

# Corridor East

## Corridor East

### 5.7 CORRIDOR EAST

Corridor East includes the length of the corridor east of Guildford Town Centre to Potts Hill Reservoir. This area is not serviced by existing cycleways along the corridor.

Key opportunities for this section of the corridor include:

- Delivering a continuous cycleway and pedestrian link along the corridor, including traversing roads
- Connecting to existing recreation facilities, schools, town centres and open space
- Increasing tree canopy, biodiversity and habitat
- New access routes to existing parks including Waddangalli Woodland Reserve, Campbell Hill Pioneer Reserve and the parks along the Duck River

In the long term, cycleways will extend from Potts Hill Reservoir further east to the Cooks River. While this is subject to future testing and discussions, the spatial framework seeks to ensure the delivery of active transport infrastructure along the corridor is fit for purpose in the short and long term.

Where a project along the corridor has been explored in more detail, a code has been included on the page which references the project catalogue included in chapter 5.

- Study area (800m from corridor)
- Existing corridor cycle route
- Water pipeline
- Adjacent open space
- ▨ Recreation clusters
- ↔ Local connections to centres
- ↔ Regional connections to centres
- Town centre
- Extension of cycleway along pipeline corridor
- Improved cycleway connection to school
- ↔ Major green connection - Duck River
- ↔ Secondary green connection - Prospect Creek
- ⓘ Train station
- ▨ Open space/landscape upgrades
- ▨ Potential extension of corridor eastwards



Figure 77: Corridor East Precincts

# Corridor East

Relevant design strategies

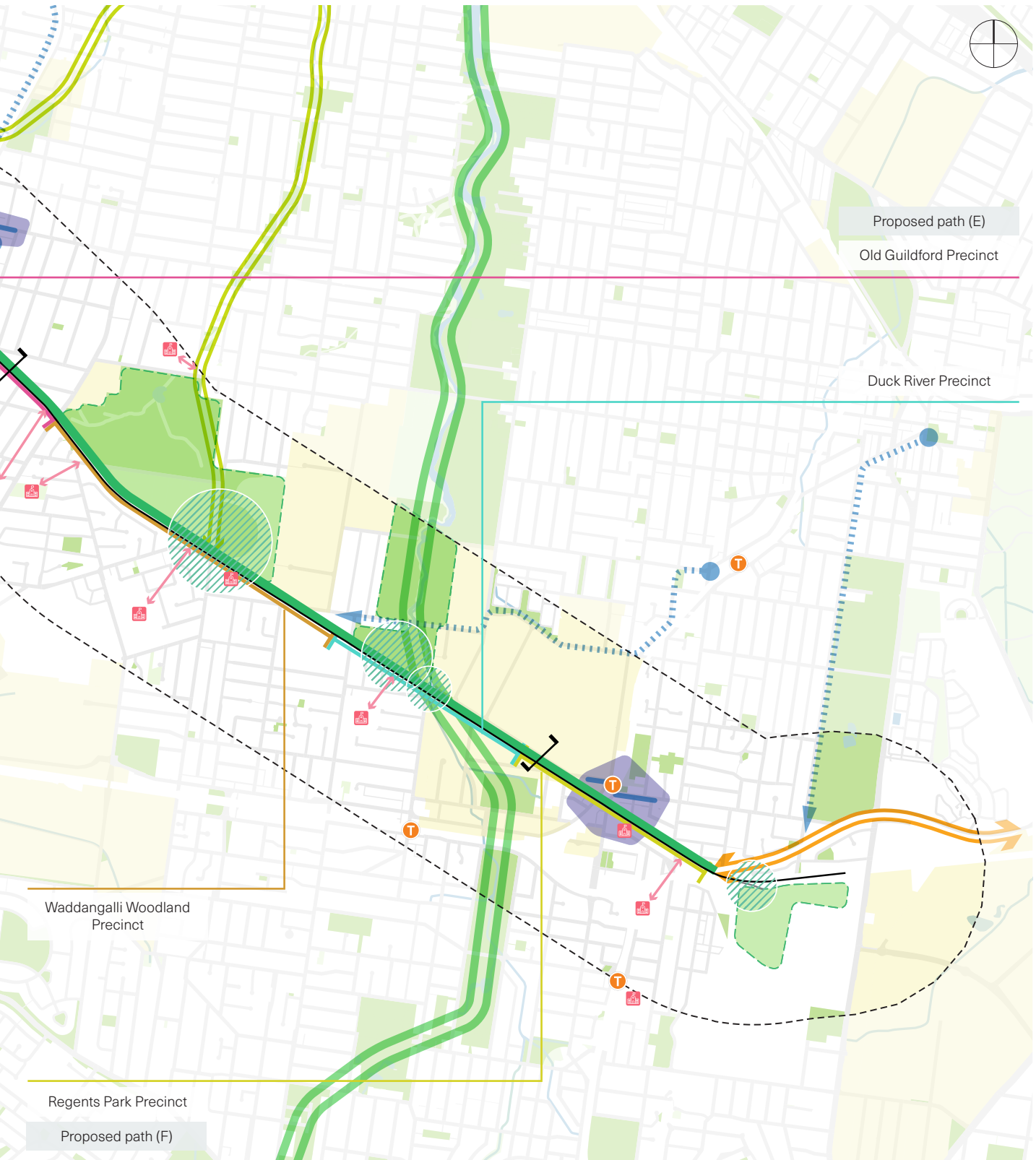
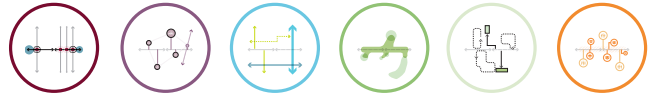


Figure 78: Corridor East Precincts

### 5.8 ACTIVE TRANSPORT LINKS

CE1

New dual-lane cycleways and separated pedestrian paths along Corridor East will serve areas between Guildford and Regents Park.

Indicative active transport sections have been drawn to illustrate potential upgrades required to existing shared paths and potential zones adjacent to the pipeline to facilitate new cycleways. These concepts inform the proposed projects outlined within the draft structure plans.

These will inform ongoing discussions with Sydney Water around the provision of land along the corridor and are subject to high-level spatial testing in the next stage.

Relevant design strategies





# Corridor East

CE1

## Proposed cycleway (E): In areas adjacent to existing development

This indicative section outlines the proposed cycleway and pedestrian path to be located on the northern side of the corridor where development is located adjacent. This occurs from Railway Terrace through to Potts Hill Reservoir in a number of locations. This section outlines the intent around the quality of the cycleway, however more detailed testing/mapping should be undertaken in future.

