

METRON T2M

Punchbowl Station Design & Precinct Plan

Sydney Metro Southwest Metro Design Services (SMDS)

09 March 2021

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A Joint Venture of



Principal sub-consultant

DesignInc

METRON is a joint venture of Arcadis and Mott MacDonald, with principal sub-consultant DesignInc

Approval Record

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Amendment Record

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1. Introduction

1.0 Introduction

1.1 Project description

1.1.1 Overview

Sydney Metro is Australia's biggest public transport project. In 2024, Sydney will have 31 metro railway stations and a 66km standalone metro railway system, revolutionising the way Australia's biggest city travels. Sydney's first metro line, the Metro North West, opened on 26 May 2019. Services at the 13 metro stations operate every four minutes in the peak in each direction on Australia's first driverless railway.



1.1.2 Sydney Metro Network

There are four core components:

Sydney Metro Northwest

This project is now complete and passenger services commenced in May 2019 between Tallawong Station in Rouse Hill and Chatswood, with a metro train every four minutes in the peak. The project was delivered on time and \$1 billion under budget.

Sydney Metro City & Southwest

Sydney Metro City & Southwest project includes a new 30km metro line extending metro rail from the end of Metro Northwest at Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the ultimate capacity to run a metro train every two minutes each way through the centre of Sydney.

Sydney Metro City & Southwest will deliver new metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new underground metro platforms at Central Station. In addition it will upgrade and convert all 11 stations between Sydenham and Bankstown to metro standards.

In 2024, customers will benefit from a new fully-air conditioned Sydney Metro train every four minutes in the peak in each direction with lifts, level platforms and platform screen doors for safety, accessibility and increased security.

Sydney Metro West

Sydney Metro West is a new underground railway connecting Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between these two areas, linking new communities to rail services and supporting employment growth and housing supply between the two CBDs.

Sydney Metro West stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and the Sydney CBD. Further planning is underway to determine the locations of the Pyrmont and Sydney CBD stations.

Greater Western Sydney

Metro rail will also service Greater Western Sydney and the new Western Sydney International (Nancy Bird Walton) Airport. The new railway line will become the transport spine for the Western Parkland City's growth for generations to come, connecting communities and travellers with the rest of Sydney's public transport system with a fast, safe and easy metro service. The Australian and NSW governments are partners in the delivery of this new railway.

Additional information can be obtained from the Sydney Metro website at www.sydneymetro.info.

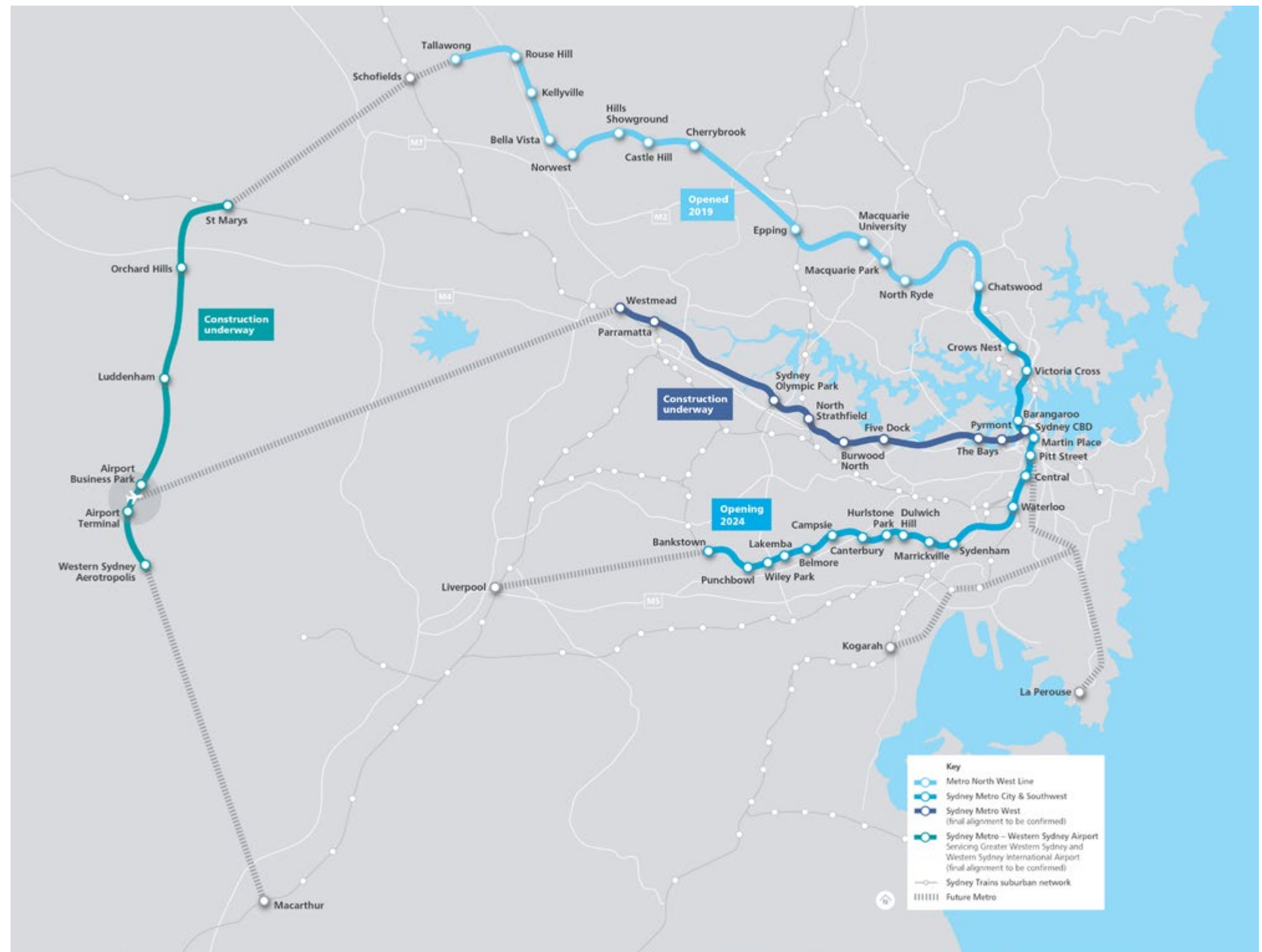


Figure 1.1 Sydney Metro route map

1.2 Purpose and scope

1.2.1 Purpose of the Station Design and Precinct Plans

This report is the Station Design and Precinct Plan (SDPP) for the Southwest Metro upgrade of Punchbowl Station. Preparation of the SDPP is a requirement of Condition E56 of the Sydenham to Bankstown Planning Approval SSI 8256, under Section 5.19 of the Environmental Planning and Assessment Act 1979.

The purpose of the SDPP under the Planning Approval is twofold: to inform the final design of the Critical State Significant Infrastructure (CSSI); and to demonstrate that the design gives effect to the commitments made in the Environmental Impact Statement (as modified by the Submissions and Preferred Infrastructure Report, and the Submissions Report).

This SDPP illustrates and describes the urban, landscape and architectural design for the Project. It is not a substitute for the Detailed Design documentation, but a supplementary report that shows how the permanent works, as a whole, are integrated with the surrounding Precinct context.

This is one of ten SDPPs prepared for:

- Marrickville Station
- Dulwich Hill Station
- Hurlstone Park Station
- Canterbury Station
- Campsie Station
- Belmore Station
- Lakemba Station
- Wiley Park Station
- Punchbowl Station
- Bankstown Station.

1.2.2 Project design objectives

This SDPP references and supports the Southwest Metro design objectives, which are:

- i) designing the base station infrastructure to support the Sydney Metro City & Southwest service from Marrickville to Bankstown.
- ii) providing an easy customer experience:
 - a) customer experience and needs are the starting point for all aspects of planning and design;
 - b) spaces, products, services and systems reflect customer needs, motivations and behaviour and meet the needs of all customers and journey types;
 - c) the stations, must be intuitive with simple, uncluttered spaces that ensure a safe experience for a diverse range of customers; and
- iii) providing a fully integrated transport system design that:
 - a) achieves clear and legible connections and integration of existing transport modes and services;
 - b) improves the accessibility and connectivity between transport modes within and across the Station Precincts;
 - c) provides equitable and universal accessibility within each station;
 - d) is a social and cultural asset; and
 - e) supports Sydney Metro City & Southwest operations;
- iv) being responsive to distinct local character of existing contexts and communities; and
- v) designing an enduring and sustainable legacy for Sydney where heritage is integral to the identity of the places.

1.2.3 Scope of the Station Design and Precinct Plan

This SDPP presents integrated urban, landscape and architectural design outcomes for the Project works, being:

Scope of station work

- Refurbish and reuse station concourse building and platform buildings
- Three new lifts and landings
- New canopies to stairs and concourse
- Platform re-levelling, installation of mechanical gap fillers to remove the gap between train and platform, edge screens and platform screen doors
- Installation of new Combined Services Route (CSR) cable route in the rail corridor including track under bores and cable bridge structure
- Replace all existing hoop top fencing

Scope of precinct work

- Provide bicycle parking adjacent to the southern entry
- Provide bicycle parking adjacent to the northern entry
- Upgrades to the southern entry plaza
- Upgrades to the northern station entry
- Widened and improved pedestrian pathway beneath Punchbowl Road
- Provision for a future pop-up retail tenancy near the northern station entry
- New Kiss and Ride parking space on The Boulevard

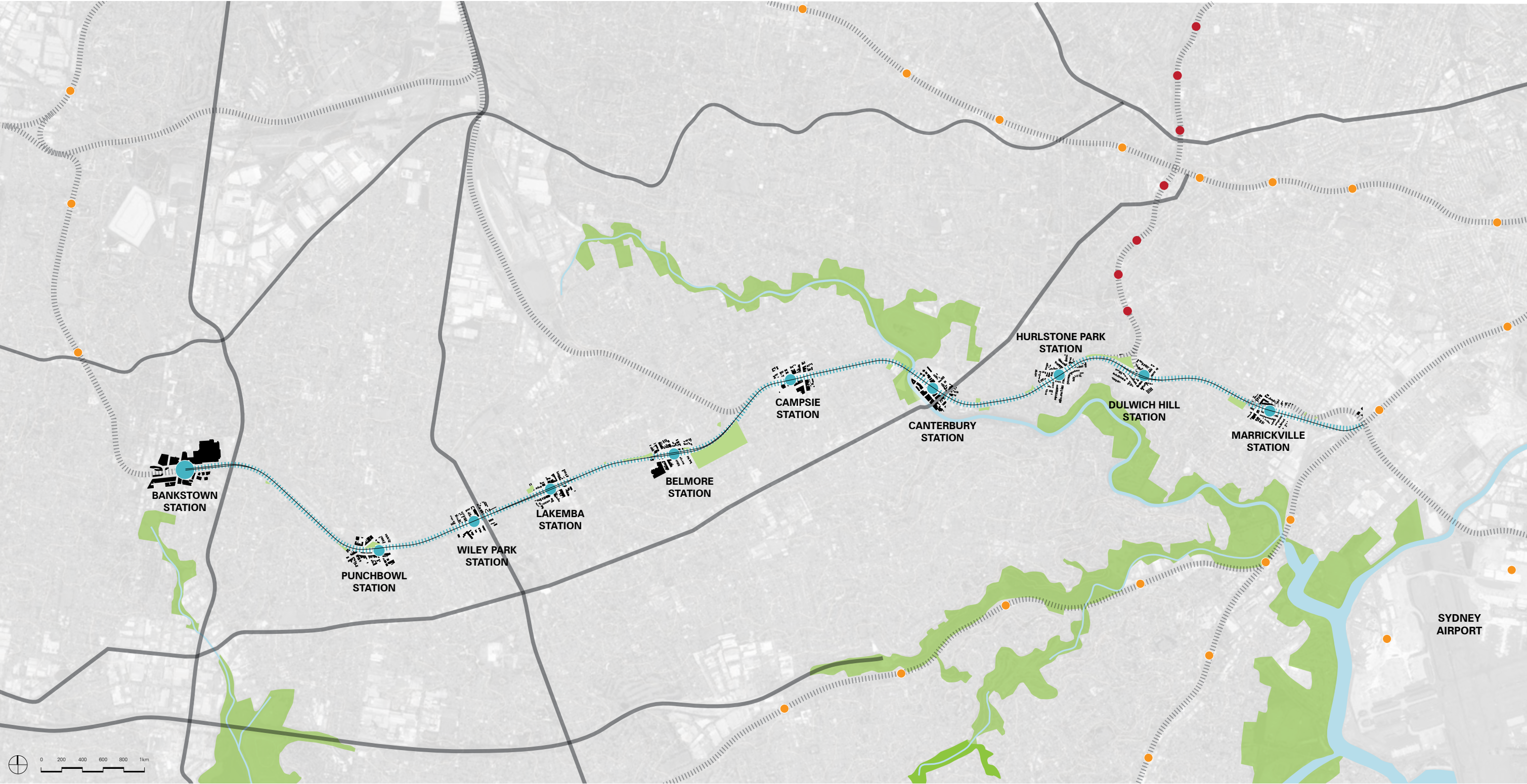


Figure 1.2 Sydney Metro Southwest stations

1.2.4 Punchbowl Station Precinct

Punchbowl is 17km southwest of the Sydney CBD within City of Canterbury Bankstown Local Government Area. The suburb is bounded by Greenacre to the north, Wiley Park to the east, Riverwood to the south and Bankstown to the west.

The study area for this SDPP is the Punchbowl station precinct, defined in Condition E57 as “an area within 200 metres radius of a station, or beyond for the purposes of connecting pedestrian and cycle paths from stations to existing or planned future pedestrian and cycle paths”. The precinct includes the Punchbowl town centre, with shopping streets radiating out from the rail corridor, the public open space of Warren Reserve, the extensive grounds of Punchbowl Boys High School, a number of community and religious uses, and a mix of single detached houses and 2-3 storey walk-up apartments. South of the corridor are large areas of hardstand car parking. A large mixed use development marks the eastern extent of the town centre.

Figure 1.3 shows the 200m station precinct radius in its context.



Figure 1.3 Punchbowl station precinct

1.3 Strategic context

1.3.1 Background documents

Policies and plans that set the broad strategic direction for the region are:

- *Greater Sydney Region Plan* (Greater Sydney Commission), 2018
- *Eastern City District Plan and South City District Plan* (GSC), 2018
- The suite of Government Architect NSW (GANSW) documents that promotes design excellence through place outcomes as well as stronger design-led and integrative processes is:
 - » *Better Placed*, 2017
 - » *Good Urban Design*, 2018, draft
 - » *Greener Places*, 2017, draft
 - » *Sydney Green Grid – Central District*, 2017.

1.3.2 Foundation documents (Project-wide)

Relevant plans, policies and guidelines that frame the Project urban and landscape design for all Station Precincts are:

- *Sydenham to Bankstown Submissions and Preferred Infrastructure Report (SPIR)*, 2018
- *Environmental Impact Statement* (EIS), 2017. The EIS contains appendices that describe the context, existing conditions and urban interfaces of each station, and whose analysis and urban design principles have informed the development of the design as illustrated in this SDPP:
 - » Sydenham to Bankstown Design Guidelines (Volume 1C, Appendix C)
 - » Sydney Metro Southwest Urban Design and Place Making Paper (Volume 1C, Appendix H).
- *Sydney Metro City & Southwest: Sydenham to Bankstown Line - Heritage Interpretation Strategy* (Artefact), 2020
- *Walking and Cycling Strategy - Sydenham to Bankstown* (TfNSW), 2019, draft
- *SDPP for Sydenham Station and Pit* (approved 11 June 2019). The SDPP for Sydenham Station and Pit is relevant for continuity, as it adjoins this project. The following urban and landscape outcomes were considered and have influenced the design:
 - » adaptive re-use of heritage buildings (refer Section 4.5)
 - » generous, open plazas (refer Section 4.6); simple profile to canopies (refer Section 4.6.3)
 - » open and transparent station environment (refer Section 4.6)
 - » materials palette that, while not duplicating Northwest and Sydenham outcomes, responds to them and to the Council’s requirements for the specific precinct (refer Section 4.12.1).

- *Around the Tracks: urban design for heavy and light rail* (TfNSW), 2016. This is a part of a wider suite of guidelines for the design of rail infrastructure and the precincts around them. It is a high-level document with a series of key urban design objectives and principles to drive integrated outcomes. All eight principles are relevant to, and have been reflected in the design principles and design response for this project:
 - » Draw on a comprehensive site and context analysis to inform the design direction
 - » Provide value-for-money design solutions that achieve high-quality low maintenance architectural and urban design outcomes that have longevity
 - » Provide connectivity and permeability for pedestrians
 - » Integrate the project with the surrounding area
 - » Maximise the amenity of the public domain
 - » Protect and enhance heritage features and significant trees
 - » Maximise positive view opportunities
 - » Design an efficient and functional transport solution which enhances and contributes to local amenity and prosperity.

1.3.3 Historical (non-statutory) documents

Prior to the current project, a number of urban design and related documents were produced including urban and landscape design direction relevant to the Sydenham to Bankstown corridor and its context. While not prescriptive, they provided a helpful layer of information for the urban design approach. Key documents reviewed were:

- *Chatswood to Sydenham Design Guidelines*, 2017
- *Sydney Metro Northwest urban design and corridor landscape plan*, 2016
- *Sydney Metro Northwest pedestrian-cycle network & facilities strategy*, 2015
- *‘Fine Grain Public Domain and Station Integration Studies’ and Station Precinct Plans* (2016) that informed the *Sydenham to Bankstown Urban Renewal Corridor Strategy* (NSW DPE), revised 2017.

1.3.4 Council plans and initiatives

Punchbowl is a village centre for City of Canterbury-Bankstown Council. Council has developed a Local Strategic Planning Statement (LSPS) for the Local Government Area (LGA), *Connective City 2036*, which was exhibited in 2019 and whose high level objectives are a consideration for the SDPP.

1.4 Approval requirements

1.4.1 Conditions of Approval

The SDPP has been prepared in accordance with the requirements of Schedule 1, Application no. SS1 8256, under Section 5.19 of the Environmental Planning & Assessment Act 1979. It is one component of a suite of reports and notifications required to be provided to the Planning Secretary under the terms of the approval.

1.4.2 EIS, Submissions Report, and Preferred Infrastructure Report Compliance

The EIS (EIS Volume 1C Appendix C) required that

“The design of Sydney Metro City and Southwest will draw on the landscapes and heritage, the cultural history and the communities of the Bankstown Line, revealing and enhancing the qualities of these places, making new connections between communities and contributing to the regeneration of town centres”.

This generated three design themes: re-discover, re-connect, re-generate. Albeit the project scope is reduced from the EIS, the intent of the design themes remains relevant to the principles developed for each precinct.

1.4.3 Scope of Works and Technical Criteria (SWTC)

The SWTC forms the design requirements for the Southwest Metro Design Services. The scope is divided into Metro Station Works and Metro Corridor Works.

The design scope for Metro Stations includes the station and the surrounding station precinct and public domain. The SDPP illustrates both the architectural design for the station buildings, and the landscape design for plazas, streetscapes and street furniture within scope.

1.4.4 Structure of the SDPP to address the Conditions

The SDPP has been formatted to respond to the Urban Design Conditions

1	Part 1: Introduction – this section includes the background to the Project including the strategic context and the Conditions of Approval
2	Part 2: Design Principles – this section includes Metro objectives and related corridor-wide principles, referencing the SSI 7400 (Chatswood to Sydenham) outcomes
3	Part 3: Context and Form – this section includes the station and precinct analysis, covering the strategic context, and the built, natural and community context. It includes constraints, opportunities both for the Project and beyond, the design response (in scope) and where the Project safeguards future aspirations
4	Part 4: Design – this section communicates the holistic design approach for the station and precinct, including the interface with the surrounding public domain, movement and access network and landscape and built form setting
5	Part 5: Transport and Access – this section references the key outcomes from the walking and cycling strategy, and how the strategy relates to the project design
6	Part 6: Consultation – this section summarises the outcomes of the process, including design response to feedback from stakeholders and the Design Review Panel
7	Part 7: Appendices

1.4.5 Compliance with the Conditions of Approval

The table below references where and how in the SDPP the applicable Condition of Approval is addressed.

Condition number	Requirement (paraphrased)	How condition is met: refer to relevant section of SDPP & page no.
E14	A Heritage Interpretation Plan(s) must be prepared, consistent with the Heritage Interpretation Strategy which identifies heritage items to be used in the final design of the project. The plan(s) must identify how items will be interpreted and provide a timeframe for their implementation which must be no later than the commencement of Operation. Heritage interpretation in any station precinct must be identified in the relevant Station Design and Precinct Plan(s) required in Condition E56.	Heritage Design Principles are set out in Section 2.3.2. A Heritage Interpretation Plan for Punchbowl Station that is consistent with the Heritage Interpretation Strategy has been developed by a suitably qualified heritage specialist. Heritage interpretation is identified in this document (Refer Section 4.5.3) and is referenced within the Heritage Interpretation Plan for Punchbowl Station
E53	The Walking and Cycling Strategy must be prepared in consultation with relevant council(s), local bike user groups and relevant stakeholder(s). Identified opportunities and works, where relevant, must be integrated with the relevant Station Design and Precinct Plan(s).	A Walking and Cycling Strategy has been prepared for the Project. Opportunities and actions from the Strategy that are relevant to the station precinct are described in Section 5.2 of this plan Section 5.2 includes a table that references these initiatives against the design response in this Project, and how they are integrated. Section 4.9 Connectivity and Access also summarises key actions
E56	Station Design and Precinct Plans must be prepared to inform the final design of the CSSI and to give effect to the commitments made in the documents listed in Conditions A1 and A2. The Station Design and Precinct Plans do not apply to those elements, which for technical, engineering, or ecological requirements, or requirements as agreed by the Planning Secretary, do not allow for alternate design outcomes	This document
E57	SDPPs must be prepared by a suitably qualified and experienced person in consultation with the relevant council(s), the community and affected landowners for the area within 200m radius of a station or beyond for connecting pedestrian and cycle paths. The SDPPs must include:	This SDPP was prepared by a team comprising urban, architectural and graphic designers. The project Urban Design Project Lead, and the primary SDPP author, both have over 20 years’ experience Figure 1.3, Section 1.2.4 shows the 200m radius of the station precinct. All analysis diagrams include the 200m radius (refer Section 3.3) Regular fortnightly consultation with City of Canterbury Bankstown Council has informed the development of the design and this SDPP for the Punchbowl Station and Precinct. Refer Section 6.1 Stakeholder and community consultation has been carried out by means of public exhibition to seek feedback on the first draft of the SDPP. Response to consultation is summarised in Section 6.2
E57(a)	Context and form	Refer Section 3.0 Context and Form
(i)	an analysis of the built, natural and community context and the urban design objectives, principles and standards for the CSSI	Section 1.3 sets out the strategic context including documents that set the direction and standards for the urban design. Section 2.0 sets out objectives and principles for the CSSI, incorporating design objectives carried through from the EIS. Section 3.3 contains context analysis, covering built form and heritage, landscape and open space, access and connectivity and public domain spatial character. Section 3.4 describes the constraints and opportunities arising from the context analysis.

