



Sydney Metro Sydenham to Bankstown Modification 1

Revised design of Bankstown Station
State Significant Infrastructure Modification Assessment
(SSI 8256 MOD 1)



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Glossary

Abbreviation	Definition
Council	City of Canterbury-Bankstown
Department	Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPI	Environmental Planning Instrument
LEP	Local Environmental Plan
Minister	Minister for Planning and Public Spaces
Planning Secretary	Planning Secretary of the Department of Planning, Industry and Environment
Proponent	Sydney Metro
REMM	Revised Environmental Mitigation Measure
SEARs	Planning Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SSI	State Significant Infrastructure

Executive Summary

The Sydenham to Bankstown upgrade (SSI 8256) was approved by the then Minister for Planning on 12 December 2018. The approval is for the construction and operation of a Metro rail line between Sydenham and Bankstown Stations, the upgrade of the existing T3 Bankstown Line to run Metro trains and station accessibility upgrades to 10 stations between Marrickville and Bankstown.

The project approval required Sydney Metro (the Proponent) to consult with the Department, City of Canterbury-Bankstown Council and other key stakeholders in planning for the strategic transformation of the Bankstown CBD. As a result of this consultation, the Proponent has developed a new design of Bankstown Station to align the future station with Council's vision for the CBD. The new design includes the construction of a new at-grade corridor crossing between The Appian Way and Restwell Street with access to both the Sydney Trains and Sydney Metro platforms. The design also includes the removal of a portion of the Sydney Trains platform and Bankstown Parcels Office (former).

The modification was exhibited from 21 May 2020 until 4 June 2020, a period of 15 days. During the exhibition, the Department received 8 submissions, including 2 from public authorities, 3 from interest groups and 3 from the public. Of the submissions received, 2 objected to the proposal, and City of Canterbury-Bankstown Council provided comments on the modification but did not object. Therefore, the Executive Director, Infrastructure Assessments is the determining authority for the modification.

The key issues associated with the proposed modification include the removal of locally listed heritage items, access and pedestrian movement issues on the Metro platform and the at-grade crossing, and traffic and transport impacts.

The Department has considered the issues raised in the submissions from the public and comments from government agencies regarding the proposal. The Department considers that the proposed modification will provide an improved place outcome. Therefore, it is recommended that the modification be approved, with the revision of several existing conditions relating to the preparation of Station Design and Precinct Plan for Bankstown Station.

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1 Introduction

The approved project (SSI 8256) includes the upgrade of 10 existing stations between Marrickville and Bankstown Stations (inclusive) and the upgrade of the T3 Bankstown Line between Sydenham Station and Bankstown Station to Metro standards. Approved works at Bankstown station include:

- A new corridor crossing at the eastern end of the existing Sydney Trains platform for access to both Sydney Trains and the new Sydney Metro platform;
- New station plazas at station entrances on both sides of the rail corridor;
- Retention of the heritage-listed Sydney Trains platform with minor modifications at the eastern end;
- Retention of all station buildings (including the heritage-listed station building and Parcels Office);
- A new canopy provided between the new station entrance and the existing platform building.

The Proponent lodged a request to modify the approved project on 8 May 2020 under section 5.25 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The modification request seeks approval to redesign Bankstown Station, including:

- The construction of an at-grade crossing between The Appian Way and Restwell Street;
- The removal of 55 metres of platform from the eastern end of the existing Sydney Trains platform and the extension of the platform to the west by 70m;
- Relocation of the services building from North Terrace to South Terrace;
- Removal of the heritage-listed Bankstown Parcels Office (former); and
- Minor adjustments to the existing bus layover facility along South Terrace to accommodate the location of at-grade crossing and the provision of accessible parking.

1.1 Background

The Proponent is upgrading 13 kilometres of the T3 Bankstown Line to Metro standards between Sydenham Station and Bankstown Station. The project also includes the upgrade of station accessibility at ten stations, between Marrickville and Bankstown (inclusive). The project is under construction and is expected to be completed by late 2024.

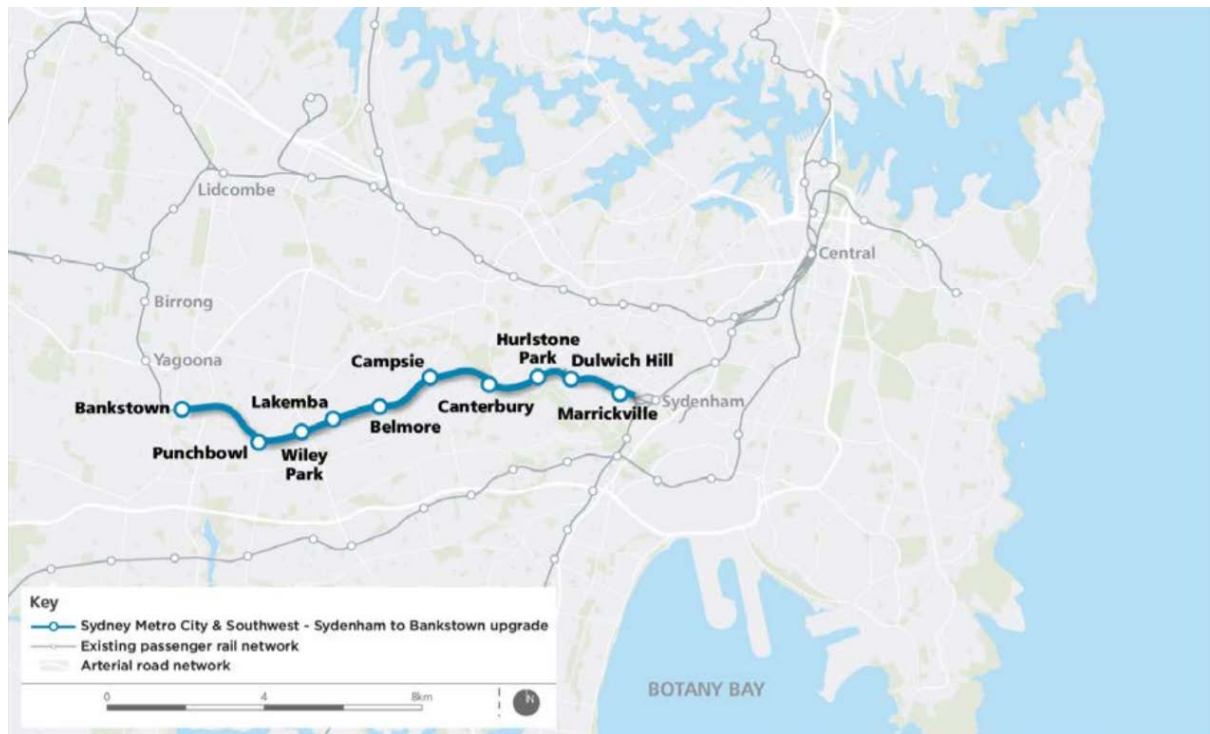


Figure 1 | Regional context map (Source: SSI 8256 Environmental Impact Statement)

