

METRON T2M
Marrickville
Station Design & Precinct Plan

Sydney Metro Southwest Metro Design Services (SMDS)

19 February 2021

Document: SMCSWSWM-MTM-WMS-UD-REP-111000

A Joint Venture of



Principal sub-consultant



Approval Record

Function	Position	Name	Date
Prepared by	Senior Urban Designer	Ben Coulston	18 February 2021
Technical Checker	Principal Urban Designer	Lynne Hancock	18 February 2021
Reviewed by	T2M Urban Design Lead	Mary Anne McGirr	18 February 2021
Approved by	Director	Ian Armstrong	18 February 2021

Amendment Record

Date	Document Number/s	Revision	Amendment Description	By
26 September 2019	SMCSWSWM-MTM-WMS-UD-REP-111000 SMCSWSWM-MTM-WMS-UD-REP-000375	A A	70% draft	Lynne Hancock with input from UD and LA team
29 April 2020	SMCSWSWM-MTM-WMS-UD-REP-111000 SMCSWSWM-MTM-WMS-UD-REP-000375	B B	100% Draft	Ben Coulston with input from UD and LA team
16 June 2020	SMCSWSWM-MTM-WMS-UD-REP-111000 SMCSWSWM-MTM-WMS-UD-REP-000375	C C	100% Draft	Ben Coulston with input from UD and LA team
19 February 2021	SMCSWSWM-MTM-WMS-UD-REP-111000 SMCSWSWM-MTM-WMS-UD-REP-000375	D D	100% Final	Ben Coulston with input from UD and LA team

Contents

1.0 Introduction	1	4.0 Design	35	5.0 Transport and access	59
1.1 Project description	1	4.1 Project design	35	5.1 Transport and access design measures	59
1.2 Purpose and scope	3	4.2 Station precinct design	36	5.2 Integration with the Walking and Cycling Strategy	60
1.3 Strategic context	6	4.3 Station precinct plan	38	6.0 Consultation	63
1.4 Approval requirements	6	4.4 Station precinct scope	42	6.1 Inner West Council	63
2.0 Design principles	11	4.5 Heritage	44	6.2 Community consultation	64
2.1 Corridor character	11	4.6 Concourse	45	6.3 Design Review Panel	64
2.2 Urban design vision	13	4.7 Platforms	46	7.0 Appendices	67
2.3 Urban design objectives and principles	14	4.8 Lifts and stairs	46	7.1 Appendix A: Community feedback & project response	68
3.0 Context and form	19	4.9 Connectivity and access	47	7.2 Appendix B: Inner West Council submission & project response	73
3.1 Historical context	19	4.10 Public domain	48		
3.2 Strategic context	20	4.11 Landscape design	49		
3.3 Built, natural and community context	21	4.12 Hardscape elements	53		
3.4 Issues and opportunities	30	4.13 Public art	55		
3.5 Design response	32	4.14 Metro-wide design	56		
		4.15 Services building	57		

THIS PAGE DELIBERATELY BLANK

Figures

Figure 1.1	Sydney Metro route map.....	2	Figure 4.5	Section B Marrickville - Detailed section of the shared path	40	Figure 4.22	Shared pathway where low walls are required to allow overland flow through vegetation	49
Figure 1.2	Sydney Metro Southwest stations.....	4	Figure 4.6	Section C Marrickville - Detailed section of the shared path	41	Figure 4.23	Typical retaining wall	49
Figure 1.3	Marrickville station precinct.....	5	Figure 4.7	Station Precinct Scope	43	Figure 4.24	Typical planting details	51
Figure 2.1	The corridor in context	12	Figure 4.8	Platform 1 building: Reconfiguration plan	44	Figure 4.25	Typical paving and garden edge details	51
Figure 3.1	Urban spatial qualities	23	Figure 4.9	Platform 1 building: Proposed plan	44	Figure 4.26	Typical paving and garden edge details	52
Figure 3.2	Precinct built form and heritage	25	Figure 4.11	Platform 2 building: Proposed plan	44	Figure 4.27	Typical Type 1 vertical protection screens	54
Figure 3.3	Topography – Marrickville station precinct	26	Figure 4.12	Existing heritage interpretation panels.....	45	Figure 4.28	Example of glazed artwork screens at Canberra Lightrail. Art by Hannah Quinlivan	55
Figure 3.4	Precinct landscape, topography and views.....	27	Figure 4.13	Existing heritage interpretation outside the station entry.....	45	Figure 4.29	Identified public art location at Marrickville Station	55
Figure 3.5	Precinct access and connectivity	29	Figure 4.14	Current Illawarra Road station entry.....	45	Figure 4.30	Precinct wayfinding strategy – flow and zone plan.....	56
Figure 3.6	Marrickville Festival.....	30	Figure 4.15	Concourse building (viewed from Station Street).....	45	Figure 4.31	Service building site plan - Marrickville Station	57
Figure 3.7	Issues and opportunities.....	31	Figure 4.16	Station platform - indicative view.....	46	Figure 4.32	Service building plan - Marrickville Station	57
Figure 3.8	Safeguarding the future.....	33	Figure 4.18	Platform edge regrading: detail section.....	46	Figure 5.1	Marrickville Walking and Cycling Strategy proposed pedestrian infrastructure upgrades.....	60
Figure 4.1	Recently upgraded Station Street entry	37	Figure 4.17	Lifts and stairs	46	Figure 5.2	Marrickville Walking and Cycling Strategy proposed cycling infrastructure upgrades.....	60
Figure 4.2	Marrickville station precinct plan.....	38	Figure 4.19	Station interchange connectivity and access.....	47			
Figure 4.3	Marrickville station precinct plan: the shared path.....	39	Figure 4.20	Illawarra Road station entry, upgraded in 2016.....	48			
Figure 4.4	Section A Marrickville - Detailed section of the shared path	40	Figure 4.21	Typical existing condition of shared pathway	48			



1. Introduction



1.0 Introduction

1.1 Project description

1.1.1 Overview

Sydney Metro is Australia's biggest public transport project. In 2024, Sydney will have 31 metro railway stations and a 66km standalone metro railway system, revolutionising the way Australia's biggest city travels. Sydney's first metro line, the Metro North West, opened on 26 May 2019. Services at the 13 metro stations operate every four minutes in the peak in each direction on Australia's first driverless railway.

1.1.2 Sydney Metro Network

There are four core components:

Sydney Metro Northwest

This project is now complete and passenger services commenced in May 2019 between Tallawong Station in Rouse Hill and Chatswood, with a metro train every four minutes in the peak. The project was delivered on time and \$1 billion under budget.

Sydney Metro City & Southwest

Sydney Metro City & Southwest project includes a new 30km metro line extending metro rail from the end of Metro Northwest at Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the ultimate capacity to run a metro train every two minutes each way through the centre of Sydney.

Sydney Metro City & Southwest will deliver new metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new underground metro platforms at Central Station. In addition it will upgrade and convert all 11 stations between Sydenham and Bankstown to metro standards.

In 2024, customers will benefit from a new fully-air conditioned Sydney Metro train every four minutes in the peak in each direction with lifts, level platforms and platform screen doors for safety, accessibility and increased security.

Sydney Metro West

Sydney Metro West is a new underground railway connecting Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between these two areas, linking new communities to rail services and supporting employment growth and housing supply between the two CBDs.

Sydney Metro West stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and the Sydney CBD. Further planning is underway to determine the locations of the Pyrmont and Sydney CBD stations.

Greater Western Sydney

Metro rail will also service Greater Western Sydney and the new Western Sydney International (Nancy Bird Walton) Airport. The new railway line will become the transport spine for the Western Parkland City's growth for generations to come, connecting communities and travellers with the rest of Sydney's public transport system with a fast, safe and easy metro service. The Australian and NSW governments are partners in the delivery of this new railway.

Additional information can be obtained from the Sydney Metro website at www.sydneymetro.info.

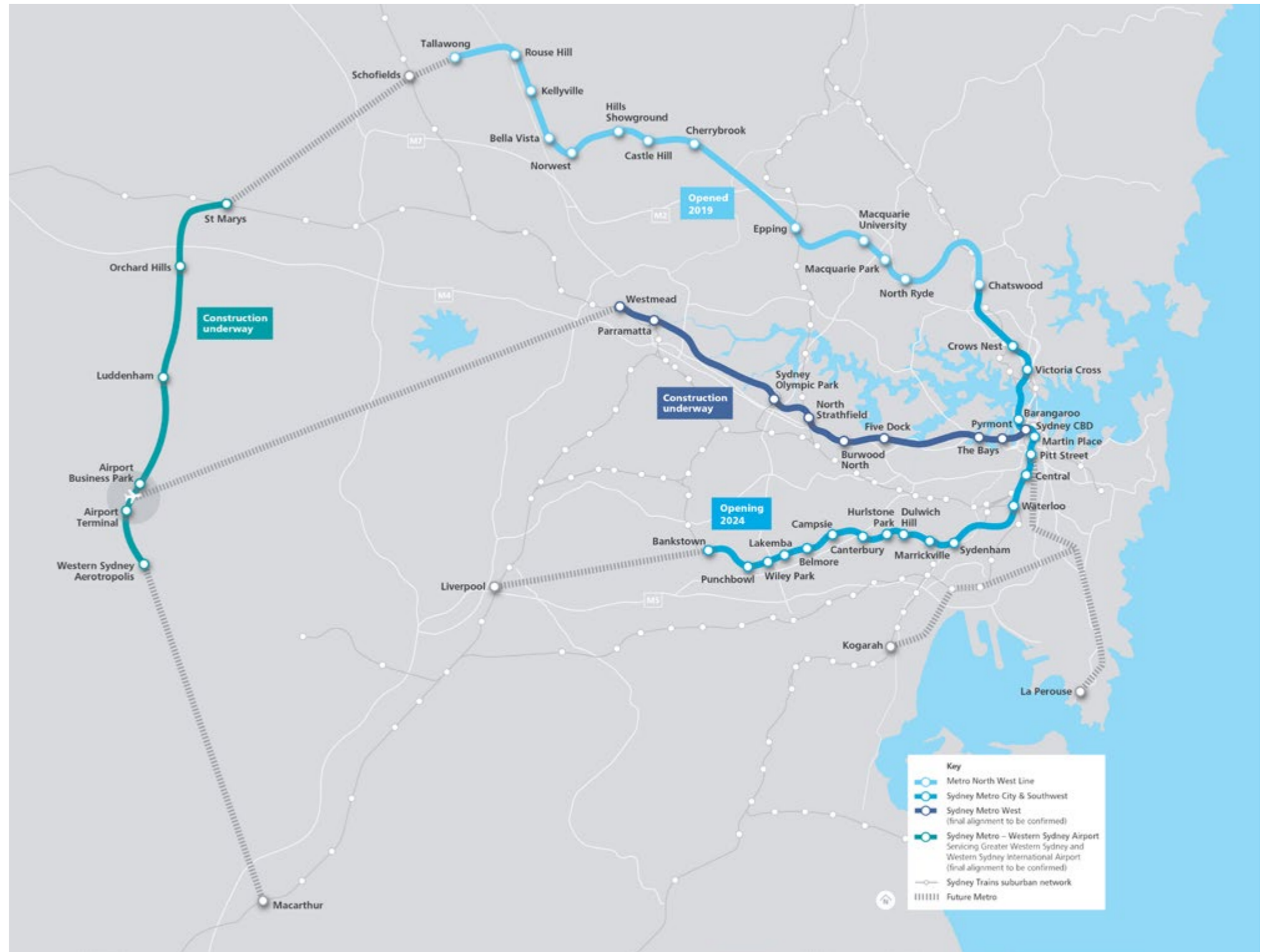


Figure 1.1 Sydney Metro route map

1.2 Purpose and scope

1.2.1 Purpose of the Station Design and Precinct Plans

This report is the Station Design and Precinct Plan (SDPP) for the Southwest Metro upgrade of Marrickville Station. Preparation of the SDPP is a requirement of Condition E56 of the Sydenham to Bankstown Planning Approval SSI 8256, under Section 5.19 of the Environmental Planning and Assessment Act 1979.

The purpose of the SDPP under the Planning Approval is twofold: to inform the final design of the Critical State Significant Infrastructure (CSSI); and to demonstrate that the design gives effect to the commitments made in the Environmental Impact Statement (as modified by the Submissions and Preferred Infrastructure Report, and the Submissions Report).

This SDPP illustrates and describes the urban, landscape and architectural design for the Project. It is not a substitute for the Detailed Design documentation, but a supplementary report that shows how the permanent works, as a whole, are integrated with the surrounding Precinct context.

This is one of ten SDPPs prepared for:

- Marrickville Station
- Dulwich Hill Station
- Hurlstone Park Station
- Canterbury Station
- Campsie Station
- Belmore Station
- Lakemba Station
- Wiley Park Station
- Punchbowl Station
- Bankstown Station.

1.2.2 Project design objectives

This SDPP references and supports the Southwest Metro design objectives, which are:

- i) designing the base station infrastructure to support the Sydney Metro City & Southwest service from Marrickville to Bankstown.
- ii) providing an easy customer experience:
 - a) customer experience and needs are the starting point for all aspects of planning and design;
 - b) spaces, products, services and systems reflect customer needs, motivations and behaviour and meet the needs of all customers and journey types;
 - c) the stations, must be intuitive with simple, uncluttered spaces that ensure a safe experience for a diverse range of customers; and
- iii) providing a fully integrated transport system design that:
 - a) achieves clear and legible connections and integration of existing transport modes and services;
 - b) improves the accessibility and connectivity between transport modes within and across the Station Precincts;
 - c) provides equitable and universal accessibility within each station;
 - d) is a social and cultural asset; and
 - e) supports Sydney Metro City & Southwest operations.
- iv) being responsive to distinct local character of existing contexts and communities; and
- v) designing an enduring and sustainable legacy for Sydney where heritage is integral to the identity of the places.

1.2.3 Scope of the Station Design and Precinct Plan

This SDPP presents integrated urban, landscape and architectural design outcomes for the Project works, being:

Scope of station work

- Refurbish selected rooms in Platform 1 and 2 buildings and reuse both buildings.
- Refurbish concourse building including repainting and upgrade to current wayfinding and signage requirements
- Platform re-levelling, installation of mechanical gap fillers to remove the gap between train and platform, edge screens and platform screen doors
- Installation of new Combined Services Route (CSR) cable route in the rail corridor including track under bores and cable bridge structure.

Scope of precinct works

- Widen existing pedestrian path from Station Street to Charlotte Street for pedestrian and cycling connectivity. Provide smart poles and adjust new security fence
- Install new vertical protection / anti throw screens to Illawarra Road Bridge
- Remove all hoop top fencing
- Site levelling, draining and retaining walls for station service building zone and security fence
- New metro services building.

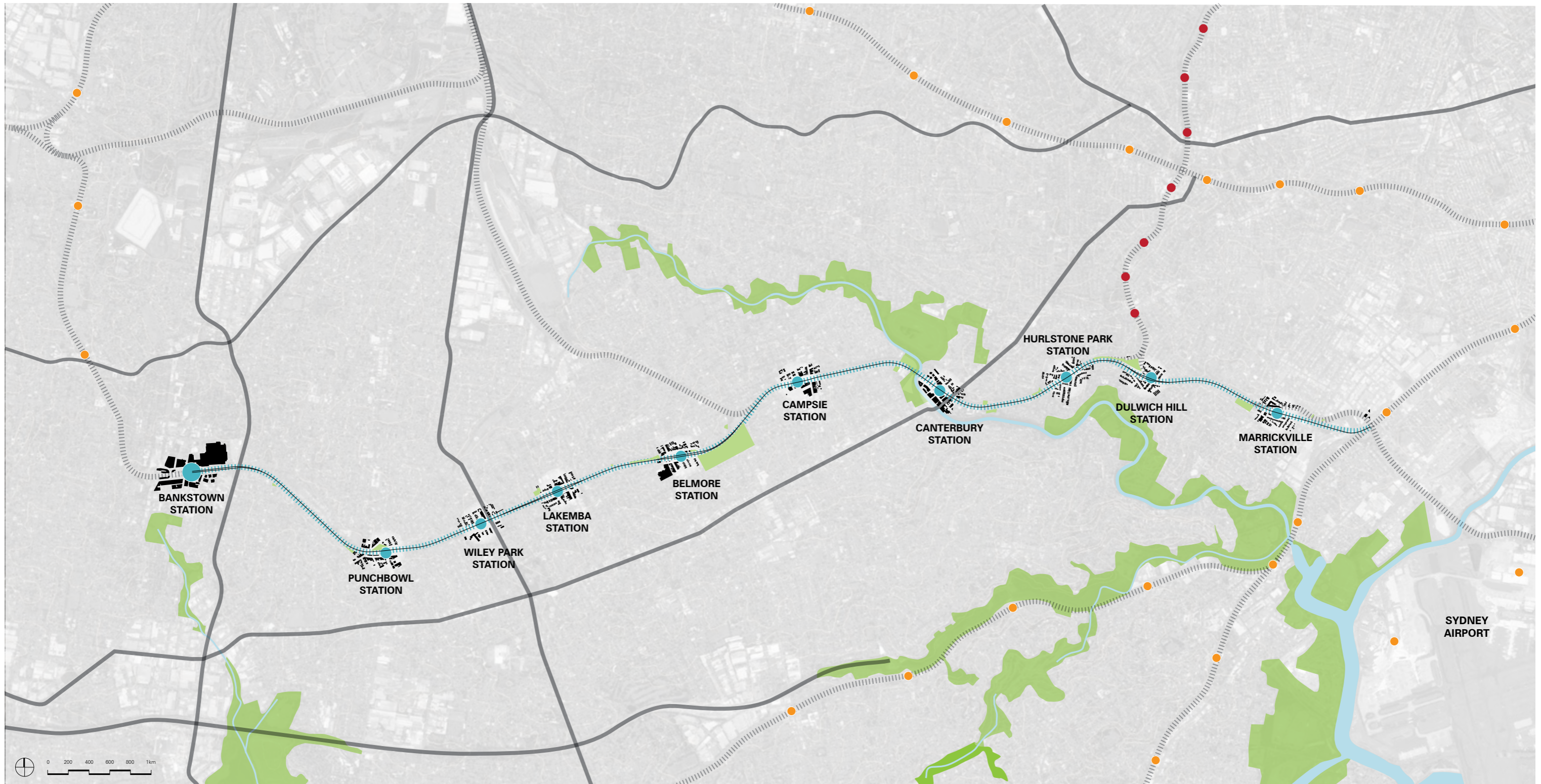


Figure 1.2 Sydney Metro Southwest stations

1.2.4 Marrickville Station Precinct

Marrickville is 7km south-west of the Sydney CBD and is the Inner West Council’s largest suburb. It is bounded by Stanmore and Petersham to the north, Enmore and Newtown to the east, Sydenham and Tempe to the south, and Dulwich Hill and Hurlstone Park to the west.

The study area for this SDPP is the Marrickville station precinct, defined in Condition E57 as “an area within 200 metres radius of a station, or beyond for the purposes of connecting pedestrian and cycle paths from stations to existing or planned future pedestrian and cycle paths”. Parts of Marrickville are in transition to higher-density mixed use development, including within the precinct. The precinct includes part of Illawarra Road which extends the town centre from Marrickville Road towards the south. The primary station entry is on Illawarra Road, from the rail overbridge. Within the precinct are traditional strip retail and shop-top housing, 6-7 storey apartment buildings, single detached houses within consistent residential streetscapes, and McNeilly Park. The southern station entry also supports an east-west cycle link connecting to the Cooks River, beyond the precinct.

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

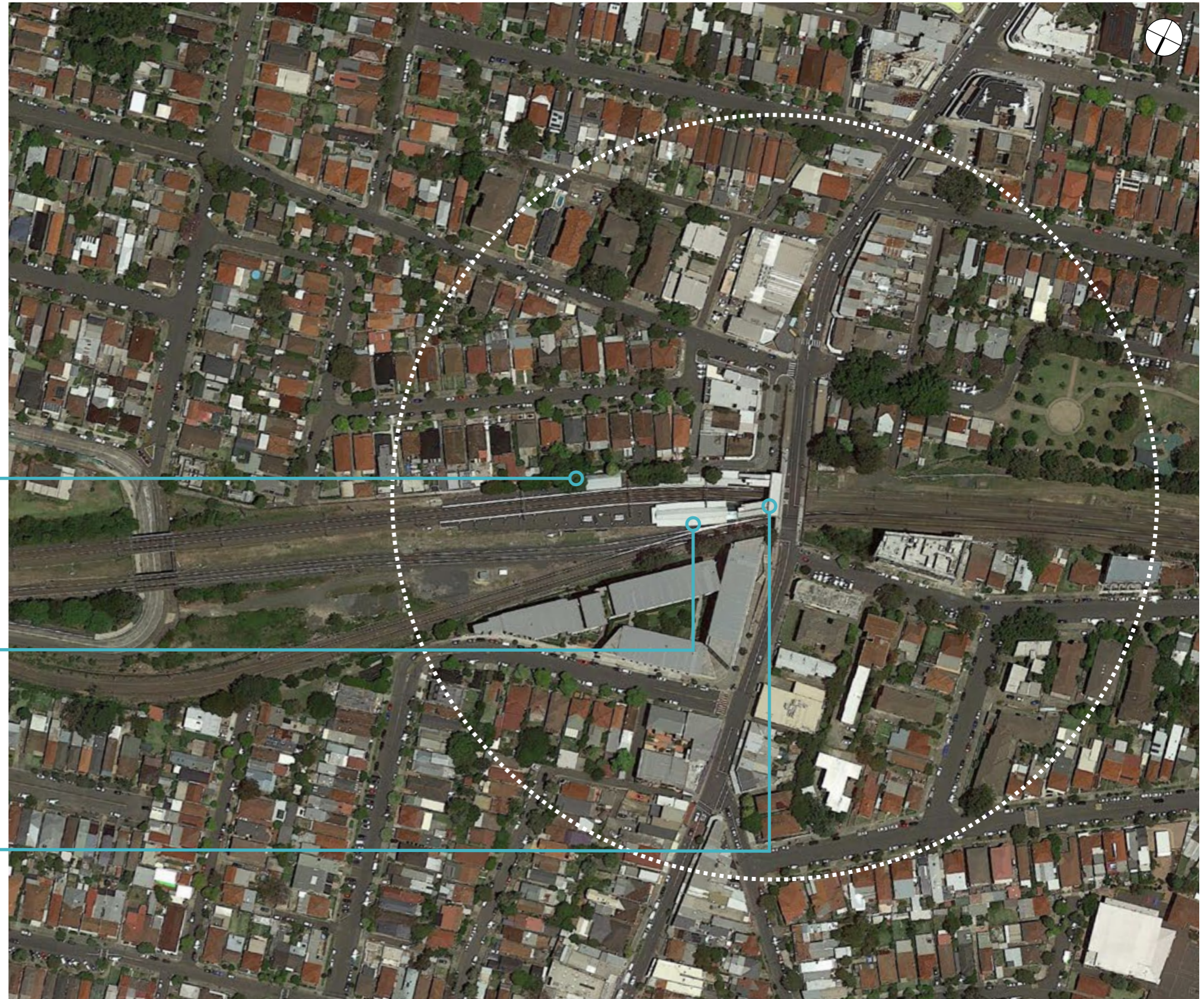


Figure 1.3 Marrickville station precinct

1.3 Strategic context

1.3.1 Background documents

Policies and plans that set the broad strategic direction for the region are:

- *Greater Sydney Region Plan* (Greater Sydney Commission), 2018
- *Eastern District Plan* (GSC), 2018

The suite of Government Architect NSW (GANSW) documents that promotes design excellence through place outcomes as well as stronger design-led and integrative processes is:

- *Better Placed*, 2017
- *Good Urban Design*, 2018, draft
- *Greener Places*, 2017, draft
- *Sydney Green Grid – Central District*, 2017.

1.3.2 Foundation documents (Project-wide)

Relevant plans, policies and guidelines that frame the Project’s urban and landscape design for all Station Precincts are:

- *Sydenham to Bankstown Submissions and Preferred Infrastructure Report (SPIR)*
- *Environmental Impact Statement* (EIS), 2017. The EIS contains appendices that describe the context, existing conditions and urban interfaces of each station, and whose analysis and urban design principles have informed the development of the design as illustrated in this SDPP:
 - » *Sydenham to Bankstown Design Guidelines* (Volume 1C, Appendix C)
 - » *Sydney Metro Southwest Urban Design and Place Making Paper* (Volume 1C, Appendix H).
- *Sydney Metro City & Southwest: Sydenham to Bankstown Line - Heritage Interpretation Strategy* (Artefact), 2020
- *Walking and Cycling Strategy - Sydenham to Bankstown* (TfNSW), 2019, draft
- *SDPP for Sydenham Station and Pit* (approved 11 June 2019). The SDPP for Sydenham Station and Pit is relevant for continuity, as it adjoins this project. The following urban and landscape outcomes were considered and have influenced the design:
 - » adaptive re-use of heritage buildings (refer Section 4.5)
 - » generous, open plazas (refer Section 4.6); simple profile to canopies (refer Section 4.5.2)
 - » open and transparent station environment (refer Section 4.6)
 - » materials palette that, while not duplicating NorthWest and Sydenham outcomes, responds to them and to the Council’s requirements for the specific precinct (refer Section 4.12.3).

- *Around the Tracks: urban design for heavy and light rail* (TfNSW), 2016. This is a part of a wider suite of guidelines for the design of rail infrastructure and the precincts around them. It is a high-level document with a series of key urban design objectives and principles to drive integrated outcomes. All eight principles are relevant to, and have been reflected in the design principles and design response for this project:
 - » Draw on a comprehensive site and context analysis to inform the design direction
 - » Provide value-for-money design solutions that achieve high-quality low maintenance architectural and urban design outcomes that have longevity
 - » Provide connectivity and permeability for pedestrians
 - » Integrate the project with the surrounding area
 - » Maximise the amenity of the public domain
 - » Protect and enhance heritage features and significant trees
 - » Maximise positive view opportunities
 - » Design an efficient and functional transport solution which enhances and contributes to local amenity and prosperity.

1.3.3 Historical (non-statutory) documents

Prior to the current project, a number of urban design and related documents were produced including urban and landscape design direction relevant to the Sydenham to Bankstown corridor and its context. While not prescriptive, they provided a helpful layer of information for the urban design approach. Key documents reviewed were:

- *Chatswood to Sydenham Design Guidelines*, 2017
- *Sydney Metro Northwest urban design and corridor landscape plan*, 2016
- *Sydney Metro Northwest pedestrian-cycle network & facilities strategy*, 2015
- ‘Fine Grain Public Domain and Station Integration Studies’ and Station Precinct Plans (2016) that informed the *Sydenham to Bankstown Urban Renewal Corridor Strategy* (NSW DPE), revised 2017.

1.3.4 Council plans and initiatives

Section 3.2 below describes the following master plans and guidelines in more detail, including where and how the Project interfaces with them:

- *Our Inner West – Local Housing Strategy*, 2020
- *Our Inner West – Local Strategic Planning Statement*, 2020
- *Marrickville Town Centre Public Domain Master Plan*, June 2018 (draft)
- *Marrickville Public Domain Design Guide*, adopted October 2016
- *Marrickville Street Tree Masterplan*, adopted September 2014.

1.4 Approval requirements

1.4.1 Conditions of Approval

The SDPP has been prepared in accordance with the requirements of Schedule 1, Application no. SS1 8256, under Section 5.19 of the Environmental Planning & Assessment Act 1979. It is one component of a suite of reports and notifications required to be provided to the Planning Secretary under the terms of the approval.

1.4.2 EIS, Submissions Report, and Preferred Infrastructure Report Compliance

The EIS (EIS Volume 1C Appendix C) required that:

“The design of Sydney Metro City and Southwest will draw on the landscapes and heritage, the cultural history and the communities of the Bankstown Line, revealing and enhancing the qualities of these places, making new connections between communities and contributing to the regeneration of town centres”.

This generated three design themes: re-discover, re-connect, re-generate. Albeit the project scope is reduced from the EIS, the intent of the design themes remains relevant to the principles developed for each precinct.

1.4.3 Scope of Works and Technical Criteria (SWTC)

The SWTC forms the design requirements for the Southwest Metro Design Services. The scope is divided into Southwest Metro Station Works and Southwest Metro Corridor Works.

The design scope for Southwest Metro Stations includes the station and the surrounding station precinct and public domain. The SDPP illustrates both the architectural design for the station buildings, and the landscape design for plazas, streetscapes and street furniture within scope.

1.4.4 Structure of the SDPP to address the Conditions

The SDPP has been formatted to address the Urban Design Conditions (Conditions E56-63).

- 1 Part 1: Introduction**
 - this section includes the background to the Project including the strategic context and the Conditions of Approval
- 2 Part 2: Design Principles**
 - this section includes Sydney Metro objectives and related corridor-wide principles, referencing the SSI 7400 (Chatswood to Sydenham) outcomes
- 3 Part 3: Context and Form**
 - this section includes the station and precinct analysis, covering the strategic context, and the built, natural and community context. It includes constraints, opportunities both for the Project and beyond, the design response (in scope) and where the Project safeguards future aspirations
- 4 Part 4: Design**
 - this section communicates the holistic design approach for the station and precinct, including the interface with the surrounding public domain, movement and access network and landscape and built form setting
- 5 Part 5: Transport and Access**
 - this section references the key outcomes from the walking and cycling strategy, and how the strategy relates to the project design
- 6 Part 6: Consultation**
 - this section summarises the outcomes of the process, including design response to feedback from stakeholders and the Design Review Panel
- 7 Part 7: Appendices**

1.4.5 Compliance with the Conditions of Approval

The table below references where and how in the SDPP the applicable Condition of Approval is addressed.

