



4th July 2015

To: The General Manager, TfNSW sydneymetro@transport.nsw.gov.au

cc: Willoughby City Council:

Debra Just, General Manager debra.just@willoughby.nsw.gov.au

Josephine Gorrington, Sustainable Transport Planner

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Cllr Stuart Coppock stuart.coppock@willoughby.nsw.gov.au

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The Hon Gladys Berejiklian, MP willoughby@parliament.nsw.gov.au

Dear Sir,

Northern Corridor Metro Rail Project

We thank you for the opportunity to contribute our ideas to the development of the Northern Corridor Metro Rail Project.

Who we are

The Artarmon Progress Association (APA) was founded before 1906 as a not-for-profit group and our objectives are to promote the welfare, physical and intellectual advancement of the suburb of Artarmon and the City of Willoughby, to protect the interests of the residents, and to encourage a keener spirit of citizenship and mutual help amongst residents.

Our newsletter, the *Artarmon Gazette*, is distributed to over 5,000 homes and businesses in Artarmon.

We regularly communicate with residents and act as a conduit between local residents and elected representatives on matters concerning our local community. We hold quarterly Public Information Meetings to provide a platform for community leaders to speak to residents.

Project areas of interest to the Artarmon community

The Artarmon community has three main areas of interest in the Sydney Metro project:

1. The localities served by Sydney Metro
2. Its impact on the urban environment of Artarmon Village, and
3. Any permanent or temporary impact on parks and bushland in Artarmon.

Station locations between Chatswood and North Sydney

Artarmon Industrial Area

We support the development of a station in the Artarmon Industrial Area.

Our preference is for the Metro line from Chatswood to Artarmon Industrial Area to be underground, starting immediately south of Chatswood station, around Albert Avenue.

We are concerned that:

- The Artarmon Industrial Area station should not be located on, or near, Lambs Rd as the poor road access will not support a more intensive land use either side of the rail corridor at this location.
- The Artarmon Industrial Area station should not be located on, or near, Herbert St unless measures are first taken to vastly reduce the morning and afternoon peak hour traffic congestion on the Herbert St - Hampden Rd district road.

Key traffic sources are Chatswood to Motorway commuters (entry/exit at Reserve Rd) and Artarmon Public Primary School during school term. It is likely the pattern of motorway entry/exits east of Artarmon is a major contributing factor to current road congestion in Artarmon and Chatswood. (There are no west-facing ramps between Reserve Rd and Falcon St.)

- “Park and ride” for commuters should be limited to prevent the station becoming a driving destination, bringing even more commuter car traffic onto already busy Artarmon roads.
- Construction noise and associated traffic impacting existing residents and therefore construction depots and related transport routes should be located in the industrial area and away from established residential areas.
- The Artarmon Industrial Area station should be accessible by pedestrians from all sides of the station.

St Leonards/Crows Nest

We support the development of a station closer to Crows Nest and away from the existing St Leonards station. Siting the station at Crows Nest will provide rail transport to a new area, whereas siting it at St Leonards station duplicates an established rail facility.

Above Ground Metro Line Option

We do not support the routing of the Northern Rail Corridor through Artarmon above ground for the following reasons:

- Increase in train volume/frequency bringing a high level of train noise to the community, especially those residents and businesses adjacent to the track.
- Prolonged noise during construction.
- High volume of plant and heavy vehicles gaining rail access via narrow residential streets.

- Heritage value of Artarmon Station. (First erected at Glenbrook Station, Blue Mountains, between 1894 and 1905; relocated to Artarmon in 1916.)
- Possible adverse impacts on Artarmon Reserve:
 - Artarmon Reserve contains last remnant on the North Shore of certain endangered trees: the listed threatened species: *Epacris purpurascens*, var. *purpurascens* and the listed endangered ecological community: Sydney Turpentine-Ironbark Forest.
 - Loss of bushland alongside rail corridor, as fences are several meters within Rail Corp boundaries in places.
 - Reduction of sports facilities.

If the Northern Rail Corridor through Artarmon is above ground the issues listed above need to be addressed. In addition, we have concerns over:

- Artarmon Village Green being preserved.
- Historic Artarmon Station being preserved.
- Artarmon Reserve being preserved intact. This reserve is a valuable bushland area and recreational/sports facility. The amenity of Artarmon Reserve would be significantly impacted if it was reduced in size to accommodate an above ground Northern Rail Corridor.
- Potential compulsory land acquisitions.

We are keen to see a successful Metro development and wish to remain informed of proposed plans and any new developments, as and when they arise. In addition we suggest that a Community Consultation Group be formed from the Artarmon area so that concerned residents have the chance to meet with a member of the Sydney Metro project on a regular basis throughout both the planning and construction phases, to help manage the impact on residents.

We thank you for your consideration of our submission and would be happy to meet with you and supply any additional information which may be of assistance to your planners.

Yours faithfully,

Dale McKay – President