

26 May 2020

Sydney Metro City & Southwest,  
PO Box K659  
Haymarket NSW 1240

### **STATION DESIGN AND PRECINCT PLAN – ARTARMON SUBSTATION**

The Artarmon Progress Association (APA) welcomes the opportunity to provide comments on the Artarmon Substation Design and Precinct Plan.

The APA has identified two key concerns.

#### **1. The building form is out of character with the neighbourhood**

The prefabricated buildings, essentially construction buildings, surrounded by a corten (rust finished surface) fence, are out of character with the neighbourhood (Figures 1 to 3).

It is also out of character with the images of the substation as depicted in the Chatswood to Sydenham May-June 2016 Environmental Impact Statement Summary (EIS) (Figures 4 and 5). These figures show a well-designed single building with a sparse fence that cannot be used as a graffiti billboard.

The neighbourhood is characterised by large buildings of two or more storeys setback from the street and generally of brick, or cement rendered brick and paint.

The setbacks of neighbouring buildings are:

- Reserve Road setback is 2.44 m (8 feet)
- Whiting Street setback is 2.64 m (8 feet 8 inches).

The proposed Artarmon substation is not setback from the boundary.

The exterior rust-coated 'corten' steel fence of the proposed design will likely become the local graffiti billboard causing adverse social issues for the community.

The buildings and any fences should comply with setbacks to neighbouring buildings.

The building should have the form of a single building.

If a fence is required it should be black with sparse railings, similar to the one included in the 2016 EIS Summary (Figure 5). Such fences are difficult to imprint an image or tag and are used for many TfNSW projects.

## **2. Conflict with the Beaches Link plan for Reserve Rd**

The Station Design and Precinct Plan (SDPP) was completed on 30 April 2017, three years before the “Western Harbour Tunnel and Warringah Freeway Upgrade March 2020” illustration (Figure 6) was released by TfNSW.

The SDPP was also completed three years before the Western Harbour Tunnel EIS was released with plan information for Reserve Road Artarmon. Extracts are provided in Appendix 1.

The substation plan has not been updated to eliminate the conflict which otherwise reduces the Reserve Road footpath width from 3.66 metres to 1.86 metres.

The conflict arises from:

- The Western Harbour Tunnel EIS Appendix F Technical working paper: Traffic and transport (see extracts in Appendix 1) says the Reserve Road motorway overpass will be widened to 6 lanes using the bridge footpaths (each 1.8 m wide). The overpass will need widening on its eastern side for an extra road lane and pedestrian-cycle path.

The westward shift of the Reserve Rd roadway by 1.8 m needs to apply between Barton Rd and Dickson Ave due to the motorway ramp layout, Reserve Rd congestion, and the current poor Level of Service rating of ‘F’ for the Barton Rd and Dickson Ave intersections. Figure 7 provides an illustration of the likely layout of Reserve Rd between Dickson Ave and Barton Rd.

As the substation will be there for at least a century, provision needs to be made for the road widening whether it proceeds with the Beaches Link project, or not, due to the current congestion of Reserve Rd.

A setback of 2.44 metres becomes a setback of just 0.64 metres from the footpath with the road widening.

The APA would be happy to discuss the concerns raised in this submission.

Yours faithfully,



Georgina Roussac  
President  
Artarmon Progress Association

### **Who we are**

The Artarmon Progress Association, Inc. (APA) was founded in 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 quarterly 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.