Condition number	Requirement (paraphrased)	How condition is met: refer to relevant section of SDPP & page no.
E14	A Heritage Interpretation Plan(s) must be prepared, consistent with the Heritage Interpretation Strategy which identifies heritage items to be used in the final design of the project. The plan(s) must identify how items will be interpreted and provide a timeframe for their implementation which must be no later than the commencement of Operation. Heritage interpretation in any station precinct must be identified in the relevant Station Design and Precinct Plan(s) required in Condition E56.	Heritage Design Principles are set out in Section 2.3.2. A Heritage Interpretation Plan for Marrickville Station that is consistent with the Heritage Interpretation Strategy has been developed by a suitably qualified heritage specialist. Heritage interpretation is identified in this document (Refer Section 4.5.3) and is referenced within the Heritage Interpretation Plan for Marrickville Station
E53	The Walking and Cycling Strategy must be prepared in consultation with relevant council(s), local bike user groups and relevant stakeholder(s). Identified opportunities and works, where relevant, must be integrated with the relevant Station Design and Precinct Plan(s).	A Walking and Cycling Strategy has been prepared for the project. Opportunities and actions from the Strategy that are relevant to the station precinct are described in Section 5.2 of the SDPP. Section 5.2 includes a table that references these initiatives against the design response in this Project, and how they are integrated. Section 4.9 Connectivity and Access also summarises key actions
E56	Station Design and Precinct Plans must be prepared to inform the final design of the CSSI and to give effect to the commitments made in the documents listed in Conditions A1 and A2. The Station Design and Precinct Plans do not apply to those elements, which for technical, engineering, or ecological requirements, or requirements as agreed by the Planning Secretary, do not allow for alternate design outcomes.	This document
E57	SDPPs must be prepared by a suitably qualified and experienced person in consultation with the relevant council(s), the community and affected landowners for the area within 200m radius of a station or beyond for connecting pedestrian and cycle paths. The SDPPs must include:	This SDPP was prepared by a team comprising urban, architectural and graphic designers. The project Urban Design Project Lead, and the primary SDPP author, both have over 20 years' experience Figure 1.3, Section 1.2.4 shows the 200m radius of the station precinct. All analysis diagrams include the 200m radius (refer Section 3.3) Regular fortnightly consultation with Inner West Council has informed the development of the design and this SDPP for the Marrickville Station and Precinct. Refer Section 6.1 Public exhibition of the Marrickville SDPP was conducted in June and July 2020. A summary of the consultation process, submissions and the Project's responses are summarised in Section 6.2
E57(a)	Context and form	Refer Section 3.0 Context and Form
(i)	an analysis of the built, natural and community context and the urban design objectives, principles and standards for the CSSI	Section 1.3 sets out the strategic context including documents that set the direction and standards for the urban design Section 2.0 sets out objectives and principles for the CSSI, incorporating design objectives carried through from the EIS Section 3.3 contains context analysis, covering built form and heritage, landscape and open space, access and connectivity and public domain spatial character Section 3.4 describes the constraints and opportunities arising from the context analysis

Condition number	Requirement (paraphrased)	How condition is met: refer to relevant section of SDPP & page no.
(ii)	the location of existing heritage items	Heritage items are described in Section 3.3.4 and mapped in Figure 3.2 - Precinct built form, land use and heritage
(iii)	the location and type of existing vegetation	Existing street trees and important streetscapes are mapped diagrammatically in Figure 3.4 Landscape, topography and views. Section 4.11.1 describes the landscape design strategy in relation to the existing vegetation community
(iv)	detailed consideration of integration and continuity with urban design and landscape outcomes for SSI 7400, taking into account the approved station design and precinct plans for that project	SSI 7400 (Chatswood to Sydenham) design principles were considered, as were the Sydenham Station and Pit SDPP outcomes (refer Section 1.3.2)
E57(b)	Design	Section 4.0 of this document describes and illustrates key aspects of the station and precinct design
(i)	the design of the CSSI elements including their form, materials and detail	Refer Sections 4.3 – 4.15
(ii)	the design of the CSSI landform and earthworks	Refer Section 4.11.2
(iii)	visual screening requirements for the CSSI	Refer Sections 4.3 – 4.15 Visual screening is detailed in the relevant section where it is required
(iv)	developed visuals, cross sections and plans showing the proposed design outcome of the CSSI	Section 4.0 Design includes illustrative material in plan, section and 3D form that shows the design outcomes
(v)	consideration of opportunities for provision of public art within each station precinct	Refer Section 4.13
(vi)	consideration of the principles of Crime Prevention Through Environmental Design (CPTED)	Section 2.3.5 sets out the CPTED principles for the Project. Section 4.12.3 includes key issues from the CPTED assessment, the principles they related to, and how they are addressed in the design
E57(c)	Landscaping	Section 4.11
(i)	areas of vegetation to be retained and proposed planting and seeding details, including the use of local indigenous species for revegetation activities	Section 4.11.1 - Section 4.11.6
(ii)	details of strategies to rehabilitate, regenerate or revegetate disturbed areas and successfully establish and maintain the resulting new landscape	Section 4.11.6
E57(d)	Transport and Access	Section 5.0
(i)	design measures to maximise the amenity of public spaces, permeability around entrances to stations and integration with other transport modes	Section 5.1 summarises the design measures also described in Section 4.9 Connectivity and access
(ii)	measures to safeguard a new pedestrian crossing of the rail corridor to the west of Foord Avenue and east of Melford Street in Hurlstone Park	This requirement is not relevant to the Marrickville Station Design and Precinct Plan. This requirement is addressed in the Hurlstone Park Station Design and Precinct Plan
(iii)	integrate with relevant initiatives identified in the Sydney Metro Sydenham to Bankstown Walking and Cycling Strategy	Refer Section 5.2

Condition number	Requirement (paraphrased)	How condition is met: refer to relevant section of SDPP & page no.
(iv)	detailed consideration of measures to allow for the removal and/or relocation of existing ancillary infrastructure (such as fencing, substations and signalling boxes) and any structures that may be made redundant by the CSSI that may inhibit or detrimentally impact the provision of open space, pedestrian and cyclist pathways along the rail corridor or new access points into the stations in the future	There has been investigations to rationalise and remove residual assets as required in order to safeguard future use, public space and connections. Section 4.9 describes these connections and sections 3.5 and 4.10.1 summarise safeguarded measures
(v)	detailed consideration of design measures to ensure the location of infrastructure does not preclude future enhancements and upgrades to existing parks and public open spaces adjoining the rail corridor	No infrastructure whose location would preclude future enhancements or upgrades to existing parts and public open spaces has been identified within the Marrickville Station precinct
E57(e)	Evidence of consultation with the community, the relevant council(s) in the preparation of the Station Design and Precinct Plans and how feedback has been addressed before seeking review by the Design Review Panel, where required.	Public exhibition of the Marrickville SDPP was conducted in June and July 2020. A summary of the consultation process, submissions and the Project's responses are summarised in Section 6.2 and 6.3
REMM LV3	Sydney Metro would prepare Station Design and Precinct Plans for each station. The plans would aim to ensure that the stations and facilities are sympathetic and complement local character, and are integrated with future plans for development. The plans would consider the following: <ul style="list-style-type: none"> – urban design context – sustainable design and maintenance – community safety, amenity and privacy, including 'safer by design' principles where relevant – opportunities for public art – landscaping and design opportunities to mitigate the visual impacts of rail infrastructure and operation facilities – incorporation of salvaged historic and artistic elements on the project design – details of where and how recommendations from the Design Review Panel have been considered in the plan. Documents to be considered by the plans include, but are not limited to: <ul style="list-style-type: none"> – Inner West Council's Dulwich Hill Station Precinct public domain master plan – Outcomes of the master plan for Bankstown Station. The plans would be prepared and implemented in consultation with the Department of Planning, Industry and Environment (DPIE), Inner West and City of Canterbury Bankstown Councils.	Noted, covered under Conditions of Approval above

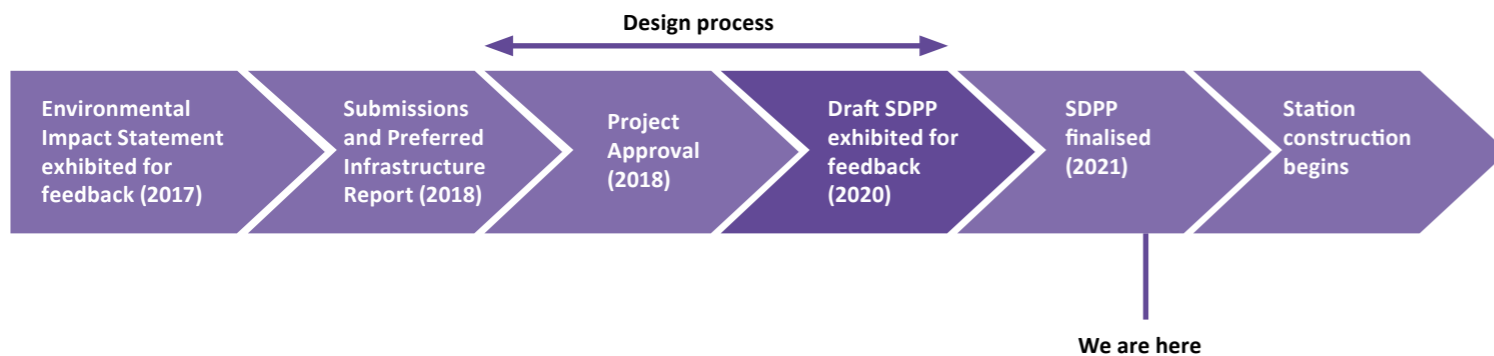
1.4.6 Design process

The design for the project has developed through an iterative and collaborative process. It stepped through from over-arching objectives and design principles, to context analysis, to the developing design. Consultation with Inner West Council has been a key part of the process and has informed the station design and future opportunities to be safeguarded.

In summary, the steps involved were:

1. Project understanding
 - » Build on Sydney Metro City and Southwest line-wide and specific project design objectives
 - » Test and refine design principles, and share with project team
 - » Establish the structure and draft outline for the SDPP (this document).
2. Context analysis
 - » Review all EIS supporting documentation including specialist assessments and reports
 - » Update analysis of strategic policy context, environmental and cultural context
 - » Develop appreciation of key issues and precinct opportunities
 - » Identify where the project can support precinct opportunities through the design.
3. Design
 - » Cross-disciplinary workshops and discussions to integrate the work of all disciplines, from engineering through to human factors / customer centred design, heritage, landscape, architecture, and urban design
 - » Regular consultation with Council for feedback on developing design
 - » Design Review Panel’s regular review of project wide components
4. Public exhibition
 - » Exhibition of the draft SDPP for public comment
 - » Progress the design based on feedback from the exhibition
 - » Finalise SDPP - – **we are here**

These design steps form a key part of the projects development and a summary of the entire process is provided below





2. Design Principles



2.0 Design principles

2.1 Corridor character

Each station precinct is its own place, with its own geology, topography, history and culture. Each has a particular mix of heritage station buildings and later additions. Each is also woven into its immediate context – its precinct – and into the wider neighbourhood in its own way.

Two Aboriginal nations, the Eora and Dharug, were the original inhabitants of the area traversed by the project, broadly meeting at the Cooks River. The river – Goolay-yari (pelican) – was a place that brought people together as much as divided them, with its rich harvest of fish and shellfish. The Bediagal clan occupied land to the south; the Wangal to the west, and the Gadigal to the east.

The Southwest Metro will run through a landscape that has been homogenised by urbanisation although there is a diversity in communities and the urban character of each suburb. The undulating topography and geology is still legible – particularly as the corridor literally cuts through the contours. Built development has overlaid the silt, sand and clay around Marrickville, sandstone at Dulwich Hill and Hurlstone Park, estuarine wetlands at Canterbury, the Turpentine/ Ironbark forests endemic to Campsie, Belmore and Lakemba, and the Iron Bark/ Melaleuca Scrub and Salt Pan Creek environs of Wiley Park and Punchbowl.

The T3 Bankstown Line is the main thread around which the developing suburbs grew and intertwined. The stories of successive waves of immigrants to Sydney are woven into the fabric of the urban form. While neighbourhoods have changed over time and will continue to change, the Metro stations will continue to serve as both destinations and departure points, connecting neighbourhoods and landscapes either side of the corridor.

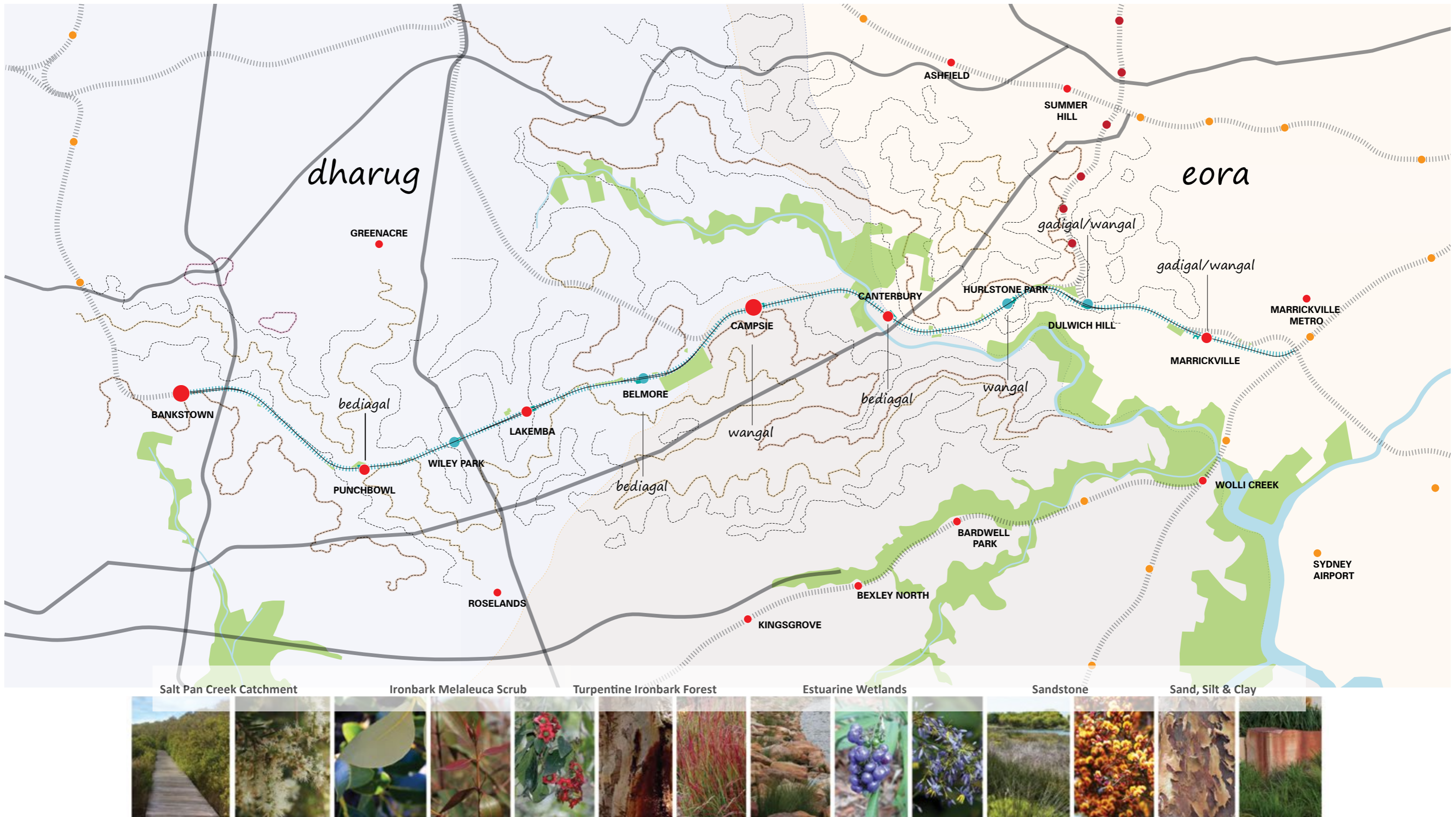


Figure 2.1 The corridor in context

2.2 Urban design vision

The EIS requires that

“The urban design aspects would continue to be developed and refined during future design stages, taking into account considerations such as each station’s place making role, future urban development opportunities, heritage, links to the surrounding town centres, and feedback from stakeholders and the community. To reflect local conditions and heritage values, heritage interpretation, public art, and landscaping would be incorporated into the design of each station, in accordance with the design guidelines, and based on consultation with local stakeholders.” (EIS, Volume 1A, p. vi)

The urban design vision for the corridor as a whole, accordingly, is based on the design philosophy and themes set out in the EIS design guidelines. The vision is:

- Stations and their precincts are well known, well used, and well loved by local communities
- They are integral parts of the neighbourhood, fitting comfortably in the streetscape
- They contribute both to a sense of place and to an easy travel experience.

The supporting design themes are:



Re-discover

- The heritage fabric of the line – design that responds to, reveals and repurposes heritage buildings and structures
- The diversity of centres and communities – design that draws on and expresses culture and community.



Re-connect

- All transport modes at stations – design for easy, accessible interchange and to prioritise walking and cycling
- Links into precincts – design to maintain and enhance the legibility of stations and connections into the surrounding street and open space network.



Re-generate

- The public domain – design new and existing public spaces and their interfaces to enable town and village centre revitalisation
- Existing vegetation – build on landscape character to protect, enhance, create and connect green areas.

2.3 Urban design objectives and principles

2.3.1 Project design objectives

The urban design has been guided by the project design objectives and supporting principles and standards. The principles have been developed to reflect the current project scope while maintaining continuity with the Sydney Metro City & Southwest Chatswood to Sydenham (SSI 7400) Design Guidelines and the Sydenham Station Design and Precinct Plan.

The over-arching objectives are:

1 OBJECTIVE:
 Ensuring an easy customer experience.

PRINCIPLE: Sydney Metro places the customer first. Stations are welcoming and intuitive with simple, uncluttered spaces that ensure a comfortable, enjoyable and safe experience for a diverse range of customers.

Design outcomes sought:

- A safe, comfortable and pleasant journey to the station, between modes and on trains
- Clear wayfinding – a ‘self-explaining’ environment
- Public spaces, local connections and station environments with good amenity.

2 OBJECTIVE:
 Providing a fully integrated transport system design.

PRINCIPLE: Sydney Metro is a transit-oriented project that prioritises clear and legible connections with other public and active transport modes within the wider metropolitan travel network that intersects with it.

Design outcomes sought:

- Station legibility within the precinct
- Seamless interchange between modes – light rail, bicycle, pedestrians, buses
- Pedestrian priority
- Clarity of wayfinding, timetable and modal information
- Connections to walking, cycling and open space networks.

3 OBJECTIVE:
 Delivering an enduring and sustainable legacy for Sydney where heritage is integral to the identity of the places.

PRINCIPLE: Heritage structures are a valued and positive legacy of rail’s contribution to a growing city. Retaining and integrating them with the station design underlines their value now and for future generations.

Design outcomes sought:

- Heritage buildings are retained, refreshed and re-purposed, while new structures are complementary and contemporary in design.

4 OBJECTIVE:
 Being responsive to distinct local character of existing contexts and communities.

PRINCIPLE: Sydney Metro’s identity is stronger for the unique local character of the centres and communities through which it passes. It is supported by public domain and architectural design that is consciously integrated with the existing urban fabric.

Design outcomes sought:

- Place-making values embedded in precinct design: acknowledge and respond to local history, culture and form for public spaces, urban elements, landscape and public art
- Station architecture that contributes positively to the identity of Sydney Metro
- Positive connections into existing and proposed open space and active transport networks.

2.3.2 Heritage principles



OBJECTIVE:

Delivering an enduring and sustainable legacy for Sydney where heritage is integral to the identity of the places.

PRINCIPLE: Heritage structures are a valued and positive legacy of rail’s contribution to a growing city. Retaining and integrating them with the station design underlines their value now and for future generations.

Design outcomes sought:

- Heritage built fabric is retained, re-used and adapted
- Contemporary elements are complementary and responsive to heritage scale, form and materials
- Existing heritage vistas and views within and around the station are maintained and enhanced
- New architecture elements are sensitively integrated and sympathetic in scale
- New services are rationalised, consolidated and concealed as far as possible.

2.3.3 Public domain principles



OBJECTIVE:

Being responsive to distinct local character of existing contexts and communities.

PRINCIPLE: Station forecourts and plazas extend the public domain to contribute to their shared use and enjoyment by Metro users and the community.

Design outcomes sought:

- Plazas that are active and lively; that encourage pedestrian activity and form a place to stay and stop rather than just a space to walk through
- Station forecourts that extend seamlessly from adjacent public footpaths and ‘read’ as fully accessible public spaces
- Street furniture, lighting and paving palettes that achieve consistency across the corridor while also matching into Councils’ desired public domain character
- Interpretive signage to describe the cultural, historical, natural and built characteristics of the environment – helping to tell the story of the area
- Where large retaining walls are unavoidable, they are designed and detailed to be visually interesting for pedestrians and cyclists, including referencing cultural narratives in places of significance.

2.3.4 Sustainability principles



OBJECTIVE:

Delivering an enduring and sustainable legacy for Sydney where heritage is integral to the identity of the places.

PRINCIPLE: Urban, landscape and architectural design follow best practice guidelines and are assessed under performance based sustainable design tools

Design outcomes sought:

- Draw on a comprehensive site and context analysis to inform the design direction
- Provide value-for-money design solutions that achieve high quality low maintenance architectural and urban design outcomes that have longevity
- Provide connectivity and permeability for pedestrians
- Integrate the project with the surrounding area
- Maximise the amenity of the public domain
- Protect and enhance heritage features and significant trees
- Maximise positive view opportunities
- Design an efficient and functional transport solution which enhances and contributes to local amenity and prosperity.

2.3.5 CPTED principles



OBJECTIVE:

Providing a fully integrated transport system design.

PRINCIPLE: Movement networks are legible: people can easily see where they are going, with clear and direct lines of sight and minimal spaces for concealment

Design outcomes sought:

- New connections (including pedestrian overbridges) tie into and support existing and future desire line
- Landscape planting that softens the corridor while still enabling passive surveillance and good forward sightlines for pedestrians
- A signage strategy that provides directional details including time and distance to ensure clarity of route for path users.

2.3.6 Architectural design principles



OBJECTIVE:

Being responsive to distinct local character of existing contexts and communities.

PRINCIPLE: Architectural design is well integrated with the existing urban fabric, sensitive to existing materials and sympathetic in scale

Design outcomes sought:

- Retention of the station as a local landmark, including views to the concourse and platforms
- Cross-corridor views and locating views to the surrounding areas are maintained
- Stair canopy design is low in height and with minimal overhangs
- Stair and lift structures are lightweight, 'skeletal' and open, with minimal additional columns
- New interventions are sympathetic to the geometry and scale of heritage buildings and structures
- Vertical protection screens do not dominate the streetscape
- The scale of roofscapes is broken down with different sizes and heights of roof to different spaces and structures.



OBJECTIVE:

Ensuring an easy customer experience.

PRINCIPLE: Stations and their approaches are designed to increase activity and opportunities for casual surveillance

Design outcomes sought:

- Visual connections between the public domain and station concourse, stairs and platforms
- Multiple paths of travel through plazas, for movement choice and the ability to exit paths and walkways with long paths of travel
- Landscape planting that deters vandalism of potentially targeted areas through creating physical and visual barriers to restrict access
- Lighting that enables the use of parts of the shared path network that are required after dark and that discourages the use of areas that are not intended to be used; and that provides a consistent level of illumination so as to avoid the creation of pools of light or dark that can create potential areas of isolation or entrapment
- Design of retaining walls and fences edging public spaces, shared paths and cycleways to minimise their size and their apparent scale.

2.3.7 Landscape planting principles



OBJECTIVE:

Delivering an enduring and sustainable legacy for Sydney [where heritage is integral to the identity of the places].

PRINCIPLE: Landscape design and species selection reinforce the local landscape and streetscape character

Design outcomes sought:

- Existing vegetation is protected and retained where possible. Where not possible, identify areas for replacement and new planting that prioritise pedestrian amenity (eg. walking and cycling connectivity, public plazas)
- Planting design that retains or frames views to heritage and character buildings
- Use of naturally occurring indigenous species, or species that have a connection to the local community and environment
- Embankments are less than 2:1 slope to enable planting
- Environmentally responsive and integrated design and maintenance, for example: protecting adjacent waterways from potential stormwater run off, grading pavements to drain to garden beds, Water Sensitive Urban Design, and robust and low-maintenance species selection.



OBJECTIVE:

Being responsive to distinct local character of existing contexts and communities.

PRINCIPLE: Landscape design and species selection reinforce the local landscape and streetscape character

Design outcomes sought:

- Use of naturally occurring indigenous species, or species that have a connection to the local community and environment
- Tree species consistent with Councils’ planting palette / preferred species
- Integrated soft and hard landscape that draws on the underlying geology and remnant vegetation communities.



3. Context and Form



3.0 Context and form

3.1 Historical context

3.1.1 Pre-European landscape

The Gadigal and Wangal people had lived successfully along the Cooks River for thousands of years, prior to the arrival of the First Fleet in 1788. Over this time, an enormous body of knowledge and special skills were developed to use the resources that the Cooks River and its surrounding lands provided. This included trapping birds and animals, fish and shellfish, gathering plants, making canoes and carrying dishes from bark and using sandstone shelters for occupation and art.

Most of Marrickville's low-lying land was previously part of the Gumbramorra Swamp, surrounded by dense woodland and the sandstone ridgelines above the valley. The Swamp and its associated mudflats, mangroves and salt marshes supported a rich variety of wildlife, providing an abundant source of food.

Part drawn from Heritage Interpretation Plan; Marrickville Station, Artefact

3.1.2 European settlement and land use

The first land grant in the area, in 1799, was to Thomas Moore. It comprised 470 well-timbered acres which included large parts of Dulwich Hill and Petersham as well as Marrickville. Moore was the colony's Master Boat Builder and likely supplied his shipbuilding yard at Port Jackson. In 1830 he sold his holdings to Robert Wardell. Following Wardell's death in 1834 the first period of subdivision of large landholdings began. The clay loam soils of the area supported market gardening and were also the source for the late C19 brick-making industry.

By the 1850s, market gardens, dairy farms and stone quarries could be found in the otherwise treed landscape. The Gumbramorra Swamp was drained in the 1890s which ushered in a period of industrial development that included woollen mills, steel and metal operations and automotive industries. With the rise of heavy industry the population surged ahead of neighbouring suburbs. By the 1930s the clay had run out and Marrickville Council resumed most of the brick pits for public parks.

The legacy of the brick industry is apparent today in the form of the suburb – the former brick pit areas, in the material for much of Marrickville's early C20 residential building stock, and in the station itself: the platform buildings and the Illawarra Road overbridge. The period between World War I and World War II saw tremendous industrial growth in Marrickville. Industry provided almost universal employment for local men and women.

3.1.3 The station

Marrickville Station was constructed on the first section of the Bankstown Line between 1894 and 1895, to relieve congestion on the Main South Line, and to encourage the suburban development and agricultural development of the area. It did so: the opening of the station stimulated commercial development as well as residential subdivisions in the immediate area, to the south, north and southeast.

The platform building represents a period of architectural transition in railway building construction, from the boom time of the 1880s to the standardisation of NSW railway building design from the 1890s onwards. With construction of the Metropolitan Goods Line in 1917, a new platform and building were built with overhead booking office and the platforms were also lengthened. In 1944 the booking office on Platform 2 was altered, and in 1985 a set of stairs from Illawarra Road was constructed. In 2016 a Transport Access Program (TAP) upgrade resulted in removal of the overhead booking office and construction of a new concourse building, with a new entry on Station Street at platform level in addition to the main entry on the Illawarra Road overbridge.

3.2 Strategic context

3.2.1 Urban Renewal Strategy

The NSW Department of Planning, Industry and Environment developed a 20-year Urban Renewal Corridor Strategy for the Sydenham to Bankstown Corridor to guide future development and infrastructure delivery. The first draft was published in October 2015, followed by a revised Strategy exhibited between June and September 2017 that responded to identified constraints and feedback from public submissions, community workshops, meetings and technical studies.

In July 2018, DPIE identified a revised approach for the Sydenham to Bankstown Urban Renewal Corridor Strategy. DPIE will develop the principle based, high level strategy for the corridor in collaboration with Councils. Councils will then undertake a review of their local environmental plan in accordance with this framework. Sydney Metro would work with the DPIE and local councils, as key stakeholders, once a program for the development of this strategy has been provided.

3.2.2 Eastern City District Plan

The Sydenham to Bankstown Urban Renewal Area is identified in the *Eastern City District Plan* (2018) for transit-oriented development. Planning priorities relevant to the Project include “Creating and renewing great places and local centres, respecting the area’s heritage” and “increasing urban tree canopy cover and delivering Green Grid connections and high quality open space”.

3.2.3 The Green Grid

Sydney Green Grid – Central District, 2017, is a Government Architect NSW-led program to increase open space, biodiversity and connectivity corridors and connect town centres, public transport hubs and major residential areas across Greater Sydney.

Opportunities for the SDPP:

- Provide enhanced tree cover / urban canopy both within the plaza and by using the Project tree offset to strengthen street tree planting within 500m of the station.

3.2.4 Our Inner West - Local Strategic Planning Statement

Inner West Council’s Local Strategic Planning Statement (LSPS) was finalised on 31 March 2020. It sets out the vision for the area in 2036 and the actions that will be taken to achieve this vision. It provides the land-use planning framework for the Inner West, providing a link between the Greater Sydney Commission’s *Eastern City District Plan* and the priorities of *Our Inner West 2036 – A Community Strategic Plan for the Inner West Community*. The LSPS will guide land use planning and development for the Local Government Area through to 2036.

The LSPS contains themes, planning priorities, objectives and actions cascading down from the vision for the Inner West: “A place of creative, connected, sustainable and productive neighbourhoods - as vibrant, innovative and diverse as our community”. The six themes are:

- An ecologically sustainable Inner West
- Unique, liveable, networked neighbourhoods
- Sustainable transport
- Creative communities and a strong economy
- Caring, happy, healthy communities
- Progressive local leadership.

Opportunities for the SDPP that relate to the LSPS themes are:

- An ecologically sustainable Inner West
 - » Respond to the aim to increase the urban forest for habitat, to combat the urban heat island effect, and provide shady pleasant places for recreation by designing the new plaza to include trees and other vegetation, and to extend the grid of street tree planting throughout the precinct
 - » Adopt a Water Sensitive Urban Design approach to the selection and planting of species, to minimise water use
- Unique, liveable, networked neighbourhoods
 - » Draw on the local built and natural character of the precinct to reinforce a strong sense of place and identity
 - » Retain, re-use and celebrate heritage
 - » Provide a functional, safe and connected urban space (the new plaza) with adequate sunlight and shade
- Sustainable transport
 - » Prioritise pedestrian movement
 - » Create accessible connections into the station
 - » Provide convenient bicycle parking that encourages public transport use
- Creative communities and a strong economy
 - » Design the new plaza to tie into the village centre, to support easy access to neighbourhood amenities including cafés and shops
 - » Design the new plaza with spaces that can be used for community activities
- Caring, happy, healthy communities
 - » Recognise the importance of indigenous culture
 - » Provide an accessible, flexible public space that can support community health and well-being.

3.2.5 Our Inner West - Local Housing Strategy

Inner West Council has adopted the Local Housing Strategy for the Local Government Area (March 2020), which includes revised strategic targets for Marrickville and Dulwich Hill to 2026 and will inform future land use and density controls. Constraints and opportunities mapping confirmed that Marrickville and Dulwich Hill station neighbourhoods are some of the least constrained land in the LGA and will benefit from increased rail capacities. The Strategy selected these locations as investigation areas, and includes detailed analysis of local character, opportunities and constraints, and potential uplift scenarios.

Key findings:

- Marrickville has 5,091 estimated existing dwellings, with capacity for 1,113 more under the existing controls, and additional potential for 390-650 dwellings to 2036
- Marrickville’s industrial heritage character, cultural and arts experiences, and foot and bar culture are highly valued by the community, and future development should preserve the existing industrial and employment lands
- Carrington Road provides the most sensible opportunity for a regional cycling route linking Marrickville Station and the Cooks River corridor
- Small lot sizes in residential zones constrain development
- Areas close to Marrickville Station are subject to flooding and limit development
- Marrickville has a low percentage of tree coverage and is affected by the heat island effect.

Implications for the SDPP:

- Considerations for the project include protection and enhanced appreciation of heritage fabric. This translates into adaptively re-using heritage platform buildings, and carefully designing vertical protection screens atop the overbridge balustrades to maintain views and to not dominate the heritage structures
- The widened shared path between the station and Myrtle Street (towards Carrington Road) is part of the pedestrian and cycling network and needs high amenity, good visibility and clear wayfinding to link with and enhance the regional cycling network
- Optimise planting of street trees along the shared path both for user amenity and urban canopy.