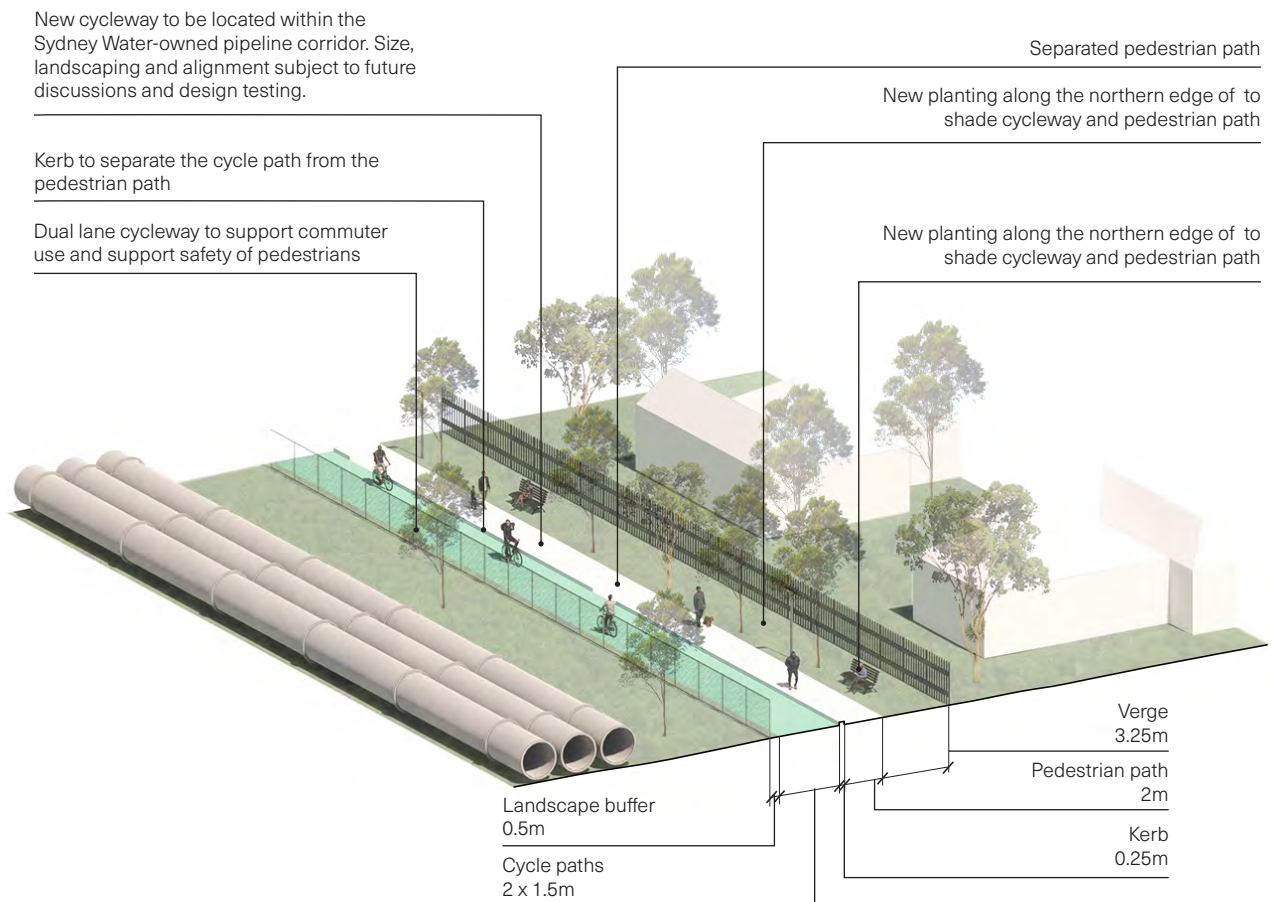


Figure 79: Indicative section - Proposed cycleway adjacent to existing development

# Corridor East

CE1

## Proposed cycleway (F): in areas adjacent to the street

This indicative section outlines the proposed cycleway and pedestrian path to be located on the northern side of the corridor running parallel to the street. On a number of these street interfaces, there are no existing footpaths or planting. This section outlines the intent around the quality of the cycleway, however more detailed testing/mapping will be undertaken in the the next stage.



New cycleway to be located within the Sydney Water-owned pipeline corridor. Size, landscaping and alignment subject to future discussions and design testing.

