

Sydenham to Bankstown Metro

Submission on Preferred Infrastructure Report

Endorsed by Council 24 July 2018

Introduction

The City of Canterbury Bankstown (Council) provides this submission on the Sydenham to Bankstown Metro Preferred Infrastructure Report (PIR).

Council welcomes investment into public transport infrastructure in our City and recognise the benefits it can deliver for commuters, for businesses and for sustainability. However, Council has significant concerns that the project as described in the PIR will have detrimental outcomes for our community. Key opportunities to enhance the stations and precincts will be missed and strategic objectives for the larger centres will not be realised.

For a transformational project of this scale which occurs very rarely, and considering the level of design and investment being applied to the City and Northwest sections of the Metro, **Council is extremely disappointed with the current proposal for the Sydenham to Bankstown Metro.**

The drastic reduction in scope proposed for represents a significant financial saving which should be reinvested into station and precinct upgrades within this corridor.

Council's lengthy submission to the Environmental Impact Statement (EIS) in November 2017 highlighted major issues with the concept design from strategic to technical matters. These issues have been unsatisfactorily addressed in the PIR, and in many instances have been exacerbated by the designs currently proposed. The project is also inconsistent with key state planning, transport and design policies as discussed in this submission.

Council is extremely disappointed at being given only 4 weeks to review the PIR. Considering Council agenda timeframes, this provided staff approximately two weeks to review a 2,000 page document, which is insufficient for a project of this scale and impact. It

is also insufficient time for the community to review, consider and respond to such a large project.

Most of the detailed and technical issues relating to each station and the corridor set out in the previous EIS submission still remain relevant. Given the time constraints for this submission these matters have not been repeated, however most still apply and should be considered in the assessment of the project.

Council's key issues regarding the PIR are summarised below and are discussed further in this submission:

1. The project proposes a significant reduction in scope and investment in the Southwest corridor;
2. The proposed design of Bankstown Station is extremely inadequate for a Strategic Centre and for a Health and Education Precinct;
3. The proposed design for Campsie Station is inadequate for a Strategic Centre;
4. The project lacks any improvements to station precincts;
5. The Active Transport Corridor is proposed to be deleted;
6. No improvement to cross-corridor connectivity is proposed;
7. The project lacks station design excellence;
8. There are concerns relating to customer safety and convenience with the proposed design;
9. The project is inconsistent with key Government policies on design, transport and planning;
10. The proposed review processes are unsatisfactory; and
11. There are a number of station-specific issues and questions.

“
Sydney Metro is more than just a world-scale public transport project, it's a defining city-building opportunity.”

Rodd Staples, Secretary Transport for NSW
(quoted when Program Director, Sydney Metro)

1 Scope of Project

The PIR shows a major reduction in the proposed project scope in order to deliver a functioning Metro with minimal works. Refer to Table 1 for a comparison between the previous EIS scope and the current PIR scope.

Sydney Metro claims this scope reduction is to reduce impacts from construction and retain heritage elements at stations. Council believes that approaching this project (and assessing it) with the goal of simply minimising negative impact is seriously flawed.

When investing billions of dollars into a project of this scale, the key objective should be to maximise positive impacts. While heritage character and construction impacts need to be managed, the long term strategic outcomes need to be the priority, as does integrating transport and planning into the decision making process.

Transport for NSW's vision for Sydney Metro is: *"Transforming Sydney with a new world class metro"*.

The current proposal does not come close to delivering this vision. The project will deliver minimal change to the existing 100 year old infrastructure; dismisses the rare opportunity to address many issues that exist at stations and along the rail corridor; and will result in stations that are poorly equipped to deal with the significant population and employment growth planned and will be poorly integrated with the surrounding area.

The cost of the Sydenham to Bankstown section of the project has not been disclosed, however it is clear that the current proposal would represent a major cost reduction for the Southwest corridor, presumably to fund the City component (Chatswood to Sydenham).

The question must be asked as to why the Southwest corridor is being designed to such a poor standard with minimal investment, despite having comparable population and employment figures to the Northwest corridor. Table 2 compares the two corridors to highlight this major discrepancy.

The infill areas of the Northwest corridor have been provided with underground rail line and underground stations with public plazas and well-designed integration with surrounding development (eg. Norwest, Showgrounds, Castle Hill).

The Southwest corridor deserves an equivalent standard of station and precinct design and a similar customer experience. This is not the case under the current proposal, with a clearly sub-standard Southwest corridor that will have negative impacts on customer experience.

Key Impacts

The proposed project will negatively impact Metro customer experience, interchange with the Metro, and the surrounding community by omitting fundamental upgrades from the scope.

The requirement for additional works at a later time will increase the impacts and disruption on Metro users and the community.

Recommendation 1

Council records that it does not oppose the Metro generally, but strongly opposes the proposed Sydenham to Bankstown Metro.

Recommendation 2

The Southwest Metro must be designed to an equivalent level of quality, scope and investment as the City and Northwest Metro.

Table 1. Comparison between EIS and PIR

	Environmental Impact Statement (2017)	Preferred Infrastructure Report (2018)
Corridor works		
Minor changes to embankments	✓	✓
New fencing	✓	✓
New electrical cabling and signalling	✓	✓
New substations at Canterbury, Campsie, Lakemba, Punchbowl	✓	✓
Throw screens on overbridges	✓	✓
Major upgrades to 19 overbridges and 11 underbridges	✓	✗
Replace tracks at stations (realigned)	✓	✗
New drainage infrastructure within and across rail corridor	✓	✗ (maintain existing)
Active Transport Corridor	✓	✗
Station works		
Platform Screen Doors	✓	✓
Raise platforms to make them level	✓	✓
Station easy access upgrades (including lifts and accessible toilets)	✓	✓
Gatelines at all stations	✓	Under review
Retain station entry locations	✗	✓
Replace/construct new concourses	✓	✗ (Dulwich Hill only)
Straighten curved platforms to minimise gaps	✓	✗ (Mechanical gap fillers)
New station buildings	✓	✗ (Bankstown only)
Additional service buildings at station (eg. retail)	✓	✗
Additional canopies	✓	✗ (Bankstown only)
Precinct upgrades to public domain	✓	✗ (Bankstown only)

Table 1. (continued)

	Environmental Impact Statement (2017)	Preferred Infrastructure Report (2018)
Construction Impacts		
Construction timeframe	2019 - 2024	2019 - 2022
Train line closures	<ul style="list-style-type: none"> • 4 x weekends x 5yrs • 6 weeks Christmas x 5yrs • 2 weeks July x 5yrs • Station closures up to several weeks • 3-6 month line closure at end 	<ul style="list-style-type: none"> • 12 weekends x 3yrs • 2 weeks Christmas x 3yrs • 0 weeks July • Station closures up to 2 months • 3-6 month line closure at end
Tree removal	893 trees	503 trees
Vegetation removal	17.3ha removed (1h native/ 7.3ha planted native/ 9ha exotic)	16.3ha removed (0ha native/ 7.3ha planted native/ 9ha exotic)
Construction compounds	21 compounds for 5 years 3 compounds for 18 months 15 worksites	23 compounds for 18 months 13 worksites
Land acquisition and leases impacted	3 private properties, 3 portions of public land, 37 commercial leases	Nil

Table 2. Comparison between northwest and southwest corridors

	Canterbury Bankstown	The Hills Shire
Total forecast population 2036	466,408 ¹ (100,000 growth)	252,308 ¹ (78,000 growth)
Total forecast employment 2036	120,039 – 129,639 ² (7,100-15,600 growth)	124,928 ³ (49,500 growth)
Gross Regional Product (2015-16)	\$14.29 billion ⁴	\$10.37 billion ⁴
Length of track	13.5km (all at-grade)	17km (11km underground)
Stations	8 stations (all at-grade)	7 stations (3 underground)

¹ <http://forecast.id.com.au>² Sydenham to Bankstown Urban Renewal Corridor documents and South District Plan³ Sydney Metro Northwest Urban Renewal Corridor documents⁴ <http://economy.id.com.au>

2 Bankstown Station

Bankstown is identified in the *Greater Sydney Region Plan* and *South District Plan* as a Strategic Health and Education Precinct with 17-25,000 jobs compared to its current 12,000 jobs.

Future Transport 2056 has a vision to extend the Metro west to Liverpool, north to Parramatta and South to Kogarah, reinforcing the strategic importance of Bankstown CBD and the rail station.

These future plans position Bankstown as both a strategic place destination and also a key interchange to Sydney, Parramatta and Liverpool.

Changes are already underway - within 5 years Council anticipates in the CBD a new Western Sydney University campus with 7,000 students per day, major residential and commercial developments and a committed site for a new hospital.

To achieve the strategic potential of Bankstown and the required job target Council and the State Government need to take proactive steps to attract businesses and residents. The Greater Sydney Commission has identified Bankstown as one of nine Collaboration Areas, bringing together key stakeholders to develop priorities and initiatives to deliver an agreed vision.

Council has also started its own initiatives. *Bankstown Complete Streets* will guide the future transport, public domain and activation in the CBD. A key goal will be to enable seamless movement with a high level of urban amenity that is expected by residents, businesses and visitors for a centre of this scale.

Council is also preparing masterplans for key development sites, new planning controls (DCP and LEP), an economic development strategy for the CBD and a cultural plan.

The Sydney Metro will be an important component and catalyst for Bankstown's transformation and emergence as a key strategic centre. In the context of the future planning and transport strategies it is clear that a visionary approach to the CBD heart – the rail station – is necessary.

In 2017 Council put forward a vision for an underground station that would transform the CBD, provide a new town square in the heart, permeable street network and new development sites to support the growth envisaged and attract investment in the centre.

While requiring higher upfront cost, an underground station would enable new public spaces and street connections, new development and greater activity amenity and vitality in the CBD – that is it would deliver the vision for the strategic centre in the Government's spatial and transport plans.

Council also offered an alternative above-ground station design as potential short term strategy that delivered many of the outcomes desired: direct connectivity across the station, new public space and development of surplus land to create a truly integrated CBD station.

