

**Sydney Metro Chatswood to Sydenham
Environmental Impact Statement June 2016
Application Number SSI 15_7400**

Attention: Director, Infrastructure Projects

Posted at: http://majorprojects.planning.nsw.gov.au/page/development-categories/transport--communications--energy---water/rail---related-facilities/?action=view_job&job_id=7400

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The Metro project conditions of approval

I support the project as it will deliver much needed additional public transport capacity.

I support the measures proposed by Willoughby City Council (WCC) and the Artarmon Progress Association (APA) to improve the utility of the infrastructure, ensure the environmental impact of the project is minimised and heritage items are protected.

Additional context for support the WCC and APA is given in the following chapters.

In particular, I support the APA requests for the following conditions of approval.

1. Enhancing the utility of Sydney Metro by making provision for a station in the Artarmon Industrial Area

The APA requests a condition of approval to require infrastructure to enable a Metro station in the Artarmon Industrial Area, with the station either constructed with the project, or at a later date.

2. Locating the Artarmon substation in an area with compatible land use zoning

The APA requests a condition of approval to require the Artarmon Substation to be built in the industrial area.

3. Protection and enhancement of Mowbray House within the Mowbray Road heritage precinct

The APA requests a condition of approval to require site access and construction activities, as distinct from management activities, not infringe the 10 metre curtilage of Mowbray House to protect it and its palm tree garden from damage.

The APA requests a condition of approval to require an urban design treatment for the precinct in accordance with its heritage.

4. Upgrade of the Pacific Hwy-Mowbray Road intersection

The APA requests a condition of approval to require upgrade of the Pacific Hwy-Mowbray Rd intersection to provide a dedicated right turn lane for eastbound traffic on Mowbray Road West to turn southbound on to the Pacific Highway.

The APA requests a condition of approval to require provision for short- and long-term improved access to Chatswood from the Pacific Hwy via Mowbray Road, and vice versa, due to the loss of access via Nelson St. The opportunity should be taken to make long term real improvements to the traffic flows through the Pacific Hwy-Mowbray Road intersection and Artarmon/Chatswood generally. The changes proposed by Sydney Metro will only make traffic flows through the area worse.

The APA requests a condition of approval to require analysis of the level of service improvement to be obtained at the Pacific Hwy-Mowbray Road intersection with it possessing: two dedicated right turn lanes for Pacific Hwy northbound and southbound;

Mowbray Road West with dedicated left and right turn lanes; Mowbray Road East with two dedicated right turn lanes and a dedicated left turn lane; and a 100 metre long right turn bay for Mowbray Road eastbound traffic to turn right into Hampden Road.

The APA requests a condition of approval to require the signalisation of the Nelson St/Pacific Hwy intersection, for the life of the metro project, to enable light and heavy vehicles to access and egress the site via the current Ausgrid site entrance 40 metres east of the Pacific Hwy.

The APA requests a condition of approval to require the 300 car spaces needed for site workers be provided on-site even if it requires a multi-storey parking structure.

The APA requests a condition of approval to require the return to the footpath, on the south-east corner of the Pacific Hwy-Mowbray Road intersection, of the \$5,000 plaque commemorating the heritage of Reservoirs 1 & 2 built in the centennial year of 1888 (the plaque was not replaced following the recent pinch point works).

5. Chatswood site access

The APA requests a condition of approval to require a site access regime as follows:

- left-in/left-out at the western Ausgrid entrance on Mowbray Rd;
- right-in/left out at the western Ausgrid entrance on Nelson St with two-phase traffic lights at Nelson St/Pac Hwy;
- left-in/left-out for light vehicles at Bryson St.

The APA requests a condition of approval to require contractors to encourage workers to access work sites via public transport.

6. Frank Channon Walk extension

The APA requests a condition of approval to require provision for an extension of Frank Channon Walk from Nelson St to Mowbray Road post construction.

7. Height of noise barriers and consultation with neighbours

The APA requests a condition of approval to require Sydney Metro to agree barrier heights and materials with the immediate neighbours who could lose sunlight and views.

8. Brand St site access

The APA requests a condition of approval to require the replacement of the steel bridge with a low-noise (concrete) bridge that spans the full width of Brand St.

The APA requests a condition of approval to require heavy vehicle access to the Brand St rail corridor path via Hampden Road and not via Elizabeth/Brand.

