW. Photo by Moodie Outdoor Products.  
 Outdoor electronic sports score board at Nelson Hockey club, New Zealand. Source unknown.  
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## SPORTS + RECREATION



## Key Objectives:

1. Increase the capacity of existing sporting facilities to maximise their use for organised sports
2. Provide opportunities for informal recreation to encourage active and healthy communities
3. Enable flexibility of spaces, to be shared across a range of activities
4. Acknowledge the community benefit of sporting grounds as areas for recreation outside of their use for organised sports

## Key Strategies to achieve this in Master Plan:

- Maintain the sporting ground as a natural turf surface, implement measures to increase its durability, improve the surface condition and reduce maintenance.
- Adapt facilities to support a broader range of sports and recreation activities. Improve lux levels of flood lighting.
- Retain spaces for unstructured and casual sports use.
- Reduce adverse impacts of storm-water on turfed areas, to maximise potential use.

## Outdoor Sporting grounds

The Recreation Needs Study identified that the natural turf sporting ground at King George Park; a multi purpose soccer and rugby league ground, with athletics track around the edge, is operating over capacity. The study also identified that the last upgrade to the ground took place more than 20 years ago.

The Site Analysis and Community Engagement Outcomes reiterated that the existing natural turf sporting ground is in a poor state due to overuse, uneven surfaces and inadequate lighting.

Over-use makes it very difficult to maintain sporting grounds; new or old, in their optimal condition. The Plan of Management therefore recommends that Inner West Council look for opportunities to relocate some of the sports teams to less intensively used sports grounds within the local area. This would enable all the teams involved to train on better quality sporting grounds. The proposed Rozelle Parklands may assist in such planning arrangements.

The Master Plan recommends renewing the drainage, substrate and natural turf of the sporting ground, servicing the ground with consistent maintenance, and installation of new sustainably powered flood lighting, and score board.

## Sports Amenities

Council's review of current facilities has noted the need for for showers and changing facilities to improve current and future sporting content within the park. This need has been reflected in the master plan which includes opportunities for expanding the building footprint to accommodate additional storage and a reconfiguration of the current amenities to provide changing and shower options.

The sports teams and clubs which use the sporting grounds Xj gZCian store their equipment in shipping containers behind the amenities block, which were provided as a temporary solution to the storage demands. The Site Analysis shows that the containers currently sit on top of electrical easements, so they will need to be removed if access to the easements is required.

The metal construction of the containers amplify the climatic conditions, causing the equipment to get very hot in summer, which can cause damage and reduce its lifespan. The Community Engagement Outcomes identified that clubs would prefer for their equipment to be stored closer to the sporting ground, in more protective storage spaces.

I J Z' B VhZg Ea/c' egledhZh' gZeàXZb Zci' d[ i] Z' h] ðe'e\ Xdciv'eZgh' I ↑] ' V' eZgb VcZci' hig Xij gZ' I J Xj' ti' ðh' ðiZY' VV'ch' i] Z' Xab ViZi' Vkd'Yh' ZVhZb Zcih' VcY' ti' XahZg' id' i] Z' hedg'e\ \gdj cY.

I he Master Plan suggests an appropriate location for any expanded amenities structure.

The Master Plan proposes that additional built forms are limited across the site. It is therefore suggested that the structure fulfils a number of uses in addition to storage, including provision of shaded outdoor seating for spectators and sports teams, a dry platform sports bags and personal items, and a securely mounted, multi-purpose digital scoreboard, which is sought after by some of the King George Park sport'e\ teams.

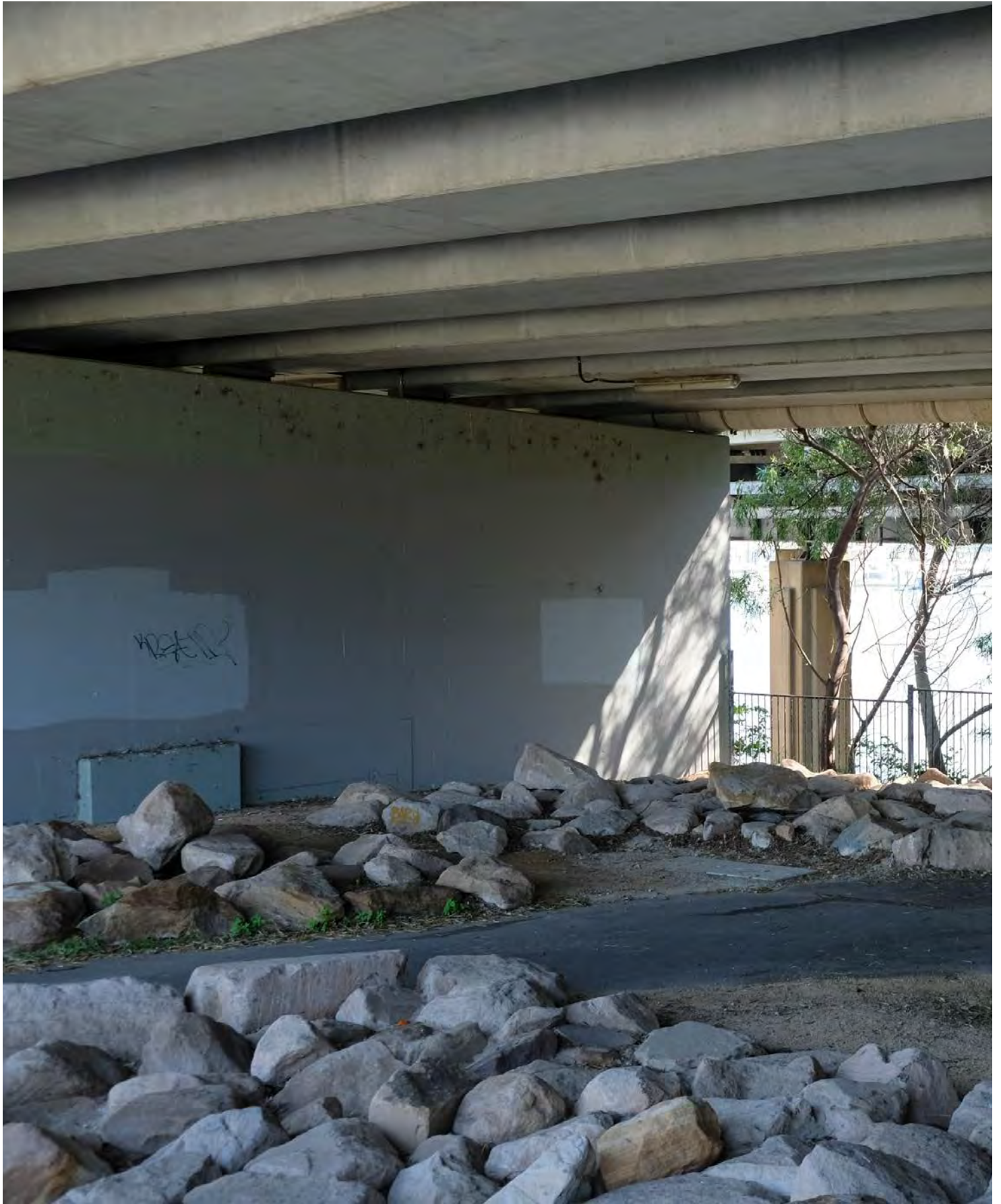
## Non- organised sports

The Community Engagement Outcomes confirmed that the condition and range of equipment provided in the outdoor fitness station is appreciated and well used by visitors. The Master Plan proposes only replacing the floor surface of the fitness station with a softer material.

Currently, the sporting ground is intensively used for organised sports, and receives much less use outside of organised activities.

The Master Plan acknowledges that King George Park is in unique in that it offers a range of organised athletics opportunities. The Master Plan proposes encouraging use of these facilities in an informal capacity outside of organised sports sessions through the creation of an 'athletics trail' with signposts suggesting games which can be played on the athletics track, long and triple jump in the sandpit. This would enable visitors to try new activities, make the athletics equipment more inclusive to all, and facilitate consistent use of the sporting ground.

It has been observed that some visitors to the park use the foreshore area between the road bridges for fishing. This area is an important connection between King George and Bridgewater Park but also the least utilised zone of the park, and the area which feels the most neglected. The Master Plan proposes adding benches, taps and cleaning station to facilitate fishing as a recreational activity here while retaining the through route. The surface treatment of the area around the fishing station could be identified graphically, to create a memorable and dynamic place.



Looking towards Tempe Lands, from shared vehicular, cycle and pedestrian road. Photography by Welsh + Major Architects.



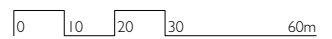
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MASTER PLAN OVERVIEW



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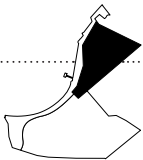


SCALE 1:1500 @ A4

### NOTES

- ① Adaptive reuse of heritage listed former Pumping Station SPS 27 into cafe.
- ② Investigate potential for using land between King George Park and Pumping Station boundaries (Callan Park) for outdoor cafe seating.
- ③ Access to current subterranean pumping station retained, and screened from cafe with landscaping. Active vent pipe from existing substation can emit odour - proximity to pipe should be considered in design of cafe.
- ④ Existing access stairway to Callan Park retained and entry to stairway and destination to be signposted using consolidated signage strategy.
- ⑤ New pavilion for storage of sports equipment located parallel to long edge of sports ground in between service easements. Primarily, the pavilion will provide the required volume of weather proof storage space, with minimal temperature fluctuations using passive climate control. Additional integrated functions should include spectator bench seating, sun shading, electronic scoreboard, water fountain and cubby storage for players. Design and construction of pavilion to be based on sustainable design principles and target a zero carbon life cycle in line with Inner West Council's goal to become carbon neutral. Pavilion design should consider the possibility that antisocial access to roof might be attempted from the slope south of the pavilion - this opportunity should be designed out as far as possible.
- ⑥ Access to the narrow area behind the proposed sports equipment pavilion (04) discouraged through addition of native bushland to fill gap between densely planted slope and back of pavilion. Note that there might be restrictions on species which can be planted over service easement.
- ⑦ Shipping containers being used for temporary sports equipment storage to be removed once proposed permanent pavilion (04) is in place.
- ⑧ Access to hidden area behind amenities block discouraged through addition of native bushland to fill gap between densely planted slope, back of amenities block and adjacent electrical substation. Note that there might be restrictions on species which can be planted over service easement.
- ⑨ Robust cycle storage racks installed at park access points, including car park, Bay Run and cafe at other projected stopping points.
- ⑩ Historic water trough relocated onto turf area from non original location.
- ⑪ Underused part of parkland area given over to car parking, with a view to increase efficiency of car parking and rationalise road configuration. Traffic consultant to advise.
- ⑫ Car parking formalised for safety and efficiency. Surface graded and paved with permeable finish. Spaces reconfigured and defined by line markings or alternative. Adjacent configuration shows 40% increase in capacity (from 110 existing to 154\*). Parking restrictions introduced. Traffic consultant to advise on configuration.
- ⑬ Existing breaks in footpath filled to create continuous path around car park edge for pedestrian safety. Existing sandstone barriers repositioned where required to achieve this.
- ⑭ Naturalised bio-swale to treat storm water runoff from car park (car park falls to low point at south edge. Storm water consultant to advise.
- ⑮ Existing water collection tank retained in place. Water used to irrigate sports ground and park planting. Subsidised with additional tanks from proposed pavilion and amenities building if necessary.
- ⑯ Single point of collection for waste disposal established in as central a location as possible. Integrated waste bins installed in clear view of visitors. Cycle racks installed here. Suggested location for consolidated way finding, regulatory and instructional signage.
- ⑰ Underused and unmaintained netball hoop removed.
- ⑱ Natural turf sports ground fully resurfaced with improved drainage. Outdated flood lights replaced with new lights around ground. Park-wide athletics trial with signboards suggesting games which can be played on the athletics track, long and triple jump, to open athletics equipment to all visitors, when Little Athletics Club is not in session.
- ⑲ Extension to Amenities Building

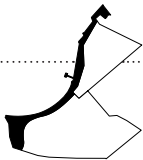
ZONE 2



### NOTES

- ① Entry to King George Park from Victoria Road, and connection to Bay Run. Suggested location for consolidated way finding, regulatory and instructional signage.
- ② Pocket of native bushland reinstated following completion of Westconnex, to act as acoustic and visual buffer between highway and parkland.
- ③ Increase seating capacity, integrate seating into wild native meadow landscape.
- ④ Enhance and connect pockets of native meadow landscape along park boundary, to increase definition between the park and residential neighbourhood, and to densify biodiversity corridor to protect potential passage of fauna.
- ⑤ Landscape the edge of the Bay Run, to compel visitors passing from the lawn onto the path to slow down, enabling them to assess the safety of crossing the high speed path before stepping onto it.
- ⑥ Attention grabbing bright, graphic surface treatment to Bay Run path at the top of the slope and at pedestrian crossing points to prompt awareness of path users; specifically cyclists, to encourage them to look ahead and slow down when descending through the park. Traffic consultant to advise on cycling infrastructure.
- ⑦ Diversify tree species in this area with the intention of increase density of undergrowth. The existing monoculture of Casuarina canopy trees here is restricting undergrowth, limiting biodiversity in the area.
- ⑧ 'The Family Precinct' - grouped picnic benches, barbecues and integrated bins, installed across lawn in close proximity to play-park. Native trees provide shade and biodiverse pocket 'islands' to facilitate protected passage of fauna.
- ⑨ Robust cycle storage racks installed alongside water fountains at projected stopping points along the Bay Run.
- ⑩ Hard standing and steep drop to play-park replaced with graded entry to play-park, incorporating additional play equipment into slope, and increased connection to family precinct (08). Play-park designer to advise on design options.
- ⑪ Climbable shade sail replaced with shade structures in difficult to climb locations (shown in bright colours). New non-dropping shade trees installed around slides. Enclose slide access within play park fence to limit disturbance to residential neighbourhood.
- ⑫ Play park reinvigorated with bright, graphic floor surface treatment and additional robust and engaging play equipment. Long free-form benches installed around perimeter to provide high capacity of seating without the clutter of individual bench installations.
- ⑬ Young children's water play area reinstated. Adequate falls and drainage installed to deal with water run off. Play-park designer and storm water consultant to advise.
- ⑭ Introduce drought resistant ground cover or meadow planting to avoid dried out patches of little used turf.