In the EIS, and now the PIR, Sydney Metro has applied the same 'do least' approach as the small suburban stations and **has completely ignored the government's future plans and Council's vision for Bankstown.**

Bankstown is embarking on a transformational period to become a major centre which coincides with a rare opportunity to replace the 100 year old train station to suit Bankstown's next 100 years. It would be short sighted, illogical and wasteful to not take advantage of this opportunity to coordinate planning and transport decisions to achieve the government's stated vision for the centre.



This is a rare opportunity to replace the 100 year old train station to suit Bankstown's next 100 years.

The proposed concept for Bankstown in the PIR is identical to the EIS and will create a very poor and disfunctional place outcome for this important centre, exacerbating the existing barrier of the railway and creating a blight on what is the heart of the centre.

The concept simply adds the new Metro platform onto the end of the existing Sydney Trains platforms. This will create two separate stations and result in a 400m long 'wall of trains' through the centre of an emerging health and education precinct.

The main station access from the south is hidden between a disused heritage building and a bus layover area (not a bus interchange) where the parked buses will obstruct the view to the station entry. Station access on the north side is a convoluted ramp through a high flood risk area.

Metro will retain the existing toilet blocks on both sides of the station as the main gateways into this urban centre.

The concept also shows a 'safeguarded underground station box' on the concept. This is not large enough for a platform or station so is presumably just for construction access. Unfortunately it is located over a heritage listed building (which would be demolished), and impacts the Metro unpaid concourse.

There is no mention of how an underground station could be built and then connected to the existing Metro line. This would involve significantly more station and line closures and generate significant additional impact to commuters and the community compared to building the underground station as part of the current project.

Council does not support any aspect of the current design for Bankstown and is disappointed that after more than a year since Council's alternative visions were presented there has not been one change to the concept.

The proposed concept is not consistent with *Better Placed*, SEARS 14, or the design objectives set out in the EIS. The project does not respond to the vision for Bankstown set out in the *Greater Sydney Region Plan*, *South District Plan* and the *Future Transport Strategy*. The project specifically contradicts the *South District Plan* action 33f "improve and integrate the transport interchange and city centre".

The project will have a negative impact on customer experience with poor station access, a lack of integration with the centre and nil design quality. There is likely to be a negative impact on safety at night in the unpaid concourse with a lack of integrated uses and activity and poor sightlines to the surrounding area.

The project will also negatively impact the objective for transit oriented development by not using surplus rail land efficiently for high value uses such as commercial and residential development.

The project will impact the ability to create a high amenity city centre with active streets and spaces by increasing the dominance of infrastructure, the segregation caused by the rail line and the expanse of inactive street interfaces in the CBD. Impacts to amenity and activity will in turn hinder the ability to attract businesses and institutions and achieve the upper job target.

The project will also create significant additional impacts to commuters and the broader community and businesses by requiring a separate major upgrade/ undergrounding of the station in the near future which will be extremely disruptive and more costly than if built properly now.

Overall the proposal will not deliver any of the enhanced destination appeal or city-shaping benefits often touted by government agency and political leaders.

Sydney Metro will make it faster and easier to get around the city – but it also delivers an opportunity to create world-class destinations that will shape the city's future.

Andrew Constance,
Minister for Transport and Infrastructure

The PIR states that a Precinct Plan will be prepared for Bankstown, however what scope will the contractor have to vary from the reference design shown in the PIR? Clearly significant changes are required.

Sydney Metro has confirmed they will lead a collaboration between TfNSW, DPE, Council, GSC and the Government Architect to develop a long term Bankstown Strategic Framework. However there is no scope, timing or funding for this project. It is unclear what, if any, impact the long term Strategic Framework will have on the short term Metro station design and it is unclear how the project will integrate with the Greater Sydney Commission's Bankstown Collaboration Area.

While we welcome long term planning for Bankstown, it is a greater priority to establish a Working Group to urgently redesign the Bankstown Metro Station to ensure that if longer term aspirations are not included the station still incorporates some fundamental design and connectivity outcomes in the short term.

Figure 1 sets out key principles that would need to be considered in an integrated station redesign whether underground or above.

Key Impacts

The project will result in poor station access, lack of integration with the centre, poor safety in the isolated pedestrian area, lack of design excellence, inefficient use of land around station, lack of amenity and active interfaces and a lack of quality public space.

Recommendation 3

Establish a Working Group with Council with clear terms of reference to urgently redesign Bankstown Station to a standard suitable for a major centre that is consistent with Better Placed; SEARS 14; the regional, district and transport plans; and key matters raised by Council.

Recommendation 4

Ensure that all approvals, contracts, agreements and budgets do not restrict the ability to improve the station and precinct design and scope for Bankstown.

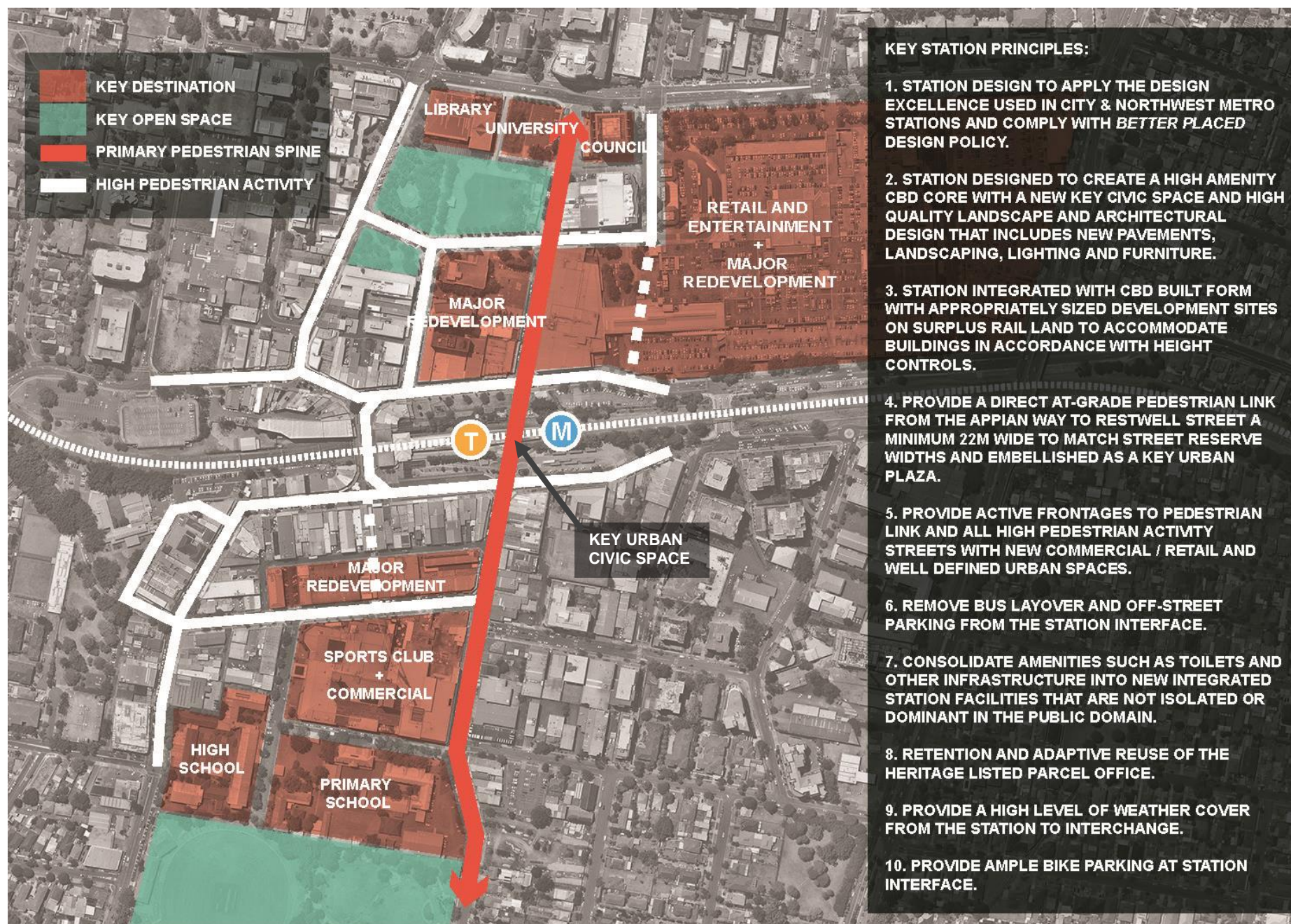


Figure 1. Key principles to guide design of Bankstown Station.

3 Campsie Station

Campsie is identified in the *Greater Sydney Region Plan* and *South District Plan* as a Strategic Centre with a target of 7,500 additional jobs by 2036.

The Sydney Metro has the potential to become a catalyst for the realisation of Campsie as a genuine strategic centre by providing a quality place outcome at the centre of Campsie, enhancing amenity and driving renewal, investment and employment growth in the centre.

Unfortunately the strategic role of Campsie is not recognised in the PIR and the proposed project excludes all station and precinct upgrades. The design does not improve the station, the entry or the surrounding precinct despite the restrictive spaces which will worsen with future increased patronage. The design does not propose to upgrade the frontages to Beamish Street despite its ageing appearance. The design does not resolve Lilian Lane which is restricted in width by the rail corridor despite being identified for an active transport route. There is also no safe guarding of space for a future secondary pedestrian concourse overbridge at the western end of the platform.

Overall the project does not reflect the vision for the centre set out in the regional and district plan and is inconsistent with SEARs 14 and the design objectives set out in the EIS.

Sydney Metro has verbally agreed to establish a Working Group with Council to improve the design of Campsie Station. The terms of reference for the working group are unclear given the lack of scope in the PIR for station and precinct works, and the relationship between the Working Group and the Design Review Panel is unclear.

The Working Group should be established as a priority and should investigate the future needs of the station and precinct considering the growth forecast.

The design review should consider enlarging the public space for higher pedestrian activity and consider opportunities for over station development to concentrate activity and use the station precinct efficiently. Further recommended principles for the design of Campsie station are set out in Figure 2.

Key Impacts

The project will negatively impact access and customer experience with inadequate public space, amenity and thoroughfare dimensions for future growth and will impact the development capacity of this Strategic Centre.

