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04 May 2022

Mr Keith Ng
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Department of Planning, Industry & Environment
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Dear Sir

RE: METRO WEST STATION EIS – SSI 22765520 - NORTH STRATHFIELD STATION

Please find accompanying this letter our submission prepared by Macroplan for the Metro West Stations EIS and specifically in relation to the proposed North Strathfield Metro Station. This submission is made by Ecove Group in our capacity as advisors to The McDonald College who own a significant landholding directly adjacent to the existing Station and the proposed Metro Station at North Strathfield.

The report by Macroplan identifies significant design, planning and commuter safety issues with the concept design for the proposed North Strathfield Metro Station. On behalf of The McDonald College, we have made a number of attempts at opening dialogue with the Metro West management team to discuss opportunities for significantly improved outcomes and solutions to the issues identified. To date these attempts have been met with a lukewarm response and a resistance to entertain any serious dialogue to explore better outcomes.

As a result, the concept design for the proposed Metro Station remains seriously deficient in key areas of equitable access, safety and activation and remains more reminiscent of an early 20th Century station concept as opposed to a state of the art metro station forming part of a \$20b metro line.

We would welcome the opportunity to discuss further our submission and the opportunities available to deliver a vastly improved outcome that cures many of the deficiencies of the currently proposed concept design. I can be contacted on 0414 555 084 or ba@ecove.com.au should there be an opportunity to discuss this matter further.

Yours Faithfully,
Ecove Group Pty Limited

A handwritten signature in black ink, appearing to read "Bassam Aflak", is written over a light grey rectangular background.

Bassam Aflak

Submission for the Metro West Station EIS – North Strathfield Station

Response to EIS and Station Design Principles

May 2022

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Introduction – North Strathfield

The design of the metro railway station at North Strathfield does not speak to the place and the surrounding precinct. The station box prime consideration has been focused on the technical aspects of its functionality and roll as an interchange point between the older rail technology system and a new state of the art metro railway system.

The importance of a new station interfacing and providing technical solutions between surface rail and the below ground Metro conversation, is without question. It is not what this submission is bringing to the table as requiring urgent planning considerations and attention.

Conversations around the new metro system for Sydney have made the point that if the exercise is deemed successful it will need to demonstrate functional and technical leadership around the transport element i.e., trains, tracks and access points. However, the prime measure of success will come from its city shaping ability in supporting new residential, employment and a suite of new land use conversations at the metropolitan district and local level.

At a local level a correctly well-presented station box with connectivity to the immediate and surrounding precincts, is a once in a lifetime opportunity to shape and enhance locations. It can provide placemaking opportunities moving forward through investment and improve quality of life experiences. A well-considered metro station project can add more value to crafting of successful places than the drip feed process of incremental planning, which whilst well intended are by their nature drawn out processes.

North Strathfield has experienced little in the way of functional enhancement over the last 50 years, but it has started a journey of change that is indicated through transformative investment interest around elements like the Bakehouse Quarter and other parts of the western half of the precinct. This could be galvanised and accelerated by a well-presented railway station story which benefits both sides of the

railway line. With this metro upgrade, the station has the potential to act as a hub to invite surrounding activation. The station can become a safe, open and exciting addition to North Strathfield. The character statement work undertaken by the Canada Bay council, April 8th, 2022, is already appreciated by the broader community in feedback with reference to the importance of quality connectivity within the precinct, but with special reference to the Bakehouse Quarter.

At the commencement of the *Project Design Guidelines Part 1.1* under the heading project scope, it is outlined that:

- Station precincts and public domain works will deliver new high-quality amenity.
- The potential for integrated station development with adjacent areas, so this can be enabled and considered fall as part of further planning application.

The station box design as presented for North Strathfield does not achieve this, it is a rigid design that does not invite in future connectivity opportunities and once completed might wall out further connectivity opportunities.

Further, the *station and precinct design guidelines 2.1 objective 5* talks about delivering an enduring and sustainable legacy for Sydney, and the supporting principles of objective 5 outline a need for a high standard of design, which sets a new benchmark to ensure the longevity of the metro network, it's enduring contribution to civic life and the ability to adapt to a changing city overtime. Objective 5 and the supporting principle is not reflected in this planning proposal for North Strathfield railway station, more attention to connectivity, Place making, and pedestrian safety considerations is required for both sides of the railway station.

The following section of this submission are extracts from 2 Parts of the Station and Design documents. They identify a particular element in yellow highlight, which is followed by a response under each heading and subheading, demonstrating the shortfall of the station design in the planning application and the opportunities which are potentially lost in performing to the Guidelines by the station design which has been presented.

Metro West EIS – North Strathfield Station

10.1 Overview

Section 10.1.1 Operation

A new pedestrian footbridge would also be provided (to the north of the existing station building) to provide an interchange connection between Sydney Metro and Sydney Trains services and connect to a new station entry from the west via Pomeroy Street. The existing footbridge that connects Queen Street, the Sydney Trains station platforms, and the public footpath access to the west of the station (between Pomeroy Street and Hamilton Street East), would also provide a connection to the metro station. The existing footbridge may also require upgrades/replacement including the potential widening of the footbridge to provide improved interchange capacity (to be further investigated subject to detailed design and further stakeholder consultation).

