

Robert M Newman  
Unit 1 14 Cleland Road  
Artarmon NSW 2064

PO Box 114  
Artarmon NSW 1570

Director – Transport Assessment, Planning and Assessment  
NSW Department of Planning, Industry and Environment  
Locked Bag 5022  
Parramatta NSW 2124

**Re: Northern Beaches Link and Gore Hill Freeway Connection  
Environmental Impact Statement**

Thank you for the opportunity to provide feedback for the above project.

I live approximately 150 metres due north of the Artarmon east bound tunnel entry at 14 Cleland Road Artarmon. My unit (#1) is at the front of the block and faces the rail corridor in a development of 8 units. I have lived here for the last 24 years. (Map #1: Location of my unit)



Map #1: Location of my unit - Source <https://maps.six.nsw.gov.au/>

I have several concerns:

1. Parking in the local area - With Punch St becoming part of your work site and the removal of parking on the Hampden/Herbert bridge this will create a substantial loss of parking in the area.
2. Reserve Road / Gore Hill Freeway Intersection - The existing problem with the Reserve Road intersection is that north bound turning right (city bound) and south bound turning right (lane cove bound) both crossing paths meaning if one gets to move the other one does not.
3. Barton Rd / Reserve Rd (north) / Thomson Park - When the Lane Cove Tunnel was built it was identified that increased traffic may cause a potential problem in Barton Rd.
4. Cycle / Shared Pathway - The loss of this pathway during construction will be a serious concern for the community with safety implications.
5. Corner of Reserve Rd and Cleg St – These roads/streets do not currently join for vehicles at this corner.
6. Storm Water Tunnel / Pedestrian Access - Before the widening of the Gore Hill Freeway and the Lane Cove Tunnel it used to be possible to walk from Artarmon Park to Artarmon Reserve along a path between the sound barrier and the rail embankment.
7. Construction Noise - Given my proximity to the development, I am expecting to not get much peace for several years

I will cover each of these concerns and any suggestions or requests I may have.

## 1 - Parking in the local area

With Punch St becoming part of your work site and the removal of parking on the Hampden/Herbert bridge this will create a substantial loss of parking in the area. The northern side of Punch St has 75 parking spots.

The south section of Hampden Rd, Parkes Rd and Cleland Rd are used primarily by:

- Residents.
- Teachers at Artarmon Public School, when the school was redeveloped a few years ago parking was not included.
- Workers from the Artarmon Industrial Area.
- Worshippers at the Islamic Prayer Centre which is temporarily closed (due to COVID?) and being redeveloped.

Parking in the street has improved due to COVID but workers and worshippers are likely to return to the area soon. Parkes Rd and Cleland Rd also have a 4-hour parking restriction during the day, usually all of one side of the road.

A rough count of the section of Cleland Rd parallel to the rail corridor (2 to 36 Cleland Rd) indicates that it has about 80 spots. 12 of those spots are “90-degree angled parking - front to kerb” opposite 6 to 14 Cleland Rd. When the Metro workers were using the street, it was not unusual for more than ½ of these spots to have vehicles parked “rear to kerb” and ¾ of these (12) spots to have Metro workers’ vehicles in them. These workers would have shift changes in the early hours of the morning, turn their cars around in our driveway, the widest of the five driveways in the street and reverse with warning beepers into these spots.

While your documents indicate that your workers will be encouraged to use public transport the bus stops and train stations are 500-800 metres away and many of these workers have equipment to bring with them e.g. land surveyors.

## 2 - Reserve Road / Gore Hill Freeway Intersection

The existing problem with the Reserve Road intersection is that north bound turning right (city bound) and south bound turning right (Lane Cove bound) both crossing paths meaning if one gets to move the other one does not. Usually this means north bound traffic gets to move as it has more trucks which cars will give way to and trucks can also block physically the southern intersection and visually vehicles approaching in the southern left turning or straight lane thus stopping south bound flow.

