

7 Placemaking

7 Placemaking

This chapter provides an overview of the approach to placemaking for the Concept. It outlines the integration with local strategic plans, place and design principles for stations and ancillary facilities, and the design process.

7.1 Secretary’s Environmental Assessment Requirements

The Secretary’s Environmental Assessment Requirements relating to Stage 1, and where these requirements are addressed in this Environmental Impact Statement, are outlined in Table 7-1.

Table 7-1: Secretary’s Environmental Assessment Requirements - Placemaking

Reference	Secretary’s Environmental Assessment Requirements	Where addressed
1. Place and Design		
1.1	Outline a design process that is informed, collaborative and iterative (including the use of design review panels and consultation with community and other stakeholders).	Section 7.11
1.2	Design principles and outcomes for each station and facility that are reflective of the design objectives in Better Placed.	Section 7.3 Section 7.10
1.3	Design principles and outcomes should include how crowd management and operational efficiency can be achieved for major events	Section 7.10.3

7.2 Strategic placemaking context

The Sydney Metro West corridor, from Westmead to Sydney CBD, is an important corridor which would significantly enhance the intercity linkage between the Central River City of Greater Parramatta and the Eastern Harbour City of the Sydney CBD. Sydney Metro West supports the key directions outlined in the Greater Sydney Region Plan: A Metropolis of Three Cities (Greater Sydney Commission, 2018a) by:

- Providing infrastructure to support the three cities including the '30-minute city' concept where people will have access to jobs, schools, hospitals and services within 30 minutes
- Connecting the Eastern Economic Corridor with the Greater Parramatta and Olympic Peninsula Economic Corridor
- Supporting greater housing supply.

The corridor provides a diverse mix of centres, ranging from established CBDs, to specialised precincts and local town centres. Sydney Metro West would be delivered within a context of significant renewal and potential change in many areas along the corridor.

Planned growth and renewal around stations offers opportunities to activate or revitalise the public domain, creating unique and safe places. In the design of each station, consideration would be given to the opportunities for the station to be more than just a transport node, but also an active and vibrant place, with public domains designed to encourage walking, cycling and social interaction that provides value and amenity to the wider community.

Further detail on the city-shaping benefits of Sydney Metro West, including how the Concept supports planned growth and renewal, is provided in Chapter 2 (Strategic need and justification).

Several strategies and policies are in place to guide the design of the built environment and public realm in NSW. These strategies and policies set the context for Sydney Metro’s approach to placemaking.

7.2.1 Better Placed

Better Placed is the integrated design policy for the built environment of NSW (Government Architect NSW, 2017). The policy provides guidance for state government to achieve good design as both a process and outcome.

Better Placed sets seven design objectives which define the key considerations of a built environment to that is 'healthy, responsive, integrated, equitable, and resilient.' Sydney Metro’s own objectives for design are aligned with those established in Better Placed (refer to Section 7.3.3).

7.2.2 Sydney Green Grid

As part of the Greater Sydney Region and District Plans, the Sydney Green Grid provides a spatial framework to underpin Greener Places, the draft green infrastructure policy (Office of the Government Architect, 2017). The Sydney Green Grid proposes the creation and consolidation of a 'network of high quality green areas that connect town centres, public transport networks and major residential areas,' enhancing open space throughout Greater Sydney.

With Sydney Metro West following the Parramatta River from Westmead to the Sydney CBD, there are opportunities for the stations and surrounding public domain to connect into or enhance the Sydney Green Grid. Key opportunities to improve connectivity to existing and future Green Grid projects are identified for relevant precincts in Section 7.10.

7.2.3 Greener Places

Greener Places – Draft for discussion (Government Architect NSW, 2017) builds on the Sydney Green Grid to guide the design, planning and delivery of green infrastructure across NSW. Green infrastructure refers to the network of open spaces, natural and semi-natural systems including parks, river, bushland and private gardens which support quality of life in urban environments. Greener Places identifies the NSW Government’s infrastructure and urban renewal projects as an opportunity for the delivery of quality green infrastructure.

Sydney Metro West would support the principles of Greener Places, including:

- Integration – The design of the Concept would consider opportunities to integrate green infrastructure with metro stations and facilities
- Connectivity – The Concept offers opportunities to improve connectivity to open spaces, parklands, waterways and active transport routes. Opportunities to integrate with existing and planned walking and cycling networks would also be an important consideration in design.

7.3 Approach to placemaking

7.3.1 Understanding place

The delivery of Sydney Metro West offers the opportunity to transform areas with new places, or to reinforce and enhance existing places. The approach to placemaking for Sydney Metro West is based on a multi-faceted approach to the planning, design, and management of public spaces, which aims to create public spaces that promote people’s health and wellbeing.

The approach to placemaking at each locality would be contextual, taking into consideration that metro stations would:

- Function as 'places' in their own right, creating focal points in the communities each station serves. The stations would attract a range of benefits and land uses, including reducing dependence on private vehicles, providing public places for gathering and human interaction supported by commercial and retail, as well as encouraging exercise by promoting walking and cycling to and from the stations
- Have a role in contributing to their surrounding environment or 'place' in which they are located by supporting planned growth and renewal, and acting as a catalyst for transit-oriented development within their catchments.

7.3.2 Role and scope for placemaking

Sydney Metro considers placemaking opportunities at different scales, starting from the station itself, extending to the interchange area, and to the broader precinct in which the station and interchange are located. These scales are shown on Figure 7-1.

Sydney Metro’s role in delivery changes as the scale increases. Sydney Metro’s scope to deliver and influence place outcomes is highest within the station and interchange area. The physical extent of this area differs from station to station depending on context, but generally includes station plazas and interchange infrastructure in the immediate surrounds of the station. In some locations this may include areas for integrated station and precinct development (refer to Section 7.3.4), placemaking or transport integration purposes.

At all stations, Sydney Metro would deliver public domain elements and work with other parts of Transport for NSW to deliver transport integration elements. This would ensure that stations and interchanges are attractive, safe, functional and allow for the gathering and movement of people. Within station and interchange areas, Sydney Metro would also explore opportunities for activation, retail and other specialised spaces for the customer and community. These would be delivered subject to separate planning approvals or future stage(s) of Sydney Metro West as appropriate.

Beyond the interchange area, in the precinct, the role of Sydney Metro is generally to service key attractions and enable opportunities for land use change and placemaking more broadly.

Integration with broader land use planning led by state and local government agencies is an important consideration for the precinct. This can help ensure that mass transit amenity offered by the station is supported by appropriate land uses and density, which contribute to liveability of areas through supporting public transport use and reducing the need for private vehicle use.

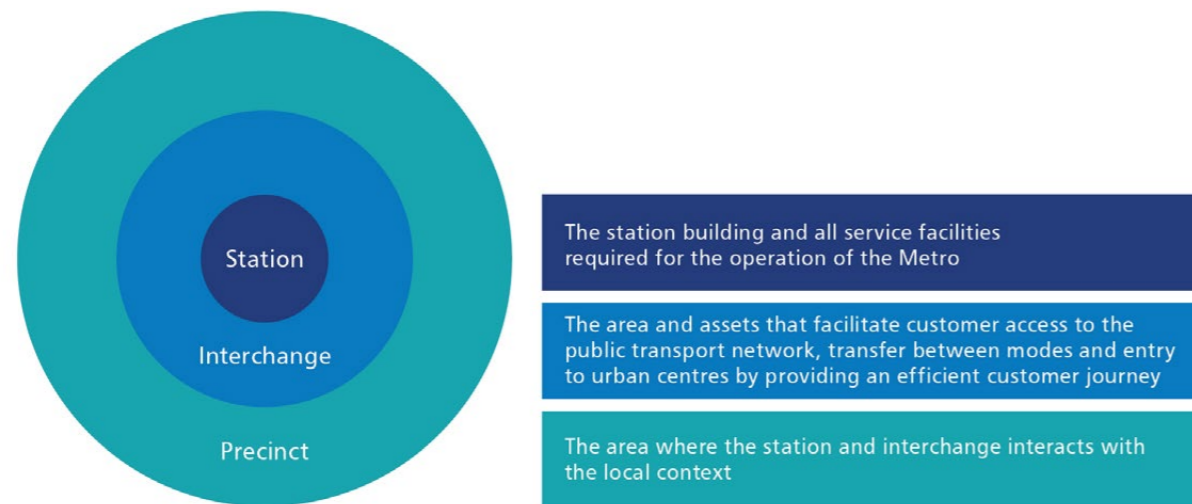


Figure 7-1: Placemaking at different scales

7.3.3 Sydney Metro Design Objectives

To help meet Sydney Metro’s vision to transform Sydney with a world-class Metro, five design objectives have been identified to guide decision making and the design process. A design principle is prescribed to each design objective, describing the intention of the objective for the design of stations, station precincts and the wider metro corridor. The Sydney Metro design objectives, principles, and their alignment with Better Placed objectives are provided in Table 7-2.

