

01 March 2021

Transport for NSW  
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To Whom It May Concern,

## **SUBMISSION: BEACHES LINK AND GORE HILL FREEWAY CONNECTION**

### **1 Introduction**

This Planning Submission (Submission) has been prepared by SLR Consulting Australia Pty Ltd (SLR) on behalf of our client, Keneco Property Pty Ltd (client), in general support of the Beaches Link and Gore Hill Freeway Connection subject to consideration of the recommendations outlined below.

Keneco Property has appointed SLR to assist in developing a response to the infrastructure development. The following exhibited documents have been considered within this application:

- + ***Beaches Link and Gore Hill Freeway Connection Environmental Impact Statement***

SLR has undertaken an analysis and review of this document as it may impact the existing and future development of Keneco Property and Kennards Hire operations in the locality and have considered their opportunities.

We understand that the Beaches Link and Gore Hill Freeway Environmental Impact Statement is on public exhibition until 20 July 2020 so interested parties can make a submission. Keneco Property appreciates the opportunity to provide written input regarding the planning proposal.

### **2 Background**

The Beaches Link and Gore Hill Freeway Connection is a major transport infrastructure project that will create an alternative to the Military Road/ Spit Road and Warringah Road corridors to relieve traffic pressure on the North Shore. The project is proposed to provide a range of benefits to freight, public transport and private vehicles users through creating faster travel times and providing alternate routes to existing congested areas of Sydney. The project specifically comprises of:

- + *A new motorway tunnel connection across Middle Harbour from the Warringah Freeway and Gore Hill Freeway to the Burnt Bridge Creek Deviation at Balgowlah and Wakehurst Parkway at Killarney Heights. The project also includes a surface upgrade of Wakehurst Parkway from Seaforth to Frenchs Forest and upgrade and integration works to connect to the Gore Hill Freeway and Reserve Road at Artarmon.*

The scope of this submission is to:

- + Analyse the ongoing and potential traffic impacts of the Beaches Link and Gore Hill Freeway Connection during both the construction and operational phase of the development, specifically in Artarmon.

### 3 Site

This submission specifically relates to three sites located within the industrial area of Artarmon, being 16 and 18 Herbert Street and 13 Waltham Street in Artarmon, refer to Figure 1 below.

The sites are located north of the health precinct and directly west from the IN2 zoned land across Herbert Street. These sites are currently utilised for a range of different industrial purposes.

Access to 16 and 18 Herbert Street is currently via Herbert Street, with a secondary access point off a driveway from Cleg Street. Access to 13 Waltham Street is via Waltham Street.



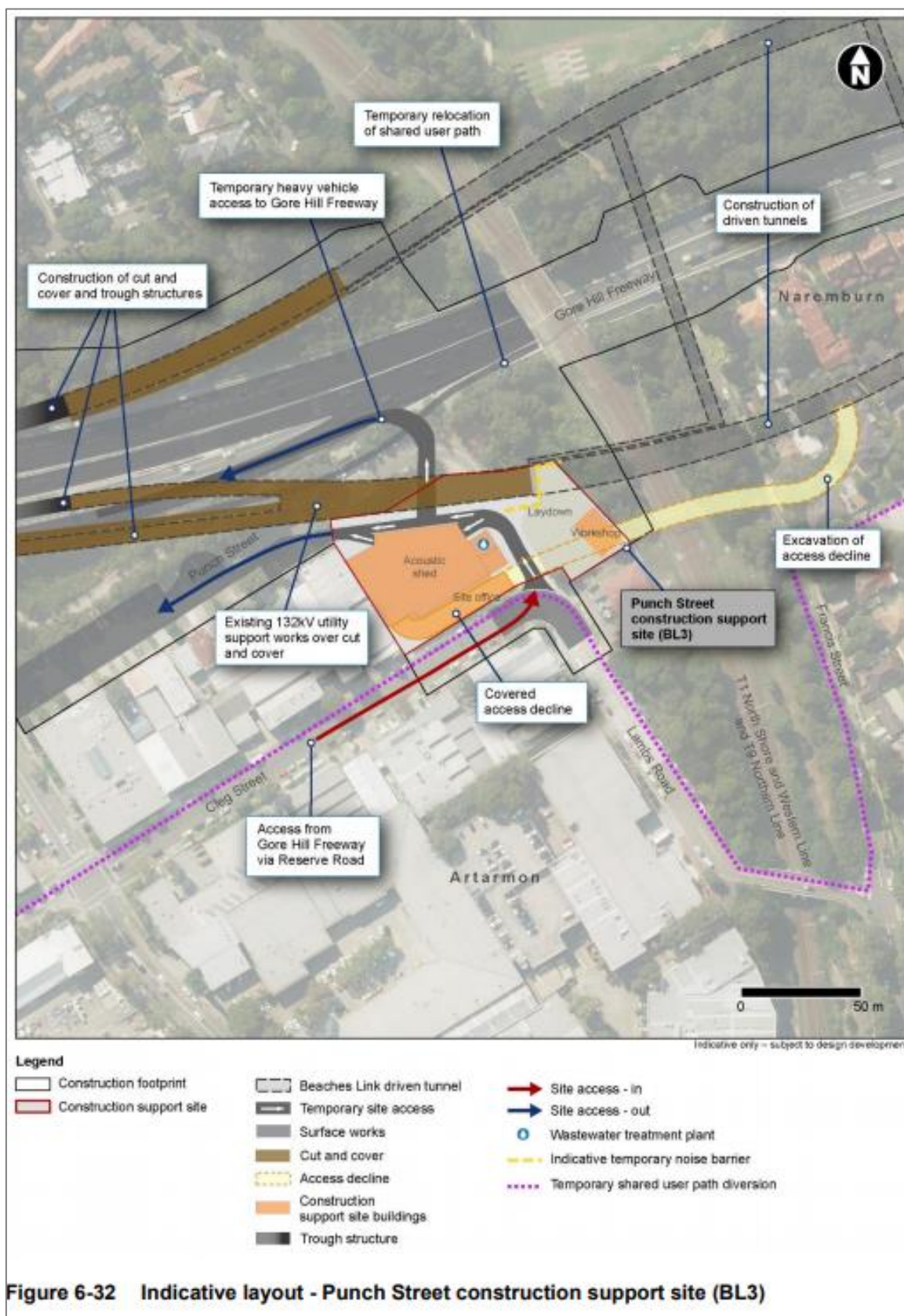
**Figure 1** Locality Plan (Source: Six Maps)

