

Table 1: Response to issues raised in the submissions

Item	Submission issue	Response
City of Canterbury Bankstown Council submission		
<i>Heritage</i>		
1.1	As a result of the proposed loss of the eastern part of the existing platforms and original brick retaining wall, Canterbury Bankstown Council have identified the impact as not desirable and requested archival recording of heritage features prior to demolition.	In accordance with Mitigation Measure NAH13 and Condition E10, archival recording would be undertaken prior to the removal of the eastern end of the existing platforms at Bankstown Station in accordance with the NSW Heritage Office's <i>How to Prepare Archival Records of Heritage Items</i> (1998) and <i>Photographic Recording of Heritage Items Using Film or Digital Capture</i> (2006).
1.2	<p>Canterbury Bankstown Council agrees the Parcels Office building has heritage significance.</p> <p>Council notes the loss of the Parcels Office building will have a detrimental impact upon the townscape and urban setting of which the station is part and that options for the retention of the Parcels Office has not been included in the Modification Report.</p> <p>Council request the Modification adequately consider in detail all options for retention and adaptive reuse of the Bankstown Parcels Office whilst still enabling a direct connection between Appian Way and Restwell Street.</p> <p>Council identifies the Modification Report did not provide clear and robust justification for the demolition of the Parcels Office.</p>	<p>The Modification Report concludes that the removal of the former Bankstown Parcels Office would have a major impact on the heritage item as listed on the Local Environmental Plan and a moderate impact on the Bankstown Railway Station Group, as listed on the s170 heritage register. The assessment of landscape character and visual amenity concludes that the loss of the local sense of place, which is contributed to by the former Parcels Office, would be offset by the substantial improvements to the permeability, accessibility and legibility of the station precinct.</p> <p>The former Bankstown Parcels Office has been unoccupied for a number of years and has not been adapted for use by the community despite its restoration.</p> <p>An option for retaining the Parcels Office was considered in the Modification Report (see Section 3.2). Option 1 proposed an at-grade cross corridor connection aligning with The Appian Way and Lopez Lane in order to retain the Parcels Office. This was not the preferred option due to a less desirable cross connection and precinct outcomes and it did not support the Council's Complete Streets vision.</p> <p>Since the exhibition of the Modification Report, further investigation of options for the retention, adaptive reuse, relocation or re-interpretation of the Parcels Office was undertaken. The investigation concluded that the retention of the Parcels Office would compromise the provision of a cross corridor connection between The Appian Way and Restwell Street.</p> <p>It has been concluded that the removal of the Parcels Office enables the creation of a civic space to unite the two sides of Bankstown, consistent with Council's Complete Streets policy. The civic space would eventually form part of a new north-south activity spine for pedestrian and cyclists whilst enabling connections</p>

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		<p>between the different transport services at the heart of Bankstown. Retention of the Parcel's Office would create both a physical and visual blockage to these connections and detract from the success of the civic space and the interchange.</p> <p>In reviewing the outcomes of the investigation, Council has stated, to deliver on Council's objective to create a key north south boulevard linking Restwell Street and The Appian Way, Council is not supportive of the option that retains the Parcels Office in its current location and form.</p> <p>Council has stated it is supportive of the other options being investigated including relocation or the retention of interpretative elements of the Parcels Office.</p> <p>The proposed mitigation measure (NAH23) identified in the Modification Report recommends that prior to the removal of the Bankstown Parcels Office, significant elements of the site which can be removed and retained for potential reuse would be identified.</p> <p>In addition, to respond to the feedback received during the exhibition of the Modification Report and the work currently underway, Sydney Metro recommends that item (e) of Condition E58, which outlines the requirements of the Station Design and Precinct Plan for Bankstown Station, is changed from:</p> <p><i>(e) investigate opportunities for adaptive reuse of the heritage listed parcels office; and</i></p> <p>to:</p> <p><i>(e) investigate opportunities for the relocation or retention of interpretative elements of the heritage listed parcels office; and</i></p>