ZONE 3

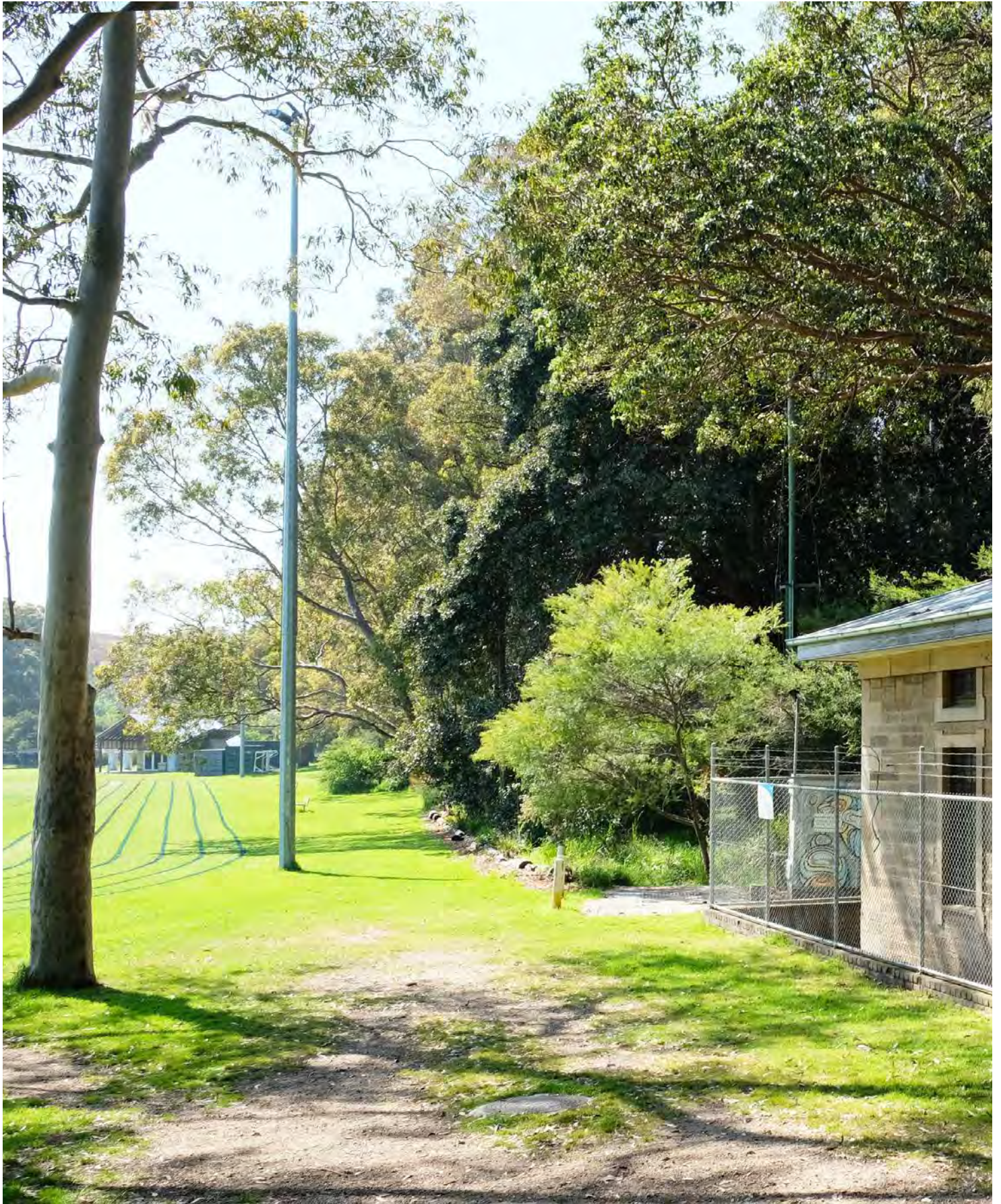


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SCALE 1:1500 @ A4

### NOTES

- ① Installation of new fisher friendly station, including benches, and sheltered worktop with tap and drain to act as cleaning station, to support fishing as a sport along this section of the Iron Cove waterfront.
- ② Opportunity to paint landmark murals on concrete bridge columns, visible from park and from across the water, enhancing the parks identity and recognisability, and bringing interest to narrow section of park.
- ③ Opportunity to contribute to rehabilitation of Iron Cove biodiversity by attaching man made rock-pools to vertical concrete seawall.
- ④ Low level path lighting along foreshore, to promote visitors safety as they pass through narrow, dark and unobserved stretch of waterfront.
- ⑤ Ongoing maintenance of existing boat racks and jetty
- ⑥ Repairs to existing sandstone sea wall as required.
- ⑦ Replace existing benches with higher capacity lounge style benches, to accommodate a greater volume of visitors sitting on the foreshore. Replace gravel ground cover around existing benches with ground cover planting;
- ⑧ Existing sandpit retained and maintained. Park-wide athletics trial with signboards suggesting games which can be played on the athletics track, long and triple jump, to open athletics equipment to all visitors, when Little Athletics Club is not in session.
- ⑨ Retain easy access to adjacent dog friendly beach



Sydney Water Heritage Listed Former Pump House, King George Park. Photography by Welsh + Major Architects.

## 7.0 Objectives + Performance Targets

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### Overview

This section connects the Master Plan Objectives + Strategies to the Master Plan proposals.

The following pages prioritise the proposed Master Plan actions with a view to their phased implementation over a ten year period - until the Plan of Management for King George Park is reviewed and revised.

For consistency and ease of reference, the actions have been grouped according to the categories used to set out the Master Plan Objectives + Strategies :

- Access
- Inclusive
- Community
- Sense of Place
- Sustainability
- Safety
- Sport + Recreation

The framework defined in the table below is applied to each objective. This includes the level of priority, preferred funding source and suggested measure for assessing the recommendation for success. This forms the basis for determining the future directions and management actions required to implement the recommendations.

<b>Management Issues</b>	Broad issues listed here, derived from Inner West Council Community Strategic Plan and community engagement outcomes
<b>Objectives and Performance Targets</b>	List objectives and targets associated with consistent with local government act
<b>Means of Achievement of Objectives</b>	A list of practical steps that will be taken to achieve the objectives
<b>Manner of Assessment of Performance</b>	Practical measure of assessment of the recommendation
<b>Priority</b>	Advises timescale for implementing for the recommendation
• High	Short term: 1 to 3 years
• Medium	Medium term: 4 to 6 years
• Low	Long term: 7 to 10 years
• Ongoing	Continually considered during implementation of works and maintenance strategies



## ACCESS

### Key Objectives:

1. *Improve access to the site for all users*
2. *Provide welcoming and easy to navigate entry points*
3. *Create simple signage and way-finding strategy*

### Key Strategies to achieve this in Master Plan:

- Formalise the car park, maximise layout and define spaces to create a more efficient arrangement.
- Implement the existing strategy for a single point of access for council maintenance and servicing of the park.
- Consolidate way-finding, regulatory and information signage into a consistent, clear and concise format.

Management Issues	Objectives and Performance Targets	Means of Achievement of Objectives	Manner of Assessment of Performance	Priority
Entry + Circulation	Provide safe access routes for visitors, whether travelling via vehicle or on foot	Define edges of car parking area with kerbs, which act to separate vehicular and pedestrian traffic — Identify and adapt any non continuous footpath/ ramp routes to lead users to safe intersections — Encourage vehicular traffic to slow down by defining wide road junctions	Monitor behaviour around the car park and park entry points through observation	High
Signage	Improve traffic management and visitor awareness	Remove all superseded signage, and introduce new, simple and informative signage around the park entry points	Monitor behaviour around the car park and park entry through observation	High
Car Parking - Capacity	Maximise efficiency of car parking to facilitate more visitor spaces	Formalise car park by paving and marking out parking spaces and circulation routes (Traffic Management Consultant input required)	Monitor parking availability through surveys and observation	High
Car parking - Long stay	Ensure visitors who want to spend time in the park have priority to park their vehicles	Introduce time restricted parking throughout the park — Consider introducing permit controlled parking to neighbouring streets	Monitor length of stay through observation by wardens, and/ or CCTV	High



#### Key Objectives:

1. Ensure that the park and its assets are accessible to all visitors.
2. Integrate spaces and activities which cater for a range of ages, abilities and interests.

#### Key Strategies to achieve this in Master Plan:

- Promote the use of graphic as opposed to text-based signage.
- Retain the use of off leash dog walking areas and look to increase off leash zones in the future.
- Balance provision of activities to consider visitors of multiple generations and abilities.

Management Issues	Objectives and Performance Targets	Means of Achievement of Objectives	Manner of Assessment of Performance	Priority
Activity spaces	Provide active play opportunities for all ages	Increase range of activities available including play equipment for a range of children — Consider bright colours in the play park to create an inviting and visually stimulating environment	Assess success through observation and visitor survey	On
Physical accessibility	Ensure all areas of the park are accessible to less able users	Replace concrete platforms and barriers at play-park entrance with an alternative, more inclusive solution	Assess success through observation and visitor survey	High
Perceived accessibility	Ensure all areas of park feel inviting to all users	Removing physical barriers and bottle neck at play park entrance to make it feel more inviting — Incorporate play equipment which takes advantage of level changes, allowing the play park to open up to the rest of the park — Improve passive surveillance and visual connections into isolated and unobserved spaces to make them feel safer, more inviting and inclusive		Med
Visual communication	Clear the park of physical barriers and clutter to optimise usable area — Clear communication of acceptable activities	Promote graphic signage, painted onto paths, to replace signpost mounted signage with lots of text		On

Management Issues	Objectives and Performance Targets	Means of Achievement of Objectives	Manner of Assessment of Performance	Priority
Bay Run	Unify the Bay Run route	Collaborate with adjoining councils to discuss and plan future upgrades	Assess success through observation and visitor survey	On
Hilltop Lawn	Cater for a wider variety of park users by including more opportunities for non active leisure — Distribute intensity of park occupancy more evenly, making the least used areas more inviting	Adapt the hilltop to include more opportunities for non active leisure — Relocate barbecues and benches to this area — Incorporate planting for shade and privacy, increasing usability	Assess success through observation and visitor survey	On
Connection to place	Increase opportunities for connection to Iron Cove waterfront — Ensure interpretation strategies or artworks span a wide range of reference including history, place, environment	Replace solitary waterfront benches with higher capacity loungers/ benches — Collaborate with aboriginal community before undertaking interpretation strategies or artworks	Assess success through observation and visitor survey	On
Unused facilities	Remove unfit for purpose buildings/ spaces, or revitalise if appropriate	Replace unfit for purpose and inadequate shipping storage containers — Re-purpose heritage listed former pump house into cafe for park visitors	Assess success through observation and visitor survey	High



#### Key Objectives:

1. Highlight the unique aspects of the park and build upon them to establish a clear identity for the park and its assets
2. Educate, inform, and entertain visitors with stories from the history of the Reserve and the local area, and the ecology of the place
3. Preserve and protect successful spaces, and work on providing definition to intermediary or underused spaces

#### Key Strategies to achieve this in Master Plan:

- Built on the identity of park as one of a series of connected accessible parks around Iron Cove Bay.
- Re-purpose Sydney Water historic pumping station as a unique cafe space for visitors and sports spectators.
- Maximise opportunities for enjoyment of foreshore as a key part of the identity of King George Park.
- Promote use of the hilltop lawn as a calm social gathering space as a counterpoint to the high energy activities elsewhere in the park.

