

METRON T2M

Belmore Station Design & Precinct Plan

Sydney Metro Southwest Metro Design Services (SMDS)

04 March 2021

Document: SMCSWSWM-MTM-WBS-UD-REP-211000

A Joint Venture of



Principal sub-consultant

DesignInc

Approval Record

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Amendment Record

| Date | Document Number/s | Revision | Amendment Description | By |
|-----------------|--|----------|-----------------------|---|
| 22 October 2019 | SMCSWSWM-MTM-WBS-UD-REP-211000 SMCSWSWM-MTM-WBS-UD-REP-000381 | A A | 70% draft | Ben Coulston with input from UD and LA team |
| 21 May 2020 | SMCSWSWM-MTM-WBS-UD-REP-211000 SMCSWSWM-MTM-WBS-UD-REP-000381 | B B | 100% Draft | Ben Coulston with input from UD and LA team |
| 24 July 2020 | SMCSWSWM-MTM-WBS-UD-REP-211000 SMCSWSWM-MTM-WBS-UD-REP-000381 | C C | 100% Draft | Ben Coulston with input from UD and LA team |
| 04 March 2020 | SMCSWSWM-MTM-WBS-UD-REP-211000 SMCSWSWM-MTM-WBS-UD-REP-000381 | D D | 100% Final | 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

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

Sydney Metro City & Southwest

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

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

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

Sydney Metro West

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

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

Greater Western Sydney

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

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

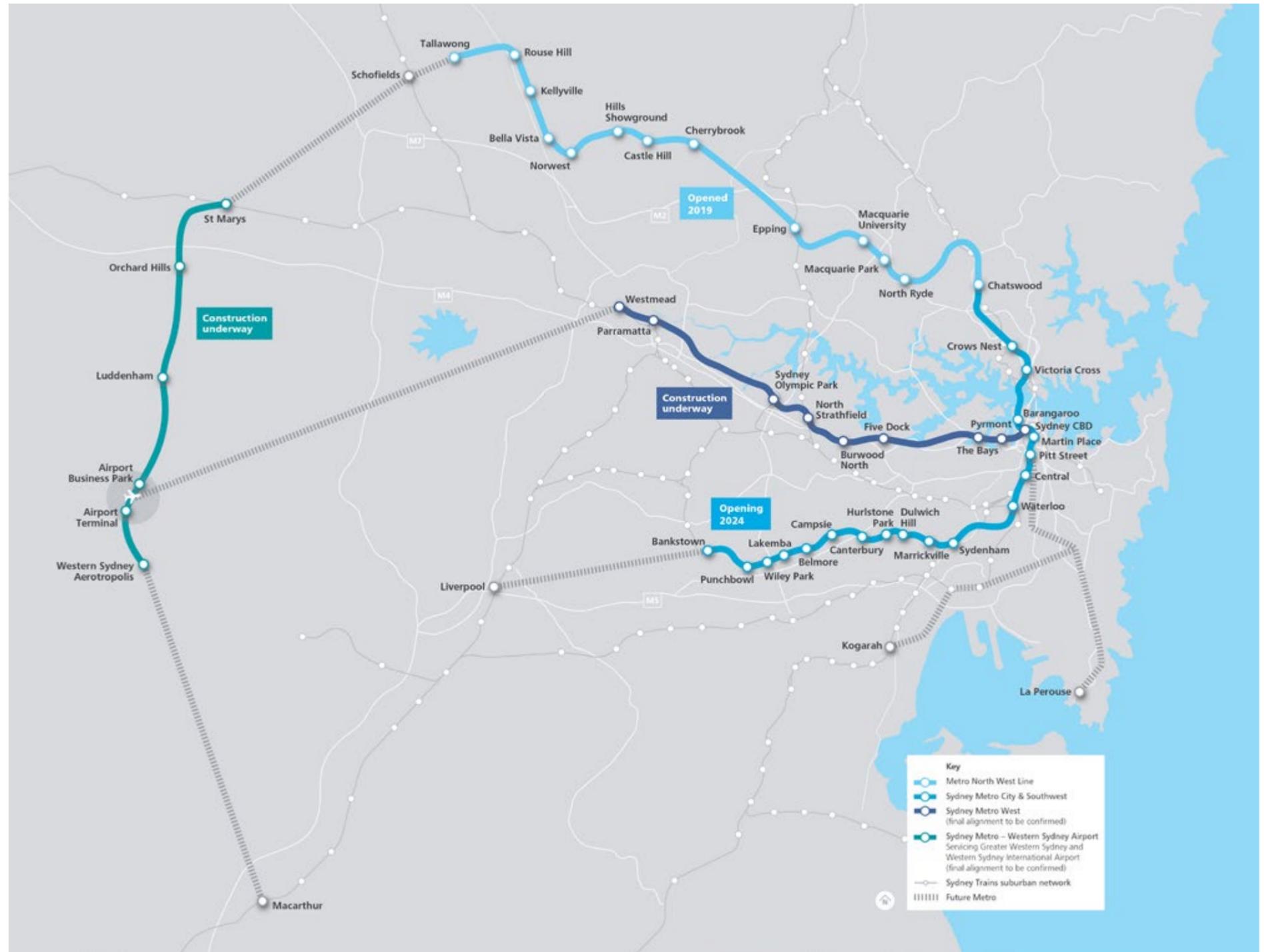


Figure 1.1 Sydney Metro route map

1.2 Purpose and scope

1.2.1 Purpose of the Station Design and Precinct Plans

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

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

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

This is one of ten SDPPs prepared for:

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

1.2.2 Project design objectives

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

- i) designing the base station infrastructure to support the Sydney Metro City & Southwest service from Marrickville to Bankstown.
- ii) providing an easy customer experience:
 - a) customer experience and needs are the starting point for all aspects of planning and design;
 - b) spaces, products, services and systems reflect customer needs, motivations and behaviour and meet the needs of all customers and journey types; and
 - c) the stations, must be intuitive with simple, uncluttered spaces that ensure a safe experience for a diverse range of customers.
- iii) providing a fully integrated transport system design that:
 - a) achieves clear and legible connections and integration of existing transport modes and services;
 - b) improves the accessibility and connectivity between transport modes within and across the Station Precincts;
 - c) provides equitable and universal accessibility within each station;
 - d) is a social and cultural asset; and
 - e) supports Sydney Metro City & Southwest operations;
- iv) being responsive to distinct local character of existing contexts and communities; and
- v) designing an enduring and sustainable legacy for Sydney where heritage is integral to the identity of the places.

1.2.3 Scope of the Station Design and Precinct Plan

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

Scope of station work

- Refurbished and reused overhead booking office and platform building
- Remove all hoop top fencing
- Platform re-levelling, installation of mechanical gap fillers to remove the gap between train and platform, edge screens and platform screen doors
- New artwork screens at the station entry

Scope of precinct works

- Reconfigure and improve public plaza space to corner of Burwood Road and Tobruk Avenue to better facilitate movement, public space amenity and usage
- Provide a new public plaza space to the corner of Burwood Road and Redman Parade
- Provide bike parking area within northern plaza
- Site levelling, draining and retaining walls for station services building zone and security fence
- New metro services building including landscaping
- Install new vertical protection screens to Burwood Road overbridge
- New anti-climb security fencing to rail corridor
- Installation of new Combined Services Route (CSR) cable route in the rail corridor including track under bores and cable bridge structure.

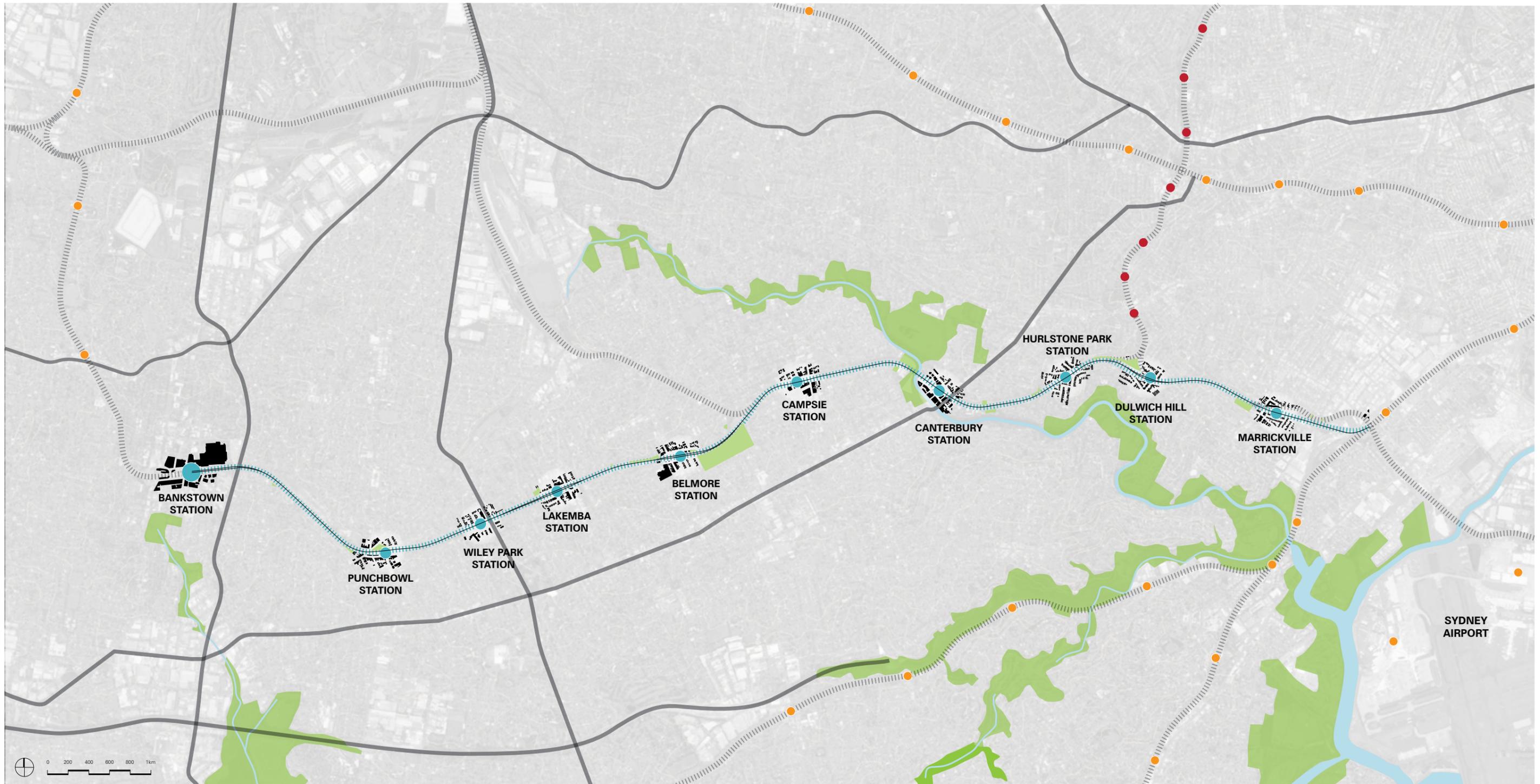


Figure 1.2 Sydney Metro Southwest stations

1.2.4 Belmore Station Precinct

Belmore is 14km southwest of the Sydney CBD within the City of Canterbury-Bankstown Local Government Area. The suburb is bounded by Belfield to the north, Campsie to the east, Kingsgrove to the south and Lakemba to the west.

The study area for this SDPP is the Belmore 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 the Belmore local centre, with the Burwood Road shopping strip, and areas of low scale, 1-2 storey housing, with some pockets of three storey walk up apartments.

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



Concourse Building



Platform Building

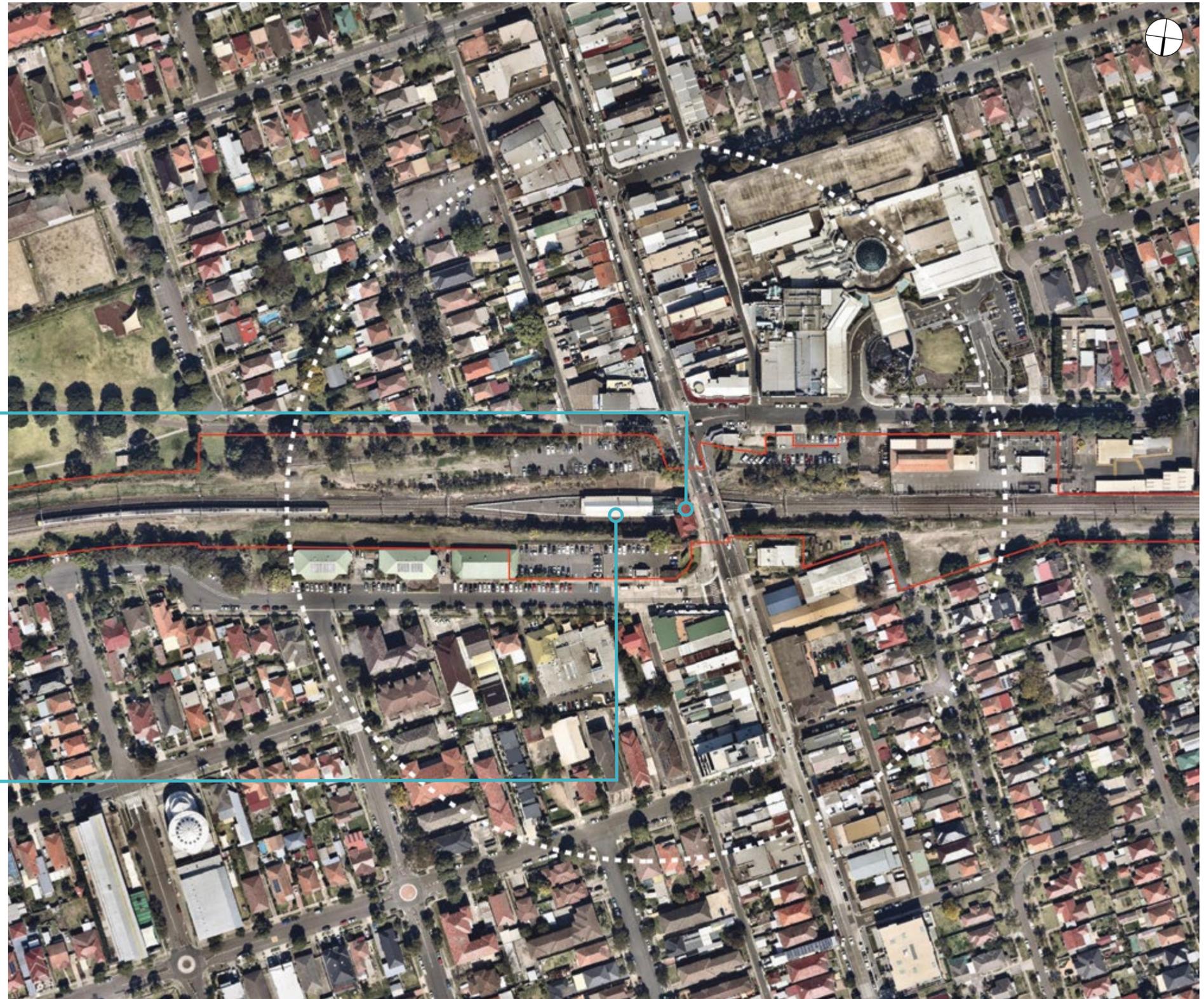


Figure 1.3 Belmore Station Precinct

1.3 Strategic context

1.3.1 Background documents

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

- *Greater Sydney Region Plan* (Greater Sydney Commission), 2018
- *Eastern District Plan* (GSC), 2018.

The suite of Government Architect NSW (GANSW) documents that promotes design excellence through place outcomes as well as stronger design-led and integrative processes is:

- *Better Placed*, 2017
- *Good Urban Design*, 2018, draft
- *Greener Places*, 2017, draft
- *Sydney Green Grid – Central District*, 2017.

1.3.2 Foundation documents (Project-wide)

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

- *Sydenham to Bankstown Submissions and Preferred Infrastructure Report (SPIR)*
- *Environmental Impact Statement* (EIS), 2017. The EIS contains appendices that describe the context, existing conditions and urban interfaces of each station, and whose analysis and urban design principles have informed the development of the design as illustrated in this SDPP:
 - » *Sydenham to Bankstown Design Guidelines* (Volume 1C, Appendix C)
 - » *Sydney Metro Southwest Urban Design and Place Making Paper* (Volume 1C, Appendix H).
- *Sydney Metro City & Southwest: Sydenham to Bankstown Line - Heritage Interpretation Strategy* (Artefact), 2020
- *Walking and Cycling Strategy - Sydenham to Bankstown* (TfNSW), 2019, draft
- *SDPP for Sydenham Station and Pit* (approved 11 June 2019). The SDPP for Sydenham Station and Pit is relevant for continuity, as it adjoins this project. The following urban and landscape outcomes were considered and have influenced the design:
 - » adaptive re-use of heritage buildings (refer Section 4.5)
 - » generous, open plazas (refer Section 4.6); simple profile to canopies (refer Section 4.6.1)
 - » open and transparent station environment (refer Section 4.6)
 - » materials palette that, while not duplicating Northwest and Sydenham outcomes, responds to them and to the Council's requirements for the specific precinct (refer Section 4.12.3).

- *Around the Tracks: urban design for heavy and light rail* (TfNSW), 2016. This is a part of a wider suite of guidelines for the design of rail infrastructure and the precincts around them. It is a high-level document with a series of key urban design objectives and principles to drive integrated outcomes. All eight principles are relevant to, and have been reflected in the design principles and design response for this project:
 - » Draw on a comprehensive site and context analysis to inform the design direction
 - » Provide value-for-money design solutions that achieve high-quality low maintenance architectural and urban design outcomes that have longevity
 - » Provide connectivity and permeability for pedestrians
 - » Integrate the project with the surrounding area
 - » Maximise the amenity of the public domain
 - » Protect and enhance heritage features and significant trees
 - » Maximise positive view opportunities
 - » Design an efficient and functional transport solution which enhances and contributes to local amenity and prosperity.

1.3.3 Historical (non-statutory) documents

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

- *Chatswood to Sydenham Design Guidelines*, 2017
- *Sydney Metro Northwest urban design and corridor landscape plan*, 2016
- *Sydney Metro Northwest pedestrian-cycle network and 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

Belmore is a local centre for City of Canterbury-Bankstown Council. Council has developed a Local Strategic Planning Statement (LSPS) for the Local Government Area (LGA), *Connective City 2036*, which is on exhibition as at October 2019, whose high level objectives are a consideration for the SDPP.

1.4 Approval requirements

1.4.1 Conditions of Approval

The SDPP has been prepared in accordance with the requirements of Schedule 1, Application no. SS1 8256, under Section 5.19 of the Environmental Planning & Assessment Act 1979. It is one component of a suite of reports and notifications required to be provided to the Planning Secretary under the terms of the approval. Compliance with the Conditions of Approval are listed under section 1.4.5 of this report.

