

METRON T2M

Wiley Park Station Design & Precinct Plan

Sydney Metro Southwest Metro Design Services (SMDS)

08 March 2021

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A Joint Venture of



Principal sub-consultant

DesignInc

Approval 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.

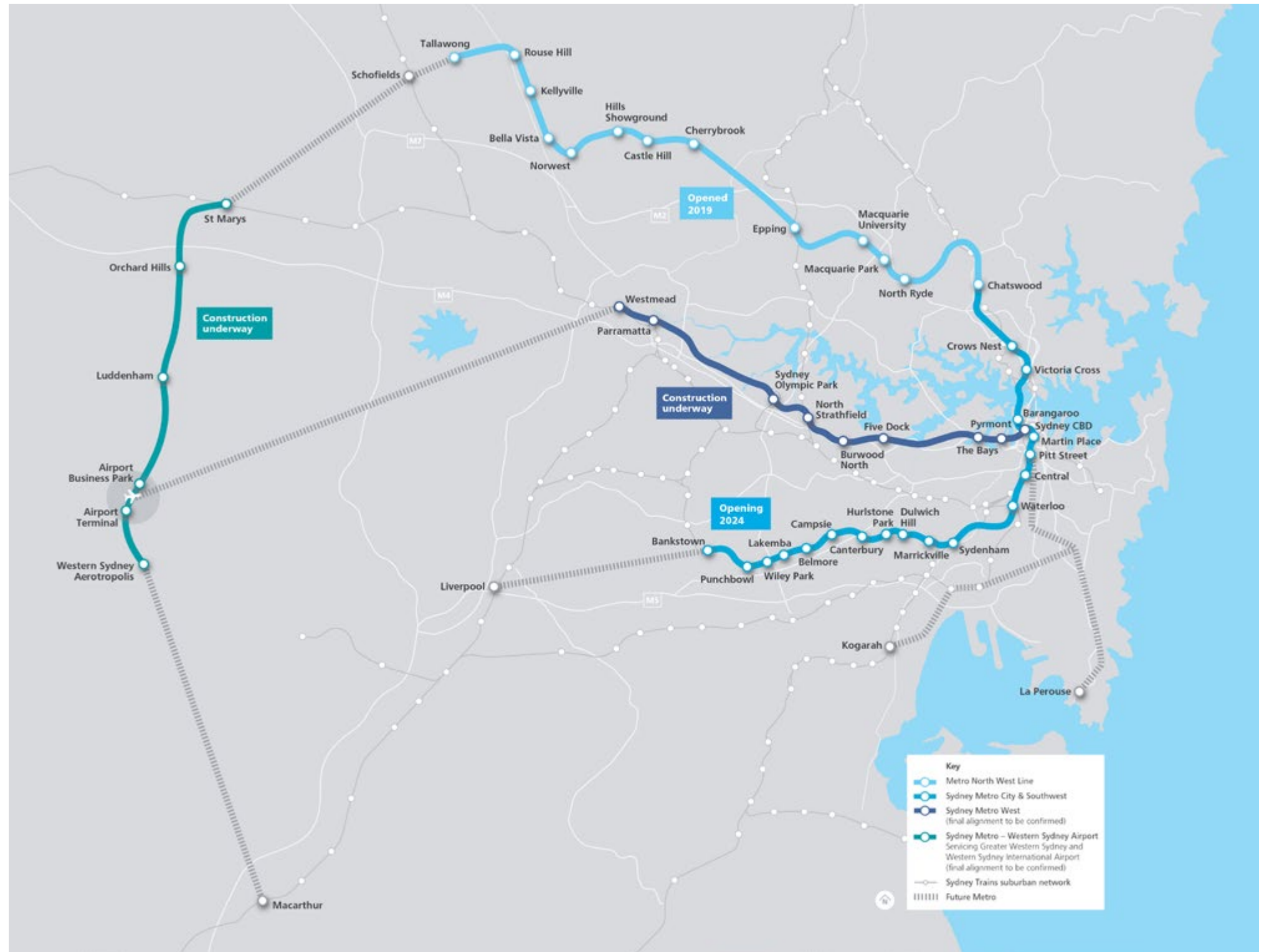


Figure 1.1 Sydney Metro route map

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 Wiley Park 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
 - d) customers are an integral part of the design process through Customer Centred Design.
- 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 report presents integrated urban, landscape and architectural design outcomes for the Project works within the Wiley Park station precinct, being:

Scope of station work

- Refurbish and re-use overhead booking office and platform buildings
- Remove all hoop top fencing
- 2 new lifts and walkway canopies
- Removal of retail buildings from concourse
- New station building to platform and new platform canopy
- Platform re-levelling, installation of mechanical gap fillers to remove the gap between train and platform, edge screens and platform screen doors

Scope of precinct works

- Kiss and Ride, Taxi, accessible parking bays and shelter to The Boulevard
- New secondary plaza to the concourse including planter beds and 9 x new bicycle parks
- Site levelling, draining and retaining walls for metro station services building zone and security fence
- New metro services building
- Installation of new Combined Services Route (CSR) cable route in the rail corridor including track under bores and cable bridge structure.

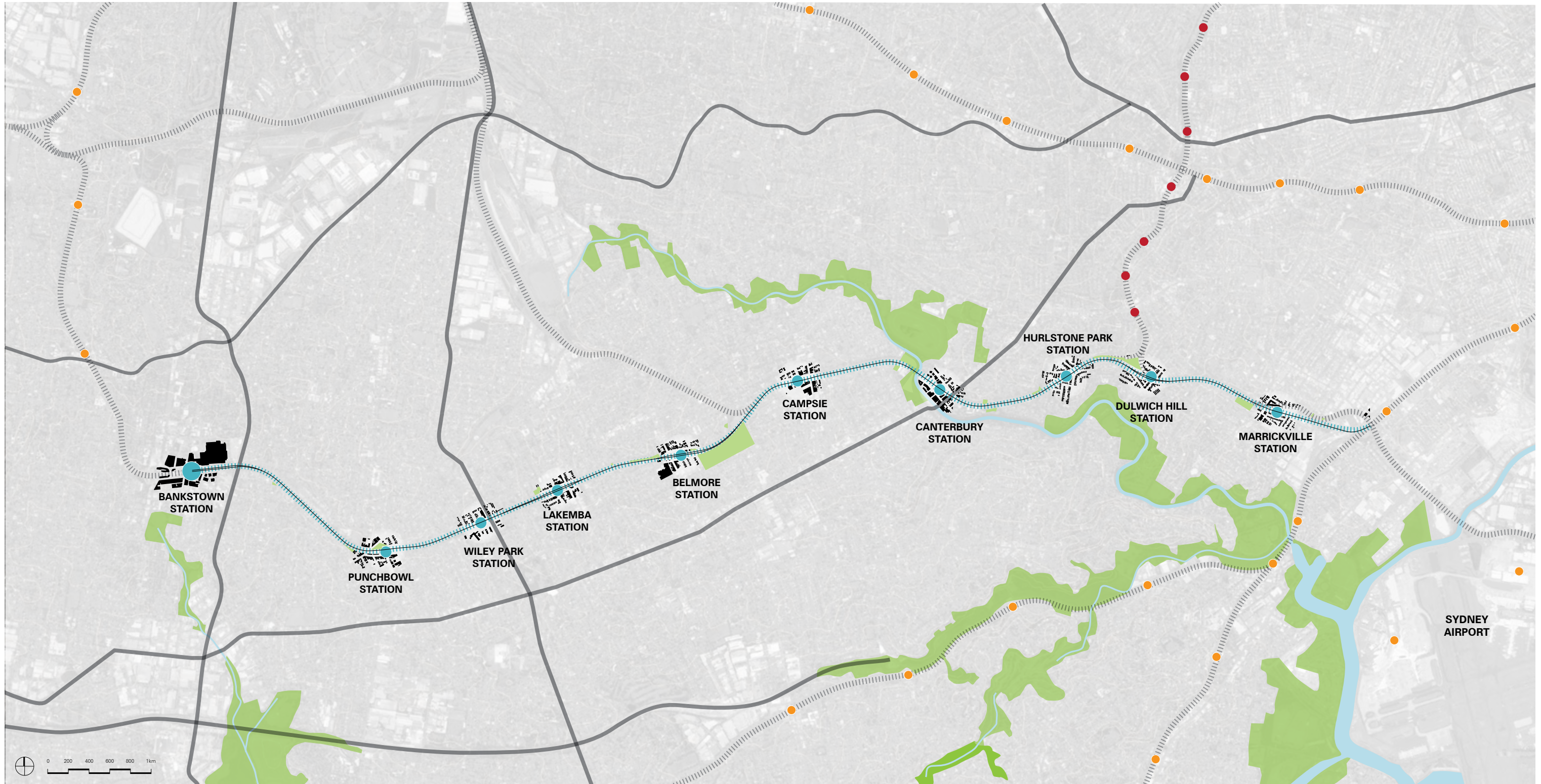


Figure 1.2 Sydney Metro Southwest stations

1.2.4 Wiley Park Station Precinct

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

The study area for this SDPP is the Wiley Park 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 a small retail strip immediately adjacent to the station, three schools on the southern side of the rail corridor, and mostly three storey residential flat buildings making up the balance of the area. King Georges Road immediately outside the station is a wide, heavily trafficked arterial road.

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

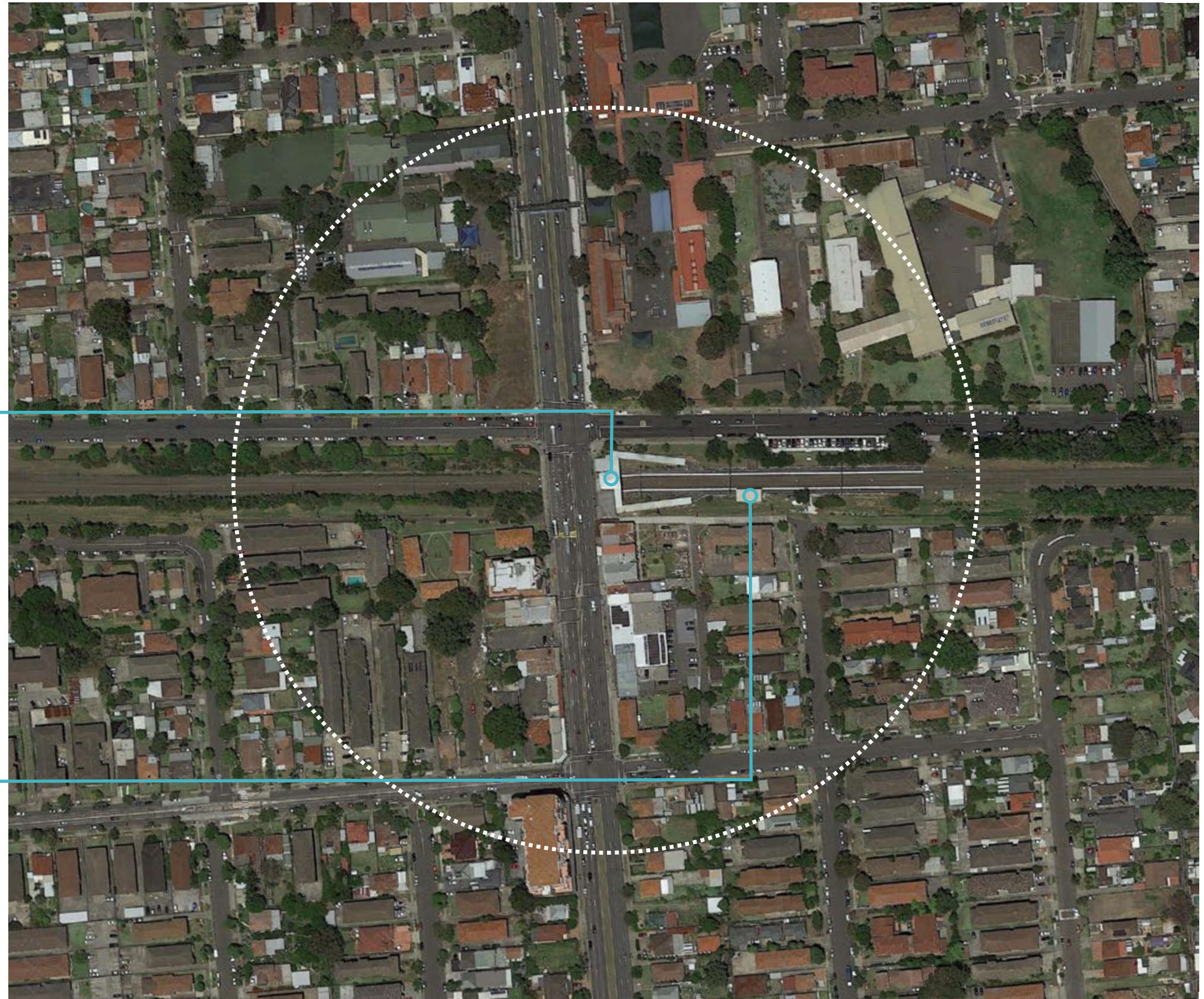


Figure 1.3 Wiley Park Station Precinct

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 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)*
- *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 4.6.2)
 - » 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 4.12.3).

- *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

Wiley Park is a village centre for the City of Canterbury-Bankstown Council. Council has developed a Local Strategic Planning Statement (LSPS) for the Local Government Area (LGA), *Connective City 2036*, which is on exhibition as at October 2019, 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. Compliance with the Conditions of Approval are listed under section 1.4.5 of this report.

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 Wiley Park 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 Wiley Park 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 the SDPP 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 Regular fortnightly consultation with City of Canterbury Bankstown Council has informed the development of the design and this SDPP for the Wiley Park Station and Precinct. Summary feedback and design response is at 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
(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

Condition number	Requirement (paraphrased)	How condition is met: refer to relevant section of SDPP & page no.
(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
(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 Section 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 2.3.6 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 4.11.3 - 4.11.6
(ii)	details of strategies to rehabilitate, regenerate or revegetate disturbed areas and successfully establish and maintain the resulting new landscape;	Section 4.11.8
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 Wiley Park 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 has been investigations to rationalise and remove residual assets as required in order to safeguard future use, public space and connections. Sections 4.9.1 - 4.9.3 describe these connections Sections 3.5 and 4.10.1 summarise 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 Wiley Park 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 Wiley Park 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
E60	In addition to the requirements of Condition E57, the Station Design and Precinct Plan for Wiley Park Station must include a concept design for and identify measures to safeguard a future station access to/from Shadforth Street.	Refer Section 4.9.4
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: <ul style="list-style-type: none"> – 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: <ul style="list-style-type: none"> – 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

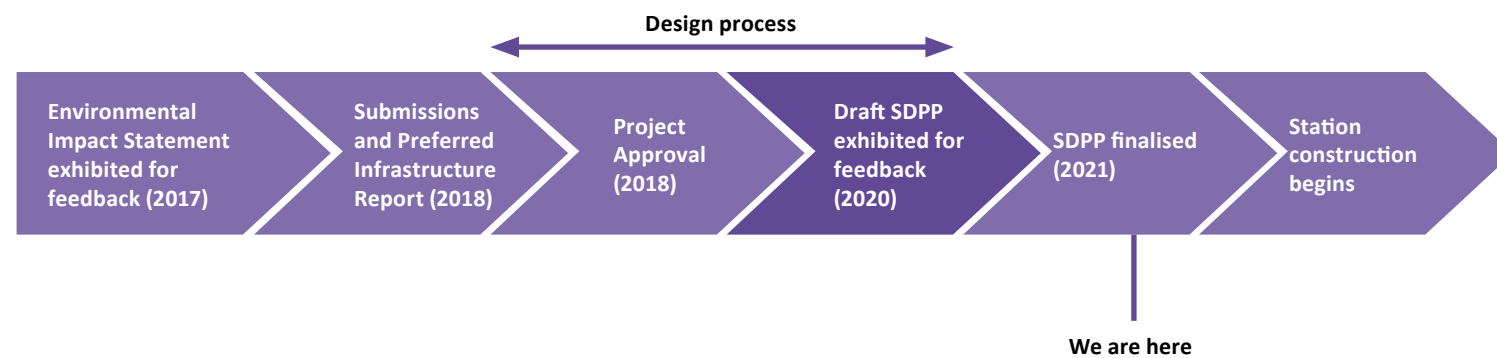
1.4.6 Design process

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.

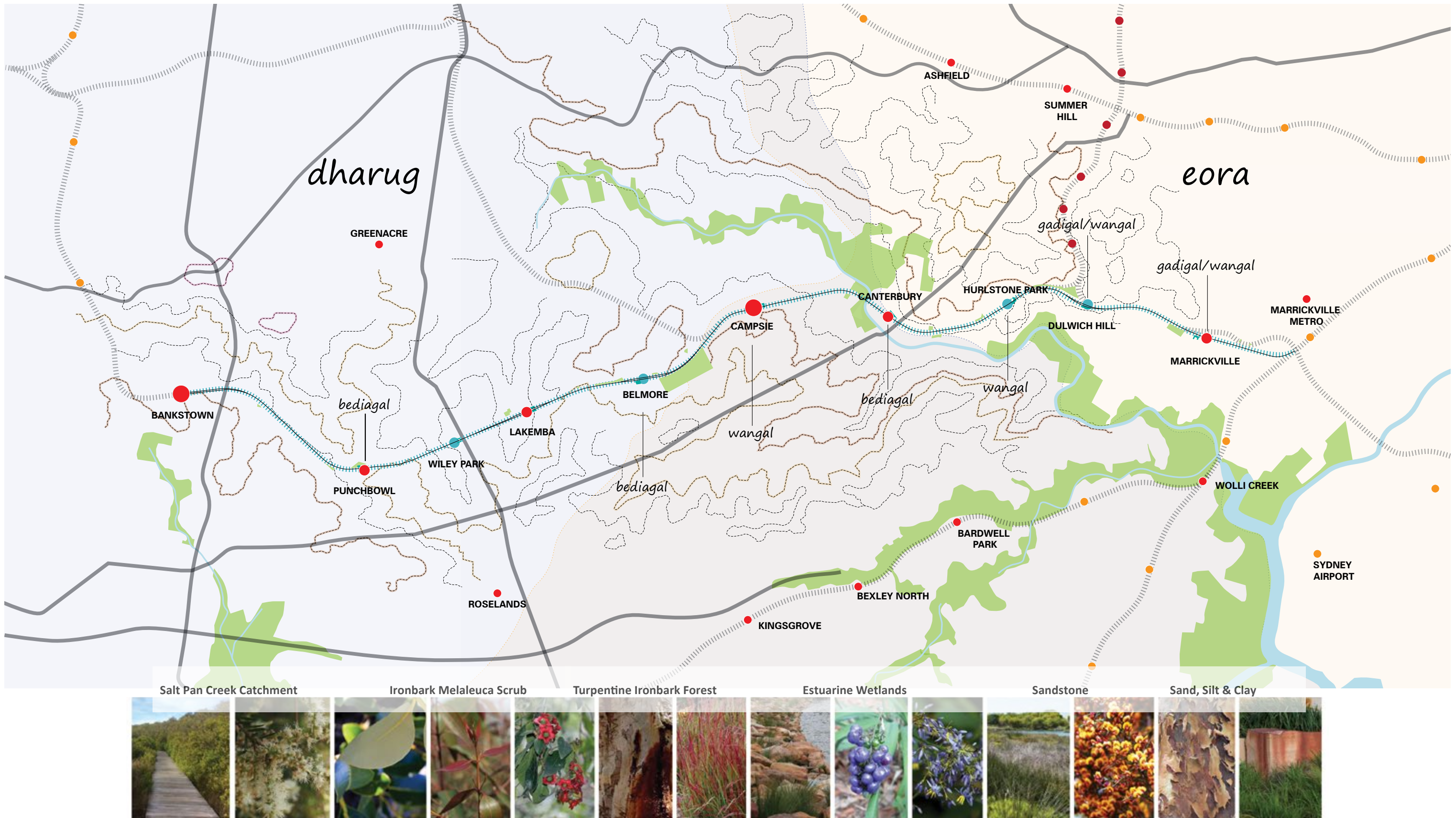


Figure 2.1 The corridor in context

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 Design Guidelines (SSI 7400) 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



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.

2.3.3 Public domain principles



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.

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: 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.

2.3.6 Architectural design principles



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.



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.

