

METRON T2M
Campsie
Station Design & Precinct Plan

Southwest Metro Design Services (SMDS)

18 January 2021

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A Joint Venture of



Principal sub-consultant



Approval Record

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1. Introduction



1.0 Introduction

1.1 Project description

1.1.1 Overview

Sydney Metro is Australia's biggest public transport project. In 2024, Sydney will have 31 metro railway stations and a 66km standalone metro railway system, revolutionising the way Australia's biggest city travels. Sydney's first metro line, the Metro North West, opened on 26 May 2019. Services at the 13 metro stations operate every four minutes in the peak in each direction on Australia's first driverless railway.

1.1.2 Sydney Metro Network

There are four core components:

Sydney Metro Northwest Line (formerly the 36 kilometre North West Rail Link)

Services started in May 2019 in the city's North West between Rouse Hill and Chatswood, with a metro train every four minutes in the peak. The project was delivered on time and \$1 billion under budget.

Sydney Metro City & Southwest

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

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

Sydney Metro West

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

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

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

Sydney Metro - Western Sydney Airport

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

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

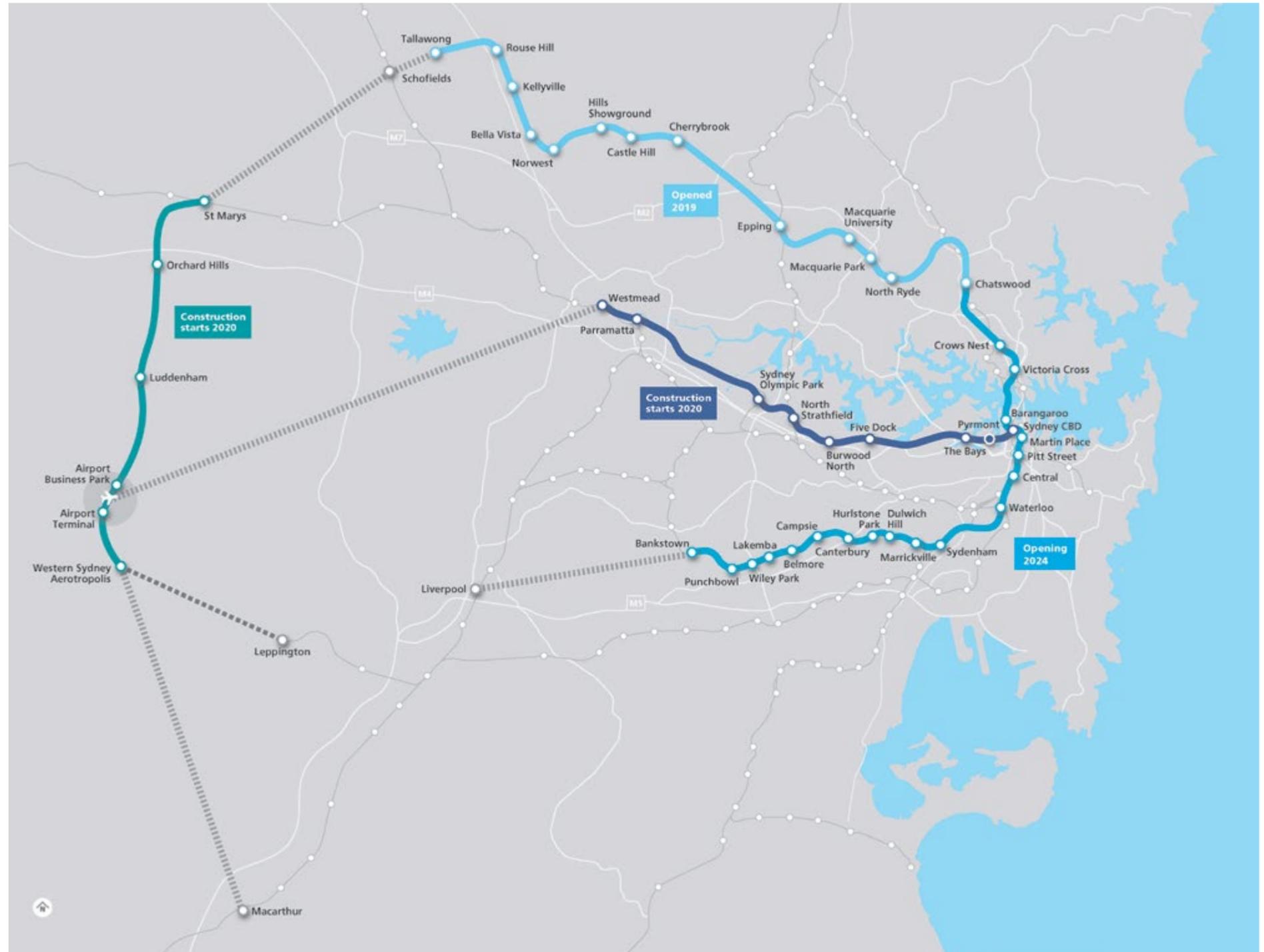


Figure 1.1 Sydney Metro route map

1.2 Purpose and scope

1.2.1 Purpose of the Station Design and Precinct Plans

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

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

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

This is one of ten SDPPs prepared for:

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

1.2.2 Project design objectives

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

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

1.2.3 Scope of the Station Design and Precinct Plan

This SDPP presents integrated urban, landscape and architectural design outcomes for the Project works within the Campsie Station precinct, being:

Scope of station work

- Removal of overhead booking office and skylight as part of redesign of forecourt for a new public plaza
- Remove all hoop top fencing
- Cleaned concourse skylight and renewed high level mesh screens below fascia
- Platform re-levelling, installation of mechanical gap fillers to remove the gap between train and platform, edge screens and platform screen doors
- New secure bicycle storage within the concourse.

Scope of precinct works

- Redesign forecourt to provide an improved amenity to and larger public plaza at the station, and improve the interface with station entry and Beamish Street and Lilian Lane
- Replace open fencing on Beamish Street with flat metal bar fencing
- Provide bike parking area off North Parade in existing car park
- Site levelling, draining and retaining walls for station service building zone and security fence
- New metro service building
- Remove two small planter beds on widened footpath area on Beamish Street as part of station forecourt redesign
- New tree planting to the Lilian Lane and Beamish Street corner, improving the landscape quality within the station plaza
- Provide concept design for a pedestrian bridge west of the station from Dewar Street over the rail corridor and provide for a second entrance to Platforms 1 and 2 in accordance with Condition of Approval E61(c).

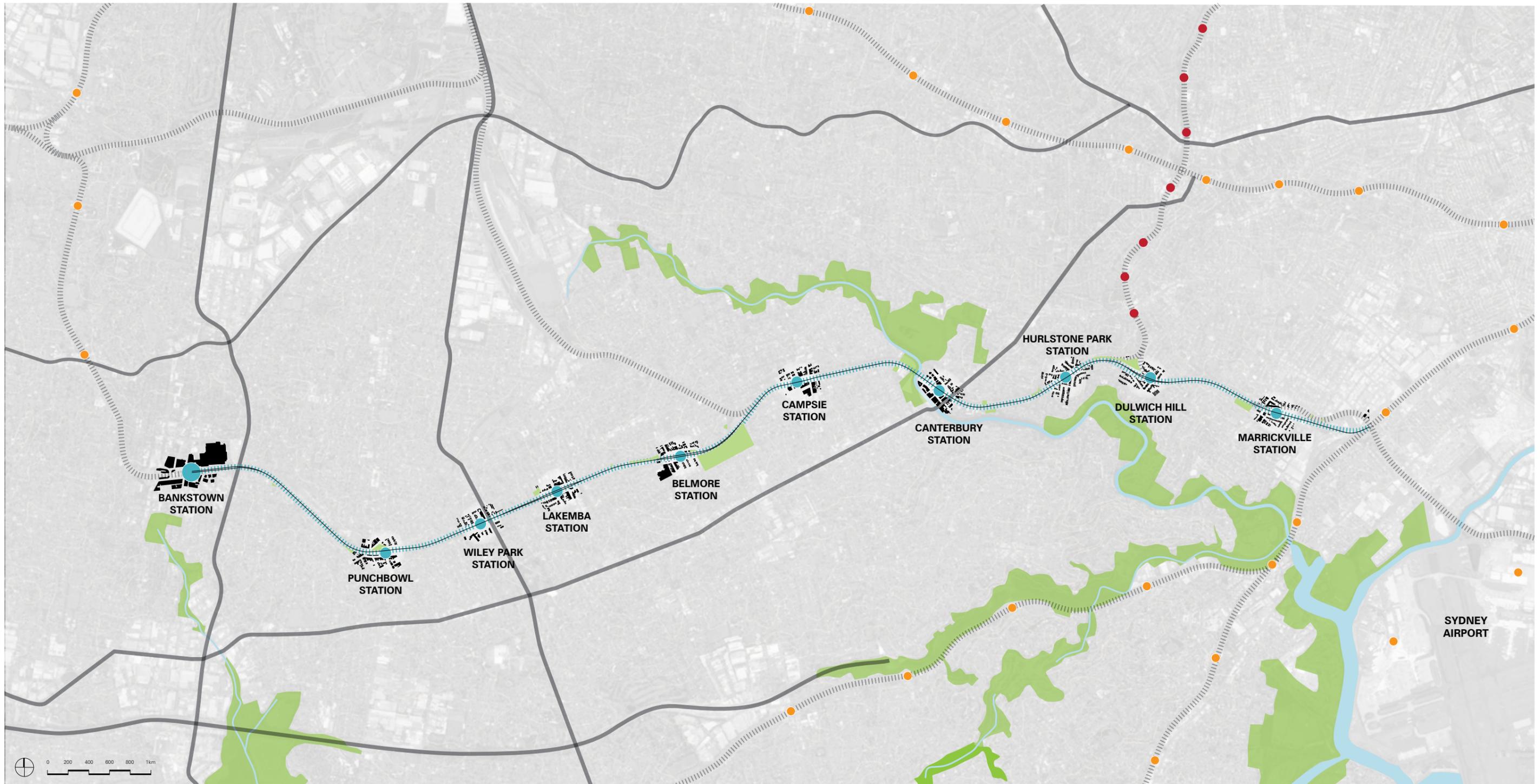


Figure 1.2 Sydney Metro Southwest stations

1.2.4 Campsie Station Precinct

Campsie is 13km southwest of the Sydney CBD within the City of Canterbury Bankstown Local Government Area. The suburb is bounded by Belfield to the north, the Cooks River to the east, Clemton Park to the south and Belmore to the west.

The study area for this SDPP is the Campsie Station precinct, defined in Condition E57 as “an area within 200 metres radius of a station, or beyond for the purposes of connecting pedestrian and cycle paths from stations to existing or planned future pedestrian and cycle paths”. The precinct includes part of the town centre commercial core along Beamish Street, the important heritage open spaces of Anzac Mall and Park, and surrounding residential streets with 3-4 storey walk-up apartments closer to the centre, and single detached houses on the edge of the precinct. Beamish Street is the main transport and retail spine, and the station has a direct relationship to it.

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



Figure 1.3 Campsie Station precinct

1.3 Strategic context

1.3.1 Background documents

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

- *Greater Sydney Region Plan* (Greater Sydney Commission), 2018
- *Southern District Plan* (GSC), 2018
- The suite of Government Architect NSW (GANSW) documents that promotes design excellence through place outcomes as well as stronger design-led and integrative processes is:
 - » *Better Placed*, 2017
 - » *Good Urban Design*, 2018, draft
 - » *Greener Places*, 2017, draft
 - » *Sydney Green Grid – Central District*, 2017.

1.3.2 Foundation documents (project-wide)

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

- *Sydenham to Bankstown Submissions and Preferred Infrastructure Report (SPIR)*
- *Environmental Impact Statement* (EIS), 2017. The EIS contains appendices that describe the context, existing conditions and urban interfaces of each station, and whose analysis and urban design principles have informed the development of the design as illustrated in this SDPP:
 - » *Sydenham to Bankstown Design Guidelines* (Volume 1C, Appendix C)
 - » *Sydney Metro Southwest Urban Design and Place Making Paper* (Volume 1C, Appendix H).
- *Interchange Access Plan - Campsie* (Sydney Metro), 2020
- *Sydney Metro City & Southwest: Sydenham to Bankstown Line - Heritage Interpretation Strategy* (Artefact), 2020
- *Walking and Cycling Strategy - Sydenham to Bankstown* (TfNSW), 2019, draft
- *SDPP for Sydenham Station and Pit* (approved 11 June 2019). The SDPP for Sydenham Station and Pit is relevant for continuity, as it adjoins this project. The following urban and landscape outcomes were considered and have influenced the design:
 - » adaptive re-use of heritage buildings (refer Section 4.5)
 - » generous, open plazas (refer Section 4.6); simple profile to canopies (refer Section 4.6.2)
 - » open and transparent station environment (refer Section 4.6)
 - » materials palette that, while not duplicating NorthWest and Sydenham outcomes, responds to them and to the Council's requirements for the specific precinct (refer Section 4.12.3).

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

1.3.3 Historical (non-statutory) documents

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

- *Chatswood to Sydenham Design Guidelines*, 2017
- *Sydney Metro Northwest urban design and corridor landscape plan*, 2016
- *Sydney Metro Northwest pedestrian-cycle network and facilities strategy*, 2015
- 'Fine Grain Public Domain and Station Integration Studies' and Station Precinct Plans (2016) that informed the *Sydenham to Bankstown Urban Renewal Corridor Strategy* (NSW DPE), revised 2017.

1.3.4 Council plans and initiatives

Campsie is a Priority Precinct for the City of Canterbury Bankstown (CoCB), and was also announced as a Priority Precinct in 2017 by DPIE. CoCB has developed its Local Strategic Planning Statement (LSPS), *Connective City 2036*, which has been exhibited, and whose high level objectives are a consideration for the SDPP.

1.4 Approval requirements

1.4.1 Conditions of Approval

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

1.4.2 EIS, Submissions Report, and Preferred Infrastructure Report Compliance

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

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

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

1.4.3 Scope of Works and Technical Criteria (SWTC)

The SWTC forms the design requirements for the Southwest Metro Design Services. The scope is divided into metro station works and metro corridor works.

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

1.4.4 Structure of the SDPP

The SDPP has been formatted to respond to the urban design conditions

- 1 Part 1: Introduction**
 - this section includes the background to the Project including the strategic context and the Conditions of Approval’
- 2 Part 2: Design Principles**
 - this section includes Sydney Metro objectives and related corridor-wide principles, referencing the SSI 7400 (Chatswood to Sydenham) outcomes
- 3 Part 3: Context and Form**
 - this section includes the station and precinct analysis, covering the strategic context, and the built, natural and community context. It includes constraints, opportunities both for the Project and beyond, the design response (in scope) and where the Project safeguards future aspirations
- 4 Part 4: Design**
 - this section communicates the holistic design approach for the station and precinct, including the interface with the surrounding public domain, movement and access network and landscape and built form setting
- 5 Part 5: Transport and Access**
 - this notes the Interchange Access Plan, and references the key outcomes from the Walking and Cycling Strategy, and how the strategy relates to the project design
- 6 Part 6: Consultation**
 - this section summarises the outcomes of the process, including design response to feedback from stakeholders and the Design Review Panel
- 7 Part 7: Appendices**

1.4.5 Compliance with the Conditions of Approval

The table below references where and how in the SDPP the applicable Condition of Approval is addressed.

Condition number	Requirement	How condition is met: refer to relevant section of SDPP
E14	A Heritage Interpretation Plan(s) must be prepared, consistent with the Heritage Interpretation Strategy which identifies heritage items to be used in the final design of the project. The plan(s) must identify how items will be interpreted and provide a timeframe for their implementation which must be no later than the commencement of Operation. Heritage interpretation in any station precinct must be identified in the relevant Station Design and Precinct Plan(s) required in Condition E56	Heritage Design Principles are set out in Section 2.3.2. A Heritage Interpretation Plan for Campsie Station that is consistent with the Heritage Interpretation Strategy has been developed by a suitably qualified heritage specialist. Heritage interpretation proposed at Campsie Station is identified in Section 4.5.3 of this plan
E53	The Walking and Cycling Strategy must be prepared in consultation with relevant council(s), local bike user groups and relevant stakeholder(s). Identified opportunities and works, where relevant, must be integrated with the relevant Station Design and Precinct Plan(s)	A Walking and Cycling Strategy has been prepared for the Project. Opportunities and actions from the Strategy that are relevant to the Campsie Station precinct are described in section 5.2 of the SDPP. Section 5.2 includes a table that references these initiatives against the design response in this Project, and how they are integrated. Section 4.9 Connectivity and Access also summarises key actions
E56	Station Design and Precinct Plans must be prepared to inform the final design of the CSSI and to give effect to the commitments made in the documents listed in Conditions A1 and A2. The Station Design and Precinct Plans do not apply to those elements, which for technical, engineering, or ecological requirements, or requirements as agreed by the Planning Secretary, do not allow for alternate design outcomes	This document
E57	Station Design and Precinct Plans must be prepared by a suitably qualified and experienced person in consultation with the relevant council(s), the community and affected landowners for the area within 200m radius of a station or beyond for connecting pedestrian and cycle paths. The Station Design and Precinct Plans must include:	This SDPP was prepared by a team comprising urban, architectural and graphic designers. The project Urban Design Project Lead, and the primary SDPP author, both have over 20 years' experience Figure 1.3, Section 1.2.4 shows the 200m radius of the station precinct. All analysis diagrams include the 200m radius Regular fortnightly consultation with the City of Canterbury Bankstown has informed the development of the design and this SDPP for the Campsie Station and Precinct. Refer Section 6.1 Public exhibition of the Campsie SDPP was conducted in May 2020. A summary of the consultation process, submissions and the Project's responses are summarised in Section 6.2
E57(a)	Context and form	Refer Section 3.0 Context and Form
(i)	an analysis of the built, natural and community context and the urban design objectives, principles and standards for the CSSI	Section 1.3 sets out the strategic context including documents that set the direction and standards for the urban design Section 2.0 sets out objectives and principles for the CSSI, incorporating design objectives carried through from the EIS Section 3.3 contains context analysis, covering built form and heritage, landscape and open space, access and connectivity and public domain spatial character Section 3.4 describes the constraints and opportunities arising from the context analysis
(ii)	the location of existing heritage items	Heritage items are described in Section 3.3.4 and mapped in Figure 3.2 Precinct built form, land use and heritage

Condition number	Requirement	How condition is met: refer to relevant section of SDPP
(iii)	the location and type of existing vegetation	Existing street trees and important streetscapes are mapped diagrammatically in Figure 3.4 Landscape, topography and views Section 4.11.1 describes the landscape design strategy in relation to the existing vegetation community
(iv)	detailed consideration of integration and continuity with urban design and landscape outcomes for SSI 7400, taking into account the approved station design and precinct plans for that project	SSI 7400 (Chatswood to Sydenham) design principles were considered, as were the Sydenham Station and Pit SDPP outcomes (refer Section 1.3.2)
E57(b)	Design	Section 4.0 of this document describes and illustrates key aspects of the station and precinct design
(i)	the design of the CSSI elements including their form, materials and detail,	Refer Sections 4.3 – 4.15
(ii)	the design of the CSSI landform and earthworks	Significant earthworks are not required to deliver proposed design solution for Campsie Station. Section 3.3.5 discusses topography and landform and Section 4.15 describes the design response
(iii)	visual screening requirements for the CSSI,	Refer Sections 4.3 – 4.15 Visual screening is detailed in the relevant section where it is required
(iv)	developed visuals, cross sections and plans showing the proposed design outcome of the CSSI,	Section 4.0 Design includes illustrative material in plan, section and 3D form that shows the design outcomes
(v)	consideration of opportunities for provision of public art within each station precinct,	Refer Section 4.13
(vi)	consideration of the principles of Crime Prevention Through Environmental Design (CPTED)	Section 2.3.5 sets out the CPTED principles for the Project. Section 4.12.3 includes key issues from the CPTED assessment, the principles they related to, and how they are addressed in the design
E57(c)	Landscaping	Section 4.11
(i)	areas of vegetation to be retained and proposed planting and seeding details, including the use of local indigenous species for revegetation activities,	Refer Section 4.11.1 - 4.11.3
(ii)	details of strategies to rehabilitate, regenerate or revegetate disturbed areas and successfully establish and maintain the resulting new landscape;	Section 4.11.4
E57(d)	Transport and Access	Section 5.0
(i)	design measures to maximise the amenity of public spaces, permeability around entrances to stations and integration with other transport modes,	Section 5.1 summarises the design measures also described in Section 4.9 Connectivity and access
(ii)	measures to safeguard a new pedestrian crossing of the rail corridor to the west of Foord Avenue and east of Melford Street in Hurlstone Park,	This requirement is not relevant to the Campsie Station Design and Precinct Plan. This requirement addressed in the Hurlstone Park Station Design and Precinct Plan
(iii)	integrate with relevant initiatives identified in the Sydney Metro Sydenham to Bankstown Walking and Cycling Strategy,	Refer Section 5.2

Condition number	Requirement	How condition is met: refer to relevant section of SDPP
(iv)	detailed consideration of measures to allow for the removal and/or relocation of existing ancillary infrastructure (such as fencing, substations and signalling boxes) and any structures that may be made redundant by the CSSI that may inhibit or detrimentally impact the provision of open space, pedestrian and cyclist pathways along the rail corridor or new access points into the stations in the future,	There has been investigations to rationalise and remove residual assets as required in order to safeguard future use, public space and connections. Section 4.9 describes these connections and section 3.5 summarises safeguarded measures
(v)	detailed consideration of design measures to ensure the location of infrastructure does not preclude future enhancements and upgrades to existing parks and public open spaces adjoining the rail corridor	No infrastructure whose location would preclude future enhancements or upgrades to existing parts and public open spaces has been identified within the Campsie Station precinct
E57(e)	Evidence of consultation with the community, the relevant council(s) in the preparation of the Station Design and Precinct Plans and how feedback has been addressed before seeking review by the Design Review Panel, where required.	Public exhibition of the Campsie Station SDPP was conducted in May 2020. A summary of the consultation process, submissions and the Project's responses are summarised in Sections 6.1-6.4
E61	In addition to the requirements of Condition E57, the Station Design and Precinct Plan for Campsie Station must:	
(a)	have regard to the outcomes of any master planning of the Campsie commercial district;	Sydney Metro has been advised that City of Canterbury Bankstown Council are preparing a Masterplan for Campsie however this document has not been provided to Sydney Metro for consideration in the development of this plan as of January 2021. In lieu of the finalised Campsie Masterplan the Local Strategic Planning Statement for the centre, which contains high level strategic aims has been utilised for the design and development of this plan. Refer to Section 3.2.5
(b)	identify opportunities to improve pedestrian and cycle access to the station (such as footpath widening) to better integrate station buildings into the public domain;	Refer Section 4.6.1, 4.9, 4.10
(c)	include a concept design for and identify measures to safeguard an unpaid pedestrian overpass and station access connecting near the intersection of Assets Street and Wilfred Avenue and the intersection of Lilian Street and Dewar Street to the south of the station; and	Refer Section 4.9.4
(d)	provide an improved amenity to and larger public plaza at the station entrance on the western side of Beamish Street, including where required, rationalisation of retail outlets. new pavements, bicycle parking infrastructure, landscaping, lighting and furniture.	Refer Section 4.6 and 4.10
E64	Station Design and Precinct Plans for Bankstown Station and Campsie Station must include an Interchange Access Plan to inform the final design of transport and access facilities and services. The Interchange Access Plans must consider mode transfer, from both active transport or road-based transport and take into account:	Opportunities and actions from the Interchange Access Plan have been integrated with the SDPP. Refer Section 4.9 (design for connectivity and access) and Section 5.1.4. The Campsie IAP is included as Appendix A

Condition number	Requirement	How condition is met: refer to relevant section of SDPP
E65	The Station Design and Precinct Plans for Bankstown Station, Campsie Station and Dulwich Hill Station, must be reviewed by the Design Review Panel. The Proponent must provide a response to the outcomes of the Design Review Panel’s review indicating how the relevant precinct plans will be amended to accommodate the review outcomes. Where the review outcomes are not addressed, the Proponent must provide the Design Review Panel with reasons.	<p>The Campsie SDPP has been provided to the DRP for their review in accordance with E65.</p> <p>The Campsie SDPP was revised following the receipt of DRP comments.</p> <p>DRP advised all comments on the Campsie SDPP were addressed following the DRP session on 17 November 2020. Refer Section 6.4</p>
E66	With respect to the Bankstown Station, Campsie Station and Dulwich Hill Station precincts, the Proponent must submit the relevant Station Design and Precinct Plans to the Planning Secretary for approval no later than one (1) month before commencement of construction of permanent works that are the subject of these Station Design and Precinct Plans (in the area to which the relevant Station Design and Precinct Plan applies).	Noted
E67	With respect to the Bankstown Station, Campsie Station and Dulwich Hill Station precincts, construction of permanent built works or landscaping that are the subject of the Station Design and Precinct Plans must not be commenced (in the area to which the relevant Station Design and Precinct Plan applies) until the relevant Station Design and Precinct Plans have been approved by the Planning Secretary, after responding to the outcomes of the Design Review Panel review. Evidence of response to the Design Review Panel’s review must be provided to the Planning Secretary. The Station Design and Precinct Plans, as approved by the Planning Secretary, must be implemented as required during Construction and Operation.	Noted
REMM LV3	<p>Sydney Metro would prepare Station Design and Precinct Plans for each station. The plans would aim to ensure that the stations and facilities are sympathetic and complement local character, and are integrated with future plans for development. The plans would consider the following:</p> <ul style="list-style-type: none"> – urban design context – sustainable design and maintenance – community safety, amenity and privacy, including ‘safer by design’ principles where relevant – opportunities for public art – landscaping and design opportunities to mitigate the visual impacts of rail infrastructure and operation facilities – incorporation of salvaged historic and artistic elements on the project design – details of where and how recommendations from the Design Review Panel have been considered in the plan. <p>Documents to be considered by the plans include, but are not limited to:</p> <ul style="list-style-type: none"> – Inner West Council’s Dulwich Hill Station Precinct public domain master plan – Outcomes of the master plan for Bankstown Station. <p>The plans would be prepared and implemented in consultation with the Department of Planning, Industry and Environment (DPIE), Inner West and City of Canterbury Bankstown Councils.</p>	Noted, covered under Conditions of Approval above





2. Design Principles



2.0 Design principles

2.1 Corridor character

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

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

Southwest Metro will run through a landscape that has been homogenised by urbanisation although there is a diversity in communities and the urban character of each suburb. The undulating topography and geology is still legible – particularly as the corridor literally cuts through the contours. Built development has overlaid the silt, sand and clay around Marrickville, sandstone at Dulwich Hill and Hurlstone Park, estuarine wetlands at Canterbury, the Turpentine/ Ironbark forests endemic to Campsie, Belmore and Lakemba, and the Iron Bark/ Melaleuca Scrub and Salt Pan Creek environs of Wiley Park and Punchbowl.

The T3 Bankstown Line is the main thread around which the developing suburbs grew and intertwined. The stories of successive waves of immigrants to Sydney are woven into the fabric of the urban form. While neighbourhoods have changed over time and will continue to change, metro stations will continue to serve as both destinations and departure points, connecting neighbourhoods and landscapes either side of the corridor.

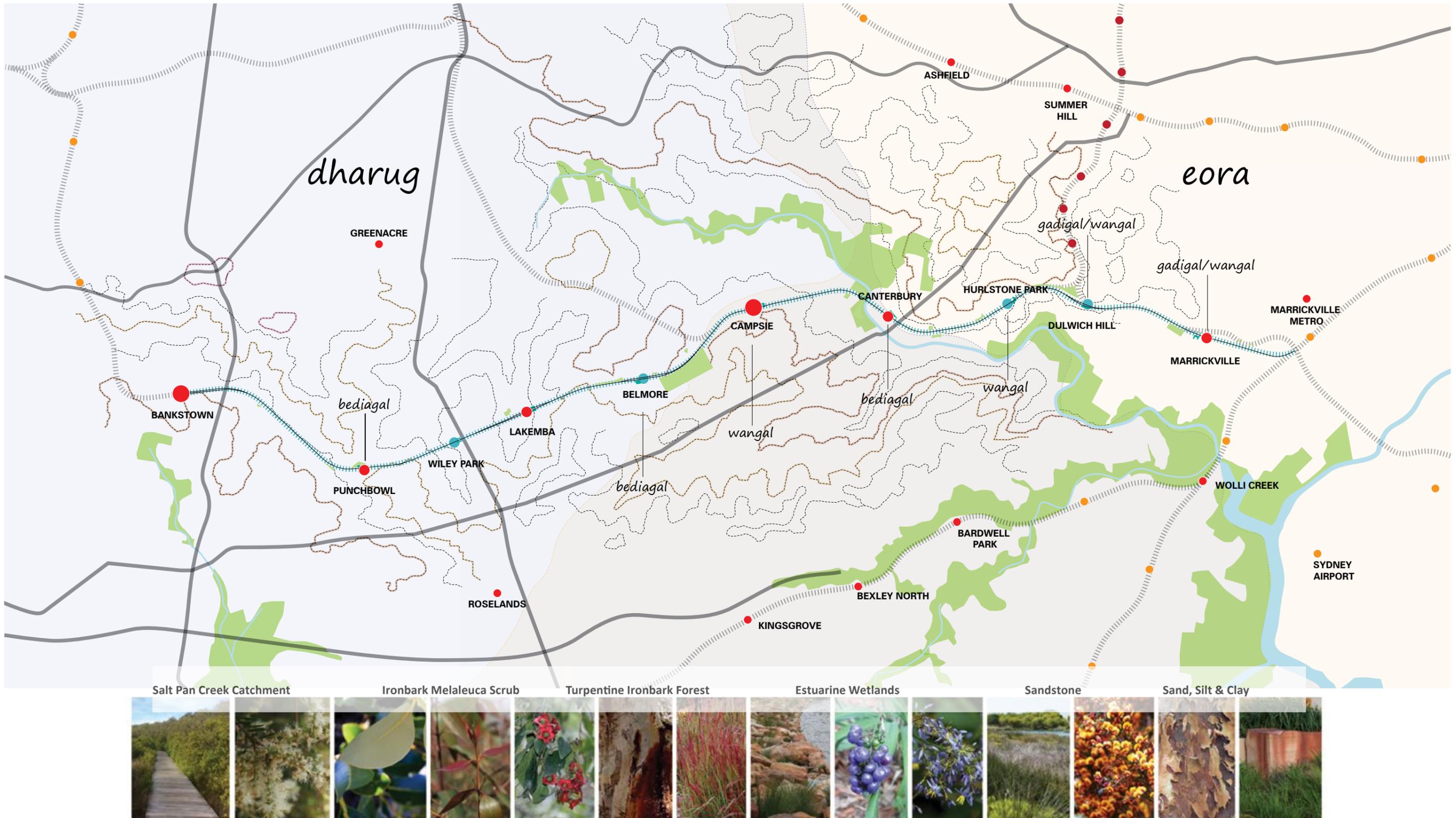


Figure 2.1 The corridor in context

2.2 Urban design vision

The EIS requires that

“The urban design aspects would continue to be developed and refined during future design stages, taking into account considerations such as each station’s place making role, future urban development opportunities, heritage, links to the surrounding town centres, and feedback from stakeholders and the community. To reflect local conditions and heritage values, heritage interpretation, public art, and landscaping would be incorporated into the design of each station, in accordance with the design guidelines, and based on consultation with local stakeholders.” (EIS, Volume 1A, p. vi)

The urban design vision for the corridor as a whole, accordingly, is based on the design philosophy and themes set out in the EIS design guidelines. The vision is:

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

The supporting design themes are:



Re-discover

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



Re-connect

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



Re-generate

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

2.3 Urban design objectives and principles

2.3.1 Project design objectives

The urban design has been guided by the project design objectives and supporting principles and standards. The principles have been developed to reflect the current Project scope while maintaining continuity with the Sydney Metro City & Southwest Chatswood to Sydenham Design Guidelines (SSI 7400) and the Sydenham Station Design and Precinct Plan.

The over-arching objectives are:

1 OBJECTIVE:
 Ensuring an easy customer experience.

PRINCIPLE: Sydney Metro places the customer first. Stations are welcoming and intuitive with simple, uncluttered spaces that ensure a comfortable, enjoyable and safe experience for a diverse range of customers.

Design outcomes sought:

- A safe, comfortable and pleasant journey to the station, between modes and on trains
- Clear wayfinding – a ‘self-explaining’ environment
- Public spaces, local connections and station environments with good amenity.

2 OBJECTIVE:
 Providing a fully integrated transport system design.

PRINCIPLE: Sydney Metro is a transit-oriented project that prioritises clear and legible connections with other public and active transport modes within the wider metropolitan travel network that intersect with it.

Design outcomes sought:

- Station legibility within the precinct
- Seamless interchange between modes – light rail, bicycle, pedestrians, buses
- Pedestrian priority
- Clarity of wayfinding, timetable and modal information
- Connections to walking, cycling and open space networks.

3 OBJECTIVE:
 Delivering an enduring and sustainable legacy for Sydney where heritage is integral to the identity of the places.

PRINCIPLE: Heritage structures are a valued and positive legacy of rail’s contribution to a growing city. Retaining and integrating them with the station design underlines their value now and for future generations.

Design outcomes sought:

- Heritage buildings are retained, refreshed and re-purposed, while new structures are complementary and contemporary in design.

4 OBJECTIVE:
 Being responsive to distinct local character of existing contexts and communities.

PRINCIPLE: Sydney Metro’s identity is stronger for the unique local character of the centres and communities through which it passes. It is supported by public domain and architectural design that is consciously integrated with the existing urban fabric.

Design outcomes sought:

- Place-making values embedded in precinct design: acknowledge and respond to local history, culture and form for public spaces, urban elements, landscape and public art
- Station architecture that contributes positively to the identity of Sydney Metro
- Positive connections into existing and proposed open space and active transport networks.

2.3.2 Heritage principles



OBJECTIVE:

Delivering an enduring and sustainable legacy for Sydney where heritage is integral to the identity of the places.

PRINCIPLE: Heritage structures are a valued and positive legacy of rail’s contribution to a growing city. Retaining and integrating them with the station design underlines their value now and for future generations.

Design outcomes sought:

- Heritage built fabric is retained, re-used and adapted
- Contemporary elements are complementary and responsive to heritage scale, form and materials
- Existing heritage vistas and views within and around the station are maintained and enhanced
- New architecture elements are sensitively integrated and sympathetic in scale
- New services are rationalised, consolidated and concealed as far as possible.

2.3.3 Public domain principles



OBJECTIVE:

Being responsive to distinct local character of existing contexts and communities.

PRINCIPLE: Station forecourts and plazas extend the public domain to contribute to their shared use and enjoyment by Metro users and the community.

Design outcomes sought:

- Plazas that are active and lively; that encourage pedestrian activity and form a place to stay and stop rather than just a space to walk through
- Station forecourts that extend seamlessly from adjacent public footpaths and ‘read’ as fully accessible public spaces
- Street furniture, lighting and paving palettes that achieve consistency across the corridor while also matching into Councils’ desired public domain character
- Interpretive signage to describe the cultural, historical, natural and built characteristics of the environment – helping to tell the story of the area
- Where large retaining walls are unavoidable, they are designed and detailed to be visually interesting for pedestrians and cyclists, including referencing cultural narratives in places of significance.

2.3.4 Sustainability principles



OBJECTIVE:

Delivering an enduring and sustainable legacy for Sydney where heritage is integral to the identity of the places.

PRINCIPLE: Urban, landscape and architectural design follow best practice guidelines and are assessed under performance based sustainable design tools

Design outcomes sought:

- Draw on a comprehensive site and context analysis to inform the design direction
- Provide value-for-money design solutions that achieve high quality low maintenance architectural and urban design outcomes that have longevity
- Provide connectivity and permeability for pedestrians
- Integrate the project with the surrounding area
- Maximise the amenity of the public domain
- Protect and enhance heritage features and significant trees
- Maximise positive view opportunities
- Design an efficient and functional transport solution which enhances and contributes to local amenity and prosperity.

2.3.5 CPTED principles



OBJECTIVE:

Providing a fully integrated transport system design.

PRINCIPLE: Movement networks are legible: people can easily see where they are going, with clear and direct lines of sight and minimal spaces for concealment

Design outcomes sought:

- New connections (including pedestrian overbridges) tie into and support existing and future desire line
- Landscape planting that softens the corridor while still enabling passive surveillance and good forward sightlines for pedestrians
- A signage strategy that provides directional details including time and distance to ensure clarity of route for path users.

2.3.6 Architectural design principles



OBJECTIVE:

Being responsive to distinct local character of existing contexts and communities.

PRINCIPLE: Architectural design is well integrated with the existing urban fabric, sensitive to existing materials and sympathetic in scale

Design outcomes sought:

- Retention of the station as a local landmark, including views to the concourse and platforms
- Cross-corridor views and locating views to the surrounding areas are maintained
- Stair canopy design is low in height and with minimal overhangs
- Stair and lift structures are lightweight, ‘skeletal’ and open, with minimal additional columns
- New interventions are sympathetic to the geometry and scale of heritage buildings and structures
- Vertical protection screens do not dominate the streetscape
- The scale of roofscapes is broken down with different sizes and heights of roof to different spaces and structures.



OBJECTIVE:

Ensuring an easy customer experience.

PRINCIPLE: Stations and their approaches are designed to increase activity and opportunities for casual surveillance

Design outcomes sought:

- Visual connections between the public domain and station concourse, stairs and platforms
- Multiple paths of travel through plazas, for movement choice and the ability to exit paths and walkways with long paths of travel
- Landscape planting that deters vandalism of potentially targeted areas through creating physical and visual barriers to restrict access
- Lighting that enables the use of such parts of the shared path network that are required after dark and that discourages the use of areas that are not intended to be used; and that provides a consistent level of illumination so as to avoid the creation of pools of light or dark that can create potential areas of isolation or entrapment
- Design of retaining walls and fences edging public spaces, shared paths and cycleways to minimise their size and their apparent scale.

2.3.7 Landscape planting principles



OBJECTIVE:

Delivering an enduring and sustainable legacy for Sydney [where heritage is integral to the identity of the places].

PRINCIPLE: Landscape design and species selection reinforce the local landscape and streetscape character

Design outcomes sought:

- Existing vegetation is protected and retained where possible. Where not possible, identify areas for replacement and new planting that prioritise pedestrian amenity (eg. walking and cycling connectivity, public plazas)
- Planting design that retains or frames views to heritage and character buildings
- Use of naturally occurring indigenous species, or species that have a connection to the local community and environment
- Embankments are less than 2:1 slope to enable planting
- Environmentally responsive and integrated design and maintenance, for example: protecting adjacent waterways from potential stormwater run off, grading pavements to drain to garden beds, Water Sensitive Urban Design, and robust and low-maintenance species selection.



OBJECTIVE:

Being responsive to distinct local character of existing contexts and communities.

PRINCIPLE: Landscape design and species selection reinforce the local landscape and streetscape character

Design outcomes sought:

- Use of naturally occurring indigenous species, or species that have a connection to the local community and environment
- Tree species consistent with Councils’ planting palette / preferred species
- Integrated soft and hard landscape that draws on the underlying geology and remnant vegetation communities.



3. Context and Form



3.0 Context and form

3.1 Historical context

3.1.1 Pre-European landscape

The study area is located within the region inhabited by the Wangal clan. The Wangal clan's territory extended between the Parramatta River and the Cooks River from Darling Harbour to Rosehill. Prior to European settlement, the whole area between the Cooks and Georges Rivers was covered by a forest of large trees. What is now the suburb of Campsie was a gently sloping area from the ridge – now Canterbury Road – running towards the Cooks River to the east and north and up a steeper slope to Cup and Saucer Creek to the south.

The wetlands associated with the Cooks River and Gumbramorra Swamp would have been reliable fresh water and food sources and observations of Aboriginal people living on the Cooks River made early after the British arrival in Australia indicate the importance of these riverine and estuarine environments for Aboriginal people.