Management Issues	Objectives and Performance Targets	Means of Achievement of Objectives	Manner of Assessment of Performance	Priority
Identity / Landmarks	Build upon existing landmarks, meeting places and features of parkland and surrounding urban context to enhance character and identity for improved user experience	Celebrate the heritage of the area with murals or artworks — Tie together the different sections of the park, particularly the peripheral areas with a common thread	Assess success through observation and visitor survey	Med
Westconnex	Minimise impact of Westconnex on park — Alleviate perception of road as physical barrier	Return land currently occupied by Transport for NSW (TfNSW) to council ownership — Actively engage with TfNSW to develop sensitive edge treatment between road and parkland — Assess acoustic impact of road if any, and consider installation acoustic mitigation devices as required	Assess success by gauging perceived impact of Westconnex through observation and visitor survey	High

Management Issues	Objectives and Performance Targets	Means of Achievement of Objectives	Manner of Assessment of Performance	Priority
<b>Maintenance</b>	For visitors to feel satisfied with condition of park and amenities and comfortable to use them	Facilitate council maintenance by providing storage space for equipment and staff welfare facilities within park — Allow staff provision for adequate maintenance and upkeep of park	Assess success through observation, maintenance records and survey of park visitors	<b>On</b>
<b>Cafe</b>	Provide cafe with outdoor seating to meet demand for refreshments — Re-purpose heritage listed former pump house	Commission a Conservation Management Plan (CMP) for the pump-house. Request that Sydney Water transfer the pump-house to Inner West Council. — Undertake adaptive reuse of the pump-house, to convert into cafe — Install a cooperative operator who is prepared to adapt cafe services to cater to users	Assess success through popularity of cafe	<b>Med</b>
<b>Cycle racks</b>	Encourage visitors to cycle to the park, and passing cyclists to stop and stay in the park	Provide a reasonable number of robust cycle racks in logical locations	Assess success through observation and survey of cyclists and other park visitors	<b>High</b>

**Key Objectives:**

1. *Maintain facilities for use by all patrons*
2. *Reflect community needs as a public parkland*
3. *Provide high quality and cohesive amenities, furniture and facilities*

**Key Strategies to achieve this in Master Plan:**

- Increase provision of community facilities such as barbecues, shelter and benches, and repair, maintain or replace existing furniture and amenities as required.
- Continue to respect the privacy and quiet enjoyment of the residential neighbourhood adjacent to the park.
- Balance the intensity of use of use within the park - relieve very intensively used areas by providing facilities elsewhere.
- Adapt areas to encourage respectful use and discourage anti social behaviour and provide passive surveillance.

Management Issues	Objectives and Performance Targets	Means of Achievement of Objectives	Manner of Assessment of Performance	Priority
<b>Waste management</b>	Provide a more enjoyable user experience by rationalising waste management strategy — Minimise spread of pests and vermin	Install non movable bins or lockable bin enclosures wherever bins are required — In locating the bins, consider access for waste collection — Allow staff provision for adequate maintenance and upkeep of waste management strategy	Assess cleanliness of park through observation and visitor survey	<b>On</b>
<b>Shared space</b>	Support diversity of activities through shared public space	Make booking timetables of club sports publicly available, to enable the wider community to plan their own events and meet ups	Assess success through longevity and durability of upgraded or new facilities	<b>On</b>
<b>Hilltop Lawn</b>	Cater for a wider variety of park users by including more opportunities for non active leisure — Distribute intensity of park occupancy more evenly, making the least used areas more inviting	Adapt the hilltop to include more opportunities for non active leisure — Relocate barbecues and benches to this area — Incorporate planting for shade and privacy, increasing usability	Assess success through observation and survey of park visitors	<b>On</b>

Management Issues	Objectives and Performance Targets	Means of Achievement of Objectives	Manner of Assessment of Performance	Priority
<b>Approach to building</b>	<p>Prioritise sustainable practices when considering any building work</p> <p>—</p> <p>Prioritise use of natural elements over built structures</p>	<p>Use sustainable energy sources to power amenities around the park including barbecues, toilets, lighting</p> <p>—</p> <p>Plant trees as shading devices and wind breaks instead of using built structures</p> <p>—</p> <p>Approach design of new buildings with sustainable approach at the forefront of design approach</p>	<p>Assessment of energy consumption rates and projected life cycle energy consumption of projected new buildings</p> <p>—</p> <p>Site visit during sunny and windy weather to assess success of windbreaks and shading</p>	<b>On</b>
<b>Water Management</b>	<p>Acknowledge and address the increase in storm-water run off caused by proposed car park upgrades</p> <p>—</p> <p>Reduce pooling of water and flooding around the park</p> <p>—</p> <p>Reduce closure rate of pitches due to water-logging or hard ground</p> <p>—</p> <p>Maximise use of parkland by all users</p>	<p>Develop a park-wide water management strategy</p> <p>—</p> <p>If and when paths are replaced or installed, use permeable materials as opposed to solid</p> <p>—</p> <p>Consider use of permeable ground cover in renewed car park</p> <p>—</p> <p>Promote use of new naturalised swales to cater for increased run off from car park upgrades</p> <p>—</p> <p>Renew drainage system under existing sports pitches</p> <p>—</p> <p>Use on site rainwater collection for park wide irrigation</p>	<p>Visual assessment of water levels after heavy rain</p> <p>—</p> <p>Visual assessment of planted areas</p>	<b>High</b>



#### Key Objectives:

1. *Protect and restore local ecologies and prioritise the environment in decision making.*
2. *Integrate sustainable measures into new and existing facilities and landscaping elements through a holistic design approach.*
3. *Provide connections between isolated habitats to strengthen biodiversity. Balance the impact of recreation on sensitive habitats while providing opportunities for visitors to engage with nature*

#### Key Strategies to achieve this in Master Plan:

- Focus on establishing fauna links throughout the park to connect planted areas, create wildlife 'stepping stones' and mitigate heat island effect.
- Establish bio-swales in key areas to manage water run-off and improve the health of the Iron Cove.
- Where possible, avoid addition of built form but where necessary design new facilities from sustainable principles and upgrade existing facilities with sustainable measures.
- Repair intertidal zone with longer term naturalisation in mind.

Management Issues	Objectives and Performance Targets	Means of Achievement of Objectives	Manner of Assessment of Performance	Priority
<b>Biodiversity + Wildlife - Land</b>	Protect wildlife currently present in the park — Protect wildlife travelling through the park en route to more accommodating environments	Connect habitats with planted 'islands' or corridors for fauna to travel between neighbouring green spaces in relative safety — Limit lighting levels and locations to pedestrian pathways — Densify and diversify native planting particularly in areas dominated by monoculture — Introduce under storey planting as appropriate	Visual survey by ecologist	<b>On</b>
<b>Biodiversity + Wildlife - Harbour</b>	Improve environmental health of Iron Cove	Encouraging rehabilitation of naturally biodiverse intertidal habitat — Install artificial rock pools at concrete seawall (subject to consultation with ecologist)	Visual survey by ecologist	<b>On</b>

Management Issues	Objectives and Performance Targets	Means of Achievement of Objectives	Manner of Assessment of Performance	Priority
<b>General road safety</b>	<p>Resolve and define unmaintained or confusing sections of road</p> <p>—</p> <p>Make it clear to vehicles that the park is a mixed user zone necessitating increased awareness and reduced travel speeds</p>	<p>Define the edges of the car park</p> <p>—</p> <p>Clarify signage in surrounding streets, to prevent vehicles entering and congesting one way or non through roads</p>	Assess success through observation and visitor survey	<b>High</b>
<b>Cyclist specific safety</b>	<p>Comfort and safety of cyclists when using the park, including entry and exit experience</p>	<p>Promote awareness of cycling route to pedestrians on the Bay Run, to encourage pedestrians to look for cyclists before stepping out onto the route</p>	Assess success through observation and visitor survey	<b>High</b>
<b>Pedestrian specific safety</b>	<p>Comfort and safety of pedestrians when using the park, including entry and exit experience</p> <p>—</p> <p>Protect pedestrians from motorists at the edges of the park</p> <p>—</p> <p>Protect pedestrians from cyclists on The Bay Run</p>	<p>Separate pedestrians and motor vehicles by provision of dedicated foot paths around roads and car parks</p> <p>—</p> <p>Endorse the necessity for cyclists slowing down, by use of visual surface markings on the Bay Run</p>	Assess success through observation and visitor survey	<b>High</b>



#### Key Objectives:

1. *Increase the perceived sense of safety throughout the park*
2. *Address areas where dangerous interactions could occur between vehicular, bicycle and pedestrian traffic*
3. *Discourage and dissuade perceived anti-social behaviour through design elements*

#### Key Strategies to achieve this in Master Plan:

- Physically define the boundaries between park and car park.
- Create opportunities for passive surveillance.
- Install lighting along paths to facilitate use before and after daylight hours.
- Consider traffic calming to slow cyclists coming off of bridge, while avoiding speed bumps.

Management Issues	Objectives and Performance Targets	Means of Achievement of Objectives	Manner of Assessment of Performance	Priority
<b>Lighting</b>	For visitors to feel safe and secure in the park after dark — Avoid light pollution to sensitive biodiversity habitats	Low level lighting to existing path between jetty and Victoria road bridge — Assess and manage impact of proposed lighting on biodiversity habitats	Assess success through observation, visitor survey and visual survey by ecologist	<b>High</b>
<b>Anti Social Activity - amenities</b>	For visitors to feel safe and secure at all places in the park — To discourage anti-social behaviour	Eliminate 'left over' space behind amenities by planting with dense vegetation and tree trunk barriers	Assess success through observation and visitor survey	<b>High</b>
<b>Anti Social Activity - play park</b>	Deter vandalism of play equipment, so that equipment can be enjoyed in decent condition — Reduce risk of danger from falling off of misused equipment	Replace damaged equipment with more durable, high quality equipment. Consider using pieces which cannot be easily damaged. — Replace easily climbable shade sails with alternative shading devices — Maintain and trim vegetation around park, and replace solid fences with more permeable fencing to increase perception of passive surveillance	Assess success through observation and visitor survey	<b>High</b>

Management Issues	Objectives and Performance Targets	Means of Achievement of Objectives	Manner of Assessment of Performance	Priority
Outdoor Sporting Grounds	Provide high quality sports grounds for sports teams — Maximise usability and longevity of sports grounds	Upgrade existing sports ground, by renewal of drainage, substrate, and natural turf — Install sustainably powered flood lighting and score board — Facilitate maintenance of new sports grounds by managing capacity. Relocate teams to alternative Inner West Council venues if necessary	Assess success through observation, visitor survey, volume of bookings	High
Sports Amenities	Provide fit for purpose storage for sporting equipment — Cater for large teams and spectators — Minimise hard-scape	Remove shopping container storage, and reclaim footprint as parkland — Consult with sports teams to design sports equipment storage which fulfils their requirements, in terms of space, climate location, orientation — Provide shaded sideline team and spectator seating, and kit bag platforms — Consider incorporating multiple functions when designing built elements, to avoid the need for more building in the future	Assess success through observation, visitor survey, volume of bookings	High

### SPORTS + RECREATION



#### Key Objectives:

1. Increase the capacity of existing sporting facilities to maximise their use for organised sports
2. Provide opportunities for informal recreation to encourage active and healthy communities
3. Enable flexibility of spaces, to be shared across a range of activities
4. Acknowledge the community benefit of sporting grounds as areas for recreation outside of their use for organised sports

#### Key Strategies to achieve this in Master Plan:

- Maintain the sporting ground as a natural turf surface, implement measures to increase its durability, improve the surface condition and reduce maintenance.
- Adapt facilities to support a broader range of sports and recreation activities. Improve lighting to extend the hours of use.
- Retain spaces for unstructured and casual sports use.
- Reduce adverse impacts of storm-water on turfed areas, to maximise potential use.