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	<i>Infrastructure</i>	
2.1	<p>Canterbury Bankstown Council notes that in addition to floodplain risk management studies, the project is required to meet best-practice industry requirements and guidelines with respect to managing floodplain risk management.</p> <p>Council note that the Modification Report focuses on the visual amenity of fencing and does not consider fencing in regards to flood risk.</p> <p>Council notes that the station upgrade would intensify pedestrian usage of the area affected by flooding, in particular the existing stormwater channel which creates risk of drawing in pedestrians and floating vehicles and the inherent high flood risk needs to be appropriately managed and mitigated.</p> <p>Council note that the proposed modification detailed design should provide special attention to the existing open channel to the north of the railway corridor (within the existing commuter carpark) and the overland flooding along The Appian Way.</p> <p>Council notes the current Conditions of Approval for flooding are inadequate for managing and mitigating the existing and residual flood risks associated with the Sydney Metro development and that current conditions only seeks to mitigate against worsening of existing flooding conditions.</p>	<p>As outlined in the Modification Report, construction of the modification would not prevent or compromise the proposed drainage works outlined in the Salt Pan Creek Catchments Floodplain Risk Management Study and Plan (Bankstown City Council, 2011). Floodplain risk is an existing condition not worsened by the Proposed modification. The proposed works therefore remain consistent with Council's floodplain risk management plans.</p> <p>Flooding will continue to be managed throughout detailed design and construction in accordance with Condition E9 and the relevant flooding and hydrology mitigation measure in the Project Approval.</p> <p>The proposed Sydney Metro station entrance and the at-grade corridor crossing is not in the flood zone. Upgrades to The Appian Way are not within the scope of the proposed modification.</p> <p>Sydney Metro is providing new boundary fencing to secure the rail corridor. The location of the rail boundary fencing is currently proposed to be installed on the track side of the existing open water channel. The existing fencing will be retained.</p> <p>No additional commuter car parks are proposed in this area by Sydney Metro as part of the proposed modification. The existing configuration of the car park will be retained so it is not envisaged that there be intensification of car usage encouraged in this area as a result of the proposed modification.</p>
2.2	<p>Canterbury Bankstown Council notes the mitigation measure in relation to bus stops, layover, interchange and services is not specific about the ground improvements and does not provide a timeline for delivery of this mitigation.</p> <p>Council recommend that an Integrated Transport Plan must be prepared by Sydney Metro and Transport for New South Wales one year prior to the construction of upgrades to Bankstown Station, in coordination with Canterbury Bankstown Council and relevant stakeholders.</p>	<p>Transport for NSW is undertaking a Place Based Integrated Transport Plan for Bankstown in 2020. This is an outcome of the Place Strategy developed by Greater Sydney Commission for the Bankstown CBD and Bankstown Airport Collaboration Area in December 2019.</p> <p>The Place-Based Integrated Transport Plan will create an integrated vision for transport and place and consider interfacing projects including Council's Complete Streets Policy, CBD master planning and CBD redevelopment proposals. The Plan will inform short (0-5 year, including commencement of Metro services), medium (5-10 year) and long term (10+ year) transport needs and opportunities.</p> <p>A project scope and project governance has been developed in collaboration with Canterbury Bankstown Council, Sydney Metro and the Greater Sydney</p>

