

6.2.3 Stations

Edmondson Park Station

The project includes the construction of a new railway station at Edmondson Park, approximately 3.5 kilometres west of the existing Glenfield Station. The key components of the new station for which project approval is sought are shown in Figures 6-6 and 6-7. The new station would comprise two rail lines, serviced by a single island platform structure and overhead concrete concourse structures spanning the rail corridor, connecting at grade (at ground level) to adjacent proposed roads. A steel-framed canopy shelter roof would be constructed, incorporating glazing over voids, a ceiling lining and a maintenance access walkway. The station would also include associated facilities buildings containing ticket booths, staff facilities, passenger toilets, cleaning and maintenance facilities, rail communications room and mechanical ventilation equipment. A supervisor's booth would be located on the platform level.

Pedestrian access within the station would be provided from the platform to the concourse level via centrally located stairs and one lift. The new station would be built with straight platforms and would comply with the *Disability and Discrimination Act 1992* and easy access standards.

The ticketing system adopted at the station would be designed to enable revenue collection and protection of operating revenue, which would comprise:

- electronic ticketing system (gated or un-gated – to be determined during detailed design); or
- existing RailCorp ticketing systems; or
- a combination of the above.

Interchange facilities

Interchange facilities proposed on the southern and northern sides of the new Edmondson Park Station are shown in Figure 6-7 and described in Table 6-2. In addition to the facilities described in Table 6-2, the project would also include a proposed temporary construction access road from Campbelltown Road to the proposed Edmondson Park Station (south side). This road would be upgraded as the primary access to the station interchange from the south (refer Figure 6-1q). Another road would also be provided on the northern side of the station connecting Croatia Avenue (refer Figure 6-1q).

Table 6-2 Interchange facilities proposed on the southern and northern sides of the new Edmondson Park Station

Interchange facility	Southern side of station	Northern side of station
Bus interchange	Bus zone would accommodate up to four 12.5 metre buses at a time.	Bus zone would accommodate up to four 12.5 metre buses at a time.
Accessible parking spaces	Two spaces located adjacent to the station entrance. Additional accessible parking spaces would be provided in the at-grade car park (number of spaces to be determined during detailed design).	Two spaces located adjacent to the station entrance. Additional accessible parking spaces would be provided in the at-grade car park (number of spaces to be determined during detailed design).
Kiss-and-ride (passenger drop-off/pick-up)	Sufficient space for up to eight waiting kiss-and-ride vehicles.	Sufficient space for up to ten waiting kiss-and-ride vehicles.
Taxi rank	Sufficient space for up to four waiting taxis.	Sufficient space for up to two waiting taxis.

Interchange facility	Southern side of station	Northern side of station
Bicycle parking (racks)	Number of racks would be determined during detailed design in consultation with NSW Transport & Infrastructure (T&I).	Number of racks would be determined during detailed design in consultation with NSW Transport & Infrastructure (T&I).
Short-term parking	Short-term parking spaces would be provided west of the pedestrian crossing (number of spaces to be determined during detailed design).	–
At-grade commuter carpark	Approximately 120 space at-grade commuter car park to be provided.	Approximately 280 space at-grade commuter car park to be provided.

Commuter car parking at commencement of operations

Approximately 400 commuter car parking spaces would be provided at commencement of operations. These parking spaces would be provided in two at-grade car parks located on both the southern and northern sides of the rail corridor (refer Figure 6-7). Note that locations are indicative only and are subject to detailed discussions as part of the town centre master planning process. The car park on the southern side of Edmondson Park Station would have sufficient space for approximately 120 vehicles, while the car park on the northern side of the station would provide for approximately 280 spaces. Accessible parking spaces and provision for rail staff parking would be provided within the at-grade commuter car parks, with the number of spaces to be determined during detailed design in consultation with RailCorp, T&I and Liverpool City Council.

