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# Bankstown Station Design & Precinct Plan

Sydney Metro Southwest Metro Design Services (SMDS)

05 May 2021

Document: SMCSWSWM-MTM-WBK-UD-REP-521000

A Joint Venture of

ARCADIS Design & Consultancy for natural and built assets

MOTT MACDONALD

Principal sub-consultant

DesignInc

*METRON is a joint venture of Arcadis and Mott MacDonald, with principal sub-consultant DesignInc*

## Approval Record

| Function | Position | Name | Date |
|---|---|---|---|
| *Prepared by* | *Senior Urban Designer* | *Ben Coulston* | *15 March 2021* |
| *Technical Checker* | *Principal Urban Designer* | *Lynne Hancock* | *15 March 2021* |
| *Reviewed by* | *T2M Urban Design Lead* | *Mary Anne McGirr* | *15 March 2021* |
| *Approved by* | *Director* | *Ian Armstrong* | *15 March 2021* |

## Amendment Record

| Date | Document Number/s | Revision | Amendment Description | By |
|---|---|---|---|---|
| *22 June 2020* | *SMCSWSWM-MTM-WBK-UD-REP-501000* | *A* | *40% draft* | *Ben Coulston with input from UD and LA team* |
| *28 January 2021* | *SMCSWSWM-MTM-WBK-UD-REP-521000* | *B* | *70% draft* | *Ben Coulston with input from UD and LA team* |
| *28 March 2021* | *SMCSWSWM-MTM-WBK-UD-REP-521000* | *C* | *70% draft* | *Ben Coulston with input from UD and LA team* |

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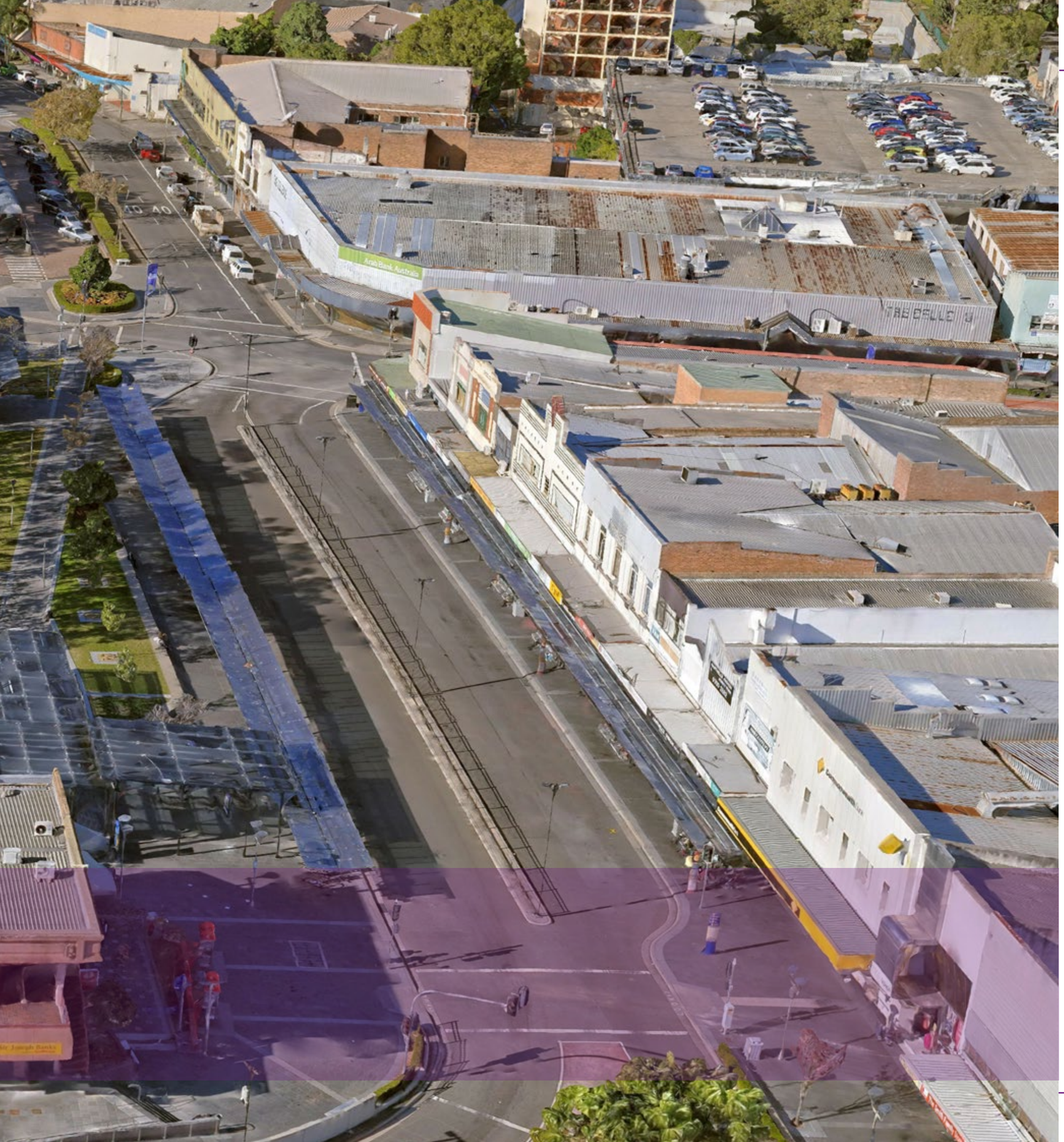
# 1. Introduction





# 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 Line (formerly the 36 kilometre North West Rail Link)**

Services started in May 2019 in the city's North West between 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**

The Sydney Metro City & Southwest project includes a new 30km metro line extending metro rail from the end of the Metro North West Line 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 Barangaroo, Crows Nest, Victoria Cross, 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.

**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.

The locations of seven proposed metro stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays.

The NSW Government is assessing an optional station at Pyrmont and further planning is underway to determine the location of a new metro station in the Sydney CBD.

**Sydney Metro - Western Sydney Airport**

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. Six new stations will be delivered at St Marys, Orchard Hills, Luddenham, Airport Business Park, Airport Terminal and Western Sydney Aerotropolis. 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.

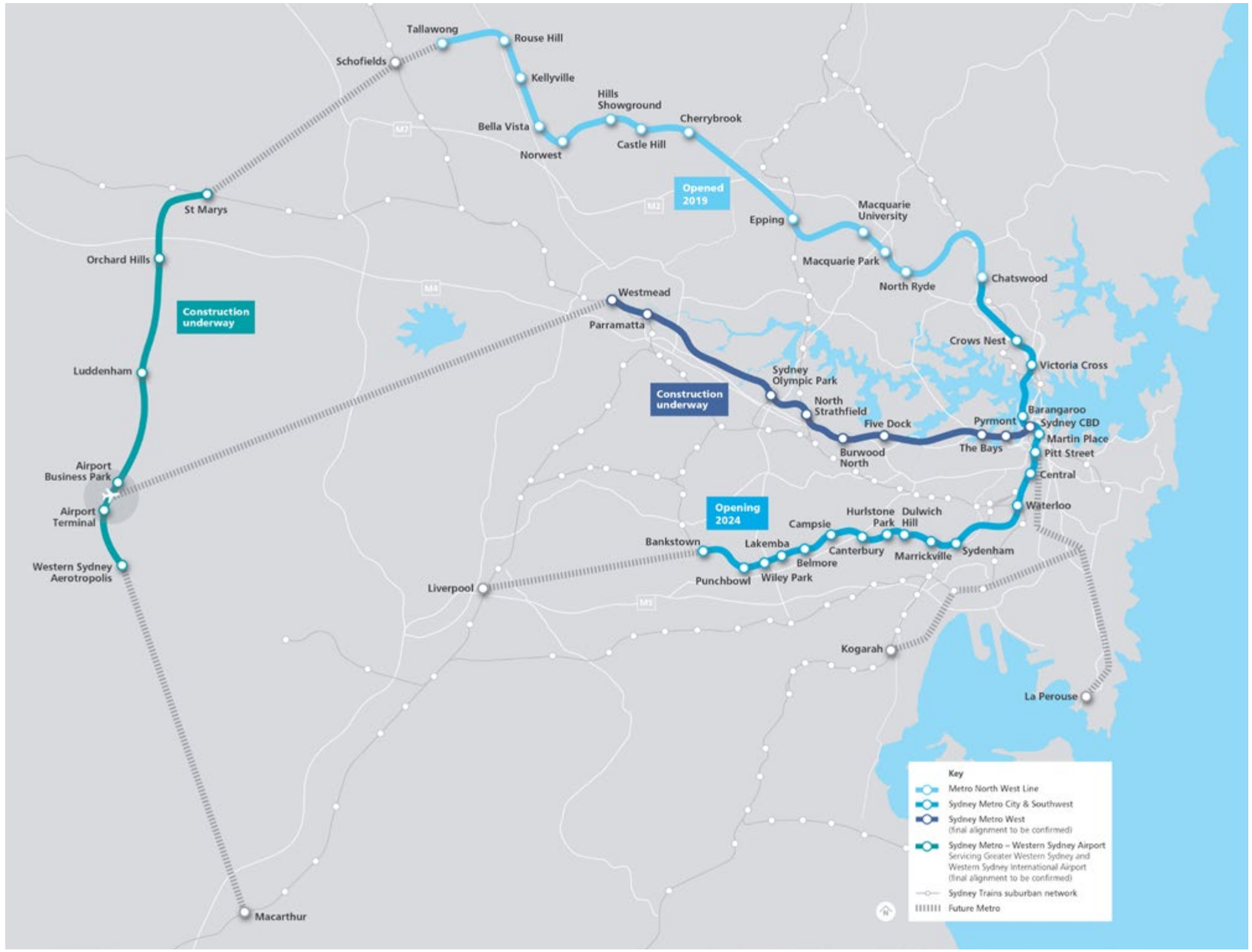



**Figure 1.1** Sydney Metro Route Map

## 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 Bankstown 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 & 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, Submissions Report and Bankstown Station Modification Report).

This SDPP illustrates and describes the urban, landscape and architectural design for the station and shows how the Project's permanent works will integrate with the surrounding context. This includes the Walking and Cycling Strategy and Bankstown Interchange Access Plan prepared by Transport for NSW (TfNSW) and any Council master plans and projects touching on the station precinct.

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

The 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

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 within the Bankstown Station precinct, being:

Scope of station work

- New metro station including new station entry, platforms and associated canopies and screens
- New concourse buildings incorporating retail and provisions for gatelines
- Secure bicycle storage adjacent station entry
- Modified Sydney Trains station including new station entry and extension of existing platforms

Scope of precinct works

- New public plaza that aligns with Restwell Street and the Appian Way and includes landscaping, street furniture, lighting and bicycle parking
- New landscaped outdoor space to the stations north
- Station entries to both the new metro station and a new Sydney Trains station entry
- Space provisioning for future retail adjacent the public plaza
- New Sydney Metro services building
- 3 x Kiss and Ride Carparks along North Terrace
- 3 x DDA carparks adjacent to the existing bus-layover
- Removal and interpretation of heritage parcels office
- New security fencing throughout precinct

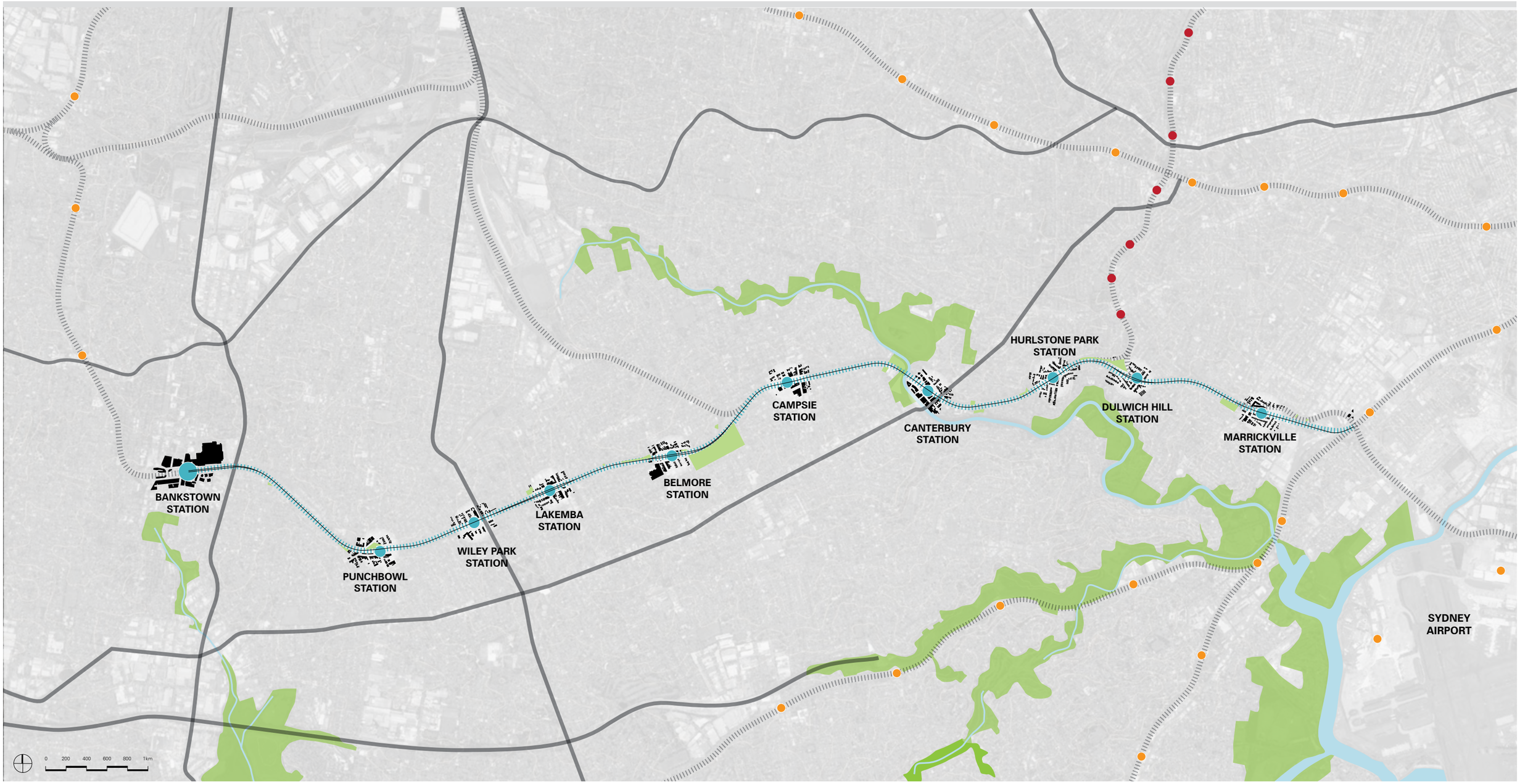



**Figure 1.2** Sydney Metro Southwest stations

### 1.2.4 Bankstown Station Precinct

Bankstown is 16km southwest of the Sydney CBD within the City of Canterbury-Bankstown Council Local Government Area. The suburb is bounded by Punchbowl to the east, Revesby to the south, The Bankstown Aerodrome to the west and Yagoona / Chullora to the north.

The study area for this SDPP is the Bankstown 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 key areas within the city centre such as; Bankstown City Plaza (bridge), Bankstown Central shopping area and bordering Paul Keating Park.

For the project, primary station entries identify the centre of the station precinct. At Bankstown, the creation of a new station entry at western end of the existing Sydney Trains station and a new station entry for the new metro station create a unique end to end station configuration. An extended 200m radius precinct (see Fig 1.3) is used at Bankstown which incorporates both of these new entries and which also adequately extends coverage for purposes of connectivity.

Within the precinct there is a diverse pattern of 1-2 storey mixed use and dispersed 7+ storey residential / commercial buildings. There is a high activity of road traffic with bus inter-change, bus layover and use of adjacent streets for private / service vehicle traffic. Several heritage buildings exist within the precinct and key buildings that relate to the SDPP are identified below.

Former Parcels Office, 1948

Platform Building, 1909,1923

**Figure 1.3** Bankstown 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
- *South District Plan* (GSC), 2018
- *Bankstown CBD and Bankstown Airport Collaboration Area Place Strategy* (GSC), 2019
- 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
  - *Guide to Movement and Place*, 2020.

### 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).
- *Interchange Access Plan (draft) - Bankstown* (Sydney Metro), 2021
- *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
  - generous, open plazas; simple profile to canopies
  - open and transparent station environment
  - materials palette that, while not duplicating NorthWest and Sydenham outcomes, responds to them and to the Council's requirements for the specific precinct.
- *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.
- *Creating Places for People: Urban Design Protocol for Australian Cities* (Infrastructure Australia), 2011. The protocol establishes 12 broadly agreed principles for quality urban places in Australia under 5 main pillars:
  - *productivity*
  - *sustainability*
  - *liveability*
  - *leadership and*
  - *design excellence.*

### 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

Bankstown is a Priority Precinct for the City of Canterbury Bankstown Council (CoCB) was also identified as a Strategic Centre and Health and Education Precinct by the Greater Sydney Commission as part of the South District Plan. City of Canterbury Bankstown Council has developed its (draft) Local Strategic Planning Statement (LSPS), *Connective City 2036*, which has been publicly exhibited, and whose high level objectives are a consideration for the SDPP as well as CoCB's integrated transport and streetscape plan, ***Bankstown Complete Streets*** which outlines councils objectives and approach for transforming Bankstowns CBD to 2036.

## 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 MOD 1, 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 and Bankstown Station Modification 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 Sydney 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 respond to the Urban Design Conditions

**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 consultation process, including design response to feedback from stakeholders and the Design Review Panel

**7 Part 7: Appendices**
– this section includes additional information as required for each SDPP.

### 1.4.5 Compliance with the Conditions of Approval

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 Bankstown Station that is consistent with the Heritage Interpretation Strategy has been developed by a suitably qualified heritage specialist. Heritage interpretation proposed at Bankstown Station is identified in Section 4.5.4 of this plan and is referenced within the Heritage Interpretation Plan for Bankstown 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<br>Figure 1.3, Section 1.2.4 shows the 200m radius of the station precinct. All analysis diagrams include the 200m radius (Refer Section 3.3)<br>Consultation with City of Canterbury Bankstown Council is on-going and a regular process of communication will be further established with development of Stage 3 design. This consultation will inform the detailed development of the design and this SDPP for Bankstown Station and Precinct. A Summary of feedback and the design response will be included in Section 6.1<br>Stakeholder and community consultation will be carried out by means of online feedback on the first final draft of the SDPP. A summary of the consultation process, submissions and the Project's responses will be summarised in Section 6.2 |
| **E57(a)** | Context and form | 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<br>Section 2.0 sets out objectives and principles for the CSSI, incorporating design objectives carried through from the EIS<br>Section 3.3 contains context analysis, covering built form and heritage, landscape and open space, access and connectivity and public domain spatial character<br>Section 3.4 describes the issues and opportunities arising from the context analysis |

| Condition number | Requirement (paraphrased) | How condition is met: refer to relevant section of SDPP & page no. |
|---|---|---|
| **(ii)** | the location of existing heritage items, | Heritage items are described in Section 3.4.4 and mapped in Fig 3.9: Precinct built form, land use and heritage. |
| **(iii)** | the location and type of existing vegetation | Existing street trees and important streetscapes are mapped diagrammatically in Fig 3.11: Landscape, topography and views.<br>Section 4.11.1 describes the landscape design strategy in relation to the existing vegetation community |
| **(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 (refer 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 4.1 – 4.16 |
| **(ii)** | the design of the CSSI landform and earthworks, | Section 3.3.5 discusses topography and landform context and Section 4.11.2 describes proposed earthworks |
| **(iii)** | visual screening requirements for the CSSI, | Refer Sections 4.1 – 4.16<br>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 4.14 |
| **(vi)** | consideration of the principles of Crime Prevention Through Environmental Design (CPTED) | Section 2.35 sets out the CPTED principles for the Project. Section 4.13 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 Sections 4.11.1 - 4.11.6 |
| **(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, | This requirement is not relevant to the Bankstown Station Design and Precinct Plan. This requirement is addressed in the Hurlstone Park Station Design and Precinct Plan |
| **(iii)** | integrate with relevant initiatives identified in the Sydney Metro Sydenham to Bankstown Walking and Cycling Strategy, | Refer Section 5.2 |
| **(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. Section 4.9 describes these connections and sections 3.5 and 3.6 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 Bankstown 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 Bankstown SDPP will be conducted in April 2021. Following the exhibition, a summary of the consultation process, submissions and the Project's responses will be summarised in Section 6.2 and 6.3 |
| **E58** | In addition to the requirements of Condition E57, the Station Design and Precinct Plan for Bankstown Station must: | |
| **(a)** | remove the existing at grade car park immediately opposite the intersection of North Terrace and The Appian Way to improve the public domain, | Refer Section 4.11.1 |
| **(b)** | consider opportunities to improve legibility and access to the existing station entrances from North Terrace and Bankstown City Plaza, including rationalisation of retail outlets, | Refer Section 4.17.1 |
| **(c)** | investigate opportunities to relocate the bus layover on South Terrace and off-street parking from the station interface, | Refer Section 4.17.2 |
| **(d)** | consider opportunities to consolidate amenities such as toilets and other infrastructure into new integrated station facilities that are not isolated or dominant in the public domain, | Refer Section 4.6.3 |
| **(e)** | investigate and document opportunities for the relocation of the heritage listed parcels office or retention of its interpretive elements, and provide justification to explain why the opportunities have progressed or not; and | Refer Section 4.5 |
| **(f)** | include a master plan for the transport interchange at Bankstown Station and consider the relationship to and outcomes of any broader master planning of the Bankstown commercial district. | Refer Section 3.3 and Appendix A |
| **E64** | Station Design and Precinct Plans for Bankstown Station and Campsie Station must include an Interchange Access Plan to inform the final design of transport and access facilities and services. The Interchange Access Plan(s) must consider mode transfer, from both active transport or road-based transport and take into account: | Opportunities and actions from the Interchange Access Plan (IAP) have been integrated with the SDPP. Refer Section 4.9 (design for connectivity and access) and Section 5.1.4. The Bankstown IAP is included as Appendix B |
| **(a)** | station access hierarchy consistent with the transport planning principles identified in the EIS; | Refer Section 4.9 (design for connectivity and access) and Section 5.1.4. The Bankstown IAP is included as Appendix B |
| **(b)** | current transport initiatives and plans; and | Refer Section 4.9 (design for connectivity and access) and Section 5.1.4. The Bankstown IAP is included as Appendix B |
| **(c)** | (c) patronage changes resulting from land use, population, employment, transport infrastructure and service changes. | Refer Section 4.9 (design for connectivity and access) and Section 5.1.4. The Bankstown IAP is included as Appendix B |

| Condition number | Requirement (paraphrased) | How condition is met: refer to relevant section of SDPP & page no. |
|---|---|---|
| **E65** | The Station Design and Precinct Plans for Bankstown Station, Campsie Station and Dulwich Hill Station, must be reviewed by the Design Review Panel. The Proponent must provide a response to the outcomes of the Design Review Panel's review indicating how the relevant precinct plans will be amended to accommodate the review outcomes. Where the review outcomes are not addressed, the Proponent must provide the Design Review Panel with reasons | The Bankstown SDPP will be provided to the DRP for their review in accordance with E65.<br>The Bankstown SDPP will be revised following the receipt of DRP comments.<br>Comments on the Bankstown SDPP will be addressed following their review with comments and the project design reponse summarised in Section 6.3 |
| **E66** | With respect to the Bankstown Station, Campsie Station and Dulwich Hill Station precincts, the Proponent must submit the relevant Station Design and Precinct Plans to the Planning Secretary for approval no later than one (1) month before commencement of construction of permanent works that are the subject of these Station Design and Precinct Plans (in the area to which the relevant Station Design and Precinct Plan applies) | Noted |
| **E67** | With respect to the Bankstown Station, Campsie Station and Dulwich Hill Station precincts, construction of permanent built works or landscaping that are the subject of the Station Design and Precinct Plans must not be commenced (in the area to which the relevant Station Design and Precinct Plan applies) until the relevant Station Design and Precinct Plans have been approved by the Planning Secretary, after responding to the outcomes of the Design Review Panel review. Evidence of response to the Design Review Panel's review must be provided to the Planning Secretary. The Station Design and Precinct Plans, as approved by the Planning Secretary, must be implemented as required during Construction and Operation | Noted |
| **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 any potential future plans for development. The plans would consider the following:<br>– urban design context<br>– sustainable design and maintenance<br>– community safety, amenity and privacy, including 'safer by design' principles where relevant<br>– opportunities for public art<br>– landscaping and design opportunities to mitigate the visual impacts of rail infrastructure and operation facilities<br>– incorporation of salvaged historic and artistic elements on the project design<br>– details of where and how recommendations from the Design Review Panel have been considered in the plan.<br>Documents to be considered by the plans include, but are not limited to:<br>– Inner West Council's Dulwich Hill Station Precinct public domain master plan<br>– Outcomes of the master plan for Bankstown Station.<br>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 |

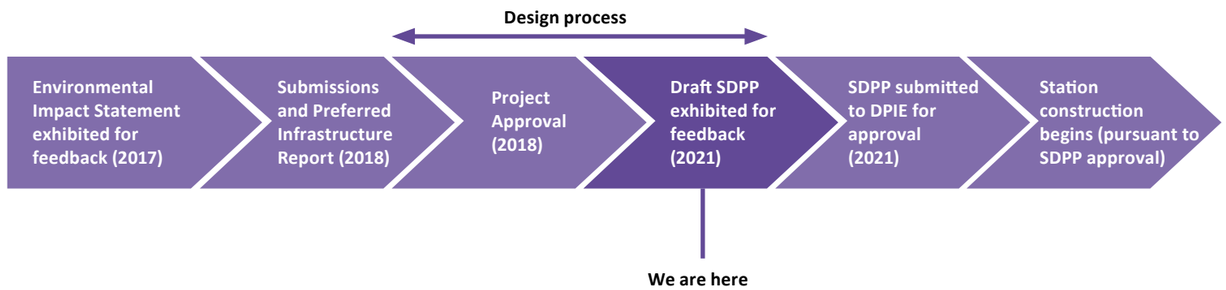
### 1.4.6 Design process

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 Bankstown Council has been a key part of the process and has informed the station design and future opportunities to be safeguarded.

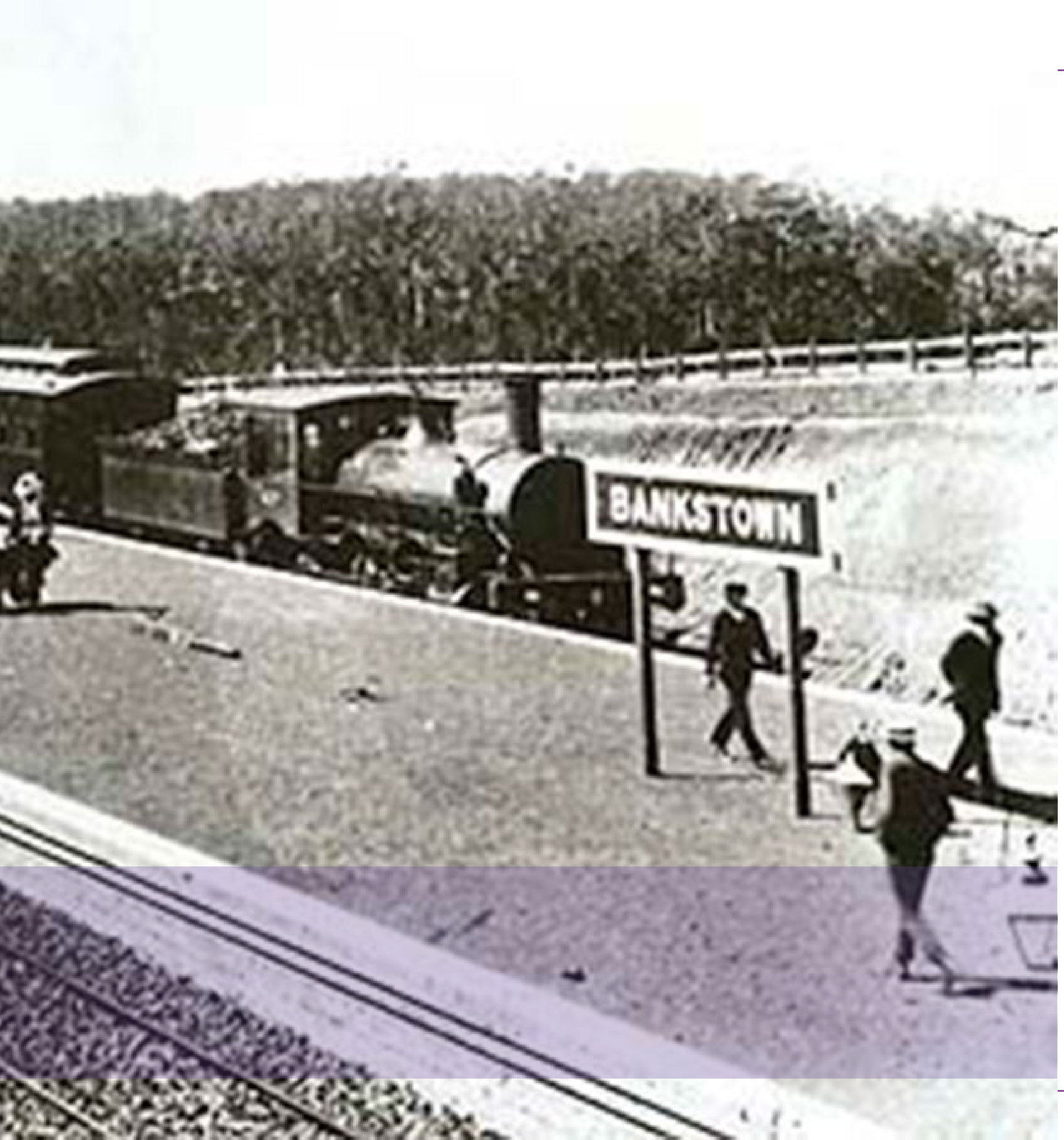
In summary, the steps involved were:

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 / customer centred design, heritage, landscape, architecture, and urban design
   - » Regular consultation with Council for feedback on developing design
   - » Design Review Panel's regular review of project wide components
4. Public exhibition – **we are here**
   - » Exhibition of the draft SDPP for public comment
   - » Progress the design based on feedback from the exhibition
   - » Report back to Design Review Panel
   - » Finalise SDPP and submit to the Department of Planning, Industry and Environment for approval.

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.

The 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, the metro stations will continue to serve as both destinations and departure points, connecting neighbourhoods and landscapes either side of the corridor.

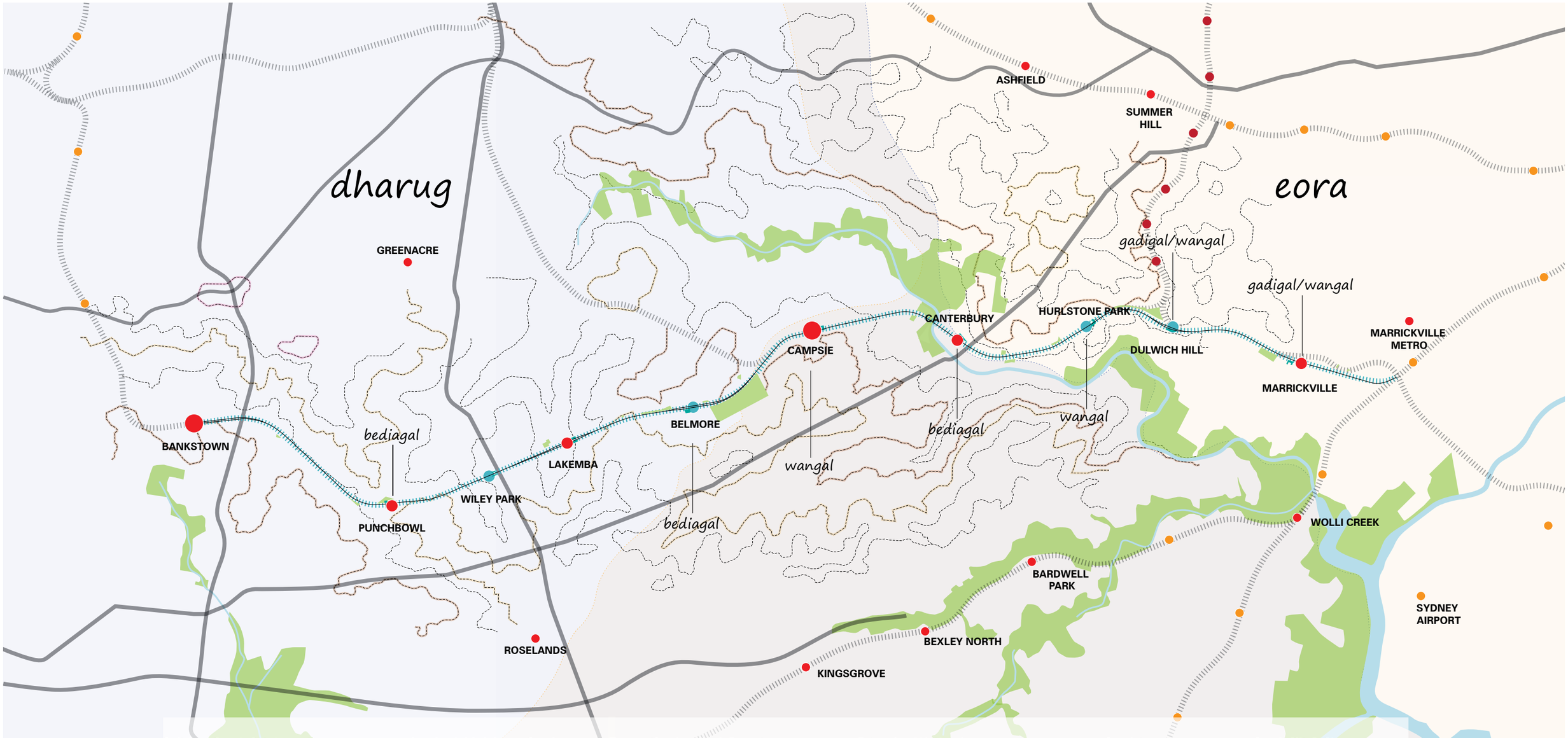



**Figure 2.1** The corridor in context

## 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. The vision 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, principles and standards

### 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 Design Guidelines* (SSI 7400) 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.

**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 – bicycle, pedestrians, light rail, trains and buses
- Pedestrian priority
- Clarity of wayfinding, timetable and modal information
- Connections to walking, cycling and open space networks.

**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 where possible, while new structures are complementary and contemporary in design.

**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

Prior to colonisation, it appears Georges River Road was a trade and transit corridor connecting the lands of the Wangal and Kameygal via the present-day Punchbowl Road. The Bediagal also occupied some of the Country in this area, as acknowledged by the Canterbury Bankstown Council Elders group. For the Bediagal the nearby Georges River, Cooks River and Salt Pan Creek were important features of their Country. They provided not only an abundant food source, but a means of transport and connection. There are records of Aboriginal people continuing to use the local river systems for subsistence up until the late 1800s. A number of key sites, including rock art, overhang paintings, stone scrapers, middens and axe grinding grooves can all be found along the Georges River, evidence of occupation prior to colonisation. (Balarinji, October 2019)

### 3.1.2 European settlement and land use

The first European exploration of the Cooks River region was led by Captain John Hunter in 1789. Hunter travelled a distance of five miles up the river, and later commented that it was “all shoal water”. The river appears to have been named prior to 1798, when Governor Hunter sent a map to England naming the Cooks River.

Development of the area north of the Cooks River was relatively slow until the arrival of the railway. The introduction of the railway shifted the mode of settlement from one that was primarily guided by topography to one that was guided by infrastructure. Early parish maps show that the progression of land grants north of the Cooks River (and the relative size of those grants) was primarily guided by the quality of the soil and the development of the road to Liverpool (Parramatta Road). These maps indicate that the study area ran through Richard Johnston, Thomas Moore and Robert Campbell Senior’s land grants, which fronted onto the Cooks River. Although some subdivision occurred, by the advent of the 1880s the landscape was little changed from 50 years previous.

The construction of the Bankstown Line in 1880 changed the nature of the development in the area, and dramatically increased its use value. Despite relative stagnation for much of the nineteenth century, subdivision of the surrounding grants was seemingly epidemic after the construction of the railway. New residential lots were carved out in rapid succession, radiating out from the arterial railway line. Previous focus on rural land use was no longer a decisive factor in the value of the land. Subdivisions were now advertised in terms of their proximity to the railway and its stations.

*Part drawn from Heritage Interpretation Plan; Bankstown Station, Artefact*

### 3.1.3 The station

Bankstown Station was designed by NSW Government Railways and built by George Leggo between 1908 and 1948. Bankstown Station is accessed from North Terrace and Old Town Centre Plaza. It has one island platform, an original building on the platform, an overhead booking office, a footbridge and a former parcels office which is located on the south side of the station opposite the east end of the platform.

Bankstown Railway Station complex has local significance as a station which dates from the early 20th century expansion of the railways between Belmore and Bankstown undertaken to accommodate suburban development, particularly the war service residential development which took place during the interwar period. The ‘initial island’ platform building, Railway Stripped Functionalist style former parcels office, timber overhead booking office and footbridge collectively characterise the type of construction and architectural style employed in early 20th century railway station buildings and associated structures in the Sydney region.

*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 and Environment (DPIE) has 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 South District Plan

The Sydenham to Bankstown Urban Renewal Area is identified in the Greater Sydney Commission's 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"*. Among the Green Grid priorities is delivering the Iron Cove Greenway.

Opportunities for the SDPP:

- Contribute to the urban tree canopy and connection to the Greater Sydney Green Grid
- Well-designed built-environment: great places that are enjoyable and attractive
- Infrastructure that adapts to meet future needs.

### 3.2.3 The Green Grid

*Sydney Green Grid – South 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. Key connections and opportunities include The Salt Pan Creek Open Space Corridor, Bankstown CBD Green Links and the Bankstown to Sydenham Open Space Corridor, all of which interface with the Bankstown Station precinct.

Opportunities for the SDPP:

- Provide enhanced tree cover / urban canopy both within the plaza and by using the Project tree offset to strengthen street tree planting within 500m of the station.
- Link paths of travel as part of the station design to trails identified within the Green Grid

### 3.2.4 Bankstown Interchange Access Plan (IAP)

In accordance with Condition of Approval E64, an Interchange Access Plan (IAP) has been prepared by Sydney Metro for Bankstown, which describes the current pedestrian, cycling and public transport environment, establishes general principles and station-specific requirements for interchange and transfer, and sets out the actions needed to deliver them. The IAP is structured to reflect a modal hierarchy that prioritises walking and cycling. The strategy, opportunities, requirements and actions are integrated with the SDPP analysis and opportunity capture (Section 3.4.6 and 3.5), and Project design response (Section 4.9). The IAP is noted in Section 5.1.4 and also appended in full to this SDPP, refer appendix B.

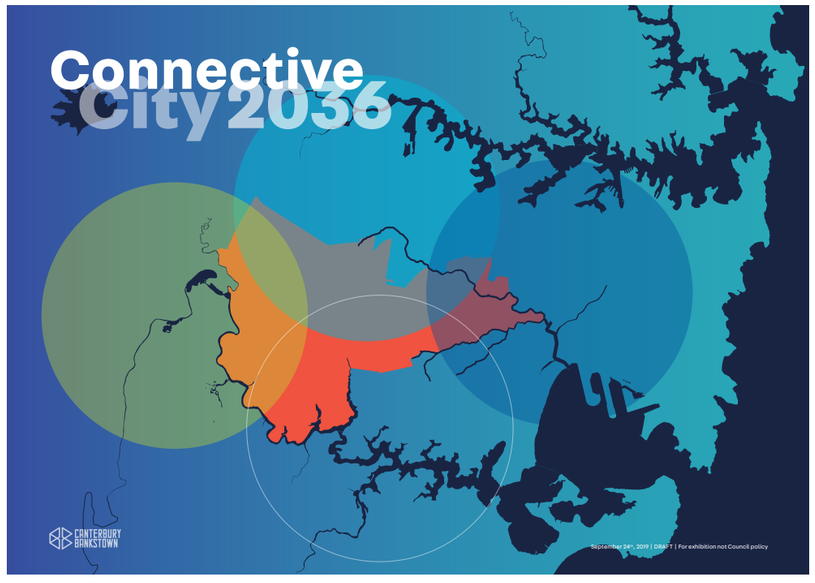
### 3.2.5 City of Canterbury-Bankstown Council (draft) Local Strategic Planning Statement

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.

Bankstown, as a city centre, is located at the metro station and will allow fast and efficient access across Sydney, providing 24 hour places for living, working and playing. It is a focus for jobs, cultural activities and higher density housing, while maintaining its existing vibrancy and small scale character.




Key findings:

- Emphasis on Bankstown as a 24-hour city with places to live, work and play
- Bankstown City Centre is expected to become a destination for commerce and education, with 25,000 jobs and 25,000 students by 2036
- An improved economy in Bankstown City Centre will be supported by a vibrant night-time economy
- Ambitions for Bankstown to become a 30 minute city will be met by co-locating higher density housing with jobs, local services and open spaces near public transport.
  - » Council has identified the Sydney Metro Southwest project as being a catalyst for driving change and growth in Bankstown City Centre
  - » Potential future developments around the Sydney Metro Station at Bankstown may be the location for commerce, retail and community infrastructure. These developments may provide new civic spaces which knit public areas back together.
- The Bankstown Chapel Road Precinct will create a vital north-south connection through the LGA for pedestrians, cyclists and vehicle traffic and will become the cities economic hub.
- The Appian Way will be a shared zone which creates a continuous pedestrian spine linking north and south destinations over the rail.

Implications for the SDPP:

- Protection and enhancement of existing heritage fabric and the traditional main street character is a key consideration for the project
- Integrate future walking and cycling connectivity with the station precinct
- Capitalise on walking and cycling connectivity adjacent to the station, and the potential to 'green' the cycle and shared paths, to connect the metro station into the greater green web network
- Optimise planting of trees along both for user amenity and urban canopy
- Connect the metro station into the wider improved pedestrian network through the creation of a pedestrianised plaza over the rail corridor.

### 3.2.6 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 is being prepared. This SDPP includes analysis of the existing walking and cycling environment, opportunities and design responses that are consistent with the intent of the draft 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.

### 3.2.7 Bankstown Complete Streets

City of Canterbury Bankstown Council has adopted its integrated transport and streetscape plan, Bankstown Complete Streets (October 2019) which outlines councils objectives and approach for transforming Bankstowns CBD to 2036. It seeks to address the growing cities challenges by adopting a place focused approach.

Complete streets identifies 12 key principles which will guide future actions, master planning and concept design, and ten strategies guided by these principles. The proposed master plan for Bankstown CBD deploys six different street typologies which follow a modal hierarchy that priorities pedestrians.

The vision for Bankstown presented in Complete Streets includes:

- A CBD ring road will be established to enhance vehicle access along the CBDs periphery while enabling the city centre to prioritize pedestrian movement
- Public parking will be relocated along the CBD edge ring road to encourage active transport
- Bus routes will be simplified and existing underutilised bus layover will be relocated
- Priority night time dining areas will be established to encourage the night time economy
- Public domain upgrades will focus on high quality street furniture, planting and paving and weather protection to increase the amenity of Bankstowns streets
- The bicycle network will be extended along desire lines to link the CBD to the existing regional cycleway network
- The Appian Way and Restwell Street will become an 'Activity Spine' linked by a new at grade pedestrian link which creates greater north-south connectivity and links key destinations to transport.

Implications for the SDPP:

- Create an at-grade pedestrian plaza which connects the new metro station to key destinations in Bankstown
- Create a plaza which is active and safe day and night
- Integrate high quality finishes to create an inviting public domain
- Respond to future street character of The Appian Way and Restwell street to create a seamless transition along the 'Active Spine'
- Integrate future walking and cycling connectivity along cyclist desire lines, connecting transport infrastructure to the existing regional cycle network.

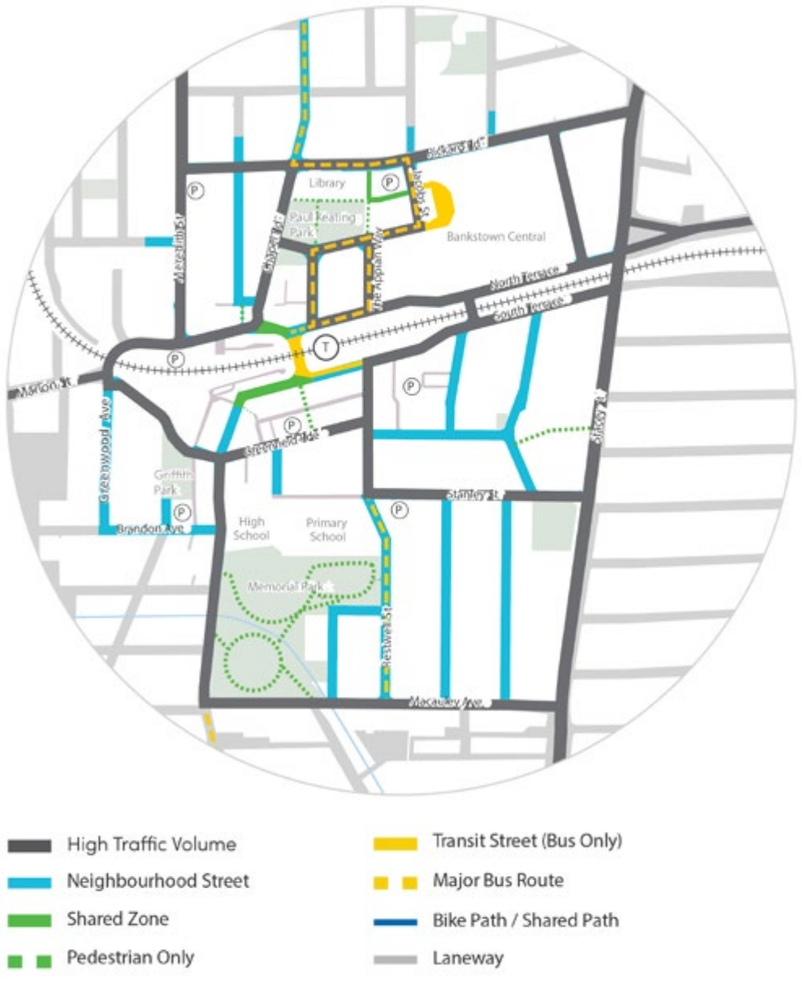



**Figure 3.1** Existing street character Source: Bankstown Complete Streets

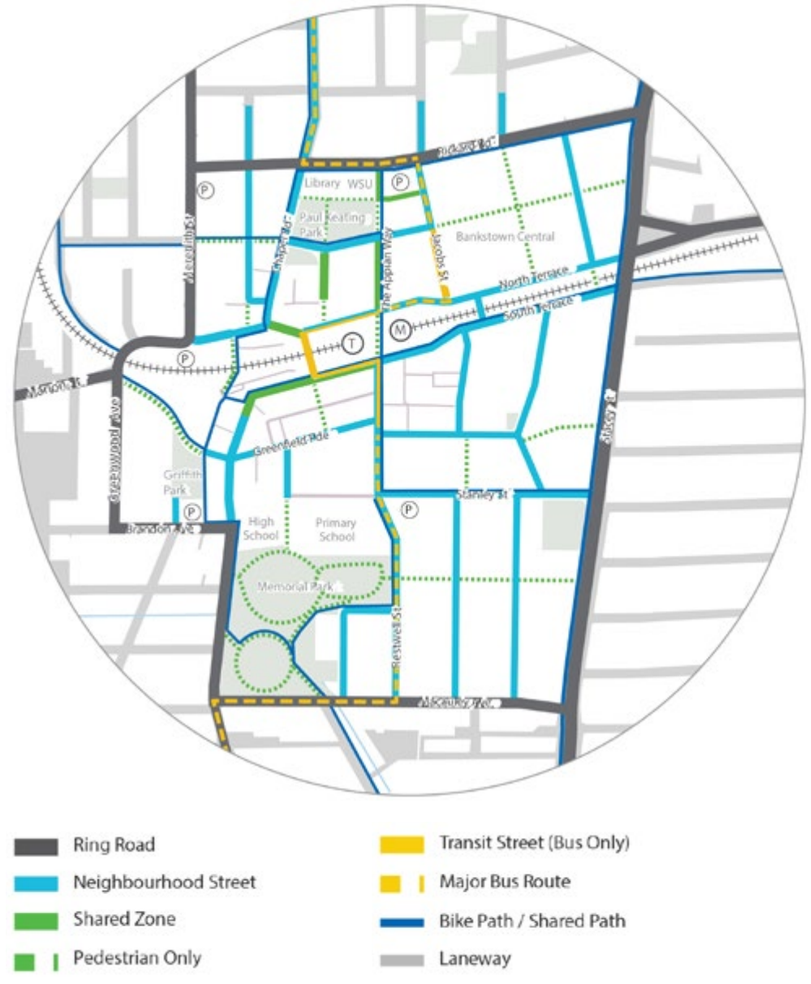



**Figure 3.2** Future street character Source: Bankstown Complete Streets

## 3.3 Bankstown Station Precinct Master Plan

As required by condition E58 of the conditions of approval, a master plan for the transport interchange at Bankstown Station has been prepared. The master plan considers the relationship of the new Sydney Metro station and cross-corridor plaza connection to the broader station precinct and Bankstown CBD. The master plan work also identifies strategic and guiding design and development principles in and around the station precinct.

Through the integration of Sydney Metro design principles, stakeholder engagement and vision workshops, and an analysis of existing local character, a master plan for the station precinct has been developed for when Sydney Metro services commence. It presents a flexible framework for development within the precinct, focussed on supporting the new metro station through activation, enabling efficient interchange and providing high-quality public domain spaces.

The objectives of the master plan are to:

- Deliver high-quality placemaking outcomes within the precinct to support public transport infrastructure; and
- Enable collaboration with CoCB and other stakeholders to deliver on potential shared aspirations for the wider Bankstown CBD.

The master plan was developed in consultation with City of Canterbury Bankstown Council and NSW government stakeholders including Sydney Water, the Greater Sydney Commission and other teams within TfNSW. The Bankstown Station Precinct was split into five parcels, providing a series of 'bite-size' pieces which could be tested individually and considered holistically. As there are a range of parameters and constraints which only affect some portions of the precinct, this would enable public domain upgrade investigations to occur in a staged fashion.

Interim parameters and assumptions are illustrated in Figure 3.3. Key assumptions are:

1. The master plan should be consistent with the aspirations of CoBC's Complete Street policy. This includes the provision of a new pedestrian link connecting The Appian Way to Restwell Street.
2. Potential activation opportunities in existing public domain.
3. The existing heavy rail train platform is to be retained with entries from the Church Street Bridge and new cross-corridor metro plaza.
4. The master plan framework can be complemented and supported by any future improvements to the Chapel Street Bridge.
5. Key heritage elements such as the existing train station platform building should be retained where possible. The Parcels Office within the cross-corridor plaza will be removed with investigations underway to re-use some elements as part of heritage interpretation.
6. The existing bus layover within the precinct will remain when metro services commence.
7. The northern bus interchange is located within Bankstown Central Shopping Centre, outside of the station precinct.
8. The Sydney Water drains and channel will be retained in their existing configuration.
9. It is assumed that Bankstown Central (Vicinity) and the Compass Site would be redeveloped, consistent with their current proposals.
10. The character and amenity of fine grain shops and public domain of Saigon Place should be respected.

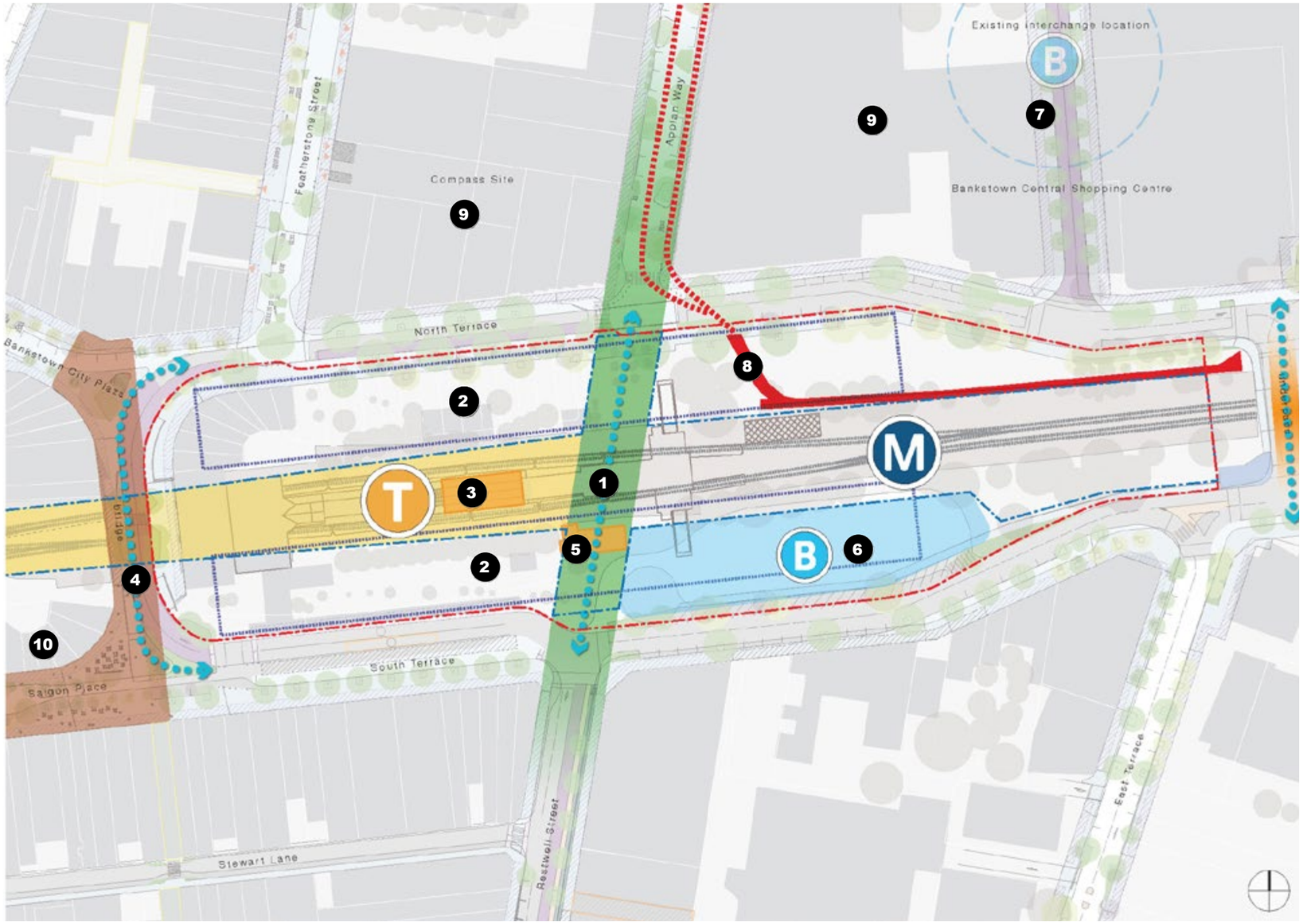



**Figure 3.3** Master plan parameters and assumptions

The master plan presents a flexible framework for placemaking opportunities within the precinct, focussed on supporting the new metro station through activation, enabling efficient interchange and providing high-quality public domain spaces.

Examples of such opportunities that can be supported by the master plan are shown in Fig 3.4 and indicatively describe key elements of the master plan and the relationship between pedestrian movement, physical elements, activity, uses and built form:

1. Example of lightweight pavilions which can define and activate pocket park corners
2. Example of retail pavilions with integrated public amenities
3. Example of planters and paving detailing which could be used on the Chapel Street bridge and metro plaza
4. Opportunities for community gardens and planting boxes on disused and accessible edges. Also opportunities for skate facilities or uses which utilise the existing surface
5. Example of potential public domain upgrades with integrated seating, planting and trees will form a mature canopy for shading

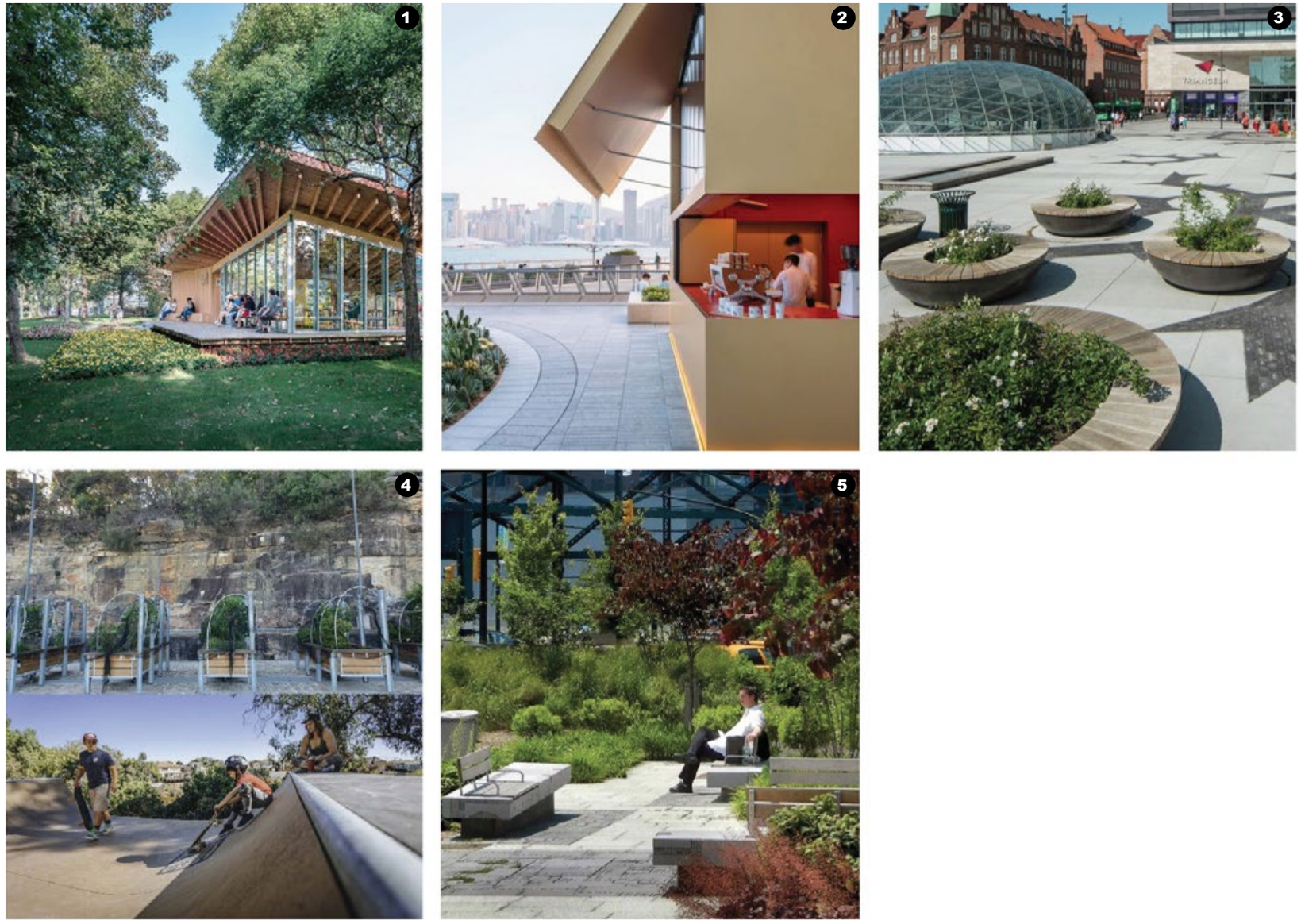



**Figure 3.4** Master plan built form and public domain examples

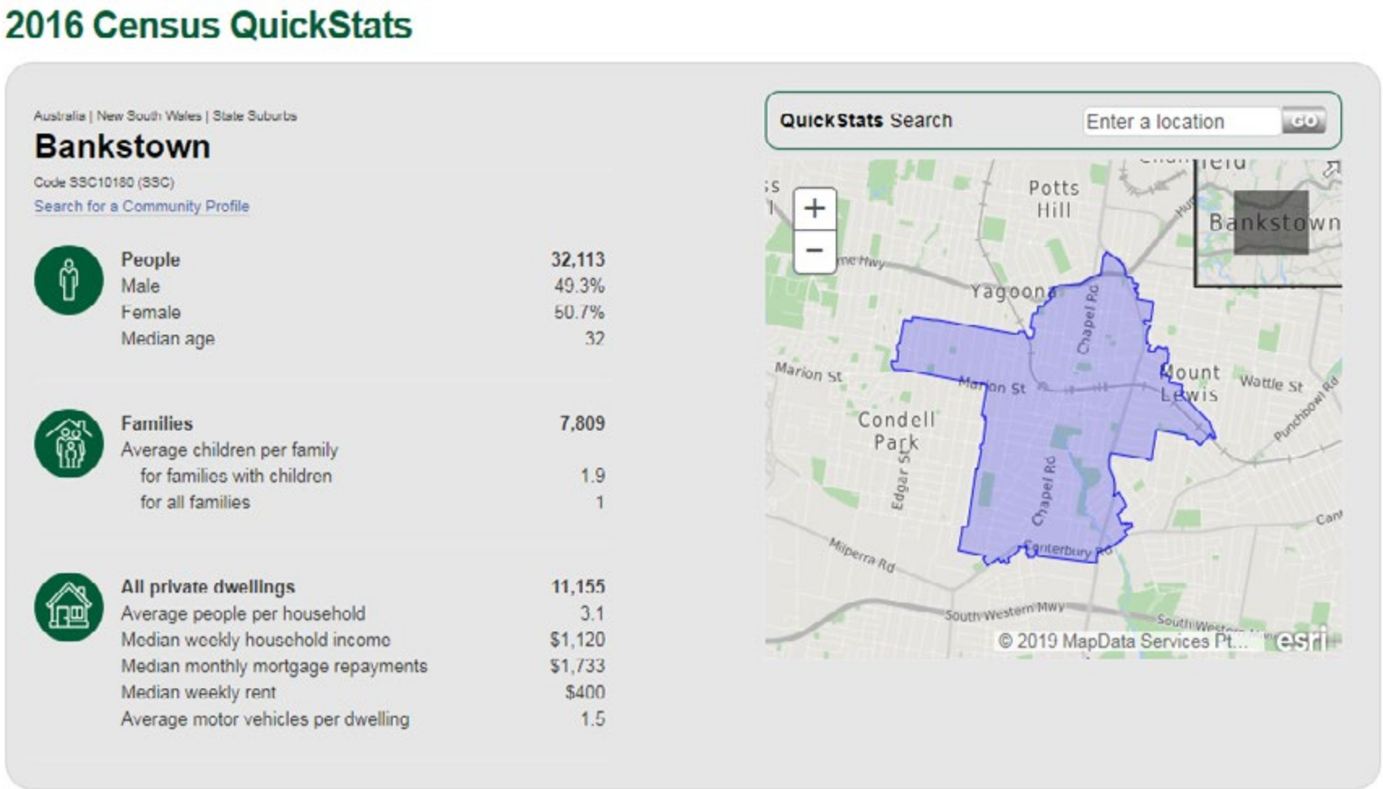
## 3.4 Built, natural and community context

### 3.4.1 Community profile

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

- A median age of 32, with 22% of the population under 15 and 11.1% aged 65 or over
- 62.9% 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 Vietnam, Lebanon, China, Bangladesh and Pakistan
- Almost 78% of people speak a language other than English at home
- A median weekly household income of $1,146, lower than the NSW average
- Flats or Apartments account for 54.5% of the dwelling stock with renting accounting for 47.8% of tenure
- 54.3% of people who were employed full time, 29.6% employed part-time and 10.8% unemployed
- Professional occupations and trades are the most common, at 17.2% and 13.3% respectively
- A fairly even spread of workers in clerical and admin roles, labourers, machinery operators and drivers and community and personal service works also represented
- Density is contained within Bankstown CBD with 82 people/ha, while Greater Bankstown contains 35.38 people/ha. (Profile Id)
- This density will only increase, with 17,900 new residents estimated by 2036 (Profile Id).