Kerb to separate the cycle path from the pedestrian path

Dual lane cycleway to support commuter use and support safety of pedestrians

New planting along the northern edge to shade cycleway and pedestrian path

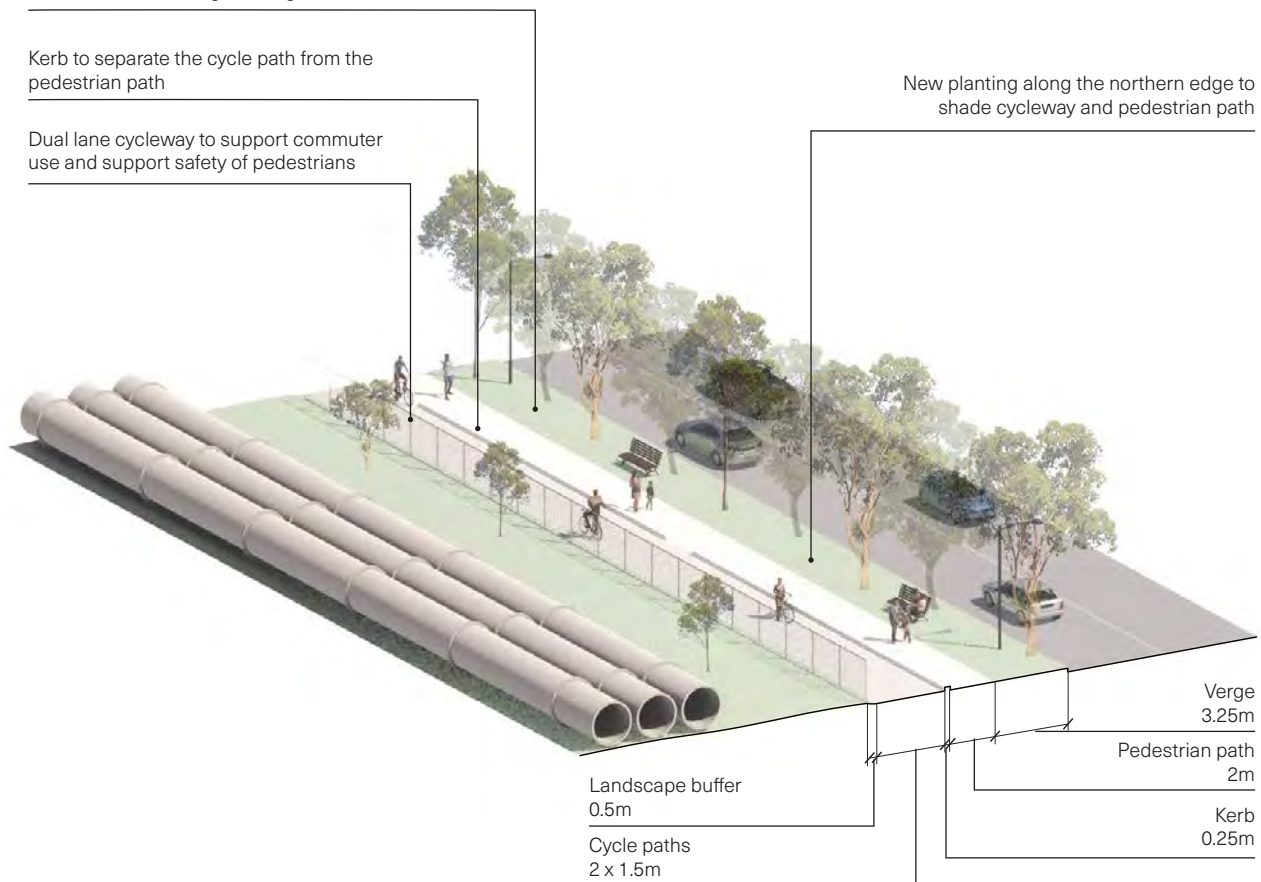


Figure 80: Indicative section - Proposed cyclepath adjacent to street

# Corridor East

CE1

## Proposed cycleway/ local street intersection at corridor

This indicative section outlines the raised pedestrian/ cycle crossing proposed along the corridor at an existing street intersection. Optimally delivered with the renewal of existing bridges, new crossing points should be tailored to the specific street type. The key principles for dealing with these intersections are outlined below.

Prioritise pedestrian and cycle movement along the corridor by utilising pedestrian crossing where traffic volumes are appropriate

Utilise pipeline crossings as rest/decision-making points for cyclists as areas extending behind industrial or residential back fences will have limited seating or spaces to dwell

Support pedestrian movement along existing streets and across the corridor through streetscape upgrades and ensuring all adjacent streets have footpaths

Slow vehicles by reducing the width of the road reserve

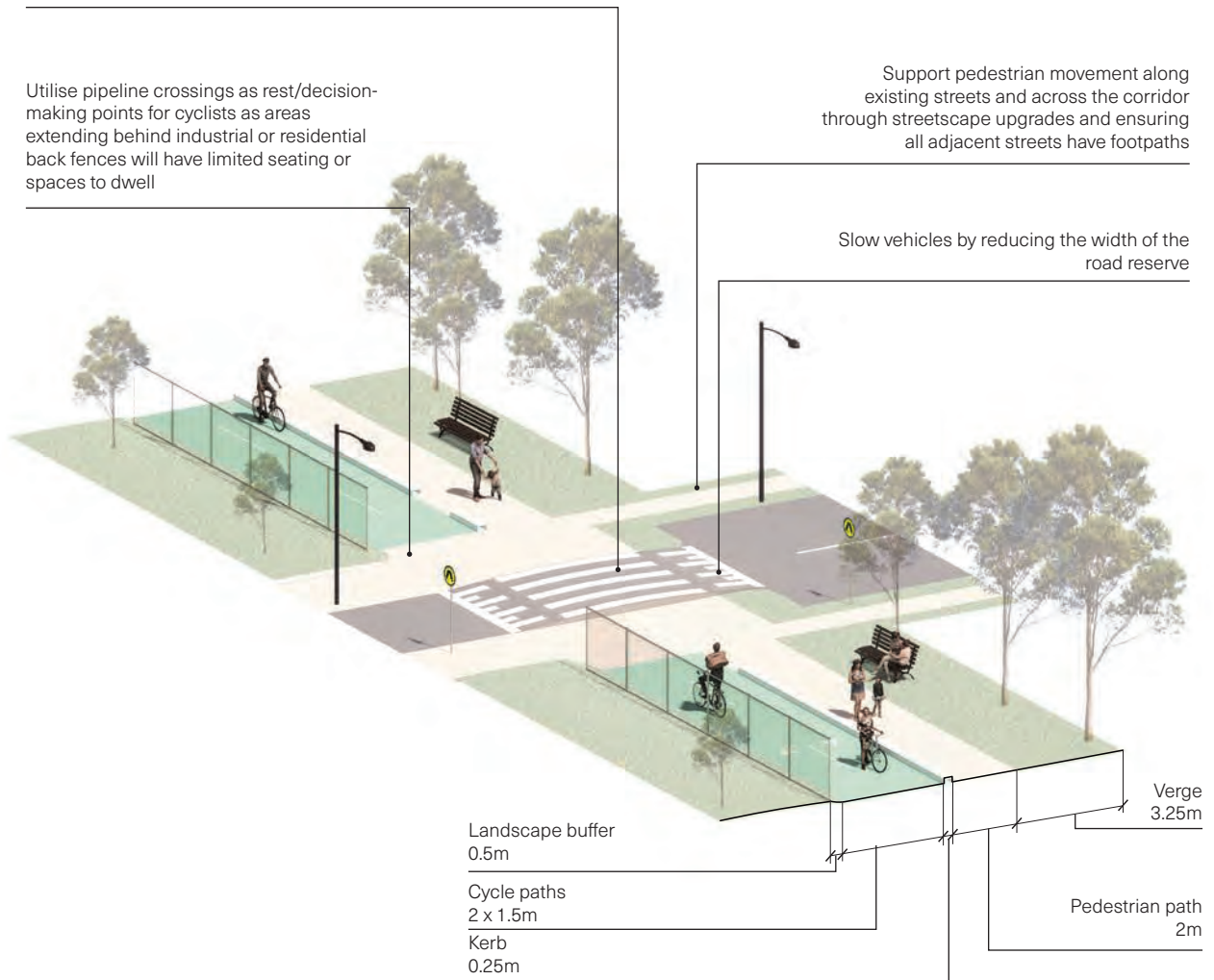


Figure 81: Indicative plan - Cycleway/street intersection

## 5.9 OLD GUILDFORD PRECINCT

This precinct will seek to complement and build upon the existing residential character of the area. The improvement of existing cycleways through the delivery of new pedestrian crossings and increased tree canopy will support day-to-day recreation.

