

03

Precinct Plans

Norwest Station and Precinct



Artist Impression of Norwest Station . Source: Ai3D.

3.1 Precinct Context

Norwest Station is located within the Norwest Business Park and will service the employment centre and proposed high and medium residential area surrounding the commercial core.

The Norwest Station public domain responds to aspects of the station's immediate context and provides a high quality setting for the station architecture. The Norwest structure plan and intended future developments inform the precinct and architectural design.

The precinct consists of a series of plazas that have slightly different programs responding to the adjacent land uses. The precinct landscape character responds to and enhances these distinct areas. The Norwest tree lined boulevard has a distinctive and formal set out, providing a character and setting for the precinct, with adjoining streetscapes and views to and from the station.

Views of the station canopy are available from key arrival points. This allows views of the canopy to be orientation markers and enhance the identity of the station.

The transport modes that deliver users to the station are 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 and even distribution of passengers to platform level.

The Norwest precinct and station will deliver:

- _ A network of socially connected civic spaces
- _ Seamless interchange from cycle, bus, taxi, and kiss and ride
- _ 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 Norwest 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 Norwest 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:

- _ Station box with below ground concourse and platforms
- _ Primary Entry Canopy
- _ Primary Plaza
- _ Subway connection
- _ Secondary Entry Canopy
- _ Skylights
- _ Station box landscaping
- _ Above ground service buildings
- _ Upgrades to Norwest Boulevard, Brookhollow Avenue and Century Circuit.

3.1.2 Overview of Precinct Project

Norwest Station precinct is an interchange at a major crossroad in an invigorated commercial centre. The platform is orientated on a roughly east west axis with Norwest Boulevard to the north and Brookhollow Avenue to the south and west.

It is a cut and cover station with the platform and concourse located below ground. The platform is located approximately 21m below ground and a portion of the station is stepped below the western side of Brookhollow Avenue. A glazed portion of the entry canopy and skylights bring natural light deep into the station from above.

Future development is foreseen between Brookhollow Avenue and Norwest Boulevard as well as to the north of Norwest Boulevard.

Refer Figure 3.1_Norwest Station Precinct Plan and Figure 3.2_Aerial View of Norwest Station.

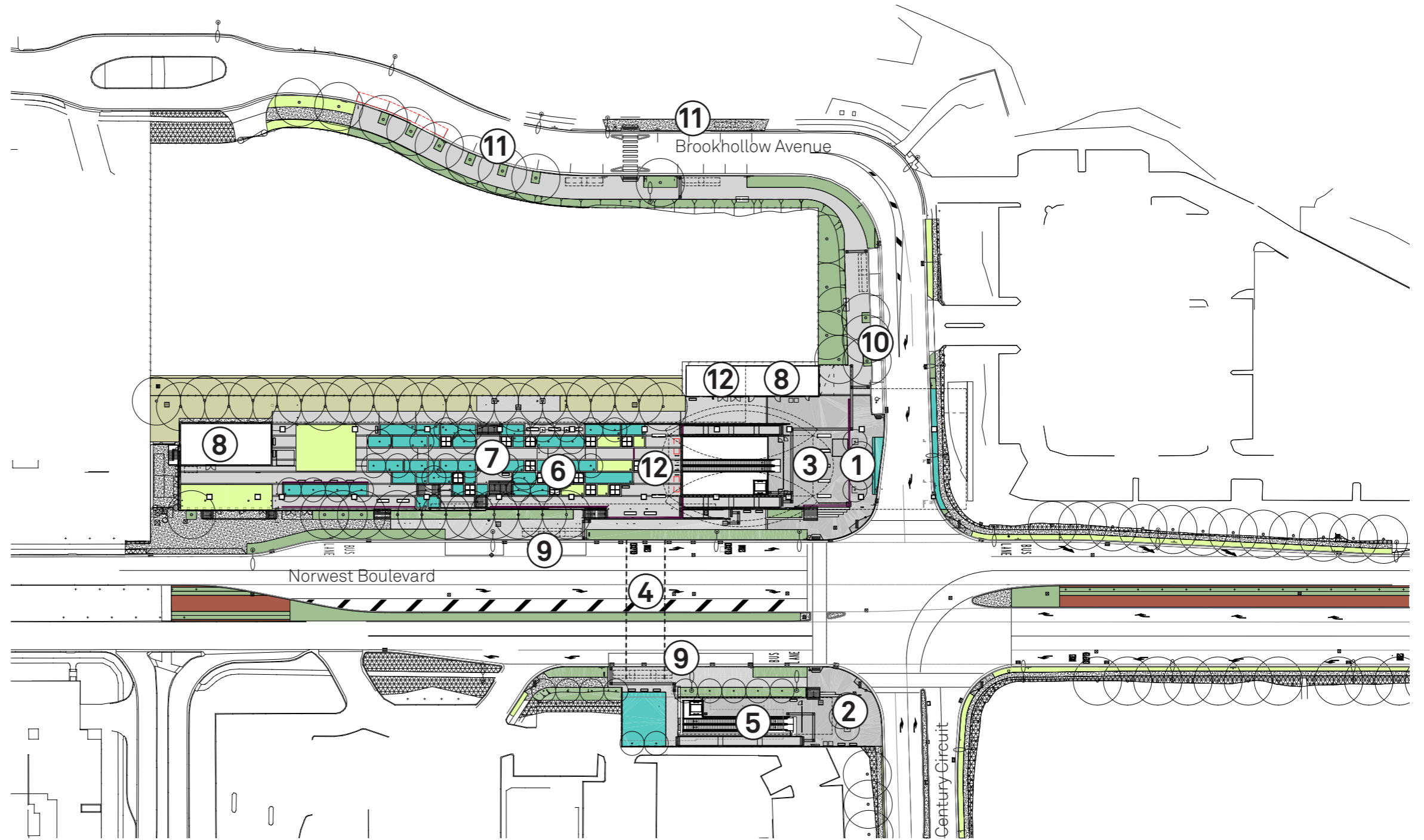
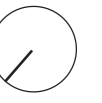


Figure 3.1 NRW_Plan View of Norwest Station. Source: HASSELL.



The following are key components of Norwest Station:

1. Primary Plaza
2. Secondary Entry Plaza
3. Primary Station Canopy
4. Subway Connection
5. Secondary Entry Canopy
6. Skylights
7. Plaza Terraces
8. Above Ground Service Building
9. Bus Stands
10. Taxi Rank
11. Kiss and Ride
12. Cycle Parking

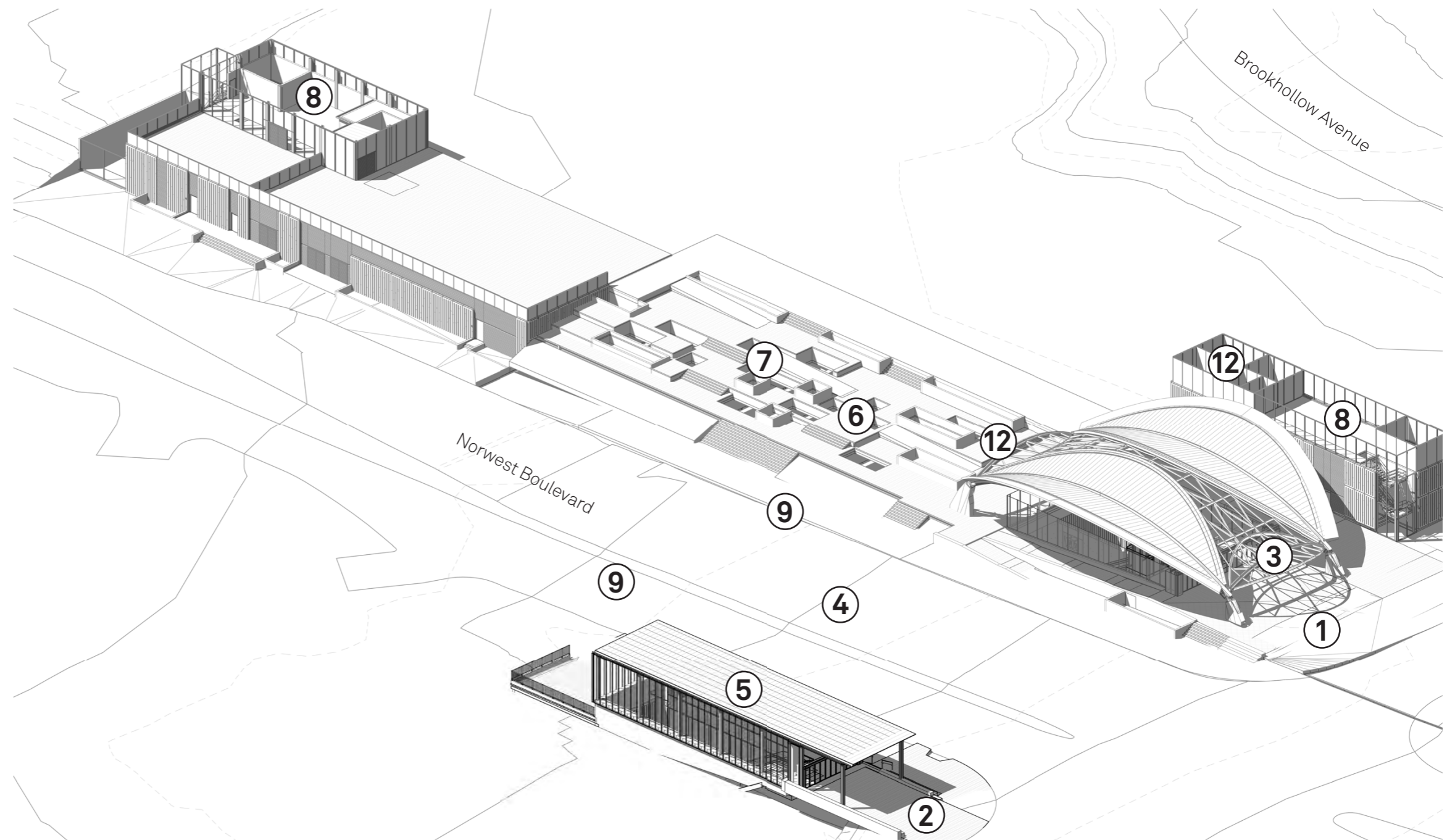


Figure 3.2 NRW_Aerial View of Norwest Station. Source: HASSELL.

3.1.3 Location

Regional Location

Norwest Station is located in the Hills Shire Council. It is located between Bella Vista and Showground Stations and is located at the corner of Norwest Boulevard and Brookhollow Avenue. The area is urbanised in character with some existing tracts of Cumberland Plain Woodland nearby.

The Norwest business park is 30.5 km north west of the Sydney CBD.