1.4.2 EIS, Submissions Report, and Preferred Infrastructure Report Compliance

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

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

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

1.4.3 Scope of Works and Technical Criteria (SWTC)

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

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

1.4.4 Structure of the SDPP to address the Conditions

The SDPP has been formatted to 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 process, including design response to feedback from stakeholders and the Design Review Panel
- 7 Part 7: Appendices**

1.4.5 Compliance with the Conditions of Approval

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 and 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 Belmore Station that is consistent with the Heritage Interpretation Strategy has been developed by a suitably qualified heritage specialist. Heritage interpretation proposed at Belmore Station is identified in Section 4.5.3 of this plan |
| E53 | The Walking and Cycling Strategy must be prepared in consultation with relevant council(s), local bike user groups and relevant stakeholder(s). Identified opportunities and works, where relevant, must be integrated with the relevant Station Design and Precinct Plan(s). | A Walking and Cycling Strategy has been prepared for the project. Opportunities and actions from the Strategy that are relevant to the station precinct are described in Section 5.2 of the SDPP Section 5.2 includes a table that references these initiatives against the design response in this Project, and how they are integrated. Section 4.9 Connectivity and Access also summarises key actions |
| E56 | Station Design and Precinct Plans must be prepared to inform the final design of the CSSI and to give effect to the commitments made in the documents listed in Conditions A1 and A2. The Station Design and Precinct Plans do not apply to those elements, which for technical, engineering, or ecological requirements, or requirements as agreed by the Planning Secretary, do not allow for alternate design outcomes | This document |
| E57 | SDPPs must be prepared by a suitably qualified and experienced person in consultation with the relevant council(s), the community and affected landowners for the area within 200m radius of a station or beyond for connecting pedestrian and cycle paths. The SDPPs must include: | This SDPP was prepared by a team comprising urban, architectural and graphic designers. The project Urban Design Project Lead, and the primary SDPP author, both have over 20 years' experience Figure 1.3, Section 1.2.4 shows the 200m radius of the station precinct. All analysis diagrams include the 200m radius (refer Section 3.3) Regular fortnightly consultation with City of Canterbury-Bankstown Council has informed the development of the design and this SDPP for the Belmore Station and Precinct. Refer Section 6.1 Public exhibition of the Belmore SDPP was conducted in August 2020. A summary of the consultation process, submissions and the Project's responses are summarised in Section 6.2 |
| E57(a) | Context and form | Refer Section 3.0 Context and Form |
| (i) | an analysis of the built, natural and community context and the urban design objectives, principles and standards for the CSSI | Section 1.3 sets out the strategic context including documents that set the direction and standards for the urban design. Section 2 sets out objectives and principles for the CSSI, incorporating design objectives carried through from the EIS. Section 3.3 contains context analysis, covering built form and heritage, landscape and open space, access and connectivity and public domain spatial character. Section 3.4 describes the issues and opportunities arising from the context analysis |

| Condition number | Requirement (paraphrased) | How condition is met: refer to relevant section of SDPP and page no. |
|------------------|---|---|
| (ii) | the location of existing heritage items, | Heritage items are described in Section 3.3.4 and mapped in Figure 3.2 Precinct built form, land use and heritage |
| (iii) | the location and type of existing vegetation | Existing street trees and important streetscapes are mapped diagrammatically in Figure 3.4 Landscape, topography and views. Sections 4.11.1 - 4.11.3 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 | SSI 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 | Part 4 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 4.3 - 4.15 |
| (ii) | the design of the CSSI landform and earthworks, | Refer Section 4.11.2 |
| (iii) | visual screening requirements for the CSSI, | Refer Sections 4.15 Visual screening is detailed in the relevant section where it is required |
| (iv) | developed visuals, cross sections and plans showing the proposed design outcome of the CSSI, | Part 4 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 4.3 - 4.15 Sections |
| (vi) | consideration of the principles of Crime Prevention Through Environmental Design (CPTED) | Section 2.3.5 sets out the CPTED principles for the Project. Section 4.12.3 includes key issues from the CPTED assessment, the principles they related to, and how they are addressed in the design |
| E57(c) | Landscaping | Section 4.11 |
| (i) | areas of vegetation to be retained and proposed planting and seeding details, including the use of local indigenous species for revegetation activities, | Refer Section 4.11.3 - 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 |
| (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 Part 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 Belmore Station Design and Precinct Plan. This requirement 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 |

| Condition number | Requirement (paraphrased) | How condition is met: refer to relevant section of SDPP and page no. |
|------------------|--|---|
| (iv) | detailed consideration of measures to allow for the removal and/or relocation of existing ancillary infrastructure (such as fencing, substations and signalling boxes) and any structures that may be made redundant by the CSSI that may inhibit or detrimentally impact the provision of open space, pedestrian and cyclist pathways along the rail corridor or new access points into the stations in the future, | There has been investigations to rationalise and remove residual assets as required in order to safeguard future use, public space and connections. Section 4.9 describes these connections and section 3.5 summarises 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 Belmore 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 Belmore SDPP was conducted in August 2020. A summary of the consultation process, submissions and the Project's responses are summarised in Section 6.2 and 6.3 |
| REMM LV3 | Sydney Metro would prepare Station Design and Precinct Plans for each station. The plans would aim to ensure that the stations and facilities are sympathetic and complement local character, and are integrated with future plans for development. The plans would consider the following: <ul style="list-style-type: none"> – urban design context – sustainable design and maintenance – community safety, amenity and privacy, including 'safer by design' principles where relevant – opportunities for public art – landscaping and design opportunities to mitigate the visual impacts of rail infrastructure and operation facilities – incorporation of salvaged historic and artistic elements on the project design – details of where and how recommendations from the Design Review Panel have been considered in the plan. Documents to be considered by the plans include, but are not limited to: <ul style="list-style-type: none"> – Inner West Council's Dulwich Hill Station Precinct public domain master plan – Outcomes of the master plan for Bankstown Station. The plans would be prepared and implemented in consultation with the Department of Planning, Industry and Environment (DPIE), Inner West and City of Canterbury Bankstown Councils. | Noted, covered under Conditions of Approval above |

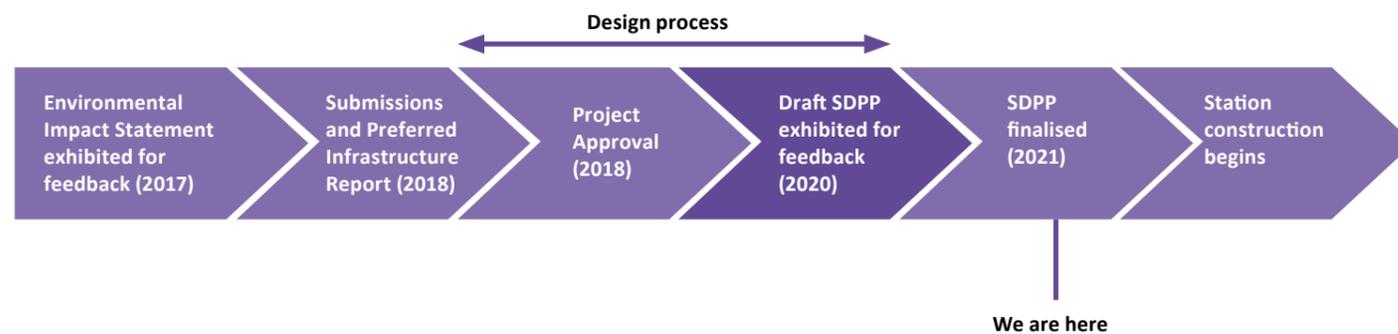
1.4.6 Process

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.
4. Public exhibition
 - » Exhibition of the draft SDPP for public comment
 - » Progress the design based on feedback from the exhibition
 - » Finalise SDPP. – **we are here**

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





2. Design Principles



2.0 Design Principles

2.1 Corridor character

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

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

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 Sydenham to Bankstown railway 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.

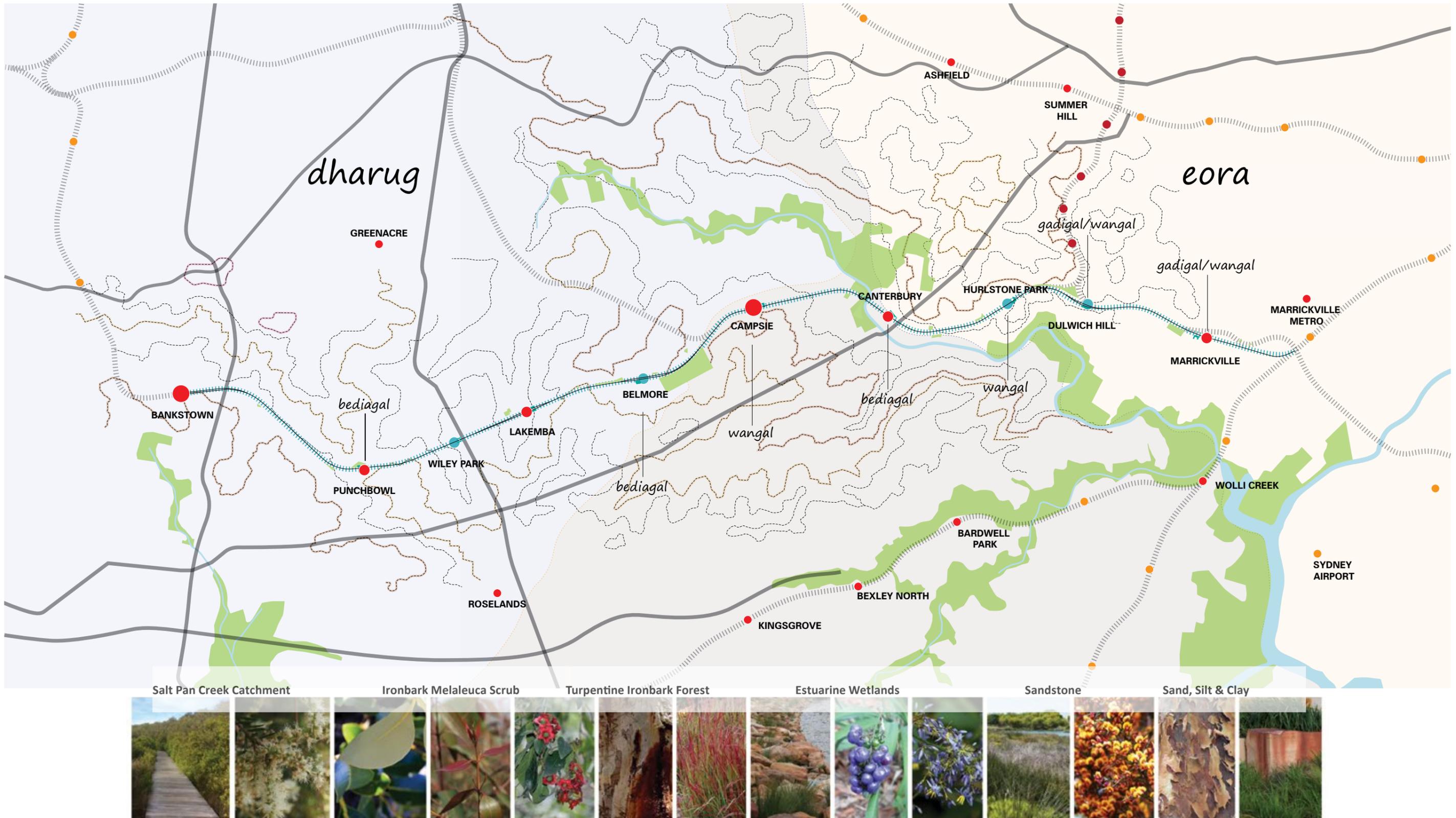


Figure 2.1 The corridor in context

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. It is:

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

The supporting design themes are:



Re-discover

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



Re-connect

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



Re-generate

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

2.3 Urban design objectives and principles

2.3.1 Project design objectives

The urban design has been guided by the project design objectives and supporting principles and standards. The principles have been developed to reflect the current Project scope while maintaining continuity with the Sydney Metro City & Southwest Chatswood to Sydenham 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 – light rail, bicycle, pedestrians, 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, 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.

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.



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.

2.3.7 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

The area from Hurlstone Park to Belmore crossed the Country of the Gadigal and Kameygal. The crossing over Cooks River at Belfield, north of Belmore, on the Punchbowl Road is considered to be built over a traditional Eora transit and trade route.

The nearby Cooks River and Salt Pan Creek were important features of their Country, which provided not only an abundant food source, but a means of transport and connection. The wetlands associated with the Cooks River and Gumbramorra Swamp would have been reliable fresh water and food sources and observations of Aboriginal people living on the Cooks River made early after the British arrival in Australia indicate the importance of these riverine and estuarine environments for Aboriginal people.

Part drawn from Heritage Interpretation Plan; Belmore Station, Artefact

3.1.2 European settlement and land use

As demand for agriculture and settlement progressed westwards, so too did the land holdings of migrants with a diverse range of backgrounds. Following the clearance of land, farms were established in the Belmore area. Blossom farm and St Clair farm were established in proximity to the present-day railway station, owned by the Bradburn family and William Redman respectively.

Subdivision of larger estates began in the 1880s, and rapidly accelerated with the opening of the Belmore line, which terminated at Burwood Road. Early subdivisions occurred at Blossom Farm, with Redman's estates and Collins' Clear not undergoing subdivision until after 1911. Development of the area north of the Cooks River was relatively slow until the arrival of the railway. The introduction of the Belmore line with the initial terminus at Belmore shifted the mode of settlement from one that was primarily guided by topography to one that was guided by infrastructure. However, unlike other suburbs along the new rail line, the suburb of Belmore grew slowly, as there was a shortage of subdivided land in the immediate vicinity of the station.

Following WWI, returned servicemen were settled in Belmore, with the commercial centre developing rapidly as the suburb grew. Both the Post office (1924) and the Belmore Hotel (1928) opened during this period. In the latter half of the twentieth century many of the early post-war residences were demolished to make way for apartment blocks.

Part drawn from Heritage Interpretation Plan; Belmore Station, Artefact

3.1.3 The station

Belmore Station was constructed on the first section of the Bankstown Line (originally called the Belmore Branch Line) between 1894 and 1895, to relieve congestion on the Main South Line, and to encourage the suburban development and agricultural development of the area. The platforms and platform buildings date from 1985, while the booking office are later additions from 1937, built to take on ticketing and parcel functions. Prior to 1909, Belmore station also featured sidings for locomotive storage due to its status as a terminus station.

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 Eastern City District Plan and South District Plan

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

3.2.3 The Green Grid

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

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

3.2.4 Walking and Cycling Strategy

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

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

City of Canterbury-Bankstown City Council has exhibited its draft Local Strategic Planning Statement (LSPS), *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.

Belmore, as a local centre, is located at the Metro stop and will provide fast and efficient access across Sydney. It is suitable for a greater mix of housing and urban services, with commercial renewal around the station.

Key findings:

- Under the ‘5 City Directions’, the LSPS notes the importance of protecting established traditional main streets
- Burwood Road from Bridge Road to Wilson Avenue (south of the station) will become ‘places for people’
- Commercial renewal and some residential growth is identified at Canterbury
- Belmore town centre is identified as a location for ‘urban forest tree canopy’, with a future conservation corridor connecting Wolli Creek to Cox’s Creek

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.

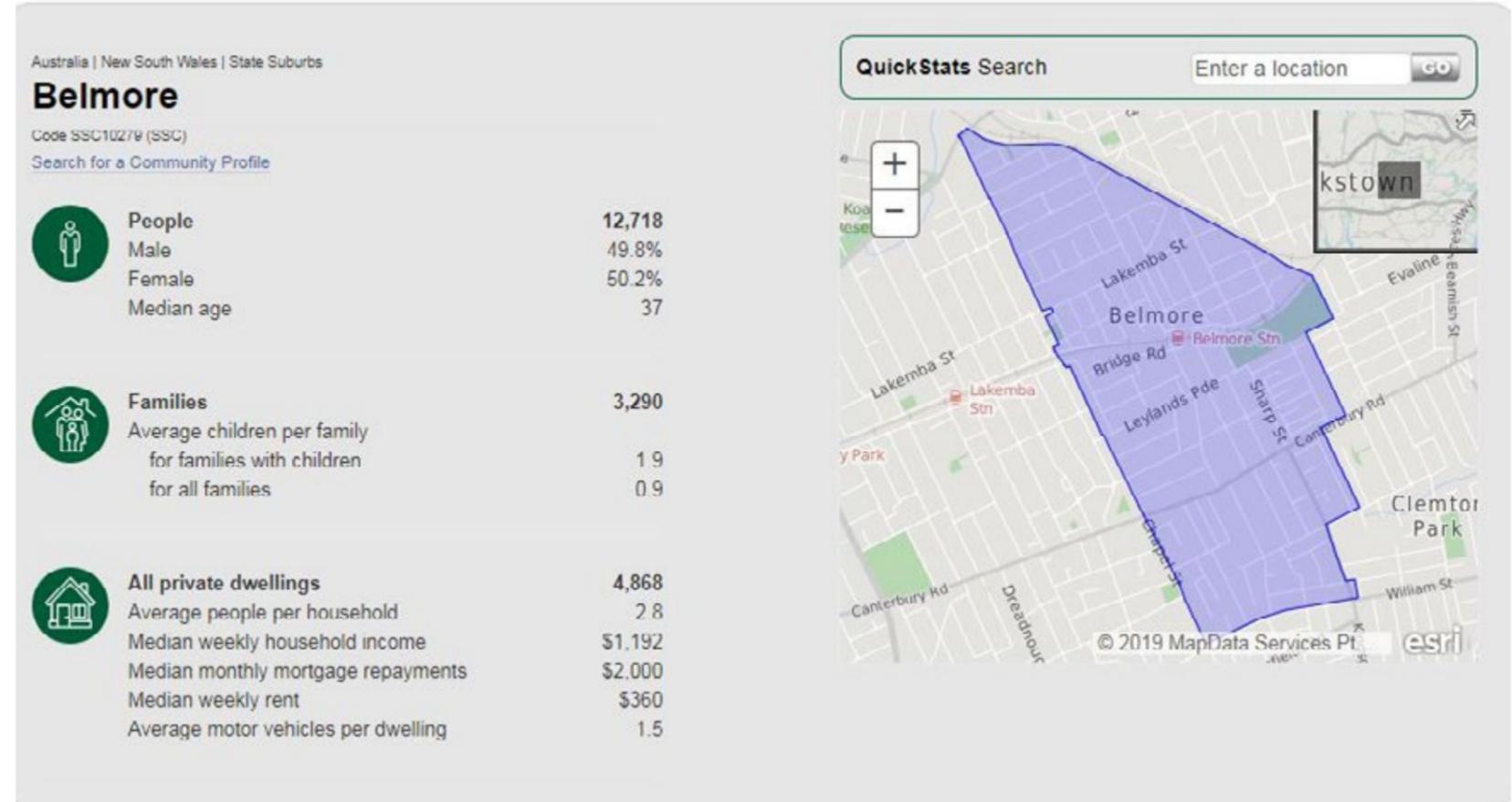
3.3 Built, natural and community context

3.3.1 Community profile

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

- A median age of 37, with 17.7% of the population under 15 and 15.7% aged 65 or over
- 56.3% of people born overseas – significantly higher than the national average of 34.5%. Of people born overseas, the top countries of origin (in order) are Greece, China, Lebanon, Vietnam and Korea (Republic of)
- Almost 72.3% of people who speak a language other than English at home
- A median weekly household income of \$1,192, lower than the NSW average
- Flats or apartments account for 40.6% of the dwelling stock, much higher than the NSW average of 19.9%; and renting accounts for 43.6% of tenure
- 56.3% of people who were employed full time, 29.8% employed part-time and 8.4% unemployed
- A flat spread of employment occupations, (in order) Professional (16.8%), Clerical and Administrative Workers (14.9%), Technicians and Trades Worker (13.9%), Labourers (12.9%), Community and Personal Service Workers (12%).

Source: Australian Bureau of Statistics



3.3.2 The station in its precinct

The land surrounding the station is relatively flat which has allowed Belmore village to grow in both directions along Burwood Road, away from the station. The concourse building is highly visible within the precinct partly due to the open space provided on either side of the rail corridor which exposes views to it from along Burwood Road. The concourse building whilst small and domestic in appearance forms the physical centre of the Belmore village and is a highly valued heritage character element within the precinct.

The Burwood Road overbridge forms a crest within the precinct due to the fact that the rail corridor and station are formed through a cutting in the natural topography. This further exposes the station concourse building, particularly when travelling the primary north-south route along Burwood Road.



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

- 1 A small pocket park on the corner of Tobruk Avenue and Burwood Road is well shaded and creates a pleasant environment for pedestrians
- 2 Burwood Road south of the station is a vibrant, active retail and dining strip, mostly 1-2 storeys, traditional, fine-grained and human scale
- 3 Canterbury Leagues Club has the largest building footprint (approximately 14,500 sqm) within the station precinct. It presents a blank wall to the street edge at ground level, while active uses are set back inside the property. This creates an uninviting pedestrian experience along Bridge Road
- 4 The Canterbury Leagues Club multi-storey car park fronts Collins Street. It is setback from the street and screened by planting which creates poor passive surveillance on the north edge of the street
- 5 The Club Belmore car park is fenced and creates a disrupted pedestrian experience. The active retail edge continues further along Burwood Road to the south
- 6 Terry Lamb Reserve is the largest open space within the precinct. It features a large central open space, small playground and connections to the Belmore Sportsground. It forms part of the 'Belmore Sport and Recreation Precinct Masterplan' and is subject to future change
- 7 Burwood Road north of the station is a vibrant, active retail and dining strip, mostly 1-2 storey traditional, fine-grained shop top housing with one newer six storey development featuring activated ground floor retail



Figure 3.1 Urban spatial qualities

3.3.3 Urban form

Belmore Station is at the centre of Belmore, stretching a block length along Burwood Road. The centre is seeing some transition, with a number of 6-8 storey mixed use developments having been constructed or in the process of approval towards the outer edge of the precinct. New developments are maintaining the main street character at ground level, with street wall buildings and stepped awnings.