Commuter car parking strategy

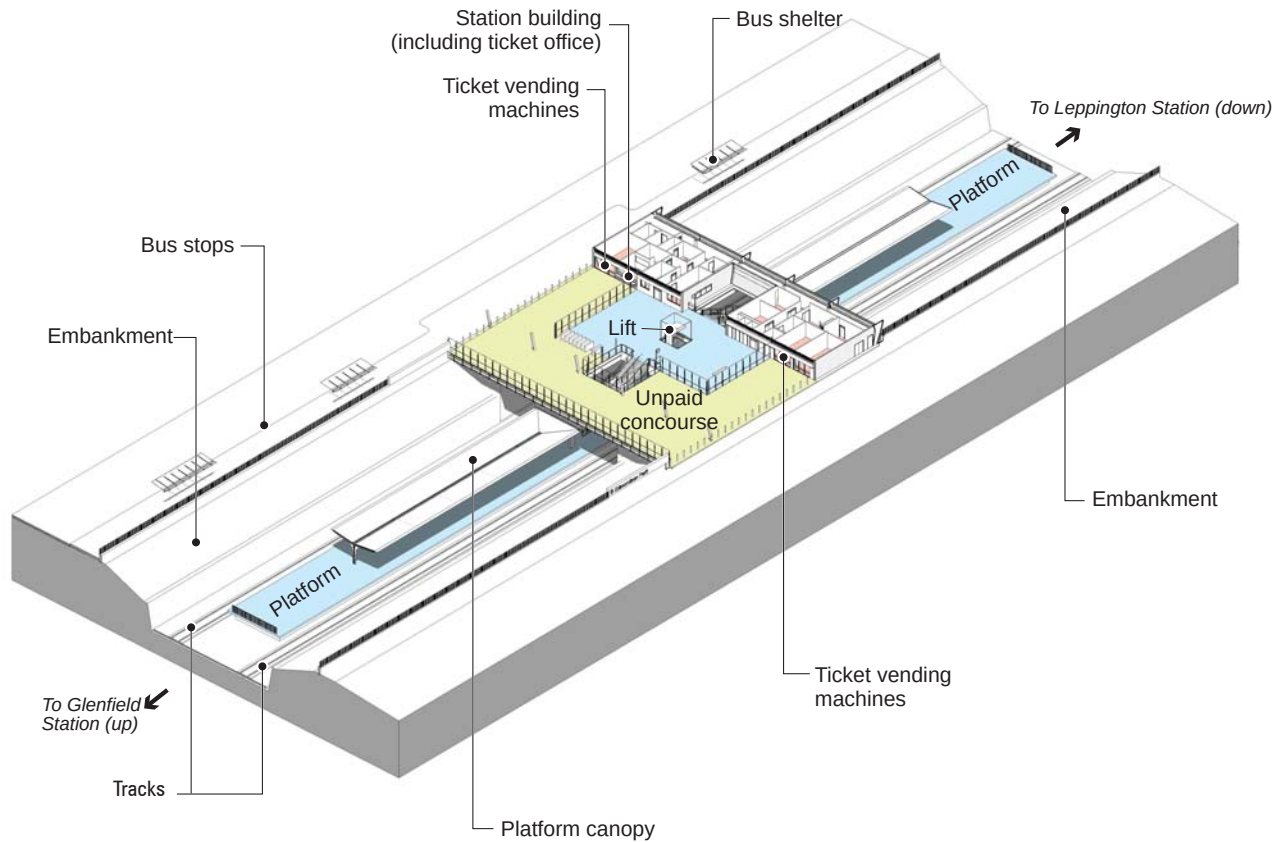
Edmondson Park Station could have a high demand for park-and-ride due to its proximity to major roads and lack of alternative access (such as buses), although increases in park-and-ride supply at Glenfield Station (along with that station's superior train service) should minimise diversion of park-and-ride demand from other stations to Edmondson Park Station. However, provision for high levels of park-and-ride would not be consistent with masterplanning for the town centre, which is aimed at encouraging sustainable modes and a high degree of integration between town centre and station.

Parking supply at the time of opening in 2016 would be limited to 400 spaces and appropriate control measures put in place to limit demand for parking and encourage more sustainable modes, such as bus and kiss-and-ride. Over time the mode split to access Edmondson Park Station would also need to shift from park-and-ride to other modes to limit the impact of parking in the centre as demand increases. Feeder bus services and improved cycle and pedestrian links and facilities, in conjunction with appropriate parking controls, would help facilitate this shift.

Approval is not sought in this EA for car parking provision beyond the 400 spaces proposed at the commencement of operation. Additional long term parking would be subject to a separate assessment and approval.

