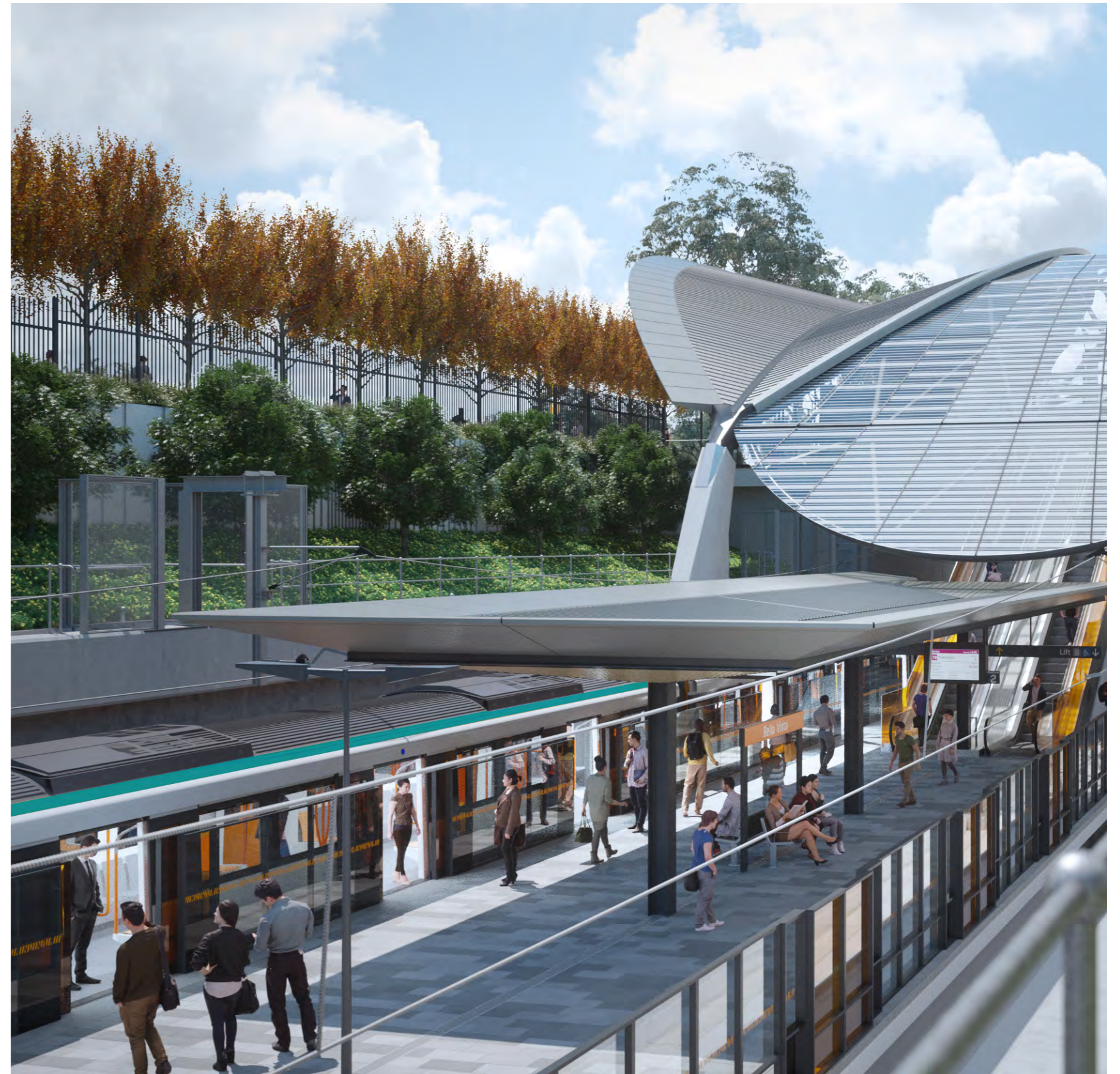


03

Precinct Plans

Bella Vista Station and Precinct



Artist Impression of Bella Vista Station Platform and Terraces. Source: Ai3D.

3.1 Precinct Context

Bella Vista Station is located adjacent to the northern edge of Norwest Business Park and will have an existing walk-up patronage on opening. The proposed pedestrian overpass to Old Windsor Road will serve the existing housing areas to the western side of the precinct. A park and ride facility is proposed to be located to the northern edge of the precinct. As the precinct develops, residential development will continue to grow to the east and northwest of the station and beyond Balmoral Road.

Bella Vista public domain spaces respond and reflect aspects of the station's immediate context and provide a vegetated setting for the station architecture.

Interchange requirements have necessitated a dual end-loaded station. This is the key difference to Cherrybrook and Cudgegong Road Station. The southern entry is integrated with a large public space with pedestrian approaches from a number of directions. This requires a modified approach to the canopy design and entry sequence to the gateline and paid concourse. The northern entry is considered secondary and includes an unpaid cross corridor connection running east-west.

Views of the station canopy will be framed from arrival points into precinct streets. This allows views of the canopy to be orientation markers and enhance the identity of the station. On grade car parking will be well vegetated and shaded with pedestrian movement guided towards the station via the multi deck car park. Multimodal transport requirements are met within the inner precinct streets.

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

The Bella Vista precinct and station will deliver:

- _ A network of socially connected civic spaces
- _ Seamless interchange from pedestrian, cycle, bus, taxi, kiss and ride, and car 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 Bella Vista 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 Bella Vista 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 built elements within the precinct site
- _ Outlines the key relevant issues.

The proposed station facilities include:

- _ Precinct Streets A, B, C, D & E
- _ At grade car and multi level commuter car parking spaces
- _ Two primary plazas
- _ Two station entries
- _ Two covered paid concourses
- _ One island platform
- _ Landscaped terracing to either side of the corridor
- _ Three levels of servicing buildings
- _ Pedestrian footbridge
- _ Traction substation
- _ Transport interchange facilities
- _ Precinct landscaping.

3.1.2 Overview of Precinct Project

Bella Vista Station is located between Kellyville Station and Norwest Station. The platform is orientated on a north south axis with Celebration Drive to the south and east, and Old Windsor Road to the west.

The platform is located in a cutting between Celebration Drive and Precinct Street D bridge.

Other components of the station include a new pedestrian footbridge crossing Old Windsor Road to provide connection to existing residential area at grade and multi level car park north of Precinct Street D and a traction substation north of Precinct Street E.

Refer figure 3.1 Bella Vista Station Precinct Plan and figure 3.2 Aerial view of Bella Vista Station.

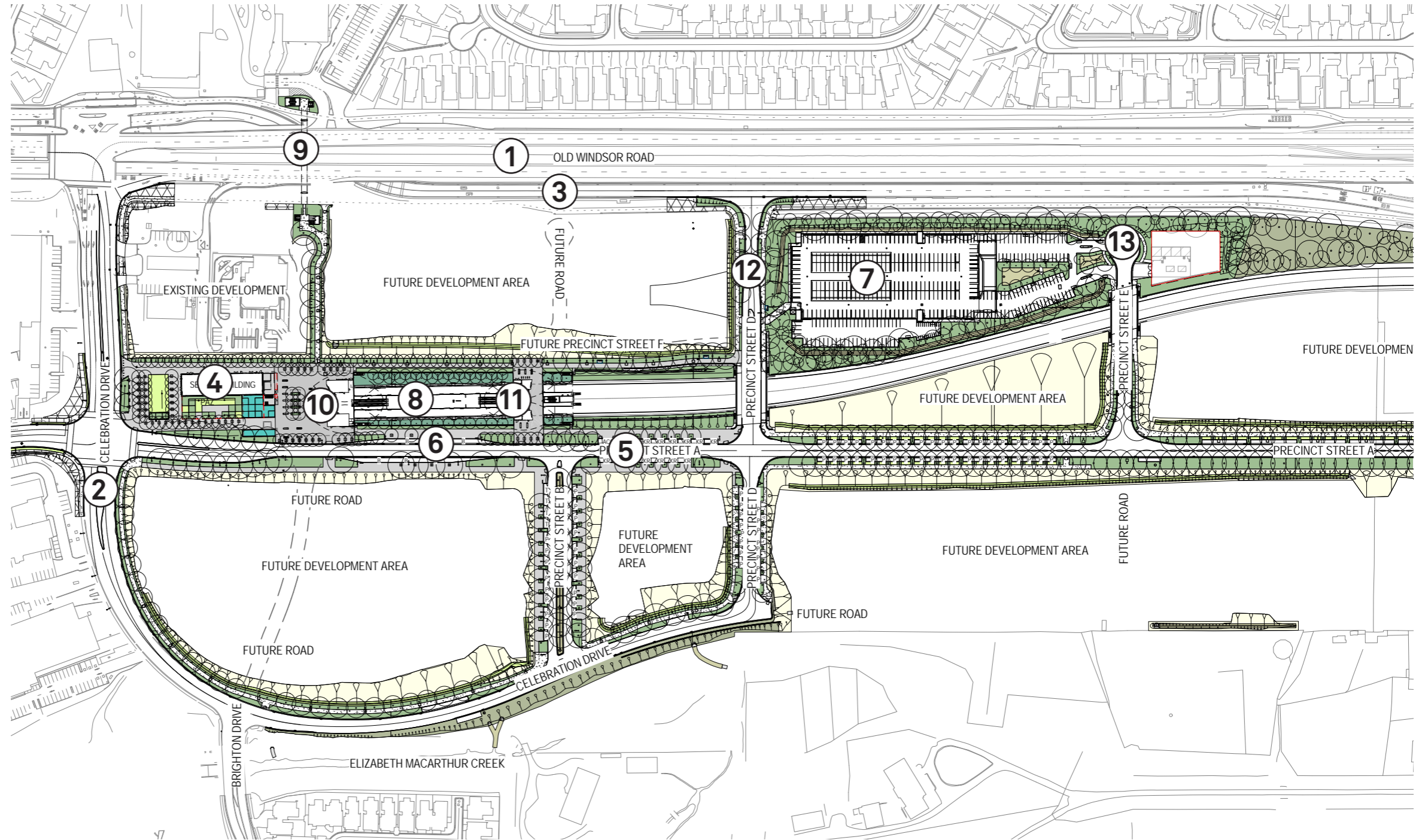


Figure 3.1 BLV_Bella Vista Station. Source: HASSELL.

The following are key components of Bella Vista Station:

1. Old Windsor Road
2. Celebration Drive
3. Existing T-Way
4. Service Building
5. Kiss and Ride
6. Bus Stands
7. At Grade Car Park & Multi Level Car Park
8. Island Platform in Cutting
9. Pedestrian Footbridge
10. City End Station Entry
11. Country End Station Entry
12. Precinct Street D
13. Precinct Street E

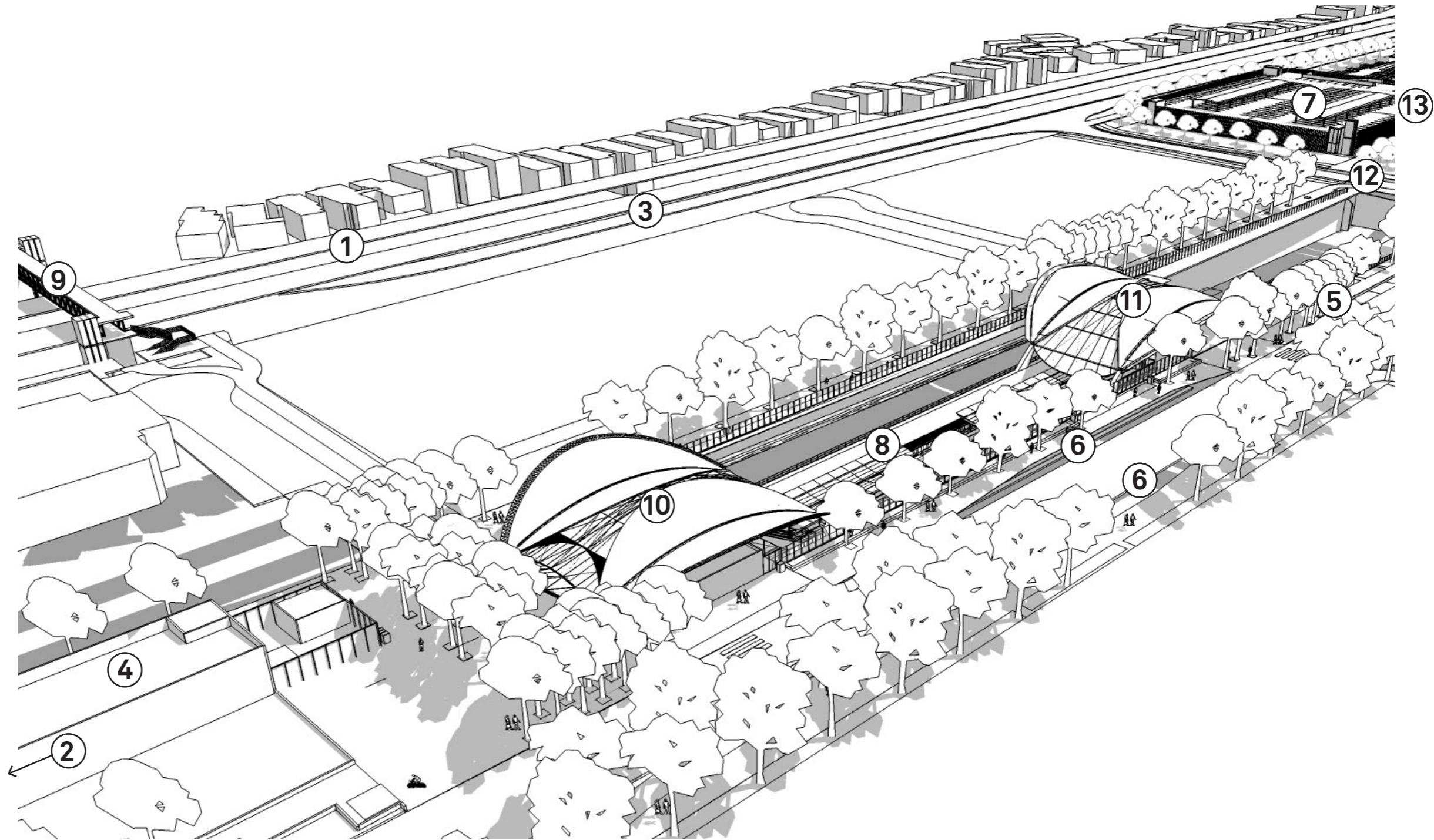


Figure 3.2 BLV_ Aerial View of Bella Vista Station. Source: HASSELL.

3.1.3 Location

Regional Location

Bella Vista Station is located in the Hills Shire Council. It is located between Norwest and Kellyville Stations and is located off Celebration Drive and east of Old Windsor Road.

Bella Vista is 33 km north west of Sydney CBD.