Source: Australian Bureau of Statistics, Profile ID



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### 3.4.2 The station in its precinct

Bankstown Station is located in the centre of Bankstowns' CBD, with two main station entries north and south of the rail corridor on North Terrace and Bankstown City Plaza. The station is located amidst a thriving fine-grain shopping precinct, which consists of traditional, fine grain 1-2 storey shoptop housing with active edges. Recent public domain upgrades have pedestrianised the area, with Saigon Place featuring the most pedestrian activity.

The precinct is divided east-west by the T3 Bankstown line with the only cross corridor connections being the Bankstown City Plaza and West Terrace Bridge underpass some 380m to the east. Concurrently, a series of smaller destination precincts are established to the boundary of the station precinct. These include Bankstown Central, Paul Keating Park and civic institutions, Saigon place / Chapel Road and the Bankstown Sportsclub and Public school.

Bankstown station has three entries, from the north, south and west, dominated by ramps and stairs. The remaining heritage station features on the platform are not visible from the street, and the existing overhead booking office is sleeved in retail which shrouds the stations original features.

The precinct directly surrounding the station has not established itself well as a central hub. Inactivated frontages, car-centric streets and general lack of amenity have ensured that valuable open space is underutilised and legibility for pedestrian movement is unclear. The provision of a cross corridor connection via a public plaza and addition of well-placed new station entries will enhance the role of the station precinct and station itself as a node within the city's centre and provide a generous and inviting public space.

Further from the station, towards the edge of the 200M precinct is Paul Keating Park and an area with a predominantly civic function that includes the Bankstown Library, Council offices and Courthouse. This area is subject to a future masterplan and will also accommodate a new CBD campus for Western Sydney University. It is to be expected that pedestrian movement and activity within this area will increase significantly.

Saigon Place is a vibrant 'eat street' providing retail and social needs

Recent public domain upgrades in Saigon Place

Extensive blank walls at Appian Way

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

Refer Figure 3.5 Urban spatial qualities, for references to the images above.

Underutilised open space at Bankstown City Plaza South

Underutilised open space at North Terrace

1. Saigon Place hosts a vibrant, active retail and dining strip comprised of traditional 1-2 storey shop-top housing. It is fine-grained and human scaled with recent public domain improvements including planting, new shelters and traffic calming measures
2. Inactive frontages within the precinct create a disruption to the pattern of fine grain active frontages and create an undesirable pedestrian environment
3. The existing station entry can be accessed to the north and south off Bankstown City Plaza and is encased in a retail strip with active frontages. The station entry is dominated by ramps and stairs that hide the heritage station building
4. A number of large footprint developments with multiple blank walls within the precinct create an undesirable pedestrian environment
5. A small landscaped plaza on Bankstown City Plaza South adjacent to the existing station entry creates opportunities for seating and shade for the busy bus interchange. It has a semi-formal quality
6. A large bus layover that is pedestrian unfriendly and is underutilised space within the city centre
7. A larger landscaped plaza on North Terrace adjacent the existing station entry provides three lawns and opportunities for shade and seating. It has a semi-formal quality and contains an art incubator studio in the former womens refuge building
8. A number of large, on-grade and multi-storey car parks dominate the precinct and create a pedestrian density pattern centred around vehicular movement
9. Paul Keating Park is the largest open space within Bankstown CBD. It provides opportunities for active and passive recreation and is subject to a future master plan

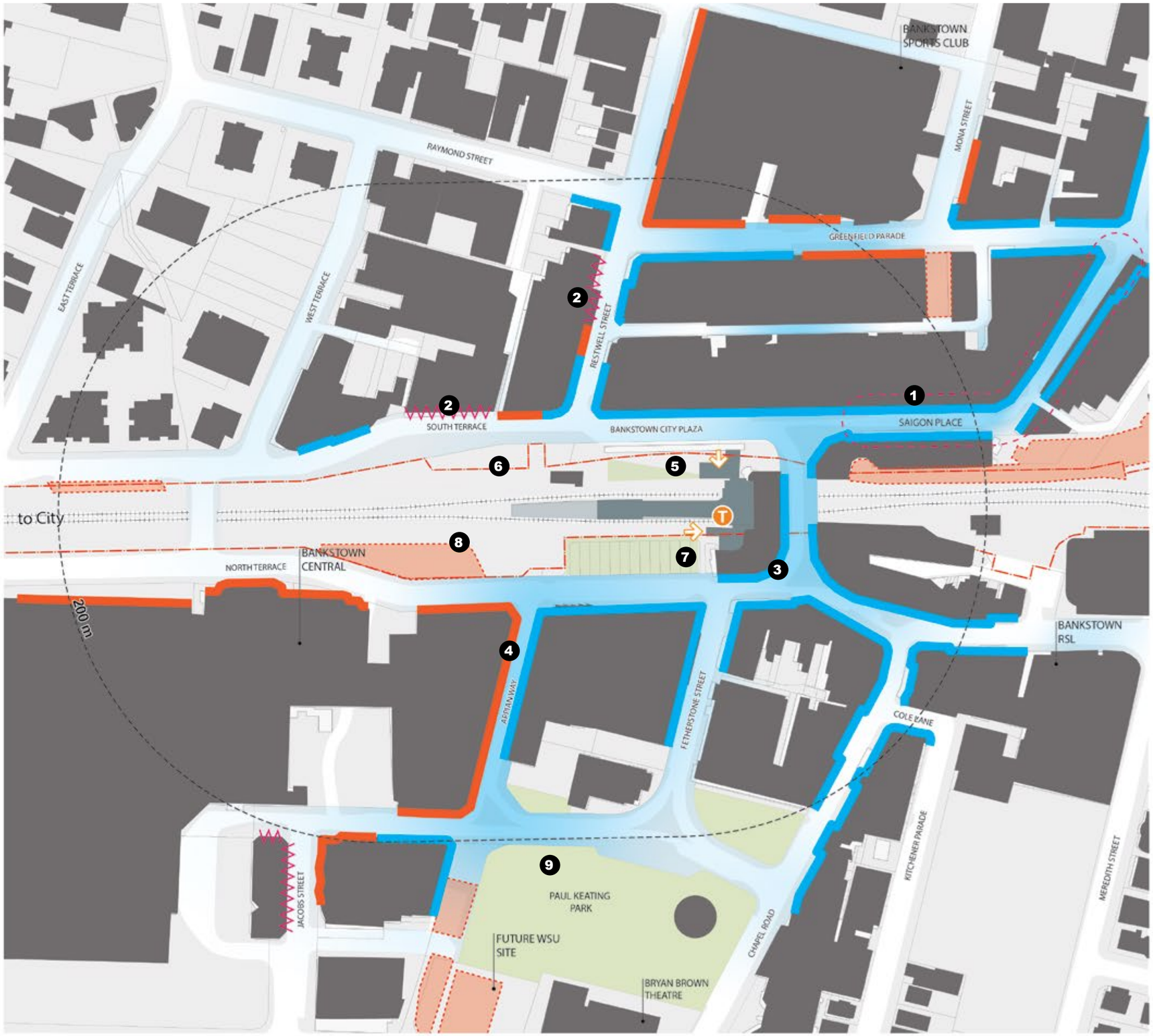



**Figure 3.5** Urban spatial qualities

### 3.4.3 Urban form

Bankstown is a city of dual identities created by its built form and subdivision pattern. To the south and adjacent the rail corridor Bankstown is vibrant and has a fine grain of building form, defined by traditional 1-2 storey shop top housing dating to the establishment of the town centre around the station. To the north, Bankstown is characterised by predominately coarse grain development with larger building footprints, including Bankstown Central which provides a regionally significant retail anchor for the area. Bankstown CBD north is also the cities civic heart, providing civic and community functions and includes the Bankstown Courthouse, Bankstown Library, Council Chambers and Paul Keating Park.

Residential dwellings in the station precinct are clustered to the south, and are typically a mix of 8-10 storey tower forms with active ground floor retail and older 3-6 Storey brick developments with large setbacks generally located on the periphery.

The station precinct is currently undergoing significant change with multiple buildings at DA stage or under construction. The Bankstown Central shopping centre is low scale and coarse grain, with extensive blank walls. Its potential redevelopment is subject to a future master plan and will significantly change the character of Bankstown.

Other notable changes in urban form include the new 19 storey vertical campus building for Western Sydney University which has commenced construction directly to the north of Paul Keating Park and the proposed 22 Storey mixed use Compass Centre redevelopment directly opposite the rail corridor. Both of these will increase the need for north-south connectivity across the rail corridor.

### 3.4.4 Heritage

Bankstown Station was opened on 21 April 1909 and was a catalyst for subdivision and development of the area. As a result of the new station, the earlier Bankstown settlement shifted from Liverpool Road to its current location with the station at its heart. The weatherboard overhead booking office and associated footbridge (1948) and platform building (1909) are representative of the development of Bankstown from settlement to city.

Bankstown station group (overhead booking office, footbridge, platform buildings and parcels office) is on Railcorp S170 Register and the Local Heritage register. The overhead booking office is sleeved in retail to the west and is obscured by the recently added station entry canopies . It retains many of its original features, however part of its southern end has been integrated with the adjacent retail tenancy.

The brick platform building is eight bays long defined by brick piers with decorative corbels and polychromatic stretcher bond brickwork. The former parcels office is located towards the bus layover area to the east of the station buildings. It is an example of inter-war functionalist architecture and features asymmetrical massing, polychromatic brickwork and circular windows.

Other significant heritage items within the station precinct include the Bankstown Hotel and the Bankstown Civic Centre.

Heritage Parcels Office

Detail of Heritage Parcels Office

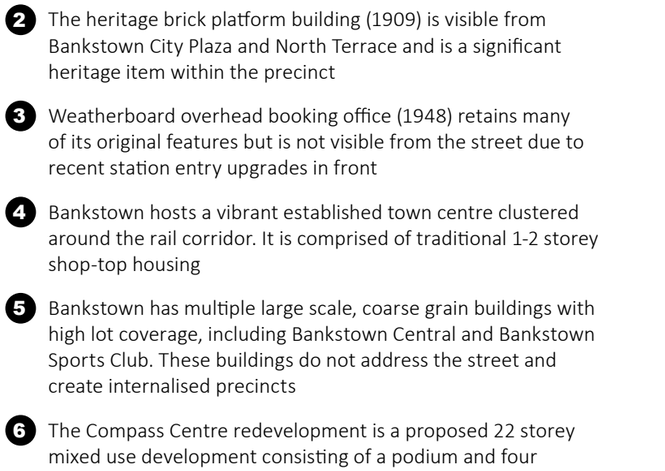
Recent Flinders Centre development

Refer Figure 3.6 Precinct built form and heritage, for references to the images above.

Public space adjacent Bankstown Courthouse

Compass Centre redevelopment, *image courtesy of cbcity.nsw.gov.au*

1. The heritage Parcels Office (1948) featuring circular windows, asymmetric massing and dichromatic brickwork
2. The heritage brick platform building (1909) is visible from Bankstown City Plaza and North Terrace and is a significant heritage item within the precinct
3. Weatherboard overhead booking office (1948) retains many of its original features but is not visible from the street due to recent station entry upgrades in front
4. Bankstown hosts a vibrant established town centre clustered around the rail corridor. It is comprised of traditional 1-2 storey shop-top housing
5. Bankstown has multiple large scale, coarse grain buildings with high lot coverage, including Bankstown Central and Bankstown Sports Club. These buildings do not address the street and create internalised precincts
6. The Compass Centre redevelopment is a proposed 22 storey mixed use development consisting of a podium and four towers. When built it will be the tallest building adjacent the rail corridor
7. Western Sydney University development (under construction)
8. Existing community facilities are located to the peripheries of Bankstown CBD
9. North of the station the precinct contains multiple civic and community buildings including Bankstown Court House, City of Canterbury Bankstown Council Chambers and Paul Keating Park. It is the civic hub of the CBD
10. Typical residential built form within the CBD is a mix of 8-10 storey tower forms with active ground floor retail and older 3-6 storey brick developments with large setbacks generally



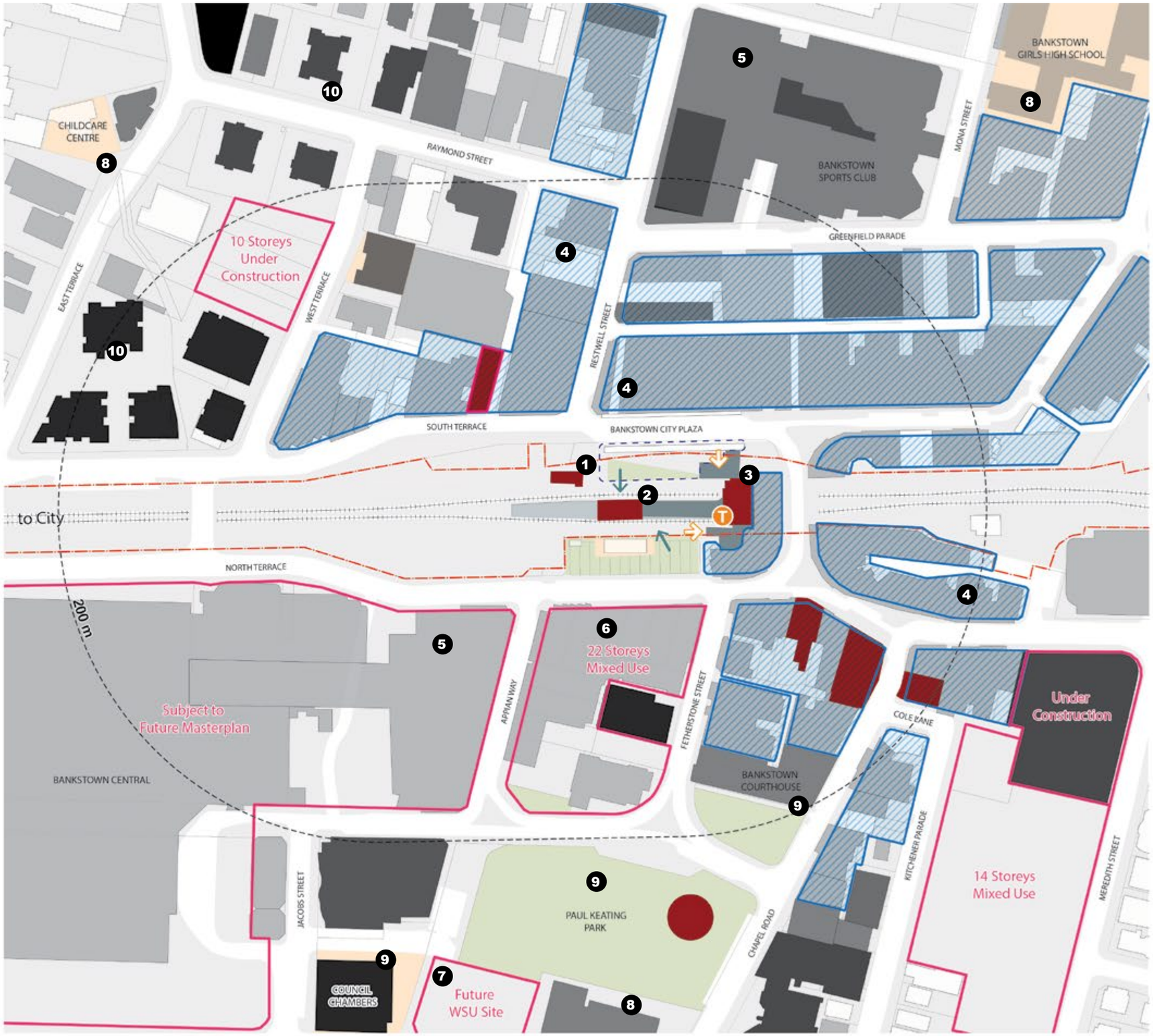




**Figure 3.6** Precinct built form, landuse and heritage

### 3.4.5 Landscape, vegetation and topography

Recent public domain improvements have focused on planting, paving and seating and have greatly improved the public amenity and urban canopy within the precinct. One such area is Paul Keating Park, which is the largest open space situated on the periphery of the station precinct and it and provides opportunities for active and passive recreation. It is surrounded by civic and community uses and has a civic quality.

Bankstown station features two underutilised public spaces adjacent the north and south entries, which are a contrast to the vibrant atmosphere found in Saigon Place opposite. A small landscaped plaza on Bankstown City Plaza South adjacent the existing station entry creates opportunities for seating and shade for the busy bus interchange. It has a semi-formal quality.

A larger landscaped plaza on North Terrace adjacent the existing station entry provides three separate lawn areas and opportunities for shade and seating. It has a semi-formal quality and contains an art incubator studio in the former womens refuge. This space was formerly a bus interchange and was part of recent public domain works by Council.



Refer Figure 3.8 Precinct landscape, topography and views, for references to the images above.


Recent public domain upgrades to Bankstown City Plaza West

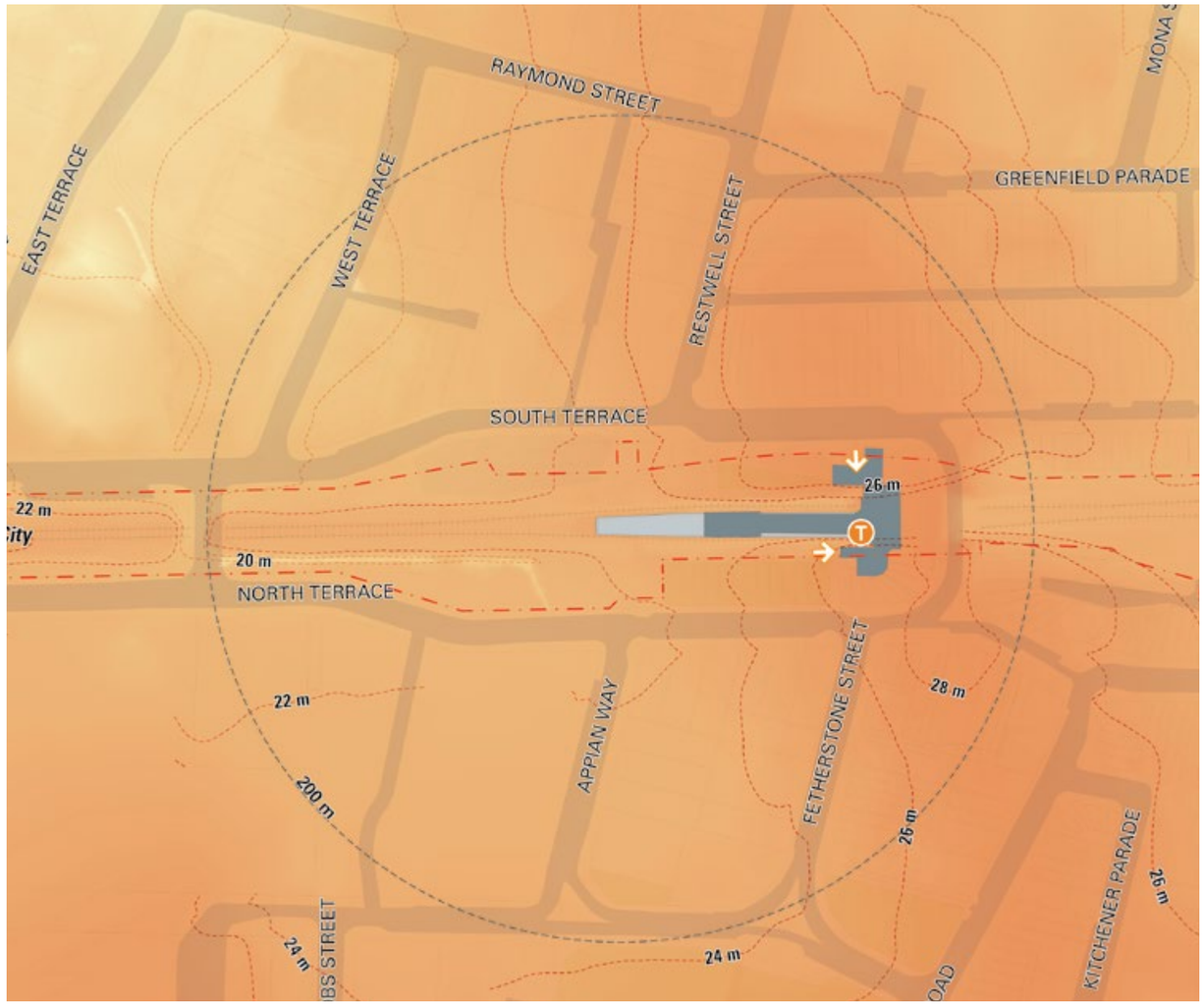



**Figure 3.7** Change in topography across the Bankstown station precinct


Seating at Paul Keating Park


Sydney Water culvert

1. Significant views along Restwell Street and Appian Way to and from the station aid in wayfinding
2. The rail corridor is lined by a row of mature trees with clear trunks which provide shade and allow for views of the station platform from the interchange plaza
3. A small landscaped plaza on Bankstown City Plaza South adjacent the existing station entry creates opportunities for seating and shade for the busy bus interchange. It has a semi-formal quality
4. A larger landscaped plaza on North Terrace adjacent the existing station entry provides three separate lawn areas and opportunities for shade and seating. It has a semi-formal quality and contains an art incubator studio in the former womens refuge
5. Recent public domain improvements including tree planting has improved the urban canopy within the precinct
6. To the west of the existing station the rail corridor is lined by mature trees
7. Featherstone Street and The Appian Way feature landscaped crossings which connect to Paul Keating Park
8. Paul Keating Park is the most significant open space within Bankstown CBD and provides opportunities for active and passive recreation. It is surrounded by civic and community functions
9. The rail corridor bridge at Bankstown City Plaza provides the only significant view along the rail corridor, due to its increased elevation
10. Open space north and south of the rail corridor adjacent station entries is currently underutilised
11. A pleasant, tree lined eat street extension of Bankstown Plaza
12. A fenced water culvert follows the natural creekline and drains to the southwest. The culvert divides the open space in the north east of the precinct

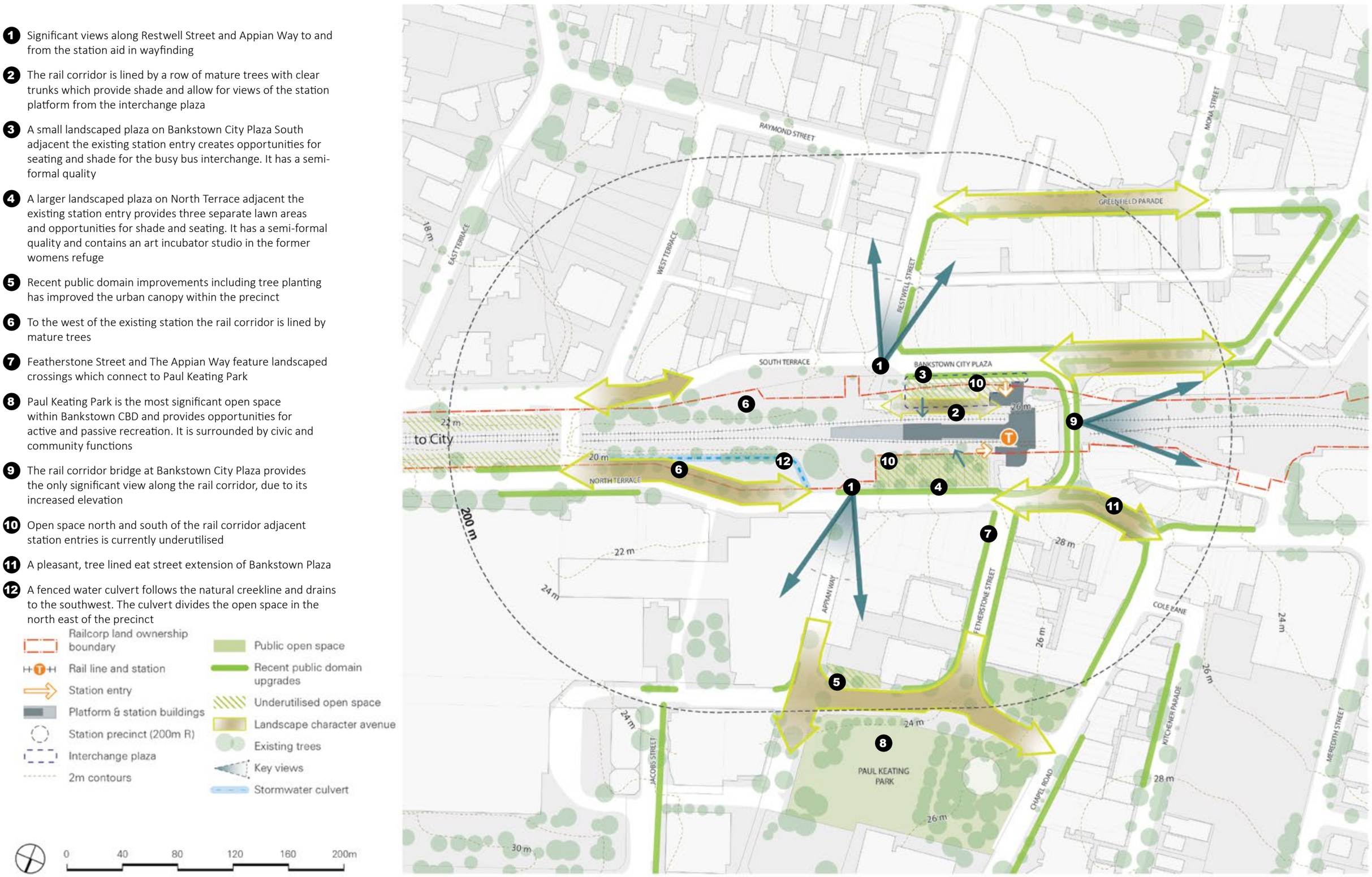



**Figure 3.8** Precinct landscape, topography and views

### 3.4.6 Transport and access

Predominant movement network is constrained by the rail corridor in a north-south direction, with the main connectors being east-west aligned for vehicles and pedestrians. The rail corridor creates a 340 metre wide impermeable barrier between Bankstown City Plaza to the west and West Terrace bridge underpass to the east.

Bankstown has multiple pedestrian links which create better walkability in areas with large blocks. The most heavily used link is between Bankstown City Plaza and Greenfield Parade, linking the station through to Bankstown Sports Centre. Pedestrian activity is high within the precinct and this gives a vibrancy to many of the local streets though it has been noted that some streets do not provide favourable pedestrian amenity and the local topography creates footpaths that are not suitable for accessible travel.

Pedestrian movement patterns can be defined by two factors:

– Daily needs facilitated by walkable areas (fine grain centre)
– Vehicle based pedestrian movement between larger community and retail anchors and car parking facilities.

Car usage within the precinct is above the average of Greater Sydney at 74% which causes congestion of the CBDs streets and creates an unpleasant environment for pedestrians.

The station precinct features an overly complicated bus network which is constricted by the rail corridor, with two layover areas to the north and south. A bus interchange is located directly adjacent the southern station entry and features an elongated bus shelter. The City of Canterbury Bankstown Complete Streets document envisages that this section of Bankstown City Plaza will become a future transit street.

There are no existing cycleways within the station precinct, with two regional links to the south-east and north-west terminating at periphery of the CBD. Existing bicycle parking is provided at both the north and south station entries where it is highly visible from the street and station entries. There is an additional bicycle locker located towards the bus layover at the southern edge of the rail corridor.

There is also limited wayfinding signage towards the station and station access from North Terrace is particularly difficult due to convoluted paths of travel and stair access.

Existing bus interchange and plaza

Existing bus layover area on South Terrace

Pedestrian link between South Terrace and Greenfield Parade

Refer Figure 3.9 Precinct access and connectivity, for references to the images above.

Intersection at North Terrace and The Appian Way

Lack of pedestrian crossing at Stewart Lane

1. The primary bus interchange is located on Bankstown City Plaza opposite the south station entry
2. Bankstown CBD has two bus layover areas and an overly complicated bus route
3. Pedestrian and vehicular movement networks are constrained in a north-south direction with primary connections on an east-west axis
4. Bankstown CBD has multiple through site links including the Bankstown Sports Club link between Bankstown City Plaza and Greenfield Parade. These links increase the walkability of the pedestrian network
5. An underpass with low overhead clearance beneath West Terrace Bridg (east of the station) and Bankstown City Plaza bridge which is for bus traffic only (west of the station) are the only north-south aligned connections for vehicles and pedestrians, with 340 metres between each crossing. The rail corridor is a significant barrier to movement
6. The junction of Restwell Street and South Terrace is a signalised intersection with generous footpath widths on the station side
7. The junction of Appian Way and North Terrace is marked zebra crossing with generous footpath widths on the station side
8. The junction of Stewart Lane and Restwell Street lacks a marked pedestrian crossing

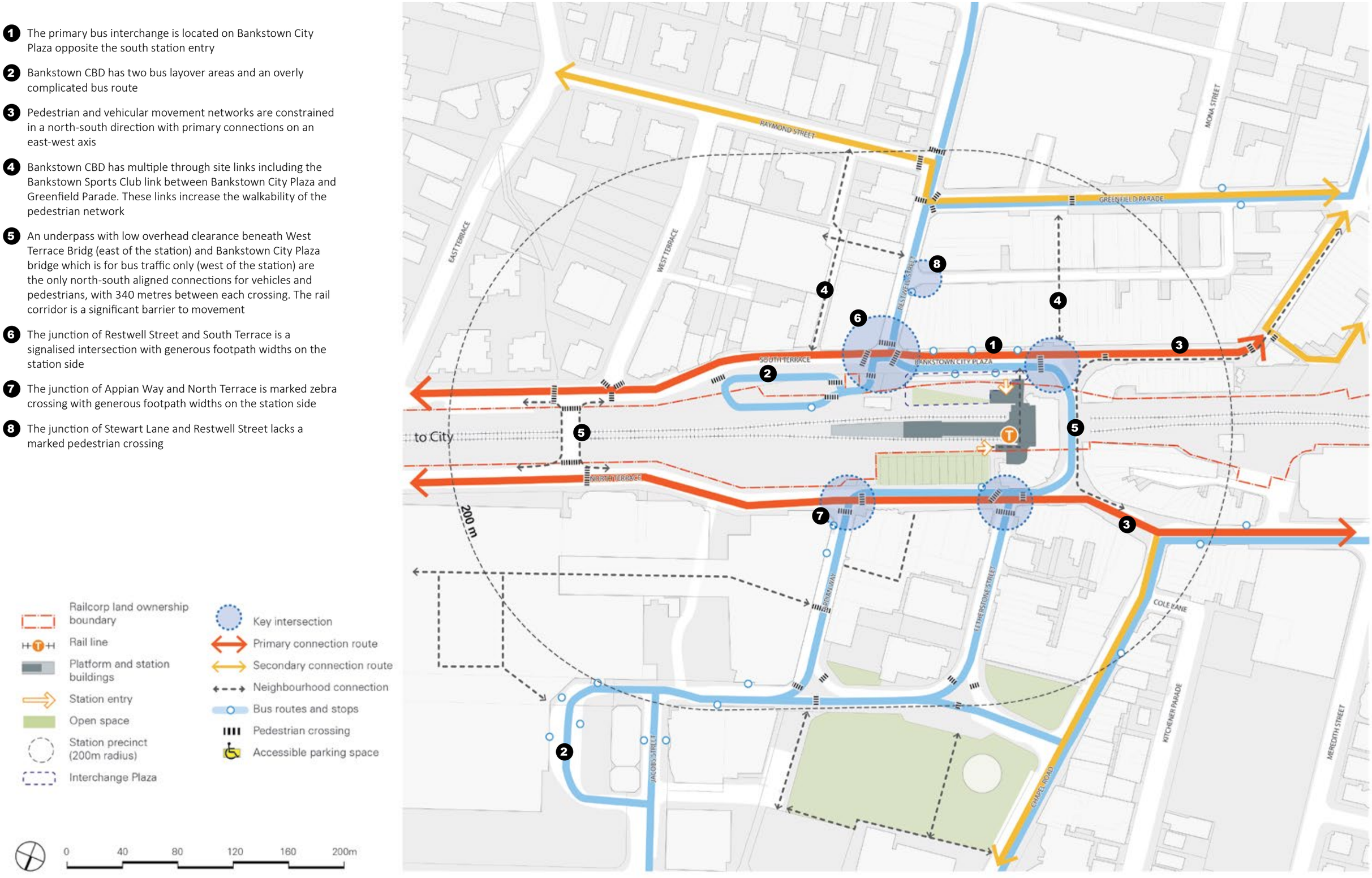



**Figure 3.9** Precinct access and connectivity

## 3.5 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 3.10** Bankstown Bites Festival 2019. Image courtesy of cbcity.nsw.gov.au

1. Opportunity to improve north- south connectivity and create pedestrian priority plaza across the rail corridor
2. Opportunity to improve public domain if bus layover relocated in the future
3. Heritage Parcels Office requires removal to open up plaza
4. Existing public open spaces adjacent the station are underutilised and disconnected from areas of activity
5. Maximise retention of existing trees, as shown in CoCB Complete Streets
6. Movement between north and south areas of the precinct is limited to the Bankstown City Plaza and the underpass at West terrace bridge
7. Existing DDA carparks are poorly located far from the station and require access via non-compliant paths of travel
8. Intersection upgrades at the junction of the new pedestrian plaza and Restwell Street and the Appian Way would improve safe connections to and from the station
9. Proposed separated bicycle path shown in CoCB Complete Streets report
10. Improve legibility of existing Sydney Trains Station entries
11. DA for Compass Centre redevelopment (lodged 2016) creates potential overshadowing of the plaza
12. Bankstown Central redevelopment subject to future master plan
13. Future Western Sydney University Campus will increase pedestrian flow through the site
14. Remove existing carparking and introduce additional public green space adjacent to the Sydney Water culvert

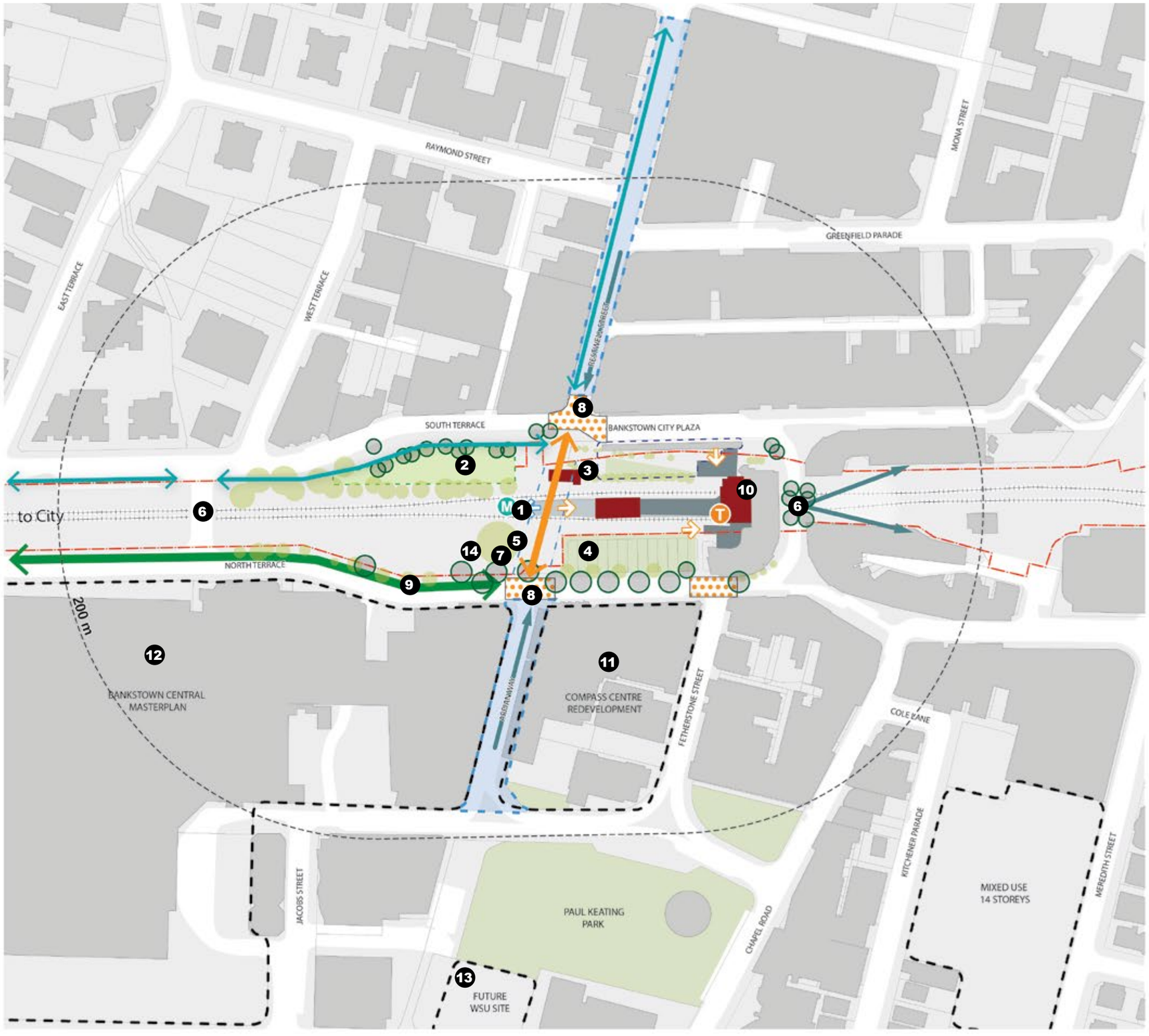




**Figure 3.11** Issues and opportunities - 200 metre precinct. Refer to Section 3.6 for further details

## 3.6 Design response

| | # | Key issue / opportunity | Opportunities delivered by the Project | Opportunities safeguarded by the Project |
|---|---|---|---|---|
| Public Domain | 1 | The rail corridor forms a barrier between north and south sides of the city centre and station precinct. | – The new metro station creates a new connection that aligns with the existing street network | |
| | 2 | The bus layover on the sites south creates a large area that is not best use of central city land | – Pedestrian movement through and beyond the bus layover has been improved with the creation of a new public plaza | – The project design does not preclude re-use of the bus layover site when suitable consolidation of the local bus network has occured |
| | 3 | The heritage parcels office building is not well sited and is an under-utilised vacant asset | – The creation of a new plaza aligned with the existing street network requires the removal of the building and will create a new interactive heritage interpretation to enhance vibrancy and activity | – Heritage elements and materials from the existing building may be available for re-use within the precinct to enhance the heritage interpretation story |
| | 4 | Existing public open spaces adjacent the station are underutilised and disconnected from areas of activity | – Creation of a new pedestrian plaza links open spaces on the north and south of the rail corridor<br>– Creation of new station entries will enhance activity and movement throughout the precinct | – Space is considered for the future inclusion of small scale built form along the plaza edge to allow retail or similar use further activating the public plaza. |
| Connectivity and access | 5 | There is a shortage of shade trees within the precinct | – The plaza will provide a boulevarde of shade trees to mitigate the local heat island effect. The creation of a 'green' spine aligns with CoBC vision for adjacent streets | – The extension of this green boulevarde can be undertaken by council to adjacent streets per their 'complete streets' master plan |
| | 6 | Movement between north and south areas of the precinct is limited to the Bankstown City Plaza and the underpass at West terrace bridge | – A new pedestrianised plaza is created that facilities north and south corridor access | – The plaza aligns with the current ambitions of streetscape upgrades proposed to Restwell St and The Appian Way by City of Canterbury Bankstown Council |
| | 7 | Existing DDA carparks are poorly located far from the station and require access via non-compliant paths of travel | – Existing DDA spaces are relocated with an additional space added to a location near the plazas south, enhancing accessibility<br>– The removal of the existing parking spaces creates the opportunity for additional open space | |
| | 8 | Pedestrian movement across South Terrace is not prioritised and leads to jay-walking and many informal crossings. North terrace has a pedestrian crossing that does not align with efficiencies in transport movement | – The upgrade of crossings at the north end of the plaza is being investigated to better improve pedestrian movement, align with future council streetscape vision and the east-west pedestrian, cycling connectivity | – The upgrade of adjacent streets in-line with City of Canterbury bankstown Council's 'Complete Streets' |
| | 9 | Cycle connectivity to the station is limited with no formal bicycle network | – The new plaza will provide a key node for cycling and pedestrian access to the stations and across the corridor.<br>– Bicycle parking will be provided at one end of the plaza and centrally in a secure store<br>– Sydney Metro is investigating improved east-west walking and cycling connections along North Terrace | – Bicycle connections beyond the station precinct |
| | 10 | The existing Sydney Trains Station entry is not clearly defined within the precinct and wayfinding is difficult | – A new Sydney Trains Station entry is created directly from the new plaza | – Opportunities for future improvements to the existing station are identified in Section 4.17.1 |
| Built and landscape character | 11 12 | Future development to the Compass Centre and Bankstown Central may cause over-shadowing and change built form and character within the precinct | – The design considers future development within the precinct | |
| | 13 | Future Western Sydney University campus will increase pedestrian flow through the precinct and to the station | – The new public plaza enables greatly improved access throughout the precinct and directly to the new Sydney Metro Station and a new Sydney Trains Station entry | |
| | 14 | Improve and increase existing public open space | – Existing carparking is removed and DDA carparks relocated to enable a new public open space | – The Sydney Water culvert relocation is being undertaken by City of Canterbury Council |

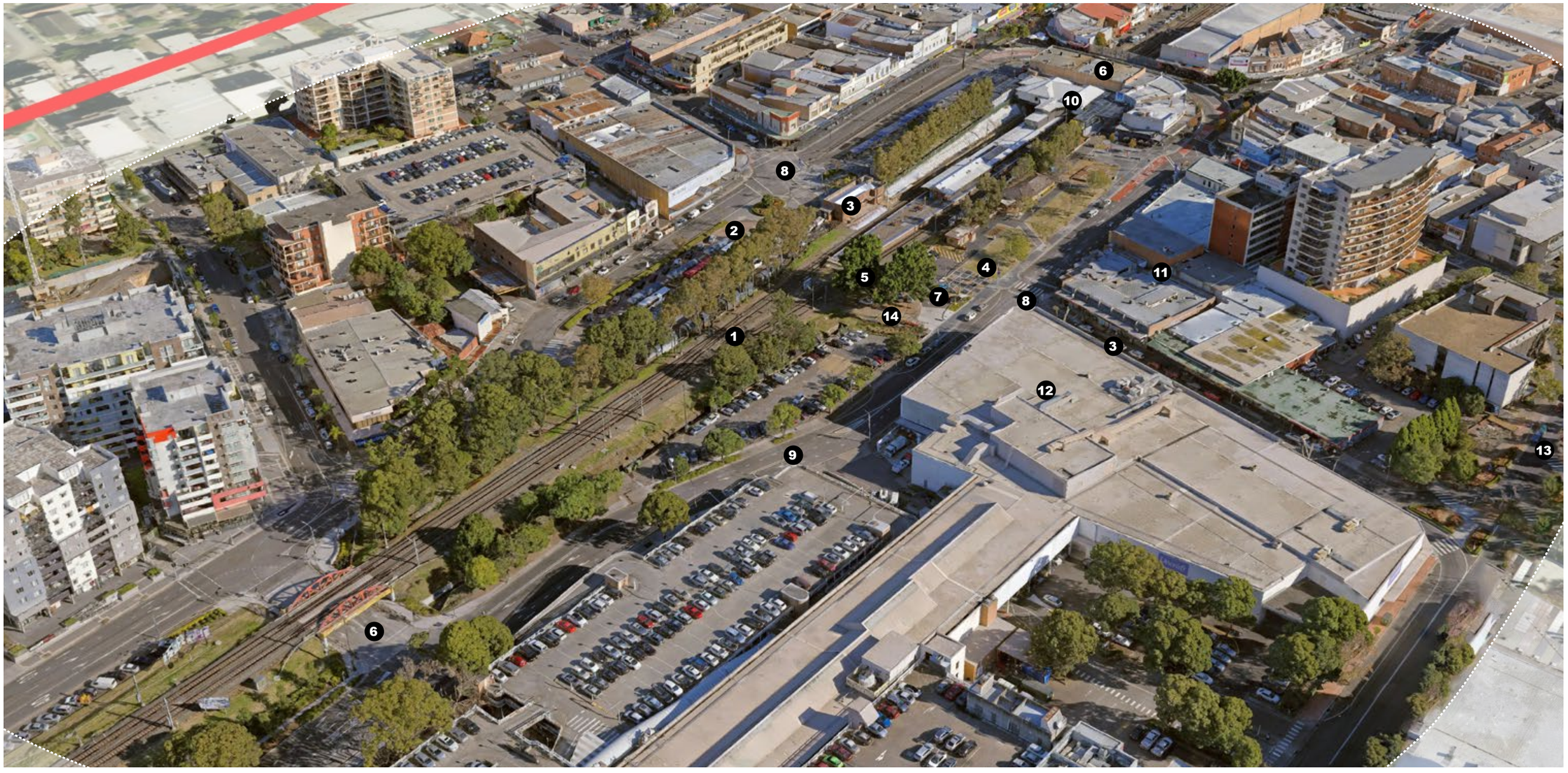



**Figure 3.12** Safeguarding the future. Refer to Section 3.6 for details

# 4. Design

# 4.0 Design

## 4.1 Project design

### 4.1.1 Design intent

The introduction of high-quality station and precinct designs will be a catalyst for urban revitalisation. The new station will be designed with the goal of sophisticated functionality to provide a calm and intuitively navigable environment, enabling customers to move through spaces with ease and clarity.

Each station design aims to enrich its locale with place-specific design solutions (that build on existing and future precinct planning), and community and heritage aspects of each 'place'. This approach is demonstrated at Bankstown, where a sense of place is delivered through a new pedestrianised plaza connecting the wider Bankstown precincts to the north and south of the existing station with station entry portals whose form and scale mark significant movement and arrival locations.

The designs have been developed in partnership with the design team, and seek to minimise impacts with existing railway assets, and Sydney Trains operations. This is achieved by maximising offsite fabrication and assembly (particularly of large structural members), and by reusing existing assets, such as overhead wiring structures and road bridges.

The design approach to the 'line-wide' metro identity, seeks to integrate a subtle pallet of materials and colouration, providing a timeless and sophisticated architectural response. Station concourse buildings will involve a subtle layer of texture, colour and pattern, that aims to unify metro train stations.

On-going collaboration with City of Canterbury Bankstown Council will ensure Bankstown Station offers a contemporary, 'place-based design' that integrates with the local context and future vision for the City of Bankstown. The new station acknowledges and integrates with the surrounding activities and the scale of the neighbourhood. The station is designed to be legible as a metro station when approached from either direction along the bustling plaza.

# 4.2 Station precinct design

## 4.2.1 Station legibility

Geographically, the station precinct is centred within the city. The east-west alignment of the rail corridor bisects the street pattern and has established 2 distinct built form precincts to the north and south of the CBD. The design approach to the north and south of the station has developed perpendicularly as the corridor acts as a barrier to the movement network throughout the precinct.

The existing station and surrounding precinct lacks a civic presence befitting a city centre. This is partly due to the aggregation of dis-similar built form around the existing station overbridge at Bankstown Plaza. This hides the station entry points and reduces its legibility. The long barrier of standard corridor security fencing is a backdrop to the substantial open space available but does not re-inforce the stations heritage or civic value.

The introduction of a high-quality station and precinct design will be a catalyst for urban revitalisation. The new stations will be designed with the goal of sophisticated functionality to provide a calm and intuitively navigable environment, enabling customers to move through spaces with ease and clarity while the public domain design integrates with the surrounding activities and the scale of the neighbourhood.

## 4.2.2 Urban character

The rail corridor divides and creates two distinct precincts within Bankstown. The introduction of a new cross-corridor connection re-establishes a vital north-south link that moves from the civic area in the north through to a fine grain, lower density area in the south. Additional to this, the plaza space that forms the connector will act as a catalyst to begin transformation of a green 'spine' that provides a pedestrian friendly network throughout the precinct.

The landscaped pedestrian plaza will integrate with adjacent streets that are proposed to be upgrades by City of Canterbury Bankstown Council. This will then complete a key part of their anticipated 'cultural trail', a walking loop throughout the CBD that visits key heritage and cultural sites.

The station and plaza's character will evolve as will character of the city. The station entries and activated frontages are designed to be adaptable, designed to fit the current context but also safeguard for the future. The public plaza is designed to be in place through the future scenarios, with established trees and through site links being integral to the cities future.

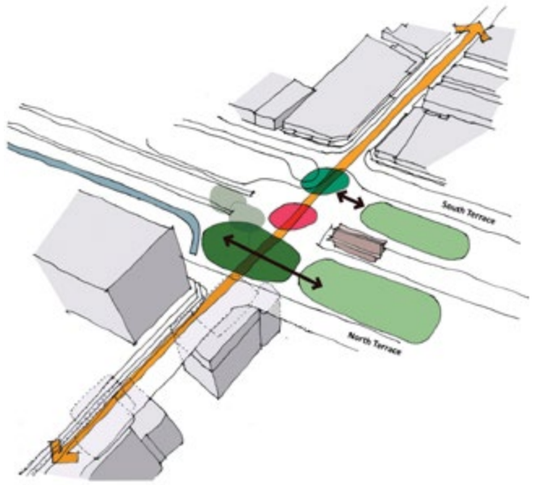
## 4.2.3 Built form and scale

Bankstown is generally a low to mid-rise city centre with a mix of 2-storey terraces and 3-6 storey commercial buildings. Newer residential buildings that are 8-10 storey are located in several locations, typically further outside of the station precinct. It should be noted that several recent development applications have proposed buildings to around 20 storey, including directly north of the station.

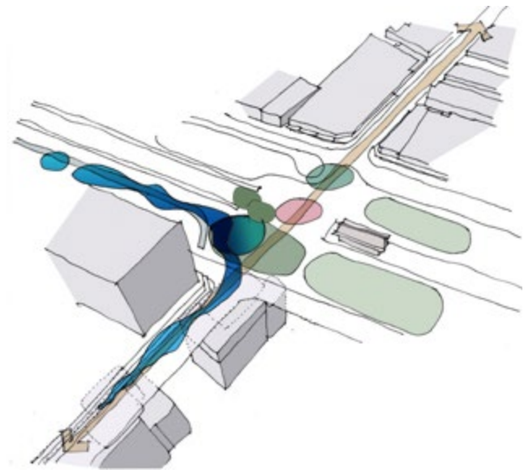
As to be consistent with the interim master  plan for the station precinct, the design proposes station entries and built form that is in scale to the current context. The station entries will be recognisable from within the precinct, rising above the surrounding built form but not overbearing the site.

The scale of the design is suited to a human perspective, with tree canopies overhead and generous open space provision to allow places of gathering, rest or relaxation.

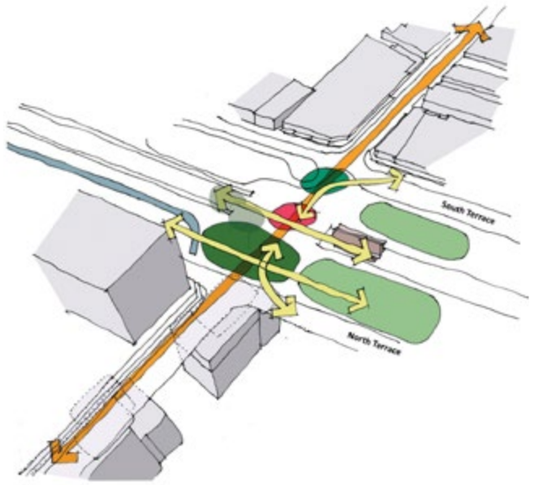
Strategies that informed the development of the station precinct design are listed in Figure 4.1.