Management Issues	Objectives and Performance Targets	Means of Achievement of Objectives	Manner of Assessment of Performance	Priority
Non organised sports	Continued maintenance of outdoor fitness station — Optimise attraction of existing athletics facilities, encourage greater participation — Acknowledge and facilitate use of the foreshore for recreation fishing, lift the atmosphere of the area used for fishing	Replace floor surface of outdoor fitness station with softer material — Formalise an athletics 'trail' for users to follow — Continue to maintain fitness equipment — Install benches, taps, fish cleaning station — Consider graphics on ground surface around fishing area	Assess success through observation, monitoring use of facilities and visitor survey	On



Stair to Callan Park from sand pit. Photography by Welsh + Major

Appendix A



HERITAGE LISTED ITEMS + CONSERVATION AREAS

- |   |  |  |   |
|---|--|--|---|
| <p><b>01</b> Pumping Station (former)<br/>(Item no 787)</p> <p><b>02</b> Balmain Power Station Admin Building (former)<br/>(Item no 786)</p> <p><b>03</b> Iron Cove Heritage Conservation Area<br/>(Conservation area C6)</p> | <p><b>04</b> Site of Aboriginal Midden OR landscape elements?<br/>xxx</p> <p><b>05</b> Sewerage pumping station 27 (former)<br/>(State heritage item no 01341)</p> <p><b>06</b> Callan Park Conservation Area + Buildings<br/>(State heritage item no 00818)</p> | <p><b>07</b> Single Storey Shops. 731-735 Darling Street<br/>(item no 748)</p> <p><b>08</b> Ambulance + Fire Brigade Training Centre (former)<br/>(item no 750)</p> <p><b>09</b> Maxwell House. 757 Darling Street<br/>(item no 751)</p> | <p><b>10</b> Iron Cove Bridge (1955)<br/>(item no 17) - Canada Bay LGA</p> <p><b>11</b> Iron Cove Bridge Abutment (1882)<br/>(item no 243) - Canada Bay LGA</p> |
|---|--|--|---|

## HISTORICAL ANALYSIS

### First Nations History

Prior to European colonisation, the Rozelle area was inhabited by the Wangal band of the Dharug (Eora) language group. The territory of the Wangal people extends along the southern shore of the Parramatta River to Parramatta. Suburbs close to the city such as Glebe are also the home of the Gadigal and Wangal ancestors. The surrounding bushland was rich in plant, bird and animal life with fish and rock oysters available from Blackwattle Bay. Fish and shellfish were staples in the diet of the local Aboriginal people. Sixteen midden sites have been identified within Leichhardt with four accessible to the public. The middens are dated at approximately 500 years old, and are recognised as significant by the Metropolitan Local Aboriginal Land Council and archaeologists. The closest midden site to King George Park is located at Callan Point.

### European History

Following European colonisation the foreshores of Sydney estuary were modified to accommodate large fleets of ships transporting people, manufactured goods and agricultural produce. The modifications also acted to remove mud flats at the heads of embankments and create recreational and residential areas close to the water. Reclamation was not confined to the port area but expanded throughout the Sydney estuary. To date a total of 1135 hectares, or about 22% of the estuary, has been in-filled, mostly upstream of Sydney Harbour Bridge.<sup>1</sup>

During the 20th Century Rozelle developed into a dense industrial suburb with few parks - much of its open space to date has been gained by reclamation of land. King George Park was reclaimed from tidal mud flats in 1911 to create Rozelle's second recreational ground, dedicated as a public park in 1912.<sup>2</sup>

The park was leased to the Commonwealth during World War II (c.1942 - 1963), during which time three large storage sheds were erected on the southern side of the park.

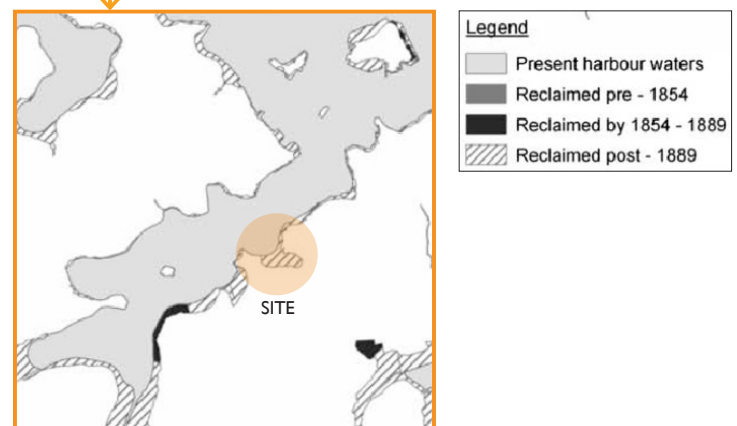
The land is now owned by the State Government and managed and administered by Inner West Council.

### Sewage Pumping Station SPS 27 (Item 05 on adjacent map)

A low level pumping station constructed by the Metropolitan Board of Water Supply and Sewerage (MBWS&S) between 1911 and 1912 to collect and pump sewage from the low lying harbour foreshore area into the 1889 Bondi Ocean Outfall Gravitation Sewer system. The sandstone structure with timber framed sash-style windows, and hipped corrugated iron roof topped with a louvred roof vent sits on the grounds of neighbouring Callan Park and was designed to be stylistically similar to the nearby Kirkbridge buildings.<sup>3</sup>

SPS 27 reached the end of its useful life in the 1990s, and was decommissioned in 1997 when it was replaced by a new submersible station located directly adjacent to it.<sup>3</sup>

The title for the site is currently held by Sydney Water, who completed conservation works to the station in 2014. A free-standing brick WC and concrete hard-standing around the building were added at some point, potentially in the 1990s. The level of the pumping station is below the current level of King George Park.



Birch, Gavin & Murray, Orla & Johnson, Ian. (2009). Reclamation in Sydney Estuary, 1788–2002. *Australian Geographer*. 40. 347-368. 10.1080/00049180903127788.



Former Sewage Pumping Station 27 in 2019. Photography by Welsh + Major Architects.

01. Birch, Gavin & Murray, Orla & Johnson, Ian & Wilson, Andrew. (2009). Reclamation in Sydney Estuary, 1788–2002. *Australian Geographer*. 40. 347-368. 10.1080/00049180903127788. [ONLINE] [Accessed 8 October 2019] / 02. John Williams. Dictionary of Sydney. Rozelle. 2010. [ONLINE] [Accessed 8 October 2019] / 03. Sydney Water. Heritage Detail, Sewage Pumping Station No 27 (SP0027) former. 2016. [ONLINE] [Accessed 18 October 2019]



Districts of Balmain and Leichhardt prior to division into suburbs including Lilyfield, Rozelle, Birchgrove, Balmain East / 01. Map of Leichhardt, Higinbotham & Robinson c. 1984. Atlas of the Suburbs of Sydney, Dictionary of Sydney. / 02. Map of Balmain, H.E.C. Robinson c. 1906/1910. State Library of NSW.

## HISTORICAL ANALYSIS

### Etymology

King George Park is located in the present day suburb Rozelle, in the ward of Balmain. The district was named for William Balmain, a Scottish born naval surgeon who sailed to Sydney with the First Fleet in 1788 and to whom most of the peninsula was granted.

'Rozelle' is anglicisation of the French 'Rose Saille' meaning Red Sorrel. The word was adopted into language in colonial India but its connection to Sydney is unknown. A bay south of Balmain peninsula was named Rozelle Bay in 1875, and the name was adopted for the suburb's new post office in 1892 and subsequently became the name of the suburb.<sup>2</sup>

The park itself is presumably named after King George V – who presided over of the United Kingdom and the British Commonwealth during the period in which the park was proclaimed.

### Iron Cove Bridge

The Iron Cove Bridge crosses Parramatta River at the mouth of Iron Cove to connect Rozelle with Drummoyne. The present day steel truss bridge is a replacement of the original 1882 bridge.<sup>4</sup> The abutments of the original bridge are visible beneath the modern concrete bridge - the abutment which falls in Canada Bay LGA is heritage listed.

Construction commenced on the present day Iron Cove Bridge in 1947 and it opened to traffic in 1955. The Iron Cove Bridge has been assessed as being of State significance.<sup>5</sup>

### Callan Park

Callan Park abuts the present day King George Park.

Once a private residence, 'Garryowen', Callan Park was bought by the colonial government in 1864 and was adapted into a psychiatric hospital by construction of additional pavilions around the grounds. The design and layout of the hospital was influenced by European institutions, with a focus on creating connections to the natural environment.<sup>6</sup>

The hospital began to suffer from overcrowding in the 1920's and this was compounded by lack of funding after WW2. However the hospital continued to expand and operate into the 1980's when patients were discharged or relocated.<sup>6</sup>

The site was neglected for a time during the 1980's before being partially renovated and adapted for use by Sydney College of Arts. The college recently relocated, leaving the Callan Park site unoccupied. The site is still owned and operated/ controlled by the State Government (New South Wales), as opposed to the Local Government.



Sheds containing Rozelle parcels office, mail bag sewing and mail storage. 1950.  
Source: Inner West Council resources.



Looking across original Iron Cove Bridge to Callan Park from Drummoyne, c.1880 - 1890.  
Source: State Library of NSW.



Original Long (Iron) Cove Bridge, Sydney pre.1885.  
Source: State Library of NSW.



Callan Park Hospital, Rozelle c.1883.  
Source: State Library of NSW.

02. John Williams. Dictionary of Sydney. Rozelle. 2010. [ONLINE] [Accessed 8 October 2019] / 04. Dictionary of Sydney. Iron Cove Bridge. [ONLINE] [Accessed 8 October 2019] / 05. State Government. NSW Office of Environment & Heritage. Iron Cove Bridge. 2003. [ONLINE] [Accessed 8 October 2019] / 06. Peter Reynolds + Ken Leong. Dictionary of Sydney. Callan Park Mental Hospital. 2008. [ONLINE] [Accessed 8 October 2019]



Inner West Council area and suburbs. Recreation Needs study - A Healthier Inner West.

**Overview**

This section outlines the current community profile of Rozelle using data from the 2016 ABS Census from Profile i.d.

**Population growth**

In 2016, the Estimated resident population of the Inner West was 192,030 people. The population increased by 11,729 people or 6.5% between 2011 and 2016. The growth rate of Greater Sydney during this period was 9.8%.

Rozelle experienced population growth slightly higher than the Greater Sydney average between 2011 and 2016 and was among the IWC suburbs which experienced the highest population growth. Further growth is anticipated, with an additional 49,049 people living in the IWC by 2036.

**Open space provision**

The Inner West has 323.4ha of open space which equates to 9.2% of the total land area or 16.8m<sup>2</sup> per person. Of this, council owns 256ha, which equates to 7.3% of total land area, or 13.3m<sup>2</sup> per person.

The provision of open space in Rozelle is slightly higher than the IWC average, with 14.2m<sup>2</sup> of council owned open space per person in 2016.

The neighbouring suburbs of Lilyfield and Balmain provide 19.5m<sup>2</sup> and 10.8m<sup>2</sup> open space per person respectively.



**KEY**  
Icons show suburbs with a proportion above the LGA average or high number of:

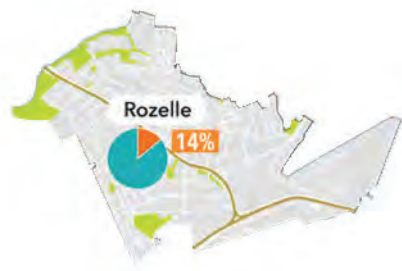
Babies and children (0 - 12yrs)  
(over 12.9% or over 1,000 people)

Young people (12 - 24yrs)  
(over 13.1% or over 1,000 people)

Older people (65yrs +)  
(over 12.2% or over 1,000 people)

People with disability  
(over 4.5% or over 500 people)

01 Rozelle - Age + disability profile. Recreation Needs study - A Healthier Inner West.



**KEY**  
 % speaking English at home  
 % speaking a language other than English at home

>1.5 % Aboriginal and Torres Strait Islander population

Languages spoken by more than 2% of the population:

Arabic

Cantonese

Greek

Italian

Macedonian

Mandarin

Nepali

Portuguese

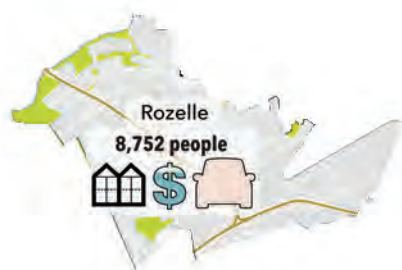
Spanish

Tagalog

Vietnamese

\*in Leichhardt, while the proportion of people speaking a language other than English at home is relatively low, the number of speakers is very high: >2,000

02 Rozelle - Cultural profile. Recreation Needs study - A Healthier Inner West.



**KEY**

Median weekly household income:

\$1,500 - \$1,749

\$1,750 - \$1,999

\$2,000 - \$2,499

\$2,500 - \$2,999

> \$3,000

% of households with cars:

Under 75%

75% - 80%

80% - 85%

85% - 90%

Over 90%

Dominant dwelling type:

Low density

Medium density

High density

03 Rozelle - Density, income + housing profile. Recreation Needs study - A Healthier Inner West.

**Age + disability profile**

Rozelle is home to a higher than average number of babies and children under 12 in the LGA.

Creation and maintenance of spaces or activities which cater to a young and growing demographic should be prioritised to cater for current and future population needs.

**Cultural profile**

Rozelle is less culturally diverse than other suburbs within the LGA. 14% of residents speak a language other than English at home, though the range of languages is very broad.

Park facilities, way-finding and site interpretation strategies should take this into consideration. Diagrammatic as opposed to text based signage should be considered since it can be understood across most languages.