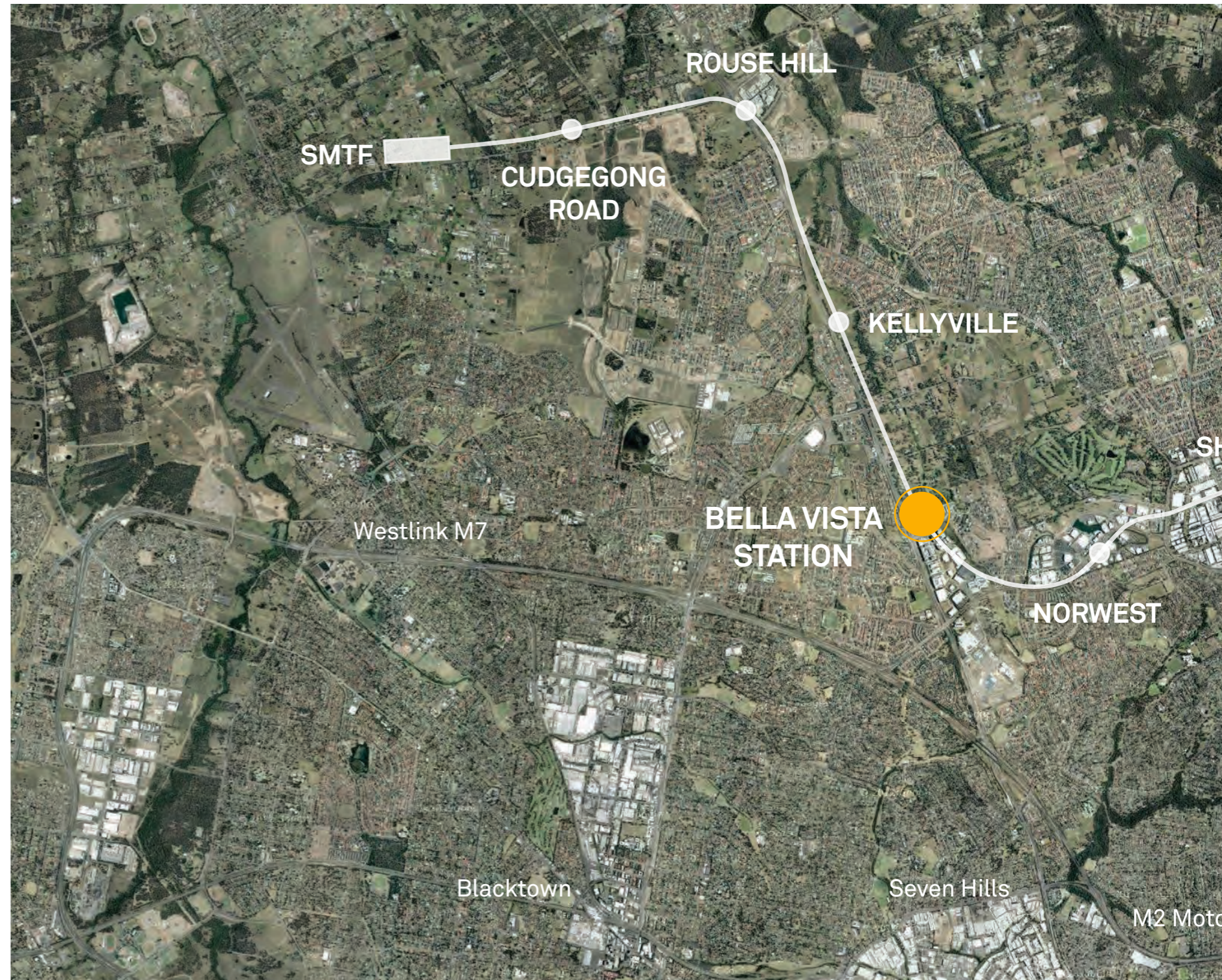
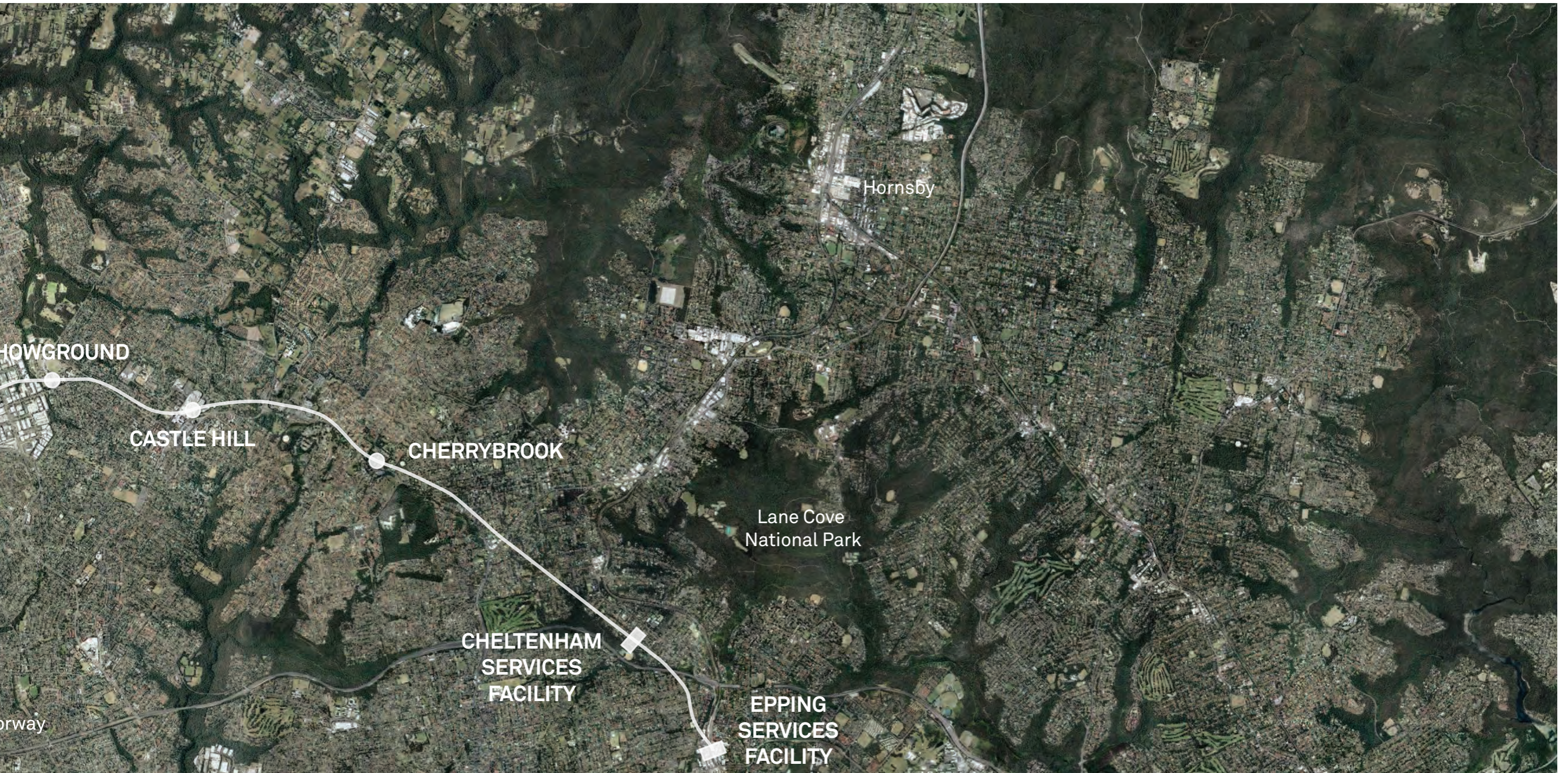


Figure 3.3 BLV_ Aerial View of Bella Vista Station. Source: Google Maps.



Local Context

Figure 3.4 is taken from the Bella Vista Structure Plan and illustrates the Bella Vista Station precinct, station location, structure plan study area boundary and existing land uses. The legend outlines the key existing local places of note.

The area is urbanised in character with some existing tracts of Cumberland Plain Woodland nearby.

Bella Vista Station is uniquely situated just at the end of the twin railway tunnels and just before the skytrain takes to the air on its journey to Kellyville and Rouse Hill.

Located on the western edge of the Norwest Business Park the station will serve the business parks, as well as local residential areas of Bella Vista.



Figure 3.4 BLV_Bella Vista Station Aerial. Source: Planning NSW 2013.

3.1.4 Statutory Context

The Structure Plan prepared by NSW Department of Planning and Environment proposes a commercial/retail core for Bella Vista centred around the new station, which will benefit from direct access to the train station and the surrounding Business Park and be in close proximity to residential areas.

The future character will be achieved through further consideration of zoning/development controls and through master-planning. The retail park on Celebration Drive will be redeveloped to accommodate the new Bella Vista train station, park and ride facilities and higher density employment development.

To the south of the station is the existing Bella Vista Business Park. Under the Structure Plan lots within the Business Park will be given greater flexibility in planning controls to attract more businesses through the provision of a variety of floor plates and to capitalise on the proximity and relationship of the park to the successful Norwest Business Park to the east.

To the north of the station, within the Sydney Metro Northwest corridor, it is proposed that a mixed use area, comprising commercial, retail and medium density residential will serve as a transition between the employment areas and the residential land uses of Memorial Avenue and Balmoral Road.

Refer Figure 3.5_ Bella Vista Structure Plan.

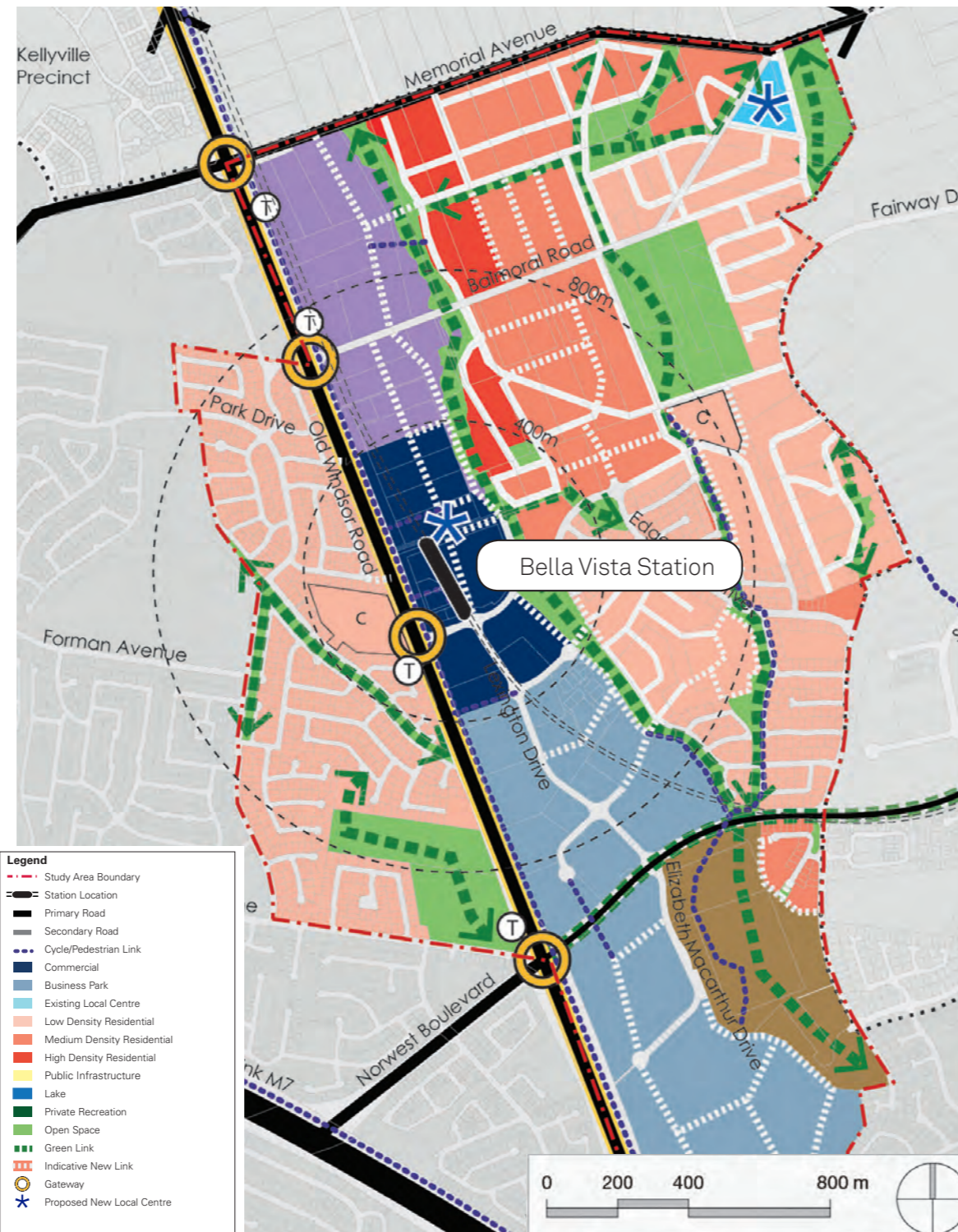


Figure 3.5 BLV_Bella Vista Structure Plan. Source: DP & E December 2015

Bella Vista Precinct Plan

Figure 3.6 outlines the priority precinct proposal for Bella Vista prepared by DP&E in December 2015 to illustrate the potential future development within the station's environs. While the scheme is indicative, the proposals contained within it were used to formulate design proposals for the station interfaces, so that options for future development were optimised.

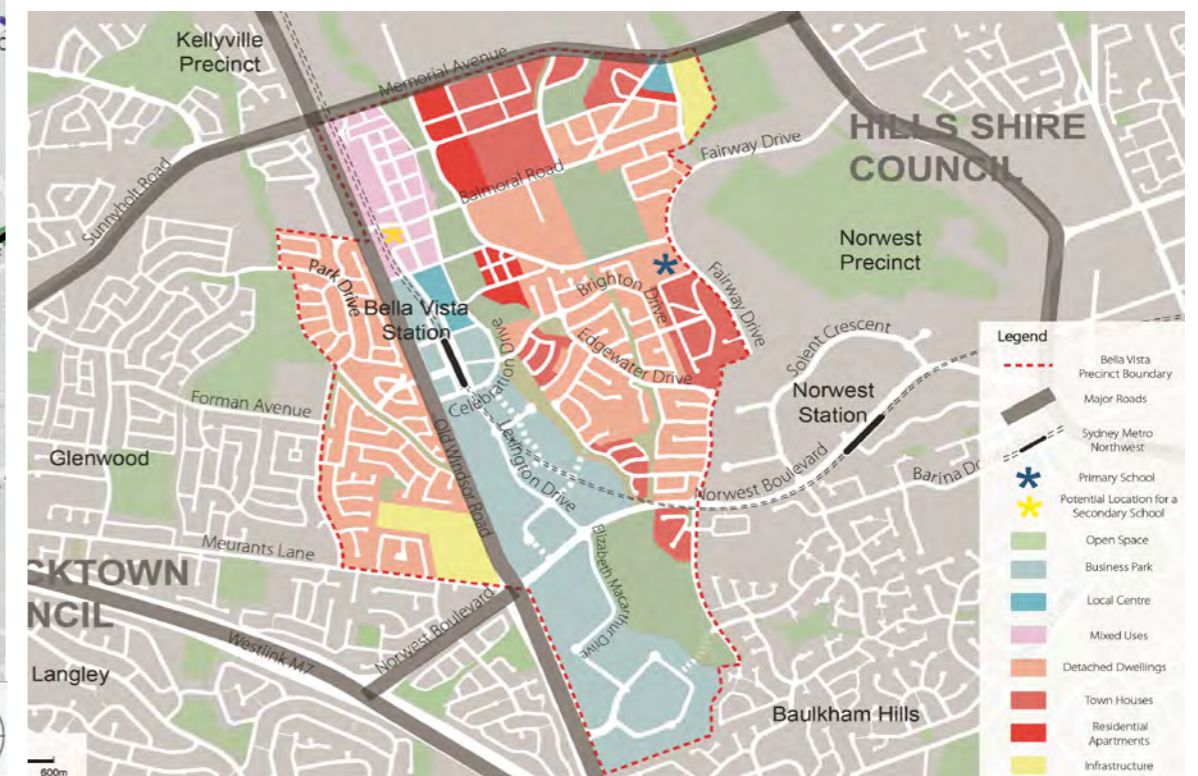


Figure 3.6 BLV_Bella Vista Indicative Precinct Layout December 2015. Source: DP&E priority Precinct Proposal December 2015.

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. Bella Vista 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 3.7.

- Bus stands are located on Precinct Street A between the two station entry points.
- Taxi ranks are located on Precinct Street B close to the pedestrian crossing point.
- Kiss and Ride bays are located on Precinct Street A between Precinct Streets B and D.
- On street car parking is located furthest from the primary plaza and station entry

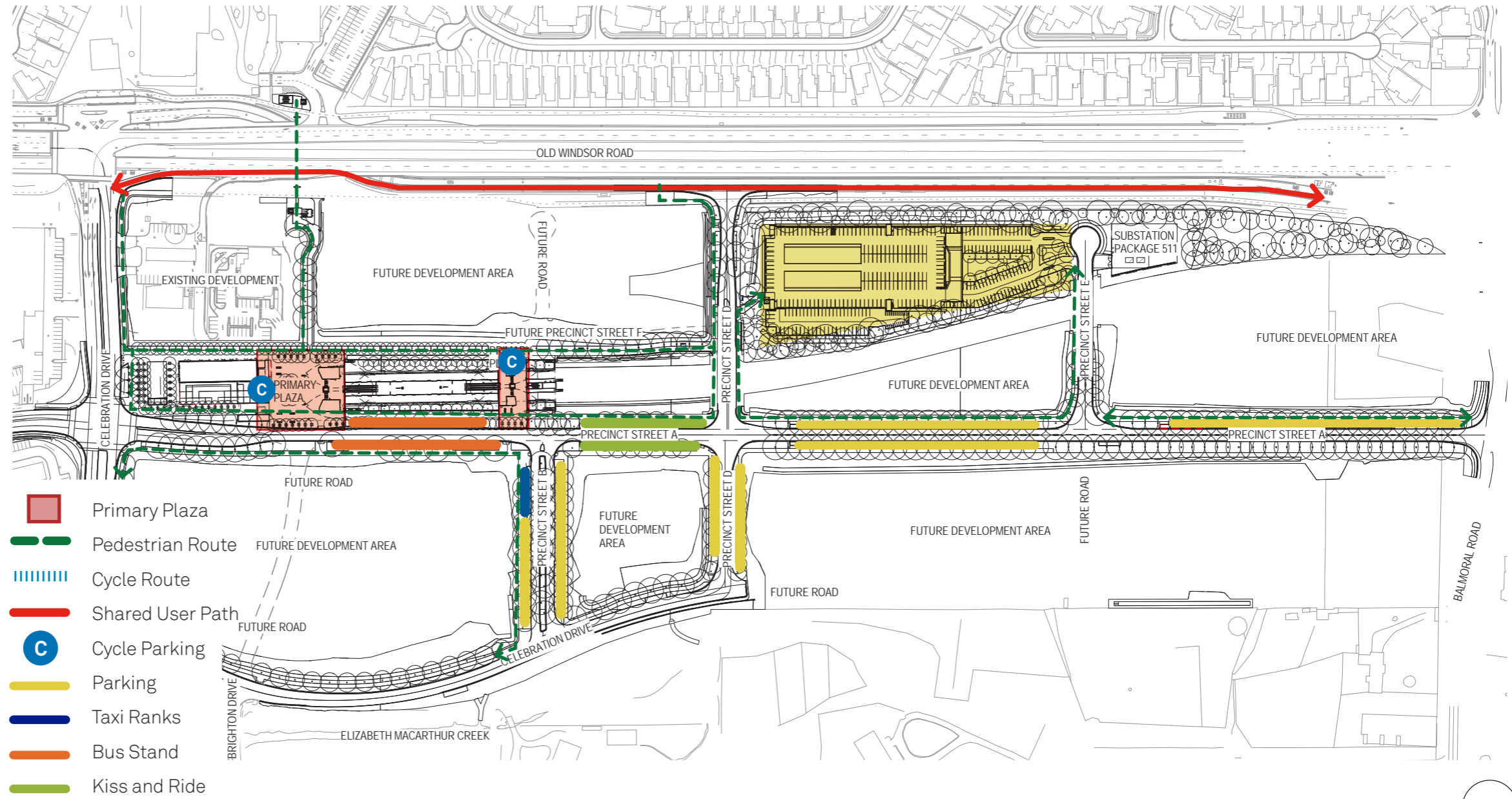


Figure 3.7 BLV_Bella Vista Station Pedestrian and Cycle Plan. Source: HASSELL.