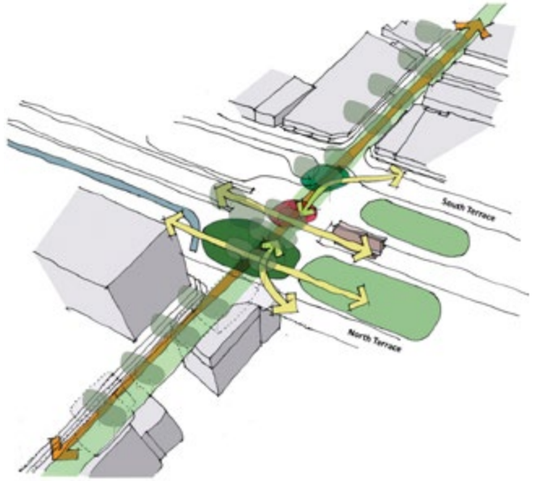

Strategy 1: Create new places that connect to existing landscape and open space settings



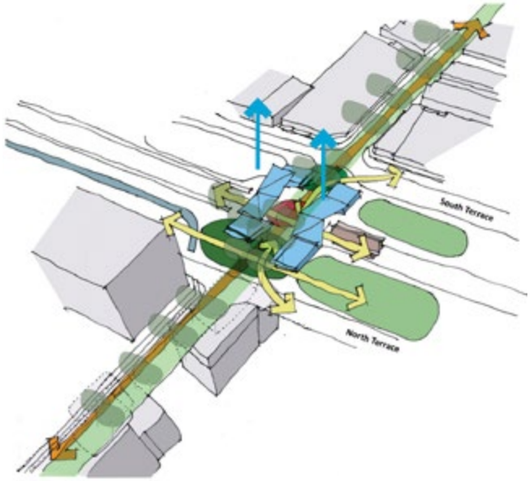
Strategy 2: A Water Connection - Recognising and re-inforcing the Salt Pan Creek catchment




Strategy 3: Ground plane and new buildings shaped to allow pedestrian movement, interchange and provide views of built and natural heritage




Strategy 4: Enable the ambition of the city-wide green pedestrian spine




Strategy 5: Station canopies form part of the integrated design solution - providing legibility and landmark through form and shape

**Figure 4.1** Urban design strategies for the precinct

**Figure 4.2** A new cross-corridor connection, artist's impression

## 4.3 Station precinct plan

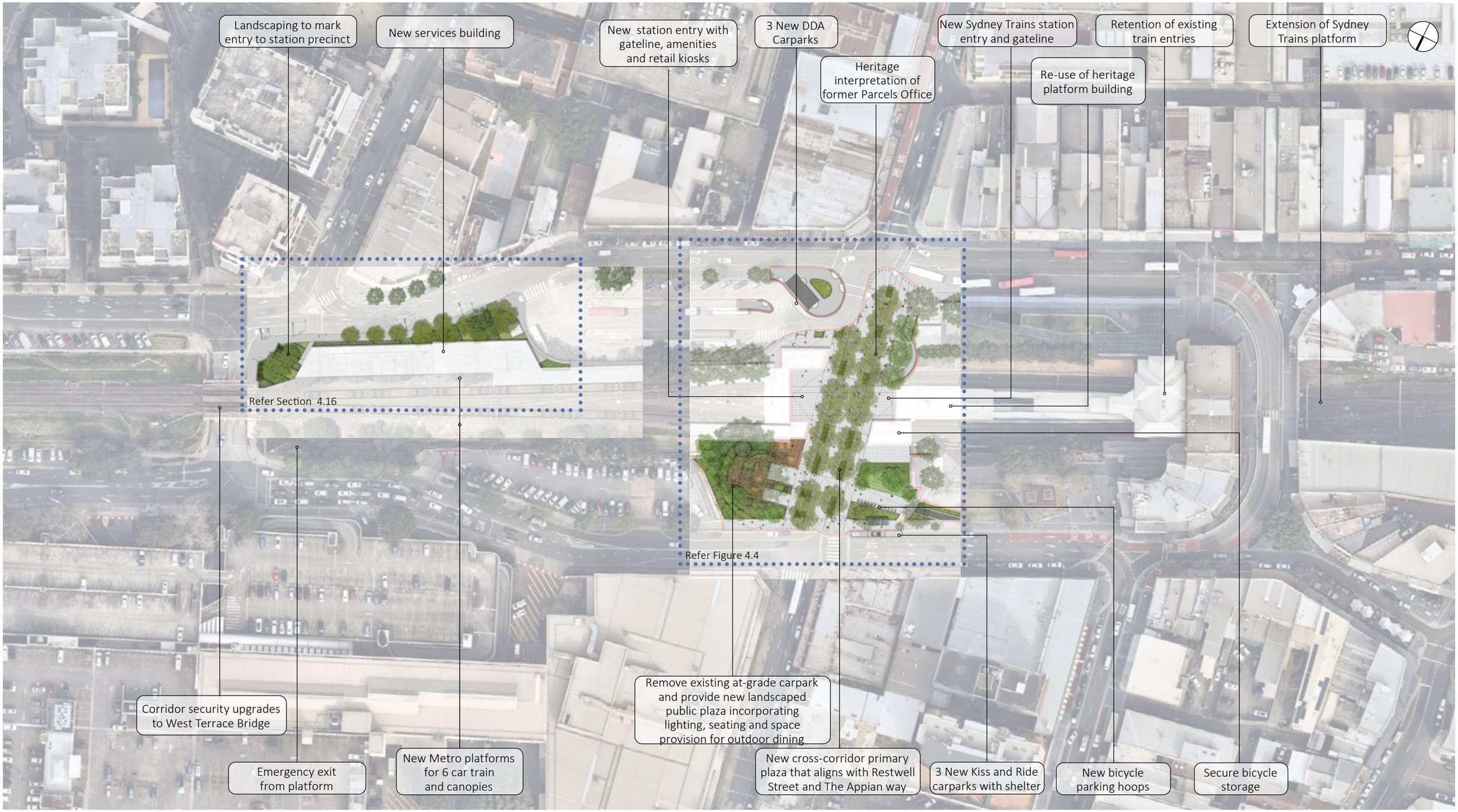



**Figure 4.3** Station precinct plan

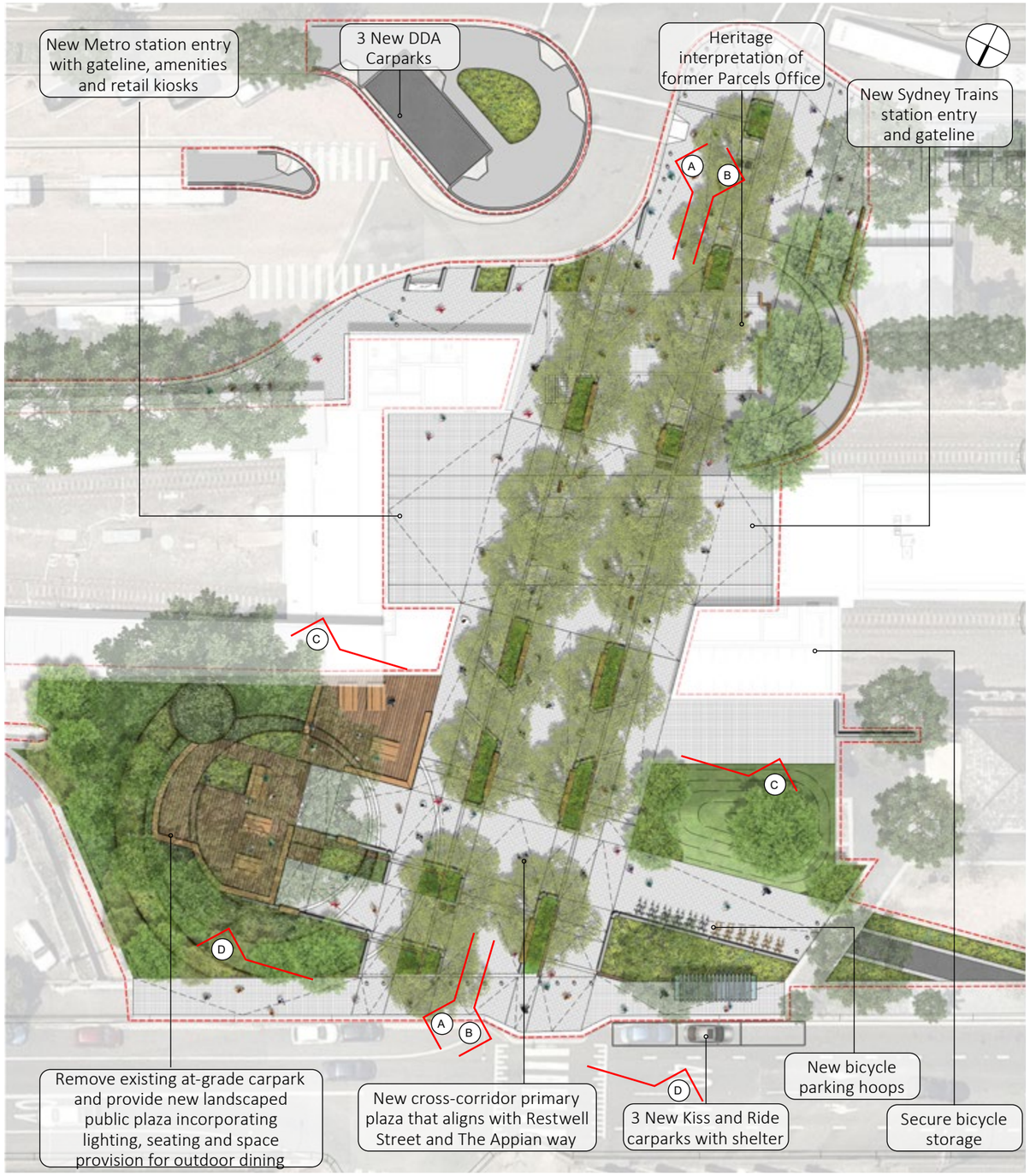



**Figure 4.4** Station precinct plan: The plaza

**Figure 4.5** Section A: Section through plaza looking towards new Metro entrance

**Figure 4.6** Section B: Section through plaza looking towards new Sydney Trains entrance

**Figure 4.7** Section C: Section through plaza looking south

**Figure 4.8** Section D: Section through plaza looking south

# 4.4 Station precinct scope

## 4.4.1 General

The precinct scope is set by the design requirements in the Scope of Works and Technical Criteria Overview (SWTC) and the Services Brief. These requirements support the Sydney Southwest Metro and Project objectives. There are typically two separate components, metro station works and metro corridor works. At Bankstown there is a third component that covers the Sydney Trains work while metro corridor works are located outside of the station precinct. The focus of this SDPP is the metro station works and Sydney train station works.

## 4.4.2 Sydney Trains scope

**Station rooms and buildings – refresh:**

- Achieve the final state of fitout, room performance and servicing (power, water) for each room as required

**Station buildings - New works: Provide a new station entry including:**

- Provide new station entry from the Plaza
- Provide new concourse building incorporating provisions for gatelines
- Provide new ticket gatelines and ticketing equipment to suit the station entry design
- Provide security measures to the new Bankstown Station concourse entrance to restrict public access during non-operational hours and during rail possessions
- Provide all new rooms and buildings required for operation of the gateline at the new entrance

**Platforms – including:**

- Extend the existing platform at the country end including associated modification and relocation of services reticulation, wayfinding, lighting, power, CCTV, PA and seating

**Demolition:**

- Demolition works including removal of the existing heritage parcels office, part of the existing platform and other precinct and station infrastructure to enable the new plaza and new Bankstown Station entrance

**Station services and systems – including:**

- Combined Services Route through the station and to the required extents in the rail corridor

**Canopies and shelters:**

- Provide new canopies to the new Bankstown Station entrance and concourse (including to protect gatelines and other concourse equipment)

**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 at new gateline

## 4.4.3 Sydney Metro scope

**Station buildings - New works: Provide a new station entry including:**

- Demolition works including removal of the existing heritage parcels office and other precinct and station infrastructure to enable the new plaza and Bankstown metro station
- Provide new station entry from the Plaza
- Provide new concourse building incorporating provisions for gatelines;
- Provide new ticket gatelines and ticketing equipment to suit the station entry design
- Provide security measures to the new Bankstown metro station concourse entrance to restrict public access during non-operational hours and during rail possessions
- Coordinate the station design with the Bankstown Master Plan
- Provide all new rooms and buildings required for Sydney Metro operations and customer facilities
- Provide a new Bankstown Sydney Metro Services Building
- Achieve the final state of fitout, room performance and servicing (power, water) for each room as required

**Platforms – including:**

- Provide new side platforms including services reticulation, wayfinding, lighting, power, CCTV, PA, seating and platform screen doors

**Station services and systems – including:**

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

**Canopies and shelters:**

- Provide new canopies to the Bankstown metro station entrance and concourse (including to protect Gatelines and other concourse equipment)
- Provide new canopies to each metro platform to cover three Sydney Metro train car lengths per platform

**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

**Public Domain:**

- Coordinate the station precinct design with the Bankstown Master Plan
- A new pedestrian plaza that connects The Appian Way and Restwell Streets, aligning with the existing building and roadway alignments and providing access to both the new Sydney Metro station entry and the existing Sydney Trains platforms
- Provide provision for 48 bicycle spaces which is to be made up of 36 new spaces within a secure enclosed bike storage facility adjacent the station entry and 12 spaces by way of 6 Class 3 bike parking hoops within the public plaza
- Removal of the existing heritage parcels office
- Planting, lighting, wayfinding and required elements for the public plaza
- 3 new Kiss and Ride car parks to North Terrace with adjacent shelter and seating
- 3 new DDA Carparks near South Terrace adjacent to the existing bus layover area
- Secondary plaza and space provision for outdoor dining north of the metro station entry that integrates the cross-corridor plaza into the existing streetscape
- Safeguarding for integration with a future east-west cycling route
- Errant vehicle devices to the plaza that still permit the servicing and safety requirement of vehicle access
- Safeguard and space provisioning for future retail along the plaza
- Heritage interpretation of the former Parcels Office building

**Fencing and screens:**

- New compliant security fencing and boundary gates to the rail corridor
- Anti-climb security detailing to West Terrace Bridge

**Earthworks and landscaping – including:**

- Earthworks required to create a cross-corridor plaza that abuts Restwell Street and The Appian Way including works to tie the plaza into existing topography and landform
- Earthworks to create suitable working level sites for the metro services buildings
- Reinstatement and upgrade of landscaping and planting of alongside the stations

**Metro Services Building:**

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

**Figure 4.9** Bankstown Station precinct

# 4.5 Heritage

## 4.5.1 Heritage platform buildings and platform walls

Bankstown Railway Station complex has local significance as a station which dates from the early 20th century expansion of the railways between Belmore and Bankstown undertaken to accommodate suburban development, particularly the war service residential development which took place during the interwar period. The collection of railway structures dating from the 1909 opening of the station and its expansion in the 1940s reflect the real estate boom in the area and the development of Bankstown into a major centre. The 'initial island' platform building, Railway Stripped Functionalist style former parcels office, timber overhead booking office and footbridge collectively characterise the type of construction and architectural style employed in early 20th century railway station buildings and associated structures in the Sydney region.

It proposed to demolish part of the existing station platform at the eastern end to allow for the construction of the plaza and new station entrance. The existing platform will be re-graded locally to allow a smooth transition to the new entrance. At the western end of the existing platform, regrading will also occur and a non-heritage column will be removed to allow the platform to be extended. There is only minor works proposed for the interior of the heritage platform building.

Opportunities for the reuse of reclaimed materials from demolished structures are proposed as part of the heritage interpretation strategy, along with possible paving inlays in the plaza including tracing of building footings, interpretive panels and inserts in the seating.

## 4.5.2 Heritage concourse elements

A modified steel jack-arch overbridge (1909) and a concrete and steel footbridge constructed in 1948 at the western end of the platforms link north south over the corridor. Alongside this, a weatherboard overhead booking office was also constructed in the same year. A series of non-heritage listed 2-3 storey buildings largely obscure the western and northern entries and elevations, while recent upgrades including canopies are installed on the southern entry, though still reveal the original hip roofed weatherboard building beyond. There is only minor works proposed to the interior of the concourse building.

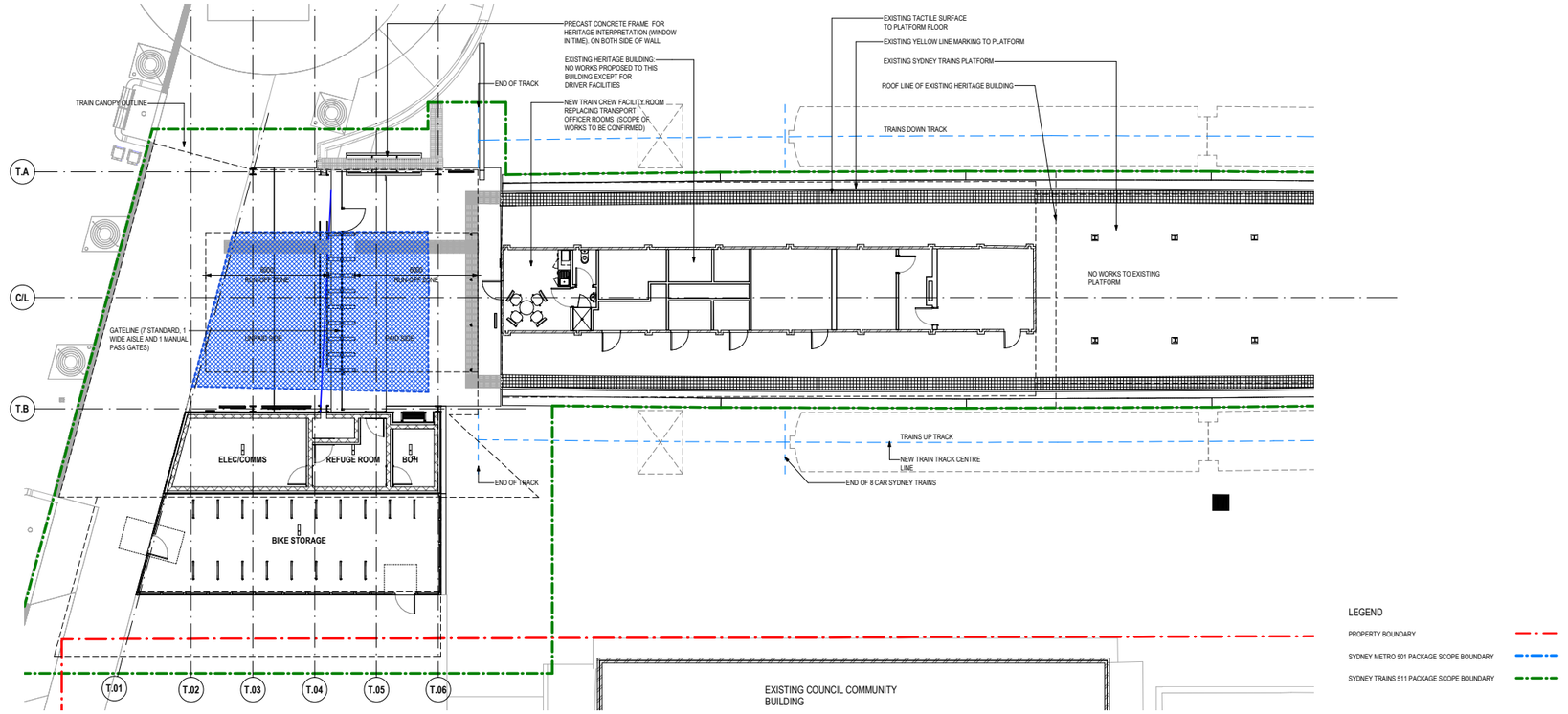



**Figure 4.10** Sydney Trains new station entry and existing heritage platform building

Platform building, 1909, 1923

Overhead booking office, 1948

### 4.5.3 Heritage (former) Parcels Office

Bankstown Station's original Parcels Office was built in October 1915 in response to population growth in the town; as Bankstown continued to expand, a new Parcels Office opened in the overhead booking office in July 1925. Further renovations to the station occurred in the 1940s, with the plans for a third separate Parcels Office on its own platform approved in 1947. This was an unusual design choice at the time, as most Parcels Offices at the time were integrated into the main station complex, rather than free-standing.

The Parcels Office itself was completed in 1948, with the design a good representation of the Inter War Functionalist style complete with decorative face brickwork, asymmetrical massing, horizontal windows and a flat roof. Another key ornamental detail was the circular porthole windows, located in the eastern, southern and northern sides of the building.

Due to a weakness in the foundations, repair work was undertaken in June 1953 to fill in a large crack that had appeared in the southern elevation of the Bankstown Station Parcels Office. Further works since 1953 include the addition of concrete steps and metal fence to the loading dock, a corrugated awning to the northern elevation and the removal of the internal fittings. The corrugated awning was removed during remedial works in 2016. Since remedial works in 2016 the building has been vacant and has not attracted a retail use.

*Part drawn from Heritage Interpretation Plan; Bankstown Station, Artefact*

The building is located directly at the termination of Restwell Street into South Terrace and directly within the alignment of the new public plaza and through-site connection between Restwell Street and The Appian Way. While opportunities to re-configure or re-locate the building have been considered (refer Section 4.5.4), alignment with The Bankstown Station Precinct Master Plan, City of Canterbury Bankstown Council plans and the Project vision require the creation of a clear, safe and accessible link across the rail corridor and as such requires the building to be removed.

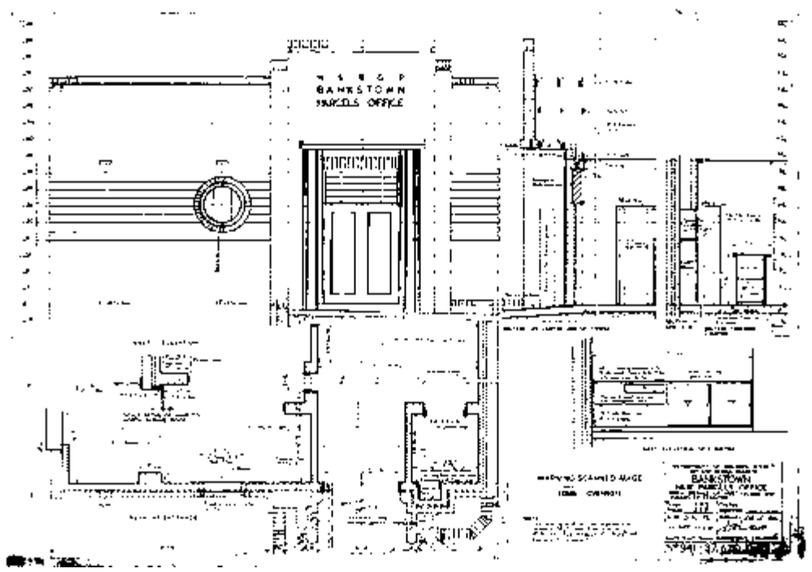



**Figure 4.11** 1948 plans for west elevation of Parcels Office. Source: RailCorp Archives

**Figure 4.12** Parcels Office present day condition - as viewed from South Terrace

**Figure 4.13** Parcels Office present day condition - as viewed from Bankstown Station platform

### 4.5.4 (Former) Parcels Office Investigation

Consistent with Condition of Approval E58 (e), the Project is required to investigate and document potential options for the relocation of the parcels office or the retention of its interpretive elements.

A detailed investigation was undertaken to consider options for use of the local heritage listed (former) parcels office with respect to the delivery of a new station precinct for Bankstown City Centre. The study developed several scenarios detailing the opportunities and issues associated with retention and adaptive reuse, relocation in whole, relocation in part and removal with heritage interpretation. Sydney Metro also engaged an independent heritage expert to re-assess heritage significance for both the Bankstown Parcels Office and the Bankstown Railway Station Group as an input into the assessment of each option. The study considered and assessed all options against;

- the heritage and historical significance of the building,
- place based urban design principles (aligned with CoCB's Complete Streets Master plan) and,
- contribution to and alignment with the project vision.

A summary of the findings of this study is detailed below, with further opportunities for interpretation detailed at section 4.5.6.

**Retention**

This scenario considered two options for the retention of the Parcels office in-situ. The first option retains the Parcels Office in its original location with no external modification, while the second option adaptively re-uses the building as a portal. An assessment of both options found the following opportunities:

- Keeping the restored building in place maintains the existing relationship between the building and railway track, maintains the heritage significance of the building and provides potential for re-use of internal spaces.
- The creation of a portal opening through building allows for somewhat improved sight lines and movement across the plaza and to the new station entries.

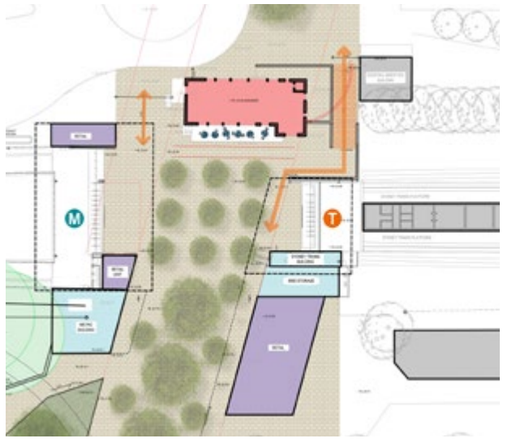
However, retaining the Parcels Office in its current location significantly impacts the ability for pedestrian movement and sight lines across the plaza, and the realisation of north-south connection is compromised. Re-use of building in both options is limited in function and practicality and results in poor outcomes for accessibility and CPTED. Additionally, while preserving the building in situ is a positive heritage outcome, the removal of significant fabric and the substantial alteration to the building's façade necessary to create a portal through the building would result in reduced heritage significance. Constructibility issues were also considered, with the building likely to require dismantle and reconstruction to allow for the construction of the plaza. Due to the inability to realise the overall project vision and principles, and possible impact to heritage significance these options were not pursued further.

**Relocation in whole**

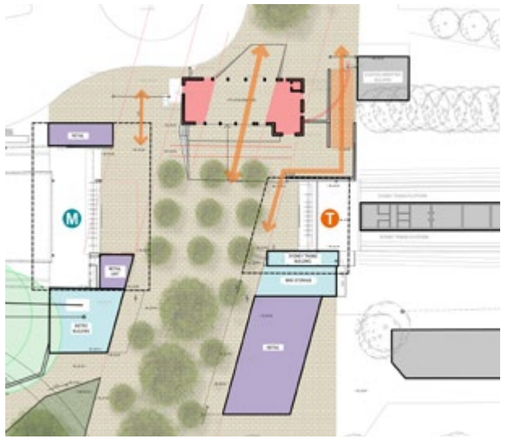
This scenario considered multiple options for the relocation of the Parcels Office to allow for better pedestrian movement across the plaza. An assessment of all options found the following opportunities:

- Retention of the building in whole is a positive outcome for its associated heritage significance and provides potential for re-use of internal spaces.
- Realignment and relocation of the building away from its original location improves sight lines and pedestrian movement across the plaza and to the new station entries.
- The north-south pedestrian connection through the centre of Bankstown is realised.

However, the buildings heritage significance is reduced in each option due to the removal from its original position. Re-use of building in all options is limited in function and practicality, with some options resulting in suboptimal surrounding public spaces. Each of the options for relocation resulted in a costly and challenging construction programme, including significant earthworks to mitigate changes in levels across the site. These options align better with the overall project vision and principles but due to constructibility issues, impact to heritage significance and the preclusion of additional uses on the site, these options are not viable for the Project.

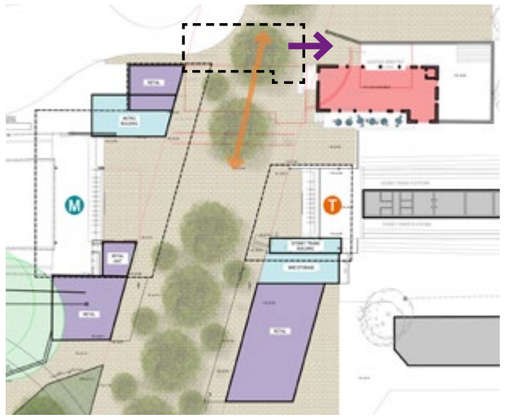


A. Retention in whole



B. Retention in part

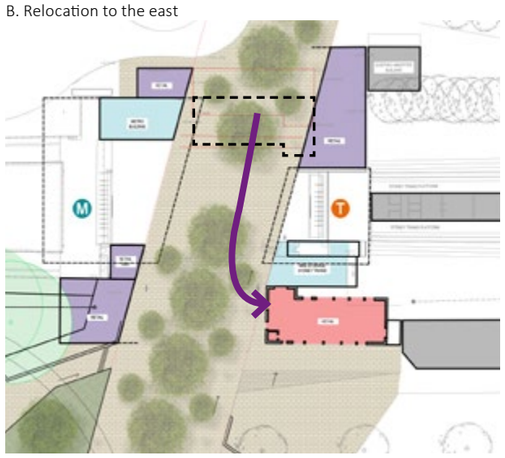
**Figure 4.14** Parcels office retention study



A. Relocation to the west

B. Relocation to the east

C. Relocation and alignment with the plaza



D. Relocation to the north

**Figure 4.15** Parcels office relocation study

**Relocation in part**

This part of the study considered multiple options for the relocation of key parts of the Parcels Office. These parts were identified as recognisable heritage elements that could be used within the public domain or as part of the built form for the station entries. An assessment of all options found the following opportunities:

- The north-south pedestrian connection through the centre of Bankstown is realised.
- Realignment and relocation of the building away from its original location improves sight lines and pedestrian movement across the plaza and to the new station entries.
- Reduced impacts to cost and constructibility.

Ultimately, this study found that the buildings heritage significance is critically lost in each option due both to the removal from its original position and part removal of its fabric. In all options it was noted that the relocated part would no longer reach the threshold for local significance. Re-use of building in all options is also limited in function and practicality, and the building is not suitable as a legible station entrance. While these options allow for the realisation of a north-south cross rail connection, due to a misalignment with the projects vision and principles and the direct impact to heritage significance and limited options for re-use these options were not pursued further.

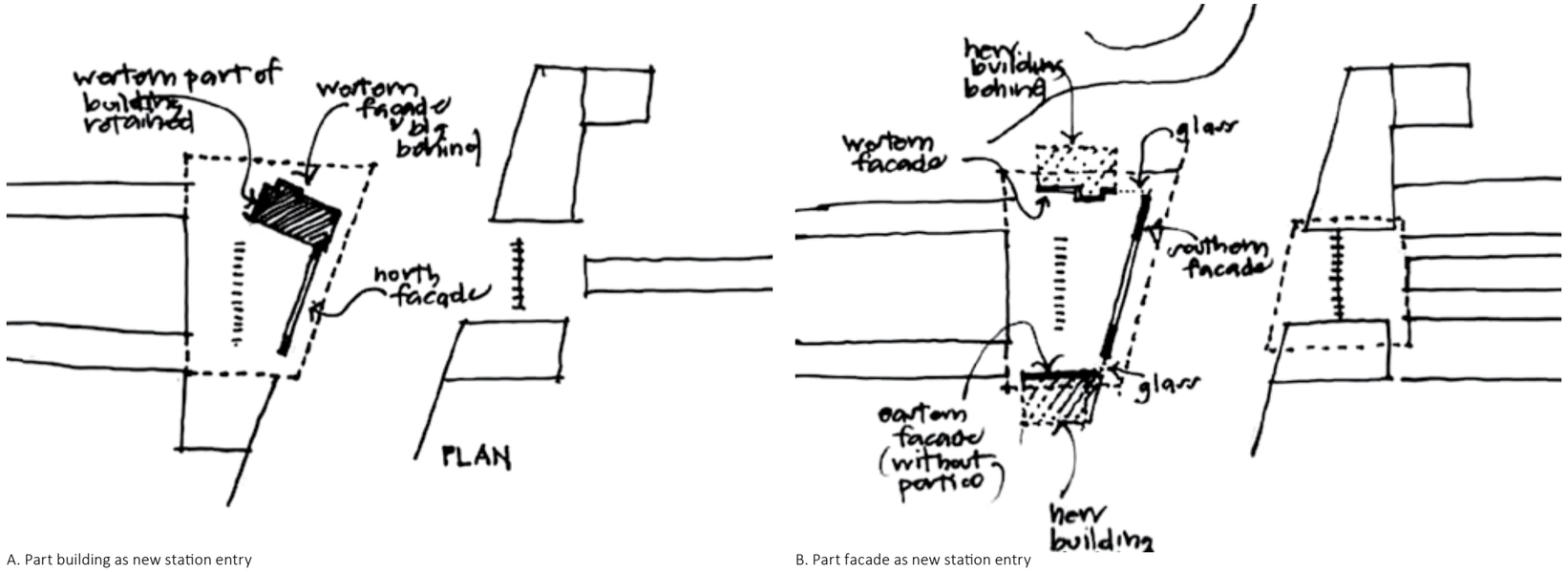
**Removal and heritage interpretation**

This scenario considered the partial or complete removal of the Parcels Office. An assessment of all options found the following opportunities:

- The north-south pedestrian connection through the centre of Bankstown is realised
- Sight lines and pedestrian movement across the plaza and to the new station entries are unimpeded. The legibility of the station entries within the wider precinct is improved, particularly with complete removal
- Opportunities for plaza activation are increased, and opportunities for creative interpretation can be fully integrated with plaza design
- Reduced impacts to cost and constructibility
- Full alignment with councils vision for a cross-corridor connection in the complete removal option.

With partial removal, the re-use of building is limited in function and practicality and creates suboptimal outcomes for the surrounding public domain. While directly impacting the heritage significance of the item, this option provides suggestions for interpretation which are detailed at section 4.5.5.

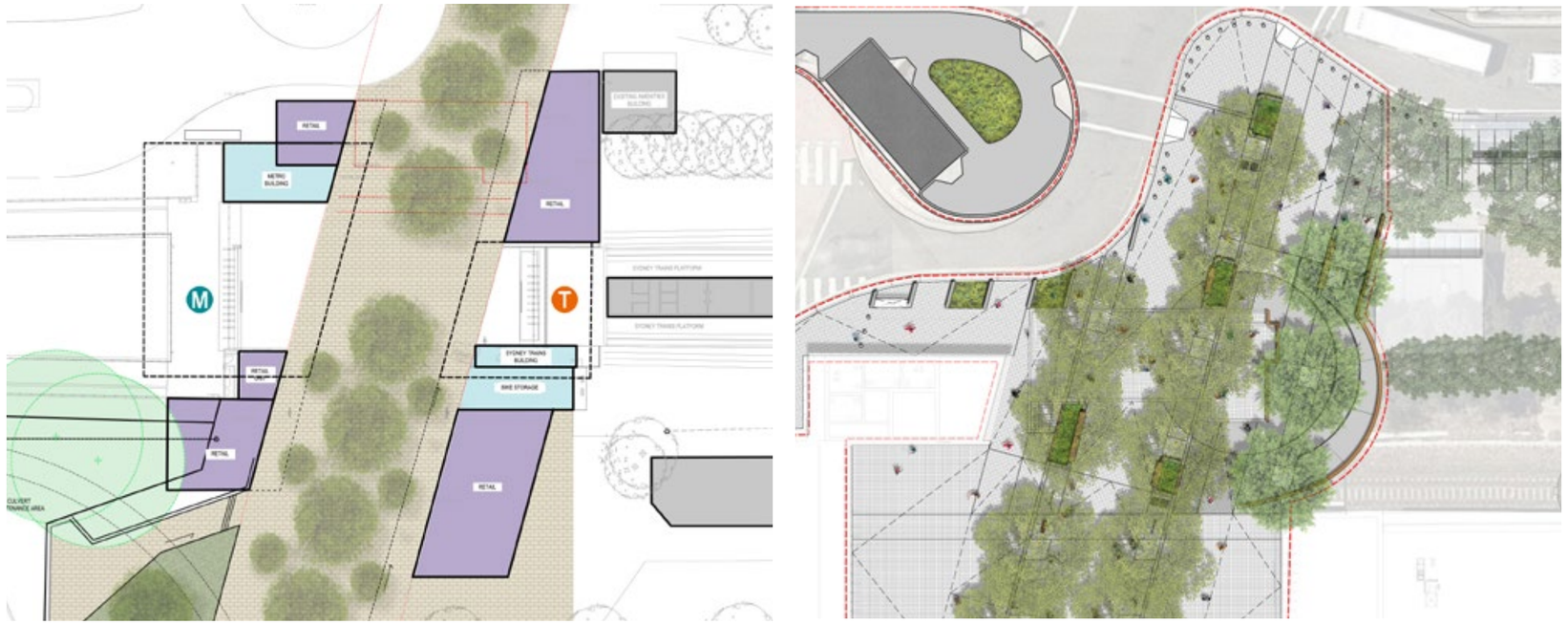
In the option where the Parcels office is removed in full, the opportunities for the wider station precinct are greatest. this option fully aligns with the project vision and principles and allows for the realisation of a pedestrianised north-south connection. This option anticipates the heritage interpretation of the building and initial considerations for this are detailed at section 4.5.5.




A. Part building as new station entry

B. Part facade as new station entry

**Figure 4.16** Relocation in part



A. Removal of the Parcels office

B. Part removal of the Parcels office

**Figure 4.17** Removal and interpretation

### 4.5.5 Heritage Interpretation Plan

In accordance with Condition of Approval E14, a Heritage Interpretation Plan for Bankstown 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, a number of 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

Key themes for interpretation have been developed to convey the layered history of a site and its cultural landscape. They are informed by an analysis of the historic themes outlined above, historical research and by feedback from any community consultations undertaken. For the Sydenham to Bankstown line the themes are;

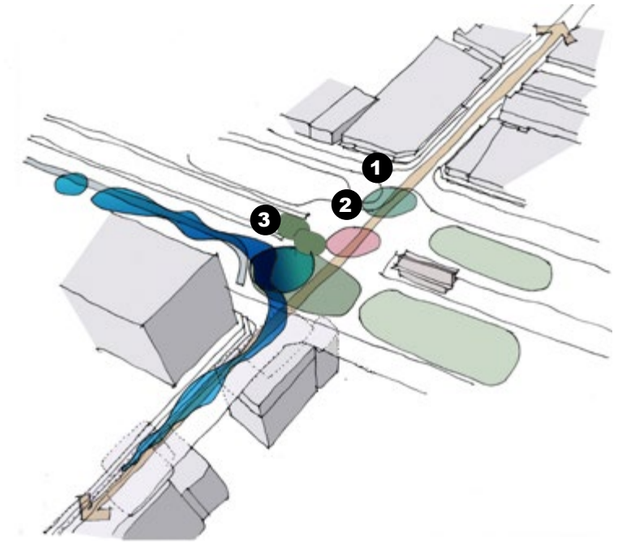
– Aboriginal heritage
– The development of the Bankstown Railway Line
– The history of each train station and its contribution to the Bankstown Line and the surrounding suburb

At Bankstown, the creation of a new public plaza promotes the inclusion of heritage interpretation within the new public space. The plaza will be accessible throughout the day and night and is both a place to rest, wait or relax and a transit space with transit users moving from the gateline to the suburb. The design team have identified key spaces within the precinct that will form anchors for the three themes, providing a separate space to detail each.

While the details of each historical theme are addressed individually, the design aims to unify them across the whole site through common themes and design elements. Figure 4.18 identifies the key spaces and recognises an overlying story that involves the theme of ‘water’. The three spaces are;

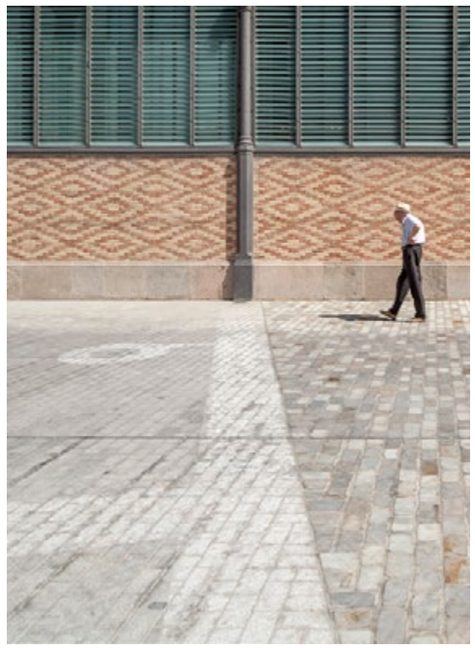
– Parcels Office Place
– The transit plaza (between Sydney Metro and Sydney Trains station entries)
– Salt Pan Creek Meeting Place

While the project requires the removal of the (Former) Parcels Office, investigative concept designs have explored appropriate options on how to interpret the existing building, its use and stories. Some examples of potential interpretive devices are shown in Figure 4.19. The detail of this interpretation will continue design development and will be included in future versions of this SDPP.




1. Parcels Office Place (history of the station and precinct)
2. Transit Plaza (history of the Bankstown Railway Line)
3. Salt Pan Creek Meeting Place (Aboriginal heritage)

**Figure 4.18** Proposed spaces for heritage interpretation



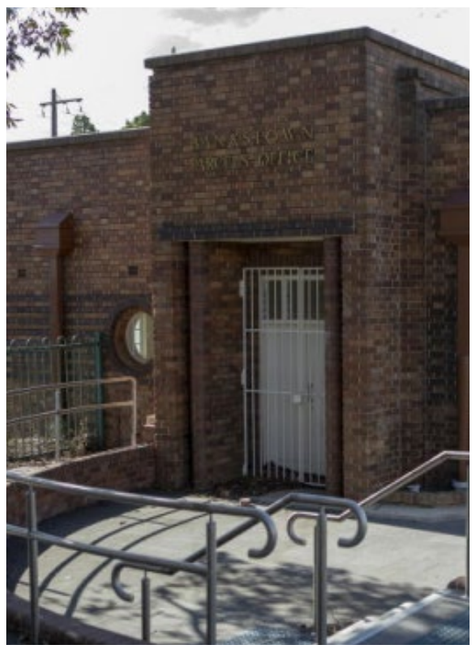



**Figure 4.19** Examples of potential heritage interpretation of the Parcels Office

From left to right include; feature ground surfaces and paving, re-use of brickwork and interpretation of heritage elements, signage and graphic media, digital technologies

# 4.6 New station entries

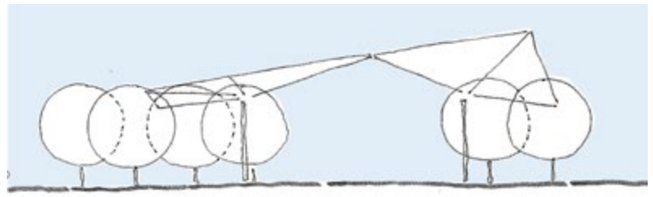
## 4.6.1 Architectural design intent - Roof and canopies

The introduction of high-quality station and precinct designs will be a catalyst for urban revitalisation. The new station will be designed with the goal of sophisticated functionality to provide a calm and intuitively navigable environment, enabling customers to move through spaces with ease and clarity.

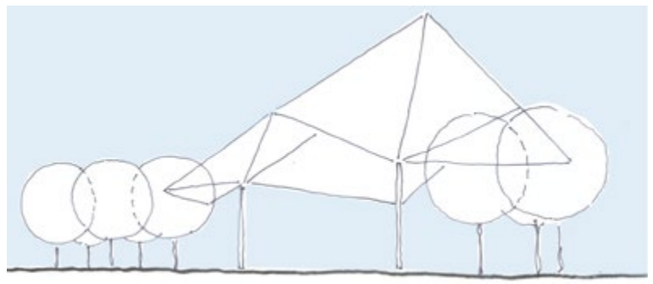
The station design aims to enrich its locale with place-specific design solutions (that build on existing and future precinct planning), and community and heritage aspects of each ‘place’. This approach is demonstrated at Bankstown, where a sense of place is delivered through a new pedestrianised plaza connecting the wider Bankstown precincts to the north and south of the existing station with station entry portals whose form and scale mark significant movement and arrival locations

The new station entries acknowledge and integrate with the surrounding activities and scale of the neighbourhood. The station is designed to be legible when approached from either direction along the bustling plaza. Several design principles were established to guide this schematic design development of the entrance canopies to produce a family of forms that will provide a distinctive identity for both the Metro & Sydney Trains stations. These are outlined in Figure 4.19.

A clear logic has guided the development of the canopy geometry with these principles employed to allow the folds and forms to respond to the line-wide language, the tree canopies, key views and the plaza alignment with a strong landmark identity and civic presence. The design of the station entrance and concourse will offer an orderly, open space that welcomes customers, and signifies a sense of arrival into Bankstown.

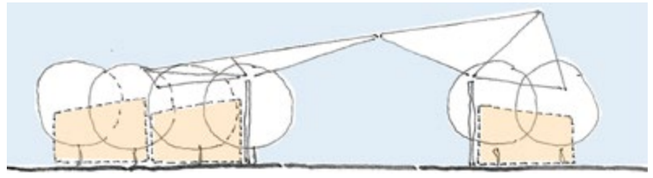


Design Principle 1: Form and shape extends the tree canopy of the cross corridor and “green (shade) heart”.

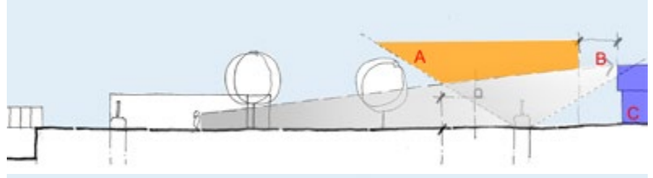


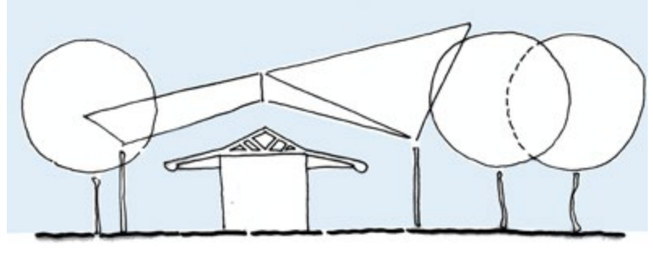
Design Principle 2: Provides a distinct landmark/ identity for the new place and transforms the character of Bankstown from suburban centre to city centre

Design Principle 3: References language of the other Metro stations in terms of materials (timber soffit) but does not replicate the form



Design Principle 4: Higher canopy provides legibility from surrounding area and “floats” over retail and other services buildings



Design Principle 5: Form enables views to the Sydney Trains heritage structures

**Figure 4.20** Design principles for new station entries

**Figure 4.21** Artists illustration of new Sydney Metro Station entry canopy

### 4.6.2 New Sydney Trains entry and gateline

The new entrance and concourse will adopt a clear architectural approach. The setback of the gateline from the edge of the plaza aims to create an open forecourt to the station entrance to produce a coherent and simple entry space into the station facility, that will be utilized by both Sydney Trains customers, and the public more broadly.

The design of the station entrance and concourse will offer an orderly, open space that welcomes customers, and signifies a sense of arrival into Bankstown. The canopy scale aims to 'float' above the adjacent built form of the service rooms and bike store and safeguards the integration of future retail buildings that would be of similar scale. The heritage platform building that is beyond the gateline drives the soffit design so that a clear framed view is maintained on approach to the station entry.

The new entrance canopy structure provides covered access from the plaza, through the entry concourse and gateline and on to the platform beyond. The canopy adopts a light-weight approach with a minimal edge and fascia detail and a structural design that minimise the number and size of the black coloured support columns. The canopy columns integrate downpipes and electrical services. The geometry of the triangulated faceted forms of the battens lining the canopy soffit relates to the movement of people on the main circulation axes connecting the plaza and the platforms, whilst creating a focal point and wayfinding cues above the concourse and gateline ensuring the flow and activity of customers and pedestrians is optimized. The proposed finish of the battens is timber, however it should be noted that the use of timber battens is subject to confirmation in later development of the FLS strategy and an alternative non-combustible material (anodised bronze aluminium) would be required if timber is deemed unacceptable.

The concourse building contains a staff refuge room and a combined services room and is clad in robust and textured 'Rimex' panels - a finish that generally discourages graffiti and promotes a sense of quality and durability. Alternatives to this cladding are being explored and may include re-use of salvaged heritage brickwork. A hub located to the rear of this building is positioned to allow for optimal surveillance of the gateline. New wayfinding signage, gateline and ticketing facilities will form part of the concourse works at the new Bankstown Station entrance. The gateline is orientated in an optimal east-west configuration, offering a simple, clear path of travel, allowing customers to enter from the plaza before passing through the gateline to the platforms beyond. The plaza paving finish continues into the paid concourse area, allowing for a seamless interface between the public domain and the station.

**Figure 4.22** Artists illustration of new Sydney Trains entry (from Sydney Metro entry). Heritage platform building beyond

### 4.6.3 Sydney Metro entry and gateline

The Sydney Metro entry, canopy and concourse follow a similar architectural form and feel to that of the Sydney Trains entry. This provides a stronger civic presence from within the precinct as the two entries read as a co-ordinated approach.

The Sydney Metro canopy is higher and broader than the Sydney Trains entry, in part due to its technical requirements but also to allow the new station entry a primary significance when viewed on approach. The extended canopy covers lower height service rooms and retail kiosks as well as providing adequate weather protection as customers move through the gateline.

The Sydney Metro canopy has skylights that allow light to enter beneath and reinforce the concept of a 'canopy of trees' overhead.

As part of a broader review of the station precinct, planning for new facilities within the Sydney metro entry and concourse consider infrastructure that could be consolidated or integrated within the new building. A small block of public toilets will be demolished from the open space along North Terrace and replacements for these are included in the design. Additional existing public toilet facilities have been identified on South Terrace that will not be replaced at this stage but have been included within the safeguarding of future built-form and retail that would sit adjacent to the new Sydney Trains Station entry.

The Sydney Metro concourse building contains both public and customer toilet facilities, cleaners' stores, bin storage and an electrical room and is clad in robust and textured 'Rimex' panels - a finish that generally discourages graffiti and promotes a sense of quality and durability. Alternatives to this cladding are being explored and may include re-use of salvaged heritage brickwork. New wayfinding signage, gateline and ticketing facilities will form part of the concourse works at Bankstown Metro Station. The gateline is orientated in an optimal east-west configuration, offering a simple, clear path of travel, allowing customers to enter from the plaza before passing through the gateline to the platforms beyond. The plaza paving finish continues into the paid concourse area, allowing for a seamless interface between the public domain and the station

Retail kiosks front the plaza on both sides of the station entry and these are scaled to match those adjacent the Sydney Trains entry. Future retail is safe-guarded by allowing the retail to extend along the plaza frontage. A series of lower height canopies are attached to the retail and concourse buildings, providing weather protection to those moving towards and away from the station entries.


**Figure 4.23** Artists illustration of new Sydney Metro entry (from Sydney Trains entry). Note foreground trees removed for clarity

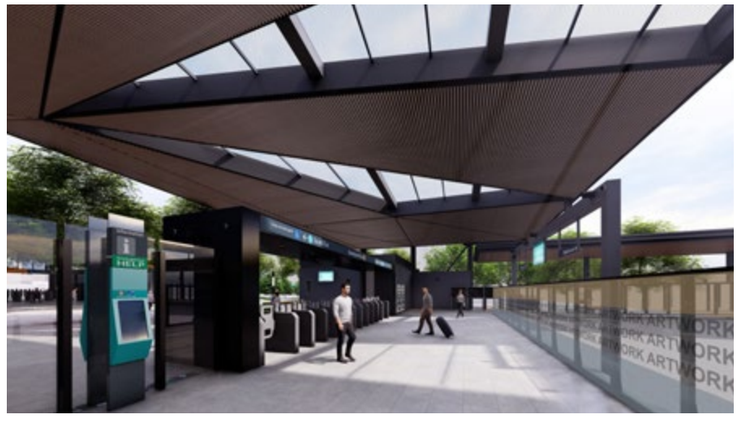



**Figure 4.24** Artists illustration of new Sydney Metro concourse

## 4.7 Platforms

### 4.7.1 Sydney Trains platforms

Circulation space on the paid side of the concourse leads to the island platforms either side of the existing platform heritage building. The existing platform will be extended at the country end to allow for a revised 8 car stopping position with associated buffer zone. The extended platform floor finish is asphalt with 1500mm wide safety zone incorporating tactile ground surface indicators, yellow line and white coping edge to the platform edges. The extended platform surface falls away from the platform edge to a central linear strip drain.

Cantilevered concrete coping elements to the platform edge with under platform refuge zones beneath provide structural support and space for cable reticulation. The extended platform curves to a minimum of 5m clear width at the end. A stair from the end of the extended platform provides access to the rail corridor for maintenance. Existing furniture, fixtures and equipment will be relocated to suit the revised train stopping position.

At the new station entry, part of the existing platform will be demolished to allow the construction of the new entry and installation of the buffer stops. There are opportunities to salvage and re-use brickwork from the demolished platforms.

**Figure 4.25** Existing Sydney Trains platform

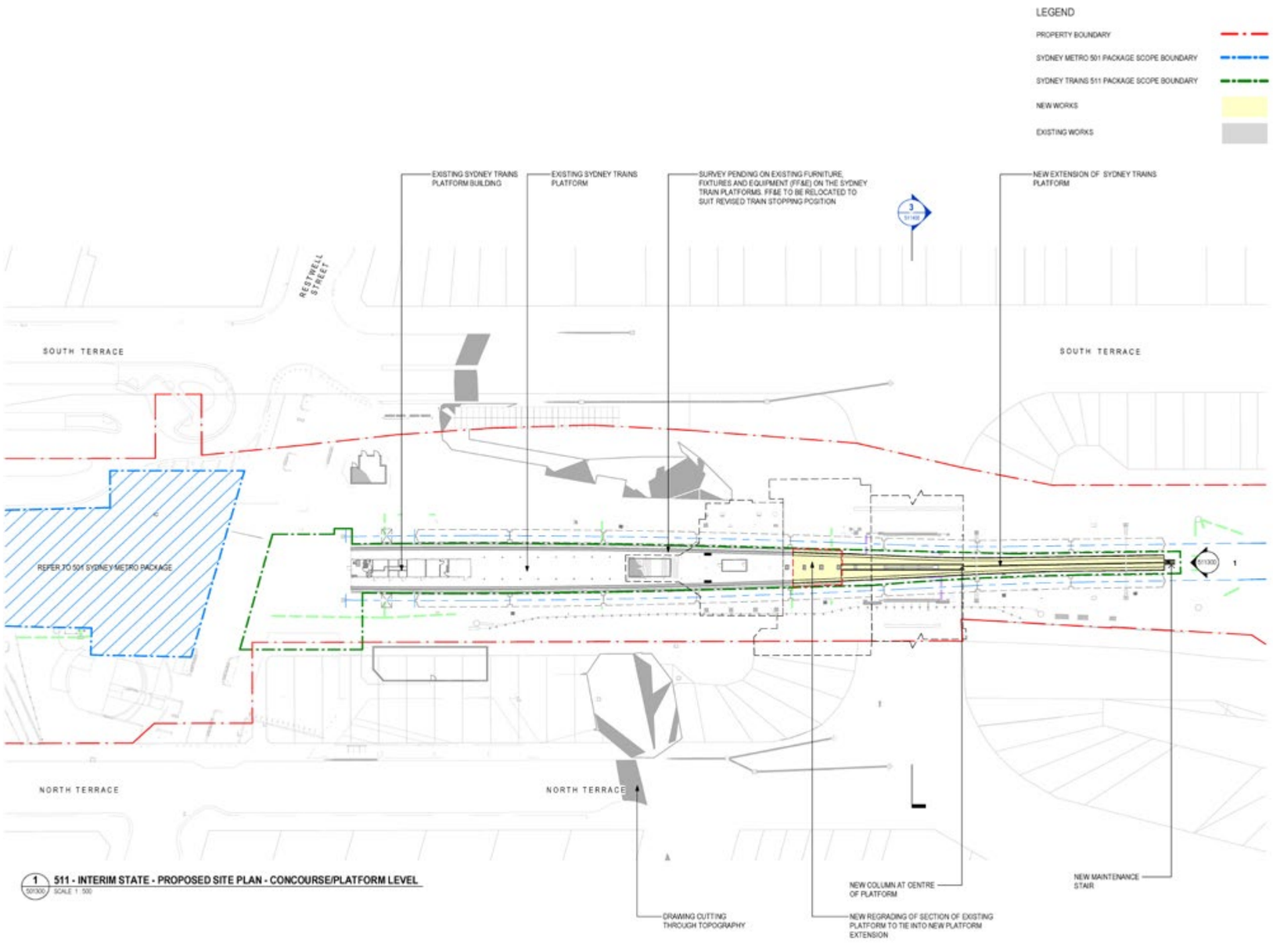



**Figure 4.26** Sydney Trains platform plan

### 4.7.2 Sydney Metro Platforms

Circulation space on the paid side of the concourse leads to the two side platforms, with the concourse canopy overlapping the platform canopies to provide continuous weather protection from the concourse to the first three Metro car lengths on each platform. Each platform is designed to accommodate 6 Metro cars, with covered circulation space extending from the concourse at the end of track past the buffer stops before reaching the start of the platform at the front of the 6 cars.

The platform canopies have the same minimal edge and fascia detail as the concourse canopy, with simple rectilinear battens lining the soffit consistent with other Metro Southwest station canopies and the structure cantilevering from columns located to the rear of the side platforms. The platform canopy structures integrate downpipes and electrical services. The platform floor is a tile finish to the full width while the platform surface falls away from the platform edge and PSDs to a linear strip drain towards the rear edge.

Cantilevered concrete coping elements to the platform edge with under platform refuge zones beneath provide structural support and space for cable reticulation for the platform screen doors (PSDs). The platforms have a minimum of 4m clear between the PSDs and the guarding to the rear side of platforms and a straight edge, which should avoid the need for any mechanical gap fillers. The platform structure allows for integrated Platform Edge Screens extending the length of the platform not covered by PSDs, providing a strong visual expression of Sydney Metro's line-wide identity. Emergency egress stairs from the eastern end of each platform provide direct access to adjacent public space.

Platform furniture, fixtures and equipment are evenly distributed along the platform length relating to the structural module and car stopping locations providing clear lines of sight along the full lengths of the platforms.


**Figure 4.27** Artists illustration of Sydney Metro platform - looking back towards gateline

**Figure 4.28** Artists illustration of Sydney Metro platform - looking toward services building

## 4.8 Lifts and stairs

### 4.8.1 Lifts and stairs

There are no new lifts or stairs proposed within the public areas at Bankstown Station. Current lifts and stairs will remain at the existing Sydney Trains Station entry while the new station entries and plaza have been designed to allow accessible movement from train to the precinct. There will be direct and accessible movement between Sydney Metro platforms through the gatelines and plaza and onto the Sydney Trains platforms.

## 4.9 Connectivity and access

The station precinct is an important interchange for multiple transport modes: walking, cycling, buses, Sydney Trains and Sydney Metro. The design will contribute to revitalising the precinct by creating a high-quality modal interchange.

A new pedestrian plaza provides a new connection from north to south across the rail corridor. Previously both movement and legibility across the corridor were restricted to the Bankstown plaza overbridge or further away at the West Terrace underbridge, both of which provided undesirable streetscapes for pedestrian movement.

The new station entries will be visible as you enter the plaza and ground surface treatment will indicate where pedestrian zones begin and will guide you towards station entries. Plaza ground treatment is to be carried into the station entries to include the entry space as part of the public domain.

Existing Sydney Trains entries are maintained and the clarity and future design of these is detailed in Section 4.11.3 as well as in the Bankstown Station Precinct Master Plan.

Bicycle parking is proposed to be a mix of secure and enclosed spaces located close to the station entries and more typical hoops located at the northern end of the plaza. This facilitates options for both casual, short term users as well as dedicated commuters. The plaza is anticipated to be a shared path where cyclists and pedestrians can mix however cycling will be restricted to the central space within the plaza and it will feature ground surface treatments and passive devices to discourage cycling at speed through the space.

The existing bus interchange will remain on South Terrace with easy pedestrian access to the new station entries. Similarly, the existing bus layover remains and will continue to provide an additional bus stop, for bus pickup during rail closures and will provide access to existing short-term parking and new DDA carparking.

### 4.9.1 Pedestrian movement

The pedestrian network throughout Bankstown is significantly improved by the addition of the new north-south cross corridor connection. The plaza will reduce the pressure on both the Bankstown Plaza bridge and the underpass at West Terrace bridge making pedestrian and cycling movements simplified and safer.

The plaza will be open 24-hours and fully public. It creates a public space that supports multiple pedestrian movements along and across the rail corridor, from and throughout the city centre as well as accessible paths of travel to the new station entries. The plaza ties into the existing levels of North and South Terraces, creating a seamless at-grade and DDA compliant path.

### 4.9.2 Cycle and shared paths

The cross corridor connection will be via a shared path, suitable for both pedestrian and cycling use. A central zone that is 8M wide facilitates this but also allows for the movement of occasional service vehicle and emergency vehicles.

The project will enhance and catalyse the existing and future cycling network. As identified in the Walking and Cycling strategy for Bankstown, cycling mode share is approximately 0.1% of the station arrivals within the AM peak. This is partly due to the lack of cycling infrastructure within the precinct which the project and an expanded network of cycling routes has been identified by City of Canterbury Bankstown Council in their Complete Streets master plan.

The plaza will link the proposed separated cycle path on Restwell Street through to the proposed shared path on The Appian Way. It will also integrate into the proposed east-west cycling routes, being the separated cycle path on south terrace and the proposed east-west pedestrian and cycling connection on North Terrace.

### 4.9.3 Bicycle parking

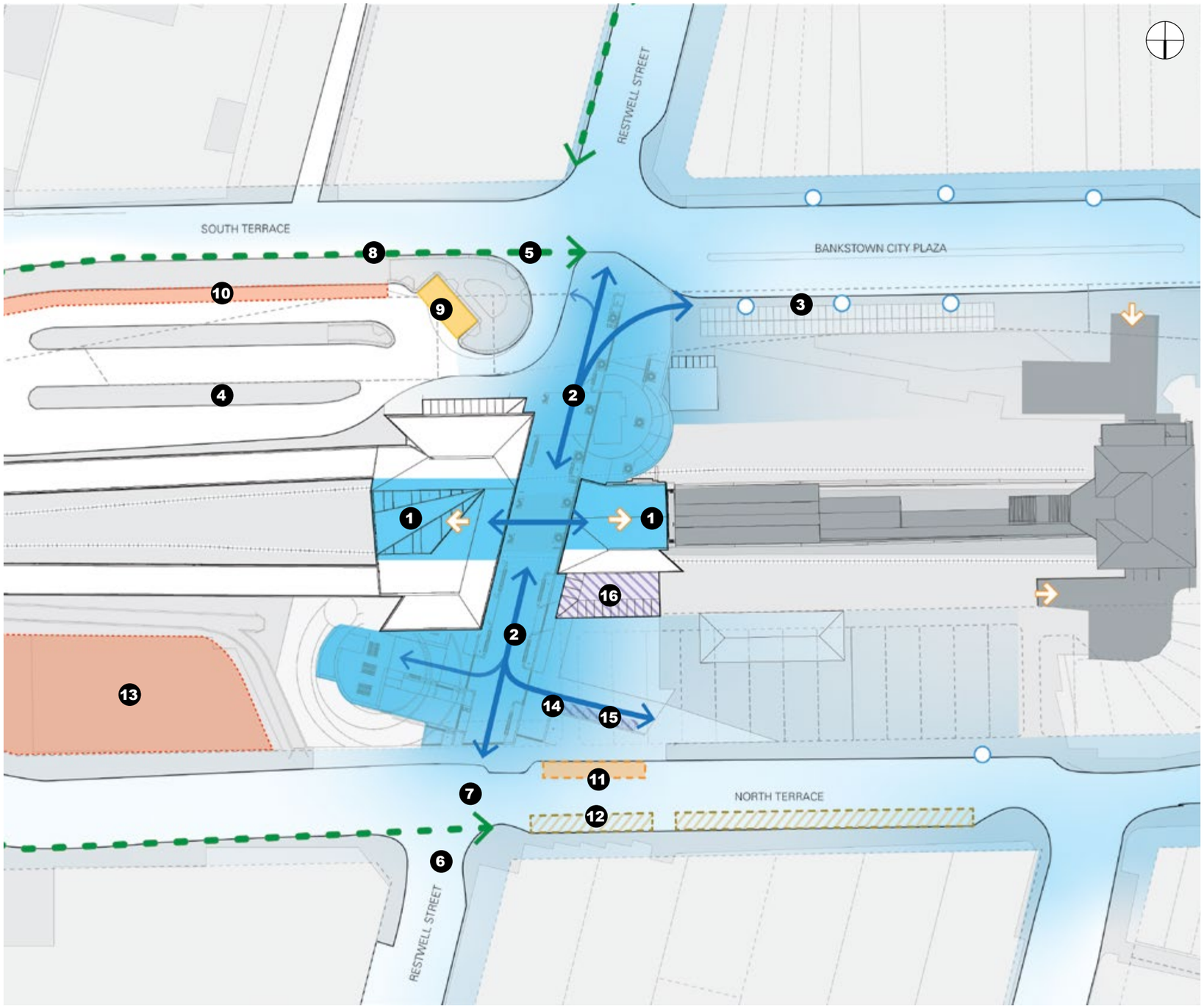
Two locations are proposed for additional cycle parking within the project design. 36 new spaces within a secure enclosed bike storage facility are proposed adjacent the station entry and 12 spaces by way of 6 Class 3 bike parking hoops within the public plaza to the stations north. The location of these facilities aims to capture bicycles at key interchange nodes and minimise the overlap of movement and provide a total of 48 spaces.

