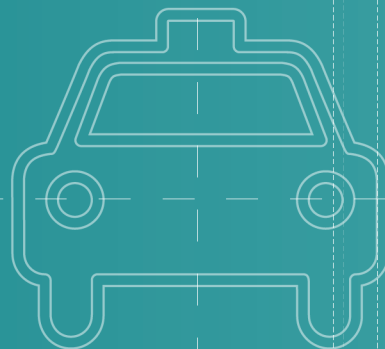
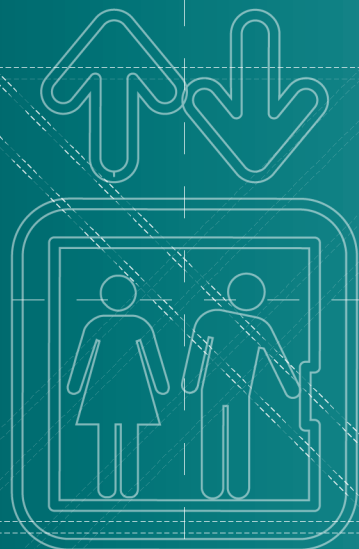
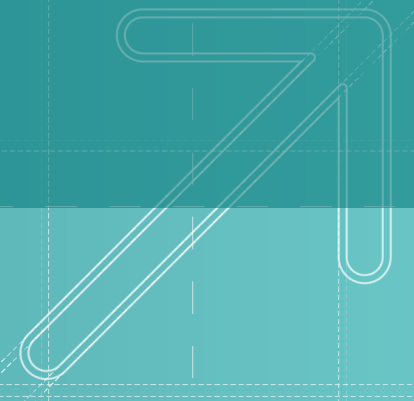
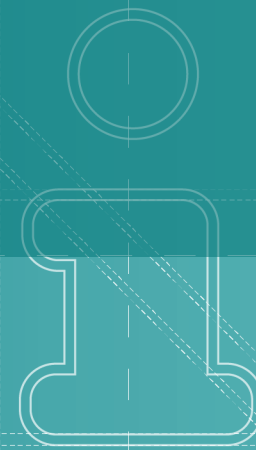
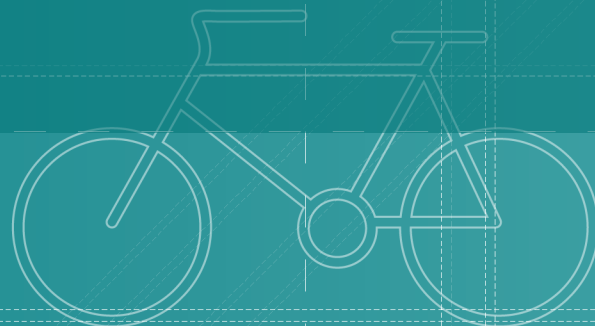


# Sydney Metro City & Southwest

## Chatswood to Sydenham Design Guidelines

June 2017



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## 1.1 Purpose of these Guidelines

The Guidelines will support the development of healthy, cohesive and inclusive communities.

The Guidelines establish the design standards for the Sydney Metro Chatswood to Sydenham project (the project) by guiding the design of the interface between stations and their surrounding locality including:

- Station entries
  - Transport interchange facilities (bicycle facilities, bus stops, kiss and ride, taxi ranks and connections to existing rail, ferry and light rail transport)
  - Landscaping and other public domain elements.
- Rail corridor works including the tunnel dive structures, rail cuttings and embankments.
  - Station and service buildings, including underground stations

Any development above Metro stations would be subject to a separate planning approval.

The Guidelines have been developed to respond to the strategic directions and urban design strategies of the local Councils. The Guidelines will be used by Transport for NSW (TfNSW) to guide the design development process for the project.

The Sydney Metro Delivery Office, part of TfNSW, is managing the planning, procurement and delivery of the Sydney Metro Network.



Grand Concourse, Central Station, Sydney. Accommodating Sydney's growing population in a manner that protects Sydney's status as a global city.  
*Source: TfNSW.*



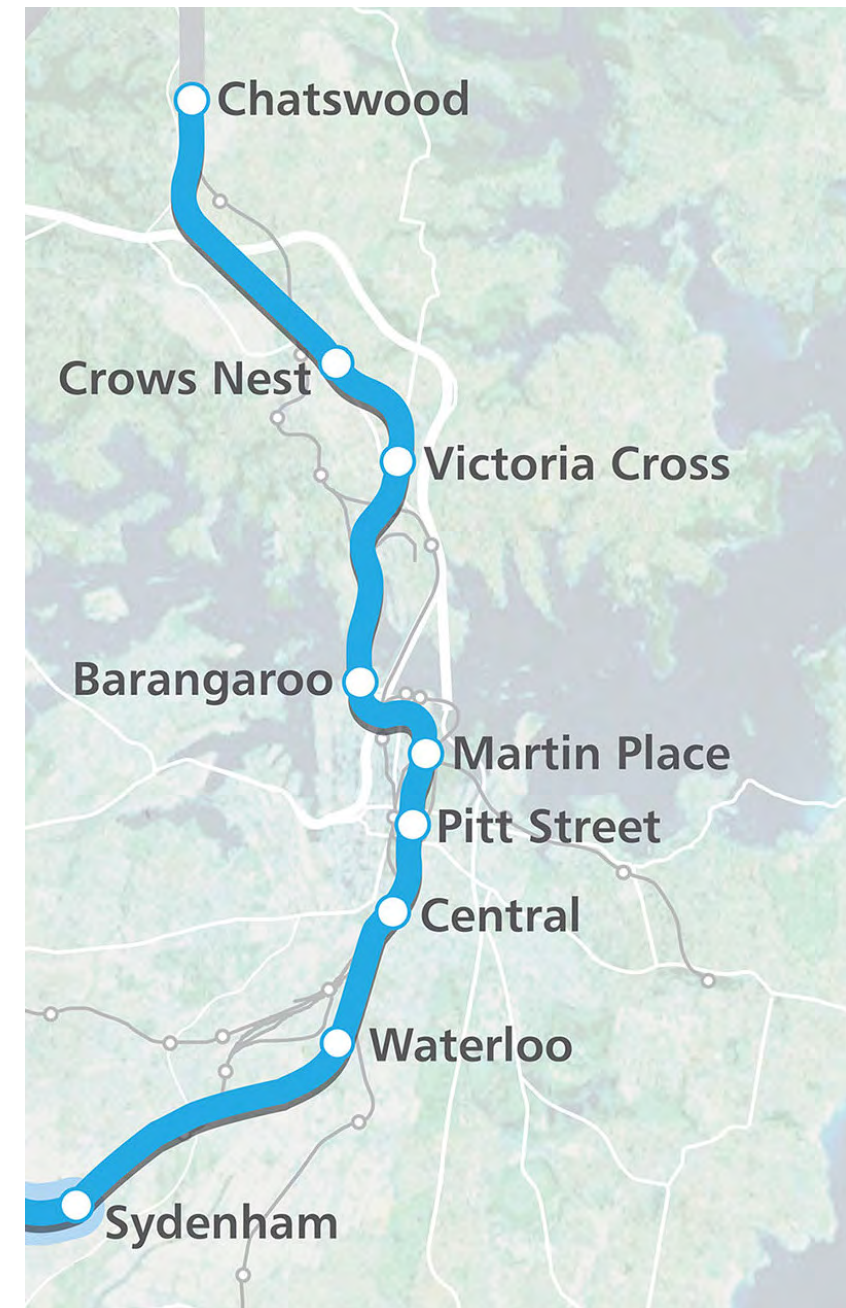
## 1.2 Project Scope

The Chatswood to Sydenham component of the Project includes the construction and operation of a new metro rail line from Chatswood under Sydney Harbour through Sydney's CBD to Sydenham. The project will deliver eight new metro stations at;

- Crows Nest
- Victoria Cross (North Sydney)
- Barangaroo
- Martin Place
- Pitt Street
- Central Station (new underground platforms)
- Waterloo
- Sydenham

Key Project features include:

- 16km of new metro line between Chatswood and Sydenham.
- 15km of new twin rail tunnels.
- Convenient interchanges with other forms of transport including Sydney Trains, NSW Trains, light rail, buses and ferries.
- All stations will meet the needs of pedestrians, cyclists, customers catching or getting off buses and taxis, and people being dropped off and picked up in cars.
- There will be platform screen doors and all stations will be fully accessible.
- New stations designed for passenger comfort including environmentally friendly features like natural ventilation and natural lighting.



Chatswood to Sydenham alignment map

# 1.3 Project Vision

Transport for NSW’s vision for Sydney Metro is:

**“Transforming Sydney with a new world class metro”.**

The Sydney Metro Delivery Office’s mission is to deliver a world class, connected metro, which will provide more choice to customers and opportunities for our communities now and in the future.

Sydney Metro is also a unique opportunity to demonstrate an exemplary approach to integrated transport and land use planning. Quality architecture, good urban design and a user friendly and inter-connected transport system are critical to ensuring that the Sydney Metro project meets customer needs and expectations and maximises its city shaping potential and broader urban benefits.



Sydney Metro alignment map



## 1.4 Design Objectives

To help meet the transformational vision and world class aspirations of the project, five **Design Objectives** for the project have been agreed to guide decision making and the design process for the City & Southwest project.

A **Design Principle** is prescribed under each design objective, describing the intention of the objective for the design of stations, station precincts and the wider Metro corridor:

### Objective 1: 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.

### Objective 2: Being part of a fully integrated transport system.

#### 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 this new spine.

### Objective 3: Being a catalyst for positive change.

#### Principle

Sydney Metro is a landmark opportunity to regenerate and invigorate the city with new stations and associated development that engage with their precincts, raise the urban quality and enhance the overall experience of the city.

### Objective 4: Being responsive to distinct contexts and communities.

#### Principle

Sydney Metro's identity is stronger for the unique conditions of centres and communities through which it passes. This local character is to be embraced through distinctive station architecture and public domain that is well integrated with the inherited urban fabric of existing places.

### Objective 5: Delivering an enduring and sustainable legacy for Sydney.

#### Principle

Sydney Metro is a positive legacy for future generations. A high standard of design across the corridor, stations and station precincts, that sets a new benchmark, is vital to ensuring the longevity of the Metro system, its enduring contribution to civic life and an ability to adapt to a changing city over time.



Kings Cross Station, London UK. World class transport hub.  
Architect: John McAslan + Partners  
Source: Wikipedia



# 1.5 Understanding Customer Needs

## Customer Centred Design

At Sydney Metro we aim to serve a diverse set of customers who will undertake a number of journeys throughout the day and week using our Metro. The design and delivery of service is centred around the customer – their needs, behaviours, and jobs to be done (tasks they want to achieve using the service).

Our commitment is to deliver a reliable “door-to-door-to-door” transport solution that is surprisingly easy for all our customers by the delivery of a thoughtfully designed, seamlessly integrated experience that moves customer’ around quickly and easily and is adaptive to change. Providing services centred around the customer is key to Sydney Metro’s ongoing success and building a solid customer base.

## Our customer experience target



Sydney Metro customer experience pyramid  
Source: TfNSW

At a very basic level our customers expect us to provide a service that is on time, clean, safe, comfortable, efficient, and convenient, has the right information, and has adequate customer service. These basics are key drivers of customer satisfaction.

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

Designing for an easy customer experience is an important part of engaging customers to use Sydney Metro as part of their journey. Customers will expect more from our service over time and ease of use is the foundation for design and development of all our products, services, systems and spaces going forward.

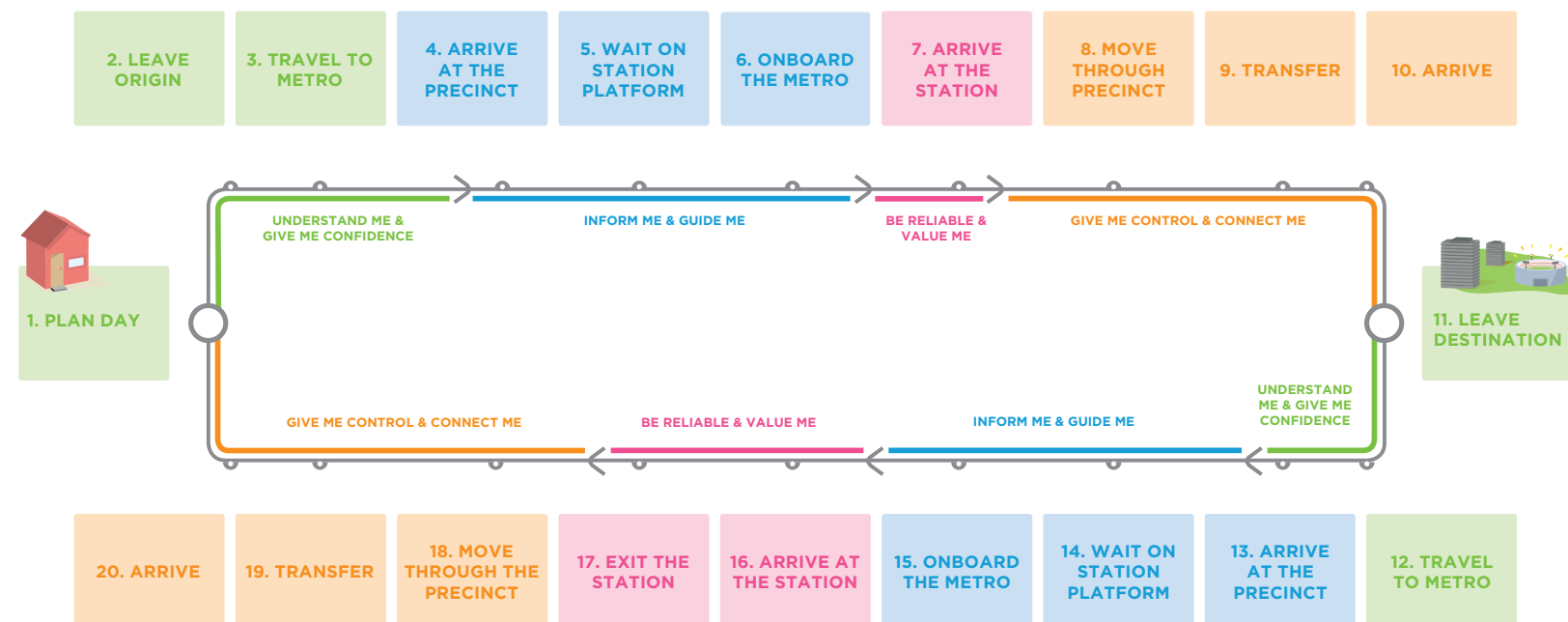
## An integrated customer journey - ‘door-to-door-to-door’

Customers see their journey from door-to-door-to-door (from origin to destination and back again) and may plan and utilise multiple travel modes throughout their journey in order to achieve their job to be done. It is critical to customers’ that their journey is seamless and well integrated across all connecting modes and that there is easy access to connect to the Metro.

A customers’ ideal journey starts at their origin when they are planning their day. At this point they decide whether they travel with us or not. The information about all our modes and connection with Metro systems and services will be key in enabling customers to make a choice to use us. If a customer cannot easily see how they can leave their origin, get to their destination and then return or do another onward journey – they are less likely to engage with us as part of their journey.

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

The customer journey map diagram captures the touchpoints in a customers’ ideal journey door (origin – planning the day) to door (destination) to door (return to origin). Key elements that are important to customers have been noted at each touchpoint. We need to make sure that these elements are well understood so we can deliver a product and service that matches customer needs



Sydney Metro customer journey map  
Source: TfNSW

**Sydney Metro Easy Customer Principles**

The Sydney Metro Customer Principles are to be used to guide the design, development and operation of the services, products, systems and spaces to enable customers to have an easy customer experience. They outline:

**What customers need:**

- Understand Me – means demonstrating awareness and appreciation of my requirements for certainty, safety and value by providing me with easy and effective transport experiences that match my specific needs and wants.
- Give Me Confidence – means providing me with a clear appreciation for the integrated service offerings available through Sydney Metro. Assure me that throughout the journey that I can trust Sydney Metro to provide dependable, safe and secure solutions that will meet my particular needs whilst getting me to my destination in time and home again comfortably.

**What the service must offer:**

- Inform Me – means providing me with easy access to clear, accurate, relevant and up-to-date information at appropriate times and through convenient channels that enables me to plan my day, execute my plans and share details with others so I can easily achieve my goals with the least amount of effort, confusion and with minimal disruption.
- Guide Me – means showing me the best way to get to where I want to go, in order to get there in time, with the least amount of frustration, stress or uncertainty by directing, instructing and managing flow, crowding or impediments. It also means helping me resolve any problems or difficulties I might encounter that might negatively impact my overall experience.

**How the organisation must deliver it:**

- Be Reliable – means providing an effective frequency of integrated services that meet my specific needs, whilst dependably collecting and delivering me at scheduled times that enable me to successfully manage my commitments and run my life.
- Value Me – means providing effective transport solutions that I can access with the minimum amount of effort, at the right times and through convenient channels that truly respects my time. In addition, my safety, security, health and wellbeing are all considered and provided for in the way the services are delivered.

**How customers want to feel:**

- Give Me Control – means empowering me with the necessary knowledge and ability to make choices. It means reducing uncertainty and stress by allowing me to play an active role in managing my situation. Providing advance notice of problems with guidance and real-time updates that keep me informed gives me the freedom to update arrangements with others that may be impacted by the situation.
- Connect Me – means bringing customers closer to the people and things that are most important to them. A more effective transport solution provides a vital contribution to meeting customers’ interpersonal needs including a sense of belonging, self-esteem, friendship, love and security. Being connected is an integral enabler and a key component of the broader community experience.



Sydney Metro Customer Principles  
Source: TfNSW

## 1.6 A Commitment to Safety

Transport for NSW is committed to ensuring Sydney Metro is designed, constructed and operated in a manner that facilitates safe working and customer passage. The project will provide facilities for customers, staff and contractors that meet or exceed any required safety standards. Sydney Metro will also comply with all relevant statutory and regulatory requirements in respect of safe system design, delivery and operation.

Safety will be considered at all stages of design across all aspects of corridor and station planning, construction, operation and maintenance. In particular, the design of Metro infrastructure in the city must provide safe interfaces between stations and the existing urban environment. The safe movement of customers, staff and contractors through station areas needs to be facilitated through many aspects of physical design, including provision of adequate platform capacity and circulation space, clear routes, adequate lighting and slip resistant flooring, as well as by minimising obstructions and eliminating crush zones.

**Station and station realm design** will identify and reflect current architectural and engineering best practice with respect to safety. Guidelines and protocols, such as CPTED, will also be important benchmarks in minimising the risks of personal harm, operational disruption and conflict.

**Construction and operational safety** will be managed through a rigorous safety in design process which will identify, develop and implement safety controls, and enhance the construction, operational and maintenance outcomes.

**Maintenance and asset management strategies** will be adopted that reduce risk through safety auditing and reporting. Sydney Metro will have a comprehensive framework to avoid or minimise risk, and to enhance safety, without unreasonably reducing amenity and functionality.



Construction of Sydney Metro Northwest.  
Source: TfNSW



## 1.7 A Commitment to Sustainability

Transport for NSW has a clear vision for Sydney Metro to achieve new benchmarks in sustainable infrastructure delivery. This means demonstrating that Sydney Metro is at the forefront of best practice, delivering environmental, social and economic improvements throughout the delivery and operational phases of the project.

This commitment is articulated through a strategic Sydney Metro objective to deliver a sustainable metro product which contributes to environmental, social and economic sustainability and the project Environment and Sustainability Policy which contains specific sustainability objectives. Sustainability objectives relevant to these design guidelines are presented in the table below.



Microclimate and customer comfort can be improved through the use of landscaping and appropriate shading.  
Source: AECOM.

Governance	Demonstrate leadership by embedding sustainability objectives into decision making
	Demonstrate a high level of performance against objectives and appropriate benchmarks
Carbon & Energy Management	Improve the shift toward lower carbon transport
	Reduce energy use and carbon emissions during operations
	Support innovative and cost effective approaches to energy efficiency, low-carbon / renewable energy sources and energy procurement
Pollution Control	Reduce sources of pollution and optimise control at source to avoid environmental harm
Climate Change Resilience	Infrastructure and operations will be resilient to the impacts of climate change
Resources - Water Efficiency	Minimise use of potable water
	Maximise opportunities for reuse of rainwater, stormwater, wastewater and groundwater
Resources - Waste & Materials	Minimise waste through the project lifecycle
	Reduce materials consumption
	Consider embodied impacts in materials selection
	Maximise beneficial reuse of spoil
Biodiversity Conservation	Protect and create biodiversity through appropriate planning, management
Heritage Conservation	Protect and promote heritage through appropriate design, planning, and management controls
Liveability	Promote improved public transport patronage by maximising connectivity and interchange capabilities
	Provide well designed stations and precincts that are comfortable, accessible, safe and attractive.
Community Benefit	Make a positive contribution to community health and well-being
	Ensure community and local stakeholder engagement and involvement in the development of the project
	Contribute to the delivery of legacy projects to benefit local communities
	Optimise community benefit of residual land development



## 1.8 Structure of the Guidelines

The Design Guidelines are structured into four sections:

### 1. Introduction (this part)

Provides an overview of the Sydney Metro City & Southwest, the project objectives, design principles, an understanding of our customers' needs and the importance of design in meeting those needs.

### 2. Stations

Outlines the key contextual factors and design drivers that impact the design of the station and surrounding environment.

### 3. Function & Experience

Outlines the principles and design guidelines to be applied to the design strategies for stations and their interface with adjoining areas.

### 4. Elements

Outlines the principles and design guidelines to be applied to the elements of the new stations and their interface with adjoining areas.

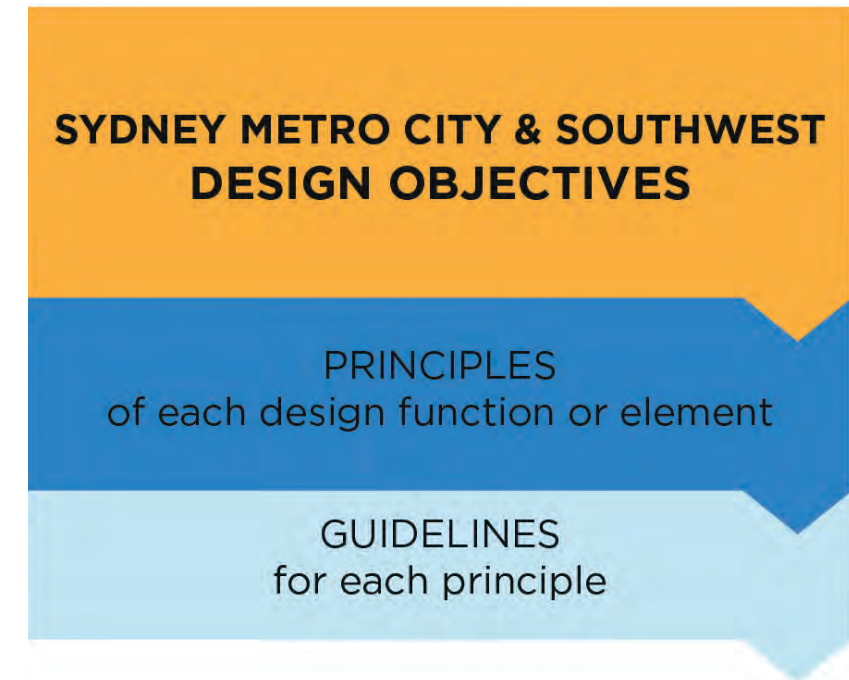
#### Document Structure

Sections 3 and 4 are structured to include:

**Relevant Design Objectives** - how each design guideline relates to the project Design Objectives.

**Principle** - of each design element.

**Guidelines** - describes best practice design responses that address the objective.



## 1.9 Application of the Guidelines

### Review of Design

The design of Sydney Metro is subject to ongoing internal review processes to ensure the designs are developed to respond to these Guidelines. This will ensure design quality meets the needs and expectations of Sydney Metro customers and the people of NSW. These Guidelines will be kept under review through subsequent detailed design and procurement stages to ensure that they remain up to date and relevant.

The design of Sydney Metro and implementation of these Guidelines is also subject to independent review by the Sydney Metro Design Review Panel. The objective of the Design Review Panel is to provide independent, high-level design review of the project to support the achievement of Sydney Metro project objectives and ensure quality design outcomes.

The Design Review Panel will be chaired by the NSW Government Architect and be supported by suitably qualified and appropriately skilled professionals from the fields of architecture, urban design, landscape design and heritage architecture. The Design Review Panel will be supported by specialist advisers in the fields of community integration, transport integration, sustainability and cultural heritage, as required.

These panel members will provide independent design review and advice periodically throughout the development of the design. They will maintain an ongoing review role in the design process for the project, ensuring that as the design of individual components develops, it delivers on the principles contained within this document.

### Updating the Guidelines

These Guidelines have been reviewed and updated following exhibition of the Chatswood to Sydenham EIS, in response to public and agency submissions. The Guidelines may be updated from time to time through the project delivery stage, including application of the Guidelines in relevant contracts. It is envisaged that future updates would provide additional detail and guidance as design progresses. The objectives and principles contained in this version of the document would continue to apply in subsequent versions. Updated versions of the Guidelines would be subject to the review and endorsement of the Design Review Panel.



