

# 03

## Precinct Plans

### Cherrybrook Station and Precinct



Artist Impression of Cherrybrook Station Entry. Source: Ai3D.



### 3.1 Precinct Context

Cherrybrook Station is located adjacent to Castle Hill Road within a predominantly residential neighbourhood of large, detached dwellings within a Blue Gum High Forest Setting.

The station is located in a shallow cutting between Castle Hill Road and new Precinct Street A. The station has a number of complex relationships including running tunnels and service buildings at both ends, a large multi level car park, and challenging topography. The precinct layout will create opportunities for future development and community integration.

Interchange requirements are organised around a single Primary Plaza and station entry on Precinct Street A

Key views of the station canopy will be framed from arrival points into the precinct streets. This allows views of the canopy to be orientation markers and enhance the identity of the station. The connection between the station entry, multi level carpark and public transport interchange will be well vegetated and shaded with pedestrian movement guided towards the station.

The station is simple in its program and intuitive for the customer. Entries are provided from adjacent precinct streets to a well organised concourse which provides for the even distribution of passengers to platform level.

The Cherrybrook precinct and station will deliver:

- A network of socially connected civic spaces
- Seamless interchange from pedestrian, cycle, bus, taxi, kiss and ride, and commuter parking
- Socially active secondary and primary station plazas
- Visible, comfortable, protected and safe station entrances
- High quality proactive customer service within a modern, uplifting station environment
- An intuitive journey to the train.

#### 3.1.1 Purpose and Scope

This section of the Sydney Metro Northwest Urban Design and Landscape Corridor Plan (UDCLP) provides an overall description of the built elements, their context and the design drivers for the precinct at Cherrybrook Station. This section should be read in conjunction with other sections of the UDCLP to gain an appreciation of the strategic context, design vision and system wide componentry of the project.

This section establishes the following for Cherrybrook Station:

- Sets out the project context and vision;
- Describes the local context
- Describes the urban design, landscaping and architectural design approach
- Describes and details the proposed buildings within the precinct site
- Outlines the key relevant issues
- Describes all key inputs and outputs of the design.

The proposed station facilities include:

- One island platform below street and concourse level
- A covered paid concourse with a single station entry off Precinct Streets A
- A single Primary Plaza
- Customer facilities including toilets and parent room located in the paid concourse
- Station services and accommodation located within two levels of Service buildings to both ends of the station
- Precinct Street A
- Pedestrian bridge connecting Castle Hill Road to Precinct Street A
- Interchange facilities with pedestrians, bicycles, buses, taxis and cars
- Commuter car parking spaces located primarily within a multi level car park with a small at grade portion
- Landscape terracing to either side of the rail corridor providing a transition from platform level to street level.

**3.1.2 Overview of Precinct Project**

Cherrybrook Station is located between Epping Station and Castle Hill Station. The platform is orientated on an east west axis with Castle Hill Road to the south, Robert Road to the west and Franklin Road to the east.

The station is located within the tunnel portion of the project but due to its relatively shallow depth will be delivered as an open cut station maximising the customer connection to natural light and landscape.

Refer Figure 3.1\_Plan View of Cherrybrook Station and Figure 3.2\_Aerial View of Cherrybrook Station.

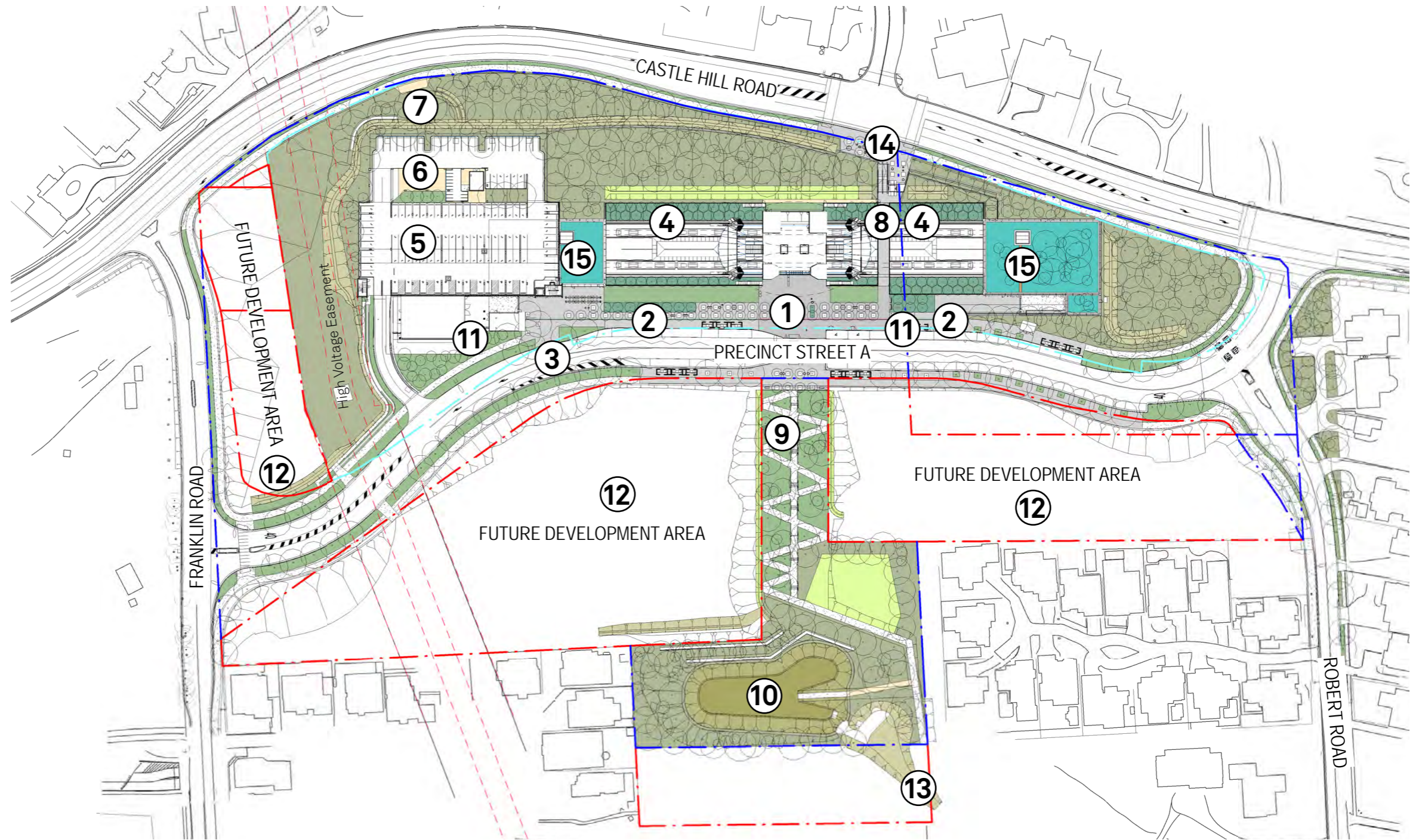
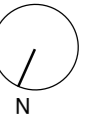
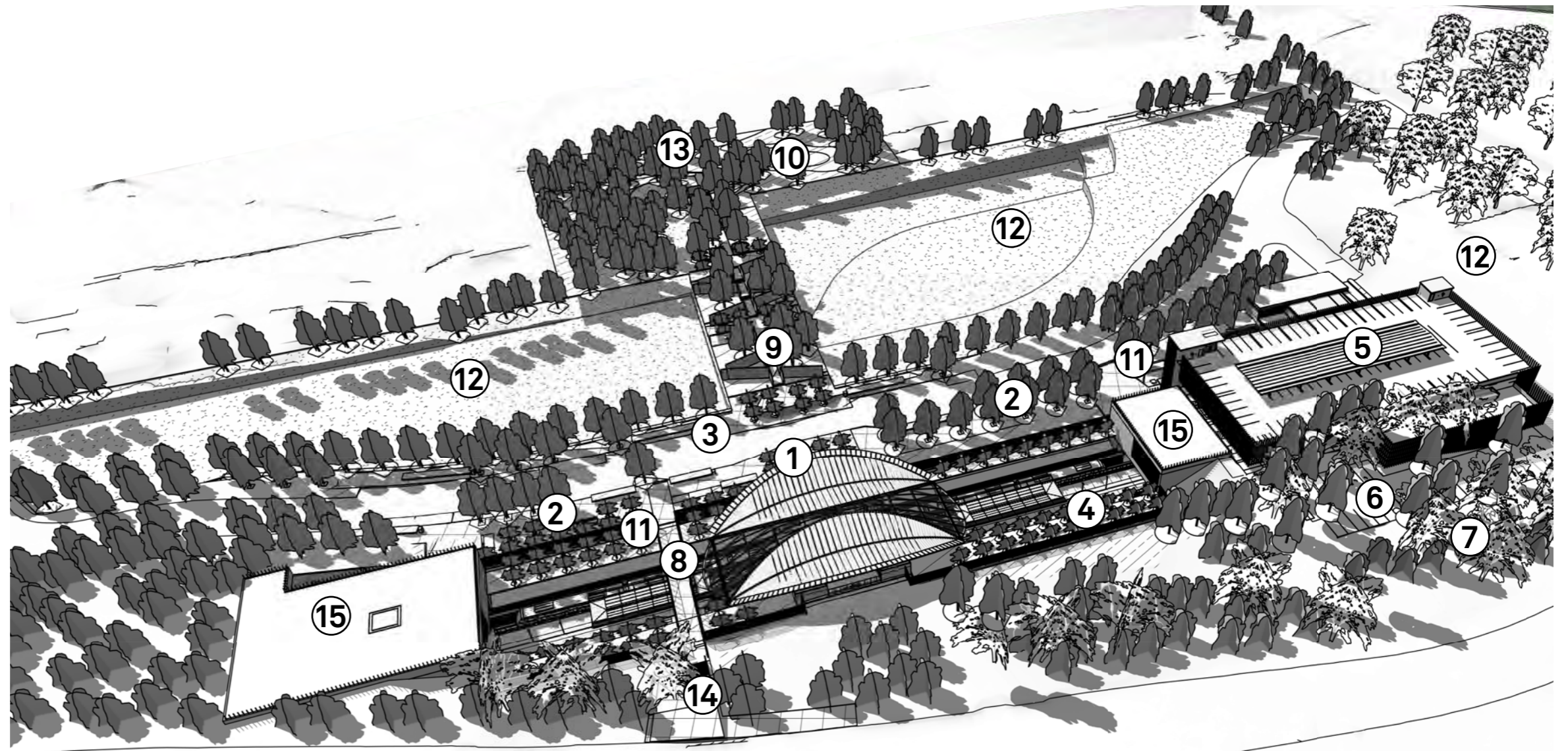


Figure 3.1 CHE\_Plan View of Cherrybrook Station. Source: HASSELL.



The following are the key components of Cherrybrook Station:

1. Primary Plaza
2. Secondary Plaza
3. Precinct Street A
4. Terrace Cutting
5. Multi Level Car Park
6. At Grade Car Park
7. Landscape Buffer
8. Pedestrian Bridge
9. Pedestrian Link
10. Detention Basin
11. Bike Parking
12. Future Development
13. Northern Link
14. Southern Link
15. Green Roof



Castle Hill Road

Figure 3.2 CHE\_Aerial View of Cherrybrook Station. Source: HASSELL.



### 3.1.3 Location

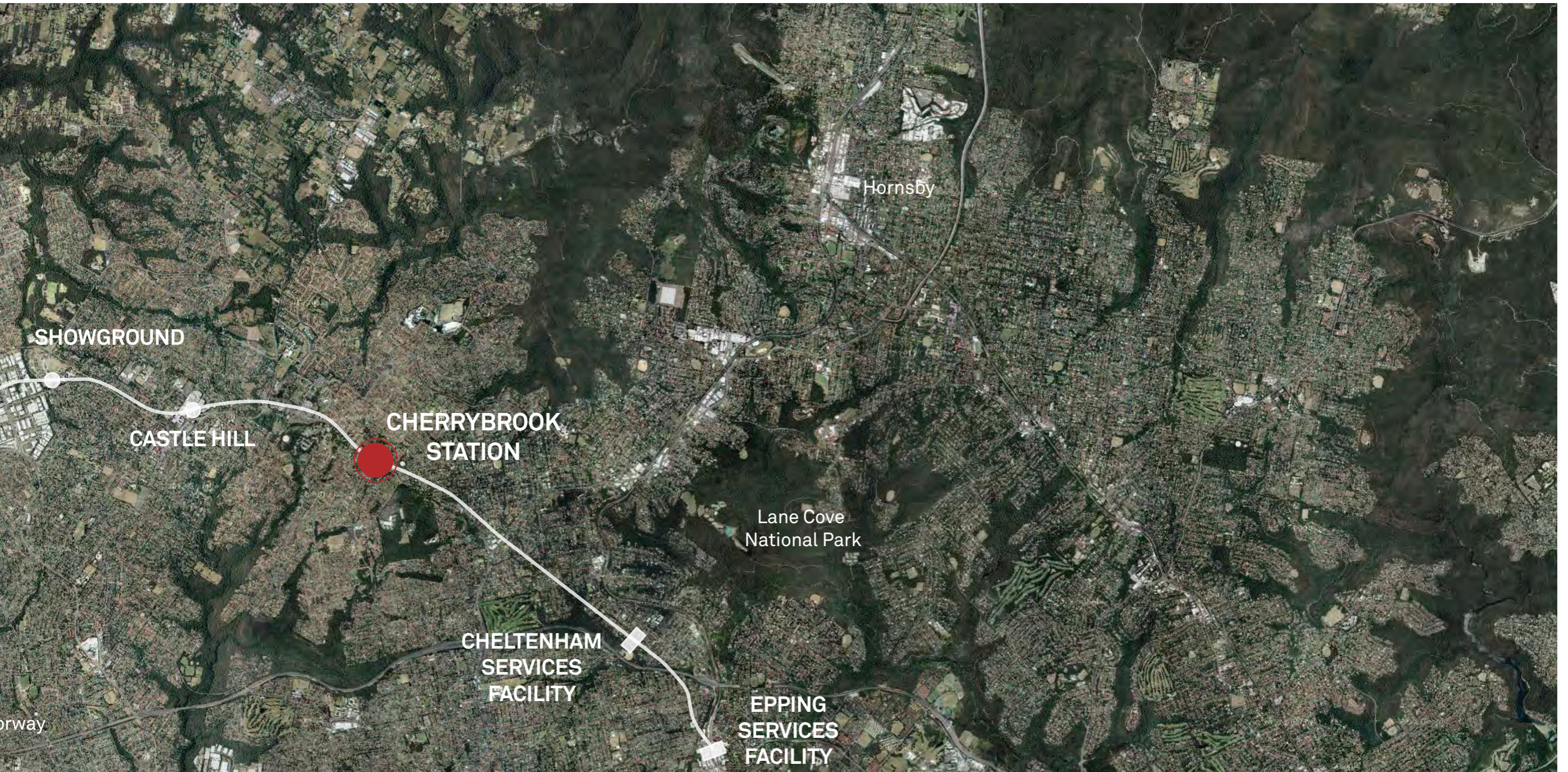
#### Regional Location

Cherrybrook Station is located in the Hornsby Shire. It is located beside Castle Hill Road and between Franklin and Robert Roads. Cherrybrook Station will service Cherrybrook, West Pennant Hills and Dural. The existing landscape is essentially rural/residential in character with open pasture/grassland and a number of large stands of remnant Blue Gum High Forest.