3.1.7 Precinct Planning and Design Issues

- The key issues identified at Bella Vista Station are summarised below.
- **Location and scale** of southern services within primary plaza to ensure a long term active public domain
 - **Character and width** of new Precinct Street A and B
 - **View** along Lexington Drive providing a visual connection from the existing business park
 - **Alignment** of future precinct street with primary plaza

3.1.8 Precinct Design Principles

- The key precinct principles developed for Bella Vista Station are summarised below.
- Creation of an active primary plaza and local centre at the southern entry creating a clear landmark with visibility from Lexington Drive - station services sleeved with retail
 - Creation of a secondary primary plaza aligned with Precinct street B
 - Good connectivity into future development network with pedestrian bridge over Windsor Road

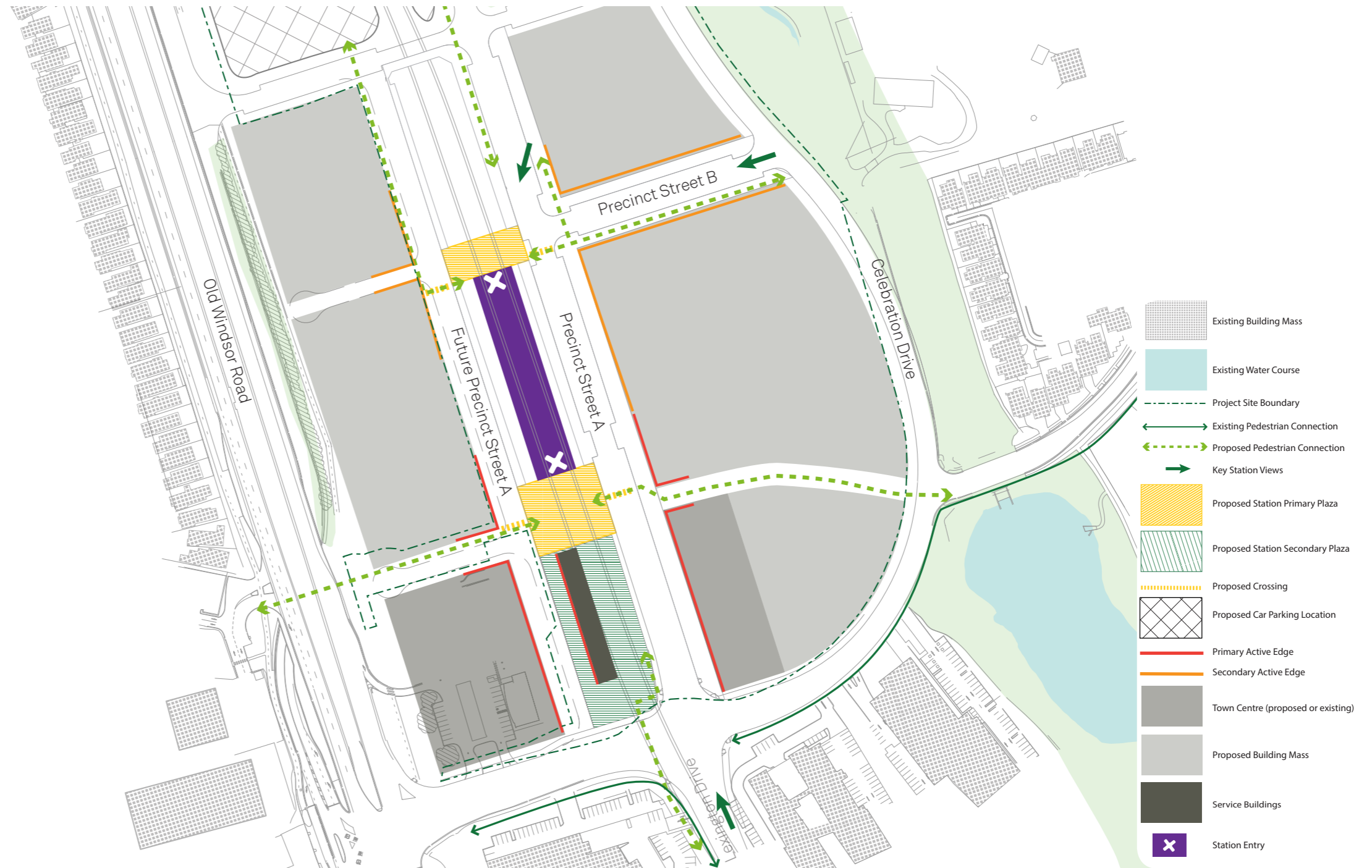


Figure 3.8 BLV_Bella Vista Precinct Principles Plan. Source: HASSELL.

Station Type
Open cut

Depth below Concourse
7.2m

Centre Type
Specialised Centre

Catchment
Employment and Residential

Local Government Area
Hills Shire Council

3.1.9 Key Design Drivers

The key design drivers informing Bella Vista Station precinct are summarised below:

- Integration with future development area
- Creation of a robust 'day one' station precinct and identity
- Establishment of a key landmark location between the existing business park and future commercial growth area
- Pedestrian priority streetscapes, connectivity and station address plazas
- Provision of a legible and strong framework for the future growth corridor
- Accommodation of retail and activation drivers in the station precinct zone
- Visibility and identity from Lexington Drive
- Enhancement of the linear parkland corridor along Elizabeth Macarthur Creek

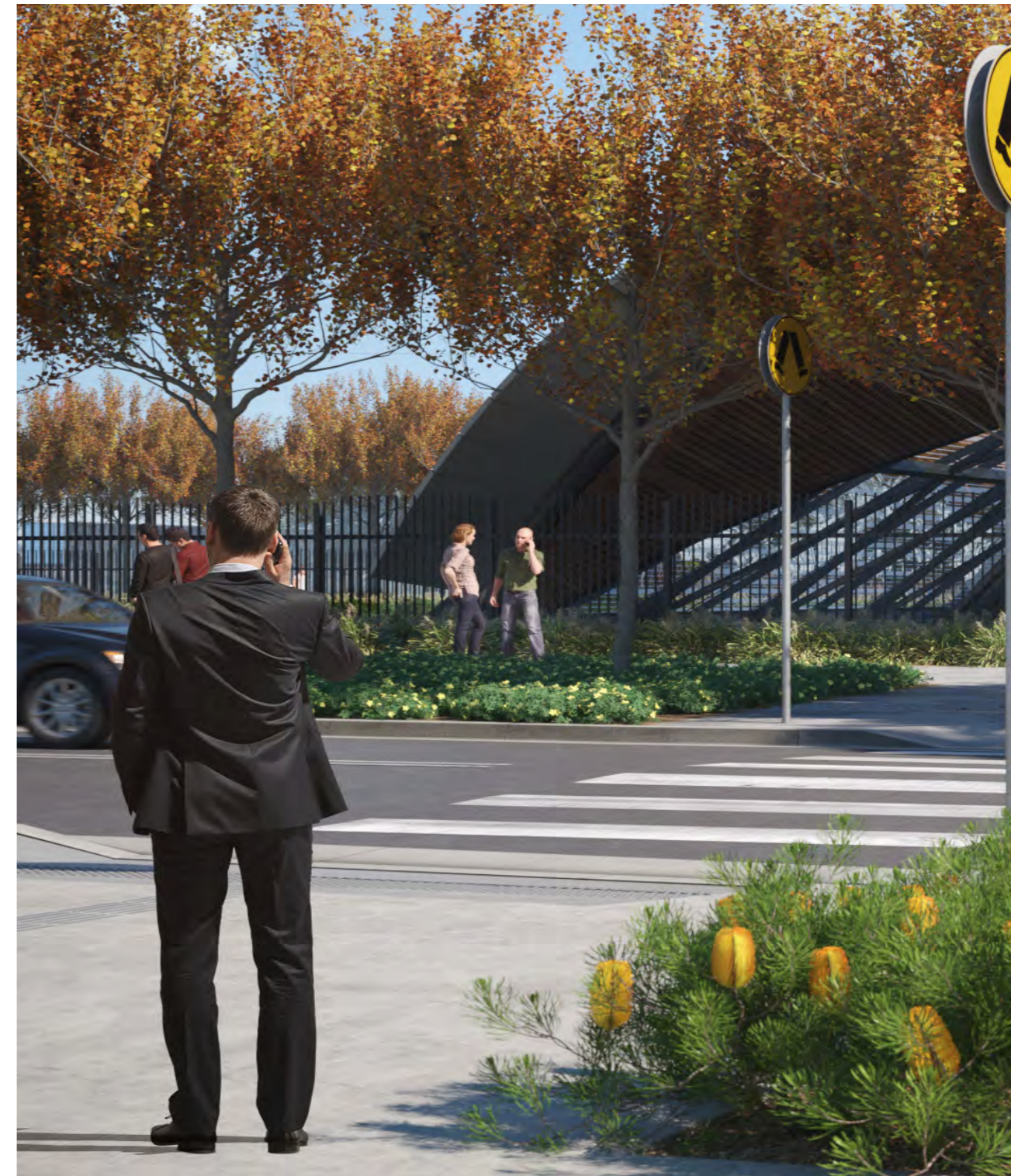
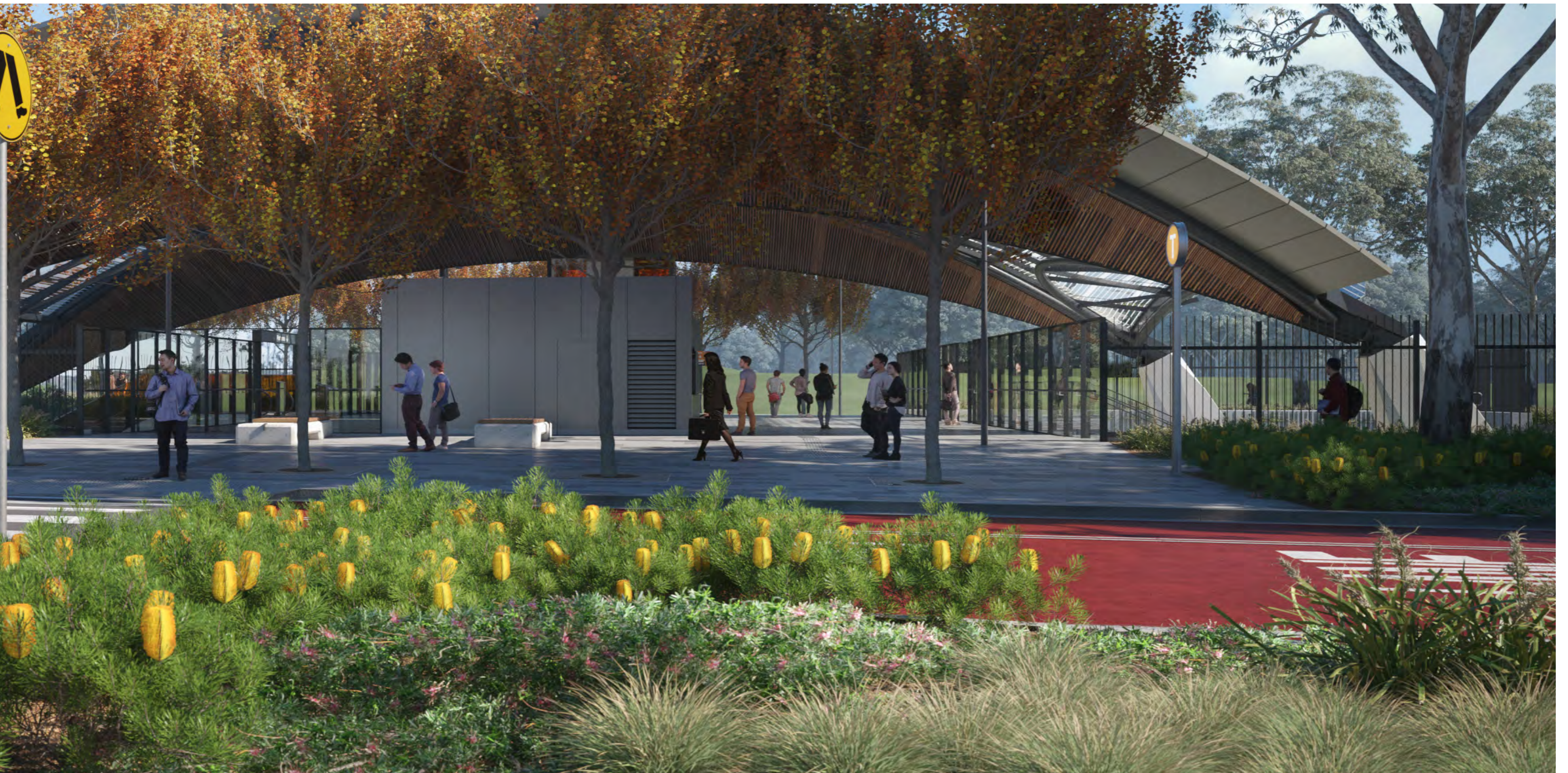


Figure 3.9 BLV_Artist Impression of Bella Vista Station. Source: Ai3D.



3.2 Urban Design and Landscape Plan

This section contains descriptions of the proposals for the urban and landscape design of Bella Vista 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 Bella Vista Station and its immediate surrounds that have informed the design are summarised in the adjacent diagrams. Refer Figures 3.10 to 3.13.

1. Theshold

Acknowledge the significance of the threshold between tunnel and corridor characters.

2. Green Link

Opportunity to extend corridor planting through the precinct and reinforce the vegetated connection.

3. Bridges

Optimise access points across the cutting to ensure the track line is not a barrier in the public domain.

4. Access

City End provides immediate access point for pedestrians commuting to and from the existing business park. Country End addresses access requirements for car park users and future development areas.

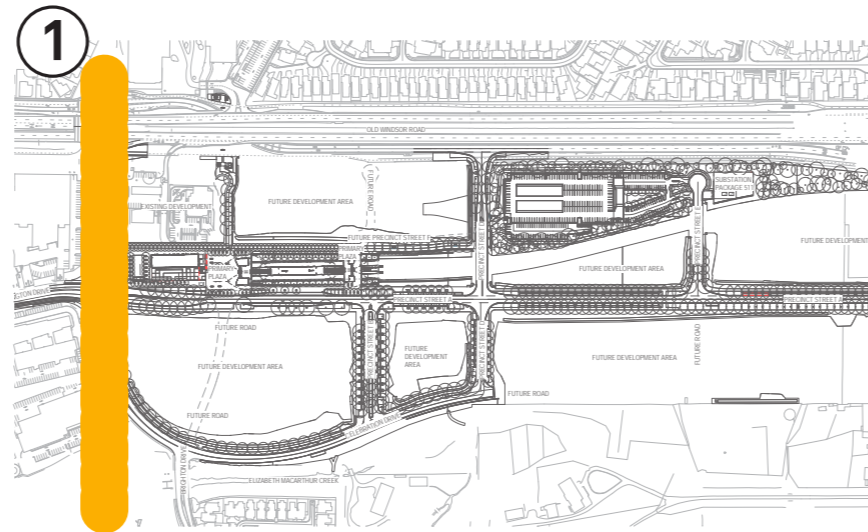


Figure 3.10 BLV_Threshold. Source: HASSELL.

