

**SUBMISSION  
METRO SOUTHWEST  
CHATSWOOD TO SYDENHAM  
ENVIRONMENTAL IMPACT STATEMENT  
7 JUNE 2016  
By  
Chatswood West Ward Progress Association Inc.  
Application Number SSI 15\_7400**

This submission is made on behalf of the Chatswood West Ward Progress Association Inc.

by Terry Fogarty  
Secretary, Chatswood West Ward Progress Association Inc.  
c/ 73 Greville Street Chatswood, NSW 2067

**Attention: Director, Infrastructure Projects**

**Email: [plan\\_comment@planning.nsw.gov.au](mailto:plan_comment@planning.nsw.gov.au)**

**CHATSWOOD WEST WARD PROGRESS ASSOCIATION INC.**

The Chatswood West Ward Progress Association was established in 1929 to protect the living amenity of persons living within the West Ward of Willoughby Council. The West Ward of Willoughby extends generally from Epping Rd in the west; Archer St in the east; Mowbray Rd/Mowbray Rd West in the south and Boundary St/Blue Gum Creek to the north. As such our comments relate primarily to the Chatswood Dive site and tunnel area.

**HANDLING INCONSISTENCIES**

We have observed a number of inconsistencies between the Project SUMMARY and the Technical Appendices. Given that the Summary was written after the collation of the technical information, we have relied on propositions in the Summary in formulating our responses.

## **POSITION ON SYDNEY METRO**

In general, our members have expressed qualified acceptance of the Sydney Metro. However, there are a number of current concerns both with the construction phase as well as the operational phase of the project.

## **ISSUE PRIORITIES**

The issues are presented generally in the order of the EIS. The order does not imply relevance or seriousness.

## **COMMUNITY CONSULTATION**

There are two distinct communities of interest that require appropriate consultation. During the strategic planning phase the wider community requires information about the project (as has attempted to be supplied). However, in addition, the wider community request that there be at least one **PUBLIC MEETING** where METRO representative are available to present the proposal and answer question.

In addition, from an operational perspective (both during construction and with a view to acceptable long term operations of the network) local residents must be involved in the process.

- **we request as a CONDITION OF APPROVAL that at least one Community Consultative Group be established (comprising representative of nearby residence, Willoughby Council and the proponents and other state agencies such as RMS (as required)).**

## **INTEGRATING THE METRO INTO SYDNEY'S TRANSPORT NETWORK**

For many years, Sydney's transport network consisted predominately of heavy rail trains and buses. Even then, achieving effective interchanges between the two modes was difficult. Now, in addition, we have the Sydney Light Rail and the new Metro network. This increases the complexity of interchanges.

- ***We request that as a CONDITION OF APPROVAL the new Metro be seamlessly integrated into Sydney's public transport network. In particular, of utmost importance is that minimum time is required when interchanging with other***

***modes of public transport. Equally important is the need for appropriate integration of the OPAL system across all systems.***

## **OVERSTATION DEVELOPMENT**

The EIS proposes development above the new stations. However, Chatswood station is not mentioned (presumably as it is part of the METRO NORTH project. We understand that over station will be subject to a separate planning approval process, It is unclear how any future development of the Chatswood dive site may evolve. However, this is of considerable concern to our members.

- ***Due to the nearness of local heritage items and existing problems with traffic at the intersection of Mowbray Rd and the Pacific Highway, we are OPPOSED TO ANYTHING OTHER THAN LOW RISE REDEVELOPMENT OF THE DIVE/CONSTRUCTION SITE.***

## **POWERING THE METRO**

We understand that the decision of where the new electricity cable to power the Metro should run is separate to issues canvassed in this EIS. However,

- ***WE ARE OPPOSED TO ANY PROPOSAL TO RUN THE POWER CABLES ALONG THE PACIFIC HIGHWAY.***

## **OPERATIONAL INGRESS/EGRESS ON THE SITE**

*“Access to the site will be from the centre of Nelson Street and Mowbray Rd. Egress will be from Mowbray Rd. Spoil haul trucks will need to turn right onto Mowbray Rd then right at the Pacific Highway. There will be a new set of traffic lights at the intersection of Hampden Rd and Mowbray Rd opposite the egress point to the site. This will facilitate the planned right-hand turns from the site onto Mowbray Rd.”*

We understand that operational access to the site will be from the southern side of Nelson Street and the northern side of Mowbray Rd.