Artists rendering of Waterloo station.  
Source: TfNSW





# 2

## Stations

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## About this Section

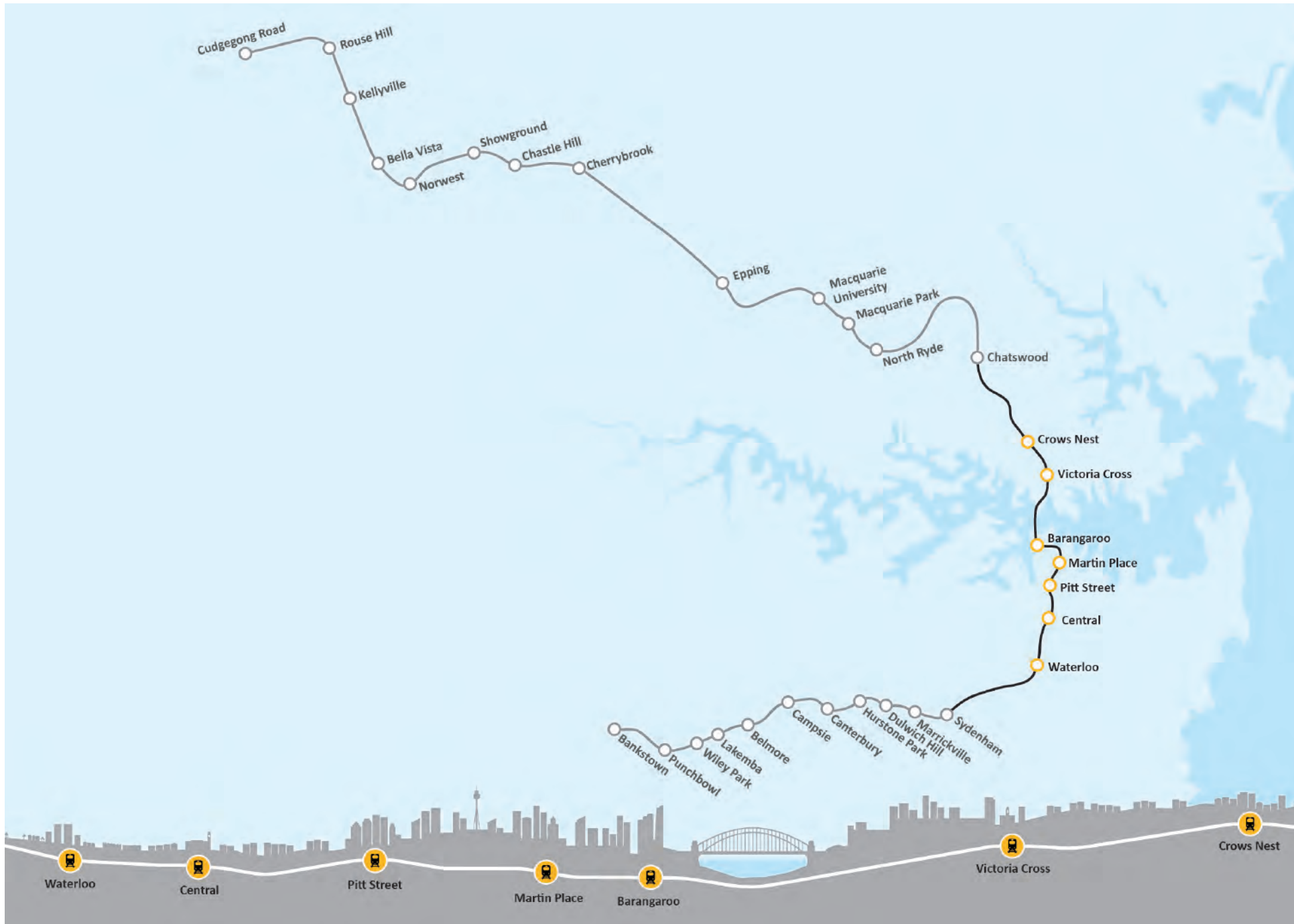
This section describes the context and functional character of the Metro stations. It acknowledges the existing conditions and urban interfaces of each station in order to inform the delivery of contextually responsive and integrated environmental outcomes.

The urban and public domain design must be developed with reference to the existing urban context and infrastructure (including built form and public domain conditions, landscape elements and existing and proposed services) as well as planned initiatives in the locality.

New metro stations are proposed at:

- Crows Nest
- Victoria Cross (North Sydney)
- Barangaroo
- Martin Place
- Pitt St
- Central Station (new underground platforms)
- Waterloo
- Sydenham.

Key descriptors for each station are noted in this section including; centre type, primary function (e.g. origin/destination), catchment type, and Local Government Area. An outline of the transport role and function and geographical catchment of each station, including the key design drivers for the station precinct, are also set out in the following pages.



Sydney Metro alignment map

1

2

3

4



## 2.1 Crows Nest

**Centre type:** Strategic centre

**Primary Function:** Origin and Destination

**Catchment:** Commercial, residential, leisure

**Local Government Area:** North Sydney

### Context

Crows Nest Station would be located on the western fringe of the Crows Nest village. Access to the station would be from the corner of Clarke and Hume Streets and from the corner of Oxley Street and Pacific Highway.

Crows Nest Station would support the St Leonards strategic centre as a southern gateway to commercial and mixed use activities. The station would also improve access to the restaurants and specialist shops in the Crows Nest village.

Convenient and legible links to employment and mixed use developments around Atchison and Chandos Streets are important aspects of the station context. Oxley Street is important in the urban structure as a north-south link that is relatively level and has good sight lines.

The station would provide access to a new transport mode for the surrounding residential areas. This includes the lower scale Holtermann Estate to the east and medium density and multi-unit developments on the western side of the Pacific Highway.

A service building would be located above the station box on the Pacific Highway. The station design would enable development to be built above the station with frontage to the Pacific Highway.

### Key design drivers:

- Create a new transport focus on the southern side of the St Leonards strategic centre.
- Maximise legibility and connectivity with the local urban structure.
- Integrate the station with local improvement plans and make a positive contribution to the sense of place.



Clarke/Hume Streets, Crows Nest.  
Source: Cox Richardson



Clarke Street, Crows Nest  
Source: Cox Richardson



Willoughby Road, Crows Nest  
Source: Cox Richardson



Crows Nest Community Centre  
Source: Cox Richardson

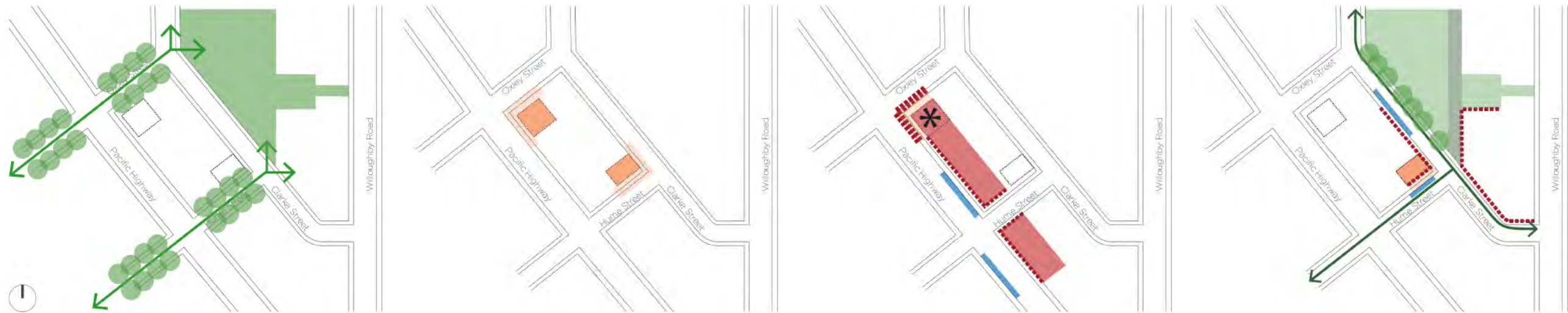




Crows Nest Station Design Drivers







**Urban Design Strategies**

**Green Streets**

Oxley and Hume Streets are important east-west links in the urban structure.

Crows Nest Station is an opportunity to enhance the amenity and green character of Oxley Street and Hume Street. This could include enhanced pedestrian space, paving upgrades and street trees.

**Visible and integrated entries**

The placement of entries on corners maximises their visibility from multiple vantage points.

There is an opportunity to create a seamless entry experience into the station through materiality and extending the character of the surrounding public domain into the station.

**A Pacific Highway landmark**

Sydney Metro provides an opportunity for a strong architectural presence along the Pacific Highway. The station entry on the corner of Pacific Highway and Oxley Street can anchor this presence.

The station and associated development above has the opportunity to create a consistent built edge along Pacific Highway, aligned with existing buildings and maximising activation at ground level.

Interchange with buses on the corner of Hume Street reinforces the importance of the metro station on this major transport spine.

**Supporting the vision for Crows Nest Village**

Sydney Metro will integrate with the vision for the Crows Nest Village including the planned upgrades to Hume Street Park, Clarke and Hume Streets by North Sydney Council, and connectivity to renewal areas to the north.

The Sydney Metro entry on the corner of Hume and Clarke Streets directly addresses cycle, kiss and ride and taxi access including improved pedestrian crossing of Clarke Street.

This station entry will be scaled to reflect the local fine grained character of the area and accommodate new and existing active transport links.



## 2.2 Victoria Cross

**Centre type:** Global Sydney (North Sydney CBD)

**Primary Function:** Destination

**Catchment:** Commercial, residential, education

**Local Government Area:** North Sydney

**Context**

Victoria Cross Station would be located in the northern section of the North Sydney CBD. Access to the station would be from the east side of Miller Street between Berry and Mount Streets.

The Victoria Cross Metro station would support the continued growth of the North Sydney CBD as an integral part of Global Sydney. The new station would improve customer experience at the existing North Sydney Station by relieving demand in peak times.

The North Sydney CBD is characterised by multi-storey commercial developments. A number of educational facilities including high schools and an Australian Catholic University campus are located on the north and western edges of the North Sydney CBD. The area north of Berry Street includes residential and mixed use developments.

The station design would enable development to be built above the station. The future development would have frontage to Miller and Berry Streets.

**Key design drivers:**

- Create a new transport focus in the North Sydney CBD.
- Contribute to the attractiveness of the North Sydney CBD by adding to and integrating with the public domain.
- Improve the permeability of the immediate station context.



Miller Street, North Sydney  
Source: Cox Richardson



Miller Street, North Sydney  
Source: Cox Richardson



Entrance to North Sydney station at Brett Whiteley Place  
Source: Cox Richardson



Artist rendering of planned Brett Whiteley Place  
Source: North Sydney Times



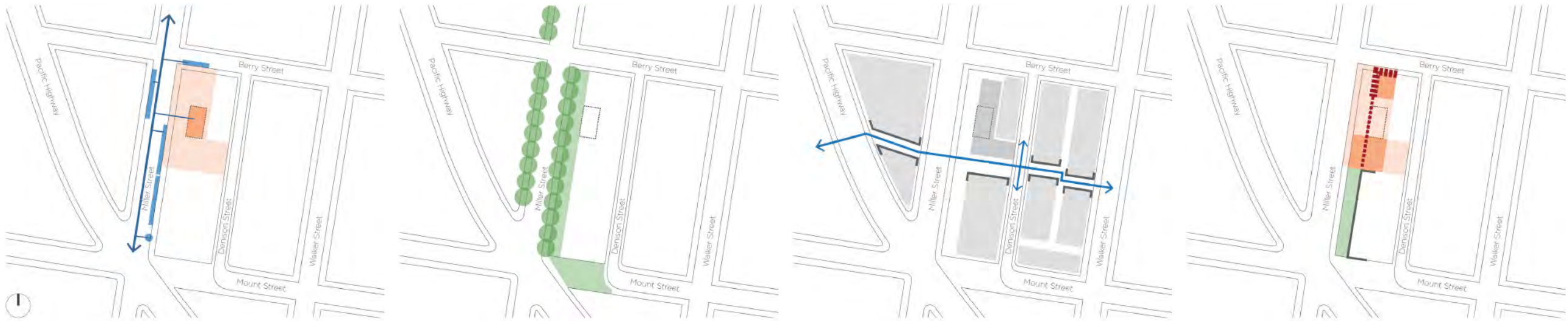
LEGEND

-  Metro station entry
-  Station development site boundary
-  1 Planned - Brett Whitely Place Stage 1 and Elizabeth Plaza
-  2 Planned - Brett Whitely Place Stage 2
-  3 Under Construction - Walker Street upgrade
-  4 Planned - Denison Street upgrade
-  5 Planned - Berry Street pedestrian crossing



Victoria Cross Station Design Drivers





**Urban Design Strategies**

**A Public Interchange Place**

Miller Street is North Sydney’s civic street and an important thoroughfare. This new metro station reinforces the transport function of Miller Street, creating a generous “interchange place”.

This place allows for safe and equitable movement between different modes (especially Metro and rail, bus and taxi).

**The Miller Street Green Avenue**

The landscape character of Miller Street is extended (by new trees further south along this street) and expanded (into the new interchange place in front of the station).

This avenue will provide pedestrian amenity along the length of the block as well as within smaller pockets of activity, including areas for dining, sitting and relaxing. Miller Street will become the main civic space for North Sydney

**Mid-Block Connectivity and Access**

Metro provides an opportunity to break down the north-south oriented blocks of North Sydney with new east-west pedestrian connections.

This finer grain block structure opens up opportunities to upgrade laneways such as Denison Street to enable greater pedestrian connectivity.

**A Focal Point for North Sydney**

The Sydney Metro station creates a focus for development and renewal in North Sydney, creating a generous public space and major transport node, as well as the potential for a significant tower development over the station.

There is an opportunity to focus activity on the corner of Miller and Berry Streets, in addition to enhancing the character and pedestrian amenity of Denison Street.

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## 2.3 Barangaroo

**Centre type:** Global Sydney (Sydney CBD)

**Primary Function:** Destination

**Catchment:** Commercial, visitor (recreation)

**Planning Authority:** Minister for Planning

**Context**

Barangaroo Station would be located on the western side of the Sydney CBD within the Barangaroo Central precinct. Access to the station would be from within the Barangaroo Central development and Barangaroo Reserve.

The Barangaroo station would improve accessibility to Barangaroo and to the Walsh Bay Arts and Culture precinct.

The Barangaroo precinct includes office, retail, residential uses and a new casino, hotel and apartment complex. Barangaroo Central will combine civic and cultural attractions with recreational, retail and commercial uses. At the north end Barangaroo Reserve includes Headland Park, a major new waterfront public open space and new cultural centre hosting events. Barangaroo South will be home to three significant new employment towers.

**Key design drivers:**

- Maximise connectivity and legibility to the primary uses within and near the Barangaroo precinct including the Walsh Bay Arts and Culture precinct.
- Ensure legible and direct access to Barangaroo Reserve and surrounding development.
- Integrate with the development plans for Barangaroo.



Barangaroo Master Plan  
Source: *Barangaroo South*



Barangaroo South under construction & Headland Park  
Source: *Cox Richardson*



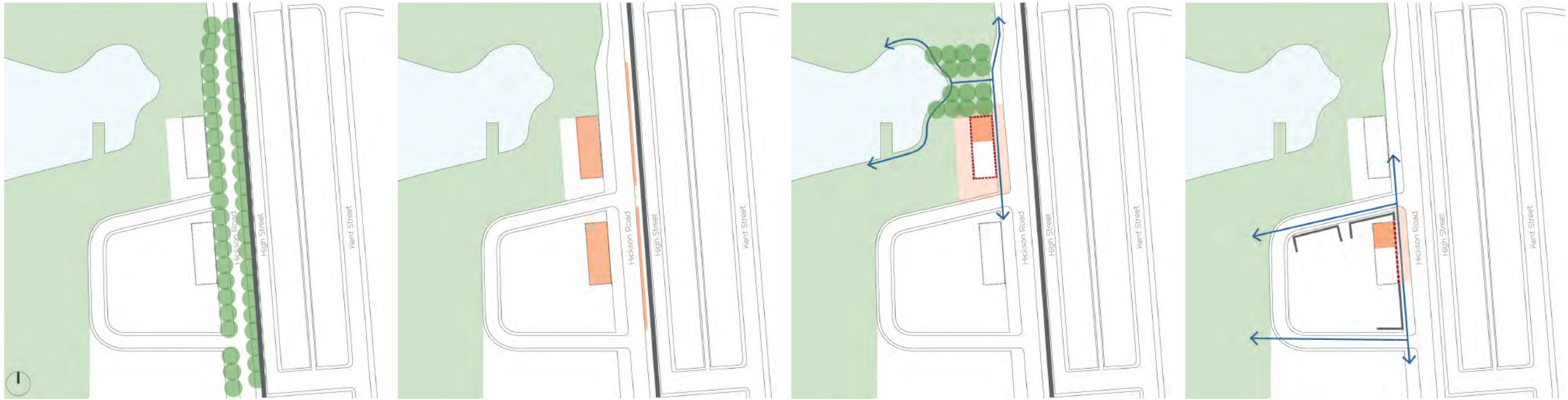
Walsh Bay Arts & Culture Precinct  
Source: *Timeout Sydney*





Barangaroo Station Design Drivers





**Urban Design Strategies**

**Hickson Road Heritage**

The historic street of Hickson Road will become one of Sydney’s premier boulevards, with street trees, landscaped median and generous footpaths. The entries to the Metro station will address Hickson Road.

The following principles apply to Hickson Road:

- Provide an exemplary streetscape design integrating station infrastructure, with heritage, street access and circulation, pedestrian amenity, safety and security
- Allow for high quality and safe pedestrian access along both sides of Hickson Road
- Integrate a contemporary urban art program and heritage interpretation strategy (including archaeology) as part of the station and streetscape improvement works
- Maximise consistency with the City of Sydney strategies

**Infrastructure Integrated into Streetscape**

Station infrastructure will be integrated into the eastern edge of Hickson Road. To minimise visual and physical obstruction, the following principles guide the design:

- Consolidate the number of station infrastructure and street elements to achieve a balance between efficiency and visual amenity
- Minimise the height, length and width of station infrastructure in the streetscape
- Locate station infrastructure away from view corridors (eg from the harbourside park between buildings) and from areas of open space (eg adjacent to the Northern Cove)
- Station infrastructure will not be above ground level whenever possible

**Entry Pavilion on the Park**

The northern entry to the Sydney Metro station will be located within the existing park adjacent to the Northern Cove of Barangaroo.

To ensure visual and physical connectivity between Hickson Road and the harbour, this entry will be minimally scaled and highly transparent.

**Entry Embedded in New Development**

The southern entry of the Sydney Metro station will be integrated into the future built form of Central Barangaroo, creating a consistent and activated street edge to Hickson Road and reducing the impact of any associated services.



## 2.4 Martin Place

**Centre type:** Global Sydney (Sydney CBD)

**Primary Function:** Destination and interchange (rail)

**Catchment:** Commercial, retail, civic

**Local Government Area:** City of Sydney

### Context

Martin Place Station would be located between Elizabeth Street, Hunter Street, Castlereagh Street and Martin Place. Access to the station would be from Hunter, Castlereagh and Elizabeth Streets and from Martin Place.

The station would serve Sydney’s high-end commercial and financial district, the Macquarie Street civic precinct and the Pitt Street retail zone. A key function of the Metro station would be to facilitate interchange with the existing Eastern Suburbs and Illawarra line platforms at Martin Place station.

Connection to Martin Place is an important aspect of the station’s context. Martin Place is one of Sydney’s most recognisable civic and public spaces and a primary east-west pedestrian corridor in the city centre.

The design would enable development to be built above the station at Hunter Street and on the south side of Martin Place.

### Key design drivers:

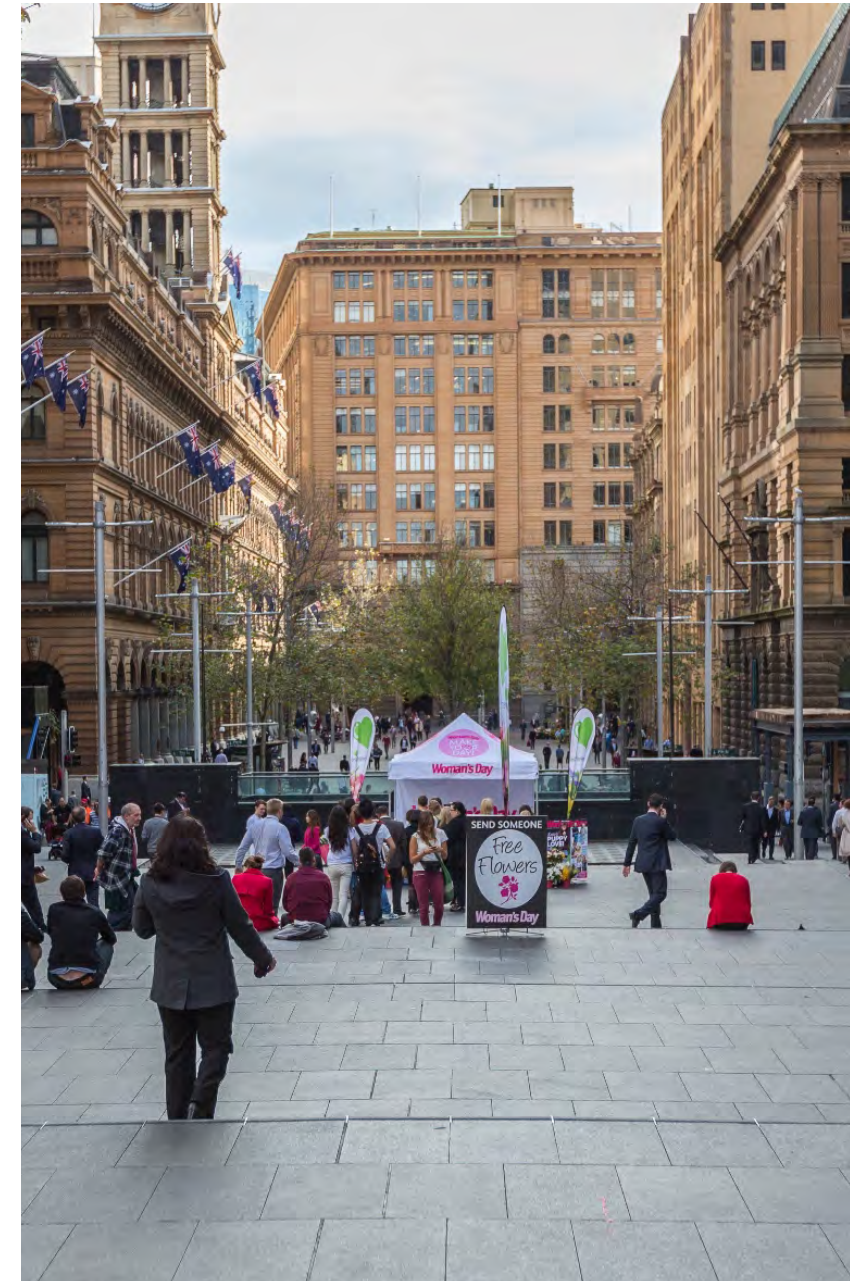
- Reflect the significance of Martin Place and status of the station by designing clear, legible, iconic, integrated entries.
- Provide generous space for customers in a busy pedestrian environment by extending the public domain into the station entries.
- Efficient interchange in the centre of the Sydney CBD through convenient, direct connections to the existing Eastern Suburbs and Illawarra line train platforms.
- Integrate with public domain and transport access improvements.



Hunter Street  
Source: Cox Richardson



9 Castlereagh St, Sydney. The public domain is extended within the building’s site.  
Source: Cox Richardson



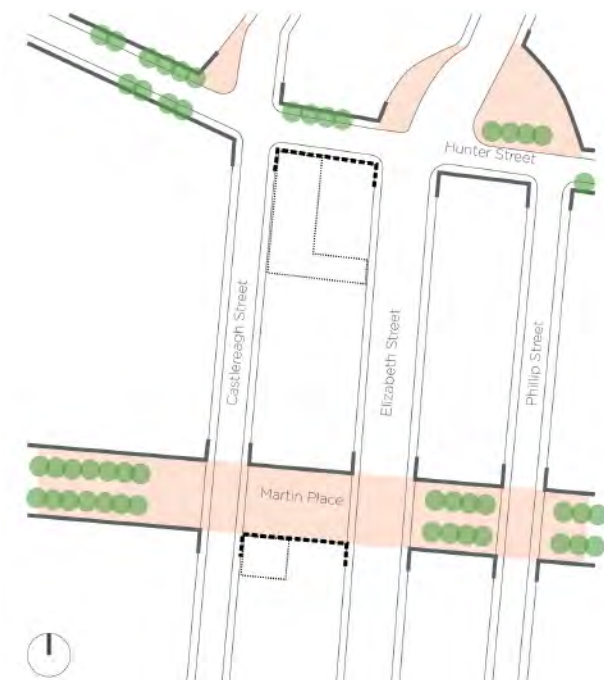
Martin Place  
Source: TfNSW





Martin Place Station Design Drivers





**Urban Design Strategies**

**Supporting the City’s Public Domain Strategies**  
The City of Sydney’s master plan for the renewal of Martin Place sets a strategic framework for the works at Martin Place.

Sydney Metro can support this plan through the enhancement and activation of the public domain.