**Figure 2 – Station Design Figure 5.2 Artarmon Substation Building Setback**



(From Section 6.1.4. Materials and Finishes)

**Figure 3 – Finish Type 1 - Folded and perforated pre weathered -Weathering Steel (Corten)**



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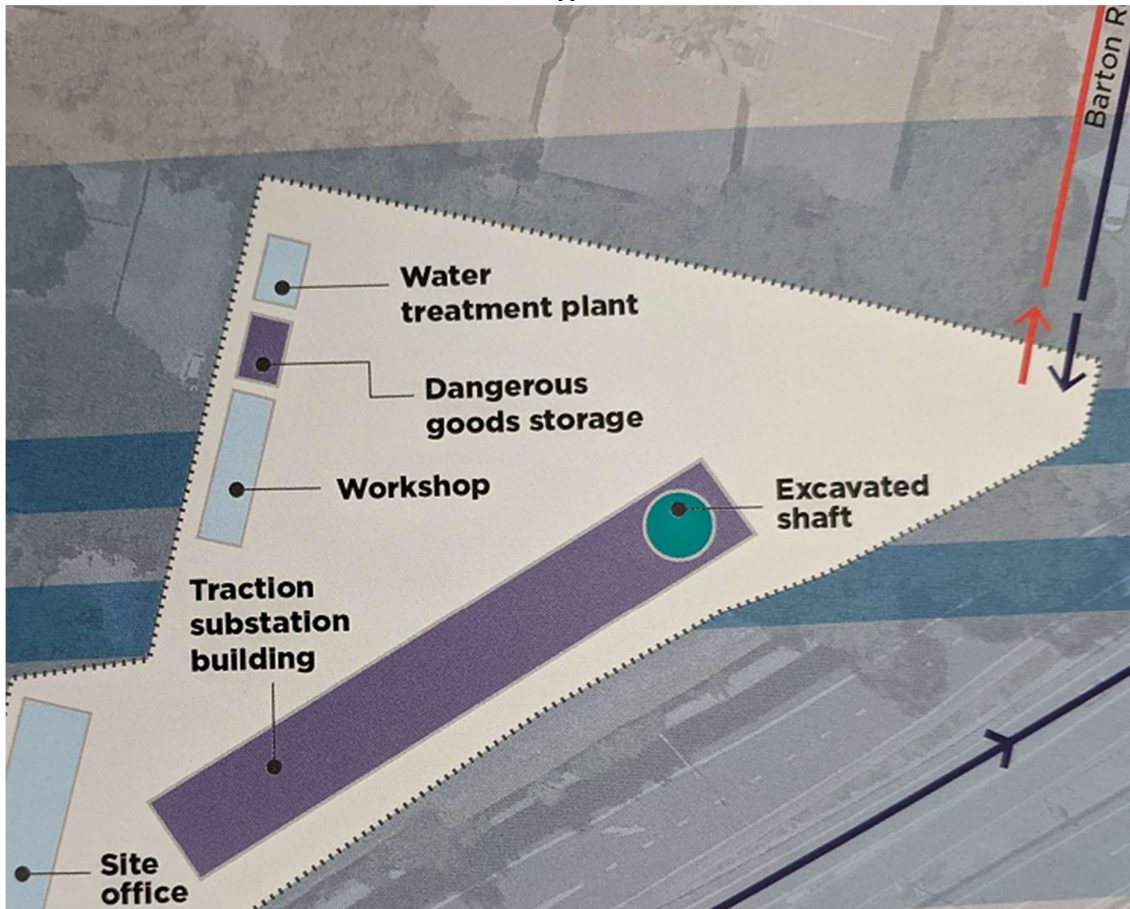


Figure 4: Plan Artarmon Substation, Barton Rd, Chatswood-Sydenham May-June 2016 EIS summary