New cycleways between Railway Terrace and Woodville Road, new landscaping along the corridor and adjacent streets will provide cool and attractive public domain spaces. This will promote walking and cycling to the key destinations of Guildford Town Centre, Guildford Swimming Centre, McCredie Park and Springfield Park (FCC) all within 800m of the corridor. Multiple schools and religious institutions including Holroyd Uniting Church, Holroyd Seventh Day Adventist Church and Rahma Mosque Guildford are located along the corridor can also benefit from opportunities for passive and active recreation and new opportunities for commuting.

New tree canopy and planting along the corridor and adjacent streets will also provide new habitats for animals, insects and provide opportunities to treat and filter stormwater.

The corridor within this Precinct forms the boundary between CCC and FCC. CBCity is located east of Woodville Road. Improvements south of the corridor should be delivered in collaboration with FCC.

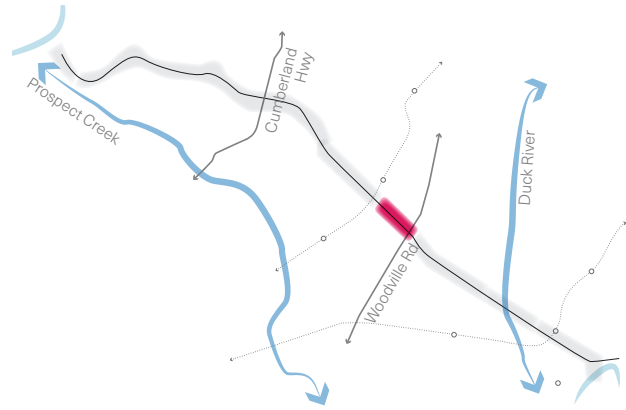


Figure 82: Precinct Reference Plan

- Existing pipeline
- Existing pipeline fence
- Proposed pipeline fence
- Proposed dual cycleway and pedestrian path
- Proposed shared path adjacent to existing streets
- Proposed on-road cycle path
- Existing crossing/traffic light
- Proposed raised pedestrian/cycle crossing and corridor entry point
- Proposed pedestrian/cycle bridge
- Improve existing bridge
- Proposed new corridor entry point
- Proposed streetscape upgrades
- Open space/landscape upgrades
- Proposed recreation loop
- Open space
- School
- Train station
- Rail line



# Corridor East

Relevant design strategies

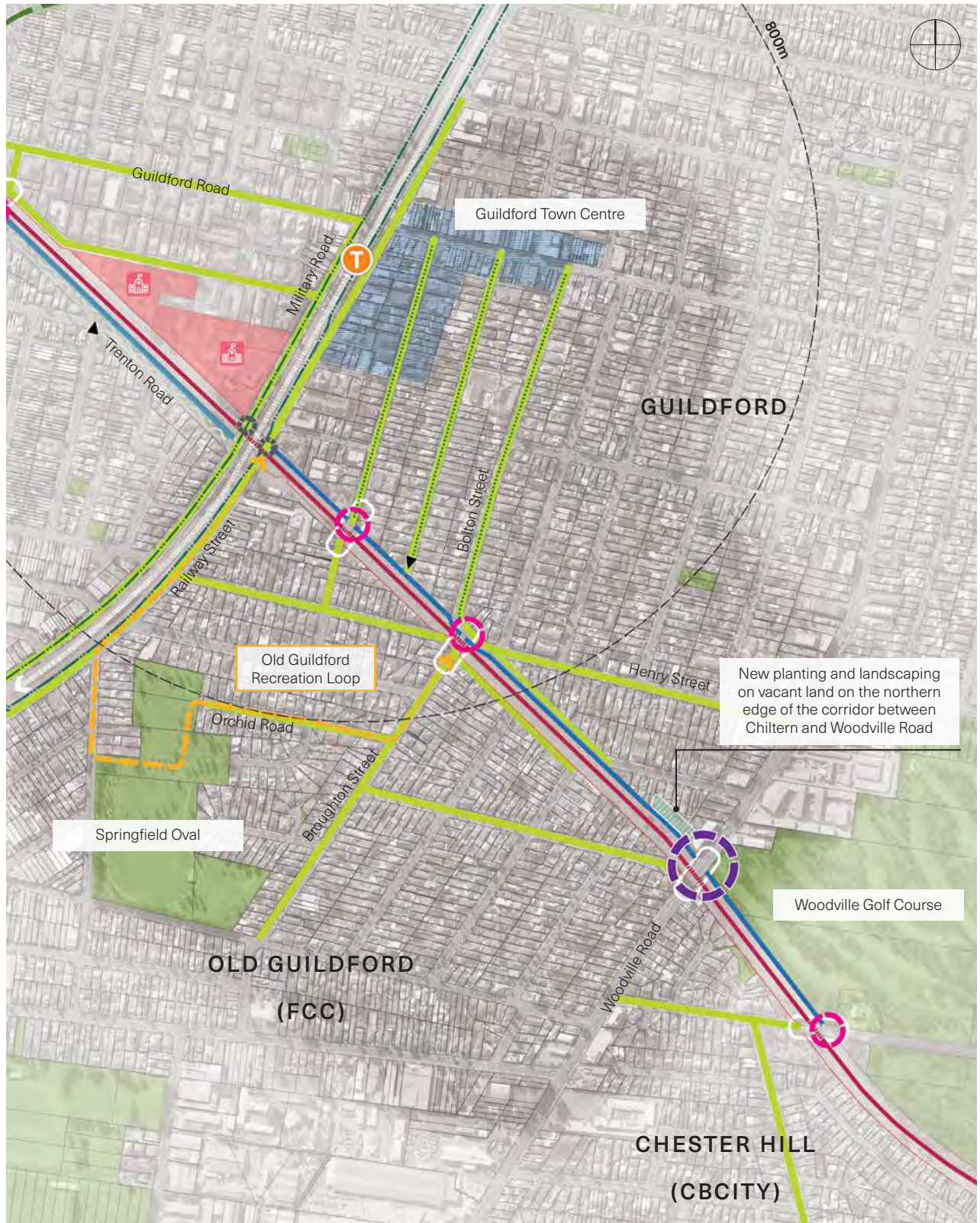


Figure 83: Old Guildford Precinct



## Corridor East

### Woodville Road Bridge

OG3

***A new crossing at Woodville Road will support seamless pedestrian and cycle movement along the corridor.***

Woodville Road presents a challenging obstacle for delivery of the Prospect Pipeline Corridor and the pursuit of a seamless journey along its considerable length. The six lane road is a major thoroughfare between Liverpool, Bankstown and Parramatta accommodating high volumes of traffic each day. As one of the major blockages to movement along the corridor, a bold proposal is required to respond to the challenge.

