03 Precinct Plans

Showground Station and Precinct

Showground Station Social Square Visualisation. Source: MWA with T+C Studio.

3.1 Precinct Context

Showground Station is adjacent to the historic Castle Hill Showground and will service the proposed mixed use precinct to the north, employment areas to the west and medium density residential proposed to the south.

The Showground Station public domain responds to aspects of the station's immediate context and provides a high quality setting for the station architecture. The Showground 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.

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.

On grade 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 user. Entries are provided from adjacent precinct streets to a well organised concourse and even distribution of passengers to platform level.

The Showground 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 Showground 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 Showground Station:
- Sets out the project context and vision
- Describes the local context
- Outlines the key relevant issues
- Describes the urban design, landscaping and architectural design approach
- Describes and details the built elements within the precinct site.

The proposed station facilities include:
- Station box with below ground concourse and platforms
- Station entry canopy
- Primary plaza, located on the western side of the gateline
- Skylights
- Station box landscaping
- Above ground service buildings
- Multi level car park.

3.1.2 Overview of Precinct Project

Showground Station is located between Norwest and Castle Hill stations. The platform is oriented on a roughly east west axis with Carrington Road to the south and New Precinct Street A to the north.

The platform is located approximately 16.6m below ground. A glazed portion of the entry canopy and skylight lanterns bring natural light deep into the station from above.

Future development is planned to the north, east and west of the station adjacent to the station and service buildings.

Refer Figure 3.1_Plan view of Showground Station and Figure 3.2_Aerial view of Showground Station.

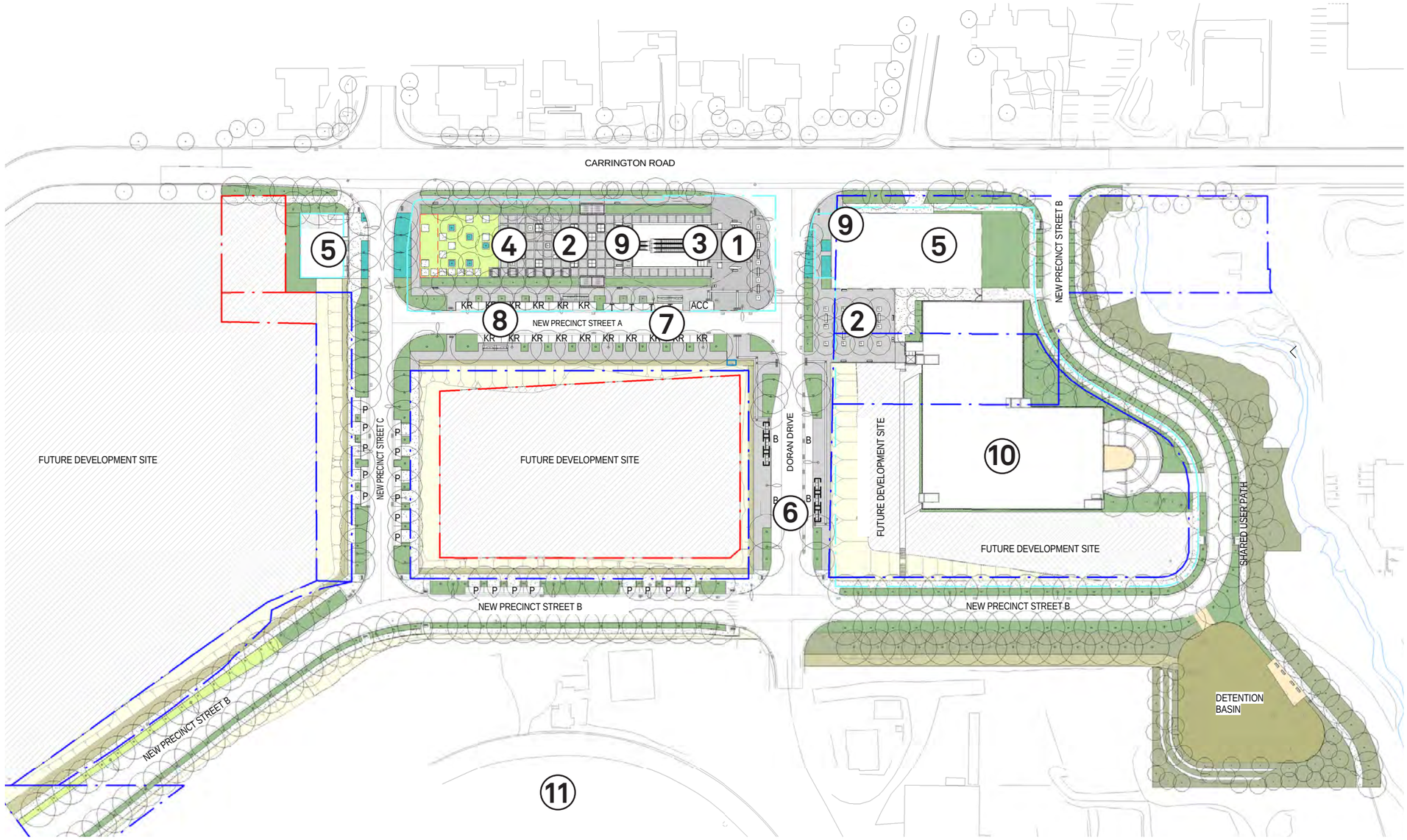


Figure 3.1 SHW_Plan View of Showground Station. Source: HASSELL.

The following are the key components of Showground Station:

1. Primary Plaza
2. Secondary Plaza
3. Station Entry
4. Plaza Terraces
5. Above Ground Service Building
6. Bus Stands
7. Taxi Ranks
8. Kiss and RIde
9. Bike Parking
10. Multi Level Car Park
11. Castle Hill Showground

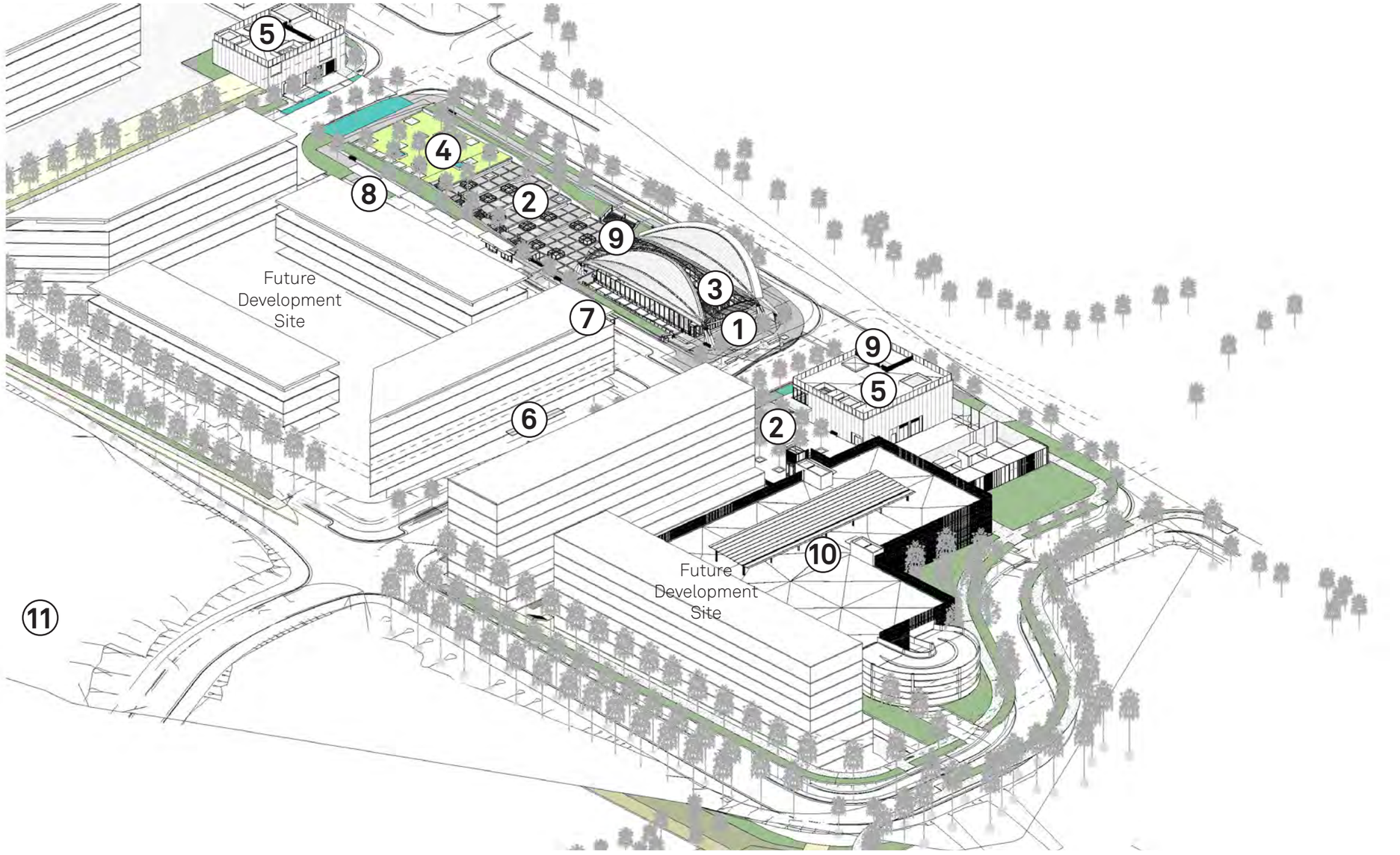


Figure 3.2 SHW_Aerial View of Showground Station. Source: HASSELL.

3.1.3 Location

Regional Location

Showground Station is located in the Hills Shire Council. It is located between Norwest and Rouse Hill Stations at the intersection of Carrington Road and Doran Drive. The existing landscape is essentially rural/residential in character with open pasture/grassland and a number of large stands of remnant Cumberland Plain Woodland.

Showground Station is 28.5 km north west of Sydney CBD.

Figure 3.3 SHW_Aerial View of Showground Station. Source: Google Maps.


Hornsby
SHOWGROUND
STATION
CASTLE HILL
CHERRYBROOK
Lane Cove
National Park
CHELTENHAM
SERVICES
FACILITY
EPPING
SERVICES
FACILITY

Local Context

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

Showground Station will service the heart of the Castle Hill Showground entertainment and community precinct, including the historic Castle Hill Showground.

Showground Station will also provide direct rail access to existing residential development to the north and east and employment areas to the south and west.

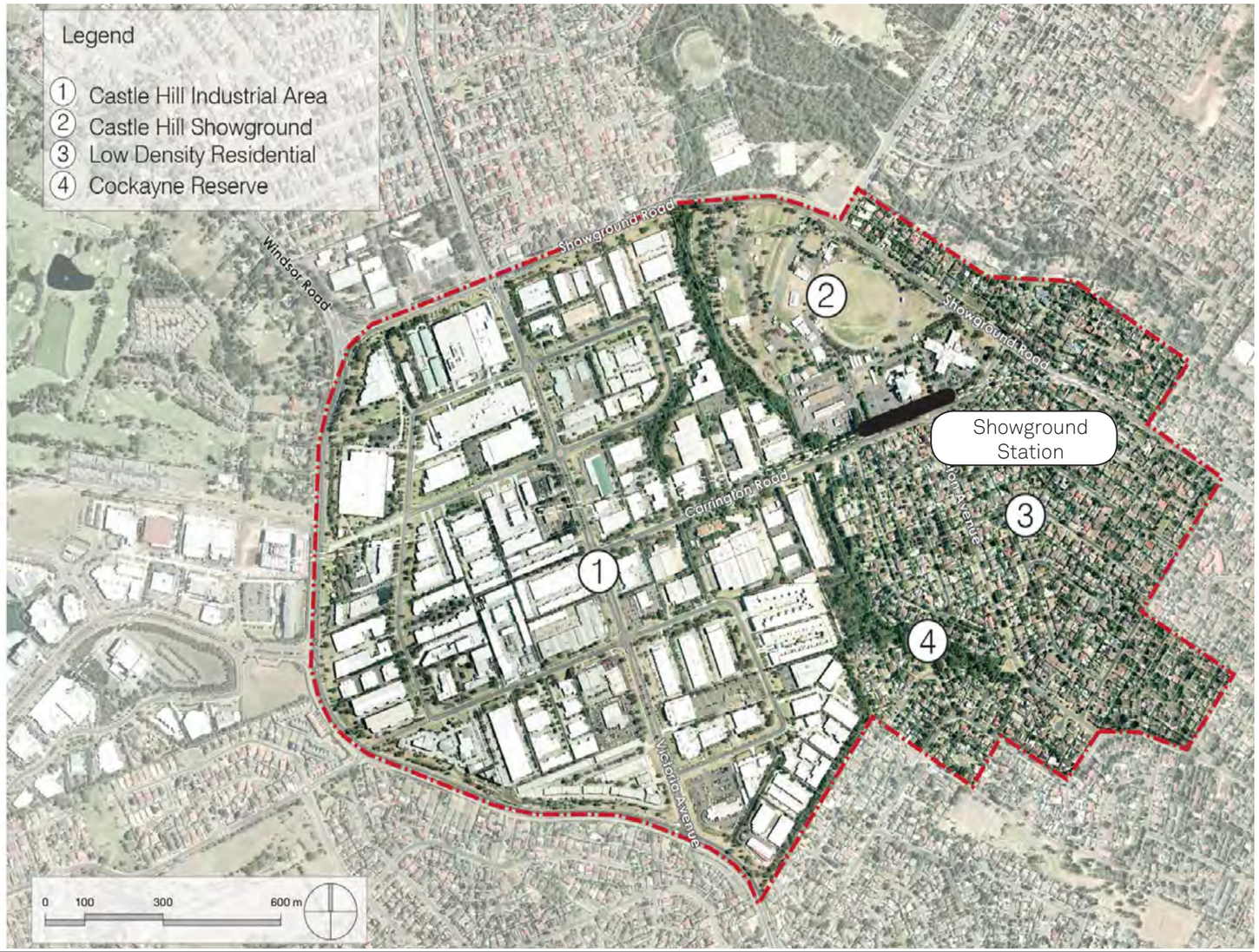


Figure 3.4 SHW_Showground Station Aerial. Source: Planning NSW 2013.