**Density, income + housing profile**

Rozelle is characterised by medium density housing which is typical for the LGA. Income levels are above average, and car ownership is high. The majority of households have cars.

Implementing measures to encourage visitors to leave their cars at home and use the existing public transport infrastructure should be considered to avoid congestion of the local road network.



Site Boundary

Council Boundary

Open space

Sportsgrounds

Waterway

RTA Control

Canada Bay Council

Inner West Council

Sydney Harbour Foreshore Authority

Gym/Pool

Playground

Fitness Station

Rowing club/Sailing club

N

0 100 200 300 500m

SCALE 1:12500 @ A4

## NEIGHBOURHOOD CONTEXT

### Site Overview

King George Park is a district park - a medium sized park within the context of the Inner West Council Area. It was identified by the Recreation Needs Study as an intensively used facility which is working over capacity in terms of providing active and passive recreation opportunities.

Located in the suburb of Rozelle at the north edge of the Inner West Council Area, King George Park is one of a chain of parks along the Iron Cove foreshore. It connects regional parks to its west (Leichhardt Park and Callan Park), with local parks to its east (Bridgewater Park and Balmain Cove Park).

King George Park is bounded by Iron Cove, a busy road, a residential neighbourhood to two sides, a large electrical substation, and Callan Park; a state government owned park whose future condition is as yet undetermined.

The site is easily accessed by road and though car parking opportunities are limited the main road is well served by public transport. Opportunities for pedestrian and cycle access are also very good, with options to bypass main roads by travelling through connected green spaces on dedicated pathways. Its position at the intersection of a number of routes means that the park receives a lot of passive recreational traffic.

### The Bay Run

The Bay Run is a popular pedestrian route and cycleway which circles Iron Cove for a total of 7km. The route passes through the Local Government Areas of Inner West Council to the south & City of Canada Bay to the north. The route passes through King George Park before crossing Iron Cove on the Victoria Road Bridge.

The Bay Run is typically a dual off-road cycleway and pedestrian path, separated by on-path line markings on the. Significantly, King George Park is the beginning

segments of the Bay Run which are located within Leichhardt Park are narrowed to form a shared path. It is also worth noting that the sections of the path which are delineated for cyclists and pedestrians swap over within Leichhardt Park for a short length of the overall Bay Run.

### Local Parklands + Recreational Facilities

There are a number of Regional and district parklands in proximity to Leichhardt Park. Many of these are positioned around Iron Cove along the foreshore. These include:

- Bridgewater Park (Inner West Council)
- Balmain Cove Park (Inner West Council)
- Callan Park (NSW State Government)
- Leichhardt Park (Inner West Council)
- Hawthorne Canal Parklands (Inner West Council)
- Blackmore Oval (Inner West Council)
- Robson Park (Inner West Council)
- Timbrell Park (City of Canada Bay)
- Rodd Park (City of Canada Bay)
- Neild Park (City of Canada Bay)
- Montague Park (City of Canada Bay)
- Brett Park (City of Canada Bay)

The are sports grounds and recreational facilities available within in these parklands have been mapped on the facing page.

Details on the capacity and condition of sports grounds and facilities have been assessed in detail within the Recreation Needs Study.

### Cooks to Cove Greenway

The Bay Run route connects King George Park to the proposed Cooks to Cove Greenway master plan - a Green Grid initiative which aspires to create a continuous green corridor though the Inner West Council Area. The Greenway master plan has four broad objectives:

- Provide a connected ecological corridor, supporting diverse locally native species and links to the surrounding neighbourhoods.
- Provide a connected active transport corridor, with a main spine between the Cooks River and Iron Cove, and links into the surrounding neighbourhood.
- Provide diverse recreation opportunities, including the opportunity to connect with nature.
- Provide an engaging cultural experience, which integrates public art and facilitates education and engagement with local stories.

There is an opportunity to build upon these objectives through the King George Park Master Plan. This could include strategies such as:

- Reinforcing connections to the Hawthorne canal ecological corridor and extending this corridor along Iron Cove.
- Establishing clear and legible links between the Hawthorne Canal and the Bay Run as an active transport corridor.



## NEIGHBOURHOOD CONTEXT

### Major Roads

The two major arterial roads of the area include Victoria Road to the east and the A4 City West Link to the south.

New underground links area proposed as part of the Westconnex projects. 'Rozelle Interchange' will travel under Lilyfield and Leichhardt to connect to the M4 and M5 link tunnels, and the 'Iron Cove Link' connecting Iron Cove Bridge and Anzac Bridge will enable traffic to bypass Rozelle.

The existing overground roads provide an important connection between Sydney's CBD and western suburbs, but restrict the permeability of the local area by restricting the movements of pedestrians and cyclists, this will be compounded by a tunnel mouth discharging Victoria Road once the Westconnex projects are complete.

It is possible to avoid crossing over Victoria Road by using the waterfront path, but this is a less direct route, and is not obviously signposted.

### Public Transport

There are a number of public transport links in proximity to King George Park.

- Bus routes connecting to Parramatta, Drummoyne, Macquarie University, North Sydney, Sydney CBD and Coogee.
- Light Rail providing services between Dulwich Hill and Central Station.

More than 10 bus routes travel up and down Victoria Road, connecting to Parramatta, Drummoyne, Macquarie University, North Sydney, Sydney CBD and Coogee. The closest bus stop to King George Park is just 140m/ 2 minutes walk from the park entry. Bus is therefore considered to be a realistic and effective way to reach King George Park.

The Light Rail provides services between Dulwich Hill and Central Station, but the service is generally not considered to run close enough for visitors to use it to reach King George Park. Lilyfield, the nearest light rail station, is 1.5km/ 20 minutes walk away.

### Cycle Routes

It is anticipated that cycling within the area will continue to grow as a mode of active transport and recreation, with Inner West Council and the NSW State Government considering improvements to the current cycle network.

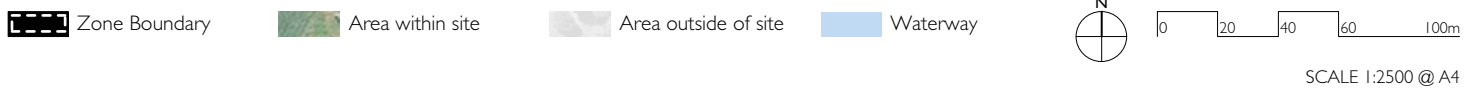
**On-road** - Currently, the majority of Council's cycle paths within the area are on roads with mixed or heavy traffic. Cycle paths are generally indicated by road markings, either through the delineation of a cycle lane or markings indicating that cyclists are present on the road. The network is highly fragmented and poorly connected in parts. As a result it's likely that some cyclists would feel discouraged from riding to King George Park due to safety concerns.

**Off-road** - There are a number of off-road routes in the area including the Bay Run, the Hawthorne Canal Greenway and parts of Victoria Road.



## CONDITION OF LAND + STRUCTURE

	Use of land or structure (on adoption of the PoM)	Condition of the land or structure (on adoption of the PoM)	Future Condition (targeted following adoption of the PoM)
01	Car park	Poor	Upgrade
02	Public toilets and amenities	Fair	Maintain
03	Sports Grounds	Poor	Upgrade
04	Biodiversity Zones	Fair	Upgrade + maintain
05	Bay run	Fair	Maintain
06	Sand pit	Fair	Maintain
07	Picnic areas	Poor	Upgrade + maintain
08	Playground	Poor	Upgrade + maintain
09	Outdoor gym	Fair	Maintain
10	Jetty + boat storage	Fair	Maintain



## ZONE IDENTIFICATION

King George Park has been separated into three zones for the purpose of clarifying a detailed site analysis. The zones have been selected based on an assessment of the character and use of different areas within the park, while taking into account real and perceived boundaries. The borders of the zones should be treated as blurred rather than absolute. In the following analysis they are represented with dotted lines for graphic clarity.

### Zone 1 - CAR PARK + SPORTS GROUND

Zone 1 of King George Park is low-lying and flat due to being reclaimed from tidal mud flats of Iron Cove over 100 years ago.

This part of the park sits at the bottom of two slopes forming a residential neighbourhood to the east and the banks of Callan Park to the west. A large regional electric substation forms the south boundary. The substation also sits on low-lying reclaimed land.

Zone 1 contains a car park and the sports grounds of King George Park, which are among the most popular grounds in the Inner West Council area.



Zone 1 - amenities block

### Zone 2 - ELEVATED PARKLAND

Zone 2 of King George Park sits on a raised section of land, which would have sat above the tidal mud flats from which Zone 1 was reclaimed.

A residential neighbourhood fronted by Byrnes Street forms the east boundary of Zone 2. The gradient of the park along this boundary also follows Byrnes Street.

Victoria Road, a six lane highway, creates the northern boundary to the park. When Victoria Road splits to cross Iron Cove, the grounds of King George Park continue beneath the road bridge. The park occupies an abutment of the original 1882 Iron Cove Bridge which sits directly underneath the 2011 Victoria Road Bridge.

Zone 2 contains a children's playground, a historic bridge abutment and a section of the Bay Run which loops up the hillside to cross Iron Cove on Victoria Road Bridge.

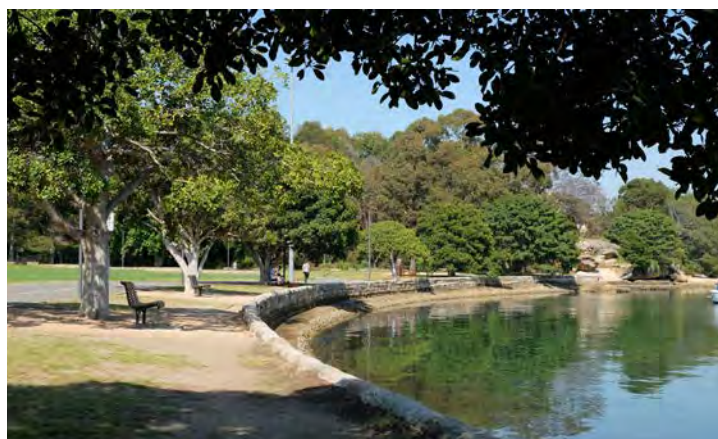


Zone 2 - playground

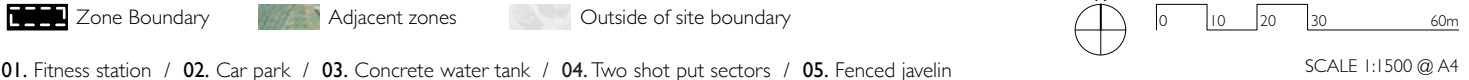
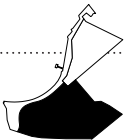
### Zone 3 - WATERFRONT

Zone 3 is the waterfront element of King George Park. It is bounded by Iron Cove to the north, a small beach and boundary with Callan Park to the west. To the east, Zone 3 continues under Victoria Road Bridge to meet Bridgewater Park and the 'Extended Bay Run'.

Zone 3 includes a long jump sand pit, a section of the Bay Run, a jetty and a group of boat racks.



Zone 3 - waterfront



01. Fitness station / 02. Car park / 03. Concrete water tank / 04. Two shot put sectors / 05. Fenced javelin field / 06. Historic sandstone water trough in non-original location / 07. Amenities block / 08. Collection of six shipping containers used for sports club storage / 09. Multi-purpose sports grounds / 10. Access easement in front of Sydney Water owned, heritage listed structure.

### Overview

Zone 1 of King George Park is low lying and flat due to being reclaimed from tidal mud flats of Iron Cove over 100 years ago.

This part of the park sits at the bottom of two slopes forming a residential neighbourhood to the east and the banks of Callan Park to the west. A large regional electric substation forms the south boundary. The substation also sits on low lying reclaimed land.

The residential properties on corner lots at the bottom of Byrnes and Clubb Streets have primary frontage onto Manning Street. These properties have a clear view across the car park and onto the sports grounds of King George Park.

Zone 1 contains a car park and the sports grounds of King George Park, which are among the most popular grounds in the Inner West Council area.

### Character

Zone 1 contains the sports amenities of King George Park. It is flat and open and bare with clear visibility to Iron Cove across the grounds.

The sports grounds draws both organised sports clubs and informal users to the site. Zone 1 hosts a range of events including the Seven Bridges Walk and school sports days. When the grounds are in use, Zone 1 is the hub of the site, with a good community-vibe. Every spare area of grass is utilised, with informal users appropriating the sidelines and other peripheral areas creating lots of activity.

### Signage

There is a range of signage in the car park, some outdated and unclear, not consolidated. Around the sports grounds there are posts holding reactionary signage relating to dog walking and access.

The athletics events which include throwing (javelin, shot-put, discus) use temporary signage which is brought out when the athletics programme is using the sports grounds.

