

# DRAFT

Sydney Metro City & Southwest

## Response to Modification 1 Bankstown Station

11 June 2020

# Introduction

The purpose of this document is to provide a consolidated response from the City of Canterbury Bankstown (Council) regarding the Southwest Metro Upgrade, Bankstown Station Modification 1 report (Modification Report), May 2020.

Council appreciates the opportunity to comment on the Bankstown Station Modification Report. The feedback is provided from officer level and does not constitute an agreement or position adopted by Council.

Council's comments is collated under the following headings:

1. Heritage
2. Infrastructure
3. Planning and Design
4. Property

Council's key issues regarding the Bankstown Station modification report are summarised below and are discussed further in this submission:

1. Council is **supportive of the proposed at-grade, cross-rail corridor connection** between The Appian Way and Restwell Street.
2. The Modification Report notes that an **option to conserve the Bankstown Parcels Office**

**whilst providing a clear and direct pedestrian**

**connection** has been considered but hasn't been included in the report. Options to preserve the Parcels Office should be developed for consideration prior to a decision being made about the future of the Parcels Office.

### 3. Technical and physical

**constraints** affecting the construction of the new metro station and potentially justifying the demolition of the Parcels Office should be included in the Modification Report.

### 4. The proposal should include provision of **traffic lights to improve the pedestrian connection at the intersection of North Terrace and The Appian Way.**

### 5. The Modification Report **does not address the residual high flood risk hazard concerns** present on The Appian Way and at the existing open channel at the northern commuter car park.

### 6. The current proposal doesn't mitigate the high flood risks that are present in the vicinity of the CSSI. **Retention of the existing high flood risk**

**hazard is a poor outcome for the community.**

7. The Modification Report is not specific about **physical improvements to bus stops, layover and interchange** by 2024 and does not provide a timeline for delivery.
8. **Active transport initiatives** should be incorporated in the Modification Report and be funded and delivered by Sydney Metro one year after Metro is in operation. No details of walking and cycling infrastructure has been provided around the station other than bike parking.
9. The use of **Depot Place as a construction compound may provide an opportunity to deliver a new pedestrian/cyclist** link linking Dale Parade to Depot Place as described in Complete Streets. This opportunity should be further investigated and expanded upon.
10. Proposed use of Council land for access to and from new station entrances and the **required leases and acquisitions** to be negotiated with the council.
11. The report should provide detail on **how existing amenities to be demolished will be replaced.**

# 1 Heritage

Page	Heading	Issue	Recommendation
25	Heritage Impact to platforms 1 and 2	Loss of the eastern part of the existing platform and original brick retaining wall.	This loss of this original heritage fabric is not desirable but given the impact is minor. It however needs an archival recording of these features prior to demolition.
25	Direct (physical) heritage impacts	It is agreed that the Parcels Office building is of heritage significance. The loss of the building will also have a detrimental impact upon the townscape and urban setting of which the Station is part. Options for the retention of the Parcels Office has not been included in the Modification Report.	The loss of the Parcels Office building will be a loss of one of the few local heritage items in Bankstown CBD. The Modification Report should address and consider in detail all options for retention and adaptive reuse of the Bankstown Parcels Office whilst still enabling a direct connection between Appian Way and Restwell Street.
25	Justification for demolition of the Parcel's Office	The Modification Report does not provide a clear and robust justification for the demolition of the Parcels Office. If technical and or physical constraints are the reasons for justifying the demolition of the Parcels Office they should be included in the report.	It is recommended that detailed technical, physical and funding constraints affecting the construction of the new metro station and justifying the demolition of the Parcels Office be provided to Council and included in the Modification Report. This should include detailed drawings and text.
25	Heritage considerations for the proposed modification	The report has not adequately considered all options for retention and adaptive reuse of the Bankstown Parcels Office. It notes that an option to conserve the Bankstown Parcels Office has been considered but has not been included in the Modification Report.	Given the significance of this item, the Modification Report needs to address and consider in detail all options for retention and adaptive reuse of the Bankstown Parcels Office. The building could be retained as an ornament of the Station precinct, adapted for use as a cafe or restaurant or commercial space. Its main room is an impressive space capable of careful adaptation. The building could sit amidst public circulation which doesn't have to be facilitated by its removal - with pedestrian flow around it or adjacent to it.

