

# BANKSTOWN

FINE GRAIN,  
PUBLIC DOMAIN  
+ STATION INTEGRATION  
STUDY  
SYDENHAM  
TO BANKSTOWN CORRIDOR

20 JANUARY 2017  
AILEEN SAGE ARCHITECTS  
+ LEFT BANK CO.

**We recognise the following existing studies /reports:**

Sydenham to Bankstown Urban Renewal Corridor Strategy  
 NSW Government Planning and Environment  
 October 2015 + draft review 2016

Sydenham to Bankstown Urban Renewal Corridor: Consultation Update  
 NSW Government Planning and Environment  
 April 2016

Bankstown to Sydenham Rail Corridor, Walking and Cycling Corridor and Linear Park Report  
 Government Architect's Office, Department of Public Works  
 12 February 2016

Sydenham to Bankstown Urban Renewal Corridor: Integrated Transport Strategy  
 Arup, 26 October 2015

Sydenham to Bankstown Social Infrastructure Study (Draft)  
 Arup, 30 September 2015

Bankstown to Sydenham Corridor Strategy: Open Space and Recreation Strategy (Draft)  
 Government Architect's Office, Department of Public Works  
 25 May 2015

LEP 2015 Heritage Controls and Items of Local Significance  
 City of Canterbury Bankstown



Bankstown Railway station opening in April 1909, Bankstown Library

**This study looks at providing a public domain led integrated urban vision for Bankstown based on an analysis of the existing urban fabric and the impact of future built form including the construction of the new Sydney Metro City and Southwest line.**

**The objective of this study is to identify urban place making opportunities as a result of the construction of the new Sydney Metro line, providing an integrated urban vision for Bankstown including the station precinct and immediate connected areas within walking distance of the station.**

This study has been informed by analysis of at various scales including Metropolitan (macro), City Centre (middle) and Fine Grain (micro). This includes identifying:

- transport corridors
  - cultural and landscape catchments
  - barriers and connection points within the city grid
  - distinct city precincts – cultural, civic, retail and parklands
  - precinct distinctiveness including built form, materiality, signage, pattern and cultural history
  - opportunities for intervention within public and privately owned land
- From this analysis key attributes and challenges were identified.

**Key strategies were then formulated including:**

- Underground Rail line
- New civic spaces
- Consolidated public spaces
- Provision of Privately owned Public Space (POPS)
- New Bus interchange
- Extension of linear park along the rail line
- Improved connection to Southern Parklands precinct
- Maintain existing built fabric within Cultural precinct
- Consolidated Parking
- Public Art

**Illustrated Opportunities include**

- New Civic Space – Eat Street Carpark
- New Civic Space – Station Square
- Green Streets
- Laneway Activation
- Public Space within Private Development
- Extension of the Linear Park
- Connection to Southern Parklands