2 Bicycles spaces are removed in the required demolition of an existing bike locker which is currently adjacent to the (former) Parcels Office and is inconveniently located and under-used. There are no changes to the existing bicycle facilities as part of the existing Sydney Trains concourse and entry.

### 4.9.4 Interchange facilities

The following describes key connectivity and access design items:

- Provide a new pedestrian plaza that allows a north-south cross corridor 24-hour public connection
- Locate bicycle parking within sight of the station entry by way of a secure lockup cage
- Provide new and additional station entries directly off the new plaza
- Provide 3 new kiss and ride car spaces provide a new shelter and seat
- Re-use existing taxi parking bays
- Additional bicycle parking at either end of the public plaza
- Provide 3 new DDA parking spaces and remove existing 2 spaces
- Provide accessible paths of travel to all interchange modes




1. Clear and accessible station entries directly from the public plaza
2. New plaza provides a shared path that extends and enhance the public domain
3. Visibility and movement to the existing bus interchange is maintained and improved
4. The existing bus layover is maintained
5. The plaza connects to the proposed separated bicycle route along Restwell Street
6. The plaza connects to the proposed shared zone along The Appian Way
7. The proposed east-west pedestrian and cycling connection will tie into a future crossing upgrade, connecting directly to the plaza
8. A proposed cycling route along South Terrace will link directly into the plaza
9. 3 new DDA carparks
10. Existing short term carparking
11. 3 new Kiss and Ride carparks with shelter and seat
12. Existing taxi rank maintained
13. Existing carpark
14. 6 bicycle hoops (12 spaces)
15. Space provision for potential future bicycle share program
16. Secure bicycle storage (36 spaces)

- Project boundary
- Platform and station buildings
- Station entry
- Pedestrian movement
- Future walking and cycling connectivity
- Public domain
- Bus stops
- Kiss and ride
- Bicycle parking
- Taxi
- Accessbile parking space
- Park and ride

**Figure 4.29** Transport interchange connectivity and access

# 4.10 New plaza

## 4.10.1 A new cross corridor link

Geographically, the station precinct is centred within the city. The east-west alignment of the rail corridor bisects the street pattern and has established 2 distinct built form precincts on either side. The addition of a new cross-corridor connection re-establishes a vital north-south link that moves from the civic area in the north through to a fine grain, lower density area in the south. Additional to this, the plaza space that forms the connector will act as a catalyst to begin transformation of a green 'spine' that provides a pedestrian friendly network throughout the precinct.

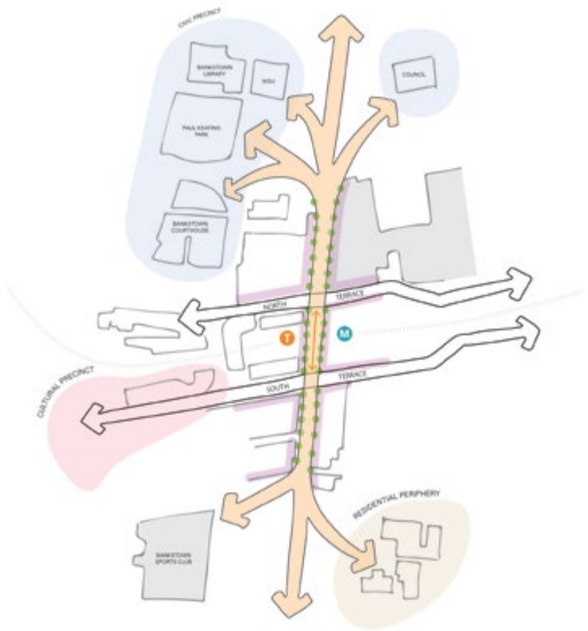



**Figure 4.30** The new link connects north and south precincts

## 4.10.2 Activated public domain in the heart of the village

The plaza will integrate into the greater station precinct though with little established buildings in the precinct it will be a rare opportunity to enhance public open space and provide an inviting, cool, green space that positively re-enforces the transformative ability of the transport network. The public domain therefore aims to clarify and enhance pedestrian movement to both the stations and through the city. A canopy of trees will line the plaza, providing pleasant spaces for resting and relaxation.

Both quiet and activated areas are provided within the plaza and the character of the design at either end aim to respond to the local context and will have a slightly different feel to each other. This is proposed through the general built form and provision of open space but also through the natural topography of the site

At approximately 90M in length, the plaza has the opportunity to vary in design along its length and provide a contextual response as it integrates with the surrounding streetscape. This has been interpreted through a series of three similar yet individually considered spaces.

**Figure 4.31** Current condition: view from North Terrace

**Figure 4.32** New plaza: view from North Terrace, artist's impression

# 4.11 Plaza landscape design

## 4.11.1 Landscape strategy

Bankstown features weather and environmental patterns typical of Western Sydney. It features warm to hot summers and mild winters with summer highs regularly reaching high 30's degrees C and into the low 40's degrees. Large open areas of built upon land, such as pavement and roads can exacerbate the concentration of heat in a process known as urban heat island effect. It is for this reason that the landscape design aims to provide respite and protection from sun and heat through a generous urban tree canopy.

The landscape design centres around the creation of a new public plaza that continues the street alignment of Restwell Street and The Appian Way through a north south orientation. While the underlying geometry of the plaza is such that it has the flexibility to be entered by occasional service and emergency vehicle, it is envisaged that the plaza will operate primarily as a shared space for pedestrians and cyclists.

The orientation of the plaza aligns with City of Canterbury Bankstown Council's vision to create a 'green spine' between greater public opens spaces farther north and south outside of the precinct. This project will be the catalyst to inform quality and amenity for the transformation in other adjacent streets.

The approach to place-specific design begins with an understanding of traditional patterns of use and movement, particularly those that relate to Salt Pan Creek and its catchment. A series of key public spaces act as secondary plaza's which adjoin the main central cross corridor plaza. Each plaza space has its own unique interpretation of heritage with a look and feel that is both individual and integrated with the overall design strategy.

These places are described as;

- North – South cross corridor shared Plaza
- Fig Tree / Salt Pan Creek Meeting Place
- Parcels Office Place
- Station Plaza
- Services building precinct

By nature of the transit interchange, there will be periods for all patrons and public where weather protection is unavailable. While the distance between Sydney Metro and Sydney Trains station entries is less than 20M, those moving elsewhere within the CBD may face longer distances without weather protection. It is critical therefore that the landscape design address this issue and provides considerable areas of shade and comfort.

Additional to its alignment, the plaza traverses a 3M change in topography from south (higher) to north (lower). The integration of these height changes and the station entries has been handled such that accessible grades are available from both ends and directly into the station gate lines with no requirement for stairs or ramps. This will improve the accessibility of the space with equitable paths of travels for all users.

Throughout the plaza numerous raised garden edges form boundaries to a boulevard of street trees. The edges are low walls used for sitting and to define intimate spaces for small group gathering. All large trees have strata planting cells and passive water collection to ensure healthy tree growth.

Vehicles will be restricted entry via errant vehicle bollards and landscape features at each end of the plaza that can be removed to permit limited entry. This gives the plaza a pedestrian feel that is enhanced by the selection of materials and bespoke landscape elements such as seating and garden walls.

**Figure 4.33** Current condition: view from South Terrace

**Figure 4.34** New plaza: view from South Terrace, artist's impression

The Fig Tree / Salt Pan Creek Meeting Place is an extension of the main plaza creating an additional outdoor space. It is created through the required removal of existing at-grade car park and celebrates both the existing mature Fig Trees on the site and its relationship to the traditional flood overlay and drainage culverts.

The look and feel of Fig Tree / Salt Pan Creek Meeting Place referenced Aboriginal stories, ideas around gathering, prospect and refuge. It has a series of outdoor deck spaces that terrace down a gentle slope and are accessible to provide outdoor dining or casual gathering opportunities. Decking has been chosen to allow the higher deck to span over an underground water detention tank but also to casually integrate into retail facilities.

Parcels Office Place references the existing location of the to be removed Former Parcels Office heritage building. A small extension creates a semi-circular space adjacent the western end of the Parcels Office and Sydney Trains station entry. This space allows the interpretation of the heritage building at both ground plane and possibly through built heritage fabric that could be used as a small retail building.

The Station plaza sits centrally between the new Sydney Metro and Sydney Trains entries. It has a more open feel that facilities easy navigation and movement between stations and to the broader area. The design of the station entry canopies considers the urban context and are appropriately scaled to signify the hierarchy of built forms. The entry canopy roofs sit above smaller scaled retail and operational buildings that line the plaza edge. These canopies activate the plaza frontage and provide defined built edges.

The area around the services building is proposed to be landscaped with trees and planting that provide visual screens and buffers to the building from within the precinct. proposed new street trees will integrate with the Council proposed new separated cyclepath.

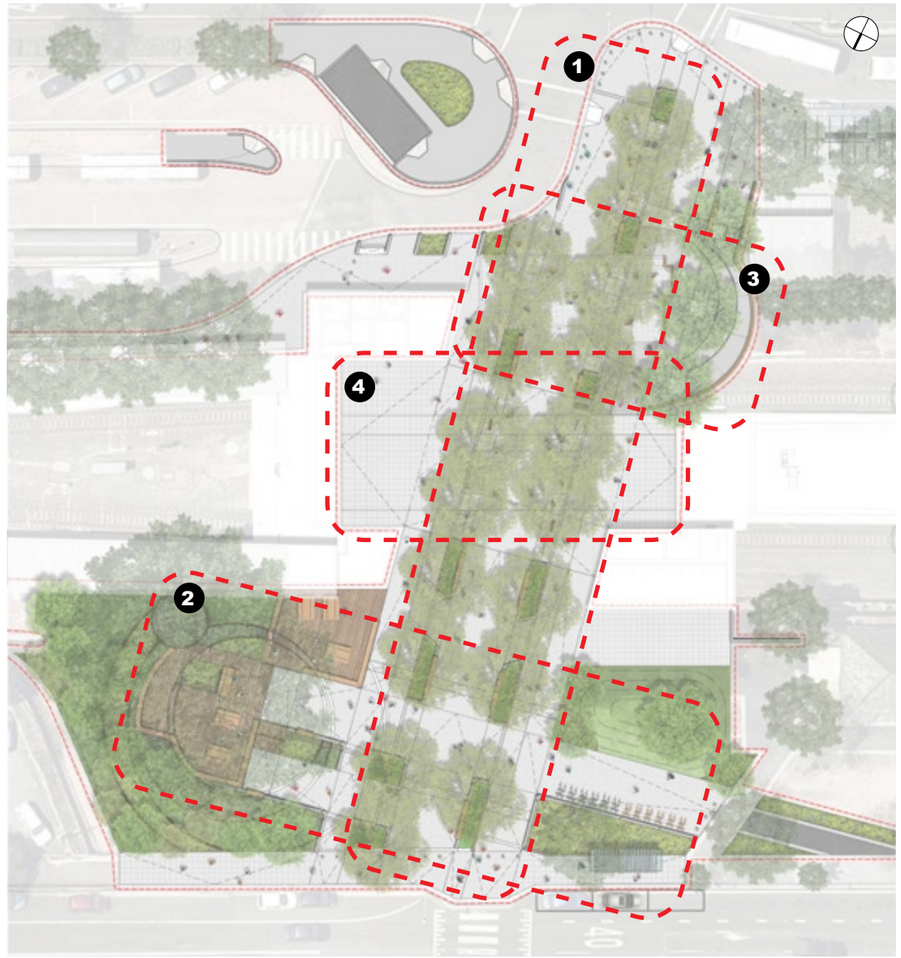
### 4.11.2 Landform and earthworks

Bankstown City centre sits within a low fairly level plain that is part of the catchment of the Salt Pan Creek and Georges River catchment. A low ring shaped ridgeline surrounds the city's north with drainage away to the south. At the precinct level, the landform slopes from south to north across the project site with a height difference of approximately 3M. A natural water drainage path from the north that intersects with the station precinct is therefore directed around the site and away to the southeast. Remnants of this flow path are seen in the water culverts along South Terrace and the occasional flooding of The Appian Way, North Terrace and under the West Terrace Bridge. City of Canterbury Bankstown Council are currently proposing works to relocate the culvert to beneath North Terrace and alleviate flooding issues.

The new cross-corridor plaza transitions between North and South Terraces, forming an accessible grade along its length. While the plaza will be typically at grade, some earthworks will be required to re-shape the area currently at the level of the railway line.

Typically, the plaza will transition at its edges into the adjacent natural ground levels. On the southern side this will generally be a level surface from east to west. On the north, a new landscaped secondary plaza is created on the eastern side in a space known as 'Salt Pan Creek Meeting Place'. The transition down to natural levels will be achieved through a series of terraces that are a mix of pathways and gardens. A series of level outdoor areas allow space for sitting, eating or relaxing within a landscaped garden beneath the canopy of an existing Fig Tree. On the western side there is a stepped interface down to a lawn area.

At the services building there will be the requirement to install a retaining wall along the railway that will form the rear wall of the building. This will typically involve minor excavation and backfill to create a stable structure. Due to potential flooding on the site the ground floor level will also be raised approximately 700mm above natural ground level through a mixture of cut and fill.




1. North – South cross corridor shared Plaza
2. Fig Tree / Salt Pan Creek Meeting Place
3. Parcels Office Place
4. Station Plaza

**Figure 4.35** The creation of 'places' within the precinct

**Figure 4.36** Section showing the accessible grade of the plaza between North and South Terraces

### 4.11.3 Species selection

The planting design strategy for Bankstown Station is reflective of the future uses of the site, with the approach to the tree locations which form a loose boulevard form. These Tree plantings are situated within publicly accessible space and are designed with this and safety / security in mind. The tree species are planted within a "Stratavault" system which allows for adequate soil volumes to allows for healthy root development. The central boulevard of trees are chosen to provide good canopy size and shade throughout the majority of the year as well as conform to local council preferences. They are semi-deciduous species that will also allow light and sun into the plaza throughout winter. Additional native tree species are planted in small natural clusters to provide shade to pathways as well as providing appropriate planting that reflects the original landscape context of the site.

The understorey planting comprises of native grass species and small shrubs to encourage biodiversity and meet the requirements of the local council.

The plant species have been selected by a qualified Landscape Architect and have been guided by the history of the site and have been chosen to suit the local soil, drainage and microclimate for the specified area. The plant species have been selected to be of low maintenance and have drought tolerant capabilities following establishment. As part of on-going consultation, native species will be also reviewed by a working group of Elder representatives to align traditional uses and values of species with the design

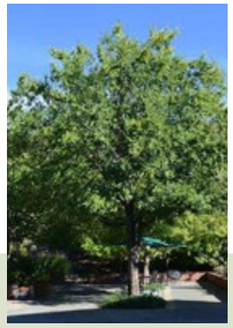
Plants will be planted in either single species mass planting arrangements or structured groupings of plant species that are consistent in height and character. Understorey plants will be setback from planter bed edges so that plants when established do not spill out onto pedestrian paths or roads. Plants will be selected so that they do not include fruits, spikes or seeds that will cause a hazard to pedestrians or cyclists in the locations that they are planted. Understorey planting have been selected to generally have a maximum height lower than 1m in areas that require clear sightlines across the plazas to meet CPTED guidelines.

All groundcovers and grasses will have a minimum 140mm diameter container size when planted and will be planted at a density of six (6) plants/m2. All shrubs will have a minimum 140mm diameter container size when planted and will be planted at a density of three (3) plants/m2.

| | Botanical Name | Common Name | Pot Size | Spacing | Indigenous? |
|---|---|---|---|---|---|
| TREES | *Ficus rubiginosa* | Port Jackson Fig | 400L | as shown | Y |
| | *Tristaniopsis laurina* | Watergum | 400L | as shown | Y |
| | *Ulmus parvifolia* | Chinese Elm | 400L | as shown | N |
| | *Waterhousia floribunda* | Weeping Lillypilly | 75L | as shown | Y |
| | *Elaeocarpus reticulatus* | Blueberry Ash | 75L | as shown | Y |
| | *Backhousia citriodora* | Lemon Myrtle | 75L | as shown | Y |
| | *Corymbia eximia nana* | Yellow Bloodwood | 75L | as shown | Y |
| | *Podocarpus elatus* | Illawarra Plum | 75L | as shown | Y |
| SHRUBS | *Alpinia caerulea* | Native Ginger | 200mm | 4/m² | Y |
| | *Banksia 'Birthday Candle'* | Birthday Candles Banksia | 200mm | 4/m² | Y |
| | *Westringia 'Grey Box'* | Coastal Rosemary | 200mm | 4/m² | Y |
| | *Austromyrtus dulcis* | Midgenberry | 200mm | 4/m² | Y |
| | *Backhousia myrtifolia* | Cinnamon Myrtle | 200mm | 4/m² | Y |
| | *Rubus parvifolius* | Native Raspberry | 200mm | 4/m² | Y |
| | *Syzygium australe* | Tucker Bush Cherry | 200mm | 4/m² | Y |
| GRASSES & GROUND COVERS | *Dianella 'Little Jess'* | Blue Flax Lily | 140mm | 6/m² | Y |
| | *Baloskion tetraphyllum* | Tassel Cord Rush | 140mm | 6/m² | Y |
| | *Liriope 'Just Right'* | Turf Lily | 140mm | 6/m² | Y |
| | *Pennisetum alopecuroides* | Swamp Fountain Grass | 140mm | 6/m² | Y |
| | *Bulbine Bulbosa* | Bulbine Lily | 140mm | 6/m² | Y |
| | *Carex Appressa* | Tall Sedge | 140mm | 6/m² | Y |
| | *Carpobrotus glaucescens* | Pig Face | 140mm | 6/m² | Y |
| | *Ficinia Nodosa* | Knotted Club Rush | 140mm | 6/m² | Y |
| | *Kunzea Pomifera* | Muntries (Emu Apples) | 140mm | 6/m² | Y |
| | *Myoporum parvifolium* | Creeping Boobialla | 140mm | 6/m² | Y |
| | *Poa Labillardieri* | Common Tussock Grass | 140mm | 6/m² | Y |
| SCREEN PLANTING | *Austrodanthonia caespitosa* | Wallaby Grass | 140mm | 6/m² | Y |
| | *Bulbine Bulbosa* | Bulbine Lily | 140mm | 6/m² | Y |
| | *Carex Appressa* | Tall Sedge | 140mm | 6/m² | Y |
| | *Dianella revoluta* | Blue Flax Lily | 140mm | 6/m² | Y |
| | *Ficinia Nodosa* | Knotted Club Rush | 140mm | 6/m² | Y |
| | *Kunzea Pomifera* | Muntries (Emu Apples) | 140mm | 6/m² | Y |
| | *Poa Labillardieri* | Common Tussock Grass | 140mm | 6/m² | Y |
| | *Themeda triandra* | Kangaroo Grass | 140mm | 6/m² | Y |

*Ficus rubiginosa*
***Port Jackson Fig***

*Tristaniopsis laurina*
***Watergum***



*Ulmus parvifolia*
***Chinese Elm***

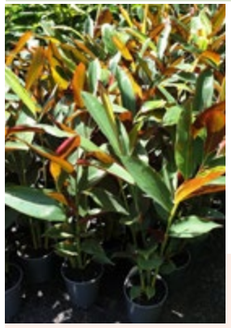
*Waterhousia floribunda*
***Weeping Lillypilly***

*Elaeocarpus reticulatus*
***Blueberry Ash***

*Backhousia citriodora*
***Lemon Myrtle***

*Corymbia eximia nana*
***Yellow Bloodwood***

*Podocarpus elatus*
***Illawarra Plum***

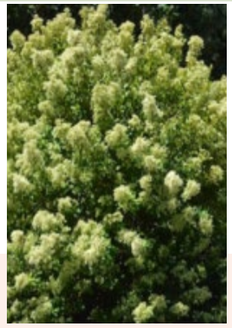


*Alpinia caerulea*
***Native Ginger***

*Banksia 'Birthday Candle'*
***Birthday Candles Banksia***

*Westringia 'Grey Box'*
***Coastal Rosemary***

*Austromyrtus dulcis*
***Midgenberry***



*Backhousia myrtifolia*
***Cinnamon Myrtle***

*Rubus parvifolius*
***Native Raspberry***

*Syzygium australe*
***Tucker Bush Cherry***

*Baloskion tetraphyllum*
***Tassel Cord Rush***

*Liriope 'Just Right'*
***Turf Lily***

*Pennisetum alopecuroides*
***Swamp Fountain Grass***

*Carpobrotus glaucescens*
***Pig Face***

*Myoporum parvifolium*
***Creeping Boobialla***

*Austrodanthonia caespitosa*
***Wallaby Grass***

*Bulbine Bulbosa*
***Bulbine Lily***

*Carex Appressa*
***Tall Sedge***

*Dianella revoluta*
***Blue Flax Lily***

*Ficinia Nodosa*
***Knotted Club Rush***

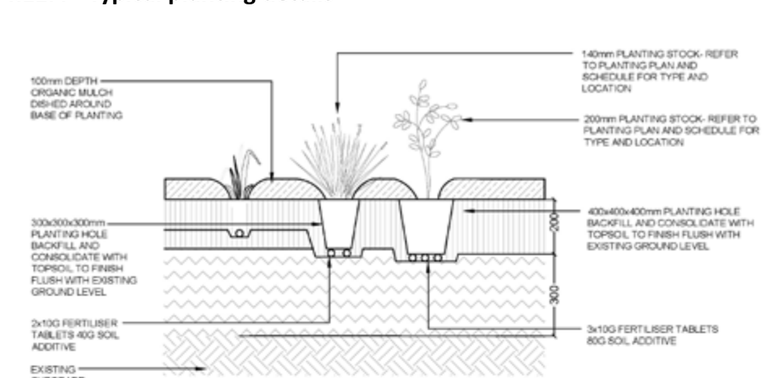
*Kunzea Pomifera*
***Muntries (Emu Apples)***

*Poa Labillardieri*
***Common Tussock Grass***

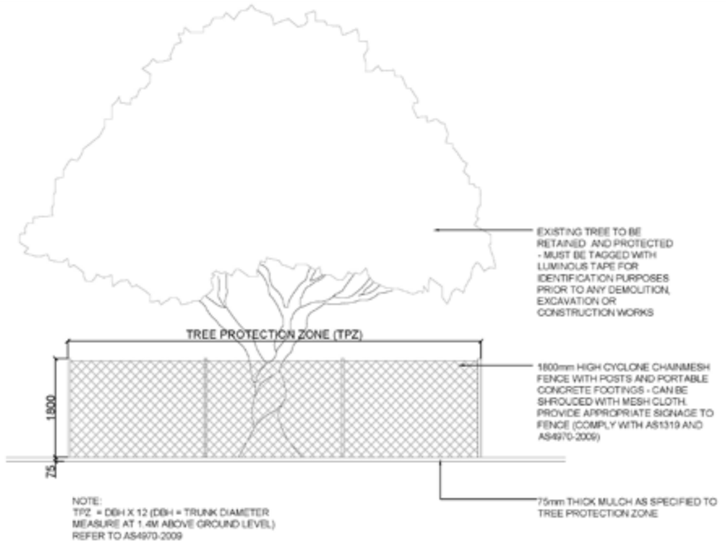
*Themeda triandra*
***Kangaroo Grass***

**Figure 4.37** Species selection

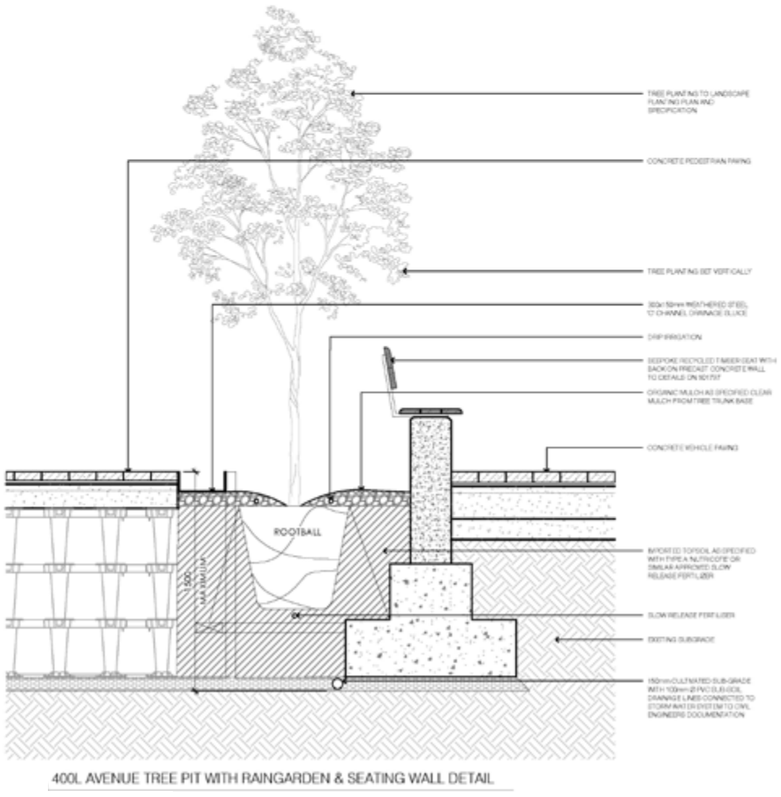
### 4.11.4 Typical planting details



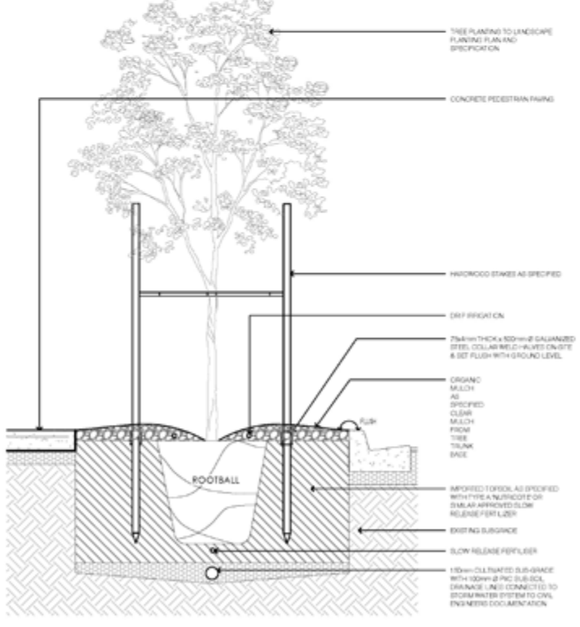

SHRUBS AND GROUNDCOVER PLANTING DETAIL




EXISTING TREE PROTECTION DETAIL




400L AVENUE TREE PIT WITH RAINGARDEN & SEATING WALL DETAIL




200L TREE PIT TO BACK OF KERB IN CONCRETE PAVING

**Figure 4.38** Typical planting details

### 4.11.5 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.

### 4.11.6 Water Sensitive Urban Design (WSUD)

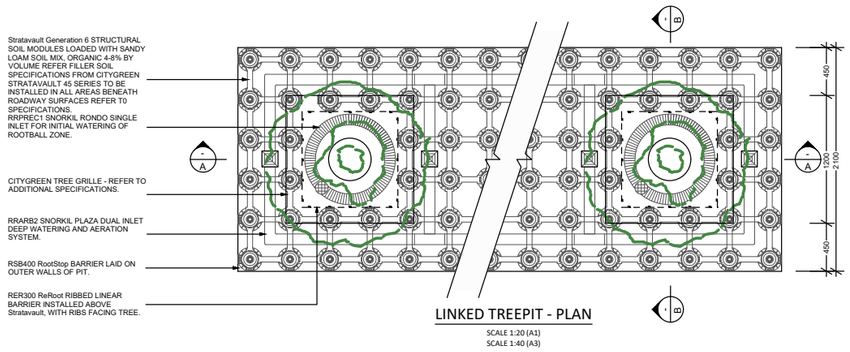
Water Sensitive Urban Design in intended to be subtly present along all stations. At Bankstown Station, the plaza is naturally falling towards planted areas to minimise the need for irrigation. Planting has also been chosen to be of low water use once established.

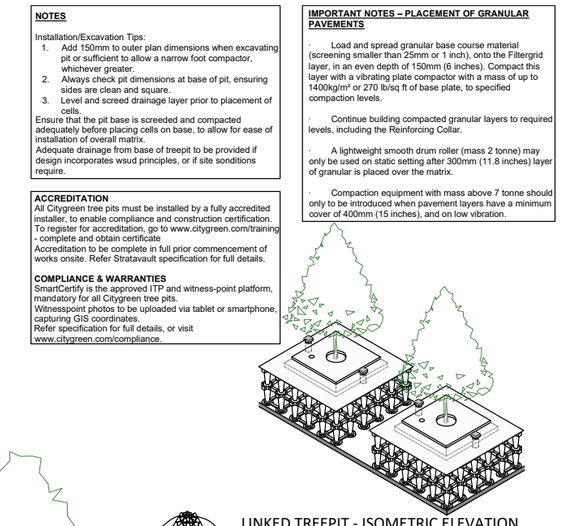
The new plaza at Bankstown will use an innovative structural soil cell system that is modular, lightweight, and secure. Soil cells are designed to provide trees and plants in urban environments with the correct nourishment and suitable conditions for healthy growth, without disturbing the structures above. The benefits include supporting large tree growth and maximising the use of on-site stormwater collection. The system comprises an underground frame that can take loads above while still providing enough space below the surface for tree roots to grow in uncompacted soil.

The selected product also uses recycled waste plastic to minimise the use of embodied energy

Rain garden systems are used within the design to collect water from paving run off. There is a total of 182m2 of raingarden surface area that filters stormwater run off through garden beds and then continues to on site water detention systems. Rain gardens support the growth of vegetation at the plaza level and reduce the impacts and required performance of mechanical filtration systems.

Further details of how Water Sensitive Urban Design integrates with the projects Sustainability principles can be found in Section 4.17.






LINKED TREEPIT - ISOMETRIC ELEVATION
SCALE 1:50 (A1)
SCALE 1:100 (A3)

| PLATIPUS SELECTION CHART | | |
|---|---|---|
| Model | Height - m | Circumference - cm |
| RF0P | Up to 2.5m | Up to 12cm |
| RF1P | 2.5m - 4.5m | 12 - 25cm |
| RF2P | 4.5m - 7.5m | 25 - 45cm |
| RF3P | 7.5m - 12m | 45 - 75 cm |
| RF3P 4 Leg* | 7.5m - 12m | 45 - 75cm |
| RF4P | 12m+ | 75cm+ |
| RF4P 4 Leg* | 12m+ | 75cm+ |

* Exposed Sites - Contact Manufacturer For Specification Guidance

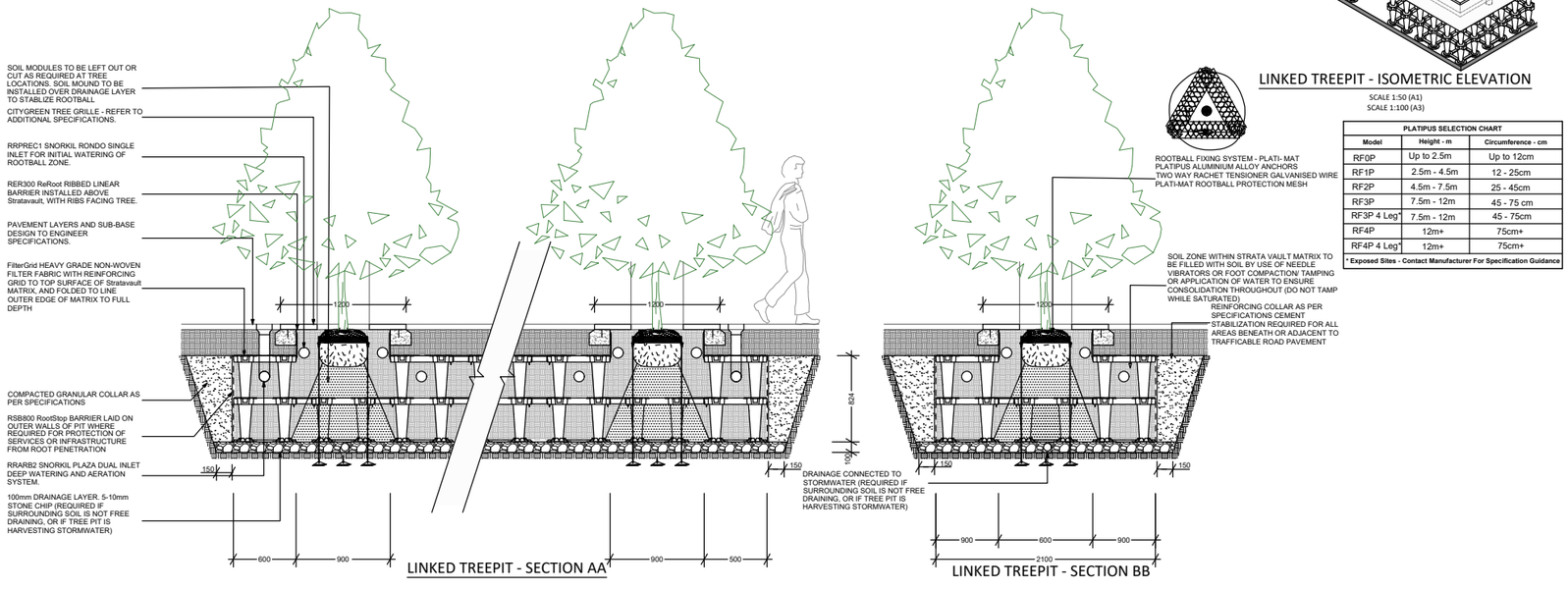



**Figure 4.39** Water sensitive Urban Design soil cell system

**Figure 4.40** Water sensitive Urban Design soil cell system: detail

# 4.12 Hardscape elements

## 4.12.1 Paving and street furniture selection

The plaza is designed as a flexible space that can be adapted for civic uses outside of its primary function. There are opportunities to host temporary markets or events within the space and the installed infrastructure will support these uses through the provision of lighting, power, water and other required services. Details of the flexible use programme will be further defined in consultation with City of Canterbury Bankstown during development of the design.

The street furniture and fixtures installed as part of the project will be a mix of proprietary and custom designed pieces. Custom seating units are proposed to be incorporated as part of garden edge walls and where possible, precast wall units will be combined with standard seating modules. Elsewhere, street furniture will be a mix of items that align with the line-wide Metro identity and also the local council palette. Final details of the fixture and finishes to be resolved in consultation with City of Canterbury Bankstown during development of the design.

The plaza is paved throughout with a mix of stone pavers that re-enforces the civic and urban quality of the city centre. This ground treatment is suitable for vehicle access and also continues into the station entries to increase the perception of the public domain. The paving pattern will subtly adjust to differentiate the shared path from the footpath areas.

Located centrally in the plaza is a secure bike storage facility. The bike storage will be adjacent to the Sydney Trains entry and will have good passive surveilance from the surrounding public domain. While the secure storage is ideal for commuters, bike hoops are located at the end of the plaza for a total of 12 bikes so that casual cyclists can drop the bike off and walk to their destination. These bike hoops are integrated within the urban and landscape design.

Passive elements such as bollards and tactile paving stripes re-enforces the pedestrian area and reduces the reliance on signage to inform behaviour. These bollards also prevent errant and intrusive vehicles from entering the plaza space and are located so to be visible from the street edges. At least 1 bollard will be removable from each end of the plaza to allow emergency vehicle access, deliveries and maintenance vehicles if required.

The removal of the heritage parcels office building allows for a significant interpretive element and the re-use of its materials within the plaza.

Lighting in the plaza will be via smart poles that contain street lighting, CCTV and other services. These will provide the majority of light with indirect lighting under trees canopies and within built elements to provide discreet feature lighting.

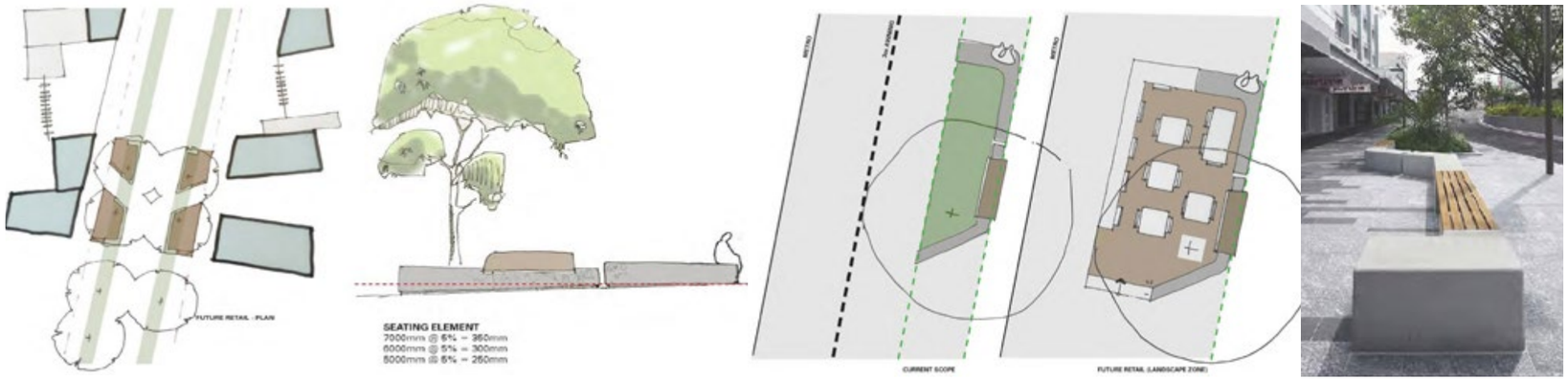



**Figure 4.41** Sketch details of proposed plaza landscape wall and seat element

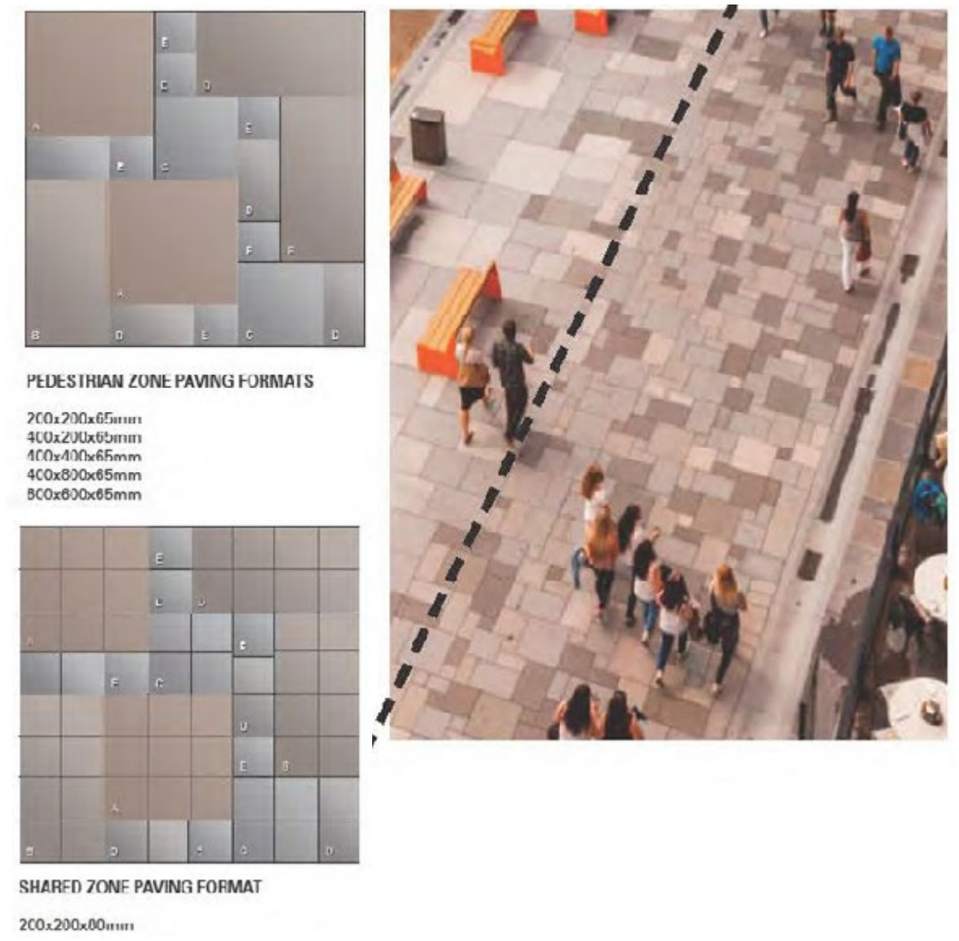



**Figure 4.42** Paving pattern suggestion for primary plaza

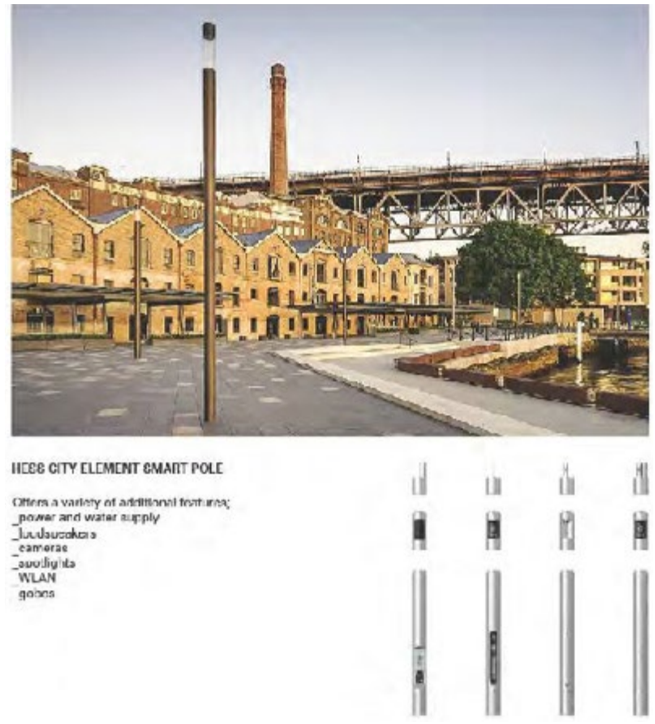
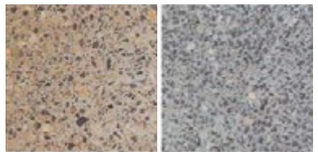
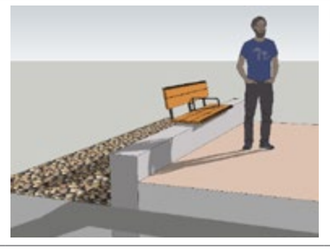
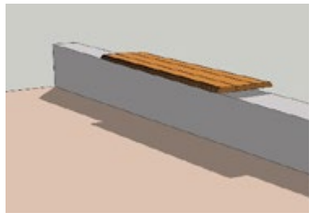
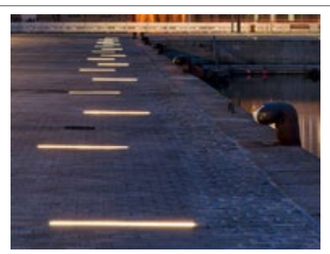



**Figure 4.43** Smart light pole example

| CODE | ITEM | IMAGE | DIMENSIONS (mm) | FINISH | QTY |
|---|---|---|---|---|---|
| | **LANDSCAPE** | | | | |
| **SE-1** | Stainless steel edging |  | 75mmx10mm Thickness | Stainless steel | |
| | **HARDSCAPE** | | | | |
| **PAV-1** | Paving (Southern Entry) |  | 400x400x40 | To match existing | |
| **PAV-2 to PAV-6 PAV-8** | Paving |  | Sizes Vary | Natural Stone<br>Shotblast Finish<br>Up to 4 Tones | |
| **PAV-7** | Timber Decking | | 150x35 | Recycled Timber | |
| | **URBAN FURNITURE** | | | | |
| **BH-1** | Bicycle Racks (Southern / Northern Entry) |  | 845Lx120Wx850H | Stainless Steel 316 No.4 Finish (brushed) | |
| **BIN-1 and 2** | Bins |  | 620Lx620Wx1093H | Mild steel (weathered) Frame with<br>Stainless Steel Lid and Weathercap | |
| **BOL-1 and 2** | Bollards / Retractable bollards |  | 1000mm above ground<br>300mm below ground (min 400x400x500 deep) | Linished Stainless Steel | |

| CODE | ITEM | IMAGE | DIMENSIONS (mm) | FINISH | QTY |
|---|---|---|---|---|---|
| **TAC-1 and TAC-2** | Tactile Indicators - warning indicators |  | | *Tactile Indicators - and directional tactiles Discrete Unit (Paver)* | |
| **DRA-1** | Drainage within central plaza |  | 300mm W | Cast Iron / weathered Steel | |
| **DRA-2** | Rain Garden Corten C channel |  | 300mm W | weathered Steel | |
| **SHE-1** | Shelter |  | 1 module 4110(l)x1700(w) x2550(h) | Evo Shelter<br>Integrated Seating fixed to shelter with hardwood timber seat and arm rests<br>Integrated Lighting and power<br>Powdercoated Black<br>Toughened Safety Windbreak glass to back and ends | |
| **ST-1** | Seat with backrest and armrest |  | L2000mm x W450mm x H440mm | Bespoke seat with back rest<br>Timber seat 2000mm long with back rest.<br>Poweredcoated steel legs/frame.<br>Recycled Spotted gum battens. | |

| CODE | ITEM | IMAGE | DIMENSIONS (mm) | FINISH | QTY |
|---|---|---|---|---|---|
| **ST-2** | Bench Seat |  | L2000mm x W450mm x H440mm | Bespoke bench seat<br>Timber seat 2000mm long with back rest.<br>Poweredcoated steel legs/frame.<br>Recycled Spotted gum battens. | |
| **ST-3** | Outdoor dining fix seating | | | Custom seating TBD | |
| **WAT-1** | Water bubbler |  | 1075Lx170Hx1100D | Stainless & weathered steel | |
| | **LIGHTING** | | | | |
| **LG-1** | Smart Column light |  | 6m Pole | Graphite Finish<br>4 No. Directional lights per pole (adjustable)<br>Security Camera<br>Option for GOBO projections<br>Audio output<br>Programmable for events (colour) | |
| **LG-2** | Uplighting to Trees/ Art |  | 200mm | TBD | |
| **LG-3** | Inground Strip Lighting |  | 50mm w | TBD | |

## 4.13 CPTED (Crime Prevention Through Environmental Design)

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 |
|---|---|---|
| **Station entries**<br>Maximise surveillance and maintain clear sightlines at station entry points | Natural surveillance | Considered in and integrated with architectural design<br>Further details to be advanced throughout design process |
| **Bike parking**<br>Maximise natural surveillance from nearby buildings bike racks / landscape. Ensure bike racks do not act as a climbing aid | Natural surveillance<br>Territorial reinforcement | Considered in and integrated with architectural design<br>Further details to be advanced throughout design process |
| **Vegetation**<br>Consider maintenance of existing vegetation to maximise natural surveillance of platform areas, in particular in the plaza | Landscaping<br>Natural surveillance<br>Image and maintenance | Considered in and integrated with architectural design<br>Further details to be advanced throughout design process |
| **Lighting**<br>Ensure lighting is in accordance with RSS 001 lighting performance requirements for station concourse building, platforms and platform buildings | Lighting | Considered in and integrated with architectural design<br>Further details to be advanced throughout design process |
| **Platform buildings**<br>Target hardening of platform buildings required to protect assets including alarm, CCTV and security signage | Physical security / target hardening | Considered in and integrated with architectural design<br>Further details to be advanced throughout design process |

## 4.14 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 would be visible from the surrounding public domain.

Artists will be selected through a competitive process involving a public expression of interest and competitions. Expert panels will select the artists and artworks. Successful artists would develop an artwork that will be realised as a transparent artwork, embedded in glass panels at the stations. Artists will be encouraged to respond to stories and themes from the nearby local communities and neighbourhoods.

At Bankstown, glass screens within the concourse of the new Metro station are the proposed location. This will ensure the artwork is visible on arrival and departure from the station.


**Figure 4.44** Example of glazed artwork screens at Canberra Light Rail. Art by Hannah Quinlivan


**Figure 4.45** Proposed location of public art within Metro Station concourse

# 4.15 Sydney Metro-wide design

## 4.15.1 Wayfinding and signage

The configuration of Bankstown Metro Station and plaza its relationship to the new Sydney Trains station entrance, with two termini stations facing each other on opposite sides of a pedestrianised plaza, demand a clear wayfinding strategy. Flow paths and clear zoning has been identified by the Wayfinding Consultants, in a bid to provide adequate levels and locations for directional signage. The aim is to ensure simple, clear paths of travel for customers, from platform to plaza and intermodal forms of transport, as well as a clear identification of station services and facilities

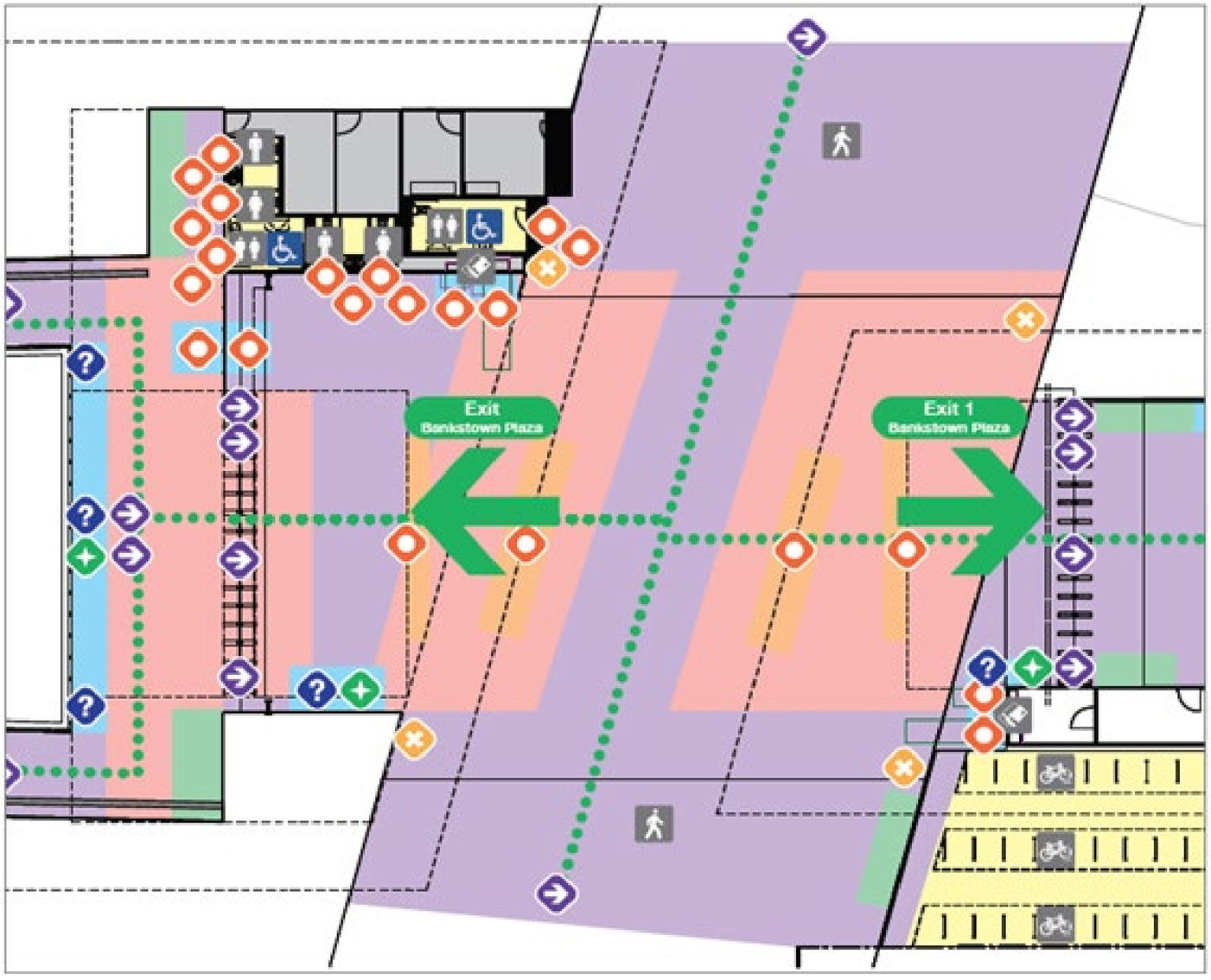



**Figure 4.46** Wayfinding strategy: zone and flow diagram

## 4.15.2 Common materials and finishes

A draft 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 Bankstown, both station entries including concourses and canopies exemplify this material approach. Investigations into the final materials selection are on-going and this includes the possible use of brick for station entry buildings. The Metro Station will continue the palette consistent with the line-wide approach for platforms and platform canopies while the Services building will continue a form and material approach that follows a similar architectural response to other stations.

## 4.16 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 pad mount 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

The new Metro Services Building is located to the side of the southern platform will accommodate Sydney Metro rooms and facilities consistent with those provided for other Metro Services Buildings and stations including equipment and operations facilities, such as electrical and communication rooms, station control rooms and station amenities.
The building is two storeys and access to the upper storey, containing the station control rooms and staff amenities, is from the adjacent platform via ramps or a stair to an access corridor located to the south. A lower ground storey is contained beneath this will house communication, signalling and power equipment as required for Metro operations and will have street access through the adjacent bus layover from South Terrace.

The exterior will contain a varied architectural pattern that defines several horizontal datums on the building relating to the scale of shopfronts and lower scale buildings within the precinct. There will be additional tree planting and landscaping around the building to provide shade for pedestrians as well as integrate the building into its surroundings. External finishes, details and design are under review to meet Council requirements.

**Figure 4.48** View of services building from the Metro platform

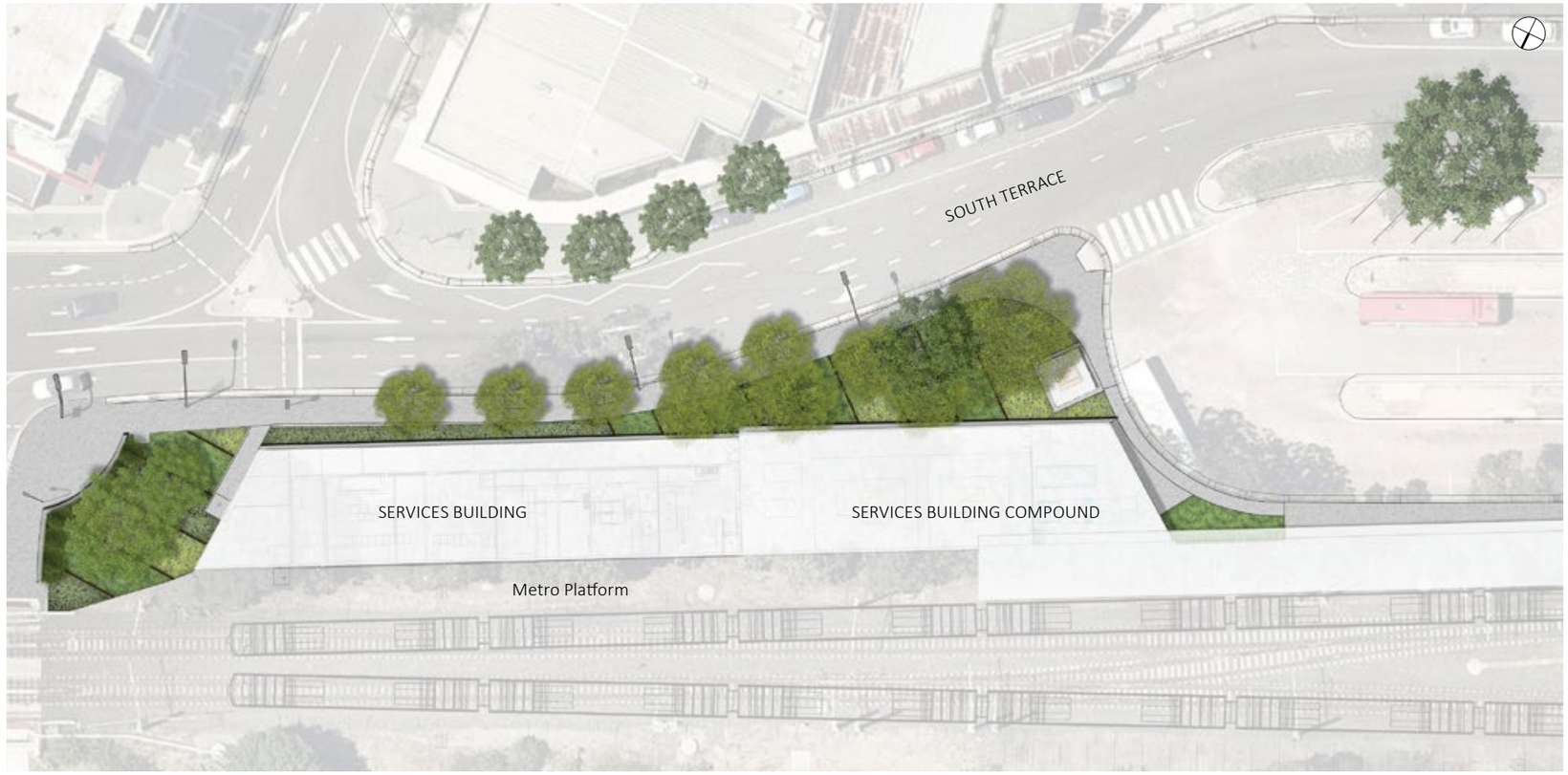



**Figure 4.47** Bankstown services building location plan


**Figure 4.49** Bankstown services building section

**Figure 4.50** View of the Services building from South Terrace

# 4.17 Precinct improvements

## 4.17.1 Existing station entries

Consistent with Condition of Approval E58, the project is required to investigate several potential improvements to existing infrastructure within the precinct. This response has been investigated as part of the Bankstown Station Precinct Masterplan work (see Section 3.3) and is summarised below.

At the existing Bankstown station entry and concourse, the Masterplan tested potential improvements to the existing station entrance to improve and activate the public domain, movement and legibility to the station. Improvements are suggested in Figure 4.51. These consider potential solutions to rationalise the existing retail shopfronts to better activate the station area and to also aid wayfinding. The following analysis compares existing movement patterns with pedestrian desire lines.