3.1.4 Statutory Context

A Structure Plan was prepared by NSW Department of Planning and Environment for the Showground Station Precinct as part of the North West Rail Link Corridor Strategy. The Structure Plan considered the potential for the Sydney Metro Northwest to transform the Showground Station Precinct by
providing a new focal point for the community centred upon the station.

Opportunities were identified for more homes and jobs close to the station, a greater mix of housing choice, and mix of neighbourhood shops and services to provide for the daily needs of the community.

The Structure Plan is a high level plan used to guide future planning of the precinct. It relies on further detailed planning to determine the most appropriate planning controls. It has been used to guide the current rezoning proposal for the Showground Station Precinct.

The Structure Plan boundary includes the area within an 800 metre radius, or roughly a 10 minute walk, of the new Showground Station. The boundary has also taken into account the surrounding road network, natural features, and the development pattern of the area.

Refer Figure 3.5_Showground Structure Plan

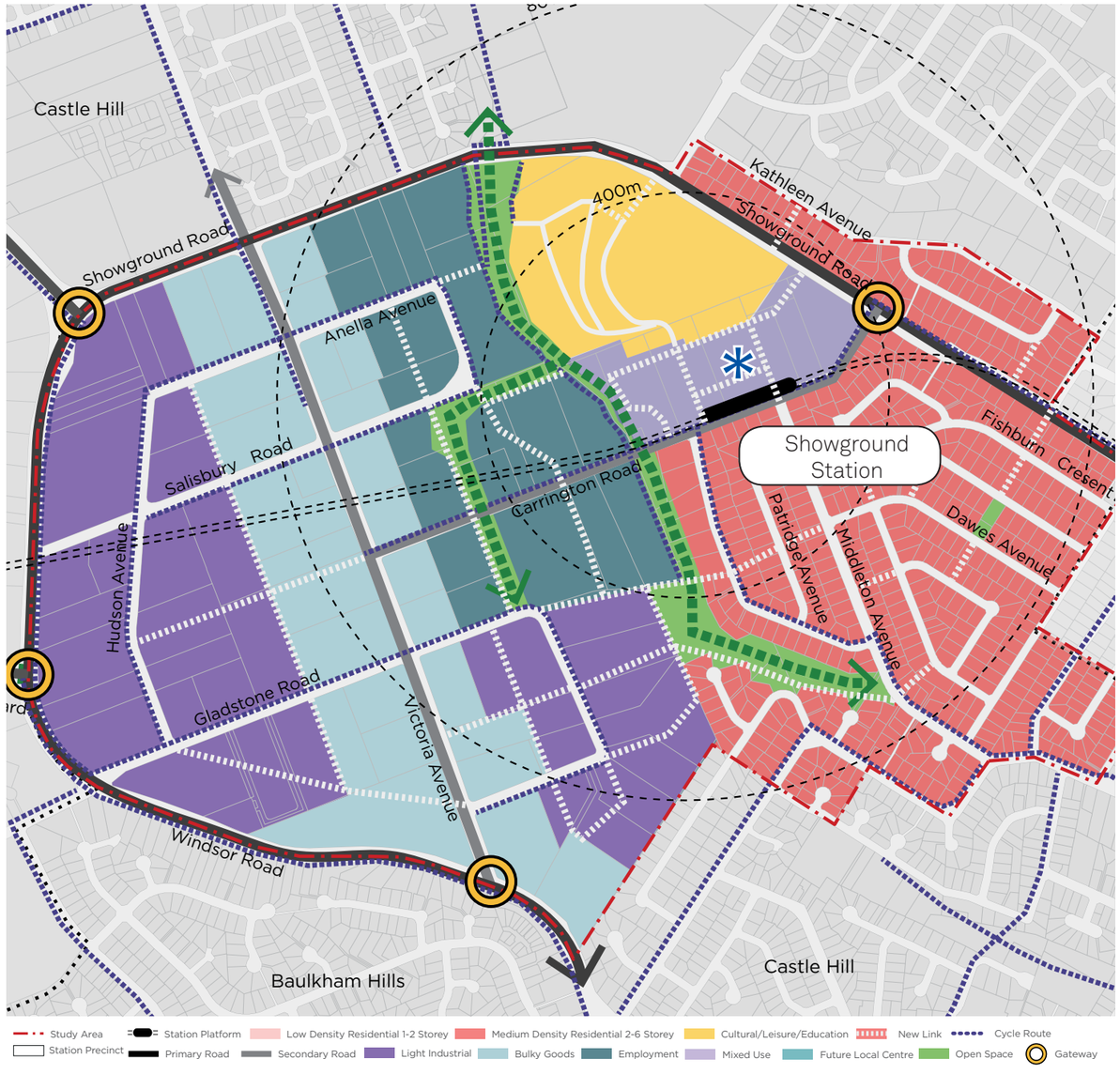


Figure 3.5 SHW_Showground Structure Plan. Source: DP & E December 2015

Showground Precinct Plan

Figure 3.6 outlines the priority precinct proposal for Showground 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.

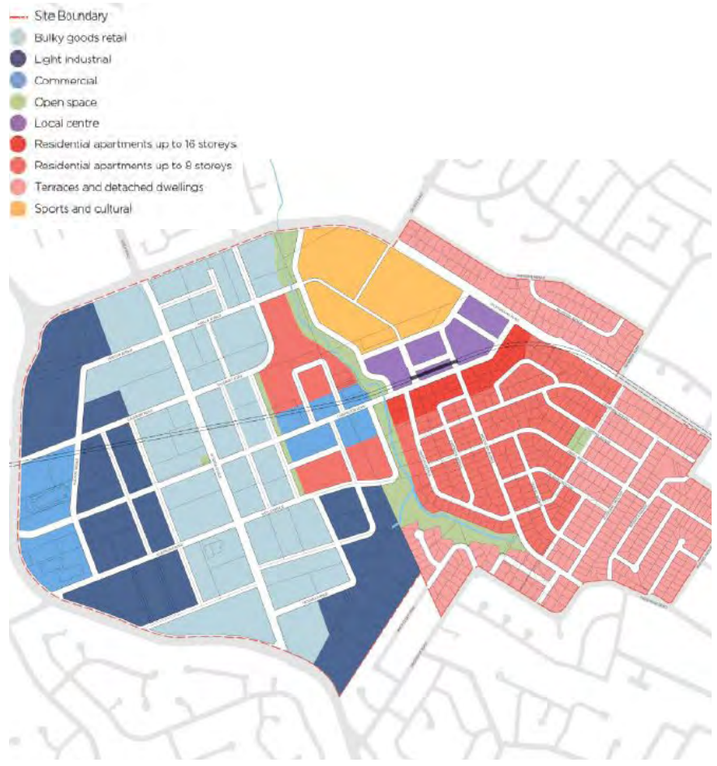


Figure 3.6 SHW_Showground Indicative Precinct Layout December 2015. Source: DP&EN priority Precinct Proposal December 2015.

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 about district cycle and pedestrian access requirements for the precinct. The Showground Station precinct design 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 Doran Drive
- Taxi ranks and Kiss and Ride are located on new Precinct Street A.
- Cycle Parking is located in the above ground service building and in the secondary plaza adjacent to the station canopy.
- Parking is located on New Precinct Street C and B and in the Multi Level Car Park.

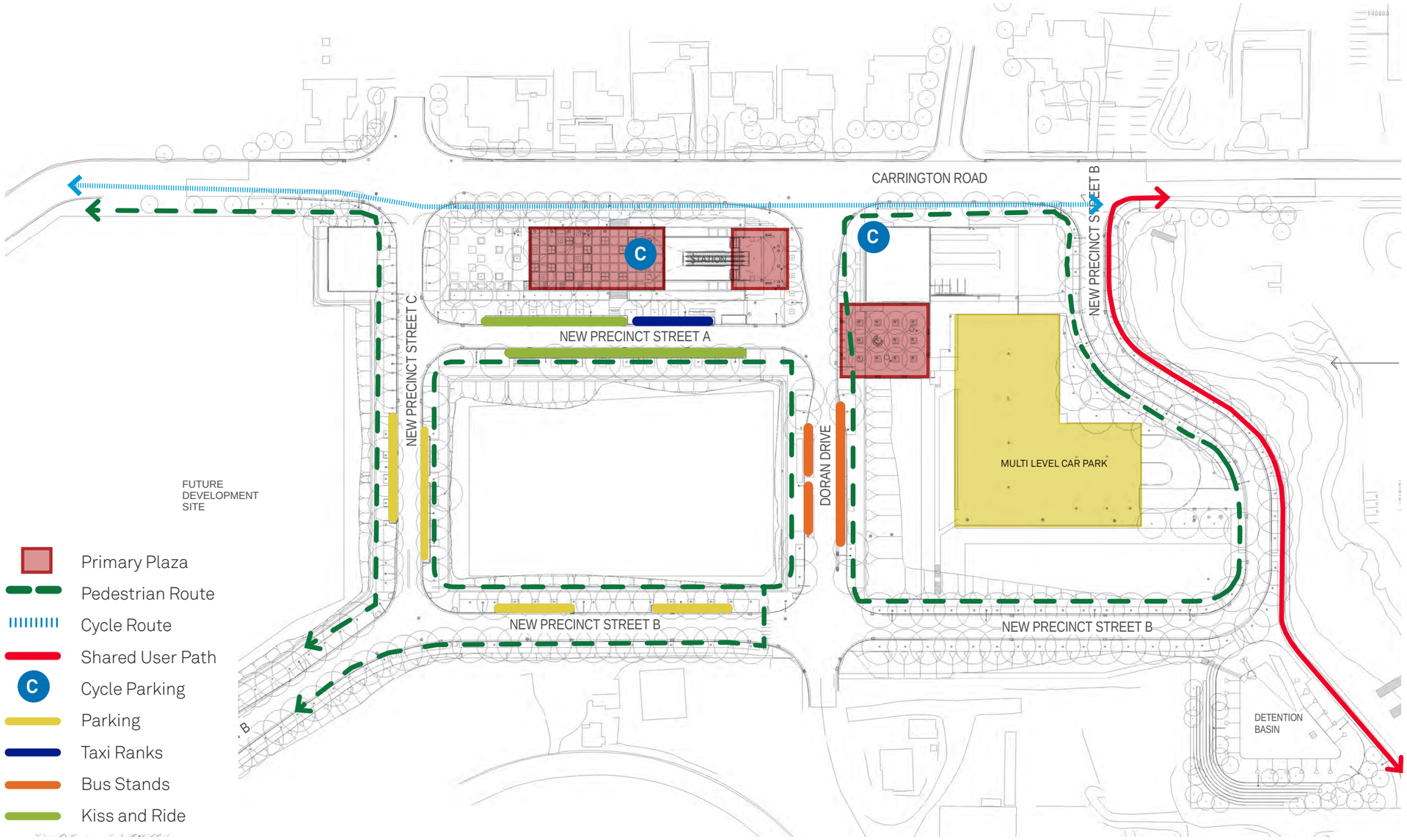


Figure 3.7 SHW_Showground Station Plan showing Parking, Pedestrian, Cyclist Access Arrangements and Facilities. Source: HASSELL.