Table 7-2: Sydney Metro Design Objectives

Objective	Principle	Relevant Better Placed objectives
Objective 1: Ensuring an easy customer experience	Sydney Metro places the customer first. Stations are welcoming and intuitive with simple, uncluttered spaces that ensure a comfortable, enjoyable and safe experience for a diverse range of customers	Objective 4: Better for people – safe, comfortable and liveable Objective 5: Better working – functional, efficient and fit for purpose
Objective 2: Being part of a fully integrated transport system	Sydney Metro is a transit-oriented project that prioritises clear and legible connections with other public and active transport modes within the wider metropolitan travel network that intersect with this new spine	Objective 5: Better working – functional, efficient and fit for purpose
Objective 3: Being a catalyst for positive change	Sydney Metro is a landmark opportunity to regenerate and invigorate the city with new stations and associated development that engage with their precincts, raise the urban quality and enhance the overall experience of the city	Objective 7: Better look and feel – engaging, inviting and attractive Objective 6: Better value – creating and adding value
Objective 4: Being responsive to distinct contexts and communities	Sydney Metro’s identity is stronger for the unique conditions of centres and communities through which it passes. This local character is to be embraced through distinctive station architecture and public domain that is well integrated with the inherited urban fabric of existing places	Objective 1: Better fit – contextual, local and of its place Objective 3: Better for community – inclusive, diverse and connected
Objective 5: Delivering an enduring and sustainable legacy for Sydney	Sydney Metro is a positive legacy for future generations. A high standard of design across the corridor, stations and station precincts, that sets a new benchmark, is vital to ensuring the longevity of the metro system, its enduring contribution to civic life and an ability to adapt to a changing city over time	Objective 2: Better performance – sustainable, adaptable and durable Objective 6: Better value – creating and adding value

7.3.4 Integrated station and precinct development

Several of the Sydney Metro West stations would provide opportunity for integrated station and precinct development. This could be made up of buildings(s) above and/or around the station that could deliver a range of uses such as community facilities, new homes and green spaces, shops, restaurants and commercial office spaces.

Integrating a mix of uses and development into the station precinct would contribute to the success of places by:

- Encouraging precinct activation and use of Sydney Metro West across different times of the day and week
- Creating opportunities to provide facilities which meet customer and community needs, attracting people to stations
- Allowing stations to successfully integrate into their urban context and to contribute positively to the character of places at the stations.

Sydney Metro West stations would be designed with provisions for integrated station and precinct development at Westmead, Parramatta, Sydney Olympic Park, Burwood North, Five Dock, The Bays and Sydney CBD.

All future integrated station and precinct developments would be subject to separate planning approvals process which would include community and stakeholder engagement. Further detail about how the Concept would facilitate integrated station and precinct development is provided in Chapter 6 (Concept description).

7.4 Transport integration and connectivity

Safe and convenient connections to and from Sydney Metro West stations are an important part of the customer journey and experience of the station precinct. Connectivity between different transport modes, including walking, cycling, rail, light rail, buses, taxis and kiss-and-ride, must be legible and easy, acknowledging that Sydney Metro is part of an integrated transport system. This also includes recognising relevant accessibility guidelines and standards (including the Disability Discrimination Act 1992 and Disability Standards for Access to Public Transport), which provide good access for people with disabilities, the elderly and passengers with prams or luggage.

A modal access hierarchy, shown on Figure 7-2, would be applied in the design of Sydney Metro West stations. The objective of the hierarchy is to ensure that the design of stations, and their integration with other transport modes, gives the highest priority to the most efficient and sustainable access modes. This influences the design of stations and interchanges, highlighting the need to balance transport integration with 'place' elements.

The hierarchy prioritises walking and cycling connections to provide for the safety and wellbeing of customers and users of the station precinct. Every arrival to or departure from the station would be as a pedestrian – either from the precinct or after transferring to or from connecting modes.

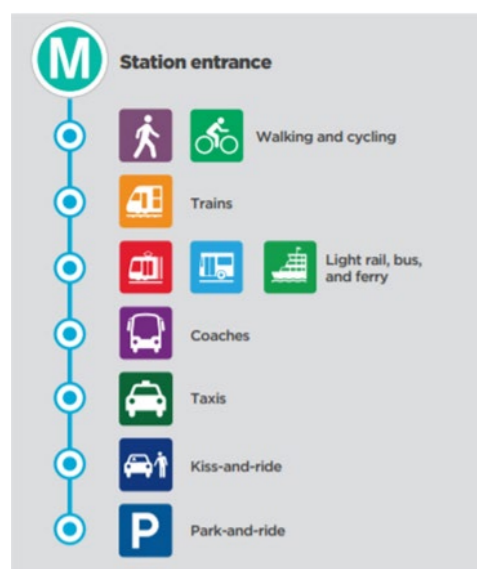


Figure 7-2: Sydney Metro West modal access hierarchy

The Concept aims to provide transport services which meet the needs of customers, integrate with the broader transport network, and support future housing and employment growth in the corridor. Sydney Metro would work with relevant stakeholders (such as Transport for NSW, other transport operators and local councils) to deliver the following principles:

- Provide direct, legible, safe and accessible pedestrian routes to and from stations
- Provide cycling access that is consistent with local government plans for cycling routes
- Maximise connectivity with metro, Sydney Trains suburban rail, light rail and intercity rail networks to provide shorter journey times, better connectivity and congestion relief
- Where beneficial to customers, work with Transport for NSW to reorient bus and networks to connect with Sydney Metro West stations, providing feeder service functionality and extending the catchment from which customers can access stations
- Work with Transport for NSW to reduce service duplication by rationalising bus operations to, from and within major centres and along major congested corridors
- Work with Transport for NSW to realign services to major centres in line with customer travel patterns, aiming to minimise the need to transfer between services
- Minimise, where possible, the impact on customers of transferring between services at interchanges, for example by minimising the distance between transport nodes and providing legible wayfinding between nodes
- Provide for short-term private vehicle access, rather than long-term access, at stations through kiss-and-ride, taxi and rideshare spaces.

7.5 Aboriginal cultural design

The Concept corridor traverses the Country of the Burramattagal, Wangal and Gadigal. Westmead and Parramatta are situated on the Country of the Burramattagal, which extends from Rosehill to Prospect. Sydney Olympic Park to The Bays is situated on the Country of the Wangal, which stretches across the southern shore of the Parramatta River between Burramattagal Country and Gadigal Country. The Sydney CBD is situated on Gadigal Country, which runs from the south side of Port Jackson, extending from South Head to Darling Harbour.

During development of Sydney Metro West, targeted consultation was undertaken with the local Aboriginal community to gain an understanding of its culture and stories specific to locations across the Concept corridor. As part of this engagement, authorised representatives were clear that their cultures are very much alive along the Sydney Metro West corridor and seen to have their stories and connection to Country to be evident in the development of the Concept.

The design of the Concept should respect and respond to the culture and stories embedded within the land it passes through. Opportunities for interpretations of Aboriginal culture, including Aboriginal heritage, would be explored throughout design.