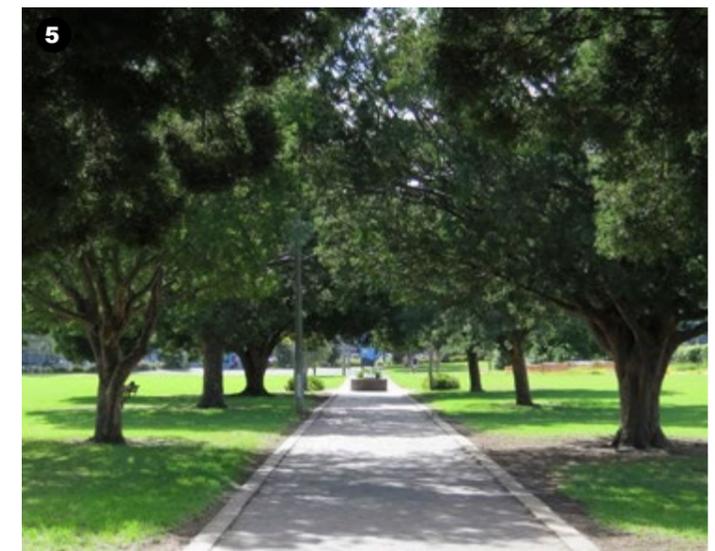
The rail corridor bisects the village centre with fairly equal and similar development of 1-2 storey shop-top buildings along Burwood Road to both north and south sides. Notably to the stations south is the Canterbury Leagues club which is a large footprint private development that covers approximately two blocks adjacent the rail line. Its building and car park facilities largely form a perimeter along the street which is at contrast with the typical fine grain commercial and residential building pattern.

3.3.4 Heritage

Belmore Station was opened on 1 February 1895 and formed the terminus of the line until it was extended to Bankstown on 14 April 1909. A brick central platform building was built in 1895 and remains in good condition with the overhead bookings office built of timber weatherboards and terracotta roof tiles being built in 1937 and substantially modified in 2008.

Belmore station group (platform building and overhead booking office, platform, overbridge) is on the Railcorp Section 170 register, the Local Heritage register and the State heritage register. The station is significant as it was once the terminus station on the Sydenham to Bankstown Line and buildings are representative of a key period in the NSW railway building design.

The station precinct includes community facilities directly adjacent the station entry in the modern style from 1940 and the Federation detached 'station masters house' opposite the station entry on Burwood Road.



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

- 1 Small heritage station platform building is in good condition. The heritage concourse building and station entry are legible from the street
- 2 The 1940's toilet block and bus stop on Redman Parade are small modern style rendered buildings which front the street. These buildings are disused, but could be repurposed
- 3 Canterbury League Club has the largest building footprint (approximately 14,500 sqm) within the station precinct. It presents a blank wall to the street edge at ground level, while active uses are set back inside the property. This creates an uninviting pedestrian experience along Bridge Road
- 4 Burwood Road is a vibrant, active retail and dining strip, mostly 1-2 storey traditional, fine-grained shop top housing with one newer six storey development featuring activated ground floor retail
- 5 Terry Lamb Reserve is the largest open space within the precinct. It features a large central open space, small playground and connections to the Belmore Sportsground. It forms part of the 'Belmore Sport and Recreation Precinct Masterplan' and is subject to future change
- 6 Typical residential urban fabric outside of the main street remains low scale. Established fine-grained suburban character within Belmore is defined by detached 1-2 storey houses on relatively large lots, predominately federation and interwar bungalows
- 7 2-3 Storey 1960's walk-ups are not heavily represented within the precinct, but are scattered sporadically throughout. One pocket of greater density exists north of the station at Redman Parade

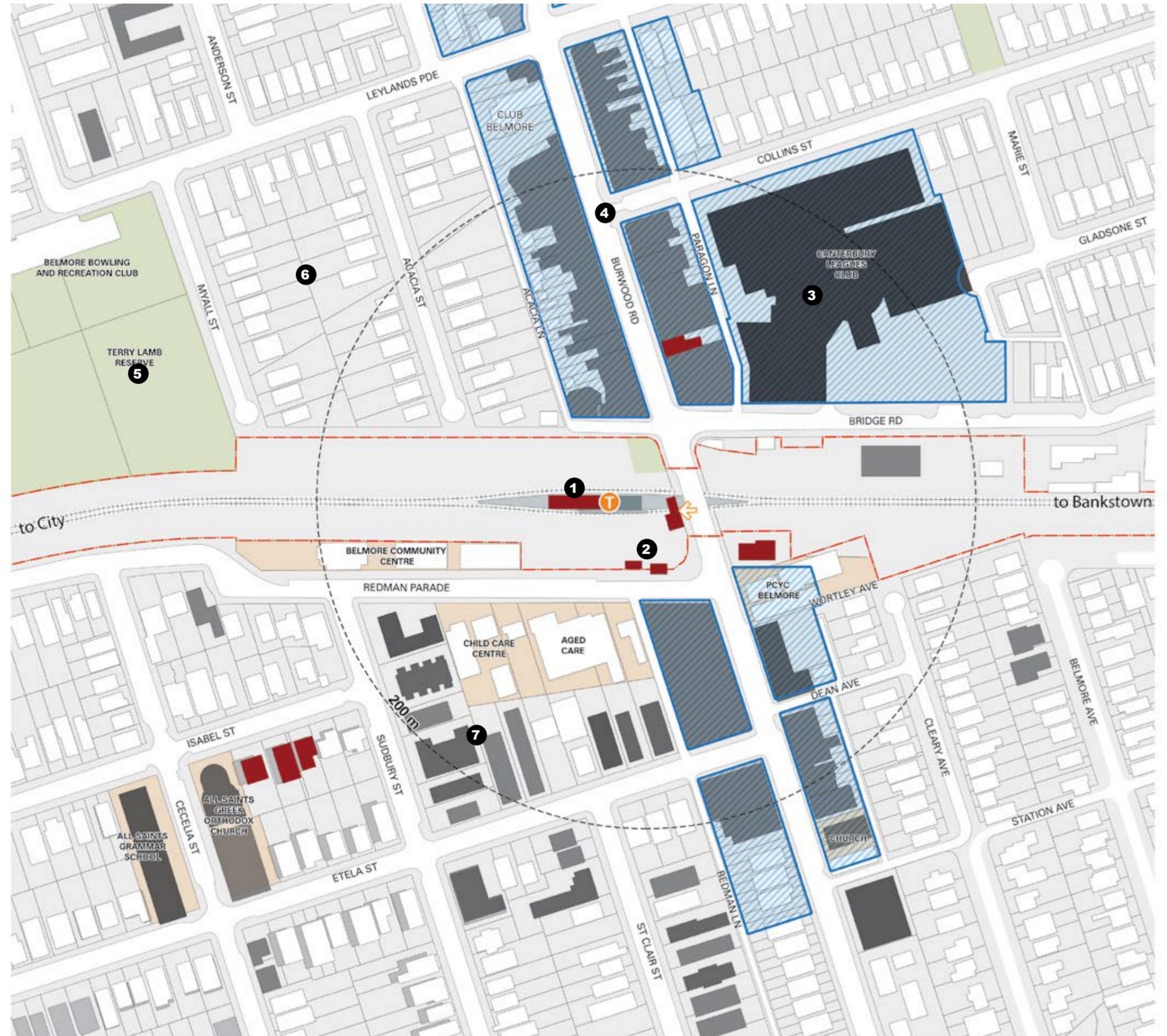


Figure 3.2 Precinct built form, land-use and heritage

3.3.5 Landscape, vegetation and topography

Belmore was previously agricultural land, prized for market gardens and orchards due to its relatively flat topography and small creeks that fed north-east towards the Cooks River. The station is cut from a small ridge line that runs north-east, south-west and battered banks line the rail corridor cutting with grasses or concrete retaining the clay soils. The natural pre-settled landscape of Sydney Blue Gum, Blackbutt, Red Mahogany and Ironbark forest has largely been removed through forestry and timber activities and it is likely that any large examples of these species within the precinct are as a result of re-planting.

East of the station, Terry Lamb Reserve is a large open space containing the Belmore sportsground. Several open playing fields, the stadium and other open grassed spaces form part of the complex which is quite low lying and has been prone to flooding.



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

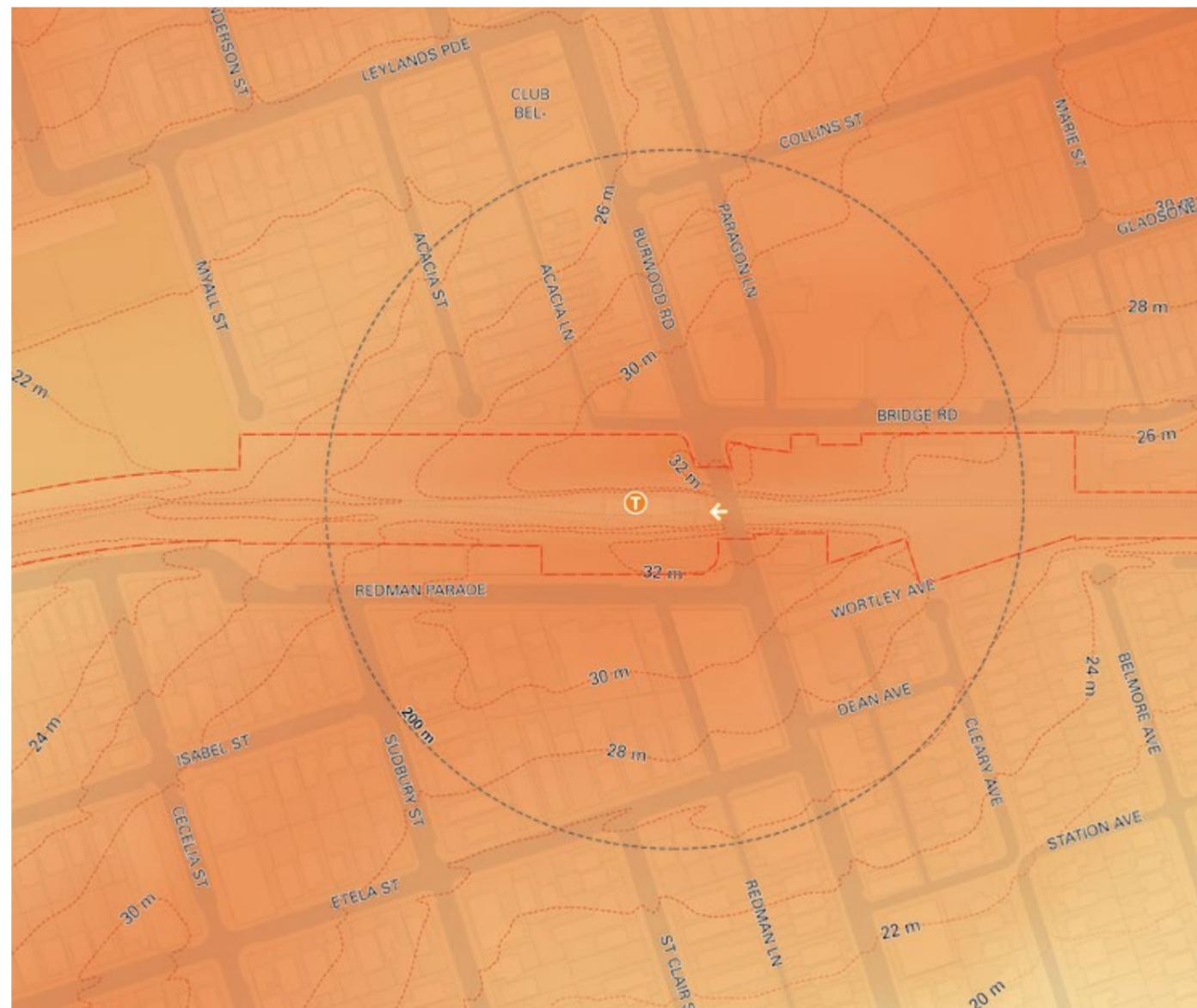


Figure 3.3 Topography – Belmore station precinct



- 1 Views eastward and westward along the corridor from the station platform and the station overbridge
- 2 Views along Burwood Road to and from the station which is at the crest of a hill gives locational context to the station precinct
- 3 A small pocket park on the corner of Tobruk Avenue and Burwood Road is well shaded and creates a pleasant environment for pedestrians
- 4 On the north side of the station a small formal garden inhabits the gap between the road corridor and the adjacent car park. It's most significant feature is a large billboard which faces traffic approaching the station
- 5 The pedestrian link at Tobruk Avenue is three metres wide and well-shaded by established trees. It links Belmore town centre to Terry Lamb Reserve and is bounded on the north by private property and on the south by a linear green space
- 6 Terry Lamb Reserve is the largest open space within the precinct. It features a large central open space, small playground and connections to the Belmore Sportsground. It forms part of the 'Belmore Sport and Recreation Precinct Masterplan' and is subject to future change
- 7 Redman Parade is well shaded by established trees, in particular on the south fence line adjacent the rail corridor. A small pocket park at the bend of Redman Parade is well shaded but has no other amenities
- 8 Bridge Road has a pleasant streetscape with reasonably continuous street trees that retain well proportioned shapes. On the northern edge of the street a generous landscaped verge creates a buffer between the footpath and the road corridor. On the southern edge adjacent the Canterbury League club the footpath is lined sporadically with palm trees which do not provide shade and disrupts the landscape character

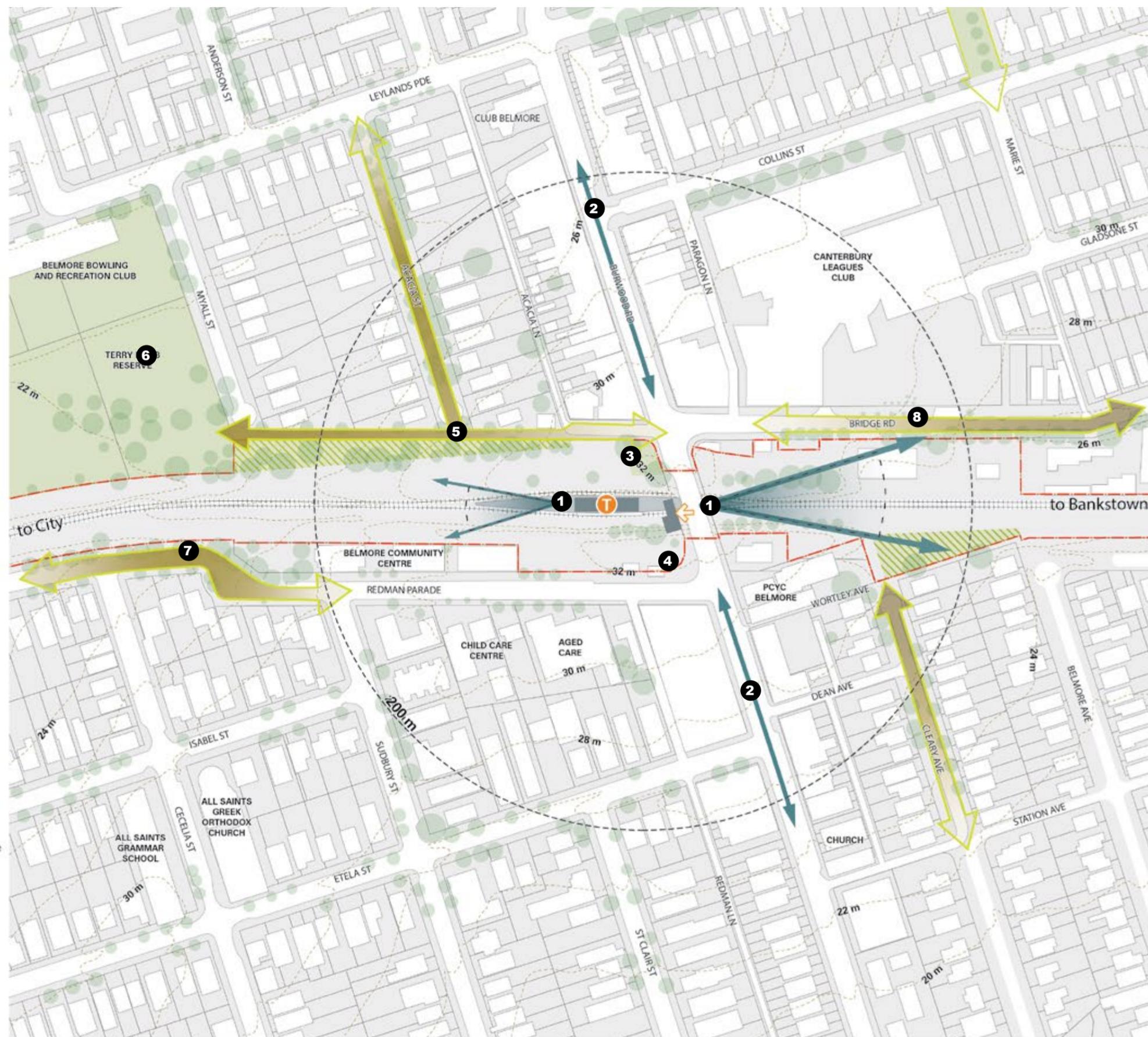


Figure 3.4 Precinct landscape, topography and views

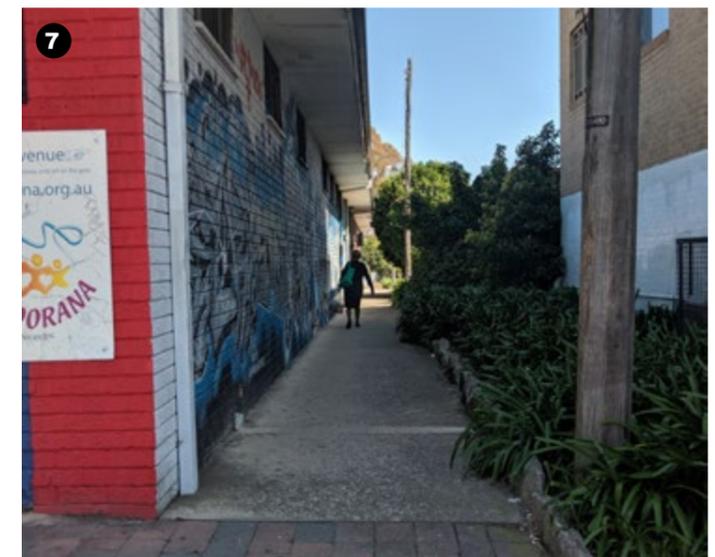
3.3.6 Transport and access

Burwood Road intersects the rail corridor forming a north-south access corridor that forms the main street within the precinct. The Burwood Road overbridge is the only rail crossing in the area with the nearest alternatives being Moreton Street overbridge at 700m and the pedestrian underpass adjacent Belmore sportsground at 600m. The station sits on a small ridge line offers good sightlines from its entrance along Burwood Road.

Bus stops are located at either end of the Burwood Road overbridge with several routes stopping regularly at the station. Footpaths along the bridge will retain existing balustrades and incorporate new vertical protection screens to the outside edge. The footpath outside the station entry is reasonably wide at approximately 2.5m however the opposite footpath is quite narrow. There are no formalised cycle routes within the area though the off-road path that runs to Belmore sports ground is identified as a shared path.

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

- New plaza spaces adjacent the station improves access and the overall streetscape
- Bicycle parking will be retained and repositioned to the southern plaza with new and additional bicycle parking provided at the northern plaza
- One additional accessible carspace will be created at the Redman Parade carpark
- Bus services will continue to run on Burwood Road.