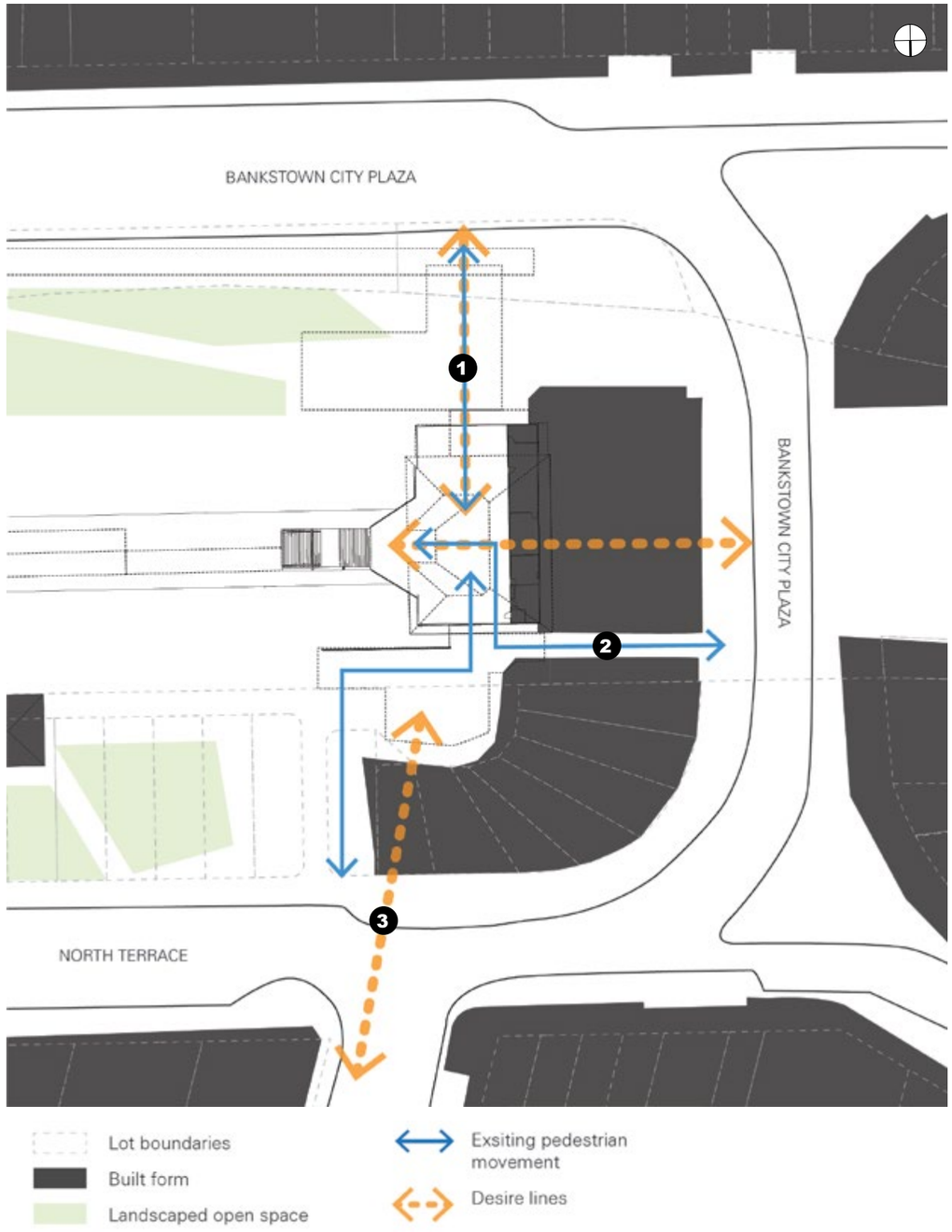
1. The existing station entry at Bankstown City Plaza is simple and legible, with recently installed canopies projecting into the public domain clearly defining the station entry. Existing movement patterns are aligned with pedestrian desire lines.
2. The existing entry from Bankstown City Plaza at the rail corridor overbridge is via a through site link which is not clearly visible from the street, and creates a convoluted movement pattern which is not aligned with pedestrian desire lines. Future rationalisation of this entry would increase the legibility of the station.
3. The existing station entry from North Terrace is screened by existing landscaping and shopfronts, reducing the legibility of the station entrance from both North Terrace and Fetherstone Street. The entry features a long ramp and 'back of house' for the shops fronting Bansktown City Plaza. Future rationalisation of this entry would increase the legibility of the station, particularly from Fetherstone Street which has been identified as a future shared zone by Council.

## 4.17.2 Relocation of South Terrace bus layover

Bus movements throughout the Bankstown CBD are complicated and involve the presence of many buses within areas that are highly pedestrianised. The required space and infrastructure to permit adequate bus services also requires a spatial consideration that includes bus interchanges and bus layovers.

Within the station precinct, a bus layover is located on and accessed from South Terrace. The bus layover will remain and be directly adjacent to the new cross corridor plaza. The project is required to investigate alternative locations for the bus layover in accordance with Approval Condition E58(c), and together with the Bankstown Station Precinct Master Plan consultants, the design team has investigated possible options to relocate the bus layover away from the station interface.

As part of the Bankstown Station Precinct Master Plan work, possible relocation options were investigated with principle stakeholders, including CoBC and TfNSW. These investigations are ongoing and a long term solution has not been identified at this stage of the project.





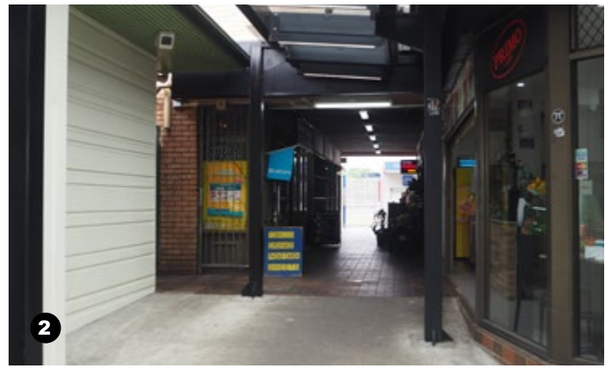




**Figure 4.51** Existing Sydney Trains Station entry diagram

# 4.18 Sustainability

Public transport delivers a range of social, economic and environmental benefits to communities and the institutions that govern them. Sustainable design of transport infrastructure means to optimise these values throughout the lifecycle of the project in a financially responsible manner.

The Sydney Metro Project is designed to sustain Sydney as one of the world's most liveable and well-connected cities. Integrating attractive and vibrant transport, commercial and residential mixed-use opportunities around metro station precincts will be critical to realising the best possible productivity outcomes. As an integrated transport system, Sydney Metro will connect seamlessly with other existing transport modes like buses, Sydney Trains, light rail, regional rail and buses, and ferries. Sydney's new metro will increase the capacity of train services entering the Sydney CBD by up to 60 per cent capacity across the network to meet demand.

Sustainability is measured under the Infrastructure Sustainability Council of Australia (ISCA) rating and the project is required to achieve a rating of at least 65 for the constructed project works, as well as ensuring sustainability objectives and requirements relevant to the design. To achieve this, the design must take guidance from and make specific reference to 8 key principles relevant to people and place that are listed within the Australian Urban Design Protocol (AUDP). These principles are;

- Design principles about place: productivity + sustainability
  - » Enhancing: Enhances local economy, environment + community
  - » Connected: Connects physically + socially
  - » Diverse: Diversity of options + experiences
  - » Enduring: Sustainable, enduring + resilient
- Design principles about people: liveability
  - » Comfortable: Comfortable + welcoming
  - » Vibrant: Vibrant, with people around
  - » Safe: Feels safe
  - » Walkable: Enjoyable + easy to walk + bicycle around

As well as summarising the responses to these principles, this report also includes;

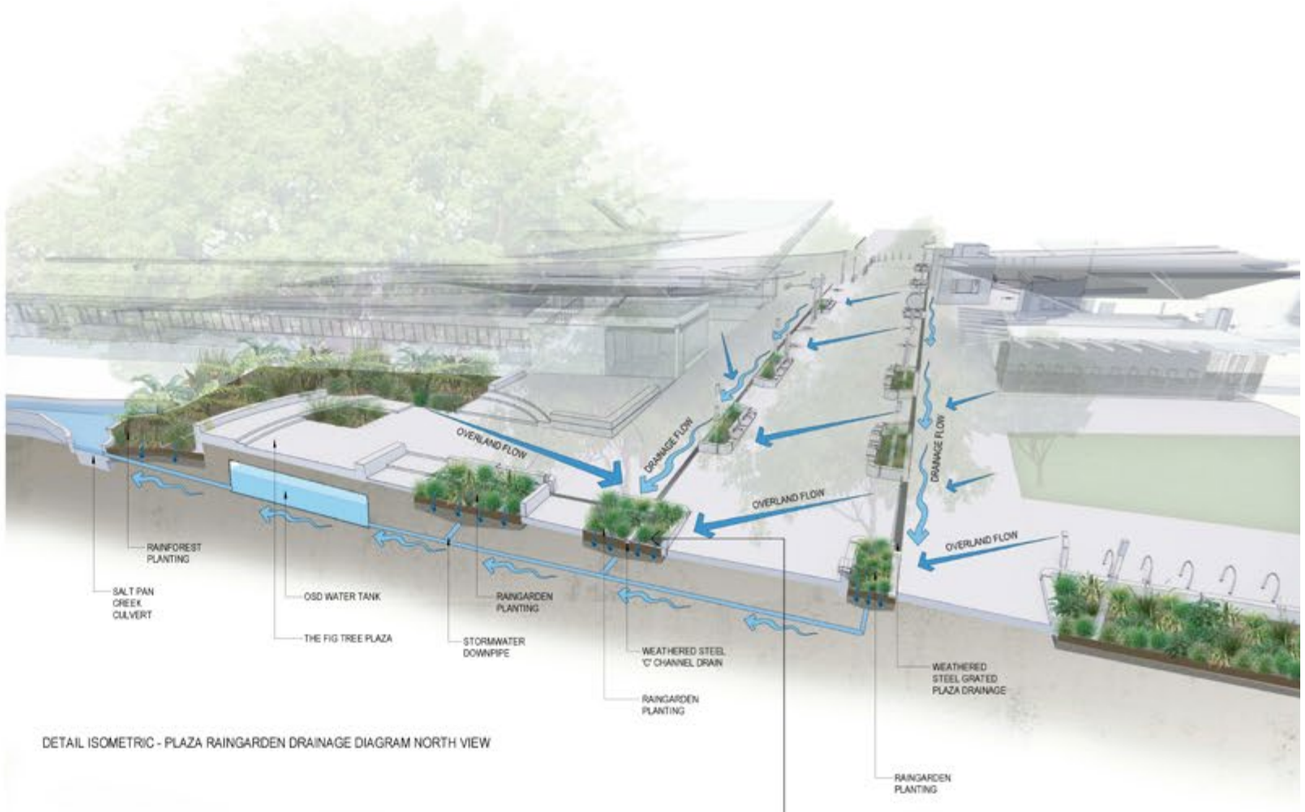
- A site analysis (refer Section 3.4)
- Vision and objectives for the infrastructure (refer Section 2.3)
- Site planning (refer Section 4)

While the AUDP principles form part of the project response to sustainability, the project also demonstrates responses to;

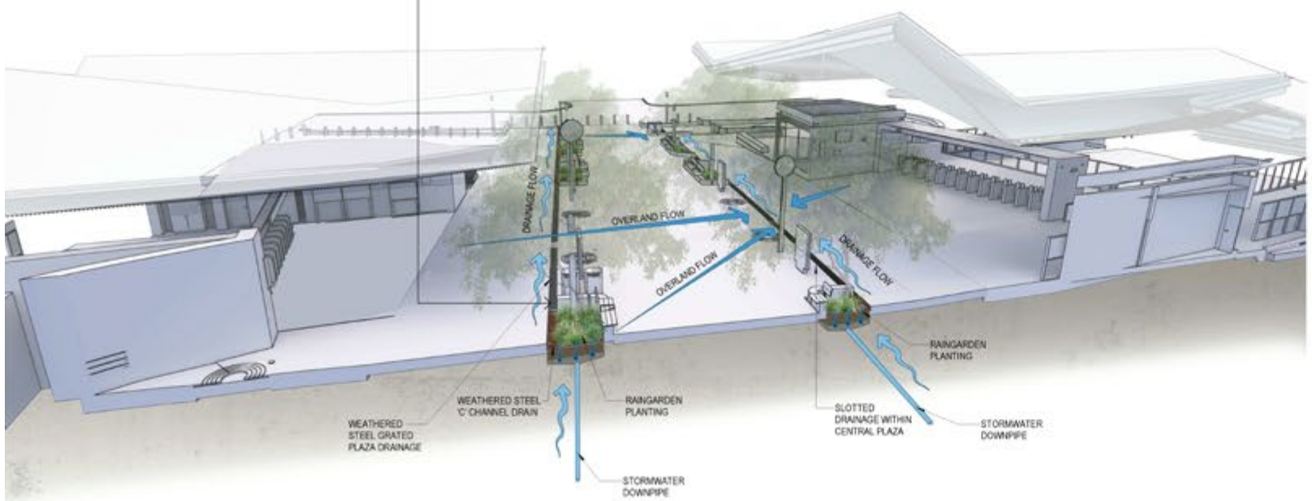
- Climate change resilience
- Carbon and energy management
- Community benefit
- Water management
- Waste and materials
- Heritage conservation
- Biodiversity conservation
- Pollution control
- Liveability
- Supply chain

| Principle | Attributes | Design Response |
|---|---|---|
| **Enhancing** | – It respects the needs and aspirations of the community that lives and works there<br>– It creates opportunities for people to prosper and local businesses to thrive<br>– It sustains and enhances the natural environment<br>– It enhances the built environment visually, physically and functionally<br>– It celebrates unique characteristics—heritage, culture and community—that create a sense of place and identity | Details are summarised throughout the design response. Refer Section 4<br>Detailed responses are under development for future versions of this report |
| **Connected** | – It is well connected to surrounding areas<br>– You can see where you are and where you are going<br>– There is a range of transport options, including public transport, walking and bicycling<br>– It is connected to places with jobs, schools, shops, facilities and services<br>– It is connected with the past—the heritage of a place—and with the community and its culture<br>– It feels connected with the natural environment | Details are summarised throughout the design response. Refer Section 4<br>Detailed responses are under development for future versions of this report |
| **Diverse** | – Each locality has its own character and qualities<br>– There is a rich range of experiences—how you move around and interact with others, what buildings and spaces look and feel like, and what things you can do<br>– There is a range of facilities, services and activities<br>– Despite the diversity, there is an overall harmonious blend<br>– You can take different routes depending on your mood, or if you're visiting different places on your way<br>– It meets different people's needs, including a diversity of housing options<br>– There is biodiversity in the flora and fauna | Details are summarised throughout the design response. Refer Section 4<br>Detailed responses are under development for future versions of this report |
| **Enduring** | – It is resilient to extreme weather events, natural disasters and a changing climate<br>– Things are built to last, where appropriate – they're made of robust materials, are designed well and there's a sense of quality<br>– It is visually and aesthetically pleasing as well as practical<br>– It is well maintained and cared for<br>– It is designed to save resources like water, energy and materials, and minimises its impact on the environment<br>– It considers current and future activities and can evolve and adapt over time | Details are summarised throughout the design response. Refer Section 4<br>Detailed responses are under development for future versions of this report |
| **Comfortable** | – It feels comfortable to walk through, sit, stand, play, talk, read, or just relax and contemplate<br>– It is not too exposed to unpleasant noise, wind, heat, rain, traffic or pollution<br>– You can freely use the place, or at least part of it, without having to pay<br>– You can be yourself and feel included as part of the community<br>– It caters for people with various physical capabilities, the old and the young | Details are summarised throughout the design response. Refer Section 4<br>Detailed responses are under development for future versions of this report |
| **Vibrant** | – You can see that there are other people around<br>– People are enjoying themselves and each other's company<br>– There are places to meet and interact, play, explore, recreate and unwind<br>– It is a place you want to visit, experience, or live in | Details are summarised throughout the design response. Refer Section 4<br>Detailed responses are under development for future versions of this report |
| **Safe** | – It feels safe and secure, even at night or on your own<br>– There aren't signs of decay such as graffiti, rubbish, weeds or derelict buildings and places<br>– Roads and paths are safe for adults and children to walk or ride their bikes | Details are summarised throughout the design response. Refer Section 4<br>Detailed responses are under development for future versions of this report |
| **Walkable** | – It prioritises people walking or riding before vehicles<br>– It is easy to get around on foot, bike, wheelchair, pushing a pram or wheeling luggage<br>– Buildings and streets feel like they're the right size and type for that place<br>– It encourages physical activity and social interaction, and promotes a healthy lifestyle | Details are summarised throughout the design response. Refer Section 4<br>Detailed responses are under development for future versions of this report |

PRECEDENT IMAGE - DRAINAGE




DETAIL ISOMETRIC - PLAZA RAINGARDEN DRAINAGE DIAGRAM NORTH VIEW




PRECEDENCE - RAINGARDEN PLANTING

**Figure 4.52** Plaza water management: Water Sensitive Urban Design systems form a key part of the sustainable project design reponse

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# 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

Within the Bankstown station precinct and greater CBD there are small pockets of public space. These are typically located north of the station around Paul Keating Park or further south along Salt Pan Creek. Directly around the station there are smaller spaces that offer areas to sit and relax or enjoy pleasant outdoor settings however these are disconnected and separated by the rail corridor.

The design maximises the amenity of public spaces by:

- Creating a new public plaza that;
  - » extends and enhances the existing public domain
  - » introduces trees where there is currently bare ground, including both native (evergreen) and deciduous species for summer shade and winter sun
  - » offers multiple, clear and direct paths of travel
  - » provides flexible space that is able to accommodate places to stop, meet and sit
  - » is highly visible from adjacent streets and clearly identifies new station entries
  - » has good passive surveillance encouraging greater activity and the perception of safety.

### 5.1.2 Maximising permeability around entrances to stations

Bankstown Station currently has a single concourse that has 3 discreet entries. These service the western end of the station but as identified in Section 4.17.1 would benefit from renewal that enhances legibility and ease and safety of movement. The design significantly changes the presence and access to the existing Sydney Trains station and new Metro Station within the public domain. It maximises permeability around the station entrances by:

- Introducing a new entry for both stations accessed easily via a 20m wide public plaza that connects north and south of the rail corridor
- Connecting North and South Terrace with a straight through link that provides views and ease of navigation
- Providing an accessible path of travel that seamlessly connects to existing grades on either side of the rail corridor

### 5.1.3 Maximising integration with other transport modes

Integration with other transport modes has been maximised by providing interchange facilities and access to them, through:

- Increasing the area and amenity of the public domain around the station precinct to support Sydney Metro and Sydney Trains patronage
- Providing a new, accessible path of travel to both stations that does not require the use of stairs or lifts
- Increasing the amount of bicycle parking provided, with new facilities within the station plaza  to support secure storage
- Providing easy transfer to bus stops on South Terrace
- Providing improved access to the existing Taxi ranks on North terrace
- Provides 3 dedicated Kiss and Ride carparks with easy access from the new station entries
- Provides 3 (increase of 1 over existing) DDA carparks on South Terrace that have improved access to the stations

### 5.1.4 Bankstown IAP

In accordance with Condition E64 of the Conditions of Approval, an Interchange Access Plan has been prepared for Bankstown. It contains a series of initiatives for walking, cycling and interchange access, building on the Walking and Cycling Strategy. The initiatives were developed either as action items or as items for investigation.Appendix B contains the Bankstown Interchange Access Plan.

## 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 Bankstown 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 Bankstown 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 and 5.2)** | | **In scope: delivered by Sydney Metro** | **Safeguarded for the future** | **SDPP design response** | **Section of SDPP** |
| Lack of cross corridor walking and cycling connections | BAN-29 | Investigate for a new pedestrian only link from end of The Appian Way to the end of Restwell Street over the station and tracks | | | New cross corridor plaza that aligns with Restwell Street and The Appian Way. Shared path for entire length. | 4.10 |
| Lack of cycling facilities along South Terrace noting space on northern side near rail corridor | BAN-32 | Separated cycleway along north side of South Terrace | | | To be led by City of Canterbury Bankstown as part of Bankstown Complete Streets | N/A |
| Lack of cycling facilities along North Terrace | BAN-41 | Shared path along north side of North Terrace between The Appian Way and Lady Cutler Avenue | | | Safeguarded as future opportunity | |
| Lack of cycling facilities on Fetherstone Street | BAN-43 | New shared zone on Fetherstone Street | | | To be led by City of Canterbury Bankstown as part of Bankstown Complete Streets | |
| Lack of cycling facilities on The Appian Way | BAN-44 | New shared zone on The Appian Way | | | To be led by City of Canterbury Bankstown as part of Bankstown Complete Streets | N/A |
| Lack of cycling facilities along Restwell Street noting one-way northbound with contraflow bus only lane | BAN-48 | Signalised bicycle crossing at Restwell Street/South Terrace intersection | | | Safeguarded as future opportunity | |
| Existing crossing does not maximise the new cross corridor plaza | BAN-53 | Signalised pedestrian and bicycle crossing at The Appian Way/North Terrace intersection | | | Crossing upgrade design under investigation. Further detail to be provided in future versions of this report | TBD |
| Lack of cycling facilities along Bankstown City Plaza (one-way) and Marion Street | BAN-58 | New Shared path along north side of North Terrace between The Appian Way and Fetherstone Street | | | Safeguarded as future opportunity | |


**Figure 5.1** Bankstown Walking and Cycling Strategy proposed pedestrian infrastructure upgrades


**Figure 5.2** Bankstown 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 with City of Canterbury Bankstown Council are planned for future stages of the design process. Comments will be minuted and addressed in the detailed design which forms Section 4 of this SDPP.

## 6.2 Community consultation

This draft SDPP will be publicly exhibited, with members of the community having the opportunity to provide their feedback to Sydney Metro. Once the exhibition period is complete, all feedback received will be considered and addressed in the SDPP submitted to DPIE.

## 6.3 Design Review Panel

The Sydney Metro project design principles are guided by the NSW State Design Review Panel (DRP). 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.

The final SDPP needs to be reviewed by the Sydney Metro DRP before submission to DPIE.

The design team will present the Project design to the DRP and incorporate comments into the SDPP in accordance with Condition No. E65.

# 7. Appendices

# 7.0 Appendices

## 7.1 Appendix A: Bankstown Master Plan

SJB Architects

# Bankstown Station Precinct Masterplan

**Prepared for**
Sydney Metro

**Issued**
19 April 2021

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# We create amazing places

At SJB we believe that the future of the city is in generating a rich urban experience through the delivery of density and activity, facilitated by land uses, at various scales, designed for everyone.

Ref: #6003
Version: 02
Prepared by: TH,LW
Checked by: FL

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**Issued**

| Version | Purpose of Issue | Issued by | Issued to | Date of Issue |
|---|---|---|---|---|
| 01 | Draft for review | TH | Metro | 11.03.2021 |
| 02 | Final | TH | Metro | 19.04.2021 |

# Contents

## Executive Summary

As part of the Sydney City & Southwest Project, the existing Bankstown heavy rail station will be converted to metro standards by 2024. Unlike other stations along this line, Bankstown will retain both heavy rail and metro services.

SJB have been engaged by Sydney Metro to complete Bankstown Station Precinct Masterplan to support this new infrastructure. This project has included:

1. Baseline planning review and context analysis
2. Preliminary masterplan concept testing
3. Preparation of a masterplan framework for the station precinct for the precinct

This *Bankstown Station Precinct Masterplan* report includes items 1&3 as outlined above.

It has been completed in collaboration with GTA Consultants (Transport) and JLL (Economics).

A number of local and state government stakeholders were included in discussions as part of a the process. These include: Sydney Metro, Sydney Trains, Sydney Metro, Greater Sydney Commission, City of Canterbury Bankstown (CBCity), Sydney Water

It builds upon the baseline review and context analysis completed in Stage 1 of this project and responds to feedback received from a range of local and state government entities. An excerpt of this review and analysis is included within this report.

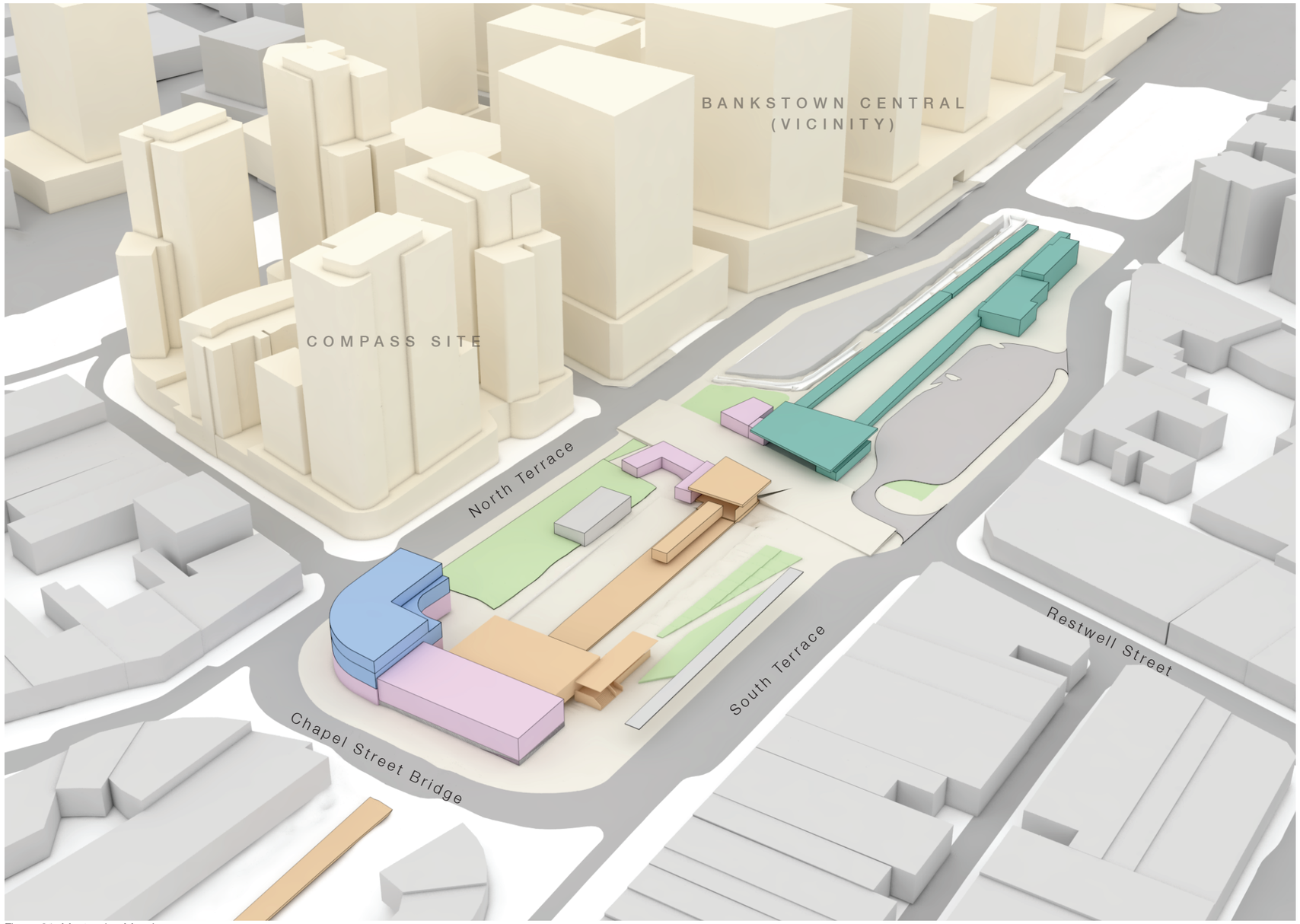



Figure 01: Masterplan Massing

# Introduction

1

## 1.1 Purpose and Scope

The objectives of the Bankstown Station Precinct Masterplan is to:

- Establish a vision and aspirations as well as guide development and investment within the short term around the study area post-delivery of the Sydenham to Bankstown line in 2024
- Deliver high-quality placemaking outcomes within the precinct to support public transport infrastructure and future aspirations of the CBD
- Enable collaboration with CBCity and other stakeholders to deliver on shared aspirations for the wider Bankstown CBD

This report summarises work completed across two main components: the Baseline Review and Preliminary Concept Testing

### Baseline Review and Site Analysis

This work sought to establish an understanding of the Masterplan study area through an analysis of local and state strategic documents and the site context. An excerpt of that work has been included in this report.

### The Masterplan

This responsive framework unifies a number of significant variables to guide the development of the station precinct in the short term. The formulation of this plan enabled CBCity and Metro to discuss the preferred direction to support the delivery of metro services by 2024.

The adjacent drawing illustrates the study and design boundaries for the Bankstown station and precinct. They are as follows:

1. Station and plaza boundary for the T2M metro design and delivery project
2. Masterplan boundary for Bankstown Station Precinct which is the focus site for this report (SJB)
3. Station design precinct plan area of influence is a 200m radius being considered as part of the T2M package of work
4. Bankstown City Centre boundary which is the area of analysis for this report and corresponds to CBCity strategic planning documents

It is important to note this study does not extend into the (1) station and plaza boundary (T2M).


Figure 02: Study boundaries

## 1.2 Masterplan Timing and Other Projects

This diagram illustrates the timing and masterplan horizons for Sydenham to Bankstown Metro delivery alongside other major projects in the city. The points below offer a summary of each project and the implications for the Masterplan.

- Sydenham to Bankstown Metro design and delivery is scheduled for completion in 2024. The conversion to metro standards ‘metrification’ of the former heavy rail line will provide higher frequency of service for the train network and allow for network expansion.
- Western Sydney University Bankstown Campus adjacent to Paul Keating Park will increase pedestrian activity to and from the city centre and associated public transport travel via bus and train.
- The ‘Compass Site’ (approx 1ha) immediately to the north of the Metro Station will consolidate an entire city block with several mixed use towers in excess of 20 storeys.
- CBCity Council’s Local Strategic Planning Statement ‘Connective City 2036’ sets the major development and planning priorities for the city. It will shape the growth and consolidation of the Local Government Area especially around infrastructure, built form, open space and community amenities.
- Complete Streets by CBCity Council is a strategic design-led movement and place policy to improve the form and function of streets in central Bankstown. The overriding aim is to create an enriching network of streets and spaces for people.
- Vicinity Group is in the early masterplanning phase for the development of Bankstown Central Shopping Centre. These plans envisage the transformation of several city blocks directly to the north of the metro and to the east of the Compass Site.

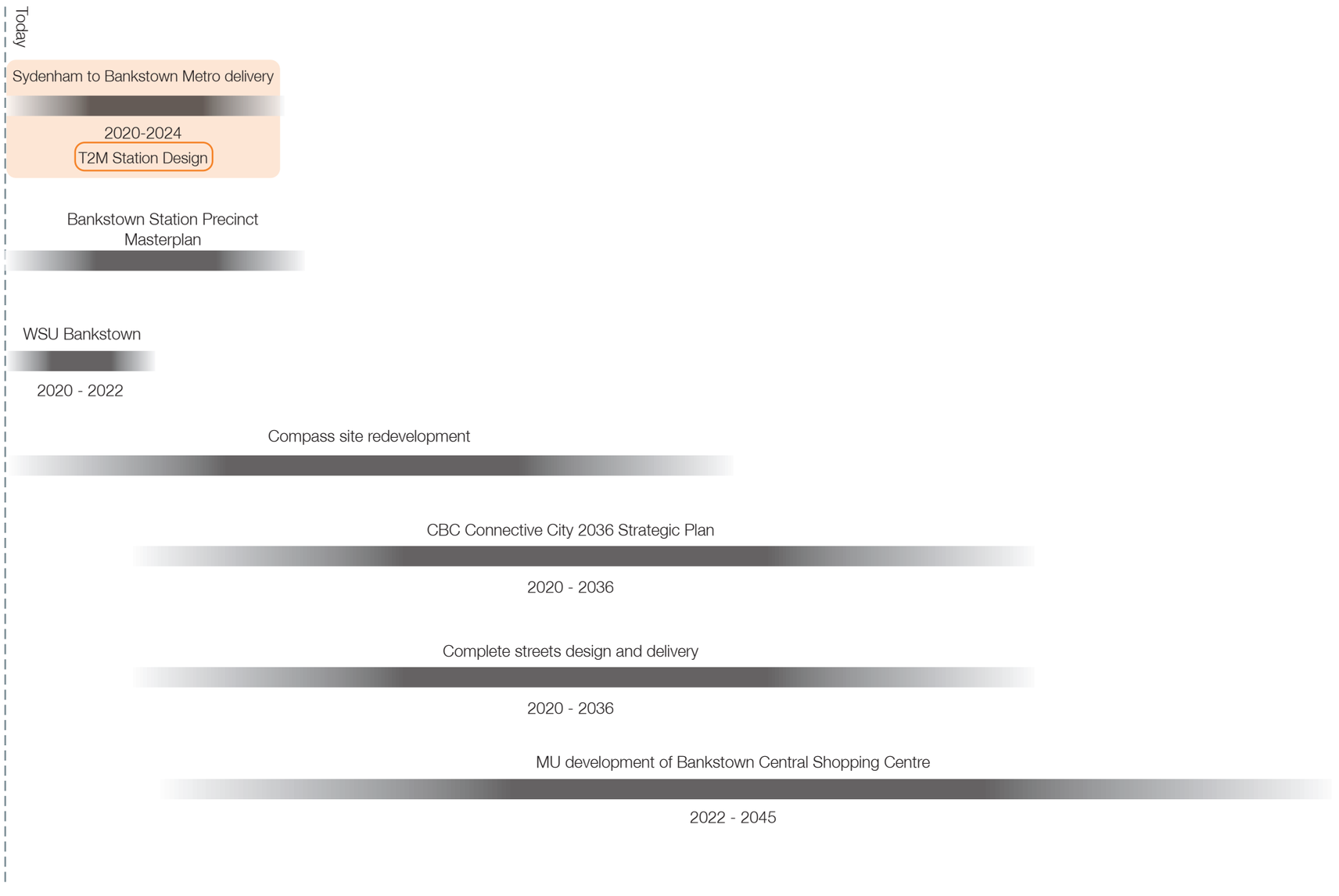


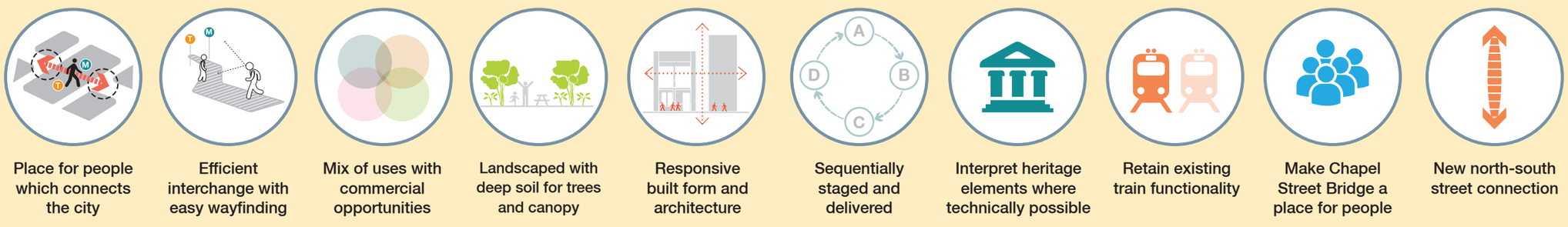

Figure 03: indicative staging diagram

## 1.3 Design Principles

The principles outlined below are consolidated from policy as well as issues elicited throughout workshops as part of this study. These principles guide the masterplan.

City of Bankstown 'Complete Streets' Principles


Masterplan Principles (SJB)



## 1.4 Designing with Country

The Indigenous peoples of Australia and Sydney have lived and shaped the Country for thousands of years. The Dharug, Dharawal, Eora, Gundungurra, and Gameraigal clans are the traditional custodians of the Greater Sydney basin. SJB pays respect to elders past, present and emerging and adopts the Government Architect of NSW maxim - 'If we care for Country, it will care for us.'

The NSW EP&A act 1979 requires development 'to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage)'(1.3 [f]). The Government Architect of NSW has broadly outlined a 'shared pathway' in the Draft Designing with Country Discussion Paper in March 2020. Engagement with the community and the broad program of work aims to develop Cultural Design Principles and a framework to apply them to all built environment projects delivered by government. The initial concept diagram on the right illustrates the three elements of designing with country - nature, people and design.

Aboriginal understanding of language, time and directions are fundamentally different from their prevailing western meanings. It is understood that "traditionally cognitive mapping by Aboriginal people was done through walking Country and learning about important sites, cultural lore, and wayfinding through story telling," (Designing with Country 2020 p.4). As designers we aim to respect indigenous perspectives and 'care for Country' to create a shared vision for the future.

Sources:
*Planning Connects 2019: Designing with Country Vimeo, DPIE, 2019*
*www.sydneybarani.com.au/*
*GANSW Designing with Country Draft Discussion Paper 2020*

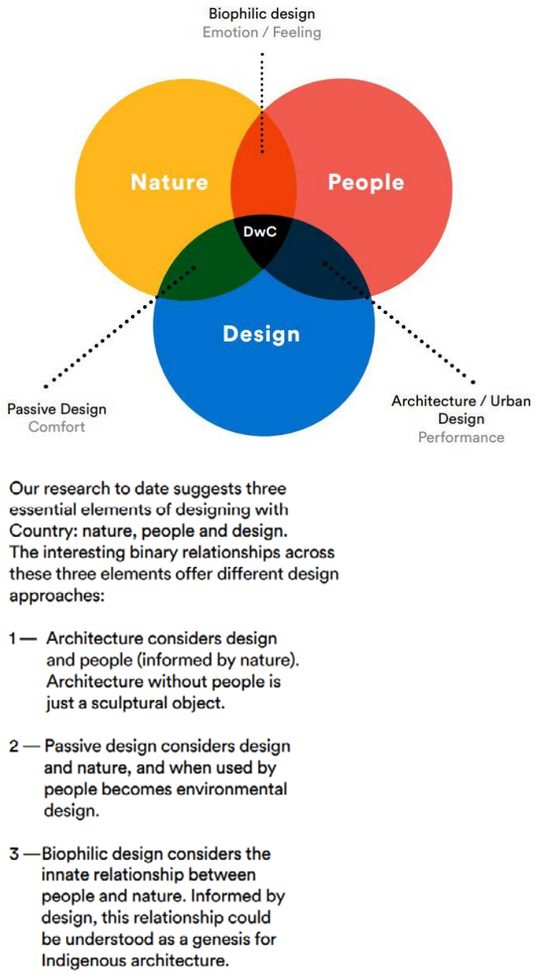



Figure 05: Extract from 'Designing with Country' Discussion Paper

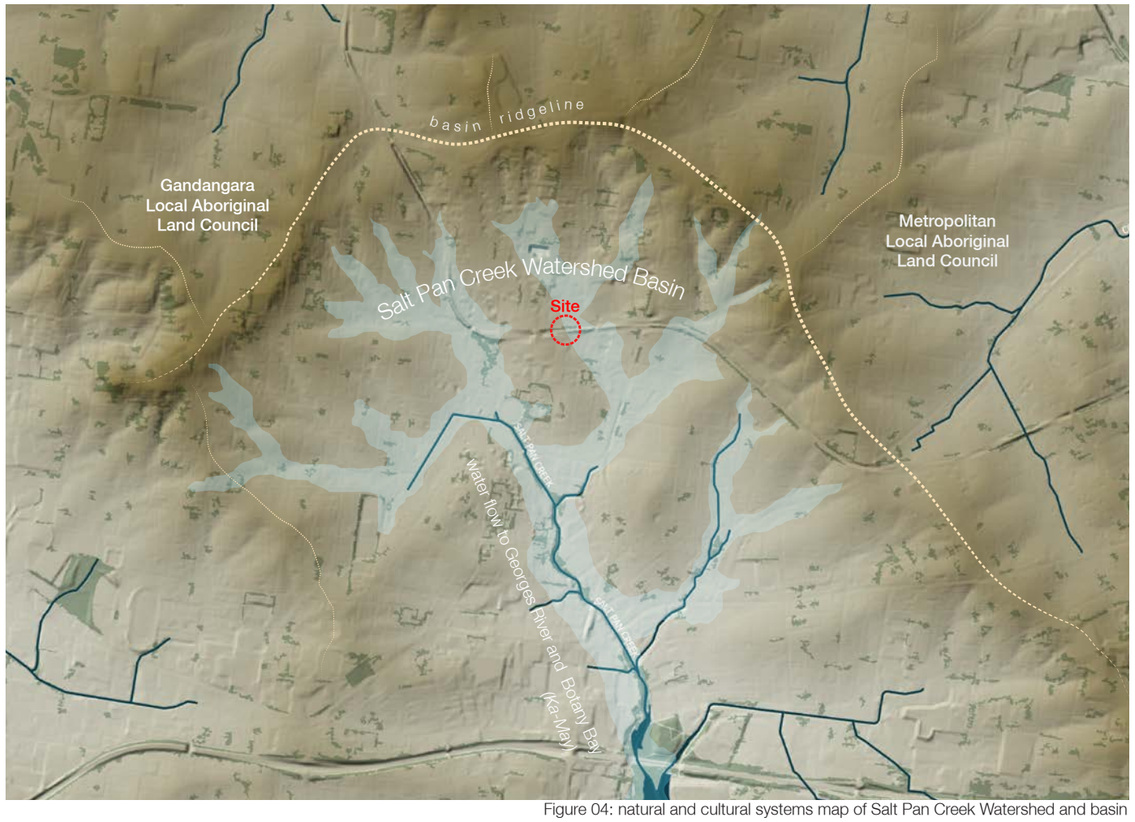



Figure 04: natural and cultural systems map of Salt Pan Creek Watershed and basin

### Designing in Bankstown

Until a GANSW approach to 'designing for country' is formalised and a process is established, the following observations have been made about the natural and cultural systems which underpinned indigenous pre-colonial life. Key points outlined below have informed the plan:

- Salt Pan Creek watershed is the Country of Pemulwuy and the Bediagal clan of the Dharug people and was a regular campsite for these peoples
- Today, the Bankstown area is part of both the Gandangara and Metropolitan Local Aboriginal Land Councils
- Salt Pan Creek watershed basin is defined by semicircular ridgeline on the northern edge and drains southwards into the Georges River and Botany Bay (Ka-May)
- The southward overland flow of water should be enhanced and celebrated in this masterplan as a significant place of Indigenous habitation on the Salt Pan Creek
- It is strongly recommended that any subsequent development around the site undertakes a thorough formalised 'Designing with Country' approach

# Site Analysis

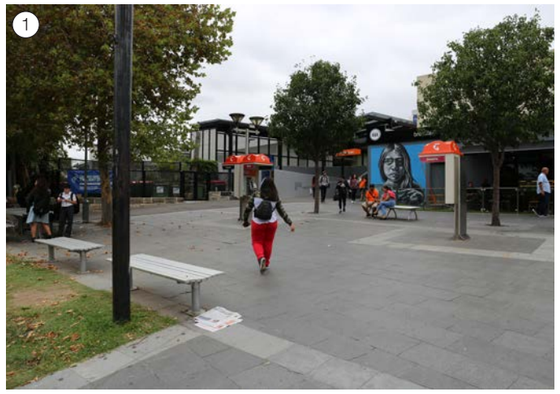
2

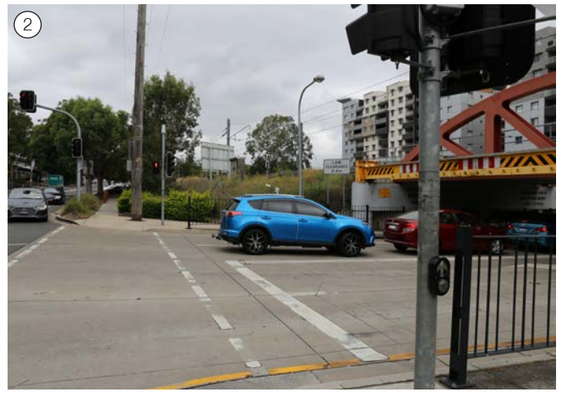
Excerpt from Stage 1 - Baseline Review and Site Analysis

## 2.1 The Site

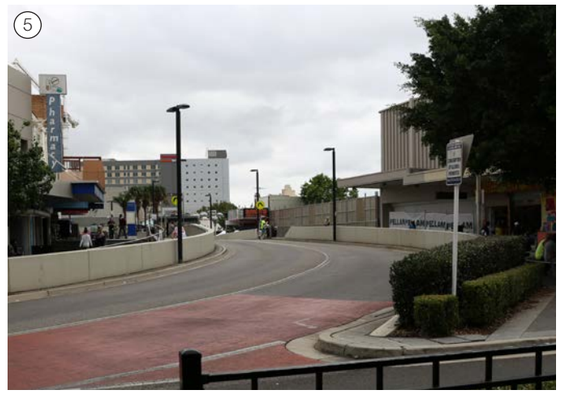
These photographs illustrate the current condition of the Bankstown Station Precinct Masterplan site and surrounds.

1. View of northern station plaza entrance looking south on North Terrace.
2. View of the train bridge and underpass (West Terrace) to the east of the station.
3. Looking north up Appian Way from the southern footpath of North Terrace. Complete streets envisagess this as a pedestrian oriented street.
4. Recently built apartment buildings looking east along South Terrace.
5. Looking north over Bankstown City Plaza overpass bridge. Concrete barriers and high numbers of buses create a hostile environment for pedestrians.
6. North Terrace with the Compass Centre behind. There are plans for significant development on the Compass Centre site.
7. Bankstown bus layover on the south side of the site. Buses wait and ciruclate eastwards to the on-street bus stops from this point.
8. Bus stops looking westwards along South Terrace.
9. Looking north at the Heritage-listed mail sorting room adjacent to the rail corridor.







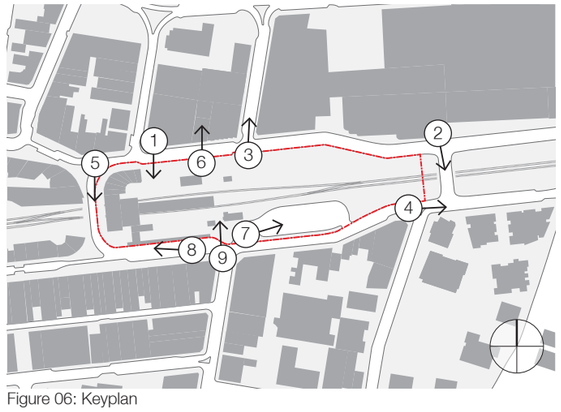
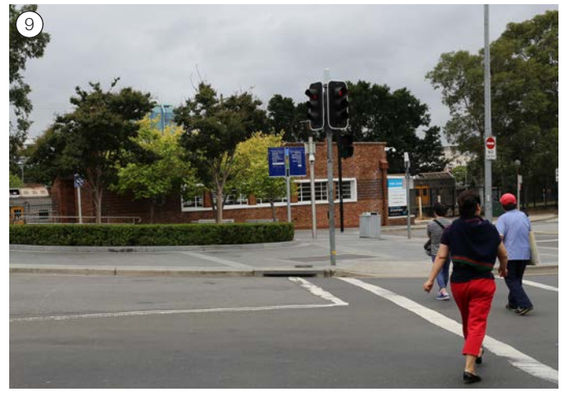



Figure 06: Keyplan





## 2.2 Bankstown Local Environmental Plan

### Land Zoning

The Masterplan study area is zoned B4 Mixed Use with a single lot along the northern edge of the study area zoned as SP2 Road Infrastructure Facility which is currently a cafe.

### Floor Space Ratio (FSR)

2:1 and 3:1 FSRs are applied across the masterplan study area under BLEP 2015. The portion of the site assigned a maximum of 3:1 FSR is also subject to Clause 4.4 (2E) which notes: “Despite subclause (2) [which notes the maximum floor space ratio for a building on any land must not exceed the floor space ratio shown within the FSR Map], the maximum floor space ratio for development on land in Zone B4 Mixed Use that has a width of less than 18 metres at the front building line and is identified as “Area 3” on the Floor Space Ratio Map is 2:1.”

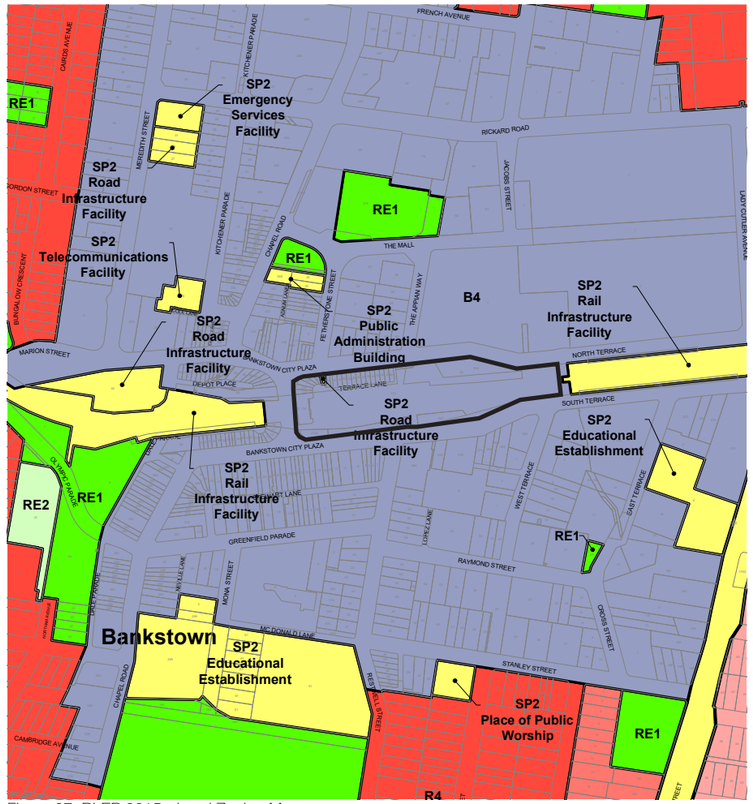



Figure 07: BLEP 2015 - Land Zoning Map

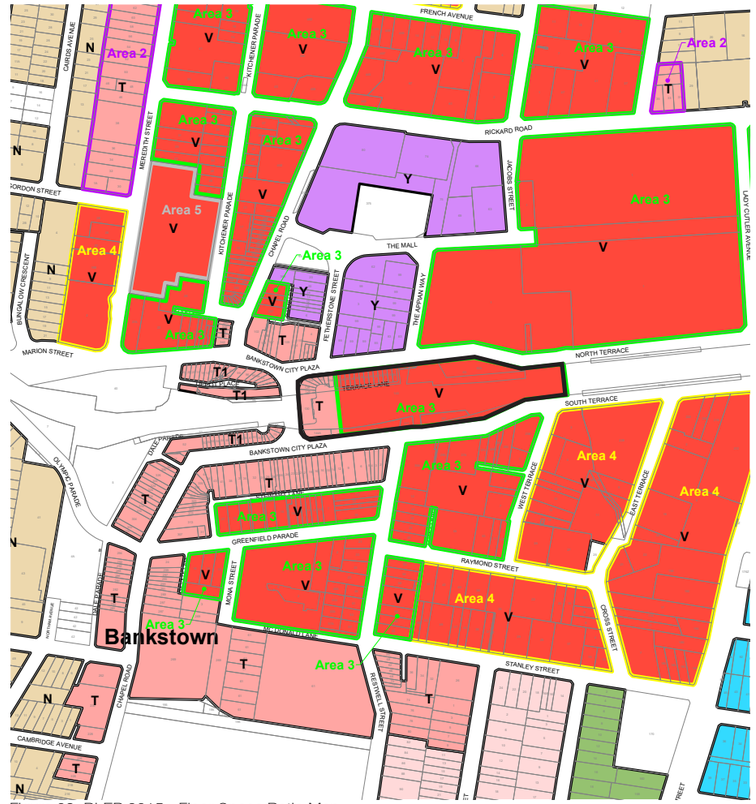



Figure 08: BLEP 2015 - Floor Space Ratio Map

- B1 Neighbourhood Centre
- B2 Local Centre
- B4 Mixed Use
- B5 Business Development
- B6 Enterprise Corridor
- B7 Business Park
- E1 National Park and Nature Reserves
- IN1 General Industrial
- IN2 Light Industrial
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- RE1 Public Recreation
- RE2 Private Recreation
- RU4 Primary Production Small Lots
- SP1 Special Activities
- SP2 Infrastructure
- W1 Natural Waterways

- D 0.5
- F 0.6
- H 0.7
- I 0.75
- N 1
- P 1.25
- S1 1.5
- S2 1.75
- T 2
- U 2.5
- V 3
- Y 4.5

- Area 1
- Area 2
- Area 3
- Area 4
- Area 5
- Area 6

**Cadastre**

- Cadastre 06/06/2011 © Bankstown City

## Bankstown Local Environmental Plan

### Height of Building

The western portion of the site has a 17 metre maximum height of building while the eastern portion of the site is 32 metres. This aligns with the FSR controls noted above.

### Heritage

The study area includes two heritage items Bankstown Railway Station Building and platform (Item 3) and the former Bankstown Parcel Office (Item 4).

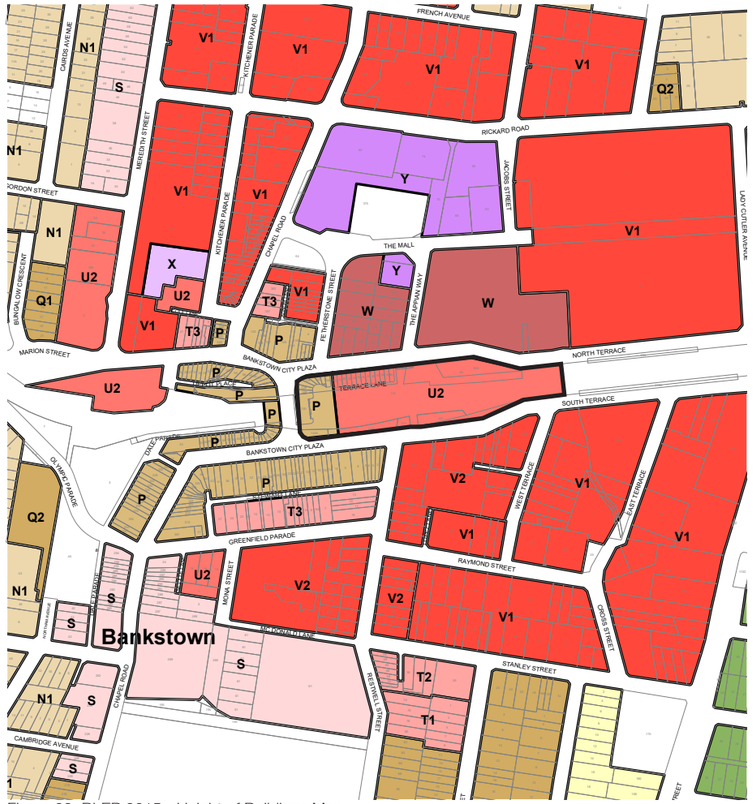



Figure 09: BLEP 2015 - Height of Buildings Map

| | | | |
|---|---|---|---|
| J | 9.0 | T3 | 29.0 |
| K | 10.0 | U1 | 30.0 |
| L | 11.0 | U2 | 32.0 |
| N1 | 13.0 | V1 | 35.0 |
| N2 | 14.0 | V2 | 38.0 |
| O | 16.0 | W | 41.0 |
| P | 17.0 | X | 47.0 |
| Q1 | 19.0 | Y | 53.0 |
| Q2 | 20.0 | Area 1 | |
| S | 23.0 | Area 2 | |
| T1 | 25.0 | | |
| T2 | 26.0 | | |

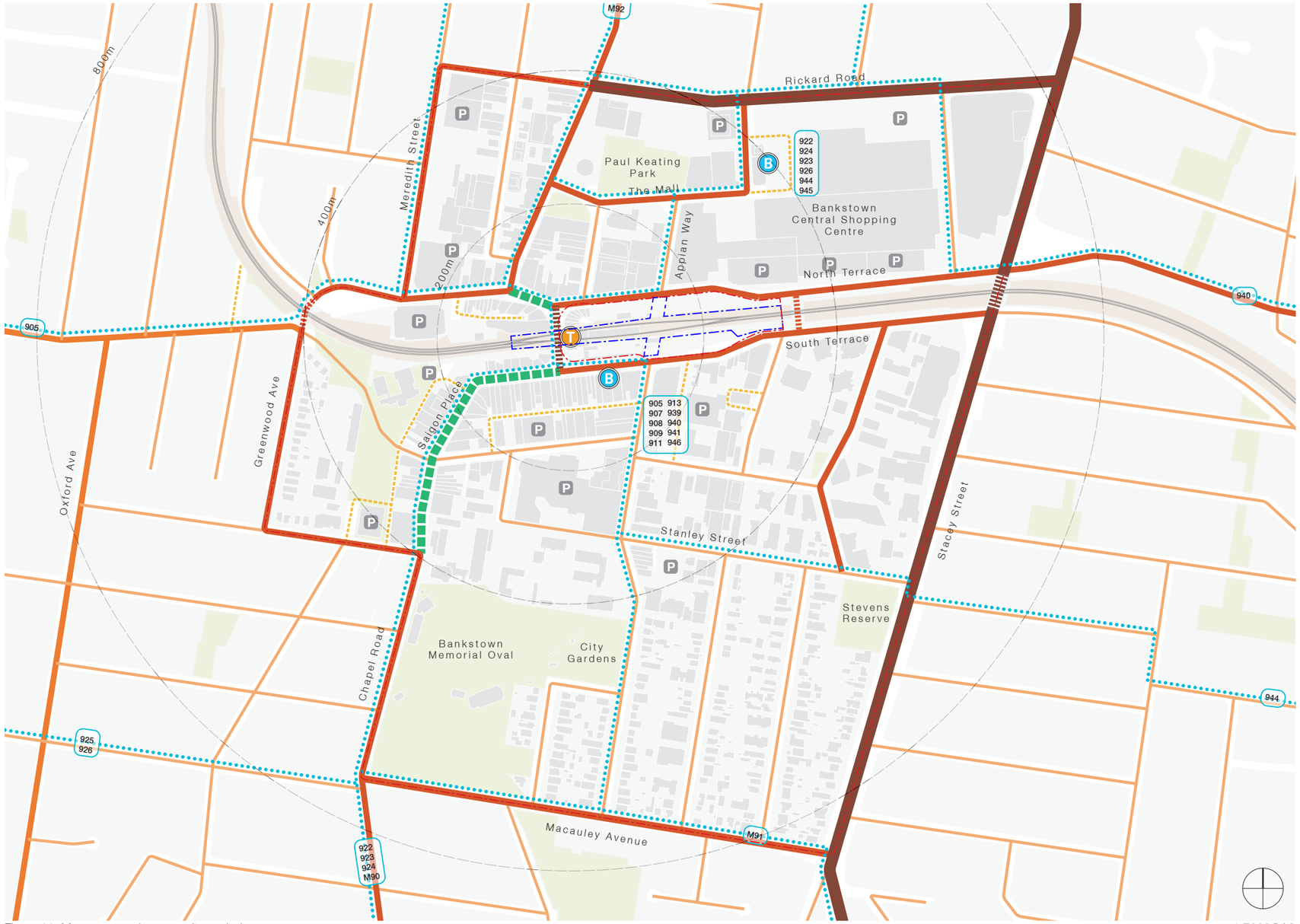

Figure 10: BLEP 2015 - Heritage Map

## 2.3 CBD movement and access

Bankstown City Centre is anchored by Bankstown Train Station which is served by the T3 line. Key bus arrival and departure stops are the terminal adjacent to Bankstown Central Shopping Centre and on-street bus stops along South Terrace. Bus movements are outlined in section 5.3.

The City Centre is ringed by major roads and streets including Stacey Street, Rickard Road, Meredith/Greenwood/Chapel Road and Macauley Avenue. The railtracks are a barrier between the north and south side of the CBD with North Terrace and South Terrace providing road access to the station. Bridges and underpasses traverse over the rail corridor connecting the north and south parts of the city for people and vehicles.

Secondary and tertiary gridded streets provide connectivity throughout the rest of the area. Saigon Place, on the south side of the railtracks, is the main pedestrian shopping street in the city centre and an important retail and social space for the local community. At-grade carparking and parking basements and structures are spread throughout the City Centre.




- city centre boundary (SJB)
- masterplan boundary (SJB)
- station and plaza boundary (Metron T2M)
- major road
- primary street
- secondary street
- tertiary street
- bus interchange
- train station
- underpass
- bridge
- pedestrian oriented retail street
- bus route
- significant parking

Figure 11: Movement and access city analysis map

1:7000@A3

## 2.4 Existing Bus Interchanges

### Centro Interchange (Bankstown Central)

The northern bus interchange is located near The Mall and Jacobs Street and adjoins the western extent of the Bankstown Central shopping centre. The interchange area functions as a clockwise loop. It provides 8 bus spaces for passenger pick-up and set down, distributed among 4 stands, and also provides 5 spaces for bus layover. Additional spaces are available for bus layover and passenger set down outside the terminal on adjacent streets on the Mall and on Jacobs Street.

Footpaths around the bus interchange were functionally narrow, sometimes because of poor placement of seating. Shelters for bus stands in the median provide shelter to only a small number of pedestrians.

### Station Interchange

The southern bus interchange is located directly adjacent to the Bankstown train station. Lanes through the interchange are sufficiently wide that buses are able to operate without obstruction. There is a barrier running along the length of the median to prevent the mobility of pedestrians at points other than the marked crossings.

Designated bus only lanes across the overpass support the delineation of traffic and improve traffic flow for buses. There is much more extensive shelter provided which is beneficial to passengers during periods of inclement weather. There is also an ancillary bus layover area to the east of the interchange, with capacity for approximately nine buses.