These interpretations should pay respect to the different nuances and experiences of diverse cultural groups along the Concept corridor, to acknowledge that Aboriginal stories and history have specific significance to specific places. Authentic interpretation would be achieved by continued engagement with authorised representatives of the different Aboriginal communities. Assessment of the potential impacts to Aboriginal heritage are provided in Chapter 8 (Concept Environmental assessment).

7.6 Non-Aboriginal heritage

Heritage plays a key role in defining a sense of place, identity and community. Heritage elements often provide a richness and depth that enhance the customer experience of places. New stations located in close proximity to heritage elements have the potential to further this function, with contemporary infrastructure integrated with the past in ways that both enhance heritage values and cater for the future growth of the city.

There are several heritage items located within close proximity to future Sydney Metro West stations. Impacts on these heritage items would be minimised, with the stations designed sympathetic to the item. Opportunities would be identified for heritage conservation to contribute to the celebration of local identity in station design. Assessment of the potential impacts to non-Aboriginal heritage are provided in Chapter 8 (Concept environmental assessment).

7.7 Public art

Successful public art recognises the particular character of a place, and can enrich the customer experience of the metro. Public art can interface with other design disciplines to create an identity for stations and the metro line, legible wayfinding, meaningful heritage interpretation and safe public spaces. Locally resonant art pieces can build a sense of ownership by local communities, of their station and its public domain, which potentially adds to both the sustainability and meaning of these places.

Opportunities to integrate public art into the customer environment, and a process for its curation and production, would be considered in the design of Sydney Metro West.

7.8 Crime prevention through environmental design

Safety is a fundamental consideration for the design of all elements of Sydney Metro West. The design of stations and interchange facilities would be informed by crime prevention through environmental design (CPTED) principles. This would involve incorporating, as a minimum, the three main CPTED strategies:

- Natural access control – public spaces would be designed to attract people to use them, and access would be restricted to areas where customers or the public are not permitted to enter
- Natural surveillance – design would enable visibility from surrounding areas, providing for passive surveillance of customers and the community using the station precinct
- Territorial reinforcement – clear demarcation would be provided between public and private spaces, encouraging people to use public spaces with a sense of care and ownership.

The station designs would be developed with consideration given to these principles, to provide safe and secure places for customers and the wider community.

7.9 Sustainability in design

Sustainable design initiatives would be considered throughout the design of Sydney Metro West, and applied where feasible. Examples of sustainable design initiatives which could be incorporated into metro stations include:

- Providing daylight to aboveground and underground station areas
- Incorporating water sensitive urban design strategies e.g. tree pits and planting beds in station plazas which filter overland flow
- Solar shading at the ground plane, including tree shading, building overhangs and awnings
- Station entry areas which are naturally ventilated
- High efficiency lighting in stations using LED lighting and on-demand controls
- Thermal insulation and high performance glazing.

A Sydney Metro West Sustainability Plan is being developed to set out the sustainability principles, objectives and initiatives including performance targets and outcomes which will be adopted for all project lifecycle phases, including design. Initial principles to govern sustainability outcomes are provided in Chapter 8 (Concept environmental assessment) (refer to Section 8.20).

7.10 Precinct considerations

The following section details the precinct-specific considerations to guide design and placemaking for the Concept. This includes integration with land use planning, and setting place and design principles.

Integration with existing and developing strategic plans and visions, and local planning provisions is a key consideration in the development of Sydney Metro West. Opportunities to integrate with local land use plans and strategies have been considered throughout development of the Concept (for example, in site selection and placement of station entries). This would continue to be a key consideration in design development, particularly in respect of the stations and their relationship with the surrounding public domain and precincts. An overview of the relevant plans and strategies is provided for each precinct.

Preliminary place and design principles have been developed for each Sydney Metro West station and facility. The purpose of the principles is to guide future design through identifying outcomes which would be achieved at the station and in the immediate public domain and interchange area. The principles build upon the five Sydney Metro-wide design objectives (refer to Section 7.3.3) and have considered relevant local council strategies and Better Placed design objectives.

Sydney Metro would work with key stakeholders (including relevant local and state government agencies) to refine and implement these principles. These stakeholders would have an important role in ensuring the principles are achieved.

A description of each Sydney Metro West station and service facility is provided in Chapter 6 (Concept description).

7.10.1 Westmead metro station

Integration with strategic planning for the precinct

As identified in the Central City District Plan (Greater Sydney Commission, 2018b), the Westmead health and education precinct is a major attribute to Westmead, and its redevelopment has the potential to transform the precinct into a world-class innovation district.

A number of plans and strategies support this plan, which have informed the development of Westmead metro station, particularly raising the awareness of Westmead health and education precinct, and would guide future design, as outlined in Table 7-3.

Table 7-3: Integration with strategic planning - Westmead metro station

Plan or strategy	Overview
Cumberland 2030: Our Local Strategic Planning Statement	<p>Within the Westmead locality, the area south of the existing rail corridor is part of the Cumberland local government area. Cumberland 2030: Our Local Strategic Planning Statement (Cumberland City Council, 2020) plans for the local government area's economic, social and environmental land use needs over the next 10 years.</p> <p>The Local Strategic Planning Statement reinforces the future role of the specialised health and education precinct at Westmead, and identifies that the land south of the existing rail corridor comprises an existing low density residential area with potential to facilitate housing opportunities for key workers and students from the Westmead health and education precinct. In this context, the Local Strategic Planning Statement advocates for improved transport options to increase access to local employment hubs such as Westmead and to Greater Sydney, and the revitalisation of Hawkesbury Road to become the civic, transport, commercial and community heart of Westmead.</p> <p>Sydney Metro West would support the potential urban renewal of south Westmead by improving transport accessibility to and from Westmead; and would support the activation of Hawkesbury Road. Sydney Metro would continue to work with Cumberland Council to integrate the station into its wider precinct, taking into account the priorities identified in the Local Strategic Planning Statement.</p>
City of Parramatta Local Strategic Planning Statement	<p>The area north of the existing rail corridor at Westmead is part of the City of Parramatta local government area. The City of Parramatta Local Strategic Planning Statement (City of Parramatta Council, 2020) provides strategic direction for the next 20 years and identifies how the local government area can achieve local, district and regional priorities.</p> <p>The Local Strategic Planning Statement includes a priority to increase commercial floor space in strategic centres, including Westmead. The Statement also identifies a need to encourage growth of the night-time economy at Westmead; and to limit residential development in the Westmead Health and Education Precinct in order to encourage commercial, entertainment, health and education development. The increase in transport amenity provided by Sydney Metro West would support these outcomes.</p> <p>Sydney Metro would continue to work with the City of Parramatta to integrate the station into its wider precinct, taking into account the priorities identified in the Local Strategic Planning Statement.</p>
Precinct planning	<p>The Department of Planning, Industry & Environment (DPIE) has identified a precinct planning process for the Westmead locality, including:</p> <ul style="list-style-type: none"> • State-led strategic planning for the entire Westmead locality – which will include early work by DPIE, councils, state agencies and communities in the development of places and the planning frameworks that support them • Collaborative planning for the North and South Westmead precincts – which will involve DPIE having a coordination role to facilitate collaborative partnerships between DPIE, councils and state agencies. <p>Sydney Metro would continue to work with stakeholders to support planned growth at Westmead.</p>
The Westmead Health and Education Precinct Master Plan	<p>The Westmead Health and Education Precinct Master Plan establishes a long term vision for Westmead to develop as a world-class innovation district (north of the existing rail corridor). The Master Plan includes targets to increase jobs and tertiary students in the precinct.</p> <p>Serving the health and education precinct was a key driver in the selection of Westmead as a core station location. The delivery of Sydney Metro West would provide the transport connectivity required to support the growth of Westmead.</p>

Westmead metro station place and design principles

The preliminary place and design principles for Westmead metro station are:

- Facilitate an integrated transport hub with direct interchange between Sydney Metro and Sydney Trains services and safe, equitable and legible connections with active transport, buses and the future Parramatta Light Rail
- Provide a gateway to the Westmead Health and Education Precinct in recognition of its status
- Support greater activation along Hawkesbury Road, unifying North and South Westmead.
- Support growth and renewal opportunities by enhancing connections across the existing railway line with the station as a focal point
- Create an inviting public place at the station with high amenity and landscaped spaces that will encourage activation.