3.1.7 Precinct Planning and Design Issues

The key issues identified at Showground Station are summarised below.

1. Primary Plaza character and activation
2. Sleeving service buildings with active uses and integration into a civic plaza setting

3.1.8 Precinct Design Principles

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

1. The creation of an active town centre plaza with efficient interchange
2. A station entry and landmark visibly connected to the historical Castle Hill Showground

Figure 3.8 SHW_Showground Station Precinct Principles Plan. Source: HASSELL.

Station Type
Cut and Cover

Depth below Concourse
16.6m

Centre Type
Local Centre

Catchment
Employment and Residential

Local Government Area
Hills Shire Council

3.1.9 Key Design Drivers

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

- Recognise and respond to the strong cultural history of the Castle Hill Show within the precinct
- Establish an integrated transport interchange at the station entry, providing activation, connection, integration with the park setting and a strong sense of identity
- Respond to the adjacent developments as they are key drivers in the hierarchy and character of the streetscapes
- Ensure all key service buildings, car parks and traction substation infrastructure is integrated into the station design
- Provide safety and security of the public domain areas around the station entry

Figure 3.9 SHW_Artist Impression of Showground Station Perspective. Source: HASSELL.

3.2 Urban Design and Landscape Plan

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

1. Civic Public Domain

Opportunity to create a station in a civic park setting activated by the Showground on one edge and future developments with active edges on the other sides.

2. Green Link

Opportunity to enhance the original Cumberland Plain Woodland character of the precinct and create green links along the streetscapes.

3. Permeable Station Public Domain

Opportunity to create new pedestrian connections through the station precinct to the Castle Hill Showground.

4. Future Developments

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

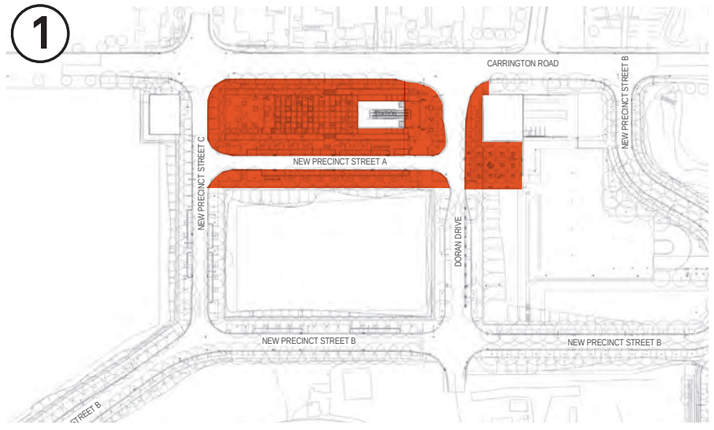


Figure 3.10 SHW_Interconnected Public Domain. Source: HASSELL.

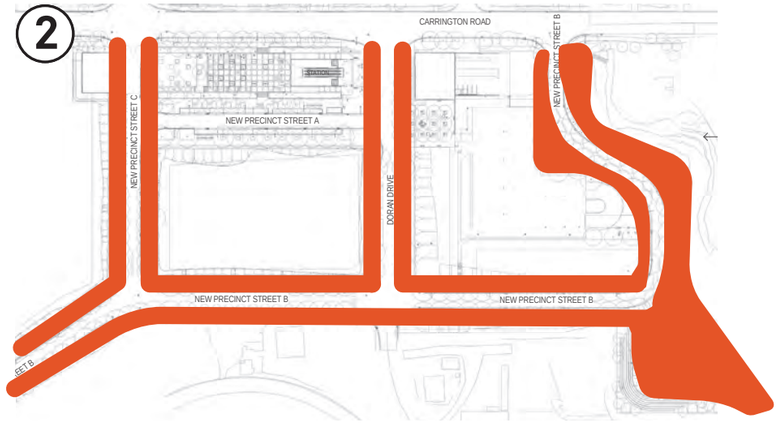


Figure 3.11 SHW_Green Links. Source: HASSELL.

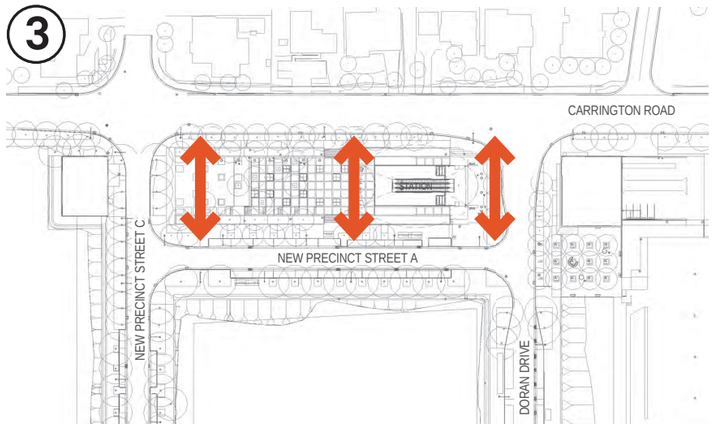


Figure 3.12 SHW_Permeable Station Public Domain. Source: HASSELL.

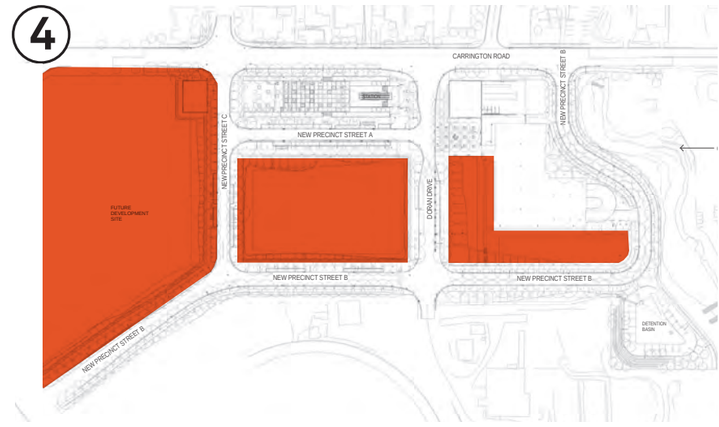


Figure 3.13 SHW_Future Developments. Source: HASSELL.

3.2.2 Design Opportunities

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

1. Cumberland Plain Woodland 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 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 in the streets over the station box and in the Western Plaza.

4. Activation and Connections

Opportunity to create three distinct but interconnected civic public spaces over the station box, including a podium plaza, central transitional terraced plaza with skylights and a shady lawn to the east of the station and two distinct but visually linked plazas to the west of the station, each side of Doran Drive. The use of the public spaces is discussed in further detail in Section 3.2.3.

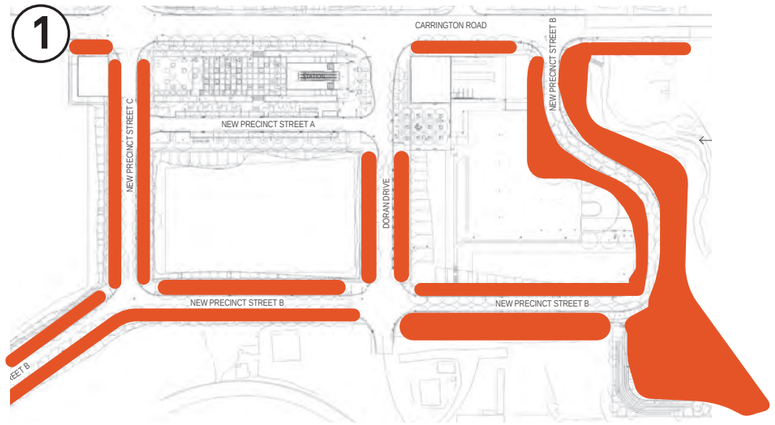


Figure 3.14 SHW_Station Setting. Source: HASSELL.

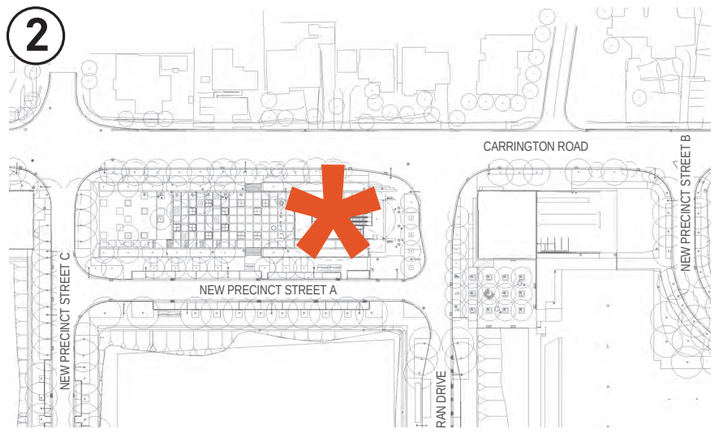


Figure 3.15 SHW_Station Identity. Source: HASSELL.

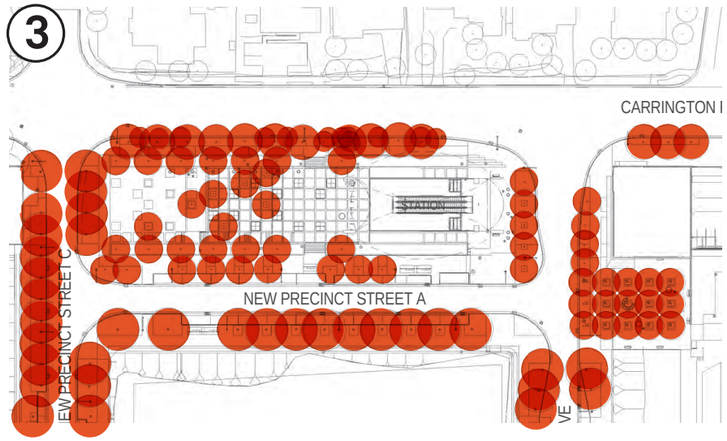


Figure 3.16 SHW_Shady Public Domain. Source: HASSELL.

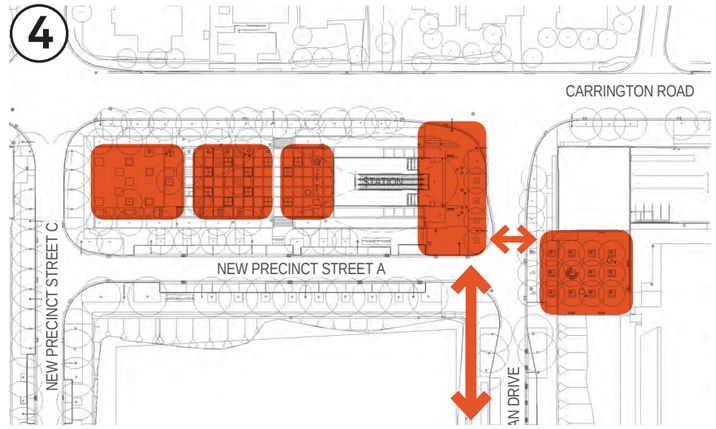


Figure 3.17 SHW_Activation and Connections. Source: HASSELL.

3.2.3 Landscape Site Plan and Precinct Elements

The main Showground Station precinct elements are located on the following plans. Refer Figures 3.18 and 3.19.

Plaza Spaces

Primary Plaza

The Primary Plaza is located to the west of the station entry and is designed to allow unimpeded pedestrian movement in and out of the station. This transitional space will be paved. Trees define the address of the station while also providing an appropriate level of softscape amenity. The language of this space translates directly to the adjacent plaza space, where a formal bosque of trees marks the entry to the car park. The lay out reinforces the pedestrian link to and from the station entry.

The Primary Plaza will incorporate pole top, LED strip and tree up lighting.

Western Plaza

The northern edge of the service building at the country end will be activated by future retail uses and preserve an interface with a secondary plaza space. This plaza will provide space for future retail spill as well as providing seating and meeting points for commuters travelling to and from the station entry. Provision for future retail will be located to activate the primary plaza, with equitable access for future users provided.