Part drawn from Heritage Interpretation Plan; Campsie Station, Artefact

3.1.2 European settlement and land use

As demand for agriculture and settlement progressed westwards, so too did the land holdings of migrants with a diverse range of backgrounds. Campsie was part of an 1804 grant of 500 acres to Hannah Laycock, who called it “King’s Grove Farm”. Following a series of purchases and subdivisions, the land including the station was named “Campsie Farm” in 1846. By this time the alignment of Beamish Street was fixed and mapped. In the 1880s, Campsie Farm was further subdivided into a regular, orthogonal street and lot pattern for housing as “Campsie Park Estate”. Anzac Parade and Park (then named Elgin Park and Anglo Road) remain today, although the railway line has disrupted a number of original street connections.

Whilst the railway stimulated some commercial and residential development, the suburb only began to expand in the early 20th century, partly due to the opening of schools, banks and churches, and partly to the large number of railway workers who had settled in the area following the completion of the line. The near-flat topography and straight alignment of Beamish Street led to traditional strip retail development which was well established by 1920 – although the street itself was not asphalted until 1930. Beyond the main street, the suburb remained partly rural, with market gardens, dairies and orchards throughout, and also saw large pockets of industrial use.

Campsie's near-flat topography, and the early forming of Beamish Street, enabled the town centre to develop in a traditional strip retail form along the main street, with the station centrally located, for almost a kilometre. More recent 4-5 storey mixed use developments are towards the edge of the commercial core.

3.1.3 The station

The railway was expanded in the 1890s to boost agriculture and suburban growth in an expanding Sydney. Campsie Station was opened in 1895, with a timber waiting shed in contrast to the brick platform buildings at Marrickville, Canterbury and Belmore. The present station layout and station buildings date from 1915 and were constructed for the opening of the Goods Line in 1916, replacing all the previous platform structures. A northern side platform was also constructed in 1916 for the Goods Line and was used by railway employees so that they could travel to and from the workshops at Enfield / Chullora. A new overbridge also replaced the timber bridge across the railway line.

Part drawn from Technical Paper 3, Non-Aboriginal Heritage Impact Assessment, and the Design and Place Making Paper, both from the EIS

3.2 Strategic context

3.2.1 Urban Renewal Strategy

The NSW Department of Planning, Industry and Environment (DPIE) developed a 20-year Urban Renewal Corridor Strategy for the Sydenham to Bankstown Corridor to guide future development and infrastructure delivery. The first draft was published in October 2015, followed by a revised Strategy exhibited between June and September 2017 that responded to identified constraints and feedback from public submissions, community workshops, meetings and technical studies.

In July 2018, DPIE identified a revised approach for the Sydenham to Bankstown Urban Renewal Corridor Strategy. DPIE will develop the principle based, high level strategy for the corridor in collaboration with Councils. Councils will then undertake a review of their local environmental plan in accordance with this framework. Sydney Metro would work with the DPIE and local councils, as key stakeholders, once a program for the development of this strategy has been provided.

3.2.2 Eastern City District Plan and South District Plan

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

3.2.3 The Green Grid

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

Opportunities for the Project

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

3.2.4 Interchange Access Plan

In accordance with Condition of Approval E64, an Interchange Access Plan (IAP) has been prepared by Sydney Metro for Campsie, which describes the current pedestrian, cycling and public transport environment, establishes general principles and station-specific requirements for interchange and transfer, and sets out the actions needed to deliver them. The IAP is structured to reflect an active transport modal hierarchy that prioritises walking and cycling. The strategy, opportunities, requirements and actions are integrated with the SDPP analysis and opportunity capture (Section 3.3.6 and 3.4), and Project design response (Section 4.9). The IAP is noted in Section 5.1.4 and also appended in full to this SDPP.

3.2.5 Canterbury-Bankstown Local Strategic Planning Statement

City of Canterbury-Bankstown Council has exhibited its draft Local Strategic Planning Statement, *Connective City 2036* (September 2019), which outlines Council’s priorities and actions that will shape the city up to 2036. Described as “a consolidated vision for Canterbury-Bankstown that guides growth and balances what makes a city complete”. It includes revised strategic targets that build upon ‘CBCity2028’ and will set the tone for future planning around land use, key infrastructure, housing and growth, and ecology and recreation.



Council has identified the Southwest Metro project as being a catalyst for driving change and growth in larger centres, while in smaller neighbourhoods increased access to public transport will reinvigorate established main streets. The hierarchy of centres is:

- City centre – Bankstown
- Town Centre – Campsie
- Local Centre – Canterbury, Belmore, Lakemba
- Village centres – Punchbowl, Wiley Park
- Small village centre – Hurlstone Park.

Campsie, as a town centre, is a key focus for jobs, cultural activities and housing, and will benefit greatly from increased rail capacity. The LSPS nominates Campsie as an investigation area within its ‘5 City Directions’ and sets a framework for realising opportunities for its future development.

Key findings:

- Campsie-Kingsgrove is envisaged as a lifestyle medical precinct with a focus on medical and allied services
- Beamish Street will create a vital north-south connection that prioritises pedestrians, supported by public domain improvements
- High and medium density housing choices will be introduced in proximity to Beamish Street, to support the established vibrant main street
- Higher density will be concentrated around the Campsie Metro Station development to protect and enhance Campsie’s existing heritage character
- Under the ‘10 Evolutions’ in the LSPS, actions for Campsie include
 - » Ensure the Sydenham to Bankstown linear green space and cycle route is delivered
 - » Ensure integrated station developments.

Implications for the SDPP:

- Protection and enhancement of existing heritage fabric is a consideration for the project
- Creating a successful interchange at Campsie Station will align with Council’s ambition to link the LGA with a gridded transport network, while strong north-south connections will be supported by the introduction of the Southwest Metro
- Increased pedestrian comfort and priority at the station entry and along the Beamish Street station block are important considerations in the design of the station entry. In particular this means addressing the currently cluttered footpath and lack of space within the public domain and within the station concourse
- Integrate future walking and cycling connectivity with the station precinct. Lilian Lane has been identified as a future walking and cycling link, and is a consideration for the design of the forecourt, how people move between the concourse and the street, and the potential for bike storage within the concourse to support modal transfer
- Capitalise on walking and cycling connectivity adjacent to the station, and the potential to ‘green’ the cycle and shared paths to connect Campsie Station into the greater green web network
- Investigate opportunities for landscape planting.

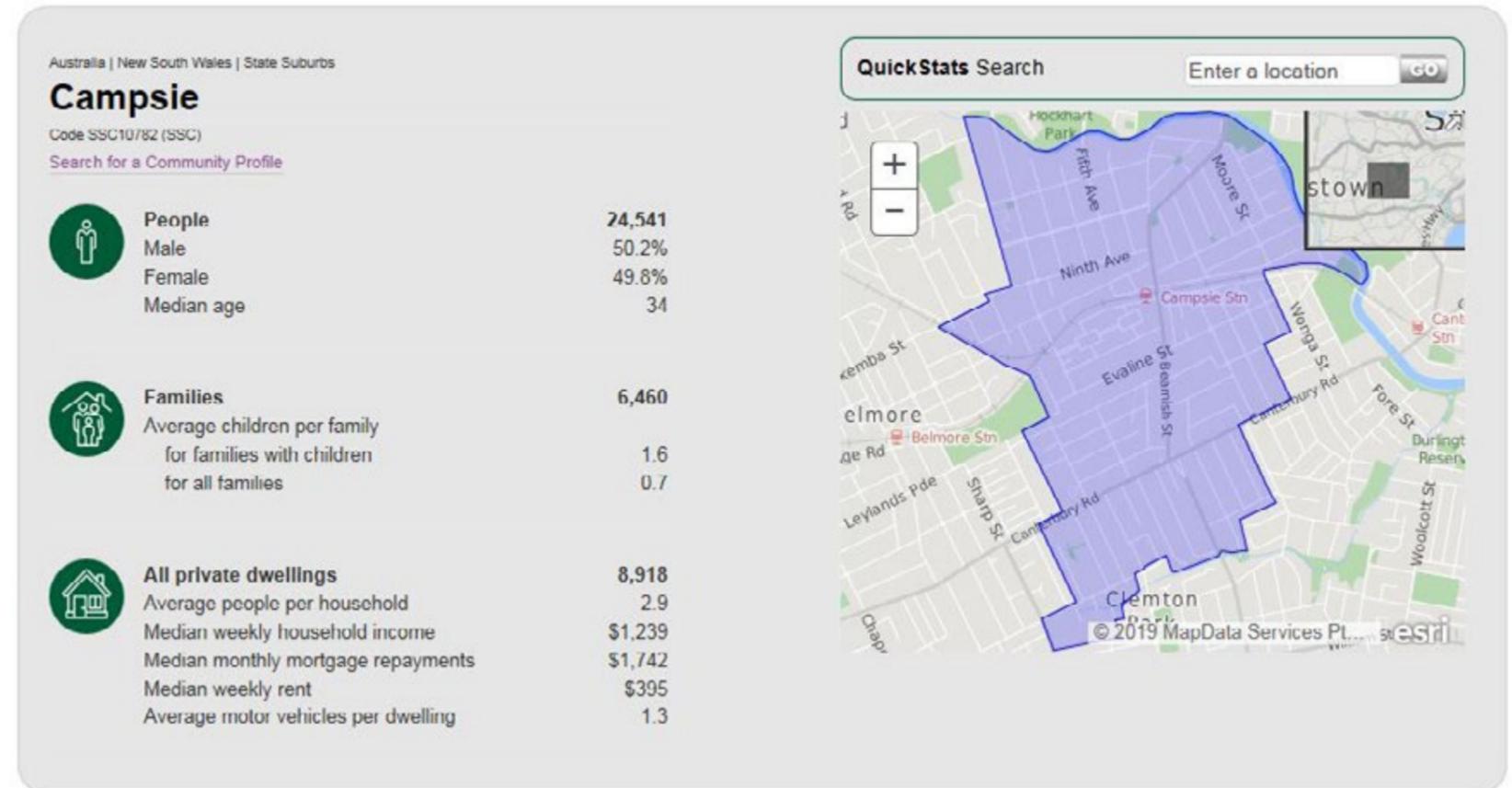
3.3 Built, natural and community context

3.3.1 Community profile

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

- A median age of 34, with 15.2% of the population under 15 and 11.2% aged 65 or over
- 71.6% of people born overseas – more than double the national average of 34.5%. Of people born overseas, the top countries of origin (in order) are China (22%), Nepal, Vietnam, Republic of South Korea and India
- 80% of people who speak a language other than English at home
- A median weekly household income of \$1,239, lower than the NSW average of \$1,486
- Flats or apartments account for 65% of the dwelling stock, much higher than the NSW average of 19.9%; and renting accounts for 52.7% of tenure
- 53.3% of people who were employed full time, 32.8% employed part-time and 9.3% unemployed
- A spread of occupations. Campsie has a lower proportion of professional and managerial occupations than the NSW average, and a higher proportion of technicians and trades workers, community and personal service workers, sales workers and machinery operators and drivers
- Cafes and restaurants as the highest industry of employment.

2016 Census QuickStats

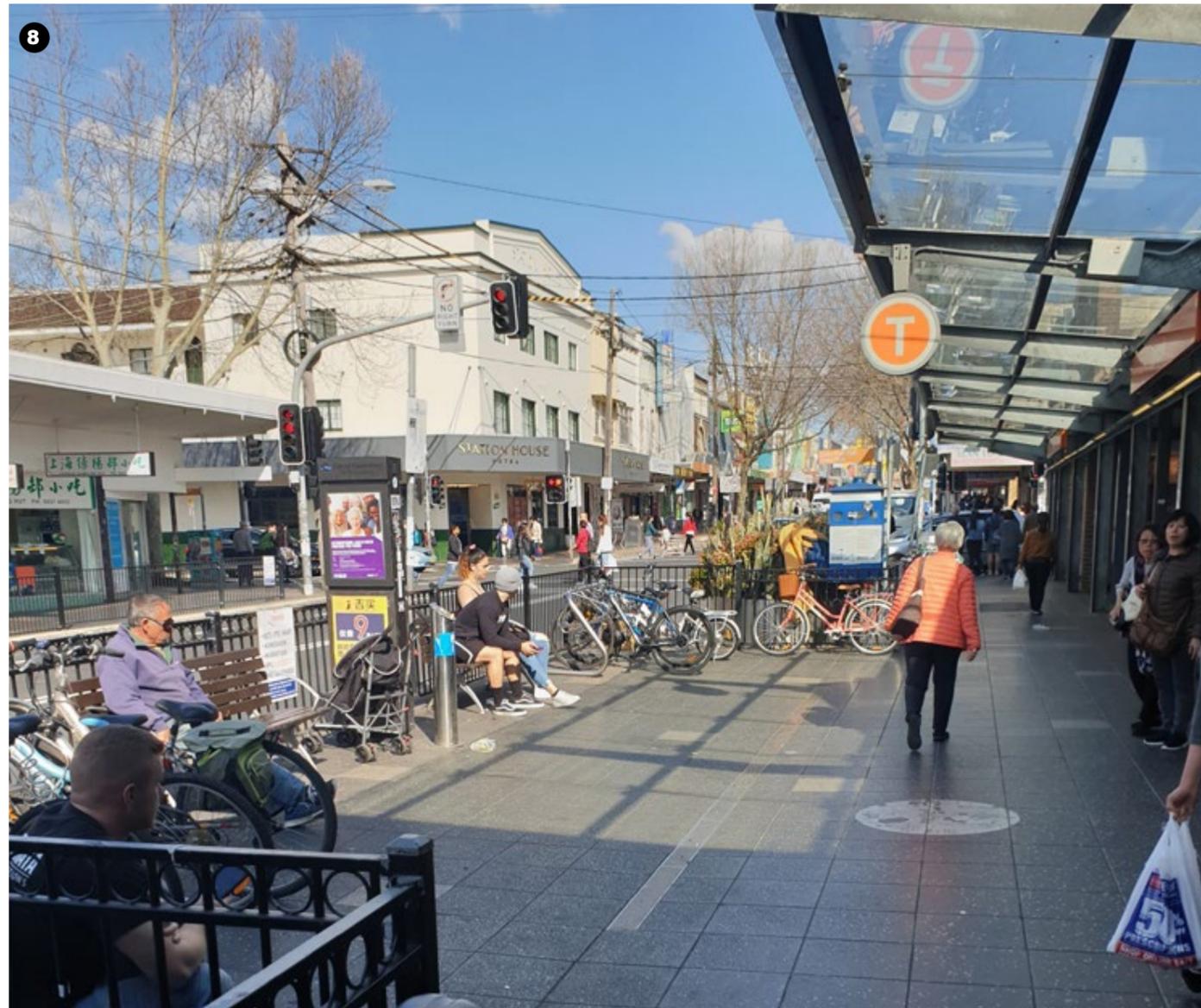


Source: Australian Bureau of Statistics

3.3.2 The station in its precinct

Campsie Station's concourse is integrated with a busy, vibrant streetscape, at the heart of the town centre. This is possible because the overbridge is sufficiently wide to support active uses on both sides of Beamish Street, rather than 'marooning' the concourse building above the rail corridor. The station block has only one 2- storey building (on the corner of North Parade), while the remainder are one storey: low, with long roofs in a single plane creating strong horizontal datum lines.

The station's 2002 upgrade has resulted in accessible connection from the street to the platforms, but the concourse remains somewhat cluttered. The station entries are separated by a small retail tenancy; the southernmost entry is somewhat dark and uninviting compared to the northern entry which allows views through the concourse to the sky beyond. The form and style of the concourse building (glass, metal and ceramic) is in contrast with the brick and decorative features of the heritage platform buildings below. The pavement buildout in front of the station creates a small fenced plaza, albeit one which is typically crammed with bicycles. The awning over the station, being contemporary, angled and of glass, is distinctive among the other solid, flat awnings along the street.



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

- 1 Beamish Street - vibrant, active retail and dining strip, mostly 1-2 storeys, traditional, fine-grained and human scale
- 2 Anzac Park - well used public open space laid out with mature palm trees and formal garden beds
- 3 Anzac Mall and Square make up a significant public space that also supports retail and outdoor cafe / dining, with seats and trees adding amenity. It is laid out on a formal alignment through Anglo Road
- 4 Campsie Centre changes the typically fine grain building scale and presents a 3-4 storey frontage to Amy Street. Entry to the centre and entry to the library are largely illegible with no marked street crossings
- 5 The Campsie RSL car park is a large unshaded on grade car park. It does not offer a legible connection between Anzac Square and Lillian Lane
- 6 Lillian lane is narrow and currently provides no footpath. Large service vehicles use the lane and create a hazardous environment for pedestrians
- 7 The Harold Street square is an active pocket park that is heavily utilised by students particularly around drop-off and pick-up. Low lighting levels and low levels of casual surveillance mean that it does not feel safe at night
- 8 The footpath widening outside the station is well used but is often crowded with bicycles, signage and street furniture
- 9 The railway overbridge on Beamish Street forms a natural crest along the street. Visibility and views are good however the single signalised crossing is narrow and often crowded
- 10 A small network of laneways and through site links on the stations north side are well used however traverse through on-grade parking lots
- 11 A small landscaped setback provides a pleasant terminal view along Ninth Avenue and shade from mature trees
- 12 South Parade is a wide, open street with housing overlooking the train line. Lighting, amenity and security favour vehicles over pedestrians. There is limited pedestrian activity on the northern edge of the street beyond the retail units at the eastern end

Project boundary	Open green space
Rail line	Built form footprint
Light rail line	Public domain density perception
Station entry	Active frontages
Platform and station buildings	At-grade parking (private + public)
Station precinct (200m radius)	



Figure 3.1 Urban spatial qualities

3.3.3 Urban form

Campsie town centre occupies a linear retail strip on Beamish Street, with active uses also turning the corners to enliven connecting side streets. The subdivision pattern has resulted in a fine grain with narrow frontages; the scale is mostly 1-2 storeys. Building stock is mixed, with a wide variety of roofs, parapets, materials and colours, and signage. However, the generally consistent building heights and street edging type creates a cohesive streetscape. Awnings, where they are continuous, also unify the built form. While the rail corridor divides the centre, the width of the rail overbridge allows it to support businesses that 'close the gap' so that there is continuity of active frontages along the street.

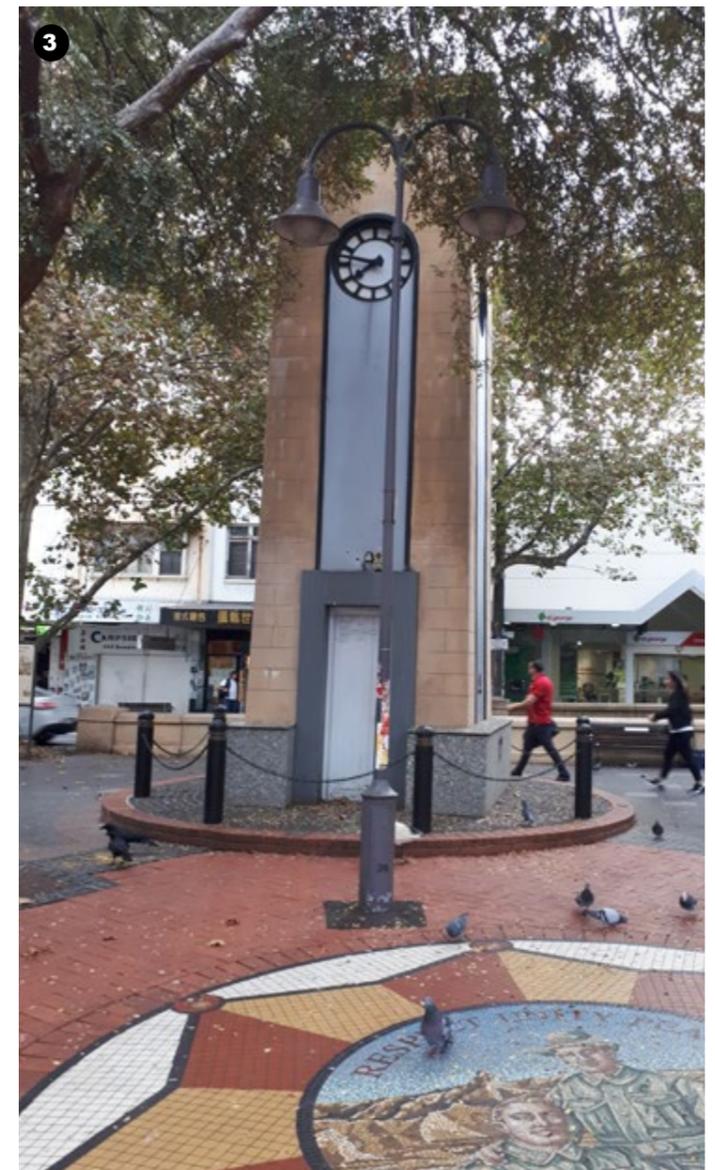
Anzac Mall and associated Anzac Park, within 100 metres of the station, is Campsie's most significant public space and contributes an open, green character to the area. Just outside the station precinct are the larger buildings of the former Canterbury Council Chambers (to the north) and the Campsie Centre shopping centre to the south. There are also a number of more recent four to six storey shop top housing developments, generally located on the eastern and western perimeter of the Beamish Street commercial strip. The residential areas surrounding the commercial core consist of a mix of two to three storey walk up residential flat buildings and single detached houses.

3.3.4 Heritage

The Campsie Railway Station Group (structures, platform buildings, overhead booking office (remnant), station concourse and footbridge, platforms, overbridge, canopies) has local significance (Canterbury LEP 2012) and is listed on the RailCorp Section 170 Heritage and Conservation Register. The existing and largely preserved 1920s platform buildings, and the Beamish Street overbridge are representative of railway structures of this period. The existing platform buildings and overbridge were constructed around 1915 and reflect the ongoing development of the railways in the early 20th century. The platform buildings are typical of the era, incorporating rectangular face brick, gabled corrugated steel roofing, and cantilevered platform awnings. The group's significance lies in being part of the 1890s expansion of the railways, and the station layout and heritage buildings representing the inter-war period of suburban development along the railway line.

Remnant elements of the original booking office building remain within the concourse (refer Section 4.5 for additional details). In addition to the station group, local heritage items are:

- a Federation era commercial building at 191-197 Beamish Street
- an interwar building at 203 Beamish Street
- an interwar building at 2-16 Anglo Road
- the war memorial clock tower in Anzac Mall (also on NSW War Memorials register)
- Anzac and Carrington Squares.



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

- 1 The heritage station platform buildings are in good condition but are not visible from outside of the station due to the enclosed station entry and topography / landscape surroundings
- 2 Beamish Street - vibrant, active retail and dining strip, mostly 1-2 storeys, traditional, fine-grained and human scale
- 3 The war memorial heritage clock monument and increased street tree presence indicate the formal entry to Anzac Mall and the formal alignment through Anzac Park and Anglo Road
- 4 Anzac Park typically has a village feel with a perimeter of active, community/heritage and residential frontages of 1-3 stories. The car park at Campsie RSL opens the perimeter wall and allows afternoon winter sun into the square
- 5 Campsie Centre changes the typically fine grain building scale and presents a 3-4 storey solid frontage to Amy Street
- 6 Campsie Public School and St Mels Primary both offer quality brick and heritage structures to Evaline Street. Other buildings are closely arranged with small pockets of open space
- 7 Numerous examples of Federation and inter-war heritage brick commercial buildings and homesteads exist, notably retained in prominent corner locations
- 8 Outside of Beamish Street, several examples of small/medium footprint 6-8 storey residential flat buildings have been built. These are not contained to one area but are sporadically placed throughout the precinct

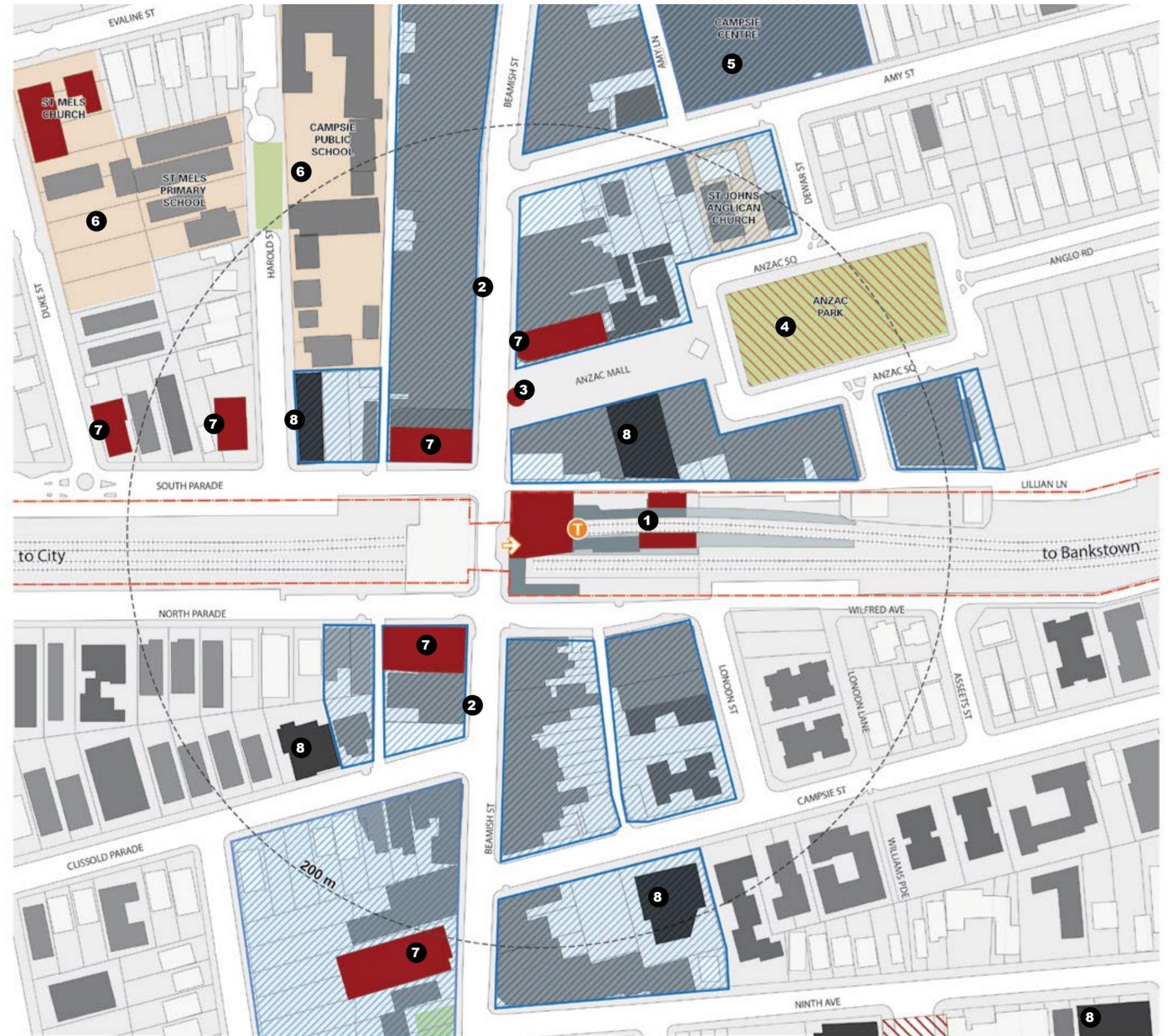


Figure 3.2 Precinct built form and heritage

3.3.5 Landscape, vegetation and topography

Campsie Station is in cut as shown in Figure 3.3. At concourse level, Beamish Street is level and flat for its length through the town centre, resulting in long street vistas along the regular street grid. Street trees in the immediate precinct are limited to side streets, to occasional single trees within the carriageway, and to Anzac Park. Edging the precinct, Ninth Avenue (and part of Campsie Street) has regularly spaced Brushbox through the streetscape. While some of the land uses have changed, the street trees remain as a reminder of typically inter-war residential streetscapes.

Anzac Mall, leading to Anzac Park, provides a notable 'breathing space' in the streetscape. It is well used, has mature plane trees of a scale higher than the buildings, and generous areas for walking, sitting, and meeting. The retail shops 'turn the corner' to front the park, adding to its amenity and appeal. Anzac Park has a layout and features typical of municipal parks of the same period in Sydney, including a rotunda, large canary palms, and structured planting beds separated by a formal network of paths.



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

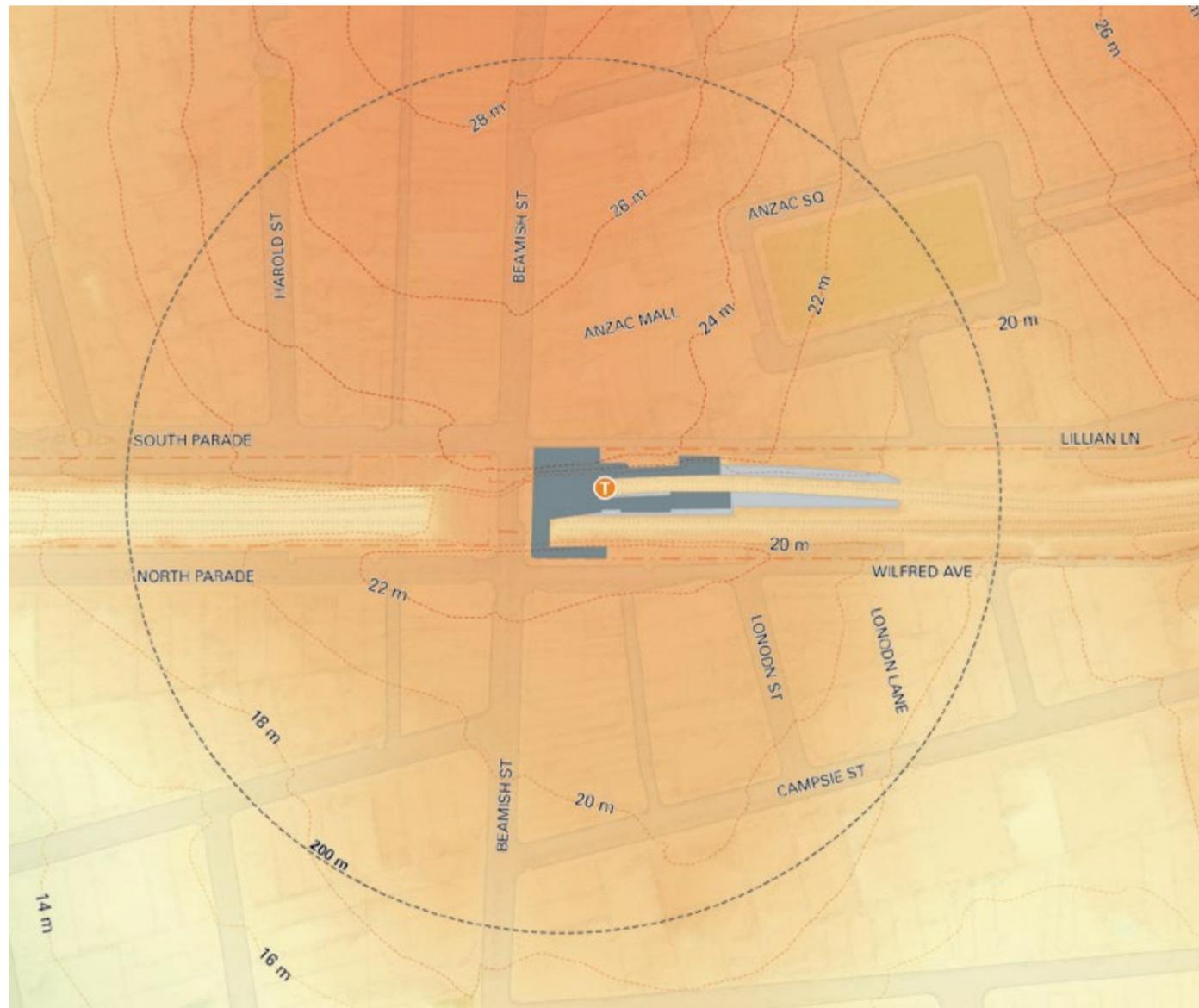
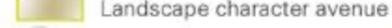
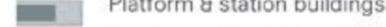
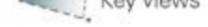


Figure 3.3 Topography – Campsie station precinct



- 1 Views westwards along the track are offered from the elevated overbridge. There are currently glazed screens that allow light into the station concourse
- 2 Views from the pedestrian overbridge allow casual surveillance of the surrounding area and in both directions along the track
- 3 A local cluster of established American Plane street trees planted within locally widened footpaths indicate the formal entry to Anzac Mall and provide a pleasant shaded streetscape
- 4 Clusters of mature Chinese Elms are found within Anzac Mall. These allow good sunlight to enter within winter but needed shade in summer
- 5 An informal arrangement of established large native Brushbox provide a well shaded square with playground and rotunda. The square is well populated throughout the day and the centre of annual local ANZAC commemorations and other events
- 6 Lilian Lane is narrow and mainly shaded via build to boundary walls of the adjacent buildings. Small trees are planted mainly within the rail corridor that provide a pleasant backdrop to the station platform
- 7 Campsie Street is the identified on-road cycleway but is not well shaded with a patchwork of established street trees
- 8 Ninth Avenue provides a pleasant streetscape with a reasonably continuous planting of mature brushbox street trees. Trees have generally not been intensely cut around power lines, retaining well proportioned shapes
- 9 A small landscaped setback provides a pleasant terminal view along Ninth Avenue and shade from mature trees
- 10 The Harold Street square is an active pocket park that is heavily utilised by students particularly around drop-off and pick-up. Low lighting levels and low levels of casual surveillance mean that it does not feel safe at night
- 11 The railway over bridge on Beamish Street forms a natural crest along the street. Visibility and views are good however crowding of the footpath occurs due to street furniture, signage and bicycle parking

-  Project boundary
-  2m contours
-  Rail line and station
-  Public open space
-  Station entry
-  Landscape character avenue
-  Platform & station buildings
-  Existing trees
-  Station precinct (200m R)
-  Key views

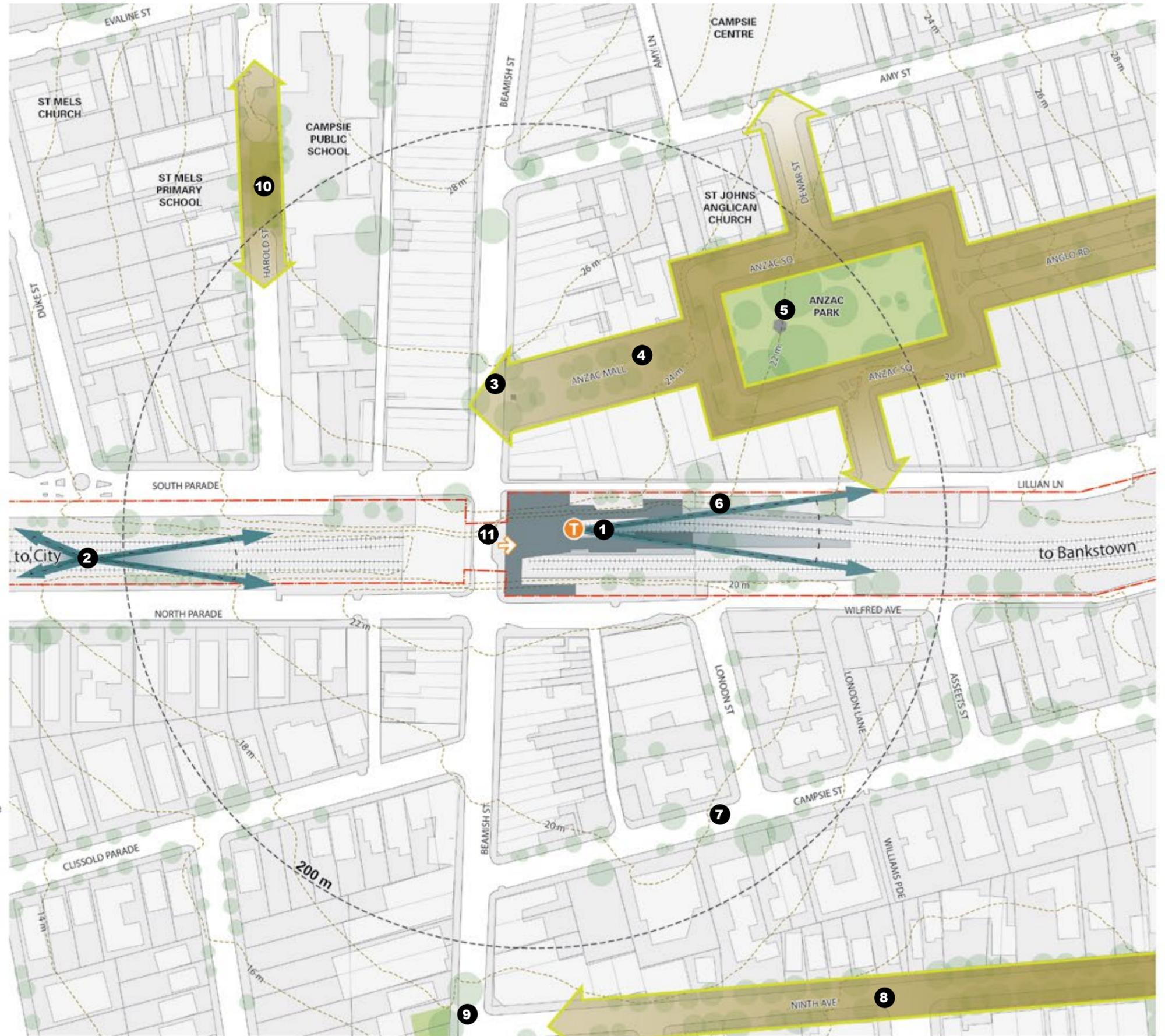


Figure 3.4 Precinct landscape, topography and views

3.3.6 Transport and access

Campsie's main street is a lively, pedestrian-scale area whose busy, crowded pavements are part of its character. There are potential conflicts between pedestrians, and between pedestrians and vehicles, at tight corners and at crossings where waiting space is limited.

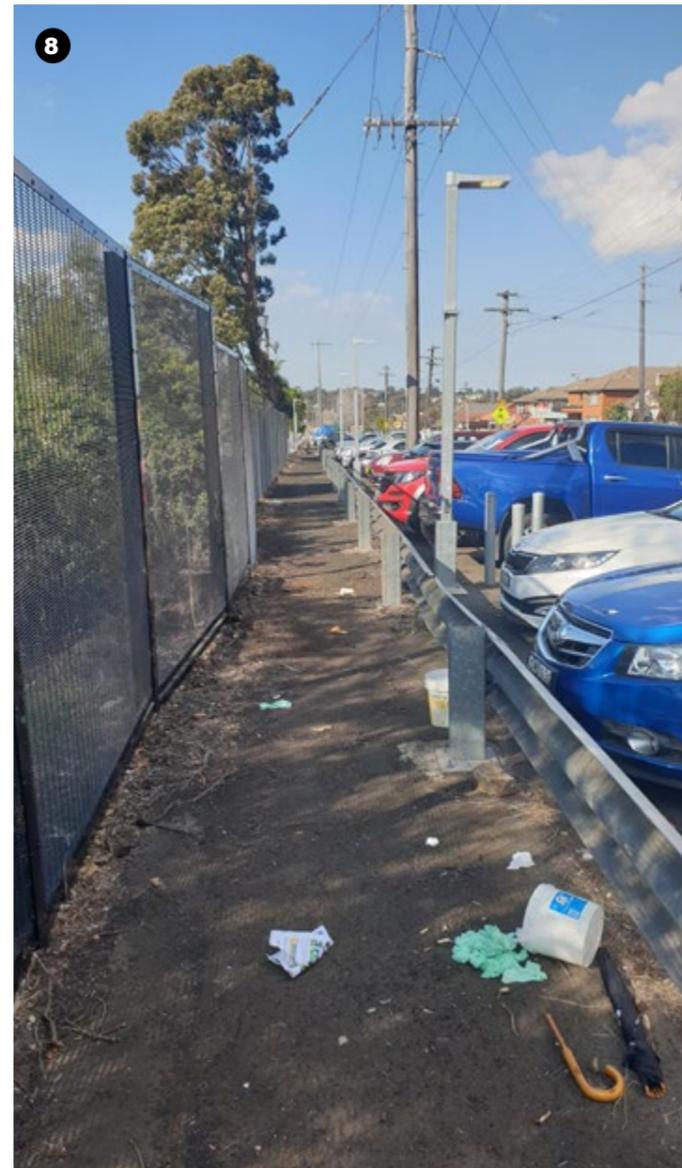
Congested spaces include the area immediately outside the station where bicycles are typically secured to fences on the footpath edge), and on the corner of Lilian Lane and Beamish Street at the signalised intersection. The fencing around the widened footpath blister prevents crossing directly to the station entries. While the block is relatively short (50 metres), signalised crossings are provided at the south end only and the fencing has the effect of creating a detour from desire lines straight into the station.