North Strathfield metro station would support the local centre at North Strathfield, providing activation through enhanced access and connections. The station would also support several of the priorities and initiatives outlined by the City of Canada Bay Council.

When operational, North Strathfield metro station would provide legible, safe and intuitive station access to the east and west of the existing rail corridor, including connectivity to the Bakehouse Quarter and to Powells Creek open space. It would deliver new public domain enhancements to Queen Street and support the development of the proposed local centre.

A number of changes would be made to the local transport network to facilitate integration of the metro station, including a new low-speed environment on Queen Street to prioritise pedestrians, new kiss and ride and bus zones, and upgrades to a number of surrounding intersections.

During operation, there is generally expected to be a noticeable improvement to the character and visual amenity of the area due to the new metro station, and the associated accessibility and placemaking outcomes. However, from some viewpoints there may be a reduction in visual amenity due to the scale of the metro infrastructure and changes to the existing North Strathfield Station. The design of the station would be consistent with the principles and outcomes presented in the Design Guidelines developed for Sydney Metro West, including place-specific design principles that respond to contextual factors (refer to Appendix E).

The accessibility and placemaking improvements would also result in social benefits associated with increased access to jobs, education and services and improved amenity, and some opportunities for local businesses such as increased passing trade and improved accessibility.

Response

It is difficult to see how the proposed Metro Station will provide activation of North Strathfield in any meaningful way or support Council initiatives for the precinct. The 'enhanced access and connections' differ little from the access and connections provided by the existing station, which has encouraged limited activation to date.

The access from the west delivers the antithesis of legible, safe and intuitive access. The distance to the new pedestrian bridge proposed (which appears to be the primary) is around 130m from either Pomeroy St or the dead end Hamilton St along a narrow path next to the heavy rail corridor. This pathway has no natural surveillance or

activation and it is difficult to see how it can deliver safe access that in anyway complies with the base principles of CPTED. Safety and CPTED principles are a core part of both the over arching Design Guidelines and the place specific design elements section within this document. The proposed station concept for North Strathfield is clearly deficient in this area.

It will be difficult to provide weather protection along the western access corridor and overhead pedestrian bridges. Basic overhead cover does not provide adequate protection for driving rain and enclosing the pathway entirely will cause heat build up during hotter months. Covered or enclosed walk ways also generally unsightly.

The Pomeroy St access point is not new as claimed in the EIS, it is what exists as poor quality access to the current North Strathfield Station (photo referenced below). If this is legible, safe and intuitive, then the bar is set pretty low.



Reference Photo – Existing Pomeroy St Access.

Connectivity to Bakehouse Quarter and Powells Creek open space is not enhanced from the relatively poor access that is currently provided? Duplication of the overhead bridge is hardly the large improvement expected from a \$20B+ piece of infrastructure. The claim that the proposed station delivers an outcome consistent with the design principles set out in the Design Guidelines cannot be true. The proposal is to dress up and attempt to enhance the existing rudimentary station access currently afforded to the western half of North Strathfield. It cannot provide a safe, legible or intuitive access

path and is unlikely to provide commuters with good weather protection when using the path in poor weather. There is no CPTED assessment of the western access within the EIS, however the proposed access would score poorly when assessed against the 4 guiding principles of CPTED.

The proposed western access to the Metro does not provide good connection to the higher density precinct on the western side of the heavy rail line, the employment and amenity provided at Bakehouse Quarter or the main open space areas in North Strathfield. The future strategic planning for the area locates all of the additional residential density in the western corridor, which has not been adequately considered by the proposed western access.

The EIS and proposed station concept delivers a poor outcome for the public in terms of access, connectivity and built form outcome on the east. The proposal delivers only token open space and embellishment of the existing public domain rather than delivering a new public realm. The constrained site combined with spatial requirements for plant results in a long street wall block mass on Queen Street that is unsympathetic to the low scale village centre on the eastern side of Queen Street. The proposed 7 storey height is considerably higher than low scale buildings and houses surrounding the site.

Key potential impacts anticipated during operation of North Strathfield metro station include:

- the majority of intersections around North Strathfield metro station would operate at satisfactory levels, although there would be some minor increased delays at the Pomeroy Street / Queen Street / Beronga Street intersection due to proposed modifications to accommodate pedestrian and bus movements

Response

According to the traffic report most of the intersections currently operate at a service level of F during peak times, how could this be termed satisfactory? The Traffic Report that forms part of the EIS also concludes that as the addition of construction traffic when modelled for the existing road network does not result in a change in service level there is no requirement for mitigation. This only occurs as there is no service level worse than F on the scale and this should not constitute an argument that there is no discernible impact.

