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Hurlstone Park
Station Design & Precinct Plan

Sydney Metro Southwest Metro Design Services (SMDS)

28 July 2021

Document: SMCSWSWM-MTM-WHP-UD-REP-131000

A Joint Venture of

ARCADIS

MOTT MACDONALD

Principal sub-consultant

DesignInc

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Function	Position	Name	Date
Prepared by	*Senior Urban Designer*	*Michael Kahn*	*28 July 2021*
Technical Checker	*Principal Urban Designer*	*Lynne Hancock*	*28 July 2021*
Reviewed by	*T2M Urban Design Lead*	*Mary Anne McGirr*	*28 July 2021*
Approved by	*Director*	*Ian Armstrong*	*28 July 2021*

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1. Introduction

1.0 Introduction

1.1 Project description

1.1.1 Overview

Sydney Metro is Australia's biggest public transport project. In 2024, Sydney will have 31 metro railway stations and a 66km standalone metro railway system, revolutionising the way Australia's biggest city travels. Sydney's first metro line, the Metro North West, opened on 26 May 2019. Services at the 13 metro stations operate every four minutes in the peak in each direction on Australia's first driverless railway.

1.1.2 Sydney Metro Network

There are four core components:

Sydney Metro Northwest

This project is now complete and passenger services commenced in May 2019 between Tallawong Station in Rouse Hill and Chatswood, with a metro train every four minutes in the peak. The project was delivered on time and $1 billion under budget.

Sydney Metro City & Southwest

Sydney Metro City & Southwest project includes a new 30km metro line extending metro rail from the end of Metro Northwest at Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the ultimate capacity to run a metro train every two minutes each way through the centre of Sydney.

Sydney Metro City & Southwest will deliver new metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new underground metro platforms at Central Station. In addition it will upgrade and convert all 11 stations between Sydenham and Bankstown to metro standards.

In 2024, customers will benefit from a new fully-air conditioned Sydney Metro train every four minutes in the peak in each direction with lifts, level platforms and platform screen doors for safety, accessibility and increased security.

Sydney Metro West

Sydney Metro West is a new underground railway connecting Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between these two areas, linking new communities to rail services and supporting employment growth and housing supply between the two CBDs.

Sydney Metro West stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and the Sydney CBD. Further planning is underway to determine the locations of the Pyrmont and Sydney CBD stations.

Greater Western Sydney

Metro rail will also service Greater Western Sydney and the new Western Sydney International (Nancy Bird Walton) Airport. The new railway line will become the transport spine for the Western Parkland City's growth for generations to come, connecting communities and travellers with the rest of Sydney's public transport system with a fast, safe and easy metro service. The Australian and NSW governments are partners in the delivery of this new railway.

Additional information can be obtained from the Sydney Metro website at www.sydneymetro.info.

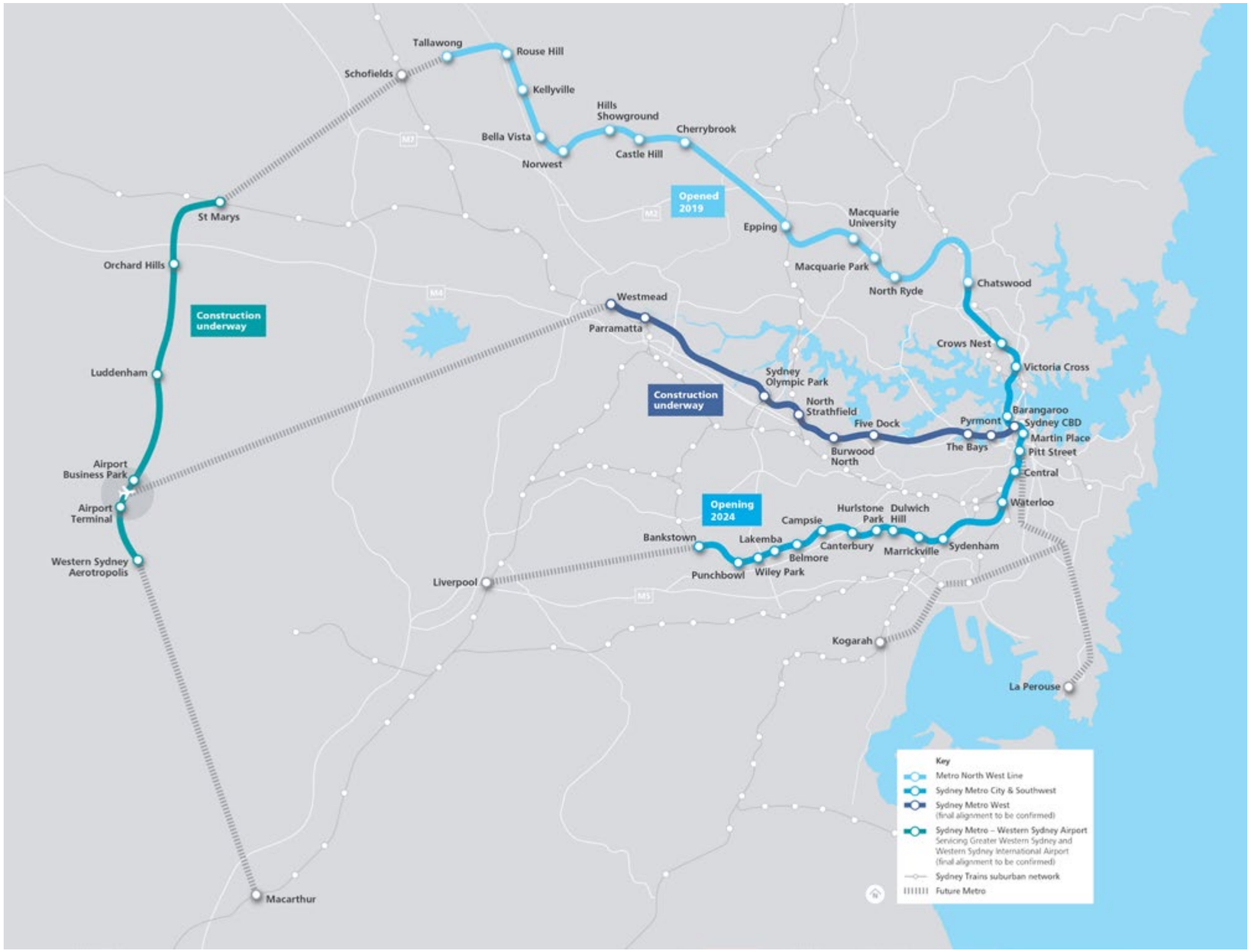


Figure 1.1 Sydney Metro route map

1.2 Purpose and scope

1.2.1 Purpose of the Station Design and Precinct Plans

This report is the Station Design and Precinct Plan (SDPP) for the Southwest Metro upgrade of Hurlstone Park Station. Preparation of the SDPP is a requirement of Condition E56 of the Sydenham to Bankstown Planning Approval SSI 8256, under Section 5.19 of the Environmental Planning and Assessment Act 1979.

The purpose of the SDPP under the Planning Approval is twofold: to inform the final design of the Critical State Significant Infrastructure (CSSI); and to demonstrate that the design gives effect to the commitments made in the Environmental Impact Statement (as modified by the Submissions and Preferred Infrastructure Report, and the Submissions Report).

This SDPP illustrates and describes the urban, landscape and architectural design for the Project. It is not a substitute for the Detailed Design documentation, but a supplementary report that shows how the permanent works, as a whole, are integrated with the surrounding Precinct context.

This is one of ten SDPPs prepared for:

- Marrickville Station
- Dulwich Hill Station
- Hurlstone Park Station
- Canterbury Station
- Campsie Station
- Belmore Station
- Lakemba Station
- Wiley Park Station
- Punchbowl Station
- Bankstown Station.

1.2.2 Project design objectives

This SDPP references and supports the Southwest Metro design objectives, which are:

i) designing the base station infrastructure to support the Sydney Metro City & Southwest service from Marrickville to Bankstown.

ii) providing an easy customer experience:

a) customer experience and needs are the starting point for all aspects of planning and design;

b) spaces, products, services and systems reflect customer needs, motivations and behaviour and meet the needs of all customers and journey types;

c) the stations, must be intuitive with simple, uncluttered spaces that ensure a safe experience for a diverse range of customers; and

d) customers are an integral part of the design process through Customer Centred Design.

iii) providing a fully integrated transport system design that:

a) achieves clear and legible connections and integration of existing transport modes and services;

b) improves the accessibility and connectivity between transport modes within and across the Station Precincts;

c) provides equitable and universal accessibility within each station;

d) is a social and cultural asset; and

e) supports Sydney Metro City & Southwest operations;

iv) being responsive to distinct local character of existing contexts and communities; and

v) designing an enduring and sustainable legacy for Sydney where heritage is integral to the identity of the places.

1.2.3 Scope of the Station Design and Precinct Plan

This report presents integrated urban, landscape and architectural design outcomes for the Project works, being:

Scope of station work

- Refurbish and re-use overhead booking office, with a new roof
- Extend the existing concourse and provide new lifts and stairs
- Platform re-levelling, installation of mechanical gap fillers to remove the gap between train and platform, edge screens and platform screen doors

Scope of precinct works

- New vertical protection screen to Duntroon Street overbridge
- Replace existing hoop style fencing on station concourse
- Install new bike parking hoops
- Provide parking for DDA, Kiss and Ride and taxis on Floss Street.
- Site levelling, draining and retaining walls for station services building zone and security fence
- New metro services building

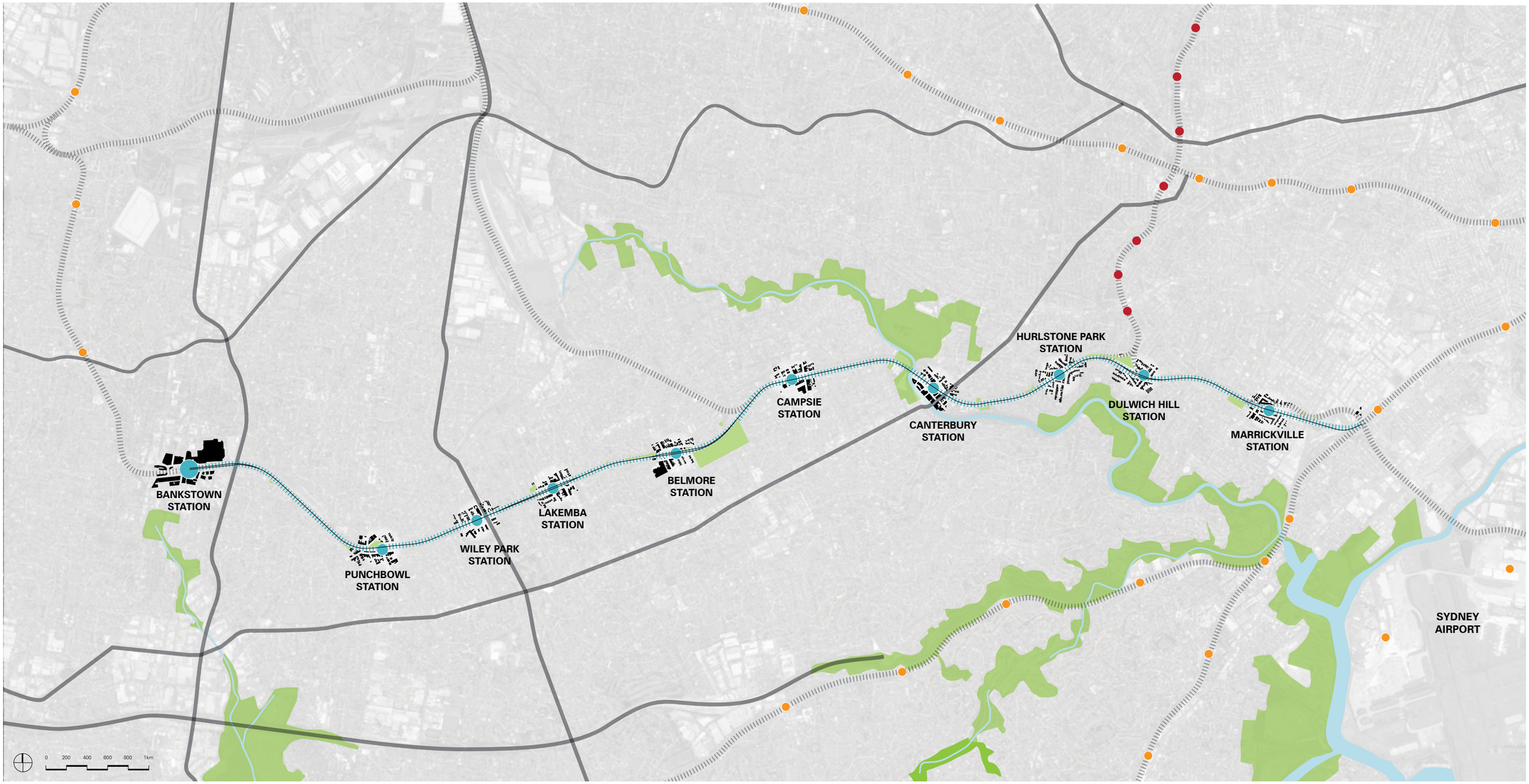


Figure 1.2 Sydney Metro Southwest stations

1.2.4 Hurlstone Park Station Precinct

Hurlstone Park is 8.5km southwest of the Sydney CBD within the City of Canterbury Bankstown Council Local Government Area. The suburb is bounded by Dulwich Hill to the north and east, Earlwood to the south and Canterbury to the west.

The study area for this SDPP is the Hurlstone Park station precinct, defined in Condition E57 as "an area within 200 metres radius of a station, or beyond for the purposes of connecting pedestrian and cycle paths from stations to existing or planned future pedestrian and cycle paths". The precinct includes part of the Hurlstone Park village centre and surrounding residential streets, and draft heritage conservation areas (planning proposal).

Figure 1.3 shows the 200m station precinct radius in its context.

Platform 2 building, 1915

Concourse building, 1961

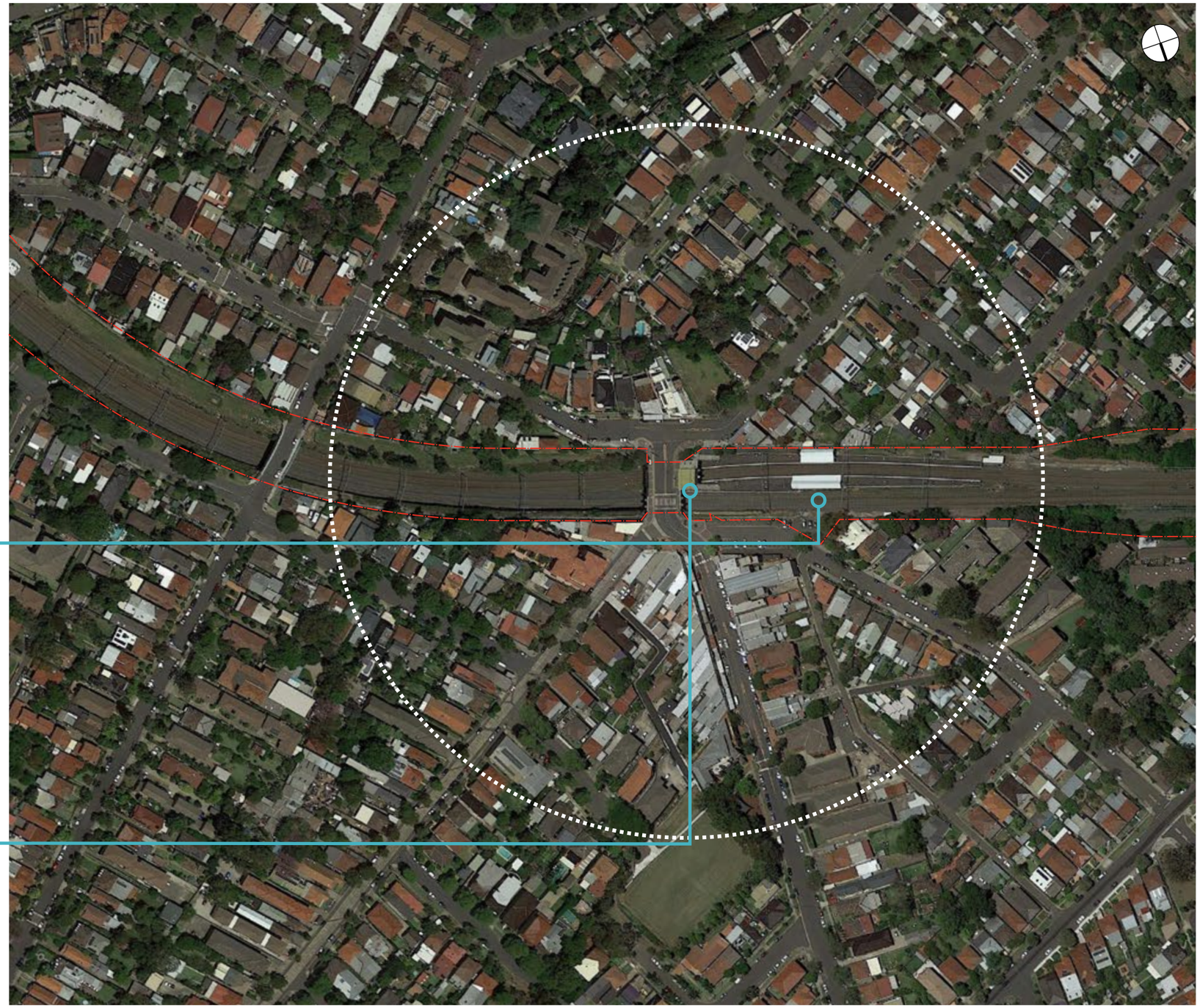


Figure 1.3 Hurlstone Park Station precinct

1.3 Strategic context

1.3.1 Background documents

Policies and plans that set the broad strategic direction for the region are:

- *Greater Sydney Region Plan* (Greater Sydney Commission), 2018
- *Eastern District Plan* (GSC), 2018
- The suite of Government Architect NSW (GANSW) documents that promotes design excellence through place outcomes as well as stronger design-led and integrative processes is:
  - *Better Placed*, 2017
  - *Good Urban Design*, 2018, draft
  - *Greener Places*, 2017, draft
  - *Sydney Green Grid – Central District*, 2017.

1.3.2 Foundation documents (Project-wide)

Relevant plans, policies and guidelines that frame the Project urban and landscape design for all Station Precincts are:

- *Sydenham to Bankstown Submissions and Preferred Infrastructure Report (SPIR)*
- *Environmental Impact Statement* (EIS), 2017. The EIS contains appendices that describe the context, existing conditions and urban interfaces of each station, and whose analysis and urban design principles have informed the development of the design as illustrated in this SDPP:
  - Sydenham to Bankstown Design Guidelines (Volume 1C, Appendix C)
  - Sydney Metro Southwest Urban Design and Place Making Paper (Volume 1C, Appendix H).
- *Sydney Metro City & Southwest: Sydenham to Bankstown Line - Heritage Interpretation Strategy* (Artefact), 2020
- *Walking and Cycling Strategy - Sydenham to Bankstown* (TfNSW), 2019, draft
- *SDPP for Sydenham Station and Pit* (approved 11 June 2019). The SDPP for Sydenham Station and Pit is relevant for continuity, as it adjoins this project. The following urban and landscape outcomes were considered and have influenced the design:
  - adaptive re-use of heritage buildings (refer Section 4.5)
  - generous, open plazas (refer Section 4.6); simple profile to canopies (refer Section 4.6.3)
  - open and transparent station environment (refer Section 4.6)
  - materials palette that, while not duplicating NorthWest and Sydenham outcomes, responds to them and to the Council's requirements for the specific precinct (Refer Section 4.12.1)
- *Around the Tracks: urban design for heavy and light rail* (TfNSW), 2016. This is a part of a wider suite of guidelines for the design of rail infrastructure and the precincts around them. It is a high-level document with a series of key urban design objectives and principles to drive integrated outcomes. All eight principles are relevant to, and have been reflected in the design principles and design response for this project:
  - Draw on a comprehensive site and context analysis to inform the design direction
  - Provide value-for-money design solutions that achieve high-quality low maintenance architectural and urban design outcomes that have longevity
  - Provide connectivity and permeability for pedestrians
  - Integrate the project with the surrounding area
  - Maximise the amenity of the public domain
  - Protect and enhance heritage features and significant trees
  - Maximise positive view opportunities
  - Design an efficient and functional transport solution which enhances and contributes to local amenity and prosperity.

1.3.3 Historical (non-statutory) documents

Prior to the current project, a number of urban design and related documents were produced including urban and landscape design direction relevant to the Sydenham to Bankstown corridor and its context. While not prescriptive, they provided a helpful layer of information for the urban design approach. Key documents reviewed were:

- *Chatswood to Sydenham Design Guidelines*, 2017
- *Sydney Metro Northwest urban design and corridor landscape plan*, 2016
- *Sydney Metro Northwest pedestrian-cycle network & facilities strategy*, 2015
- *'Fine Grain Public Domain and Station Integration Studies' and Station Precinct Plans* (2016) that informed the *Sydenham to Bankstown Urban Renewal Corridor Strategy* (NSW DPE), revised 2017.

1.3.4 Council plans and initiatives

City of Canterbury-Bankstown Council has prepared a Local Strategic Planning Statement, *Connective City 2036,* which sets out a vision and high level guiding framework for the Local Government Area. Section 3.2 below describes the LSPS in more detail.

Hurlstone Park is also part of Council's Liveable Centres program, which will deliver public domain upgrades to the centre and the station precinct as part of a staged implementation. The program has completed consultation with the community and is now undergoing construction. Further details can be found on this link; https://haveyoursay.cbcity.nsw.gov.au/hurlstone-park-community-space-and-village-upgrades/village-upgrades.

1.4 Approval requirements

1.4.1 Conditions of Approval

The SDPP has been prepared in accordance with the requirements of Schedule 1, Application no. SS1 8256, under Section 5.19 of the Environmental Planning & Assessment Act 1979. It is one component of a suite of reports and notifications required to be provided to the Planning Secretary under the terms of the approval.

1.4.2 EIS, Submissions Report, and Preferred Infrastructure Report Compliance

The EIS (EIS Volume 1C Appendix C) required that:

"The design of Sydney Metro City and Southwest will draw on the landscapes and heritage, the cultural history and the communities of the Bankstown Line, revealing and enhancing the qualities of these places, making new connections between communities and contributing to the regeneration of town centres".

This generated three design themes: re-discover, re-connect, re-generate. Albeit the project scope is reduced from the EIS, the intent of the design themes remains relevant to the principles developed for each precinct.

1.4.3 Scope of Works and Technical Criteria (SWTC)

The SWTC forms the design requirements for the Southwest Metro Design Services. The scope is divided into Metro Station Works and Metro Corridor Works.

The design scope for Metro Stations includes the station and the surrounding station precinct and public domain. The SDPP illustrates both the architectural design for the station buildings, and the landscape design for plazas, streetscapes and street furniture within scope.

1.4.4 Structure of the SDPP to address the Conditions

The SDPP has been formatted to address the Urban Design Conditions (Conditions E56-63).

1 **Part 1: Introduction**

– this section includes the background to the Project including the strategic context and the Conditions of Approval

2 **Part 2: Design Principles**

– this section includes Metro objectives and related corridor-wide principles, referencing the SSI 7400 (Chatswood to Sydenham) outcomes

3 **Part 3: Context and Form**

– this section includes the station and precinct analysis, covering the strategic context, and the built, natural and community context. It includes constraints, opportunities both for the Project and beyond, the design response (in scope) and where the Project safeguards future aspirations

4 **Part 4: Design**

– this section communicates the holistic design approach for the station and precinct, including the interface with the surrounding public domain, movement and access network and landscape and built form setting

5 **Part 5: Transport and Access**

– this section references the key outcomes from the walking and cycling strategy, and how the strategy relates to the project design

6 **Part 6: Consultation**

– this section summarises the outcomes of the process, including design response to feedback from stakeholders and the Design Review Panel

7 **Part 7: Appendices**

1.4.5 Compliance with the Conditions of Approval and REMMs

The table below references where and how in the SDPP the applicable Condition of Approval is addressed.

Condition number	Requirement (paraphrased)	How condition is met: refer to relevant section of SDPP & page no.
E14	A Heritage Interpretation Plan(s) must be prepared, consistent with the Heritage Interpretation Strategy which identifies heritage items to be used in the final design of the project. The plan(s) must identify how items will be interpreted and provide a timeframe for their implementation which must be no later than the commencement of Operation. Heritage interpretation in any station precinct must be identified in the relevant Station Design and Precinct Plan(s) required in Condition E56.	Heritage Design Principles are set out in Section 2.3.2. A Heritage Interpretation Plan for Hurlstone Park Station that is consistent with the Heritage Interpretation Strategy has been developed by a suitably qualified heritage specialist. Heritage interpretation is identified in this document (Refer Section 4.5.2) and is referenced within the Heritage Interpretation Plan for Hurlstone Park Station
E53	The Walking and Cycling Strategy must be prepared in consultation with relevant council(s), local bike user groups and relevant stakeholder(s). Identified opportunities and works, where relevant, must be integrated with the relevant Station Design and Precinct Plan(s).	A Walking and Cycling Strategy has been prepared for the project. Opportunities and actions from the Strategy that are relevant to the station precinct are described in Section 5.2 of the SDPP Section 5.2 includes a table that references these initiatives against the design response in this Project, and how they are integrated. Section 4.9 Connectivity and Access also summarises key actions
E56	Station Design and Precinct Plans must be prepared to inform the final design of the CSSI and to give effect to the commitments made in the documents listed in Conditions A1 and A2. The Station Design and Precinct Plans do not apply to those elements, which for technical, engineering, or ecological requirements, or requirements as agreed by the Planning Secretary, do not allow for alternate design outcomes	This document
E57	SDPPs must be prepared by a suitably qualified and experienced person in consultation with the relevant council(s), the community and affected landowners for the area within 200m radius of a station or beyond for connecting pedestrian and cycle paths. The SDPPs must include:	This SDPP was prepared by a team comprising urban, architectural and graphic designers. The project Urban Design Project Lead, and the primary SDPP author, both have over 20 years' experience Figure 1.3, Section 1.2.4 shows the 200m radius of the station precinct. All analysis diagrams include the 200m radius Regular fortnightly consultation with City of Canterbury Bankstown Council has informed the development of the design and this SDPP for Hurlstone Park Station and Precinct. Refer Section 6.1 Stakeholder and community consultation has been carried out by means of public exhibition to seek feedback on the first draft of the SDPP. Response to consultation is summarised in Section 6.2
E57(a)	**Context and form**	Refer Section 3.0 Context and Form
(i)	an analysis of the built, natural and community context and the urban design objectives, principles and standards for the CSSI	Section 1.3 sets out the strategic context including documents that set the direction and standards for the urban design. Section 2.0 sets out objectives and principles for the CSSI, incorporating design objectives carried through from the EIS Section 3.3 contains context analysis, covering built form and heritage, landscape and open space, access and connectivity and public domain spatial character Section 3.4 describes the constraints and opportunities arising from the context analysis
(ii)	the location of existing heritage items,	Heritage items are described in Section 3.3.4 and mapped in Figure 3.2 Precinct built form, land use and heritage

Condition number	Requirement (paraphrased)	How condition is met: refer to relevant section of SDPP & page no.
(iii)	the location and type of existing vegetation	Existing street trees and important streetscapes are mapped diagrammatically in Figure 3.4 Landscape, topography and views Further details of significant vegetation is provided in Section 4.11
(iv)	detailed consideration of integration and continuity with urban design and landscape outcomes for SSI 7400, taking into account the approved station design and precinct plans for that project	SS1 7400 (Chatswood to Sydenham) design principles were considered, as were the Sydenham Station and Pit SDPP outcomes (Section 1.3.2)
E57(b)	**Design**	Section 4.0 of this document describes and illustrates key aspects of the station and precinct design
(i)	the design of the CSSI elements including their form, materials and detail,	Refer Sections 4.2 – Section 4.15
(ii)	the design of the CSSI landform and earthworks,	Significant earthworks are not required to deliver proposed design solution for Hurlstone Park Station. Section 3.3.5 discusses topography and landform
(iii)	visual screening requirements for the CSSI,	Refer Sections 4.3 - 4.15 Visual screening is detailed in the relevant section where it is required
(iv)	developed visuals, cross sections and plans showing the proposed design outcome of the CSSI,	Section 4.0 Design includes illustrative material in plan, section and 3D form that shows the design outcomes
(v)	consideration of opportunities for provision of public art within each station precinct,	Refer Section 4.13
(vi)	consideration of the principles of Crime Prevention Through Environmental Design (CPTED)	Section 2.3.4 sets out the CPTED principles for the Project. Section 4.12.3 includes key issues from the CPTED assessment, the principles they related to, and how they are addressed in the design
E57(c)	**Landscaping**	Section 4.11
(i)	areas of vegetation to be retained and proposed planting and seeding details, including the use of local indigenous species for revegetation activities,	Refer Section 4.11.1 - Section 4.11.3
(ii)	details of strategies to rehabilitate, regenerate or revegetate disturbed areas and successfully establish and maintain the resulting new landscape;	Section 4.11.5
E57(d)	**Transport and Access**	Section 5.0
(i)	design measures to maximise the amenity of public spaces, permeability around entrances to stations and integration with other transport modes,	Section 5.1 summarises the design measures also described in Section 4.9 Connectivity and access
(ii)	measures to safeguard a new pedestrian crossing of the rail corridor to the west of Foord Avenue and east of Melford Street in Hurlstone Park,	Section 4.9.4
(iii)	integrate with relevant initiatives identified in the Sydney Metro Sydenham to Bankstown Walking and Cycling Strategy,	Refer Section 5.2

Condition number	Requirement (paraphrased)	How condition is met: refer to relevant section of SDPP & page no.
(iv)	detailed consideration of measures to allow for the removal and/ or relocation of existing ancillary infrastructure (such as fencing, substations and signalling boxes) and any structures that may be made redundant by the CSSI that may inhibit or detrimentally impact the provision of open space, pedestrian and cyclist pathways along the rail corridor or new access points into the stations in the future,	There has been investigations to rationalise and remove residual assets as required in order to safeguard future use, public space and connections. Sections 4.9.1 - 4.9.3 describe these connections and sections 3.5 and 4.9.4 summarise safeguarded measures
(v)	detailed consideration of design measures to ensure the location of infrastructure does not preclude future enhancements and upgrades to existing parks and public open spaces adjoining the rail corridor	No infrastructure whose location would preclude future enhancements or upgrades to existing parts and public open spaces has been identified within the Hurlstone Park Station precinct
E57(e)	Evidence of consultation with the community, the relevant council(s) in the preparation of the Station Design and Precinct Plans and how feedback has been addressed before seeking review by the Design Review Panel, where required.	Public exhibition of the Hurlstone Park SDPP was conducted in August 2020. A summary of the consultation process, submissions and the Project's responses are summarised in Section 6.2 and 6.3
REMM LV3	Sydney Metro would prepare Station Design and Precinct Plans for each station. The plans would aim to ensure that the stations and facilities are sympathetic and complement local character, and are integrated with future plans for development. The plans would consider the following: – urban design context – sustainable design and maintenance – community safety, amenity and privacy, including 'safer by design' principles where relevant – opportunities for public art – landscaping and design opportunities to mitigate the visual impacts of rail infrastructure and operation facilities – incorporation of salvaged historic and artistic elements on the project design – details of where and how recommendations from the Design Review Panel have been considered in the plan. Documents to be considered by the plans include, but are not limited to: – Inner West Council's Dulwich Hill Station Precinct public domain master plan – Outcomes of the master plan for Bankstown Station. The plans would be prepared and implemented in consultation with the Department of Planning and Environment, Inner West and City of Canterbury-Bankstown councils, Chambers of Commerce, and the local community.	Noted, covered under Conditions of Approval above

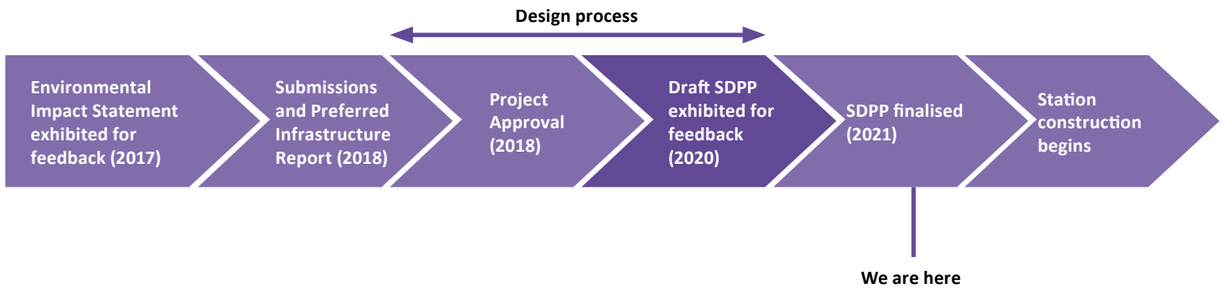
1.4.6 Design process

The design for the project has developed through an iterative and collaborative process. It stepped through from over-arching objectives and design principles, to context analysis, to the developing design. Consultation with City of Canterbury Council has been a key part of the process and has informed the station design and future opportunities to be safeguarded.