**Entries as New Public Spaces**

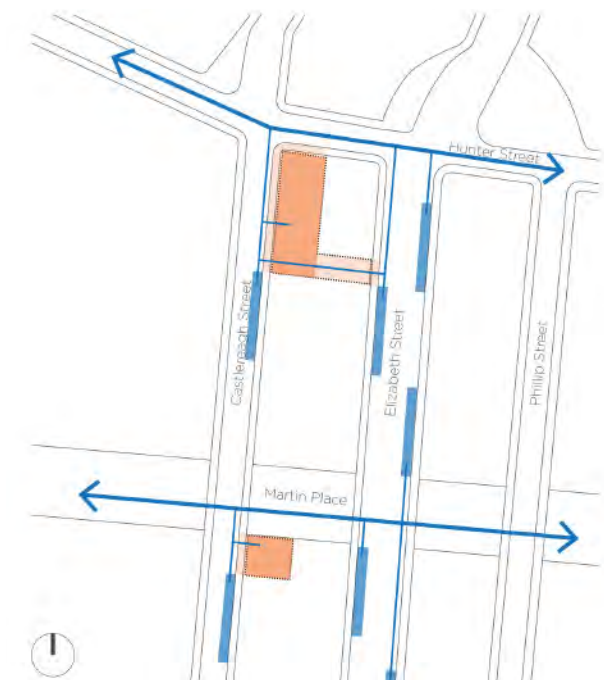
The new station entries are visually prominent and envisaged as generous “urban rooms”.

Extending the materiality and character of the public domain into the station creates the opportunity for a seamless experience.



**Flagship Developments Over Stations**

The entrances to the station provide an opportunity for renewal. Future development above these spaces should sensitively respond to the established built form and positively enhance the locality by providing high quality architecture and complementing the streetscape.



**Direct and Legible Interchange**

The new Metro station is integrated with the existing Martin Place rail station, allowing for direct subsurface interchange.

Bus stops are located on Castlereagh and Elizabeth Streets, as close as possible to station entries with Martin Place and Hunter Street acting as key connectors to these stops.



## 2.5 Pitt Street

**Centre type:** Global Sydney (Sydney CBD)

**Primary Function:** Destination

**Catchment:** Commercial, retail, residential, civic

**Local Government Area:** City of Sydney

### Context

Pitt Street Station is located in the centre of Sydney CBD within the Town Hall civic precinct. Two entries are proposed - a northern entry on the north side of Park Street to the east of Pitt Street and a southern entry on the south side of Bathurst Street to the east of Pitt Street.

Pitt Street Station would serve the retail centre of the Sydney CBD on George and Pitt Streets north and west of the station, the civic and entertainment uses on George Street south and west and the emerging southern CBD residential developments between Park Street and Belmore Park.

The station would facilitate interchange with Light Rail on George Street and buses on the key corridors along Park, Elizabeth and Castlereagh Streets.

The station design would enable development to be built above the station entries.

### Key design drivers:

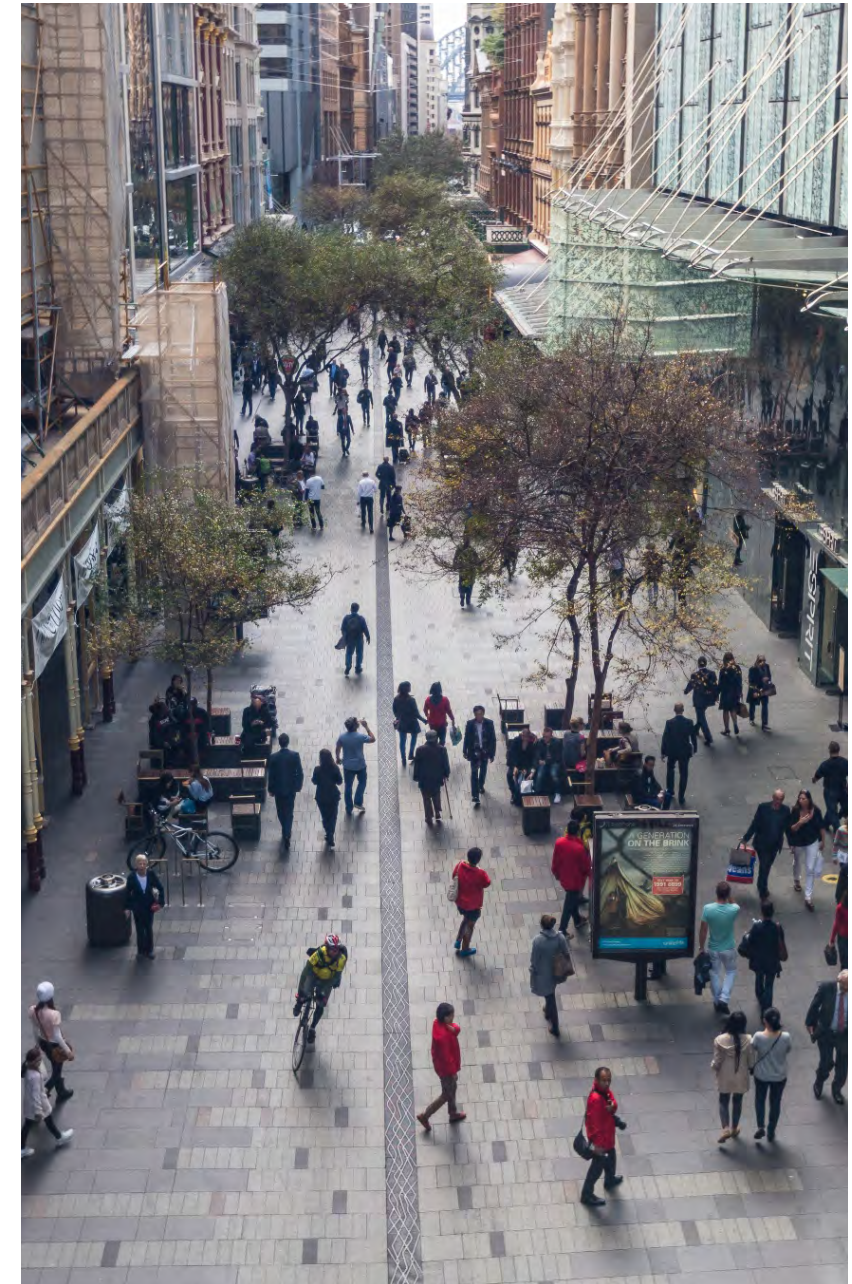
- Provide space for customers in a busy pedestrian environment by extending the public domain into the station entries.
- Integrate with the Sydney City Centre Access Strategy and other CBD planning.
- Anticipate connections to a future Town Hall Square and other nearby developments
- Extend the transport focus along Park Street, near Pitt Street.



Sydney Light Rail, George Street.  
Source: TfNSW



Park Street  
Source: TfNSW



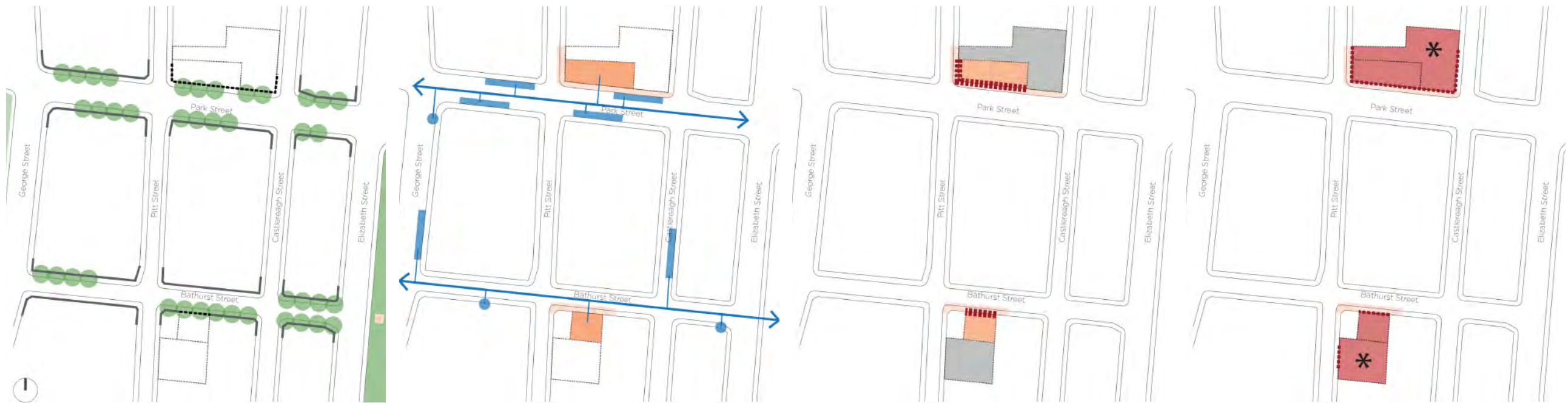
Pitt Street Mall  
Source: TfNSW





Pitt Street Station Design Drivers





**Urban Design Strategies**

**Linking Hyde Park to the Civic Precinct**

Park and Bathurst Streets are key east-west connectors in the Sydney city centre, linking the harbour (at Darling Harbour) and green space (Hyde Park) on the edges of the city. These streets run through the heart of the city’s civic precinct, which contains Sydney Town Hall, St Andrews Cathedral and the Queen Victoria Building (as well as the planned Town Hall Square).

As increasingly important pedestrian streets, Park Street and Bathurst Street will require public domain improvements.

**A Street-grid of Interchange**

The new Sydney Metro station will be located within a network of public transport services spread over several street blocks. These services include rail (Town Hall and Museum stations), bus (primarily along Park, Castlereagh and Elizabeth Streets) and future light rail along George Street.

The entrances to the new Metro station address Park and Bathurst Streets. These two streets will be key to interchange movements, especially to the bus and light rail services that run along the north-south streets of the city.

**Frontages to east-west streets**

The primary address of both Metro entries will be to the east-west connectors, reinforcing the importance of these streets and facilitating interchange between transport modes.

Extending the materiality and character of the surrounding public domain into the station entries creates the opportunity for a seamless experience.

**Optimising development over stations**

The entrances to the station provide an opportunity to facilitate renewal. Future development above these spaces should reflect the context of the locality and positively contribute to the built form and character of the area.



## 2.6 Central

**Centre type:** Global Sydney (Sydney CBD)

**Primary Function:** Destination and interchange (intercity and suburban rail/bus/light rail/coach services/taxis)

**Catchment:** Commercial, education

**Local Government Area:** City of Sydney

### Context

The proposed Central Metro Station would be located within the existing Central Station precinct. Access would be from upgraded entries at Eddy Avenue, Chalmers Street and the western forecourt.

The station would have a major interchange role with suburban and intercity trains, light rail, buses and coaches.

Central Station would provide access to retail and mixed use precincts in the locality including Haymarket, Chinatown, Central Park and Surry Hills and to educational facilities including the University of Technology Sydney, the University of Notre Dame, Australia and Sydney Institute of Technology.

### Key design drivers:

- Provide an efficient and high quality interchange for customers to connect to other public transport services.
- Respect the heritage significance of the Central Station precinct.
- Integrate with the Sydney City Centre Sydney Access Strategy and Central Station Precinct Plan.
- Support connectivity with major land uses and developments in the locality.



Central Station, view over suburban/city platforms  
Source: TfNSW

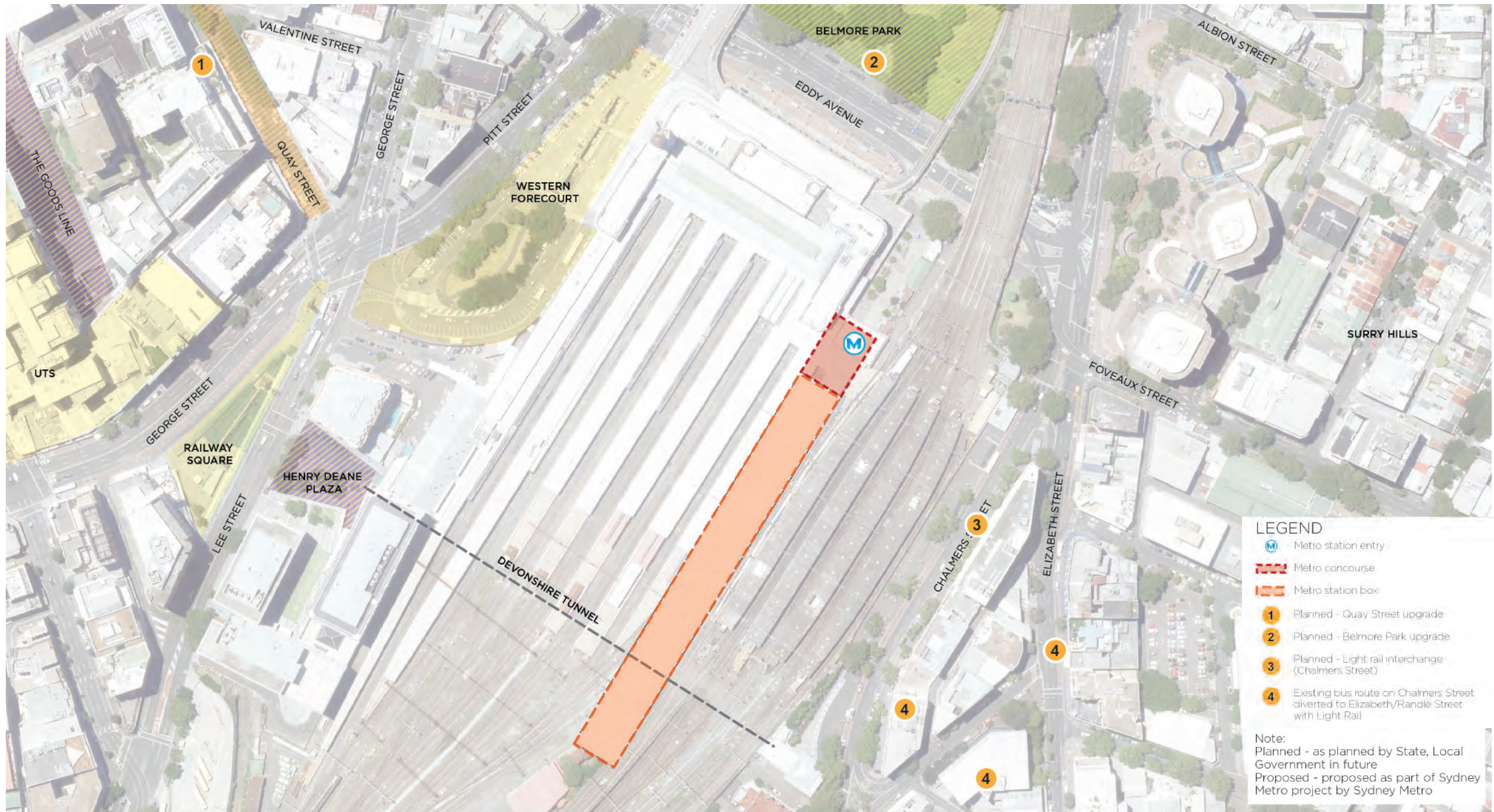


Railway Square. Central Station is a major interchange place  
Source: Cox Richardson



Central Station precinct. View over Railway Square looking south.  
Source: TfNSW





Central Station Design Drivers



## 2.7 Waterloo

**Centre type:** Global Sydney (Sydney CBD)

**Primary Function:** Origin

**Catchment:** Residential

**Local Government Area:** City of Sydney

**Context**

The proposed Waterloo Station would be located between Botany Road and the Land and Housing Corporation landholdings in Waterloo.

A Waterloo Station would provide the opportunity to catalyse the development and urban renewal of the Land and Housing Corporation landholdings, connect the Australian Technology Park and the residents in the Waterloo/Redfern area with Sydney Metro.

The station design would enable development to be built above the station.

**Key design drivers:**

- Contribute to the sense of place and public domain.
- Create a new transport focus in Waterloo.
- Integrate the station with local improvement plans and make a positive contribution to the regeneration of this new urban community.



Botany Road, Waterloo  
Source: Cox Richardson



Land and Housing Corporation site with Sydney CBD beyond.  
Source: Cox Richardson



Raglan Street, Waterloo  
Source: TfNSW



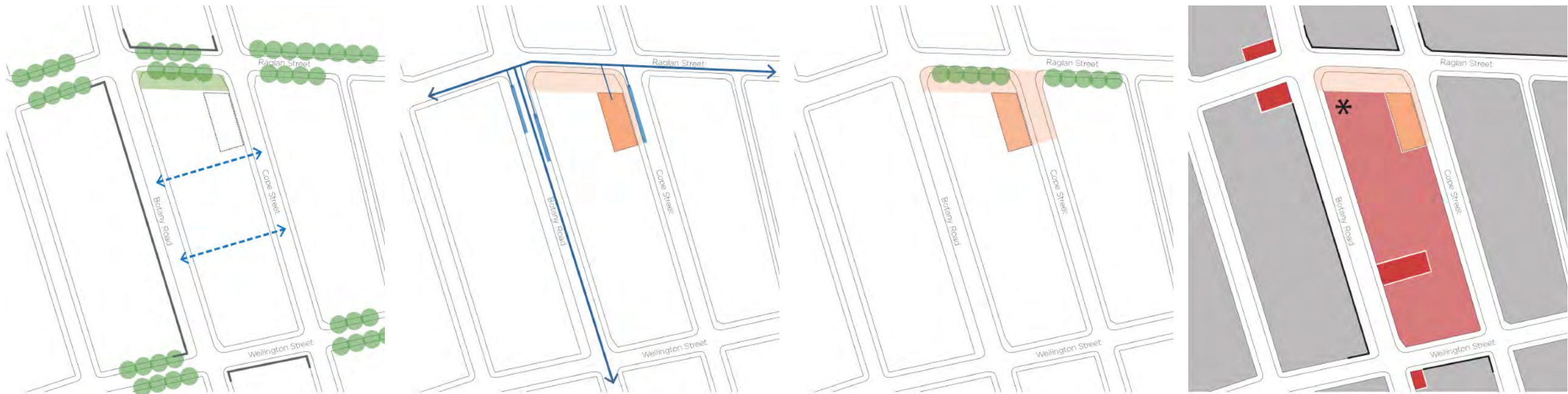
Artists Impression of Raglan Street, Waterloo  
Source: UrbanGrowth NSW





Waterloo Station Design Drivers





**Urban Design Strategies**

**Enhancing East-West Permeability**

As the north-south streets of Waterloo (including Regent, Botany and Gibbons) Streets carry significant vehicular movement, east-west streets have greater potential for walking and cycling access. Raglan and Henderson Streets will become a key connector between the new Sydney Metro station, the Australian Technology Park and residential renewal areas to the east.

Opportunities for mid-block connections would enhance pedestrian connectivity and activity around the station site, breaking down the long street block bounded by Raglan and Wellington Streets.

**Interchange Close to Station Entry**

A number of bus routes run adjacent to the Sydney Metro station, with interchange (to stops on Botany Road, Henderson and Raglan Streets) on the southern side of Raglan Street. The location of bus stops on Botany Road may need to be reviewed to maximise connectivity with the station entry.

There are opportunities for safe and convenient access by cycles, taxi and drop-off to the station entrance from Cope Street.

**Public Domain Defined and Activated**

The new Metro station provides an opportunity to maximise connectivity, create activity and support growing residential populations through a network of high quality public spaces around the station. This would include spaces for customers to transfer between modes and upgrades to the pedestrian environment along major streets and any new laneway connections between Cope Street and Botany Road.

**Support Renewal around the Station**

The Metro station will support significant renewal in Waterloo and surrounding residential, commercial and industrial areas.

New buildings and spaces should contribute positively to the surrounding context by enhancing and integrating with existing heritage buildings, creating permeability through smaller development lots, delivering public spaces and public infrastructure, and considering issues of solar access, visual impact and acoustic privacy.

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## 2.8 Sydenham

**Centre type:** Local Centre

**Primary Function:** Origin and Interchange

**Catchment:** Residential and light industrial

**Local Government Area:** Inner West Council

### Context

Sydenham Station lies approximately 6km south of the Sydney CBD within the Inner West Council (formerly Marrickville) Local Government Area. The suburb is bounded by St Peters to the east, Marrickville to the west, Enmore to the north and Tempe to the south.

Land use around the station is mixed, with low density residential as well as commercial and industrial areas to the south that generally date from the late 19th century and early 20th century, and later industrial areas to the north.

Sydenham is only two kilometres from Kingsford-Smith Airport and lies directly under the flight path.

Railway Parade and Gleeson Avenue border the station and, with Sydenham and Marrickville Roads, form an important north-south connection for both general traffic and heavy vehicles. Burrows Avenue on the southern edge of the station is a busy local road. There are three high amenity recreational reserves within walking distance of the station: Fraser Park, Sydenham Green and Tillman Park.

### Key design drivers:

- Additional station concourse at Sydenham that caters for the forecast patronage demand and facilitates interchange between Sydney Trains and Metro services
- Deliver an unpaid cross-corridor connection, creating a safe, local pedestrian link from the residential area in the south to the employment and retail areas of Marrickville to the north
- Provide accessible interchange currently missing at Sydenham Station with new entry plazas
- Improve connectivity across the railway corridor



Sydenham Station entry, Gleeson Avenue  
Source: COX/HASSELL



Street art on Marrickville Road, Sydenham  
Source: COX/HASSELL

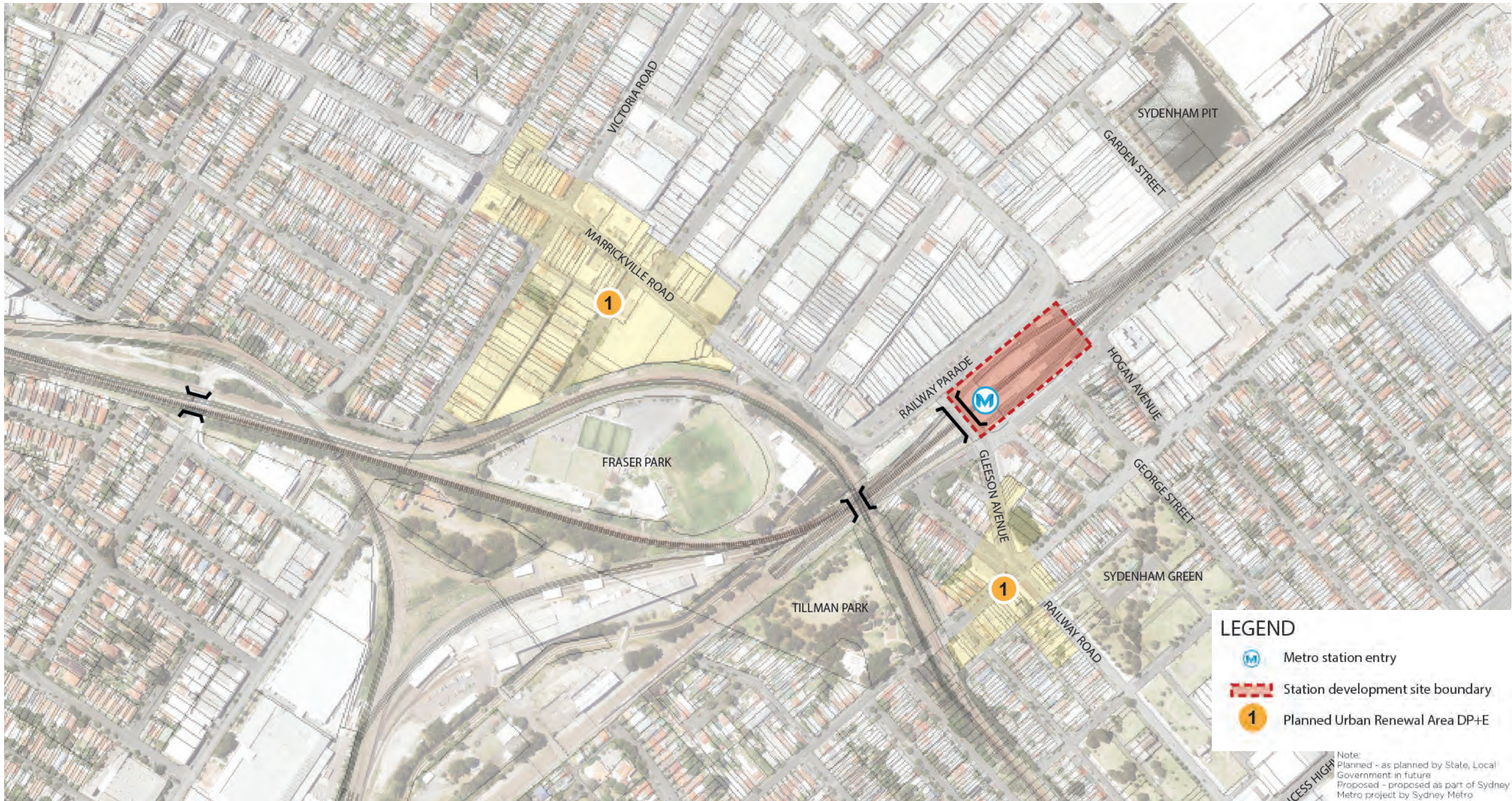


Sydenham Station platforms  
Source: COX/HASSELL



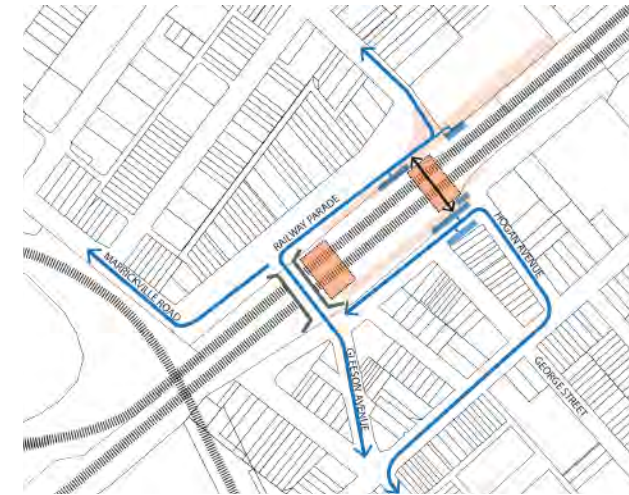
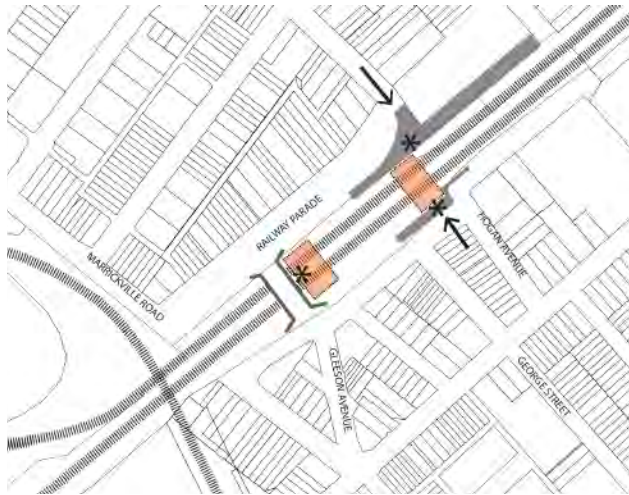
Sydenham Stormwater Storage Pit  
Source: COX/HASSELL





Sydenham Station Design Drivers





**Urban Design Strategies**

**Address and Legibility**

- Sydenham Station suffers from poor physical and visual connections to the north and south. Blank walls and facades and generally limited visibility restrict legibility of the station from adjacent areas.
- A second station entry and distinctive Metro canopy will open the station up and make it clearly visible from Sydenham Road in the north and local streets to the south.