- Of particular concern is the impact of increased traffic in Nelson St. As such, we request that as a **CONDITION OF APPROVAL** there be no ingress/egress from the site via Nelson St and that a new access point be established on the eastern side of the Pacific Highway by way of a 'slip lane' in addition, that any egress/ingress to the site via Mowbray Rd be located such as to assure the integrity of the Mowbray House heritage item.
- We request that a **CONDITION OF APPROVAL** be that all ingress and egress from the site be via Mowbray Rd or the Pacific Highway.
- We request that as a **CONDITION OF APPROVAL** that no construction traffic (obviously including heavy vehicles) are to use local streets (such as Nelson St) during the construction period

#### **NELSON STREET BRIDGE**

The removal of the Nelson Street bridge directly impacts a number of residents and others who use the current bridge to access Orchard Rd.

- we request, as a **CONDITION OF APPROVAL**, that as a minimum the Nelson Street bridge be replaced or as a minimum with a pedestrian/cycle overpass either at Nelson street or at Gordon Avenue.
- we request, as a **CONDITION OF APPROVAL**, that consideration be given to replacing the Nelson Street bridge with a traffic bridge linking Gordon St to Orchard Road

#### **NELSON ST ACCESS**

The removal of the Nelson St bridge dramatically reduces the opportunity for Nelson St residents to enter their properties. Currently, travelling northbound, a Nelson St resident can turn right off the Highway in Mowbray Rd, left into Orchard St and left into Nelson St. With the removal of the bridge this will no longer be possible.

- **We request as a CONDITION OF APPROVAL that a set of traffic lights with a right turn arrow northbound be installed on the Pacific Highway at Nelson St.**

With the loss of access to Orchard Rd, the only egress from Nelson St will be via a left turn onto the Pacific Highway southbound. The traffic 'tail' from Mowbray Rd often extends beyond Nelson St.

- **We request as a CONDITION OF APPROVAL that a "Do not queue across intersection (and supporting KEEP CLEAR and road hatching' be implemented at the intersection of Nelson and the Highway.**

Nelson St residents require unrestricted vehicle access to their property

- **We request as a CONDITION OF APPROVAL that Nelson St residents are assured of unrestricted vehicle access to their properties.**

No reduction of parking in Nelson Street?

- **We request as a CONDITION OF APPROVAL that the proponents be required to present a Traffic Control Plan to the 'Willoughby' Traffic Committee and that residents be invited to be present when the plan is being considered.**

Resident parking scheme in Nelson Street

- **We request as a CONDITION OF APPROVAL that a resident parking scheme be implemented in in Nelson St.**

Restricting trades vehicles

**We request as a CONDITION OF APPROVAL we request that trades vehicles be restricted from parking in the vicinity of the site (on the basis that the proponent implement a 'park & ride' option from a remote location.**

It is reported that contractors MAY CONSIDER 'park & shuttle' services to transfer workers to and from the site. Problems (particularly parking) with site workers occur on every major construction site.

- **We request as a CONDITION OF APPROVAL that an off-site parking park & shuttle arrangement be required.**

### **MOWBRAY RD/PACIFIC HIGHWAY INTERSECTION**

For critical parts of the day, this intersection is performing sub-optimally. In fact it is rated "F" which we assume also stand for an expletive. The construction of the dive site offers an unparalleled opportunity to address some of the more crucial issues of the site. As the Pacific Highway is no doubt afforded priority of movement, it is important that measures be introduced on Mowbray Rd and Mowbray Rd West to better manage traffic flow.

The westbound movement on Mowbray Rd West is particularly problematic. Since the opening of the high rise developments on the southern side of the road, the 'tail' regularly extends far beyond Beaconsfield Rd. However, the existence of the two heritage items (Church and Hotel) makes resolving this issue quite difficult. If it could be achieved, we would support the introduction of a right turn movement from Mowbray Rd West onto the Pacific Highway southbound.

In relation to the proposed right turn movement from the Pacific Highway eastbound onto Mowbray Rd West there is qualified support for a SINGLE LANE ONLY. Currently traffic from the north heading for Epping Rd/M2 currently use the right hand turn off the Highway onto Epping Rd or the Left in tunnel at this intersection. The fear of providing the right-hand turn onto Mowbray Rd West is that it will attract additional through traffic.

