

PIPPITA RAIL TRAIL MASTERPLAN

CUMBERLAND CITY COUNCIL

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ACKNOWLEDGMENT OF COUNTRY

Place Design Group acknowledges the Wangal and Dharug people, the traditional custodians of this land.

We pay respect to Elders past and present and extends this respect to all Aboriginal people living in or visiting on what are now known as the Strathfield, Cumberland and Parramatta areas.

Aboriginal People have had a custodial role with the Parramatta River and the land surrounding it since time immemorial. It is internationally recognised that Aboriginal nations manage land and waterways as living entities and Aboriginal principles of sustainable preservation of the land and waterway are based in beliefs, tradition, customs and practices.

These principles will provide insight into the proposed design interventions at the Pippita Rail Trail as outlined in this document.

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INTRODUCTION

01

BACKGROUND

The Pippita Rail Trail from Lidcombe to Sydney Olympic Park has been identified as a priority project for cyclists and pedestrians as Cumberland City grows and changes. The increase of population in Western Sydney has accelerated the need to enhance connections across Cumberland City Council.

Place Design Group has been engaged by Cumberland City Council to prepare a masterplan and design of the Pippita Rail Trail.

Whilst providing for the everyday commuter cyclist, local and leisure tourist, and the extensive community who utilise the rich historical trail, this project will meet the aspirations of the broader public with an outcome of design excellence which compliments the iconic location.

Cumberland City Council proposed development of the new cycle link has arisen from the 'Rail Trail' program, which turns unused rail lines into cycle connections.

The project objectives respond to NSW Government Get NSW Active Program 2022/23 and Cumberland 2030: Strategic Planning Statement. The Pippita Rail Trail pedestrian path and cycle way is proposed to link Lidcombe to Sydney Olympic Park.

A feasibility assessment was carried out in January 2021 by Cumberland City Council. The trail is being developed as part of a grant from the NSW state government under the Get NSW Active Program 2022/23.

What the masterplan is proposing:

- Provide a detailed understanding of the site, its strategic importance and understanding of opportunities and challenges
- Promote the relationship between social and economic activity
- Assess pedestrian and cycle options to ensure the design fits seamlessly within the landscape and is safe and fit for purpose
- Contribute to a wider cycling green belt which facilitates sustainable practices
- Create placemaking opportunities guided by an integrated approach to accessibility, resilience and urban vibrancy
- Allow for a range of experiences for all
- Review and incorporate community consultation results
- Document innovative design solutions which respond to a diverse range of people
- Minimise impact on heritage assets and provide a connected narrative that expresses the essence of the site
- Understand stakeholder requirements to ensure a consolidated design outcome



PROJECT SCOPE

The Pippita Rail Trail proposes a 2.4 kilometre walking and cycling connection between Lidcombe Train Station and Sydney Olympic Park. The trail proposes a separated bike path and wider footpaths between Lidcombe Station and Bachell Avenue and a new shared path between Bachell Avenue and Sydney Olympic Park, revitalising part of the former Abattoir Branch railway line into a walking and cycling link. The name for the project, the Pippita Rail Trail, was chosen to reflect the vicinity of the former Pippita Train Station along the alignment.

The Pippita Rail Trail is part of Council's long term strategic vision for Cumberland. The proposed trail will provide an important link for commuters and the community to cycle or walk directly between Lidcombe Train Station and Sydney Olympic Park, as well as view places of interest and local history landmarks. The project will also provide connections to Cumberland's parks and open spaces along the trail.

The link is broken into three key areas including:

Road Connection – The on-road section from Lidcombe Train Station to the corridor entry on Bachell Avenue.

Rail Corridor – The section in the Sydney Trains rail corridor from Bachell Avenue including the two bridges over Parramatta Road and the M4.

Gateway to Sydney Olympic Park – In peak periods and during major events, commuters and the community will have the opportunity to leave their car or skip the train and walk or ride between Lidcombe Train Station and Sydney Olympic Park.



PLANNING & SITE CONTEXT

02

PIPPITA RAIL TRAIL

Pippita Rail Trail is located within the suburb of Lidcombe within Cumberland City Council in Sydney's Western Suburbs, around 15km from Sydney CBD and 7km from Parramatta CBD. The trail has been identified as a key corridor by Cumberland City Council, Parramatta Council and Transport for NSW as part of their respective active transport frameworks. The project is called Pippita Rail Trail to reflect the name of the former Pippita Station located on the former Abattoir Branch railway line. It once serviced the State Abattoirs, State Brick Works and Homebush Salesyards with stations including Pippita, Metropolitan Meat Platforms, Saleyards, Abattoirs and Brickworks.

Regional Context

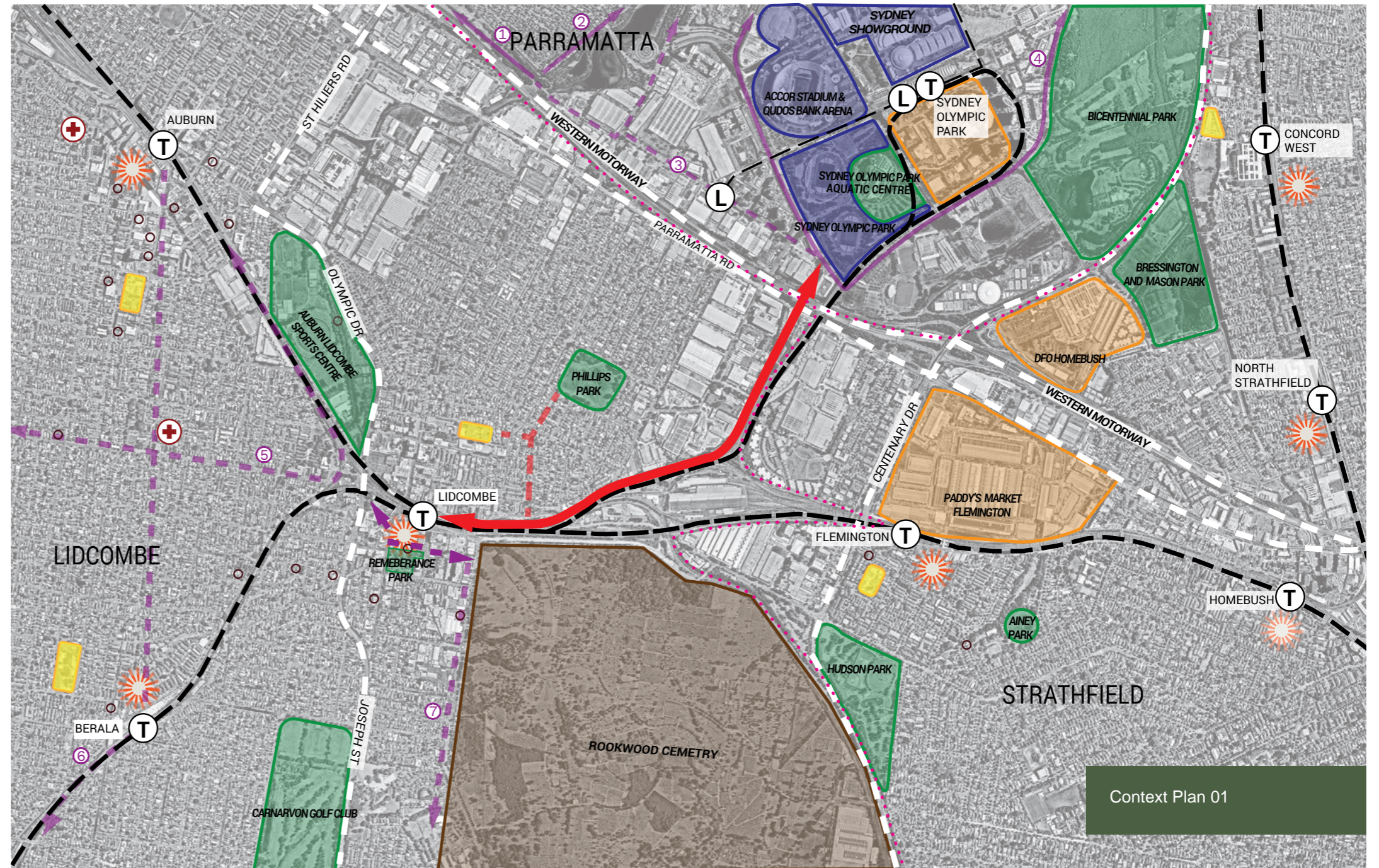
The trail has been identified as a strategic corridor connecting key open space and infrastructure through equitable active transport opportunities. A key outcome for the project is to enhance and improve connectivity but also promote a healthy lifestyle.

Local Context

The proposed corridor traverses a variety of land uses from mixed use, low rise residential through to light industrial and warehouses. The trail will provide a multi-modal transport option to a variety of residents, workers and recreational users within the area.

Site Context

The 2.4km trail will provide a new recreation and active transport connection from Lidcombe to Sydney Olympic Park with its expansive parklands, business centre and restaurants, sporting and entertainment venues and events, residential precincts and cycle and pedestrian connections to Rhodes, Concord West, Wentworth Point, Newington Village, Carter Street and Parramatta. The trail will also provide connections to other local and regional active transport routes for both Cumberland City Council and Parramatta Council. As Cumberland City Council plans for future growth and development, access to high quality open space becomes increasingly important. Accessing this open space via alternative modes of transport has an even greater importance to allow a more sustainable approach to the planning of the Lidcombe area.



KEY			
	Pippita Rail Trail		Schools
	Train Station		Leisure
	Rail Line		LGA Boundaries
	Proposed Light Rail Line		Hospitals
	Proposed Light Rail Stop		Religious Centre
	Town Centre		Retail
			Existing Cycleway
			Proposed Cycleway
			Entertainment
	Existing M4 Cycleway		Proposed Route 5 Lidcombe to Duck River Cycleway
	Existing Haslams Creek Shared Path		Prospect Pipeline Corridor to Olympic Park (via Berala)
	Proposed Carter St Link		Auburn to Cooks River (via Rookwood)
	Existing On Road Cycle Lane		

Context Plan 01

NTS

STATUTORY AND REGIONAL PLANNING

A series of strategic policies, frameworks and guidelines relevant for the Pippita Rail Trail have been reviewed to understand the site context, opportunities and connections for the active corridor.

TRANSPORT FOR NSW

ACTIVE TRANSPORT STRATEGY

This Strategy provides longer term ambitions accompanied by five year priority moves to guide planning, investment and priority actions for active transport across NSW.

CYCLEWAY DESIGN TOOLBOX

Provides guidance on desired outcomes for cycling and micro-mobility. It establishes design principles for cycleways in specific contexts, including temporary initiatives, and public bicycle parking facilities.

WALKING SPACE GUIDE

Provides a set of standards and tools to ensure that sufficient space is provided on streets to achieve comfortable environments which encourage people to walk.

PRACTITIONERS GUIDE TO MOVEMENT AND PLACE

Explains how built environment practitioners can apply a Movement and Place approach to projects and plans. The framework delivers on NSW policy and strategy directions to create successful streets and roads by balancing the movement of people and goods with the amenity and quality of places.

STRATEGIC CYCLEWAY CORRIDORS

The primary focus of the strategic cycleway network for the Central River City is to provide safe cycleway is for people of all ages and abilities to better connect centres, precincts, and places. The masterplan utilises the six building blocks outlines in the strategy to ingrain the Pippita Rail Trail as part of the wider cycleway corridor.

DEPARTMENT OF PLANNING

NSW GUIDE TO WALKABLE PUBLIC SPACE

Outlines why walkable public spaces are needed. It includes ideas and opportunities for how they can be created, and methods for trialling and evaluating improvements.

CUMBERLAND CITY COUNCIL / PARRAMATTA COUNCIL

LIDCOMBE TOWN CENTRE PUBLIC DOMAIN PLAN

Lidcombe Town Centre Public Domain Plan has been prepared to provide a consistent high quality public realm to promote the revitalisation of Lidcombe Town Centre. The document provides treatments including material palettes and surface treatments, street furniture and landscaping finishes.

CUMBERLAND WALKING & CYCLING STRATEGY

A Walking and Cycling Strategy has been developed from previous early engagement and planning work undertaken and Cumberland Council wants your feedback. The strategy identifies objectives, strategic considerations, an action plan and proposed active transport corridors for Cumberland.

PARRAMATTA BIKE PLAN

The Bike Plan has been developed to enhance the accessibility, sustainability, productivity and liveability of Parramatta through an increase in cycling, helping foster healthy and connected residents, students, workers and visitors.

PIPPITA RAIL TRAIL PROPOSAL

The Pippita Rail Trail proposal outlines the purpose, history and scope for the project. This informs the site analysis and masterplanning processes, to enable the preparation of a design for the project.

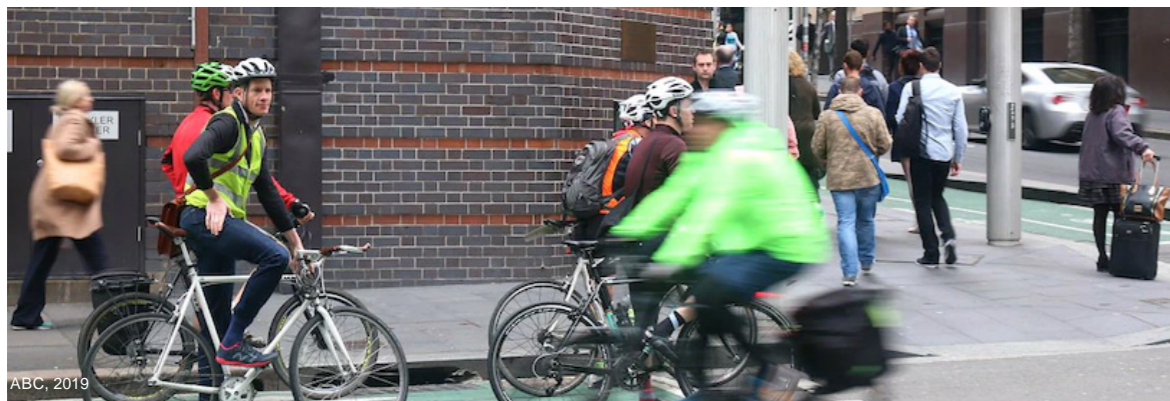
AUSROADS GUIDELINES & STANDARDS

GUIDE TO ROAD DESIGN PART 6

Guide to Road Design Part 6: Roadside Design, Safety and Barriers provides guidance on roadside design and in particular guidance on evaluating the risk of a roadside and the selection and use of road safety barrier systems.

GUIDE TO ROAD DESIGN PART 6A

Guide to Road Design Part 6A: Paths for Walking and Cycling provides guidance for designers and other practitioners on the design of paths for safe and efficient walking and cycling, both within the road corridor and outside the road corridor. When considering the unique challenges of the Pippita Rail Trail the road design safety for walking and cycling are paramount.



CYCLEWAY STRATEGIC INTENT

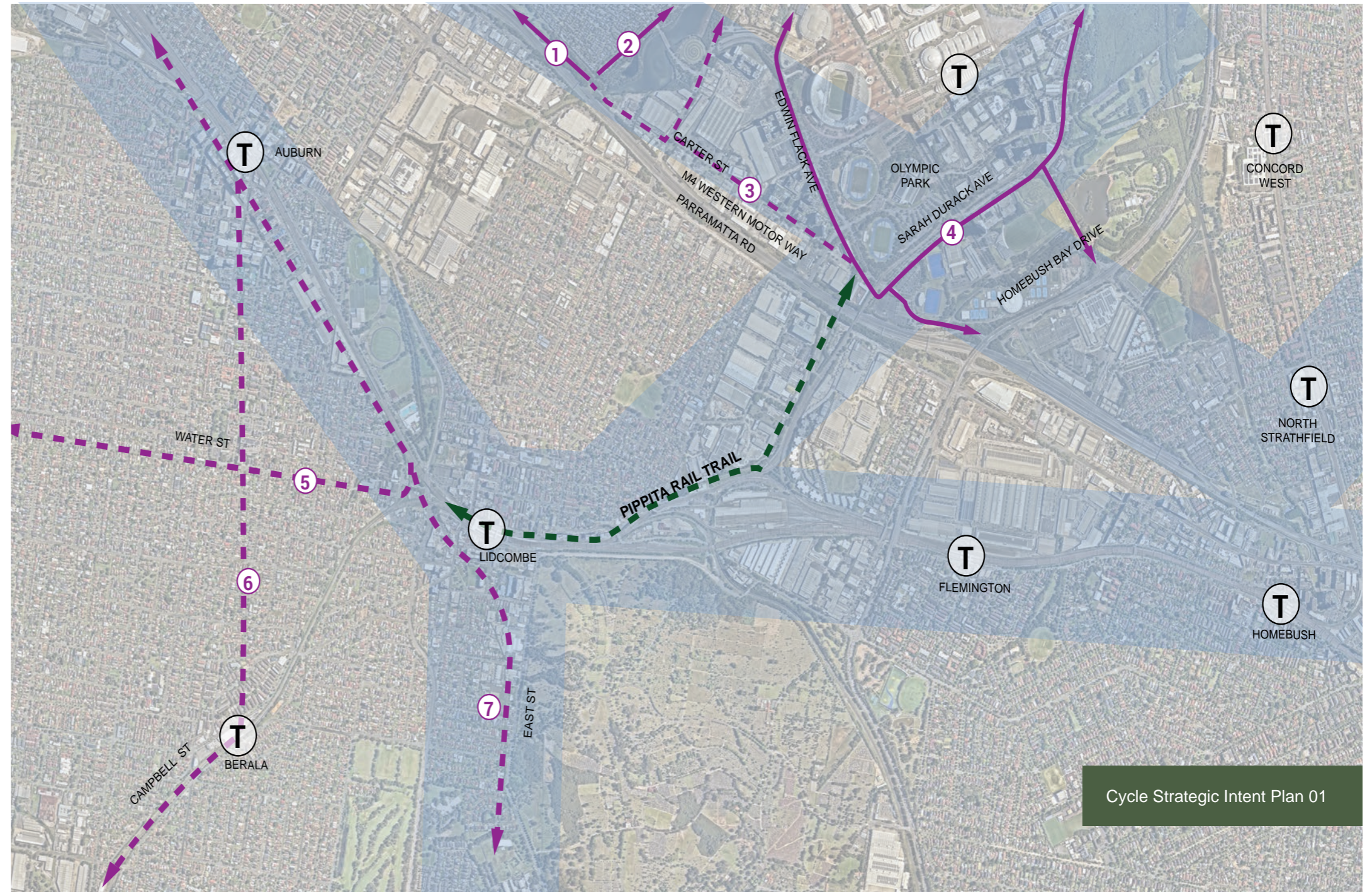
The proposed Pippita Rail Trail will assist in connecting the existing and proposed regional cycleways.

The strategic intent of the Pippita Rail Trail aligns with the Active Transport Strategy (Transport for NSW, 2022) to encourage the use of walking and cycling.

Provision of well-designed and safe cycleways will help to reduce reliance on personal vehicles, and serve to relieve congestion on our roads.

The Central River City corridor is one of the main corridors identified for cycleways, which the Pippita Rail Trail is located within.

The Pippita Rail Trail will strategically connect Lidcombe to Sydney Olympic Park to create an active transport corridor that links key destinations which are otherwise divided by Parramatta Road and the Western Motorway.



Cycle Strategic Intent Plan 01

LEGEND

- ① Existing M4 Cycleway
- ② Existing Haslams Creek Shared Path
- ③ Proposed Carter St Link
- ④ Existing On Road Cycle Lane
- ⑤ Proposed Route 5 Lidcombe to Duck River Cycleway
- ⑥ Prospect Pipeline Corridor to Olympic Park (via Berala)
- ⑦ Auburn to Cooks River (via Rookwood)

KEY

- Pippita Rail Trail
- Existing Cycleway
- - - Proposed Cycleway
- Strategic Corridor Plan

UNDERSTANDING PLACE

The Traditional Owners of the Lidcombe area are the Darug people, dwelling along the ridges and banks of the estuarine environment of the Parramatta River – meaning place of the eel.

For generations, song-lines and trading routes have weaved across the landscape – allowing for knowledge and resources to be shared within First Nations communities across the Greater Sydney Basin and beyond.

A primary location for these trading routes were along the top of landforms and ridge lines. This allowed for clear vantage points across Country, assisting in navigation and anticipation of threats. Following European colonisation, many of the song-lines and trading routes were developed into train lines and roadways, with the route of the Pippita Rail Trail following the ridge-line of the Lidcombe area.

Through our design, we strive to continue the legacy of Traditional Owners for transport, navigation, relationship building and nurturing a deep respect for the land, water, sky, systems and resources that make up Country.



*Parramatta River
(Powerhouse Museum)*



*State Abattoir, 1927
(State Library, NSW)*

FIRST NATIONS:

KEY FINDINGS:

- “The study area has been completely cleared of native vegetation and old growth trees. Native trees have been planted on the periphery of the train line and exotic weeds proliferate.”
- “The study area and the Cumberland plains were traditionally home to several clans of the Darug (Dharug, Daruk) people.”
- “Clans travelled regularly to engage in ceremonial practices and to trade raw materials such as stone for tools, animal skins, shell for fish-hooks and decoration, nets, ochre and medicinal herbs with other groups,”

POST COLONIAL:

KEY FINDINGS:

- “The soils in the area were mainly too poor for agriculture. Wianamatta shales, which underlay the area, were the source of the soils, but they quickly lost their fertility, while the watercourses were often salty for long distances away from the Parramatta River. Land holdings in the area was used for pastoral or small industrial activities and therefore the area was slow to develop, and large tracts remained vacant until the late 19th century (Dictionary of Sydney).”
- A station was opened at Lidcombe on 1 November 1858.
- Abattoir line built in 1911.

PRE-DESIGN CONSULTATION OUTCOMES

WHAT WE HEARD

Council, through all channels, collected a total of 68 responses to during the consultation period in November and December 2022.

There is a lack of interesting walking options in the Cumberland Council Area.

Several responses noted that they would like more walking and riding paths along the pipelines to stay away from traffic.

Trees planted along the path would provide shade for pedestrians.

Cycling on the roads in Cumberland City at the moment is quite dangerous so a bike track would be welcome.

Currently a lack of storage facilities for bicycles at Lidcombe Station.

Include street lamps along the trail for cyclists.

Suggestions to connect this trail to other walking/cycling tracks instead of it standing in isolation.

Suggestions that the trail extend to Sydney Markets as it is hard to reach by public transport for Wentworth point residents.

Suggestions that parts of the railway remain intact to preserve railway heritage.

Suggestions for shaded areas to be included along the trail.

Suggestions for engaging features along the trail including art installations, trivia questions, photographs of the area in the past, and stories of the Wangal people along the way.

94% of the respondents indicated that they would walk or cycle more if the Pippita Trail were to be implemented.



ENGAGED CYCLING GROUPS:

Ride Blue Mountains INC.	CamWest
Ecotransit	Bicycle NSW

For those who use Lidcombe facilities, 26% of the respondents indicated that they use it occasionally, 25% more than twice a week, and 23% once a week.



SITE ANALYSIS

03

SITE ANALYSIS

Place Design Group undertook extensive site analysis during 2023.

The project scope is defined as per the brief.

- Church St, Bachell Ave and rail corridor from Lidcombe to Sydney Olympic Park.
- The proposed masterplan is also to consider surrounding connections and adjacent streets
- The proposed masterplan is to consider overall traffic movements and connections

The initial site analysis encompassed a variety of categories to assist in understanding the context of the site and its surrounding influences. These included:

- Land use
- Connections
- Trees and landscaping
- Parking and traffic
- Urban streetscape
- Visual amenity
- Safety

A detailed review of the corridor was also undertaken which helped inform the final proposed route location and typology for the active transport link. These included:

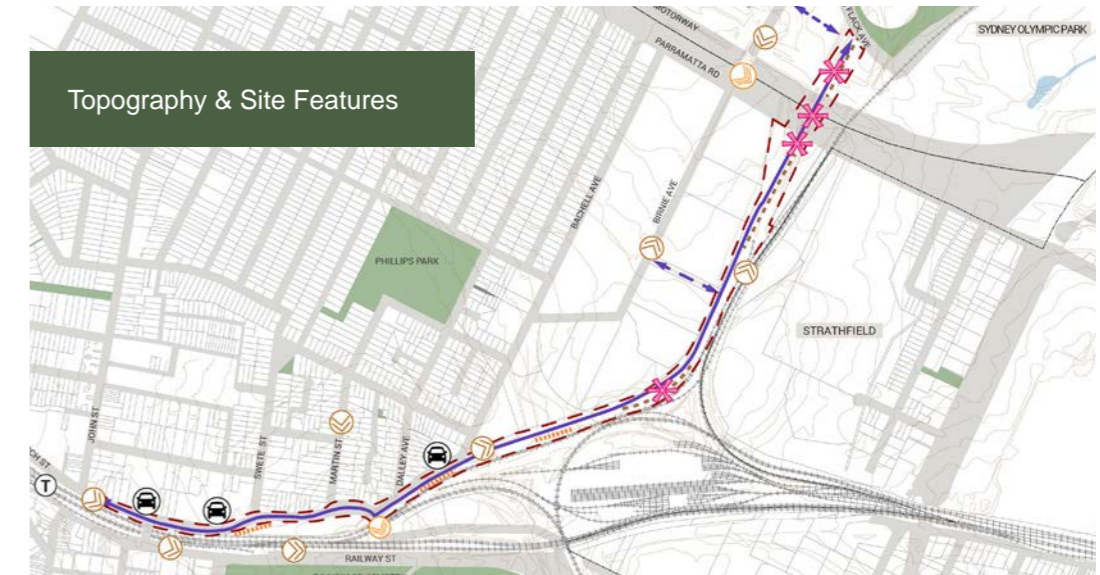
- Driveway locations
- Intersection and type
- Lane widths
- Existing infrastructure
- Steepness / comfort



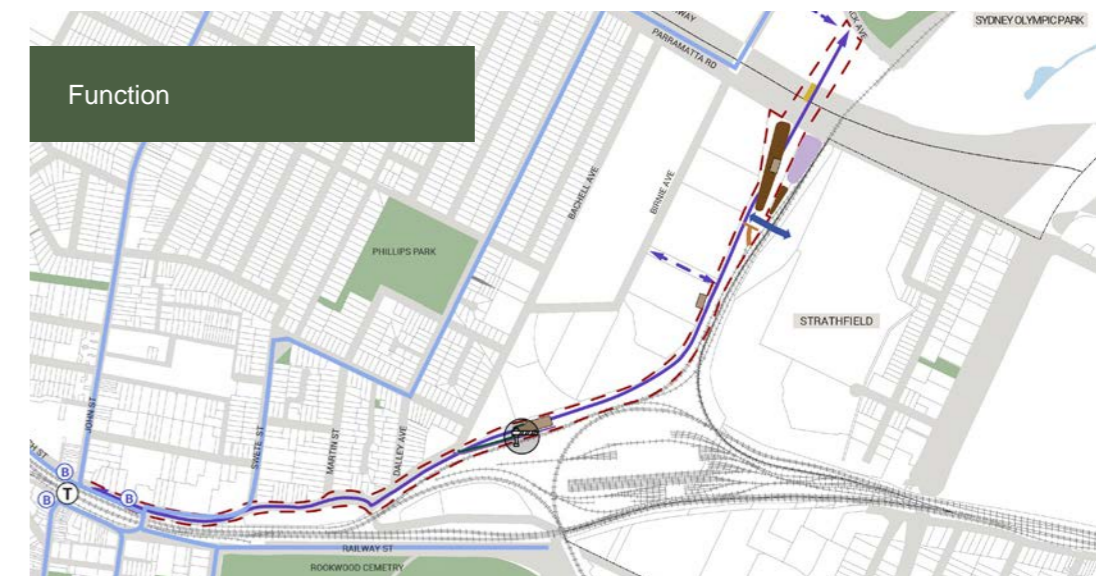
- Review of key connections and links to existing and future cycleways and active transport corridors
- Circulation around Lidcombe Station
- Review of bus routes along the proposed corridor
- Identification of key intersections and their overall function and serviceability to the Lidcombe area



- Review of existing vegetation along corridor and its ecological significance
- Review of existing street trees and amenity
- Impacts to existing trees and possible tree removal



- Review of existing site features, inclusive of light poles, furniture, bus stops, parking numbers and locations
- Review of road grades and steepness
- Overview of flooding and stormwater infrastructure
- Review of existing bridge structures



- Number of driveways and egress points along the proposed route
- Operations of Sydney Trains and maintenance egress
- Review of bus routes along the proposed corridor
- Major works and network maintenance

KEY CONSIDERATION AREAS

Throughout the site investigation phase of the project, key areas were reviewed in detail to understand all the opportunities and constraints were developed with careful consideration.

Additional review and requirements were provided by key stakeholders and user groups to ensure all elements were captured and could be feed into the final masterplan design.

Key considerations included:

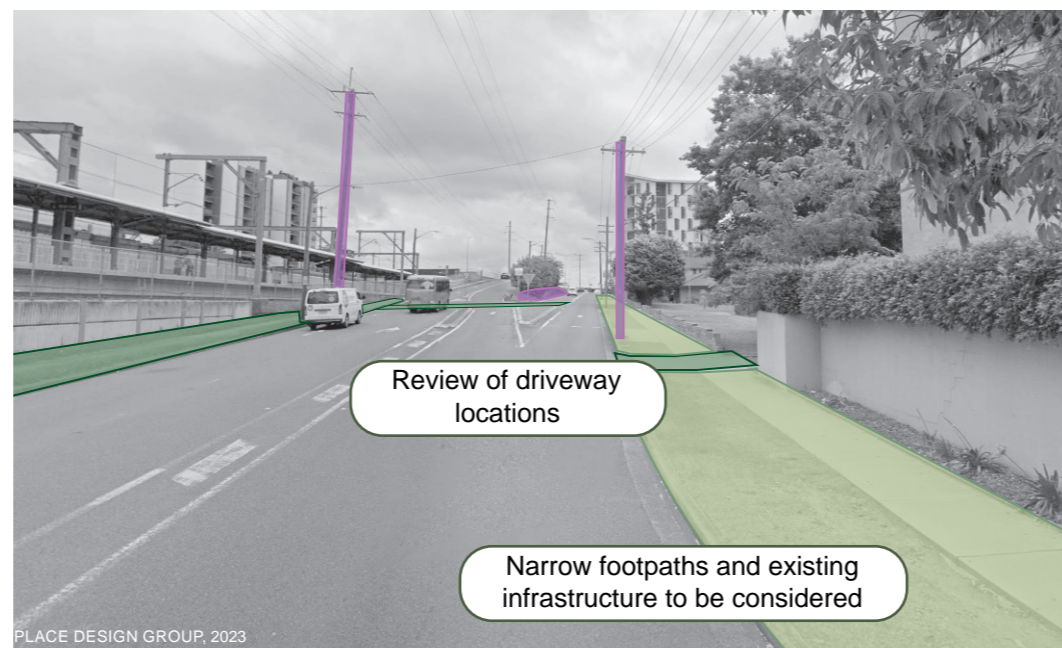
- Sydney Trains access and movement
- Sydney Trains vehicle sizes and requirements
- Hours of operations along the corridor
- Ownership and site boundaries
- Existing road and user conditions
- Existing site infrastructure
- Environmental and heritage constraints



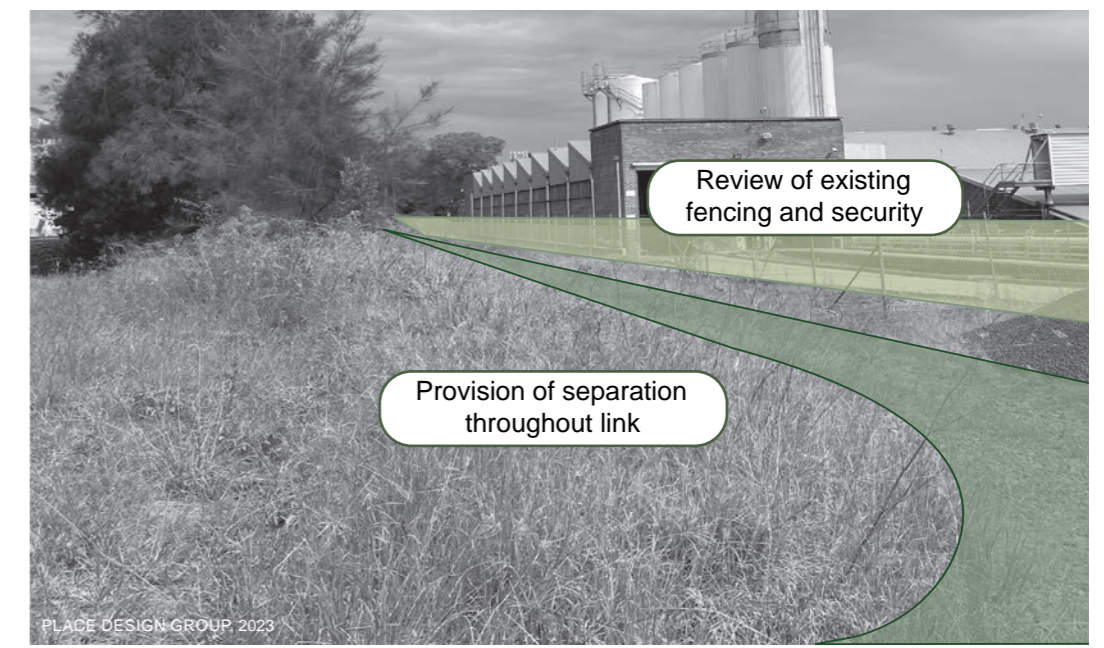
Bridge



Corridor Entry



Road - Church Street



Corridor & Trail

OPPORTUNITIES AND CONSTRAINTS

Post the design teams site inspections and visual analysis, opportunity mapping has been undertaken for the entirety of the Pippita Rail Trail.

