

# Notice of decision – Modification of Sydney Metro Sydenham to Bankstown [SSI 8256 MOD 1]

Section 2.22 and clause 20 of Schedule 1 of the *Environmental Planning and Assessment Act 1979*

<b>Application type</b>	State significant infrastructure modification
<b>Application number and project name</b>	SSI 8256 MOD 1 – Modification to Sydney Metro - Sydenham to Bankstown
<b>Applicant</b>	Sydney Metro
<b>Approving authority</b>	Minister for Planning and Public Spaces

## Decision

The Executive Director under delegation from the Minister for Planning and Public Spaces has, under s.5.25 of the *Environmental Planning and Assessment Act 1979* (**the Act**), approved the modification subject to the recommended conditions.

A copy of the instrument of modification is available at <https://www.planningportal.nsw.gov.au/major-projects/project/33576>.

A copy of the Planning Secretary's Assessment Report is available at <https://www.planningportal.nsw.gov.au/major-projects/project/33576>.

## Date of decision

22 October 2020

## Reasons for decision

The following matters were taken into consideration in making this decision:

- the matters listed in the statutory context section of the Planning Secretary's Assessment Report,
- all information submitted to the Department during the assessment of the modification;
- the objects of the EP&A Act;
- the findings and recommendations in the Planning Secretary's Assessment Report;
- the views of the community about the modification (see Attachment 1).

The findings and recommendations set out in the Department's Assessment Report were accepted and adopted as the reasons for making this decision.

The key reasons for approving the modification are as follows:

- the amendments would be in line with the Canterbury-Bankstown Council's Complete Streets Policy.
- the issues raised by the community and public authorities during consultation and in submissions have been considered and adequately addressed through the existing and recommended conditions of approval; and
- weighing all relevant considerations, the project is in the public interest.

## Attachment 1 – Consideration of Community Views

The Department exhibited the modification request from 21 May 2020 until 4 June 2020 (15 days) and received eight submissions, including two objections.

The key issues raised by the community (including in submissions) and considered in the Planning Secretary's Assessment Report and by the decision maker include non-aboriginal heritage, station design, traffic and transport. Other issues are addressed in detailed in the Planning Secretary's Assessment Report.

<i>Issue</i>	<i>Consideration</i>
<p><i>Non-Aboriginal heritage</i></p> <ul style="list-style-type: none"> <li>Justification of the removal of the Parcels Office is not clear or robust.</li> <li>Consideration of retention and adaptive reuse of the Parcels Office is lacking.</li> </ul>	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Investigations into opportunities to relocate or retain interpretive elements of the Parcels Office will be undertaken by the Proponent.</li> </ul> <p>Conditions include the revision of Condition E58 (e) to require the Proponent to undertake investigations into opportunities to relocate or retain 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 modification to be documented.</p>
<p><i>Station design</i></p> <ul style="list-style-type: none"> <li>Lack of options analysis presented of possible crossing locations.</li> <li>Platform configuration due to divergence of tracks is not suitable for pedestrian flows and prevents future expansion.</li> <li>One exit from the metro station would cause delays and an eastern metro station entrance should be considered.</li> <li>Size of bike parking is not considered adequate.</li> </ul>	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>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.</li> <li>Assessment of pedestrian flows using the side-by-side platforms by the Proponent identified that suitable circulation area was provided.</li> <li>The use of side-by-side platforms would also reduce the impact of construction on the operation of Sydney Trains services.</li> <li>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 exit from the Metro station would be designed to meet the relevant safety and operation requirements.</li> <li>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.</li> </ul> <p>Condition 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><i>Traffic and Transport</i></p> <ul style="list-style-type: none"> <li>Details of walking and cycling infrastructure around the station were not provided in the report.</li> <li>An active transport link should be provided between Dale Parade and Depot Place.</li> <li>Northern car park should be converted into 40 accessible parking spaces.</li> </ul>	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>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.</li> <li>Environmental Mitigation Measures seek to minimise impacts of the project to existing car parking during construction and operation.</li> <li>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.</li> </ul> <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><i>Flooding</i></p> <ul style="list-style-type: none"> <li>• Flooding risks from the stormwater asset.</li> <li>• Intensification of pedestrian movement in a flood affected area.</li> </ul>	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>• 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.</li> </ul> <p>The current Condition E9 and mitigation measures identified in environmental assessment documentation that was provided as part of the original assessment are considered suitable to manage flooding impacts.</p>
<p><i>Future Metro extensions</i></p> <ul style="list-style-type: none"> <li>• Future Metro extensions to Liverpool should be announced and identify which properties would be acquired.</li> <li>• Explanation sought on how both Sydney Trains and Metro extension to Liverpool would be possible.</li> <li>• Prioritisation of digital signalling across the Sydney Trains Network.</li> </ul>	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>• Future Metro lines and their connection with the proposed modification do not form part of SSI 8256 or SSI 8256 MOD 1.</li> <li>• The signalling of the Sydney Trains Network is outside of the scope of this modification and is a matter for Transport for NSW.</li> </ul> <p>No further conditions are required.</p>