With the exception of the car park which is an on-leash area at all times, and the fitness station in which dogs are prohibited, dogs are permitted to be off-leash within Zone 1 when the area is not being used for 'organised sporting facilities booked through council'. This is signposted near the fitness station, but it is not made clear if visitors don't see the sign, which is quite small and includes a lot of information in a small typeface.

### Built structures

A brick built amenities block in the south corner of the site contains public toilets and a canteen and meeting room for use by the sports teams and clubs who use King George Park. A large overhang provides a shaded meeting point or events space, and covers a bank of gas barbecues which are for exclusive use of sports teams and clubs.

The amenities block was designed by its users and caters specifically to their requirements. It uses photovoltaic panels and rain water collection (though does not collect enough water to fully supply the block). Since the block opened in 2017 a number of modifications have been made - externally to combat vandalism and internally to enhance acoustic separation between spaces.

The amenities block is supplemented by six 20ft shipping containers which act as equipment storage containers for the sports teams. The containers are located behind and beside the amenities block.

A partially submerged concrete water tank sits between the car park

and parkland. The tank stores water used for irrigation of the park.

A historic water trough has been relocated to the grass verge near the car park. It is not clear where the trough has come from or how old it is.

A former sewerage pumping station (SPS 27), listed as a State Significant Heritage Item (ref pp. 26-27) sits just beyond the sports grounds. The floor level of the SPS 27 is approximately 800mm below the level of the adjacent sports ground. The later addition of a brick wall around its perimeter retains the earth, and a metal cyclone fence atop the wall physically separates it from King George Park, preventing public access while maintaining a visual connection. The back of SPS 27 abuts a sandstone outcrop, which means that only point of access to the pumping station is through King George Park. Though it appears to be part of the park, SPS 27 is owned by Sydney Water, who completed extensive conservation works to the item in 2014. Despite these renovations the item remains unused and unmaintained; consequently is likely to fall into disrepair.

A replacement submersible pumping station was installed directly beside SPS 27 in the 1990s. Overground, the new station presents as a small area of concrete hard-standing containing a number of manholes, a caged overground water meter and an overground plant enclosure box painted with a mural by Sydney Water. This pumping station sits on the same plane as the sports ground and appears to be part of the park but as with SPS 27 the new station does not fall within the boundary of King George Park. The only point of access for maintenance access is through the park. The pumping station can require access for maintenance twice a month. Two vent pipes are located near the station. These can smell occasionally.

### Lighting

There are four floodlights on the sports grounds which are used for sports practice in low light conditions. The lights are approximately 25 years old - the same age as the sports grounds.

Street lighting on the adjacent residential streets provide some lighting to the car park, though there is no dedicated lighting.

### Facilities

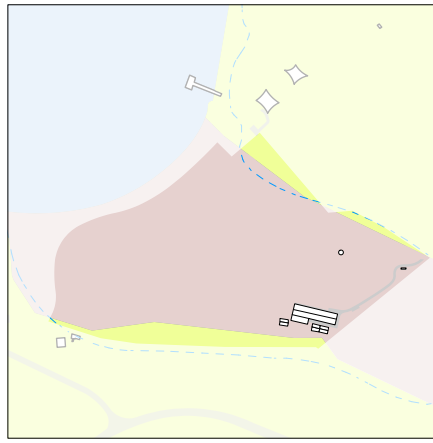
A number of plastic benches line the boundaries of Zone 1 facing the sports grounds. The benches are of irregular heights and relatively small with little shelter from the elements. They are widely spaced and their isolation from one-another is not conducive to a recreational environment.

There are well placed water fountains beside the amenities block and the fitness station.

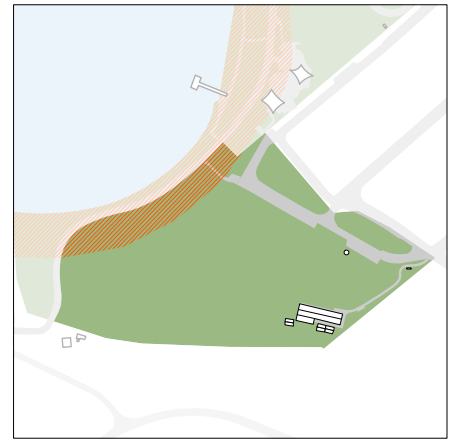
For ease of management, the council only collects waste from one point of King George Park - adjacent to the water storage tank within the car park. Not all visitors however bring their waste to this point for disposal - possibly because not all visitors pass through the car park on their way out of the park. There are loose bins here and in some other places around the park.



Facilities



Soil type



Foreshore building line



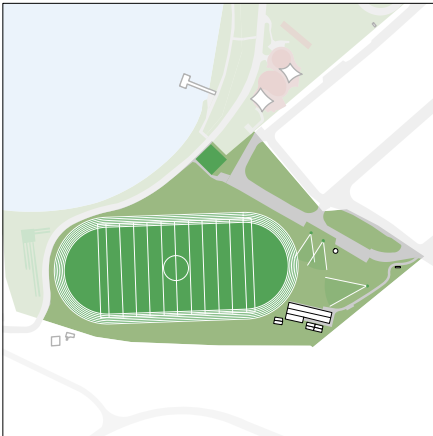
Fence + enclosure



Access points + existing pathways



Vehicular access roads + car parks



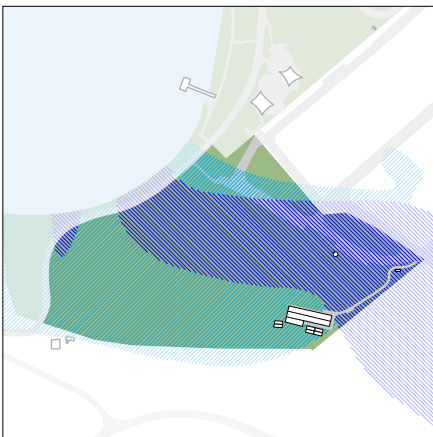
Sports + recreation grounds



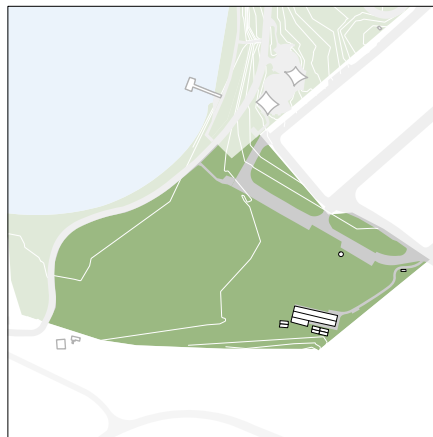
Ground cover + Fauna linkages



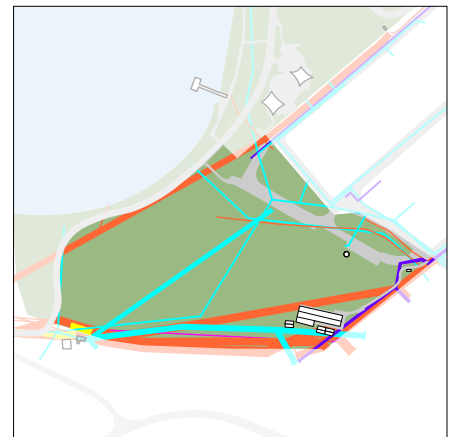
Tree cover



Flood Control lots



Gradient



Services

	Zone area		Car Park
	Waterway		Road
	Existing structure		Bay Run route
	Existing Hardstanding		Formal foot path
	Foreshore building line		Cycle path

	Acid sulfate soil - class 2		1 in 100 year flood
	Acid sulfate soil - class 5		Probable Maximum Flood
	Sportsground		High fence
	Playground		Medium fence
	Security gate		Low fence/ bollards

	Service easement - Gas		Barbeque
	Service easement - Water		Bench / picnic table
	Service easement - Electricity		Boat rack
	Service easement - Telecom		Water fountain
	Access easement		Bike rack

**WNR**

## ZONE 1

### Fences + enclosure

The car park is separated from the sports ground and fitness station with a row of large sandstone boulders. The boulders create a permeable barrier which successfully restrict vehicular access to the sports ground while still allowing visitors to easily pass between the zones on foot. This boundary feels clearly defined, and softened by allowing the turfed park environment to reach out into the car park.

Removable metal bollards allow access in a controlled capacity to bring vehicles and boat trailers close to the jetty (Zone 3). This aspect is less successful because it feels less well defined and more like a dissolving of the park into road or car park.

### Access points + existing pathways

Access to King George park through zone 1 is from Manning Street via Clubb and Toelle Streets. Visitors arrive to this point in the park either by foot through the adjacent residential neighbourhood, or by vehicle into the car park. The car park is not organised to give the most efficient parking layout on the site, and pedestrian access through it is not very well considered, with pathways terminating early, perhaps due to revision of the layout after removal of the previous amenities block.

A formal concrete pathway connects the car park to the waterfront with this route also used to transport boats/ trailers from the car park to the waterfront. It is closed with a removable bollards to prevent regular traffic from entering the park.

Another path connects the car park with the new amenities block. This pathway is indirect since it has to trace around easements and sports grounds.

### Vehicular access roads + car parks

Zone 1 is the primary access point for visitors arriving to King George Park by car. The park can be accessed from the arterial Victoria Road (A40) through the residential area comprising Clubb Street, Toelle Street and Manning Street.

A loop road around grass banks at the end of Manning Street acts as the parking area for King George Park. Large sandstone blocks mark the length of the parking zone and prevent access onto the sports ground.

Parking in the Manning Street car park and neighbouring residential streets is not controlled or monitored.

The east side of the car park is used as long term storage for some boat trailers and mobile homes.

There are two bicycle racks; near the car park and in front of the amenities block. The racks are surface mounted to the ground plane as opposed to in-ground, therefore they do not appear to provide a high level of security.

### Sports + recreation grounds

A 400m athletics track surrounds a multi purpose sports grounds approximately 100m long and 60m across. The field is generally used as a single field for seniors soccer and rugby league, or split into three smaller grounds for 6-a-side soccer or junior games.

A fixed discus cage and two sets of posts which can accommodate removable shot put nets are located in the east corner of the ground beside the car park. Shot put and javelin grounds are marked on the sports ground during athletics season. Even though there are only three 'grounds', there are approx seven concrete throwing circles embedded into the grass, perhaps as grounds have been superseded and relocated the throwing circles have not been removed.

The sports ground is turfed with an inbuilt below ground irrigation system. Despite sections of the field being re-turfed regularly, overuse and age have left the surface in poor condition. The field was last renewed in the early 90s, and is currently used at 157% of its optimum capacity.

A well used fitness station at the north end of the car park has been a fixture in the park for many years. The equipment is durable and in good condition, and a recently installed shade sail increases usability. The bark ground cover provides a user friendly soft surface but is regularly blown or tracked out of the fitness station onto the adjacent cycle path.

There is one underused net-less netball practice hoop between the sports ground and fitness station. There is not enough space here to provide anything other than a hoop for shooting practice.

### Ground cover + tree cover

The planted areas in Zone 1 are limited to the park and car park boundaries.

Mature trees (Port Jackson fig?) line and define the edge of the car park, but still allow visibility through to the sports ground below the raised canopy.

Low to mid level landscaping which was introduced after completion of the amenities block in 2017 is developing as a screen to conceal the electrical substation fence.

The boundary with Callan Park slopes up steeply, and the Callan Park side consists of densely planted bushland. IVC are currently undertaking bushland regeneration on the slope up to Callan Park to further develop the landscape.

### Services

Zone 1 abuts a regional electrical substation and service routes from the substation spread under the park.

A number of easements for electric, gas and water services run through Zone 1. The easements limit the potential to undertake works around them and may require access at short notice.



01



02



03



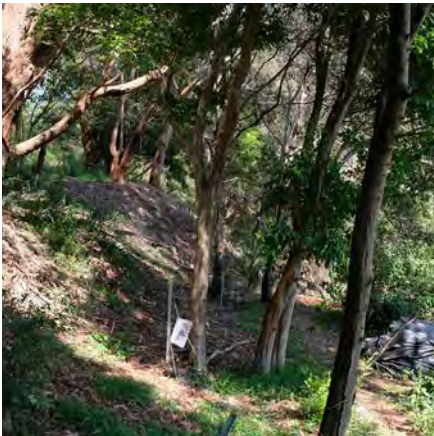
04



05



06



07



08



09



10



11



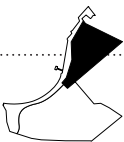
12

01. Fitness station with new shade structure over / 02. Removable bollards between car park and jetty / 03. Condition between car park and sports grounds / 04. Temporary signage during sports training / 05. Benches around sports grounds / 06. Shipping container storage behind amenities block / 07. Dense bushland behind sports grounds / 08. 400m running track / 09. Boundary with substation / 10. Waste collection point / 11. New amenities block / 12. tbc.

Based on the Analysis set out over the previous pages, the following opportunities present themselves within Zone 1.