This mapping assisted in determining areas of opportunity for enhancement and design development to provide greater amenity for the Pippita Rail Trail and the wider community.

The constraints and opportunities of the Pippita Rail Trail have been classified into three major sections:

- Movement
- Landscape
- Operations

Movement

The access and circulation analysis discovered that the major opportunities are the possibility of increasing access for the public around the site, with the aim to create a connection between Lidcombe Station and Sydney Olympic Park. To achieve this, the major constraints are the possible safety risks to pedestrians and cyclists. Further connection to Sydney Olympic Park is an important opportunity for the topography and site access areas.

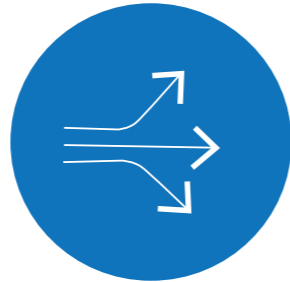
Landscape

The existing vegetation is limited along the project scope with a majority of low value plantings within the rail corridor. The plantings within the corridor have been planted upon the closure of the Abattoir line, replacement planting is to be added at a minimum of a 2:1 ratio to strengthen the ecological value of the corridor. Similarly, there is limited tree planting along the road corridor from Lidcombe Station with a mix of native and exotic species within the street verge. A key principle for the project will be to replace trees that require removal and provide additional planting to enhance the ecological value and help provide cooling to the area.

Function

The function is dictated by the existing rail industry, which poses substantial restrictions. Although opportunities for additional access are also present throughout the corridor, the main principle will be providing separation between Sydney Trains operations and the new active transport corridor.

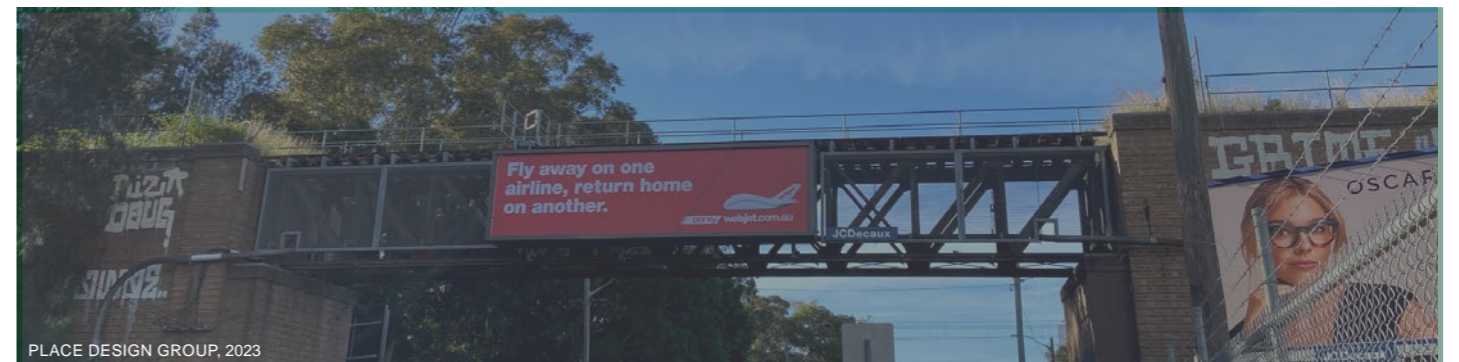
MOVEMENT



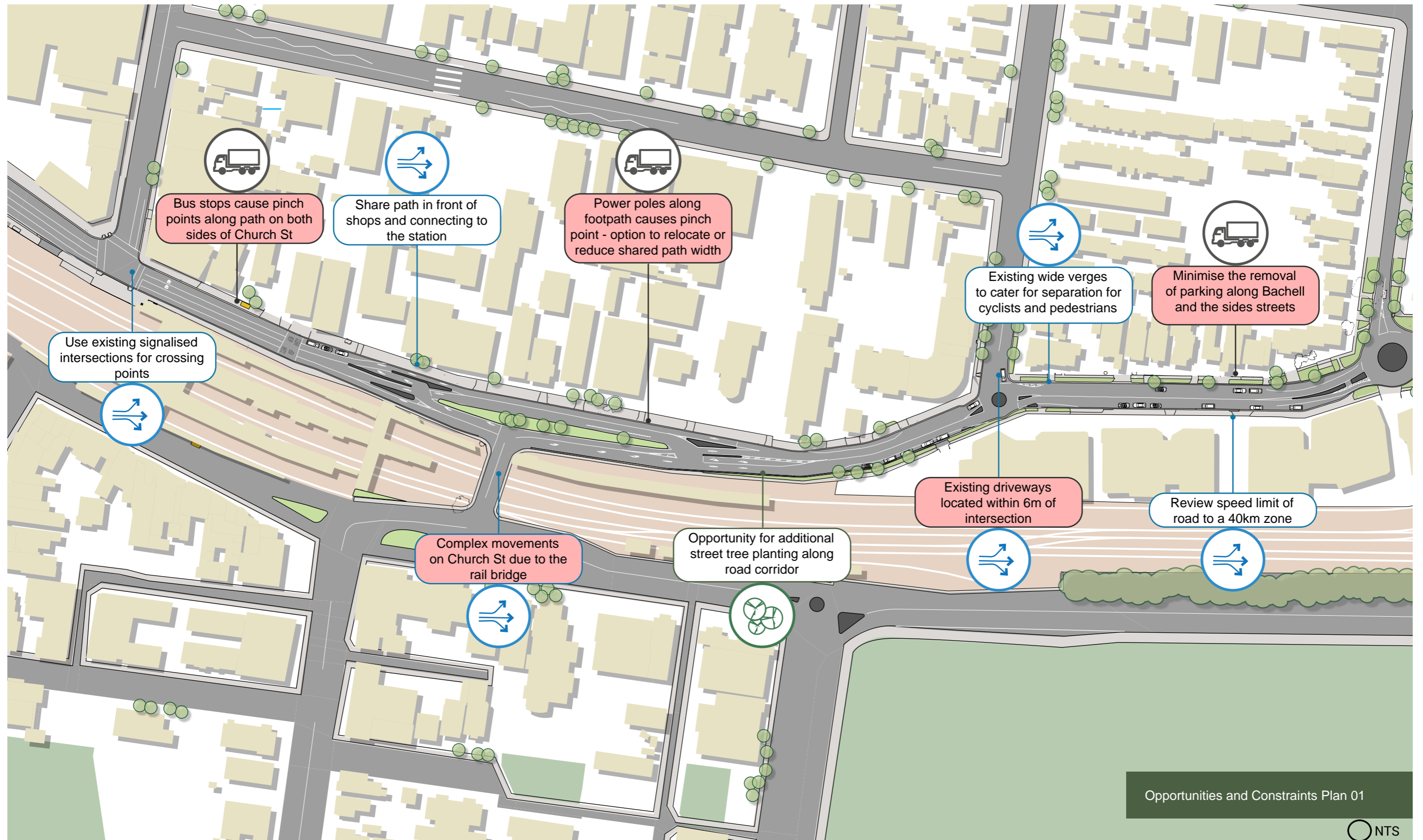
LANDSCAPE



OPERATIONS

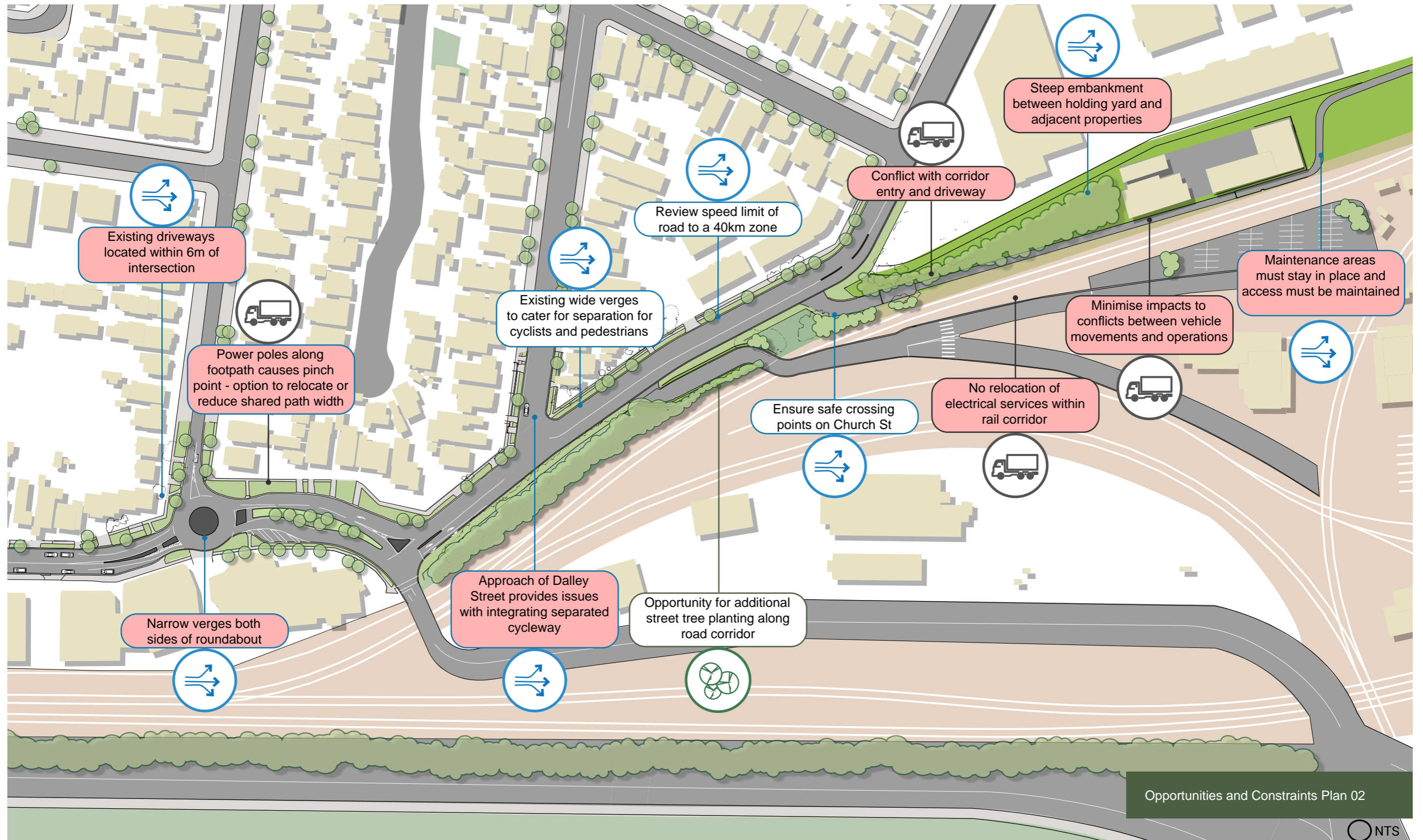


OPPORTUNITIES AND CONSTRAINTS



Opportunities and Constraints Plan 01

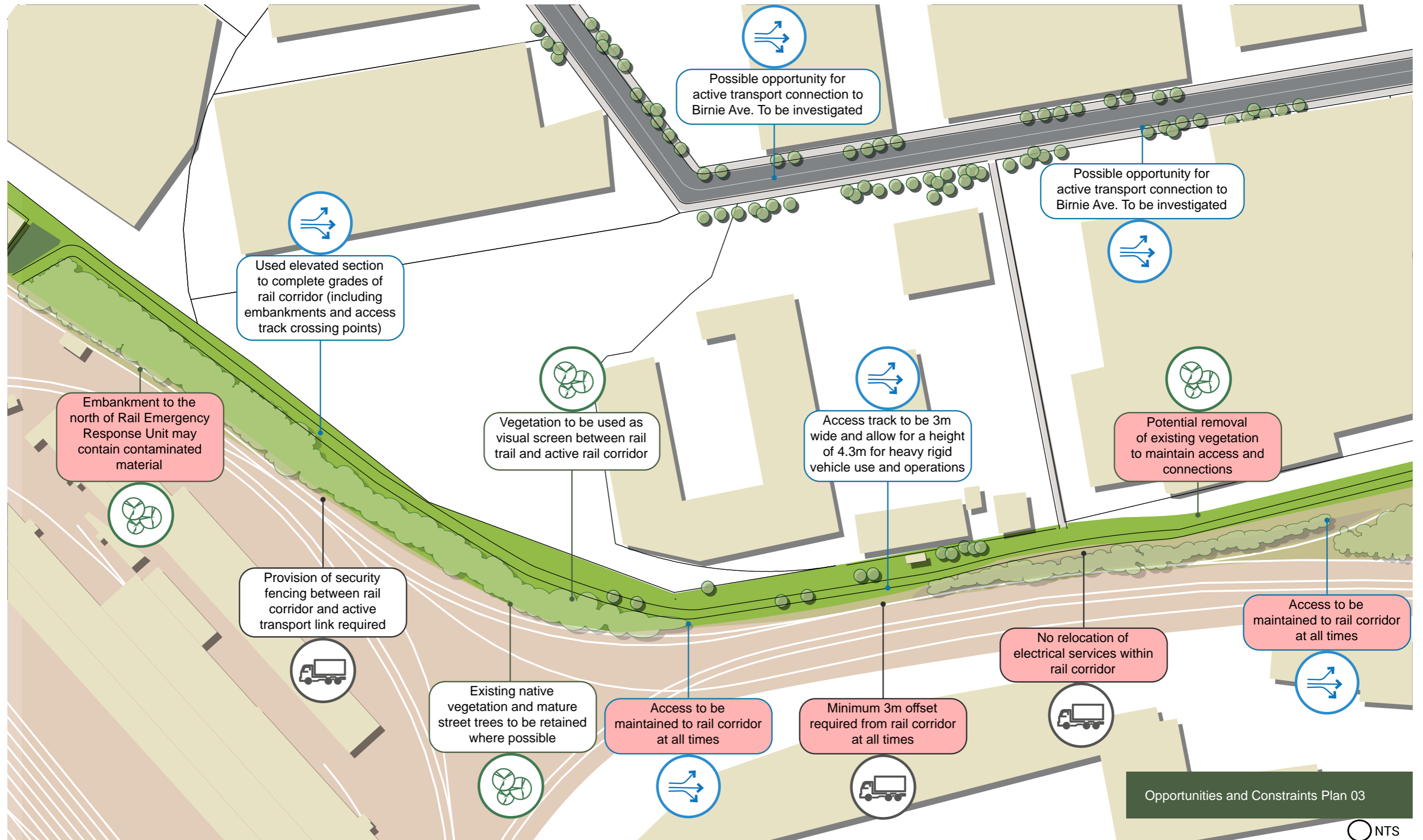
OPPORTUNITIES AND CONSTRAINTS



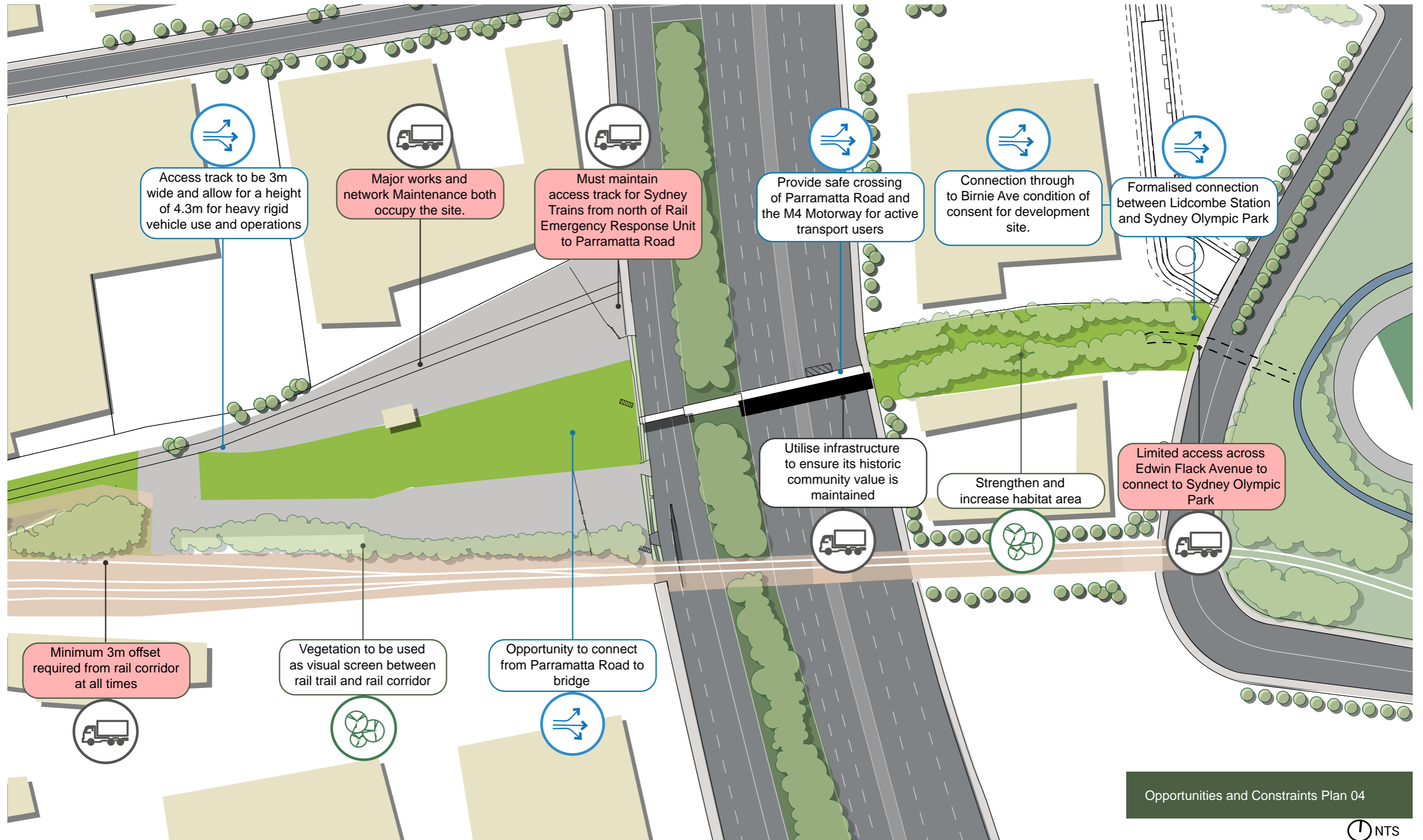
Opportunities and Constraints Plan 02



OPPORTUNITIES AND CONSTRAINTS



OPPORTUNITIES AND CONSTRAINTS



Opportunities and Constraints Plan 04



SEPARATED CYCLEWAY OPTIONS



Road Crossings	3
Signals	2
Corridor Crossing	0
Total	4
Separation %	60%
Driveways	31
Parking +/-	-5

- Alignment on the north side of the road allows for catchment of the residential part of Lidcombe and although has more driveways than other options provides a more ideal riding and walking environment.
- The two crossings points at Swete St and Martin St provide some challenges but allow for a continual link and no need to stop at signalised intersection.
- It also has the largest percentage of separated cycleway along the path and only 3 key shared paths.



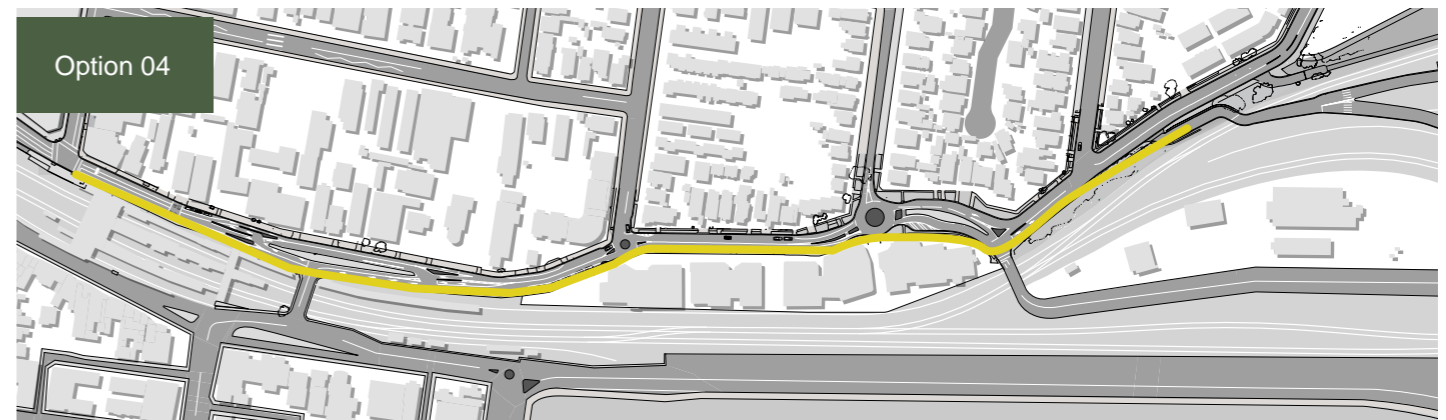
Road Crossings	2
Signals	2
Corridor Crossing	1
Total	5
Separation %	50%
Driveways	11
Parking +/-	+2

- Alignment on the south side of the road allows for less impact with driveways but creates more crossings points including signalised intersection.
- There is a larger amount of shared path on the path and would require more intersections to have users from the north to cross safely on to the cycleway.
- The tight verge along the rail line with a large drop is not an ideal path for the experience of the cycleway.



Road Crossings	3
Signals	1
Corridor Crossing	1
Total	6
Separation %	50%
Driveways	18
Parking +/-	0

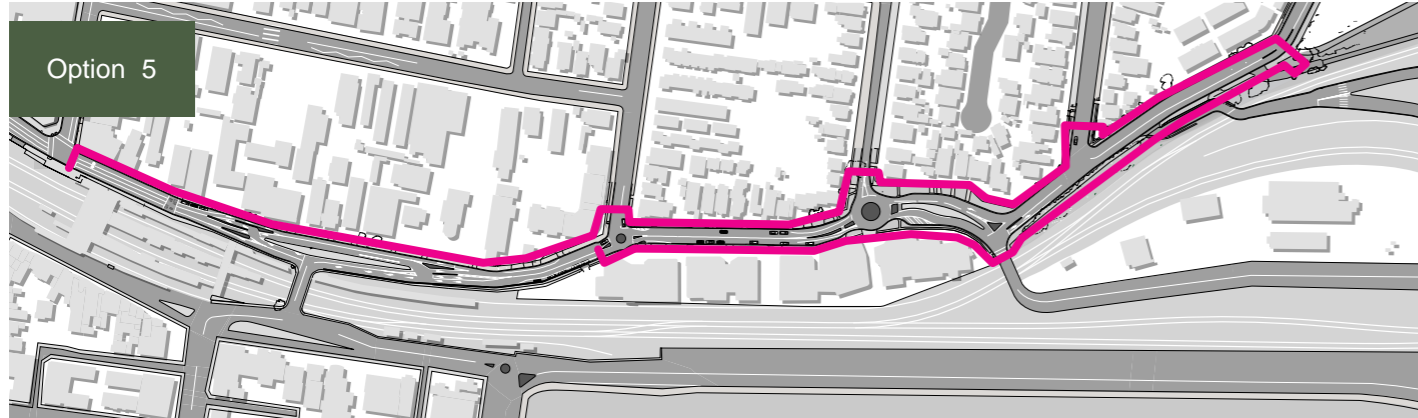
- Similar to option 2, option 3 crosses from the north side to the south at Martin St to avoid the large driveway part of the apartment buildings
- Similar to the reasons behind option 2 this option also has more driveway crosses and was considered further as an option.



Road Crossings	4
Signals	1
Corridor Crossing	1
Total	4
Separation %	60%
Driveways	2
Parking +/-	N/A

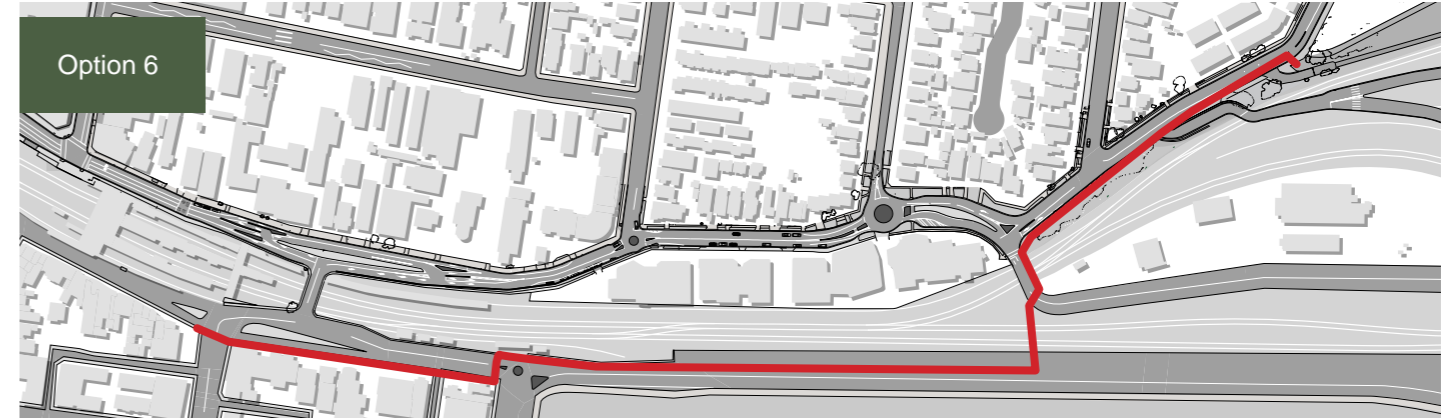
- Alignment on the south side of Church St would be ideal to avoid crossing at John St however the narrow footpath is not safe for pedestrians and cyclists.
- Crossing at the bridge would also not be safe and the grade of the cycleway not suitable for the cycleway and shared path.

SEPARATED CYCLEWAY OPTIONS



Road Crossings	1
Signals	1
Corridor Crossing	1
Total	6
Separation %	60%
Driveways	20
Parking +/-	5

- The alignment for a single direction separated cycleway on both sides of the road is a good outcome where space is possible however in this road would require larger impact on kerbs and roads.
- There is more crossing points, which would make it difficult for cyclists to connect to the cycleway.



Road Crossings	2
Signals	0
Corridor Crossing	1
Total	5
Separation %	80%
Driveways	20
Parking +/-	+4

- This alignment was not considered in detail as it did not align with the outcomes of the cycleway and shared path to link with the north side of Lidcombe Station and the construction of a bridge over the rail line would be to impractical.

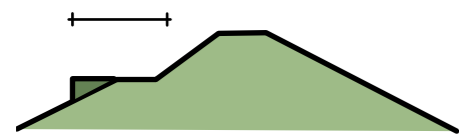
RAIL CORRIDOR OPTIONS



Southern Corridor

Option 1

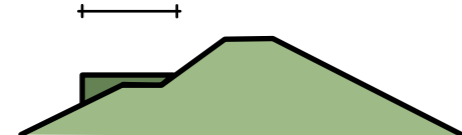
Shared Path / Access track



Fill with minor cut to existing levels. No buffer between shared path and access track.

Option 2

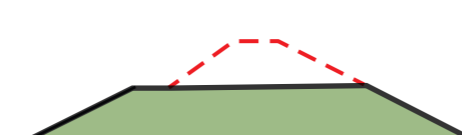
Shared Path / Access track



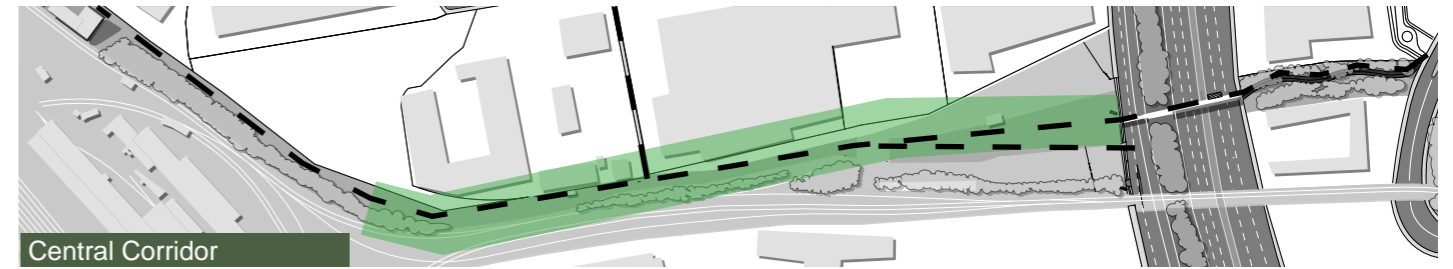
Fill to existing levels to avoid cut and allow for more width. Preferred option.

Option 3

Shared Path Access track



Cut existing levels to have wide corridor. Large impact on contaminated ground.



Central Corridor

Option 1

Shared Path Access track

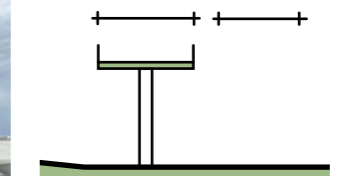


Regrading existing levels with shared path next to access track. Conflict points along path.



Option 2

Shared Path Access track



Raised boardwalk to keep shared path separate from access track. Preferred option.



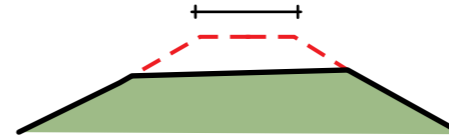
Road Connections



Sydney Olympic Park

Option 1

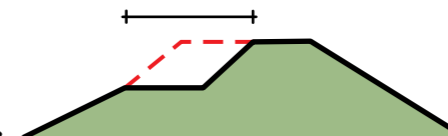
Shared Path



Option 1
Cut existing levels to link shared path to road. Impact on trees and ground.

Option 2

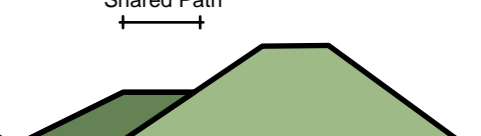
Shared Path



Option 2
Minor cut to existing levels to link shared path to road. Minor impact on trees and ground.

Option 3

Shared Path



Option 3
Fill to existing levels to link shared path to road. Minor impact on trees and no impact on existing levels. Preferred option.



Shared path along Parramatta Road. Subject to confirmation.