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; Wiley Park Station, Artefact

3.1.2 European settlement and land use

Wiley Park was originally part of a 60 acre grant to Robert Wilkinson in 1832, subsequently owned by the Wiley family from 1862. In 1895 John Wiley bequeathed 20 acres of the land to (then) Canterbury Council, to be used for a park and recreation ground. The park is about 500m south-east of the rail station. Wiley Park developed later than the other centres along the train line. The suburb became known as Wiley Park after the railway was constructed in 1938 and the population began to grow. Until that time, the district had been heavily timbered, with woodcutting the major business in the area since the 1860s. The new station was built on Wiley's Avenue, which connected the original Wiley property to the intersection of Canterbury and Punchbowl Roads. Wiley's Avenue no longer exists although its name remains in Wiley Lane which runs parallel to King Georges Road.

Part drawn from Heritage Interpretation Plan; Wiley Park Station, Artefact

3.1.3 The station

Wiley Park Station was opened on 19 June 1938, to service growing suburban development and also commuters using the new interchange at King Georges Road. Unusually, the station was a late addition to the Bankstown Line and was paid for by Canterbury Council, who handed it over to NSW Government Railways after completion. The station was built with an overhead booking office on King Georges Road, with ramps leading to the two side platforms and the platform waiting buildings. Despite some modifications both to the concourse building (the ticket office) and the platform buildings, the station group is still recognisably of its time, in an inter-war domestic art deco style.

Part drawn from Technical Paper 3, Non-Aboriginal Heritage Impact Assessment, the Design and Place Making Paper, both from the EIS; and the City & Southwest Sydney Metro Desktop Research Project by Balarinji for Metron

3.2 Strategic context

3.2.1 Urban Renewal Strategy

The NSW Department of Planning and Environment (DPIE) has 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 Local Strategic Planning Statement (draft)

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.

As a village centre, Wiley Park is home to a range of local urban services and amenities, and provides opportunities for daily and weekly shopping needs of people living in the surrounding suburbs. The LSPS notes that “Village centres are hubs of community life, with high quality public, civic and community spaces and places. They are places designed for pedestrians”. (LSPS p.29); and that these places are the centre of ‘micro-level communities’ where relationships are formed and community spirit evolves.

The LSPS acknowledges that the NSW Government has identified the Sydenham to Bankstown Metro corridor as a location for new housing, and seeks to balance this by maintaining the local character of the centres along the route. The centre’s traditional main street is called up as an example of a unique character area that should be protected and enhanced. Modest growth is expected in terms of housing supply.

Sydney Metro is seen as a spine for new bike routes between Bankstown and Hurlstone Park, contributing to an interconnected system of pedestrian and cycle paths across the City.

Key findings:

- Under the ‘5 City Directions’, the LSPS notes the importance of protecting established traditional main streets
- Wiley Park is envisaged as a village centre with ‘high quality public, civic and community spaces and places’

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.

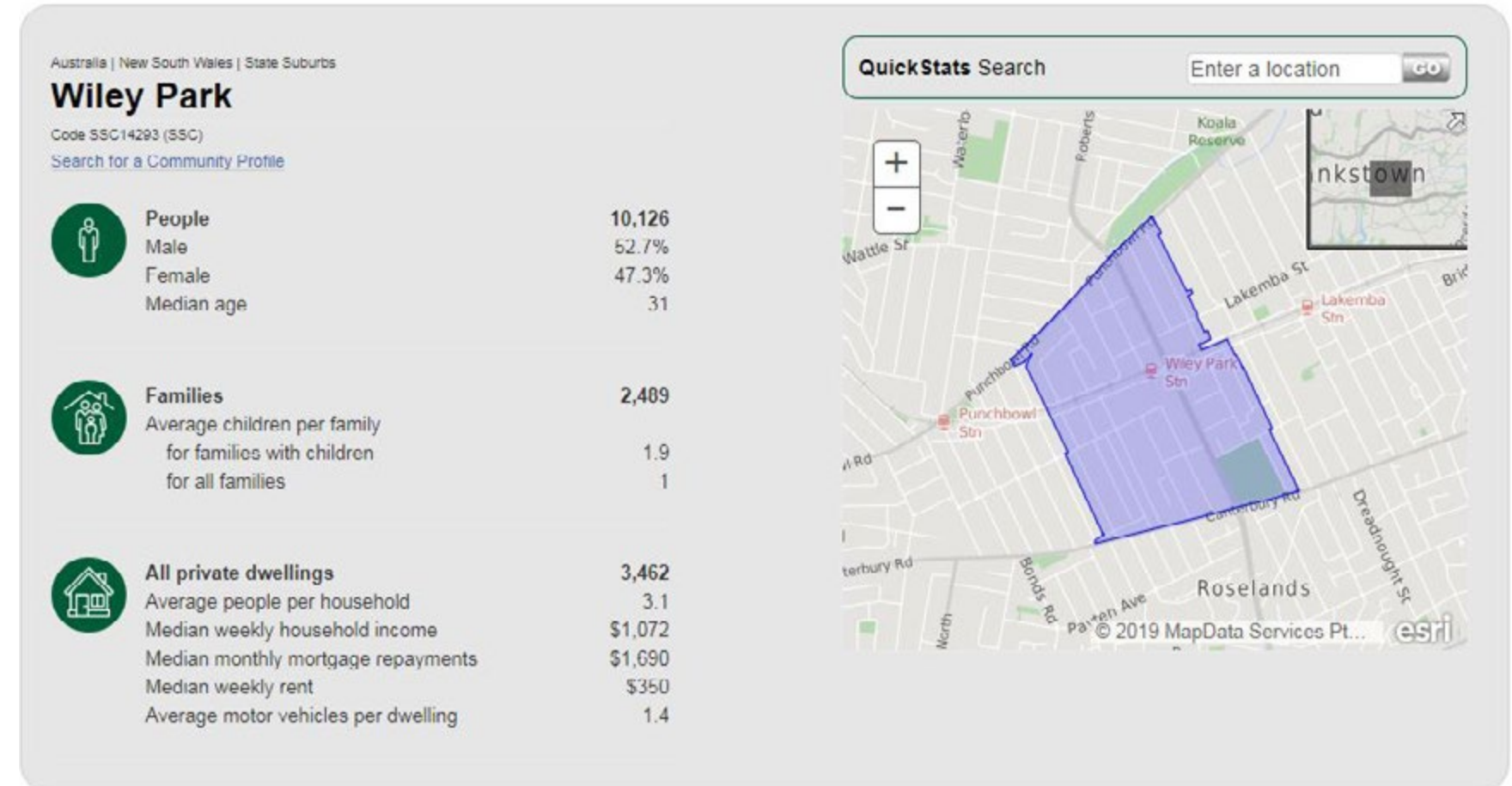
3.3 Built, natural and community context

3.3.1 Community Profile

Key findings from the Australian Bureau of Statistics' 2016 census show that Wiley Park has:

- A median age of 31, with 24.3% of the population under 15 and 7.8% aged 65 or over
- 66.6% of people born overseas – higher than the national average of 34.5%. Of people born overseas, the top countries of origin (in order) are Bangladesh (14.2%), Pakistan (6.1%), Lebanon, Vietnam and India
- 79.3% of people speak a language other than English at home
- A median weekly household income of \$1,072, lower than the NSW average of \$1,486
- Flats or apartments account for 65.8% of the dwelling stock, much higher than the NSW average of 19.9%; and renting accounts for 56% of tenure
- 49.5% of people who were employed full time, 33.1% employed part-time and 11.9% unemployed
- An almost equal split of labour occupations(14.9%), machinery operation and driving (13.9%), community and services (13.4%), and professional occupations (13.4%), followed by a spread of sales, trades, administrative and managerial occupations. More people work in Transport or Supermarkets than any other industry, followed by cafes and restaurants, cleaning services and childcare services.

2016 Census QuickStats



3.3.2 The station in its precinct

The established Wiley Park village centre south of the station is bisected by King Georges Road and faces challenges with many disused shop fronts creating poor passive surveillance for pedestrians accessing the station. The streetscape is urban and hard edged, with no street furniture and limited inconsistent planting. Signage within the station precinct indicates that residents daily needs are met elsewhere. Neighbouring land use include schools which are the primary activators for the precinct.



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

- 1 King Georges Road is a heavily trafficked six lane arterial road which creates a barrier to movement. This is evident at the station entry, where fences separate the footpath from the road
- 2 The established town centre north of the station faces challenges, with many disused shop-fronts. It is limited, extending just one block beyond the station to the north. Signage in the area indicates the closest supermarkets in adjacent suburbs, suggesting that many people shop and dine elsewhere
- 3 Vacant shop-fronts next to a heavily trafficked road create an unpleasant pedestrian experience and provide poor passive surveillance for those entering or exiting the station
- 4 The station park and ride is located on The Boulevard and is connected to the station via a narrow footpath
- 5 The small inter-war booking office stands alone on the platform and is visible within the station precinct
- 6 An approved development for a 7 storey residential building has commenced construction to the corner of The Boulevard and King Georges Road.



Figure 3.1 Urban spatial qualities

3.3.3 Urban form

The village centre at Wiley Park is bisected by the heavily trafficked King Georges Road. The village largely fronts either side of the Road and runs northwards from the station at The Boulevard intersection until the Lakemba Street intersection.

The village centre is under utilised, with disused street frontages, limited street furniture, lack of street trees and the noise and vibration from traffic on King Georges Road. The built form is a mix of traditional 1-2 storey shop top housing and newer 4-6 developments with retail ground plane and residential units above. An approved DA for the corner of King Georges Road and Lakemba Street south of the station has the potential to improve the quality of retail frontages in the area.

The Wiley Park station precinct is host to a variety of community facilities, including two primary schools and one secondary school. The schools are connected across King Georges Road via a pedestrian footbridge.

3.3.4 Heritage

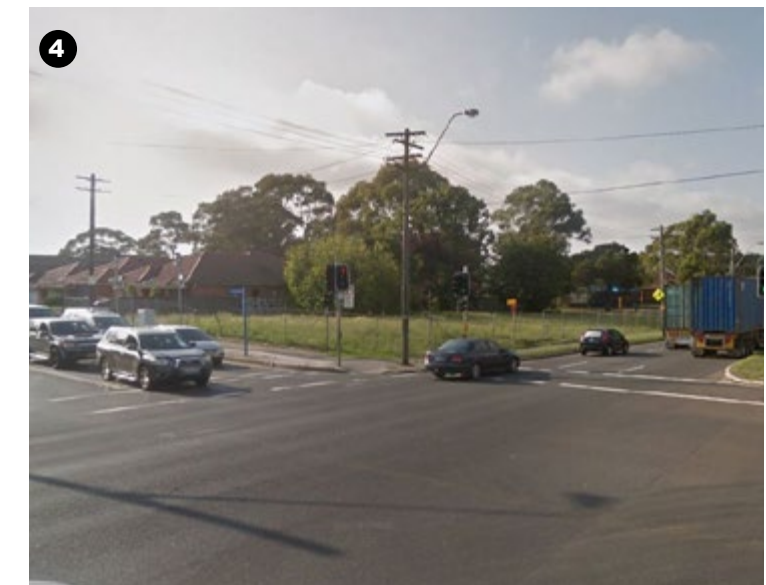
Wiley Park Station was opened on 19 June 1938, as part of the extension to the Belmore line but was completed much later than all other stations. Unique to the line, Wiley Park was financed by the former Canterbury Council and handed over to NSW government railways after its completion. The overhead booking office (1938) and brick waiting room on Platform 2 (1938) are representative of the suburban growth in the inter-war period and the need for an interchange at King Georges Road.

Wiley Park station group (overhead booking office, platform buildings and footbridge) is on the Railcorp S170 Register and the Local Heritage Register. Despite modifications, the overhead bookings office and brick waiting room are an example of Inter-War Railway Domestic style in use by NSW Railways during the inter-war period.

Recent additions to the station include the earth supported ramps which enable pedestrians to access the platforms from the station entry at King Georges Road.

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

The Lakemba pumping station which sits between Wiley Park Public School and Wiley Park Girls High School is an example of an inter-war electrically driven pumping station. It is still in operation but not visible from the street, and is the only other locally listed heritage item in the area.



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

- 1** Small inter-war booking office and platform buildings are in good condition, and despite alterations remain true to the original form and character. The station buildings are visible from The Boulevard due to change in levels at the King Georges Road over-bridge
- 2** The established town centre north of the station faces challenges, with many disused shop-fronts. It is limited in size, extending just one block beyond the station to the north. Signage in the area indicates that the closest supermarkets are in adjacent suburbs, suggesting that many people shop and dine elsewhere
- 3** A Development Application for an eight storey development was lodged in 2017, but has not yet been approved. This would change the density and height of built form along the King Georges Road at Wiley Park, and could be a catalyst for reactivating the precinct
- 4** Construction has commenced for a 7 storey residential building on previously vacant land. The finished building will increase the built form scale at the intersection, serving as a landmark within the station precinct.
- 5** The Station Precinct is dominated by education facilities, including two primary schools and one secondary school. These schools are connected by a pedestrian overpass at King Georges Road
- 6** The Lakemba pumping station is an example of an inter-war electrically driven pumping station. It is still in operation but not visible from the street
- 7** Typical built form within the precinct consists of 1-2 storey inter-war houses and 2-3 storey brick walk-ups

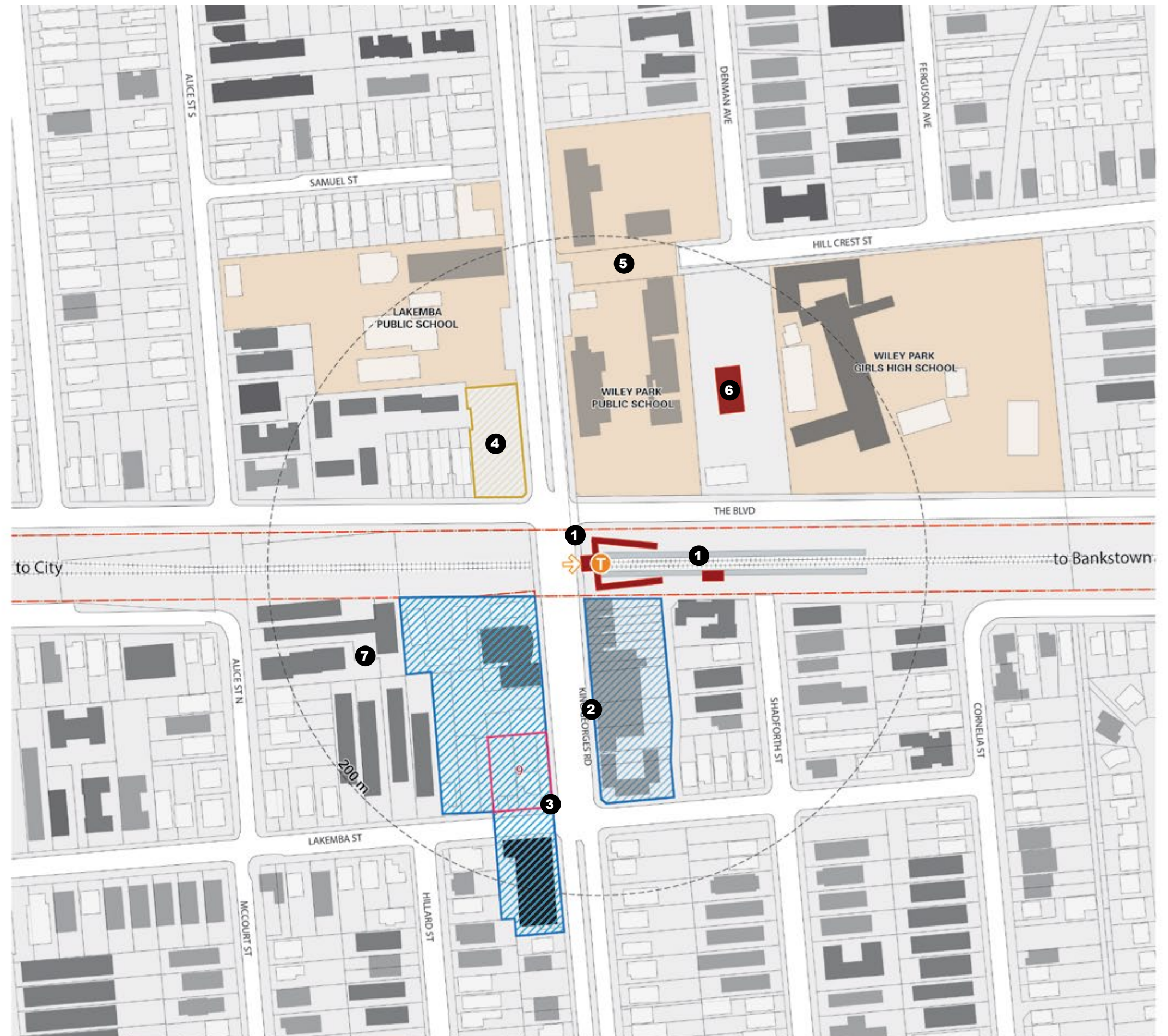


Figure 3.2 Precinct built form, landuse and heritage

3.3.5 Landscape, vegetation and topography

Wiley Park Station is predominately at grade, though the station is in cut at the overbridge at King Georges Road. Overall the station precinct is relatively flat in the north south direction, with the topography gently sloping towards the west from 44m at Lakemba Public School to 32m at the edge of the station precinct (refer Section Figure 3.3). East-west aligned roads like The Boulevard and Hillcrest Street emphasise this change topography, creating strong east-west views that link to adjacent stations along the corridor.

Landscaping around the station is limited to a small garden bed on the southern side along the boulevard with some formal hedges and trees, and two bench seats with limited shade.

The small village centre at King Georges Road north of the station is urban and hard edged, with compact street trees and street furniture applied sparingly. Some attempt to soften the interface between King Georges Road and the station entry with planter boxes has been made.

Beyond King Georges Road, the area character is a mix of single, detached residential early 20th century brick dwellings, with front gardens and low fences and 2-3 storey mid century walk ups with large landscaped setbacks and minimal planting. Footpaths are inconsistently applied to streets, with some streets having no footpaths at all, or only on one side of the street. Tree planting is most consistent along the rail corridor edge, with The Boulevard and Urunga Parade featuring mature trees with significant shade that provide comfort for pedestrians. Private gardens including large trees contribute to the urban canopy.

There is no publicly accessible open space within the station precinct, with all open space being contained within school grounds.

Cox's Creek runs through the station precinct in a north-south direction and forms a part of Canterbury-Bankstown's blue web, being a major tributary of the Cooks River. It disrupts the established lot pattern and takes the form of a concreted canal. At Hillcrest Street the canal forms a small pocket of unused green space between the school and the adjacent residential lot.