**Precinct Connectivity**

- The station concourse at the eastern end of the station will provide an important cross-corridor link between Sydenham Road, and neighbourhood streets and Sydenham Green in the south.

**Accessible Interchange**

- Modifications to Railway Parade including a pedestrian crossing will provide a safe and accessible bus stop adjacent to the northern station entry for southbound bus services.
- An interchange zone on Burrows Avenue will serve northbound bus services and tax and kiss and ride requirements.
- Secure and sheltered bicycle parking will be located in north and south station plazas.

**Public Space and Heritage**

- Proposed plazas will widen the public domain at station entries and generally improve pedestrian amenity and safety.
- New street trees, interchange shelters and furniture will enhance the customer arrival and interchange experience.
- Improve public domain along the northern side of the station between Railway Parade and Garden Street, accommodating pedestrians, cyclists and facilitating retail opportunities
- Proposed aerial concourse will provide new views across the station platform buildings which have significant heritage value.



## Function & Experience

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## About this Section

This section provides guidelines for the spatial and functional design of the urban and public domain in each station precinct, as well as the urban form of associated project development. The guidelines are articulated according to a number of core design strategies that guide the planning and design of Metro stations and their precincts. The strategies are grouped under the following family headings:

- Designing for Customers
- Identity
- Connectivity
- Development Opportunities

More detailed design guidelines and key requirements for each of these strategies will be included in the scope and performance documents during the procurement stage.



Chatswood Transport Interchange. Interchange places should be active public spaces that support a range of amenities for all users.

Architect: CoxDesignInc.

Source: COX Richardson, Photographer: John Gollings



### 3.1 An Easy Customer Experience

An easy customer experience is central to all aspects of the Sydney Metro design. A high quality customer transport product across the whole 'door-to-door' customer journey is critical to the customer experience. Sydney Metro will be a fast, safe, reliable, easy service for all customers.

Sydney Metro will cater to all customers including daily commuters, people with disabilities, families, visitors to Sydney and infrequent users.

The key public transport customer service design principles which underpin customer focused design are provided below.

This part of the document provides guidelines for the following areas of the customer experience:

- Customer Centred Design
- Customer Circulation
- Wayfinding and Legibility
- Customer Safety
- Comfort and Amenity
- Accessibility



Provide an easy experience for a diverse range of customers.  
Source: TfNSW

**Public transport customer service design principles** Q

**Balanced:** Functional performance is balanced with customer service to achieve high levels of customer satisfaction.

**Efficient, assisted service:** A self-service system that is designed for easy, intuitive use. Where assistance may be required, support is available and easy to get.

**Universally accessible:** Meet the needs of all members of the community, accommodate the distinct needs of key customer segments.

**Flexible:** Able to adapt to a range of typical usage patterns and services while delivering a consistent level of service outcomes.

**Legible and consistent:** Reflect a service style and tone that is easily understood and consistent with the experience of an integrated transport system.

**Responsive:** A service system open to feedback from customers, that adjusts over time as needs and preferences change, and continuously improves.

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### 3.1.1 Customer Centred Design

#### Relevant Design Objectives

- 1 Ensuring an easy customer experience

#### Principle

*Customer Centred Design (CCD) is the process that brings the 'customer to the centre of everything we do'.*



Analysis of contextual data to understand the customer's environment.

Understand the needs and behaviours of customers for whom we are designing.

Uncover the root cause of customer pain points and build empathy through customer stories.

Articulate the problems to be solved for our customer segments.

Generate ideas and evaluate to ensure customer/problem fit.

Development of ideas to prototypes (both low and high fidelity).

Validation of product/ solution fit with customers.



### 3.1.2 Customer Circulation

#### Relevant Design Objectives

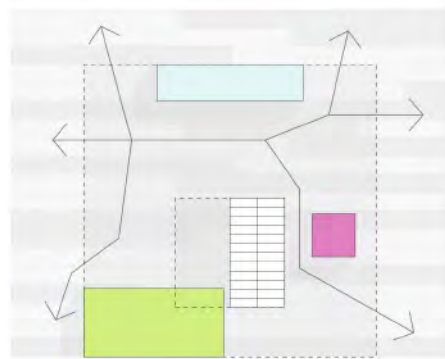
- 1 Ensuring an easy customer experience

#### Principle

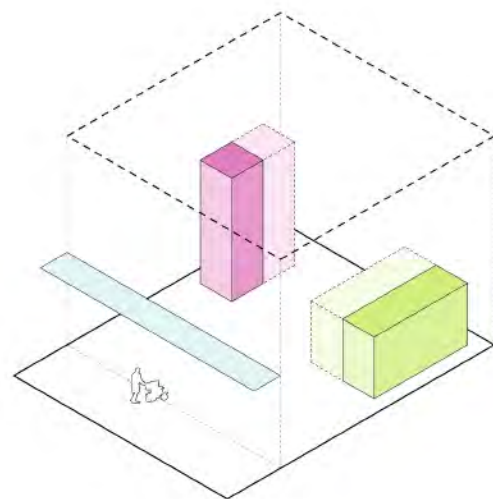
**Provide adequate space to meet customer demands, including during peak periods and long-term patronage demands.**

#### Guidelines

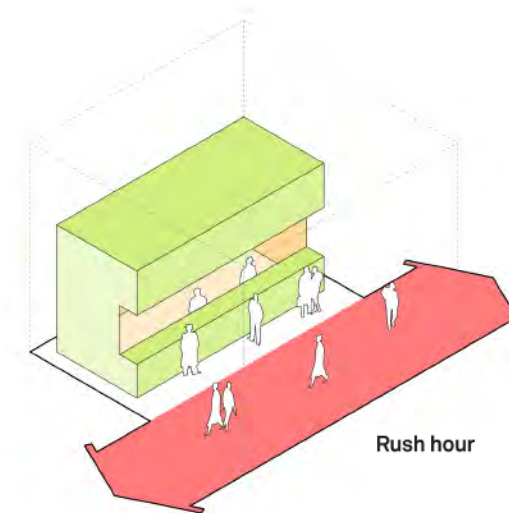
- Each part supports a different range of functions that must be addressed on station opening and in future scenarios.
- The movement capacity, configuration and spatial sequences of each of the Sydney Metro stations is to respond to patronage requirements as defined by a Level of Service (LOS) appropriate to the location and context.
- Pedestrian paths, crossings and spaces adjacent to Sydney Metro stations are to have sufficient capacity to meet potential demand with particular consideration of key decision points (gatelines, entrances, exits, customer queue zones) and information points. Where constrained, this may be met by extending the public domain into the station forecourt.
- The customer circulation paths within the station are to optimise timeliness for customers moving between concourse, platform, and station entries.
- Circulation paths are to be designed for convenience of connections into the station and from surrounding areas and other transport modes. These should reflect pedestrian desire lines as much as possible to enhance the convenience of circulation routes.
- Ancillary development and activities (retail, commercial or residential development, services areas and advertising structures) within Sydney Metro station sites are not to compromise efficient transport operations.
- All areas are to provide sufficient space for emergency access and movements in accordance with relevant design standards and legislation.



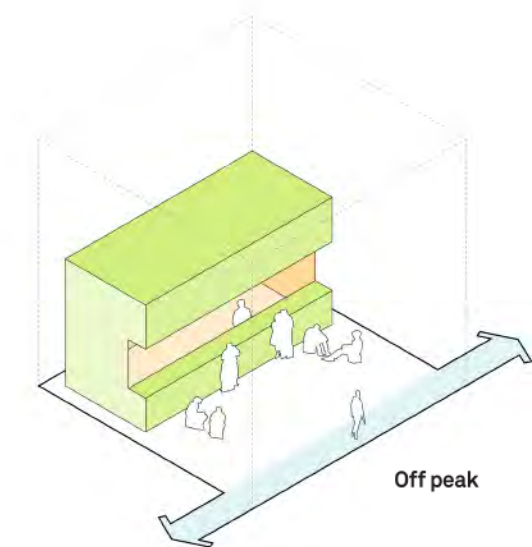
Station elements located to optimise permeability.



The effective space around each element can vary with the changing customer circulation requirements throughout the day.



Station design and capacity is to respond to primary customer flows and circulation during peak and off peak times.





### 3.1.3 Wayfinding and Legibility

#### Relevant Design Objectives

- |   |   |
|---|---|
| 1 | Ensuring an easy customer experience              |
| 2 | Being part of a fully integrated transport system |

#### Principle

**Provide intuitive, clear and consistent information and signage as well as legible, intuitive spaces to enhance customer journeys through efficient navigation and interchange. Wayfinding is to create a seamless and intuitive customer journey from origin to final destination to support an easy customer experience.**

#### Guidelines

- Planning for wayfinding and legibility will support all customers to travel independently and easily on Sydney Metro. This is done by:
  - Anticipating the needs of customers
  - Providing the accurate information at the right time
  - Planning and creating predictable and intuitive environments
  - Applying consistent system of signs and information.
- Spaces are to be visually simple and intuitive to negotiate, to contribute to an easy customer experience. This is done by:
  - Providing visibility between station levels where possible
  - Using intuitive design to minimise wayfinding choices and the need for signage
  - Providing safe, legible, efficient, convenient, obstruction free, level, direct and attractive routes for customer access
- Wayfinding signage and information is to be provided in accordance with the TfNSW guidelines. Ensure consistency with TfNSW signage.
- Customers are to be provided with wayfinding and information when they are:
  - Interchanging between services or modes.
  - Connecting to and from public transport by walking, cycling, catching a taxi, being dropped off or picked up in private vehicle or parking in their car.



Town Hall Station. Wayfinding signage enables easy navigation and interchange.  
Source: TfNSW



Macquarie Park Station design provides a high level of visibility between concourse and platform level to aid wayfinding and legibility.  
Architect: Hassell  
Source: TfNSW



### 3.1.4 Comfort and Amenity

#### Relevant Design Objectives

- 1 Ensuring an easy customer experience

#### Principle

*Provide a comfortable customer environment that provides sufficient personal space and amenity and is well lit with effective and appropriate microclimate amenity for all users.*

#### Guidelines

- Station entry orientation and design are to minimise adverse micro climate effects including wind tunnel impacts.
- Customer weather protection outside Sydney Metro stations is to be provided to ensure good levels of customer comfort are maintained and to provide useable spaces at ground level.
- A range of customer facilities and amenities is to be provided to grow patronage by making public transport a more attractive choice.
- A high level of amenity and security in customer waiting areas is to be provided to positively influence patronage and perceptions of the public transport system.
- Waiting areas, pedestrian walkways and cycle ways are to have adequate shade and day and night time lighting, while minimising energy consumption, providing an appropriate balance between sun access in winter and shade in summer.
- Minimise urban heat island effect through light coloured finishes, roofs and pavements, green walls, roofs, plantings and shade trees.



Chatswood Transport Interchange. Waiting and circulation areas outside the station entry are weather protected and have a high level of amenity and customer facilities.

Architect: CoxDesignInc.

Source: Cox Richardson, Photographer: John Gollings



9 Castlereagh Street, Sydney. Landscaped spaces provide shade in waiting areas.

Architect: Harry Seidler & Associates.

Source: Cox Richardson



### 3.1.5 Customer Safety

#### Relevant Design Objectives

- |   |                                      |
|---|--------------------------------------|
| 1 | Ensuring an easy customer experience |
|---|--------------------------------------|

#### Principle

**Ensure stations and precincts provide a safe and secure environment for customers and also contribute to the overall public safety of urban places throughout the day and night.**

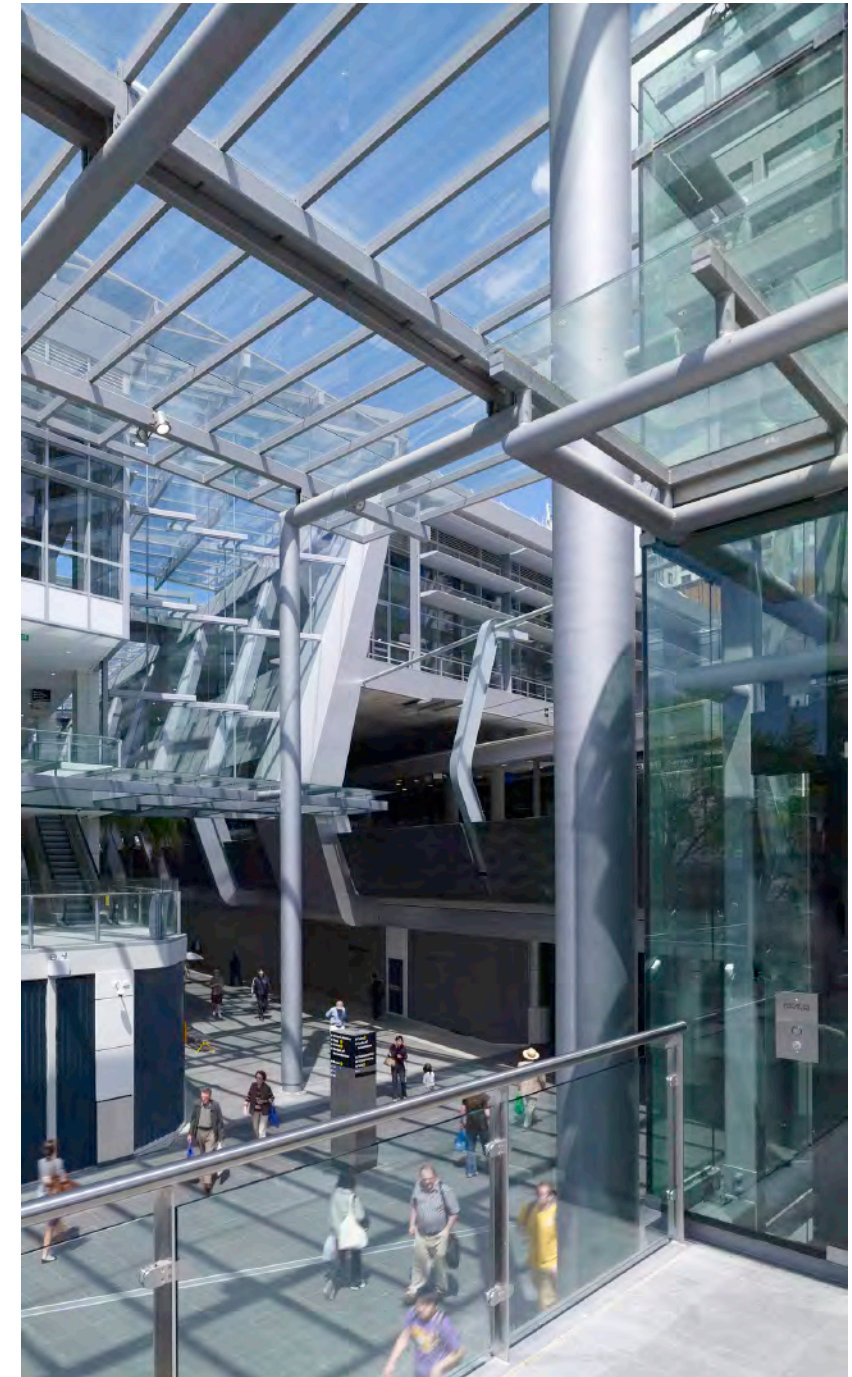
#### Guidelines

##### General

- Safety issues are to be embedded in the design development process and optimised through the application of relevant Crime Prevention through Environmental Design (CPTED) principles and guidelines.
- Operators are to be consulted to advise on issues such as lighting, lines of sight and CCTV, based on their network experience.
- Integrated CCTV systems must be provided at entry and exits, stairways, ramps, bridges, tunnels, lifts, ticket office and vending machines, emergency help points, public telephones, waiting and seating areas in accordance with Australian Standards and Sydney Metro requirements.
- Vandal-resistant fittings and fixtures are to be used throughout.

##### Public Domain

- An initial CPTED review of station precincts is to assess activity generators, edge effects, movement predictors, conflicting user groups, crime hotspots, the 'displacement phenomenon' and building elements
- All public domain areas are to be planned with guidance from CPTED experts, adopt a risk prevention design approach and eliminate entrapment and concealed space opportunities.
- A Crime Risk Assessment audit must be applied to the precinct design to ensure that all precinct areas comply with CPTED guidelines.



Chatswood Transport Interchange, NSW. Design of the public domain enables passive surveillance with clear sight lines through the station areas.  
 Architect: CoxDesignInc.  
 Source: Cox Richardson



### Stations

- The station design is to incorporate CPTED strategies:
  - Eliminating hidden spaces, recesses or voids that could provide a person with the ability to conceal themselves or others from general view.
  - Secured stations out of operating hours and during emergencies.
  - Ticket Vending Machines (TVMs) positioned to allow surveillance.
  - Minimising inadvertent or intentional access to hazardous or unauthorised areas of the station.
  - Physical barriers to minimise the risk of trespass or self-harm by station users.
  - Protective screening to elevated walkways and concourse areas particularly where persons traverse above or immediately adjacent to the rail corridor.
  - Glazed lift car and lift shaft enclosures to maximise visibility and safety.
- Station designs are to support visible staff presence as close as possible to customer movement and decision making zones to enhance customer safety.
- The stations are to be designed to minimise obstructions and projections, providing clear routes for customers.
- Station designs are to eliminate crush zones and provide equipment at safe and accessible locations.

### Help Points

- Help points should be easily identifiable, accessible components integrated into station cladding systems
- Help point enclosures should be integrated with the surrounding wall or equipment cabinet.



Macquarie Park Station, NSW. Glass sided lifts enable passive surveillance and sight lines through to the concourse.  
Architect: Hassell  
Source: Cox Richardson



### 3.1.6 Accessibility

#### Relevant Design Objectives

1	Ensuring an easy customer experience
2	Being part of a fully integrated transport system

#### Principle

**Ensure the stations and associated spaces are safe, efficient, universally accessible, legible and easy for customers and pedestrians.**

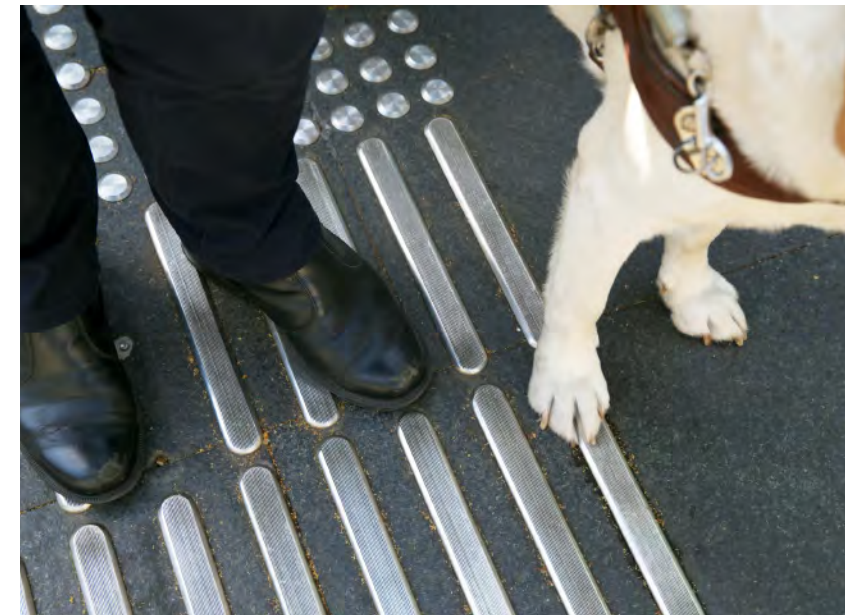
#### Guidelines

- Stations and precincts are to be easy, safe and accessible for all to use including the elderly, customers with disabilities, young children and those with prams and luggage.
- As far as possible, pedestrian pathways are to be obstacle and step free to maximise access for all customers. Where the use of stairs cannot be avoided, then they must be easy and safe to use.
- Where obstacles to universal access are unavoidable, clearly legible alternative routes must be provided as close as possible to the main travel path.
- Where the use of stairs is unavoidable, clearly legible, alternative accessible circulation routes are to be provided. These alternatives are to be as close as possible and not isolated from the primary circulation route.
- Where lifts and escalators are provided as an alternative to stair access they are not to result in a longer journey than the primary circulation route or compromise the safety of customers who need to use them.
- Ramps may provide opportunities for universal access; however, where possible, seek alternative means of effecting level changes, for example, by altering the path of travel.
- All facilities, furniture and fixings must be designed to be accessible to all customers. Accessible and ambulant toilets must be provided.
- Priority seats and adequate space should be provided in waiting areas and groups of seating to accommodate the elderly and customers with disabilities and prams.

- Information must be provided throughout the customer journey that considers user impairment, culture and language.
- Equivalent service and safety information must be provided for customers with disabilities in their preferred accessible format.
- Public transport information should be provided across a range of multimedia technologies including mobile phones, audio and visual and tactile signage, assisted listening for the hearing impaired and near field technologies to optimise accessibility for all users.
- The use of international icon protocols, colour coding and other graphic devices should also be considered to minimise the use of text-based signage and language difficulties.
- Comply with Disability Standards for Accessible Public Transport.
- All Metro service elements must comply with the Disability Discrimination Act 1992 and associated Public Transport and Premise Standards.



Universal access must be provided to all stations and precinct facilities.  
Source: San Francisco Municipal Transportation Agency



Universal access must cater to customers with a wide range of disabilities.  
Source: TfNSW



## 3.2 Identity

For a project of this importance it is imperative that the design delivers not just on the project objectives but provides an architectural and urban design experience that connects with the city and its diverse communities so that they embrace and identify with the project, the rail line and the opportunities it unlocks.

All of the public transport infrastructure is public space, so internal and external spaces of the stations are public realm. Having a consistent theme binds the internal and external areas integrating paid and unpaid areas and helps the station to integrate within its local context. The station entrances need to engage with their local context to create welcoming landmarks in the urban environment.

A major design objective is the achievement of a 'whole-of-corridor' identity for Sydney Metro. In this respect the design strategies in this section all contribute to the character, appearance, accessibility and function of the stations and their surrounding precincts. A unified approach can be fostered through adherence to common strategies for buildings and structures, finishes, accessibility and legibility that respond to local contexts while forming part of a 'whole-of-corridor' identity.

This part of the document provides guidelines for the following areas of creating a Sydney Metro identity:

- Network and Station Legibility
- Place Making
- Heritage & Archaeology
- Environment & Sustainability
- Art
- Lighting



Southwark Station, London. Station spaces are designed as distinctive, high quality public domain.  
Architect: MPJ Architects  
Source: MPJ Architects

1

2

3

4



### 3.2.1 Network and Station Legibility

#### Relevant Design Objectives

1	Ensuring an easy customer experience
2	Being part of a fully integrated transport system
4	Being responsive to distinct contexts and communities

#### Principle

**Create a line-wide identity for the Chatswood to Sydenham project that is recognisably part of the Sydney Metro network while enabling elements of station design to respond to context, character and environment to create locally distinctive sustainable outcomes.**

#### Guidelines

- A line-wide identity is to be established through the architectural language and layout of the station types (cut and cover, single cavern, binocular cavern).
- The architectural language and elements of the transport infrastructure and stations are to form a line-wide design that reinforces the Sydney Metro identity within the broader transport network.
- The stations are to maintain a coherent identity with consideration of:
  - Network identity
  - Line-wide identity
  - Station-specific local identity.
- Station buildings, service facilities, public domain elements and component elements are all to form part of the identity and project an image which evokes a modern, contemporary and efficient transport system providing an attractive, comfortable, safe and inspiring customer environment, while also responding to the local context and environment.