Further discussion of the commuter car parking strategy for Edmondson Park Station is discussed further in Section 8.3.4.

3D PLAN VIEW



ELEVATION

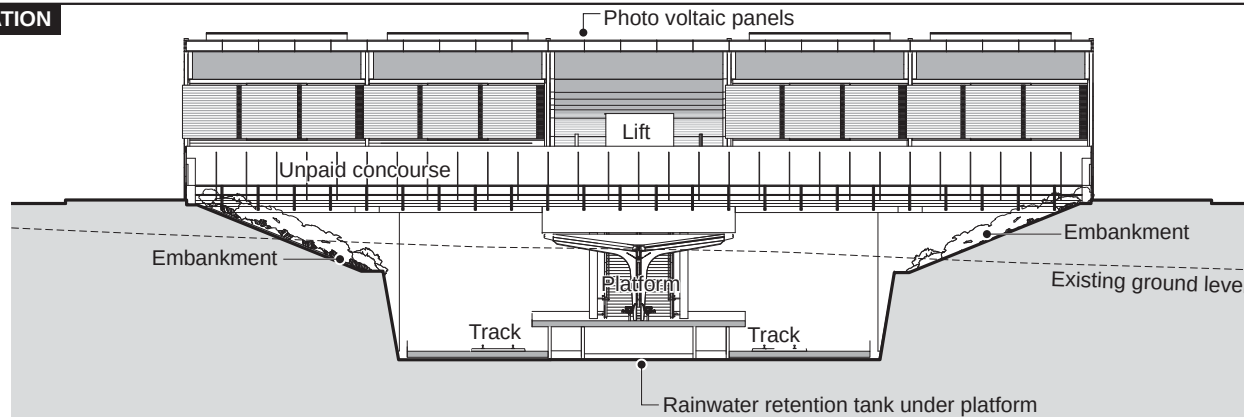


Figure 6-6 Edmondson Park Station
(3D plan view and elevation)