The traffic modelling erroneously does not account for any traffic generation caused by workers driving cars to the site, the basis of this argument is that they will be encouraged to come by train. This principle works in CBD locations that have large and diverse public transport networks, in a suburban setting it will likely require workers to change trains and modes to arrive at site resulting in lengthy travel times for many. The result will force many if not the majority to arrive by private car. The impacts on traffic and parking in the area has not been assessed as part of the traffic modelling which it reasonably should be.

The traffic modelling does not appear to account for the likelihood that patrons coming from the west and being dropped off will forego the poor access and problematic kiss & ride on the west and travel to the east via Pomeroy St instead so that they can be dropped off in Queen St. The instance of this happening is likely to place additional traffic impact on key intersections in immediate proximity that are already experiencing poor service levels.

10.2 Station and precinct description

Section 10.2.1 Design development

10.2 Station and precinct description

10.2.1 Design development

Development of the design has involved ongoing consultation with stakeholders and the Design Advisory Panel. This has included:

- feedback as part of submissions to and consultation associated with the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a)
- ongoing meetings and workshops held with Canada Bay Council since exhibition of the preceding approved *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a)
- ongoing meetings with Sydney Trains
- meetings and advice from the Design Advisory Panel.

Response

This consultation has not extended to any consultation with the McDonald college who as a large landowner directly adjoining the work site and also an education facility are a key stakeholder.

Key features or changes to the design to avoid or minimise impacts, and respond to feedback from stakeholders and the Design Advisory Panel include:

- setbacks of the station buildings from Queen Street – responding to feedback from Canada Bay Council
- provision of public plaza space fronting Queen Street – responding to feedback from Canada Bay Council
- retention of a cross corridor pedestrian link across the corridor between Hamilton Street East and Wellbank Street, consistent with feedback from the Design Advisory Panel and Canada Bay Council
- a design that is sympathetic to the heritage significance of the existing North Strathfield Station – responding to feedback from the Design Advisory Panel.

Response

The pedestrian connections noted in the EIS as being provided is existing and could not be described as high quality or meeting standards such as CPTED.

Section 10.2.2 Station design

Table 10-1 Key features – North Strathfield metro station

Key features	Description
Proposed station entry	<ul style="list-style-type: none">• entries on Queen Street• entry from Pomeroy Street via a pedestrian footbridge to the west of the proposed metro station• entry from Hamilton Street East via retained pedestrian footbridge to the west of the proposed metro station.
Customers	<ul style="list-style-type: none">• residents within walking and cycling distance• visitors travelling to and from nearby residential and education areas• visitors to local entertainment, retail or dining attractions• customers transferring to and from other transport modes.
Primary station function	Origin and interchange.
Catchment	Residential, education and entertainment.
Transport interchange	<ul style="list-style-type: none">• walk• cycle• suburban rail, and potentially intercity services• bus• point-to-point transport• kiss and ride.

Response

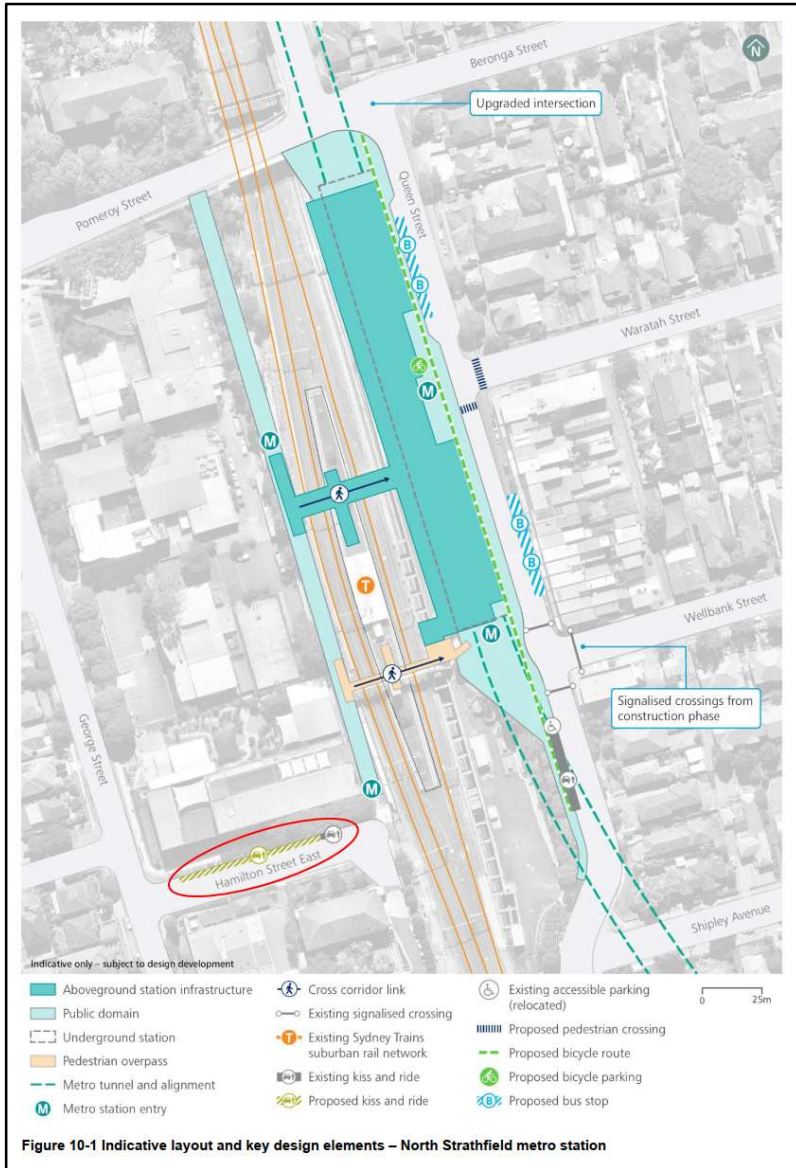
The customers have a bias towards the west, yet access is not well provided. The higher density residential is located on the west, the education facilities are on the west and the entertainment, retail and dining is located at the Bakehouse Quarter which is on the west. The corridor directly west of the heavy rail line is also where Canada Bay Council is proposing that all of the future higher density residential growth will occur.