**Through these illustrations Bankstown is recognized as 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.**

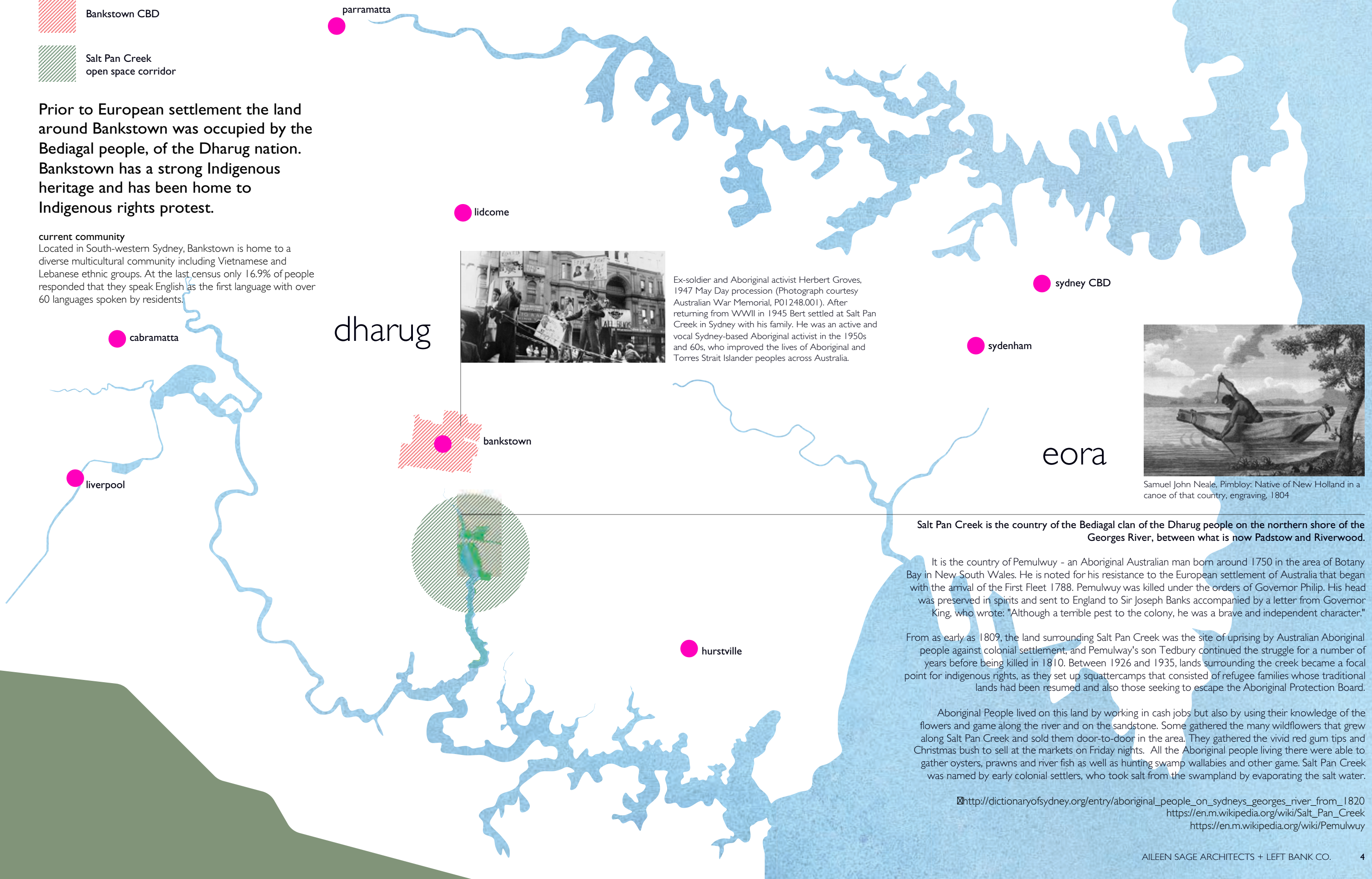
KEY

- regional centers
- Bankstown CBD
- Salt Pan Creek open space corridor

Prior to European settlement the land around Bankstown was occupied by the Bediagal people, of the Dharug nation. Bankstown has a strong Indigenous heritage and has been home to Indigenous rights protest.

current community

Located in South-western Sydney, Bankstown is home to a diverse multicultural community including Vietnamese and Lebanese ethnic groups. At the last census only 16.9% of people responded that they speak English as the first language with over 60 languages spoken by residents.



Ex-soldier and Aboriginal activist Herbert Groves, 1947 May Day procession (Photograph courtesy Australian War Memorial, P01248.001). After returning from WWII in 1945 Bert settled at Salt Pan Creek in Sydney with his family. He was an active and vocal Sydney-based Aboriginal activist in the 1950s and 60s, who improved the lives of Aboriginal and Torres Strait Islander peoples across Australia.



Samuel John Neale, Pimbley: Native of New Holland in a canoe of that country, engraving, 1804

dharug

eora

Salt Pan Creek is the country of the Bediagal clan of the Dharug people on the northern shore of the Georges River, between what is now Padstow and Riverwood.

