



20 December 2021

Community Relations Team
Sydney Metro City & Southwest
PO Box K659
Haymarket NSW 2340

Dear Sir/Madam,

RE: DRAFT STATION DESIGN AND PRECINCT PLAN – CHATSWOOD DIVE SITE – WILLOUGHBY CITY COUNCIL COMMENTS

Condition E101 of approval SSI 15_7400 for Sydney Metro City & Southwest Chatswood to Sydenham (the project) requires the preparation of Station Design and Precinct Plans (SDPPs) for each station in the project.

As the Chatswood dive site is not a station precinct, the SDPP is required to address only part (c) of Condition E101: *“(c) landscaping and building design opportunities to mitigate the visual impacts of rail infrastructure and operational fixed facilities (including the Chatswood Dive, Marrickville Dive, Sydney Metro Trains Facility South, Artarmon Substation, station structures and services, noise walls etc.”*

The Chatswood dive site will primarily be used to house new tunnel ventilation fans, associated plant and services and provide maintenance access to rail level.

On 2 December 2021 Systems Connect hosted a virtual briefing for Council including other stakeholders from Sydney Metro and Transport for NSW. In this presentation, key points from the draft SDPP for the Chatswood dive site were presented and discussed.

Following this meeting and having reviewed the draft SDPP framework document provided by Sydney Metro / Systems Connect, Council has provided its comments in **Attachment 1**. A map of Council's proposed transport network in the vicinity of the dive site is also contained in **Attachment 2**.

Thank you for your consideration of this submission. Please contact Andrew Gillies, Strategic Transport Planner on 9777 7655 or Andrew.Gillies@willoughby.nsw.gov.au if you wish to discuss this matter further.

Yours sincerely,

Norma Shankie-Williams
STRATEGIC PLANNING TEAM LEADER

ATTACHMENT 1

Introduction

Council welcomes the creation of a SDPP for this site given its importance and prominent location within the Willoughby local government area (LGA). As described in the draft SDPP framework document, the purpose of the SDPP is to achieve an integrated urban and place-making outcome to guide the design of the permanent built surface works and landscaping associated with the Sydney Metro project. As such, Council offers the following comments, requests and/or recommendations.

Urban design and landscaping

Given the prominence of the Chatswood dive site – located on a ridgeline and at the intersection of two major roads – Council wants to ensure that the final facilities and landscaping are built / planted in such a way to minimise its visual impact. It is noted that a visual impact assessment has been provided in section 8 of the draft SDPP framework document. This assesses the level of visual impact from various locations within the vicinity of the dive site. The following comments and recommendations are offered:

- **Fencing** – It is noted that palisade security fencing in a powder coated black colour is proposed to enclose the site. While Council acknowledges that any fencing needs to be designed to prevent access to the rail corridor, in this prominent location the fencing will benefit from more detailing in its presentation to ameliorate its overall interface as a harsh, purely functional security edge.

Council suggests there is potential for some form of 'Lenticular Animation' artistic form that would soften the visual appearance of this fencing. Council requests that the project team consider such elements before finalisation of the SDPP.

- **Landscaping** – Council has a draft Public Domain Plan (PDP) for the Chatswood CBD (of which the dive site is a part). In this PDP, Council has articulated the notion of the landscape and natural environment being a driver of enduring qualities and character in the public domain, as well as the historic reference to 'Chatties Wood' (the generally accepted origin of the name of Chatswood).

It is noted that native vegetation is proposed. Given this location on a ridgeline, the use of endemic planting would be appropriate. Proposed plant species are listed in Table 6-1 on page 45 of the draft SDPP framework document. Council would appreciate the opportunity to work collaboratively with the design consultants and project team regarding the species selection to ensure appropriate selection of species and alignment with the draft PDP.

Mowbray Rd - Council notes that landscaping is proposed mostly behind the fence line within the site, with some low planting in front of the fence. A full-width footpath seems to be proposed between the property boundary and kerb.

Council suggests that the low-rise landscaping in front of the fence be moved to the kerbside to provide some separation for a full-width path to accommodate pedestrians and cyclists to the busy traffic on Mowbray Rd. Both pedestrians and cyclists will use this section of Mowbray Rd to move between Frank Channon Walk and Council's planned cycleway facility in Hampden Rd, and also further east across the North Shore railway line (see comments in the Traffic and Transport section below).

- **Green walls** – In the online meeting held, Council noted our current work with ‘low tech’ green walls. Council would appreciate the opportunity to discuss this further with the project team to investigate and consider the possibility of incorporating such walls for the final buildings and facilities proposed.