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		<p>Commission.</p> <p>Bus service and infrastructure improvements is the responsibility of Transport for NSW and is outside the scope of the proposed modification. However, Sydney Metro's design allows flexibility for future opportunities that will be identified by the Place-Based Integrated Transport Plan."</p> <p>The existing bus interchange and bus layover on the southern side of the station precinct will be retained as part of the proposed modification.</p> <p>Sydney Metro also committed to providing the new kiss and ride facilities for when Metro services commence.</p> <p>Sydney Metro will continue to engage with the relevant stakeholders to ensure the proposed modification scope supports the wider transport outcomes.</p>
2.3	<p>Canterbury Bankstown Council noted the Modification Report states that erosion and sediment mitigation measures would be installed and maintained for the duration of the construction period and notes this is not clear what measures would be undertaken.</p>	<p>Erosion and sediment controls would be installed in accordance with Condition of Approval E38 and mitigation measures as outlined within the Environmental Impact Statement in accordance with the Managing Urban Stormwater: Soils and construction - Volume 1 (the 'Blue Book').</p>
	<p><i>Planning and design</i></p>	
3.1	<p>Canterbury Bankstown Council notes its full support for the at-grade north-south connection, linking Restwell Street and The Appian Way.</p> <p>Council notes the quality, amenity and appearance of the new north-south link should be carefully considered at design and construction stages.</p>	<p>Sydney Metro would continue to work with the Department of Planning, Industry and Environment and Council during the detailed design process to ensure that the design for Bankstown Station is integrated with the urban renewal process and the role of the centre.</p> <p>As part of the ongoing design Sydney Metro will test the design with customers from a diverse demographic to ensure the at-grade north-south connection is meets customer and community needs.</p> <p>Mitigation measure LU2 commits Sydney Metro to work with the Department of Planning, Industry and Environment, Greater Sydney Commission, Canterbury-Bankstown Council, and other key stakeholders to plan for the strategic transformation of the Bankstown CBD, including an investigation into the long-term development and viability of an underground station configuration.</p> <p>In accordance with Conditions E57 and E58, the Station Design and Precinct Plan for Bankstown Station would be prepared in consultation with Council. The plan would aim to present an integrated urban and place-making outcome for the station, identify specific design objectives and principles based on the local context, and maximise the amenity of the station.</p> <p>Condition E65 identifies that the Sydenham to Bankstown Design Review Panel</p>

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		<p>would review the Station Design and Precinct Plans for Bankstown Station.</p> <p>Enhanced wayfinding and integrated development would be incorporated into the proposed modification whereby at-grade station entrances would contribute to intuitive and legible wayfinding between train, bus and through-pedestrian traffic.</p>
3.2	<p>Canterbury Bankstown Council notes the Modification Report does not provide details of walking and cycling infrastructure around the station other than bike parking.</p> <p>Council requests active transport initiatives to be incorporated into the proposed modification and delivered as part of the project.</p> <p>Additionally, Council have requested the east-west active transport link be included in the Modification assessment to understand the impact of modifications to service building and substation locations.</p>	<p>Section 6.2.4 of the Modification Report identified that the proposed at-grade corridor crossing would connect into the east-west pedestrian cycle link, which will run along the rail corridor and will be delivered as part of the approved project.</p> <p>In accordance with Condition of Approval E53, a Walking and Cycling Strategy to encourage active transport into the station precinct is being prepared in consultation with Council, bike user groups and relevant stakeholders. In addition, Sydney Metro will deliver works it has responsibility for, including east west pedestrian and cyclist facilities, within 12 months following the commencement of Operation. The proposed modification does not have an impact on the Sydney Metro delivery works. Sydney Metro has engaged with Council throughout the development of this document.</p> <p>In accordance with Condition E64, the final design for the transport and access facilities and services at Bankstown Station would also be informed by an Interchange Access Plan. The plan would consider the station access hierarchy to provide safe, convenient, efficient and sufficient access to the station and transfer between transport modes.</p>
3.3	<p>Canterbury Bankstown Council notes the extension of the Sydney Trains platform to the west, and the use of Depot Place as a construction compound, may provide an opportunity to deliver the new pedestrian/ cyclist link proposed in Complete Streets linking Dale Parade to Depot Place.</p>	<p>The construction compound at Depot Place is being utilised on a temporary basis throughout the construction of the proposed modification. No permanent works are proposed in this area for the proposed modification. The construction compound is entirely on rail land. Sydney Metro is not responsible for the long-term use of this site.</p> <p>A Walking and Cycling Strategy is currently in development for Sydenham to Bankstown in accordance with Condition E53. Sydney Metro has engaged with Council during the development of this document and will continue to consult with the Council in the identification of works to improve east-west pedestrian and cyclist facilities between Sydenham and Bankstown.</p>
3.4	<p>Canterbury Bankstown Council notes that the proposed public domain improvements presented in the Modification Report are limited and responsibility and cost has been transferred to Council for delivery of upgrades in the areas surrounding the station.</p> <p>Council requests Sydney Metro should be responsible for delivering public domain improvements to a satisfactory level</p>	<p>The proposed modification presents the inclusion of a new at-grade corridor crossing linking The Appian Way and Restwell Street which supports the vision for a strategic transformation of the Bankstown CBD, including alignment with Council's Complete Streets aspirations. This is considered a significant public domain improvement for the Bankstown community, where at present there is no legible cross-corridor connection.</p>