It is the country of Pemulwuy - an Aboriginal Australian man born around 1750 in the area of Botany Bay in New South Wales. He is noted for his resistance to the European settlement of Australia that began with the arrival of the First Fleet 1788. Pemulwuy was killed under the orders of Governor Philip. His head was preserved in spirits and sent to England to Sir Joseph Banks accompanied by a letter from Governor King, who wrote: "Although a terrible pest to the colony, he was a brave and independent character."

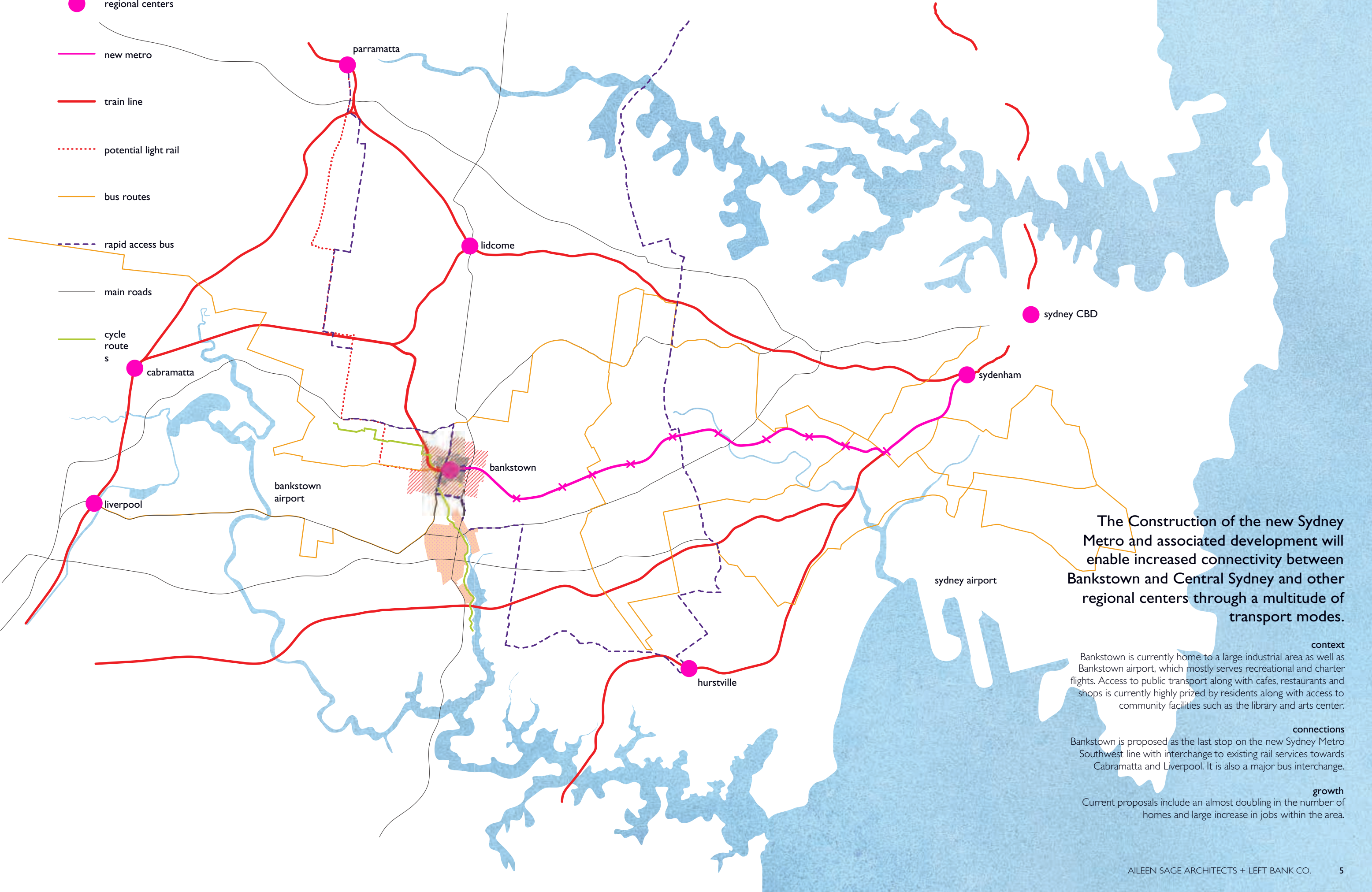
From as early as 1809, the land surrounding Salt Pan Creek was the site of uprising by Australian Aboriginal people against colonial settlement, and Pemulwuy's son Tedbury continued the struggle for a number of years before being killed in 1810. Between 1926 and 1935, lands surrounding the creek became a focal point for indigenous rights, as they set up squattercamps that consisted of refugee families whose traditional lands had been resumed and also those seeking to escape the Aboriginal Protection Board.