Cherrybrook Station is 23.5 km north west of Sydney CBD.

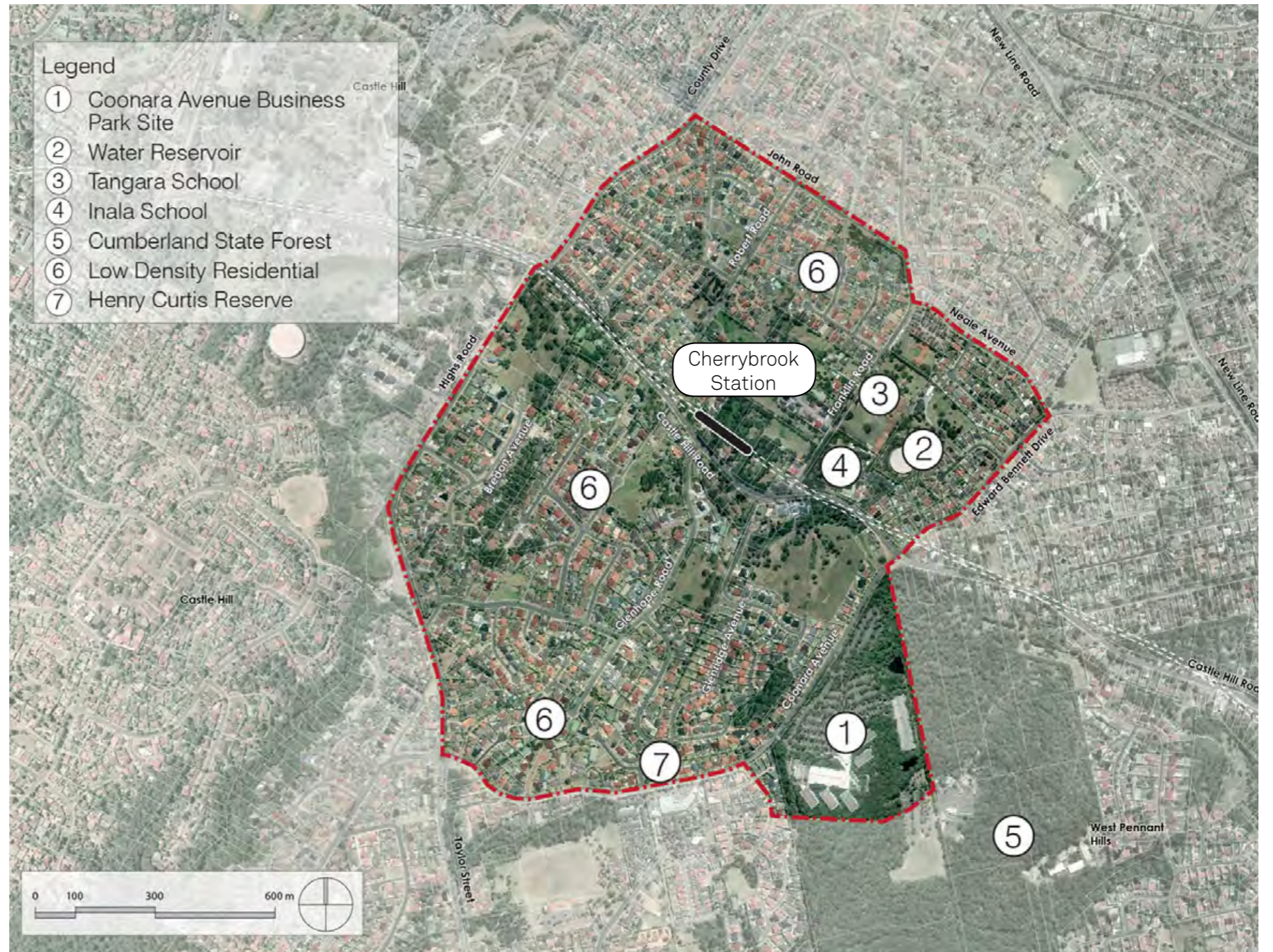


Figure 3.3 CHE\_Location of Cherrybrook Station. Source: Google Maps.



Local Context

Figure 3.4 is taken from the Cherrybrook Structure Plan in the North West Rail Link Corridor Strategy (NSW Planning 2013) and illustrates the Cherrybrook Station precinct's location within the structure plan study area and existing surrounding land uses. The legend identifies the key existing local places of note.



Legend

--- Precinct Boundary    = Station Location

Figure 3.4 CHE\_Cherrybrook Station Aerial. Source: Planning NSW 2013.



### 3.1.4 Statutory Context

The Structure Plan by Planning NSW proposes to retain the residential character of the area with some uplift north of Castle Hill Road, in close proximity to the station precinct. It integrates this uplift with the surrounding built form through a graduation of height.

The area north of Castle Hill Road is proposed to have two distinct sub precincts. The sub precinct with direct access to the station is proposed to become medium density residential characterised by 3-6 storey apartments. The second sub precinct is also proposed to become medium density residential but characterised by 2-3 storey townhouses. The south of Castle Hill Road will be characterised by medium density 3-6 storey apartments.

New links are proposed to increase connectivity between Edward Bennett Drive, Franklin Road and Robert Road. These links could be either pedestrian and/or vehicular connections.

Drawing on existing significant vegetation and parks, a green link is proposed between Robert Park, an area of Blue Gum High Forest and the proposed station precinct. Robert Park is to be protected as it has significant ecological and community value.

Refer Figure 3.5\_Cherrybrook Structure Plan.

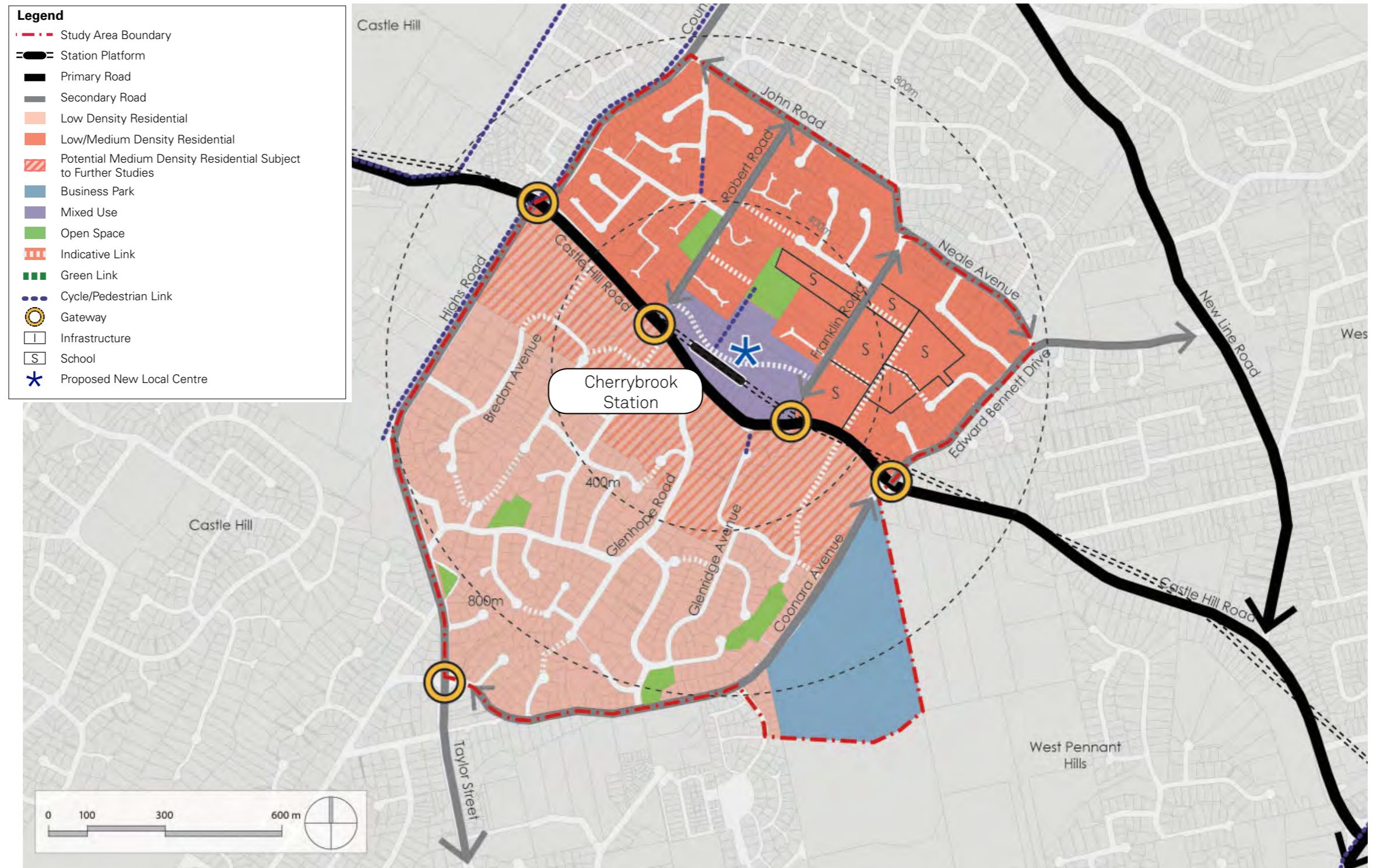


Figure 3.5 CHE\_Cherrybrook Station Structure Plan. Source: Planning NSW 2013.

### 3.1.5 Precinct Access

The Station Access Plans describe traffic requirements and related pedestrian movement for the precinct. These have informed the precinct kerbside provisions for bus, taxi, kiss and ride and on-street parking.

The Sydney Metro Northwest Pedestrian-Cycle Network and Facilities Strategy contains recommendations for district cycle and pedestrian access requirements for the precinct. Cherrybrook Station precinct integrates off road cycle access routes to and from the station. Locations for provision of bicycle parking are consistent with these recommendations.

### 3.1.6 Parking, Pedestrian, Cyclist Access Arrangements and Facilities

The parking, pedestrian and cyclist access arrangements and facilities are consistent with the requirements of the station access plans and pedestrian cyclist strategy. They are illustrated in summary form in Figure 3.6.

- Bus stands are located on Precinct Street A to the east of the station entry. One future bus stand is safeguarded on the north west side of the pedestrian crossing. (Day one this area will be utilised for Kiss and Ride bays)
- A taxi rank is located on Precinct Street A, west of the pedestrian crossing point near the pedestrian bridge and station entry.
- Kiss and Ride bays are located on both sides of Precinct Street A, west of the pedestrian crossing.

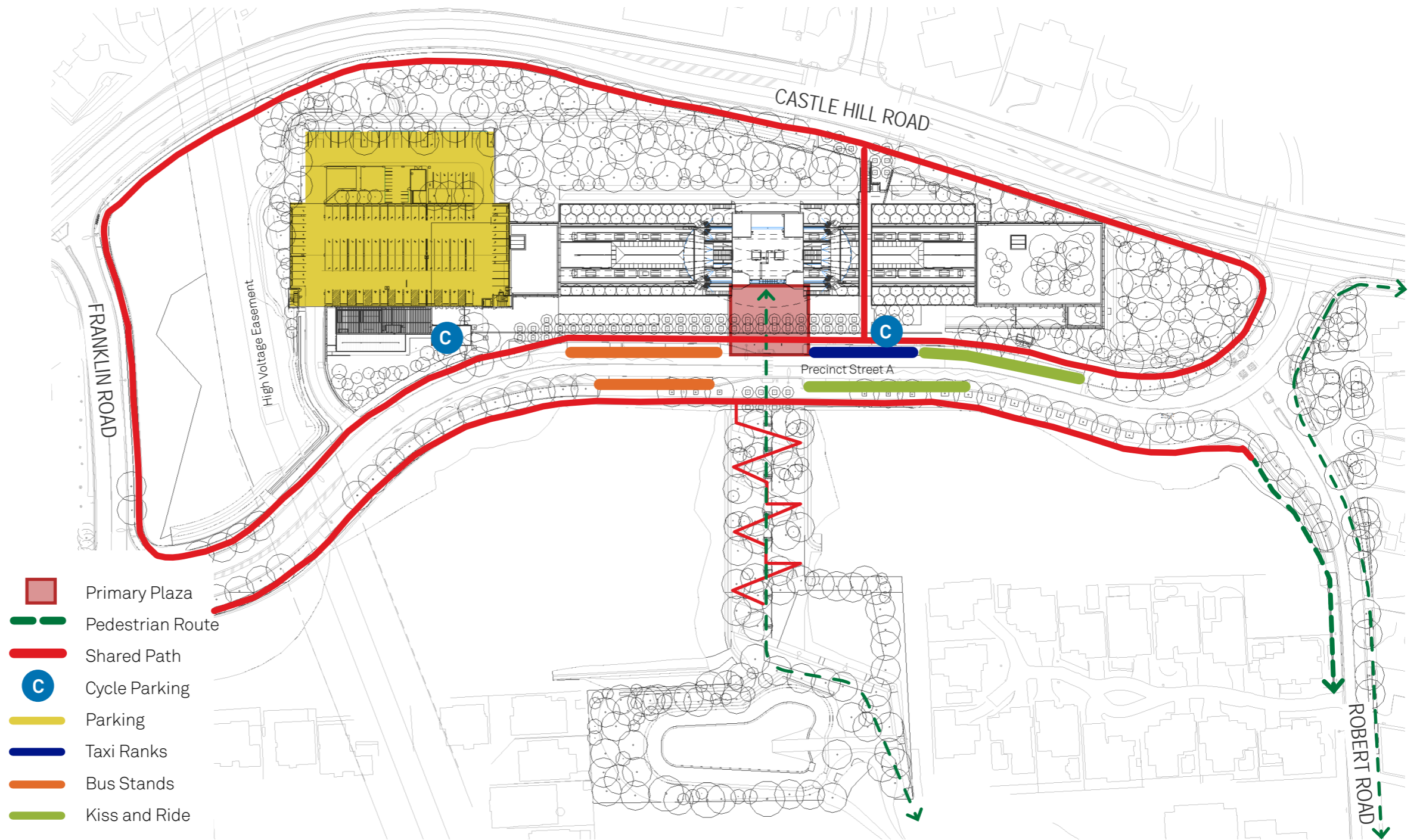


Figure 3.6 CHE\_Cherrybrook Station Plan showing Parking, Pedestrian, Cyclist Access Arrangements and Facilities. Source: HASSELL.

### 3.1.7 Precinct Planning and Design Issues

The key issues identified at Cherrybrook Station are summarised below.