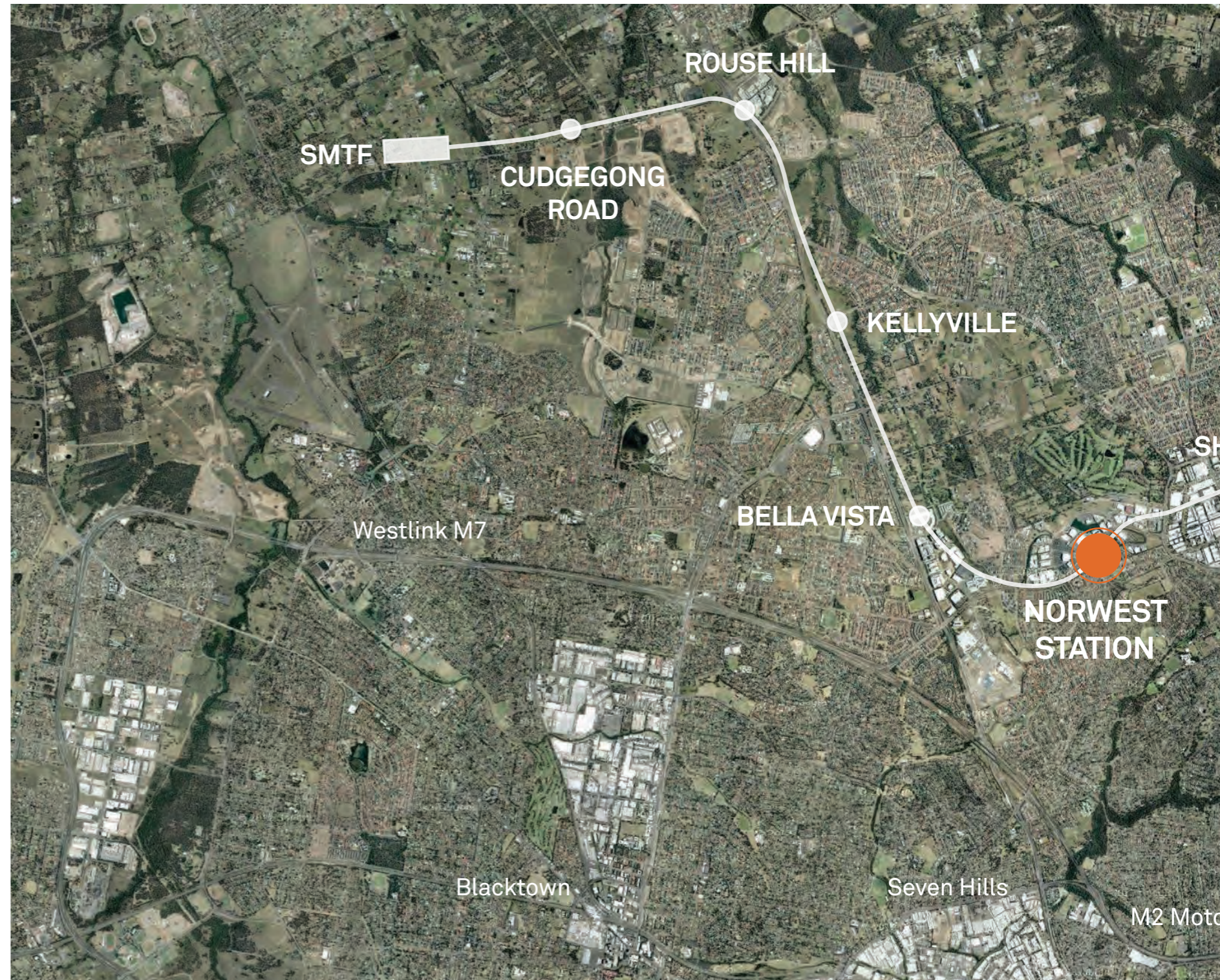
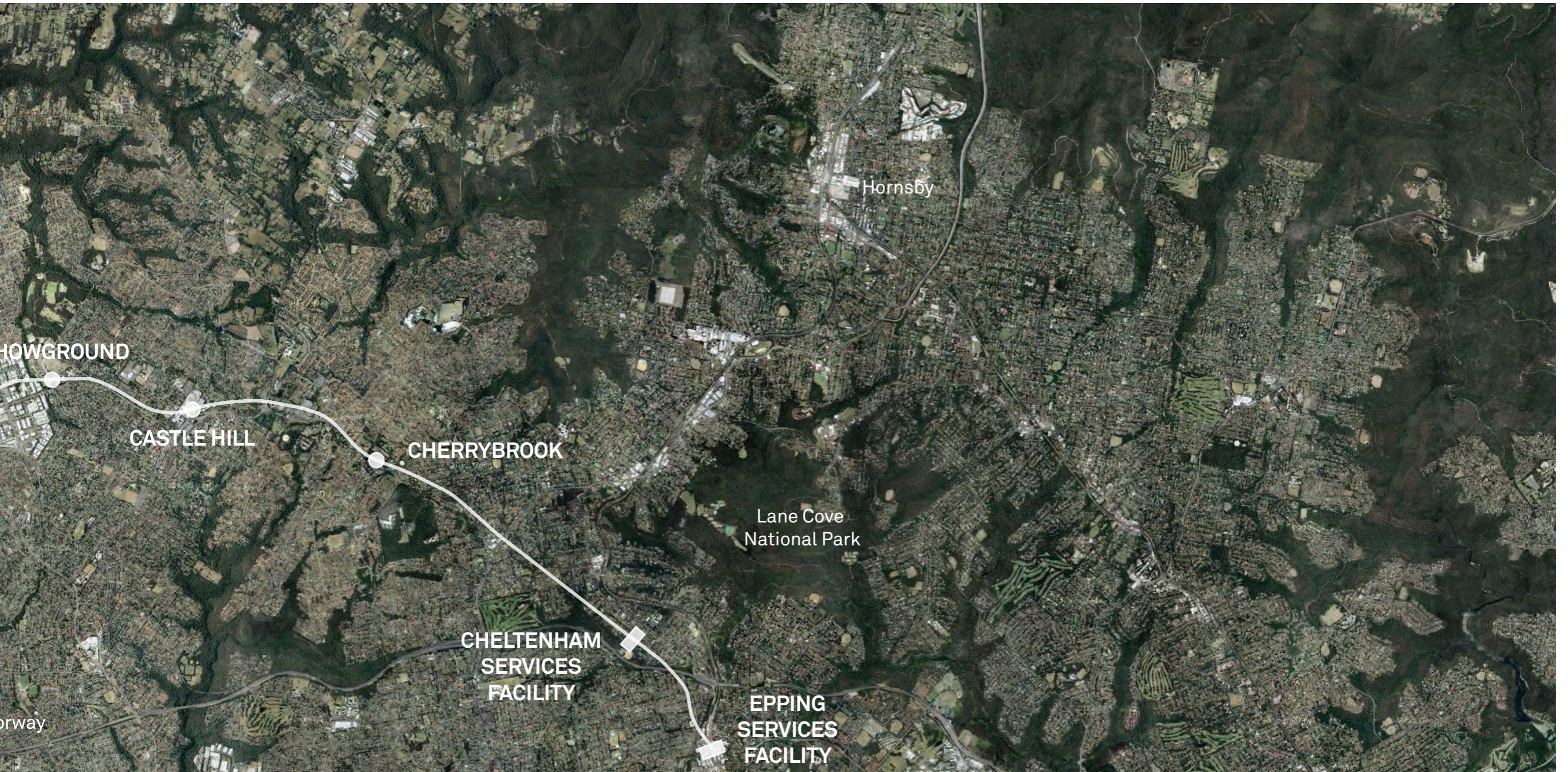


Figure 3.3 NRW_Aerial View of Norwest Station. Source: Google Maps.



Local Context

Figure 3.4 is taken from the Norwest Structure Plan from the North West Rail Link Corridor Strategy (NSW Planning 2013) and illustrates the Norwest 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.

Located in the heart of the Norwest Business park, Norwest station will serve as one of Sydney's biggest employment precincts. It will also serve a large area of residential development to the south of the station.

The business park has seen strong growth and has significant opportunity for further employment and residential expansion in the future.



Figure 3.4 NRW_Norwest Station Aerial. Source: Planning NSW 2013.

3.1.4 Statutory Context

The Structure Plan prepared by NSW Department of Planning and Environment proposes a true commercial core for Norwest. The existing commercial and retail premises adjacent to the station are proposed to be enveloped in the commercial core. An intensive, mixed commercial and retail core is to be set around the shores of Norwest Lake.

To the east and west of the centre, land has been set aside as a Business Park. To the north a space for a smaller Local Centre has been designated on the corner of Wager Road and Stone Mason Drive. Suitable locations for high density residential of 7-12 storeys, have been identified surrounding the commercial retail core to the immediate north. Medium density living comprising of 3-6 storey apartments will be located within the residential areas to the south of the Business Park. Norwest Boulevard is proposed to remain the primary thoroughfare of Norwest, however significant upgrades, likely to be required in the future, will make pedestrian access and amenity a challenge. Consideration will need to be given to new signalled, potentially grade separated crossings as part of this work. Retention of the existing landscape character should also be an aim for this to be successful.

Refer Figure 3.5_ Norwest Structure Plan.

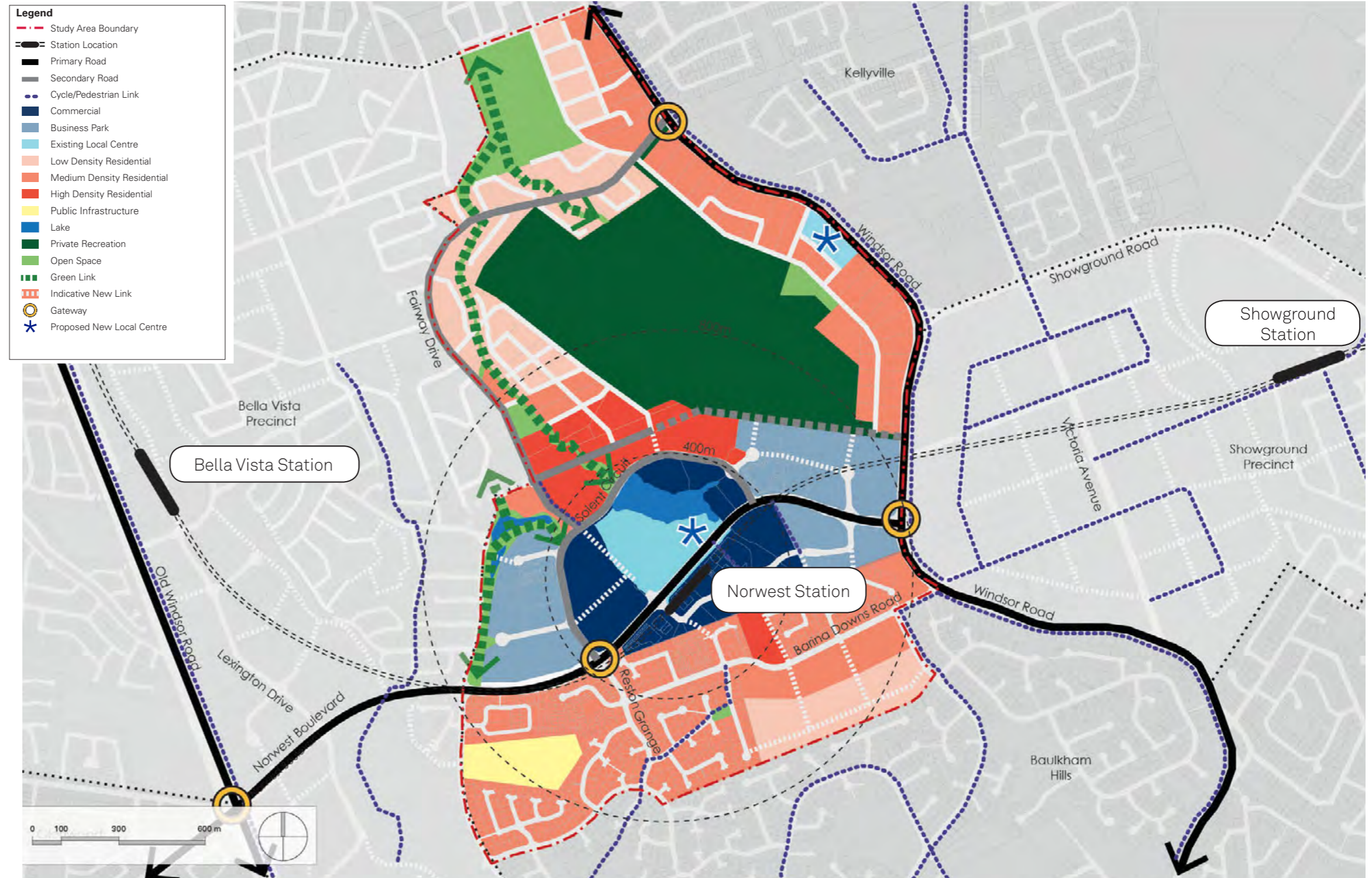


Figure 3.5 NRW_Norwest Structure Plan. Source: Planning NSW 2013.

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 district cycle and pedestrian access requirements for the precinct. Norwest 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 Norwest Boulevard.
- Taxi ranks and Kiss and Ride bays are located on both Century Circuit and Brookhollow Avenue. Pedestrian access and a secondary plaza space allows for safe movement between the station and the pick up points.
- Cycle Parking is located in the above ground service building to the south of the primary station entrance.

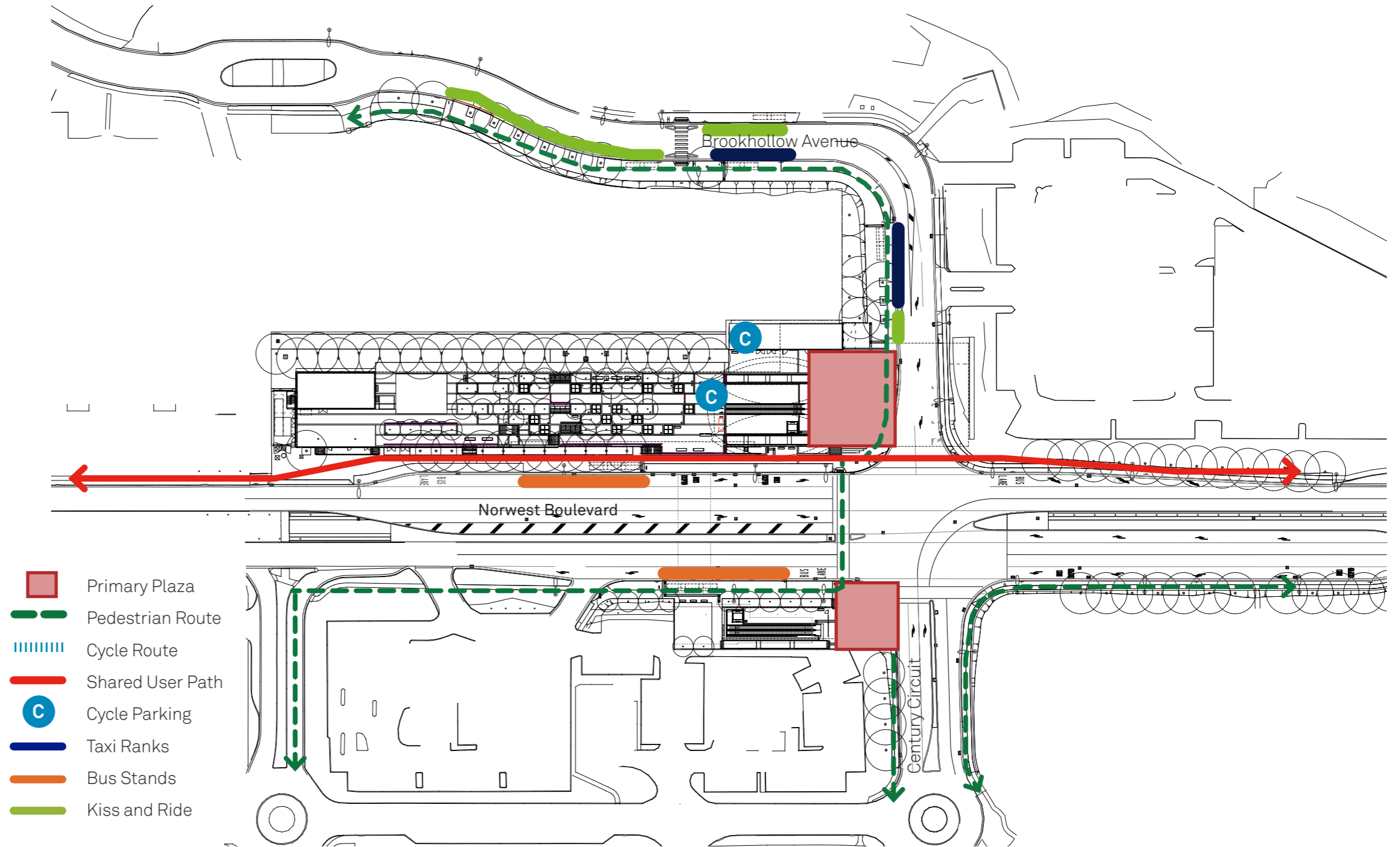
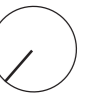


Figure 3.6 NRW_Norwest Station Plan showing Parking, Pedestrian, Cyclist Access Arrangements and Facilities. Source: HASSELL.



3.1.7 Precinct Planning and Design Issues

The key issues identified at Norwest Station are summarised below.

- **Connection to the northern side of Norwest Boulevard**_Intersection reconfigured to improve pedestrian access and safety, including underground connection under Norwest Boulevard.
- **Primary interchange plaza to the south west**_Character and activation.
- **Future Development**_Street address and street wall alignment.
- **Station box**_ Above ground at north east corner.
- **Service Buildings**_allow for access.

3.1.8 Precinct Design Principles

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

- A station entrance sitting in an active interchange plaza.
- Integration of the station with new commercial development allowing appropriate street address.
- Connectivity across Norwest Boulevard to the local centre.
- A design that enhances the character of Norwest Boulevard.