**Figure 5 – Illustration of Artarmon Substation at Barton Rd site – Chatswood to Sydenham  
May-June 2016 EIS summary**



## Western Harbour Tunnel and Warringah Freeway Upgrade

March 2020



### How to use the new Warringah Freeway Upgrade

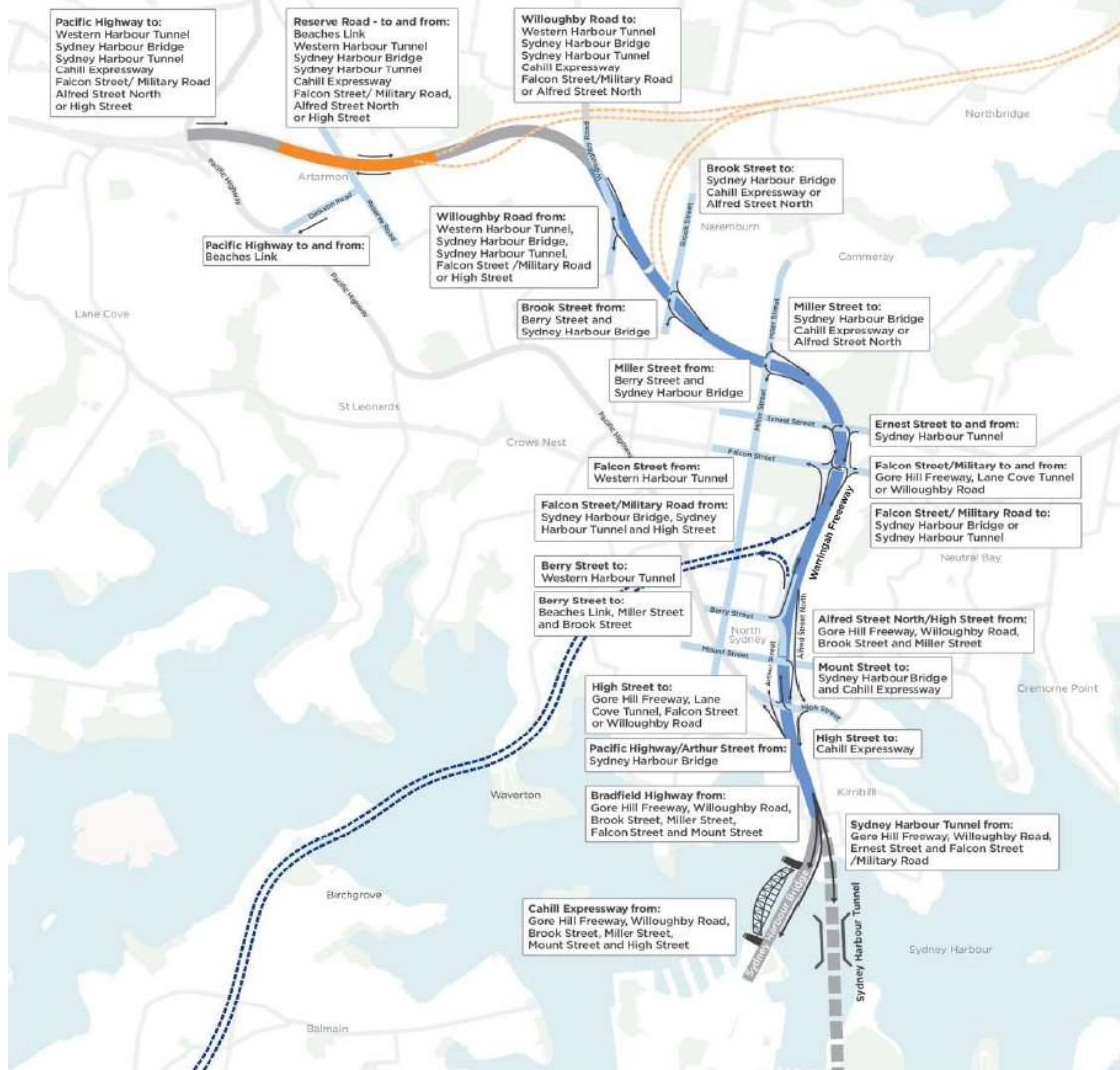
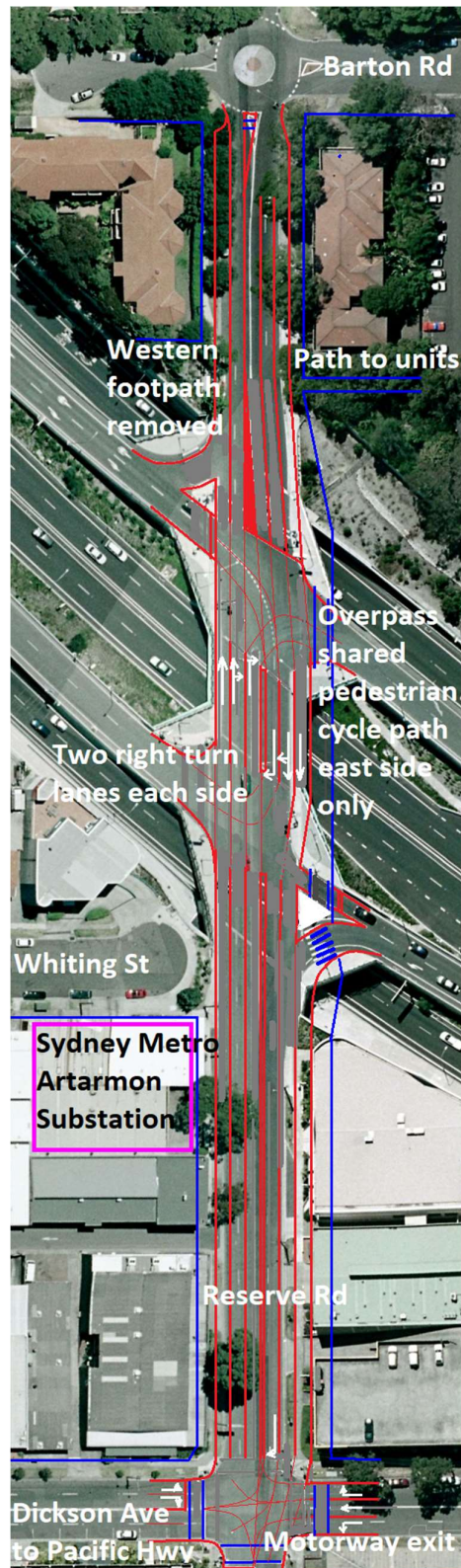


