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Director – Transport Assessments
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Our Ref.: 22/15237
29 April 2022

Dear Sir/Madam

**BURWOOD COUNCIL SUBMISSION – SSI 22765520 – SYDNEY METRO WEST – RAIL
INFRASTRUCTURE, STATIONS, PRECINCTS AND OPERATIONS**

Thank you for the opportunity to review the Sydney Metro West - Rail infrastructure, stations, precincts and operations Critical State Significant Infrastructure (CSSI) application, Environmental Impact Statement (EIS) and accompanying documents.

As outlined in previous submissions, 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 adjacent to the Parramatta Road corridor – a much needed catalyst for this important thoroughfare.

Burwood Council continues to support the Sydney Metro West project and the name of the future station as “Burwood North” as it will support and reinforce the NSW Government’s identification of the Burwood Town Centre as a Strategic Centre and will facilitate urban renewal opportunities consistent with the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) in the Burwood North Precinct and along the Parramatta Road Corridor.

Key to the delivery of the Burwood North Precinct is not only the alignment of growth with the delivery of infrastructure, but also the creation of great streets, activated places, well located public spaces and buildings for people. The design resolution of the Burwood North Station and surrounding station precinct is critical to ensuring that the adjoining Burwood North Precinct delivers not only the PRCUTS vision, but also Council’s vision of the Precinct being a destination, with employment opportunities, diverse housing and activated places and streets.

Council continues to stress the importance of ensuring the built form outcomes deliver place making opportunities, as well as ensuring that urban design quality and active transport linkages are maximised.

The EIS and associated documentation provides high level responses to the place and design principles, however it does not go far enough in providing a level of detail to ensure that the overall place and design objectives are delivered to ensure high quality built form outcomes, activation of spaces, and places for people.

There needs to be a commitment from the State Government and Metro to ensuring that the built form and urban design outcomes will be developed, in collaboration with Council and that Council will have the opportunity to provide feedback on the future detailed design of the station and adjoining precincts.

The EIS and associated documentation lacks the level of detail required to understand what outcomes will be delivered as part of the station development and adjoining precinct. In this regard, Council makes the following comments:

Urban design vision, objectives and principles

Although the EIS contains station and precinct design guidelines for the project as a whole, a high level vision for the Burwood North Station and adjoining precinct, it does not provide a clear, contextually based assessment of the urban design vision outcomes or vision for the site.

The only image provided in the EIS which shows any detail for station design is that extracted from page 11-43 of the EIS. It has been seen before; it is not possible to determine where within the overall station precinct this image relates and some evolution of this design is expected in support of the EIS.



The consideration of the Burwood North Station precinct is limited to the land holding required for the delivery of the project and does not identify other local or regional scale matters that require consideration. For example, location of local schools, key land uses (Burwood Westfield Shopping Centre) or other infrastructure such as key north south connections provided by Burwood Road.

There are matters require consideration to ensure that the project will be appropriately embedded with the Burwood community. For example, consideration of infrastructure required to support a door to door journey outcome as described by section 3.1.1 of the Project station and precinct design guidelines.

Council has already commenced work on the Burwood North Precinct, as part of its comprehensive LEP review. Background work is well underway with economic feasibility and built form testing undertaken to inform heights and FSR's in the Precinct. Further work

will be undertaken by Council over the coming months to develop a vision and structure plan for the Precinct and it is critical that this work is in alignment with the development of the Burwood North Metro Precinct.

Council, as part of its review of the Burwood North Precinct will be exploring the principles of City Excellence and how the delivery of these principles will ensure the following outcomes are achieved and delivered within the Precinct:

- The creation of a positive identify and sense of place for Burwood Town Centre and the Burwood North Precinct;
- Delivering design excellence and ensuring that architectural design follows best practice sustainability guidelines;
- Activation of the public domain and streets and the creation of public spaces to ensure that streets are active and lively and that encourage pedestrian activity and create a place to stay and stop rather than just a place to walk through;
- Ensuring the continuation of the economic vibrancy and night time economy of the Burwood Town Centre by creating opportunities in the Burwood North Precinct for diverse employment and a range of housing typologies to meet the needs of current and future residents

The urban design objectives and principles should aim to deliver the principles of City Excellence and must be developed in collaboration with Council.

Detailed station design

The EIS and associated documentation does not provide a sufficient level of detail for Council to make meaningful comments with respect to the overall design and the delivery of activated spaces.

Information and figures included in the EIS are identified as indicative and although there are place and design principles and design responses and Station and Precinct Design Guidelines, there is no detailed design intent for the Burwood North station and aboveground station infrastructure. Council supports these high level principles and responses but further detail is required to ensure that the station is integrated within the context of the surrounding development and allows for the creation of place and activation.

A station design and precinct plan must be developed to detail the design of the station and adjoining precinct including land which is outside that required by the Sydney Metro project.

