



15295
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Director, Infrastructure Projects Planning Services
NSW Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Submission: Via website

**SUBMISSION TO DRAFT WESTCONNEX M5 EAST (SSI 6788)
215-225 EUSTON ROAD, ALEXANDRIA**

We thank you for the opportunity to comment on the Environmental Impact Statement for the *WestConnex New M5* (SSI 14_6788) currently on public exhibition.

This submission has been prepared by JBA (Town Planning consultant) and Bitzios Consulting (Traffic consultant) on behalf Hailiang Property Group Australia Pty Ltd (Hailiang) in relation to a site at 205-225 Euston Road, Alexandria.

This submission relates to specific issues arising from a review of the Environmental Impact Statement (EIS) currently on public exhibition. Overall, this submission is supportive of the proposed design for Euston Road, specifically the proposed signalised pedestrian intersection, and the absence of a median strip or concrete barrier along Euston Road.

The key issues raised in this submission relate to:

- the impacts on existing and future uses for the site by way of access, during construction and thereafter;
- clarification of pedestrian and vehicle crossings east/west across Euston Road; and
- concern over potential traffic/parking impacts associated with changes in toll pricing and sensitivity analysis.

1.0 THE SITE

The site is located at 205-225 Euston Road, Alexandria on the western side of Euston Road between Sydney Park Road to the north and Campbell Road to the south. The site has a total area of approximately 2.15ha and has frontage to Euston Road of approximately 180m with three separate vehicle crossings. The site adjoins Sydney Park to the west. An aerial photo of the subject site is shown in **Figure 1**.



Figure 1: Aerial Photograph of the subject site (shown in red)
Source: SIX Maps

2.0 IMPACTS TO EXISTING AND FUTURE USES

Existing Use

The site is currently occupied by two, four-level commercial/industrial buildings supporting numerous commercial tenants. Tenants of the site include Fed Ex operating a 24/7 logistics and freight forwarding operation, and Kone elevators. The three vehicle crossings for this site are constantly utilised for access to and from Euston Road, from both directions. Currently, this access is unimpeded (left or right, in and out) and provides the necessary safe access required for large and heavy vehicles to the tenants.

Given the nature, significance, and scale of the existing Fed Ex operation on the site (as well as numerous other industrial uses) it is imperative that vehicle access be maintained at all times to the site, allowing vehicles to enter and exit onto Euston Road, in both directions. This access must be provided during construction, and subsequent operation of the New M5 East. In particular, this includes allowing access to and from the site for southbound vehicles.

Future Redevelopment

In accordance with the current zoning of the site under *Sydney Local Environmental Plan 2012* which is B4 Mixed Use and permits residential accommodation, Hailiang are considering plans to redevelop the site for mixed-use residential development.

Should a development application be lodged for the redevelopment of the existing site, Hailiang intend to consult with the Roads and Maritime Services (RMS) and Sydney Motorways Corporation with regard to vehicle and pedestrian crossing locations.

3.0 CROSSINGS AND DESIGN

As noted above, numerous vehicle crossings are located along the Euston Road frontage of the site. Maintaining these vehicle crossings, and access into and out of the site is critical to the existing commercial/industrial type businesses.

Hailiang is supportive of the proposed pedestrian intersection (and particularly the absence of a median strip or concrete barrier) across Euston Road in front of the site (as shown below in **Figure 2**), as well as the central turn lane that would allow southbound vehicle to enter the site, crossing Euston Road.