- Precinct Street A\_character and level of activity along southern edge
- Precinct Street A\_gradient
- Pedestrian Link to Castle Hill Road\_integration with station
- Primary plaza\_character and activation

### 3.1.8 Precinct Design Principles

The key precinct principles developed for Cherrybrook Station are summarised below.

- Active station plaza centred on a village high street
- Multi level car park cut into the hill to minimise visual impact
- Green link centred on station characterised by Blue Gum High Forest
- Landscape buffer characterised by Blue Gum High Forest



Figure 3.7 CHE\_Cherrybrook Station Precinct Principles Plan. Source: HASSELL.

**Station Type**  
**Open Cut**

**Depth below Concourse**  
**6.25**

**Centre Type**  
**Future Neighbourhood**  
**Centre**

**Catchment**  
**Residential**

**Local Government Area**  
**Hornsby Shire**

### 3.1.9 Key Design Drivers

The key design drivers informing Cherrybrook Station precinct are summarised below:

- Protect, extend and celebrate the remnant and surrounding Blue Gum High Forest landscape setting
- Create a strong 'place' at the station entry, providing activation, connection, opportunities for communal activities (if possible) and a strong sense of identity
- Create attractive, effective pedestrian and cycling connections to the north along the creek and through the existing street network
- Minimise the impact of the power line by directing views away from the stanchion and using buildings and landscape to screen views



Figure 3.8 CHE\_Artist Impression of Cherrybrook Station Precinct Public Domain. Source: Ai3D.



### 3.2 Urban Design and Landscape Plan

This section contains descriptions of the proposals for the urban and landscape design of Cherrybrook Station and its immediate surrounds in the context of the wider precinct. Plans have been prepared in accordance with the strategies documented in Section 2 of this UDCLP using the componentry documented in Section 4 of this UDCLP.

#### 3.2.1 Site Interactions

Interactions between the Cherrybrook Station and its immediate surrounds that have informed the design are summarised in the adjacent diagrams. Refer Figures 3.9 to 3.11.

##### 1. Blue Gum High Forest Character

Opportunity to immerse the precinct in a Blue Gum High Forest setting and create green links along the streetscape.

##### 2. Permeable Station Public Domain

Opportunity to create new pedestrian connections through the station precinct to Castle Hill Road and developments to the north.

##### 3. Future Developments

Opportunity for the precinct to respond to the future development site locations surrounding the station.

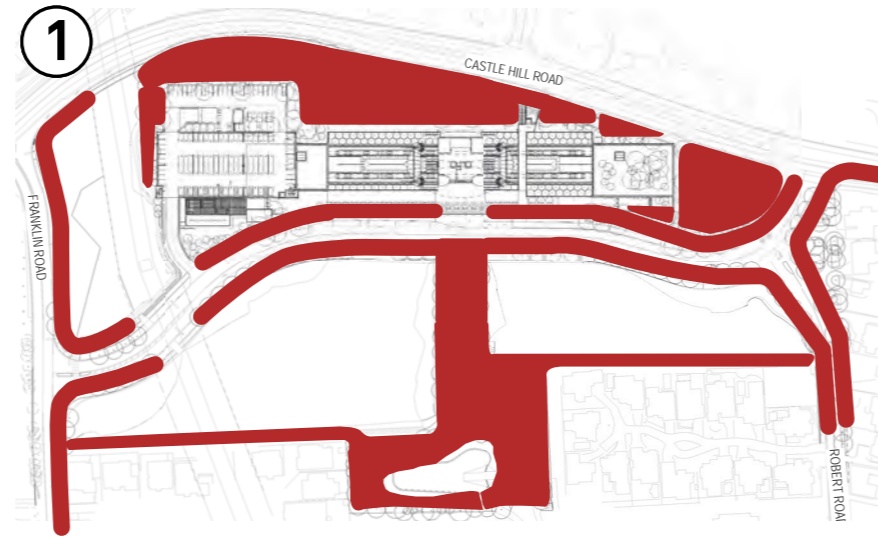


Figure 3.9 CHE\_Green Link. Source: HASSELL.

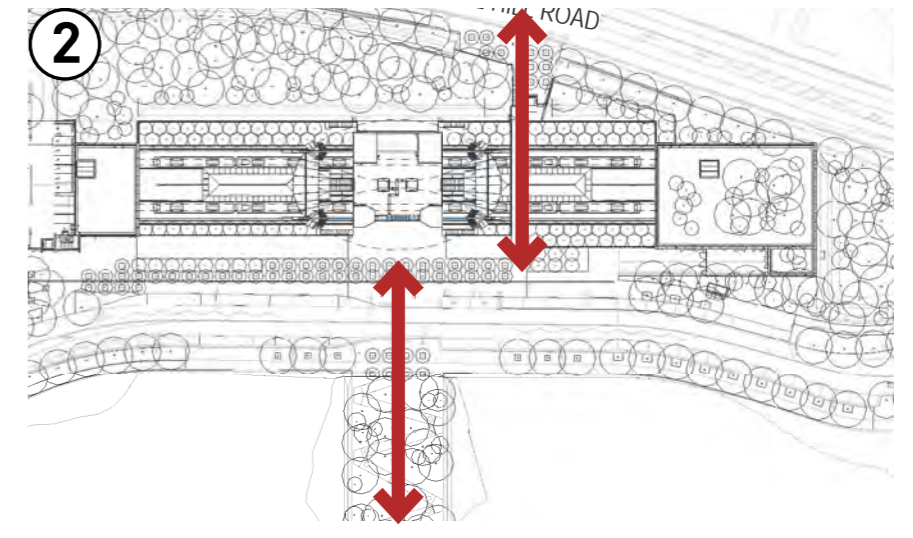


Figure 3.10 CHE\_Permeable Station Public Domain. Source: HASSELL.

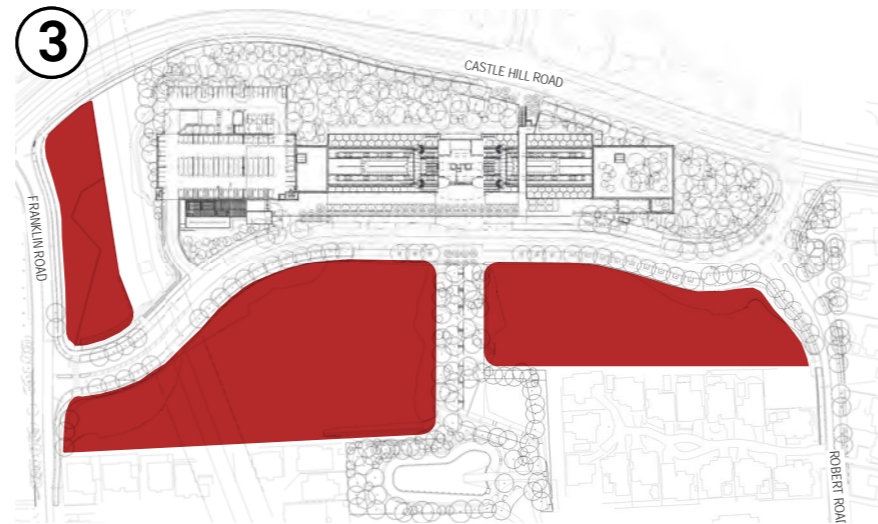


Figure 3.11 CHE\_Future Developments. Source: HASSELL.



### 3.2.2 Design Opportunities

The design opportunities informing the design of the Cherrybrook Station and its immediate surrounds are summarised in the adjacent diagrams. Refer Figures 3.12 to 3.14.

#### 1. Station Identity

Opportunity to create an easily identifiable station through the design of the Station Canopy and the Public Art. Key views down streets, around the station and to the station canopy are maximised.

#### 2. Shady Public Domain

Opportunity to create shady public spaces for pedestrians by maximising tree planting in the streets and plazas.

#### 3. Activation and Connections

Opportunity to provide a setting for a variety of active and passive activities with distinct but interconnected public spaces. The use of the public spaces is discussed in further detail in Section 3.2.3.

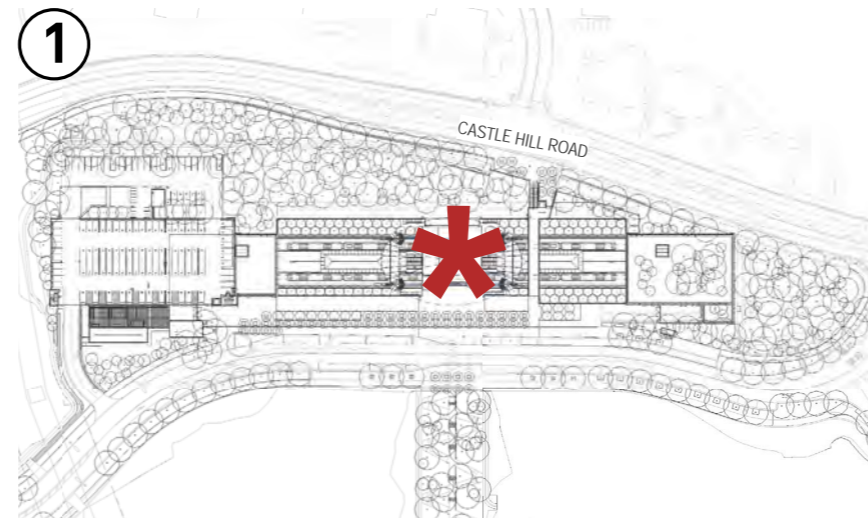


Figure 3.12 CHE\_Station Identity. Source: HASSELL.

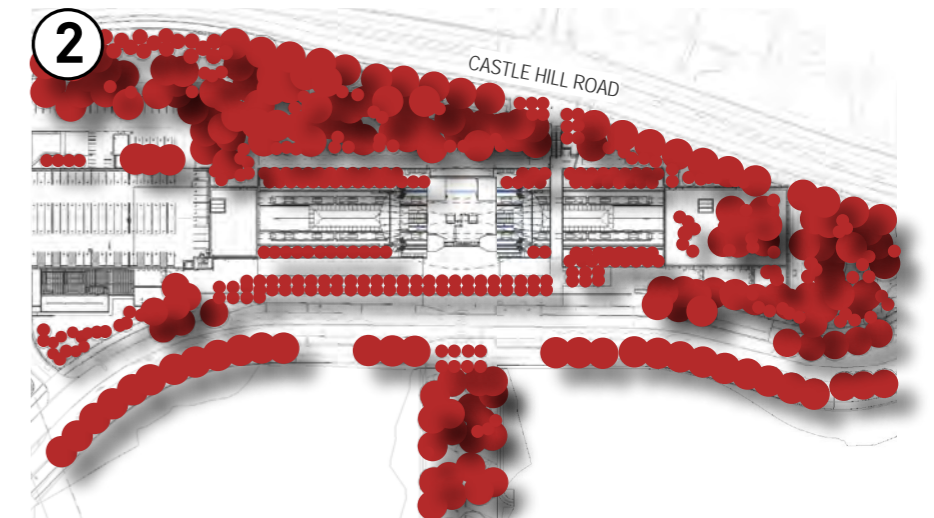


Figure 3.13 CHE\_Shady Public Domain. Source: HASSELL.

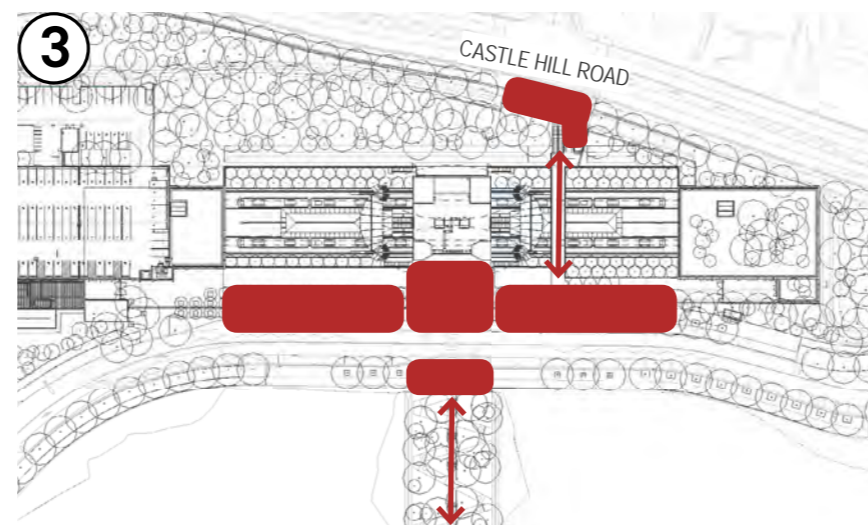
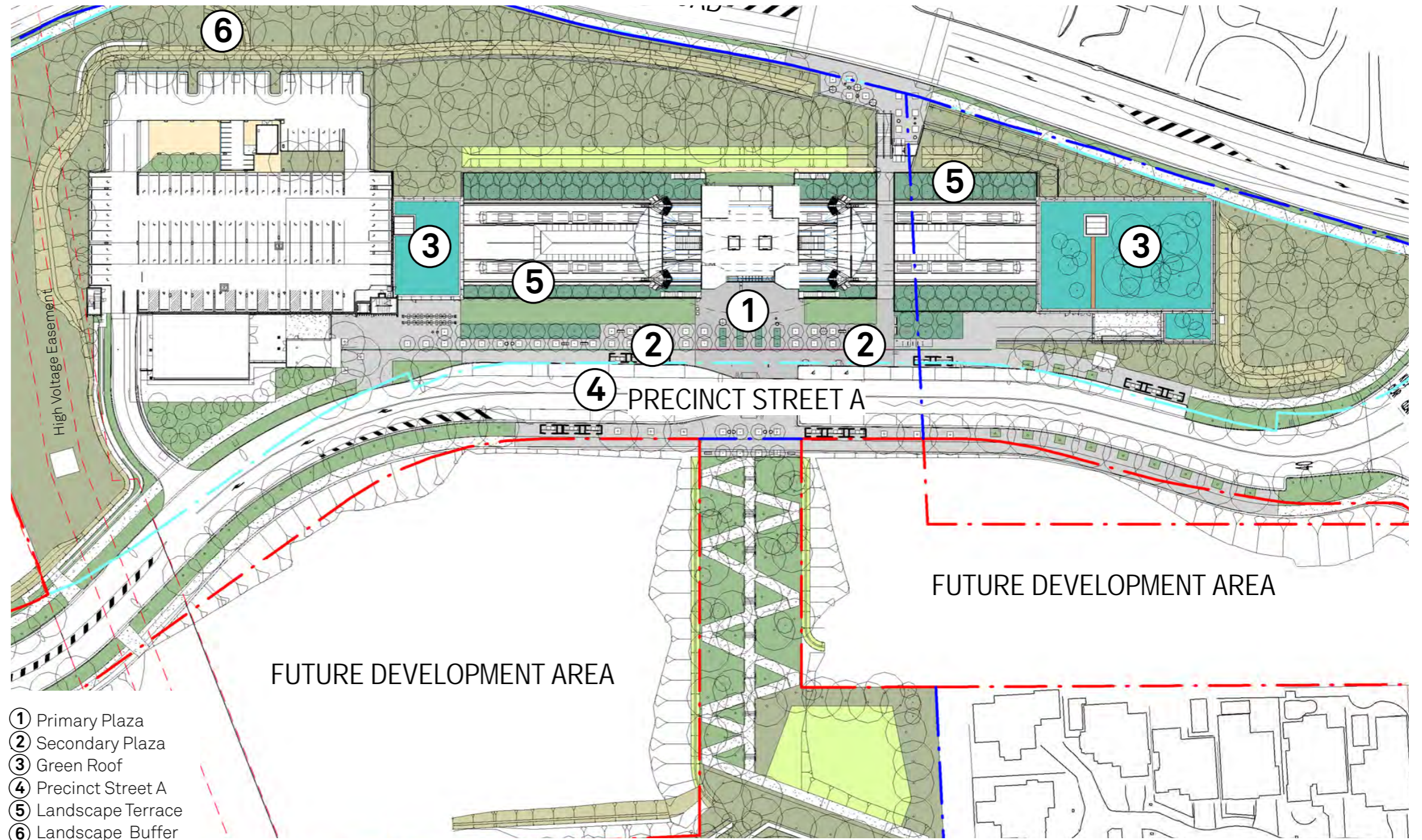


Figure 3.14 CHE\_Activation and Connections. Source: HASSELL.