9. Community Consultative Committee

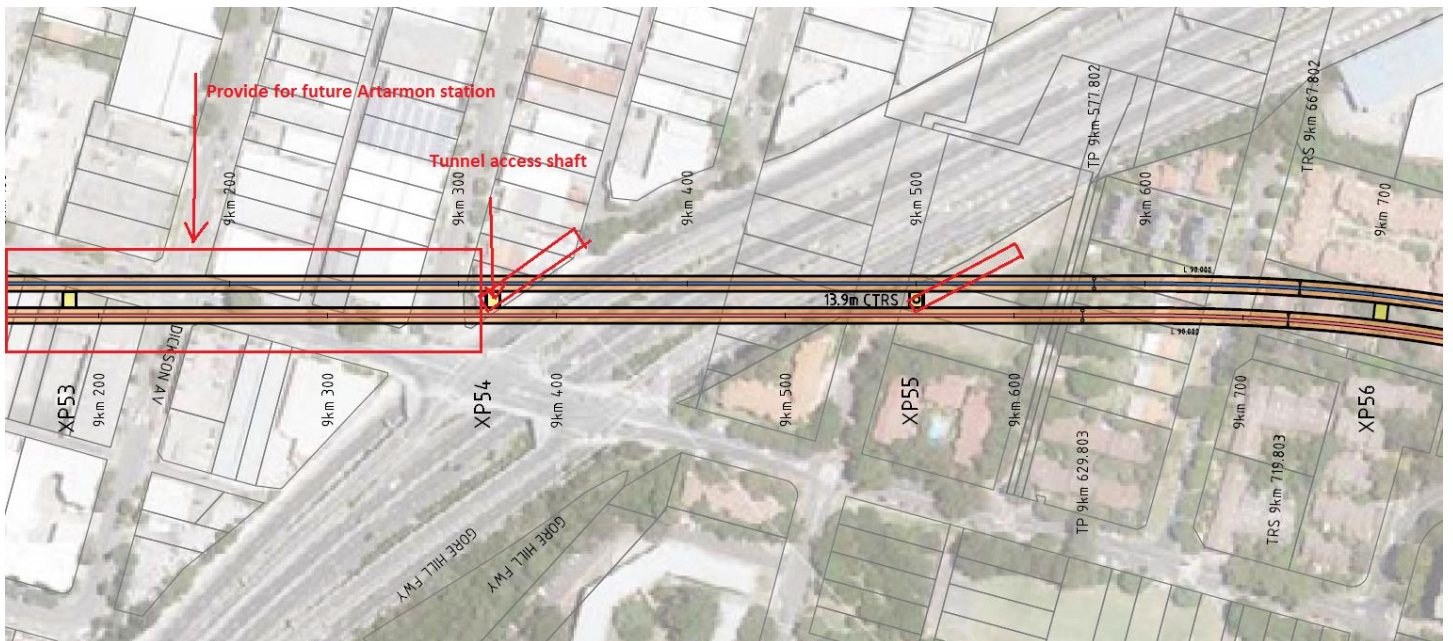
The APA requests a condition of approval require a Community Consultative Committee be formed for the works in the Chatswood-Artarmon area.

Additional context to support for submissions made by Willoughby City Council and Artarmon Progress Association.

1. Metro station in the Artarmon Industrial Area



The largest commercial area in the north shore will be without a station unless provision is made for one. The Artarmon Industrial Area is large enough to support a variety of development and sufficient development to demand a station. A future upgrade of the North Shore line should bypass the tight and noise Waverton-Wollstonecraft curves and include a new Waverton-Wollstonecraft station (pink)



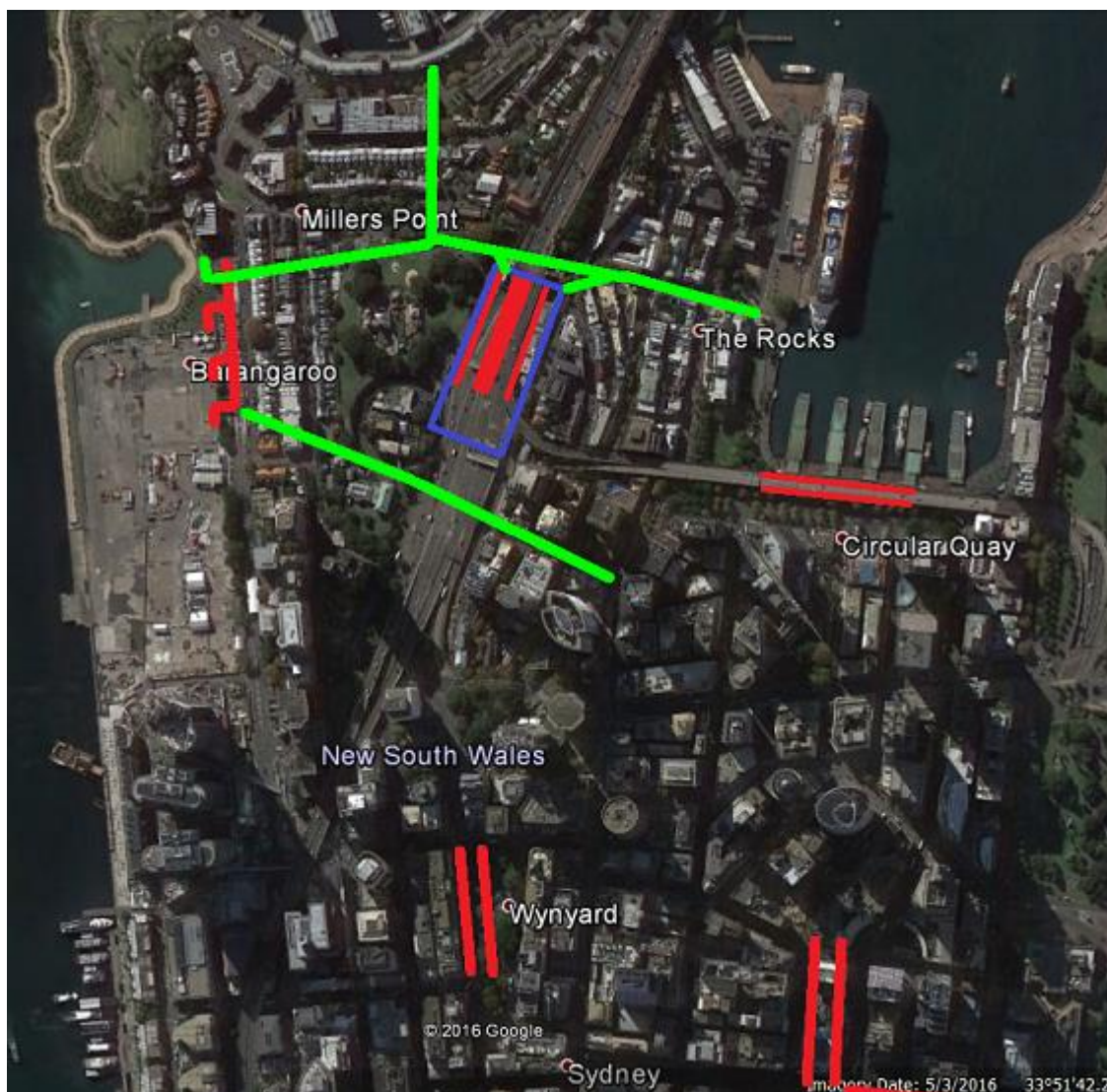
Artarmon electrical substation should be relocated from the residential area to the industrial area. An Artarmon metro station could be co-located with the electrical substation