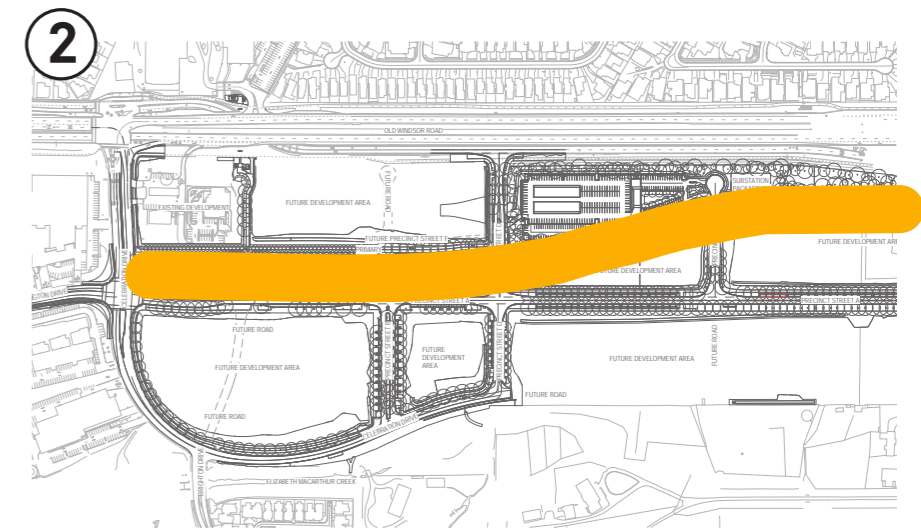


Figure 3.11 BLV_Green Link. Source: HASSELL.

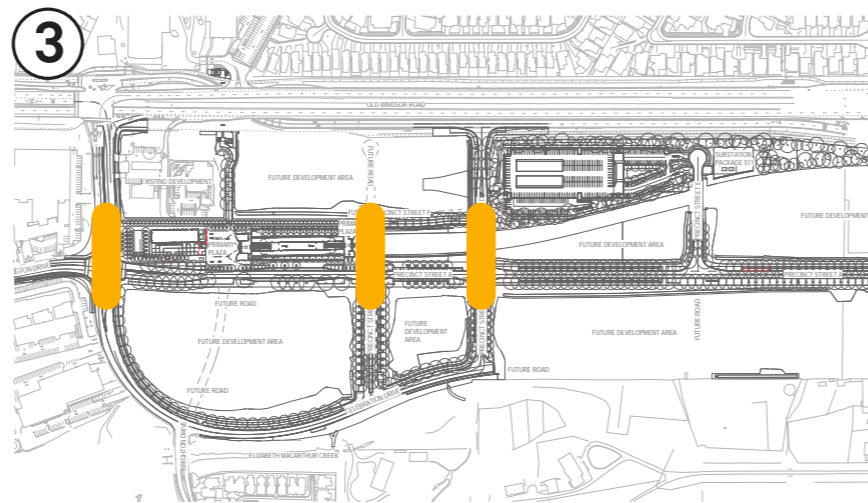


Figure 3.12 BLV_Bridges. Source: HASSELL.

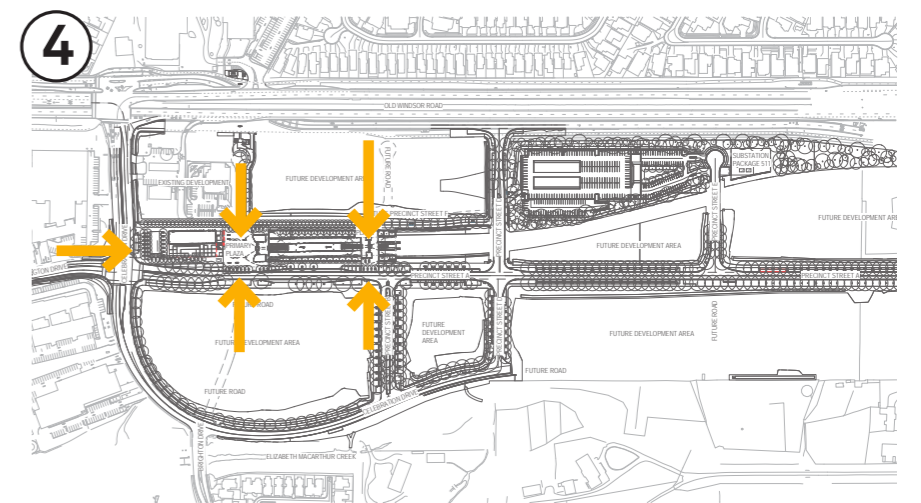


Figure 3.13 BLV_Access to the Station. Source: HASSELL.

3.2.2 Design Opportunities

The design opportunities informing the design of the Bella Vista Station and its immediate surrounds that have informed the precinct are summarised in the adjacent diagrams. Refer Figures 3.14 to 3.17.

1. Station Setting

Opportunity to provide a station within a Cumberland Plain Woodland setting. Key views down streets, around the station and into the woodland are maximised.

2. Station Identity

Opportunity to create an easily identifiable station through the design of an identifiable Station Canopy and an integrated Public Art strategy.

3. Shady Public Domain

Opportunity to create a comfortable place for pedestrians though a clear hierarchy of spaces and the design of shady settings where possible.

4. Activation and Connections

Opportunity to provide a setting for a variety of active and passive activities while providing distinguishable landscape treatments which assist with way finding. The use of the public spaces is discussed in further detail in Section 3.2.3.

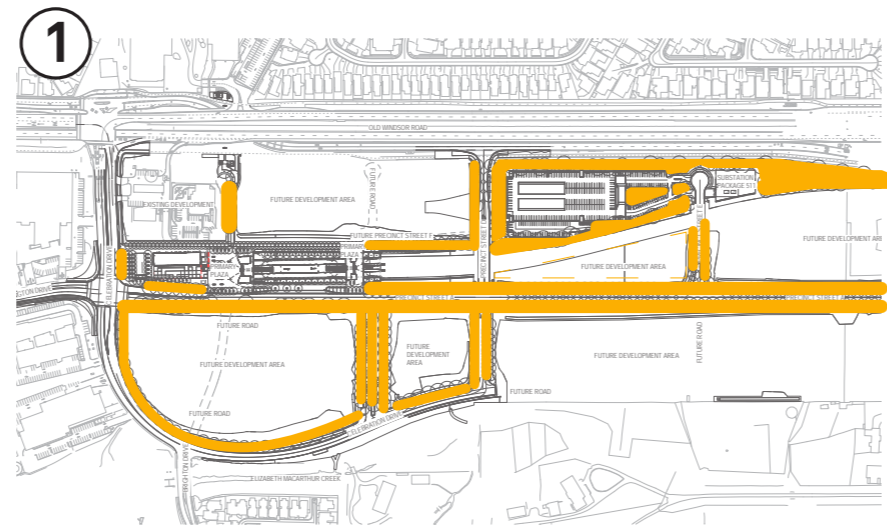


Figure 3.14 BLV_Station Setting. Source: HASSELL.

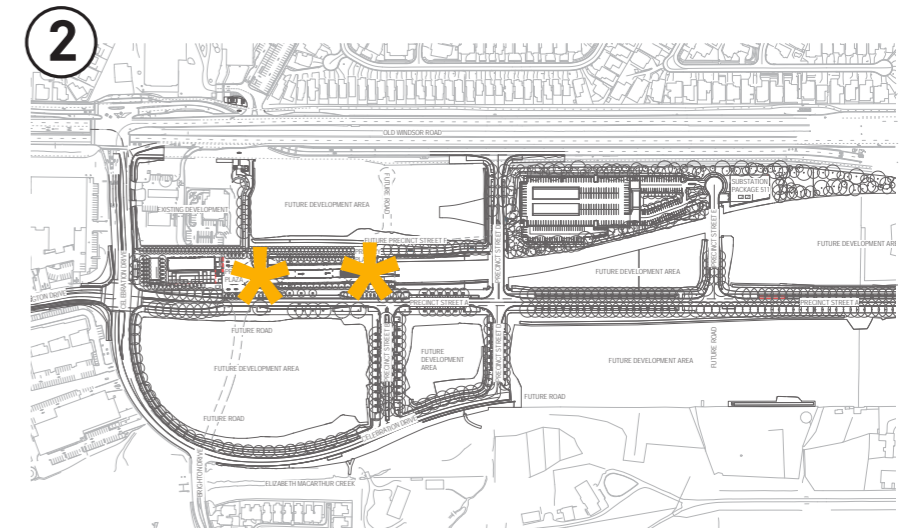


Figure 3.15 BLV_Station Identity. Source: HASSELL.

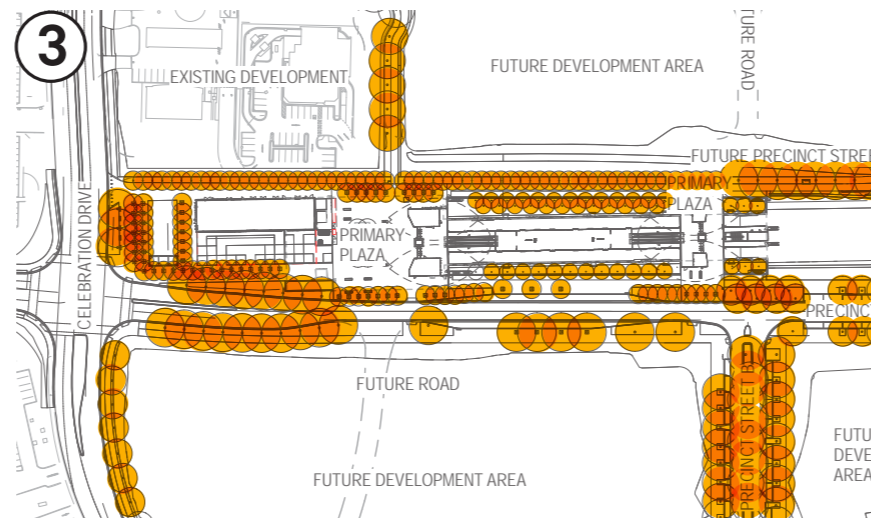


Figure 3.16 BLV_Shady Public Domain. Source: HASSELL.

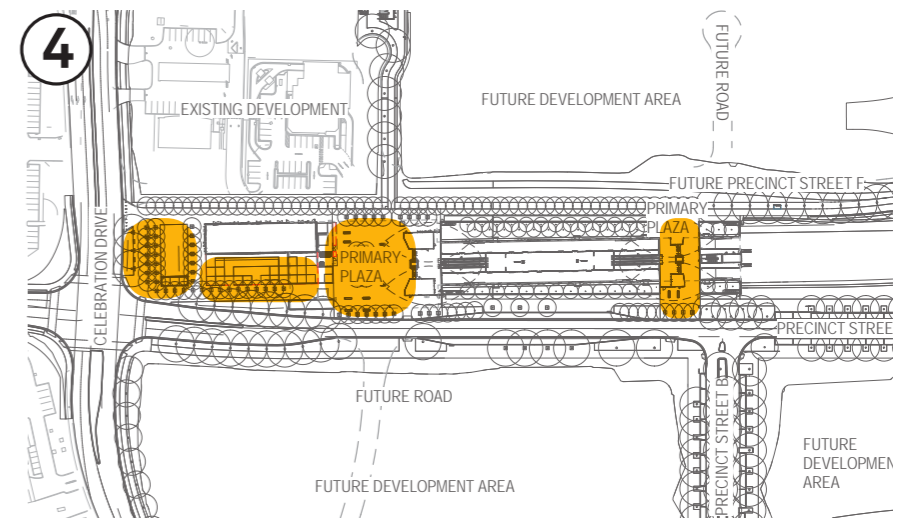


Figure 3.17 BLV_Activation and Connections. Source: HASSELL.

3.2.3 Landscape Site Plan and Precinct Elements

The main Bella Vista Station precinct elements are located on the following plan, Figure 3.18_Landscape Site Plan.

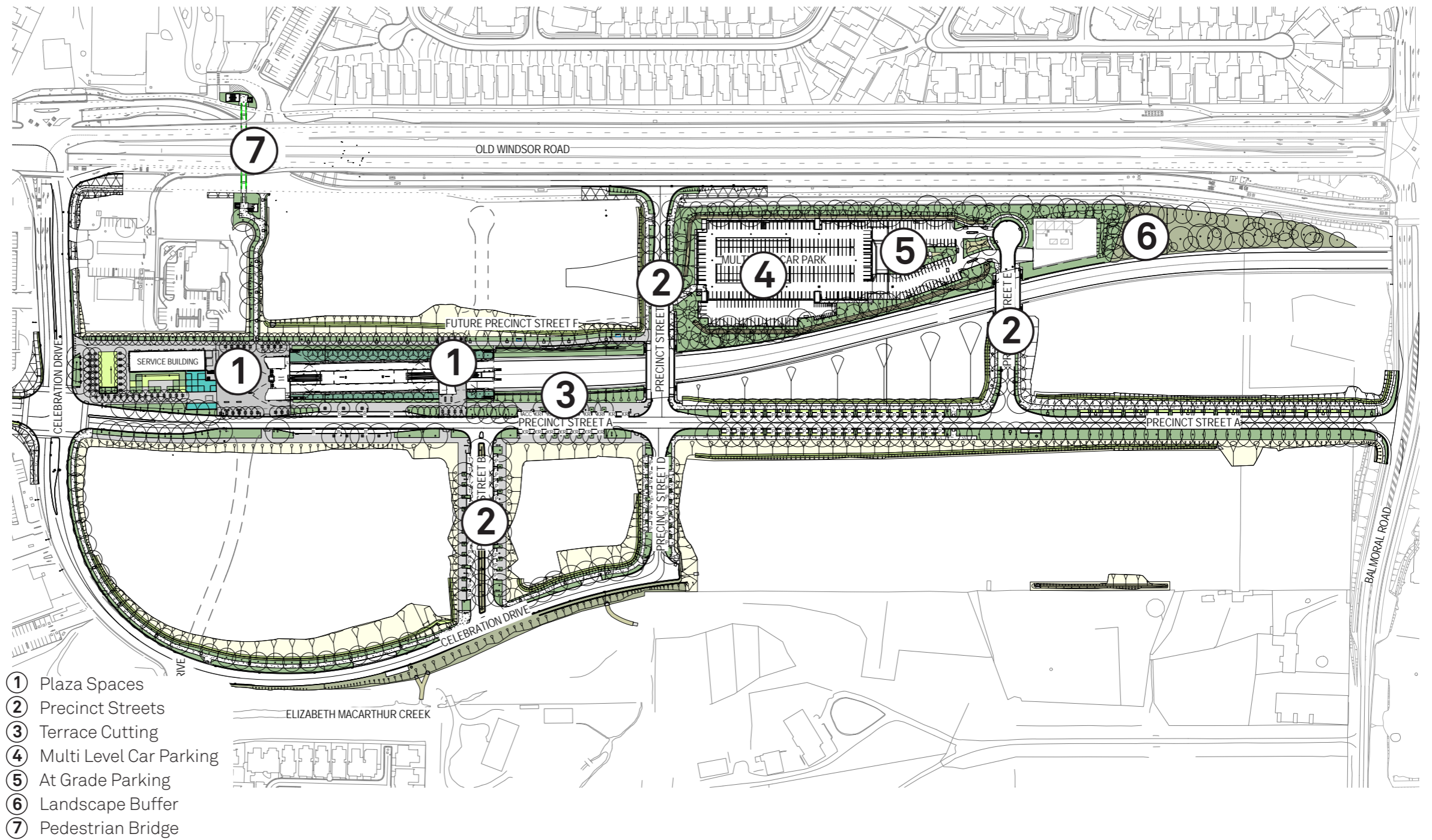


Figure 3.18 BLV_Landscape Site Plan. Source: HASSELL.