# 2 Infrastructure

Page	Heading	Issue	Recommendation
21	Flooding	<p>Hydrology, flooding and water quality section states that "Consultation would continue with the City of Canterbury Bankstown, to ensure that flood related outcomes are consistent with floodplain risk management studies".</p> <p>It is noted that, in addition to floodplain risk management studies, the project is required to meet best-practice industry requirements and guidelines with respect to managing floodplain risk management. This includes, but is not limited to:</p> <ul style="list-style-type: none"> <li>• NSW Floodplain Development Manual (2005)</li> <li>• NSW State Coroner's Inquest into the death of Ryan Teasdale (2019)</li> <li>• AIDR - Handbook 7 - Managing the Floodplain: A Guide to Best Practice in Flood Risk Management in Australia (2017)</li> <li>• Bankstown Council LEP (2015)</li> </ul>	<p>The mitigation measure statement should be amended to clarify that consultation with Council is to address all flood related outcomes to be consistent with all relevant industry floodplain risk management requirements.</p> <p>The design shall consider the recommendations from all relevant best-practice industry requirements and guidelines in addition to the recommendations from Council's floodplain risk management studies.</p> <p>Special consideration should be provided on the high flood risk area identified in the Salt Pan Creek Catchments Floodplain Risk Management Study and Plan (2013) Figure 4.1 - Flood Risk Management Precincts. The CSSI project intensifies pedestrian usage of The Appian Way and northern commuter car park where the high flood risk is located.</p> <p>The Proponent should consult with Council and contribute to the augmentation of drainage infrastructure to mitigate high flood risk exacerbated by intensified pedestrian usage as a result of the CSSI.</p>
34	Conditions of approval for bus stops, layovers, interchange and services	<p>Under mitigation measures: Bus, it is stated that Sydney Metro would work with TfNSW, and other bodies including CBCity to identify improvements to bus stops and services.</p> <p>The statement is not specific about actual "on ground" improvements and does not provide a timeline for delivery.</p>	<p>Introduce clear conditions in the Approval letter so as to deliver improvements by 2024.</p> <p>The following conditions are proposed to be added to the Ministerial Conditions of Approval</p> <ol style="list-style-type: none"> <li>1. "An Integrated Transport Plan must be prepared by Sydney Metro and Transport for New South Wales one year prior to the construction of upgrades to Bankstown Station, in coordination with Canterbury Bankstown Council and relevant stakeholders, providing short, </li> </ol>

			<p>medium and long-term solutions for the Bankstown City Centre bus routes, bus layover, bus interchange and kiss and ride facilities.</p> <p>2. The bus layover, bus interchange and kiss and ride facilities must be constructed prior to the commencement of Metro Service. The existing level of bus service, including layover, shall be maintained during construction of the Bankstown Station Upgrades.</p> <p>3. The Bankstown City Centre bus routes identified in the Integrated Transport Plan shall be delivered prior to the commencement of Metro Service.</p>
45	Flooding	<p>LV8 focuses on the visual amenity of the fencing. At Bankstown Station, there is the issue of high flood risk within the existing stormwater channel. There are concerns that pedestrians and vehicles may be mobilised by overland flows into these channels, posing a significant risk to life.</p>	<p>Fencing shall be designed by a suitably qualified structural engineer, in collaboration with a design architect or landscape architect to be compatible with the expected hydraulic and debris loadings that may be expected for events up to the PMF, while achieving a quality design outcome in the public domain.</p> <p>The fence openings shall be sized to allow for conveyance of flow but also for protection against entry from pedestrians (particularly children) and vehicles, but must be designed holistically as part of the architectural and landscape design of the station to achieve quality open space, appearance and functionality outcomes.</p>
47	Flooding	<p>FHW2 Flooding only discusses the "impact of overland flooding". The concern is that this is predominantly focused on managing relative flood impacts between the pre-development and post-development cases.</p> <p>The station upgrades intensifies pedestrian usage of the area affected by flooding. In particular, there is an existing stormwater channel which creates risk of drawing in pedestrians and floating vehicles. The inherent high flood risk to life needs to be appropriately managed and mitigated.</p> <p>Council's LEP (2015) Part 6.3 (3)(c)</p>	<p>The mitigation measure statement should be amended to include commentary with regards to mitigating residual high flood risk through design.</p> <p>The detailed design shall include measures to mitigate high flood risk to minimise risk to life to be consistent with all relevant best-practice industry guidelines and recommendations. This includes consideration of managing flood hazard to a level that is safe and compatible with the expected usage of the CSSI facilities.</p> <p>Specifically, the detailed design shall provide special attention to the existing open channel to the north of the railway corridor (within the existing commuter carpark) and the overland flooding along The Appian Way. Salt Pan</p>