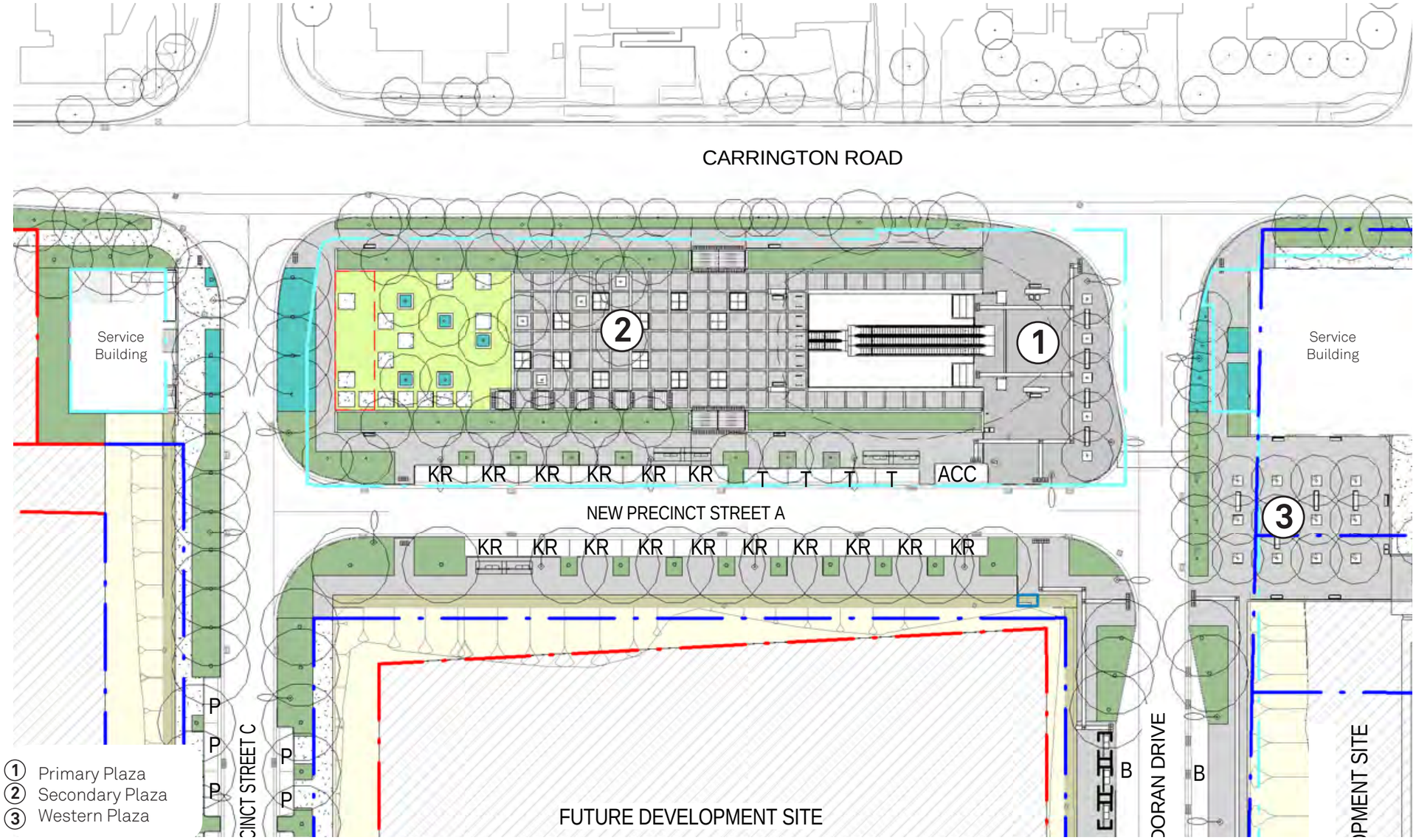


Figure 3.18 SHW_Showground Station Landscape Plaza Plan. Source: HASSELL.

Secondary Plaza

The secondary plaza is a multi-functional space divided into three typologies, a stage an amphitheatre and a garden all positioned to the east of the station entry. Refer to Figure 3.20.

1. Future Retail Zone
The future retail zone interfaces with Precinct Street A and the garden area to the east of the station. It frames an entry into the garden space and further diversifies the program while creating a destination for commuters and future residents of the precinct. The garden design makes provisions for the future retail structure so it can be retrofitted into the space.

2. Garden
The Garden will provide a setting for users to enjoy different activities. The space encourages a diverse program and caters for passive use with ample seating clustered around planting and trees. A turf ground plane and the spatial orientation of elements caters for active use and small run around areas.

3. Amphitheatre
The amphitheatre is indirectly separated from the streetscape to create an immersive landscape setting. Skylights protrude from the ground plane as elements that encourage various interactions, colourful glass creates a feature within a subdued hardscape setting, which is emphasized at night by lighting submersed within the station box.

The terraces are intended to spatially maximise the slope and activate spaces throughout the secondary plaza as the grade transitions from adjacent streets to the station building.

This secondary plaza space is constrained by the station box below. Soil cover for trees can only be achieved where there is enough clearance between the structural slab and the finished landscape level.

The structural beams below dictate the position of the skylight lanterns, and set up a rhythm within the landscape setting to which follow the grid of the structure below. This grid will be subtly accented within the ground plane as a paving type.

Tree set out and planting sits within this grid. Deciduous tree selection will maximise light in winter while being heavily shaded in summer. This will aid in cooling and creating comfortable microclimates.

4. Stage
The stage can be entered from all directions and hosts the function of bike parking positioned to the rear of the canopy. The space is as much about transition and commuter circulation as it is about gathering and bolstering the amphitheatre as a stage setting. Rationalisation of all shelters, bike racks, seats and walls will provide a coordinated and integrated suite of furniture and elements.

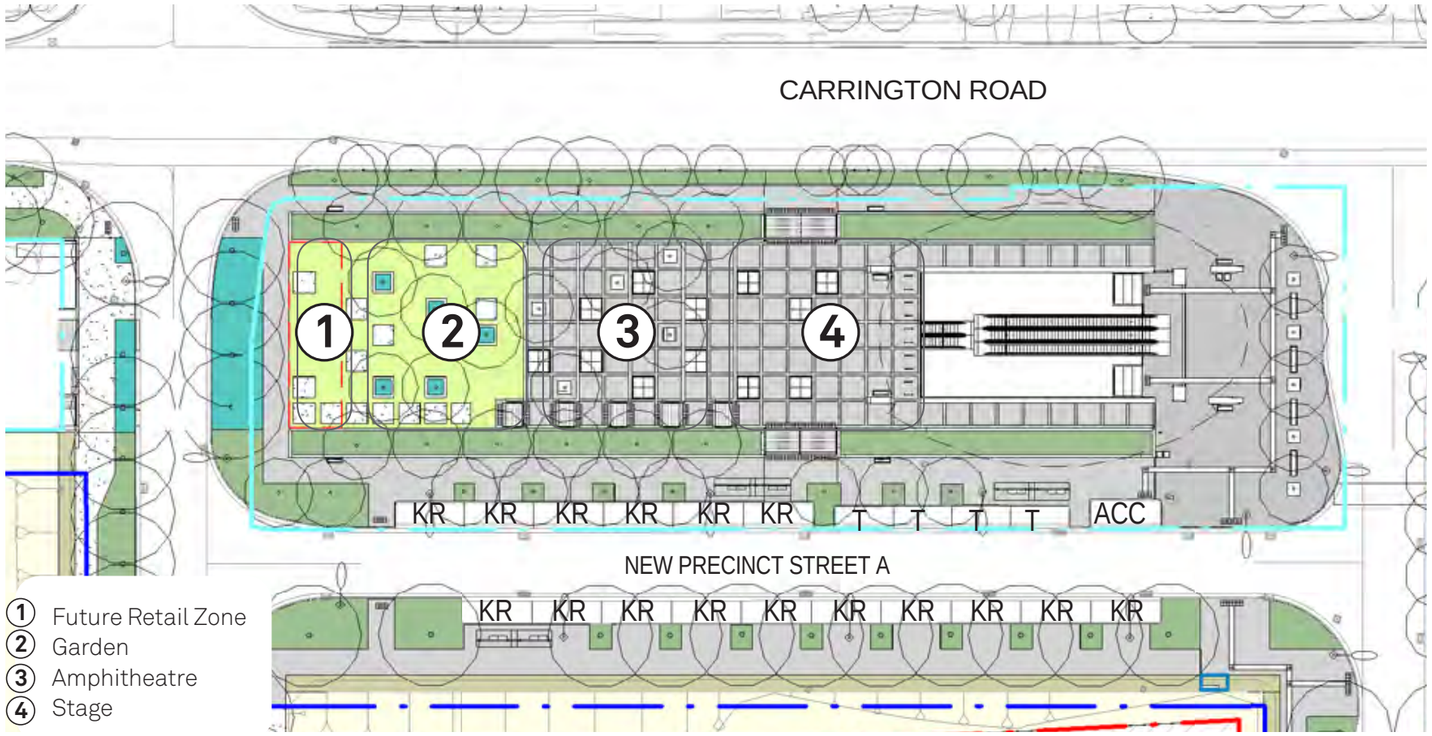


Figure 3.19 SHW_Showground Secondary Plaza. Source: HASSELL.

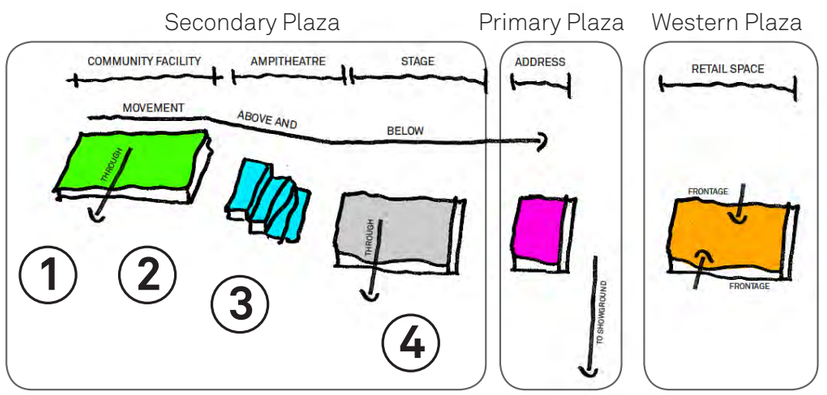


Figure 3.20 SHW_Breakdown of Showground Secondary Plaza. Source: HASSELL.

Precinct Streets

The function of Carrington Road will be maintained as a collector road that connects to adjoining suburbs. The existing streetscape character will be reinforced by retaining the existing large trees and planting additional trees on the existing setback.

Doran Drive will have a bus interchange and pedestrian crossing with a focus on pedestrian amenity and safety. The adjacent future developments will provide activation on both sides of the street with future retail.

Precinct Street A is the main link from the future adjacent development to the Showground Station Precinct. It is imperative there is connectivity strengthened by safe and accessible pedestrian crossings. The increased numbers of pedestrians and vehicles will change the character of the street. Providing shade and amenity is key to its success. The difference in density and tree spacings will visually help achieve a strong street hierarchy.

Street trees and street lighting, where possible, have been designed in a common longitudinal alignment.

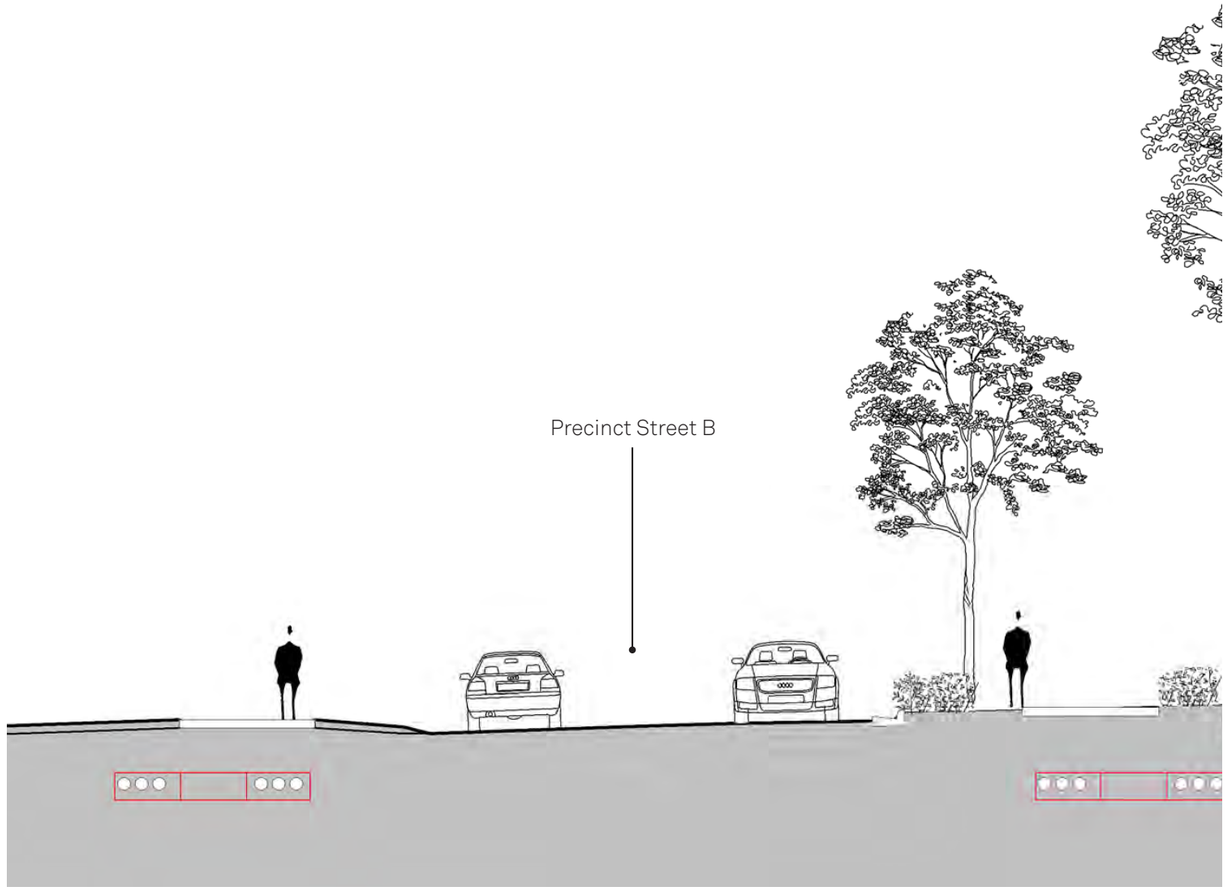


Figure 3.21 SHW_Section of Precinct Street B. Source: HASSELL.