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

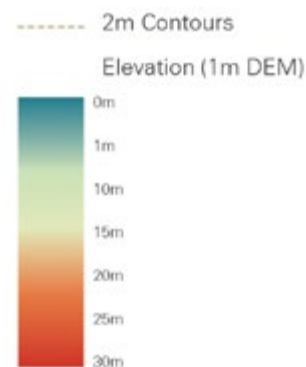
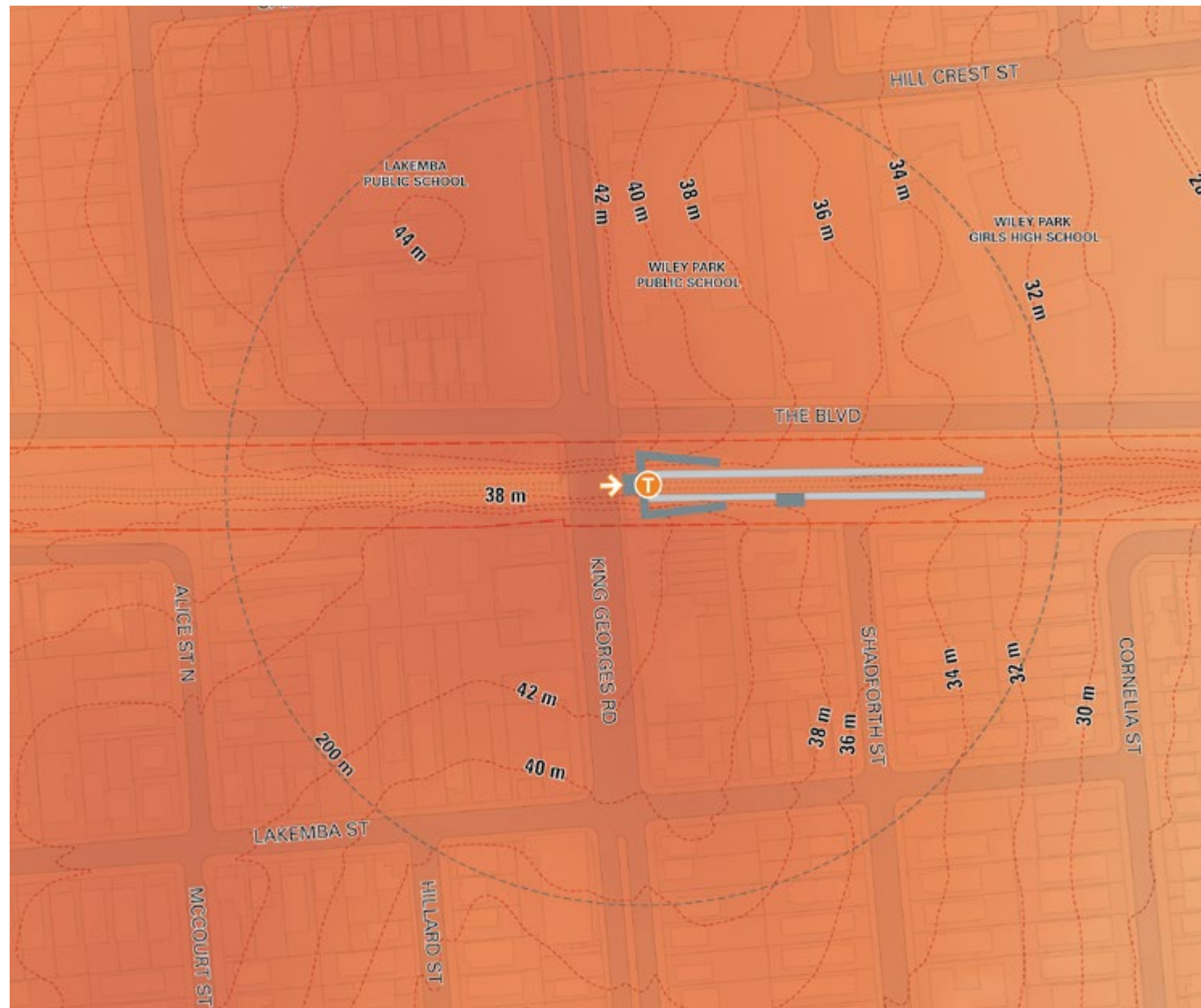


Figure 3.3 Change in topography across the Wiley Park station precinct



- 1 Long views along the rail corridor to the east and west are visible from the rail over-bridge and station platform
- 2 Small formal garden marks the approach to the station entry along The Boulevard. It features limited seating
- 3 The Boulevard creates a visual east-west connection due to its linear aspect and undulating topography. It features fairly consistent street tree planting particularly along the edge of the rail corridor and adjacent to Wiley Park Girls High School
- 4 Entrance to the schools are via Hillcrest Street, which has a green character and gently undulating topography creates a visual east-west connection towards punchbowl station
- 5 Cox's Creek canal runs north to south through the precinct and connects to Parry Park at Punchbowl Road to the north and is a major tributary of the Cooks River. It forms a part of the City of Canterbury Bankstown Council's blue web
- 6 Limited open space within the precinct is found within the school grounds and is inaccessible to the public

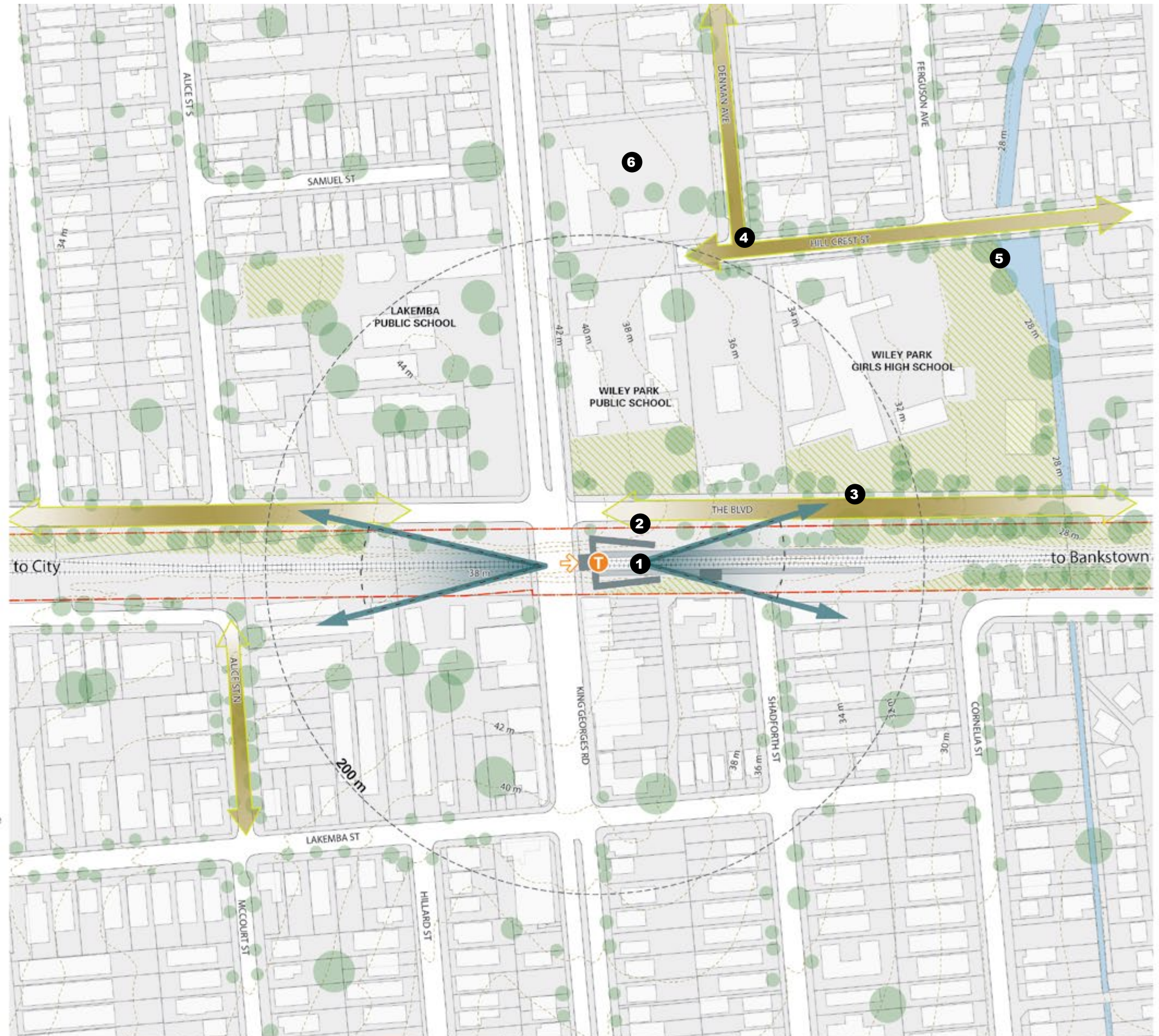


Figure 3.4 Precinct landscape, topography and views

3.3.6 Transport and access

The station faces challenges connecting to the local context due to its location on a heavily trafficked King Georges Road, which is a six lane arterial road that connects Chullora in the North to Bayside Local Government Area (LGA) in the south. The entrance to the station is located adjacent a signalised intersection which provides connection across the busy main road.

Access to the station platforms are provided by the earth supported ramps which connect the platforms to the station entry at King Georges Road. There is no existing lift access.

Existing bicycle parking is provided north of the station entry, however it is inadequate as many bicycles are locked to the fence north in front of the station. There are no existing on or off-road cycleways. Stanlea Parade is a likely choice for a shared path as it is a quiet pedestrian link connecting to Urunga Parade.

Stanlea Parade is a generous 4.5m wide existing pedestrian only pathway that connects the station at King Georges Road to streets adjacent the corridor. It is not well lit and features no landscaping. The station platforms are visible from Stanlea Parade due to the change in level and lack of vegetation.

A pedestrian footbridge over King Georges Road creates a safe crossing which connects the schools to the wider community while avoiding on-grade crossing for children.

The existing bus network runs along King Georges Road onto The Boulevard. Services connect Wiley Park into the wider transport network.




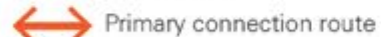



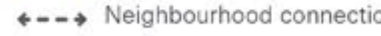





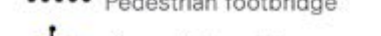
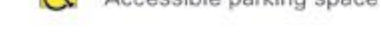
The local context for transport and access will change as a result of the Project:

- Walking and cycling connectivity will be improved through new cycleway connections
- Bicycle parking will be relocated to the station entry
- A new kiss and ride, taxi and accessible parking space will be provided at The Boulevard.



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

- 1 The station is not wheelchair accessible, and access to the platform is provided by ramps from the station concourse
- 2 The station's southern crossing is signalised and heavily used as the priority road crossing. It provides connections from the local schools to the station and town centre, and mitigates the effect of King Georges Road as a barrier to pedestrian movement
- 3 Wiley Park station has limited bicycle parking facilities provided north of the station entry adjacent Stanlea Parade that are not well secured
- 4 Pedestrian footbridge at King Georges Road creates a safe, albeit grade-separated, crossing which connects the schools to the wider community
- 5 Local bus routes are focused around connecting the schools to the wider community
- 6 A series of east-west oriented streets and lanes which are distributed throughout the station precinct provide safe routes to and from school, and reduce block length which creates a more walkable neighbourhood
- 7 Stanlea Parade provides a connection which links the station to Urunga Parade and an existing off-road cycleway. It is consistently 4m wide, and is bounded by the rail corridor and property boundaries
- 8 King Georges Road is a 6-7 lane arterial road which connects Chullora in the North through to Bayside Local Government Area (LGA) in the south. It is heavily used by both passenger traffic and freight. It creates a significant barrier to pedestrian movement

- | | |
|---|--|
|  Project boundary |  Open space |
|  Rail Line |  Primary connection route |
|  Platform and station buildings |  Secondary connection route |
|  Station entry |  Neighbourhood connection |
|  Key intersection |  Bus routes and stops |
|  Station precinct (200m radius) |  Pedestrian crossing |
|  Station precinct (200m radius) |  Pedestrian footbridge |
| |  Accessible parking space |

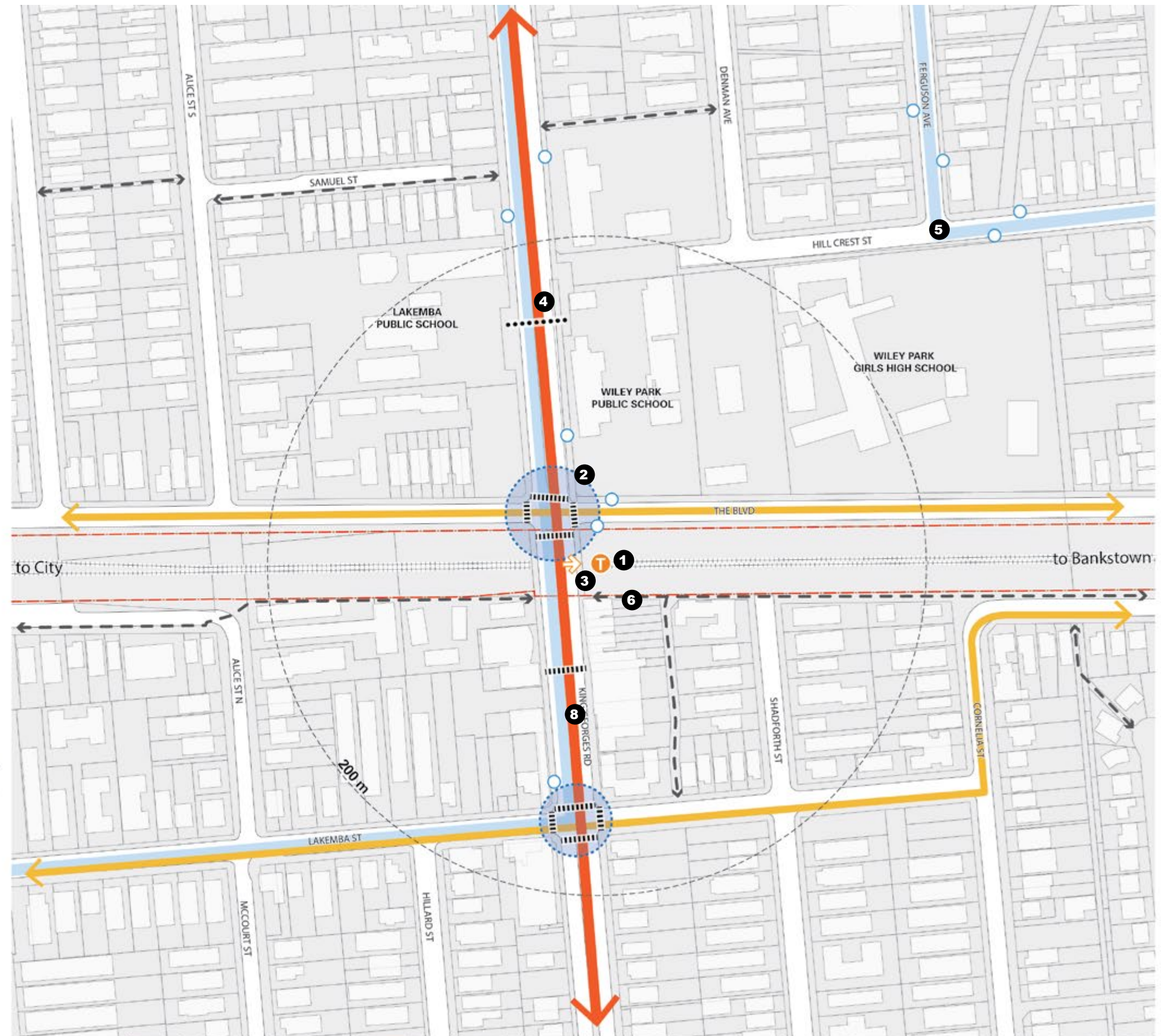


Figure 3.5 Precinct access and connectivity

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 delivered as part of the project ('opportunities delivered') and what are opportunities safeguarded by the project ('opportunities safeguarded'). The table in Section 3.5 (to be read in conjunction with Figure 3.7 Issues and Opportunities) therefore shows the relationship between opportunities, the project response (within its scope) and those items which are safeguarded for future actions.



Figure 3.6 Carols in the Park, Wiley Park Amphitheatre

Source: cbc.city.nsw.gov.au



Figure 3.7 Issues and opportunities. Refer 3.5 Design response, for references to the items 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, bicycle parking, planting and lighting	– A secondary station entrance has been safeguarded from Shadforth Ave
	2	Pedestrian movement along Stanlea Parade adjacent the rail corridor has low amenity and low CPTED qualities	– Improved east-west walking and cycling connectivity will upgrade landscaping and lighting to landscaping and lighting to Stanlea Parade, increasing pedestrian amenity and improving CPTED outcomes along the path moving west from the station	
	3	Existing vertical protection screens to King Georges Road bridge are non-compliant to current standards	– Screens are modified to meet current standards while maintaining views from the bridge and urban qualities along the footpaths – A planter bed is added along the roadway adjacent the station, improving the visual character of the station precinct	
	4	There is a shortage of public open green space within the precinct	– Improvements are made to station entry and shared path to include additional seating and planting – Improvements to east-west walking and cycling connectivity provide opportunities for additional public space adjacent to the rail corridor	
	5	Single Station entry is located on highly trafficked King Georges Road which is not ideal for all patron feeder direction	– The new plaza space creates an additional point of entry and exit to the station while improving amenity through additional public open space and landscaping – A future station entry concept design from Shadforth Street has been included and safeguarded for future incorporation in the design	
Connectivity and access	6	There is insufficient convenient bike storage	– Nine new bicycle parking hoops to be located adjacent the station entry within the new public plaza	
	7	Lack of Interchange facilities	– New kiss and ride, taxi parking and accessible parking located on The Boulevard	
	8	Continuation of the walking and cycling connection	– The future walking and cycling link for Sydenham to Bankstown will integrate with the shared path at Stanlea Parade	– Future safeguarded station entry from Shadforth Street
	9	There is no equitable access to the station platforms	– Two new lifts installed, existing ramps retained	– Future safeguarded station entry from Shadforth Street will provide a direct, accessible platform 1 connection.
Built and Landscape Character	10	Concourse and platform buildings are heritage items	– Retention and reuse of platform and concourse buildings as recognisable parts of local character – Integrity of the heritage booking office is restored and its visibility within the streetscape through the demolition of both north and south retail additions	
	11	The urban tree canopy is sporadic throughout the precinct and opportunities to plant trees within the street / footpath are limited	– Planting along the shared path includes both canopy trees and native shrubs and groundcovers to soften the environment – Retention of existing mature canopy within the rail corridor where possible – Planting associated with the improved east-west cycling connectivity will provide additional shade trees	



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.

At Wiley Park, the existing concourse will be refreshed to enhance its relationship with King Georges Road. The design enables universal access from the existing station entry to the platforms and also safeguards a new station entry to serve the surrounding residential area.

The designs have been developed in partnership with the 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

Wiley Park station has a modest presence on King Georges Road. Although it is sited on the rail overbridge, the concourse building appears as a small element, particularly against the 7-lane wide King Georges Road. The station entry is correspondingly low-key. The upgrade retains the platforms, refreshes the brick platform buildings, and sensitively modernises the concourse. The design acknowledges existing heritage buildings and fits with the urban grain of the surrounding residential buildings and the small retail strip along the main road. The rationalisation and minor reconfiguration of the station entry forecourt will provide a clearer path of travel for customers (from street to platform). With the existing buildings north and south of heritage booking office completely removed, the original building with its Art Deco entrance canopy and typography for the station name will give a renewed focus to the main station entry on King Georges Road. A second station entry is safeguarded within the design off the pedestrian path north of the station approximately on alignment with Shadforth Street. This will extend the pedestrian catchment as well as contribute to the station's presence in the neighbourhood.

4.2.2 Urban character

Wiley Park station is somewhat marooned on the rail overbridge, with the retail strip next to it also lacking a strong presence due to the mixed quality of the building stock, limited range of uses fronting the street, and a number of retail vacancies. As a result the urban character is inconsistent and not particularly active. The existing retail tenancy at the station is internalised within the concourse building and does not activate the public domain. There is no tree or landscape planting, and no useable public open space on the main street near the station: the closest is a strip of landscape between The Boulevard and the rail corridor, which is not well connected to King Georges Road nor to the station itself.

Stanlea Parade is an existing shared path on the north side of the rail corridor between King Georges Road and Urunga Parade. It is unrelieved by tree planting and runs alongside side fences and back yards as well as some flat buildings that overlook it. The project creates an opportunity to improve the amenity of this well used connection, with landscape treatment to soften the edge, trees for shade, and a widened, lit path. An enhanced connection will support and encourage pedestrian movement and thereby contribute to a livelier public domain.

4.2.3 Built form and scale

The existing station concourse building will largely remain intact. The existing roofline and general spatial configuration of the building will not change. Upgrade works will modernize the building with new finishes and materials and preserving existing heritage buildings. As a result of the minor building interventions here, the station maintains a visual association to the immediate precinct in terms of scale and geometry. Internally, the main concourse will be generally refreshed. The refurbishment includes reinstating/ highlighting existing heritage buildings, repainting of columns, fascia, soffit, window frames, doors and door frames. Additionally, new signage and ticketing facilities will form part of the new works at Wiley Park Station.