The detailed station design and precinct plan for Burwood North must:

- Detail specific design objectives, principles and standards
- Clear design of the internal space standards of all Burwood North Station entrances. It is expected that there would be a continuation of external public plazas into any building entry to create a generous internal transit hall
- Identify design opportunities including incorporation of public art, wayfinding
- Describe the key design features
- Outline implementation of the plan, including maintenance and monitoring
- Ensure collaboration and consultation with Council

A primary concern is the treatment of the pedestrian tunnel access from the southern station pedestrian access to the Burwood Station proper. The information provided does not demonstrate how vertical pedestrian movements would be managed or describe the quality of the pedestrian environment within the tunnel link.

It is Council's expectation that a specific design response will be needed and must consider:

- Suitable orientation of access to the southern station entry. Presently it is unclear as to whether entry would be provided via Burwood Road, Parramatta Road or both?
- Design of the tunnel to ensure appropriate lighting, ventilation and interior design standard. This would need to take into account expected pedestrian movements and volumes and provide a generous internal space standard.
- Design of the tunnel should be to a standard comparable to the Wynyard Station tunnel link to Barrangaroo.

Council has previously identified the potential for an over station style development above the entrance to the underground pedestrian link located on the southeastern corner of Burwood Road and Parramatta Road and neighboring properties to the east owned by Sydney Metro. It is noted that a potential integrated station development or adjacent station development of between six/seven storeys above the southern station entry has been identified by the EIS.

It is notable and of concern that this has not been any viability testing provided to demonstrate how an OSD would be delivered on this site. In comparison to the Burwood North precinct on the opposite side of Parramatta Road this site is constrained with only one road frontage available for building services.

Some level of development viability testing is required to demonstrate that a successful outcome can indeed be achieved. This point is demonstrated by the figure 11-17 on page 11-44 of the EIS. This diagram is extremely rudimentary, does not reflect setbacks shown to Parramatta or Burwood Road or an acceptable podium and tower arrangement.

Council notes that the design of this development is subject to further detailed planning and Council requests that this work be undertaken in collaboration with Council. This is to ensure that the outcomes align with the work being undertaken in the broader Burwood North Precinct and also to ensure that any future development is designed to deliver design excellence and minimise amenity impacts on neighbouring properties to the south, within the Burwood LGA.

Provision of additional public open space

Council has previously raised the need for the consideration of, and identification of additional opportunities for the provision of additional public open space consistent with the objectives of the PRCUTS and to meet the needs of an increased population (both workers and residents) within the station precinct.

The EIS, as exhibited does not describe in detail opportunities for additional open space within the station precinct. The provision of a public plaza is shown to the Burwood Road and Parramatta Road frontages of the southern station entrance. However, there is no analysis to show how these spaces might be used, activated or designed.

Reassurance is sought that the new public spaces shown have sufficient size and scale to be viewed as contributory areas of public open space within the Burwood North precinct.

General comments

The following table identifies general comments with respect to the EIS and associated documentation:

Page	Comment	Recommendation
EIS Cover, EIS Certificate, Executive Summary and Table of Contents		
xvi	Mentions alignment with the Canada Bay LSPS but not with Burwood LSPS	Consistency should be provided throughout the suite of documents to refer to consistency with Burwood LSPS
xvii	Proposed southern station building would be designed to comply with separation requirements of the ADG. This would have the potential to create significant overshadowing impacts to development to the west, south and east. No specific details have been provided with respect to the overall height of the building or how the building might be stepped and articulated to minimize these impacts	Provide additional details as to the proposed height and design of the southern station building so that Council is able to undertake an assessment of its impact and provide an informed response.
xvii	Identifies that the new southern station entry building may result in some minor visual and setting impacts to the local heritage listed Bath Arms Hotel located across Burwood Road. The new metro station entry could visually compete with this item and its prominent corner location.	Provide additional details as to the proposed height and design of the southern station building and entry so that Council is able to undertake an assessment of the visual impact on the heritage listed Bath Arms Hotel and provide an informed response.
EIS Chapter 2 – Planning and Assessment Process		
Section 2.6	This section provides commentary on future OSD development without being explicit or clear on what approval pathway will be followed.	It requested that this point be clarified.
	Approvals Generally Noting the concern raised regarding the lack of detail regard station and precinct design	It requested that this point be clarified.