Plaza Spaces

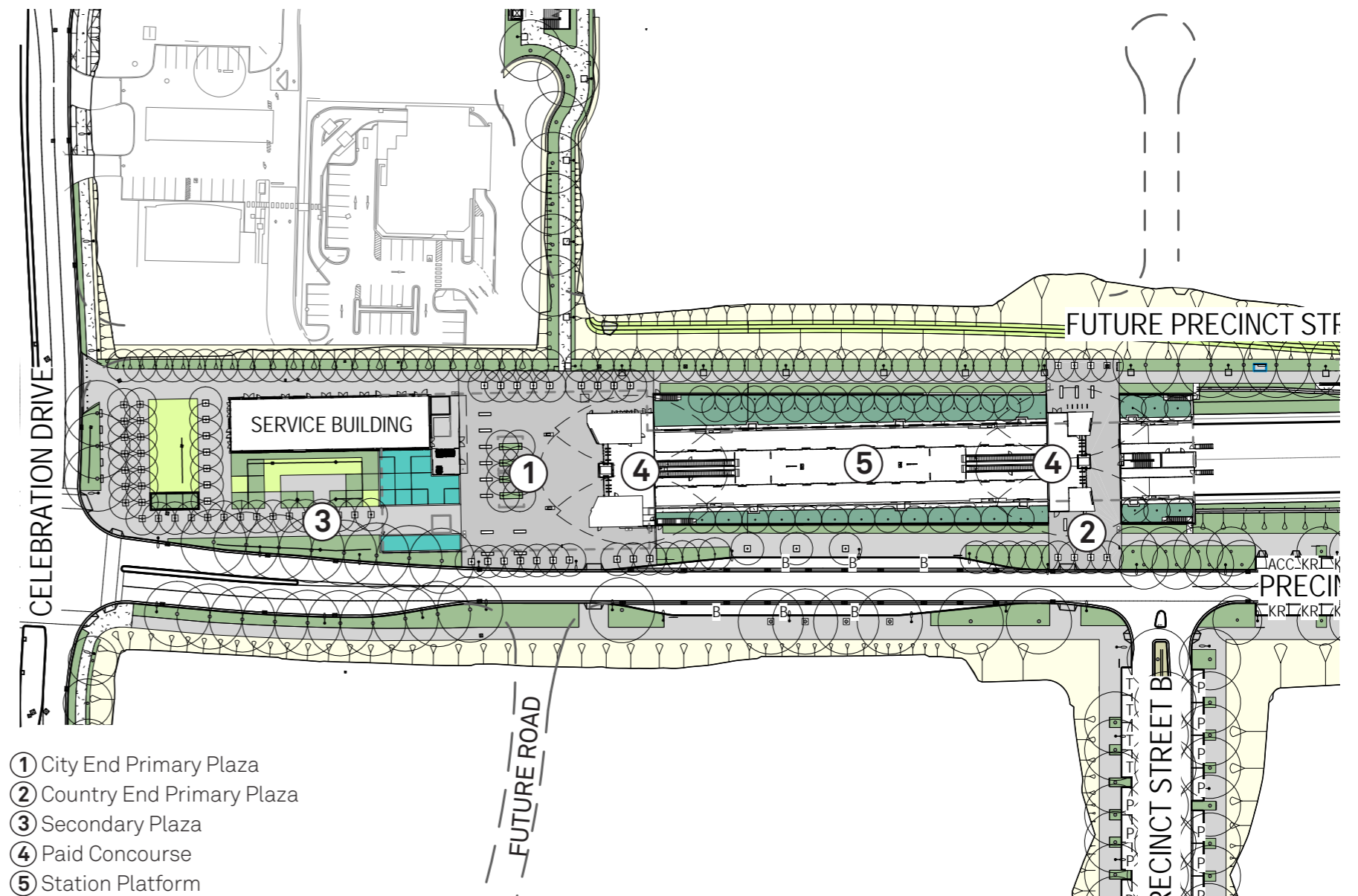
Plaza Spaces are the social spaces for Bella Vista Station. The Primary Plaza spaces are located at both station entry points. The city end plaza being the more significant space in response to the desire to provide a community gathering space close to the existing business park.

City End Station Entry:

- Trees are arranged in an informal grid to optimise amenity and shade within the constraints imposed by underground service rooms.
- The plaza area under the canopy allows unimpeded pedestrian movement in and out of the station. There is minimal furniture placement in this area.
- A community plaza space at the entry to the station precinct from the south will accommodate public events, meeting and waiting activities. Seating elements promote stopping and resting, with these being located near trees for shade.

Country End Station Entry:

- The Primary Plaza space is associated with the street entry areas from both Precinct Street A and the future road.
- Signature precinct trees within the Primary Plaza identify the entry points to the station. Trees, planting, and low seating elements act as a vehicle barrier to the plaza space.
- Cycle parking is located close to the station entries.



- ① City End Primary Plaza
- ② Country End Primary Plaza
- ③ Secondary Plaza
- ④ Paid Concourse
- ⑤ Station Platform

Figure 3.19 BLV_Landscape Plaza Plan. Source: HASSELL.

Precinct Streets

Precinct streets have a formal boulevard character with street trees and generous footpaths. Future street junctions are safeguarded. Bus stands are located on Precinct Street A between the two station entry points. Taxi ranks are located on Precinct Street B close to the pedestrian crossing point near the country end station entry. Kiss and Ride bays are located on Precinct Street A. On street car parking is located furthest from the primary plaza and station entry points. Set out of streetscape elements will ensure no obstruction to the smooth flow of bus, taxi and kiss and ride users.

Where kerbside activities allow, massed planting beds run along the inside of the footpaths. These help maximise permeable planting bed surfaces and minimizes the extent of hard non-permeable surfaces.

Terrace Cutting

Terrace design is restrained with the focus being the provision of generous planting beds and groves of tightly spaced Public Art Trees.

Sight lines between the public domain and internal station spaces are important, particularly the opportunity to view the sky and tree canopies of the streets from the lower station areas. Species selected are a mix of ground covers and low shrubs to allow views to the precinct spaces and sky, with taller planting towards the top of the embankments to conceal retaining walls and security fencing.

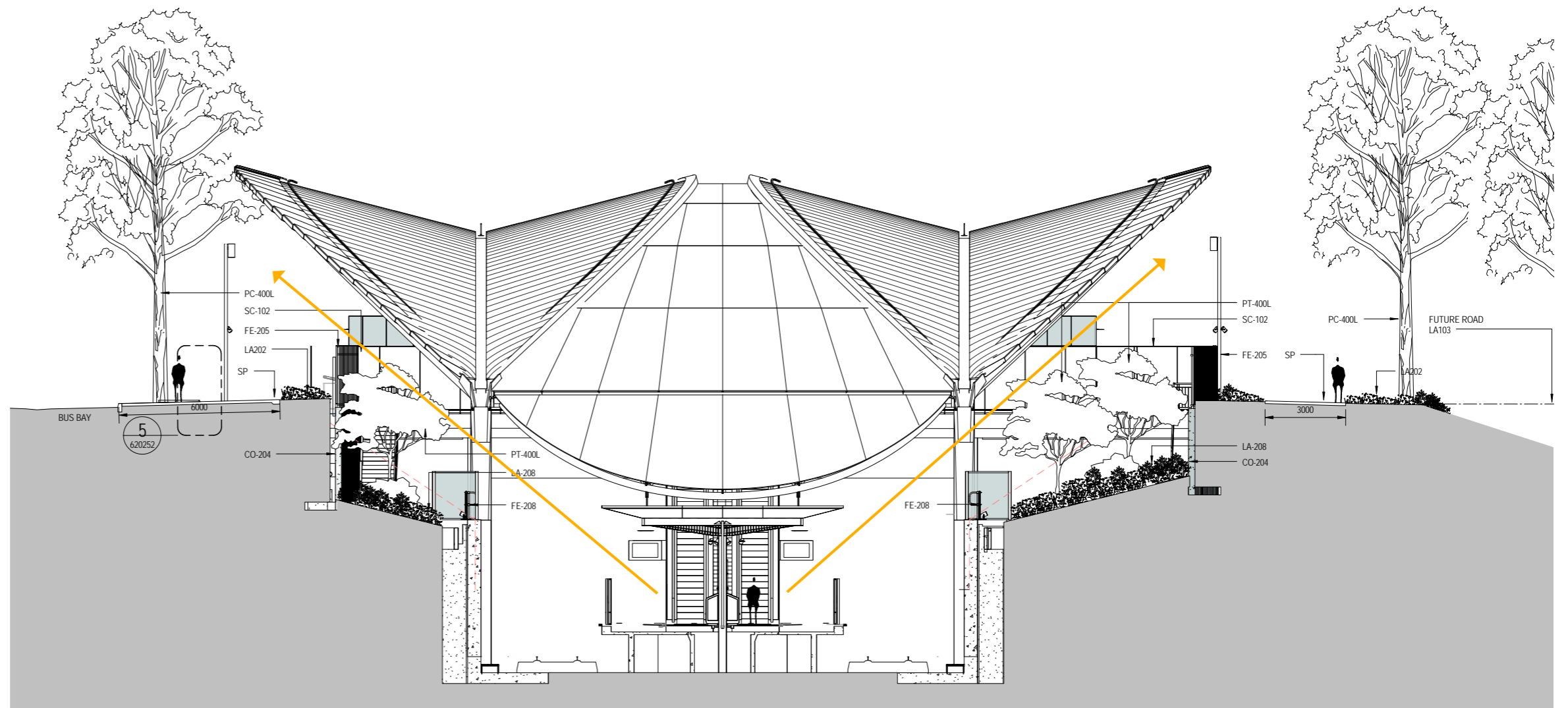


Figure 3.20 BLV_Section showing terrace cutting and sight lines. Source: HASSELL.

Car Parking

Combined multi level and at grade car parking will have two entry and exit access points. The at grade parking is a leafy, well vegetated car park with swale planting breaking up the expanse of hard surface.

Pedestrian movement through the car park is directed towards a 'spine' footpath to the south.

Parking types are gathered together for ease of user navigation. Priority of car types nearest the station are accessible parking, future electric recharge spaces, compact cars and standard cars.

Landscape Buffer

A landscape buffer to along Old Windsor Road screens the car park and substation buildings as well as being a vegetated connection with the rail corridor.

Pedestrian Bridge

A new bridge provides a safe connection over Old Windsor Road to the station precinct.



Figure 3.21 BLV_Artist Impression of Multi Level Car Park. Source: Ai3D.

3.2.4 Sustainable Landscape Design

Sustainable practices reflected in the precinct design include the employment of WSUD practices of swale drainage through car parks, introduction of native tree species and selection of drought tolerant plant species.

The main features of the sustainable design of the precinct are illustrated on Figure 3.22 and summarised below.

- Generous planted areas for optimal permeable surfaces
- Trees and landscape close to station providing shade beyond built canopy, along with light coloured surfaces to reduce urban heat island effect
- Tree planting within car parks, streets and plaza spaces for shade, shelter and cooling microclimate benefits
- Vegetation buffers around the precincts provides connected planted corridors
- Incorporation of continuous massed planting beds along streetscapes where footpath and plaza requirements allow
- Selection of diverse mix of drought tolerant, native plant species. Species do not require irrigation once established.

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

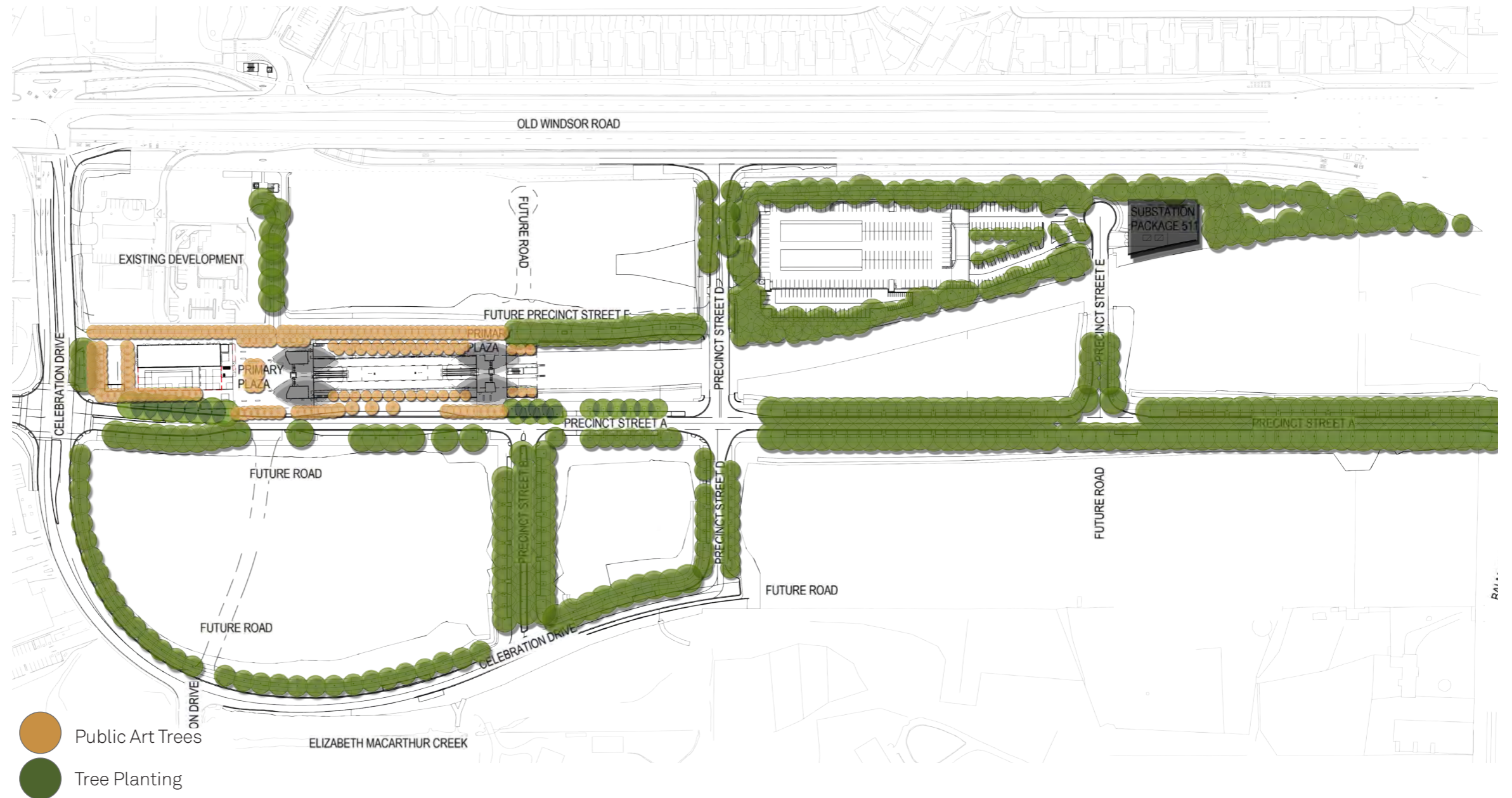


Figure 3.22 BLV_Generous planting across the site. Source: HASSELL.

3.2.5 Heritage Interpretation, Interactions and Public Art

Heritage Interpretation

Heritage interpretation will be in accordance with the guidelines in Section 4.10 of this UDCLP.

Heritage Interactions

There are no heritage interactions in the Bella Vista Station Precinct.

Public Art

Public art for Bella Vista 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 3.23 shows the layout and organisation of *Light Line Social Square* elements at Bella Vista Station. They comprise:

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

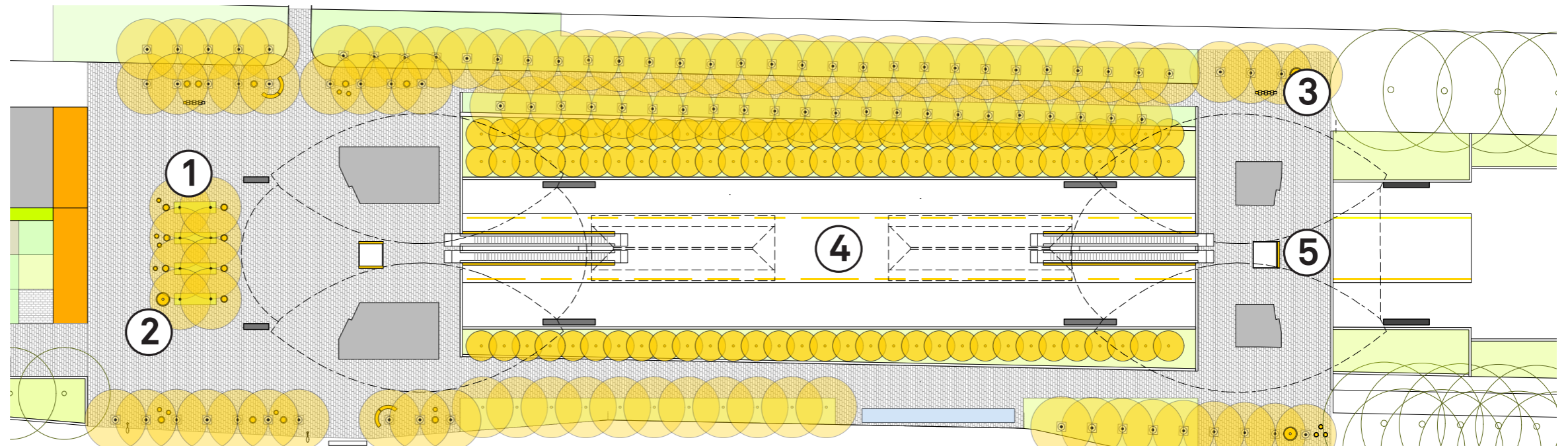


Figure 3.23 BLV_Public Art Precinct Plan. Source: MWA with T+C Studio.



3.2.6 Planting Design

Planting design for Bella Vista Station is consistent with the project wide design themes discussed in Section 2.5 Urban and Landscape Design Values and Approach and Section 4.3 Landscaping Measures to Minimise, Mitigate and /or Offset the Impacts of the SSI, of this UDCLP. Different vegetation characters responding to functional requirements and situation, are proposed throughout the precinct. These are summarised below and illustrated through the adjacent visualisations.

Terraces

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

Signature Entry and Plaza Trees

Located in an informal, tight grid at the station concourse/ primary plaza spaces, these trees define the station entry areas and assist with orientation and location of the stations access points from wider public domain.

Boulevard and Streets

Avenues of trees, with an informal set out provide a graceful streetscape experience within the broader public domain beyond the station areas.

Landscape Buffers And Car Park

Car park planting with maximum integration of swales, softens the hardscape car park character, providing shade and shelter.

Plant mixes have been selected to be low maintenance. Irrigation is provided initially on a temporary basis to ensure that plants are established well during the early years of growth although it is expected that the trees will become independent of irrigation by the end of the first growing season.