Figure 6 – Western Harbour Tunnel and Warringah Freeway Upgrade March 2020





**Figure 7 – Reserve Rd widening for Beaches Link project**

## **Appendix 1 - EXTRACT - WHT EIS Appendix F Technical working paper: Traffic and transport**

### **8. Cumulative operational impact assessment**

#### **8.6 Gore Hill Freeway and Artarmon**

##### **8.6.3 Intersection performance**

Analysis of intersection performance under the 'Do something cumulative' scenario indicates:

- The Reserve Road interchange would operate with comparable delays to the 'Do something' scenario, with delays on off ramps managed during peak periods to ensure the efficient operation of Gore Hill Freeway under the increased traffic demands of the 'Do something cumulative' scenario. This would increase localised delays at adjacent intersections along Reserve Road, with Dickson Road and Barton Road continuing to operate at a relatively poor Level of Service rating of 'F'.

APA note: 'Cumulative' means both the Western Harbour Tunnel and Beaches Link are built.

##### **8.6.4 Road network changes and access arrangements**

Local road changes as part of the Gore Hill Freeway Connection are required to integrate the Beaches Link Tunnel with the existing road network. This would involve:

- ... Dickson Avenue east of Reserve Road would be converted to a cul-de-sac. ... Access to Dickson Avenue west of Reserve Road would be maintained.
- Modifying the Reserve Road/Dickson Avenue intersection to accommodate the Beaches Link westbound off ramp.
- Installing traffic signals at the Pacific Highway/Dickson Avenue intersection to increase safety and connectivity.

Additional capacity would be provided at the Reserve Road bridge, with the existing footpaths converted to traffic lanes and a new footpath constructed on the eastern side of the bridge. The T2 transit lanes on the Gore Hill Freeway in both directions would be removed and converted to general traffic lanes to improve lane utilisation.