There are opportunities to:

- Improve sports amenity by providing improved spectator facilities
- Consolidate and improve signage.
- Rationalise car parking to make it more efficient and improve the interface of car park with parkland.
- Create an alternative equipment storage solution for sports teams and clubs who use the park for recreation.
- Formalise waste disposal area to omit loose bins and ensure the waste policy is clear to users of the park.
- Increase the clarity of dog zone signage.
- Increase the safety of the fitness station by better defining the edge condition between it and Bay Run.
- Increase awareness of alternative barbecues within the park, since the gas barbecues in Zone 1 are not available for public use. Alternatively, provide barbecue facilities for public use within Zone 1.
- Set out an events management policy for protection of the sports grounds and surrounds, to minimise the impact of events on the grounds.
- Improve accessibility across Zone 1 to the Bay Run and jetty
- Limit opportunities for anti-social behaviour



**Zone Boundary**   **Adjacent zones**   **Outside of site boundary**

01. Footpath access to historic bridge abutment from Bay Run / 02. Connection of Bay Run to Victoria Road bridge foot and cycle path / 03. Hill-top field / 04. Staircase linking Zone 2 with waterfront / 05. Access to playground, barbecues and picnic benches / 06. Flying fox play equipment / 07. Children's playground / 08. Screening between playground and Byrnes Street residences / 09. Ramp access from play park to lower park area.

N

0 10 20 30 60m

SCALE 1:1500 @ A4

### Overview

Zone 2 of King George Park sits on a raised section of land, which would have sat above the tidal mud flats from which Zone 1 was reclaimed.

A residential neighbourhood fronted by Byrnes Street forms the east boundary of Zone 2. The gradient of the park along this boundary also follows Byrnes Street. The residential properties on Byrnes Street look across the street to the park.

Victoria Road, a six lane highway, creates the northern boundary to the park. When Victoria Road splits to cross Iron Cove, the grounds of King George Park continue beneath the road bridge. The park occupies an abutment of the original 1882 Iron Cove Bridge which sits directly underneath the 2011 Victoria Road Bridge.

Zone 2 contains a children's playground, a historic bridge abutment and a section of the Bay Run which loops up the hillside to cross Iron Cove on Victoria Road Bridge.

### Character

Zone 2 is a quieter and more relaxed area, characterised by its hilltop position looking out over the bay. The hilltop is quite exposed and unshaded but there are private areas dotted about the periphery.

Zone 2 is a through route for many users who traverse the edge on the Bay Run.

### Signage

Signage noting that the playground is closed from dusk until dawn is located at entry points to the playground. The signs are elevated on posts and the information is provided in a small typeface therefore the signs do not have much impact.

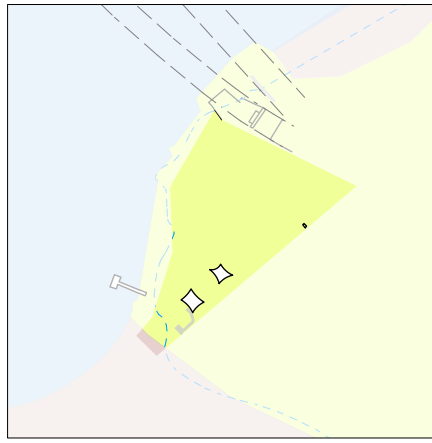
Dogs are prohibited inside and around the playground. The rest of Zone 2 is classified as an on-leash area at all times. This information is signposted, but it is not made clear if visitors don't see the sign, which is quite small and includes a lot of information in a small typeface.

### Built structures

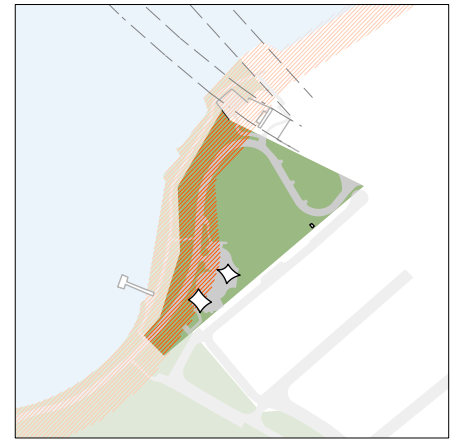
The Victoria Road Bridge abuts Zone 2. Below the road bridge is a sandstone abutment which has been converted into a viewing platform by RTA (now RMS) following the bridge duplication project (construction of Victoria Road Bridge) which contains interpretive signage boards and some seating. The views from the abutment are good and the area is well shaded by the bridge above. The structure is accessed from a path coming off the Bay Run or stairs coming up from the foreshore edge.



Facilities



Soil type



Foreshore building line



Fence + enclosure



Access points + existing pathways



Vehicular access roads + car parks



Sports + recreation grounds



Ground cover + Fauna linkages



Tree cover



Flood Control lots



Gradient



Services

	Zone area		Car Park
	Waterway		Road
	Existing structure		Bay Run route
	Existing Hardstanding		Formal foot path
	Foreshore building line		Cycle path

	Acid sulfate soil - class 2		1 in 100 year flood
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	Sportsground		High fence
	Playground		Medium fence
	Security gate		Low fence/ bollards

	Service easement - Gas		Barbeque
	Service easement - Water		Bench / picnic table
	Service easement - Electricity		Boat rack
	Service easement - Telecom		Water fountain
	Access easement		Bike rack



## ZONE 2

### Facilities

A key feature of Zone 2 is 'The Constellation Playground', an outer-space themed children's play area was funded by RTA (now RMS) following the construction of the Victoria Road Bridge.

The playground is distinctive in that it specifically offers play equipment for children across a range of ages - from toddlers to older children, though the area has not been properly maintained meaning some equipment has been removed or replaced following damage or through general wear-and-tear.

The playground is very close to the residences on Byrnes street, and shortly after its completion noise complaints from residents led to the densification of landscaping at the edge of the playground, to create a visual and acoustic landscaped screen between the residences and playground. However this planting, now at maturity, means there is no passive surveillance across this zone of the park, encouraging anti-social behaviour after-dark. Away from the enclosure of the playground, a 'flying fox' play-set located out on the lawn feels visible and integrated into the park.

Other than play equipment, there are enough benches within the playground for many visitors and plentiful shade structures - though these can be climbed. The ground cover of the playground provides a user friendly soft surface but could be improved.

Just outside of the playground there is an electric barbecue and pair of picnic benches. Perhaps due to their placement between the park and the flying fox, the picnic facilities feel like they belong to the play-park users specifically.

Moving away from the playground, the rest of Zone 2 accommodates both metal and plastic picnic benches, and some loose bins, despite organised waste collection being from Zone 1 only.

### Fences + Enclosure

The playground is an enclosed fenced area, which is sensible due to the proximity of the Bay Run and cycle path and Byrnes Street, however this doesn't help with passive surveillance.

### Access points + existing pathways

The primary point of access to Zone 2 is via The Bay Run. A shared concrete path with separately marked lanes for cyclists and pedestrians, which enters at the highest point of the park after crossing Victoria Road Bridge. The Bay Run loops down around the contours of the hill, creating a steeply inclined through-route for runners and cyclists.

The entry point to the Bay Run path is marked with cross hatching to show it is to be kept clear.

Access is also made possible from Bridgewater Park via a staircase up from the waterfront to the top of the original bridge abutment and into the park, short-cutting the route from waterfront to the bridge level - the staircase and bide abutment are not part of the park.

Secondary access routes into the park through zone 2 are on foot via Byrne Street, a cul-de-sac residential street facing the park. A level change between Byrne Street and the park necessitates access via short stair flights.

Another staircase leads down from the playground to the waterfront.

### Vehicular access roads + car parks

There is no vehicular access to the park through Zone 2. Adjacent Byrnes Street is a two way cul-de-sac street with no through access, but it has a turning circle at the end and one lane of unrestricted parking.

### Sports + Recreation Grounds

The primary recreation activity in Zone 2 is the Bay Run, which tracks up the hill from the waterfront and loops around the park to join the Victoria Road Bridge. The path is split into pedestrian and cycle path.

The incline is relatively steep with an average gradient of 1/20 as it passes through Zone 2. This has created a situation where cyclists coming from the bridge down into the park reach very high speeds as they come down into a very busy area.

An interactive radar speed sign to show cyclists their speed and warning signage to inform them of children crossing the path have been installed part way down the hill, and the speed limit for cyclists travelling through the park has been set at 10km/h.

### Ground cover + tree cover

The hilltop section of Zone 2 is grassed but there is little tree cover or shade so it is very exposed so it is very exposed to wind and sun.

There are landscaped buffers to the residences on Byrnes street and Victoria Road - though the latter has been removed as part of the road works. It is unclear whether it will be reinstated.

The steep slope down to the waterfront is densely planted with well developed native trees and under-storey planting. This planting is a good habitat for birds, but it is isolated from other bird friendly habitats.

### Services

A tunnel entry/ exit point to the Westconnex 'Iron Cove Link' is being constructed adjacent to the park boundary. It is not clear whether this will impact the extent of the park.

There is a free-standing electrical cabinet in the park on Byrnes Street.



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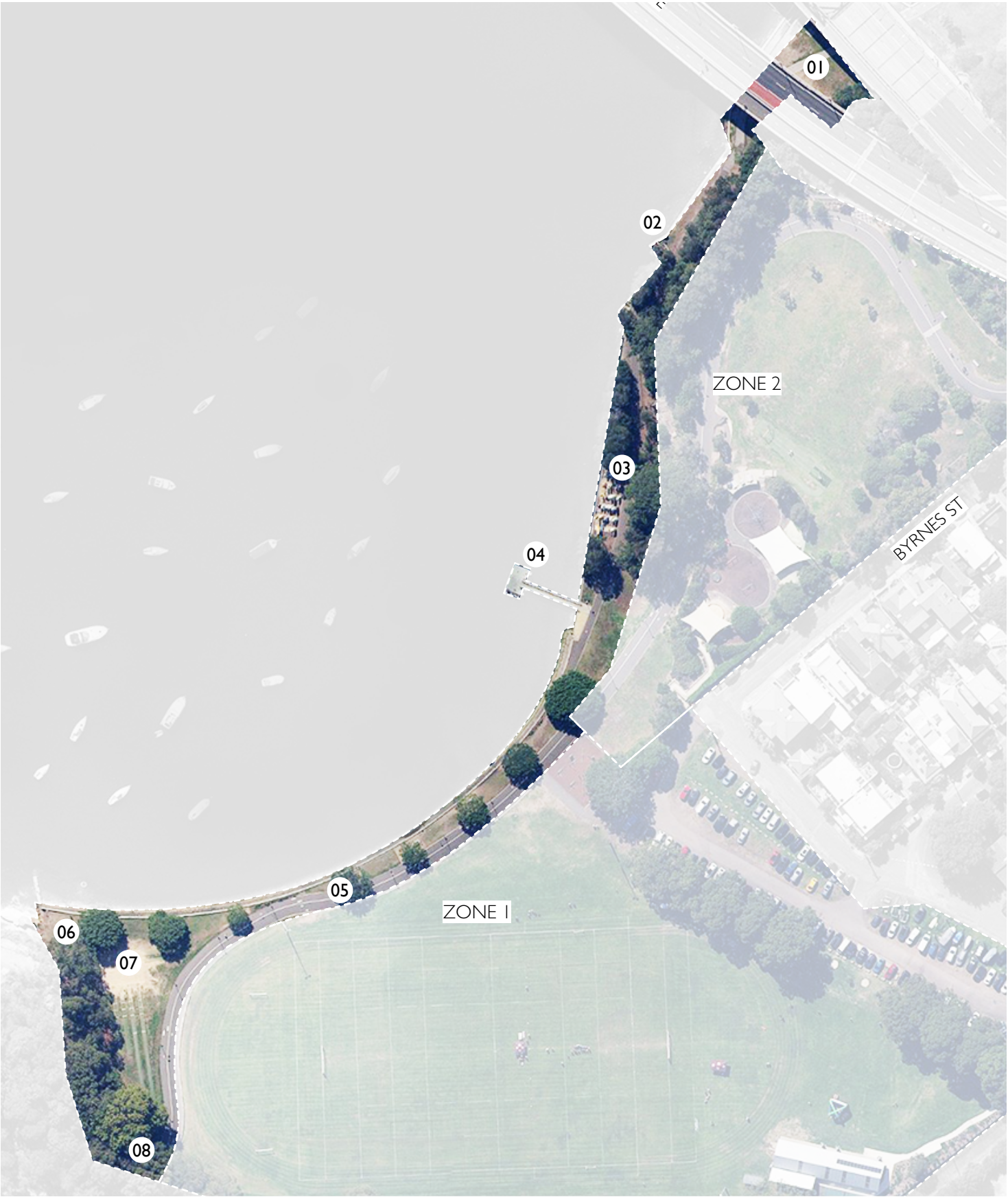
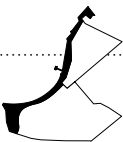
01. Playground equipment / 02. Staircase linking Zone 2 with waterfront / 03. Flying fox play equipment / 04. Barbecues and picnic tables adjacent playground / 05. Barbecue and picnic tables / 06. Playground



Based on the Analysis set out over the previous pages, the following opportunities present themselves within Zone 2.