THE MASTERPLAN

04

THE VISION

“Redefining a transport corridor into a unique linear park”

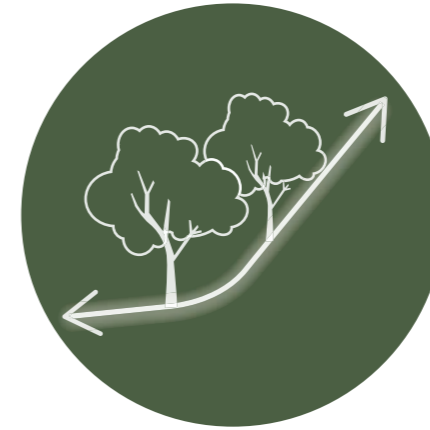
Design Vision

The project team alongside Cumberland City Council have outlined a number of design drivers and principles which will be woven throughout the Pippita Rail Trail masterplan. These are:

- Redefining the movement corridor as a unique approach to a linear park
- New mobility focused on prioritising pedestrians and cyclists
- Improved safety and flexibility for all road users
- Celebrating the historical use of the site and its rich history

Design Principles

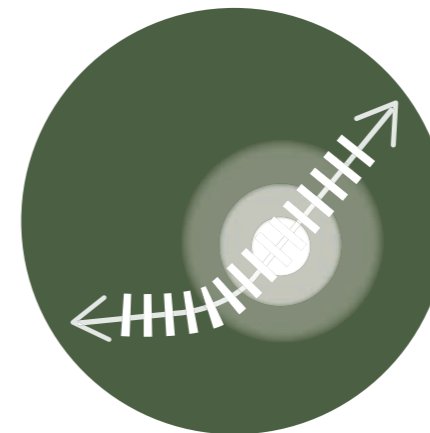
Green Belt



Shared Space



Co-Creation

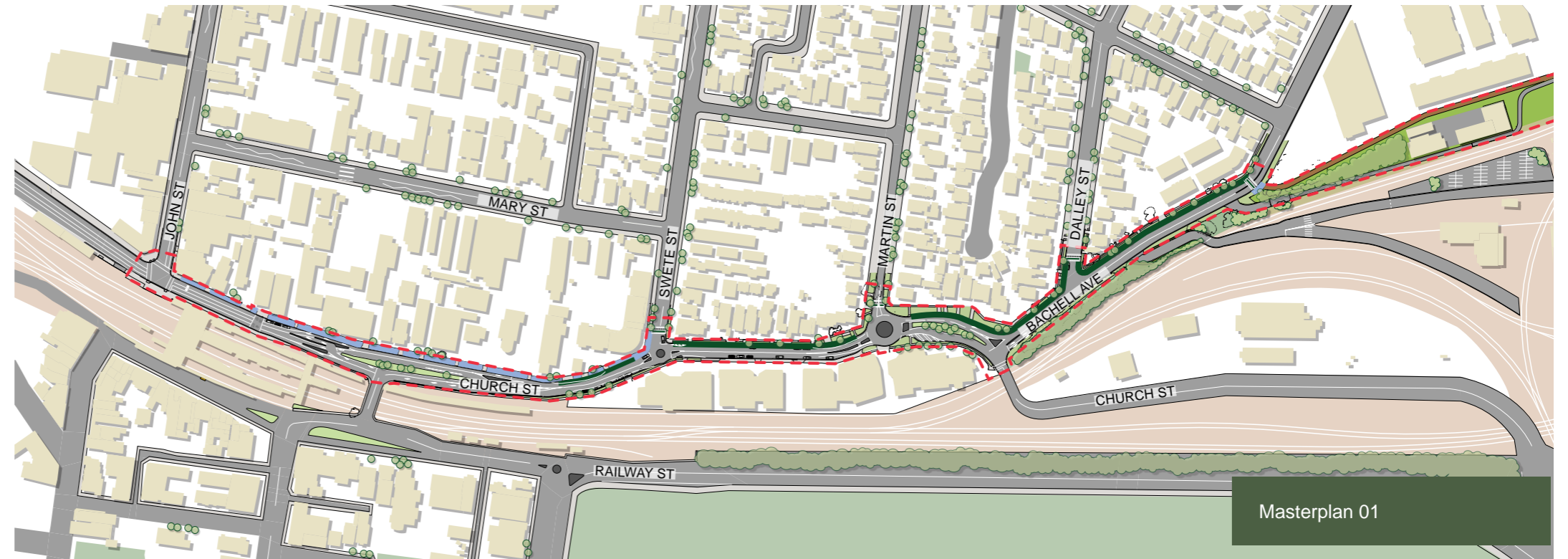
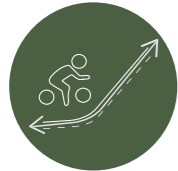


Stretching from Lidcombe Station to Sydney Olympic Park, the Pippita Rail Trail is a key transport corridor made up of residents, local businesses and visitors to the area.

Cumberland City Council and Place Design Group have prepared the masterplan and streetscape concepts for the Pippita Rail Trail to guide its future vision and improve the liveability and vitality of this area.

The masterplan response has been broken up into four main principles which underpin the design ideas and future outcomes for Cumberland City Council's strategies and places.

- Green Belt
- Shared Space
- Co-creation



Masterplan 01

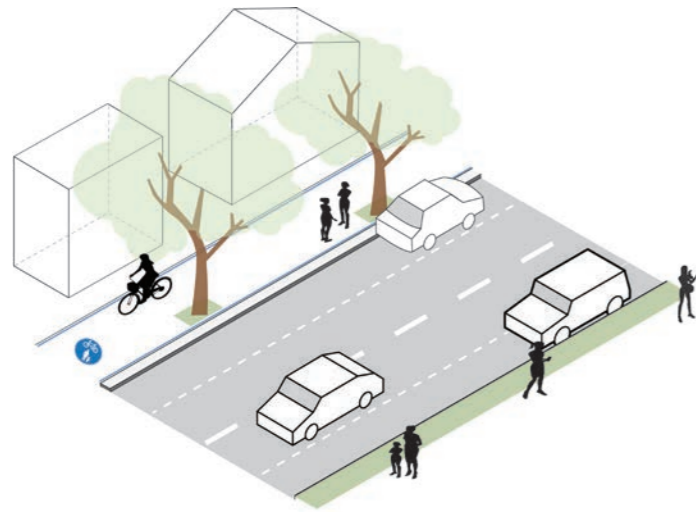
NTS



Masterplan 02

NTS

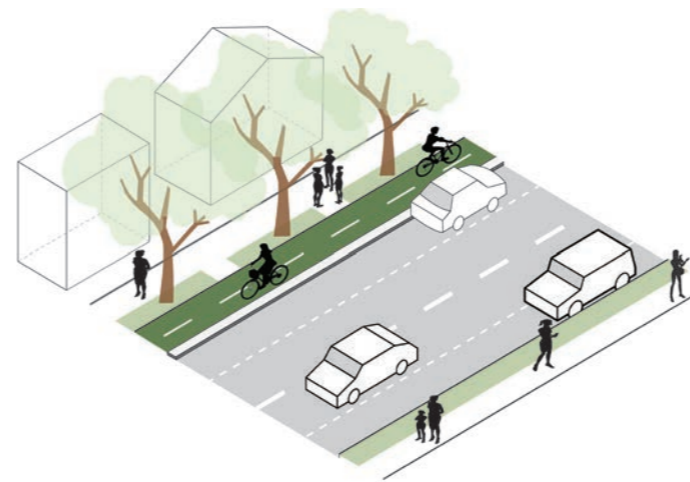
ACTIVE TRANSPORT TYPOLOGIES



SHARED PATH

Sections of the proposed cycleway which links Lidcombe Station to the Trail will be shared path of up to 3.5m in width.

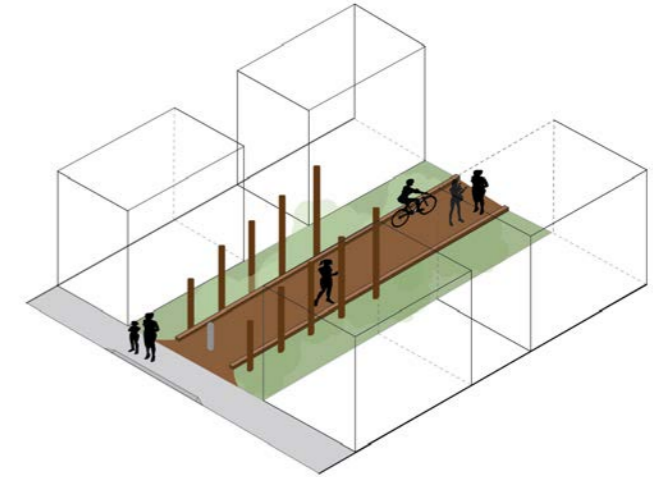
The shared path has been proposed in areas to allow better connections points for users such as a link to Lidcombe Station and the crossing on Church Road for connection over to the start of the Rail Trail adjacent the Sydney Trains facility.



SEPARATED CYCLEWAY

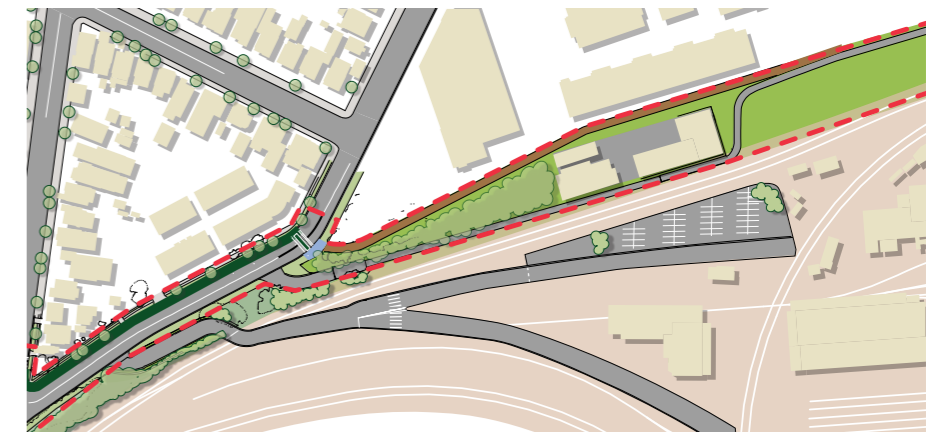
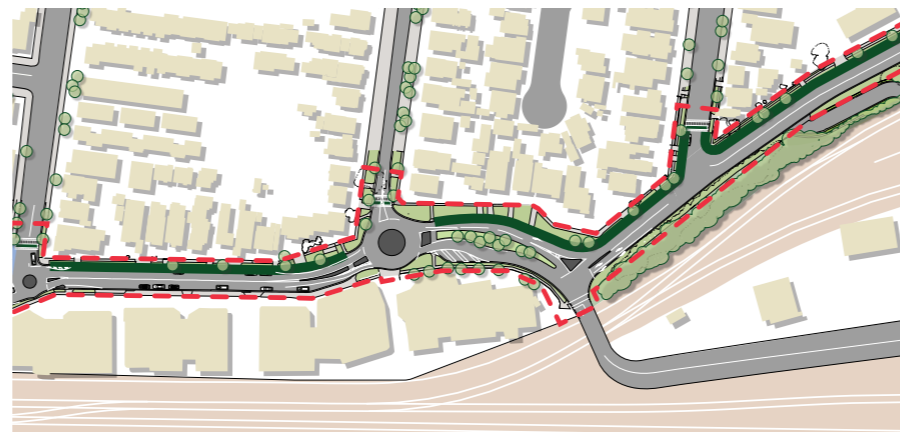
Sections of the proposed cycleway will be a mix of flush separated cycleway and on-road cycleway to provide greater separation for cyclists from vehicles and pedestrians.

The mix of cycleway has been determined due to existing road widths, infrastructure, trees, driveway locations and parking numbers. The proposed cycleway is proposed to be seamlessly integrated into the public domain to create a safe connection for all users of the road.

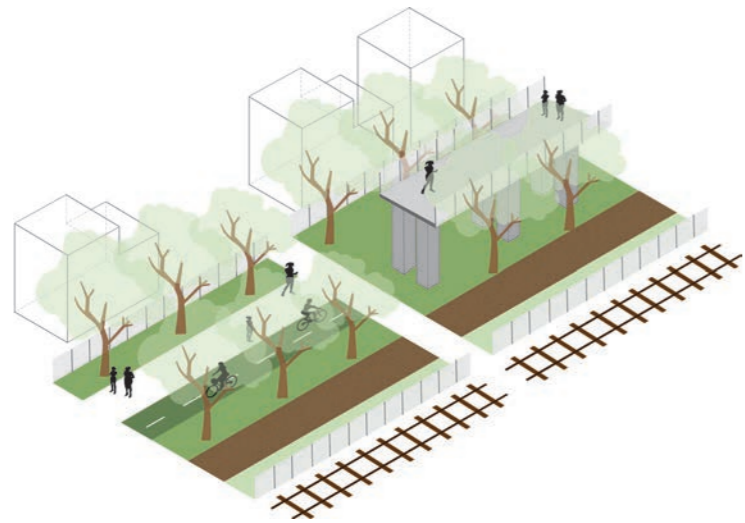


BOARDWALK

A section of the trail adjacent to the Sydney Trains facility is proposed to be an elevated bridge / boardwalk structure which allows cyclists and pedestrians to move through a section of the site unimpeded and separated from the daily operations of the Sydney Trains facility. This boardwalk will also provide opportunity for artworks and resting points along the trail.



ACTIVE TRANSPORT TYPOLOGIES

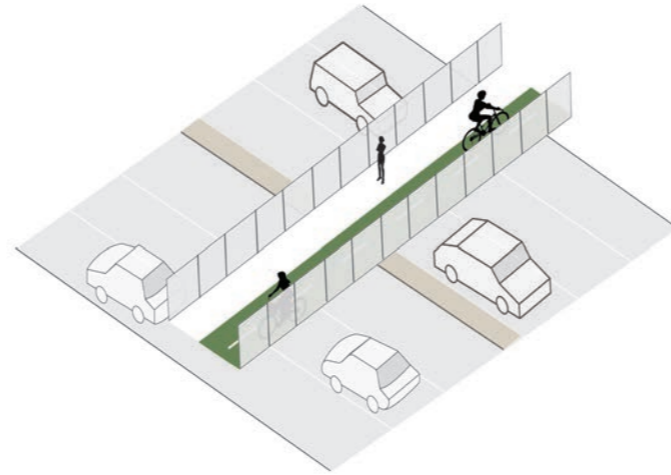
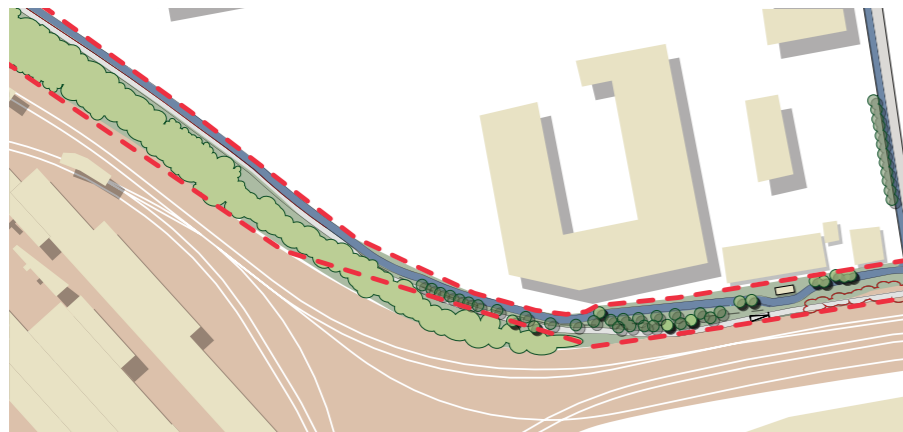


CORRIDOR SHARED PATH

Throughout the rail corridor a variety of configurations of the trail are proposed. The trail aims to provide separation for pedestrians and cyclists from the operations of Sydney Trains to reduce safety risks and any impacts to operations within the rail corridor.

Sections consist of:

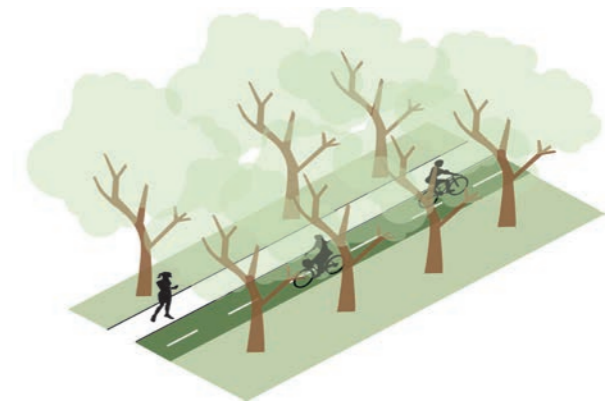
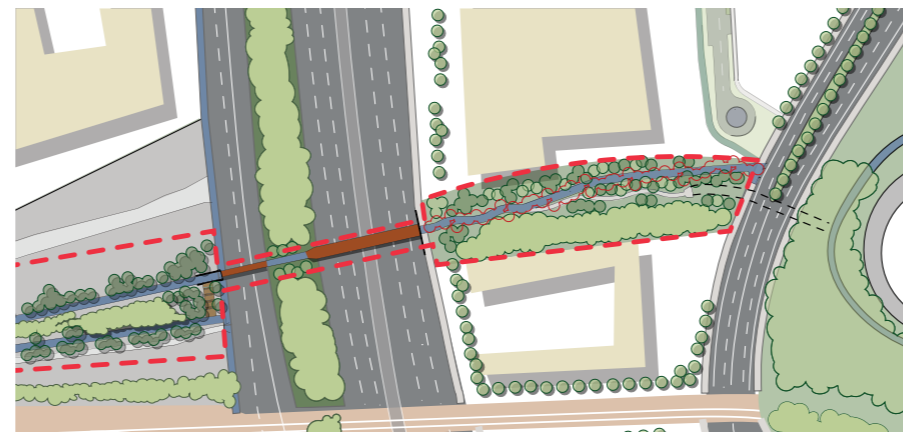
- 4m wide shared path and 2.5m wide vehicle path
- 5m wide shared zone which allows both vehicles and cyclists to utilise the same corridor



BRIDGE

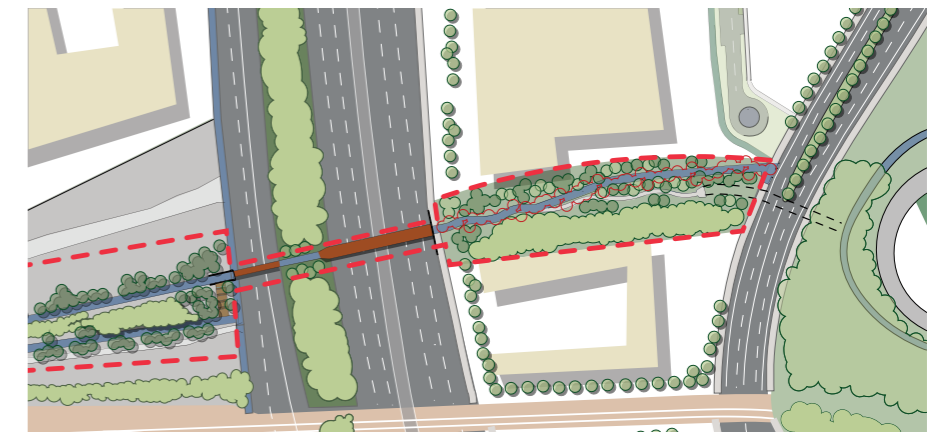
The Pippita Rail Trail will include two bridge crossings over Parramatta Road and M4. These bridges will be key pieces of infrastructure to connect cyclists and pedestrians from Lidcombe over to Sydney Olympic Park and beyond.

The bridges will require significant works to the ground plane to allow safe and equitable access for cyclists and pedestrians while also increasing balustrades and coverings to provide safety for users and vehicles below. This also provides a unique opportunity for the inclusion of artwork, lighting and rest points to help continue to activate the trail.

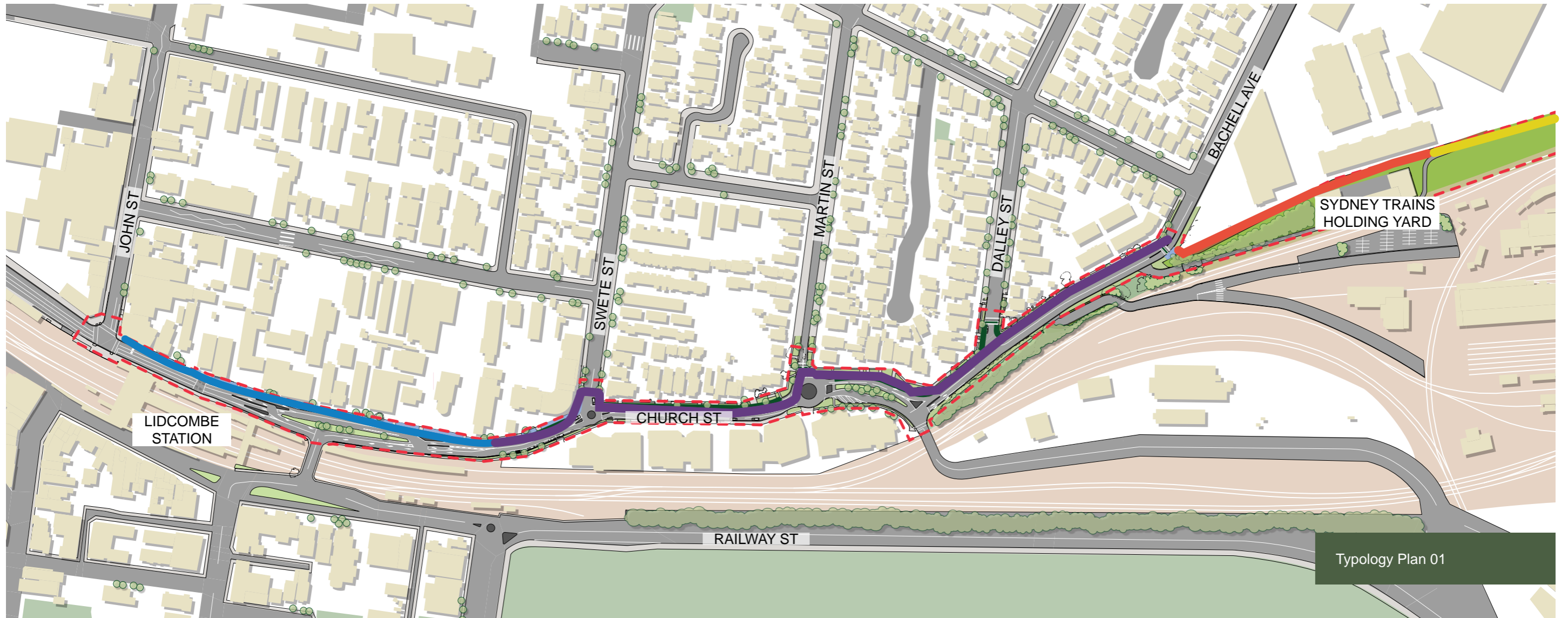


SYDNEY OLYMPIC PARK SHARED PATH

The area of the rail trail once it connects over Parramatta Road will enter into the Parramatta LGA and Sydney Olympic Park Authority land, this section of the trail is proposed to be a mix of an at grade 3m wide shared path and a 4m wide elevated boardwalk which meanders through the existing trees and vegetation. The use of the elevated boardwalk will allow the retention of existing trees and minimise impacts to the surrounding landscape.

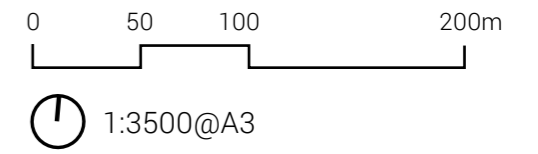


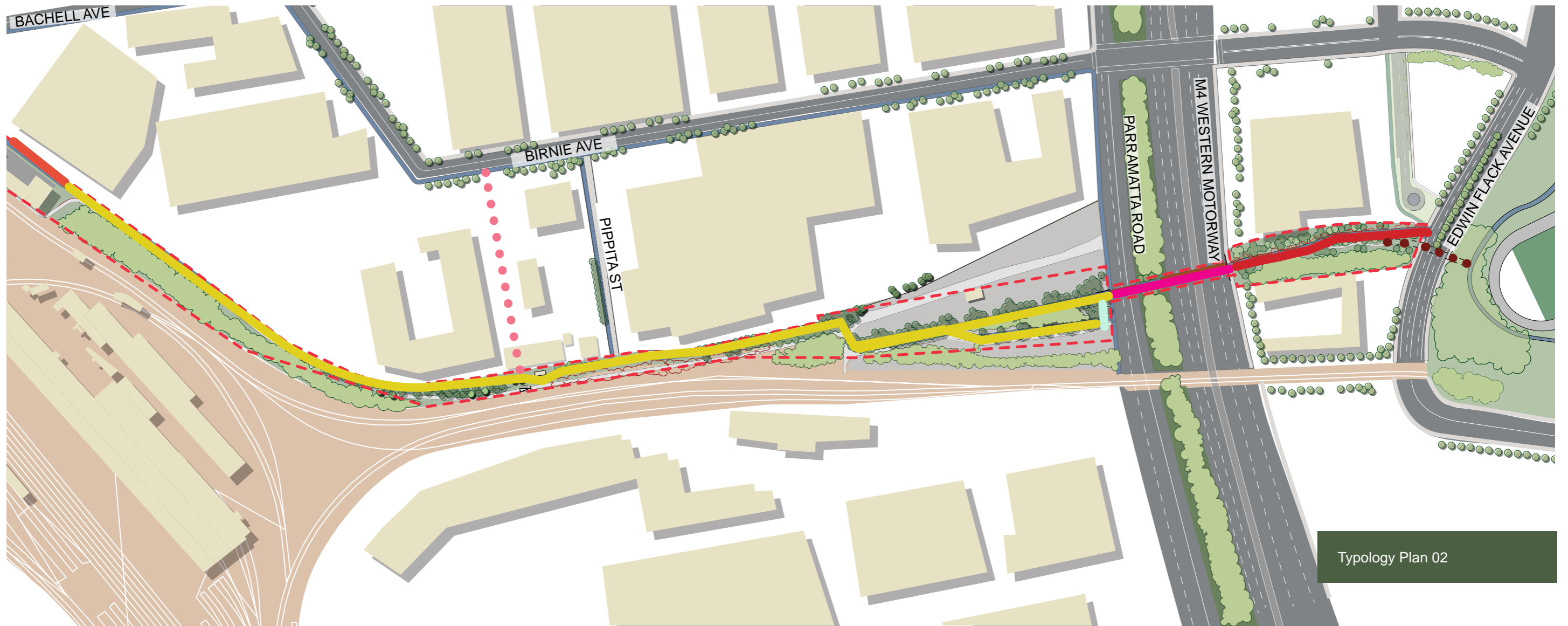
TYOLOGIES PLAN



LEGEND

- - - Site Boundary
- On Verge Shared Path
- On Road Separated Cycleway
- Elevated Boardwalk Shared Path
- Corridor Shared Path
- Bridge Shared Path
- On Grade Boardwalk Shared Path

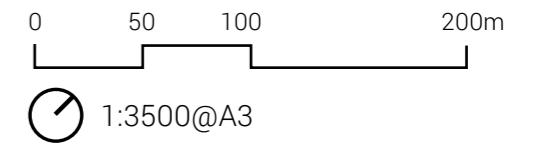




Typology Plan 02

LEGEND

- - - Site Boundary
- █ On Verge Shared Path
- █ On Road Separated Cycleway
- █ Elevated Boardwalk Shared Path
- █ Corridor Shared Path
- █ Bridge Shared Path
- █ On Grade Boardwalk Shared Path
- █ Stairs
- ● ● Potential active transport link to Birnie Ave
- ● ● Potential Future Bridge Connecting to Sydney Olympic Park



GREEN BELT

Trees can contribute directly to environmental, social and economic benefits along with creating a welcoming environment for residents and visitors. While there is existing tree planting occurring along the road and rail corridor and adjacent side streets, the coverage and species is largely inconsistent and limited with spacing too lengthy to have any visual impact or provide environmental amenity.

The road section along Church Street and Bachell Avenue consists of Callistemon sp. and Tristaniposis sp. which provide little shade and amenity along the street for pedestrians and cyclists. Within the rail corridor, planting consists of Casuarina sp. which provide screening along the industrial estate boundary and existing rail corridor. While this species provide a visual barrier, it provides little ecological value or shade along the project scope.

Trees are of particular value within the urban setting and corridor, not only aesthetically, but negating the effects of heat. The proposed planting strategy provides a green framework for the Pippita Rail Trail, responding to the scale of the street and corridor with the benefit of highlighting key locations and precincts. Choosing different tree and plant species to different precincts helps with legibility of the framework with some precincts becoming known for its planting. Colour, shape, hardiness and seasonal variation have been considered when selecting species. The intention is to create a green overlay which provides both shade and visual amenity along the corridor and enhances the ecological value within.

Target 30% tree canopy cover

100% native species

Creation of ecological corridors



TODCONSULTING.COM, 2018



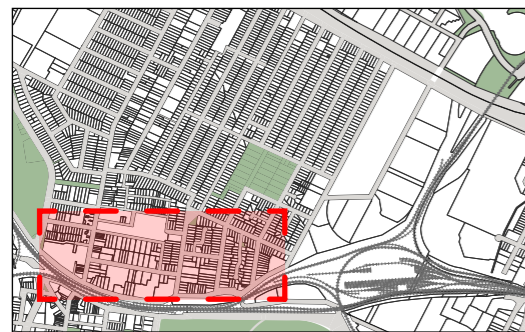
LANDZINE.COM, 2022



WILLIAM FEUERMAN, 2012



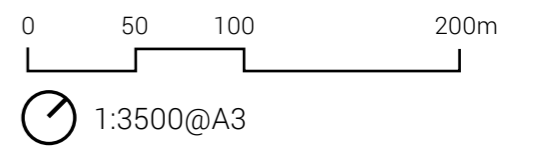
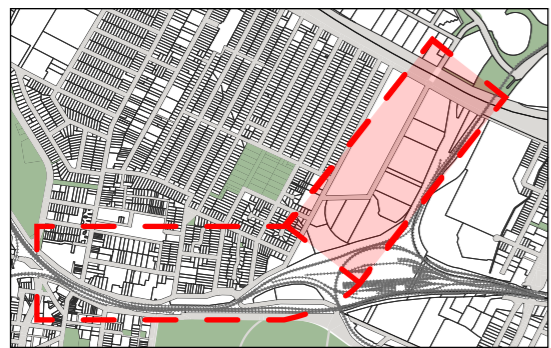
WORLD LANDSCAPE ARCHITECTURE.COM, 2020



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Green Belt Corridor Plan 02



SHARED SPACE

The public domain forms a backdrop to people's lives. Good public domain encourages social engagement and activation. It encourages social inclusion and strengthens community resilience. The creation of an active transport corridor and green link will help reinforce this by providing activation throughout the Lidcombe area.

Streets as shared spaces will redistribute the priority between vehicles, pedestrians, cyclists and amenity, providing a balance for all road users. The provision of a separated cycleway will allow for improvements to the overall streetscape along Church Street and Bachell Street. Opportunities for new street tree planting to provide a cooling effect will be a high priority for the project. Additionally, the provision of water sensitive urban design along the road reserve will improve the overall function of the stormwater network and water treatment.

With capacity in the road corridor there is opportunity to interrogate the kerb locations to provide a better balance between the public domain and the road corridor. Providing the added space will allow for improved connectivity and movement for pedestrians and cyclists. With the improvements to the public domain and the reduced road corridor, this will achieve reduced traffic speeds and provide safer and shorter crossing distances for pedestrians.

Similarly, along the rail corridor a balanced approach will be required to provide a safe space for cyclists and pedestrians to access and traverse the corridor while allowing the operation of Sydney Trains to function as it currently stands.