To alleviate this issue my suggestion is remove part of this cross over issue. Please forgive the crudeness of my diagram. (Image #1: Reserve Rd traffic suggestion)

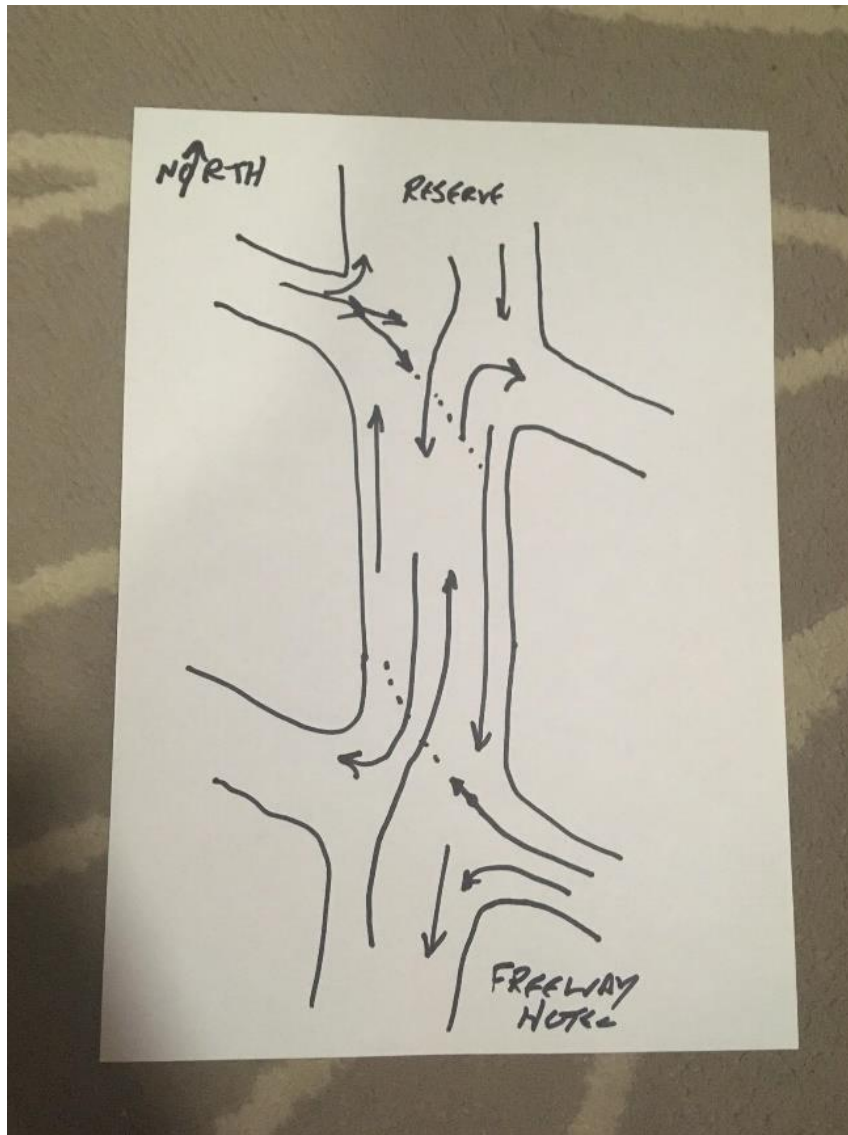


Image #1: Reserve Rd traffic suggestion

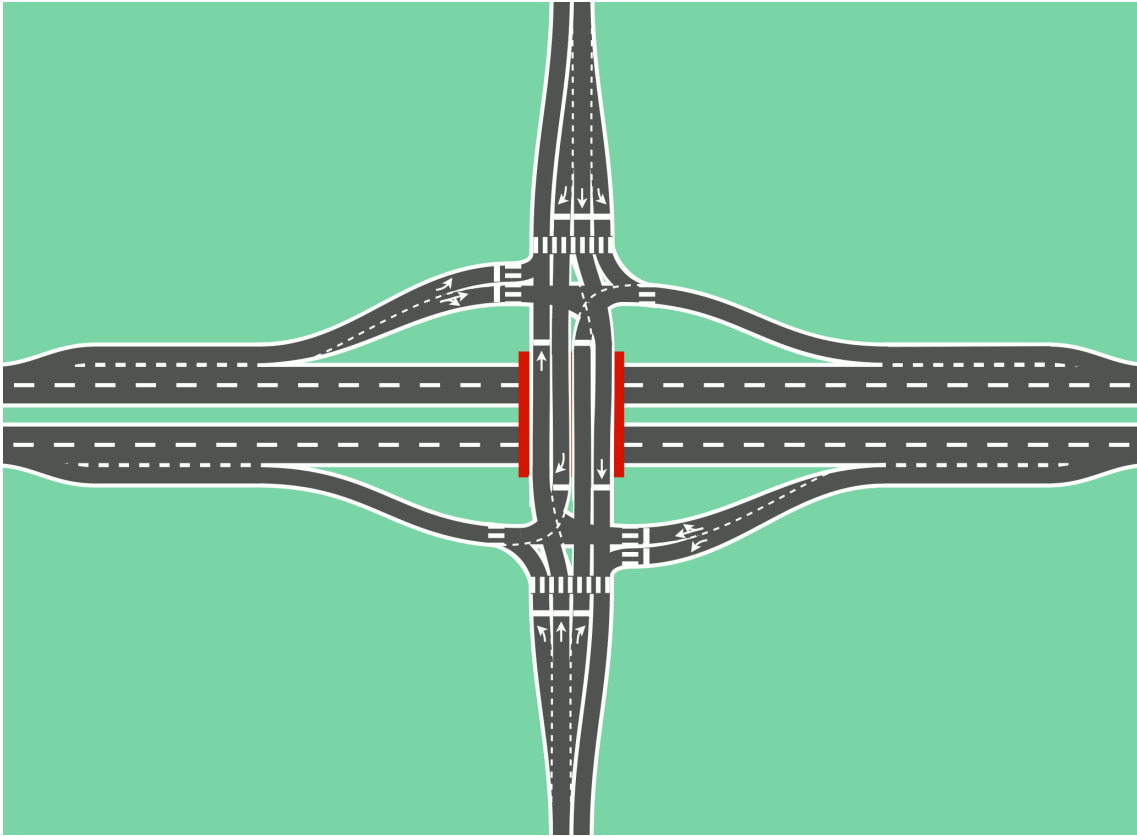


Image #2 - Source [https://commons.wikimedia.org/wiki/File:AS\\_CFL.svg](https://commons.wikimedia.org/wiki/File:AS_CFL.svg) (reversed)

A search of the internet tells me that this (Image #1 & #2) traffic intersection arrangement is a Contra Flow with Right Turn.

One can see the similarities between the above diagram (Image #2) and the existing Reserve Rd bridge intersection.

Any solution for this intersection needs to include consideration of the existing roundabout on Barton Rd as this provides a limited in peak hour south bound traffic flow and as such also limits departing traffic north bound in peak times.

### **3 - Barton Rd / Reserve Rd (north) / Thomson Park**

When the Lane Cove Tunnel was built it was identified that increased traffic may cause a potential problem in Barton Rd. Addressing these problems was a condition of consent of the LCT. However the Lane Cove Tunnel Artarmon Local Traffic Management Group's plan was just to "tick a box".

The introduction of traffic calming devices in the northern section of Reserve Rd made Barton Rd more desirable than Jersey Rd to drivers heading for Hampden Rd. According to Google Maps Barton Rd is a bigger (shown wider) road than Reserve Rd along side Thomson Park.

I can understand councils desire to slow down traffic outside the park where Reserve Rd is a generous 4 lanes wide, but this has come at the expense of Barton Rd where it is 3 cars wide. The school that has probably double in student numbers since the LCT opened and Barton Rd has become the preferred