3.2.4 Sustainable Landscape Design

The key sustainable landscape design strategies used at Showground 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
- Cumberland Plain Woodland 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 diverse mix of drought tolerant, native plant species used.
- Detention basin will reuse the run off from the station and is designed to replicate a wetland. It will help strengthen the naturalistic character of the surrounding Cumberland Plain 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 3.22 SHW_Showground 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

The Visual Impact Strategy for Heritage Properties is outlined in Section 2.11 of this report. The strategy identifies and considers the impact of the new precinct upon Castle Hill Showground should be mitiagted.

Recommended Strategies:
To assist with the visual impact mitigation of the precinct upon Castle Hill Showground, the following measures have been adopted.

- Design of the precinct streets to include suitable street trees to provide visual buffer between the new precinct development and the showground.
- The establishment of advanced sized street trees as early as possible in the construction program, to achieve a landscape zone between the closest parts to the showground site and the station.
- Future plans for the showground site should be considered and connections designed to create attractively landscaped entrance avenues and pathways.

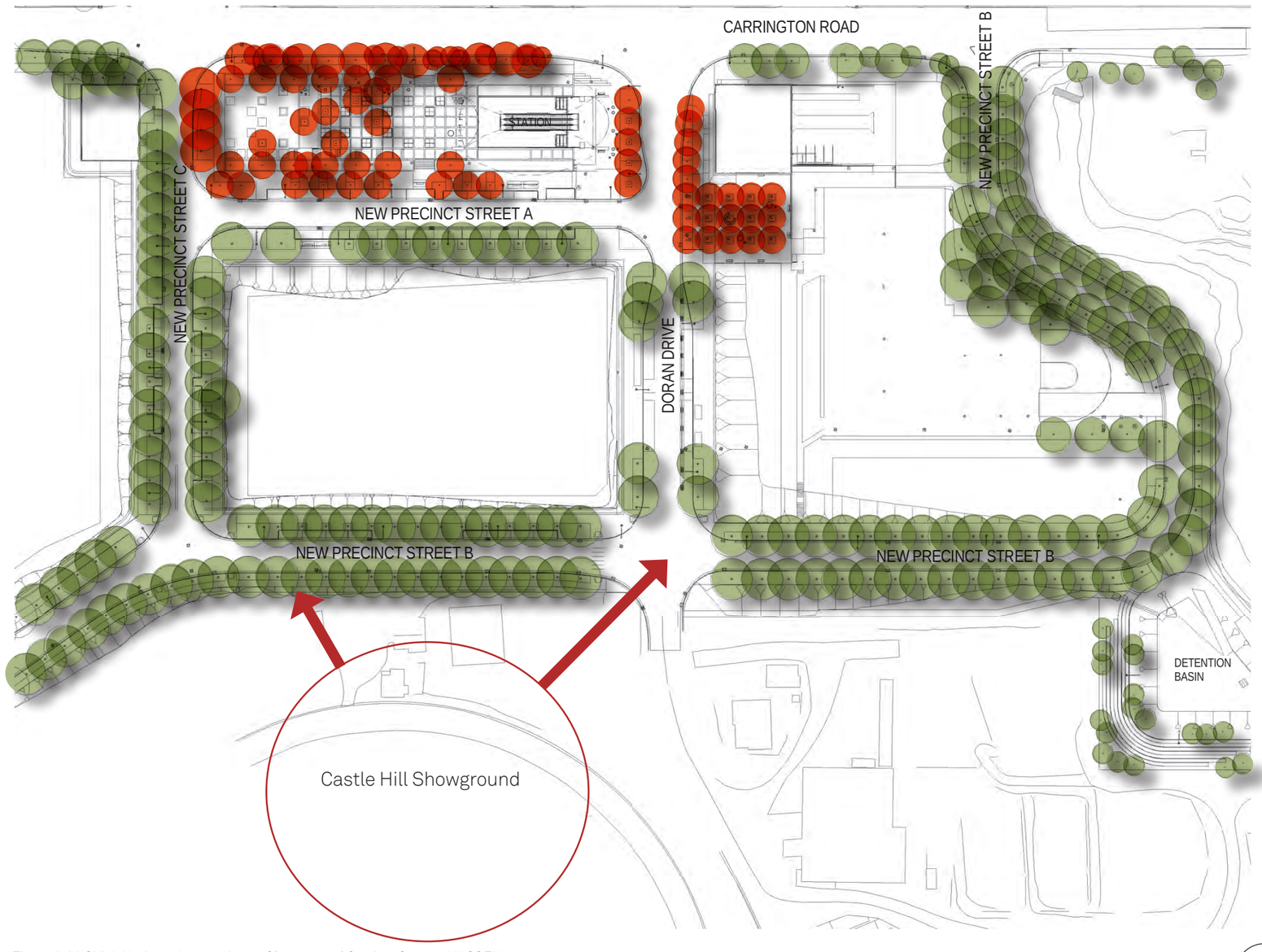


Figure 3.23 SHW_Heritage Interaction at Showground Station. Source: HASSELL.

Public Art

Public art for Showground 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 3.24 shows the layout and organisation of ***Light Line Social Square*** elements at Showground 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)


Sapium sebiferum


Gazania sp.

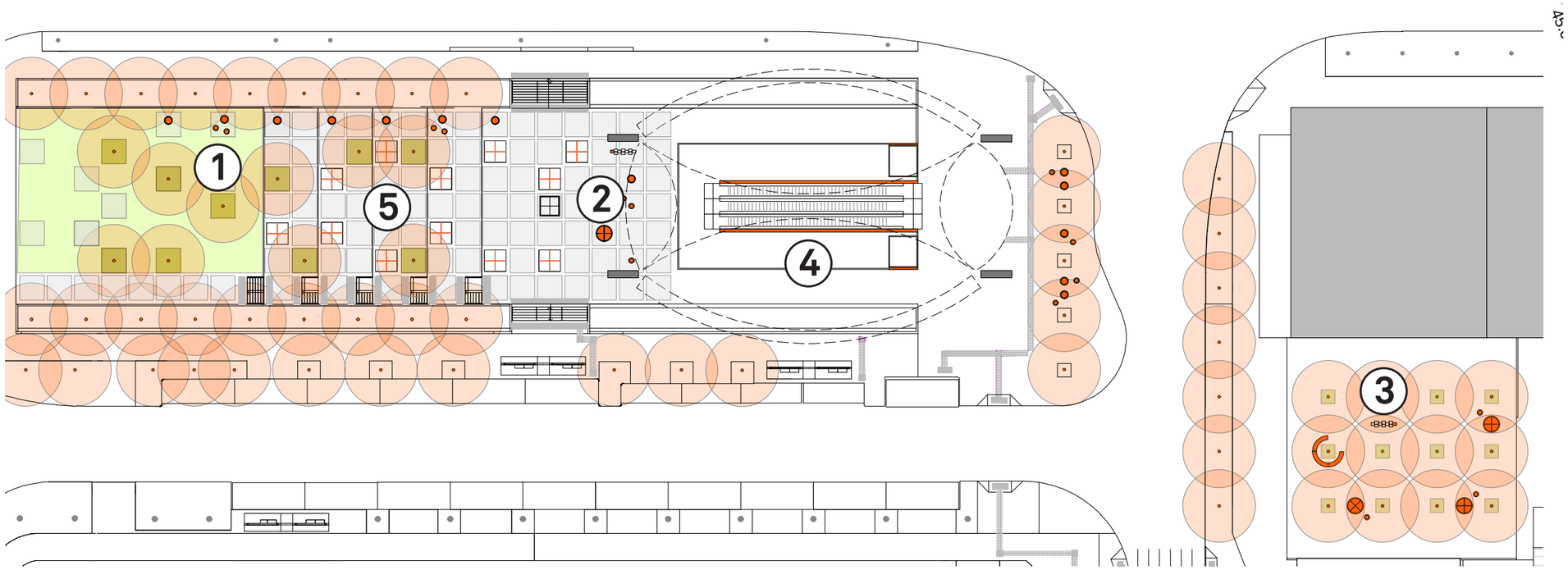


Figure 3.24 SHW_Location of Public Art Elements at Showground Station. Source: MWA with T+C Studio.

3.2.6 Planting Design

Planting design for Showground 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 Minmise, 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.

Plaza Trees

Public Art Trees within the plaza areas define the station entry areas and assist with orientation and location of the station access points from the wider public domain. They provide shade and amenity to the entry, ensuring all sight lines are maintained.

Street Trees

Rows of street trees along Carrington Road and the New Precinct Streets provide linear boulevard experiences with plenty of shade. The trees will create a distinct character.

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

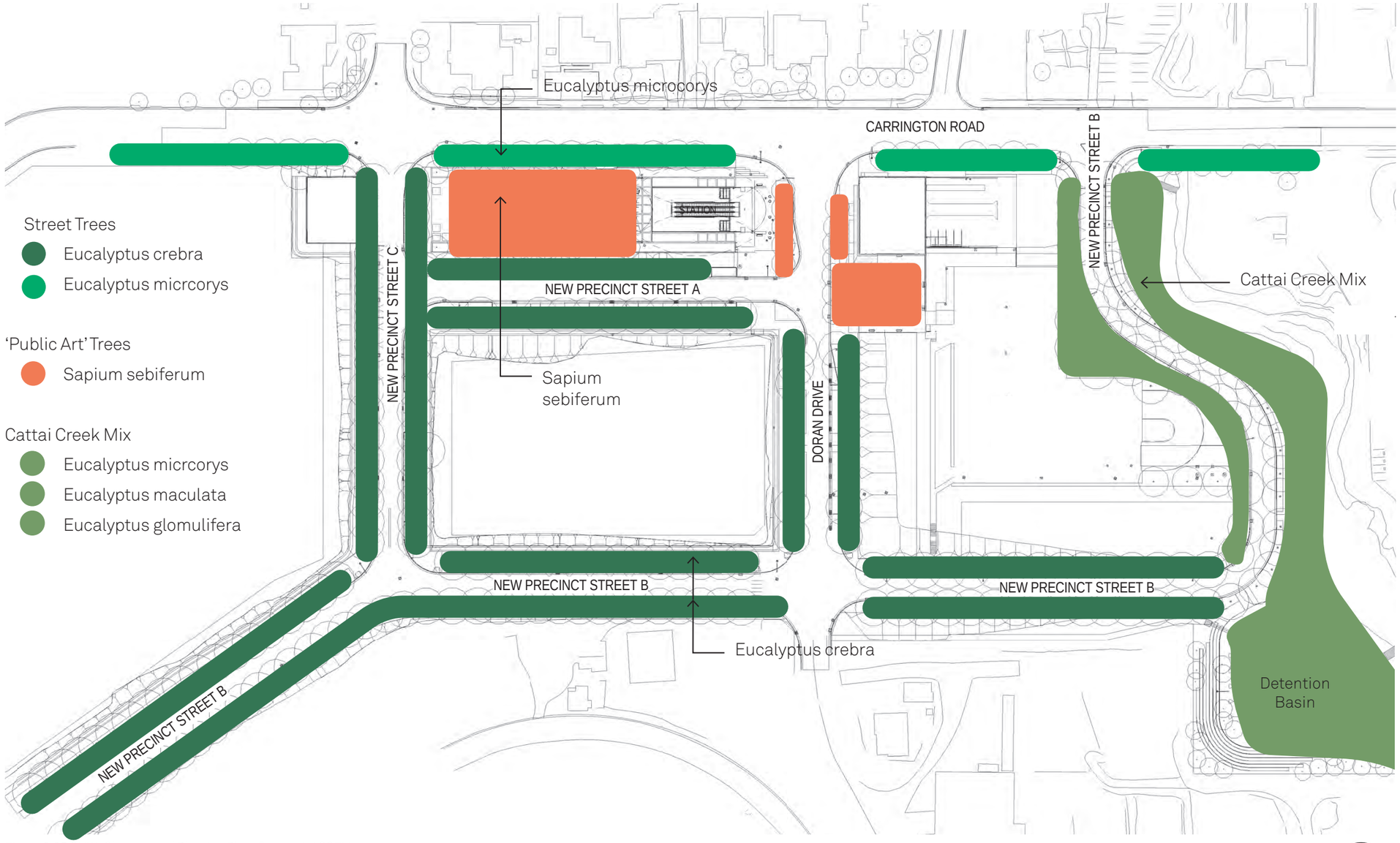


Figure 3.25 SHW_Showground Planting Plan. Source: HASSELL.

