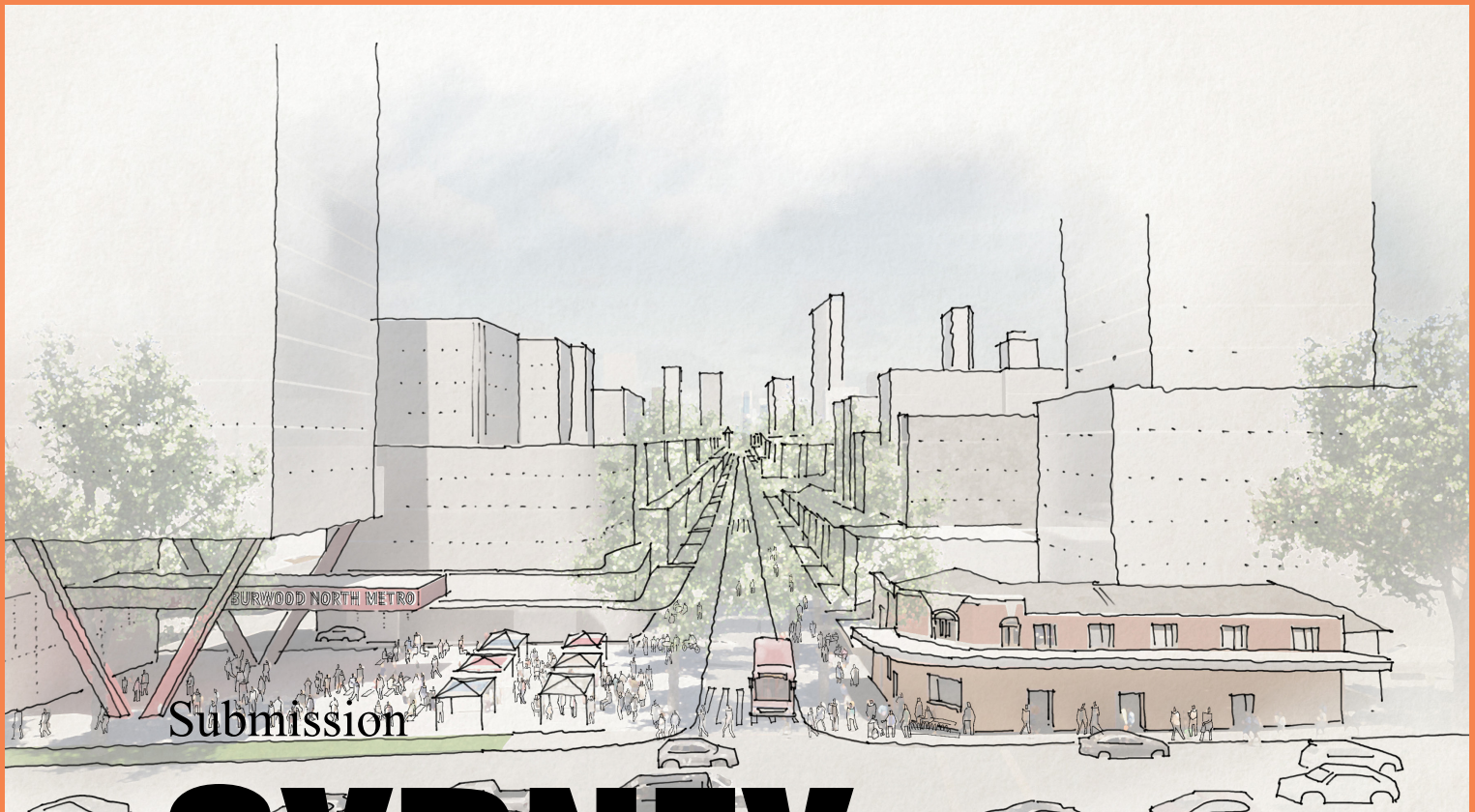




Burwood
Inc.1874
Burwood · Burwood Heights · Croydon · Croydon Park · Enfield · Strathfield



SYDNEY METRO WEST

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1 Introduction

This submission is in response to *The Sydney Metro West Concept and Stage 1 Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (EIS), exhibited from 30 April to 26 June 2020, relating to:

- The concept application seeking approval for construction and operation of a metro line between Westmead and the Sydney CBD.
- The Stage 1 application seeking approval for major civil construction works, station excavation and tunneling between The Bays and Westmead.