There are opportunities to:

- Incorporate clear way-finding information
- Increase usability of play park equipment - layer more activities within the park and introduce water-play and an appropriate schedule of maintenance for equipment.
- Enable the play park to remain open to visitors, or otherwise close it more effectively overnight.
- Create an impression of connection between the children's playpark and other park zones
- Limit opportunities for vandalism within the playpark
- Include activities for adults and families
- Increase usability of exposed hilltop
- Enhance and extend the picnic and barbecue facilities
- Engage non active visitors with spaces for relaxation, quiet contemplation to facilitate well being
- Better maintain existing facilities
- Further limit the impact of park on neighbouring residential properties
- Develop a common style of street furniture across the park
- Integrate children's play into the landscape
- Include activities for adults
- Engage with non-sports visitors through observation points, culture and arts
- Introduce wind-protection
- Enhance and extend the picnic facilities
- Solve waste management issues, prevent wildlife from accessing bins, and encourage visitors to use them
- Create interaction between activities and user-groups
- Take-advantage of the harbour outlook as a unique feature of the park
- Restrict built interventions and spread of hard, non-permeable surfaces
- Integrate biodiverse islands into landscape



**Zone Boundary**   **Adjacent zones**   **Outside of site boundary**

01. Foot and cycle path connection to Bridgewater Park / 02. Concrete structure built into embankment / 03. Dinghy racks / 04. Lightweight public jetty / 05. Bay Run with separately marked foot and cycle paths / 06. Access to Callan Point beach / 07. Long or triple jump sand pit / 08. Bay Run enters King George Park from Callan Park.

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0 10 20 30 60m  
SCALE 1:1500 @ A4

## ZONE 3

### Overview

Zone 3 is the waterfront element of King George Park. It is bounded by Iron Cove to the north, a small beach and boundary with Callan Park to the west. To the east, Zone 3 continues under Victoria Road Bridge to meet Bridgewater Park and the 'Extended Bay Run'.

Zone 3 includes a long jump sand pit, a section of the Bay Run, a jetty and a group of boat racks.

### Character

The character of Zone 3 has two identities which can be described as north and south.

The north section is enclosed by vegetation and separated from the rest of the park by the rise up to Zone 2. The pathway through this area is narrower and generally more intimate and quieter than the rest of the park.

The area underneath and between the two bridges has an exposed industrial character - layers of history visible at close proximity and across the water towards historic warehouses and waterfront buildings.

The south section is a open, busy and social character - the Bay Run section which runs directly between the sports grounds on one side and Iron Cove on the other.

### Foreshore Edge

The foreshore edge to King George Park is part of a small sheltered bay between Iron Cove Bridge and Callan Point.

A foreshore wall in the base of the bay forms the retaining edge which contains the park. The wall is made of sandstone and split over two levels which are divided by a narrow concrete ledge. The first tier slopes up from the mudflats and the second sits vertically on the ledge up to park level. This section of the wall is a popular place to sit to watch the sun set to the west of Iron Cove.

At the boundary with Callan Park, the wall stops short of a small mud and sand beach which can be easily accessed by walking across the weathered sandstone outcrop.

The foreshore wall changes in materiality from sandstone block wall, to a shear sharp edged vertically cut aggregate-filled wall, then a waist height concrete wall, before finally becoming an exposed concrete edge as it approaches the base of the Victoria Road Bridge.

At low tide the water level in Iron Cove drops below the high and middle intertidal zones, revealing dense populations of oysters and barnacles on the mudflats.

### Signage

Stencilled signage on the Bay Run indicate that it is a dog on-leash area. These signs are effective due to their readable size, obvious location and direct diagrammatic content. Post mounted signage mapping all on and off leash areas within the park are also available for visitors seeking more detail on the dog leash policy around the park.

Signage commemorating the foundation of park features, such as the Bay Run, jetty, and adjacent Callan Park is displayed on metal plaques mounted on discrete low level sandstone blocks. The aesthetic of these signs fits in with the overall aesthetic of the park, and avoids obstructing the water view with an excess of post-mounted signage.

### Built Structures

The base of the sandstone abutment of the original Iron Cove Bridge is a key landmark along the waterfront on the approach to Bridgewater Park.

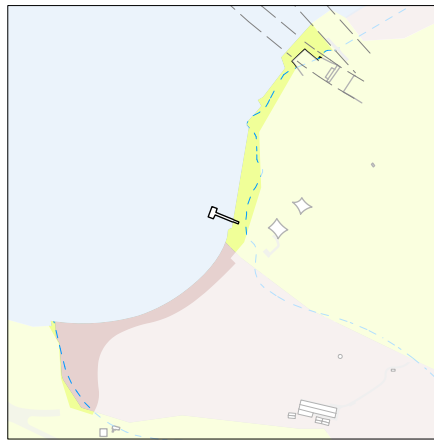
A long, straight flight of concrete steps meet the foreshore path between the Victoria Road Bridge and Iron Cove Bridge. This staircase provides a route from the Zone 3 foreshore level to Zone 2 old abutment level.

### Lighting

Lighting along the lower section of the Bay Run is regular and effective, however lighting between the jetty and the bridge is poor, and the impact of the curving path and the density of the non-deciduous Casuarina trees combine to block the light from nearby sources. As the path approaches the Iron Cove and Victoria Road bridges, the light from surrounding sources is good enough to light the way and provide a sense of security to the public.



Facilities



Soil type



Foreshore building line



Fence + enclosure



Access points + existing pathways



Vehicular access roads + car parks



Sports + recreation grounds



Ground cover + Fauna linkages



Tree cover



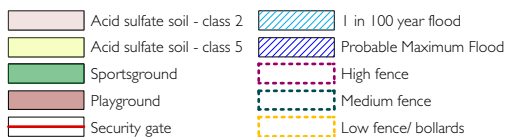
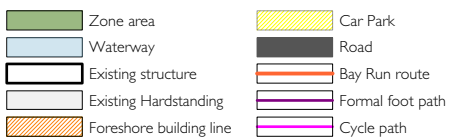
Flood Control lots



Gradient



Services



**WIM**

### Facilities

There are a couple of benches on the waterfront, each shaded by the canopy of a tree.

The lower level of harbour wall also provides a platform to sit by the water though it is not accessible to all.

A stainless steel jetty and pontoon extend into the Iron Cove from the foreshore edge. The jetty was installed in 2012 and is used for launching boats and fishing in Iron Cove.

Water-craft racks just north of the jetty provide storage for up to 48 vessels. Spaces are managed and leased to the public by Inner West Council. Despite vessels being locked to the racks, there have been instances of them being stolen from the water facing side.

### Fences + enclosure

A short stretch of low level sandstone wall separates the Bay Run from the sports grounds as it comes around the corner from Callan Park (useful for bikes coming into the park at high speeds)

A short stretch of low level sandstone wall separates part of the fitness station from the Bay Run, although this does not cover the width of the fitness station - there is a large gap for access.

### Access points + existing pathways

Access to this part of the park is along the foreshore edge from Callan Park to the South via the Bay Run, or from Bridgewater Park to the north via a secondary path.

The primary pathway is provided by the Bay Run, which continues up the hill into Zone 2.

A secondary, narrow concrete pathway splits from this to reach the jetty and boat racks, and this path continues on the foreshore at low level, until it passes the base of the historic sandstone abutment under the Victoria Road Bridge. This pathway is sometimes called the 'Extended Bay Run'.

### Vehicular access roads + car parks

Removable bollards across the Bay Run route (while it is within Callan Park) mean that the Bay Run route is accessible to vehicles for maintenance purposes. The Bay Run route is wide enough for vehicles. There are no car parks or regularly open vehicular access roads in this part of the park.

### Sports + Recreation Grounds

The primary recreation activity in Zone 3 is the Bay Run, which enters King George Park from Callan Park. The path is split into pedestrian and cycle path.

The descent from Callan Park is relatively steep with an average gradient of 1/16 as it enters the park.

A dwarf wall has been installed around the sports grounds, to prevent Bay Run users from cutting across the sports grounds by guiding them around the path as it loops around to the foreshore.

A similar situation to Zone 2 where cyclists reach the park at high speeds also happens here, but the sharp curve helps to naturally slow cyclists down.

A sand pit and structures of synthetic turf for BLAC long jump is wedged between the Bay Run and foreshore.

The foreshore edge is also used for fishing, particularly the section north of the jetty.

### Artwork

A metal sculpture depicting traditional fishing nets begins to acknowledge the presence and history of indigenous culture around Iron Cove.

### Ground cover + tree cover

At the north section of Zone 3 a dense canopy of vegetation cover covers the slope down to the water. Most of the canopy is Casuarina which is a dense evergreen with pine-like leaves, so the under-story is very shaded and quite sparse. Logs are being used to retain the hillside.

The south section of Zone 3 includes a diverse canopy of trees and under-story planting around the boundary with Callan Park. This defines the boundary and provides valuable shading to the long jump pit.

There are occasional trees around the waters edge, with a bench in the shade of most trees. These trees strike a balance between shading visitors sitting on benches without blocking the line of sight between the park and Iron Cove.

### Services

An electricity service easement cuts across part of the long jump area, and some storm-water overflow outlets appear to discharge into Iron Cove.

Telecommunications services cross Iron Cove at the same point of the new bridge - presumably at bridge level.



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01. Historic bridge abutment beneath Victoria Road Bridge / 02. Jetty / 03. Split level sandstone foreshore wall / 04. x / 05. Obscured pathway through Casuarina trees / 06. Staircase up to Bay Run and playground / 07. Dinghy racks on waterfront, photographed from jetty / 08. Shaded waterfront bench / 09. Artwork depicting traditional fishing nets / 10. Bay Run commemoration signage / 11. Long-jump sand pit / 12. Waterfront.

### ZONE 3

Based on the Analysis set out over the previous pages, the following opportunities present themselves within Zone 3.

There are opportunities to:

- Further the example of successful floor stencilled signage to inform visitors and activate areas of hard-standing.
- Improve lighting and sense of security around Bay Run in north of Zone 3.
- Increase density of understorey planting on naturalised hillside in north of Zone 3.
- Propose potential extensions to existing biodiversity corridors to enable safe passage of native fauna to around the King George Park and surroundings.



- KEY FEATURES**
- 01 Car parking formalised for safety and efficiency. Surface graded and paved with permeable finish.
  - 02 Existing storage containers removed.
  - 03 Natural turf sports ground fully resurfaced with improved drainage and new flood lights.
  - 04 New pavilion for storage of sports equipment, including shade structures, seating and digital scoreboard
  - 05 Access to concealed narrow spaces discouraged with dense native planting.
  - 06 Adaptive reuse of heritage listed former Pumping Station SPS 27 into cafe.
  - 07 Park-wide athletics trial to include activities focussed around sand pit and athletics track.
  - 08 Lounge style benches and planting to foreshore.
  - 09 Play park vandal-proofed, reinvigorated and refreshed with new surface treatment, play equipment and guardian seating.
  - 10 Hard edge and steep drop to play park dissolved and integrated into play space.
  - 11 Access to slide enclosed within park fence to limit disturbance to residential neighbourhood.

- 12 'The Family Precinct' - grouped picnic benches, barbecues and integrated bins, shaded by native planting clusters or 'islands'
- 13 Boundary between park and residential neighbourhood defined with native planting.
- 14 Cycle calming through visual surface treatment as opposed to physical intervention
- 15 Key entry point into King George Park; consolidated way finding, regulatory and instructional signage.
- 16 Low level path lighting along foreshore path.
- 17 Biodiversity rehabilitation of foreshore by attaching man made rock-pools to concrete seawall.
- 18 Landmark murals painted onto concrete bridge columns.
- 19 Fishing facilities with benches and cleaning station.
- 20 Extension to Amenities Building

**LEGEND**

- Site boundary
- Removed item
- Existing built area
- Proposed built area
- Extent of existing Sydney Water site
- Suggested area of Sydney Water site transferred into IWC stewardship

- Natural grass/ sports fields
- Native meadow
- Native bushland
- Naturalised bioswale
- Sandstone sea wall
- Roadway / car parking
- Paved footpath
- Bay Run shared cycle + foot path

- Outdoor sports court / gym
- Play spaces
- Picnic shelters / barbecues
- Shade sails
- Bicycle racks
- Cycle-calming surface treatment
- Pedestrian through-routes
- Edge softening

- Existing tree
- New tree
- Security gate
- Fence
- Mural painting
- Sea wall eco-rehabilitation
- Low level lighting

N

0 10 20 30 60m

SCALE 1:1500 @ A3

**INNER WEST**

**WM**