Interchange via an overhead pedestrian bridge provides a poor customer experience and the requirement for vertical travel at both ends will likely lead to bottlenecks during peak times. The Social Impacts report forming part of the EIS also raises the prospect that the proposed North Strathfield Metro Station will be a significant interchange location for transport users wanting to access Sydney Olympic Park for large events. The proposed overhead bridges with the requirement for vertical movement at both ends are likely to result in significant bottlenecks for patrons. The EIS does not adequately assess this issue or analyse the safety risks associated with crowd crush during these peak event times.

The aboveground station infrastructure (including new pedestrian footbridge, station services and space for non-station use) would rise about six to seven storeys above the street at the northern end of the station.

Response

Massing and sections show lower height built form elsewhere in the EIS, typically only 3 storeys. There is also no detail provided on floor to floor heights or overall building height for the structure.



Response

The proposed kiss and ride is located in a dead end street that also services the main driveway of a medium sized apartment complex. The proposed kiss and ride is in front of the entry for an existing primary school and will coincide with its drop off zone (picture referenced below). Hamilton Street also contains a sizable childcare centre on the opposite side of the road. In peak periods this combination of uses and vehicle movements in a short dead end road is likely to lead to traffic chaos. The combination of increased vehicle movements and young children poses a serious safety risk. The traffic assessment contained within the EIS does not provide any analysis as to the

safety aspects and capacity for Hamilton St east to cope with the multiple vehicle movements at peak times.



Reference photo

Section 10.2.3 Station precinct and interchange facilities

10.2.3 Station precinct and interchange facilities

North Strathfield metro station would include a series of precinct and interchange elements, such as:

- bicycle parking
- a new pedestrian footbridge accessed via Pomeroy Street and Hamilton Street East (to the north of the existing station building) to provide for transfers with the Sydney Trains network within the paid area of the station and a new western entry to the station
- cross-corridor pedestrian connection between Queen Street, the Sydney Trains station platforms, and the public footpath access to the west of the station (between Pomeroy Street and Hamilton Street East) at opening of this proposal, with the potential to upgrade the existing aerial footbridge to enhance pedestrian flow and connectivity throughout the station precinct to be further investigated
- provision for local bus interchange on Queen Street
- dedicated kiss and ride located on Queen Street and Hamilton Street East

Sydney Metro West Environmental Impact Statement | Rail infrastructure, stations, precincts and operations

10-6

Response

The cross-corridor pedestrian connection is pre-existing, Metro are not proposing to materially change or improve access to either the heavy rail or Metro from the west. The additional pedestrian bridge will increase capacity east to west, however the existing pathway will remain the constraint for patrons accessing the Metro from the West. The distances from the new pedestrian crossing to both Pomeroy Street and the dead end Hamilton Street East are excessive and do not comply with CPTED

principles. The Metro infrastructure is in essence delivering no significant improvement in access or connectivity even though the majority of patrons using the Metro are likely to be originating or travelling to locations west of the heavy rail line.

10.3 Placemaking

Section 10.3.1 Integration with strategic planning

City of Canada Bay Local Strategic Planning Statement

The relationship of Sydney Metro West to the *City of Canada Bay Local Strategic Planning Statement* (City of Canada Bay Council, 2020) is discussed in Section 7.10.4 of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a).

The Local Strategic Planning Statement highlights that a metro station at North Strathfield would support urban renewal in the area west of the existing rail corridor, development of a local centre focused on Queen Street, and investigation into housing diversity in the area east of the station.

A new metro station would support the development of the local centre at North Strathfield, providing activation through enhanced access and connections. The benefits of metro are recognised, with Council reviewing and updating strategic bicycle plans so that routes and links provide safe and legible connections.