Condition number	Requirement (paraphrased)	How condition is met: refer to relevant section of SDPP & page no.
(ii)	the location of existing heritage items,	Heritage items are described in Section 3.3.4 and mapped in Figure 3.2 Precinct built form, land use and heritage
(iii)	the location and type of existing vegetation	Existing street trees and important streetscapes are mapped diagrammatically in Figure 3.4 Landscape, topography and views. Sections 4.11.1 - 4.11.3 describes the landscape design strategy in relation to the existing vegetation community)
(iv)	detailed consideration of integration and continuity with urban design and landscape outcomes for SSI 7400, taking into account the approved station design and precinct plans for that project	SSI 7400 (Chatswood to Sydenham) design principles were considered, as were the Sydenham Station and Pit SDPP outcomes (Refer Section 1.3.2)
E57(b)	Design	Section 4.0 of this document describes and illustrates key aspects of the station and precinct design
(i)	the design of the CSSI elements including their form, materials and detail,	Refer Sections 4.3 - 4.15
(ii)	the design of the CSSI landform and earthworks,	Refer Section 4.11.2
(iii)	visual screening requirements for the CSSI,	Refer Sections 4.3 - 4.15 Visual screening is detailed in the relevant section where it is required
(iv)	developed visuals, cross sections and plans showing the proposed design outcome of the CSSI,	Section 4.0 Design includes illustrative material in plan, section and 3D form that shows the design outcomes
(v)	consideration of opportunities for provision of public art within each station precinct,	Refer Section 4.13
(vi)	consideration of the principles of Crime Prevention Through Environmental Design (CPTED)	Section 2.3.5 sets out the CPTED principles for the Project. Section 4.12.3 includes key issues from the CPTED assessment, the principles they related to, and how they are addressed in the design
E57(c)	Landscaping	Section 4.11
(i)	areas of vegetation to be retained and proposed planting and seeding details, including the use of local indigenous species for revegetation activities,	Refer Section 4.11.1 - 4.11.5
(ii)	details of strategies to rehabilitate, regenerate or revegetate disturbed areas and successfully establish and maintain the resulting new landscape;	Section 4.11.6
E57(d)	Transport and Access	Section 5.0
(i)	design measures to maximise the amenity of public spaces, permeability around entrances to stations and integration with other transport modes,	Section 5.1 summarises the design measures also described in Section 4.9 Connectivity and access
(ii)	measures to safeguard a new pedestrian crossing of the rail corridor to the west of Foord Avenue and east of Melford Street in Hurlstone Park,	This requirement is not relevant to the Punchbowl Station Design and Precinct Plan. This requirement addressed in the Hurlstone Park Station Design and Precinct Plan
(iii)	integrate with relevant initiatives identified in the Sydney Metro Sydenham to Bankstown Walking and Cycling Strategy,	Refer Section 5.2

Condition number	Requirement (paraphrased)	How condition is met: refer to relevant section of SDPP & page no.
(iv)	detailed consideration of measures to allow for the removal and/or relocation of existing ancillary infrastructure (such as fencing, substations and signalling boxes) and any structures that may be made redundant by the CSSI that may inhibit or detrimentally impact the provision of open space, pedestrian and cyclist pathways along the rail corridor or new access points into the stations in the future,	There have been investigations to rationalise and remove residual assets as required in order to safeguard future use, public space and connections. Section 4.9 describes these connections and section 3.5 summarises safeguarded measures
(v)	detailed consideration of design measures to ensure the location of infrastructure does not preclude future enhancements and upgrades to existing parks and public open spaces adjoining the rail corridor	No infrastructure whose location would preclude future enhancements or upgrades to existing parts and public open spaces has been identified within the Punchbowl Station precinct
E57(e)	Evidence of consultation with the community, the relevant council(s) in the preparation of the Station Design and Precinct Plans and how feedback has been addressed before seeking review by the Design Review Panel, where required.	Public exhibition of the Punchbowl SDPP was conducted in August 2020. A summary of the consultation process, submissions and the Project's responses are summarised in Section 6.2 and 6.3
E59	In addition to the requirements of E57, the Station Design and Precinct Plan for Punchbowl Station must;	
(a)	include measures to improve safety and security to the pedestrian access under Punchbowl Road connecting to Highclere Avenue / Breust Place;	Section 4.9.4
(b)	include a concept design for and identify measures to safeguard a future pedestrian overpass to the west of Punchbowl station, connecting South Terrace to Stansfield Avenue within the rail corridor and as close to Punchbowl Boys Highschool as practicable	Section 4.9.5
REMM LV3	Sydney Metro would prepare Station Design and Precinct Plans for each station. The plans would aim to ensure that the stations and facilities are sympathetic and complement local character, and are integrated with future plans for development. The plans would consider the following: – urban design context – sustainable design and maintenance – community safety, amenity and privacy, including 'safer by design' principles where relevant – opportunities for public art – landscaping and design opportunities to mitigate the visual impacts of rail infrastructure and operation facilities – incorporation of salvaged historic and artistic elements on the project design – details of where and how recommendations from the Design Review Panel have been considered in the plan. Documents to be considered by the plans include, but are not limited to: – Inner West Council's Dulwich Hill Station Precinct public domain master plan – Outcomes of the master plan for Bankstown Station. The plans would be prepared and implemented in consultation with the Department of Planning and Environment, Inner West and City of Canterbury Bankstown councils, Chambers of Commerce, and the local community.	Noted, covered under Conditions of Approval above

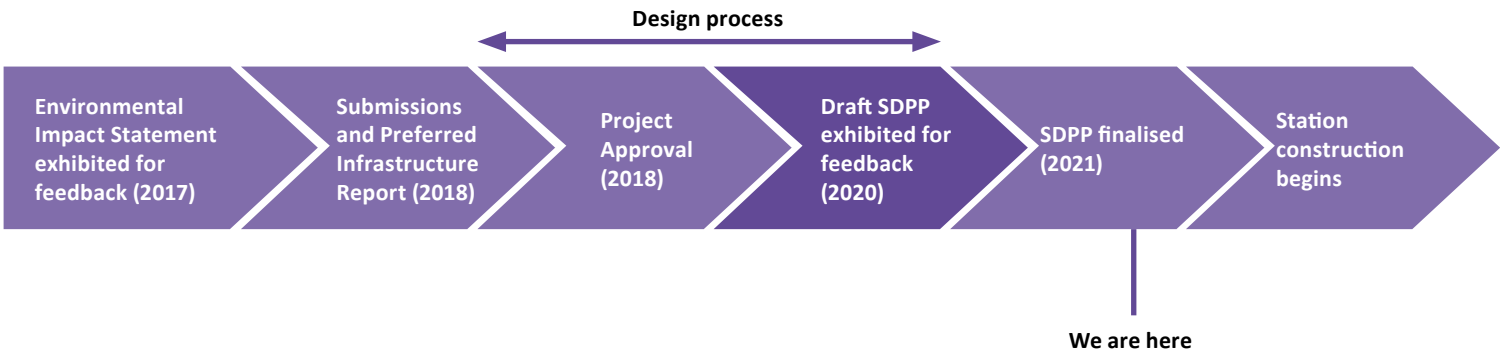
1.4.6 Design process

The design for the project has developed through an iterative and collaborative process. It stepped through from over-arching objectives and design principles, to context analysis, to the developing design. Consultation with City of Canterbury Bankstown Council has been a key part of the process and has informed the station design and future opportunities to be safeguarded.

In summary, the steps involved were:

- 1. Project understanding
 - » Build on Sydney Metro City and Southwest line-wide and specific project design objectives
 - » Test and refine design principles, and share with project team
 - » Establish the structure and draft outline for the SDPP (this document).
- 2. Context analysis
 - » Review all EIS supporting documentation including specialist assessments and reports
 - » Update analysis of strategic policy context, environmental and cultural context
 - » Develop appreciation of key issues and precinct opportunities
 - » Identify where the project can support precinct opportunities through the design.
- 3. Design
 - » Cross-disciplinary workshops and discussions to integrate the work of all disciplines, from engineering through to human factors / customer centred design, heritage, landscape, architecture, and urban design
 - » Regular consultation with Council for feedback on developing design
 - » Design Review Panel’s regular review.
- 4. Public exhibition
 - » Exhibition of the draft SDPP for public comment
 - » Progress the design based on feedback from the exhibition
 - » Finalise SDPP. – **we are here**

These design steps form a key part of the projects development and a summary of the entire process is provided below:





2. Design Principles



2.0 Design principles

2.1 Corridor character

Each station precinct is its own place, with its own geology, topography, history and culture. Each has a particular mix of heritage station buildings and later additions. Each is also woven into its immediate context – its precinct – and into the wider neighbourhood in its own way.

Two Aboriginal nations, the Eora and Dharug, were the original inhabitants of the area traversed by the project, broadly meeting at the Cooks River. The river – Goolay-yari (pelican) – was a place that brought people together as much as divided them, with its rich harvest of fish and shellfish. The Bediagal clan occupied land to the south; the Wangal to the west, and the Gadigal to the east.

Southwest Metro will run through a landscape that has been homogenised by urbanisation although there is a diversity in communities and the urban character of each suburb. The undulating topography and geology is still legible – particularly as the corridor literally cuts through the contours. Built development has overlaid the silt, sand and clay around Marrickville, sandstone at Dulwich Hill and Hurlstone Park, estuarine wetlands at Canterbury, the Turpentine/ Ironbark forests endemic to Campsie, Belmore and Lakemba, and the Iron Bark/ Melaleuca Scrub and Salt Pan Creek environs of Wiley Park and Punchbowl.

The T3 Bankstown Line is the main thread around which the developing suburbs grew and intertwined. The stories of successive waves of immigrants to Sydney are woven into the fabric of the urban form. While neighbourhoods have changed over time and will continue to change, metro stations will continue to serve as both destinations and departure points, connecting neighbourhoods and landscapes either side of the corridor.

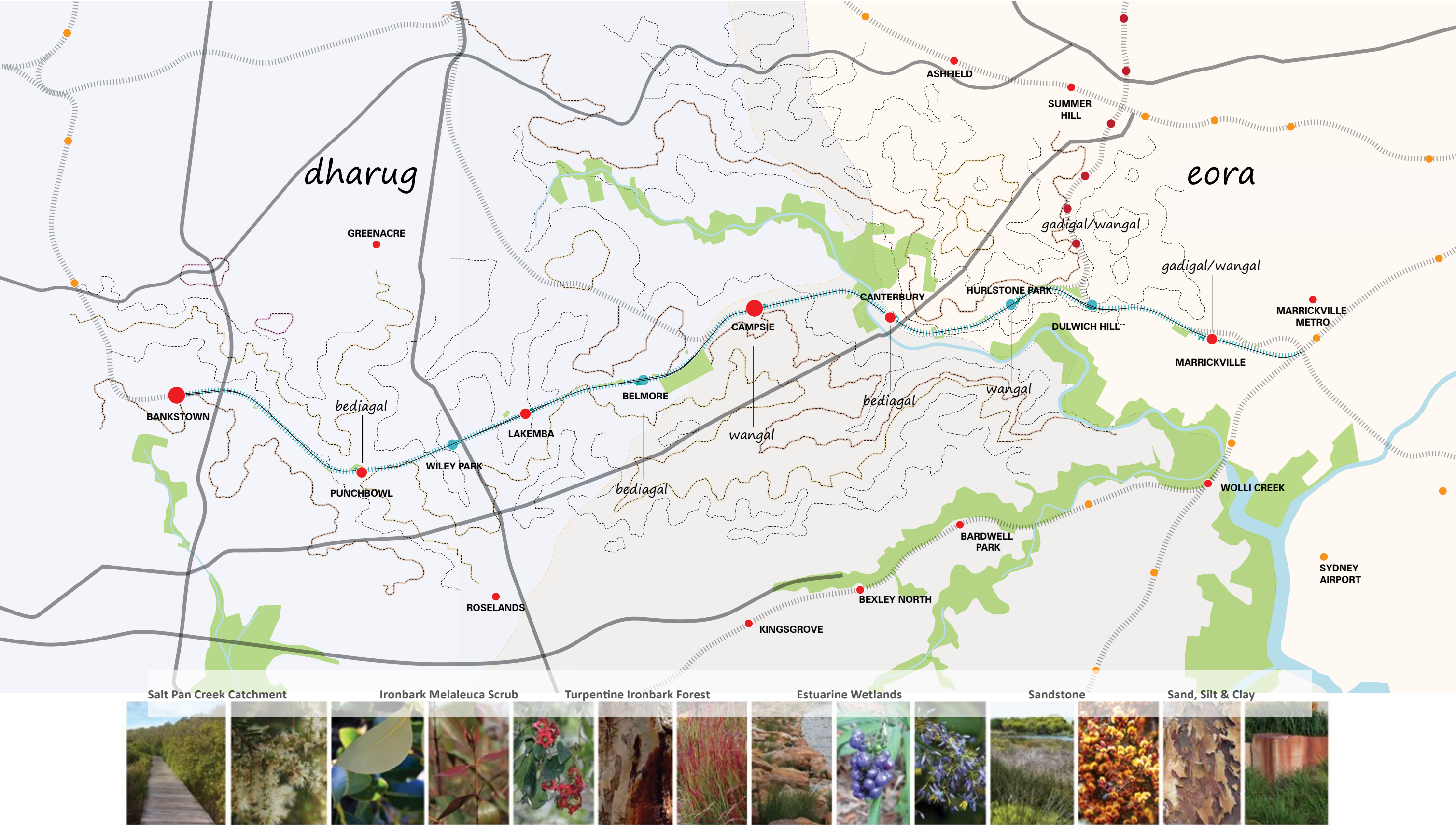


Figure 2.1 The corridor in context

2.2 Urban design vision

The EIS requires that

“The urban design aspects would continue to be developed and refined during future design stages, taking into account considerations such as each station’s place making role, future urban development opportunities, heritage, links to the surrounding town centres, and feedback from stakeholders and the community. To reflect local conditions and heritage values, heritage interpretation, public art, and landscaping would be incorporated into the design of each station, in accordance with the design guidelines, and based on consultation with local stakeholders.” (EIS, Volume 1A, p. vi)

The urban design vision for the corridor as a whole, accordingly, is based on the design philosophy and themes set out in the EIS design guidelines. It is:

- Stations and their precincts are well known, well used, and well loved by local communities.
- They are integral parts of the neighbourhood, fitting comfortably in the streetscape.
- They contribute both to a sense of place and to an easy travel experience.

The supporting design themes are:



Re-discover

- The heritage fabric of the line – design that responds to, reveals and repurposes heritage buildings and structures
- The diversity of centres and communities – design that draws on and expresses culture and community.



Re-connect

- All transport modes at stations – design for easy, accessible interchange and to prioritise walking and cycling
- Links into precincts – design to maintain and enhance the legibility of stations and connections into the surrounding street and open space network.



Re-generate

- The public domain – design new and existing public spaces and their interfaces to enable town and village centre revitalisation
- Existing vegetation – build on landscape character to protect, enhance, create and connect green areas.

2.3 Urban design objectives, principles and standards

2.3.1 Project design objectives

The urban design has been guided by the project design objectives and supporting principles and standards. The principles have been developed to reflect the current Project scope while maintaining continuity with the Sydney Metro City & Southwest Chatswood to Sydenham (SSI 7400) Design Guidelines and the Sydenham Station Design and Precinct Plan.

The over-arching objectives are:

1 OBJECTIVE:
 Ensuring an easy customer experience.

PRINCIPLE: Sydney Metro places the customer first. Stations are welcoming and intuitive with simple, uncluttered spaces that ensure a comfortable, enjoyable and safe experience for a diverse range of customers.

Design outcomes sought:

- A safe, comfortable and pleasant journey to the station, between modes and on trains
- Clear wayfinding – a ‘self-explaining’ environment
- Public spaces, local connections and station environments with good amenity.

2 OBJECTIVE:
 Providing a fully integrated transport system design.

PRINCIPLE: Sydney Metro is a transit-oriented project that prioritises clear and legible connections with other public and active transport modes within the wider metropolitan travel network that intersect with it.

Design outcomes sought:

- Station legibility within the precinct
- Seamless interchange between modes – light rail, bicycle, pedestrians, buses
- Pedestrian priority
- Clarity of wayfinding, timetable and modal information
- Connections to walking, cycling and open space networks.

3 OBJECTIVE:
 Delivering an enduring and sustainable legacy for Sydney where heritage is integral to the identity of the places.

PRINCIPLE: Heritage structures are a valued and positive legacy of rail’s contribution to a growing city. Retaining and integrating them with the station design underlines their value now and for future generations.

Design outcomes sought:

- Heritage buildings are retained, refreshed and re-purposed, while new structures are complementary and contemporary in design.

4 OBJECTIVE:
 Being responsive to distinct local character of existing contexts and communities.

PRINCIPLE: Sydney Metro’s identity is stronger for the unique local character of the centres and communities through which it passes. It is supported by public domain and architectural design that is consciously integrated with the existing urban fabric.

Design outcomes sought:

- Place-making values embedded in precinct design: acknowledge and respond to local history, culture and form for public spaces, urban elements, landscape and public art
- Station architecture that contributes positively to the identity of Sydney Metro
- Positive connections into existing and proposed open space and active transport networks.

2.3.2 Heritage principles

2.3.3 Public domain principles

2.3.4 Sustainability principles



OBJECTIVE:
Delivering an enduring and sustainable legacy for Sydney where heritage is integral to the identity of the places.

PRINCIPLE: Heritage structures are a valued and positive legacy of rail’s contribution to a growing city. Retaining and integrating them with the station design underlines their value now and for future generations.

Design outcomes sought:

- Heritage built fabric is retained, re-used and adapted
- Contemporary elements are complementary and responsive to heritage scale, form and materials
- Existing heritage vistas and views within and around the station are maintained and enhanced
- New architecture elements are sensitively integrated and sympathetic in scale
- New services are rationalised, consolidated and concealed as far as possible.



OBJECTIVE:
Being responsive to distinct local character of existing contexts and communities.

PRINCIPLE: Station forecourts and plazas extend the public domain to contribute to their shared use and enjoyment by Metro users and the community.

Design outcomes sought:

- Plazas that are active and lively; that encourage pedestrian activity and form a place to stay and stop rather than just a space to walk through
- Station forecourts that extend seamlessly from adjacent public footpaths and ‘read’ as fully accessible public spaces
- Street furniture, lighting and paving palettes that achieve consistency across the corridor while also matching into Councils’ desired public domain character
- Interpretive signage to describe the cultural, historical, natural and built characteristics of the environment – helping to tell the story of the area
- Where large retaining walls are unavoidable, they are designed and detailed to be visually interesting for pedestrians and cyclists, including referencing cultural narratives in places of significance.



OBJECTIVE:
Delivering an enduring and sustainable legacy for Sydney where heritage is integral to the identity of the places.

PRINCIPLE: Urban, landscape and architectural design follow best practice guidelines and are assessed under performance based sustainable design tools

Design outcomes sought:

- Draw on a comprehensive site and context analysis to inform the design direction
- Provide value-for-money design solutions that achieve high quality low maintenance architectural and urban design outcomes that have longevity
- Provide connectivity and permeability for pedestrians
- Integrate the project with the surrounding area
- Maximise the amenity of the public domain
- Protect and enhance heritage features and significant trees
- Maximise positive view opportunities
- Design an efficient and functional transport solution which enhances and contributes to local amenity and prosperity.

2.3.5 CPTED principles



OBJECTIVE:

Providing a fully integrated transport system design.

PRINCIPLE: Movement networks are legible: people can easily see where they are going, with clear and direct lines of sight and minimal spaces for concealment

Design outcomes sought:

- New connections (including pedestrian overbridges) tie into and support existing and future desire line
- Landscape planting that softens the corridor while still enabling passive surveillance and good forward sightlines for pedestrians
- A signage strategy that provides directional details including time and distance to ensure clarity of route for path users.



OBJECTIVE:

Ensuring an easy customer experience.

PRINCIPLE: Stations and their approaches are designed to increase activity and opportunities for casual surveillance

Design outcomes sought:

- Visual connections between the public domain and station concourse, stairs and platforms
- Multiple paths of travel through plazas, for movement choice and the ability to exit paths and walkways with long paths of travel
- Landscape planting that deters vandalism of potentially targeted areas through creating physical and visual barriers to restrict access
- Lighting that enables the use of such parts of the shared path network that are required after dark and that discourages the use of areas that are not intended to be used; and that provides a consistent level of illumination so as to avoid the creation of pools of light or dark that can create potential areas of isolation or entrapment
- Design of retaining walls and fences edging public spaces, shared paths and cycleways to minimise their size and their apparent scale.



OBJECTIVE:

Being responsive to distinct local character of existing contexts and communities.

PRINCIPLE: Architectural design is well integrated with the existing urban fabric, sensitive to existing materials and sympathetic in scale

Design outcomes sought:

- Retention of the station as a local landmark, including views to the concourse and platforms
- Cross-corridor views and locating views to the surrounding areas are maintained
- Stair canopy design is low in height and with minimal overhangs
- Stair and lift structures are lightweight, 'skeletal' and open, with minimal additional columns
- New interventions are sympathetic to the geometry and scale of heritage buildings and structures
- Vertical protection screens do not dominate the streetscape
- The scale of roofscapes is broken down with different sizes and heights of roof to different spaces and structures.

2.3.7 Landscape planting principles



OBJECTIVE:
Delivering an enduring and sustainable legacy for Sydney [where heritage is integral to the identity of the places].

PRINCIPLE: Landscape design and species selection reinforce the local landscape and streetscape character

Design outcomes sought:

- Existing vegetation is protected and retained where possible. Where not possible, identify areas for replacement and new planting that prioritise pedestrian amenity (eg. walking and cycling connectivity, public plazas)
- Planting design that retains or frames views to heritage and character buildings
- Use of naturally occurring indigenous species, or species that have a connection to the local community and environment
- Embankments are less than 2:1 slope to enable planting
- Environmentally responsive and integrated design and maintenance, for example: protecting adjacent waterways from potential stormwater run off, grading pavements to drain to garden beds, Water Sensitive Urban Design, and robust and low-maintenance species selection.



OBJECTIVE:
Being responsive to distinct local character of existing contexts and communities.

PRINCIPLE: Landscape design and species selection reinforce the local landscape and streetscape character

Design outcomes sought:

- Use of naturally occurring indigenous species, or species that have a connection to the local community and environment
- Tree species consistent with Councils’ planting palette / preferred species
- Integrated soft and hard landscape that draws on the underlying geology and remnant vegetation communities.



3. Context and Form



3.0 Context and form

3.1 Historical context

3.1.1 Pre-European landscape

Prior to colonisation, it appears Georges River Road was a trade and transit corridor connecting the lands of the Wangal and Kameygal via the present-day Punchbowl Road.¹⁰⁷ The Bediagal also occupied some of the Country in this area, as acknowledged by the City of Canterbury Bankstown Council. For the Bediagal the nearby Cooks River and Salt Pan Creek were important features of their Country. They provided not only an abundant food source, but a means of transport and connection. There are records of Aboriginal people continuing to use the local river systems for subsistence up until the late 1800s. A number of key sites, including rock art, overhang paintings, stone scrapers, middens and axe grinding grooves can all be found along the Georges River, evidence of occupation prior to colonisation.

Part drawn from Heritage Interpretation Plan; Punchbowl Station, Artefact

3.1.2 European settlement and land use

Punchbowl, originally known as Belmore, began as an agricultural community. The most notable farms in the area were the 'Forest Grove Farm', a large market garden and orchard owned by William Welch, and the adjacent 'Iron Bark Farm' owned by James Gorman, named after the numerous Ironbark trees that grew on the property.

The population of the area grew steadily until Canterbury Road was cut through from the Cooks River to join the Punch-Bowl Road in 1855. The possibility of a railway line in the district encouraged rapid subdivision. In 1874, Gorman and Welch's properties were consolidated and then subsequently subdivided by 1880, then known as 'Dr Tucker's Model Farm'.

After the introduction of the Belmore line in 1895, the initial terminus had been called Belmore. When the Bankstown extension was opened in 1909, the district known as 'Belmore' was renamed to Punchbowl after the ford where Georges Road crossed the Cooks River. Further subdivision of Dr Tucker's estate took place between 1912-1921, with land further west settles into the 1920s.

Part drawn from Heritage Interpretation Plan; Punchbowl Station, Artefact

3.1.3 The station

Punchbowl Station was opened as part of the Bankstown line extension on 14 April 1909, to service growing suburban development in the district. The station initially consisted of one island platform, with a goods siding added in 1919 (later removed in 1981). Following electrification of the line the weatherboard overhead booking office (1929) and footbridge (1930) were added. The station has been heavily modified, with later additions to the station include the 1970s toilet block, 1980s brick platform buildings and modern steel framed canopies added in the 2000s.

Part drawn from Technical Paper 3, Non-Aboriginal Heritage Impact Assessment, and the Design and Place Making Paper, both from the EIS

3.2 Strategic context

3.2.1 Urban Renewal Strategy

The NSW Department of Planning and Environment (DPIE) have developed a 20-year Urban Renewal Corridor Strategy for the Sydenham to Bankstown Corridor to guide future development and infrastructure delivery. The first draft was published in October 2015, followed by a revised Strategy exhibited between June and September 2017 that responded to identified constraints and feedback from public submissions, community workshops, meetings and technical studies.

In July 2018, DPIE identified a revised approach for the Sydenham to Bankstown Urban Renewal Corridor Strategy. DPIE will develop the principle based, high level strategy for the corridor in collaboration with Councils. Councils will then undertake a review of their local environmental plan in accordance with this framework. Sydney Metro would work with the DPIE and local councils, as key stakeholders, once a program for the development of this strategy has been provided.

3.2.2 Eastern City District Plan and South District Plan

The Sydenham to Bankstown Urban Renewal Area is identified in the Eastern City District Plan and the South District Plan (2018) for transit-oriented development. Planning priorities relevant to the Project include “Creating and renewing great places and local centres, respecting the area’s heritage” and “increasing urban tree canopy cover and delivering Green Grid connections and high quality open space”.

3.2.3 The Green Grid

Sydney Green Grid – Central District, 2017, is a Government Architect NSW-led program to increase open space, biodiversity and connectivity corridors and connect town centres, public transport hubs and major residential areas across Greater Sydney.

Opportunities for the SDPP: Provide enhanced tree cover / urban canopy by using the Project tree offset to strengthen street tree planting within 500m of the station.

3.2.4 Walking and Cycling Strategy

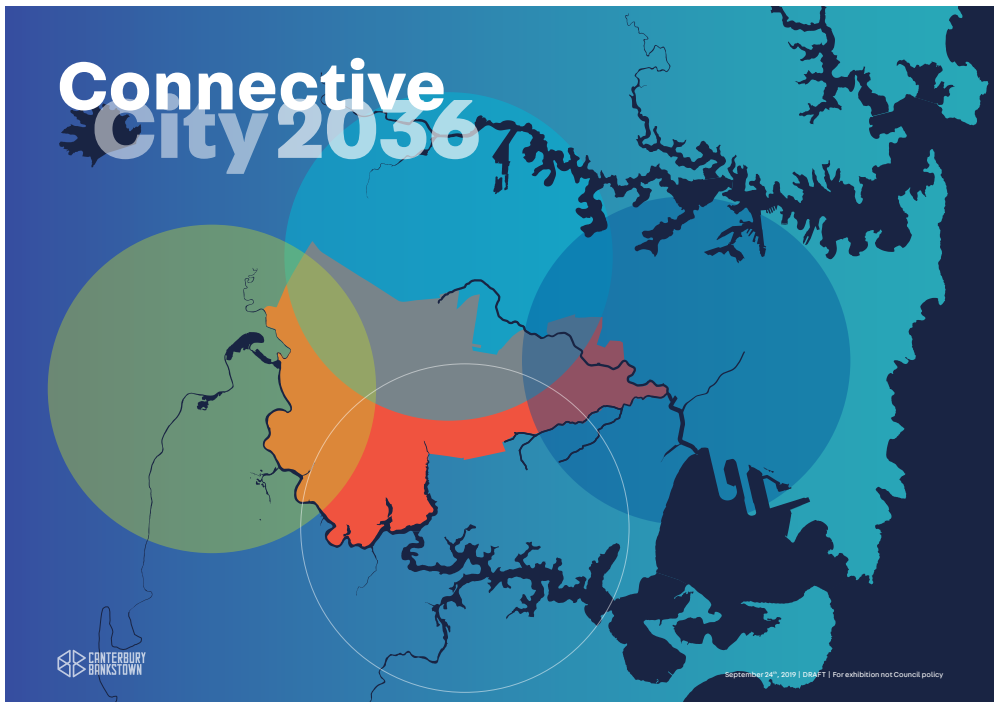
In accordance with Condition E53 of the Conditions of Approval for the construction and operation of the Sydney Metro between Marrickville and Bankstown, a Walking and Cycling Strategy for Sydenham to Bankstown has been prepared. This SDPP includes analysis of the existing walking and cycling environment, opportunities and design responses that are consistent with the intent of the draft Strategy.