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	<p>beyond the limited scope of what has been presented in the Modification Report to cater for patronage changes to 2036 including</p> <ul style="list-style-type: none"> • Upgrades to North Terrace • Upgrades to South Terrace • Relocation and reconstruction of West Terrace Overbridge. 	<p>Upgrades to North and South Terrace is not within the scope of the proposed modification. The proposed modification does not impact on the existing signalised crossing at the intersection of Restwell Street and South Terrace and maintains the existing bus layover including the exit location on to South Terrace. The proposed cross corridor plaza extends to the extent of the existing kerb line on North Terrace.</p> <p>The proposed modification retains the West Terrace bridge by moving the metro platforms further to the west (west of West Terrace Bridge). This would be a positive community outcome as any reconstruction of the West Terrace Bridge would cause major disruption to the existing operations of the T3 Bankstown Line including extensive rail line closures as well as impacts on the local road networks. West Terrace is a key connection between the north and south of the rail corridor.</p>
3.5	<p>Canterbury Bankstown Council notes the Modification Report does not mention the importance of design excellence in the delivery of this important infrastructure project.</p>	<p>In accordance with Conditions E57 and E58, the Station Design and Precinct Plan for Bankstown Station would be prepared in consultation with Council. The plan would aim to present an integrated urban and place-making outcome for the station, identify specific design objectives and principles based on the local context, and maximise the amenity of the station.</p> <p>Condition of Approval E65 identifies that the Sydenham to Bankstown Design Review Panel would review the designs and the Station Design and Precinct Plan for Bankstown Station.</p>
3.6	<p>Canterbury Bankstown Council recommends an eastern metro station entrance be considered at the intersection of South Terrace, North Terrace and West Terrace to allow for improved pedestrian permeability now and into the future.</p>	<p>The proposed new metro station entry is located in the centre of the Bankstown city centre and provides the most direct access to the city's main destinations. The location proposed for a second exit to the metro station is distant from the main pedestrian desire lines of the city.</p> <p>The intersection of South Terrace, North Terrace and West Terrace does not appear to be currently well utilised by pedestrians compared with The Appian Way, Restwell Street and Bankstown City Plaza. It is also a less desirable location for a station entrance due to existing assets such as restricted pedestrian access under West Terrace bridge and the proximity to the open Sydney Water channel.</p> <p>Due to existing site constraints and differences in vertical levels from existing ground level and new platform height, it would require a significant structure to facilitate suitable station access to the new Sydney Metro platforms at the locations identified by Council. This is outside the scope of the proposed modification.</p> <p>Sydney Metro aims to deliver a new focal point for the city of Bankstown, being</p>

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		<p>the new at grade cross corridor plaza that connects The Appian Way and Restwell Street and meets the desired outcomes of the Complete Streets policy objectives and vision, including:</p> <ul style="list-style-type: none"> • Improved pedestrian and through-site access • Improved cross-corridor connection • Reduced car access and pedestrian-oriented • Activation and place making • Improved connectivity to broader CBD • Efficient rail, metro and bus interchange. <p>In addition, it is currently proposed to have emergency egress stairs provided from the eastern end of the Sydney Metro platforms for compliant fire life safety design.</p>
	<i>Property</i>	
4.1	<p>Canterbury Bankstown Council notes in regards to use of Council land for access to and from the new station entrances, Sydney Metro is required to negotiate regarding the use of, or purchase or land (including council's development sites - north side) and should the land be required permanently, the land would need to be compulsorily acquired.</p>	<p>Noted. Sydney Metro is committed to working closely with Canterbury Bankstown Council during any acquisition or leasing process to ensure the land is obtained within project timeframes and if possible by negotiated agreement.</p> <p>In the development of the design for the station, Sydney Metro will make every possible effort to utilise existing rail corridor land for both temporary and permanent works.</p>
4.2	<p>Canterbury Bankstown Council notes the facilities west of the Parcels Office were recently built in 2015 with funding from Council / bus companies and State. Council requests that if the building is removed these facilities will need to be replaced, possibly within the new station buildings, with public access (without an opal card and open hours to match existing).</p>	<p>The facilities located west of the Parcels Office are not proposed to be impacted by the proposed modification.</p>
4.3	<p>Canterbury Bankstown Council notes the proposed replacement of the North Terrace Toilets and Workers Shed or relocation of these functions. Council notes this may include incorporating these existing uses into the new station buildings with public access (without an opal card and open hours to match existing).</p>	<p>With the demolition of the existing North Terrace Toilet facilities to enable the approved project and proposed modification, Sydney Metro is committed to providing replacement toilet facilities at the station including:</p> <ul style="list-style-type: none"> • a family accessible toilet • a female ambulant toilet • a male ambulant toilet. <p>All the above new toilet facilities will be located in the new station building with public access available.</p>