**Note: Indicative only, subject to detailed design*

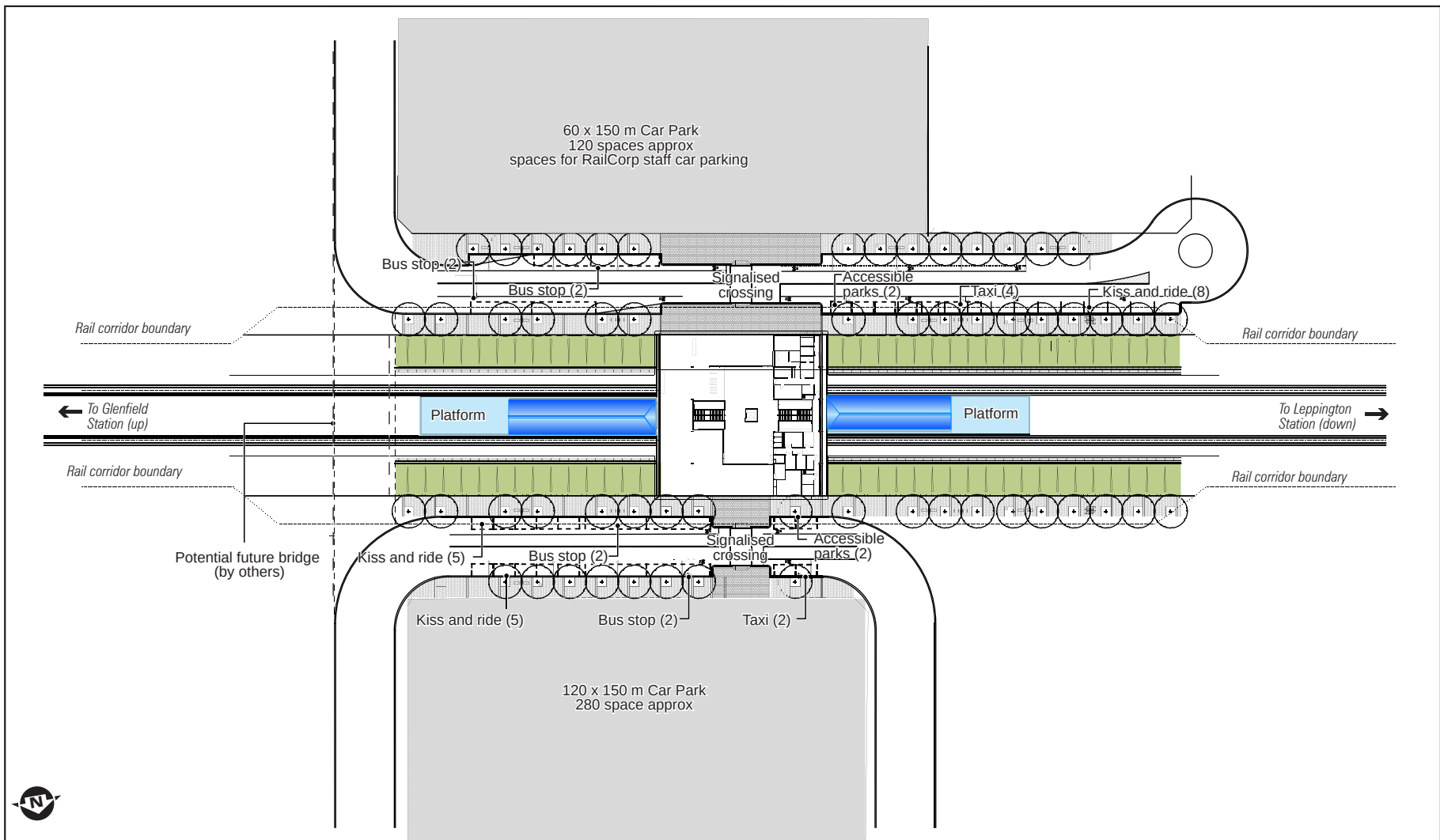


Figure 6-7 Edmondson Park Station Interchange Plan

**Note: Indicative only, subject to detailed design*

Leppington Station

The project includes the construction of a new railway station at Leppington, approximately 5.6 kilometres north-west of the proposed Edmondson Park Station. The key components of the new station for which project approval is sought are shown in Figures 6-8 and 6-9. The new station would comprise four rail lines (two sets) serviced by two island platform structures, and overhead concrete concourse structures spanning the rail corridor and connecting at grade to adjacent proposed roads. A steel-framed canopy shelter roof would be constructed, with glazing over voids, a ceiling lining and a maintenance access walkway. The station would also include an associated facilities building containing ticket booths, staff facilities (including train crew facilities), passenger toilets, cleaning and maintenance facilities, space for a future retail tenancy, rail communications room and mechanical ventilation equipment. A supervisor's booth would be located on each platform.

Pedestrian access between the station and the concourse and each platform would be via two centrally located stairs and a lift.

The project includes the construction of two new access roads, including medians, on either side of the proposed station. These roads would connect to the existing Rickard Road and wider street network. The area within the vicinity of the station is currently the subject of masterplanning by the Strategic Land Release Project Office of DoP in consultation with TIDC and Camden Council (discussed in further detail in Section 4.10.1 of this EA). Signalised pedestrian crossings would be provided on both roads, adjacent to the proposed Leppington Station northern and southern entrances.

The ticketing system adopted at the station would be designed to enable revenue collection and protection of operating revenue, which would comprise:

- electronic ticketing system (gated or un-gated – to be determined during detailed design); or
- existing RailCorp ticketing systems; or
- a combination of the above.

Interchange facilities

Interchange facilities proposed on the southern and northern sides of the new Leppington Station are shown in Figure 6-9 and described in Table 6-3. Access to the interchange would be provided via Rickard Road.

Table 6-3 Interchange facilities proposed on the southern and northern sides of the new Leppington Station

Interchange facility	Southern side of station	Northern side of station
Bus interchange	Bus zone would accommodate up to three 12.5 metre buses at a time.	Bus zone would accommodate up to three 12.5 metre buses at a time.
Accessible parking spaces	Two spaces located adjacent to the station entrance. Additional accessible parking spaces would be provided in the at-grade car park (number of spaces to be determined during detailed design).	Two spaces located adjacent to the station entrance. Additional accessible parking spaces would be provided in the at-grade car park (number of spaces to be determined during detailed design).
Kiss-and-ride (passenger drop-off/pick-up)	Sufficient space for up to six waiting kiss-and-ride vehicles.	Sufficient space for up to four waiting kiss-and-ride vehicles.
Taxi rank	Sufficient space for up to five waiting taxis.	Sufficient space for up to five waiting taxis.