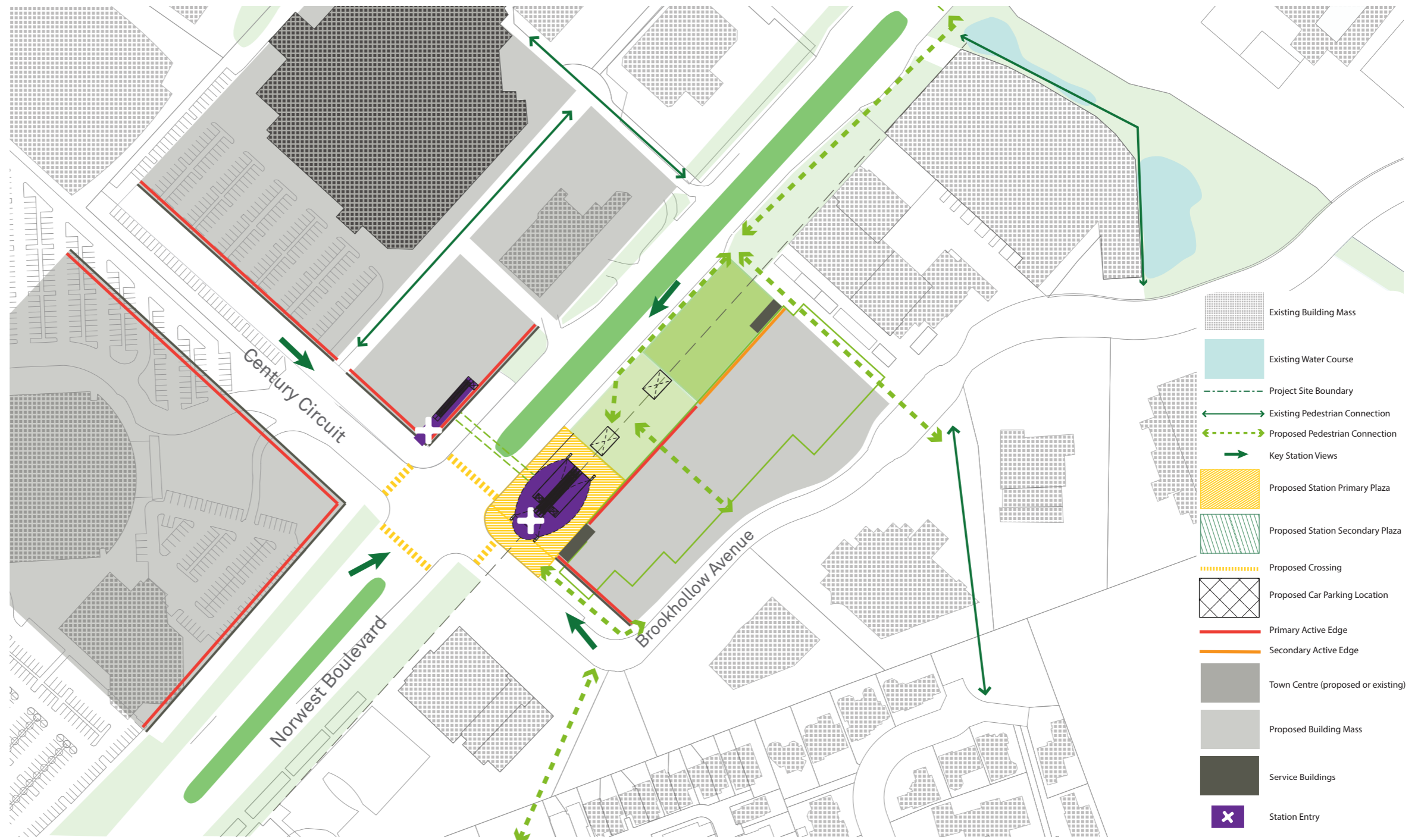


Figure 3.7 NRW_Norwest Station Precinct Principles Plan. Source: HASSELL.

Station Type
Cut and Cover

Depth below Concourse
21 m

Centre Type
Commercial Centre

Catchment
Employment and Residential

Local Government Area
Hills Shire Council

3.1.9 Key Design Drivers

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

- Providing an accessible, attractive and safe environment for pedestrians that mitigates the impacts of Norwest Boulevard and links to surrounding land uses safeguarding future connections
- Integration with new commercial development and accommodating street address for the development
- Underpinning the renewal of the surrounding business park as a major transit orientated employment centre for North West Sydney
- Visibility and identification from Norwest Boulevard
- Simple and legible access for all modes of transport
- Creation of a robust 'day one' station precinct, interchange plaza and identity
- Flexibility by planning for future RMS expansion of Norwest Boulevard
- Safeguard links to future development



Figure 3.8 NRW_Artist Impression of Norwest Station. Source: Ai3D.



3.2 Urban Design and Landscape Plan

This section contains descriptions of the proposals for the urban and landscape design of Norwest 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 Norwest Station and its immediate surrounds that have informed the design are summarised in the adjacent diagrams. Refer Figures 3.9 to 3.12.

1. Interconnected Public Domain

Create three distinct but interconnected public spaces, including a future podium plaza, central transitional terraced plaza with skylights and a station primary plaza.

2. Boulevard Character Enhanced

Opportunity to provide a landscape character that enhances the original Norwest tree lined boulevard character.

3. Permeable Station Public Domain

Opportunity to create new connections through the station precinct.

4. Future Developments

Opportunity for the precinct to respond to the future developments surrounding the station.

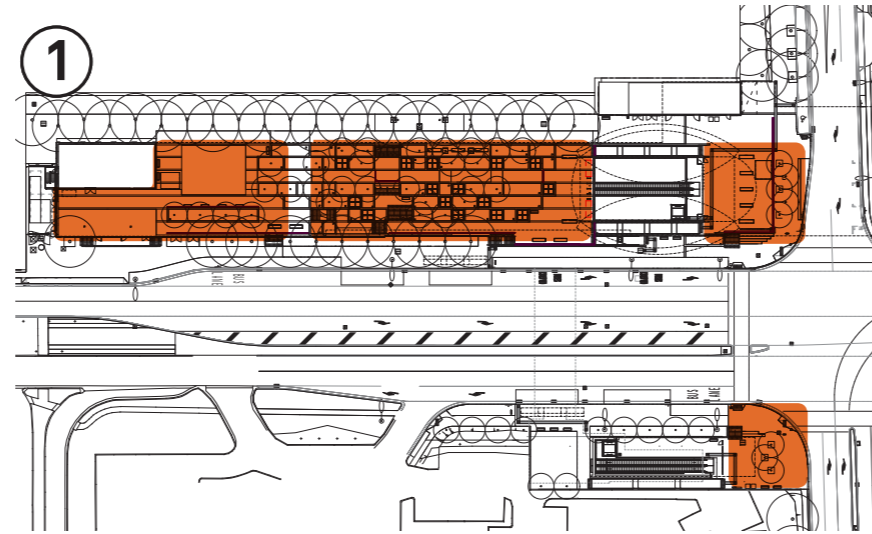


Figure 3.9 NRW_Interconnected Public Domain. Source: HASSELL.

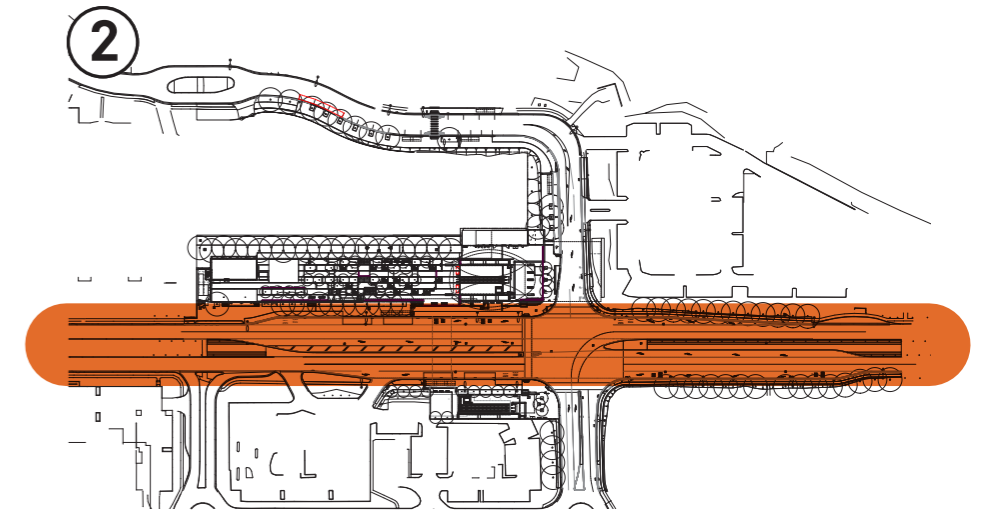


Figure 3.10 NRW_Boulevard Link on Norwest Boulevard. Source: HASSELL.

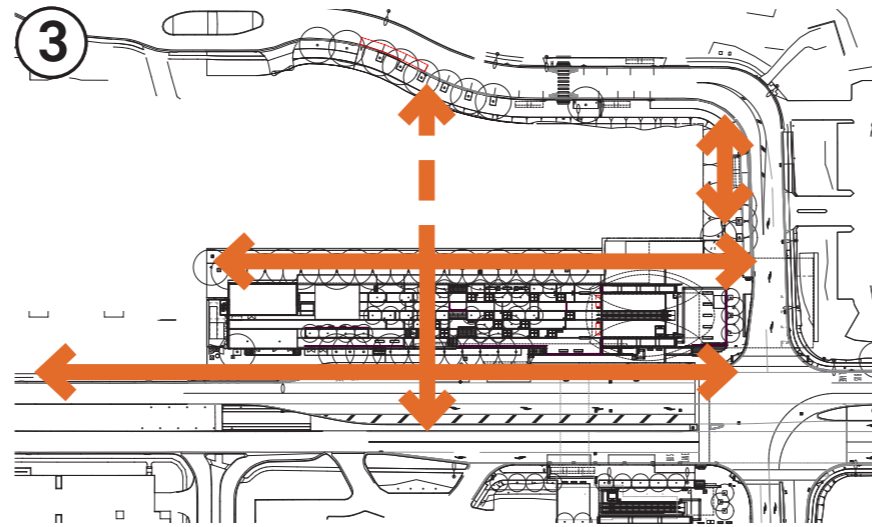


Figure 3.11 NRW_Permeable Station Public Domain. Source: HASSELL.

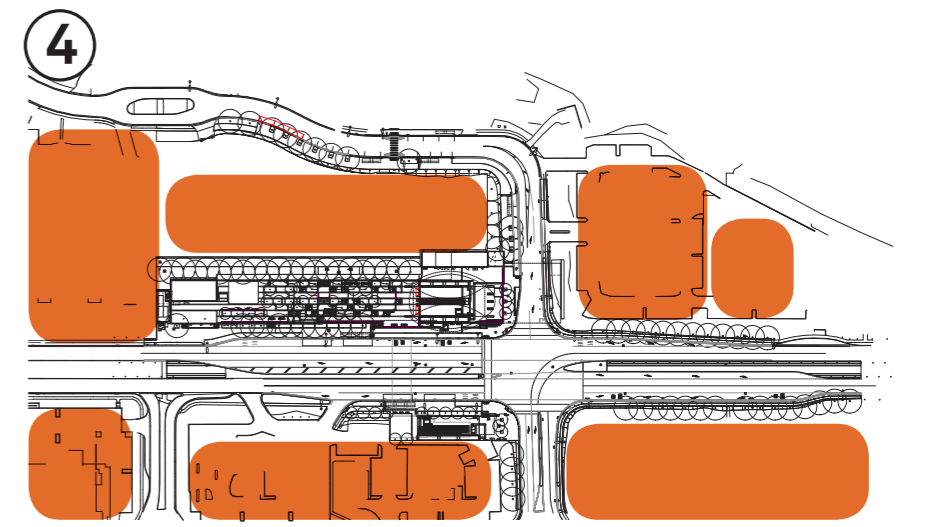


Figure 3.12 NRW_Future Developments. Source: HASSELL.



3.2.2 Design Opportunities

The design opportunities informing the design of the Norwest station and its immediate surrounds are summarised in the adjacent diagrams. Refer Figures 3.13 to 3.16.

1. Commercial Centre Boulevard Setting

Opportunity to provide a station within a tree lined boulevard and commercial centre setting.

2. 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.

3. Shady Public Domain

Opportunity to create shady public spaces for pedestrians by maximising tree planting over the station box.

4. Activation and Connections

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

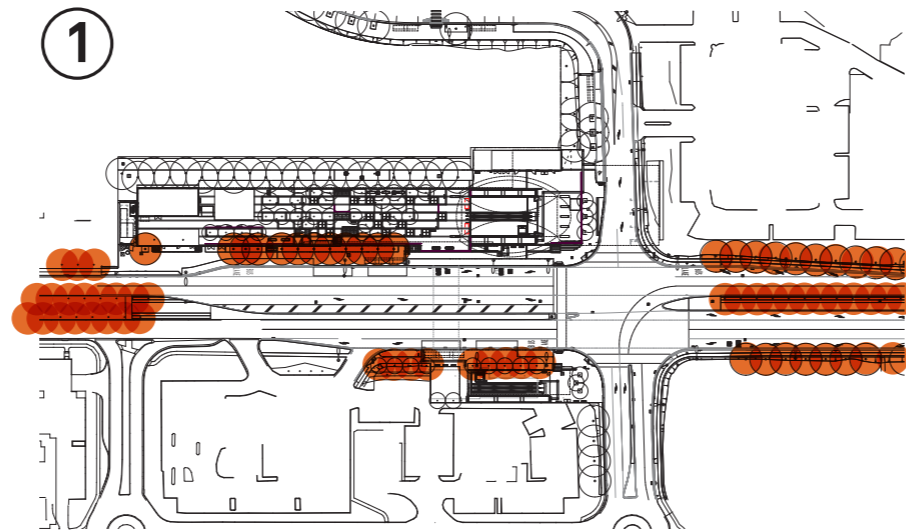


Figure 3.13 NRW_Station Setting. Source: HASSELL.