Priority for cycle separated design

Complete separation between rail use

Pedestrian priority



ARCCHINA.COM, 2012



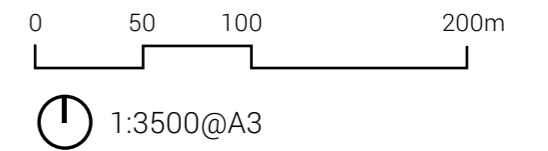
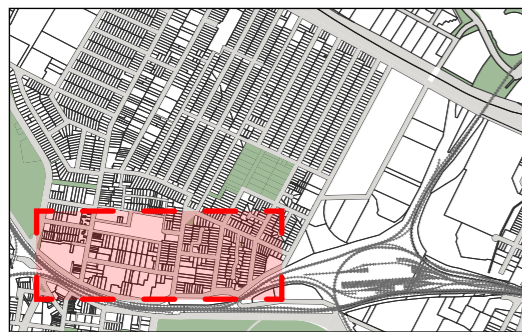
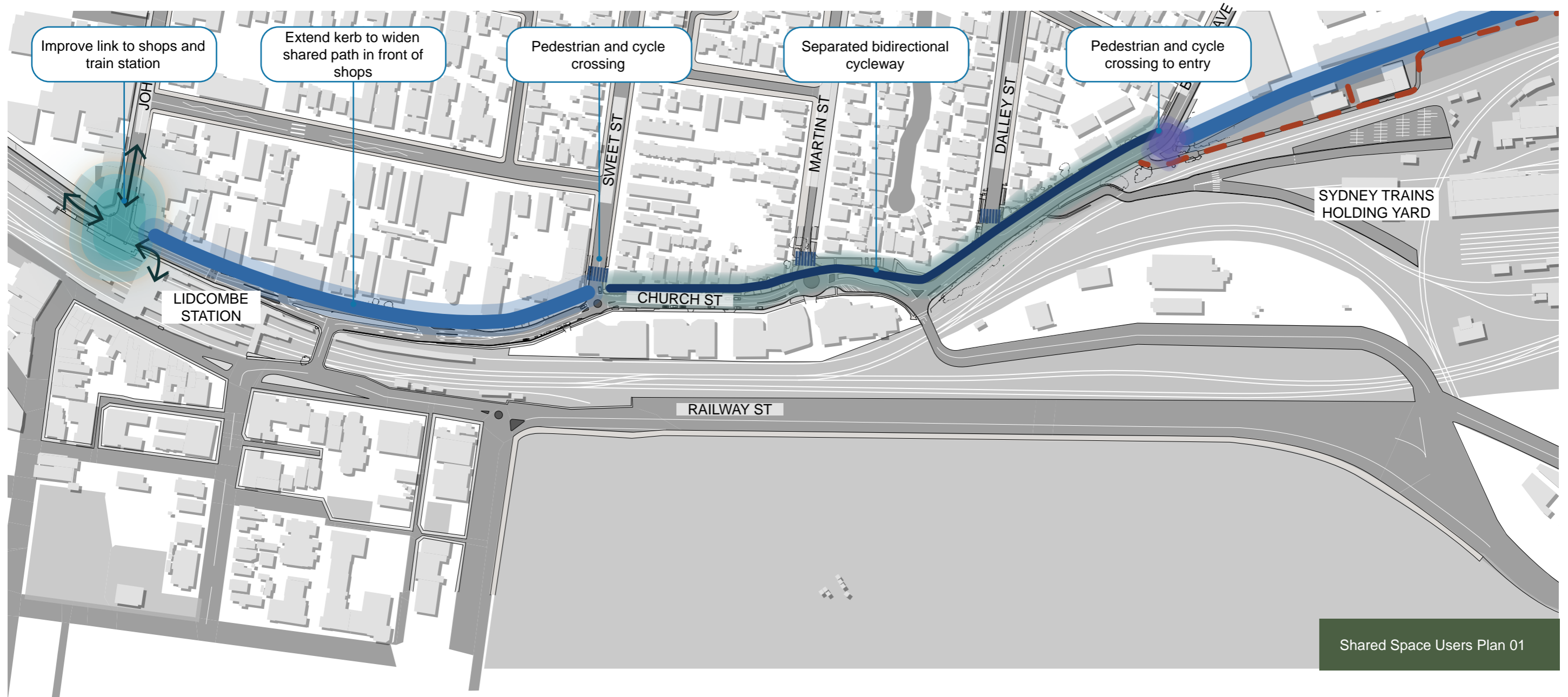
LANDZINE.COM, 2012

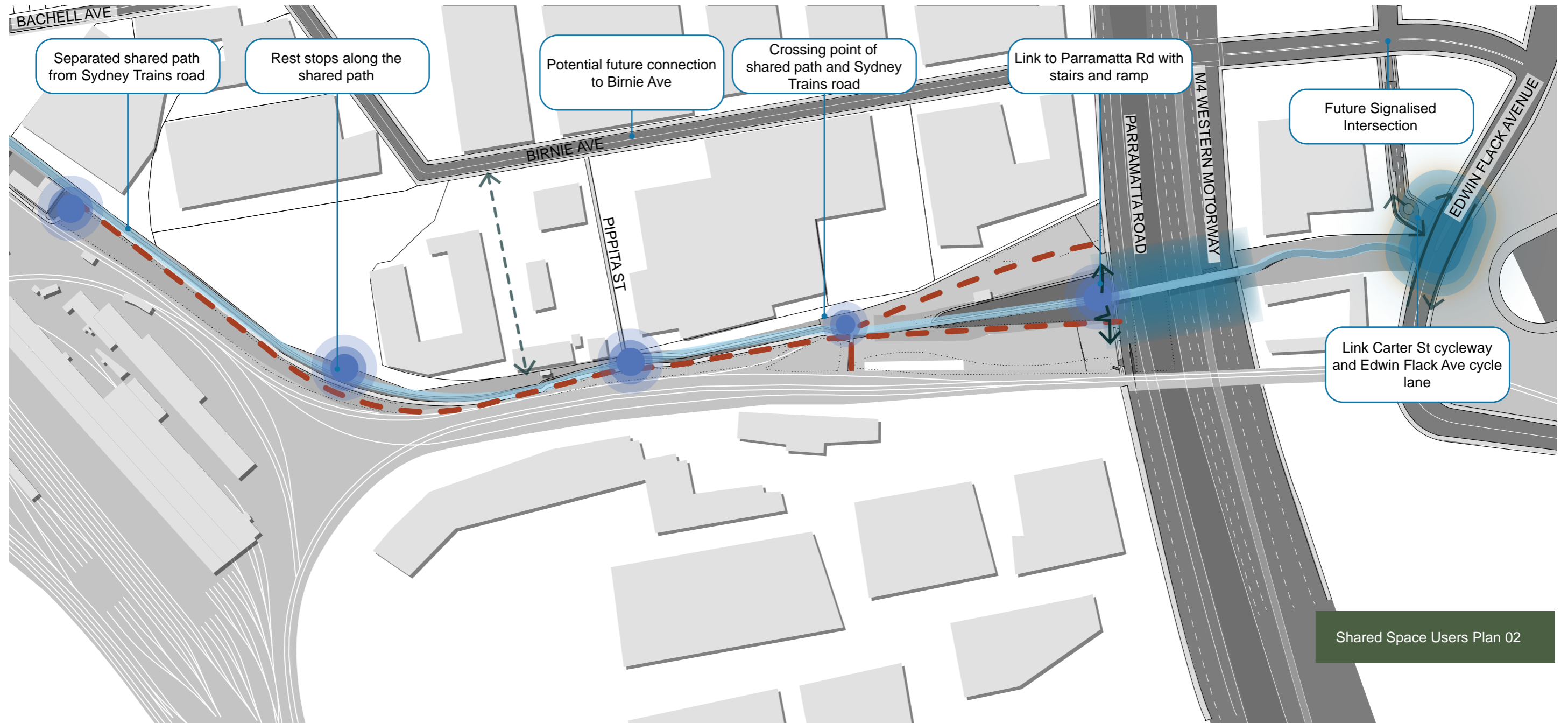


PBOT, 2016

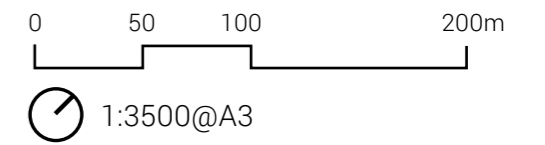
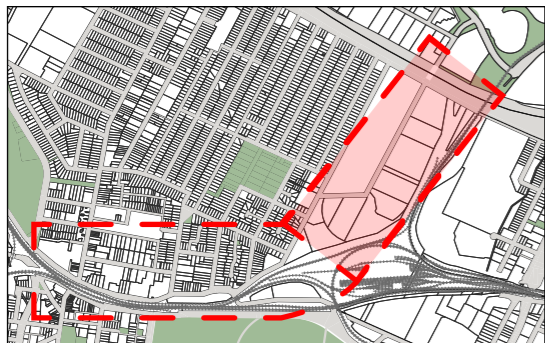


SIMON WOOD, 2012





Shared Space Users Plan 02



CO-CREATION

Celebrating the historical use of the site on the former abattoirs rail corridor alongside the architectural expression of the rail embankment and corridor will inform the alignment of the Rail Trail.

The corridor will not only act as a movement corridor but provide a destination point and link which will attract visitors, optimise social value and create a greater sense of community.

By creating a destinational space, it will create an emotive bond and attachment for residents and visitors throughout the green corridor. The link will provide a sense of safety, comfort and well-being for people.

The creation of place is not only for human inhabitants, it will also be a key goal for the project to improve and enhance the biodiversity significance of the trail and surrounding area. Introducing native species will attract fauna and bring a sense of richness back to the site.

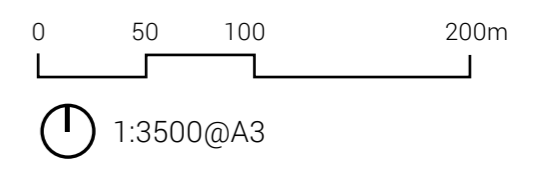
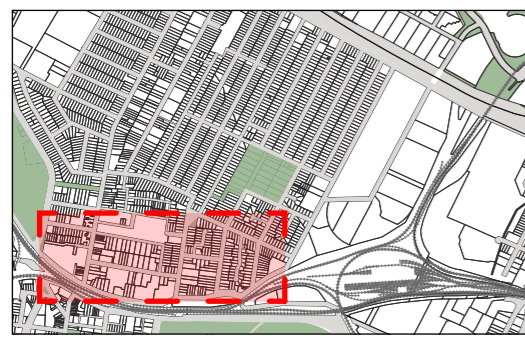
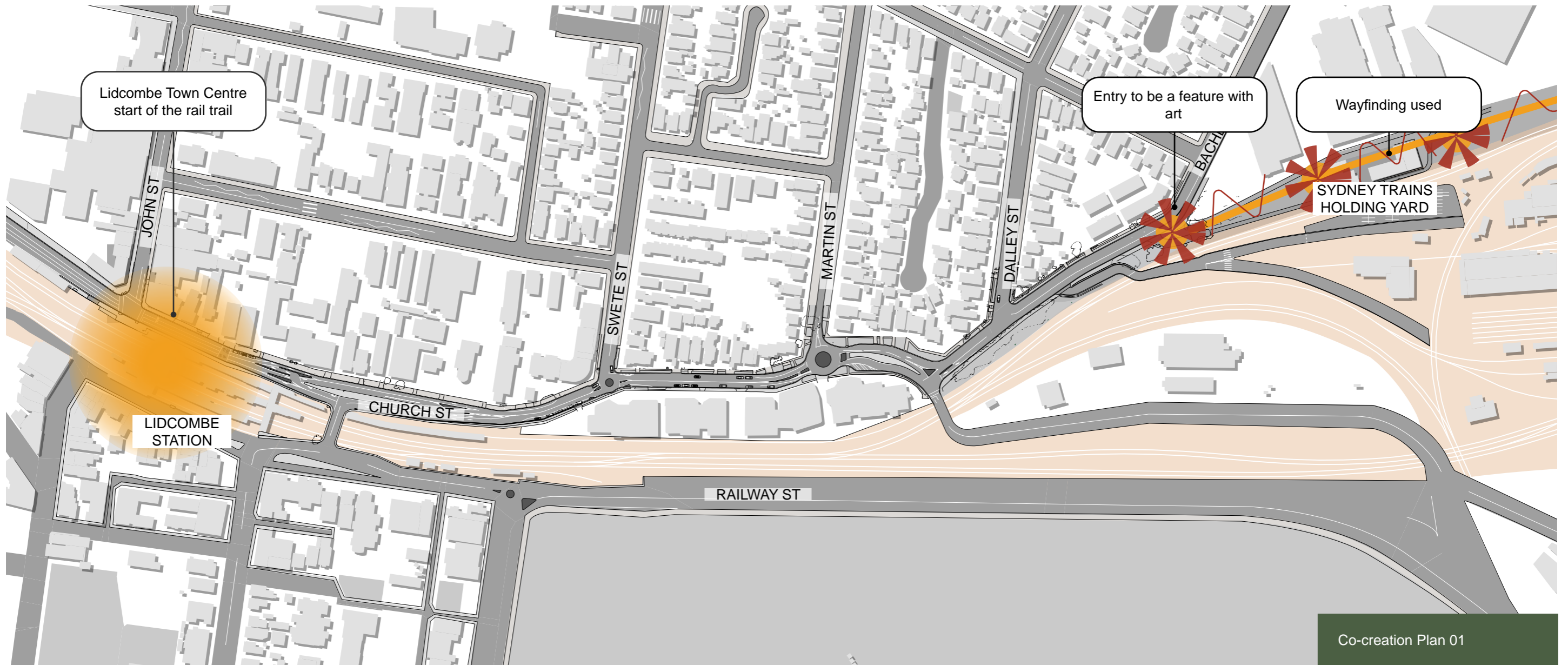
Threading the historical narrative and sense of place together will be a wayfinding strategy that allows people to connect through the corridor.

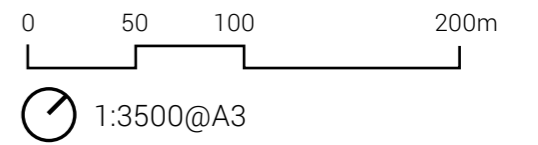
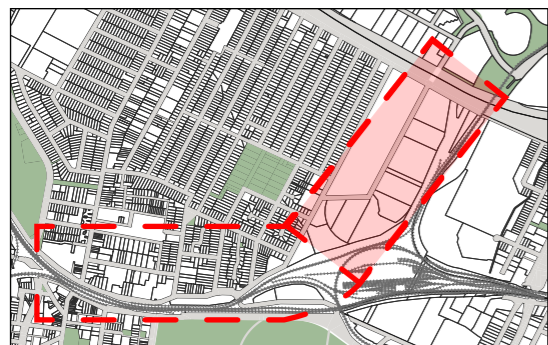
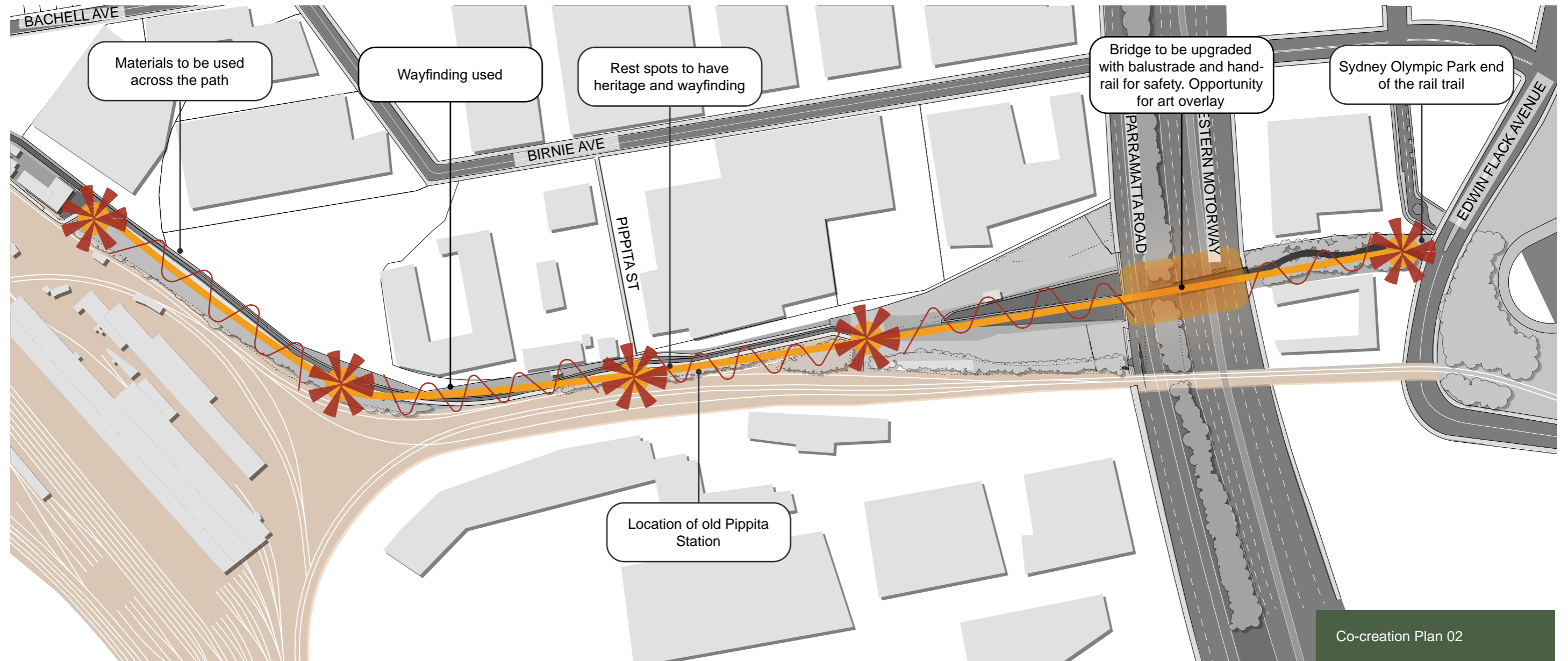
Wayfinding

Integration of history

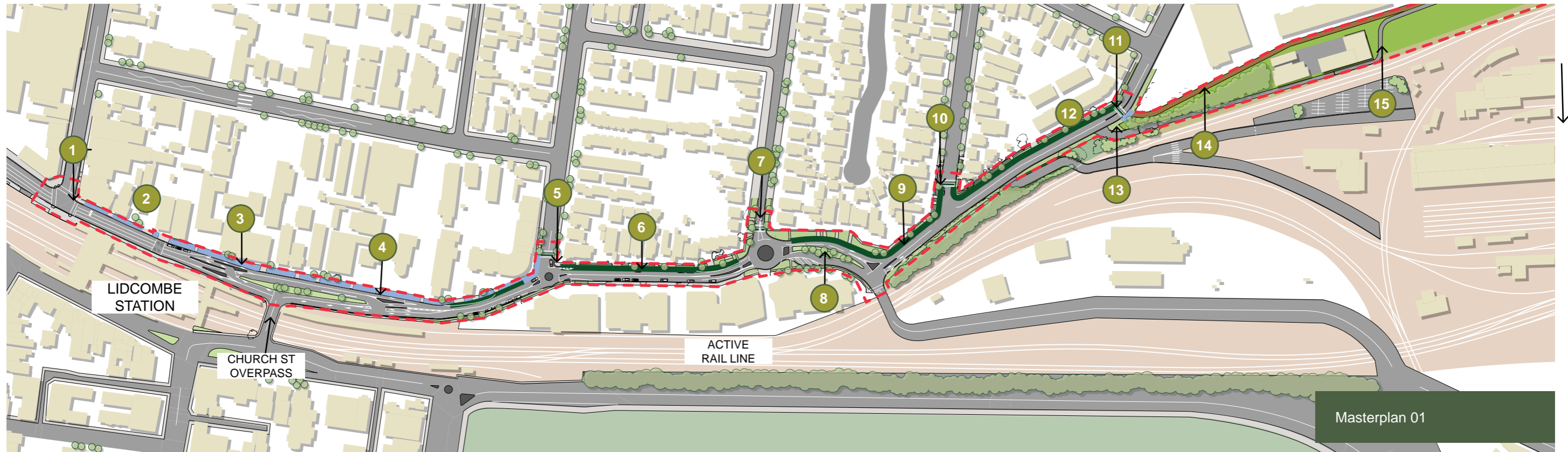
Retain and enhance existing rail bridge





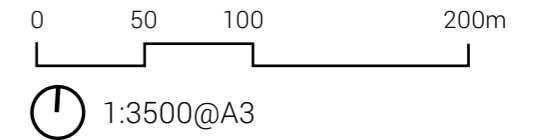


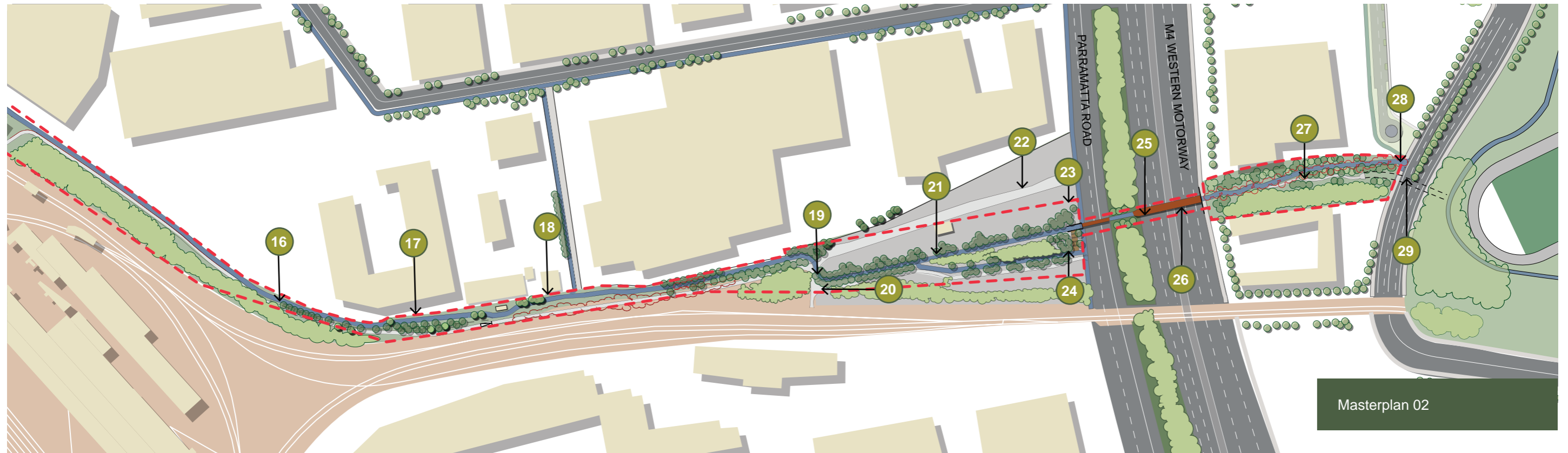
THE MASTERPLAN



LEGEND

- | | |
|--|---|
| <ul style="list-style-type: none"> 1 SIGNALISED INTERSECTION UPGRADED BIKE LANTERNS. SUBJECT TO APPROVALS 2 EXISTING BUS STOP TO BE UPGRADE / RELOCATED FOR WIDER PATH WIDTH 3 EXTEND KERB TO WIDEN SHARED PATH 4 PEDESTRIAN AND CYCLISTS SHARED PATH 5 PEDESTRIAN AND CYCLISTS CROSSING AT SWETE ST. SUBJECT TO APPROVALS 6 ON ROAD SEPARATED BI-DIRECTIONAL CYCLEWAY 7 PEDESTRIAN AND CYCLISTS CROSSING AT MARTIN ST. SUBJECT TO APPROVALS 8 PLANTED MEDIAN STRIP 9 ON ROAD SEPARATED BI-DIRECTIONAL CYCLEWAY 10 PEDESTRIAN AND CYCLISTS CROSSING AT DALLEY ST. SUBJECT TO APPROVALS | <ul style="list-style-type: none"> 11 OPTION FOR RAISED SPEED HUMP TO SLOW AND WARN VEHICLES ALONG BACHELL AVENUE. SUBJECT TO APPROVALS 12 EXISTING TREES TO BE RETAINED WHERE POSSIBLE 13 SEPARATED VEHICLE AND PEDESTRIAN ENTRANCES 14 4M ELEVATED BOARDWALK SHARED PATH 15 EXISTING SYDNEY TRAINS ACCESS ROAD |
|--|---|

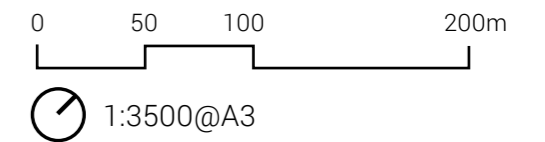




Masterplan 02

LEGEND

- 16** SEPARATED SHARED PATH FROM SYDNEY TRAINS ROAD
- 17** TRAIL FENCED OFF FROM INDUSTRIAL AREAS
- 18** SEPARATION BETWEEN SYDNEY TRAINS ACCESS TO SERVICES BUILDING
- 19** REMOVE CONFLICT POINT BETWEEN PEDESTRIANS AND CYCLISTS AND SYDNEY TRAINS VEHICLES
- 20** SLOW DOWN ZONE AT CROSS OVER POINT FOR EMERGENCY RAIL ACCESS
- 21** SEPARATED SHARED PATH
- 22** SYDNEY TRAINS YARD TO BE SEPARATED
- 23** RAMP PEDESTRIAN AND CYCLE CONNECTION TO PARRAMATTA RD
- 24** STAIR PEDESTRIAN CONNECTION TO PARRAMATTA RD
- 25** BRIDGE TO BE UPGRADED TO SHARED PATH
- 26** BRIDGE CONNECTION - SHARED PATH TO BE ENCLOSED FOR SAFETY. OPPORTUNITY FOR ART OVERLAY
- 27** PEDESTRIAN AND CYCLE SHARED PATH
- 28** CONNECTION TO SYDNEY OLYMPIC PARK
- 29** POTENTIAL FUTURE BRIDGE CONNECTING TO SYDNEY OLYMPIC PARK





PIPPITA STATION

Elevated boardwalk in rail corridor

ARTISTS IMPRESSION ONLY



Southern bridge over Parramatta Road

ARTISTS IMPRESSION ONLY



Boardwalk connection to Edwin Flack Ave

ARTISTS IMPRESSION ONLY



Church St at Lidcombe Station

ARTISTS IMPRESSION ONLY

DESIGN CHARACTER

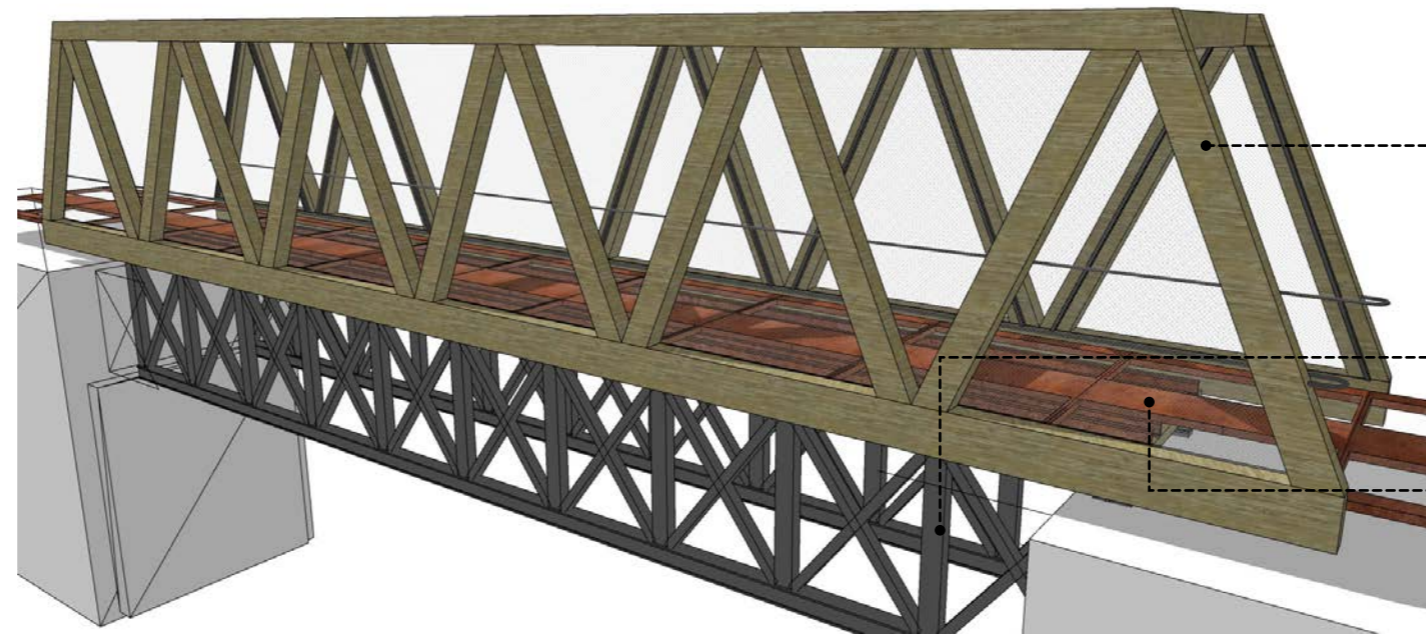
05

SOUTHERN BRIDGE

Serving as a gateway to connect Sydney Olympic Park and the Pippita Rail Trail. The bridge upgrade aims to create a safe and comfortable shared path on top of the existing structure that celebrates the over 80 years of industrial history unique to the site.

The sites cultural significance has been exemplified in the continuation of the timber truss like frame. This is reminiscent of the Pratt truss style of bridge commonly used for railroad bridges at the time. The proposed design for the southern bridge takes into consideration the structures of both the up and down line bridges of the abattoir line. The design concept has been developed to enhance the existing structure and reflect the sites significant history.

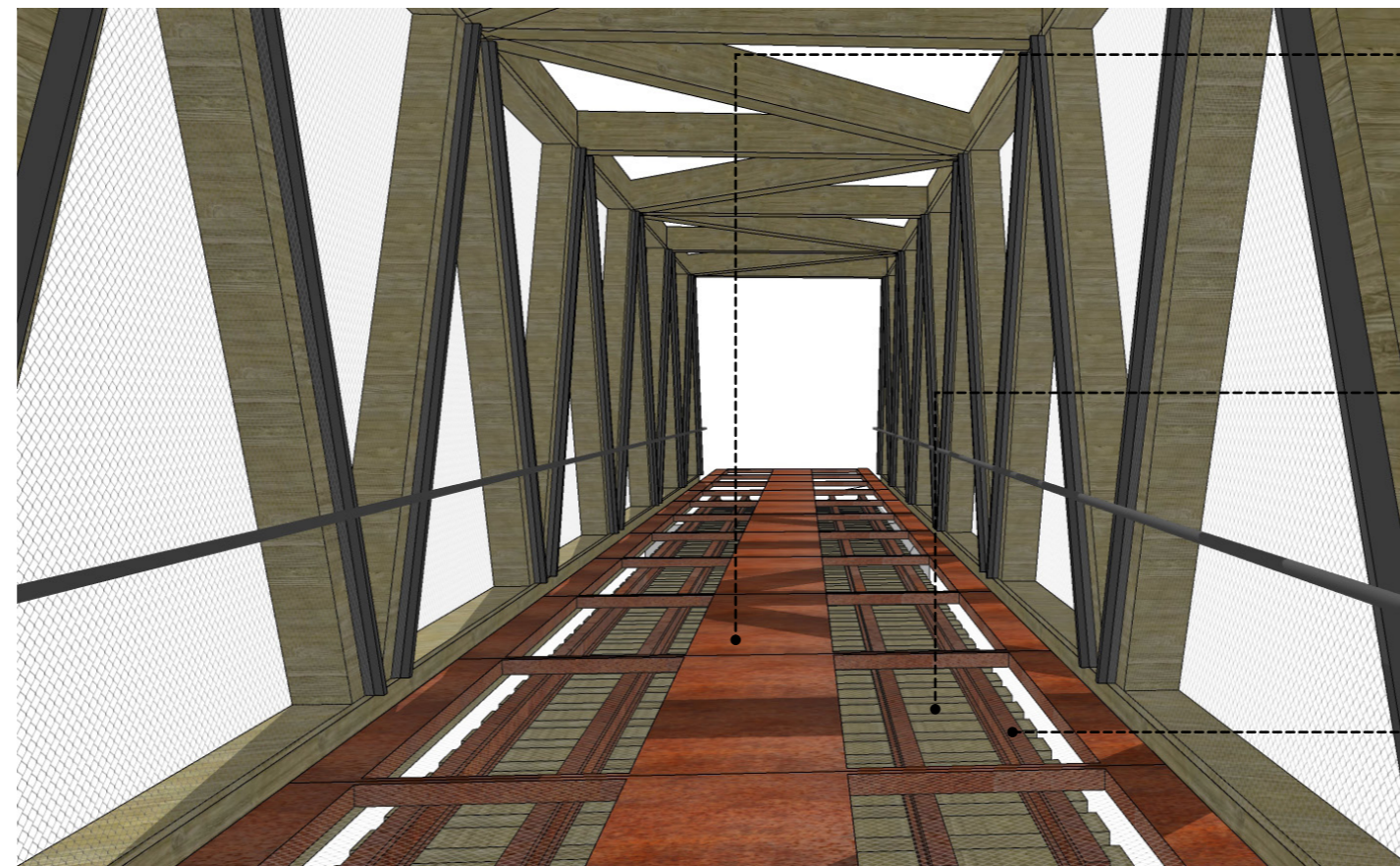
The proposed 4m high timber and corten mesh balustrade provides a safety barrier for those using the bridge. The natural timber incorporates seamlessly into the natural look and feel of the trail.