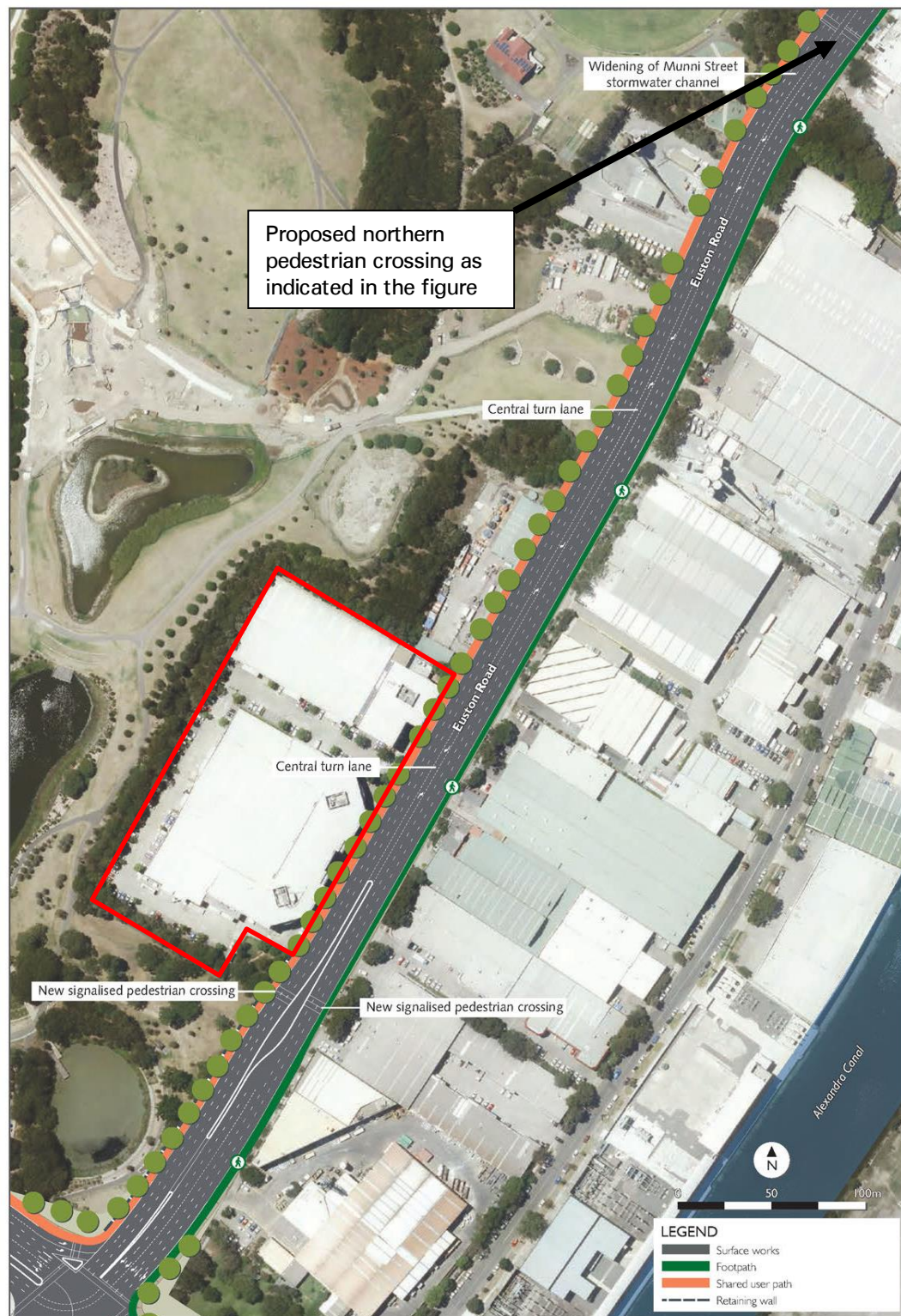


Figure 5-29 Euston Road widening and upgrades - map 1

Figure 2: Proposed Road Upgrades – Euston Road (site outlined in red)

Source: Figure 5-29 of WestConnex EIS

It is also requested that WestConnex provide clarification that pedestrian crossing east/west across Euston Road further north of the site (as indicated on Figure 5-29 of the EIS) will be delivered. In the diagrams and EIS document, this is not clear, but is supported by Hailiang.

Should the site be redeveloped in the future, a signalised intersection for both vehicles and pedestrians may be required by Council. Any redevelopment and intersection arrangement will adhere to the fundamental principles presented in the EIS, and may improve on them as part of an integrated solution in consultation with the RMS and Sydney Motorways Corporation. Hailiang intend to keep RMS informed and consult on a regular basis as the development plans for the site progress.

4.0 TOLL PRICING AND TRAFFIC ASSUMPTIONS

It is understood that WestConnex will have a capped distance-based tolling system, similar to the M7. Whilst figures for 2015 tolling are provided by WestConnex, given the delivery timeframe of the WestConnex project as a whole (including the new M5 East), concern is raised with regard to certainty around toll pricing and therefore assumptions made within the traffic modelling.

The primary concern relates to the impact on potential traffic volume should the toll be reduced from the forecast price that is proposed to be adopted. The reasoning behind this is that the traffic modelling is currently showing areas of motorway avoidance due to the introduction of a new toll on the existing M5 East. Economic/community/political pressures may result in a lower toll price which will attract higher traffic volumes around Euston Road which will place greater pressures to restrict parking along Euston Road for extended periods of the day. In addition, in section 5.7 of the EIS (Local Road Upgrades) the existing on-street parking along Albert, Campbell, and Burrows Roads are all proposed to be removed.

The WestConnex project is removing a significant number of car spaces in the area surrounding the site. An area to the north of the subject site has the potential to reduce this impact through the provision of additional public parking directly accessible for patrons of Sydney Park. Under this scenario, it would be anticipated that the existing signalised pedestrian crossing (as per Figure 2) could be rationalised with a combined signalised intersection into the public car park, and potentially the subject site.

The existing 24/7 Fed Ex freight forwarding and logistics operation on site requires ongoing and reliable access to and from the site. The concept of a potential signalised intersection is welcomed, with a turning lane across Euston Road supported.

In summary, we:

1. are in support of the current plan to maintain existing access provisions into and out of the site from Euston Road, and this level of access is maintained during construction;
2. request further details on the proposed signalised pedestrian (and vehicle) crossing shown on the plans to the north of our site along Euston Road;
3. are in support of the absence of a median strip / concrete barrier along Euston Road; and
4. request further confirmation / clarification of traffic volume projections ranges expected under a range of toll pricing scenarios to better understand what parking impacts are likely to eventuate.

Should you have any queries about this matter, please do not hesitate to contact me on 9956 6962 or sgouge@jbaurban.com.au.

Yours sincerely,



Stephen Gouge
Principal Planner