3.2.6 Marrickville Town Centre Public Domain Master Plan (draft, 2018)

The Marrickville Town Centre Public Domain Master Plan is a draft document that has not yet been publicly exhibited. Section 6 of the draft Master Plan contains proposed design actions against different strategies: Station Street public space is identified for updating and improving, with a pavement colour scheme for its full extent; and Council is proposing a slow traffic town centre (30km/h) in this location. The ultimate aim of the masterplan is to develop and implement all main public design strategies by 2029, including consolidating the vegetation strategy and establishing the town centre as an “influential art precinct”.

The Master Plan also contains the tree planting strategy, vegetation strategy and urban design strategy that are each mapped to specific locations. Future proposed street trees for Illawarra Road are *Archontophoenix cunninghamiana* (Bangalow Palm). The vegetation strategy uses a palette of verge and WSUD (Water Sensitive Urban Design) species. The place typologies are: main commercial road, main residential road, secondary residential road, laneway and open space. Warburton Street, within the Station Precinct, is classified as a secondary residential road but is subject to planning changes.

Opportunities for the SDPP:

- Safeguard Station Street and a portion of Schwebel Street for future upgrade / enhancements, including paving treatments, in line with the Public Domain Master Plan
- Ground cover planting along the widened shared path should draw on the Council’s vegetation palette, particularly WSUD species.

3.2.7 Marrickville Public Domain Design Guide

The Marrickville Public Domain Design Guide was adopted by Inner West Council in October 2016. It stresses the importance of “creating spaces and places that have pedestrian priority, are comfortable and safe for people of all ages to live and flourish”. The Design Guide suggests a ‘Village Palette’ for both Marrickville Centre (including Illawarra Road at the Station) and Dulwich Hill Station Precinct. This includes water bubbler, seats, bins, bollards and bike racks, and a range of concrete unit pavers and natural stone.

Opportunities for the SDPP:

- Draw on the intent of the Design Guide rather than using the Village Palette as prescriptive, for areas that will be managed by Metro. This means simple, clean lines for street furniture and monochrome pavers in running bond
- For areas that will be managed by Council, use Council’s palette as agreed in consultation.

3.3 Built, natural and community context

3.2.8 Marrickville Street Tree Master Plan

The Marrickville Street Tree Master Plan was adopted in September 2014 and is current. The principal aim of the Street Tree Master Plan is to “increase the urban tree canopy through sustainable new and replacement tree plantings and maintain street trees throughout the local area”.

The Project station precinct takes in three “street tree precincts”, Marrickville Central, Marrickville South, and Marrickville Industrial. The proposed widened shared path is within Marrickville South (Street Tree Master Plan, p.76), which contains several 1930s in-road plantings of Brush Box, Camphor Laurel and Hills Weeping Fig. The Master Plan also notes that Marrickville South has an overwhelming reliance on one species (Callistemon Viminalis – bottlebrush). The Master Plan acknowledges the strengths of both native and exotic tree species as street trees, and seeks to strike a balance between them based on the best tree for the location and land use. Palettes are proposed from which to select the appropriate species and typical street planting details are provided.

Opportunities for the SDPP:

- As per the Master Plan objective, maintain and provide plantings that contribute to the continuation and expansion of identified wildlife corridors and native planting corridors
- Consider ‘greening’ the shared pedestrian and cycling path within the project precinct with species that are not bottlebrush.

3.2.9 Walking and Cycling Strategy

In accordance with Condition E53 of the Conditions of Approval for the construction and operation of the Sydney Metro between Marrickville and Bankstown, a Walking and Cycling Strategy for Sydenham to Bankstown has been prepared. This SDPP includes analysis of the existing walking and cycling environment, opportunities and design responses that are consistent with the intent of the draft Strategy.

Opportunities for the SDPP:

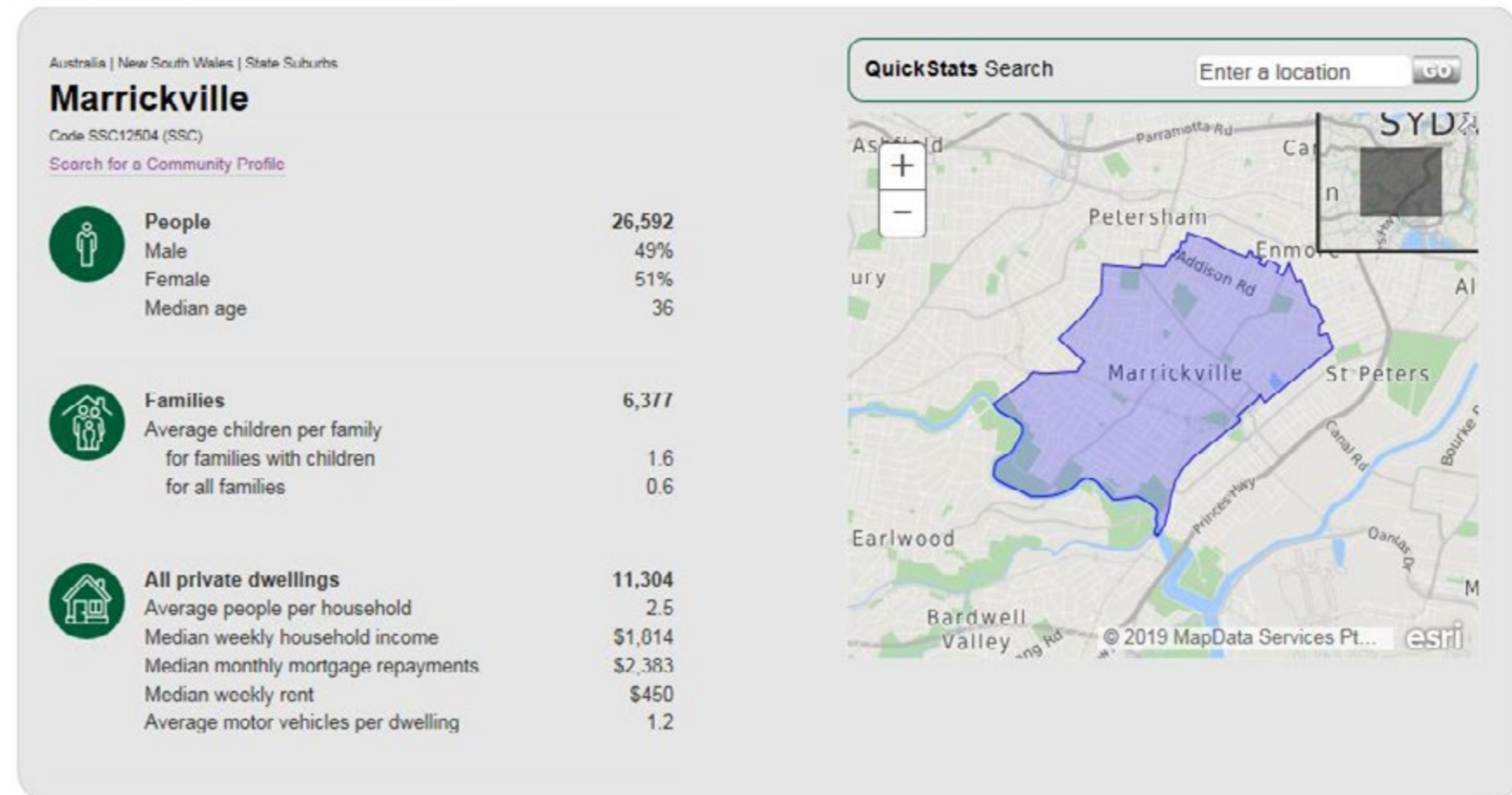
- Improve connectivity for pedestrians and cyclists through the precinct and around the station
- Provide clear, accessible connections between the station and transport interchange areas.

3.3.1 Community profile

Key findings from the Australian Bureau of Statistics’ 2016 census show that Marrickville has:

- A median age of 36, with 14.2% of the population under 15 and 13.1% aged 65 or over
- 44.5% of people born overseas – higher than the national average of 34.5%. Of people born overseas, the top countries of origin (in order) are Vietnam (6%), Greece (4.2%), England, New Zealand and China
- 44.2% of people who speak a language other than English at home
- A median weekly household income of \$1,814, higher than the NSW average of \$1,486
- Flats or apartments account for 65% of the dwelling stock, much higher than the NSW average of 19.9%; and renting accounts for 52.7% of tenure
- 63.4% of people who were employed full time, 26.8% employed part-time and 5.6% unemployed
- A focus on professional and managerial occupations at 34.2% and 13.3% respectively, followed by a spread of administrative, technical, community, sales and manual occupations
- More people work in higher education than any other area, followed by cafes and restaurants and hospitals, IT and Government administration.

2016 Census QuickStats



Source: Australian Bureau of Statistics

3.3.2 The station in its precinct

The rail line runs along a low point between Marrickville Road in the north and Harnett Avenue in the south, with the main (and original) station entry on the crest of the Illawarra Road overbridge, above the platform. The newer secondary entry is on Station Street, below the bridge, with a small plaza adjacent to 2-3 storey retail / shop top housing (currently vacant) and newer apartment buildings. The Illawarra Road entry anchors the edge of the town centre and has a strong presence in the streetscape. The Station Street entry links into a shared path connecting Illawarra Road into the wider cycling network. There are elevated views along the rail corridor in both directions from the overbridge, and to the east from the concourse. The heritage platform buildings are important contributors to the local identity and character of the station and views towards them from the contemporary concourse building have been retained.



image courtesy innerwest.kidsizeliving.com.au



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

- 1 Illawarra Road – vibrant, active retail and dining strip a mixture of traditional 1-2 storey shop-top, and newer developments with active edges. Fine-grained and human scale with continuous connection to Marrickville Road Town Centre
- 2 McNeilly Park is a well used public open space with a playground, recreational facilities and off-leash dog area, mature trees and information green space
- 3 Illawarra Road South of the station continues the 1-2 storey shop top fine grain pattern except for the two storey Centrelink building whose inactive frontage has largely blank walls, smaller windows, no awnings and few places to sit
- 4 Shopfronts adjacent the station are unused and minimal casual surveillance or activation exists
- 5 Station Street has recently undergone public domain upgrades including new planting. Paving treatment still prioritises vehicle access and parking
- 6 Warburton Street is an active street with good tree canopy and consistent street planting, good footpath widths. Terminating on a view of McNeilly Park
- 7 Recent seven storey development along Illawarra Road has an active ground plane with a mix of tenancies and new street planting. However the active edge is partially obscured from the street by a brick wall which originally defined the edge of the rail corridor
- 8 The active retail edge along Illawarra Road is disrupted by pockets of single storey detached housing which is set back from the street with fenced private garden
- 9 Small pocket park provides access to open space for residents on the north side of Marrickville Station. A pedestrian only laneway provides access to the park from O’Hara Street and Cavey Street
- 10 Public Domain is interrupted by the over-rail bridge which creates a change in level












- | | |
|--|--|
|  Project boundary |  Open green space |
|  Rail line |  Built form footprint |
|  Station entry |  Public domain density perception |
|  Platform and station buildings |  Active frontages |
|  Station precinct (200m radius) |  Disused frontages |
| |  At-grade parking (private +public) |



Figure 3.1 Urban spatial qualities

3.3.3 Urban form

Marrickville town centre extends for around one kilometre along Marrickville Road, and some 400 metres along Illawarra Road towards the rail station. The original subdivision pattern of fine-grained single shops developed around the tram line in the 1880s and still characterises the main street, but the area today is in transition, with a number of large mixed use and residential developments built and under construction within 800 metres of the station in both directions. This includes the complex immediately north, which is visually dominant from the platform and on the wider skyline, and the former Hospital site, which effectively extends the centre beyond its original anchor of the Town Hall. Illawarra Road has developed into something of an ‘eat street’, lined with cafes and restaurants. South-east of the station is the industrial precinct on Carrington Road, retaining some low, brick art deco factory and warehouse buildings.

Much of the built form in the immediate vicinity of Marrickville Station is in a rich red or brown brick, made from the local clay. The colouring of the brickwork was used as a design cue in the 2016 TAP upgrade of the station, reflected in the terracotta colour of the tiles to the concourse structures.

3.3.4 Heritage





Marrickville Station was constructed on the first section of the Bankstown Line between 1894 and 1895 and opened on 1 February 1895. The Marrickville Station buildings were designed by the NSW Government Railways and constructed by Alexander Scouller. The platform building represents a period of architectural transition in railway building construction, from the boom time of the 1880s to the standardisation of NSW railway building design from the 1890s onwards.

The station group (Platform 1 and 2 buildings, booking office, platforms and overbridge) is listed on three heritage registers: the State Heritage Register, Railcorp Section 170 Register and the Marrickville LEP 2011. Marrickville, along with Belmore and Canterbury are representative of the NSW railway building design period of transition between 1880’s and 1890’s and its Platform 1 building is very similar to those stations. This 1895 building has state aesthetic and technical significance for its polychromatic brickwork, dentilled brick cornices and cement mouldings. The 1895 Platform 1 building is of high significance, the 1911 Platform 2 building is of high significance and the 1917 (former) booking office on Platform 2 is of high significance.



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

- 1 Small heritage station platform buildings are in good condition but are not visible from outside of the station due to the enclosed station entry and rail over-bridge. A recent station upgrade has incorporated a new station entry on Station Street and an upgraded station portal on Illawarra Road
- 2 Illawarra Road is a vibrant, active retail and dining strip, a mixture of traditional 1-2 storey shop-top, and newer developments with reasonably active edges
- 3 Rock faced stone walling and sandstone quarry faces related to the establishment of stone quarries by the Schwebel family
- 4 Recent 5-8 storey mixed use development at the junction of Illawarra Road and Byrnes Street adjacent the rail corridor dominates the surrounding built form
- 5 McNeilly Park has an informal community feel and surrounding low scale built form allows afternoon winter sun into the park. It is one of the few larger open spaces within the precinct
- 6 A number of large mixed use and residential developments built and under construction, with activated ground planes are interspersed with 1-2 storey shopfronts on Illawarra Road
- 7 Future development should be mindful of the potential opportunities to increase the public domain and street activation
- 8 Marrickville housing is characterised by predominately detached Federation style character homes, though this is not consistent. A number of late Victorian-era 1-2 storey terraces can be found along with detached homes and walk-up apartments from the mid to late C20

- | | |
|---|--|
|  Project boundary |  Heritage area / item |
|  Rail line and station |  Community facilities |
|  Station entry |  Approved & current DAs |
|  Platform and station buildings |  1 Storey built form |
|  Station precinct (200m radius) |  2 Storey built form |
|  Open space |  3 Storey built form |
|  Local centre zoning |  4 Storey built form |
| |  5 Storey built form |
| |  6-8 Storey built form |

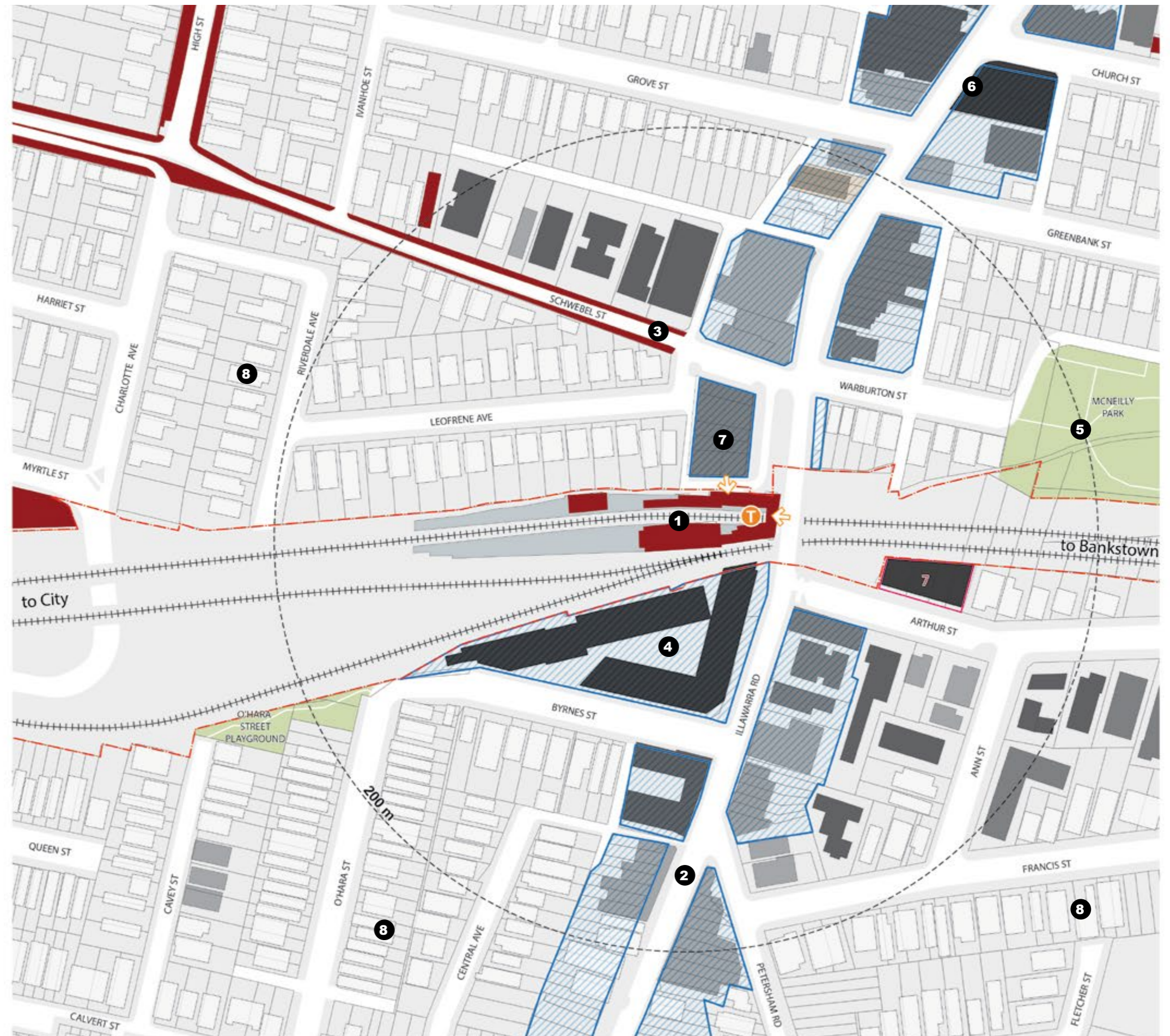


Figure 3.2 Precinct built form and heritage

3.3.5 Landscape, vegetation and topography

Much of Marrickville is on clay, within land that was formerly the Gumbramorra Swamp, before it was drained in the 1890s. Marrickville Station is near the lowest point and the area around the station is flood-prone (refer Figure 3.3).

There are no street trees on Illawarra Road north of the rail corridor, and only very occasional trees on Marrickville Road. Around the station itself, there are small trees and narrow planted beds along Station Street. Approaching from the town centre, trees along the rail corridor each side of Illawarra Road, and mature figs on Warburton Street, soften the streetscape and skyline; but the predominant character is hard-edged.



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

image courtesy Inner West Council

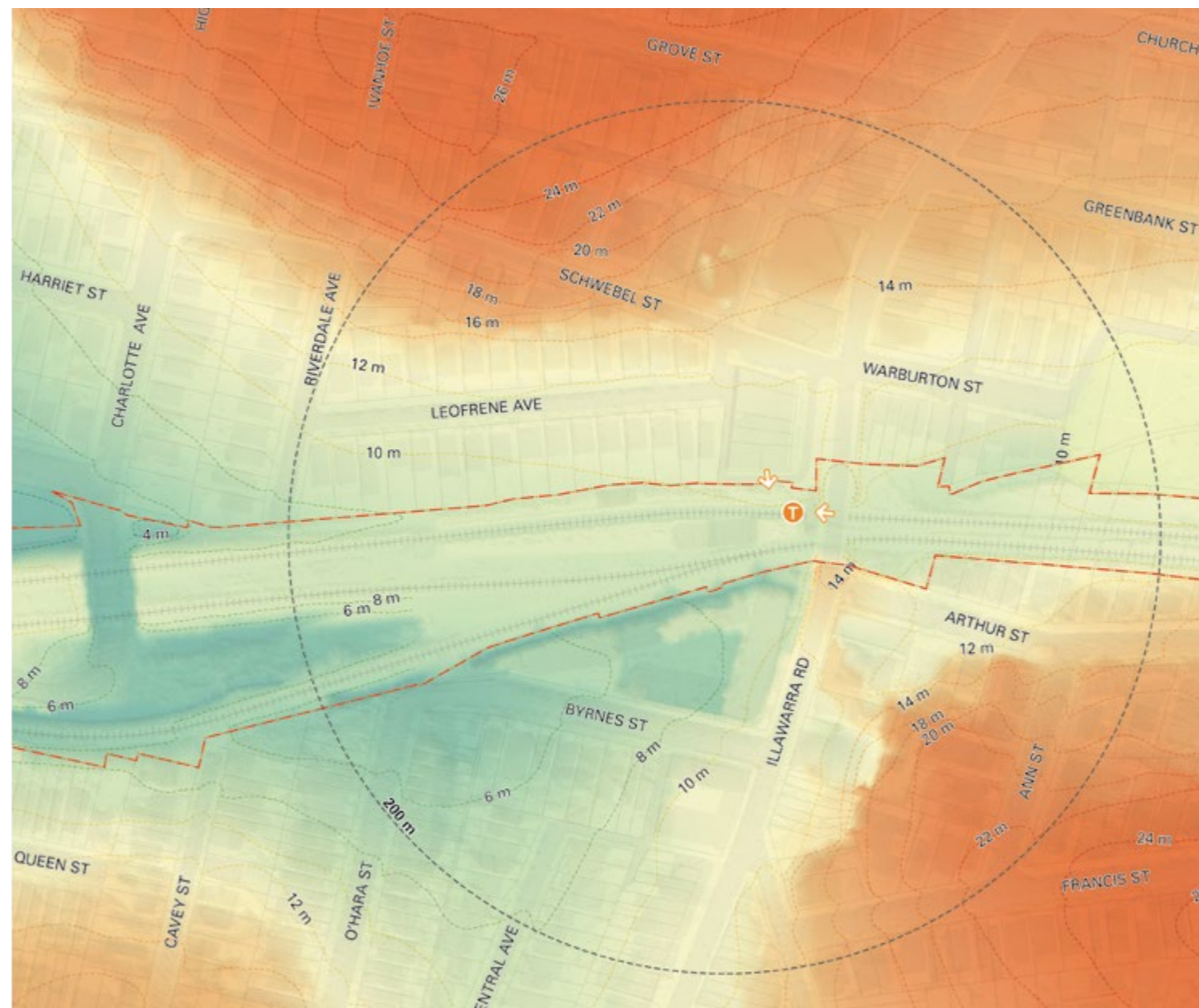
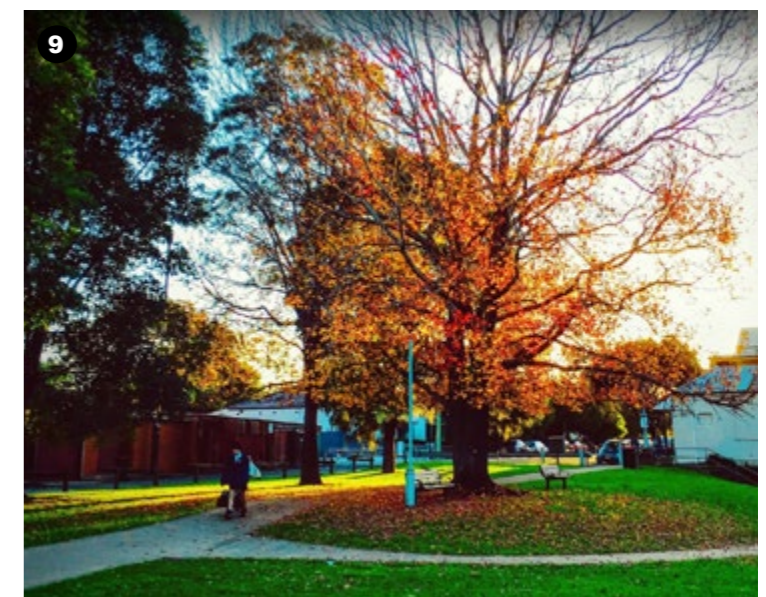


Figure 3.3 Topography – Marrickville station precinct



- 1 Warburton Street has a significant established tree canopy of large fig trees, with good footpath widths, terminating in a view of McNeilly Park
- 2 Marrickville is subject to flooding constraints due to its proximity to Cooks River and low topography (RL 4-6m)
- 3 A small pocket park provides access to open space for residents on the north side of Marrickville Station. A pedestrian only laneway provides access to the park from O'Hara Street and Cavey Street
- 4 Illawarra Road bridge forms a crest locally and has high visibility to its surrounding public space with north and south views along the rail corridor. Bridge footpaths are narrow
- 5 Views from the station platform to the west along the corridor
- 6 Leofrene Avenue is a pleasant streetscape with reasonably continuous street trees that have generally not been intensely cut around powerlines and retain well proportioned shapes
- 7 Rock faced stone walling and sandstone quarry faces are related to the establishment of stone quarries by the Schwebel family in Marrickville. There is consistent street tree planting of mature Grevilleas on the north side of the street
- 8 Significant street tree canopy along Arthur Street, planted within recently widened blisters
- 9 McNeilly Park is the largest open space in close proximity to the station with a playground, recreational facilities and off-leash dog area, mature trees and information green space. Marrickville Guides Hall is located within the park

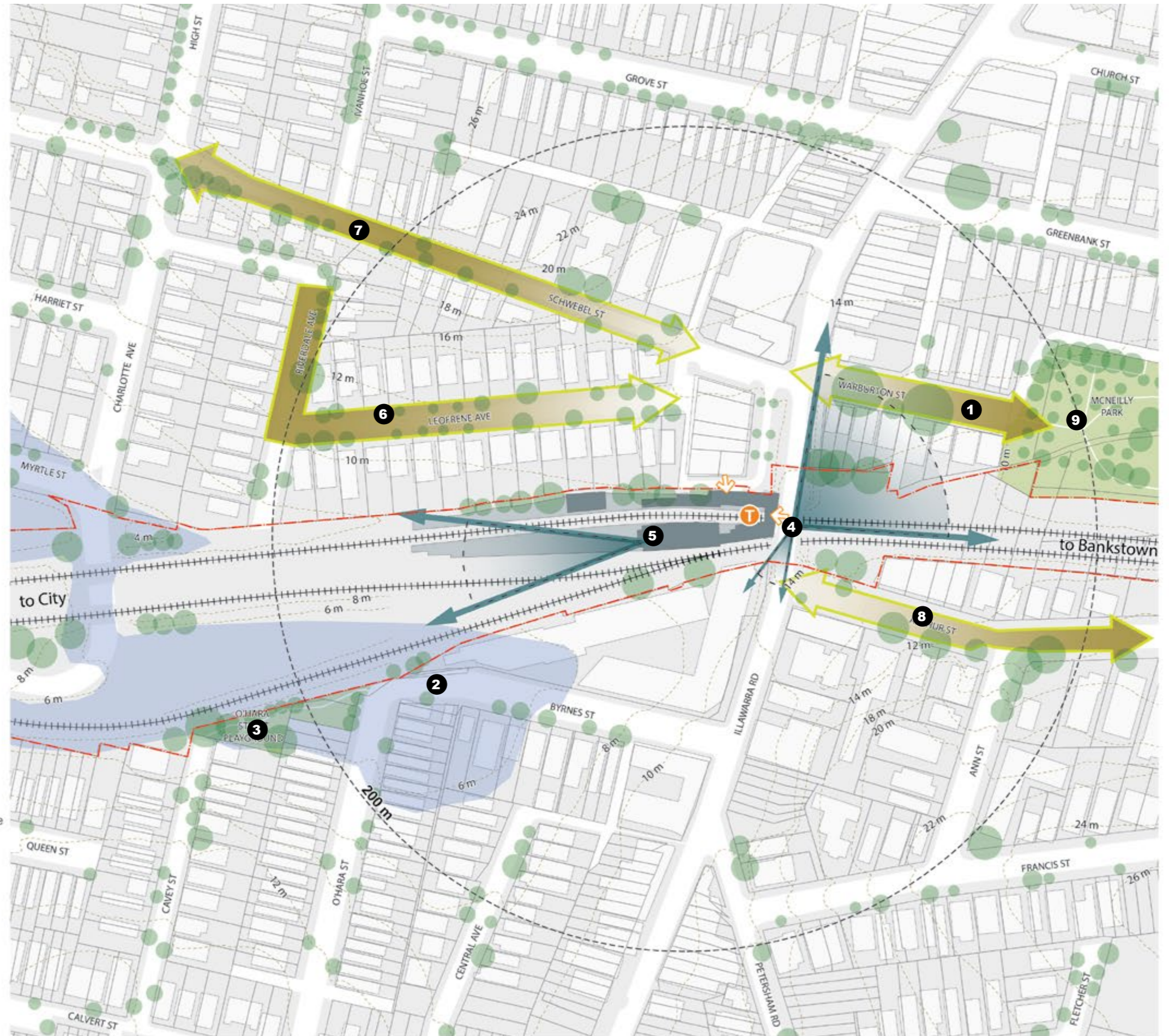


Figure 3.4 Precinct landscape, topography and views

3.3.6 Transport and access

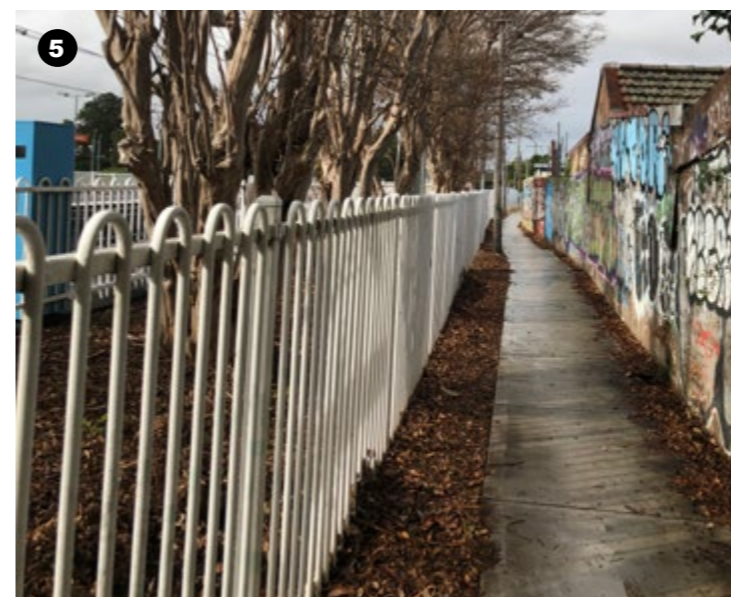
Buses run along Marrickville Road and Illawarra Road. Three routes go past the station. The closest southbound bus stop is within 15 metres of the main station entry. Northbound buses stop on the other side of Warburton/Schwelbel Street, some 100 metres away. Bicycle parking, accessible parking, taxi and kiss and ride are located at the Station Street entry.

Beyond the recently upgraded station approaches the road and footpath environment is varied; footpaths are typically narrow and their condition is mixed. Though narrow, Illawarra Road is busy and not easy to cross. An existing signalised crossing is located immediately outside the main station entry.

An existing pedestrian / cycle path along the south side of the corridor connects Station Street through to Myrtle Street and is signposted as part of the Cooks River cycleway; typically it is around 2.5 metres wide, wider to the west near the station and with a 2m pinch point towards the east. The path is edged by solid rear fences to private properties on one side, and fences of varying height and openness, with some landscaping, on the rail side.