In summary, the steps involved were:

1. Project understanding
   - » Build on Sydney Metro City and Southwest line-wide and specific project design objectives
   - » Test and refine design principles, and share with project team
   - » Establish the structure and draft outline for the SDPP (this document)
2. Context analysis
   - » Review all EIS supporting documentation including specialist assessments and reports
   - » Update analysis of strategic policy context, environmental and cultural context
   - » Develop appreciation of key issues and precinct opportunities
   - » Identify where the project can support precinct opportunities through the design
3. Design
   - » Cross-disciplinary workshops and discussions to integrate the work of all disciplines, from engineering through to Human Factors / Client Centred Design, Heritage, Landscape, Architecture, and Urban Design
   - » Regular consultation with Council for feedback on developing design
   - » Design Review Panel's regular review
4. Public exhibition
   - » Exhibition of the SDPP for public comment
   - » Progress the design based on feedback from the exhibition
   - » Finalise SDPP – **we are here**

These design steps form a key part of the projects development and a summary of the entire process is provided below



2. Design Principles

2.0 Design principles

2.1 Corridor character

Each station precinct is its own place, with its own geology, topography, history and culture. Each has a particular mix of heritage station buildings and later additions. Each is also woven into its immediate context – its precinct – and into the wider neighbourhood in its own way.

Two Aboriginal nations, the Eora and Dharug, were the original inhabitants of the area traversed by the project, broadly meeting at the Cooks River. The river – Goolay-yari (pelican) – was a place that brought people together as much as divided them, with its rich harvest of fish and shellfish. The Bediagal clan occupied land to the south; the Wangal to the west, and the Gadigal to the east.

Southwest Metro will run through a landscape that has been homogenised by urbanisation although there is a diversity in communities and the urban character of each suburb. The undulating topography and geology is still legible – particularly as the corridor literally cuts through the contours. Built development has overlaid the silt, sand and clay around Marrickville, sandstone at Dulwich Hill and Hurlstone Park, estuarine wetlands at Canterbury, the Turpentine/ Ironbark forests endemic to Campsie, Belmore and Lakemba, and the Iron Bark/ Melaleuca Scrub and Salt Pan Creek environs of Wiley Park and Punchbowl.

The T3 Bankstown Line is the main thread around which the developing suburbs grew and intertwined. The stories of successive waves of immigrants to Sydney are woven into the fabric of the urban form. While neighbourhoods have changed over time and will continue to change, metro stations will continue to serve as both destinations and departure points, connecting neighbourhoods and landscapes either side of the corridor.

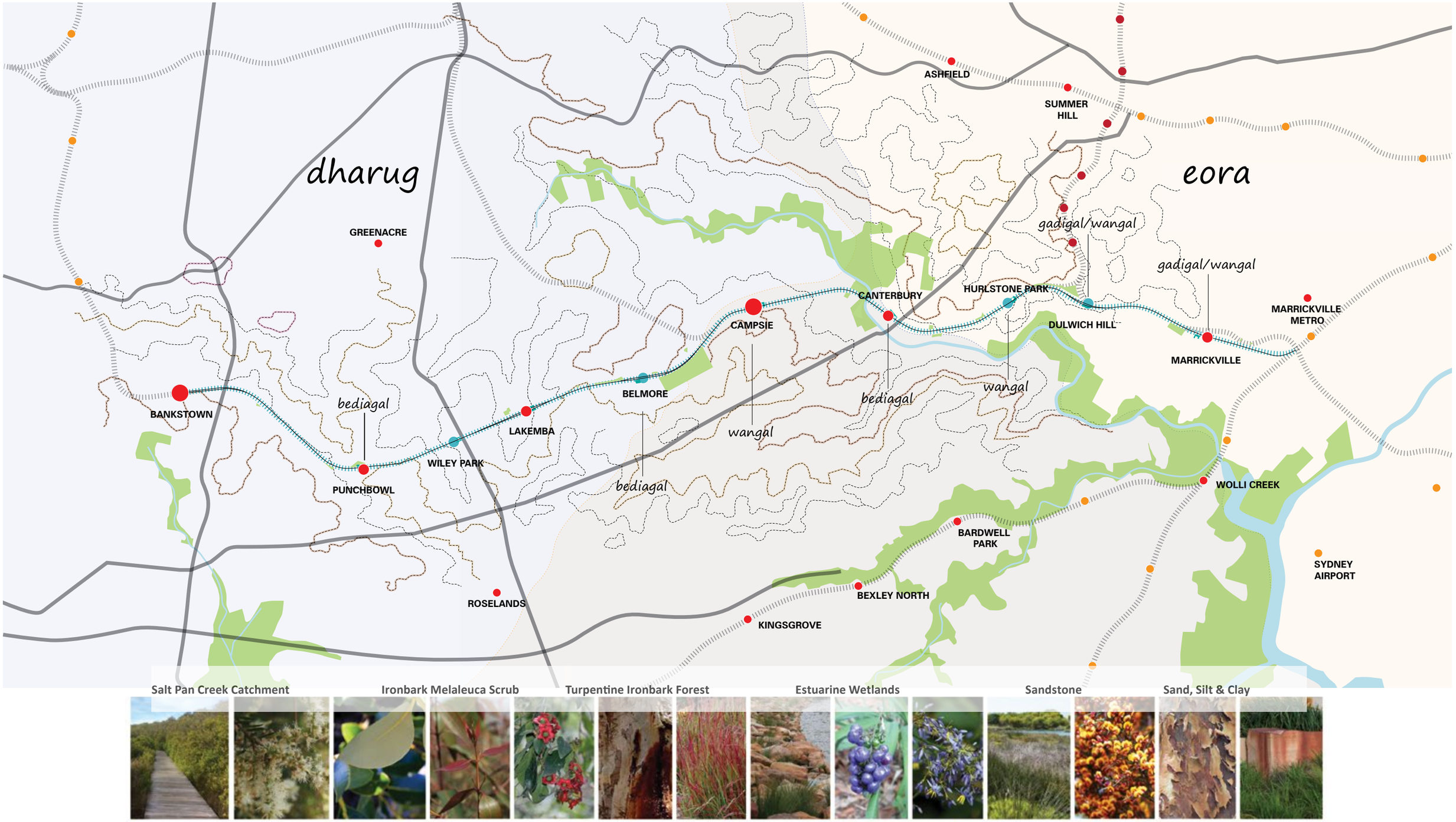


Figure 2.1 The corridor in context

2.2 Urban design vision

The EIS requires that

"The urban design aspects would continue to be developed and refined during future design stages, taking into account considerations such as each station's place making role, future urban development opportunities, heritage, links to the surrounding town centres, and feedback from stakeholders and the community. To reflect local conditions and heritage values, heritage interpretation, public art, and landscaping would be incorporated into the design of each station, in accordance with the design guidelines, and based on consultation with local stakeholders." (EIS, Volume 1A, p. vi)

The urban design vision for the corridor as a whole, accordingly, is based on the design philosophy and themes set out in the EIS design guidelines. It is:

- Stations and their precincts are well known, well used, and well loved by local communities
- They are integral parts of the neighbourhood, fitting comfortably in the streetscape
- They contribute both to a sense of place and to an easy travel experience.

The supporting design themes are:

Re-discover

- The heritage fabric of the line – design that responds to, reveals and repurposes heritage buildings and structures
- The diversity of centres and communities – design that draws on and expresses culture and community.

Re-connect

- All transport modes at stations – design for easy, accessible interchange and to prioritise walking and cycling
- Links into precincts – design to maintain and enhance the legibility of stations and connections into the surrounding street and open space network.

Re-generate

- The public domain – design new and existing public spaces and their interfaces to enable town and village centre revitalisation
- Existing vegetation – build on landscape character to protect, enhance, create and connect green areas.

2.3 Urban design objectives and principles

2.3.1 Project design objectives

The urban design has been guided by the project design objectives and supporting principles and standards. The principles have been developed to reflect the current project scope while maintaining continuity with the Sydney Metro City & Southwest Chatswood to Sydenham (SSI 7400) Design Guidelines and the Sydenham Station Design and Precinct Plan.

The over-arching objectives are:

1 OBJECTIVE:
Ensuring an easy customer experience.

PRINCIPLE: Sydney Metro places the customer first. Stations are welcoming and intuitive with simple, uncluttered spaces that ensure a comfortable, enjoyable and safe experience for a diverse range of customers.

Design outcomes sought:

- A safe, comfortable and pleasant journey to the station, between modes and on trains
- Clear wayfinding – a 'self-explaining' environment
- Public spaces, local connections and station environments with good amenity.

3 OBJECTIVE:
Delivering an enduring and sustainable legacy for Sydney where heritage is integral to the identity of the places.

PRINCIPLE: Heritage structures are a valued and positive legacy of rail's contribution to a growing city. Retaining and integrating them with the station design underlines their value now and for future generations.

Design outcomes sought:

- Heritage buildings are retained, refreshed and re-purposed, while new structures are complementary and contemporary in design.

2 OBJECTIVE:
Providing a fully integrated transport system design.

PRINCIPLE: Sydney Metro is a transit-oriented project that prioritises clear and legible connections with other public and active transport modes within the wider metropolitan travel network that intersect with it.

Design outcomes sought:

- Station legibility within the precinct
- Seamless interchange between modes – light rail, bicycle, pedestrians, buses
- Pedestrian priority
- Clarity of wayfinding, timetable and modal information
- Connections to walking, cycling and open space networks.

4 OBJECTIVE:
Being responsive to distinct local character of existing contexts and communities.

PRINCIPLE: Sydney Metro's identity is stronger for the unique local character of the centres and communities through which it passes. It is supported by public domain and architectural design that is consciously integrated with the existing urban fabric.

Design outcomes sought:

- Place-making values embedded in precinct design: acknowledge and respond to local history, culture and form for public spaces, urban elements, landscape and public art
- Station architecture that contributes positively to the identity of Sydney Metro
- Positive connections into existing and proposed open space and active transport networks.

2.3.2 Heritage principles

OBJECTIVE:
Delivering an enduring and sustainable legacy for Sydney where heritage is integral to the identity of the places.

PRINCIPLE: Heritage structures are a valued and positive legacy of rail's contribution to a growing city. Retaining and integrating them with the station design underlines their value now and for future generations.

Design outcomes sought:

- Heritage built fabric is retained, re-used and adapted
- Contemporary elements are complementary and responsive to heritage scale, form and materials
- Existing heritage vistas and views within and around the station are maintained and enhanced
- New architecture elements are sensitively integrated and sympathetic in scale
- New services are rationalised, consolidated and concealed as far as possible.

2.3.3 Public domain principles

OBJECTIVE:
Being responsive to distinct local character of existing contexts and communities.

PRINCIPLE: Station forecourts and plazas extend the public domain to contribute to their shared use and enjoyment by Metro users and the community.

Design outcomes sought:

- Plazas that are active and lively; that encourage pedestrian activity and form a place to stay and stop rather than just a space to walk through
- Station forecourts that extend seamlessly from adjacent public footpaths and 'read' as fully accessible public spaces
- Street furniture, lighting and paving palettes that achieve consistency across the corridor while also matching into Councils' desired public domain character
- Interpretive signage to describe the cultural, historical, natural and built characteristics of the environment – helping to tell the story of the area
- Where large retaining walls are unavoidable, they are designed and detailed to be visually interesting for pedestrians and cyclists, including referencing cultural narratives in places of significance.

2.3.4 Sustainability principles

OBJECTIVE:
Delivering an enduring and sustainable legacy for Sydney where heritage is integral to the identity of the places.

PRINCIPLE: Urban, landscape and architectural design follow best practice guidelines and are assessed under performance based sustainable design tools

Design outcomes sought:

- Draw on a comprehensive site and context analysis to inform the design direction
- Provide value-for-money design solutions that achieve high quality low maintenance architectural and urban design outcomes that have longevity
- Provide connectivity and permeability for pedestrians
- Integrate the project with the surrounding area
- Maximise the amenity of the public domain
- Protect and enhance heritage features and significant trees
- Maximise positive view opportunities
- Design an efficient and functional transport solution which enhances and contributes to local amenity and prosperity.

2.3.5 CPTED principles

OBJECTIVE:
Providing a fully integrated transport system design.

PRINCIPLE: Movement networks are legible: people can easily see where they are going, with clear and direct lines of sight and minimal spaces for concealment

Design outcomes sought:

- New connections (including pedestrian overbridges) tie into and support existing and future desire line
- Landscape planting that softens the corridor while still enabling passive surveillance and good forward sightlines for pedestrians
- A signage strategy that provides directional details including time and distance to ensure clarity of route for path users.

OBJECTIVE:
Ensuring an easy customer experience.

PRINCIPLE: Stations and their approaches are designed to increase activity and opportunities for casual surveillance

Design outcomes sought:

- Visual connections between the public domain and station concourse, stairs and platforms
- Multiple paths of travel through plazas, for movement choice and the ability to exit paths and walkways with long paths of travel
- Landscape planting that deters vandalism of potentially targeted areas through creating physical and visual barriers to restrict access
- Lighting that enables the use of such parts of the shared path network that are required after dark and that discourages the use of areas that are not intended to be used; and that provides a consistent level of illumination so as to avoid the creation of pools of light or dark that can create potential areas of isolation or entrapment
- Design of retaining walls and fences edging public spaces, shared paths and cycleways to minimise their size and their apparent scale.

2.3.6 Architectural design principles

OBJECTIVE:
Being responsive to distinct local character of existing contexts and communities.

PRINCIPLE: Architectural design is well integrated with the existing urban fabric, sensitive to existing materials and sympathetic in scale

Design outcomes sought:

- Retention of the station as a local landmark, including views to the concourse and platforms
- Cross-corridor views and locating views to the surrounding areas are maintained
- Stair canopy design is low in height and with minimal overhangs
- Stair and lift structures are lightweight, 'skeletal' and open, with minimal additional columns
- New interventions are sympathetic to the geometry and scale of heritage buildings and structures
- Vertical protection screens do not dominate the streetscape
- The scale of roofscapes is broken down with different sizes and heights of roof to different spaces and structures.

2.3.7 Landscape planting principles

OBJECTIVE:
Delivering an enduring and sustainable legacy for Sydney [where heritage is integral to the identity of the places].

PRINCIPLE: Landscape design and species selection reinforce the local landscape and streetscape character

Design outcomes sought:

- Existing vegetation is protected and retained where possible. Where not possible, identify areas for replacement and new planting that prioritise pedestrian amenity (eg. walking and cycling connectivity, public plazas)
- Planting design that retains or frames views to heritage and character buildings
- Use of naturally occurring indigenous species, or species that have a connection to the local community and environment
- Embankments are less than 2:1 slope to enable planting
- Environmentally responsive and integrated design and maintenance, for example: protecting adjacent waterways from potential stormwater run off, grading pavements to drain to garden beds, Water Sensitive Urban Design, and robust and low-maintenance species selection.

OBJECTIVE:
Being responsive to distinct local character of existing contexts and communities.

PRINCIPLE: Landscape design and species selection reinforce the local landscape and streetscape character

Design outcomes sought:

- Use of naturally occurring indigenous species, or species that have a connection to the local community and environment
- Tree species consistent with Councils' planting palette / preferred species
- Integrated soft and hard landscape that draws on the underlying geology and remnant vegetation communities.

3. Context and Form

3.0 Context and form

3.1 Historical context

3.1.1 Pre-European landscape

Hurlstone Park, in the City of Canterbury Bankstown Council local government area, lies within the traditional lands of the Wangal and Kameygal people. The suburb extends from New Canterbury and Canterbury Roads in the north to the Cooks River in the south. The area slopes from the Canterbury Road ridge to the river and two small creeks extend down the hill to wetlands along the river bank. The vegetation communities along the ridges in this region of the Sydney Basin were typically open forests of the Turpentine-Ironbark communities. They generally had a grassy understorey. Closer to the river the vegetation mix changed to include a sclerophyllous understorey. Hawkesbury sandstone outcrop cliffs occurred above the Cooks River and saltmarsh flats along the river itself. The wetlands associated with the Cooks River and Gumbramorra Swamp would have been reliable fresh water and food sources. The Hawkesbury Sandstone around the Cooks River would have provided Aboriginal people with shelter and the surrounding environment would have provided ample materials for tools and other material culture.

Part drawn from Heritage Interpretation Plan; Hurlstone Park Station, Artefact

3.1.2 European settlement and land use

The first two land grants were made to John Homerson in 1799 and Thomas Moore in 1803. John Homerson's land was sold to William Cox and then to Sydney merchant, Robert Campbell. The area was part of a 673-acre estate inherited by Sophia Ives Campbell in 1846 from her father. Sophia subdivided the estate in 1865 and again in 1874 although sales were slow until the Belmore Branch Line route became known. Dairy farmers, brickmakers and speculators had bought blocks but urban development did not materialise until the Federation period when small farms were turned into housing estates. The construction of the Bankstown Line in 1880 changed the nature of the development in the area, and dramatically increased its use value. A shopping strip grew up around the station which had opened in 1895 and also around the tram terminus at the junction of Old and New Canterbury Roads.

3.1.3 The station

Hurlstone Park was constructed on the first section of the Bankstown Line (originally called the Belmore Branch Line) between 1894 and 1895, to relieve congestion on the Main South Line, and to encourage the suburban development and agricultural development of the area. It was opened as Fern Hill Station on 27 November 1894, and renamed Hurlstone Park on 19 August 1911, following the 1910 change to the suburb name. The brick platform buildings date from 1915 and the overhead concourse building is a 1980s brick structure.

Part drawn from Technical Paper 3, Non-Aboriginal Heritage Impact Assessment, and the Design and Place Making Paper, both from the EIS

3.2 Strategic context

3.2.1 Urban Renewal Strategy

The NSW Department of Planning, Industry and Environment (DPIE) developed a 20-year Urban Renewal Corridor Strategy for the Sydenham to Bankstown Corridor to guide future development and infrastructure delivery. The first draft was published in October 2015, followed by a revised Strategy exhibited between June and September 2017 that responded to identified constraints and feedback from public submissions, community workshops, meetings and technical studies.

In July 2018, DPIE identified a revised approach for the Sydenham to Bankstown Urban Renewal Corridor Strategy. DPIE will develop the principle based, high level strategy for the corridor in collaboration with Councils. Councils will then undertake a review of their local environmental plan in accordance with this framework. Sydney Metro would work with the DPIE and local councils, as key stakeholders, once a program for the development of this strategy has been provided.

3.2.2 Eastern City District Plan and South District Plan

The Sydenham to Bankstown Urban Renewal Area is identified in both the *Eastern District Plan* and the *South District Plan* (2018) for transit-oriented development. Planning priorities relevant to the Project include "Creating and renewing great places and local centres, respecting the area's heritage" and "increasing urban tree canopy cover and delivering Green Grid connections and high quality open space".

3.2.3 The Green Grid

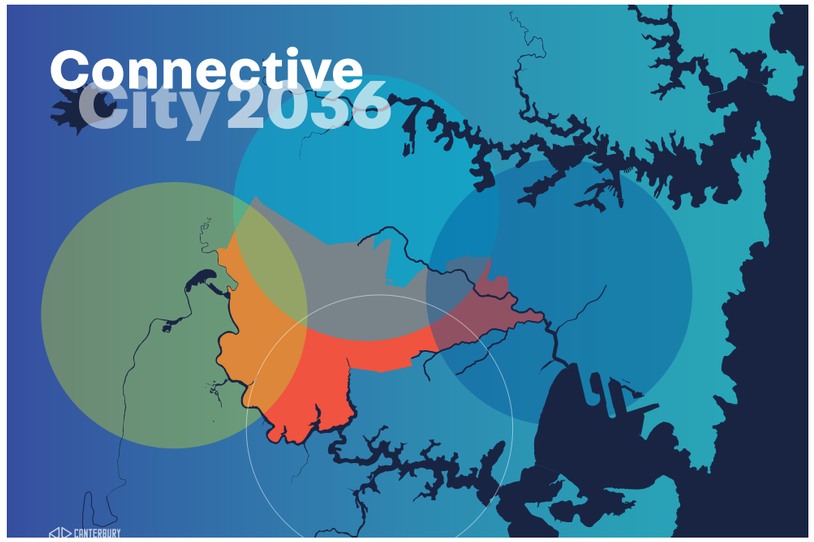
Sydney Green Grid – Central District, 2017, is a Government Architect NSW-led program to increase open space, biodiversity and connectivity corridors and connect town centres, public transport hubs and major residential areas across Greater Sydney.

Opportunities for the SDPP:

- Provide enhanced tree cover / urban canopy by using the Project tree offset to strengthen street tree planting within 500m of the station.

3.2.4 Canterbury-Bankstown (draft) Local Strategic Planning Statement

City of Canterbury-Bankstown Council has exhibited its draft Local Strategic Planning Statement, Connective City 2036 (September 2019), which outlines the council's priorities and actions that will shape the city up to 2036. Described as "a consolidated vision for Canterbury-Bankstown that guides growth and balances what makes a city complete". It includes revised strategic targets that build upon 'CBCity2028' and will set the tone for future planning around land use, key infrastructure, housing and growth, and ecology and recreation.



Council has identified the Sydney Metro Southwest project as being a catalyst for driving change and growth in larger centres, while in smaller neighbourhoods increased access to public transport will reinvigorate established main streets. The hierarchy of centres is:

- City centre – Bankstown
- Town Centre – Campsie
- Local Centre – Canterbury, Belmore, Lakemba
- Village centres – Punchbowl, Wiley Park
- Small village centre – Hurlstone Park.

As a small village centre, Hurlstone Park is home to a range of local urban services and amenities, and provides opportunities for daily and weekly shopping needs of people living in the surrounding suburbs. The LSPS notes that "Village centres are hubs of community life, with high quality public, civic and community spaces and places. They are places designed for pedestrians". (LSPS p.29); and that these places are the centre of 'micro-level communities' where relationships are formed and community spirit evolves.

The LSPS acknowledges that the NSW Government has identified the Sydenham to Bankstown Metro corridor as a location for hew housing, and seeks to balance this by maintaining the local character of the centres along the route. The centre's traditional main street is called up as an example of a unique character area that should be protected and enhanced. Modest growth is expected in terms of housing supply.

Sydney Metro is seen as a spine for new bike routes between Bankstown and Hurlstone Park, contributing to an interconnected system of pedestrian and cycle paths across the City.

Opportunities for the SDPP:

- Facilitate walking and cycling through the precinct to contribute to a well-connected village centre
- Retain and refresh the heritage platform buildings
- Design the new concourse building to respond to the local character, including the built form scale of the main street.

3.2.5 Walking and Cycling Strategy

In accordance with Condition E53 of the Conditions of Approval for the construction and operation of the Sydney Metro between Marrickville and Bankstown, a Walking and Cycling Strategy for Sydenham to Bankstown has been prepared. This SDPP includes analysis of the existing walking and cycling environment, opportunities and design responses that are consistent with the intent of the Strategy.

Opportunities for the SDPP:

- Improve connectivity for pedestrians and cyclists through the precinct and around the station
- Provide clear, accessible connections between the station and transport interchange areas.

3.3 Built, natural and community context

3.3.1 Community profile

Key findings from the Australian Bureau of Statistics' 2016 census show that Hurlstone Park has:

- A median age of 42, with 15.6% of the population under 15 and 17.1% aged 65 or over
- 42.8% of people born overseas – significantly higher than the national average of 34.5%. Of people born overseas, the top countries of origin (in order) are Greece, China, Lebanon, England and Italy
- 45.3% of people who speak a language other than English at home
- A median weekly household income of $1,780, higher than the national average of $1,438
- Flats or apartments account for 25% of the dwelling stock. While higher than the NSW average of 19.9% this is considerably lower than neighbouring suburbs of Canterbury and Dulwich Hill; and 37.9% of people own their home outright, compared with 29.5% who are renting
- 61.3% of people who were employed full time, 30.4% employed part-time and 4.9% unemployed
- More professionals than any other group – by more than double the number of the next highest occupation. Professionals account for 32.1%, clerical and administrative workers 14.4% and managers 14.3%
- 4.4% in hospital work, 3.0% each in state government and primary education, 2.8% in higher education. Unlike neighbouring Canterbury, no figures for café / restaurant work were recorded.

2016 Census QuickStats

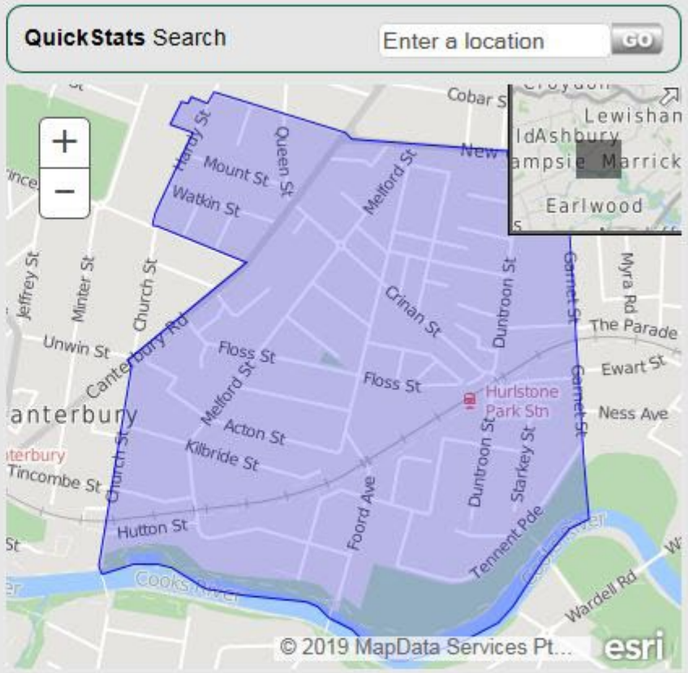
Australia | New South Wales | State Suburbs

Hurlstone Park

Code SSC11963 (SSC)

Search for a Community Profile

People	**4,692**
Male	47.9%
Female	52.1%
Median age	42
Families	**1,274**
Average children per family	
for families with children	1.7
for all families	0.7
All private dwellings	**1,922**
Average people per household	2.6
Median weekly household income	$1,780
Median monthly mortgage repayments	$2,299
Median weekly rent	$415
Average motor vehicles per dwelling	1.4



Source: Australian Bureau of Statistics

3.3.2 The station in its precinct

Hurlstone Park Station is within the Hurlstone Park village centre, on the rail overbridge and at the top of the hill. When the rail corridor was built it interrupted the formerly regular street pattern, forcing realignment of Duntroon and Floss Streets, which has resulted in the concourse building being highly visible, terminating street vistas from several directions. Despite standing alone on the overbridge, the concourse is well connected to the village centre, partly because of this visibility but also through streetscape works that have prioritised pedestrian movement from Crinan Street towards the station and perceptually reduced the distance between the shops and the station entry. The station serves both the retail / commercial core and a large residential catchment. While the rail corridor divides the centre, the station effectively links it.

Refer Figure 3.1 Urban spatial qualities, for references to the images above.

1. Crinan Street forms a small village centre characterised by 1-2 storey shop top housing providing for the needs of residents with a variety of active retail, dining and local services
2. A small collection of shop fronts on the south side of Hurlstone Park Station are zoned B2 but disconnected from the main local centre on Crinan Street
3. A small paved urban plaza with tree planting and limited seating at the entrance to the small shopping strip, directly opposite Hurlstone Park Station
4. The railway corridor divides the historic street pattern and creates two distinct sides to the precinct. The Duntroon Street bridge is relatively flat and has wide footpaths offering a generous urban space to the village centre. A low height station building provides entry to the station concourse
5. Hurlstone Memorial Reserve, formerly Hurlstone Bowls club which was recently converted to public open space by City of Canterbury Bankstown Council. It is the only publically accessible open green space within 200 metres of the station and features an informal arrangement of established trees that provide shading for the childrens playground. There is a grassy oval beyond
6. The Floss Street Carpark is the primary on grade parking for the station. The carpark is subject to poor passive surveillance
7. A former quarry has allowed the consolidation of lots and larger footprint development to occur

Project boundary
Rail line
Station entry
Platform and station buildings
Station precinct (200m radius)
Open green space
Built Form footprint
Public domain density perception
Active frontages
Inactive frontages
At-grade parking (private + public)

0 50 100m

Figure 3.1 Urban spatial qualities

3.3.3 Urban form

Hurlstone Park town centre straddles the rail corridor unevenly, with small clusters of buildings to the south west (on Floss Street) and north (corner of Duntroon Street) and a larger area of early twentieth century retail / commercial buildings stretching around 100 metres up Crinan Street. The scale is typically 1-2 storey through the centre, with a fine grain, range of parapets, and continuous awnings that step with the topography. There is a mix of face brick and painted render (render being dominant) and a number of the buildings have had their facades modified to alter the original window openings. The consistent built form of the shops breaks down to 2-3 storey flat buildings and then to single houses with front gardens; street trees mark the change from commercial – the town centre – to residential.

The centre features brick paving and a raised median, which tie the streetscape together and visually reduce the extent of the carriageway, making it easy to cross. Near the station, a small buildout on the corner of Crinan and Duntroon Streets is planted with small trees and contains benches: apart from the station forecourt, this is the only public plaza area within the station precinct.

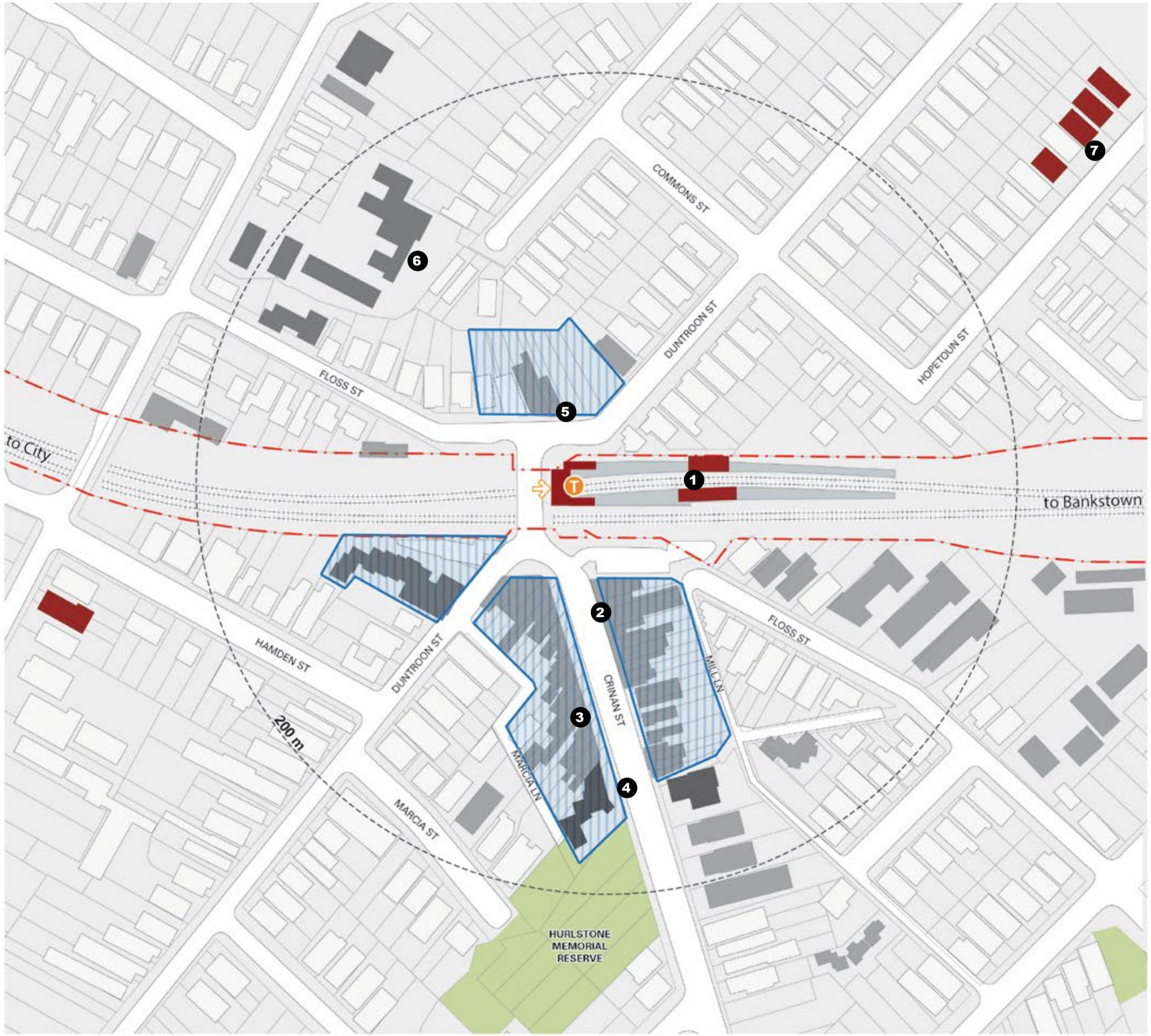
3.3.4 Heritage

Hurlstone Park Station was opened on 27 November 1894, as Fern Hill Station, named for the suburb at the time. The station encouraged development from what had been large agricultural blocks to a finer grain, retail strip and suburban subdivision pattern. The suburb was renamed in 1910, and the station name also changed to Hurlstone Park in August 1911. In the same year the Metropolitan Goods Line was added and the platform arrangement changed from island to side platforms.

The station group is on the Railcorp Section 170 Register and the Canterbury (LEP 2012) local heritage register. Both Platform 1 and 2 buildings, and the platforms themselves, have high significance. With the footbridge and stairs, they are good examples of NSW Railway designs of the period.

Refer Figure 3.2 Precinct built form, landuse and heritage, for references to the images above.