The station would be able to support several of the priorities and initiatives outlined by Council. North Strathfield metro station would provide a major investment in transport infrastructure and realise the development of a new transport interchange at North Strathfield, improving transfer opportunities between metro, trains and buses. A metro station at North Strathfield would also support the objectives, priorities and actions of the Local Strategic Planning Statement by providing an activated public domain to Queen Street, servicing increased housing diversity and urban renewal in the area and encouraging active transport use.

Response

The EIS acknowledges that the new Metro Station will facilitate urban renewal and growth within North Strathfield and notes that this urban renewal will occur in the corridor west of the heavy rail line, yet the proposed access does not respond to the fact that patron demand will overwhelmingly come from the west, The Station proposal is highly deficient from a patron origination/destination standpoint and offers a compromised interchange experience.

The proposed Station does not provide a good platform for the logical urban renewal of North Strathfield and fails to contribute in any meaningful way to the creation of a central focus for the growth of North Strathfield.

Section 10.3.2 Place and design principles

Place and design principle	Design response
Facilitate direct interchange between Sydney Metro and Sydney Trains services on the T9 Northern Line and easy connections with other modes	<ul style="list-style-type: none"> the metro station is located immediately adjacent to the existing Sydney Trains station and is relatively shallow to minimise customer transfer time between the metro and Sydney Trains services a new pedestrian footbridge between the metro platforms and the Sydney Trains platforms would provide direct, accessible interchange direct connection would be provided to new bus stops on Queen Street near the station entry improved connections across the existing rail corridor with the integration of the existing station access at the southern end into the metro entry.
Ensure legible, safe and intuitive station access to the east and west of the existing rail corridor	<ul style="list-style-type: none"> two new station entries would be located on Queen Street, to facilitate access from the east with: <ul style="list-style-type: none"> one opposite the intersection with Waratah Street and close to the new bus stops a second entrance at the southern end of the station opposite Wellbank Street, connecting with the unpaid cross corridor pedestrian connection to Hamilton Street East the existing station entries to the west (from Hamilton Street East and Pomeroy Street) would be upgraded and directly connected to the new aerial footbridge providing improved access to Sydney Trains and Sydney Metro platforms.
Support an active public domain area focused on Queen Street	<ul style="list-style-type: none"> the metro station would be set back from Queen Street to provide space for a high amenity public domain, including street trees, new street lighting, shelters (at bus stops) and new pavements provision of a pedestrian friendly low-speed environment on Queen Street near the station entries pedestrian safety and access improvements would include: <ul style="list-style-type: none"> new signalised pedestrian crossings at the Queen Street / Wellbank Street intersection new pedestrian crossings at the Queen Street / Waratah Street intersection an upgrade intersection and pedestrian crossings at the Beronga Street / Pomeroy Street / Queen Street intersection.

Response

The public domain appears purely token and the 'improvements' are largely embellishment of existing public domain. This is being balanced against the loss of the heritage garden that presently exists on Queen St. It is highly questionable that the concept design delivers 'legible, safe and intuitive station access from the western side of the precinct.

The proposed plaza space that is in size terms tokenistic, sits to the south of the 7 storey station building structure that is also proposed. This will likely result in overshadowing impacts of this space during mid winter, however the EIS provides no

overshadowing analysis to evaluate the degree of this impact. Generally, the proposed open space to be created is poor compensation for the open space that will be foregone.

5.4 North Strathfield metro station and Precinct Design Guidelines.

Context

Precinct future

North Strathfield is expected to continue to retain its medium density residential character.

The station precinct will deliver a direct interchange with the T9 Northern Line, providing a more direct and efficient route for customers linking between the suburbs of Northern Sydney serviced by the T9 Northern Line, Parramatta and Sydney CBDs.

The metro station will also accommodate large crowds coming to and from Sydney Olympic Park for major events.

The area to the west of the station precinct is identified as an 'Urban Renewal Area' and the area to the east is identified as a 'housing diversity investigation area' for potential dual occupancies and terraces.

Response

North Strathfield metro station precinct is located to the east of the existing north Strathfield train station. It is bounded by the existing T9 northern line to the West, Pomeroy St to the north, Queen St to the east, and Hamilton St east to South.

The station precinct will deliver a direct interchange with the T9 northern line, providing a more direct and efficient route for customers linking between the suburbs of northern Sydney service by the T9 northern line, Parramatta and the Sydney CBD.

As stated above, the metro station will also accommodate large crowds coming to and from Sydney Olympic Park for major events.