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

- 1 There is one station entry on Burwood Road. While footpath widths are generous to the north and at the station entry, access into the station currently constrained by the quality and narrow width of the footpaths on the overbridge opposite the station
- 2 The intersection at Burwood Road directly opposite the station is the busiest, providing direct access to the station entry. The crossing is signalised which creates safe access to and from the station
- 3 Burwood Road is a heavily trafficked primary connection. It connects the station to Burwood town centre where traffic calming treatments including raised pedestrian crossings, median strips and reduction to a single vehicle lane creates an environment which prioritises pedestrians
- 4 Paragon Lane is a local connection which suffers from poor passive surveillance due to the blank walls on both sides.
- 5 The pedestrian and cycling link at Tobruk Avenue is three metres wide and well-shaded by established trees. It links Belmore town centre to Terry Lamb Reserve and is bounded on the north by private property and on the south by a linear green space
- 6 Existing bicycle parking is located on the north and south sides of the station at Tobruk Avenue and Redman Parade
- 7 The pedestrian link at Wortley Avenue connects Burwood Road to Railway Parade. Its entrance on Burwood Road is narrow at 1.5m and it widens towards railway parade. It is bounded by private property and the fenced railway corridor

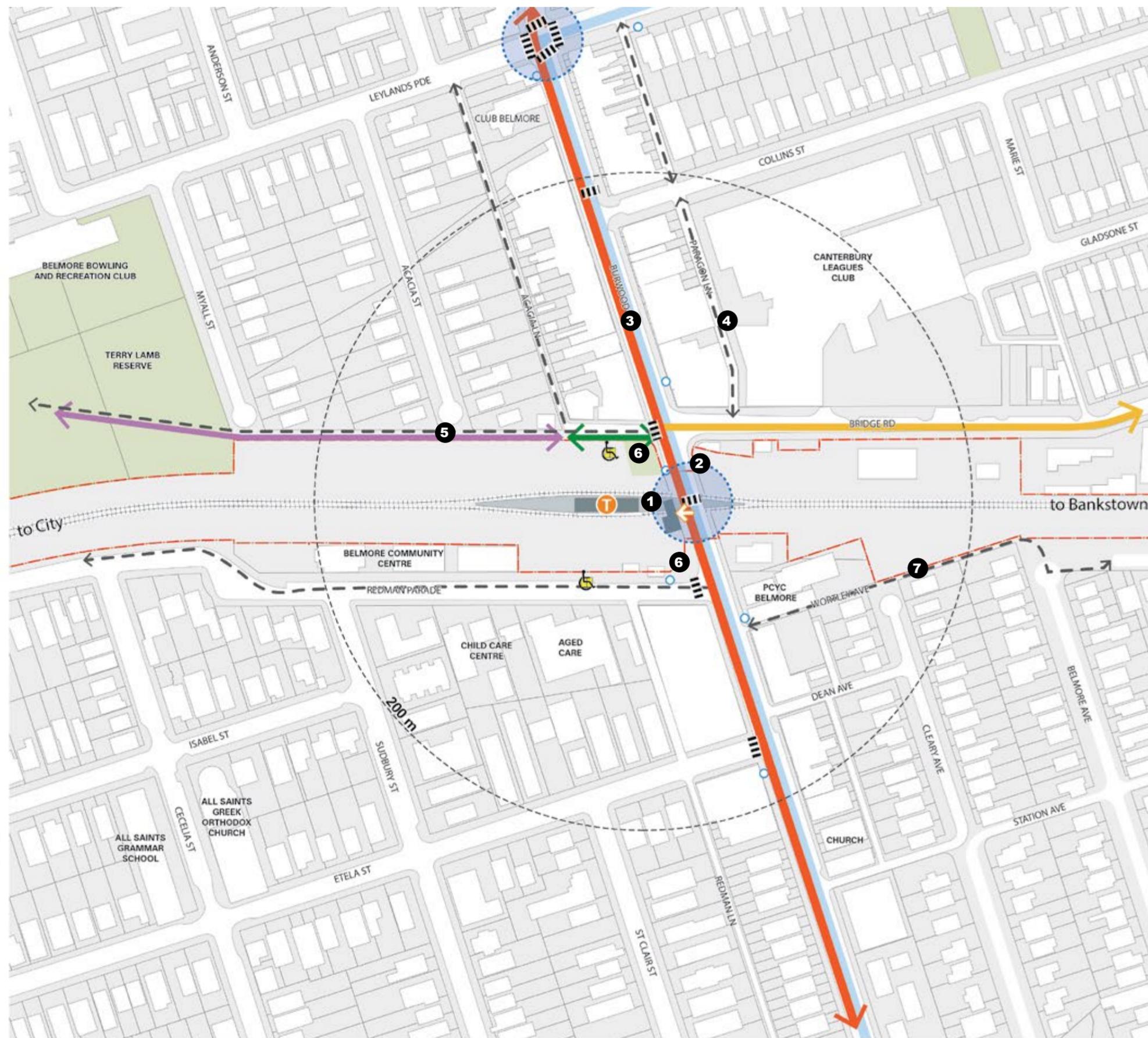


Figure 3.5 Precinct access and connectivity

3.4 Issues and opportunities

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

As many of the issues and opportunities extend beyond the scope of the project, there is a distinction between what is able to be delivered as part of the project ('opportunities delivered') and what is not ('opportunities safeguarded'). The table in Section 3.5 (to be read in conjunction with Figure 3.7 Issues and Opportunities) below therefore shows the relationship between opportunities, the project response (within its scope) and those items which are safeguarded for future actions.



Figure 3.6 Belmore Sportsground

Source: dailytelegraph.com.au



Figure 3.7 Issues and opportunities. Refer section 3.5 Design response, for references to the items above.

3.5 Design response

| | # | Key issue / opportunity | Opportunities delivered by the Project | Opportunities safeguarded by the Project |
|-------------------------------|----|---|--|---|
| Public Domain | 1 | The public space at Burwood Road and Tobruk Avenue is underutilised and does not provide enough seating or amenity | – A revitalised plaza will incorporate additional landscaping, lighting, seating and improved access through the space. | |
| | 2 | There is a lack of open, public space north of the station entry | – The billboard within the formalised garden bed north of the station is removed – Additional planting and bicycle parking improve this open space | – The existing heritage buildings on Redman Parade will be safeguarded for future retail to provide activation and a destination point for the public |
| | 3 | The small reserve at Railway Parade and Belmore Avenue is underutilised with a narrow path and little amenity | – Implementation of the cycling and pedestrian connection from Wortley Avenue will further increase pedestrian usage of the open space and pathways | |
| | 4 | Open space at Wortley Avenue and Cleary Avenue is underutilised and not accessible | – Implementation of the cycling and pedestrian connection will allow access to the open space and facilitate activation | |
| | 5 | The commuter carpark at Redman Parade is a large open carpark and does not positively contribute to the public domain | – Pedestrian entry to the carpark is improved with additional landscaping – The billboard is removed opening up line of sight | – The existing heritage buildings on Redman Parade will be safeguarded for future retail to provide activation and a destination point for the public |
| | 6 | Views from the Burwood Road overbridge along the corridor and the public presence of the heritage station ticket office are positive however balustrades and screens to the rail corridor on the bridge are no longer compliant | – New glazed vertical protection screens are to be installed along the bridge edge retaining the visual amenity and integrating into the existing building fabric | |
| Connectivity and access | 7 | There are no formalised cycling paths in the precinct | – Implementation of a cycling and pedestrian connection will combine designated off-road paths and on-road designated cycle lanes, greatly improving accessibility within the precinct | |
| | 8 | The Wortley Avenue through site link is highly used but is narrow, not well lit and has difficult wayfinding. It suffers from poor CPTED principles | – Implementation of the cycling and pedestrian connection will increase patronage along the path | |
| | 9 | The signalised crossing on the Burwood Road overbridge is the only formal crossing across Burwood Road within the precinct | – Public domain improvements at either side of the station entry will relieve pressure from the footpaths and allow better accessibility to adjacent streets | |
| | 10 | There is insufficient bicycle parking at the station | – 8 new bicycle hoops replace existing on the north side of the station, increasing the number of spaces to 16 – 8 new bicycle hoops to the south side of the station for a total of 16 spaces | |
| Built and landscape character | 11 | Concourse and platform buildings are heritage items | – Retention, refresh and re-use of the station concourse building as a recognisable part of the local character | |
| | 12 | Tree planting around the station precinct is patchy with areas that are affected by sun and heat | – The refreshed plaza space incorporate native trees, and a mix of shrubs and ground cover planting, for biodiversity and to provide shade and urban tree canopy. Water Sensitive Urban Design approach for plaza trees. – Further improve urban canopy for both shade and visual character improvements along the pedestrian and cycling route | |

Refer Fig 3.7 and Fig 3.8 for location details



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



4. Design



4.0 Design

4.1 Project design

4.1.1 Design intent

Sydney Metro is committed to delivering easy, safe and reliable turn-up-and-go services, and active precincts and places. The Project design supports this commitment with a holistic approach that responds to the station context as well as to the line-wide requirements of Sydney Metro.

The metro stations will provide renovated and modernised concourse and platform environments, and an upgraded public domain at station entries. Each station design aims to contribute positively to the wider precinct by achieving a sensitive fit with existing and future precinct planning, and to the community and heritage aspects of each place. For all stations, retention and re-use of heritage buildings is key.

For Belmore, the station precinct will be enhanced through an upgraded public plaza at Tobruk Avenue, providing an active and lively public space that forms a place to stay and stop rather than just a space to walk through. Existing heritage fabric including the overhead booking office and platform building are retained, refurbished and enhanced. These improvements will enhance the quality of the streetscape, the amenity of the public domain, and the vibrancy of the town centre.

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

4.2 Station precinct design

4.2.1 Station legibility

The Belmore Station concourse upgrade is modest, focussing on improved accessibility, amenity, and both physical and visual connection between the station and the public street. The existing station concourse is expanded towards Burwood Road and enclosed with glass screens, providing weather protection and a legible entry to the station that is respectful of the stations heritage character. The streetscape of Burwood Road at the intersection of Tobruk Avenue and Redman Parade is improved, contributing to a stronger sense of place. Future development, with connections to the new residential neighbourhoods, is not precluded. Significant mature street trees will be retained and enhanced at Tobruk Avenue.

4.2.2 Urban character

The precinct is characterised by a lively, vibrant and activated traditional main street at Burwood Road. At the station, the heritage overhead booking office and platform building make an important contribution to the area character. The station upgrade is place-sensitive in retaining the heritage fabric while revitalising the concourse building with modest interventions. The station is designed to be legible as a Metro station when viewed from the surrounding precinct.

4.2.3 Built form and scale

The existing single storey concourse building is small and low. Its scale is consistent with the typically 1-2 storey building fabric along the Burwood Road town centre. The design makes minimal interventions to the built form on the street, focussing on internal changes. It includes extending the concourse to Burwood road and enclosing with bi-fold glass screens. Consistent with the over-arching design strategy of minimal intrusion and maximum 'fit' with the existing precinct character, new elements are streamlined and refined rather than bold or heroic.

4.3 Station precinct plan

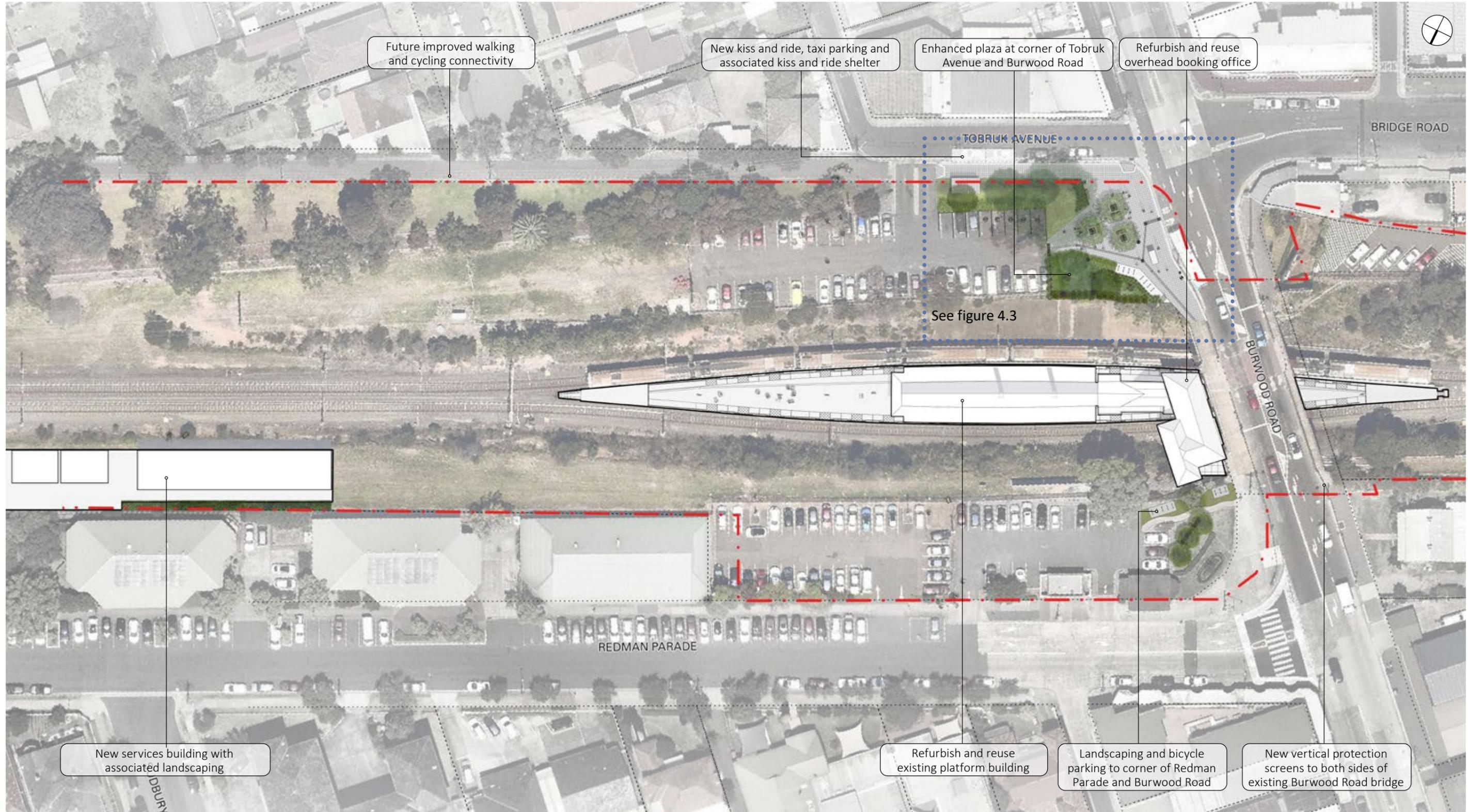


Figure 4.2 Station precinct plan



Figure 4.3 Station precinct plan: the plaza Scale 1:200

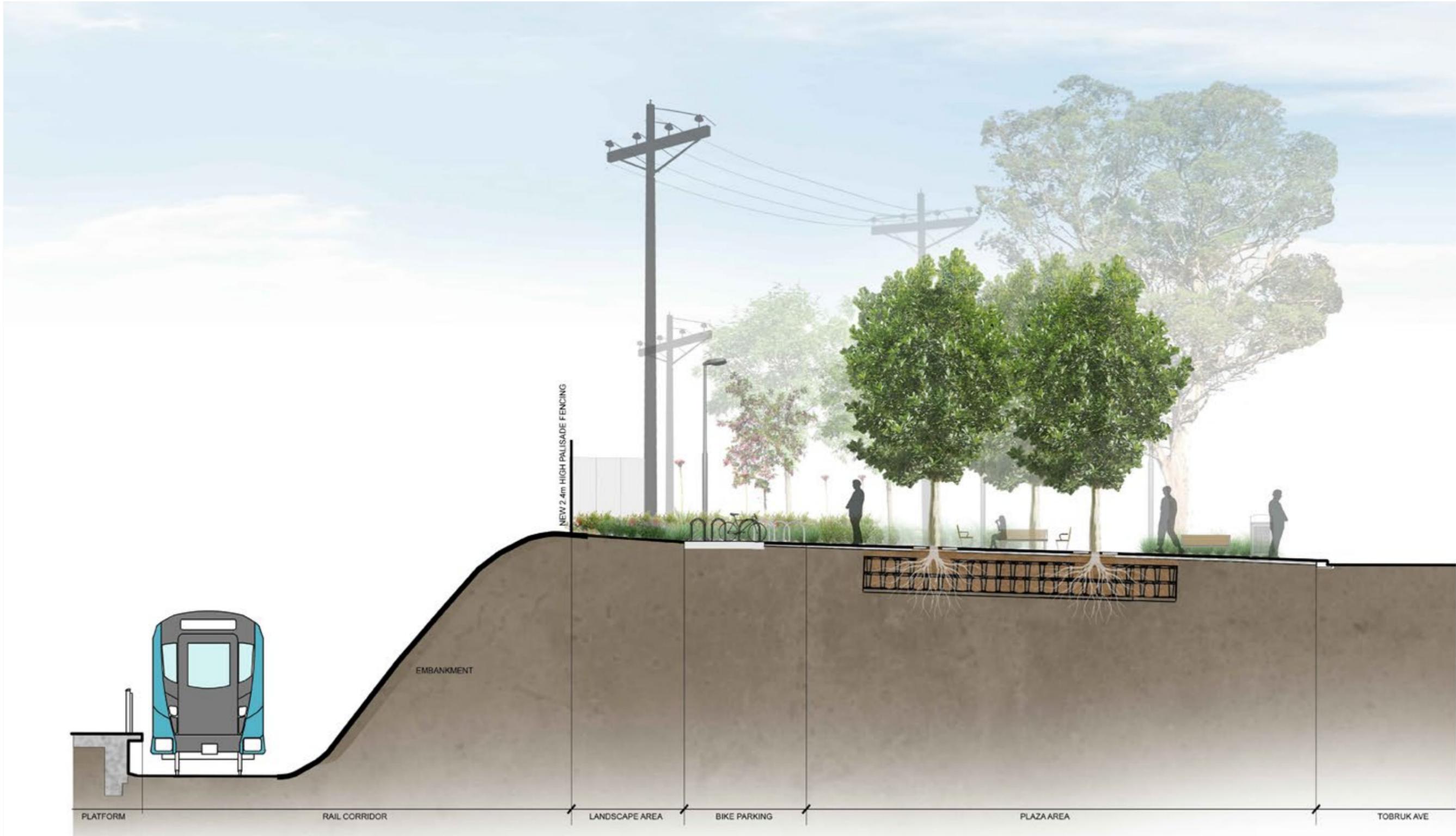


Figure 4.4 Sections Scale 1:200

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 two separate components, metro station works and metro corridor works. Metro corridor works are located outside of the station precinct. The focus of this SDPP is the metro station works, which for Belmore include:

Station rooms and building – refresh:

- Various works to repurpose existing rooms for their intended future use
- Installation of air conditioning, power, water and other services to suit the room repurposing
- Lighting upgrades
- Window security screens
- General refresh, repairs, alterations and additions to station building.

Concourse buildings - new works:

- Expanding the existing station concourse towards Burwood Road and enclose with glass screens;
- Remove the existing internal fitout and walls;
- Extend the existing tilt-up security gates to the full length of the station entry on Burwood Road;
- Renew the lighting to the station concourse.

Platforms – including:

- To raise platform edges and provide platform drainage and emergency egress ramps from platforms to rail corridor (as required)
- Provision for installation of Platform Edge Screens, Platform Screen Doors and Mechanical Gap Fillers.

Demolition:

- Some removal of internal fit out and other minor demolition works
- Removal of existing garden beds, carparks, billboard, kerbs and hard surfaces / fixtures from part of public plazas at both Redman Parade and Tobruk Avenue corners.

Station services and systems – including:

- CSR through the station and to the chainage extents in the rail corridor
- Provisioning of conduits, space and services for Platform Screen Doors, Mechanical Gap Fillers
- Provisioning of BMCS, CCS, CCTV, PIDS
- Provisioning of Help Points, PA, AFIL, ticketing equipment as required for the Interface Contractors.

Lifts and Stairs

- Retain existing lifts and stairs at Belmore Station

Signage and wayfinding:

- Design for current wayfinding requirements.

Public Domain:

- Refurbished public plaza to Tobruk Avenue and Burwood Road corner
- New lighting, garden beds, seating and hard surfaces as part of plaza upgrade
- Landscaping to Redman Parade and Burwood Road corner
- Eight new bike hoops (16 bicycle spaces) to Redman Parade and Burwood Road corner
- Eight new bike hoops (16 bicycle spaces) to Tobruk Avenue and Burwood Road corner
- Planting to the new plazas and the street edge of Redman Parade
- New kiss and ride and taxi parking to Tobruk Avenue with new street lighting and shelter.

Fencing and screens:

- New compliant security fencing and boundary gates to the rail corridor
- New vertical protection (anti-throw) screens to Burwood Road Bridge.

Earthworks and landscaping – including:

- Earthworks to create suitable working level sites for the Metro services buildings
- Reinstatement and upgrade of landscaping and planting of alongside the stations.

Bridge works:

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

Metro services building

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



Figure 4.5 Belmore Station precinct scope

4.5.3 Heritage Interpretation Plan

In accordance with Condition of Approval E14, a Heritage Interpretation Plan for Belmore 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.

At Belmore, 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. Several paving inlays are proposed surrounding new tree grates where there is new seating to also be installed. These items will give a 'snapshot' story and history of the precinct and station.

Additionally, a former waiting room within the heritage platform building (refer Fig 4.12) will be refreshed and several interpretive panels installed allowing arriving or departing passengers a place to access interpretive media.