Safe passage of pedestrians and cyclist across this road can only be achieved via a signalised crossing, or the construction of a pedestrian / bicycle bridge where the corridor intersects the road at Chester Hill. Further traffic analysis would need to be undertaken to assess the viability of a traffic signal at this location.

Testing of the bridge option illustrates an approximate bridge length in excess of 200m with a 6m clearance over Woodville Road. This option would eliminate conflict between vehicles and pedestrian / cyclists and offer a direct route over the road.

Tree planting on the north western side of Woodville will provide a visual buffer between the existing residential houses and apartments and new bridge crossing. Visual impacts to Woodville Golf Course would be minimal given the existing stand of trees that existing along its southern boundary.



Figure 85: Tree canopy as buffer to bridge infrastructure and neighbouring uses



Figure 86: Elizabeth Quay, Perth

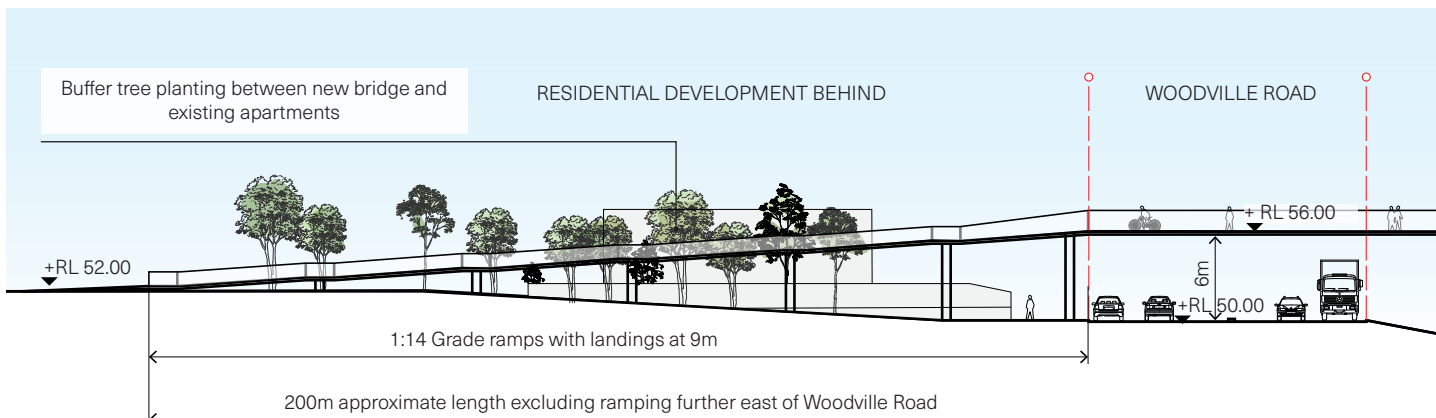


Figure 84: Indicative section - NTS

*Note: Ramp arrangements and grades are indicative and are based on contour information available.*

# Corridor East

Relevant design strategies

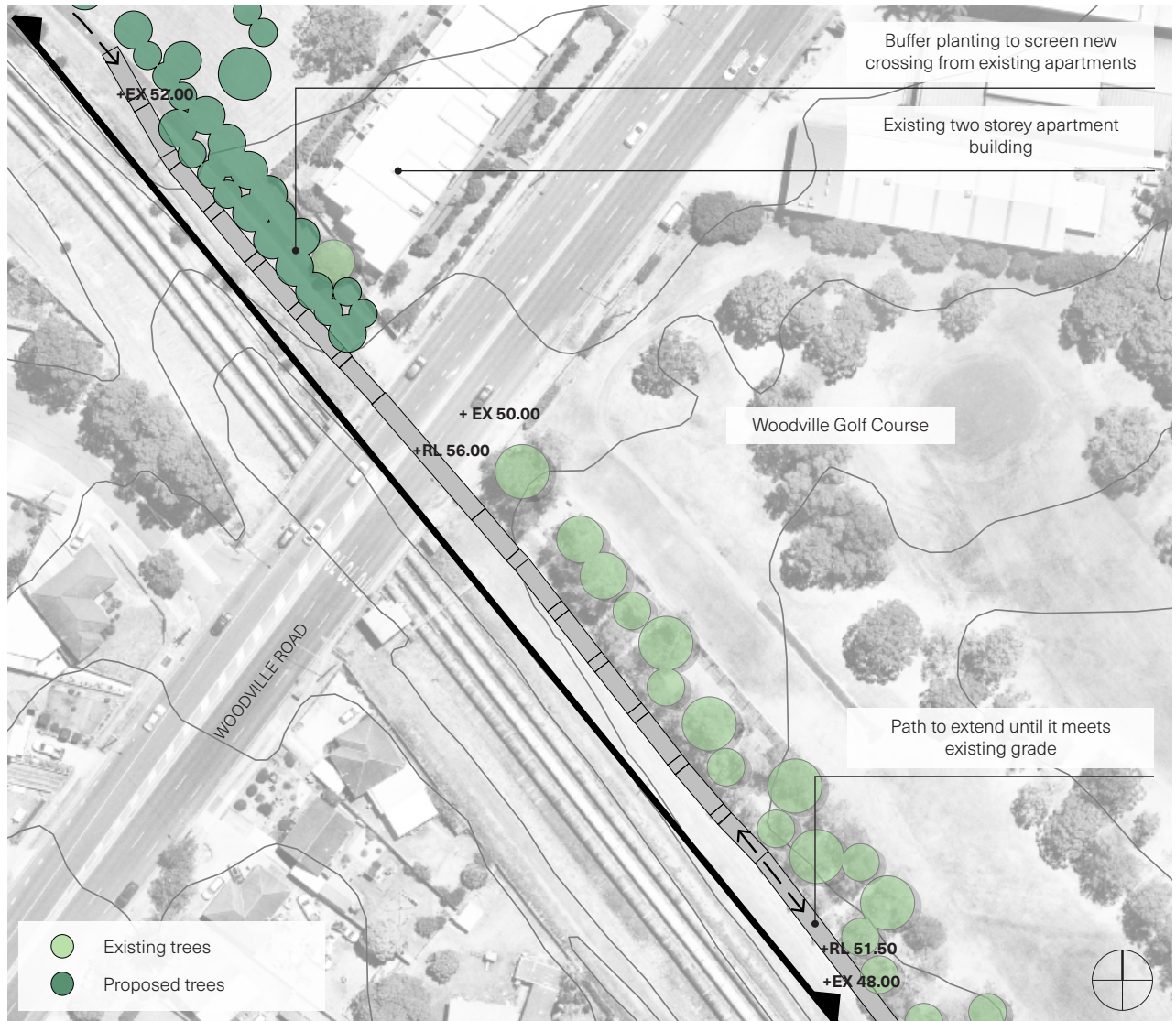
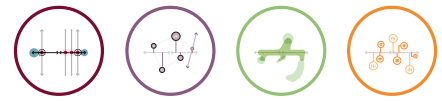
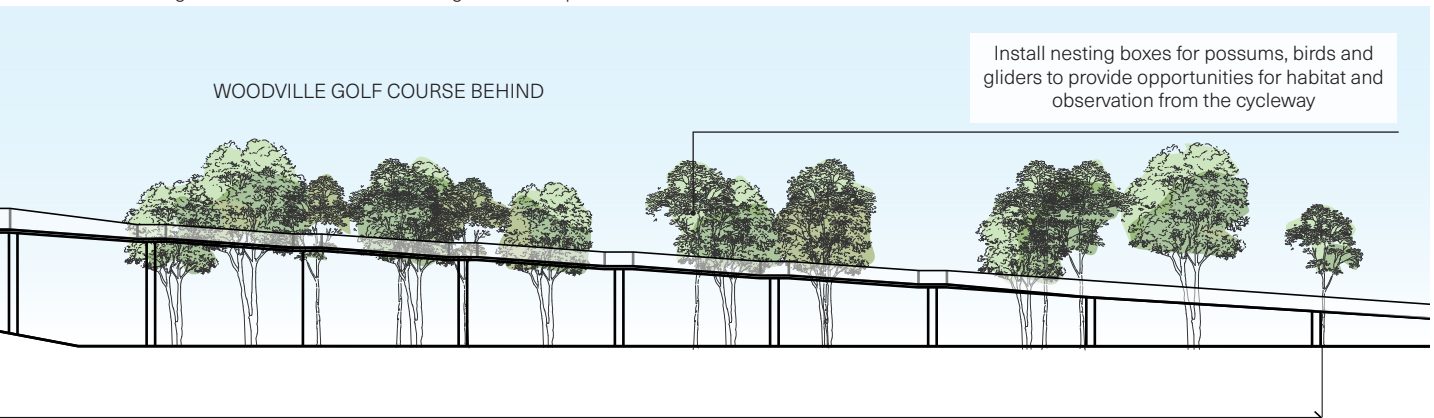