Indicative place and design principles for Westmead are shown in Figure 7-3.



Figure 7-3: Indicative Westmead place and design principles

7.10.2 Parramatta metro station

Integration with strategic planning for the precinct

As a priority in the Central City District Plan (Greater Sydney Commission, 2018b), Parramatta CBD has the potential to be transformed into one of Australia’s most important business hubs.

To capitalise this plan, a number of plans and strategies have been developed which have informed the development of Parramatta metro station and would guide future design, as outlined in Table 7-4.

Table 7-4: Integration with strategic planning - Parramatta metro station

Plan or strategy	Overview
City of Parramatta Local Strategic Planning Statement	The City of Parramatta Local Strategic Planning Statement (City of Parramatta Council, 2020) provides strategic direction for the next 20 years and identifies how the local government area can achieve local, district and regional priorities. The Statement includes directions to enhance the cultural life of the Parramatta CBD with a particular focus on the Civic Link; and promote community and cultural infrastructure and the night-time economy. The Statement also includes direction to promote the expansion of recreational spaces, with a focus on the Green Grid and Parramatta Ways. Expanding rail connectivity to the Parramatta CBD from surrounding areas is identified as a priority in the Statement. Achieving this will involve working collaboratively to ensure that local character and street typology are considered in infrastructure planning and that the design of development supports accessibility to public transport. Sydney Metro would work with Council throughout design development to support the achievement of these outcomes.
Parramatta CBD Planning Strategy and Proposal	The Parramatta CBD Planning Strategy (City of Parramatta, 2015) was adopted by the City of Parramatta Council in April 2015. The strategy sets the vision for the growth of Parramatta CBD as Australia’s next great city and provides a framework to achieve this vision. The Parramatta CBD Planning Proposal (City of Parramatta, 2018) has been prepared to implement the strategy. The planning proposal would amend the CBD boundary, land use mix, primary built form controls, and the mechanisms for infrastructure delivery. As the proposal is finalised and implemented, Sydney Metro West would support development enabled by the proposal.
The Civic Link Framework Plan	The Civic Link Framework Plan (City of Parramatta Council, 2017) establishes an aspiration for a new Civic Link to support the liveability, sustainability and productivity of the Parramatta CBD. The Civic Link would connect Parramatta Square to the Parramatta River at River Square via a green, pedestrianised public space and ‘cultural spine’. Activation of and access to the future Civic Link was a key driver in the site selection and entry placement for Parramatta metro station and is reflected in the place and design principles for the station.
Sydney Green Grid	The Parramatta River Foreshore has been identified as a Green Grid priority project, which aims to create and connect a network of open spaces on both sides of the river. Sydney Metro West would improve connectivity to the foreshore via the future Civic Link at Parramatta, supporting its activation.

Parramatta metro station place and design principles

The preliminary place and design principles for Parramatta metro station are:

- Support the transformation, expansion and economic growth of the Parramatta CBD by facilitating a well-designed high quality station, public domain and development
- Strengthen the connectivity of the city centre between Parramatta Square and the Parramatta River by supporting the realisation of the Civic Link
- Facilitate activation of the ground plane at the station and the surrounds, encouraging pedestrian movement in the area
- Enhance permeability by introducing fine-grain pedestrian links between the station and surrounding streets, breaking down the large city block
- Facilitate intuitive interchange with pedestrian and cycle transport, the future Parramatta Light Rail (Stage 1), and bus services with legible, safe and direct connections from the station entry.

Indicative place and design principles for Parramatta are shown in Figure 7-4.



Figure 7-4: Indicative Parramatta place and design principles

7.10.3 Sydney Olympic Park metro station

Integration with strategic planning for the precinct

As identified in the Central City District Plan (Greater Sydney Commission, 2018b), Sydney Olympic Park provides world-class sporting and event venues and residential, commercial and recreational activities.

Since the Central City District plan actions initiatives to strengthen Sydney Olympic Park, further plans and strategies have been developed which have informed the development of Sydney Olympic Park metro station and would guide future design, as outlined in Table 7-5.

Table 7-5: Integration with strategic planning - Sydney Olympic Park metro station

Plan or strategy	Overview
City of Parramatta Local Strategic Planning Statement	<p>The City of Parramatta Local Strategic Planning Statement (City of Parramatta, 2020) reinforces the role of Sydney Olympic Park as a mixed use lifestyle precinct and strategic centre. The planning statement includes a priority to increase commercial space and encourage commercial, entertainment and education development in Sydney Olympic Park. Sydney Olympic Park is also identified as a growth area for the night-time economy.</p> <p>Sydney Metro West would provide transport connectivity to Sydney Olympic Park across different times of the day and week, supporting a range of development and the night-time economy. Sydney Metro West would continue to work with the City of Parramatta to integrate the station into its wider precinct, taking into account the priorities identified in the Local Strategic Planning Statement.</p>
Sydney Olympic Park Master Plan 2030	<p>The Sydney Olympic Park Master Plan 2030 (Sydney Olympic Park Authority, 2018) guides the long term development of Sydney Olympic Park. A 2018 review of the Sydney Olympic Park Master Plan 2030 was endorsed in August 2018. This review provides for the continued growth of the precinct over the period to 2030, with the intention of protecting the role of Sydney Olympic Park as the premier destination for cultural, entertainment, recreation and sporting events while revitalising Sydney Olympic Park with a vibrant new town centre located centrally within the precinct. To ensure Sydney Olympic Park becomes an active and vibrant town centre, the Master Plan provides for:</p> <ul style="list-style-type: none"> • A wide range of complementary civic, retail, commercial, educational, community and entertainment uses • A high density residential area around Figtree Drive • A new public urban park prominently located to provide informal recreation and to create a strong identity for the town centre precinct. <p>Integration with the Master Plan was a key consideration in site selection for Sydney Olympic Park metro station. Sydney Metro would continue to work with the Department of Planning, Industry and Environment so that Sydney Olympic Park metro station is integrated with and supports the Master Plan.</p>

Sydney Olympic Park metro station place and design principles

The preliminary place and design principles for Sydney Olympic Park metro station are:

- Support the creation of a new town centre and reinforce Sydney Olympic Park as a premier destination for major events in line with the principles outlined in the Sydney Olympic Park 2030 masterplan
- Deliver a station and public domain designed to support day to day activities and flexibility to accommodate major events and periodic large crowds
- Facilitate east-west access from Olympic Boulevard to the station and town centre to accommodate event crowds
- Enhance permeability with new pedestrian links and connections to places within the wider station precinct supported by active street frontages, and new open spaces
- Ensure the station provides easy, safe and intuitive interchange with other modes of transport, during day to day operation and events.

Indicative place and design principles for Sydney Olympic Park are shown in Figure 7-5.