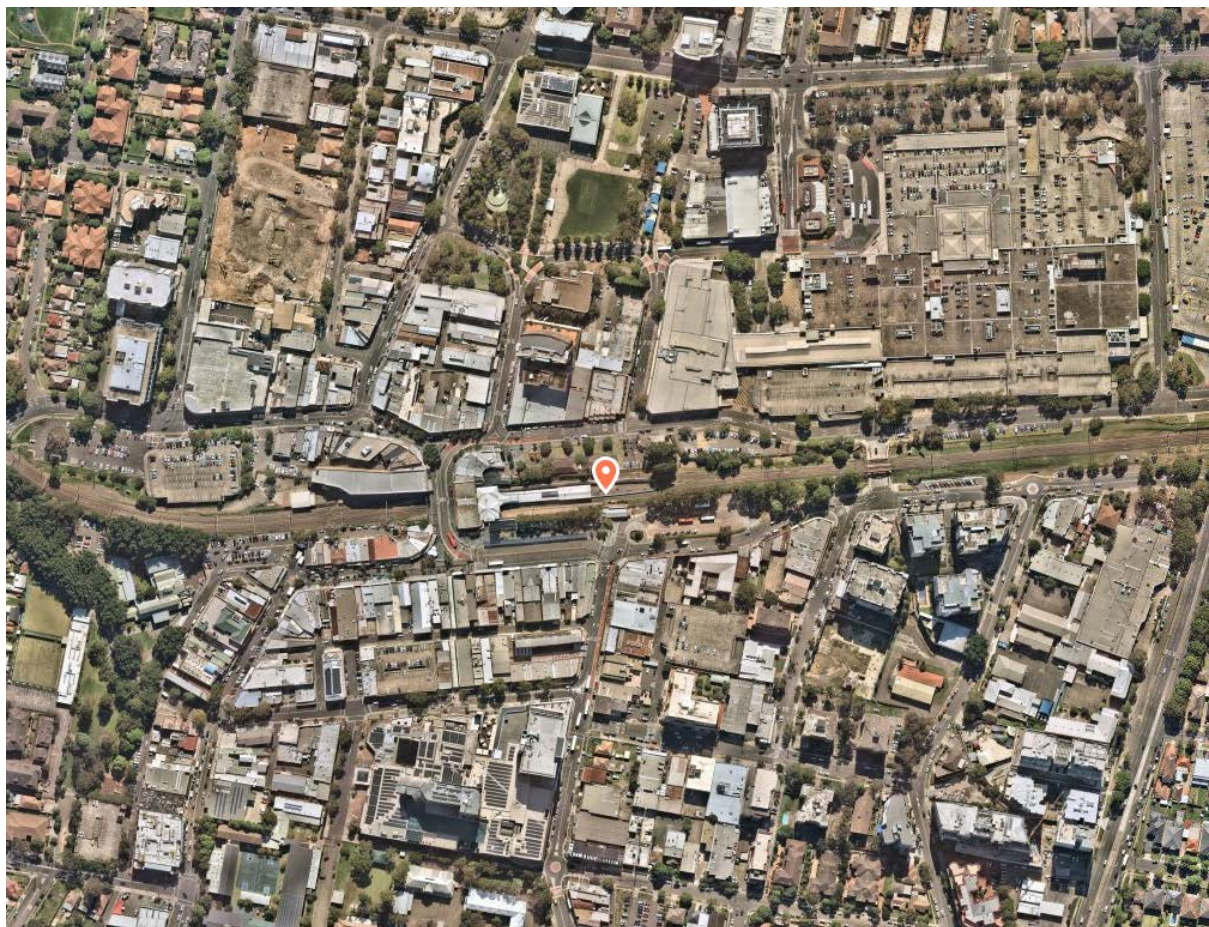


Figure 2 | Local context map of Bankstown CBD (Source: Nearmap 2020)

Bankstown Station is 16 kilometres from the Sydney CBD, located within the Bankstown CBD and forms part of a broader interchange between rail, bus and taxi services. To the south of the Station is a bus interchange, bus layover, and the heritage listed Parcel Office. At the western edge of the station is the Sydney Trains station entry point and the Bankstown City Plaza overpass. The eastern edge of the station is bounded by a rail bridge which passes over West Terrace below. To the north are car and bicycle parking, and a toilet block.

1.2 Approval history

Sydney Metro – Sydenham to Bankstown was approved on 12 December 2018 by the then Minister for Planning. The project approval includes the following condition relevant to the modification request:

- **Condition E58** which requires the Station Design and Precinct Plan for Bankstown Station to:
 - a) remove the existing at grade car park immediately opposite the intersection of North Terrace and the Appian Way to improve the public domain;
 - b) consider opportunities to improve legibility and access to the existing station entrances from North Terrace and Bankstown City Plaza, including rationalisation of retail outlets;
 - c) investigate opportunities to relocate the bus layover on South Terrace and off-street parking from the station interface;
 - d) consider opportunities to consolidate amenities such as toilets and other infrastructure into new integrated station facilities that are not isolated or dominant in the public domain;
 - e) investigate opportunities for adaptive reuse of the heritage listed parcel office; and
 - f) include a master plan for the transport interchange at Bankstown Station and consider the relationship to and outcomes of any broader master planning of the Bankstown commercial district.

The project approval has not previously been modified.

2 Proposed modification

The Proponent's modification request seeks approval for a revised design of Bankstown Station. The approved station design is shown in **Figure 3** and the revised design is shown in **Figure 4**. Station design changes are listed in **Table 1**.

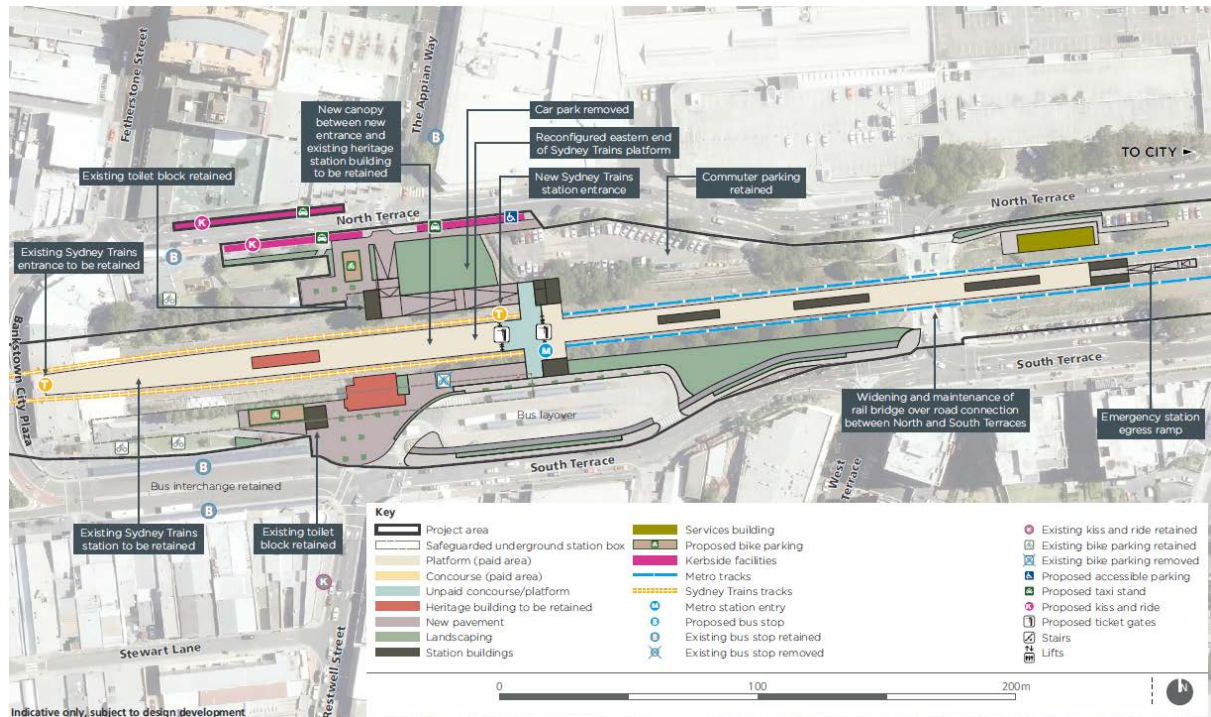


Figure 3 | Approved Bankstown Station layout (Source: Proponent's Modification Report)