To relieve pressure back to Hampden Rd, it would seem to make sense to have two right turn lanes from Mowbray Rd westbound onto the Pacific Highway northbound. Similarly dual left-turn lanes from Mowbray Rd westbound into the Pacific Highway southbound would also be beneficial in clearing traffic swiftly. As there are only two westbound lanes on Mowbray Rd West there only needs to be two westbound lanes crossing the Highway from Mowbray Rd. This might mean the one of these lanes is a shared 'through/left turn' lane.

### **T1 TO BE USED FOR SPOIL REMOVAL**

*"T1 used for spoil transport on this line would **more than likely** impact passenger rail operations"*

It is apparent from the above statement that only cursory consideration has been given to the use of the T1 permanent way for the removal of spoil and other construction needs.

- **We request as a CONDITION OF APPROVAL we request that a full analysis be undertaken on the use of the T1 line for the removal of soil and other construction matters.**

### **TRAFFIC MATTERS & HAUL ROUTES**

#### **New right-hand turn on Pacific Highway**

Currently, traffic heading southbound on the Pacific Highway seeking to turn right onto Mowbray Rd West are directed to turn left onto Nelson Street, right onto Orchard Road then right onto Mowbray Rd to progress across the Pacific Highway onto Mowbray Rd West. The removal of the Nelson St Bridge will result in the need for right turn lanes (south-bound) for traffic needing to get onto Mowbray Rd West. Originally there was talk of two right turn lanes. The EIS mentions just a single lane.

The concern of providing a right-hand turn bay at this location is that it may attract traffic that currently progress to Epping to turn right off the Pacific Highway, thus putting more strain on an already choked Mowbray Rd West.

- **We request as a CONDITION OF APPROVAL that there a single right turn lane from the Pacific Highway southbound into Mowbray Rd West.**

#### **Right turn land from Mowbray Rd West into Pacific Highway southbound**

- **Based on the principle of regional traffic using regional roads we request as a CONDITION OF APPROVAL a nw right turn land from Mowbray Rd West into Pacific Highway southbound**

#### **Gordon St Bridge?**

An alternative to the right-turn bay on the Pacific Highway could be to replace the Nelson St Bridge with a bridge at Gordon Avenue.

#### **Use of Albert Avenue for a 'hook turn'**

Again as an alternative to Pacific Highway right-turn lanes could be a new 'hook turn' utilizing Albert Avenue and Orchard Rd.

#### **Brand St site access**

We support the following arrangements: Site access needs to be left-in/left out unless some radical works are undertaken. The old bridge abutments obscure vision and narrow the road. The road, at the rail bridge, needs to be the full street width (likely 1 chain = 20.11 metres). The steel bridge is very noisy. APA wants a low noise concrete bridge which has the benefit of allowing Sydney Trains better graded and curved tracks as part of the metro works.

#### **NOISE AND VIBRATION**

Ground and air compression vibration produced by rail transit systems can be annoying to nearby building occupants when they perceive some combination of feelable vibration, re-radiated sound, and vibration induced rattling of household paraphernalia.



We assume that main noise and sources would be:

- Interface between train tyres/wheels and rail track
- Carriage equipment such as: Axle brushes; Electric motors and motor blowers; Air-conditioning units and carriage compressors
- Interface between pantograph and electric power lines
- The “whoosh” of air compressed between sound barriers as a train passes by
- Rattling within building produced largely by ground-borne vibration

We assume that the main sources of vibration are the ground-borne vibration from the interface between the tyre/wheel and track and air-borne compression from the passing train (whoosh).

We understand that existing noise barriers will be increased in height to about 4 metres Chapman Avenue/Nelson St, Frank Channon Walk, Nelson/Gordon Sts. A 2 metre barrier will also be built to the south of Mowbray Rd on the western side of the line.

- **We request as a CONDITION OF APPROVAL that noise barriers (including temporary barriers) be considered for all properties likely to be effected by noise both during construction and when operational.**

We understand that on the T1 rail bridge the upper parts of the rail carriage might extend 1 ½ metres above the noise barrier. There is potential for noise emanating from the interface of the power frame above the carriage and the overhead power cables.

- **We request as a CONDITION OF APPROVAL that noise barriers be implemented to ameliorate all nuisance noise associated with the operation of both the T1 and METRO systems.**
- **We request as a CONDITION OF APPROVAL that a sound proof barrier be erected on the northern side of Nelson st, at least for a ew meters from the current footpath**

To mitigate vibration we request as a **CONDITION OF APPROVAL** that dampers be used instead of concrete slabs under tracks. Dampers should be installed, between Albert Ave & Ausgrid dive site, to both the new Metro tracks and the slewed North Shore tracks, especially northbound: dampers should be installed when they're being moved 3m for rail-corridor widening.