4.3 Station precinct plan



Figure 4.2 Station precinct plan





Figure 4.3 Detailed Landscape Plan

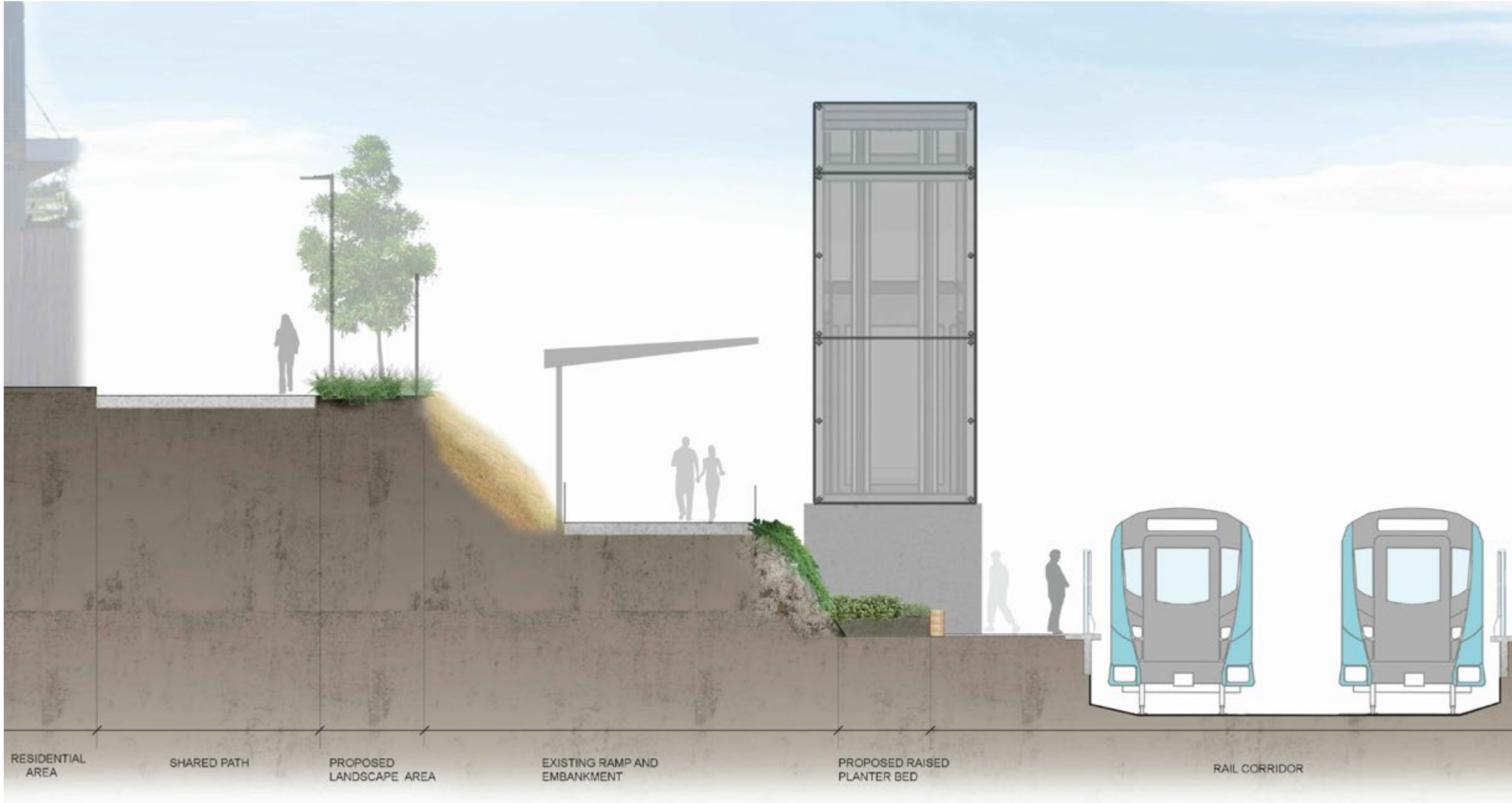


Figure 4.4 Section A: detailed landscape at Stanlea Parade

4.4 Station precinct scope

4.4.1 General

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 Metro City & Southwest 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 building – refresh:

- Various works to repurpose existing rooms for their intended future use
- Installation of air conditioning, power, water and other services to suit the room repurposing
- General refresh, repairs, alterations and additions to station buildings.
- Repair the internal linings of the station concourse entry impacted by the demolition works.
- Paint existing steel trestle supports to the station concourse building. Remove rust and spalling prior to painting.
- Repoint existing face brickwork to the platform 2 building.
- Repair and restore damaged windows and doors.
- Renew lighting to the station concourse
- Repair the asphalt finish to platform ramps and contain asphalt edges with steel flats.
- Replace existing hooped top style fencing on the station concourse and platform ramps with vertical steel flat bar fencing.

Station buildings - new platform building

- New station building on platform 1
- Additional platform canopies to cover one and a half carriages on each platform
- Provide utility services (power, data and water) to the new retail space
- Provide screening to existing shotcrete retaining walls adjacent to the platform access ramps.

Concourse buildings - new works:

- Repair and restore the heritage booking office, including the roof and awning and reconstruct the original retail at the station entry, with a window to the north. Replace metal cladding with timber panelling to match the original heritage fabric.
- Repave external areas of the station concourse.
- Provide two new lifts and landings to platform 1 and 2 with ramp adjustments to the existing station concourse bridge for DDA access to lifts;
- Canopy coverage to lift entries;
- Remove existing buildings north and south of the heritage booking office, retain and re-pave concrete slab of the northern building and close the gap with the adjacent ramp;
- New skylight to the booking office entry;
- Glazed opening in the booking office overlooking the track; and
- Security ‘tilt-up’ gates to station concourse entry

Platforms – including:

- To 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 and Platform Screen Doors.

Station services and systems – including:

- CSR through the station and to the chainage extents in the rail corridor
- Provisioning of conduits, space and services for Platform Screen Doors
- Provisioning of BMCS, CCS, CCTV, PIDS, Help Points, PA, AFIL,
- Provisioning of ticketing equipment as required for the Interface Contractors.

Signage and wayfinding:

- Design for current wayfinding requirements.

Public Domain:

- New public plaza adjacent station entry at King Georges Road.
- Nine new bike parking hoops
- Lighting, provision for CCTV and landscaping including tree planting and mass planting to the existing laneway from King Georges Road to Shadforth Street.
- Planter bed to the edge of the retained concrete slab and to the edge of King Georges Road.
- Errant vehicle protection / seating to the corner of The Boulevard and King Georges Road.
- Provide parking for DDA, Kiss and Ride, and taxis on The Boulevard
- New lighting, signage, provision for CCTV and shelter; and
- Paving to turfed verge to Kiss and Ride, taxi and DDA car park.

Fencing and screens:

- New compliant security fencing and boundary gates to the rail corridor
- New vertical protection (anti-throw) screens to station concourse bridge and King Georges Road.

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.

Metro Services Building

- 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 building including associated loading/parking and ancillary functions.



Figure 4.5 Wiley Park Station precinct scope

4.5 Heritage

4.5.1 Heritage platform buildings

Wiley Park Station is on the Railcorp S170 and Local Heritage registers. Unique to the line, Wiley Park was financed by the former Canterbury Council and handed over to NSW government railways after its completion. It features two platform buildings dating to the stations opening in 1938, a rectangular painted brick building on Platform 1 and a small red brick shelter on Platform 2.

The heritage building on Platform 1 has undergone extensive renovations and has subsequently lost the majority of its original features. Minor modifications are proposed incorporate metro system services (refer Figure 4.5 and 4.6). A new platform services building, canopy and family accessible toilet will be built alongside the existing platform building.

The existing heritage building on the Platform 2 will undergo minor rectification works, including repointing the existing brickwork to restore its original character. The new canopy to Platform 2 will be located 6m away from the heritage building finishing in line with the Platform 1 canopy to respect the integrity of the existing heritage structure. Other minor re-fresh works include the painting of external walls, window frames, doors, door frames, soffit linings, fascia boards and all exposed steel or timber structures.

4.5.2 Heritage concourse elements

The overall integrity of the overhead booking office will be externally restored through the removal of the two adjacent retail buildings, reinstating its street presence (see principles at section 2.3.2). The roof and awning will be restored and the original retail at the station entry will be reinstated, with a window to the north. All metal cladding will be replaced with timber panelling to match the original heritage fabric.

Internal modifications will include reinstating/ highlighting existing heritage features, repainting of columns, fascia, soffit, window frames, doors and door frames. New gatelines, signage and ticketing facilities will be added (refer Figure 4.11 and 4.12).

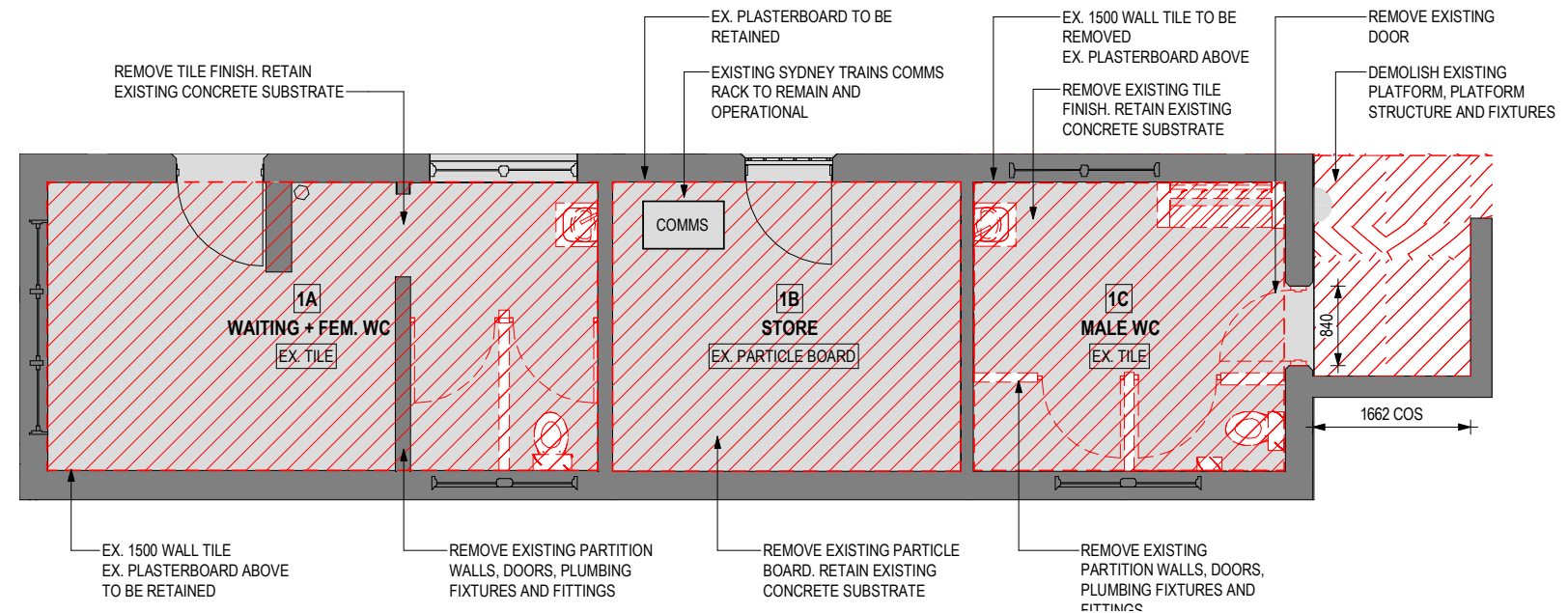


Figure 4.6 Platform 1 building: Reconfiguration plan

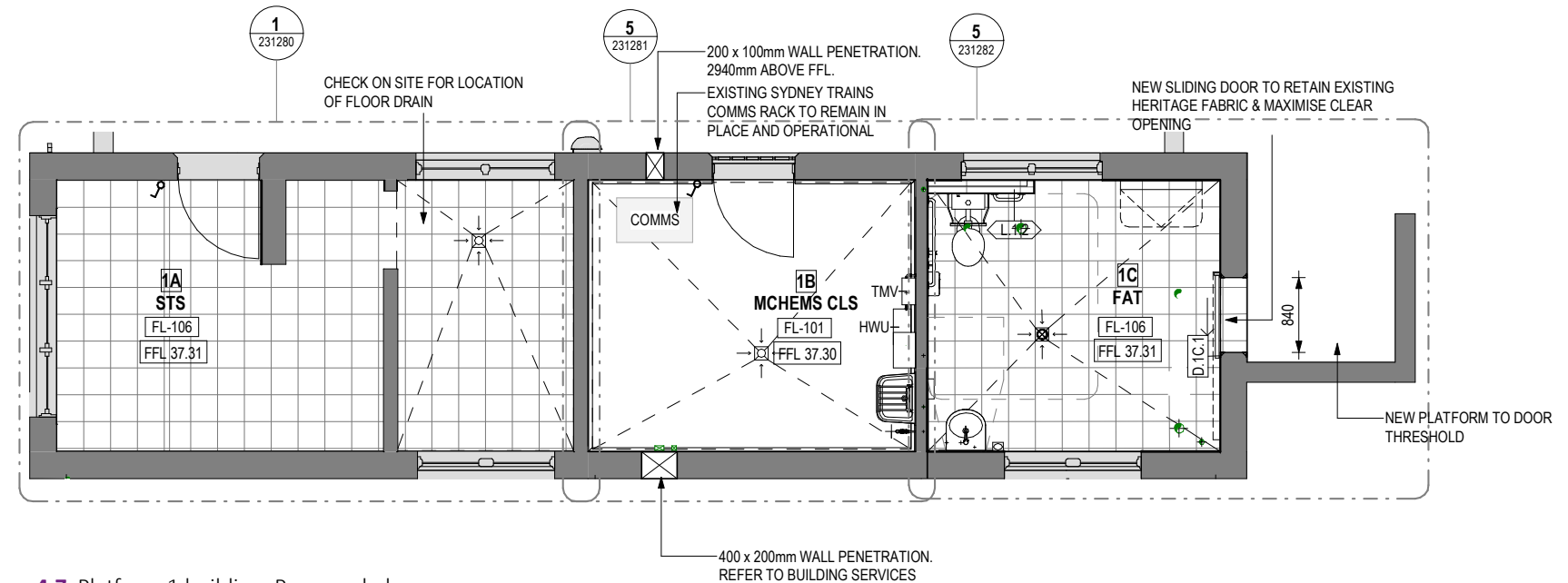


Figure 4.7 Platform 1 building: Proposed plan



4.5.3 Heritage Interpretation Plan

In accordance with Condition of Approval E14, a Heritage Interpretation Plan for Wiley Park 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, a number of 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 Wiley Park Station, the restoration of the platform 2 existing waiting room building provides the opportunity to incorporate heritage interpretation media. The room will be open to the public and contain interpretive panels with a history of the station and precinct.

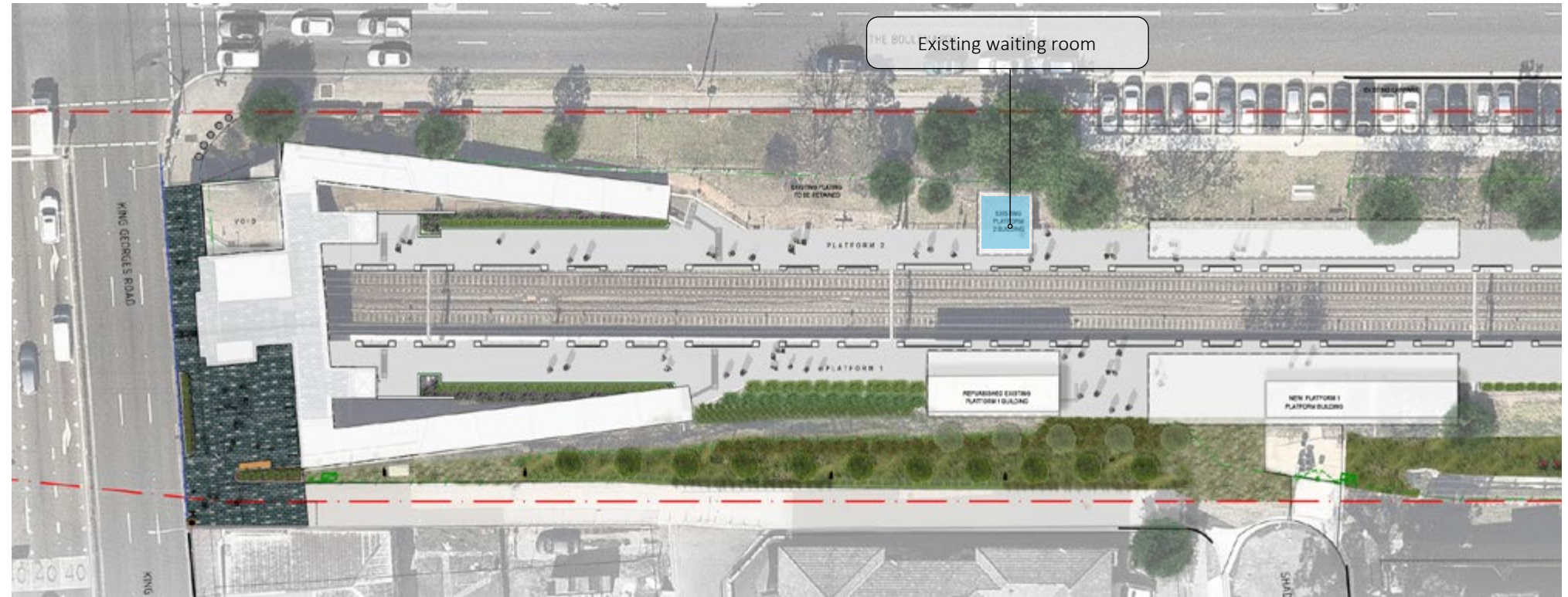


Figure 4.8 Key plan of proposed heritage interpretation elements at Wiley Park station



Figure 4.9 Existing waiting room current condition

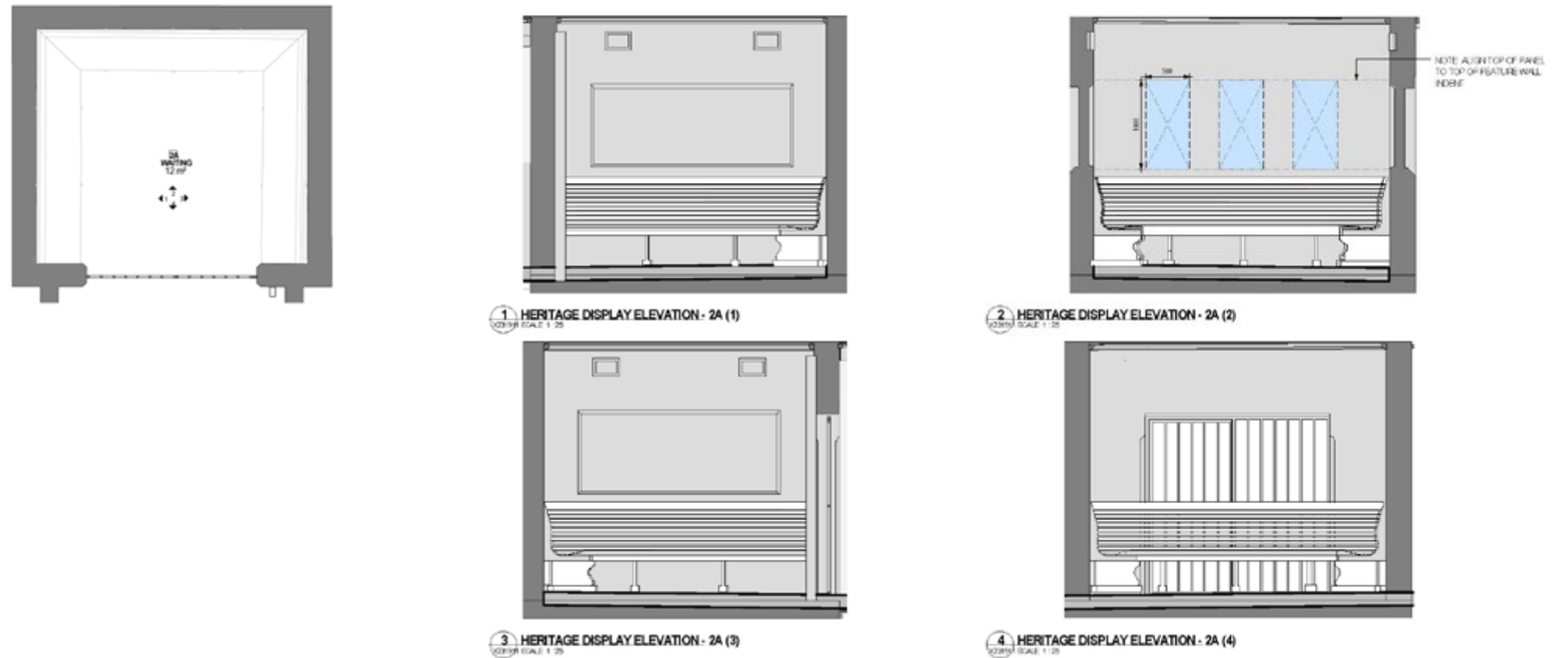


Figure 4.10 Existing waiting room proposed interior

4.6 Concourse

4.6.1 Concourse refurbishment and station entry

The overall integrity of the overhead booking office will be externally restored through the removal of the two adjacent retail buildings, reinstating its street presence and legibility within the precinct (see principles at section 2.3.2 and 2.3.6). Internally, the main concourse will be generally ‘refreshed’, including reinstating/ highlighting existing heritage buildings, repainting of columns, fascia, soffit, window frames, doors and door frames. Upgrade works are minor, and seek to modernize the building with new finishes and materials and preserving existing heritage buildings. The ticketing machine will be relocated to make way for new gatelines to be installed. A new glazed skylight is to be added to the existing roof to increase daylighting within the concourse.

A new void space to the southern edge of the existing overhead booking office will be introduced, which creates clarity around the station entry and provides a visual connection between the platform and the concourse level. A new plaza with planter beds will be introduced north of the existing overhead booking office, which will create a place to sit and meet reinforcing the station entry function. The plaza will be repaved and the paving pattern will extend to the station entry to create a cohesive station concourse.