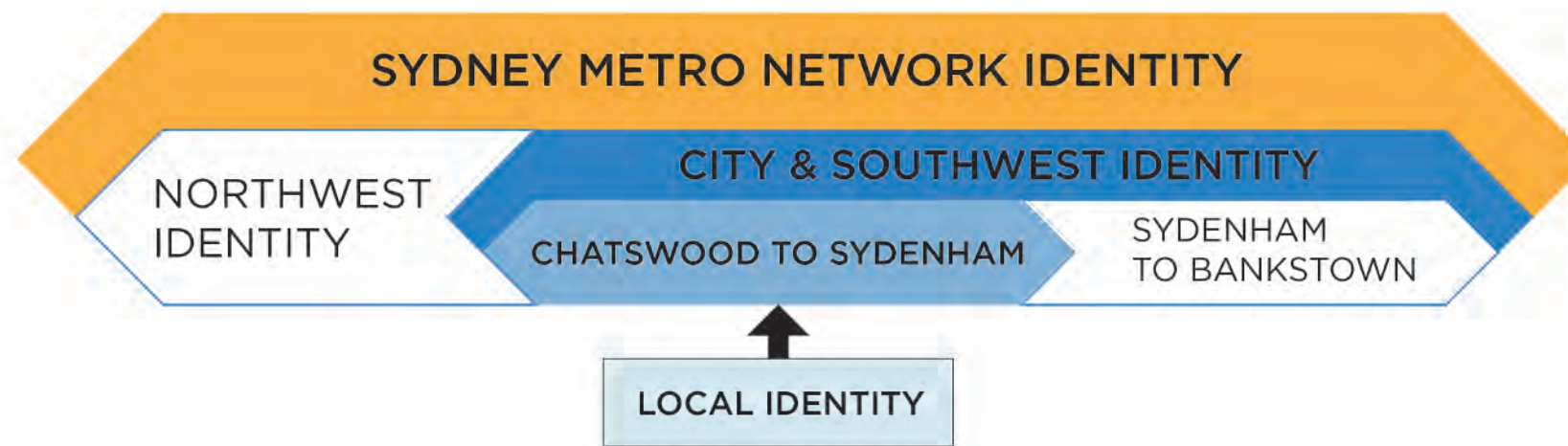
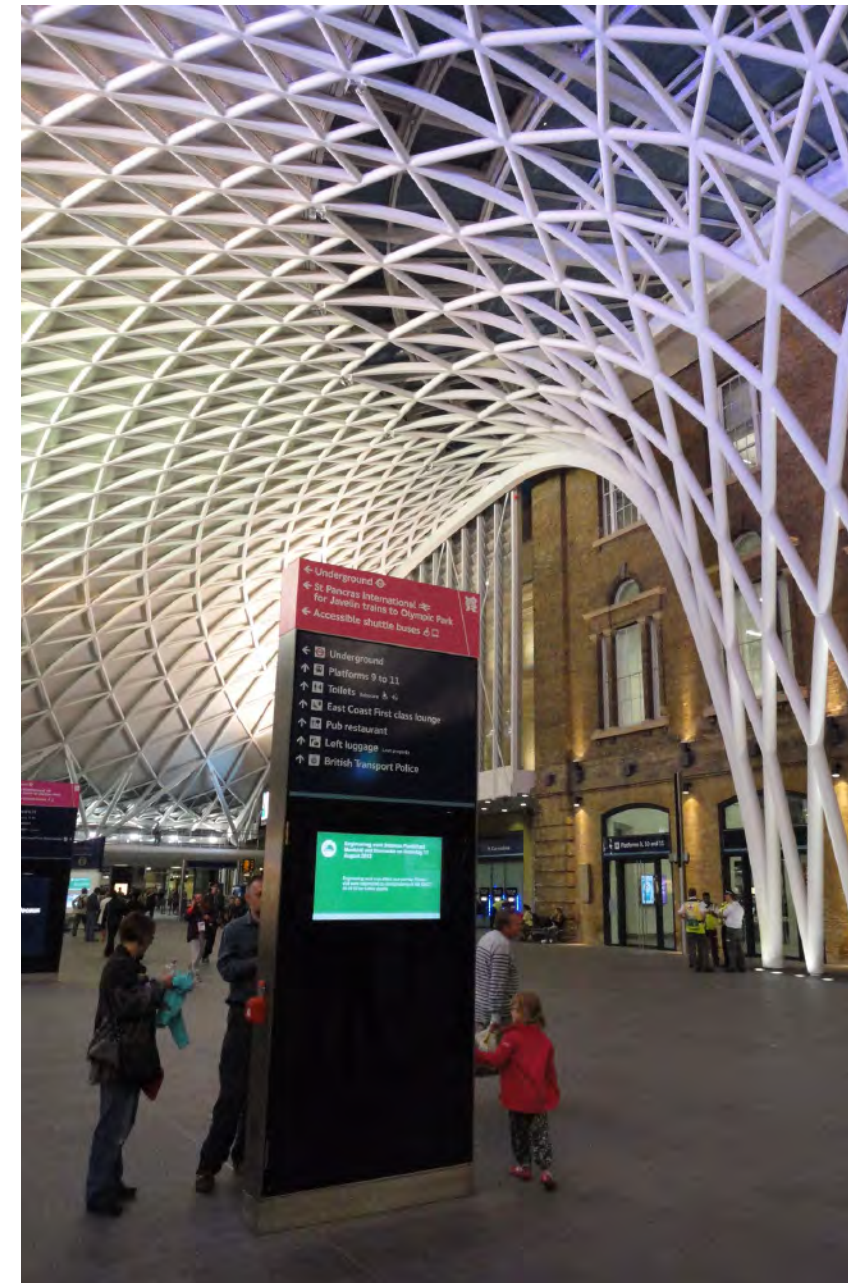


Diagram highlighting the various layers of identity that should be considered in the design.



Kings Cross Station, London. Clear signage contributes to network and station legibility. The architectural quality of the space creates an attractive place for customers with a local identity.  
 Architect: John McAslan + Partners  
 Source: Cox Richardson



### 3.2.2 Place-making

#### Relevant Design Objectives

- |   |                                      |
|---|--------------------------------------|
| 1 | Ensuring an easy customer experience |
| 3 | Being a catalyst for positive change |

#### Principle

**Create welcoming, secure and well maintained public domain spaces and station buildings with an attractive ‘sense of place’.**

#### Guidelines

- Stations and associated spaces are to promote a welcoming image or identity that reinforces a positive sense of place.
- Station plazas are to be designed as an extension of the internal station environment providing shelter, comfort, safety and security for customers, and contributing positively to customer journey experiences. These spaces are to reflect the local public realm context and character.
- The enhancement of station spaces can be achieved by introducing a range of uses, services and facilities such as retail, food and beverage, shade trees, landscaping and public art.
- Create public spaces which allow for spontaneous uses and activities by their occupants.
- Use opportunities to facilitate active uses and informal recreation.
- Consider opportunities for temporary event, pop ups, retail spaces and the night time economy.
- Station public spaces are to be designed with a consistent hierarchy of landscape treatments. The treatment of these spaces is to reflect local character and context, integrate within their settings, and provide attractive space and streetscapes.
- Fixtures, including furniture and lighting, are to enrich site context and sense of place and contribute to wayfinding.
- A coordinated lighting approach is to create aesthetic consistency across Sydney Metro by defining station address, public domain areas and attracting customer into station forecourts and plazas.
- A positive precinct image is to be developed around the particular heritage values of a place or by the qualities of the existing urban context.



‘Solar Tree’ St John’s Square, London  
 Artist: Ross Lovegrove  
 Source: Ross Lovegrove



### 3.2.3 Heritage and Archaeology

#### Relevant Design Objectives

- |   |  |
|---|--|
| 4 | Being responsive to distinct contexts and communities    |
| 5 | Delivering an enduring and sustainable legacy for Sydney |

#### Principle

**Ensure elements and items of heritage significance are appropriately managed and respected. Identify opportunities for heritage conservation to contribute to the celebration of local identity in station design.**

#### Guidelines

- Sydney Metro is to be fully integrated within, and sensitive to, its heritage context. This includes built and natural heritage, European and Indigenous archaeology and may include places, buildings, works, relics, moveable objects or precincts.
- Where Sydney Metro intervenes in or interfaces with heritage places (such as Central Station or Martin Place), design excellence is to be sought to support inventive, interpretive and contemporary responses to the heritage values of that place.
- Where appropriate, the design of the rail corridor and station precincts are to integrate and conserve existing heritage items and mitigate any negative impacts.
- Actively anticipate the research, site investigation, salvage and culturally appropriate safekeeping of Indigenous heritage uncovered by the Sydney Metro project.
- New work is to be based on an understanding of the heritage significance of heritage items, heritage conservation areas and places and is also to take into consideration:
  - Siting - including urban grain, streetscape rhythm, setbacks, orientation and address of buildings, location of boundary walls, key views, significant natural features and archaeological remains,
  - Scale - including wall and floor to floor heights, modulation and façade rhythms, massing, density, proportions, relationship to ground plane, wall modulation including openings and roof planes,

- Form - including proportion and number of openings, solid to void ratios, roof form, skyline and relationship between internal and external spaces,
- Materials and colour - giving consideration to characteristic materials, textures, colours, light and shadow,
- Details - creating complementary relationships between new and old elements to provide visual interest.
- Consideration is to be given to integrating heritage interpretation with Public Art.
- Retaining or interpreting heritage fabric is to be viewed as a means of defining local identity.
- For new underground stations, archaeological material, features and deposits may need to be considered.



Newtown Station, Sydney. Heritage interpretation.  
Architect: NSW Government Architects Office/Caldis Cook Group.  
Source: TfNSW



St Pancras Station, London. Heritage building has been enhanced to accommodate new rail requirements.  
Architect: Alistair Lansley  
Source: Visit London



### 3.2.4 Environment and Sustainability

#### Relevant Design Objectives

5 Delivering an enduring and sustainable legacy for Sydney

#### Principle

**Ensure best practice sustainable design solutions are adopted for the public domain, stations and buildings, to minimise environmental impacts and benefit customers and local communities.**

#### Guidelines

- Achieve a high level of performance using sustainable design rating systems.
- Adopt energy efficient and low carbon design solutions that minimise the carbon intensity of the project.
- Incorporate passive design solutions to optimise solar access, introduce daylight, and maximise natural ventilation.
- Harness both direct and indirect daylight to minimise energy consumption in lighting, while creating a light and airy ambience in stations and surface buildings.
- Utilise energy efficient lighting and lighting control systems.
- Ensure resilience to climate change, by incorporating climate change adaptation measures which respond to weather extremes, including flood risk, and temperature increases.
- Provide a positive journey experience in station precincts by protecting users from the potential negative impacts of extreme weather.
- Ensure designs respond to the local microclimate and incorporate opportunities to reduce heat island effects, including (as appropriate) light coloured finishes, roofs and pavements, green walls or roofs, plantings, and shade trees.
- Include integration of renewable energy sources at stations and in the public domain where feasible.
- Consider water efficiency in design, utilising water from recycled sources where appropriate.
- Opportunities for collection, treatment, storage and reuse of rainwater from station roofs, canopies and other surfaces are to be considered where practicable within the urban environment.
- Water Sensitive Urban Design (WSUD) initiatives are to include an integrated and site-responsive range of design solutions, influenced by urban design considerations and be adaptable into the future.
- Minimise materials consumption, and reduce embodied energy and impacts in materials selection.
- Prioritise reuse of materials, use of recycled materials, and selection of materials from sustainable sources.

- Use durable, climate resilient, long life, healthy, low maintenance materials.
- Maximise opportunities for beneficial reuse of spoil in landscape features and other uses.
- Provide noise control measures to ensure appropriate and comfortable acoustic conditions for users.
- Minimise waste through efficient design and material selections.



Central Park, Sydney. Landscaped facade treatment helps cool the microclimate.  
 Architect: Jean Nouvel  
 Source: Cox Richardson



### 3.2.5 Art

#### Relevant Design Objectives

1	Ensuring an easy customer experience
4	Being responsive to distinct contexts and communities

#### Principle

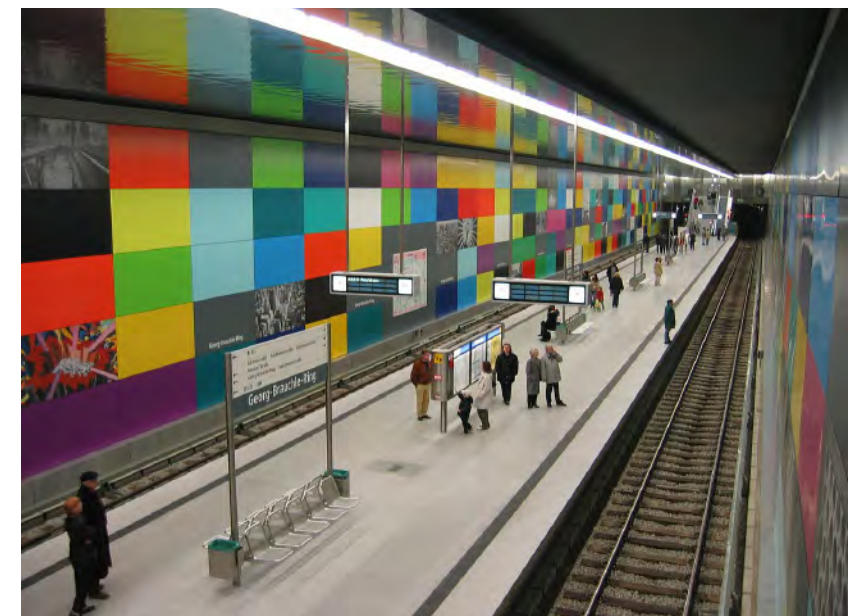
**Ensure public art is integrated within the design of stations and other corridor structures to aid place-making and to enhance local amenity and celebrate local character.**

#### Guidelines

- Public art is to be a key feature of the customer experience, bringing joy to customers and adding value to the operation and success of Sydney Metro by contributing to station identity, beauty, amenity, wayfinding, safety, security, community values and the public domain.
- Public art is to be integrated into the station and building designs to enliven and enrich the public realm and contribute to a sense of place.
- Public art is to be integrated but separate from the architecture, budgeted and managed from the architectural scope.
- The design and location of art works is to be coordinated within the broader urban context of city stations and be reflective of the distinctive character of each place.
- Consider the re-installation of artworks present in existing buildings or streets to be changed as part of Sydney Metro works.
- Artworks are to contribute to the cultural identity of precincts and neighbourhoods and are to be developed in consultation with the local community and stakeholders.
- Maximise community involvement/representation/ownership in public art.
- Art works must be located to support the safe intermodal function of precincts around Metro stations.
- In station concourse and precinct areas, appropriate integration is required of permanent artworks with station wayfinding, information and other customer amenities.



Artwork may also be incorporated into the public realm as part of a building element.  
Artist: Bronwyn Bancroft.  
Source: TfNSW



Georg-Brauchle-Ring Station, Munich U-Bahn, Germany. Artwork on the trackside walls gives the station a distinctive identity and facilitates wayfinding.  
Artist: Franz Ackermann  
Source: Wikipedia

### 3.2.6 Lighting

#### Relevant Design Objectives

1	Ensuring an easy customer experience
4	Being responsive to distinct contexts and communities

#### Principle

**Ensure a coordinated approach to lighting that responds to the local context, addresses CPTED and operational requirements and provides feature lighting representative of the Sydney Metro image. Use light to enhance station built form and corridor landscape, whilst delivering functional lighting and creating a safe and high quality experience for all users.**

#### Guidelines

##### General

- Lighting is to integrate with access, wayfinding and public art strategies.
- Lighting is to reinforce the visibility of station entries as safe and welcoming elements within the local context at night.
- Illumination levels are to be appropriate to the task, be it wayfinding, reading tasks and facial recognition, while creating visual interest within the stations.
- Glare and visual discomfort is to be eliminated through appropriate specification and positioning of luminaires.
- The number of luminaires is to be minimised to aid maintenance and sustainable aspirations.
- A coordinated lighting approach is to provide aesthetic consistency across Sydney Metro by defining station address, public domain areas and attracting customers into station precincts.
- Provide market leading energy efficient lighting and lighting control systems.

##### Public Domain

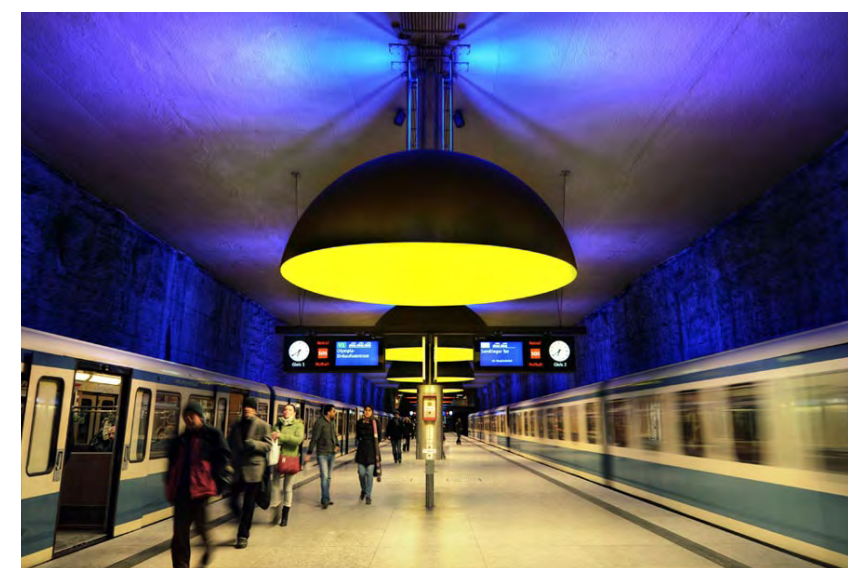
- Lighting at station precincts and facilities must provide a safe, secure, legible and comfortable environment for all operators and users.
- Provide public space lighting to facilitate diverse uses including night time use of public spaces.
- Station precincts are to be defined by the application of an iconic, consistent, multi-functional pole and luminaire system, as for example at Epping to Chatswood Rail Line stations in Sydney.
- To eliminate unnecessary clutter, lighting must be coordinated with all other public domain elements.
- Lighting within station precincts is to celebrate the station address and pedestrian links with lighting systems that are of an appropriate scale, different to that which defines the precinct streets and street frontages.

#### Stations

- Lighting is to complement the architectural design and seek to provide an appropriate balance of artificial and daylight.
- Natural light is to be maximised and artificial lighting is to support natural light levels.
- Protection from intense sun penetration is to be provided.



Britomart Transport Centre, Auckland. Lighting is designed to provide a safe, legible and comfortable environment for customers and users. Architects: Mario Madayag & Jasmax Source: Opus



Westfriedhof Station, Munich. Coloured light in station platform Lighting Designer: Ingo Maurer Source: Unframed World



## 3.3 Connectivity

Safe and convenient connections to and from Sydney Metro stations are an important part of an easy customer experience. Connectivity between different transport modes including walking, cycling, rail, light rail, buses, taxis and kiss and ride, must be legible and easy, acknowledging that Sydney Metro is part of an integrated transport system.

A modal hierarchy that prioritises pedestrian connections has been established to guide the Sydney Metro design and ensure the safety and wellbeing of customers and users of the station environs.

The design of the Sydney Metro stations and station precincts must facilitate safe, welcoming intuitive and accessible connections between transport modes. This part provides guidelines for the following:

- Interchange
- Pedestrian Movement
- Bicycle Movement
- Vehicular Interface



Signage supports connectivity between different modes, and provides customer information to assist trip planning.  
Source: TfNSW

### 3.3.1 Interchange

#### Relevant Design Objectives

1	Ensuring an easy customer experience
2	Being part of a fully integrated transport system

#### Principle

**Provide an efficient, safe transport service that is part of a fully integrated and accessible transport system.**

#### Guidelines

- Station planning and design is to acknowledge Sydney Metro forms part of an integrated transport network that includes a hierarchy of movement modes:
  - Priority 1: Pedestrian, wheelchair and pram movement and access
  - Priority 2: Bicycle movement and access
  - Priority 3: Other primary Public Transport services (including Light Rail and Bus movement and access)
  - Priority 4: Taxi movement and access
  - Priority 5: Kiss and ride movement and access
- Station Precinct planning is to support good access to and between public transport modes for all customers, with connections designed to support efficient and timely interchange for customers.
- Integration of station precincts with the surrounding urban structure is to facilitate cross and through movements, enhancing precinct permeability and access to the transport interchange functions of the locality.
- The stations are to provide a safe, welcoming, intuitive and accessible environment for customers transferring between transport modes.
- Station design is to minimise movement conflicts for customers between key transport modes.
- Station forecourt areas to accommodate adequate customer access and waiting spaces (as relevant), while ensuring that customer confidence, sense of safety and wellbeing are not compromised.
- The varying spatial requirements of different transport modes, including third party operators, are to be accommodated to avoid user conflicts.
- Provide point of decision wayfinding signage to facilitate walking and cycling choices.
- Consider the Sydney City Centre Access Strategy when planning for transport and interchange functions around stations.



Station modal access hierarchy  
Source: TfNSW



### 3.3.2 Pedestrian Movement

#### Relevant Design Objectives

- |   |   |
|---|---|
| 1 | Ensuring an easy customer experience              |
| 2 | Being part of a fully integrated transport system |

#### Principles

*Provide pedestrian connectivity between transport modes that is safe, efficient, accessible, legible and enjoyable.*

*Provide pedestrian movement systems that clearly connect the stations with their surrounding locality.*

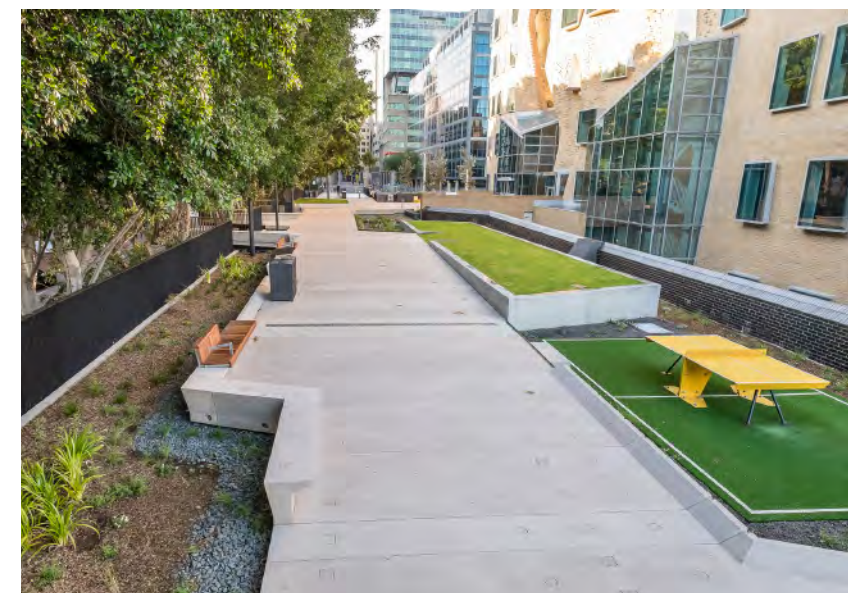
*Ensure the vertical journey is a core element of the station architecture and provides step free access between the street and the platforms as it is integral to the station's design and has a major influence on the function and visual impact of the station environment.*

#### Guidelines

- The station forecourt and associated areas are to adopt a clear hierarchy of movement functions that favour pedestrians ahead of vehicular circulation, thereby promoting opportunities for public transport patronage, walking and cycling.
- Station precincts are to provide pedestrian routes that connect people with places they want to go and provide clear sightlines through open, uncluttered spaces along pedestrian desire lines between key destinations.
- Pedestrian movements are to accommodate an appropriate level of service in all areas of the station. Precinct designs are to optimise the variety of movement functions in order to minimise potential conflicts.
- Circulation systems are to respond to context and reinforce the character of precincts so they are easy and efficient to navigate.
- Design decisions affecting movement planning are to consider varying customer usage patterns including commuters, customers with disabilities, station employees, tourist customers and non-travelling visitors.