Traffic and Transport

Council has previously presented and discussed its preferences for the transport network through, around, and in the vicinity of the Chatswood dive site. These are summarised in the two maps in **Attachment 2**. These maps show the following proposed elements:

1. Internal north-south **link road** through the dive site between Nelson St and Mowbray Rd
2. **Modifications to intersection of Mowbray Rd / Hampden Rd**, including signage (see second map)
3. **Proposed partial road closure** at northern end of link road at Nelson St
4. **Shared path** on eastern side of link road and southern side of Nelson St (between Frank Channon Walk and Mowbray Rd)
5. **Footpath** on western side of link road (between Nelson St and Mowbray Rd)
6. **Shared path** on eastern side of Pacific Hwy
7. **Shared path** on northern side of Mowbray Rd, including possible new / modified bridge over North Shore railway line
8. **On-road mixed treatment** i.e. bicycle logos in Nelson St
9. **Concrete median** in part of Mowbray Rd

It is acknowledged that these elements are generally outside of the footprint and scope of what the SDPP covers, however to ensure a ‘big picture’ understanding of the general area by all parties, Council offers the following comments:

1/2. Link road and modifications to intersection of Mowbray Rd / Hampden Rd

The design and operation of the proposed intersection is unclear and more information is required to understand:

- Its relationship to the existing intersection and traffic control signals at the intersection of Mowbray Rd and Hampden Rd.
- Operational performance of the new intersection.
- Connection of the proposed shared path and new footpaths in the site to/from the intersection and Mowbray Rd and Hampden Rd.
- Motor vehicle movements into and out of the site and their turning paths and operations.
- The safety performance of the proposed intersection design.
- Movements of bicyclists and pedestrians at this intersection and at the intersection of Mowbray Rd and Hampden Rd.
- Whether the new connection will require Council approval, relevant legislation and agreements to be followed and approvals received.

One issue that will need to be resolved at this stage is whether the road connection will be a private road or a public road. At this stage, Council’s preference is that it will be a private road under the care and control of Transport for NSW (TfNSW). If TfNSW envisage it to become a public road, then the relevant legislation and agreements will need to be followed and approvals received.

3. Proposed partial closure at northern end of link road at Nelson Street

This will need Council approval and all relevant legislation and agreements will need to be followed and approvals received.

4. Shared path on eastern side of link road and southern side of Nelson Street between Mowbray Road and Frank Channon Walk

This would connect the existing Frank Channon Walk shared path to Mowbray Rd, and further south to a cycleway facility Council has planned to run along the eastern side of Hampden Rd, Artarmon. This would include a signalised crossing of Mowbray Rd (at the intersection with Hampden Rd) for both pedestrians and cyclists.

It is noted that this indicative link is shown on maps in the draft SDPP framework document however it is unclear if this will be built as part of these proposed works. Further clarification is requested on this matter, including updated plans showing which works will be delivered when.

Shared paths should be two-way and 3.0m minimum width, with no impediments along the shared path i.e. the path is 100% clear of trees, utilities and street furniture.

Designs of connections and crossovers of the shared path with intersections, land use and connecting shared and footpaths are to be designed to maximise safety of the shared path users i.e. vegetation and buildings are set back to maximise visibility as well as appropriate and contemporary signs and markings to the satisfaction of Council.

5. Footpath on western side of link road (between Nelson St and Mowbray Rd)

A new footpath is to be provided between Mowbray Road and Nelson Street. The footpath is to meet or exceed Council's design and construction standards

6. Shared path on eastern side of Pacific Hwy

This is a facility for which Council has developed a concept design and is working with TfNSW to deliver.

7. Shared path on northern side of Mowbray Rd

As noted in the draft SDPP framework (pg. 40), given the removal of the Nelson St bridge, the only resulting pedestrian and cycle access is now via Mowbray Rd. Sydney Metro is reviewing the need for a pedestrian and cycle bridge across the rail corridor as a potential replacement for the Nelson St bridge. This work is considered outside the scope of this SDPP and Council accepts that.

However, Council would like to reiterate its strong desire for an east-west off-road cycle link across the North Shore railway line. This would likely be a new bridge or extension to the existing bridge, given the narrowness of the existing footpath. It is unclear how much space there would be between the kerb of Mowbray Rd and the proposed fence line, but ideally Council would like to see a 1.5m buffer of landscaping at the kerbside plus a 3.0m wide shared path. Clarification is requested on this matter.

8. On-road mixed treatment i.e. bicycle logos in Nelson St

This will be subject to further planning and design.

9. Concrete median in part of Mowbray Rd

This will be subject to further planning and design.

Pacific Highway / Mowbray Road intersection - TfNSW is progressing the provision of a new additional left turn lane in Pacific Highway, southbound, into Mowbray Road, eastbound.