Aboriginal People lived on this land by working in cash jobs but also by using their knowledge of the flowers and game along the river and on the sandstone. Some gathered the many wildflowers that grew along Salt Pan Creek and sold them door-to-door in the area. They gathered the vivid red gum tips and Christmas bush to sell at the markets on Friday nights. All the Aboriginal people living there were able to gather oysters, prawns and river fish as well as hunting swamp wallabies and other game. Salt Pan Creek was named by early colonial settlers, who took salt from the swampland by evaporating the salt water.

[http://dictionaryofsydney.org/entry/aboriginal\\_people\\_on\\_sydney\\_georges\\_river\\_from\\_1820](http://dictionaryofsydney.org/entry/aboriginal_people_on_sydney_georges_river_from_1820)  
[https://en.m.wikipedia.org/wiki/Salt\\_Pan\\_Creek](https://en.m.wikipedia.org/wiki/Salt_Pan_Creek)  
<https://en.m.wikipedia.org/wiki/Pemulwuy>

KEY

- regional centers
- new metro
- train line
- - - potential light rail
- bus routes
- - - rapid access bus
- main roads
- cycle routes



The Construction of the new Sydney Metro and associated development will enable increased connectivity between Bankstown and Central Sydney and other regional centers through a multitude of transport modes.

**context**

Bankstown is currently home to a large industrial area as well as Bankstown airport, which mostly serves recreational and charter flights. Access to public transport along with cafes, restaurants and shops is currently highly prized by residents along with access to community facilities such as the library and arts center.