Opportunities for the SDPP:

- Improve connectivity for pedestrians and cyclists through the precinct and around the station
- Provide clear, accessible connections between the station and transport interchange areas.

3.2.5 City of Canterbury Bankstown (draft) Local Strategic Planning Statement

City of Canterbury Bankstown City Council has exhibited its draft Local Strategic Planning Statement, *Connective City 2036* (September 2019), which outlines the council’s priorities and actions that will shape the city up to 2036. Described as “a consolidated vision for Canterbury Bankstown that guides growth and balances what makes a city complete”. It includes revised strategic targets that build upon ‘CBCity2028’ and will set the tone for future planning around land use, key infrastructure, housing and growth, and ecology and recreation.



Council has identified the Sydney Metro Southwest project as being a catalyst for driving change and growth in larger centres, while in smaller neighbourhoods increased access to public transport will reinvigorate established main streets. The hierarchy of centres is:

- City centre – Bankstown
- Town Centre – Campsie
- Local Centre – Canterbury, Belmore, Lakemba
- Village centres – Punchbowl, Wiley Park
- Small village centre – Hurlstone Park.

Punchbowl, as a village centre, is located at the Metro stop and will fast and efficient access across Sydney. It is suitable for residential growth and a range of local urban services providing daily needs, with commercial renewal around the station.

Key findings:

- Under the ‘5 City Directions’, the LSPS notes the importance of protecting established traditional main streets
- Streets within Punchbowl are envisaged as ‘vibrant streets that balance place and movement functions’.

Implications for the SDPP:

- Protection and enhancement of existing heritage fabric and the traditional main street character is a key consideration for the project
- Integrate future walking and cycling connectivity with the station precinct
- Capitalise on walking and cycling connectivity adjacent to the station, and the potential to ‘green’ the cycle and shared paths, to connect the Metro station into the greater green web network
- Optimise planting of trees along both for user amenity and urban canopy.

3.3 Built, natural and community context

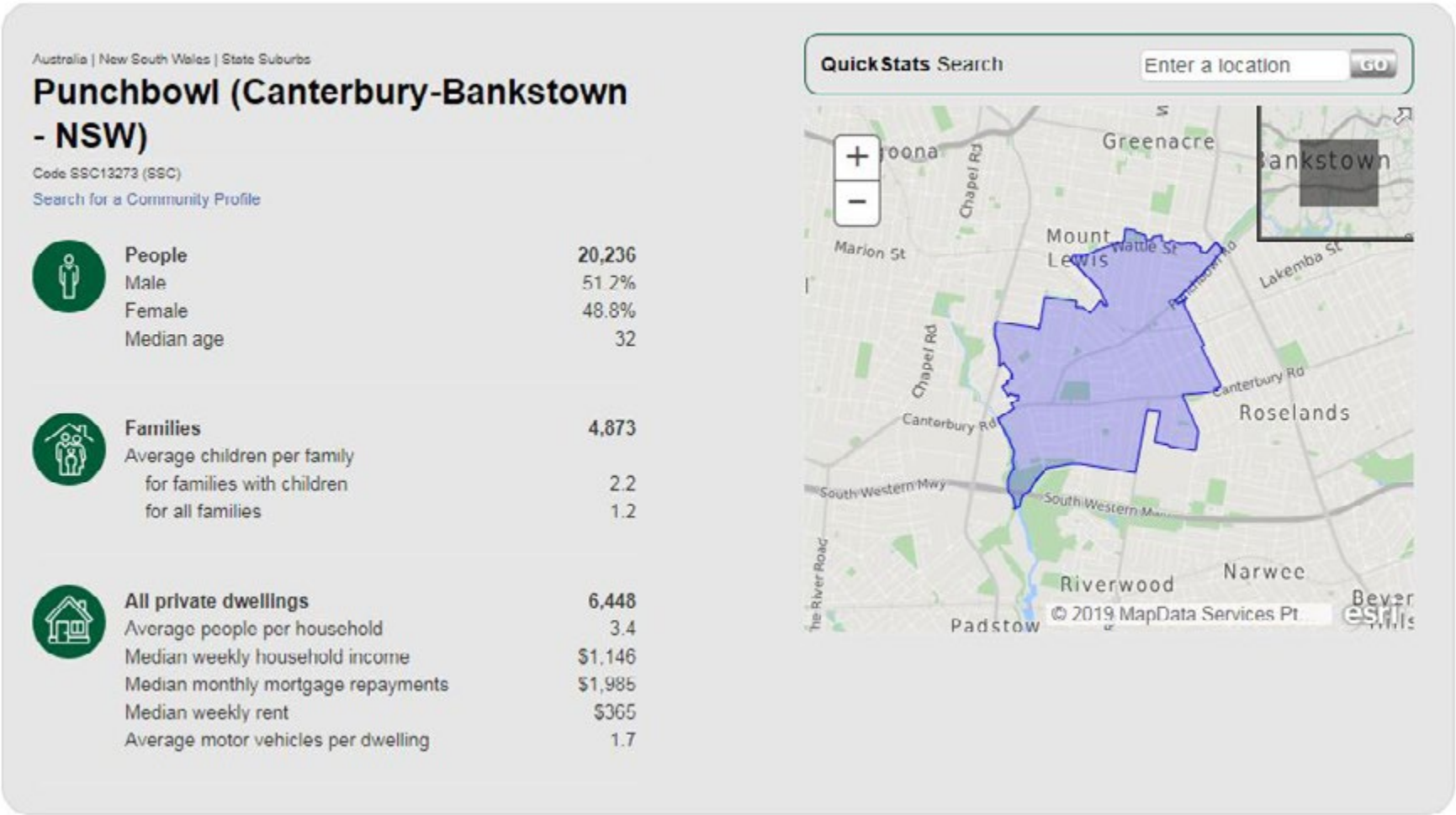
3.3.1 Community profile

Key findings from the Australian Bureau of Statistics’ 2016 census show that Punchbowl has:

- A median age of 32, with 22.6% of the population under 15 and 11.1% aged 65 or over
- 54.7% of people born overseas – significantly higher than the national average of 34.5%. Of people born overseas, the top countries of origin (in order) are Lebanon, Vietnam, Bangladesh, Pakistan and China
- Almost 78% of people who speak a language other than English at home
- A median weekly household income of \$1,146, lower than the NSW average
- Separate housing accounts for 58.6% of the dwelling stock with renting accounting for 36.5% of tenure
- 51.2% of people who were employed full time, 31.9% employed part-time and 10.4% unemployed
- Trade worker and professional occupations the most common, at 15.7% and 13.9% respectively
- A fairly even spread of workers in clerical and admin roles, labourers, machinery operators and drivers and community and personal service works also represented.

Source: Australian Bureau of Statistics

2016 Census QuickStats



3.3.2 The station in its precinct

Punchbowl Station is located adjacent to and below Punchbowl Road overbridge which forms a crest locally as it rises to cross the rail corridor. Punchbowl Road is heavily trafficked and in combination with the T3 Bankstown line create a disruption to the town centre, essentially bisecting the town centre twice with two separate main streets created north and south of the rail corridor.

Due to its position adjacent to the overbridge, the station is highly visible on approach from the north via Punchbowl Road. However a row of established main street shoptop housing on the Boulevarde obscures views of the station concourse building and entry from the south.

Unusually, the station entry and ticket office do not address Punchbowl Road. Instead, a north - south concourse is established with two entries, one on The Boulevarde and the other on Punchbowl Road where the entry to the station is located off Rest Park. The overhead station building and concourse is disconnected from Punchbowl Road. Its regular building form consisting of a heritage weatherboard building that is quite domestic in appearance appears quite out of context adjacent to the busy road bridge.



Refer Figure 3.1 Urban spatial qualities, for references to the images above.

- 1 Small inter-war concourse buildings are in good condition, and despite alterations remain true to the original form and character. The overhead booking office is visible from Punchbowl Road to the north and from the over bridge. Station access is from Punchbowl Road and The Boulevard
- 2 The Boulevard and Punchbowl Road host a vibrant, active retail and dining strip with a mixture of traditional 1-2 storey shoptop and newer developments also with active edges. Fine-grained and human scale with continuous connection to Punchbowl Station via the south entry along The Boulevard
- 3 The change in level created by the overbridge creates a separation between the footpath and the shop fronts along Punchbowl Road
- 4 The existing car park off The Boulevard to the south of the station is the largest provision of at-grade parking in the precinct. It services both the station and the town centre. There is a small back lane which connects the car park to the station, however it has a poor urban quality and passive surveillance
- 5 The Punchbowl Community Centre car park is sparsely landscaped which provides limited shade. It creates a significant disruption to the urban fabric of Rossmore Avenue, and causes the community centre to front the car park rather than the street
- 6 Broadway Plaza is a recent mixed use development with active retail on the ground floor, creating an inviting place for pedestrians.
- 7 Rest Park adjacent to Punchbowl Station provides shade with an informal arrangement of mature gum trees, and paths that connect the station to the existing parking on Urunga Parade
- 8 The public domain is interrupted by the rail overbridge where the narrow footpath, noise and vibration from traffic create a hostile environment for pedestrians
- 9 The town centre north of the station along Punchbowl Road and Highclere Avenue faces challenges, with signs of disused shop fronts. It has poor connections to the station and the established town centre to the south

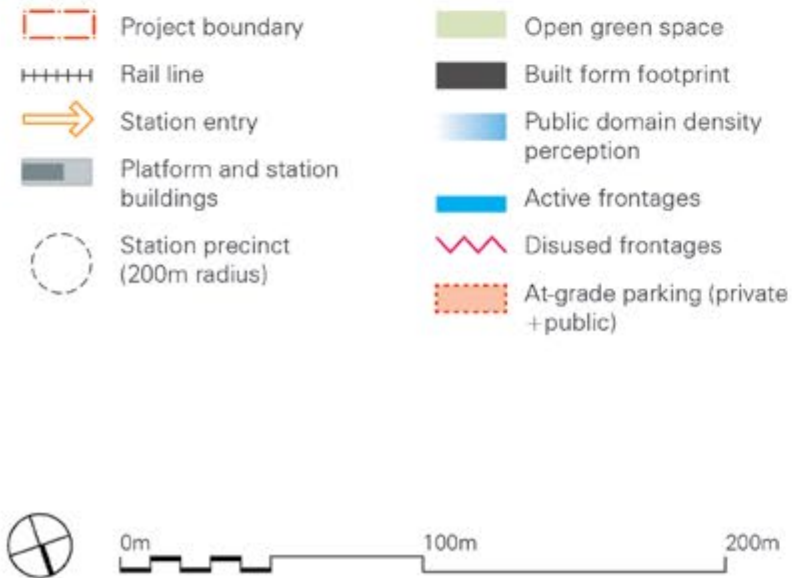


Figure 3.1 Urban spatial qualities

3.3.3 Urban form

The established village centre at Punchbowl is bisected by both Punchbowl Road and the T3 Bankstown Line, creating a distinct north-south separation. Punchbowl Station is set back from the centre of the thriving main street which extends three blocks along The Boulevard and wraps around the corner onto Punchbowl Road.

The character of the northern block, located at the junction of Punchbowl Road and Highclere Street feels under-utilised, with limited street furniture, lack of street trees and the noise and vibration from traffic on Punchbowl road. The built form is a mix of traditional 2-3 storey shop top housing and newer developments with retail ground plane and residential units above. Many of the shop fronts at Breust Place are empty, despite being set back from Punchbowl Road.

The thriving main street at The Boulevard to the south is vibrant and pedestrian friendly, characterised by lower scale 1-2 storey shop top housing with activated retail frontages. Further along The Boulevard Punchbowl is an area in transition, with the new seven storey mixed use Broadway Plaza development juxtaposing the lower scale traditional main street opposite the station.

Typical residential built form within the wider station precinct at Punchbowl is a mix of low density 1-2 storey detached housing and 2-3 storey brick walk ups which is standard to the development pattern along the T3 Bankstown line.

3.3.4 Heritage

Punchbowl Station was opened on 14 April 1909 , as part of the extension to the line along with Bankstown and Lakemba. The area was formerly known as Belmore before the introduction of the station. The weatherboard overhead booking office (1929) and associated footbridge and stairs (1930) are representative of the establishment of Punchbowl as part of the suburban serving line in the inter-war period.

Punchbowl station group (overhead booking office , footbridge and stairs) is on the Railcorp S170 Register and the Local Heritage Register. While the brick platform buildings are a more recent modification, the overhead booking office is significant as it is an example of typical timber structures used by NSW Railways between 1910 and the 1950s. The overhead booking office retains its original configuration and much of its original fabric, including an unaltered lamp room.

The station precinct includes many examples of detached Californian bungalows typical of suburban development during the inter-war period.

The former Punchbowl Baby Health Centre located within Rest Park, north of the corridor is a low scale, modern style building with formal rose beds. It is currently disused.



Refer Figure 3.2 Precinct built form, landuse and heritage, for references to the images above.

image courtesy of groupnn.co

image courtesy of archdaily.com.au

- 1 Small inter-war concourse buildings are in good condition, and despite alterations remain true to the original form and character. The overhead booking office is visible from Punchbowl road to the north and from the overbridge. Station access is from Punchbowl Road and The Boulevard
- 2 A red brick two storey shoptop building with clock tower is visible from both sides of the overbridge and becomes a landmark building due to its location at the crest of the hill
- 3 The former Punchbowl Baby Health Centre is a low scale modern style building with formal rose garden beds. It is currently disused
- 4 Typical built form within the precinct consists of one storey bungalows, 2-3 storey brick walk-ups and newer multi- residential mixed use developments
- 5 The Boulevard and Punchbowl Road host a vibrant, active retail and dining strip with mixture of traditional 1-2 storey shop-top and newer developments with active edges. There is a predominantly fine-grained and human scale with continuous connection to Punchbowl Station via the south entry along The Boulevard
- 6 Broadway Plaza is a recent seven storey mixed use development with active retail on the ground floor. It is the only development of significant height near the station
- 7 Punchbowl Mosque was recently completed in 2017 and serves the local Muslim community. It is distinctly different to the typical built form of the area and creates a local landmark
- 8 Punchbowl Community Centre is a multifunction space which serves many user groups. It fronts the community car park which pre-dates it, rather than addressing the street

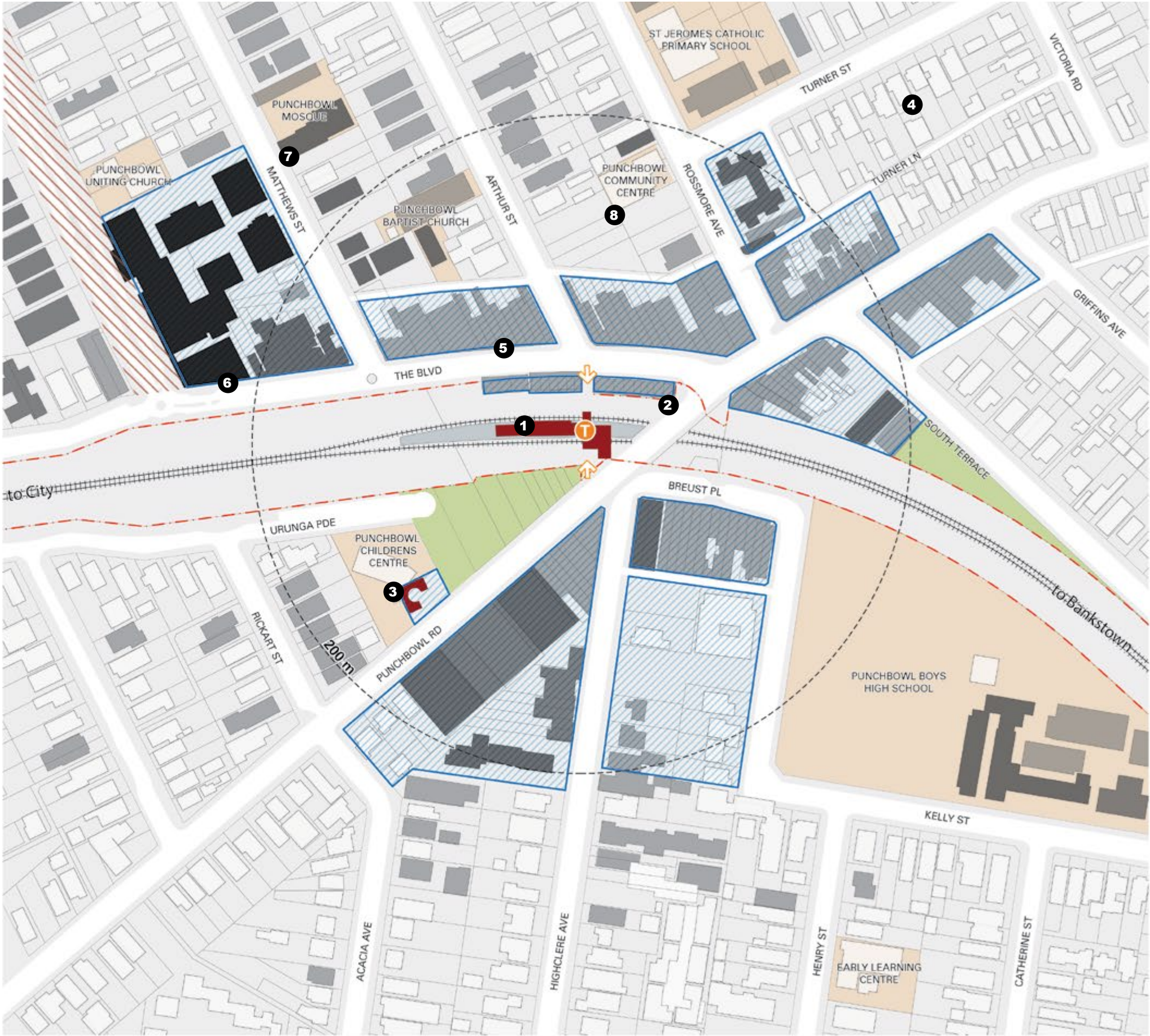


Figure 3.2 Precinct built form, landuse and heritage

3.3.5 Landscape, vegetation and topography

Punchbowl Station is cut into the natural topography and the rail corridor sits below the overbridge at Punchbowl Road. Overall the station precinct is relatively flat with the topography gently sloping towards the north from 34m at the corridor to 44m at the edge of the station precinct (refer Figure 3.3).

To the north, the station concourse building is set within a natural landscape, the planting of Eucalyptus trees at the station rest park reinforce the natural character. To the south the station has an urban quality, with the station entry framed between two shops along the main street.

Views of the station building and along the corridor to the west are achieved from the highpoint at the Punchbowl Road overbridge, though narrow footpaths and traffic noise and vibration make this an uninviting environment.

The main street itself south of the station is urban and hard edged, with street trees present at the interface between The Boulevarde and the station park and ride or on side streets.

Beyond the main street, the area character is of single, detached residential early 20th century brick dwellings, with front gardens and low fences. Footpaths are inconsistently applied to streets, with some streets having no footpaths at all, or only on one side of the street. Street tree planting is inconsistent, with the highest concentration of street tree planting occurring on streets adjacent to the rail corridor. Private gardens including large trees contribute to the urban canopy.

Rest Park to the north on Punchbowl Road is the most significant public open space within the station precinct, providing a softened entrance to the station. The park features a large grassy area, with areas of seating and large, mature Eucalypt trees which provide significant shade.



Refer Figure 3.4 Precinct landscape, topography and views, for references to the images above.

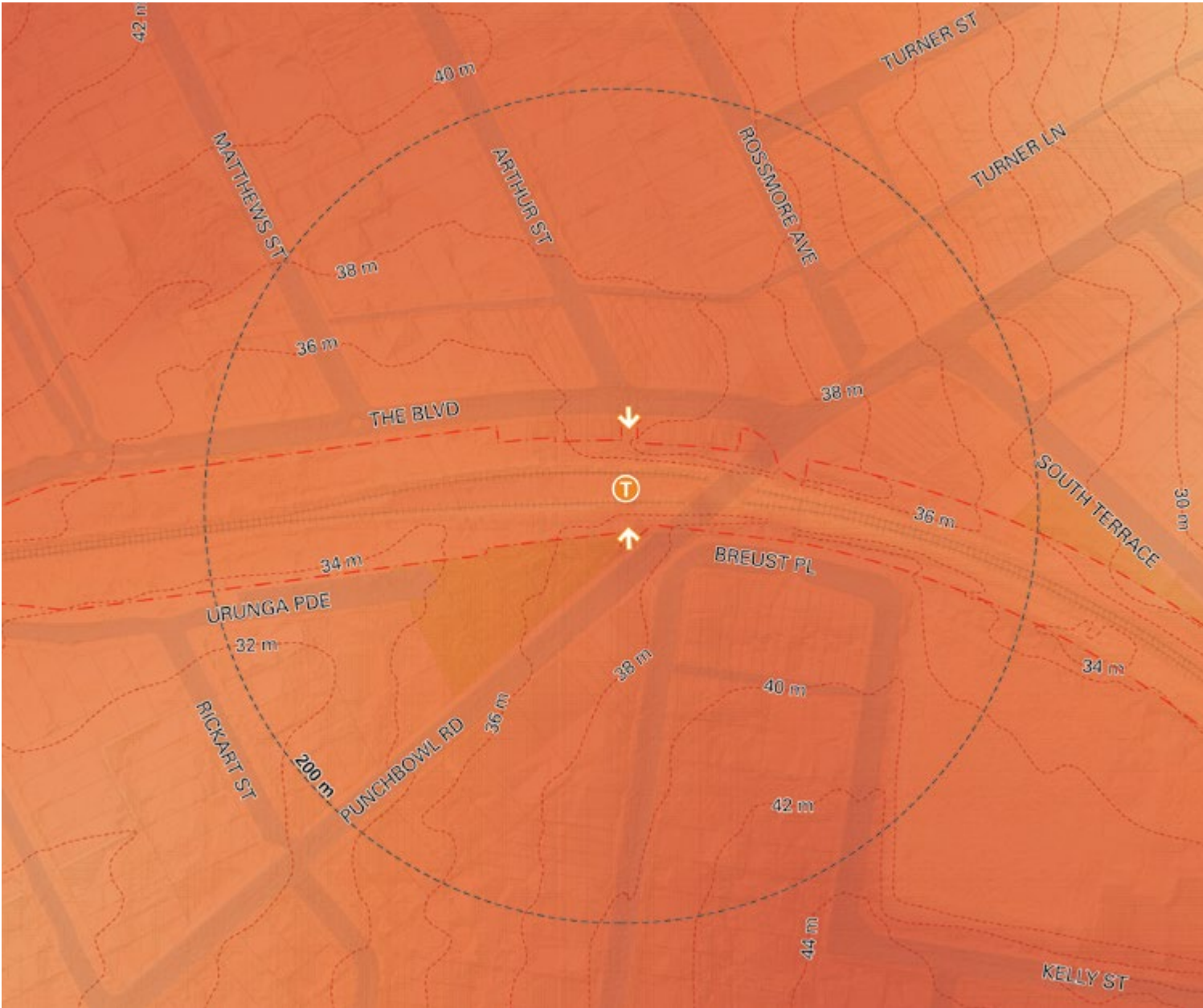


Figure 3.3 Change in topography across the Punchbowl Station precinct



- 1 Long views along the rail corridor to the east and west are visible from the rail overbridge and station platform
- 2 Views terminating on prominent corner buildings act as landmarks within the station precinct
- 3 Arthur Street frames a view of the station entry along The Boulevard however station signage is not visible
- 4 Rest Park adjacent to Punchbowl Station provides shade with an informal arrangement of mature gum trees, and paths that connect the station to the existing parking on Urunga Parade
- 5 Mary Barry Park is a small open space with limited planting and seating. It provides a small amount of shade
- 6 South Terrace has a pleasant streetscape with reasonably continuous street trees that have generally not been intensely cut around powerlines and retain well proportioned shapes, especially along the northern edge
- 7 Urunga Parade is lined by trees with significant canopy and has a continuous footpath along the northern edge which is atypical for the area. It terminates on a view of the Punchbowl Station Rest Park
- 8 Fairly regular street trees along The Boulevard, particularly along the northern edge that interfaces with the car park. This provides a pleasant environment for pedestrians
- 9 Broadway hosts a wide median strip with heritage value containing a sandstone war memorial and street trees
- 10 Punchbowl Boys High School has large open playing fields but is surrounded by closed fencing



Figure 3.4 Precinct landscape, topography and views

3.3.6 Transport and access

The Station faces many challenges in connecting to its surrounding context. The primary entrance to the station is set back from Punchbowl’s vibrant main street at the junction with Arthur Street and The Boulevard, where a signalised intersection provides connection across the street and the station entry itself is not visible except from the intersection crossing.

Access to the secondary station entrance is challenging. The existing footpaths on the overbridge at Punchbowl Road are narrow, and noise and vibration from traffic creates an uninviting experience. The station underpass connecting to Breust Place is narrow, poorly lit and uninviting. The signalised crossing at the corner of The Boulevard and Punchbowl Road is tight with limited waiting space.