Chatswood dive site transport links - Council proposal

Key

- Full Road closure
- Shared Path
- Two way 3.0 m min (note 1)
- Concrete median (to reduce length of existing right turn bay)
- On road mixed treatment i.e. bicycle logos
- ➔ Potential Motor vehicle access
- New separate bicycle only or shared path bridge
- - - Intersection and link road design – refer to separate diagram

Connect to Orchard road shared path

Frank Channon Walk (existing two way shared path)

FOR STAGE APPROVAL

SYDNEY METRO USDTs

NSW Transport for NSW

METRON

Public Domain Plan

Scale 1:1000

North Arrow

Table 1: Road Details

Road Name	Proposed Measure	Proposed Measure	Proposed Measure
Pacific Highway	Left turn bay	Concrete median	Concrete median
Mowbray Road	Left turn bay	Concrete median	Concrete median
Parkside Lane	Concrete median	Concrete median	Concrete median
Chatswood Lane	Concrete median	Concrete median	Concrete median

Table 2: Proposed Measures

Measure	Measure	Measure	Measure
Concrete median	Concrete median	Concrete median	Concrete median
Concrete median	Concrete median	Concrete median	Concrete median
Concrete median	Concrete median	Concrete median	Concrete median
Concrete median	Concrete median	Concrete median	Concrete median

Table 3: Road Details

Road Name	Proposed Measure	Proposed Measure	Proposed Measure
Pacific Highway	Left turn bay	Concrete median	Concrete median
Mowbray Road	Left turn bay	Concrete median	Concrete median
Parkside Lane	Concrete median	Concrete median	Concrete median
Chatswood Lane	Concrete median	Concrete median	Concrete median

Table 4: Proposed Measures

Measure	Measure	Measure	Measure
Concrete median	Concrete median	Concrete median	Concrete median
Concrete median	Concrete median	Concrete median	Concrete median
Concrete median	Concrete median	Concrete median	Concrete median
Concrete median	Concrete median	Concrete median	Concrete median

Table 5: Road Details

Road Name	Proposed Measure	Proposed Measure	Proposed Measure
Pacific Highway	Left turn bay	Concrete median	Concrete median
Mowbray Road	Left turn bay	Concrete median	Concrete median
Parkside Lane	Concrete median	Concrete median	Concrete median
Chatswood Lane	Concrete median	Concrete median	Concrete median

Table 6: Proposed Measures

Measure	Measure	Measure	Measure
Concrete median	Concrete median	Concrete median	Concrete median
Concrete median	Concrete median	Concrete median	Concrete median
Concrete median	Concrete median	Concrete median	Concrete median
Concrete median	Concrete median	Concrete median	Concrete median

Table 7: Road Details

Road Name	Proposed Measure	Proposed Measure	Proposed Measure
Pacific Highway	Left turn bay	Concrete median	Concrete median
Mowbray Road	Left turn bay	Concrete median	Concrete median
Parkside Lane	Concrete median	Concrete median	Concrete median
Chatswood Lane	Concrete median	Concrete median	Concrete median

Table 8: Proposed Measures

Measure	Measure	Measure	Measure
Concrete median	Concrete median	Concrete median	Concrete median
Concrete median	Concrete median	Concrete median	Concrete median
Concrete median	Concrete median	Concrete median	Concrete median
Concrete median	Concrete median	Concrete median	Concrete median

Table 9: Road Details

Road Name	Proposed Measure	Proposed Measure	Proposed Measure
Pacific Highway	Left turn bay	Concrete median	Concrete median
Mowbray Road	Left turn bay	Concrete median	Concrete median
Parkside Lane	Concrete median	Concrete median	Concrete median
Chatswood Lane	Concrete median	Concrete median	Concrete median

Table 10: Proposed Measures

Measure	Measure	Measure	Measure
Concrete median	Concrete median	Concrete median	Concrete median
Concrete median	Concrete median	Concrete median	Concrete median
Concrete median	Concrete median	Concrete median	Concrete median
Concrete median	Concrete median	Concrete median	Concrete median

Table 11: Road Details

Road Name	Proposed Measure	Proposed Measure	Proposed Measure
Pacific Highway	Left turn bay	Concrete median	Concrete median
Mowbray Road	Left turn bay	Concrete median	Concrete median
Parkside Lane	Concrete median	Concrete median	Concrete median
Chatswood Lane	Concrete median	Concrete median	Concrete median

Table 12: Proposed Measures

Measure	Measure	Measure	Measure
Concrete median	Concrete median	Concrete median	Concrete median
Concrete median	Concrete median	Concrete median	Concrete median
Concrete median	Concrete median	Concrete median	Concrete median
Concrete median	Concrete median	Concrete median	Concrete median

Table 13: Road Details

Road Name	Proposed Measure	Proposed Measure	Proposed Measure
Pacific Highway	Left turn bay	Concrete median	Concrete median
Mowbray Road	Left turn bay	Concrete median	Concrete median
Parkside Lane	Concrete median	Concrete median	Concrete median
Chatswood Lane	Concrete median	Concrete median	Concrete median

Table 14: Proposed Measures

Measure	Measure	Measure	Measure
Concrete median	Concrete median	Concrete median	Concrete median
Concrete median	Concrete median	Concrete median	Concrete median
Concrete median	Concrete median	Concrete median	Concrete median
Concrete median	Concrete median	Concrete median	Concrete median

Table 15: Road Details

Road Name	Proposed Measure	Proposed Measure	Proposed Measure
Pacific Highway	Left turn bay		

Mowbray Rd and Hampden Rd intersection design – Council proposal