2. Improving the utility of Metro stations described in the EIS and network integration

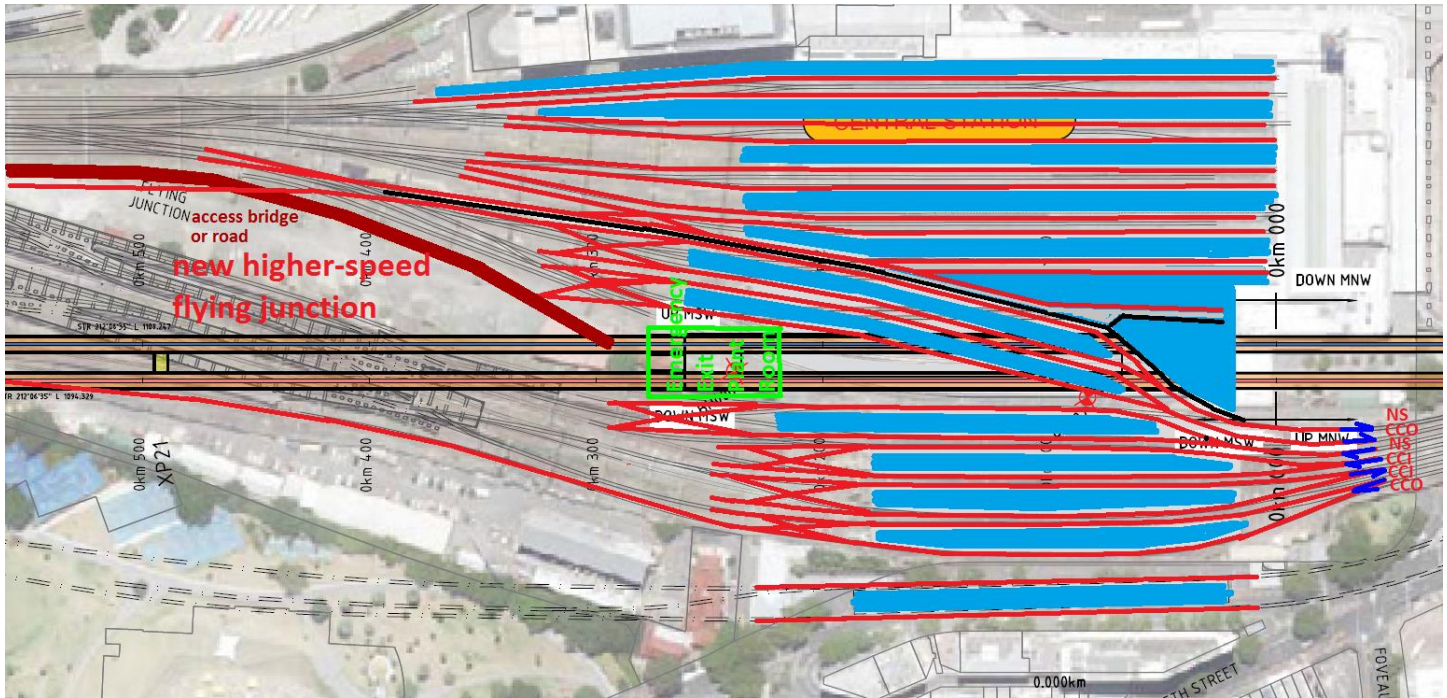
The Metro project needs to plan for long term growth of CBDs and for integration with the current network as it is upgraded to 30 driverless double-deck trains per hour.