Recommendation 5

Establish a Working Group with Council with clear terms of reference to improve the design of Campsie Station and precinct to meet the future needs of this Strategic Centre in accordance with Better Placed and SEARs 14, and include consideration to larger public spaces and over station development.

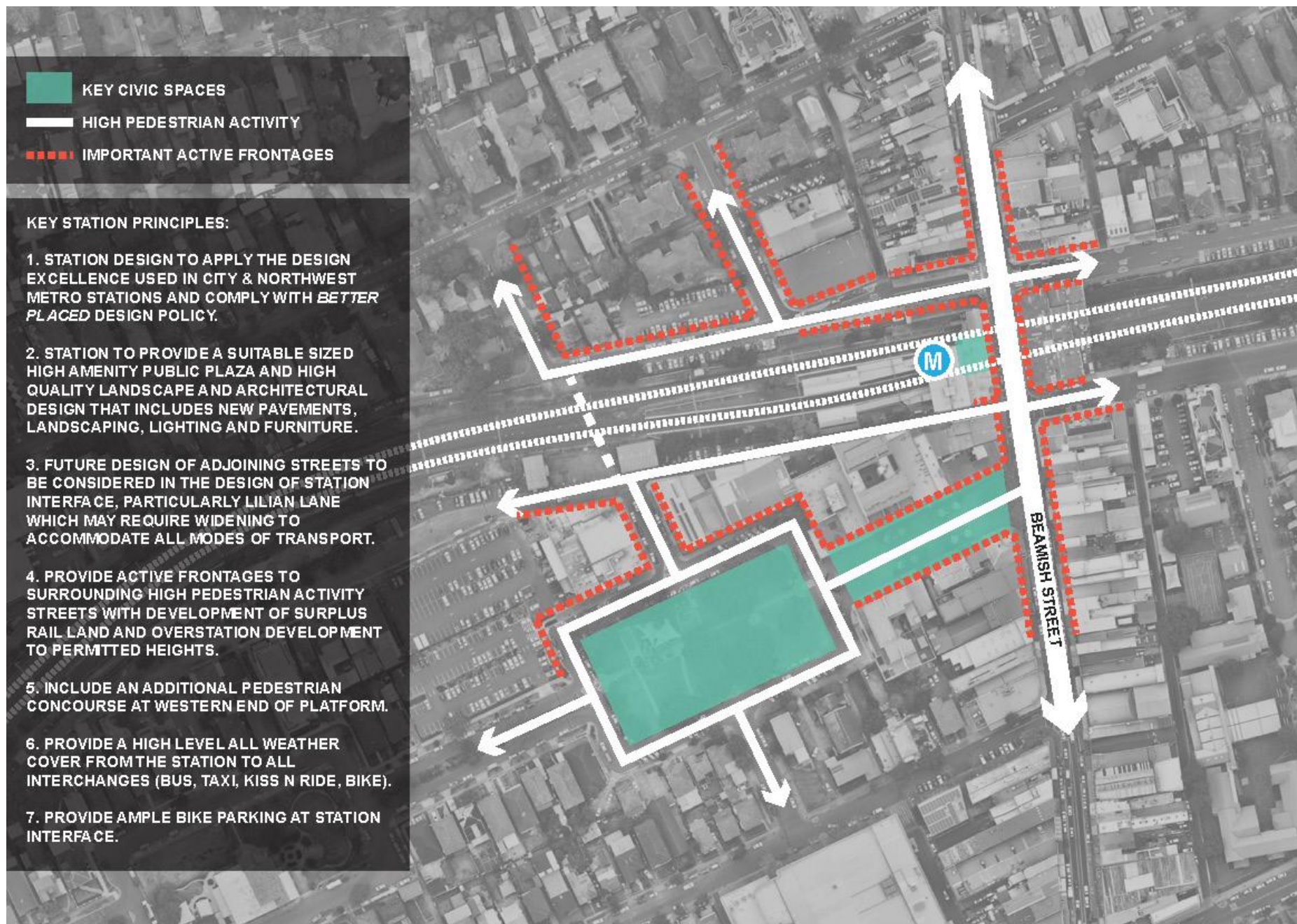


Figure 2. Key principles to guide design of Campsie Station.

4 Station Precinct Design

The PIR has removed from the scope almost all work outside the station such as pavements, awnings, seating, landscaping, pedestrian crossings and other standard urban design elements necessary for quality interchange.

Currently all station precincts are in dire need of upgrades in order to deliver quality amenity and safety for commuters. If not undertaken with the Metro, the precinct upgrades will certainly be needed within several years.

Omitting precinct works from the scope will have a negative impact on commuters in terms of amenity and safety in the short term. Undertaking precinct works separately in the future (after 3 years of Metro construction impacts) will cause further unnecessary impacts to commuters, businesses and residents. It is vital that precinct upgrades are undertaken as part of the Metro works.

The drastic reduction in scope proposed represents a significant financial saving which should be reinvested into station and precinct upgrades within this corridor.

The PIR states that as no works are proposed outside the station, the place-making requirements in SEARS 14 are no longer applicable. The PIR still includes works outside the station at Bankstown, so the SEARS place-making requirements should still apply to this station – this is discussed further in Section 2 of this submission.

And regardless, almost all infrastructure projects whether rail, highways or bridges are typically required to have some level of integration and improvements to the surrounding area in order to deliver a public benefit. Excluding the station precinct from the scope is an outdated 'siloed' approach to infrastructure delivery that is at odds with

contemporary government policy and completely contradicts TfNSW's vision for a 'world class Metro'.

The PIR is not consistent with the NSW Government's *Better Placed* integrated design policy (refer Section 9 of this submission) and the PIR has disregarded the Metro Design Guidelines included in the EIS, which covered key topics such as customer experience, public domain and connectivity which need to be considered in a project of this scale.

On completion of the project the stations along the corridor will become the responsibility of Sydney Metro, and would presumably need to comply with their design requirements and principles moving forward. Would these not be the same design principles that are being applied to the City and Northwest corridor, and which are set out in the disregarded design guidelines?

Despite excluding precinct works from the scope, the PIR notes that Precinct Plans will be prepared for each station and reviewed by the Design Review Panel. However if there are no precinct works included the scope of the PIR and project approval why would Precinct Plans be prepared, what would they cover, what scope will the Design Review Panel have, and who will fund its implementation?

Whereas the EIS proposed sub-standard precinct works, the PIR proposes even less and will have a negative impact on the amenity, interchange experience and safety of commuters.

Key Impacts

The proposed project will negatively impact Metro customer experience and quality of interchange by omitting upgrades to station precincts and disregarding design guidelines.

The requirement to undertake precinct upgrades at a later time will increase impacts and disruptions to commuters and the community.

Recommendation 6

Precinct Plans must be prepared for all stations in accordance with SEARS 14 and *Better Placed* and delivered as part of the project to provide high quality and safe interchange and connection to surrounding areas. The plans must include pavements, pedestrian crossings, landscaping, weather cover, furniture, lighting and signage. The Precinct Plans must be funded and implemented as part of the project.

5 Active Transport Corridor

Active transport connections to all stations are important in order to provide legible and safe access on foot or bike and help alleviate demands on cars, parking and buses. A significant proportion of train passengers currently travel between stations within the Sydenham to Bankstown corridor and active transport would be suitable for many of these shorter trips.

In promoting the Metro, the NSW Government made a commitment to an Active Transport Corridor (ATC) along the rail corridor from Bankstown to Sydenham, providing a much needed east-west linkage for cyclists and pedestrians. As illustrated in Figure 3, the ATC would connect through an area with one of the lowest number of separated cycleways in Sydney.

The EIS committed to building only the sections of the ATC within station precincts. The PIR has now discarded the entire ATC stating *“as the existing rail corridor is being utilised and not widened or changed as part of the preferred project, there would no longer be the space created to provide for an active transport corridor within the rail corridor”*. This is not true - the ATC did not require tracks to be realigned or the corridor widened and under the proposed concept there is still surplus land within the corridor suitable for the ATC. From a design perspective there is no reason the ATC couldn't remain as shown in the EIS.

The PIR notes that Council could pursue an ATC outside the rail corridor, however this would require extensive and disruptive works to roads, intersections and parking and would result in a stop-start network compared to the unimpeded continuity that the rail corridor offers.

The ATC is identified in the *South District Plan* as a 'Green Grid Priority Corridor' which will connect Cooks River, Wolli Creek and Saltpan Creek and form part of TfNSW's Principal Bicycle Network.

The NSW Government's *Greener Places* policy framework to ensure sustainable design of State Significant Developments such as the Metro also champions green infrastructure such as the ATC and Sydney Green Grid.

Discarding the ATC would be in direct conflict with the strategic intent and priorities of the *South District Plan* and *Greener Places* and is not justified.

In lieu of the ATC the PIR proposes an 'active transport strategy' for each station. There are a number of concerns with this:

- How would the active transport strategy integrate with the need for broader public domain and transport upgrades within the station precinct (which are no longer in the Metro scope);
- The PIR notes that active transport initiatives may be considered at detailed design however the PIR excludes any works outside the station, so the approval, project funding and contract for delivery will not make any provision for this;
- It is unclear how Council will be involved in the design process (Council is not a member of the Design Review Panel, simply an observer), and whether Council will need to approve the strategy given it is responsible for most of the streets in the precincts;
- There is no mention of funding allocated to the delivery of the active transport strategy – without this it cannot be implemented.

We believe the proposed active transport strategy will not deliver any tangible outcomes for active transport in the precincts, will exacerbate car and parking requirements, and will negatively impact on the ability to safely and conveniently walk or cycle to the stations.

Council firmly believes the ATC must be included in the Metro project in order to protect space in the corridor and deliver a significant missing regional link in the walking and cycling network.

Key Impacts

The proposed project will negatively impact the ability to walk and cycle to the stations by excluding the active transport corridor.

The project will require more on-road infrastructure with additional costs, construction impacts, loss of parking and more delays.

Recommendation 7

The active transport corridor must be reinstated and delivered in its entirety as part of the project, or an alternative corridor be designed, funded and delivered as part of the project.