path for traffic that drives past Artarmon shops, and drag races to Barton Rd with little consideration for the 50 kmh speed limit or that they are about to hold up south bound traffic on Hampden Rd while they try to turn right into Barton Rd to meet the 40 kmh school zone and pedestrian crossing.

In PM peak hour the roundabout at the corner of Barton Rd and Reserve Rd is gridlocked.

Increased traffic both during construction and post opening of the Beaches Link is likely to exacerbate this issue.



## 4 - Cycle / Shared Pathway

The loss of this pathway during construction will be a serious concern for the community with safety implications.

The moving of this pathway to a new route adds multiple road crossings to the route with at least 2 sets of lights.

While I do not get my bike out as often as I should my regular running path is along this pathway to Pacific Hwy, back along the partway to Artarmon Reserve, north to Weedon Rd, back down to the shared pathway, east to Naremburn shops, back to Bicentennial Reserve, east to Flat Rock Dr, turn around at Market St and home again along the shared pathway exiting at Herbert St.

While the shared pathway is not completely flat the hills are manageable as it is basically the valley that the creek (Flat Rock Creek) used to run along. Your plan is for people to climb out of this valley to get to Cleg St and Lambs Rd and drop back down again afterwards.

Reserve Rd is not connected to the shared pathway. Currently pedestrians can use the Freeway Hotel carpark. Reserve Rd sits 4.6 metres above the shared pathway with little space on either side for construction of access ramps between Reserve Rd and Gore Hill Freeway. Are you planning on the cyclists and pedestrians going through your site on the east side or are they crossing Reserve Road to the west side?