Timber Frame

Existing Structure

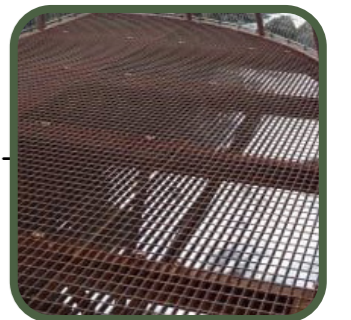
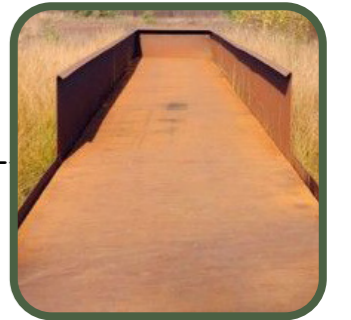
Metal Mesh



Corten Steel

Concrete

Steel Mesh

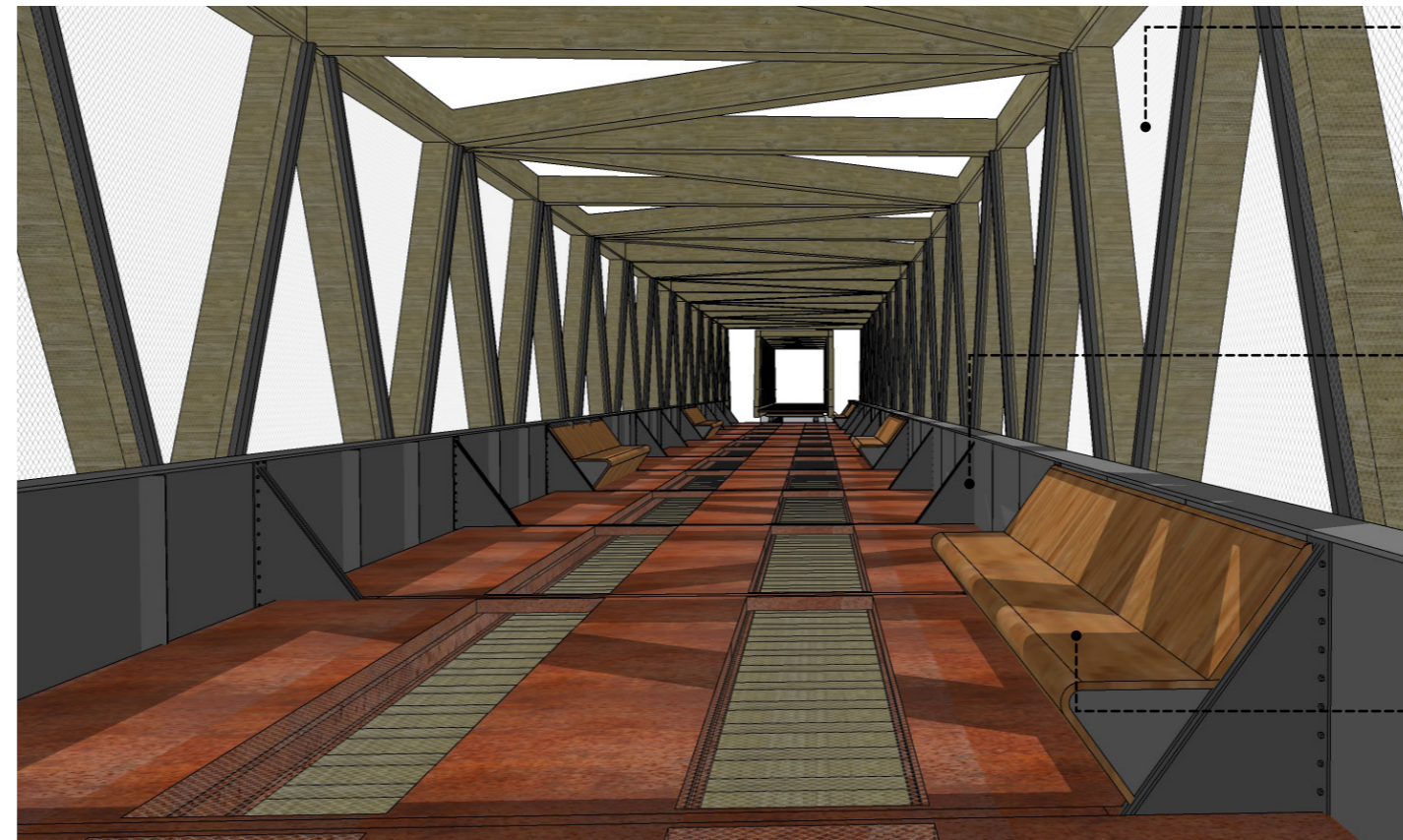
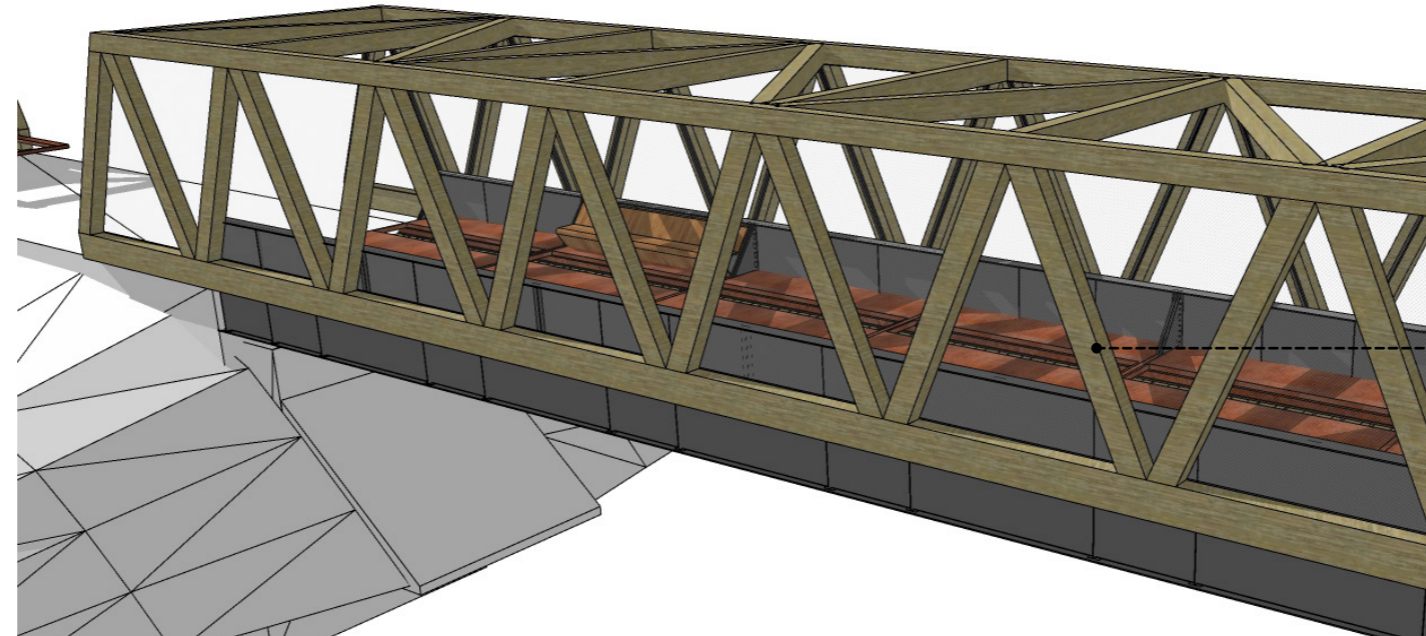


NORTHERN BRIDGE

The corten steel and timber frame is continued through the northern bridge, unifying their character. However, the northern bridge utilises the support and visual interest of the existing bridge.

The corten steel highlights the industrial past of the bridge while the adjacent mesh allows opportunity for visual connection to the existing sleepers.

While acknowledging the past, the future of the area is considered through elements such as furniture, which has been incorporated into the design. This allows users a place of rest, creating a feature element unique to the northern bridge.



Timber Frame

Metal Mesh

Existing Structure

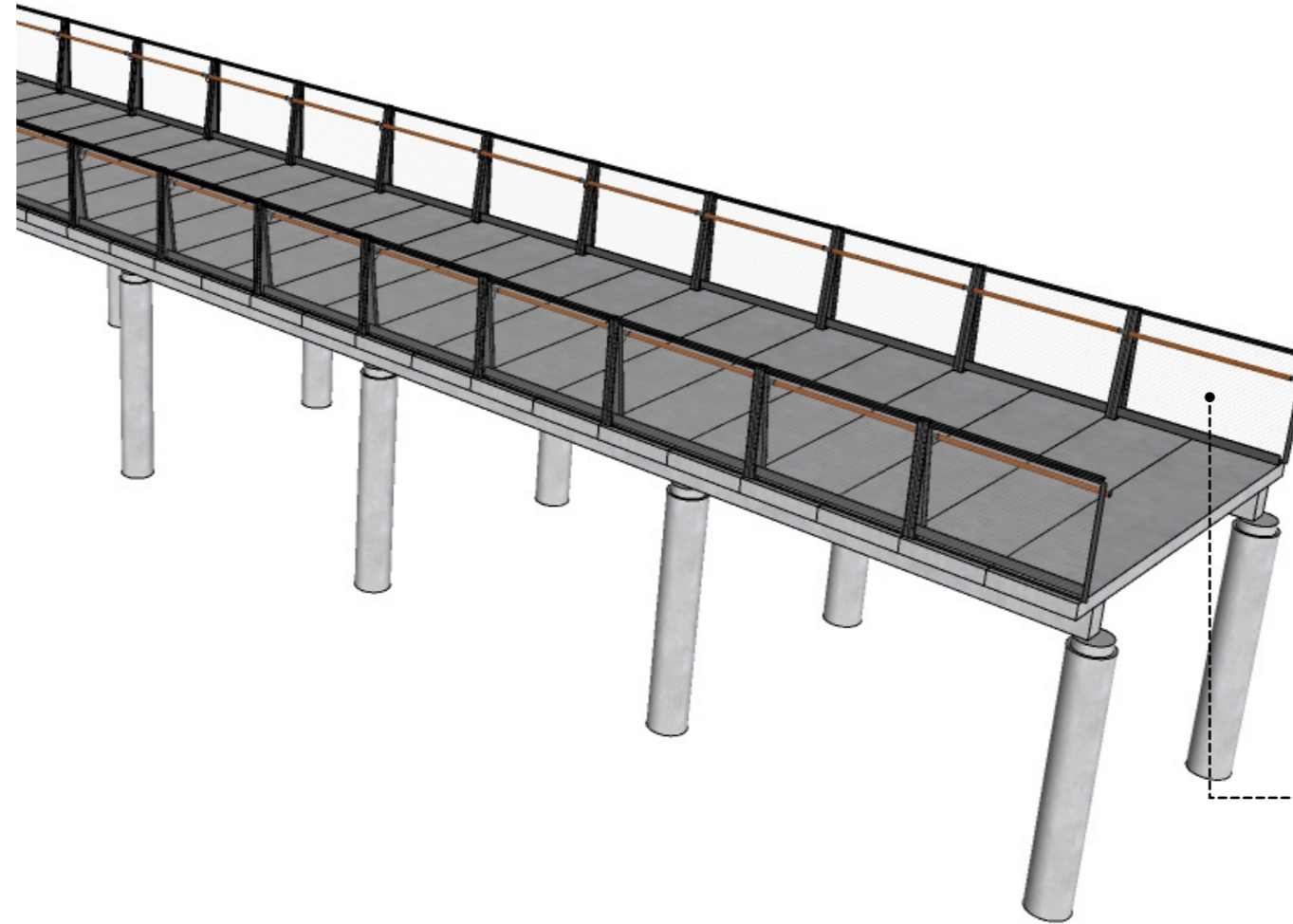
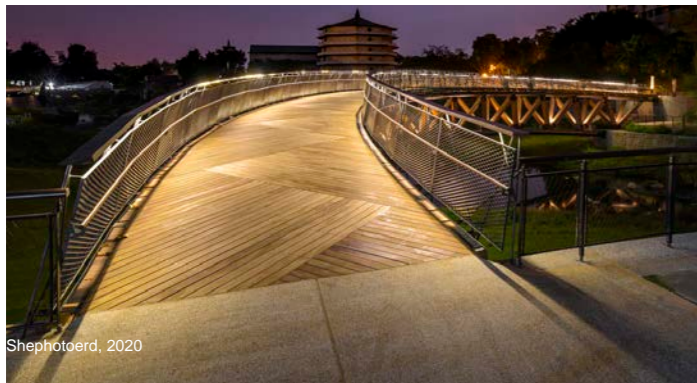
Timber Bench



BOARDWALK

The boardwalk continues the design language of the site by taking the triangular supports of the existing northern bridge and using that geometry to inspire the balustrade design.

Timber hand railing and concrete surfaces also celebrate the industrial history of the site, while creating opportunities for users to engage with their surroundings in a unique way.



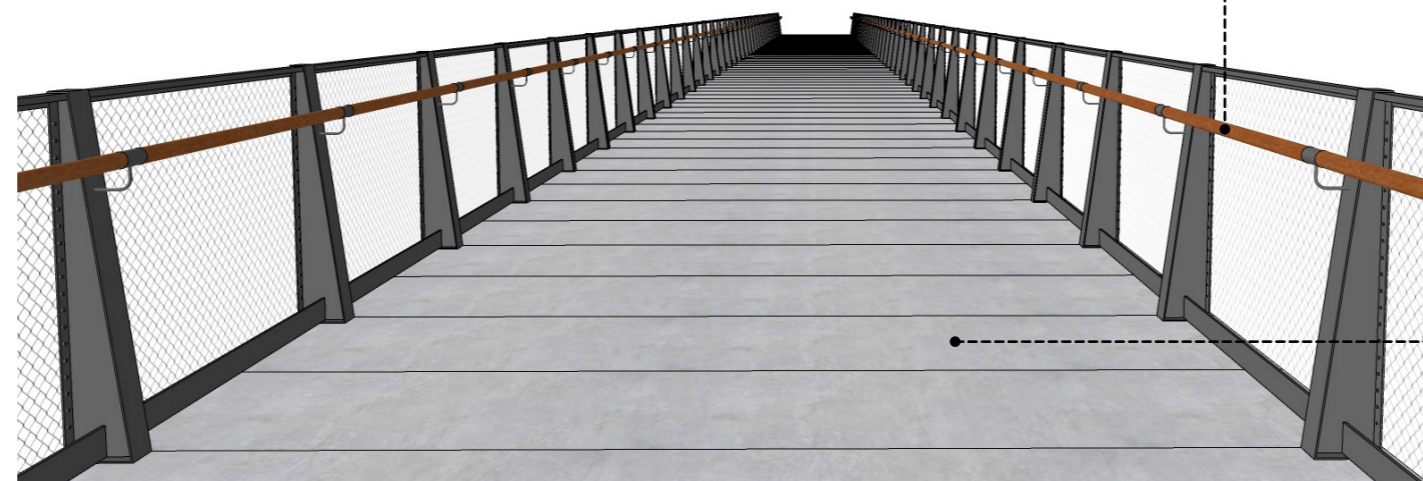
Metal Railing



Timber Handrail



Concrete Slab

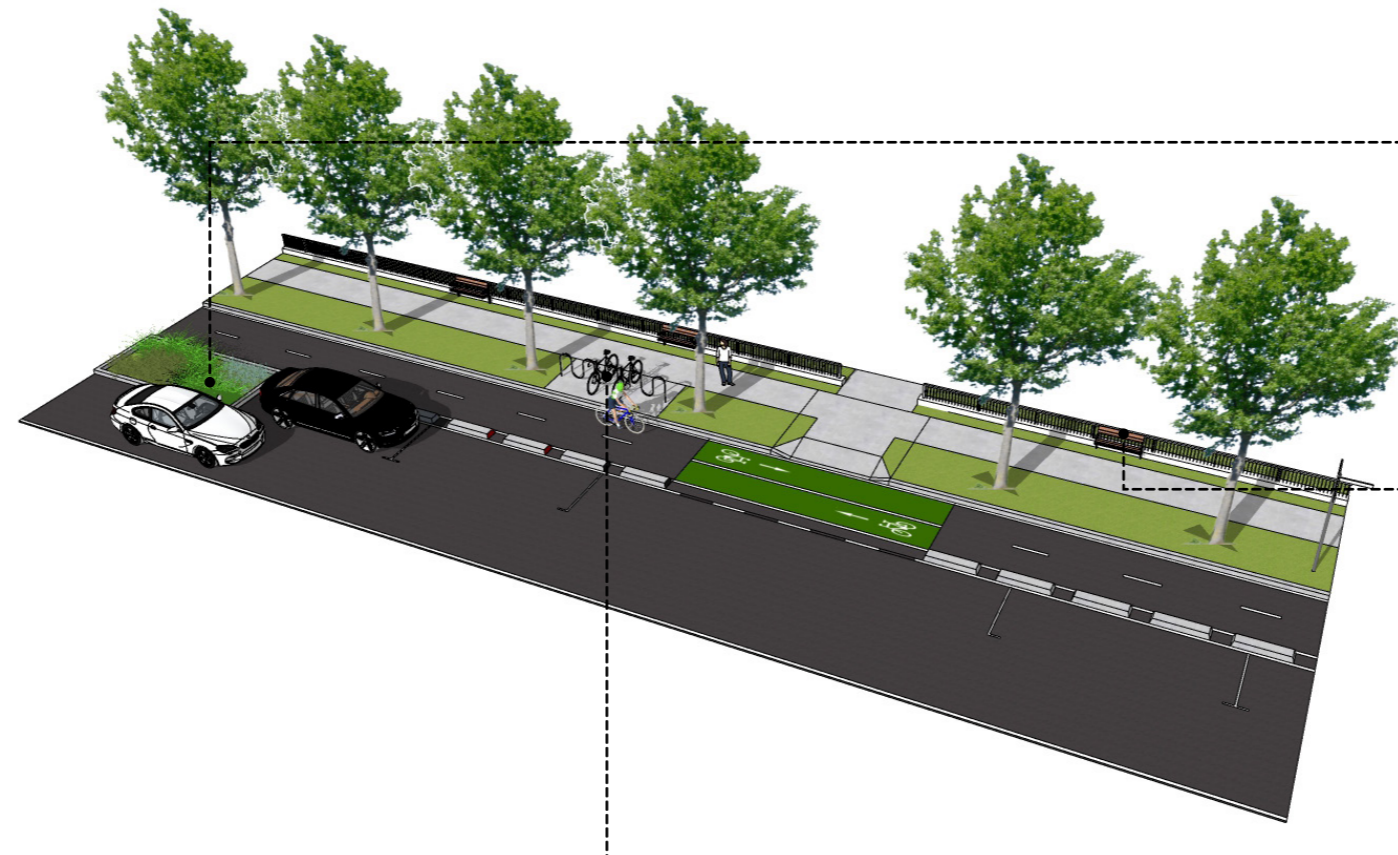


CYCLEWAY

The cycleway section of Pippita Rail Trail is a bidirectional cycleway that is physically separated from motor vehicle traffic and pedestrians. It is exclusively for use by bicycles.

The cycleway minimises conflict and the risk of injury for all road users and also improves the level of service for people cycling, which will maximise potential ridership.

To further increase level of service, bicycle paths are continued through intersections with crossing side streets, prioritising flow along the cycleway.



Raingarden / Planter



Street Furniture



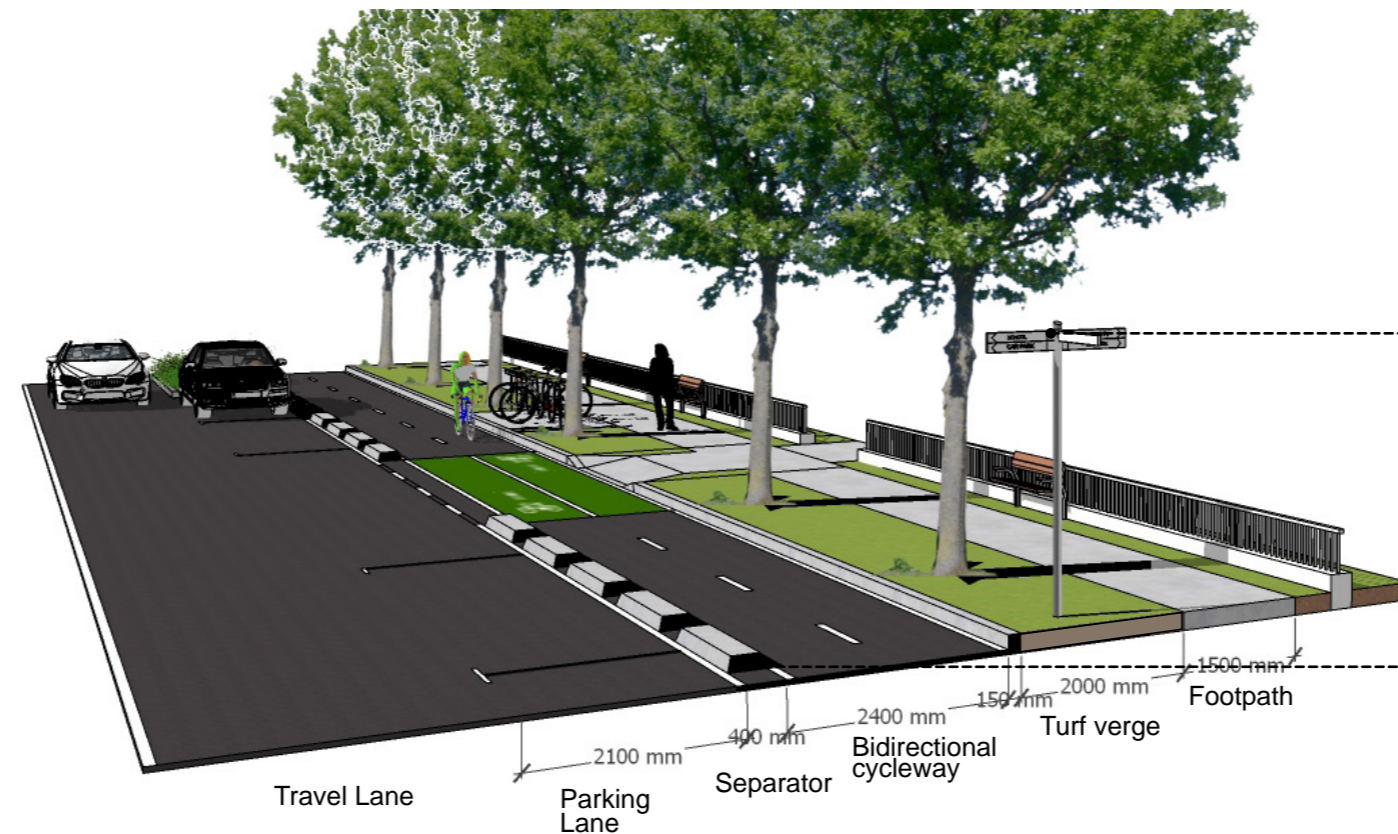
Bicycle Rack



Wayfinding



Warning Marker and Separator



Travel Lane

Parking Lane

Separator

Bidirectional cycleway

Turf verge

Footpath

PLANTING CHARACTER

Trees

- Acacia dedurrens
- Acacia parramattensis
- Angophora costata
- Melaleuca decora
- Eucalyptus fibrosa
- Eucalyptus parramattensis
- Angophora bakeri
- Syncarpia glomulifera
- Eucalyptus punctata



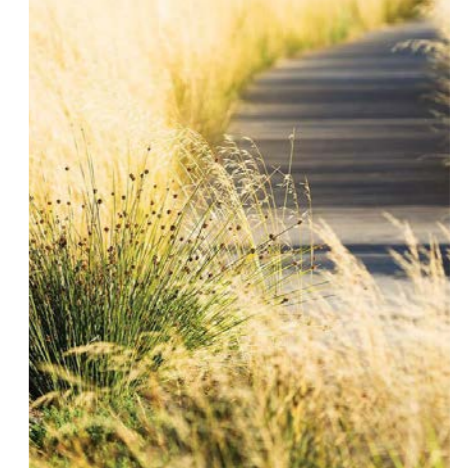
Shrubs

- Banksia spinosola
- Kunzea ambigua
- Daviesia ulicifolia
- Dillwynia tenuifolia
- Pittosporum undulatum
- Polyscias sambucifolia
- Melaleuca nodosa
- Lissanthe strigosa
- Dillwynia tenuifolia
- Pultenaea villosa



Groundcovers and Grasses

- Themeda australis
- Dianella revoluta
- Entolasia stricta
- Micolaena stricta
- Micolaena stipoides var stipoides
- Imperata cylindrica
- Platysace ericoides
- Panicum simile
- Micromyrtus ciliata
- Dichondra repens



Note: This is an indicative planting palette and does not include all species under consideration.

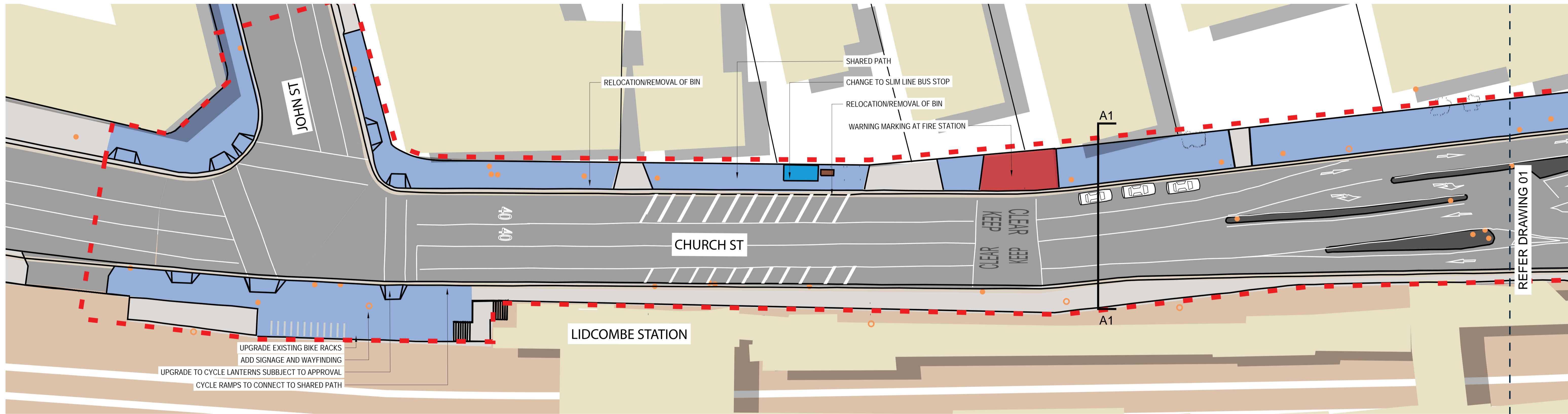


CONCEPT DESIGN

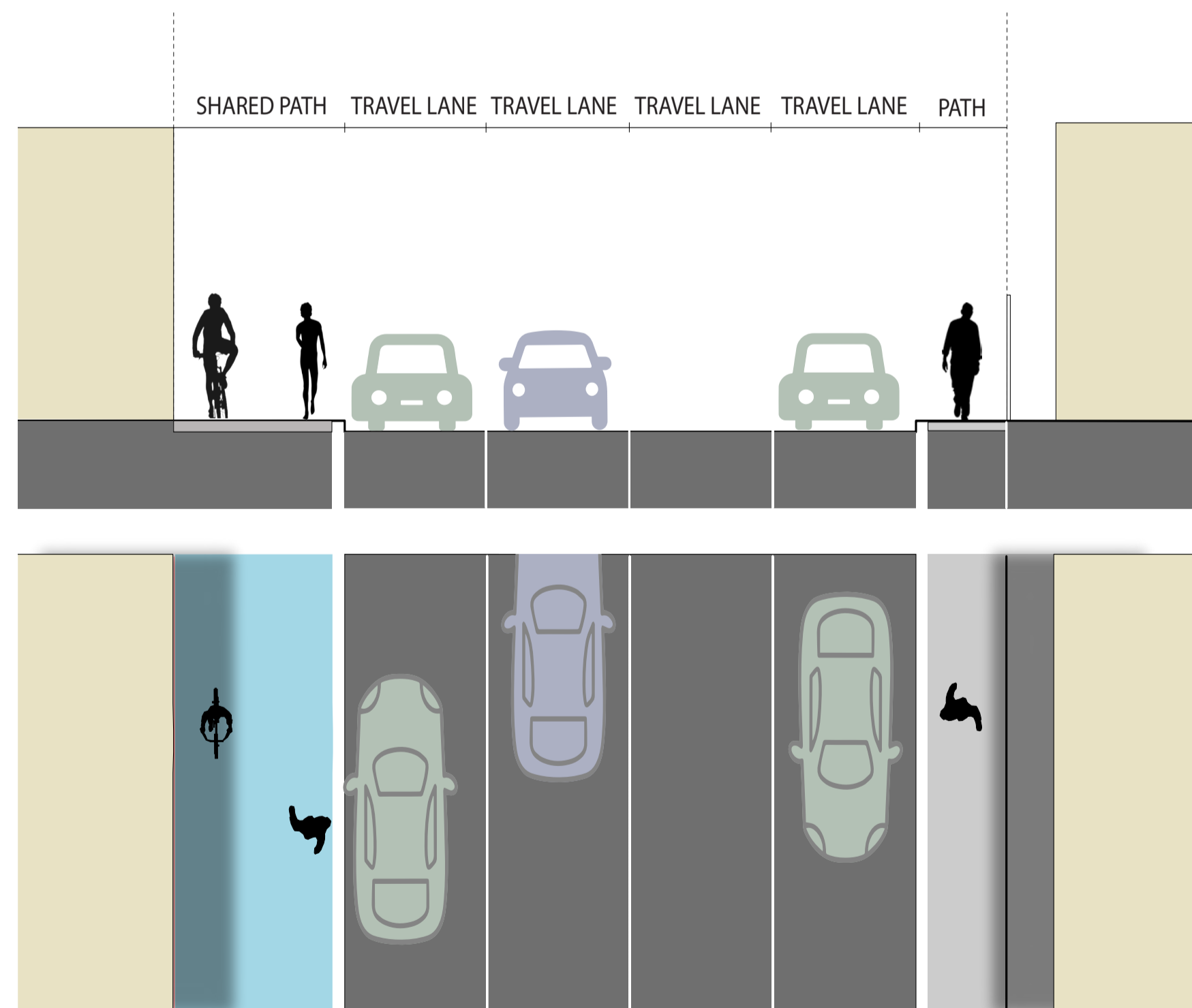
06

PIPPITA RAIL TRAIL

LIDCOMBE TO SYDNEY OLYMPIC PARK



SECTION AA1

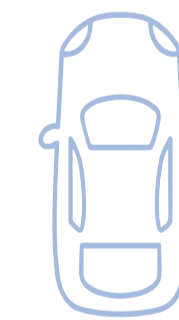


LEGEND

1:250 @A1, 1:500@A3

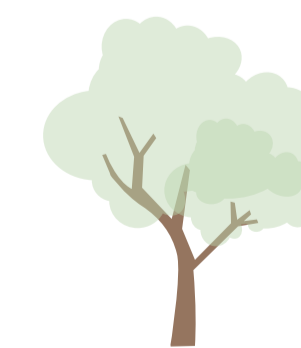
- - - SITE BOUNDARY
- NEW PARKING
- ELEC POLES
- ROAD
- MEDIANS
- SIGNS
- CYCLEWAY
- FOOTPATH
- SHARED PATH
- EXISTING TREES
- PROPOSED TREES
- EXISTING PARKING
- REMOVED TREES
- REMOVED PARKING

PARKING IMPACT



EXISTING 3
RETAINED 3
LOSS -
GAINED -

TREE IMPACT



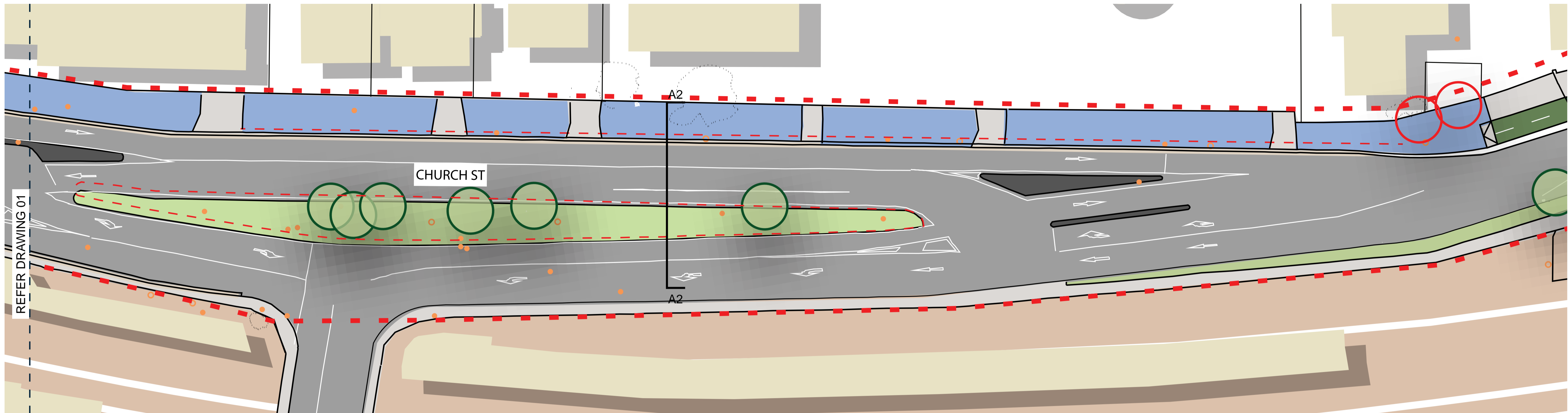
EXISTING -
RETAINED -
LOSS -
GAINED -

KEY PLAN



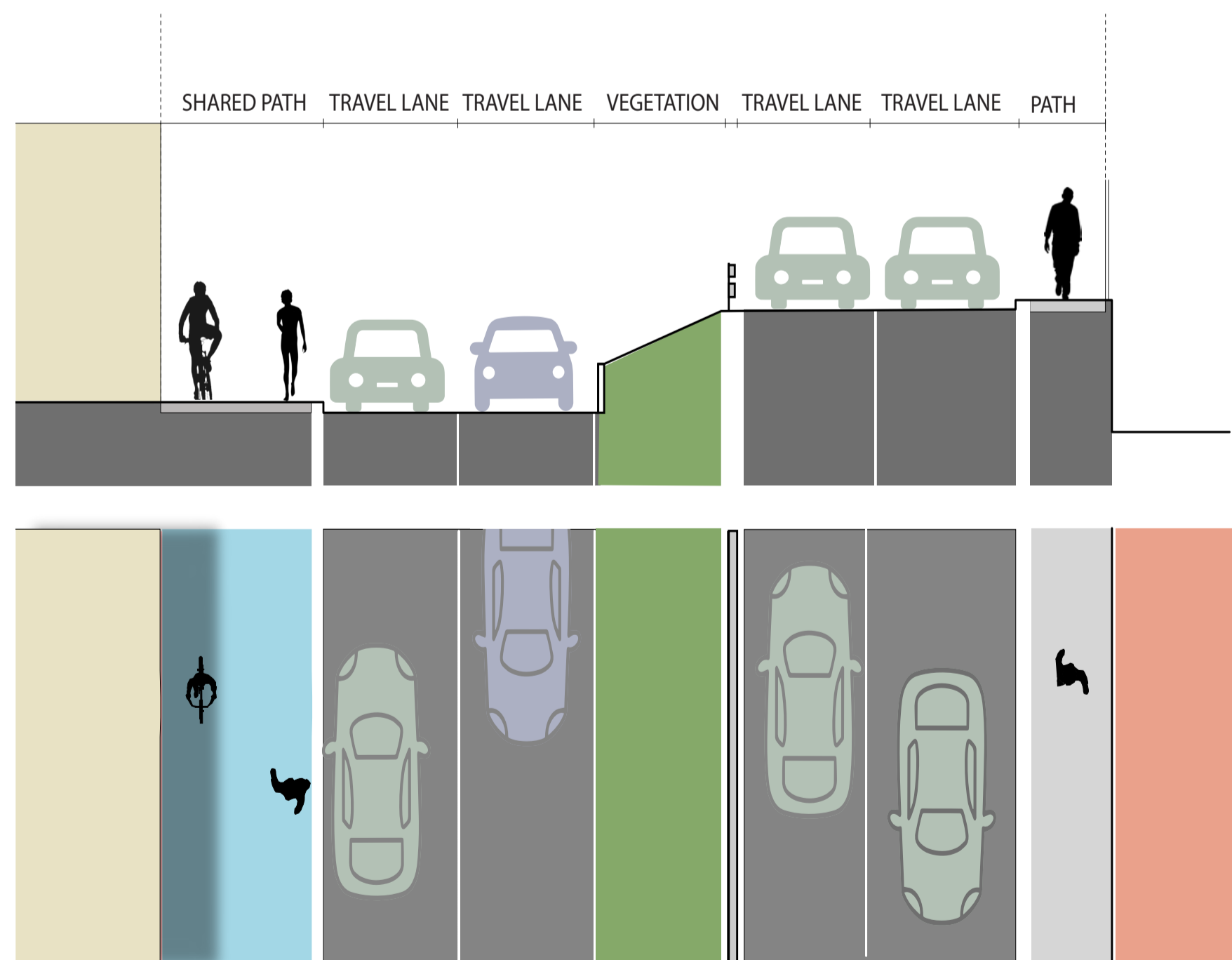
PIPPITA RAIL TRAIL

LIDCOMBE TO SYDNEY OLYMPIC PARK



1:250 @A1, 1:500@A3

SECTION A2



LEGEND

- SITE BOUNDARY
- ROAD
- CYCLEWAY
- SHARED PATH
- EXISTING PARKING
- REMOVED PARKING
- NEW PARKING
- MEDIANS
- FOOTPATH
- EXISTING TREES
- PROPOSED TREES
- REMOVED TREES
- ELEC POLES
- SIGNS