Recommendation 8

Active transport initiatives must be incorporated in each station Precinct Plan and delivered as part of the project.

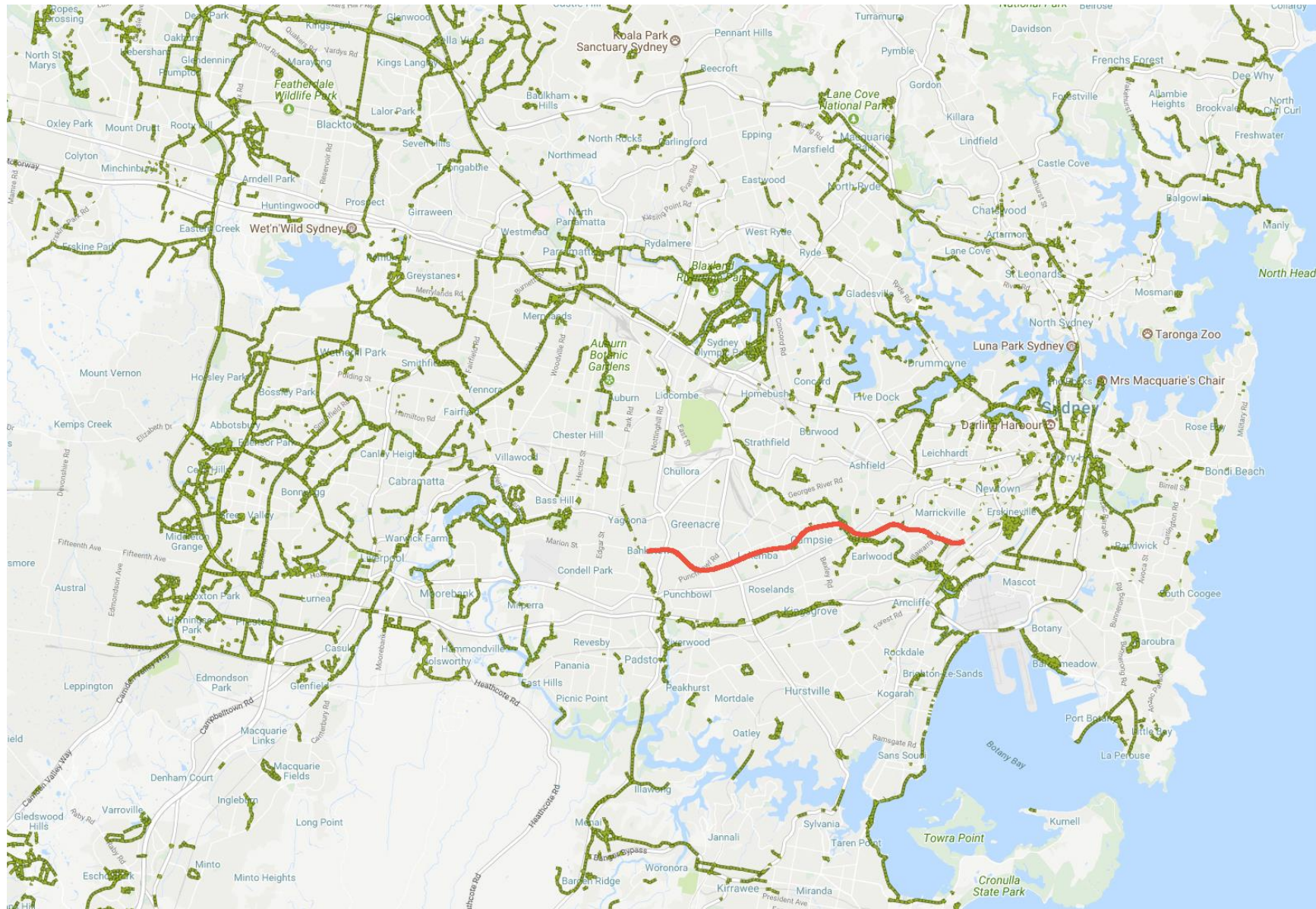


Figure 3. Existing separated cycleways (green) and the active transport corridor (red).

6 Cross Corridor Connectivity

The rail line currently impacts north-south movement via all modes with limited and often inadequate overbridges and underbridges.

As highlighted in Figure 4, there are several long sections with no connectivity (eg. 1.6km between Bankstown and Punchbowl, 1.2km between Punchbowl and Wiley Park and between Tasker Park and Little Tasker Park).

Some connections have no footpaths (eg. Foord Avenue) and most need widening to cater adequately for all modes and improve safety and visibility (eg. Broughton Street underpass has inadequate footpath widths for the dense population and inadequate width for a regional cycleway).

Some also require additional height to improve permeability for buses and trucks (eg. the underbridge at Bankstown) and require universal access (eg Campsie overpass).

The EIS proposed to upgrade most bridges and underbridges only to meet the Metro needs, with no change to the road/ pedestrian component. In the previous submission Council recommended the upgrades include the road/pedestrian section and provide new connections where needed.

The PIR now proposes no overbridge or underbridge works, however Council maintains its previous position.

SEARS requires “*minimising barriers across the rail corridor and opportunities to integrate cycling and pedestrian elements with surrounding networks and in the project.*”

The PIR suggest this section of SEARS is no longer applicable. However the significant rail possessions required for the Metro works provide a rare opportunity to undertake these works which would otherwise be very difficult and costly.

In order to maximise the value of this major disruptive project, opportunities such as this much be taken to upgrade infrastructure for all users. If not addressed now, this is unlikely to be addressed for generations to come.

Key Impacts

The proposed project will negatively impact cross rail connectivity for generations by omitting upgrade works, making it much more difficult and costly to address in future.

Recommendation 9

The project must take this opportunity to include the upgrade of all overbridges and underbridges for all transport modes and ensure there is a rail crossing every 400m. This includes a new cross corridor connection between Bankstown and Punchbowl, between Punchbowl and Wiley Park and between Tasker Park and Little Tasker Park.

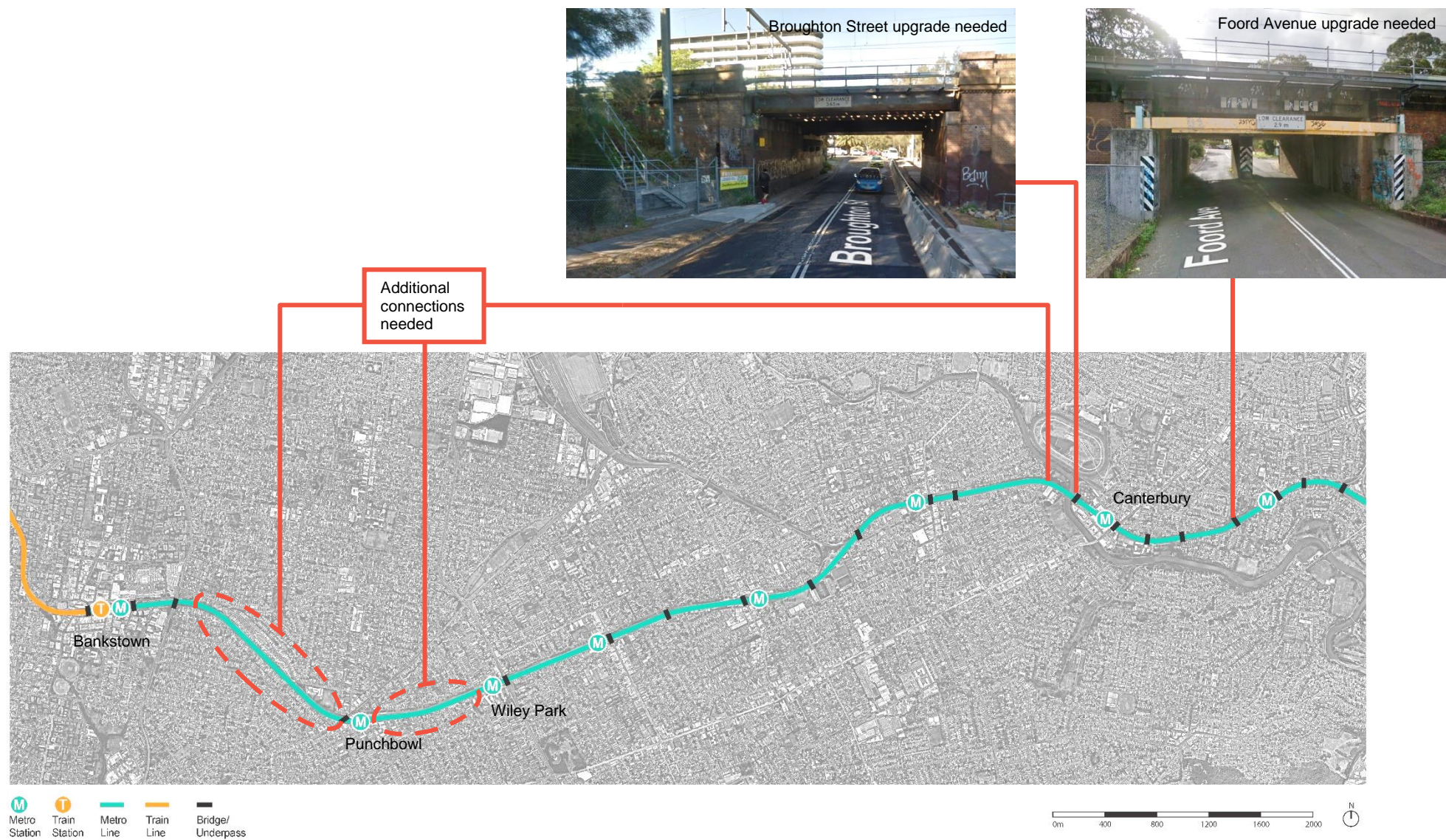


Figure 4. Connectivity across the Sydenham-Bankstown rail corridor.

7 Station Design

The PIR proposes to retain the existing station buildings with some minor refreshes (paint and repairs). While the retention of heritage and station entries to the main streets is supported, Council is concerned that the ageing station facilities, the limited canopy cover and spatial arrangements at stations will negatively impact the service level for customers.