Interchange facility	Southern side of station	Northern side of station
Bicycle parking (racks)	Number of racks would be determined during detailed design in consultation with NSW Transport & Infrastructure (T&I).	–
Short-term parking	Short-term parking spaces would be provided east and west of the pedestrian crossing (number of spaces to be determined during detailed design).	Short-term parking spaces would be provided east of the pedestrian crossing (number of spaces to be determined during detailed design).
At-grade commuter carpark	Approximately 200 space at-grade commuter car park to be provided.	Approximately 650 space at-grade commuter car park to be provided.

Commuter car parking at commencement of operations

Approximately 850 commuter car parking spaces would be provided at commencement of operation. These parking spaces would be provided in two at-grade car parks located on the southern and northern sides of the rail corridor (refer Figure 6-9). Note that locations are indicative only and subject to detailed design and discussions as part of the town centre master planning process. The car park on the southern side of Leppington Station would have sufficient space for approximately 200 vehicles, while the car park on the northern side of the station would provide for approximately 650 spaces. Accessible parking spaces and provision for rail staff parking would be provided within the at-grade commuter car parks, with the number of spaces to be determined during detailed design in consultation with RailCorp, T&I and Camden Council.

Commuter car parking strategy

Leppington Station is a planned Major Centre in the NSW Metropolitan Strategy, and as such, is categorised as a Major/Specialised Interchange in the *Guidelines for the Development of Public Transport Interchange Facilities* (Ministry of Transport, September 2008). The Guidelines indicate that at such interchanges, commuter car parking is generally not provided because primary access would be by extensive public transport provision, walking and cycling.

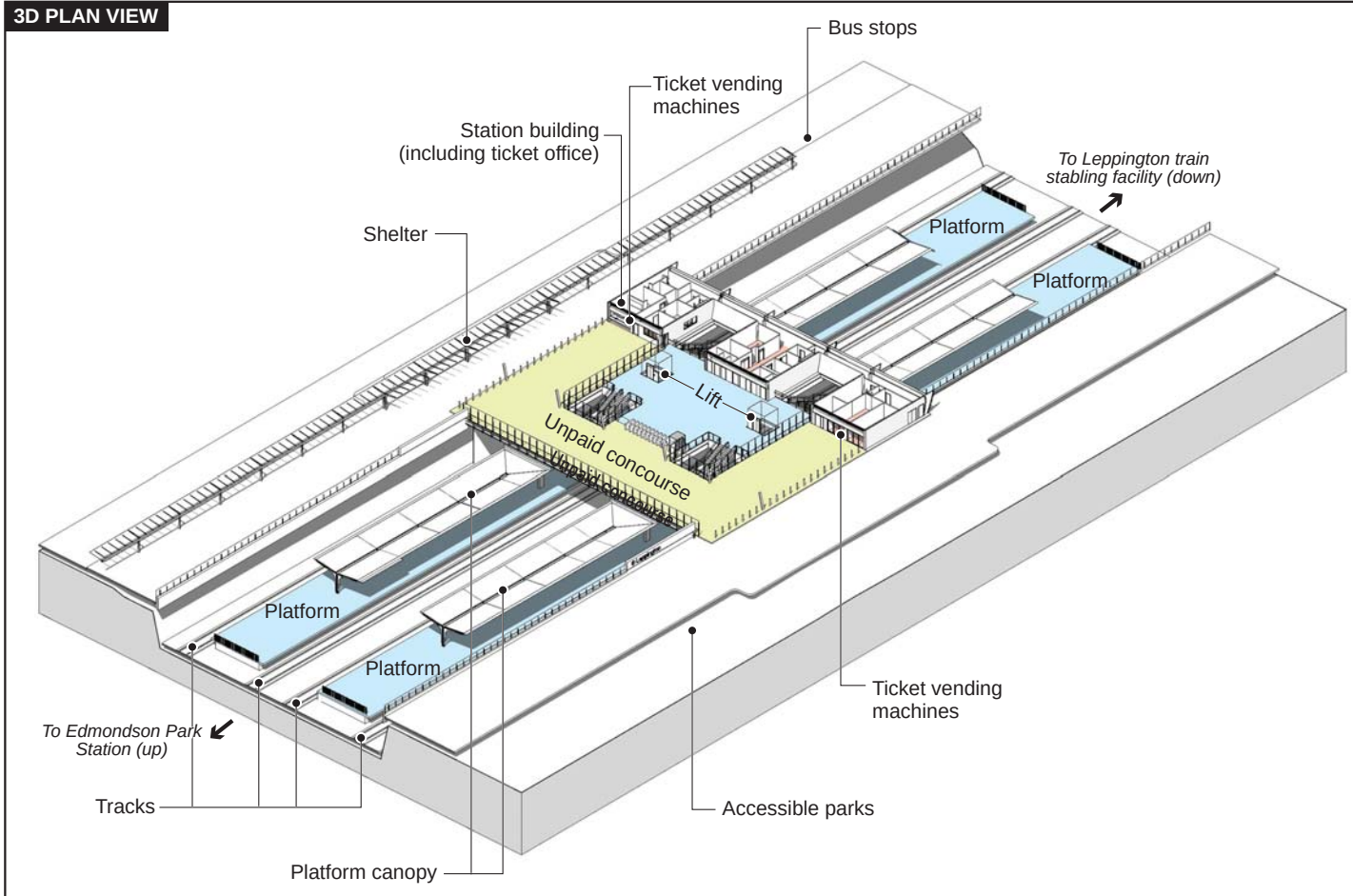
In the case of Leppington Station, however, without an extension of the SWRL, the demand for park-and-ride would be very high since development is projected to occur considerable distances from the town centre, beyond efficient distances for walking, cycling and kiss-and-ride for most commuters.