Lilian Lane is an important connection to Beamish Street and to the station, and is currently an unfriendly pedestrian environment edged by service and parking entries, blank walls and high fences. Buses are frequent along Beamish Street and South Parade, connecting Campsie to Hurstville, Eastgardens, Rockdale and Roselands, although stops are not within the station block itself. There are limited cycle routes within the precinct. The closest are on-road (in shoulder) along Campsie Street, a shared path along Anzac Mall and through Anzac Park, and on-road along Beamish Street.

Anzac Mall is a large public space, with good sightlines to Anzac Park beyond, and connects the surrounding residential areas to the main street. Both open spaces are well used and in their open, generous character complement the bustle of Beamish Street.

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

- The existing entries to the concourse building on Beamish Street will be consolidated into one widened entry which will also open to Lilian Lane at the corner
- New bike parking on Wilfred Avenue, and additional bicycle parking provided for within the concourse at Lilian Lane
- Three accessible parking spaces are retained
- A new kiss and ride space is provided on South Parade
- One existing taxi space on North Parade is retained
- Bus services will continue to run along Beamish Street, South Parade, Wilfred Avenue and London / Campsie Streets with no changes to existing bus stops.



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

- 1 The pedestrian movement within the station concourse is restrictive at entries and exits. Lifts are available to platforms
- 2 The station entries are cut off from the other side of the street by fencing. Many bicycles are typically locked up directly outside the station entry on the fencing, crowding out the small space and limiting its useability
- 3 The station's southern crossing is signalised. The crossing is narrow due to footpath fencing on both sides of the road
- 4 The northern station intersection has no crossing over Beamish Street leading to pedestrians dangerously crossing. Cross walks are provided in a north-south direction to both sides of the road
- 5 A strong pedestrian connection along Anzac Mall, park and Anglo Road has reduced vehicle traffic and is well shaded by established street and park trees
- 6 Lilian Lane provides a pedestrian and bicycle route directly to the station entry however has no footpath and there is a risk of vehicle / pedestrian conflict occurring
- 7 Entry to Campsie Centre and library are largely illegible with no marked street crossings
- 8 South Parade is a highly used pedestrian connection but offers no usable footpath on its north side and with lighting and amenity not positively assisting CPTED principles or an inviting streetscape
- 9 North Parade is similar to South Parade and has no marked crossing from the pedestrian footbridge to the footpath located on the northern side
- 10 A small network of laneways and through site links on the station's north side are well used however sometimes traverse through on-grade parking lots and are not generally lit at night
- 11 Beamish Street is heavily trafficked including by buses, creating a perceptual and physical barrier from side to side

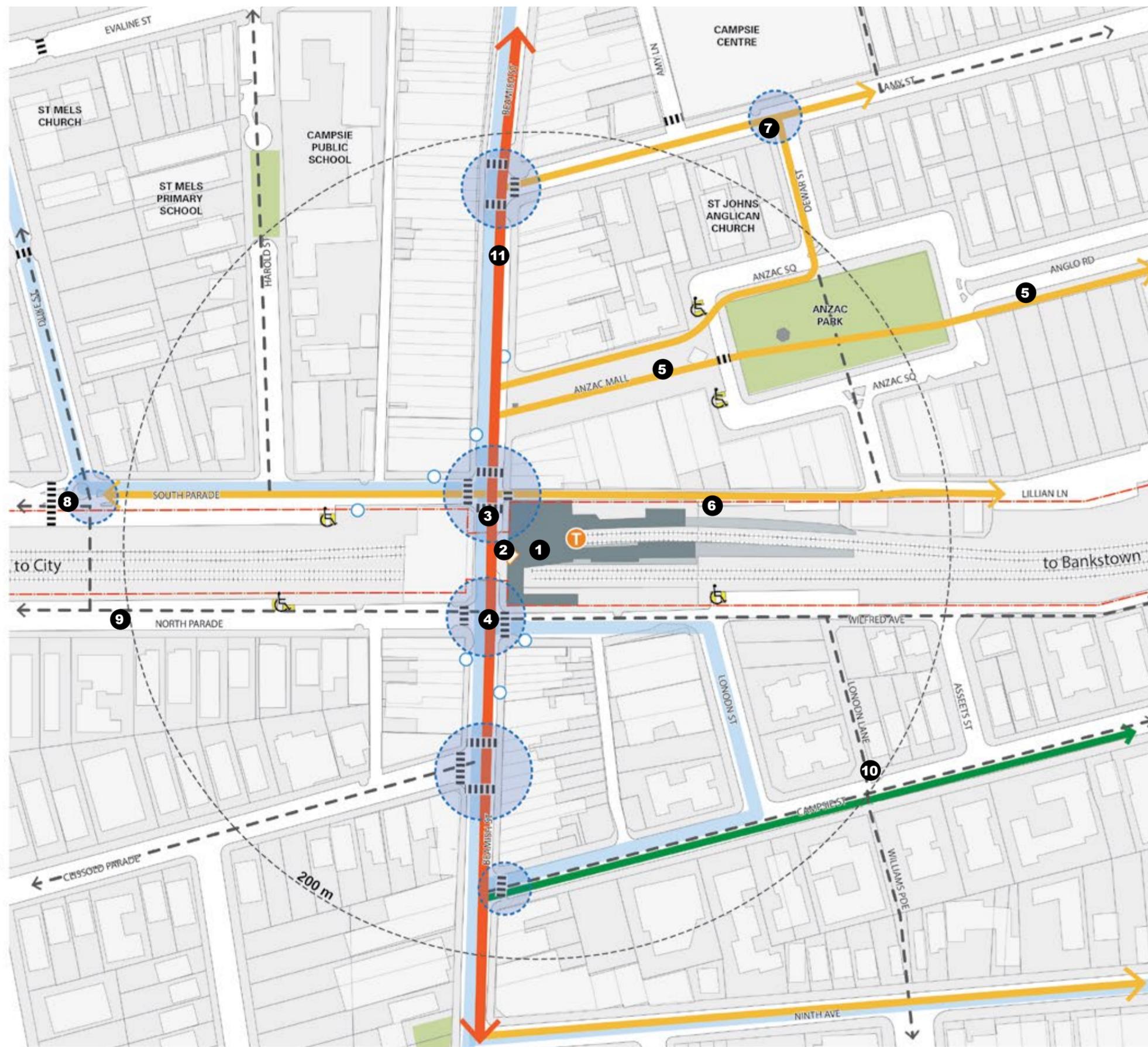


Figure 3.5 Precinct access and connectivity

3.4 Issues and opportunities

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

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



Figure 3.6 Campsie Food Festival - source cbccity.nsw.gov.au

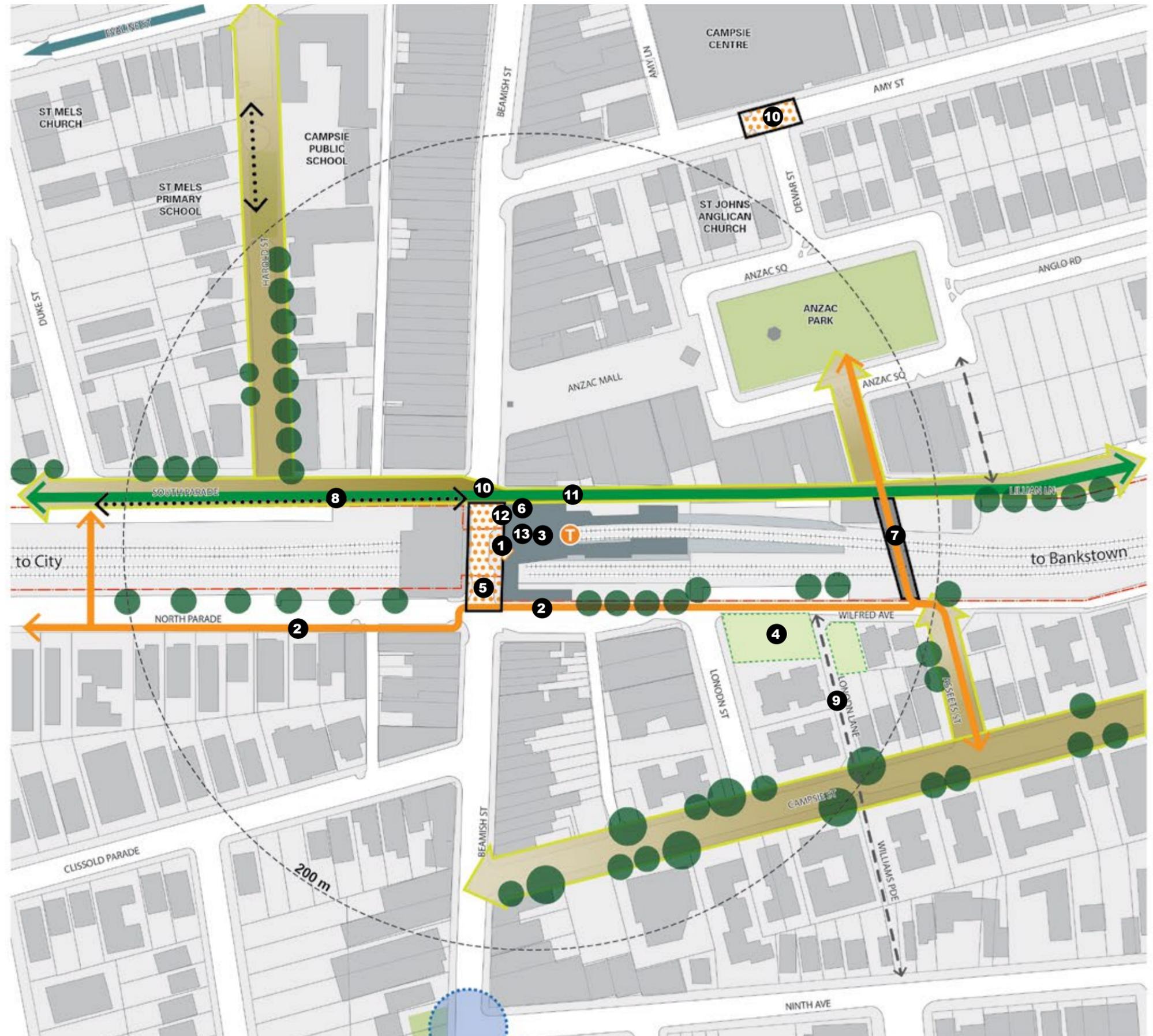


Figure 3.7 Issues and opportunities. Refer Section 3.5 Design response, for references to the items above.

3.5 Design response

	#	Key issue / opportunity	Opportunities delivered by the project	Opportunities safeguarded by the project
Public Domain	1	Beamish Street footpaths are narrow and crowded, especially around the station	<ul style="list-style-type: none"> – Rationalisation and relocation of existing retail buildings will provide a wider entrance and increased footpath space 	
	2	North Parade and other streets within the precinct will be placed under pressure through population growth within the strategic centre	<ul style="list-style-type: none"> – Future walking and cycling route will alleviate pressure on North Parade 	<ul style="list-style-type: none"> – Additional east/west crossing on Beamish Street
	3	There is not sufficient public space adjacent to the station	<ul style="list-style-type: none"> – Creation of a new public plaza within the station concourse – Improvements and decluttering of the footpath outside the station entry with new paving, seating, gathering spaces and enhanced circulation. 	
	4	There is a shortage of green open space north of the station, within the precinct	<ul style="list-style-type: none"> – Concept Design developed for future pedestrian cross corridor connection to allow north of the station to connect to Anzac Park on the south 	<ul style="list-style-type: none"> – Safeguarding of a future pedestrian cross corridor access that could provide easy connections to Anzac Park from the northern side of the precinct
Connectivity and access	5	There are limited opportunities for pedestrian movement across Beamish Street. The only formal crossing point near the station is at Lilian Lane / South Parade; there is no crossing at the other end of the block at North Parade which is a key desire line	<ul style="list-style-type: none"> – Opening up the station forecourt creates more useable space for pedestrians. The corner of Lilian Lane provides a larger waiting area that makes the crossing experience safer – Creation of a major desire line with kiss and ride, accessible parking, walking cycling route and bus stops on South Parade along with an accessible path to these modes 	<ul style="list-style-type: none"> – Additional east/west crossing on Beamish Street north of the station
	6	The existing station entry and concourse is congested and suffers from poor legibility	<ul style="list-style-type: none"> – The new station entrance opens up the station to the street. The open space created declutters the footpath and provides a gathering space for the community 	
	7	Beamish Street is the only access point for the station, at the eastern end of the platforms, limiting the pedestrian catchment	<ul style="list-style-type: none"> – Concept design delivered for an additional cross corridor link to the west of Beamish Street and potential secondary access to the station platforms safeguarded through a concept design for new overbridge 	<ul style="list-style-type: none"> – Future station entry west of the station linking Dewar St with Assets St
	8	South Parade has poor pedestrian access and amenity on its northern side	<ul style="list-style-type: none"> – Relocation of interchange points for Kiss and Ride to South Parade close to Beamish Street and Lilian Lane – Future route as part of walking and cycling strategy will provide improvements to South Parade 	
	9	Existing small streets and through-site links towards the west of the station are variable in quality and amenity	<ul style="list-style-type: none"> – Concept design of additional cross corridor pedestrian bridge aligned to street pattern and on axis with Anzac Park. Investigation of future route as part of walking and cycling strategy to strengthen legibility and movement choice 	
	10	Beamish Street and intersections around the station are not pedestrian friendly, with heavy traffic, limited space for waiting on corners, and narrow footpaths	<ul style="list-style-type: none"> – Enhancement of footpath along Beamish Street outside station and its extension into the forecourt creates separation from traffic that buffers pedestrians. – Opening up corner of Lilian Lane and Beamish Street improves pedestrian capacity and safety 	
	11	A walking and cycling connective route is identified for Lilian Lane and South Parade: Lilian Lane is narrow, characterised by blank walls and service entries. South Parade is dominated by car parking.	<ul style="list-style-type: none"> – New station entry on Lilian Lane supports the future use of the lane as a shared space which encourages walking and cycling connectivity – Future route as part of walking and cycling strategy will provide improvements to South Parade and Lilian Lane 	
Built and landscape character	12	The station entry has a different streetscape presentation to traditional strip retail buildings with parapets and solid awnings	<ul style="list-style-type: none"> – Creating a break in the existing retail including removal of the glass awnings to provide a new station forecourt which opens up the station entry to the street and provides a new outdoor public plaza 	
	13	There are limited places for respite and shade around the station and within local streets to the north	<ul style="list-style-type: none"> – Creation of new shaded edges within station plaza – Introduction of landscape at the corner of Lilian Lane and Beamish Street as part of the new plaza 	



Figure 3.8 Safeguarding the future



4. Design



4.0 Design

4.1 Project design

4.1.1 Design intent

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

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

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

4.2 Station precinct design

4.2.1 Station legibility

The role of the station as a central hub within the town centre is already well established, although low-key. The project will build on this to create a more generous, inviting and legible single station entry and forecourt in the heart of the town centre. Open along Beamish Street and to the corner of Lilian Lane, the new plaza is not just a marker for Sydney Metro but for Campsie itself.

4.2.2 Urban character

Beamish Street is lively and active but with few places to stop, rest and meet other than Anzac Mall and the limited space currently outside the station entry which is cluttered with bicycles. The new plaza will provide for seating as well as for future small retail units, serving the general public as well as Sydney Metro users. It will complement the existing main street offerings within a contemporary, clear urban space. The concourse will also accommodate secure bicycle parking to take the pressure off Beamish Street and allow it to return to more pedestrian-focused use.

4.2.3 Built form and scale

The existing single storey concourse building sits comfortably in the 1-2 storey streetscape. The design maintains the scale relationship, with the new roof around the edge of the entry forecourt being flat, simple in form, and contained within the existing building envelope. Consistent with the over-arching design strategy of minimal intrusion and maximum 'fit' with the existing precinct character, new elements are streamlined and refined rather than bold or heroic.



Figure 4.1 Precinct design vision – visualisation

4.3 Station precinct plan

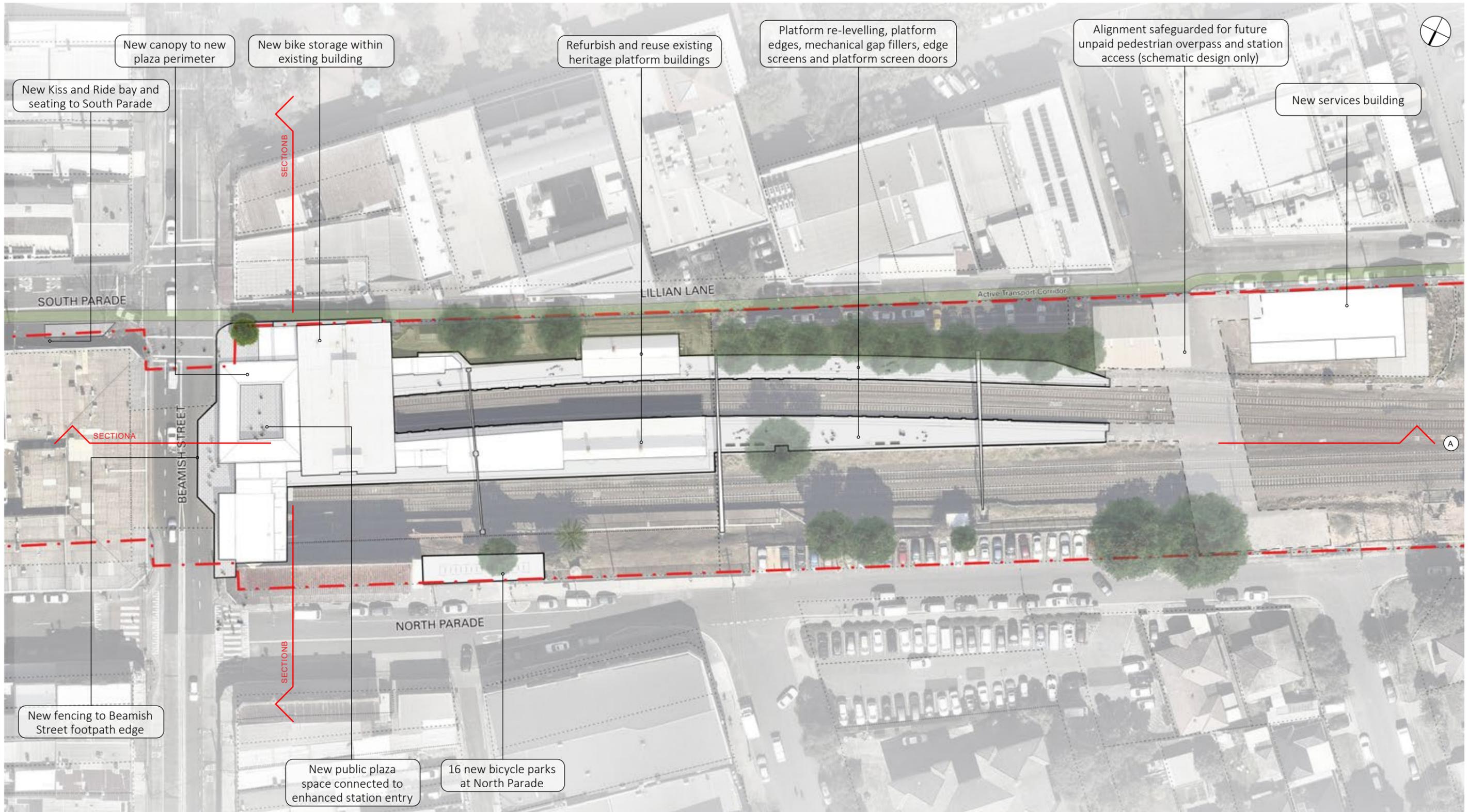


Figure 4.2 Station precinct plan

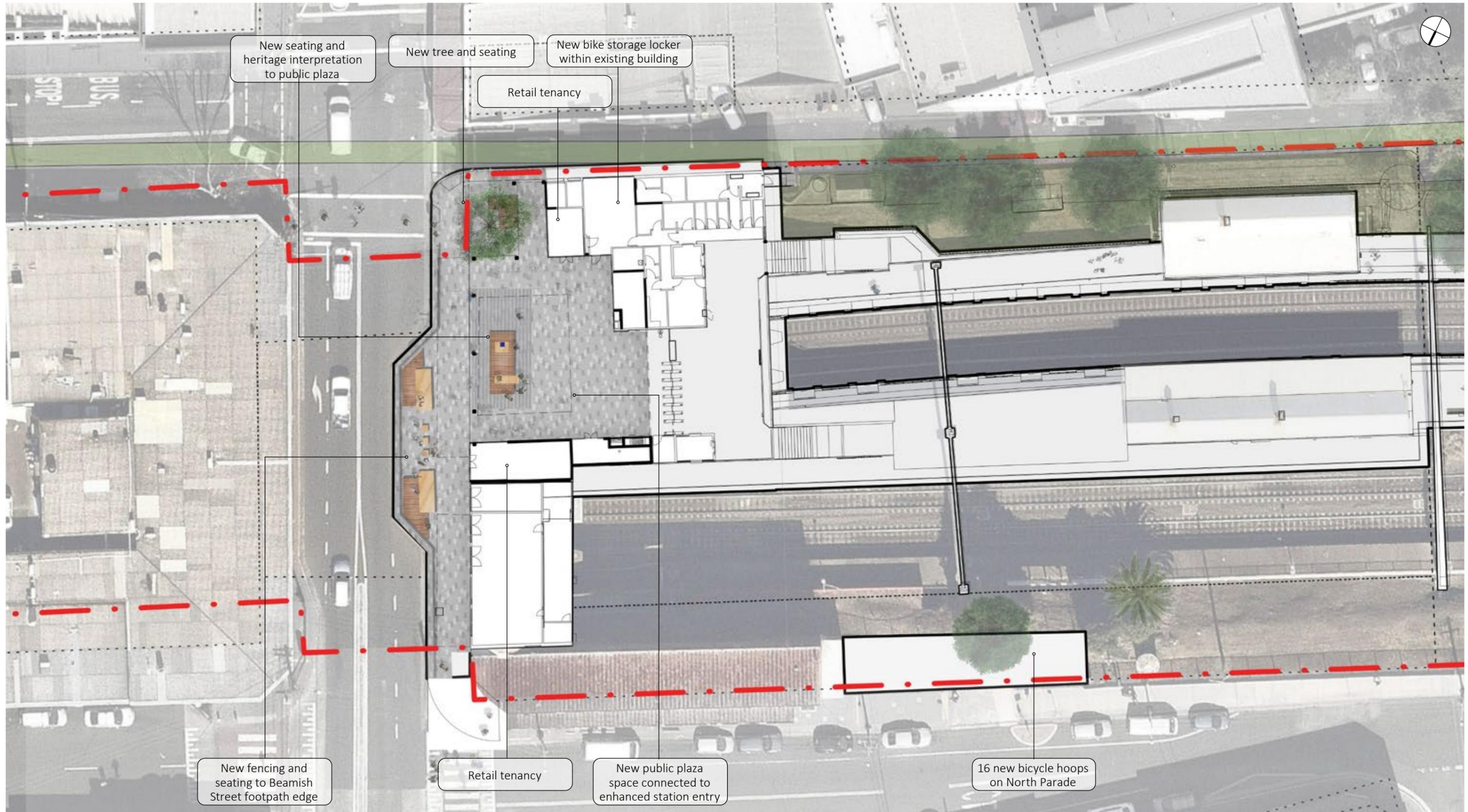


Figure 4.3 Station precinct plan: the plaza



Figure 4.4 Section A Campsie - Long section through Beamish Street and new plaza

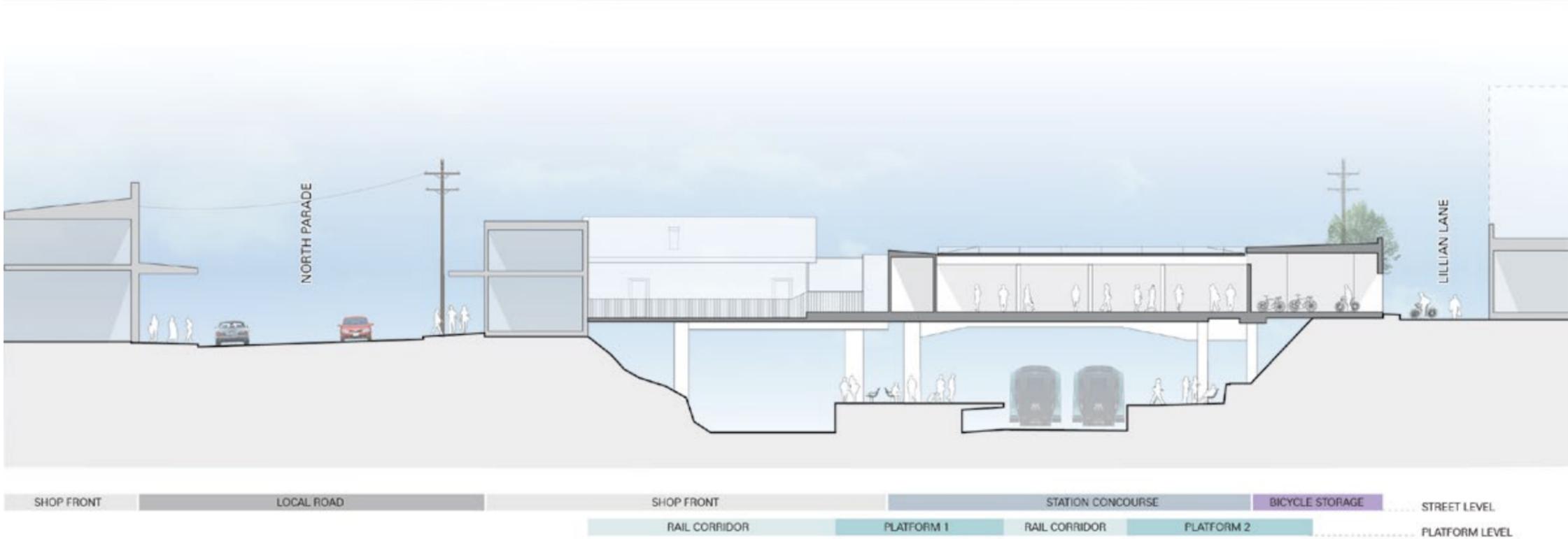


Figure 4.5 Section B Campsie - Short section through concourse and platforms

4.4 Station precinct scope

The design requirements listed within the both the Scope of Works and Technical Criteria Overview (SWTC) and the Services Brief provide the general and technical requirements for the project. These requirements are understood in coordination with the Sydney Southwest Metro and Project objectives. There are two separate components, metro station works and metro corridor works. Metro corridor works are located outside of the station precinct. The focus of this SDPP is the metro station works, which for Campsie include:

Station rooms and buildings – refresh:

- Various works to repurpose existing rooms for their ongoing and intended future use
- Installation of air conditioning, power, water and other services to suit the repurposed rooms
- General refresh, repairs, alterations and additions to station buildings
- Improve relationship of station entry with Beamish Street and Lilian Lane through renewed station entry incorporating demolition of some structure and new open air plaza, new awnings and renewed retail offerings.

Station buildings – new works:

- Provide a concept design for a future unpaid pedestrian overpass and station access connecting near the intersection of Assets Street and Wilfred Avenue and the station including safeguarding for this pedestrian bridge in the design for the metro station works.

Platforms – including:

- To raise platform edges and provide platform drainage and emergency egress ramps from platforms to rail corridor (as required)
- Provision for installation of platform edge screens, platform screen doors and mechanical gap fillers.

Demolition:

- Some removal of internal fit out and other minor demolition works.
- Removal of part canopy to Beamish Street footpath
- Removal of remnant overhead heritage booking office and shopfront including existing floor surfaces and roof structure
- Removal of existing fencing, planters, seats, bicycle racks and floor surface to Beamish street footpath outside the station entry

Station services and systems – including:

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

Canopies and shelters:

- Creation of a new continuous canopy to the perimeter of the new public plaza within the concourse.

Signage and wayfinding:

- Design for current wayfinding requirements.

Ticketing:

- Provision of conduit, power, cabling, mounting, and other supporting infrastructure for the installation of ticketing equipment.

Station precincts / public domain:

- Creation of new public plaza within the concourse that creates a new public space
- Refresh and upgrade station precinct areas including considerations for improved walking and cycling connectivity
- Renewed interface of Beamish Street footpath and station entry through de-cluttering of footpath signage, existing seating and bike parking
- New balustrade to footpath edge
- New, simple and greatly increased entry portal from Beamish Street and from Lilian Lane to station plaza concourse
- New seating and shelter to Kiss and Ride on South Parade
- 16 new bike hoops on North Parade.

Earthworks and landscaping – including:

- Site preparation to create a suitable working site level for the metro service building
- Reinstatement and upgrade of landscaping and planting alongside the station
- New tree in station plaza on corner of Lilian Lane / Beamish Street.

Fencing and screens – including:

- New compliant security fencing and boundary gates to the rail corridor
- Addition or upgrade of vertical protection (anti-throw) screens to bridges.

Bridge works:

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

Metro Services Building works

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



Figure 4.6 Station precinct scope

4.5 Heritage

4.5.1 Heritage platform buildings and platform walls

Campsie Station's heritage platform buildings are characterised by rectangular face brick, gabled corrugated steel roofing, and cantilevered platform awnings. They will be retained, renovated and adaptively re-used to accommodate Sydney Metro works equipment and operations facilities, such as communication rooms, station control rooms, station amenities. The buildings will be externally refurbished, with brickwork repointed and damaged windows and doors repaired and restored. Unsightly security screens will be removed from the windows. Other minor refresh works include the painting of external walls, window frames, doors, door frames, soffit linings, fascia boards and all exposed steel or timber structures.

The design complements retained heritage platform buildings, elements, spaces and vistas by keeping interventions to a minimum. In line with the project objectives and principles (Section 2.3.2), existing rooms within the heritage buildings will typically be reused for the housing of service equipment.

4.5.2 Heritage concourse elements

At concourse level, the 2002 station upgrade has already resulted in the removal of some heritage fabric. The proposed expansion of the station entry and creation of the new public plaza requires the removal of the overhead parcel office, part of the heritage listed Campsie Railway Station Group. This structure has been substantially modified, with a previously external section of wall and two windows facing into the existing concourse the only semi-intact remnants (refer dashed area Section Figure 4.9). The character will therefore change to a fully contemporary space. It has been designed to be complementary to rather than dominate the existing modern concourse, in accordance with Condition of Approval E61(d). The new canopies are simple and streamlined in form and appearance, wrapping around the inside edge of the plaza.

Heritage concourse elements are recognised and re-interpreted through new devices. Refer Section 4.5.3



Figure 4.10 Remnant facade of overhead heritage parcel office

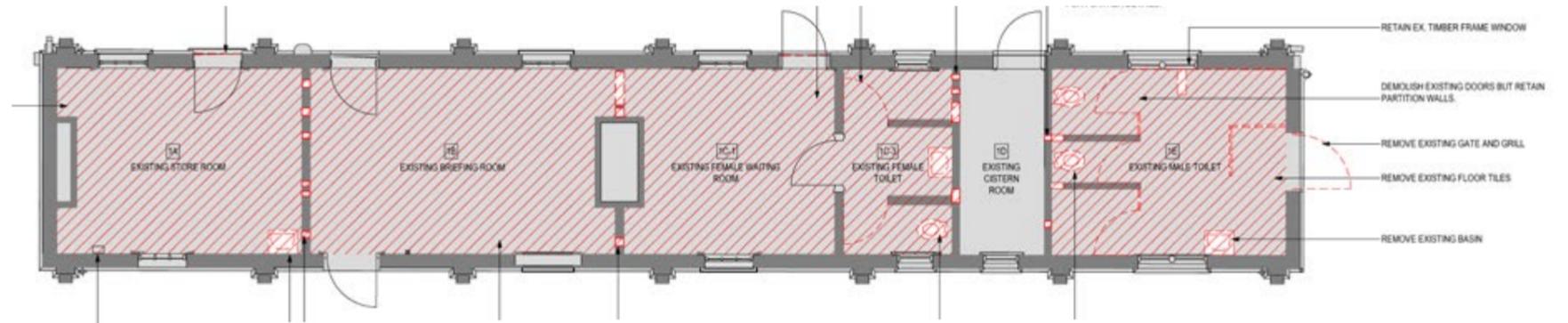


Figure 4.7 Platform Building 1: Proposed building reconfiguration

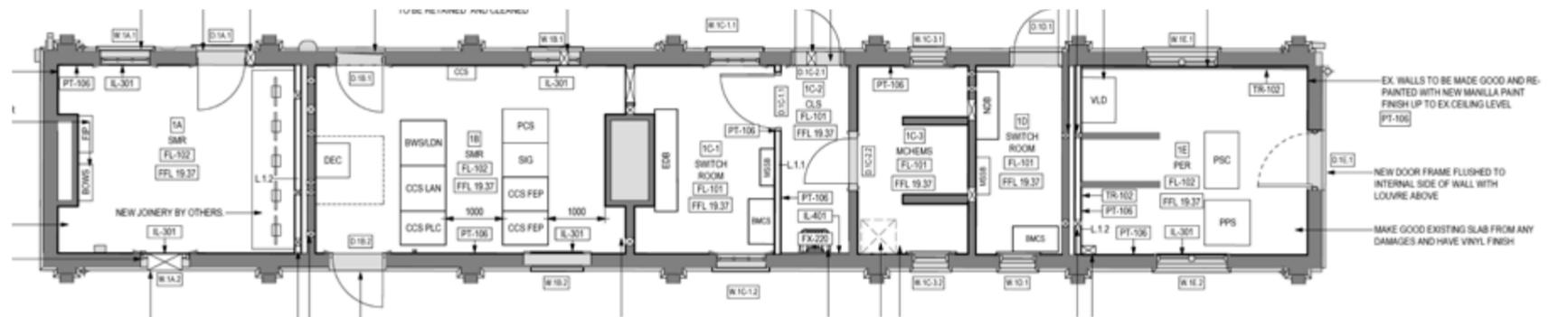


Figure 4.8 Platform Building 1: Detail plan

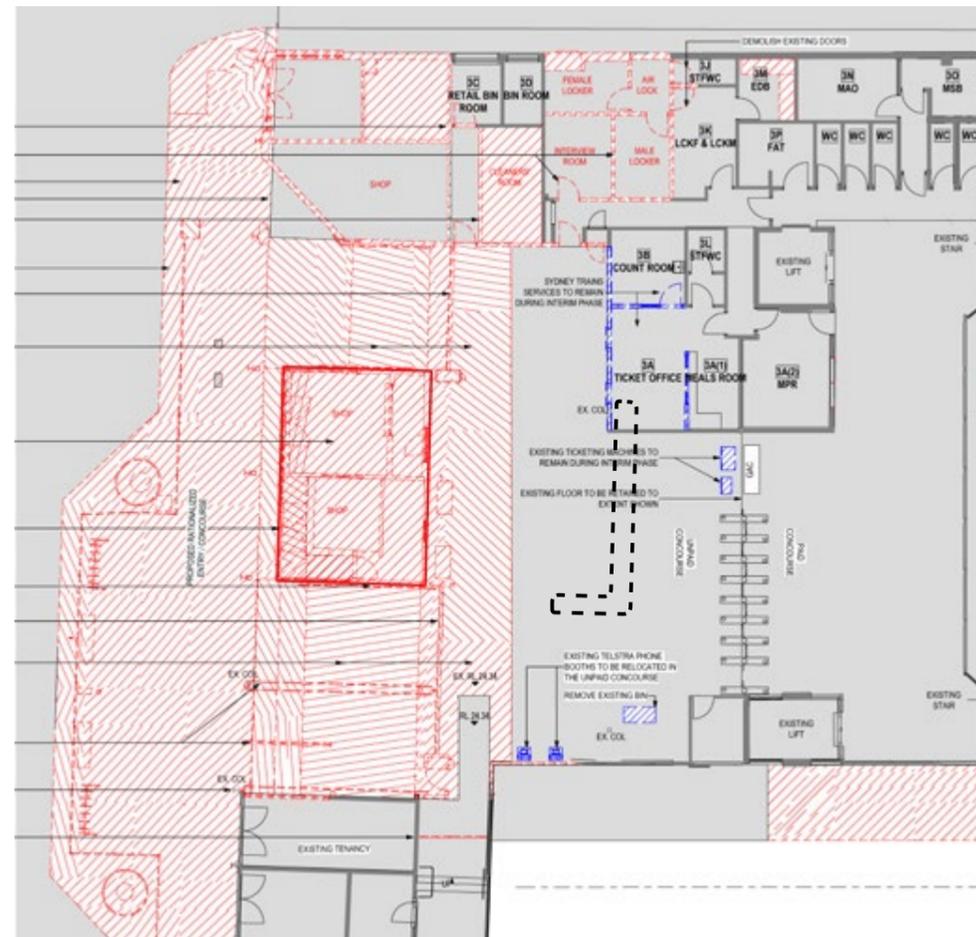


Figure 4.9 Concourse building: Proposed building reconfiguration



Platform 1 building, 1915



Platform 2 building, 1915

4.5.3 Heritage Interpretation Plan

In accordance with Condition of Approval E14, a Heritage Interpretation Plan for Campsie Station has been developed by a suitably qualified heritage professional. The Heritage Interpretation Plan is informed by an over-arching project wide Heritage Interpretation Strategy, heritage impact assessments and management strategies.

Consistent with the development stage of the Heritage Interpretation Plan, a number of interpretive devices have been selected as being appropriate to transmit messages about the cultural heritage of the site. A common suite of devices that utilise similar materials are proposed at each station. Content and devices are adjusted to best address the different needs and interests of the relevant audiences while locally salvaged material will be considered where it is practical. The final design for interpretive elements, including words and image selection will be detailed upon completion of subsequent stages of the Heritage Interpretation Plans

At Campsie Station, the creation of a new public plaza promotes the inclusion of heritage interpretation within the new public space. The plaza will be accessible throughout the day and is both a place to rest, wait or relax and a transit space with transit users moving from the gateline to the suburb.