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Sydney Water submission		
5.1	<p>Sydney Water notes the major stormwater asset along Appian Way near proposed station entrance and under the rail line where widening of rail bridge is proposed.</p> <p>Noted the need to recognise the risks of bringing more people to the station entrance through the recognised high-risk flood zone and that issues of shifting flood impacts to downstream areas are not satisfactorily accounted for.</p> <p>Sydney Water's previous support is reiterated for enclosure of the existing open channel upstream of the railway underpass to reduce flood hazard exposure. Sydney Water confirm that any future development over the existing open channel would require review by Sydney Water.</p>	<p>The proposed modification retains the existing West Terrace bridge (without widening) by moving the proposed metro platforms further to the west (west of West Terrace Bridge).</p> <p>As noted in Item 2.1, floodplain risk is an existing condition not worsened by the Proposed modification.</p> <p>Flooding will be managed throughout detailed design and construction in accordance with Condition E9 and the relevant flooding and hydrology mitigation measures.</p> <p>Sydney Metro will continue to consult with Sydney Water in the development of the detailed design and delivery of the project.</p>
5.2	<p>Sydney Water notes that DN225 reticulation wastewater main along Terrance Lane that may need to be adjusted.</p>	<p>Sydney Metro will continue to consult with Sydney Water in the development of the detailed design and delivery of the project.</p>
5.3	<p>Sydney Water notes that Bankstown Station is heritage listed and any impacts as a result of adjusting or exhuming any Sydney Water assets would have an impact on this heritage listing.</p>	<p>The Modification Report included an assessment of heritage impacts from the proposed works. Any impacts to heritage items would be managed in accordance with the Conditions of Approval (E10- E17) and the mitigation measures.</p>
Organisation submissions		
<i>Objections</i>		
6.1	<p>Objection on the basis of not supporting the overall project and the conversion of Sydenham to Bankstown line into Metro.</p>	<p>Noted. Chapter 5 of the Sydney Metro Sydenham to Bankstown Environmental Impact Statement outlines the project need and justification.</p>
6.2	<p>Objection on the basis that a Legislative Council Inquiry report from 9 April 2020 recommended the Sydney Metro Southwest (Sydenham to Bankstown) project not proceed.</p> <p>Additionally, the redesign of Bankstown Station as part of the Sydney Metro City & Southwest is therefore the NSW Government acting in defiance of the Legislative Council Inquiry into the Sydenham to Bankstown conversion.</p>	<p>Noted. The project was approved by the Minister for Planning on 12 December 2018.</p>
<i>Future metro/rail extensions</i>		
7.1	<p>Community consultation requested regarding the future transport services west of Bankstown with the extension of</p>	<p>In March 2019, the NSW Government announced that early planning of four new</p>