The existing station is not DDA compliant, with access to the platform limited to a set of stairs at both entries and to the platform.

Level changes at the Punchbowl Road overbridge create disruption in the pedestrian realm, with multiple examples of fenced stairs and ramps being used to connect the level of Punchbowl Road with the lower level of existing shop fronts.

Existing bicycle parking is provided at the north station entry, however there are no existing on or off-road cycleways. Urunga Parade is a likely choice for an on-road cycleway, as it is a quiet street terminating in a cul-de-sac at the station rest park. There is no wayfinding signage towards the station.

Bus services are frequent and the closest bus stops are provided on Punchbowl Road, Breust Place and at The Boulevard. Park and ride facilities are provided on The Boulevard, and a back laneway connects the car park to the station entry.

The local context for transport and access will change as a result of the Project:

- New lifts will improve access to the station and across the rail corridor
- A signalised pedestrian crossing at Punchbowl Road will provide improved access to the northern town centre and bus services (currently under investigation)
- An improved underpass connection will connect the station to existing bus services at Breust Place and Punchbowl Boys High School
- A new kiss and ride space will be provided at The Boulevard
- Bus services will continue to run from Breust Place, Punchbowl Road and The Boulevard
- Walking and cycling connectivity will be improved through new cycleway connections.



Refer Figure 3.5 Precinct access and connectivity, for references to the images above

- 1 The station has stair only access
- 2 Punchbowl Road is a heavily trafficked primary connection that is a barrier to pedestrian movement and creates an uninviting pedestrian experience due to vibration and noise
- 3 The underpass which connects Punchbowl Station to Breust Place is narrow and poorly lit, creating an unsafe environment for pedestrians
- 4 The public domain is interrupted by the overbridge where the narrow footpath, noise and vibration from traffic create a hostile environment for pedestrians
- 5 The station's southern crossing at Punchbowl Road is signalised and heavily used
- 6 The signalised intersection at the junction of Arthur Street and The Boulevarde is heavily used as the priority road crossing for station access
- 7 The laneway between the station entrance and the car park has poor urban quality and passive surveillance
- 8 The Boulevarde is heavily used by vehicles and pedestrians. It connects Punchbowl and Lakemba Stations
- 9 Turner Lane connects Rossmore Avenue and Arthur Street. It is heavily used by vehicles accessing the adjacent community centre car park

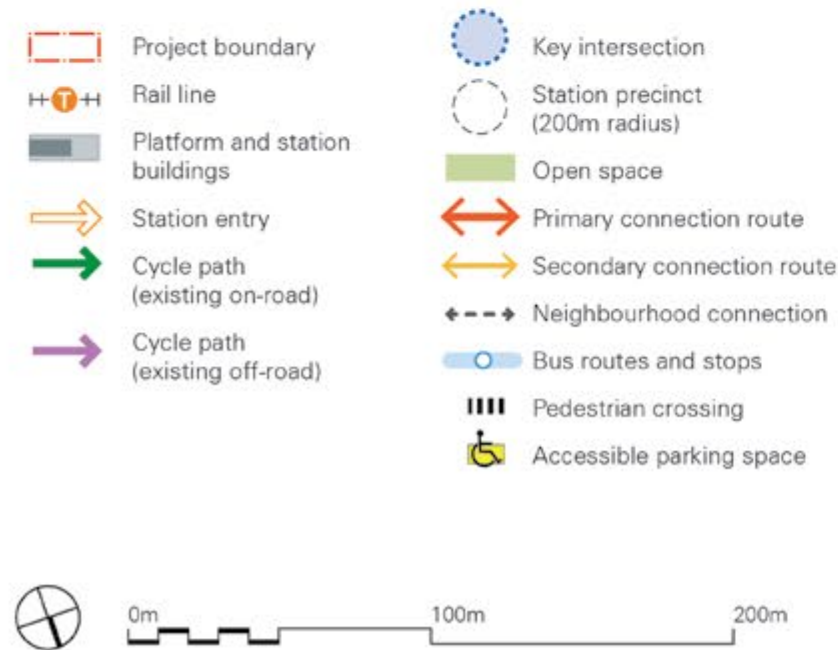


Figure 3.5 Precinct access and connectivity

3.4 Issues and opportunities

Analysis of the built, natural and community context has highlighted both constraints, and opportunities to enhance the station and its precinct character, amenity and connectivity. This section of the SDPP summarises the key findings from the precinct analysis studies where the project has the greatest potential to influence the wider context.

As many of the issues and opportunities extend beyond the scope of the project, there is a distinction between what is able to be delivered as part of the project ('opportunities delivered') and what is not ('opportunities safeguarded'). The table in Section 3.5 (to be read in conjunction with Figure 3.7 Issues and Opportunities) below therefore shows the relationship between opportunities, the project response (within its scope) and those items which are safeguarded for future actions.



Figure 3.6 Punchbowl Mosque. Image credit Brett Boardman



Figure 3.7 Issues and opportunities. Refer 3.5 Design response, for references to the image above.

3.5 Design response

	#	Key issue / opportunity	Opportunities delivered by the Project	Opportunities safeguarded by the Project
Public Domain	1	The northern station entry is low quality and offers little amenity	– An enhanced plaza will be provided with seating, shade trees, drinking fountain, planting and lighting. – A hardstand and services provision allows for a retail offering adjacent to the station entry	
	2	The southern station entry plaza is difficult to locate and offers little amenity	– The existing plaza is enlarged to remove back of house bin and bicycle storage from the central area and provide additional seating. A drinking fountain, new lighting and shade trees are provided to the perimeter	
	3	Pedestrian movement from the southern station entry to the adjacent commuter carpark is through back of house space with no footpath, has low amenity and has low CPTED qualities	– Existing chainwire gates will be removed and replaced with bollards. Line marking is added to formalise carparking, retaining two accessible carparks. Space will be made within carparking to provide new shade trees – Improved lighting and paving will improve the quality and safety of the space	
	4	There is a shortage of public open green space within the precinct	– Improvements will be made to both station entries to include additional seating and landscaping.	
Connectivity and access	5	There are no formalised on-road or off-road cycle routes within the precinct	– A walking and cycling shared connection pathway that links to adjacent stations is proposed along the northern side of the corridor	
	6	There is insufficient road crossing points north of the station along Punchbowl Road	– The pedestrian underpass north of the station will be widened and provided with improved lighting and amenity – A signalised pedestrian crossing to be installed near bus stops north of the station along Punchbowl Road (currently under investigation with TfNSW)	– A concept design for a future cross corridor overbridge west of the station has been completed and will be safeguarded as part of the project
	7	There is no DDA compliant access to the station	– New lifts from both north and south entries will connect the concourse and a third lift to the station platform	
	8	There is insufficient bicycle parking at the station	– 10 new bicycle hoops will be provided at the northern station entry (20 total bicycle spaces) – 7 new bicycle hoops will be provided at the southern station entry (14 total bicycle spaces)	
	9	There is inadequate locations for interchange at the station	– A Kiss and Ride parking space will be provided on The Boulevarde	
Built and landscape character	10	The overhead booking office is a heritage item	– Retention, refresh and re-use of the overhead booking office building as a recognisable part of the local character	
	11	Tree planting around the station precinct is patchy with areas that are affected by sun and heat	– An improved plaza at the stations northern entry will provide an accessible and pleasant space that also features heritage interpretation and indigenous planting – An improved plaza at the southern entry will provide additional seating and improves the quality of existing landscaping	

Refer Fig 3.7 and Fig 3.8 for location details



Figure 3.8 Safeguarding the future



4. Design



4.0 Design

4.1 Project design

4.1.1 Design intent

Sydney Metro is committed to delivering easy, safe and reliable turn-up-and-go services, and active precincts and places. The Project design supports this commitment with a holistic approach that responds to the station context as well as to the line-wide requirements of Sydney Metro.

The metro stations will provide renovated and modernised concourse and platform environments, and an upgraded public domain at station entries. Each station design aims to contribute positively to the wider precinct by achieving a sensitive fit with existing and future precinct planning, and to the community and heritage aspects of each place. For all stations, retention and re-use of heritage buildings is key.

For Punchbowl, the station precinct will be enhanced through an upgraded plaza and landscape quality at both station entries. This will encourage active and lively public spaces that form a place to stay and stop rather than just pass through. The presence of the heritage overhead booking office will be improved through its refurbishment while access throughout the precinct and to the station will be greatly improved.

The designs have been developed in partnership with the station design team to minimise impacts on existing railway assets and Sydney Trains operations by maximising off-site fabrication and assembly and by reusing existing assets, such as the station platform buildings, overhead wiring structures and road bridges.

4.2 Station precinct design

4.2.1 Station legibility

Punchbowl station sits within a cutting in a slight rise in natural landform along Punchbowl Road. The overhead booking office is highly visible when approaching from the north but quite concealed on a southern approach, mainly due to its setback and vertical screens along the Punchbowl Road overbridge. The design retains the overhead booking office and generally modernises the interior while providing a refreshed concourse and roof line along the east and south. This will not change the presence of the station greatly but will assist legibility as a Metro station at both station entries with modern lifts and stair canopies. Locally, at either renewed station entry, an updated plaza provides improved open space while making a positive contribution to the public domain and Metro identity.

4.2.2 Urban character

Punchbowl is typified by low-scale 1-2 storey detached dwellings, owing to its development after the railway line was established and large land plots being available. Street trees are intermittent while the few established trees along Punchbowl Road do frame the road corridor and add a sense of landscape character. Trees are significantly reduced along Punchbowl Road to the stations south where the majority of the town centre is located and there is a defined urban quality. The station upgrade recognises the lack of green open space and improves the quality of the space adjacent its entries through new planting and renewed landscaping. The character of the station is largely retained through the design while the improvements to the concourse and entries aim to set a clean and modern precedent within the precinct. The station will be legible as a Metro station while maintaining and enhancing what is local and valued, stitching these modest interventions into the existing urban fabric.

4.2.3 Built form and scale

The existing single storey overhead booking office is simple and domestic in form. Its weatherboard cladding, hip roof with metal sheeting and timber double hung windows portray its era of construction and these elements are retained and generally refreshed. Upgraded concourse elements including roof, glazing, lifts and stairs respect the scale and form of the existing buildings while expressing a horizontal emphasis that is also sympathetic to the existing platform building built in the early 1980’s. Additional building footprint on the platforms is minimised by using space under the new stairs and re-using the existing platform building. Consistent with the over-arching design strategy of minimal intrusion and maximum ‘fit’ with the existing precinct character, new elements are streamlined and refined rather than bold or heroic.

4.3 Station precinct plan



Figure 4.2 Station precinct plan

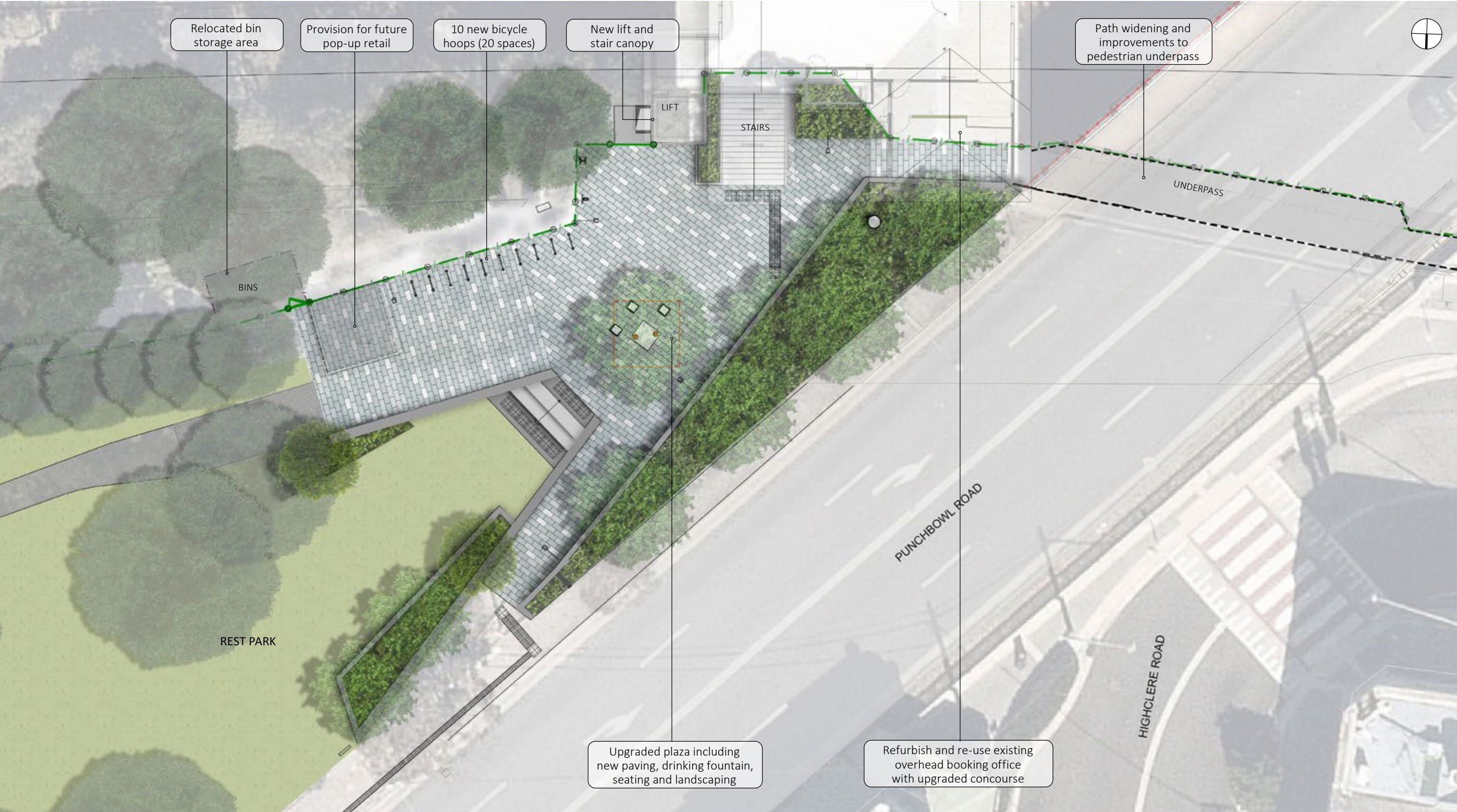


Figure 4.3 Station precinct plan: Northern plaza detailed plan



Figure 4.4 Station precinct plan: Southern plaza detailed plan

4.4 Station precinct scope

The design requirements listed within the both the Scope of Works and Technical Criteria Overview (SWTC) and the Services Brief provide the general and technical requirements for the project. These requirements are understood in coordination with the Sydney Southwest Metro and Project objectives. There are two separate components, metro station works and metro corridor works. Metro corridor works are located outside of the station precinct. The focus of this SDPP is the metro station works, which for Wiley Park include:

Station rooms and buildings – refresh:

- Various works to repurpose existing rooms for their intended future use
- Installation of air conditioning, power, water and other services to suit the repurposed rooms
- General refresh, repairs, alterations and additions to station buildings
- Replace metal cladding with timber panelling to perimeter walls of the booking office
- Paint existing steel trestle supports to the station concourse building
- Repair and restore damaged windows and doors
- Silicon sealant to gaps in precast stair treads of all station stairs
- Renew lighting to the station concourse entry and bridge
- Repair the asphalt finish to the station concourse and platform stair and contain asphalt edges with steel flat bar.

Station buildings - new works:

- Provide three new lifts and landings to concourse and island platform
- Canopy coverage to lift entries and over existing entry stairs
- Glazed opening in the booking office overlooking the platforms
- Security gates to the station concourse entry
- Remove hooped top fencing to the station concourse overbridge and replace with compliant glass screens
- New skylight to the booking office
- New ceiling battens throughout concourse.

Platforms:

- Raise platform edges and provide platform drainage and emergency egress ramps from platforms to rail corridor (as required)
- Provision for installation of platform edge screens, platform screen doors and mechanical gap fillers.

Demolition:

- Some removal of internal fit out of station buildings
- Removal of existing concourse canopy and fixtures and wall claddings
- Demolition of existing platform surfaces and fixtures.

Station services and systems – including:

- CSR through the station precinct and to the chainage extents in the Rail Corridor
- Provisioning of conduits, space and services for Platform Screen Doors, Mechanical Gap Fillers
- Building Management Control Systems, Configuration Control Submission, CCTV
- Passenger Information Display Systems, Help Points, PA, ticketing equipment and as required for the Interface Contractors.

Canopies and shelters:

- New roof canopy to concourse bridge
- Extend roof over southern and northern entry stairs.

Lifts and stairs

- New glazed lift to station entry at The Boulevarde
- New glazed lift to station entry at Punchbowl Road
- New glazed lift from concourse to island platforms
- New stairs to station entry at The Boulevarde
- Upgrade existing stairs with new compliant handrails, balustrade and screens.

Signage and wayfinding:

- Design for current wayfinding requirements.

Ticketing:

- Provision of conduit, power, cabling, mounting, and other supporting infrastructure for the installation of ticketing equipment.

Station precincts / public domain:

- 7 new bike hoops (14 spaces) off The Boulevarde at the southern station entry
- 10 new bike hoops (20 spaces) at the northern station entry
- Adjust surface levels at the northern entry to comply with DDA access standards with new paving and stairs to forecourt area adjacent to the entry to integrate with existing park and underpass levels
- New hardstand and services provision for future pop-up retail adjacent to the northern entry
- New paving to forecourt, lift landing and carpark edge at southern station entry
- New bollards to carpark edge at southern entry
- Widen existing pathway to underpass below Punchbowl Road with renewed lighting, handrails, retaining walls and fencing. New paint finishes to walls and soffit with provision for CCTV
- New lighting from northern entry to Punchbowl Road
- New kiss and ride parking bay at The Boulevarde

Earthworks and landscaping – including:

- Earthworks to create suitable working level sites for the Metro services buildings
- Reinstatement and upgrade of landscaping and planting of alongside the stations.
- Replace existing treated timber retaining walls and garden bed edging to northern entry.

Fencing and screens – including:

- New compliant security fencing and boundary gates to the rail corridor
- Replace existing hooped top style fencing on the platform stair with vertical steel flat bar fencing throughout
- Upgrade of vertical protection and anti-throw screens to Punchbowl Road overbridge.

Bridge works:

- Various works to repair, refresh and update bridges including the addition or upgrade of throw screens, railings and balustrades.

Metro Services Building works

- Site preparation, local and main services routes and pad mounts for new services buildings for power and signalling equipment in the rail corridor
- New services buildings including associated loading/parking and ancillary functions.



Figure 4.5 Station precinct scope

4.5 Heritage

4.5.1 Heritage platform buildings and platform walls

The existing platform buildings date to the 1980's and while listed on the local heritage register are not considered to be of aesthetic significance. They will accommodate Sydney Metro Works equipment and operations facilities, such as communication rooms, station control rooms, and station amenities. Platform buildings rooms are renewed and adapted as needed to allow for Sydney Metro rooms and facilities to be incorporated.

4.5.2 Heritage concourse elements

Punchbowl station's concourse building is a locally listed heritage item, comprised of a timber framed, weatherboard building with a hipped corrugated steel sheet roof. The existing station concourse building will largely remain intact, retaining its original roofline and spatial configuration. The existing ticket office room and lamp room are retained and converted to staff locker room and station store room. Upgrade works are minimal and seek to modernize the building with new finishes and materials. However, much of the existing heritage fabric including the timber panelled walls, the angled framing support beams and the multi-pane sash windows will be retained. The station concourse will retain its visual association to the immediate precinct in terms of scale and geometry.

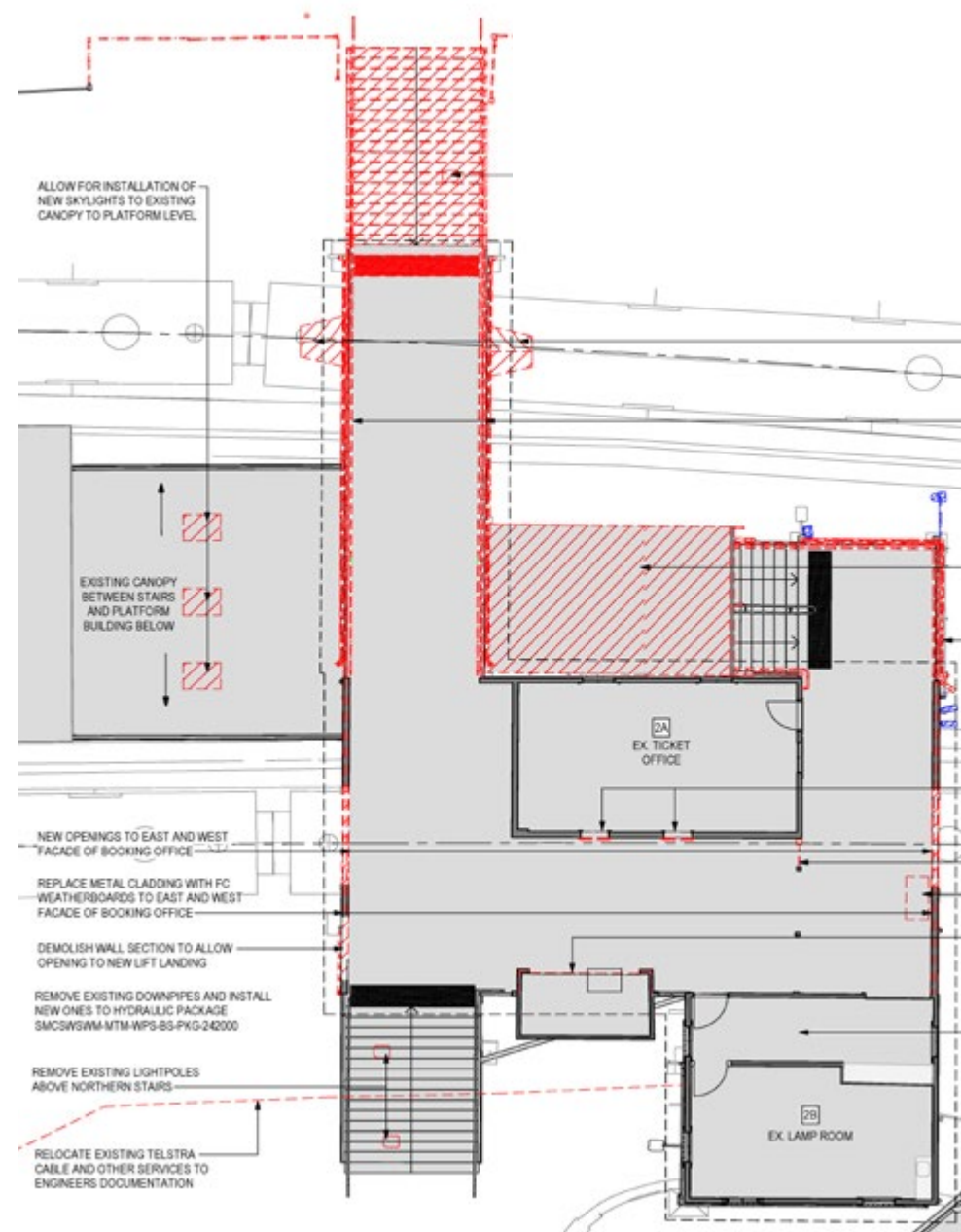


Figure 4.6 Heritage overhead concourse building - reconfiguration plan

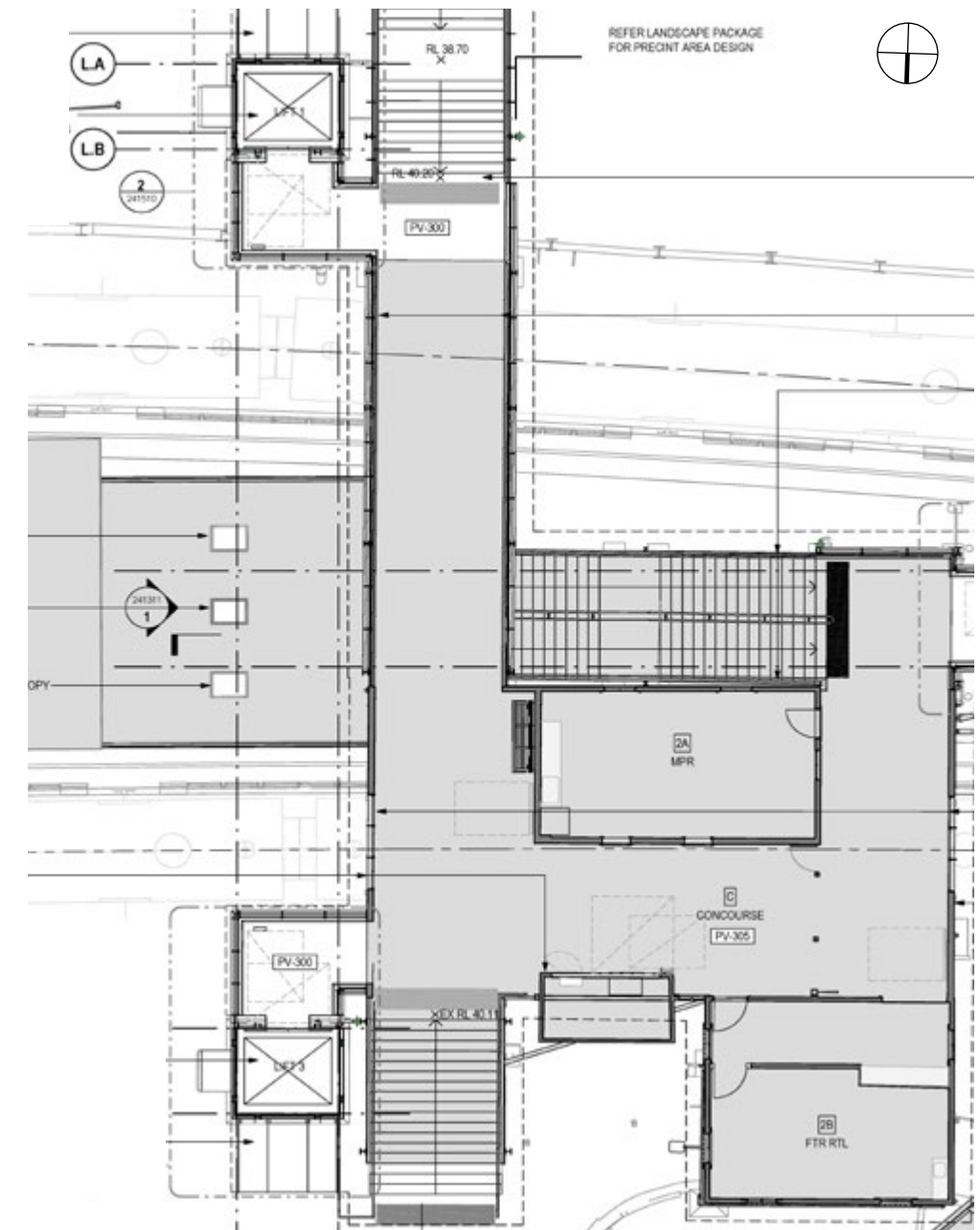


Figure 4.7 Heritage overhead concourse building - proposed plan

4.5.3 Heritage Interpretation Plan

In accordance with Condition of Approval E14, a Heritage Interpretation Plan for Punchbowl Station has been developed by a suitably qualified heritage professional. The Heritage Interpretation Plan is informed by an over-arching project wide Heritage Interpretation Strategy, heritage impact assessments and management strategies.