A second station entry is made directly from the new plaza, providing secondary entry and exit for movement to the precincts north. A future station entry is planned for at Shadforth Street and current works to the station have taken this into consideration. Additional space will be provided between the new services building and Platform 1 with planting limited in areas that it may be disturbed by future works. Views from Shadforth Street into the future station entry are maintained.



Figure 4.12 Station Concourse: Reconfiguration plan

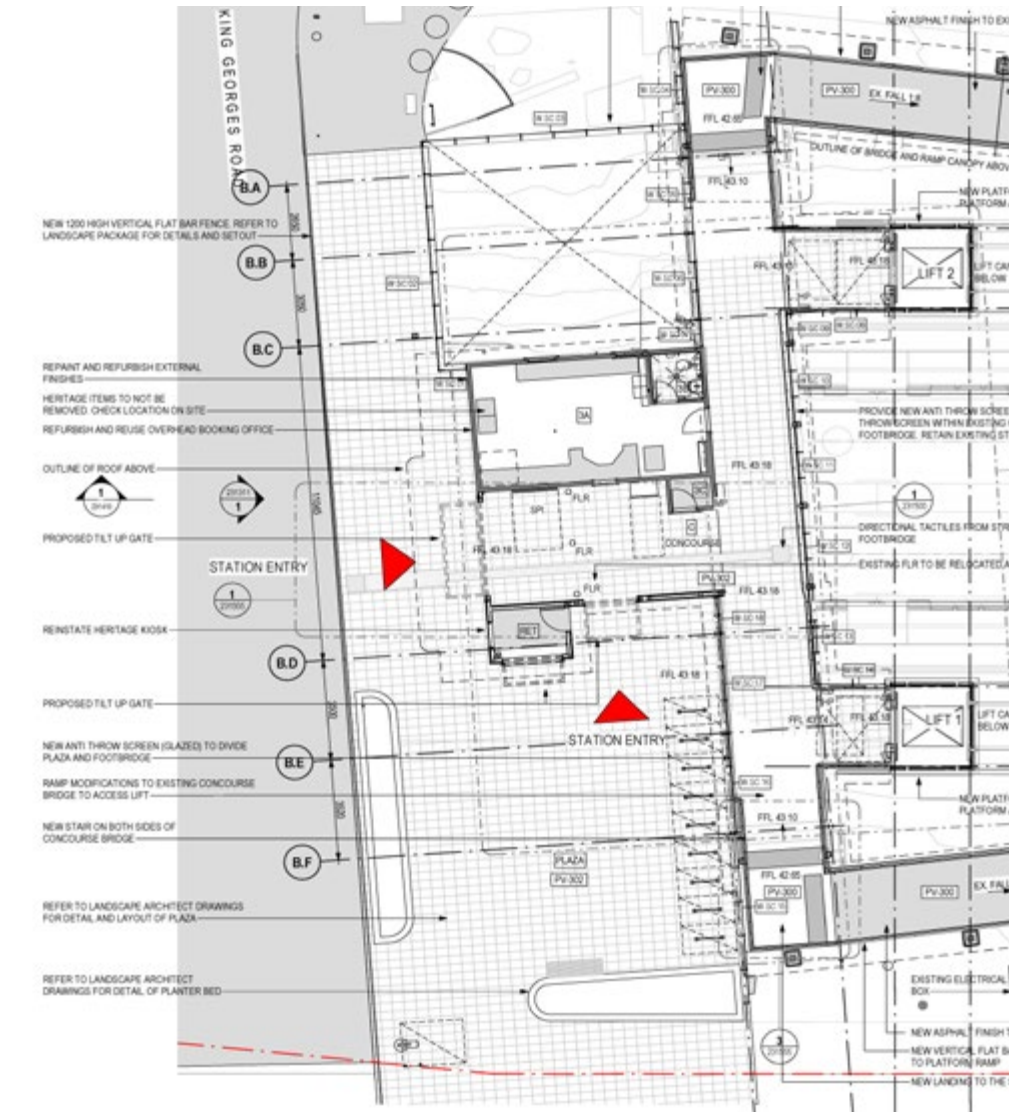


Figure 4.13 Station Concourse: Proposed plan

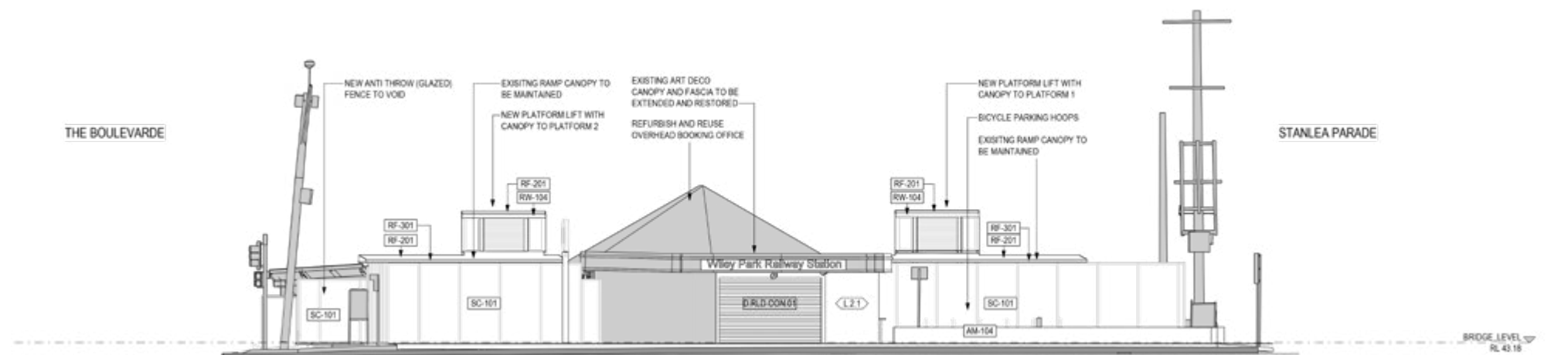


Figure 4.11 Restored station entry: Eastern elevation

4.6.2 Roof and canopies

New canopies will join the rear of the refurbished concourse building to the existing canopies along ramps to each platform providing a weather protected path to each platform. New canopies will also be installed on both platforms at their mid length with the canopy on platform 1 covering a new platform building and designed for the accommodation of a future station entrance off Stanlea Parade. Roof elements will visually integrate with existing structure and align with the project architectural principles.

4.6.3 Under-stair spaces

Service spaces are concealed under a portion of the stair at platform level. Additional amenities fit neatly into the existing heritage building which minimises the amount of new platform buildings required.



Figure 4.14 Existing ramps and canopies, platform 1

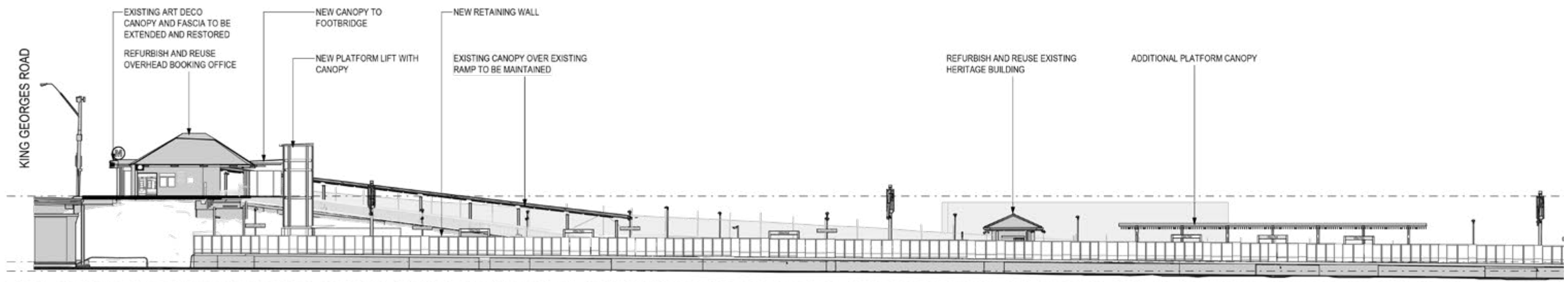


Figure 4.15 Long section: arrangement of ramps and canopies

4.7 Platform

Wiley Park Station is unique in that existing platform walls are formed from in-situ concrete rather than brick. To achieve Disability Standards for Accessible Public Transport (DSAPT) compliance and drainage requirements, the existing platform wall and coping slabs are to be demolished and replaced with precast units that will also allow services runs and the future provision of platform screen doors (PSDs).

The entire station platform will be resurfaced with asphalt while the 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 installed, and the result will be a strong visual expression of Sydney Metro's line-wide identity.

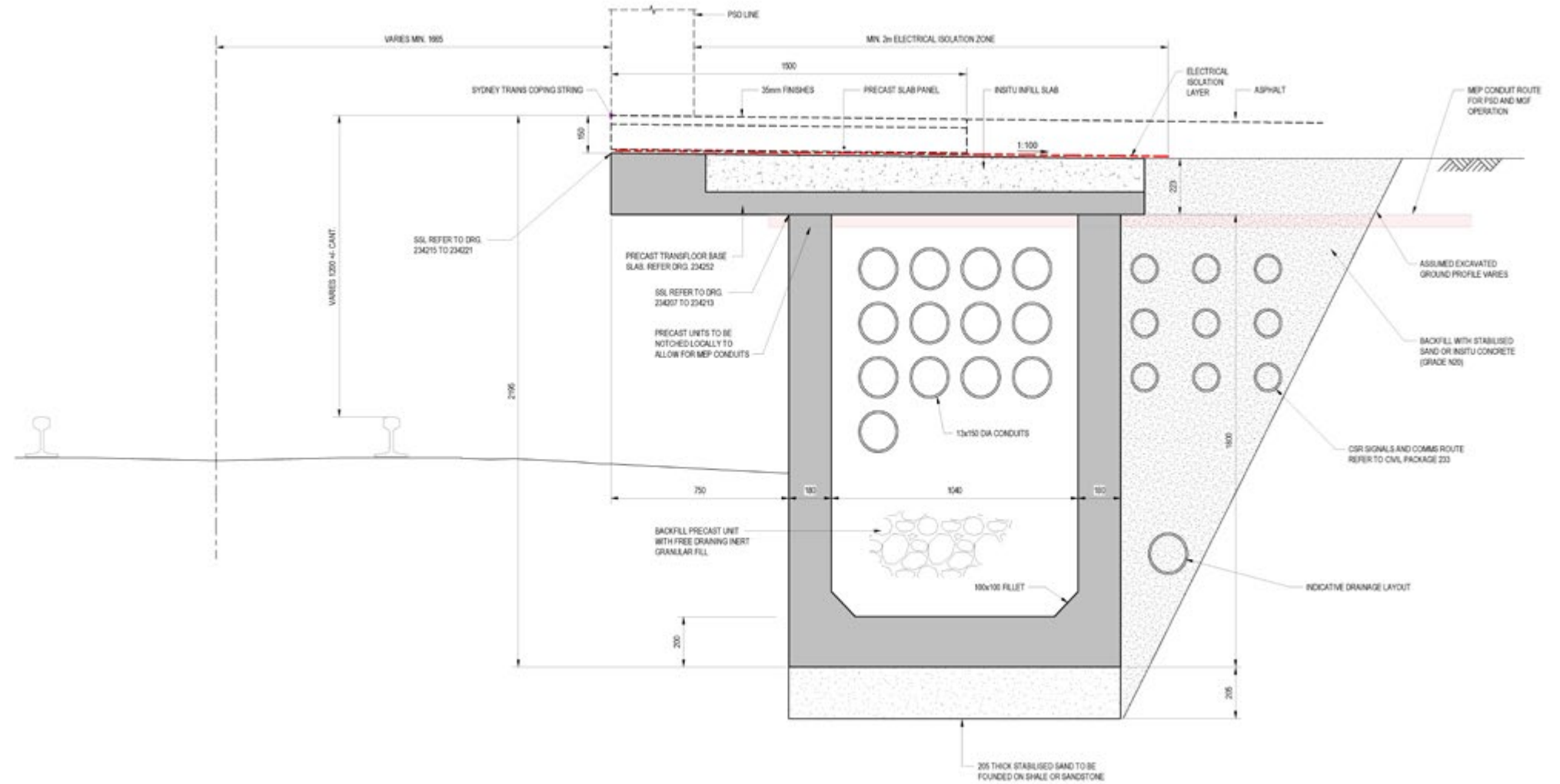


Figure 4.16 Station platform edge detail



Figure 4.17 Perspective of Wiley Park platform 2

4.8 Lifts and stairs

4.8.1 Lifts

Two new lifts have been integrated with the refurbished station entry to provide logical, intuitive and accessible paths for customers, creating a vertical connection between the concourse bridge and platforms. The majority of the lift shafts are below natural ground level in the rail corridor cutting. The top of the lift shafts will extend slightly above the roof line of the existing concourse booking office so the visual impact will be minimised.

The lift shaft is glazed to provide clear views through the station and to increase passive surveillance. Ramp adjustments to the existing concourse bridge and lift landings have been designed to DDA compliance with adequate 'queuing zones'. They are identified with compliant signage and graphics, positioned to be clearly visible from common entry points and access pathways. The proposed glazed lifts will require new retaining walls to gain access at platform level, which will be used to screen existing shotcrete embankments to adjacent ramps.

4.8.2 Stairs and Ramps

The existing earth filled ramps which connect the station concourse to the platforms will be retained and resurfaced. Existing hoop top fencing will be removed and replaced with new flat bar fencing and new handrails. Existing canopies will also be retained. To transition between the existing ramp and the extended concourse, a small set of stairs will be introduced. DDA access will be provided via lifts before the stairs.

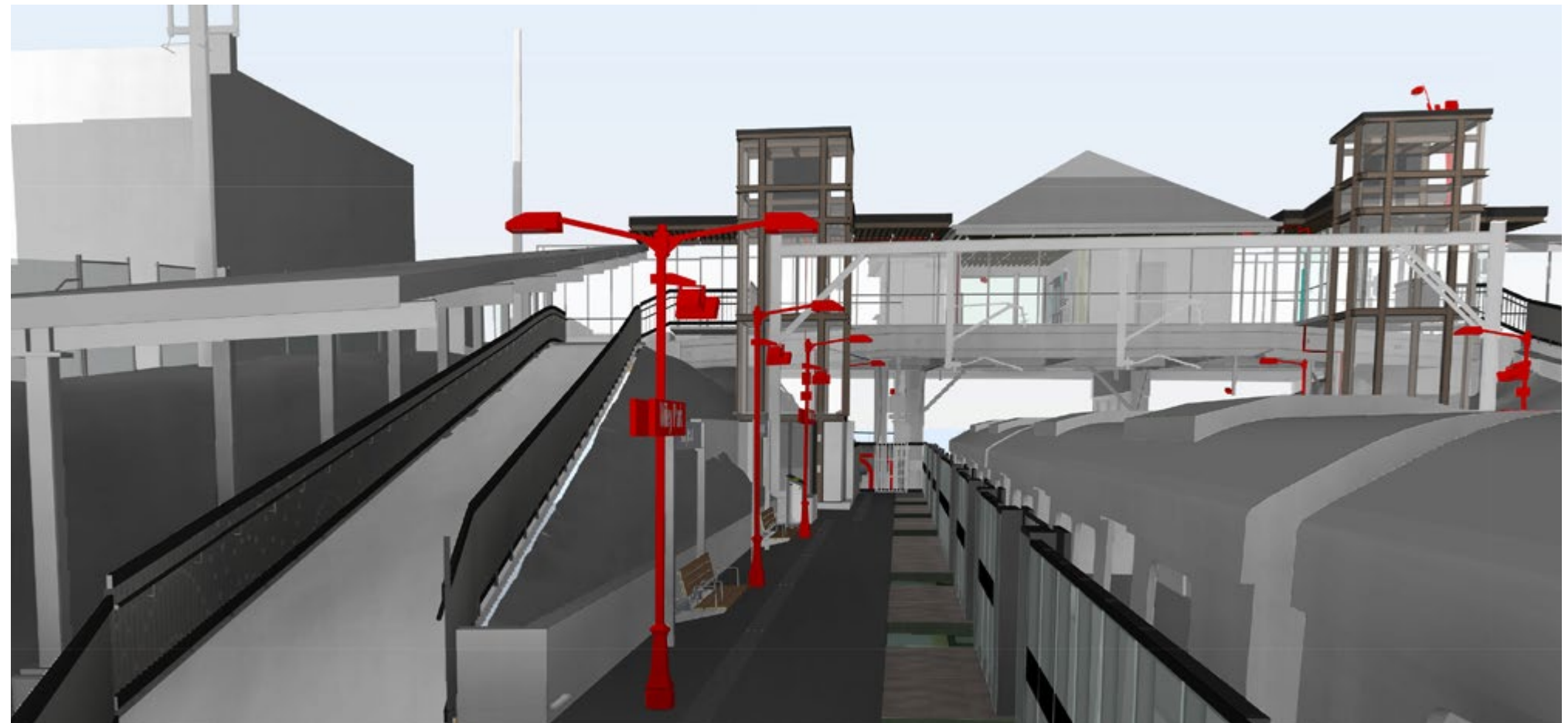


Figure 4.18 Upgraded existing ramps and new lifts to concourse: indicative view



Figure 4.20 New stairs link ramps to concourse: indicative view

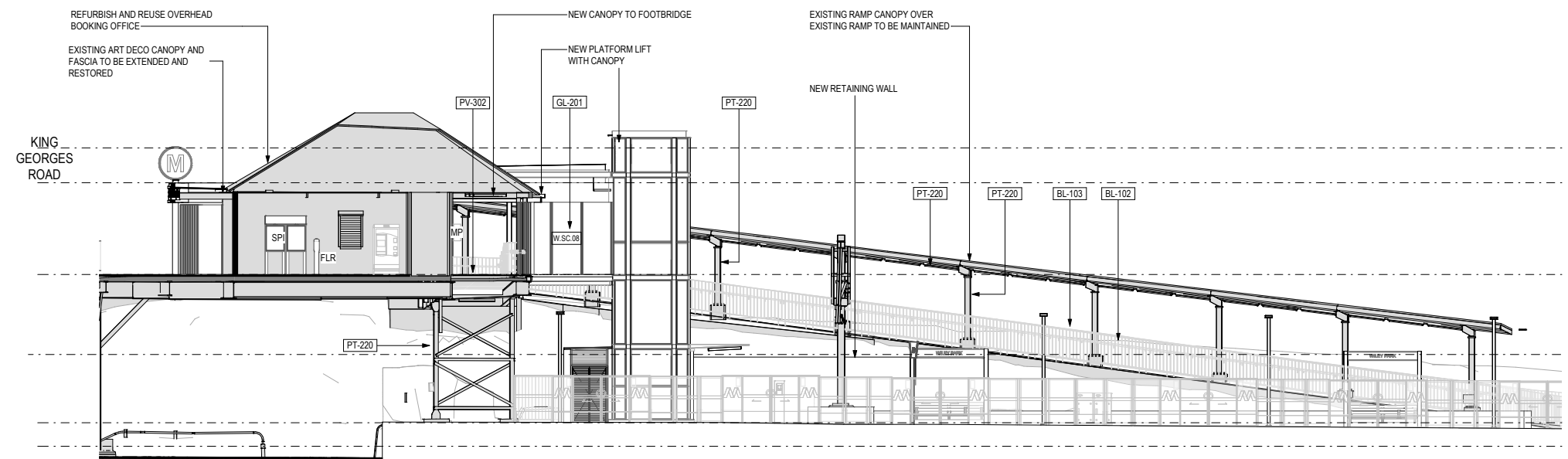


Figure 4.19 New lift and existing ramp to platform building: long section

4.9 Connectivity and access

4.9.1 Pedestrian 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. The existing Wiley Park station entry faces challenges, being located on a busy six lane arterial road. The station entry is not legible due to the addition of two shops which flank the original overhead booking office.

The station has a high percentage of its mode share patronage as pedestrian at 90% in 2016. Existing pedestrian movement network is constrained by the heavily trafficked King Georges Road, where crossing is possible only at signalised intersections or at the pedestrian footbridge to the south. Upgrades to Stanlea Parade will enhance pedestrian connection to the station. The corner of Stanlea Parade at the station is opened up by removal of the existing disfunctional shop building, creating both more space and wider sightlines. This improves the legibility of the immediate station environment and supports easier, more comfortable pedestrian movement.

4.9.2 Bicycle parking

One location for bicycle parking is provided for in the design, with nine bicycle parking hoops in total provided at the station entry adjacent Stanlea Parade. The bicycle parking is adjacent a new station entry and provides a central well surveillanced area for interchange.