The designs for both underground and at-grade stations on the Northwest corridor include generous dimensions, large canopies, public plazas, landscaping, seating and an overall high level of amenity. Figure 5 and 6 illustrate the significant contrast in station design proposed on the Northwest and Southwest corridors.

In contrast the PIR proposes to retain 100 year old stations without any improvements, for example awnings, landscaping, pavements and furniture. In some instances the entries are narrow, there is not a direct path of travel and there are pinch points in pedestrian movement. The PIR makes no effort to provide reasonable amenities and upgrades that would be expected for a major public transport project.

Furthermore the PIR makes no effort to cater for the significant increased patronage planned for each station resulting from both population and job growth as well as increased modal share of public transport.

A key flaw is that the PIR (and the EIS for that matter) propose the same treatment for each station. However the stations along this corridor vary considerably in size, character and function. Some are in greater need of upgrades than others, some have more heritage values to be retained, some are part of larger strategic centres. A more tailored response is needed for each station that considers these aspects more sensitively.

The PIR is not consistent with the NSW Government's *Better Placed* integrated design policy as set out in Section 9 of this submission. While the EIS was prepared prior to the release of *Better Placed*, the PIR should be required to have regard to this policy and demonstrate how design excellence is being achieved.

The PIR also states that the Design Guidelines included in the EIS are now being disregarded. The guidelines covered topics such as station design, customer experience, public domain and connectivity – fundamental elements that need to be considered in a project of this scale.

The PIR states that design outcomes will be upheld via a Design Review Panel during the delivery process. However for the Panel to have any purpose or basis for making recommendations, the PIR and project approval needs to include station building upgrades in the scope of work.

Overall, the PIR represents the 'do least' approach to converting rail to Metro. We believe this will result in a sub-standard level of service for customers on the Southwest corridor, which will be exacerbated as population growth and patronage numbers increase the demands on each station. This will be most pronounced at Bankstown and Campsie which have the greatest patronage and growth forecast.

Key Impacts

The proposed project will negatively impact Metro customer experience by omitting upgrades to station buildings, failing to accommodate future growth, disregarding design guidelines and lacking any design excellence.

The requirement to undertake station upgrades at a later time will increase impacts and disruptions to commuters and the community.

Recommendation 10

All stations must be upgraded to adequately cater for future growth to an equivalent level of design excellence as the City and Northwest Metro; comply with *Better Placed* and Sydney Metro Design Guidelines; and include heritage retention, spatial arrangements, amenities, awnings, pavements, furniture, wayfinding signage and lighting.



Figure 5. Metro station designs on Northwest corridor.



Figure 6. Existing stations proposed to be retained on Southwest corridor.

8 Safety and Convenience

Council is concerned the proposed concept will impact the safety of passengers as well as customer convenience in terms of travel times, seating and temporary transport arrangements.

CPTED

Almost all contemporary designs for buildings and infrastructure globally now consider CPTED (Crime Prevention Through Environmental Design) including measures such as visibility, lighting, activity and passive surveillance to create safe places.

The elimination of station and precinct upgrades from the project means the 100 year old stations will be retained without addressing CPTED issues that exist. This includes items such as blank walls, isolated stations, poorly lit walkways, inactive public spaces, poor sightlines to public areas and lack of active edges overlooking stations, all of which will negatively impact on customer safety.

In order to ensure the stations, interchanges and overall Metro service is safe it is critical that CPTED principles are incorporated and include upgrades to station designs and the surrounding precincts.

Gap fillers

In the previous EIS for Sydenham to Bankstown all platforms were to be straightened to eliminate gaps when boarding trains (as per Metro City and Northwest). In the proposed design the existing curved platforms are retained and mechanical 'gap

fillers' will extend from the platform once the train is stationary to provide a flush connection.

In the event of a 'gap filler' having a mechanical failure at a station or even part of a platform it is unclear whether the Metro service can still operate. Will the system stall until it is fixed, will the train skip the station, or will it continue operating with a gap in the platform? It will either delay and inconvenience passengers or pose a safety risk by leaving a gap in the platform, both of which are unsatisfactory for a 'world-class metro' and will impact safety and convenience in the southwest corridor. It appears to simply be a cost-saving measure.

The use of 'gap fillers' will also slow the boarding process at each station, which will reduce the meagre travel time savings the Metro was set to deliver. The PIR states that the Metro will be 7 minutes quicker than the current service from Bankstown to Central, which is the same as stated in the EIS. However due to the use of 'gap fillers' this time saving will be less – it is therefore incorrect, misleading and should be clarified with Council and the community.

Travel times

The time savings stated in the PIR (and EIS) only consider destinations on the new Metro line such as Central and Macquarie University. Less than half of all passengers from Bankstown travel to these destinations so the time savings do not represent the impacts to the majority of passengers.

The Bankstown line also currently provides direct connections to destinations such as Redfern (University of Sydney), Circular Quay, Erskinvale, St Peters as well as west to Yagoona, Birrong, Sefton, Chester Hill, Leightonfield, Villawood, Carramar, Cabramatta and Liverpool.

The need to change trains for these destinations/origins means the proposed concept will likely have a negative impact on travel times for a significant proportion of the Bankstown line passengers compared to the current service. This is an incredibly poor outcome for such a major investment and needs to be clarified and mitigated.

Seating

The Metro trains have greatly reduced seating capacity compared to the current trains with only 35% of passengers seated compared to 65% on the current trains. While this may be acceptable for short journeys within dense CBDs, a large proportion of Sydney Metro passengers will be taking 20-40 minute journeys across Greater Sydney. The proposed concept will therefore have a negative impact on travel comfort by forcing more passengers to stand for relatively long journeys.

Temporary Transport

Over 100,000 daily passenger trips will be impacted during the various required rail possessions for the Southwest Metro (totalling approximately one year in the PIR). In contrast only 28,000 daily passenger trips are expected to be impacted for 7 months during construction of Metro Northwest (to be serviced with Epping to Chatswood rail replacement bus services).

Sydney Metro already appears to be struggling to mitigate impacts for the Northwest project – affected councils, residents and businesses in the Northwest corridor have raised serious concerns about the planned temporary transport arrangements, some of the bus lanes, road and intersection upgrades will not be completed in time before the train line closes and some large businesses in Macquarie Park have stated they will be funding their own replacement bus services due to the inadequacies.

Metro Southwest will impact more than three times as many passengers for a longer period of time than Metro Northwest. There is no indication how the various stations and surrounding streets will cope with the extra bus services, particularly as some bus stations and layovers already operate near capacity. Similarly there is no indication how the T2 Innerwest and T8 Airport and South train lines to which passengers may be transferred to will accommodate the extra load given these are also at capacity during peak times.

Overall, Council is seriously concerned about the ability of Sydney Metro to adequately mitigate impacts to bus and rail passengers during construction as well the impacts to businesses from reduced employee and customer accessibility during construction.

Key Impacts

The proposed project will negatively impact customer safety and convenience through the lack of CPTED compliance, the use of ‘gap fillers’, increased travel times to key destinations, reduced seating capacity and inadequate temporary transport measures.

Recommendation 11

The project scope to include station and precinct upgrades to address CPTED requirements.

Recommendation 12

The technical and safety impacts and risks of ‘gap fillers’ to be clarified and reviewed against the option of straightening platforms.

Recommendation 13

Travel times for the proposed project from Bankstown and stations west of Bankstown to Redfern, Circular Quay and Erskinvile to be clarified and mitigated.

Recommendation 14

Temporary Transport Plan to detail how the extra buses and extra rail passengers on T2 and T8 train lines will be adequately accommodated and clarify the expected travel time impacts for passengers on these alternative routes.

9 Policy Compliance

The project is not consistent with key government policies on transport, planning and design.

Better Placed

Better Placed is key state policy for elevating the quality and integration of design in the built environment and is based on seven principles for good design.

A review of the PIR against *Better Placed* finds that the project is not consistent with the policy: Figure 7 highlights inconsistency with all seven principles and Figure 8 highlights a number of outcomes the policy specifically aims to avoid.

This reinforces the need to revise the project scope and concept design to ensure that beyond simply engineering works the project delivers an improvement to the customer experience and the quality of the places around the stations.

Future Transport 2056

Future Transport 2056 is NSW's 40 year transport strategy and repositions transport as an enabler of economic and social activity. The strategy outlines six state-wide outcomes to guide investment, policy reform and service provision.

As highlighted in Figure 9 the PIR fails to address four of the six outcomes and confirms that the project is not consistent with the government's intent for more holistic and integrated transport planning.

The PIR also fails to address how the Metro will adequately integrate with the 2056 vision for high frequency services from Bankstown to Liverpool, Parramatta and Kogarah (refer Figure 10). The PIR simply shows an indicative box next to Bankstown Station where an underground station could be built (although it appears too small for this) without any reference to constructability and impact minimisation

to this key centre when the additional rail links are eventually implemented.

As discussed in Section 2 of this submission, converting Bankstown to an underground station at a later date when the surrounding area has been developed and there is a much higher concentration of activity and patronage will be a much more difficult task and create significantly more impact to commuters and the community compared to constructing it now.

Greater Sydney Region Plan & South District Plan

The recently finalised regional and district plans identify the Sydenham to Bankstown corridor as one of the densest clusters of Transit Oriented Development in Sydney. The plans also identify Bankstown as a Health and Education Precinct with major job growth, and Campsie as a Strategic Centre.

With both centres planned to transform significantly in the coming years, the PIR fails to address how the Metro stations will integrate with these centres and facilitate the growth in terms of the built form, public domain and transport interchange needed to support the population, employment and patronage growth. The project would deliver best value and minimise impacts if the stations were upgraded to an acceptable level now, rather than in the future.

It is disappointing that the government would propose a major project that is inconsistent with its key policies and strategies. It will result in a failure to deliver the design quality aspired for NSW and a failure to integrate with future transport and planning directions. It represents poor value and short sightedness for such a major long term investment.

The project should not be approved on the basis of inconsistency with fundamental government policy on transport, planning and design.

Key Impacts

The proposed project is not consistent with government policy on transport, planning and design, risks delivering a sub-standard outcome, and will cause additional impacts to the community when future upgrades will be required.