The future Stage 2 application will include approval for stations, depots and rail systems. Stage 3 will relate to the section between The Bays and the Sydney CBD. Burwood Council has a particular interest in the future stage 2 application.

As the only Strategic Centre between the Sydney CBD and Parramatta, Burwood Council wholeheartedly supports the connectivity opportunities and ‘dual node’ result the Burwood North Metro Station presents to the existing Burwood Train Station one kilometre to the south along Burwood Road.

2 Background

The Sydney Metro West project includes approximately 24 kilometers of twin tunnels between Westmead and the Sydney CBD which pass through the Burwood Local Government Area (LGA). A new station is proposed at Burwood North at the intersection of Burwood Road and Parramatta Road. The station would be located on the border of the Burwood LGA and in the City of Canada Bay LGA. The station entrance is proposed in the Burwood LGA. Once operational the project will enable a turn-up-and-go metro service operating between Westmead and Sydney CBD.

3 Submission Overview

Sydney Metro West will deliver significant benefits for the current and future residents of Burwood, transforming the area to the north of the Burwood Town Centre, around the proposed Burwood North Station and the adjacent Parramatta Road corridor – a much needed catalyst for this important thoroughfare.

Burwood Council supports the Sydney Metro West project. The following matters are discussed within the submission:

- Strong support for the name “Burwood North Station” as appropriate and its reinforcement of the NSW Government’s classification of Burwood as a Strategic Centre.
- Strengthening Burwood as a “dual-node” centre and improve north-south connections along Burwood Road.

- Consistency with the objectives of the *Eastern City District Plan*.
- Place-making opportunities for Burwood North Precinct in the form of an integral part of the Stage 2 application.
- Concerns are raised relating to a lack of clarification of construction staff parking in and around the Burwood North Station.
- Lack of assessment of active transport and public transport linkages to Burwood Train Station.
- The impacts of construction and operation must be carefully considered in order to minimise adverse impacts on visitors, surrounding residents and businesses.

4 Strategic Context of Burwood

4.1 Context

Burwood is identified as a Strategic Centre in the 2018 *A Metropolis of Three Cities* and the *Eastern City District Plan*. The Eastern City District covers nine Local Government Areas (LGAs) and seven Strategic Centres, including Burwood.

Recognition of Burwood's role in metropolitan Sydney has been documented since the 2000s. It was identified as a Major Centre in the 2005 *City of Cities: A Plan for Sydney's Future*, and in the 2010 *Metropolitan Plan for Sydney 2036*. Both documents contained a hierarchical structure of Centres. Burwood was one of approximately 13 Major Centres in Sydney. Burwood was also identified as a Strategic Centre in the 2014 *A Plan for Growing Sydney*. This document provides only three tiers of Centres – CBD (i.e. Sydney City and Parramatta), Regional City Centre (i.e. Penrith, Liverpool and Campbelltown) and the remainder are identified as Strategic Centres. Burwood was one of 23 Strategic Centres (excluding CBD and Regional City Centres) and four Transport Gateways.

Burwood is centrally located between Parramatta and Sydney CBD. Burwood Local Government Area had a population of 36,809 at the 2016 census, growing to an estimated 39,886 in 2018. Burwood is expected to grow a further 44% by 2036 to 57,500 with an annual growth rate of 2.4%, which is the fourth highest of the Sydney councils.