Figure 4.11 Paving inlay sample

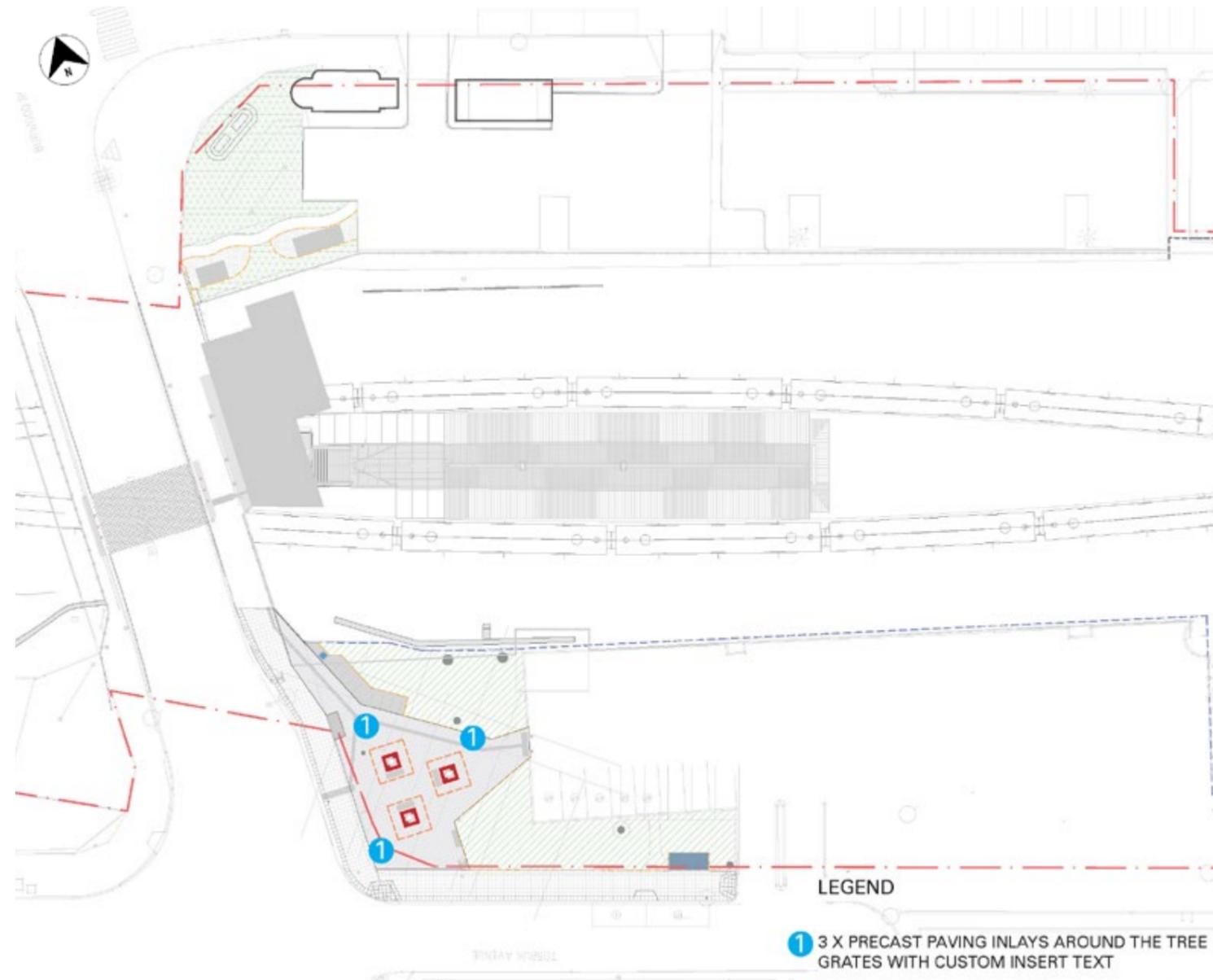


Figure 4.10 Belmore Plaza - Heritage interpretation key plan

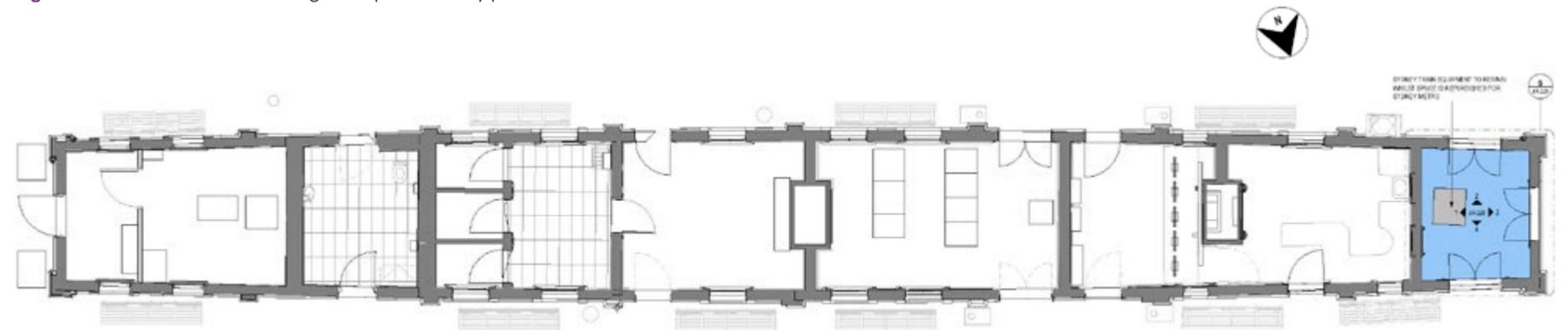


Figure 4.12 Location of refurbished former waiting room

4.7 Platform

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

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



Figure 4.17 Station platform - indicative view

4.8 Lifts and stairs

There are no changes to the existing lift and stair arrangement. A single stair with canopy over and a lift will continue to connect the concourse to the island platform.

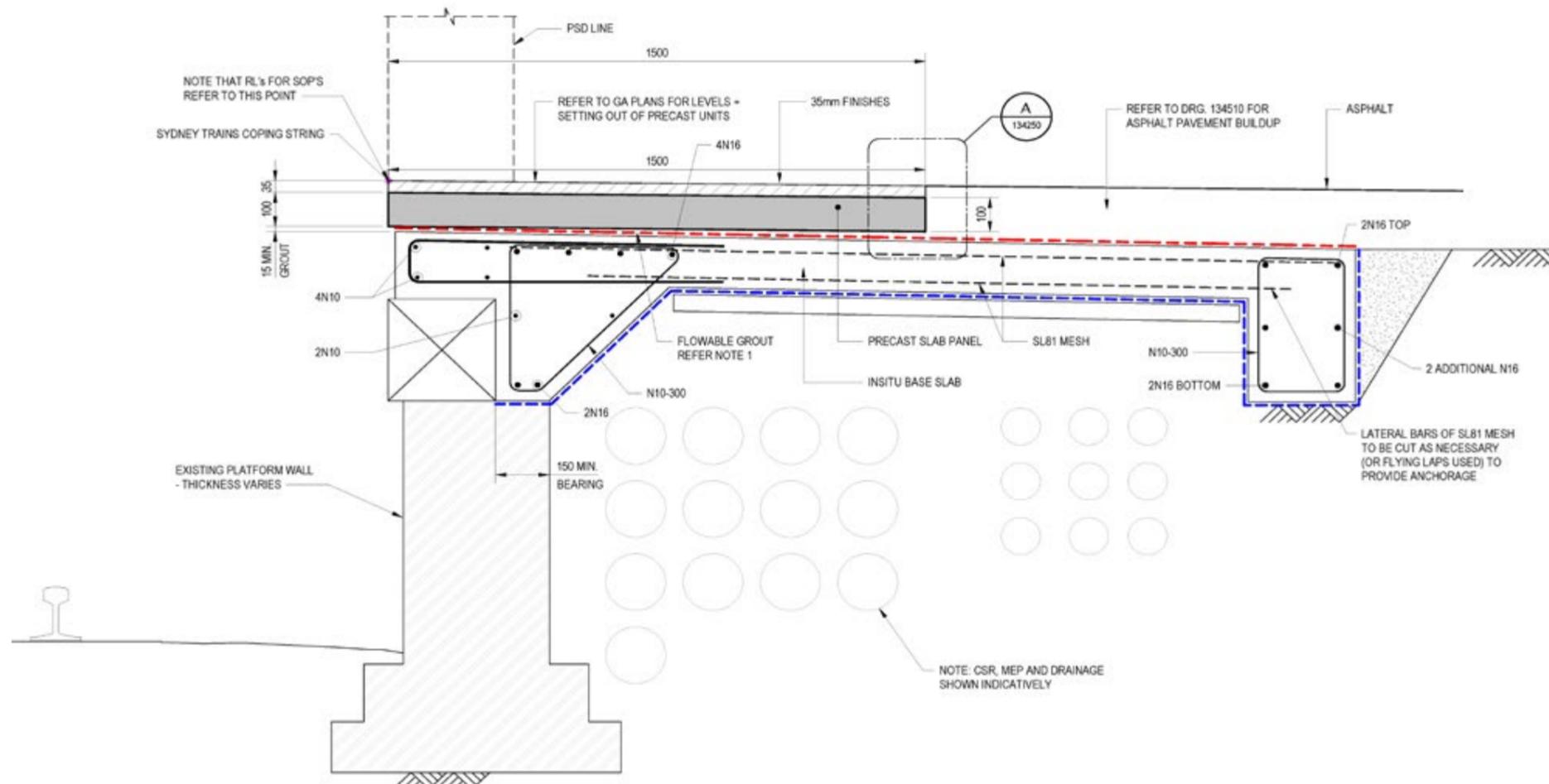


Figure 4.15 Platform edge regrading: detail section



Figure 4.16 Retained lift within the station concourse

4.9 Connectivity and access

4.9.1 Pedestrian movement

The station has a high percentage of its mode share patronage as pedestrian at 65% in 2016. As a result the pedestrian network has been extended and enhanced by the project. The new plaza at Tobruk Avenue creates a public space that supports pedestrian movements along the rail corridor, and into the village centre, as well as accessible paths of travel to the station entry, existing park and ride, and new kiss ride and taxi facilities. It acts as an entry point to the pedestrian link between Tobruk Avenue and Terry Lamb Reserve. The new green space at Redman Parade provides a new accessible path of travel to the existing park and ride and accessible parking spaces. Refer Section 5.2 for further details contained within the walking and cycling strategy.

4.9.2 Cycle and shared paths

There are currently limited separated cycle routes within the precinct which corresponds to the low cyclist mode share patronage. While the existing streets perpendicular to Burwood Road are generally quiet and wide there are limited opportunities for safe, designated crossing across Burwood Road moving east - west. Tobruk Ave turns into a shared path that runs to the sporting fields which is a well utilised pathway, particularly during events and planned pedestrian and cyclist connectivity upgrades that link Railway Parade and Wortley Avenue will greatly improve connectivity throughout the precinct. Refer Section 5.2 for further details contained within the walking and cycling strategy.

4.9.3 Bicycle parking

Eight new bicycle parking hoops (16 spaces) in total replace the existing rack (6 spaces) which is not up to current standards north of the station entry directly adjacent the existing park and ride. Additionally, 8 new bicycle parking hoops (16 spaces) are located at the upgraded southern plaza.

4.9.4 Interchange facilities

The design provides for:

- Convenient transfer to existing bus stops on Burwood Road
- 8 new bicycle parking hoops (16 spaces) on Redman Parade within the upgraded green space
- 8 new bicycle parking hoops (16 spaces) within the upgraded plaza at Tobruk Avenue
- Access to a new kiss and ride space and shelter on Tobruk Avenue
- Access to a new taxi space on Tobruk Avenue
- Access to a new accessible parking space within the existing park and ride on Redman Parade
- Access to two existing accessible parking spaces on Redman Parade, and two at Tobruk Avenue
- Access to existing park and ride facilities on Redman Parade and Tobruk Avenue.

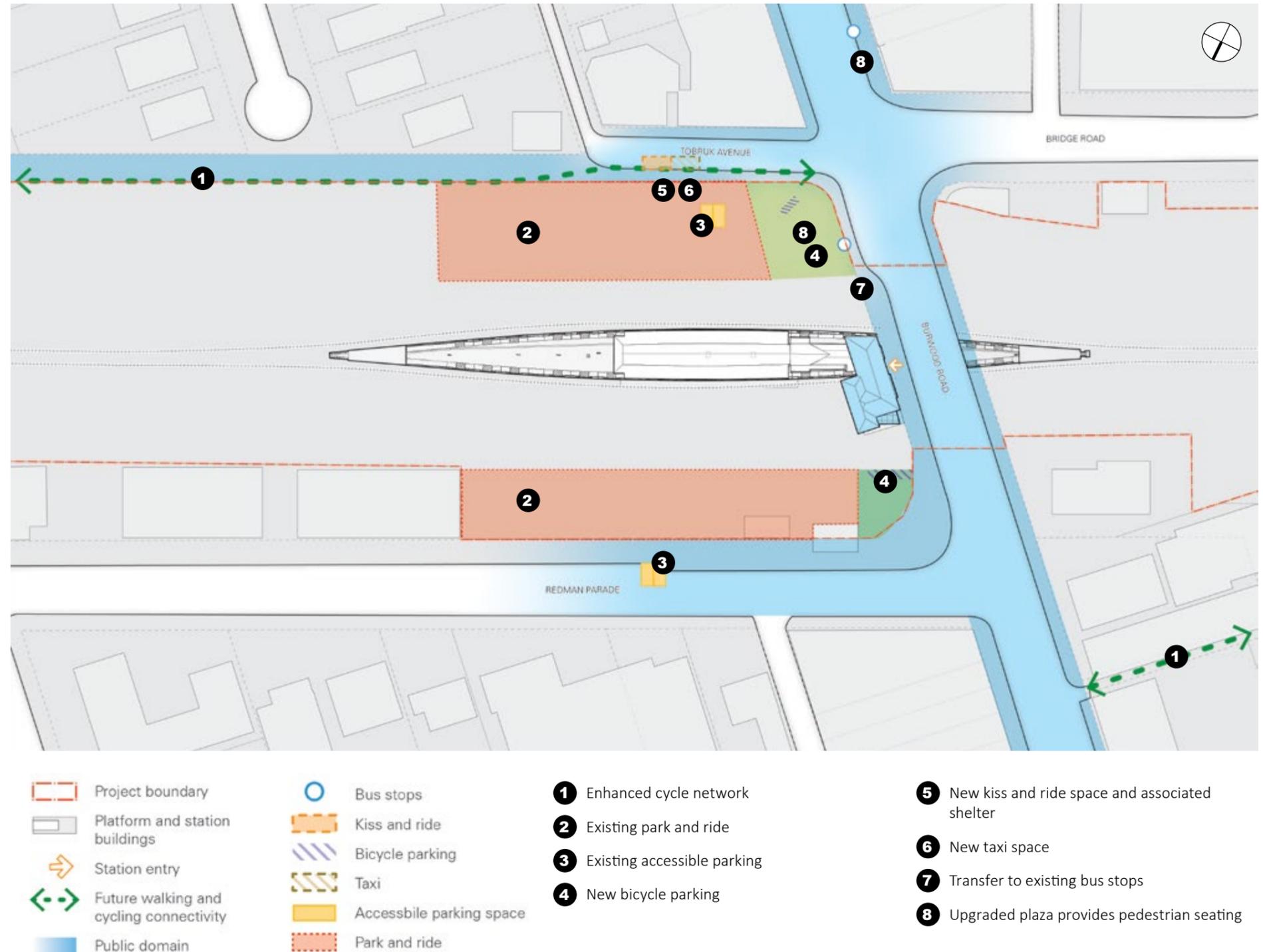


Figure 4.18 Transport interchange connectivity and access

4.10 Plaza

4.10.1 Activated public domain in the heart of the village

The project delivers an enhanced public plaza space to the Belmore local centre. The new plaza space on Tobruk Avenue, south of the station capitalises on its location within Belmore town centre to create a lively, activated public space at the heart of the village consistent with design principles at section 2.3.3. The design takes advantage of existing pedestrian desire lines, from the adjacent carpark to the station and the Burwood Road main street.

The plaza responds to its existing context, integrating into existing surface levels and minimising disturbance of planting and vegetation. This allows for ease of movement into and through the plaza space for all users. Native trees are proposed for the plaza, offering summer shade and contributing urban canopy in the precinct. A cluster of benches located underneath the canopy at the centre of the plaza encourages users to stop, rest and relax. Lighting to the plaza provides continued, safe activation to the space by night.

In summary, the plaza will:

- extend and enhance the existing public domain
- be a through link and end of trip space, with trees and seating and bike parking
- provide a range of accessible spaces
- enliven the streetscape
- create an inviting new station address and precinct hub.

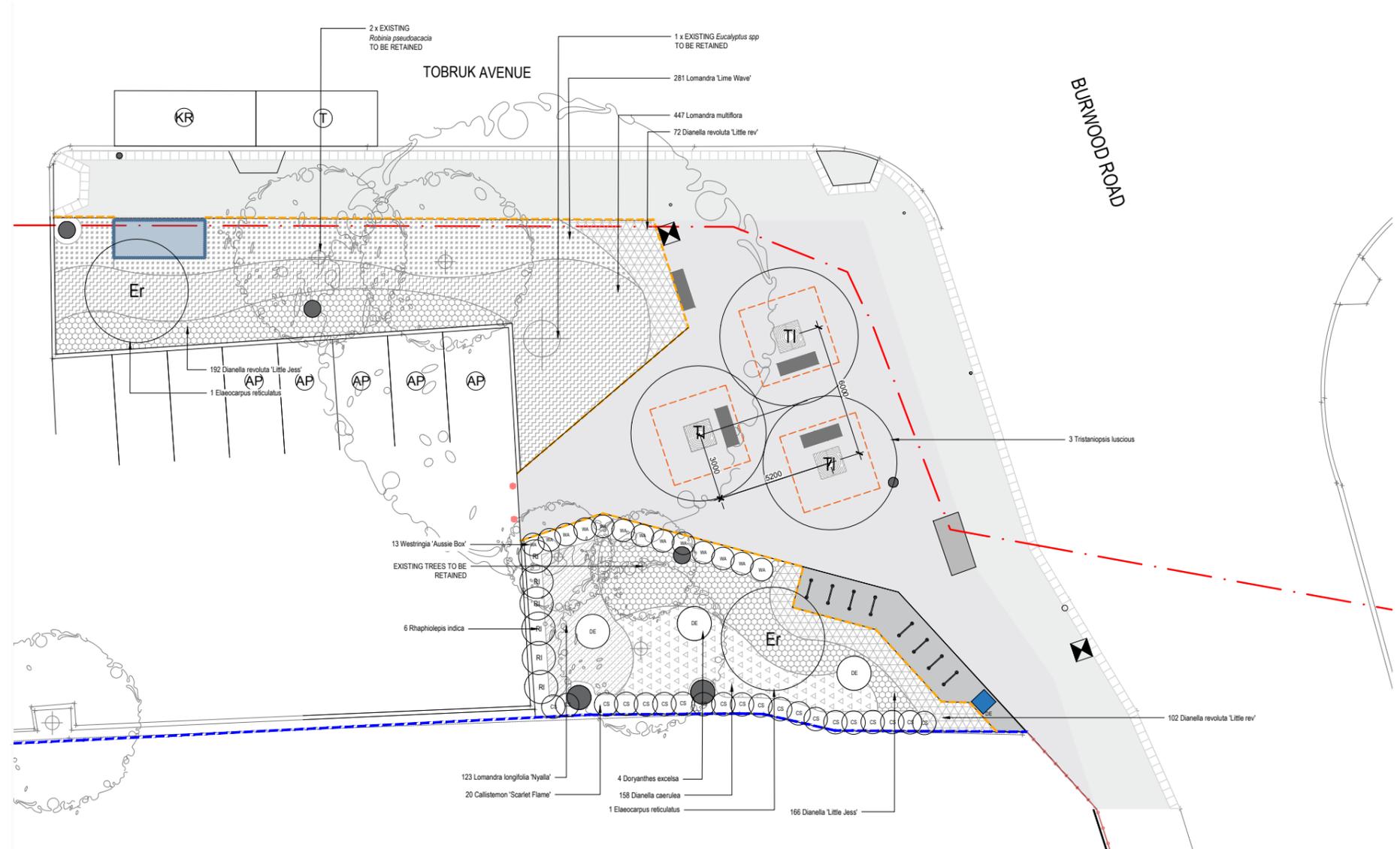


Figure 4.20 Proposed design - southern plaza

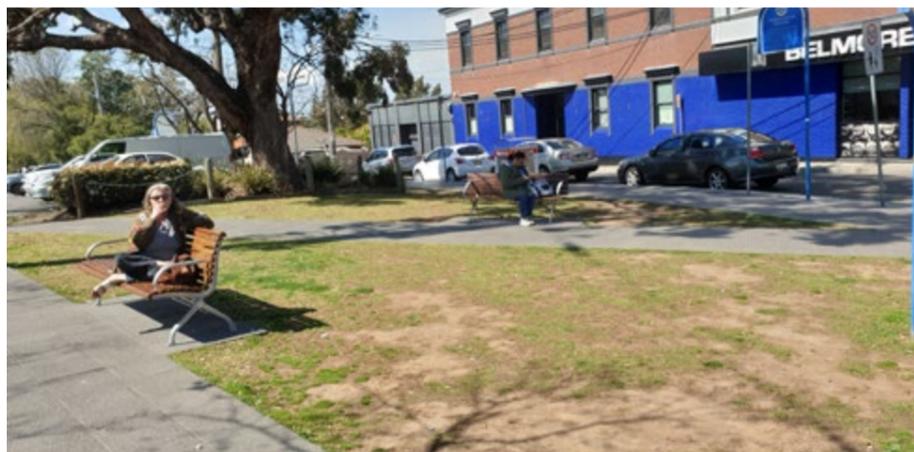


Figure 4.19 Current condition at Tobruk Avenue

4.11 Plaza landscape design

4.11.1 Landscape strategy

The landscape design for the station aims to maximise the amenity surrounding the station entry by expanding available open space and providing a modern and simple publically accessible plaza. Footpaths and areas for pedestrian movement are improved to the stations south generating more activity consistent with public domain principles established at section 2.3.3. Though the site is highly constrained by the location of existing power poles, the extent of vegetation and location of tree planting have been designed to either encapsulate these poles or ensure there is significance clearance from them.

