Underground Metro / Rail line
- Construction of line and train interchange underground between Stacey Street and Greenwood Avenue
- Enables increased connectivity across North / South Divide
- Improves pedestrian site lines and street quality
- Extends linear park
- Opportunity for underground connection to bus interchange
- Opportunity for overline development

New Bus interchange
- Constructed in partnership with private development
- Underground connection to bus interchange and improved connection to retail and civic precincts

New civic spaces
- Station square
- Eat Street Carpark

Consolidated civic spaces
- Extension of Paul Keating Park to incorporate existing pocket parks and carparking

Privately owned Public Space (POPS)
- New public plazas and through site links constructed in partnership with private development
- Continues established urban language of arcades and lanes
- The scale and diversity of the cultural “eat street” precinct is maintained and expanded across the CBD
- Courtyard developments provide a greater diversity of mixed-use development

Underground rail line
- Continuation of Green Grid principals above and alongside of rail infrastructure
- Opportunities for development are extended along the rail corridor in both directions
- Opportunities for small scale retail and community activations within the park

Extension of linear park
- Continuation of Green Grid principals above and alongside of rail infrastructure
- Opportunities for development are extended along the rail corridor in both directions
- Opportunities for small scale retail and community activations within the park

Parking
- On grade parking to be consolidated into new developments
- Developer contributions release public space for recreational purposes

Maintain existing built fabric within Cultural precinct
- Maintains existing scale, character and diversity
- Includes minor enhancements, small scale development and street improvements

Improve connection to Southern Parklands precinct + Salt Pan Creek Corridor
- Creating new pedestrian links through school sites
- Opening up of council owned ovals for public use

Public art
Opportunities for integrating public art include:
- Working with graphic, light and sound artists and those working in digital mediums to enhance public arcades through connected public space
- Building on the dynamic and present youth and street culture
- Working with the diverse multicultural community
A public art strategy for Bankstown should be implemented for both public and private developments
Active public space offering for all generations

- A new park utilising the space that is currently on grade carparking at the end of Dale Parade
- Facilities for half court basketball, table tennis and chess
- Extension of linear park along rail corridor beyond Bankstown Station
- Improved civic address for Arts Centre
- Graphic paving references the history of the site as one of Sydney’s first Olympic sized public swimming pools
- Bike parking provided to connect with new cycleways proposed along the rail corridor

- Existing on grade parking to be consolidated into new developments and provided as developer contributions

OPPORTUNITIES
NEW CIVIC SPACE - EAT STREET CARPARK

Camilla Wotila

Bankstown Arts Centre
half court basketball
retain existing trees
new development across rail corridor
maintain / improve shaded seating and table area for public, special social interaction
maintain existing "eat street" Chapel Road South

Bankstown City Plaza
maint / improve shaded seating and table areas for public, special social interaction
new paving / seating respects existing trees

before - carpark
- Existing on grade parking to be consolidated into new developments and provided as developer contributions

before - corner view towards carpark

proposed – view towards activated public space within Eat Street carpark site
An activated pedestrian environment
with a civic scale

- Clear destination marker for Bankstown on arrival by train
- New address for new Western station entry
- Relocated bus interchange within new retail development
  improves pedestrian access
- Improved visual and physical connections to all CBD precincts
  from station entry
- On-grade North South connection provided through
  underground rail line
- Provision of bike parking and ample seating at the western station
  entry further encourages pedestrian and cycle connections
- Variety of ground coverings provide opportunities for various
  modes of inhabitation
- Integrated public art opportunities
- Adjacent retail developments to provide deep awnings for
  weather protection supplemented by colourful shade sails within
  square
- Continuous street lighting encourages street performances and
  footpath dining

before - view towards station entry

proposed - view towards station square
“Green Streets” provide improved visual and physical north-south connection across the rail line and enhanced connection between civic and retail precincts.

- Provide shift from car and bus dominant environment to a pedestrian and cycle friendly city plan.
- Tree lined boulevard links Restwell Street to The Appian Way across the rail corridor.
- New pedestrian mall connects Station Square with the Civic Precinct.
- Streets included substantial street plantings, large areas of footpath for ground floor retail and food and beverage activation and street seating.
- Generous awnings provide covered pedestrian routes linking the station with civic and retail amenity.
- Sleeved parking with commercial opportunities to street fronts and mixed-use development to the first 3-4 stories provides increased visibility of pedestrians within this zone.