Wide, clear footpaths enable people to stop and wait without obstructing pedestrian movement flow.  
Source: TfNSW



The Goods Line, Sydney. Design walkable attractive places with high visual amenity. Circulation systems that respond to context and reinforce the character of precincts should be easier to navigate and therefore more efficient.  
Architect & Landscape Architect: CHROFI & Aspect Studios  
Source: TfNSW

### 3.3.3 Bicycle Movement

#### Relevant Design Objectives

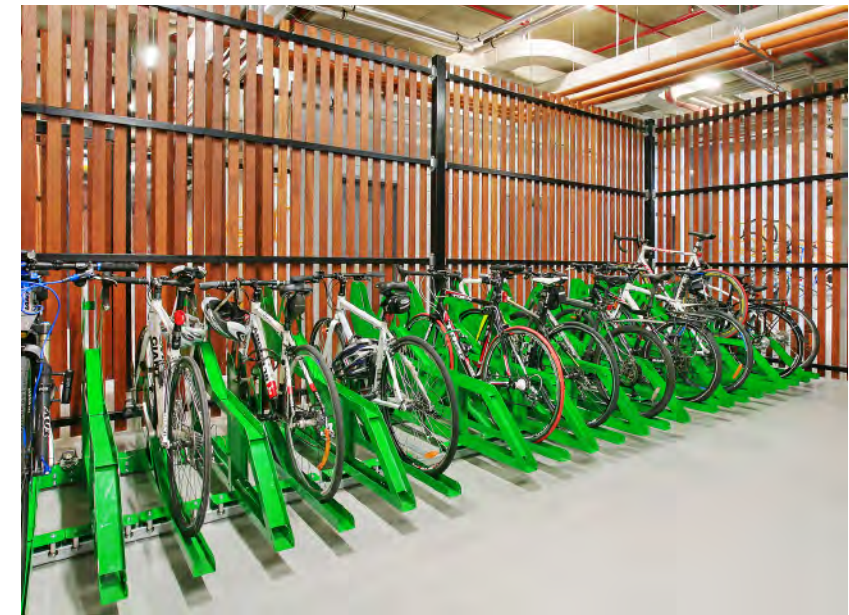
- 2 Being part of a fully integrated transport system

#### Principle

**Prioritise bicycle movement consistent with the modal access hierarchy by providing optimum connectivity and convenient, secure and accessible bicycle parking at stations to accommodate current and future demands.**

#### Guidelines

- Bicycle paths to/from stations are to be connected with regional and local government bicycle networks, existing and future.
- Bicycle infrastructure is to be responsive to the specific characteristics of each station precinct, address the bicycle network and storage requirements, and integrate them into the broader precinct movement networks.
- The design of bicycle paths and routes connecting directly to/from stations is to be legible, with a distinct and identifiable character and be safe for cyclists and other users.
- Access to bicycle networks is to be easy, enabling the comfortable flow of bicycle traffic.
- Conflicts between pedestrians and cyclists at stations are to be designed out, particularly at high activity zones such as station entries and retail areas.
- Provide convenient, safe, secure bicycle storage facilities, with good natural surveillance and weather protection, connected to existing cycle ways.
- Sheltered and secure bicycle parking at stations is to be placed directly adjacent to movement paths to provide clear and legible access, without compromising safe, accessible paths of travel for customers with mobility and vision impairment.
- Design for bicycle facilities is to give priority to bicycle safety at road interfaces.
- Integrate with the directions established in Sydney’s Cycling Future.



Attractive, secure, weather protected bicycle storage.  
Source: Sydney Cycleways.



Provide for people with bicycles throughout the intermodal connections.  
Source: TfNSW. Copyright: Glenn Duffus Photography



### 3.3.4 Vehicular Interface

#### Relevant Design Objectives

- 2 Being part of a fully integrated transport system

#### Principle

*Establish a legible hierarchy of safe vehicular streets that respond to the varying customer and operational requirements for vehicular, bicycle and pedestrian movements in accordance with the modal hierarchy.*

#### Guidelines

- The design of stations and associated urban realm is to respond to the character of established streets and variations in carriageway width, on-street parking, existing and planned future cycle ways, street tree planting and pedestrian amenity.
- Modifications to existing roads are to consider:
  - Agreed adjustment of existing roads with relevant authority
  - Number of traffic lanes
  - Length and type of slip lanes
  - Intersection types and configurations Signalling requirements
  - Speed environments, traffic calming measures
  - Kerbside zones
  - Cycling
  - Footpaths
  - Crossings
- Changes to streets, footpaths and bicycle paths are to contribute to the quality and character of the urban area, and will heavily influence customer experience.
- Vehicular traffic planning is to be integrated with the built form and spatial planning of precincts.
- Consider the Sydney City Centre Access Strategy in planning for vehicular movement around stations.
- Provide for bus stops close to the station in accordance with the modal hierarchy, bus movements where buses operate on streets adjacent to station entries and safe and accessible paths to bus stops.
- Consider the need for secure electric bike/scooter and motorbike parking spaces. Consider locker provision at stations to cater for storage of electric scooters, electric bicycles, and batteries, and charging of personal electric transport.
- Taxi and kiss and ride spaces are to be located in accordance with the modal hierarchy.
- Service vehicle access for all precinct functions is to be addressed as part of the broader station precinct movement strategies.

Note - further guidelines on Service Vehicle Access are set out in Section 4.3.7



Sydney. Dedicated bicycle and bus lanes.  
Source: TfNSW



Sydney City. Designated taxi pick up zones.  
Source: AECOM.

# 4

## Elements

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## About this Section

This section provides guidelines for developing the detailed elements of the urban and public domain around and within stations including connecting customer areas through station entries.

The guidelines for the design elements in this part of the document are arranged according to the following three topics:

- Stations
- Urban Realm
- Operational and Services

More detailed design guidelines and key requirements for each of these elements will be included in the scope and performance documents during the procurement stage.



Sculptural plant extraction vents at One Shelley Street, Sydney.  
Artist: Anton James  
Source: TfNSW



## 4.1 Stations

The Sydney Metro stations are part of a wider system requiring consistency between station planning, operations and architecture. Each station will take on a unique identity that relates to its locality, expressed through the station design. The interface between the station and surrounding context is critical in providing an integrated and legible transport system that is easy for the customer to use.

The design of each station must be framed around the benefits to or impacts upon the customer experience. Station entries, platforms and circulation elements must be designed to meet operational requirements while ensuring an easy customer experience. Stations are public buildings and all circulation elements, finishes and fittings must be of a robustness and quality associated with outdoor public spaces as well as suitability for the rail environment.

This part provides guidelines for the following station elements:

- Station Typology
- Station Entries
- Platforms
- Circulation Elements
- Flooring
- Internal Walls and Ceilings



Macquarie Park Station. Clear sightlines and uncluttered spaces provide a safe and welcoming customer environment.  
Source: TfNSW



## 4.1.1 Station Typology

### Relevant Design Objectives

1	Ensuring an easy customer experience
2	Being part of a fully integrated transport system
5	Delivering an enduring and sustainable legacy for Sydney

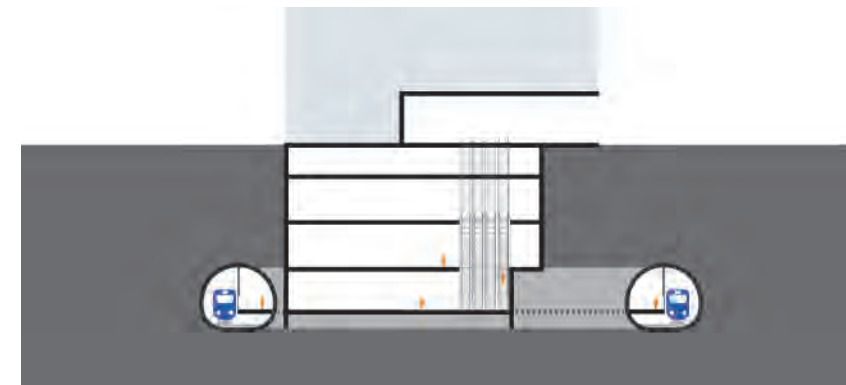
### Principle

*The designs are to provide consistency between station planning, operations and architecture across the differing station typologies that will be adopted between Chatswood and Sydenham. There will be three principal typologies that relate to their construction type:*

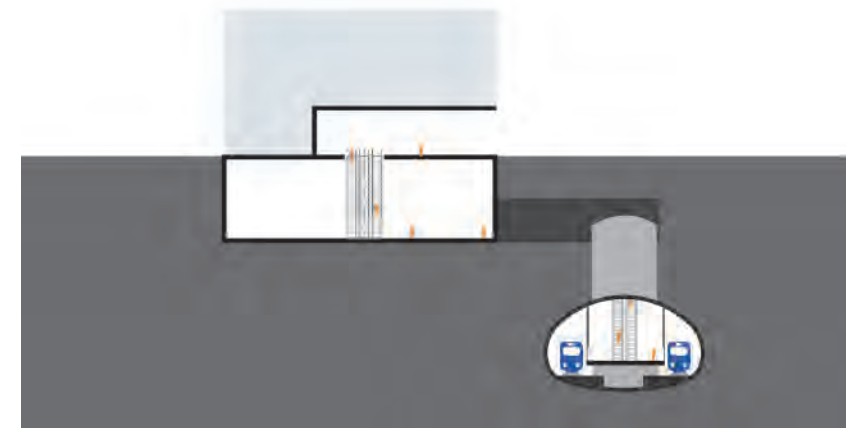
- **Cut and cover**
- **Single cavern**
- **Binocular cavern**

### Guidelines

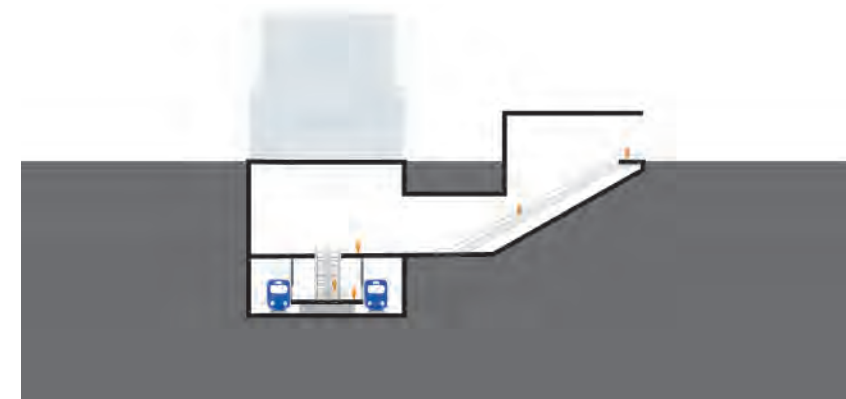
- The stations are to be integrated with the urban design of the adjoining precinct to provide direct and safe accessibility to the station entry.
- The station design is to enable integration with existing and future local development opportunities within adjacent sites as relevant.
- Designs are to provide a legible station entry integrated with public domain.
- Station designs are to provide a seamless transition between transport modes.
- The Sydney Metro stations should maximise consistency in the key functional elements of the architecture.
- Where there is sufficient space and where appropriate, station entries and gatelines are to be located at ground level to provide a line of security at street level.
- Integration of operational and customer facilities is to be consistent across the three typologies providing a high quality and consistent experience for all users.
- Design to minimise level changes between the street and station entries
- Maximise access to natural light and ventilation
- All entries and concourses are to be open and transparent, generous and inviting.
- Design for efficient customer circulation and intuitive wayfinding to and from station entries and platforms.
- Allow for affordable and flexible business premises including pop ups, start-ups, micro and small businesses.
- Consider role of station retail elements in supporting a night time economy, including retail areas, lighting, and use of public spaces by the community.



**BINOCULAR CAVERN STATIONS**  
MARTIN PLACE  
PITT STREET



**SINGLE CAVERN STATIONS**  
VICTORIA CROSS



**CUT AND COVER STATIONS**  
CROWS NEST  
BARANGAROO  
CENTRAL  
WATERLOO

## 4.1.2 Station Entries

### Relevant Design Objectives

1	Ensuring an easy customer experience
4	Being responsive to distinct contexts and communities
5	Delivering an enduring and sustainable legacy for Sydney

### Principle

**Station entries including canopies and concourses are to create a strong and consistent line-wide visual identity to the station environments and be designed as intuitive interchange spaces for customers.**

### Guidelines

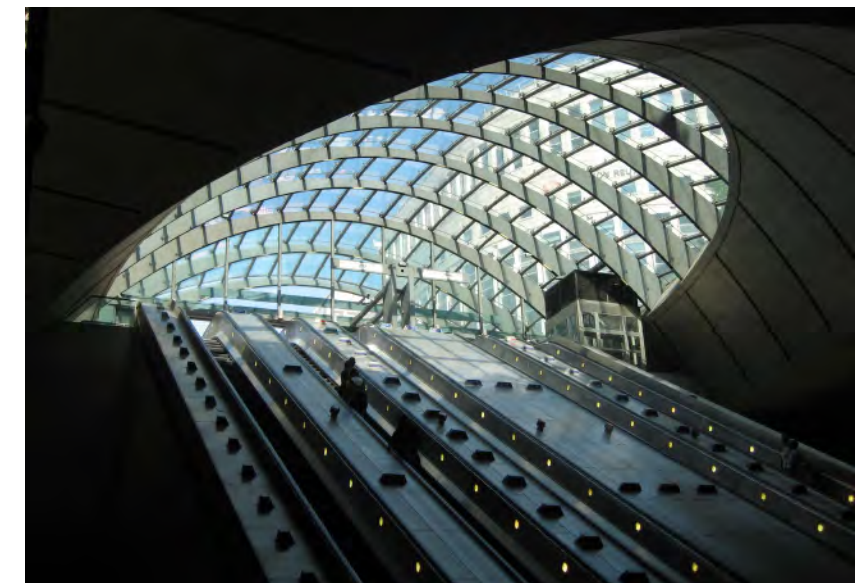
#### General

- Entrances to stations including canopies and concourses are to provide a consistent line-wide identity for Sydney Metro and are to be clearly visible from the immediate area.
- Canopies and entrances are to respond to the built form and character of the surrounding context in terms of scale, setbacks and character, as well as heritage context where relevant.
- Station entries are to be legible from the street and public domain and are to minimise long blank walls through articulation of the built form.
- Station entries are to provide active street frontages where possible, prioritising pedestrian activity and amenity at ground level.
- Station entries are to incorporate canopies/awnings as appropriate to provide weather protection for customers, community information, amenities, and ticketing equipment, gateline and appropriate queuing zones.
- Entry concourses should be clutter-free with clear and simple directional signage, simple volumes and flush continuous materials with components that support wayfinding.

- Entry spaces are to be well lit, bright and welcoming to enhance customer experience providing a safe, open environment that has good permeability and clear sight lines from inside and outside the station.
- Where possible, natural light areas should be provided over Vertical Transport (VT) and concourse areas to reinforce intuitive wayfinding.
- Adequate space should be provided to meet patronage demand and to provide clear zones for queuing at Ticket Vending Machines (TVMs) and gatelines, including during special events, separate to paths of travel.
- Columns are to be minimised and carefully positioned not to obstruct key sightlines or pedestrian movement, particularly for the mobility or visually impaired.
- Lighting, communication, wayfinding and information and security systems are to be well integrated with equipment and recessed where possible.
- Unobtrusive maintenance access is to be provided.
- The materials palette is to be of high quality and is to integrate with surrounding high quality public realm context.
- Permanent public art should be integrated within the station architecture. Art should act as a visual cue to enhance wayfinding.

### Canopies and Awnings

- Canopy or awning features are to consider the adjacent character of buildings and should sit comfortably within their context.
- The entry canopy/awning design is to create a recognisable identity for stations along the Sydney Metro line but may not necessarily be common across all types of stations due to the diversity of the built form.
- Entry canopies should be clearly visible in the locality.
- The entry canopies should promote a sense of arrival and offer a weather protected threshold for customers.
- The entry canopy design should contribute positively to the built environment by enhancing the immediate public domain.
- Weather protection to station entry and concourse should be provided as a single integrated element.
- Roof lights should be integrated within the entry canopy and located directly over the customer’s path of travel towards the vertical circulation zone to aid intuitive wayfinding.



Canary Wharf Station, London. Natural light over entries and VT enhances wayfinding and creates a welcoming station environment.  
 Architect: Foster + Partners  
 Source: Cox Richardson



### 4.1.3 Platforms

#### Relevant Design Objectives

- 1 Ensuring an easy customer experience

#### Principle

**Platform designs are to maximise efficiency and provide a high level of service and an easy customer experience.**

#### Guidelines

- Platforms are to provide efficient and safe access to the Metro service through good sightlines, generous circulation and open and spacious planning.
- Vertical transport (VT) distribution and position on the platform is to be coordinated with the demand and movement patterns of customers.
- Platforms are to be free of recesses and indentations which could offer hiding places and litter traps, disrupt continuous paths of travel for the visually impaired and hinder CCTV coverage.
- Emergency egress must be provided.
- Platforms should establish a strong relationship with the vertical circulation zone through lighting and material palette selection.
- Platforms should minimise structures and columns to maximise sightlines and customer waiting and circulation space.

Note - design guidelines for platform screen doors are set out in Section 4.1.6.



Canary Wharf Station, London. Example of central columns and fixtures  
 Architect: Foster + Partners  
 Source: Cox Richardson



Macquarie Park Station. Example of transparent vertical circulation within an open platform that maximises sight lines.  
 Architect: Hassell  
 Source: Cox Richardson

## 4.1.4 Circulation Elements

### Relevant Design Objectives

- |   |   |
|---|---|
| 1 | Ensuring an easy customer experience              |
| 2 | Being part of a fully integrated transport system |

### Principle

**Enable step free access between the street and the platform via lifts and escalators that are integrated with station design.**

### Guidelines

- All Sydney Metro platforms are to be served by escalators and lifts. Lifts and escalators are to provide direct access from entry concourse to platform level.
- All circulation elements are to provide a means of safe movement of people in and around the stations.
- Stairs are to be avoided in stations as far as possible as they reduce opportunities for universal access. Where the use of stairs cannot be avoided or provide a secondary means of access, they must be easy and safe to use.
- Where ramps, lifts and escalators are provided as an alternative to stair access they must not result in a longer journey than the primary circulation route.
- Escalators are to enable a safe, fast and efficient method for vertical transportation for customers to and from station entrance level and platform levels.
- Where feasible, provide stairs adjacent to escalators to facilitate increased levels of activity and for when escalators are closed for maintenance.
- Lifts are to integrate into each different station design and be strong architectural elements in their own right to promote the inclusion of customers using step free circulation elements.
- All circulation elements are to incorporate high quality materials that contribute to the Sydney Metro identity.

Note - further design guidelines on accessible pathways are set out in Section 4.2.2.



Chatswood Transport Interchange, NSW. Good example of a glazed lift and shaft  
 Architect: CoxDesignInc.  
 Source: Cox Richardson



## 4.1.5 Flooring

### Relevant Design Objectives

1	Ensuring an easy customer experience
4	Being responsive to distinct contexts and communities
5	Delivering an enduring and sustainable legacy for Sydney

### Principle

**Ensure the safe, efficient movement of pedestrians, including people with disabilities, through high quality and robust flooring design suitable for the station environment.**

### Guidelines

- Flooring is to provide a safe and robust solution, suitable for the station environments. Types of flooring include those appropriate to public areas and others to areas of the station where special flooring is required.
- Flooring is to form a part of the Sydney Metro line-wide identity and maximise operational efficiencies.
- Flooring selection is to consider long term wear and tear, maintenance, sustainability objectives including dematerialisation and embodied energy, and future replacement as an important consideration in the design process.
- Flooring is to consider the urban realm context of the station, creating a seamless transition between the external and internal station environs.
- Flooring is to provide a clean, attractive and uniform appearance throughout the stations and is to be integrated with the broader internal materials palette to aid wayfinding.
- Flooring pattern and design is to accentuate movement.



Coordinate interior and exterior public domain pavements.  
Source: AECOM.



North Sydney Station, NSW. Example of an open clutter free concourse with directional flooring.  
Architect: Cox Richardson  
Source: Cox Richardson

## 4.1.6 Internal Walls and Ceilings

### Relevant Design Objectives

1	Ensuring an easy customer experience
4	Being responsive to distinct contexts and communities
5	Delivering an enduring and sustainable legacy for Sydney

### Principle

**The vision for the design of wall and ceiling elements is the development of a system with inherent flexibility to adapt to the characteristics of individual stations while contributing to the Sydney Metro line-wide identity.**

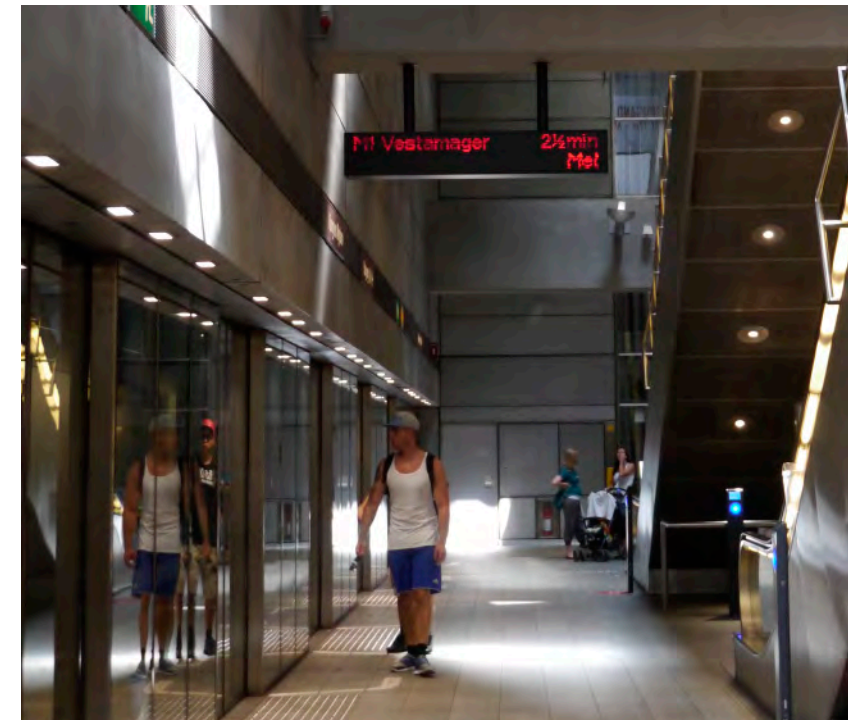
### Guidelines

#### General

- The appearance and function of the walls is to be suitable for a rail environment and reinforce the Sydney Metro identity.
- Wall systems and details are to respond to their location, function and acoustic environment.
- Ease of access, maintenance and replacement of walls sections is to be considered.
- Robust cladding materials and finishes are to be selected in response to the local environment and conditions.
- Feature walls are to be an identifiable station element used in vertical circulation zones to accentuate the customer pathways and establish a strong architectural language.
- Walls and ceilings over tracks are to be calm and simple and contribute to the high quality station environment and customer experience.
- The materials palette should balance a calm and neutral quality with vibrant materials to aid wayfinding and accentuate movement.
- Use of colour/texture should assist in legibility and wayfinding.
- Wall and ceiling detailing should take into consideration the integration of station assets such as signage, fixtures and machines.

#### Platform Screen Doors

- Platform Screen Doors (PSDs) are to be minimal and elegant, seamlessly integrating customer information and supporting the station servicing requirements.
- Stations are to integrate the following PSD design considerations:
  - Be full height
  - Run full platform length
  - Integration of the end walls is to be well-considered.
  - Extent of glazing for customer experience is to be well-considered.
  - Security requirements
  - Modularity of units - constructability, repair and replacement.
  - Interface with other wall, floor and ceiling junctions



Copenhagen Metro, Denmark. Good example of full height PSD  
 Architect: KHRAS Architects  
 Source: Cox Richardson



## 4.2 Urban Realm

The public domain is a significant component of the door-to-door journey for Sydney Metro customers. The design quality of station precincts, forecourts and streetscapes outside station entries will therefore be of paramount importance to the overall public experience and perception of the new system. This has implications for the detailed design stages of the project with a range of architectural and engineering structures, landscaping elements and operational equipment that will need to be coordinated to ensure that coherent and distinctive station environs are delivered.

Each station will take on a unique identity that responds to its locality, expressed through the station design in both precinct urban realm and buildings. The interface between the station and surrounding streetscape needs to be well integrated and functional as part of the provision of robust and legible interchange precincts around Sydney Metro stations.

Key elements of the public realm around Metro stations and the alignment that are considered in this part of the document include:

- Landscaping
- Accessible pathways
- Furniture
- Walls and Fences
- Earthworks and Engineered Structures



The Goods Line, Sydney.  
Architect & Landscape Architect: CHROFI & Aspect Studios  
Source: TfNSW

## 4.2.1 Landscaping

### Relevant Design Objectives

1	Ensuring an easy customer experience
4	Being responsive to distinct contexts and communities
5	Delivering an enduring and sustainable legacy for Sydney

### Principle

**Provide hard and soft landscapes that establish a civic quality to the Sydney Metro project and an attractive customer public realm at stations located within the central city. Reflect the existing urban character along the corridor that is appropriate to local conditions.**

### Guidelines

#### General

- The landscape design is an important component of a positive, high quality and appealing urban realm identity for Metro stations and structures.
- Hard and soft landscaping design, species selection and material palettes are to relate and reflect the existing urban fabric of the city.
- Landscape treatments are to be appropriate to a functional station and related transport operations and address safety-in-design issues relevant to a transport customer environment and adjacent road and public realm networks.
- Landscape treatments are to be designed to provide appropriate scale and comfort to users throughout the seasons, with planting and materials palettes suited to the local microclimate and any surrounding development considerations.
- Integrate water sensitive urban design including permeable pavement.
- Consider reuse of materials from demolition e.g. in public space landscaping.
- Materials are to minimise slips, trips and falls.

#### Hard Landscaping

- The external materials palette is to be durable and establish a strong Sydney Metro identity, consistent with a CBD and inner-urban station environment.
- Materials and finishes are to be high quality, robust, durable and meet all functional requirements such as customer interface, component and services integration.
- A hierarchy of paving types should be provided that are appropriate to function and location.
- Use of colour/texture is to assist in legibility and wayfinding, within the context of the immediate station public realm.
- To optimise the legibility of precinct spaces, paving should consist of simple, linear patterns that relate to the main direction of travel.
- The paving palette is to be developed with reference to relevant local council public domain requirements and materials guidelines.
- Materials are to maximise economies of scale and be designed to ensure safe installation, low maintenance and long term durability to minimise the need for replacement.
- Paving is to be the same on each side of the station gateline and be of the highest quality consistent with the Sydney Metro image.
- As well as satisfying the relevant standards and design codes for visual and tactile contrast, products should be selected in order to complement the design of associated pavement materials.