Consistent with the development stage of the Heritage Interpretation Plan, interpretive devices have been selected as being appropriate to transmit messages about the cultural heritage of the site. A common suite of devices that utilise similar materials are proposed at each station. Content and devices are adjusted to best address the different needs and interests of the relevant audiences while locally salvaged material will be considered where it is practical. The final design for interpretive elements, including words and image selection will be detailed upon completion of subsequent stages of the Heritage Interpretation Plans.

At Punchbowl Station, upgrades to the station entry plaza’s provide opportunities for interpretation media. The northern plaza will feature a combination of signage elements and indigenous planting which will reflect the historic usage of the site and its importance to local groups. Detailed consultation for these items is ongoing with Canterbury - Bankstown Elders.

Further to the plaza, interpretation devices within the station will be installed and these will consist of wall mounted signage that provides a history of the precinct and station.

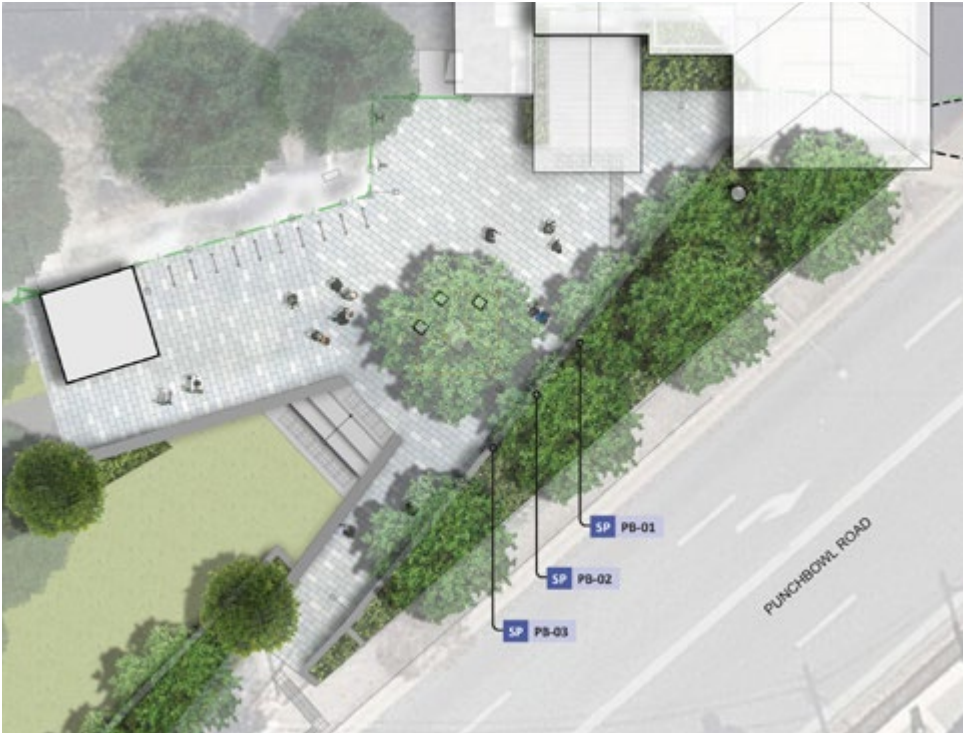


Figure 4.8 Heritage interpretation key plan - northern plaza. Markers indicate media location



Figure 4.9 Heritage interpretation key plan - station platform. Markers indicate media location



Figure 4.10 Indicative plaza interpretation media layout

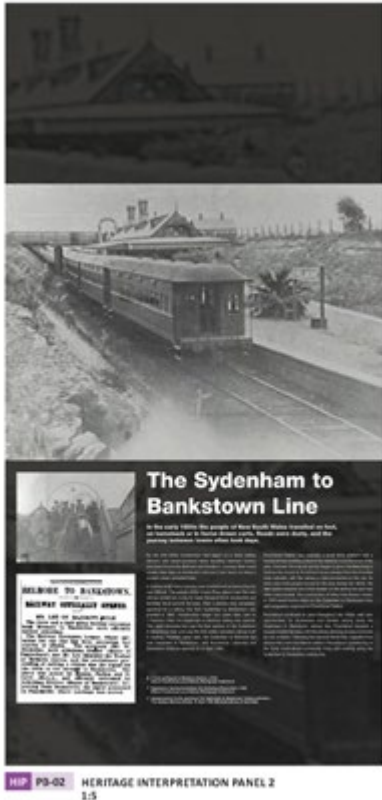


Figure 4.11 Indicative panel design

4.6 Concourse

4.6.1 Station entry

Established in 1929, Punchbowl station features two station entries connected by the overhead booking office and covered footbridge. The concourse building has local heritage value, and as such, proposed works to the station entry and concourse are minor in nature.

The design retains and enhances the existing dual access station arrangement and public open space adjacent to each station entry, as they are part of what make the station unique and add interest to the streetscape.

New lifts and stair canopy's will enhance the legibility of the station entry on approach with the entry also announced by Metro signage and distinct line-wide architectural detailing that is consistent with the project architectural principles. Upgrades to both entry plazas will provide essential space to sit and relax while also acting as visual markers within the precinct for clear access to the station.

4.6.2 Concourse refurbishment

The extent of refurbishment within the existing concourse building is limited. The existing building is heritage listed and complements the existing scale and form of the station precinct. The concourse interiors will be refreshed, including repairs to existing doors and windows, new ceiling battens and renewed lighting fixtures. Further upgrades include the repainting of walls, columns, fascias, soffits, window frames, doors and door frames.

The design, with its new ceiling battens, glazed screens and floor tiles, allows perception of the station entries and concourse overbridge as a renewed, continuous space that goes from one side to the other of the station, passing through the heritage concourse building.

At the entry and within the concourse, signage and ticketing facilities are to be upgraded to current standards.



Figure 4.12 Refurbished station entry from The Boulevard



Figure 4.13 Existing station entry from The Boulevard



Figure 4.14 Existing station entry from Punchbowl Road

The concourse roof will be demolished and replaced with a new roof whilst the existing overhead concourse building roof will remain. The existing overhead concourse building is simple and rectangular in form with a hip shaped roof clad in metal sheeting. This simple domestic character is enhanced by the contrasting horizontal form of the new concourse roof elements that are designed to minimise visual impact, with slender depth and shallow edge profile. The design maintains an appropriate scale relationship with the station group: the roof, and the stair canopies, are simple, low and planar. The soffit is lined with timber-style battens to create a warm, softer appearance. The concourse roof also provides weather protection to the lift entry.

[illegible]

Figure 4.15 Cross section of station showing eastern elevation

4.7 Platform

The entire station platform will be resurfaced and the coping edge raised for Disability Standards for Accessible Public transport (DSAPT) compliance. To retain as much of the heritage brick platform walls as possible, a precast concrete 'T' section will sit above them. The new concrete coping element provides a cable recess for the future provision of platform screen doors (PSDs), along with cast-in rebates for mechanical gap fillers. The entire coping edge will be finished in concrete, to a width of 1500mm, and will facilitate the temporary provision of the yellow line and tactile ground surface indicators (TGSIs) while Sydney Trains remains in operation. Upon transfer to Sydney Metro, the yellow lines and TGSIs are removed, the PSDs and mechanical gap fillers installed, and the result will be a strong visual expression of Sydney Metro's line-wide identity.

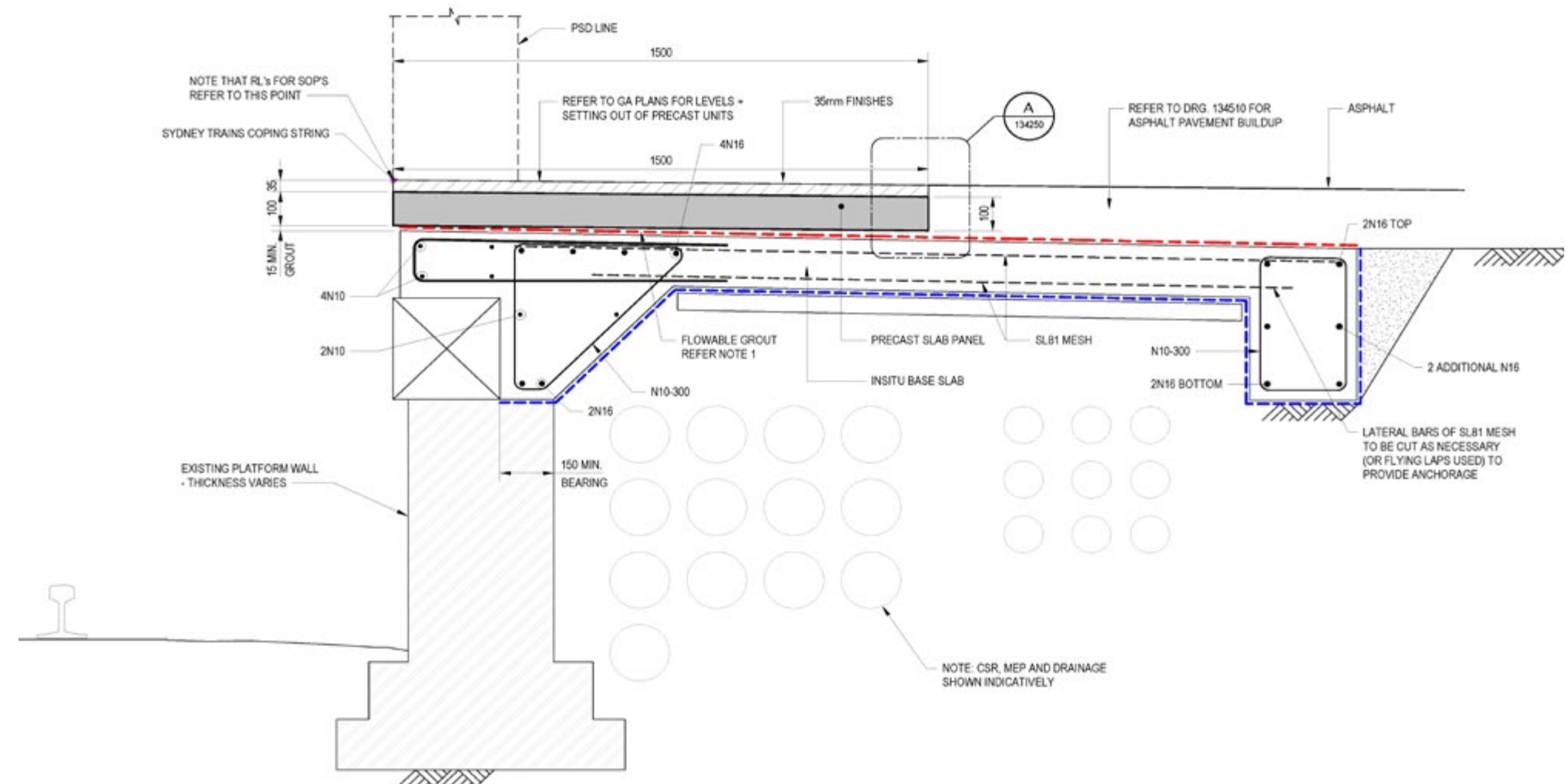


Figure 4.16 Platform edge regrading: detail section

4.8 Lifts and stairs

4.8.1 Lifts

Lifts have been integrated within the existing concourse building to provide logical, intuitive and accessible paths for customers.

Two new steel-framed lifts at both the southern and northern station entries will provide vertical transport between the upgraded plaza and the concourse bridge. A third lift provides vertical transport between the concourse and the island platform. The lift shaft is glazed to provide clear views through the station, and has been located to provide adequate clearances from and integration with existing and proposed structure and services. Each lift landing has adequate 'queuing zones' and is identified with compliant signage and graphics, positioned to be clearly visible from common entry points and access pathways. The lift is designed to seamlessly integrate with the visual style and detailing of the new concourse structure.

4.8.2 Stairs

Existing stairs are retained and brought up to current standards with minor repairs. Notably, the stairs are extended by several treads to align with new surface treatments and will have an adjusted handrail to suit (refer Figure 4.18). New balustrades will be installed and will feature either vertical steel elements or glazes screens over the rail line, both of which integrate with line-wide details.

Stairs will have a new canopy over that will provide continuous weather protection from the station entry to the platform.

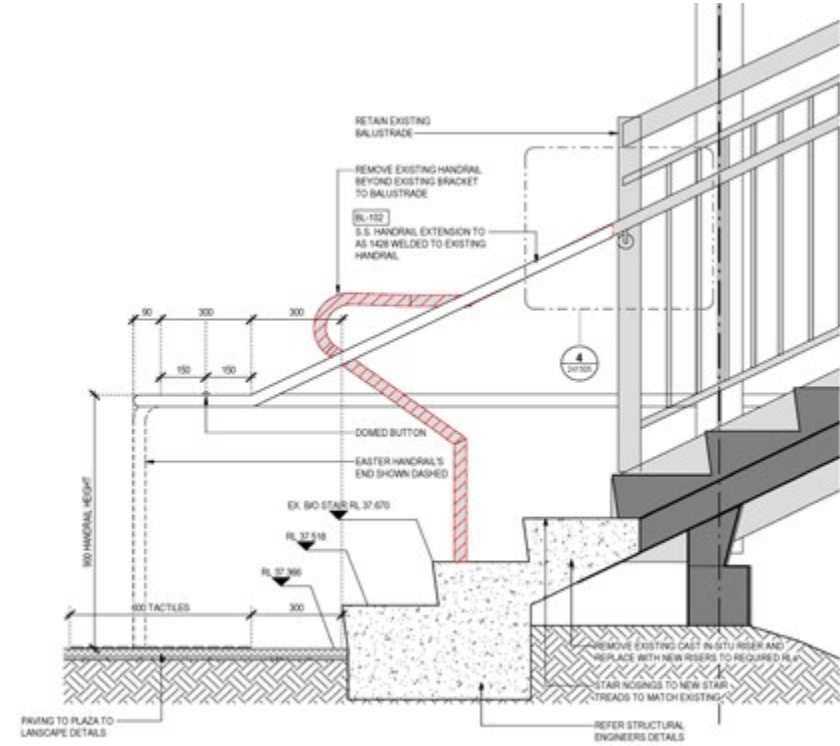


Figure 4.17 Stair refurbishment detail



Figure 4.18 Artists impression of refurbished station entry from The Boulevard

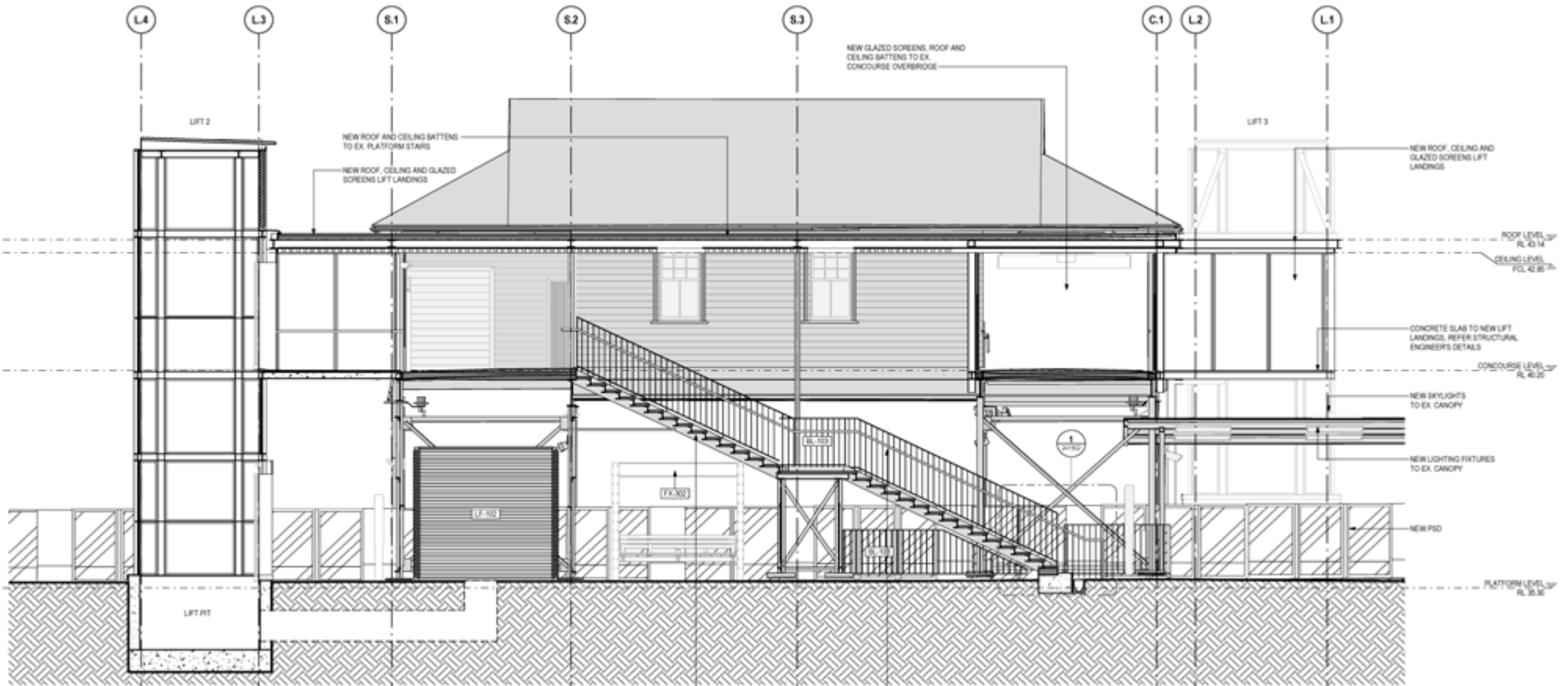


Figure 4.19 Cross section through platform showing new lift and refurbished stair

4.9 Connectivity and access

4.9.1 Pedestrian and bicycle movement

The station precinct is an important interchange for multiple transport modes: walking, cycling, buses and Sydney Metro. The design will contribute to revitalising the precinct by creating a high-quality modal interchange. New lifts and stairs to the existing Punchbowl station entries will create an accessible pedestrian connection between The Boulevard and Punchbowl Road.

Pedestrian movement within the precinct is currently constrained by Punchbowl Road and the rail corridor, which impede connectivity. Upgrades to Punchbowl Station including new lifts will create an accessible cross corridor connection between Punchbowl Road and the Boulevard. A new station forecourt plaza on the northern side creates an enhanced public space that allows enhanced access to the lift and provides space for bicycle parking and pedestrian seating.

Upgrades to the existing Punchbowl Road underpass will improve safety and accessibility to and from the station. A new pedestrian crossing at Punchbowl Road adjacent to the existing bus stops is currently under investigation and its implementation would facilitate greater pedestrian connectivity within the wider station precinct. A concept design for a future cross corridor pedestrian connection has also been completed as part of the design (refer section 4.9.5). This future overbridge will alleviate pedestrian movement pressures from Punchbowl Road and allow an alternate path of movement.

4.9.2 Bicycle parking

Bicycle parking is provided for at both the north and south station entries. Ten bicycle parking hoops (for a total of 20 spaces) are provided to the northern station entry directly adjacent the station entry stairs and new lift, while seven additional hoops (total 14 spaces) are located at the plaza entry from The Boulevard.

4.9.3 Interchange facilities

The design provides for:

- Convenient transfer to existing bus stops on Punchbowl Road, Breust Place and The Boulevard
- 10 new bicycle hoops (20 spaces) north of the station
- 7 new bicycle hoops (14 spaces) south of the station
- Access to a new kiss and ride space on The Boulevard
- Access to existing taxi spaces on Arthur Street
- Access to two existing accessible parking spaces at the southern station entry
- Access to existing park and ride facilities on The Boulevard and Urunga Parade.

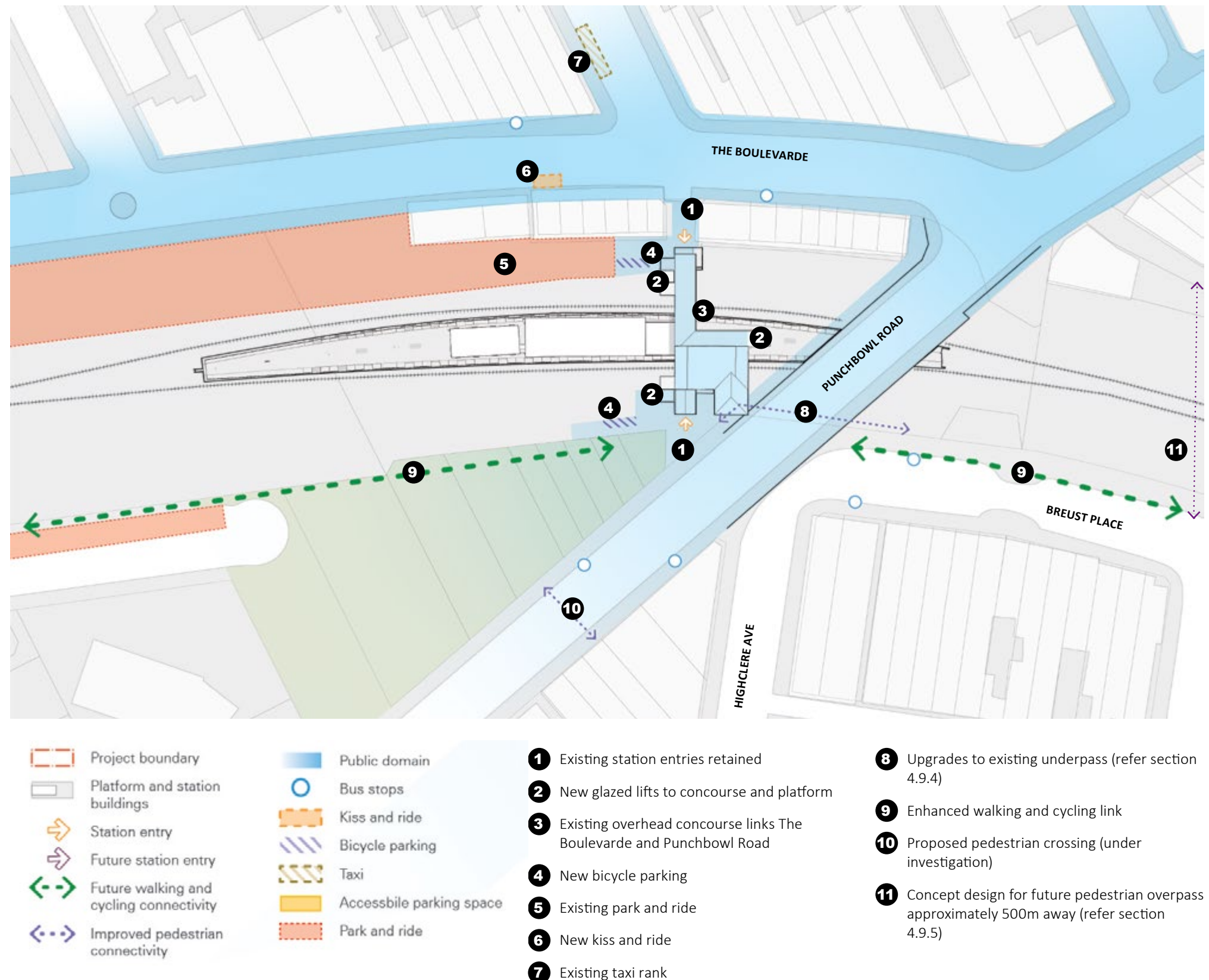


Figure 4.20 Transport interchange connectivity and access

4.9.4 Pedestrian underpass improvements

An existing pedestrian underpass links the northern station entry to Breust Place crossing beneath Punchbowl Road. The underpass is an essential link within the precinct as Punchbowl Road is heavily trafficked and does not provide many local crossing points and the underpass provides for both pedestrians and cyclists moving along the east-west connection. Refer item 8 Figure 4.20 for its location.