- We request as a **CONDITION OF APPROVAL** that the Metro pay for installation of soundproofing for windows & doors of nearby residences.
- We request as a **CONDITION OF APPROVAL** that all construction work and ongoing operation of the rail network are required to meet the relevant Industrial Noise Standard

## **OPERATIONAL MATTERS**

### **Demolition & excavation**

The proposed hours of Monday to Friday 7AM to 6 PM & Saturday 8AM to 1 PM are not standard hours. All other work 24 hours a day.

- We request as a **CONDITION OF APPROVAL** that worksite hours should be the standard 7AM to 5PM M-F and 8AM to 1PM Saturday.

### **Truck movements**

Planned truck movement re quite high (Demolition: 96 per day plus 78 light vehicles; Excavation: 234 per fay plus 248 light vehicles; Tunnel excavation: 286 per day and 248 light vehicle; Tunnel fit out: 254 per day and 248 light vehicles).

- We request as a **CONDITION OF APPROVAL** that consideration be given to upgrading the T! line to freight capability to be used for spoil removal.

## **HERITAGE ASSESSMENT & RESIDENTIAL BUILDINGS**

The heritage-listed Mowbray House School site is shown (hatched) on the construction site diagram. It is proposed to retain the building. However, archival recording and reporting will be undertaken before works starts

**Mowbray House:** *Direct impact: Minor (physical impact). □ Potential direct impact: Minor (vibration) – the closest façade of this item would experience vibration above the 7.5mm/s screening level for cosmetic damage. □ Indirect impact: Minor (views and vistas)*

- **We request as a CONDITION OF APPROVAL that steps are undertaken to protect Mowbray House from potential vibration damage.**
- **We request as a CONDITION OF APPROVAL that dilapidation reports be prepared all Heritage items and residential building around the site.**
- **We request as a CONDITION OF APPROVAL that any building damaged during the construction of the project will be repaired to its prior condition.**
- **We request as a CONDITION OF APPROVAL that a copy of dilapidation reports on all Heritage items be given to the Willoughby/Lower North Shore Council and the Willoughby District Historical Society?**

## **OTHER MATTERS**

### **Frank Channon Walk**

It is proposed to extend Frank Channon Walk to Mowbray Road. During construction, there will be short-term (weekend closures).

### **Can this extension include a one-way traffic thoroughfare from Nelson St to Mowbray Rd?\_**

It appears residents are looking for an alternate access to turn left onto Mowbray Rd rather than battle the traffic on the Highway. However, the primary purpose of support for the extension of Frank Channon walk has been as a pedestrian/cycle route.

- **We request as a CONDITION OF CONSENT that consideration be given to including a one-way eastbound car lane running parallel to the extended Frank Channon Walk between Nelson St and Mowbray Rd.\_**

## **Trees**

Trees will be removed within the rail corridor between Nelson St and Mowbray Rd We understand that the proponent prefers to utilize an 'Offsets Program' rather than replacement of trees.

- **We request as a CONDITION OF APPROVAL that at least a 2 for 1 tree replacement program be required.**
- **We request as a CONDITION OF APPROVAL that no trees be removed from Nelson Street.**
- **We request as a CONDITION OF APPROVAL that a landscape master plan be prepared for tree planting and gardening, to mark the formal entrance to Chatswood on completion of railway construction, and subsequent maintenance (weeding, and watering in dry spells) to create a "Garden Suburb" for arrivals by both train and car.**
- **We request as a CONDITION OF APPROVAL that the Bowling and Croquet fields adjoining the site be protected from airborne damage during construction.**

## **Footpaths**

- **We request as a CONDITION OF APPROVAL that the foot paths on both sides must be preserved.**

## **Artarmon Substation**

- **We support the proposal that the substation be moved to the industrial area to preserve the current site with its residential R3 zoning.**

## **Artarmon Industrial Area station**

- **We support the proposal** that provision be made for a future station near Reserve Rd/Dickson Ave /Carlotta St. The industrial area is a key location where the federal governments innovation agenda can be implemented. The station would result in a major drop in traffic travelling to the industrial area which has a growing workforce in the medical and media industries.