#### Soft Planting

- Plant species are to be appropriate to local conditions and relate to the character of the urban context - both current and/or planned future context.
- The general planting arrangements and species are to suit the spatial scale of each public domain setting, without compromising pedestrian capacity and circulation outside stations.
- Where appropriate street trees are to provide strong, legible structure planting where appropriate at stations, either to reinforce spatial movement, connectivity with adjacent areas, civic quality, visual continuity or identity and character.
- Depending on orientation and urban enclosure, selected tree species are to provide shade during summer months and good solar access in winter months. Proposed species are to respond to existing council policies and guidelines and character drivers.
- Proposed plants are to be low maintenance and based on minimal water requirements beyond the establishment phase.
- Trees, shrubs and groundcover are to help reduce potential heat island effects and to provide valuable amenity for customers and the broader urban community.
- Screen planting is to be employed to help mitigate the visual impact of retaining structures, noise walls and service facilities as required.
- All planting must maintain clear setbacks and sight lines at road intersections and be offset from other transport infrastructure elements at suitable distances for the selected species.



## 4.2.2 Accessible Pathways

### Relevant Design Objectives

- |   |   |
|---|---|
| 1 | Ensuring an easy customer experience              |
| 2 | Being part of a fully integrated transport system |

### Principle

**Provide pathways to and from station entries and facilities that are accessible, safe and comfortable for all users.**

### Guidelines

- A system of appropriate pathway surfaces, widths and gradients is to provide safe and equitable pedestrian access throughout the public domain and to link transport modes.
- Station precincts must be easy and safe for all to use regardless of physical mobility; able bodied customers, wheelchair users, carers with strollers, the visually and cognitively impaired should all be provided with equal access.
- Stairs are to be avoided as far as possible as they reduce opportunities for universal access. Where the use of stairs cannot be avoided, then they must be short in length, easy and safe to use.
- Where the use of stairs is unavoidable, clearly legible alternative circulation routes should be provided. These alternatives should be as close as possible and not isolated from the primary circulation route.
- Ramps may provide opportunities for universal access; however, where possible, seek alternative means of effecting level changes, for example, by altering the path of travel.
- All alternative means of effecting level changes should be considered, for example by altering the path of travel.
- Selective use of colour, texture, lighting, finishes and customer information to further define paths of travel, circulation spaces and the location of key facilities.
- Tactile Ground Surface Indicators (TGSIs) should be used on paths of travel to warn customers with vision impairment of hazards and assist wayfinding where required.
- Where possible, provide a consistent, clear path of travel for customers with vision and mobility impairments by keeping one side of paths of travel clear of fittings and fixtures.



Design paths and ramps for access for all. All modal connections must be located in convenient, safe, well-lit areas with good natural surveillance.  
Source: AECOM.



Martin Place, Sydney. Carefully locate all street furniture to minimise potential obstructions and maximise use of circulation spaces.  
Source: AECOM.



### 4.2.3 Furniture

#### Relevant Design Objectives

- |   |   |
|---|---|
| 1 | Ensuring an easy customer experience              |
| 2 | Being part of a fully integrated transport system |

#### Principle

**Furniture and fixtures are to provide respite, safety, comfort, services and functionality to public spaces, as well as punctuating the station domain with items of interest.**

#### Guidelines

##### General

- Furniture and fixings are to be robust, high quality and attractive, respond appropriately to context and be representative of the Sydney Metro identity.
- In addition to their functional and amenity value, furniture and fixings are to be used to delineate function zones and restrict or manage pedestrian access.
- Elements in common locations (bins/seating/drinking fountains/bollards) are to adopt a rational layout in order to minimise visual clutter within the public domain and maximise safe and accessible paths of travel.
- All components should be accessible and fully integrated with the station design.
- Modularity of components should retain ability for future enhancement or replacement.
- Robust materials should ensure durability within a rail environment.
- Street furniture should be selected with consideration to facilitating active uses and informal recreation.

#### Seating

- Seating placement should not impede customer flows and be located to provide resting points for the customer journey.
- Provide seating integrated with structures and landscape elements where it does not impede customer flows.
- Seating is to be located along main paths of travel adjacent to entrances, transit shelters, major crossover areas and no more than 60m apart.
- The location and grouping of seating and other elements is also an opportunity to help create meeting places and a sense of place.

#### Handrails and Balustrades

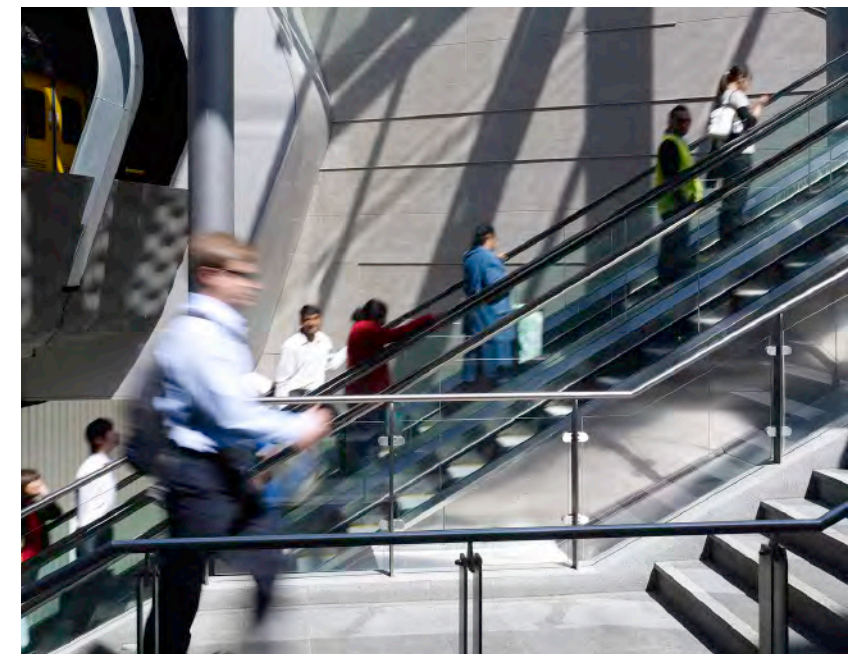
- Handrails and balustrades should guide safe customer movement and be consistent in material and quality line wide.

#### Waste Bins

- Bins should be consistent line-wide, including consideration of the locality and considerations below.
- The station design and management should ensure that, through the placement and maintenance of bins, cleanliness is maintained during operating hours.
- Bins are to be located to minimise the recurrence of litter, whilst considering the ambience and attractiveness of the station precinct.
- Facilitate waste separation and recycling.



Barangaroo, Sydney. The furniture and fixing colour palette should be coordinated with architectural elements, surface finishes and pavements.  
 Architect: Tzannes Associates  
 Source: TfNSW



Chatswood Station, Sydney, NSW. Example of handrail and stanchion  
 Architect: CoxDesignInc.  
 Source: Cox Richardson



## 4.2.4 Walls and Fences

### Relevant Design Objectives

1	Ensuring an easy customer experience
4	Being responsive to distinct contexts and communities
5	Delivering an enduring and sustainable legacy for Sydney

### Principle

*The vision for the design of wall and fencing elements is the development of a system which can be applied across the corridor and station sites with a high quality, robust and durable form that is representative of the Sydney Metro image and each station's context.*

### Guidelines

- The appearance and function of external walls and fencing is to be suitable for a rail environment and reinforce the Sydney Metro identity.
- Location, scale and articulation of external walls and fences are important elements of the public realm. Their design is to be an integral part of the urban design of station areas and corridor sites to minimise excessively long unarticulated lengths, inactive, bland and unappealing frontages.
- Wall and fencing systems and details are to respond to their location, function and acoustic environment.
- Ease of access, maintenance and replacement of walls and fencing sections is to be considered.
- Robust cladding materials and finishes are to be selected in response to the local environment and conditions, and sustainability objectives including dematerialisation and embodied energy.
- Feature walls are to be used to accentuate customer pathways and establish a strong architectural language at stations, employing artworks at appropriate sites.
- The materials palette should balance a calm and neutral quality with vibrant materials to aid wayfinding and accentuate movement.
- Use of colour/texture should assist in legibility and wayfinding.



Terracotta louvred facade provides a vibrant wall surface.  
Source: AECOM.



Glazed facades enable transparency and legibility.  
Architect: The Buchan Group  
Source: Apple

## 4.2.5 Earthworks and Engineered Structures

### Relevant Design Objectives

1	Ensuring an easy customer experience
4	Being responsive to distinct contexts and communities

### Principle

**Ensure earthworks and engineered structures such as noise walls, retaining walls and portals are visually integrated into their urban or landscape setting as much as possible, keeping engineered structures to a minimum.**

### Guidelines

#### Earthworks

- Dive structures at Marrickville and Chatswood may require cut embankments as a combination of engineered slopes and low retaining walls, to create an integrated, 'sculpted' landform, suited to the rail corridor setting.
- All earthworks are to sit lightly in their context, exhibiting a 'natural fit' within their landscape setting wherever possible.

#### Retaining Walls and Portals

- Retaining walls and related elements are to be designed as a unified composition and be integrated with the adjoining landscape (as appropriate) and other components such as fencing, guard rails, steps and other walls.
- The precautionary principle is to be adopted throughout so that retaining walls are only constructed where there is no other alternative.

#### Noise Walls

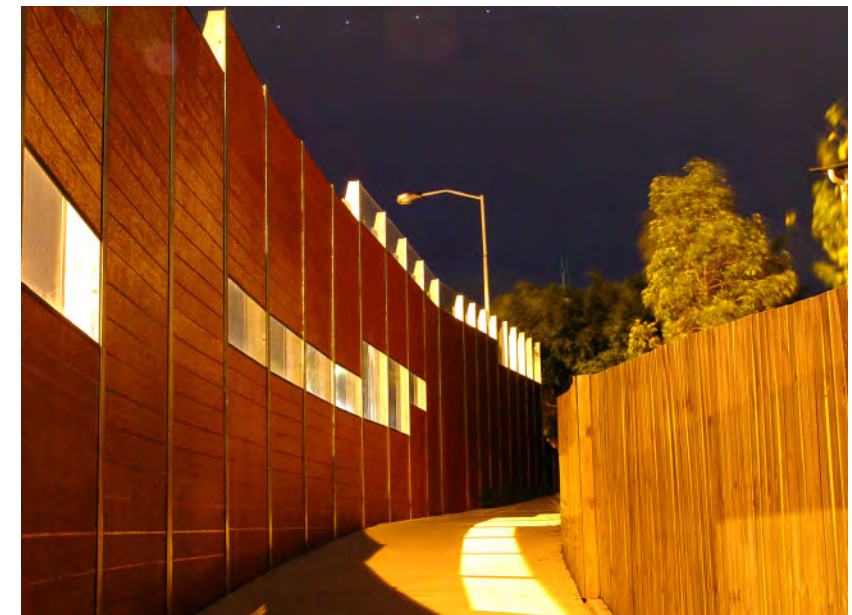
- Noise walls and retaining walls (where required) are to form a coordinated design system.
- Noise wall panels are to be comprised of robust, vandal-resistant materials and be resilient to damage by adjacent planting. Material and system selection to consider sustainability objectives including dematerialisation and embodied energy.
- Any noise walls are to be designed as part of a hierarchy of walls that includes retaining walls, abutments and parapet walls, such that each element appears to be visually coordinated.
- The apparent scale and visual impact of noise walls is to be reduced with careful planting, even when space is limited.

#### Bridges

- Design in accordance with the Bridge Aesthetics Design Guideline prepared by Roads and Maritime Services.



Gore Hill Freeway, Sydney. Provide retaining walls that are topped out by a consistent concrete capping beam.  
Source: AECOM.



When designing noise walls consider their visual impacts from both inside and outside of the rail corridor.  
Source: AECOM.



## 4.3 Operation and Services

The design of project infrastructure must be tailored to meet operational requirements and the transport function and integrity of the Metro system over the longer term. Design should also respond to the management and maintenance obligations that will be a critical part of the success of the Metro over successive generations as the greater Sydney region grows and demands on the transit services increase.

Stations, buildings, external areas and related corridor structures must be suitable for a high capacity passenger rail environment traversing a dense urban setting and a complexity of interfaces. The stations needs to have a consistent, reliable and bespoke series of facilities that assist both staff, servicing and security operations and meet the needs of the customers who will utilise the system on a daily or more infrequent basis.

This part of the guidelines relates to the following elements:

- Wayfinding and Signage
- Ticketing equipment and Fixtures
- Engineering and Services Integration
- Management and Maintenance
- Security
- Emergency Requirements
- Service Vehicle Access



Grand Concourse, Central Station. Transport Information with Passenger Information Display.  
Source: TfNSW



### 4.3.1 Wayfinding and Signage

#### Relevant Design Objectives

1	Ensuring an easy customer experience
2	Being part of a fully integrated transport system
4	Being responsive to distinct contexts and communities

#### Principle

*Provide intuitive, clear and consistent information and signage to enhance customer journeys through efficient navigation and interchange, creating a seamless and intuitive customer journey from origin to final destination.*

#### Guidelines

- All customer wayfinding and information signage must enable customers to navigate each station and precinct as part of a cohesive door-to-door journey.
- Information is to include, but not be limited to, information in trip planning; finding the right platform; making connections to another form of transport; destinations in the local precinct; ‘real time’ information for all public transport modes; wayfinding; facilities and amenities.
- A modern public address system is provided that is capable of projecting clear and audible information throughout the station.
- Advertising should not compromise wayfinding. The design and placement of customer information is prioritised as follows:
  - Wayfinding and customer information
  - Customer campaigns
  - Advertising



Circular Quay, Sydney. Signage and wayfinding enables clear sightlines of the interchange precinct.  
Source: TfNSW



## 4.3.2 Ticketing Equipment

### Relevant Design Objectives

1	Ensuring an easy customer experience
2	Being part of a fully integrated transport system

### Principle

**Provide ticketing equipment and fixtures that are integrated standard products across the Sydney Metro and Sydney Trains network and that contribute to quality and efficient service for customers.**

### Guidelines

#### General

- Common ticketing equipment and fixtures include:
  - Ticket Gates
  - Ticket Vending Machines (TVMs) and Opal Top-up Machines
- Equipment and fixtures are to be high quality, consistent throughout the Sydney Metro network and fully integrated with the station design.
- All components are to be robust and durable, suitable for the rail environment.
- Equipment and fixtures are to be located where they are visible and accessible to customers and station staff for wayfinding, security and maintenance
- Materials and installation must enable ease of access for maintenance and future repairs or replacement

#### Ticket Gates

- Ticket gates should be standard products used line-wide that contribute to quality and efficient service for customers.
- Opal ticket gates are to be used. Provision should be made for accessible gates and glazed manual wide aisle gates to allow for large equipment and prams.
- The number of ticket gates provided is to be sufficient for peak periods
- Ticket gates are to be located to enable sufficient space for comfortable and safe queuing without interfering with circulation routes.
- Wide aisle gates are to be clearly visible and located on accessible paths of travel.

#### Ticket Vending and Opal Top-up Machines

- TVMs and Opal Top-up Machines are to be clustered together to provide a legible ticket sales zone within the station entrance, and designed to integrate with interior components, materials and information systems.
- TVMs and Opal Top-up Machines must be publicly accessible and close to the station entrance without interfering with circulation routes.
- TVM and Opal Top-up Machine arrangement are to provide adequate space for queuing and manoeuvring by customers using mobility aids.
- TVMs and Opal Top-up Machines should be proprietary standard items and be DDA compliant.



Sydney Trains Opal Only Gates  
Source: TfNSW

### 4.3.3 Engineering and Services Integration

#### Relevant Design Objectives

1	Ensuring an easy customer experience
2	Being part of a fully integrated transport system
4	Being responsive to distinct contexts and communities

#### Principle

**The rail engineering and service elements for the stations and service facilities should be integrated into the design holistically, whilst being able to be easily maintained.**

#### Guidelines

##### General

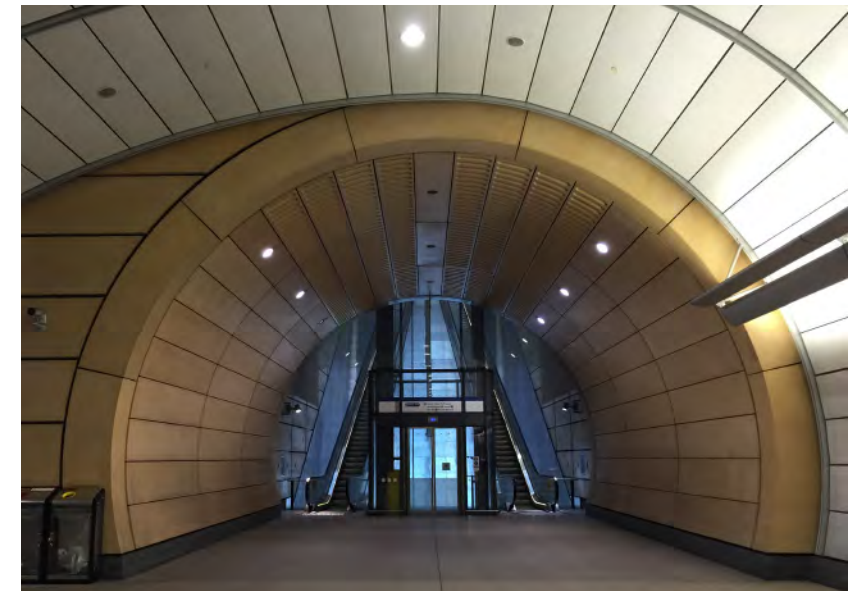
- The station structures and engineering elements are to be designed holistically, fusing architecture and engineering as one cohesive and compelling product.
- The station and station surrounds are to integrate all structural, civil, mechanical, electrical and rail systems to ensure efficient designs.
- Design integrity must be addressed through careful positioning of equipment.
- Minimise the visual impact of engineering components in public areas by concealing all services.
- Station and services design must allow for personnel access and regular maintenance of all engineering elements.
- Dedicated services zones should be integrated into the station designs allowing sufficient space proofing for future requirements.
- Expression of primary structural elements is to be considered.

##### Service Buildings

- Services buildings and facilities should form an integrated solution with the station architecture and precinct taking into account the scale, context and purpose of the structure.
- Similar materials and components as used in the station should be selected where appropriate to support the Sydney Metro identity.
- Opportunities to provide for active uses and frontages should take priority over service related structures.
- Elements in major urban settings need to consider impacts including visual, environmental and acoustic on the streetscape.
- Elements located in public areas of the station and surrounds are to be integrated with other functions such as public facilities, ticketing and information, fire stairs, community facilities or retail to minimise the impact of the services on the station precinct.
- Access for maintenance and replacement of plant and equipment should be considered including personnel access for regular maintenance tasks. Designs should allow for safe access and egress to all areas of services buildings.



King's Cross Square, London. Good example of a well designed vent structure integrated with other functions within an urban setting  
Architect: Stanton Williams  
Source: Getty



Macquarie Park Station. Services are concealed and integrated within the cavern structure, enabling the clean expression of the cavern form.  
Architect: Hassell  
Source: Cox Richardson



### 4.3.4 Management and Maintenance

#### Relevant Design Objectives

2 Being part of a fully integrated transport system

#### Principle

**Ensure the selection of cost effective, adaptable materials and assets that are durable and easily maintained and fit-for purpose for high traffic rail environments and customer interface.**

#### Guidelines

- Adopt a consistent and coordinated palette of materials, furniture and fixtures within stations and their precincts to promote cost effectiveness and assist in the development of an efficient management and maintenance plan for Sydney Metro.
- Proposed hard and soft landscaping elements within the external urban realm of stations are to comply with the standards of each local council area to facilitate consistent future management and maintenance regimes.
- Public domain elements external to stations, such as pavement materials, wall types, furniture and fixtures are to be consistent with the existing urban context for ease of maintenance.
- Hard landscaped surfaces and structures in some locations may have to be more durable to withstand the larger loads of and vibrations from specialist installation or maintenance vehicles, notwithstanding vibrations from above or below ground trains.
- All signage, street furniture and operational equipment (e.g. Passenger Information Displays (PIDs) and CCTVs systems) in the public domain are to be designed to minimise vandalism and simplify cleaning.
- Placement and detailing of furniture, fixtures and equipment should consider impacts by birds, insects and mammals on operational assets and the customer environment.
- All assets, including paving, lighting, signage and street furniture, are to be of a standardised modular design as far as practical that is readily available and have readily replaceable components.
- Materials, furniture, fittings and fixtures are to be selected and sized in a manner that allows easy installation and repair. All components should meet the required life cycle objectives of Sydney Metro and consider sustainability objectives including dematerialisation and embodied energy.
- Materials and finishes will be able to be easily cleaned and maintained with consideration for graffiti resistance in customer interface areas.

- Furniture, fixtures and fittings are to be robust and durable, with consideration of detailing and placement to resist vandalism.
- The design for each station is to accommodate future maintenance access to all elements, including components that may require the use of heavy or large machinery or structures to be erected for installation of structures and equipment, regular cleaning or repair.
- Stations and station precincts should be designed to facilitate access in a safe environment for operational staff and customers alike. Maintenance considerations are to be integral to the design process from an early stage.



Temporary or ancillary equipment, vending machines or any other structures (i.e. temporary signage) are not be placed in the primary pedestrian paths.  
Source: Grimshaw.

### 4.3.5 Security

#### Relevant Design Objectives

- 2 Being part of a fully integrated transport system

#### Principle

**Ensure adequate security for the rail corridor infrastructure, station assets and their users. Visually integrate security elements such as fencing, security screens CCTV and lighting into the rail corridor, precinct or station design as part of a coordinated whole-of-corridor design.**

#### Guidelines

- Risks to the rail corridor and stations must be regularly assessed during the design phase to ensure adequate control measures can be put in place.
- A public address system is to be provided at emergency egress and risk points, controllable from Station Control Rooms and Operational Control Rooms.
- CCTV must be provided throughout the station.
- CCTV must be provided at all egress points and risk-sensitive areas.
- Security bollards may be provided where necessary but must not impede safe pedestrian movement. Where required, security bollards should adopt a rational layout in order to minimise visual clutter and maximise safe and accessible paths of travel.

#### Fencing and Gates

- Security fencing must be provided along the sections of the rail corridor not in tunnel and include permanent gated access at controlled locations. Fencing and gate locations are to be coordinated with strategic emergency access and egress points.
- The selection and detailing of fencing should be fully coordinated throughout the corridor and consist of modular components.
- Corridor fencing must not only respond to security considerations, but also respond to corridor context, including, for example, the provision for high quality fencing at station precincts.
- Security fencing types must be consistent throughout Sydney Metro and respond to the contextual environmental of the rail corridor, including provision for high quality fencing at station precincts where users experience the fencing close at hand and high security, more robust and utilitarian fencing at rail infrastructure/ facility locations.
- Fencing types must be robust, suitable to the rail environment and consider maintenance and future replacement.
- Fencing throughout the station precincts and public domain areas must avoid creating dead ends or sightline conflicts.

#### Lighting

- Lighting is to consider:
  - Natural daylight.
  - Emergency and exit lighting.
  - Interfaces with wall cladding, soffit systems and other visible services.
  - Consistency in design across all stations and precincts.
  - Ongoing access and maintenance - minimising the number of luminaire and lamp types and considering replacement processes.
  - Sustainability targets and energy usage.
  - Lighting levels sufficient for adequate operation of CCTV.



Homebush, Sydney. Rail corridor security fences should be robust, easily maintained, modular systems that are readily integrated with other urban design elements such as retaining walls.  
Source: AECOM.



## 4.3.6 Emergency Requirements

### Relevant Design Objectives

- 2 Being part of a fully integrated transport system

### Principle

**Ensure that station precincts, facilities and rail corridors are provided with clearly identified zones for emergency access and egress, eliminating the potential for movement conflicts during emergencies.**

### Guidelines

- The precincts and rail corridor should provide access for emergency service vehicles and appropriate measures to safeguard all users.
- All station precincts and public domain areas must comply with statutory requirements and emergency procedures and relevant guidelines for fire and safety.
- Emergency requirements are to consider;
  - Effective and clearly signposted station emergency evacuation routes and assembly areas.
  - Adequate zoning and space at emergency assembly points to ensure they are free of clutter and remain accessible at all times.
  - Fire safe refuge areas with CCTV and accessible communication system in underground stations for people who are unable to self-evacuate.
  - Full integration within the relevant station and facilities evacuation plan.
  - Emergency lighting to the immediate station curtilage.
  - The appropriate location of firefighting equipment such as hydrants; all clearly identified and readily accessible.
  - The provision of emergency/security electronic help points.

### Hydrant Enclosures

- Hydrant enclosures should be easily identifiable, easily accessed modular components integrated into station cladding systems.
- Hydrant enclosures should be integrated with the surrounding wall system to minimise their visual impact.



All station precincts must accommodate station evacuation and emergency procedures.  
Source: AECOM.