As part of the design, improvements have been made to the underpass to enhance its safety and security. The path will be widened throughout the length with the fence line moved outwards also. New lighting will also be installed through the length of the underpass, improving safety. The concept design was also developed to satisfy the requirements of CoA E59(a).

4.9.5 Future pedestrian overbridge

A concept design has been prepared for a future pedestrian overbridge connecting South Terrace to Stansfield Avenue, crossing the rail corridor. The bridge is situated so that it is as close to Punchbowl Boys High School as practicable and is approximately 500m from the station. The bridge will relieve pedestrian and cyclist movement from Punchbowl Road and allow for an alternate, direct route west of the station and has been developed to satisfy the requirements of CoA E59(b).

While out of current scope, the concept design shows that a future connection is achievable to connect residential neighbourhoods and Punchbowl Boys High School, activating the local streets with a more desirable path of movement. The concept allows the safeguarding of land for the overbridge’s future implementation within the rail corridor.



Figure 4.21 Current underpass condition

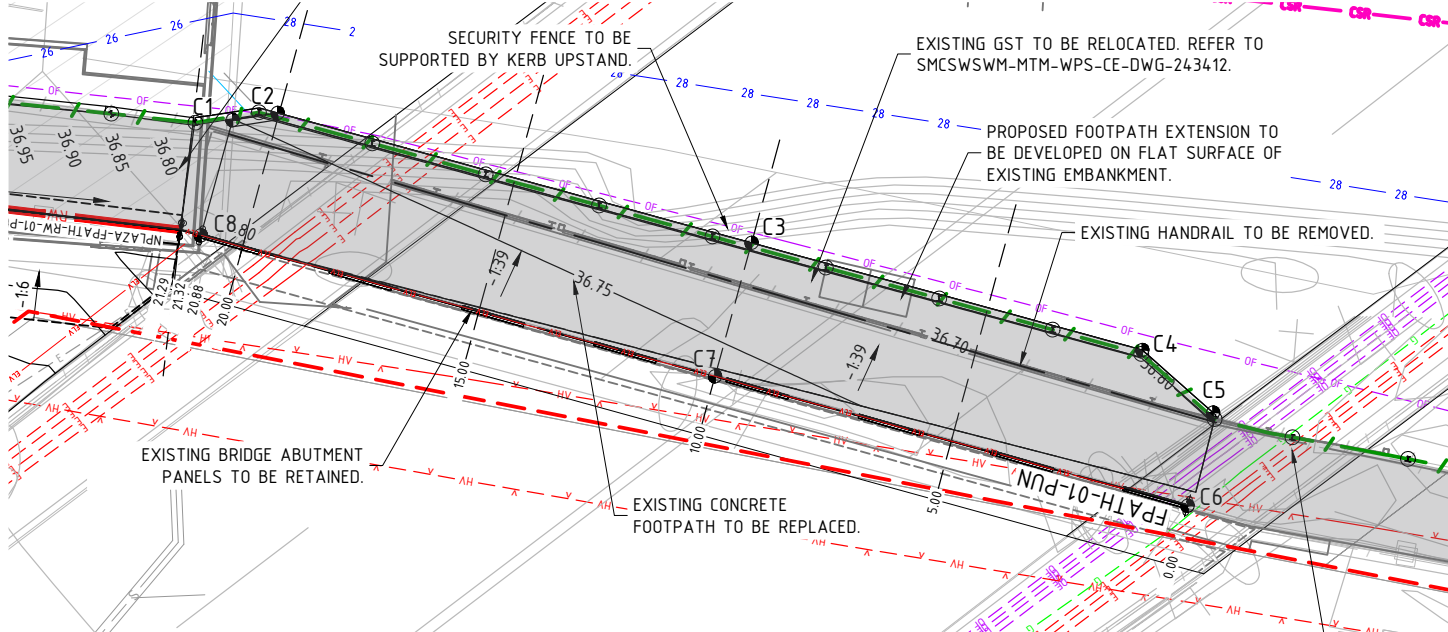


Figure 4.22 Plan of proposed underpass widening

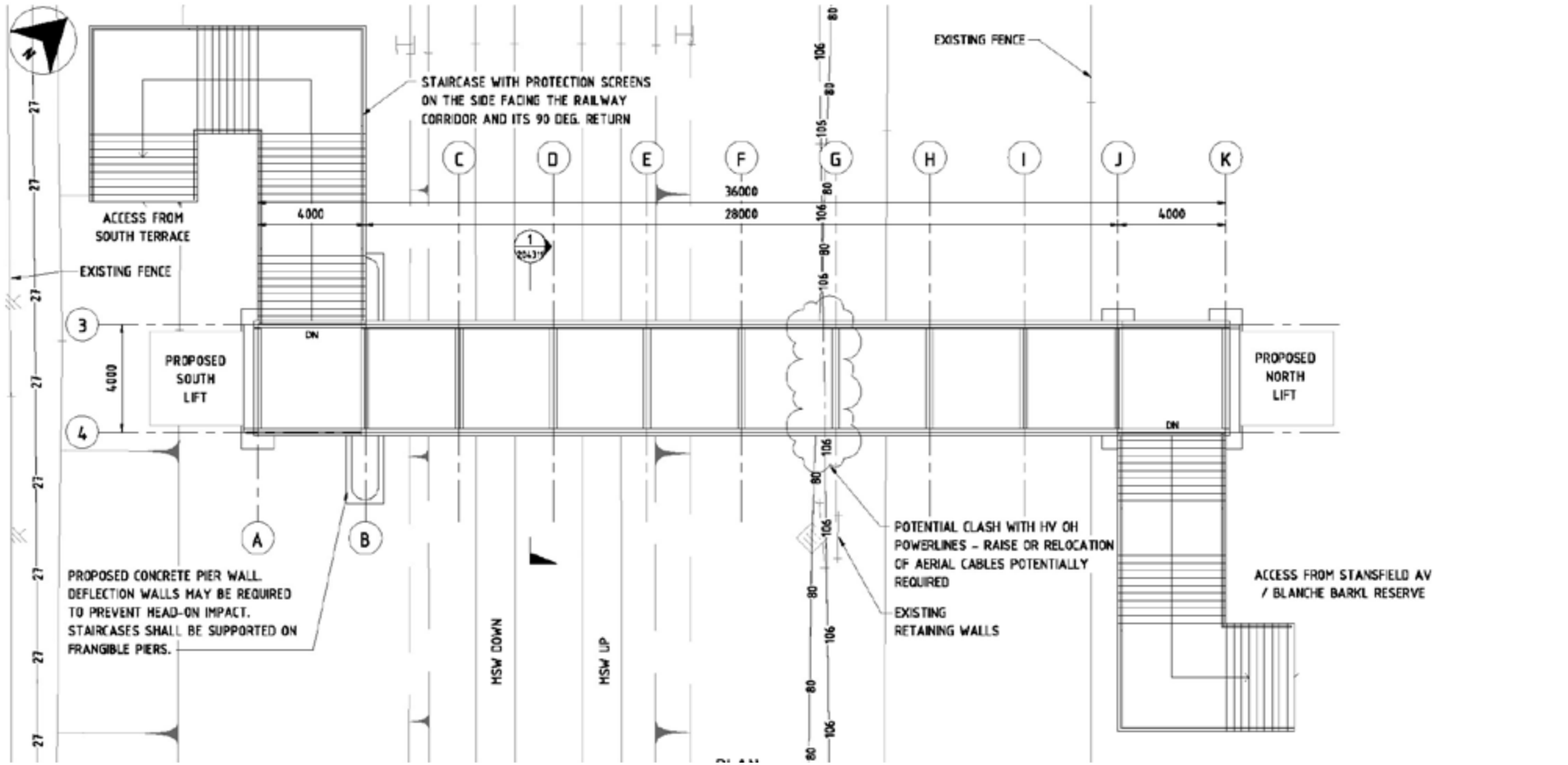


Figure 4.23 Concept plan of future pedestrian overbridge

4.10 Public domain

4.10.1 Public domain activation

The project delivers two new plaza spaces to the existing streetscape, one to the north and one to the south adjacent to the existing station entries.

The northern plaza (refer figure 4.3 for detailed design) is well integrated with the existing station entry and Rest Park. It will extend the usable space in front of the station entry stairs with a paved area and provide improved access and legibility. It incorporates a pop-up retail space next to the lift and stair entry and three cube seats which are located under the central tree providing an additional communal space for seating and gathering within the precinct. Both the seating and pop-up retail will encourage activation in the plaza. The plaza is open to the street and features a small continuous stair descending into Rest Park to deal with the change in existing levels. Accessible connections into the rest park and to the footpath at Punchbowl Road are also provided. The design of the northern plaza aims to complement the existing landscape setting of Rest Park while providing a place of respite from busy Punchbowl Road.

The southern plaza (refer figure 4.4 for detailed design) refreshes an existing space between 2 shopfronts and proposes to extend existing paving design along the entire station entrance to create a consistent station entry. The southern plaza will upgrade the space and provide better access from the street and carpark to the station. Seating, and landscaping will combine to provide a shady place for rest and respite off the main street while encouraging use of the space and facilitating better activation.

These plazas will provide an inviting place for metro commuters and the general public to rest and relax or come together directly outside the station entry. New tree planting is proposed within the plazas to provide year round shade while improved lighting and heritage interpretation installations will help provide both a safe place and a place worth spending time in.



Figure 4.24 Current conditions at northern station entry



Figure 4.25 Current conditions at southern station entry

4.11 Plaza landscape design

4.11.1 Landscape strategy

The landscape design acknowledges and responds to the various layers of history of Punchbowl. Rich stories around the sites historic use has influenced elements within the design whilst also providing modern approach that responds so the local context and has a consistency with local council and line-wide Metro finishes and fixtures.

The landscape strategy for the northern plaza provides a generous station entry forecourt and connections to the existing Rest Park and Punchbowl Road. It provides a lush, green respite from the prevailing hardscape urban character within the precinct. A series of large terraced concrete steps are employed to mitigate the level change and function as seating. A terraced lawn at the foot of these stairs steps down into the park and is planted with indigenous species to create a connection to the Aboriginal Heritage of the area.

Additional seating is proposed as solid cubes at the centre of the plaza, located under a central tree providing a shaded place for communal gathering. Feature paving is proposed within the plaza to add visual interest and reinforce local identity. The low walls along the edge of the plaza and along the footpath frontage at Punchbowl Road manage the change in ground / garden levels and will have heritage interpretation media installed.

The landscape strategy within the southern plaza and adjacent connection to the carpark aim to unify and consolidate existing underutilised areas within the public domain while providing meaningful new spaces for public use. The existing space is outdated and quite hard and urban in feel. The design aims to soften the space with additional landscaping and a renewed palette of materials and fixtures. It will still retain its connection to The Boulevard but will create an improved break out space from the busy street.

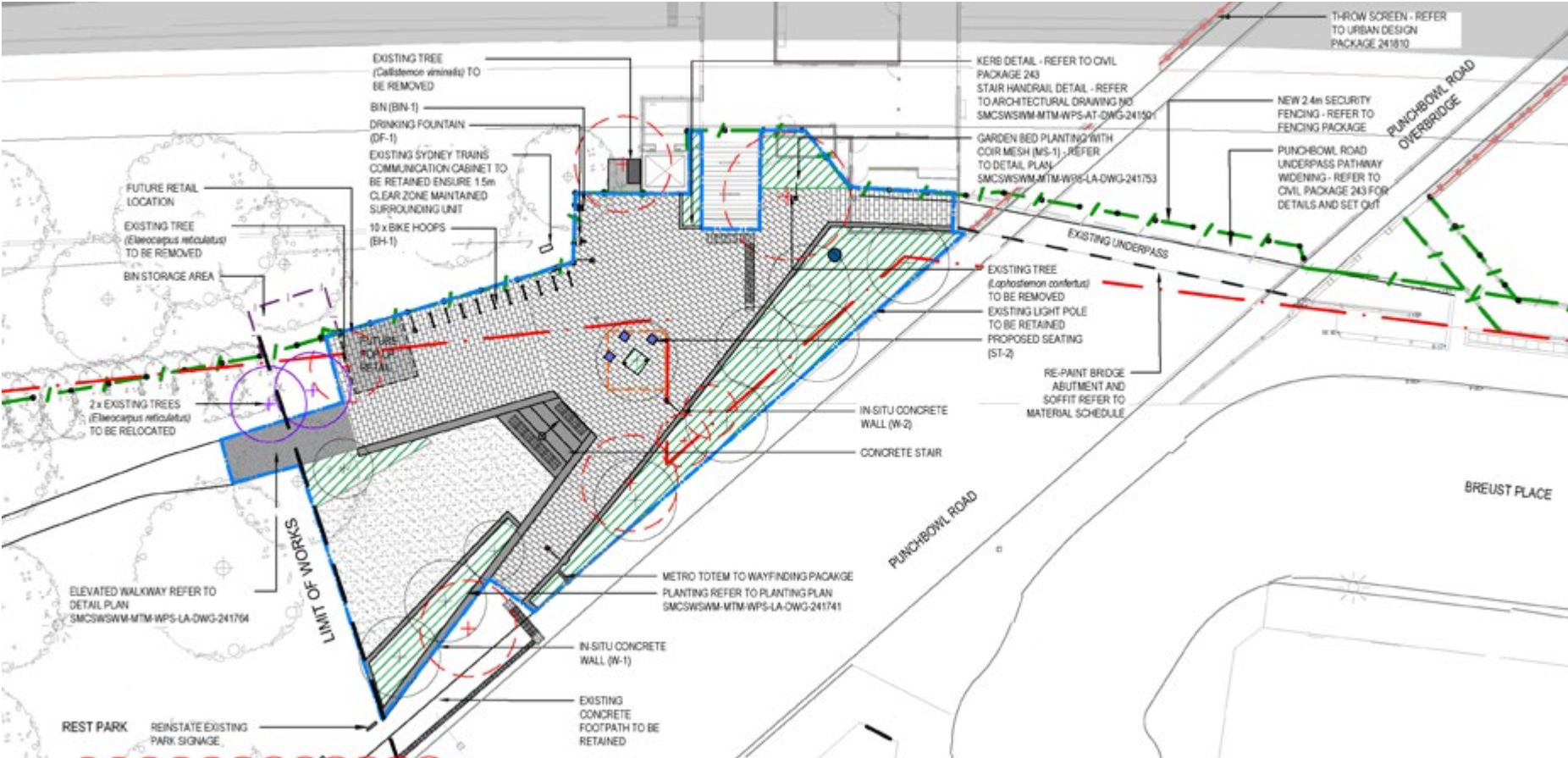


Figure 4.26 Northern plaza landscape plan

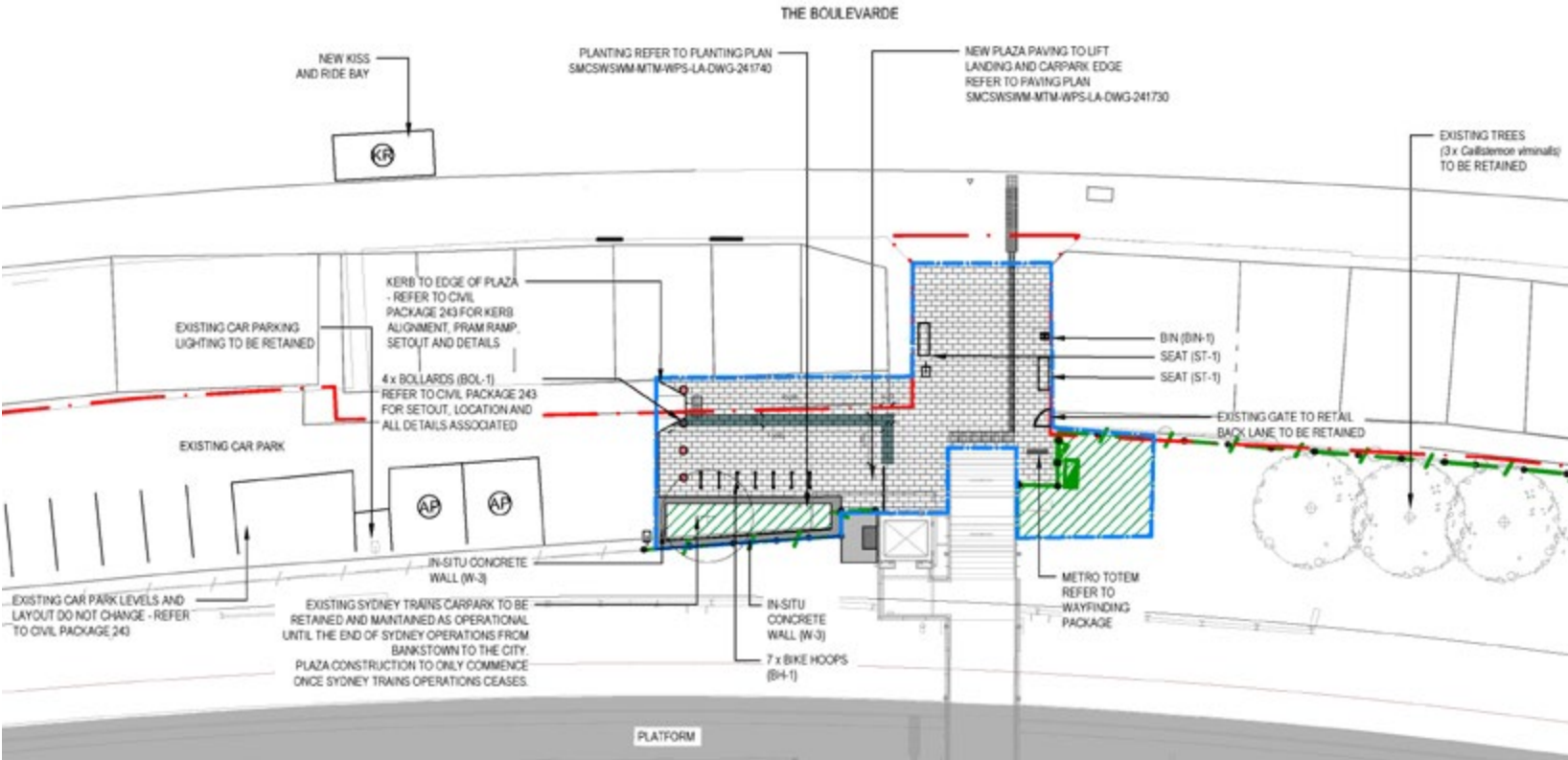


Figure 4.27 Southern plaza landscape plan

4.11.2 Species selection

The plant species have been selected to be of low maintenance and have drought tolerant capabilities following establishment. Species selection for Punchbowl Station pays homage to the local indigenous community of the area. A selection of native edibles, or bush tucker plants, have been selected to be planted in the two linear planter beds at the bottom of the terrace stairs leading into Rest Park. Bush tucker refers to native Australian flora and fauna, traditionally used in Aboriginal food and medicine. These plant species have been reviewed by City of Canterbury Bankstown Council who have consulted with the Elders of the local community to ensure a connection to the Aboriginal people is meet and is meaningful to them

On the northern side, the lower garden bed at Punchbowl Road is planted with native grasses that can tolerate having wet feet as this area will act as a rain garden. The upper embankment planting will comprise of three Eleocarpus trees and an understorey of Westringia, Callistemon and Lomandra species to ensure an improved biodiversity as well as embankment stabilisation.

The planting to the southern plaza is minimal but will consist of native grass species, mass planting of a single species of Dianella and a single tree ensuring that views down along the corridor are maintained. Within the existing carpark to the east of the Southern plaza tree planting of Eleocarpus and groundcover planting of Callistemon and Dianella to soften the carpark whilst bringing in some colour and shade.

Planting to the services building is kept to a minimum due to local service route locations as well as an Underground tank, a new hedge is proposed to run alongside the fence line of Urunga Parade to screen the services building from the streetscape. New tree plantings along Urunga Parade create a uniformed tree experience as well as shade and amenity to the streetscape.

4.11.3 Earthworks and landform

There are no major changes in landform requiring earth works as part of the design. There will be minor levelling of the ground surface at the northern plaza to achieve an accessible and functional space. Changes in level will be addressed in the form of large, wide stairs to transition down to the existing Rest Park lawn.

At the services building, no major earthworks will be required as the building typically sits slightly above ground level.

	Botanical Name	Common Name	Pot Size	Spacing	Indigenous?
TREES	<i>Acer negundo</i>	Box Elder	100L	As shown	
	<i>Elaeocarpus reticulatus</i>	Blueberry Ash	100L	As shown	Y
	<i>Glochidion ferdinandi</i>	Cheese Tree	100L	As shown	
	<i>Eucalyptus punctata</i>	Grey Gum	100L	As shown	
	<i>Eucalyptus piperita</i>	Sydney Peppermint	200L	As shown	
	<i>Callistemon viminalis</i>	Weeping Bottlebrush	100L	As shown	
SHRUBS	<i>Callistemon 'Green John'</i>	Dwarf Bottlebrush cvs	200mm	4/m ²	
	<i>Callistemon 'Endeavour'</i>	Bottlebrush cvs	200mm	4/m ²	
	<i>Raphiolepis indica</i>	Indian Hawthorn	200mm	4/m ²	
	<i>Westringia 'Blue Gem'</i>	Coastal Rosemary cvs	200mm	4/m ²	
	<i>Correa pulchella 'Fire Bells'</i>	Native Fuchsia cvs	200mm	4/m ²	
	<i>Syzygium 'Aussie Boomer'</i>	Lillypilly cvs	200mm	4/m ²	
	<i>Banksia spinulosa</i>	Haripin Banksia	200mm	4/m ²	Y
	<i>Syzygium luehmannii</i>	Riberry	200mm	4/m ²	
GRASSES & GROUND COVERS	<i>Dianella 'Little Jess'</i>	Blue Flax Lily cvs	140mm	6/m ²	Y
	<i>Dianella revoluta</i>	Blue Flax Lily	140mm	6/m ²	
	<i>Lomandra multiflora</i>	Many Flowered Mat Rush	140mm	6/m ²	Y
	<i>Lomandra 'Little Con'</i>	Dwarf Mat Rush	140mm	6/m ²	Y
	<i>Liriope 'Evergreen Giant'</i>	Turf Lily cvs	140mm	6/m ²	
	<i>Bouteloua dactyloides</i>	Buffalo Grass	140mm	6/m ²	
	<i>Myoporum parvifolium</i>	Creeping Boobialla	140mm	6/m ²	Y
	<i>Viola hederacea</i>	Native Violet	140mm	6/m ²	Y
BUSH TUCKER PLANTING	<i>Elaeocarpus reticulatus</i>	Blueberry Ash	100L	As shown	Y
	<i>Backhousia citriodora</i>	Lemon Myrtle	100L	As shown	Y
	<i>Alpinia caerulea</i>	Native Ginger	200m	6/m ²	Y
	<i>Austromyrtus dulcis</i>	Midgenberry	200m	6/m ²	Y
	<i>Banksia 'Birthday Candle'</i>	Dwarf Banksia	200m	6/m ²	Y
	<i>Dianella revoluta</i>	Blue Flax Lily	200mm	6/m ²	Y
	<i>Myoporum parvifolium</i>	Creeping Boobialla	200mm	6/m ²	Y



Acer negunda
Box Elder



Eleocarpus reticulatus
Blueberry Ash



Glochidion ferdinandi
Cheese Tree



Eucalyptus punctata
Grey Gum



Eucalyptus piperita
Sydney Peppermint



Callistemon viminalis
Weeping Bottlebrush



Callistemon 'Green John'
Bottlebrush



Raphiolepis indica
Indian Hawthorn



Westringia 'Blue Gem'
Coastal Rosemary



Callistemon 'Endeavour'
Bottlebrush cvs



Correa pulchella 'Fire Bells'
Native Fuchsia cvs



Syzygium 'Aussie Boomer'
Lillypilly cvs



Banksia spinulosa
Harpin Banksia



Syzygium luehmannii
Riberry



Dianella 'Little Jess'
Blue Flax Lily



Dianella revoluta
Blue Flax Lily



Lomandra multiflora
Many Flowered Mat Rush



Lomandra 'Little Con'
Dwarf Mat Rush



Liriope 'Evergreen Giant'
Blue Flax Lily



Bouteloua dactyloides
Buffalo Grass



Myoporum parvifolium
Creeping Boobialla



Viola hederacea
Native Violet



Eleocarpus reticulatus
Blueberry Ash



Backhousia citriodora
Lemon Myrtle



Alpinia caerulea
Native Ginger



Banksia 'Birthday Candle'
Banksia



Austromyrtus dulcis
Midgenberry



Dianella revoluta
Blue Flax Lily



Myoporum parvifolium
Creeping Boobialla

4.11.4 Landscape maintenance and monitoring

A landscape management plan has been developed for the project which details the strategy and procedures to be undertaken with regards to the successful establishment and on-going maintenance of new vegetation. It also specifies procedures for the regeneration of disturbed vegetation.

The landscape has been designed to ensure low water use species have been planted to optimise long-term maintenance. Irrigation will be provided where passive irrigation cannot be achieved. Regular monitoring and maintenance should be undertaken to ensure plants are maintained to their highest quality. Other regular practices shall be carried out to ensure optimum plant condition by the site operator – these include but are not limited to:

- Watering – generally ensure that planting is receiving sufficient water to ensure a vigorous growth,
- weed and pest control – by eradicating all weeds and pests from the planted area during the specified maintenance period,
- monitoring all plants for pest and diseases on a monthly basis,
- fertilizing as appropriate,
- replacement of plants to those damaged, diseased or dead, replace any stolen plant to ensure and maintain plant densities for the duration of the maintenance period,
- re-mulch as necessary to maintain the mulch depth specified for the duration of the maintenance period,
- remove any rubbish from the planted areas,
- pruning of vegetation as required to ensure planting is kept clear of footpaths, operations of rail line, and Crime Prevention Through Environmental Design (CPTED) surveillance.