1. Hurlstone Park station buildings are of local heritage significance, are in good condition and are visible from Floss Street
2. Crinan Street is the main village street, characterised by 1-2 storey shop top housing within late Victorian terraces
3. The lots on the east side of Crinan Street within the centre are aligned with Duntroon Street – the original alignment before the rail – offering interesting views of angled frontages
4. Circa 1990s four storey brick shop-top housing with a central courtyard entered from Crinan Street turns the corner, its secondary frontage overlooking the park for good casual surveillance
5. A small collection of shopfronts (zoned B2) are somewhat disconnected from main local centre on Crinan Street. A prominently positioned two storey building, while not heritage listed, is a good quality example of a shoptop Federation building and forms a key landmark within the precinct
6. Outside the Crinan Street local centre are a few examples of small/medium footprint 2-4 storey residential flat buildings. These are typically located adjacent the rail corridor, or in places of lower elevation. In this example the change in height is not visible from the station as the building is situated on the site of a former quarry
7. There are many examples of early 1900s 1-2 storey detached late Victorian, Federation, and inter-war houses within the station precinct, though not all are listed as heritage items under the current LEP. The building stock is typical of the residential subdivision patterns of the time periods



Project boundary
Rail line and station
Station entry
Platform and station buildings
Station precinct (200m radius)
Open space
Neighbourhood Centre Zoning
Heritage area / item
Approved & current DAs
1 Storey built form
2 Storey built form
3 Storey built form
4 Storey built form
5 Storey built form
6-8 Storey built form

0 50 100m

Figure 3.2 Precinct built form, landuse and heritage

3.3.5 Landscape, vegetation and topography

Hurlstone Park Station is notable for the excavated sandstone rock face revealed along the edge of the rail corridor. Moving west, the line runs across the face of sloping terrain down to the Cooks River Valley, giving unusually open, locating views across the landscape. The topography has driven a fine-grained subdivision pattern, with the parapets and awnings of the village centre retail strip stepping down and emphasising the contours. The early 20th century building stock are largely built in brick.

The village centre is at the bottom of a long slope down from Canterbury Road, with the area around the station relatively flat. This contributes to a sense that the area around the station is at the 'heart' of the village, being both contained and walkable. Beyond the main street, the area character is of single, detached residential early 20th century brick dwellings, with front gardens, low fences, and typically 'green' streetscapes featuring mature brushbox trees in wide verges. Private gardens including large trees contribute to the canopy. Paving outside and opposite the station, and in front of the southwest shops, is a banded urbanstone. An attractive feature of the station itself is the vegetated corner adjacent to the forecourt.

Refer Figure 3.4 Precinct landscape, topography and views, for references to the images above.

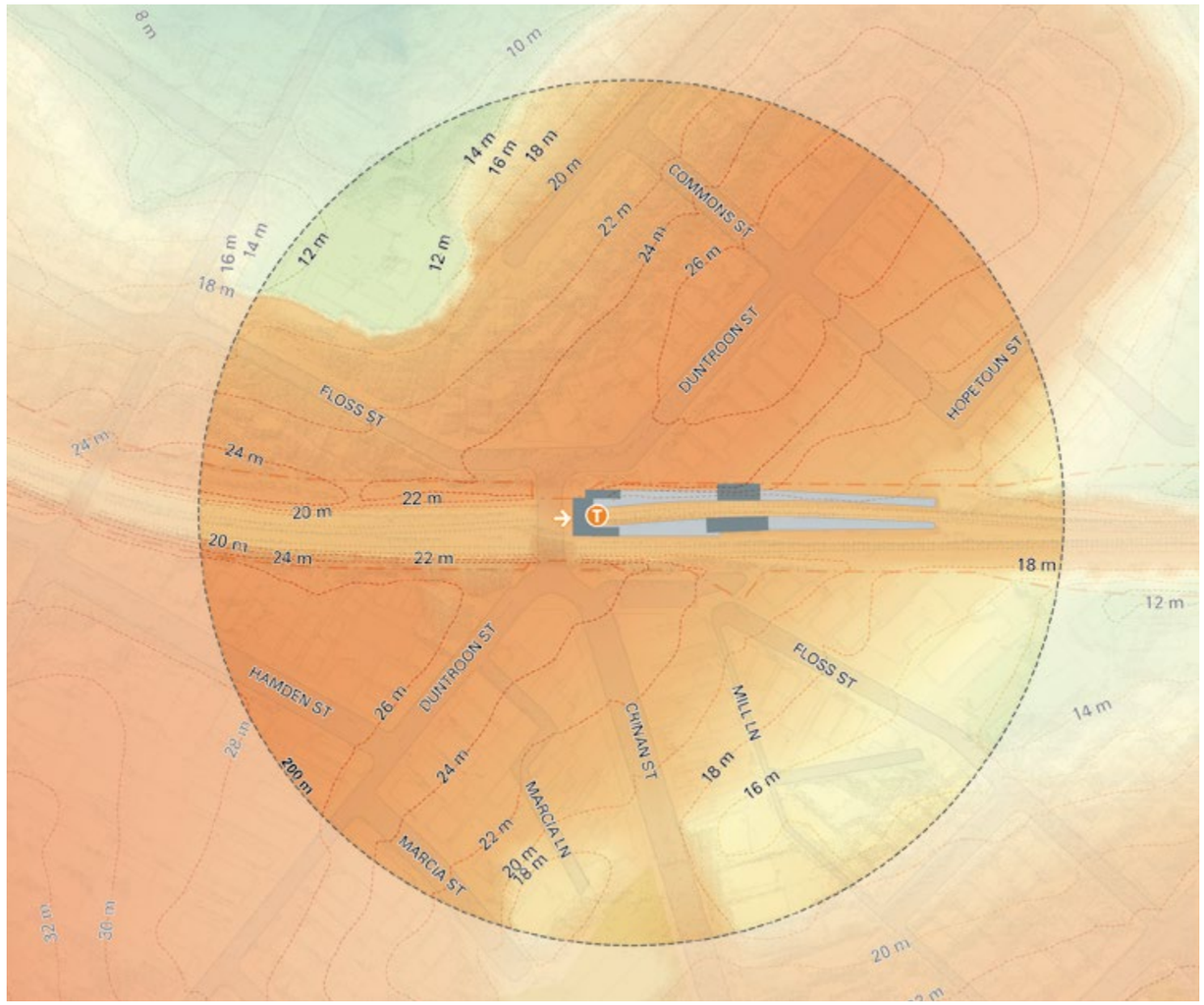


Figure 3.3 Topography – Hurlstone Park station precinct

1. Views westwards and eastwards along the track are offered from the elevated overbridge at Floss Street
2. The area around the station and overbridge forms a very slight local crest and has an open air nature with minimal trees of significant height. Small garden planter at the southwest station corner
3. Significant sandstone cuttings define the rail corridor in this location and are visible from the rail overbridge and the station platforms
4. Remnant worked quarry faces are evidence of early quarrying in the Hurlstone Park area
5. Duntroon Street has a pleasant streetscape with generous landscaped verges and street trees. Clusters of mature Grevilleas are planted along both sides of Hopetoun Street
6. A small paved urban plaza with tree planting and limited seating at the entrance to the small shopping strip, directly opposite Hurlstone Park Station
7. Hampden Street has a pleasant streetscape with continuous planting of mature street trees with significant canopy
8. Marcia Street has a pleasant streetscape with a reasonably continuous planting of mature Brushbox street trees with significant canopy. Trees have generally not been intensely cut around powerlines, retaining well proportioned shapes. The street terminates on a view of Hurlstone Memorial Reserve and provides pedestrian access to the park
9. Hurlstone Memorial Reserve, formerly Hurlstone Bowls Club, was recently converted to public open space by City of Canterbury Bankstown Council. It is the only publically accessible open space within 200 metres of the station and features an informal arrangement of established trees that provide shade for the children's playground. There is a grassy oval beyond
10. The Floss Street car park has several medium size deciduous trees but generally is lacking in shade cover
11. There are views down Crinan Street to the station

- Project boundary
- Rail line and station
- Station entry
- Platform & station buildings
- Station precinct (200m R)
- Sandstone outcrop
- 2m contours
- Public open space
- Landscape character avenue
- Existing trees
- Views from the station
- Views to the station

0 50 100m

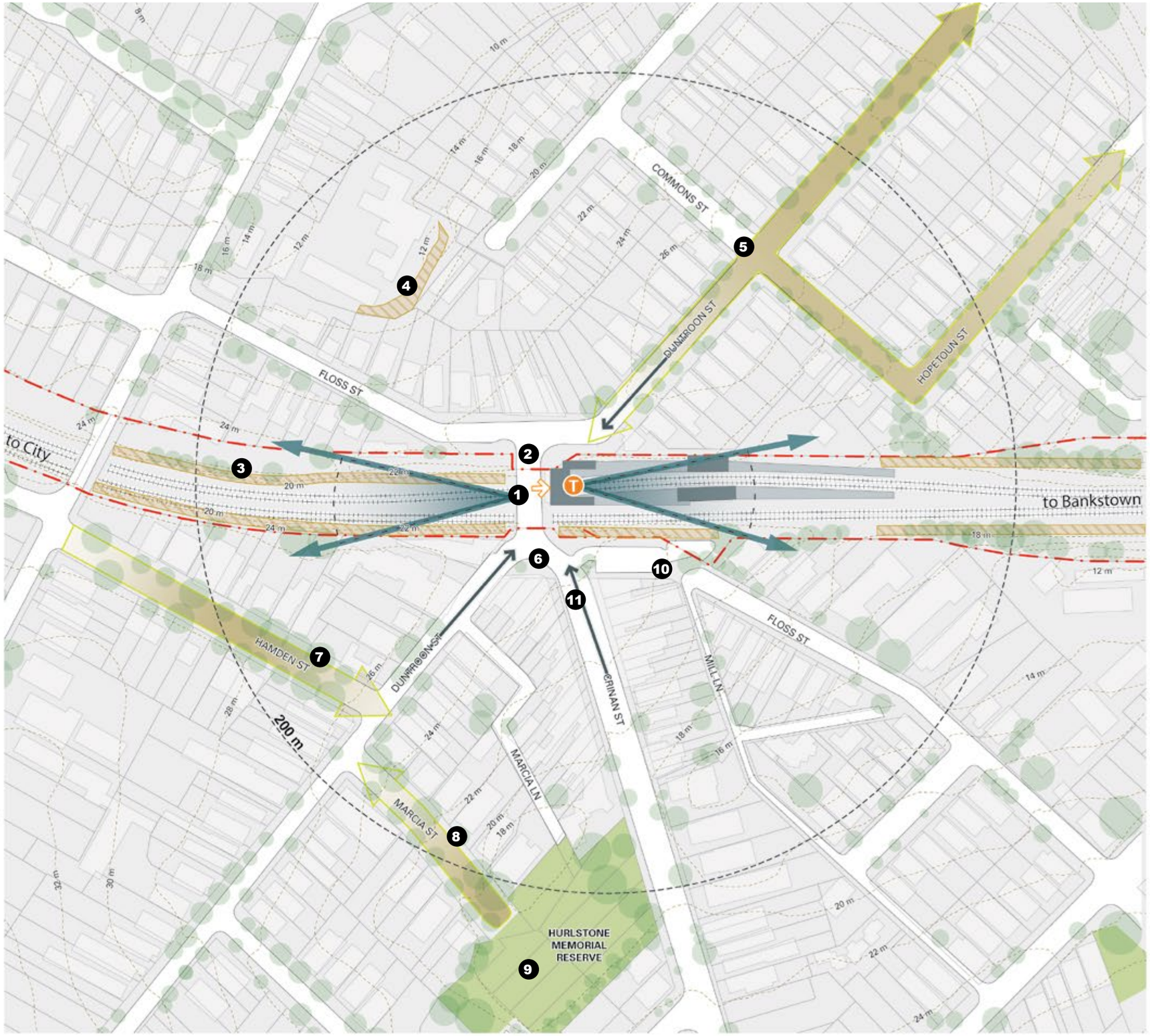


Figure 3.4 Precinct landscape, topography and views

3.3.6 Transport and access

The village main street immediately north of the station is walkable, with centre median and widened footpaths both physically and visually narrowing the carriageway to create a pedestrian-friendly environment. Buses serve this area (Crinan Street) and the station, with stops on the rail overbridge. The northbound bus stop seating uses the existing concourse roof overhang as shelter. Bus stop requirements have determined the location of the pedestrian crossing, which is offset from the station entry.

There are two accessible parking spaces in the Floss Street car park, at some distance from the station entry with a further single kerbside space on Duntroon Street north of the station. There are currently no spaces for taxis or kiss and ride. Bicycle parking is provided by two racks within the concourse plaza.

A raised threshold from Crinan Street across the Floss Street car park entry prioritises pedestrians as they approaching the station from the village centre. Access from the south, via Duntroon Street, is directed by kerbside fencing along the western footpath. There is no weather protection for pedestrians away from the retail shops' awnings until they reach the concourse building itself.

The local context for transport and access will change as a result of the Project:

- The existing station entrance will be retained and upgraded
- Two new lifts will be provided
- The existing stairs will be removed and replaced
- The existing bus stops on the overbridge will be retained
- A new accessible parking space will be located on the northern side of Duntroon Street, south of the station
- A new taxi zone and kiss and ride zone will be located on the southern side of Duntroon / Floss Street
- The existing bike parking on Floss Street outside the station entrance will be reconfigured and additional bike parking provided.

Refer Figure 3.5 Precinct access and connectivity, for references to the images above

1. The only entry to the station is situated on the overbridge at Floss Street. Pedestrian access to the platforms is only via the stairs. There is no lift access to platforms at Hurlstone Park.
2. The intersection at Crinan Street and Duntroon Street is the busiest intersection adjacent the station with pedestrian crossings provided at Floss Street, Floss Street carpark, Crinan Street and Duntroon Street
3. Crinan Street is the primary connector for both pedestrians and vehicles, providing a direct connection to Canterbury Road. Floss Street provides connections to Dulwich Hill and the Inner West
4. Footpath widths at the overbridge are fairly generous at 3-3.5m each side which is useful during peak commuter travel periods
5. The Floss Street Carpark is the primary on grade parking for the station and is situated directly adjacent the station to the north. Vehicle access is from Crinan Street, while pedestrians are able to walk through to the remainder of Floss Street to the north. The carpark is subject to poor passive surveillance as it is situated between the rail corridor and a blank wall. It provides two disabled parking spaces
6. Hurlstone Park Station is serviced by two bus routes which provide local connections to Five Dock (406) and Kingsford/ Burwood (418). There is a sheltered bus stop immediately opposite the station entrance on the Floss Street overbridge
7. Local on-road cycle link to the Cooks River Cycleway via Duntroon and Hopetoun Streets
8. Local access through to Hurlstone Memorial Reserve and Marcia Street is well vegetated, shaded and has good passive surveillance

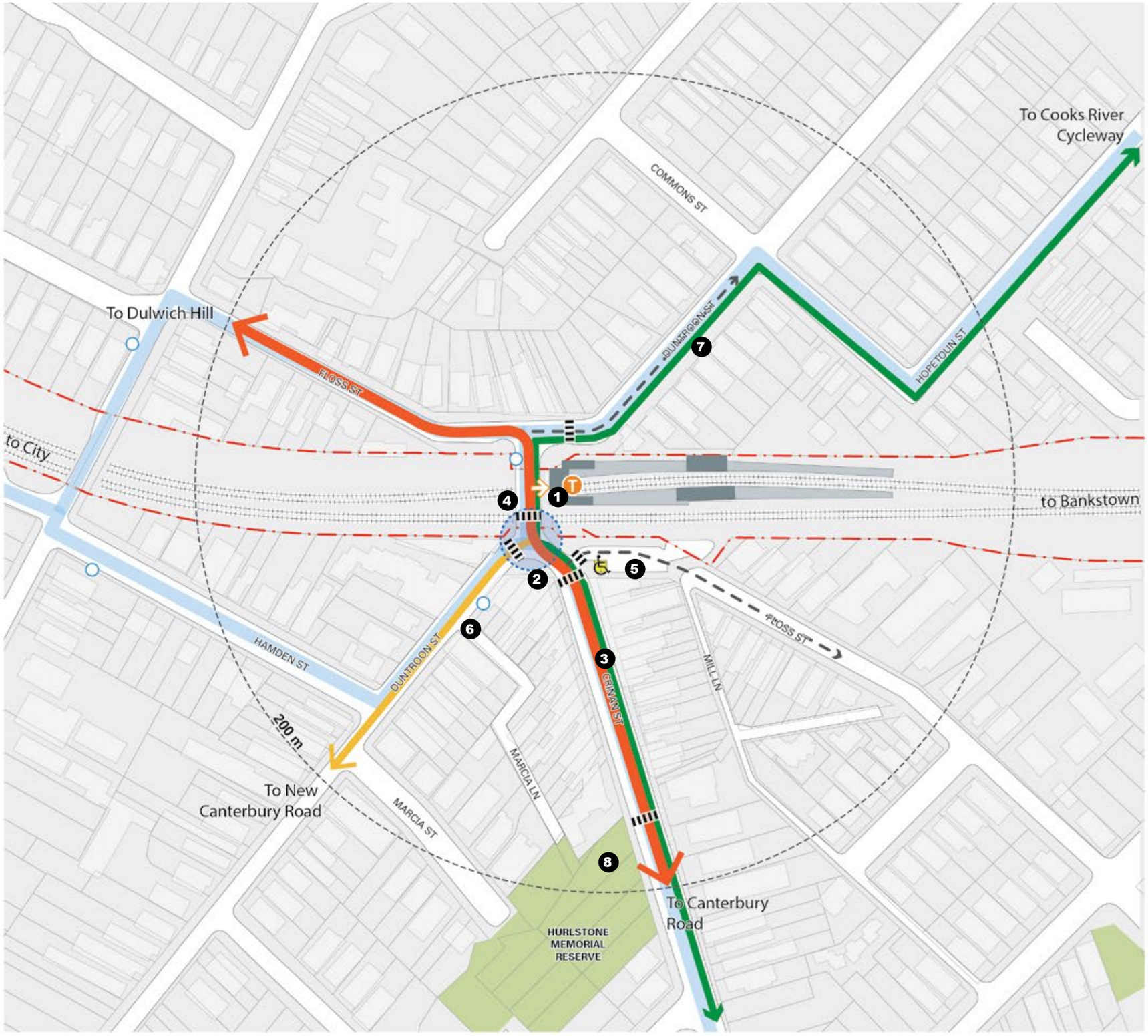


Figure 3.5 Precinct access and connectivity

3.4 Issues and opportunities

Analysis of the built, natural and community context has highlighted both constraints, and opportunities to enhance the station and its precinct character, amenity and connectivity. This section of the SDPP summarises the key findings from the precinct analysis studies where the project has the greatest potential to influence the wider context.

As many of the issues and opportunities extend beyond the scope of the project, there is a distinction between what is able to be delivered as part of the project ('opportunities delivered') and what is not ('opportunities safeguarded'). The table in Section 3.5 below therefore shows the relationship between opportunities, the project response (within its scope) and those items which are safeguarded for future actions.

Figure 3.6 Cooks River - Hurlstone Park

Figure 3.7 Issues and opportunities. Refer Section 3.5.

3.5 Design response

	#	Key issue / opportunity	Opportunities delivered by the project	Opportunities safeguarded by the project
Public Domain	1	Existing open space is quite widely spread and has not had significant improvements in some time	– The reurbished station entry provides a de-cluttered open space that refreshes the the streetscape	– Staged implementation of Hurlstone Park Village upgrades by City of Canterbury Bankstown Council with a plaza to the north of the station will make the precinct more pedestrian friendly with improved amenity and community spaces
	2	Vehicle movement into the Floss Street commuter carpark is prioritised over pedestrian use of footpath		– Implementation of 40km/hr speed limit and Liveable Centres Program initiatives (City of Canterbury Bankstown Council initiative) with a plaza to the north of the station will make the precinct more pedestrian friendly.
	3	The pedestrian crossing to the Duntroon Street overbridge, bus zones and vehicle lanes are not well defined	– Public domain improvements including paving upgrades and tactile ground surface indicators – New kerb ramp installed to Duntroon Street to assist accessible crossing movements and connection to kiss and ride and taxi	
Connectivity and access	4	There are no designated taxi or kiss and ride parking bays	– A new taxi and kiss and ride parking bay along Floss Street, south of the station entry – An additional accessible parking bay to Duntroon Street, south of the station	
	5	There is insufficient convenient bike storage	– New bike hoops are provided close to the station entry, under cover, in addition to bike parking on Floss Street adjacent the proposed walking cycling route	
	6	There is no equitable access to the station platforms	– A new lift and stair are provided to each platform	
built and landscape character	7	The existing station entry building is dated and not a quality fixture within the public domain	– The station concourse entry building is refurbished with new cladding and an extended new roof	
	8	Existing station platform buildings are of heritage significance	– Protection and enhanced appreciation of heritage fabric – Retention of the station concourse building as a recognisable part of the local character	
	9	The precinct is lacking any significant trees or shade canopy	– Existing planting and trees are retained south of the station entry – New planting along the length of platform 2 – New planting behind the new services building	– Additional tree planting as part of walking and cycling connectivity route delivery – Additional tree planting as part of City of Canterbury Bankstown Liveable Centres Program

Refer Fig 3.7 and Fig 3.8 for location details

Figure 3.8 Safeguarding the future. Refer 3.5 Design response, for references to the items above.

4. Design

4.0 Design

4.1 Project design

4.1.1 Design intent

Sydney Metro is committed to “easy, safe and reliable turn-up-and-go services, active and attractive precincts and places, and delivering these customer-centric outcomes in a socially, financially and environmentally responsible way”. The Project design supports this commitment with a holistic approach that responds to the station context as well as to the line-wide requirements of Sydney Metro.

The new metro stations will provide renovated and modernised concourse and platform environments, and an upgraded public domain at station entries. Each station design aims to contribute positively to the wider precinct by achieving a sensitive fit with existing and future precinct planning, and to the community and heritage aspects of each place. For all stations, retention and re-use of heritage buildings is key. At Hurlstone Park, the heritage platform buildings are adaptively re-used for Metro functions. The overhead concourse building, which is in poor condition, is reclad and has a new, larger roof over the station entry forecourt. This will strengthen the visibility of the station entry while extending weather protection over the space. The approach is to apply a ‘light touch’ to the existing concourse and precinct, aiming to strengthen the role of the station while still respecting its current human scale. The design enables universal access between the concourse and platforms.

The designs have been developed in partnership with the design team to minimise impacts on existing railway assets and Sydney Trains operations by maximising offsite fabrication and assembly and by reusing existing assets, such as the station platform buildings, overhead wiring structures and road bridges.

4.2 Station precinct design

4.2.1 Station legibility

Hurlstone Park Station has an established presence within the village centre by virtue of the concourse building standing alone on the Duntroon Street overbridge. The concourse building is small and the station entry correspondingly low-key. The design retains the form and scale of the building, adding a new, larger roof over the entry forecourt. This will improve both the visibility of the concourse building, while maintaining a simple, horizontal element in the street, and also the amenity of the small public space for commuters and for locals. It will enhance the legibility of the station entry within the precinct: the upgraded concourse building and station entry will become a stronger place marker while making a positive contribution to the public domain and Metro identity.

4.2.2 Urban character

Hurlstone Park is a fine-grained, low-scale centre with a strong traditional strip retail main street and a consistent detached residential character to the precinct. Intermittent street tree planting is supplemented by front gardens in residential areas and by the garden bed next to the station itself. The existing combination of active uses, some 'greening' and footpath extensions, creates a human-scale, pedestrian-friendly environment and appealing character. The station upgrade is place-sensitive in retaining the heritage fabric while revitalising the concourse building. The forecourt arrangement is retained, with the platform entry in the same location. The new roof extends forward of the building to provide shelter for the bus stop seating and bicycle racks. The station is designed to be legible as a Metro station when viewed from the surrounding precinct. At the same time, the renewed concourse building and associated urban elements and landscape treatment will contribute to the precinct by maintaining and enhancing what is local and valued, stitching these modest interventions into the existing urban fabric.

4.2.3 Built form and scale

The existing single storey concourse building is simple and rectangular in form. The roof appears heavy and solid due to the thickness of its edge. The new cladding and roof are designed to retain the form and scale of the existing structure, while refreshing it. The emphasis is horizontal rather than vertical, simple rather than complex, to acknowledge and integrate with the surrounding urban character. The roof is lifted away from the 'box' of the concourse building to give a sense of openness to the forecourt and a new lightness to the built form. The design maintains an appropriate scale relationship with the station group: the roof, and the stair canopies, are simple, low and planar. The concourse roof also provides weather protection to the lift entry. Additional building footprint on the platforms is minimised by using space under the new stairs and re-using the existing platform building. Consistent with the over-arching design strategy of minimal intrusion and maximum 'fit' with the existing precinct character, new elements are streamlined and refined rather than bold or heroic.

Figure 4.2 Precinct design vision – visualisation

4.3 Station precinct plan

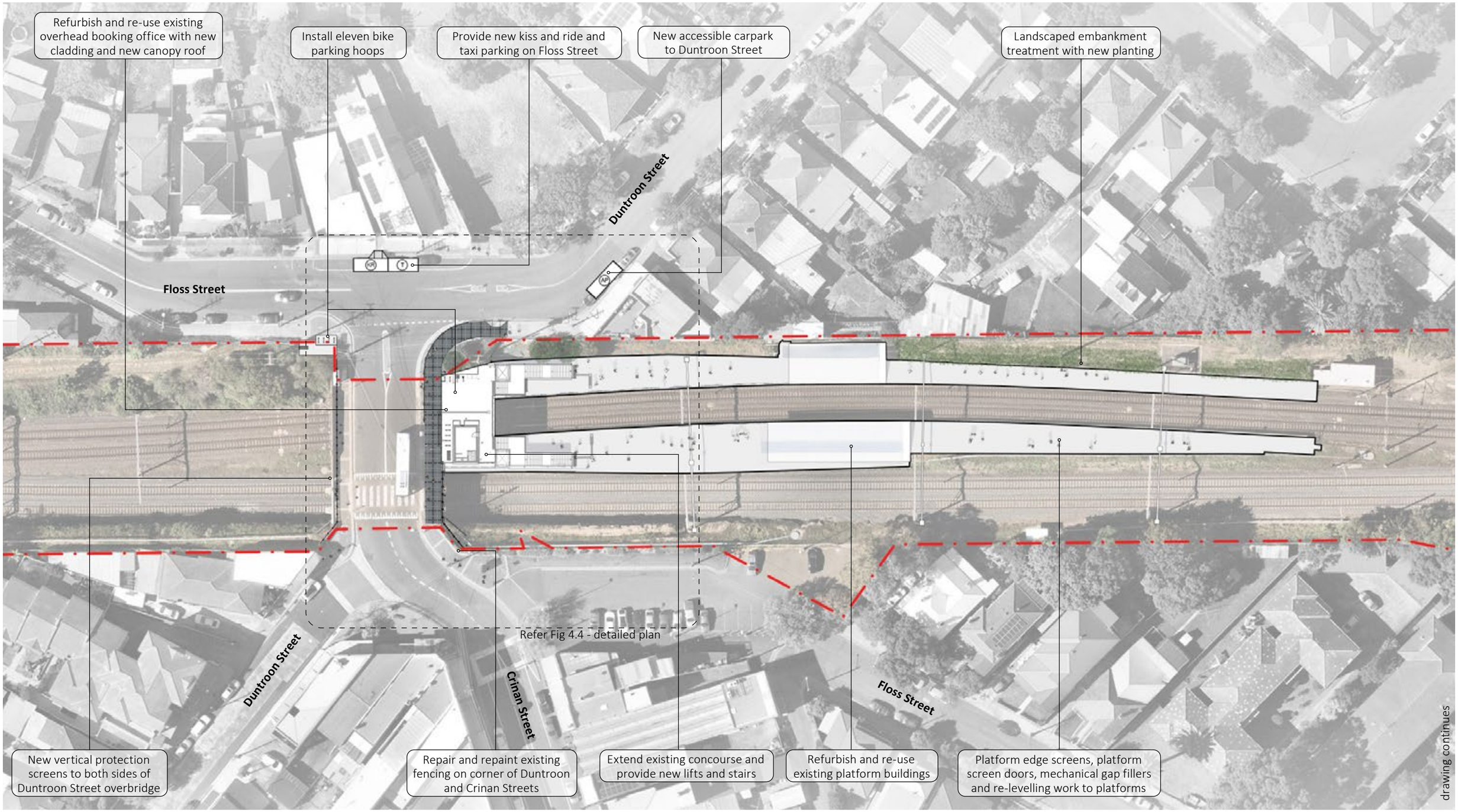
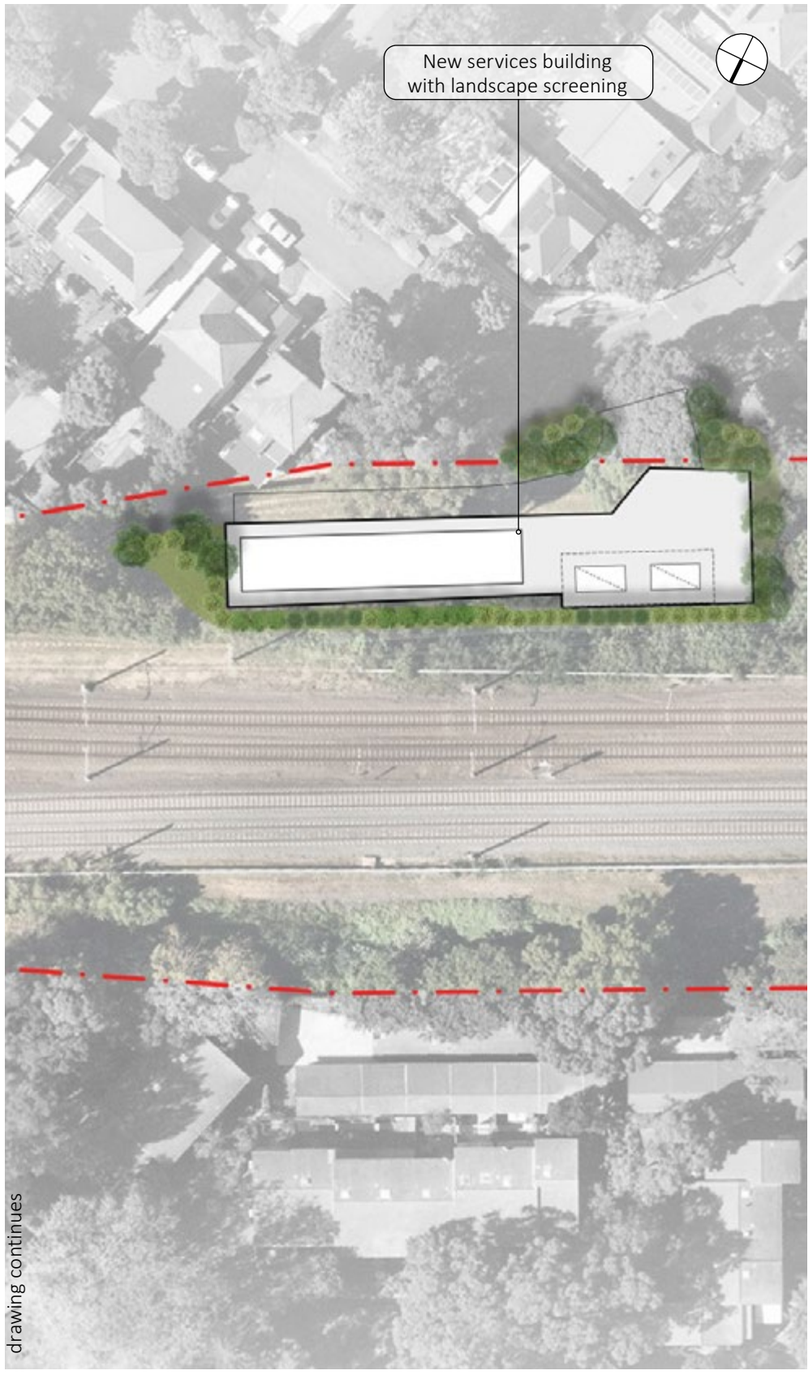


Figure 4.3 Hurlstone Park station precinct plan



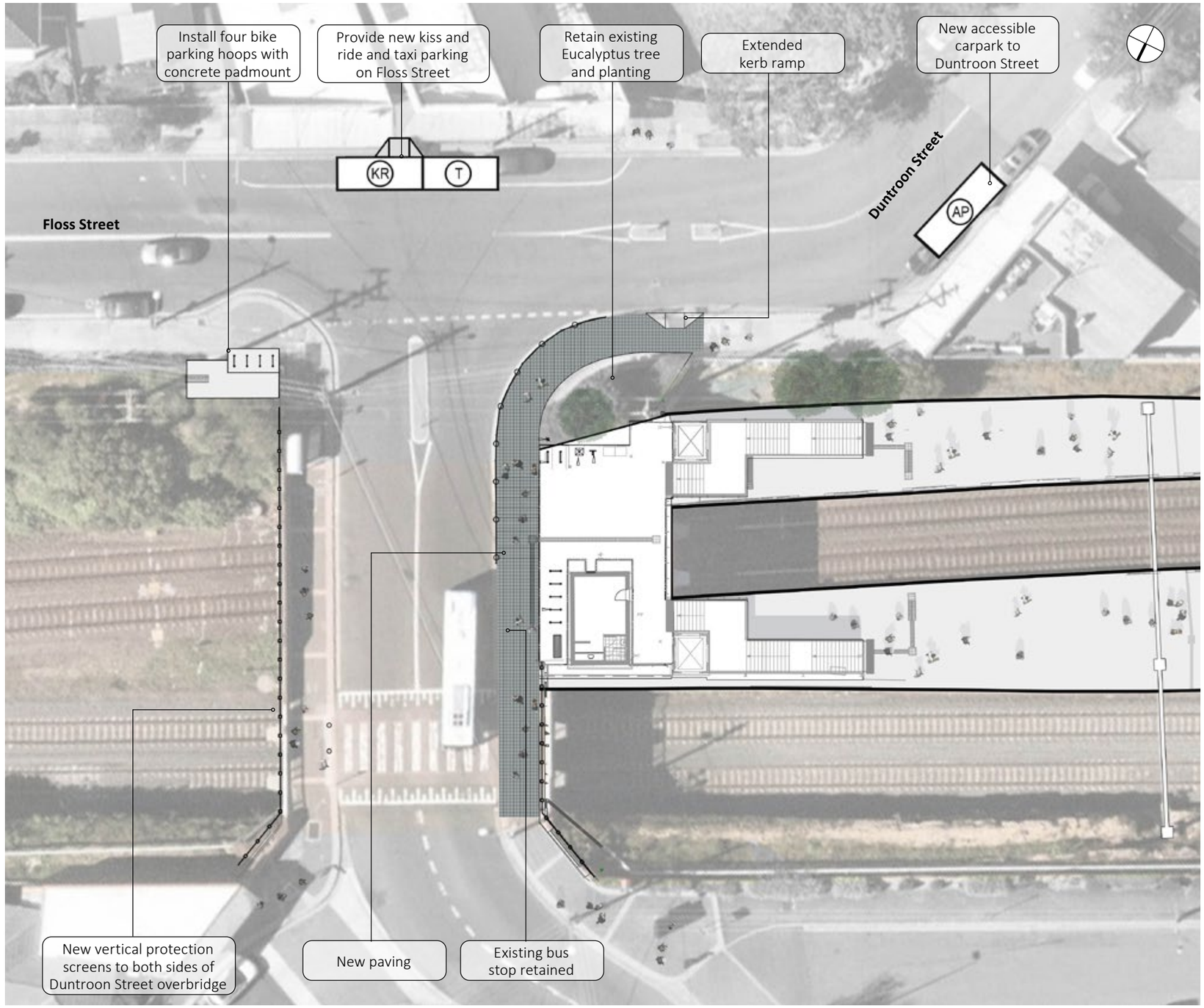


Figure 4.4 Hurlstone Park station precinct plan - detailed

4.4 Station precinct scope

4.4.1 General

The design requirements listed within the both the Scope of Works and Technical Criteria Overview (SWTC) and the Services Brief provide the general and technical requirements for the project. These requirements are understood in coordination with the Sydney Southwest Metro and Project objectives. There are two separate components, metro station works and metro corridor works. Metro corridor works are located outside of the station precinct. The focus of this SDPP is the metro station works, which for Hurlstone Park include:

Station rooms:

- Repurpose and refit each room in Hurlstone Park Station as identified
- Undertake the specific 'building fabric works' required.