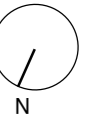
**3.2.3 Landscape Site Plan and Precinct Elements**

The main landscape precinct elements are located on the following plan of Cherrybrook Station, Figure 3.15\_Landscape Elements Plan.



- ① Primary Plaza
- ② Secondary Plaza
- ③ Green Roof
- ④ Precinct Street A
- ⑤ Landscape Terrace
- ⑥ Landscape Buffer

Figure 3.15 CHE\_Landscape Elements Plan. Source: HASSELL.





**Plaza Spaces**

*Primary Plaza*

The Primary Plaza is located and centred in front of the station gateline. It is clear of any obstacles that can cause issues for pedestrian traffic flow.

Trees are arranged in a formal grid to complement the character of the station canopy architecture. They are signature trees to identify the entry to the station and will contrast with street trees for visual prominence in views along the street. Trees, shrub planting and furniture are arranged to act as a vehicle deterrent to the plaza space.

The central plaza area relates to the concourse space and is designed to allow unimpeded pedestrian movement in and out of the station.

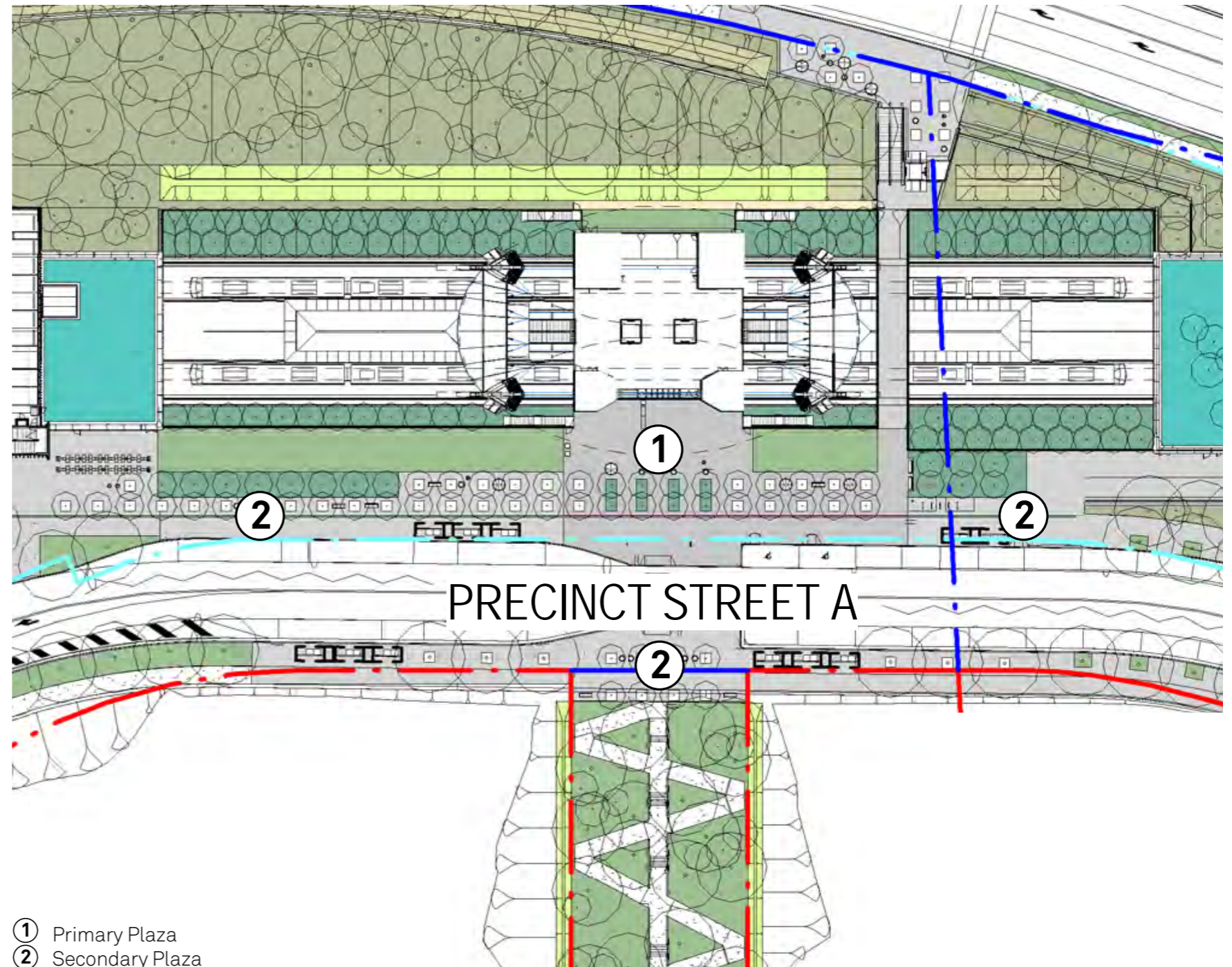
Facial recognition lighting and spill lighting from the station canopy help achieve a safe night time environment. All necessary signage will be strategically located around the plaza for wayfinding.

*Secondary Plazas*

Located on the south side of Precinct Street A to help activate and create a hub around the station itself.

The secondary plaza is designed as a paved space with a grove of trees which is intended to accommodate social gathering, meeting and waiting activities. Seats are provided to promote stopping and resting, with these being located near trees for shade.

Cycle parking is located close to the station entry. The location of a bike hub here will provide a catalyst for plaza activation. Paving materials will further clarify spaces, with the detailed paving layout assisting to define pedestrian routes or gathering areas.



- ① Primary Plaza
- ② Secondary Plaza

Figure 3.16 CHE\_Landscape Plaza Plan. Source: HASSELL.



**Green Roofs**

The services buildings located at the city and country ends of the station both have planting over structure to reduce the visual impact of the station buildings.

**Landscape Terraces**

Simple wide terraces planted with groves of small Public Art trees, low shrubs and broadscale ground covers provide a green setting for the immediate station and platform environs and provides a backdrop for views to the platforms from precinct streets and bridge crossings.

**Landscape Buffer**

A landscape buffer along Castle Hill Road screens the car park and services buildings, as well as being a vegetated connection with the rail corridor. Continuous buffers to the rail cutting reduce noise and visibility of the track and allow key views to the station canopy from the surrounding precinct.

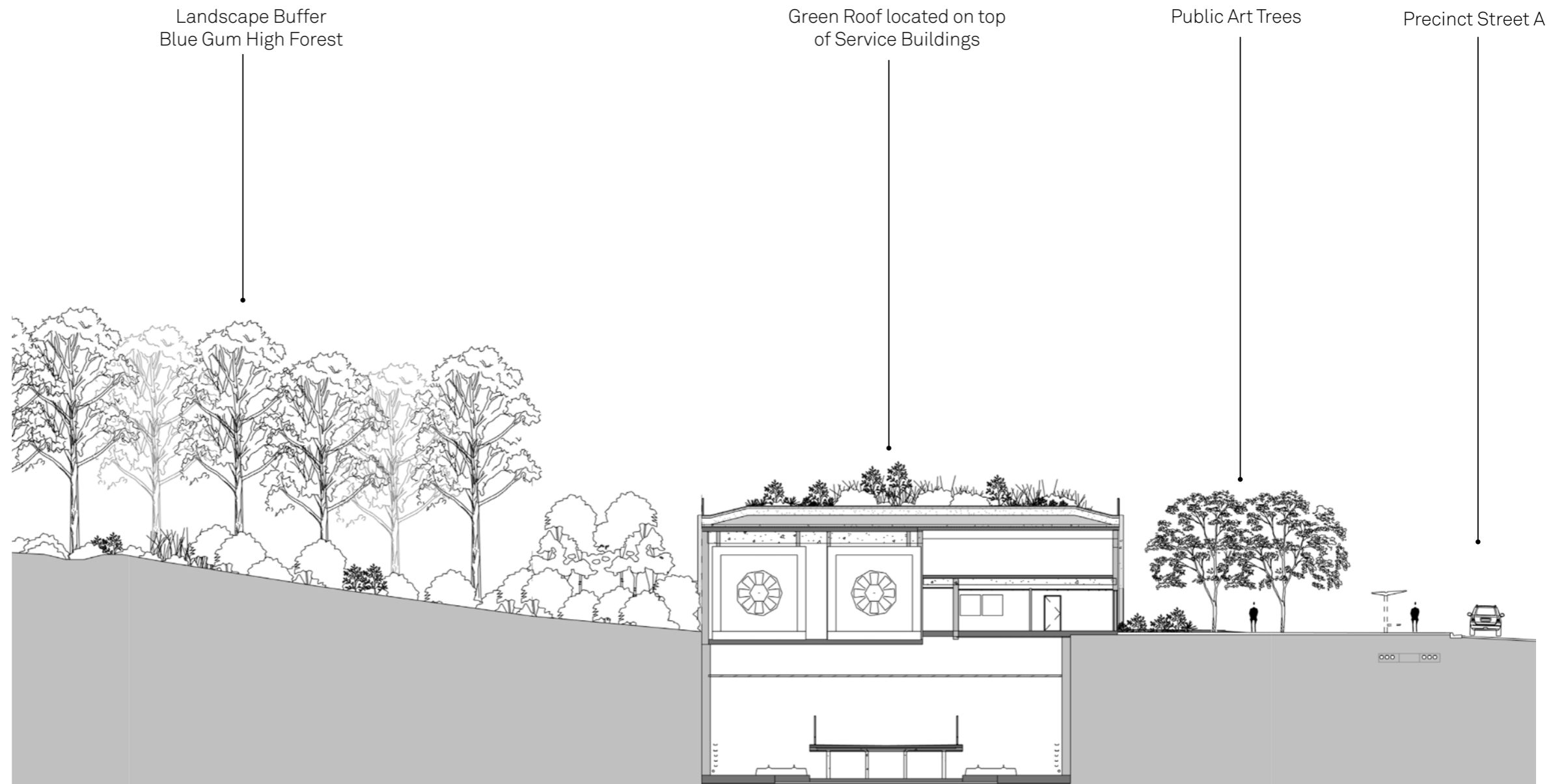


Figure 3.17 CHE\_Section showing Green Roof structure located on top of the Service Building. Source: HASSELL.

**Precinct Streets**

Precinct Street A has a formal boulevard character with street trees, understorey planting and generous footpaths. Native street trees will achieve a strong street character and shaded footpaths.

The streets have been designed as urban places with a high level of pedestrian amenity and flexibility to accommodate the future development sites. The design of the streets encourage lower traffic speeds through tree placement, activity around kerbside stopping, drop off locations and crossings.

Precinct Street A will be activated on the northern side by future development sites, while the southern side will be activated through a future retail zone. Using a double row of Public Art trees within the secondary plaza allows space for future spill out seating and gathering space, while maintaining a shaded walkway to and from the station gateline.

Precinct Street A will be a through route and busy boulevard that will be heavily used in the future. Plenty of shade and amenity has been provided that will encourage users to use the street frontages and congregate.

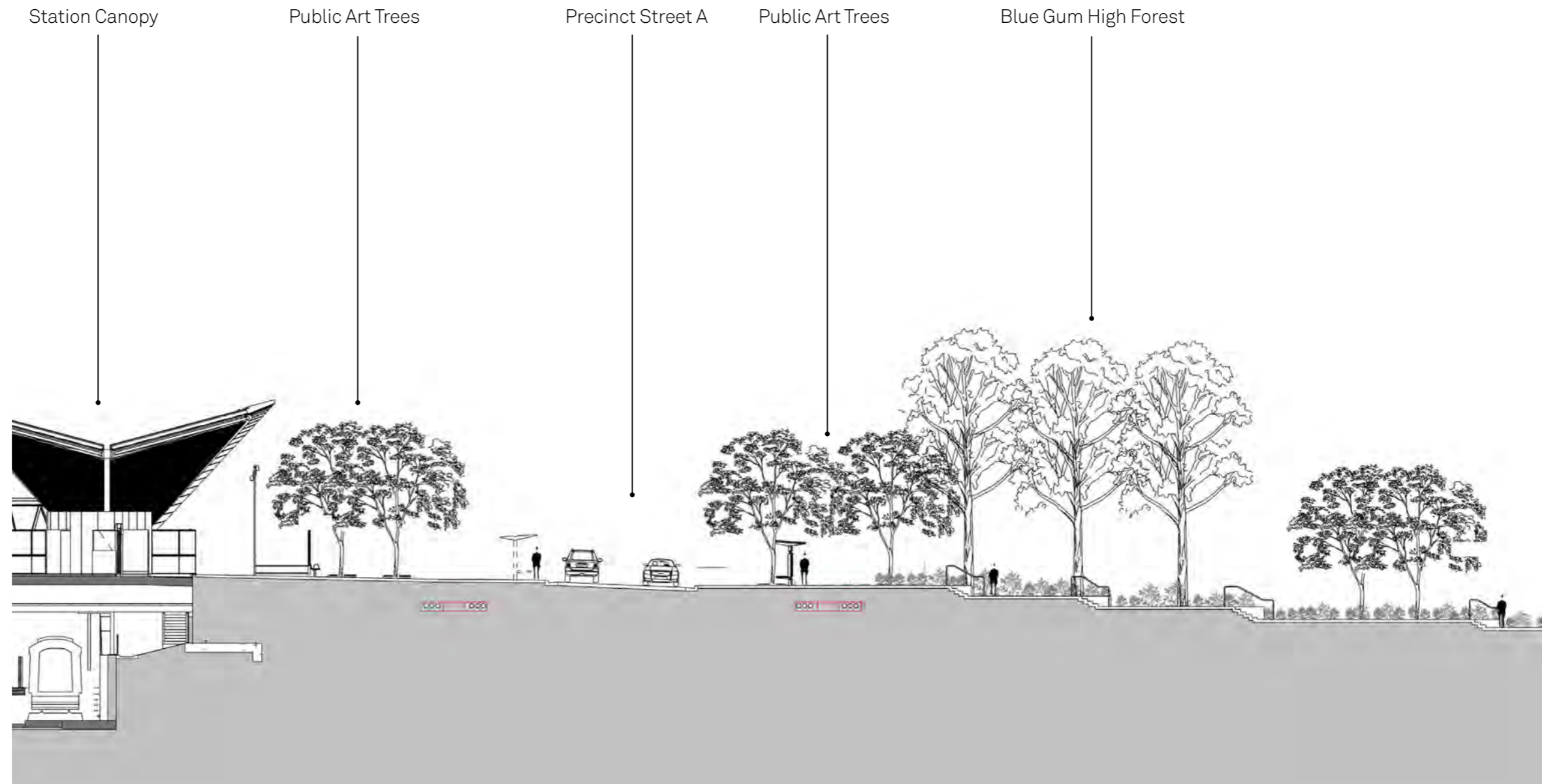


Figure 3.18 CHE\_Section showing Precinct Street A. Source: HASSELL.