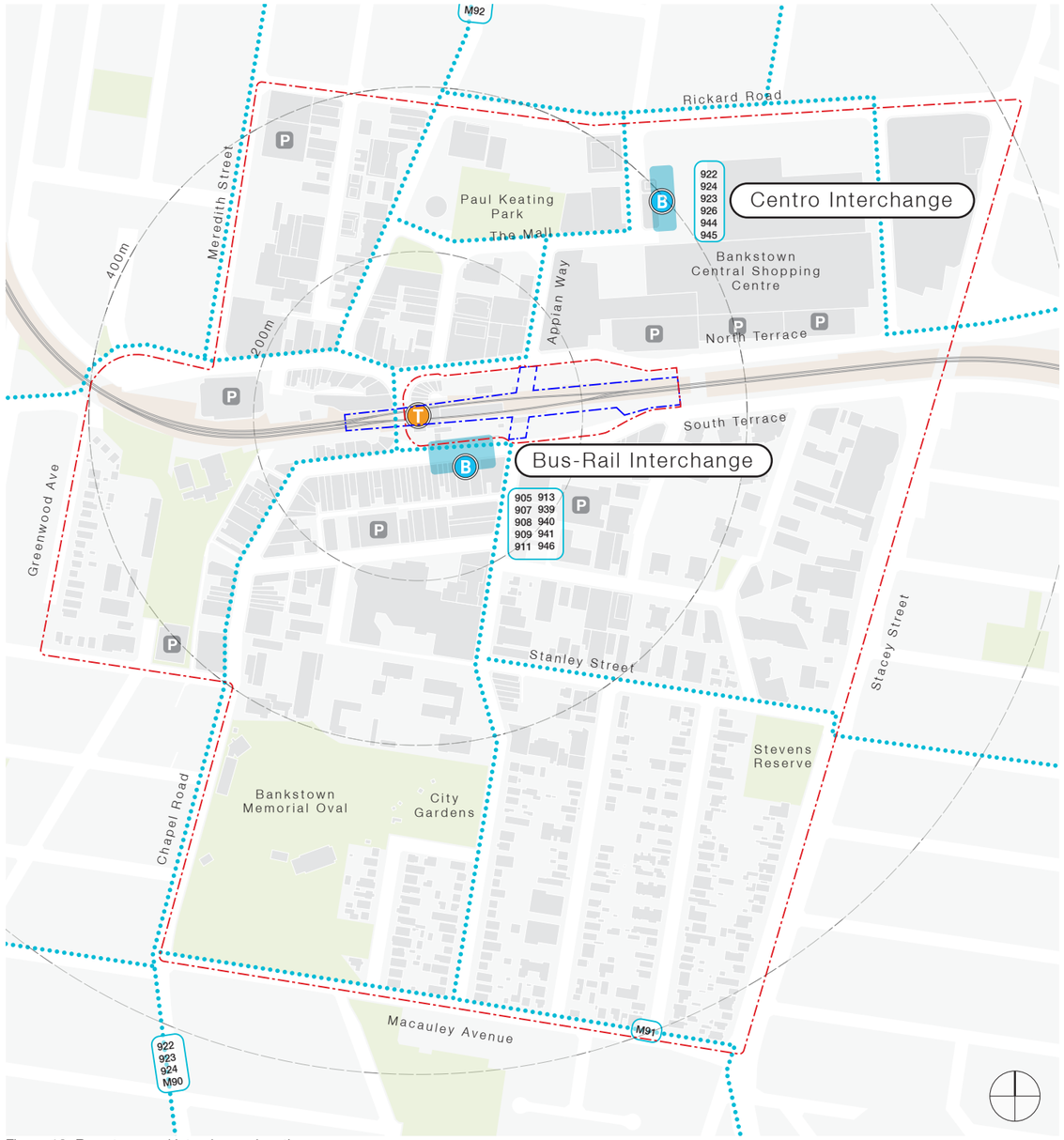



Figure 12: Bus stops and interchange location map

Centro Interchange: Poor Placement of seating results in Functionally Narrow Footpaths

Bus-Rail Interchange

Bus-Rail Interchange

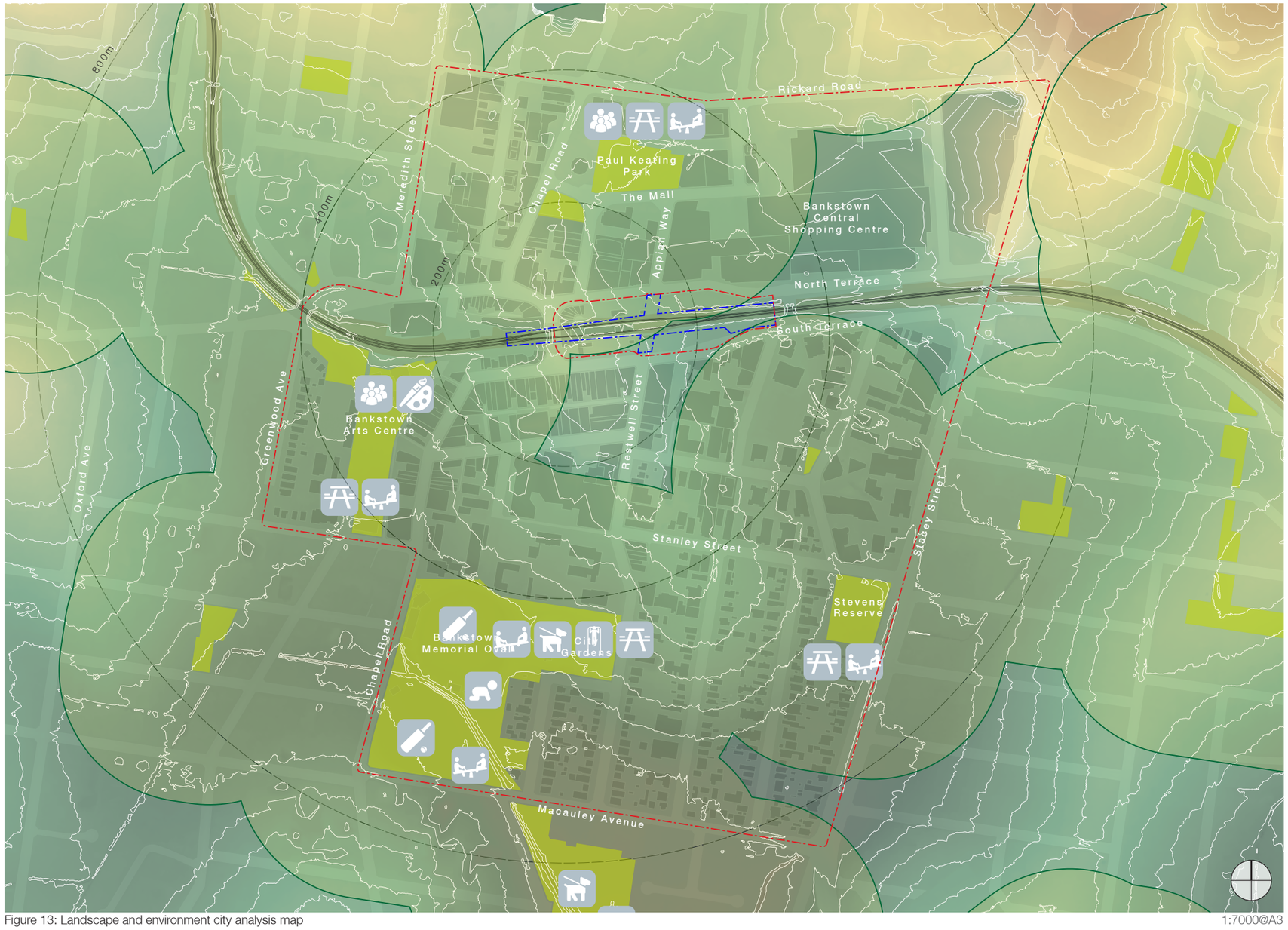
## 2.5 CBD landscape and recreational amenities

Central Bankstown sits on the Cumberland plain on a series of small undulating ridges. Rainfall drains southwards into the Georges River catchment.

The City Centre has a range of recreational open spaces (RE1) the most significant of which is Bankstown Memorial Oval which has two significant ovals hosting cricket and other team sports. It also has ancillary facilities such as a childcare centre, Bankstown City Gardens, two playgrounds and public seating and shaded areas.

Bankstown Arts Centre near the train station is a multifunctional community space set in a park with a playground and shaded seated areas. Paul Keating Park north of the station is the major municipal park for Bankstown defined by the Library, Council buildings, Court House and proposed Western Sydney University building. It has significant community amenities and public art.

The 200m open space catchment buffers (3 minute walk) demonstrate a lack of public open space directly to the south and north east of the station.




- city centre boundary (SJB)
- masterplan boundary (SJB)
- station and plaza boundary (Metron T2M)
- RE1 open space
- community facility
- contour (2m)
- ridgeline
- lowland
- 200m open space buffer

Figure 13: Landscape and environment city analysis map

1:7000@A3

## 2.6 CBD urban form and function

The City Centre has a range of building types, land uses and functions. Commercial buildings with retail ground floors are the predominant building use throughout the area. Bankstown Central Shopping Centre anchors the north east corner of the City Centre. A cluster of civic buildings are set around Paul Keating Park north of the station, alongside the Bankstown Learning and Knowledge Centre to the west.

Community buildings such as schools, medical facilities and recreational amenities associated with Bankstown Memorial Oval are spread on the south side of the train station. Mixed use medium and highrise towers are predominantly located in the south east of the city centre transitioning to high density residential and low density residential further south.

The urban form of central Bankstown generally forms a north eastern facing grid with the railway cutting through on a north east/south west orientation. Buildings to the west of the station are clustered together to form fine grain relatively narrow streets transitioning to larger commercial, civic and retail buildings with large setbacks. Mixed use and residential buildings in the west of the city centre are regularly spaced with appropriate setbacks. Detached houses in the south east clearly conform to the north easterly oriented urban grid.

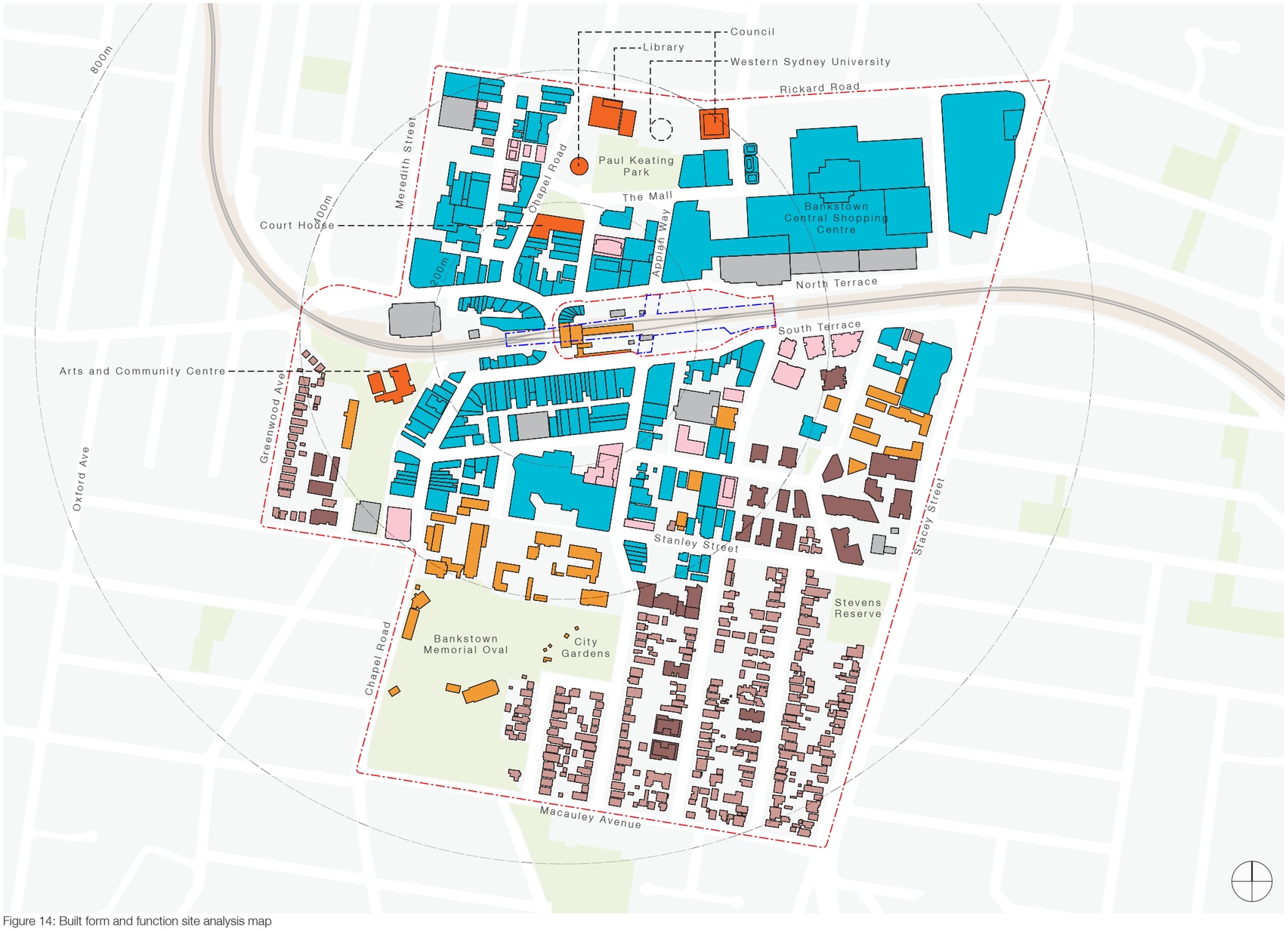



Figure 14: Built form and function site analysis map

## 2.7 CBD building heights

Buildings throughout the City Centre are predominantly between one and three storeys in height. Older long buildings which define retail streets around the train station as well as single detached houses in the south east corner or the city centre are generally shorter around one to two storeys. Taller buildings sit to the north the south east of the station. Buildings taller than eight storeys are almost all mixed use or residential, have significant separation and are generally clustered together on the eastern edge of the city centre.

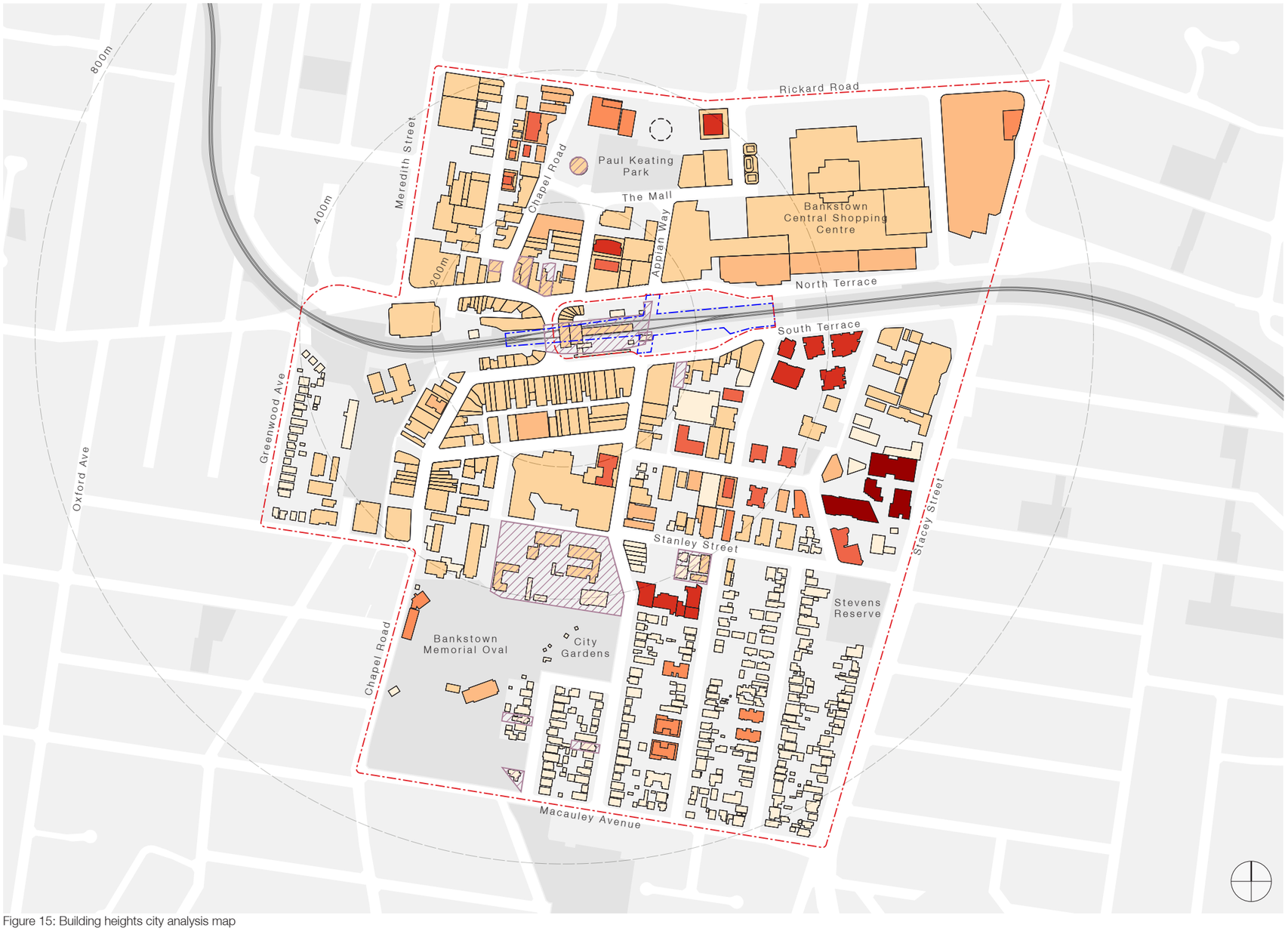



Figure 15: Building heights city analysis map

## 2.8 Site built form and heritage

The masterplan site boundary is defined by low and mid-rise buildings between one and four storeys. Two taller towers sit directly to the north of the station with the majority of other tall residential and mixed use buildings sitting on the south east corner of the masterplan boundary.

The western end of the station interfaces with Saigon Place and Bankstown City Plaza which are pedestrian oriented fine-grain retail streets with no street setback. The tightly packed retail shopfronts wrapping the station entrance enjoy pedestrian traffic associated with train travel. Conversely frontages at the eastern side of the station along North Terrace and South Terrace have long blank inactive frontages of fences, semi-sunken carpark ventilation, parking and blank building facades.

There are several heritage listed sites in and surrounding the masterplan site including a portion of land within station masterplan boundary itself. These include:

1. I3 - Bankstown Station building and platform
2. I4 - Bankstown Parcels Office (former)
3. I13 - Shop
4. I2 - Shop (former accommodation house)
5. I1 - Bankstown Hotel
6. I5 - Shop (Rosen Chambers)

The parcels office (I4) is being removed to facilitate the pedestrian plaza associated with the Metro conversion.

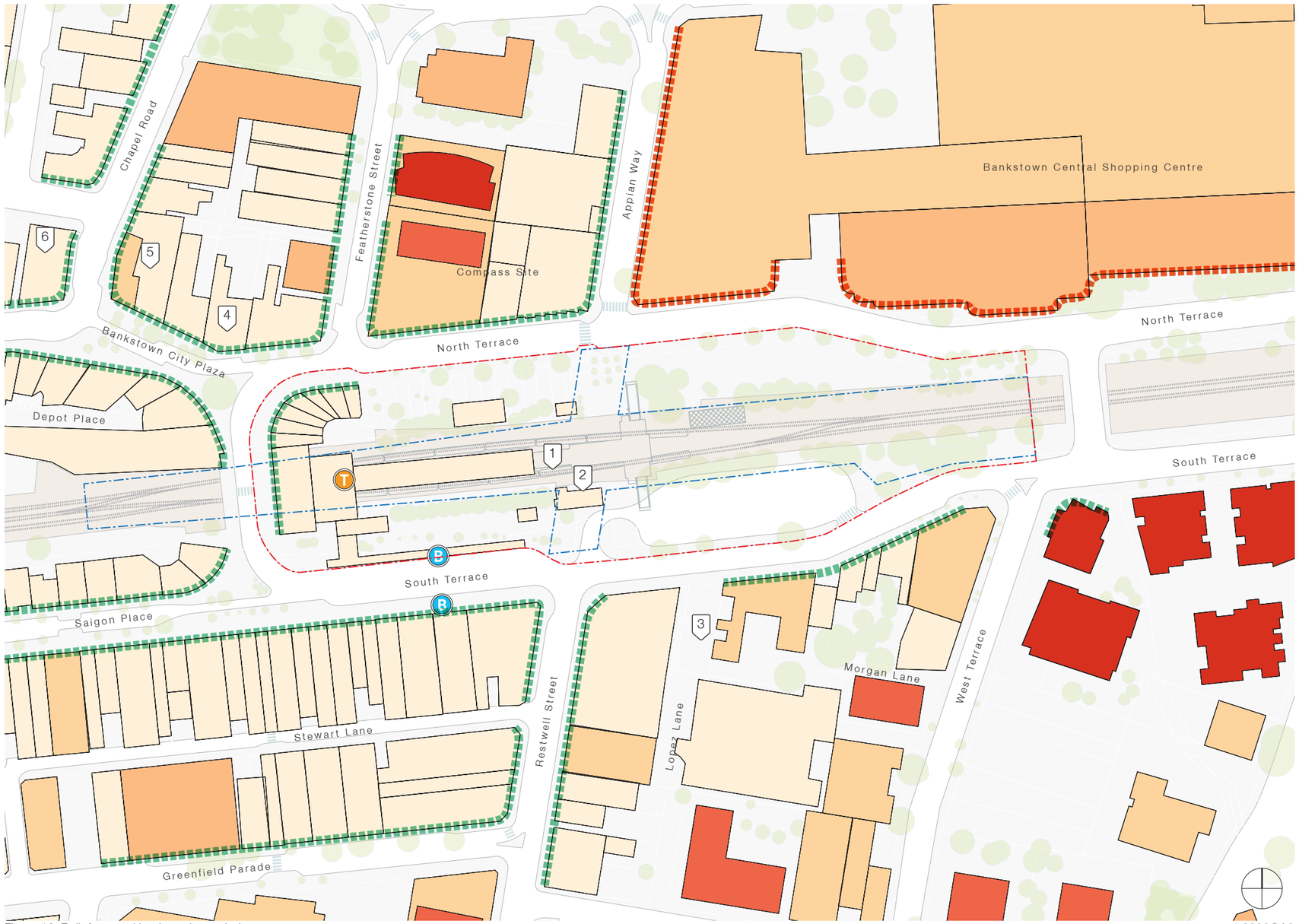
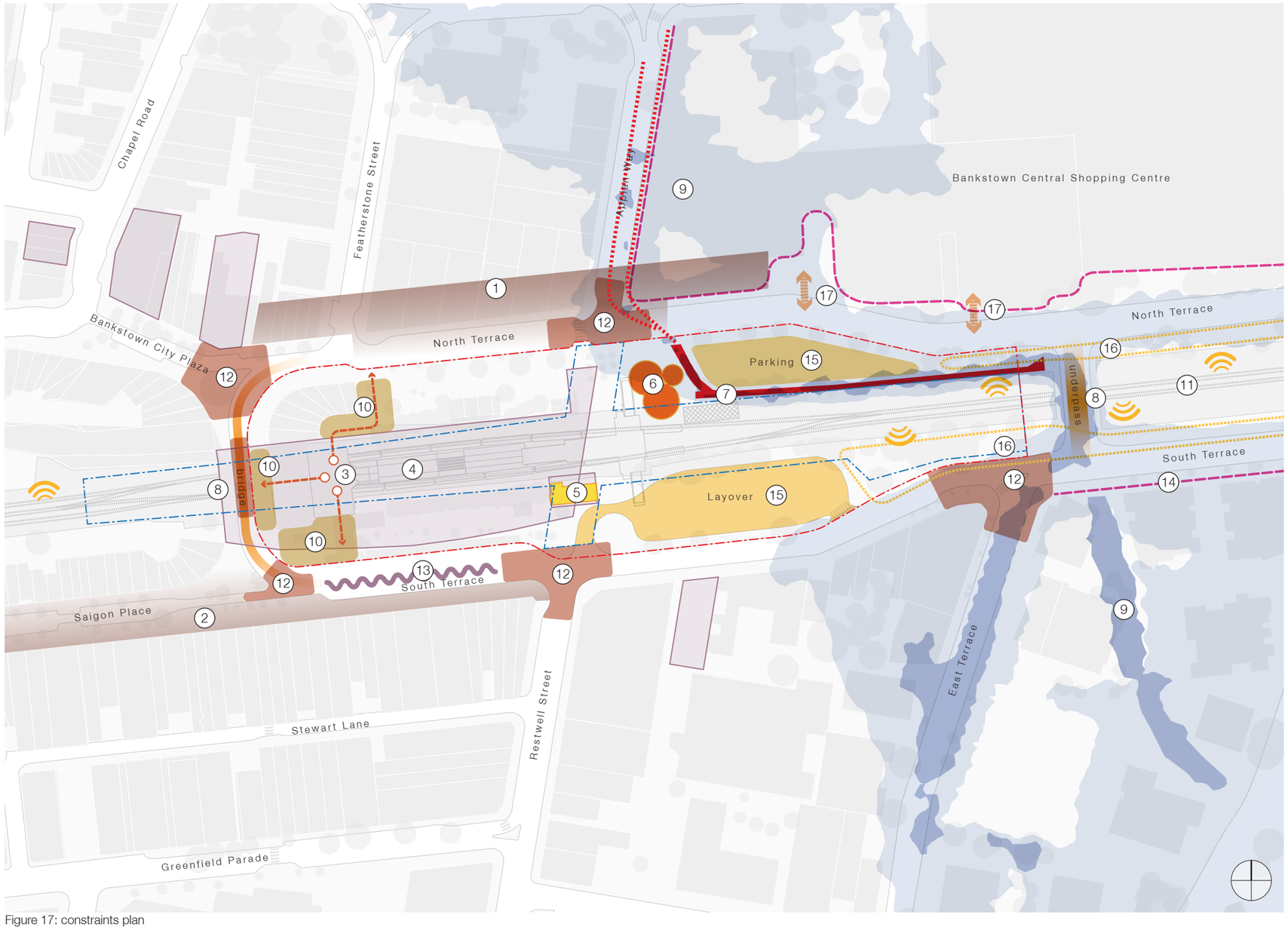



Figure 16: Built form and landuse site analysis map

## 2.9 Constraints

This drawing illustrates the masterplan site constraints. Elements identified here will inform the principles and vision.

1. Potential overshadowing of station from buildings on the north site of North Terrace
2. Potential overshadowing of Saigon Place public domain
3. Illegible train station entrances and exit points
4. Heritage listed station and surrounding items
5. Heritage listed parcel sorting office blocking proposed pedestrian Appian Way on north-south cross corridor link
6. Significant mature trees
7. Drainage channel
8. Movement limitations of bus-only Chapel Street bridge and West Terrace underpass which cannot accommodate buses
9. Flooding issues (high risk and medium risk)
10. Unattractive station entrance forecourts
11. Noise from trains
12. Busy street intersections limit pedestrian movement
13. Noise and congestion associated with significant on-street bus stops
14. Inactive street frontage
15. Inactive site portions consisting of layover (south) and commuter parking (north)
16. Poor pedestrian condition at eastern end of masterplan site
17. Vehicular entrances and exits from Bankstown Shopping Centre




masterplan boundary (SJB)
station and plaza boundary (T2M)

Figure 17: constraints plan

## 2.10 Opportunities

This drawing illustrates the masterplan site opportunities. Elements identified here will inform the principles and vision.

1. Pedestrian and retail oriented public domain
2. On-street bus stops
3. Potential bus interchange and new north-south circulation street (Complete Streets)
4. Key building opportunities
5. Mature trees
6. Potential north-south connection from Appian Way to Restwell Street with integrated station entrances
7. Potential station entrance forecourts
8. Potential for improved street crossings
9. Improved public domain surrounding station
10. Potential public domain improvements
11. Surrounding axial street views of station site
12. Potential extension of Jacobs Street alongside redevelopment of Bankstown Central Shopping Centre in the long term
13. T2M has identified opportunities to reinterpret heritage elements which may need to be modified in order to accommodate Appian Way

masterplan boundary (SJB)

station and plaza boundary (T2M)

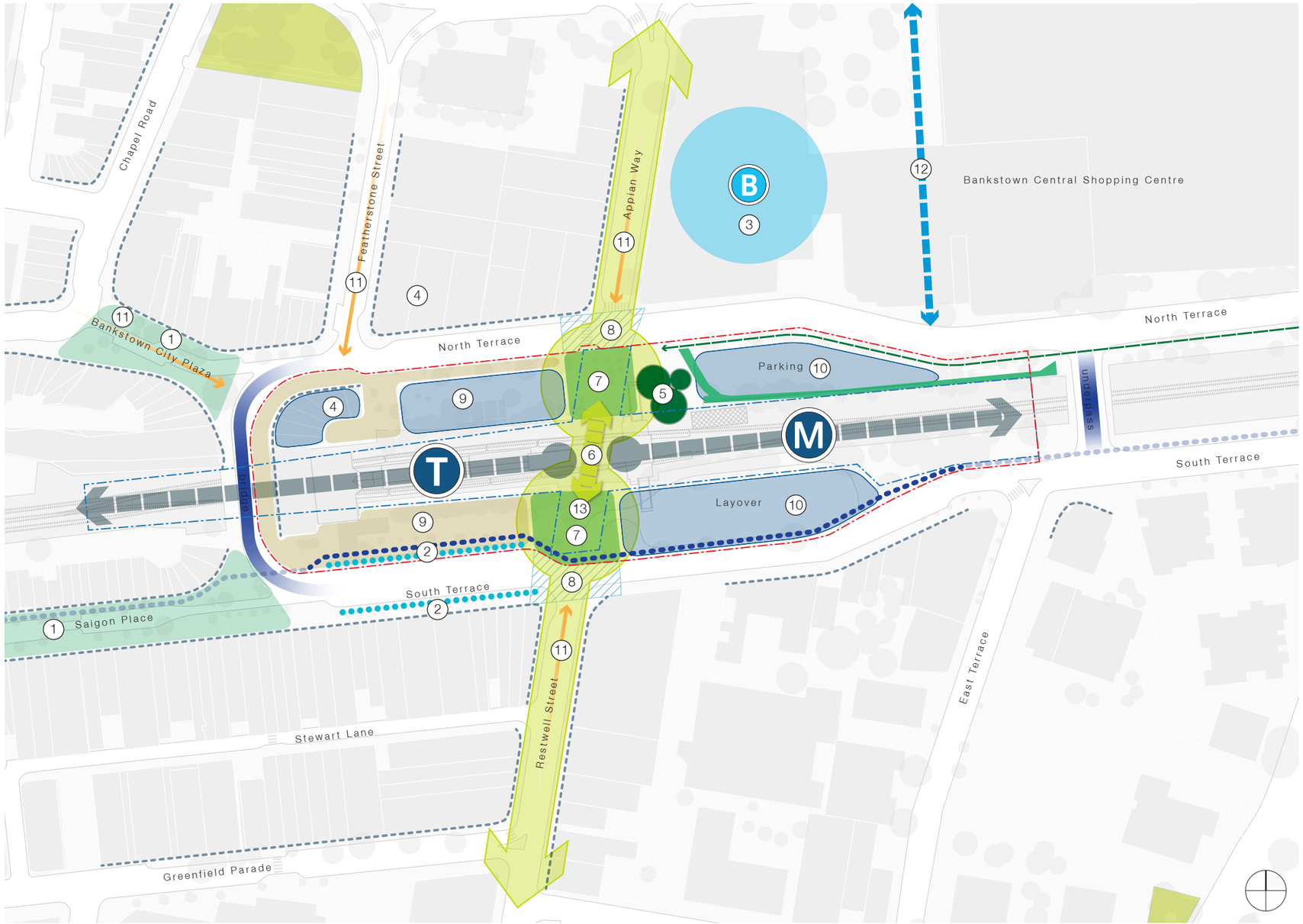



Figure 18: opportunities plan

# The Masterplan

3

## 3.1 Overview

The Masterplan outlines the intent for the Bankstown Station Precinct to support the opening of South-West Metro and the Bankstown Metro Station in 2024.

It presents a flexible framework for development within the precinct, focussed on supporting the new metro station through activation, enabling efficient interchange and providing high-quality public domain spaces.

### The process

The Masterplan was devised in consultation with CBCity and NSW government stakeholders including other teams with TfNSW, Sydney Water and the Greater Sydney Commission.

The Bankstown Station Precinct was split into five parcels providing a series of ‘bite-size’ pieces which could be tested individually and considered holistically. As there are a range of parameters and constraints which only effect some portions of the precinct, this would enable any proposed works to occur in a staged fashion.

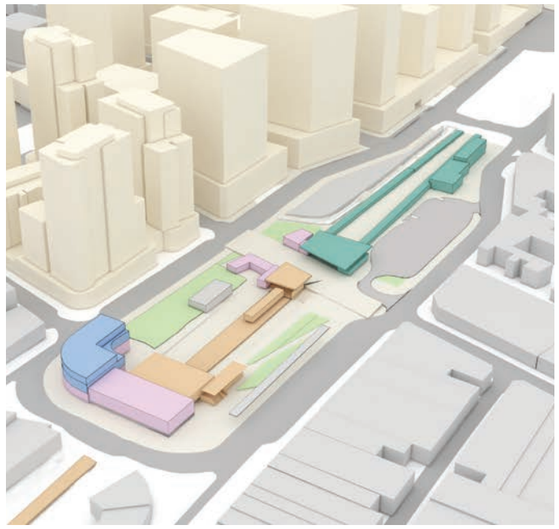


Figure 19: Indicative massing of the Interim Masterplan

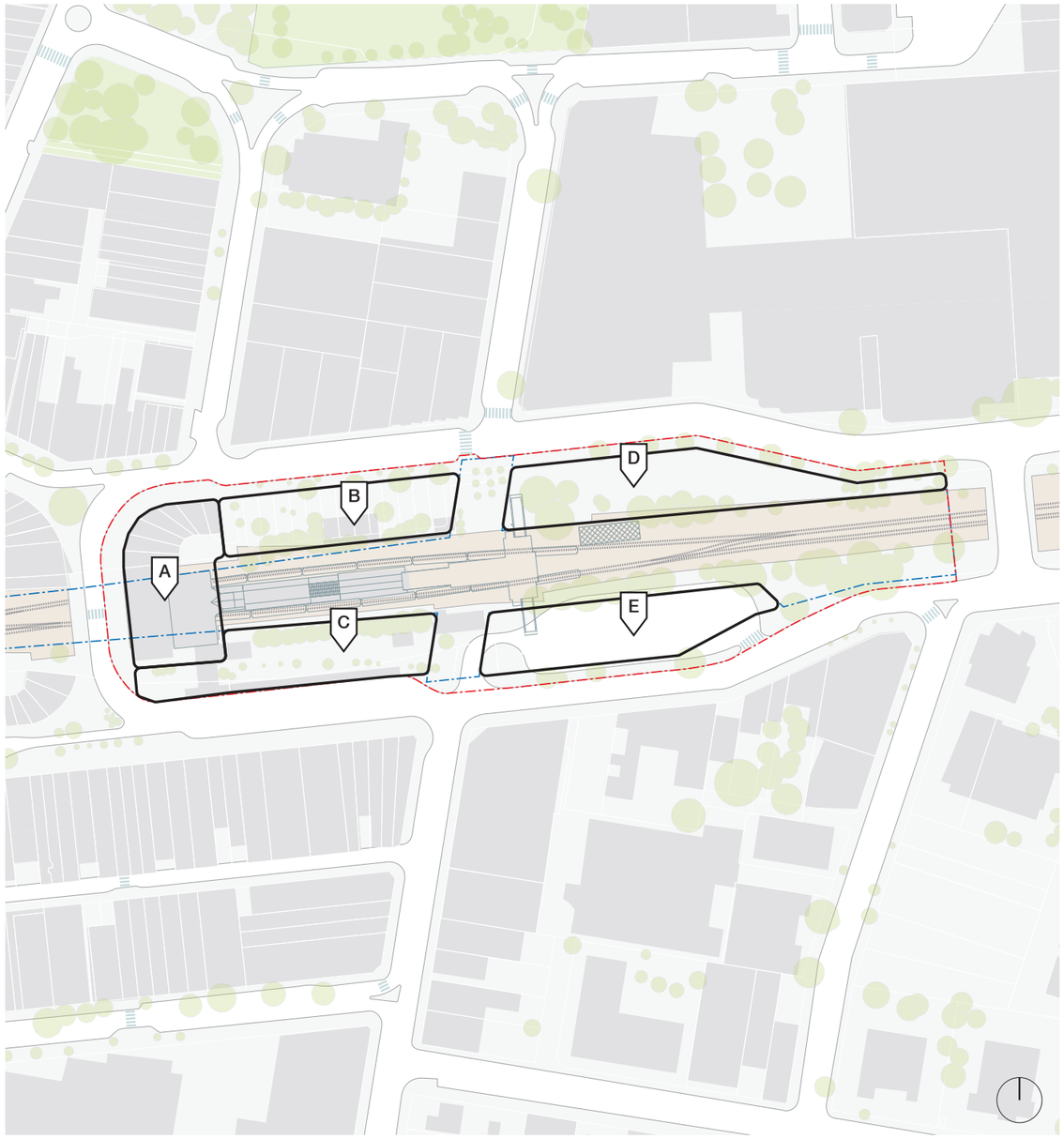



Figure 20: Parcel Plan

## 3.2 Site Ownership

The Masterplan works within the parameters set up by the existing land ownership pattern across the precinct. The land ownership impacts the ability to deliver short to medium term development and public domain upgrades. This is particularly difficult in the short term, post-delivery of South-West Metro in 2024. Limited land purchase will occur to deliver the new Bankstown Metro Station, within the blue boundary.

Lots within the masterplan study area are owned by CBCity and Railcorp as well as private landowners including:

1. Dinh
2. Evolutus Pty Ltd
3. Nguyen
4. Rosfred Holdings Pty Ltd
5. Huynh and Phan
6. Station Vista Pty Ltd

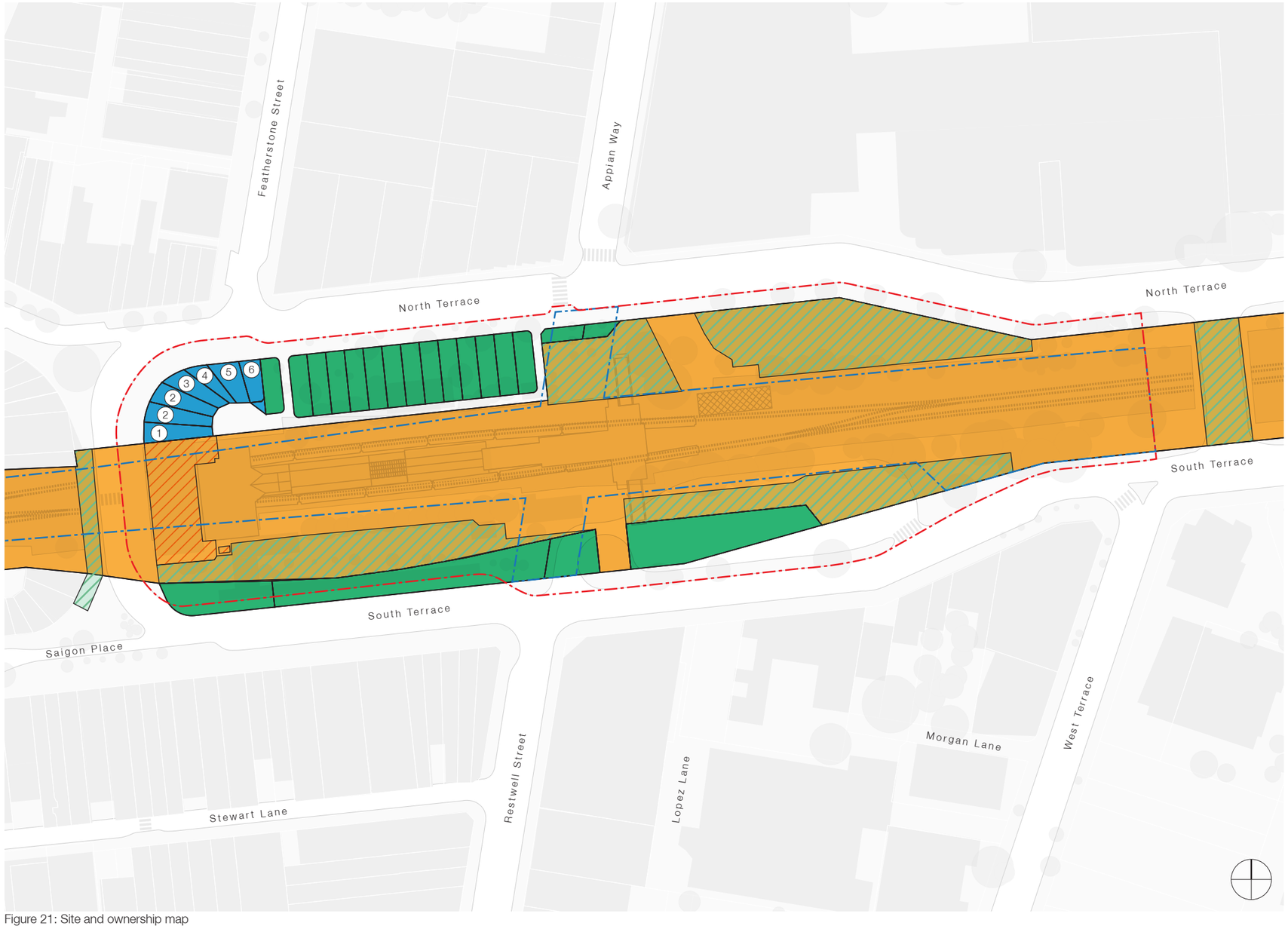



Figure 21: Site and ownership map

## 3.3 Parameters and Assumptions

Parameters and assumptions are illustrated on the plan to the right. These assumptions which have come from both policy and project meetings underpin the approach. Key assumptions are:

1. The Masterplan should be consistent with the aspirations of CBCity's Complete Street policy. This includes the provision of a new pedestrian link connecting The Appian Way to Restwell Street.

2. The existing heavy rail train platform is to be retained with entries from the Church Street Bridge and the Metro plaza.

3. The masterplan will be complemented by improvements to the Chapel Street Bridge including the removal of existing barriers and integration of landscaping and traffic-calming landscaping elements

4. Key heritage elements such as the existing train station platform building should be retained where possible. The Postal Sorting Office within the Plaza and Station Boundary is subject to the Metron T2M work.

5. The existing bus layover within the precinct is assumed to be retained. The Masterplan should consider what might happen to that land should the layover be relocated.

6. A bus interchange will be located outside of the precinct. At the time of writing, the interchange is located within Bankstown Central Shopping Centre.

7. It is assumed that the Sydney Water drains and channel will be retained in their existing configuration. Improvements to the open channel are to be considered.

8. It is assumed that Bankstown Central (Vicinity) and the Compass Site would be developed consistent with their current proposals.

9. The character and amenity of fine grain shops and public domain of Saigon Place should be respected

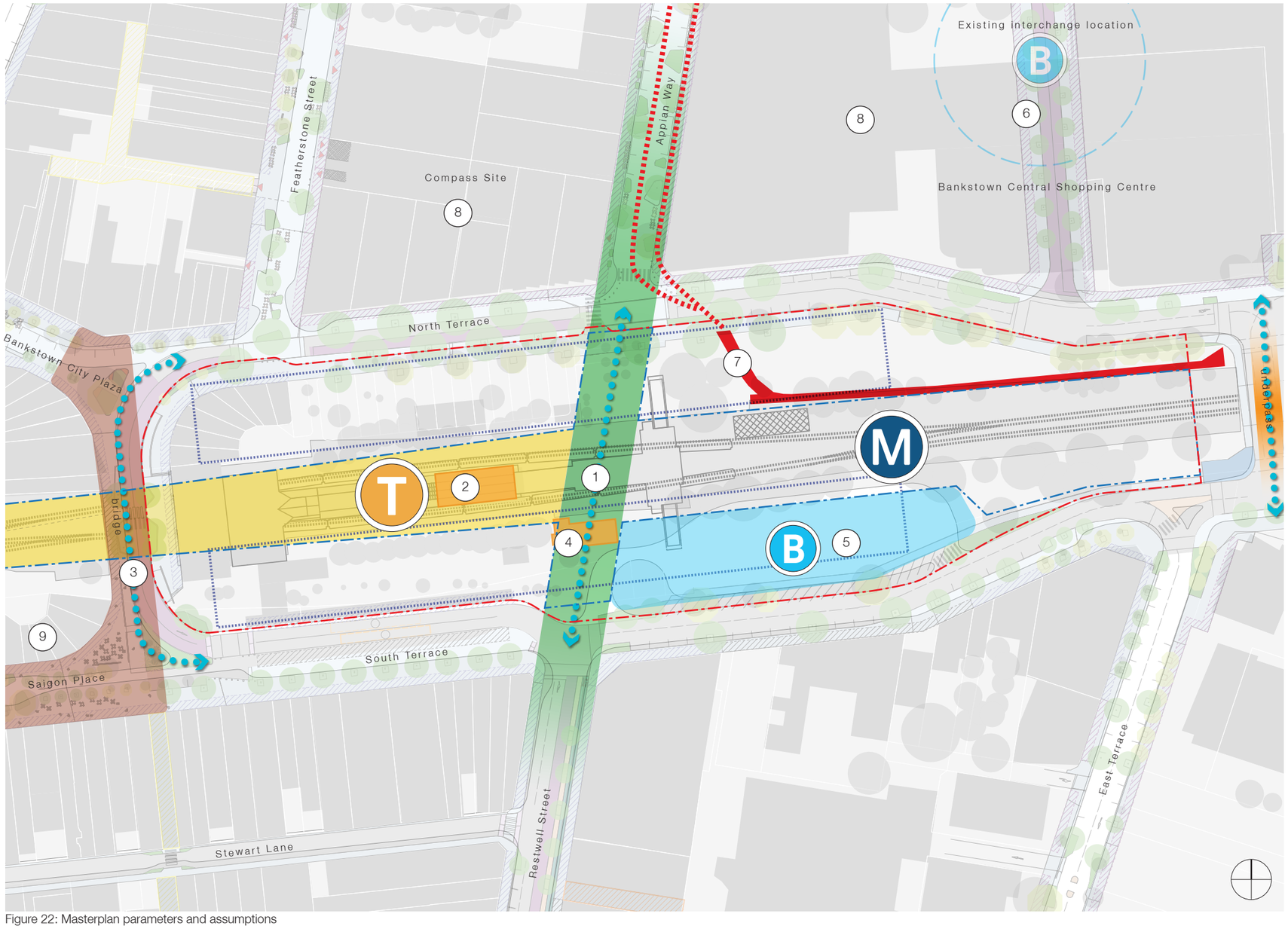



Figure 22: Masterplan parameters and assumptions

## 3.4 Concept Plan

The concept plan sets up a series of aspirations that will inform future work within the precinct. There will be multiple ways to deliver on the aspirations set out within this plan. These include:

1. Support the new pedestrian link with landscaping and seating
2. Holding the corners of the new landscaped plaza with active edges to provide opportunities for retail, continue retail edges from Restwell Street/the Appian Way and passive surveillance
3. Retaining mature trees within the site
4. Connect open spaces across the landscaped plaza
5. Seek opportunities to adaptively reuse the Parcel Office while also facilitating pedestrian movement
6. Repurpose existing hardscaped areas for community uses if bus layover and on-site parking are no longer required
7. Retain existing through-building links which connect to Bankstown Train Station
8. Retain existing vehicular access points

- masterplan boundary (SJB)
- station and plaza boundary (Metron T2M )
- train station
- metro station
- bus stop/interchange
- train station entry
- metro station entry
- retail/commercial buildings
- existing building refurbishment
- community use opportunities
- existing buildings in the public domain
- active edges
- active edge opportunity
- landscaped plaza
- open space
- existing trees
- through-building links
- landscape link
- water channel
- streetscape improvements
- vehicular access
- existing hardscape
- removed bus layover

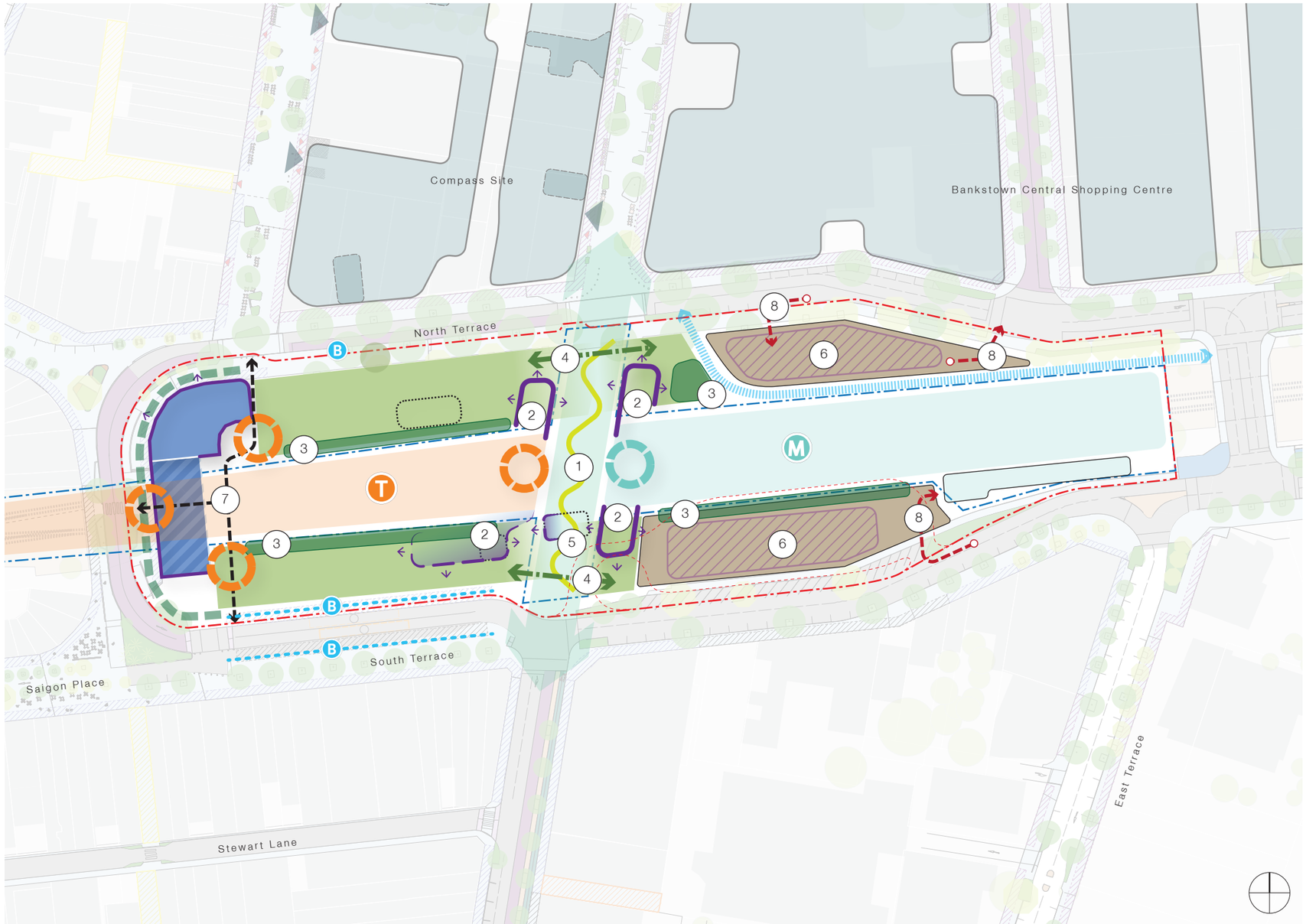



Figure 23: Interim Masterplan Concept Plan

## 3.5 Preferred Structure Plan

The masterplan envisions a mix of retail, commercial, community uses and public domain spaces on land held by RailCorp (TfNSW) and CBCity. Privately-owned land on the corner of North Terrace and the Chapel Street bridge is envisioned to provide retail and commercial uses in a scale aligned with their existing controls.

This is only one way to deliver on the aspirations set out within the Concept Plan. Opportunities to deliver parts of the precinct may arise at different times and will be effected by land ownership, funding, and project occurring in the wider Bankstown CBD.

Refer to the parcel considerations for more detailed description of the proposed development and improvements.

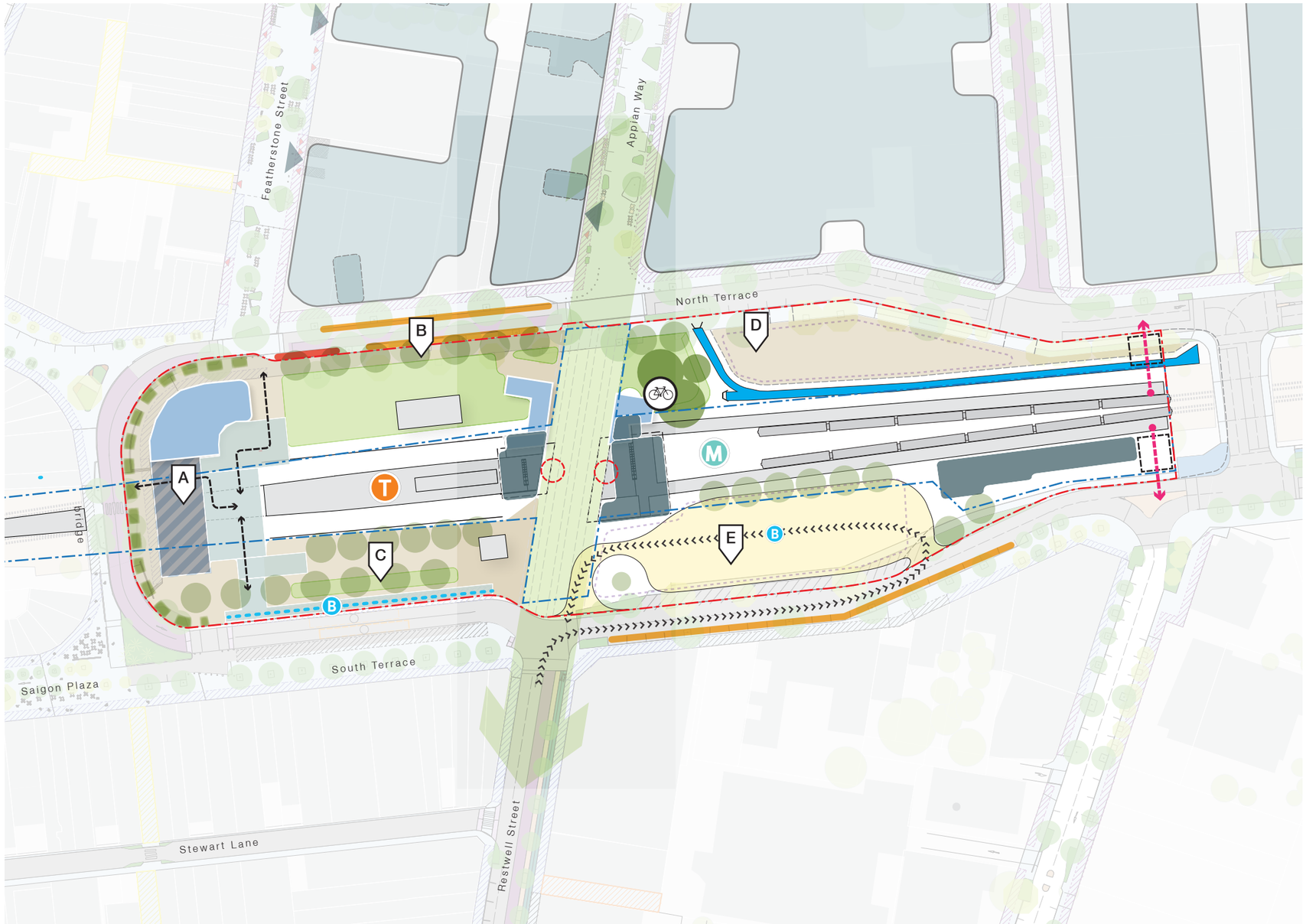



Figure 24: Interim Masterplan Options

## 3.6 Masterplan Massing

The masterplan envisions a mix of retail, commercial, community uses and public domain spaces on land held by RailCorp (TfNSW) and CBCity. Privately-owned land on the corner of North Terrace and the Chapel Street bridge is envisioned to provide retail and commercial uses in a scale aligned with their existing controls.