Station buildings - new works: Concourse

- Extend the existing concourse and provide two new lifts and stairs to Platform 1 and 2
- Provide canopy coverage of Gatelines, new lift landings and stairs to Platform 1 and 2
- Provide lighting and station systems as required for the new canopy
- Remove existing hooped top fencing and install vertical protection (anti-throw) screens to Station Concourse edge
- Provide security gates to Station Concourse entry
- Provide new Gateline and new glazed enclosure to Station Concourse entry and associated ticketing equipment.

Station buildings - refresh:

- Station Concourse booking office - clad concourse booking office, fit new soffit lining and fascia, repaint all painted surfaces including steelwork and doors as listed
- Renew external lighting to existing booking office
- Repaint, repoint, repair existing finishes and fixtures as listed to platform buildings and steel trestle including fascias, soffits, window frames, doors, door frames and all exposed steel structures.

Platforms:

- New platform edge screens as required
- New platform edge work, re-levelling, mechanical gap fillers
- Platform screen doors
- Redirect stormwater away from the southern facade of the platform 2 building.

Station services and systems – including:

- Combined Services Route through the station precinct and to the chainage extents in the rail corridor
- Provisioning of conduits, space and services for Platform Screen Doors, Mechanical Gap Fillers
- Building Management Control Systems, Configuration Control Submission, CCTV
- Passenger Information Display Systems, Help Points, PA, ticketing equipment and as required for the Interface Contractors.

Canopies and shelters:

- New stair canopies to both platforms linking to the new concourse roof

Signage and wayfinding:

- Design for current wayfinding requirements.

Ticketing:

- Provision of conduit, power, cabling, mounting, and other supporting infrastructure for the installation of ticketing equipment.

Station precincts / public domain:

- New vertical protection (anti-throw) screens to Duntroon Street overbridge
- Replace existing hooped top style fencing on Station Concourse with vertical steel flat bar fencing
- Replace existing fencing on corner of Duntroon Street and Crinan Street with vertical steel flat bar fencing
- Install seven new class 3 bike parking hoops at the Station Concourse, and an additional 4 bike parking hoops at the Corner of Floss Street and Crinan Street.
- Provide accessible parking on Duntroon Street and parking for Kiss and Ride and taxi on Floss Street
- Additional lighting, kerb ramp and new paving to match adjacent unit pavers to Floss Street
- Signage and new seating to station concourse

Fencing and screens:

- New compliant security fencing and boundary gates to the rail corridor
- Addition or upgrade of vertical protection (anti-throw) screens to bridges.

Bridge works:

- Various works to repair, refresh and update bridges including the addition or upgrade of throw screens, railings and balustrades.

Metro Services Building works

- Site preparation, local and main services routes and pad mounts for new services buildings for power and signalling equipment in the rail corridor.
- New services buildings including associated loading/parking and ancillary functions.

Figure 4.5 Station precinct scope

4.5 Heritage

4.5.1 Heritage platform buildings and platform walls

Hurlstone Park Station was opened as Fern Hill Station on 27 November 1894, and renamed Hurlstone Park on 19 August 1911, following the 1910 change to the suburb name. The Hurlstone Park Station Group (platform buildings, footbridge and associated stairs) is listed on the local heritage register (Canterbury LEP 2012) and the Railcorp Section 170 register. The concourse building is a 1980s brick structure.

The heritage buildings on both Platforms 1 and 2 are retained and adapted to accommodate Sydney Metro Works equipment and operations facilities, such as communication rooms, station control rooms, station amenities. The buildings will be externally refurbished, with brickwork repointed and damaged windows and doors repaired and restored. Unsightly security screens will be removed from the windows. Other minor re-fresh works to the platform level buildings include the painting of external walls, window frames, doors, door frames, soffit linings, fascia boards and all exposed steel or timber structures.

The upgrade works to the existing 1980s concourse, along with the new stairs, lifts and associated canopy structures, respectfully interface with the heritage nature of the complex. New built elements seek to complement the old, with a subtle, simple and contemporary detailing and finish consistent with project heritage principles.

To retain as much of the heritage brick platform walls as possible when the platforms are resurfaced, a precast concrete 'T' section will sit above them.

Platform 1 building, 1915

Platform 2 building, 1915

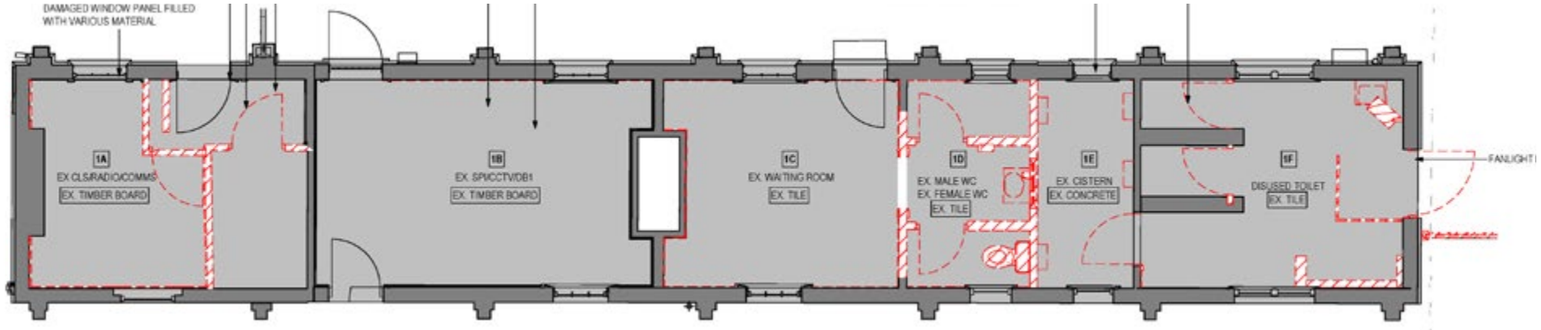


Figure 4.6 Platform Building 1: Reconfiguration plan

Figure 4.7 Platform Building 1: Detail plan

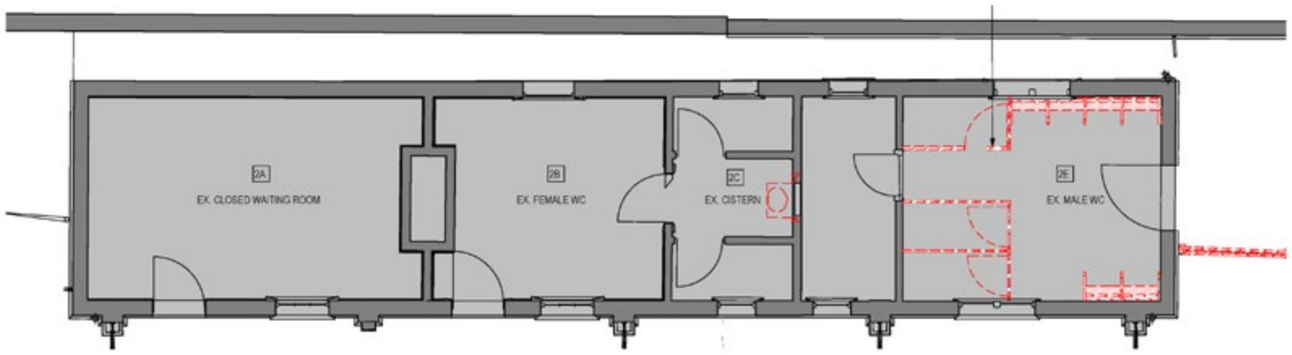


Figure 4.8 Platform Building 2: Reconfiguration plan

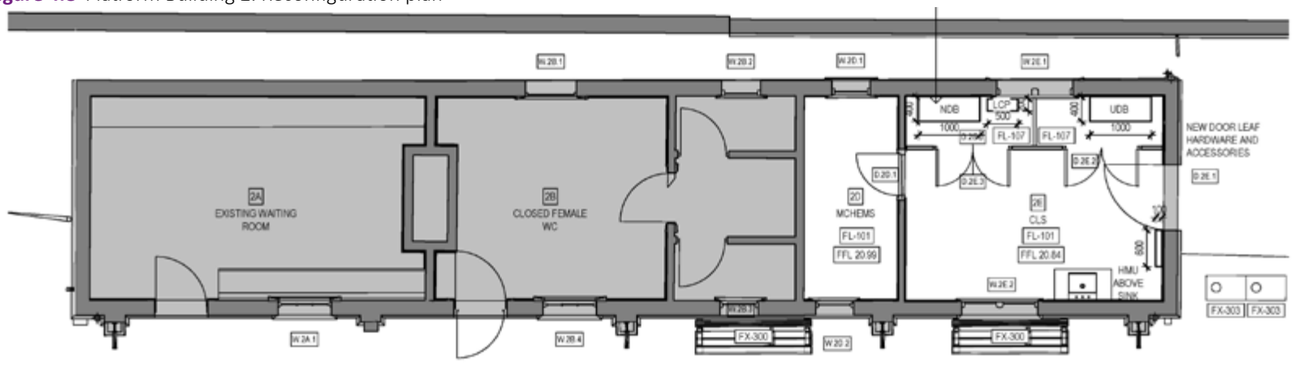


Figure 4.9 Platform Building 2: Detail plan

4.5.2 Heritage interpretation

In accordance with Condition of Approval E14, a Heritage Interpretation Plan for Hurlstone Park Station has been developed by a suitably qualified heritage professional. The Heritage Interpretation Plan is informed by an over-arching project wide Heritage Interpretation Strategy, heritage impact assessments and management strategies.

Consistent with the development stage of the Heritage Interpretation Plan, interpretive devices have been selected as being appropriate to transmit messages about the cultural heritage of the site. A common suite of devices that utilise similar materials are proposed at each station. Content and devices are adjusted to best address the different needs and interests of the relevant audiences while locally salvaged material will be considered where it is practical. The final design for interpretive elements, including words and image selection will be detailed upon completion of subsequent stages of the Heritage Interpretation Plans.

At Hurlstone Park Station, opportunities for substantial heritage interpretation media are limited. Spaces within existing platform buildings are generally used to house essential equipment and the refreshed concourse does not provide usable wall or surface areas for installation. An existing free-standing interpretive sign is located along Floss Street and this will be replaced and updated with a modern sign that provides a history of the precinct and station.

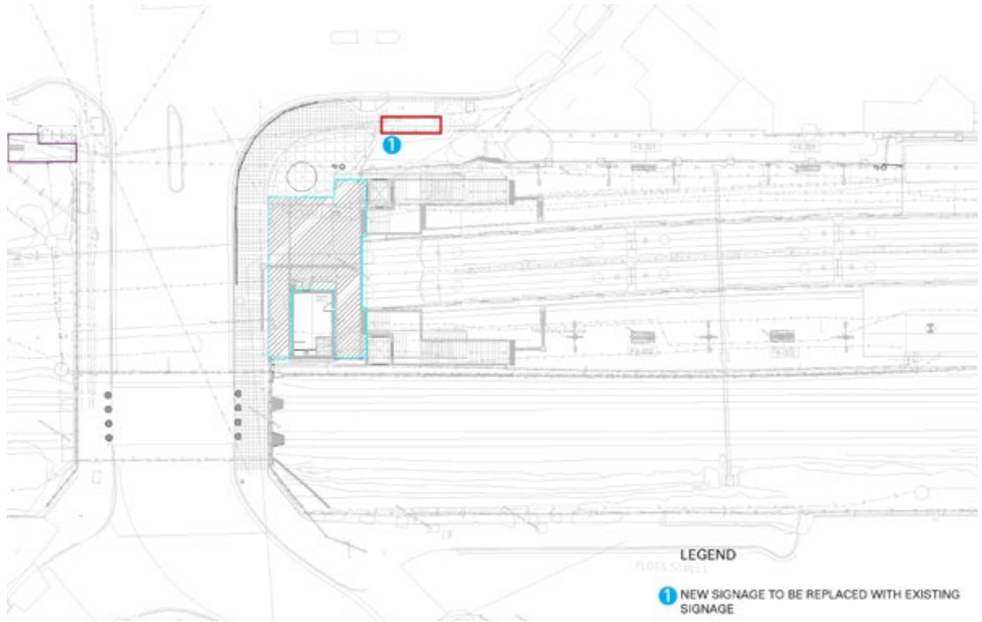


Figure 4.10 Hulstone Park - Heritage interpretation key plan

Figure 4.12 Existing interpretation signage to be replaced

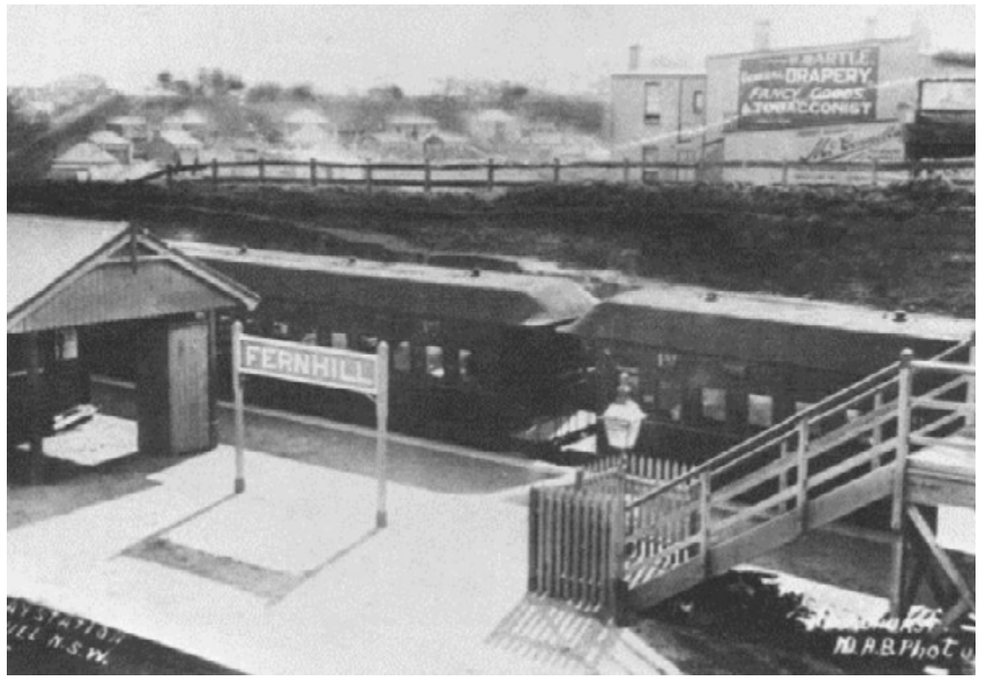


Figure 4.11 Fernhill Station (Now Hurlstone Park Station), 1911. source: Larcombe 1971, 197.

4.6 Overhead concourse

4.6.1 Station entry

Hurlstone Park Station is clearly legible in the immediate precinct, with its characteristic overbridge main entrance, and distinct heritage station buildings (all visible when viewing the station precinct from surrounding residential areas).

The concourse building will continue to be an appropriately scaled, built landmark in the area, with the entry also announced by Metro signage and distinct line-wide architectural detailing that is consistent with the project architectural principles. It will incorporate appropriate wayfinding signage and will offer rational, simple access through to platforms and trains below. Glass balustrades to the stairs offer protection and afford customers clear views over the centre platform and heritage building.

The design retains and enhances the existing garden bed next to the station entry, as it is part of what makes the station unique and adds interest to the streetscape as well as softening the Floss Street overbridge road environment.

4.6.2 Built form

Changes to Hurlstone Park's built form comprise the concourse building upgrade, new stairs and lifts to the platforms. These design moves introduce more built elements into the station environment. The design minimises the impact of these new elements by keeping them simple, low and planar. The existing concourse building will be refreshed and re-clad with 'Rimex' wall panels, concealing the 1980s brown coloured brick (which is in poor condition) to provide a robust, contemporary finish. The simplicity of the detailing is in deliberate contrast to the decorative style of the heritage platform building, complementing it rather than mimicking its style or replicating its geometry and materials (see heritage principles at section 2.3.2). This respectful approach establishes a harmonious relationship between the new and the existing station structures.

4.6.3 Roof and canopies

The concourse roof will be demolished and replaced with a new roof. The existing single storey concourse building is simple and orthogonal in form with a roof that appears heavy and solid due to the thickness of its edge. The new roof to the concourse building overs a larger area of the station forecourt but is designed to minimise visual impact, with slender depth and shallow edge profile. The emphasis is horizontal rather than vertical, simple rather than complex, to acknowledge and integrate with the surrounding urban character. The roof is lifted away from the 'box' of the building below to give a sense of openness to the forecourt and a new lightness to the built form. The design maintains an appropriate scale relationship with the station group: the roof, and the stair canopies, are simple, low and planar. The soffit is lined with timber-style battens to create a warm, softer appearance. The concourse roof also provides weather protection to the lift entry.

The new stair canopies are designed to be simple and light, in keeping with the overall design intent of minimal intrusion on the existing station character. The stair canopies follow the line of the stairs, in one plane and without large overhangs. They are transparent to maintain views to the sky and towards the heritage platform buildings, and contribute to a sense of openness, passive surveillance and perception of safety and security.

4.6.4 Under-stair spaces

The spaces created under the new stairs on the island platforms will be used to house Metro services. They will be finished in a contemporary brick pattern, appropriately coloured and textured to complement the heritage platform buildings.

Figure 4.13 Refurbished ticket office

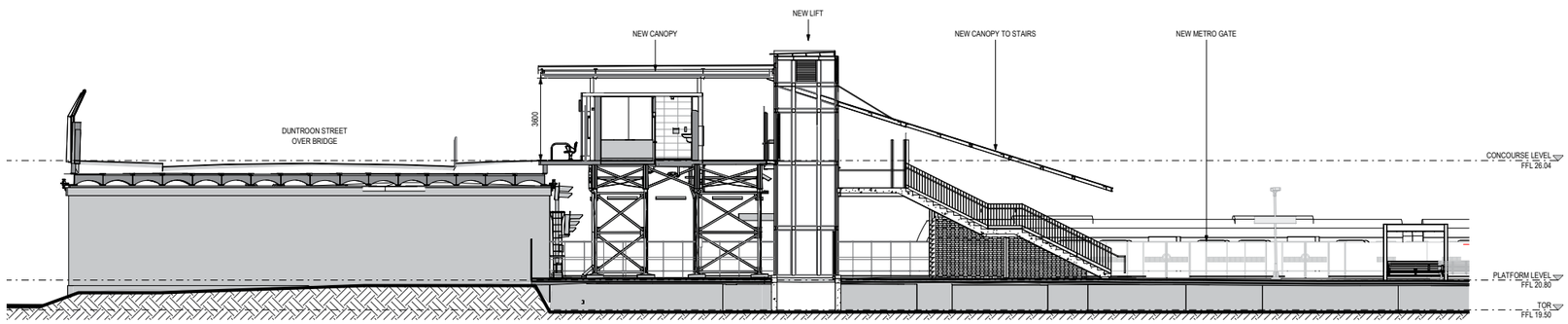


Figure 4.14 Street to platform station sectional drawing

4.7 Platform

The entire station platform will be resurfaced and the coping edge raised for Disability Standards for Accessible Public transport (DSAPT) compliance. To retain as much of the heritage brick platform walls as possible, a precast concrete 'T' section will sit above them. The new concrete coping element provides a cable recess for the future provision of platform screen doors (PSDs), along with cast-in rebates for mechanical gap fillers.

The entire coping edge will be finished in concrete, to a width of 1500mm, and will facilitate the temporary provision of the yellow line and tactile ground surface indicators (TGSIs) while Sydney Trains remains in operation. Upon transfer to Sydney Metro, the yellow lines and TGSIs are removed, the PSDs and mechanical gap fillers installed, and the result will be a strong visual expression of Sydney Metro's line-wide identity.

Figure 4.15 Platform view

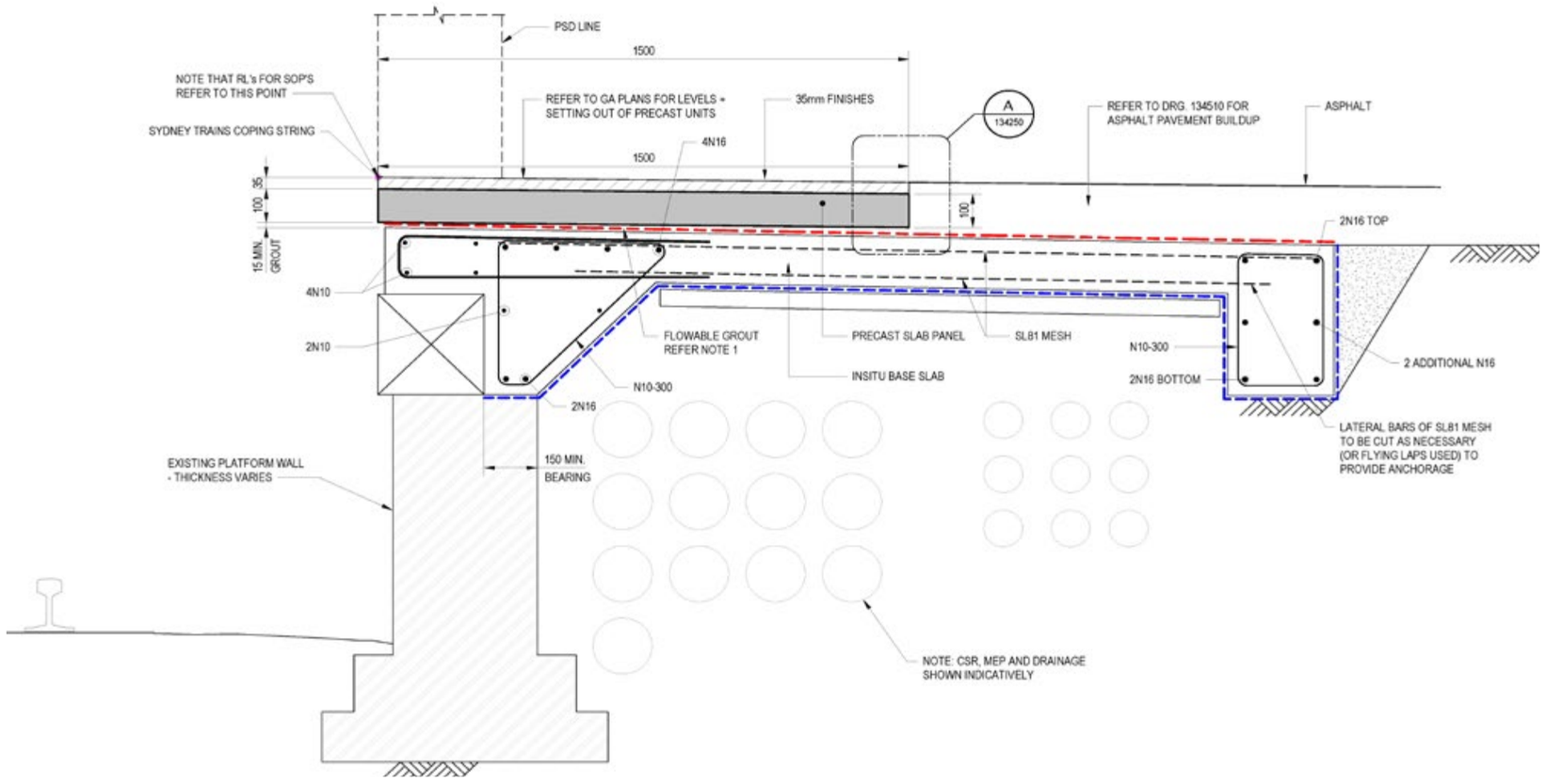


Figure 4.16 Platform edge regrading: detail section

4.8 Lifts and stairs

Two new lifts will connect the concourse and platforms, with lift shafts glazed to provide clear views through the station. Each lift landing has adequate 'queuing zones' and is identified with compliant signage and graphics, positioned to be clearly visible from common entry points and access pathways. New Platform 1 and 2 access stairs will also connect the concourse with the platforms below, wrapping around the lifts. Stairs will have open balustrades and glazed roof canopies that generally follows the stair profile, consistent with the design intent of simplicity and clarity.

Figure 4.17 New stairs and lifts viewed from platform

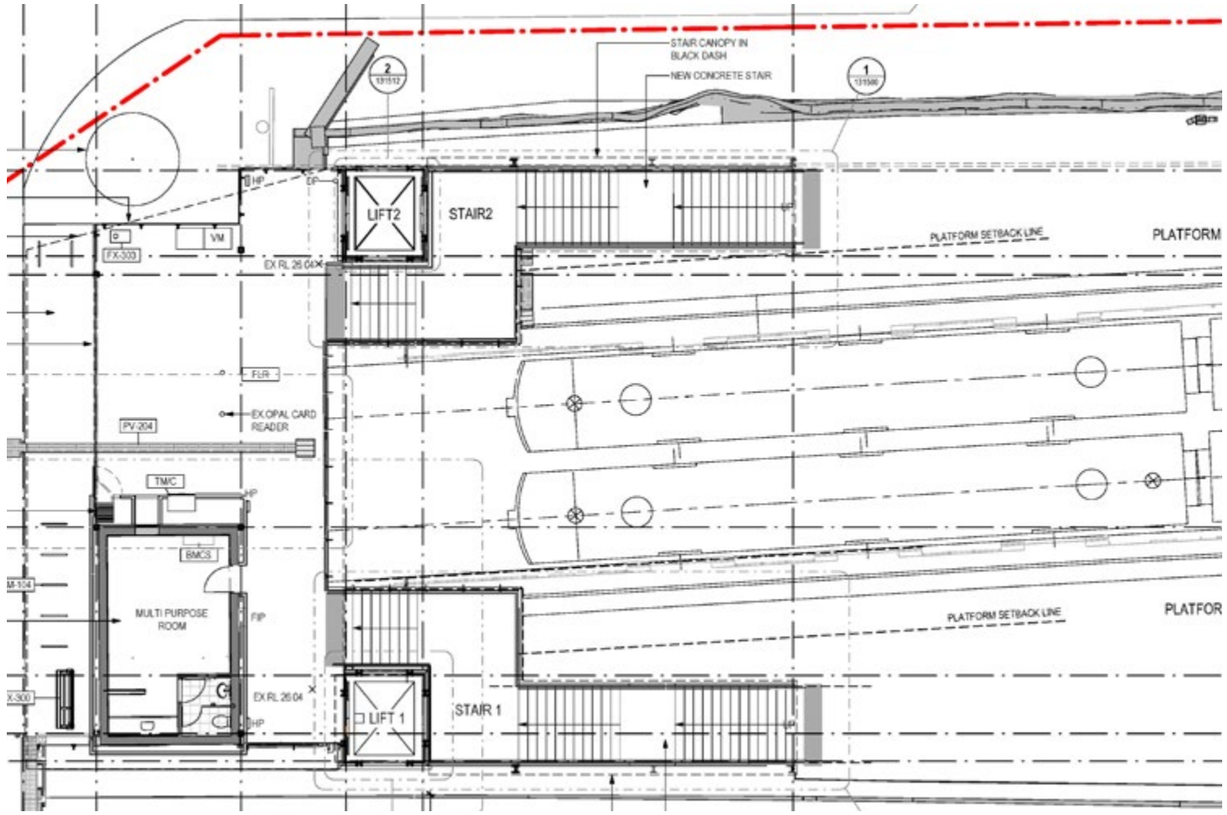


Figure 4.18 Concourse detailed plan extract showing new stair and lift configuration

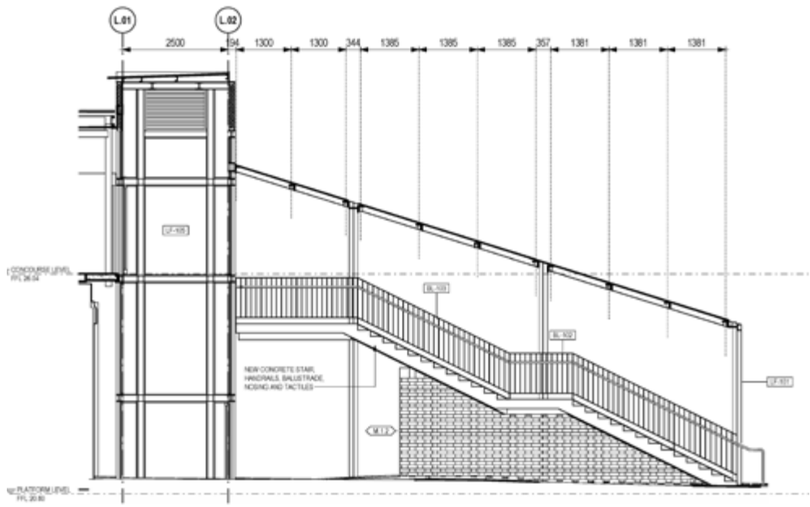


Figure 4.19 Stair and lift section

4.9 Connectivity and access

4.9.1 Pedestrian and cycle movement

The station supports one existing access point from the Floss Street overbridge, providing safe, convenient and direct pedestrian routes. Within the precinct, existing footpaths are continuous and amenity is provided by awnings to main street retail uses. The upgraded concourse building will offer more weather protection than is currently provided at the station entry, supporting pedestrian use.

The project does not impact the existing cycle network, which includes on-road routes along Floss Street and Crinan Street in front of the station, and along Duntroon Street to the south of the rail corridor. A future pedestrian cyclist route is proposed to run along the south side of the rail corridor, joining the precinct at the Floss Street overbridge. The station upgrade does not preclude the formalisation of this route and is consistent with the Walking and Cycling Strategy for Hurlstone Park.