**connections**

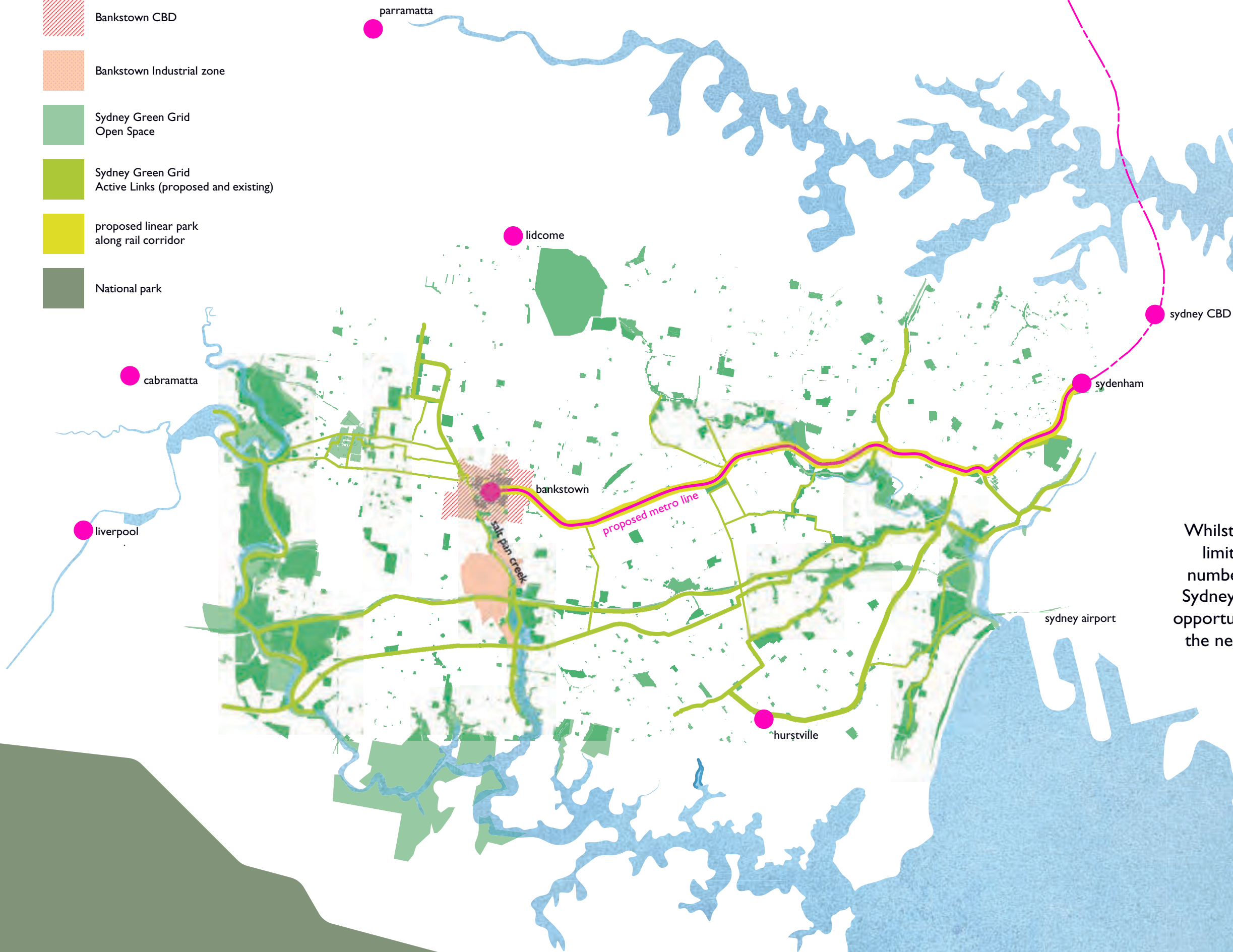
Bankstown is proposed as the last stop on the new Sydney Metro Southwest line with interchange to existing rail services towards Cabramatta and Liverpool. It is also a major bus interchange.

**growth**

Current proposals include an almost doubling in the number of homes and large increase in jobs within the area.

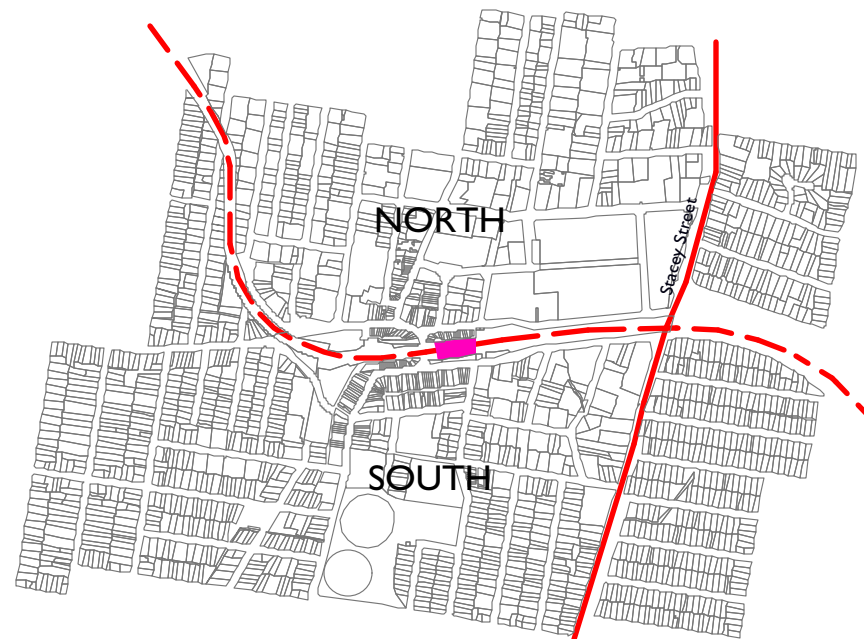
KEY

- regional centers
- Bankstown CBD
- Bankstown Industrial zone
- Sydney Green Grid Open Space
- Sydney Green Grid Active Links (proposed and existing)
- proposed linear park along rail corridor
- National park