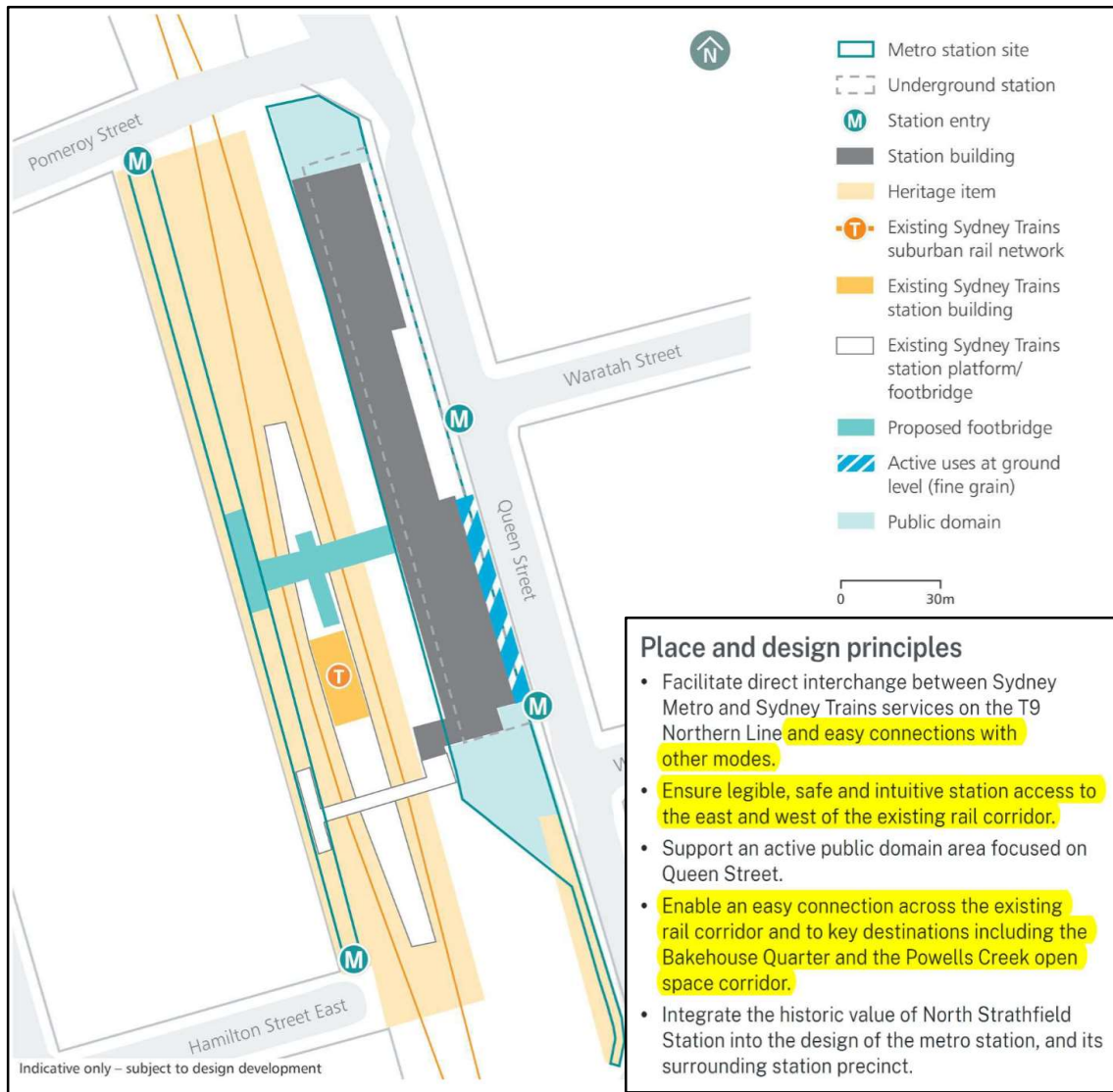
The clear focus for this railway station and a significant role is that it will be one of the most important interchange points between metro in Sydney trains and further that it

is expected to functional as a relief for crowds attending events at Sydney Olympic Park.

These are the obvious priorities understandably for this type of railway station. However, this should not mean that its attention and contribution to the notion of placemaking will or would receive significantly subordinate and minor consideration in the context of the opportunities. Instead these opportunities can and should be deliberately curated and presented as part of a major investment towards the significant station upgrade programme.

By modern standards the current precincts immediate vicinity and existing railway station is dated in terms of access arrangements, pedestrian permeability, amenity and safety. It is questionable as to whether an appropriate effort has been made to allow the proposed facility to provide greater servicing capacity to those using the station as their local facility, compared to maximizing benefits in the design for those moving through the station facility as an interchange. By not considering this, it becomes more of an issue, thereby creating more challenges to the amenity and placemaking of North Strathfield.

Place Design Principles



- Facilitate direct interchange between Sydney Metro and Sydney Trains services on the T9 Northern Line and easy connections with other modes.

Response

This is significantly achieved for the connection between the different train service modes, but it does not present easy connections as intended with other modes on both sides of the station activity areas particularly areas to the west. Except servicing directly outside the front of the station on Queen Street.

- Ensure legible, safe and intuitive station access to the east and west of the existing rail corridor.