In the absence of park-and-ride provisions elsewhere in the area, the demand for commuter parking at Leppington town centre would be high. As such, the number of formal park-and-ride spaces provided would need to be managed as would overflow parking areas. Limiting the number of spaces is required to restrict demand and encourage a shift to more sustainable modes.

Approval is not sought in this EA for car parking provision beyond the 850 spaces proposed at the commencement of operation. Additional long term parking would be subject to a separate assessment and approval.

The commuter car parking strategy for Leppington Station is discussed further in Section 8.4.4.

3D PLAN VIEW



ELEVATION

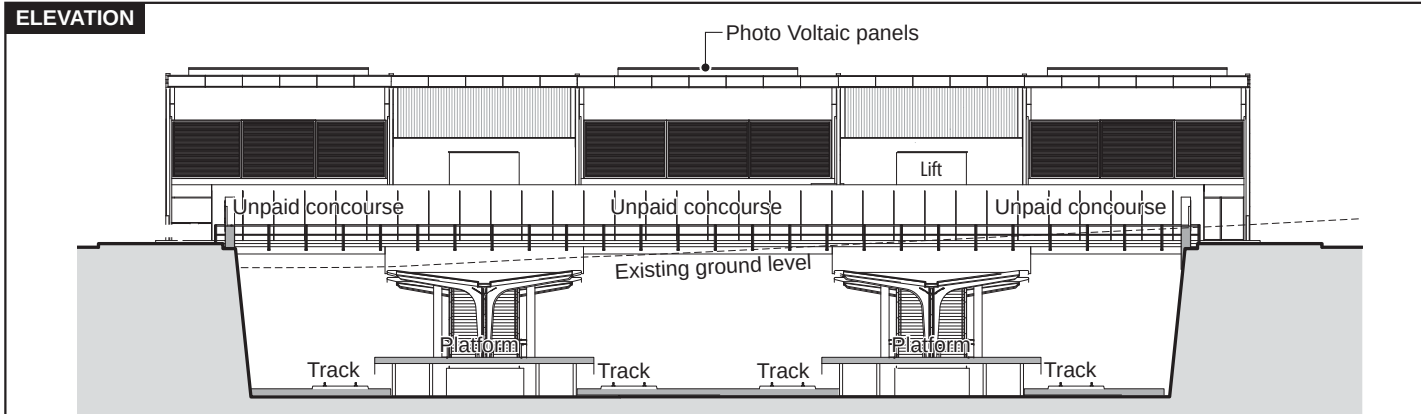


Figure 6-8 Leppington Station
(3D plan view and elevation)