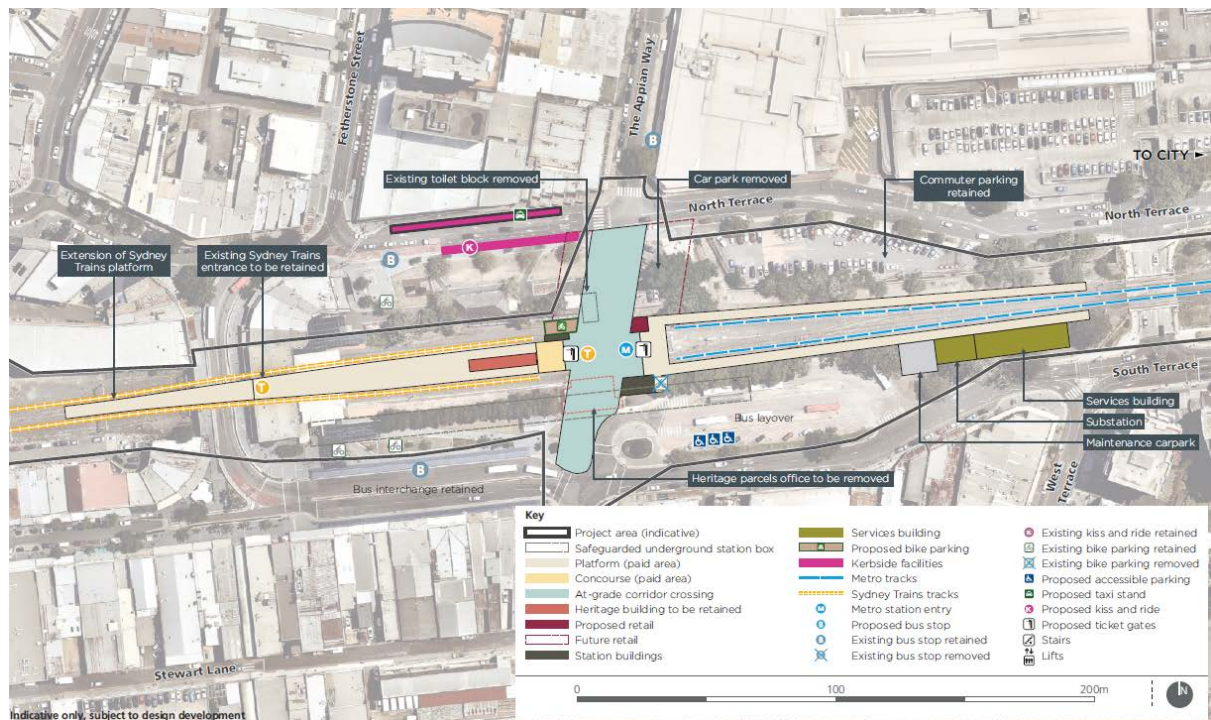


Figure 4 | Proposed modified layout of Bankstown Station (Source: Proponent's Modification Report)

Table 1: Bankstown Station Design Changes (Source: Proponent's Modification Report)

Approved Project Design Features	Proposed Design Features
<ul style="list-style-type: none"> A new at-grade corridor crossing at the eastern end of the existing Sydney Trains platform that would provide access to both Sydney Trains and the new Sydney Metro platforms. 	<ul style="list-style-type: none"> A new at-grade corridor crossing to link The Appian Way and Restwell Street. The crossing would be at the new eastern end of the Sydney Trains platform and would provide access to both Sydney Trains and new Sydney Metro platforms.
<ul style="list-style-type: none"> Existing stand-alone toilet block retained. 	<ul style="list-style-type: none"> Toilet facilities would be provided as part of the new Metro station.
<ul style="list-style-type: none"> New station plazas would be constructed at station entrances on both sides of the rail corridor. 	<ul style="list-style-type: none"> Station plazas would be integrated with the at-grade corridor crossing.
<ul style="list-style-type: none"> The heritage listed Sydney Trains platforms would be retained with minor modifications required at the eastern end. 	<ul style="list-style-type: none"> The heritage listed Sydney trains platforms would be largely retained. 55 metres of the platform would be removed from the eastern end of the station and the station would be extended to the west by 70 metres. Minor works to regrade the platform to meet <i>Disability Discrimination Act 1992</i> requirements.
<ul style="list-style-type: none"> A new Sydney Metro island platform would be constructed to the east of the new at-grade corridor crossing, across the West Terrace rail bridge. 	<ul style="list-style-type: none"> The Sydney Metro platform would be constructed as side platforms to the east of the new at-grade corridor crossing and to the west of the West Terrace rail bridge.
<ul style="list-style-type: none"> The services building would be located on the north eastern side of the project site, next to the Sydney Metro Station. 	<ul style="list-style-type: none"> The services building would be located on the south eastern side of the project site, next to the Sydney Metro station.
<ul style="list-style-type: none"> All station buildings (including the heritage listed station building and Parcels Office) on the Sydney Trains platforms would be retained. 	<ul style="list-style-type: none"> All station buildings (including the heritage listed station building) on the Sydney Trains platforms would be retained. The heritage listed Bankstown Parcels Office (former) would be removed to enable the provision of the at-grade corridor crossing.
<ul style="list-style-type: none"> The bus layover area on South Terrace would be retained with minor adjustments to accommodate the new station entrance. 	<ul style="list-style-type: none"> The bus layover area on South Terrace would be retained with minor adjustments to accommodate the new at-grade corridor crossing.
<ul style="list-style-type: none"> New bike parking would be provided on both sides of the station within new station plazas. 	<ul style="list-style-type: none"> New bike parking would be provided north of the Sydney Trains station entrance.

The proposed station extension requires the use of a new construction compound (C24) to the west of the station. Compound C24 would be located within the rail corridor with access through Depot Place via the haulage route along Marion Street and Meredith Street (as seen in **Figure 5** and approved in SSI 8256). Use of Compound C24 is expected to increase traffic movements during construction on the road network in the vicinity of C24 from the movements identified in the EIS and SPIR.

Increased non-Aboriginal heritage impacts are also expected, due to the proposed removal of the locally listed Bankstown Parcels Office and a section of the Sydney Trains platform, which both form part of the locally listed Bankstown Railway Station Group. The removal of these items, and the relocation of the services building to the south of the Metro station, will result in changes to the landscape character and visual amenity.

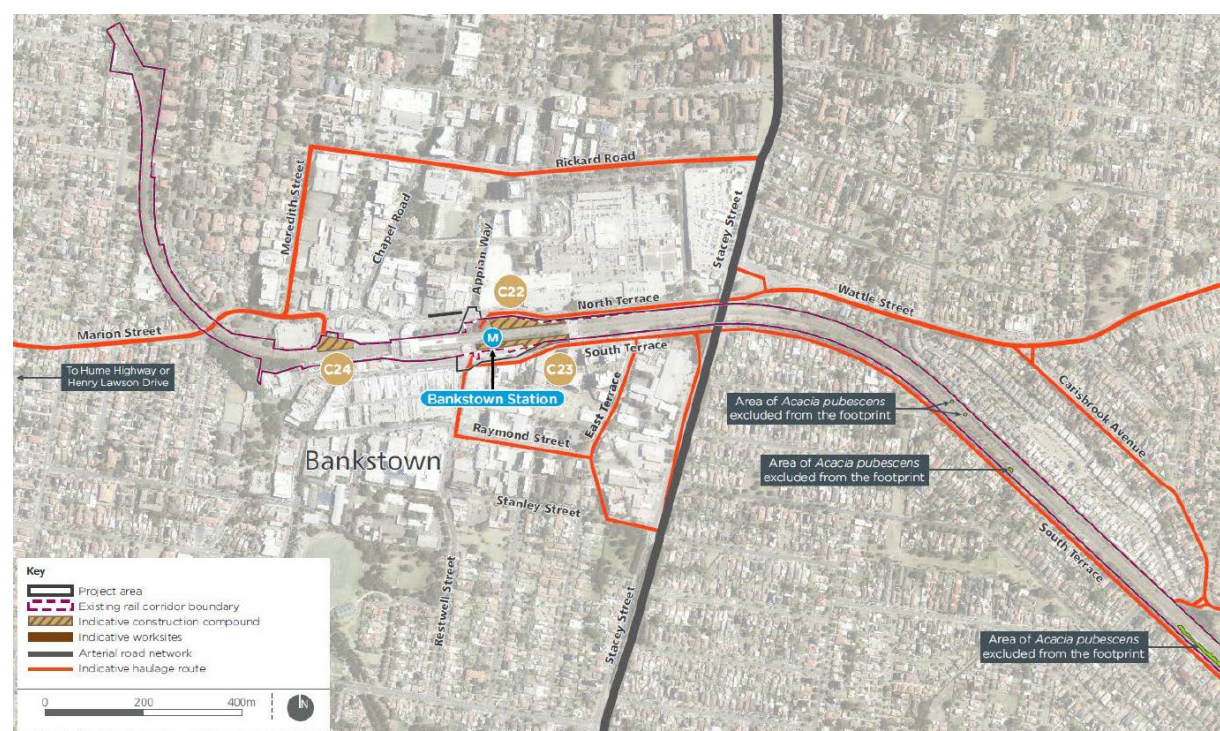


Figure 5 | Proposed modified construction compound locations and haulage routes
(Source: Appendix A of the Proponent's Modification Report)

The modification also incorporates administrative corrections and changes including updates to definitions and agency names to reflect name and title changes (for example, OEH is to be replaced with Heritage NSW).