**3.2.4 Sustainable Landscape Design**

The key sustainable landscape design strategies used at Cherrybrook Station include the following:

- Generous planted areas are provided to maximise permeable surfaces
- Trees close to the station provide shade beyond the built canopy.
- Light coloured surfaces are used where possible to reduce the urban heat island effect
- Blue Gum High Forest species used in vegetation buffers around the precinct provides connected planted corridors
- Incorporation of continuous massed planting beds along streetscapes, where footpath and plaza requirements allow
- Selection of a diverse mix of drought tolerant, native plant species used
- A detention basin will collect the run off from the station and is designed to replicate a wetland. Planting will help strengthen the existing Blue Gum High Forest landscape setting as well as add habitat.

Refer to Section 4.5 of this UDCLP for further detail on the project wide Sustainable Design and Maintenance initiatives.

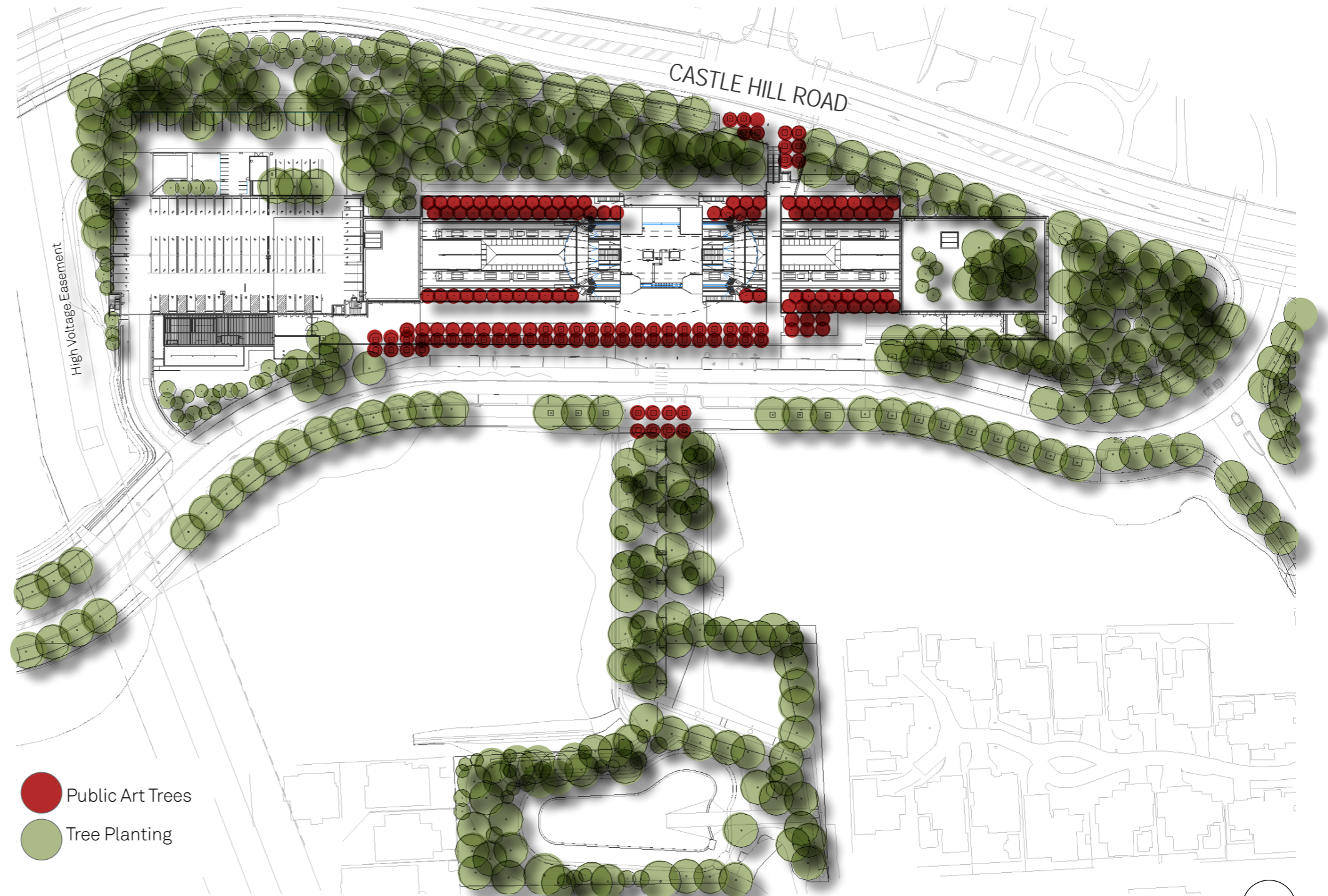
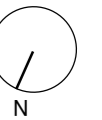


Figure 3.19 CHE\_Cherrybrook Station Plan showing Proposed Tree Planting across the Precinct. Source: HASSELL.



### 3.2.5 Heritage Interpretation, Interactions and Public Art

#### Heritage Interpretation

Heritage interpretation will be in accordance with the guidelines in Section 4.11 of this UDCLP.

#### Heritage Interactions

The Visual Impact Strategy for Heritage Properties is outlined in Section 2.11 of this report. The study considers that direct views of the car park building should be mitigated from two properties, which are:

#### 1. Glenhope House

Glenhope House is an intact early Federation period mansion characteristic of its type. It is particularly important for its retained internal finishes and architectural features which heralded new trends in late nineteenth century interior decoration. Its prominent ridge crest location, remnant garden features and mature trees provide Glenhope House with an outstanding setting which is rare for this area.

#### Recommended Strategies:

To assist with the visual impact mitigation of the car park upon Glenhope House, the following measures have been adopted.

- Architectural treatment of the car park facade uses material that blends in to the surrounding landscape. Refer Section 3.3.3 for further detail on the proposed car park architectural treatment.
- Investigation of earth mounding along the western side of the multi level structure to ensure that a more effective and immediate screening of the car park, where practical.

- Lighting of the multi level car park designed so as to minimise lighting impacts to Glenhope and the surrounding area in general.
- Retention of the existing trees along the Castle Hill Road boundary, with measures taken to ensure the trees are adequately protected and their chance of long term health and survival is maximised.

#### 2. Inala School

A large early Federation Bungalow style house. Elegant design with distinctive tall chimneys and pair of gables. The school grounds are a bushland like setting, with the buildings surrounded by numerous mature native trees

#### Recommended Strategies:

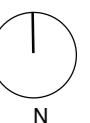
To assist with the visual impact mitigation of the car park upon Inala School, the following measures have been adopted.

- Native street trees established along the northern side of Franklin Road as soon as possible to maximise screening.
- A secondary buffer of native understory included underneath the high voltage power easement adjacent to the southern edge of the car park.
- Planting of tall trees along the southern side of the multi level car park where conditions allow.
- If in the future Franklin Road requires upgrading or widening, the visual impact of this work on the school should be considered.

- ① Glenhope House
- ② Inala School
- ➔ Main Views Affected
- Landscape Buffer



Figure 3.20 CHE\_Location of Heritage Items in relation to Cherrybrook Station. Source: HASSELL



**Public Art**

Public art for Cherrybrook Station will be in accordance with the public art plan *Light Line Social Square*. Refer Sections 2.5.4 and 4.11 of this UDCLP. Elements are arranged and orchestrated to make a cohesive composition fusing together architecture, landscape, engineering, lighting, science and art.

Figure 3.21 shows the layout and organisation of *Light Line Social Square* elements at Cherrybrook Station. They comprise:

1. *Urban Grove*- Cultural Trees
2. *Social Spheres*- Sculptural Elements
3. *Incidental Play*- Ground Play Elements
4. *Light Screens*- Vertical Transport
5. *Light Line*- Platform and Threshold Lighting

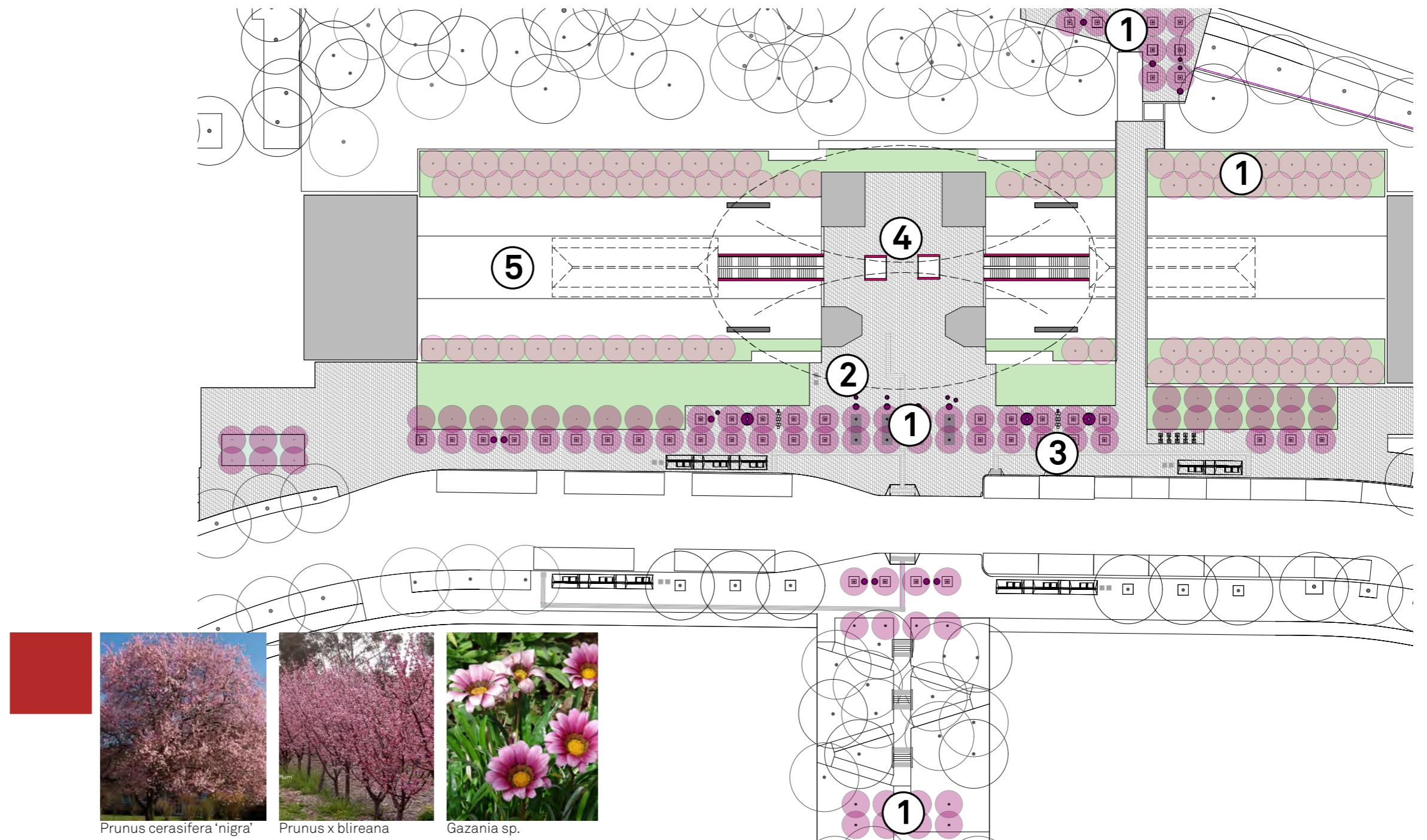
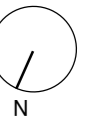


Figure 3.21 CHE\_Location of Public Art Elements at Cherrybrook Station. Source: MWA with T+C Studio.



### 3.2.6 Planting Design

The Planting design for Cherrybrook Station is consistent with the project wide urban and landscape design values and approach discussed in Section 2.5 and mitigation measures described in Section 4.3 of this UDCLP. Different vegetation characters responding to functional requirements and situation are proposed throughout the precinct. These are summarised below.

#### 'Public Art' Trees

Located in a formal, tight grid in the Primary Plaza and Secondary Plaza along Precinct Street A. These trees define the station entry areas and assist with orientation and location of the station's access points from the wider public domain.

#### Street Tree Planting

Avenues of trees provide a graceful streetscape experience within the broader public domain beyond the station areas.

#### Blue Gum High Forest

Blue Gum High Forest in the streetscapes and planted areas surrounding the station helps re-establish the former Cumberland Plain Woodland setting.

Refer to Section 4.3.7 Planting Design for further detail on the project wide tree and understory planting strategies.