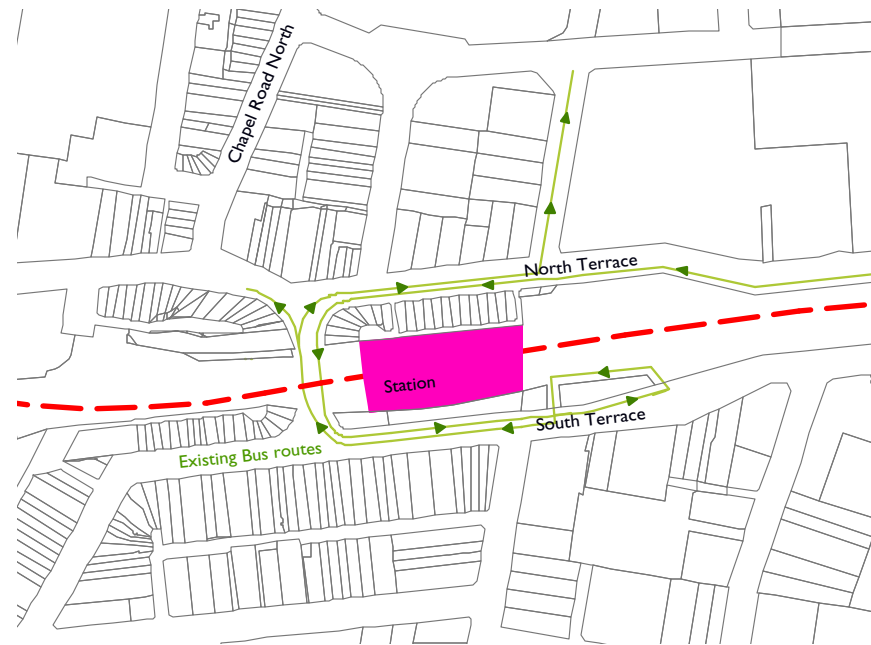
Whilst Bankstown residents currently have limited access to open space, there are a number of active links proposed under the Sydney Green Grid that will ensure greater opportunity. The proposed linear park along the new Metro line will connect to the Salt Pan Creek open space corridor.

There are a number of barriers to good pedestrian experiences within the CBD



**The Rail Line**

There are a number of physical and perceptual barriers that divide Bankstown CBD into distinct North and South zones and preclude a pleasant public domain experience. The first of these is the rail line itself, which bisects Bankstown into distinct North and South precincts. The rail line also currently obstructs a connection between Restwell Street and The Appian Way and the cultural and civic precincts.



**Buses**

Buses dominate the area immediately surrounding the station including North and South Terrace with large concrete barriers impeding pedestrian activity. Hostile walking streets and confusing one-way vehicle routes are all a bi-product of the bus interchange.



**Lack of Shade**

Beyond the compact cultural precinct, there is a lack of shaded footpaths and pedestrian friendly walking routes. This includes a lack of street awnings and established street planting.