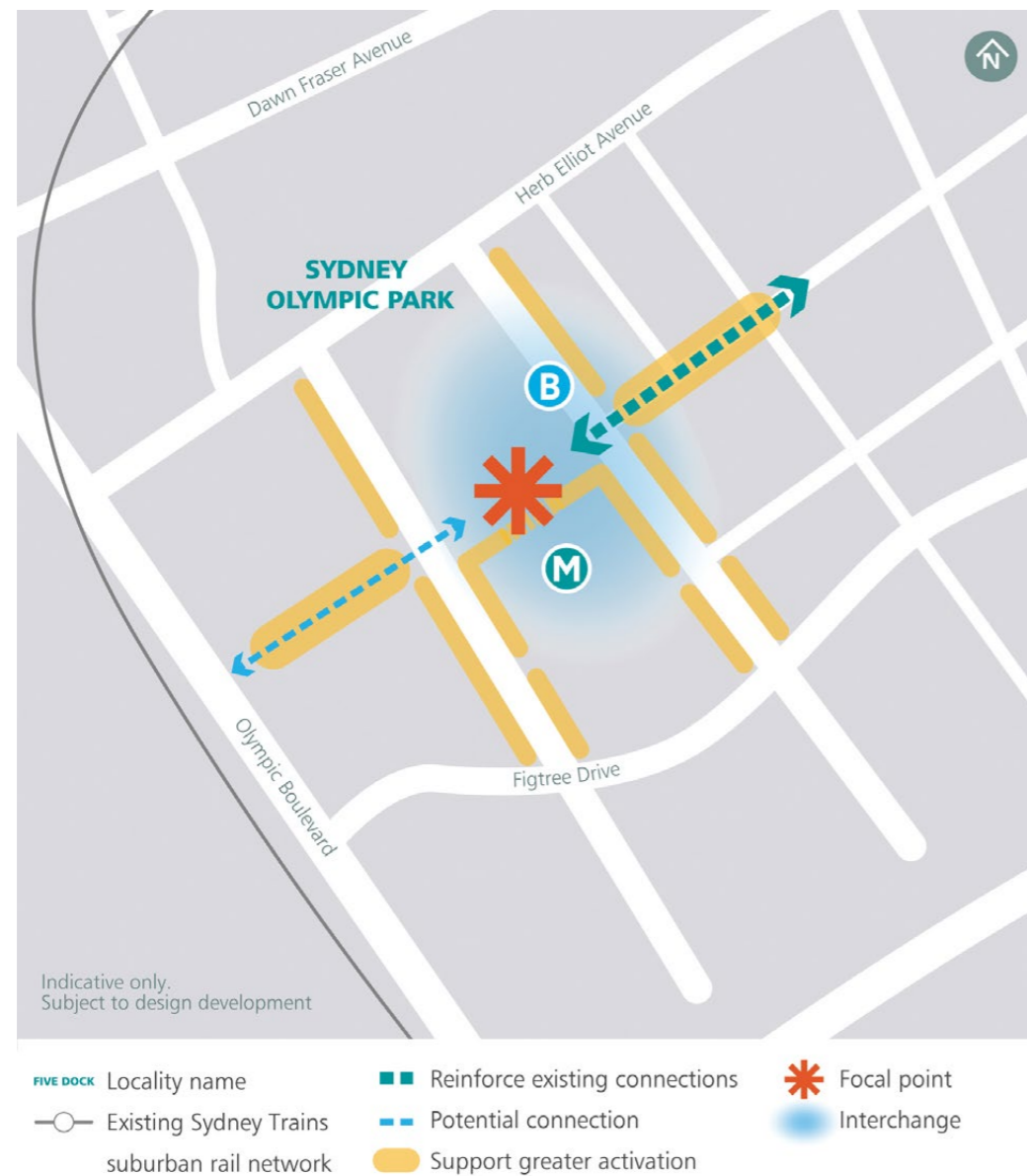


Figure 7-5: Indicative Sydney Olympic Park place and design principles

Event considerations

As set out in the place and design principles, Sydney Olympic Park metro station would be designed with flexibility to accommodate major events and periodic large crowds. The metro would work with the existing T7 Olympic Park line on the suburban rail network to cater for events.

This design of Sydney Olympic Park metro station would include strategies to separate event and non-event customer flows, to enable operational efficiency to be achieved during major events. This would include the following:

- In addition to day-to-day entries, the station would include separate event mode entries, to separate customer flows. Dedicated vertical transport (lifts and escalators) could also be provided for event and non-event customers
- Adequate space would be provided both at grade in the precinct and in the station for crowd marshalling – including space for event customers to queue at grade and an internal station configuration which caters for crowds
- Extended dwell times (the time a train needs to stop in a station for customers to board and alight) at Sydney Olympic Park metro station could be considered in planning for ‘event mode’ operations of Sydney Metro West. This would need to be balanced with the efficient operation of the line
- Sydney Metro would work with Department of Planning, Industry and Environment, and Transport for NSW to deliver clear wayfinding to different transport nodes in the precinct.

7.10.4 North Strathfield metro station

Integration with strategic planning for the precinct

The Eastern City District Plan (Greater Sydney Commission, 2018c) identifies North Strathfield as a local centre within an urban renewal area. To capitalise this plan, a number of plans and strategies have been developed, which have informed the development of the North Strathfield metro station and guide the future design, as outlined in Table 7-6.

Table 7-6: Integration with strategic planning - North Strathfield metro station

Plan or strategy	Overview
City of Canada Bay Local Strategic Planning Statement	The City of Canada Bay Local Strategic Planning Statement (City of Canada Bay Council, 2020) is the core strategic planning document for the Canada Bay local government area. The planning statement prioritises land use opportunities and implications arising from Sydney Metro West. The Statement recognises that a station at North Strathfield would allow residents and commuters quick and easy interchange between metro and the T9 Northern Line. Key actions include to increase the diversity of dwelling types around North Strathfield Station. The planning statement also advocates for new open space and better walking and cycling connections for North Strathfield as part of any future land use change. Sydney Metro West would support renewal and an increased diversity of housing near the station. Sydney Metro would continue to work with Council in the development of the station, including opportunities to provide walking and cycling access to the station which is consistent with local cycle network plans, and any planned growth around the station.
Parramatta Road Corridor Urban Transformation Strategy	The Parramatta Road Corridor Urban Transformation Strategy (2016) provides the long-term vision and framework to support coordinated employment and housing growth in the Parramatta Road Corridor. North Strathfield is identified within the Homebush Precinct. The vision of Homebush is to transform the area into an 'active and varied hub, blending higher density housing and a mix of different uses, supported by a network of green links and open spaces with walking access to four train stations.' Sydney Metro West would support this vision, with the metro station increasing public transport accessibility and development opportunities in the area.
Precinct planning – Homebush, Strathfield & Burwood	In June 2017, DPIE announced Burwood, Strathfield and Homebush as a Planned Precinct. Following this, early investigations began to understand the required infrastructure and open space to meet growing demand. DPIE has now identified that these areas will be subject to a collaborative planning approach. This will involve DPIE having a coordination role to facilitate partnerships between the City of Canada Bay, Burwood Council and Strathfield Council and state agencies to drive quality place outcomes. Sydney Metro would continue to work with stakeholders to support planned growth at North Strathfield.
Sydney Green Grid	Powells Creek and Mason Park have been identified as a Green Grid project opportunity. Powells Creek and Mason Park form an important open space corridor linking the urban centres of Concord West, North Strathfield, Homebush and Strathfield to Parramatta Road, Bicentennial Park and the Parramatta River Foreshore. The Parramatta Road Urban Renewal Corridor is also identified as a project opportunity, with the potential to improve access to open space along the corridor as renewal occurs. Sydney Metro would support improved access to these open spaces by providing an easy connection across the existing rail corridor and station access to the west.

North Strathfield metro station place and design principles

The preliminary place and design principles for North Strathfield metro station are:

- Facilitate direct interchange between Sydney Metro and Sydney Trains services on the T9 Northern Line and easy connections with other modes
- Ensure legible, safe and intuitive station access to the east and west of the existing rail corridor
- Support an active public domain area focused on Queen Street
- Enable an easy connection across the existing rail corridor and to key destinations including the Bakehouse Quarter and the Powells Creek open space corridor.

Indicative place and design principles for North Strathfield are shown in Figure 7-6.



Figure 7-6: Indicative North Strathfield place and design principles

7.10.5 Burwood North Station

Integration with strategic planning for the precinct

With Burwood identified as a strategic centre in the Eastern City District Plan (Greater Sydney Commission, 2018c), an opportunity was sought to extend this centre to the north.

To support this plan, a number of plans and strategies have been developed, which have informed the development of the Burwood North Station and guide the future design, as outlined in Table 7-7.