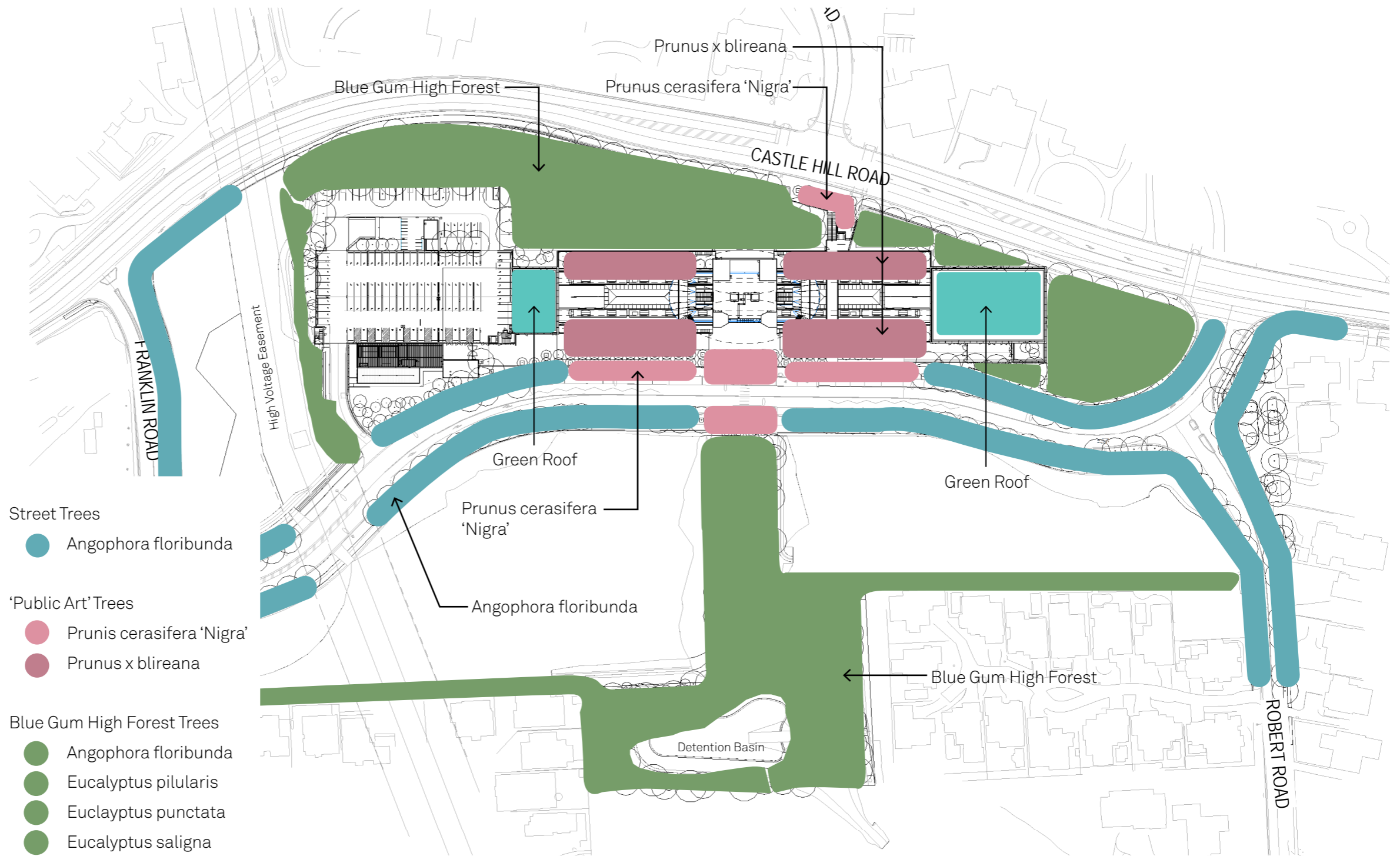
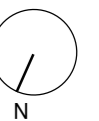


Figure 3.22 CHE\_Cherrybrook Station Precinct Planting Plan. Source: HASSELL.



### 3.3 Architectural Design

Cherrybrook Station design is based on a suite of components and systems that form part of the system wide approach to design, as well as site specific responses to the precinct. Refer to Section 4.12 for further detail on the design of these elements.

There are eight new stations along Sydney Metro Northwest with three station typologies. Cherrybrook is part of the open cut typology.

#### 3.3.1 Built Elements Typology - Open Cut

Cherrybrook Station is part of the open cut type. Key aspects of the open cut typology at Cherrybrook Station include:

- A centrally located single entry with signature canopy. The entrance is located on the northern side of the cutting from Precinct Street A
- The platform is in a cutting at the depth below street level of approx 6.2m
- A pedestrian bridge connects Castle Hill Road and Precinct Street A and is located to the western side of the station entry
- Landscaped terraces transition between street level and trackway
- The station has a tunnel interface at both ends requiring ventilation plant rooms in both locations
- The country end service building is smaller in scale with a landscape roof providing clear sight lines to the station entry
- The city end service building is integrated with a multi level car park
- A traction sub station is located in a service building between the multi level car park and Precinct Street A

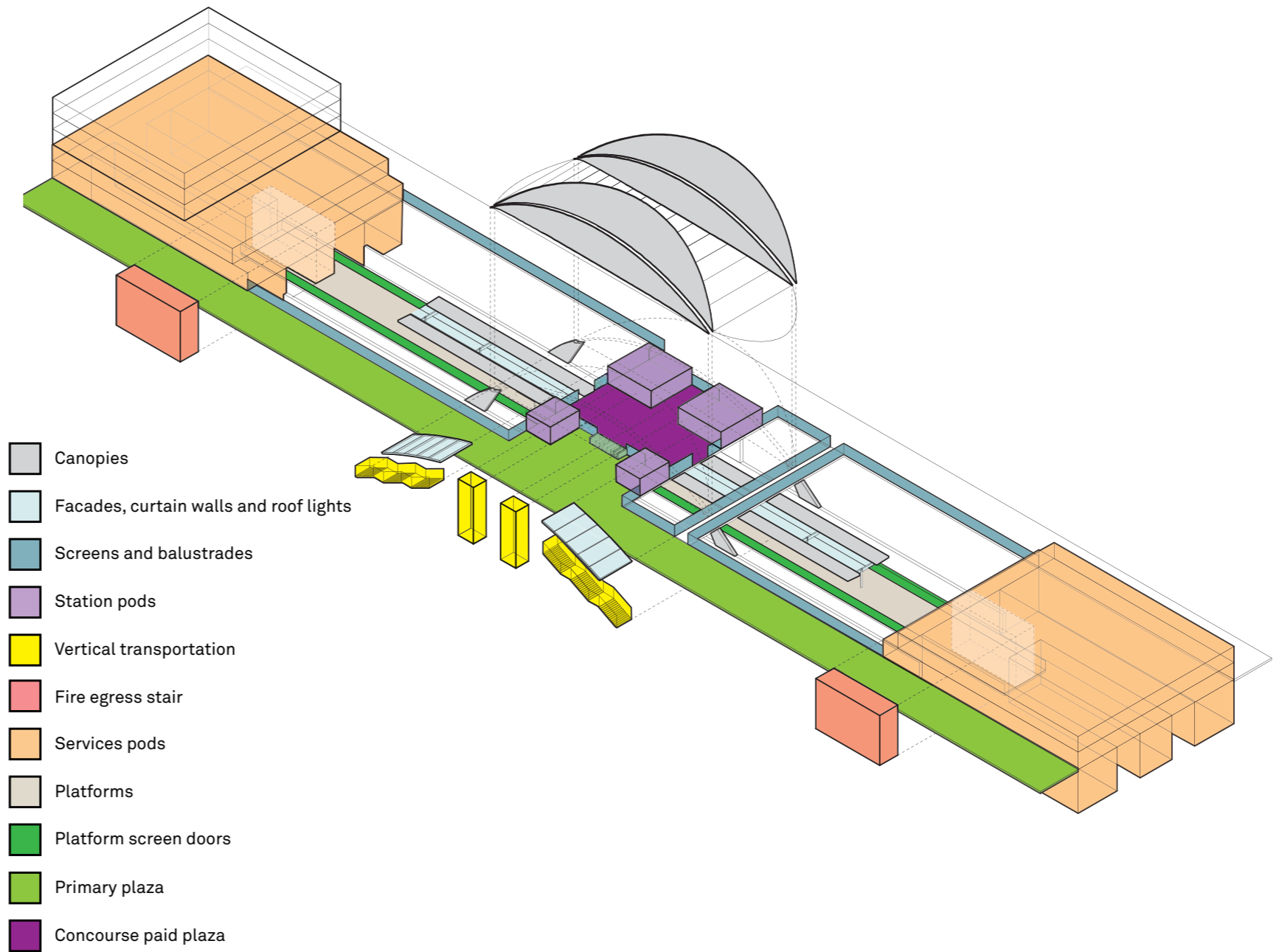


Figure 3.23 CHE\_Cherrybrook Station Exploded Diagram showing Station Configuration. Source: HASSELL.



### 3.3.2 Built Elements Design Opportunities

The arrangement of the built elements at Cherrybrook Station to deliver an integrated station and precinct that optimises transport interchange and community amenity has the following features:

#### 1. Terraces

Landscaped terracing to provide customer connection with street level

#### 2. Concourse (Underground)

Open concourse and gateline free from obstructions with clear circulation routes and sight lines to destination

#### 3. Transport Interchange

An integrated station and precinct design to optimise transport interchange and community integration. Public transport interchange, pedestrian and cycle routes are consolidated around the primary plaza with a single station entry from Precinct Street A.

#### 4. Service Buildings

Minimise service buildings at street level to reduce visual and physical impact to precinct.

#### 5. Future Uses

Safeguard the long term potential for integration of retail/community uses in the precinct between the station and car park entries. Maximise development opportunities to the northern side of Precinct Street A

#### 6. Multi Level Car Park

Minimise footprint of the multi level car park to maintain sight lines from the Castle Hill Road Franklin Road intersection.

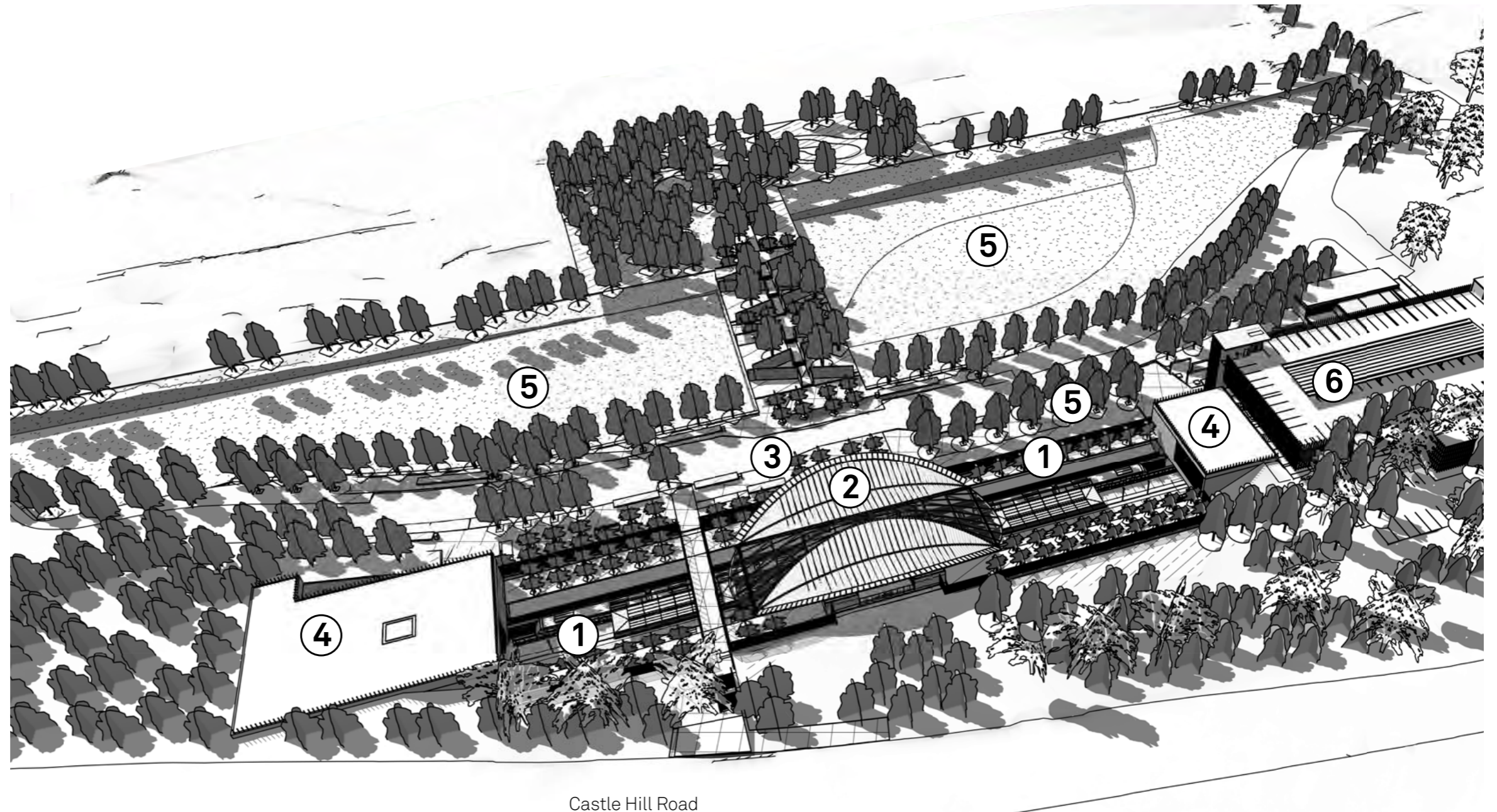


Figure 3.24 CHE\_Cherrybrook Station Diagram. Source: HASSELL.

### 3.3.3 Built Elements Design

The design of Cherrybrook Station's key built elements are outlined below.

#### Station Configuration

Key components of the station include:

- An island platform approximately 6.2m below street and concourse level
- A single centrally located station entry from Precinct Street A
- Vertical transportation consisting of lifts and stairs
- Customer facilities including toilets and parent room are located in the paid concourse.
- Station Manager's Room located to the rear of the paid concourse
- Twin pods layout at the station entries to provide efficient customer touch point interface. Scale of building pods under the main canopy provides weather protected area for customer interface
- Staff back of house areas located in the city end services building
- Landscape terraces provide a transition from platform level to street level
- Station services are provided at both ends of the station
- Multi level carpark and traction substation building located at the city end of the station
- Pedestrian bridge connects Castle Hill Road to Precinct Street A