The *Eastern City District Plan* contains Action 47, which aims to strengthen Burwood through approaches that:

- A. protect capacity for job targets and a diverse mix of uses to strengthen and reinforce the economic role of the centre
- B. consider development initiatives that encourage the development of large floorplate mixed use buildings
- C. improve connections across the centre, including permeability of the rail line
- D. expand the function and type of land uses in the centre
- E. investigate opportunities to improve and diversify night time economy offerings
- F. promote place-making initiatives to improve the quality of public spaces.

Accordingly, the NSW Government must ensure that the location, operation, and design of the Burwood North Station is consistent with these aims, and does indeed deliver on place-making opportunities.

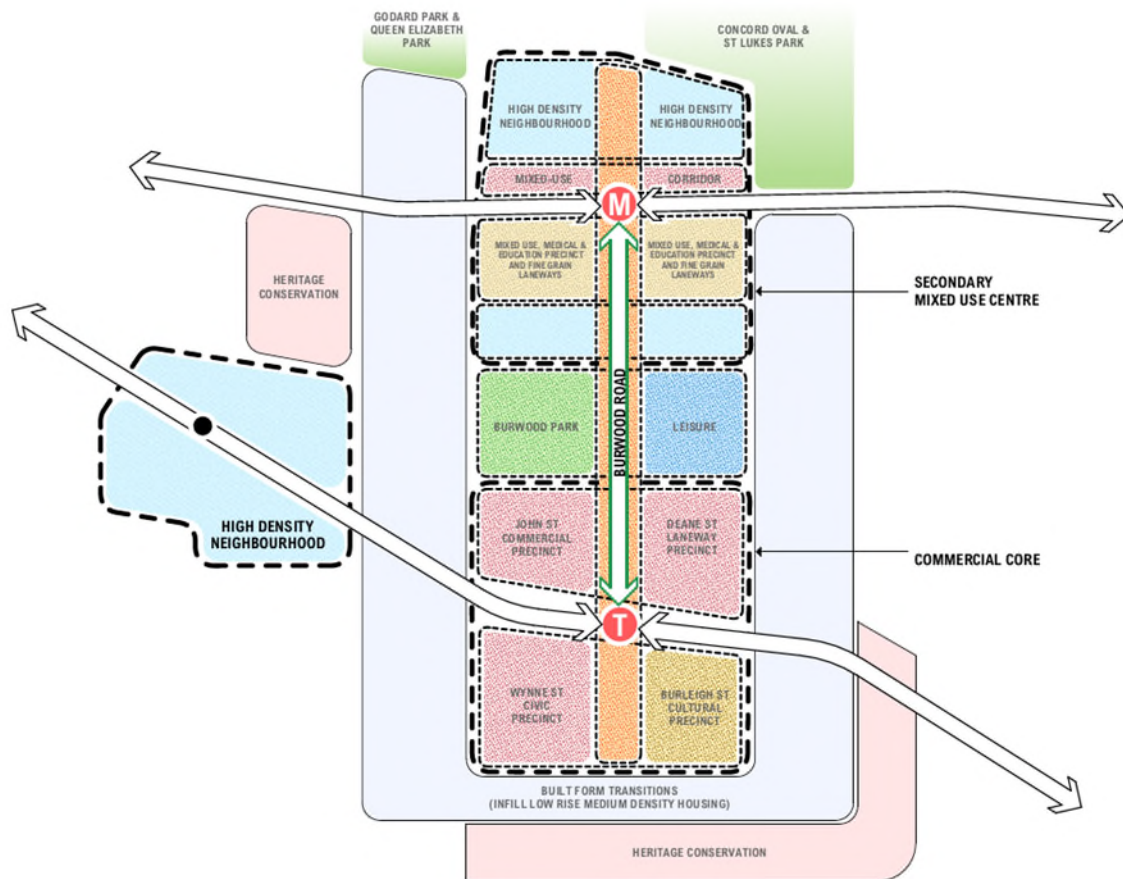
4.2 Burwood Local Strategic Planning Statement

The Burwood Local Strategic Planning Statement (LSPS) identifies the vision for Burwood as:

‘a great strategic centre with high density, quality urban design and inviting public spaces’.