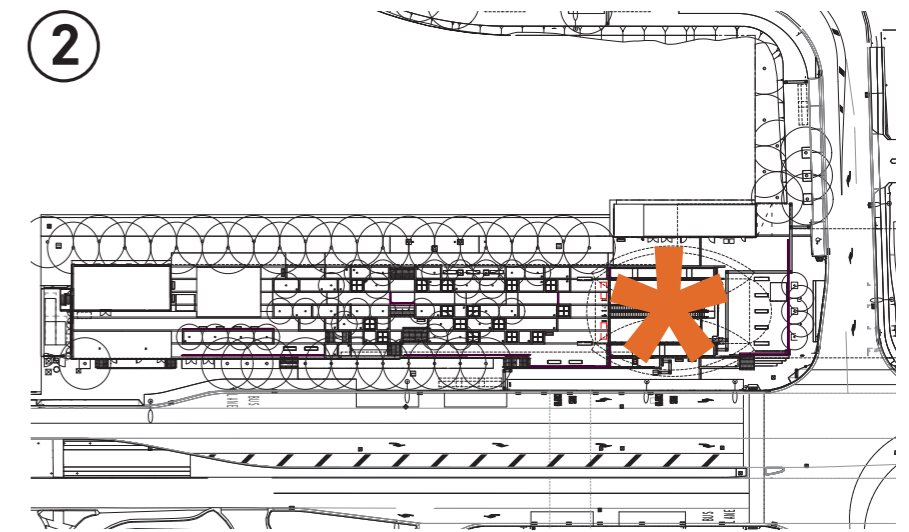


Figure 3.14 NRW_Station Identity. Source: HASSELL.

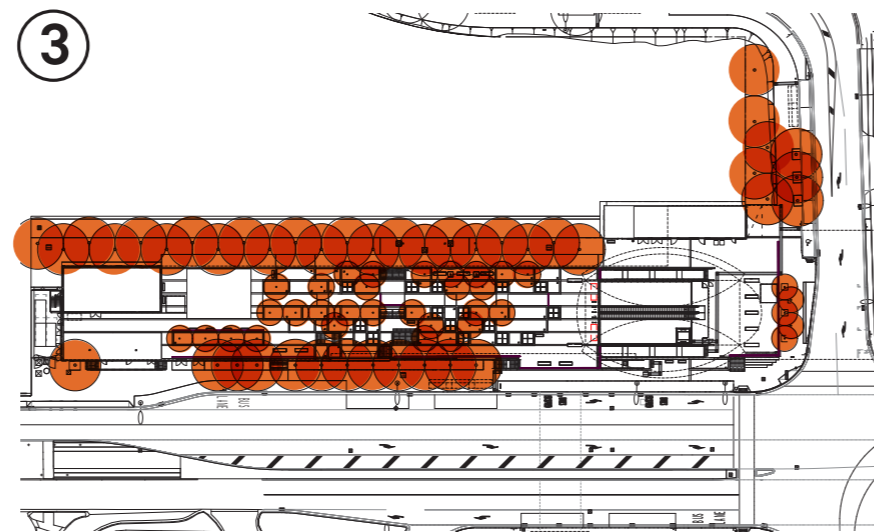


Figure 3.15 NRW_Shady Public Domain. Source: HASSELL.

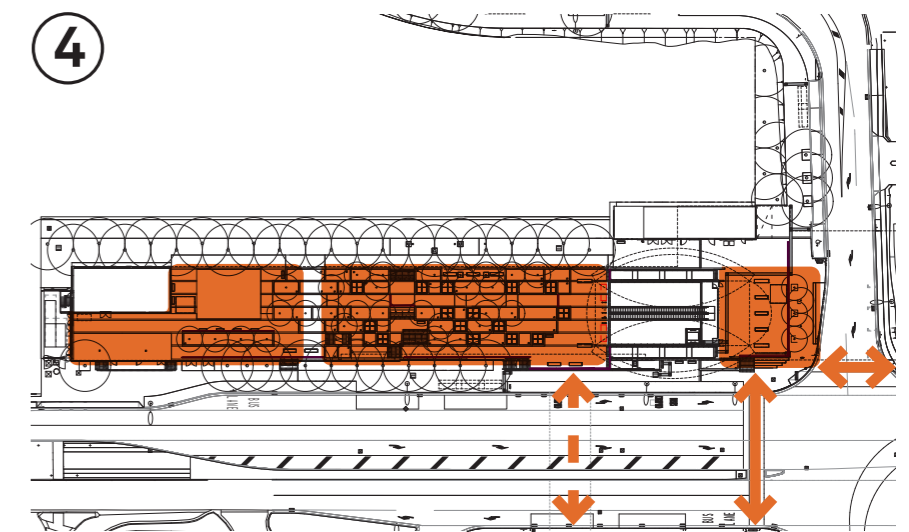


Figure 3.16 NRW_Activation and Connections. Source: HASSELL.



3.2.3 Landscape Site Plan and Precinct Elements

The main landscape precinct elements are located on the following plan of Norwest Station, Figure 3.17_Norwest Station Landscape Elements Location Plan.

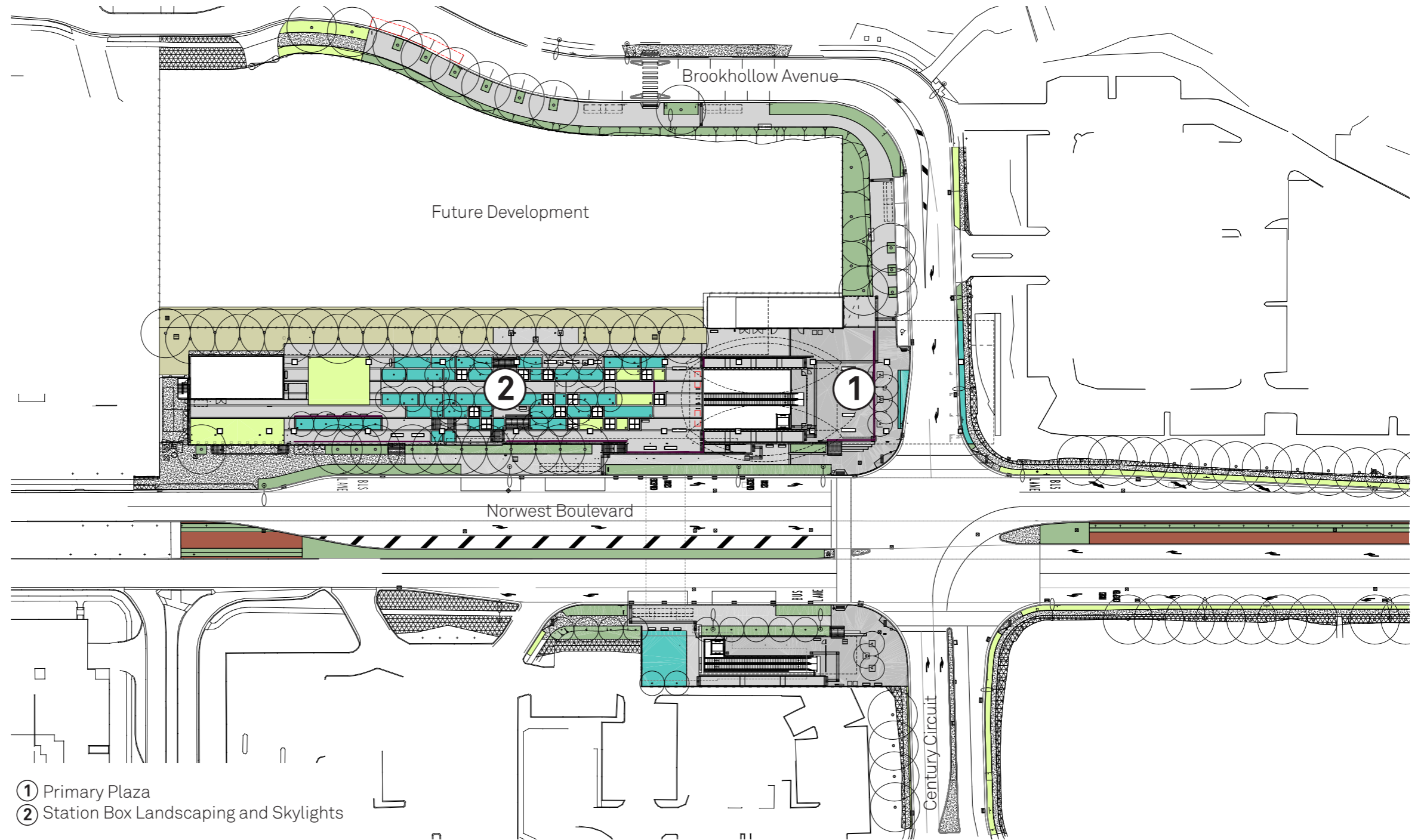
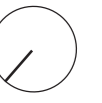


Figure 3.17 NRW_Norwest Station Landscape Elements Location Plan. Source: HASSELL.



Plaza Spaces

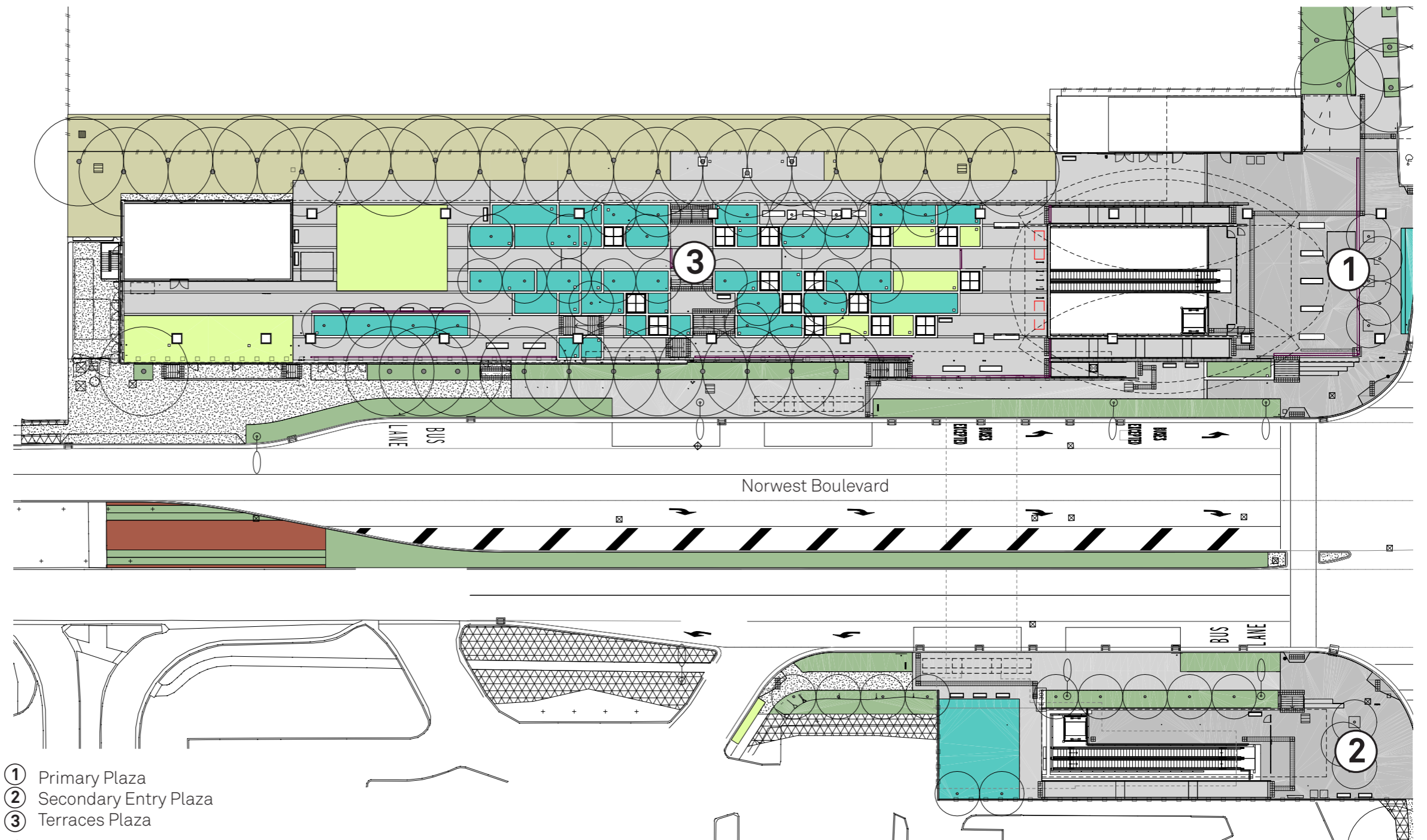
There is one Primary Plaza at Norwest Station. The Primary Plaza addresses Norwest Boulevard and Brookhollow Avenue. Other Plaza spaces provided are the Plaza Terraces, which integrate landscaped terraces with the sky lanterns, and a plaza in front of the Secondary Station Entry. The main spaces in the plaza and their attributes are described in the following pages.

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 on views along the street. Trees, planting and furniture are arranged to act as a vehicle deterrent to the plaza space.

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

The Plaza Terraces are intended to accommodate social gathering, meeting and waiting activities. There is inclusion of seating elements 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.



- ① Primary Plaza
- ② Secondary Entry Plaza
- ③ Terraces Plaza

Figure 3.18 NRW_Landscape Plaza Plan. Source: HASSELL.

Precinct Streets

Norwest Boulevard has a strong tree lined character. The station public domain looks to reinforce the boulevard character where possible. The tree planting in a linear form along the public domain will enforce the 'leafy' feel of the precinct. The bus stands are located along Norwest Boulevard because of the practicality of dropping off large numbers of people and the proximity of these zones to the station entrance.

Brookhollow Avenue is a typical suburban street with predominately commercial businesses that are generously set back from the kerb. The design will create a tree lined street that allows for a shaded footpath towards the station entry. Taxi ranks and Kiss and Ride are located along Brookhollow Avenue. The design approach is to reduce the shelters that are required by consolidating transport modes where possible. The accessible Kiss and Ride and Taxi ranks are a priority and are located adjacent to the station entry. Additional Taxi ranks are located facing west on the opposite side of the road.

Street Verges

Norwest Boulevard

The existing Norwest Boulevard has a mature leaf character. Existing trees in the centre median are to be retained where possible to reinforce the character of the street.

The verges will continue the existing single row of street trees, providing critical shade and amenity. Where possible trees will be in flush tree grates to enable pedestrian movement around the tree.

Brookhollow Avenue

This suburban street will aim to incorporate planting alongside the verge. The verge on the northern side is generous, and allows double rows of street trees to be located in some areas, while other areas will only allow only a single row.