3 Strategic context

The key project benefits of the Sydenham to Bankstown Project include relieving heavy rail capacity constraints, improved accessibility, future growth and regional accessibility. In the Preferred Infrastructure Report (PIR) for SSI 8256, Sydney Metro committed:

“Transport for NSW would work with the Department of Planning and Environment, Greater Sydney Commission, Canterbury-Bankstown Council and other key stakeholders to plan for the strategic transformation of the Bankstown CBD, including an investigation into the long-term development and viability of an underground station configuration.”

The Proponent, in consultation with Council and other stakeholders, has identified an opportunity to develop an at-grade crossing across the rail corridor that will improve the local precinct outcomes and connections within Bankstown CBD. The proposal is in line with Strategy J of Council's *Bankstown Complete Streets Project Plan* which identifies that the Metro station “provides [an] opportunity to connect north and south sides of rail line with at-grade pedestrian link”.

Bankstown CBD currently has two crossings of the rail corridor for both vehicles and pedestrians: one to the east of Bankstown Station under the West Terrace rail bridge, and the Bankstown City Plaza which provides connection to the existing Bankstown Station entry. These two connections have footpaths for pedestrians and do not align with the surrounding grid network of streets.

In the development of the proposed design, the Proponent considered two options for the at-grade crossing of the railway corridor. The first would align the crossing with The Appian Way and Lopez Lane and would enable the retention of the Bankstown Parcels Office. However, this option was not progressed as it did not provide improved place-making and cross corridor connections. Lopez Lane is a narrow laneway with no active frontage, which leads to a multi-level carpark, carparking entries for apartments and small business. The Proponent identified that a connection to Lopez Lane would provide a poor place-making outcome.

The second option preferred by the Proponent, is a crossing aligned with the Appian Way and Restwell Street. This option was preferred due to the greater place-making outcomes, including improved access in the CBD, enhanced wayfinding, the prioritisation of the public precinct and the alignment with Council's vision for Bankstown CBD.

4 Statutory context

4.1 Scope of modifications

In accordance with section 5.25 of the EP&A Act, a proponent may request that the Minister modify the approval for State significant infrastructure. The Minister's approval for a modification is not required if the infrastructure as modified will be consistent with the existing approval. The redesign of Bankstown Station is not considered consistent with the design identified in the existing approval. Consequently, modification of the Minister's approval under section 5.25 of the EP&A Act is required.

4.2 Ministers delegate as determining authority

Under the Instrument of Delegation dated 11 October 2017, functions and powers of the Minister for Planning and Public Spaces under section 5.25 of the EP&A Act to determine a modification of the Minister's approval may be delegated to the Executive Director of Infrastructure Assessments if:

- the relevant local council has not made an objection;
- a political disclosure statement has not been made; and
- there are less than 25 public submissions in the nature of objections.

The proposed modification meets the terms of this delegation.

5 Engagement

5.1 Department's engagement

Under section 5.28(1)(g) of the EP&A Act, the Planning Secretary is required to make requests for modification of approvals determined by the Minister publicly available. Accordingly, the Department made the modification request publicly available on its website and exhibited the modification from 21 May 2020 until 4 June 2020, a period of 15 days. The Department advertised the exhibition in the Sydney Morning Herald and the Daily Telegraph on Wednesday 20 May 2020.

The modification request was referred to the City of Canterbury-Bankstown Council and Sydney Water for comment.

Following exhibition, the Department undertook a site inspection on 24 August 2020 to view the surrounding environment and consider issues raised by community, Council and Sydney Water.

5.2 Summary of submissions

During the exhibition period, eight submissions were received on the proposal - two from public authorities, three from special interest groups and three from the members of the community. Two submissions from the community supported the modification, one community submission and one special interest group submission objected to the proposal and two submissions from special interest groups, Council and Sydney Water provided comments only.

5.3 Key Issues – Government Agencies and Council

City of Canterbury-Bankstown Council raised several issues in its submission in relation to heritage, public domain, traffic, flooding and active transport. Council's submission noted its full support of the at-grade connection and its desire for the delivery of a high-quality public domain outcome.

Council raised specific concerns that an options analysis of the possible crossing locations that allowed for retention of the Parcels Office was not included in the Modification Report.

Sydney Water provided comments on the possible impacts of the modification to stormwater and wastewater assets, flooding impacts to the north of the station and the heritage status of the station.

5.4 Key Issues – Community and Interest Groups

Of the three community submissions received, two submissions supported, and one objected to the proposed modification. The objection raised concerns regarding the limited provision of proposed bike parking, provision of accessible parking, risk of crowding and congestion at ticket gates and apparent lack of emergency exits in the revised design.

The Department received submissions from three interest groups; Belmore 2192, Restore Inner West Line & Save T3 Bankstown Line, and Eagle Partners. Issues related to the modification include:

- Station Design and Public Domain
 - the size of the Metro platform area and the ability for Metro passengers to circulate, particularly at the western end of the Metro platform
 - the provision of an entrance to the Metro platforms at the eastern end of the platform to reduce crowding and delays whilst improving fire safety and patronage numbers
 - lack of emergency exits in the proposed Metro platform design
 - the inclusion of a “paid-area” overpass between the Metro and Sydney Trains platforms to avoid cross flows of pedestrian movements east-west between platforms and north-south traffic along the at-grade connection
 - bike parking
 - commuter parking converted to accessible parking
 - use of developer contributions to provide additional exits.
- Future link to Liverpool
 - the divergence of Metro tracks for the futureproofing of a possible connection to Liverpool
 - incompatibility of the proposed station design with Sydney Trains services and possible future Metro connections to Liverpool.

Future Sydney Metro Extensions

Several issues raised in the submissions are outside the scope of the modification and relate to either the original approval for the project or future Metro connections from Bankstown Station. These include the:

- conversion of the T3 Bankstown line to Metro standards
- extension of the Metro to Liverpool (including property acquisition)
- allocation of sub-strata land for a Metro line between Parramatta and Kogarah via Bankstown
- restoration of the Inner West Line (City to Liverpool via Regents Park and City to Bankstown via Regents Park).

As these issues are outside the scope of this modification, they have not been considered further.

5.5 Response to submissions

The Response to Submissions (RTS) prepared by Sydney Metro responded to the issues raised in the submissions and provided further information to support the modification. The Department made the RTS publicly available on 7 September 2020.

6 Assessment

The Department has reviewed the Proponent's Modification Report, RTS and has considered the submissions received as part of its assessment. The key issues identified were station design and public domain (**Section 6.1**), non-aboriginal heritage (**Section 6.2**), and traffic and transport impacts (**Section 6.3**). Other issues are discussed in **Section 6.4**.

6.1 Station Design and Public Domain

Issue

The at-grade crossing will provide a new pedestrian core to the Bankstown CBD

Sydney Metro engaged with Council during development of the station design to ensure it aligned with the master planning work being undertaken for the Bankstown Station precinct. The revised design of the at-grade corridor crossing has been proposed to allow for improved outcomes for the local precinct by aligning the crossing with The Appian Way and Restwell Street.

Outcomes identified by the Proponent include improved access and connectivity, enhanced wayfinding and the prioritisation of the public precinct. An at-grade crossing is identified in Council's *Bankstown Complete Streets Project Plan* to enable the creation of a "pedestrian priority 'Activity Spine' linking key destinations with transport." (City of Canterbury-Bankstown Council, 2019). Council's submission on the EIS for SSI 8256 also identified an at-grade crossing/town square as a preferred outcome with legibility and convenience identified as key benefits.