The existing mature tree adjacent to the carpark is to be retained, its large scale canopy 'anchoring' the plaza and defining the space. Fencing around the plaza is adjusted and simplified to open up this area to create a bigger public domain. The existing Camphor laurel is removed to make way for a more open plaza with directional pavement to the carpark. Three new trees are proposed to be planted in the centre of the plaza, providing shade to the trio of benches clustered beneath.

To the north of the station the existing bike rack has been replaced with bike hoops to match and tie into the plaza on the south, additional bike hoops are also required. The existing pathway from the carpark to the Burwood Road is retained, three new trees are proposed to provide shade to the carpark and a backdrop to the existing feature landscape at the corner of Burwood Road and Redman Parade.

A new services building that accommodates critical equipment for rail operations will be located east of the station along Redman Parade (refer section 4.15). The building and its required infrastructure will be located behind existing buildings that currently face the rail corridor and there will be opportunities to include planting and vegetation as part of its construction. Screen planting is being investigated to supplement existing planting along Redman Parade and reduce any visual impacts associated with the new building.

4.11.2 Earthworks and landform

Changes to existing landform where new works are proposed are kept to a minimum or where they are required generally aim to reduce the increase in any fill or height. There are no significant changes to existing levels or landform with works associated to the plaza.

For the services building, its specific siting will take the existing landform and required earthworks into account. While the design is still under development (Refer section 4.15), it is likely that a small amount of the local site area will be graded to provide a level platform for the building and its compound. Factors such as existing overland water flow, visual impact of the building, constructability and safe access will be considered.



Figure 4.21 Plaza arrangement section

4.11.3 Species selection

The planting strategy for Tobruk Plaza around the existing carpark retains the existing Robinia trees that line Tobruk Avenue – new understorey planting is provided using hardy species that can tolerate being planted under existing trees.

Three new trees *Tristaniopsis laurina* are proposed to be planted in the centre of the plaza space, these trees are planted in a strata vault system to encourage their root growth. The existing Eucalyptus tree will be pruned slightly to provide more natural light to the plaza.

On Redman Parade the formal hedge planting will be retained along the street frontage will be retained. The planting behind the existing bike parking is also maintained, new turf is laid to surround the proposed bike parking and three new trees are planted to provide height and shade to the carpark. Species have been selected for inclusion at the new plaza to be simple, minimal and to provide significant shade to the plaza. Plants have been 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.

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.

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. 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.



Eleoacarpus eumundii
Eumundi Quandong
Eleoacarpus reticulatus
Blueberry Ash
Tristaniopsis laurina
Watergum



Callistemon 'Scarlet Flame'
Bottlebrush
Rhamphiolepis indica
Indian Hawthorn
Westringia 'Aussie Box'
Coastal Rosemary
Doryanthes excelsa
Gynea Lily



Dianella 'Little Jess'
Blue Flax Lily
Lomandra 'Tanika'
Spiky Headed Mat Rush
Pennisetum 'Purple Lea'
Turf Lily
Myoporum parvifolium
Creeping Boobialla
Juniperus conferta
Shore Juniper

| | Botanical Name | Common Name | Pot Size | Spacing |
|-------------------------|--------------------------------------|------------------------|----------|------------------|
| TREES | <i>Eleoacarpus eumundii</i> | Eumundi Quandong | 100L | as shown |
| | <i>Eleoacarpus reticulatus</i> | Blueberry Ash | 100L | as shown |
| | <i>Tristaniopsis laurina</i> | Water Gum | 200L | as shown |
| SHRUBS | <i>Callistemon 'Scarlet Flame'</i> | Bottlebrush cvs | 200mm | 4/m ² |
| | <i>Rhamphiolepis indica</i> | Indian Hawthorn | 200mm | 4/m ² |
| | <i>Westringia 'Aussie Box'</i> | Coastal Rosemary | 200mm | 4/m ² |
| | <i>Doryanthes excelsa</i> | Gynea Lily | 200mm | as shown |
| GRASSES & GROUND COVERS | <i>Dianella caerulea</i> | Blue Flax Lily | 140mm | 6/m ² |
| | <i>Dianella 'Little Jess'</i> | Blue Flax Lily cvs | 140mm | 6/m ² |
| | <i>Dianellarevoluta 'Little rev'</i> | Native Flax | 140mm | 6/m ² |
| | <i>Lomandra 'Lime Wave'</i> | Mat Rush cvs | 140mm | 6/m ² |
| | <i>Lomandra multiflora</i> | Many-flowered Mat Rush | 140mm | 6/m ² |
| | <i>Lomandra longifolia 'Nyalla'</i> | Mat Rush | 140mm | 6/m ² |

4.11.4 Typical planting details

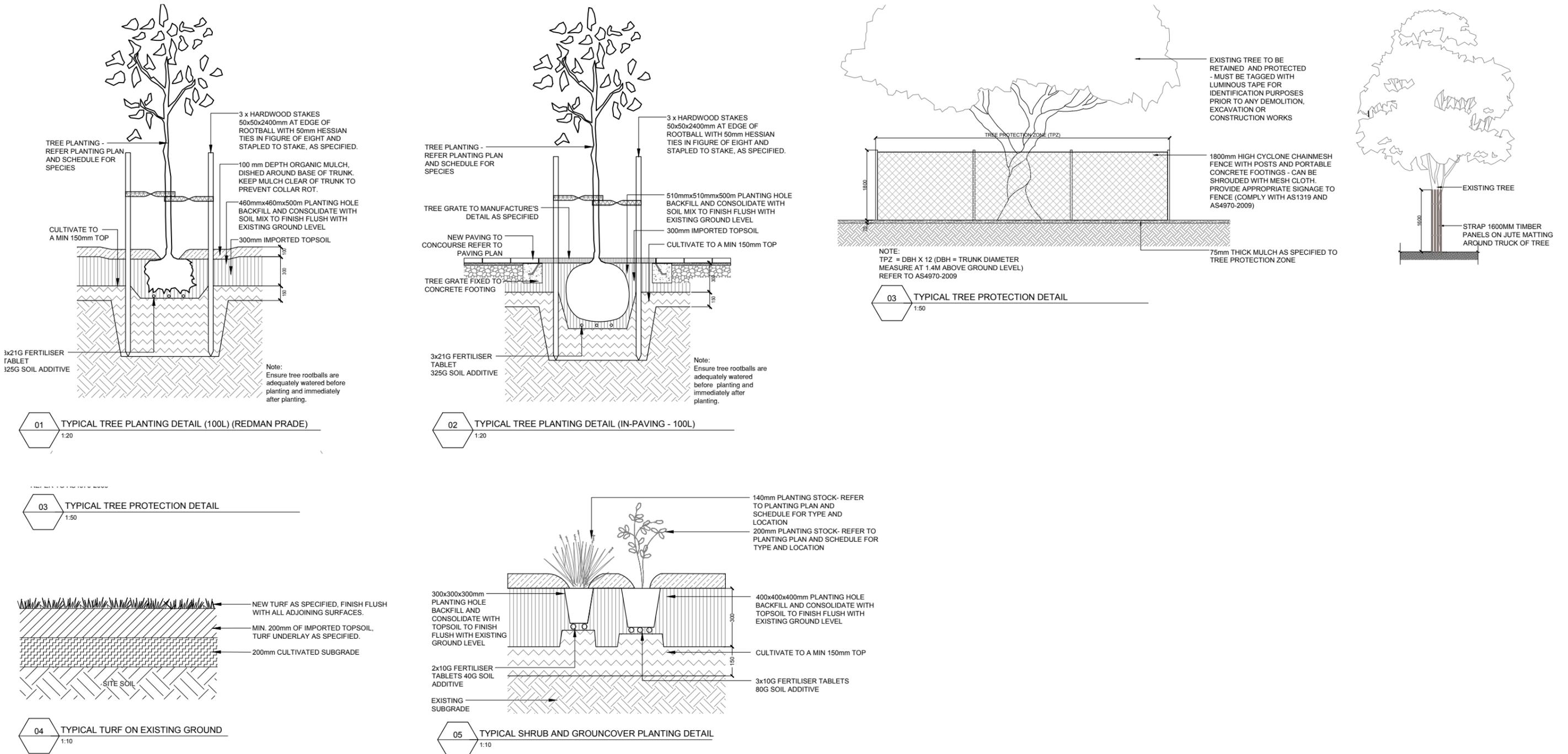


Figure 4.22 Typical planting details

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)

At Belmore Station in the Tobruk Plaza the pavement design is intended to slope towards the garden beds providing passive irrigation. The northern car park alongside Redman Parade has been rearranged with slotted kerbs to ensure that water runoff from the car park can infiltrate into the new garden bed areas. Planting has also been chosen to be of low water use once established.

The three new tree plantings in Tobruk Plaza are planted within a strata vault system. The ‘Strata Vault’ system is proposed underground, beneath the paving. It is 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. Refer Figure 4.21 for example of how the cell will sit beneath the plaza.



Figure 4.23 Strata vault cell sample

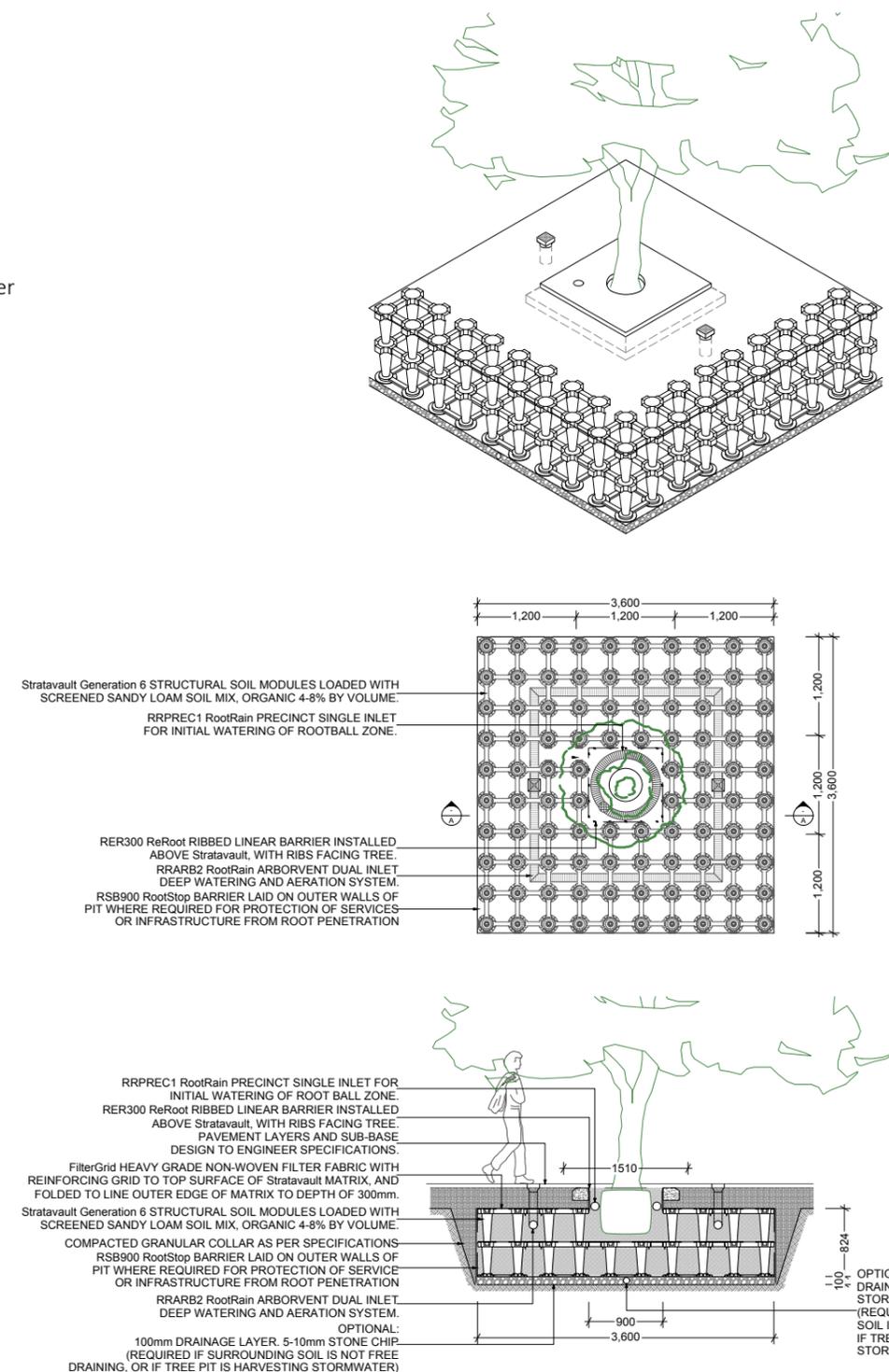


Figure 4.24 Water Sensitive Urban Design soil cell system: detail

4.12 Hardscape elements

4.12.1 Paving and street furniture selection

The public domain palette has been developed to respond to Council's requirements and to maintain some continuity with other Sydney Metro stations, consistent with public domain principles at section 2.3.3. Where possible, the existing Metro palette has been used or modified. Maintainability was a key consideration and has guided the selection of a suite of robust elements.

Furniture elements: new bench seating and shelters. Bicycle hoops and bins to Council standards

Paving: paving typically to match existing.

Lighting: Feature up-lighting located within the tree grate at the new plaza will highlight the three new trees.

| CODE | ITEM | IMAGE | DIMENSIONS (mm) | FINISH |
|------------------------|---|---|---|---|
| HARDSCAPE | | | | |
| P-1 | Paving (Tobruk Avenue) To match existing pebblecrete pavers on footpath |  | 400x400x40mm | Shotblast finish |
| URBAN FURNITURE | | | | |
| BR-1 | Bicycle Racks |  | 845Lx120Wx850H | Stainless Steel 316 No.4 Finish (brushed) |
| BIN | Bins Existing bin relocated |  | Existing | Existing |
| BOL-1 | Bollards (Redman Parade Carpark) |  | 1000mm above ground, 300mm below ground | Stainless Steel |
| BOL-1 | Safety Bollards (wombat crossing on bridge - Burwood Road) Omintop Ultra |  | 150x1450x500 | Stainless Steel |

| CODE | ITEM | IMAGE | DIMENSIONS (mm) | FINISH |
|--|---|---|---|--|
| SV-1 | Strata Vaults |  | Refer to details | 100% recycled Polypropylene (PP) |
| TG-1 | Tree Grate Custom Pattern - Type A |  | 1200x1200, centre cut out 200mm | Laser cut steel plate, hot dipped galvanised |
| TG-1 | Tactile Indicators - warning indicators |  | Refer to civil documents | Approval of colour to be obtained from Landscape Architect prior to installation Colour test - Stainless steel, black, brass - <i>Do not use yellow or blue</i> |
| TG-2 | Tactile Indicators - Directional indicators |  | Refer to civil documents | Approval of colour to be obtained from Landscape Architect prior to installation Colour test - Stainless steel, black, brass - <i>Do not use yellow or blue</i> |
| URBAN FURNITURE (SHELTER AND SEATS) | | | | |
| ST-1 | Seating |  | L1750xW705xH800 | Stainless steel or cast aluminium |
| SHE-1 | Shelter (Tobruk Avenue) Evo Shelter - integrated seating, lighting, power. |  | 4110x1500x2550 | Powdercoated aluminum frame - black |
| LIGHTING | | | | |
| LP-1 | Lighting on Tobruk Ave/Redman Parade |  | 5m Pole; Refer lighting and electrical plans and manufacturers spec | Marine-grade, die cast aluminium alloy |
| LIG-1 | In ground lighting Recessed luminaire |  | 200x179 | Flush-mount stainless steel frame |

4.12.2 Bridge Vertical Protection and OHW Safety Screens

General – corridor wide

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

The urban design strategy is to:

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

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

There are four types of screens:

Type 1:

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

Type 2:

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

Types 3A and 3B:

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

Types 4A and 4B:

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

Belmore Station

Vertical screens are required to both sides of the Burwood Road bridge and will replace existing mesh balustrades. As there are no existing brick parapets to the bridge, Type 2 screens are proposed for both sides.

- City (east) side: The screen will tie into the existing heritage concourse ticket office and continue until it transitions down to tie into a new security fence at 2.4 metres height
- Country (west) side: The screen will run the full width of the bridge as required and will transition down to tie at both ends into a new security fence at 2.4 metres height.



Figure 4.25 Typical Type 2 vertical protection screens

4.12.3 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 Maximise surveillance and maintain clear sightlines at station entry points | Natural surveillance | Enhancement of the Tobruk Avenue plaza encourages passive surveillance. |
| Bike parking Maximise natural surveillance from nearby buildings bike racks / landscape. Ensure bike racks do not act as a climbing aid | Natural surveillance Territorial reinforcement | Bike Parking is located in areas that are well used by commuters with ample lighting. |
| Vegetation Consider maintenance of existing vegetation to maximise natural surveillance of platform areas, in particular under the booking office, behind the lift and beneath the stairs | Landscaping Natural surveillance Image and maintenance | Low maintenance vegetation has been proposed and species that do not impede on sightlines. |
| Lighting Ensure lighting is in accordance with RSS 001 lighting performance requirements for station concourse building, platforms and platform buildings | Lighting | Lighting in Tobruk Plaza and northern Plaza is to ASA standards which is a higher LUX level than normal pedestrian lighting. |
| Platform buildings Target hardening of platform buildings required to protect assets including alarm, CCTV and security signage | Physical security / target hardening | Incorporated in design |

4.13 Public art

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

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



Figure 4.26 Example of glazed artwork screens at Canberra Lightrail. Art by Hannah Quinlivan

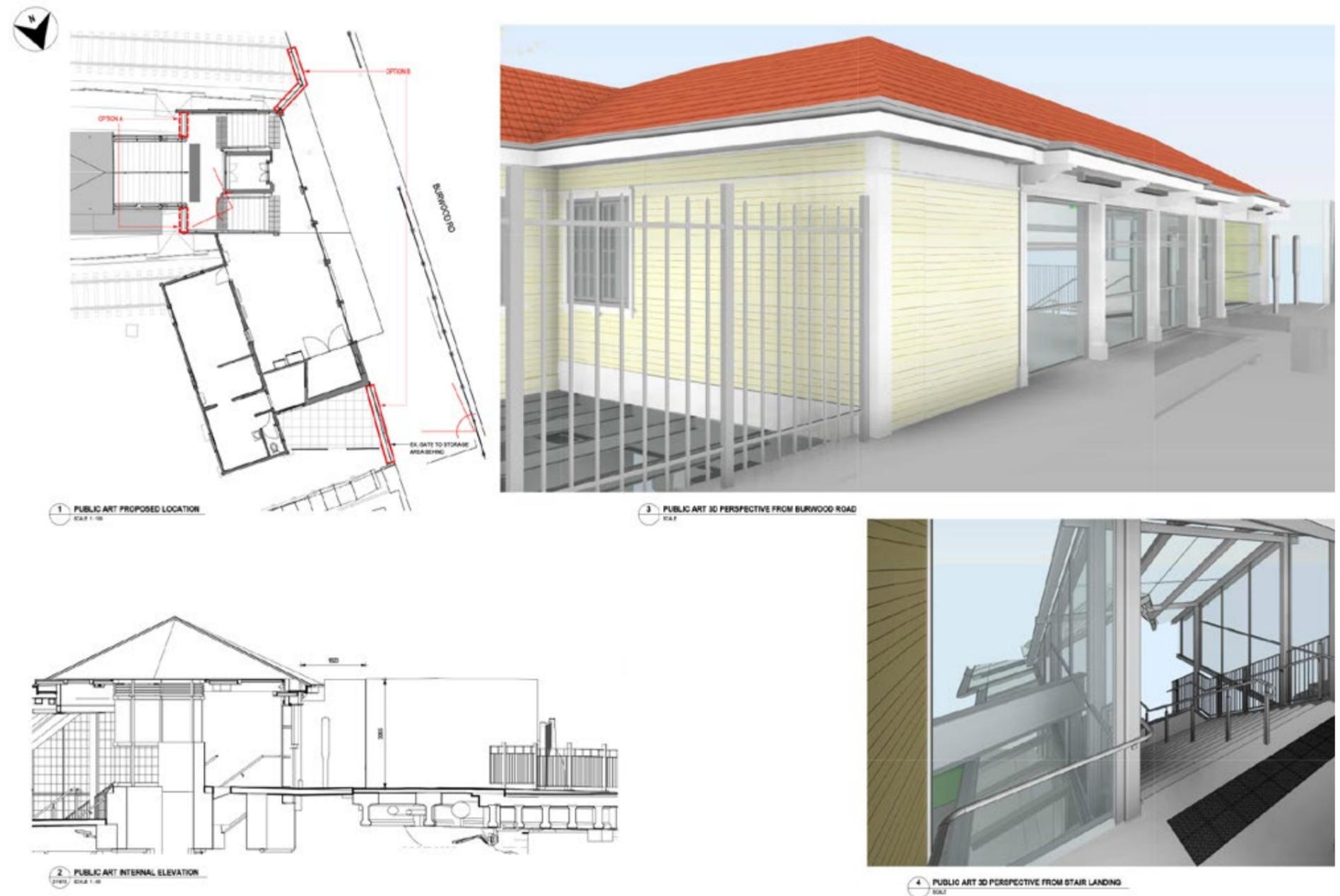


Figure 4.27 Identified public art location at Belmore Station

4.14 Metro-wide design

4.14.1 Wayfinding and signage

The primary station entry at Burwood Road will be retained. Changes to directional signage at the existing station entry and internally at the station concourse and platforms will reinforce this arrangement.