Century Circuit

The existing landscape condition will be reinstated at Century Circuit.

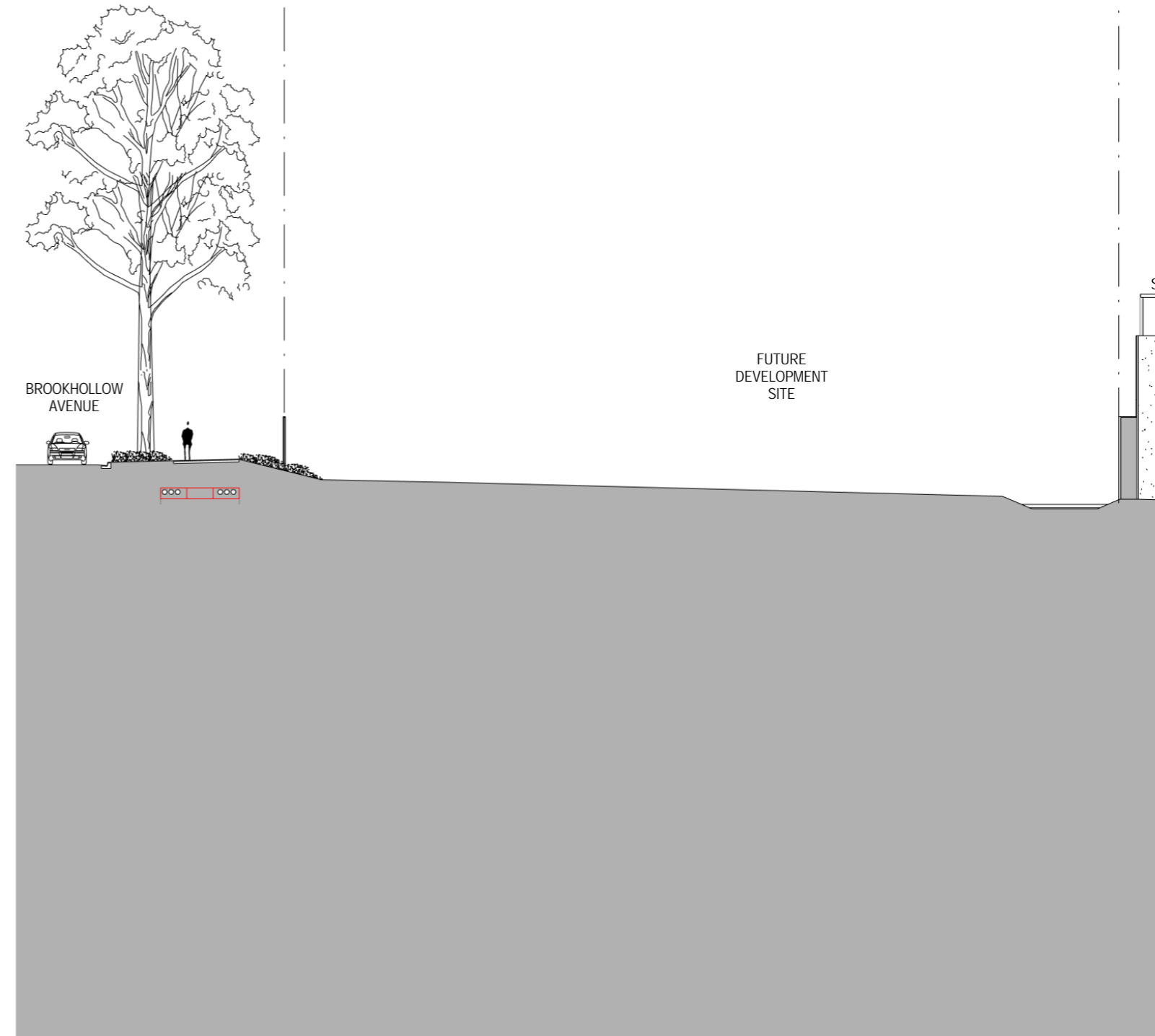
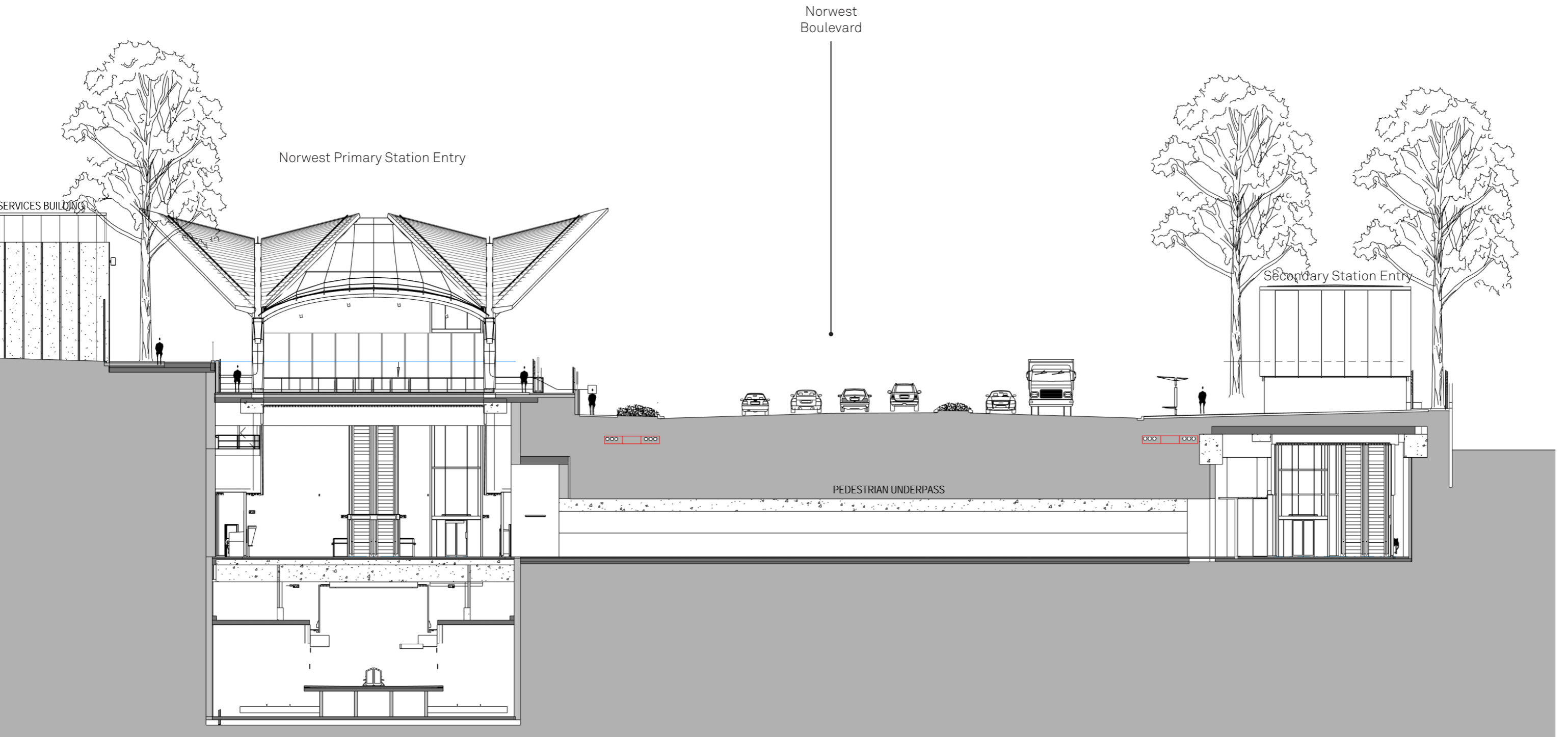


Figure 3.19 NRW_Norwest Section showing Station and Streets. Source: HASSELL.



Plaza Terraces

The plaza terraces is a space designed to respond to future development as well as provide for social gathering, meeting and waiting activities for the station. The width of the plaza allows for planted terraces and future access to the development area. The skylight lanterns are positioned so that they are most effective at providing light into the station envelope and allowing for internal room configuration and maintenance access.

Secondary Entry Plaza

The Secondary Plaza is offset from the secondary entry canopy to facilitate pedestrian movement around all sides of the vertical transport devices. Tree planting provides shade and enhances the Norwest Boulevard tree lined character.

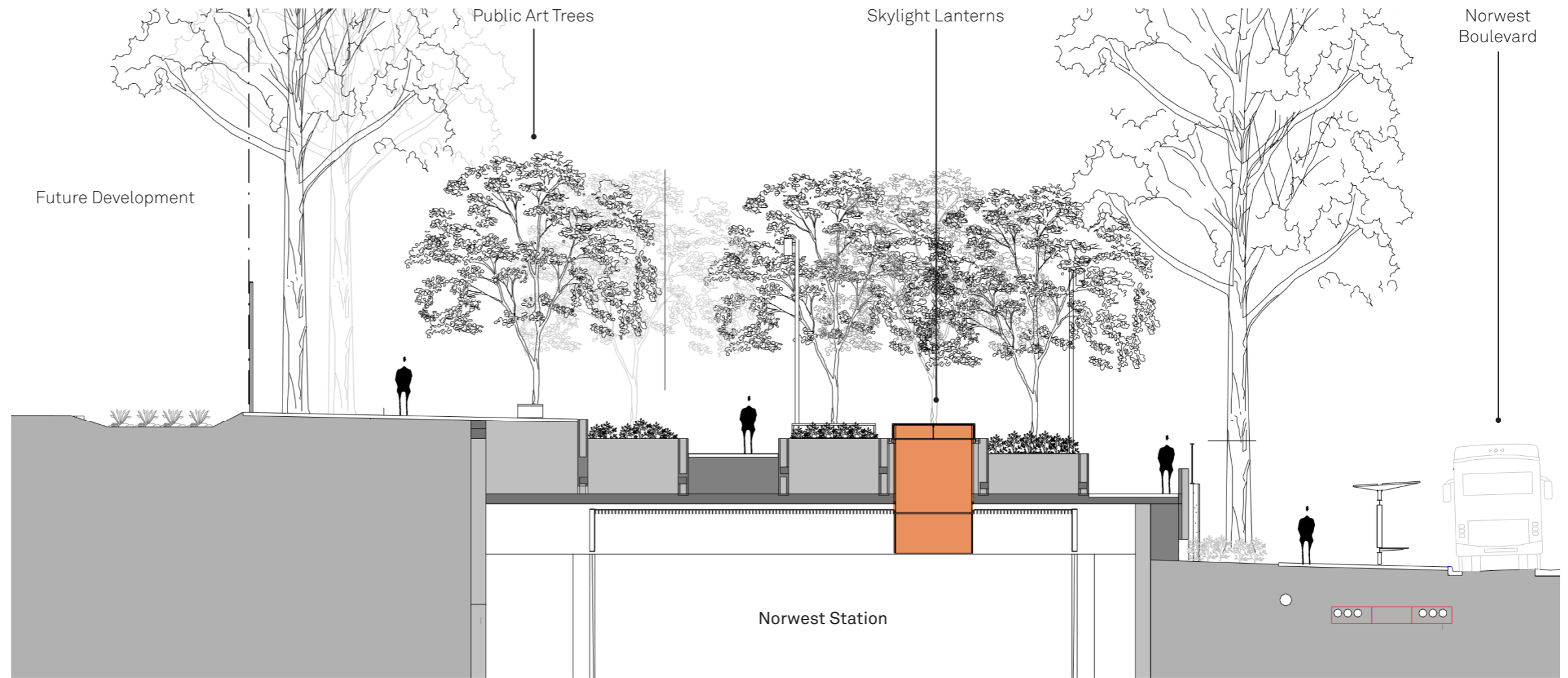


Figure 3.20 NRW_Section showing Skylights Lanterns and Secondary plaza. Source: HASSELL.

3.2.4 Sustainable Landscape Design

The key sustainable landscape design strategies used at Norwest Station include the following (Refer Figure 3.21):

- Generous planted areas are provided to maximise permeable surfaces
- Trees close to the station provide shade beyond built canopy. Light coloured surfaces are used where possible to reduce urban heat island effect
- Incorporation of continuous massed planting beds along streetscapes where footpath and plaza requirements allow
- Selection of diverse mix of drought tolerant, native plant species used.

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

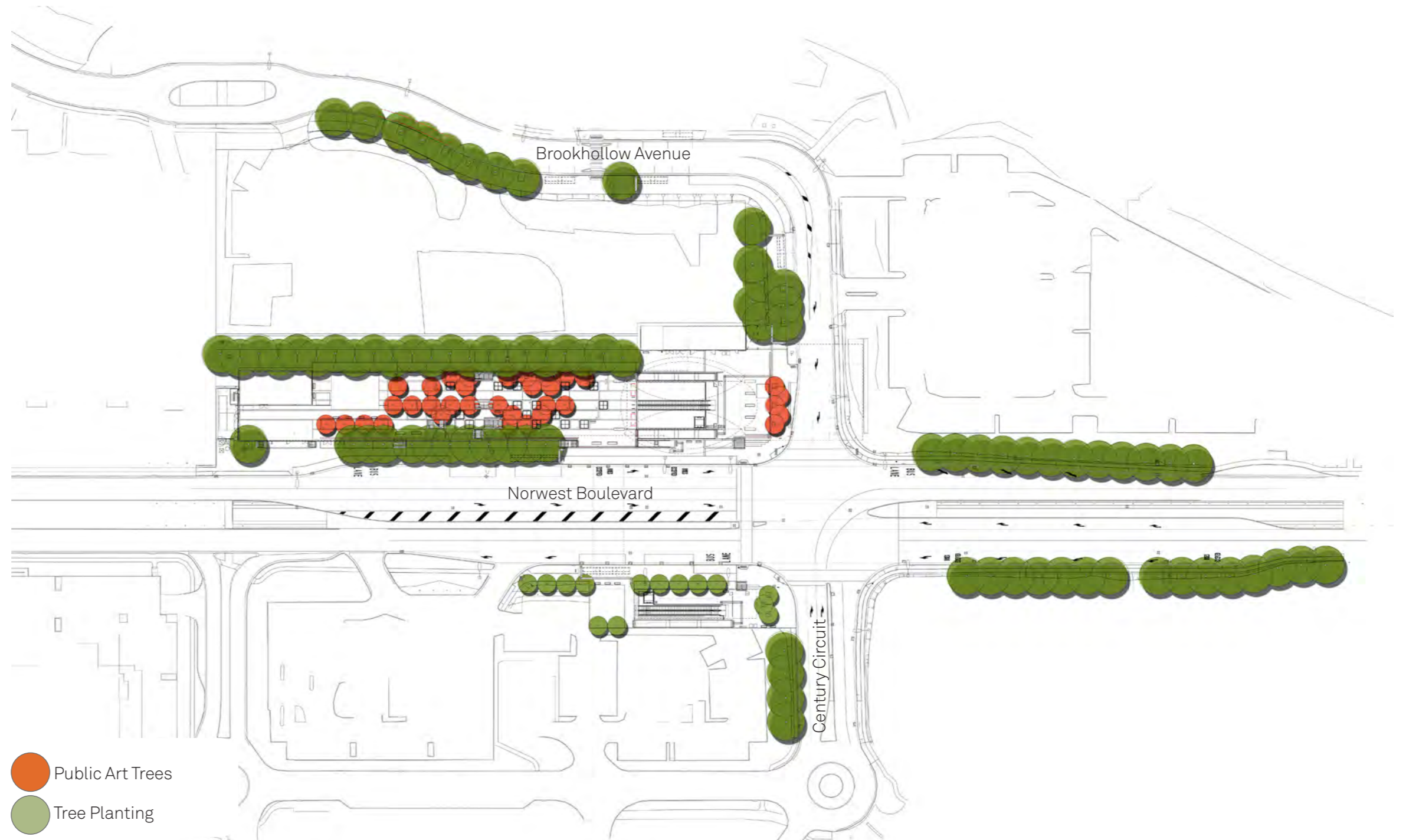
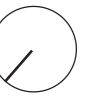


Figure 3.21 NRW_Norwest Station Plan showing Proposed Tree Planting across the Precinct. Source: HASSELL.