North Sydney station needs an entrance at its northern end to support future growth of the CBD



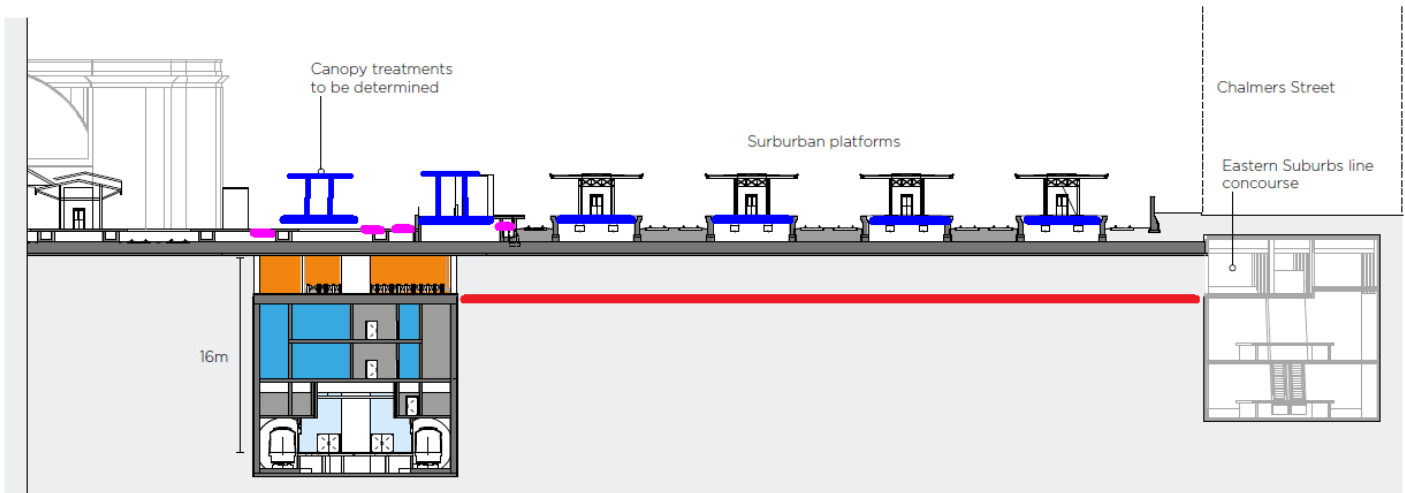
Barangaroo station has poor patronage forecasts due to its remoteness in the CBD. Access tunnels are needed to The Rocks, Walsh Bay, Essex St, Headland Park and a future North Shore line station under the Bradfield Hwy.



Central Station The roof of the Metro station is noted as “to be determined” in the EIS. The Metro plant room and emergency egress (green) is a significant intrusion into the Sydney railyard at surface level. Provision needs to be made for a rebuilding of the CBD Platforms to create a common concourse for Metro, Eastern Suburbs and aboveground platforms.

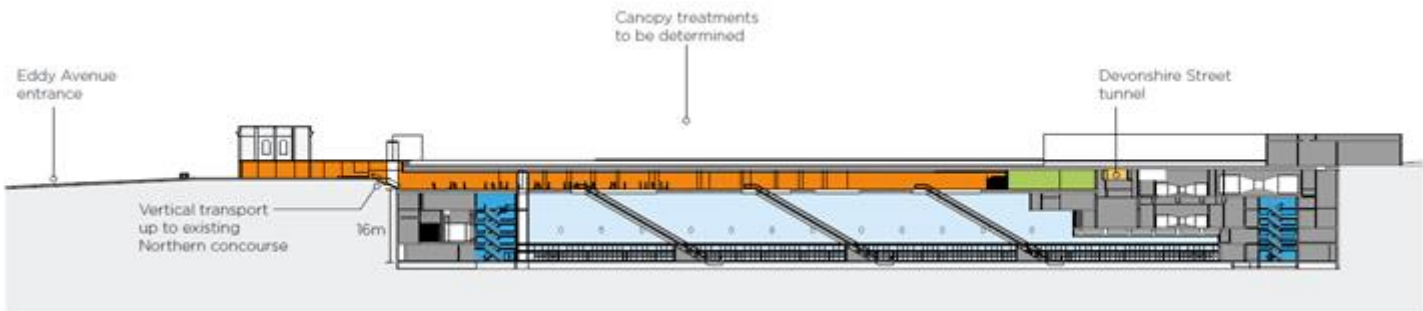
The CBD platforms and Flying Junction are 90 years old. They will be a century old by time of completion of this project. It’s time to plan for a new CBD Platforms station with 6 island platforms to serve the 6 lines in to the CBD, and to build a new flying junction to reduce the time for trains to pass through it. We need to plan for the existing network to have 30 driverless trains per hour each way capability.