The proposed design would require the amendment of existing pedestrian plazas to allow the landing of the at-grade crossing on either side of the corridor. The proposed plaza amendments include the removal of the existing toilet block on the northern side of the station, the Parcels Office and the bike parking locker near the bus layover area (as seen in **Figure 4**). New station and retail buildings, including amenities, would be integrated with the at-grade crossing.

The crossing has been designed to enable access by emergency service vehicles to the station and delivery vehicles to the proposed retail. General traffic and public transport would not initially be permitted to use the crossing; however, the design has been developed to not preclude the use of the crossing by buses in the future. Approval for use by buses is not sought as part of this modification.

An options analysis of the location of the crossing considered options to link The Appian Way with Lopez Lane or Restwell Street. Lopez Lane is a small alleyway that links a commuter car park with South Terrace but is not considered a main street. Linking the at-grade crossing with Lopez Lane option would allow the retention of the station Parcels Office but was identified to provide poor outcomes in quality of the cross-corridor connection and place-making improvements as it did not follow the existing pedestrian and movement lines. It was also identified that connection with Lopez Lane would not meet Sydney Metro's construction program and would also impact on the physical and operational efficiency of the existing bus layover.

Side-by-side platform configuration reduces construction impact

The approved station layout included an island configuration for the Sydney Metro platforms, which mirrors the existing Sydney Trains platforms. The revised design proposes side platforms for Sydney Metro as seen in **Figure 7**.

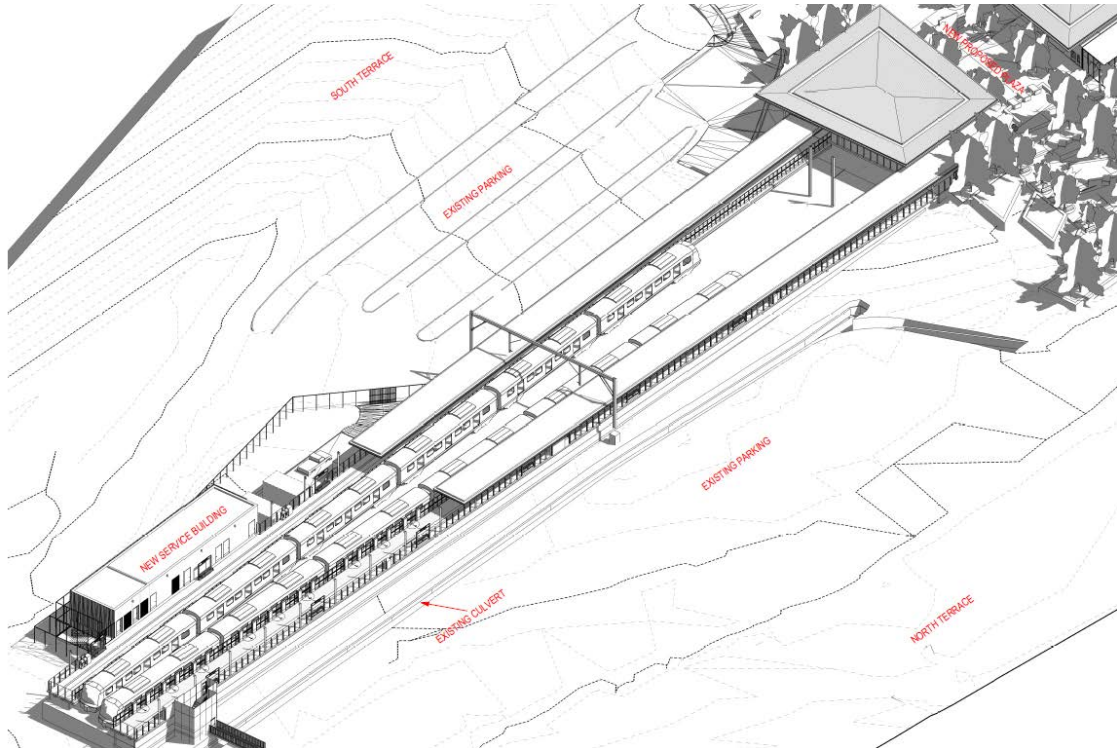


Figure 6 | Isometric view of side platforms (Source: Sydney Metro)

This configuration would:

- not require significant track relocation (slewing)
- allow for platform construction without rail possessions
- would not require impacts to the West Terrace rail bridge.

These design changes would reduce impacts on the Sydney Trains network and provide a reduction in construction time and impact.

Submissions

The key issues relating to station design and public domain from the community and Council included:

- the retention of the diverging tracks
- the proposed width of the platforms
- the absence of emergency exits from the eastern end of the platform
- the opportunity to provide an eastern station entrance
- opportunities to provide a gate-free passage for commuters transferring between platforms

- possible crowding and congestion of pedestrians on both the paid concourse and the at-grade corridor crossing.

Consideration

Access to and from the platforms is appropriate, with the provision of emergency egress at the eastern end of the Sydney Metro platforms

One submission raised that the revised design did not identify the location of emergency exits from the eastern end of the Sydney Metro platforms. In its RTS Sydney Metro confirmed that emergency exit ramps would be provided at the eastern end of the platform.

Several submissions raised the option of including an eastern concourse to allow access to the Metro platform. The Proponent has identified that an eastern entrance would not align with the main pedestrian desire lines. It was also noted that the adjacent open Sydney Water channel and height differences between the street and the platform would require a significant structure to be constructed to enable an eastern access point.

The provision of one entry/exit point on a station with a supplementary emergency egress location is commonplace across the Sydney Trains and Metro network and has been designed to ensure safe and compliant egress is provided. As such, the design presented in the response to submissions with the inclusion of emergency exits is considered suitable.

Platform configuration is suitable for the forecast patronage

The change in platform configuration to a side-by-side layout will allow Sydney Trains services to continue largely uninterrupted during construction. This will reduce impacts to train services and commuters and reduce the number of times when services are not operating. Once platform construction is completed, a minor track relocation would occur to bring the tracks into the final alignment.

Community submissions raised concerns over the reduction in pedestrian circulation space provided in the side-by-side layout that follows the current track layout and that parallel side-by-side platforms should be provided. Pedestrian modelling indicates that the proposed design provides adequate space for the circulation of pedestrians. The Proponent has also advised that regrading of the Sydney Trains platform is part of the modification to meet the *Disability Discrimination Act 1992* requirements.

The Department is satisfied that the proposed platform configuration will result in a reduction of impacts to Sydney Trains services, commuters and the community, and that the platforms would be built to meet forecast demand and to a standard of safety and accessibility that would be required for the forecast demand.

Active transport benefits of the project would be enabled by the at-grade crossing

The proposed at-grade crossing will create a new pedestrian connection that will connect to the east-west pedestrian cycle link identified in SSI 8256. The crossing will be designed to allow use by buses in the future, however, will presently only be accessed by pedestrians, cyclists, services vehicles and emergency vehicles. Errant vehicle protection infrastructure will be provided to prevent private vehicles and public transport accessing the at-grade crossing. The Proponent is still developing the design of errant vehicle protection in consultation with emergency services.

Access to the station entrances by emergency and service vehicles is yet to be confirmed but may be enabled by moving bollards or by navigating through the infrastructure at a reduced speed. The Department has not assessed the impact of buses using the at-grade crossing as it does not fall within the scope of this modification application.

The Proponent is preparing an Interchange Access Plan and Walking and Cycling Strategy as required by Conditions E64 and E53 respectively, which will address the final numbers of bike parking spaces and the design and operation of the surrounding transport interchange.

The Department is satisfied that the active transport impacts can be managed through the existing mitigation measures and the implementation of the Interchange Access Plan and the Walking and Cycling Strategy.

Conflicts between commuters and pedestrian flows will be minimal and manageable

One submission from a special interest group identified an opportunity to provide a gate-free connection between the Sydney Trains platform and Sydney Metro platform to remove the need for commuters to tap on and off when transferring between the platforms. The submission noted that the provision of a gate-free connection would reduce the congestion and conflicts between commuters transferring between platforms across the at-grade crossing and pedestrians and cyclists using the at-grade crossing as a north-south connection.