Table 7-7: Integration with strategic planning - Burwood North Station

Plan or strategy	Overview
City of Canada Bay Local Strategic Planning Statement	The City of Canada Bay Strategic Planning Statement (City of Canada Bay Council, 2020) is the core strategic planning document for the Canada Bay local government area. The planning statement prioritises land use opportunities and implications arising from Sydney Metro West. It recognises a station at Burwood North would support the Burwood Strategic Centre and facilitate land use renewal along the Parramatta Road Corridor. Sydney Metro would continue to work with the City of Canada Bay to integrate the station into its wider precinct, taking into account the priorities identified in the Local Strategic Planning Statement.
Draft Burwood Local Strategic Planning Statement	Access would be provided to Burwood North Station from south of Parramatta Road, which is part of the Burwood Council local government area. The Draft Burwood Local Strategic Planning Statement (Burwood Council, 2019) sets a vision for Burwood as a 'great strategic centre with high density, quality urban design and inviting public spaces'. The planning statement advocates for improved transport options for Burwood, with a focus on new north-south transport connections and improved public and active transport options. Burwood North Station would support the development of Burwood as a dual-node centre, supporting the priorities of the Local Strategic Planning Statement. Sydney Metro would continue to work collaboratively with Burwood Council in the development of the station and any planned growth around the station.
Parramatta Road Corridor Urban Transformation Strategy	The Parramatta Road Corridor Urban Transformation Strategy (2016) provides the long term vision and framework to support coordinated employment and housing growth in the Parramatta Road Corridor. Burwood North is identified within the Burwood-Concord Precinct. The vision of Burwood-Concord Precinct is to be a 'commercial gateway to Burwood Town Centre based around an enlivened Burwood Road building upon existing amenity for new residents.' A Sydney Metro West station at Burwood North would provide a second node to the Burwood centre, supporting activation of Burwood Road between Burwood and Concord.
Precinct planning - Homebush, Strathfield & Burwood	In June 2017, DPIE announced Burwood, Strathfield and Homebush as a Planned Precinct. Early investigations began to understand the required infrastructure and open space to meet growing demand. DPIE has now identified these areas will be subject to a collaborative planning approach. This will involve DPIE having a coordination role to facilitate partnerships between the City of Canada Bay, Burwood Council and Strathfield Council and state agencies to drive quality place outcomes. Sydney Metro would continue to work with stakeholders to support planned growth at Burwood North.
Sydney Green Grid	St Lukes Park and Concord Oval Green Link have been identified as a Green Grid project opportunity, which would seek to connect active transport to these key open spaces. The Parramatta Road Urban Renewal Corridor is also identified as a project opportunity, with the potential to improve access to open space along the corridor as renewal occurs. A Sydney Metro West station at Burwood North would support improved access to these open spaces by significantly improve transport connectivity in the area.

Burwood North Station place and design principles

The preliminary place and design principles for Burwood North are:

- Improve amenity north and south of the Parramatta Road with Sydney Metro as a catalyst for positive change
- Facilitate transit-oriented development with public spaces and local services that support the station as a focal point for activity
- Deliver legible, safe and intuitive station entries that address both north and south of Parramatta Road
- Improve the priority and amenity for pedestrians in the area
- Facilitate activation and urban renewal around the station in accordance with the Parramatta Road Corridor Urban Transformation Strategy
- Enable provision of through-site links to enhance permeability in and around the station.

Indicative place and design principles for Burwood North are shown in Figure 7-7.



Figure 7-7 Indicative Burwood North place and design principles

7.10.6 Five Dock Station

Integration with strategic planning for the precinct

The Eastern City District Plan (Greater Sydney Commission, 2018c) identifies Five Dock as a local centre. A number of plans and strategies have been developed, which have informed the development of the Five Dock Station and guide the future design, as outlined in Table 7-8.

Table 7-8: Integration with strategic planning - Five Dock Station

Plan or strategy	Overview
City of Canada Bay Local Strategic Planning Statement	<p>The City of Canada Bay Local Strategic Planning Statement (City of Canada Bay Council, 2020) is the core strategic planning document for the Canada Bay local government area. The planning statement prioritises land use opportunities and implications arising from Sydney Metro West.</p> <p>Key actions include to implement the expansion of Fred Kelly Place and encourage a diversity of dwellings within the vicinity of the Five Dock Town Centre. The planning statement also advocates for walking and cycling connections to be integrated with new metro stations.</p> <p>Sydney Metro West would support an increased diversity of housing near the station, and activate Fred Kelly Place. Sydney Metro would continue to work with the City of Canada Bay to integrate the station into its wider precinct, taking into account the priorities identified in the Local Strategic Planning Statement.</p>
Five Dock Town Centre Revitalisation	<p>The Five Dock Town Centre includes the commercial and retail area along Great North Road, with Fred Kelly Place as the focal point of the community.</p> <p>The Five Dock Town Centre Urban Design Study (City of Canada Bay Council, 2013) aims to ensure that the town centre provides for the community, creates opportunities for investment, is easy to get around and provides an enhanced built environment. Based on the Five Dock Urban Design Study, the City of Canada Bay Council has planned and begun to deliver public domain improvements to encourage activation. This will include an expansion of Fred Kelly Place.</p> <p>The opportunity to generate activity around Great North Road and reinforce Fred Kelly Place was a key consideration in site selection for Five Dock Station. Sydney Metro would work with the City of Canada Bay Council throughout design of Five Dock Station, taking into consideration the principles of the Five Dock Urban Design Study.</p>

Five Dock Station place and design principles

The preliminary place and design principles for Five Dock metro station are:

- Facilitate improved public and active transport accessibility for the community by providing efficient access and interchange
- Respect and contribute to the local character and amenity of the Five Dock Town Centre
- Facilitate an active ground plane along Great North Road and Fred Kelly Place
- Support an enhanced Fred Kelly Place, in consideration of the principles outlined in the Five Dock Town Centre Urban Design Study
- Promote connectivity to and from the station through streets, lanes and public places.

Indicative place and design principles for Five Dock are shown in Figure 7-8.



Figure 7-8: Indicative Five Dock place and design principles

7.10.7 The Bays Station

Integration with strategic planning for the precinct

The Eastern City District Plan (Greater Sydney Commission, 2018c) identifies the Bays Precinct for urban renewal opportunities to transform the Harbour CBD, expanding the innovation corridor of the CBD.

To capitalise this plan, a number of plans and strategies have been developed, which have informed the development of The Bays Station and guide the future design, as outlined in Table 7-9.

Table 7-9: Integration with strategic planning - The Bays Station

Plan or strategy	Overview
Our Place Inner West - Local Strategic Planning Statement	Our Place Inner West (Inner West Council, 2019) is the Local Strategic Planning Statement which sets the land use planning framework for the Inner West Council local government area. One key focus of the Local Strategic Planning Statement is sense of place. With this in mind, the Statement includes priorities to provide for functional, safe and enjoyable urban spaces; and a diverse and increasing urban forest. A key priority of the Statement is to develop diverse and strong stakeholder relationships to deliver positive planning outcomes. This includes working with stakeholders to ensure The Bays develops as a waterfront, sustainable destination with employment, housing and public spaces to support a healthy and vibrant community. Sydney Metro would continue to work with Inner West Council during design development for The Bays Station, taking into account the priorities identified in the Local Strategic Planning Statement.
The Bays Precinct Sydney Urban Transformation Plan	The Bays Precinct Sydney Urban Transformation Strategy (2015) sets out a strategy for the transformation of The Bays Precinct over 25 years. This transformation is envisaged to include a major new mixed use precinct around Glebe Island and White Bay (known as Bays West). This will comprise a new innovation precinct, including employment, civic, retail and residential uses in a high amenity harbour-side setting, while also retaining the deep water berths and critical working harbour facilities. Sydney Metro West would be a catalyst for the transformation of The Bays as envisaged in the Transformation Plan.
Precinct planning - Bays West	Bays West has been identified by DPIE as being subject to a collaborative planning approach. This will involve councils, state agencies and the community working together to drive quality place outcomes. Sydney Metro would work with stakeholders to support planned growth at The Bays.
Sydney Green Grid	White Bay and Blackwattle Bay Foreshore and Open Space are identified as a Green Grid project opportunity, which would improve foreshore access and allow for an increase in open space. Sydney Metro West would significantly improve transport connectivity to this project with a station at The Bays.