### 4.3.7 Service Vehicle Access

#### Relevant Design Objectives

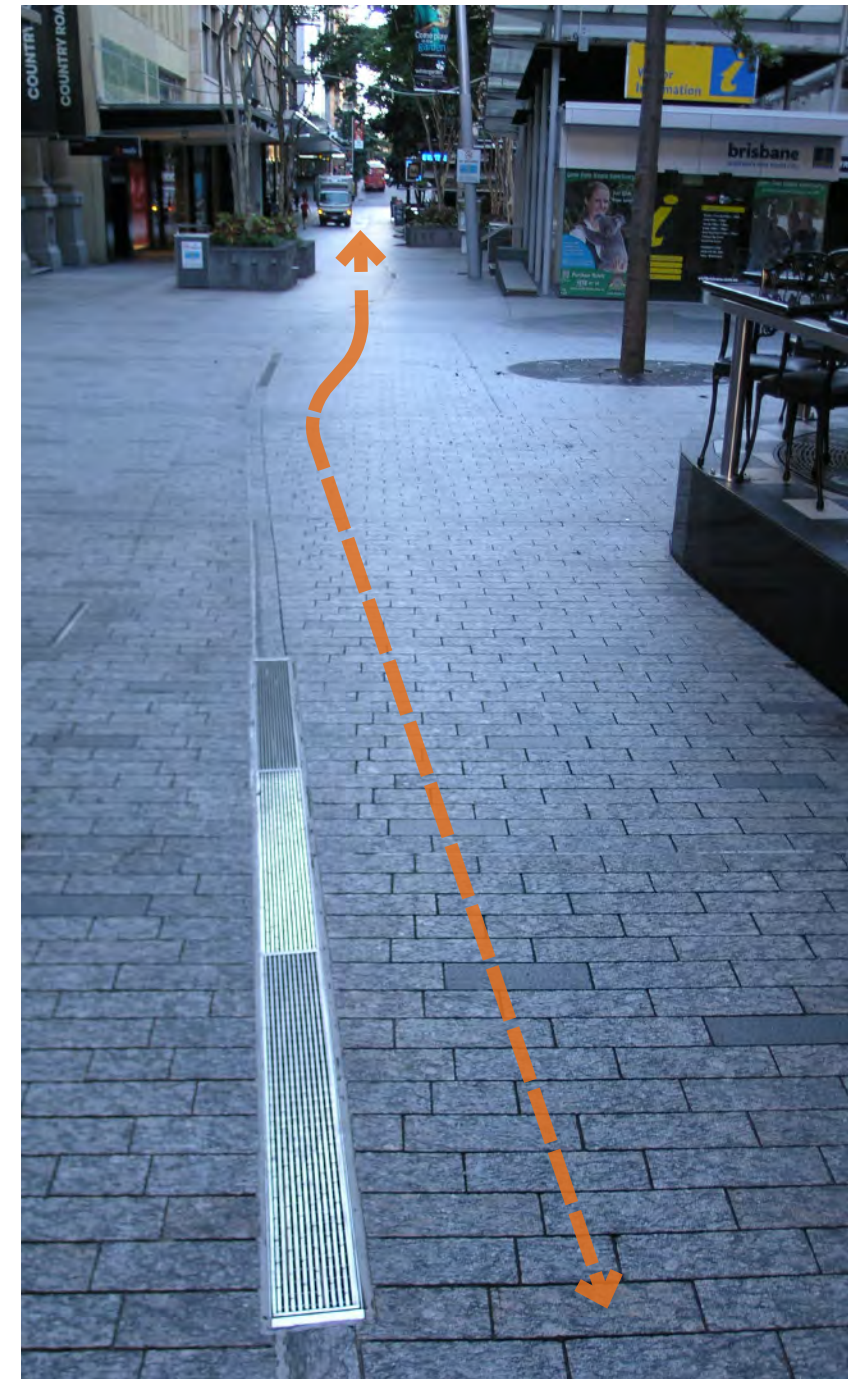
2	Being part of a fully integrated transport system
4	Being responsive to distinct contexts and communities

#### Principle

**Ensure well defined and efficient coordination of service vehicle movements within precincts.**

#### Guidelines

- The station design is to enable access for service vehicles. Service vehicle access is not to compromise the public domain areas of the station forecourt or interchange and connectivity functions.
- Service vehicle access for all precinct functions must be addressed as part of the broader station precinct movement strategies. These strategies must address both the project works requirements and increased movements over the life of the station precincts.
- The operational function and frequency of service vehicles should be considered to determine dedicated zones for daily or frequent access, or shared zones for occasional access within station precincts. Multi-use conflicts in shared zones should be eliminated.



Queen St Mall, Brisbane. Emergency vehicle and service vehicle access through the mall has been provided.  
Source: AECOM.



## 4.4 Specific Elements

There are specific elements along the Sydney Metro corridor that are not adequately addressed in the general design guidelines due to their specialised or sensitive nature. To ensure they meet high quality design outcomes, these elements require additional unique design guidelines which are identified in this section.

A brief description of the context for specific elements is provided, followed by a series of specific guidelines for that element.

Specific elements in the Chatswood to Sydenham project considered in this part of the document include:

- Sydney Yard Access Bridge
- Central Walk
- Sydney Metro Trains Facility - South
- Sydenham Aqueduct



Central Station Clock Tower  
Source: TfNSW

## 4.4.1 Sydney Yard Access Bridge

### Context

The proposed bridge is located off Regent Street, Chippendale, south of Central Station, north of Cleveland Street and to the east of the Mortuary Station, in the southern sector of the Sydney Yard. The bridge will provide vehicular access to the Sydney Yard during the construction of the Sydney Metro station box and as a permanent access solution to Sydney Yard following the removal of the existing vehicular access from Eddy Avenue.

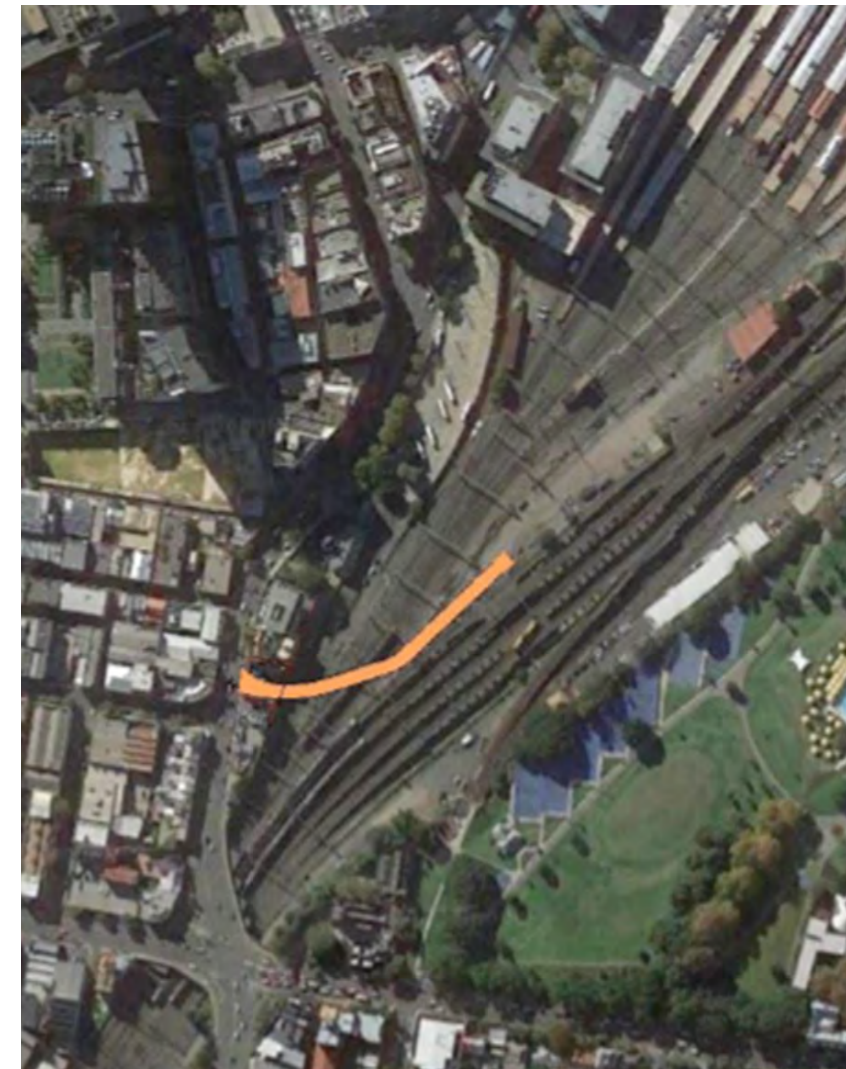
### Principle

***The bridge will be of a high architectural and urban design quality, utilising structures, forms and materials that respond to and respect the industrial rail context and aesthetic of the Sydney Yard and setting of Mortuary Station.***

### Guidelines

- The design shall be visually unobtrusive and minimise adverse impacts on existing views of significant heritage and provide wide and clear spans over the tracks.
- The bridge shall minimise impacts on the heritage values of Sydney Terminal and Central Railway Stations Group, the Chippendale Heritage Conservation Area (HCA), the Mortuary Station or the former Co-Masonic Temple.
- The bridge shall demonstrate best practice in integrated bridge engineering, architectural and urban design and construction.
- The bridge shall have a low profile form with shallow deck and low super-structure; with low profile parapet, edge beams, and traffic barriers.
- The bridge approach to Regent Street shall be designed to integrate with the surrounding context and minimise the visual intrusion onto the streetscape.

- The entry driveway and access site off Regent Street is to ensure pedestrian safety and good sightlines across the vehicular driveway; allowing for a pedestrian pavement that continues across the driveway without a kerb or step.
- Landscape screening of dense hedge planting and/or climbing plants shall be provided to adjacent buildings and vertical surfaces to deter graffiti.
- Low maintenance native landscaping together with medium-sized native trees shall be provided to the residual spaces between the approach ramp and the site boundaries to soften the appearance of the site from Regent Street.
- The abutments shall be sympathetic to the existing surrounding viaducts, with bridge piers incorporated within the envelope of the bridge.
- All screens, balustrades and fences shall be light weight and visually consistent in their aesthetic appearance.
- The bridge shall have no signage or advertising.
- Lighting of the bridge shall be inconspicuous and to minimise spill lighting into the adjacent public domain or Mortuary Station and must also not distract train drivers.



Sydney Yard Access Bridge - indicative location plan



## 4.4.2 Central Walk

### Context

Central Station is a public landmark, heritage building and the largest transport interchange in NSW. Managing the complex heritage values of the place, while providing for the evolving needs of customers and seamless integration into the surrounding precincts, presents a unique challenge and once in a lifetime opportunity.

Central Walk represents a major intervention in Central Station and will fundamentally change the passenger circulation routes and how customers perceive their journey.

It brings major opportunities to improve the functionality of Central Station and to provide a sense of order and space throughout a constant level to better connect between transport modes and the surrounding areas.

Successful implementation of Central Walk will require design solutions that are sensitive to Central Station and its context, responsive to the changing environment and of a quality aligned with the importance of Central Station to Sydney.

### Principle

**Integrate Central Station with its surrounding context with seamless and intuitive connections that reinforce Central as a world class integrated transport interchange and gateway to the city.**

### Guidelines

#### General

- Wayfinding is to be seamless and intuitive, and support an effortless customer experience
- Customer circulation paths are to optimise timeliness for customers moving between concourse, platform, and other transport modes.
- Provide efficient and safe access through good sightlines, generous circulation and open and spacious planning
- Provide sufficient space for emergency access and movements in accordance with relevant design standards and legislation.

- Advertising is not to compromise wayfinding. The design and placement of customer information is to be prioritised as follows:
  - Wayfinding and customer information
  - Customer campaigns
  - Advertising
- All finishes are to be safe and robust, suitable for the station environment.

#### Concourse and entry

- Create a sense of place and belonging through welcoming and attractive spaces that enhance pedestrian connectivity and activity
- Be responsive to Central Station and surrounding urban context by respecting the scale and heritage character of existing buildings and structures
- Link the future Metro station with the existing Eastern Suburbs concourse with a contemporary below ground connection.
- Retain the eastern brick boundary wall on Chalmers Street.
- The eastern entry is to allow effective and timely interchange between pedestrians, bicycle users, light rail, suburban and Metro rail services, with pedestrian flow occurring without friction.
- The eastern entry must be clearly identifiable at street level and from approaching pedestrian routes.
- The east concourse design must support visible staff presence as close as possible to customer decision making zones
- The entry paths at street level are to enable safe crossing of the future Chalmers Street cycleway.

#### Suburban platforms

- Ensure platforms are free of recesses and indentations which could offer hiding places and litter traps, disrupt continuous paths of travel for the visually impaired and hinder CCTV coverage
- Minimise structures and columns on platforms to maximise sightlines and customer waiting and circulation space

- Design to enable easy, safe and accessible for all to use including the elderly, customers with disabilities, young children and those with prams and luggage
- Ensure the safety of customers by optimising the space between a barrier and the platform edge where new lifts or escalators are introduced
- Priority seats and adequate space are to be provided around groups of seating to accommodate the elderly, and customers with disabilities and prams



Central Walk - indicative plan

### 4.4.3 Sydenham Aqueduct

#### Context

The Sydenham Pit and Pumping Station are situated approximately 6km south of the Sydney CBD in the Inner West Council (formerly Marrickville) local government area. The pit lies immediately northeast of Sydenham Station and is bordered by the rail alignment on its southern boundary. North, east and west of the Pit land uses are typically industrial and commercial.

The pit infrastructure consists of the stormwater retention reservoir, the Eastern Drainage Channel and the Drainage Pumping Station. New track alignment between the station and the proposed Sydney Metro Stabling Facility clashes with the alignment of the existing Eastern Drainage Channel. It is proposed to replace the channel with a closed aqueduct spanning the southern side of the pit. The aqueduct and a new pumping station will significantly increase the capacity of the drainage system.

The Sydenham Pit and Pumping Station are listed on the State Heritage Register. A design response will be required that is highly sensitive to the heritage values of the Pit and Pumping Station.

#### Principle - Heritage

**The design of new elements must only be undertaken with a full understanding of the heritage values of the site and with reference to the Sydenham Pit and Drainage Pumping Station No. 1 Draft Conservation Management Plan 2004.**

#### Guidelines

- The design of the aqueduct structure should be of a minimalist form, using simple forms and restrained but well resolved detailing.
- The aqueduct balustrade and any necessary vehicle barriers must be as transparent as practicable.
- The location of the aqueduct structure must ensure adequate physical separation from the Drainage Pumping Station so the building and its supporting piers are legible as a discrete structure on the edge of the pit when viewed from the northern and western sides of the site.
- Any required modifications of the pit wall and floor should be sensitively reconstructed to minimise its visual interference with the existing pit.
- The new pumphouse must be designed and sited in such a way that does not diminish the primacy of the original pumping station.
- The new pumphouse must be a simple yet distinctive work of contemporary architecture.






#### Principle - Access and Circulation

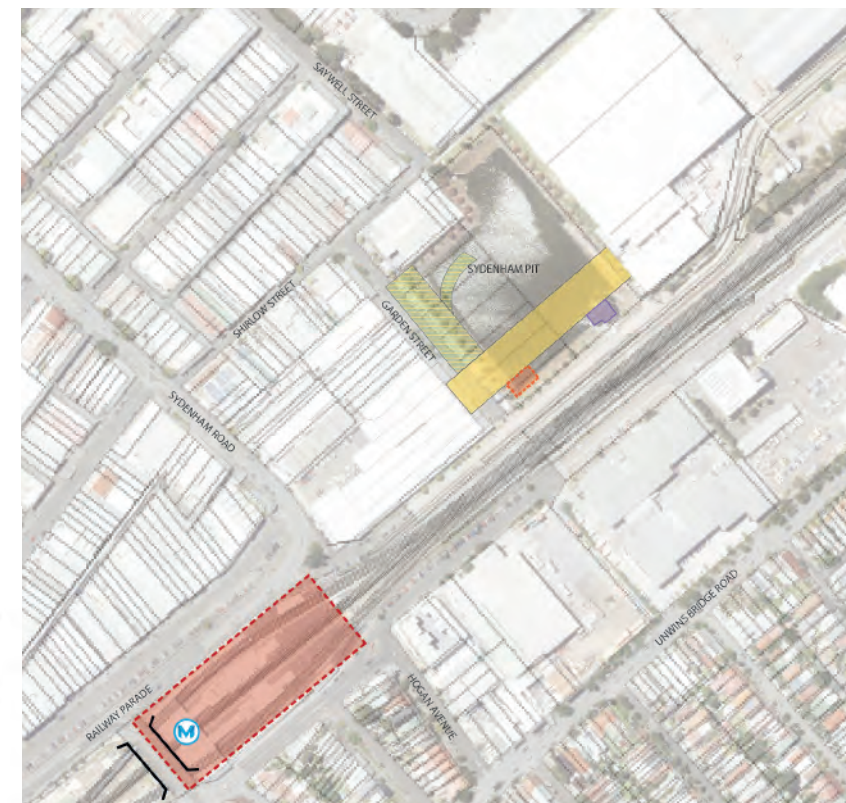
**The design of new infrastructure at the Sydenham Pit will safely and efficiently reconcile pit maintenance access and public access and connectivity in the precinct.**

#### Guidelines

- Any maintenance access structures to the pit should be designed and constructed to minimise its visual presence within the surrounding context of the pit.
- The aqueduct design must provide the services required for its use for a range of potential public activities and gathering, such as markets and public performances.
- The design must ensure a safe, attractive and relatively seamless public/pedestrian connection between the aqueduct and the proposed northern Metro entry to Sydenham Station.
- The aqueduct design must ensure accessible pedestrian and cycling connection between Railway Parade and aqueduct (at the higher level) and Garden Street.

#### LEGEND

-  Metro station entry
-  Station development site boundary
-  Sydenham Aqueduct
-  Existing Pumping Station Building
-  Planned Pumping Station Building
-  Access ramp to pit/ top of culvert



Sydenham Aqueduct - indicative plan



## 4.4.4 Sydney Metro Trains Facility - South

### Context

Sydney Metro Trains Facility - South lies approximately 6km south of the Sydney CBD and is located adjacent to the suburb of Marrickville, which falls within the Inner West Council (formerly Marrickville) Local Government Area. The suburb is bounded by Dulwich Hill to the west, St Peters and Sydenham to the east, Enmore to the north and Tempe to the south.

Land use around the proposed Sydney Metro Trains Facility - South is primarily made up of commercial and industrial areas that generally date from the late 19th century and early 20th century, and later industrial areas to the north.

The site is bound by Edinburgh Road and Sydney Steel Road to the north and west, the rail corridor to the west, and the state heritage listed Sydenham Pit to the south.

### Principle

**Provide a stabling facility and adjoining streetscapes that is sensitively integrated with the surrounding context, creating attractive shaded and pedestrian friendly streets, sustainable buildings, and functional staff facilities.**

### Guidelines

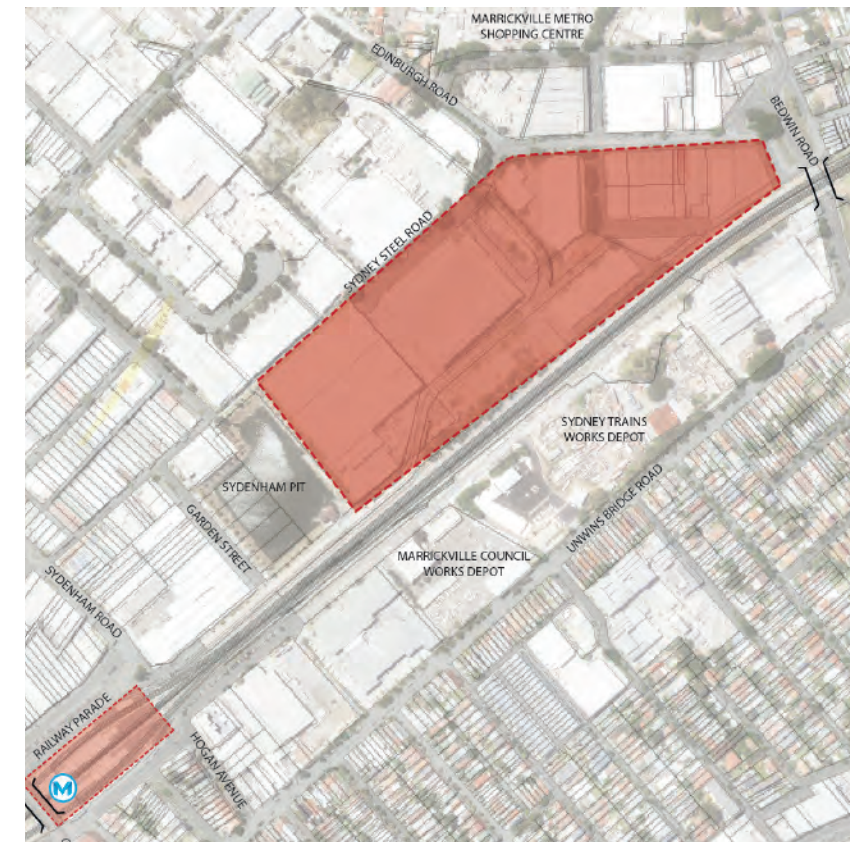
#### Landscape and Public Domain

- The areas of soft landscaping around the Administration building is maximised. The building and hard scape areas around the administration building and carpark must be consolidated as much as possible, maximise the opportunity for soft landscaping. These planted areas are intended to improve visual amenity, provide space for staff function and use, and allow areas for surface water run-off to be directed into.
- The areas of hard surfaces within the stabling facility is to be minimised. This is to reduce heat absorption and the general heat island effect, increase permeable surfaces and reduce water run-off, and improve general amenity within the facility.

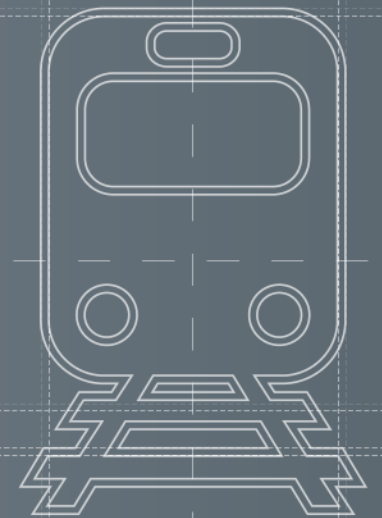
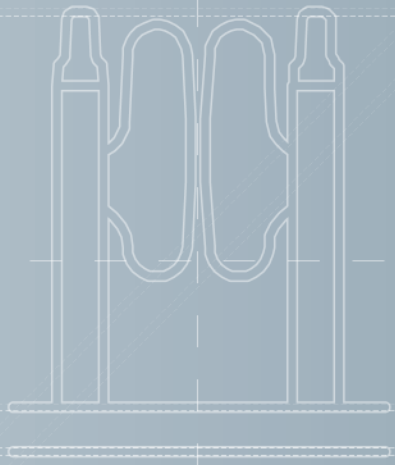
- Maximise street trees and landscape verge areas to Sydney Steel Road and Edinburgh Street. A high quality landscape treatment is required to the frontage of the facility to provide general amenity to the streetscape and visual screening of the facility. This is to be achieved through street tree planting, grass and understorey planting to verges areas, and high quality materials to footpaths and pavements.
- Enable pedestrian and cycle connection along the frontage of the stabling facility on Sydney Steel Road and Edinburgh Road, to provide connectivity and access to the wider precinct for pedestrians and cyclists commuting to and from Sydenham Station.

#### Administration Building

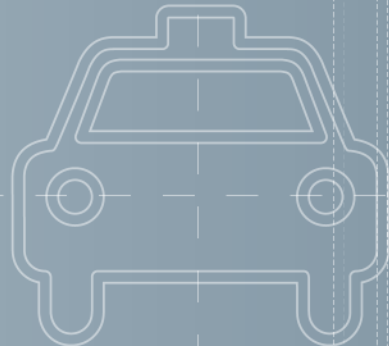
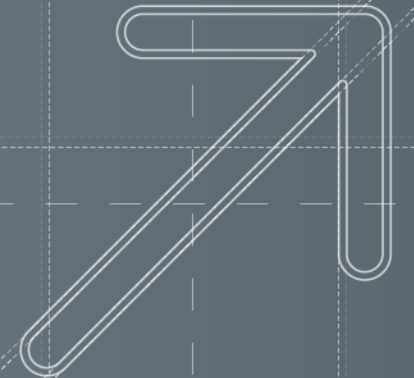
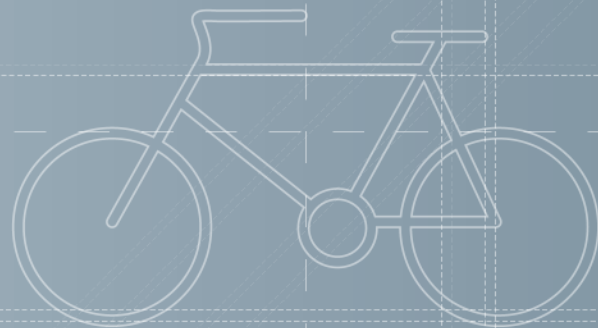
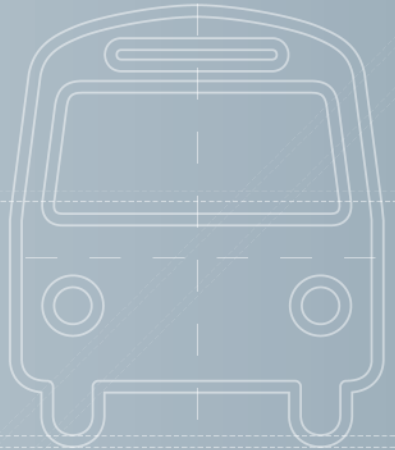
- The building must be oriented to maximise daylight into the building, as well as providing operational visibility over the facility. This is so to reduce lighting energy consumption, to enhance office staff enjoyment / comfort levels, and to shield to building from negative solar heat gain.
- Provide on-site low voltage power regeneration via roof mounted photovoltaic cells.
- Achieve water use reduction in the building through rain water harvesting and re-use, and use of water efficient fixtures.
- Mitigate the heat absorption through the inclusion of plantings, permeable or white reflective surfaces around the building.
- Consider the use of recycled materials including recycled concrete where possible.



Sydney Metro Trains Facility, South - indicative location plan



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