PARKING IMPACT

EXISTING	-
RETAINED	-
LOSS	-
GAINED	-

TREE IMPACT

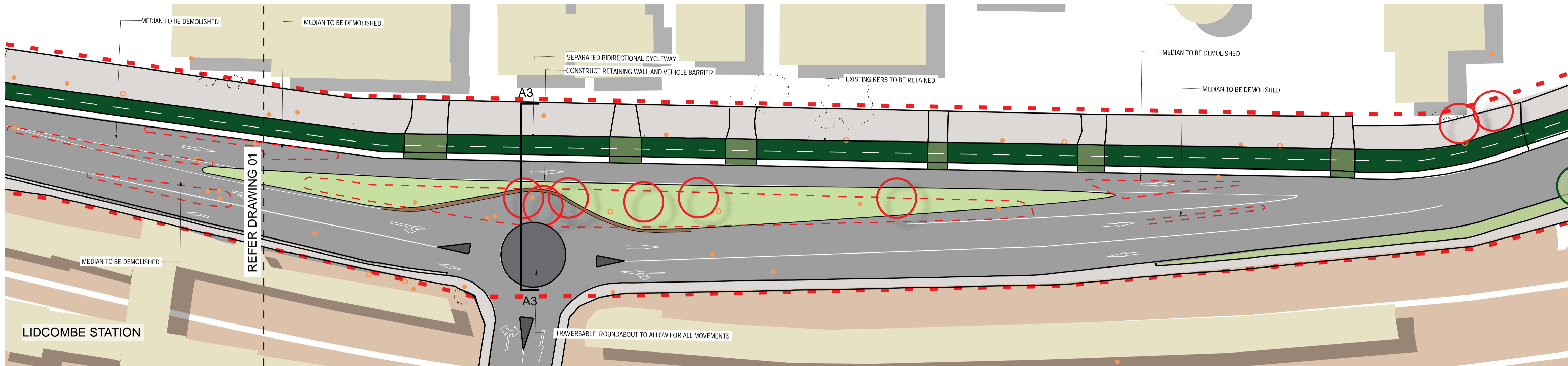
EXISTING	8
RETAINED	6
LOSS	2
GAINED	-

KEY PLAN



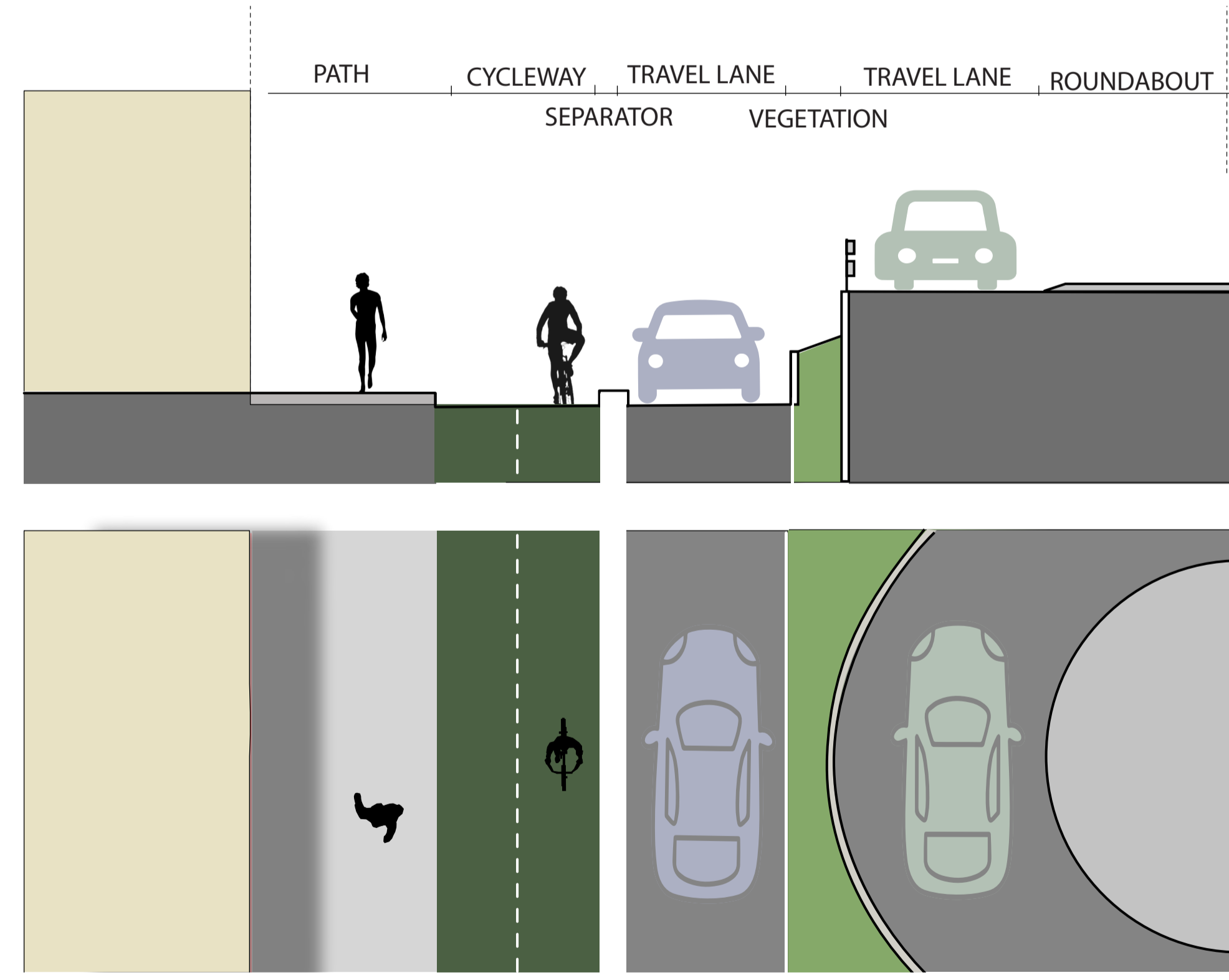
PIPPITA RAIL TRAIL

LIDCOMBE TO SYDNEY OLYMPIC PARK



1:250 @A1, 1:500@A3

SECTION A3



LEGEND

- SITE BOUNDARY
- ROAD
- CYCLEWAY
- SHARED PATH
- EXISTING PARKING
- REMOVED PARKING
- NEW PARKING
- MEDIANS
- FOOTPATH
- EXISTING TREES
- PROPOSED TREES
- REMOVED TREES
- ELEC POLES
- SIGNS

PARKING IMPACT	
EXISTING	-
RETAINED	-
LOSS	-
GAINED	-

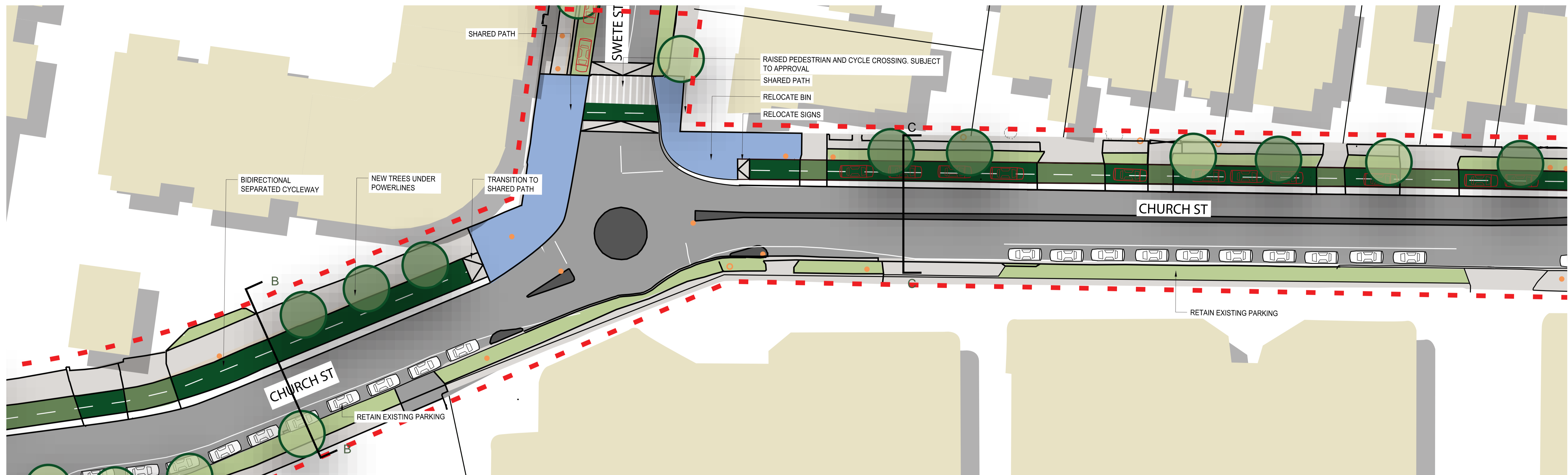
TREE IMPACT	
EXISTING	8
RETAINED	0
LOSS	8
GAINED	-

KEY PLAN



PIPPITA RAIL TRAIL

LIDCOMBE TO SYDNEY OLYMPIC PARK

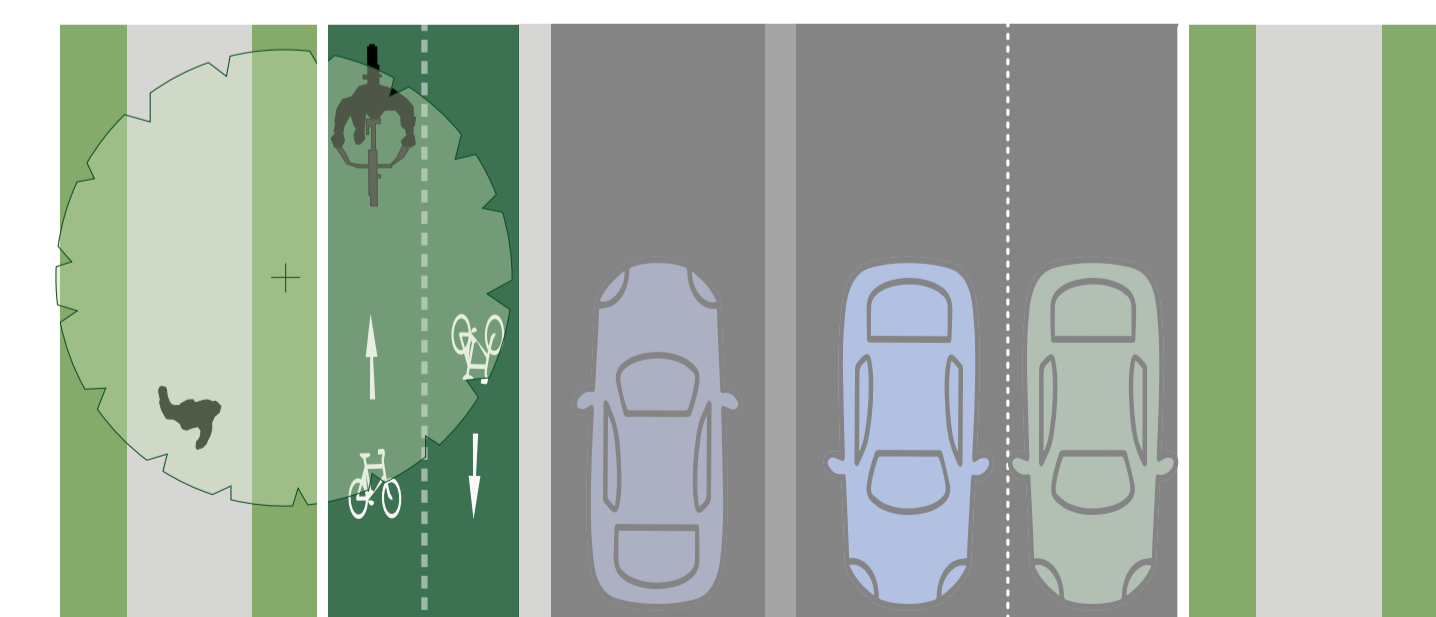
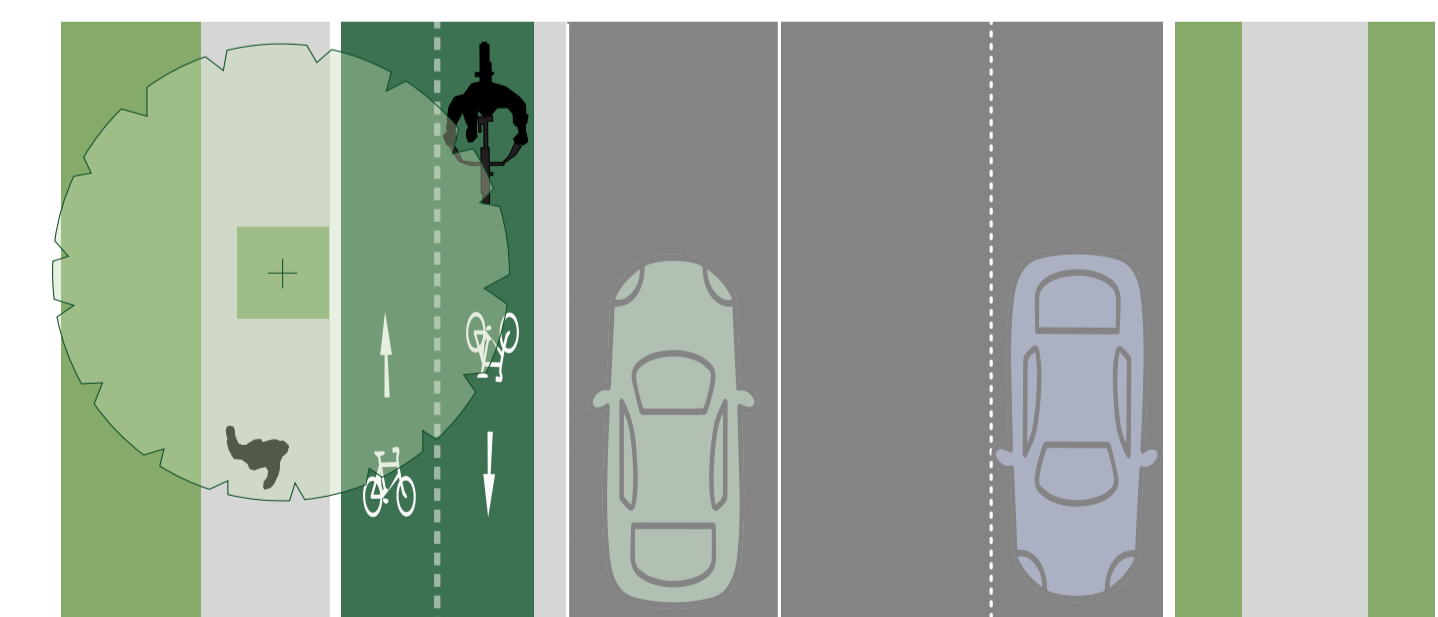
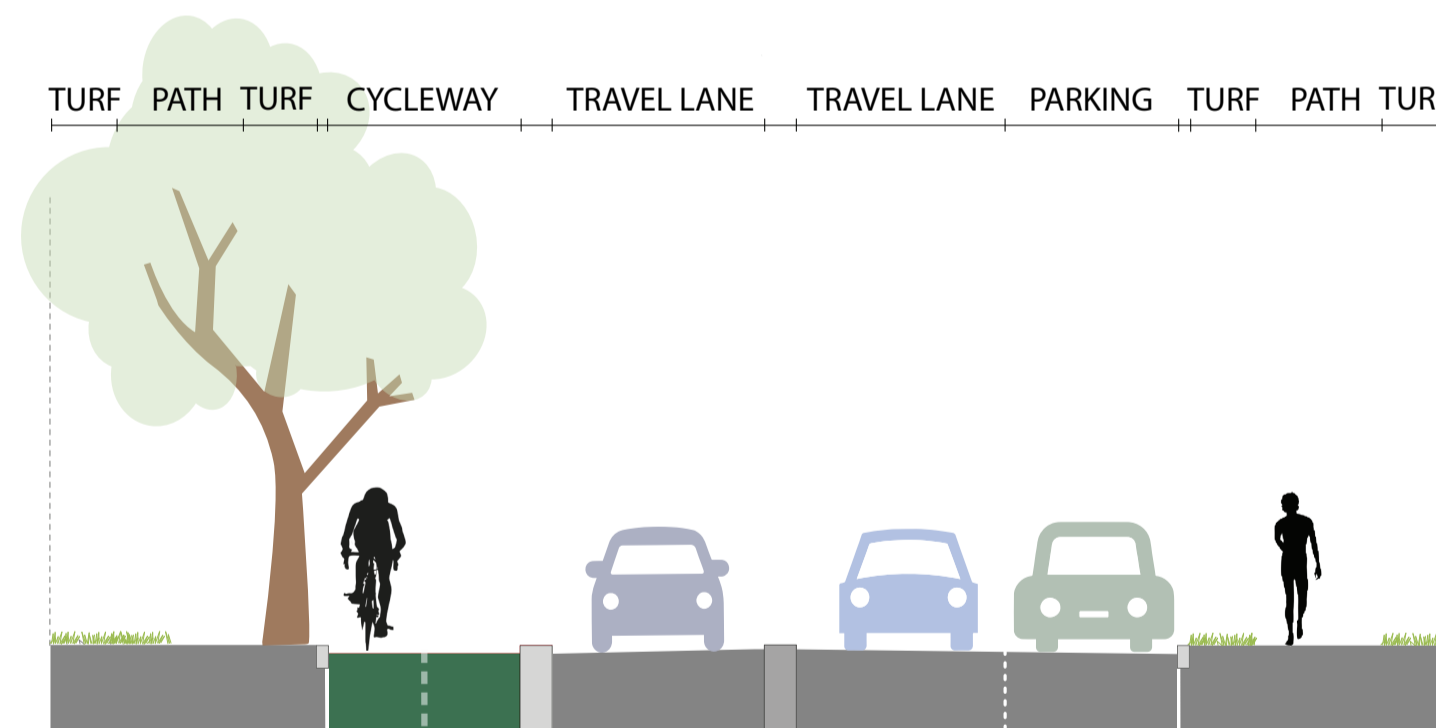
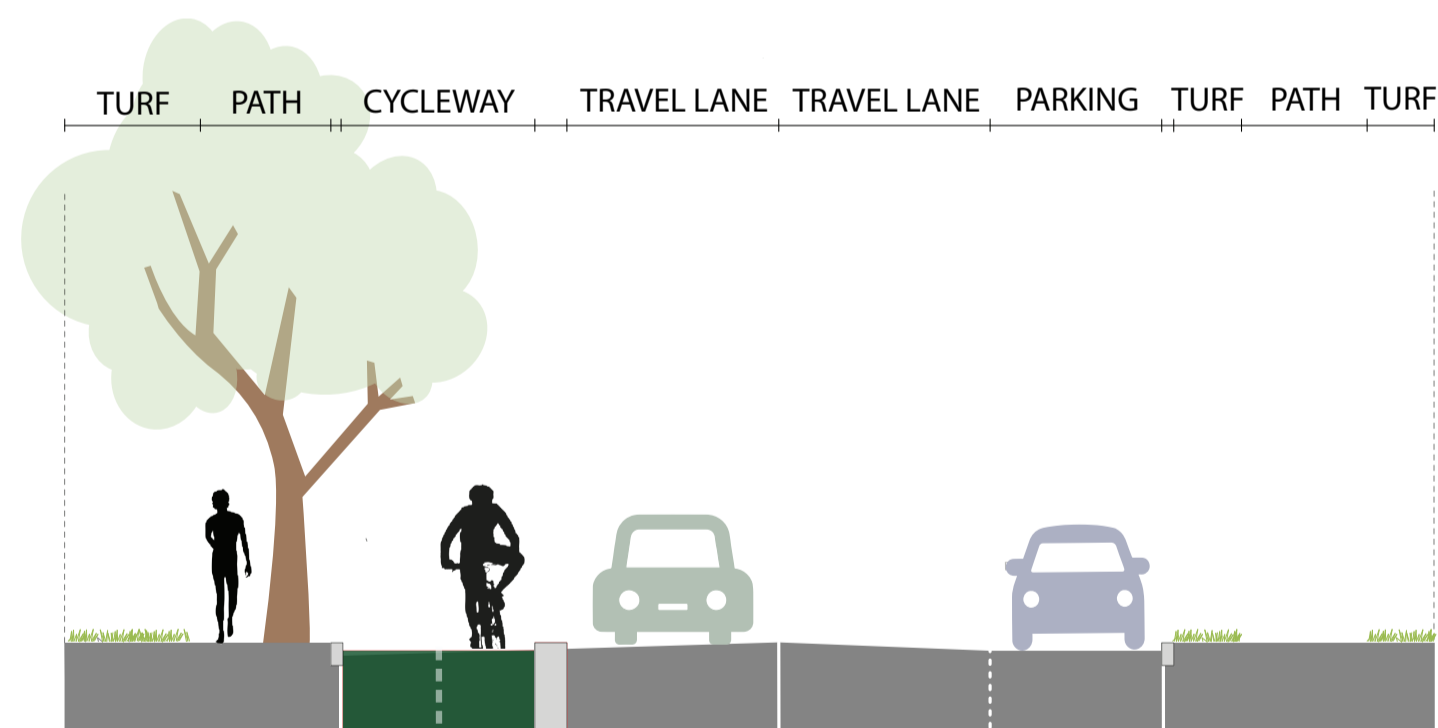


SECTION BB

SECTION CC

LEGEND

1:250 @A1, 1:500@A3



PARKING IMPACT

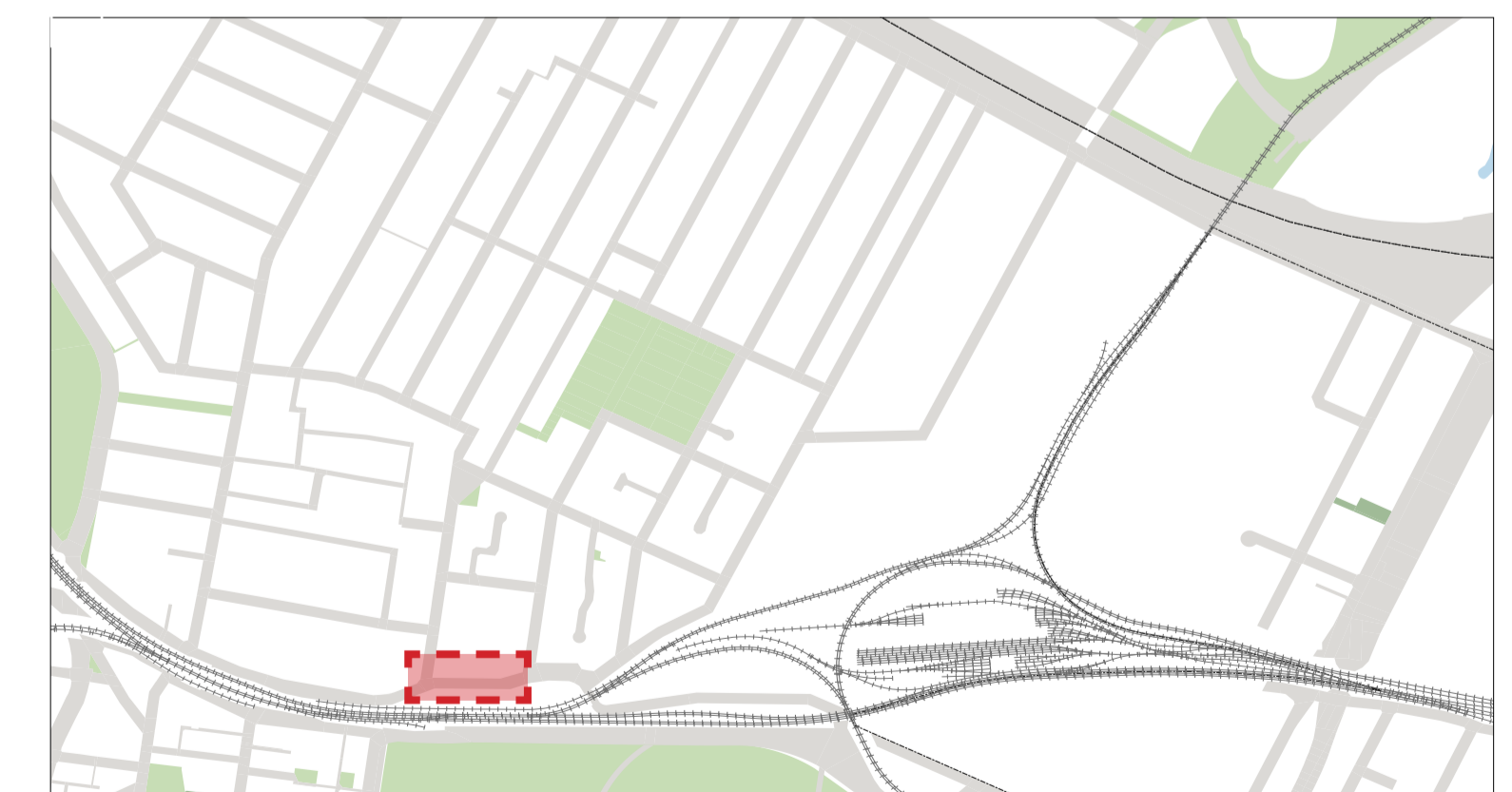
EXISTING	33
RETAINED	20
LOSS	13
GAINED	-