3.3 Architectural Design

Showground 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. Showground Station 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 Showground Station include:

- The platform is below ground at the depth below street level of approimately 16.6m
- The Station sits between Carrington Road and New Precinct Street A
- The main station entry sits within an island precinct bound by Doran Drive, Carrington Road and New Precinct Streets A and C
- The station gateline is one level below ground on the concourse level
- The station services are located to both ends of the station over four levels below ground with an above ground service building to the eastern end and three levels below ground and an above ground service building to the western end.

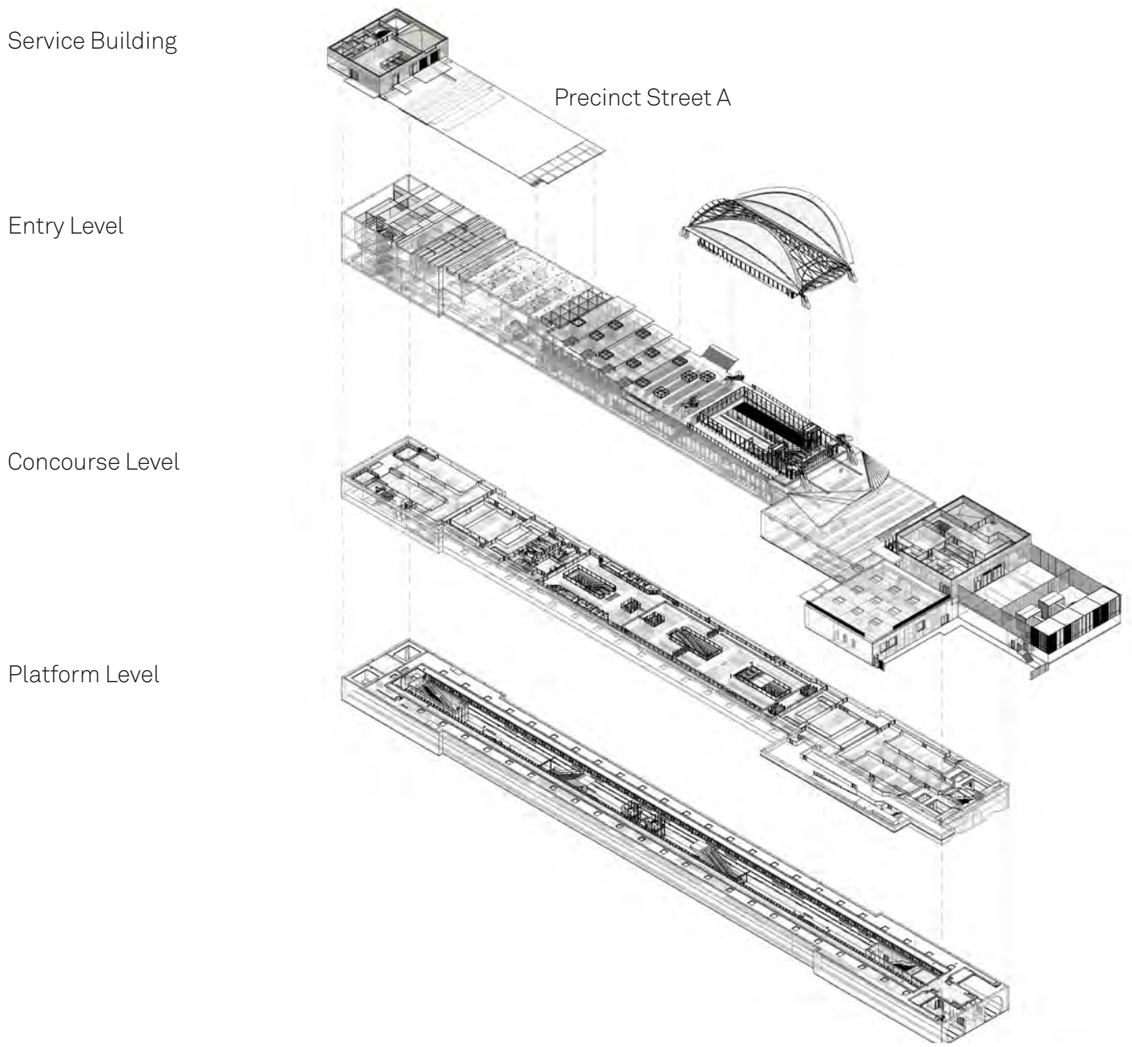


Figure 3.26 SHW_Showground Station Exploded Diagram showing Station Configuration. Source: HASSELL.

3.3.2 Built Elements Design Opportunities

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

1. Terraces

Landscaped terracing to the East to maximise customer connection to the entry. Create a permeable precinct to and around the station to maximise connectivity.

2. Concourse (Underground)

Open concourse and gateline 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. Opportunity to integrate bike storage and future retail facility into the service building.

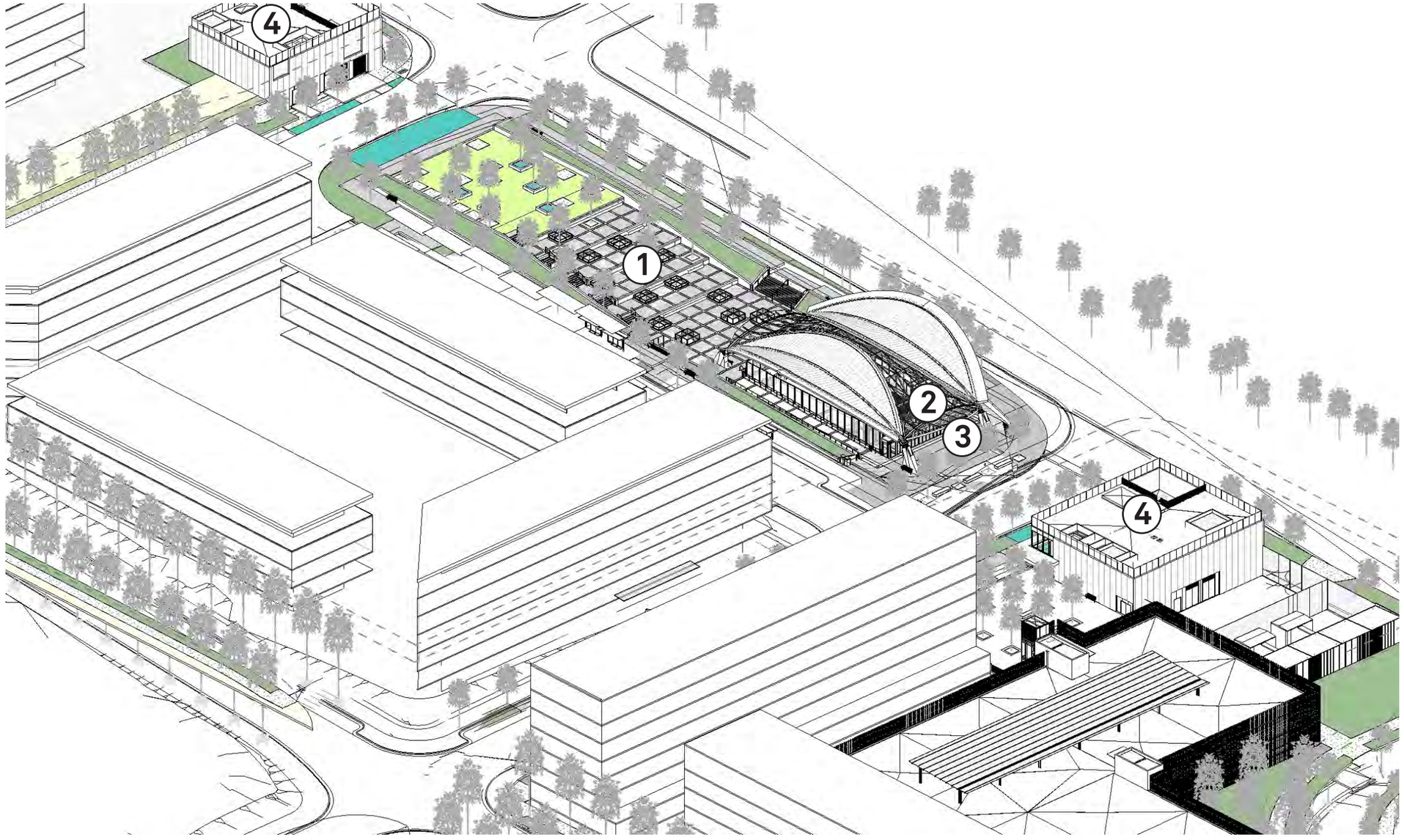


Figure 3.27 SHW_Showground Station Diagram. Source: HASSELL.

3.3.3 Built Elements Design

The design of Showground Station's key built elements are summarised below and illustrated on the adjacent Figure 3.28. Refer Section 4.12 for further detail on the design of these elements.

Station Configuration

Key components of Showground Station include:

- An island platform 16.6m below street level
- A station entry and primary plaza on the western side of the precinct providing access to a single paid concourse below ground
- Vertical transportation consisting of lifts and escalators from concourse to platform
- Entry canopy providing weather protection to the 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 built forms for the emergency egress stairs, services ventilation, future retail, and bike storage at ground level
- Skylight lanterns integrated into the landscape of the precinct over the vertical transport to the platform.

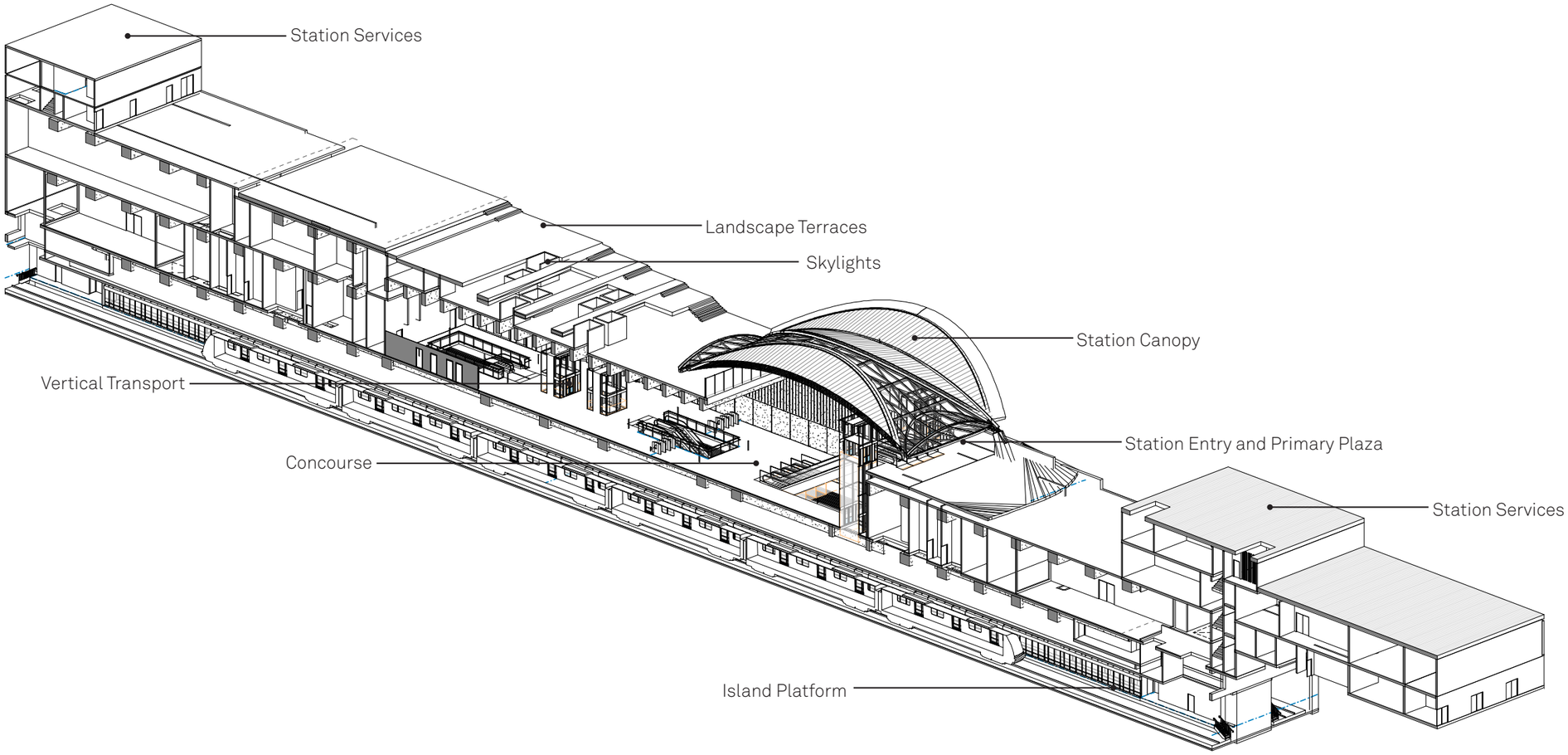


Figure 3.28 SHW_Showground Station Diagram showing Station Configuration. Source: HASSELL.