The LSPS identifies the Parramatta Road Corridor as one of eight local character investigation areas where growth is being investigated. The LSPS encourages the development of Burwood as a dual-node centre, with Burwood North Station supporting this vision.

Burwood North Station is critical to managing the future vision established by state and local strategies. The station will facilitate transit-oriented urban renewal to the north of the Burwood Town Centre and will allow Council to manage the expected growth established by the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). Council has aligned its future vision under its LSPS to tie growth to the development of this station and will allow our community to access greater employment opportunities and support the creation of new businesses.



The Metro West Station at Burwood North and the existing rail station at Burwood Town Centre supports the establishment of a “dual-node” centre

5 Benefits of Metro West and Place-making Opportunities

As already articulated, the proposed Burwood North Station is considered critical to managing the future vision established by state and local strategies. The station will facilitate transit-oriented urban renewal to the north of the Burwood Town Centre and will allow Council to manage the expected growth established by the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). Council has aligned its future vision under its LSPS to tie growth to the development of this station and will allow our community to access greater employment opportunities and encourage the delivery of commercial floor space.

Council is currently preparing studies and a masterplan for Burwood including Burwood North. This will set out an integrated vision for land use and infrastructure in recognition of the metro as a catalyst for change.

The Sydney Metro West project must have regard to the LSPS and masterplan as well as the urban design principles which support place-making opportunities for the Burwood North Precinct. The proposed station is located within the Burwood-Concord Precinct and should be held to the same design standard, or higher, than surrounding properties and enhance the local character of the surrounding area to ensure public benefits, urban design quality and active transport linkages are maximised.

The Parramatta Road Corridor currently suffers from poor north-south connectivity for pedestrians (especially with noise levels, low amenity, poor air quality and long signal wait). Burwood North Station should facilitate direct pedestrian movement (i.e. an over or underpass) between the north and south sides of Parramatta Road. The connection must serve pedestrians generally, not just station patrons. Pedestrian connections and edges must have regard to the principles of *Crime Prevention Through Environmental Design* (CPTED) and maximise pedestrian/cyclist safety. i.e., be pedestrian friendly to station patrons and the general public through a good north-south connection by way of an underpass.

Although a potential integrated station development (an over station development above Burwood North Station) is part of future project considerations and approvals, Burwood North Station should be designed and constructed to ensure that the appearance of bulk and scale of the station as well as any associated over station development complements the surroundings. Development shall also be of high design quality that minimises any over shadowing impacts onto neighbouring properties in the Burwood LGA.

Council recommends the consideration of opportunities to provide for additional public open space, especially at the prominent corner “gateway” of Burwood Road and Parramatta Road. An open setting in this location would assist in giving prominence to the heritage-listed Bath Arms Hotel opposite, and contribute to much needed public domain in this locality (as identified in the PRCUTS).

Council looks forward to future collaboration and the involvement of the community in future place making and design opportunities. It is hoped that the future Stage 2 application will address the design of the station and further place-making opportunities.

6 Naming of Burwood North Station

Council strongly advocates for the proposed name for the Burwood North Station and acknowledges that others have requested it be changed. The City of Canada Bay has suggested the name be amended to 'Concord Oval'.

Burwood Council strongly disagrees with this suggestion and recommends the retention of 'Burwood North'.

The 'Burwood North' name would reinforce:

- Burwood as the Strategic Centre according to NSW Government documentation;
- the station's location on Burwood Road;
- the gateway to Burwood on Parramatta Road; and
- Burwood as a "dual-node" centre; and

Although there is no existing suburb known as Burwood North, there is an established precedent in NSW infrastructure projects to have names that are not officially recognised by the Geographical Names Board. Examples include the Juniors Kingsford and ES Marks on the CBD and South East Light Rail, or Tullawong on the existing Metro line.