		<p>requires that development "incorporates appropriate measures to manage risk to life from flood".</p> <p>NSW State Coroner's Inquest into the death of Ryan Teasdale (2019) identified the risks associated with open stormwater inlets in areas readily accessible to the public and the requirement to mitigate against these risks.</p>	<p>Creek Catchments Floodplain Risk Management Study and Plan (2013) Figure 4.1 - Flood Risk Management Precincts identifies the high flood risk affecting The Appian Way and Bankstown Station commuter car park.</p> <p>Fencing, bollards and floodway signage are expected to be incorporated into the detailed design as a minimum to address issues identified in the NSW State Coroner's Inquest into the death of Ryan Teasdale (2019) with regards to open stormwater inlets and achieve a quality open space/landscape outcome</p> <p>The Proponent shall consult with Council and contribute to the augmentation of drainage infrastructure to mitigate high flood risk exacerbated by intensified pedestrian usage as a result of the CSSI.</p>
48	Erosion and Sediment control	<p>Erosion and sediment mitigation measures would be installed and maintained for the duration of the construction period.</p> <p>However, it is not clear about measures that will be taken to control erosion and sedimentation.</p>	<p>Erosion and sediment mitigation measures should be installed and maintained for the duration of the construction period, taking into account all relevant best-practice industry guidelines including Soils and Construction (NSW Government, 2004)</p>
51	Flooding	<p>HRS1 does not list specific risks to public safety that shall be considered by the proponent. This includes the hazards arising from flooding.</p> <p>Salt Pan Creek Catchments Floodplain Risk Management Study and Plan (2013) Figure 4.1 - Flood Risk Management Precincts identifies the high flood risk affecting The Appian Way and Bankstown Station commuter car park.</p>	<p>The Proponent shall be responsible for implementing measures to address high flood risk exacerbated by intensified pedestrian usage as a result of the CSSI.</p>
NA	Conditions of approval for flooding	<p>The current Ministerial conditions for Flooding are inadequate for managing and mitigating the existing and residual flood</p>	<p>The following conditions are proposed to be added to the Ministerial Conditions of Approval for Sydney Metro</p>

		<p>risks associated with the Sydney Metro development.</p> <p>The current conditions only seeks to mitigate against worsening of existing flooding conditions. This disregards the residual flood risk concerns due to the intensification of pedestrian activity due to the Sydney Metro and other development in the vicinity.</p> <p>This is inconsistent with the NSW Floodplain Development Manual (2005), Canterbury Bankstown Council DCP (2015) and the NSW State Coroner's Inquest into the death of Ryan Teasdale (2019).</p>	<p>Sydenham to Bankstown Upgrade SSI 8256 in Section E - Flooding:</p> <ol style="list-style-type: none"> <li>1. The Proponent shall be responsible for implementing measures to mitigate any residual flood risk in the proximity of the CSSI by 2024. This shall include any pre-development flood risk that is exacerbated by the CSSI. This includes, but is not limited to, flood risks on paths leading to main access points to the stations and commuter car parks where intensified usage is encouraged.</li> <li>2. The Proponent shall consult with Council(s) and contribute to the augmentation of drainage infrastructure to mitigate high flood risk exacerbated by intensified pedestrian usage as a result of the CSSI.</li> </ol>
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## 3 Planning and Design

Page	Heading	Issue	Recommendation
12	At-grade north-south connection, linking Appian Way and Restwell Street	Council fully supports the at-grade north-south connection, linking Restwell Street and Appian Way. The quality, amenity and appearance of the new north-south link should be carefully considered at design and construction stages.	<p>Introduce conditions of consent for delivery of a high quality public domain outcome of the north-south link by 2024.</p> <p>The following conditions are proposed to be added to the Ministerial Conditions of Approval</p> <ol style="list-style-type: none"> <li>1. Given it is the gateway to the City and an important strategic centre, the proposed north-</li> </ol>



