

maintain existing "eat street"
Chapel Road South



Camilla Walala

Public Art Opportunity

Bankstown Arts Centre

half court basketball

retain existing trees

table tennis

new development across
rail corridor

maint / improve shaded
seating and table areas for
public games and informal
social interaction

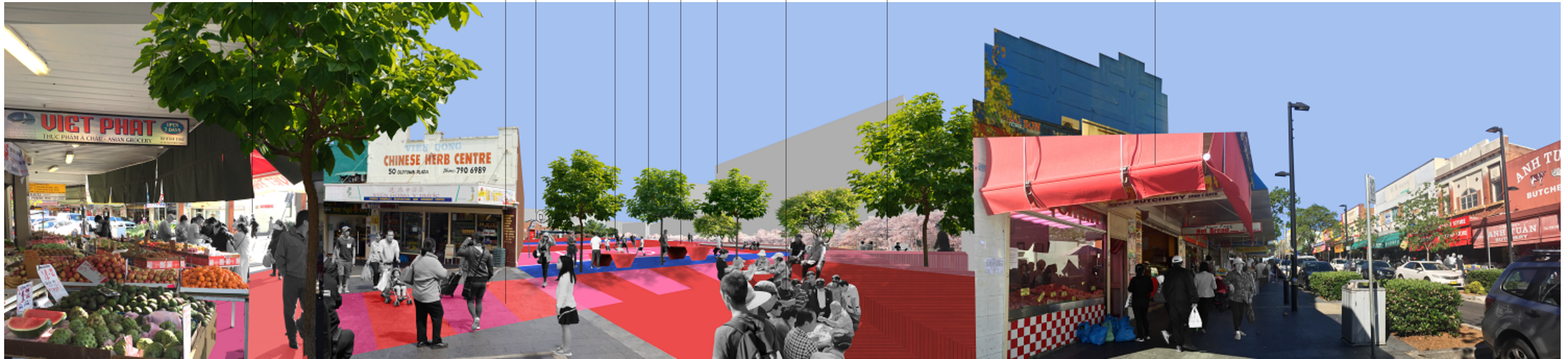


exercise / play equipment

maintain existing "eat street"
Bankstown City Plaza



new paving / seating
respects existing trees



proposed - view towards activated public space within Eat Street carpark site

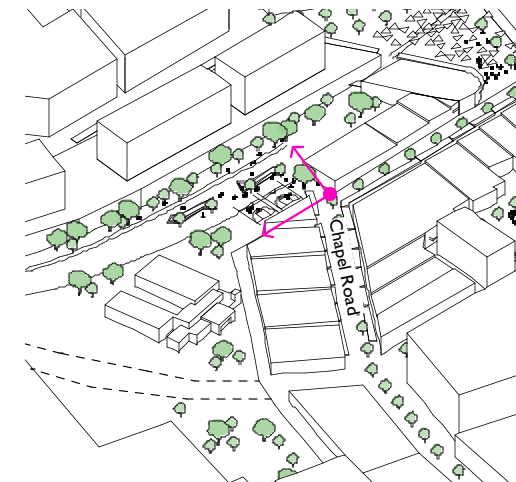


before - corner view towards carpark



before - carpark

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



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



before - view towards station entry



new civic furniture +
informal seating areas
integrated with landscaping



Public Art Opportunity
colourful shade sails



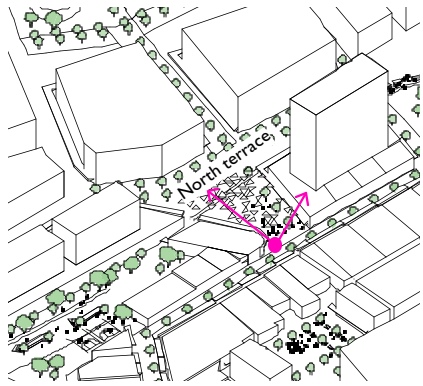
integrated paving
+ seating strategy

activated retail frontage

new commercial development

view to civic precinct beyond

new station entry



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
- Improvised visual and physical connections to all CBD precincts from station entry
- On-grade North South connection provided through undergrounding 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