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

- Station entries on Illawarra Road and Station Street are retained
- Bicycle parking, accessible parking, taxi and kiss and ride zones are retained in Station Street
- Accessible parking is retained in Schwebel and Station Streets.



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

- 1 The 2016 upgrade extended the narrow footpath on Illawarra Road into the station entry, to relieve pressure from pedestrian movement during peak periods
- 2 A recent station upgrade has incorporated a new station entry on Station Street and upgraded station portal on Illawarra Road
- 3 Station Street has recently undergone public domain upgrades including new planting, paving and the creation of a new footpath and kiss and ride area which increases connections to the new station entry. Pedestrian access can still be restricted due to traffic and parked vehicles
- 4 The station's northern crossing is signalised and heavily used as the priority road crossing
- 5 An existing pedestrian / off road cycle path along the south side of the corridor connects Station Street through to Myrtle Street and is part of the Cooks River cycleway. It is narrow and unlit at night, situated between the fenced rail corridor and private residential property
- 6 Although narrow (two lanes of moving traffic), Illawarra Road is busy and creates a barrier to pedestrian movement
- 7 A shared path through McNeilly Park links Warburton Street and Jersey Street
- 8 A marked cycle lane in the southbound lane north of the station on Illawarra Road becomes a bus lane directly outside the station. The lack of any shoulder space forces cycle traffic into vehicle traffic to avoid buses stopped for pickup/setdown



Figure 3.5 Precinct access and connectivity

3.4 Issues and opportunities

Analysis of the built, natural and community context has highlighted both constraints, and opportunities to enhance the station and its precinct character, amenity and connectivity. This section of the SDPP summarises the key findings from the precinct analysis studies where the project has the greatest potential to influence the wider context.

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



Figure 3.6 Marrickville Festival - source innerwestvoices.com



Figure 3.7 Issues and opportunities. Refer Section 3.5 Design response, for references to the items above.

3.5 Design response

	#	Key issue / opportunity	Opportunities delivered by the Project	Opportunities safeguarded by the Project
Public Domain	1	Station Street can be congested with parked vehicles and 'kiss and ride' traffic	<ul style="list-style-type: none"> – Pavement and grading to the northern edge of Station Street to assist bicycle movement and water flows – Reconfiguration of bollards to reduce casual car parking directly outside the station to be limited to service vehicles only 	<ul style="list-style-type: none"> – Future building development within Station Street to increase setbacks at ground level to provide better pedestrian amenity (Marrickville Town Centre Masterplan)
	2	The shared path connection along the stations south from Myrtle Street to Station Street is narrow and uninviting after dark	<ul style="list-style-type: none"> – Widening and upgrading of the existing path between Station Street and Myrtle Street in accordance with the Walking and Cycling Strategy – Increased path width to between 3m and 4m., new lighting, and new landscaping, all contribute to a higher amenity walking and cycling environment with improved sense of safety and surveillance – A widened junction with increased open space at the Myrtle Street connection provides better sightlines and passive surveillance opportunities 	
Connectivity and access	3	Continued investigation of the walking and cycling connection west from Illawarra Road		<ul style="list-style-type: none"> – Investigate on road and shared paths as part of the walking and cycling strategy for the corridor – Investigate opportunities to complement high pedestrian and cyclist crossing points with widened / raised crossings including widened and or raised pedestrian crossing and incorporation of bike crossing for continued pedestrian and cycling route to Illawarra Road and Schwebel Street intersection
Built and landscape character	4	Protection and enhanced appreciation of heritage fabric (IWC draft Housing Strategy).	<ul style="list-style-type: none"> – Retention and reuse of platform and concourse buildings as recognisable parts of local character – Minimal interventions are being made to the existing heritage buildings which are largely confined to the interiors of the buildings only to accommodate Metro's operational requirements Recent upgrades have been undertaken to meet most compliance aspects – Retention of heritage bridge and brick parapets along Illawarra Road – Retention of recently installed heritage interpretation within the station 	
	5	Landscape planting for shade (urban canopy) in summer, sun in winter, clear forward visibility, widened public domain, and improved passive surveillance	<ul style="list-style-type: none"> – New tree planting will provide a continuous but deciduous tree canopy along the paths – Increased path width to between 3m and 4m., new lighting, and new landscaping, all contribute to a higher amenity walking and cycling environment with improved sense of safety and surveillance 	<ul style="list-style-type: none"> – Use tree offset in nominated areas within the station precinct in consultation with the Council and relevant authorities
	6	The urban tree canopy is sporadic throughout the precinct and opportunities to plant trees within the street / footpath are limited	<ul style="list-style-type: none"> – New planting along the shared path between Station Street and Myrtle Street includes canopy trees, native shrubs and groundcovers to soften the environment – Retention of all existing mature trees along the shared path 	<ul style="list-style-type: none"> – Use tree offset in nominated areas within the station precinct in consultation with the Council and relevant authorities
	7	The Station Street plaza is not an active place due to vacant shops and inactive ground floor uses	<ul style="list-style-type: none"> – Retention of existing station entry with new bollards and improved paving to assist pedestrian movement and safety 	<ul style="list-style-type: none"> – Adaptive reuse of the former ticket office on platform 2 as retail to activate station entry plaza

Refer Fig 3.7 and Fig 3.8 for location details



Figure 3.8 Safeguarding the future. Refer 3.5 Design response, for references to the items above.



4. Design



4.0 Design

4.1 Project design

4.1.1 Design intent

Sydney Metro is committed to delivering easy, safe and reliable turn-up-and-go services, and active precincts and places. The Project design supports this commitment with a holistic approach that responds to the station context as well as to the line-wide requirements of Sydney Metro.

The metro stations will provide renovated and modernised concourse and platform environments, and an upgraded public domain at station entries. Each station design aims to contribute positively to the wider precinct by achieving a sensitive fit with existing and future precinct planning, and to the community and heritage aspects of each place. For all stations, retention and re-use of heritage buildings is key.

For Marrickville, at the southern entry on the Station Street plaza, the 'fit' of the station within the precinct will be enhanced by widening of the shared path between Station Street and Myrtle Street, and by rationalising the existing two fences to one fence, opening up the public space to the established and new trees. The station was broadly upgraded recently as part of the TAP station refresh program. Consequently, much of the building fabric is comparatively modern and robust, and satisfies the general requirements of current DDA compliance.

The designs have been developed in partnership with the station design team to minimise impacts on existing railway assets and Sydney Trains operations by maximising off-site fabrication and assembly and by reusing existing assets, such as the station platform buildings, overhead wiring structures and road bridges.

4.2 Station precinct design

4.2.1 Station legibility

Marrickville Station's concourse building stands alone on the Illawarra Road overbridge, towards the edge of the town centre but still linking the established strip retail to the north with the retail transitioning to denser mixed use to the south. The concourse is a new, modern structure with a positive 'front door' on the overbridge, with an entry awning improving its visibility on approach and providing shelter over the footpath. The southern entry from Station Street has a more modest presence. Legibility of this entry within the precinct will be improved with greater use of the shared path along the pedestrian and cycling path

4.2.2 Urban character

Marrickville is a busy centre with activity focussed along the main street (Marrickville Road) and extending along Illawarra Road to and just past the rail station. The street interface is typically traditional street-edging retail with awnings over the footpath, breaking down somewhat at the edges of the centre as commercial uses give way to mixed and residential uses. The form and height of buildings is changing to include up to seven storey mixed use developments, including immediately adjacent to the rail line at the station. Where the area is in transition, the fine grain of the traditional retail uses is giving way to larger footprints and retail tenancies at ground level. The change on the skyline is more marked, as older buildings with parapets and rendered, simply modelled facades are side by side with contemporary developments with different materiality and façade treatments.

4.2.3 Built form and scale

Marrickville is changing to a higher density centre with taller, larger buildings. The scale of the Illawarra Road streetscape around the station varies from two storey strip retail, to occasional standalone commercial buildings, to single detached houses, and 5-7 storey mixed use / apartment buildings. The existing concourse building is a single storey structure that has a presence on the Illawarra Road overbridge but a comfortable human scale for pedestrians. There are no changes to the existing station built form or scale.



Figure 4.1 Recently upgraded Station Street entry will link to an enhanced pedestrian and cycle path

4.3 Station precinct plan

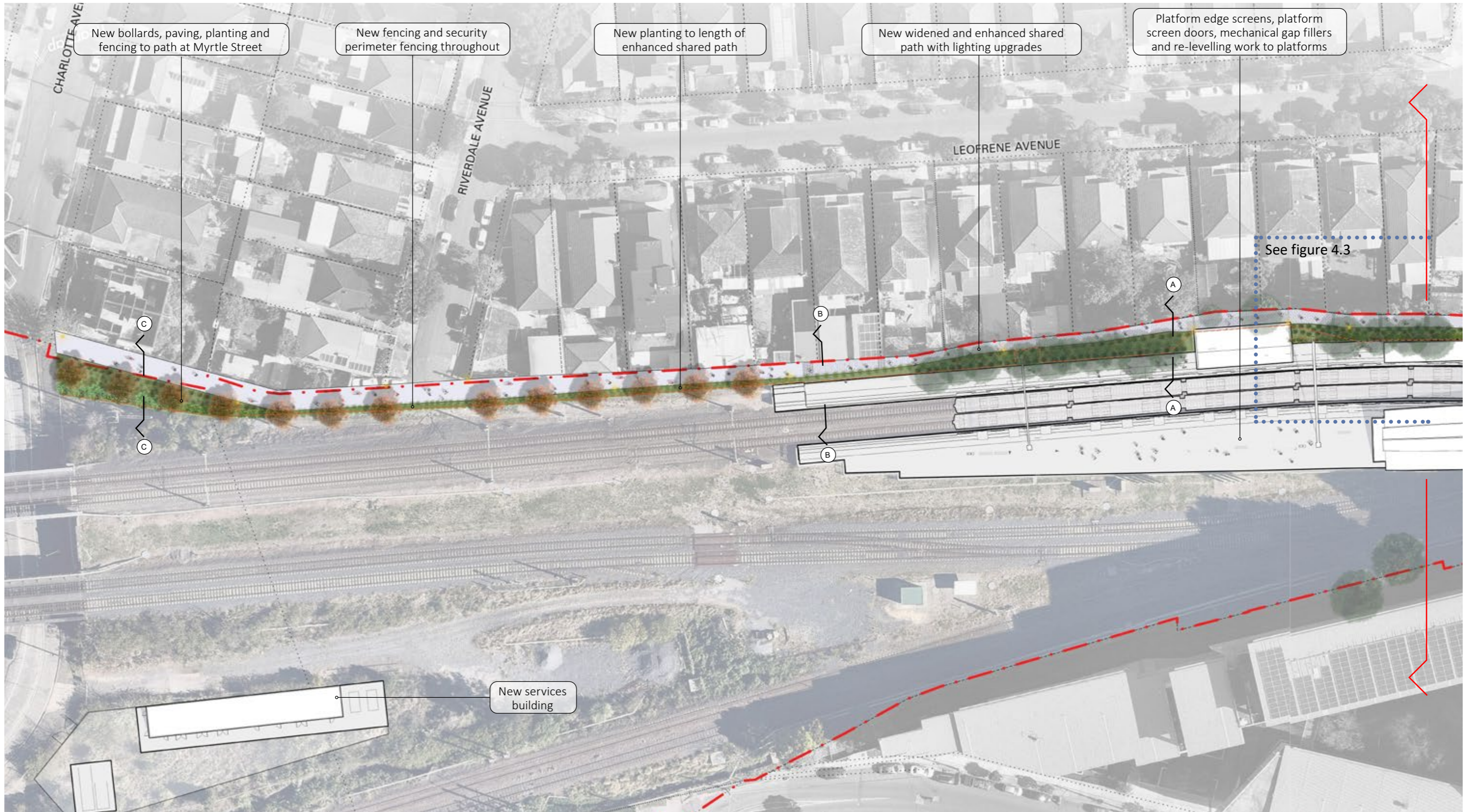


Figure 4.2 Marrickville station precinct plan

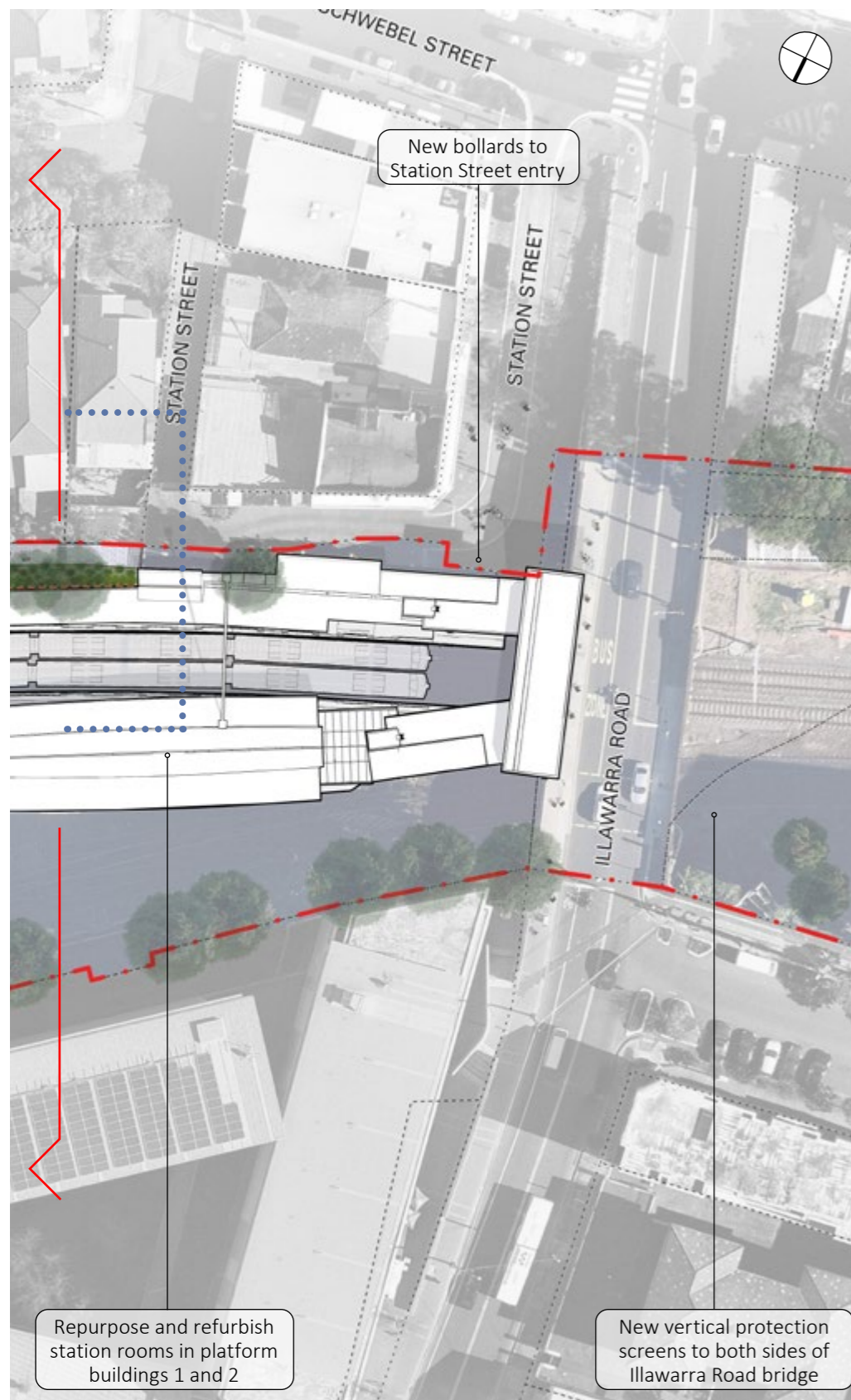


Figure 4.3 Marrickville station precinct plan: the shared path

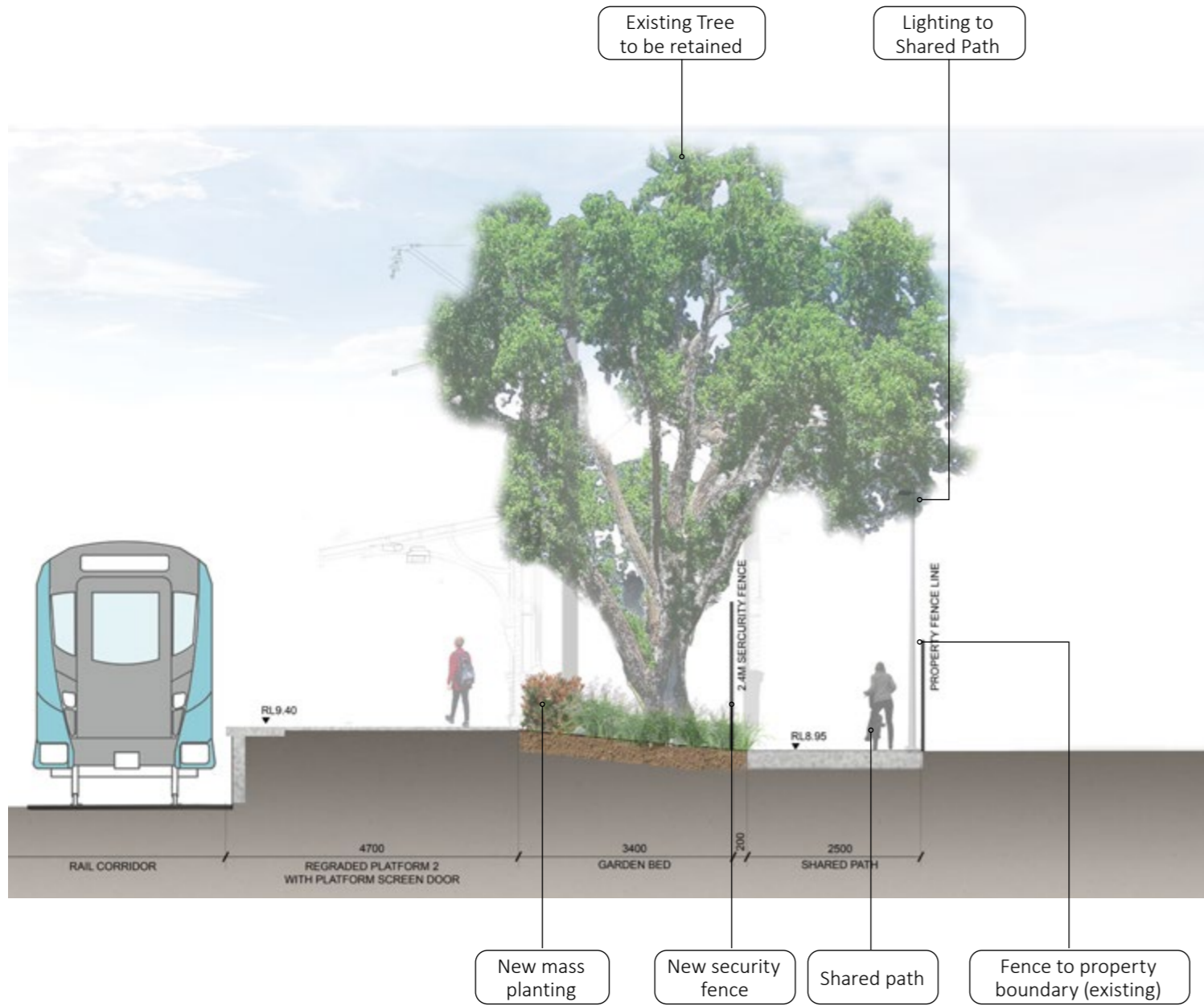


Figure 4.4 Section A Marrickville - Detailed section of the shared path

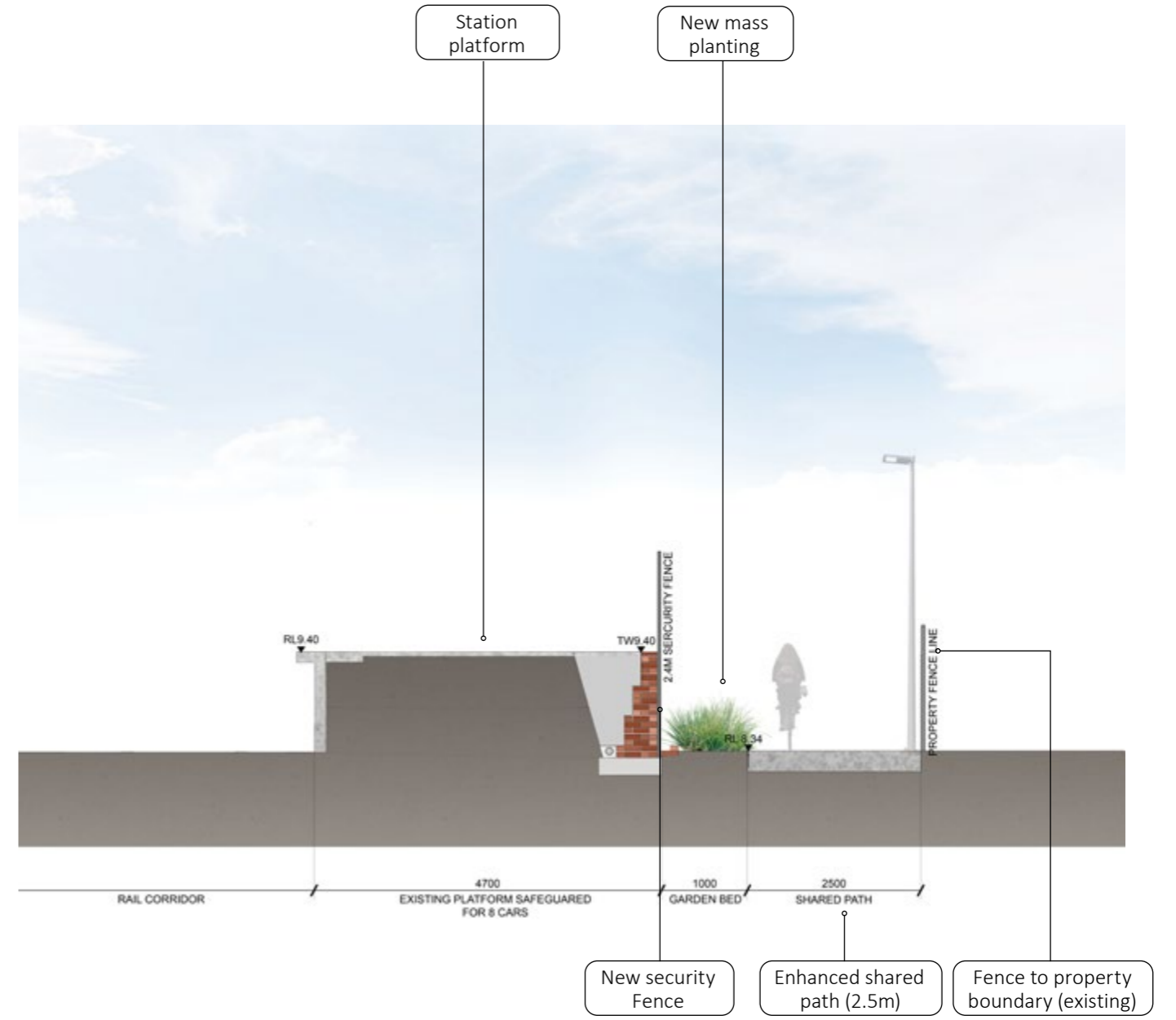


Figure 4.5 Section B Marrickville - Detailed section of the shared path

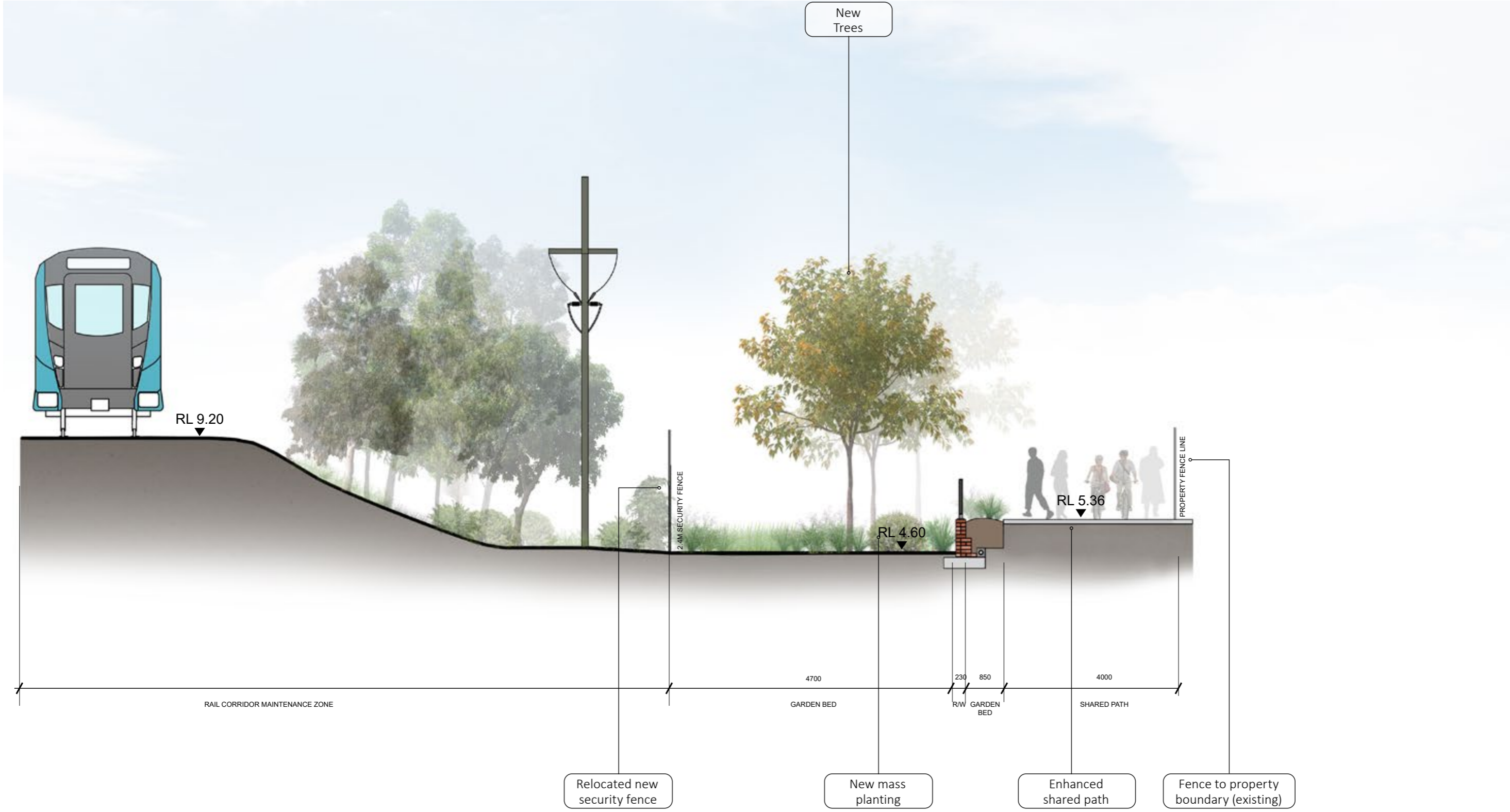


Figure 4.6 Section C Marrickville - Detailed section of the shared path

4.4 Station precinct scope

4.4.1 General

The design requirements listed within the both the Scope of Works and Technical Criteria Overview (SWTC) and the Services Brief provide the general and technical requirements for the project. These requirements are understood in coordination with the Sydney Southwest Metro and Project objectives. There are two separate components, metro station works and metro corridor works. Metro corridor works are located outside of the station precinct. The focus of this SDPP is the metro station works, which for Marrickville include:

Station rooms and buildings – including:

- Upgrade station to DDA standards including accessible toilets
- Various works to repurpose existing rooms for their intended future use and accommodation of Metro’s operational requirements
- Installation of air conditioning, power, water and other services to suit the room repurposing
- General refresh, repairs, alterations and additions to station buildings as specified.

Platforms – including:

- To raise platform edges and provide platform drainage and emergency egress ramps from platforms to rail corridor (as required)
- Provision for installation of Platform Edge Screens, Platform Screen Doors and Mechanical Gap Fillers.

Concourse gateline – including:

- Reinstate concourse with new lighting, drainage, ventilation, customer services equipment and fire services

Demolition:

- Some removal of internal fit out and other minor modification works
- Removal of existing vertical protection screens from Illawarra Road over bridge.
- Removal of a small component of the original brick coping on the brick platform walls to accommodate new surfaces and platform screen doors

Station services and systems – including:

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

Signage and wayfinding:

- Design for current wayfinding requirements.

Public Art:

- Design for public art installation at concourse building

Ticketing:

- Provision of conduit, power, cabling, mounting, and other supporting infrastructure for the installation of ticketing equipment.

Station Precinct / public domain:

- Refresh and upgrade station precinct areas including considerations for shared pedestrian and cycling path
- New vertical protection screens to Illawarra Road overbridge
- Shared path: Widened and enhanced pathway alongside the station from Victoria Road with new lighting
- New landscape planting alongside enhanced shared pathway
- New and replacement bollards and pavement improvements at Station Street and Victoria Road near shared path

Earthworks and landscaping – including:

- Earthworks to create suitable working level sites for the Metro Service Building
- Reinstatement and upgrade of landscaping and planting of alongside the stations.

Fencing and screens – including:

- Various types of new fencing and modifications to existing fencing in the station and within the surrounding rail corridor
- Addition or upgrade of vertical protection (anti-throw) screens to bridges as specified.

Bridge works:

- Various works to repair, refresh and update bridges including the addition or upgrade of throw screens

Metro Services Building enabling works

- Site preparation, local and main services routes and pad mounts for new services buildings for power and signalling equipment in the rail corridor.
- New services building including associated loading/parking and ancillary functions.



Figure 4.7 Station Precinct Scope

4.5 Heritage

4.5.1 Heritage buildings and platforms

The Platform 1 and Platform 2 buildings will be retained and repurposed. Platform 1 is the island platform building, and of exceptional significance. Platform 2 is the side platform building accessed from the secondary Station Street entry as well as from the overhead concourse.

Internal modifications to the Platform 1 building will accommodate Sydney Metro equipment and operations facilities, such as communication rooms, station control rooms, station amenities. The original layout and finishes, including plaster wall finishes, plaster ceilings, and ceiling roses in the general waiting room, ladies' waiting room, ladies' toilets, and the station master's room will be conserved. The buildings will be externally refurbished, with brickwork repointed and damaged windows and doors repaired and restored. Unsightly security screens will be removed from the windows. Other minor re-fresh works to the platform level buildings include the re-pointing of external painted walls, window frames, doors, door frames, soffit linings, fascia boards and all exposed steel or timber structures. Platform levelling will not encroach on any sub floor ventilation or door frame thresholds. The new work is designed to be sympathetic to the heritage context and minimise visual impact and impact on the heritage fabric consistent with corridor-wide heritage principles established in section 2.3.2.

To retain as much of the heritage brick platform walls as possible when the platforms are resurfaced, a precast concrete 'T' section will sit above them. Future platform edge screens and doors will be largely transparent to allow views to the existing platform brickwork.