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	<p>the Sydney Metro Southwest to Liverpool.</p> <p>Further explanation requested including announcing property acquisition requirements for an extension of Sydney Metro Southwest to Liverpool for an above ground metro line and as well as information regarding a tunnel dive west of Bankstown including potential demolition of the Bankstown Arts Centre.</p>	<p>metro routes, including a Metro South West extension from Bankstown to Liverpool, will commence over the next four years.</p> <p>The approved project and proposed modification supports the opportunity for other extensions to the metro network and the design has safeguarded for future extensions in the future.</p> <p>Further details, including proposed route, station designs and opportunities to provide feedback, will be made available as the planning process progresses.</p> <p>Transport for NSW has begun the process of engaging with the community regarding options for services west of Bankstown once metro is operational.</p> <p>More information is available at https://yoursay.transport.nsw.gov.au/west-of-bankstown</p>
7.2	<p>The submission notes Transport for NSW and Sydney Metro have ruled out the construction of an underground Bankstown Metro Station.</p> <p>Submission raised concerns that Bankstown Station upgrade would be incompatible with Sydney Trains (heavy rail) to Liverpool station.</p> <p>Clarification sought on how Bankstown Station can accommodate both the metro and heavy rail services without an underground station at Bankstown.</p>	<p>While the approved project and proposed modification does not propose an underground station for Bankstown, this opportunity has been safeguarded for the future (including potential underground platforms).</p> <p>The undergrounding of Bankstown Station was discussed in Section 7.11.2 (Alternatives to the project) of the Submissions and Preferred Infrastructure Report.</p> <p>The proposed modification design ensures both Sydney Metro and Sydney Trains services are accessed via the new at-grade corridor crossing to align with and connect to The Appian Way and Restwell Street.</p>
7.3	<p>A submission sought further clarification in regards to the longer term provision of underground space for future Metro services from Parramatta to Kogarah via Bankstown Line.</p>	<p><i>Future Transport 2056</i> has identified a future mass transit / train link from Greater Parramatta to Kogarah via Bankstown for investigation within the next one to two decades.</p> <p>The approved project and proposed modification supports the opportunity for other extensions to the metro network and the design has safeguarded for future extensions in the future.</p> <p>Further details, including proposed route, station designs and opportunities to provide feedback, will be made available as the planning process progresses.</p>
	<p><i>Alternatives to the proposed modification</i></p>	
8.1	<p>Request the prioritisation of upgrading digital signaling across Sydney Trains network and restoring the Inner West Line (City to Liverpool via Regents Park and City to Bankstown via Regents Park) instead of converting Sydenham to Bankstown line to metro.</p>	<p>The Sydenham to Bankstown approved project and the proposed modification would not preclude upgrade works on the existing Sydney Trains network.</p>

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8.2	Request for provision of an eastern entrance from the metro platforms to reduce travel times, widen the customer catchment area, improve congestion and delays and improve fire and life safety.	Refer to Item 3.6 for further discussion regarding the location of station entrances.
	<i>Scope of works</i>	
9.1	Concern raised regarding the proposed overbridge between Appian Way and Restwell Street, noting the design fails to adequately allow for future expansion of the station in housing 4 platforms (2 islands side by side) to allow for a future expansion of Bankstown Station. It was noted four platforms at Bankstown Station (in a widened rail corridor) would be required for Sydney Trains (heavy rail) to stop at the station and for Sydney Metro services to stop at the station before proceeding underground towards Liverpool with a cross track plan required similar to Sydenham Station.	As outlined in Item 7.2, the proposed modification has been safeguarded for the future (including potential underground platforms). Sydney Metro are not proposing an overbridge between Appian Way and Restwell Street. The proposed modification is for an at-grade corridor crossing to align with and connect to The Appian Way and Restwell Street, providing a new north-south connection shared zone across the rail corridor and integrating the two sides of the town centre.
9.2	The submission acknowledges the possible need to diverge the tracks for any extension for metro at a future stage. Query the divergence of metro tracks at the western end as part of the proposed modification as it appears the circulation space is inadequate for contra-flow of passengers leaving the terminated metro. Note that by not diverging the tracks as proposed a wider platform could be obtained.	It is noted that parallel tracks through the platforms would allow for wider platforms however pedestrian modelling undertaken confirms that the circulation space is adequate with the side platforms proposed. The diverging tracks allow for maintained operations for the existing operator, as the tracks are largely in the existing alignment. The tracks diverge around the existing Sydney Trains Bankstown Station island platform and are fixed in the current alignment at West Terrace bridge. The side platforms are proposed to be constructed, whilst maintaining normal train operations, thus further minimising disruption to commuters and the Bankstown community during construction of the project.
9.3	Identified the opportunity to consider a gate-free paid concourse area over or under the metro and Sydney Trains platforms to reduce congestion in public space connecting Appian Way and Restwell Street. Similar concern raised regarding the proposed design creating crowds and congestion at ticket gates.	The proposed corridor crossing connecting The Appian Way and Restwell Street is at grade and proposed to be for pedestrian use only when metro commences operations. The proposed width of the corridor crossing adequately facilitates pedestrians moving in a north-south direction together with the interchange of patrons from Sydney Trains and Sydney Metro services (in an east/west direction). In addition the gate lines are set back from the edge of the proposed corridor crossing, providing additional circulation space. The proposed modification facilitates an interchange between the Sydney Trains Station and the Sydney Metro Station that is fully DDA accessible with no stairs or lifts. This is deemed a desirable project outcome.