			<p>south connection must be designed and constructed to achieve a high-quality public domain outcome. The design should include high quality seating, lighting, shading, deep soil, tree planting and landscaping, public art, wayfinding signage, bicycle parking (including bike storage), etc.</p> <ol style="list-style-type: none"> <li>2. An alternative design option must be developed to deliver a public plaza in association with the north-south connection whilst preserving the Parcels Office in line with the recommendations in Bankstown Complete Streets Project Plan (refer to Appendix showing extract of complete streets showing the concept plan for the metro plaza). This public plaza is would likely become a principle meeting/gathering area for the Bankstown City Centre</li> <li>3. Design and wayfinding should include real time public transport information for all modes to support the role of Bankstown as a Metro-bus-rail interchange.</li> </ol>
12 & 23	Incorporation of active transport initiative	The Modification report does not provide details of walking and cycling infrastructure around the station other than bike parking.	<p>Active transport initiatives must be incorporated into the design of Bankstown Station and delivered as part of the project.</p> <p>The east-west active transport link must be included in the Modification Report so Council can understand the impact of modifications to service building and substation locations.</p> <p>Introduce conditions of consent for delivery of active transport improvements by 2025. The following conditions are proposed to be added to the Ministerial Conditions of Approval</p> <ol style="list-style-type: none"> <li>1. Design and construction of the east-west walking and cycle link must be funded by Sydney Metro, designed in collaboration with Canterbury Bankstown Council</li> </ol>



			<p>and delivered by Metro one year after Metro is in operation</p> <p>2. Detail design of the east-west walking and cycling link must be incorporated into the architectural and landscape design of Bankstown Station Upgrades</p>
12 & 23	Active Transport and Depot Place	The extension of the Sydney trains platform to the west, and the use of Depot Place as a construction compound, may provide an opportunity to deliver the new pedestrian/cyclist link proposed in Complete Streets linking Dale Parade to Depot Place.	<p>Introduce conditions of consent for delivery of active transport improvements by 2025.</p> <p>The following condition is proposed to be added to the Ministerial Conditions of Approval</p> <p>1. A new pedestrian and cyclist link must be funded and delivered by Sydney Metro one year after Metro is in operation, linking Dale Parade to Depot Place. The active transport link must be designed and constructed in accordance with the recommendations in Bankstown Complete Streets.</p>
12	Public Domain Improvements	Proposed public domain improvements presented in the Modification Report are limited. Responsibility and cost has been transferred to Council for delivery of upgrades in the areas surrounding the station.	<p>Sydney Metro should deliver public domain improvements to a satisfactory level beyond the limited scope of what has been presented in the Modification Report to cater for patronage changes to 2036. The following should be considered and included as conditions of consent:</p> <p>1. Upgrades to North Terrace in accordance with recommendations in Bankstown Complete Streets, including upgrades (traffic lights) to the intersection between North Terrace and Appian Way;</p> <p>2. Upgrades to South Terrace in accordance with Bankstown Complete Streets, including upgrades to the intersection between South Terrace and Restwell Street;</p> <p>3. Relocation and reconstruction of West Terrace Overbridge.</p>
12	Design Excellence	The Modification Report does not mention the importance of design excellence in the	Introduce condition of consent to achieve design excellence with regard to architecture, landscape architecture and urban design.

		delivery of this important infrastructure project.	The following condition is proposed to be added to the Ministerial Conditions of Approval 1. Bankstown Station should achieve design excellence in architecture, landscape architecture and urban design.
	Station Entry		An eastern metro station entrance should be considered at the intersection of South Terrace, North Terrace and West Terrace to allow for improved pedestrian permeability now and into the future

## 4 Property

Page	Heading	Issue	Recommendation
16	Property: new station entrances	Proposed use of Council land for access to and from new station entrances	Sydney Metro shall negotiate with Council for use of this land, or ultimately the purchase of this land (including council's development sites - north side). Should the land be required permanently, it will have to be compulsorily acquired.  The lots of land include #70, 74, (part) #80 North Terrace, North Terrace Lane, as well as 301 & 311 South Terrace, & parts of 144B Bankstown City Plaza.
16	Property: facilities building, South Terrace	South Terrace Facilities Building: Public Toilets & Drivers Change Room/Toilets	The facilities building (just west of the Parcel's Office) was recently built (completed June 2015) with funding from Council / Bus Companies and State. Therefore if this building is to be removed, these facilities will need to be replaced, possibly within the new Station Buildings, with public access (without an opal card and open hours to match existing).

16	Property: proposed demolition of North Terrace Toilets & Workers Shed	North Terrace Toilets & Workers Shed	Sydney Metro to propose the replacement of the building or relocation of these functions. This may include incorporating these existing uses into the new Station Buildings with public access (without an opal card and open hours to match existing).
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# Appendix:

Extract of complete streets showing alternative layout for north south at grade connection (Bankstown Complete Streets Project Plan p.149).