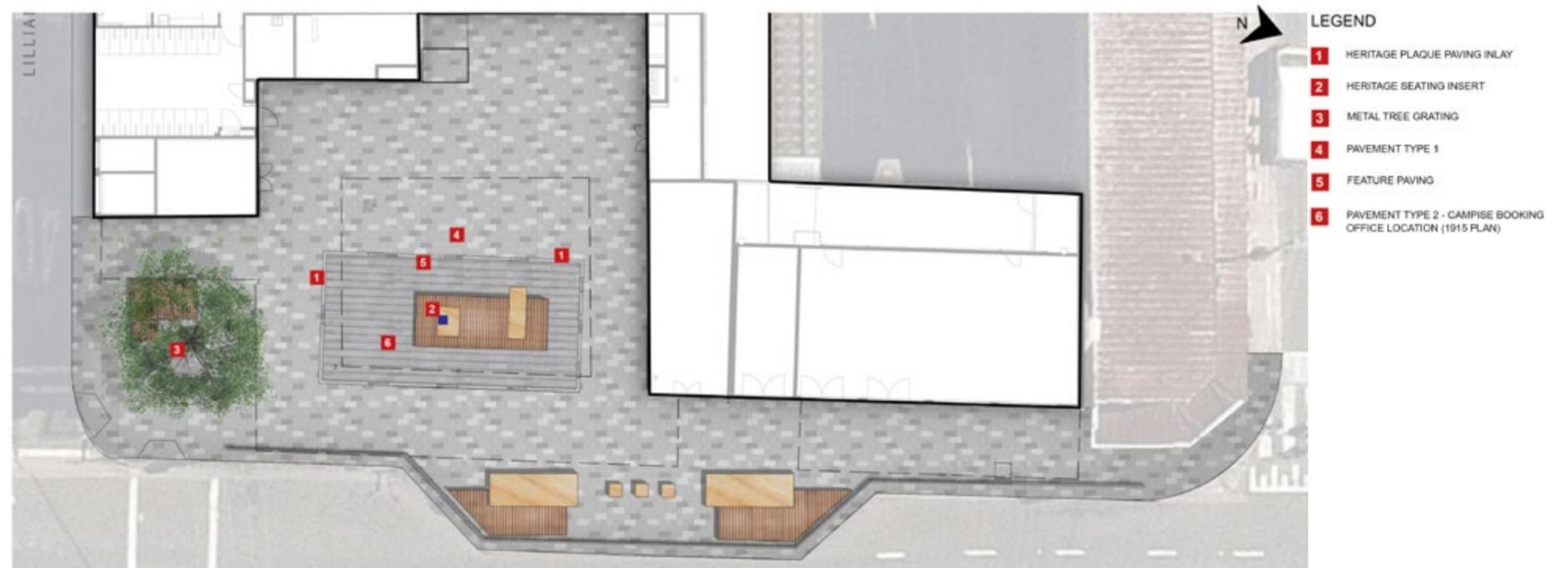


Figure 4.11 Campsie Plaza - Heritage interpretation key plan

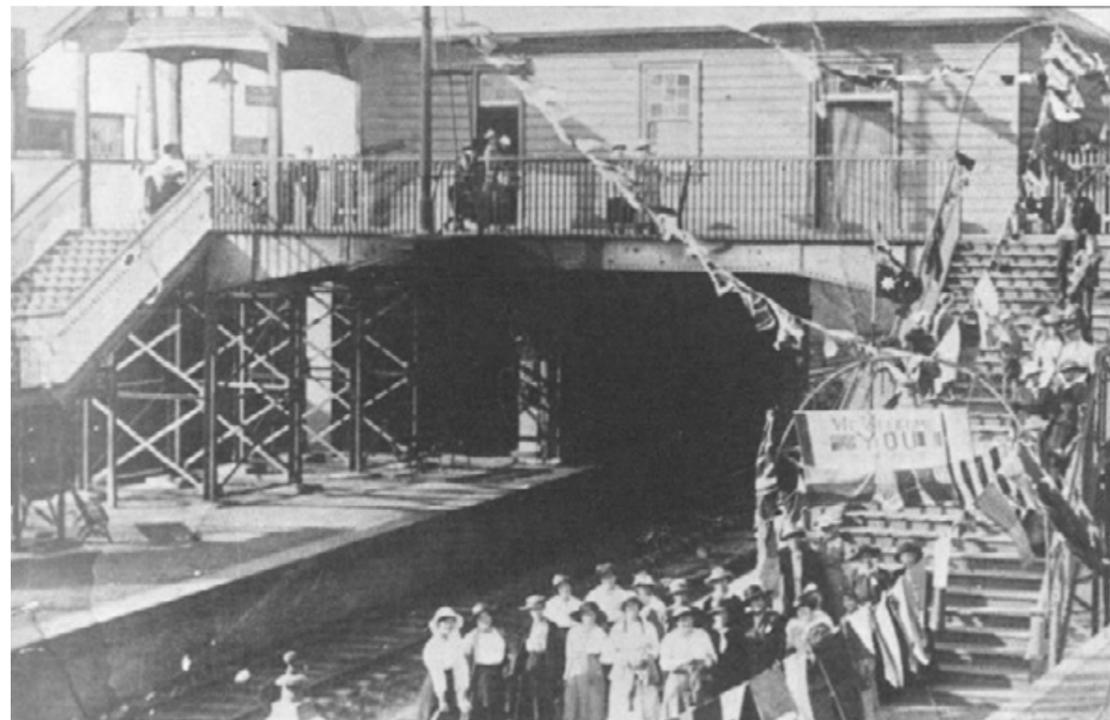


Figure 4.12 Campsie Station with platforms, c.1919 Source: Canterbury Council 201\201462

The removal of a significantly modified overhead heritage parcel building to create the new plaza provides the opportunity to focus new interpretive devices around its original history. A number of devices are proposed;

- A feature paving inlay will show the original 1915 heritage overhead parcel office outline. A heritage plaque will be inlaid within the outline to describe the interpretation
- A feature paving pattern that reflects the lapped board finish of the original building is within the outline, demarcating a special place within the plaza
- The original doors and windows are identified within the outlay and are further interpreted as raised seating elements
- A plaque that provides greater detail to the history of the area sits on these raised seating elements
- A custom tree grate will welcome people to the space with languages from the most common spoken groups in the area, such as;

安全旅行 सुरक्षित यात्रा رحلة آمنة chuyến đi an toàn SAFE TRAVELS

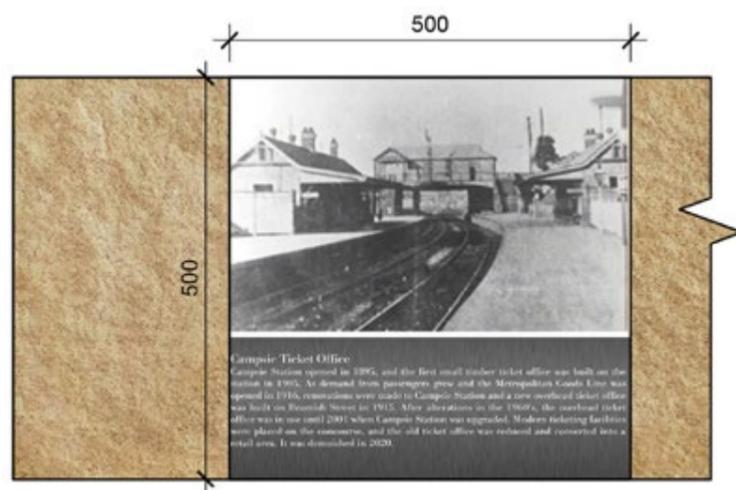


Figure 4.14 Heritage seat plaque detail



Figure 4.13 Paving inlay and seat element detailed plan



Figure 4.15 Paving inlay detail



Figure 4.16 Examples of feature tree grate

4.6 New concourse

4.6.1 Station entry

The existing single storey concourse building has two separate entries from Beamish Street and an understated presence on the street. The design delivers both a stronger station entry and a welcoming new public space in the heart of Campsie: a forecourt that effectively extends the public domain into the station. A new public plaza is created by opening up both the ground plane and the sky.

Creating the new plaza requires: removing the overhead parcel office containing small retail tenancies which are centrally located between the two existing entries; demolishing the existing street awning and removing a portion of the roof over the newly enlarged space. The building with the retail tenancies currently blocks sightlines and impedes movement: its removal opens the forecourt fully to the main street, ensuring the flow and activity of customers and pedestrians is optimised. In addition, the corner of Beamish Street and Lilian Lane is also opened up, with relocation of the existing retail use, to create a continuous entry that wraps around to the laneway. A new tree is placed at this open corner avoiding bridge structure below and to provide a pleasant and identifiable marker for the new entry. The entry will be legible as a metro station from either direction along Beamish Street.

4.6.2 Concourse roof



Figure 4.17 Existing 1990s corner building and parapet



Figure 4.19 Proposed corner treatment, open to both Lilian Lane and Beamish Street, with removal of parapet for consistency to streetscape

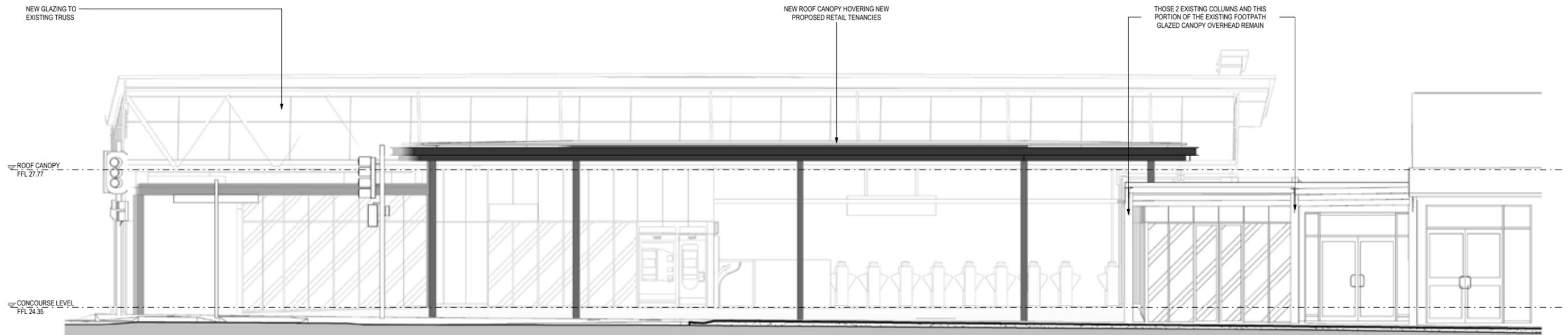


Figure 4.18 Beamish Street elevation - new proposed entrance setout

Where new roof elements are to be provided at stations and concourse they will reflect a 'line wide' approach to refresh and clarify existing structure and architecture to produce an orderly and familiar form that welcomes customers, signifies a sense of arrival into the station and is responsive to its local context.

Low pitch roof elements that have a profiled edge to minimise the visual thickness are used as a modern and simple expression of the refreshed station architecture. Slender columns or rationalised structures beneath give an open and lightweight feel that compliments existing buildings or heritage where it is present.

At Campsie, a large section of the existing roof over the concourse will be removed to create a single, coherent entry and forecourt to the station. A new roof canopy structure wraps around the perimeter of the plaza, providing covered access between Lilian Lane, Beamish Street, the entry concourse and gateline, and the platforms below. The roof structure is light-weight, with simple rectilinear geometry, black coloured columns and support beams, and balances solar access with weather protection to the plaza. An open corner is proposed at the corner of Lillian Lane and Beamish Street that allows a tree to extend the shaded canopy while allowing an extension of the public domain into the plaza. The remaining station roof will be retained.

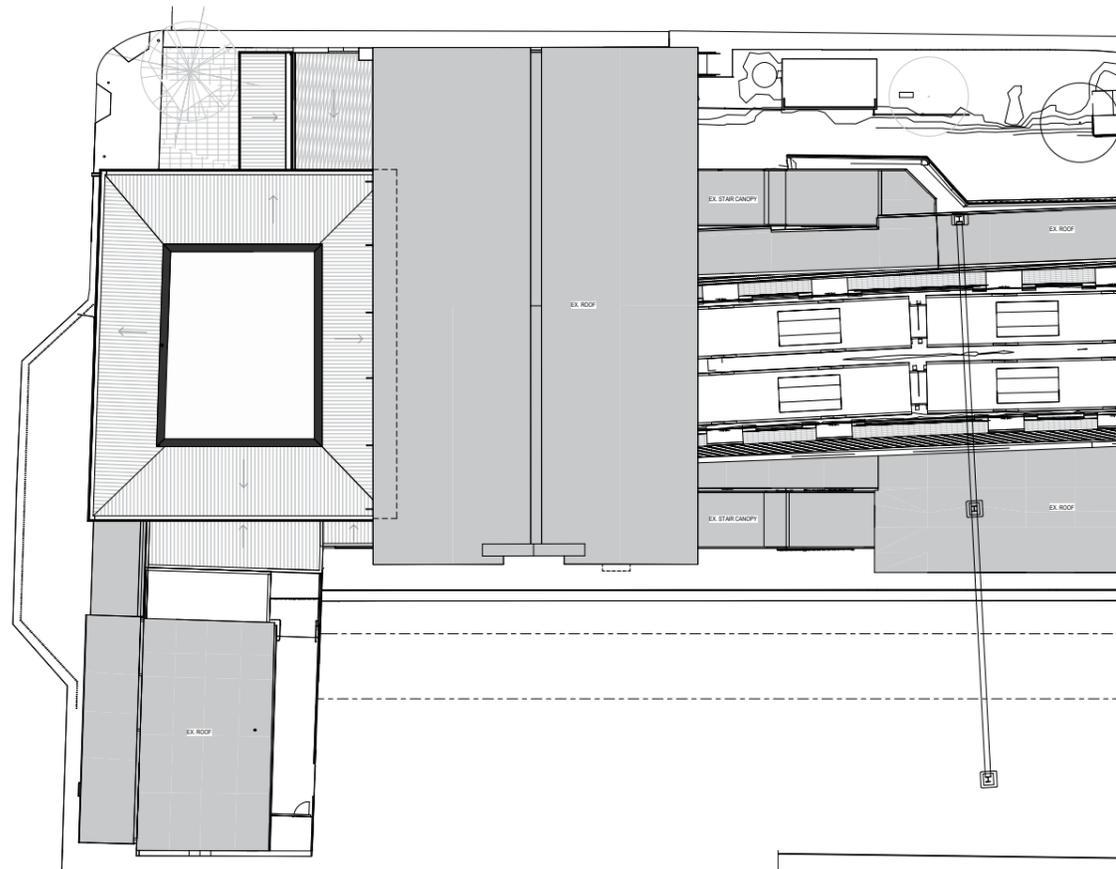


Figure 4.20 Proposed concourse roof



Figure 4.21 Aerial view showing reconfigured roofline and main station concourse entry

4.7 Platform

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

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



Figure 4.24 Indicative platform and platform screens

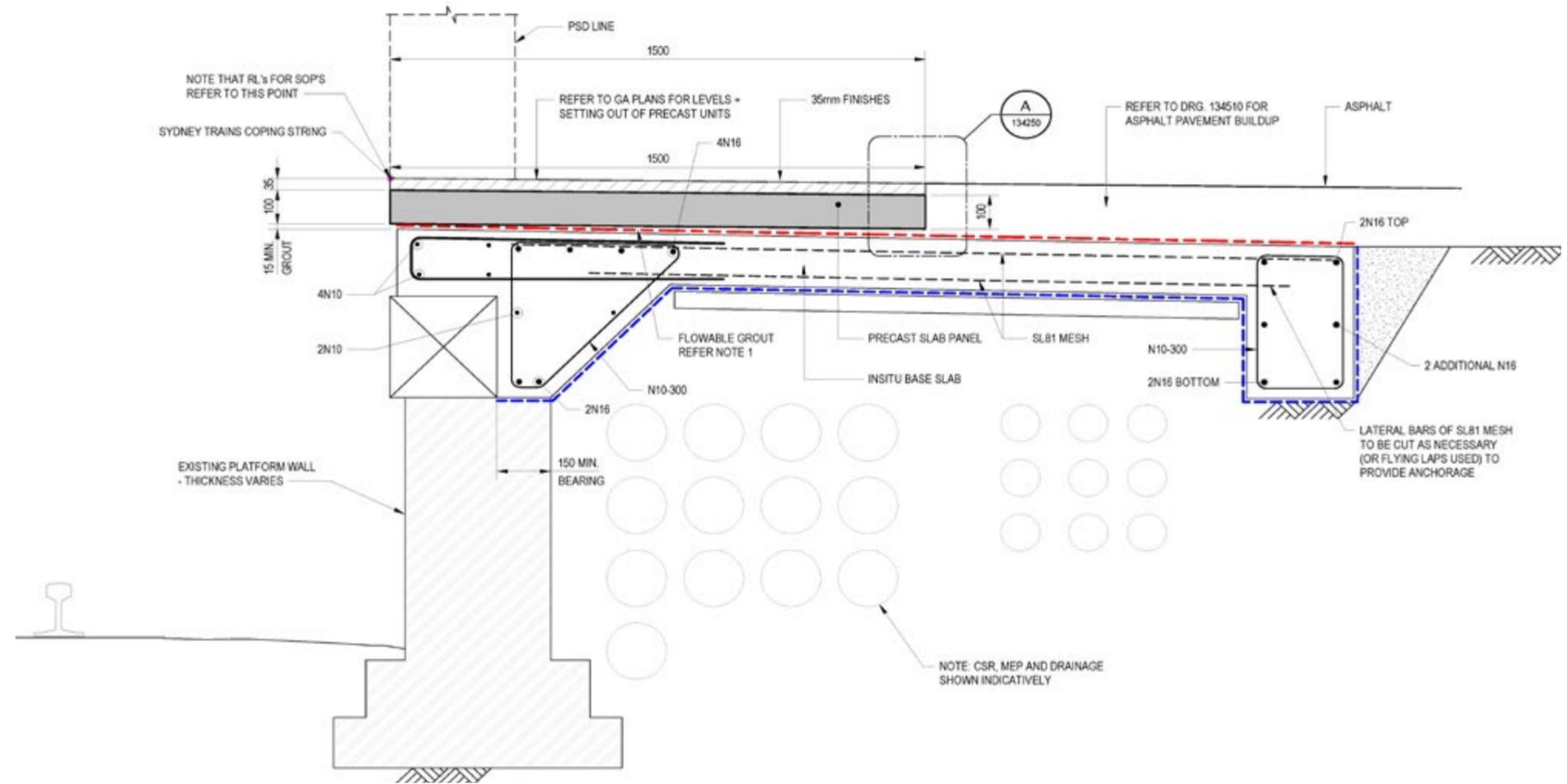


Figure 4.25 Platform edge regrading: detail section

4.8 Lifts and stairs

The existing lift and stair arrangement is retained as is. Two sets of stairs, with canopies for weather protection, connect the concourse to Platforms 1 and 2. Lifts are located behind the gatelines, with wayfinding signage directing customers towards the lift doors, which face the platforms.

Opening up the concourse will further clarify the path of travel towards the lift and stairs.



Figure 4.26 Existing stairs to platforms



Figure 4.27 Lifts located to the right and left of gatelines

4.9 Connectivity and access

4.9.1 Pedestrian and cycle movement

Through the decluttering of the footpath, north-south pedestrian flow is freed up. There are also more opportunities for pedestrians to move into, through and out of the concourse in multiple directions. The corner of Beamish Street and Lilian Lane is opened up by removal of part of the corner building, creating both more space and wider sightlines along and across the streets. This improves the legibility of the immediate station environment and supports easier, more comfortable pedestrian movement, and reduced potential for conflict between pedestrians, cyclists and vehicles.

The design of the concourse includes using the same paving material within and outside the building envelope, visually extending the public footpath into the station, and the station to the footpath, for the width of the block. The same paving material will therefore define the whole block from Lilian Lane in the south to the intersection of North Parade and Beamish Street to the north.

4.9.2 Bicycle parking

Two locations for bicycle parking are provided for in the design. Formal bicycle parking on Beamish Street is removed, and the fence also redesigned to discourage casual bicycle parking that has resulted in a cluttered, crowded footpath. The two proposed locations are on North Parade (16 bike racks) and within the concourse building (secure storage). The concourse bicycle parking will be close to the station entry, repurposing station room/s that will become redundant with handover from Sydney Trains to Sydney Metro.

4.9.3 Interchange facilities

The design provides for:

- Access to new kiss and ride zone at South Parade (northern side)
- Convenient transfer to existing bus stops on North Parade, Beamish Street and South Parade
- Access to existing taxi ranks and set down area at North Parade (southern side)
- Access to existing accessible parking zone at South Parade (northern side).
- Access to existing park and ride.

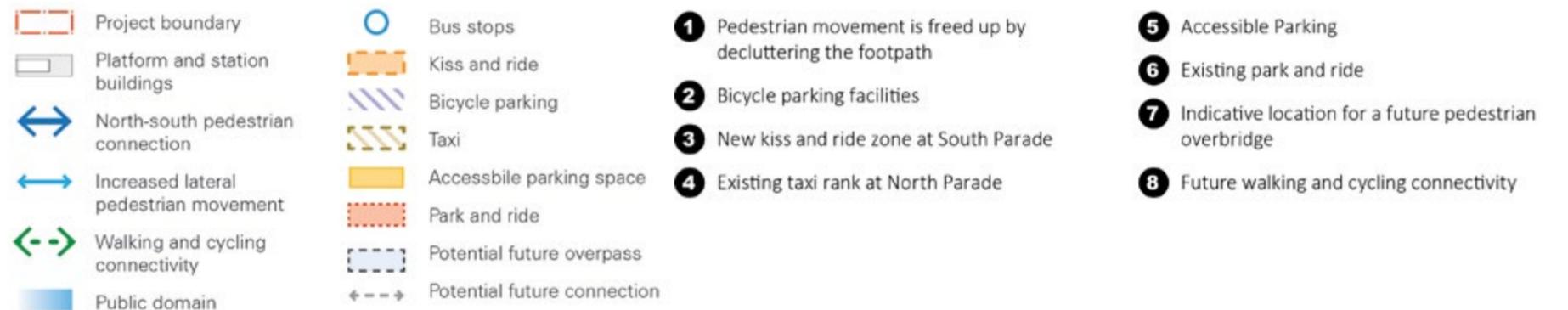
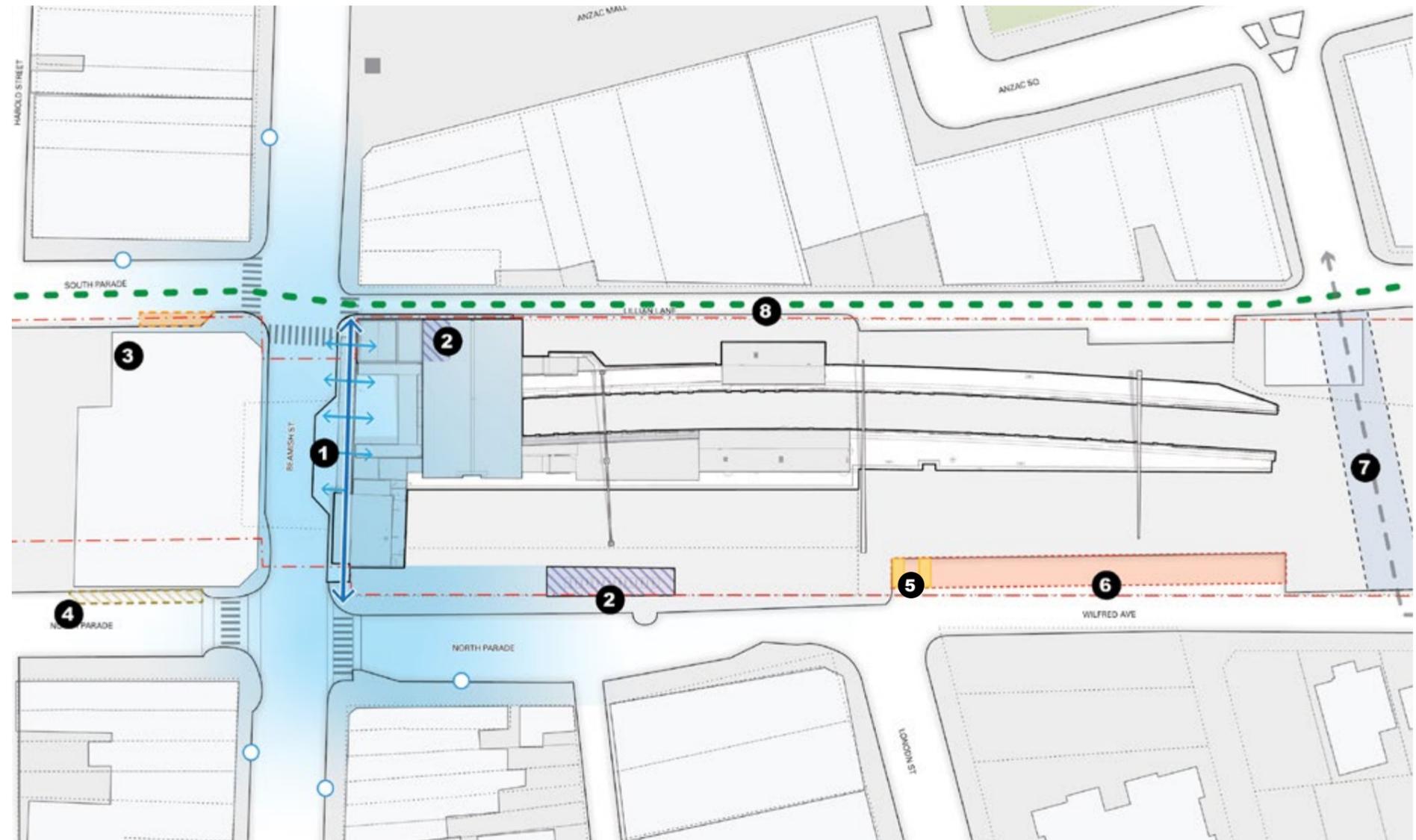


Figure 4.28 Transport interchange connectivity and access

4.9.4 Future pedestrian overbridge

A concept design has been prepared for a new overbridge connecting Assets Street to Dewar Street over the rail corridor, at the western end of the platform. A number of options were explored for the bridge alignment, with the developed option responding to the street and subdivision pattern, as per Council's preference. The pedestrian bridge design incorporates lift and stair access to both sides of the railway as well as both platforms. The concept was developed to satisfy the requirements of CoA E61(c).

While out of current scope, the concept design shows that a future connection is achievable to Anzac Park for residential neighbourhoods north of the railway line. The future connection would also extend the Sydney Metro catchment to the west. An existing Sydney Trains building near the intersection of Lilian Lane and Dewar Street would be required to be removed for the construction of a future entry.

Refer **7** on Figure 4.28 for location in relation to existing concourse and street network.

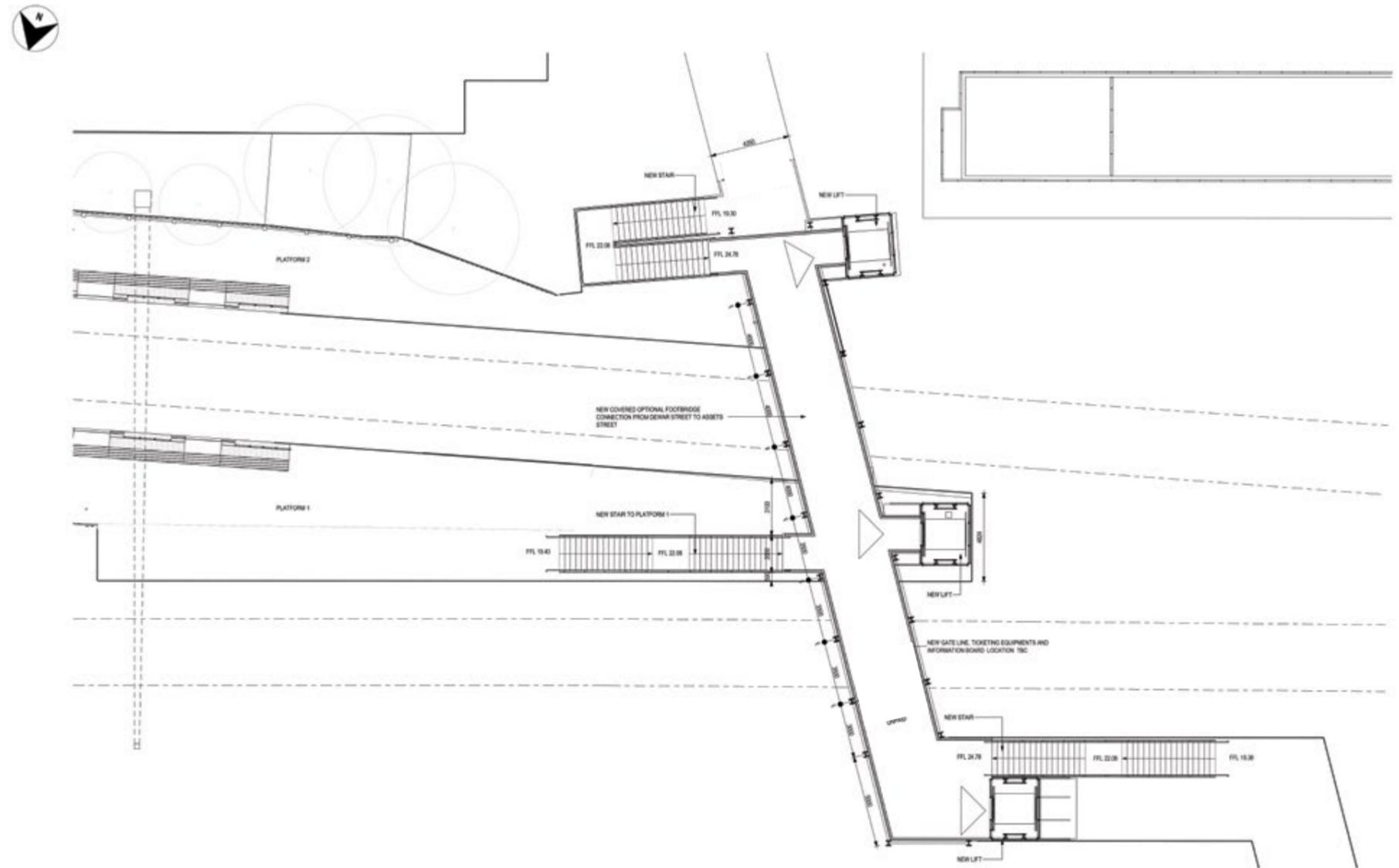


Figure 4.29 Future pedestrian bridge – indicative alignment

4.10 Public domain

4.10.1 Public domain activation

The new station forecourt plaza will provide a visible and accessible space directly linked to the main street of the town centre. It extends seamlessly from adjacent public footpaths and 'read' as a fully accessible public space, consistent with line wide public domain objectives and principles (section 2.3.3). It will support small retail tenancies, as at present, to enliven the plaza and continue to service commuters and local residents. To balance the loss of four small retail tenancies on Beamish Street, the design allows for the reconfiguration of the concourse to provide these areas within redundant spaces, as well as new retail spaces. There is no net loss of retail floor space.

Footpaths in front of the station are currently crowded, particularly at the pinch point of the signalised intersection with Lilian Lane, while the small pavement buildout is cluttered with bicycles which undermines its utility. The design for a new plaza addresses this deficiency. The plaza will give more space to the public domain, allowing for easier pedestrian movement along the footpath. It will still connect people directly to the street, both visually and physically. Good passive surveillance between plaza and footpath will reinforce a sense of safety and security that encourages people to use and further activate public spaces. The design rationalises the retail outlets, provides new paving and lighting, and additional tree canopy. The kerbside fencing is relocated to further enlarge the public space and provide improved amenity.



Figure 4.30 Indicative aerial view at intersection of Beamish Street and Lilian Lane showing configuration of proposed station forecourt

4.11 Landscape design

4.11.1 Landscape strategy

The area available for landscape works at Campsie Station is significantly constrained by the combination of bus swept paths, bridge and structure loading capacities and a dense existing built form. This has driven an alternative solution of extending the public domain into the concourse itself, and putting the design emphasis on creating a new public plaza in the station.

The Campsie Station precinct is part of a well established town centre. Other than the identified significant open green spaces including Anzac Square and park, there are limited redundant undeveloped sites that would provide meaningful opportunities to increase the urban tree canopy or planting generally. Unbuilt-upon open spaces are typically privatised and are often used for sealed carparks. It has been noted within the issues and opportunities analysis that future actions should include the safeguarding of open spaces and that opportunities exist to leverage additional green, public open space through the potential uplift and private development process.

Further to this, detailed structural review of the existing Beamish Street overbridge has indicated insufficient capacity to withstand additional loading other than the required hard surfaces and architectural elements proposed. This has precluded the ability to install high weight items such as trees, planters and significant structures in the concourse plaza. A single tree is proposed at the corner of Lillian Lane and Beamish Street so that it avoids the underlying bridge structure. The tree is well placed to highlight the station entrance and provide an extension of the Beamish Street and Lillian Lane urban tree canopy.

A new service building that accommodates critical equipment for rail operations will be located along Lillian Lane (refer section 4.15) and there will be opportunities to include planting and vegetation as part of its construction. Screen planting is being investigated to supplement existing planting along Lillian lane and reduce any visual impacts associated with the new building.

Campsie has several examples of well planted public spaces. These are typically away from the station and within designated public parks. The station precinct has smaller trees that line the rail corridor and the protection of these so that there are no proposed tree losses is the aim within the design. To reflect this, the design concentrates on the retention of existing vegetation within the precinct and the renewal of urban development through the creation of a new plaza and streetscape that responds to the built fabric of the local area, consistent with line-wide design objectives and principles established at section 2.3.

4.11.2 Species selection

One tree is proposed for the plaza, near the corner of Lillian Lane and Beamish Street. Consideration was given to the existing streetscape, including a plane tree on the opposite corner (South Parade and Beamish Street). However, due to the presence of overhead wires, its height at maturity must be no more than four metres. A tree species has been selected for an optimum combination of height, canopy, and slenderness of trunk so as not to block sightlines or inhibit movement through the public space. The proposed location allows deep soil planting away from the adjacent bridge structure and allows weather protection to casual users and to the retail tenancy. Seating and a bespoke tree grate are provided at the base of the tree to signify its importance.



Figure 4.31 Proposed streetscape with new tree



Gleditsia triacanthos var. inermis 'Sunburst'
Golden Honey Locust

	Botanical Name	Common Name	Pot Size	Spacing
TREES	<i>Gleditsia triacanthos var. inermis</i> 'Sunburst'	Golden Honey Locust	400L	as shown 1

4.11.3 Typical planting detail and Water Sensitive Urban Design (WSUD)

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

The selected product also uses recycled waste plastic to minimise the use of embodied energy. This is described in Figure 4.32.

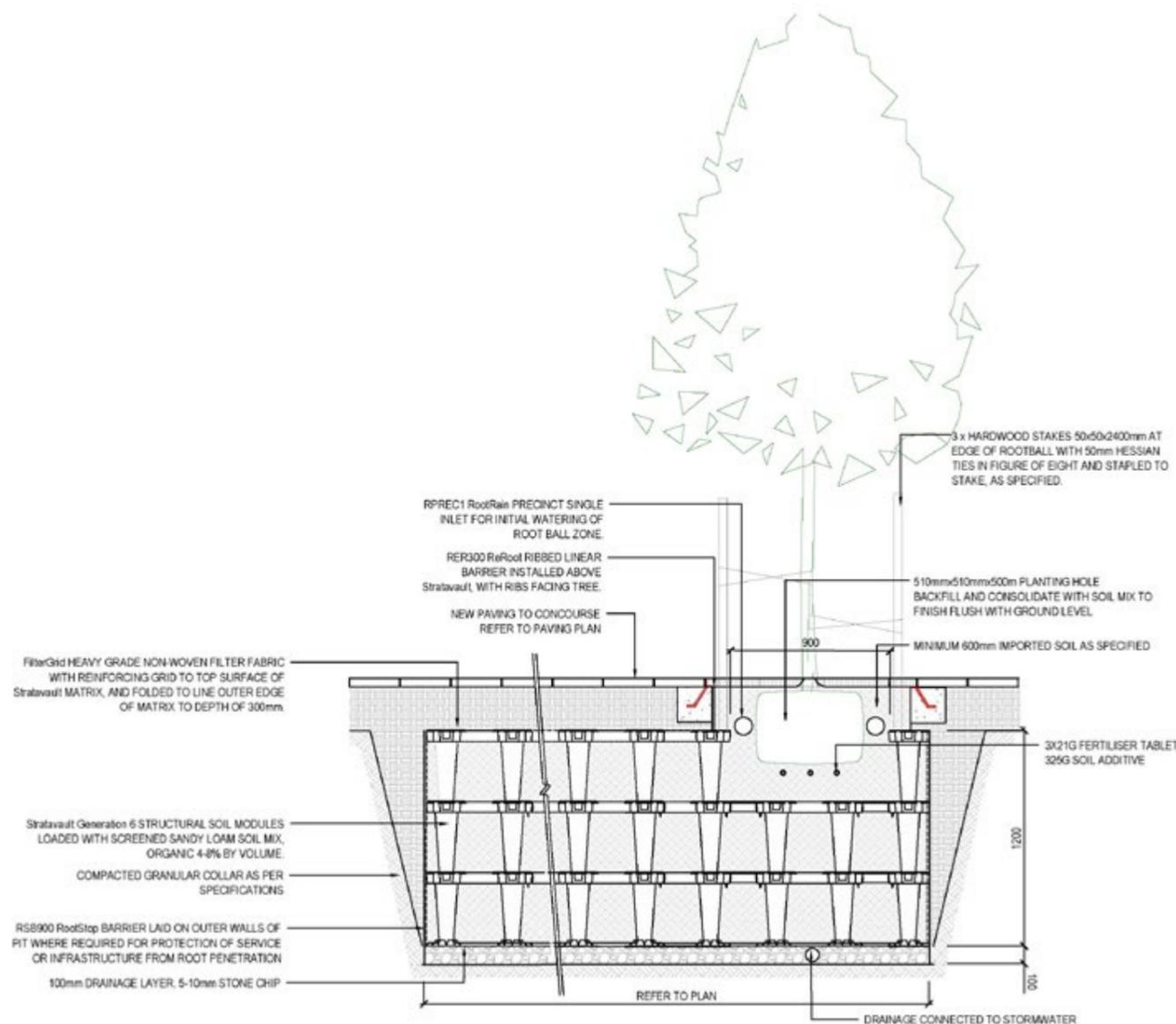


Figure 4.32 Water Sensitive Urban Design soil cell system: detail

4.11.4 Landscape maintenance, monitoring and rehabilitation

A landscape management plan has been developed for the project which details the strategy and procedures to be undertaken with regards to the successful establishment and on-going maintenance of new vegetation. It also specifies procedures for the regeneration of disturbed vegetation.

The landscape has been designed to ensure low water use species have been planted to optimise long-term maintenance. Irrigation will be provided where passive irrigation cannot be achieved. Regular monitoring and maintenance should be undertaken to ensure plants are maintained to their highest quality. Other regular practices shall be carried out to ensure optimum plant condition by the site operator – these include but are not limited to:

- Watering – generally ensure that planting is receiving sufficient water to ensure a vigorous growth,
- weed and pest control – by eradicating all weeds and pests from the planted area during the specified maintenance period,
- monitoring all plants for pest and diseases on a monthly basis,
- fertilizing as appropriate,
- replacement of plants to those damaged, diseased or dead, replace any stolen plant to ensure and maintain plant densities for the duration of the maintenance period,
- re-mulch as necessary to maintain the mulch depth specified for the duration of the maintenance period,
- remove any rubbish from the planted areas,
- pruning of vegetation as required to ensure planting is kept clear of footpaths, operations of rail line, and Crime Prevention Through Environmental Design (CPTED) surveillance.

Areas outside the limits of the works which are disturbed as part of the construction will be restored and re-vegetated. These practices include:

- Areas around compounds, material storage, access roads, fencing, services, drainage and infrastructure will be recorded upon establishment of the site,
- detailed records will be made of the existing conditions,
- identified trees and areas of significant vegetation shall be protected with temporary fencing,
- unnecessary disturbance of vegetation will be minimised,
- areas of vegetation that are disturbed during the works will be recorded and rehabilitated. This includes the retention of natural grades and drainage paths, reintroduction of grasses and planting.

All areas that are restored will be recorded with details of how areas were treated and how areas were revegetated, including soil preparation and vegetation used. These areas will then form part of the on-going requirement of maintenance and monitoring.

4.12 Hardscape elements

The public domain palette has been developed to respond to Council’s requirements and preferred urban elements, and to maintain some continuity with the look and feel of Sydney Metro where possible, using or modifying the existing Sydney Metro palette (see principles at section 2.3.3). Maintainability was a key consideration for Council (as for Sydney Metro) and has guided the selection of a suite of robust elements.

Lighting: the lighting strategy is to highlight the features of the public space. Discreet under-canopy lighting will be used throughout with feature lighting used to identify landscape features such as concealed LED lights to the perimeter of bench seating

Furniture Elements: custom bench seating is proposed that provides essential rest and waiting areas in locations where it will have minimal impact to pedestrian movement. Timber clad, aluminium framed structures are permanently fixed and feature a sandstone clad element that provides a contrasting material and texture experience. The sandstone used references the Sandstone geology and exposed cuttings prevalent in this section of the rail corridor.

Paving: the paving strategy is in line with the creation of a public plaza that blurs the distinction between outside (footpath) and inside (concourse), by using the same material for both. A three-tone mix of local granites is used and highlighted by feature paving in similar tones and contrasting finishes.