Paul Keating Park is expanded to incorporate The Mall, adjacent pocket parks and small pockets of existing on grade parking to strengthen this park as a major civic event space and improve connection to city centre.
An activated laneway and arcades quarter building on the distinctive existing qualities of the precinct

- A new shared zone along Stewart Lane provides opportunities for retail and ground floor activation, extending the existing language of laneway and arcade connections within the cultural precinct.
- A new civic space is created on the site of the existing council owned carpark on Greenfield Parade providing a tree line square for passive recreation opportunities and opportunity for new mixed-use developments to front onto this space.
- A strong graphic paving language improves way finding for non-locals.
- Connections to the station are maintained via the existing covered arcade with new connections provided to the Southern Parklands via improvements to Mona Street including street plantings.
- A shared rubbish collection service for tenancies along Bankstown City Plaza, Chapel Road and Greenfield Parade facilities improves the quality of the public domain offering for these lanes.
- Colorful and vibrant signage is encouraged within this zone.
New bus interchange within private development

- New bus interchange provided in partnership with private development
- Explore possibility of locating within redeveloped Bankstown Central site adjacent to the new Eastern Metro entry
- Creates station entry and CBD that is not dominated by function as an intermodal exchange
- Removes high bus traffic that circles the station and hardens its surroundings through the inclusion of protective barriers, parapet walls and intrusive signage
- Historical precedents support the integration of public transport bus interchanges within retail developments including Belconnen Westfield Shopping Centre in ACT and Chadstone Shopping Centre in Victoria
- New pedestrian through site connections attract footfall to retail

Privately owned public space

- Explore incentivizing the creation of public spaces within private development to continue established urban language of arcades and lanes within new developments on large sites
- Significant historical precedent with successful national and international examples
- Includes new pedestrian through site connections and activated courtyard developments attracting a diversity of mixed-use development
- Includes air-conditioned arcade spaces that attract footfall to retail
- Common in USA where the public sector has next to no capital budget and relies on developer contributions to develop and maintain publicly accessible space
- Design guides and planning controls would ensure design excellence and maximize public benefit

“In New York, planning officials in the late 1950s began offering private developers additional height and density in exchange for light and public open space. This “incentive zoning” generated hundreds of plazas, arcades, walkways and pocket parks owned and maintained by property managers. New York journalist Adee Braun has described the Big Apple’s POPS as “urban nesting dolls [that] were built to provide the public with shortcuts, shelter and gathering spaces.”

Kimberly Noble, Spacing Toronto 21st April 2015
Opportunity to create a rail free linear park that connects with Station Square and the tree lined boulevards of the Civic quarter through the undergrounding of the Metro line between Punchbowl Tunnel and Bankstown

- Opportunity for increased residential density along the rail corridor, extending strategies proposed for Punchbowl, Wiley Park and Lakemba
- Opportunities for small scale retail and community activations within the park including weekly markets connecting with the retail quarter adjacent
- Improved amenity for residents
- Active and passive recreation opportunities provided through new hard and soft landscaping

Playful hard landscaping and plantings adjacent to rail corridor

Weekly markets
Improved Connection to Southern Parklands and Salt Pan Creek Corridor

- A new out of school hours pedestrian connection through the land between Bankstown Primary and Bankstown Girls High Schools
- Pivot gates in the style of Redfern Oval are proposed which can be opened up out of school hours and closed during school hours to maintain security
- Improved pedestrian and cycle connections to Southern Parklands precinct and the Salt Pan Creek green corridor
- Additional public recreation spaces provided by opening up the land surrounding the Memorial Oval
- New ground level through site links encouraged within Sports Centre site and improved street address including sleeved carparking
Bankstown is a dynamic multicultural community with an established arts and cultural identity. The building of the new Sydney Metro train line provides an opportunity to improve connectivity within the CBD and create new vibrant public spaces. Building on existing urban patterns and precinct identities, these spaces will be welcoming, lively and adaptable, creating a unique urban identity for Bankstown.

Government should encourage private and commercial developments that reinforce and enhance the public domain experience with an “incentive zoning” strategy for “privately owned public space”.

Illustrated opportunities consider the public domain experience at multiple scales, including within public and privately owned land, streets, laneways, arcades and parks. Each of these aims to reinforce the character and vibrancy of existing precincts whilst providing an enhanced public domain experience.

Next steps include:
- Further investigation of an underground rail line
- Development of design guides and planning controls to ensure design excellence for private development
- Working with the private sector to identify opportunities for public facilities, carparking and public spaces to be provided as developer contributions
- Traffic study to identify ideal site for bus interchange connected to the station via underground arcade
- Engaging with local business owners to establish needs and constraints of any future developments