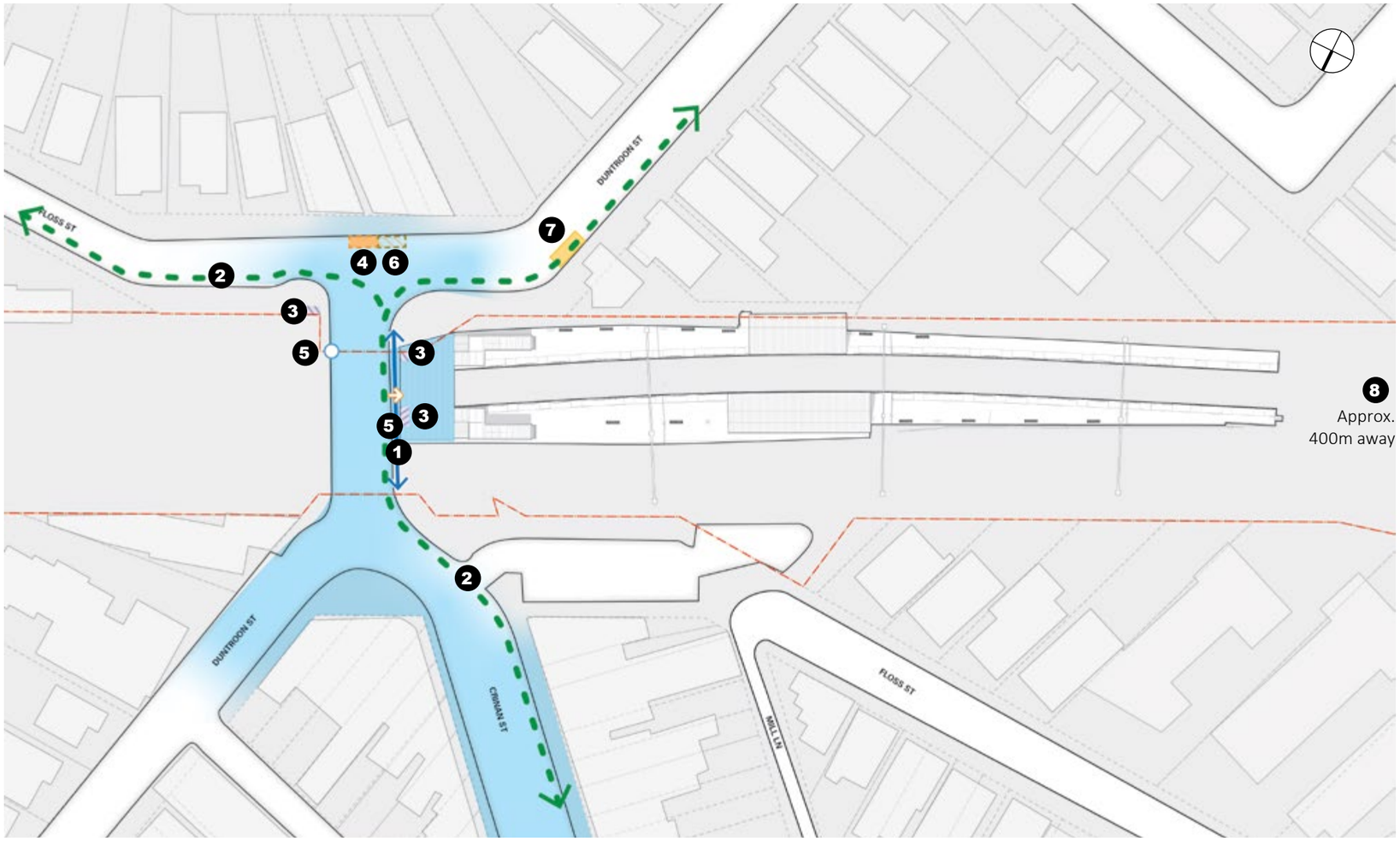
4.9.2 Bicycle parking

Three locations for bicycle parking are provided for in the design. Seven spaces are provided at the station entry, all under cover: 5 next to the seat at the front on Floss Street and 2 in the forecourt near the lift. A third location on the corner of Floss and Duntroon Streets opposite the station provides a further 4 bicycle parking hoops on a new concrete padmount.

4.9.3 Interchange facilities

The design provides for:

- A new kiss and ride space on Floss Street / Duntroon Street (south side)
- Convenient transfer to existing bus stops on the Floss Street overbridge
- A new taxi space on Floss Street / Duntroon Street (south side)
- A new accessible parking space on Duntroon Street (north side).
- New and extended pram ramps at the Duntroon Street pedestrian crossing.
- 7 new bike hoops at the station entry and a further 4 hoops opposite the station.



Project boundary
Platform and station buildings
North-South pedestrian connection
Existing cycleway
Public domain
Bus stops
Kiss and ride
Bicycle parking
Taxi
Accessbile parking space
Park and ride

1. Upgraded concourse building offers more weather protection and supports pedestrian use.
2. Existing on-road cycleways
3. Bicycle parking facilities
4. New kiss and ride
5. Existing Floss Street bus stop
6. New taxi space on Floss Street
7. New accessible parking space
8. Future pedestrian overbridge (refer section 4.9.4)

Figure 4.20 Hurlstone Park interchange connectivity and access

4.9.4 Future pedestrian overbridge

A concept design has been prepared for a new pedestrian overbridge connecting Killbride Street to Keir Avenue over the rail corridor between the existing Melford Street and Foord Avenue bridges. The bridge is approximately 500m from the station entry (refer Figure 4.20, item 8). A number of options were explored for the bridge alignment, with the developed option responding to the desired pedestrian connections route and topography changes between sides of the railway corridor. The concept was developed to satisfy the requirements of CoA E57(d)(ii).

While out of current scope, the concept design shows that a future connection is achievable to connect residential neighbourhoods and activate Killbridge Street with a more desirable path of movement. The concept allows the safeguarding of land for the overbridges future implementation.

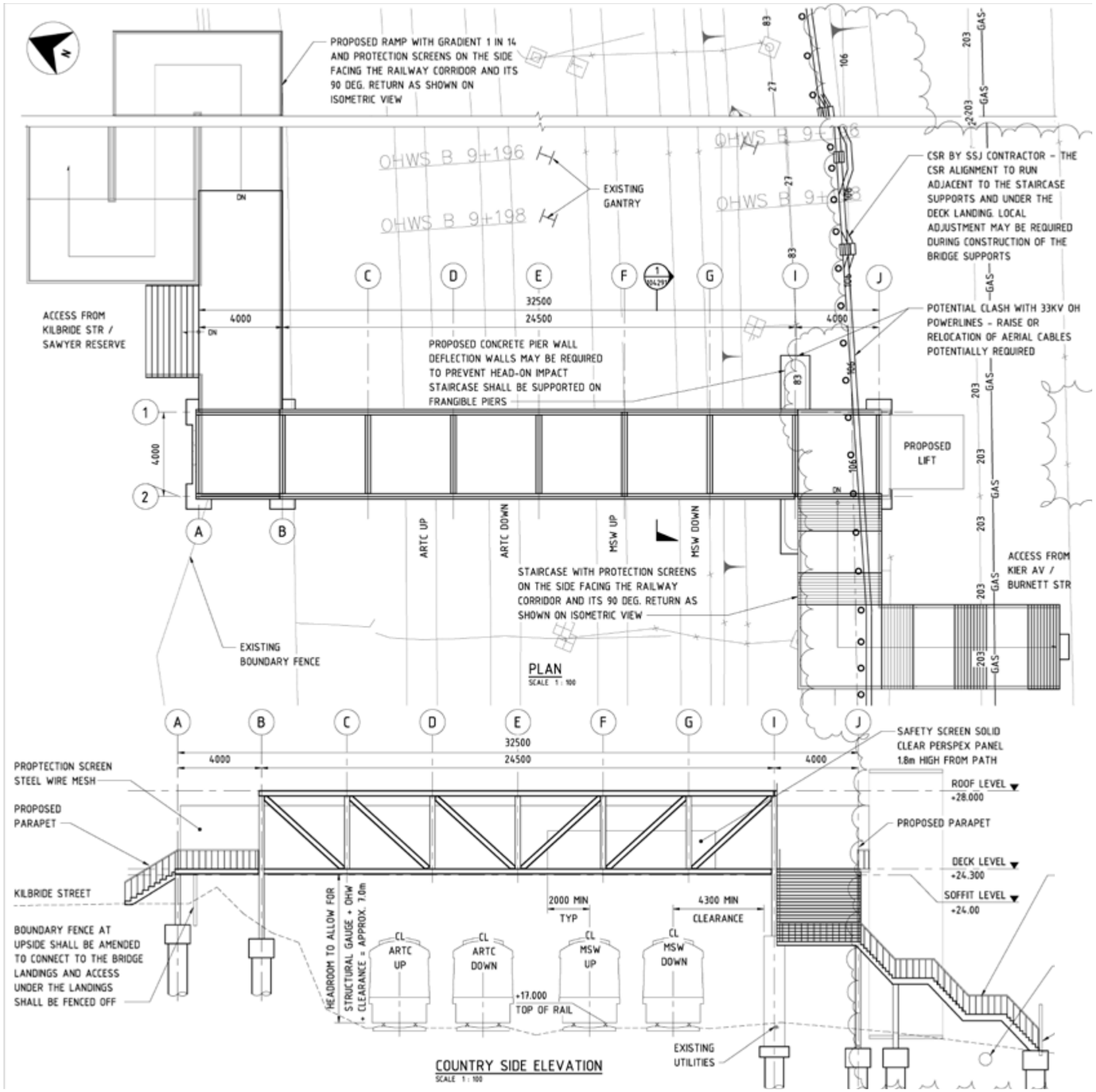


Figure 4.21 Killbride Street to Keir Avenue pedestrian overbridge concept design

4.10 Public domain

4.10.1 Public domain activation

Hurlstone Park station will have an improved forecourt with a clear and direct relationship to the street, including greater weather protection under a higher roof, new seating and cycle parking, and new paving. The seating will be installed underneath the concourse roof, providing shelter and enabling people to sit next to and overlook the footpath. The concourse building footprint, roof design and urban elements tie into and enhance and extend the existing public domain consistent with the project public domain principles at section 2.3.3. The visibility of the concourse building from surrounding streets has driven a design response for a 'building in the round' that contributes to the precinct identity.

The existing formal planting adjacent to the station entry will be retained, as it is a valued part of the precinct character and a unique piece of 'green' within the streetscape. New street trees and kerbside planting are proposed for areas beyond the immediate station environment, to strengthen the village 'feel' of Hurlstone Park, add tree canopy, and safeguard for any future streetscape and townscape improvements. New trees are located on important corners where they signal arrival in the village core, add amenity to the precinct and also make a positive setting for the station entry. The existing kerbside fencing will be repaired and repainted.

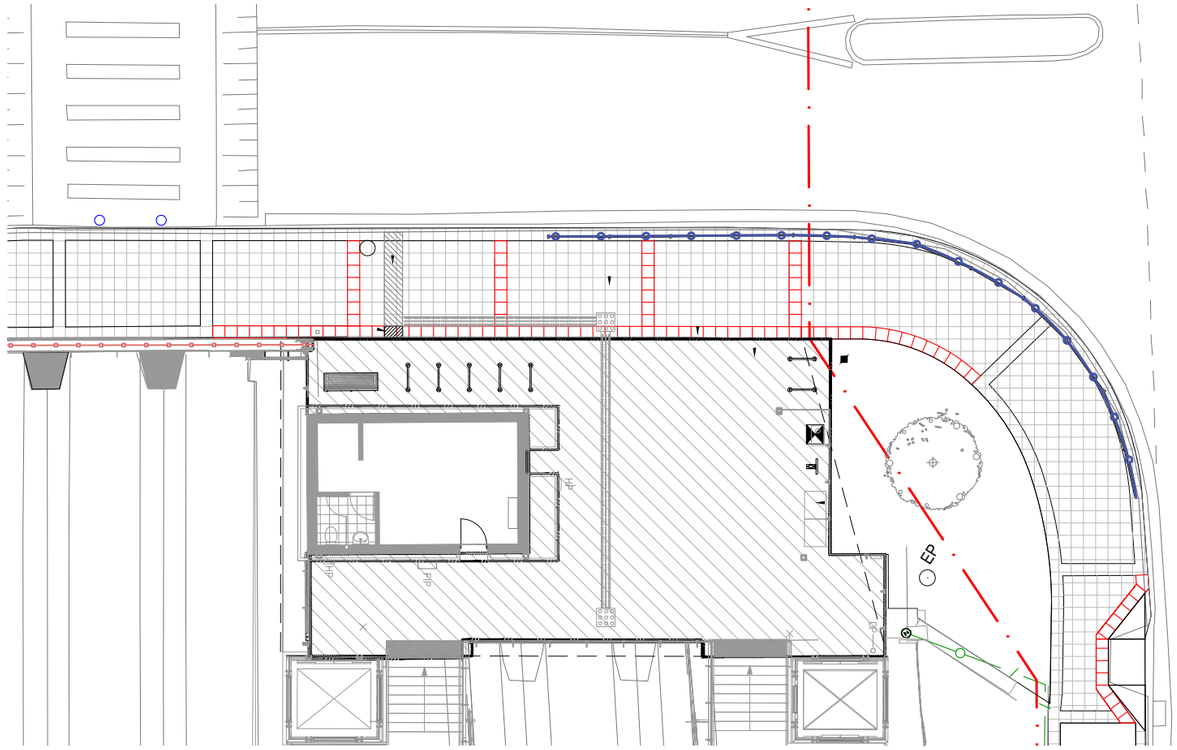


Figure 4.23 New forecourt: plan of station entry

Figure 4.22 Current condition: view of station entry

Figure 4.24 New forecourt: view of station entry

4.11 Landscape design

4.11.1 Landscape strategy

The landscape design acknowledges and responds to the various layers of history of Hurlstone Park, from the underlying sandstone geology and indigenous vegetation to the subsequent, more formal and exotic planting in front gardens of the residential neighbourhood. The landscape design celebrates connection to the local community, consistent with landscape principles established at section 2.3.7.

The corner garden bed will be maintained, with shrubs and planted edges pruned. New planting alongside Platform 2 is within a linear area directly off the Platform, relatively flat and bounded at the back by a timber fence to the adjoining residential property (refer Fig 4.22). The design introduces a second, palisade fence in front of the timber fence, doubling for security and an attractive backdrop to the landscaping. Planting also provides screening to the CSR trough arrangement which runs along the fence line.

A new services building that accommodates critical equipment for rail operations will be located west of the station with an interface to Commons Street (refer section 4.15). Opportunities to include planting and vegetation as part of its construction have been explored and a linear arrangement of low ground covers and shrubs are proposed. This planting will run alongside existing fencing to adjacent residential properties and will compliment the existing established trees within the area.

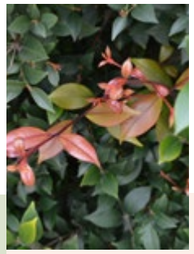
4.11.2 Species selection

Species for the new landscape area include a feature tree (red flowering eucalypt) with predominantly native shrubs and groundcovers below.

	Botanical Name	Common Name	Pot Size	Spacing	Indigenous?
TREES	*Corymbia ficifolia 'Summer Red'*	Corymbia Summer Red	100L	as shown	Y
SHRUBS	*Acmena smithii 'Allyns Magic'*	Lillypilly cvs	200mm	as shown	Y
	Callistemon 'Endeavour'	Bottlebrush	200mm	as shown	Y
	Dodonaea triquetra	Large-leaf Hop Bush	200mm	as shown	Y
	Murraya paniculata	Orange Jasmine	200mm	as shown	Y
	Photinia robusta 'Red Robin'	Photinia	200mm	as shown	N
	Rhaphiolepis indica	Indian Hawthorn	200mm	as shown	N
GRASSES & GROUND COVERS	*Dianella 'Little Jess'*	Blue Flax Lily	140mm	6/m²	Y
	Dianella revoluta	Spiky Head Mat Rush	140mm	6/m²	Y
	Liriope 'Evergreen Giant'	Turf Lily	140mm	6/m²	N
	Liriope 'Just Right'	Turf Lily	140mm	6/m²	Y
	Lomandra multiflora	Many-flowered Mat-rush	140mm	6/m²	N
	Westringia fruticosa 'Mundi'	Coastal Rosemary	140mm	6/m²	Y

Figure 4.25 Section through platform 2 and planted garden beds

Corymbia ficifolia
Red flowering gum

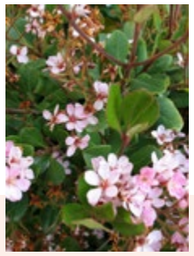

Acmea smithii 'Allyns Magic'
Lillypilly

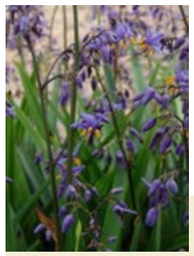
Callistemon 'Endeavour''
Bottlebrush

Dodonaea triquetra
Large-leaf Hop Bush

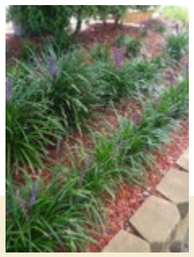
Murraya paniculata
Orange Jasmine

Photinia robusta 'Red Robin'
Photinia


Rhaphiolepis indica
Indian Hawthorn


Dianella 'Little Jess'
Blue Flax Lily

Dianella revoluta
Spiky Head Mat Rush


Liriope 'Evergreen Giant'
Turf Lily

Lomandra multiflora
Many-flowered mat rush

Liriope 'Just Right'
Turf Lily

Westringia froctosa 'mundi'
Coastal Rosemary

4.11.3 Landscape maintenance, monitoring and rehabilitation

A landscape management plan has been developed for the project which details the strategy and procedures to be undertaken with regards to the successful establishment and on-going maintenance of new vegetation. It also specifies procedures for the regeneration of disturbed vegetation.

The landscape has been designed to ensure low water use species have been planted to optimise long-term maintenance. Irrigation will be provided where passive irrigation cannot be achieved. Regular monitoring and maintenance should be undertaken to ensure plants are maintained to their highest quality. Other regular practices shall be carried out to ensure optimum plant condition by the site operator – these include but are not limited to:

- Watering – generally ensure that planting is receiving sufficient water to ensure a vigorous growth,
- weed and pest control – by eradicating all weeds and pests from the planted area during the specified maintenance period,
- monitoring all plants for pest and diseases on a monthly basis,
- fertilizing as appropriate,
- replacement of plants to those damaged, diseased or dead, replace any stolen plant to ensure and maintain plant densities for the duration of the maintenance period,
- re-mulch as necessary to maintain the mulch depth specified for the duration of the maintenance period,
- remove any rubbish from the planted areas,
- pruning of vegetation as required to ensure planting is kept clear of footpaths, operations of rail line, and Crime Prevention Through Environmental Design (CPTED) surveillance.

Areas outside the limits of the works which are disturbed as part of the construction will be restored and re-vegetated. These practices include:

- Areas around compounds, material storage, access roads, fencing, services, drainage and infrastructure will be recorded upon establishment of the site,
- detailed records will be made of the existing conditions,
- identified trees and areas of significant vegetation shall be protected with temporary fencing,
- unnecessary disturbance of vegetation will be minimised,
- areas of vegetation that are disturbed during the works will be recorded and rehabilitated. This includes the retention of natural grades and drainage paths, reintroduction of grasses and planting.

All areas that are restored will be recorded with details of how areas were treated and how areas were revegetated, including soil preparation and vegetation used. These areas will then form part of the on-going requirement of maintenance and monitoring.

4.11.4 Water Sensitive Urban Design (WSUD)

Water Sensitive Urban Design in intended to be subtly present at all stations. At Hurlstone Park Station, paved areas, platforms and pathways are graded to provide a natural cross fall towards planted areas. This allows for passive water runoff to be directed to the planting areas allowing the garden to take full advantage of the water runoff.

4.11.5 Typical proposed planting details

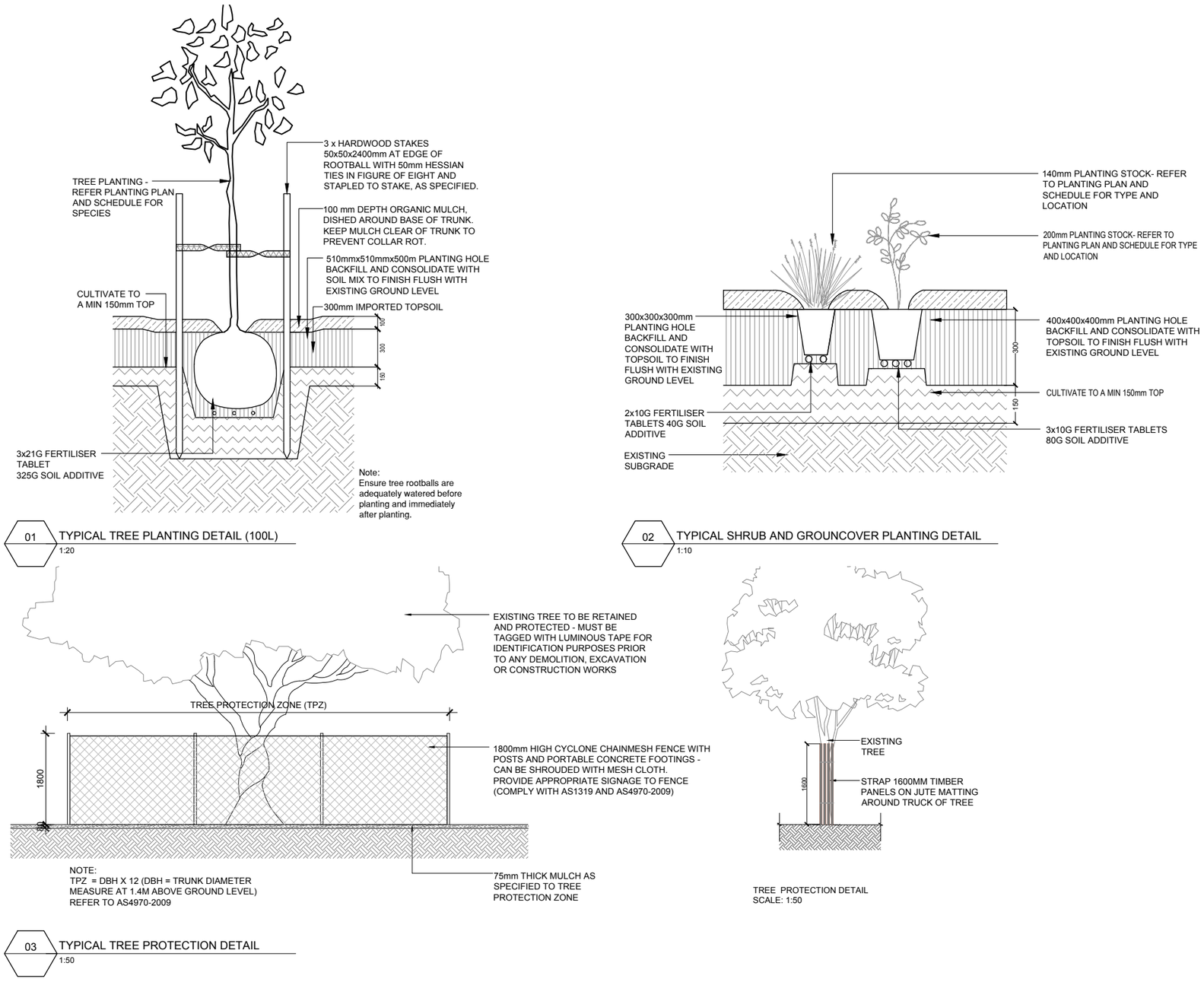


Figure 4.26 Planting details

4.12 Hardscape elements

4.12.1 Public domain elements

The public domain palette has been developed to respond to Council's requirements and preferred urban elements, and to maintain some continuity with the look and feel of Sydney Metro where possible, using or modifying the existing palette. This includes the seat, shelter and bins that are currently used within the local area. Maintainability was a key consideration and has guided the selection of a suite of robust elements.

Paving: The paving strategy includes retention of existing paving at the concourse, with removal of existing pink banding to allow for continuous and seamless transition from footpath to concourse. Where the existing concourse has existing concrete flooring it will be repaired and resurfaced.

CODE	ITEM	IMAGE	DESCRIPTION	DIMENSIONS (mm)	FINISH
HARDSCAPE					
RC-1	CCS Resurfacing Compound		Provide a flat coloured surface (dark grey colour) over the existing concrete surface on concourse	N/A	Plain colour finish
PAV-2	Paving		To match existing paving P5 Slip resistance, comply with AS 1428	400x400x40	Shotblast Finish
URBAN FURNITURE					
BR-1	Bicycle Racks (near station concourse)		**Semi Hoop - BTS03**	845Lx120Wx850H	Stainless Steel 316 No.4 Finish (brushed)
BIN	Bin		**Existing Bin**	N/A	N/A
TGS-!a	Tactile Indicators - warning indicators		**Directional Tactiles - Discrete Unit (buttons)** – Contractor must provide luminance testing before selecting tactile colour - testing must provide a 45% contrast. *Notes: Layout must comply with Australian Standard AS1428 Design for access and mobility.*		Approval of colour to be obtained from Landscape Architect prior to installation Colour test - Stainless steel, black, brass *Do not use Yellow or Blue*
TGS-1B	Tactile Indicators - Directional indicators		**Directional Tactiles - Discrete Unit** – Contractor must provide luminance testing before selecting tactile colour - testing must provide a 45% contrast. – Location: As shown on Dra *Notes: Layout must comply with Australian Standard AS1428 Design for access and mobility.*		Approval of colour to be obtained from Landscape Architect prior to installation Colour test - Stainless steel, black, brass *Do not use Yellow or Blue*
DF-1	Drinking Fountain Civic Aquafil FlexiFountain			N/A	Stainless steel. Council branding to back panel. Grpahic to be provided by City of Canterbury Bankstown Council.
URBAN FURNITURE (SEATS)					
ST-2	Seatings		**Botton and Gardiner** US1P Urban Seat, Post Mounted Frame: Cast aluminium upper polished (PL) Post: Powder coated mild steel Seat: Elliptical shaped mixed red hardwood (MR)	L1800xW570xH440	Frame: Cast aluminium upper polished (PL) Post: Powder coated mild steel Seat: Elliptical shaped mixed red hardwood (MR)

4.12.2 Bridge Vertical Protection and OHW Safety Screens

General – corridor wide

Vertical screens will be provided at cross corridor overbridges. They are required to prevent objects being passed through or thrown onto live equipment or the corridor below.

The urban design strategy is to:

- preserve views at station overbridges where possible
- respect and highlight existing heritage structure and
- optimise the amenity of the adjacent footpath space for pedestrians
- achieve consistency with the architectural treatment at adjacent stations
- design the screens to transition from full height to match adjacent height barriers or fences.

The screens have been designed to balance the varying conditions at each station while also working together as a family of elements that contributes to the corridor-wide identity of Southwest Metro.

There are four types of screens:

Type 1:

- Located at or close by station overbridges, where there are existing brick (typically heritage listed) parapet walls
- Steel posts fixed to the outside face of the existing bridge structure. The posts do not fix to heritage elements and will feature a taper towards the top that reduces visual bulk and excessive material use
- The profile is vertical for two metres above the footpath, and then cranked inwards to an overall height of three metres
- Woven stainless steel mesh between the posts and above the existing wall to an overall height of three metres high.

Type 2:

- Located at or close by station overbridges, where there is no existing parapet
- Steel posts fixed to the outside face of the existing bridge structure. The posts do not fix to heritage elements and will feature a taper towards the top that reduces visual bulk and excessive material use
- The profile is vertical to the overall height of three metres
- A continuous handrail to the length of the overbridge screen
- Full height, laminated safety glass between posts with an anti-graffiti film layer.

Types 3A and 3B:

- Located outside station precincts. Type 3A are new screens, Type 3B are modified existing screens
- Clear perspex panels to 1.8 metres high, attached to stainless steel woven wire mesh screens to the full height of three metres
- The profile is vertical to the overall height of three metres.

Types 4A and 4B:

- These types are for pedestrian-only bridges. Type 4A occurs at or near stations while Type 4B is outside station precincts
- Type 4A has a wire mesh screen with services integrated
- Type 4B has a fully enclosed wire mesh vertical protection screen with clear perspex panels fixed to the screen to a height of 1.8 metres.

Hurlstone Park Station

Vertical screens are required to both sides of the Duntroon Street bridge. The bridge has existing brick parapets that continue for part lengths on both sides with a metal painted balustrade between the lengths of brick wall. Further, the existing brick walls vary in height and depth due to structural brick piers supporting the walls.

As there are existing brick parapets, Type 1 screens are proposed for both sides of the bridge.

- City Side: The existing metal balustrade is to be removed and vertical screens installed behind the brick parapet wall line. The screen will run the full width of the bridge as required until it ties into a new security fence at 2.4m height
- Country Side: The existing metal balustrade is to be removed and vertical screens installed behind the brick parapet wall line. The screen will run from the corner of the existing ticket office, where it will require a return and integration with the office building across the full remaining width of the bridge as required until it ties into a new security fence at 2.4m height.

Figure 4.27 Typical vertical screen profile to Duntroon Street Bridge

4.12.3 CPTED

Places that feel safe and well connected encourage walking and cycling including to public transport, while real and perceived crime risks can deter people from using certain facilities, taking particular routes or being in various locations. For Sydney Metro, CPTED is of particular importance with regard to how the project interfaces with the public realm and the movement of pedestrians and cyclists to and through the project corridor.

Targeted principles were developed early in the design process that address three CPTED strategies (Natural Access Control, Natural Surveillance and Territorial Reinforcement), to inform and guide the urban, landscape and architectural design. The design provides for passive surveillance, and clear and legible paths of travel, to contribute to a perception of safety and security in a well designed, well cared for public domain. As the design developed, a CPTED assessment was also undertaken to help refine any outstanding issues.

The assessment noted the following considerations:

CPTED assessment issue	CPTED principle/s	How the design addresses the issue
Generally – Create a 'cared for' image: existing trees to be well maintained to reduce risk of climbing / providing unauthorised access to rail corridor	Image and maintenance	Existing garden bed trimmed
Access Interchange – Maximise natural surveillance from nearby buildings to Kiss and Ride, taxi stand and DDA parking.	Natural surveillance	Interchange points as close as possible to station, on the street and with good visibility from buildings
Landscape – Landscape design should not obscure lighting or CCTV surveillance. Maximise natural surveillance and clear lines of sight	Landscaping Natural surveillance Lighting	New embankment planting does not obscure views, lighting or CCTV. Landscaped corner next to the station trimmed to improve sightlines
Lighting – Ensure lighting is in accordance with RSS 001 lighting performance requirements for station entry,, platforms and platform buildings	Lighting	Considered in lighting design
Platform area beneath stairs and lifts – Areas could be isolated from view: CCTV surveillance, security signage and adequate lighting required to deter graffiti offenders and anti-social behaviour	Lighting Image and maintenance	Considered in design
Platform buildings – Target hardening of platform buildings required to protect assets including alarm, CCTV and security signage	Physical security / target hardening	Considered in design

4.13 Public art

Public art is planned to be integrated into the station design in the form of architectural glass panels at station entries and on concourses. A uniform series of locations and materials have been selected for the ten Southwest Metro stations between Marrickville and Bankstown, to provide a cohesive framework for diverse artworks for this section of Sydney Metro. The art sites are visible from the surrounding public domain.

Artists have been selected through a competitive process involving a public expression of interest and competitions with expert panels selecting the artists and artworks. Successful artists are developing artworks that will be realised as a transparent artwork, embedded in glass panels at the stations. The works respond to stories and themes from the nearby local communities and neighbourhoods.

The public art program aims to:

- Align with Transport for NSW's commitments to improving customer experience and delivering successful places
- Promote inclusivity, community involvement, public pride and ownership of Sydney Metro stations and precincts
- Provide a welcoming, destinational and impressive presence within stations and opportunities for the arts sector to contribute to the Sydney Metro network
- Commission diverse public art of high quality by a culturally diverse range of artists
- Create a best practice in permanent Australian transit art, and high-quality artworks.

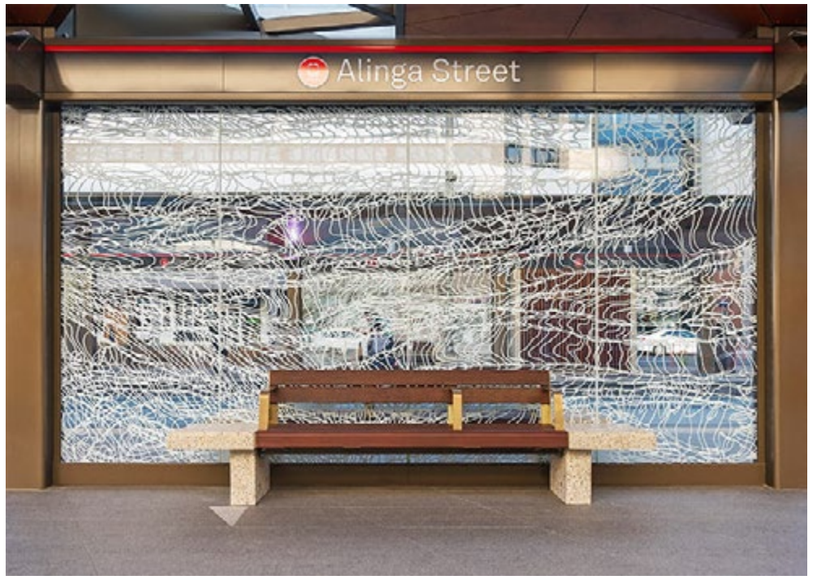
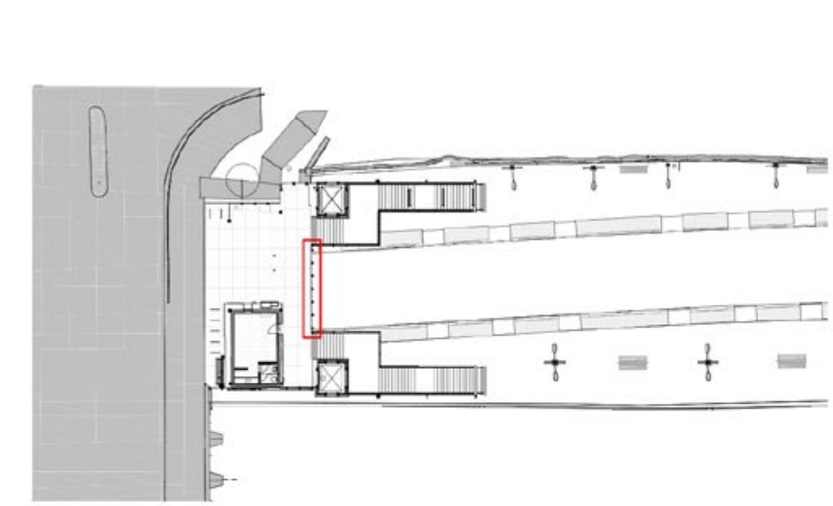
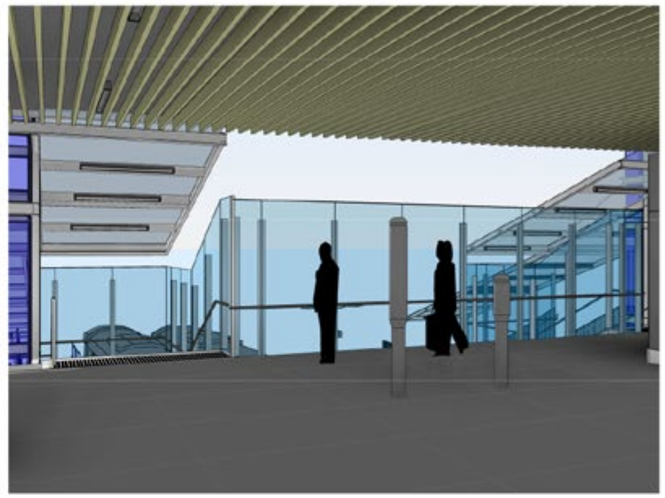


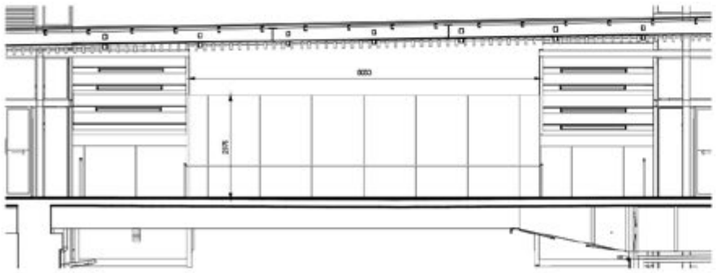
Figure 4.28 Example of glazed artwork screens at Canberra Lightrail. Art by Hannah Quinlivan



1 PUBLIC ART PROPOSED LOCATION



3 PUBLIC ART PERSPECTIVE VIEW



2 PUBLIC ART INTERNAL ELEVATION

HURLSTONE PARK STATION PUBLIC ART

Proposed location: Glazed wall on conourse between existing stairs

Overall area: 19.2 m2

Number of panels: 5 or 6

Technology: Ceramix printing or interlayer technology

Figure 4.29 Identified public art location at Hurlstone Park Station

4.14 Metro station identity

4.14.1 Wayfinding and signage

The upgrade of the overhead concourse will provide a clear point of entry to the station. Changes to directional signage, both internally and externally at the station, will support this arrangement.

