

22 November 2015

Sydney Metro Northwest  
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NSW 1670

Email: [info@metronorthwest.com.au](mailto:info@metronorthwest.com.au)

Dear Sirs,

**Submission re: Sydney Metro Northwest - Willoughby to North Chatswood 33kV underground feeder power line**

**Summary**

The Artarmon Progress Association (APA) objects to the proposed route, option 5 - *East Chatswood, Brand Street*, because of its impact on local traffic and Artarmon Village shopping strip businesses. APA supports alternative routes that utilise the existing rail corridor.

**Issues with Proposal**

**1. Transport & access**

The proposed route along Hampden Rd will involve the partial closure of up to 2 lanes of roadway for an extended overall period estimated at between 6 -12 months.

Hampden Road is an important road. It is the only local road that connects St Leonards with Artarmon, Chatswood and the Gore Hill expressway. It is the only local road that can be used by Artarmon residents (and other south bound traffic) to reach the Artarmon industrial area, Artarmon Public School and Royal North Shore Hospital.

Hampden Rd is an essential thoroughfare for Artarmon residents. There is no alternative road that can be used. Hampden Rd is busy. Closure of two lanes of Hampden Road will cause serious traffic disruption. The daily passage through

Artarmon to the industrial area, schools, day care centres, hospitals and work destinations will be severely affected.

The impact from the proposed work in Hampden Rd will be exacerbated by its timing (2016 – 2017) which coincides with the major redevelopment of Artarmon Public School, a major construction project that requires access to/from Hampden Rd.

The proposed route also involves the construction of a jointing bay on the intersection of Hampden Rd and Brand St. This is the busiest intersection in Artarmon that is used whenever moving across Artarmon. The siting of a jointing bay at this intersection will (by itself) cause significant traffic disruption.

Further construction work is proposed for Brand St. Brand St is the only road that crosses the rail corridor, it is the only local road that connects the east and west sides of Artarmon. The partial closure of Brand St will seriously impede the daily life of Artarmon residents and businesses.

Artarmon will grind to a halt from the traffic disruption because the proposed route requires the extended partial closure of Hampden Rd and Brand St, and the creating of a jointing bay at Hampden/Brand intersection.

## **2. Economic impact Artarmon Village businesses**

The work program in Hampden Road will have significant detrimental impact on the Artarmon Village businesses located on Hampden Rd due to the traffic congestion and loss of on-street parking.

Much of the Artarmon Village business comes from people who drive and park on (or near) Hampden Rd.

Traffic congestion will deter people who currently drive to these businesses from continuing to do so. They will find alternative businesses to service their needs.

In addition the Hampden Road work will result in the loss of on-street parking due to the road closure and in order to accommodate the associated trucks, construction equipment, and construction personnel vehicles. The inability on (or near) Hampden Rd will limit this “drive-up” business.

This will cause devastating economic loss to these local businesses, both in the short and long-term, as business owners will not be able to sustain prolonged trading losses caused by customers avoiding the area, developing new shopping habits and failing to return their custom to the centre, on eventual completion of works.

### **3. High Cost**

At the information meeting held in Chatswood on Thursday 12<sup>th</sup> November, the presenter advised that using the rail corridor was not considered because the agency responsible for maintaining the power line could not be assured access by the different NSW government agencies responsible for the rail corridor.

APA understands that the cost of installing the power line in the existing rail corridor is significantly lower than the proposed route along Hampden Rd because it is a shorter, more direct route and does not require the same level of road excavation and make good.

APA is dismayed that Transport for New South Wales has been unable to get two subordinate agencies to work together to leverage existing infrastructure. It has instead proposed a higher cost option involving the extended partial closure of Hampden Rd.

### **4. Standalone Solution**

The proposed 33kV power line feeding the Epping to Chatswood metro line is an isolated standalone solution devised when there were no firm plans for the extension of the metro line beyond Chatswood.

In November 2015 Transport for NSW announced plans to extend the metro line from Chatswood through Artarmon and onto Sydenham. These plans involve the construction of rail tunnels from Chatswood, under Artarmon and onto the CBD. An electrical sub-station will be constructed in Butchers Lane, Artarmon to supply power via a small cable shaft to the metro line in tunnels below.

Butchers Lane, Artarmon is 600 meters from Ausgrid's Willoughby Subtransmission Substation, the power source for the proposed 33kV power line, and less than 300 meters from the proposed power line route. The Butchers Lane substation has the potential to power the Chatswood to Epping line, thereby removing the need to construct the proposed 33kV power line.

The Artarmon Progress Association notes that the stated need is that the 33kV power line be in place by 2019 for the reopening of the Chatswood to Epping line.

APA questions whether the 2019 target is an absolute requirement and whether a temporary alternative can be used whilst the Chatswood to Sydenham extension is being built.

If a temporary solution can be used, then a power solution integrated with the new Chatswood to Sydenham line extension would be viable. These solutions include:

- Feeding power direct from the Butchers Lane Artarmon substation via the electrical power lines established for the Chatswood to Sydenham line; or
- Laying the required 33kV power line inside the Chatswood to Artarmon tunnels that will be constructed;

Should the 2019 target date not be necessary, then using the new Chatswood to Sydenham metro infrastructure would be a low cost, viable option.

## **5. Lack of community consultation**

APA is disappointed at the lack of proper community consultation. There have been limited information sessions regarding the preferred route, accompanied by the message that work will commence within a few months.

There has been very little time provided for consultation, feedback, review or evaluation of community submissions.

The consultation process that has been adopted is perfunctory at best.

### **Use Existing Rail Corridor**

APA supports option 2, along the existing rail corridor, as the route for the 33kV power line. This route leverages the use of Transport for NSW's existing infrastructure and it allows the option of installing the power line above ground.

Option 2 eliminates the disruption associated with Transport for NSW's preferred option under Hampden Rd.

### **Conclusion**

The Sydney Metro power line route proposed by Transport for NSW will cause major disruption to the Artarmon community and businesses due to the extended partial closure of Hampden Rd.

The less disruptive, and potentially cheaper, alternative of using the existing rail corridor should be adopted.

The Artarmon Progress Association requests Transport for NSW not use its preferred option 5, under Hampden Rd, as the route for the 33kV power line and instead adopt option 2, along the existing rail corridor.

APA also request that Transport for NSW review the need for the 33kV power line and investigate using the infrastructure which will be built as part of the Chatswood to Sydenham metro extension.

Transport for NSW, by appropriately addressing the disruption from the proposed Hampden Road works, will demonstrate its ability to work with communities to mitigate the construction of this major item of infrastructure.

Yours faithfully,

**Christine Kelley**

President

**Who we are**

Artarmon Progress Association (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 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.