Figure 87: Woodville Road crossing - indicative plan



## 5.10 WADDANGALLI WOODLAND PRECINCT

Characterised by large landscaped areas and dense stands of mature trees, this precinct will be a destination for passive and active recreation.

New access points from the corridor will unlock new opportunities to access the reserves through walking and cycling.

This area features the largest remnant stands of Cumberland Shale Plains Woodland, Cumberland Shale Hills Woodland (Waddangalli Woodland Reserve and Woodville Golf Course) and Castlereagh Ironbark Forest (Campbell Hill Reserve) across the corridor. Expansion of this planting to adjacent residential areas will promote increased walking and cycling uptake through provision of comfortable and cool spaces. New vegetation along the corridor should include low maintenance native planting including *Lomandra*, *Dianella*, *Carex*, *Gahnia* and other local plants.

Proximity to a number of schools in this area also invites opportunity for formal and informal outdoor educational and interpretation opportunities, and could include a focus on ecological, historical and Indigenous matters.

The name Waddangalli recognises the abundance of native *Acacia decurrens* (Green Wattle) on the site.

- *Wadda* meaning gum or sweet liquid
- *ng* referring to an object, in this case the gum/liquid
- *al* meaning power and,
- *li* meaning action, refers to how to gum comes out of the tree of its own accord

While there are many potential options to open up the Reserve, consultation with Traditional Custodians as to what they want to do with this site will be important. They may want to protect the site from public access or they may wish to offer the site as a gathering/ educative space.

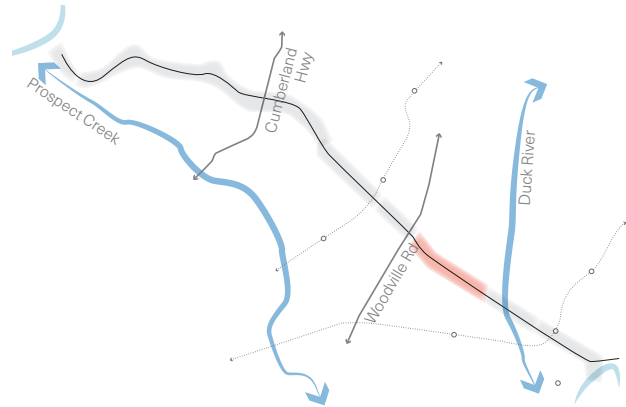


Figure 88: Precinct Reference Plan

- Existing pipeline
- Existing pipeline fence
- Proposed pipeline fence
- Proposed dual cycleway and pedestrian path
- Proposed shared path adjacent to existing streets
- Proposed on-road cycle path
- Proposed raised pedestrian/cycle crossing and corridor entry point
- New pedestrian/cycle bridge
- Proposed traffic light
- Improve existing bridge
- Proposed new corridor entry point
- Proposed streetscape upgrades
- Open space/landscape upgrades
- Proposed recreation cluster
- Existing pedestrian loop/path
- Open space
- School
- Proposed access points to open space
- Rest stop
- Yarning circle/storytelling area



# Corridor East

Relevant design strategies



Figure 89: Waddangalli Woodland Precinct

### 5.11 DUCK RIVER PRECINCT

This precinct will be a key destination for community uses, as well as active and passive recreation, anchored by a healthy and revitalised Duck River.

Duck River is culturally significant with a rich history of stories and important sites. A site of ritual battles, ceremony and law, one bank was a special place for women giving birth. Skilled midwives practised in women’s knowledge here, while the place for men was across the river. Marriages were arranged on islands. The Silverwater area of Duck River used to be a meeting place for trade between the forest people and the coastal people.

Complementary to the Duck River Strategic Masterplan, works along the corridor will seek to support a restoration of the riparian area around the river alongside the active transport link. Opportunities to engage with local Aboriginal ranger groups, landcare groups and school groups should be sought.

Cultural maintenance practices for the Duck River area should be further explored, including provision of gross pollutant traps on drainage into the river, sedimentation settlement areas, plantings of reeds and rushes where appropriate along the riparian area.

New access points will unlock opportunities to access the corridor from the Nordford Park and Hector Street A new north-south bridge over the pipeline will integrate with the corridor and surrounding parkland, creating a sense of convergence and gathering. The recently upgraded Hector Street Bridge will support new opportunities for school students to safely access the Parks around the Duck River.