Response

Pedestrian access arrangements to the west from the rail assets or station fail to provide any genuine accessibility improvements to the current substandard situation, what is proposed is more of the same. A dated overhead walking bridge retained as the primary connectivity to the west, but now duplicated by a more modern proposal for the second bridge. The gun barrel walking path connecting Pomeroy and Hamilton St east is a duplication of the existing potentially unsafe and inconvenient connection down a constricted 250 metre plus footpath area lacking genuine CPTED surveillance opportunities. In addition to this concern in relation to direct surveillance there is also the passage of time for any assistance to arrive to help if someone is trapped or assaulted along this length of walkway, which for the most part is outside the controlled environment of the railway station itself. This duplication of an existing poor access and safety solution represents a failing in the design put forward for a state-of-the-art railway station. This aspect is further aggravated by the additional walking distance that is still required to get to the activity areas of George St to the west making an overall distance now of an excess of 250 metres from the railway station proper.

- Enable an easy connection across the existing rail corridor and to key destinations including the Bakehouse Quarter and the Powells Creek open space corridor.

Response

The response to the before design principle equally apply to this one and indicate it is clearly not an easy connection across the rail corridor to these key destinations, The Bakehouse Quarter is probably one of the most significant recent investments and restructuring of land use functionality in this precinct but fails to gain any benefit from both the location and design of the railway station itself, the walk to some elements of this area would be in excess of 600 metres from the station to the precinct activation areas.

Urban Design Strategies - Land Use and Function

- Activate the Queen Street frontage with appropriate retail tenancies to interact with existing retail, bring energy to the street, and screen services buildings.

Response

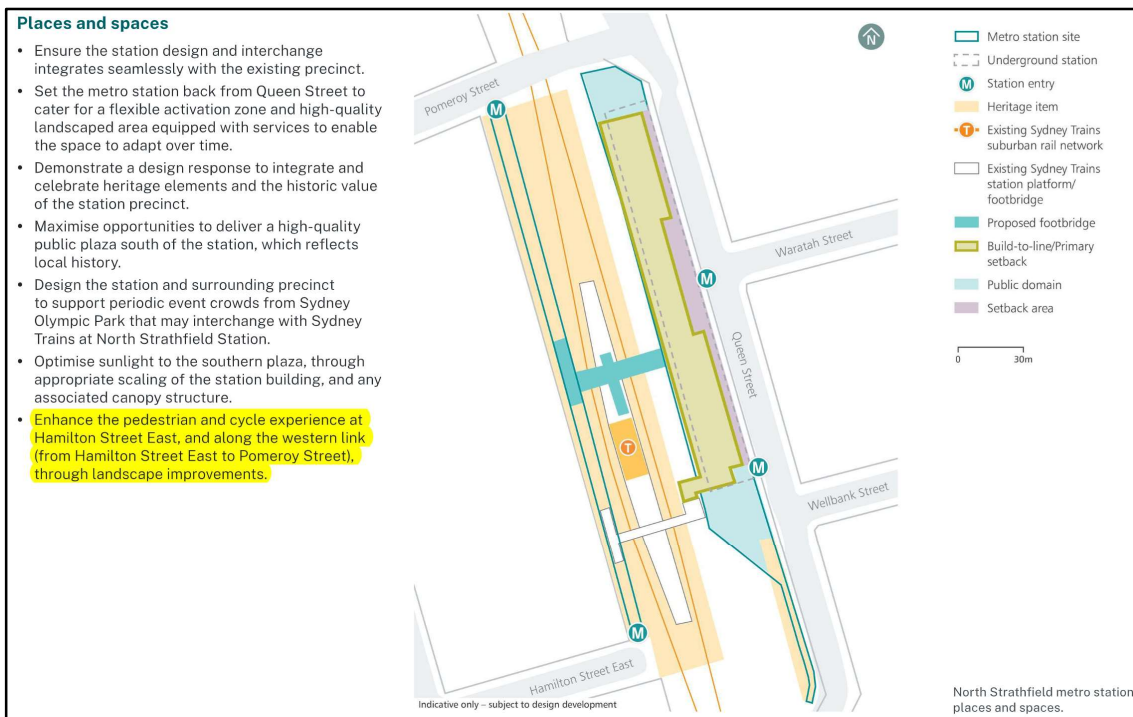
The commentary around this strategy on the east of the station is in contrast and in turn serves to highlight the second-rate solutions which have been provided and considered appropriate to the west connected by railway bridges and long gun barrel footpaths with long walking distances to points of interest and facilities.

- Create opportunities for activation of the southern plaza, to promote a safe and active place.

Response

It is difficult to see how the proposal goes much further than the existing situation to promote a safer and more convenient environment, this represents basic compliance which should already be occurring.

Places and Spaces



- Ensure the station design and interchange integrates seamlessly with the existing precinct.

Response

There is a major contrast between seamless integration to the west when compared to the east. There is not seamless integration an understandable challenge because of separation by the rail corridor itself for the west. Posing the question as to whether in the actual design of the station box itself the stations positioning could have provided more seamless integration with the entire precinct it serves in addition to its interchange role. For example, options for coming up in different parts of the precinct, as has occurred in other parts and stations of the metro. There is clearly not seamless integration to the entire precinct more a case of a range of different and in part difficult connections particularly to the west but were most of the development and changes occurring at North Strathfield.