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

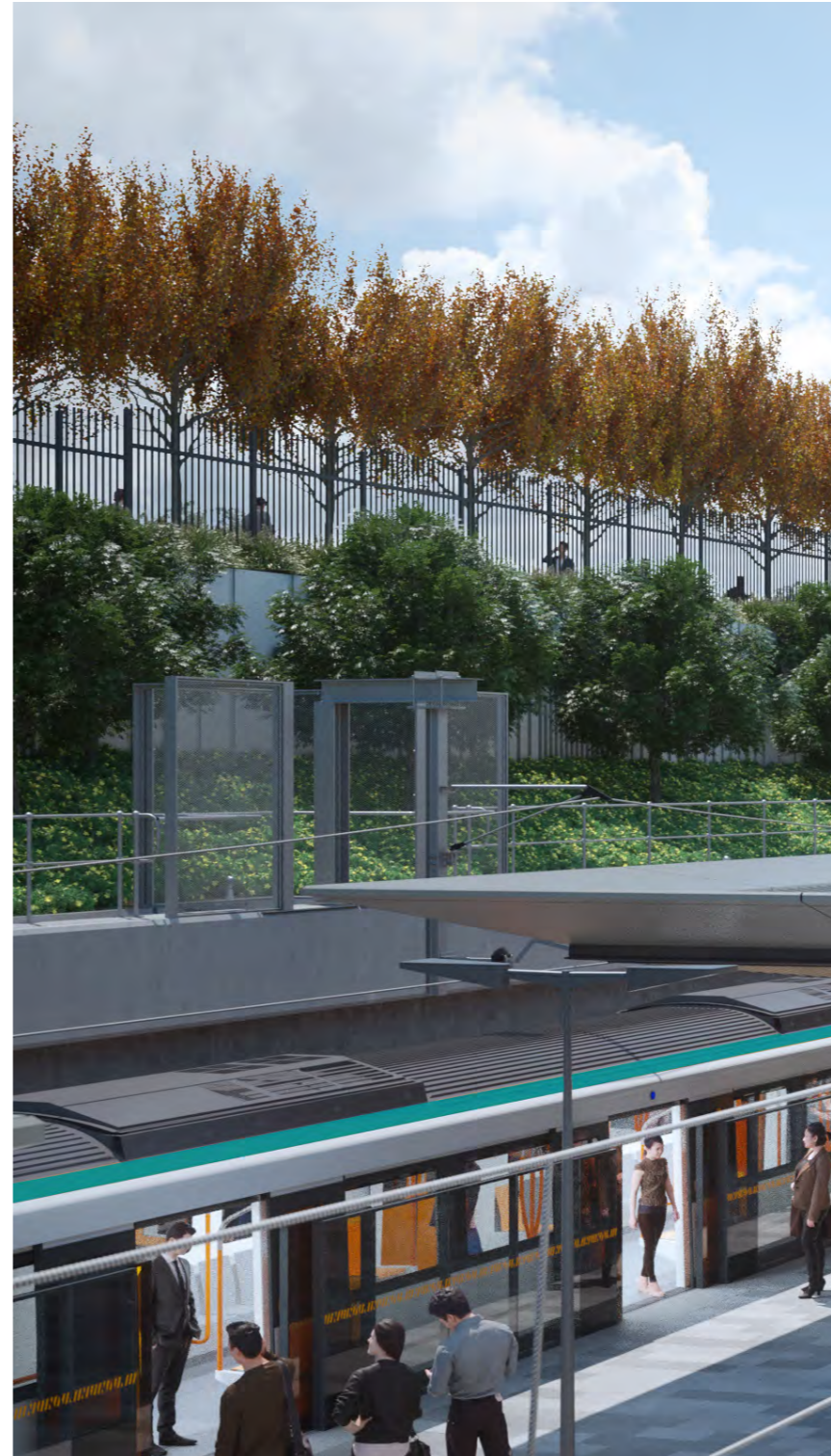


Figure 3.24 BLV_Artist Impression of Terrace Planting. Source: Ai3D.



Figure 3.25 BLV_Artist Impression of Streets. Source: Ai3D.



Figure 3.26 BLV_Artist Impression of Plaza Spaces. Source: Ai3D.

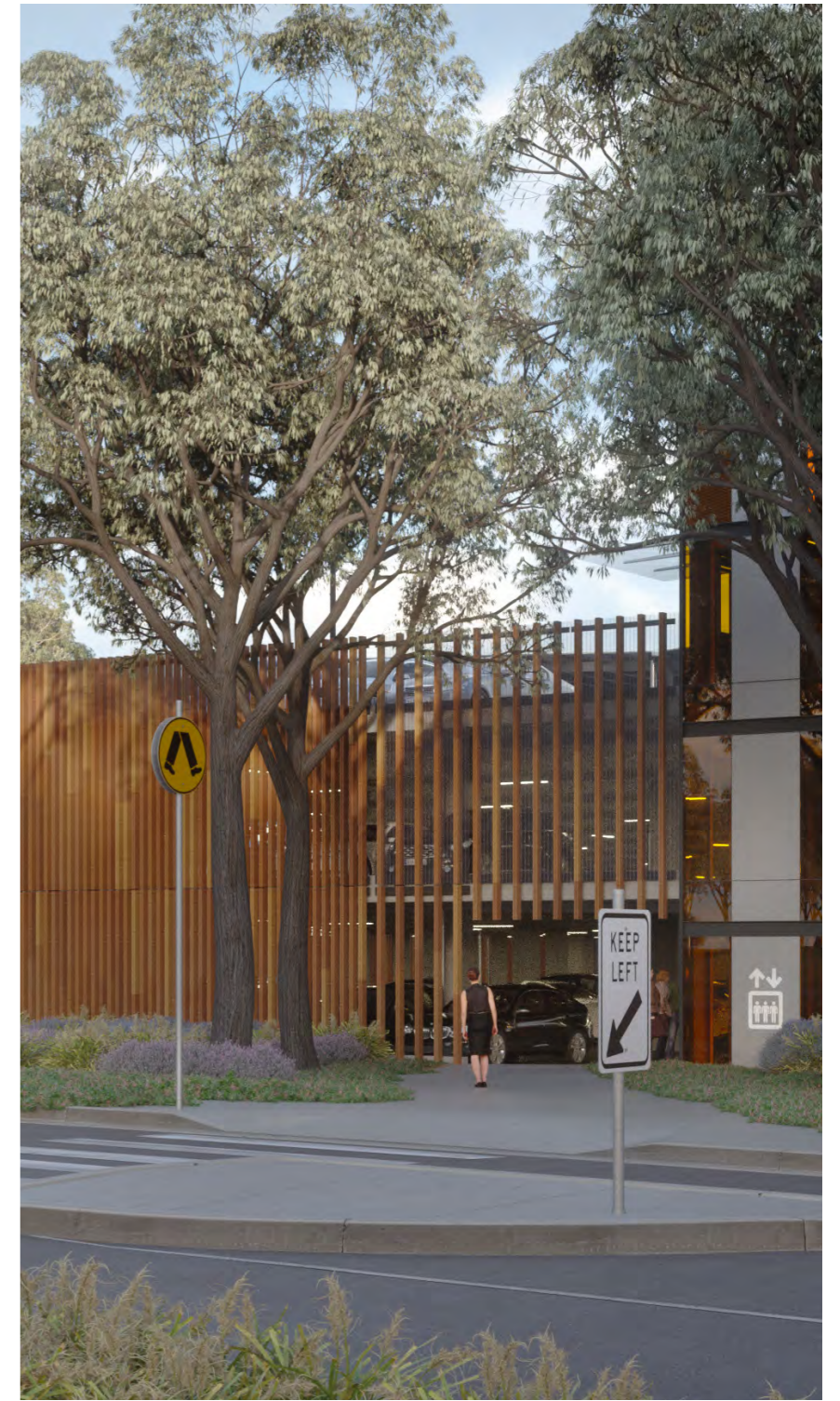


Figure 3.27 BLV_Artist Impression of Car Park. Source: Ai3D

Figure 3.28 illustrates the Bella Vista Station precinct planting.

- Street Trees
- Eucalyptus crebra
 - Eucalyptus moluccana
- 'Public Art' Trees
- Pittosporum tobira
 - Pyrus calleryana
- Cumberland Plain Woodland
- Eucalyptus crebra
 - Eucalyptus moluccana
 - Eucalyptus tereticornis

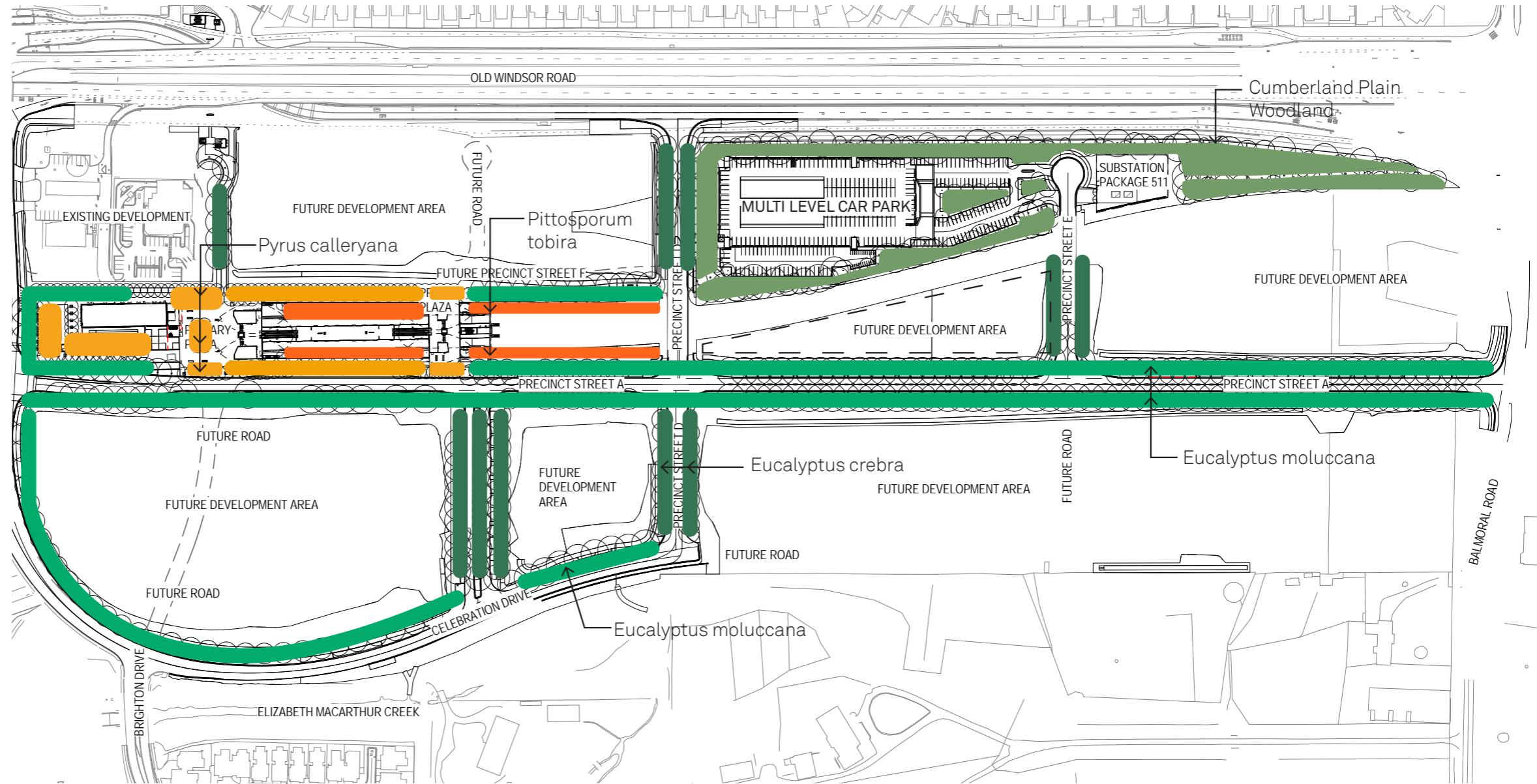


Figure 3.28 BLV_Bella Vista Planting Plan. Source: HASSELL.

3.3 Architectural Design

Bella Vista Station design is consistent with 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. Bella Vista Station is part of the open cut type.

3.3.1 Built Elements Typology - Open Cut

Key aspects of the open cut typology at Bella Vista Station include:

- the platform is in a cutting at the depth below street level of approx 8m
- the station has two entries to maximise walkup catchment from the surrounding precinct and Norwest Business Park
- the city end of the station is the entrance to the rail tunnel
- landscaped terraces transition between street level and trackway
- the station is entered via a paid concourse at either ends of the platform
- the station services are located on three levels towards the city end to allow integration with tunnel services
- a new precinct street network is provided with public access from both sides of the station. Unpaid connections are provided to create a permeable precinct and integrated community.

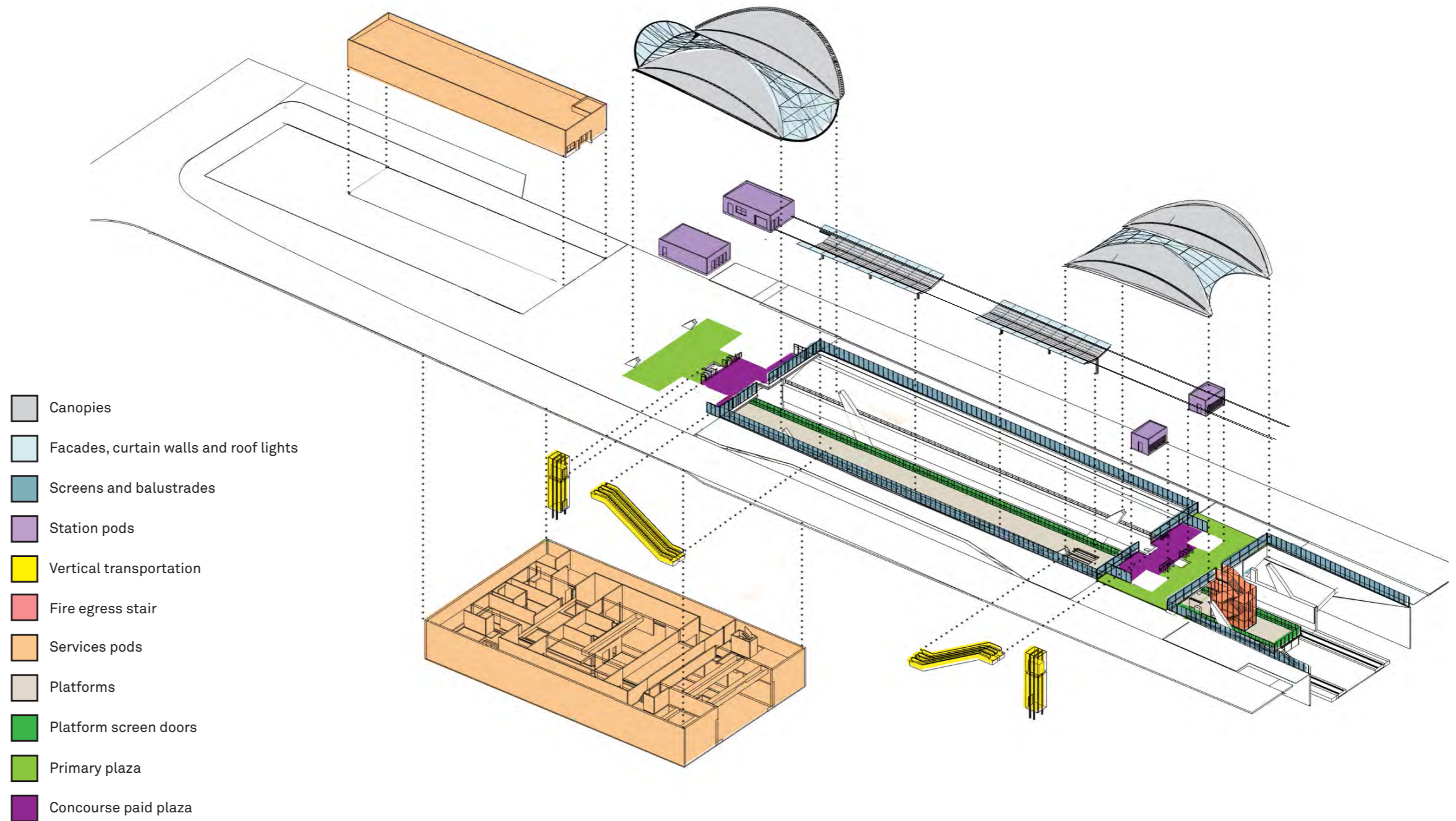


Figure 3.29 BLV_Bella Vista Station exploded diagram showing the main elements of the built form. Source: HASSELL.

3.3.2 Built Elements Design Opportunities

The arrangement of the built elements at Bella Vista 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 from the platform.

2. Concourse

Open concourse and gate line free from obstructions with clear circulation routes and sight lines to destination.

3. Station Entries

Station entries and paid concourses are located at both ends of platform with lifts and escalators to serve primary passenger approaches.