Opportunities for outdoor education in proximity to local schools have been included to allow the community to engage both formally and informally with learning and interpretation experiences along the corridor.

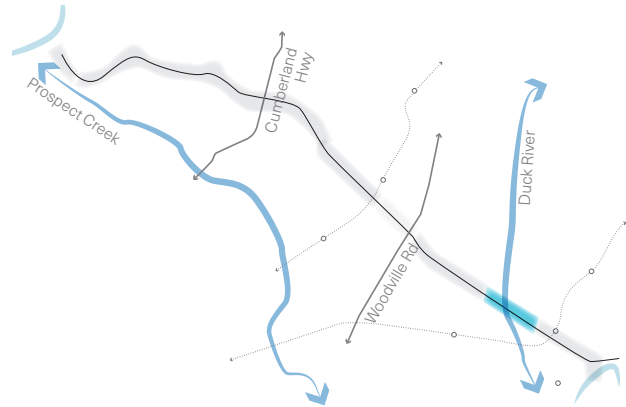


Figure 90: Precinct Reference Plan

- Existing pipeline
- Existing pipeline fence
- Proposed pipeline fence
- Proposed dual cycleway and pedestrian path
- Proposed shared path adjacent to existing streets
- Proposed on-road cycle path
- Proposed raised pedestrian/cycle crossing and corridor entry point
- Proposed pedestrian/cycle bridge
- Proposed traffic light
- Improve existing bridge
- Proposed new corridor entry point
- Proposed streetscape upgrades
- Open space/landscape upgrades
- District link for future investigation
- Open space
- School
- Rest stop
- Yarning circle/storytelling area



# Corridor East

Relevant design strategies



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## Corridor East

### Boundary Street Pocket Park

DR7

***New open spaces formed by the delivery of the cycle provide new opportunities for pocket parks***

The planned realignment of Boundary/Wolumba Street and delivery of the cycleway will provide the opportunity for the delivery of a pocket park along the corridor. Currently a single lane bridge, the expansion of the Boundary/Wolumba Street bridge to include two lanes and shared paths on either side will support new accessibility to the corridor and Duck River further east. To support movement along the corridor, a new intersection on Boundary Street should be explored to support easy at-grade movement along the corridor.

A pocket park between Boundary Street and the cycleway provides an additional opportunity for landscaping and community. Low maintenance planting should be incorporated to provide visual relief from the high traffic of along Boundary Street. This park can also serve as a lunch spot for workers from the adjacent Chester Hill industrial area.

Potential opportunities for this space include:

- Retention of existing trees and delivery of new vegetative screening along residential interfaces to balance visual amenity and privacy
- Local grass species and low flowering shrubs that delivers low maintenance habitat in this small park
- Public furnishings such as shaded seating areas and water fountains
- Informal outdoor educational zones such as gardens with endemic species and signage

Vehicular access to the pipeline for maintenance should continue to be facilitated from Boundary Street.

### Sefton Outdoor Classroom

DR7

***A vacant piece of Sydney Water land adjacent to the Pipeline corridor provides the opportunity to create much needed recreational space within Corridor East.***

The duplication of the pedestrian cycle/path on the southern side of the corridor extending from Boundary Road to Hector Street through this site offers a rest and recreation stop for corridor users and a park for the local community. Adjacent to Salamah College, the site contains several mature trees that offer a shaded and green outlook and is located adjacent to Salamah College.

Potential opportunities for this space include:

- Public amenities
- A local playground may be divided into different zones with elements aimed at high school ages such as social seating
- Public furniture such as shaded seating, lighting and water refill fountains
- Small open lawn for picnics and informal games
- Enhanced tree canopy with decorative understorey planting, providing a buffer to pipe infrastructure
- Outdoor fitness trail

Access to the pipeline for maintenance can still occur on the northern side of the corridor.



# Corridor East

Relevant design strategies

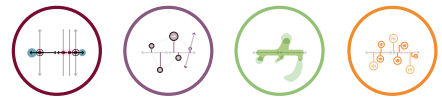


Figure 93: Sefton and Boundary Road Indicative Plans



Figure 91: Local playground



Figure 92: Open flexible lawn for passive and active recreation



## Corridor East

### Duck River Bridge

DR7

***A new crossing at Duck River will support better access to parkland and support rehabilitation of the riparian corridor.***

The delivery of a new crossing at Duck River will provide a new opportunity to traverse the corridor from north to south along an existing 1.6km impermeable stretch between Hector Street, Chester Hill and Regents Park Station.

The ramped pathway begins to the south-east of Norford Park, extending over the pipes and back down along Helen Street. Around Norford Park, these will connect to new paths outlined within the Duck River Strategic Masterplan. To the south, the crossing will connect into existing footpaths on Helen Street. It will provide new regional views over Duck River and enable people to walk at the level of the tree canopy.

Acquisition should be considered of the property at 2 Munro Street in order to facilitate the spatial requirements for the ramp and bridge. The alignment shown takes into consideration the existing constraints, including the density of existing tree planting around Duck River and existing service requirements for Sydney Water and electrical infrastructure within the corridor. Residential properties along Munro Street should be screened by new buffer tree planting to the west of the bridge, reducing visual impact of the proposed new infrastructure. This will be subject to further design testing and exploration.

Landscaping works adjacent to the crossing should enhance biodiversity, ecological resilience and the rehabilitation of Duck River. Cultural maintenance practices for the Duck River area should be further explored, including provision of gross pollutant traps on drainage into the river, sedimentation settlement areas, plantings of reeds and rushes where appropriate along the riparian area.



Figure 95: Excerpt, Duck River Strategic Masterplan



Figure 94: Excerpt, Duck River Spatial Framework



# Corridor East

Relevant design strategies



Figure 96: Indicative Plan, Duck River Crossing



Figure 97: Elevated walkway at Jock Marshall Reserve and Nature Walk, Clayton, Victoria



Figure 98: Native planting under Tanderrum Bridge, Melbourne

## 5.12 REGENTS PARK PRECINCT

The Regent Park Precinct will be the eastern terminus of the Prospect Pipeline Corridor with future long-term links to the Cooks River in the east.

The Regents Park Precinct is a complex and constrained precinct with significant road, rail and water infrastructure which impedes movement both east/west and north/south. The precinct features a mix of land uses including commercial, retail, residential, industrial, schools and water infrastructure.

Shown within this precinct plan are the long term aspirations to extend the cycleway down the corridor and through to Potts Hill Reservoir. To facilitate this, discussions with Sydney Water and the delivery of pedestrian and cycle bridges to traverse rail, water and road infrastructure would need to be delivered. This will be subject to future design testing and discussions with key stakeholders.