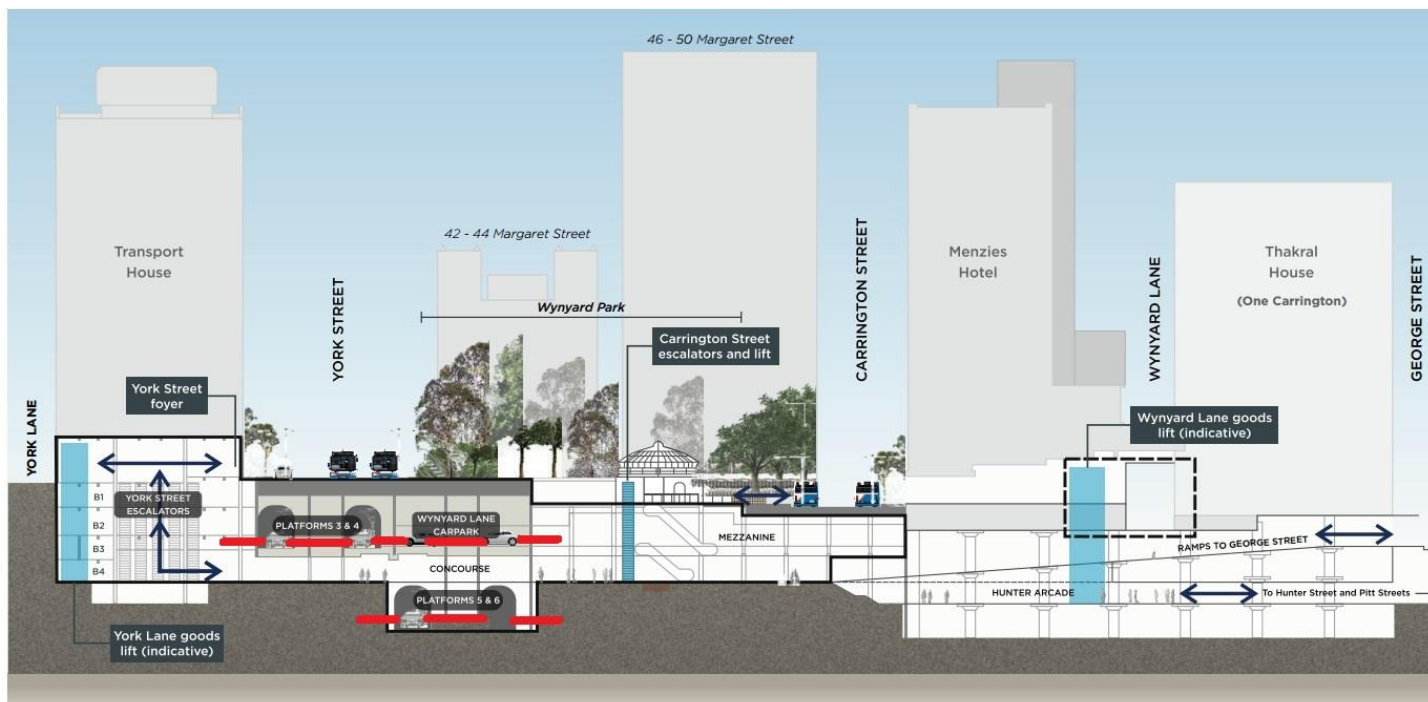
CENTRAL STATION CROSS SECTION



- KEY**
- Emergency egress stairs
 - Unpaid concourse
 - Paid concourse
 - Station service
 - Station facilities
 - Platform

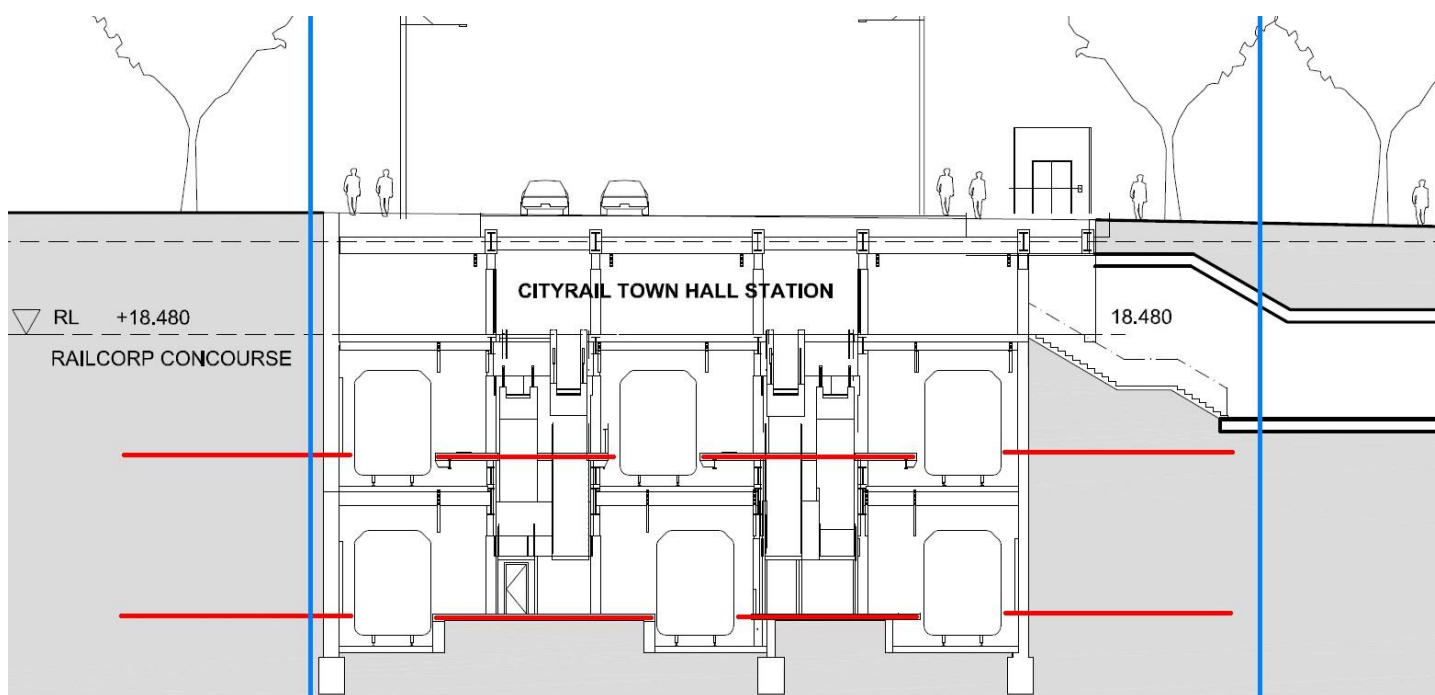
Cross-section of proposed new concourse for CBD platforms, Metro and Eastern Suburbs lines