4.9.3 Interchange facilities

The design provides for:

- A future safeguarded station entry on Shadforth Street
- Two new lifts and landings to make the station platform accessible
- Convenient transfer to existing bus stops on The Boulevardde and King Georges Road
- Access to new kiss and ride, accessible and taxi parking space and associated shelter on The Boulevardde
- Access to existing park and ride facilities on The Boulevardde
- Bicycle parking within the new plaza.

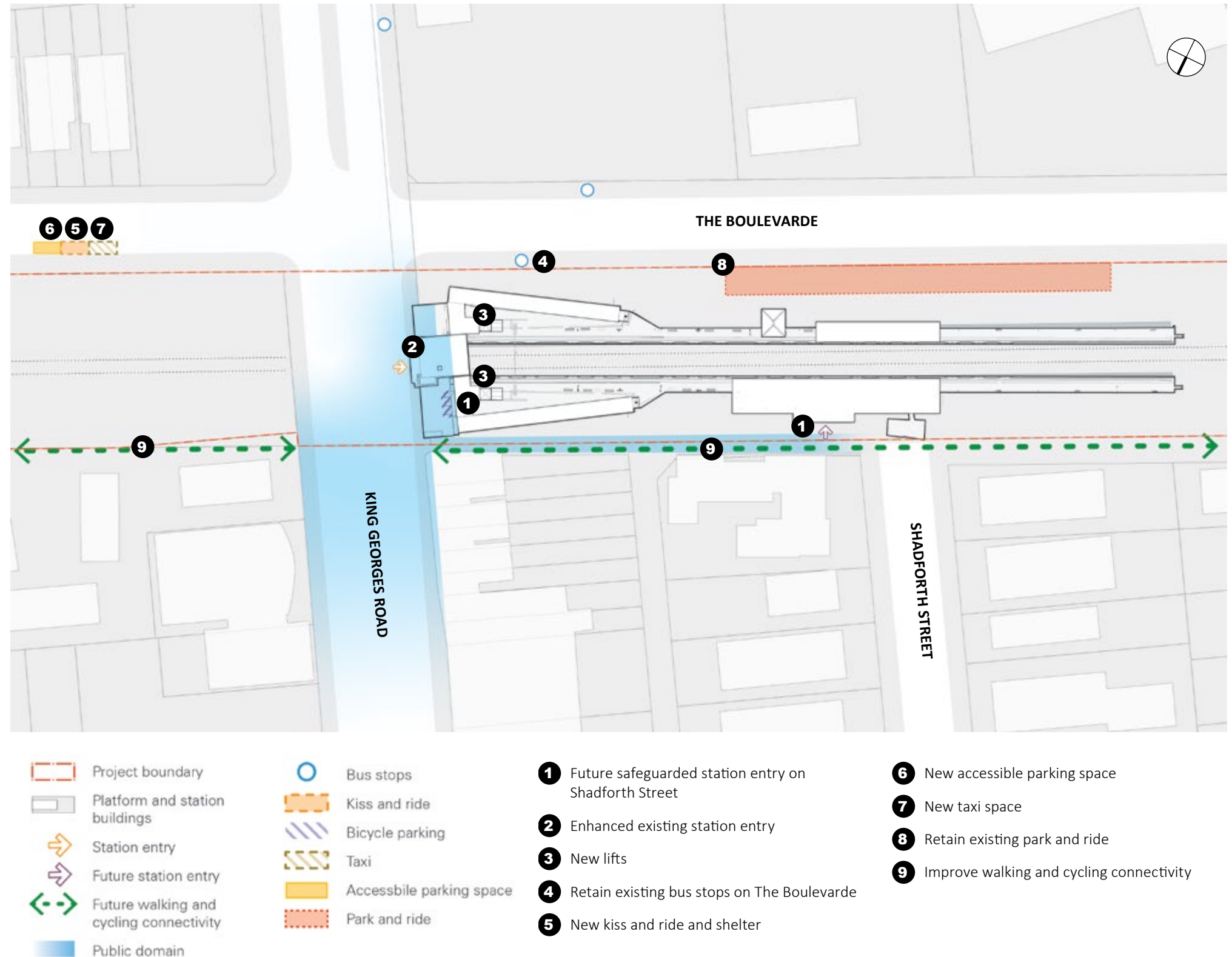


Figure 4.21 Station interchange connectivity and access

4.9.4 Future station entry

A concept design has been prepared for a future station entry that will provide a direct link to platform 1 from Shadforth Street. Refer Figure 4.21, item 1 for the location within the precinct context.

The future safeguarded station entry will facilitate convenient and accessible movement to and from the south side of the station and will reduce the dependency on the existing station entry off King Georges Road. Implementation of east-west pedestrian and cycling improvements will consider this station entry and will provide further benefits to pedestrian and cyclist movement from the station.

A number of options were explored for the entry alignment, with the developed option responding to the desired pedestrian connections routes by providing access and a future gateline between existing and new platform buildings. Landscaping and services safeguard this future entry and consider its implementation by preparing suitable ground surfaces. The concept was developed to satisfy the requirements of CoA E60.

While out of current scope, the concept design shows that a future entry is achievable to connect residential neighbourhoods to the south and activate Shadforth Street with a more desirable path of movement. The concept design allows the safeguarding of land for the entry's future implementation.

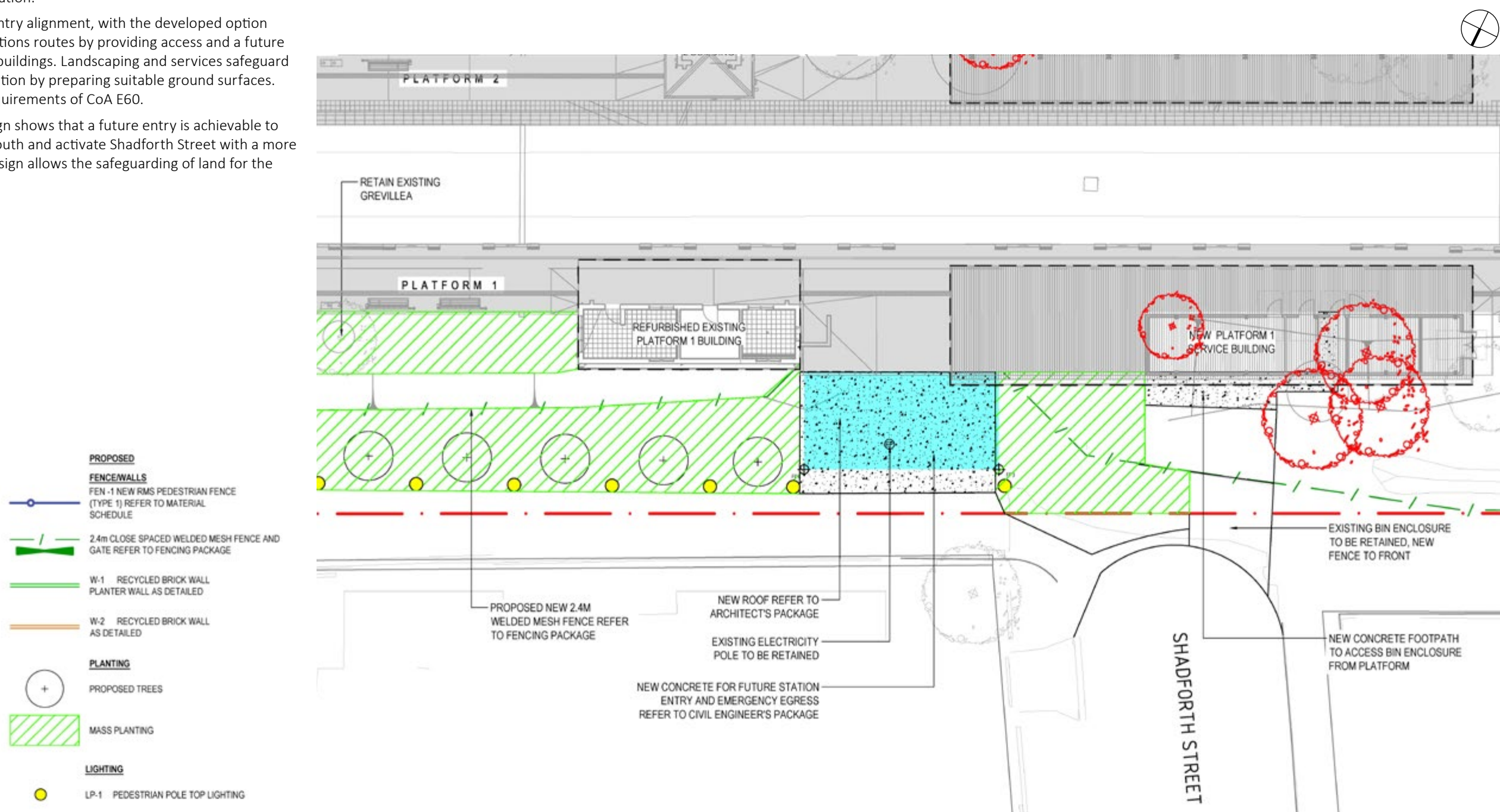


Figure 4.22 Shadforth Street future station entry concept design

4.10 Public Domain

4.10.1 Public domain activation

The project delivers a new plaza space directly adjacent the refreshed station entry, at the intersection with the existing shared path at Stanlea Parade. This plaza is facilitated by the removal of the existing northern retail building and will be built upon the existing bridge structure. The existing footpath at the station entry is narrow, and the proposed plaza opens up the two spaces to create a larger more user-friendly design and additional station entry.

A small retail kiosk is provided to the corner of the concourse building with a shopfront serving the public plaza. The additional public space and activation of new station entry will provide safety for patrons throughout the day and evening and contribute to the improvement of street fronts along King Georges Road.

Bike hoops have been located in this space to provide a solution to bicycles being tied to the fence of King Georges Road, which currently clutters pedestrian flow. Seating with incorporated above ground planters are proposed to the edge of the plaza and the shared path, which provides softening to the hard edged urban environment, and provides a place to stop, sit and meet. This planter also mitigates the slight level difference.

A sense of identity at Wiley Park will be created by paving the entire area in front of the existing ticket office inclusive of the plaza, creating a continuous space by replacing the various toned concrete footpath that is present (see principles at section 2.3.3).



Figure 4.23 Perspective of reinstated station entry



Figure 4.24 Existing condition of station entry and concourse

4.11 Landscape design

4.11.1 Landscape strategy

The landscape design strategy at Wiley Park is to complement built form improvements and to greatly improve the quantity and quality of open space and vegetation within the precinct. The design provides much needed amenity within the local area, expanding existing patterns of use and responds to the local indigenous vegetation.

The new plaza is built upon the existing overbridge structure which limits the opportunity to provide deep soil planting however planting within several raised planter beds will add vegetation to both provide shade and soften the urban streetscape along King Georges Road.

The existing shared path that runs east/west from King Georges Road down to Shadforth Street and beyond is retained and improved. The existing chain mesh security fence will be removed and replaced with a 2.4m high close welded mesh fence which will be moved back to sit roughly 1.2m from the top of the embankment edge. Moving the fence back allows for tree planting as well as small shrubs and groundcovers, which will be planted in front of the fence. This will soften the stark environment, with the trees providing visual amenity to the neighbouring properties which overlook the station. New pedestrian lighting will also be incorporated along the pathway. Shared path planting will consist of evenly spaced tree planting so to not clash with the proposed shared path lighting, the groundcover planting is a mix of native grasses to ensure views down to the platform are maintained.

At the intersection of The Boulevard and King Georges Road a small sandstone wall with formal planting will be removed to provide a concrete edge that is designed as an errant vehicle bollard. The planting will be upgraded to match the existing landscape character and to maintain the current formal planting theme.

4.11.2 Earthworks and landform

Changes to existing landform where new works are proposed are kept to a minimum or where they are required generally aim to reduce the increase in any fill or height. There are no significant changes to existing levels or landform with works associated with the station or plaza.

For the services building, its specific siting will take the existing landform and required earthworks into account. While the design is still under development (Refer section 4.15), it is not anticipated that any significant earthworks will be required.



Figure 4.25 Section through shared path at Stanlea Parade

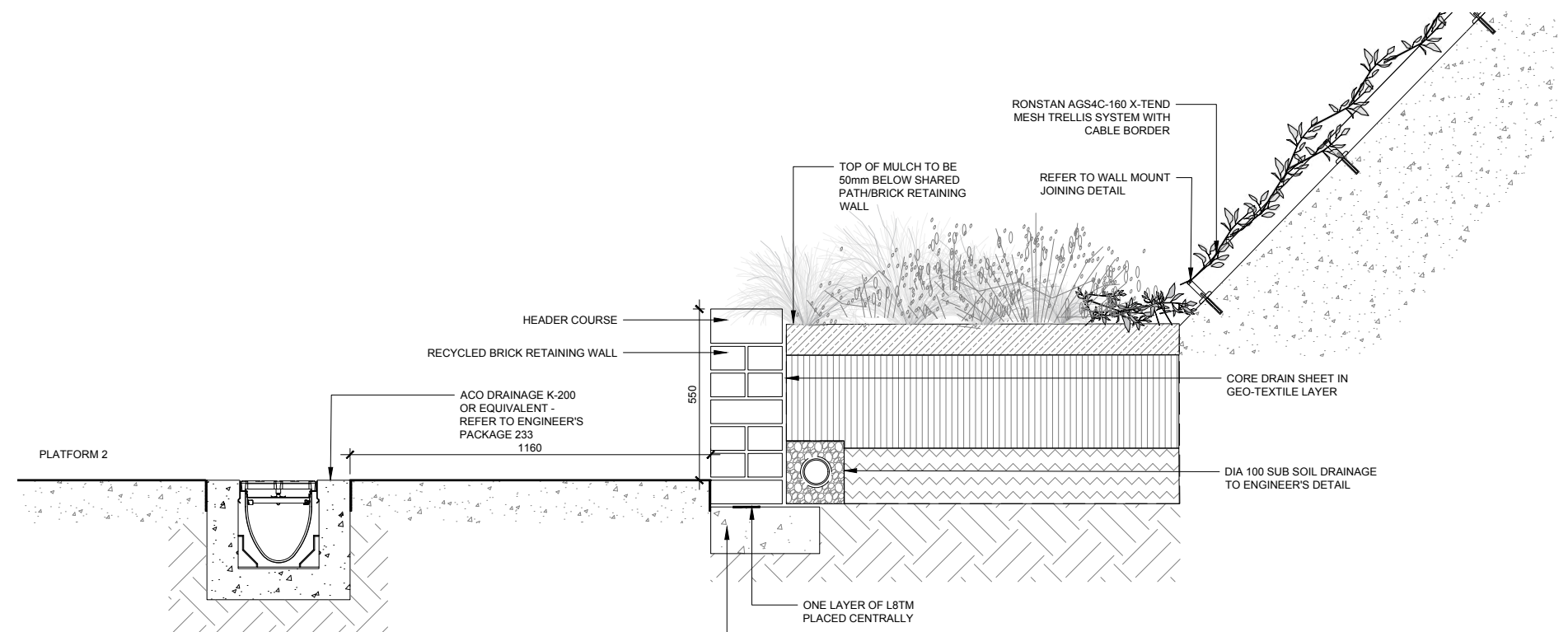


Figure 4.26 Typical detail planter wall

4.11.3 Species selection

The plant species have been selected by a qualified Landscape Architect and have been guided by the history of the site and have been chosen to suit the local soil, drainage and microclimate for the specified area. The plant species have been selected to be of low maintenance and have drought tolerant capabilities following establishment.

Plants will be planted in either single species mass planting arrangements or structured groupings of plant species that are consistent in height and character. Understorey plants will be setback from planter bed edges so that plants when established do not spill out onto pedestrian paths or roads. Plants will be selected so that they do not include fruits, spikes or seeds that will cause a hazard to pedestrians or cyclists in the locations that they are planted. Understorey planting have been selected to generally have a maximum height lower than 1m in areas that require clear sightlines across the plazas to meet CPTED guidelines.

All groundcovers and grasses will have a minimum 140mm diameter container size when planted and will be planted at a density of six (6) plants/m². All shrubs will have a minimum 140mm diameter container size when planted and will be planted at a density of three (3) plants/m².

The planting design for Wiley Park can be divided into three distinct areas and types. These areas are 1) King Georges Road, 2) Platform Planting, 3) Shared Path Planting

1) The planting along King Georges Road are essentially in planter boxes, the planting is of low maintenance species and once established will be reasonably drought tolerant.

2) The Planting to the platform will be of a formal nature to maintain the existing character of the existing planting – this planting will also be in a raised planter bed and will incorporate climbing plants planted to the back of the planter bed, Ronston wires will be attached to the existing rock/shotcrete walls directing the climbing plants up the walls to eventually cover the wall. At the back of platform 1 between the end of the existing ramp and the platform building the landscape is upgraded with native species – the existing Grevillea is trimmed back and neatened up to provide a uniformed shape, addition shrubs and groundcovers are planted surrounding it, updating the amenity to the station.

3) Shared path planting will consist of evenly spaced tree planting so to not clash with the proposed shared path lighting, the groundcover planting is a mix of native grasses to ensure views down to the platform are maintained – this also ensure that views from the platform up to the shared path are maintained and ensure CPTED principles are met. Planting near the end of Shadforth Street are kept low to maintain views to the future entry to the station



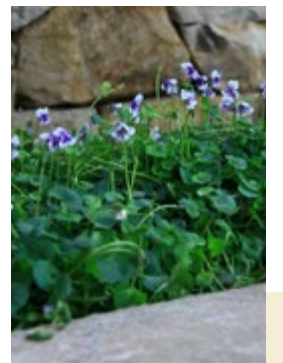
Eleocarpus reticulatus
Blueberry Ash



Callistemon viminalis
Weeping Bottlebrush



Westringia fruticosa
'Blue Gem' Coastal Rosemary



Viola hederacea
Native Violet



Dianella revoluta
Blue Flax Lily



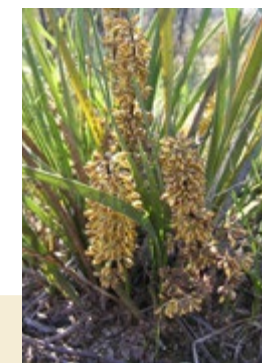
Dichelachne micrantha
Short-hair Plume Grass