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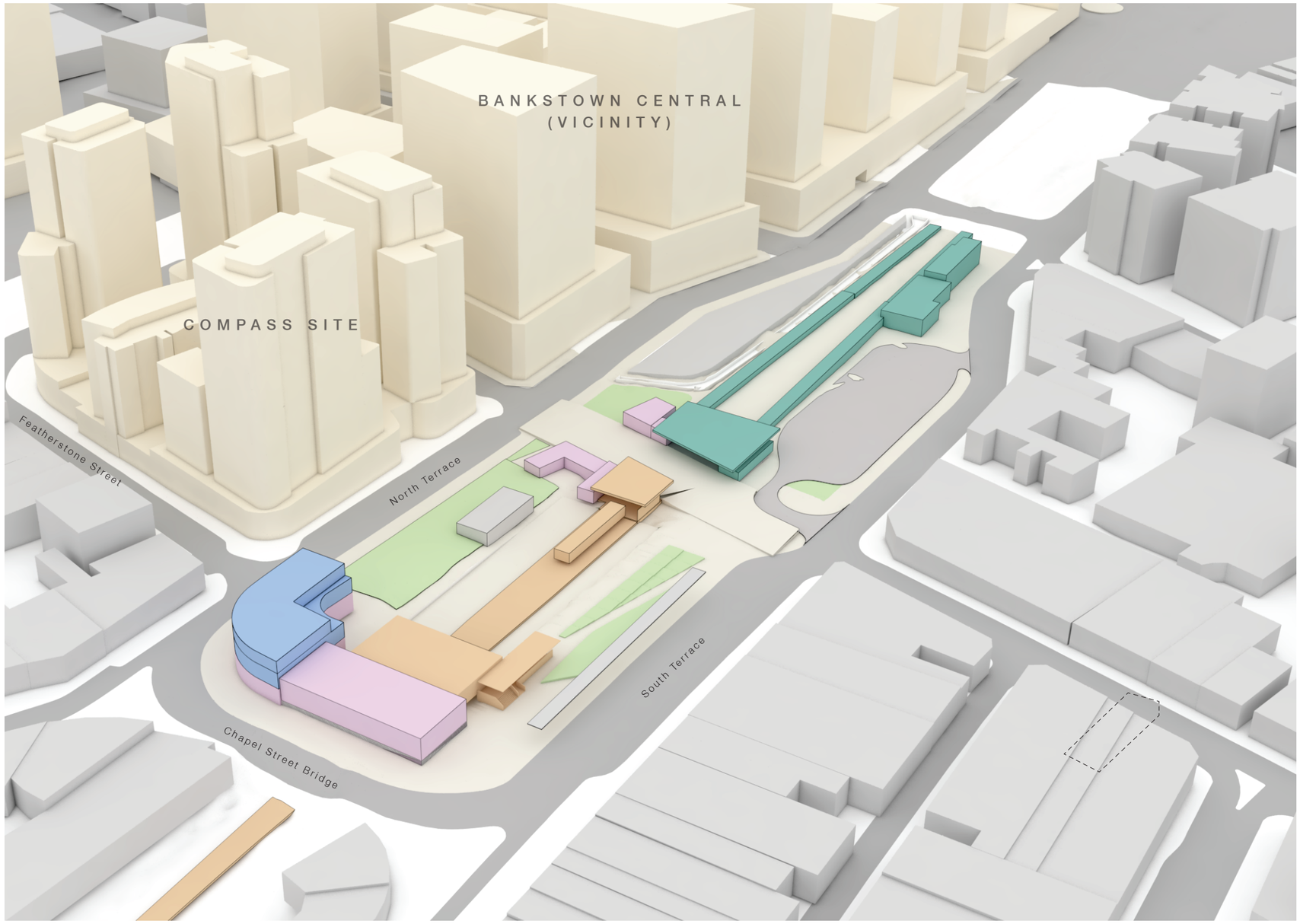


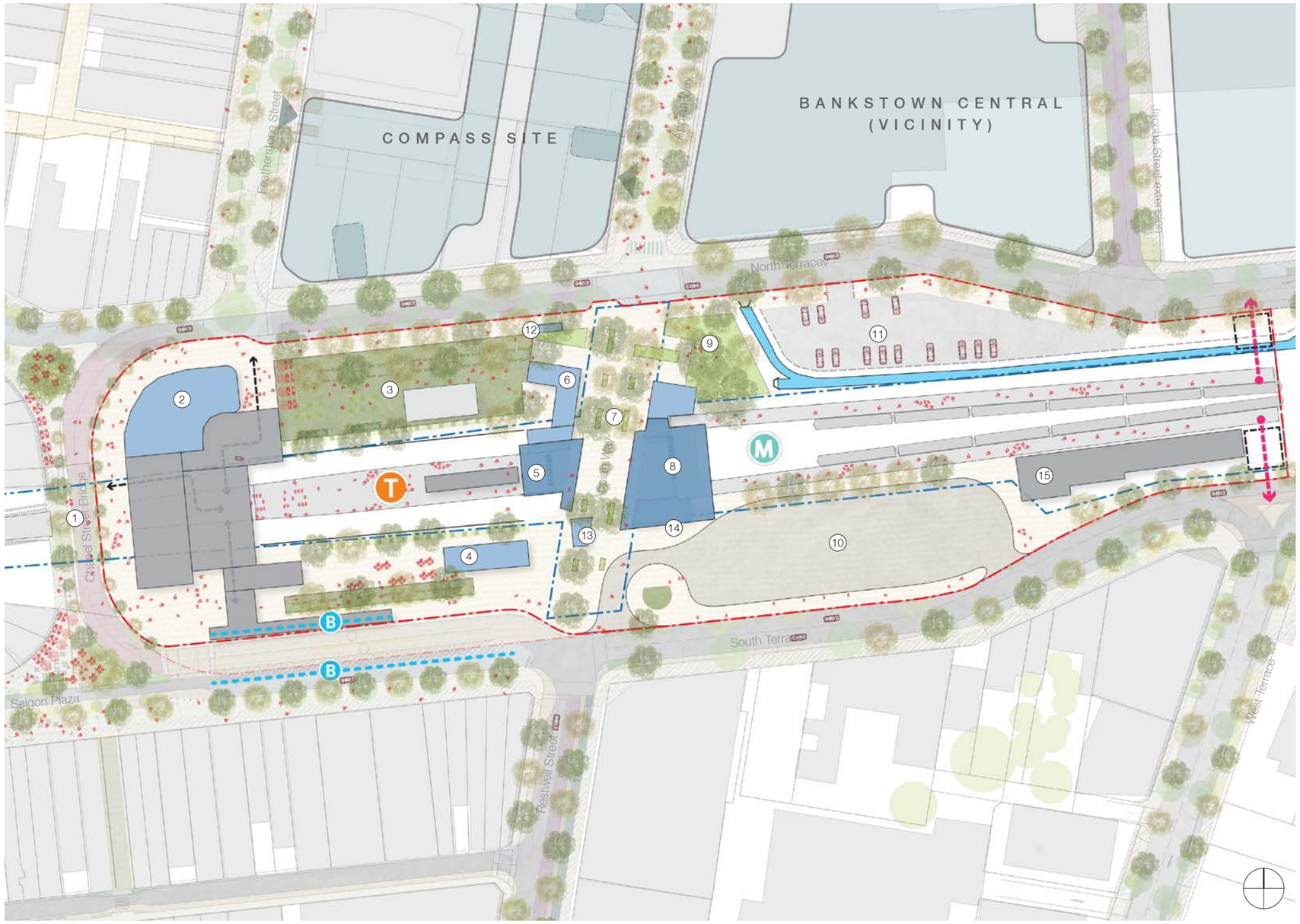

- existing buildings
- commercial
- retail
- future community opportunity
- existing rail buildings
- proposed metro buildings
- open space
- proposed adjacent development
- roads

## 3.7 Illustrative Masterplan

This plan illustrates the quality of the ground plane and spaces

1. Chapel Street Bridge with removed Jersey Kerbs and public domain upgrades
2. Existing corner shops with potential for redevelopment.
3. Public open space with improved seating, planting, trees and potential for informal outdoor dining adjacent to built form. Existing Council building to be retained
4. Retail pavilion with integrated public toilets
5. Entrance to the existing train platform
6. Pavilion with active frontages
7. Metro Plaza as specified by the T2M Metron designs
8. Entrance to the Metro plaforms
9. Outdoor deck with fig trees and native bush roof ornamental gardens
10. Bus layover
11. Existing commuter car parking retained
12. Kiss and ride shelter
13. Adaptive reuse of the Parcel Office
14. Bicycle parking
15. Service building

This is only one way to deliver on the aspirations set out within the Concept Plan. Opportunities to deliver parts of the precinct may arise at different times and will be effected by land ownership, funding, and project occurring in the wider Bankstown CBD.

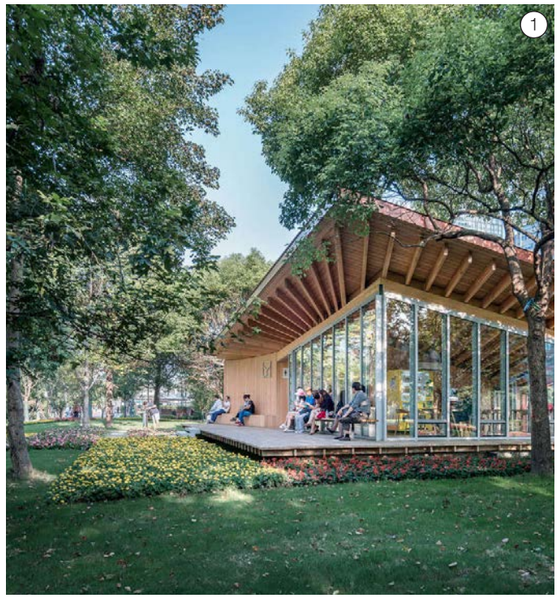


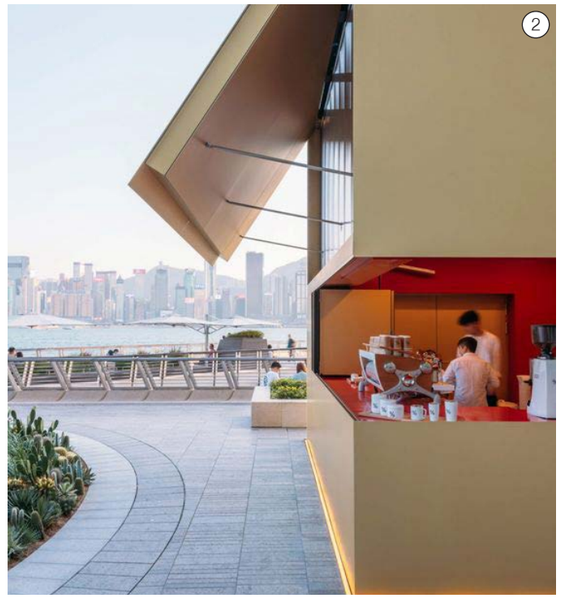

site
proposed future built form
proposed train/metro canopies
transport buildings/shelters
train station
metro station
through-building links
bus interchange stops

## 3.8 Built form and public domain examples

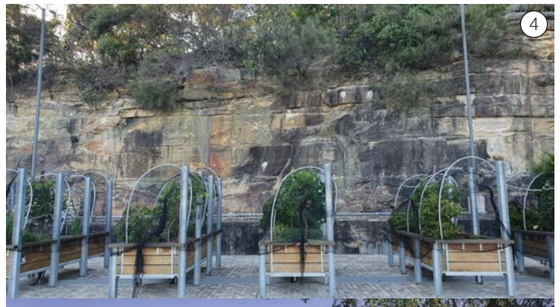
These examples indicatively show key elements of the masterplan and the relationship between pedestrian movement, physical elements, activity, uses and built form.

1. Example of lightweight pavilions which can define and activate pocket park corners
2. Example of retail pavilions with integrated public amenities
3. Example of planters and paving detailing which could be used on the bridge and metro plaza
4. Potential for community gardens and planting boxes on disused and accessible edges. Also opportunities for skate facilities or uses which utilise the existing surface.
5. Potential for a canopy structure should the bus layover be relocated
6. Example of public domain upgrades with integrated seating, planting and trees will form a mature canopy for shading

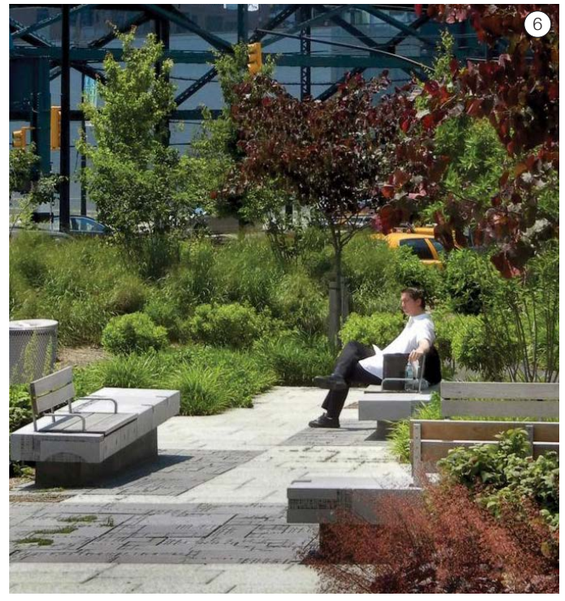


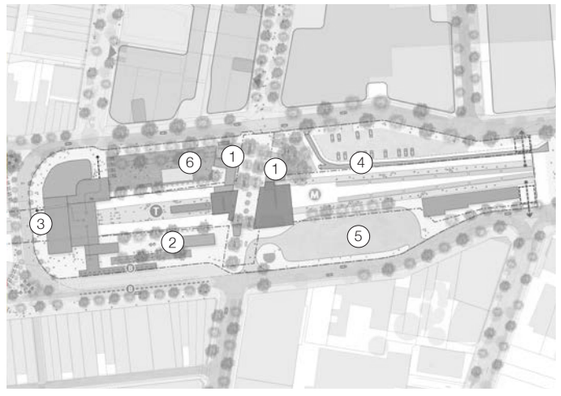











## 3.9 West Parcel Key Considerations

### Parcel A considerations

- The mixed land ownership of this parcel includes private and Council-owned sites on the corner of the Chapel Street bridge and North Terrace. These sites have existing development rights that should be respected.
- The existing brick building along Chapel Street under private lease from Railcorp provides poor interface between the street and station entry
- Significant bus movement across the Chapel Street bridge erodes the quality of that space
- Potential of this parcel is unlocked by reduction in bus movements across bridge opens up opportunities for improved public domain

### Parcel B considerations

- This parcel is predominantly CBCity-owned land with existing development rights up to six storeys
- The existing open space provides community amenity however may be underutilised
- Potentially unlocked through consolidation of ownership

### Parcel C considerations

- The parcel is currently used as open space and for southern bus interchange
- Public toilet facilities will be integrated into the proposed retail structure
- Dedicated facilities within the existing block are currently being used by bus drivers from the layover, which is not an ideal outcome. The removal of the layover would unlock opportunities for removal of the existing block
- There is mixed land ownership

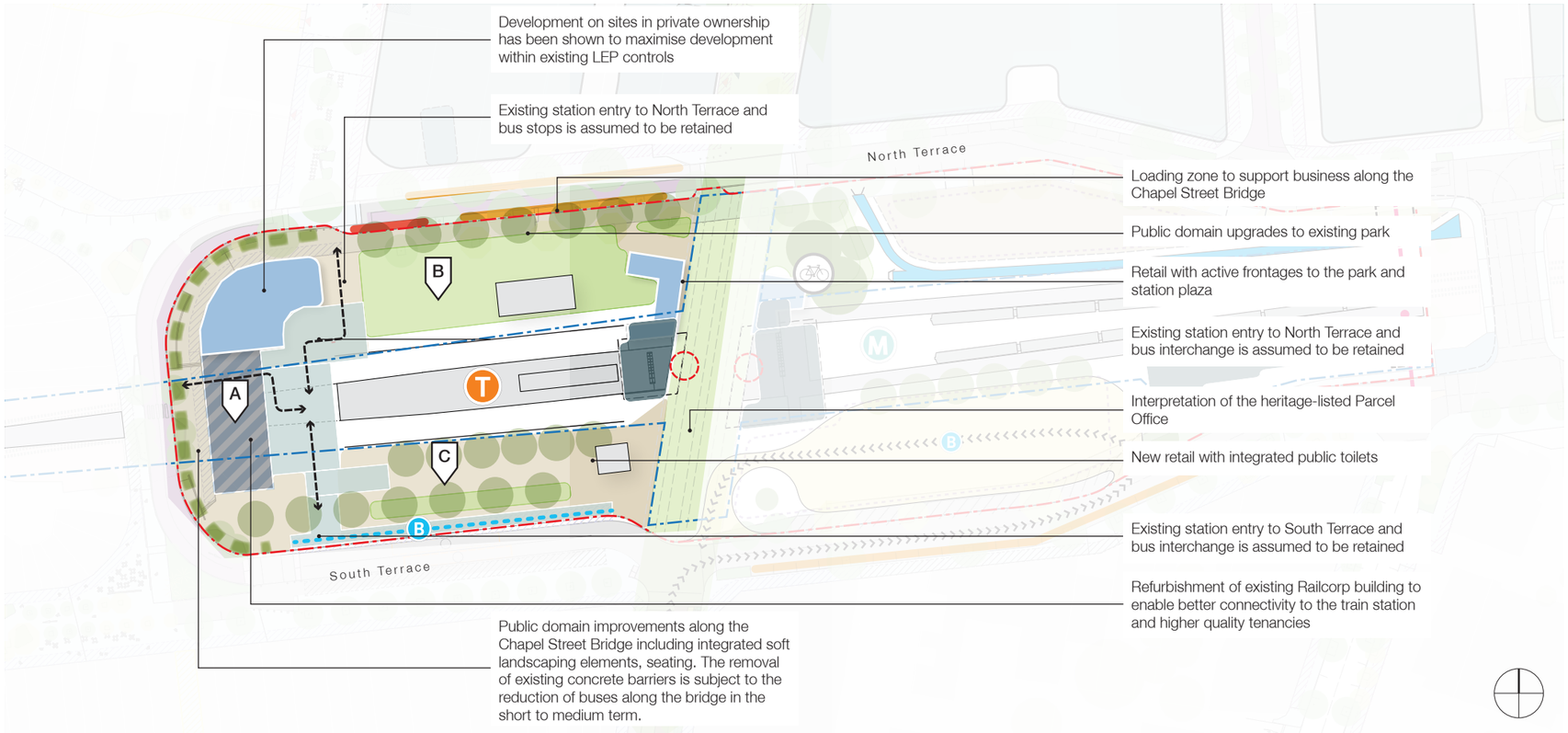



Figure 25: West parcels

- masterplan boundary
- station boundary
- train station
- metro station
- bus stop/interchange
- bus layover
- proposed masterplan buildings/canopies
- proposed station buildings/canopies
- proposed public domain hardscape
- water drainage channel
- open space
- tree
- street/kerb public domain upgrades
- station entry
- bicycle store/parking
- emergency egress
- on-street parking
- existing rail/bus structures
- existing building refurbishment
- former bus layover footprint
- loading zone
- on-street parking
- taxi zone

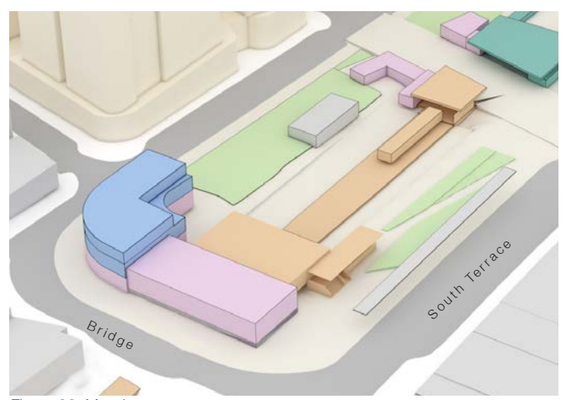



Figure 26: Massing

## 3.10 East Parcel Considerations

### Parcel D considerations

- Existing commuter car parking may need to be retained as part of commitments by Sydney Metro. This is to be reconsidered as part of the delivery of car parking across the Metro corridor
- This parcel is flood effected, challenging opportunities for development
- Opportunity to retain existing fig trees and provide open space
- This parcel is held under RailCorp ownership

### Parcel E considerations

- The existing bus layover will need to remain within this parcel until a consolidated layover is provided off-site
- Relocation of the bus layover would provide the opportunities for community uses to be located on the parcel
- This parcel is owned by RailCorp and CBCity
- The Sydney Metro services building requires access from the existing layover entry. The building is being designed by T2M as part of the metro station design.
- Egress from the metro station platform is being provided in the east of the site

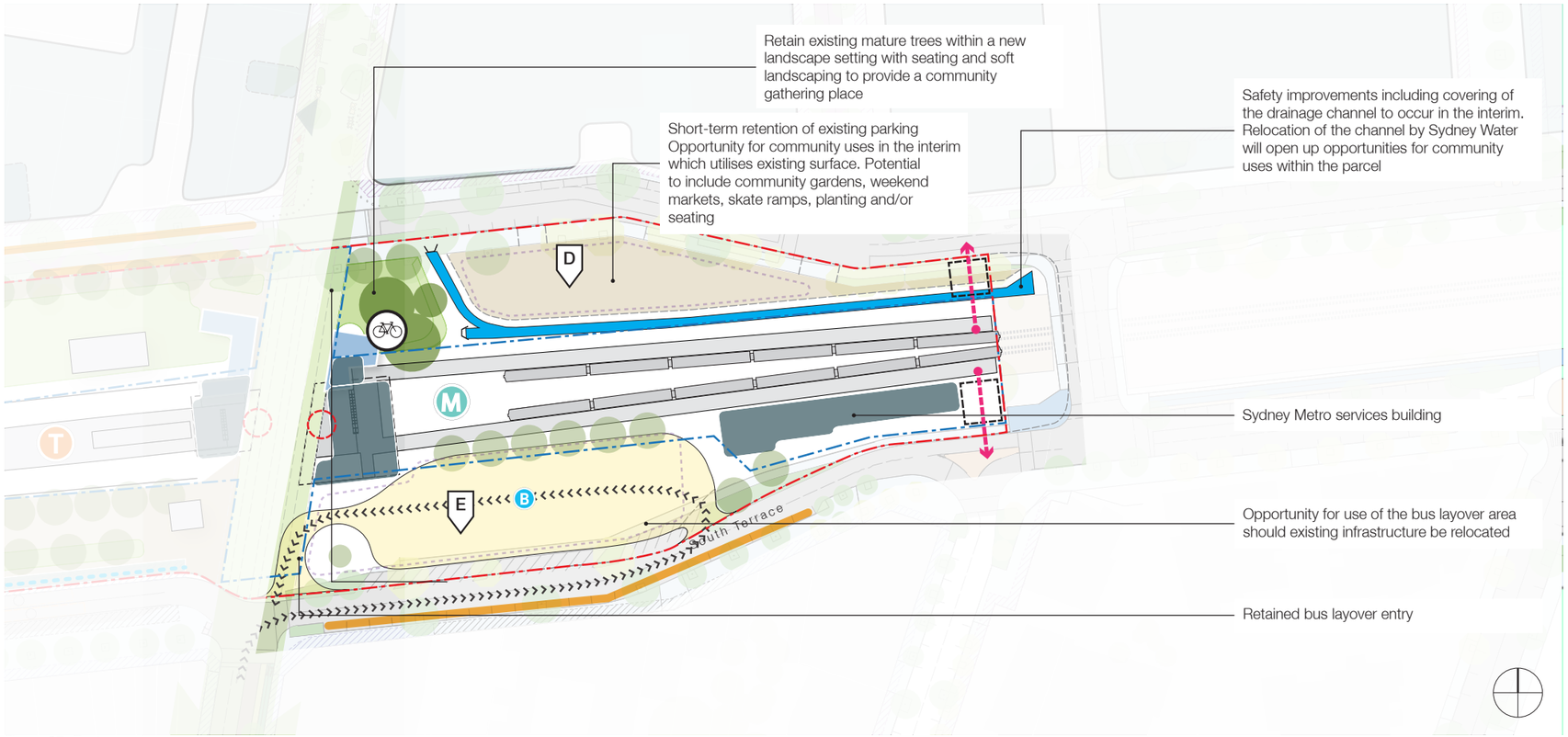



Figure 27: East parcels

- masterplan boundary
- station boundary
- train station
- metro station
- bus stop/interchange
- proposed masterplan buildings/canopies
- proposed station buildings/canopies
- proposed public domain hardscape
- water drainage channel
- open space
- tree
- street/kerb public domain upgrades
- station entry
- bicycle store/parking
- loading zone
- emergency egress
- on-street parking
- existing rail/bus structures
- existing building refurbishment
- former bus layover footprint
- opportunity for community uses

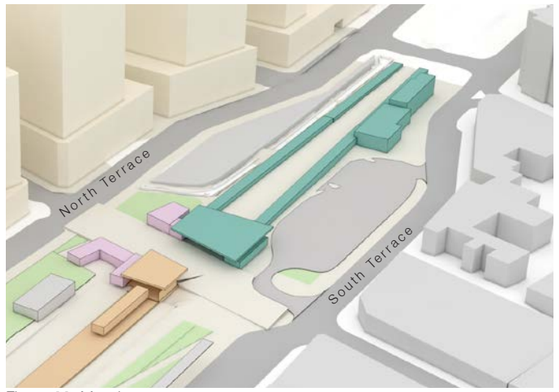



Figure 28: Massing

## 3.11 Conclusion and Next Steps

The Bankstown Station Precinct Masterplan will inform future discussions and actions that will support the delivery of the new metro services to and through Bankstown.The Masterplan will seek to deliver community benefit, public domain improvement and activation in the short term. Parcels D and E which are subject to continued work by Sydney Water and TfNSW.

The Bankstown Station Precinct Masterplan will inform:

- Continued conversations with NSW government agencies to deliver development, transportation and public domain improvements throughout the precinct
- Consultation with Council and preparation of a submission as part of the CBCity Bankstown CBD Masterplan and revision of existing planning controls
- Collaboration with Council to deliver the aspirations of *Complete Streets*
- Consultation with private land owners within the Bankstown Station Precinct Masterplan boundary

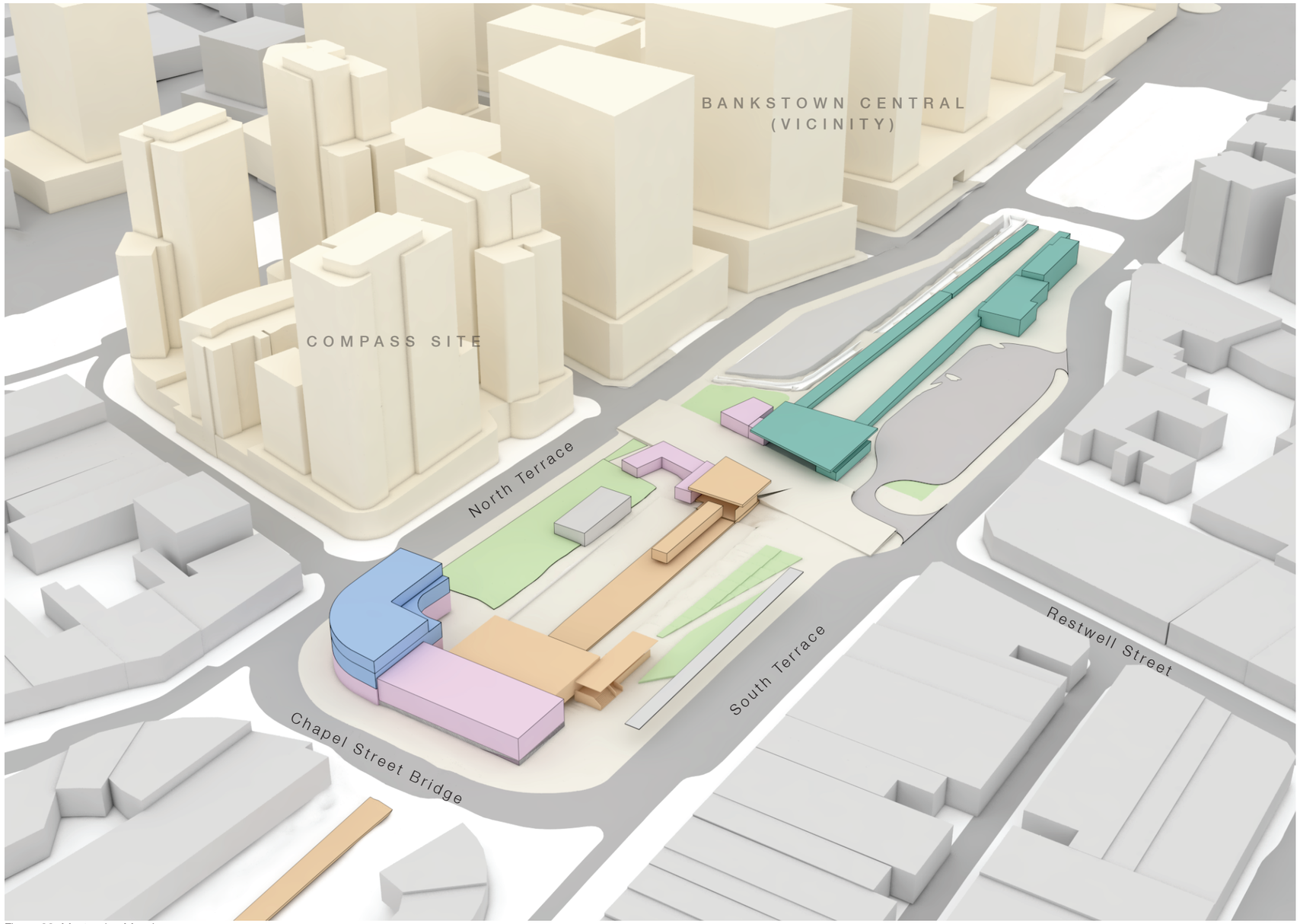



Figure 29: Masterplan Massing

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## 7.2 Appendix B: Bankstown Interchange Access Plan

sydney METRO | city & southwest


# Interchange Access Plan
## Bankstown

**March 2021 - DRAFT VERSION 10-0**

NSW GOVERNMENT | sydney METRO

# Contents





| | |
|---|---|
| Author | Sydney Metro |
| Version Number | 10-0 |
| Date | 12 March 2021 |
| File Name | Bankstown Interchange Access Plan |

Please note the information provided in this document was correct at the time of publication, being 1 March 2021, and may have since changed. For any updates to information, please contact Sydney Metro at 1800 171 386 or at sydneymetro@transport.nsw.gov.au.

# 1.0 Introduction

## 1.1 Sydney Metro

Sydney Metro is Australia's biggest public transport project.

**Metro North West Line**

Services started in May 2019 in the city's North West between 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**

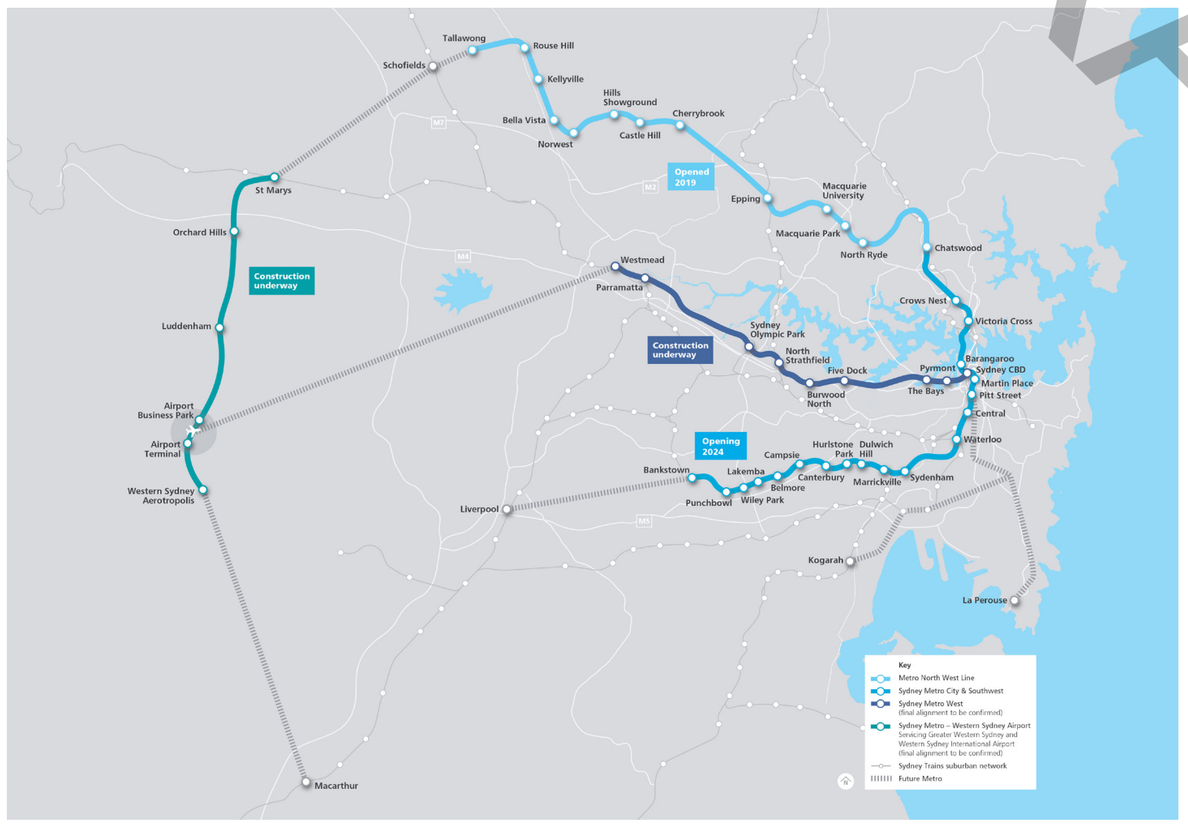
The Sydney Metro City & Southwest project includes a new 30 kilometre metro line extending metro rail from the end of the Metro North West Line at Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the ultimate capacity to run a metro 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.

**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.




Sydney Metro Alignment Map

**Sydney Metro - Western Sydney Airport**

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. Six new stations will be delivered at St Marys, Orchard Hills, Luddenham, Airport Business Park, Airport Terminal and Western Sydney Aerotropolis. 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.

## 1.2 Sydney Metro City & Southwest objectives

The objectives of Sydney Metro are to:

- Improve the quality of the transport experience for customers.
- Provide a transport system that is able to satisfy long-term demand.
- Grow public transport patronage and mode share.
- Support the productivity of the Eastern Economic Corridor.
- Serve and stimulate urban development.
- Improve the resilience of the transport network.
- Improve the efficiency and cost effectiveness of the public transport system.

## 1.3 Interchange Access Plan

The Interchange Access Plan has been developed by applying broad transport and access standards, guidelines, principles and strategies to the specific physical and operating environment of the interchange. It consolidates the requirements and aspirations for good customer transfer and identifies potential barriers or risks to achieving them, considering anticipated patronage and movement patterns once metro services are in operation.

The Interchange Access Plan sets out areas that are likely to require attention, either as part of the metro development or subsequently, and identifies the agency or stakeholder responsible for delivering improvements. Some improvements to infrastructure and operations will be made as a direct result of constructing the metro stations and associated works.

## 1.4 Purpose of the Plan

The Interchange Access Plan has been prepared to:

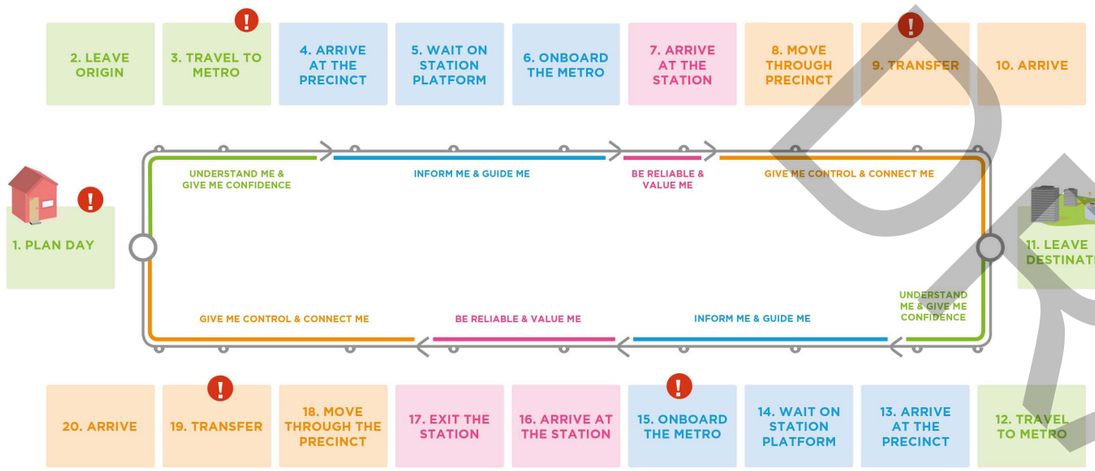
- Respond to the requirements of the Sydney Metro City & Southwest – Sydenham to Bankstown Conditions of Approval (CSSI 8256 MOD1).
- Provide detailed interchange deliverables.
- Inform the interchange design of transport and access facilities, including footpaths, cycle paths and bike parking, bus stops (temporary transport requirements considered), and car parking.
- Identify customer amenities, shelter, and road and traffic management required to ensure easy, accessible, safe and efficient customer transfer when services start in 2024.
- Provide a list of actions for delivery partners and other stakeholders to enable the implementation of an easy customer transfer which supports the project objectives.

The Interchange Access Plan is provided to inform planning and investment decisions, and will be updated in response to station design as required.

# 2.0 Interchange and transfer principles

Transport for NSW (TfNSW) is responsible for ensuring the needs of the customer are at the centre of planning and decision making for the transport system, and that all projects and services are designed and operated accordingly. This is reflected in the TfNSW mission statement:

## ‘The customer is at the centre of everything we do in transport.’




Door-to-door-to-door experience for Sydney Metro

## 2.1 Customer-centred design

Sydney Metro aims to serve a diverse set of customers who will undertake a number of journeys throughout the day and week using the metro. The design and delivery of service is centred around the customer – their needs, behaviours, and their jobs to be done.

Sydney Metro’s commitment is to deliver a reliable ‘door-to-door-to-door’ (from origin to destination and back again) transport solution (see figure above), which is easy for all customers, by the delivery of a thoughtfully designed, seamlessly integrated experience that helps move customers around safely, quickly and easily and is adaptive to change. Providing services centred around the customer is key to Sydney Metro’s ongoing success and building a solid customer base.

Customers expect the provision of a service that is on time, clean, safe, comfortable, efficient, convenient, has the right information and has adequate customer service. These basics are key drivers of customer satisfaction.

Sydney Metro’s goal is to deliver a level of service that goes beyond satisfaction, makes it easy for customers to use the metro and encourages repeat use across the multiple types of journeys they may make. This will support TfNSW’s goal of increasing the number of journeys taken on public transport by the public, both in the peak and off-peak periods.

Sydney Metro provides a customer focus by addressing customer needs at all stages of the journey. A critical principle of Sydney Metro is that every effort will be made to make good connections to other modes, ensuring easy and quick transfer. It is critical to customers that their journey is seamless and well integrated across all connecting modes and that there is easy and safe access to connect to/from the metro.

At each stage of the journey there are a number of touchpoints where the customer will interact with a TfNSW product, service, system or is interacting in one of TfNSW’s spaces such as a station or an interchange or using one of TfNSW’s modes. At these touchpoints the aim is to make it easy to interact as well as provide consistency in service delivery and information, such that it is easy for a customer to have a seamless journey.

The stations, interchanges, trains and complete travel experience all contribute to and will be integral to the customer experience. A high-quality transport product is critical to attracting and retaining customers, and also to meeting broader transport goals.

Linking communities, schools, hospitals, key destinations and businesses with the new metro network is key in delivering the easy customer experience.

## 2.2 Sydney Metro customer principles

The Sydney Metro customer principles inform the design, development and operation of the services, products, systems and spaces to enable customers to have an easy and safe customer experience.


Sydney Metro customer principles

# Interchange and transfer principles *continued*

## 2.3 An integrated customer journey

Customers see their journey from 'door-to-door-to-door' and may plan and use multiple travel modes throughout their journey in order to achieve their tasks. It is critical to customers that their journey is seamless and well integrated across all connecting modes, and that access to/from the metro from other modes is easy, efficient and safe.

The Sydney Metro customer journey map captures the touchpoints in a customer's journey from door (origin – planning the day) to door (destination) to door (return to origin). Key customer satisfaction drivers and customer principles that are important to customers have been noted at each journey stage. The satisfaction drivers indicate the service attributes that customers consider most important, what customers believe represents value, and the elements of the transport experience that contribute to customer satisfaction. Customer experience of the transport system is made up of two core elements – the functional benefit and the experience of the journey itself. Customer Value Proposition research suggests there are a number of broad factors that encourage people to use public transport. These factors reflect the trade-offs customers consider when making their travel choices and indicate known customer 'pain points' that impact customer interaction with public transport. Sydney Metro must ensure that these elements are well understood in order to deliver products, services, systems and stations that match customer needs and increase its customer base.

## 2.4 Interchange functionality and role

Sydney Metro will facilitate a diverse range of trips, providing not only a fast journey to work but also encouraging trips for other purposes such as access to Sydney's north-west (including north-west business park), the Eastern Economic Corridor, Sydney's south-west, local or business trips, access to universities and educational institutions, and service and recreational uses.

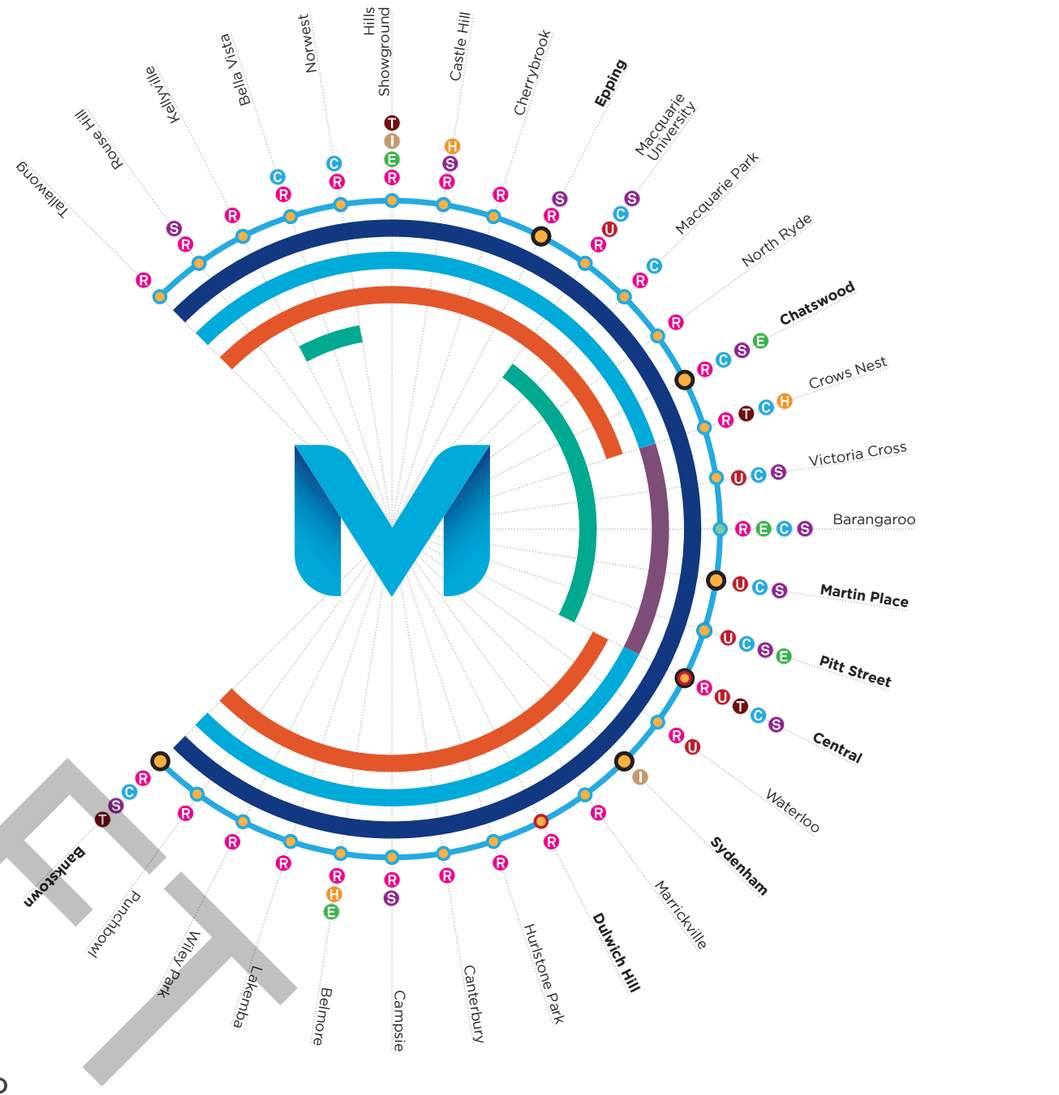
In order to facilitate a range of trips across the multitude of destinations Sydney Metro stations will act as both origins and destinations for these trips. Each station will vary to the extent that it is a trip origin or destination throughout the day. The diagram on this page shows the diverse range of trips to a variety of land use categories.

In general, stations with high levels of surrounding employment and/or educational institutions, such as Victoria Cross, Pitt Street or Macquarie University, tend to be destination stations in the morning peak period. Stations with high surrounding residential areas, such as Cherrybrook and Dulwich Hill, tend to be origin stations in the morning peak period. This trend reverses in afternoon as people return to their homes.

Other functional and node based characteristics of interchanges along the corridor including centres that both generate significant volumes of trips (origins from the catchment) as well as trips with destinations in or near the centre. This is typically associated with its positioning of the station within the overall network, as well as its proximity, density and importance of the surrounding land uses and in the centre it serves. Examples are Castle Hill, Crows Nest and Waterloo, where these stations have both significant residential catchments and employment zones that generate opposing two way flows through the stations during typical weekday peak periods.

The final interchange characteristic is that which has a significant internal transfer role between transport modes with a focus on connecting services for customer journeys across Sydney. These network nodes are functionally important and critical for supporting the delivery of efficient and seamless travel across the transport network. In some cases, the major design changes occur internally with only minor modifications to station access points, connections and facilities. Factors such as its historical establishment and its role in continuing to support growth in public transport use as well as in shaping an urban centre are also key considerations. Examples are Central, Chatswood and Sydenham, where these stations sit at critical decision making points in established areas of Sydney for travel across the network.

In these situations the focus is on providing customers with the opportunity to connect between rail to rail, or Metro or light rail lines. In less established locations, the focus may be on bus to Metro connectivity or commuter parking. Examples of this include Tallawong, Rouse Hill and Kellyville where key travel choices are based around these modes and the design is driven by modal considerations external to the station.




Sydney Metro trip diversity and accessibility

# Interchange and transfer planning *continued*

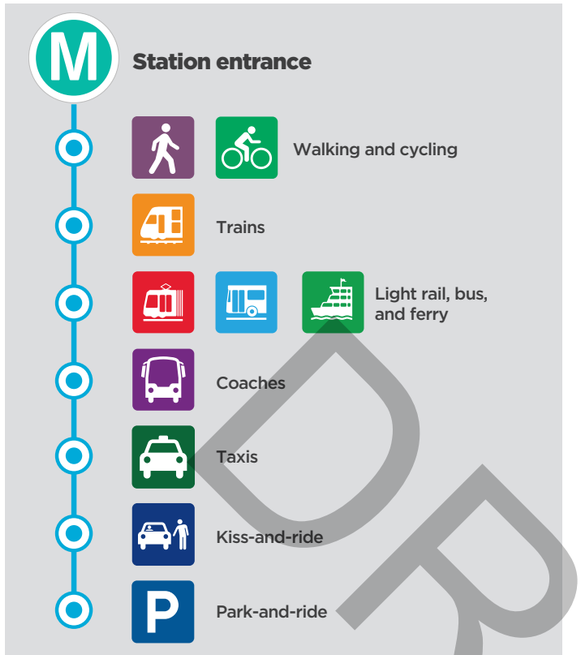
## 2.5 Modal hierarchy

Designing an efficient interchange requires the allocation of space to different users, according to TfNSW's modal hierarchy. Wherever possible, this hierarchy aims to prioritise transfers from more equitable and sustainable modes, such as walking and cycling, over vehicle-based modes, including the provision of supporting infrastructure.

Due to the location of each station, particularly within the Sydney CBD, in general, metro customers are not expected to access the station by driving their car. No car parking is to be provided at any of the metro stations between Chatswood and Sydenham and no additional parking will be provided between Sydenham and Bankstown.

Every arrival or departure from each station will be as a pedestrian – either from the precinct or after transferring from or to connecting modes.

Consideration is given to accessible facilities for all modes of travel. The design of the interchange aims to prioritise customers with accessible requirements.




Modal hierarchy

| Transport mode | Description |
|---|---|
| **Walking and cycling** | Walking and cycling are the highest priority access modes as they are the most sustainable, cost-effective, equitable and accessible. Pedestrians and bicycle riders have the lowest environmental impact and (typically) require the least amount of space, while they also contribute to personal safety, urban and commercial viability.<br><br>For stations located within established urban areas, walking and cycling access will be predominantly along existing paths and routes, which may require upgrading. Additional new paths and routes may also be required. For stations located within new or developing urban development areas, additional new paths and routes may be proposed.<br><br>The interchange must provide safe, easy, quick, direct, continuous, high-quality, clearly signposted and accessible access between the station and other modes for connecting and transferring customers.<br><br>A safe and well-defined pedestrian connection shall be provided from the station entry/exit to the nearest footpath on the adjacent street network. Pedestrian routes within the station and interchange shall be clear, direct, unimpeded, accessible, provide for clear sight lines and passive surveillance, and facilitate easy circulation. Pedestrian risks within the station and interchange shall be reduced by highlighting all hazards with high-contrast finishes, special lighting or tactile paving. |
| **Rail** | Customer transfer from rail services will occur between platforms at Epping, Chatswood, Martin Place, Central, Sydenham, and Bankstown Stations. At these stations clear and intuitive wayfinding should be provided to ensure an easy customer transfer. At other stations customers will need to exit the stations and use existing footpaths to connect to other rail stations.<br><br>Sydney Metro interchanges shall incorporate accessible facilities, and safe, accessible paths of travel between Sydney Metro platforms and other rail platforms, in accordance with the *Disability Standards for Accessible Public Transport 2002* (DSAPT). |
| **Light rail, bus and ferry** | Transfer to other public transport modes is a high priority in station planning. These services expand the effective catchment area of Sydney Metro. Seamless and safe transfer is required in order to encourage linked trips within the public transport network.<br><br>Sydney Metro interchanges shall incorporate accessible facilities and safe, accessible paths of travel between station and light rail, bus and ferry facilities, in accordance with the DSAPT, wherever possible. |
| **Coaches** | Transfer to coaches is the next highest priority after public transport in station planning. Coach services provide connection to major city and regional NSW destinations. Safe transfer between coaches and the connecting public transport services and/or surrounding land use is important to ensure high level customer experience.<br><br>Sydney Metro interchanges shall incorporate accessible facilities and safe, accessible paths of travel between the station and the coach facility, in accordance with the DSAPT, wherever possible. |

# Interchange and transfer planning *continued*

| Transport mode | Description |
|---|---|
| **Taxi** | Taxis are the highest priority of the car-based modes, supplementing the public transport system for access to destinations separated from the public transport network.<br><br>Taxi access and parking should be provided at all stations, with shelters, seating and taxi providers' contact details.<br><br>Taxi zones are to be visible and well signposted, and located where taxis can depart easily in most directions to reduce any unnecessary travel to reach the passenger's destination.<br><br>Sydney Metro interchanges shall incorporate accessible facilities, and accessible paths of travel between station and taxi facilities, in accordance with the DSAPT, wherever possible. |
| **Kiss and ride** | Kiss and ride is the preferred mode of those accessing the station by private vehicle, but a relatively low priority. Kiss and ride supports the concept of car sharing, trip chaining and ride sharing, reducing the number of single-occupant trips, and, in some instances, parking demand.<br><br>Kiss and ride spaces are to be provided where safe and efficient vehicle access and high vehicle turnover is available, as part of kerbside parking or within station car parks closest to the station. Kiss and ride in CBD areas will not be provided for exclusively, but could occur in existing short-term parking zones. Access must be safe and easy for vehicles to enter and exit, minimising conflicts with pedestrians, cycles, buses and other vehicles.<br><br>Ridesharing services, such as GoCatch and Uber, will use kiss and ride zones to pick up and drop off passengers.<br><br>Sydney Metro station interchanges shall incorporate accessible facilities and accessible paths of travel between station and kiss and ride facilities in accordance with the DSAPT, wherever possible. |
| **Park and ride** | Park and ride is the lowest priority of all modes. Given the high accessibility to sustainable transport modes in Sydney, formal parking facilities are only suggested outside of major centres. The stations between Chatswood and Sydenham will not include park and ride facilities and there is no additional car parking proposed for stations between Sydenham and Bankstown. For Sydney Metro Northwest, due to the extent of station catchments and the nature of the local transport networks, 4,000 parking spaces have been provided for metro customers at Tallawong, Kellyville, Bella Vista, Hills Showground and Cherrybrook Stations.<br><br>Access to parking areas should be located away from town centres where possible, with new parking areas accessible by a safe, well-lit footpath to enable customers to drive and catch the train. Parking areas should also be located and designed to minimise disruption to walking connections between town centres and the station.<br><br>Car park layouts shall ensure safe and efficient entry, exit and circulation for pedestrians and vehicles. Car parks shall have clearly marked pedestrian circulation to achieve safe segregation of pedestrian pathways and vehicles in car parks. Car park access points shall be oriented away from station entries to avoid conflicts between pedestrians and vehicles.<br><br>Park and ride shall be compliant with the Sydney Metro City & Southwest Parking Management Strategy. |


Modes serving each station

# Interchange and transfer planning *continued*

## 2.6 Legislative requirements and applicable guidelines

Sydney Metro stations and interchanges must comply with the following legislative requirements and guidelines.

| Legislation or guideline | Description |
|---|---|
| **Legislation** | |
| **Disability Discrimination Act 1992** | The act sets legislation to eliminate discrimination against users with disabilities. |
| **Disability Standards for Accessible Public Transport 2002** | The purpose of *Disability Standards for Accessible Public Transport 2002* (Transport Standards) (DSAPT) is to enable public transport operators and providers to remove discrimination against people with disabilities from public transport services 'as far as possible'. |
| **Strategy and policy** | |
| **Future Transport 2056** | The strategy is an update of the 2012 *NSW Long Term Transport Master Plan*. It outlines a vision, strategic directions and customer outcomes. The strategy acknowledges the vital role transport plays in the land use, tourism, and the economic development of towns and cities. It includes issue-specific and place-based supporting plans that focus on integrated solutions rather than individual modes of transport. The strategy also focusses on the role of transport in delivering movement and place outcomes that support the character of the places and communities needed for the future. The embedded 'Movement and Place' framework sets principles that work to prioritise different transport customers for different street environments - these have been reflected in the development of this plan.<br>The principles of this strategy have been applied in the development of this plan, including the six state-wide outcomes to guide the provision of interchange facilities, integration of the metro station with the future strategic transport networks and consideration of future changes in technology and innovation affecting customer transfers. Future Transport also commits to the Towards Zero vision by creating a safe system road environment that is free from death and serious injury. Safe integration of Metro stations within the existing environment is key to achieving this commitment around Metro stations. |
| **Greater Sydney Region Plan and District Plans** | Prepared by the Greater Sydney Commission, the *Greater Sydney Region Plan: A Metropolis of Three Cities,* is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health services in their nearest strategic or metropolitan centre. It is supported by a number of District Plans, including the *Eastern City District Plan* and the *South District Plan,* which provide the planning priorities and actions for implementation. The Greater Sydney Region Plan also supports the development of the Sydney Green Grid - a network of existing and proposed green space that connects key destinations. |
| **Guidelines** | |
| **Australian Standards** | Standards relevant to construction, operation and maintenance of interchanges and all relevant modes.<br>The relevant standards have been considered throughout the development of this plan and were used to guide the design development of the interchange. The standards were used to ensure the provision of safe and efficient multi-modal interchange facilities. |
| **Austroads guidelines** | Austroads' levels of service (LoS) establish standards of performance for key infrastructure, based on its ability to accommodate forecast use and movements safely and efficiently. Levels range from A to F, in descending order of performance.<br>Austroads guidelines were considered throughout the development of this plan, and were used to guide the design development process to provide safe and efficient interchange facilities. |
| **RMS Traffic and Transport Technical Directives** | These documents are Roads and Maritime Services (RMS) complementary documents to the *Austroads Guide to Traffic Management* and the Australian Standards AS1742, 1743 and 2890.<br>The content of the directives were applied in conjunction with the relevant Austroads guidelines, and were incorporated in the design of the multi-modal interchange facilities, such as crossing facilities, and changes to the existing road layout. |
| **Local council guidelines** | Guidelines for development in the local government area, including<br>• Bankstown Local Environmental Plan 2015<br>• Bankstown Development Control Plan 2015<br>Key principles of the above-mentioned plans have been considered in conjunction with the development of this plan, and are reflected in the spatial considerations of the interchange. The planned infrastructure aligns with the local government guidelines and strategies. |
| **TfNSW Interchange Wayfinding Requirements** | Sets out requirements for wayfinding in transport interchanges.<br>A comprehensive wayfinding strategy for the interchange has been developed in accordance with the core principles of the wayfinding requirements as outlined by TfNSW, and outlines objectives and controls to ensure that intuitive, clear and consistent signage is provided at the interchange. |
| **TfNSW Interchange Planning Guidelines** | Guidelines for the development of interchanges.<br>These guidelines have been considered in the design of the interchange, to ensure high quality infrastructure and a safe and efficient service is provided throughout. |
| **Crime Prevention Through Environmental Design** | Provides guidance on crime prevention strategies through the design of physical spaces.<br>The content of this crime prevention strategy has been considered through the development of this plan, as demonstrated through the station and interchange layout that includes the provision of pedestrian plazas and additional public domain to improve pedestrian safety. |
| **NSW Bicycle Guidelines** | Provides guidance to assist in the planning and design of high-quality cycleways within the on-road and off-road environments. The guide should be read in conjunction with Austroads guidelines, however it prevails for any differences.<br>This plan responds to the relevant guidelines by incorporating the design principles in the delivery of bicycle facilities throughout and within proximity to the interchange, including bicycle paths and bicycle parking. |
| **State Transit Bus Infrastructure Guide** | Provides guidance to ensure the consistent delivery of safe and effective bus-related infrastructure across New South Wales.<br>The key components of the guide have been considered throughout the development of this plan, including the planning of bus facilities and consideration of the availability and quality of the interchange and transfer facilities. |

## 2.7 Operations and maintenance

The station must provide access for operations and maintenance activities. The details of the operations and maintenance of Bankstown Station are still being determined, and will be outlined in the operations, maintenance and management provisions, which fits within the TfNSW Interchange Operations and Maintenance Plan standard.

## 2.8 Defining the interchange area

The area to be included in the Interchange Access Plan has been determined by the particular local context of each metro station. The definition of the 'interchange' area reflects 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 area to be considered as the interchange is effectively determined by:

- The current and likely demands for pedestrian access to the station entry/entries as currently proposed.
- Formal or informal bike routes and desire lines, in relation to the station entry/entries.
- The path of travel from the surrounding rail stations.
- The path of travel from the surrounding light rail stops, if applicable.
- The path of travel from the surrounding bus stops.
- Current or planned taxi zones, ranks or stands, as well as informal customer drop-off/pick-up points from/to taxis.
- The anticipated propensity for, and location of, drop-off and pick-up of customers as passengers in private cars.
- Major destinations within the immediate catchment of the station.
- Where appropriate, transfer from other modes, including coaches.

## 2.9 Terms and definitions

| Term | Definition | Ownership/responsibility |
|---|---|---|
| **Station** | The station building and all service facilities required for the operation of the metro, including the entries and exits, and under the direct responsibility of the contracted operator.<br>The station is within the interchange area, and includes the area directly owned by TfNSW as part of Sydney Metro or Sydney Trains, including the licensed maintenance area and any other areas required for station operation. | One or more of the following:<br>• Sydney Metro operator.<br>• TfNSW. |
| **Interchange** | The area and assets that facilitate easy, safe and intuitive customer access to and egress from the public transport network, transfer between modes by accessible paths, entry to urban centres, and an efficient customer journey. The interchange includes the station (see above).<br>The interchange can have multiple sites that may not be connected, and includes areas that are owned by other stakeholders. | One or more of the following:<br>• Sydney Metro operator.<br>• TfNSW.<br>• Other transport operators.<br>• Local council.<br>• Private property owners. |
| **Precinct** | An area within 200m of the station that influences and interacts with the station and interchange, within the local context. The interchange provides a transport access focal point for the precinct, serving key attractions and generating opportunities for land use change and place-making opportunities within the precinct.<br>The precinct includes areas that are owned by other stakeholders | One or more of the following:<br>• Local council.<br>• Private property owners. |
| **Catchment** | The station walking catchment is generally within an 800-metre walk of the station. For suburban stations the catchment and the precinct may be the same. For urban stations the precinct will generally be smaller than the catchment. The Project may seek greater catchment areas to assess specific outcomes, such as parking impacts on local streets.<br>The cycling catchment for Sydney Metro stations is taken as 2.5 kilometres, due to their proximity to each other and potential destinations along the network. This is a comfortable 10-minute bike ride for an average rider. | One or more of the following:<br>• Local council.<br>• Private property owners. |

**Precinct**
The area where the station and interchange interacts with the local context

**Interchange**
The area and assets that facilitate customer access to the public transport network, transfer between modes and entry to urban centres by providing an efficient customer journey

**Station**
The station building and all service facilities required for the operation of the Metro

**KEY**

- Proposed Metro Station
- Rail station
- Light rail stop
- Bus stop
- Cycle parking
- Taxi zone
- Kiss and ride zone
- Park and ride zone

Illustration of terms and definitions

**Cycling catchment**
A comfortable 10-minute bicycle ride from the station along streets and cycle paths

**2.5km**

**800m**

**Walking catchment**
A comfortable 10-minute walk from the station along footpaths

Illustration of terms and definitions

## 2.10 Wayfinding

The aim at all interchanges is to provide intuitive, clear and consistent information and signage, as well as legible, intuitive spaces, to enhance customer journeys through efficient navigation and transfer between services and modes. Effective wayfinding will encourage a seamless customer journey from origin to final destination and back again.

Wayfinding and its legibility will ensure that all customers can travel independently and easily on Sydney Metro by:

- Understanding the needs of customers.
- Providing accurate information at the right time to appropriately guide and inform customers on their journey.
- Planning and creating predictable and intuitive environments.
- Applying a consistent system of signs and information.

Wayfinding will support the safety of pedestrians and protect them from other road users by providing clear signage to ensure:

- Safe integration with existing networks.
- Controlled (signalised), direct paths of travel along pedestrian desire lines within low speed environments.

Wayfinding is supported by a design that is visually simple and intuitive to negotiate, contributing to an easy customer experience by:

- Providing visibility between station levels where possible.
- Using intuitive design to minimise wayfinding choices and the need for signage.
- Providing safe, legible, efficient, convenient, obstruction free, level, direct and attractive routes for customer access.
- Wayfinding signage and information is to be provided in accordance with the TfNSW guidelines, to ensure consistency with TfNSW signage.

Customers are to be provided with wayfinding and information when they are:

- Interchanging between services or modes.
- Connecting to and from public transport by walking, cycling, catching a taxi, being dropped off or picked up in private vehicle or parking in their car.

## 2.11 Walking and Cycling Strategy

In accordance with Condition E53 of the Conditions of Approval for the construction and operation of the metro between Marrickville and Bankstown, a draft Walking and Cycling Strategy has been prepared. The aim of this Strategy is to identify opportunities and works to connect stations with the surrounding localities, through the provision of additional infrastucture to connect to or enhance existing pedestrian and cyclist paths.

The Walking and Cycling Strategy has now been made available, with the findings of the report reflected within this plan. Specifically, the report has identified a number of corridors and locations that present opportunities for improved pedestrian and cycle accessibility around the Bankstown precinct, which have been detailed throughout the interchange and transfer requirements for Bankstown and incorporated into the relevant implementation plan.