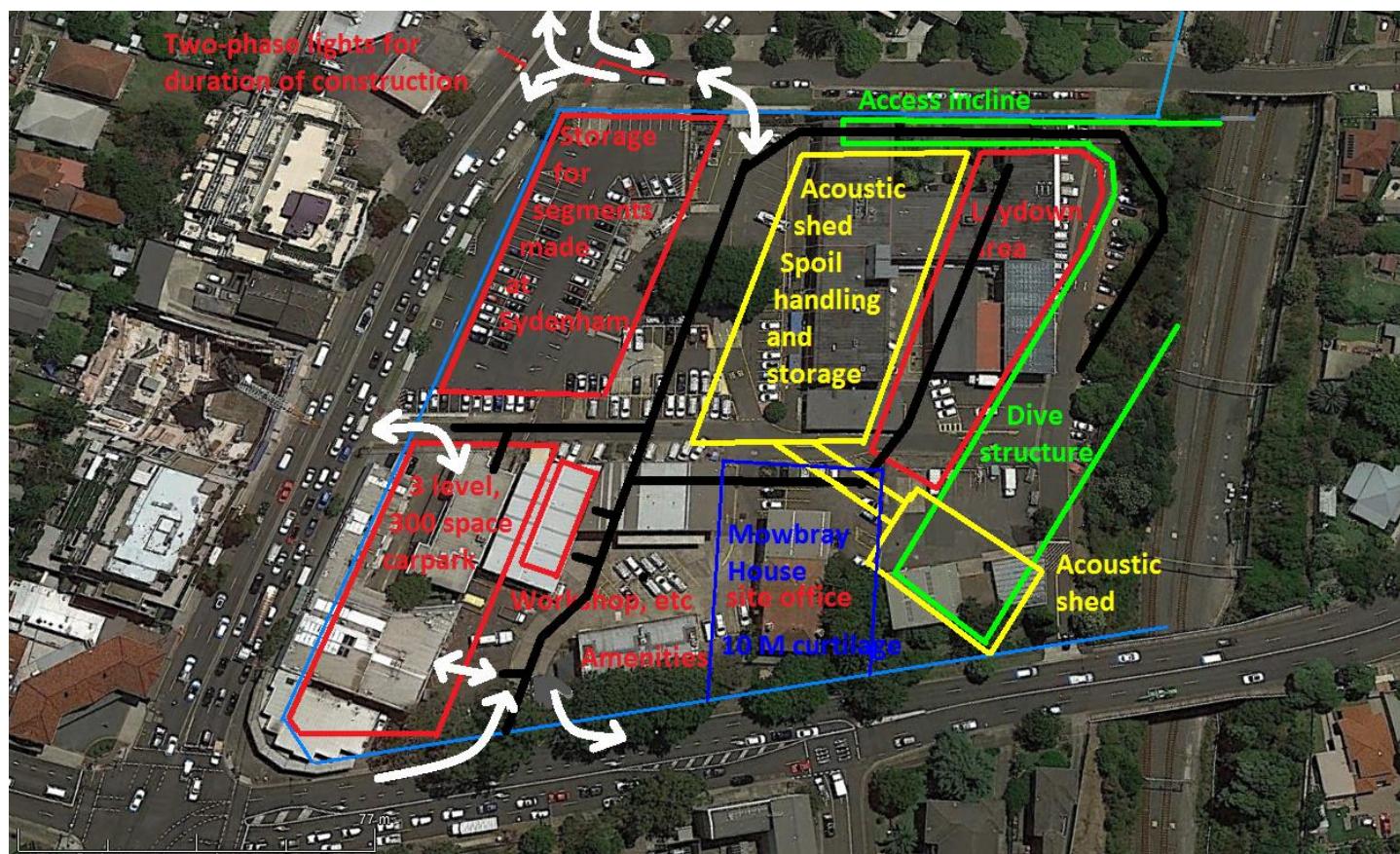
Indicative cross section of Wynyard Station