Skylight Lanterns

The skylights are designed as lanterns that sit within the landscape. The lanterns are placed in a grid above the paid concourse running in a east west direction between the deep precast beams that support the roof deck of the concourse. Refer Figure 3.29.

Refer to Section 4.10 and 4.12.17 for further detail on the design of these elements.

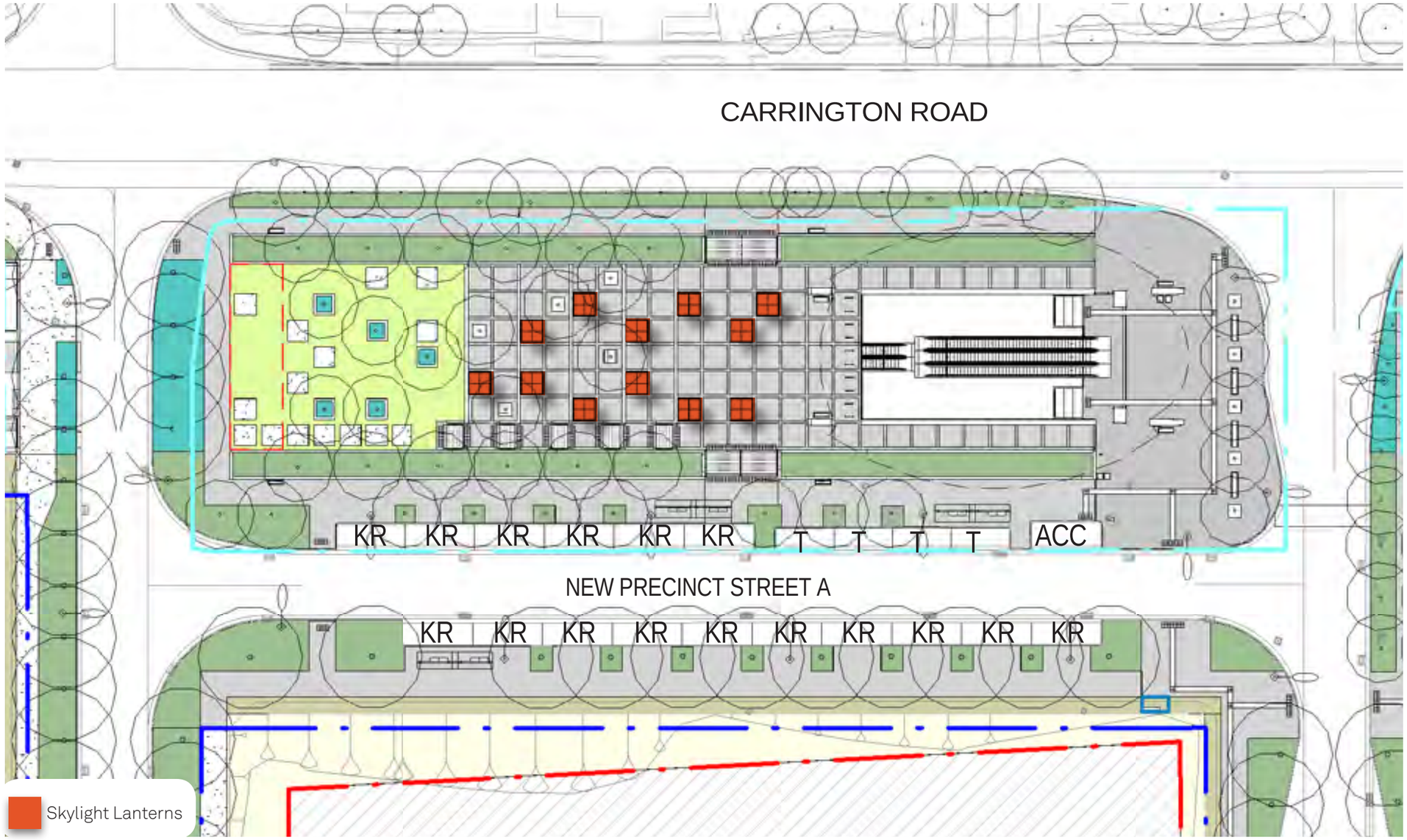


Figure 3.29 SHW_Location of Skylights at Showground Station. Source: HASSELL.

Station Entry

Primary access to the station will be from the primary plaza on the western side of the precinct on the corner of Doran Drive and Carrington Road. The entry configuration has the gateline on the underground concourse level.

The station entry will initally have three escalators and two lifts with provision for a fourth escalator to be installed between concourse to ground levels.

The paid and unpaid concourses are below the entry and covered by the main station canopy and skylights that sit within the landscape. Customer and staff functions essential to the concourse are accessible from the paid concourse. Customer information, ticketing and associated facilities are provided in the unpaid concourse integrated into the perimeter walls.

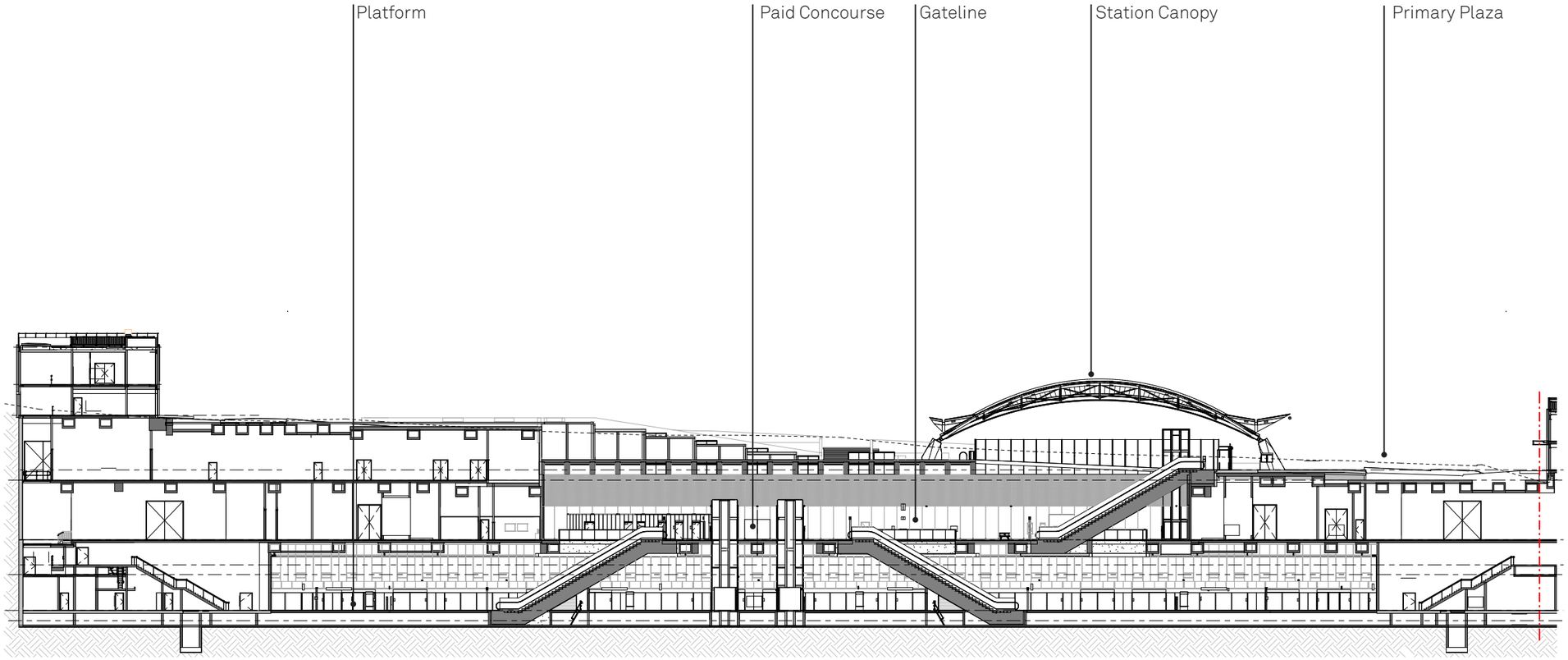


Figure 3.30 SHW_Showground Station Entry. Source: HASSELL.

Service Buildings

There are two above ground service buildings located at each end of the station on the east and to the west (Refer Figure 3.31). The service buildings house essential services that are crucial to the operation of the station as well as bicycle storage facility and future small retail.

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

Refer to Section 4.12.9 for further detail on the design of these elements.

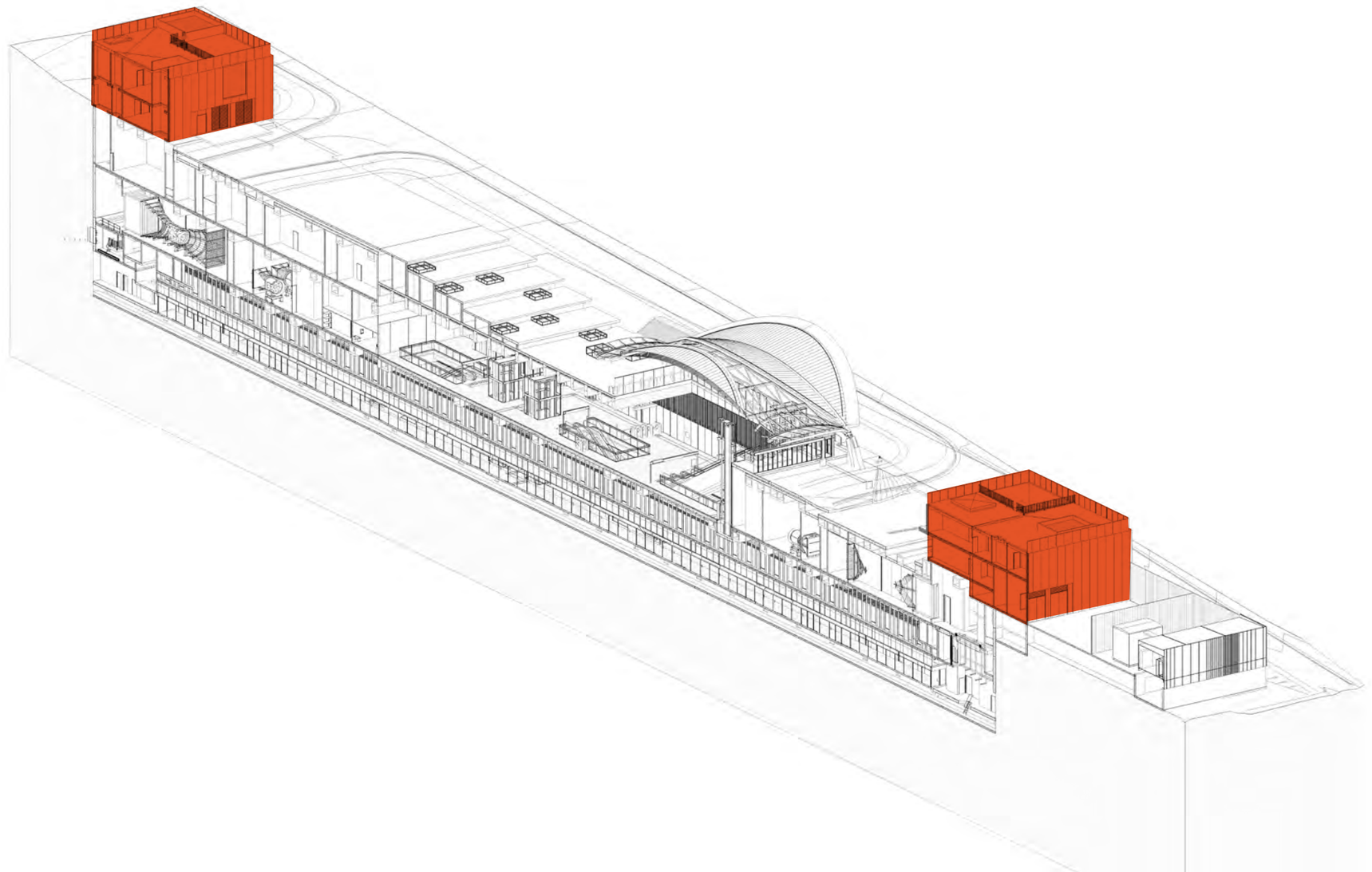


Figure 3.31 SHW_Location of Service Buildings at Showground Station. Source: HASSELL.