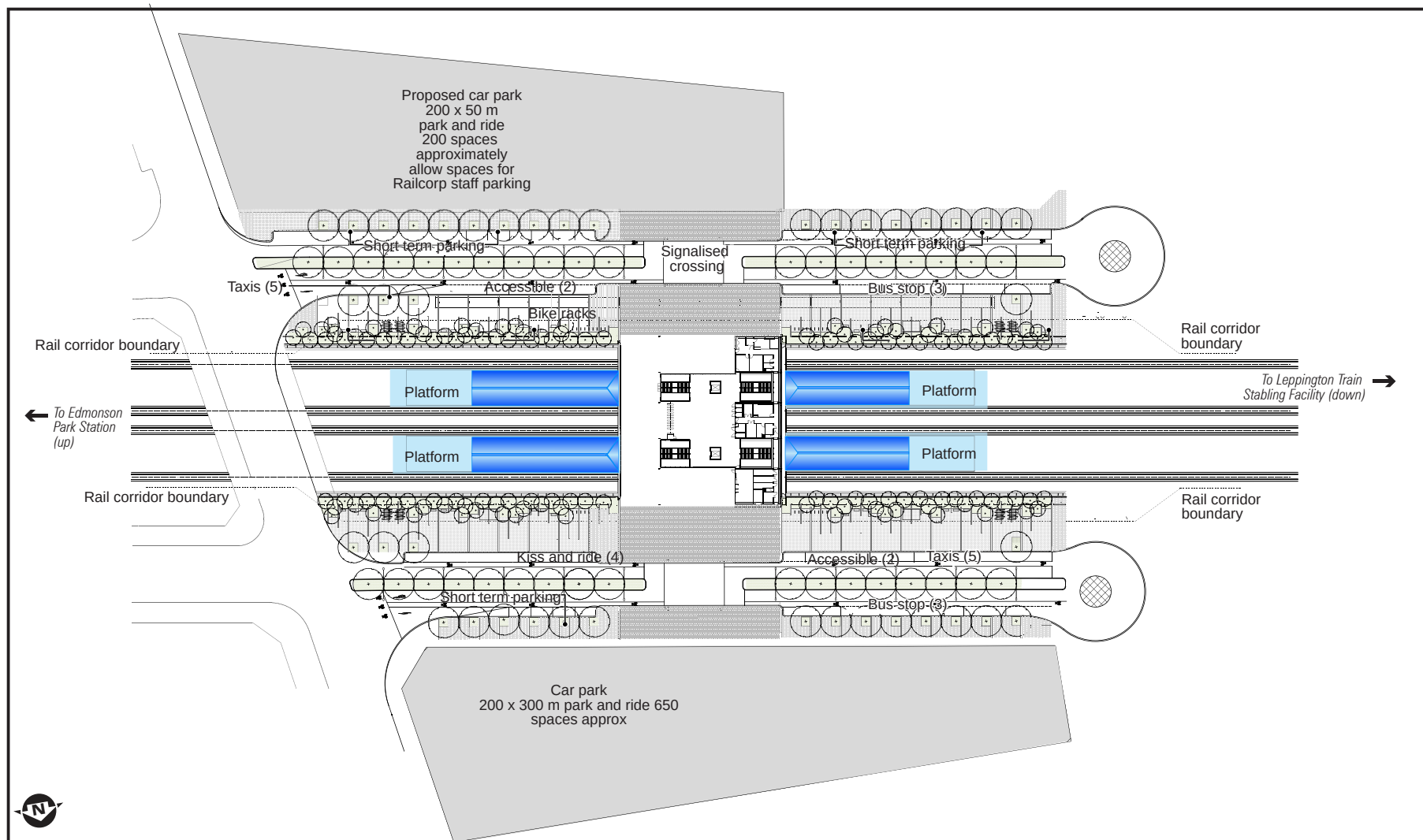


Figure 6-9 Leppington Station Interchange plan

**Note: Indicative only, subject to detailed design*