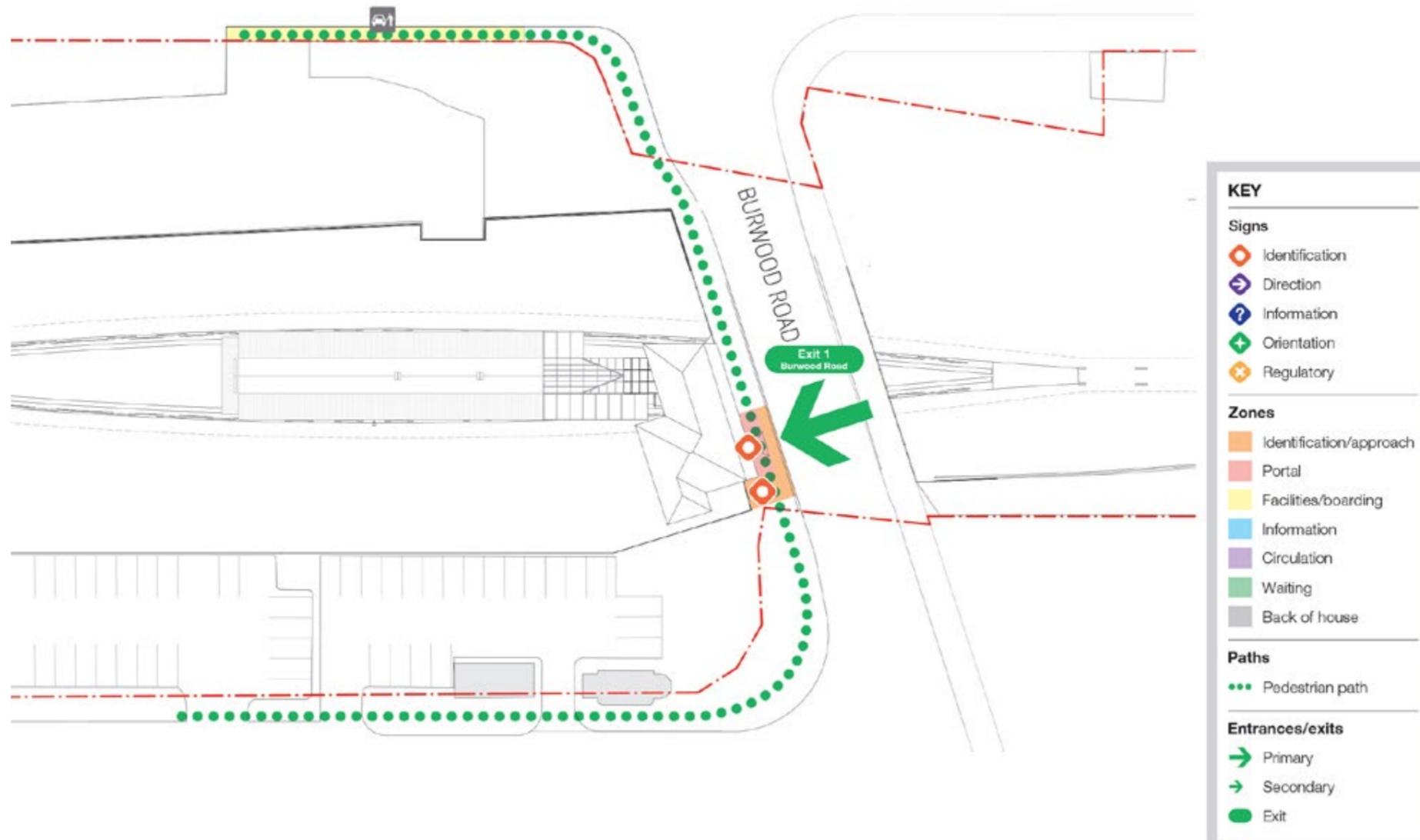


Figure 4.28 Wayfinding strategy: zone and flow diagram

4.14.2 Common materials and finishes

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

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

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

At Belmore, there are limited modifications to the existing heritage concourse building proposed.

4.15 Services building

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

Services buildings perform similar functions at each location but will vary in size depending on specific requirements and the appropriate siting of the building. In addition to the functional building requirements there are requirements for vehicle access, parking and 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 constructability

The constructability and form of the building is still under development and further details will be resolved following this report. Sydney Metro will continue to keep local stakeholders updated on the design and construction of the services building.

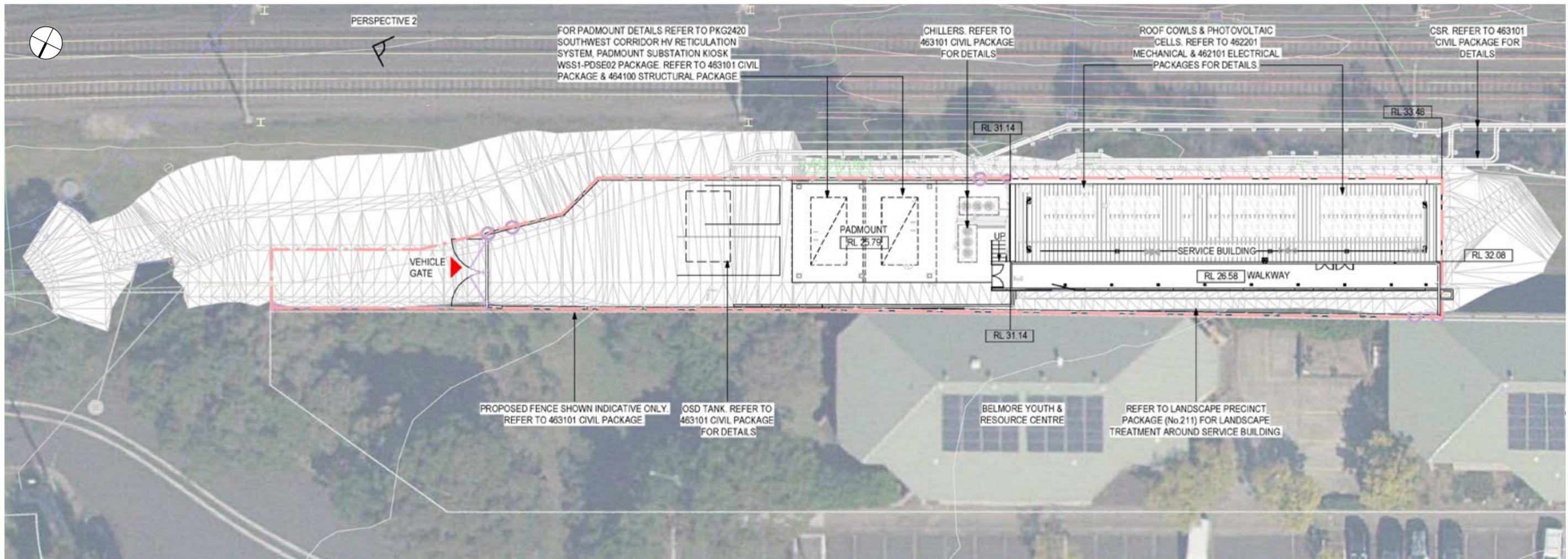
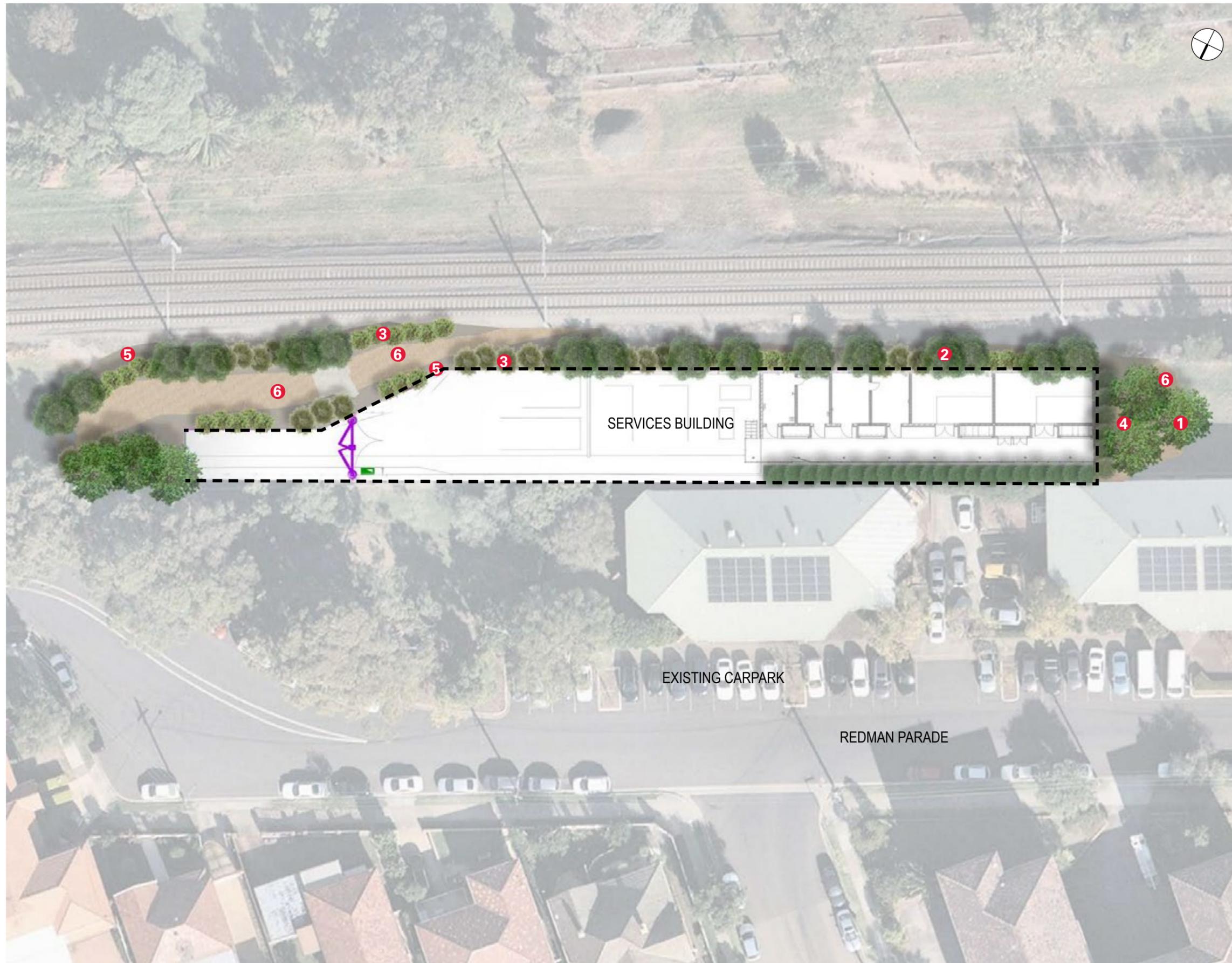
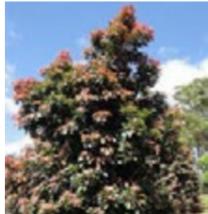


Figure 4.29 Services building plan - Belmore Station



LEGEND

- 

1 TREE
Elaeocarpus eumundii
- 

2 SHRUBS
Melaleuca decora
- 

3 SHRUBS
Dodonaea triquetra
- 

4 SHRUBS
Callistemon citrinus
- 

4 TALLGRASSES
Lomandra longifolia
Lomandra hystrix
Poa labillardierei
- 

5 LOW GRASSES
Dianella 'Little Jess'
Lomandra 'Tanika'
Themeda triandra
- 

6 SWALE GRASSES
Carex appressa
Finicia nodosa
Imperata cylindrica
- 

7 Boundary fencing

Figure 4.30 Services building site plan - Belmore Station



5. Transport and Access



5.0 Transport and Access

5.1 Transport and access design measures

5.1.1 Maximising the amenity of public spaces

There is little public space immediately around the station: at the junction of Tobruk Avenue is a small pocket park. To the north is a small formal garden that does not provide any seating opportunities. The design maximises the amenity of public spaces by:

- Creating an enhanced public plaza at the junction of Burwood Road and Haldon Street (south) and a new plaza at the junction of Burwood Road and Redman Parade (north) that:
 - » extends and enhances the existing public domain
 - » maintains existing trees where possible and introduces new tree planting
 - » offers multiple, clear and direct paths of travel
 - » provides clear and direct access to interchange facilities including existing park and ride and accessible parking, kiss and ride and taxi spaces
 - » includes future pop up retail to support pedestrian amenity
 - » is highly visible from the main street and from within the station; providing good passive surveillance encouraging greater activity and the perception of safety.

5.1.2 Maximising permeability around entrances to stations

Belmore Station currently has a single entry on the Burwood overbridge. The design maximises permeability around the station entrance by:

- Enhancing two open spaces adjacent the station entry, located at Redman Parade and Tobruk Avenue
- Retaining the open quality of the existing station entry to create a direct connection between the station concourse and the street network.

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 to support Sydney Metro patronage
- Public spaces that support accessible routes to existing accessible parking spaces and park and ride facilities
- Increasing the amount of bicycle parking provided, with new facilities located north of the station at Redman Parade
- Providing easy transfer to existing bus stops on Burwood Road
- Providing access to new taxi space on Tobruk Avenue (southern side)
- Providing access to new Kiss and Ride space and associated shelter on Tobruk Avenue (southern side)
- Providing access to existing accessible parking spaces on Redman Parade and the Tobruk Avenue park and ride
- Providing access to existing park and ride zones at Tobruk Avenue and Redman Parade.

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 Belmore 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 Belmore Station precinct, and describes how they are integrated with the SDPP.

| Walking and Cycling Strategy item description | | | SDPP description | | |
|--|---|--|----------------------------|---|-----------------|
| Identified gap / opportunity | Proposed infrastructure upgrade (refer Figures 5.1 & 5.2) | In scope: delivered by Metro | Safeguarded for the future | SDPP design response | Section of SDPP |
| Path opposite station entrance is narrow | BEL-1 | Widen footpath opposite station entrance | | New vertical protection screens increase width of footpath whilst providing a new handrail. | 4.12.2 |
| Lack of transition for cyclists onto path and station from Redman Parade | BEL-4 | Transition from Redman Parade to path for station access | | Area of path from carpark to Burwood Road enhanced | 3.5 |
| Lack of adequate bicycle transition to shared path from Tobruk Avenue | BEL-8 | Widen footpath along Tobruk Avenue and provide transition to Myall Street shared path | | Plaza allows better cyclist movement to Tobruk Ave | 3.5 |
| Lack of last 50m cycling facilities along Burwood Road before station | BEL-16 | Widen and designate as shared path to connect station entrance with Wortley Avenue and Dean Avenue | | Requires further investigation | N/A |
| Inadequate path width for shared path to tie in with Railway Parade | BEL-18 | In corridor shared path to BEL-34 | | Safeguarded for the future | N/A |
| Shared path is narrow | BEL-34 | Widen shared path on Wortley Avenue between Burwood Road and Cleary Avenue | | Safeguarded for the future | N/A |



Belmore- Pedestrian Infrastructure Upgrades (Station Level)
 — Changed Pedestrian Environment
 — Shared Path In Corridor

Figure 5.1 Belmore Walking and Cycling Strategy proposed pedestrian infrastructure upgrades



Belmore- Cycling Infrastructure Upgrades (Station Level)
 • Unsignalised Bicycle Crossing — On-road Mixed — Off-road Shared Path (Other)
 — On-road Shoulder Lane — Shared Path In Corridor
 — Off-road Shared Path (Footpath)

Figure 5.2 Belmore Walking and Cycling Strategy proposed cycling infrastructure upgrades

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6.0 Consultation

6.1 City of Canterbury Bankstown Council (CoCB)

Regular meetings have taken place with CoCB. Comments have been minuted and addressed in the detailed design which forms Section 4 of this SDPP. Council provided feedback on the 40% and 70% design, comments were consolidated and informed the design.

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

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

6.2 Community consultation

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

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

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

<https://www.sydneymetro.info/station/belmore-station>

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

6.2.1 Community feedback

Of the public submissions, five were identical and submitted from neighbouring properties. These five specifically congratulated the project on the design but also raised issues including:

- Additional station entry
- Precinct density and uplift
- Additional car parking
- Connectivity and cycle routes

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

6.2.2 Council feedback

City of Canterbury Bankstown Council submitted a response on the exhibited draft SDPP in addition to consultation through regular meetings. Council's submission covered a range of issues. While reminding the project team of previous comments made to the design Council also sought additional work to enhance the public domain including:

- Improvements to Burwood Road bridge and footpath accessibility
- Request for additional heritage information
- Implementation of pedestrian and cycling connectivity

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

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.

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

Councils are active participants in the DRP. The panel request views, comments, and clarification from Council representatives in regard to design elements. Comments that relate to the Project design and those relevant to the Belmore SDPP have been captured, minuted, and are summarised below.

18 June 2019

- The DRP supported the 'less is more' approach to design and recommended an integrated design approach to the surrounding context
- Design development to demonstrate an integrated approach that achieves appropriate scale and response to local character through: Canopy design, Coordination with adjoining properties and public space, Safeguarding future connections and place opportunities.
- Identify appropriate benchmarks to guide the design of services buildings
- The landscape strategy should be presented to the Panel as an illustrative masterplan.

16 July 2019

- The Panel requested a strong vision and strategy diagram capturing strengths and weaknesses, local topography, simplification of the analysis diagrams and inclusion of sections.
- Consider strategies to build on the strengths of each place and to address weaknesses.
- Review the potential for landscaping to unify and deliver broader benefits to each place.

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

20 August 2019

- The design team are to ensure the next presentation includes integrated presentations that demonstrate appropriate response to context.
- SDPPs should be clear on responsibility and funding for works in the precinct.
- Sydney Metro to update the Panel on the design for services buildings and the strategy to ensure a holistic design approach with the emerging station designs.

17 December 2019

- The panel requested graphic improvements in the SDPP
- The Panel requests that the heritage interpretation strategy be included in more detail in the report, as required by the conditions of consent.

- The Panel recommends the aluminium screen proposed for installation behind heritage windows is prototyped and presented to the Panel, and that other alternatives also be explored.
- The Panel recommends exploring ways of integrating the proposed works of heritage buildings into the heritage interpretation strategy.
- The Panel recommends that the materiality of external information panels be considered for longevity.

18 February 2020

- The panel requested further information on the detail quality across the stations
- The Panel requests a presentation on the SWM wide heritage interpretation strategy to contextualise solutions presented including signage within the public precinct, heritage building works and overlaps with integrated art.
- The Panel support the proposal of integrating art into glazing panels which allows a standardised approach.