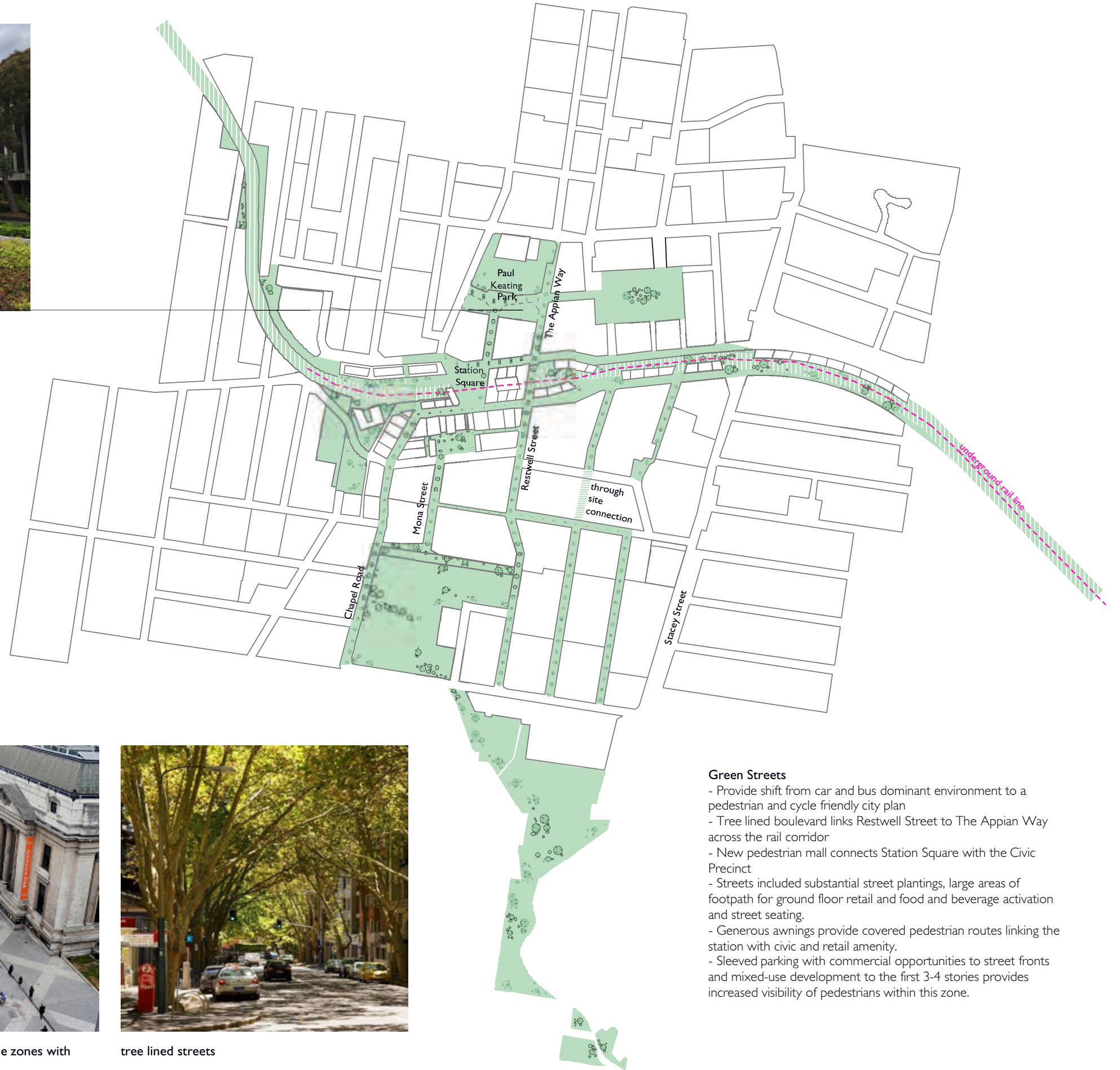


proposed - view towards station square



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.