The Proponent has noted that the width of the at-grade crossing is suitable for the circulation of both commuters and pedestrians. It was also noted that the gate lines for entry to both the Sydney Trains and Sydney Metro platforms would be set back to provide additional circulation space on the crossing. The Department is satisfied that the at-grade crossing is of a suitable size to minimise pedestrian conflicts whilst enabling a *Disability Discrimination Act 1992* (DDA) compliant design. The inclusion of a gate-free concourse would require significant work to provide a DDA compliant design and would likely result in greater visual impacts and heritage impacts the Sydney Trains station.

6.2 Impacts to Station Heritage

Issue

Bankstown Railway Station Group is locally significant

The Bankstown Parcels Office and 55 metres of the Sydney Trains platform (Platform 1/2) need to be removed to provide the at-grade crossing identified in the revised station design.

Platform 1/2 is listed in the Bankstown LEP as part of Item I3 - the Bankstown Railway Station Group and in Sydney Train's Section 170 Heritage and Conservation Register (s170 Register) as a part of the "Bankstown Railway Station Group".

The Parcels Office is individually listed as heritage item I4 in the Bankstown LEP and is also listed as locally significant as part of the "Bankstown Railway Station Group" in the s170 Register.

The Parcels Office (heritage item I4) would be delisted from the Bankstown LEP, and the Bankstown Railway Station Group listing in both the LEP and the s170 Register would require amendment if the proposed modification proceeds.

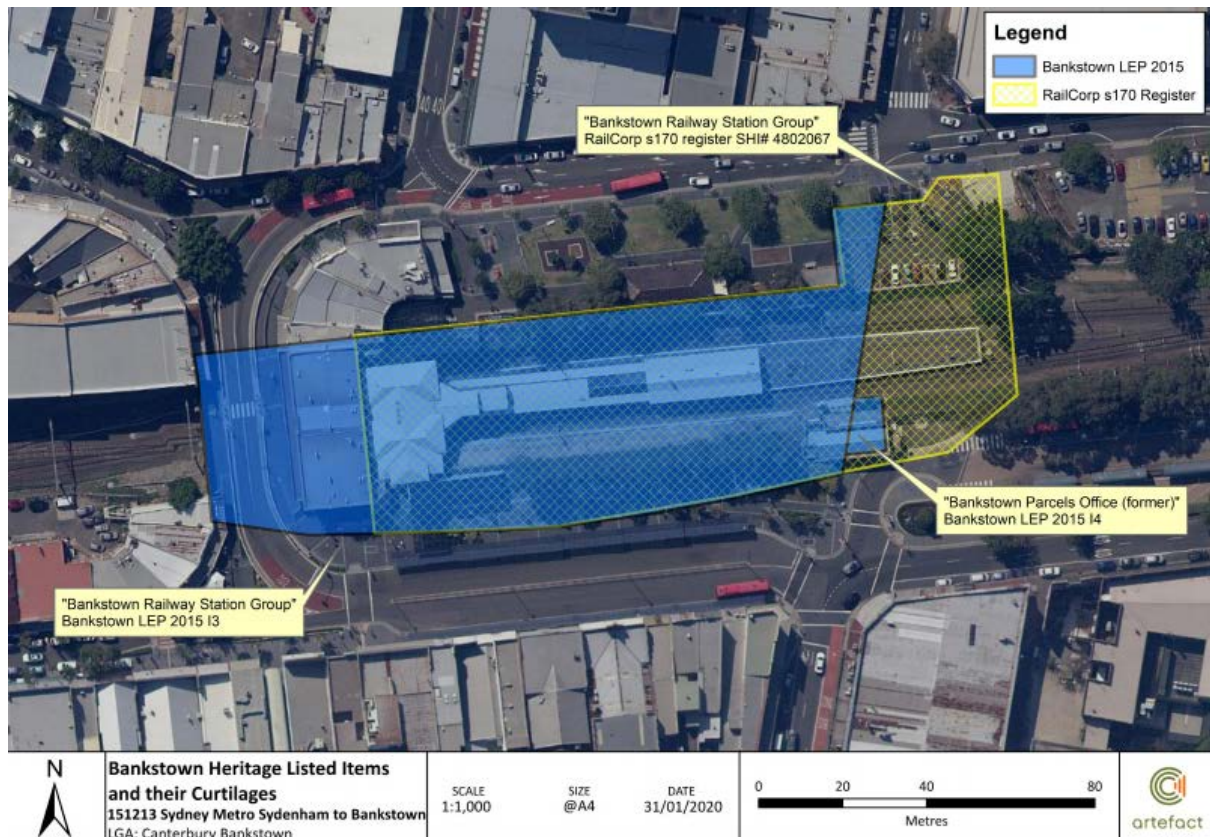


Figure 7 | Location of heritage listed items and curtilages of Station Group listings (Source: Appendix A of the Modification Report)

The Bankstown Parcels Office is significant due to the architectural style and has been refurbished for use as a commercial building

The Parcels Office is a single storey building to the south of the railway corridor. The building is listed as an item of local heritage significance in the Bankstown LEP and is noted as an “element of significant fabric” in the Bankstown Railway Station Group listing in the s170 Register.

The Parcels Office is locally listed due to the rarity of a Inter War Functionalist style railway building that is not directly located on a platform. Internal restoration was undertaken in 2014 by Sydney Trains to ensure the viability of the structure, heritage integrity and to enable its use for a commercial premise. Since the restoration was undertaken, the building has not been used for any commercial use. The Parcels Office is also locally listed due its rarity, as one of two remaining parcel offices and one of six remaining Functionalist style railway buildings in the state.

A new mitigation measure (NAH23) has been proposed by the Proponent to address the impacts of the removal of the Parcels Office through the undertaking of heritage salvage, the preparation of a movable heritage register, and the identification of significant elements which can be removed and retained for potential reuse.

The at-grade crossing will result in a moderate impact on the Platform brickwork

Platform 1/2 was assessed by the Proponent as having a high heritage significance due to the good condition of the original platform brick faces. The southern face has been modified with pre-cast concrete retaining walls. The proposed modification would have a moderate impact to the fabric of the platform.



Figure 8 | Platform 1/2 original brickwork (Left) & Platform 1/2 modified brickwork (Source: DPIE site visit, 24 August 2020)

The western extension of the Sydney Trains platform would have a minor but direct impact at the tie-in point. The extension is beneath the Bankstown City Plaza overbridge and would not be within significant view lines. The western extension would also require the slewing of the existing tracks and the relocation of a column of the Bankstown City Plaza overbridge. The overbridge is part of the station group listing in the Bankstown LEP and has been previously widened and modified. The relocation of the Bridge column is expected to have a minor heritage impact.

Whilst the platform reduction would not result in the de-listing of the station group as a heritage item in either the Bankstown LEP or the s170 Register, the curtilage of the s170 Register would need to be amended.

Submissions

City of Canterbury-Bankstown Council stated that the loss of the station platform would have a minor impact and requested that archival recording occur prior to demolition. Council also noted that options for the retention of the Parcels Office building were not considered and a clear justification for its demolition was not provided in the Modification Report. Possible retention or adaptive reuse was raised by Council to enable the building to remain within the public domain whilst directing pedestrian traffic around the building.

Consideration

The modification would result in the removal of the Bankstown Parcels Office and 55 metres of the station platform which will have an impact on the footprint of the Bankstown Railway Station Group, however the overall heritage listing of the Group would not change.

Investigation of possible relocation of Parcels Office or reinterpretation of the features in crossing design will be required

The Proponent's assessment has identified that the provision of a new civic space and new connection within the Bankstown CBD would provide a place benefit and would deliver a strategy

identified in with Council's *Bankstown Complete Streets Project Plan*. Public domain improvements would be activated in areas of the station precinct which are currently underutilised. The removal of the Parcels Office would also enable high pedestrian flows and for access onto the crossing by emergency and delivery vehicles.