Areas outside the limits of the works which are disturbed as part of the construction will be restored and re-vegetated. These practices include:

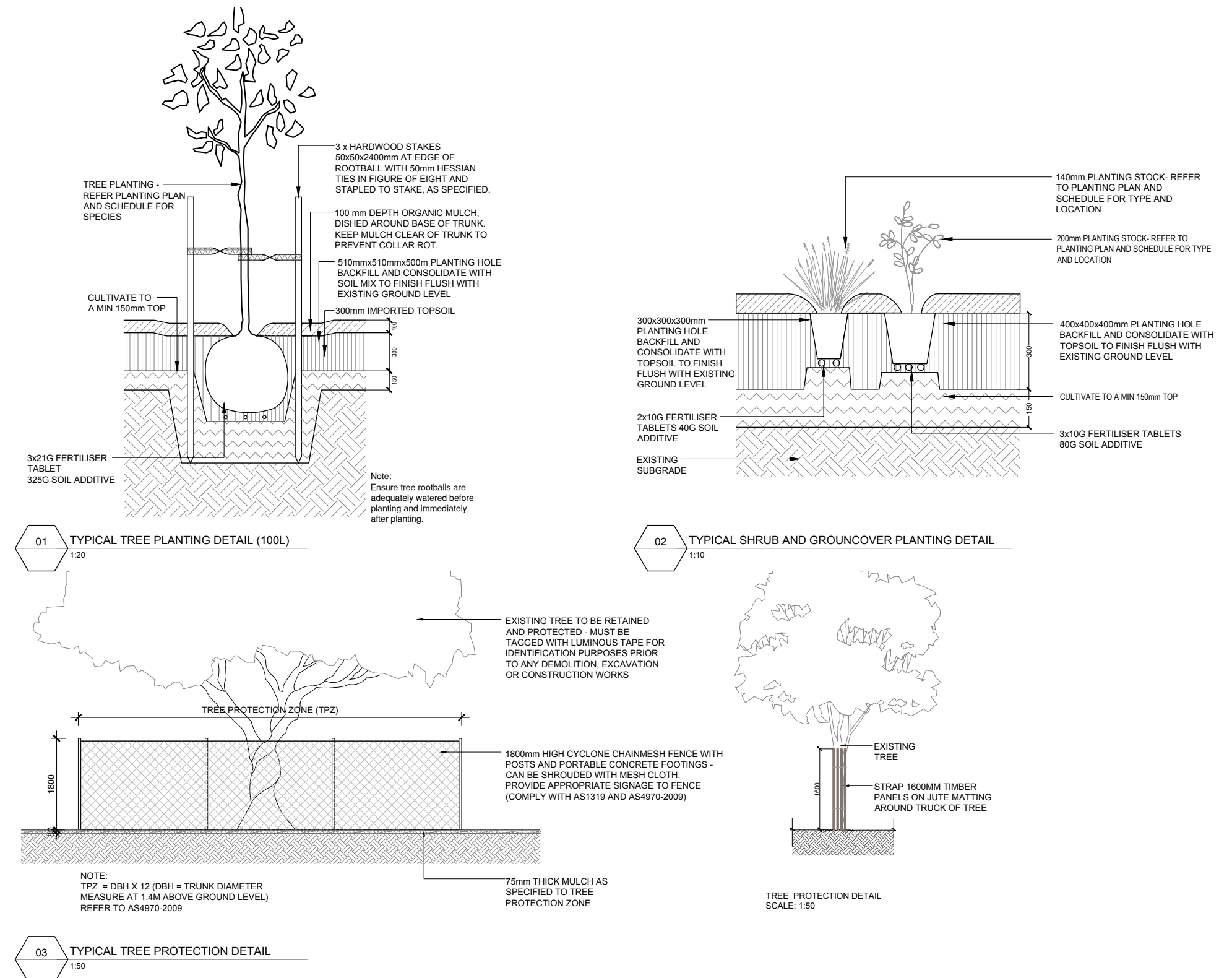
- Areas around compounds, material storage, access roads, fencing, services, drainage and infrastructure will be recorded upon establishment of the site,
- detailed records will be made of the existing conditions,
- identified trees and areas of significant vegetation shall be protected with temporary fencing,
- unnecessary disturbance of vegetation will be minimised,
- areas of vegetation that are disturbed during the works will be recorded and rehabilitated. This includes the retention of natural grades and drainage paths, reintroduction of grasses and planting.

All areas that are restored will be recorded with details of how areas were treated and how areas were revegetated, including soil preparation and vegetation used. These areas will then form part of the on-going requirement of maintenance and monitoring.

4.11.5 Water Sensitive Urban Design (WSUD)

Water Sensitive Urban Design is intended to be subtly present at all stations. At Punchbowl Station, paved areas, platforms and pathways are graded to provide a natural cross fall towards planted areas. This allows for passive water runoff to be directed to the planting areas allowing the garden to take full advantage of the water runoff.

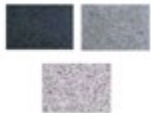
4.11.6 Typical planting details

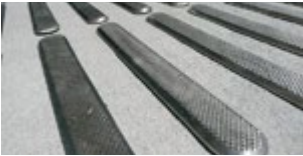
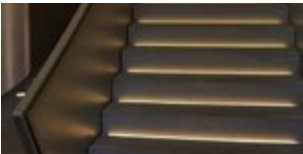


4.12 Hardscape elements

4.12.1 Paving and street furniture selection

The public domain palette has been developed to respond to Council’s requirements and preferred urban elements, and to maintain some continuity with the look and feel of Sydney Metro where possible, using or modifying the existing palette. This includes the seat, shelter and bins that are currently used within the local area. Maintainability was a key consideration and has guided the selection of a suite of robust elements.

CODE	ITEM	IMAGE	DIMENSIONS (mm)	FINISH
HARDSCAPE				
PAV-1	Granite Paving (Northern Entry) Adelaide Black/Seasame Grey/Samson White		400x400x40	Exfoliated / Bush Hammered
ST-1	Concrete steps Piles Creek Cream		206x270/300x1000	Class 2 concrete
W-1	Concrete Garden Wall - Insitu class 2 concrete retaining wall		300mm width - refer to details and plan	Rough sawn formwork finish to front face of wall and class 2 to all other faces. Refer to details
ST-N	Stair nosing Latham AB-FA711ST aluminum stair nosing		To fit stair	As supplied
URBAN FURNITURE				
BR-1	Bicycle Racks (Southern / Northern Entry)		845Lx120Wx850H	Stainless Steel 316 No.4 Finish (brushed)
BIN-2	Bins		620Lx620Wx1093H	Stainless Steel - Finish 2B
BOL-1	Bollards (Southern Carpark)		900mm above ground 300mm below ground	Linished
TGS-1	Tactile Indicators - warning indicators		Refer to paving plan	Colour test - Stainless steel, black, brass - <i>Do not use Yellow or Blue</i>

CODE	ITEM	IMAGE	DIMENSIONS (mm)	FINISH
TG-2	Tactile Indicators - Directional indicators		Refer to paving plan	Colour test - Stainless steel, black, brass - <i>Do not use Yellow or Blue</i>
ST-1	Seat Botton and Gardiner Urban Classic AS1428.2 Seat		L1800mm x W580mm x H770mm	Cast aluminium, Galvanised steel powder coated, hardwood (spotted gum)
ST-2	Seat Northern plaza		500x500x500	In-situ concrete
DF-1	Drinking Fountain CIVIQ Aquafil FlexiFountain		Installed as per manufacturers instructions	Stainless steel Council branding to the back panels. Graphic provided by City of Canterbury Bankstown Council
LIGHTING				
LP-1	Pedestrian Pole Top Lighting		4m Pole	Marine-grade, die cast aluminium alloy
L-2	Pedestrian lighting (Pedestrian underpass)			Fabricated stainless steel
L-3	Ambient Light - Strip Lighting		29x75x1000	Hard anodised Frosted glass
L-3	In ground lighting		200x179 Refer to lighting and electrical plans and manufacturers specs	Flush-mount stainless steel frame

4.12.2 Bridge Vertical Protection and OHW Safety Screens

General – corridor wide

Vertical screens will be provided at cross corridor overbridges. They are required to prevent objects being passed through or thrown onto live equipment or the corridor below.

The urban design strategy is to:

- preserve views at station overbridges where possible
- respect and highlight existing heritage structure and
- optimise the amenity of the adjacent footpath space for pedestrians
- achieve consistency with the architectural treatment at adjacent stations
- design the screens to transition from full height to match adjacent height barriers or fences.

The screens have been designed to balance the varying conditions at each station while also working together as a family of elements that contributes to the corridor-wide identity of Southwest Metro.

There are four types of screen:

Type 1:

- Located at or close by station overbridges, where there are existing brick (typically heritage listed) parapet walls
- Steel posts fixed to the outside face of the existing bridge structure. The posts do not fix to heritage elements and will feature a taper towards the top that reduces visual bulk and excessive material use
- The profile is vertical for two metres above the footpath, and then cranked inwards to an overall height of three metres
- Woven stainless steel mesh between the posts and above the existing wall to an overall height of three metres high.

Type 2:

- Located at or close to station overbridges, where there is no existing parapet
- Steel posts fixed to the outside face of the existing bridge structure. The posts do not fix to heritage elements and will feature a taper towards the top that reduces visual bulk and excessive material use
- The profile is vertical to the overall height of three metres
- A continuous handrail to the length of the overbridge screen
- Full height, laminated safety glass between posts with an anti-graffiti film layer.

Types 3A and 3B:

- Located outside station precincts. Type 3A are new screens, Type 3B are modified existing screens
- Clear perspex panels to 1.8 metres high, attached to stainless steel woven wire mesh screens to the full height of three metres
- The profile is vertical to the overall height of three metres.

Types 4A and 4B:

- These types are for pedestrian-only bridges. Type 4A occurs at or near stations while Type 4B is outside station precincts
- Type 4A has a wire mesh screen with services integrated
- Type 4B has a fully enclosed wire mesh vertical protection screen with clear perspex panels fixed to the screen to a height of 1.8 metres.

Punchbowl Station

At Punchbowl station, an overbridge that forms part of Punchbowl Road crosses the corridor directly over the station and adjacent to the overhead booking office. Punchbowl is unique in that the station entry does not connect to the overbridge, rather has station entries that connect to the local area at ground level. Punchbowl Road overbridge has recently received vertical screen upgrades on both sides as part of road upgrades and there will only be minor adjustments to make the screen compliant to current standards.

As there are existing screens that do not connect directly to the station, a variation of type 3 screens are proposed.



Figure 4.29 Existing vertical screen arrangement at Punchbowl Road

4.12.3 CPTED (Crime Prevention Through Environmental Design)

Places that feel safe and well connected encourage walking and cycling including to public transport, while real and perceived crime risks can deter people from using certain facilities, taking particular routes or being in various locations. For Sydney Metro, CPTED is of particular importance with regard to how the project interfaces with the public realm and the movement of pedestrians and cyclists to and through the project corridor.

Targeted principles were developed early in the design process that address three CPTED strategies (natural access control, natural surveillance and territorial reinforcement), to inform and guide the urban, landscape and architectural design. The design provides for passive surveillance, and clear and legible paths of travel, to contribute to a perception of safety and security in a well designed, well cared for public domain. As the design developed, a CPTED assessment was also undertaken to help refine any outstanding issues.

The assessment noted the following considerations:

CPTED assessment issue	CPTED principle/s	How the design addresses the issue
Access Interchange		
Maximise natural surveillance from nearby buildings to Kiss and Ride, taxi stand and DDA compliant parking.	Natural surveillance	Interchange points as close as possible to station, on the street and with good visibility from buildings
Station entries		
Maximise surveillance and maintain clear sightlines at station entry points	Natural surveillance	Obstructions are not placed in lines of sight within plaza spaces. Vegetation is kept low or where shade trees are planted, they will retain sight lines beneath
Bike parking		
Maximise natural surveillance from nearby buildings bike racks / landscape. Ensure bike racks do not act as a climbing aid.	Natural surveillance Territorial reinforcement	Bicycle parking is well positioned to achieve passive surveillance. Racks are away from fences and climbable surfaces
Landscape		
Consider maintenance of existing vegetation to maximise natural surveillance of platform areas, in particular under the booking office, behind the lift and beneath the stairs	Landscaping Natural surveillance Image and maintenance	Vegetation along the underpass is removed as part of path widening. Vegetation will also be tidied where new fence lines are installed
Lighting		
Ensure lighting is in accordance with RSS 001 lighting performance requirements for station concourse building, platforms and platform buildings	Lighting	Lights throughout are upgraded, including public spaces and pedestrian underpass
Platform buildings		
Target hardening of platform buildings required to protect assets including alarm, CCTV and security signage	Physical security / target hardening	Considered in the design

4.13 Public art

Public art is planned to be integrated into the station design in the form of architectural glass panels at station entries and on concourses. A uniform series of locations and materials have been selected for the ten Southwest Metro stations between Marrickville and Bankstown, to provide a cohesive framework for diverse artworks for this section of Sydney Metro. The art sites would be visible from the surrounding public domain.

Artists have been selected through a competitive process involving a public expression of interest and competitions with expert panels selecting the artists and artworks. Successful artists are developing artworks that will be realised as a transparent artwork, embedded in glass panels at the stations. The works respond to stories and themes from the nearby local communities and neighbourhoods.

The public art program aims to:

- Align with Transport for NSW’s commitments to improving customer experience and delivering successful places
- Promote inclusivity, community involvement, public pride and ownership of Sydney Metro stations and precincts
- Provide a welcoming, destinational and impressive presence within stations and opportunities for the arts sector to contribute to the Sydney Metro network
- Commission diverse public art of high quality by a culturally diverse range of artists
- Create a best practice in permanent Australian transit art, and high-quality artworks.



Figure 4.30 Example of glazed artwork screens at Canberra Lightrail. Art by Hannah Quinlivan

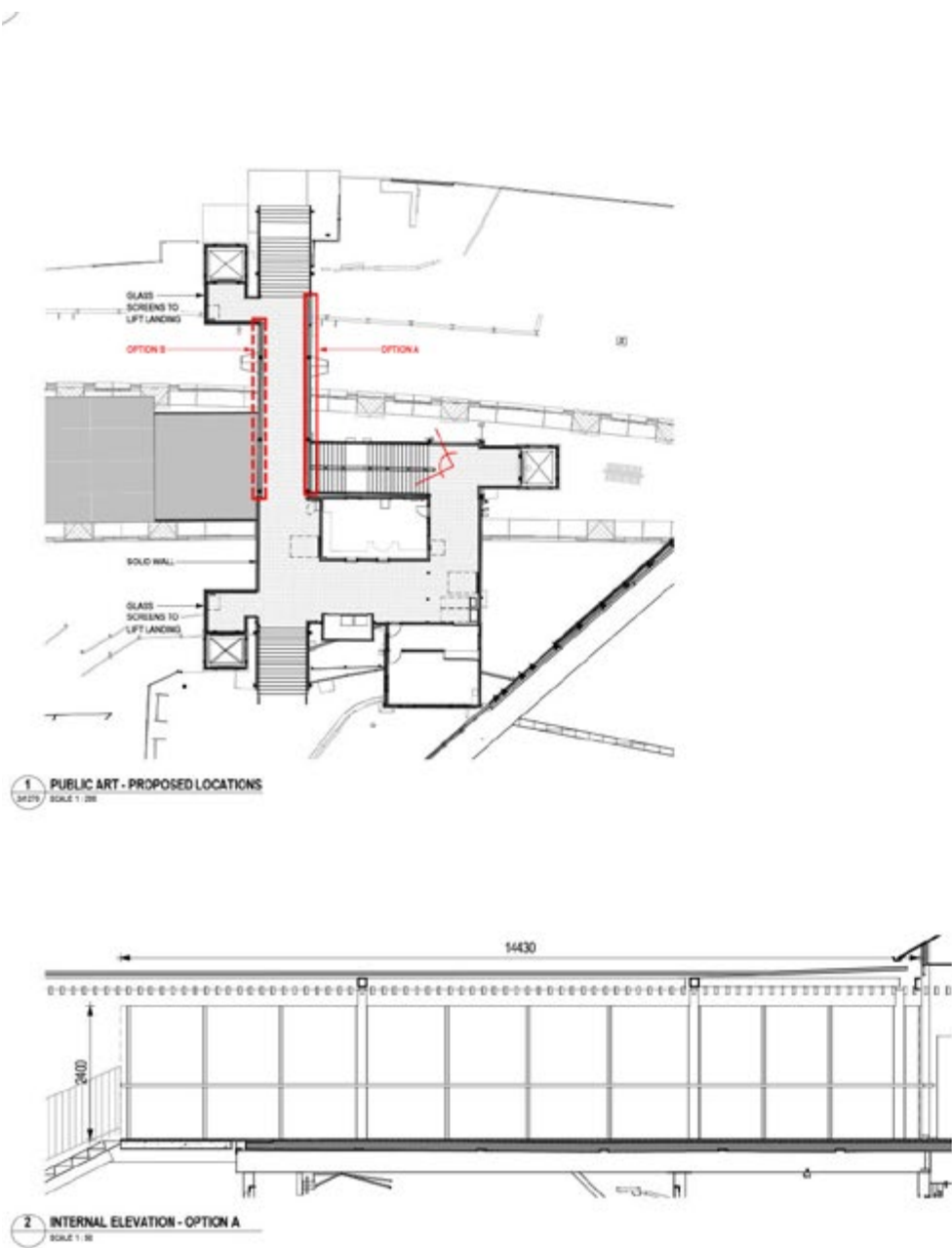
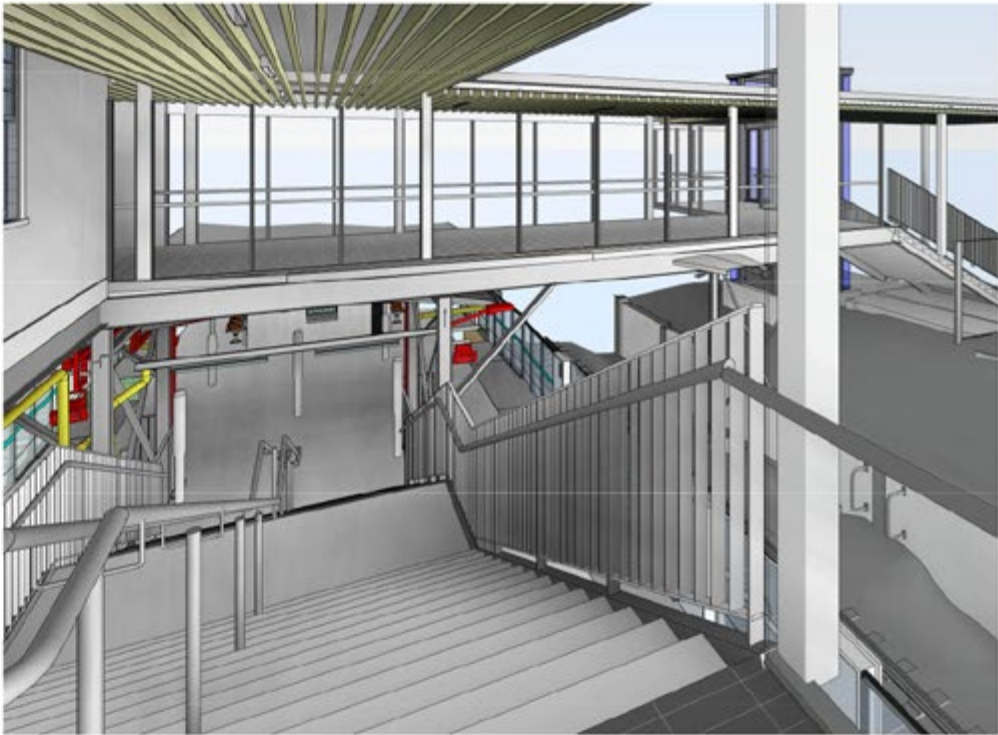


Figure 4.31 Identified public art location at Punchbowl Station



3 PERSPECTIVE VIEW FROM PLATFORM STAIRS
SCALE

4.14 Metro-wide design

4.14.1 Wayfinding and signage

The primary station entries at The Boulevard and Railway Parade will be retained. Upgrades to directional signage at the existing station entries and internally at the station overbridge, concourse and platforms will reinforce this arrangement.

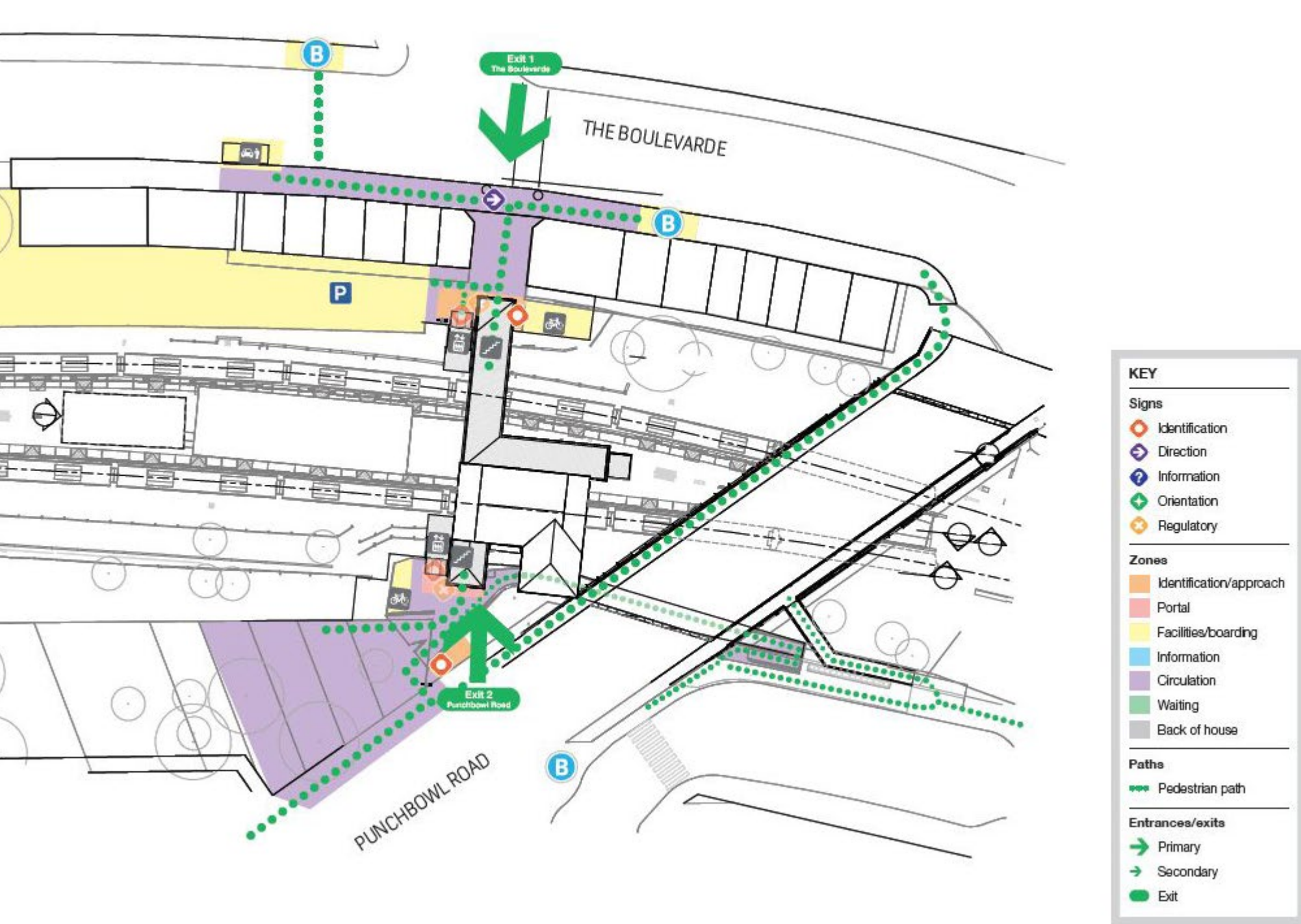


Figure 4.32 Wayfinding strategy: zone and flow diagram

4.14.2 Common materials and finishes

A finishes and materials schedule has been prepared for concourse buildings, establishing a consistent palette of materials, colours and textures that reinforce a line-wide Sydney Metro identity. The application of the palette varies subtly from station to station, to respond and contribute to the local character.

The rationale for common materials and finishes across the whole alignment is:

- Glazing for outlook, views towards platform heritage buildings, and an enhanced sense of safety with casual surveillance:
 - » Glass screens to balustrades within the station (on overhead bridges / elevated concourses)
 - » Glazed roof panels to stair canopies
 - » Glazed lifts.
- Framing that minimises the bulk and appearance of new structures, to maintain the relative importance of existing heritage and character buildings and elements
 - » Slender steel framing to screens, balustrades, lifts and canopies
 - » Steelwork painted in a dark recessive colour.
- Roofs that soften and ‘warm’ the concourse environment
 - » Battens underneath glass awnings for filtered light.
- Cladding to new or refreshed concourse buildings that is hardy, durable, and discourages graffiti; and that is distinctively lighter in appearance than the buildings at platform level below
 - » Rimex metal cladding panels with a textured pattern.
- New platform buildings (under stairs) that reflect the brick history of the station platform buildings and platform walls; that have a solid, ‘grounded’ character reflective of being in cut, below the surface
 - » Brick, laid in stretcher bond and / or patterned for ventilation where enclosing services.