“Green Streets” provide improved visual and physical north-south connection across the rail line and enhanced connection between civic and retail precincts



tree lined boulevards frame views towards the civic precinct



planted shared pedestrian and cycle zones with vehicle access secondary



tree lined streets

Green Streets

- 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.



laneway markets



Gemma Smith

public art opportunity



graphic signage encouraged

shared passive recreation zone

shared zone



Reko Rennie

public art opportunity

activated frontage to existing arcade to station



proposed - view towards shared zone laneways and new civic space

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



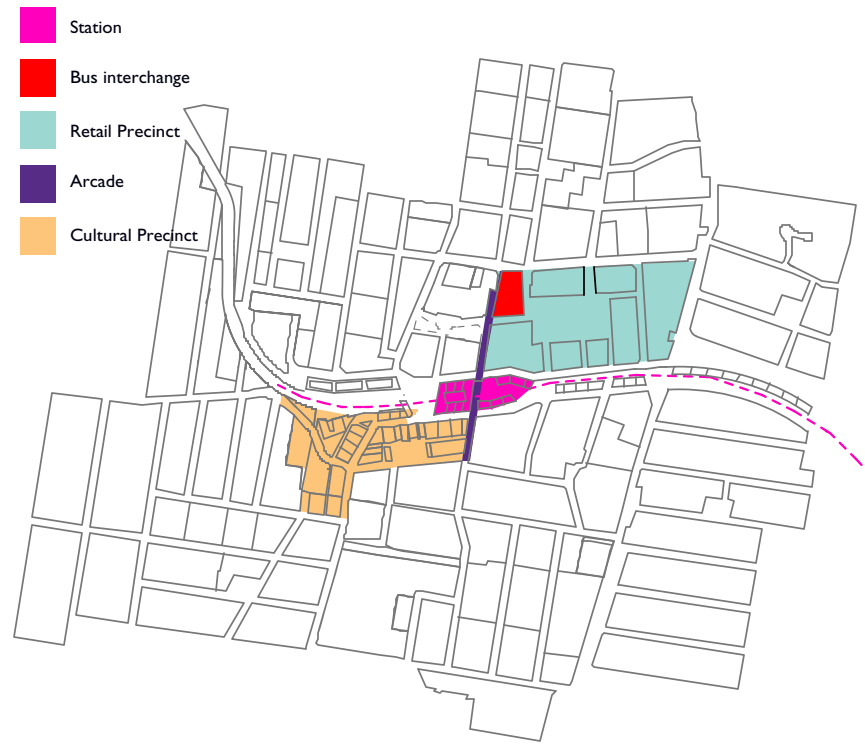
before - view down Stewart Lane towards council owned carpark including covered arcades



Centralised council servicing for small tenancies

Bankstown's prime street retail is located along Bankstown City Plaza and Chapel Road and contains a number of small and independent retail tenancies. These are often two-storey height buildings with the retail offerings on the ground floor. This means however that servicing of these tenancies happens in the laneways behind the main streets, which are often quite chaotic and unkempt.

Recognizing the need for service areas, council could explore a centralised model for rubbish collection - providing collective services to a number of operators with similar needs that would allow for the back laneway to improve in quality of built fabric and experience.



Bryant Park, New York

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 Adele 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



Bus interchange within private development



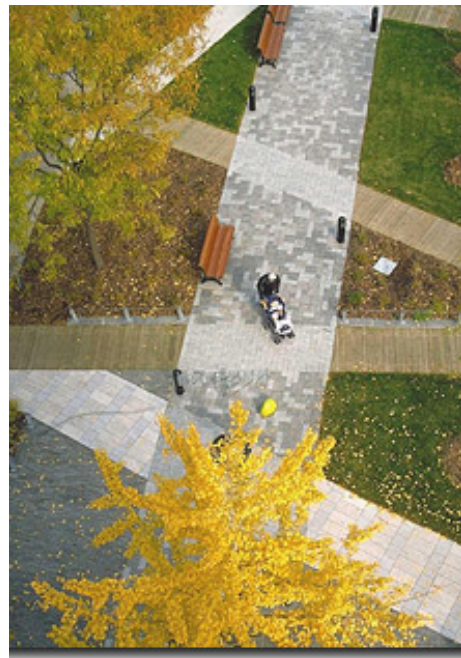
Activate public through site links and squares provided within private development