The Bays Station place and design principles

The preliminary place and design principles for The Bays metro station are:

- Support the establishment of Bays Precinct by facilitating well-designed high quality station, public domain and development
- Ensure station and precinct designs are coordinated with wider precinct planning frameworks
- Facilitate intuitive and accessible interchange between Sydney Metro and other modes
- Enhance legibility and accessibility through the Bays Precinct by facilitating connections to White Bay Power Station, Anzac Bridge and White Bay
- Promote active street frontages in development around the station to support a vibrant public domain and public amenity in this important harbourside precinct
- Ensure key view corridors frame the new precinct.

Indicative place and design principles for The Bays Station are shown in Figure 7-9.

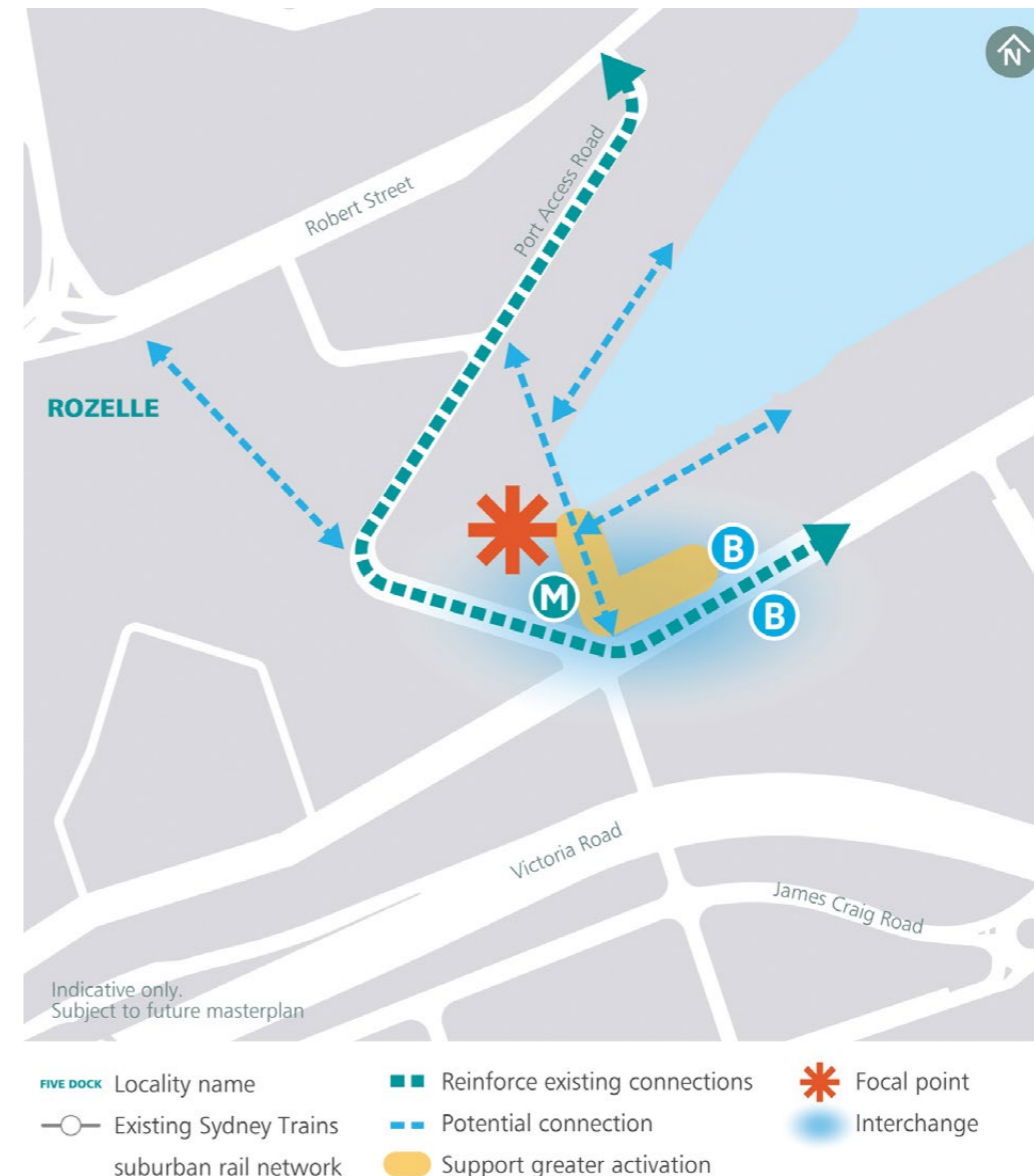


Figure 7-9: Indicative Bays Station place and design principles

7.10.8 Sydney CBD

Integration with local planning

Sydney CBD is the nation's financial and business capital and its connection to the world. A priority of the Eastern City District Plan (Greater Sydney Commission, 2018c) is to continue to grow the CBD stronger and more competitive. Relevant plans and strategies would inform the siting and design of a Sydney CBD station. The location of the Sydney CBD station will be determined following further investigations and community and stakeholder engagement.

City Plan 2036 Local Strategic Planning Statement (City of Sydney, 2020) sets out the 20-year vision for land use planning in the City of Sydney local government area. The planning statement sets priorities to deliver the vision of a 'green, global and connected' city. There is an opportunity for a Sydney Metro West station in the Sydney CBD to support several priorities of the plan, such as movement for walkable neighbourhoods and a connected city; aligning development and growth with supporting infrastructure; creating great places; and a stronger and more competitive Central Sydney. Opportunities to support the Draft Local Strategic Planning Statement would be considered as the Concept is further developed.

Sydney CBD Station place and design principles

The following initial place and design principles have been developed for the Sydney CBD Station. These would be further refined following the determination of a station location:

- Enhance accessibility by supporting a fine grain street network around the station with multiple entry points
- Respond to pedestrian desire lines around the station
- Support clear wayfinding with legible station entries and appropriately scaled spaces around the station and along key pedestrian routes
- Locate station entries to provide accessible and intuitive interchange between active transport, Sydney Metro, Sydney Trains, light rail and buses
- Provide active street frontages to support a vibrant public domain in the heart of the CBD.

7.10.9 Operational ancillary infrastructure – place and design principles

Clyde stabling and maintenance facility

The preliminary place and design principles for the Clyde stabling and maintenance facility are:

- Provide a well designed stabling and maintenance facility to support operations and integrated into its surrounding context
- Provide for the safe and legible staff pedestrian movement within site
- Minimise impact to Duck Creek and support rehabilitation to the riparian corridor adjacent to the site
- Maintain industrial uses on residual land (construction site), including access and integration with the surrounding uses.

Silverwater Services Facility

The preliminary place and design principles for the Silverwater services facility are:

- Provide services facility which is sensitive to its context, respecting the amenity and usability of the surrounding space. The design is to take into account the scale, context and purpose of the structure
- Design should minimise the impact of the built form on the precinct by integrating the facility to the landscape and topography.

7.11 Design process and approach

Development of the Sydney Metro West Concept to date has involved careful consideration of placemaking principles and local and state strategic directions.

In the development of the Concept, Sydney Metro evaluated options for station locations with consideration given to the urban renewal and placemaking opportunities around each potential station (refer to Chapter 3 – Sydney Metro West development and alternatives) as well as alignment with Sydney Metro Design Objectives (Section 7.3.3). Early consultation was also undertaken with the community and stakeholders to inform Concept development (refer to Chapter 5 – Stakeholder and community engagement).

Preliminary place and design principles have been prepared for each station location (as detailed in Section 7.10) and will be further refined with local council to support the next phase of design.

Detailed design of stations, interchange and public domain elements would be developed and subject to assessment in future application(s). The design of the station and precincts would be informed by objective and principles and feedback from community and stakeholders.