Council's request to consider retaining the Parcels Office and allow for pedestrian movements around the Parcels Office was considered. Further investigation by the Proponent concluded that retention of the Parcels Office would block access and view lines to the connections that the crossing would create. The Proponent has consulted further with Council on this matter, and while Council has indicated that it does not support the retention of the Parcels Office in its current location, it supports options to relocate the Parcels Office or retain interpretive elements of the Parcels Office to deliver on its objective to create a key north-south "Activity Spine" (Strategy J of Council's *Bankstown Complete Streets Project Plan*). Sydney Metro has committed to implementing a new mitigation measure (NAH23) which requires the preparation of a heritage salvage and moveable heritage register to identify any elements of the Parcels Office that can be removed or retained for reuse.

The Department acknowledges the historical contribution of the Bankstown Railway Station Group and the Parcels Office to the local area and that this would be altered by the proposed modification. However, as the Parcels Office has been unoccupied for several years and is unlikely to attract future commercial activities in its current state, the Department is satisfied that the proposed benefits will enable an improved place outcome for the Bankstown CBD as a whole, as discussed in **Section 6.1**.

The Department recommends that Condition E58(e) be amended to remove the need to investigate opportunities to adaptively reuse the Parcels Office and replace it with a requirement to investigate opportunities to relocate the Parcels Office or retain interpretive elements of the Parcels Office and to demonstrate and justify how the final outcome was reached in the Station Design and Precinct Plan for Bankstown Station. The Station Design and Precinct Plan is a requirement of the Minister's approval.

Impacts to platform will be managed through archival recording and the existing conditions of approval

The northern side of the platform features the original brick façade while the brickwork on the southern platform retaining wall has been replaced with precast concrete. The removal of 55 metres of platform would result in a moderate heritage impact due to the amendments that have already been made to the platform.

The proposed western extension of the platform would require the relocation of a column of the Bankstown City Plaza Bridge and impact the original brick retaining wall. These impacts are minor as the items are not within heritage or public view lines and the bridge has been widened and modified with concrete.

In response to Council's request, the Proponent has committed to undertaking archival recording prior to demolition, in accordance with mitigation measure NAH13. NAH13 commits to photographic archival recording in accordance with the relevant guidelines. The Minister's approval (SSI 8256) also requires a Heritage Report to be prepared which includes any details of archival recordings that were undertaken during the construction of the project.

The Department considers that the mitigation measures and existing conditions of approval will appropriately manage the impacts from the proposed amendments to Platform 1/2 and the Bankstown City Plaza Bridge and address the issues raised by City of Canterbury-Bankstown Council.

6.3 Traffic and Transport

Issue

Changes to construction vehicle movements are expected to have a minor impact

A third construction compound (C24) is proposed to operate at the western end of the Bankstown station platforms. Construction traffic would access the compound off Depot Place, a series of one-way service lanes linking to Marion Street. Fewer than six vehicle movements per hour are anticipated and this is expected to reduce the number of vehicles generated by work at Bankstown accessing Compounds 22 and 23.

Changes to traffic and transport operation around the station precinct would be integrated into the surrounding network.

The proposed at-grade crossing would improve connectivity around and across the Bankstown CBD. Before it becomes operational, some existing transport and access infrastructure will need to be realigned or modified to accommodate the changes to pedestrian and cyclist traffic paths. This includes:

- realignment of pedestrian crossing facilities at North and South Terrace
- tie-in of the east-west pedestrian cycle link with the at-grade crossing
- additional bike storage and bike parking installed to the (North) of the crossing
- realignment of bus layover and interchange areas along South Terrace
- relocation of the taxi rank from the station side of North Terrace to the northern side of North Terrace between Featherstone Street and The Appian Way
- relocation of proposed accessible parking from North Terrace to the Bus layover area on South Terrace.

Submissions

Council identified an opportunity that the use of Depot Place may allow for the delivery of an identified connection between Depot Place and Dale Parade in Council's *Bankstown Complete Streets Project Plan*. The opportunity would provide a pedestrian cyclist link between Depot Place and Dale Parade (on the southern edge of the rail corridor). Council also raised the provision of traffic lights at the intersection of North Terrace and The Appian Way, the inclusion of active transport initiatives to the scope of the modification, and possible bus network enhancements.

The community raised concerns about possible pedestrian congestion between the entry to the Sydney Metro and Sydney Trains platforms, and the conversion of the northern commuter carpark into a disabled parking only carpark.

Consideration

The use of Compound C24 will have a minor impact on the surrounding road network

Six vehicles per (peak) hour are expected in each direction using the C22, C23 and C24 compounds, resulting in less than one vehicle movement every ten minutes. No impacts to the performance of the Marion Street and Meredith Street intersection are expected.

Up to eight vehicles per (peak) hour in both directions (to and from site) were expected at Compounds C22 and C23 in the Submissions and Preferred Infrastructure Report. The total number of expected vehicle movements generated by the Bankstown Station construction compounds is expected to rise from 16 vehicle movements per (peak) hour to 18 vehicle movements per (peak) hour in each direction. However, with the addition of Compound C24, it is expected that traffic volumes at C22, C23 and C24 would split evenly with up to six vehicles movements per (peak) hour in both directions at each compound.

The Department is satisfied that the impacts to the traffic network generated by the use of the new compound at C24 would be managed through the implementation of a Construction Traffic Management Plan (required by Condition E47) and the construction traffic management measures (see Section 7 of the Modification Report).

Further active transport initiatives are outside the scope of the modification

Council identified that the use of Compound C24 could provide an opportunity to deliver an active transport link between Dale Parade with Depot Place. Council's *Bankstown Complete Streets Project Plan* identifies a new shared path linking Dale Parade with Depot Place.

Compound C24 is located on land within the rail corridor and will only be used by Sydney Metro for construction. The Walking and Cycling Strategy (required by Condition E53) is being prepared by the Proponent, in consultation with Council, to identify opportunities and works to connect stations to surrounding communities. The Department is satisfied that opportunities for additional active transport linkages as part of Bankstown Station would be addressed within this Strategy.

Northern commuter car park will be retained

The existing northern commuter car park was identified in a submission as not being adequate in addressing the demand for commuter car parking. It was suggested that 40 of the 50 spaces be converted to accessible parking to increase the catchment of the station. The Proponent does not propose converting the existing car spaces to accessible parking spaces. Revised environmental mitigation measures (REMMs) TC4 and TO1 commit to minimising the impacts of construction and operation on existing car parking. As such, the Proponent would be unable to meet the REMMs and also provide 40 accessible spaces. The Department is satisfied with the retention of the northern car park, as the revised design includes the provision of three accessible parking spaces at the southern car park. This would increase the accessibility of the station and the Proponent is required to prepare an Interchange Access Plan by Condition E64 to further address mode transfer and the station access hierarchy.

6.4 Other issues

Visual impact and flooding were issues either assessed by the Proponent as part of the modification report or raised in submissions. These were assessed by the Department and are discussed in **Table 2**.

Table 2: Summary of other issues raised

Issue	Findings	Recommendations
Visual impact	The Department has assessed the visual impacts of the project and considers them to be minor in nature, aside from visual impact of the services building.	Conditions of Approval E4 and E5 require the project to be designed to retain as many trees as possible, a 2:1 replacement planting ratio and the inclusion of options to avoid tree removal in the Tree Report.
	The revised location of the services building would introduce a two-story building into an area that is currently vegetated with mature trees and grass. The Visual Impact Assessment that was appended to the Modification Report identified that the removal of vegetation and the addition of built structures would have a minor adverse visual impact.	REMM LV9 requires that “the detailed design of the substations would ensure they incorporate appropriate architectural treatments and landscaping to minimise the potential visual impacts”.
	It is accepted that the scale of the service building is consistent with the urban form to the south, and with the planning controls identified in the Bankstown LEP.	The Department is satisfied that the requirements of Conditions E4 and E5 and REMM LV9 would mitigate the visual impacts of the services building in the new proposed location.
Flooding	Council and Sydney Water raised concerns over the flood risk of the existing stormwater channel to the north of the proposed Metro platforms.	The Department considers that the current Condition E9 and mitigation measures are suitable to manage flooding impacts.
	The proposed design does not worsen the flooding risk in the flood zone adjacent to the station. The at-grade crossing and station entrance are also not within the flood zone.	