Recommendation 15

The project must comply with the principles of *Better Placed* and *Future Transport 2056* to ensure it is delivering integrated design excellence.

Recommendation 16

The project must be designed to accommodate future transport and planning strategies including growth at station precincts and rail network expansions.








						
OBJECTIVE 1. <u>Better fit</u> contextual, local and of its place	OBJECTIVE 2. <u>Better performance</u> sustainable, adaptable and durable	OBJECTIVE 3. <u>Better for community</u> inclusive, connected and diverse	OBJECTIVE 4. <u>Better for people</u> safe, comfortable and liveable	OBJECTIVE 5. <u>Better working</u> functional, efficient and fit for purpose	OBJECTIVE 6. <u>Better value</u> creating and adding value	OBJECTIVE 7. <u>Better look and feel</u> engaging, inviting and attractive
<ul style="list-style-type: none"> ✗ Stations and precincts do not respond to the future growth planned along the corridor. 	<ul style="list-style-type: none"> ✗ Does the “minimum” in responding to environmental imperatives including active transport and maximising patronage with an integrated high quality design. ✗ Budget reductions have overridden performance objectives. ✗ Short term design that will require retrofit/ upgrade in near future. 	<ul style="list-style-type: none"> ✗ No inclusive and accessible shared public spaces are included. ✗ No connections to surrounding places are included. ✗ No place-making and precinct works that contribute to the community are included. ✗ No contribution to open spaces and green corridors. 	<ul style="list-style-type: none"> ✗ No meaningful station or public domain upgrades or design excellence for user comfort. ✗ Activity in the public realm is discouraged through poor interfaces. ✗ Construction efficiency is prioritised over liveability. 	<ul style="list-style-type: none"> ✗ Does not integrate with surrounding movement paths, land uses and developments. ✗ Does not cater for increased growth and development of centres. 	<ul style="list-style-type: none"> ✗ Does not take a whole-of-life approach when considering cost and the wider public benefits over time. ✗ Requirement to retrofit/ upgrade stations, precincts and corridor connections will create higher costs and more disruption in near future. ✗ No new or enhanced public spaces and interfaces that offer public value. 	<ul style="list-style-type: none"> ✗ No commitment or investment in design excellence. ✗ Little contribution to making the stations or precincts inviting attractive destinations. ✗ No active frontages or engagement with the public realm.

Figure 7. The project is not consistent with the principles of *Better Placed*.

2.2 What we don't want

Many of our best buildings and spaces in NSW put people first, are highly responsive, sensitive and contribute to the local sense of place. They are delivering best practice sustainable outcomes, articulating a bold future of green, high-performance design and support enjoyable experiences for people. However, there is potential to do better.

Poor design and even 'business as usual', are likely to have significant adverse environmental, social and even economic effects. Poor design can make spaces and places into liabilities rather than being beneficial to the public. The following indicators of poor design outcomes support the need for good design and better places:

POOR 'FIT' AND NOT RESPONDING TO CONTEXT

A community's sense of place can be undermined and existing attractors devalued when:

Design has little sense of the 'local' character, materials or landscape.

The position and arrangement of new elements causes obstructions to use of the public realm.

Buildings are disconnected from and make no contribution to the experience of the public realm.

Buildings mimic neighbouring buildings, or clumsily reference local character.

POOR PERFORMANCE

An increased operating and maintenance cost burden for end users can occur when:

Buildings do the "minimum" in responding to environmental imperatives.

Budget-related imperatives override environmental performance.

Poor design outcomes impact both comfort and use, as well as natural resources.

POOR FOR COMMUNITY

Community cohesion can be eroded and problems of social inequity can be reinforced when:

Urban areas fail to provide inclusive and accessible shared public spaces

A lack of integration of uses and tenure types creates social separation and exclusion.

Dispersal of activity creates fragmentation of the public domain.

POOR FOR PEOPLE

People's health can be undermined and their sense of risk and isolation increased when:

Poor access, orientation or spatial arrangements compromise human comfort or safety.

Activity in the public realm is discouraged through poor interfaces

Construction efficiency is prioritised over livability or health.

POOR FUNCTIONALITY

Quality of life for people and communities, as well as their resilience to change, is lower when:

Particular usage patterns are locked-in, restricting change and adaptation over time.

Efficiency and productivity is constrained by poor spatial arrangements or relationships

Overly pragmatic design limits the human experience of a place.

POOR VALUE

Buildings and places can lose value and even detract from local value over time when:

Costs increase over time as a result of failing to meet current standards.

Costs increase over time due to ongoing maintenance and repair due to poor design.

They do not reflect the sufficient commitment to delivering high quality experience for people, and as a result are not highly valued or cared for by the local community.

POOR LOOK AND FEEL

Buildings and places can undermine the value and quality of the surrounding urban environment when they:

Appear clumsy, unresolved, flimsy or cheap.

Lack design consideration and refinement.

Reflect poor choices of materials, elements and/or overall composition.

This is our starting point for Better Placed, to avoid these outcomes and continue working towards better design outcomes across NSW.

Figure 8. Extract from *Better Placed* highlighting aspects of the project the policy specifically tries to avoid (circled).

The project does not include adequate station upgrades, precinct upgrades and design excellence to integrate effectively with other modes and the surrounding area to create a seamless customer experience. The project will create a sub-standard customer experience on the Southwest corridor compared to the City and Northwest corridor.

The project proposes minimal investment in the stations and does not include any precinct public domain, streetscape and open space upgrades and will not contribute to the liveability, amenity and economic success of the centres.

With sub-standard stations, no precinct upgrades, no over-station development and no development of surplus rail land, the project will not enable the biggest centres (Bankstown and Campsie) to reach their full economic potential – the lack of amenity and integrated development will limit the ability to attract businesses and institutions.

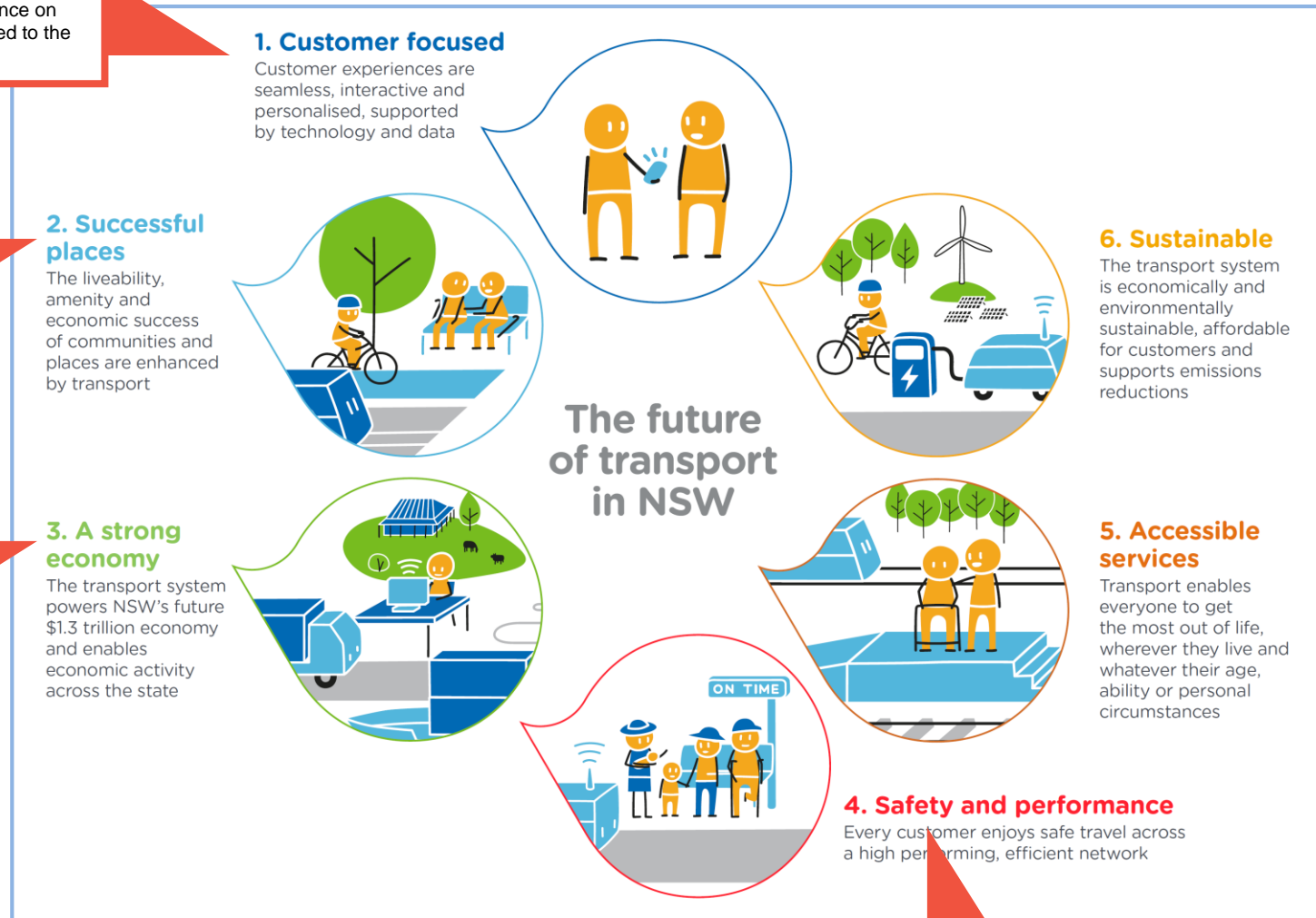


Figure 9. The project does not address four of the six state-wide outcomes in the *Future Transport Strategy* which are meant to guide planning and investment.

With no station and precinct upgrades to address CPTED issues, passenger safety is being compromised. The use of 'gap fillers' also provides a risk of either safety or performance impacts in the event of mechanical failure.