- Enhance the pedestrian and cycle experience at Hamilton Street East, and along the western link (from Hamilton Street East to Pomeroy Street), through landscape improvements.

Response

In the first instance it is encouraging to see acknowledgement of the need to upgrade and enhance this corridor. However, what is a more significance is that it is polishing up an already substandard solution around accessibility in the context of a modern railway station where considerable investment will be put in place post 2022, this reference to “enhancing” acknowledges the substandard nature of a situation of the past continuing to be seen as being acceptable in the future. Conversations earlier highlighting the major deficiency around CPTED principles particularly in relation to safety, amenity, and extensive walking distance concerns remain, all be it in a what might be a more pleasant environment. Video surveillance along such long distances is not a substitute for quality design considerations in the first instance. Video or security cameras allow for incidents to be recorded or viewed as they take place but do not provide opportunities to render immediate help and support to individuals when incidents could occur.

CPTED aims to create the perception that the risk of committing the crime is greater than the likely benefits. This is achieved by:

- *Increasing the possibility of detection, challenge and capture;*
- *Increasing the effort required to commit crime;*
- *Reducing the potential rewards of crime by minimising, removing or concealing 'crime benefits'; and*
- *Removing conditions that create confusion about required norms of behaviour.*

There are four key CPTED principles laid out in the CPTED guidelines:

- *Surveillance;*
- *Access control;*
- *Territorial reinforcement; and*
- *Space management.*

The proposal delivers little in the way of compliance with these principles.

Character Statement and General View

Relationship to The North Strathfield-Local Character Statement April 8, 2022

The local character statement emergence is seeking a meaningful response which can be summarised around several key areas:

- Better connections east and west over the Railway line.
- Walkability to all parts of the precinct particularly bringing together initiative around the Bakehouse Quarter sub precinct with station upgrade.
- Promote notion of live work and play connected within the precinct.
- New residential density in proximity to rail station and mix use opportunities.

The draft Canada Bay character statement has identified a locality immediately east of the railway station on Queen as the heart off the North Strathfield local character area.

The notion and use of the term “heart” is that of being a pivot point for the materialisation of an entire successful precinct and centre. The design and function of what is supposed to be a state-of-the-art metro station should provide an opportunity for the station to take on a key placemaking role which materially restructures and shapes not only this identified heart but makes major contributions to the entire precinct itself in terms of placemaking.

The design of the railway station has failed to break the fact of this being a precinct of two parts divided by railway line, it has not been designed to provide ease of connectivity seamlessly both sides of the railway station thereby losing the opportunity to be a true heart in the context of contributing to the commentary in the character statement.

Rather than providing structural change to the existing fabric of the location and precinct character area, it is presenting a bigger version of what it has been in the past. Thereby completely failing to provide or be open to providing placemaking opportunities in the broader precinct other than facing edges to Queen Street which is

effectively only an entry to the railway station itself. Effectively turning its back on the opportunities which are provided by the type of investment with a metro railway station to providing quality connectivity to both sides of the railway line, the station box is a single sided contribution.

Other stations on the metro are talking and discussing the place making opportunities these investments present to make significant placemaking differences not only in the design of the station boxes, but the stations themselves and the fabric of the immediate areas. Any claim that this station design makes in relation to “placemaking” can only be raised in the context of one side of the station.

Conclusion

This new station is at the centre of an entire precinct. But it fails to tell a new place making story and make a real contribution to the crafting of an exciting and new precinct for North Strathfield. Linking new and exciting development opportunities now being presented on the western side of the railway and station, as evident by the enthusiasm which has been generated around the Bakehouse Quarter. This is because the prime focus has been on its interchange role foregoing the opportunities to equally make a visit to the station and broader precinct a memorable experience. This station box needs to provide opportunities to connect to the west around modern station design principles for direct access rather than a maze of convoluted pedestrian pathways running along back fence lines.

Not enough sound evidence has been presented for the claims of this development at creating a legible, safe and intuitive station. There is a need for greater consideration to be given towards mitigating the adverse social impacts as well as exploring all potential avenues towards promoting a significant hub that benefits the North Strathfield locality.

North Strathfield metro station has been earmarked to be a living precinct, however the station seems to have been primarily oriented to address the eastern side of the corridor with improved access and future place making opportunities. The proposed station design and proposed connection outcomes for the western side of the precinct seem not to focus on any new or alternate opportunities to create a more vibrant place with improved customer experience for the western part of the precinct.

The proposed North Strathfield metro station provides a great opportunity to create a true living precinct where placemaking, connectivity and improved customer experience outcomes are explored for both sides of the corridor to enable better integration of the communities on both side of the corridor. In order to avoid a situation which leaves a legacy of failed opportunities to upgrade the North Strathfield Precinct, there is an urgent need for Sydney metro to liaise with Council and adjoining

landowners to see where opportunities can be created which maximise the investment benefits of this once in a lifetime piece of infrastructure for the precinct.

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