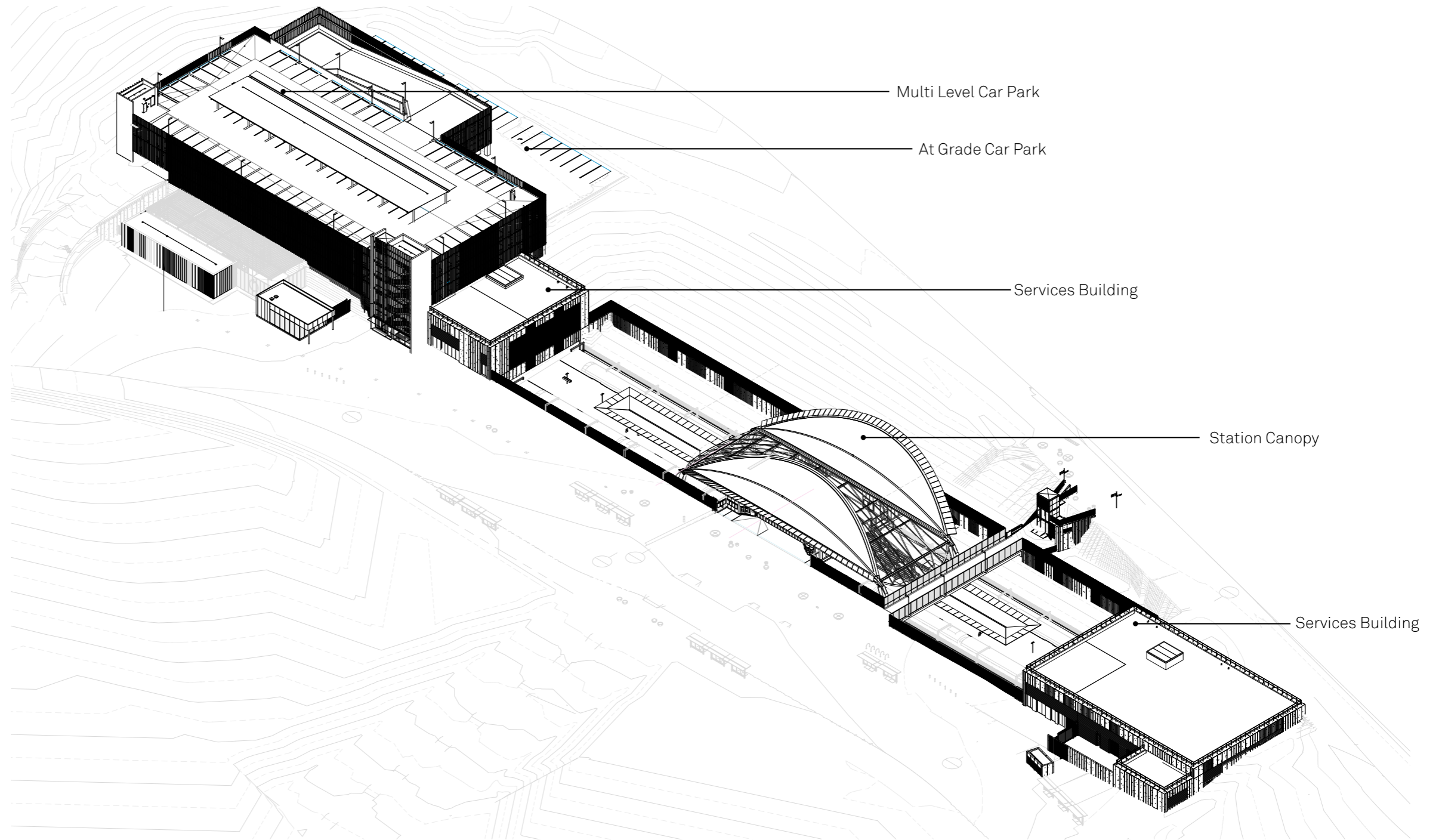


Figure 3.25 CHE\_Cherrybrook Station Perspective showing Station Configuration. Source: HASSELL.

### Station Entry

The station is accessed from the northern side of the cutting via the Primary Plaza and Precinct Street A, where the station entry canopy provides a welcoming, legible and identifiable feature. It orientates the customer and provides direct and legible wayfinding to the station entry and ticket gateline.

The paid concourse is protected from the weather by the main station canopy. Customer and staff functions essential to the paid concourse are provided within 'concourse pod' buildings.

Customer information, ticketing and associated facilities are provided on the front face of the pods.

The scale and position of buildings and lifts within the station entry and paid concourse areas have been carefully considered to ensure the environment is as open and transparent as possible. The paid concourse area has been kept clear of fixed elements to maximise customer sight lines between concourse and platform levels.

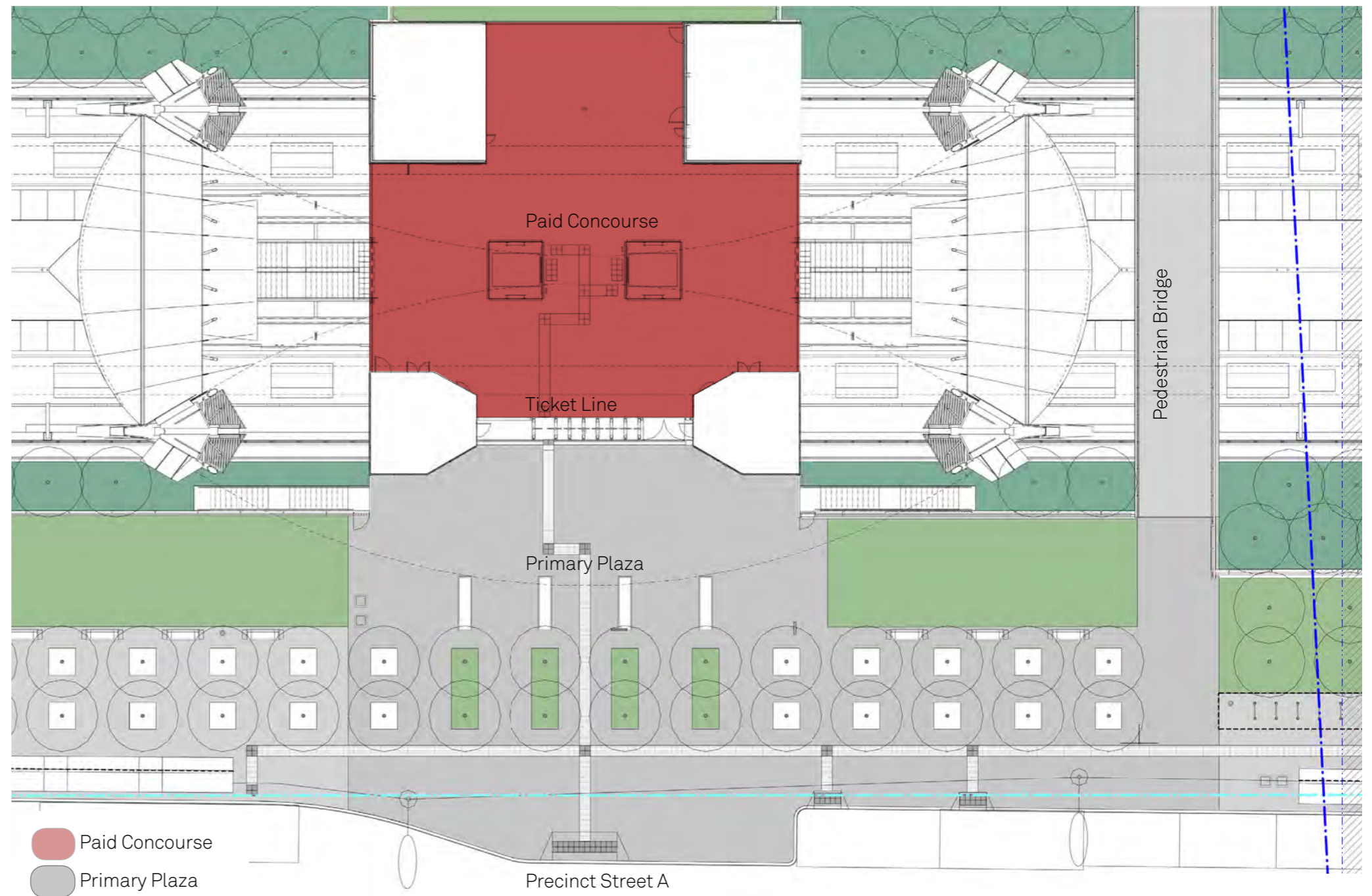
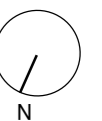


Figure 3.26 CHE\_Cherrybrook Station Entry and Concourse. Source: HASSELL.



### Multi Level Car Park

Commuter car parking is provided within the multi level and at grade car parks at the western end of the station. The width of the structured car park aligns with the width of the station cutting.

To minimise the visual impact the car park is design to integrate with the natural topography and is surrounded by Blue Gum Forest tree planting.

The western face of the car park is set back from the end of the service building to reduce its scale and impact to the station precinct and platform. The car park will be screened with timber battens that will also allow natural ventilation.

The circulation ramp is located external to the main structure on the southern edge, maximising car parking within the structure and minimising the bulk of the building. At grade parking has been minimised on the southern edge and eliminated from the northern edge.

The western interface adjacent to the high voltage easement has been significantly simplified by removing the need for retaining structure and maximising natural ventilation along this edge. The natural landscape will batter down to the lowest car park level.



Figure 3.27 CHE\_Artist Impression of Multi Level Car Park. Source: HASSELL.

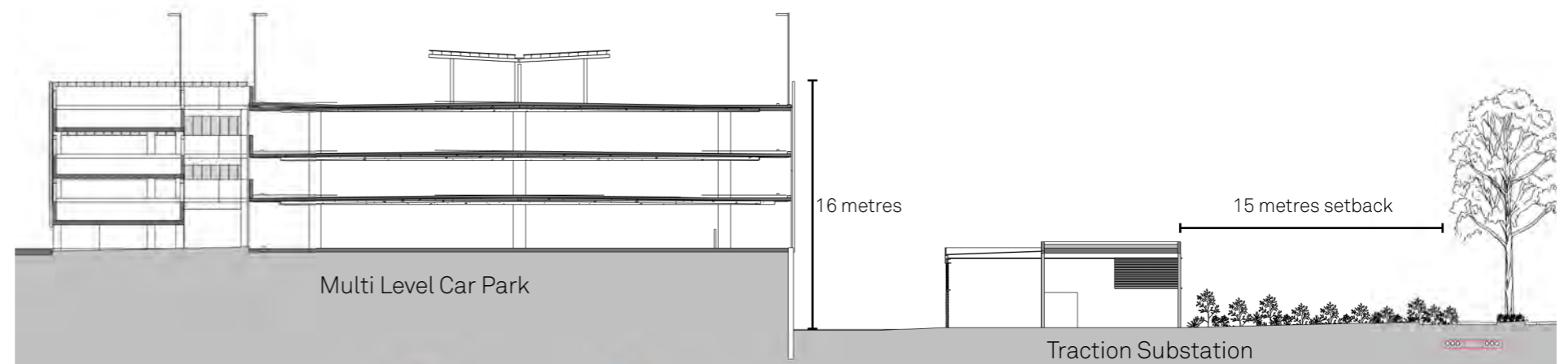


Figure 3.28 CHE\_Cherrybrook Station Car Parking Facilities. Source: HASSELL..

**Pedestrian and Cycle Bridge**

A pedestrian and cycle bridge is located to the western side of the station entry and provides a connection between Castle Hill Road and Precinct Street A.

The change in level between Castle Hill Road and the pedestrian bridge is approximately 4.7m and is traversed by a stair and lift arrangement.

The bridge is not connected with the paid concourse and is therefore open to the public at all times forming a public connection north to south through the precinct.

Glazed antithrow screens 2.4m high are provided for the full width of the bridge providing continuity with the palisade fence fixed to the landscape terrace retaining walls.

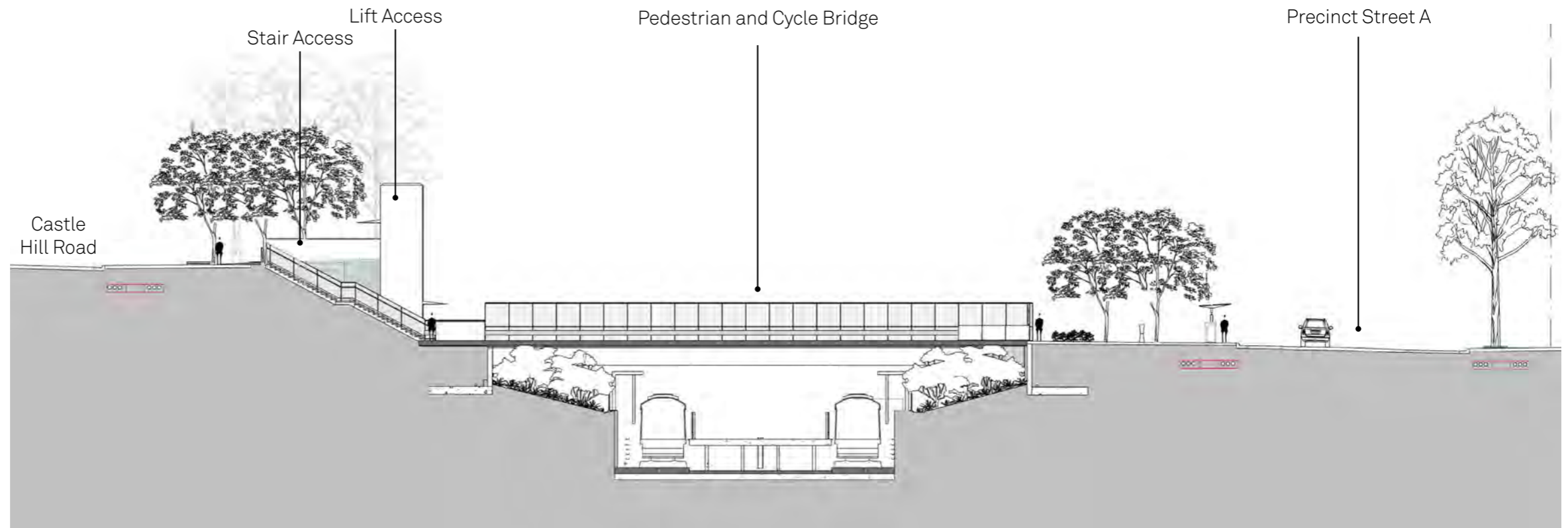


Figure 3.29 CHE\_Cherrybrook Station Pedestrian Bridge across Station cutting. Source: HASSELL.

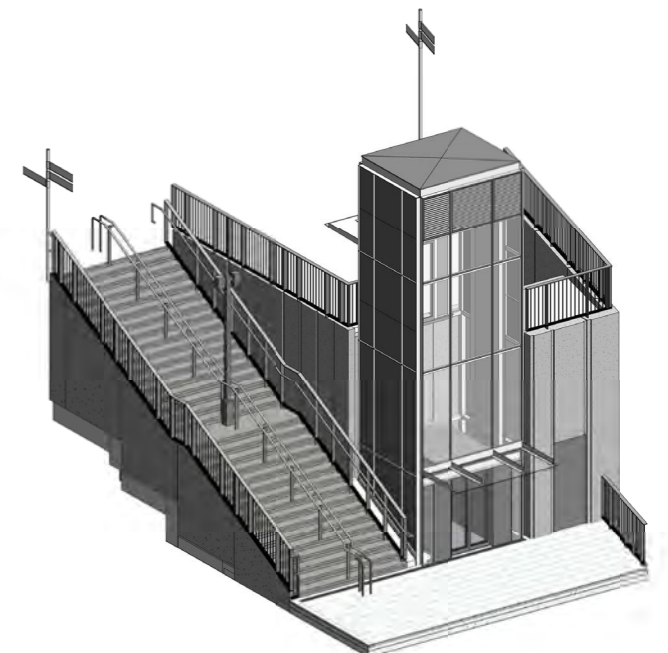


Figure 3.30 CHE\_Pedestrian Bridge Stairs and Lift Axonometric. Source: HASSELL.

### Station Accommodation Strategy

The station accommodation has been categorised into four types and has been integrated with the precinct and station to enhance the customer experience both physically and visually.

#### 1. Customer Facilities

Located on the paid concourse at street level in two pods flanking a central gateline. The angled face of the customer facilities complement and support movement and visual connection for the customer. Customer toilets and vending machines are located in two rectilinear pods to the rear of the paid concourse.