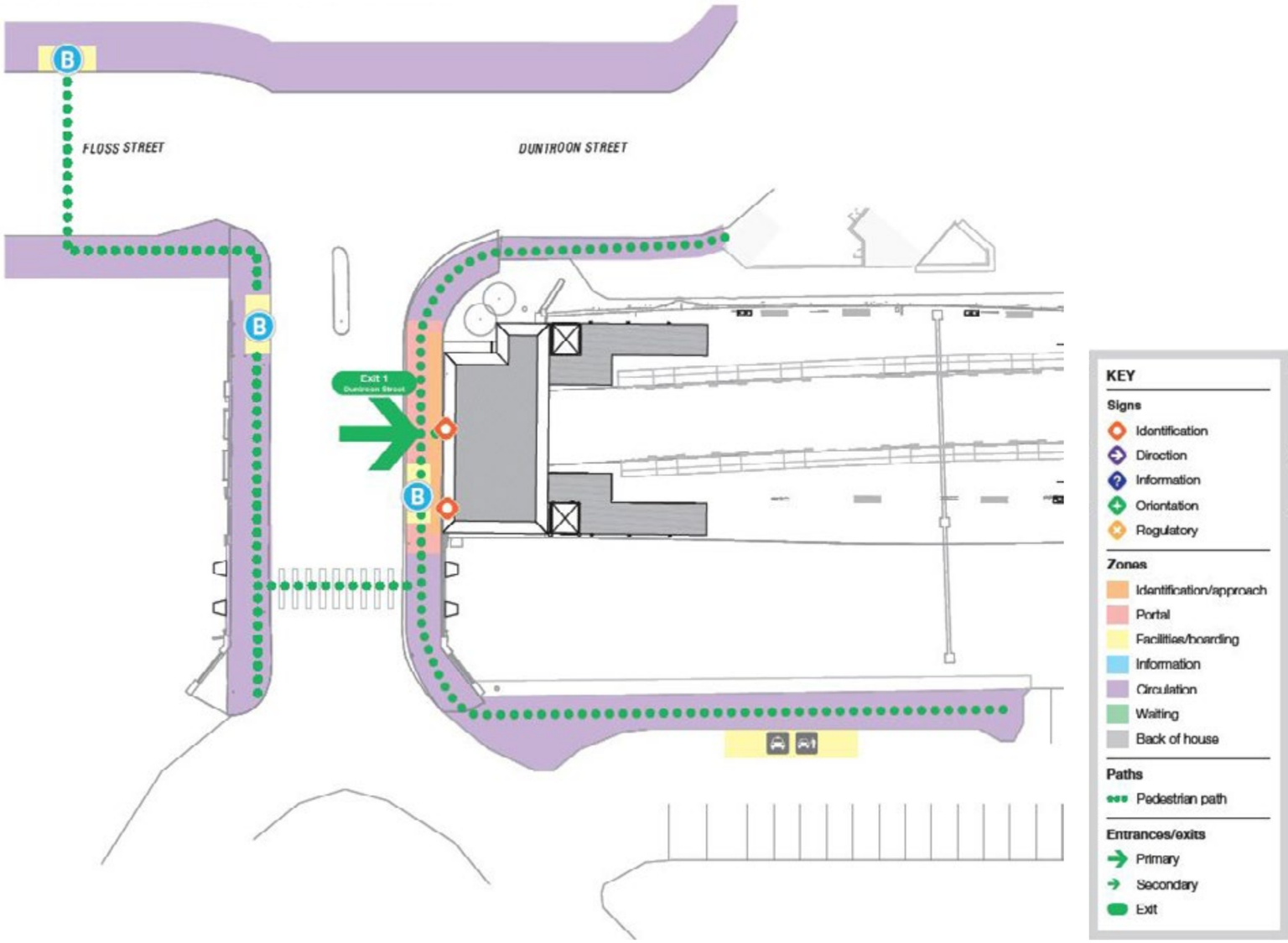


Figure 4.30 Precinct wayfinding strategy – flow and zone plan

4.14.2 Common materials and finishes

A finishes and materials schedule has been prepared for concourse buildings, establishing a consistent palette of materials, colours and textures that reinforce a line-wide Sydney Metro identity. The application of the palette varies subtly from station to station, to respond and contribute to the local character.

The rationale for common materials and finishes across the whole alignment is:

- Glazing for outlook, views towards platform heritage buildings, and an enhanced sense of safety with casual surveillance:
  - » Glass screens to balustrades within the station (on overhead bridges / elevated concourses)
  - » Glazed roof panels to stair canopies
  - » Glazed lifts
- Framing that minimises the bulk and appearance of new structures, to maintain the relative importance of existing heritage and character buildings and elements
  - » Slender steel framing to screens, balustrades, lifts and canopies
  - » Steelwork painted in a dark recessive colour
- Roofs that soften and 'warm' the concourse environment
  - » Battens underneath glass awnings for filtered light
- Cladding to new or refreshed concourse buildings that is hardy, durable, and discourages graffiti; and that is distinctively lighter in appearance than the buildings at platform level below
  - » Rimex metal cladding panels with a textured pattern
- New platform buildings (under stairs) that reflect the brick history of the station platform buildings and platform walls; that have a solid, 'grounded' character reflective of being in cut, below the surface
  - » Brick, laid in stretcher bond and / or patterned for ventilation where enclosing services.

At Hurlstone Park, a new concourse roof and rimex cladding to the existing concourse building will refresh the station entry, providing clean and contemporary finish that complements the heritage platform buildings. Vertical screens to Duntroon Street overbridge will have painted finish to match the building trim and present a unified streetscape.

4.15 Services building

New services buildings are required at each station to house critical equipment such as signaling and telecom essential for Metro operations.

Services buildings perform similar functions at each location but will vary in size depending on specific requirements and the appropriate siting of the building. In addition to the functional building requirements there are requirements for vehicle access, parking and padmount services. The strategy of development for the services buildings is to provide a consistent approach and visual experience across the line that is adjusted to suit the visual impact each building will have on the local public domain.

The line wide principles for the services buildings are:

- Functional and efficient building layouts applicable to multiple sites
- Simple, durable and timeless expression
- Tailored precinct arrangement - driven by current and future constraints
- Considerations of cost and constructibility

While the constructibility and final form of the buildings are being refined, the building and site design has been revised following community consultation and consultation with the NSW State Government Design Review Panel. These changes aim to reduce the visual impact of the building within its precinct and included:

- Lowering the building height by 1.5m
- Adjusting location of padmounts and chillers to a lower part of the site
- Further development on the building facade and compound treatment through material selection and detailing
- Redesign of building parapet to reduce visual scale

Additional design development based upon community consultation has occurred since the initial release of this SDPP. Updates reflected in Figure 4.31 include:

- Undergrounding of the CSR and GST for approx. 70 m from the termination at the services building toward the north-east
- The provision of a 1 m planted buffer along the inside face of the southern fenceline, facilitated by the undergrounding of the CSR
- Realignment of roof form on the western side of the services building to reduce the overall height and visual bulk
- The provision of a masonry wall finished externally with a timber and steel slatted fence at the property boundary
- The addition of a planted screening wall at the eastern end of the building
- Realignment of the security fence to provide additional planting along the eastern side of the building

Sydney Metro will keep local stakeholders updated on the design and construction of the services building.

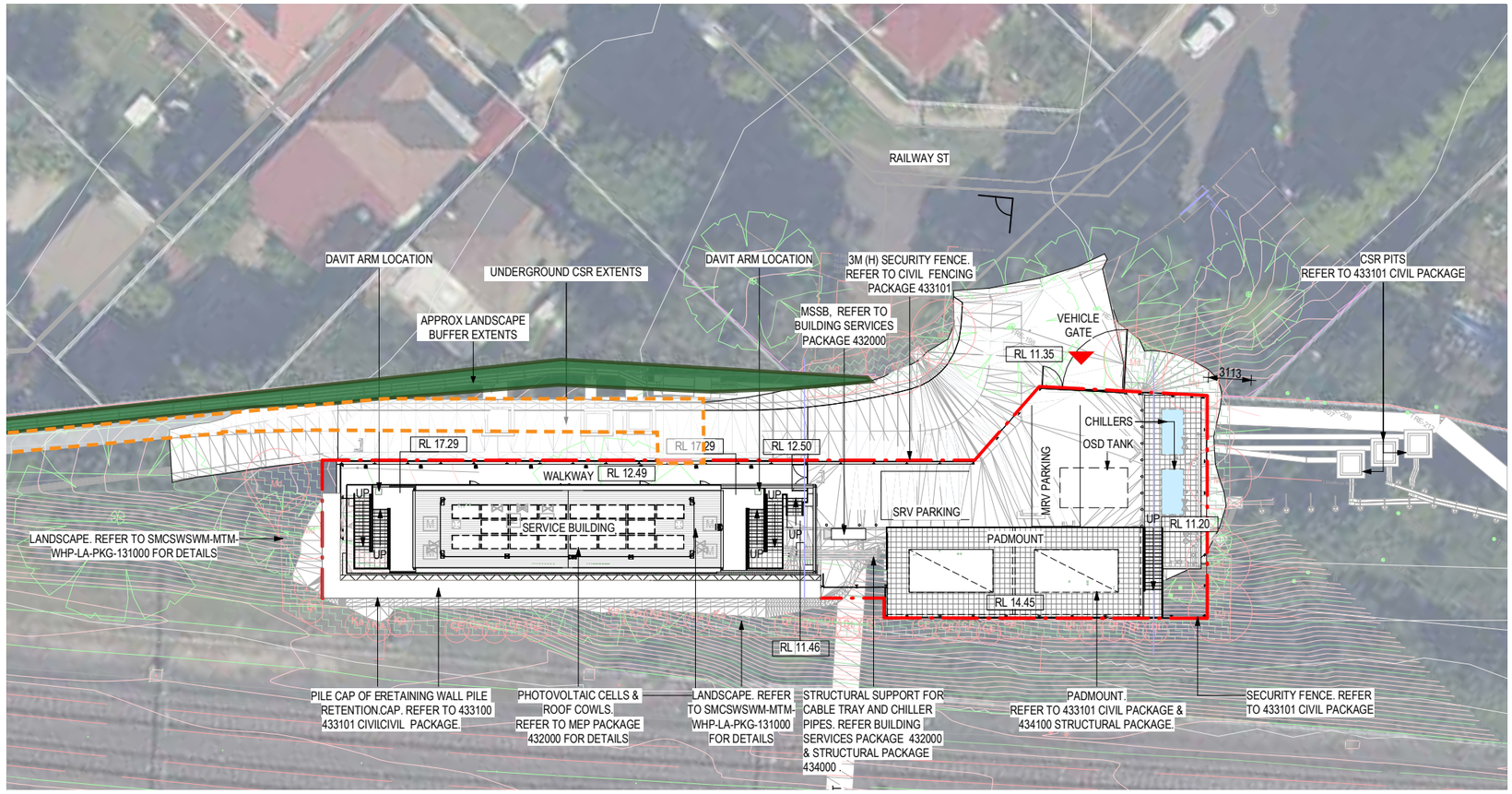
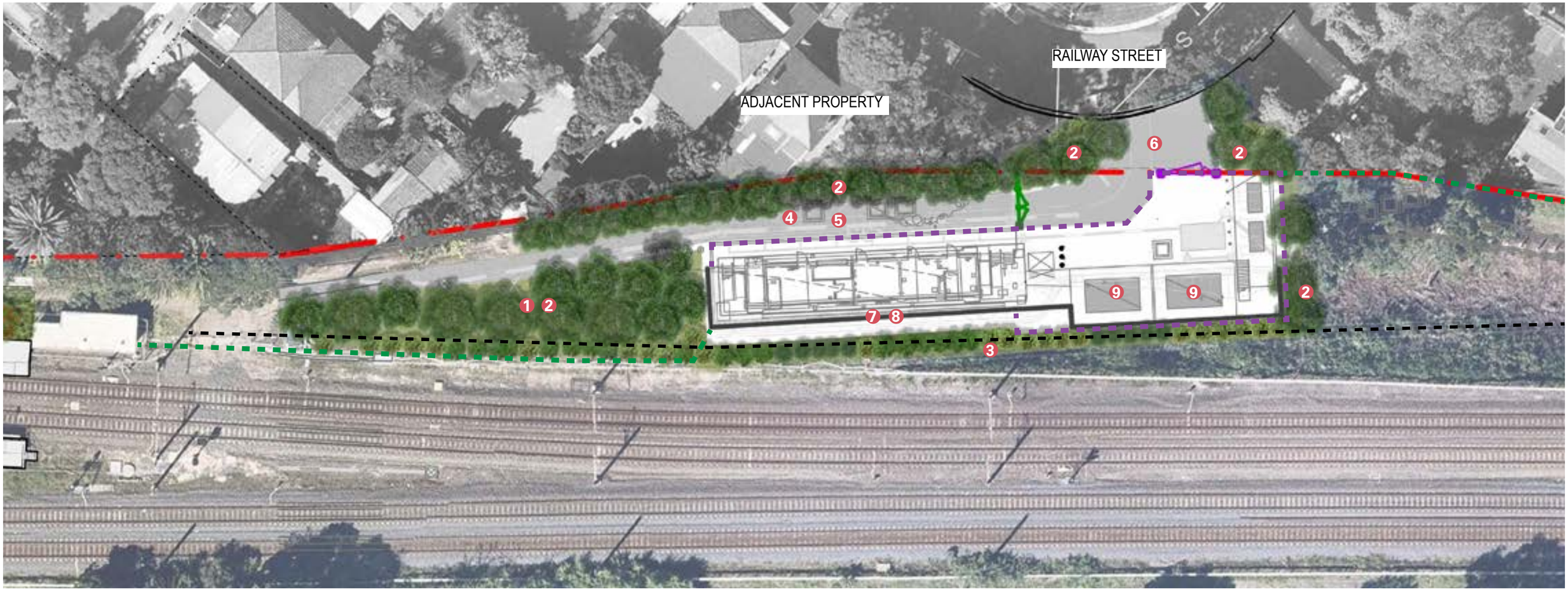


Figure 4.31 Services building plan - Hurlstone Park Station



TREE

Eucalyptus punctata

Melaleuca decora

Callistemon viminalis

Allocasuarina

SHRUBS

Callistemon citrinus 'Endeavour'

Kunzea ambigua

Dodonaea triquetra

GRASSES

Lomandra longifolia

Poa labillardierei

Lomandra hysterix

LEGEND

- Overhead wire
- Service Building security fence
- Corridor security fence

NOTES

1. New vegetation
2. Screen planting
3. New shrubs & grass mix
4. CSR conduits (below ground)
5. Maintenance access (gravel finish)
6. Maintenance vehicle access (concrete)
7. New retaining wall (max 5.8m above grade)
8. New concrete drainage channel

Figure 4.32 Services building site plan - Hurlstone Park Station

5. Transport and Access

5.0 Transport and access

5.1 Transport and access design measures

5.1.1 Maximising the amenity of public spaces

Public space (dedicated to pedestrians) within the station precinct is currently limited to the footpath directly outside the station. The footpath is wide and level though the area is somewhat compromised by casual bike parking against the kerbside fencing. Additional bicycle parking facilities aim to reduce casual bicycle parking. Adjacent streets fall away slightly and are generally wide and well maintained however there are no designated pedestrian crossings other than directly outside the station and vehicles appear to have priority.

Key to the Hurlstone Park SDPP is the creation of an enlarged station entry and forecourt. The design maximises the amenity of public spaces by:

- Creating a new station entry that extends and enhances the existing public domain, taking the pressure off the Duntroon Street Bridge footpaths
- Provide an extended canopy, offering weather protection as needed
- Providing a flexible space that is able to accommodate places to stop, meet and sit as well as supporting clear and direct paths of travel towards the platforms.

5.1.2 Maximising permeability around entrances to stations

The station entry is revitalised through the de-cluttering of the existing station including the removal of existing bicycle racks. New bicycle racks are positioned to enhance pedestrian movement. A new, enlarged canopy roof at the station entry enhances its visibility within the precinct and offers better weather protection coverage while new wayfinding and finish treatments to the existing concourse building and ground surface provide a refreshed and clean environment.

5.1.3 Maximising integration with other transport modes

Integration with other transport modes is maximised through:

- Providing additional bicycle parking
- Providing for easy transfer to the bus stops on Duntroon Street Bridge
- Providing access to the new taxi pick up and set down area on Floss Street
- Providing access to the new kiss and ride zone on Floss Street
- Providing access to the new accessible parking space on Duntroon Street

5.2 Integration with the Walking and Cycling Strategy

In accordance with Condition E53 of the Conditions of Approval, a Walking and Cycling Strategy has been prepared. In accordance with CoA E57(d)(iii) the relevant initiatives from the Walking and Cycling Strategy in the Hurlstone Park Station precinct have been integrated, as described below.

The Walking and Cycling Strategy identifies a number of corridors and locations that present opportunities for improved pedestrian and cycle accessibility in a one kilometre radius around the rail station. It covers local pedestrian routes, circulation patterns and desire lines; land use and the level of activity around the station; relationships to other transport networks and modes; and the proximity of local access roads and routes.

The Walking and Cycling Strategy identifies works to be delivered by Sydney Metro associated with east-west pedestrian and cyclist facilities as required under Condition E53 of the Infrastructure Approval. The Strategy also identifies a number of complementary infrastructure options that could be delivered by others as part of other projects or considered for further investigation. The table below highlights some of these opportunities located within the Hurlstone Park Station precinct, and describes how they are integrated with the SDPP.

Walking and Cycling Strategy item description					SDPP description	
Identified gap / opportunity	**Proposed infrastructure upgrade (refer Figures 5.1 & 5.2)**		**In scope: delivered by Metro**	**Safeguarded for the future**	**SDPP design response**	**Section of SDPP**
Transition from Floss Street to station entrance not present	HPK-1	Improve median refuge island			A new kerb ramp is installed	4.4.1
Lack of pedestrian crossing facilities within local centre along Crinan Street	HPK-2	New pedestrian crossing along Crinan Street within Town Centre				
Transition from Station through Floss Street car park	HPK-3	Bollard removal and transition from Floss Street to car park				
Lack of cycling facility between station and Hampden Avenue cycle route	HPK-4	On-road shoulder lane along Duntroon Street between Hampden Street and the station				
Insufficient bicycle facilities and wayfinding to connect to Cooks River	HPK-13	Mixed traffic treatment and wayfinding to Cooks River Trail/Bridge				
Transition from Floss Street to station entrance not present	HPK-14	Transition from on-road cycle facility to station entrance and shared path			A new kerb ramp is installed	4.4.1
Potential for pedestrian, vehicle cyclist conflict at Floss Street bridge	HPK-23	Further investigation of bus, pedestrian, bike and car movements on Floss Street Bridg			For further investigation	N/A

Figure 5.1 Hurlstone Park Walking and Cycling Strategy proposed pedestrian infrastructure upgrades

Figure 5.2 Hurlstone Park Walking and Cycling Strategy proposed cycling infrastructure upgrades

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6. Consultation

6.0 Consultation

6.1 City of Canterbury-Bankstown Council

Regular meetings have taken place with City of Canterbury Bankstown Council. Comments have been minuted and addressed in the detailed design which forms Section 4 of this SDPP. Council then provided feedback on the 40% and 70% design, for which a consultation register was prepared and the items discussed at the regular meetings.

Council representatives attended regular Design Review Panel meetings (refer Section 6.3).

Council also made a formal submission to the exhibited draft SDPP (refer Section 6.2.2).

6.2 Community consultation

Consultation during the design development process has included public exhibition of the draft Hurlstone Park SDPP, and consultation with City of Canterbury Bankstown Council.

The Hurlstone Park Station design has also been enhanced by proposed improvements to the wayfinding strategy, urban precinct and connectivity to transport interchange that will improve navigation and customer experience.

Community consultation has been carried out by means of public exhibition to seek feedback on the first draft of the Hurlstone Park SDPP. The draft SDPP was on exhibition from August 03 to August 21, 2020 allowing several weeks for submission of feedback. The consultation included notification to residents and businesses within a 200 metres radius of the station, representatives of the Canterbury-Hurlstone Park Chamber of Commerce and City of Canterbury Bankstown Council. The exhibition of the SDPP was also was advertised on the Sydney Metro website;

https://www.sydneymetro.info/station/hurlstone-park-station

Eighteen submissions were received from members of the public, and one from City of Canterbury Bankstown Council.

6.2.1 Community feedback

The key issues raised included:

– Services building including visual impact, vegetation and parking

– Cycleway details

– Anti-throw screens

A summary of the public submissions and the Project's response is summarised in Appendix A.

6.2.2 Council feedback

City of Canterbury Bankstown Council submitted a response on the exhibited draft SDPP in addition to consultation through regular meetings. Council's submission covered a range of issues. Supportive of the project works, Council also sought additional work to enhance the public domain including:

– Removal of billboards

– Removal of pedestrian safety fencing

– Integration of walking and cycling improvements

City of Canterbury Bankstown Council's submission and the Project's response is summarised in Appendix B.

6.3 Design Review Panel

Sydney Metro has a Design Review Panel (DRP) that aims for design excellence across all Sydney Metro projects. The Sydney Metro DRP is chaired by the Government Architect and members include eminent architects, designers and heritage specialists. The Sydney Metro DRP has been heavily involved in reviewing the Southwest metro project since inception.

While the SDPP for Hurlstone Park is not required to be reviewed by the Sydney Metro DRP, the design team has presented the Project design to the DRP on a number of occasions and incorporated review comments into the SDPP in accordance with Condition REMM LV3.

Comments that relate to the Project design and those relevant to the Hurlstone Park SDPP have been captured, minuted, and are summarised below.

18 June 2019

– The DRP supported the 'less is more' approach to design and recommended an integrated design approach to the surrounding context

– Design development to demonstrate an integrated approach that achieves appropriate scale and response to local character through: Canopy design, Coordination with adjoining properties and public space, Safeguarding future connections and place opportunities.

– Identify appropriate benchmarks to guide the design of services buildings

– The landscape strategy should be presented to the Panel as an illustrative masterplan.

16 July 2019

– The Panel requested a strong vision and strategy diagram capturing strengths and weaknesses, local topography, simplification of the analysis diagrams and inclusion of sections.

– Consider strategies to build on the strengths of each place and to address weaknesses.

– Review the potential for landscaping to unify and deliver broader benefits to each place.

In response, the SDPP analysis section was updated and strengthened, covering the recommendations from the Panel.

20 August 2019

– The design team are to ensure the next presentation includes integrated presentations that demonstrate appropriate response to context.

– SDPPs should be clear on responsibility and funding for works in the precinct.

– Sydney Metro to update the Panel on the design for services buildings and the strategy to ensure a holistic design approach with the emerging station designs.

17 December 2019

– The panel requested graphic improvements in the SDPP

– The Panel requests that the heritage interpretation strategy be included in more detail in the report, as required by the conditions of consent.

– The Panel recommends the aluminium screen proposed for installation behind heritage windows is prototyped and presented to the Panel, and that other alternatives also be explored.

– The Panel recommends exploring ways of integrating the proposed works of heritage buildings into the heritage interpretation strategy.

– The Panel recommends that the materiality of external information panels be considered for longevity.

18 February 2020

– The panel requested further information on the detail quality across the stations

– The Panel requests a presentation on the SWM wide heritage interpretation strategy to contextualise solutions presented including signage within the public precinct, heritage building works and overlaps with integrated art.

– The Panel support the proposal of integrating art into glazing panels which allows a standardised approach.

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7. Appendices

7.0 Appendices

7.1 Appendix A: Community feedback & project response

Submission number	Submission date	Community submission	Issue	Design response
1	05/08/2020	1. The Metro conversation had power as it talked about a cycleway along the rail line. This does not seem to be included. 2. I also suggest that another entrance to the platforms is required at Railway st. This would give greater access to those living south west of the station.	– Cycleway by the rail line – Additional entrance at Railway Street	1. Sydney Metro is developing a Walking and Cycling Strategy to identify customer and community initiatives to encourage walking and cycling as preferred access modes to Sydney Metro stations. Sydney Metro is continuing to work with Councils and other key stakeholders to investigate opportunities to improve the east-west pedestrian and cyclist facilities between Sydenham and Bankstown 2. A second entrance to the station is not in the current scope.
2	05/08/2020	Feedback that follows is about the Foord Ave underpass that is Just outside the Hurlstone Park Station precinct area, about 20 metres west. But is related to access to the station and the amenity of a local street pedestrian interaction with the rail line. I want to submit that as part of the metro project, it is important to widen the bridge underpass at Foord Ave Hurlstone Park to allow a pedestrian pavement on each side (at the moment it is a single lane each way divided by a substantial brick wall, that just fits a standard car, and is a hazard to pedestrians, but is heavily used by pedestrians). Given the scale of this project and the length of time the line will be closed, this should be accommodated.	– Widening of the bridge underpass/ provide pedestrian pavement at Foord Avenue	Sydney Metro is working with councils and other key stakeholders to investigate opportunities to deliver improved east-west pedestrian and cyclist facilities between Sydenham and Bankstown, however widening of the Foord Avenue underpass is outside the scope of the Sydenham to Bankstown upgrade.
3A	05/08/2020	1. I am concerned at the placement of the proposed services building near the entrance of the rail corridor at Railway Street, Hurlstone Park. The services building appears to be a massive structure at over 25m long, with an even larger concrete retaining wall shown on the map. No height information is provided (although two levels and a staircase is shown on the plan, suggesting the building height is significant), and no information as to the proposed road marked on the diagram in the draft plan. The services building appears to house noisy equipment such as chillers directly adjacent to residential properties, leading to significant concerns regarding constant noise pollution from the equipment housed within. 2. The orientation of the building further completely blocks access adjacent to the rail corridor, which was previously marked for a greenway cycle-route to be provided either with, or in future, following the metro construction. Doing so does not safeguard this possibility for future works. The services building also would sit almost directly above a high pressure gas pipeline, causing significant further issues. 3. On the contrary, the space to be occupied by the services building would otherwise allow for easy access to platform 1 of the station via Railway Street, and could easily accommodate a shared pedestrian and cycle path up to the platform along the rail corridor. Better planning of this area and planting would allow for the creation of a green link along this section of the corridor, to allow for better access to the station precinct, and linkages to assist cyclists and pedestrians. With suitable planning, both options may well be able to be accommodated, however the current plan of the services building does not address these issues (and does not even seem suitable or efficiently placed for the metro itself).	– Concerns around the services building: height, noise – Cycleway and green link across the rail corridor – Access to Platform 1 of the station	1. The location for the Hurlstone Park services building (within the rail corridor on the corner of Railway Street) was determined as part of the approved project, Sydenham to Bankstown Upgrade Submissions and Preferred Infrastructure Report (2018). The building cannot be located further west due to existing overhead power lines and a Sydney Water asset which intersects the site. The services building will be double storey due to space contraints at this site. Equipment at the services building are acoustically treated where feasible and total noise levels from the services buildings are not expected to be more than the noise levels from existing rail operations. 2. The development of east-west pedestrian and cycling improvements is subject to ongoing detailed design, including integration with the station precinct. The station design does not preclude the implementation of a walking and cycling link. 3. A second entrance to the station is not in the current scope.
3B	20/08/2020	1. It seems that Hurlstone park is the only Metro station with a two-storey services building proposed, and that services building is also closer to residential properties than any other services building on the entire line. This is certainly not appropriate and no council would ever authorise a development of such a large building so close to the boundary of a residence. The total square meterage of the building and surrounding area (based on the drawings I can work out) is larger than any of the other services buildings in the corridor - possibly with the exception of Canterbury (though I cannot work out the exact numbers). 2. More concerningly, I've just worked out that "padmount" means a padmount substation. This was not clear on the document - and I don't know why this wasn't disclosed. Amazingly, the substations are situated closest to the local residences - and the entire services building is closer to residences than any other services building on the entire corridor. There is also no information as to the voltages of the substations, and this is of particular concern given the lieklihood of EMF and voltage leakage from these substations. As it is, our property required an electrolysis report when renovating due to the existing voltage leakage from the railway line. 3. There is also provision for parking for medium rigid vehicles which is excessive given the area (and inability to access any of the railway corridor other than the services building itself.	– Services building scale and impacts – Impacts of substations – Parking allocation for medium rigid vehicle	1. New services buildings are required at each station to house critical equipment such as signalling and telecommunications essential for Sydney Metro operations. Services buildings perform similar functions at each location but will vary in size depending on specific requirements and the appropriate site of the building. The services building at Hurlstone Park will be double storey due to space contraints at this site. In addition to the services building itself, there are requirements for maintenance vehicle access/parking and power cabinets (padmounts). The provision of parking is primarily for maintenance vehicle parking and occasional delivery of equipment. During metro operations the vehicles will remain in the parking location. The location for the Hurlstone Park services building (within the rail corridor on the corner of Railway Street) was determined as part of the approved project, Sydenham to Bankstown Upgrade Submissions and Preferred Infrastructure Report (2018). The building cannot be located further west due to existing overhead power lines and a Sydney Water asset which intersects the site. Regular consultation has been undertaken with City of Canterbury Bankstown during the design development process and is summarised in Section 6 of the SDPP. 2. The 11kV/400V padmounted substation will provide low voltage power to the station, services building and rail systems equipment. Continues following page

Submission number	Submission date	Community submission	Issue	Design response
				With regards to residual current in the ground, the substations are designed to the relevant Australian standards EN50122/EN50123 and extensive testing is conducted to verify that these standards have been met once they are installed. We also implement a stray current monitoring system that will alert the operator in the unlikely event there are stray currents in a particular section. All electrical equipment, from substations to home appliances, create electrical and magnetic fields (EMF). As we are surrounded by electrical sources in our daily lives, we are constantly exposed to some level of EMF. The possibility of adverse health effects due to the EMF associated with electrical equipment has been comprehensively studied over several decades worldwide. To date the scientific evidence does not establish that exposure to EMF found around the home, office or near power lines causes health effects. EMF from pad mounted substations are typically less than common household appliances such as a toaster or hair dryer. 3. The provision of medium rigid vehicles parking is primarily for maintenance vehicle parking and occasional delivery of equipment. During metro operations the vehicles will remain in the parking location.
4A	8/08/2020	There has been no thought process behind the placement of the Services Building as there are many other places this could go. We have been told on a number of occasions by Metro that there will be nothing placed behind our property. At a minimum please provide: 1. In depth documentation showing what will be inside the building and what the building will be used for; 2. Dimensions; 3. Justification for why the building is to be placed in that position and consideration of other positions; 4. Justification for two stories. Further, the sheer size of the building and placement of the same will stop any access to the rail corridor including by emergency services if necessary. The building will like house noisy equipment that will immensely interfere with our amenity, it will also likely block the light to our garden and house. It's is absolutely unacceptable.	– Services building location, size, noise impacts and design	New services buildings are required at each station to house critical equipment such as signalling and telecommunications essential for Sydney Metro operations. Services buildings perform similar functions at each location but will vary in size depending on specific requirements and the appropriate site of the building. In addition to the services building itself, there are requirements for maintenance vehicle access/parking and power cabinets. The services building and associated site will be screened by a fence / façade treatment that is sensitive to its local context and public domain. The services building will not stop access for emergency vehicles. The location for the Hurlstone Park services building (within the rail corridor on the corner of Railway Street) was determined as part of the approved project, Sydenham to Bankstown Upgrade Submissions and Preferred Infrastructure Report (2018). The building cannot be located further west due to existing overhead power lines and a Sydney Water asset which intersects the site. The services building will be double storey due to space contraints at this site.
4B	13/08/2020	I will firstly say that I am deeply disappointed by the position on the services building, there are many many other areas within the rail corridor that this building could be situated and not have such a profound impact on the properties in the street which back on to the corridor. Not only am I distressed with the proposal itself, I am distressed about the construction works which will be carried out when this building is being built. The rail corridor is used as a dumping ground and I don't expect that to get any better during construction or when built. There is absolutely zero regard to the effect any works take on the properties which back on, including mine, including the damage done to flora and fauna. - prior to ANY works commenting, Sydney Meto/Sydney train will contribute to the rest of my fence being extended. This request was put in previously to both metro and Sydney trains and it was refused by both and/or said it was the responsibility of the other. 1. I note in the draft plans there are some trees, flora and fauna proposed up against my fence line which looks like it has the purpose of blocking our view to the building. I am grateful for that and require to be consulted on Proposed trees and plants including the height. I also require metro to confirm their obligation to maintain and replant if necessary. I request the trees plant be mature enough to block any view and the positioning of these trees will be at my discretion. - size of building: proposed is two story with what looks like balcony's over looking the properties that sit along the rail corridor And therefore looking to my property. If this is the case it is absolutely NOT necessary. I will not have people standing out on a balcony overlooking my property whilst having a smoko. Where is the privacy. Balconies and a two story building is highly unnecessary. - Look of building: I would like it to be brown and look like a tree...however realistically that's not going to happen and I, together with the other impacted parties request to be involved in any design to the outside of the building. It needs to fit in with its surrounds Continues following page	– Services building location, construction impacts , size, visual amenity, noise and privacy concerns – Flora and fauna: consultation on proposed tree or plant height, selection of species that can support privacy concerns.	Current construction activities taking place at the time of submission have been addressed by Sydney Metro's community Place Manager directly with stakeholder. 1) The location for the Hurlstone Park services building (within the rail corridor on the corner of Railway Street) was determined as part of the approved project, Sydenham to Bankstown Upgrade Submissions and Preferred Infrastructure Report (2018). Equipment at the services building are acoustically treated where feasible. Total noise levels from the services buildings are not expected to be more than the noise levels from existing rail operations. The services building is not manned and does not have a balcony. 2) Impacts to trees and vegetation will be minimised wherever possible. However where removal of trees is unavoidable, trees will be replaced at a 2:1 ratio in accordance with the project's Conditions of Approval. The planned species of trees are ***Corymbia ficifolia*** 'Summer Red'. They have been selected to accommodate the overhead powerlines in this area which are up to 6 metres in height. Trees would be planted within or in close proximity to the project area, where possible, or in another location to be determined in consultation with Council.