Station Accommodation Strategy

The station accommodation has been categorized 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

Predominantly located on the paid concourse at mezzanine level. Retail and bicycle lock up located at ground level.

2. Staff Facilities

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

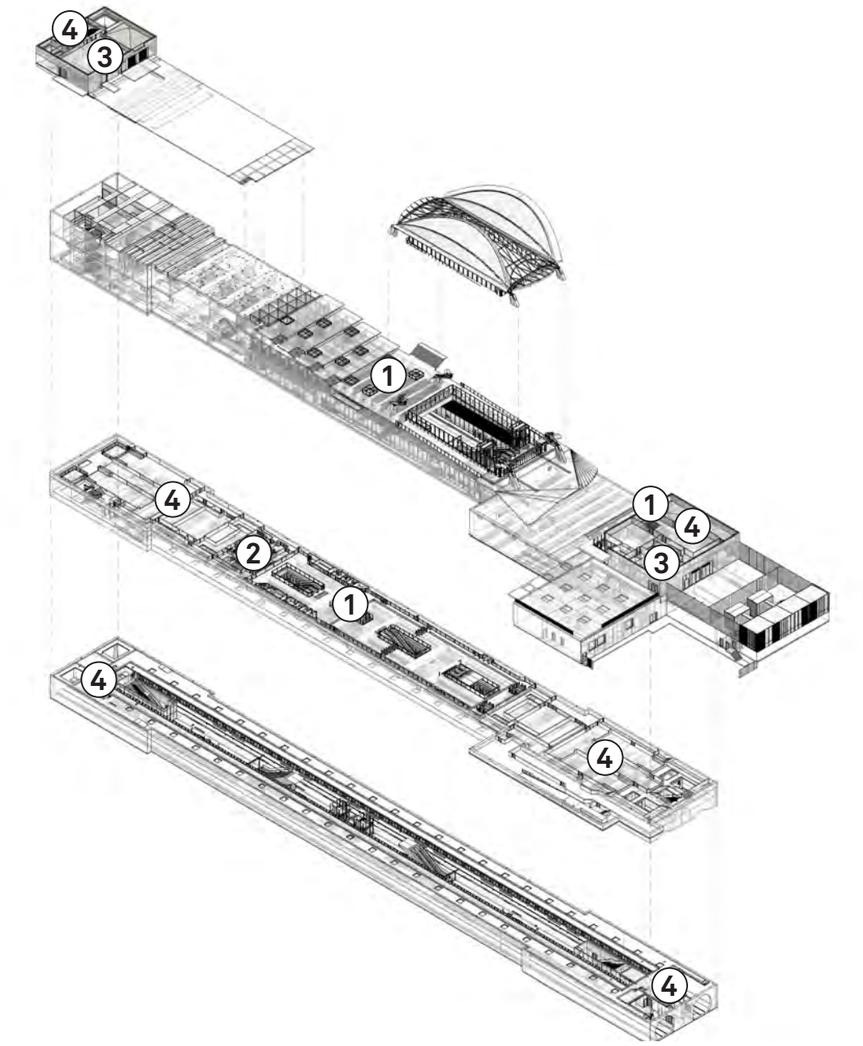
3. Back of House

Maintenance rooms have been located at street level to minimise ventilation equipment.

Due to the deep nature of the station most of the services are below ground. These have been located at each end. A service transfer level below the concourse connects the plant areas at the station ends.

4. Station Service Buildings

The above ground services 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 ground level.



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

Figure 3.32 SHW_Showground 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 provided for potential future retail space located adjacent to the secondary and western plazas.

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 as part of the design development process in future stages.

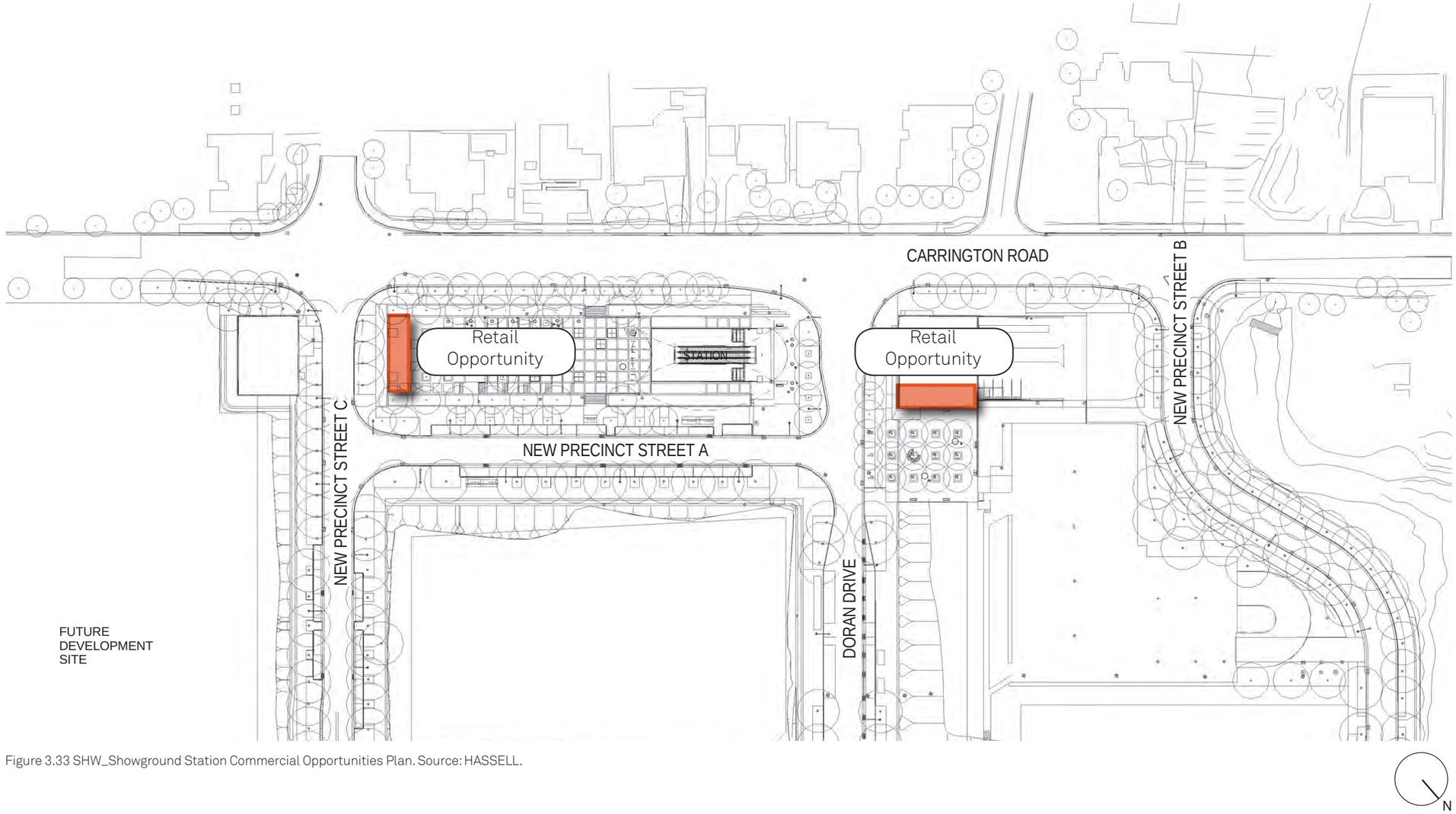


Figure 3.33 SHW_Showground Station Commercial Opportunities Plan. Source: HASSELL.

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 Showground Station precinct, the initial provision is for a 'park and ride' function plus small-scale transport interchange.

Multi Level car parking is provided plus secure bike storage, bus stands and a taxi rank. 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 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.

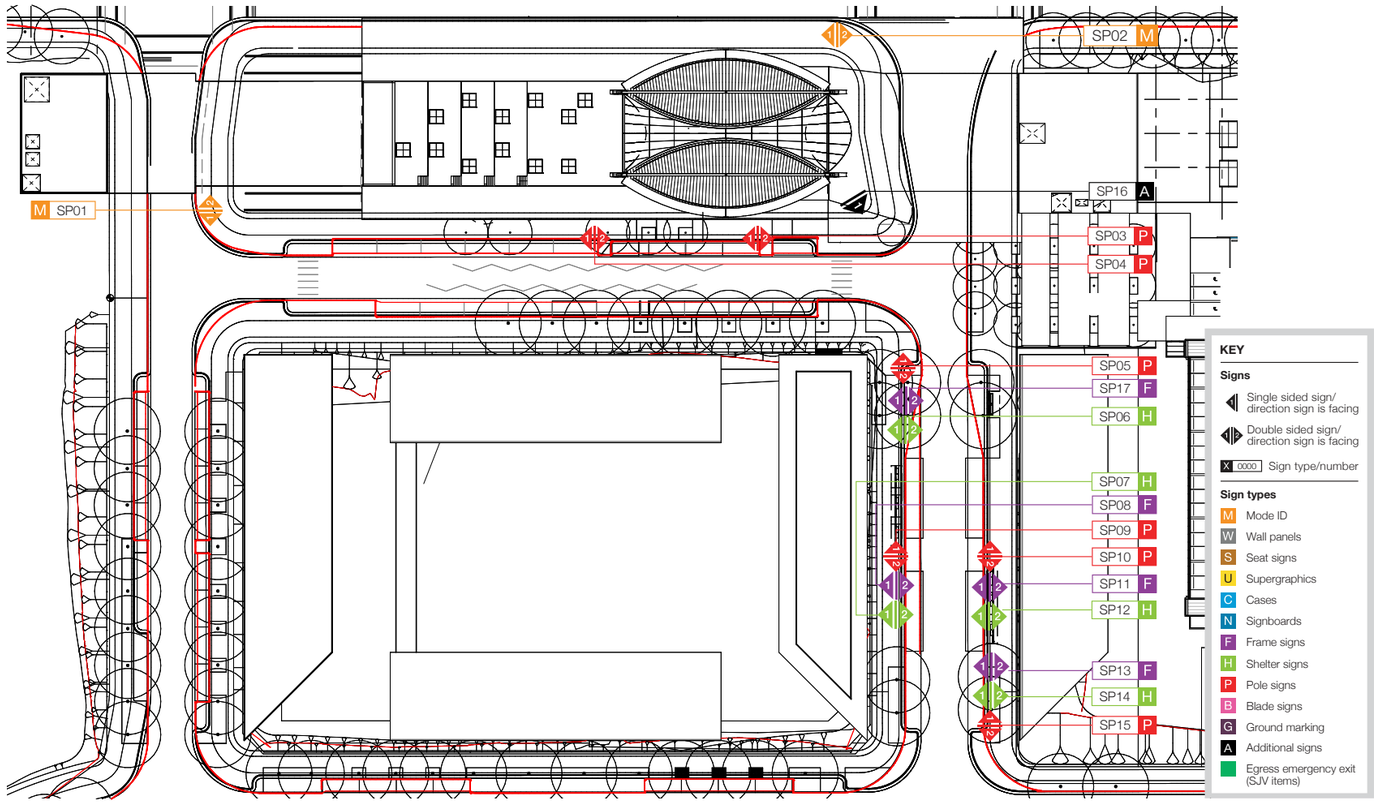


Figure 3.34 SHW_Extract of Precinct Signing in Primary Plaza. Source: Blue Sky.