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Community submissions		
	<i>Support</i>	
10.0	Support for the Sydney Metro Sydenham to Bankstown project was received within two submissions.	Noted.
	<i>Scope of works</i>	
11.1	Proposed bike parking area identified as too small and space west of the driveway identified as a location for additional secure covered bike parking to significantly increase the station passenger catchment.	The modification includes the provision of a new secure bike storage comprising approximately 36 spaces with additional unsecured bike parking to be provided along the at-grade corridor crossing. In addition, all existing bike parking at the station will be retained.
11.2	As Bankstown is noted to be redeveloped as transit-oriented development in the future, by converting 40 of the 50 northern commuter car parking spaces to disabled spaces and increasing bike parking as outlined above, it was noted this would significantly increase station passenger catchment.	Sydney Metro does not propose to convert existing commuter car parking spaces to accessible parking spaces. Sydney Metro has made the commitment to ensure no net loss of commuter parking along the rail line and there is insufficient space to provide an additional 40 parking spaces at Bankstown. New accessible parking spaces are proposed to be provided on the southern side of the station, as shown in Figure 5.1 of the Modification Report.
11.3	Concern regarding the station design entrances aligning with the front carriages of the metro and the subsequent congestion and delay this causes to transport services.	Sydenham to Bankstown metro stations have a mix of front, middle and end entrances to the metro trains. Pedestrian modelling was undertaken to ensure crowding and queuing for customers accessing and egressing the metro at Bankstown Station was at an acceptable level of service. In addition, Sydney's new-generation metro trains have been designed to make customer journeys easy. The trains include the following features: <ul style="list-style-type: none"> • level access and reduced horizontal gap between the platform and train to allow customer to access trains independently and without the need for staff assistance or ramps • three double doors per side per carriage for faster loading and unloading • inside the trains there are no dividing doors between the carriages, as such customers can move freely along the length of the train to avoid congestion.
11.4	Clarification for the revised design to show emergency exits as shown in the original design.	Similar to the approved project, the modification proposes to provide emergency exit ramps at the eastern end of the proposed Sydney Metro platforms.
11.5	Note that one entrance to the station in the middle of the station would limit the potential customer catchment (800 metres walking distance) to the station.	Sydney Metro considers the location of the proposed new metro station entrance a good outcome for the Bankstown community that meets the desired outcomes for the customer and fulfils the Complete Streets ambitions including:

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		<ul style="list-style-type: none"> • improved pedestrian and through-site access • improved cross-corridor connection • reduced car access and pedestrian-oriented • activation and place making • improved connectivity to broader CBD • efficient rail, metro and bus interchange. <p>Sydney Metro is committed to providing an additional entrance to the Sydney Trains Bankstown Station platform. This will improve the connectivity and interchange between Sydney Trains and Sydney Metro services as well as other modal interchanges, including the existing bus interchange on South Terrace.</p> <p>Sydney Metro also proposes to provide additional bike parking at the new station entrances and throughout the station precinct to cater for those cycling to the station.</p>
11.6	<p>Request for provision of an eastern entrance from the Metro platforms to reduce travel times, widen the customer catchment area, improve congestion and delays and improve fire and life safety.</p> <p>A submission noted with additional development in the area, developers may be interested in contributing to an eastern exit.</p> <p>Alternatively a submission noted an exit onto Bankstown City Plaza from the platform would provide similar benefits to an eastern entrance.</p>	<p>Refer to Item 3.6 for further discussion regarding the location of station entrances.</p>