Submission number	Submission date	Community submission	Issue	Design response
		2. Surrounding amenity: as mentioned above Metro need to commit to regeneration of trees and plants and Maintain the overall leafy appearance of rail corridor. - Use: what will be kept in the building, if machinery, it needs to be sound proof. If people are in and out how will metro monitor rubbish, smoke breaks etc. See photo of the rail corridor from the weekend. This is a weekly occurrence and quite disgusting. - Screening trees and plants for residents to block building from view as mentioned above. I also request that a designer from the design come to railway street and consult directly with the railway street residents on this proposal, which really should have been done already.		
4C	20/08/2020	1. It seems that Hurlstone park is the only Metro station with a two-storey services building. This is certainly not appropriate and no council would ever authorise a development of such a large building so close to the boundary of a residence. The total square meterage of the building and surrounding area (based on the drawings I can work out) is larger than any of the other services buildings in the corridor and closer to residential properties than any others. 2. More concerningly, We have just been advised that "padmount" means a padmount substation. This was not clear on the document nor the original proposal in the EIS and I absolutely object to this forming part of the proposal. There is also no information as to the voltages of the substations, and this is of particular concern given the lieklihood of EMF and voltage leakage from these substations and harm to human heath. I have considered the EIS and there has been no assessment as to the harm to human health that this proposed substation will have. Metro clearly have an absolutely disregard the residents of Hurlstone Park and any health impacts that this may have. 3. There is also provision for parking for medium rigid vehicles which is excessive given the area (and inability to access any of the railway corridor other than the services building itself.	– Size and storeys of the proposed building – EMF and voltage impacts from the substation – Parking provision for medium rigid vehicles	1. The services building will be double storey due to space contraints at this site. The location for the Hurlstone Park services building (within the rail corridor on the corner of Railway Street) was determined as part of the approved project, Sydenham to Bankstown Upgrade Submissions and Preferred Infrastructure Report (2018). Services buildings perform similar functions at each location but will vary in size depending on specific requirements and the appropriate site of the building. 2. The 11kV/400V padmounted substation will provide low voltage power to the station, services building and rail systems equipment. The substations are designed to the relevant Australian standards EN50122/EN50123 and extensive testing is conducted to verify that these standards have been met once they are installed. All electrical equipment, from substations to home appliances, create electrical and magnetic fields (EMF). As we are surrounded by electrical sources in our daily lives, we are constantly exposed to some level of EMF. The possibility of adverse health effects due to the EMF associated with electrical equipment has been comprehensively studied over several decades worldwide. To date the scientific evidence does not establish that exposure to EMF found around the home, office or near power lines causes health effects. EMF from pad mounted substations are typically less than common household appliances such as a toaster or hair dryer. 3. The provision of medium rigid vehicles parking is primarily for maintenance vehicle parking and occasional delivery of equipment. During metro operations the vehicles will remain in the parking location.
5	9/08/2020	1. Bike hoops rarely get used now so I think it is unlikely the station will need many more - in particular you can remove the 4 proposed for the corner of Floss and Duntroon st opposite the station - it will be an unnecessary concrete eyesore. 2. P38 shows a taxi stop and kiss and ride on Floss St outside the bottleshop. This parking is well utilised by bottle shop patrons and removing it is likely to affect their business. There is no need for a dedicated taxi parking spot in the age of Uber etc. Also while a short term 'kiss and ride' drop-off point makes some sense there is no pedestrian crossing over Floss St. It would be safer to have the kiss and ride stop on the other side of Floss St behind the proposed accessible parking spot. 3. P39, 56 Services Building - this looks to be the most contentious aspect of the station precinct and it's worrying that plans for this building have not been finalised so the community does not have a proper opportunity to comment. My understanding is the building will be two storeys high and includes carparking inside the rail corridor - what on earth do you need such a large building with parking for? We'd much rather have drivers on the trains! 4. P40 Vertical protection (anti-throw) screens - are these really needed all around the station? Is there any evidence that anything is being thrown into the rail corridor? These high screens will look very ugly and create a sense of entrapment for residents who are effectively being kept inside a cage. One of the joys of the current concourse set up and waist high fencing is being able to have a clear view of the trains and in particular the goods trains as they rumble up and down the line. 5. P50 S4.11.2 Species selection - please make this all natives. Previous station plans have indicated landscaping would be natives - there is no compelling reason to change this. The rail corridor is also a biodiversity corridor and contains significant green space - you have an opportunity to improve it by planting natives and adding to the local environment while providing 'stepping stones' for local wildlife. The P12 map 'corridor in context' shows the biodiversity links - why demonstrate these links if you don't intend to add to them?	– Reduce bike hoops – Parking impacts for local businesses in the precint, kiss and ride drop-off point – Size of services building – Anti-throw screens: visual impact and need – Flora and fauna selection	1. Bike hoops have been proposed to meet the requirements of the project's active transport facilities and to give customers ample options to use sustainable means of interchange travel. 2. Suggestion is noted. Sydney Metro will investigate alternative locations for the Kiss and Ride 3. New services buildings are required at each station to house critical equipment such as signalling and telecommunications essential for Sydney Metro operations. Services buildings perform similar functions at each location but will vary in size depending on specific requirements and the appropriate site of the building. In addition to the services building itself, there are requirements for maintenance vehicle access/parking and power cabinets. The services building at Hurlstone Park will be double storey due to space contraints at this site. The provision of parking is primarily for maintenance vehicle parking and occasional delivery of equipment. During metro operations the vehicles will remain in the parking location. 4. The design and height of the vertical protection (anti throw screens) are based on the security requirement of the project. These will be as transparent as possible to minimise visual impacts. 5. The design strategy for the station precinct is to provide planting that matches with the existing garden landscape character around the station which uses a mix of native and exotic planting. New planting at this station only occur along the corridor to the west of the station building and all existing plants at station entry will be retained.

Submission number	Submission date	Community submission	Issue	Design response
6	10/08/2020	I have always believed the Hurlstone Park (HP) ticketing office was an example of toilet block design. A rectangular building with one opening (plus a side door). Almost a good example of Brutalist architecture. Though that architecture has more appeal than this building. This new building is basically a replica. BORING, DULL, FEATURELESS, UNAPPEALING, UNIMAGINATIVE. Plus, HP has Special Heritage recognition. Surely, you could have replicated the buildings on the station platforms for the ticketing office, with an attractive shelter!?!? Anything but what you've given us.	– Design and visual amenity impacts	The existing concourse building will have new façade as well as a new extended canopy over the station entrance. Hurlstone Park station platform buildings have local heritage significance and hence these will be retained and restored with external walls repainted, broken glass panes replaced, any intrusive elements installed on the exterior such as meshes on the windows removed.
7	16/08/2020	As a local resident, I frequently used Hurlstone Park Station in the morning to travel to the City prior to COVID-19, and I observed a relatively high level of crowding at the City-end of Platform 1. From personal experience, I believe that the following station design elements are discouraging commuters from spreading more evenly along the platform: • a lack of an alternative entrance to the station that diverts commuters to the far end of the platform; and • a lack of weather shelters, adequate seating and electronic indicators along the platform. I have reviewed the Plan and unfortunately, it is not apparent that any of these factors will be addressed. Therefore, subject of course to an acceptable cost-benefit analysis, my suggestions for the station are as follows. 1. Creating a new western entrance to the station Currently, due to the infrequency of train services, many commuters arrive at the station on a 'just in time' basis with little time to move further down the platform. When the Metro opens and the service frequency is improved, commuters will have even less time to do so, and in the morning peak when a service will arrive every 4 minutes, it is not inconceivable that the far end of the platform will be entirely unused. For as long as the only entrance to the station is located at one end of the platform, it will always be the case that the near end of the platform will experience more crowding than the far end. Uneven crowding on the platform, in turn, contributes to uneven crowding on trains. The problem is exacerbated by the fact that four of the seven preceding stations (Canterbury, Campsie, Lakemba, and Wiley Park) have entrances near the front of a City-bound train. Creating a new entrance to the station from the Floss Street carpark would take commuters to the centre of the platform, from where they can spread out more evenly along the platform. It would have the following additional benefits: • There is a relatively steep incline from the Floss St carpark to the current station entrance is, which can be difficult to negotiate for commuters with impaired mobility, prams or luggage. Providing a lift here would improve the accessibility of the station. • There have been proposals to convert the Floss St carpark into a new station square (see e.g. p 31 of Chapter 5 of the Sydenham to Bankstown Urban Renewal Corridor Strategy). Providing a station entrance there would be consistent with this vision. 2. Providing more weather shelters, seating and indicator boards along the platform There is currently a lack of weather shelters along the platform, which contributes to the uneven crowding issue on rainy days and in summer. Currently, weather shelters are provided at three locations: the concourse, under the stairs, and the station building. Without more weather shelters along the platform, some commuters are likely to continue the practice of waiting for the train in the concourse and only coming down the stairs when they see a train approach. This results in crowding on the stairs and contributes to crowding in the front carriages of the train. I noticed that under the Plan, the under-stair spaces will be used to house Metro services. Unfortunately, it is not apparent that additional shelters will be provided as an alternative. If weather shelter can be extended from the stairs to the station building, this will enable more commuters to at least move to the middle section of the platform in adverse weather. If it could be extended to the end of the platform, this would of course provide more optionality for commuters regardless of weather conditions. Having more seating and indicator boards evenly along the platform would further encourage commuters to spread out to less-used parts of the platform.	– Additional station entrance – Platform design: shelter availability, seating, indicator boards	1. A second entrance to the station is not in the current scope. Sydney Metro is a turn up and go service with a train every 4 minutes in the peak. The design of the rolling stock enables customers to seamlessly move to other carriages once on board. These trains will be 6 cars. 2. As part of Sydney Metro works, new and additional seating as well as electronic indicators will be installed evenly along the platform length based on the train car stopping positions. This would encourage customers to spread along the platform length. Weather protection is currently provided via the existing platform building canopies.

Submission number	Submission date	Community submission	Issue	Design response
8	16/08/2020	Firstly, I would like to point out the following issues: A) Community members have been given only a little over 2 weeks to respond to this plan. Notification was given on the 5th August and responses are to be in by 21st August 2020. The NSW Government continually congratulates itself on its community consultation skills. I think they do this poorly. B) Again this documents propagates the NSW Government's assertion that metro will "revolutionise" Sydney's transport system. A sincere and truthful introduction would admit that there has been significant community opposition to this project and that a Senate Inquiry recommended it did not proceed beyond Sydenham. Aspects of the plan that I support: A) Retention of the heritage-listed platform buildings. B) The low-key station entrance. C) The installation of lifts for accessibility. I am concerned about the following issues and do not support them: 1. There is a lack of detail about the re-use of the heritage-listed platform buildings. As TfNSW continues to spruike their "customer comes first" line, I do not know why the original waiting rooms and toilets cannot be re-opened and restored. 2. Why are the stairs being replaced? These are old solid stairs that form part of the heritage-listing. If it is to install branded corridor-wide stairs this is no excuse. The re-cycling of the old handrails should at least be considered. The less metro branding the better. 3. An extra bench at the railway entrance would be more useful than extra bicycle hoops. 4. The branded drinking fountain looks awful and out of place in a heritage precinct. The plans for the services building are very unclear. It should be as small and inconspicuous as possible. 5. The plans for landscaping are disappointing. The species chosen should all be natives that are indigenous to this area of Sydney, not species such as rhaphiolepis, liriope and photinia, which are native to Asia. The NSW Government has, alarmingly, been responsible for allowing increased clearing of native vegetation. If they are spending billions on an unpopular and divisive project, they should at least get some things right for the community. Planting of native species that are indigenous to the area assist with plant, insect and bird health locally. 6. The Metro Station identity strategy does not interest me at all. The community has never supported this project. The less "branding" the better. 7. The vertical screens planned for the Duntroon Street bridge are too obtrusive. 8. The use of black metals in the screens, stairs and canopies, and dark colours, is not consistent with the heritage features of the Hurlstone Park precinct. Some comments about the Heritage Interpretation Strategy (May 2020) for this corridor: This is a disappointing document also, that again ignores the facts that there is widespread opposition to the project. The authors consulted minimally (and ignored the Heritage Reference Group of Canterbury Bankstown Council) and have applied a largely cut-and-paste approach to the corridor. Instead of reading as a high-level, strategic, independent document, it read as a historic summary (with some inaccuracies and no new research) and a basic plan firmly embedded within the NSW Government's lack of vision. Suggestions -Glossy propaganda should be replaced by factual information about the project, such as its lack of community support. -Independent reports should not repeat the government's biased propaganda. -Community input and consultation should be genuine. -Locally indigenous species should be used in landscaping. -Colours and finishes should reflect best practice in heritage principles.	– Retention of heritage aspects and character – Old stairs being replaced – Extra bike hoops – Drinking fountain visual impact – Services Building scale and impact – Flora and fauna selection – Anti-throw screens visual impact – Heritage impacts	Comments and concerns are noted. 1. Heritage buildings are being restored and re-used where possible. This includes the use of waiting rooms that are open to the public and contain new interpretive information about the history of the station. In some cases, equipment essential to the running of the Metro will be housed in existing platform rooms. The waiting room is being retained for future use. 2. Hurlstone Park Station is currently not accessible for all users to the platform. To incorporate lifts and new canopies to provide weather protection when using the stairs, it is required to remove the existing and replace them with new stairs that comply with accessibility standards. 3. Bike hoops have been proposed to meet the requirements of the project's active transport facilities and to give customers ample options to use sustainable means of interchange travel. 4. The drinking fountain is of a type that allows both drinking and water bottle filling, which means it is slightly larger than drinking only types. The fountain meets current codes and requirements and is discreetly placed within the refreshed concourse building. 5. New services buildings are required at each station to house critical equipment such as signalling and telecommunications essential for Sydney Metro operations. Services buildings perform similar functions at each location but will vary in size depending on specific requirements and the appropriate site of the building. In addition to the services building itself, there are requirements for maintenance vehicle access/parking and power cabinets. The services building at Hurlstone Park will be double storey due to space contraints at this site. 6. The design strategy for the station precinct is to provide planting that matches with the existing garden landscape character around the station which uses a mix of native and exotic planting. New planting at this station only occurs along the corridor to the west of the station building while all existing plants at station entry will be retained. 7. The design and height of the vertical protection (anti throw screens) are based on the security requirement of the project. These will be as transparent as possible to minimise visual impacts 8. The design response throughout the project has been to only touch existing fabric where it is required. The project provides clean and visually unobtrusive upgrades that don't aim to copy or imitate heritage details, rather, they are well detailed and express a simple but modern composition to respect heritage and clearly mark old from new.

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9A	18/08/2020	I am very concerned about the appearance of the services building. Railway St has always been known to have a quiet and leafy outlook and this must be taken into consideration in the design of the services building and car park. In particular I would like to comment that the design of the building: - should be low lying and blend in with the background. All exposed surfaces and metalwork should be painted in green and browns to blend in with the rail corridor. One storey only is preferable as this land is already raised and would make a two storey building unnecessarily imposing. Two storeys and any type of balcony are highly unnecessary. - landscaping should include significant foliage, and established trees planted to camouflage the building and help it to sit within the landscape. - there should be no windows or balconies looking into people's backyards. This is an invasion of privacy, particularly in houses (including mine) with young children. - no smoking should be allowed in the car park,street or near the building as this poses a health risk to neighbouring properties - the car park should be away from the street and have substantial landscaping to ensure the over all look includes plenty of plants and greenery - established trees should be planted along the rail corridor and access lanes to hide as much of the building and exposed metalwork (I believe this carries the electricity?) as possible. - Sydney's rail corridors are important green areas and sufficient plants and foliage need to be planted to regenerate the area and ensure it is preserved for native wildlife (the area houses possums, kookaburras, insects and lizards). This is an important environmental concern. I have also been told that the railway corridor is classified as railway land and hence Council can not provide landscaping to this area. Therefore the responsibility lies solely with Metro transport services. - this building should not be used for the storage or access of noisy machinery. It is a quiet suburban street, solely occupied by single occupancy residential homes. This is not an industrial area and noise levels must be maintained.	– Services building design and impacts	New services buildings are required at each station to house critical equipment such as signalling and telecommunications essential for Sydney Metro operations. The services building and associated site will be screened by a fence / façade treatment that is sensitive to its local context and public domain. The services building is not manned and does not have a balcony. The location for the Hurlstone Park services building (within the rail corridor on the corner of Railway Street) was determined as part of the approved project, Sydenham to Bankstown Upgrade Submissions and Preferred Infrastructure Report (2018). The building cannot be located further west due to existing overhead power lines and a Sydney Water asset which intersects the site. The services building will be double storey due to space contraints at this site. Impacts to trees and vegetation will be minimised wherever possible. However where removal of trees is unavoidable, trees will be replaced at a 2:1 ratio in accordance with the project's Conditions of Approval. The planned species of trees are Corymbia ficifolia 'Summer Red'. They have been selected to accommodate the overhead powerlines in this area which are up to 6 metres in height. Trees would be planted within or in close proximity to the project area, where possible, or in another location to be determined in consultation with Council.
9B	21/08/2020	1. It is highly concerning that Hurlstone park has a proposed two-storey services building given that no other station in the area is having one of this size, and that services building is also closer to residential properties than any other services building on the entire line. This is certainly not appropriate and no council would ever authorise a development of such a large building so close to the boundary of a residence. The total square meterage of the building is one of the largest, if not the largest and given its closeness to residential buildings this seems ludicrous. There are many many better sites within industrial areas (such as closer to Canterbury station) which would be safer and more logical choices. 2. More concerningly, I've just been advised that "padmount" means a padmount substation. This was not clear on the document - and I don't know why this wasn't disclosed. Amazingly, the substations are situated closest to the local residences - and the entire services building is closer to residences than any other services building on the entire corridor. There is also no information as to the voltages of the substations, and this is of particular concern given the likelihood of EMF and voltage leakage from these substations. We have young children and I am highly concerned about the health impacts of this being so close. Have there been health reports, surveys or risk assessments carried out to make sure this is safe? 3. There is also provision for parking for medium rigid vehicles which is excessive given the area (and inability to access any of the railway corridor other than the services building itself. Railway St is a quiet cul-de-sac and allowing large vehicles to access it regularly is highly unsafe and disruptive to residents. It is also unclear whether this will be accessible out of hours? Has a noise analysis or survey or risk assessment of any kind been carried out? Given the recent decision by Council to declare this street a Heritage Zone this development is particularly concerning and out of character for the area.	– Size and storeys of the proposed Services building – EMF and voltage impacts from the substation – Parking provision for medium rigid vehicles	1. New services buildings are required at each station to house critical equipment such as signalling and telecommunications essential for Sydney Metro operations. Services buildings perform similar functions at each location but will vary in size depending on specific requirements and the appropriate site of the building. The services building at Hurlstone Park will be double storey due to space contraints at this site. In addition to the services building itself, there are requirements for maintenance vehicle access/parking and power cabinets (padmounts). The provision of parking is primarily for maintenance vehicle parking and occasional delivery of equipment. During metro operations the vehicles will remain in the parking location. Sydney Metro's community Place Manager will be in touch with residents prior to works starting in the area. Any works outside standard construction hours will be notified at least 7 days in advance. The location for the Hurlstone Park services building (within the rail corridor on the corner of Railway Street) was determined as part of the approved project, Sydenham to Bankstown Upgrade Submissions and Preferred Infrastructure Report (2018). The building cannot be located further west due to existing overhead power lines and a Sydney Water asset which intersects the site. Regular consultation has been undertaken with City of Canterbury Bankstown during the design development process and is summarised in Section 6 of the SDPP. Continues following page

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				2. The 11kV/400V padmounted substation will provide low voltage power to the station, services building and rail systems equipment. With regards to residual current in the ground, the substations are designed to the relevant Australian standards EN50122/EN50123 and extensive testing is conducted to verify that these standards have been met once they are installed. We also implement a stray current monitoring system that will alert the operator in the unlikely event there are stray currents in a particular section. All electrical equipment, from substations to home appliances, create electrical and magnetic fields (EMF). As we are surrounded by electrical sources in our daily lives, we are constantly exposed to some level of EMF. The possibility of adverse health effects due to the EMF associated with electrical equipment has been comprehensively studied over several decades worldwide. To date the scientific evidence does not establish that exposure to EMF found around the home, office or near power lines causes health effects. EMF from pad mounted substations are typically less than common household appliances such as a toaster or hair dryer. 3. The provision of medium rigid vehicles parking is primarily for maintenance vehicle parking and occasional delivery of equipment. During metro operations the vehicles will remain in the parking location.
10	19/08/2020	1. Firstly the cable tracks that have been built over the heritage listed bridge at Foord Ave. Not only is this structure ugly and out of character for the area (heritage listed bridge) it has not considered any planning for pedestrian access under the bridge, something that the council has been calling upon for years and state rail/ metro will not even engage to consult with the community. This would have been a prime time to work with the community and update the bridge to be safe for all as clearly the heritage factor is of no concern which was always the excuse given. The cable tracks are literally a jungle gym for the intoxicated people who walk along the railway yard, which is a very regular occurrence, my bedroom window looks out to this bridge. It will end up being a hazard as someone climbs it and falls. I am highlighting this now so the onus is on the Metro. 2. Secondly the services building at the end of Railway street. I am very concerned about this building, it's use, it's size and colour and how much it will disturb the current residents. Will there be people stationed at it daily? Will there be windows into the back yards of residents? Will there be 24hr access? Will it be a noisy operation? A constant machine hum? Will it be sound proof? Do you plan to plant trees and landscape? This has always been a largely green space where native birds habitat. Will you be considering upgrading the fences of the residents for privacy? Why does it need a balcony on the residential side? How long will construction take and what impact will it have on the residents? Where will workers park during construction? Will they block residents as they do regularly now? Will my driveway be used as a turning circle, cracking the concrete? With the current cyclone fence you are basically putting a car park in our back yard and we have zero privacy. I am not happy about this at all. Such little community consultation has been done about this, it is extremely disappointing and the neighbourhood is very disgruntled. A tiny little box that was displayed on some blurry plans three years ago reeks of trying to get it past the community. This was also displayed as a community bike path with plantings so obviously the community will be losing this option, again, reeks of bluffing the community. At the very least an engineer and design consultant should meet with the residents to discuss and take on board the lengthy concerns.	– Impacts of cable tracks works associated with Foord Avenue bridge – Services building impacts	1. The cable containment trays in place along the rail corridor between Sydenham and Bankstown are to house high voltage, signalling and communications cabling. It is an approved and compliant method of containment under the Asset Authority standards and similar to infrastructure in the existing rail corridor. The positioning of the trays are limited by the existing conditions in the rail corridor including the presence of rail corridor access roads, Sydney Trains operational equipment and third party utilities. 2. New services buildings are required at each station to house critical equipment such as signalling and telecommunications essential for Sydney Metro operations. While the building will be accessed occassionally for maintenance, it is not manned 24 hours and does not have windows or balconies. Equipment at the services building are acoustically treated where feasible and total noise levels from the services buildings are not expected to be more than the noise levels from existing rail operations. Sydney Metro's community Place Manager will be in touch with residents prior to works starting. Monthly construction notifications will also be distributed to keep the community updated on upcoming works in that area.

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11	20/08/2020	I live at (redacted) in Hurlstone Park, and I have been made aware of the services building that will be built at the back of my property within the rail corridor. After inspecting the plans and the size of the proposed building I'm shocked that an alternative space that is further away from homes could not have been selected. There are many open spaces along the rail line between Hurlstone Park Station and Canterbury station that could have been used, that doesn't have a direct impact on the residents and their properties. 1. The proposed two story building is a major concern of mine, and the initial sketches of balconies along the top floor is deeply upsetting. Going from a lush green space to now having workers literally staring right into our backyard is a tragedy, and fear now for the privacy of myself and my family and this has distressed my wife no end. With the proposal of the building and the unknown of what is to be contained, I am deeply concerned about the harm to human health that may occur and the ramifications that may flow from this. Whilst I doubt my submission will even be taken into account, I request the following; 2. a consultation with the designer of the building, landscapers and relevant parties that will be shaping the future of my house and street. The building must blend into the surrounding architecture and flora, and not be a disgusting concrete warehouse. • Full clarification on what the building will be used for, and what will be housed within 3. The proposed activity the workers will be carrying out, and the planned schedule of activity • Measures that will be taken (other than revegetation) that the area will remain peaceful and tranquil	– Services building location and impacts – Surrounding trees and vegetation – Proposed activites undertaken and schedule of works.	1. New services buildings are required at each station to house critical equipment such as signalling and telecommunications essential for Sydney Metro operations. Services buildings perform similar functions at each location but will vary in size depending on specific requirements and the appropriate site of the building. In addition to the services building itself, there are requirements for maintenance vehicle access/parking and power cabinets. The services building and associated site will be screened by a fence / façade treatment that is sensitive to its local context and public domain. The services building is not manned and does not have a balcony. Equipment at the services building are acoustically treated where feasible and total noise levels from the services building is not expected to be more than the noise levels from existing rail operations. The location for the Hurlstone Park services building (within the rail corridor on the corner of Railway Street) was determined as part of the approved project, Sydenham to Bankstown Upgrade Submissions and Preferred Infrastructure Report (2018). The building cannot be located further west due to existing overhead power lines and a Sydney Water asset which intersects the site. The services building will be double storey due to space contraints at this site. 2. Impacts to trees and vegetation will be minimised wherever possible. However where removal of trees is unavoidable, trees will be replaced at a 2:1 ratio in accordance with the project's Conditions of Approval. The planned species of trees are Corymbia ficifolia 'Summer Red'. They have been selected to accommodate the overhead powerlines in this area which are up to 6 metres in height. Trees would be planted within or in close proximity to the project area, where possible, or in another location to be determined in consultation with Council. 3. Regarding construction activities, Sydney Metro's community Place Manager will be in touch with residents prior to works starting. Monthly construction notifications will also be distributed to keep the community updated on upcoming works in that area.
12	20/08/2020	While the design of the ticket office and concourse are much better than what was originally planned, the document published has omitted/missing information and contains incorrect information therein. 1. Misleading information: Image 7 on page 22 (with reference on page 23) makes a false statement that "a former quarry has allowed the consolidation of lots and larger footprint development to occur". The building in image 7 on page 22 is NOT a consolidation of lots and the size of this plot is only 319 sq m – please publish factual information. Incorrect information: Figure 3.1 on page 23 has the building listed as an inactive frontage – THIS BUILDING HAS NEVER BEEN PART OF THE B2 ZONE AND HAS ALWAYS BEEN ZONED RESIDENTIAL. IT WILL NEVER BE USED AS A COMMERCIAL BUILDING AGAIN – METRO STAFF HAVE BEEN ADVISED OF THIS TIME AND TIME AGAIN – PLEASE UPDATE YOUR INFORMATION! 2. No information regarding embankment on Platform 2: no information regarding plans for the embankment on/above platform 2. The owners of this building have been liaising with Metro representatives since 2016 to find a solution to access their building and a part of their land that adjoins the rail corridor safely (access that they had for almost half a century). The only thing they have been given is empty promises. Their building is continuously vandalized through no fault of their own and yet they are unable to clean their wall, windows and maintain their building. Vandals are accessing the building over the small loop fence at the top of the embankment on platform 2 adjacent to the stairs – yet no information is available regarding plans for this fence, or the embankment or the perimeter fencing which was supposed to be placed a reasonable distance from their wall which would allow them access and maintenance of their building. 3. Additional accessible parking space and loss of three residential car space: Hurlstone Park does not need a 4th accessible parking spot, particularly in a residential street outside a residential home (a home which you continually misrepresent as a business). Continues following page	– Errors in the draft plans – Lack of information regarding embankment on Platform 2 – Justification and location of additional accessible parking	1. Image 7 on page 22 has been updated on the SDPP. The reference to 'inactive frontage' in Figure 3.1 has been updated in the SDPP. 2. The low white fence is planned to be replaced with a 2.4 metres dark coloured security fencing. Access is proposed to be provided to 101 Duntroon Ave Hurlstone Park to enable access to the back of the building. Individual property owners will be consulted when the design and construction methodology is finalised. 3. Accessible car parks are required to meet current standards around equal opportunity and accessibility. This proposed car park (1 spot - 7.8m x 3.2m) will service the metro station while existing accessible car parks will continue to serve the community within Hurlstone Park town centre. The proposed accessible car park is located as close as possible to the existing driveway while still allowing the required distance away for safe access and sight lines. The accessible car park is required to be slightly longer than a standard parallel car park so that access can be maintained to the car's rear. The location of the accessible car park still allows an additional car park in front, which matches the current legal set out of 2 car spaces in this location. Accessible car spots are ideally located as close to the rail station as possible, unfortunately the accessible car park is not proposed to be closer towards the station due to the bend in the road which would make compliance for a DDA park and accessibility for wheelchair users difficult.

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		• Campsie Station, which is a major centre, will only have 3 accessible parking spots. • Dulwich Hill, which also has a light rail station, has only 2 accessible parking spots. • Marrickville, which is a major centre, only has 2 accessible parking spots. Why is it that Hurlstone Park needs a fourth accessible parking spot? This makes no sense. The proposed size and location of this accessible parking spot will remove 3 parking spots for the residents of Duntroon Street. This side of Duntroon Street where you have proposed a fourth accessible parking space is ALL RESIDENTIAL. There are also concerns regarding signage poles causing security issues for the residents of this building as it will facilitate access onto the awning of the building and then into the building. If we must have another accessible spot in Hurlstone Park, place it at the originally suggested "kiss and drop" area opposite the liquor store on Floss St (for all day parking). It is outside the rail corridor and not taking any additional parking away from rate paying residents. Additionally, there is protection for people parking there due to the way the footpath is built. It is a few metres to the pedestrian crossing to the station entry. Accessible parking spaces should be placed in business zones to facilitate access to various businesses, not outside residences. I strongly object to the location of this new 4th accessible parking spot.		
13	21/08/2020	Issues/Concerns Regarding Station Design & Precinct Plan: 1. Resolution of the diagrams very low. Cannot zoom in to see measurements and finer details. No information regarding what is planned for the embankment on platform 2 above the rock face. 2. Additionally no information regarding the small white loop fence that runs from the front of 101 Duntroon Street to the garden bed at the front of the station – this is where vandals access the wall to graffiti on that building. 3. Building 101 Duntroon Street has been identified on page 22 (image 7) as "a former quarry has allowed the consolidation of lots and larger footprint development to occur. This is, in fact, incorrect and VERY misleading. This lot may have a wide frontage however, the plot is irregularly shaped and only 319 m2. There has been no consolidation of lots relating to the building they have photographed (image 7 on page 22) this was always 1 lot – please stop publishing incorrect and misleading information. Figure 3.1 on page 23 - Building 101 Duntroon Street listed as an inactive frontage – the building has always been in the residential zone and never in the B2 zone – this building will never be used for business purposes again. Please correct your information. Point 4.4.1 (page 40) Station Precincts Public domain: Fencing and Screening – "New compliant security fencing and boundary gates to the rail corridor" – no details are available in the plans for certain areas of the station (e.g. embankment above rock face on platform 2). 4. The owners of the building above the embankment on platform 2 have been told time and time again that the Metro would work them to section off an area adjacent to the building that would allow them to safely access their building to clean and maintain it, which would also, in turn, prevent vandals from accessing the wall – yet no information is available in the station design which is published. Millions of dollars are being spent to upgrade the station yet the graffiti on this building is an eyesore and despite numerous attempts, requests and suggestions by the owners – Metro/Transport NSW have not made any mention, negotiation or suggestion regarding this in this plan (or to the owners for that matter). Continues following page	– Resolution of the diagrams – No information regarding the white fence – Incorrect references to 101 Duntroon Street in images – Access for 101 Duntroon Ave – Justification and location of additional accessible parking	1. Clearer diagrams were provided to stakeholder as requested. 2. The low white fence is proposed to be replaced with a 2.4 metres dark coloured security fencing. 3. Diagram 7 on page 22 has been updated in the SDPP. The reference to 'inactive frontage' in Figure 3.1 has been updated in the SDPP. 4. Access is proposed to be provided to 101 Duntroon Ave Hurlstone Park which provide the owner access to the back of the building. Individual property owners will be consulted when the design and construction methodology is finalised. 5. Accessible car parks are required to meet current standards around equal opportunity and accessibility. This proposed car park (1 spot - 7.8m x 3.2m) will service the Metro station while existing accessible car parks will continue to serve the community within Hurlstone Park town centre. The proposed accessible car park is located as close as possible to the existing driveway while still allowing the required distance away for safe access and sight lines. The accessible car park is required to be slightly longer than a standard parallel car park so that access can be maintained to the car's rear. The location of the accessible car park still allows an additional car park in front, which matches the current legal set out of 2 car spaces in this location. Accessible car spots are ideally located as close to the rail station as possible, unfortunately the accessible car park is not proposed to be closer towards the station due to the bend in the road which would make compliance for a DDA park and accessibility for wheelchair users difficult.