TREE IMPACT

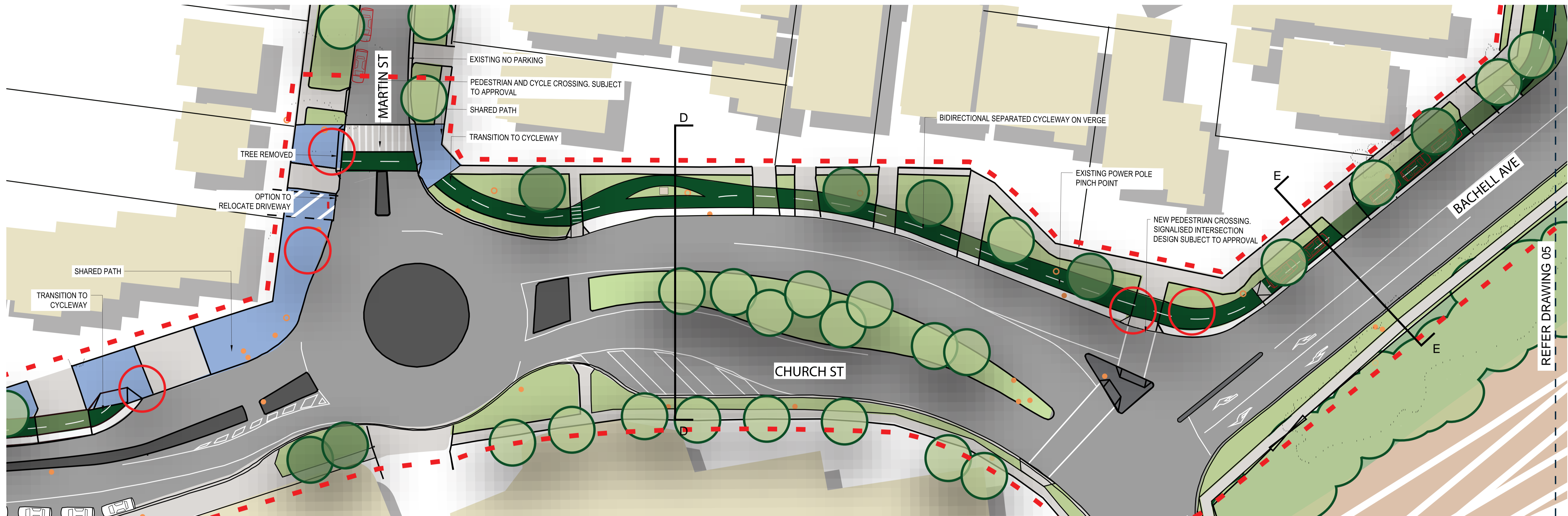
EXISTING	8
RETAINED	8
LOSS	-
GAINED	7

KEY PLAN



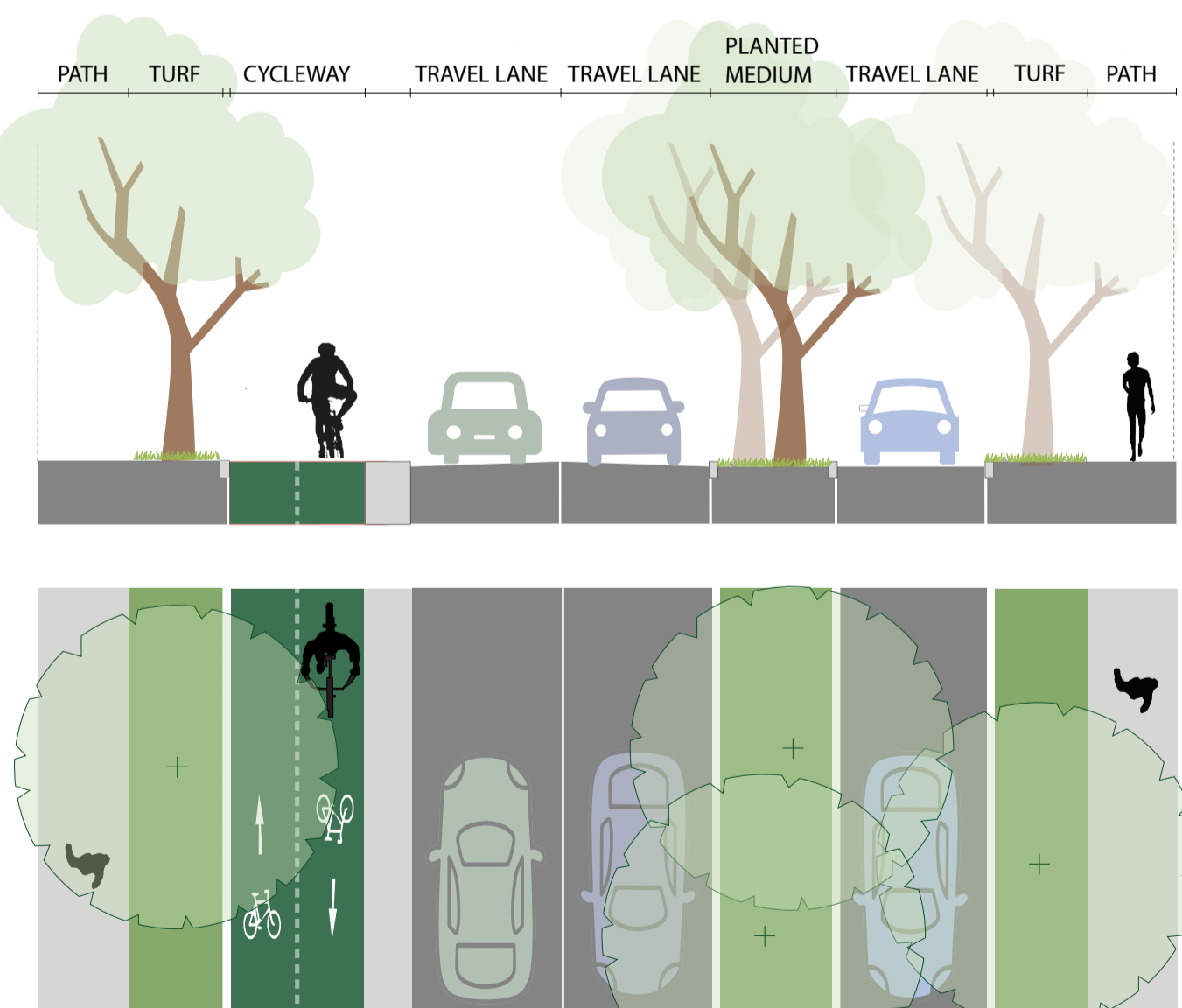
PIPPITA RAIL TRAIL

LIDCOMBE TO SYDNEY OLYMPIC PARK

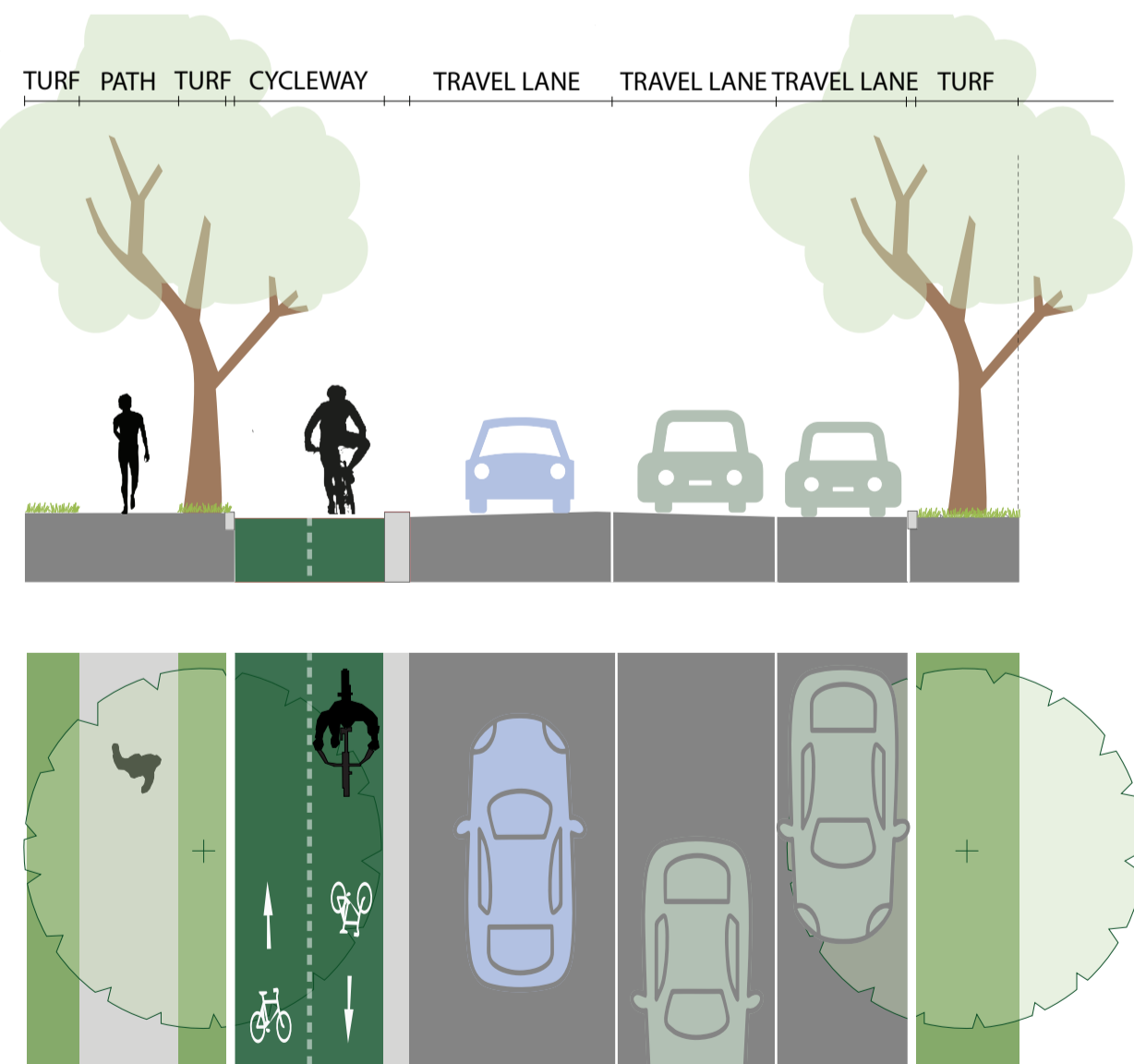


REFER DRAWING 05

SECTION DD



SECTION EE



LEGEND

- - - SITE BOUNDARY
- NEW PARKING
- FOOTPATH
- ROAD
- EXISTING PARKING
- EXISTING TREES
- CYCLEWAY
- REMOVED PARKING
- PROPOSED TREES
- SHARED PATH
- MEDIANS
- REMOVED TREES

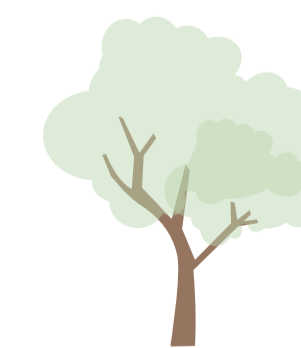
1:250 @A1, 1:500@A3

PARKING IMPACT



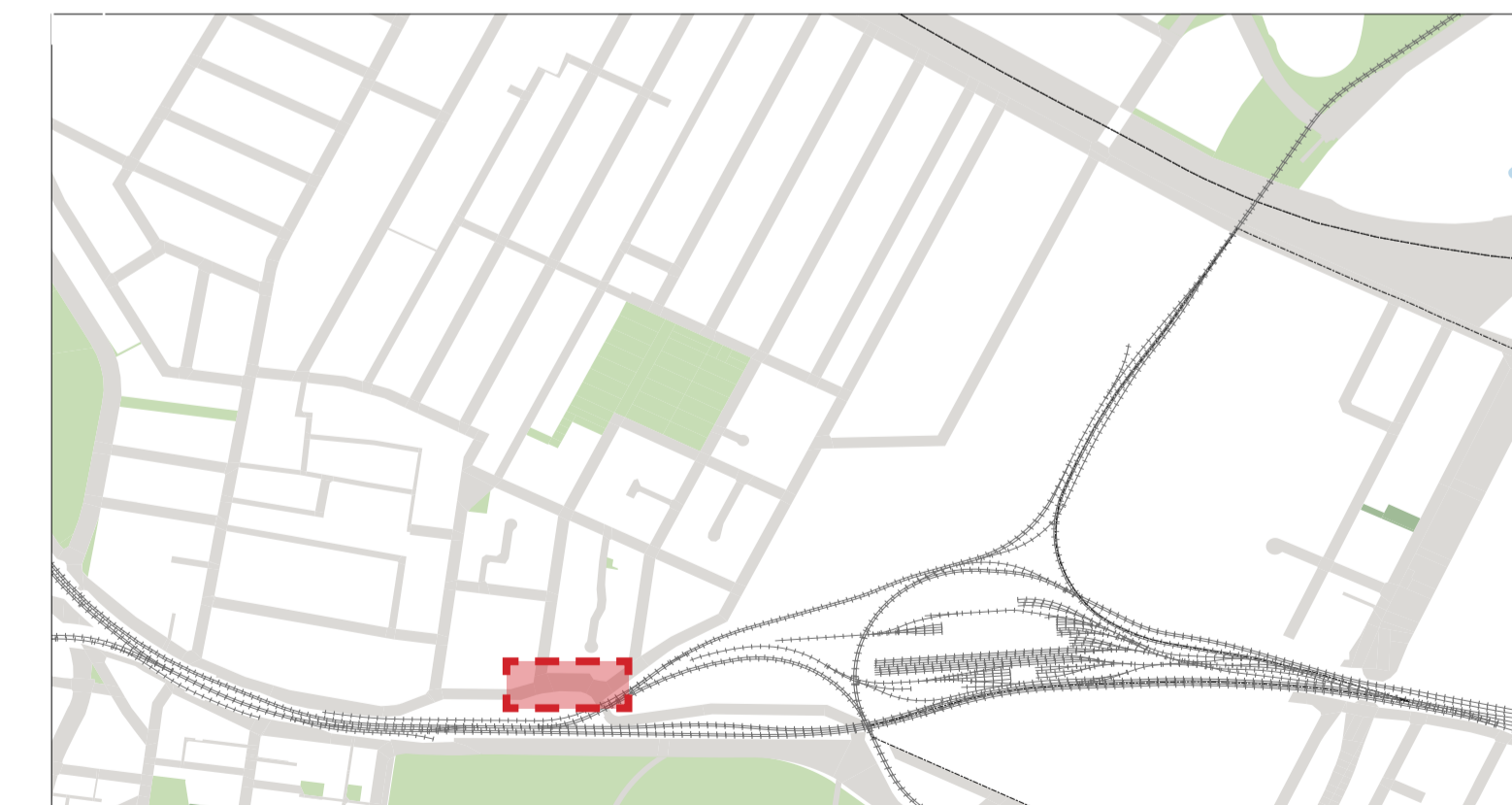
EXISTING 10
RETAINED 3
LOSS 7
GAINED -

TREE IMPACT



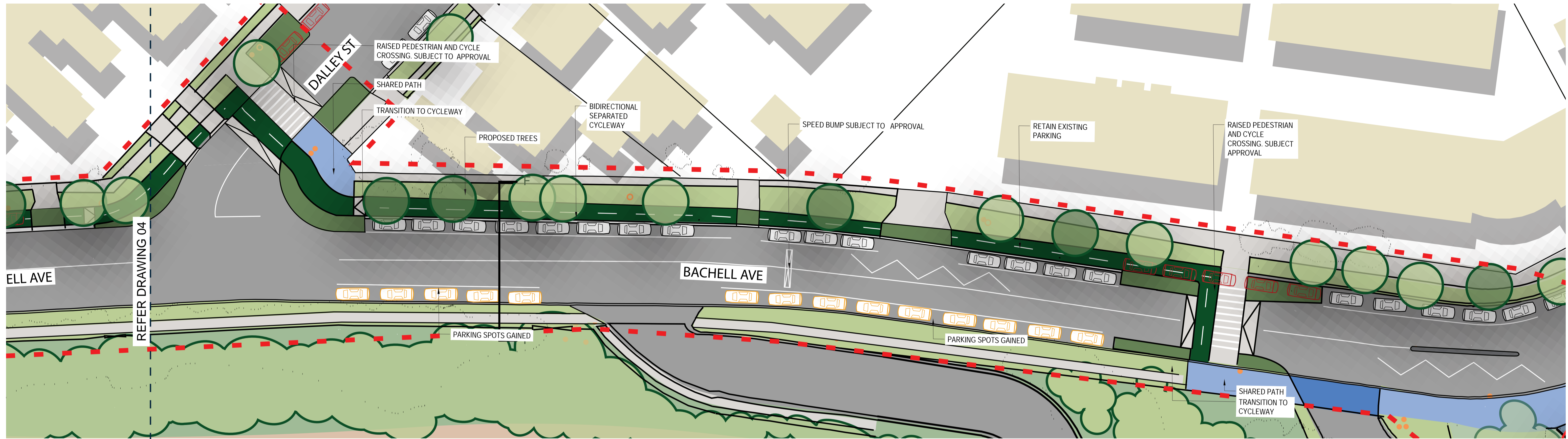
EXISTING 30
RETAINED 25
LOSS 5
GAINED 7

KEY PLAN

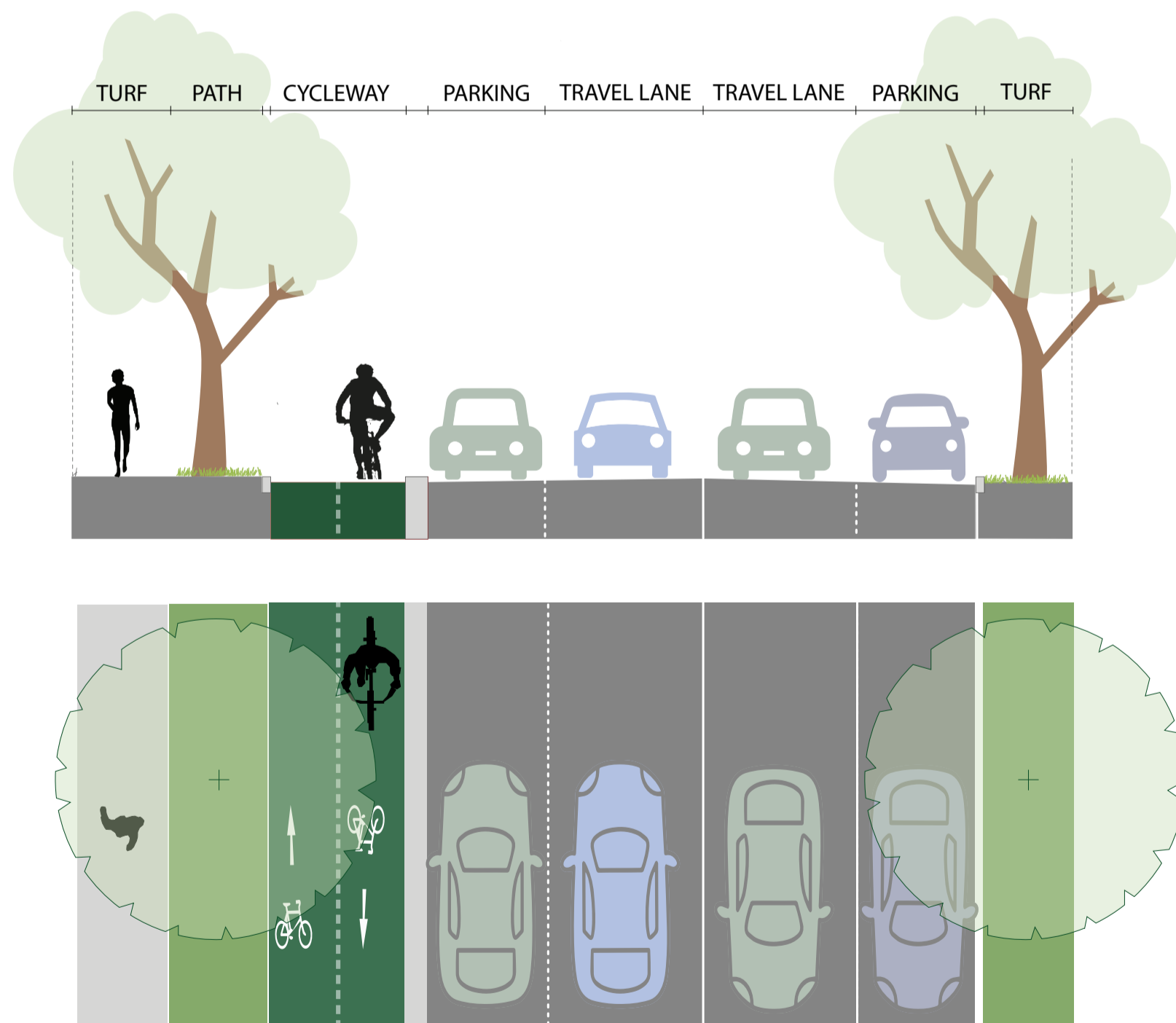


PIPPITA RAIL TRAIL

LIDCOMBE TO SYDNEY OLYMPIC PARK



SECTION FF



LEGEND

1:250 @A1, 1:500@A3

- - - SITE BOUNDARY
- ROAD
- CYCLEWAY
- SHARED PATH
- EXISTING PARKING
- REMOVED PARKING
- NEW PARKING
- MEDIANS
- FOOTPATH
- EXISTING TREES
- PROPOSED TREES
- REMOVED TREES
- ELEC POLES
- SIGNS

PARKING IMPACT



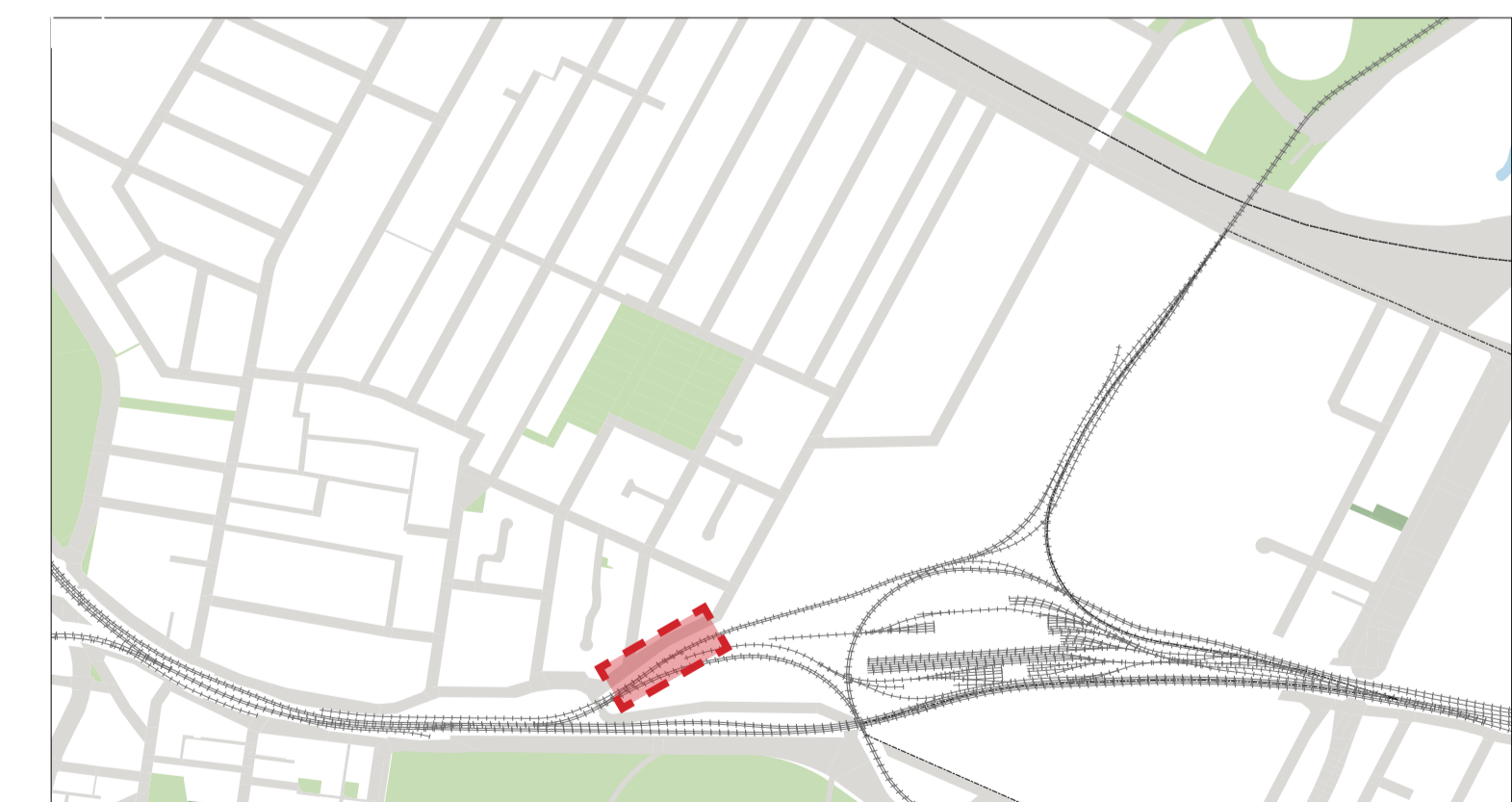
EXISTING	30
RETAINED	23
LOSS	7
GAINED	14

TREE IMPACT



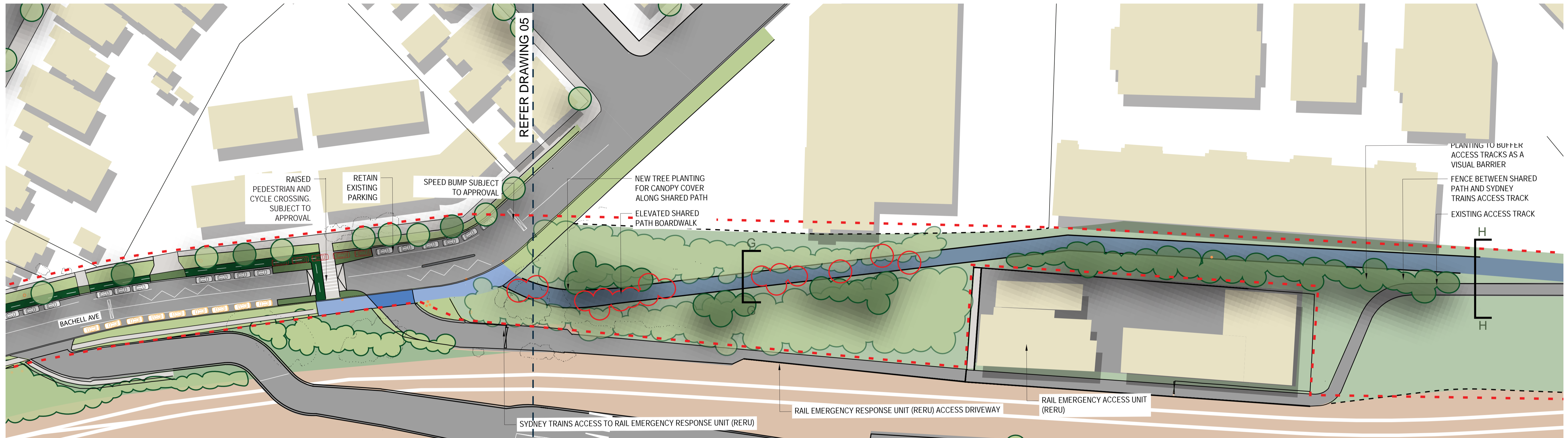
EXISTING	11
RETAINED	11
LOSS	-
GAINED	5

KEY PLAN



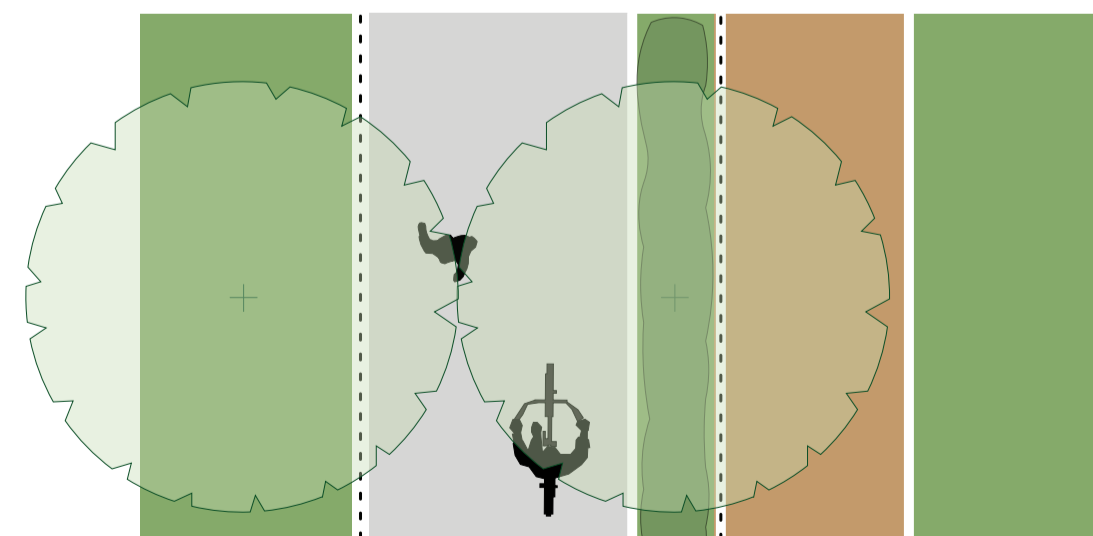
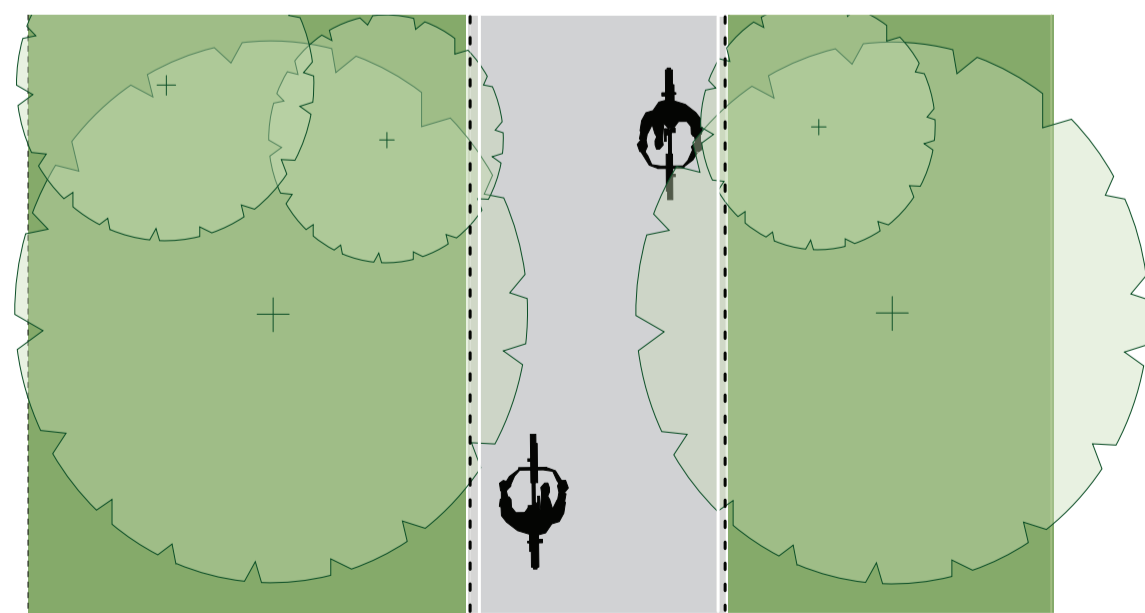
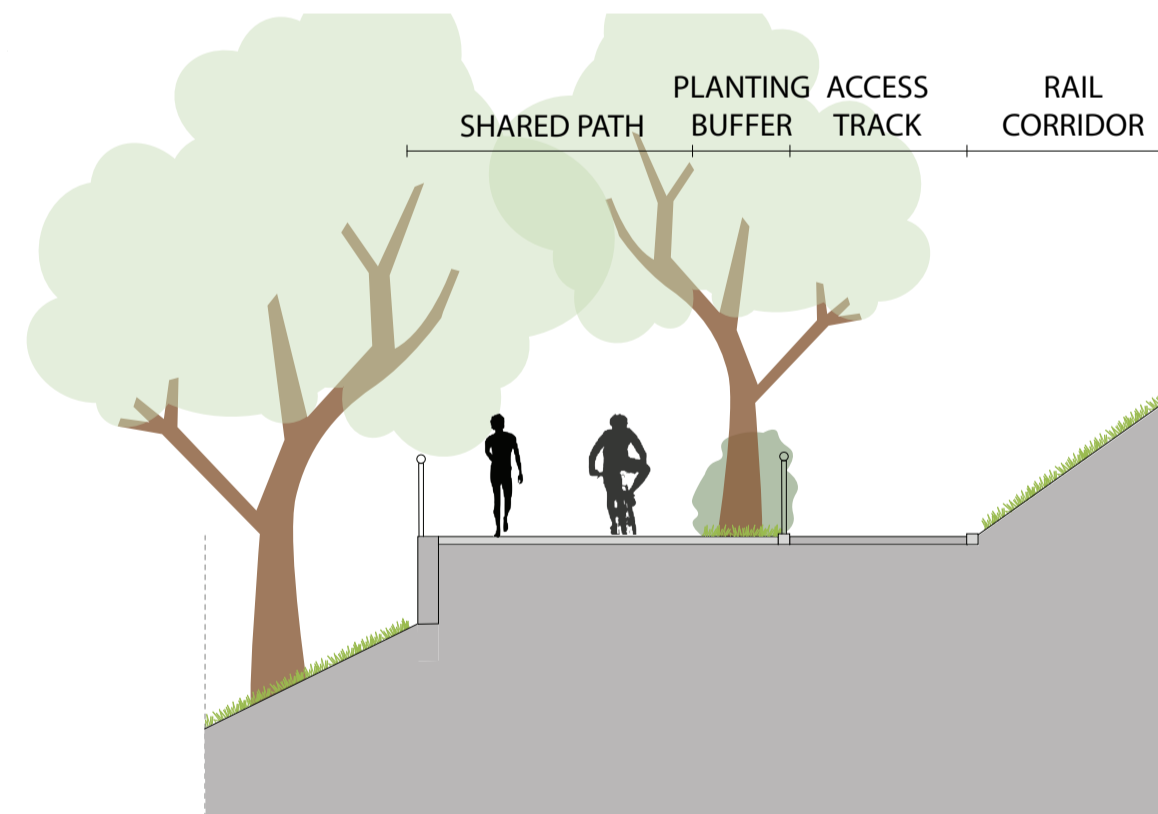
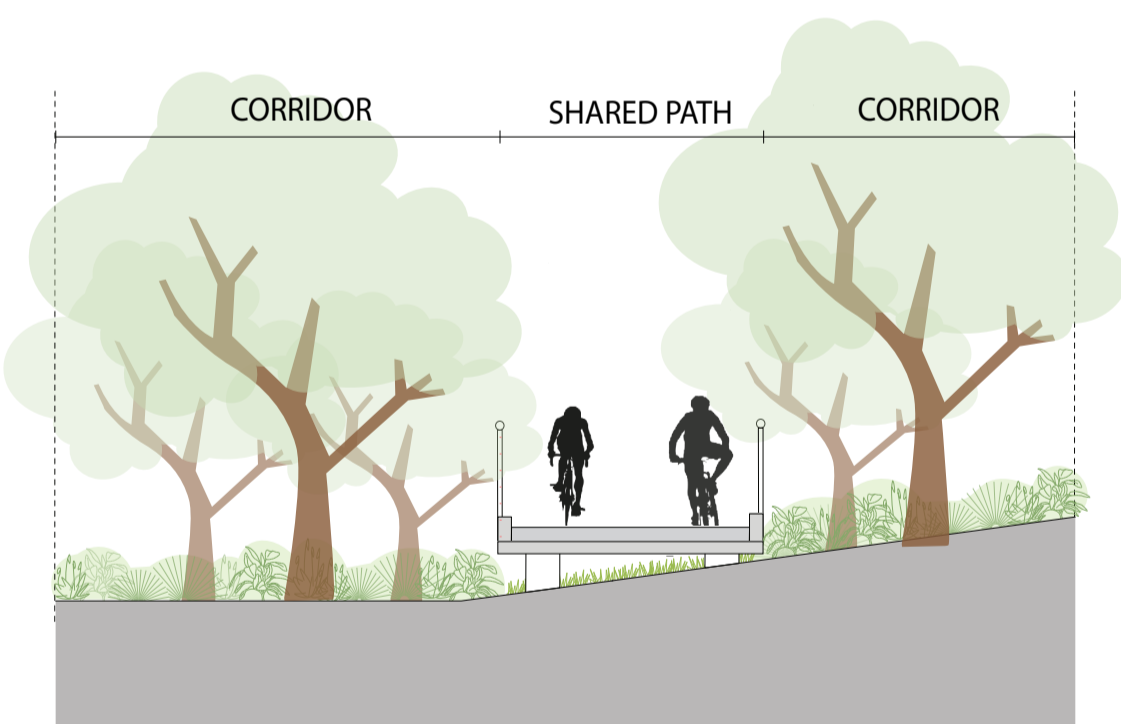
PIPPITA RAIL TRAIL