4. Service Buildings

Minimise service buildings at street level to reduce visual and physical impact to precinct by consolidating majority of station and tunnel services at the city end.

5. Future Uses

Safeguard the long term potential for integration of community and/ or retail uses adjacent to/ in front of the southern service building.

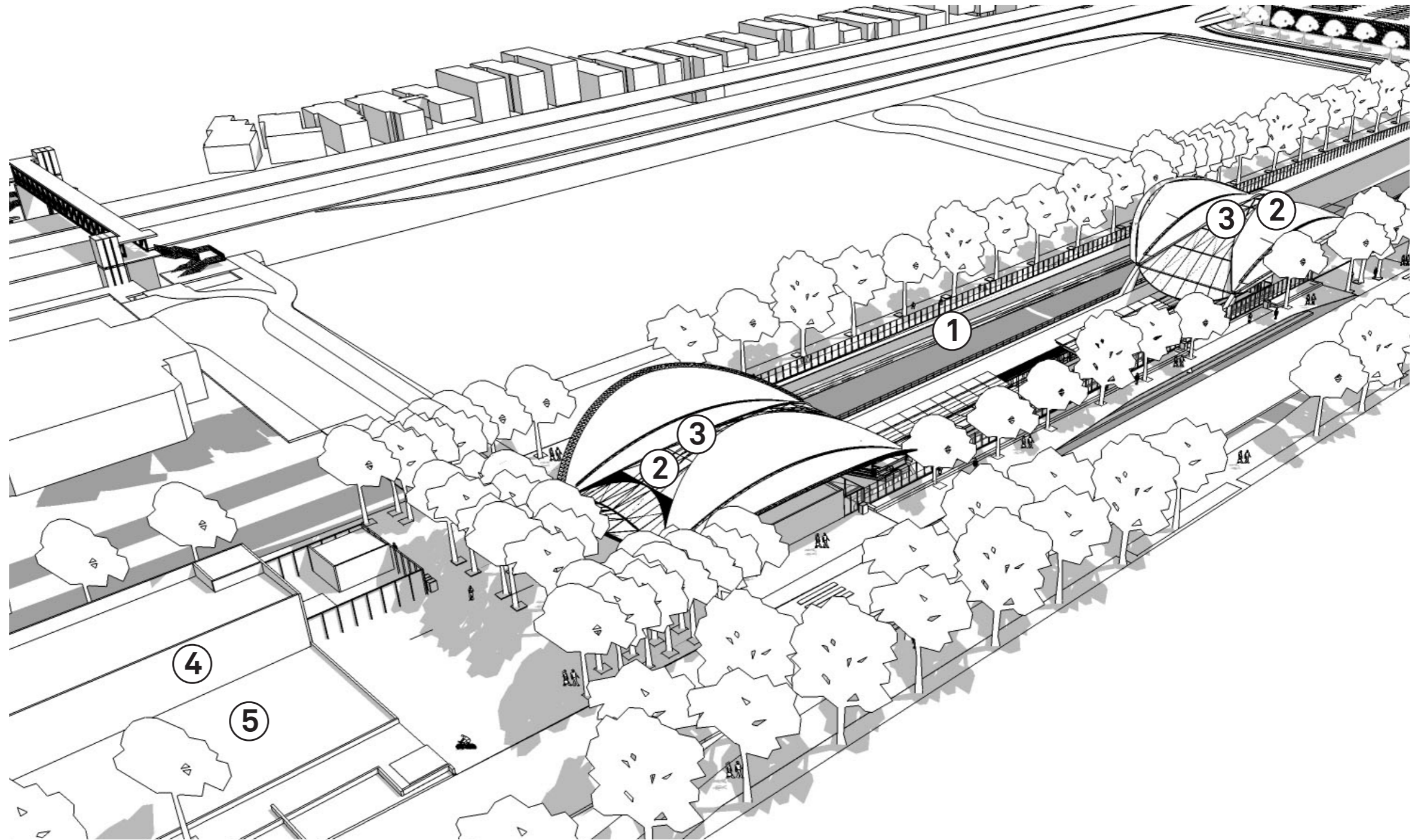


Figure 3.30 BLV_Bella Vista Station Diagram. Source: HASSELL.

3.3.3 Built Elements Design

Bella Vista Station's key built elements are summarised below and illustrated on the adjacent Figure 3.31. Refer Section 4.12 for further detail on the design of these elements.

Station Configuration

Key components of the station include:

- An island platform approximately 8m below street and concourse level
- Two station entries, primary and secondary
- Vertical transportation consisting of one lift and a pair of escalators at each entry
- Customer facilities including toilets are located in the paid concourse at both the city and country end entries. The city end which is considered the primary entry will also include the parent room.
- Street level service building for services requiring direct street level access
- Landscape terraces provide a transition from platform level to street level.

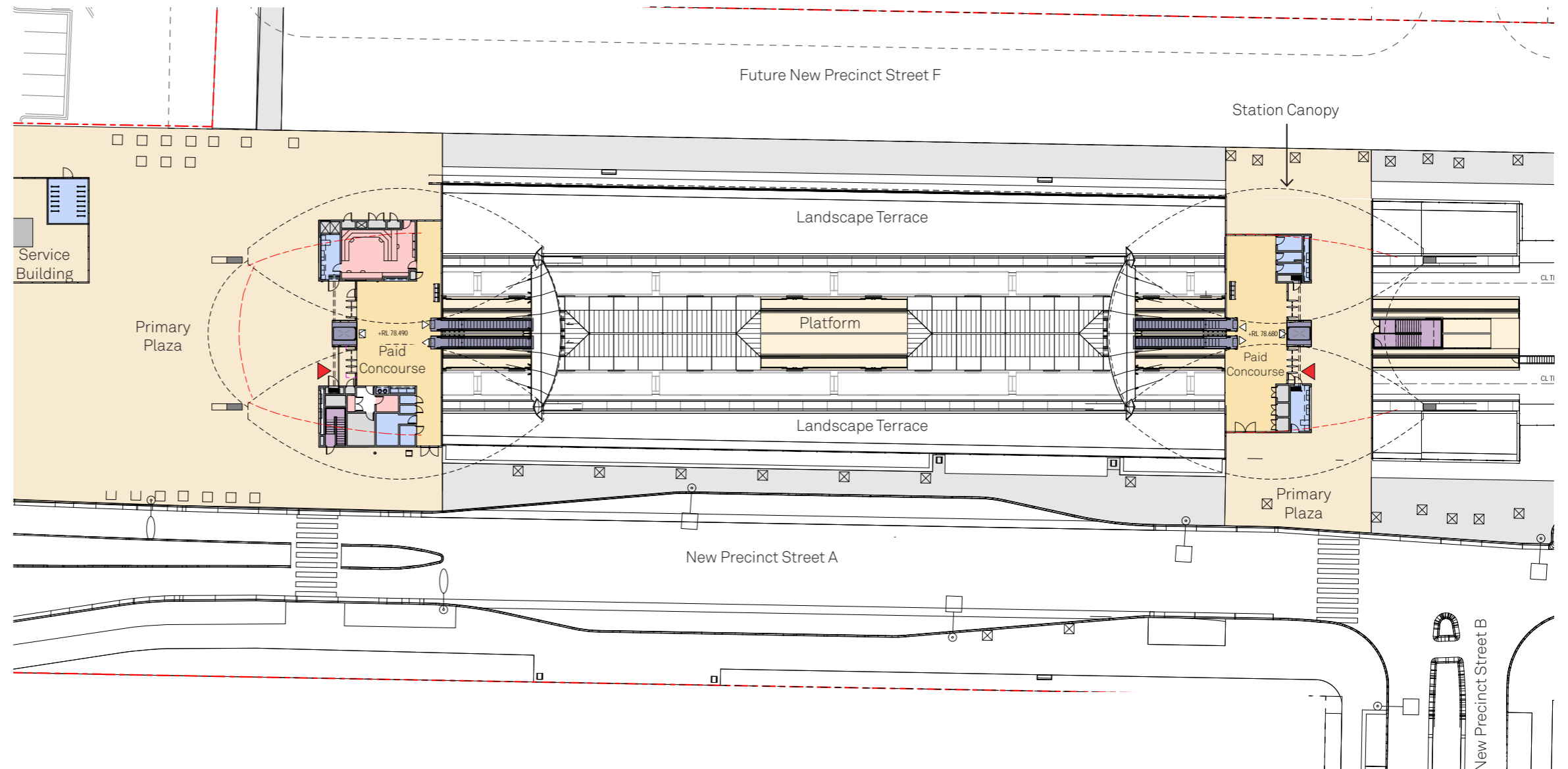


Figure 3.31 BLV_Concourse Level Plan. Source: HASSELL.

Shared Pedestrian and Cycle Bridge

A shared pedestrian and cycle bridge is proposed at Bella Vista Station over Old Windsor Road to:

- Link the existing community west of Old Windsor Road to the station precinct
- Accommodate pedestrian and cyclist movement.

Bridge piers have been located to avoid existing utility services. Roof coverage is provided to the bridge deck, stairs and landings.

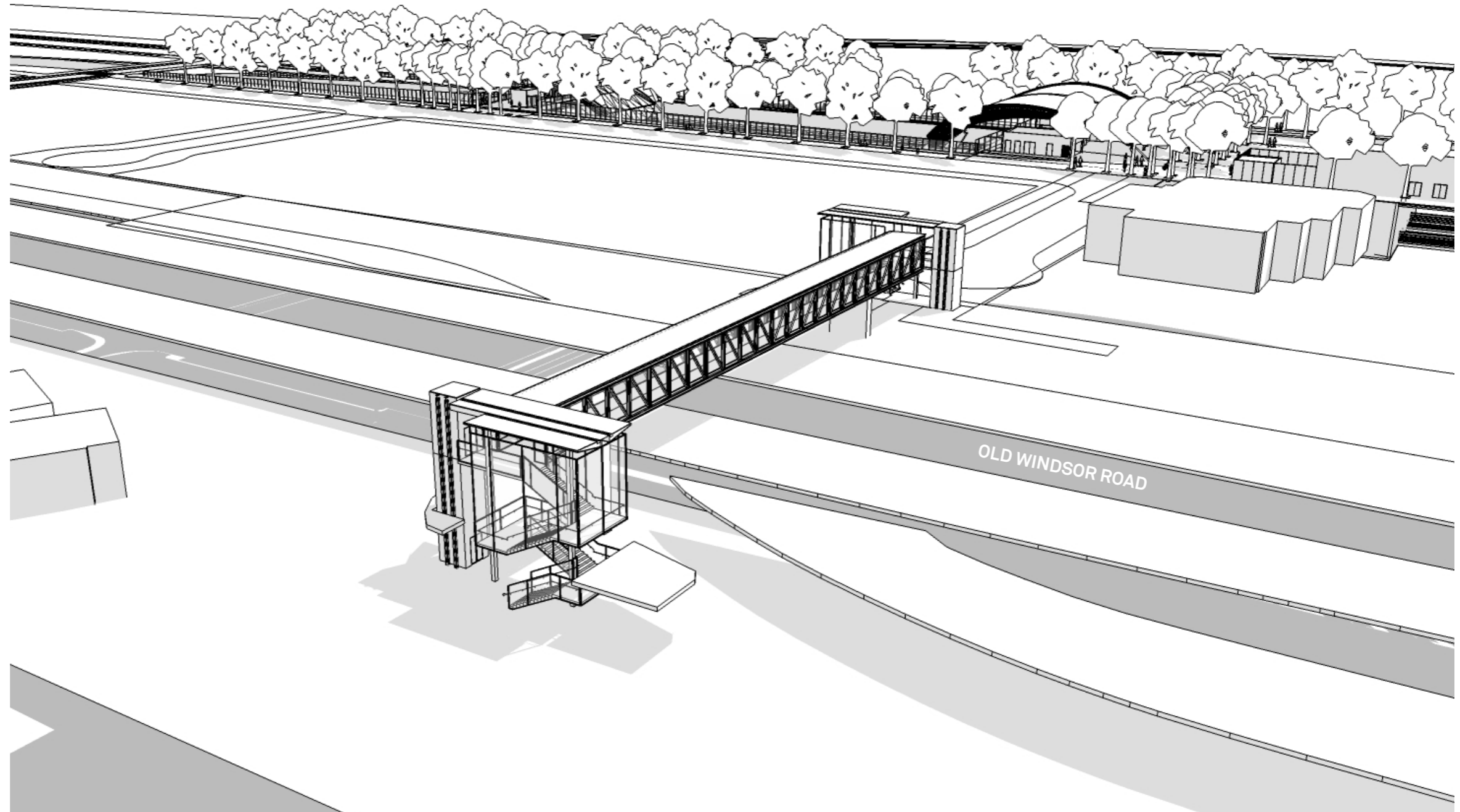


Figure 3.32 BLV_Pedestrian Bridge Overall Perspective. Source: HASSELL.

Bella Vista Services Building

Two Service Buildings are proposed in the Bella Vista Station Precinct. Refer Figure 3.33 for Service Building locations. The service building adjacent to the commuter car park will house a traction substation. The facade treatment of the building will be consistent with the Sydney Metro Northwest station services buildings design. Refer Section 4.12 of this UDCLP for further detail.

The site will be a secured facility requiring authorised access.

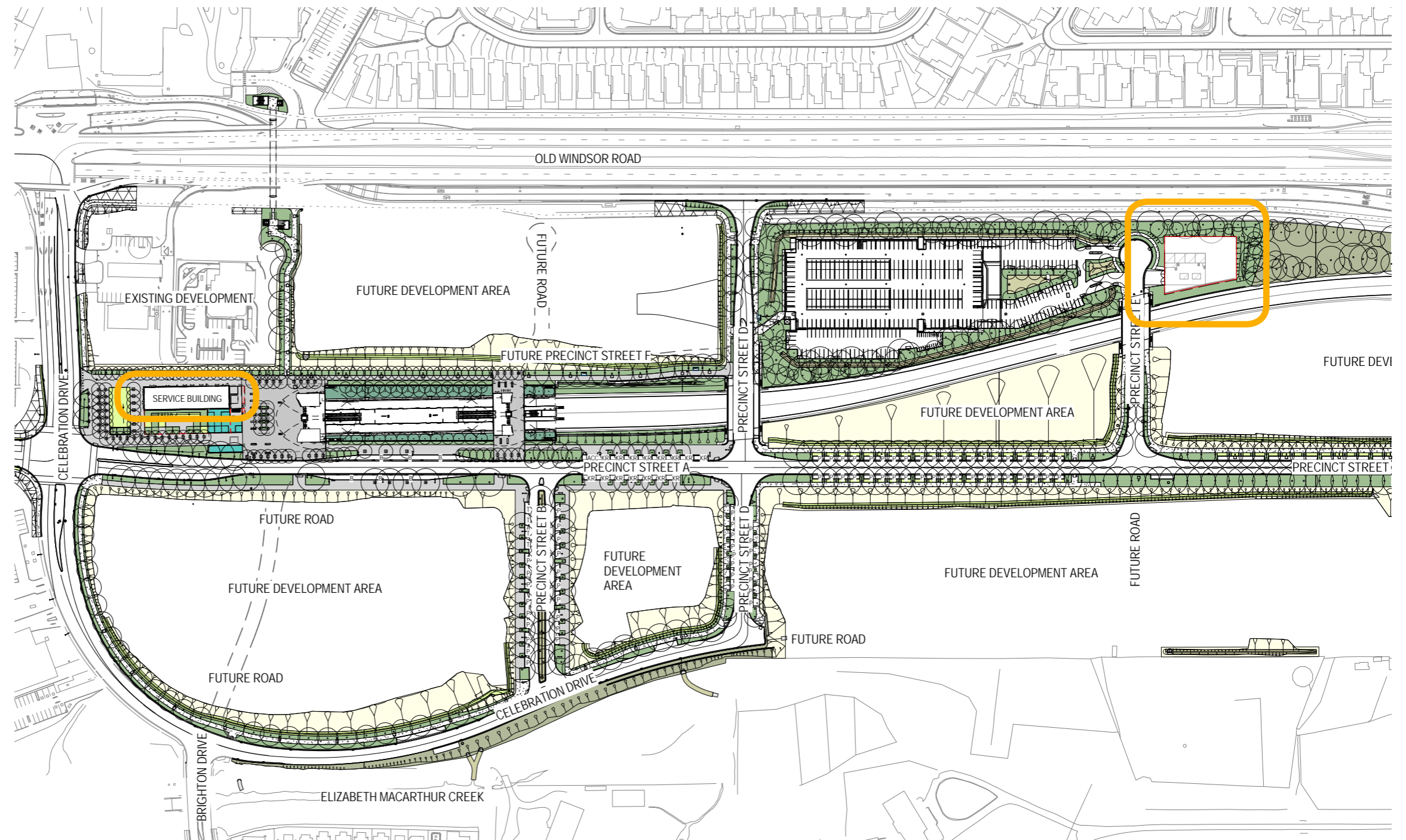


Figure 3.33 BLV_Service Building Location. Source: HASSELL.



Station Entry

The station can be accessed from two entries at the city and country end. At each entry a primary plaza is provided to orientate the customer and provide direct and legible way-finding to the station entry and ticket gate line.