Since this is a Transport NSW project and they include Sydney Trains you might like to put a shared pathway along the east side of the rail corridor from "37" Hampden Rd to "-1" Lambs Rd shown below (Map #2: Suggested shared path along rail corridor)



Map #2: Suggested shared path along rail corridor - Source <https://maps.six.nsw.gov.au/>

According to SIX Maps there is a dirt path there already so it is "simply" a matter of a removal fence between the path and the track. Perhaps a fence attached to the concrete barriers which are visible at the northern end near "37" Hampden Rd.

Whilst this does not address the loss of the shared pathway it would be a good addition to the north-south cycle infrastructure as it removes the drop into the Flat Rock Creek / Gore Hill Freeway valley and would connect up well with your planned shared pathway redirect at Lambs Rd and councils existing and planned system.

An additional benefit is that it would also allow children to watch the tunnel being built and your workers to transverse the GHF.



## 5 - Corner of Reserve Rd and Cleg St

Cleg St and Reserve Rd do not currently join for vehicles at this corner. While this is not a major problem for cyclists or pedestrian you also use this path as a description for your vehicle movements to the Punch St site.

Are you planning on opening this corner? If not then the "Cleg St and Reserve Rd" path you mention could be any of the following:

- Reserve Rd, Jersey Rd, Hampden Rd, Cleg St (sticking to main roads)
- Reserve Rd, Barton Rd, Hampden Rd, Cleg St (hope not per item #3)
- Reserve Rd, Dickson Ave (via your site) or Taylor Ln, Waltham St, Cleg St
- Reserve Rd, Frederick St, Herbert St, Cleg St (sticking to main roads)

The corner could be reopened but only for south bound traffic with a left turn into Cleg St and left turn out of Cleg St. Currently north board traffic can't turn at Dickson anyway so will not miss having the ability to turn right at Cleg St. Taylor Ln could then become east bound only. This would also stop vehicles who currently try to come out of narrow Taylor Ln trying to turn right.

However making Taylor Ln one way may cause issues for with the industrial block at 83 Reserve Rd with the paint store / beer wholesaler / auto parts store who have driveways in Taylor Ln. Also Victoria's Basement parking, the exit for the Northern Sydney Community Recycling Centre at 8 Waltham St and the Ambulance station parking are all located in Hesky Ln.

## 6 - Storm Water Tunnel / Pedestrian Access

Before the opening of the Lane Cove Tunnel and the widening of the Gore Hill Freeway it used to be possible to walk from Artarmon Park to Artarmon Reserve along a path between the sound barrier and the rail embankment.

There is a historic tunnel still there which the storm water runs through, see image below (Map #3: circa 1943 aerial image). Obviously, you will need to be doing some work in this area as this tunnel is between the planned new road tunnel and Gore Hill Freeway. This storm water tunnel could be made into a pedestrian tunnel like the storm water tunnel under Willoughby Rd further downstream.



Map #3: circa 1943 aerial image - Source <https://maps.six.nsw.gov.au/>

The tunnel retaining walls can be seen near the centre of the above image (Map #3: circa 1943 aerial image) and the pedestrian paths leading to it.

Below is a photo (Image #3: Storm Water Tunnel East) taken looking west from Artarmon Reserve (east side). This end of the tunnel has been extended at a later date. It has a diameter of around 5.0 metres (16 ½ feet) and a height about 4.5 metres (15 feet).



Image #3: Storm Water Tunnel East

Below is a photo (Image #4: Storm Water Tunnel West) taken looking east from Artarmon Park (west side). It has a diameter of 4.4 metres (14 ½ feet) and a height of 2.7 metres (9 feet).



Image #4: Storm Water Tunnel West

Reinstatement of this access path could also be connected to the cycle / shared pathway suggested in item #3 above via the rail access gate opposite 6 Cleland Rd.

## **7 - Construction Noise**

Given my proximity to the development, your expected construction noise figures and the vehicle parking issues mentioned in Item #1 above, I am expecting to not get much peace for several years.

I do notice that there will be the addition of sound barriers to the Gore Hill Freeway / Beaches Link east bound access between Hampden Rd and the rail corridor, so for that I am thankful.

## **Conclusion**

The construction and future use of the Northern Beaches Link provides little for me or Artarmon just the promise of problems now and of more traffic and parking issues in the area in future.