The 'Burwood North' name assist with wayfinding. Burwood is a recognised strategic centre and a main centre between Sydney and Parramatta. The name 'Burwood North' is considered more recognisable with the public in a regional context. Concord is not a strategic centre, nor is Concord Oval a well-known location regionally.

The station includes entrances to both Concord and Burwood. With expected densities under the PRCUTS to be higher on the Burwood side, the majority of users can be expected to be going to and coming from Burwood.

7 Traffic and Transport impacts

Although Council supports the Metro West project in-principle, it is important that impacts on visitors, residents, and businesses are minimised during the construction phase, as well as during operation. It is Council's expectation that the metro will address these community concerns.

7.1 During Construction

Based upon the information supplied, Council is unclear about the extent of the impact on the local road network of construction staff parking in and around the Burwood North Station. In this regard, further details are required regarding number of staff, and estimated parking demand associated with the construction workers and impact on the on street parking. Potential off street sites for parking of construction staff should be investigated. Furthermore, shuttle bus services from the trains stations (e.g. Burwood Station) to the construction site should be considered for construction staff.

No details have been provided regarding the proposed location of bus stops that are to be relocated during construction activity. This will impact Burwood Road and Parramatta Road.

Support is given by Burwood Council for the proposal by the City of Canada Bay Council to consider alternate truck routes at night to minimise disturbance by allowing the currently prohibited right turn movements from Burwood Road southbound into Parramatta Road.

7.2 During Operation

The EIS details two entries with one on the north-east corner of Burwood Road and Parramatta Road, and one on the south-east corner of Burwood Road and Parramatta Road. This is unclear regarding pedestrian access from the southern side of Burwood Road. Is it intended to have access on both the south eastern corner and south western corner of the intersection?

Insufficient assessment of opportunities to provide direct active transport links to the station, from Burwood town centre, and within 800m walking distance from the station has been undertaken.

Insufficient assessment of pedestrian and cyclist connectivity between Burwood North Station and Burwood Station, including suitable recommendations to maximise connectivity between them and from residential/business/mixed use areas near the Burwood North Station has been undertaken.

It is also important to note Burwood Road is Council's major north south on-road traffic and transport corridor, impacts to the future operation need to be considered. Council is currently undertaking a town centre beatification program with Burwood Road being the main focus of improving pedestrian amenity along the roadway. Council looks forward to collaborating further and sharing its plans when the future Stage 2 application for the station is exhibited.

8 Impacts of Construction to the Community

Construction will have a large impact on the community, and Council has concerns with noise, vibration, dust and lighting. Learning from the experience from Westconnex construction, the 24/7 construction and associated noise, dust, lighting and vibration impacts need to be reconsidered. It is recommended that more community consultation be undertaken to ensure that the community is aware of project activities, likely extent of disruption, and their avenues for raising concerns and making complaints.

Actual and perceived safety risks due to construction impacts as a result of nighttime construction activities and stress from prolonged exposure to dust, noise and lighting in surrounding residential areas also needs to be considered.

Residents close to the construction area may experience reduced amenity due to decreased visual and landscape value, and changes to heritage character. Further work is needed in the Stage 2 EIS application for the station design to consider Burwood's current characteristics and minimise impacts to overall neighbourhood amenity.

9 Conclusion

Council supports the Burwood North Station as part of the Sydney Metro West project, concept and Stage 1 EIS generally, as it is in line with the vision identified in our LSPS and various technical studies.

The project will work to strengthen the Government's position of Burwood as a Strategic Centre, bring economic benefits to the Burwood community, improve the quality of life of the Burwood community, and help Burwood to become a better place to work and live.

Burwood Council trusts that the matters raised above will be considered in the further development of the Metro West project. It looks forward to ongoing consultation and input into the future stages of work.