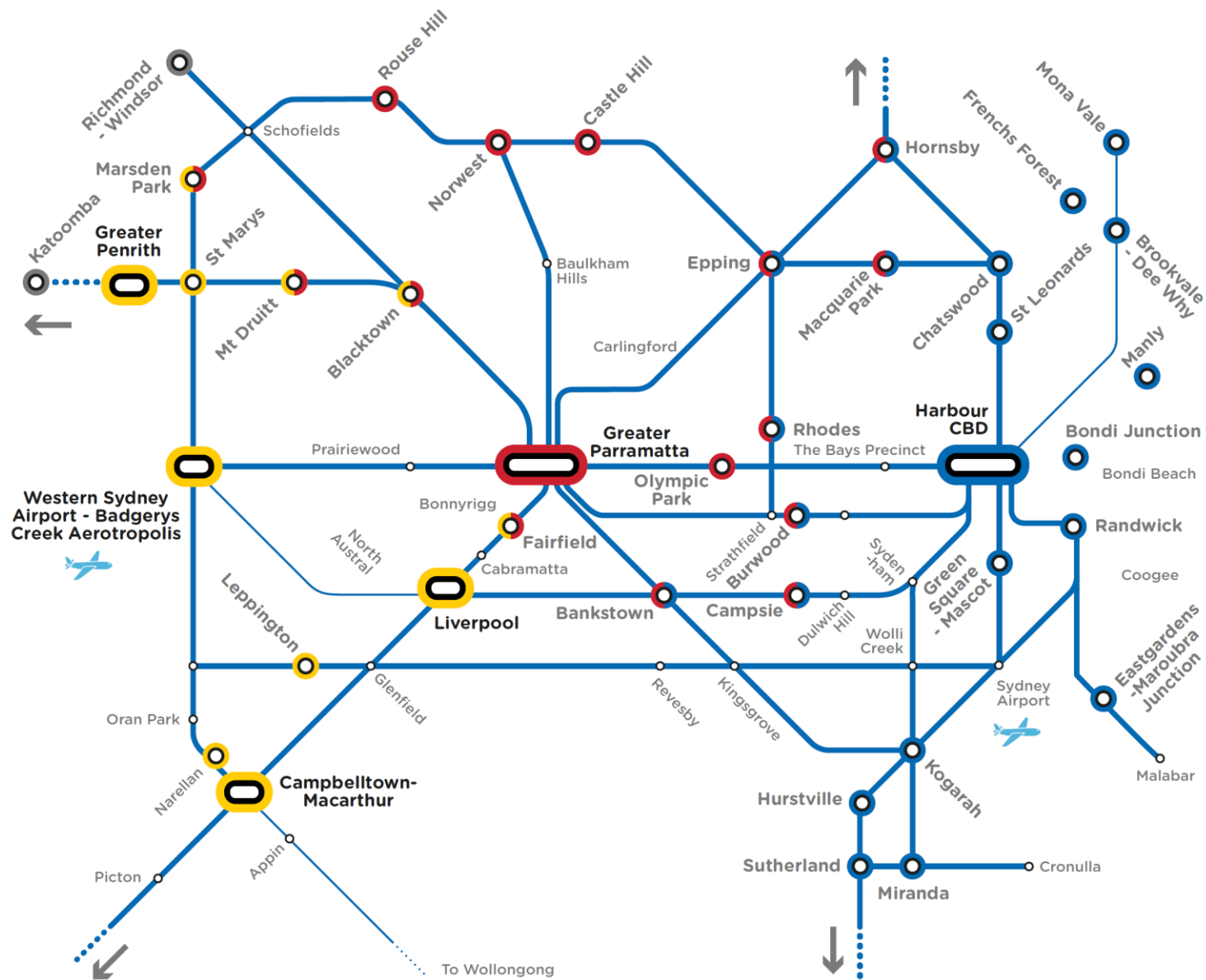


Figure 10. The project does not make any reference to the *Future Transport Strategy 2056* vision above, which extends north south and west from Bankstown.

10 Review Process

Council has concerns regarding the review processes proposed during assessment and throughout the project delivery.

Consultation

The 4 week consultation period for the PIR is insufficient when factoring in deadlines for Council agendas - this provides only 2 weeks for Council staff to review a 2,000 page proposal for a major project that directly impacts our entire council area.

We are disappointed our request for a 4 week extension of the consultation period for Council and the community, as well as additional consultation sessions, was rejected.

NSW State Design Review Panel

The government recently established the NSW State Design Review Panel to provide independent, expert and impartial advice on projects of state significance such as this. The Panel is comprised of industry leaders in design, planning and transport and their advice would help ensure the project delivers a best practice quality outcome and provides the best value from this major investment.

The project meets the requirements of the Panel's terms of reference, which includes review of *"All projects on Government-owned land that anticipate public use and/or will impact on the public domain, including Green Grid corridors (current and anticipated); and development declared to be State Significant Development."*

The PIR is therefore required to be referred to the Panel for review *prior* to determination by Department of Planning and Environment. Council also request the opportunity to present to the Panel.

Interface Agreement

The PIR notes that a comprehensive Interface Agreement between Sydney Metro and Council will

be established to manage the design and delivery process. With almost all interface works excluded from the scope of the proposed project (eg. public domain, connections and station interface), it is unclear what the scope and benefit to Council would be in establishing an Interface Agreement.

Metro Design Review Panel

Sydney Metro propose a Design Review Panel which Council would be invited to attend but not actually be part of. As noted in Council's previous submission, it is essential that Council be a member of the Panel with voting rights rather than an observer, given Council's key role delivering and integrating other town centre upgrades with the Metro works.

The PIR states the Panel would review station design public domain and urban integration however it is unclear whether any recommendations of the Panel for station improvements and precinct upgrades would be implemented, given that these aspects are not in the scope of the PIR.

Council has recently established a Community Voice Panel (CVP) to provide community representation on issues impacting our community. It is recommended that community representatives from the CVP be appointed to the Design Review Panel.

Working Groups

While not included the PIR, Sydney Metro have agreed to establish Working Groups for Campsie Station and for the Bankstown Strategic Framework. Refer to Sections 2 and 3 of this submission regarding our concerns regarding these Working Groups. Of particular concern is the scope and ability of the Working Groups to make meaningful changes from the PIR and the lack of a Working Group for the short term Bankstown Station design.

Key Impacts

The review processes for the project during assessment and after approval are unclear and inadequate to achieve quality design outcomes, which will ultimately impact customer experience and reduce the value of this major investment.

Recommendation 17

The PIR be referred to the NSW State Design Review Panel for expert advice prior to approval and Council present to the panel.

Recommendation 18

The scope of the Metro Design Review Panel to include station and precinct works if deemed necessary.

Recommendation 19

A representative from Council and Council's Community Voice Panel be appointed to the Metro Design Review Panel with voting rights.

11 Station Specific Issues

Detailed issues and recommendations for each station that were included in Council's submission to the EIS have not been repeated, however these remain valid and should be considered in the assessment of the project.

Some key issues for each station are set out below and will only be resolved through a more rigorous design process which will require station and precinct upgrades to be included in the scope of the project. Note Bankstown and Campsie are not included here – refer to section 2 and 3 of this submission.

Punchbowl

- Excludes embellishment of Warren Reserve which could impact safety of the northern station entry in terms of sightlines, activity, lighting and connectivity.
- Excludes upgrade of the public domain between the southern entry and The Boulevard which offers poor amenity.
- Excludes upgrade the underpass under Punchbowl Road which poses a safety issue.
- Excludes station upgrades which is limited in space and quality.

Wiley Park

- Excludes upgrades to the plaza fronting King Georges Road which is in poor condition.
- Excludes upgrades to the pedestrian lane along the north side of station which presents a safety issue.

- Removes a retail building without replacement, leaving an unsightly throw guard at the station entry.

Lakemba

- Excludes upgrade to the footpath on Haldon St overbridge which is too narrow for safe pedestrian use.
- Excludes upgrades to the plaza fronting Railway Parade which is in poor condition.

Belmore

- Excludes upgrades to the station which is limited in space and quality.

Canterbury

- Excludes upgrades to the station frontage to Canterbury Road which is in need of renovation.
- Excludes the future station entry from Charles St . This area has been developed and is not able to be delivered as part of private development.
- Excludes the station connection north to Broughton St, which is required to service population growth expected as part of the redevelopment of Canterbury Racecourse.

Hurlstone Park

- Excludes station building upgrade, which is currently extremely poor condition with inadequate amenity, weather protection seating and landscape.

Overall, all stations fall well short of the project vision for a “world class Metro”, the requirements of SEARS 14 (Place-making) and the government's *Better Placed* design policy.

Key Impacts

The proposed project will impact customer experience and in some instances safety by omitting upgrades to the stations and precincts.

Recommendation 20

The project scope be expanded to include upgrades to all stations and precincts to deliver high quality outcomes in accordance with the project vision for a “world class Metro”, the requirements of SEARS 14 (Place-making) and the government's *Better Placed* design policy.

Recommendation 21

Station designs be amended to respond to the key issues noted in this section as well as the issues noted in Council's submission to the EIS.

Summary

To reiterate the content of this submission, Council believes the project will have detrimental outcomes for our community, key opportunities will be missed, strategic objectives will not be realised and the project represents a poor value outcome for the community, businesses and for greater Sydney.

The revised project has ignored Council's previous submission on the EIS and is inconsistent with the SEARS prepared for this project and key strategic objectives and priorities set out in *Greater Sydney Region Plan, South District Plan, Future Transport 2056, Better Placed, Greener Places* and Sydney Metro's own design guidelines.

The concept designs, process for detailed design and delivery, construction impacts and temporary transport plan have many issues and many unanswered questions that need further investigation. The project has not been referred to the NSW State Design Review Panel in accordance with its terms of reference.

Council believes that given the extent of major issues, uncertainties and non-compliance with key state policies, the project cannot be approved in its current form even with conditions, that a re-design is necessary, and that Sydney Metro should prepare a revised PIR.

Should the project be approved, Council provides some initial recommended draft conditions in Table 3 to help address some of the key issues raised in this submission.

Note that this is not an exhaustive list of conditions and does not address all the issues raised in this submission or Council's previous submission to the EIS. Council would appreciate further consultation regarding draft conditions if and when these are prepared.

Table 3. Initial recommended draft conditions of approval for Sydenham to Bankstown Metro Critical State Significant Infrastructure (CSSI).