Peak hour board and alight from different platforms like Olympic Park
Network integration - additional platforms at Wynyard to support 30 trains per hour existing network

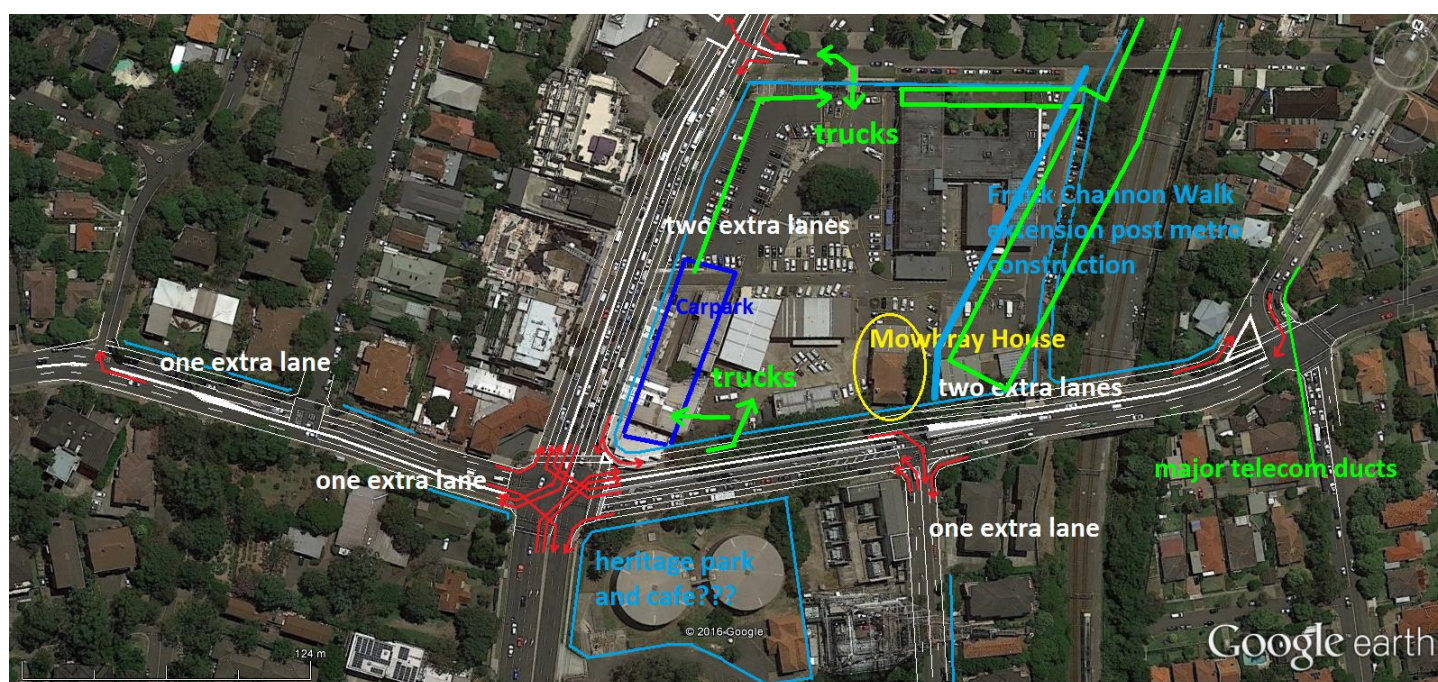


Peak hour board and alight from different platforms like Olympic Park
Network integration - additional platforms at Town Hall to support 30 trains per hour existing network

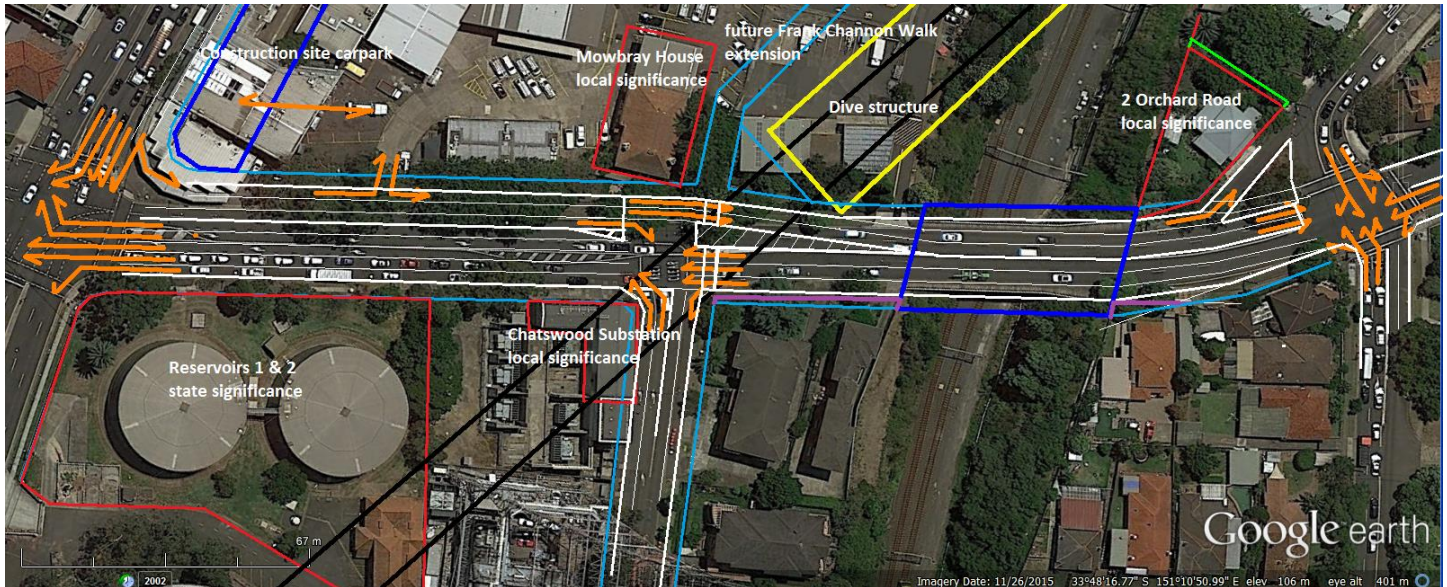
3. Pacific Hwy-Mowbray Road intersection upgrade and site access