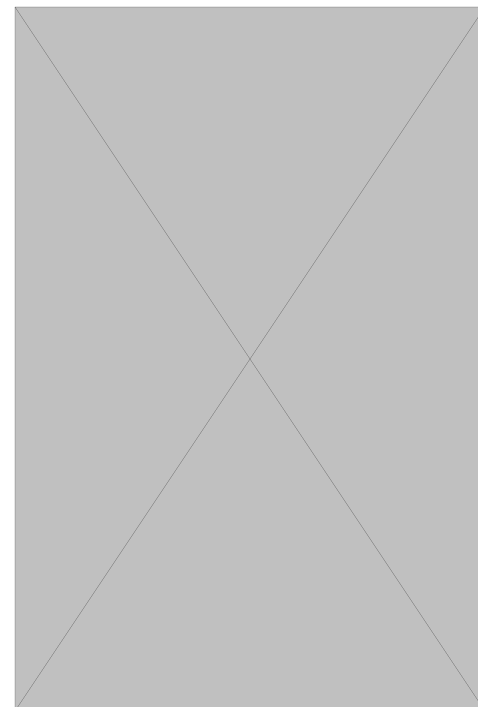
Paley Park, New York

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



through park connections articulated through varied finishes and materials



playful hard landscaping and platings adjacent to rail corridor



small scale pavilions within linear park



weekly markets



passive recreation zone planting over underground line

over station development



pivot gates at Redfern Oval
allow public access out of game hours



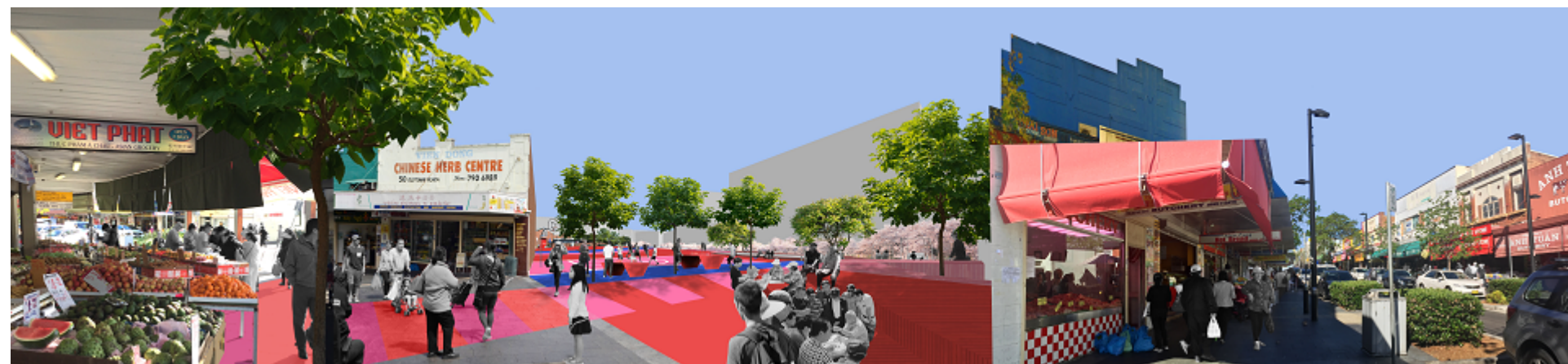
Minimisation of barriers where possible to
extend public space offering at edges of oval

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



Station Square



Eat Street Carpark



Laneway Activation

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