The design development process would be guided by a suite of documents (see Figure 7-10) which include the following:

- Sydney Metro Design Objectives
- Design Quality Framework
- Place and design principles (preliminary principles are included in Section 7.10)
- Design guidelines.

These documents, along with community and stakeholder engagement and the establishment of a Design Review Panel will allow for high quality standards throughout the whole design process. At relevant stages in the design process, the design will be reviewed against the place and design principles and the design guidelines.

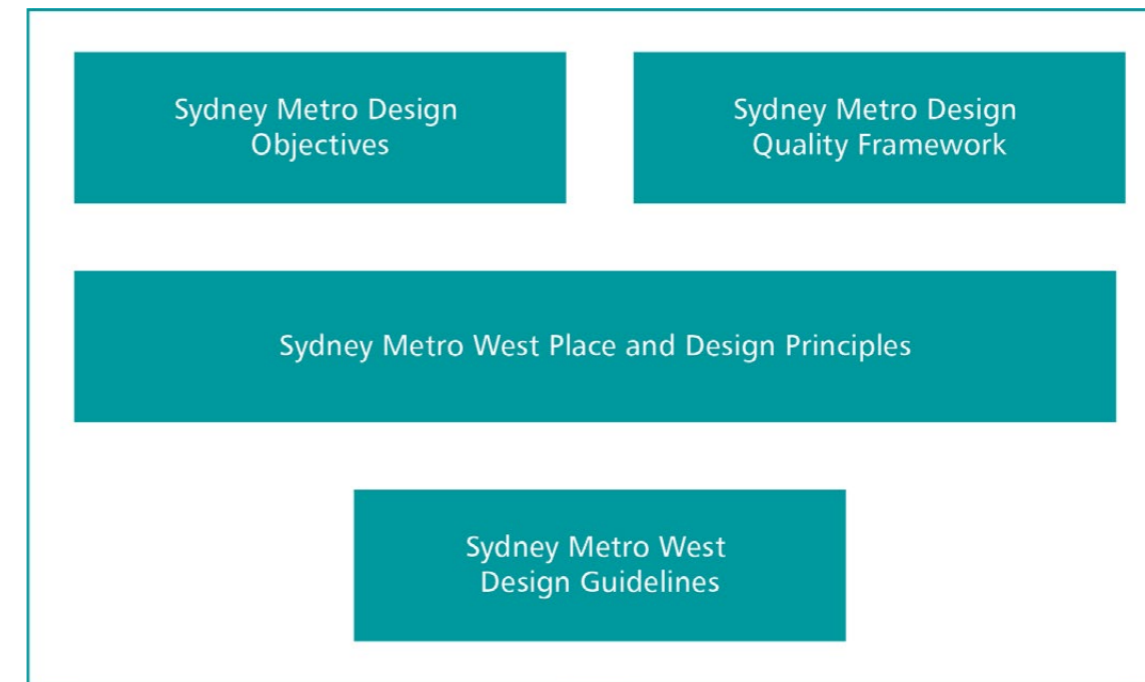


Figure 7-10: Sydney Metro suite of design documents

7.11.1 Design Process documents

Sydney Metro Design Objectives

Sydney Metro has developed five design objectives to help meet the transformational vision and world class aspirations of all Sydney Metro projects.

- Objective 1: Ensuring an easy customer experience
- Objective 2: Being part of a fully integrated transport system
- Objective 3: Being a catalyst for positive change
- Objective 4: Being responsive to distinct contexts and communities
- Objective 5: Delivering an enduring and sustainable legacy for Sydney

Further detail on these objectives are provided in Section 7.3.3.

Sydney Metro Design Quality Framework

Sydney Metro is preparing a Design Quality Framework in consultation with Government Architect NSW. The Framework will establish the design quality assurance process for Sydney Metro projects and is intended to provide a structured process to integrate design quality assurance across the life cycle of the project.

Design quality assurance is important in the delivery of Sydney Metro West given design quality is integral to the achievement of the government's value for money. Design value is a balance of social, economic and environmental factors. For the Sydney Metro West project, these may include: how well the metro performs, how efficient the metro operates and what benefits the metro generates to the community and the environment.

As each Sydney Metro project differs in terms of timing, procurement and delivery, the Design Quality Framework intends to provide a high level process detailing how Sydney Metro ensures high quality design throughout the project lifecycle, regardless of the procurement and delivery strategy.

The components of the framework would include Sydney Metro's:

- Design Quality Statement defining Metro's ambition for design quality
- Design governance protocols
- Internal design gateway process
- Design Review protocol (including a Design Review Panel)
- Design Procurement protocol
- Design Integrity process.

Sydney Metro West Place and Design Principles

Preliminary place and design principles have been developed for each Sydney Metro West station and facility (refer to Section 7.10).

Sydney Metro would work with key stakeholders (including relevant local and state government agencies) to refine and implement these principles. These stakeholders would have an important role in ensuring the principles are achieved.

Sydney Metro West Design Guidelines

Design guidelines for Sydney Metro West would be developed to provide direction for the design of stations, transport interchange facilities, landscaping, public domain, rail corridor works and service facilities. The guidelines would be prepared in consultation with local councils and stakeholders ensuring consideration of the local and state strategic directions and urban design strategies.

The Design Guidelines would be appended to the Environmental Impact Statement(s) for future stage(s) of the Concept which include station fit-out and aboveground building construction.

The guidelines would establish the ongoing design approach by guiding the design of the interface between stations and ancillary infrastructure and their surrounding localities, including:

- Station entries
- Transport interchange facilities (bicycle facilities, bus stops, kiss and ride, taxi ranks, and connections to existing rail and light rail infrastructure)
- Landscaping and other public domain elements
- Station service buildings
- Services facilities
- The stabling and maintenance facility.

7.11.2 Design Review Panel

As part of the design process, Sydney Metro would establish a Design Review Panel (DRP) for the Sydney Metro West project. The DRP would provide independent, high level design review of stations and interchange areas, ancillary facilities and integrated station and precinct development.

The objective of the DRP would be to support the achievement of Sydney Metro's design objectives (Section 7.3.3) and ensure quality design process and outcomes.

The DRP would support good design by:

- Having a remit which includes stations, ancillary infrastructure and associated integrated station and precinct development
- Providing independent design review of the integrated project throughout the design development
- Refining and endorsing design guidelines
- Reviewing and critiquing the design against the design guidelines.

The role of the DRP would be advisory and its recommendations would not be binding on Sydney Metro. The design of the DRP, including panel, size and membership will be determined in consultation with Government Architect NSW. At a minimum, panel members will include at least one member of the State DRP Panel. Membership will include a mix of skills and disciplines relevant for Sydney Metro West, such as architecture, urban design, placemaking, heritage, public domain and landscape design. The DRP can be supplemented with technical advisors as required.

Sydney Metro would also provide an independent secretariat to support the DRP. The responsibilities of the independent secretariat will include maintaining a register of actions and outcomes. This will allow transparency and accountability to the DRP.

Relevant councils and key stakeholders will be invited to participate in DRP meetings to advise on local issues and design outcomes as they relate to the local context.

7.11.3 Stakeholder engagement

Sydney Metro has commenced engagement with local councils and other relevant stakeholders in each precinct to seek feedback on preliminary place and design principles. Sydney Metro would continue to engage these stakeholders throughout detailed design development.

Sydney Metro is committed to a design approach that includes consultation with relevant government agencies and local councils. An appropriate governance structure will be developed which nominates the parties to be involved. Team members with specialist expertise and knowledge will be selected from government agencies and local councils to consult with Sydney Metro on the station and precinct designs.

Submissions to this Environmental Impact Statement would be considered in detailed design development. The community and stakeholders would also have the opportunity to provide feedback through submissions to future planning approval application(s).

An overview of ongoing and future community and stakeholder engagement and the process for providing submissions is provided in Chapter 5 (Stakeholder and community engagement).

This page has intentionally been left blank