Understanding the complexity and potential funding required to deliver on the long term aspirations, short to medium term staging options have been included to provide opportunities to improve connectivity and deliver community benefit.

### Corridor cycleway up to Regents Park Station and Town Centre

In the short term, separated cycle and pedestrian pathways will extend along Rose Crescent terminating one block away from Regents Park Station to the west. This will create the opportunity to deliver a direct connection to Regents Park Station without placing significant strain on the already busy Park Road/Rose Crescent intersection. This should be supported with secure bicycle storage and a rest stop to enable commuters to switch between transport modes.

### On road cycleways

The delivery of two sets of on-road cycleways have been included within this precinct to deliver short-term benefit to residents as well as provide a secondary cycle network for the corridor to stitch into in future. These include:

- From Duck River to Regents Park Station, along Prince Road East and Regent Street
- Along Amy Street to connect into existing on-road cycleways on Weroona Road to TAFE NSW Lidcombe and the University of Sydney Cumberland Campus

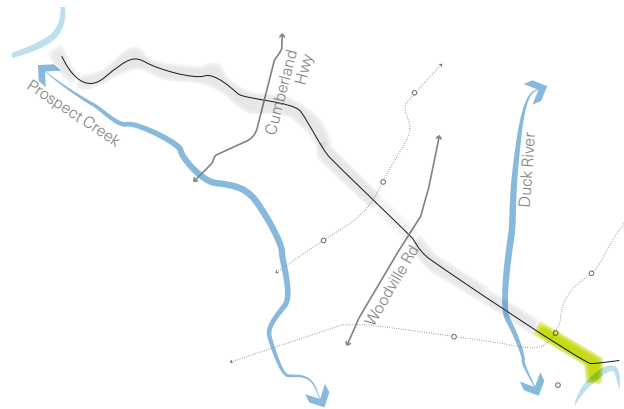


Figure 99: Precinct Reference Plan

- Existing pipeline
- - - Existing pipeline fence
- - - - Proposed pipeline fence
- Proposed dual cycleway and pedestrian path
- - - Potential extension into Potts Hill Reservoir
- - - Proposed shared path adjacent to existing streets
- - - - Proposed on-road cycle path
- ⊗ Proposed raised pedestrian/cycle crossing and corridor entry point
- ⊗ New pedestrian/cycle bridge
- ⊗ Improve existing underpass
- ⊗ Improve existing bridge
- ▲ Proposed new corridor entry point
- Proposed streetscape upgrades
- ➔ District link for future investigation
- Open space
- ⓘ Train Station
- ||||| Rail line
- ✱ Rest stop



# Corridor East

Relevant design strategies

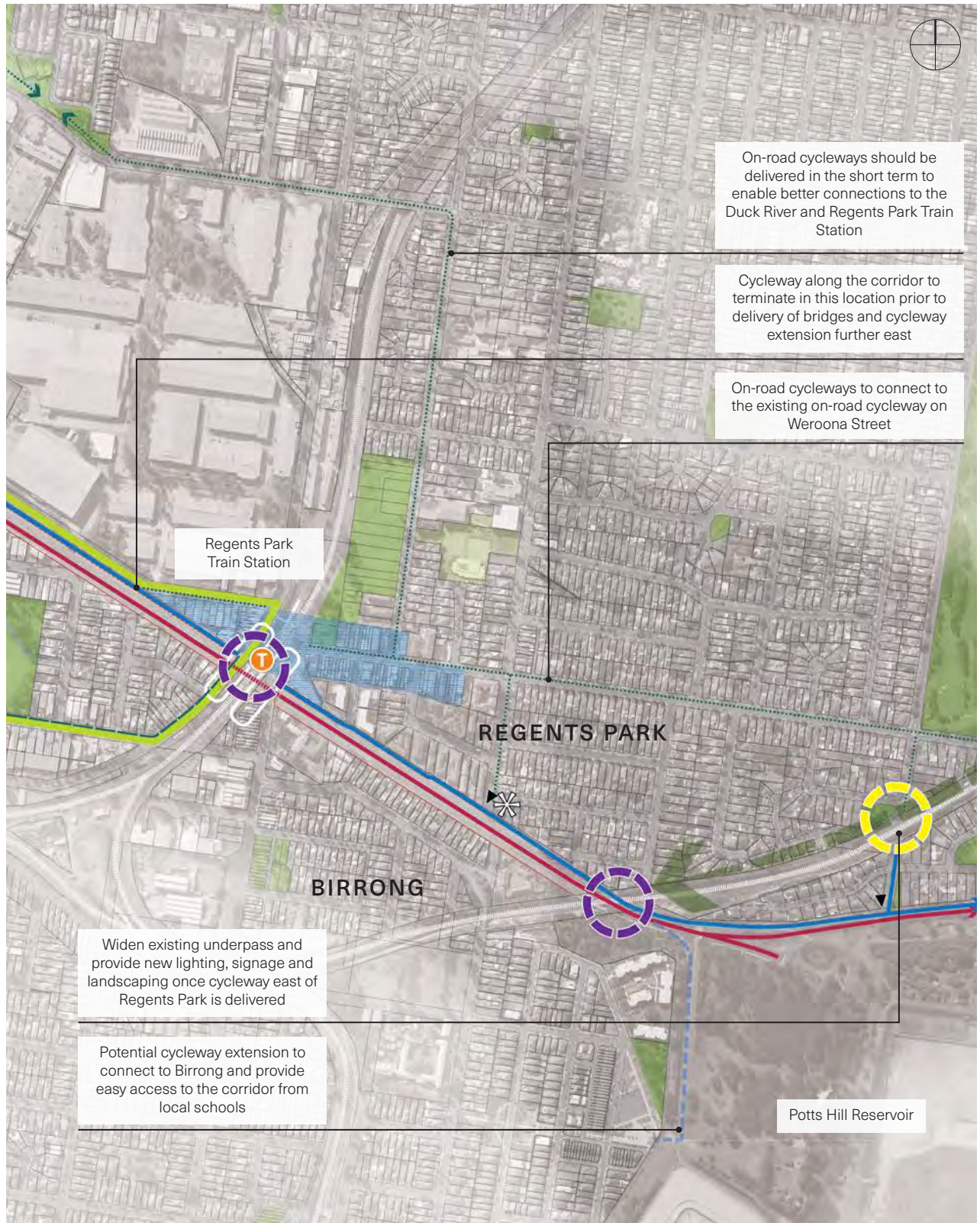


Figure 100: Regents Park Precinct





Hector Street and Salamah College, Chester Hill