Fencing: the existing pedestrian fence along Beamish Street is removed and replaced with a modern vertical only post to sit 600mm off the back of kerb, to optimise the footpath width at the station entry.



Figure 4.33 Bench seating precedent (image Mala Studio, project; Docklands)



Figure 4.34 Station landscape arrangement

4.12.1 Paving and street furniture selection

CODE	ITEM	IMAGE	DESCRIPTION	DIMENSIONS (mm)	FINISH
HARDSCAPE					
PAV-3	Paving (Concourse)		Adelaide Black 600x400 - Exfoliated finish Adelaide Black 400x400 - Exfoliated Finish Sesame Grey Triangle - Exfoliated Finish	Varies refer to left	Exfoliated Finish
URBAN FURNITURE					
	Custom seating		Aluminium frame, timber and sandstone cladding. Concealed strip lighting to perimeter	Varies	Hardwood Timber, Diamond saw cut sandstone
BIN-2	Bins		EM224 120L Stainless steel + Hood	620L x6 20W x 1093H	Stainless Steel - Finish 2B

CODE	ITEM	IMAGE	DESCRIPTION	DIMENSIONS (mm)	FINISH
BR-1	Bicycle Racks (North Pde only)		Semi Hoop - BTS03	45Lx120Wx850H	Stainless Steel 316 No.4 Finish (brushed)
FEN-2	Pedestrian Fence		Custom Fence with no top rail	1.2m high	Black
TG-1	Tactile Indicators		Warning indicators		Approval of colour to be obtained from Landscape Architect prior to installation. Colour test - Stainless steel, black, brass - <i>Do not use Yellow or Blue</i>
TG-2	Tactile Indicators		Directional indicators		Approval of colour to be obtained from Landscape Architect prior to installation. Colour test - Stainless steel, black, brass - <i>Do not use Yellow or Blue</i>

4.12.2 Bridge Vertical Protection and OHW Safety Screens

General – corridor wide

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

The urban design strategy is to:

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

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

There are four types of screen:

Type 1:

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

Type 2:

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

Types 3A and 3B:

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

Types 4A and 4B:

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

Campsie Station

Campsie Station is unique within the corridor stations in that it has over station development to one side of the Beamish Street over bridge and a station concourse that runs the full width of the bridge on the other. This results in no requirement for vertical protection and overhead wiring safety screens within the public domain at this location. It has been noted however, that due to a low wall height and frequent use, the rear carpark and service access to the properties along the eastern side of Beamish Street may pose some risk of objects entering the rail corridor. Where required, protection screens are to be installed.



Figure 4.35 Aerial view of the existing over bridge condition at Beamish Street, Campsie

4.12.3 CPTED (Crime Prevention Through Environmental Design)

Places that feel safe and well connected encourage walking and cycling including to public transport, while real and perceived crime risks can deter people from using certain facilities, taking particular routes or being in various locations. For Sydney Metro, CPTED is of particular importance with regard to how the project interfaces with the public realm and the movement of pedestrians and cyclists to and through the project corridor.

Targeted principles (Section 2.3.5) were developed early in the design process that address three CPTED strategies (natural access control, natural surveillance and territorial reinforcement), to inform and guide the urban, landscape and architectural design. The design provides for passive surveillance, and clear and legible paths of travel, to contribute to a perception of safety and security in a well designed, well cared for public domain. As the design developed, a CPTED assessment was also undertaken to help refine any outstanding issues.

The assessment noted the following considerations:

CPTED assessment issue	CPTED principle/s	How the design addresses the issue
Station entry Maximise surveillance and maintain clear sightlines at station entry points (existing, and future entry at western end of platform)	Natural surveillance	The two separate station entries have been combined to create one large, open forecourt with excellent passive surveillance to the street and gatelines
Bike parking Maximise natural surveillance from nearby buildings bike racks / landscape. Ensure bike racks do not act as a climbing aid	Natural surveillance	Secure bicycle storage is provided for within the concourse building, close to the station entry. Bike hoops on North Parade are not climbable and are visible in the public street
Vegetation Consider maintenance of existing vegetation to maximise natural surveillance of platform areas, in particular under the booking office, behind the lift and beneath the stairs	Landscaping Natural surveillance	One tree only is proposed within the station environment, at street level; located to retain sightlines from Beamish Street / Lilian Lane into stations
Lighting Ensure lighting is in accordance with RSS 001 lighting performance requirements for station concourse building, platforms and platform buildings	Lighting	Lighting is in accordance with performance requirements
Platform buildings Target hardening of platform buildings required to protect assets including alarm, CCTV and security signage	Physical security / target hardening	Considered in and integrated with architectural design

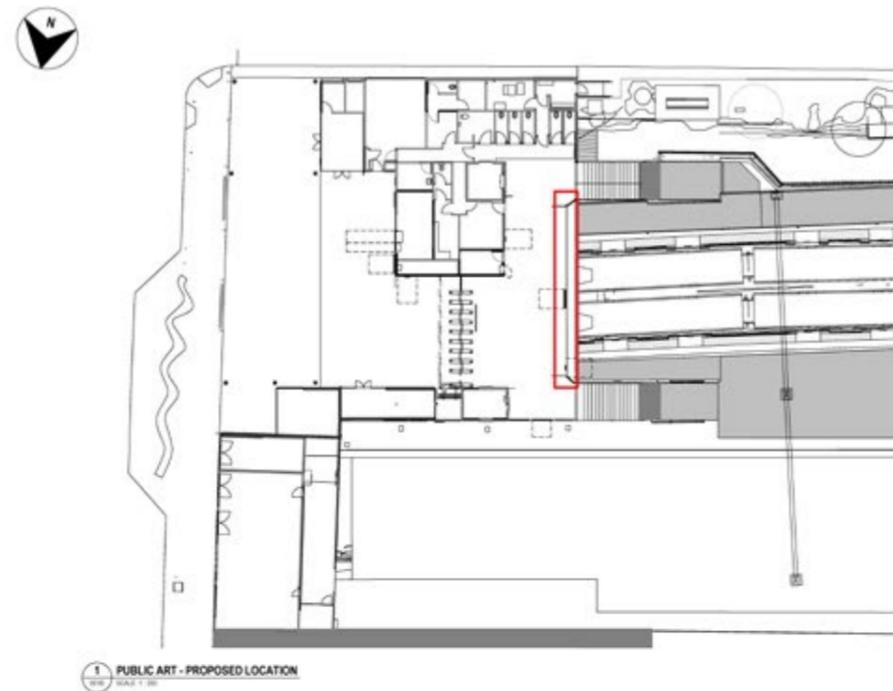
4.13 Public art

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

The artist for Campsie Station has been selected by an expert panel through a public expression of interest and competition. The concept artwork will include images relating to the community's history as well as present bustling street life. The art will be realised as a transparent artwork, embedded in glass panels at the station.



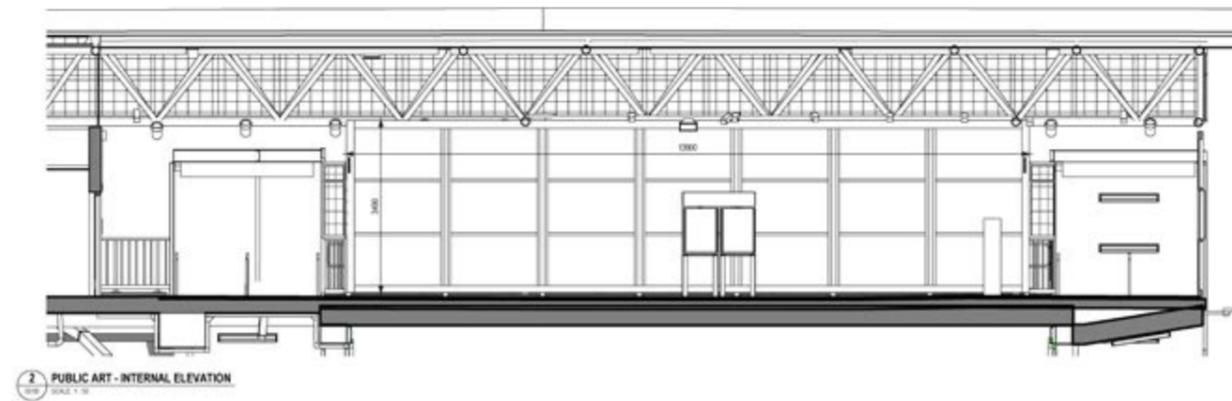
Figure 4.36 Example of glazed artwork screens at Canberra Lightrail. Art by Hannah Quinlivan



1 PUBLIC ART - PROPOSED LOCATION
SCALE 1:200



3 PUBLIC ART - PERSPECTIVE VIEW
SCALE 1:100



2 PUBLIC ART - INTERNAL ELEVATION
SCALE 1:100

CAMPSE STATION PUBLIC ART

PROPOSED LOCATION: REPLACE GLAZED WALL BEHIND TICKET BARRIERS
OVERALL AREA: 4811 m²
NUMBER OF PANELS: APPROX. 3 PANELS
TECHNOLOGY: CERAMIC PRINTING OR INTERLAYER TECHNOLOGY

Figure 4.37 Identified public art location at Campsie Station

4.14 Metro-wide design

4.14.1 Wayfinding and signage

Within the existing streetscape, the upgraded concourse and new plaza will contribute to a 'self-explaining environment' with an open, legible entry into the station. A wayfinding and signage strategy has been prepared both at this, the precinct scale, and at the scale of the concourse and platforms, and has both informed and been informed by the design.



Figure 4.38 Wayfinding strategy: zone and flow diagram

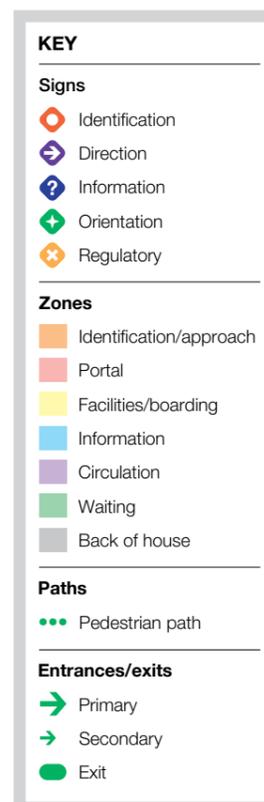
4.14.2 Common materials and finishes

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

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

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

At Campsie, the existing character is generally contemporary, from the 2002 station upgrade. The structure, lifts and stairs, using concrete, steel and glass, are unchanged in the current proposal. The design supplements these materials in the new concourse and station forecourt.



4.15 Services building

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

Services buildings perform similar functions at each location but will vary in size depending on specific requirements and the appropriate siting of the building. In addition to the functional building requirements there are requirements for vehicle access, parking and pad mount services. The strategy of development for the service buildings is to provide a consistent approach and visual experience across the line that is adjusted to suit the visual impact each building will have on the local public domain.

The line wide principles for the services buildings are;

- Functional and efficient building layouts applicable to multiple sites
- Simple, durable and timeless expression
- Tailored precinct arrangement - driven by current and future constraints
- Considerations of cost and constructability

The services building at Campsie Station will be located on an existing, level and open site with access to the building compound from Lilian Lane. The building will not require significant earthworks in its construction, rather, will sit 1.5M above the existing ground level due to flooding risks. The building will be single storey in height.



Figure 4.40 Services building site plan - Campsie Station



Figure 4.41 Services building landscape plan - Campsie Station

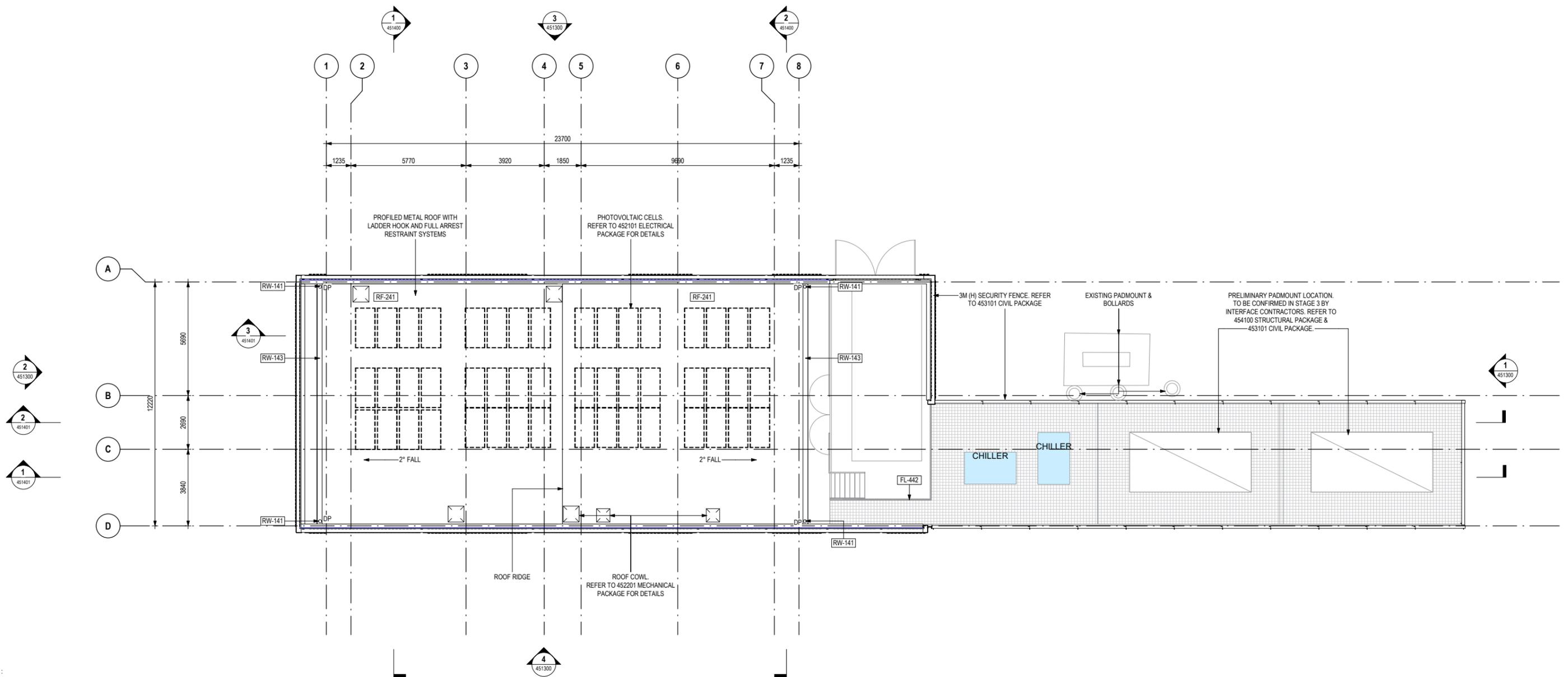


Figure 4.42 Services building plan - Campsie Station



5. Transport and Access



5.0 Transport and Access

5.1 Transport and access design measures

5.1.1 Maximising the amenity of public spaces

Public space (dedicated to pedestrians) within the station precinct is currently limited to the footpath and widening on Beamish Street directly outside the station. The widened footpath blister provides some seating but the area is somewhat compromised by casual bike parking against the kerbside fencing. Lilian Lane, alongside the station, is a one way street with very narrow (less than one metre) footpaths, and has a 'back of house' service character comprising blank walls, occasional fire doors and driveways, that is not pedestrian-friendly.

Key to the Campsie SDPP is creating an enlarged station entry and forecourt. The design maximises the amenity of public spaces by:

- Creating a new public plaza that extends and enhances the existing public domain, taking the pressure of Beamish Street
- Provide both covered and uncovered areas, offering weather protection as needed along with an 'open sky' experience in the concourse forecourt
- Providing a flexible space that is able to accommodate places to stop, meet and sit as well as supporting clear and direct paths of travel towards the platforms.

5.1.2 Maximising permeability around entrances to stations

Campsie Station currently has two separate entries on Beamish Street. Both entries are within the heart of the town centre, on the main retail street, under a continuous glazed awning and entry signage. The northern entry offers clear and direct view and movement from the street to the gatelines. The southern entry is narrower and darker, with an indirect path of travel into the station. The entries are separated by a small retail tenancy.

The design significantly changes the presence and openness of the station to the public street. It maximises permeability around the station entrance by:

- Combining two separate entries into one large, widened entry
- Extending the entry across Beamish Street to Lilian Lane to create a new corner and laneway access point, relieving pedestrian congestion on Beamish Street
- Extending the paving treatment from inside the concourse to the edge of kerb, so that the station entry 'reads' on the ground plane as well as at eye level
- Creating an open forecourt to the main street that increases the visibility of the station entry
- Allowing for new, multiple paths of travel from the street into the station from different directions.

5.2 Integration with the Walking and Cycling Strategy

5.1.3 Maximising integration with other transport modes

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

- Increasing the area and amenity of the public domain around the station to support Sydney Metro patronage
- Increasing the amount of bicycle parking provided, with new facilities on North Parade and new bike parking facilities within the concourse
- Providing easy transfer to bus stops on North Parade, Beamish Street and South Parade
- Providing access to existing taxi area on North Parade (southern side)
- Providing a new kiss and ride zone on South Parade (northern side)
- Providing access to existing accessible parking on North Parade (southern side) and South Parade (northern side)
- Providing access to existing park and ride zones at Wilfred Avenue and Lilian Street / Lilian Lane.

5.1.4 Interchange Access Plan

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

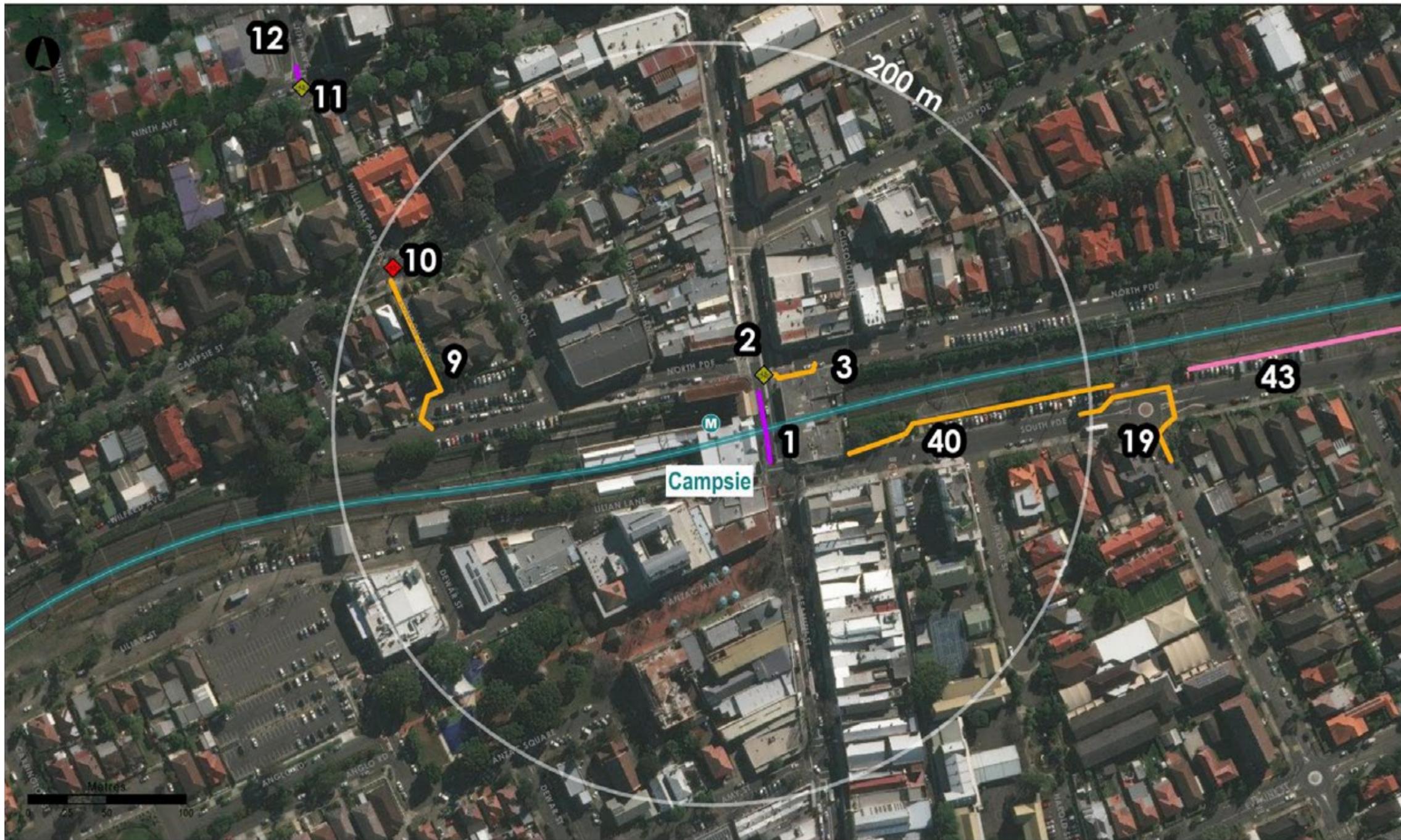
Appendix A contains the Campsie Interchange Access Plan.

In accordance with Condition E53 of the Conditions of Approval, a Walking and Cycling Strategy has been prepared. In accordance with CoA E57(d)(iii) the relevant initiatives from the Walking and Cycling Strategy in the Campsie Station precinct have been integrated, as described below.

The Walking and Cycling Strategy identifies a number of corridors and locations that present opportunities for improved pedestrian and cycle accessibility in a one kilometre radius around the rail station. It covers local pedestrian routes, circulation patterns and desire lines; land use and the level of activity around the station; relationships to other transport networks and modes; and the proximity of local access roads and routes.

The Walking and Cycling Strategy identifies works to be delivered by Sydney Metro associated with east-west pedestrian and cyclist facilities as required under Condition E53 of the Infrastructure Approval. The Strategy also identifies a number of complementary infrastructure options that could be delivered by others as part of other projects or considered for further investigation. The table below highlights some of these opportunities located within the Campsie station precinct, and describes how they are integrated with the SDPP.

Walking and Cycling Strategy item description			SDPP description		
Identified gap / opportunity	Proposed infrastructure upgrade (refer Figure 5.1)	In scope: delivered by Metro	Safeguarded for the future	SDPP design response	Section of SDPP
Potential to widen station forecourt for additional bicycle parking	CMP-1	Widen station forecourt area to accommodate high pedestrian activity		Station forecourt area significantly increased with new plaza that opens to Beamish Street, including space for secure bicycle storage within the forecourt	4.7
Lack of east-west crossing north of the station with strong desire line	CMP-2	Signalised shared crossing across Beamish Street timed with South Parade intersection		Safeguarded as future opportunity	3.5
Lack of cycling transition to/from North Parade onto shared path	CMP-3	Cycle transition from North Parade to shared signalised crossing of Beamish Street		Safeguarded as future opportunity	3.5
Lack of cycling facilities along local streets, especially North Parade	CMP-4	Bicycle shoulder lanes along North Parade and Moore Street		Safeguarded as future opportunity	3.5
Right of way through car park and widening of London Lane required	CMP-9	Widen and upgrade London Lane with right of way through car park		Safeguarded as future opportunity	3.5
Crossing facility required for pedestrians and cyclists across Campsie Street between Williams Parade and London Lane	CMP-10	Crossing of Campsie Street with median refuge island		Safeguarded as future opportunity	3.5
Lack of cycling facilities along Lilian Street, noting narrow width of laneway	CM-26	Mixed traffic treatment along Lilian Lane with contraflow in Campsie Town Centre area		Lilian Lane condition and constraints are noted in Section 3.3.6 Opportunities for improved amenity and connectivity noted in Section 3.4, and safeguarding for upgrade the length of the lane in Section 3.5 Design of Lilian Lane at corner of Beamish Street and alongside the station is described in Section 4.9 with reference to removing part of the corner building to open up the laneway and improve sightlines	3.3.6 3.4 3.4 4.9.1
	CMP-39	New on-road mixed route on Wilfred Avenue and North Parade from London Lane to station		Safeguarded as future opportunity	3.5
	CMP-40	Widen area behind car park (South Pde) barrier for shared path by bringing parking spaces closer to the kerb		Identified in Walking and Cycling Strategy as part of east-west connectivity	3.5



Campsie- Pedestrian Infrastructure Upgrades (Station Level)

- ◆ Signalised Bicycle Crossing
- ◆ Unsignalised Bicycle Crossing
- Changed Pedestrian Environment
- Shared Path In Corridor
- Footpath Widening

N148650 // 28/11/2019
Sydenham to Bankstown Walking and Cycling Strategy
// Issue: A



Figure 5.1 Campsie Walking and Cycling Strategy proposed pedestrian infrastructure upgrades



Campsie- Cycling Infrastructure Upgrades (Station Level)

- ◆ Unsignalled Bicycle Crossing
- ◆ Signalled Bicycle Crossing
- On-road Separated Lane
- On-road Mixed
- On-road Shoulder Lane
- Off-road Shared Path (Footpath)
- Off-road Shared Path (Other)
- Shared Path In Corridor

N148650 // 28/11/2019
Sydenham to Bankstown Walking and Cycling Strategy // Issue: A
NSW sydney METRO

Figure 5.2 Campsie Walking and Cycling Strategy proposed cycling infrastructure upgrades

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6.0 Consultation

6.1 City of Canterbury Bankstown Council

Regular meetings have taken place with City of Canterbury Bankstown Council. Comments have been minuted and addressed in the detailed design which forms Section 4 of this SDPP. Council then provided feedback on the 40% and 70% design, for which a consultation register was prepared and the items discussed at the regular meetings.

Council representatives attended regular Design Review Panel meetings (refer Section 6.4).

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

6.2 Community consultation

Consultation during the design development process has included Customer Centred Design (CCD) testing, public exhibition of the draft Campsie SDPP, and consultation with CoCB.

CCD testing was conducted in 2019 using virtual reality to explore the design for a suburban station (Campsie). A range of CCD metrics were applied during the testing to assess likely customer satisfaction, usability and effort. Development of the design utilised insights from CCD testing, which informed this SDPP in Section 4. At Campsie Station, the entrance has been opened up which improves wayfinding, safety and security and accessibility through the entrance.

Public exhibition of the draft Campsie SDPP was undertaken in May 2020. The consultation included notification to over 600 residents and businesses within a 200m radius of the station. While a Campsie chamber of commerce was not identified, businesses within a 200m radius of the station were door-knocked and an e-mail notification sent out to all businesses in Campsie on the Sydney Metro distribution list. The exhibition of the SDPP was also advertised on the Sydney Metro website (sydneymetro.info/station/Campsie-station).

Twelve submissions were received in total including seven from community members, two from local businesses, and submissions from The City of Canterbury Bankstown Council, Transport for NSW and Member for Canterbury.

6.2.1 Community feedback

Of the public submissions, one specifically congratulated the project on the design, singling out the new plaza for praise. The key issues raised included:

- Weather protection;
- Connectivity and access; and,
- Heritage.

One submission was from a local business, seeking to coordinate the station upgrade with their own planning proposal. A summary of the public submissions and the Project's response is summarised in Appendix B.

6.2.2 Council feedback

City of Canterbury Bankstown Council submitted a response on the exhibited draft SDPP in addition to consultation through regular meetings. Council's submission covered a range of issues. Supportive of the key move of the plaza, Council also sought additional work to enhance the public domain including:

- Upgrades to Beamish Street and pedestrian crossings;
- Removal of overhead powerlines to allow for additional tree size; and
- Enhancements to allow for improved transit mode interchange.

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

6.2.3 Member for Canterbury

A formal response to the exhibited draft SDPP was received from the local Member for Canterbury. The full submission and a summary of the response is provided in Appendix B.

6.3 Transport for NSW (TfNSW)

A number of areas within the Greater Sydney Division of TfNSW provided feedback on the Campsie SDPP. The role of the Greater Sydney Division is to design, develop and deliver integrated transport services for Greater Sydney customers and communities. Feedback has been summarised and highlighted below

- Beamish Street is a strategic corridor for bus travel and construction impacts will need to be mitigated
- Traffic impacts associated with any changes to the pedestrian environment, including across Beamish Street and the proposed shared zone on Lilian Lane, will need to be carefully considered
- An alternative kiss and ride option should be considered for when buses are required to replace rail services during track possession periods
- Options involving treatments for walking and cycling connectivity should be developed in consultation with TfNSW Active Transport and other key stakeholders

These issues have been acknowledged and will be considered beyond the Campsie SDPP for the development of works to be delivered by Sydney Metro and/or enable delivery by other programs. A full summary of comments from TfNSW are included in Appendix D.

6.4 Design Review Panel

Sydney Metro has a Design Review Panel (DRP) that aims for design excellence across all Sydney Metro projects. The Sydney Metro DRP is chaired by the Government Architect and members include eminent architects, designers and heritage specialists. The Sydney Metro DRP has been heavily involved in reviewing the Southwest metro project since inception.

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

The design team has presented the Project design to the DRP on a number of occasions and incorporated review comments into the SDPP in accordance with Condition No. E65. Comments relevant to the Campsie SDPP have been captured, minuted, and are summarised below.

18 June 2019

- The DRP supported the 'less is more' approach to design and recommended an integrated design approach to the surrounding context
- The Panel supported the use of glass for canopies and other elements provided there is a robust maintenance strategy
- Consultation with Council was encouraged to consider proposals on adjoining lands in the interest of precinct-wide placemaking

In response, the Project presented station and precinct analysis at the following DRP. Regular consultation with Canterbury Bankstown Council captured Council aspirations.

16 July 2019

- The Panel requested a strong vision and strategy diagram capturing strengths and weaknesses, local topography, simplification of the analysis diagrams and inclusion of sections.
- The panel asked for a review for potential landscaping to unify and deliver broad benefits to each place

In response, the SDPP analysis section was updated and strengthened, covering the recommendations from the Panel. The landscape designs were progressed with respect to this analysis and graphic landscape masterplans were presented.

20 August 2019

- The Panel requested base plans show adjoining developments
- The Panel supported the simple and lightweight approach to the canopy over the new concourse buildings and plaza
- SDPPs should be clear on responsibility and funding for works in the precinct.

In response, the SDPP was updated to include a precinct plan and accompanying sections that show the adjoining existing and approved development (this was also included in 3D visualisations). The SDPP also identifies wider opportunities, those being delivered by Sydney Metro (in scope) and those that the project safeguards for the future.

15 October 2019

- The Panel noted that the presented Campsie Station plaza canopy did not appear to align with the design family of other stations
- The Panel was supportive of the generous open space of the plaza but requested further detail of the retail mix and amenity

The Panel requested more information on specific issues:

- Shading and greening and seating for the open space
- Demarcation of tenancies, lightweight outdoor seating to activate the forecourt
- Refinement of canopy design in line with Dulwich Hill and Hurlstone Park
- Consideration for removing the existing structures along the frontage footpath.

In response, the design for Campsie Station plaza and canopy was revised with the removal of existing street awnings and a larger unified main canopy that also referenced line wide design for canopy structures. Existing structures along the street are proposed to be replaced with new seating and fence elements while a new tree is proposed adjacent the plaza.

17 December 2019

- The Panel accepted the design presented as showing good general improvement to shade
- The Panel recommended that Sydney Metro seek opportunities to put overhead wires underground as part of the project
- The Panel recommended Sydney Metro seek to safeguard a future pedestrian crossing over Beamish Street in co-ordination with wider stakeholders within TfNSW.

The Panel requested more information on a specific issue:

- Heritage interpretation strategy inclusion

In response, heritage interpretation was further developed in co-ordination with the heritage team.

18 February 2020

Campsie Station was not specifically presented on this date though comments that relate generally to the development of the stations and SDPP are noted.

- The Panel accepted SDPP improvements
- The Panel supported the integrated art approach

The Panel requested more information on specific issues:

- Current design status across all stations in order to establish quality and integrity of the design across SWM stations
- A presentation on the SWM wide heritage interpretation strategy to contextualise solutions presented including signage within the public precinct, heritage building works and overlaps with integrated art.

31 March 2020

The design team presented a review of their overarching strategy as previously supported by the DRP. The presentation included a revised plaza design for Campsie Station and an overview of design scope for all stations and an update on service buildings for all stations was also included.

- The Panel supported the overall development of design guidelines to service buildings and adherence to these

The Panel requested more information on specific issues:

- Further exploration of the facade and building compound of service building treatment and design approach noting the scale and impact of the built form and context

In response, the design team have progressed the endorsed updated landscape design and included it within the SDPP.

17 November 2020

Following the presentation session the DRP have closed all comments relating to Campsie Station as of 17 November 2020.

7.0 Appendices

7.1 Appendix A: Campsie Interchange Access Plan

This section contains the Campsie Interchange Access Plan



Interchange Access Plan Campsie

August 2020 - VERSION 0-9.4

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Author	Sydney Metro
Version Number	0-9.4
Date	August 2020
File Name	Campsie Interchange Access Plan

1.0 Introduction

1.1 Sydney Metro

Sydney Metro has four core components:

Sydney Metro Northwest

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

Sydney Metro City & Southwest

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

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

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

Sydney Metro West

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

new communities to rail services and supporting employment growth and housing supply between the two CBDs.

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

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

Western Sydney Airport

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

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

1.2 Sydney Metro City & Southwest objectives

The objectives of Sydney Metro are to:

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

1.3 Interchange Access Plan

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

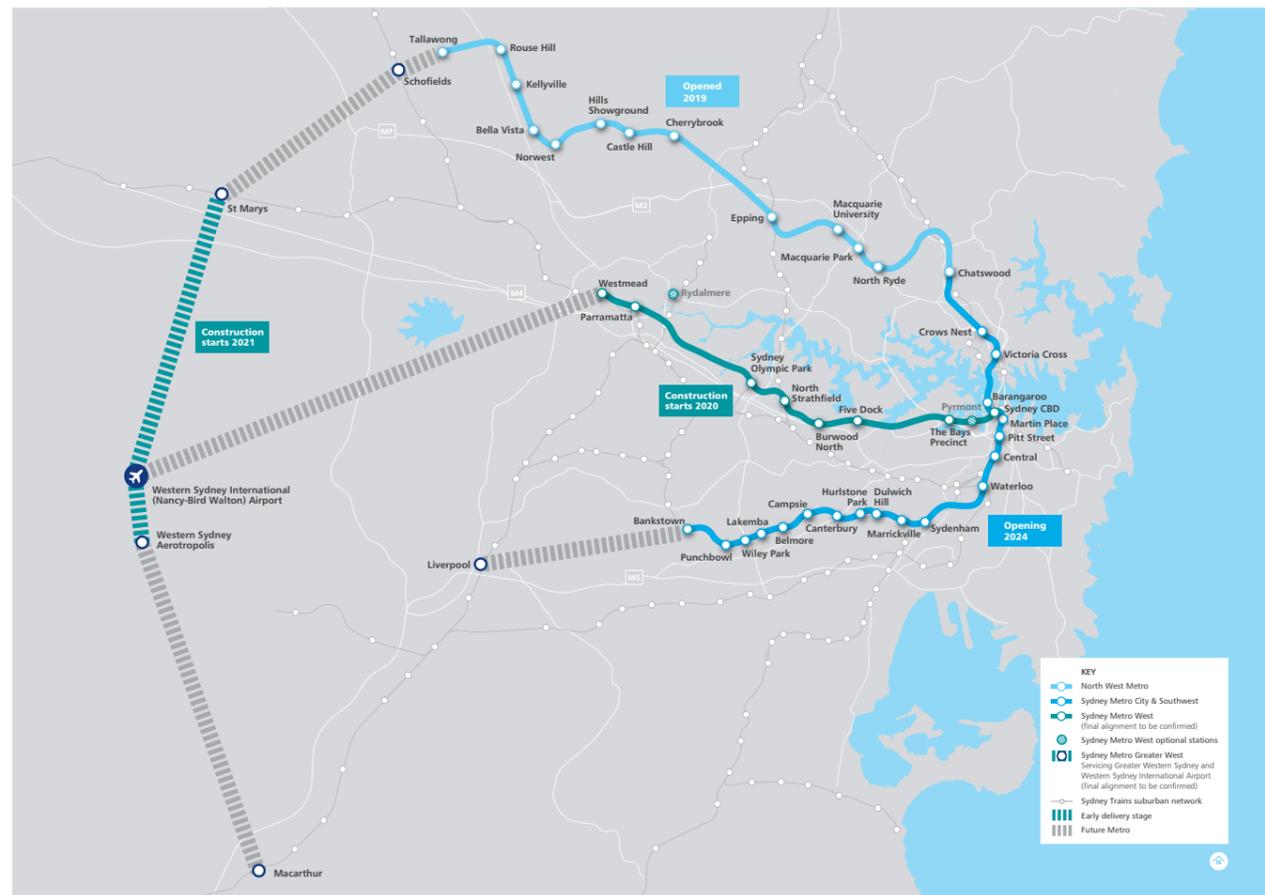
The Interchange Access Plan sets out areas that are likely to require attention, either as part of the metro development or subsequently, and identifies the agency or stakeholder responsible for delivering improvements. Some improvements to infrastructure and operations will be made as a direct result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

1.4 Purpose of the Plan

The Interchange Access Plan has been prepared to:

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

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

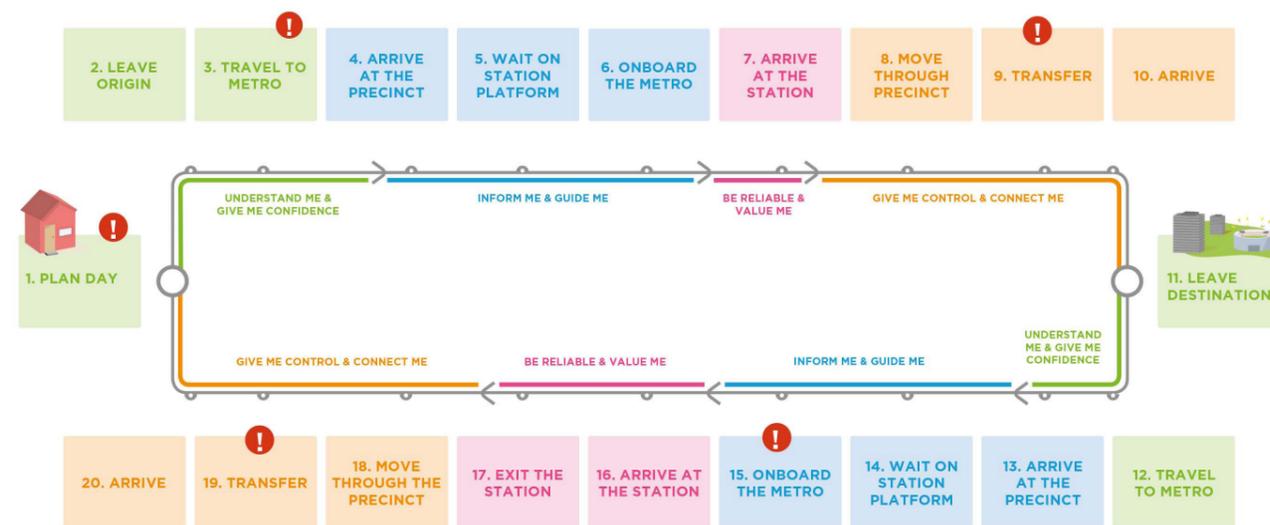


Sydney Metro Alignment Map

2.0 Interchange and transfer planning

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

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



! CUSTOMER PAIN POINT AT A HIGH LEVEL

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

2.1 Customer-centred design

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

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

Metro’s ongoing success and building a solid customer base.

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

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

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

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

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

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

2.2 Sydney Metro customer principles

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



Sydney Metro customer principles

Interchange and transfer planning *continued*

2.3 An integrated customer journey

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

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

2.4 Interchange functionality and roe

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

In order to facilitate a range of trips across the multitude of destinations Sydney Metro stations will act as both origins and destinations for these trips.

Each station will vary to the extent that it is a trip origin or destination throughout the day. The diagram on this page shows the diverse range of trips to a variety of land use categories.