#### 2. Staff Facilities

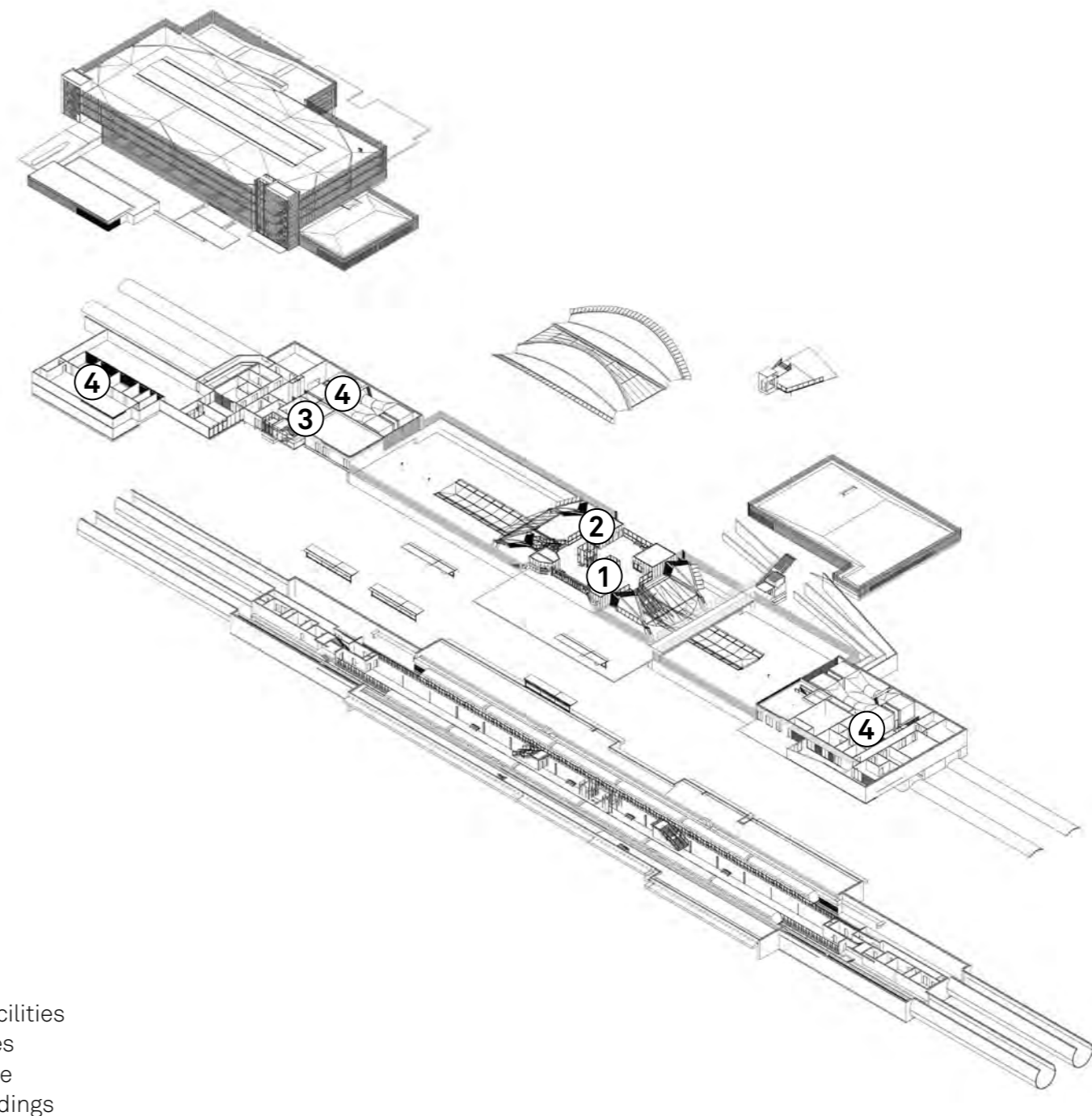
The Station Manager's Room has been placed on the north western corner of the paid concourse to maximise access with the station without impairing customer flow through the gateline area.

#### 3. Back of House

Staff back of house and maintenance rooms have been placed at street level in the country end service building. The location minimises the built form on the paid concourse maximising the customer experience. The Fire Control Room and fire fighting facilities are located in the country end service building with direct access to street.

#### 4. Station Services

Station services are located in two building directly above the trackway, one at either end of the station. Both buildings include tunnel ventilation fan rooms, high voltage and low voltage accommodation. A number of rooms critical to system operations are also located at platform level at both ends. A services building is located at the city end of the station between the multi level car park and Precinct Street A will house a traction substation.



- ① Customer Facilities
- ② Staff Facilities
- ③ Back of House
- ④ Services Buildings

Figure 3.31 CHE\_Cherrybrook Station Accommodation Strategy. Source: HASSELL.

### 3.3.4 Future Opportunities

Potential opportunities for the location of commercial facilities and the expansion of station facilities (where appropriate) have been identified in the design refinement of the stations. In the future, retail opportunities will be developed at this station and potential locations where such uses are likely to be suitable are identified on Figure 3.32. The final locations will be subject to further design and viability assessment.

An objective for commercial activity is that it should contribute positively to customer journeys. The following commercial opportunities have been identified.

#### Retail

The station design has safeguarded retail space in the design of the public domain. Future retail could be located in the Primary Plaza and focused towards the Plaza and station entry creating an active edge.

#### Vending Machines

Provision has been made for vending machines within the paid concourse. This space has been integrated with a concourse pod to provide a seamless integration with the architecture and not impact customer circulation or wayfinding.

#### Advertising

Advertising will be integrated to the station architectural design and finishes as part of the design development process in future stages.

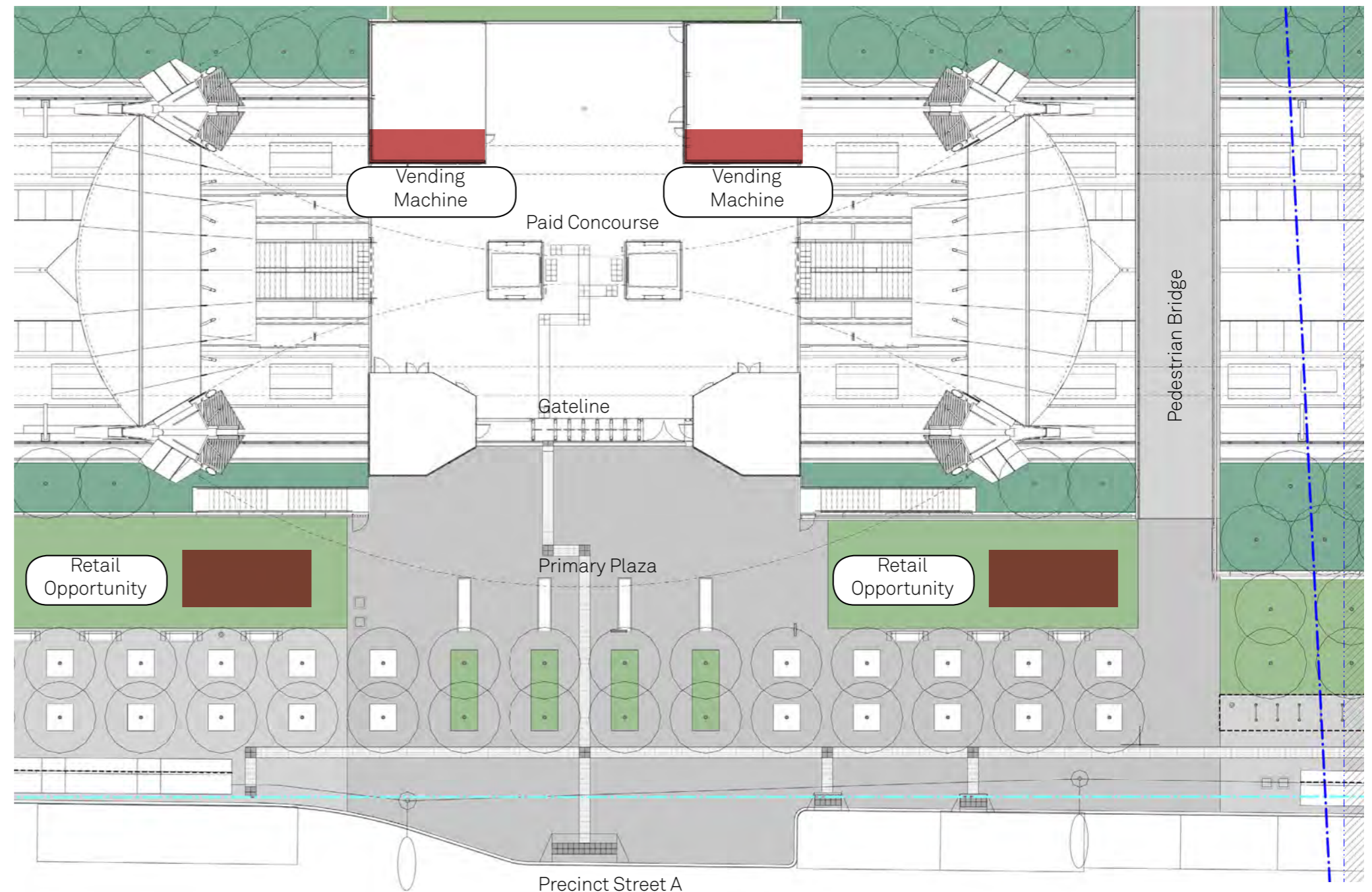
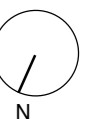


Figure 3.32 CHE\_Commercial Opportunities Plan. Source: HASSELL.



### 3.3.5 Signage and Wayfinding

The Sydney Metro Northwest stations are designed to be open, accessible and intuitively navigable with a wayfinding and signage strategy that will enhance these features. The wayfinding strategy provides directional and location information through simple clear signage, messages and use of pictograms, and aims to provide the right information at the right location so customers can navigate their way around the stations safely and efficiently.

The wayfinding strategy and associated signage is designed to optimise the navigation experience inside and around the stations. This will be integrated with the station architecture, consistent with the principles currently being tested and established by TfNSW and tailored for a modern single line, rapid transit system. The current signing products as established by TfNSW will be specified for use in the stations.

The right location for signing is usually at a decision point and at the Station, there are primarily two key decision points. One of these is on entering the concourse where the correct platform has to be selected for travelling in the right direction and the other is when exiting the concourse to access the local area and other transport interchange modes. The other main choice customers face is the mode of vertical transportation and whether to use the lifts or escalators to travel between the station concourse and platform below.

The signage and customer information details shown are indicative only and will be developed in greater detail during subsequent design stages.

### Precinct Signing

The area immediately outside of the station buildings will vary in scale and function depending on location. At Cherrybrook Station precinct, the initial provision is for a 'park and ride' function plus small-scale transport interchange.

Precinct signing will identify and direct passengers to transport interchange facilities and the town centre and shopping centre, primarily through the use of a standard TfNSW finger-post sign and to a lesser extent the use of a TfNSW blade sign.

The blade sign has the added advantage of incorporating poster information which can take the form of local area maps.

Precinct signs will include station totem signs, using the two (different sized) standard post mounted products developed by TfNSW.

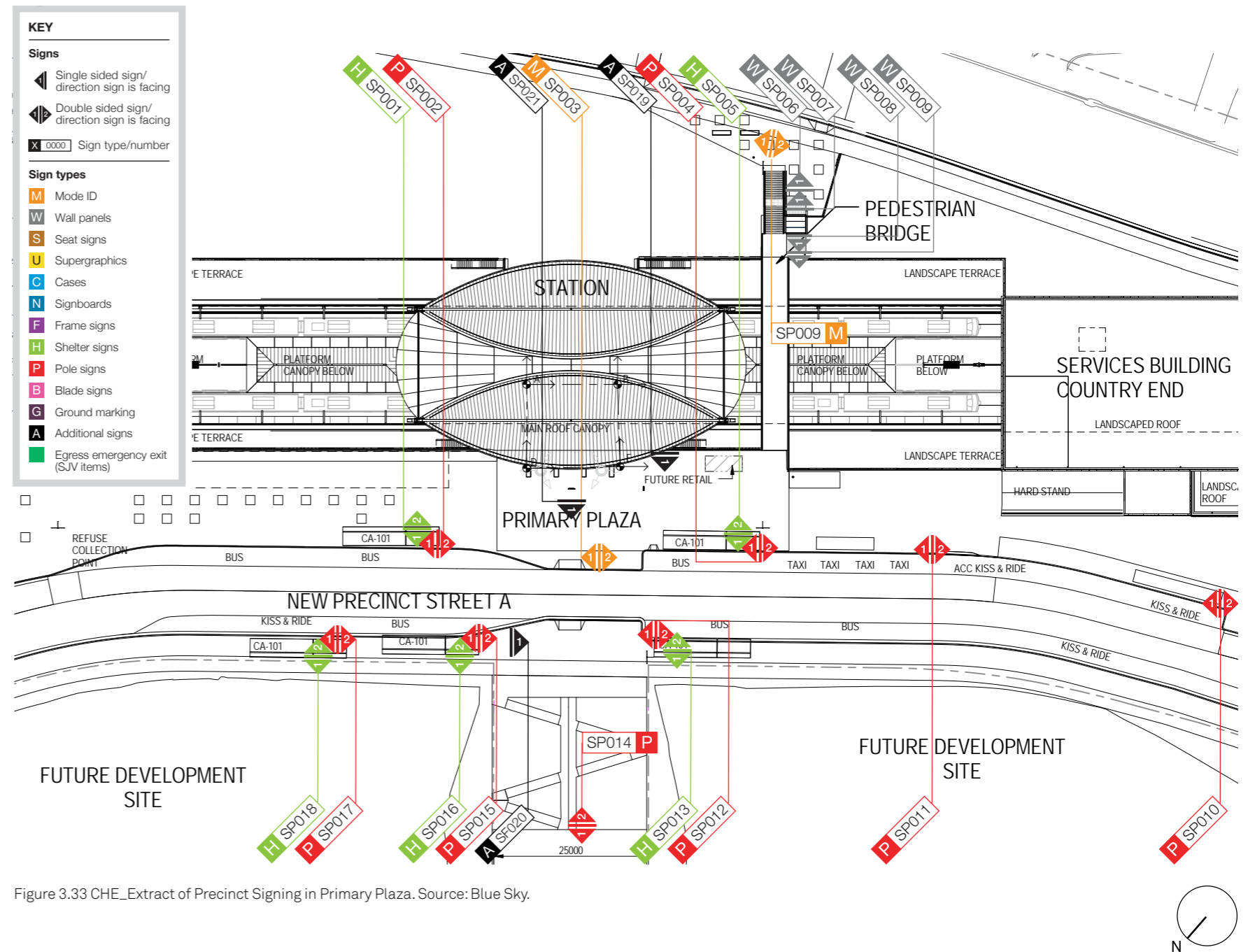


Figure 3.33 CHE\_Extract of Precinct Signing in Primary Plaza. Source: Blue Sky.