## 2.12 Station Design and Precinct Plan

The Interchange Access Plan is developed in conjunction with and forms part of the Station Design and Precinct Plan (SDPP). Relevant sections in the SDPP include:

- 3.4.6 Transport and access
- 3.5 Issues and opportunities
- 3.6 Design response
- 4.9 Connectivity and access
- 5. Transport and access

## 2.13 Consideration of potential service changes

Flexibility has been provided in the design of the interchange facilities to accommodate potential service changes for relevant transport modes.

## 2.14 Road Safety

A road safety assessment that includes a Road Safety Audit and crash data will be undertaken to highlight any significant issues and assist in the identification of required responses. The assessment is being undertaken and further analysis and outcomes is yet to be provided

# 3.0 Interchange Access Plans planning conditions

The Minister for Planning granted approval to carry out Sydney Metro City & Southwest – Sydenham to Bankstown – Critical State Significant Infrastructure (CSSI 8256) on 12 December 2018. This was modified by the delegate of the Minister for Planning and Public Spaces on 22 October 2020, for the revised station design of Bankstown Station (MOD1). The Interchange Access Plans requirements under these Conditions of Approval are outlined below.

| Condition | Description | Relevance in the document |
|---|---|---|
| **E64** | **Station Design and Precinct Plans for Bankstown Station and Campsie Station must include an Interchange Access Plan to inform the final design of transport and access facilities and services. The Interchange Access Plan(s) must consider mode transfer, from both active transport or road-based transport and take into account:** | |
| | (a) station access hierarchy consistent with the transport planning principles defined within the EIS; | A modal hierarchy consistent with the principles defined in the EIS was adopted. Refer to Section 2.5: Modal hierarchy. |
| | (b) current transport initiatives and plans; | All current transport initiatives and plans were considered, including state government strategies, Council plans and general transport design guidelines.<br>Refer to Section 2.6: Legislative requirements and applicable guidelines. |
| | (c) Patronage changes resulting from land use, population, employment, transport infrastructure and service changes. | Forecast patronage is presented in Section 6.0: Local context and accounts for known future land use, population and employment. Potential future services changes have informed the design process and the provision of interchange facilities. |

Furthermore, Condition E53 relates to the preparation of a Walking and Cycling Strategy, the details of which and its relevance to this document have been detailed below.

| Condition | Description | Relevance in the document |
|---|---|---|
| **E53** | **The Proponent must prepare a Walking and Cycling Strategy to identify opportunities and works to connect stations with the surrounding communities, by connecting to or enhancing existing pedestrian cyclist paths.**<br>**The Walking and Cycling strategy must also identify opportunities and works to improve east-west pedestrian and cyclist facilities between Sydenham and Bankstown.**<br>**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). Works that are identified as being the responsibility of the Proponent, including those associated with east-west pedestrian and cyclist facilities must be delivered within twelve (12) months following commencement of Operation.** | A Walking and Cycling Strategy has now been prepared, with the findings of the Strategy reflected within this plan. Specifically, the Strategy has identified a number of corridors and locations that present opportunities for improved pedestrian and cycle accessibility around the Bankstown precinct, which have been detailed throughout the interchange and transfer requirements for Bankstown and incorporated into the relevant implementation plan. |

# 4.0 Consultation

Targeted consultation is being undertaken for the Bankstown Station Interchange Access Plan (IAP) and includes all major stakeholders. The consultation process involves a number of steps, including:

- Organising briefing sessions with key stakeholders.
- Distributing the IAP to stakeholders ahead of the briefing session to allow for early review and comment.
- Presenting the key elements of the IAP to stakeholders and allowing time for discussion.
- Distributing the IAP to any additional personnel identified during the briefing session for further review and comment.
- Reviewing comments received and incorporating feedback into the IAP where applicable.
- Responding to each stakeholder and ensuring contentment with responses to be able to close out comments where applicable.

Various working groups and forums are being used to obtain feedback on the IAP, and consultation will include the following parties and forums:

- Transport for NSW (TfNSW).
- City of Canterbury Bankstown.
- The Traffic and Transport Liaison Group (TTLG), including representatives from TfNSW (including the former Roads and Maritime Services), Sydney Trains and emergency services.
- Design Review Panel.

In some cases key stakeholders will be required to be consulted multiple times to work through certain actions and comments that are being raised, with additional sessions organised to discuss key elements of the action plan.

# 5.0 Regional context – Bankstown to Sydenham

Sydney Metro will deliver a world-class metro rail system for the people of Sydney. The primary benefit will be to people in local communities from Rouse Hill to Bankstown walking to their nearest metro station.

The schematic map below shows metro's role in the context of the wider transport system. Many more people will be able to benefit from fast, accessible, reliable and frequent metro services by travelling to a metro station by bike or other public transport modes to then transfer to metro.

Providing seamless multi-modal journeys for customers is a key outcome of *Future Transport Strategy 2056*.

Sydney Metro will deliver interchanges that help achieve this outcome by putting the customer at the centre.

Metro's high-frequency service means that there will never be a long wait time when transferring between services. High-quality links between rapid and suburban buses will help transform the travel experience by enabling access to more places, linking more people via transfer on to or from Sydney Metro.

Improved cycling infrastructure and bike parking will enable easier travel by bike, connecting metro stations to surrounding cycle routes. Each metro station will connect into the surrounding walking and cycling network, and will provide bike parking facilities.

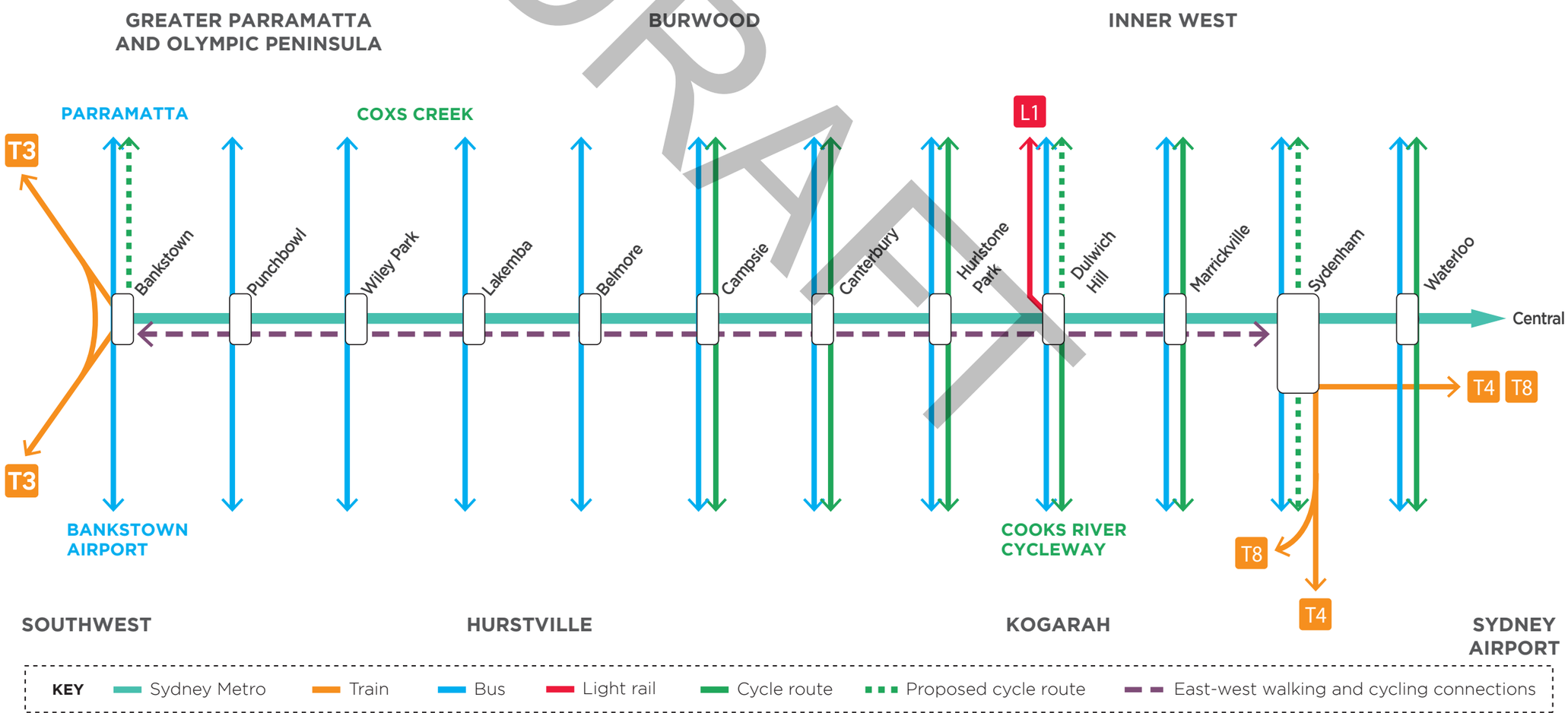
The integration of walking and cycling and public transport will increase metro's accessibility to more people in Sydney, helping to make journeys faster and more reliable and providing greater travel choices to communities.

## Related projects

The following strategic documents and major projects are relevant to the Sydney Metro Southwest project:

- Inner West Council Integrated Transport Strategy.
- The GreenWay – a 5.8km environmental and active travel corridor linking the Cooks River at Earlwood with the Parramatta River at Iron Cove.
- City of Canterbury Bankstown Local Strategic Planning Statement (LSPS) – Connective City 2036.
- City of Canterbury Bankstown Complete Streets Policy – a design led integrated transport and place masterplan for the Bankstown CBD.






Regional context – Bankstown to Sydenham

# 6.0 Bankstown – local context

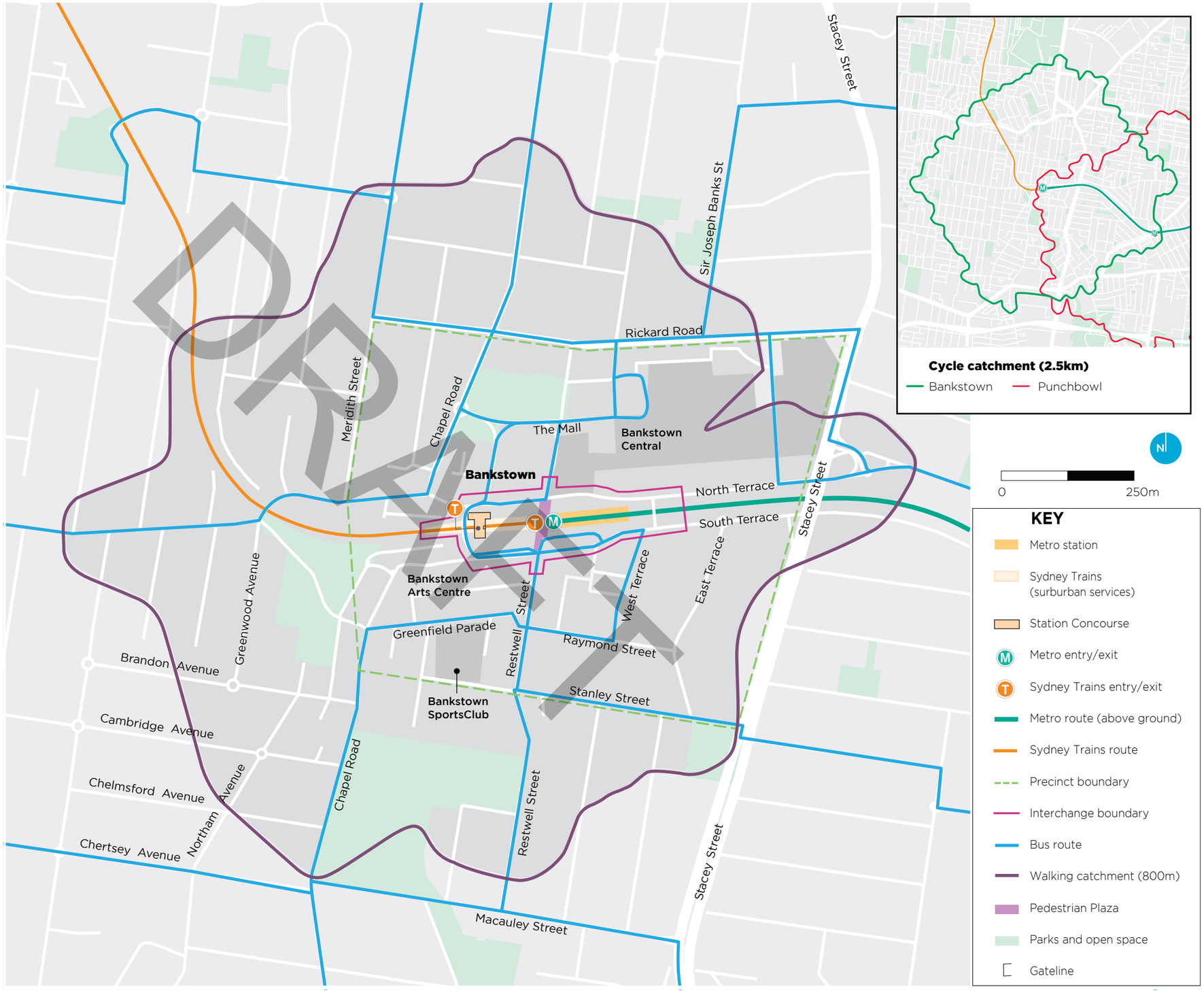
Bankstown Station will be upgraded, with metro services operating from two additional platforms located immediately east of the existing station.

New station entries will be created, and passengers will be able to transfer between Sydney Metro and Sydney Trains services through a new, unpaid pedestrian plaza, located between the two stations. The new plaza will also serve as a new cross-corridor connection, linking The Appian Way to the north with Restwell Street to the south.

The new pedestrian plaza will allow for safe and convenient transfer from both Sydney Metro and Sydney Trains services to multiple local bus services, as well direct access to taxi, kiss and ride, accessible parking, and park and ride zones.

Additional bike parking (including a secure bike parking facilitity) is currently proposed to be located at the north end of the pedestrian plaza, providing direct access to local cycle routes, as well as the proposed east-west walking and cycling connection.

The current entrance to the Sydney Trains platforms from Bankstown City Plaza will be retained.




Bankstown Station – local context

# Bankstown – local context *continued*

A metro station at Bankstown will serve this major strategic centre and health and education precinct in southwest Sydney.

Bankstown has strong employment, civic and retail functions, a great diversity of business activity, and provides important transfers between bus and train services.

The buildings surrounding the station vary from larger twentieth century commercial buildings, a range of public buildings and spaces, and retail shops, to residential buildings of traditional scale and more recent multi-storey apartment buildings.

Bankstown Station is situated between Bankstown City Plaza, North Terrace and South Terrace, and is bordered by retail uses, public open space and a bus terminal.

Local businesses around the station include Bankstown Central Shopping Centre, banks, specialist medical services, food and beverage retail, discount stores and independent fashion boutiques, along with a broader range of professional services such as accountants, solicitors and consultants.

| Feature | Description |
|---|---|
| **Location** | At the site of the existing Sydney Trains Bankstown Station, where new platforms will be added to the east of the existing platforms and new pedestrian plaza in the city direction for metro services. |
| **LGA** | City of Canterbury Bankstown |
| **Station entry** | • Retention of existing Sydney Trains entries at Bankstown City Plaza<br>• A new eastern Sydney Trains entry onto new pedestrian plaza<br>• A new Sydney Metro entry onto new pedestrian plaza |
| **Transport interchange** | Walking, cycling, bus, suburban rail, kiss and ride, taxi and park and ride. |
| **Main features and traffic arrangements** | • New, unpaid, pedestrian plaza connecting both Sydney Trains and Sydney Metro station entries with The Appian Way and Restwell Street.<br>• New shelter for the kiss and ride zones located on North Terrace.<br>• New bike parking located adjacent to the new Sydney Trains entry and on the northern end of the new pedestrian plaza.<br>• Existing bus stops retained.<br>• Existing taxi zones retained.<br>• Relocation of accessible parking bays.<br>• Signalisation of the intersection at The Appian Way and North Terrace. |
| **Customers** | Commercial, retail, and residential precincts. |
| **Key attractions** | • Bankstown Arts Centre<br>• Bankstown Girls High School<br>• Bankstown Library<br>• Bankstown Memorial Park<br>• Bankstown Public School<br>• Bankstown Sports Club<br>• Bankstown RSL Club<br>• City of Canterbury Bankstown Council Chambers<br>• City of Canterbury Bankstown Customer Service Centre<br>• Paul Keating Park<br>• St Brendan's Primary School<br>• St Euphemia College<br>• Bankstown TAFE |

## 6.1 Station strategy

The station strategy for Bankstown is to:

- Provide easy, safe and intuitive transfer to and from the metro station with the surrounding transport network.
- Provide a new cross-corridor pedestrian link (unpaid).
- Provide an efficient interchange through convenient, direct connections to the T3 Bankstown Line to Lidcombe and Liverpool, and bus services.
- Provide new public domain to improve pedestrian amenity and safety.
- Enable adaptive re-use of heritage buildings.

## 6.2 Existing station characteristics

The Greater Sydney Commission's *South District Plan* identifies Bankstown as a health and education precinct and as an important civic and administrative hub in the South District.

The Department of Planning and Environment and City of Canterbury Bankstown maintain an interest in the local planning context around Bankstown Station and will continue to work together on the most appropriate planning outcomes for the precinct.

Bankstown Station will be located across from the existing Sydney Trains platforms, separated by a new unpaid pedestrian plaza, that will also connect to The Appian Way to the north and Restwell Street to the south. New at-grade station entries will be provided from both the Sydney Metro and Sydney Trains platforms onto the pedestrian plaza.

Bankstown Station is located in the heart of the Bankstown town centre, which includes a mix of heritage character shopfronts and modern mixed-use developments, and forms a dense urban centre around the station.

High quality plazas and parkland have been established to the north and south of the station, and a bus interchange plaza has been established on the southern side at Bankstown City Plaza and South Terrace.

To the north of the station are extensive commercial, retail and recreational areas.

Bankstown Station has local heritage significance. The station includes heritage buildings on the platform, overhead booking office and a former parcels office. The former parcels office is being removed as permissible under MOD1.

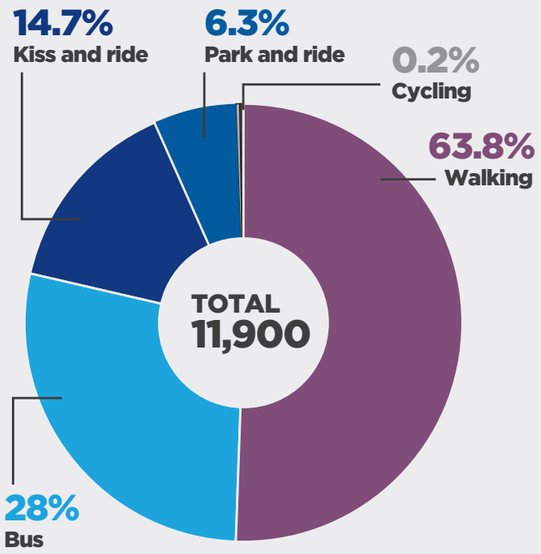
# Bankstown – local context *continued*

## 6.3 Modes without provision

There is no design provision considered for the following modes at Bankstown:

- Light rail
- Ferry
- Coach

**Forecast modes of access**




2026 Daily demand and mode split
*(Sydney Metro Chatswood to Sydenham Environmental Impact Statement)*

## 6.4 Future land use

**Land use, transport integration and opportunities**

A metro station at Bankstown will support state and local strategic and planning controls by encouraging economic growth and facilitating connections to the Eastern Economic Corridor. It is expected that a metro station at Bankstown will have the following specific benefits:

- Provide a catalyst for urban renewal and reinforce Bankstown's strategic role in Sydney's southwest.
- The station will provide greater connectivity to the Eastern Economic Corridor, improving access to jobs through greater frequency and faster journeys.
- The station will reinforce Bankstown as a major point of interchange on the network. The station will link metro with the T3 train to Liverpool and Lidcombe. Rapid and suburban bus routes connect Bankstown with Strathfield, Parramatta, Bankstown Airport and Hurstville.
- Improved pedestrian connectivity across the rail line with the new unpaid pedestrian plaza.
- Additional bike parking spaces, as well as the proposed east-west active walking and cycling connection to the northern side of the station.

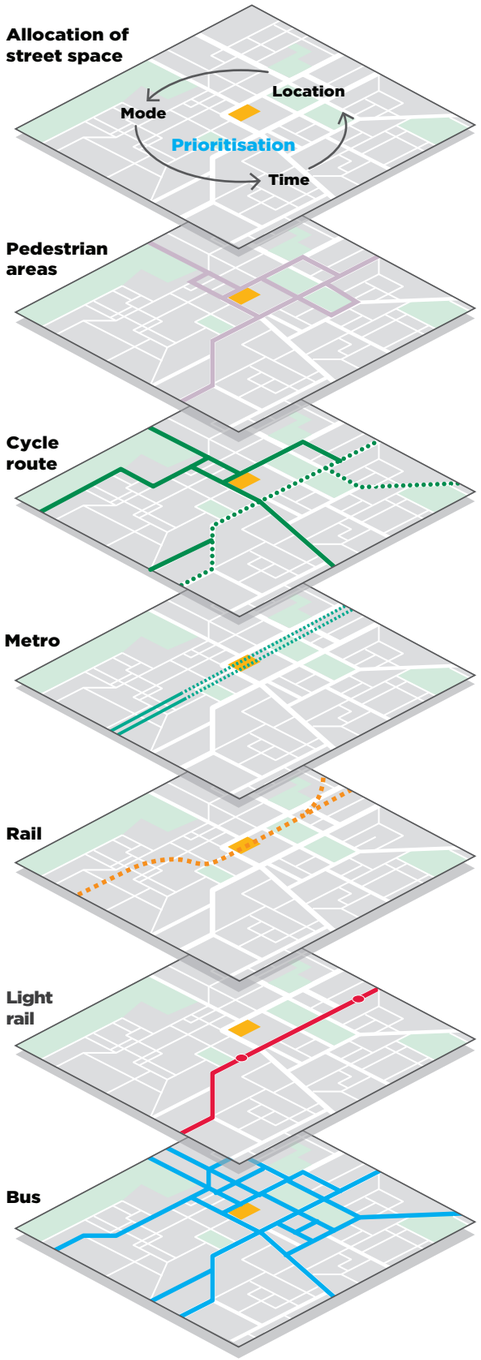
These opportunities will be further developed in consultation with Transport for NSW, the Department of Planning and Environment, Greater Sydney Commission and the City of Canterbury Bankstown.

## 6.5 Opportunities and constraints

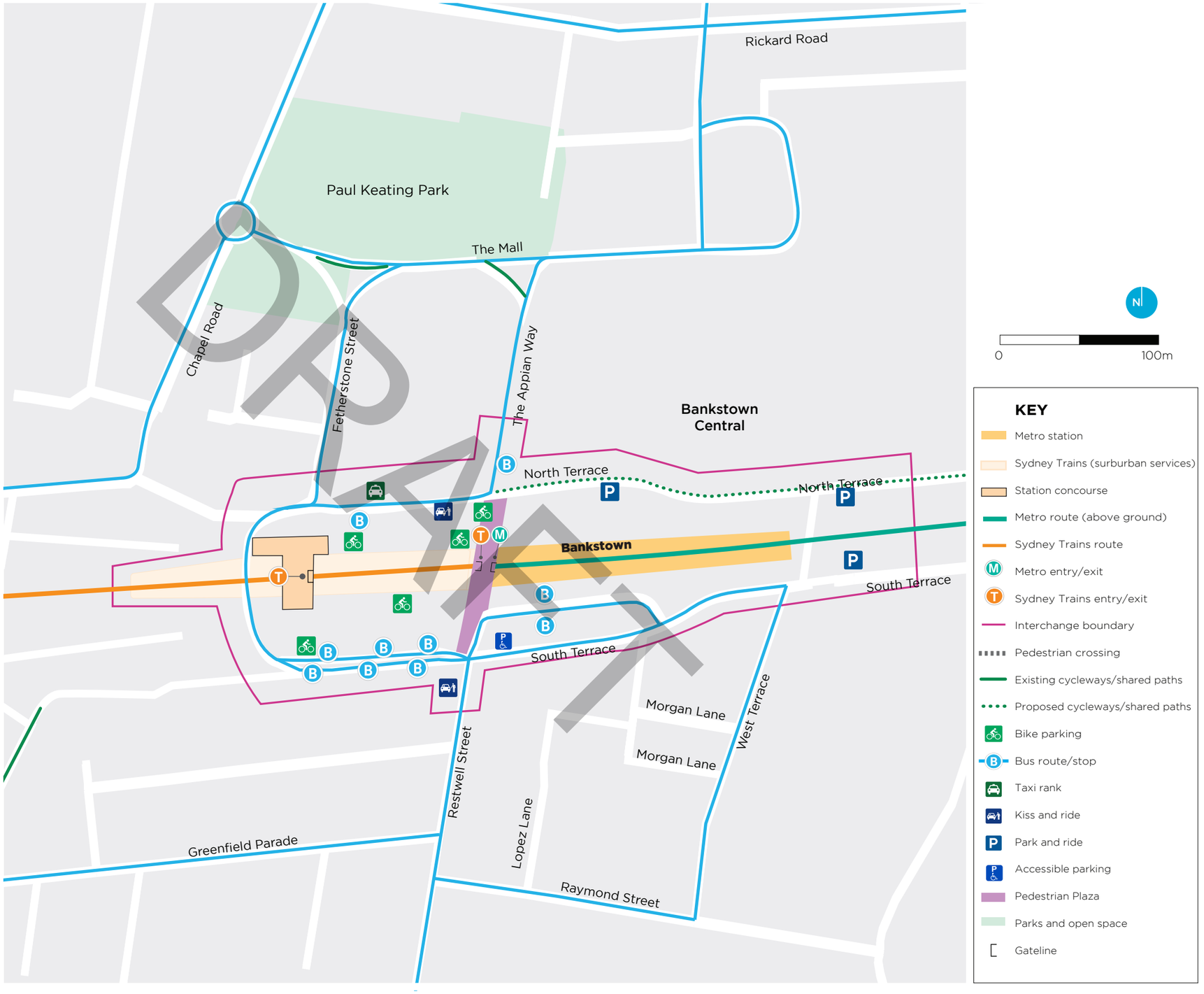
Bankstown Station has the following urban design opportunities and constraints.

| Opportunities | Constraints |
|---|---|
| • Ensure safe integration of the metro station with the existing road and pedestrian network to facilitate safe transfers to and from the station and passengers' destinations.<br>• Improved amenity and activation in the immediate station precinct.<br>• Potential for station plazas to become more important public spaces.<br>• Improved north-south connectivity across rail corridor, through new pedestrian plaza | • Poor pedestrian amenity and connections around the station and across the rail corridor.<br>• Poor accessibility compliance due to existing footpath and road gradients and crossfalls.<br>• Poor urban quality, compromised by large areas of surface and rooftop car parking, especially north of the station.<br>• High demand for bus layover/interchange facilities and limited spatial capacity.<br>• Road network constraints impacting bus routing and operations.<br>• Heritage-listed sites around the station including:<br>— Former parcels cffice.<br>— Heritage buildings on the Sydney Trains platform.. |

# 7.0 Bankstown – interchange and transfer requirements overview

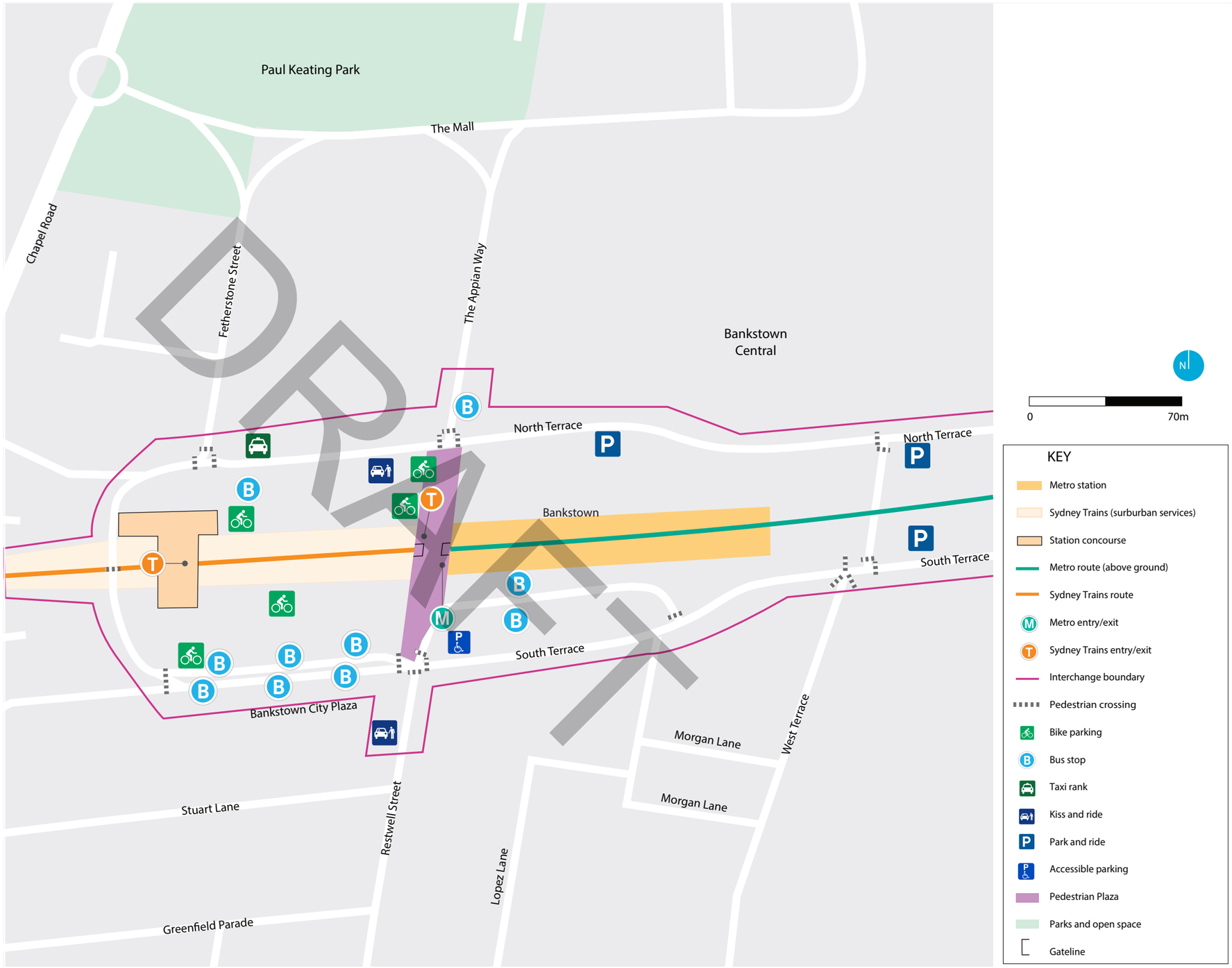



Mode layers




Bankstown Station – interchange and transfer requirements overview

# 7.1 Bankstown – walking interchange and transfer requirements





Mode layer

Bankstown Station – pedestrian interchange and transfer requirements

# Bankstown – walking interchange and transfer requirements *continued*

| Item | Description |
|---|---|
| **Current state** | |
| **Current levels of access and service** | Bankstown is an origin, destination and interchange station.<br>The 5-minute walking catchment includes Paul Keating Park, Bankstown Library, City of Canterbury Bankstown Council chambers and Bankstown Central to the north. |
| **Current mode splits and intermodal transfer for Bankstown Sydney Trains Station** | 2016 3.5-hour AM peak<br>• 3,138 entries<br>• 1,690 exits<br>2016 3.5-hour PM Peak<br>• 2,107 entries<br>• 3,163 exits |
| **Integration** | |
| **Customer demand (2036 3.5-hour AM peak)** | Support estimated peak demand of 6,500 entries and 2,900 exits.<br>Flows from the station are estimated to be:<br>• To the northeast – 38%<br>• To the northwest – 20%<br>• To the southeast – 25%<br>• To the southwest – 18% |
| **Station access** | The Sydney Metro and Sydney Trains platforms will be separated by a new unpaid pedestrian plaza located to the east of the existing Sydney Trains platforms, connecting to The Appian Way to the north and Restwell Street to the south. At-grade access to each set of platforms will be offered directly from the plaza. |
| **Pedestrian environment and design considerations** | The overall pedestrian environment in the catchment accommodated pedestrian movement associated with commercial, civic, retail and residential areas surrounding the station.<br>The pedestrian environment is expected to be significantly enhanced through the provision of the new cross-corridor pedestrian plaza, providing a north-south connection through to The Appian Way and Restwell Street with DDA compliant access to the new station entries. |
| **Spatial considerations** | The design should consider and integrate with the Bankstown Local Environmental Plan 2015 and the Bankstown Development Control Plan 2015 –Part A1 – Local Area Plan actions, including pedestrian areas and priority pedestrian improvements, bus planning and kerbside zones.<br>Station access from the north will be via a new 20 metre wide pedestrian plaza linking Restwell Street and The Appian Way. A new signalised intersection at North Terrace and The Appian Way will provide improved pedestrian access to the station.<br>Station access from the south will also be will be via the new pedestrian plaza, linking directly with signalised pedestrian crossings at South Terrace/Restwell Street/Bankstown City Plaza as well as a signalised crossing over Bankstown City Plaza within the bus interchange and additional crossings over South Terrace at West Terrace.<br>The existing western Sydney Trains entries will be maintained. |
| **Safe transfer** | Ensure the safety of pedestrians and protect them from other road users by providing:<br>• Safe integration with existing networks.<br>• Controlled (signalised), direct paths of travel along pedestrian desire lines within low speed environments. |
| **Transfer to and from bike parking** | A secure bike parking facility will be located within the plaza at the North Terrace end, opposite the Sydney Metro entrance and adjacent to the Sydney Trains station entrance.<br>New bike parking hoops will be located within the plaza at the North Terrace end.<br>Existing bike hoops will continue to be provided to the north and south of the Sydney Trains station. |
| **Transfer to and from other rail** | Convenient transfer between the new metro, and Sydney Train services will be provided at Bankstown across the pedestrian plaza. The station platforms and pedestrian plaza will be at-grade and allow for an easy DDA compliant transfer between services. |

# Bankstown – walking interchange and transfer requirements *continued*

| Item | Description |
|---|---|
| **Transfer to and from bus** | The station will provide safe and easy transfer to bus stops on Bankstown City Plaza, The Appian Way, and North Terrace and South Terrace bus layover. |
| **Rail replacement bus service access** | Rail replacement buses will utilise the southern bus layover. |
| **Transfer to and from taxi** | Provides easy access to taxi ranks and set down areas at:<br>• North Terrace. |
| **Transfer to and from kiss and ride** | Provides easy access to kiss and ride zones at:<br>• North Terrace.<br>• Restwell Street. |
| **Transfer to and from accessible parking** | Provides a DDA compliant path of travel from:<br>• South Terrace bus layover. |
| **Transfer to and from park and ride** | Provides easy access to park and ride zones at:<br>• North Terrace. |

# 7.2 Bankstown – cycling interchange and transfer requirements



Mode layer

Bankstown Station – cycling interchange and transfer requirements

# Bankstown – cycling interchange and transfer requirements *continued*

| Item | Description |
|---|---|
| **Current state** | |
| **Current levels of access and service** | There is currently parking provision for approximately 24 bikes at the station, located to the north and south. |
| **Integration** | |
| **Bike parking location requirements** | • A bicycle rider must be able to ride within 30 metres of the bike parking entrance.<br>• Bike parking must be within 50 metres of the gateline.<br>• Bike parking facilities must be in accordance with Australian Standards, Austroads Guidelines and TfNSW requirements and standards.<br>• Secure bike parking (Class-B) facilities must have customer access arrangements (that is, access via Opal cards or online registration), and incorporate materials, signing, advertising and marketing, as specified by the NSW Government's Bike and Ride Program. |
| **Bike parking location principles** | • Entry/access to bike parking must be at street level, convenient, easily visible and intuitive for customers.<br>• Bike parking should be at street level, where feasible, and entry/access to bike parking should not impede pedestrian customer flows to/from the station entry.<br>• Bike parking and vehicle parking locations and access arrangements should be separated (that is, there should be no access through a loading dock).<br>• Bike parking must be located on the main desire line of the cycle network, where feasible. |
| **Bike parking facilities** | • A secure bike parking facility will be located within the plaza at the North Terrace end, opposite the Sydney Metro entrance and adjacent to the Sydney Trains station entrance. It will provide direct access to the proposed east-west walking and cycling connection.<br>• New bike parking hoops will be located within the plaza at the North Terrace end, providing direct access to the proposed east-west walking and cycling connection.<br>• Existing bike hoops will continue to be provided to the north and south of the Sydney Trains station.<br>• A minimum of 70 bike parking spaces will be provided within the interchange (including 48 new bike parking spaces).. |
| **Types of parking facilities** | Sydney Metro will have the following additional bicycle parking provisions:<br>• The secure bike facility (Class-B) will accommodate 36 bike spaces.<br>• New bike parking hoops (Class-C) will accommodate 12 bike spaces.<br>The findings of the Walking & Cycling Strategy will provide recommendations for bike parking provisions. |
| **Safe transfer** | Ensure the safety of bicycle riders and protect them from other road users by providing:<br>• Safe integration with existing networks.<br>• Separation from vehicles, where necessary.<br>• Controlled crossing points along known cycling routes within low speed environments.<br>The new pedestrian plaza will be marked as a shared pedestrian/cycleway, providing cyclists with a north-south connection over the rail corridor and allowing cyclists to cycle to the new bike parking facilities adjacent to the station entries. |
| **Closest cycling routes** | The Salt Pan Creek Cycleway between Bankstown and Hurstville and the cycleway from Bankstown to Yagoona and beyond are the main regional routes through this part of Bankstown.<br>The closest cycle routes to the station are:<br>• Across Bankstown Memorial Park from Chapel Road South – on-road regional path with mixed traffic and no line markings.<br>• Weigand Avenue via a connection from Marion Street north-west of the station – on-road with mixed traffic and no line markings. |
| **New cycle routes by Sydney Metro** | The Sydenham to Bankstown Walking and Cycling Strategy provides recommendations for new cycle routes and facilities. Sydney Metro will implement the elements of the Strategy that are associated with east-west walking and cycling connections, as required under Condition E53 of the project approval. This includes a a proposed connection from the east along North Terrace. |
| **New cycle routes by others** | City of Canterbury-Bankstown has proposed a new separated bike path/shared path on South Terrace and Restwell Street immediately south of the station; and a new shared path on Appian Way immediately north of the station, as part of its Bankstown Complete Streets strategy. |

## 7.3 Bankstown – train interchange and transfer requirements


Mode layer


Bankstown Station – train interchange and transfer requirements

# Bankstown – train interchange and transfer requirements *continued*

| Item | Description |
|---|---|
| **Current state** | |
| **Current levels of access and service** | Bankstown Station currently has services on the T3 Bankstown Line. |
| **Current entries and exits during peak** | 2016 3.5-hour AM peak<br>• 3,138 entries<br>• 1,690 exits<br>2016 3.5-hour PM Peak<br>• 2,107 entries<br>• 3,163 exits |
| **Current access mode shares** | • Walking – 40.3%<br>• Rail – 31.2%<br>• Bus – 13.6%<br>• Kiss and ride – 10.7%<br>• Park and ride – 4.2% |
| **Integration** | |
| **Rail passenger transfer volumes (3.5-hour AM peak)** | • Sydney Metro to Sydney Trains – 700.<br>• Sydney Trains to Sydney Metro – 1,600. |
| **Closest rail stations** | Bankstown Station |
| **Type of interchange** | Indirect connection requiring exiting the paid areas of the station. |
| **Transfer to and from rail** | Safe and convenient transfers between Sydney Trains and Sydney metro services will be  across the new pedestrian plaza. The station platforms and pedestrian plaza will be at-grade and allow for an easy DDA compliant transfer between services. The existing western Sydney Trains entries will be maintained. |

# 7.4 Bankstown – bus interchange and transfer requirements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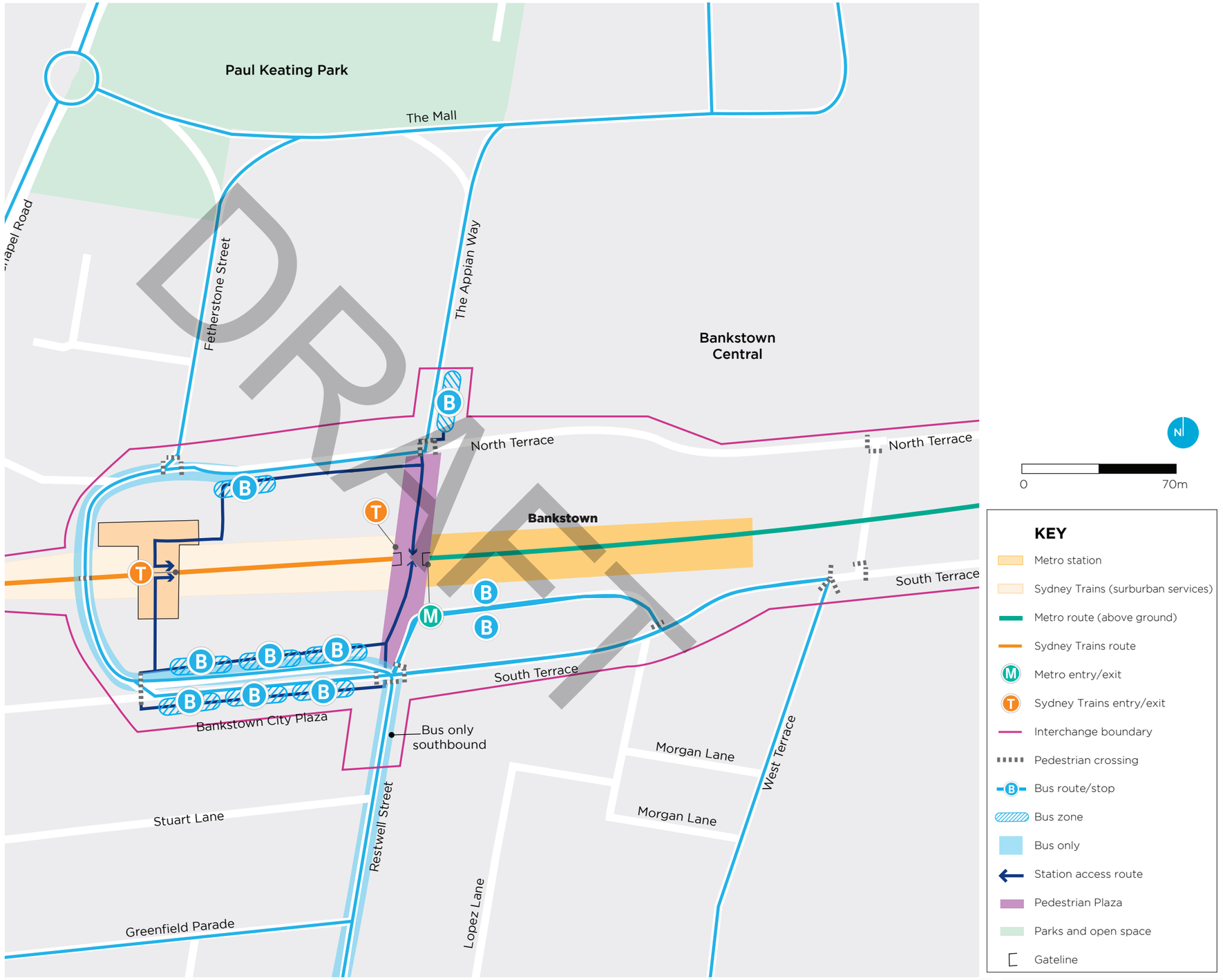
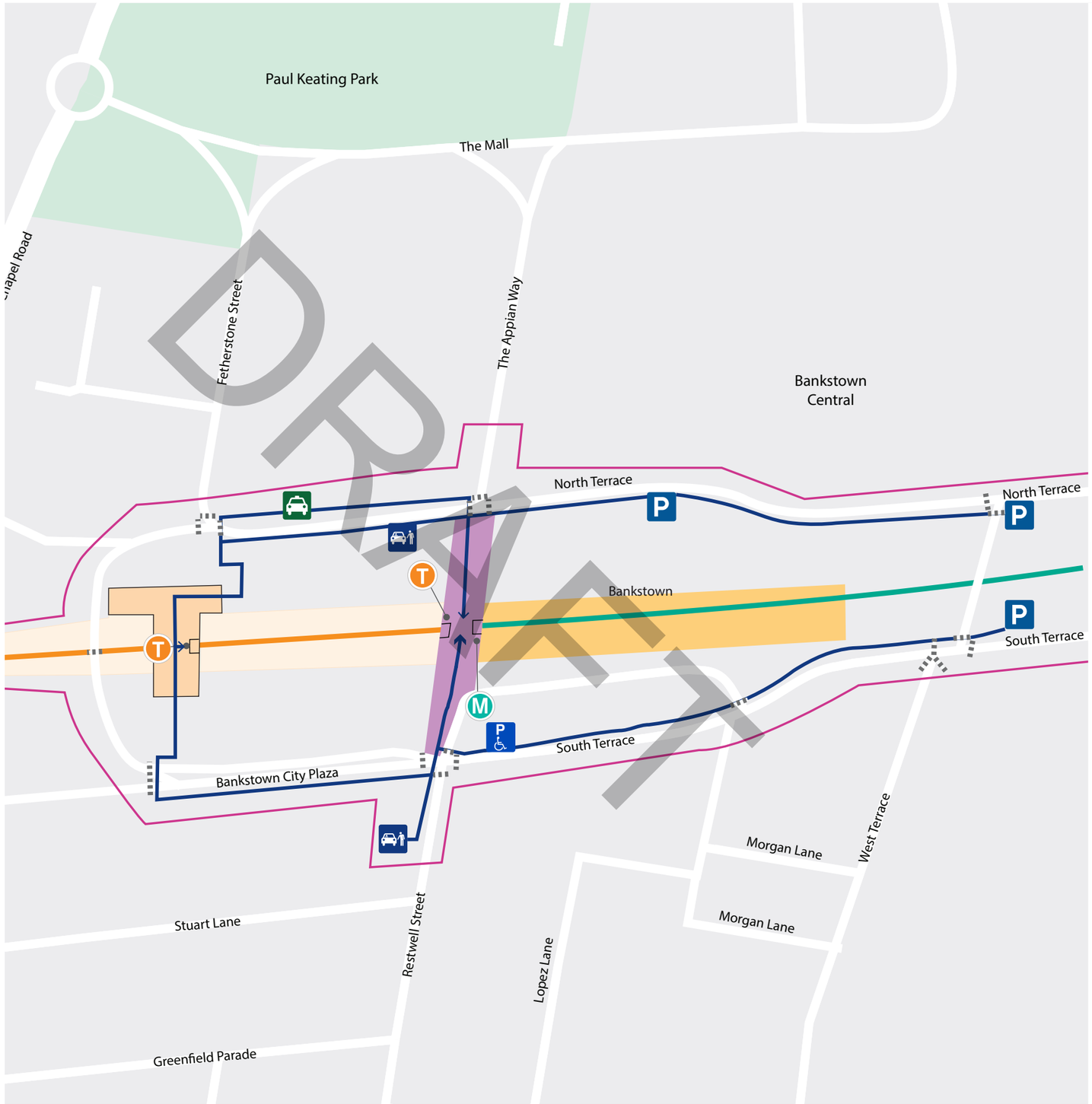



Bankstown Station – bus interchange and transfer requirements

# Bankstown – bus interchange and transfer requirements *continued*

| Item | Description |
|---|---|
| **Current state** | |
| **Current levels of access and service** | Many bus routes operate within the vicinity of Bankstown Station, particularly those that run along Bankstown City Plaza, The Appian Way, The Mall, and Marion Street. These routes are:<br>• 487 – Bankstown Central to Canterbury.<br>• 905 – Bankstown to Fairfield.<br>• 907 – Bankstown to Parramatta via Bass Hill.<br>• 908 – Bankstown to Merrylands via Auburn and Birrong.<br>• 909 – Bankstown to Parramatta via Birrong and Auburn.<br>• 911 – Bankstown to Auburn via Georges Hall.<br>• 913 – Bankstown to Strathfield.<br>• 922 – Bankstown to East Hills via Milperra.<br>• 923 – Bankstown to Panania via Picnic Point.<br>• 924 – Bankstown to East Hills via Panania.<br>• 925 – East Hills to Lidcombe via Bankstown.<br>• 926 – Bankstown to Revesby Heights.<br>• 939 – Bankstown to Greenacre.<br>• 940 – Bankstown to Hurstville via Riverwood.<br>• 941 – Bankstown to Hurstville via Greenacre.<br>• 944 – Bankstown to Hurstville via Peakhurst Heights.<br>• 945 – Bankstown to Hurstville via Mortdale.<br>• 946 – Bankstown to Hurstville via Lakemba and Greenacre.<br>• 962 – Bankstown to Miranda.<br>• M90 – Liverpool to Burwood.<br>• M91 – Hurstville to Parramatta via Padstow and Chester Hill.<br>• M92 – Sutherland to Parramatta. |
| **Integration** | |
| **Bus passenger volumes (2036 3.5-hour AM peak)** | • 1,200 entries<br>• 1,300 exits |
| **Closest bus stops/routes** | The primary bus stops within the interchange are:<br>• North of station:<br>— The Appian Way – one stop, southbound, between North Terrace and The Mall.<br>— North Terrace – one stop, westbound, at Fetherstone Street.<br>• South of station:<br>— Bankstown City Plaza – three stands in each direction within the bus interchange located between the railway overbridge and Restwell Street.<br>— Night ride and rail replacement services operate from the bus stands in the South Terrace bus layover area. |
| **Potential changes to bus stops/route** | • Future changes to bus stops and operations could occur as a result of urban renewal occurring in the surrounding precinct, including changes to the existing northern bus layover at Bankstown Central and changes to The Appian Way as part of the City of Canterbury-Bankstown's Complete Streets strategy. The existing South Terrace bus layover will be retained. |
| **Safe transfer** | Ensure the safety of pedestrians and protect them from other road users by providing:<br>• Safe integration with existing networks.<br>• Signalised controlled pedestrian crossings at both ends of the new pedestrian plaza.<br>• Direct access from the Bankstown City Plaza bus interchange to Sydney Metro and Sydney Trains services via the new pedestrian plaza. |
| **Transfer to and from bus** | Customers will be able to transfer between bus stops using existing footpaths. Where necessary, improvements will be made to signage and wayfinding to ensure an easy and connected transfer through improved provision of information. |
| **Transfer to and from bus (overnight)** | Night ride services currently operate from the South Terrace bus layover. |
| **Transfer to and from bus (school)** | No design provision is considered for this location. |
| **Transfer to and from bus (possessions, degraded operations, incidents)** | Rail replacement services operate from the South Terrace bus layover. |
| **Bus bays** | Bus bays provided or modified by the project shall meet NSW state and Commonwealth guidelines for size and layout. Where a conflict exists, the Commonwealth standard will apply. Where the Commonwealth standard cannot practically apply, the highest practical standard should be provided in excess of NSW state standards and guidelines. |

## 7.5 Bankstown – vehicle drop-off and parking interchange and transfer requirements

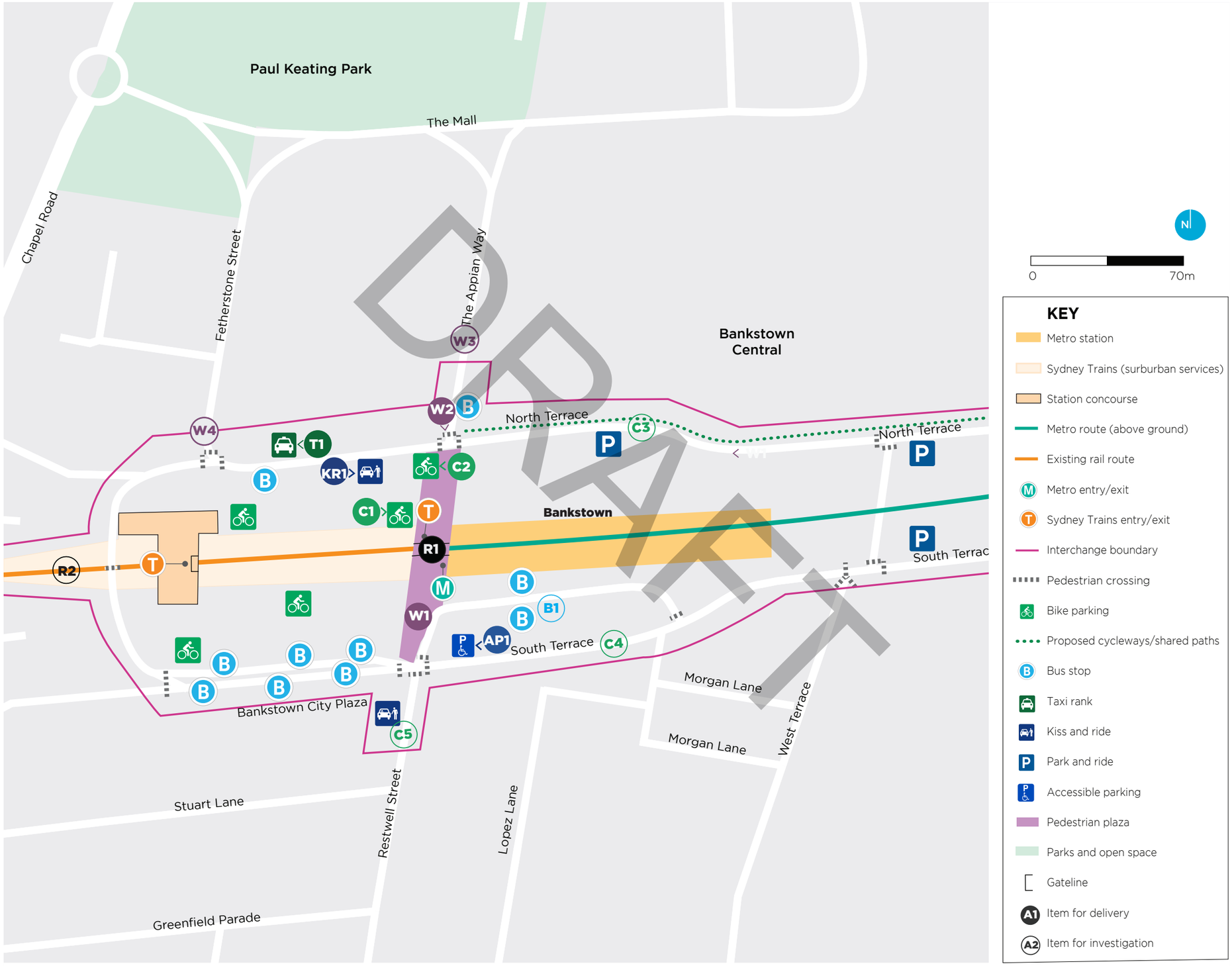



Bankstown Station – vehicle drop-off interchange and transfer requirements

# Bankstown – vehicle drop-off and parking interchange and transfer requirements *continued*

| Item | Description |
|---|---|
| **Current state** | |
| **Current levels of access and service** | Existing taxi rank at:<br>• North Terrace.<br>Existing kiss and ride zone at:<br>• North Terrace.<br>• Restwell Street.<br>Existing accessible car parking at:<br>• North Terrace.<br>Existing park and ride zones at:<br>• North Terrace.<br>• South Terrace. |
| **Integration** | |
| **Safe transfer** | Ensure the safety of pedestrians and protect them from other road users by providing:<br>• Safe integration with existing networks.<br>• Controlled (signalised), direct paths of travel along pedestrian desire lines within low speed environments. |
| **Transfer to and from taxi** | The existing taxi rank on the northern side of North Terrace will be retained.<br>Customers will use the new pedestrian plaza and signalised intersection at The Appian Way and North Terrace to access the taxi zone provided at:<br>• North Terrace, west of The Appian Way. |
| **Transfer to and from kiss and ride** | Three kiss and ride spaces will be provided within the interchange (with new shelter and seating) in addition to the existing kiss and ride on Restwell Street.<br>Customers will use the new pedestrian plaza to access the kiss and ride zones provided at:<br>• North Terrace, east of The Appian Way. |
| **Transfer to and from accessible parking** | Three accessible parking spaces will be provided within the interchange at:<br>• South Terrace bus layover.<br>A compliant path of travel will be provided from these parking spaces to the new station entries. |
| **Transfer to and from park and ride** | Provides safe and easy access to existing park and ride zones at:<br>• North Terrace.<br>• South Terrace. |
| **Taxi rank locations** | Multi-purpose ranks that service local centres as well as stations are supported as long as they are located within 100 metres of the station access point. |
| **Kiss and ride zone design** | The dimensions of kiss and ride spaces shall comply with TfNSW and Australian Standards and Guidelines. |
| **Accessible parking bays** | Accessible parking bays (compliant with DDA and DSAPT) will be provided. |

# 8.0 Bankstown – actions



# Appendix A – Bankstown – Delivery & Implementation Program

This Interchange Access Plan sets out the intended design and operating outcomes required for customers to achieve an easy, safe and seamless transfer between modes at Bankstown Station. A number of actions have been identified to achieve these outcomes, and are summarised below.

Some of these actions will be undertaken by the project; other actions will involve activity by other parties, in collaboration with Sydney Metro. Together they will ensure the effective provision, operation, and ongoing management and maintenance of the interchange at Bankstown Station.

| Action | | Delivered by | Timing |
|---|---|---|---|
| **Walking** | | | |
| W1 | Provide an unpaid pedestrian plaza between the Sydney Trains and Sydney Metro platforms, linking The Appian Way to the north with Restwell Street to the south. | Sydney Metro | 2020-2024 |
| W2 | Investigate signalised crossing on North Terrace at the Appian Way. | Sydney Metro<br>City of Canterbury-Bankstown | 2020-2024 |
| **Cycling** | | | |
| C1 | Provide a secure bike facility (Class-B) to accommodate 36 bike spaces. | Sydney Metro | 2020-2024 |
| C2 | Provide a secure bike facility (Class-C) to accommodate 12 bike spaces. | Sydney Metro | 2020-2024 |
| **Rail** | | | |
| R1 | Provide safe and easy transfer from Sydney rail services to Sydney Metro through a new unpaid pedestrian plaza. | Sydney Metro | 2020-2024 |
| **Taxi** | | | |
| T1 | Maintain the existing quantity and location of taxi facilities on the north side of North Terrace. | Sydney Metro | 2020-2024 |
| **Kiss and Ride** | | | |
| KR1 | Provide three kiss and ride bays with shelter on North Terrace. | Sydney Metro | 2020-2024 |
| **Accessible Parking** | | | |
| AP1 | Provide three accessible parking bays. | Sydney Metro | 2020-2024 |

# Appendix B – Bankstown – other items for further investigation

A number of items are to be delivered by stakeholders as part of other projects or have been identified for further investigation as a means to achieve further improvements that enable an easy, safe and seamless transfer beyond the City & Southwest project at Bankstown Station.

These investigation items will inform delivery programs carried out by these stakeholders as part of other projects and will enable the progressive improvement of the wider Bankstown Station precinct. These items are complementary and their delivery is not required for the operation of Sydney Metro at Bankstown Station.

Due to their proximity to Bankstown Station, the complementary items and investigations are listed in the table below to help understand their contribution and integration with wider area planning goals.

| Action | | Delivered by | Timing |
|---|---|---|---|
| **Walking** | | | |
| W3 | Investigate a new shared zone on The Appian Way. | City of Canterbury-Bankstown | TBC |
| W4 | Investigate a new shared zone on Fetherstone Street. | City of Canterbury-Bankstown | TBC |
| **Cycling** | | | |
| C3 | Investigate an improved east-west cycling connection along North Terrace. | Sydney Metro | 2020-2025 |
| C4 | Investigate a new separated cycleway/shared path on South Terrace. | City of Canterbury Bankstown | TBC |
| C5 | Investigate a new separated cycleway on Restwell Street. | City of Canterbury Bankstown | TBC |
| **Rail** | | | |
| R2 | Investigate how rail services on the T3 Bankstown Line for stations west of Bankstown will operate as part of the integration of the City & Southwest in 2024. | Transport for NSW | 2020-2024 |
| **Bus** | | | |
| B1 | Investigate additional locations for bus interchange and layover within the Bankstown CBD. | Transport for NSW | TBC |