Page	Comment	Recommendation
	clarification is sought as to how Council's will be engaged in a timely, open and considered manner through the delivery of the project.	
EIS Chapter 11 – Burwood North Station		
	<p>References to Burwood Station and the T1 Western Line.</p> <p>Train services to Burwood Station on the T1 Western Line were removed in 2018 with the introduction of a new timetable. This has left Burwood without express train services to Western Sydney and Parramatta.</p> <p>Burwood is identified as a strategic centre and is centrally located between Parramatta and the Sydney CBD. The proposed Burwood North Station will facilitate transit-oriented urban renewal to the north of the Burwood Town Centre and will support the establishment of a dual node centre that aims to:</p> <ul style="list-style-type: none"> - Strengthen and reinforce the economic role of Burwood through the protection and creation of additional job opportunities; - Provide opportunities for a diverse mix of housing; and - Continue to build on Burwood as a destination, creating a 24 hour economy <p>Critical to the success of the Burwood is the assurance that the centre is easily accessed through the provision of express services, not only from the Sydney CBD, but also Greater Western Sydney.</p>	That consideration be given to reviewing the timetable to ensure that Burwood Station is reinstated as a stop on the express train service to Parramatta and Western Sydney
Figure 11-12	Location of sensitive receivers near Burwood North Station and NCAs – It is noted that there is proposed to be a sensor located at 8 Esher Street, Burwood (B.13), however there needs to be an additional sensor location identified to ensure that the residents of the mixed-use development at 8 Burwood Road, Burwood are not adversely impacted.	That an additional sensor be located directly next to the southern station site south of Esher Lane at 8 Burwood Road, Burwood.

Page	Comment	Recommendation
40, Figure 11-14	<p>No representative viewpoints have been identified to inform the daytime visual impact assessment on the southern side of the precinct.</p> <p>Council requests that consideration be given to including an additional representative viewpoint looking south directly to the mixed use development at 8 Burwood Road, Burwood to the south. This viewpoint could align with the eastern boundary of the southern station entry site.</p>	<p>That Figure 11-14 and its associated text be updated to include an additional representative viewpoint referencing the southern station precinct.</p>
41	<p>As outlined above, the impacts of the shadows of the southern station building on the mixed use development to the south at 8 Burwood Road, Burwood have not been resolved.</p> <p>Council requests further information be included regarding design options and background analysis undertaken by Sydney Metro with respect to the design of the proposed building in order to allow Council to undertake an informed assessment.</p>	<p>Provide additional details as to the proposed height and design of the southern station building so that Council is able to undertake an assessment of its impact and provide an informed response.</p>

Council trusts that the matters raised above will be considered and addressed prior to the approval of the documentation and looks forward to ongoing collaboration to address and resolve these matters.

Should you wish to discuss the matters outlined in this submission further, please do not hesitate to contact me on 9911 9850.

Yours sincerely



Dylan Porter
Director – City Strategy

If you require information in other languages contact the Telephone Interpreter Service directly on 131 450 (free service) and ask them to call Burwood Council on 9911 9911 on your behalf.

ARABIC

إذا كنت بحاجة إلى معلومات بلغات أخرى، اتصل بخدمة الترجمة الشفهية عبر الهاتف على الرقم 131 450 (خدمة مجانية) واطلب منهم الاتصال بالنيابة عنك بمجلس بيروود على الرقم 9911 9911.

CANTONESE

如果您需要以其他語言瞭解信息，請致電131 450聯繫電話傳譯服務中心（免費服務），並請他們代您致電9911 9911聯繫Burwood市議會。

GREEK

Εάν χρειάζεστε πληροφορίες σε άλλες γλώσσες επικοινωνήστε με την Υπηρεσία Μετάφρασης και Διερμηνείας στο 131 450 (δωρεάν υπηρεσία) και ζητήστε τους να καλέσουν εκ μέρους σας το Δήμο Burwood στο 9911 9911.

HINDI

यदि आपको अन्य भाषाओं में जानकारी की आवश्यकता है, तो सीधे 131 450 (निःशुल्क सेवा) पर टेलिफोन दुभाषिया सेवा से संपर्क करें और उनसे बरवुड काउंसिल को 9911 9911 पर आपकी ओर से कॉल करने के लिए निवेदन करें।

ITALIAN

Se avete bisogno di informazioni in altre lingue contattate il servizio di interpretariato telefonico direttamente al numero 131 450 (servizio gratuito) e chiedete loro di chiamare il Burwood Council al numero 9911 9911 per conto vostro.

KOREAN

다른 언어로 정보가 필요하시면 전화통역서비스(Telephone Interpreter Service)에 바로 연락하셔서(131 450번, 무료) 귀하를 대신해 버우드 카운슬(9911 9911번)로 전화를 걸어 달라고 요청하십시오.

MANDARIN

如果您需要以其他语言了解信息，请致电131 450联系电话传译服务中心（免费服务），并请他们代您致电9911 9911联系Burwood市议会。

NEPALI

अरू भाषामा यहाँलाई जानकारी आवश्यक भएमा 131 450 (निःशुल्क सेवा) मा सिधै टेलिफोन दोभाषे सेवामा सम्पर्क गर्नुहोस् र आफ्नो तर्फबाट 9911 9911 मा बर्नवुड काउन्सिलमा सम्पर्क गर्नका लागि उनीहरूलाई भन्नुहोस्।

VIETNAMESE

Nếu quý vị cần thông tin bằng các ngôn ngữ khác xin liên lạc trực tiếp với Dịch vụ Thông dịch qua Điện thoại qua số 131 450 (dịch vụ miễn phí) và nhờ họ thay quý vị gọi cho Hội đồng Thành phố Burwood qua số 9911 9911.