3.2.5 Heritage Interpretation, Interactions and Public Art

Heritage Interpretation

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

Heritage Interactions

There are no heritage interactions in the Norwest Station Precinct.

Public Art

Public Art for Norwest 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 3.22 shows the layout and organisation of *Light Line Social Square* elements at Norwest 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. *Skylight Lanterns*- Terraces
6. *Light Line*- Platform and Threshold Lighting (Underground)

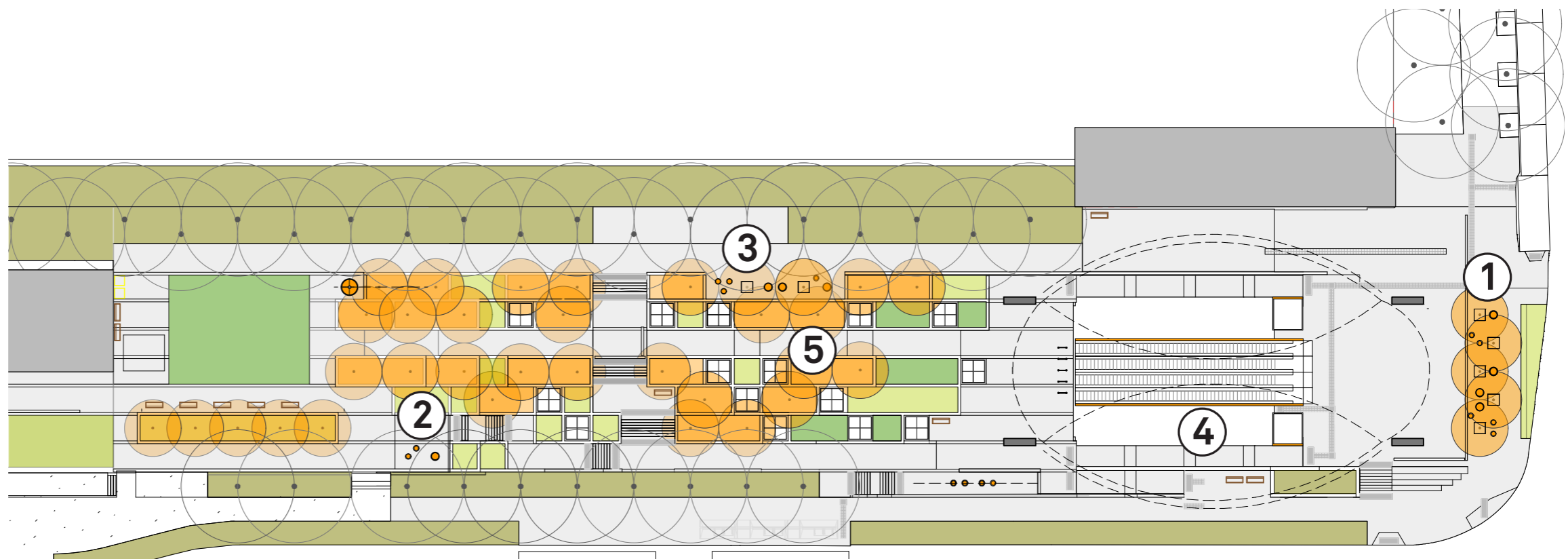
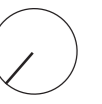


Figure 3.22 NRW_Location of Public Art Trees at Norwest Station. Source: MWA with T+C Studio.



3.2.6 Planting Design

The planting design for Norwest 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 on the adjacent figures. Refer Figures 3.23 to 3.25.

Boulevard Trees

Avenues of trees, in a formal row set out provide a linear green boulevard experience along Norwest Boulevard.

Plaza Trees

Trees within the plaza areas define the station entry areas and assist with orientation and location of the station access points from wider public domain.

Street Trees

Rows of street trees throughout the broader public domain beyond the station areas provide shade and character.

Terraces

Simple wide planted terraces provide a green setting and sitting opportunities for the immediate station and platform environment.

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



Figure 3.23 NRW_Artist Impression of Boulevard Trees along Norwest Boulevard. Source: Ai3D.



Figure 3.24 NRW_Artist Impression of Public Art Plaza Trees arranged in a grid. Source: Ai3D.



Figure 3.25 NRW_Artist Impression of Landscape Terraces which include a mix of species and the selected Public Art Scheme Tree. Source: Ai3D.

Figure 3.26 illustrates the Norwest Station precinct planting.

Street Trees

- Eucalyptus crebra
- Liquidambar styraciflua

'Public Art' Trees

- Pistacia chinensis

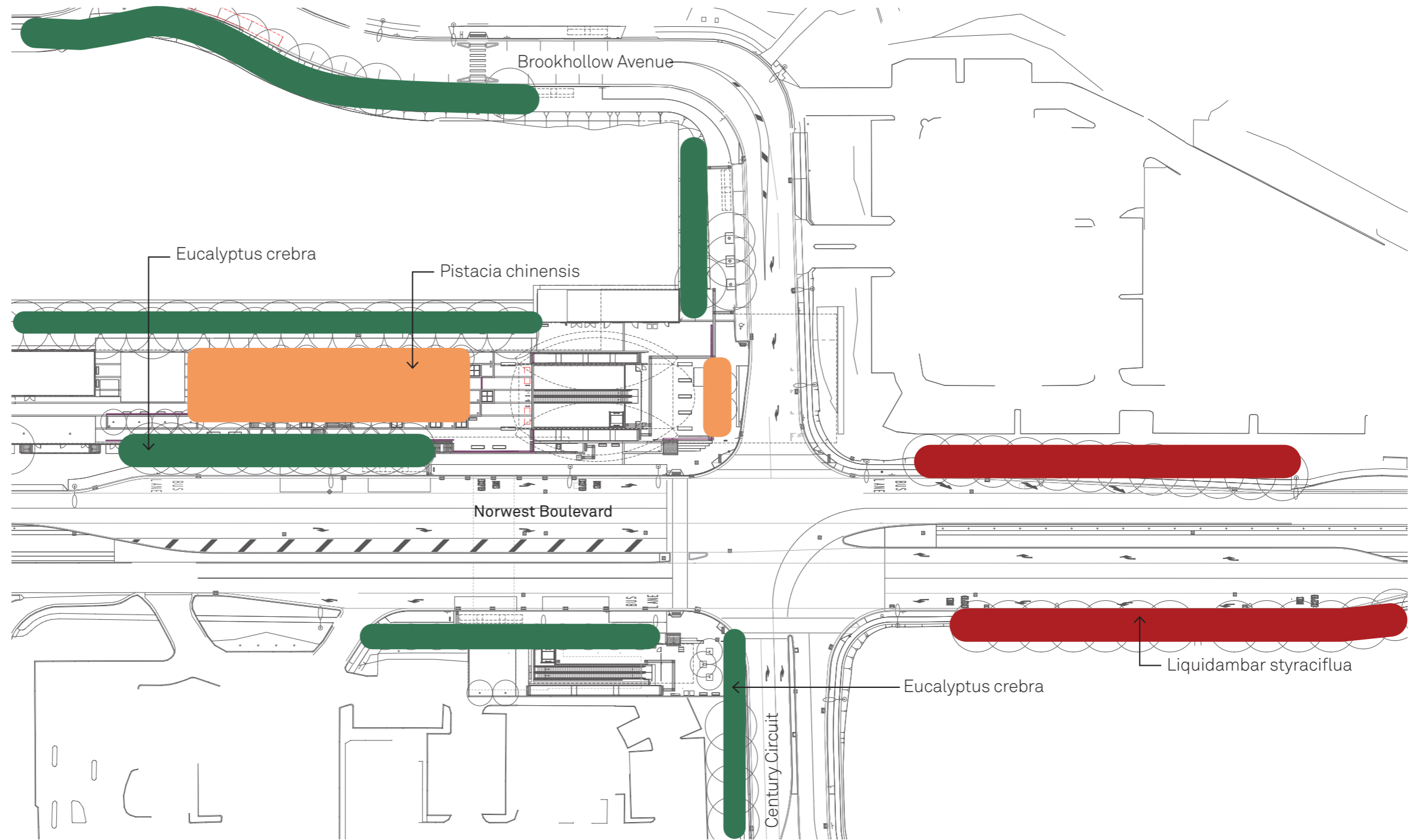


Figure 3.26 NRW_Norwest Planting Plan. Source: HASSELL.



3.3 Architectural Design

Norwest 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. Norwest is part of the cut and cover typology.

3.3.1 Built Elements Typology - Cut and Cover

Key aspects of the cut and cover typology at Norwest Station include:

- The platform is below ground at the depth below street level of approx. 21m
- Landscaped terraces transition between street level and future development site
- The main station entry is on the corner of Brookhollow Avenue and Norwest Boulevard with a proposed second entry on Norwest Boulevard
- The station gateline location is one level below ground on the concourse
- The station has been designed to accommodate an unpaid pedestrian link under Norwest Boulevard
- The station services are located to both ends of the station over four levels below ground with partial above ground service buildings to each end.

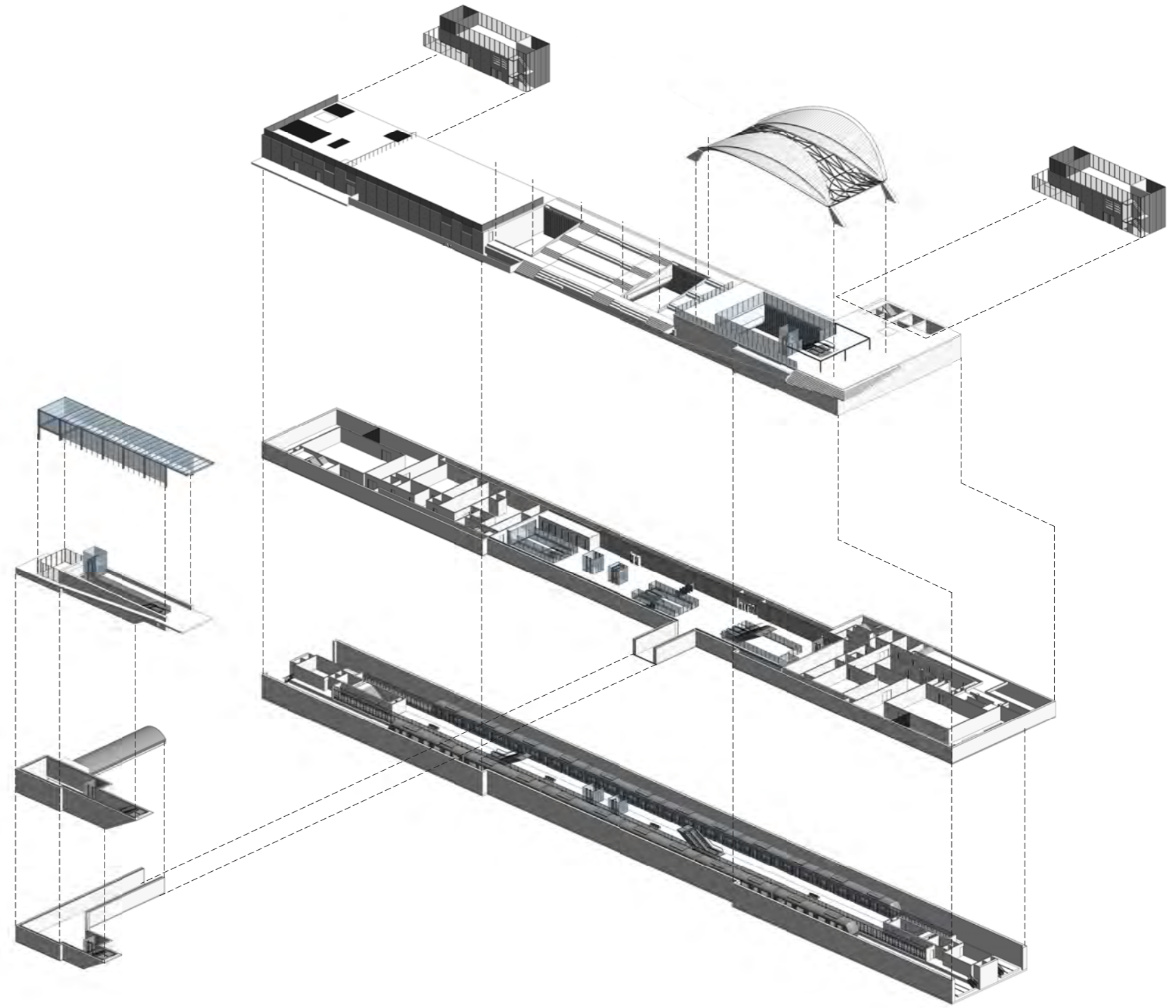


Figure 3.27 NRW_Norwest Station Exploded Diagram showing Station Configuration. Source: HASSELL.