The Chatswood Metro construction site is in a very busy location. A 'to scale' layout of the site shows the demand for access points is at the western end. The heritage listed Mowbray House sits across the proposed site entrance at the Mowbray Road-Hampden Road intersection.



A possible Pacific Hwy – Mowbray Road intersection upgrade arrangement

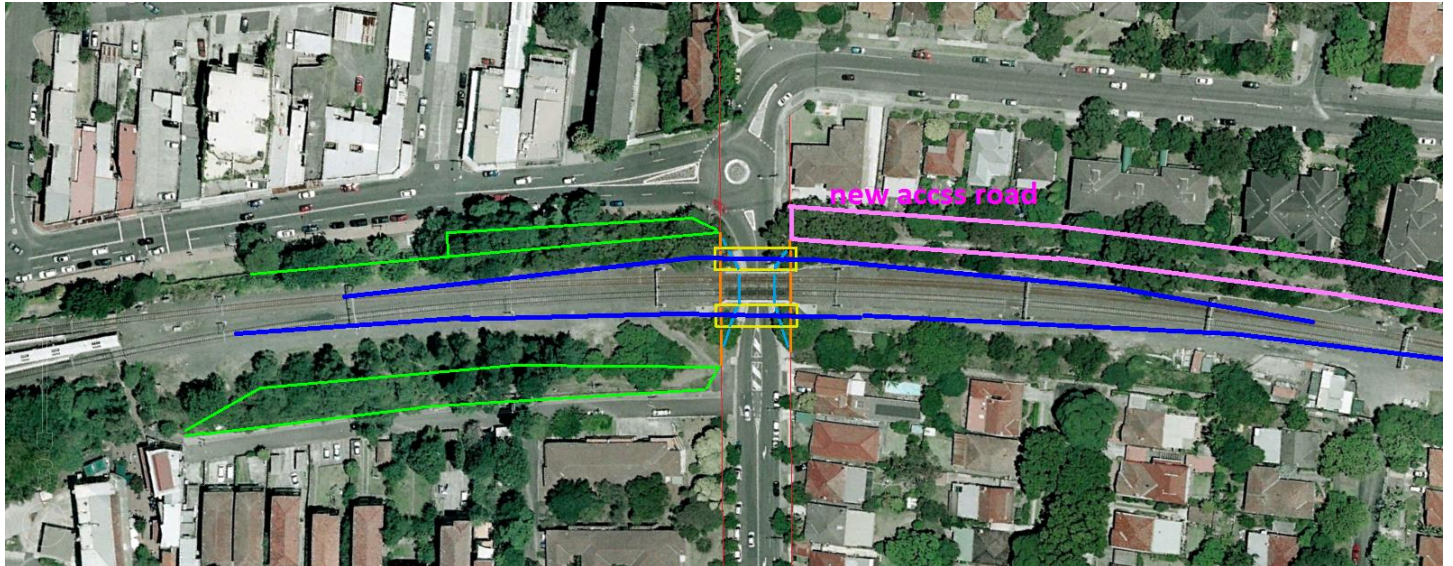


An intersection arrangement with greater focus on protection of heritage buildings – Mowbray Road East



An intersection arrangement with greater focus on protection of heritage buildings – Mowbray Road West

4. Brand Street Artarmon access road and rail bridge



The EIS advises a new access road is being built on the western side of the North Shore line as shown in the above image. The new alignment and grade of the North Shore line reduces the speed of trains between Chatswood and Artarmon. The current steel rail bridge generates very loud train noise. The abutments of the original rail bridge intrude into Brand St and reduce visibility of the new corridor entry for passing traffic.

The corridor works should include a new low-noise (concrete) rail bridge spanning the full width of Brand St, improved track alignment and open space (green). Two better corridor/bridge layouts are given below.