Security fences along the rail line preclude a pleasant pedestrian experience

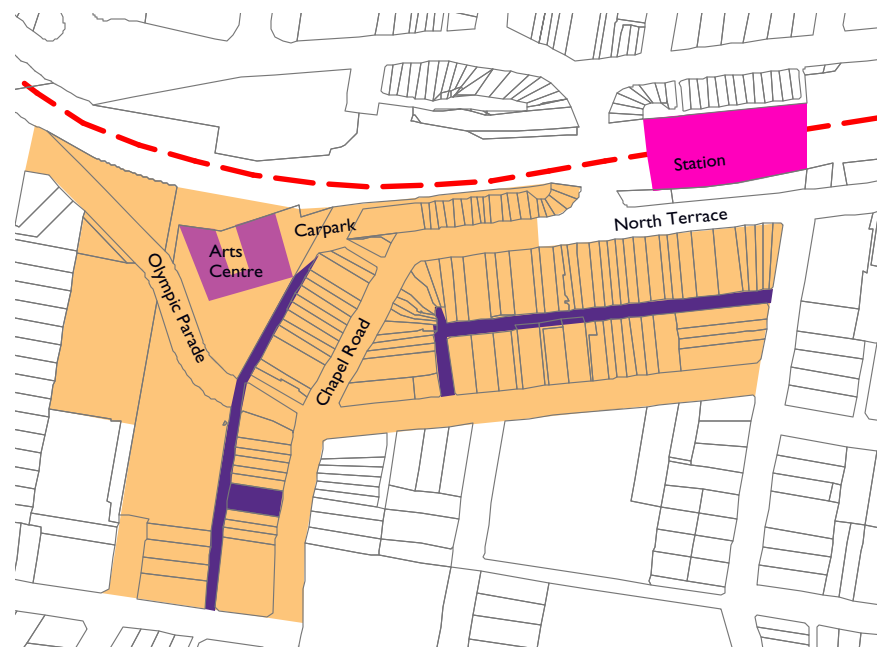


Buses dominate the link road between North and South Terrace



Intrusive Bus Interchange decreases overall public amenity of station precinct

There are limited pedestrian and visual connections between key public facilities



**Lack of Civic Presence - Arts Centre**

Bankstown Arts Centre on Olympic Parade has no visual connection to the city centre and no sense of city presence or direct association with the Eat Street precinct. Despite its proximity to the station and rail line, there are limited visual and physical connections between these two locations.



The Arts Centre has limited connections to the vibrant Eat Street precinct adjacent. The rear of the centre / back of house spaces face the city centre and station precinct.

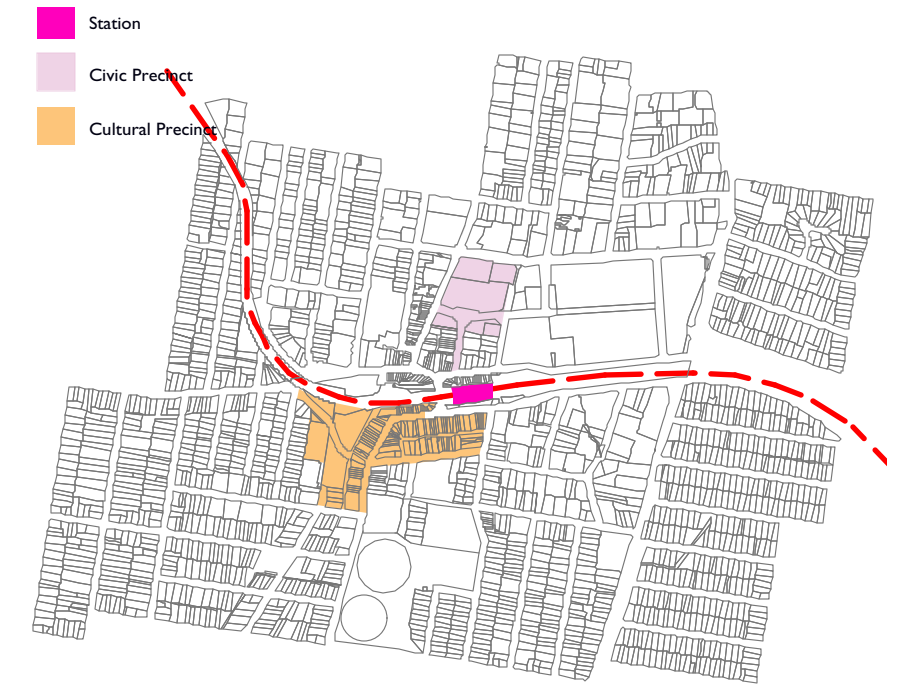


**Large Impenetrable Sites**

The Bankstown Sports Centre and School sites sit between the station and Bankstown Memorial Park and existing pedestrian and cycle paths that follow the Salt Pan Creek corridor. These impenetrable sites mean that whilst physically quite close, this area has limited connection to the station.