7 Evaluation

The Department reviewed the Modification Report, community and Government agency submissions, and Response to Submissions and assessed the key issues arising from the proposed changes to the approved project. The key issues associated with the proposed modification include station design and public domain, non-Aboriginal heritage and traffic and transport impacts. Other issues include visual impact and flooding. The Department considers that the modification will provide beneficial place and community outcomes whilst having a minor environmental impact. As such, it is recommended that the proposed modification should be approved, subject to conditions.

The construction of the at-grade crossing will require the removal of the Parcels Office and a portion of the platform. The investigation required by the revised Condition E58(e) is considered suitable as the outcomes of the investigation would be incorporated into the Station Design and Precinct Plan and the details of any reinterpretation or relocation would also be included in the Heritage Report and the Heritage Interpretation Plan required by the existing conditions of approval.

The Department considers that the proposed modification would result in clear benefits to the public domain of the Bankstown area through clear linkages between the station entrances and the surrounding street network. The proposed platform configuration and station access points would provide suitable pedestrian flows and would reduce the construction impacts upon the operation of Sydney Trains services.

The inclusion of a third construction compound at Depot Place is expected to result in a reduction of traffic movements at compounds C22 and C23. The traffic impacts of the new compound are expected to be minor and will enable the construction of the western extension to the Sydney Trains platform. The at-grade crossing has been designed to accommodate future use by buses, however the use of the crossing would only permit emergency and delivery vehicles at this time.

The construction of the services building between the Metro Station and South Terrace will have a minor visual impact. The Department is satisfied that the revised environmental mitigation measures and the existing conditions of approval would address the expected visual impact from the placement of the services building and substation.

8 Recommendation

It is recommended that the Executive Director, Infrastructure Assessments, as delegate of the Minister for Planning and Public Spaces:

- **considers** the findings and recommendations of this report
- **determines** that the application Sydenham to Bankstown Modification 1 SSI 8256 falls within the scope of section 5.25 of the EP&A Act
- **accepts and adopts** the findings and recommendations in this report as the reasons for making the decision to approve the modification
- **agrees** with the key reasons for approval listed in the draft notice of decision
- **modifies** the approval of SSI 8256
- **signs** the attached Notice of Modification (see **Appendix F**).

Recommended by:



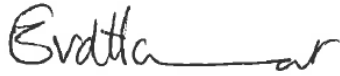
Jonathan Kerr
Planning Officer
Transport Assessments



Glenn Snow
Director
Transport Assessments

9 Determination

The recommendation is **Adopted** / ~~Not adopted~~ by:



Erica van den Honert

A/Executive Director

Infrastructure Assessments

as delegate of the Minister for Planning and Public Spaces

Appendices

Appendix A – Modification Report

<https://www.planningportal.nsw.gov.au/major-projects/project/33576>

Appendix B – Submissions

<https://www.planningportal.nsw.gov.au/major-projects/project/33576>

Appendix C – Submissions Report

<https://www.planningportal.nsw.gov.au/major-projects/project/33576>

Appendix D – Community views

Issue	Considerations
Non-Aboriginal heritage	<p>Assessment</p> <ul style="list-style-type: none"> Justification of the removal of the Parcels Office is not clear or robust. Consideration of retention and adaptive reuse of the Parcels Office is lacking. <ul style="list-style-type: none"> The provision of an at-grade crossing will require the removal of the Parcels Office. Consideration and further justification of the proposed at-grade crossing was provided in the Response to Submissions. The location of the Parcels Office would create physical and visual blockages. It would also inhibit the public domain outcomes that would be realised through the delivery of the revised design. Investigations into opportunities to relocate or retain interpretive elements of the Parcels Office will be undertaken by the Proponent. <p>Conditions include the revision of Condition E58(e) to require the Proponent to undertake investigations into opportunities for relocation or retention of interpretive elements and to justify the selected option within the Station Design and Precinct Plan for Bankstown Station. Conditions E10 and E14 will require the inclusion of archival recording undertaken of the Parcels Office and the interpretation undertaken in the final design of the project to be documented.</p>
Station design	<p>Assessment</p> <ul style="list-style-type: none"> Lack of options analysis presented of possible crossing locations. Platform configuration due to divergence of tracks is not suitable for pedestrian flows and prevents future expansion. One exit from the metro station would cause delays and an <ul style="list-style-type: none"> Further options analysis was provided in the RTS and demonstrated that the crossing between Restwell Street and The Appian Way provided alignment with Council's <i>Bankstown Complete Streets Project Plan</i> and would enable better place outcomes. Assessment by the Proponent of pedestrian flows using the side-by-side platforms identified that suitable circulation area was provided. The use of side-by-side platforms would also reduce the impact of construction on the operation of Sydney Trains services. Due to the height difference between the eastern edge of the Metro station and the street, a significant structure would be required to enable access. An eastern entrance would not align with the main pedestrian desire lines of the precinct. The

Issue	Considerations
<p>eastern metro station entrance should be considered.</p> <ul style="list-style-type: none"> Size of bike parking is not considered adequate. 	<p>exit from the Metro station would be designed to meet the relevant safety and operation requirements.</p> <ul style="list-style-type: none"> The Proponent has identified that approximately 36 secure bike parking spaces are proposed, with additional unsecured bike parking, in addition to the existing bike parking at the station. The Walking and Cycling Strategy and Interchange Access Plan would identify if this is suitable for the forecasted demand. <p>Conditions E57 and E58 require the preparation of a Station Design and Precinct Plan for Bankstown Station and the surrounding precinct which is to be prepared in consultation with the relevant council and must identify the context and form, design considerations, landscaping, transport and access details.</p>
<p>Traffic and transport</p> <ul style="list-style-type: none"> Details of walking and cycling infrastructure around the station were not provided in the report. An active transport link should be provided between Dale Parade and Depot Place. Northern car park should be converted into 40 accessible parking spaces. 	<p>Assessment</p> <ul style="list-style-type: none"> The assessment of walking and cycling infrastructure was undertaken in the assessment report for the Sydenham to Bankstown Project. The walking and cycling infrastructure around the station, including an active transport link between Dale Parade and Depot Place, is outside the scope of this modification. Environmental Mitigation Measures seek to minimise impacts of the project to existing car parking during construction and operation. Removal of 40 car parking spaces would prevent the Proponent addressing TC 4 and TO 1. The Proponent has identified 3 additional accessible car parking spaces to be added adjacent to the bus layover area. <p>The walking and cycling infrastructure to be delivered as part of the project will be identified within the Walking and Cycling strategy (as required by the existing Condition E53). An Interchange Access Plan is also required to be prepared by Condition E64 which will consider mode transfer.</p>
<p>Flooding</p> <ul style="list-style-type: none"> Flooding risks from the stormwater asset. 	<p>Assessment</p> <ul style="list-style-type: none"> The proposed design does not worsen the flooding risk in the flood zone adjacent to the station and the at-grade crossing and station entrance are not within the flood zone.

Issue	Considerations
<ul style="list-style-type: none"> Intensification of pedestrian movement in a flood affected area. 	<p>The current Condition E9 and mitigation measures identified in environmental assessment documentation provided as part of the original assessment are considered suitable to manage flooding impacts.</p>
<p>Future Metro extensions</p> <ul style="list-style-type: none"> Future Metro extensions to Liverpool should be announced and identify which properties would be acquired. Explanation sought on how both Sydney Trains and Metro extension to Liverpool would be possible. Prioritisation of digital signalling across the Sydney Trains Network. 	<p>Assessment</p> <ul style="list-style-type: none"> Future Metro lines and their connection with the proposed modification do not form part of SSI 8256 or SSI 8256 MOD 1. The signalling of the Sydney Trains Network is outside of the scope of this modification and a matter for Transport for NSW. <p>No further conditions are required.</p>

Appendix E – Consolidated Approval

<https://www.planningportal.nsw.gov.au/major-projects/project/33576>