Pandorea pandorana
False Sarsparilla



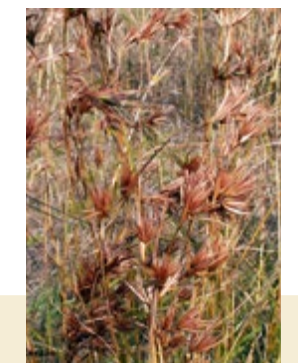
Liriope 'Just Right'
Liriope



Lomandra multiflora
Mat Rush



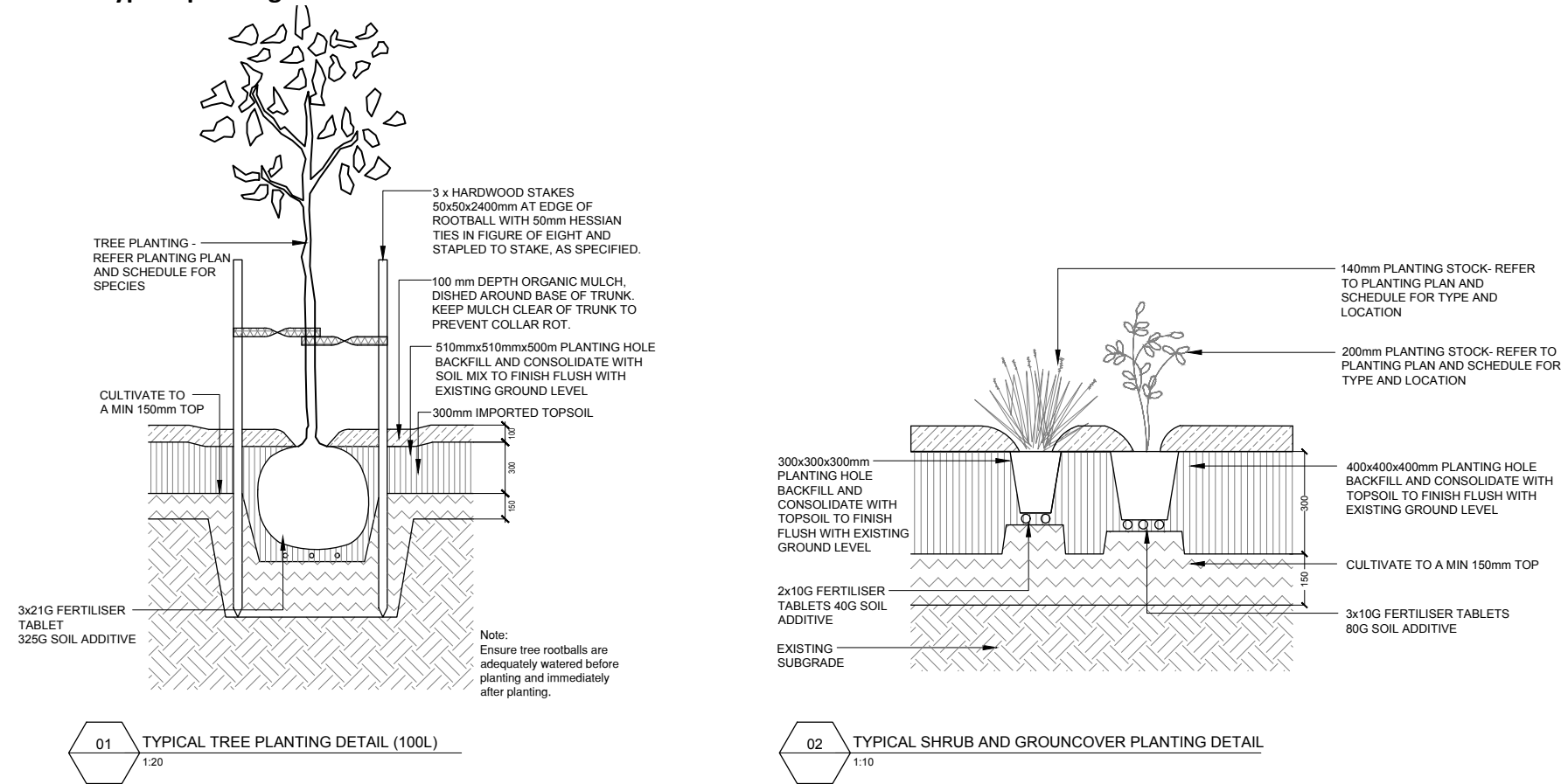
Myoporum parvifolium
Creeping Boobialla



Themeda triandra
Kangaroo Grass

	Botanical Name	Common Name	Pot Size	Spacing	Indigenous?
TREES	<i>Elaeocarpus reticulatus</i>	Blueberry Ash	100L	as shown	Y
	<i>Callistemon viminalis</i>	Weeping Bottlebrush	100L	as shown	Y
SHRUBS	<i>Westringia fruticosa</i> 'Blue Gem'	Coastal Rosemary cvs	140mm	4/m ²	Y
GRASSES & GROUND COVERS	<i>Dianella revoluta</i>	Blue Flax Lily	140mm	6/m ²	Y
	<i>Dichelachne micrantha</i>	Short-hair Plume grass	140mm	6/m ²	N
	<i>Pandorea pandorana</i>	False Sarsparilla	140mm	6/m ²	Y
	<i>Liriope 'Just Right'</i>	Liriope cvs	140mm	6/m ²	N
	<i>Lomandra multiflora</i>	Mat Rush	140mm	6/m ²	N
	<i>Myoporum parvifolium</i>	Creeping Boobialla	140mm	6/m ²	N
	<i>Themeda triandra</i>	Kangaroo Grass	140mm	6/m ²	N
	<i>Viola hederacea</i>	Native Violet	140mm	6/m ²	N

4.11.4 Typical planting details



4.11.5 Landscape maintenance, monitoring and rehabilitation

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.

4.11.6 Water Sensitive Urban Design (WSUD)

At Wiley Park Station passive WSUD principles will be used throughout. Typically, paved areas will slope towards planted areas to encourage the natural collection of rainwater. Planting has also been chosen to be of low water use once established.

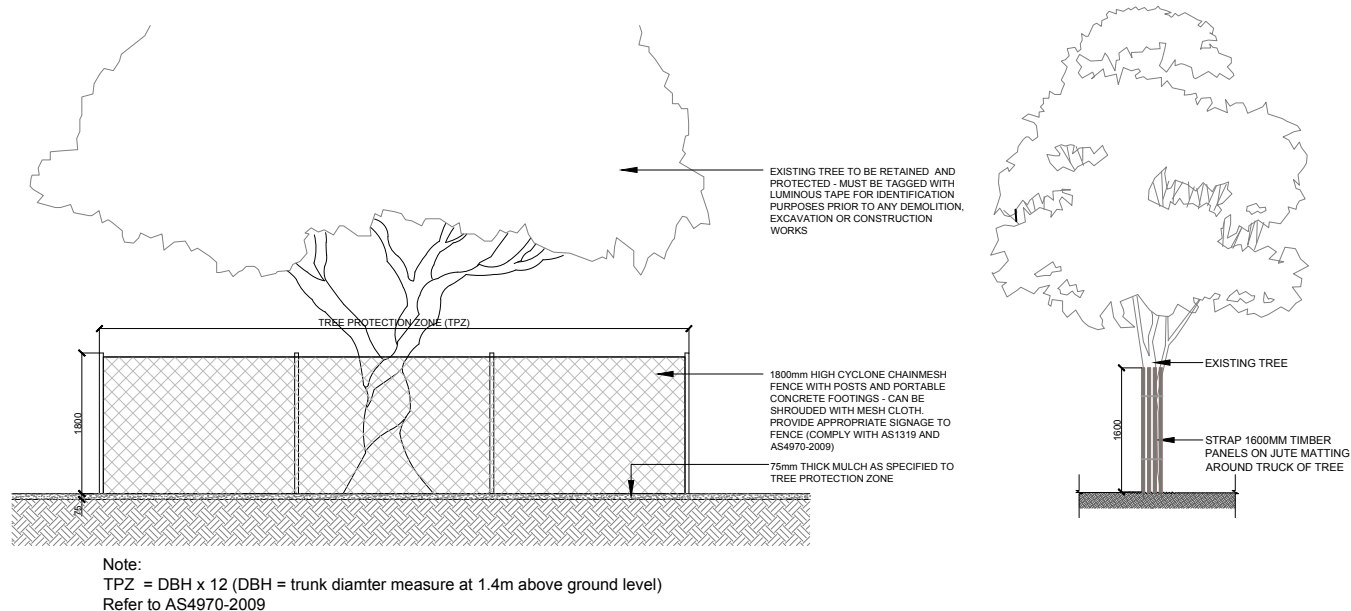


Figure 4.27 Typical planting details

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 LGA. Maintainability was a key consideration and has guided the selection of a suite of robust elements.

To ensure the best use and function of the plaza space it is also necessary to design several custom elements including the two raised planter beds. These items balance the functional requirements but also are designed to minimise loading onto existing structures. The design references the art deco styling of the concourse building whilst providing a modern and low maintenance finish.

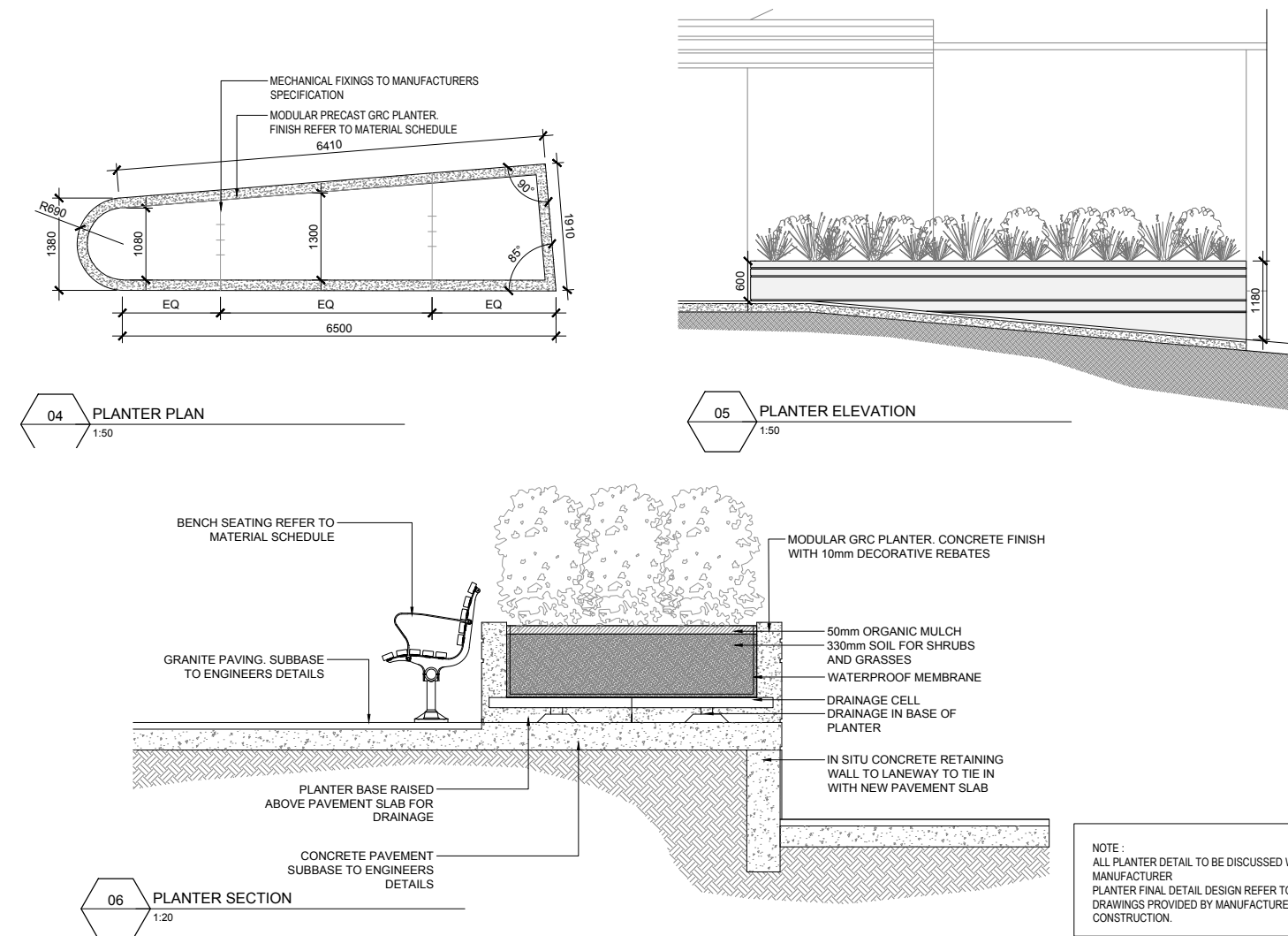


Figure 4.28 Planter bed 1 details

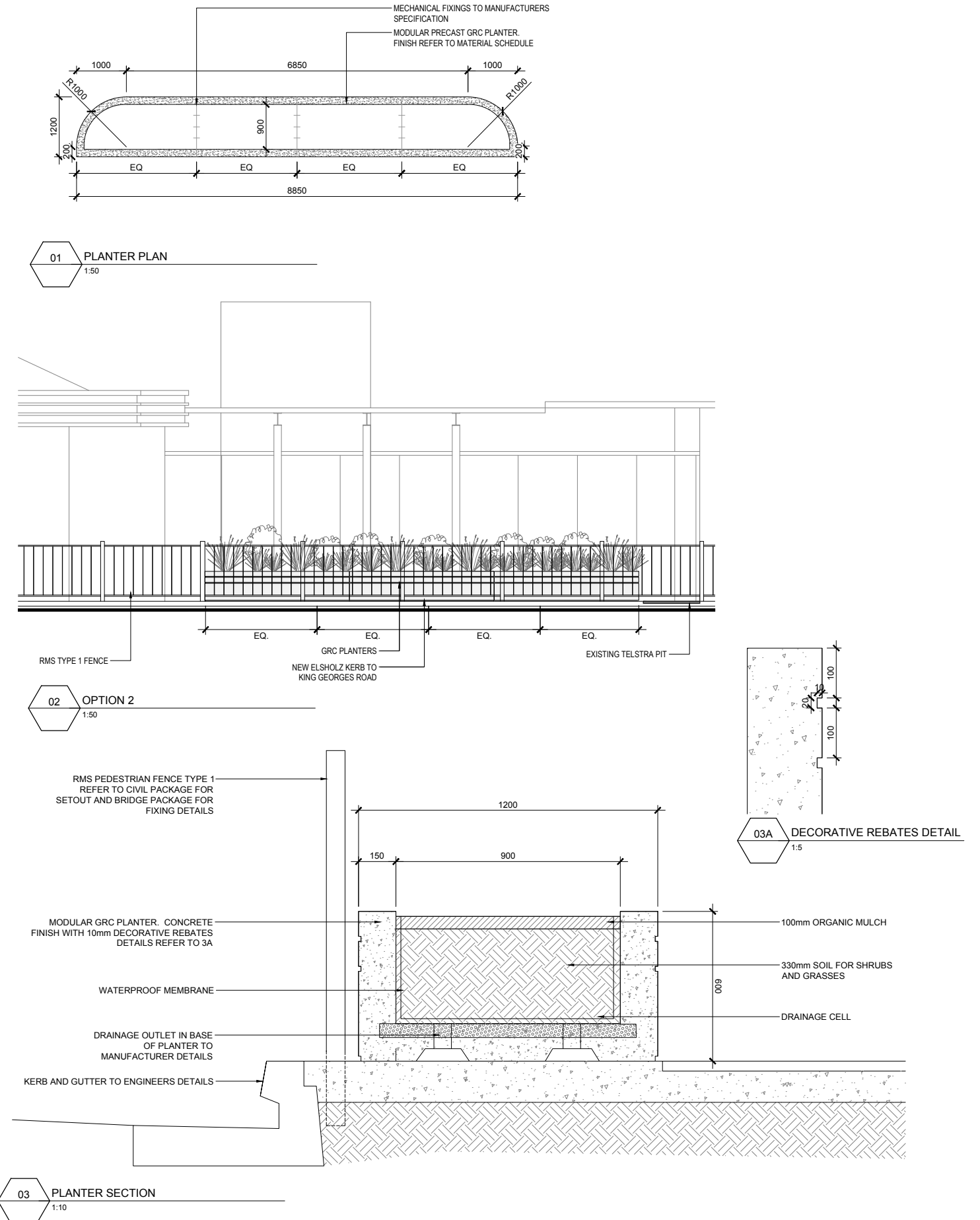









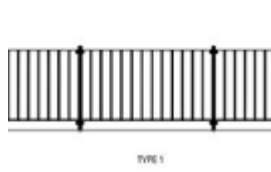


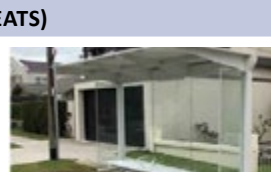




Figure 4.29 Planter bed 2 details

CODE	ITEM	IMAGE	DIMENSIONS (mm)	FINISH
HARDSCAPE				
PAV-1	Granite Paver Adelaide Black		600x300x50mm 20-30mm tile with 15-20mm mortar bedding	Exfoliated Sealed with an impregnator penetrating sealant
PAV-2	Granite Paver Sesame Grey		600x300x50mm 20-30mm tile with 15-20mm mortar bedding	Exfoliated Sealed with an impregnator penetrating sealant
PAV-3	Granite Paver Samson White		600x300x50mm 20-30mm tile with 15-20mm mortar bedding	Bush Hammered Sealed with an impregnator penetrating sealant
W-1/W-2	Recycled Brick Wall Recycled brick from demolition work		Refer to details	Refer to details
PT-1	GRC Planter		Refer to details	Refer to details
URBAN FURNITURE				
BR-1	Bicycle Racks Semi Hoop - BTS03		845Lx120Wx850H	Stainless Steel 316 No.4 Finish (brushed)
BIN-2	Bins		620Lx620Wx1093H	Stainless Steel - Finish 2B
TG-1	Tactile Indicators - warning indicators		As specified on plan	Approval of colour to be obtained from Landscape Architect prior to installation. 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		As specified on plan	Approval of colour to be obtained from Landscape Architect prior to installation. Colour test - Stainless steel, black, brass - <i>Do not use yellow or blue</i>
FEN-1	Pedestrian Fence Type 1 to RMS standards		1.2m high	Black
DF-1	Drinking Fountain Aquafil Drinking Fountain and bottle refill with integrated drainage		As supplied	Stainless Steel (brushed)
BOL-1	Bollard OmniStop Ultra		1.2m high	Stainless Steel
URBAN FURNITURE (SHELTER & SEATS)				
SHE-1	Shelter (South Parade) Evo Shelter - integrated seating, lighting, power.		4110x1500x2550	Powdercoated aluminum frame - black
ST-2	Seat Botton and Gardiner Urban Classic		L1800xW580xH770	Frame: Cast aluminium Post: Galvanised Steel Seat: Hardwood (Spotted Gum)
LIGHT				
LP-1	Pedestrian Pole Top Lighting			WE-EF VFL520 LED Marine-grade, die cast aluminium alloy

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 by 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 acrylic 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 acrylic panels fixed to the screen to a height of 1.8 metres.

Wiley Park Station

Wiley Park station fronts King Georges Road and the station concourse extends the road bridge width while running most of the bridge length. Existing vertical protection screens on the opposite side of King Georges Road bridge are of relatively modern design and will be retained and modified in line with Type 3B standards. Minor structural work will also compliment the additional acrylic panels.

On the station side, glass screens line the plaza as part of the architectural works and 2.4m high corridor fencing abuts the plaza and the station building on the south.



Figure 4.30 Typical Type 3B vertical protection screens

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
Station entries Maximise surveillance and maintain clear sightlines at station entry points	Natural surveillance	Directly in front of the station entrance a steel flat bar fence is provided - being open and transparent the station entrance is visible from King Georges Road. Pedestrian activity within the new public plaza adjacent the station at Stanlea Parade will improve surveillance at the station entry.
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	Bike parking is located in the new public plaza at the station entry, which will be well used by commuters.
Vegetation 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	Low maintenance vegetation species that do not impede on sightlines have been proposed – low species are proposed along the shared path to ensure sightlines are maintained to platform for passive surveillance.
Lighting Ensure lighting is in accordance with RSS 001 lighting performance requirements for station concourse building, platforms and platform buildings	Lighting	Considered in lighting design
Platform buildings Target hardening of platform buildings required to protect assets including alarm, CCTV and security signage	Physical security / target hardening	Considered in and integrated with architectural 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 are visible from the surrounding public domain.

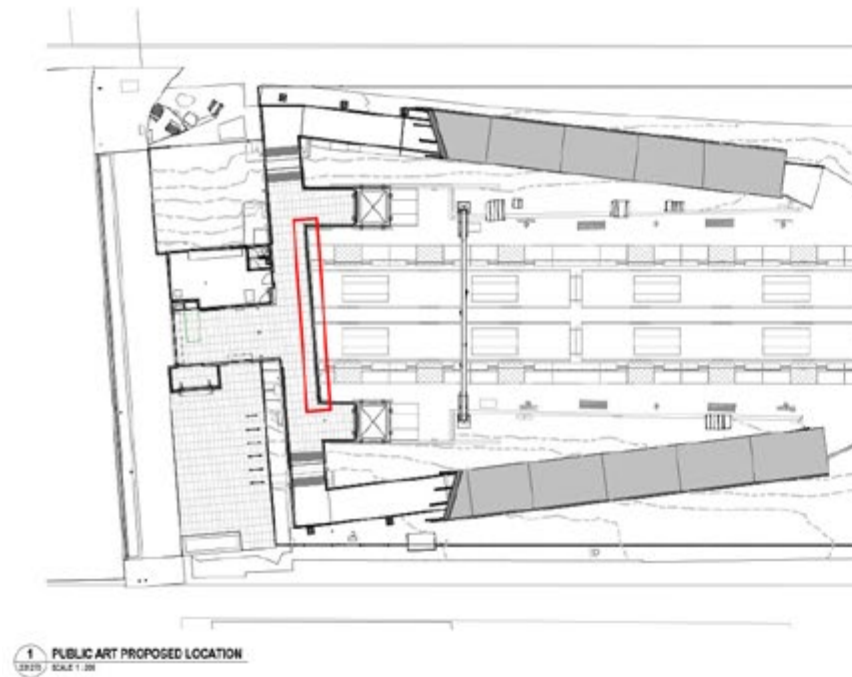
Artists have been selected through a competitive process involving a public expression of interest and competitions with expert panels selecting the artists and artworks. Successful artists are developing artworks that will be realised as a transparent artwork, embedded in glass panels at the stations. 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 4.31 Example of glazed artwork screens at Canberra Lightrail. Art by Hannah Quinlivan



WILEY PARK STATION PUBLIC ART
PROPOSED LOCATION: NEW GLAZED SCREEN ABOVE TRACKS ON THE CONCOURSE
OVERALL AREA: 32M2
NUMBER OF PANELS: 9
TECHNOLOGY: CERAMIC PRINTING OR INTERLAYER TECHNOLOGY

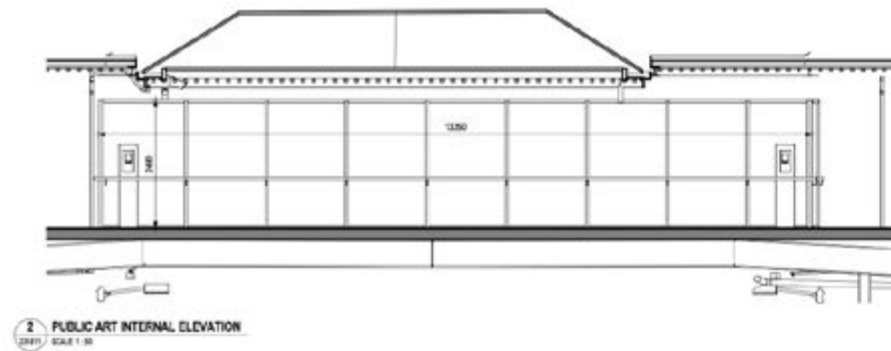


Figure 4.32 Identified public art location at Wiley Park Station

4.14 Metro-wide design

4.14.1 Wayfinding and signage

The primary station entry at King Georges Road will be retained with a secondary entry from the plaza. A new entry at Shadforth Street is safeguarded. The covered ramps and new glazed lifts will offer convenient vertical transport directly onto platforms, and will provide customers with a clear point of access into the facility. Changes to directional signage both internally and externally at the station will need to be updated to support this arrangement.