The Sports Centre site has no street presence or street address and acts as a barrier to walk through trade and precludes access from the station to the Southern Parklands



**Disconnected Civic Precinct**

Bankstown civic precinct including Bryan Brown Theatre, Bankstown Library and Paul Keating Park is disconnected from the rest of the city due to unpleasant walking streets, in particular The Mall, which is vehicular dominant and separates Paul Keating Park from adjacent pocket parks. The area also has no visual connection to the station or the Cultural precinct to the South.



No visual connection between Civic precinct and the station



Civic anchors include the vibrant "Eat Street" along with amenities such as the post office. These are well connected via a network of laneways and arcades.



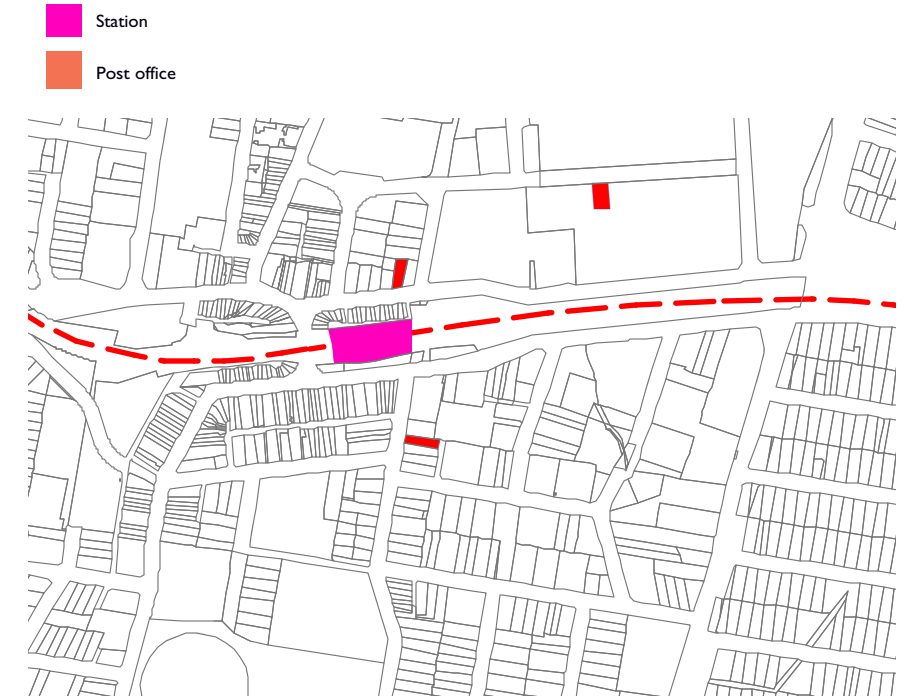
**Vibrant "Eat Street"**

The area to the immediate Southwest of the station is an "Eat Street" that includes Bankstown City Plaza and Chapel Road is the most vibrant area of the city. It has widened footpaths, street trees, street parking and street front tables used as market stalls, meeting places for older people and passive recreation. A smaller on grade carpark provides a pedestrian connection between the Eat Street and the Bankstown Arts Centre.



**Laneways + Arcades**

Within this zone there are also a number of pedestrian connections via arcades (with retail activation) and laneways. A public covered arcade connects the Station to the Sports Centre and includes a musical installation that provides an increased sense of surveillance and safety at night.



**Civic Anchors - Post Office**

The main Post Office is currently located away from the main civic and retail zones, with good connection to the station. This is currently a main anchor for this part of the CBD. Additional post shops are located within the Bankstown Central development.



Arcades link "Eat Street" with Stewart Lane



Covered walkways connect the station to Eat Street, schools and the Sports Centre



The post office is a civic anchor attracting pedestrian activity to the edge of the precinct