3.3.2 Built Elements Design Opportunities

The arrangement of the built elements at Norwest Station delivers an integrated station and precinct that optimises transport interchange and community amenity and has the following features.

1. Plaza Terraces

Plaza terracing to maximise customer connection with street level and future development site. Create a permeable precinct to and around the station and future development site adjacent to the station.

2. Concourse (Underground)

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

3. Station Entry (Underground)

Station entry and paid concourse are located below ground to minimise the number of entry points at ground level to achieve better way finding and address.

4. Service Buildings

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

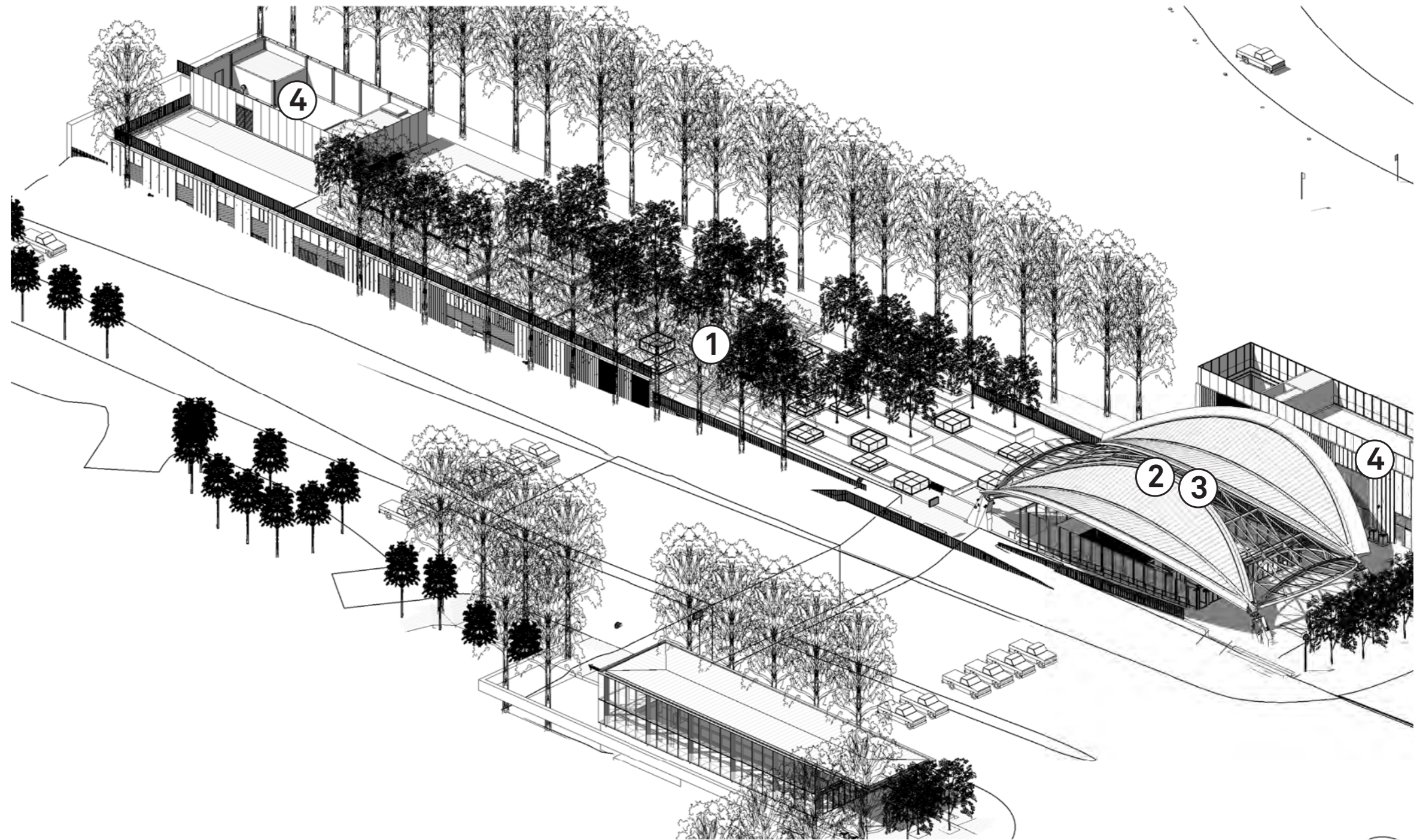


Figure 3.28 NRW_Norwest Station Diagram. Source: HASSELL.

3.3.3 Built Elements Design

Norwest Station's key built elements are summarised below and illustrated on the adjacent Figure 3.29. Refer Section 4.12 for further detail on the design of these elements.

Station Configuration

Key components of the Station include:

- An island platform 21m below street level.
- A station entry and primary plaza on the corner of Brookhollow Avenue and Norwest Boulevard providing access to a single paid concourse below ground.
- Vertical transportation consisting of lifts and escalators from street to concourse and concourse to platform.
- Entry canopy providing weather protection to the plaza and concourse below.
- Customer facilities including toilets and parents room are located on the paid concourse.
- Station manager's room located on the paid concourse.
- Service rooms are located at each end of the station paid and unpaid zones below ground with small pop-up built forms for the emergency egress stairs and ventilation at ground level.
- Skylights integrated into the landscape terrace over the concourse.

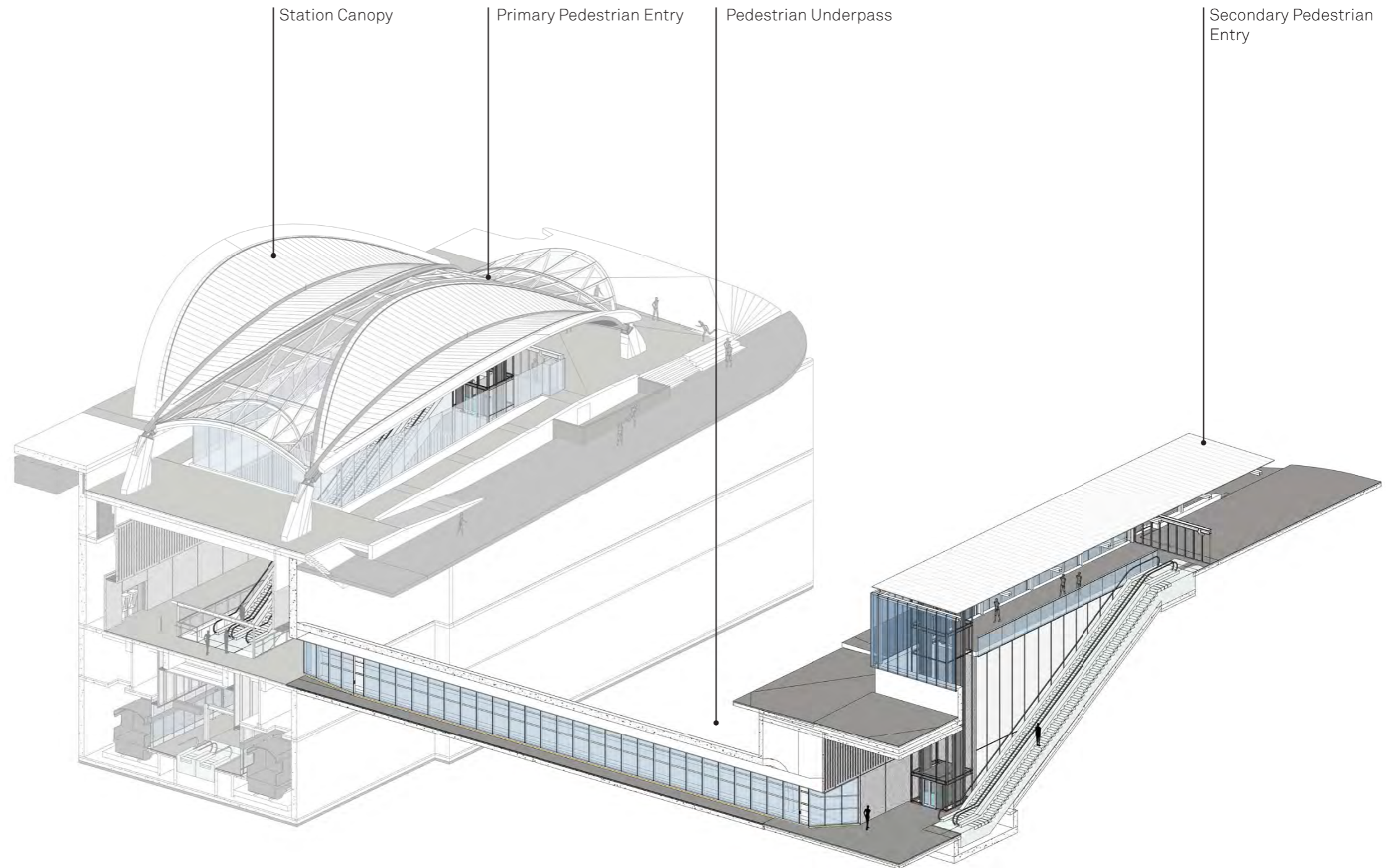


Figure 3.29 NRW_Norwest Station Axonometric showing Station Configuration. Source:

Skylight Lanterns

The introduction of Skylight Lanterns over the vertical transport circulation elements will provide natural daylight down to the concourse and platform levels. These are integrated design elements which will connect the inside to the outside, thus enhancing the passenger level of comfort and experience throughout the station areas.

The design of these elements is fully integrated into the plaza landscape, and will complement and not compete with the entrance canopy in design, scale and material palette. These are intended to be subtle, modern and elegant elements which reinforce the Sydney Metro Northwest brand.

Refer to Section 4.11 and 4.12.7 for further detail on the design of these elements.

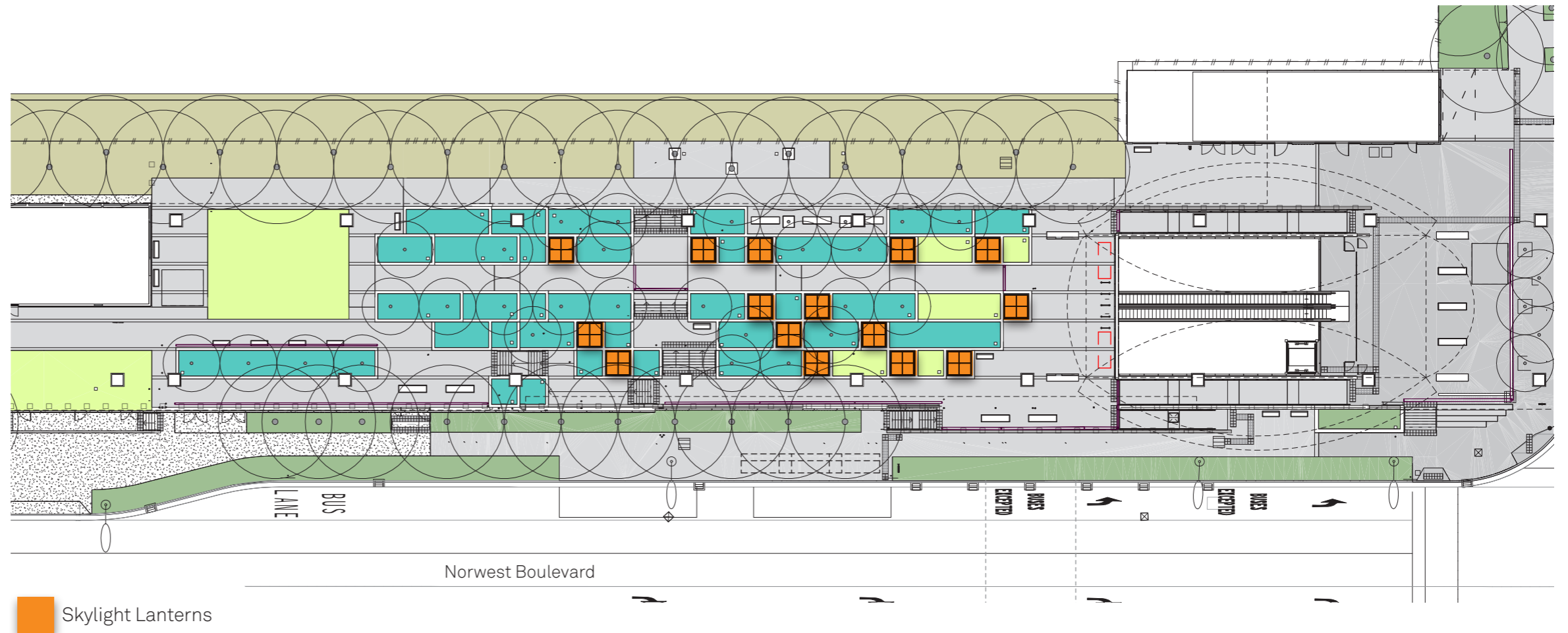


Figure 3.30 NRW_Norwest Station Skylight Lanterns located on Station Box. Source: HASSELL.

Station Entry

Primary access to the station will be from the primary plaza on the corner of Brookhollow Avenue and Norwest Boulevard. Escalators and a lift connect the station entry to the unpaid concourse approximately 12.7m below ground level. A second entry on the northern side of Norwest Boulevard comprising escalators and a lift leads to an unpaid sub-surface pedestrian link connected to the unpaid concourse.

The paid and unpaid concourses are below the entry and covered by the main station canopy and skylights integrated into the terraced landscape. Customer and staff functions that are essential to the concourse are provided at this level. Customer information, ticketing and associated facilities are also provided in the unpaid concourse, integrated into the perimeter walls.

The scale and position of built forms have been carefully considered to ensure the environment is as open and transparent as possible.