4.5.2 Heritage concourse and bridge elements

The original timber framed over head booking office (dating from 1895) was demolished when a new booking office on platform 2 was built in 1917-1918. A much newer station entry was constructed and most recently was part of the TAP upgrade project.

The Illawarra Road Overbridge (1911) is a steel girder and concrete slab bridge on brick piers and with brick abutments to both sides. The exposed brick abutments are in good condition and form an integral part of the heritage character on approach to this station entry. The brick abutments and parapets will be maintained and new vertical protection screens will be installed behind without fixing to the brick fabric.

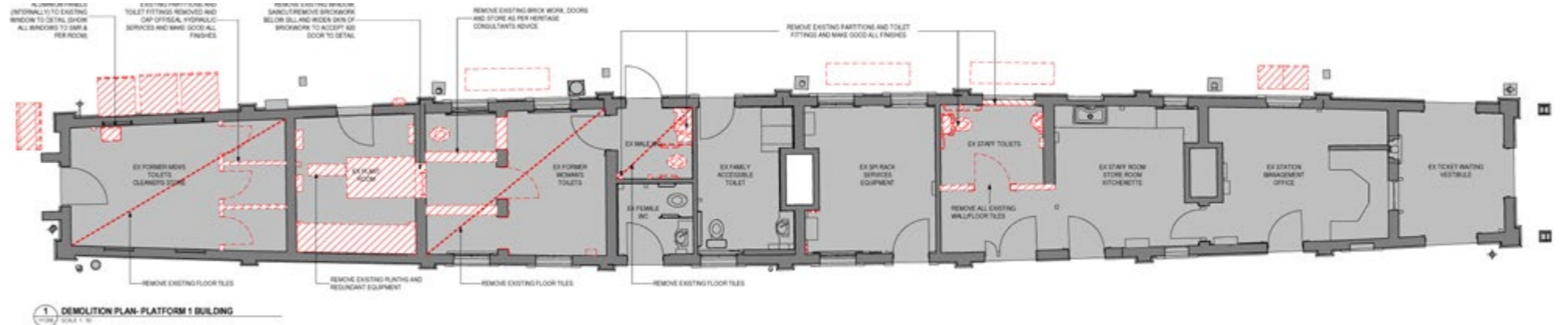


Figure 4.8 Platform 1 building: Reconfiguration plan



Figure 4.9 Platform 1 building: Proposed plan

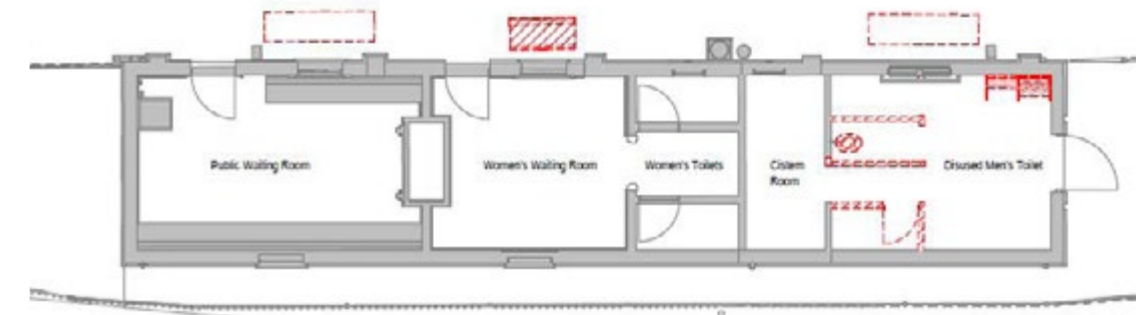


Figure 4.10 Platform 2 building: Reconfiguration plan

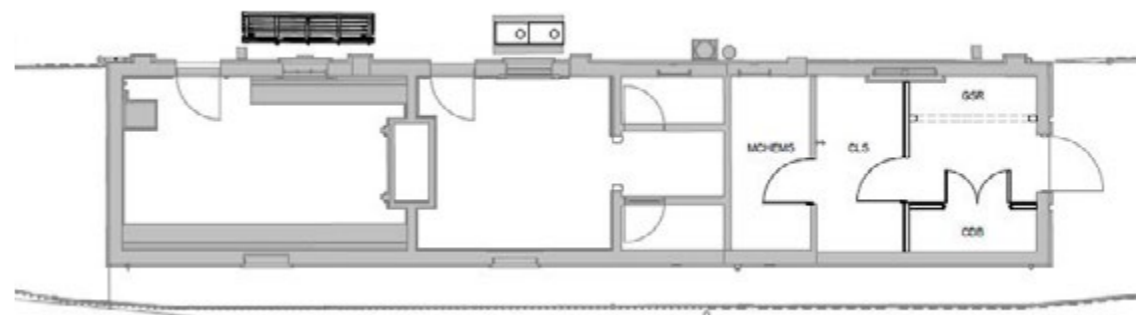


Figure 4.11 Platform 2 building: Proposed plan



Platform 1 building, 1895



Platform 2 building, 1911



Booking office, 1917

4.5.3 Heritage Interpretation Plan

In accordance with Condition of Approval E14, a Heritage Interpretation Plan for Marrickville Station has been developed by a suitably qualified heritage professional. The Heritage Interpretation Plan is informed by an over-arching project wide Heritage Interpretation Strategy, heritage impact assessments and management strategies.

At Marrickville Station as part of the TAP upgrade in 2016, twelve interpretive panels were developed and installed at Marrickville Station. Eight panels are featured within the two elevator corridors, and a group of four panels are located outside the former booking office located on Platform 2. An additional small interpretive panel exists on the brick pillar at the station entrance.

Additionally, the former booking office (the 1917 booking office that was restored and relocated following modern upgrades to the Marrickville Station concourse on Illawarra Road) has been restored and features historic plans and photographs in the interior, in addition to the original carpentry and furnishings, notably a sales counter and windows at either end for ticket sales. The building is not open to the public.

It is proposed at Marrickville Station to retain the existing twelve heritage interpretation panels, consistent with public domain principles established at section 2.3.3.



Figure 4.12 Existing heritage interpretation panels

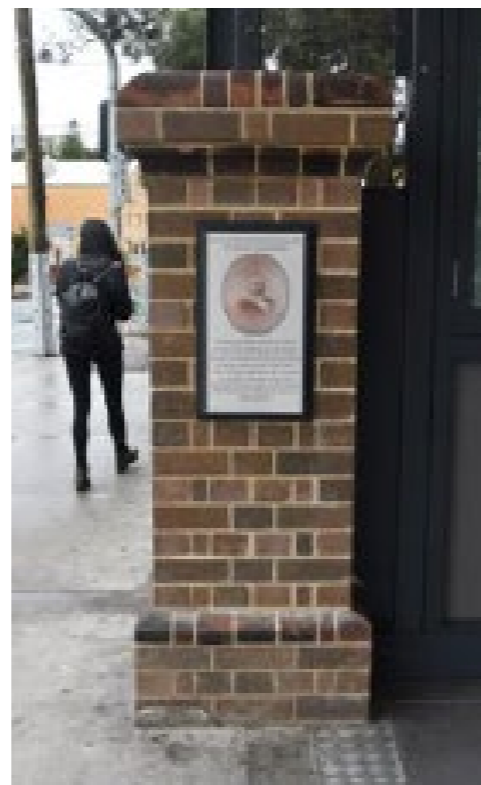


Figure 4.13 Existing heritage interpretation outside the station entry

4.6 Concourse

There are no significant changes at concourse level as the current station entry was upgraded in 2016. As at present, the concourse building will remain a strong feature in both the Illawarra Road and Station Street streetscapes. The main entry on the street is covered by a generous canopy, and connects to the platforms by lifts and stairs and will receive minor refreshments including repainting, lighting and signage.



Figure 4.14 Current Illawarra Road station entry



Figure 4.15 Concourse building (viewed from Station Street)

4.7 Platforms

The station platforms will be resurfaced and the coping edge raised for Disability Standards for Accessible Public transport (DSAPT) compliance. To retain as much of the heritage brick platform walls as possible, a precast concrete 'T' section will sit above them. The new concrete coping element provides a cable recess for the future provision of platform screen doors (PSDs), along with cast-in rebates for mechanical gap fillers.

The design allows for the minimal amount of new structure behind the existing brickwork wall, reducing the extent of excavation and the likelihood of impact to existing services below the platform. Installation of all required services and finishes can be carried out during the station closure whilst the adjacent line is live.

Platform Edge Screens / Platform Screen Doors are installed for the length of the six-car train set only to minimise the extent of the works in the platform, without precluding an upgrade to an eight-car set in the future.

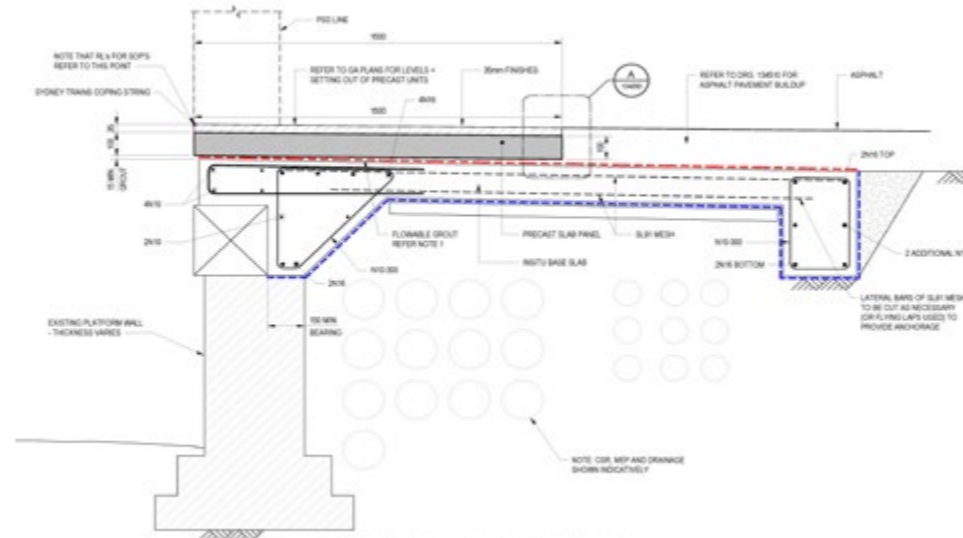


Figure 4.18 Platform edge regrading: detail section

4.8 Lifts and stairs

There is no change to the existing lifts and stairs, which were constructed with the TAP upgrade in 2016. There are two lifts and two sets of stairs, connecting the overhead concourse to Platform 1 and Platform 2. Paths of travel are clear and direct from Illawarra Road through the station entry.



Figure 4.16 Station platform - indicative view



Figure 4.17 Lifts and stairs

4.9 Connectivity and access

4.9.1 Pedestrian movement

Existing pedestrian movement into and through the station is facilitated by the TAP upgrade which introduced lifts between concourse and platform levels in 2016. These arrangements are unchanged. Outside the station, footpaths and the Station Street plaza are retained, with clear and legible pedestrian movement supported between the public domain and both the station entries.

4.9.2 Cycle and shared paths

For both pedestrians and cyclists, enhancement of the shared path between Station Street and Myrtle Street will strengthen the east-west connection linking the town centre to the regional cycling network and to Marrickville’s Carrington Road precinct. The shared path will support a fully connected pedestrian and cycling path along the rail line, providing connectivity for cyclists and pedestrians and integrating the project with its context (see principles at 2.3.4). The shared path provides a level connection from the Station Street entry to Myrtle Street, linking in with the formal cycle path; will provide improved amenity for pedestrians and cyclists with additional landscaping and good passive surveillance between the path and Platform 1; and will be lit for safety and perception of safety. The pedestrian and cycling preferred shared path width is a minimum of four metres however at Marrickville existing site constraints mean there are some narrower pinch points. The path will be widened to four metres between Myrtle Street and Riverdale Road, and between Riverdale Road and Station Street generally to three metres.

4.9.3 Bicycle parking

The existing, secure, bike parking facility on Station Street will be retained.

4.9.4 Interchange facilities

The design provides for:

- Retention of the existing kiss and ride zone on Station Street
- Retention of existing bus stops and shelters on Illawarra Road
- Retention of the existing taxi zone on Station Street
- Retention of the existing accessible parking spaces on Station Street and Schwebel Street
- Retention of the existing park and ride zone on Station Street.

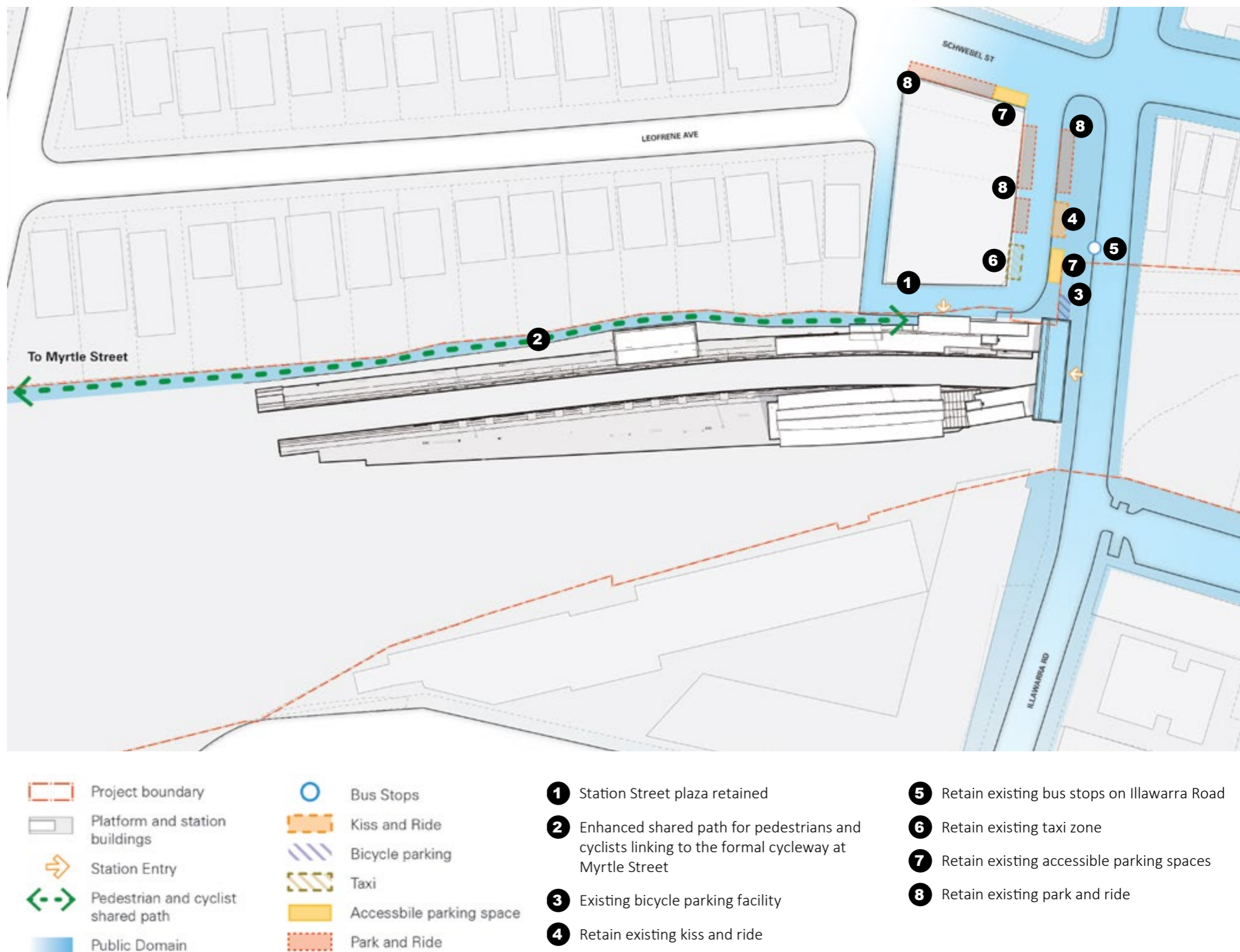


Figure 4.19 Station interchange connectivity and access

4.10 Public domain

4.10.1 Public domain activation

With the 2016 TAP upgrade the station entry to Illawarra Road was opened up, and an additional entry created on Station Street. This work improved the relationship of the station to the public domain and supported pedestrian movement along Illawarra Road as well as through the station precinct.

For Sydney Metro works, the main public domain activation at Marrickville Station is associated with the upgrade of the shared path along the pedestrian and cycling route. The upgrade is designed to support greater pedestrian and cycle use of the path, thereby also enlivening the Station Street plaza, reducing any sense of isolation and in turn generating more activity consistent with public domain principles established at section 2.3.3. These works include:

- widening the existing pathway from Myrtle Street to Riverdale Road to four metres
- widening the existing pathway from Riverdale Road to Station Street generally between two and a half metres to three metres
- installation of smart poles along the entire length of the shared path
- upgrade the existing landscape embankment with new planting
- decluttering with the removal of both hoop fences and installation of one palisade fence located to extend the public space.



Figure 4.20 Illawarra Road station entry, upgraded in 2016

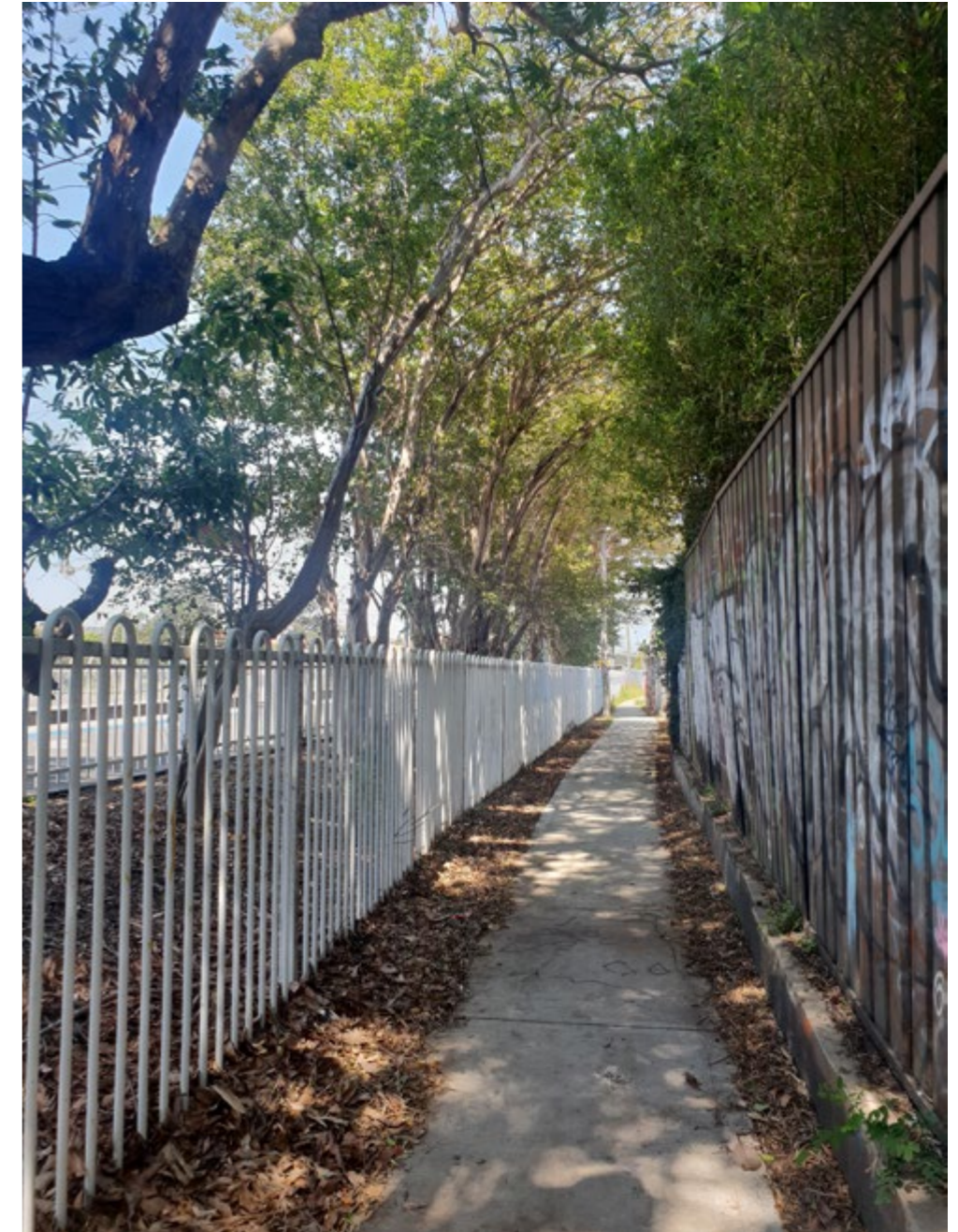


Figure 4.21 Typical existing condition of shared pathway

4.11 Landscape design

4.11.1 Landscape strategy

The landscape strategy for Marrickville Station is to retain and strengthen the existing tree planting behind Platform 1, extending it along the shared path to soften and provide amenity to the shared path. The upgraded landscape edge to the shared path will provide much needed amenity, and will also provide landscaped background to the back of platform. The relocated security fence here will allow for planting to either side, ensuring that both users of the Metro service and the shared path benefit from the upgrade.

The existing trees are mature *Lophostemon confertus* (Brushbox) and *Lagerstroemia indica* (Crepe Myrtle), currently ‘sandwiched’ between two rows of fencing. Along with the enhanced planting, one row of fencing will be removed to create a widened public domain and landscaped backdrop to Platform 2. The other, relocated, security fence here will allow for planting to either side, ensuring that both users of the Metro service and the shared path benefit from the upgrade. New trees will be planted to the east along the shared pathway; the selected species is *Zelkova serrate* ‘Green Vase’, a medium sized deciduous tree which will allow light in the winter months and provide shade in the summer months.

Understorey planting along the length of the shared pathway has been selected to encourage biodiversity, meet the requirements of the Inner West Council Guideline, and reflect the intent of the Marrickville Street Tree Masterplan 2014.

4.11.2 Earthworks and landform

Changes to existing landform where new works are proposed are kept to a minimum or where they are required generally aim to reduce the increase in any fill or height. This is typically along the upgraded shared path path where potential overland water flow routes should not be affected. This requirement has meant a small wall is used to retain new pathways at certain locations instead of typical banks and batters.

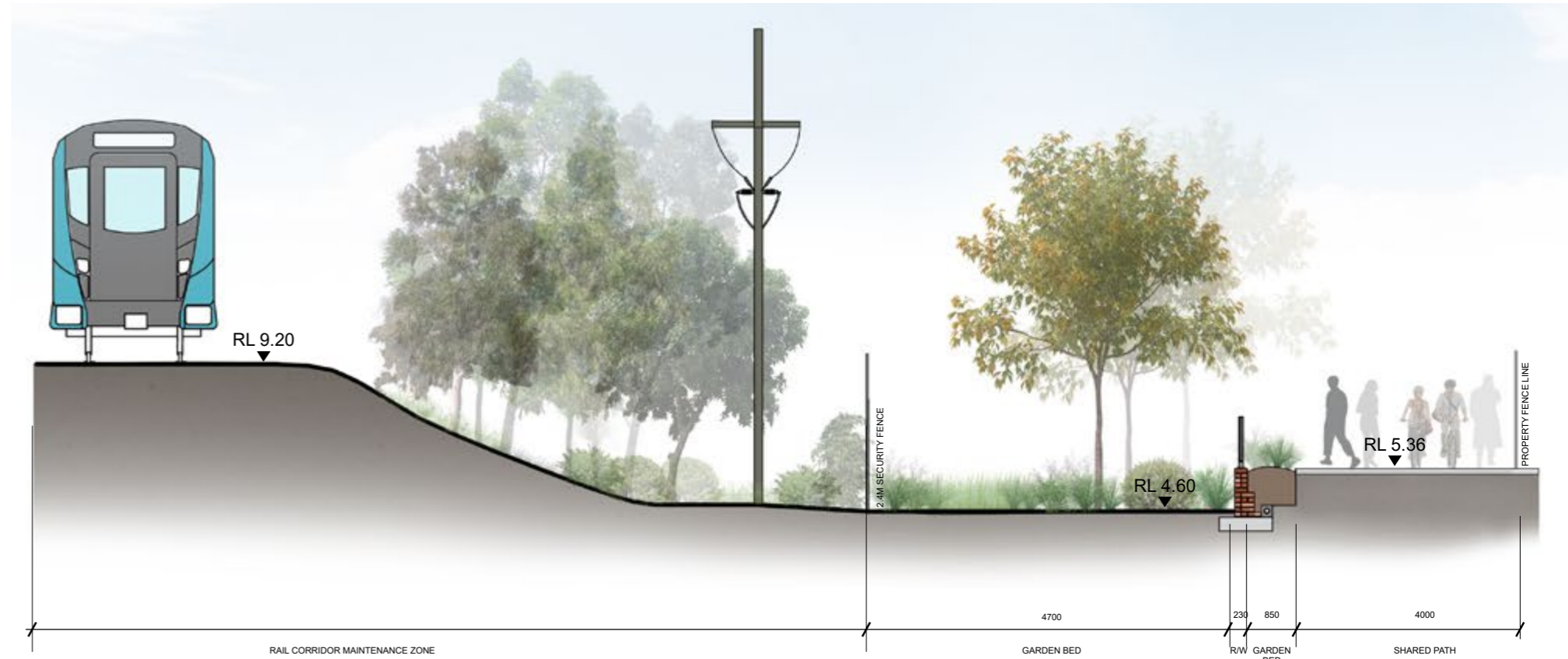


Figure 4.22 Shared pathway where low walls are required to allow overland flow through vegetation

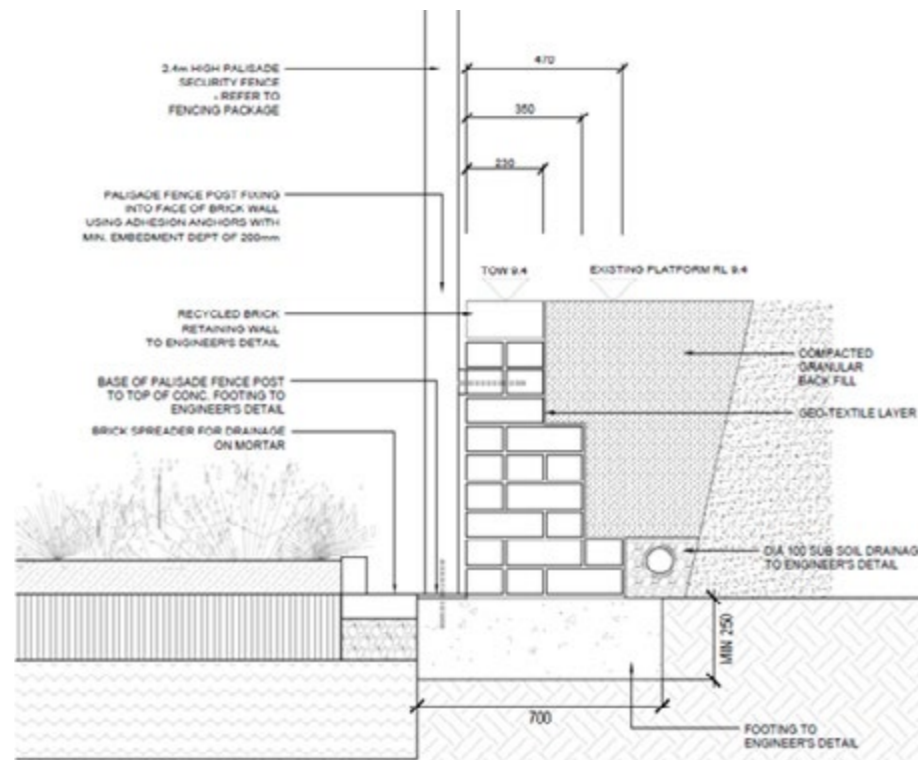


Figure 4.23 Typical retaining wall

4.11.3 Species selection

New trees are planted at regular intervals along the widened shared path. Apart from the trees, all other planting comprises native species that are predominately locally occurring. Shrubs will be planted in either single species mass planting arrangements or structured groupings of plant species that are consistent in height and character. Understorey plants will be set back from planter bed edges so that plants when established do not spill out onto the shared path.

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

New trees are a small deciduous Japanese elm, selected in consultation with Council to supplement the existing Brushbox and Crepe Myrtles. All other plants are native species. Plants have been selected so that they do not include fruits, spikes or seeds that will cause a hazard to pedestrians or cyclists in the locations that they are planted. Understorey planting has been selected to generally have a maximum height lower than 1m in areas that require clear sightlines across the plazas to meet CPTED guidelines (see CPTED principles, section 2.3.5).

Shrubs and grasses have also been selected for their low maintenance and low water requirements, in support of a Water Sensitive Urban Design approach (refer Section 4.11.5).