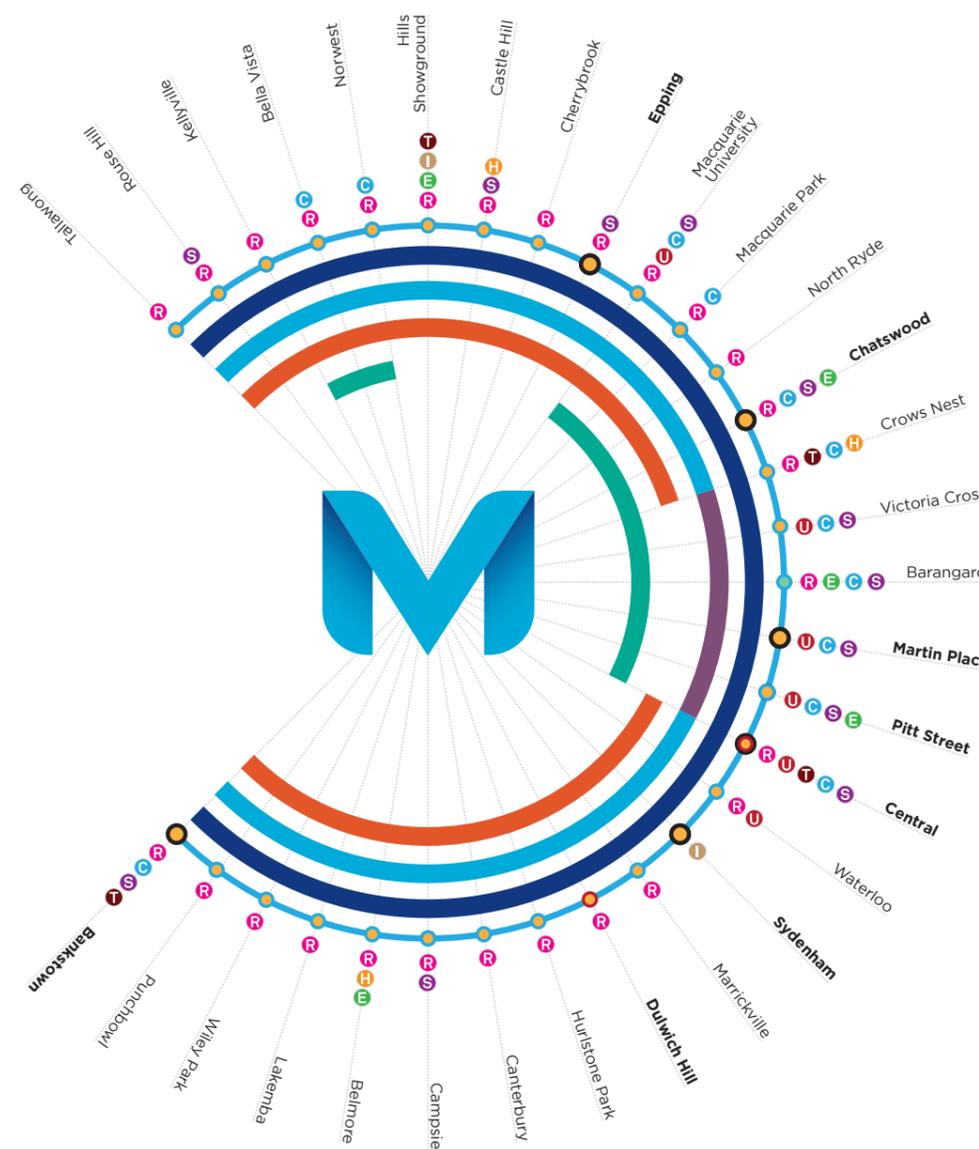
In general, stations with high levels of surrounding employment and/or educational institutions, such as Victoria Cross, Pitt Street or Macquarie University, tend to be destination stations in the morning peak period. Stations with high surrounding residential areas, such as Cherrybrook and Dulwich Hill,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

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

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

In these situations the focus is on providing customers with the opportunity to connect between rail to rail, or Metro or light rail lines. In less established locations, the focus may be on bus to Metro connectivity or

commuter parking. Examples of this include Tallawong, Rouse Hill and Kellyville where key travel choices are based around these modes and the design is driven by modal considerations external to the station.



LEGEND

Metro Uses

- Access to universities
- Journey to work
- CBD distributor
- Local service + shopping trips
- Local core employment area trips

Land Uses

- C Major commercial
- I Major industrial
- S Major shops
- R Residential growth area

Facilities

- Rail interchange
- Bus interchange
- Ferry + bus interchange
- Light rail + bus interchange
- Rail + light rail + bus interchange
- Rail + bus interchange
- E Entertainment/Recreation
- H Major hospital
- T TAFE
- U University

Sydney Metro trip diversity and accessibility

*A new university campus and hospital are planned for the Bankstown CBD.

Interchange and transfer planning *continued*

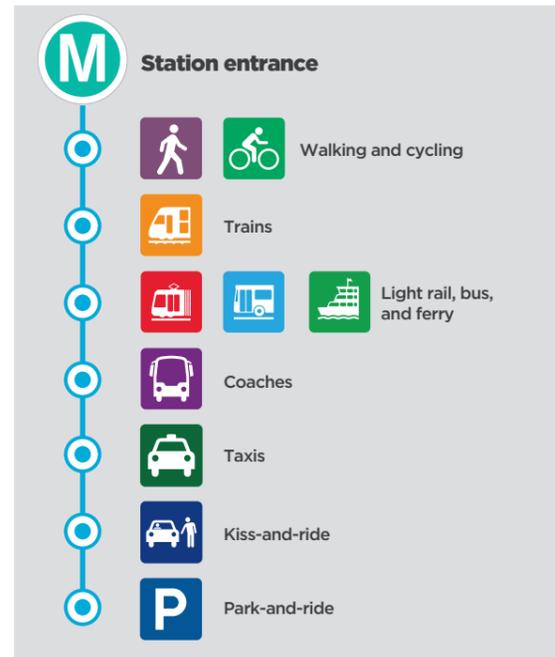
2.5 Modal hierarchy

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

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

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

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



Modal hierarchy

Transport mode	Description
Walking and cycling	<p>Walking and cycling are the highest priority access modes as they are the most sustainable, cost-effective, equitable and accessible. Pedestrians and bicycle riders have the lowest environmental impact and (typically) require the least amount of space, while they also contribute to personal safety, urban and commercial viability.</p> <p>For stations located within established urban areas, walking and cycling access will be predominantly along existing paths and routes, which may require upgrade. Additional new paths and routes may also be required. For stations located within new or developing urban development areas, additional new paths and routes may be proposed.</p> <p>The interchange must provide safe, easy, quick, direct, continuous, high-quality, clearly signposted and accessible access between the station and other modes for connecting and transferring customers.</p> <p>A safe and well-defined pedestrian connection shall be provided from the station entry/exit to the nearest footpath on the adjacent street network. Pedestrian routes within the station and interchange shall be clear, direct, unimpeded, accessible, provide for clear sight lines and passive surveillance, and facilitate easy circulation. Pedestrian risks within the station and interchange shall be reduced by highlighting all hazards with high-contrast finishes, special lighting or tactile paving.</p>

Transport mode	Description
	<p>Pedestrian networks in and around the station must encourage walking, cater for forecast demand, minimise delays crossing roads, and provide safe access to the station and other modes for all (including older people, and people with young families and disabilities, who have greater safety and mobility needs) in line with <i>Disability Discrimination Act 1992</i> (DDA) requirements. Through-site links to stations should be open 24 hours a day (or as long as metro is operating).</p> <p>Pedestrian infrastructure shall be designed to accommodate modelled volumes/demands and to protect pedestrians from other road users in accordance with relevant Australian Standards, and Austroads and NSW Government guidelines.</p> <p>For bicycle riders, the interchange must provide safe and clear bicycle access in the vicinity of the station, signage and bike parking facilities at stations, in order to encourage cycling to Sydney Metro.</p> <p>Cycle routes must be of a high quality outside the stations, be designed to accommodate forecasted modelled user demands in accordance with Australian Standards and Austroad Guidelines, and be safely integrated with the local network.</p> <p>The station must enable through-access to allow for bicycles to be taken on metro trains. Cycleways need to be separated from vehicles, pedestrians and parked cars in accordance with Austroads Guidelines and NSW Government directions.</p> <p>Bicycle access and bike parking must be provided at all stations in accordance with Australian Standards, Austroads Guidelines and NSW Government directions.</p>
Rail	<p>Customer transfer from rail services will occur between platforms at Epping, Chatswood, Martin Place, Central, Sydenham, and Bankstown Stations. At these stations clear and intuitive wayfinding should be provided to ensure an easy customer transfer. At other stations customers will need to exit the stations and use existing footpaths to connect to other rail stations.</p> <p>Sydney Metro interchanges shall incorporate accessible facilities, and safe, accessible paths of travel between Sydney Metro platforms and other rail platforms, in accordance with the <i>Disability Standards for Accessible Public Transport 2002</i> (DSAPT).</p>
Light rail, bus and ferry	<p>Transfer to other public transport modes is a high priority in station planning. These services expand the effective catchment area of Sydney Metro. Seamless and safe transfer is required in order to encourage linked trips within the public transport network.</p> <p>Sydney Metro interchanges shall incorporate accessible facilities and safe, accessible paths of travel between station and light rail, bus and ferry facilities, in accordance with the DSAPT.</p>
Coaches	<p>Transfer to coaches is the next highest priority after public transport in station planning. Coach services provide connection to major city and regional NSW destinations. Safe transfer between coaches and the connecting public transport services and/or surrounding land use is important to ensure high level customer experience.</p> <p>Sydney Metro interchanges shall incorporate accessible facilities and safe, accessible paths of travel between the station and the coach facility, in accordance with the DSAPT.</p>

Interchange and transfer planning *continued*

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



Modes serving each station

Interchange and transfer planning *continued*

2.6 Legislative requirements and applicable guidelines

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

Legislation or guideline	Description
Legislation	
Disability Discrimination Act 1992	The act sets legislation to eliminate discrimination against users with disabilities.
Disability Standards for Accessible Public Transport 2002	The purpose of <i>Disability Standards for Accessible Public Transport 2002</i> (Transport Standards) (DSAPT) is to enable public transport operators and providers to remove discrimination against people with disabilities from public transport services 'as far as possible'.
Strategy and policy	
Future Transport 2056	<p>The strategy is an update of the 2012 <i>NSW Long Term Transport Master Plan</i>. It outlines a vision, strategic directions and customer outcomes. The strategy acknowledges the vital role transport plays in the land use, tourism, and the economic development of towns and cities. It includes issue-specific and place-based supporting plans that focus on integrated solutions rather than individual modes of transport. The strategy also focusses on the role of transport in delivering movement and place outcomes that support the character of the places and communities needed for the future.</p> <p>The principles of this strategy have been applied in the development of this plan, including the six state-wide outcomes to guide the provision of interchange facilities, integration of the metro station with the future strategic transport networks and consideration of future changes in technology and innovation affecting customer transfers. Future Transport also commits to the Towards Zero vision by creating a safe system road environment that is free from death and serious injury. Safe integration of Metro stations within the existing environment is key to achieving this commitment around Metro stations.</p>
Greater Sydney Commission District Plans	<p>Prepared by the Greater Sydney Commission (GSC), the <i>Eastern City District Plan</i> and the <i>South District Plan</i> are a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. It contains the planning priorities and actions for implementing the <i>Greater Sydney Region Plan: A Metropolis of Three Cities</i>, at a district level and is a bridge between regional and local planning.</p> <p>The Southern City District cover the Georges River, Canterbury-Bankstown and Sutherland local government areas.</p>

Legislation or guideline	Description
Guidelines	
Australian Standards	<p>Standards relevant to construction, operation and maintenance of interchanges and all relevant modes.</p> <p>The relevant standards have been considered throughout the development of this plan and were used to guide the design development of the interchange. The standards were used to ensure the provision of safe and efficient multi-modal interchange facilities.</p>
Austrroads guidelines	<p>Austrroads' levels of service (LoS) establish standards of performance for key infrastructure, based on its ability to accommodate forecast use and movements safely and efficiently. Levels range from A to F, in descending order of performance.</p> <p>Austrroads guidelines were considered throughout the development of this plan, and were used to guide the design development process to provide safe and efficient interchange facilities.</p>
RMS Traffic and Transport Technical Directives	<p>These documents are the former Roads and Maritime Services (RMS) complementary documents to the <i>Austrroads Guide to Traffic Management</i> and the Australian Standards AS1742, 1743 and 2890.</p> <p>The content of the directives were applied in conjunction with the relevant Austrroads guidelines, and were incorporated in the design of the multi-modal interchange facilities, such as crossing facilities, and changes to the existing road layout.</p>
Local council guidelines	<p>Guidelines for development in the local government area, including</p> <ul style="list-style-type: none"> • Canterbury Local Environmental Plan 2012 • Canterbury Development Control Plan 2012 • Canterbury City Cycleway Plan 2008 <p>Key principles of the abovementioned plans have been considered in conjunction with the development of this plan, and are reflected in the spatial considerations of the interchange. The planned infrastructure aligns with the local government guidelines and strategies.</p>
TfNSW Interchange Wayfinding Requirements	<p>Sets out requirements for wayfinding in transport interchanges.</p> <p>A comprehensive wayfinding strategy for the interchange has been developed in accordance with the core principles of the wayfinding requirements as outlined by TfNSW, and outlines objectives and controls to ensure that intuitive, clear and consistent signage is provided at the interchange.</p>
TfNSW Interchange Planning Guidelines	<p>Guidelines for the development of interchanges.</p> <p>These guidelines have been considered in the design of the interchange, to ensure high quality infrastructure and a safe and efficient service is provided throughout.</p>

Interchange and transfer planning *continued*

Legislative requirements and applicable guidelines *continued*

Legislation or guideline	Description
Crime Prevention Through Environmental Design	<p>Provides guidance on crime prevention strategies through the design of physical spaces.</p> <p>The content of this crime prevention strategy has been considered through the development of this plan, as demonstrated through the station and interchange layout that includes the provision of pedestrian plazas and additional public domain to improve pedestrian safety.</p>
NSW Bicycle Guidelines	<p>Provides guidance to assist in the planning and design of high-quality cycleways within the on-road and off-road environments. The guide should be read in conjunction with Austroads guidelines, however it prevails for any differences.</p> <p>This plan responds to the relevant guidelines by incorporating the design principles in the delivery of bicycle facilities throughout and within proximity to the interchange, including bicycle paths and bicycle parking.</p>
State Transit Bus Infrastructure Guide	<p>Provides guidance to ensure the consistent delivery of safe and effective bus-related infrastructure across New South Wales.</p> <p>The key components of the guide have been considered throughout the development of this plan, including the planning of bus facilities and consideration of the availability and quality of the interchange and transfer facilities.</p>

Relevant RMS and DSAPT standards and guidelines were adhered to during the design of the interchange and will continue to be throughout the detailed design stages. In addition, the Design Review Panel (DRP) also considers accessibility requirements, TfNSW (former RMS) has been consulted on the IAP, and the design review process carried out by Sydney Metro comprises three stages.

2.7 Operations and maintenance

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

2.8 Defining the interchange area

The area to be included in the Interchange Access Plan has been determined by the particular local context of each metro station. The definition of the 'interchange' area reflects local pedestrian routes, circulation patterns and desire lines; land use and the level of activity around the station; relationships to other transport networks and modes; and the proximity of local access roads and routes.

The area to be considered as the interchange is effectively determined by:

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

Interchange and transfer planning *continued*

2.9 Terms and definitions

Term	Definition	Ownership/responsibility
Station	<p>The station building and all service facilities required for the operation of the metro, including the entries and exits, and under the direct responsibility of the contracted operator.</p> <p>The station is within the interchange area, and includes the area directly owned by TfNSW as part of Sydney Metro or Sydney Trains, including the ground plane that will be used for over station development, the licensed maintenance area, and any other areas required for station operation.</p>	<p>One or more of the following:</p> <ul style="list-style-type: none"> • Sydney Metro operator. • TfNSW.
Interchange	<p>The area and assets that facilitate easy, safe and intuitive customer access to and egress from the public transport network, transfer between modes by accessible paths, entry to urban centres, and an efficient customer journey. The interchange includes the station (see above).</p> <p>The interchange can have multiple sites that may not be connected, and includes areas that are owned by other stakeholders.</p>	<p>One or more of the following:</p> <ul style="list-style-type: none"> • Sydney Metro operator. • TfNSW (including former RMS). • Other transport operators. • Local council. • Private property owners.
Precinct	<p>An area within 200m of the station that influences and interacts with the station and interchange, within the local context. The interchange provides a transport access focal point for the precinct, serving key attractions and generating opportunities for land use change and place-making opportunities within the precinct.</p> <p>The precinct includes areas that are owned by other stakeholders</p>	<p>One or more of the following:</p> <ul style="list-style-type: none"> • Local council. • TfNSW (former RMS). • Private property owners.
Catchment	<p>The station walking catchment is generally within an 800-metre walk of the station. For suburban stations the catchment and the precinct may be the same. For urban stations the precinct will generally be smaller than the catchment. The Project may seek greater catchment areas to assess specific outcomes, such as parking impacts on local streets.</p> <p>The cycling catchment for Sydney Metro stations is taken as 2.5 kilometres, due to their proximity to each other and potential destinations along the network. This is a comfortable 10-minute bike ride for an average rider.</p>	<p>One or more of the following:</p> <ul style="list-style-type: none"> • Local council. • TfNSW (former RMS). • Private property owners.

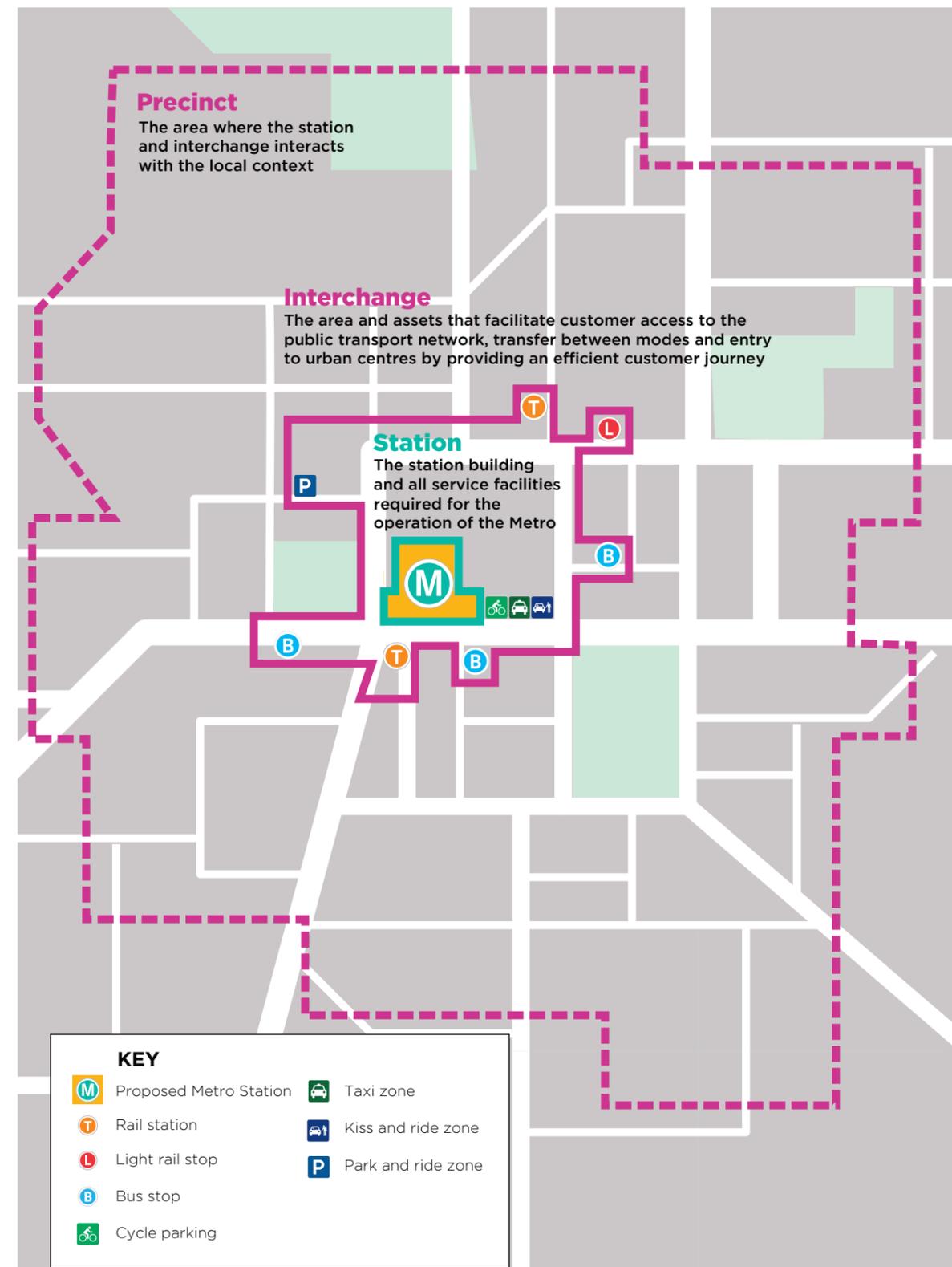


Illustration of terms and definitions

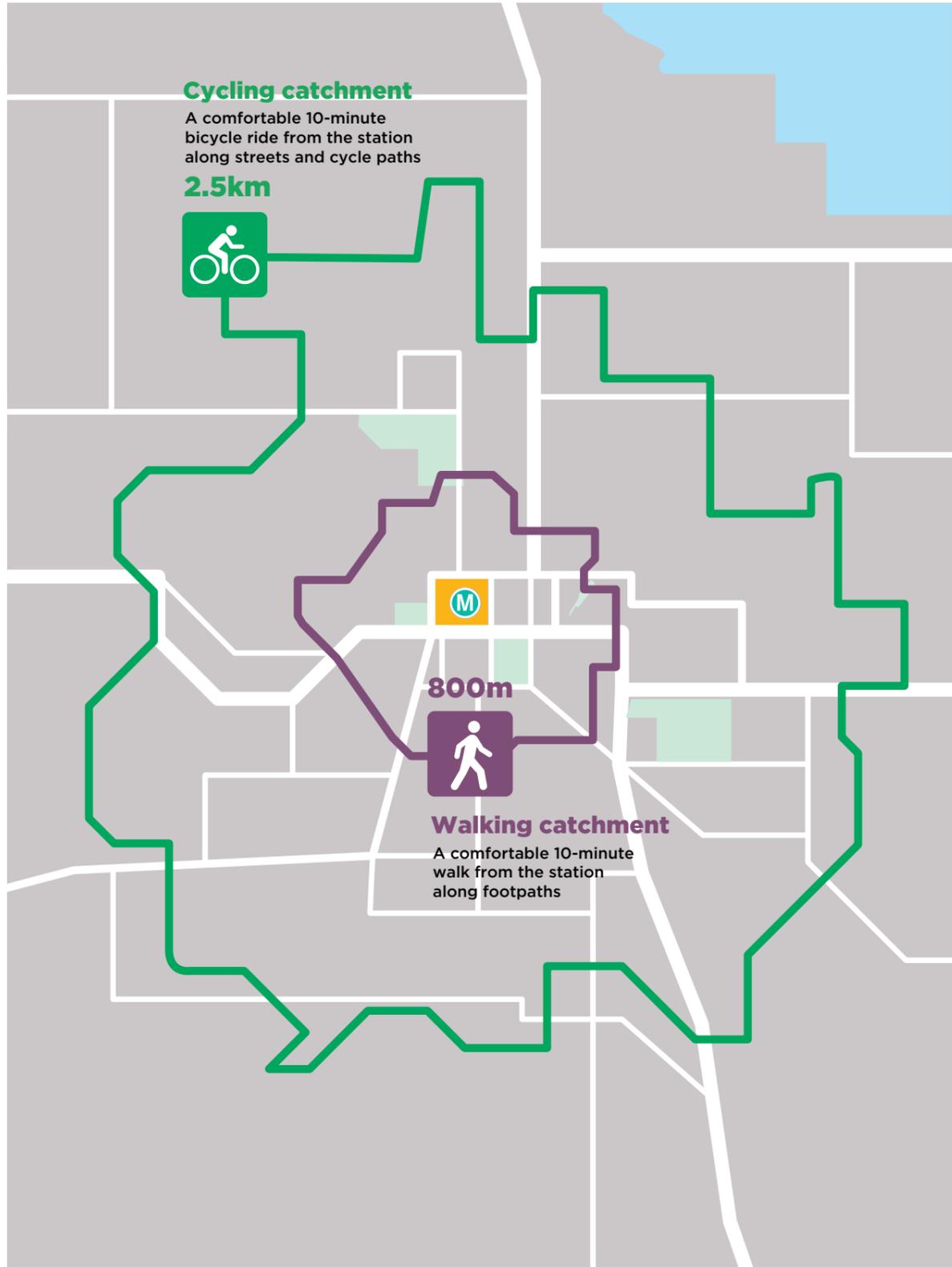


Illustration of terms and definitions

2.10 Wayfinding

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

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

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

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

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

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

- Providing visibility between station levels where possible.
- Using intuitive design to minimise wayfinding choices and the need for signage.
- Providing safe, legible, efficient, convenient, obstruction free, level, direct and attractive routes for customer access.

Wayfinding signage and information is to be provided in accordance with the TfNSW guidelines, to ensure consistency with TfNSW signage.

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

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

2.11 Walking and Cycling Strategy

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

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

2.12 Pedestrian Modelling

A comprehensive pedestrian modelling exercise was undertaken for the Campsie station precinct, which assessed existing footpaths, bus stops and intersections against passenger forecasts to generate a pedestrian Level of Service (LoS). These findings were used to identify locations where the LoS for pedestrians would be undesirable against future forecasts, so that a design outcome that prioritises pedestrian comfort and safety could be developed. The proposed improvements have been captured within the the Delivery & Implementation Plan of this IAP.

2.13 Station Design and Precinct Plan

The Interchange Access Plan forms part of the overarching Station Design and Precinct Plan (SDPP) As such these documents should be read in conjunction with one another.

2.14 Consideration of potential service changes

Potential service changes have been considered for each transport mode and have been incorporated where relevant in each modal plan, for example potential future bus routes being accommodated for through the provision of a potential future bus stop. Flexibility has been provided in the design of the interchange facilities to accommodate potential service changes.

2.15 Road Safety

Assessment of crash data from recent years for areas immediately around Campsie Station has been undertaken to highlight significant issues and assist in the identification of potentially required responses. In this instance, there were no significant road safety issues identified around the Campsie station precinct.

3.0 Interchange Access Plans planning conditions

The Minister for Planning granted approval to carry out Critical State Significant Infrastructure (Sydney Metro City & Southwest- Sydenham to Bankstown) on 12 December 2018. The Interchange Access Plans requirements under these conditions of approval are outlined below.

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

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

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

4.0 Consultation

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

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

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

- Sydney Coordination Office (SCO).
- Transport for NSW (TfNSW) divisions including the Centre for Road Safety, Active Transport, Sydney Buses, Infrastructure and Services, Strategy and Planning and the former Roads and Maritime Services.
- City of Canterbury Bankstown.
- The Traffic and Transport Liaison Group (TTLG), including representatives from TfNSW (including the former Roads and Maritime Services), Sydney Trains and emergency services.

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

5.0 Regional context – Bankstown to Sydenham

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

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

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

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

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

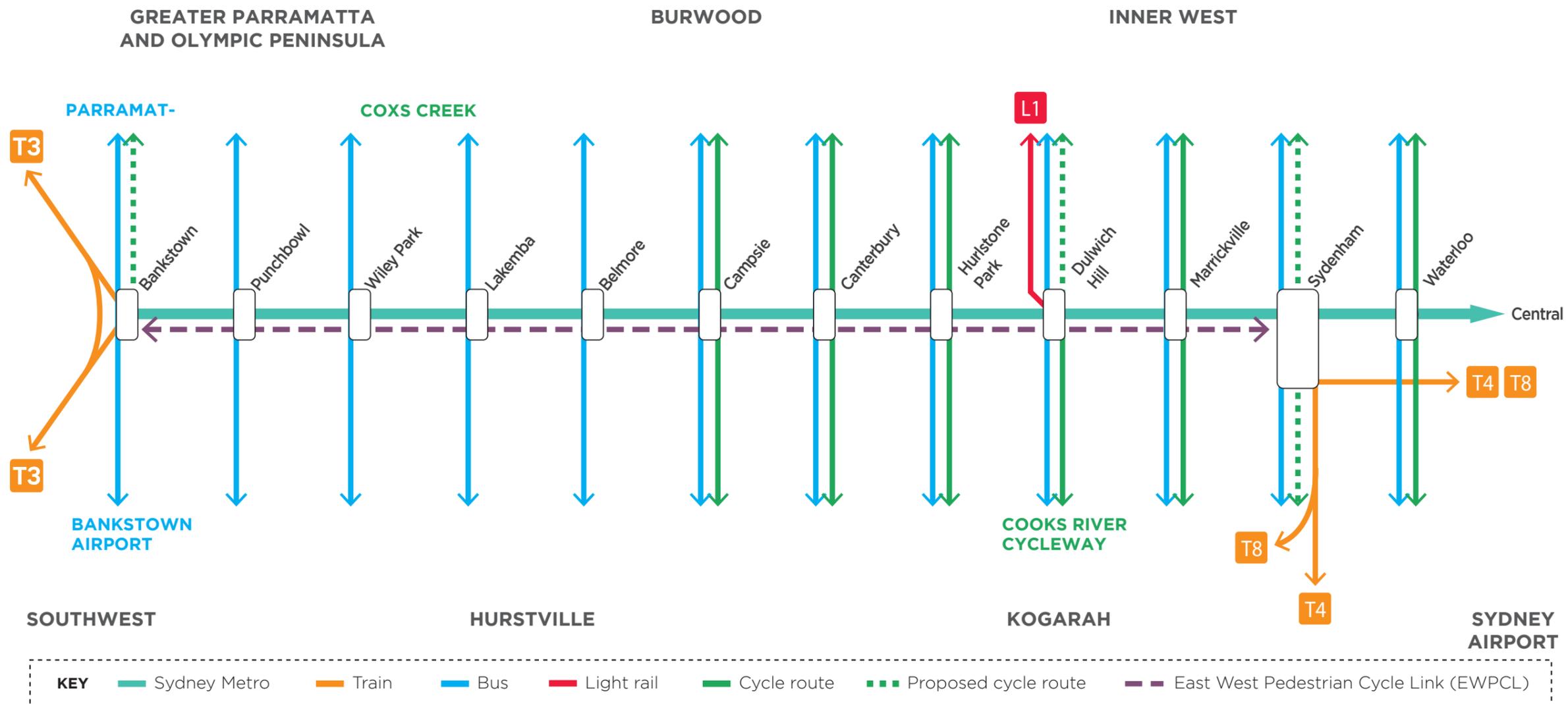
Improved cycling infrastructure and bike parking will enable easier travel by bike, connecting metro stations to surrounding cycle routes. Each metro station will connect into the surrounding walking and cycling network, and will provide bike parking facilities.

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

Related projects

The following major projects and proposals have direct correlation to the Sydney Metro Southwest project:

- The GreenWay.
- City of Canterbury Bankstown's Local Strategic Planning Statement (LSPS) - Connective City 2036
- Bankstown Master Plan.
- Belmore Sportsground Master Plan.
- Dulwich Hill Master Plan.



Regional context – Bankstown to Sydenham

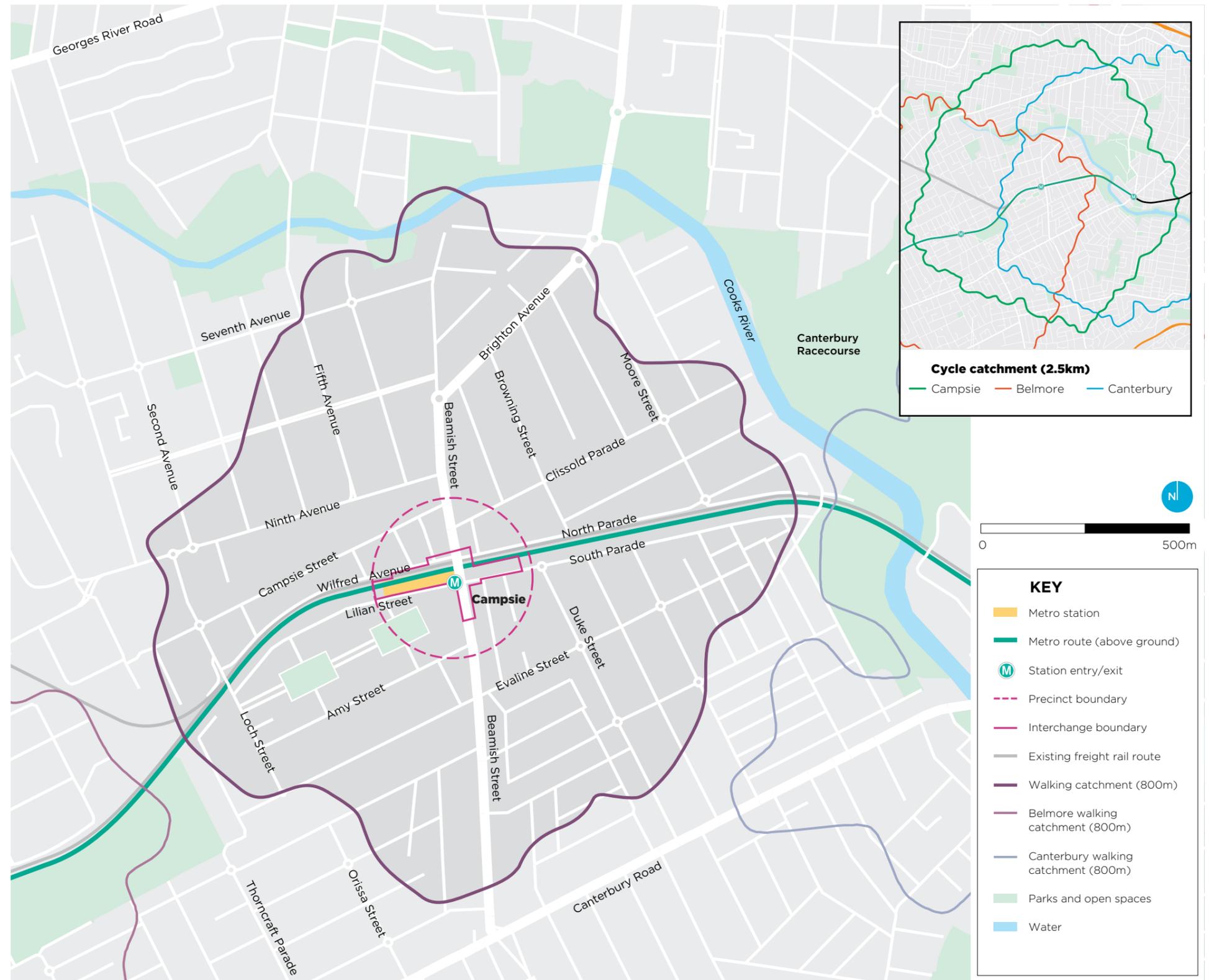
6.0 Campsie – local context

An upgraded Campsie Station will provide improved facilities and enable increased services. The upgraded station will provide public domain improvements around the station, enhancing the amenity of the station and the surrounding streetscape, as well as providing improved pedestrian and cyclist accessibility.

The metro station will include an upgrade to the current concourse, including the rationalisation of retail tenancies and additional bike parking facilities within the concourse.

Access to bike parking, taxi, kiss and ride and accessible parking zones will continue to be available from the upgraded entrance.

Bus services will continue to run from South Parade, Beamish Street and Wilfred Avenue.



Campsie Station – local context

Campsie – local context *continued*

Campsie is located 13km southwest of the Sydney CBD and sits within the City of Canterbury Bankstown Local Government Area. It is bounded by Belfield to the north, the Cooks River to the east, Clemton Park to the south and Belmore to the west. Campsie Station will service the main commercial centre as well as surrounding residential precincts and educational facilities.

The precinct includes part of the Campsie commercial core along Beamish Street, which consists of a wide range of local retail and professional services including fresh food outlets, cafes and restaurants, financial services and small-scale offices. Additionally, there are a number of important heritage open spaces including Anzac Mall and Anzac Park.

The built form currently consists of low to medium density residential and commercial development, with 3-4 storey apartments closer to the centre, and single detached housing on the edges.

6.1 Station strategy

The station strategy for Campsie is to:

- Provide easy, safe and intuitive transfer to and from the metro station within the existing network and road environment.
- Provide an efficient interchange through convenient, direct connections to bus services.
- Adaptive re-use of heritage listed station and overhead platform buildings.
- Provide a station design that is commensurate with Campsie's designation as a strategic centre, the highest level in the centres hierarchy for the City of Canterbury Bankstown.
- Provide a public plaza that achieves high-quality urban and landscape design to improve amenity, appearance and to support increased patronage.
- Improve quality of the public domain at the station entry.

6.2 Existing station characteristics

Campsie Station will be located at the existing Sydney Trains Campsie Station.

Campsie Station is of local heritage significance, and includes several ornate platform buildings.

Existing strategic planning context

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

Feature	Description
Location	<ul style="list-style-type: none"> • At the site of the existing Sydney Trains Campsie Station.
LGA	<ul style="list-style-type: none"> • City of Canterbury Bankstown.
Station entry	<ul style="list-style-type: none"> • The existing entry located to the west of Beamish Street
Transport interchange	<ul style="list-style-type: none"> • Walking, cycling, bus, kiss and ride, taxi, park and ride, and accessible parking.
Main features and traffic arrangements	<ul style="list-style-type: none"> • New bike parking facilities will be provided within the station concourse. • The existing bus stops located in the vicinity of the station will be retained. • A new kiss and ride facility on South Parade will be installed. • The existing taxi stand on North Parade will be provided.
Customers	<ul style="list-style-type: none"> • Commercial, retail, residential, educational and recreational precincts.
Key attractions	<ul style="list-style-type: none"> • Anzac Square • Campsie Public School. • Campsie RSL. • Carrington Square. • Orion Theatre. • Service Centre. • St Mel's Parish School. • Cooks River (400m east via South Parade)

Campsie – local context *continued*

6.3 Modes without provision

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

- Light rail
- Ferry
- Coach

6.4 Future land use

Land use, transport integration and opportunities

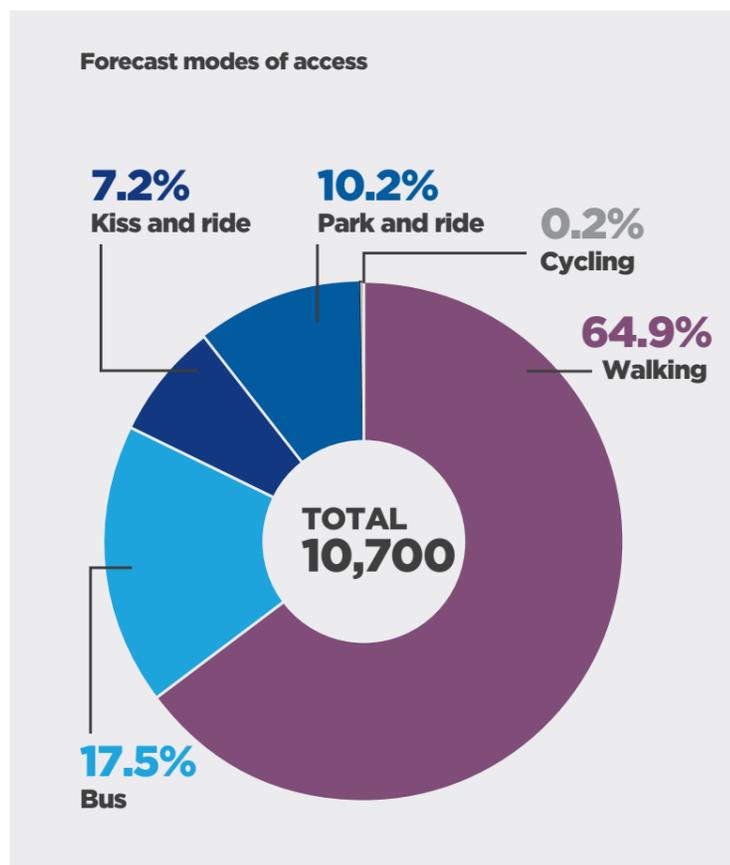
A metro station at Campsie will support state and local strategic and planning controls by enabling economic growth and facilitating connections to the Eastern Economic Corridor. It is expected that a metro station at Campsie will have the following specific benefits:

- Provide capacity in the transport network to support future patronage growth.
- Improve safe integration of the transport network for the surrounding precinct.
- Improve the relationship between the station and the public domain on Beamish Street.
- Provide a new public plaza at the station entrance to improve amenity and support future patronage growth.