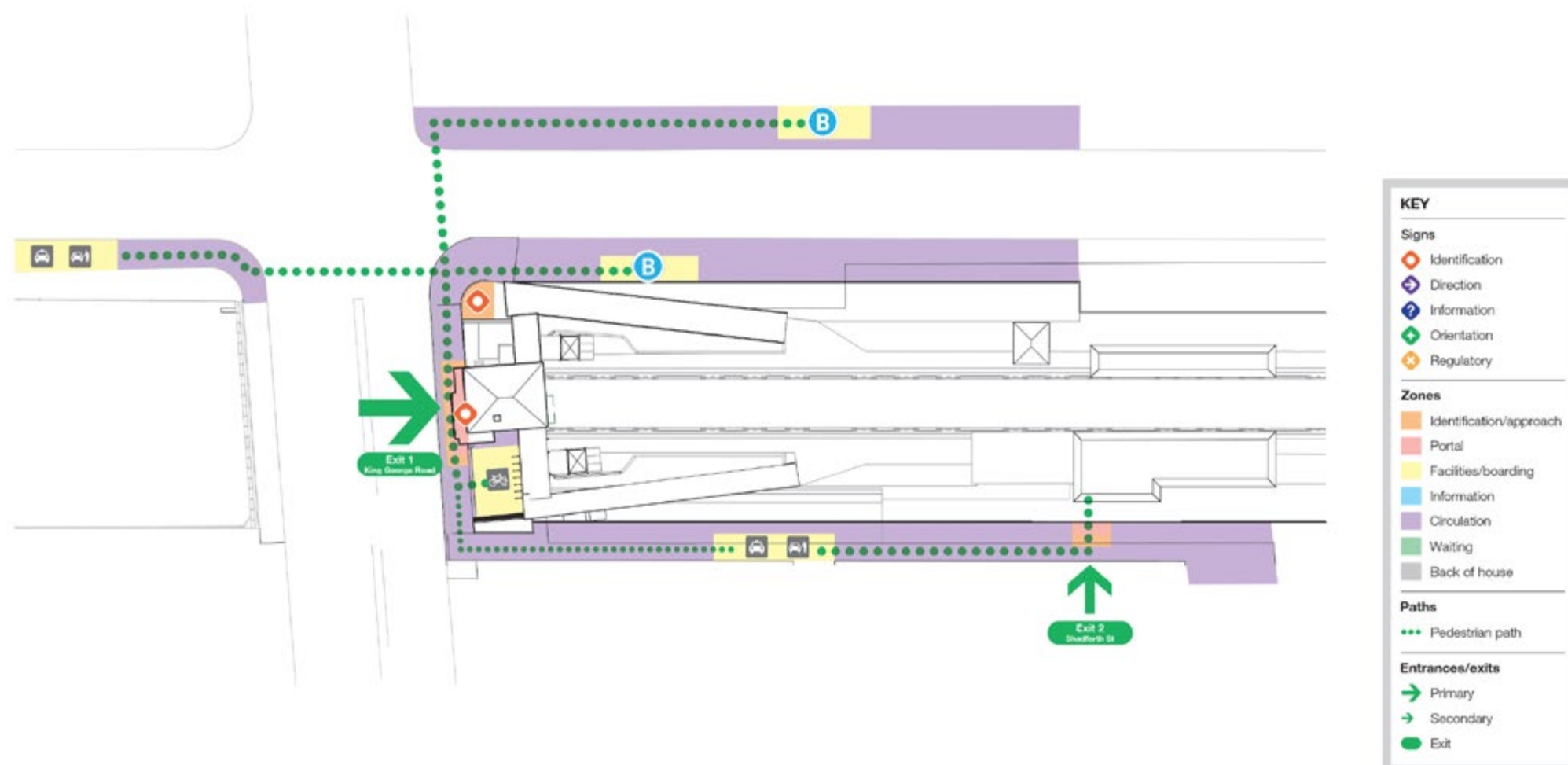


Figure 4.33 Wayfinding strategy: zone and flow diagram

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 Wiley Park, the concourse building is refreshed and new areas finished in line with the common palette of materials. The new station building is finished in a brick that is sympathetic to existing brick structures.

4.15 Services building

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 constructability

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

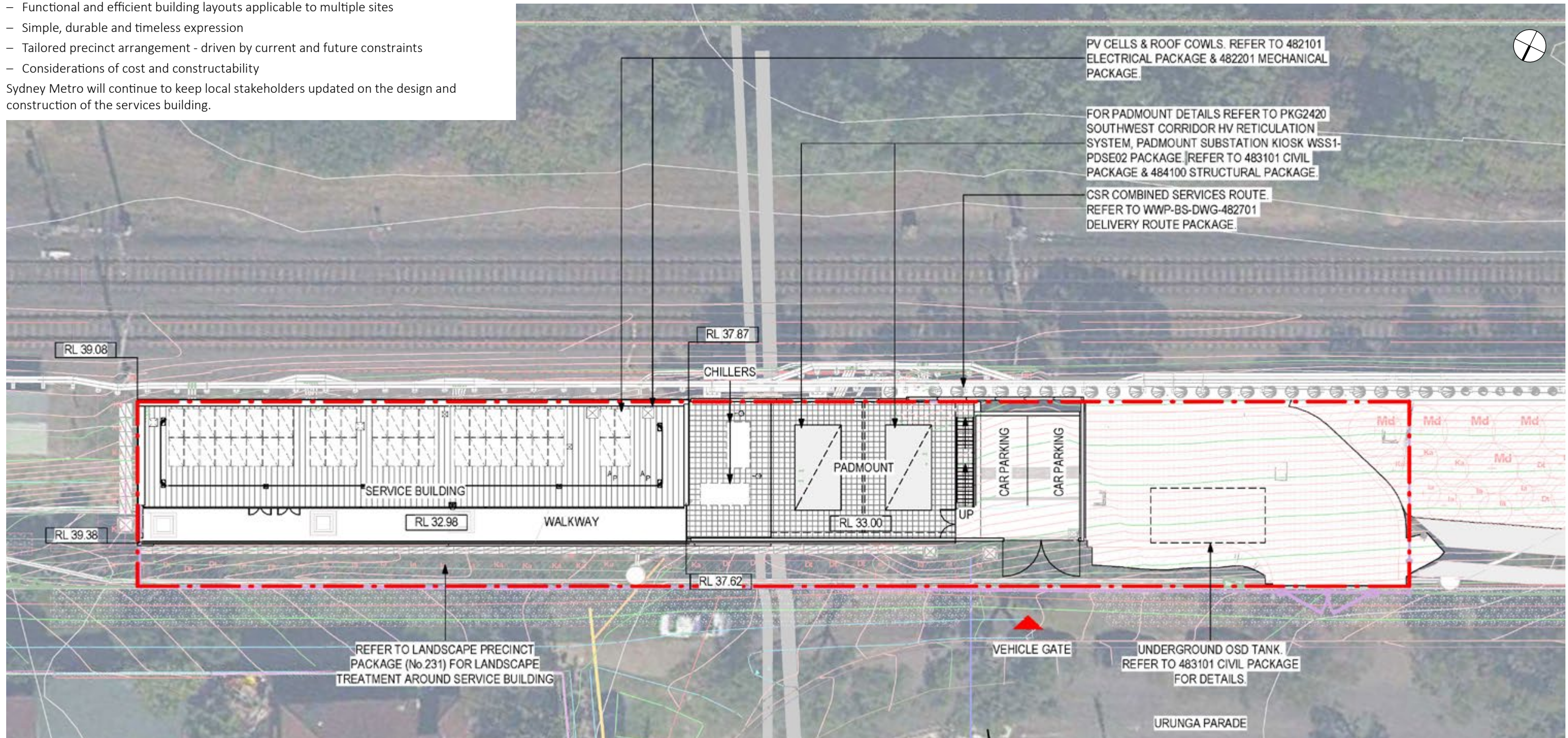


Figure 4.34 Services building plan - Wiley Park Station



LEGEND



1 TREE
Melaleuca decora



3 *Dodonaea triquetra*



5 TALL GRASSES
Lomandra longifolia
Lomandra hystrix
Poa labillardierei

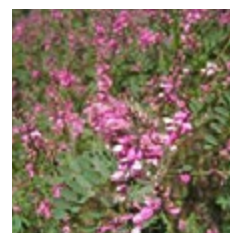


7 SWALE GRASSES
Carex appressa
Finicia nodosa
Imperata cylindrica

--- Boundary fencing



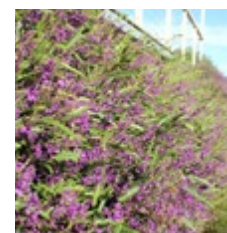
2 SHRUBS
Kunzea ambigua



4 *Indigofera australis*



6 LOW GRASSES
Themeda triandra
Dianella 'Little Jess'
Lomandra 'Tanika'



8 GROUNDCOVERS
Hardenbergia violacea
Kennedia rubicunda
Viola hederacea

Figure 4.35 Services building site plan - Wiley Park 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 poor provision of public space immediately adjacent the station. The sole existing public space is a small landscaped garden at the corner of King Georges Road and The Boulevard south of the station. It provides limited opportunities to sit and is not well shaded.

The design maximises the amenity of public spaces by:

- Creating a new public space adjacent station entry on King Georges Road that
 - » enhances the existing public domain
 - » provides space 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.

5.1.2 Maximising permeability around entrances to stations

The existing pedestrian movement network at the station is constrained by the heavily trafficked King Georges Road and by poor connections to the surrounding neighbourhood. The design maximises permeability around the station entrance by:

- Retaining the existing weatherboard overhead booking office
- Removing the northern and southern retail buildings; creating a more legible station entry while freeing up pedestrian movement
- Creating a small hardscaped public space at the corner of Stanlea Parade, creating places to sit and meet
- Upgrades to Stanlea Parade to improve connection to the future station entrance at Shadforth Street and increasing connectivity to the surrounding neighbourhood
- Addition of two new lifts for platform access.

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
- Increasing the amount of bicycle parking provided, with new facilities located at the adjacent the station entry
- Providing easy transfer to existing bus stops on King Georges Road and The Boulevard
- Providing a new Kiss and Ride space and associated shelter, taxi space and accessible parking space on The Boulevard east of King Georges Road
- Providing access to existing park and ride zones and accessible parking at The Boulevard.

5.2 Integration with the Walking and Cycling Strategy

In accordance with Condition E53 of the Conditions of Approval, a Walking and Cycling Strategy has been prepared. In accordance with CoA E57(d)(iii) the relevant initiatives from the Walking and Cycling Strategy in the Wiley Park Station precinct have been integrated, as described below.

The Walking and Cycling Strategy identifies a number of corridors and locations that present opportunities for improved pedestrian and cycle 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 highlights some of these opportunities located within the Wiley Park 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
Lack of cycling facilities along Lakemba Street and Cornelia Street	WPK-1	On-road shoulder lanes along Cornelia Street and Shadforth Parade		Requires further investigation	N/A
	WPK-2	On-road shoulder lanes along Lakemba Street between Cornelia Street and King Georges Road			
Lack of on-road cycling facilities along Railway Parade and Urunga Parade	WPK-6	On-road shoulder lanes along Urunga Parade between Cornelia Street and Punchbowl Station		Safeguarded for the future	N/A
Lack of cycling facilities along The Boulevard with potential for on and off-road facility	WPK-7	Shared path along north side of The Boulevard			
Insufficient path width between Railway Parade and King Georges Road for cyclists and pedestrians	WPK-26	Footpath widening between Alice Street North and King Georges Road		Requires further investigation	N/A
Lack of crossing opportunity at intersection of The Boulevard and King Georges Road	WPK-27	Signalised bicycle crossing at intersection of The Boulevard and King Georges Road			



Wiley Park- Pedestrian Infrastructural Upgrades (Station Level)

Signalised Bicycle Crossing Changed Pedestrian Environment Shared Path in Corridor

Figure 5.1 Wiley Park Walking and Cycling Strategy proposed pedestrian infrastructure upgrades



Wiley Park- Cycling Infrastructural Upgrades (Station Level)

Signalised Bicycle Crossing On-road Mixed On-road Shoulder Lane Shared Path in Corridor Off-road Shared Path (Footpath)

Figure 5.2 Wiley Park Walking and Cycling Strategy proposed cycling infrastructure upgrades

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6.0 Consultation

6.1 City of Canterbury-Bankstown Council

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 then provided feedback on the 40% and 70% design, for which a consultation register was prepared and the items discussed at the regular meetings.

Council representatives attended regular Design Review Panel 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 Wiley Park SDPP, and consultation with City of Canterbury Bankstown Council.

Wiley Park 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 Wiley Park SDPP. The draft SDPP was on exhibition from August 03 to August 21, 2020 allowing several weeks for submission of feedback. The consultation included notification to residents and businesses within a 200 metres radius of the station and City of Canterbury Bankstown Council. The exhibition of the SDPP was also advertised on the Sydney Metro website:

<https://www.sydneymetro.info/station/wiley-park-station>

6.2.1 Community feedback

The key issues raised included:

- Additional station entry
- Congestion and parking

Of the two submissions received, one was from a local community member and one was from the Lakemba Electorate Office of the local MP.

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. Supportive of the project works, Council also sought additional work to enhance the public domain including:

- Additional station entry
- Additional cycling pathways and crossing
- Additional landscaping and to not remove existing trees

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

6.3 Design Review Panel

Sydney Metro has a Design Review Panel (DRP) that aims for design excellence across all Sydney Metro projects. 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 Wiley Park 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.

Comments that relate to the Project design and those relevant to the Wiley Park 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. Appendices

7.0 Appendices

7.1 Appendix A: Community feedback & project response

Submission number	Submission date	Community submission	Issue	Design response
1	10/08/2020	<p>I have reviewed the plan and whilst I agree with most of the design elements, there seems to be one major design concept missing.</p> <p>I noticed there's a plan to create a future station entry from Shadforth St which will provide a direct, accessible connection to platform 1. However, given that the majority of passengers commute from The Boulevard to access/leave the station, it makes more sense to create a 2nd or 3rd station entry from The Boulevard to provide a direct, accessible connection to platform 2. This will be extremely beneficial for the hundreds of workers and school children who attend the 3 different schools on the Boulevard side of Wiley Park station as opposed to the Shadforth St side where the numbers don't even compare.</p> <p>This seems to be the only obvious design piece missing, otherwise the rest of the plan is quite impressive.</p> <p>I trust you will take this feedback into account and consider amending the plan to incorporate a separate station entry from The Boulevard directly to platform 2.</p>	<ul style="list-style-type: none"> – Additional station entry from The Boulevard to platform 2 	<p>Sydney Metro has safeguarded a future entry from the northern side on Shadforth Street.</p> <p>The additional entry from the southern side adjacent to The Boulevard has been investigated and is not considered an appropriate location for an additional entry due to the close proximity of The Boulevard which is a major road and the existing signalised crossing, which leads to the existing station entry.</p>
2	21/08/2020	<p>I am writing regards the draft Station Design and Precinct Plan for Wiley Park Station (the SDPP). Over the past few years, I have had many residents share their concerns regarding the proposed Sydenham to Bankstown Urban Renewal Corridor Strategy. As their local state Member of Parliament, this submission reflects community sentiment regarding the proposed plans for Wiley Park Station.</p> <p>1. The proposed station is a step in the right direction. While the improvements set out in the SDPP are welcomed, I remain concerned about the broader Sydney Metro Project itself. Furthermore, the plans do not tackle the issues of traffic congestion surrounding the station.</p> <p>2. There appears to be no new plans for commuter parking. Wiley Park Station requires easier access for local residents and parking is an ongoing issue for commuters using the Station. However, I appreciate that the SDPP has taken my previously raised concerns regarding green space into consideration.</p>	<ul style="list-style-type: none"> – Traffic congestion around the station – Additional commuter parking 	<p>1. Sydney Metro considered a range of factors for the integration of Wiley Park station with the surrounding transport network. This includes balancing the need for commuter car parking with potential impacts to local traffic from additional private vehicles accessing the station. It is expected that approximately 78 per cent of customers will access the station in 2026 by walking, and as such pedestrian access needs to be prioritised over other modes of transport. Sydney Metro is currently investigating improvements to the walking and cycling environment to the east and west of the station.</p> <p>2. The project retains the aim of achieving no net loss of dedicated commuter parking spaces located on NSW government-owned land between Marrickville and Bankstown stations. The commitment applies to parking that is not currently time restricted, and is formally line marked and/or signposted as a dedicated commuter car park zone or area.</p>

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

Submission number	Submission date	Council submission	Issue	Design response
1	28/09/2020	<p>Refer PDF submission for full details of Council comments</p> <ol style="list-style-type: none"> 1. Provision of additional access points at Wiley Park station - western side of station, opposite to the public school. 2. Provide landscape concept package for council to review and provide feedback 3. Support the upgrades to the station forecourt along King Georges Road (footpath treatment) 4. Provide a signalised bike crossing at intersection of The Boulevarde and King Georges Road 5. Provide shared cycle/pedestrian path of the northern side of The Boulevarde 6. Support for provision of drinking fountain near new bike racks 7. Trees: suggestion to provide 4 new shade trees. Removal of tree on Platform 2 is not supported and should be preserved. 8. Replace log-retaining walls 9. Removal of Quercus robusta (located on edge of Platform 1 not supported) 10. Overall support for the landscaping design on northern side of station 11. Providing higher percentage of shade trees (minimum 50%) to car parking. 	<ul style="list-style-type: none"> – Additional access / entry points – Council to review landscape concept – Signalised bike crossing and pathways – Addition / removal of trees – Retaining walls 	<ol style="list-style-type: none"> 1. Sydney Metro has safeguarded a future entry from the northern side on Shadforth Street. <p>The additional entry from the southern side adjacent to The Boulevarde has been investigated and is not considered an appropriate location for an additional entry due to the close proximity of The Boulevarde which is a major road and the existing signalised crossing, which leads to the existing station entry.</p> <ol style="list-style-type: none"> 2. The Stage 3 landscape design package was provided to Council on 19th June 2020 3. Feedback is acknowledged 4. A signalised bike crossing at the intersection of The Boulevarde and King Georges Road is currently not part of Sydney Metro scope. Current planning for east-west walking and cycling improvements aligns with Railway Parade, in close proximity to the mid-block crossing on King Georges Road. Alterations to traffic signals will require ongoing consultation with Transport for NSW (TfNSW) Planning and Programs. 5. The development of the walking and cycling route is subject to ongoing detailed design, including integration with the station precinct. The station design does not preclude the implementation of the walking and cycling link. These improvements are proposed on the northern side of the station (Urunga Parade) 6. Feedback is acknowledged 7. A new platform canopy requires a single tree to be removed from platform 2. The new canopy will provide additional shade to the platform edge. Furthermore, a replacement of lost trees will occur to a ratio of 2:1 across the project. 8. Platform retaining walls will be replaced with brick walls 9. A new platform building and canopy requires a total of 3 trees to be removed. The safeguarding of a future station entry is dependent on this design, which will provide additional shade to the platform. New landscaping is re-introduced into the area, which includes a tree replacement ratio of 2:1 across the project 10. Feedback is acknowledged 11. This is out of scope of the current project