	Botanical Name	Common Name	Pot Size	Spacing	Indigenous?
TREES	<i>Zelkova serrata</i> 'Green Vase'	Japanese Elm	400L	as shown	N
SHRUBS	<i>Syzygium</i> 'Resilience'	Resilience Lillypilly	200mm	4/m ²	Y
	<i>Callistemon</i> 'Green John'	Bottlebrush cvs	200mm	4/m ²	Y
	<i>Westringia</i> 'Blue Gem'	Coastal Rosemary	200mm	4/m ²	Y
	<i>Nandina domestica</i> 'Blush'	Dwarf sacred Bamboo	200mm	4/m ²	Y
	<i>Acmena smithii</i> 'Allyn's Magic'	Dwarf Lillypilly	200mm	4/m ²	Y
GRASSES & GROUND COVERS	<i>Dianella</i> 'Little Jess'	Blue Flax Lily	140mm	6/m ²	Y
	<i>Lomandra longifolia</i>	Spiky Head Mat Rush	140mm	6/m ²	Y
	<i>Poa poiformis</i> 'Kingsdale'	Blue Tussock Grass	140mm	6/m ²	Y
	<i>Themeda triandra</i>	Kangaroo Grass	140mm	6/m ²	Y
	<i>Liriope</i> 'Just Right'	Lily Turf	140mm	6/m ²	Y



Syzygium 'Resilience'
Lillypilly



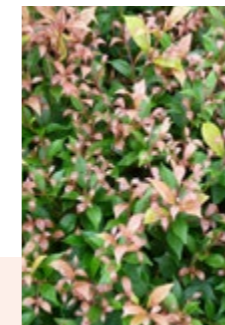
Callistemon 'Green John'
Bottlebrush



Westringia 'Blue Gem'
Coastal Rosemary



Nandina domestica 'Blush'
Dwarf Sacred Bamboo



Acmena smithii 'Allyn's Magic'
Dwarf Lillypilly



Zelkova serrata 'Green Vase'
Japanese Elm



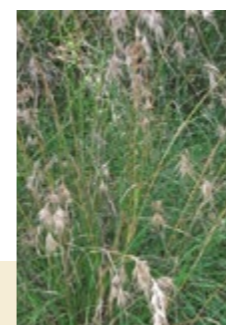
Dianella 'Little Jess'
Blue Flax Lily



Lomandra longifolia
Spiky Head Mat Rush



Poa poiformis 'Kingsdale'
Blue Tussock Grass



Themeda triandra
Kangaroo Grass



Liriope 'Just Right'
Lily Turf

4.11.4 Typical planting details

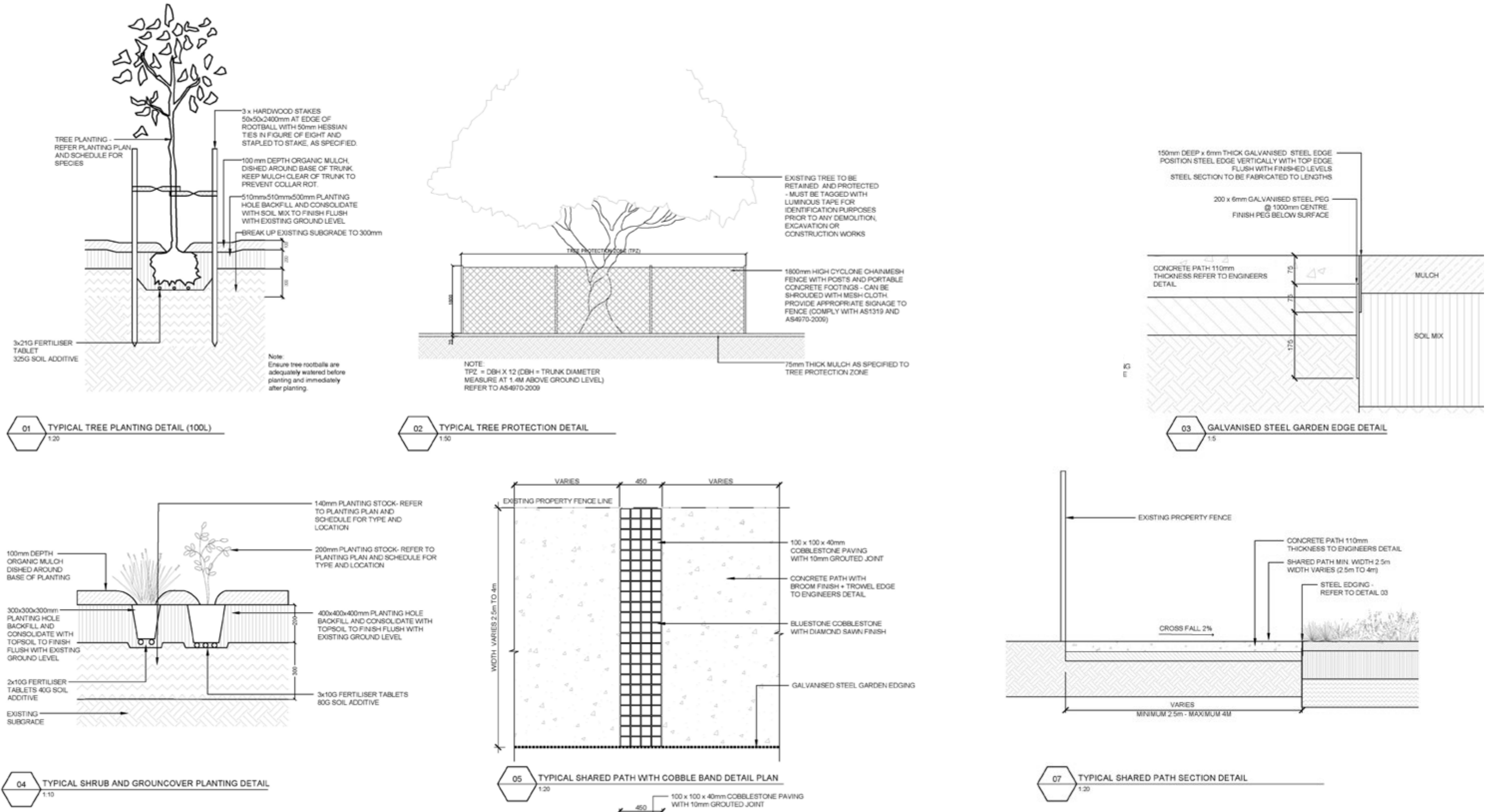


Figure 4.24 Typical planting details

Figure 4.25 Typical paving and garden edge details

4.11.5 Water Sensitive Urban Design (WSUD)

Water Sensitive Urban Design is intended to be subtly present along all stations. At Marrickville station the shared pathway along the pedestrian and cyclist route, is graded to provide a natural cross fall towards to the north – away from the residential properties and allowing for passive water runoff to be directed to the planting areas allowing the garden to take full advantage of the water runoff.

4.11.6 Landscape maintenance, monitoring and rehabilitation

A landscape management plan has been developed for the project which details the strategy and procedures to be undertaken with regards to the successful establishment and on-going maintenance of new vegetation. It also specifies procedures for the regeneration of disturbed vegetation.

The landscape has been designed to ensure low water use species have been planted to optimise long-term maintenance. Irrigation will be provided where passive irrigation cannot be achieved. Regular monitoring and maintenance should be undertaken to ensure plants are maintained to their highest quality. Other regular practices shall be carried out to ensure optimum plant condition by the site operator – these include but are not limited to:

- Watering – generally ensure that planting is receiving sufficient water to ensure a vigorous growth,
- weed and pest control – by eradicating all weeds and pests from the planted area during the specified maintenance period,
- monitoring all plants for pest and diseases on a monthly basis,
- fertilizing as appropriate,
- replacement of plants to those damaged, diseased or dead, replace any stolen plant to ensure and maintain plant densities for the duration of the maintenance period,
- re-mulch as necessary to maintain the mulch depth specified for the duration of the maintenance period,
- remove any rubbish from the planted areas,
- pruning of vegetation as required to ensure planting is kept clear of footpaths, operations of rail line, and Crime Prevention Through Environmental Design (CPTED) surveillance.

Areas outside the limits of the works which are disturbed as part of the construction will be restored and re-vegetated. These practices include:

- Areas around compounds, material storage, access roads, fencing, services, drainage and infrastructure will be recorded upon establishment of the site,
- detailed records will be made of the existing conditions,
- identified trees and areas of significant vegetation shall be protected with temporary fencing,
- unnecessary disturbance of vegetation will be minimised,
- areas of vegetation that are disturbed during the works will be recorded and rehabilitated. This includes the retention of natural grades and drainage paths, reintroduction of grasses and planting.

All areas that are restored will be recorded with details of how areas were treated and how areas were revegetated, including soil preparation and vegetation used. These areas will then form part of the on-going requirement of maintenance and monitoring.

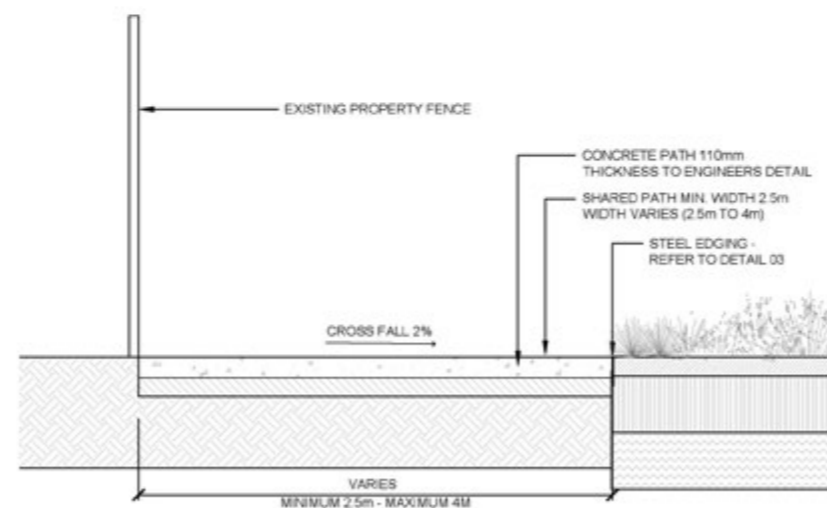
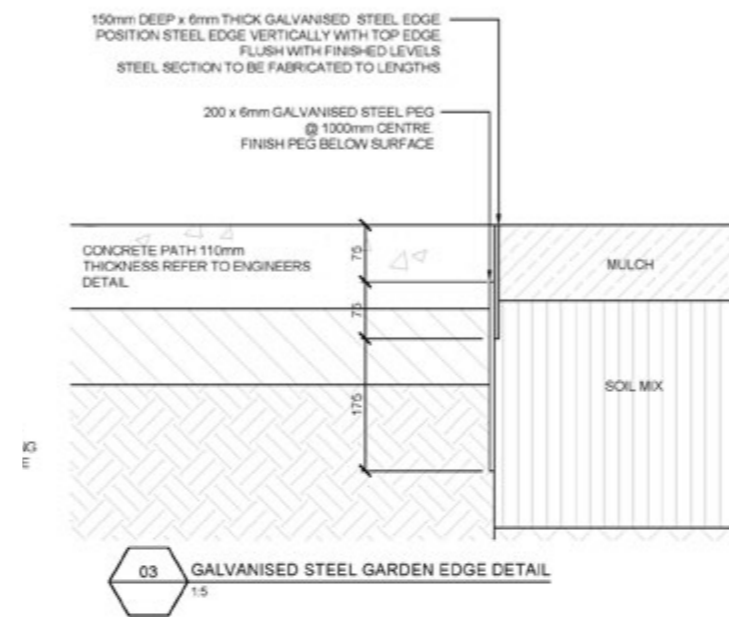


Figure 4.26 Typical paving and garden edge details

4.12 Hardscape elements

4.12.1 Paving and street furniture selection

The public domain palette has been developed to respond to Council’s requirements and to maintain some continuity with Sydney Metro where possible, using or modifying the existing palette consistent with public domain principles at section 2.3.3. Where possible, the existing Metro palette has been used or modified. Maintainability was a key consideration for Council (as for Metro) and has guided the selection of a suite of robust elements.

Lighting: the shared path lighting comprises of existing pole mounted lights and newsolar powered lights on poles. It has been selected to light the shared path to enable safe movement, without creating light spill to adjacent residential properties.

Paving: the new widened pathway will tie into the existing condition, formed using standard concrete with a trowelled edge to match the existing conditions. Feature bands of cobblestones will intermittently break up the scale of the path and provide a tactile surface change

Fencing: the station environment is decluttered with both rows of hoop top fencing removed, to be replaced with one row of palisade fencing. The new fence alignment opens up the row of mature Brushbox trees to the shared path, bringing them into the public domain while also giving more space to pedestrians and cyclists.

CODE	ITEM	IMAGE	DIMENSIONS (mm)	FINISH
HARDSCAPE				
CON-1	Shared pathway		width various, refer to civil drawings for setout	Broomed Finish with trowel edging
PAV-2	Cobblestone Paving		600x400x40	Diamond Sawn Finish
RW-1 / RW-2	Brick retaining wall			Recycled brick retaining wall - Bricks are collected and retained + cleared from coping edges of all 9 stations

CODE	ITEM	IMAGE	DIMENSIONS (mm)	FINISH
URBAN FURNITURE				
BOL-1	Bollards		1200mm above ground 200mm below ground	A47150W : Powdercoated Steel (Yellow / Red) LOCATION: Shared Path
BOL-2A, 2B, 3	Bollards		Refer documentation for finished heights and removable locations	Linished
FEN-1	Security Fence		2.4m high	Powder coated matte black
TGS-1	Tactile Indicators - warning indicators			Approval of colour to be obtained from Landscape Architect prior to installation. Colour test - Stainless steel, black, brass - Do not use Yellow or Blue
LIGHTING				
LP-1	LED lights on poles to shared pathway		5m Pole	Aldridge SolSolution (20W) Light Grey Either Hot Dip Galvanized, Powder Coated or Both

4.12.2 Bridge Vertical Protection and OHW Safety Screens

General – corridor wide

Vertical screens will be provided at cross corridor overbridges. They are required to prevent objects being passed through or thrown onto live equipment or the corridor below.

The urban design strategy is to:

- preserve views at station overbridges where possible
- respect and highlight existing heritage structure and
- optimise the amenity of the adjacent footpath space for pedestrians
- achieve consistency with the architectural treatment at adjacent stations
- design the screens to transition from full height to match adjacent height barriers or fences.

The screens have been designed to balance the varying conditions at each station while also working together as a family of elements that contributes to the corridor-wide identity of Southwest Metro.

There are four types of screens:

Type 1:

- Located at or close by station overbridges, where there are existing brick (typically heritage listed) parapet walls
- Steel posts fixed to the outside face of the existing bridge structure. The posts do not fix to heritage elements and will feature a taper towards the top that reduces visual bulk and excessive material use
- The profile is vertical for two metres above the footpath, and then cranked inwards to an overall height of three metres
- Woven stainless steel mesh between the posts and above the existing wall to an overall height of three metres high.

Type 2:

- Located at or close by station overbridges, where there is no existing parapet
- Steel posts fixed to the outside face of the existing bridge structure. The posts do not fix to heritage elements and will feature a taper towards the top that reduces visual bulk and excessive material use
- The profile is vertical to the overall height of three metres
- A continuous handrail to the length of the overbridge screen
- Full height, laminated safety glass between posts with an anti-graffiti film layer.

Types 3A and 3B:

- Located outside station precincts. Type 3A are new screens, Type 3B are modified existing screens
- Clear perspex panels to 1.8 metres high, attached to stainless steel woven wire mesh screens to the full height of three metres
- The profile is vertical to the overall height of three metres.

Types 4A and 4B:

- These types are for pedestrian-only bridges. Type 4A occurs at or near stations while Type 4B is outside station precincts
- Type 4A has a wire mesh screen with services integrated
- Type 4B has a fully enclosed wire mesh vertical protection screen with clear perspex panels fixed to the screen to a height of 1.8 metres.

Marrickville Station

Vertical screens are required to both sides of the Illawarra Road bridge and will replace existing mesh screens where they currently exist. As brick parapets are found to both sides of the bridge, Type 1 screens are proposed.

- City side: The city side screen will replace existing mesh screens fixed to the top of the brick parapet walls. The screens will tie into the existing concourse building to one side of the building only for the required width
- Country side: The country side screen will run the full width of the bridge as required and will tie at both ends into a new security fence at 2400mm height.



Figure 4.27 Typical Type 1 vertical protection screens

4.12.3 CPTED (Crime Prevention Through Environmental Design)

Places that feel safe and well connected encourage walking and cycling including to public transport, while real and perceived crime risks can deter people from using certain facilities, taking particular routes or being in various locations. For Sydney Metro, CPTED is of particular importance with regard to how the project interfaces with the public realm and the movement of pedestrians and cyclists to and through the project corridor.

Targeted principles were developed early in the design process that address three CPTED strategies (Natural Access Control, Natural Surveillance and Territorial Reinforcement), to inform and guide the urban, landscape and architectural design. The design provides for passive surveillance, and clear and legible paths of travel, to contribute to a perception of safety and security in a well designed, well cared for public domain. As the design developed, a CPTED assessment was also undertaken to help refine any outstanding issues.

The assessment noted the following considerations:

CPTED assessment issue	CPTED principle/s	How the design addresses the issue
Station entry		
Maximise surveillance and maintain clear sightlines at station entries	Natural surveillance	N/A - station entries have good surveillance from TAP upgrade. Enhanced shared path to increase usage and natural surveillance between public domain and platform
Vegetation		
Consider maintenance of existing vegetation to maximise natural surveillance of platform areas	Landscaping Natural surveillance	Understorey plants are lower than 1m for good sightlines on the path and to the rear of platform. Existing trees will be under-pruned to a minimum of 3m to ensure they do not form a safety hazard
Lighting		
Ensure lighting is in accordance with RSS 001 lighting performance requirements for station concourse building, platforms and platform buildings	Lighting	Considered in lighting design of shared path
Platform buildings		
Target hardening of platform buildings required to protect assets including alarm, CCTV and security signage	Physical security / target hardening	Considered in and integrated with architectural design

4.13 Public art

Public art is planned to be integrated into the station design in the form of architectural glass panels at station entries and on concourses. A uniform series of locations and materials have been selected for the ten Southwest Metro stations between Marrickville and Bankstown, to provide a cohesive framework for diverse artworks for this section of Sydney Metro. The art sites are visible from the surrounding public domain.

Artists have been selected through a competitive process involving a public expression of interest and competitions with expert panels selecting the artists and artworks. Successful artists are developing artworks that will be realised as a transparent artwork, embedded in glass panels at the stations. The works respond to stories and themes from the nearby local communities and neighbourhoods.

The public art program aims to:

- Align with Transport for NSW’s commitments to improving customer experience and delivering successful places
- Promote inclusivity, community involvement, public pride and ownership of Sydney Metro stations and precincts
- Provide a welcoming, destinational and impressive presence within stations and opportunities for the arts sector to contribute to the Sydney Metro network
- Commission diverse public art of high quality by a culturally diverse range of artists
- Create a best practice in permanent Australian transit art, and high-quality artworks.



Figure 4.28 Example of glazed artwork screens at Canberra Lightrail. Art by Hannah Quinlivan



Figure 4.29 Identified public art location at Marrickville Station

4.14 Metro-wide design

4.14.1 Wayfinding and signage

Within the existing streetscape, the upgraded concourse and station street entry will contribute to a 'self-explaining environment' with an open, legible entry into the station. A wayfinding and signage strategy has been prepared both at this, the precinct scale, and at the scale of the concourse and platforms, and has both informed and been informed by the design.

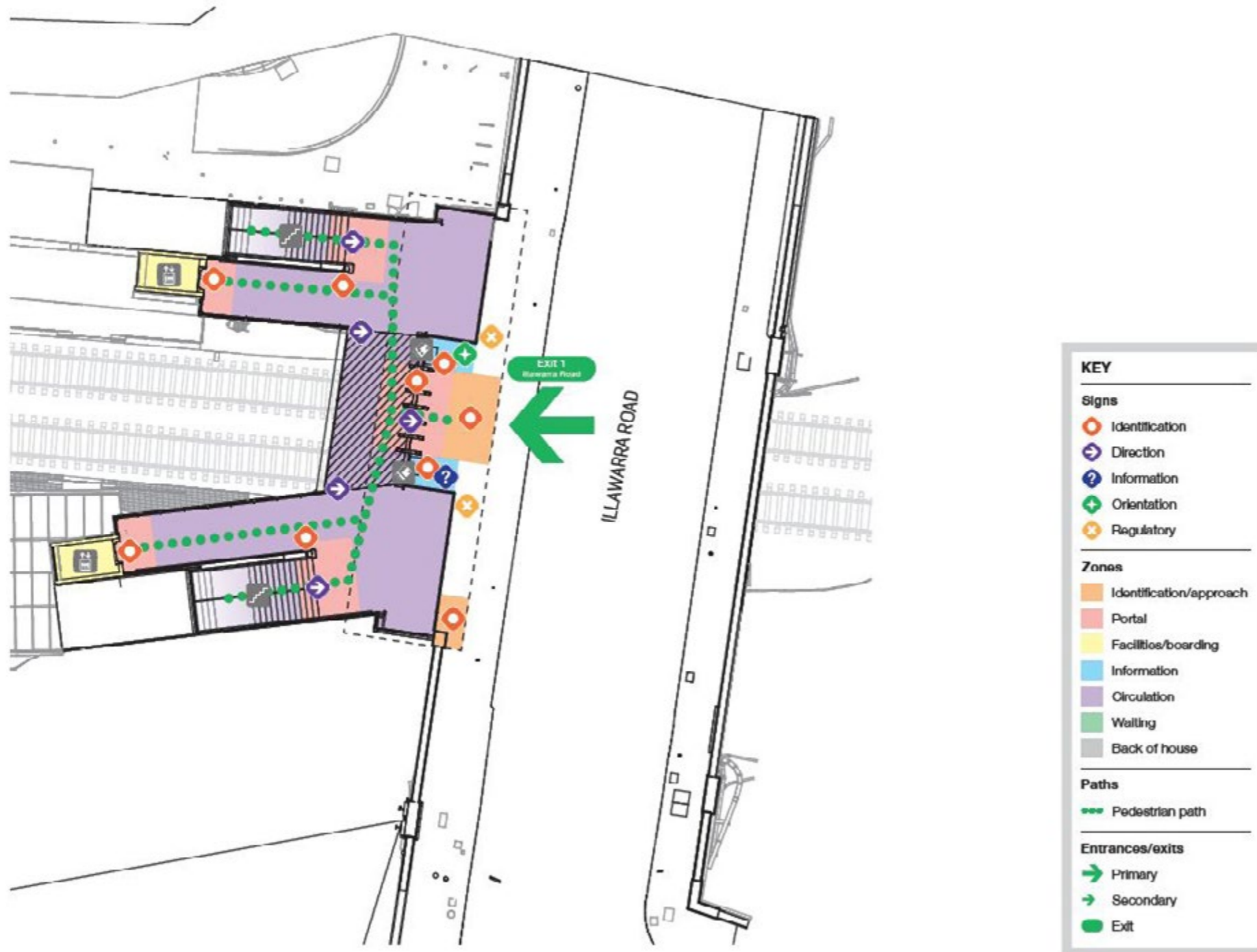


Figure 4.30 Precinct wayfinding strategy – flow and zone plan

4.14.2 Common materials and finishes

A finishes and materials schedule has been prepared for concourse buildings, establishing a consistent palette of materials, colours and textures that reinforce a line-wide Sydney Metro identity (see principles at section 2.3.3). The application of the palette varies subtly from station to station, to respond and contribute to the local character.

The rationale for common materials and finishes across the whole alignment is:

- Glazing for outlook, views towards platform heritage buildings, and an enhanced sense of safety with casual surveillance:
 - » Glass screens to balustrades within the station (on overhead bridges / elevated concourses)
 - » Glazed roof panels to stair canopies
 - » Glazed lifts.
- Framing that minimises the bulk and appearance of new structures, to maintain the relative importance of existing heritage and character buildings and elements
 - » Slender steel framing to screens, balustrades, lifts and canopies
 - » Steelwork painted in a dark recessive colour.
- Roofs that soften and 'warm' the concourse environment
 - » Battens underneath glass awnings for filtered light.
- Cladding to new or select refreshed concourse buildings that is hardy, durable, and discourages graffiti; and that is distinctively lighter in appearance than the buildings at platform level below
 - » Rimex metal cladding panels with a textured pattern.
- New platform buildings (under stairs) that reflect the brick history of the station platform buildings and platform walls; that have a solid, 'grounded' character reflective of being in cut, below the surface
 - » Brick, laid in stretcher bond and / or patterned for ventilation where enclosing services.

At Marrickville, the existing character is generally contemporary from the TAP station upgrade. The structure, lifts and stairs, using concrete, steel and glass, are unchanged in the current proposal. The design supplements these materials in the new concourse and station forecourt with refreshment of painted surfaces and upgrade of signage and wayfinding elements.

4.15 Services building

New services buildings are required at each station to house critical equipment such as signaling and telecom essential for metro operations.

Services buildings perform similar functions at each location but will vary in configuration depending on specific requirements and the appropriate siting of the building. In addition to the functional building requirements there are requirements for vehicle access, parking and pad mount services. The strategy of development for the services buildings is to provide a consistent approach and visual experience across the line that is adjusted to suit the visual impact each building will have on the local public domain.

The line wide principles for the services buildings are;

- Functional and efficient building layouts applicable to multiple sites
- Simple, durable and timeless expression
- Tailored precinct arrangement - driven by current and future constraints
- Considerations of cost and constructability

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

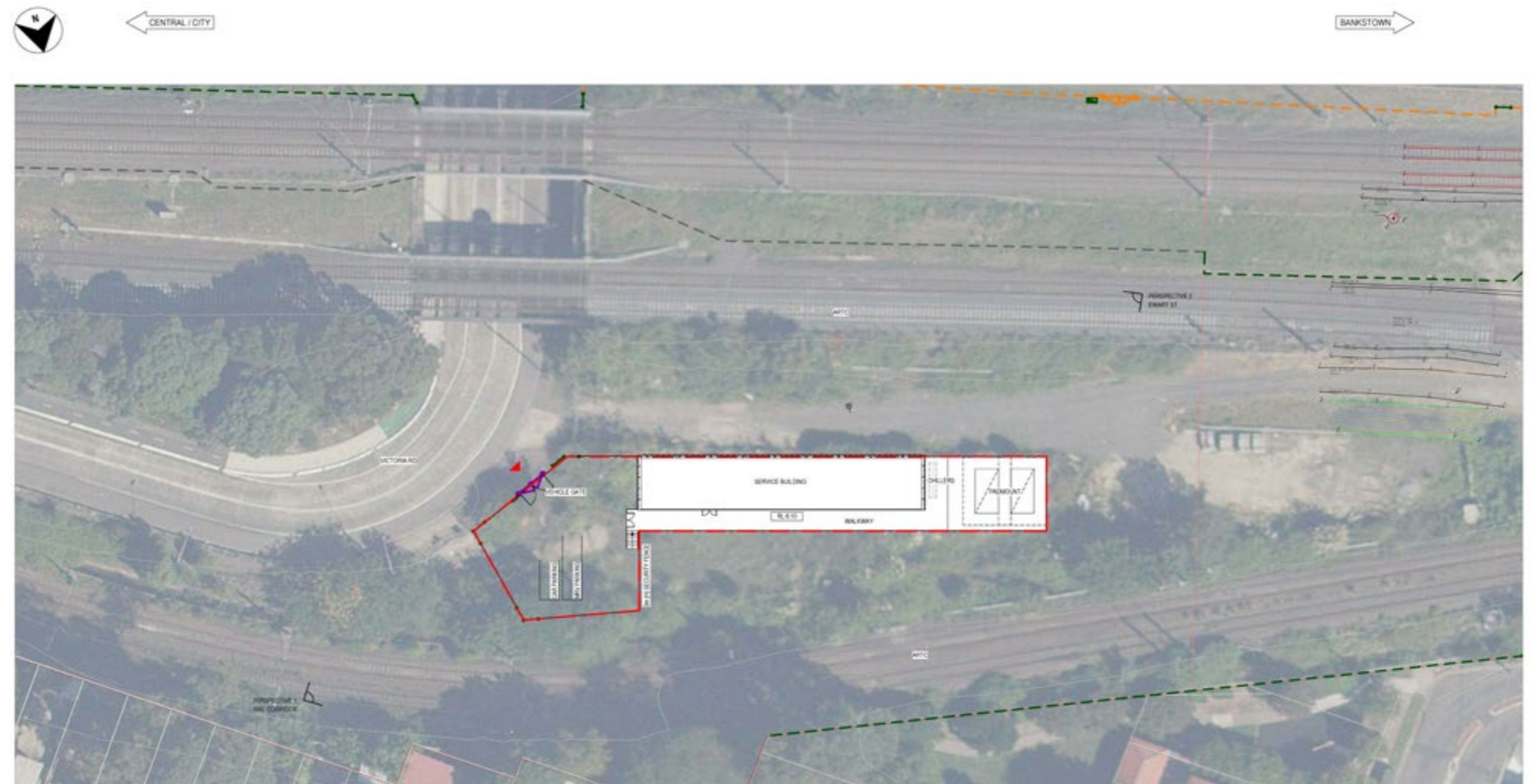


Figure 4.31 Service building site plan - Marrickville Station

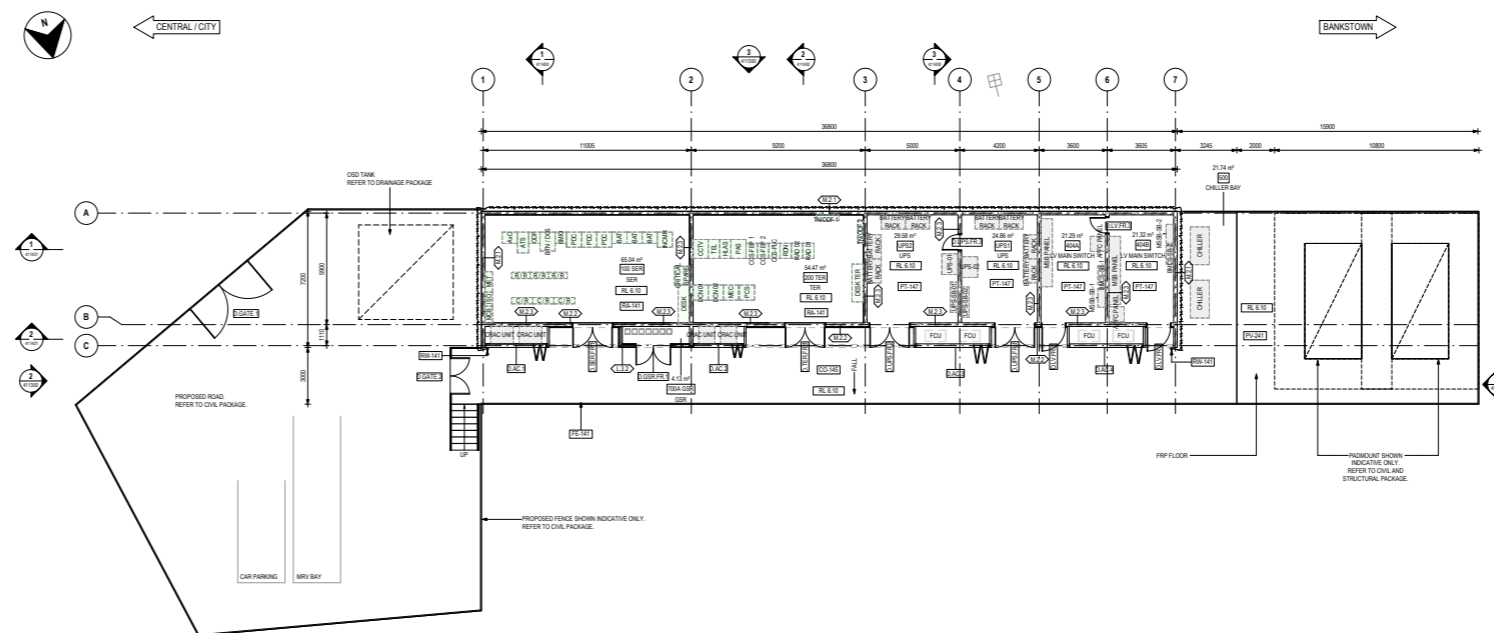


Figure 4.32 Service building plan - Marrickville Station



5. Transport and Access



5.0 Transport and access

5.1 Transport and access design measures

5.1.1 Maximising the amenity of public spaces

Public space that the Project can influence at Marrickville is the shared path between the Station Street Plaza and Myrtle Street. The design contributes to the amenity of this connection by:

- Widening the existing path
- Removing two rows of fencing that constrict the path and enclose trees, and replacing them with one row of fencing that creates a softer, landscaped edge to the widened path
- Providing new lighting for the length of the shared path, for greater visibility and safety, and extended hours of use.

5.1.2 Maximising permeability around entrances to stations

The existing station entries and approaches to them were upgraded in 2016 to optimise accessibility and permeability. The condition is unchanged for the Project, which supports the two existing access points. The pedestrian environment around the station will not be impacted.

5.1.3 Maximising integration with other transport modes

Integration with other transport modes was maximised with the 2016 TAP upgrade and is retained, through:

- Retaining all existing secure bicycle parking accessible from Station Street
- Providing for easy transfer to bus stops on Illawarra Road
- Providing access to existing taxi pick up and set down area on Station Street
- Providing access to kiss and ride zone on Station Street
- Providing access to one accessible parking space on Station Street and one on Schwebel Street.