No.	Draft Condition of Approval	Category
1	<p>Before commencement of permanent built surface works and/or landscaping, the Proponent must prepare Station Design and Precinct Plans (SDPP) for each station. The SDPP must be prepared by a suitably qualified and experienced person(s) in collaboration and consultation with relevant stakeholders including the community, endorsed by the relevant Council(s), the Design Review Panel (DRP) and the NSW Government Architect and approved by the Secretary before the commencement of any works. All elements contained within the SDPP(s) must be implemented as part of the project works prior to the commencement of operation of the Sydney Metro service.</p> <p>Each SDPP must include, but not be limited to:</p> <p>(a) identification of specific design objectives, principles and standards based on:</p>	Part E Key Issue Conditions

	<ul style="list-style-type: none"> i. state planning, transport and design strategies, plans and policies; ii. the project design objectives contained within the EIS; iii. maximising the amenity of public spaces and permeability around stations and across the railway line; iv. local environmental, heritage and place-making values; v. urban design context; vi. sustainable design and maintenance; vii. community safety, amenity and privacy, including safer by design principles; viii. relevant urban design and infrastructure standards and guidelines, including <i>Better Placed</i> and projects being undertaken by Council in each Station Precinct; and ix. minimising the footprint of the project, including at operational facilities; <ul style="list-style-type: none"> (b) station and precinct design excellence as advised by the NSW Government Architect; (c) landscape and building design opportunities in Strategic Centres to better integrates stations with the surrounding urban fabric in terms of activity, built form, transport, permeability, amenity and achieving population and employment targets. This may include development of surplus rail land and over-station development; (d) landscape and building design opportunities to mitigate the impact of rail infrastructure and operational fixed facilities including station structures and services and noise walls; (e) the incorporation of historic and artistic elements into the project design; (f) opportunities for public art at each station; (g) details on the location of existing vegetation and proposed landscaping (including use of endemic and advanced tree species where practicable). Details of species to be replanted/ revegetated must be provided, including their appropriateness to the area and habitat for threatened species; (h) a signage and wayfinding strategy for each station, clarifying directions to key civic, government, open space and other notable destinations surrounding each Station Precinct as well as digital real-time information; (i) details of the active transport measures and infrastructure to be incorporated at each Station, which is to conform with best-practice sustainable transport initiatives. (j) the location, design, and impacts of operational lighting associated with the CSSI and measures proposed to minimise lighting impacts; (k) monitoring and maintenance procedures for vegetation and landscaping, including weed control, performance indicators, responsibilities, timing, duration, and contingencies where any rehabilitation or landscape measures fail; (l) a description of the CSSI design features, including graphics such as sections, perspective views and sketches for key design elements of the CSSI; (m) evidence of Council support and consultation with the community and relevant agencies before seeking endorsement of the DRP; (n) details of where and how recommendations from the DRP have been considered in the plan; 	
2	The reference Station Design for Bankstown as set out in the EIS is not supported given its negative impacts on permeability, accessibility and the growth of Bankstown as a Strategic Health and Education Centre. An Alternative Design is required to be prepared for inclusion in the EIS as set out in Part E of these Conditions.	Part A Administrative Conditions
3	The Station and Precinct Design for Bankstown as set out in the EIS is not supported. An alternative Bankstown Station and Precinct Design is to be prepared for inclusion in the EIS in accordance with the following:	Part E Key Issue Conditions

	<ul style="list-style-type: none"> (a) A Bankstown Station Working Group is to be established to prepare an alternative Station and Precinct Design. The Working Group is to include (but not be limited to) Sydney Metro, Canterbury-Bankstown Council, Department of Planning and Environment and the NSW Government Architect. (b) Creates a high amenity CBD core with a new key civic space and high quality landscape and architectural design that includes new pavements, landscaping, lighting and furniture. (c) Integrates with the CBD built form with appropriately sized development sites on surplus rail land and potentially over stations to accommodate buildings in accordance with applicable height controls. (d) Includes a direct at-grade pedestrian concourse in line with The Appian Way and Restwell Street a minimum 22m wide to match street reserve widths and embellished as a key urban plaza. (e) Provides active frontages to the pedestrian concourse and surrounding streets with new commercial / retail development opportunities and well designed active urban spaces on surplus rail land and potentially over stations. (f) Removes the bus layover and off-street parking from the station interface. (g) Consolidates amenities such as toilets and other infrastructure into new integrated station facilities that are not isolated or dominant in the public domain. (h) Retention and adaptive reuse of the heritage listed Parcel Office. (i) Provides a high degree of weather cover from the station to all other transport modes. (j) Provides ample bike parking within the station precinct. (k) Complies with elements a – e of Condition 1. 	
4	<p>The Station and Precinct Design for Campsie as set out in the EIS is not supported. An alternative Campsie Station and Precinct Design is to be prepared for inclusion in the EIS in accordance with the following:</p> <ul style="list-style-type: none"> (a) A Campsie Station Working Group is to be established, to prepare a revised Campsie Station and Precinct Design. The Working Group is to include (but not be limited to) Sydney Metro, Canterbury-Bankstown Council, Department of Planning and Environment and the NSW Government Architect. (b) Provides a suitably sized high amenity public plaza to accommodate future growth and applies high quality landscape and architectural design including new pavements, landscaping, lighting and furniture. (c) Considers the future design of adjoining streets, particularly Lilian Lane which may require widening to accommodate all modes of transport. (l) Provides active frontages to surrounding streets with new commercial / retail development opportunities on surplus rail land and potentially over stations in accordance with applicable height controls. (d) Includes an additional pedestrian concourse at the western end of the station platform. (e) Provides a high degree of weather cover from the station to all other transport modes. (f) Provides ample bike parking within the station precinct. (g) Complies with elements a – e of Condition 1. 	Part E Key Issue Conditions
5	<p>The removal of the Active Transport Corridor is not supported. This is to be reinstated within the rail corridor and/or adjoining streets, the design finalised with the support of the NSW Department of Planning, Council and the NSW Government Architect and implemented as part of the project works prior to commencement of operation of the Sydney Metro service.</p>	Part E Key Issue Conditions
6	<p>A Pedestrian and Cyclist Network and Facilities Strategy shall be prepared in consultation with Councils, RMS, Bicycle NSW and Bike North, NSW Department of Planning, Council, the NSW Government Architect and the Office of Open</p>	Part E Key Issue Conditions

	<p>Space and Parklands. The Strategy shall identify pedestrian and cycle paths and associated facilities that are to be provided as part of the SSI with the objective of providing seamless, coherent, visible, and safe pedestrian and cycle access to, from and along the length of the Metro corridor between Sydenham and Bankstown. The Proponent shall implement the Strategy and incorporate it into the Station Access Plan(s) (condition C5). The pedestrian and cycle infrastructure identified in the Strategy is to be delivered as part of the project works prior to commencement of operations of the Sydney Metro services.</p> <p>The Strategy shall consider:</p> <ul style="list-style-type: none"> (a) existing and proposed local and regional pedestrian and cycle facilities and strategies; (b) pedestrian and cycle access to and from stations, including local and regional pedestrian and bicycle connections through and around each station; (c) demand for pedestrian and cycle facilities with consideration of encouraging an increased pedestrian and cycle mode share; (d) pedestrian and cycle infrastructure and facilities at each station and access paths to, from and through stations, including the provision of separated cycle paths, particularly where paths form part of an existing cycle thoroughfare; (e) safe, secure and weather protected bicycle storage at each station (including all three classes); (f) signage and wayfinding along routes and at each station; and (g) the requirements of relevant design standards, including Austroads and NSW bicycle guidelines. 	
7	<p>Bridgeworks (under and over) and other structures in the proximity of the road and associated transport networks shall be upgraded to ensure the efficient and safe operation of all transport modes and networks. New rail corridor pedestrian crossings are required:</p> <ul style="list-style-type: none"> - between Bankstown and Punchbowl Stations; - between Punchbowl and Wiley Park Stations; - between Tasker Park and Little Tasker Park. <p>All bridgeworks and rail corridor crossings are to be delivered as part of the project works prior to commencement of operation of Sydney Metro services.</p>	Part E Key Issue Conditions
8	<p>The Proponent must establish a Design Review Panel (DRP) to refine design objectives for place making, public realm and urban and heritage integration applicable to the length of the project and provide advice on the application of the objectives to key design elements in relation to place making, architecture, heritage, urban and landscape design and artistic aspects of the CSSI.</p> <p>The DRP must:</p> <ul style="list-style-type: none"> (a) comprise at least five members who are experts in one of the identified design elements; (b) include: <ul style="list-style-type: none"> i. the NSW Government Architect as Chair; ii. a representative from the Heritage Council; iii. a representative from the relevant Council(s); and iv. a community representative as nominated by the relevant Council(s); (c) meet at least four times a year, or any other timeframe agreed by the DRP; (d) keep meeting minutes and a schedule of action items arising from each meeting; 	Part E Key Issue Conditions

	(e) identify station and precinct works if deemed necessary in accordance with the objective of the Transport Administration Amendment (Sydney Metro) Act 2018 No 18 to "(ii)to maximise the net worth of the State's investment in the metro"; and (f) ensure alignment with NSW transport, planning and design strategies, plans and policies.	
9	<p>The Proponent must establish a Community Consultative Committee (CCC) to implement the Transport Administration Amendment (Sydney Metro) Act 2018 No 18 objective (b) <i>"to exhibit a sense of social responsibility by having regard to the interests of the community in which it operates"</i>.</p> <p>The CCC must include representatives from Council, adjoining affected landowners and businesses, representatives of any Council Community Panel and/or Groups, and others directly impacted by the SSI during the design and construction of the SSI and for a minimum of 12 months following the completion of construction of the CSSI.</p>	Part B Community information and reporting
10	The Proponent must apply reasonable endeavours to deliver high quality 'place outcomes' in accordance with the Transport Administration Amendment (Sydney Metro) Act 2018 No 18 objective (ii) <i>"to maximise the net worth of the State's investment in the metro"</i> ; the requirements of SEAR 14 (Place-making); and the NSW <i>Better Placed</i> design policy, and such endeavours are to be endorsed by the DRP.	Part E Key Issue Conditions