LIDCOMBE TO SYDNEY OLYMPIC PARK



SECTION GG

SECTION HH



LEGEND

1:500 @A1, 1:1000@A3

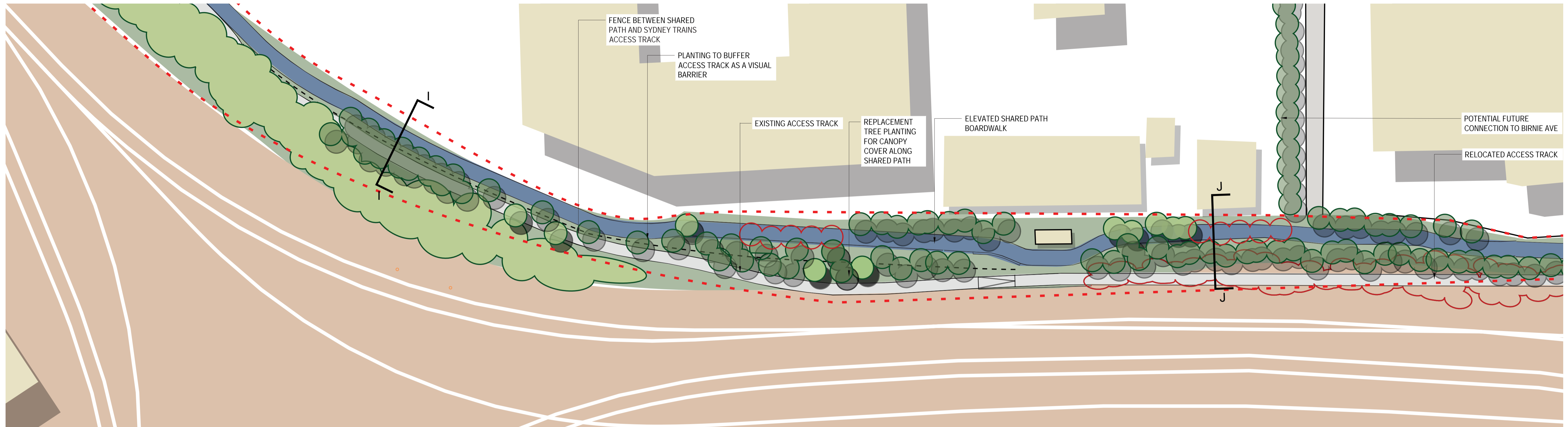
- - - SITE BOUNDARY
- ROAD
- CYCLEWAY
- SHARED PATH
- EXISTING PARKING
- REMOVED PARKING
- NEW PARKING
- MEDIANS
- FOOTPATH
- EXISTING TREES
- PROPOSED TREES
- REMOVED TREES
- EXISTING ELEC POLES
- EXISTING SIGNS

KEY PLAN



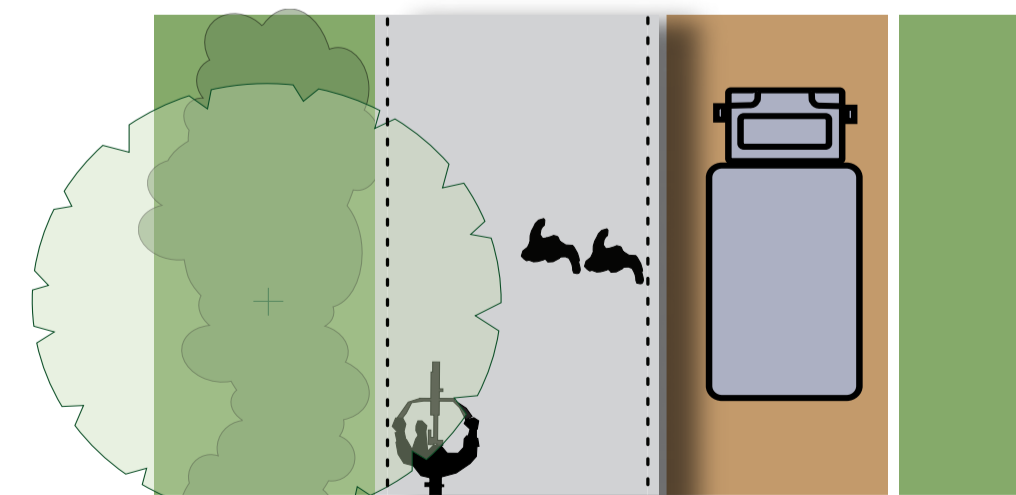
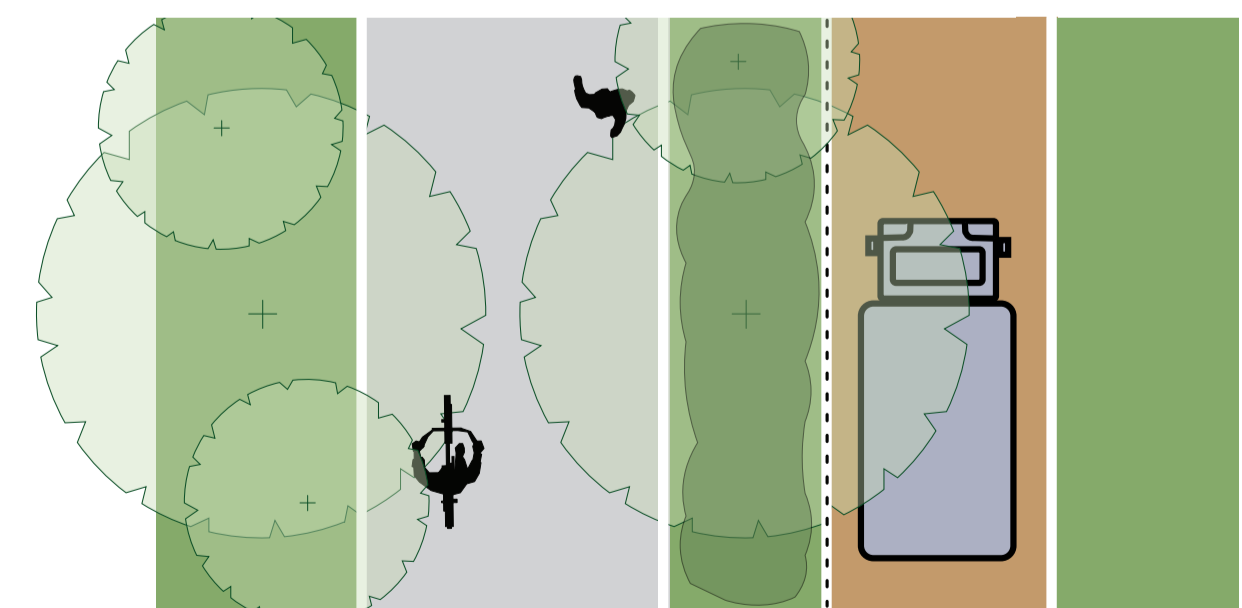
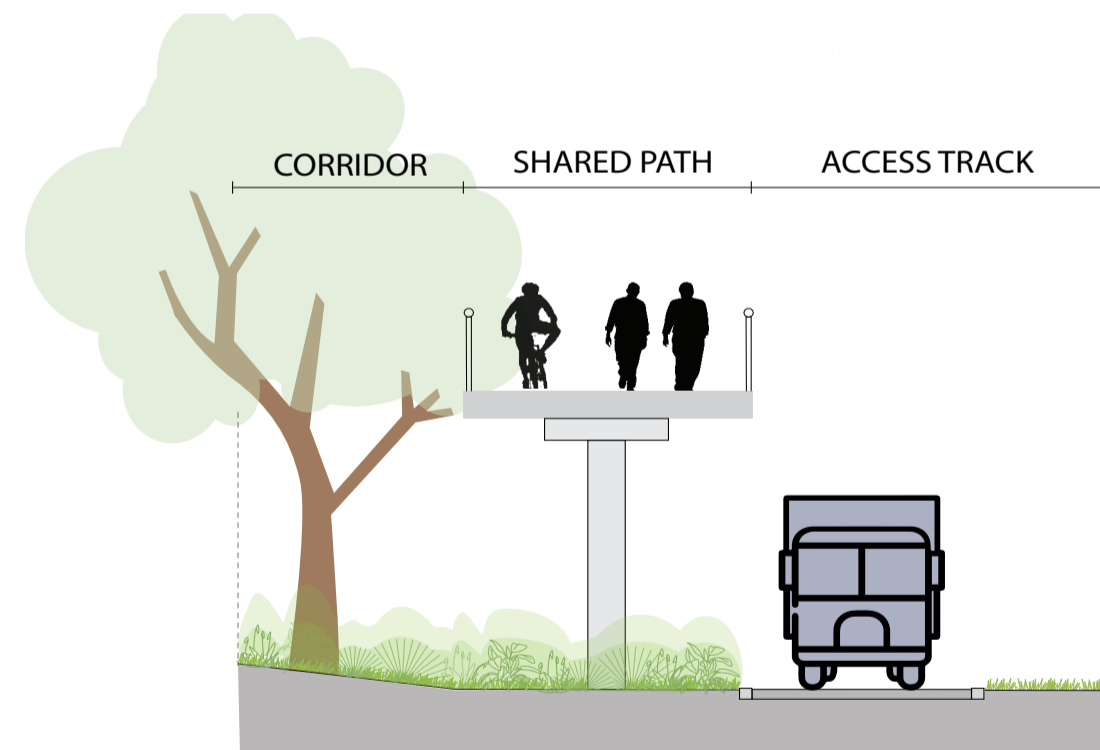
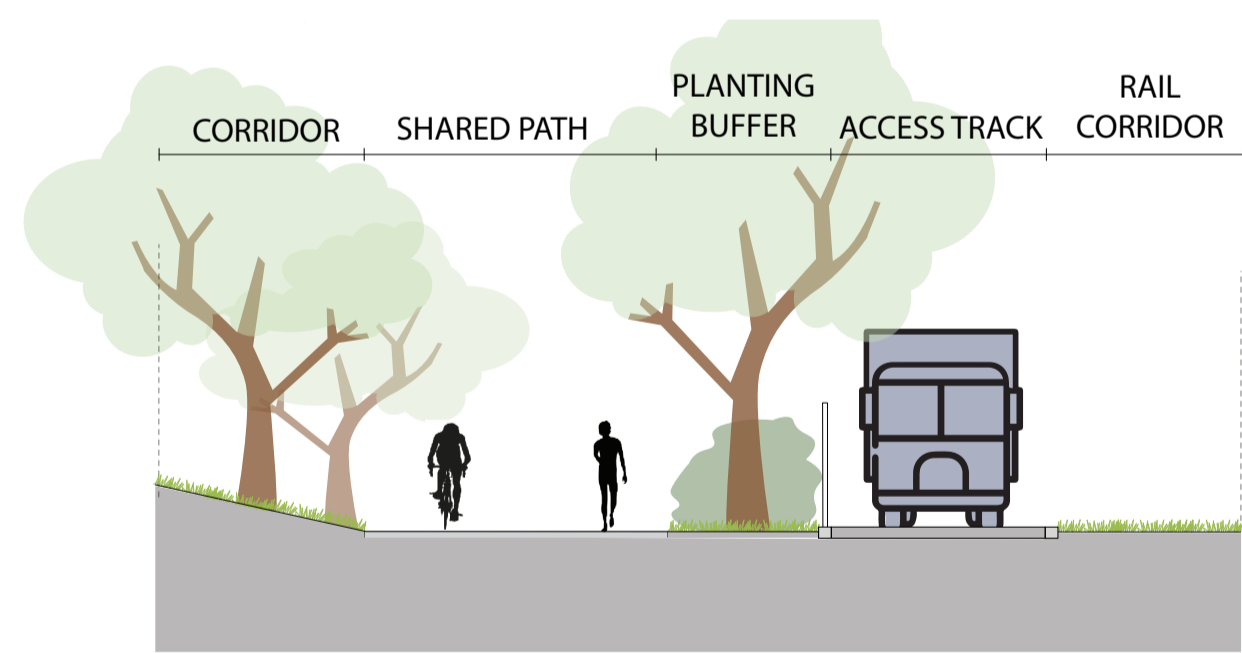
PIPPITA RAIL TRAIL

LIDCOMBE TO SYDNEY OLYMPIC PARK



SECTION II

SECTION JJ

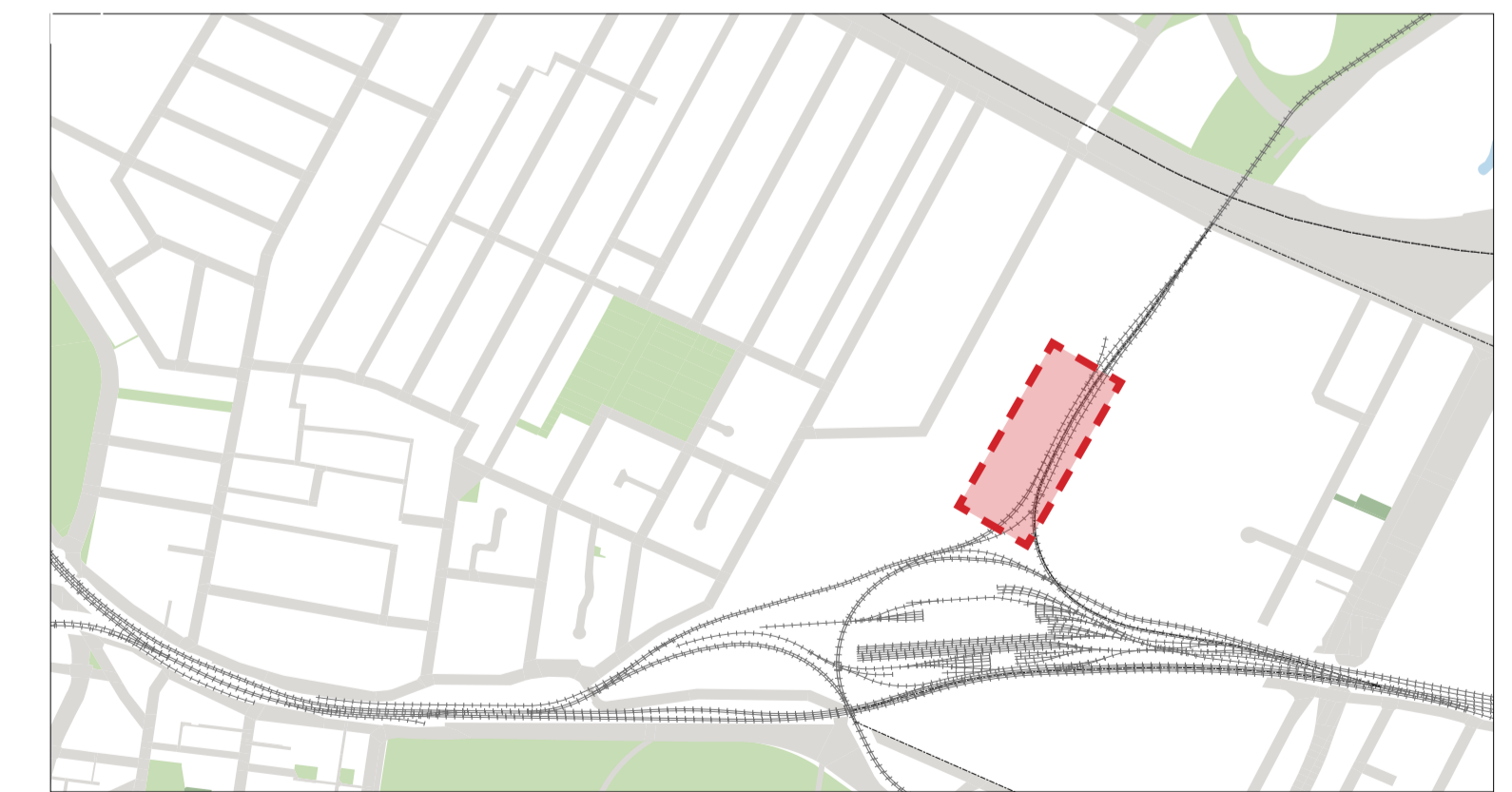


LEGEND

1:500@A1, 1:1000@A3

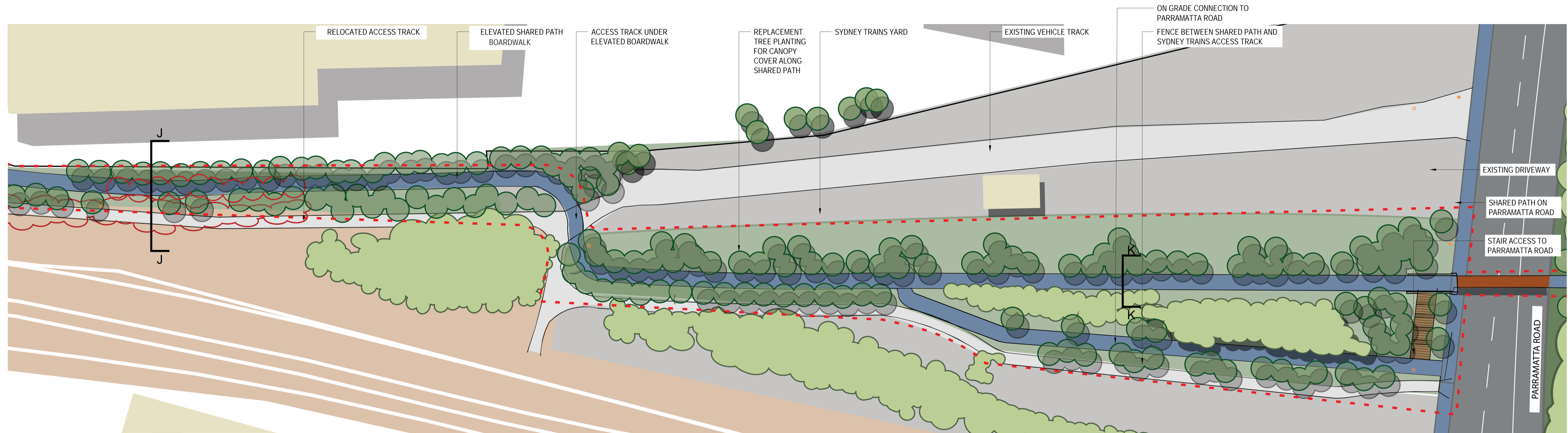
- - - SITE BOUNDARY
- ROAD
- CYCLEWAY
- SHARED PATH
- EXISTING PARKING
- REMOVED PARKING
- NEW PARKING
- MEDIANS
- FOOTPATH
- EXISTING TREES
- PROPOSED TREES
- REMOVED TREES
- ELEC POLES
- SIGNS

KEY PLAN



PIPPITA RAIL TRAIL

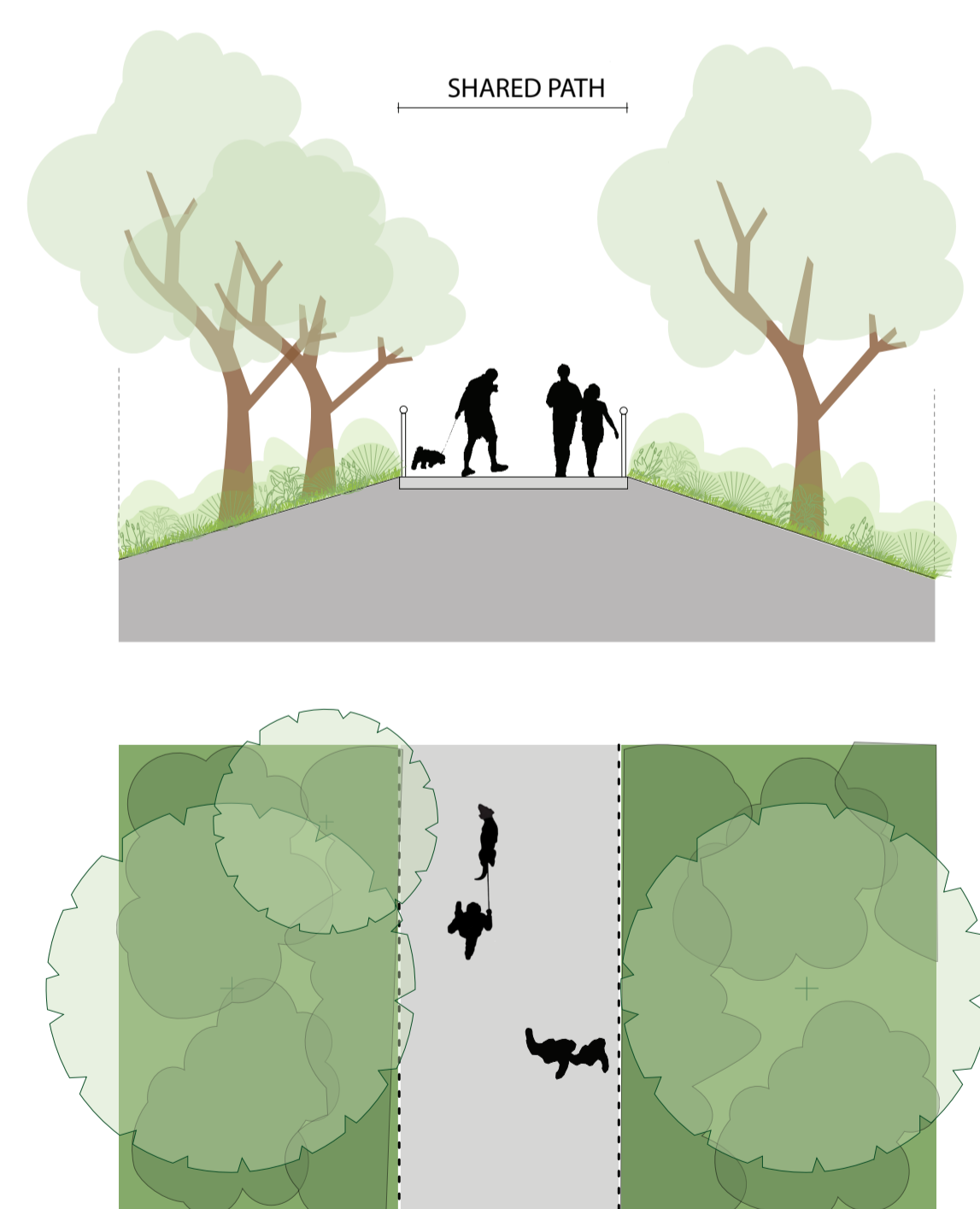
LIDCOMBE TO SYDNEY OLYMPIC PARK



SECTION JJ



SECTION KK

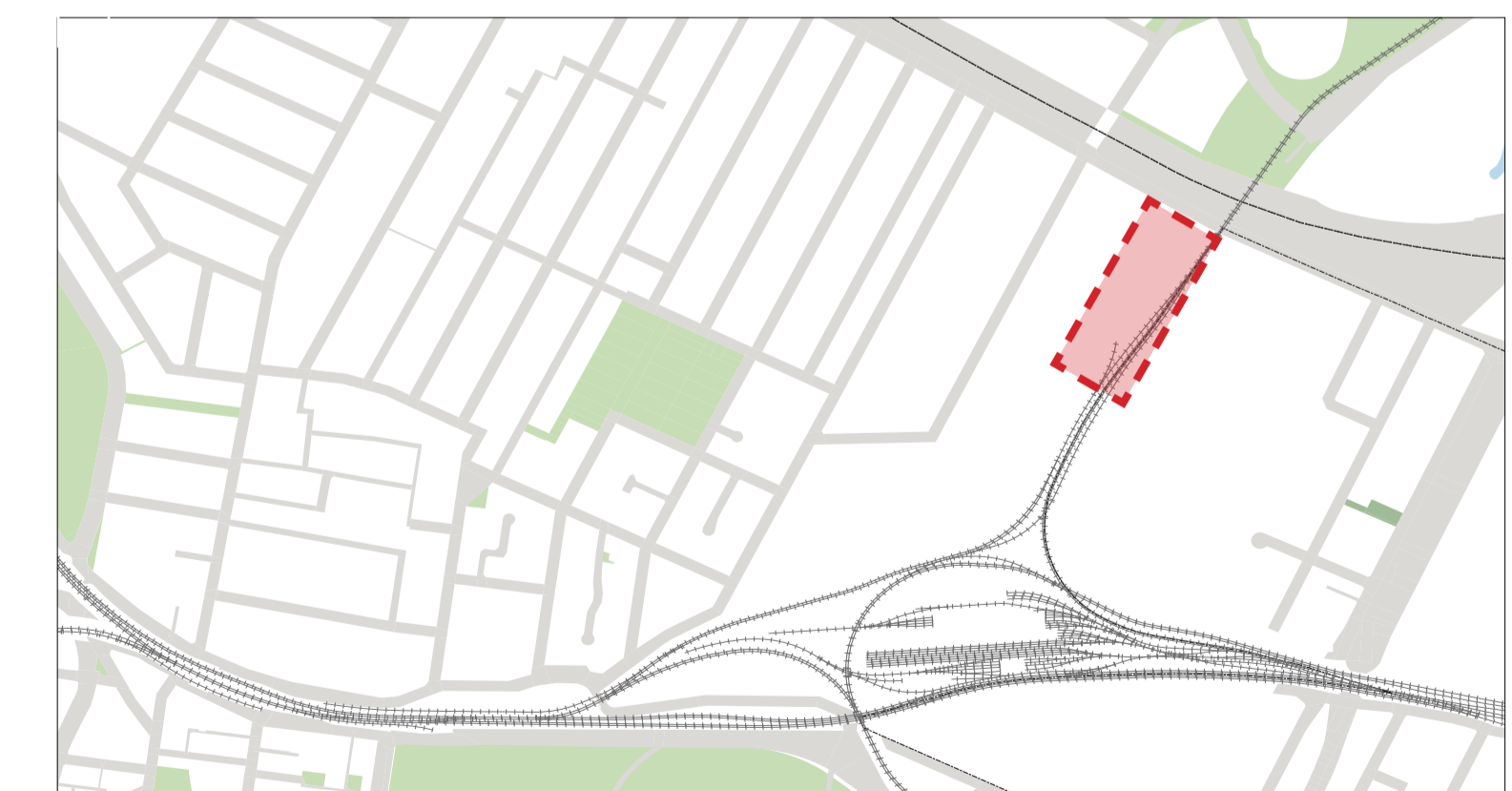


LEGEND

1:500@A1, 1:1000@A3

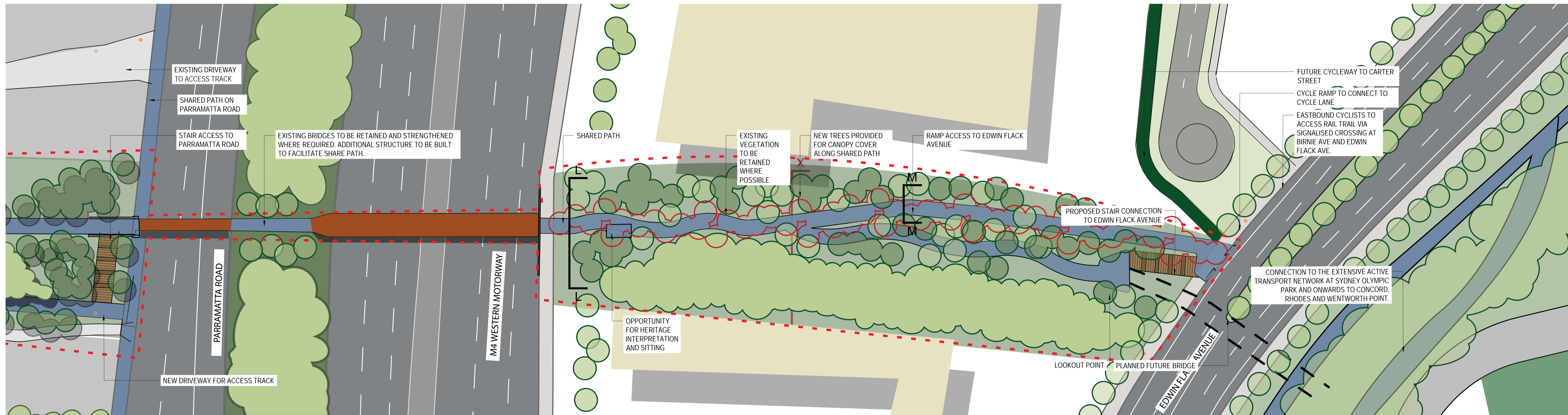
- SITE BOUNDARY
- █ ROAD
- █ CYCLEWAY
- █ SHARED PATH
- EXISTING PARKING
- REMOVED PARKING
- NEW PARKING
- MEDIANS
- FOOTPATH
- EXISTING TREES
- PROPOSED TREES
- REMOVED TREES
- ELEC POLES
- SIGNS

KEY PLAN



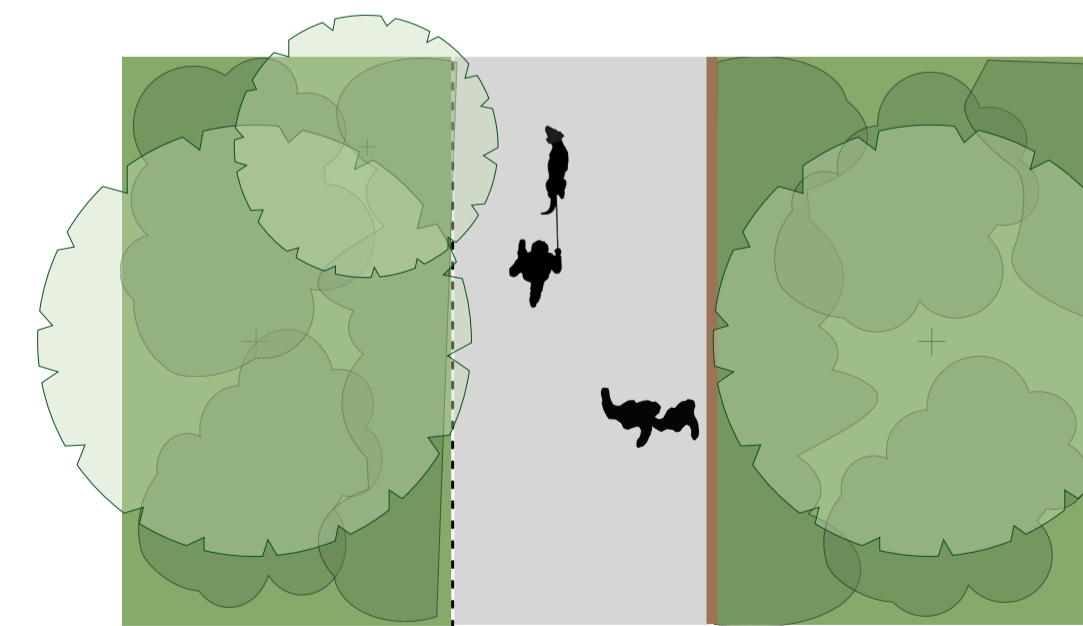
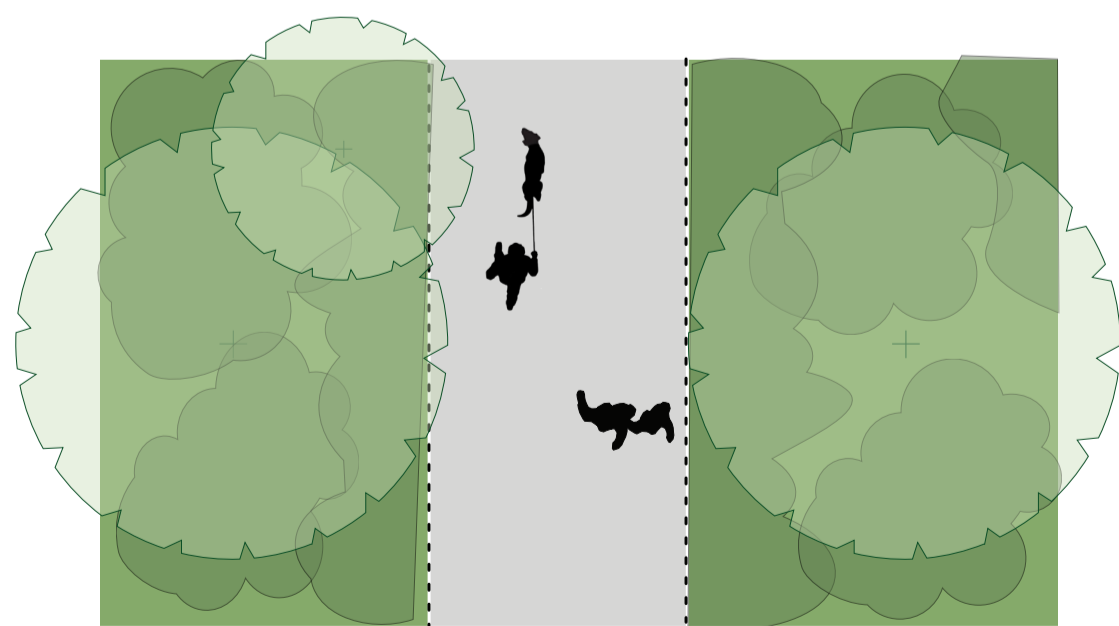
PIPPITA RAIL TRAIL

LIDCOMBE TO SYDNEY OLYMPIC PARK



SECTION LL

SECTION MM



LEGEND

1:500@A1, 1:1000@A3

- - - SITE BOUNDARY
- ROAD
- CYCLEWAY
- SHARED PATH
- EXISTING PARKING
- REMOVED PARKING
- NEW PARKING
- MEDIANS
- FOOTPATH
- EXISTING TREES
- PROPOSED TREES
- REMOVED TREES
- ELEC POLES
- SIGNS

KEY PLAN



CONCLUSION

07

CONCLUSION

The Masterplan and concept design for the Pippita Rail Trail is key in providing a vision for the integration of both Cumberland City Council's works and aspirations of the community.

Following initial consultation in 2022, we have prepared for further consultation on the masterplan and concept designs for the project. The consultation will inform the final masterplan and concept design, which will then be used to seeking funding to progress the delivery of the project.

The objectives of the masterplan will be accomplished through the completion of the project. They include:

- Redefining the movement corridor as a unique approach to a linear park
- New mobility focused on prioritising pedestrians and cyclists
- Improved safety and flexibility for all road users
- Celebrating the historical use of the site and its rich history





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