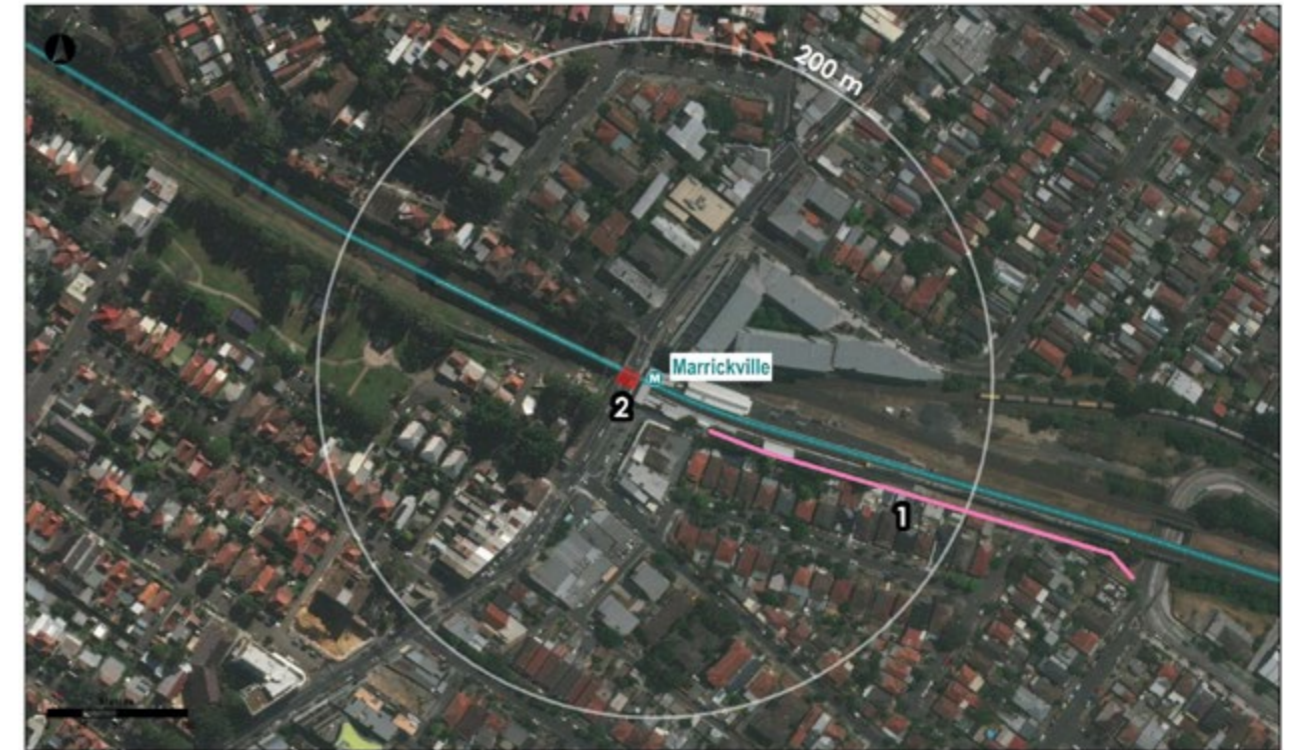
5.2 Integration with the Walking and Cycling Strategy

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

The Walking and Cycling Strategy identifies a number of corridors and locations that present opportunities for improved pedestrian and cycle accessibility in a one kilometre radius around the rail station. It covers local pedestrian routes, circulation patterns and desire lines; land use and the level of activity around the station; relationships to other transport networks and modes; and the proximity of local access roads and routes

The Walking and Cycling Strategy identifies works to be delivered by Sydney Metro associated with east-west pedestrian and cyclist facilities as required under Condition E53 of the Conditions of Approval. The Strategy also identifies a number of complementary infrastructure options that could be delivered by others as part of other projects or considered for further investigation. The table below shows the opportunities and infrastructure upgrades that are located within the Station Precinct.

Walking and Cycling Strategy item description			SDPP description		
Identified gap / opportunity	Proposed infrastructure upgrade (refer Figures 5.1 & 5.2)	In scope: delivered by Metro	Safeguarded for the future	SDPP design response	Section of SDPP
Narrow laneway with obscured sightlines along rail fence	MAR-1	In corridor shared path between Myrtle Street and Station Street		Shared path widened and upgraded	3.5
Long cycle lengths for signalised pedestrian crossing at station entrance resulting in long waiting times for pedestrians	MAR-2	Investigate modifying signalised crossing to shorten pedestrian waiting times		Safeguarded as future opportunity	3.5
Transition required between Hawkhurst Street and George Street	MAR-11	On-road shoulder lane along Warburton Street		Requires further investigation	N/A
Roundabouts along Excelsior Parade are not cycling friendly and will need safe transitions	MAR-13	On-road shoulder lane along Francis Street		Requires further investigation	N/A
Lack of cycling facilities along Schwebel Road and Ivanhoe Street	MAR-20	On-road shoulder lane along Schwebel Street, Ivanhoe Street and Excelsior Parade		Requires further investigation	N/A



Marrickville- Pedestrian Infrastructure Upgrades (Station Level)

For Further Investigation Shared Path In Corridor

N148650 v 28/11/2019
Sydney Metro to Bankstown Walking and Cycling Strategy
Issue A

Figure 5.1 Marrickville Walking and Cycling Strategy proposed pedestrian infrastructure upgrades



Marrickville- Cycling Infrastructure Upgrades (Station Level)

Unsignalised Bicycle Crossing On-road Shoulder Lane
For Further Investigation Off-road Shared Path (Footpath)
Shared Path In Corridor

N148650 v 28/11/2019
Sydney Metro to Bankstown Walking and Cycling Strategy
Issue A

Figure 5.2 Marrickville Walking and Cycling Strategy proposed cycling infrastructure upgrades

THIS PAGE DELIBERATELY BLANK

6.0 Consultation

6.1 Inner West Council

Regular meetings have taken place with Inner West Council. Comments have been minuted and addressed in the detailed design which forms Section 4 of this SDPP. Council provided feedback on the 40% and 70% design and comments were consolidated and informed the design.

Council representatives attended regular NSW State Design Review Panel (DRP) meetings (refer Section 6.3).

Council also made a formal submission to the exhibited draft SDPP (refer Section 6.2.2).

6.2 Community consultation

Consultation during the design development process has included public exhibition of the draft Marrickville SDPP, and consultation with Inner West Council.

Marrickville Station design has also been enhanced by proposed improvements to the wayfinding strategy, urban precinct and connectivity to retail that will improve navigation and customer experience

Community consultation has been carried out by means of public exhibition to seek feedback on the first draft of the Marrickville SDPP. The Marrickville draft SDPP was on exhibition from Monday 29 June 2020 to Friday 24 July 2020 allowing several weeks for submission of feedback. A flyer advertising the draft SDPP exhibition was letterboxed to properties within a 200 metre radius surrounding the station, and a targeted e-mail sent to all residents in Marrickville on the Sydney Metro distribution list. The draft SDPP was also advertised on Sydney Metro website and Inner West Council's 'Your Say' Inner West homepage.

Seven submissions were received from members of the public, and one from Inner West Council.

6.2.1 Community feedback

Of the public submissions, two specifically congratulated the project on the design, singling out the new plaza for praise. The key issues raised included:

- Heritage
- Further detail requested
- Flooding
- Cycle Path

One submission was received from the 'Save Marrickville' resident group and another from a separate resident group consisting of 18 individual property owners.

A summary of the public submissions and the Project's response is summarised in Appendix A.

6.2.2 Council feedback

Inner West Council submitted a response on the exhibited draft SDPP in addition to consultation through regular meetings. Inner West Council's submission covered a range of issues. Supportive of the project, Council suggested complementary elements to enhance the public domain including:

- Widening of the shared pathway
- Additional tree planting
- Co-ordination of way-finding

Inner West Council's submission and the Project's response is summarised in Appendix B.

6.3 Design Review Panel

The Sydney Metro project design principles are guided by the NSW State Design Review Panel (DRP). The Sydney Metro DRP is chaired by the Government Architect and members include eminent architects, designers and heritage specialists. The Sydney Metro DRP has been heavily involved in reviewing the Southwest metro project since inception.

While the SDPP for Marrickville is not required to be reviewed by the Sydney Metro DRP, the design team has presented the Project design to the DRP on a number of occasions and incorporated review comments into the SDPP in accordance with Condition REMM LV3.

Councils are active participants in the DRP. The panel request views, comments, and clarification from Council representatives in regard to design elements. Comments that relate to the Project design and those relevant to the Marrickville SDPP have been captured, minuted, and are summarised below.

18 June 2019

- The DRP supported the 'less is more' approach to design and recommended an integrated design approach to the surrounding context
- Design development to demonstrate an integrated approach that achieves appropriate scale and response to local character through: Canopy design, Coordination with adjoining properties and public space, Safeguarding future connections and place opportunities.
- Identify appropriate benchmarks to guide the design of service buildings
- The landscape strategy should be presented to the Panel as an illustrative masterplan.

16 July 2019

- The Panel requested a strong vision and strategy diagram capturing strengths and weaknesses, local topography, simplification of the analysis diagrams and inclusion of sections.
- Consider strategies to build on the strengths of each place and to address weaknesses.
- Review the potential for landscaping to unify and deliver broader benefits to each place.

In response, the SDPP analysis section was updated and strengthened, covering the recommendations from the Panel.

20 August 2019

- The design team are to ensure the next presentation includes integrated presentations that demonstrate appropriate response to context.
- SDPPs should be clear on responsibility and funding for works in the precinct.
- Sydney Metro to update the Panel on the design for service buildings and the strategy to ensure a holistic design approach with the emerging station designs.

17 December 2019

- The panel requested graphic improvements in the SDPP

- The Panel requests that the heritage interpretation strategy be included in more detail in the report, as required by the conditions of consent. The Panel recommends the aluminium screen proposed for installation behind heritage windows is prototyped and presented to the Panel, and that other alternatives also be explored.
- The Panel recommends exploring ways of integrating the proposed works of heritage buildings into the heritage interpretation strategy.
- The Panel recommends that the materiality of external information panels be considered for longevity.

18 February 2020

- The panel requested further information on the detail quality across the stations
- The Panel requests a presentation on the SWM wide heritage interpretation strategy to contextualise solutions presented including signage within the public precinct, heritage building works and overlaps with integrated art.
- The Panel support the proposal of integrating art into glazing panels which allows a standardised approach.

THIS PAGE DELIBERATELY BLANK

7. Appendices

7.0 Appendices

7.1 Appendix A: Community feedback & project response

Submission number	Submission date	Community submission	Issue	Design response
1	30/06/2020	Just saw the Marrickville Station Design & Precinct Plan and just want to say, it looks awesome! Can't wait to see it finished, especially the improved walking/cycleway along the edge of the station.	<ul style="list-style-type: none"> – Support of SDPP – Walking / cycleway 	Feedback is acknowledged.
2	2/07/2020	<p>I received today a copy of the draft station design and precinct plan for Marrickville Station.</p> <p>Having spent 16 years away overseas, we've come back home to Marrickville to find our neighbourhood thriving. I simply wanted to say that I read the plan and believe that, if implemented, the result will be enormously additive to our community. The plan is thoughtful, with real attention to detail.</p> <p>When I opened the document, I wasn't expecting to learn so much about the place we're so happy to once again call home. I had no idea about Marrickville's history including it being a reclaimed swamp; or who the traditional owners of the land were, nor the topography, nor our native flora ... or even how Schwebel Street got its name.</p> <p>The plan is a great example of how outstanding urban planning and development should be conducted; and as a story-telling exercise, the document is superb.</p> <p>Thank you for sending it through; my respect and appreciation to all concerned.</p>	<ul style="list-style-type: none"> – Support of SDPP – Urban planning and development – History 	Feedback is acknowledged.
3	10/07/2020	I was noticing that there is a 200 metre circle around the Marrickville Station and was wondering if this is an area destined for higher transit oriented development. If it is will Council or Metro/State Planning be responsible for decisions made regarding heights and FSRs?	<ul style="list-style-type: none"> – 200 metre station precinct 	<p>The Sydenham to Bankstown Upgrade planning approval conditions requires considerations of the 200 metres radius catchment of the station, or beyond for the purposes of connecting pedestrian and cycle paths from stations to existing or planned future pedestrian and cycle paths.</p> <p>Future development controls within proximity to the station precinct would be assessed as part of Inner West Council's Development Assessment system or the Department of Planning, Industry and Environment.</p>
4	17/07/2020	<p>1. Concern is expressed that although there will be a few more trains in peak times and only two more in non peak, that there will be station overcrowding due to inability to get onto trains with reduced passenger capacity and with the use of only 6 single storeyed carriages as opposed to eight double decker carriages. Marrickville is the last station before Sydenham and with proposed increased development along the route it may be impossible to get onto a Metro train coming from Bankstown with passengers from increased population densities along the route from Bankstown and beyond.</p> <p>Recommendation: Waiting rooms should be unlocked and refurbished and used instead of repurposing the station buildings to help accommodate waiting passengers and barriers be built for eight-car sets so that eight-car sets can be used instead of proposed 6.</p> <p>2. Increased crowding, with limited seating and very few people observing the "old fashioned practice" of offering seats to those who need them will result in the fact that the journey will not be safe or comfortable for elderly, disabled, pregnant women, short statured people and children and people travelling with prams, walkers, wheelchairs, shopping trolleys, luggage and young children. Metros were not designed for long commuter journeys but were designed for use in high density areas, with short distances between stops, where as many people alight as board.</p> <p>Recommendation: That eight-car sets be introduced from the beginning to spread passengers along the station for safer entry and exit from trains, to improve capacity and relieve over crowding on platforms and on train. Social distancing will need to be practiced until a vaccine is found for Covid 19 or for the future pandemics. It would be impossible with proposed capacities, overcrowding and the journey would not just be uncomfortable, but could be life threatening.</p> <p>Continues on following page</p>	<ul style="list-style-type: none"> – Density and overcrowding – More space for waiting passengers on platform – Introducing 8-car trains immediately – More robust community consultation – Longer travel times – Increase bus shelter seating – Inaccuracies in draft documentation – Design of PSD and MGFs to not devalue character and heritage value – Preservation of heritage elements of platform buildings – Usage of platform buildings for public use – Retain current number of toilets – Unrestricted access to toilets – Ticket office to be used – PSDs diminishing heritage value 	<p>1. Currently there are between 4 and 10 trains per hour in the morning peak on the T3 line. When Sydney Metro services start in 2024, there will be up to 15 trains per hour. Over the three-hour morning peak, Sydney Metro will be able to move 51,000 people in each direction on the Bankstown Line – that's an extra 15,000 more people than now.</p> <p>With a greater capacity per train and higher service frequency, the Sydney Metro network will be able to move more passengers per hour than existing trains.</p> <p>Sydney Metro trains contain a mix of seating and standing areas, as well as accessible priority seating and allocated spaces for those with a disability, using a wheelchair or mobility device, the elderly or those travelling with a pram or luggage. The seating layout includes wide aisles to make it easier for customers to get in and out of trains, which is further facilitated by the provision of three doors on each side of each carriage.</p> <p>Sydney Metro City & Southwest design comprises 6-car sets which is a continuation of the metro line from Northwest. Therefore, the Platform Screen Doors will be installed for 6 cars.</p> <p>The waiting area on Platform 1 will be available for all customers to use. However, the old waiting rooms on Platform 2 cannot be nominated as 'Waiting Rooms' for customers due to being DDA non-compliant. These rooms will be preserved with the original heritage fabric and features. There may be opportunities to safeguard these rooms for future adaptive reuse.</p> <p>2. Refer response 1</p>

Submission number	Submission date	Community submission	Issue	Design response
		<p>3. Important to note that in Consultation No customers are mentioned in planning design. Recommendation: That customers and Community Groups be involved in future planning. That information and community concerns from previous submissions be considered. It is good that consultation took place through interview & discussions with local Aboriginal Community Stakeholders and regular meetings were held with Inner West Council.</p> <p>1.2.2 Project design objectives d) states “Customers are an integral part of the design process through Customer Centred Design”, however NO customers have been consulted. Once again the Community that the station serves has been excluded from the planning process. Concern that with COVID there has been no Public exhibition or information sessions. Lack of advertising has been exacerbated by loss of print version of the Inner West Courier and need to subscribe to the Telegraph to get access to an online version.</p> <p>Recommendations: Consultation time should be extended for one month. Residents in Marrickville should be letterboxed in minimum area of 800m to Station Precinct. All previous Metro submission writers from Marrickville should be contacted by email with a copy of draft and extended submission closing date.</p> <p>4. Travel times will increase (rather than as claimed decrease) for those needing to change trains through loss of direct access to Inner West and City Circle lines.</p> <p>Interchanges Several changes may be necessary for passengers, particularly those travelling from beyond Bankstown and anyone who needs to alight at Sydney University or Circular Quay. Changing trains may be difficult for all of the passengers previously mentioned.</p> <p>5. To improve intermodal, easier customer experience it would be good to increase the seating for passengers leaving the train at Marrickville and needing to wait for the 423 bus to Kingsgrove. Before the upgrade of the station there was a small bus shelter that could comfortably seat about 10 people. After the upgrade this was replaced with one seat for 3 people. Many elderly people catch the bus and must stand for up to 30 minutes sometimes for a bus. Increased seating on the concourse needs to be provided</p> <p>6. a) In Figures 3.1, 3.2, 3.4, 3.5 & 3.7 O’Hara St Playground is only depicted on the Cavey St side where there is a very small triangle of grassed area behind the houses. The park is named O’Hara St Playground because it faces onto O’Hara St and covers a small area on O’Hara St marked on the figures with housing lines however there is playground equipment there, not houses. b) In Figure 3.2 Block marked 7 covers the whole block as “potential development for 10 storeys despite current LEP height of 26 metres for the site Council Officers have confirmed that no DA of 10 stories has been approved for the site. Half of the block has already been developed, is not owned by the developer and should not be included as a larger block on the map. The available space and consideration that “future development should be mindful of the opportunities to increase the public domain and street elevation.” means that there is a much smaller area to be developed and a five storeyed building would probably be much more suited to the site also considering the congested aspect of the site. c) In Figure 3.5 Note 1 states “The 2016 upgrade extended the narrow footpath on Wardell Road into the station entry to relieve pressure from pedestrian movement during peak periods. Wardell Rd is quite a distance away so it should refer to Illawarra Rd. d) Page 57 Inconsistent description of where pathway from Station Street leads to. Various described as ending at Myrtle St and Charlotte St & Victoria Road which needs to be clarified.</p> <p>7. It is good that the heritage of the platform buildings has been acknowledged and that the platform buildings will be retained. There is however concern that with the construction of the Platform edge screens & screen doors, that the heritage value of the platforms will be greatly diminished. It is difficult to accept that “New interventions are sympathetic to the geometry and scale of heritage buildings and structures.” (Design Outcomes Sought 2.3.6 Architectural design principles)</p> <p>Continues on following page</p>	<ul style="list-style-type: none"> – Introduction of 8-car trains – Landscape maintenance and monitoring period – Services building – Flood mitigation 	<p>3. Customer Centred Design testing was conducted during concept design stages across all the Sydney Metro City & Southwest stations which has input into the design development process. Community consultation has been carried out by means of public exhibition to seek feedback on the first draft of the Marrickville SDPP. The Marrickville draft SDPP was on exhibition from Monday 29 June 2020 to Friday 24 July 2020 allowing several weeks for submission of feedback. A flyer advertising the draft SDPP exhibition was letterboxed to properties within a 200 metre radius surrounding the station, and a targeted e-mail sent to all residents in Marrickville on the Sydney Metro distribution list. The draft SDPP was also advertised on Sydney Metro website and Inner West Council’s ‘Your Say’ Inner West homepage.</p> <p>Formal submissions have been received from 6 residents including two submissions made on behalf of local resident groups including the Save Marrickville Resident Group. A submission was also made by the Inner West Council.</p> <p>4. Sydney Metro will deliver direct access to the city via new metro stations at Martin Place, Barangaroo, and Pitt Street, better connecting customers to Sydney’s employment, financial and retail districts. The new Pitt Street station will be approximately 130 metres from Town Hall station and 350 metres from Museum station, providing additional connectivity within close walking distance.</p> <p>Customers travelling on the Sydney Metro can continue to access the City Circle by transferring to Sydney Trains services at Sydenham, Central or Martin Place Station. Pedestrian connections will link the metro station and platforms with existing Sydney Trains services.</p> <p>Customers will get a metro train every four minutes in the peak in each direction on the upgraded Bankstown Line – that’s almost four times as many as now at stations like Canterbury and Wiley Park, which only get four trains an hour.</p> <p>Stations beyond Bankstown will continue to be serviced by Sydney Trains. Transport for NSW (TfNSW) is currently planning how rail services on the T3 Bankstown Line for stations west of Bankstown will operate as part of the integration with Sydney Metro City & Southwest in 2024. We consulted with the community earlier this year on three possible options, and TfNSW will now progress the preferred service option into the next phase of planning and development.</p> <p>For more information, please visit yoursay.transport.nsw.gov.au/west-of-bankstown</p> <p>5. Sydney Metro will investigate additional seating to serve the bus stop and the design will be refined as required.</p> <p>6. a) Figures and narrative have been amended to reflect the correct footprint of the park. Feedback is appreciated. b) Wording has been amended to reflect the comments and reference to ‘ten storeys’ removed. Any future potential rezoning of sites in proximity to Marrickville Station would not be the responsibility of Sydney Metro c) Feedback is appreciated. The street name has been amended to ‘Illawarra Road’. d) References have been made consistent.</p> <p>7. The designs for PESs and PSDs are still being investigated. As part of that work, heritage and visual impact to the platform buildings and the riser wall will be taken into account along with other aspects such as performance, architectural and technical requirements.</p> <p>The final design option for PES, PSD and mechanical gap filler installation will consider options which remove the least amount of brick coping on the platform riser walls whilst ensuring safety and operability are not compromised. The proposed conduits to be installed in the below-platform cavity are covered or painted in matte, recessive or neutral colours, to minimise their visibility. The conduits, cabling or new structures are not installed over or on to any lower remnants of original brick fabric.</p> <p>The heritage value of the platform riser wall has been identified. A structural solution that minimizes impact to the brick wall, and yet accommodates the required geometry and structure to support services and the proposed PES’s and PSD’s has been accommodated.</p>

Submission number	Submission date	Community submission	Issue	Design response
		<p>8. Concerns regarding “Various works to repurpose existing rooms for their intended future use and accommodation of Metro’s operational requirements” More detail on design and purpose is needed.</p> <p>It is good that: “The original layout and finishes, plaster ceiling roses in the general waiting room, ladies’ waiting room, old ladies’ toilets and the station master’s room will be conserved”, however there is no mention of any internal preservation for Platform 2. The proposed plan is extremely difficult to read and there is inadequate information in text and Figure 4.11.</p> <p>Recommendations:</p> <p>a) That the interior heritage elements of the platform buildings be preserved on Platforms 1 & 2.</p> <p>b) That the purpose or usage of the building interiors be specified for Platform 2 and that these be for public, customer use, including waiting rooms and increased number of public restrooms, rather than all private commercial use such as cafe or shops.</p> <p>c) That the number of toilets on Platform 1 not be reduced from 4 to 2 - 1 for public and 1 for staff, instead of 1 for women, 1 for men, 1 for family/disabled and 1 for staff.</p> <p>d) All toilets be available for use during all operational hours rather than locked or not able to be accessed without staff assistance as is the current situation. Platform Staff must be retained for safety, cleanliness of station and smooth functioning of the Metro.</p> <p>e) That the 1917 ticket office be put to use rather than sitting empty as it is currently</p> <p>9. If the screens are to be constructed they will change the face of the station and diminish the heritage of the platforms so why not build the eight –car set length so that the screen building is complete and no further disruption will occur at a later date? It is important to consider the major disruption to commuters’ lives of this project and it would be best to reduce any further disruptions. Statement Page 46 “Without precluding to an upgrade to an eight-car set in the future ” is of concern.</p> <p>How long will passengers be struggling to get onto a six–cars sets?</p> <p>How long will they have to wait for the private operator to determine that they will run eight–car sets?</p> <p>How far into the future will passengers have to wait for extended screens and eight-car sets?</p> <p>10. Landscape maintenance & monitoring mentions replacement of plants and remulching “for the duration of the maintenance period”. How long would this maintenance period be for and what happens after the “maintenance period expires? Would care of the path and costs revert to Council? Concern that without cleaning and plant maintenance pathway may end up as it is now, unwelcoming and unused because of safety fears.</p> <p>11. Much more information is needed on the service building scale, exact location and design before receiving approval</p> <p>12. Although Flooding is mentioned in document through above statements & Water sensitive drainage is planned on the new expanded pedestrian/cycle track there is nothing in the document plan that addresses the issue of flooding on the station and the rail tracks. Draining and retaining walls for station service building zone are only mentioned briefly and flood mitigation planning needs to include the whole station precinct area.</p> <p>Recommendations:</p> <p>Flood mitigation work is being undertaken at Sydenham Station but flooding and drainage needs to be addressed within the Marrickville Station Precinct area as defined in the Draft Station Plan to address current or predicted increased storm activity and to address current and potential impacts it may have on social and economic costs to the community.</p> <p>It is hard to imagine how the smaller, much lighter Metro carriages would cope with flooding as seen in 2015 and it is imperative that flooding and drainage strategies be devised in consultation with Sydney Water and the Inner West Council and incorporated into the final Marrickville Station Design Plan.</p>		<p>8. Feedback is appreciated and Figure 4.11 has been made clearer</p> <p>a) As part of the recent upgrade to Marrickville station in 2016 under the Transport Access Program (TAP), many heritage elements have already been restored on platform 1. As part of Metro works, further enhancement will be carried out to retain the heritage fabric of the station.</p> <p>b) Platform 2 building will remain largely unused except the room facing the eastern end which will be repurposed as cleaners storage room The rest of the rooms on Platform 2 will be safeguarded for future adaptive reuse. The old waiting rooms on Platform 2 cannot be nominated as ‘Waiting Rooms’ for customers due to being non-compliant to disability standards (DDA). These rooms will be preserved with the original heritage fabric and features.</p> <p>Most of the operational rooms will be located in the building on Platform 1 which will house a Station Management Room, Equipment Rooms for rail equipment and PSD operation, and customer toilets. The waiting area at Marrickville Platform 1 will be available for all customers to use.</p> <p>c) Due to spatial constraints in Platform 1 building, 1x Family Accessible Toilet will be available for customer use and 1x ambulant toilet available for staff use.</p> <p>d) There will be access to toilets and at least 1 x staff present at each station throughout the operational hours of Sydney Metro.</p> <p>e) The heritage ticket office will be safeguarded for future adaptive reuse.</p> <p>9. The designs for PESs and PSDs are still being investigated. As part of that work, heritage and visual impact to the platform buildings and the riser wall will be taken into account along with other aspects such as performance, architectural and technical requirements.</p> <p>The final design option for PES, PSD and mechanical gap filler installation will consider options which remove the least amount of brick coping on the platform riser walls whilst ensuring safety and operability are not compromised. The proposed conduits to be installed in the below-platform cavity are covered or painted in matte, recessive or neutral colours, to minimise their visibility. The conduits, cabling or new structures are not installed over or on to any lower remnants of original brick fabric.</p> <p>The heritage value of the platform riser wall has been identified. A structural solution that minimizes impact to the brick wall, and yet accommodates the required geometry and structure to support services and the proposed PES’s and PSD’s has been accommodated.</p> <p>Sydney Metro City & Southwest design comprises 6-car sets which is a continuation of the metro line from Northwest. Therefore, the Platform Screen Doors will be installed for 6 car trains for the start of services in 2024. An extension from 6 to 8 cars would form part of a future assessment.</p> <p>Currently there are between 4 and 10 trains per hour in the morning peak on the T3 line. When Sydney Metro services start in 2024, there will be up to 15 trains per hour. Over the three-hour morning peak, Sydney Metro will be able to move 51,000 people in each direction on the Bankstown Line – that’s an extra 15,000 more people than now.</p> <p>With a greater capacity per train and higher service frequency, the Sydney Metro network would be able to move more passengers per hour than existing trains based on a 6 car configuration.</p> <p>10. All vegetated areas will be maintained until established for the Maintenance period which is typically a minimum of 12 months to 2 years or as agreed within the Operations and Maintenance Plan.</p> <p>A Landscape Management Plan will be developed covering details of maintenance. The contractor will ensure that watering is carried for a period of 2 years or until Metro operations begin in 2024. The operations and maintenance of the pathway and its responsibility will be finalised with relevant stakeholders in the coming months.</p> <p>11. The services building design is currently not as advanced as the station design. Once the designs are finalised Sydney Metro will keep local stakeholders updated on the design and construction of the services building.</p>
				<p>Continues following page</p>

Submission number	Submission date	Community submission	Issue	Design response
				<p>12. The proposed civil work around Station Street will reduce the flooding level at the entrance to the station. Further improvement to the drainage works was considered around Station Street. However, due to existing services located within the area any proposed improvement would be restricted and therefore deemed not practical.</p> <p>Works associated with Sydney Metro will not worsen any flooding impacts (as required by the project Condition of Approval E9) as the current design maintains existing flood impacts within acceptable thresholds in the vicinity of the site or on adjoining lands.</p> <p>The platform area is also generally not flood affected up to the 100 Year average recurrence interval (ARI) + 10% climate change, except at the station entrance at Station Street. However, the current design reduces the flood levels at Station Street entrance to allow continuous dry path along the edge of the platform screen doors to allow exit up the stairs towards Illawarra Road entrance.</p>
5	23/07/2020	<ol style="list-style-type: none"> Supports planned conservation of the original layout and finishes of station buildings. Is concerned at proposed removal of heritage brick platform walls and requests more information and opportunity to consult further Unable to make out details in Figures 4.8 to 4.11, requests enhanced copies of these Figures and an extended opportunity to provide feedback on this detail Recommends inclusion of rest rooms for both men and women on both platforms, to be accessible and available at all times. Recommends heritage station buildings and platforms be retained for use by the public and for provision of public transport for the public, and not for private commercial gain. Recommends heritage ticket office on Platform 2 be made available for public use. Supports completion of a shared cycle and pedestrian pathway between Station and Myrtle Streets, and recommends that completion of this shared pathway be specifically included in the proposed work. Recommends design of Platform Screen Doors (PSDs) and Mechanical Gap Fillers (MGFs) do not devalue the character and heritage value of the station buildings and platforms. Requests more detailed information and opportunity for further feedback regarding the proposed design and use of station buildings, the service building and proposed design of Platform Screen Doors and Mechanical Gap Fillers, as details cannot be determined from diagrams or text. 	<ul style="list-style-type: none"> Support for planned conservation of original layout and finishes Proposed removal of heritage brick platform walls Unable to make out detail in Figures relating to station building configuration Rest rooms for both men and women on both platforms Retain heritage buildings for public use Supports shared cycle and pedestrian pathway between Station and Myrtle Streets Design of PSD and MGFs to not devalue character and heritage value Provide more information on PES/ PSD/MGFs and service buildings 	<ol style="list-style-type: none"> Feedback is acknowledged. The removal of the brick coping may be needed for strengthening for platform leveling works, Platform Screen Doors (PSD) and mechanical Gap Fillers (MGF). Removal of the brick coping is to be avoided where possible. where unavoidable, the removal of brick coping is to be limited to only which is needed to be removed, and removal methodologies will seek to minimise damage to residual fabric. Bricks that are to be removed from the coping edge will be retained, cleaned up and re-purposed elsewhere throughout the 9 stations between Marrickville and Punchbowl where feasible. Feedback is appreciated, figures have been replaced. A Family Accessible Toilet (FAT) has been retained on Platform 1 as this is the key direction of travel. Heritage buildings such as ticket offices and platform buildings will be retained and refreshed or renovated where appropriate, retaining the rich history of the Bankstown Line. Platform buildings are planned to be used to house rail operational equipment, customer amenities and heritage interpretation. The heritage ticket office on Platform 2 will be safeguarded for future adaptive reuse for precinct activation purposes. Feedback is acknowledged. For clarity, the pathway between Station Street and Charlotte Avenue will be upgraded with new finishes including landscape, signage and lighting. This shared path will join up with the already existing cycleway on Myrtle Street. The designs for PESs and PSDs are still being investigated. As part of that work, heritage and visual impact to the platform buildings and the riser wall will be taken into account along with other aspects such as performance, architectural and technical requirements. The final design option for PES, PSD and mechanical gap filler installation will consider options which remove the least amount of brick coping on the platform riser walls whilst ensuring safety and operability are not compromised. The proposed conduits to be installed in the below-platform cavity are covered or painted in matte, recessive or neutral colours, to minimise their visibility. The conduits, cabling or new structures are not installed over or on to any lower remnants of original brick fabric. The heritage value of the platform riser wall has been identified. A structural solution that minimizes impact to the brick wall, and yet accommodates the required geometry and structure to support services and the proposed PES's and PSD's has been accommodated. The station buildings will be repurposed for operational, customer and adaptive reuse whilst still preserving thier original heritage fabric. At Marrickville, most of the operational rooms will be located in the building on Platform 1 which will house a Station Management Room, equipment rooms for rail equipment and PSD / MGF operation and customer toilets. The waiting area at Marrickville Platform 1 will also be available for all customers to use. Platform 2 building will remain largely unused except the room facing the eastern end which will be repurposed as a cleaners storage room . The rest of the rooms on Platform 2 will be preserved with the original heritage fabric and features and safeguarded for future adaptive reuse. These are shown in Section 4.5 of the SDPP. <p>Continues following page</p>