The paid concourses are fully covered by the main station canopies. Customer and staff functions essential to the paid concourse are provided within 'concourse pod' buildings.

The scale and position of built forms within the station entries and paid concourse areas have been carefully considered to ensure the environment is as open and transparent as possible.

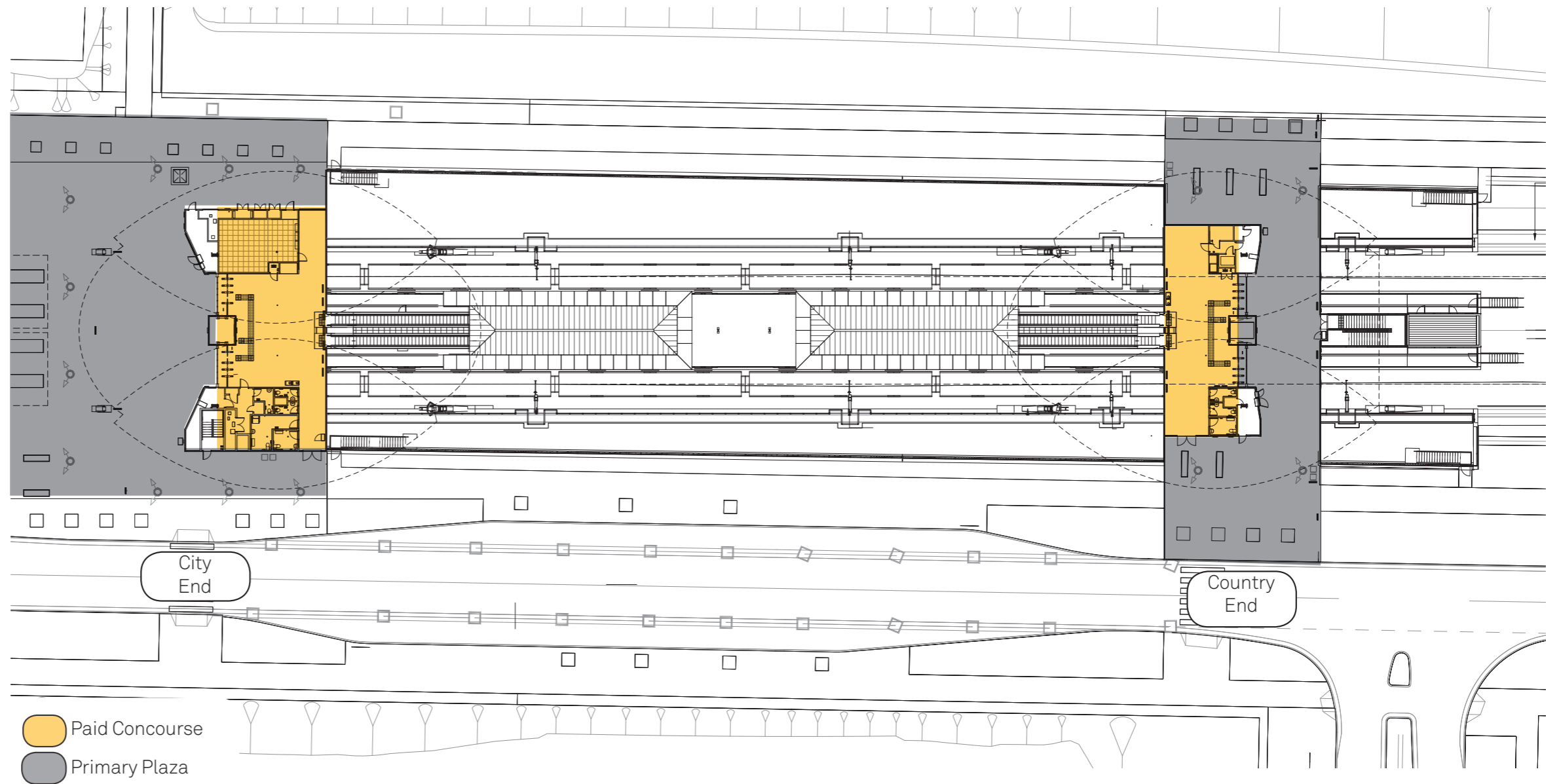


Figure 3.34 BLV_Station Concourse. Source: HASSELL.

Station Accommodation Strategy

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

1. Customer Facilities

Located on the paid concourse at street level in two pods and situated to best complement and support customer flows.

2. Staff Facilities

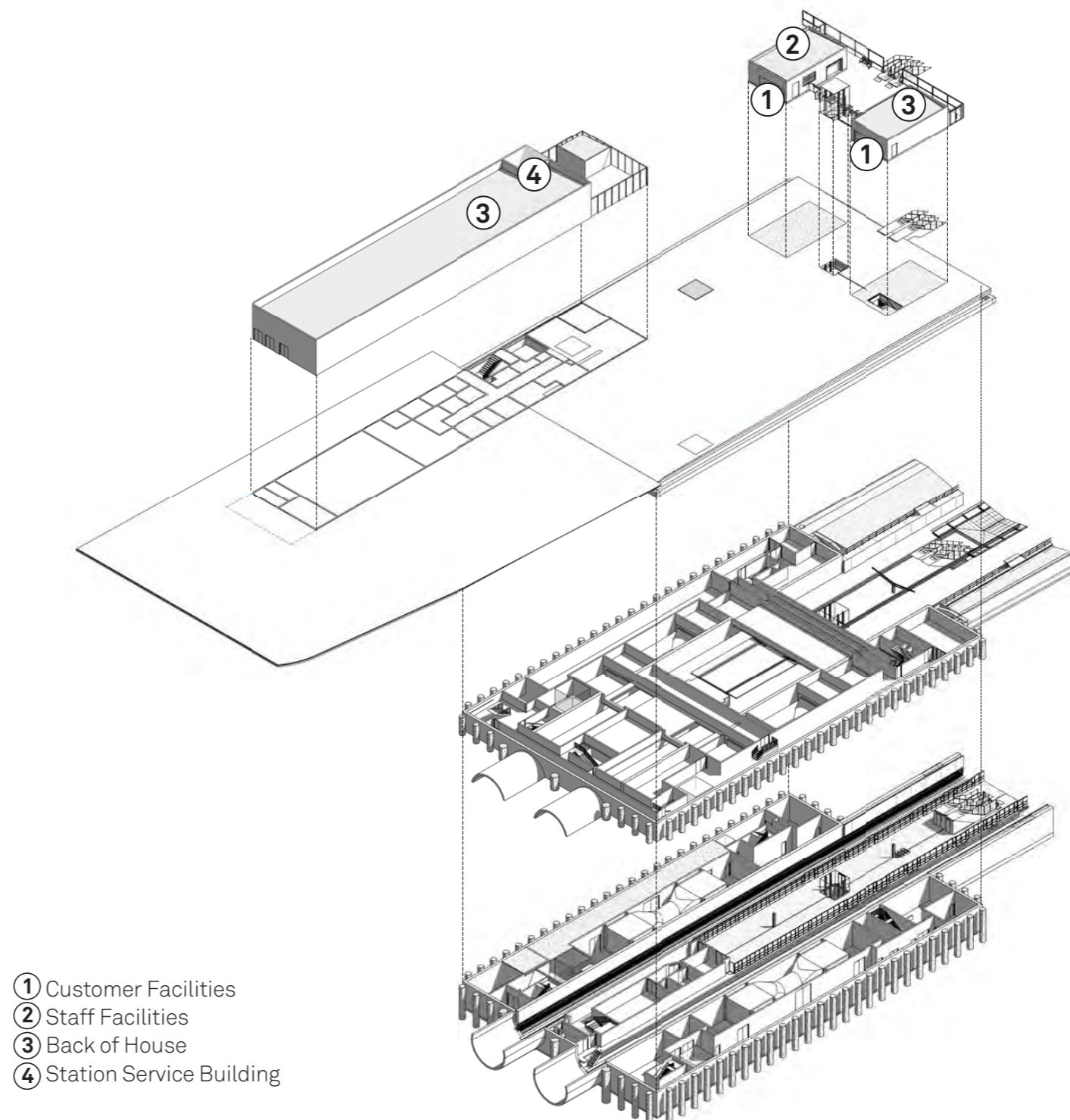
The Station Manager's Room has been placed on the paid concourse to satisfy operational requirements.

3. Back of House

Staff back of house and maintenance rooms have been placed in the street level service building opposite the city end primary plaza. This allows the primary plaza end of the building to be sleeved with activation.

4. Station Service Buildings

Critical station services have been situated at the lower levels and within the street level service building. Only services requiring street access are provided at street level to minimise the visual impact to customers in the station precinct.



- ① Customer Facilities
- ② Staff Facilities
- ③ Back of House
- ④ Station Service Building

Figure 3.35 BLV_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 3.36. 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 for potential future retail space adjacent to the primary plaza. The retail opportunity could be integrated with the service building and focused towards the primary / secondary plazas 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 seamless integration with the architecture and adversely impact customer circulation or wayfinding.

Advertising

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

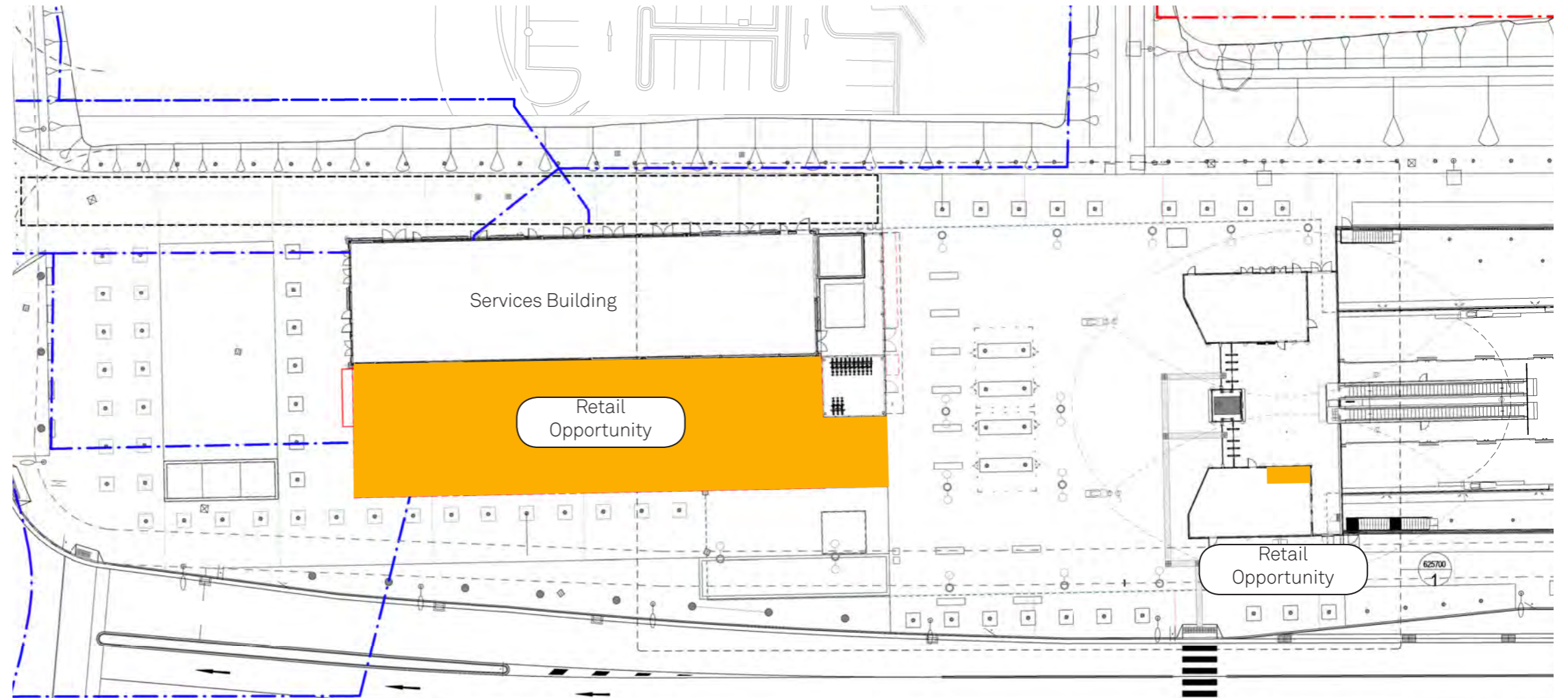


Figure 3.36 BLV_Commercial Opportunities City End Primary Plaza. Source: HASSELL.

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

Bella Vista Station will be surrounded by commercial developments and the station site is adjoined by half a dozen streets. With two entrances the approaches to the station are numerous and precinct signing will extend to a wide perimeter including the pedestrian bridge over Old Windsor Road.

As the station multi level commuter car park is located some distance from the station entrance extensive precinct signing will be required. The design locates key (finger post) signs at all road junctions and station access points.

Station totem signs are used in both station plazas with a large totem sign used at the primary (Southern) entrance.

Additional signs in the precinct areas will include blade signs which will work with the finger posts to direct passengers leaving the station.

The station name is an important identifier and with so many approaches the name will be used in four places - two at each entrance. These will be integrated into the sides of the entrance pods.

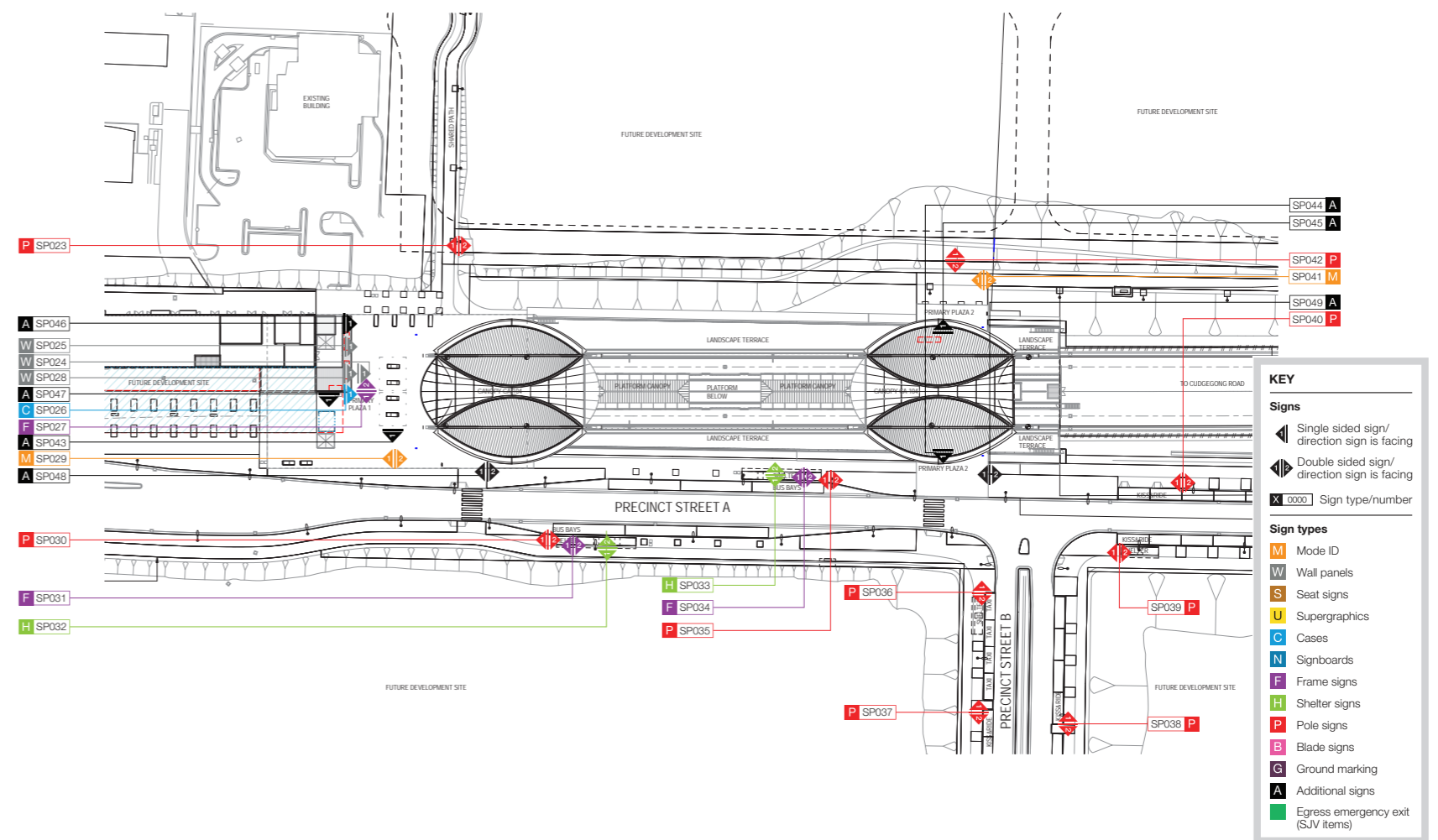


Figure 3.37 BLV_Extract of Precinct Signing in Primary Plaza. Source: Blue Sky