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7. Appendices

7.0 Appendices

7.1 Appendix A: Community feedback & project response

| Submission number | Submission date | Community submission | Issue | Design response |
|-------------------|-----------------|---|---|--|
| 1 | 20/08/2020 | <p>1. While there are many positive aspects to this plan, following are my concerns. This is a minimal scope of works which includes some public spaces but not all in the 200m radius around the station. It states that it is a “seamless interchange between modes of transport” pedestrians, bicycles and buses but there is no mention of private cars.</p> <p>It is stated that 65% of patronage is pedestrian but the remaining 35% would mainly be arrival and departure by private cars. Many, many people live beyond 800m of the station and use private transport to access the station as do the elderly, disabled, those with young children or women in high heels and travellers being picked up at night. Many shoppers use the car parking around the station as the station bisects the main shopping street. In this plan the number of parking spots along Tobruk Ave decreases by 4-5, replaced by kiss and ride and taxi stands. There is already a taxi pick up across the road from the station on the south west corner.</p> <p>2. Are there any plans for that corner, a dangerous place to cross the road to travel south along Burwood Rd? There is room for probably doubling the parking parallel to Tobruk Ave by extending the parking area to the vacant land leading to Terry Lamb Reserve. Traffic could then enter and exit parking via Arcadia St which would be safer. Changing the existing parking on Tobruk Ave to taxis and kiss and drop makes Arcadia Lane more dangerous, forcing traffic to do a u-turn to exit or travel down the laneway to Leylands Pde. The intersection there for any vehicle wishing to make a right hand turn onto Leylands Pde is dangerous as traffic banks up on Leylands Pde waiting for the nearby lights to change.</p> <p>3. It is not explained how Belmore will become “an urban forest tree canopy”. Where are these tree offsets to come from, especially as the plan suggests, Belmore is suitable for a greater mix of housing? Where are these trees going to be planted within 500m of the station (p 20)?</p> <p>4. How is the heritage built fabric to be retained in the main street? Already heritage facades are being eliminated in the developers’ quest for apartments and urban renewal. An ugly example is photo 7 (p22) Burwood Rd, which replaced a two storey building that harmonised with the surrounding shop fronts.</p> <p>I have a concern about the heritage buildings in Redman Ave, on the concourse and rooms on the platform being safeguarded and repurposed possibly for retail but this isn’t explained. Empty buildings rapidly become eyesores open to vandalism.</p> <p>Having tiles replaced by vinyl flooring finishes (4.5 p48) does not seem to be a heritage solution. It is stated that the platform is to be raised but doesn’t say by how much. This is an important detail as the balance of the heritage buildings will change if the platform is higher. The details of the regrading of the platform, 4.15, are too unclear to read, even when enlarged.</p> <p>5. There are parts of this plan which seem deliberately vague. How high is the compliant security fencing? The plan states existing seats on platform are to be removed but diagrams shows seats at the bottom of the stairs which would create a congested area, and more seats along the platform. Seats are important as we have been told that seating capacity on the Metro reduces from 895 to 378. Why are the platform screens only being erected for 6 carriages and not 8? Less seats and decreased capacity will lead to overcrowding and an inability to social distance.</p> <p>6. The plans note removal of all sanitary fixtures (4.5 p48) but retaining the existing accessible toilet. The previous plan suggested the toilets would be clean and secure as you needed to use your opal card to access them, a good idea. Removing toilets on the platform is a bad idea.</p> <p>7. The landscaping ideas seem suitable but who is the site operator responsible for monitoring and maintenance? Is this task being assigned to the Council? There is a lack of grass on Tobruk Ave plaza (4.19 p53) even though the Council has replaced this on occasions. It struggles to survive.</p> <p>In summary six single storey cars instead of eight double story carriages reduces capacity and comfort. It will not be an easy customer experience and a safe, comfortable and pleasant journey.</p> <p>Converting parking in Tobruk Ave to kiss and ride/taxis will create a dangerous interface between pedestrians and cars. Private car parking is ignored when there is an opportunity to increase much needed capacity. The plan is too vague on the intended placing of the tree canopy, raising of the platforms and that impact on the heritage platform buildings, maintenance of heritage buildings and the retention of toilets.</p> | <ul style="list-style-type: none"> – Consideration for additional parking – Pedestrian safety – Changes to number of trees, tree offset – Heritage retention and development impacts – Security fencing – Platform design and congestion – Platform screen door design – Retention of toilets – Landscaping monitoring and maintenance | <p>1. The planning approval conditions require consideration of the 200 metres radius catchment of the station, or beyond for the purposes of connecting pedestrian and cycle paths from stations to existing or planned future pedestrian and cycle paths.</p> <p>Private vehicles are lowest in the Transport for NSW (TfNSW) modal hierarchy. However, kiss and ride facilities will be provided on Tobruk Avenue adjacent to the proposed redeveloped station plaza. In addition, accessible parking and commuter parking has been retained.</p> <p>The forecast mode split for private vehicles accessing Belmore Station in 2026 is 26.2 per cent. This is made up of 17.2 per cent park and ride and 9 per cent kiss and ride – that is why it is important that Sydney Metro provide formal spaces for kiss and ride with a convenient path of travel for customers (including customers with mobility impairments). The existing taxi zone located on Bridge Road is not considered to provide a convenient path of travel. It is expected that the new kiss and ride and taxi parking will require two existing timed car parking spaces on Tobruk Avenue to be converted.</p> <p>2. As part of the Sydney Metro station precinct scope of works, a new public plaza will be created at the corner of Tobruk Avenue and Burwood Road. This will include new landscaping, paving, seating and lighting which will provide additional pedestrian circulation space. It is not currently within the scope of the Sydney Metro City & Southwest project to extend the existing commuter car parking and redirect travel through vehicular traffic to Acacia Street.</p> <p>3. The proposed plantings at Belmore station associated with the station design are outlined in Section 4 of the SDPP.</p> <p>Any tree replacement to occur as the result of Sydney Metro’s activities will be undertaken in consultation with Council.</p> <p>4. Belmore station is a state heritage listed station and also listed in Section 170 Register of RailCorp. As part of Sydney Metro’s works, the existing heritage character will be conserved. Any works carried out at the station will be sympathetic to the existing heritage fabric of the station. The station will also incorporate heritage interpretation and public art at nominated locations. The rooms within the station including concourse and the platform building will be repurposed to house customer amenities and rail operating equipment. These alterations will be internal only. There is no proposal to convert any rooms in the platform building to retail. The existing retail on the concourse will be retained as is. The heritage buildings on Redman Pde will only be safeguarded at this stage for future adaptive reuse. No works are proposed to these buildings at this stage.</p> <p>Sydney Metro has no control over the development and / or retention of heritage outside of the station boundary as this would be the responsibility of City of Canterbury Bankstown Council.</p> <p>Any new internal finishes to station buildings such as vinyl flooring is a requirement for certain rooms and hence part of project specifications which need to be adhered to. These will be carried out in a manner that is reversible and sympathetic to the existing building.</p> <p>The platform will be raised by approximately 40 mm. The raising is required to accommodate Platform Screen Doors and Platform Edge Screens to be installed for customer safety which is part of Sydney Metro’s operating model. The platform raising will not impact the existing threshold to platform building doors and openings.</p> <p>Clearer details of the platform regrading will be incorporated into the updated SDPP.</p> <p>5.1 Security fencing height requirements for Sydney Metro is 2.4 metres</p> <p>5.2 Currently at Belmore station, there are 19 seats providing a total of 39 lineal metres of seating length. As part of Sydney Metro works, there will be 16 seats providing the same total of 39 lineal metres of seating length. Therefore, the seating provision has been kept the same.</p> <p>Continues following page</p> |

| Submission number | Submission date | Community submission | Issue | Design response |
|-------------------|-----------------|--|---|---|
| | | | | <p>Currently there are between 4 and 10 trains per hour in the morning peak on the T3 line. When Sydney Metro services start in 2024, there will be up to 15 trains per hour. Over the three-hour morning peak, Sydney Metro will be able to move 51,000 people in each direction on the Bankstown Line – that’s an extra 15,000 more people than now.</p> <p>With a greater capacity per train and higher service frequency, the Sydney Metro network would be able to move more passengers per hour than existing trains. High frequency service combined with the open longitudinal seating layout inside the carriages as well as the ability to move seamlessly and easily between carriages in a moving train will enable customers to social distance.</p> <p>Sydney Metro trains contain a mix of seating and standing areas, as well as accessible priority seating and allocated spaces for those with a disability, using a wheelchair or mobility device, the elderly or those travelling with a pram or luggage. The seating layout includes wide aisles to make it easier for customers to get in and out of seats, and in and out of trains, which is further facilitated by the provision of three doors on each side of each carriage.</p> <p>5.3 Sydney Metro City & Southwest design comprises 6-car sets which is a continuation of the line from Northwest. Therefore, the Platform Screen Doors will be installed for 6 cars. Sydney Metro has undertaken pedestrian assessment for stations under various modes of operation to inform the design and manage crowding issues.</p> <p>6. The Family Accessible Toilet will be retained on the platform as part of customer amenities. Due to Sydney Metro’s operational needs and limited space on the island platform building, the existing old toilets will need to be repurposed to accommodate rail equipment and station amenities.</p> <p>7. The landscape maintenance period for Southwest Metro is for a minimum of 12 months from installation or to Metro operations, whichever occurs first. Council is responsible for maintenance following that Period. A Landscape Management Plan will be developed covering details of maintenance.</p> |
| 2 | 21/08/2020 | <p>I am in support of the upgrade of the current Bankstown line to Metro.</p> <p>Having viewed the current plans for the upgrade to Belmore Station I would like to suggest the following.</p> <ol style="list-style-type: none"> 1. Consideration is given to additional entrances to the new station to cater for further density across the rail corridor. This will include a station entrance from Acacia Street 2. Consideration be given to corridor uplift on Acacia Street and Myall Street Belmore by way of increased density, refer to future L.E.P and State Planning. A voluntary planning agreement is possible if uplift in density is given and may allow for coordination of additional parking for the Metro Station in any future development. | <ul style="list-style-type: none"> – Additional station entrance from Acacia Street – Corridor uplift, increased density and additional parking | <ol style="list-style-type: none"> 1. An additional entrance is out of Sydney Metro’s scope. 2. Sydney Metro is not involved in any changes to existing planning controls. The project retains the aim of achieving no net loss of dedicated commuter parking spaces located on NSW government-owned land between Marrickville and Bankstown stations. The commitment applies to parking that is not currently time restricted, and is formally line marked and/or signposted as a dedicated commuter car park zone or area. |
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| 7 | 21/08/2020 | <p>In relation to each of the SDPPs for Belmore, Canterbury and Hurlstone Park, I wish to make the following comments:</p> <ol style="list-style-type: none"> 1. I welcome Sydney Metro’s commitment to preserve the heritage of these three Stations. As the SDPPs note, these stations were built during the 1890s. They are an important part of the history of our community, and it is vital that they are maintained to provide future generations with a connection to our heritage. 2. I welcome the improvements to access for people with a disability, older people, families with strollers, and others. In particular, I welcome the installation of new lifts at Hurlstone Park and Canterbury. 3. I do not believe the number of bicycle hoops and bicycle storage facilities proposed for any of these Stations are adequate to meet the goal of promoting greater use of active transport modes. 4. In relation to the draft SDPP for Belmore, it is disappointing that further enhancements are not proposed for pedestrian and bicycle access to and from the Station. In particular, I believe that Sydney Metro should commit funding to enhance the connection between Belmore Station and Terry Lamb Reserve. This funding would: <ul style="list-style-type: none"> - Help to deliver part of Canterbury Bankstown Council’s Masterplan for the Belmore Sports and Recreation Precinct; and - Help to create a verdant green corridor between Campsie and Belmore, which would provide pedestrian and cycling connections toward Canterbury Hospital and Belmore Oval. | <ul style="list-style-type: none"> – Support for Sydney Metro’s attempt to preserve the heritage character of the station – Support improvements to access for people with disabilities – Additional bike hoops should be considered – Consideration for a pedestrian and bicycle access to and from the Station. | <ol style="list-style-type: none"> 1. Feedback is acknowledged. 2. Feedback is acknowledged. 3. Sydney Metro is ensuring that the project meets or exceeds forecast demand for bicycle parking in 2036 at all Southwest Metro stations. This includes providing new bicycle hoops, as well as new secure facilities at Sydenham, Campsie and Bankstown to support their role as a Strategic Centre and/or transport hub. 4. Sydney Metro is developing a Walking and Cycling Strategy to identify customer and community initiatives to encourage walking and cycling as preferred access modes to Sydney Metro stations. Sydney Metro is continuing to work with Councils and other key stakeholders to investigate opportunities to improve the east-west pedestrian and cyclist facilities between Sydenham and Bankstown |
| 8 | 22/08/2020 | <p>I would like to make a submission on behalf of Belmore2192 (Facebook group) and SSCH (Surrounding Streets of Canterbury Hospital)</p> <ol style="list-style-type: none"> 1. Both groups do not approve on the station design as it has failed to capture the character and people that live in the area. 2. Sydney Metro has failed to look into increasing car spaces around the train station. It has further not considered in building a larger parking lot for the suburb. The group’s suggest Sydney Metro to incorporate a parking lot close to the station to tailor up to 200 cars. 3. Increased green spaces by planting more trees 4. The use of better materials rather than progressive glass materials. The groups suggest a more craftsman’s style Metro station incorporating bultic and ornate ceilings with timber and crown moulding finishes. Similar to central station. | <ul style="list-style-type: none"> – Station design – Additional car parking – Additional green space – Materials being used for the station upgrade | <ol style="list-style-type: none"> 1. Feedback is acknowledged. The station design aims achieve a sensitive fit with existing and future precinct planning, and to the community and heritage aspects of the area. This is elaborated under Section 4.2 of the SDPP. 2. The project retains the aim of achieving no net loss of dedicated commuter parking spaces located on NSW government-owned land between Marrickville and Bankstown stations. The commitment applies to parking that is not currently time restricted, and is formally line marked and/or signposted as a dedicated commuter car park zone or area. 3. The design of the project aims to maximise the green spaces within the station precincts and will continue to be investigated throughout all stages of the project. 4. The approach throughout the project with respect to existing fabric and heritage items is to retain and restore while only touching heritage fabric where necessary for project requirements. At Belmore station, there is little change to the existing heritage platform and concourse buildings other than adjustments to make them suitable for future use and to refresh them throughout. The design response to new building elements is to clearly separate them from existing structures and respectfully create modern forms that reflect the new transit system. In this way, architectural elements are not replicated. New elements such as platform screen doors or bridge screens have modern standards for safety and this often requires modern materials such as glass. |

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

| Submission number | Submission date | Council submission | Issue | Design response |
|--|-----------------|--|---|---|
| 1 | 24/08/2020 | <p>The purpose of this document is to provide a response from the City of Canterbury Bankstown (Council) regarding the Southwest Metro Upgrade, Belmore Station Design and Precinct Plan (SDPP). The feedback is provided from officer level and does not constitute an agreement or position adopted by Council.</p> <p>Council notes that the feedback is consistent with our previous correspondence dated 6 February 2020 as sent to Jon Lamonte, CEO Southwest Metro. The letter identified priority changes for each of the stations. In particular, at Belmore, the letter identified the need to improve accessibility and safety on Burwood Road Bridge for pedestrians, cyclists and wheelchair users, which has not been included in the SDPP, as per the following:</p> <p>(refer full PDF submission for detailed comments)</p> | | Noted |
| 2 | | <p>Burwood Road Bridge does not provide adequate pedestrian access to the station due to the narrow width of the footpath on the western side of the bridge, particularly for wheelchair access.</p> <p>Recommendation:</p> <p>Investigate options to improve accessibility and safety around the station for pedestrians, cyclists and wheelchair users. The following options could be considered:</p> <p>a. Preferred option - Widen the footpaths on the western side of Burwood Road bridge to a minimum width of 2metres; or</p> <p>b. Alternative option - Construct one pedestrian crossings to the north of the station entry, at the corner of Burwood Rd and Redman Pde, and two pedestrian crossings to the south of the station entry, at the corner of Burwood Rd and Bridge Rd. Investigate option to relocate the existing pedestrian crossing light on the bridge further south to improve accessibility.</p> | – Improvements to accessibility and safety on Burwood Road Bridge and footpaths | <p>Sydney Metro is able to deliver Council’s aim to provide an improved footpath over the Burwood Road Bridge. The shared path will be relocated to the eastern side of the street, which will improve the overall connectivity by aligning with future walking and cycling links.</p> <p>Sydney Metro is liaising with key stakeholders and investigating the possibility of an additional pedestrian crossing on Bridge Road to improve the pedestrian amenity to the south west of the station. Further investigation will be made into improvements to the current pedestrian crossing at Redman Parade to ensure the ability to accommodate cyclists at this location.</p> |
| 3 | | <p>Council cannot properly consider and comment on heritage matters as a heritage report has not been provided. It is recommended that the heritage report be provided to Council for feedback.</p> | – Request for Heritage Report | <p>The publicly available Heritage Report was prepared and published as part of the Sydney Metro City & Southwest Sydenham to Bankstown Upgrade Submissions and Preferred Infrastructure Report – Appendix F. This document can be found on NSW Department of Planning, Industry and Environment’s Major Projects website. A Construction Heritage Management Plan will be compiled and adhered to by the construction contractor, in order to provide appropriate mitigations to minimise any impacts to heritage items at Belmore Station. This document will be publicly available once it has been approved.</p> |
| 4 | | <p>The Station Design plans do not demonstrate how the east-west pedestrian and cycle path will intersect and integrate with Belmore Town Centre and the station. It is recommended that the station design plans incorporate design details of the eastwest cycle link to ensure a holistic design outcome is achieved.</p> | – Pedestrian and cycling path | <p>Sydney Metro is developing a Walking and Cycling Strategy to identify customer and community initiatives to encourage walking and cycling as preferred access modes to Sydney Metro stations. Sydney Metro is continuing to work with Councils and other key stakeholders to investigate opportunities to improve the eastwest pedestrian and cyclist facilities between Sydenham and Bankstown</p> <p>Sydney Metro will engage with Council as the design work progresses.</p> |
| Several recommendations provided by Council in November 2019 on the Belmore Station Design Package Stage 2 still apply. This includes: | | | | |
| | | <p>Deliver recommendations from the Walking and Cycling Strategy including (a) widen the footpath outside the station access area; (b) widen the footpath along Tobruk Avenue; and (c) incorporate the cycle route through the car parking and landscaped areas.</p> | – Walking and Cycling Strategy including widening footpaths | <p>a) The footpath outside the station area will not be widened but there will be controls put in place such as ‘cyclists to disembark’ or ‘cyclists to slow down’ as part of signage or line marking treatment due to high pedestrian activity around the station entry area.</p> <p>b) As part of Southwest Metro works, the station plaza on Tobruk Avenue side including the footpath along Tobruk Avenue between Burwood Road and the car parking entry will be decluttered, repaved and upgraded with new landscaping.</p> <p>c) Sydney Metro is continuing design investigations to improve the east-west pedestrian and cyclist facilities between Sydenham and Bankstown as required under the planning approval. Sydney Metro will engage with Council as the design work progresses.</p> |
| | | <p>Repair/upgrade footpath paving on Burwood Road Bridge, opposite to the station entry.</p> | – Upgrading of Burwood Road bridge footpath | <p>Paving to the footpath outside the station area will be retained as is however, new Tactile Indicators and bollards will be installed at the pedestrian crossing over the bridge. There will be controls put place in such as ‘cyclists to disembark’ or ‘cyclists to slow down’ as part of signage or line marking treatment due to high pedestrian activity around the station entry area.</p> |
| | | <p>Install a bi-fold window to the retail tenancy facing Burwood Road Bridge to improve street activation.</p> | – Installation of bi-fold window to concourse retail tenancy | <p>To minimise intrusion into the existing heritage building and to protect its heritage fabric and exterior, the concourse building will be retained in its current state and form.</p> |

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| | | Relocate the bin storage to the Redman Pde side of the car park, remove the fencing to the bin enclosure. Extend the urban plaza to the edge of the station building. | – Bin relocation | The bin enclosure has been relocated from the park adjacent to Tobruk Avenue to the current location within the station booking office. |
| | | Within the park on the corner of Redman Pde: provide a drink fountain, extend garden bed on the corner of Redman Parade and Burwood Road to reduce paved footpath width to maximum of 5m wide, reduce paved area behind heritage building with additional garden bed. Provide a minimum of 4 accent trees with a minimum mature height of 15m to this park area. | – Landscaping design | As part of Southwest Metro scope, new landscape works are proposed on the corner of Redman Parade and Burwood Road, including removal of the existing billboards and new bike racks to meet current standards. |
| | | Provide kerbside planting and street trees to corner of Redman Pde and Burwood Rd. | – Landscaping design | As part of Southwest Metro scope, new street trees will be provided on the corner of Redman Parade and Burwood Road. |
| | | Plant new trees within corridor, including adjacent to car parks. | – Additional tree planting | This will be covered as part of the tree offset strategy required under the planning approval, and considered in the design for east-west walking and cycling improvements along the route. |
| | | Increased tree planting and landscaping to car park. | – Additional tree planting | Car parks will be retained as is, as part of the Southwest Metro scope. New trees, landscaping and planting will be provided in the station plaza on Tobruk Avenue. |

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