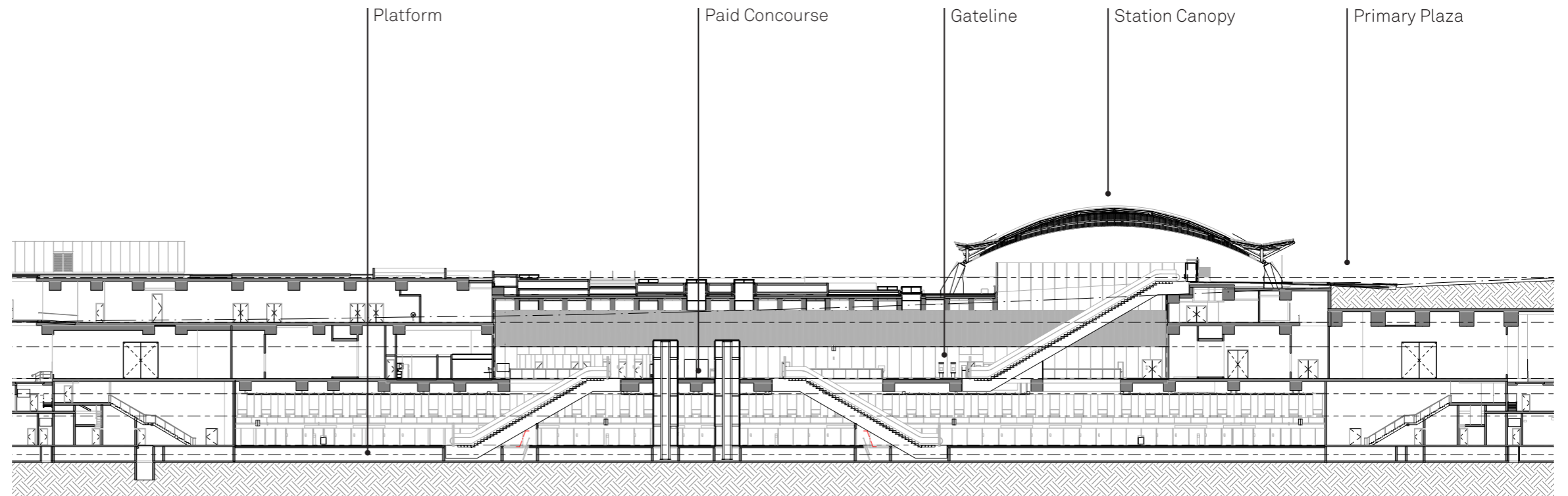


Figure 3.31 NRW_Norwest Station Entry. Source: HASSELL.

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 (Underground)

Located on the paid concourse in a pod arrangement to assist with wayfinding and passive surveillance.

2. Staff Facilities (Underground)

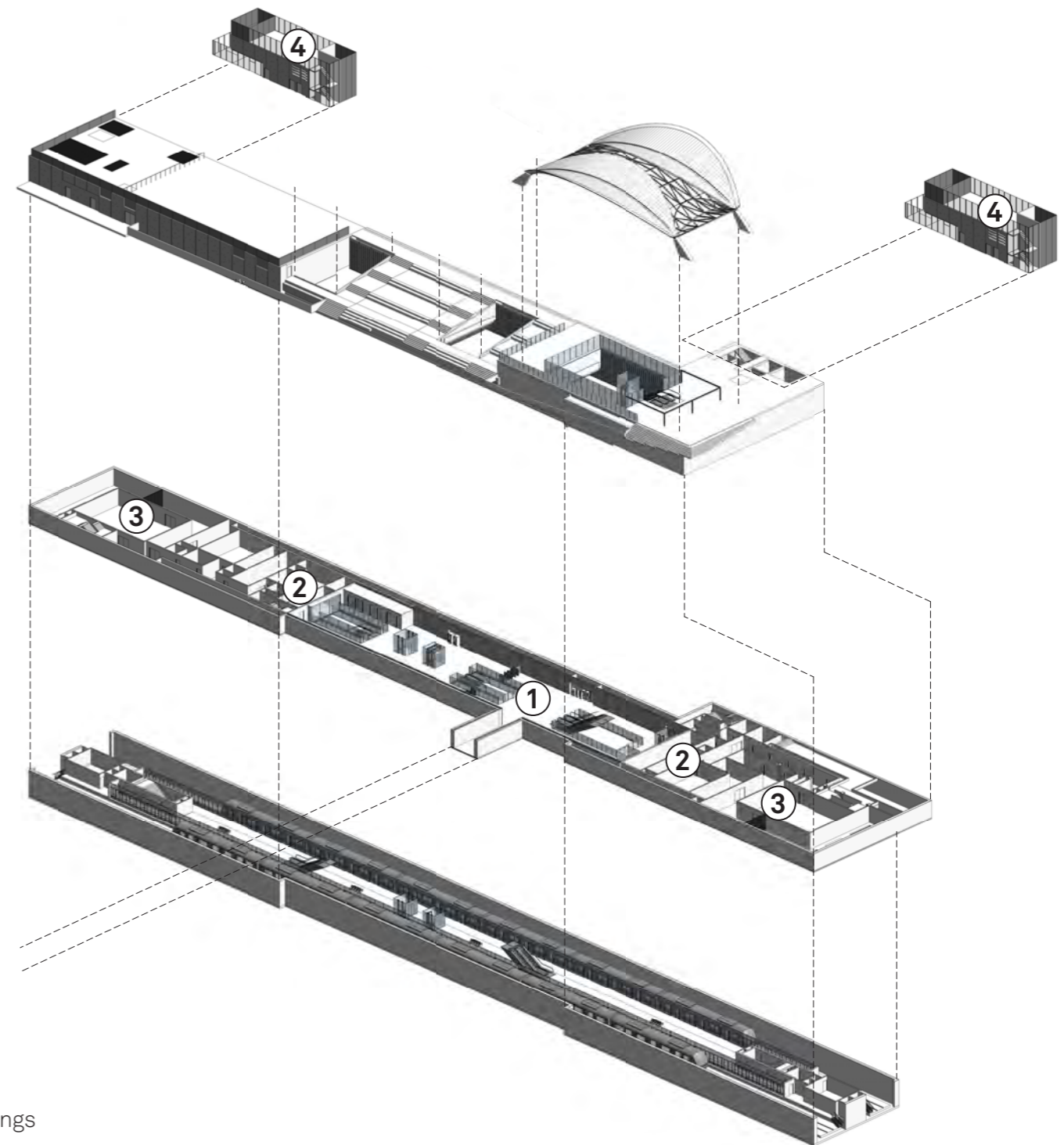
The Station Manager's room has been placed on the paid concourse level to satisfy operational requirements

3. Back Of House (Underground)

Due to the deep nature of the station most of the services are below ground. Station back of house and maintenance rooms have been placed at each end of the station across multiple levels.

4. Station Service Buildings

The above ground services elements are minimised to house tunnel vent exhaust and supply, chillers, station supply and exhaust and exit stairs with other minor speciality rooms that are required at grade.



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

Figure 3.32 NRW_Norwest 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 3.33. 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 entry from Brookhollow Avenue. The retail opportunity could be integrated with the service building and focused towards the primary plaza and station entry creating an active edge.

An area for potential future retail/community facilities has been safeguarded, located on the station box adjacent to the terraced plaza and future development.

Vending Machines

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

Advertising

Advertising will be integrated with the station architectural design and finishes in the future.

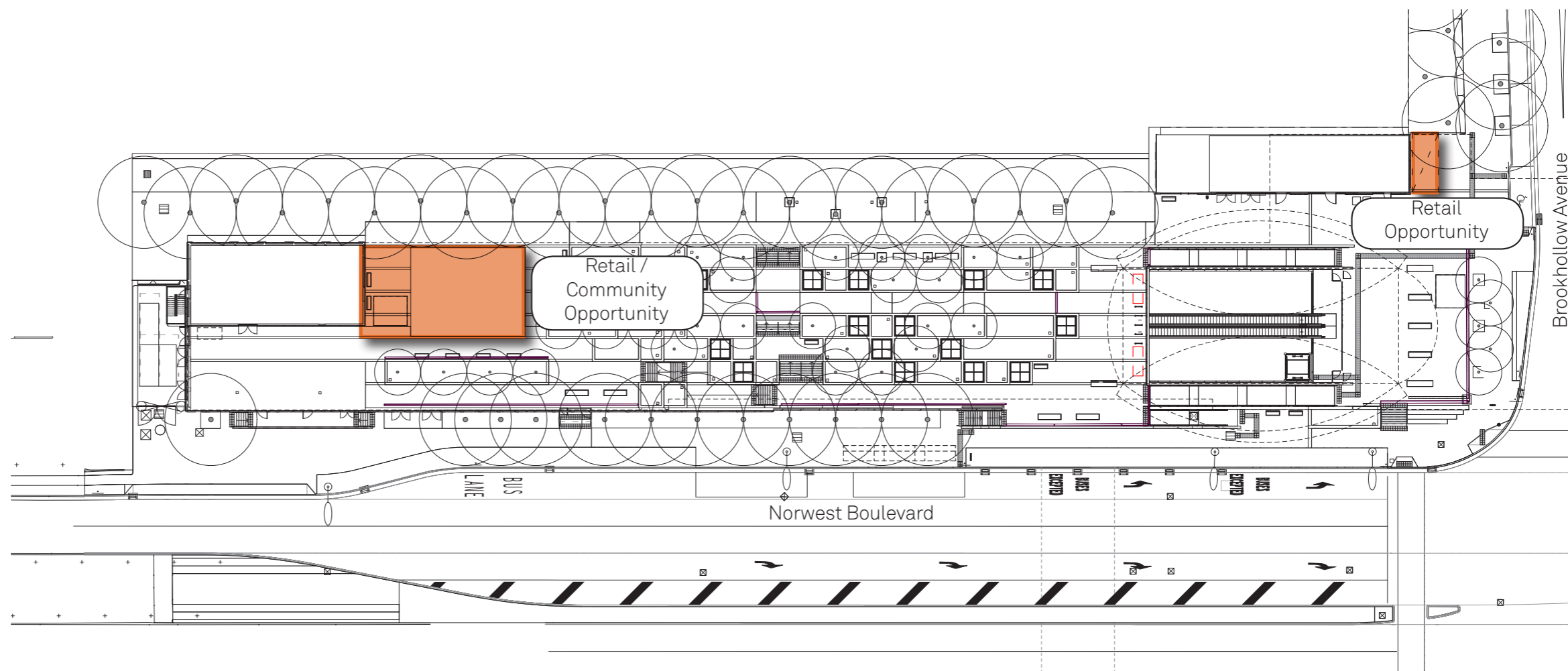


Figure 3.33 NRW_Norwest Station Commercial Opportunities Plan. Source: HASSELL.

3.3.5 Signage and Wayfinding

Sydney Metro Norwest 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 Norwest Station precinct the initial provision of for bus stands, kiss and ride, a taxi rank and secure bike parking.

Precinct signing will identify and direct passengers to these facilities, primarily through the use of a standard TfNSW finger post sign and to a lesser extent the use of 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.

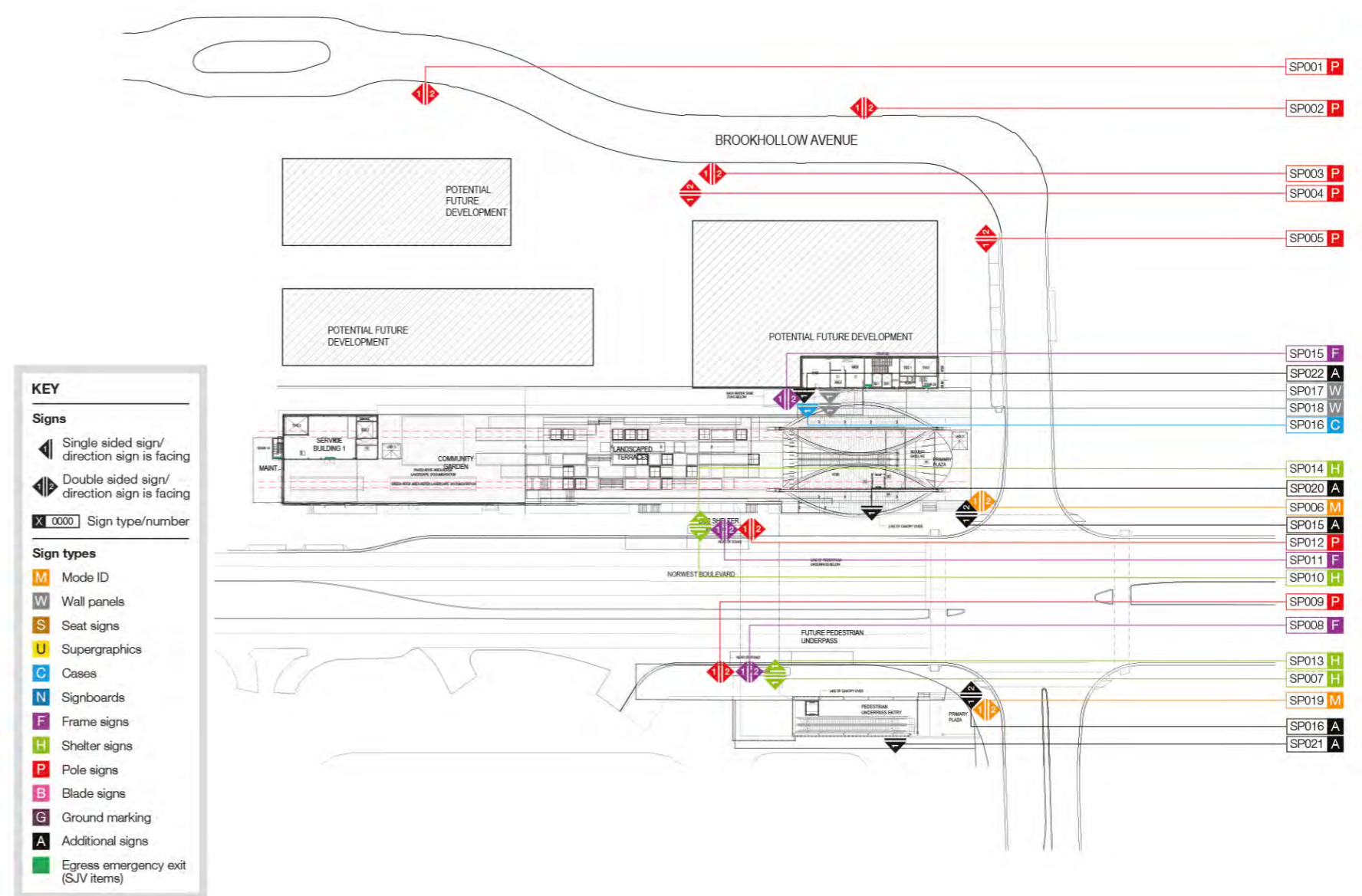


Figure 3.34 NRW_Extract of Precinct Signing in Primary Plaza. Source: Blue Sky.