6.5 Opportunities and constraints

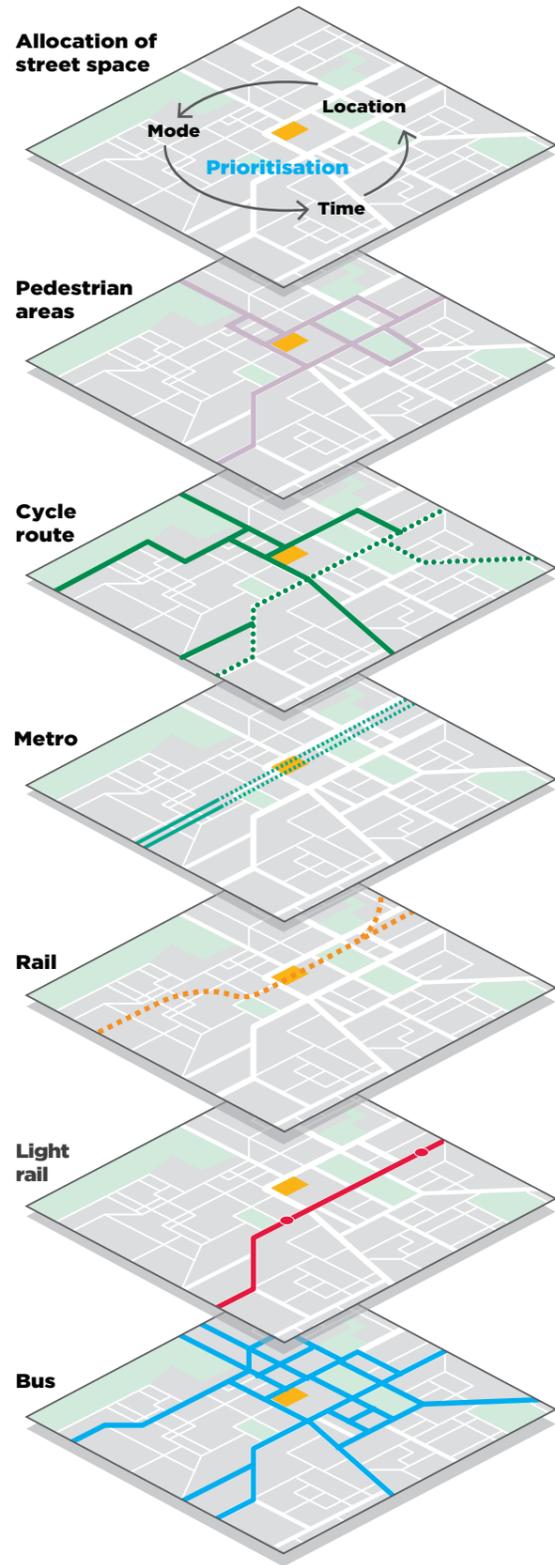
Campsie Station's opportunities and constraints are outlined in the table below.

Opportunities	Constraints
<ul style="list-style-type: none"> • The Campsie town centre offers a high level of urban amenity, being well served by retail, hospitality businesses, community and transport facilities. • Anzac Mall is an important local public space used for markets and festivals as well as everyday activities. • The precinct contains a number of schools: Campsie Public School, Harcourt Public School and St Mel's Primary School. 	<ul style="list-style-type: none"> • Traffic and pedestrian congestion on Beamish Street, especially at the station entrance and the surrounding footpaths. • The centre is a major hub for a number of bus routes, which operate from a number of different bus stops. As such, operational space needs to be accommodated. • The rail corridor is a barrier to north-south movement in the precinct. • Beamish Street and surrounding streets are not currently conducive to cyclist movements. • Pedestrian space on Beamish Street is currently limited, and is subject to high volumes of pedestrian activity.

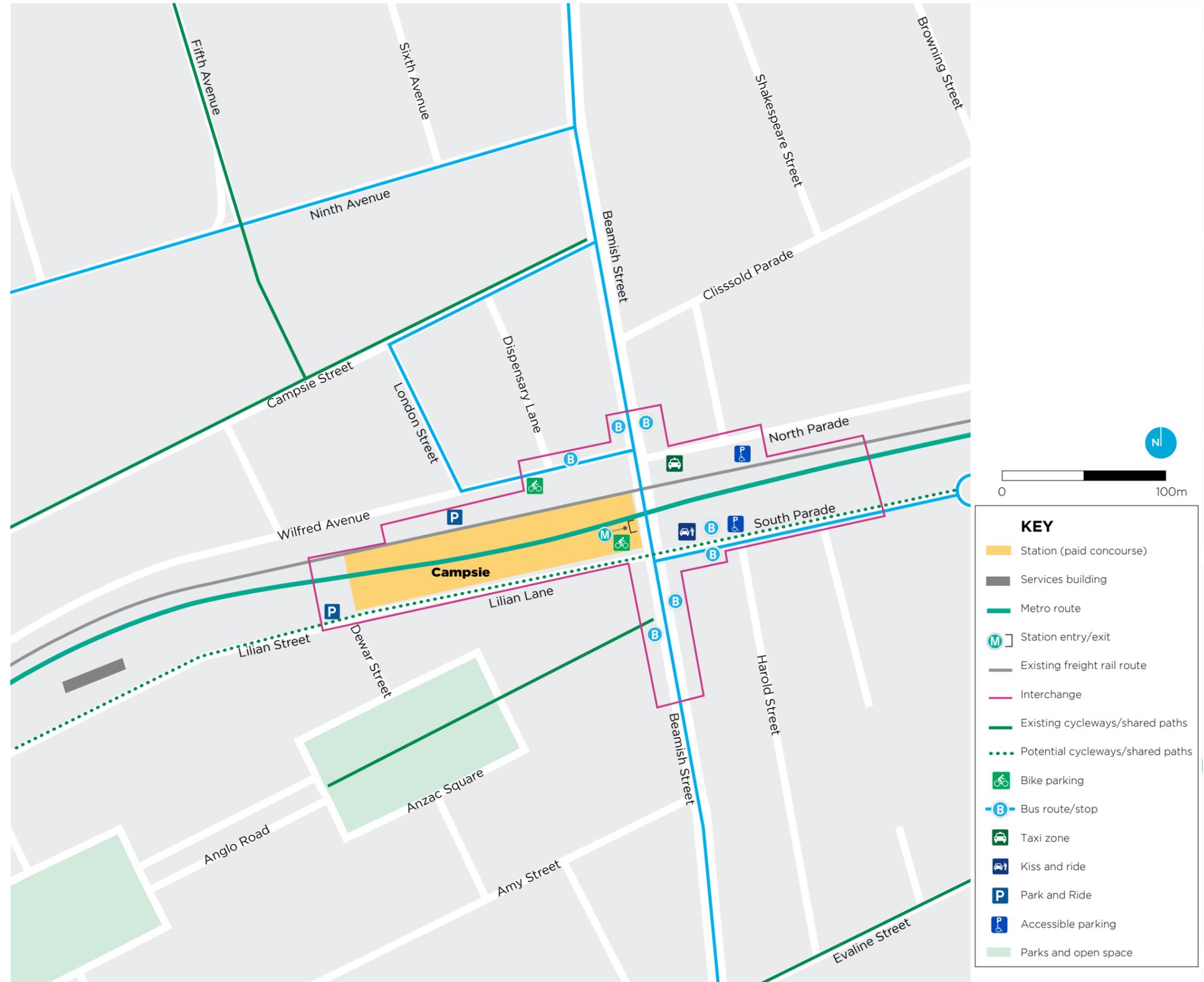


2026 Daily demand and mode split
(Sydney Metro Chatswood to Sydenham Environmental Impact Statement)

7.0 Campsie – interchange and transfer requirements overview



Mode layers



Campsie Station – interchange and transfer requirements overview

7.1 Campsie – walking interchange and transfer requirements



KEY	
	Station (paid concourse)
	Metro route (above ground)
	Station entry/exit
	Existing freight rail route
	Interchange boundary
	Pedestrian crossing
	Bike parking
	Bus stop
	Taxi zone
	Kiss and ride
	Park and ride
	Accessible parking
	Parks and open space

Pedestrian areas



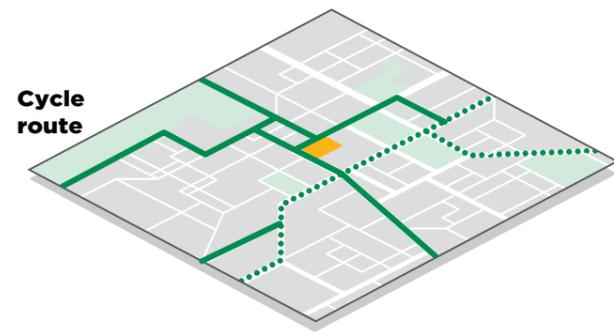
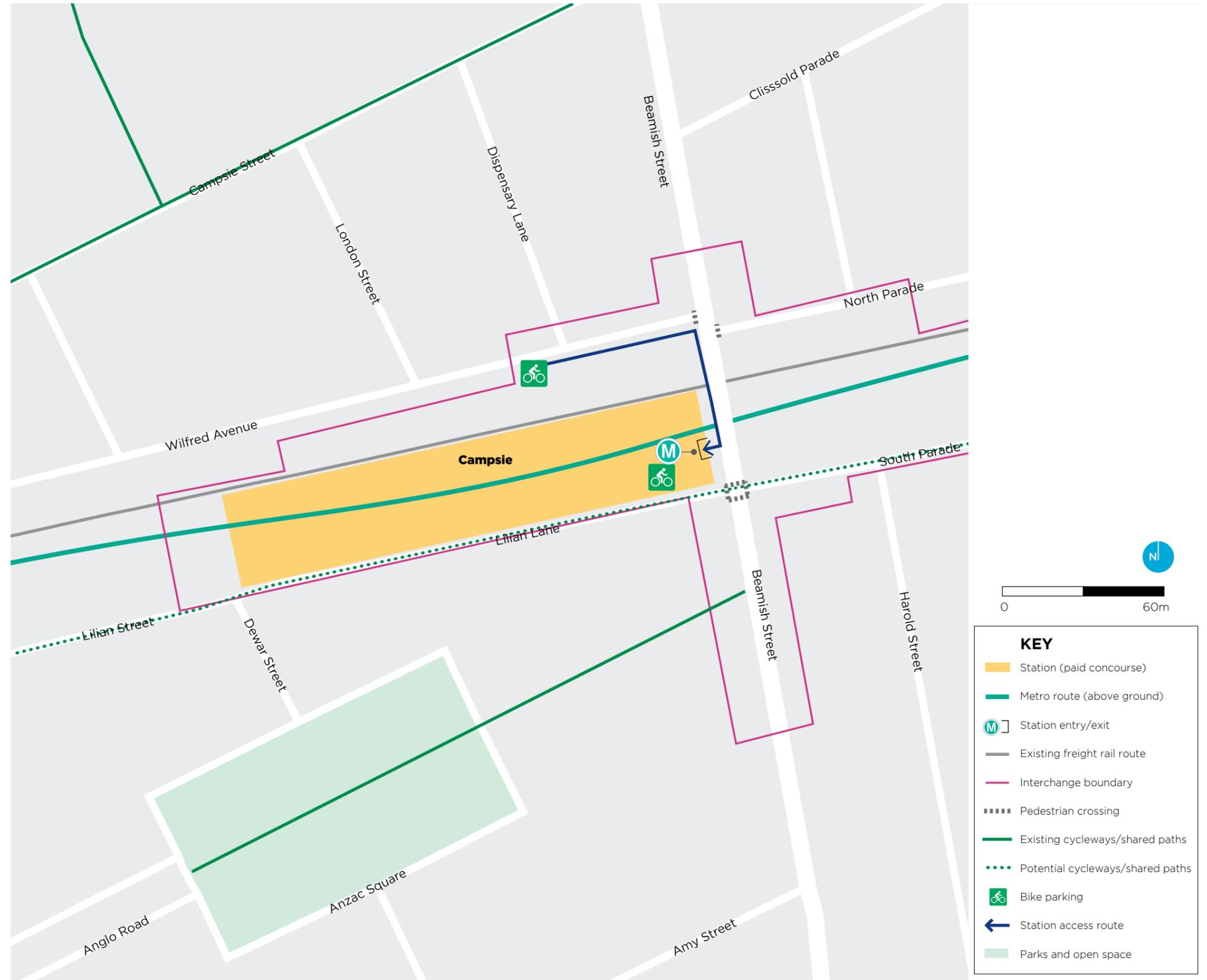
Mode layer

Campsie Station – pedestrian interchange and transfer requirements

Campsie – walking interchange and transfer requirements *continued*

Item	Description	
Current state		
Current levels of access and service	<p>Campsie is both an origin and destination station although the vast majority of travellers in the morning peak are leaving Campsie.</p> <p>The five-minute walking catchment includes much of the Beamish Street shopping strip, along with Anzac Square.</p>	<p>The 10-minute catchment extends to include all of Beamish Street and into the surrounding residential area.</p>
Integration		
Station access	<p>The station supports one existing access point from the Beamish Street, providing safe, convenient and direct pedestrian routes.</p>	<p>An additional western entry will be safeguarded for between Dewar Street and Assets Street and a concept design has been developed.</p>
Pedestrian environment and design considerations	<p>The overall pedestrian environment in the catchment accommodates pedestrian movement associated with retail, commercial and residential areas surrounding the station.</p> <p>A comprehensive pedestrian modelling exercise was undertaken throughout the Campsie precinct. The outcomes of which have informed ongoing investigations and design outcomes for the Campsie station interchange.</p>	<p>The pedestrian environment is expected to be significantly enhanced through the provision of an expanded Station plaza at the Beamish Street entrance.</p>
Spatial considerations	<p>The design should consider and integrate with the <i>Canterbury Local Environmental Plan 2012</i> and the <i>Canterbury Development Control Plan 2012</i> actions, including pedestrian areas and priority pedestrian improvements, bus planning and kerbside zones.</p>	<p>The design ensures that transfer between modes within the defined station interchange that currently allows for accessible provision that is DDA compliant is retained.</p>
Safe transfer	<p>Ensure the safety of pedestrians and protect them from other road users by providing upgrades and additions to existing pedestrian infrastructure in line with the outcomes of the Walking and Cycling Strategy. A number of reviews were undertaken for Campsie Station to ensure the safety of pedestrians and cyclists including:</p> <ul style="list-style-type: none"> • A crash data analysis 	<ul style="list-style-type: none"> • A comprehensive pedestrian modeling exercise • A Walking and Cycling Strategy <p>The results of these exercises have been incorporated into this plan and are reflected in the proposed design outcome of the Campsie station interchange.</p>
Transfer to and from bike parking	<ul style="list-style-type: none"> • New bike parking facilities will be provided within the station concourse. • New bike parking will also be provided along Wilfred Avenue. 	
Transfer to and from bus	<p>The station will provide convenient transfer to bus stops on North Parade, Beamish Street and South Parade.</p>	
Transfer to and from taxi	<p>Provides access to existing taxi ranks and set down area at:</p> <ul style="list-style-type: none"> • North Parade (southern side). 	
Transfer to and from kiss and ride	<p>Provides access to new kiss and ride zone at:</p> <ul style="list-style-type: none"> • South Parade (northern side). 	
Transfer to and from accessible parking	<p>Provides access to existing accessible parking zones at:</p> <ul style="list-style-type: none"> • North Parade (southern side). • South Parade (northern side). 	
Transfer to and from park and ride	<p>Provides access to existing park and ride zones at:</p> <ul style="list-style-type: none"> • Wilfred Avenue. • Lilian Street/Lilian Lane. 	

7.2 Campsie – cycling interchange and transfer requirements



Mode layer

Campsie Station – cycling interchange and transfer requirements

Campsie – cycling interchange and transfer requirements *continued*

Item	Description
Current state	
Current levels of access and service	<p>There is currently parking provision for 16 bikes at this station.</p> <p>The station and interchange will be designed to allow bicycles to move through them and to be able to board Sydney Metro services.</p>
Integration	
Bike parking location requirements	<ul style="list-style-type: none"> • A bicycle rider must be able to ride within 30 metres of the bike parking entrance. • Bike parking must be within 50 metres of the gateline. • Bike facilities must be in accordance with Australian Standards and Austroads Guidelines.
Bike parking location principles	<ul style="list-style-type: none"> • Entry/access to bike parking must be at street level, convenient, easily visible and intuitive for customers. • Bike parking should be at street level, where feasible, and entry/access to bike parking should not impede pedestrian customer flows to/from the station entry. • Bike parking should not be located on Beamish Street, as it creates a large amount of clutter in a high pedestrian area. • Bike parking and vehicle parking locations and access arrangements should be separated (that is, there should be no access through a loading dock). • Bike parking must be located on the main desire line of the cycle network where feasible. • Bike storage to be provided within the concourse building and in accordance with forecast demand. • Bike parking to be located and designed as an integral part of the landscape and architectural design of the station.
Bike parking facilities	<ul style="list-style-type: none"> • New bike parking facilities will be provided within the station concourse to minimise clutter along Beamish Street. • Additional bike parking facilities will be provided along Wilfred Avenue. • The Walking and Cycling Strategy will consider potential future cycling demand to the station.
Types of parking facilities	<p>The existing entrance will have the following bicycle parking provisions:</p> <ul style="list-style-type: none"> • Bike storage for 21 bicycles in station concourse. • Bike racks for 32 bicycles on Wilfred Avenue. <p>The findings of the Walking & Cycling Strategy will provide further recommendations for bike parking provisions.</p>
Safe transfer	<p>Ensure the safety of bicycle riders and protect them from other road users by providing upgrades and additions to existing bicycle infrastructure in line with the outcomes of the Walking and Cycling Strategy, including:</p> <ul style="list-style-type: none"> • Safe integration with existing networks. • Controlled (signalised) or separated direct paths of travel along known cycling routes within low speed environments.
Closest cycling routes	<p>There are limited cycle routes surrounding Campsie Station. The closest routes are:</p> <ul style="list-style-type: none"> • Local route along Campsie Street – road shoulder. • Shared path along Williams Parade. • Shared path along Anzac Mall and through Anzac Square. <p>The station is also located 400m south of the Cooks River Cycleway, which is a 30km shared use path for cyclists and pedestrians that is generally aligned with the Cooks River. The western terminus of the cycleway is in Settlers' Park, Ryde, while the south-eastern terminus is in Botany Bay at Kyeemagh.</p>
New cycle routes by Sydney Metro	<p>The Walking and Cycling Strategy has provided recommendations for new cycle routes and facilities to be delivered, which have been implemented throughout this document and within the Station Design and Precinct Plan.</p>
New cycle routes by others	<p>The City of Canterbury Bankstown is developing a new transport strategy and is continually implementing the existing Canterbury Bike Plan.</p>

7.3 Campsie – bus interchange and transfer requirements



Mode layer

Campsie Station – bus interchange and transfer requirements

Campsie – bus interchange and transfer requirements *continued*

Item	Description
Current state	
Current levels of access and service	<p>Numerous bus routes operate within the vicinity of Campsie Station, running mostly along Beamish Street. These routes are:</p> <ul style="list-style-type: none"> • 412 – Campsie to City Martin Place via Earlwood. • 413 – Campsie to City Martin Place via Lewisham. • 415 – Campsie to Chiswick. • 444 – Balmain East Wharf to Campsie. • 445 – Campsie to Balmain via Leichhardt Marketplace. • 473 – Rockdale to Campsie. • 487 – Bankstown Central to Canterbury. • 490 – Drummoyne to Hurstville. • 492 – Drummoyne to Rockdale. • 942 – Lugarno to Campsie. • N40 – East Hills to City Town Hall. • M41 – Hurstville to Macquarie Park.
Integration	
Closest bus stops/routes	<p>The primary bus stops within the interchange are:</p> <ul style="list-style-type: none"> • South of station: <ul style="list-style-type: none"> – Beamish Street – one stop on either side at Anzac Mall, northbound and southbound. – South Parade – one stop on either side, eastbound and westbound. • North of the station: <ul style="list-style-type: none"> – North Parade – one stop on the north side, eastbound. – Beamish Street – one stop either side, northbound and southbound.
Potential changes to bus stops/route	<p>All existing bus stops and routes around the interchange will be retained. Currently accessible paths of travel to existing bus stops will be retained.</p>
Safe transfer	<p>Ensure the safety of pedestrians and protect them from other road users by providing:</p> <ul style="list-style-type: none"> • Safe integration with existing networks. • Controlled (signalised), direct paths of travel along pedestrian desire lines within low-speed environments.
Transfer to and from bus	<p>Customers will be able to transfer between bus and metro services using existing footpaths. Where necessary, improvements will be made to signage and wayfinding to ensure an easy and connected transfer through improved provision of information.</p>
Transfer to and from bus (overnight)	<p>Regular bus stops on South Parade will be used for overnight bus operations.</p>
Transfer to and from bus (school)	<p>Regular bus stops on South Parade, Beamish Street and North Parade.</p>
Transfer to and from bus (possessions, degraded operations, incidents)	<p>See <i>Operations, maintenance and management provisions</i>.</p>
Bus bays	<p>Bus bays provided or modified by the project shall meet NSW state and Commonwealth guidelines for size and layout. Where a conflict exists, the Commonwealth standard will apply. Where the Commonwealth standard cannot practically apply, the highest practical standard should be provided in excess of NSW state standards and guidelines.</p>

7.4 Campsie – vehicle drop-off and parking interchange and transfer requirements

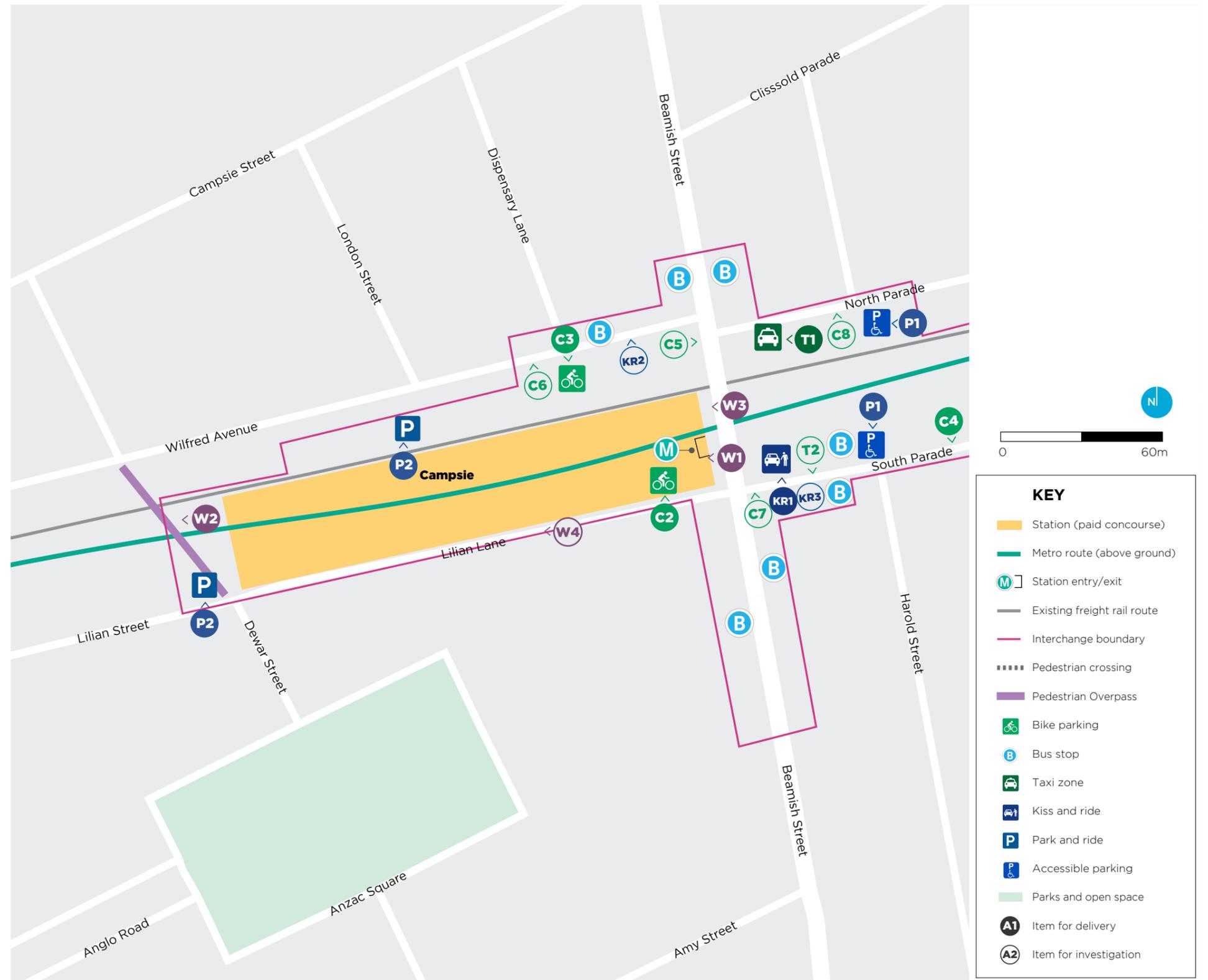


Campsie Station – vehicle drop-off and parking interchange and transfer requirements

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

Item	Description
Current state	
Current levels of access and service	<p>Existing taxi zone at:</p> <ul style="list-style-type: none"> • North Parade, east of Beamish Street. <p>Existing accessible parking zones at:</p> <ul style="list-style-type: none"> • North Parade, east of Beamish Street. • South Parade, east of Beamish Street. <p>Existing park and ride zones at:</p> <ul style="list-style-type: none"> • Wilfred Avenue. • Lilian Lane/Lilian Street.
Integration	
Safe transfer	<p>Ensure the safety of pedestrians and protect them from other road users by providing:</p> <ul style="list-style-type: none"> • Safe integration with existing networks. • Controlled (signalised), direct paths of travel along pedestrian desire lines within low-speed environments.
Transfer to and from taxi	An existing taxi zone will be retained on North Parade, east of Beamish Street.
Transfer to and from kiss and ride	A new kiss and ride space will be provided on South Parade, east of Beamish Street.
Transfer to and from accessible parking	Existing accessible parking spaces on South Parade and North Parade will be retained.
Transfer to and from park and ride	<p>Existing park and ride zones will be retained at:</p> <ul style="list-style-type: none"> • Wilfred Avenue. • Lilian Lane/Lilian Street.
Taxi rank locations	Taxi ranks that service local centres as well as stations are supported as long as they are located within 100 metres of the station access point.
Kiss and ride zone design	The dimensions of kiss and ride spaces shall comply with TfNSW and Australian Standards and Guidelines.

8.0 Campsie - actions



Campsie Station - actions map

Appendix A – Campsie – City & Southwest Delivery & Implementation Program

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

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

Action		Delivered by	Timing
Walking			
W1	Upgrade the existing station entry, including the provision of a new public plaza, as a means to improve amenity and accommodate high pedestrian activity.	Sydney Metro	2020-2024
W2	Safeguard for new pedestrian connection between Dewar Street and Assets Street.	Sydney Metro	2020-2024
W3	Upgrade and de-clutter Beamish Street in front of the station entrance to improve pedestrian amenity.	Sydney Metro	2020-2024
Cycling			
C1	Deliver a new Walking and Cycling Strategy for Sydenham to Bankstown.	Sydney Metro	2020
C2	Provide new bike storage within the station concourse building in accordance with forecast demand.	Sydney Metro	2020-2024
C3	Provide new bike parking facilities along Wilfred Avenue in accordance with forecast demand.	Sydney Metro	2020-2024
C4	Provide new shared path along South Parade.	Sydney Metro	2020-2024
Taxi			
T1	Retain existing taxi bay on North Parade.	Sydney Metro	2020-2024
Kiss and ride			
KR1	Provide new kiss and ride facilities on South Parade.	Sydney Metro.	2020-2024
Parking			
P1	Retain existing accessible parking bays on North Parade and South Parade.	Sydney Metro	2020-2024
P2	Retain existing park and ride on Wilfred Avenue and Lilian Street.	Sydney Metro	2020-2024

Appendix B – Campsie – other items for further investigation

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

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

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

Action		Delivered by	Timing
Walking			
W4	Investigate improvements along Lilian Lane and from South Parade for pedestrian accessibility and connectivity.	Sydney Metro	2020-2025

Action		Delivered by	Timing
Cycling			
C5	Investigate provision of signalised shared crossing at Beamish Street/North Parade intersection.		
C6	Investigate provision for on-road mixed bicycle lane along Wilfred Avenue, between Beamish Street and London Lane.		
C7	Investigate provision of bicycle crossing facility at Beamish Street/South Parade intersection.		
C8	Investigate provision of on-road shoulder bicycle lane along North Parade.		

Action		Delivered by	Timing
Taxi			
T2	Investigate an additional taxi zone on South Parade to provide a more direct connection to the station entrance.	Sydney Metro	2020-2024

Action		Delivered by	Timing
Kiss and Ride			
KR2	Investigate an additional kiss and ride bay on North Parade west of Beamish Street.	Sydney Metro	2020
KR3	Investigate an alternative location for a temporary kiss and ride bay on South Parade during track possession periods.	Sydney Metro	2020

7.2 Appendix B: Community feedback & project response

Submission number	Submission date	Community submission	Issue(s)	Design response
1	19/05/2020	<p>Hello</p> <p>The document and proposed project looks fantastic. Cant wait to start enjoying these benefits.</p> <p>Please cut the red-tape and implement / develop as soon as a possible.</p> <p>Our economy and community needs this.</p> <p>Thank you and full support to steam straight ahead with this once in a lifetime opportunity.</p>	<ul style="list-style-type: none"> – Compliment/ support 	<p>Response is acknowledged.</p>
2	20/05/2020	<p>From your artist's impressions, I wish to make the following comments:</p> <ol style="list-style-type: none"> 1.The plan makes no provision for "social distancing" which may continue for some time to come. Are the number of lifts to be increased? Will barriers be erected to keep travellers apart from each other? 2. Although there is an existing protrusion onto Beamish street at the station's entrance, it seems to be larger than at present, which will even further hinder the flow of traffic along Beamish street. 3. Why would you want to improve access to Lillian Lane which has little in the way of pavements? 4.The opportunity to provide cover over the protrusion where commuters congregate seems to have been missed 5.The open area inside the station, while providing natural light, might be better served by having a pyramid of glass to protect commuters during inclement weather and would improve lighting during daylight hours around the turnstile area. 6. have you considered the "wind tunnel" effects of the present design? 	<ul style="list-style-type: none"> – Access – Lighting – Wind tunnel effect – Traffic flow – Weather protection 	<ol style="list-style-type: none"> 1) The design increases open space significantly through the open planned plaza design. This will enhance the ability for patrons to 'socially distance' if required at completion. The existing lifts are retained which have been assessed to cater for the forecast number of patrons for day one of Sydney Metro operations as well as beyond into the future . 2) The footprint of the existing protrusion or blister on Beamish Street is retained as is. 3) Sydney Metro is continuing investigations into opportunities to improve the east-west pedestrian and cyclist facilities between Sydenham and Bankstown, including on Lillian Lane. The corner of Lillian Lane and South Parade also provides access to the station from the south and west of the station catchment. Access improvements to this lane is therefore required. 4) Providing a fully covered plaza has been balanced with the need to increase daylight and fresh air to improve amenity. Canopies follow identified major paths of travel and weather protection is continuously provided from the station platform to Beamish Street. 5) The open roof design balances natural light and fresh air to provide an additional outdoor space which are missing from this part of the precinct. New canopies follow identified major paths of travel and weather protection is continuously provided from the station platform to Beamish Street. 6) Wind impacts have been considered. The removal of narrow corridors and the provision of an open air roof greatly reduce the wind tunnel effect compared to the current state.
3	21/05/2020	<ol style="list-style-type: none"> 1. The design seems reasonable as many of the heritage features of the station had disappeared in a previous renovation. It is a pity that some of the suggested improvements such as an extra entrance and pedestrian bridge to the station have not been included as I doubt they will ever be built. 2. Many of the difficulties have been skipped over such as mentioning the historic shop facades along Beamish St but then mentioning the higher density concentrated around the metro station (3.2). A shortage of green space is also mentioned so how can the area be considered for more density? I'm pleased the drawings of the station show no high rise development above the station which had previously been proposed. 3. Is the linear park from Campsie to Bankstown going to become a reality? 4. The extension of the entrance to Lillian Lane looks good and opens up the area. Is it clear sheeting or an open roof at the centre of the entrance? While open space looks good it will be a mess if it's raining as people juggle umbrellas. 5. 4.7 pictorial looks very plain Are the heritage buildings on the platforms going to be retained in situ or moved? 6. I like the concept of the welcome incorporated into the tree grates but there appears to be only one new tree. I like the idea of the retention of existing vegetation within the precinct. Previous information said much of it was to be eliminated 7. While the increase in bike parking is good I am worried by no increase in car parking I understand why this is so but walking 800m or biking 2.5kms to any of the stations on the line is impossible for many people, the elderly, disabled and those with prams etc. It becomes even more difficult if hills are involved such as from the north of the station and from both directions at stations like Belmore 	<ul style="list-style-type: none"> – Density – Weather protection – Heritage – Parking – Trees 	<ol style="list-style-type: none"> 1) Sydney Metro is committed to safeguarding and developing a proven concept for the delivery of a secondary entrance and unpaid pedestrian overpass at Campsie station. Its need and delivery is expected to be determined by future development in the precinct, and as a result, the design does not preclude its delivery in the future 2) The proposal for greater density has come from Connective City 2036 which is a City of Canterbury Bankstown Council document. Sydney Metro is not proposing any increases in density. 3) Sydney Metro will be providing walking and cycling improvements . 4) The centre of the roof above the plaza is open to the air. Weather has been considered in the design and the distance across the open air plaza is quite short. Canopies are provided continuously above the primary access paths. 5) The heritage platform buildings are retained and refurbished. 6) While further vegetation to the new plaza was investigated, the plaza is situated above an existing overbridge and is not suitable for the depth or weight of additional planting. The proposed tree is located within deep soil off the bridge structure. 7) Campsie already has approximately 140 commuter car parking spaces including accessible parking which will not be impacted. Sydney Metro will also provide a Kiss and Ride near the station to make the transfer easy for customers. The taxi zone on North Parade will also continue to serve customers with an improved access to the station entrance.