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		5. I strongly object to the location of the proposed additional (fourth) accessible car parking which will effectively remove 2-3 resident parking spaces and will cause security issues for the owners of the building as any signage poles will facilitate access to the awning and entry into the upper levels of the residence. With only 3 accessible car parking spots in Campsie, 2 in Dulwich Hill and 2 in Marrickville, which are much more largely populated, why is it that we need 4 in Hurlstone Park? If we must have a fourth then place it across the street outside the B2 zone where it will also facilitate business patrons with accessible needs. It is still approximately the same proximity to the station and in a straight line. Alternatively place it In Floss St, across the street from the Bottle Shop and the Chambers (where the initial kiss and drop area was planned). The footpath extends around the corner making it safer to park there, it's a few meters from the pedestrian crossing and it is not outside residential homes that have enough trouble with parking without the removal of additional spaces. As a last resort, if it must be placed on the "odd numbered" side of Duntroon street (which is wholly residential) then place it a little further down the street where homes are set back and any signage will not cause security problems for residents. Of note, the location you have suggested for the accessible parking spot is near a bend and is notorious for busses and cars crossing over the double lines while negotiating the bend. As the accessible parking spot will be wider than that for a standard car, it leaves little room for a bus to negotiate the bend without significantly encroaching onto the oncoming lane. Please do not proceed with a fourth accessible car parking spot in this location.		
14	21/08/2020	I have the following concerns. 1. The Services building is two stories and appears larger than any other on the corridor. This is out of character for the area and unlikely to be approved by council. 2. The Services building includes a Pad mount substation of unknown voltage. There is no information about potential voltage leakage and risk to residents 3. The Services building is inappropriately close to a number of houses, likely closer than others on the corridor 4. The Services building includes parking for medium rigid vehicles which is not appropriate for the area 5. There is no information about noise impacts of the services building	– Services building Scale – Voltage impacts from the substation – Services building location – Parking allocation for medium rigid vehicle – Noise Impact	1. New services buildings are required at each station to house critical equipment such as signalling and telecommunications essential for Sydney Metro operations. Services buildings perform similar functions at each location but will vary in size depending on specific requirements and the appropriate site of the building. In addition to the services building itself, there are requirements for maintenance vehicle access/parking and power cabinets. The services building and associated site will be screened by a fence / façade treatment that is sensitive to its local context and public domain. The services building will not stop access for emergency vehicles. 2. The 11kV/400V padmounted substation will provide low voltage power to the station, services building and rail systems equipment. The substations are designed to the relevant Australian standards EN50122/EN50123 and extensive testing is conducted to verify that these standards have been met once they are installed. All electrical equipment, from substations to home appliances, create electrical and magnetic fields (EMF). As we are surrounded by electrical sources in our daily lives, we are constantly exposed to some level of EMF. The possibility of adverse health effects due to the EMF associated with electrical equipment has been comprehensively studied over several decades worldwide. To date the scientific evidence does not establish that exposure to EMF found around the home, office or near power lines causes health effects. EMF from pad mounted substations are typically less than common household appliances such as a toaster or hair dryer. 3. The location for the Hurlstone Park services building (within the rail corridor on the corner of Railway Street) was determined as part of the approved project, Sydenham to Bankstown Upgrade Submissions and Preferred Infrastructure Report (2018). The building cannot be located further west due to existing overhead power lines and a Sydney Water asset which intersects the site. The services building will be double storey due to space contraints at this site. 4. The provision of medium rigid vehicles parking is primarily for maintenance vehicle parking and occasional delivery of equipment. During metro operations the vehicles will remain in the parking location. 5. Equipment at the services building are acoustically treated where feasible and total noise levels from the services buildings are not expected to be more than the noise levels from existing rail operations.

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15	21/08/2020	After looking over the plans and walking around the area it is very disappointing that the Metro found this to be the right spot for this building to reside when there is at least one other spot available for this building that would not impact the residents like the proposed site does. With the above in mind, I make the following submissions: 1. size of building: proposed is a two story building with what looks like balcony's over-looking the properties that sit along the rail corridor. From further investigation it has been brought to my attention that this is also the only building that is 2 stories? yet it is the one that is closest to residential living? What is the reasoning behind this? and are balconies necessary. The total square meterage of the building and surrounding area is larger than any of the other services buildings in the corridor and closer to residential properties than any others, this doesn't seem logical or considerate to the community. Look of building: The building needs to fit in with the current surrounds i.e lush and green. I, together with the other impacted parties request to be involved in any design to the outside of the building. 2. Surrounding amenity: The Metro needs to commit to regeneration of trees and plants and maintain the overall leafy appearance of the rail corridor. Screening trees and plants for residents to block building from view. 3. Use: what will be kept in the building, if machinery, it needs to be sound proof. If people are in and out how will metro monitor rubbish, smoke breaks, etc. Will there be usage of the building 24/7? will this create noise at all hours? 4. More concerningly, the residents have just been advised that "padmount" means a padmount substation. This was not clear on the document nor the original proposal in the EIS and I absolutely object to this forming part of the building. There is also no information as to the voltages of the substations, and this is of particular concern given the likelihood of EMF and voltage leakage from these substations and harm to human heath. I have considered the EIS and there has been no assessment as to the harm to human health that this proposed substation will have. Metro clearly have absolutely disregarded the residents of Hurlstone Park and any health impacts that this may have. 5. There is also provision for parking for medium rigid vehicles which is excessive given the area (and inability to access any of the railway corridor other than the services building itself.	– Services building scale and impacts – Surrounding trees and vegetation – Noise impacts – Voltage impacts from the substation – Parking allocation for medium rigid vehicle	1. New services buildings are required at each station to house critical equipment such as signalling and telecommunications essential for Sydney Metro operations. Services buildings perform similar functions at each location but will vary in size depending on specific requirements and the appropriate site of the building. In addition to the services building itself, there are requirements for maintenance vehicle access/parking and power cabinets. The building has no balcony and is not manned. The services building and associated site will be screened by a fence / façade treatment that is sensitive to its local context and public domain. The location for the Hurlstone Park services building (within the rail corridor on the corner of Railway Street) was determined as part of the approved project, Sydenham to Bankstown Upgrade Submissions and Preferred Infrastructure Report (2018). The building cannot be located further west due to existing overhead power lines and a Sydney Water asset which intersects the site. The services building will be double storey due to space contraints at this site. 2. Native plants have been considered where possible however the planned species of trees are Corymbia ficifolia 'Summer Red' which has been selected to accommodate the overhead powerlines constraints. Trees would be planted within or in close proximity to the project area during detailed design 3. Equipment at the services building are acoustically treated where feasible an total noise levels from the services buildings are not expected to be more than the noise levels from existing rail operations. 4. The 11kV/400V padmounted substation will provide low voltage power to the station, services building and rail systems equipment. The substations are designed to the relevant Australian standards EN50122/EN50123 and extensive testing is conducted to verify that these standards have been met once they are installed. All electrical equipment, from substations to home appliances, create electrical and magnetic fields (EMF). As we are surrounded by electrical sources in our daily lives, we are constantly exposed to some level of EMF. The possibility of adverse health effects due to the EMF associated with electrical equipment has been comprehensively studied over several decades worldwide. To date the scientific evidence does not establish that exposure to EMF found around the home, office or near power lines causes health effects. EMF from pad mounted substations are typically less than common household appliances such as a toaster or hair dryer. 5. The provision of medium rigid vehicles parking is primarily for maintenance vehicle parking and occasional delivery of equipment. During metro operations the vehicles will remain in the parking location.
16	21/08/2020	The proposal for new three "kiss and ride", taxi and accessible parking places in principle is good, but the choice of locations is not good. 1. The location of the "kiss and ride" and the taxi parking. - These parking spots are proposed to be located in front of the bottle shop and take the space of the current time limited parking spots that are used by customers of the shop. - More importantly the parking space is used as loading zone for trucks supplying the shops. - The dedicated place for "kiss and ride" parking is not appropriate because it is too far for the passengers to go to the station and to return to cross the street. 2. The proposed accessible parking is not appropriate at this location because it will create a hazard for a disabled person to exit and enter the car. The parking space is on a bent with middle street island and the street is used for a bus lane. The bus can not pass if a car dor is open. It is better to allocate more accessible parking spots in the existing car park near the Crinan Street shops and the station. It is the same distance to the station as the proposed accessible parking. The lighting at the car park should be upgraded anyway. 3. The proposal reduces further the existing parking spots for the residents and we already have very little. We absolutely need these car spaces for the residents of Hurlstone Park.	– Proposed 'kiss and ride' zone: impacts to existing parking and pedestrian safety – Proposed accessible parking and impacts on road safety – Loss of existing parking in the area	1. Suggestion is noted. Sydney Metro will investigate alternative locations for the Kiss and Ride. 2. Accessible car spots are ideally located as close to the rail station as possible, the accessible car park is not proposed to be closer towards the station due to the bend in the road which would make compliance for a DDA park and accessibility for wheelchair users difficult. The proposed accessible car park is located as close as possible to the existing driveway while still allowing the required distance away for safe access and sight lines. 3. The project retains the aim of achieving no net loss of dedicated commuter parking spaces located on NSW government-owned land between Marrickville and Bankstown stations. The commitment applies to parking that is not currently time restricted, and is formally line marked and/or signposted as a dedicated commuter car park zone or area.

Submission number	Submission date	Community submission	Issue	Design response
17	22/08/2020	Objections to the design and suggested amendments 1. * P39, 56 Services Building to be sited in Railway Parade. It is concerning that plans for this building have not been finalised so the community does not have a proper opportunity to comment. It looks that this building will be two storeys high and 25 metres long and includes carparking inside the rail corridor. This will be an eyesore for residents of Railway Parade and a massive encroachment on the suburban streetscape. The proposed Services Building falls into the proposed Heritage Conservation area, due to take effect in the near future. The purpose of the conservation order is to preserve the heritage character of Hurlstone Park and streetscape of the suburb. Both Council and our community have over the past four years worked hard to determine the type of development we want to see in Hurlstone Park and this proposal represents a departure from this shared vision. We request that the proposed Services Building in Railway Parade be relocated to an area not within a proposed heritage conservation zone or contributory to it. 2. Canterbury Substation in Hutton Street: The residents of Hutton St request that the substation be resited further west towards Canterbury Station. The current siting of this substation is visually ugly from the railway bridge and a big encroachment on the streetscape given it is proposed to be 25 m long. The residents are also very concerned about EMF emissions and noise pollution from the substation so close to their residences. 3. * P38 shows a taxi stop and kiss and ride on Floss St outside the bottleshop. This parking is well utilised by bottle shop patrons and removing it is likely to affect their business. There is no need for a dedicated taxi parking spot in the age of Uber etc. Also while a short term 'kiss and ride' drop-off point makes some sense there is no pedestrian crossing over Floss St. It would be safer to have the kiss and ride stop on the other side of Floss St behind the proposed accessible parking spot 4. * P40 Vertical protection (anti-throw) screens - These high screens will look unsightly, and are unsympathetic to the heritage character of Hurlstone Park and create a sense of entrapment for residents adjacent to them. 5. Extra seating in front of the ticket office is required: the current seating is well used so extra seating would be welcome. Extra bike hoops are not necessary. 6. * P50 S4.11.2 Species selection - please make this all natives. The plants selected on yoru plan are indigeneous to Asia. Previous station plans have indicated landscaping would be natives - there is no compelling reason to change this. The rail corridor is also a biodiversity corridor and contains significant green space - you have an opportunity to improve it by planting natives and adding to the local environment while providing 'stepping stones' for local wildlife. 7. Colours and finishes should reflect best practice in heritage principles. The proposed colour scheme using black metals in the screen, stairs and canopies, and dark colours, is not consistent with the heritage features of the Hurlstone Park precinct. Likewise, adaptive re-use would be best served by restoring waiting rooms and original toilets in the platform buildings. The original stairs, or aspects of them, should be retained if possible.	– Services building scale and location – Canterbury substation on Hutton Street – Proposed 'kiss and ride' zone: impacts to existing parking and pedestrian safety – Anti-throw screens impacts on visual amenity – Additional seating by the ticket office – Native flora and fauna selection – Colour and finishes of the station should reflect heritage best practice principles	1. New services buildings are required at each station to house critical equipment such as signalling and telecommunications essential for Sydney Metro operations. Services buildings perform similar functions at each location but will vary in size depending on specific requirements and the appropriate site of the building. In addition to the services building itself, there are requirements for maintenance vehicle access/parking and power cabinets. The services building and associated site will be screened by a fence / façade treatment that is sensitive to its local context and public domain. The services building will not stop access for emergency vehicles. The location for the Hurlstone Park services building (within the rail corridor on the corner of Railway Street) was determined as part of the approved project, Sydenham to Bankstown Upgrade Submissions and Preferred Infrastructure Report (2018). The building cannot be located further west due to existing overhead power lines and a Sydney Water asset which intersects the site. The services building will be double storey due to space contraints at this site. 2. Not applicable to Hurlstone Park Station Design and Precinct Plan 3. Suggestion is noted. Sydney Metro will investigate the Kiss and Ride suggestion 4. The design and height of the vertical protection (anti throw screens) are based on the security requirement of the project. These will be as transparent as possible to minimise visual impacts . 5. Sydney Metro is ensuring that the project meets or exceeds forecast demand for bicycle parking in 2036 at all Southwest Metro stations to ensure that customers have the opportunity to access the station by sustainable modes of travel. 6. The design strategy for the station precinct is to provide planting that matches with the existing garden landscape character around the station which uses a mix of native and exotic planting. New planting at this station only occur along the corridor to the west of the station building and all existing plants at station entry will be retained. 7. The design response throughout the project has been to only touch existing fabric where it is required. The project provides clean and visually unobtrusive upgrades that don't aim to copy or imitate heritage details, rather, they are well detailed and express a simple but modern composition to respect heritage and clearly mark old from new.
18	21/08/2020	In relation to each of the SDPPs for Belmore, Canterbury and Hurlstone Park, I wish to make the following comments: 1. I welcome Sydney Metro's commitment to preserve the heritage of these three Stations. As the SDPPs note, these stations were built during the 1890s. They are an important part of the history of our community, and it is vital that they are maintained to provide future generations with a connection to our heritage. 2. I welcome the improvements to access for people with a disability, older people, families with strollers, and others. In particular, I welcome the installation of new lifts at Hurlstone Park and Canterbury. 3. I do not believe the number of bicycle hoops and bicycle storage facilities proposed for any of these Stations are adequate to meet the goal of promoting greater use of active transport modes. 4. Section 6 of each document indicates very little active consultation has been undertaken with residents and other stakeholders in these communities. It is vital that the designs of the stations and their surrounding precincts reflect the input of local residents, businesses, community groups, people with disability, seniors and Canterbury Bankstown Council. I urge Sydney Metro to undertake more proactive consultation by holding more conversations with the community to inform this design process. Specific comments regarding the draft SDPP for Hurlstone Park: 5. The installation of new lifts at Hurlstone Park is welcome, as are plans for a new kiss and ride space on Floss Street and a new accessible parking space on Duntroon Street.	– Support for preservation of heritage character of the station – Support for accessibility improvements – Additional bike hoops – More proactive consultation – Support for new lifts, new 'kiss and ride' zone and additional accessible parking space on Duntroon Street	1. Feedback acknowledged. 2. Feedback acknowledged. 3. Sydney Metro is ensuring that the project meets or exceeds forecast demand for bicycle parking in 2036 at all Southwest Metro stations. This includes providing new bicycle hoops, as well as new secure facilities at Sydenham, Campsie and Bankstown to support their role as a Strategic Centre and/or transport hub. 4. Community consultation was held by way of public exhibition on first draft of the Hurlstone Park SDPP in August 2020 to seek feedback as part of the design development process. Submissions were received from local residents, City of Canterbury Bankstown (CoCB) and Hurlstone Park Chamber of Commerce. Regular meetings were also held with CoCB during design development. A summary of the consultation process, submissions received and the Project's responses are summarised in Section 6. 5. Feedback acknowledged.

7.2 Appendix B: City of Canterbury Bankstown Council submission & project response

Submission number	Submission date	Council submission	Issue	Design response
1	9/09/2020	The purpose of this document is to provide a response from the City of Canterbury Bankstown (Council) regarding the Southwest Metro Upgrade, Hurlstone Park Station Design and Precinct Plan submitted on 27 July 2020. The feedback is provided from officer level and does not constitute an agreement or position adopted by Council. Comments and Recommendations: 1. Proposed concourse building achieves a good architectural outcome. 2. New bollards proposed on Council land near the existing pedestrian crossing at Floss Street Bridge are inconsistent with Council's Hurlstone Park Liveable Centres Program and not supported. Please remove the proposed new bollards. 3. Relocate the bin storage area located at the corner of Floss Street and Floss Street Bridge and replace with landscaping and one tree planting (minimum 200l pot size) 4. Remove kerbside pedestrian fencing at the corner of Duntroon Street and Floss Street Bridge. 5. Council cannot properly consider and comment on heritage matters as a heritage report has not been provided. It is recommended that the heritage report be provided to Council for feedback. 6. The Station Design plans do not demonstrate how the east-west pedestrian and cycle path will intersect and integrate with Hurlstone Park Village Centre and the station. It is recommended that the station design plans incorporate design details of the east-west cycle link to ensure a holistic design outcome is achieved. Council wants to ensure that future improvements to Hurlstone Park Station and surrounds improve the experience and safety for both Metro customers and the broader community. There are still some opportunities where an improved outcome can be achieved to the benefit of all and should be included as part of the current Metro Southwest project by 2024.	– Support for concourse building architecture – Removal of bollards being proposed at Floss Street bridge crossing – Relocation of bin storage area at the corner of Floss Street and Floss Street bridge – Recommendation to remove kerbside pedestrian fencing at the corner of Duntroon Street and Floss Street bridge – Insufficient heritage information provided – Integration of walking and cycling improvements with Hurlstone Park Village Centre and the station	1. Feedback acknowledged. 2. The bollards are a mitigation arising from road safety audit. Bollards cannot be removed. 3. There are very limited options for bin storage around the station. Floss Street is the only area which is flat. The bins are hidden behind the corridor fencing and would have negligible impact on the public area. With the potential inclusion of a walking and cycling route around the station, there may be opportunities for additional planting in that area. 4. The fence helps mitigate safety issues with pedestrians not following established road crossing locations (formal or informal crossings). 5. The publicly available Heritage Report was prepared and published as part of the Sydney Metro City & Southwest Sydenham to Bankstown Upgrade Submissions and Preferred Infrastructure Report – Appendix F. This document can be found on NSW Department of Planning, Industry and Environment's Major Projects website. A Construction Heritage Management Plan will be compiled and adhered to by the construction contractor, in order to provide appropriate mitigations to minimise any impacts to heritage items at Hurlstone Park Station. 6. Sydney Metro is continuing design investigations to improve the east-west pedestrian and cyclist facilities between Sydenham and Bankstown as required under the planning approval. Sydney Metro will engage with Council as the design work progresses.

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DesignInc

DesignInc Sydney Pty Ltd

ACN 005 644 146
ABN 57 448 891 837

Level 12, 77 Pacific Highway
North Sydney NSW 2059

+61 2 8905 7100

reception@designinc.com.au

DesignInc Sydney

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Hurlstone Park Station Design & Precinct Plan (SDPP)

Sydney Metro Southwest Metro Design Services (SMDS)

Addendum 1

(to Revision F issued 28 July 2021)

June 2026

sydneymetro.info

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1. Background

As part of the Southwest Metro upgrade, the Station Design and Precinct Plan (SDPP) for Hurlstone Park Station was prepared and issued in July 2021 during the design stage. A subsequent review has identified minor errors within the document. This addendum outlines the corresponding minor revisions made to the SDPP.

2. Updates to SDPP

The SDPP indicated that the proposed kiss and ride space and taxi zone would be located along the southern side of Floss Street. However, the kiss and ride space is to be located on the northern side of Floss Street. No changes are proposed to the taxi zone, which remains located on the southern side of Floss Street, consistent with the SDPP. Accordingly, Figure 4.3, Figure 4.4, and Figure 4.20 of the SDPP have been updated, as reflected in Figure 2-1 to Figure 2 3 below.

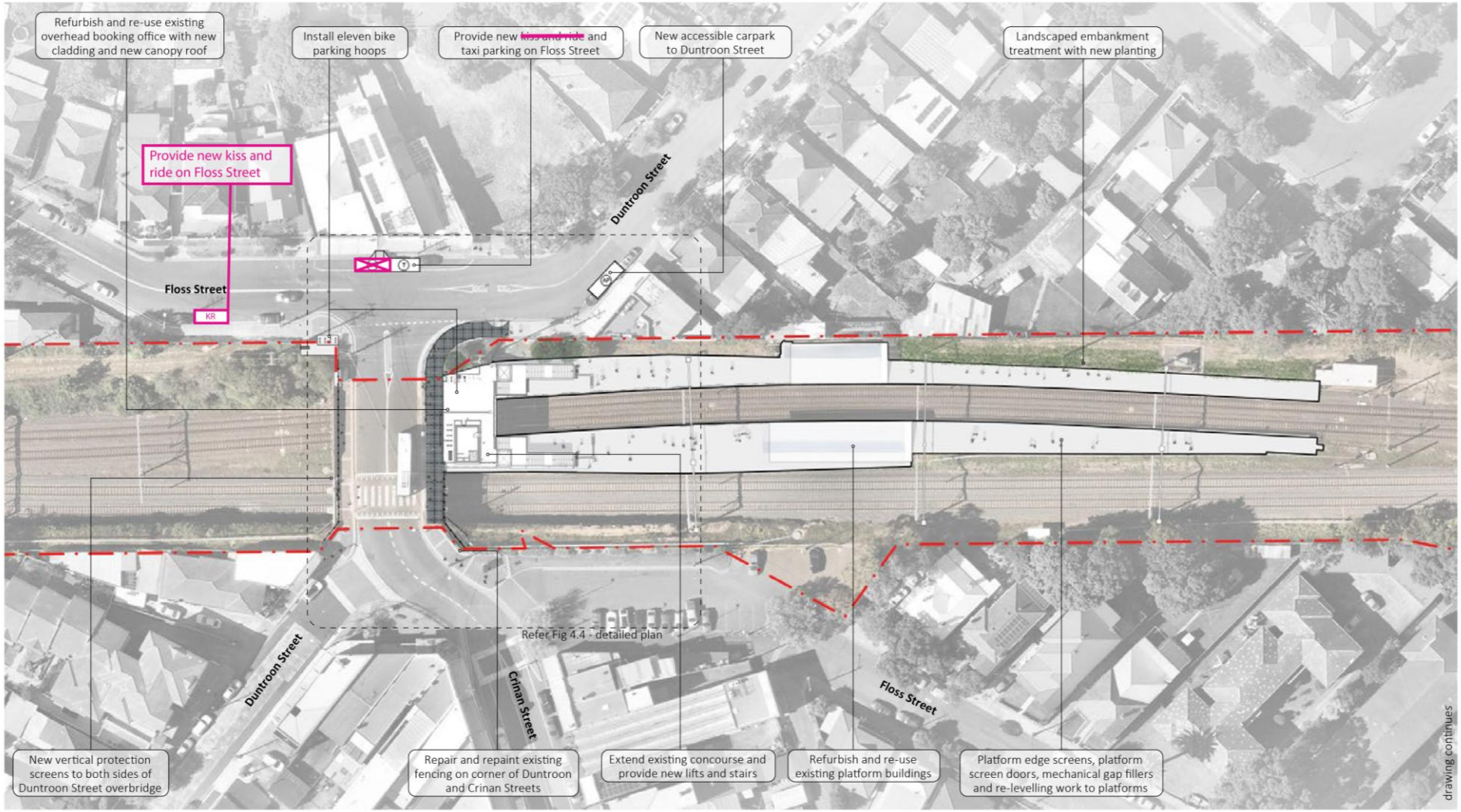


Figure 4.3 Hurlstone Park station precinct plan

Figure 2-1: Update to SDPP Figure 4.3 (changes shown in magenta)

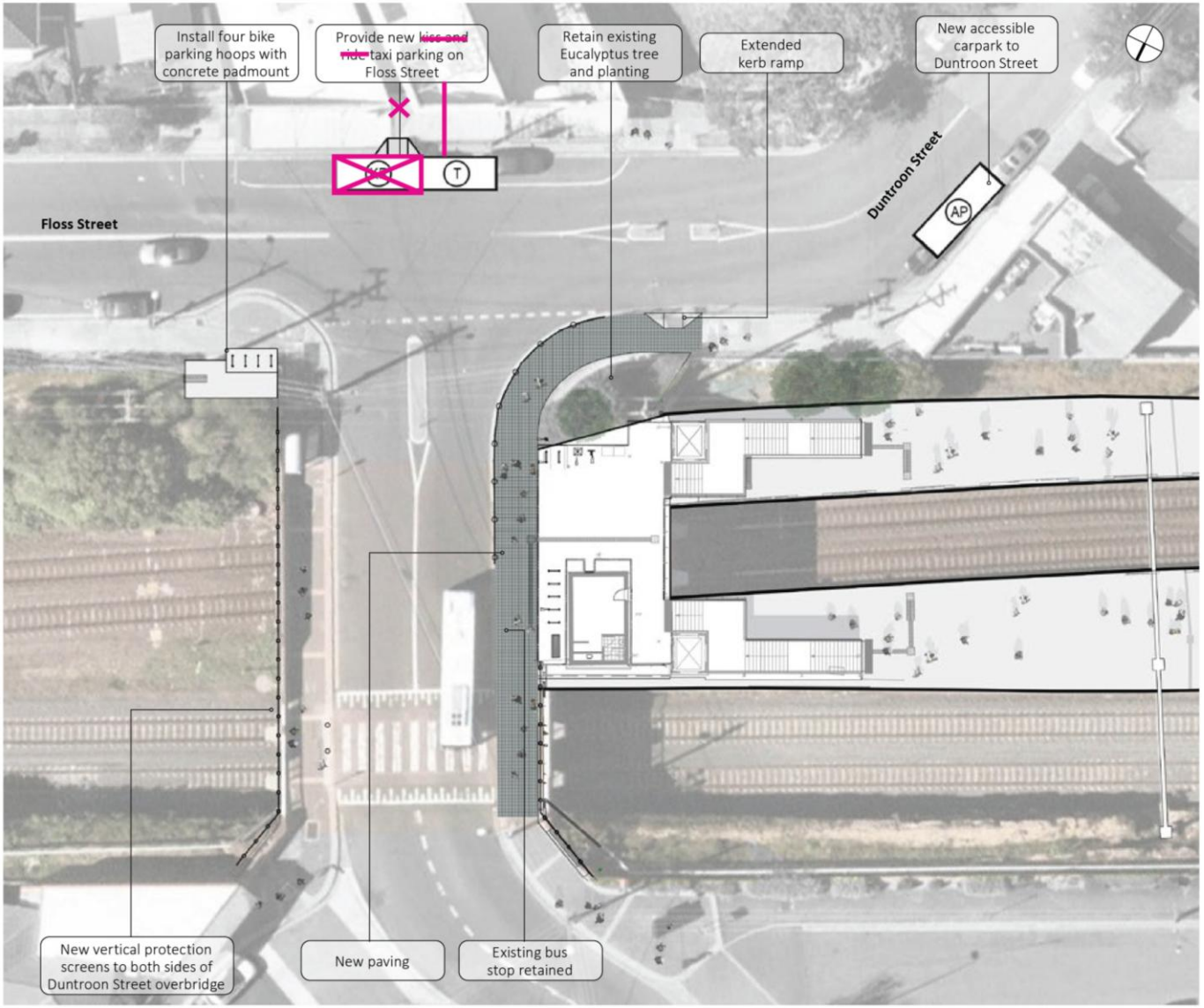
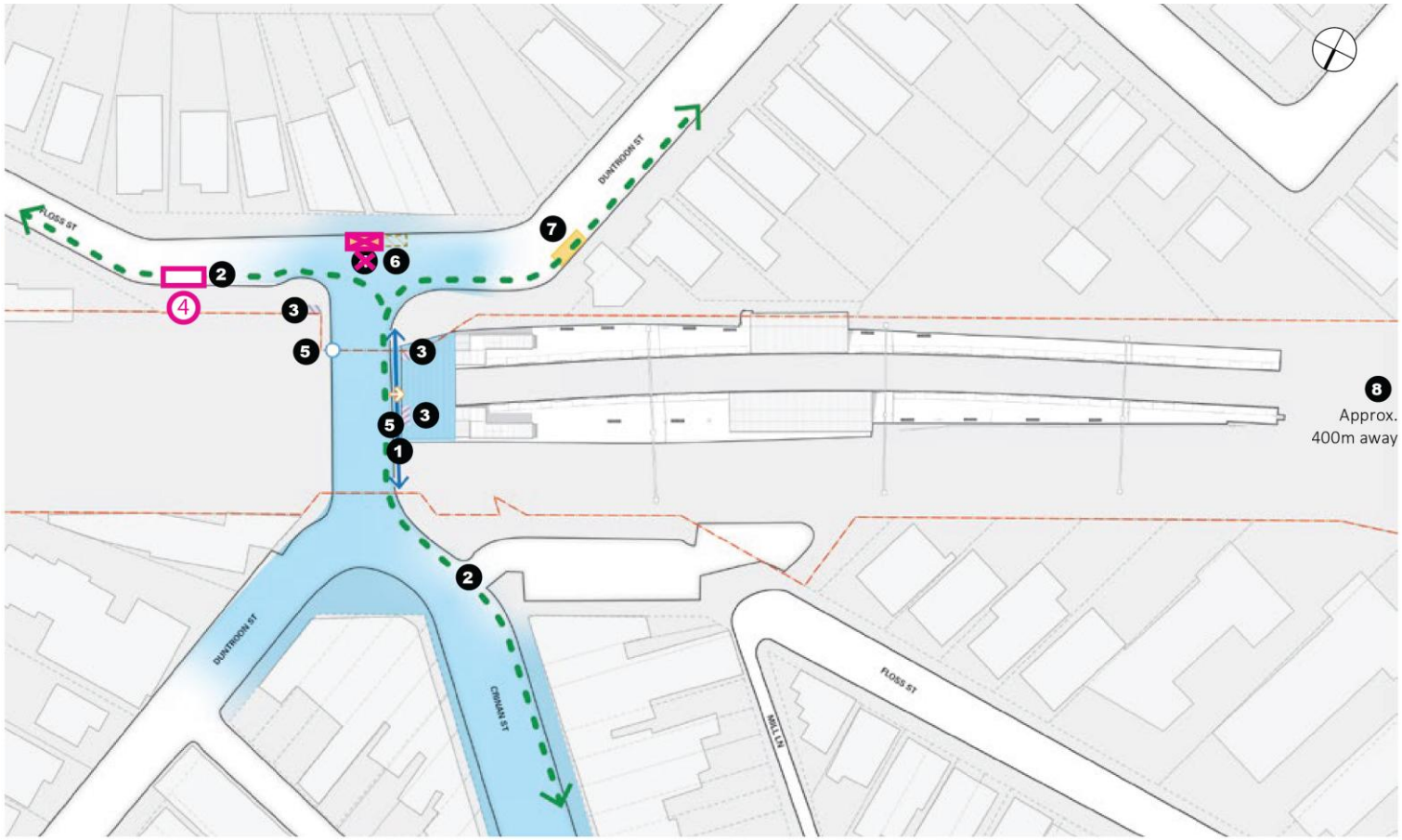


Figure 2-2: Update to SDPP Figure 4.4 (changes shown in magenta)



Project boundary
Platform and station buildings
North-South pedestrian connection
Existing cycleway
Public domain
Bus stops
Kiss and ride
Bicycle parking
Taxi
Accessbile parking space
Park and ride

1. Upgraded concourse building offers more weather protection and supports pedestrian use.
2. Existing on-road cycleways
3. Bicycle parking facilities
4. New kiss and ride
5. Existing Floss Street bus stop
6. New taxi space on Floss Street
7. New accessible parking space
8. Future pedestrian overbridge (refer section 4.9.4)

Figure 2-3: Update to SDPP Figure 4.20 (changes shown in magenta)

3. Conclusion

This addendum outlines minor revisions to the Hurlstone Park Station SDPP, correcting the location of the kiss-and-ride space on Floss Street. No other elements of the interchange arrangement are affected. The changes are administrative in nature and do not result in any material impacts to the design, land use, or operation of the station precinct.

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