At Punchbowl, a new concourse roof and glass screens will refresh the concourse, providing a clean and contemporary finish that complements the heritage concourse building. New stair canopies and lift structure enhance this orthogonal detailing with painted steel and glass throughout.

4.15 Services building

New services buildings are required at each station to house critical equipment such as signalling and telecom essential for Metro operations.

Services buildings perform similar functions at each location but will vary in size depending on specific requirements and the appropriate siting of the building. In addition to the functional building requirements there are requirements for vehicle access, parking and pad mount services. The strategy of development for the services buildings is to provide a consistent approach and visual experience across the line that is adjusted to suit the visual impact each building will have on the local public domain.

The line wide principles for the services buildings are;

- Functional and efficient building layouts applicable to multiple sites
- Simple, durable and timeless expression
- Tailored precinct arrangement - driven by current and future constraints
- Considerations of cost and constructibility

Sydney Metro will continue to keep local stakeholders updated on the design and construction of the services building.

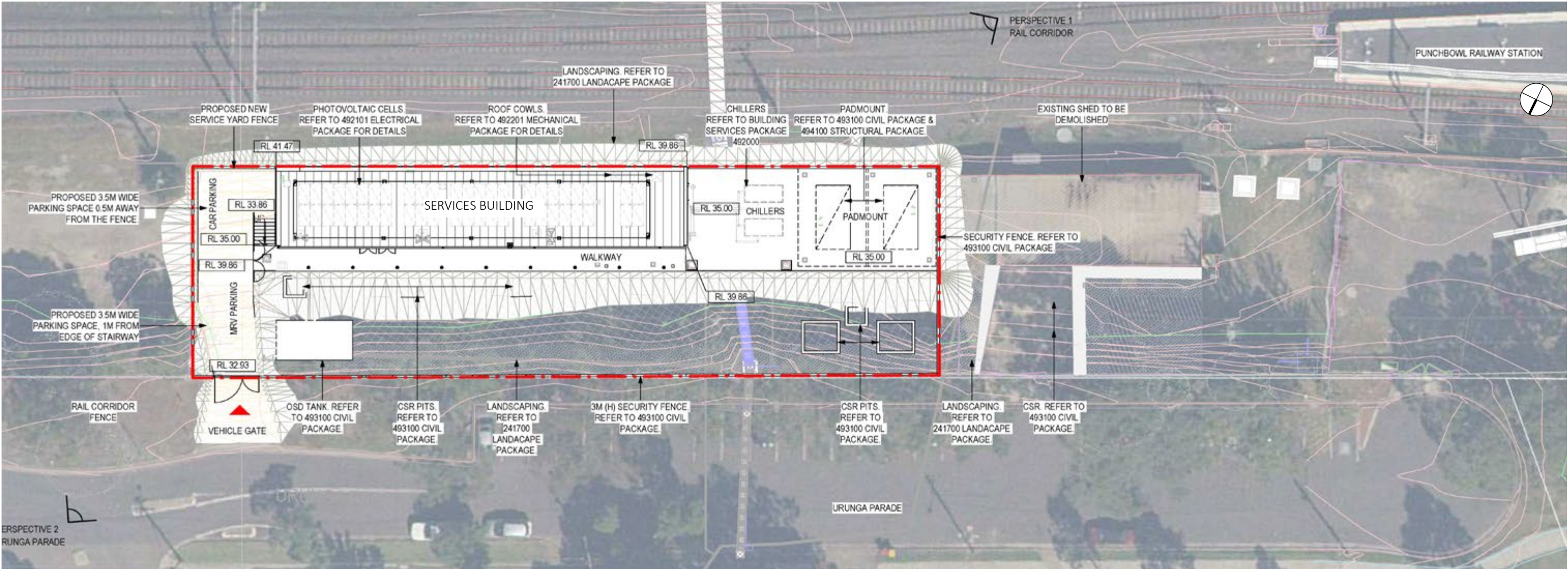
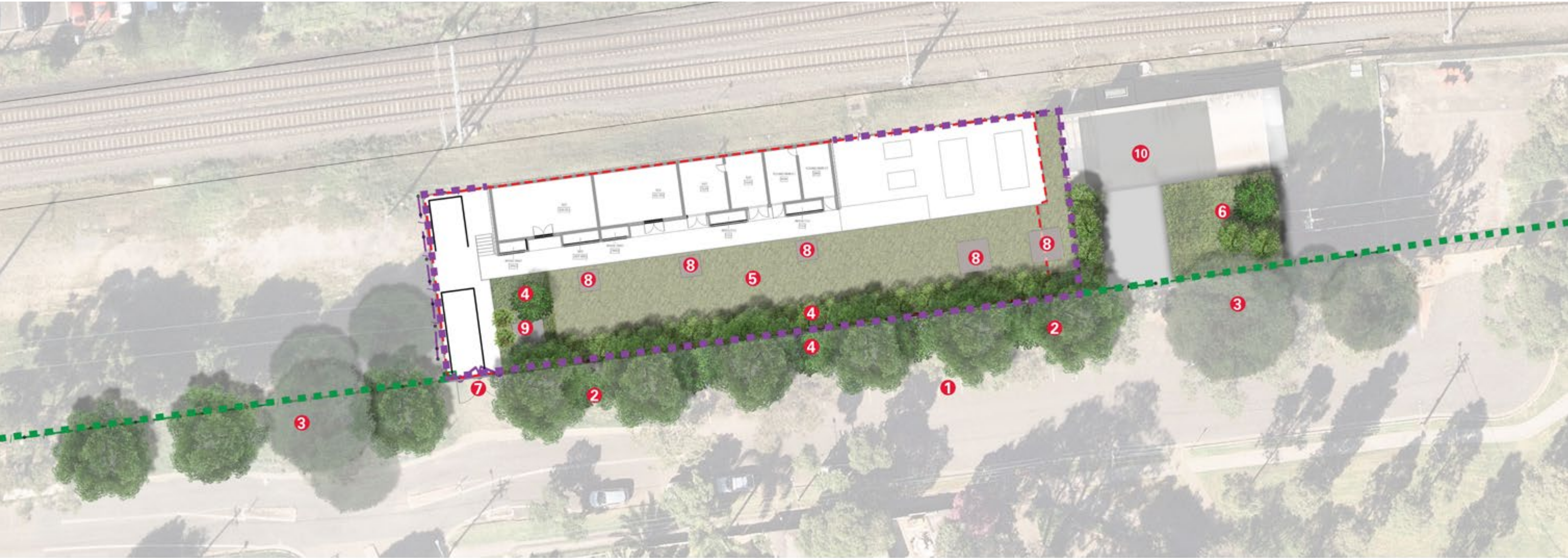


Figure 4.33 Services building plan - Punchbowl Station



TREE



Eucalyptus punctata



Callistemon viminalis

SHRUBS



Melaleuca decora



Callistemon 'Endeavour'



Banksia spinulosa



Syzygium leuhmannii

GRASSES



Lomandra longifolia



Poa labillardierei



Dianella caerulea
'Little Jess'

LEGEND

- Overhead wire
- Services Building security fence
- Corridor security fence

NOTES

- 1 Existing carpark retained
- 2 Existing verge
- 3 Existing vegetation
- 4 New screen planting - trees & shrubs
- 5 Native grasses
- 6 Mass planting - shrubs & grasses
- 7 Entry to services building
- 8 New CSR pit covers
- 9 New OSD tank
- 10 Future crane operation zone



Figure 4.34 Services building site plan - Punchbowl Station

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5. Transport and Access



5.0 Transport and Access

5.1 Transport and access design measures

5.1.1 Maximising the amenity of public spaces

There is good provision of public space immediately adjacent to both station entries on The Boulevarde (south) and at Rest Park (north). On The Boulevarde there is small public plaza with good shade, street furniture and access to the street and carpark. At Rest Park and Punchbowl Road, a moderately sized open park connects to the station entry providing opportunities for shaded seating. Additional bicycle parking reduces cluttering from casual unplanned bicycle parking though both entries do suffer from slight restrictions in amenity due to adjacent busy roads or buildings.

Key to the Punchbowl SDPP is the improvement of station entries and forecourt plazas. The design maximises the amenity of public spaces by:

- Creating a new public plaza adjacent the north station entry that:
 - » Enhances the existing public domain
 - » Provides flexible space that is able to accommodate places to stop, meet and sit
 - » Is highly visible on the street and from within the station; good passive surveillance encouraging greater activity and the perception of safety.
- Enhancing the existing southern plaza and station entry by:
 - » Providing a clean and accessible space
 - » Providing flexible space that is able to accommodate places to stop, meet and sit

5.1.2 Maximising accessibility around entrances to stations

The station entry is revitalised through the de-cluttering of the existing station including the removal of existing bicycle racks. New bicycle racks are positioned to enhance pedestrian movement. A new, enlarged canopy roof at the station entry enhances its visibility within the precinct and offers better weather protection coverage while new wayfinding and finish treatments to the existing concourse building and ground surface provide a refreshed and clean environment.

5.1.3 Maximising integration with other transport modes

Integration with other transport modes has been maximised by providing interchange facilities and access to them, through:

- Increasing the amenity of the public domain around the station to support Sydney Metro patronage
- Providing additional bicycle parking
- Providing for easy transfer to the bus stops on Punchbowl Road and The Boulevarde
- Providing access to the existing taxi parking on Arthur Street
- Providing access to the new Kiss and Ride zone on The Boulevarde
- Providing access to the existing accessible parking within the commuter carpark adjacent to the southern station entry

5.2 Integration with the Walking and Cycling Strategy

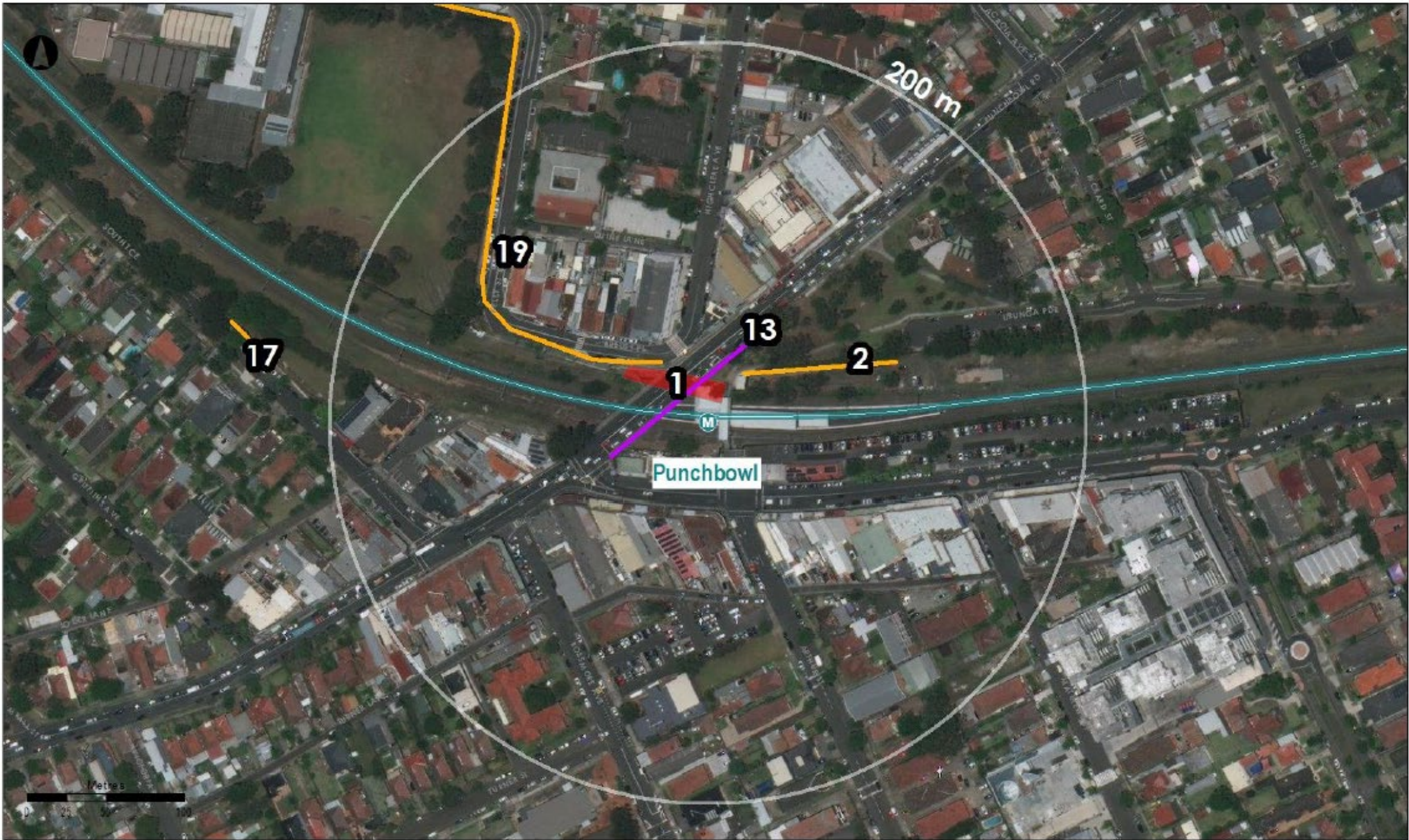
In accordance with Condition E53 of the Conditions of Approval, a Walking and Cycling Strategy for the southwest corridor from Sydenham to Bankstown has been prepared. In the context of the Punchbowl precinct, a number of corridors and locations present opportunities for improved walking and cycling accessibility around the precinct. In accordance with CoA E57(d)(iii) the relevant initiatives from the Walking and Cycling Strategy in the Punchbowl Station precinct have been integrated below.

The Walking and Cycling Strategy identifies a number of corridors and locations that present opportunities for improved walking and cycling accessibility in a one kilometre radius around the rail station. It covers local pedestrian routes, circulation patterns and desire lines; land use and the level of activity around the station; relationships to other transport networks and modes; and the proximity of local access roads and routes

The Walking and Cycling Strategy identifies works to be delivered by Sydney Metro associated with east-west pedestrian and cyclist facilities as required under Condition E53 of the infrastructure approval. The Strategy also identifies a number of complementary infrastructure options that could be delivered by others as part of other projects or considered for further investigation.

The table below and figures 5.1 and 5.2 highlight some of these opportunities located within the Punchbowl Station precinct, and describes how they are integrated with the SDPP.

Walking and Cycling Strategy item description				SDPP description	
Identified gap / opportunity	Proposed infrastructure upgrade (refer Figures 5.1 & 5.2)	In scope: delivered by Metro	Safeguarded for the future	SDPP design response	Section of SDPP
Punchbowl Road Underpass requires upgrades to improve safety and amenity, especially after dark.	PBL-1	Investigate upgrades to Punchbowl Road underpass to make it more appealing and increase CPTED outcomes		Underpass is widened and provided with new lighting	4.9.4
Shared path through Rest Park requires widening and transitions to facilitate cycle access	PBL-2	Shared path from the opposite end of Urunga Parade			
The Boulevarde between station entrance and Broadway experiences high traffic volumes with no cycling facilities.	PBL-3	Cycling facility using Punchbowl Station car park aisle to bypass The Boulevarde			
	PBL-4	Signalised bicycle crossing facilities at The Boulevarde/Arthur Street			
Lack of cycling facilities along Arthur Street/Turner Lane and Rossmore Avenue	PBL-5	Mixed traffic treatment along Arthur Street and Turner Lane			
Shared path through Rest Park requires widening and transitions to facilitate cycle access	PBL-13	Widen path on southern side of Punchbowl Road between Rest Park and The Boulevarde			
Lack of cycling facilities along South Terrace noting space on northern side near rail corridor	PBL-17	Widen path to shared path on eastern side of South Terrace			



Punchbowl-Pedestrian Infrastructure Upgrades (Station Level)

- For Further Investigation
- Changed Pedestrian Environment
- Footpath Widening

Figure 5.1 Punchbowl Walking and Cycling Strategy proposed pedestrian infrastructure upgrades



Punchbowl- Cycling Infrastructure Upgrades (Station Level)

- ◆ Unsinalised Bicycle Crossing
- For Further Investigation
- On-road Mixed
- On-road Shoulder Lane
- Off-road Shared Path (Footpath)
- Off-road Shared Path (Other)

Figure 5.2 Punchbowl Walking and Cycling Strategy proposed cycling infrastructure upgrades

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6.0 Consultation

6.1 City of Canterbury Bankstown (CoCB)

Regular meetings have taken place with City of Canterbury Bankstown Council. Comments have been minuted and addressed in the detailed design which forms Section 4 of this SDPP.

Council representatives attended regular NSW State Design Review Panel (DRP) meetings (refer Section 6.3).

Council also made a formal submission to the exhibited draft SDPP (refer Section 6.2.2).

6.2 Community consultation

Consultation during the design development process has included public exhibition of the draft Punchbowl SDPP, and consultation with City of Canterbury Bankstown Council.

Punchbowl Station design has also been enhanced by proposed improvements to the wayfinding strategy, urban precinct and connectivity to transport interchange that will improve navigation and customer experience.

Community consultation has been carried out by means of public exhibition to seek feedback on the first draft of the Punchbowl SDPP. The draft SDPP was on exhibition from August 10 to August 28, 2020 allowing several weeks for submission of feedback. The consultation included notification to residents and businesses within a 200 metres radius of the station, representatives of the Canterbury Bankstown Chamber of Commerce and City of Canterbury Bankstown Council. The exhibition of the SDPP was also advertised on the Sydney Metro website;

<https://www.sydneymetro.info/station/punchbowl-station>

Two submissions were received from members of the public, and one from City of Canterbury Bankstown Council.

6.2.1 Community feedback

The key issues raised included:

- Accessibility
- Crossings of Punchbowl Road

A summary of the public submissions and the Project’s response is summarised in Appendix A.

6.2.2 Council feedback

City of Canterbury Bankstown Council submitted a response on the exhibited draft SDPP in addition to consultation through regular meetings. Council’s submission covered a range of issues. Supportive of the project works, Council also sought additional work to enhance the public domain including:

- Additional crossings at Punchbowl Road
- Integration of walking and cycling improvements

City of Canterbury Bankstown Council’s submission and the Project’s response is summarised in Appendix B.

6.3 Design Review Panel

The Sydney Metro project design principles are guided by the NSW State Design Review Panel (DRP). The Sydney Metro DRP is chaired by the Government Architect and members include eminent architects, designers and heritage specialists. The Sydney Metro DRP has been heavily involved in reviewing the Southwest metro project since inception.

While the SDPP for Punchbowl is not required to be reviewed by the Sydney Metro DRP, the design team has presented the Project design to the DRP on a number of occasions and incorporated review comments into the SDPP in accordance with Condition REMM LV3.

Councils are active participants in the DRP. The panel request views, comments, and clarification from Council representatives in regard to design elements. Comments that relate to the Project design and those relevant to the Punchbowl SDPP have been captured, minuted, and are summarised below.

18 June 2019

- The DRP supported the ‘less is more’ approach to design and recommended an integrated design approach to the surrounding context
- Design development to demonstrate an integrated approach that achieves appropriate scale and response to local character through: Canopy design, Coordination with adjoining properties and public space, Safeguarding future connections and place opportunities.
- Identify appropriate benchmarks to guide the design of services buildings
- The landscape strategy should be presented to the Panel as an illustrative masterplan.

16 July 2019

- The Panel requested a strong vision and strategy diagram capturing strengths and weaknesses, local topography, simplification of the analysis diagrams and inclusion of sections.
- Consider strategies to build on the strengths of each place and to address weaknesses.
- Review the potential for landscaping to unify and deliver broader benefits to each place.

In response, the SDPP analysis section was updated and strengthened, covering the recommendations from the Panel.

20 August 2019

- The design team are to ensure the next presentation includes integrated presentations that demonstrate appropriate response to context.
- SDPPs should be clear on responsibility and funding for works in the precinct.
- Sydney Metro to update the Panel on the design for services buildings and the strategy to ensure a holistic design approach with the emerging station designs.

17 December 2019

- The panel requested graphic improvements in the SDPP
- The Panel requests that the heritage interpretation strategy be included in more detail in the report, as required by the conditions of consent.

- The Panel recommends the aluminium screen proposed for installation behind heritage windows is prototyped and presented to the Panel, and that other alternatives also be explored.
- The Panel recommends exploring ways of integrating the proposed works of heritage buildings into the heritage interpretation strategy.
- The Panel recommends that the materiality of external information panels be considered for longevity.

18 February 2020

- The panel requested further information on the detail quality across the stations
- The Panel requests a presentation on the SWM wide heritage interpretation strategy to contextualise solutions presented including signage within the public precinct, heritage building works and overlaps with integrated art.
- The Panel support the proposal of integrating art into glazing panels which allows a standardised approach.

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7.0 Appendices

7.1 Appendix A: Community feedback & project response

Submission number	Submission date	Community submission	Issue	Design response
1	10/08/2020	With my record of Metro station at Punchbowl was so beautiful, it does not look like this current one. I am a wheelchair user, a bigger lift and the wheelchair friendly station is very important to me. I hope your plan will be considered more for people with disabilities, wheelchair users, mum with babies and elderly as well.	– Station accesibility	As part of Sydney Metro works, Punchbowl station will be made fully accessible achieving DDA compliance for wheelchair users, parents with prams, the elderly and people with disabilities. This includes level access between platforms and trains with no gap, and no more step up to the train that is common at some stations.
2	17/08/2020	I would like to provide few feedback as below: 1. As the station has 2 entries (from Punchbowl road and Boulevard) it may required 2 lifts 2. The pedestrian crossing from Punchbowl road is horrible, there is pedestrian crossing (zebra crossing) - may be zebra crossing or pedestrian walking bridge is required, 3. the underpass is often dirty and dark and unsafe at night, the pedestrian bridge to cross punchbowl road would be a great option. 4. due to lack of zebra crossing or speed breakers on punchbowl road near El Jannah restaurant there has been more than 50 accidents happened in the past 12 years, a speed breaker with zebra crossing will indeed help families to cross the punchbowl safely from El Jannah restaurant as there has been 3 new buildings constructed there are lot of pedestrians / residents that need to cross the punchbowl road.	– Station accesibility: lifts – Pedestrian and road safety – Pedestrian bridge	1. 3 lifts will be provided in total, 1 each for access from the streets and 1 lift to the platform achieving full accessibilty. 2. Sydney Metro plan to deliver a new signalised pedestrian crossing on Punchbowl Road. This signalised crossing will provide a safe alternative to the ramp from the underpass, improve connectivity for pedestrians and cyclists and provide direct connections to the bus stops located on Punchbowl Road. The crossing design is under investigation with TfNSW. 3. As part of Sydney Metro works, the underpass will receive a major uplift with path widening, new lighting to improve safety and surveillance, and repainting 4. Refer response 2

7.2 Appendix B: City of Canterbury Bankstown Council submission & project response

Submission number	Submission date	Council submission	Issue	Design response
	28/09/2020	Refer PDF submission for full details of Council comments		
1		Need to update the existing ramp from the underpass, linking to Bruest Place.	– Need to update the existing ramp from the underpass, linking to Bruest Place.	The existing ramp from the underpass to Breust Place has been considered for improvement. However based on a high level analyses, this is likely to impact the existing ramp connecting up to Punchbowl Road bridge removing a well functioning access. The underpass it is still constrained in its configuration due to the existing headroom etc which will not provide a seamless path for bicycle users and requiring will require them to dismount. For this reason, Sydney Metro is investigating a crossing over Punchbowl Road to provide a better, safer and wider alternative to the underpass.
2		Activation and improvements to existing park on north side (of station) is supported.	– Activation and improvements to existing park on north side (of station) is supported.	Feedback is acknowledged.
3		Clarity around responsibility for maintenance of existing park to the north side of the station	– Maintenance of existing park to the north side of the station	The Operations and Maintenance aspects for the north side park will be discussed with City of Canterbury Bankstown Council.
4		Support for the proposed signalised crossing at Punchbowl Road	– Support for the proposed signalised crossing at Punchbowl Road	Feedback is acknowledged.
5		Recommends improvements at the intersection between Punchbowl Rd and The Boulevarde (provide a signalised bicycle crossing facility	– Additional crossing at Punchbowl Road	As part of Sydney Metro scope, no works are proposed to the existing signal at the intersection of Punchbowl Road and The Boulevarde. As mentioned above, Sydney Metro is investigating a crossing over Punchbowl Road near the existing bus stops which will also align with the future east-west pedestrian and cycling improvements which are being investigated along the Sydenham to Bankstown alignment.
6		Recommends an underpass north of the intersection of Punchbowl Road and The Boulevarde, connecting east-west below Punchbowl Road.	– Additional underpass	The existing underpass below Punchbowl Road provides access to the station and will be upgraded to improve amenity as part of Sydney Metro works. Sydney Metro is also investigating an at-grade signalised crossing north of the intersection of Punchbowl Road and The Boulevarde to provide additional east-west connectivity. An additional underpass across Punchbowl Road is not part of the Southwest Metro scope, however Sydney Metro does not preclude investigation of options under other programs of work into the future.
7		Council recommends a shared path to connect Urunga Prd through to Rest Park and to station’s northern entry	– Shared path connection	Sydney Metro has commenced investigations to improve walking and cycling access along the metro line between Sydenham and Bankstown as required under E53 of the project planning approval. The potential for a new shared path to connect Urunga Parade with the station’s northern entry and plaza will be considered as part of planning for walking and cycling improvements. Sydney Metro will engage further with Council following the commencement of the detailed design process.
8		Land use at the rear of 281-287 The Boulevarde: council does not support the land being used for car parking	– Carparking	The commuter car parking will be retained as is in its current state.
9		Council acknowledges the good design work in much of Punchbowl Station.	– Support for design work	Feedback is acknowledged.