Submission number	Submission date	Community submission	Issue	Design response
				<p>The services building design is still in early stages and these will house critical rail operational rooms - Signalling Equipment Room and Communication Room, UPS and transformers / padmounts. These will be non-habitable buildings accessed from the rail corridor. At Marrickville, the services building will be located off Victoria Road between the existing ARTC freight line and future Sydney Metro tracks, away from residences. Once the designs are finalised Sydney Metro will keep local stakeholders updated on the design and construction of the services building.</p> <p>The designs for PESs, PSDs and MGFs are still being investigated and more information will be available to the community once they are finalised.</p>
6	24/07/2020	<p>I'm writing on behalf of a group of 18 Marrickville landowners bounded by Riverdale Ave to the East, Charlotte Ave to the West and the railway line to the North</p> <p>Congratulations on your comprehensive Design and Precinct Plan for Marrickville Station. As landowners who fall within this precinct, our land has been earmarked by the NSW Government for rezoning to medium high-rise residential development (https://www.planning.nsw.gov.au/marrickville). With this rezoning to soon be considered in the Inner West Council's new Local Environmental Plan for Marrickville, myself and my neighbours would like to please highlight the following:</p> <p>To support your plan's Objectives and Principles, your plan envisages: "Widening and upgrading of the existing path between Station Street and Myrtle Street in accordance with the Walking and Cycling Strategy. Increased path width to between 3m and 5m., new lighting, and new landscaping, all contribute to a higher amenity walking and cycling environment with improved sense of safety and surveillance." (p22)</p> <p>My neighbours and I fully support your vision for this comprehensive cycling and pedestrian path. However, there are numerous two-metre-wide chokepoints along the existing path from Station St to Myrtle St. This path is bounded by private property, the existing station and the train line. However, if the local council and state government rezoned this part of the Marrickville Station precinct, as originally envisioned by NSW Government, to medium high-rise residential development, benefits open up for the local community, pedestrians, cyclists, developers, and the residents in this precinct.</p> <p>In short: my neighbours and I support your new Design and Precinct Plan for Marrickville Station. To develop a cycleway and pathway with clear benefits for the community, we recommend rezoning our surrounding precinct to medium high-rise residential. This will allow public-private partnerships to develop a cycle-path and footpath of sufficient width and amenity to deliver comprehensive benefits to the broader community.</p> <p>Also, please note: myself and my neighbours have also voiced our support for rezoning our precinct, and the benefits this would bring to the broader community, in a submission to the Inner West's Council's Draft Housing Strategy. This submission was prepared by Town Planners, GAT & Associates, and is dated 25/07/19. I've attached this submission for your reference. (see pdf attached - Housing Strategy - Charlotte and Riverdale Ave)</p>	<ul style="list-style-type: none"> - Rezoning Marrickville - Support for pedestrian/cycling path 	<p>The feedback and support is acknowledged. Any future potential rezoning of sites in proximity to Marrickville Station would not be the responsibility of Sydney Metro.</p>

7.2 Appendix B: Inner West Council submission & project response

Submission number	Submission date	Council submission	Issue	Design response
1.1	23/07/2020	<p>In this regard, the proposed improvements to Marrickville Station and the surrounding precinct are supported including the:</p> <ul style="list-style-type: none"> • Widening of pedestrian path from Station Street to Charlotte Street for pedestrian and cycling connectivity; and • Minimal design approach with limited works to station buildings to preserve their heritage significance 	<ul style="list-style-type: none"> – Consideration of “Gateway” treatment at Victoria Rd/Myrtle St entrance to shared path and further information regarding link 	<p>The design has incorporated landscaping to the triangular parcel of land with new Zelkova trees, grasses and groundcovers as well as shrubs in the garden beds between the rail corridor fence and the shared path. The fence has also been pushed back as far as possible close to the rail track. Further investigation is being done to incorporate seating where possible along the shared path.</p> <p>Sydney Metro has identified a connected series of new and upgraded shared paths and cycle routes that will improve walking and cycling access along the Metro line between Sydenham and Bankstown. The route will be delivered by Sydney Metro as required under Condition of Approval E53. Links between the Victoria Road/Myrtle Street entrance and to the southern shared path will be considered as part of planning for the walking and cycling route. Sydney Metro will engage with Council following the commencement of the design process for this location.</p>
1.2	23/07/2020	<p>Whilst the plans are supported in principle there are concerns regarding the level of thought given to genuine, significant improvements in the ‘precinct’ as part of the Sydney Metro South West approval conditions. In this regard, the approval condition E57 refers to preparation of the Station Design and Precinct Plan where a station precinct is defined as ‘an area within 200m radius of a station, or beyond for the purposes of connecting pedestrian and cycle paths from station to existing or planned future pedestrian and cycle paths’. It is considered that Metro’s scope of works does not sufficiently address this condition or genuinely improve connectivity, accessibility and safety around the metro station. Metro’s works are limited to the train station with the exception of improvements to the shared path.</p>	<ul style="list-style-type: none"> – Metro’s scope of work not sufficiently addressing approval condition E57 	<p>The approval condition E57 refers to preparation of the Station Design and Precinct Plan where a station precinct is defined as ‘an area within 200m radius of a station, or beyond for the purposes of connecting pedestrian and cycle paths from station to existing or planned future pedestrian and cycle paths’. The SDPP considers an area within a 200m radius of the station. Whilst the scope of works does not include an upgrade of all walking and cycling facilities within 200m, it does not preclude the upgrade of wider facilities as part of other programs. The extent of works at each station varies, depending on the role of the station on the network, its infrastructure needs and the availability of land in the precinct. In addition, in line with Condition of Approval (CoA) E53, Sydney Metro has prepared a Walking and Cycling Strategy in consultation with Inner West Council to identify opportunities to improve walking and cycling connections within the broader station catchment. Some of these elements are included in the scope of the station precinct works.</p> <p>For other infrastructure options outside of Sydney Metro’s scope, Sydney Metro will work with Council to understand opportunities for staging and prioritisation as part of other programs for example, under a Council partnership program (subject to a funding application).</p>
1.3		<p>Council recommends that the following elements be considered as part of the Marrickville Station design and precinct plan:</p> <ol style="list-style-type: none"> 1) Public domain improvements in 200m catchment of the station, particularly to enhance walking and cycling connections to the metro station; 2) Sustainability – consider enhanced landscaping including water sensitive urban design opportunities; 3) Safety – improving pedestrian and cyclist safety around station entrances/ key roads and especially the proposed shared path between Station Street and Victoria Road. 4) Wayfinding; 5) Public art; 6) Heritage interpretation; 7) Increased bike parking including dockless bike parking. 	<ul style="list-style-type: none"> – Recommendation of elements to be considered as part of the Marrickville Station 	<ol style="list-style-type: none"> 1) Refer Response 1.2 2) The limited amount of space for planting/landscaping at Marrickville station means that Water Sensitive Urban Design (WSUD) opportunities are also extremely limited. Where there are opportunities for planting the area is in a flood prone area, therefore the planting will achieve passive irrigation, towards the end of the Shared Path at Charlotte Street in which the planted area is generally treated like a detention basin. 3) The widening of the shared path as well as the upgrade to the lighting along the route should generally improve the perception of safety. The shared path has been design in accordance with the AusRoads Standards for shared paths including the use of bollards, cobblestone pavements to signalise to users they will be entering a shared zone at Station street. 4) Wayfinding layouts have been designed by a wayfinding specialist and adheres to Transport standards and Kit of Parts for Wayfinding. 5) Public art will be delivered within the station at Illawarra Road entrance. There is no scope to deliver public art outside the station. 6) Marrickville station was recently upgraded as part of the Transport Access Program and new heritage interpretation was included as part of the upgrade works. Heritage interpretation will be retained. 7) The current provisions meet the anticipated bicycle mode share, as per the Sydenham to Bankstown Upgrade Environmental Impact Statement (EIS). While the provision of designated space for dockless bike parking is not part of Sydney Metro’s scope for the delivery of the project, it is considered that there is enough space within the existing Station Street plaza to accommodate dockless bikes. The Sydney Metro scope does not preclude reallocation of road or kerb space as part of another program.

Submission number	Submission date	Council submission	Issue	Design response
2.1		Consideration should be given to some form of “Gateway” treatment at the Victoria Road/Myrtle Street entrance to the southern shared path. Further information is requested as to how this link will integrate with Council’s existing cycleway along Myrtle Street. Every effort should be made to make this intersection safe for cyclists and pedestrians, especially because Metro’s proposed enhancements of the shared path will intensify the use of this link.	– Consideration of “Gateway” treatment at Victoria Rd/Myrtle St entrance to shared path and further information regarding link	The design has incorporated landscaping to the triangular parcel of land with new Zelkova trees, grasses and groundcovers as well as shrubs in the garden beds between the rail corridor fence and the shared path. The fence has also been pushed back as far as possible close to the rail track. Further investigation is being done to incorporate seating where possible along the shared path. Sydney Metro has identified a connected series of new and upgraded shared paths and cycle routes that will improve walking and cycling access along the Metro line between Sydenham and Bankstown. The route will be delivered by Sydney Metro as required under Condition of Approval E53. Links between the Victoria Road/Myrtle Street entrance to the southern shared path will be considered as part of planning for the walking and cycling route. Sydney Metro will engage with Council following the commencement of the design process for this location.
2.2		A commitment to high quality materials and finishes be provided, rather than the use of standard concrete surfaces. Concern is expressed regarding discrepancies in the SDPP (e.g. the material palette table on page-53 refers to ‘broomed finish with trowel edging’ while other references indicate high quality finishes will be provided throughout the project). The quality indicated by the proposal for new mass planting, high-quality materials and finishes including blue-stone pavers (page-39) for the shared path is supported and recommended as it would improve the perception of this area’s public amenity which will actively be used by pedestrians and cyclists to access the Metro station.	– Concern regarding discrepancies between material palette table and other references	Cobblestone banding is still being proposed at regular intervals along the shared path. However the rest of the surface will be concrete. In previous designs Bluestone pavement was proposed to tie into station street shared zone, the extent of paving was from the station building to Station Street only - this had to be removed to ensure practical application to the design location and value for money. Permeable pavement solution is not always possible, maintenance is generally high and failure is often due to blockages in between the pavers - this area is also in a high flood zone/overland flow path so blockages could increase.
2.3		A minimum of 3.5m width of the shared path is provided, thus ensuring a safe, conflict-free route for pedestrians and cyclists. In places, where there is a pinch point of 2.5m, consideration should be given to further moving the fence line towards the railway tracks. In sections where the path width is 4.0m, it could be reduced to 3.5m to allow for landscaping. Overall, it is recommended that the width not be less than 3.5m at any point to allow safe travel path for both pedestrians and cyclists.	– Shared path width and pinch points	Sydney Metro’s design requires a 4 metre wide share path when entering from Victoria Street and ensures maximum width along the alignment for safety purposes without removing the existing trees or removing all vegetation from between pathway and platform. Where possible, the design has tried to maximise the amount of landscaping possible without impacting on the corridor. Occasionally, the shared path needs to be reduced in width as space is limited. Towards Station Street, the pathway has been maximised as far as possible within the existing physical constraints as well as to ensure retention of existing trees.
2.4		Council suggests Metro improve its triangular parcel of land (shown below) at the southern end of shared path near the bridge overpass. This space is currently closed off for access but has the potential to provide a new form of open space by relocating the fence line, adding landscape and public art opportunities. This space could be used to create the ‘Gateway’ as recommended in the above first point.	– Improvement of triangular parcel land	Sydney Metro has endeavoured to move the fence line as further back and close to the rail line as possible creating a landscaped area within the constraints of the existing infrastructure e.g. overhead wiring and other services that currently exists here. Currently part of this space is required by the rail operator for their Operation & Maintenance activities since there is also an existing corridor gate facing Victoria Road. However, future requirements will be clarified in consultation with the operator.
2.5		Consideration should also be given to providing landscaping along the fence close to residential properties. Metro is requested to consult with owners/residents of these properties facing the shared path.	– Consideration of providing landscape along fence close to residential properties	Consideration of planting down the length of the back of residential properties was considered, however, to meet the clear zone requirement for share path it was not feasible. Existing trees have been maintained and moving the fence closer to the trees poses security issues due to climbability into the corridor.
2.6		Concern is expressed regarding the length of the “canyon effect” of the shared path as there doesn’t appear to be anywhere to “escape to” in the case of anti-social behaviour.	– Concern regarding ‘canyon effect’ of shared path	It is an existing shared path that Sydney Metro is improving by widening, providing additional lighting, new paving to enhance it’s passive surveillance which should improve the overall safety of the shared path. Riverdale Avenue does offer a means of escape along the shared path.
2.7		The high security fencing for the path close to Station Street delineates the shared path and landscaping as well as further constricting an existing narrow path (2.5m in this section). Council recommends either an alternative, less constrictive design, or to have the security fencing relocated further away from the shared path and closer to the platform to mitigate the ‘canyon effect’ and improve safety.	– High security fencing causing ‘canyon effect’	It is an existing shared path that Sydney Metro is improving by widening, providing additional lighting, new paving to enhance it’s passive surveillance which should improve the overall safety of the shared path. Riverdale Avenue does offer a means of escape along the shared path.
2.8		Appropriate new seating and public art opportunities should be provided along the corridor. Consideration should be given to appropriate fence treatment to minimise any graffiti and vandalism opportunities along this shared path.	– New seating and public art opportunities along corridor	Public art will be delivered within the station. Fencing has been designed in accordance with Sydney Metro standards for rail corridors. Further investigation is being done to incorporate seating where possible along the shared path.

Submission number	Submission date	Council submission	Issue	Design response
2.9		<p>It is also unclear how cyclists would access the proposed shared path if no improvements are made to Station Street/ Schwebel Street. It is recommended that Metro consider the shared path and its proposed improvements at a 'precinct' level as the path by itself sterilises opportunities to create a genuine active transport connection.</p> <p>It is requested that improvements be considered along Station Street to enhance access to this shared path from the west and particularly the missing link between Livingstone Road and Illawarra Road via McNeilly Park. This would also assist Metro to appropriately address approval condition 57(d) (i) which requires 'design measures to maximise the amenity of public spaces, permeability around entrances to stations and integration with other transport nodes'.</p>	<ul style="list-style-type: none"> – Recommendation for consideration of the shared path and improvements 	<p>Sydney Metro is investigating a connected series of new and upgraded shared paths and cycle routes that will improve walking and cycling access along the Metro line between Sydenham and Bankstown. The route will be delivered by Sydney Metro as part of the project as required under Condition of Approval E53. A range of treatment types, including for the connection between Station Street and Schwebel Street, will be considered as part of planning. Sydney Metro will engage with Council following the commencement of the detailed design process.</p>
2.10		<p>Proposed lighting structures within the tight width of the path limits movement function and activity, it is consequently requested that alternatives should be considered.</p>	<ul style="list-style-type: none"> – Proposed lighting structures limiting movement function and activity 	<p>There are limited opportunities to change the lighting to the shared path as there are no buildings along the edge to attach the lighting onto. Post top lighting is being investigated as a feasible option. Lighting is proposed to be on the residential side of the shared path to ensure minimal light spill is generated into the adjacent properties. These light posts are also placed in the clear zone edge that is required under the Ausroad standards for shared paths to ensure maximum width of the path is available at all times.</p>
2.11		<p>Consideration should be given to undergrounding powerlines along the path. New overhead wiring for the proposed lighting structures is not supported, however, if no alternative can be found, wiring should be appropriately separated from trees and landscaping.</p>	<ul style="list-style-type: none"> – Considerations for undergrounding powerlines along the path 	<p>The new lighting cable design is underground. The existing retained light poles will remain as it is, with some identified for removal.</p>
2.12		<p>The inclusion of additional trees and the proposed landscaping palette is supported, however, increased opportunities for biodiversity and species selection should be explored in consultation with Council.</p>	<ul style="list-style-type: none"> – Support for additional trees. Increased opportunities for biodiversity and species selection should be explored with Council 	<p>Tree selection was discussed and agreed in a meeting with Inner West Council on 5th August 2019.</p>
2.13		<p>Further information is required regarding the maintenance and weekly watering of the landscaping and tree planting and whether the project's implementation will include a 12-month maintenance period by Sydney Metro. Implementation of passive irrigation detailing is considered essential by Council in order to minimise water usage.</p>	<ul style="list-style-type: none"> – Further information regarding maintenance and watering of landscaping 	<p>A Landscape Management Plan has been prepared, the contractor must ensure that watering is carried for a period of 2 years or until Metro operations begin in 2024.</p>
2.14		<p>Clarification is sought regarding the ownership of the shared path and its future maintenance.</p>	<ul style="list-style-type: none"> – Clarification regarding ownership of shared path and future maintenance 	<p>The operations and maintenance for the shared path will be discussed with Council in the coming months.</p>
3.1		<p>Support is expressed for the overall design objectives, accessible parking, use of recycled bricks and retention of existing buildings and trees.</p>	<ul style="list-style-type: none"> – Support expressed 	<p>Feedback is acknowledged.</p>
3.2		<p>Council recommends a new, additional, station entry from Victoria Road. Currently, the only entrances to the station are located at the western end of the platform. This makes it difficult for commuters on the other side of the station to enter and exit. By providing a new entrance on the eastern side of the platform would significantly improve access to and from the station from Victoria Road.</p>	<ul style="list-style-type: none"> – Recommendation of new, additional entry from Victoria Road 	<p>It is not in current scope for Sydney Metro to deliver an additional entrance to Marrickville Station from Victoria Road. The station currently has two entrances.</p>
3.3		<p>Safety improvements are also needed in Station Street, a high activity area which has the potential to improve significantly through transformation into a shared zone, offering a new plaza space close to station entrance. Consideration should be given to placemaking elements such as tree planting, landscaping, street furniture, water sensitive urban design, public art, etc. With increased Metro patronage, the use of Station Street will move towards being a 'place' where users would spend more time as they wait for Metro. There is potential for Station Street to play a similar role to Dulwich Hill plaza and therefore, Council requests that consideration be given to use similar materials/furniture/landscaping palette on Station Street.</p>	<ul style="list-style-type: none"> – Safety improvements and placemaking elements on Station Street 	<p>Sydney Metro is delivering pavement and grading to the northern edge of Station Street to assist bicycle movement and water flows and reconfiguration of bollards to reduce casual car parking directly outside the station to be limited to service vehicles only. The project has safeguarded an opportunity to provide better pedestrian amenity and placemaking outcomes within Station Street depending on future development at the adjoining property. Recent improvements were made to Station Street as part of the TAP upgrade including provision of interchange facilities e.g. accessible parking and kiss and ride.</p>
3.4		<p>Council is keen to see Station Street evolve into a plaza with active street frontage and intensive day/night-time activity and is working towards incorporating street setback controls to Station Street as redevelopment occurs along this block.</p>		<p>Feedback is acknowledged. Sydney Metro would appreciate being kept in the loop on the development at Station Street.</p>

Submission number	Submission date	Council submission	Issue	Design response
3.5		There is a strong desire to integrate the station design with the surrounding precincts to improve the appearance and amenity of the stations and surrounding precinct. Designing and delivering the highest quality stations which protect and reinforce the qualities and character of these stations and infill urban precincts would achieve the most efficient investment in such important public assets. This approach ensures a positive user experience while encouraging more people to use metro as an alternative to public car.		Feedback is acknowledged.
3.6		Consider improved access to the Metro station entrance along Illawarra Road by widening and raising the signalised pedestrian crossing surface/platform to prioritise pedestrian access to the Metro Station (this should cover the whole bridge area if the structural loading permits— otherwise at least use a textured finish and possibly some public art). This pedestrian crossing is key access to the Metro Station from north, south and west. Additionally, it is well within the defined ‘station access boundary’ and needs careful consideration. Public art opportunities are recommended in the Illawarra Road forecourt.	– Considerations for improved access to the Metro Station entrance along Illawarra Road	There is no scope for any works at the Illawarra Road entrance and the bridge. The existing bridge will not be able to take any additional loads. Public art will be delivered in the Illawarra Road forecourt at the station entry.
4.1		The proposed anti-throw screens along Illawarra Road Bridge are not supported. The screens are visually intrusive, unappealing and detract from the heritage aspects of the station. In addition, the screens being located above the bridge would exacerbate conditions on the existing narrow pedestrian footpath. There is also no evidence that the 2.4m screens exceed the height that a projectile can be thrown. Consequently, it is considered that the screens are unnecessary, ineffective and it is recommended that they be deleted.	– Proposed anti-throw screens along Illawarra Road Bridge not supported	Throwscreens are required as part of Sydney Metro’s standards, safety and security requirements and hence need to be upgraded across all bridges over rail as required along this rail corridor. Proposed screens are woven mesh that allow visibility across the bridge making it less visually intrusive. Screens at all overbridges are required to be a minimum of 3 metres above the standing surface level to meet current Asset Standards Authority (ASA) and Australian Standards (AS) (provide full name) requirements. Bridges with existing brick parapets have been assessed by a heritage specialist and in co-ordination with urban design principles. The proposed solution optimises respect of heritage features and amenity and views for the public. The mesh provides an anti climb surface which is visually transparent. The mesh sits behind the existing brick parapet walls and does not extend any further than the front face of the existing internal finish.
5.1		Clarification is sought on whether disability access (drop-off/pick-up) is maintained during construction due to closure of Station Street.	– Clarification on disability access during construction closure	Sydney Metro has requirements in the Conditions of Approval (CoA) and Revised Environmental Mitigation Measures (REMM) that will be implemented and complied with during the construction of the project. These include maintaining access for pedestrians, cyclists and vehicles, avoiding disruptions, alternative routes and parking arrangements as required, appropriate temporary wayfinding and signage.
5.2		The proposed relocated bus stop should comply with disability access standards.	– Compliance of relocated bus stops with disability access standards	Modification of existing bus stops, or implementation of new stops and alterations to service patterns, would be carried out by Sydney Metro in consultation with Transport for NSW, Sydney Coordination Office, Roads and Maritime Services, the Inner West and City of Canterbury Bankstown councils, and bus operators.
5.3		It is essential that temporary bike parking facilities are provided during construction.	– Provision of temporary bike parking facilities	Sydney Metro has requirements in the Conditions of Approval (CoA) and Revised Environmental Mitigation Measures (REMM) that will be implemented and complied with during the construction of the project. As per REMM TC7: Where existing cycle facilities (e.g. bike parking) will be temporarily unavailable at a station, suitable replacement facilities would be provided while the facility is unavailable. Where existing cycle facilities (e.g. bike parking) would be temporarily unavailable at a station, suitable replacement facilities will be provided while the facility is unavailable.
6.1		Council requests that a precinct-wide wayfinding strategy is developed and implemented in collaboration with Council. Wayfinding is a key placemaking element and guides people through a complex physical environment while contribution to a sense of well-being, safety and security.	– Request for precinct-wide wayfinding strategy in collaboration with Council	The wayfinding scope for southwest metro stations is limited to the station and where relevant, to the forecourt or plaza entry only. It follows Sydney Metro/TfNSW wayfinding standards, requirements and kit of parts to ensure consistency throughout the network.
6.2		Metro’s wayfinding and signage (p. 56) only considers the signage and wayfinding for the station building. Metro’s approach to develop a consistent palette of materials, colours and textures that reinforce a line-wide identity is supported, however, it is recommended that the signage not distract with the heritage significance of the station buildings.	– Support for line-wide wayfinding and signage design so long as they do not distract with heritage significance	The wayfinding scope for southwest metro stations is limited to the station and where relevant, to the forecourt or plaza entry only. It follows Sydney Metro/TfNSW wayfinding standards, requirements and kit of parts to ensure consistency throughout the network.
6.3		It is strongly suggested that Metro consider the principles of ‘safety, equity and universal’ design in the development of station design and precinct plans.	– Consideration of Metro’s principles of ‘safety, equity and universal’ design	Safety in design has been intensively considered as part of the design development. In addition, Sydney Metro has also consulted with the relevant accessibility groups within Transport on the southwest metro station and precinct design to ensure equitable access to the station and precinct.
7.1		The plans provided show the demolition of some existing walls, doors, windows and brickwork of the existing platform building. The stations Heritage Plan should retain the existing building work as much as possible and install any new elements in a ‘reversible’ manner;	– Retain the existing building work as much as possible	Any changes to the platform building are confined to the interiors of the building only and where absolutely necessary to accommodate station amenities and operational equipment. This is also generally limited to the platform 1 building. The external fabric of the building will be conserved in its current state. The TAP upgrade of works in 2016 has made a massive improvement in conserving its heritage fabric. Any new elements will be installed to ensure that the existing features and heritage elements are left intact.

Submission number	Submission date	Council submission	Issue	Design response
7.2		Consideration should be given to retaining and restoring the station building windows, many of which have been closed off over the years. Much of the original window structures remain but several have been bricked up or obscured by the installation of fibreglass sheeting. These structures are considered to be of high heritage significance and Metro has the opportunity to truly restore these building structures for their original use as windows (see below images). Further obscuration of these windows is not supported.	– Considerations for retaining and restoring station building windows	As mentioned above, any changes to the platform building are confined to the interiors of the building only and where absolutely necessary to accommodate station amenities and operational equipment. The external fabric of the building will be conserved in its current state, which has been improved as part of TAP 2016 upgrade works. There will be no obscuration of windows or doors as part of Sydney Metro works.
8.1		Further information is requested relating to the proposed public art works at the station including the location of this public art; as it performs a critical step in improving the amenity of the precinct.	– Further information regarding proposed public art works	The location of public art at Marrickville Station will be on the anti-throw screens facing Illawarra Road entry. Sydney Metro’s Public Art expert will work closely with the Council’s Art Representative in finalising the Public Art for each station. More details on the EOI process for Public Art are available on the link below: https://www.create.nsw.gov.au/funding-and-support/southwest-metro-public-art-eoi/
9.1		Council requests active engagement with our Aboriginal Policy Team to develop the indigenous and cultural principles, and responses, around the station precinct.	– Request for active engagement with Council’s Aboriginal Policy Team	New interpretive elements were included in the 2016 Transport Access Program upgrade including an acknowledgement of Country. No further Interpretation is planned to be installed at Marrickville station.
10.1		<p>1) Marrickville Station is identified as being flood affected, with depths in the range of 0.4m to 1.0m. The Flood Study indicates that this depth is generally contained within the operational corridor of the railway and does not extend to the platform in minor rain events; however, consideration should be given to the impact of flooding at this station and the effective evacuation of patrons.</p> <p>2) The size and configuration of the egress points should be reviewed to ensure the platform provides sufficient exits in the event of an emergency.</p> <p>3) Further information is requested to address the flooding concerns and in relation to approval conditions E8 and 9.</p> <p>4)The current investment in Metro infrastructure presents an opportunity to improve the drainage within the corridor which should be considered within the scope of this project.</p> <p>5) Consideration should also be given to improving drainage works around Station Street. Further information is requested in this regard.</p>	– Further information requested to address the flooding concerns	<p>1)Water from Station St will be diverted from platform 2 and the proposed civil work around Station Street will reduce the flooding level at the entrance to the station. The design will minimise impacts to patrons.</p> <p>2) Works associated with Sydney Metro will not worsen any flooding impacts (as required by Condition E9) as the current design maintains existing flood impacts within acceptable thresholds in the vicinity of the Site or on adjoining lands.</p> <p>The platform area is also generally not flood affected up to the 100 Year ARI + 10% climate change, except at the station entrance at Station Street. However, the current design reduces the flood levels at the Station Street entrance to allow continuous weather protected path of travel along the edge of the platform screen doors to allow exit up the stairs towards Illawarra Road entrance.</p> <p>3) Condition E8 states that the location of Construction compounds must not worsen the existing flooding characteristics of the area. The siting and location of construction compounds are the responsibility of the construction contractor and they will be responsible for complying with condition E8.</p> <p>4) Works associated with Sydney Metro will not worsen any flooding impacts (as required by the project Condition of Approval E9) as the current design maintains existing flood impacts within acceptable thresholds in the vicinity of the site or on adjoining lands.</p> <p>5)The proposed civil work around Station Street will reduce the flooding level at the entrance to the station. Further improvement to the drainage works was considered around Station Street. However, due to existing services located within the area further proposed improvements were deemed impractical.</p>
11.1		Council requests further information regarding the proposed service building including materials, architectural details, transport and access, landscaping etc. It is acknowledged that Metro is still developing the service building plans, however it is considered essential that Council is provided sufficient opportunity to provide further input into the design of these buildings.	– Further information regarding proposed service buildings	<p>Updated concept designs for all service buildings were presented to the DRP on 7th July, with the panel supporting the proposed approach and providing the following advice:</p> <p>“The Panel supports the presented architectural diagrams and proposed materiality (brick/civic and metal/ concealed versions) as bringing to the project a more unified architectural approach. The Panel considers these sketches to be conceptual in nature, and looks forward to reviewing how each building is resolved to its individual site condition and context.”</p> <p>Detailed designs for Marrickville are being developed in accordance with these sketches, with metal cladding and extended Securamesh fencing proposed. The height of the buildings and associated structures are being kept to a minimum and landscape screening will be used where opportunities exist (although green walls on the building are not proposed due to maintenance and durability issues). Public art is not proposed for the service building locations. It should be noted that the service building at Marrickville is in a very discrete location that is generally concealed from public viewpoints; it sits within the rail corridor at the base of a steep rail embankment, which screens views from the south and west, with another rail line immediately to the north and dense established vegetation screening views from other directions. The main public viewpoint is from vehicles on a tight bend on Victoria Road adjacent to the rail bridge, which offers an oblique glimpse of the site.</p>