Submission number	Submission date	Community submission	Issue(s)	Design response
4	23/05/2020	<p>Thank you for allowing me as a private individual to provide feedback to Campsie Station Concept.</p> <p>1) Can you avoid inserting holes in the ceiling and to patch holes in the ceiling if already made? Will passenger patronage to Campsie station decline further with reduced shelter from bad/extreme weather? If the purpose of putting holes in the ceiling is to install skylight(s), in relations to extreme weather, what is the maximum tolerance accepted by the skylight(s) that Sydney Metro would be installing? If the hole in the ceiling is for stairs/lifts for over-station development, will Sydney Metro provide further information about that activity?</p> <p>2) Will there be directional tactile tiles to direct persons from station entrance to barrier gates, to lifts and stairs?</p> <p>3) In the event of overcrowding, will there be a barrier that prevent persons from stepping off the platform into freight train path?</p> <p>4) In putting trees and bicycle facilities on Lillian Lane, does this suggest that Lillian lane will be blocked off from car and loading vehicle traffic? Will blocking off Lillian Lane make it difficult for Sydney Metro in conjunction with Canterbury Bankstown Council to pedestrianise the remainder of Anglo Road as in maintaining Dewar street, Loftus Lane and opening connecting Anglo Road with Lillian Lane as loading/emergency zones?</p> <p>5) In providing a western passenger concourse, will Sydney Metro acquire a building on Anglo Road to enable a passenger bridge over Lillian Lane to enable direct connection between Campsie railway station and Anglo Road? If that were to occur, will Sydney Metro assist Canterbury Bankstown Council to pedestrianise the remainder of Anglo Road, reduce car parking spaces and retire motor vehicles? In reducing car parking spaces, will Sydney Metro assist Canterbury Bankstown Council in providing for a larger library/knowledge Centre at Campsie Shopping Centre?</p> <p>Thanks</p>	<ul style="list-style-type: none"> - Weather protection - Accessibility - Pedestrianising Anglo Road - Safety - Out of scope items 	<p>1) The design aims to improve access to the station entry and to provide an additional public open space to the precinct for activation and placemaking. The roof design balances the need for natural light and fresh air to provide an open space while providing adequate canopy cover to access the station. No skylights are proposed and no over station development is planned above the plaza.</p> <p>2) Directional tactiles will be installed to direct persons from the station entrance to the gateline and stairs.</p> <p>3) A fence is proposed to the ARTC freight line side of the platform for customers' safety</p> <p>4) Lillian Lane will remain an active road and Sydney Metro will investigate a future shared zone for both vehicles and pedestrians/cyclists in this lane. Any vegetation and proposed cyclist routes will not block Lillian Lane.</p> <p>5) A concept design has been developed for the western concourse / entry to the station. Sydney Metro is committed to safeguarding of a secondary entrance and pedestrian overpass at Campsie station. Its need and delivery is expected to be determined by future development in the precinct and is not part of the current scope.</p>
5	28/05/2020	<p>Hi there please note my feedback for the station design.</p> <p>I am a resident of Anglo Road, and I walk on Lillian Lane every day to get to the station.</p> <p>As the draft plan states, it presents a dangerous path for pedestrians every single day - one day there will be an accident.</p> <p>I note in the original draft plans a few years back that Metro committed to a new multi-use path for pedestrians/cyclists - which I can see is missing here. This is disappointing and I feel as though the improvements for the corner of Lillian Lane and Beamish Streets are useless without an upgraded path. I would like to see Sydney Metro commit to a path of any kind. This is not an expensive undertaking and would benefit many people who commute on this route.</p>	<ul style="list-style-type: none"> - Upgrading Lillian Lane 	<p>Sydney Metro is developing a Walking and Cycling Strategy to identify customer and community initiatives to encourage walking and cycling as preferred access modes to Sydney Metro stations. Sydney Metro is continuing to work with Councils and other key stakeholders to investigate opportunities to improve the east-west pedestrian and cyclist facilities between Sydenham and Bankstown, including on Lillian Lane.</p>

Submission number	Submission date	Community submission	Issue(s)	Design response
6	28/05/2020	<p>After careful considerations, my thoughts on the redevelopment are that it should NOT go ahead for cost & heritage reasons. I read the plan, the focus of which was a proposed plan view giving more open space. I have lived in campsie 20 years & use the station daily. I also did a walk around to compare the new plan to current & what would be affected.</p> <p>Here are my argument not to go ahead (i exclude any changes necessary to accomodate change in trackwork for light rail):</p> <ul style="list-style-type: none"> - The station was redeveloped not so long ago. - I am perfectly happy with current layout & space, taking account of increased usage with the light rail. I like the bench seats outside the station on beamish, where one can sit & watch passengers entering & exiting the station -I feel the cost is better put to keeping our fares down -There would be loss of some existing businesses but more significantly the removal of a heritage wall/timber work opposite the barriers, possibly other walls. -One improvement would be additional bike storage as currently at capacity. 	<ul style="list-style-type: none"> - Heritage - Bike storage - Opposed to further redevelopment 	<p>Comments and concerns are noted.</p> <p>The creation of a new public concourse within Campsie Station is a response to several key opportunities within the station precinct. There are currently times where significant pressure is placed upon the public street and station entries due to potential crowding and it is anticipated that with the delivery of the Sydney Metro patronage will increase requiring more circulation space. It is also noted that other than ANZAC Mall and Park, there is a shortage of public open space within the precinct. The open station entry assists those who are new to the area by providing cleaner sight lines and access to the station as well as encouraging intuitive wayfinding. It will provide additional seating, landscaping and places to meet, gather or relax, close to the station entry. Seating to the Beamish Street blister is increased by way of new bench seating while the fencing is changed so that there will be less clutter of bicycles stored on the street.</p> <p>With regard to the heritage aspect, design development has been carried out in consultation with heritage experts to minimise impact to heritage fabric while improving the stations design and layout. The current overhead booking office is predominantly reconstructed and only the western side of the building is original timber weatherboard, doors, windows and ceilings. The original location of the booking office will be outlined in paving within the plaza, with an interpretive panel within the plaza seating, as part of the heritage interpretation for the project giving a detailed history of the station. Unfortunately the small portion of original heritage building fabric in the western portion of the building that currently exists will be removed as it is not viable to retain this and provide meaningful upgrades to the station.</p> <p>Retail businesses will still be present within the station forecourt to ensure activation around the edges of the new open space. The design increases the bicycle storage to over 50 bike parking spaces and will clear away unnecessary clutter from the street and enhance much needed circulation space.</p>
7	26/05/2020	<p>Key points:</p> <p>I am writing in relation to the proposed designs as part of the redevelopment of Campsie Station and am hoping that you can take into consideration my suggestions to allow Shop [REDACTED] to remain intact as part of the re-design.</p> <p>As the business owner of [REDACTED], I have been a part of two re-developments of Campsie Station and on both occasions I was able to be provided an opportunity to remain a loyal tenant and discuss how I could remain a tenant on your premise. In reviewing the plan for the redevelopment, with the aim to open up Beamish Street to Lillian Lane, the design showed a new fence is to be built leading to the demolition of the Shop [REDACTED] premise. With the fence still separating the two streets, I see no reason why Shop [REDACTED] cannot remain in its current place it is currently providing the separation between the two streets the fence would. I also understand that an expansion for the station entry to be open is the plan and with the removal of Shop [REDACTED], this will achieve this without any further interruptions to the existing businesses.</p> <p>I hope that you can reconsider your design plans and I am happy to further discuss these points to work to a solution that can be beneficial to my circumstances. I hope I have the opportunity to continue to work with you when the new station design is completed.</p>	<ul style="list-style-type: none"> - Removal of shops - Business impact 	<p>Sydney Metro has explored all options, including those that retained the existing retail in the current locations. The only viable solution that addresses project, passenger and community outcomes is the new proposed design. This design allows a direct link between the station and the existing pedestrian crossings, kiss and ride zone, accessible parking and the bus stops on South Parade. This location also enables full accessibility between accessible parking and kiss and ride to the station entry.</p> <p>Regarding the new fencing shown in the proposed design, the existing fence will be replaced with a flat bar fence without top rail to deter cyclists from locking cycles to the fence. Placing cycles on the current fence reduces footpath capacity for pedestrians and creates a cluttered station entry. Secure bicycle parking is proposed within the station concourse.</p> <p>Separate to the draft SDPP public exhibition, direct consultation has occurred between Sydney Metro, the leaseholder and businesses whose tenancies are impacted by the station upgrade works.</p>

Submission number	Submission date	Community submission	Issue(s)	Design response
8	05/06/2020	<p>Are there any considerations for a second entrance on the east of Beamish St? In the graphic attached, I refer to it as a 'potential Campsie entrance'?</p> 	<ul style="list-style-type: none"> - Additional station entrance 	<p>There are currently no considerations for an entrance east of Beamish St. However, in accordance with the Condition of Approval E61, a second entrance west of Campsie station has been safeguarded in the design.</p>
9	17/06/2020	<p>The Club has an active Planning Proposal with Canterbury Bankstown Council to seek significant uplift in terms of height and FSR recognising the site's strategic location in Campsie Town Centre. The Club's aspirations include the comprehensive redevelopment of the site to accommodate a mix of land uses including expanded registered club facilities, child care centre, recreation facilities, medical centre, retail/cafes, and residential uses (seniors) above the podium.</p> <p>The Club's main interests in the upgrade of Campsie Station relate to:</p> <ol style="list-style-type: none"> The proposed secondary entry and pedestrian overpass; and Impacts to the Club during construction. <p>i) The Club respectfully requests that the timing of the secondary entry be reconsidered and brought forward. The Consolidated Canterbury Bankstown LEP is due to be considered by the Local Planning Panel at the end of June 2020 and Council has commenced the master-planning work for the Campsie Town Centre, which will inform the next phase of the LEP review. This strategic work is therefore progressing and is receiving State Government funding. Given the significant growth and densities envisaged in Council's LSPS for the Campsie Town Centre, the necessary infrastructure should be put in place early to maximise and support pedestrian access and connections within the Town Centre.</p> <p>ii) It is unclear from the Draft Station Plan how construction impacts to the Club and surrounding area will be managed. We understand that the station upgrade includes a new service building to the immediate north of the existing Club building (refer Figure 4), which will house critical equipment such as signalling.</p> <p>Given the proximity of the proposed works, the Club is particularly concerned about the following impacts during construction:</p> <ul style="list-style-type: none"> - Noise and vibration - Dust - Reduced access for staff and members by way of car, public transport and walking. 	<ul style="list-style-type: none"> - Fast track overpass - Proposed SDPP in relation to the Club's future redevelopment - Construction impacts 	<p>Within the current Campsie SDPP, Sydney Metro has safeguarded a secondary entrance and unpaid pedestrian overpass. The safeguarding of the secondary entrance gives consideration to future development within the precinct. Sydney Metro is aware of Council's plans to prepare a masterplan for Campsie Town Centre and understands that future developments, including planning proposals, will be considered within this masterplan.</p> <p>As part of the consultation process, when Council commences their masterplan engagement with key stakeholders, including Sydney Metro, Sydney Metro will work closely to consider, where possible, infrastructure outcomes that will align with the Campsie Town Centre Masterplan vision.</p> <p>Environmental impacts will be managed in accordance with the Sydney Metro Sydenham to Bankstown Upgrade Project Planning Approval and the environmental mitigation measures therein. In accordance with the Project's Conditions of Approval (SSI-8256), a Construction Environmental Management Plan (CEMP) will be prepared to detail how commitments and mitigation measures will be implemented, and environmental impacts managed during construction.</p> <p>Sydney Metro also has a team of dedicated specialists called Place Managers. Their role is to act as the single, most direct contact between affected members of the community and the project team. Place Managers facilitate effective two-way communication by relaying important information from the project team to the community and eliciting up-to-date feedback from the community. Once a construction contractor is awarded for the Campsie Station upgrade and construction schedules are planned, the Place Manager for this aspect of work will be in touch prior to and during construction. The Club will also receive regular monthly construction notifications during the upgrade.</p>

Submission number	Submission date	Community submission	Issue(s)	Design response
Member for Canterbury	21/05/2020	<p>As I have made clear on previous occasions, I have significant concerns about the conversion of the rail line between Sydenham and Bankstown from a heavy rail service to a Metro service.</p> <p>I understand the cost of this project is at least \$1.6 billion. I believe these funds could be better invested upgrading facilities like Canterbury Hospital, rather than replacing a rail line which already exists. I note a recent Parliamentary Inquiry into the Metro also concluded expenditure on the rail line conversion could be better invested to deliver other projects.</p> <p>Nevertheless, given the NSW Government's insistence on continuing with this project, I believe it is important to secure the best possible outcomes for our community. Almost 10,000 people use Campsie Station each day, and it vital that any upgrade meets their diverse needs.</p> <p>In relation to the draft SDPP, I wish to make the following comments:</p> <p>1. It is proposed that there will be 'no change to the existing lift and stair arrangement'. These structures were built in 2001, and they will be more than 20 years old by the time the new Metro service opens. I believe it is vital that train stations are easily accessible for all people, including people with disability, older people and families with strollers. It is therefore disappointing that the draft SDPP does not propose any improvements to these essential facilities.</p> <p>2. The proposed bicycle storage facilities are insufficient. As the draft SDPP notes, a key problem with the current design of the Station is overcrowding at the entrance on Beamish Street, which is exacerbated by people securing their bicycles to fencing on the edge of the footpath at this location. It appears the draft SDPP proposes to address this problem by installing:</p> <ol style="list-style-type: none"> 16 new bicycle hoops on North Parade; and Secure storage for 21 bicycles within the station concourse. <p>Given almost 10,000 people use Campsie Station each day, I find it difficult to believe that storage is only required for 37 bicycles. I believe more bicycle storage should be built to help people who want to lead healthier lifestyles by taking-up active transport.</p> <p>3. The draft SDPP proposes to place 'Kiss and Ride' facilities on South Parade, however it does not contain meaningful proposals to improve pedestrian access to the Station from that location. As the draft SDPP notes:</p> <p>Beamish Street and intersections around the station are not pedestrian friendly, with heavy traffic, limited space for waiting on corners, and narrow footpaths and Beamish Street is heavily trafficked including by buses, creating a perceptual and physical barrier from side to side.</p> <p>In my opinion, the relatively modest improvements proposed to pedestrian access around Campsie Station are not commensurate with the challenges which the draft SDPP has identified. Given the draft SDPP proposes to locate the new Kiss and Ride facility on South Parade while also maintaining the location of the existing Taxi Rank on North Parade, it is unclear why the draft SDPP has not considered options such as:</p> <ol style="list-style-type: none"> Building a pedestrian overpass over Beamish Street to connect with the Kiss and Ride zone and Taxi Rank; or Building a second entrance to on the eastern side of Beamish Street which would connect to the platforms via new lifts and stairwells, thereby providing a direct connection to the Taxi Rank and Kiss and Ride Zone while alleviating congestion at the existing Beamish Street entrance. <p>While I am not necessarily endorsing either of these solutions, I do not believe the draft SDPP adequately addresses the challenges pedestrians face changing to other modes of transport at Campsie Station in relation to crossing Beamish Street.</p> <p>Ease of access to both Kiss and Ride facilities and Taxi Ranks are particularly important for people with disability and older people. A disadvantage of the draft SDPP proposal is that it still requires people with mobility issues to cross Beamish Street. This means there will be a significant and potentially dangerous 'gap' between:</p> <p>(continues)</p>	<ul style="list-style-type: none"> – Upgrade existing lift and stair arrangement – Insufficient bicycle storage proposed – Improve pedestrian access from South Pde to the Station – Fast track new entrance at the western end of Campsie Station 	<p>1) Campsie Station is already fully accessible. The upgrade will provide help points within the existing lifts, ticket barriers will be replaced with a new modern design that provides safer and improved access to the station. The new and improved open forecourt will also provide increased circulation space and improve accessibility</p> <p>2) The Campsie Station design will address the overcrowding at the entrance by relocating existing bicycle facilities and converting this area into a new public place. The proposed upgrade also provides two enhanced bicycle parking facilities within the new station plaza. In total there will be provision for approximately 50 bicycles with the combination of storage facilities within the station concourse and bicycle hoops on North Parade.</p> <p>3) The design enables a fully accessible path of travel between the accessible parking spaces or kiss and ride spaces on South Parade and the station entry. To improve pedestrian crossing amenity and connections to kiss and ride spaces and accessible parking on South Parade and the taxi zone on North Parade, Sydney Metro is investigating opportunities to widen the existing signalised crossing northwards on Beamish Street near South Parade. The new open forecourt at the station entry will increase overall pedestrian capacity for customers waiting on corners, enhance footpath space and circulation. Sydney Metro has safeguarded a secondary entrance and unpaid pedestrian overpass at Campsie Station to the west.</p> <p>4) Sydney Metro is committed to safeguarding a secondary entrance and pedestrian overpass at Campsie Station. Whilst outside of this project scope, the design allows for it to be constructed in the future.</p>

Submission number	Submission date	Community submission	Issue(s)	Design response
		<p>(continued)</p> <p>a. The period when people with disability and older people can access assistance from staff at the train station if they require it; and</p> <p>b. The period when these passengers can access assistance from a taxi driver or the care giver who collects them at the Kiss and Ride facility.</p> <p>Ideally, the transition from a journey by train to other modes of transport should be seamless, and vulnerable people should be able to immediately access assistance if they require it. It is disappointing that the draft SDPP does not even try to provide this experience for people with disability and older people who use Campsie Station. Instead, the draft SDPP will continue to require these people to make a potentially hazardous crossing over Beamish Street.</p> <p>4. The draft SDPP includes a design for a new entrance at the western end of Campsie Station.¹² This new entrance would include lifts and stairs to a new pedestrian overbridge connecting Assets Street and Dewar Street. Unfortunately, the draft SDPP states this new entrance is ‘out of current scope’, which I understand to mean that there is no funding committed to actually deliver this project.</p> <p>I believe Sydney Metro should commit funding and deliver this new overbridge now. A new entrance at the Western end of Campsie Station would have many benefits, including:</p> <p>a. Alleviating the pedestrian traffic congestion issues on Beamish Street referred to above;</p> <p>b. Improving pedestrian access to locations in northern Campsie such as Campsie Police Station, Harcourt Public School and Wangee Park School;</p> <p>c. Providing a better pedestrian connection for residents in northern Campsie to Anzac Park, Campsie RSL and the Campsie Centre;</p> <p>d. Providing a basis for new facilities such as commuter car parking to be built around Lilian Street in order to accommodate potential increases in patronage arising from future population growth; and</p> <p>e. Providing a basis for Lilian Lane to become a verdant green corridor providing pedestrian and cycling connections toward Canterbury Hospital and Belmore Oval.</p> <p>I would greatly appreciate the opportunity to meet with the relevant design and project team to discuss this matter further.</p>		

7.3 Appendix C: City of Canterbury Bankstown submission & project response

Submission number	Submission date	Council submission	Issue(s)	Design response
1	11/06/2020	<p>Please see attached submissions pdfs for detailed correspondence</p> <p>SDPP feedback:</p> <p>Council's feedback is consistent with our previous correspondence dated 6 February 2020 as sent to Jon Lamonte, CEO Southwest Metro. The letter identified priority changes for each of the stations. In particular, the letter identified the following changes at Campsie Station which have not been included in The Campsie Station Design and Precinct plan -</p> <ol style="list-style-type: none"> 1. installation of pedestrian traffic lights on Beamish St, at the corner of North Pde; and 2. introduction of soft landscaping elements into the plaza and along Beamish Street. 3. Additionally, the proposed tree is considered too small, overhead wires should be undergrounded to allow for a large tall shade tree. 4. Council wants to ensure that future improvements to Campsie Station and surrounds improve the experience and safety for both Metro customers and the broader community. At this stage we feel there are still several opportunities where an improved outcome can be achieved to the benefit of all. <p>IAP feedback summary:</p> <ul style="list-style-type: none"> - Detailed designs for Lilian lane integrating pedestrians, cyclists and vehicles should be provided and delivered in scope. - Barrier fencing on Beamish Street should be removed and replaced with traffic calming measures so as to prioritise the pedestrian. - Provide more bicycle parking 	<ul style="list-style-type: none"> - Additional traffic lights - landscaping at plaza - undergrounding of OHW at proposed tree location - Include walking/cycling detailed designs - Replace barrier fencing on Beamish St - More bike parking 	Responses below
2	11/06/2020	<p>Traffic lights at the intersection of Beamish Street and North Parade must be included in scope.</p> <p>Responsibility and cost has been transferred to Council for delivery of many future actions including traffic lights at the intersection of Beamish Street and North Parade, Lilian Lane upgrades, traffic calming on Beamish Street, streetscape upgrades (including lighting) surrounding the station and provision of adequate cycle parking. Sydney Metro should deliver public domain and interchange access improvements to a satisfactory level beyond the limited scope of what has been approved to cater for patronage changes to 2036 resulting from land use, population, employment, transport infrastructure and service changes.</p> <p>Proposed improvements to achieve a safe and pleasant walking environment for pedestrians within the station walking catchment area are not sufficient. The scope of works is too narrow. The surrounding streets should be upgraded to improve amenity and key crossings to the north on Beamish street should be in scope.</p>	<ul style="list-style-type: none"> - General - Traffic Lights North Pde, Lilian Lane upgrades, Beamish St 	Proposals for new traffic signals and other road improvements will be investigated in collaboration with key stakeholders to determine feasibility and integration with the wider transport network.
3	11/06/2020	<p>Wires should be undergrounded above the proposed tree located at the intersection of Lilian Lane and Beamish Street and a large tall shade tree should replace the proposed golden honey locust tree. If wires are not undergrounded the honey myrtle should be replaced with crepe myrtle to align with what Council is planting in the area.</p> <p>Page 32, Design response Introduction of landscape at the corner of Lilian Lane and Beamish Street as part of the new plaza</p> <p>Wires should be undergrounded above the proposed tree located at the intersection of Lilian Lane and Beamish Street and a large tall shade tree should replace the proposed golden honey locust tree. If wires are not undergrounded the honey myrtle should be replaced with crepe myrtle to align with what Council is planting in the area.</p>	<ul style="list-style-type: none"> - Design response - Undergrounding of wires 	<p>The overhead wiring is likely to become a redundant asset in the future. Therefore investing in its removal at current stage is cost prohibitive.</p> <p>Crepe Myrtle was considered for the tree species at the corner of beamish Street and Lilian Lane, however was deemed not suitable in this location as the planter space is heavily constrained with existing utilities with no irrigation provided. Gleditsia Triacanthos is proposed instead as it is a hardy drought tolerant tree once established, and would have a higher chance of surviving in this environment.</p>
4	11/06/2020	<p>Detailed designs for Lilian lane integrating pedestrians, cyclists and vehicles should be provided and delivered in scope.</p> <p>Lillian Lane does not describe how walking along that narrow lane will be safe. There needs to be a detailed analysis and plans supporting how users both on foot and bicycle, will safely get to the station. Lilian lane upgrades should be included in scope</p>	<ul style="list-style-type: none"> - Station precinct plan - Lilian Lane 	<p>Sydney Metro is yet to commence design work on Lilian Lane. However this will be designed and delivered as part of walking and cycling improvements. Further details will be provided to Council in due course.</p> <p>Sydney Metro is yet to commence design work on Lilian Lane. However this will be designed and delivered as part of walking and cycling improvements. Further details will be provided to Council in due course. The items raised by Council will be developed as part of the design investigation into walking and cycling improvements.</p>
5	11/06/2020	<p>Page 38, Barrier fencing on Beamish Street should be removed and replaced with traffic calming measures so as to prioritise the pedestrian.</p>	<ul style="list-style-type: none"> - Station precinct plan - Barrier fencing 	Proposals for pedestrian and road safety measures will be investigated in collaboration with key stakeholders to determine feasibility and integration with the wider transport network.

Submission number	Submission date	Council submission	Issue(s)	Design response
6	11/06/2020	Provide more bicycle parking.	– Bike parking	21x Secure (sheltered) bike parking is being provided within the station concourse building. In addition, bike parking is also proposed on North Parade. This makes the total bike parking provision at Campsie over 50 spaces. The number of bike parking spaces provided within the station and the surrounding precinct provides capacity beyond forecast demand levels to 2036.
7	11/06/2020	Existing bus service and location of bus stops in Campsie are convoluted and not well-planned. The draft IAP proposes no changes to current bus interchange, transfer and bus services. It is recommended that a working group be established to develop principles for buses, including routes, infrastructure and layover, and explore options to resolve the bus network and interchange and transfer requirements for Campsie (similar to the process developed for Bankstown Station). Bus services should be improved, planned and delivered in accordance with forecasted demand as a result of expected growth and change of Campsie as a key strategic centre to 2036. Bus stop locations: Reconsider location of bus stops so that it does not interfere with pedestrian/cyclists safety and streetscape quality. Consolidate and reduce the number of bus stops if possible	– Bus Interchange and Transfer Requirements	The feedback from Council is noted. The Interchange Access Plan is a working document, which will be updated in line with developments to the wider integrated transport network. Sydney Metro will work with key stakeholders to highlight the items related to the wider bus network and identify opportunities for future enhancement.
8	11/06/2020	The modes of access in the IAP are based on 2026 forecasts. This is inadequate. Forecasts to 2036 and beyond, aligning with forecasts in the District Plan, should influence and guide service provision in the IAP, W&CS and station design	– Interchange Access Plan	The Interchange Access Plan is developed to provide an account of indicative interchange operations from day 1 of SM operations. The IAP is also a working document that will be updated in line with wider strategic plans. Sydney Metro is keen to work with stakeholders in other agencies to understand greater detail about future land use, population and employment influences on the station precinct.
9	11/06/2020	The IAP makes no reference to induced patronage as a result of land use, population and employment. This matter should be addressed, particularly in Campsie as the role of the strategic centre is expected to change significantly.	– Interchange Access Plan	The Interchange Access Plan is developed to provide an account of indicative interchange operations from day 1 of SM operations. The IAP is also a working document that will be updated in line with wider strategic plans. Sydney Metro is keen to work with stakeholders in other agencies to understand greater detail about future land use, population and employment influences on the station precinct.
10	11/06/2020	Responsibilities for delivery and maintenance are unclear. These matters should be clarified, discussed with and agreed by all relevant stakeholders.	– Interchange Access Plan	Sydney Metro is still working through the O&M responsibilities and will work closely with Council to clarify future maintenance responsibilities.
11	11/06/2020	Principles state park and ride is the lowest priority of all modes. There are many on-street surface car parking spaces around the station, which are located on Sydney rail and Council land. There is a need to investigate how these car parking spaces are used - whether they are park and ride for commuters or parking for town centre visitors. Car parking strategy for commuters should be prepared as part of the Interchange Access Plan and Station Precinct Plans to optimise car parking spaces around the station and improve streetscape quality and pedestrian/cyclist amenity. The strategy should investigate how car parking spaces around the station are used - whether for park and ride for commuters or parking for town centre visitors.	– Interchange and Transfer Principles - Car Parking Strategy	Development of a separate Car Parking Strategy for the Campsie Town Centre precinct, is currently not within scope for Sydney Metro. However, Sydney Metro is committed to enabling opportunities for improvements to the interchange environment and enhance sustainable mode share. Sydney Metro is happy to work with CoCB and further discuss opportunities for car parking as part of other pieces of work.
12	11/06/2020	The surrounding streets are not conducive to intuitive and direct pedestrian movements. Add the following points: 'Beamish St and surrounding streets are not conducive to safe pedestrian movements	– Table - Constraints	The document already states the following: - Beamish Street and surrounding streets are not currently conducive to cyclist movements. - Pedestrian space on Beamish Street is currently limited, and is subject to high volumes of pedestrian activity.
13	11/06/2020	Proposed improvements to achieve a safe and pleasant walking environment for pedestrians within the station walking catchment area are not sufficient. The scope of works is too narrow. The surrounding streets should be upgraded to improve amenity and key crossings to the north on Beamish street should be in scope.	– Walking Interchange and Transfer Requirements	Sydney Metro has been in consultation with the relevant stakeholders and the preliminary advice is that a pedestrian crossing north of Beamish Street will not be feasible due to its close proximity to existing signals on either side. As an alternative solution, Sydney Metro is investigating widening the existing signalised crossing on Beamish Street near South Parade to improve pedestrian amenity at this location. Sydney Metro will work closely with Council for an appropriate solution.

Submission number	Submission date	Council submission	Issue(s)	Design response
14	11/06/2020	<p>In Safe Transfer, add the following points: 'Beamish Street to have an important place function and be redesigned, funded and implemented to improve amenity and safety for pedestrians and cyclists, increase pedestrian capacity on the footpath to cater for future increase in patronage to 2036 and improve streetscape quality'. 'Footpath paving and access on nearby streets to be carefully assessed to identify areas requiring improvements to ensure safety for Sydney Metro customers'</p> <p>In Transfer to and from bus, add the following points: 'Reconsider location of bus stops so that they do not interfere with pedestrian/cyclists safety and streetscape quality'. Consolidate and reduce the number of bus stops if possible. Improve bus services in accordance with forecasted demand as a result of expected growth and change of Campsie as a key strategic centre to 2036.</p> <p>Establish a working group to develop principles and solutions to resolve the bus network and interchange and transfer requirements in Campsie similar to the process developed for Bankstown Station</p>	– Walking Interchange and Transfer Requirements	<p>Each of these items will be investigated separately in consultation with key stakeholders.</p> <p>The Interchange Access Plan is developed to provide an account of indicative interchange operations from day 1 of train operations. The IAP is also a working document, which will be updated in line with developments to the wider integrated transport network.</p>
15	11/06/2020	The interchange access plan does not include an upgrade to the pedestrian access at Beamish Street/ North Parade/ Wilfred Avenue intersection. A shared signalised intersection crossing at this point is proposed in the draft Walking and Cycling Strategy in order to address safety and risk, connectivity and to encourage positive behaviour change from users.	– Walking Interchange and Transfer Requirements	<p>The Walking and Cycling Strategy proposes a number of potential items, subject to further investigation.</p> <p>Whilst this item is identified as a potential improvement in the WCS, after further investigation, it has been determined that a signalised crossing in this position would not currently meet the warrants for a new crossing and it would be located in close proximity to other traffic signals on Beamish Street. The location of an additional signalised crossing in this location is anticipated to cause delay to a high number of bus services which travel on Beamish Street, to the disadvantage of public transport users. Sydney Metro acknowledges the need to ensure connectivity and positive pedestrian behaviour in the Campsie Station precinct. Whilst inclusion of this proposed crossing is not precluded, alternative measures to address pedestrian connectivity are currently under investigation.</p>
16	11/06/2020	A holistic design approach is required on Beamish Street, opposite to the station entry Sydney Metro should investigate ways to traffic calm the movements of vehicle traffic by including (for example) raised roadways and material changes between North Pde and South Pde/Lillian Ln and reduced speed limit on streets near the station.	– Walking Interchange and Transfer Requirements	Sydney Metro scope of work for Campsie Station is currently being refined through the design process. Sydney Metro provides opportunities for, and does not preclude wider precinct measures such as those proposed in the comment.
17	11/06/2020	Improve pedestrian connections for Lillian Ln. Plan does not clearly show proposals for improved pedestrian amenity and safety and improved streetscape quality. The plan should be amended to be consistent with proposals within the W&CS	– Walking Interchange and Transfer Requirements	Sydney Metro has not commenced design work on Lillian Lane yet. However this will be designed and delivered as part of an east-west walking and cycling route. Further details will be provided to CoCB in due course.
18	11/06/2020	The current condition of Beamish Street is not conducive to safe and pleasant cycling activity. Proposed improvements to achieve a safe and pleasant cycling environment at 'Interchange Area' are not sufficient yet a holistic street design approach is required to achieve a safe and pleasant cycling environment at least for the 'Interchange Area'. Extend cycle route from Campsie Street to Campsie Station. Provide bike parking numbers to cater for the forecasted growth of Campsie as a Strategic Centre to 2036 and beyond	– Cycling Interchange and Transfer Requirements	Sydney Metro enables opportunities for a 'holistic street design approach' for the wider Campsie Precinct. Sydney Metro is keen to work with CoCB on developing the wider cycling catchment. The number of bike parking spaces provided within the station and the surrounding precinct provides capacity beyond forecast demand levels to 2036.
19	11/06/2020	Bike parking location requirements and principles, add the following points: Bike storage to be provided on the concourse building and in accordance with forecasted demand for bike storage as a result of expected growth and change of Campsie as a key strategic centre. Bike storage and bike hoops to be located and designed as an integral part of the landscape and architectural design of the station. Bike hoops should be ideally under a roof canopy so bikes remain dry during wet weather. 'Lillian Lane to be designed and delivered as a shared street to provide safe and pleasant environment for pedestrians and cyclist and to entice pedestrian and bicycle commuting.'	– Cycling Interchange and Transfer Requirements	<p>Bike parking at Campsie has been provided both undercover / secure as well as outdoor to give options to the customers. The outdoor bike parking comprises of bike hoops which are consistent across all stations and well integrated with the surrounding environment. The proposed requirements meet the forecast demands in 2036. IAP will be amended to reflect the inclusion of bike storage in the concourse and integrated as part of landscape and urban design.</p> <p>Sydney Metro will be commencing the design work for Lillian Lane shared zone in the coming weeks. Further design work will be undertaken as part of the development of an east-west walking and cycling route. CoCB will be consulted on these elements.</p>
20	11/06/2020	Closest Cycling Routes, add the following points: The western terminus of the cycleway is in Settlers' Park, Ryde, while the south-eastern terminus is in Botany Bay at Kyeemagh	– Cycling Interchange and Transfer Requirements	IAP will be amended to reflect suggested words.
21	11/06/2020	<p>Canterbury Bike Plan proposes an off-street cycle path on South Parade which does not align with the proposed bike paths around Campsie Station in the draft W&CS.</p> <p>W&CS to confirm proposed bike paths around Campsie Station. Bike facilities should also be provided on South Parade to align with the location of the cycle link and to increase the number of bike parking facilities.</p>	– Cycling interchange and transfer requirements	<p>South Parade is currently considered in the Walking and Cycling Strategy. The final design and preferred treatment will be developed as part of the design for walking cycling link. Further details will be provided to CoCB in due course.</p> <p>Additional bike parking on South Parade is currently not part of Sydney Metro Southwest scope.</p>

Submission number	Submission date	Council submission	Issue(s)	Design response
22	11/06/2020	The proposed north side bus stops and taxi stand are not accessible to the station entry via a direct path of travel. Traffic lights at the intersection of Beamish Street and North Parade must be included in scope.	– Bus and Taxi Interchange and transfer requirements	<p>Pedestrian connectivity improvements for the Campsie Town Centre are currently being considered. Direct paths of travel will be considered, balancing the needs of all transport users to determine the best outcome.</p> <p>Traffic modelling was carried out for the provision of a signalised pedestrian crossing on Beamish Street at North Parade, in addition to the existing signalised intersection at Beamish St/South Pde/Lilian Lne. This provided the following:</p> <ul style="list-style-type: none"> – Very long queues on northern approach of Beamish St at North Parade in both peaks. While the Beamish St/South Pde/Lilian Lane intersection appears to operate satisfactorily the new pedestrian crossing causes the extensive queues and operates at Level of Service ‘F’ for traffic. This results in extensive traffic queues of 370m in the AM peak and 500m in the PM peak on Beamish St – In PM peak, at the new crossing, the southbound traffic capacity on Beamish St is constrained and, as a result, causes oversaturated upstream lanes. i.e. Only 720 vehicles of 823 vehicles are able to pass through the intersection. This would lead to delays for buses through the town centre and servicing the station. <p>A preliminary response from key stakeholders in TfNSW has indicated that the provision of pedestrian signals or zebra crossing in such close proximity to the signalised intersections at South Pde and Clissold Pde would not be acceptable.</p> <p>As an alternative, a 10m wide pedestrian crossing on the northern Beamish St leg of the Beamish St/South Pde/Lilian Lne intersection was tested. This had minimal impact on the intersection operation while shortening the distance pedestrians would need to walk to cross Beamish St when coming from North Pde. A “scramble” crossing arrangement was also considered for the intersection of Beamish St/South Pde/Lilian Lne however, traffic modelling indicates that this would also result in extensive traffic and bus delays.</p>
23	11/06/2020	Convert existing 5-minute parking on southern side of North Parade, west of Beamish Street, to Kiss and Ride	– Vehicle Drop-off and Parking Interchange and Transfer Requirements	Suggestion is noted. Sydney Metro will investigate the Kiss and Ride suggestion on North Parade
24	11/06/2020	<p>Walking, add the following actions: W4 - Investigate improvements to the public domain along Beamish St (in the vicinity of the station), North Parade (between Beamish and Browning St), Wilfred Ave (Between Beamish and Asset St), Lilian Ln/St and South Parade (between Beamish St and Duke St) to improve streetscape quality and pedestrian and cyclists safety and amenity through a holistic street design approach.</p> <p>Cycling - add the following: C4 Bike storage to be provided in the concourse building or nearby and in accordance with forecasted demand for bike storage as a result of expected growth and change of Campsie as a key strategic centre to 2036 and beyond.</p> <p>Bike storage and bike hoops to be located and designed as an integral part of the landscape and architectural design of the station.</p> <p>Parking - add the following: P2 - A car parking strategy for commuters should be prepared as part of the Interchange Access Plan and Precinct Plan to optimise car parking spaces around the station and improve streetscape quality and pedestrian/cyclist amenity.</p>	– Actions	<p>Sydney Metro will investigate improvements to the public domain for pedestrian and cyclist safety along Lilian Lane - South Parade between Duke Street and Beamish St as part of the design for walking and cycling route. Any investigations to streets in the north is not part of scope.</p> <p>Bike parking has already been provided in the concourse to meet the forecasted demand. This issue is addressed. IAP will be amended to reflect the bike storage in concourse.</p> <p>Bike storage and hoops are designed as an integral part of landscape and architectural design.</p> <p>Car parking along Lilian Lane and South Parade will be considered as part of the design for an east-west walking and cycling route.</p>
25	11/06/2020	Add the following new item to the actions: Consider how the interchange plan will change at key points over the 2036 planning horizon. This includes operation of Sydney Metro (2024), introduction of new development potential (2021-2022), etc. Identify the changes required to support mode share change towards walking and cycling	– Actions	The Interchange Access Plan is developed to provide an account of indicative interchange operations from day 1 of train operations. The IAP is also a working document, which will be updated in line with developments to the wider integrated transport network.

Submission number	Submission date	Council submission	Issue(s)	Design response
26	11/06/2020	Page 30 lists items that are to be delivered by stakeholders as part of other projects or have been identified for further investigation. This list contains a number of projects essential to improving walking and cycling access to the station, such as the Lillian Lane component of the E-W link and intersection improvements on Beamish Street within the confines of the Interchange precinct. As per feedback submitted on the draft Walking and Cycling Strategy, the financial burden and delivery of infrastructure to support the Metro should not be a responsibility of Council. Items listed to be delivered by other stakeholders should be included in scope and delivered as part of the metro project.	– Actions	Some of the items listed on page 30 of IAP e.g. provision of signalised shared crossing at Beamish Street/ North Parade intersection and bicycle crossing facility at Beamish Street/South Parade intersection are being investigated by Sydney Metro which also support the walking and cycling route to be delivered by Sydney Metro. Other items for investigation may be delivered. Sydney Metro will implement the elements of the Walking and Cycling Strategy associated with an east west walking cycling route. This includes the route along South Parade and Lilian Lane. Outcomes will be determined as part of the detailed design phase, with further information to be provided to CoCB in due course. For the other complementary options identified in the Walking and Cycling Strategy, while these are outside Sydney Metro's scope for delivery of the project, we will work with CoCB to understand opportunities for infrastructure staging and prioritisation. This could include options for CoCB to implement eligible projects under a Transport for NSW program, subject to a successful funding application.
27	11/06/2020	There remains a concern over who is responsible for the proposed infrastructure. A clear and agreed maintenance schedule should be developed in conjunction with Council.	– Ongoing maintenance	The Interchange Operations and Maintenance Plan (IOMP) process is currently being considered by Sydney Metro. Metro will engage with CoCB to discuss the O&M responsibilities for the proposed infrastructure.
27	11/06/2020	Lillian Lane does not describe how walking along that narrow lane will be safe. There needs to be a detailed analysis and plans supporting how users both on foot and bicycle, will safely get to the station. Lilian lane upgrades should be included in scope	– Lilian Lane	Sydney Metro has not commenced design work on Lilian Lane yet. However this will be designed and delivered as part of an east-west walking and cycling route. Further details will be provided to CoCB in due course.
28	11/06/2020	A pedestrian priority area that creates efficient, easy and safe pedestrian movement through the interchange between the different transport modes. Traffic calming and pedestrian priority should be provided on Beamish Street in-between North and South Parade and constructed as part of the project.	– Pedestrian priority	See response above
29	11/06/2020	Page 16, Movement Network Principles Principles state that "Movement networks are legible". The intersection of North Parade and Beamish street is not legible because it is not clear how to safely cross the road to access the station Traffic lights at the intersection of Beamish Street and North Parade must be included in scope to increase legibility and direct access to station.	– Movement Network Principles	See response above
30	11/06/2020	Page 32, Design response Safeguarded action: Additional east/west crossing on Beamish Street north of the station The intersection should be included in scope and delivered as part of the project.	– Design response	See response above
31	11/06/2020	More public seating should be provided in the plaza	– Station precinct plan - seating	Various seating options as well as quantities have been included in the station plaza. As part of the rationalisation of retail, opportunities have been safeguarded in the plaza design to allow outdoor café seating and encouraging precinct activation.

7.4 Appendix D: Transport for NSW (TfNSW) submission & project response

Submission number	Submission date	TfNSW submission	Design response
01	20/05/2020	Council are requesting consideration for a signalised intersection at Beamish St and North Pde and a marked foot crossing on Beamish St between North Pde & South Pde. It is approx. 50m between these two intersections which would not make it possible to install a marked foot crossing – especially if North Pde is signalised. Also a marked foot crossing directly at the access to the station would cause delays during peak hours due to the constant streams of pedestrians crossing the road.	Acknowledged and Sydney Metro are looking at other alternatives.
02	20/05/2020	Beamish St is a strategic corridor for bus travel servicing local and through services with a high frequency. We can not afford to affect this road as it will not only impact traffic it will also be adverse for connections between transport modes (bus to trains and vice versa). It is noted the works are for side streets (mainly) but access to and from for construction purposes will need to be managed. It is noted that there is significant comment relating to creating an enlarged station entry and forecourt. Hence SCO's comments about managing Beamish St during construction.	Sydney Metro is yet to award the construction contract for the Campsie station upgrade which is expected to be in Q4 2020. The construction methodology for Campsie will be refined once Sydney Metro receives the construction programme from the future contractor for Campsie. As part of the approval conditions, the contractor is required to prepare a Construction Traffic Management Plan which “must describe the work activities being proposed, their impact on the roadway and on road users and how those impacts will be addressed”. Also, any proposed impacts to Beamish Street including the associated construction methodologies will be presented to the Traffic Control Group (TCG) and Traffic and Transport Liaison Group (TTLG) by the Contractor for comment/endorsement. Southwest Metro team will present the Construction Traffic Management Plan to SCO & PnP Coordination meeting once it is available.
03	20/05/2020	Section 3.5 (8) – there is no mention of bus operation on South Parade. The use of the northern side of South Parade as a kiss and ride zone will likely result in illegal parking within the adjacent Bus Zone, as it currently does now. Needs to be considered further.	Acknowledged and Sydney Metro are looking at other alternatives for Kiss and Ride for when possession buses are operational.
04	20/05/2020	Section 5.1.3 – It is mentioned that this design will provide easy transfer to bus stops on North Parade, Beamish St and South Parade. Other than the plaza design at the entrance to the station on the western side of Beamish St, it is not clear, how this design improves access to Bus Stops.	The revitalisation of the station plaza itself with its improved and decluttered environment facilitates easy movement and transfer for pedestrians. Words will be added to reflect that.
05	20/05/2020	Section 5.2.1 – will the proposed signalised shared crossing across Beamish St at North Parade incorporate the full intersection of North Parade. If signals are to be considered, both a stand alone signalised crossing and full intersection signals should be modelled. Additionally, the proposal of a “shared crossing” will occupy additional road space of the bridge in Beamish St. As such there is a likelihood that traffic, particularly buses, will queue across both North Parade and South Parade intersections.	Acknowledged and Sydney Metro are investigating alternative to that.
06	20/05/2020	While not specifically proposed in this document, any proposal for a zebra crossing across Beamish St is not supported due to the extensive delay this will add to the already congested corridor of Beamish St.	Acknowledged and Sydney Metro are investigating alternatives to that.
07	20/05/2020	Any proposal for a ‘Shared Zone’ in Lillian Lane, would need to be submitted to Network and Safety Services for review and approval. Any impacts to the operation of the existing TCS site due to the implementation of a ‘Shared Zone’ would also need to be considered by Network Operations.	Acknowledged and Sydney Metro will investigate as part of the design for an east-west walking and cycling route.
08	20/05/2020	For options involving treatments for pedestrian and cycle connectivity (e.g. Pedestrian Cycle Link), proposals should be developed in consultation with TfNSW Active Transport, Greater Sydney, Sydney Planning.	Acknowledged and Sydney Metro will investigate as part of the design for an east-west walking and cycling route.