### 4 Proposal

#### 4.1 Construction

The construction phase of the development involves the creation of two construction support sites within the suburb of Artarmon, as detailed in Chapter 4-7 of the Environmental Impact Statement. The two sites include the Punch Street Construction Support Site and the Dickson Avenue Construction Support Site (See Figure 1 and Figure 2 below). The construction phase of the proposal is likely to have significant impacts on the existing road network and access to sites within Artarmon. This is discussed in further detail in Section 5 of this submission.





**Figure 2 Punch Street Construction Support Site (Source: Chapter 6 Construction Work - Environmental Impact Statement)**



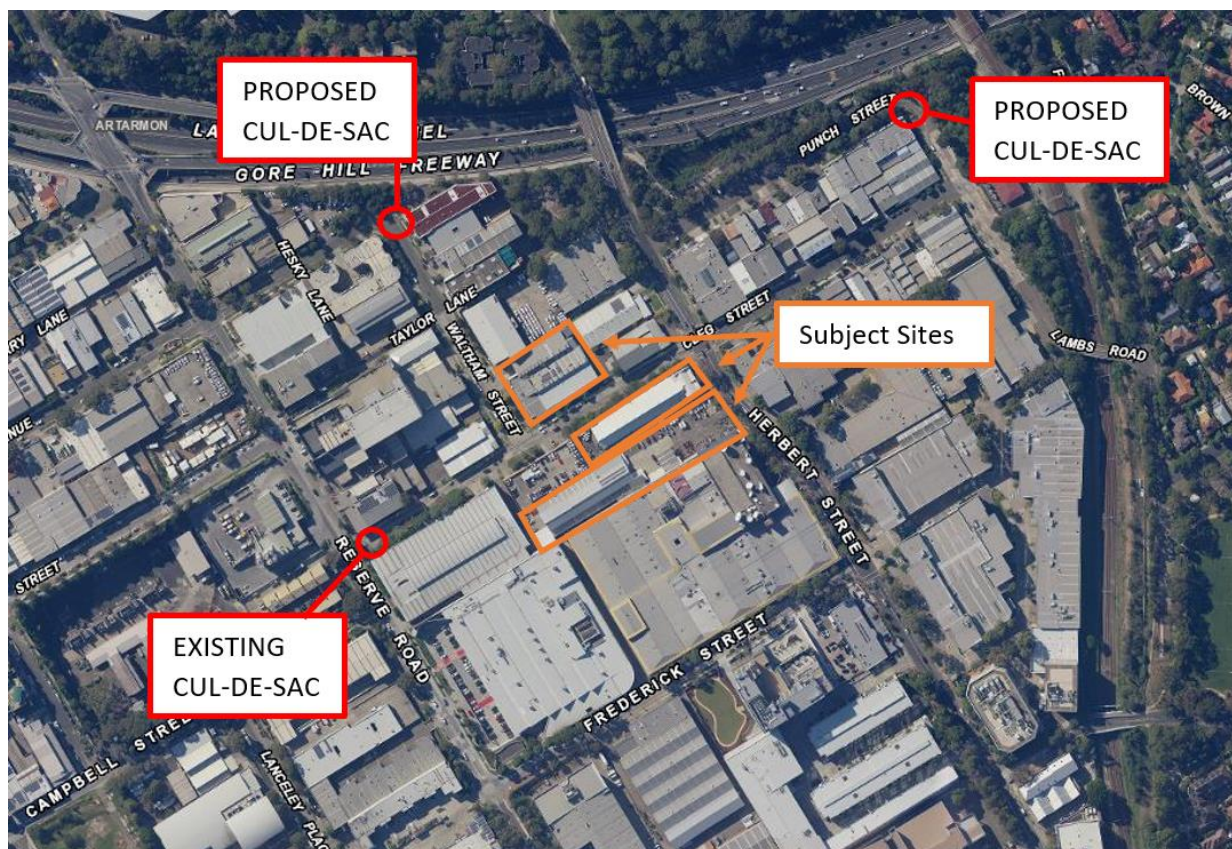
**Figure 3 Dickson Avenue Construction Support Site (Source: Chapter 6 Construction Work - Environmental Impact Statement)**



## 4.2 Operational

The proposal will involve substantial changes to the existing road network in the suburb of Artarmon, as discussed in *Chapter 9 Operational Traffic and Transport* of the Environmental Impact Statement. The following changes to the road network are proposed:

- + *Dickson Avenue east of Reserve Road would be converted to a cul-de-sac, and property access from Reserve Road would be removed to accommodate the westbound off ramp onto Reserve Road. Access to properties would be provided via Hesky Lane and the surrounding road network, such as Taylor Lane, Cleg Street, Herbert Street and Waltham Street. Access to Dickson Avenue west of Reserve Road would be maintained*
- + *The Reserve Road/Dickson Avenue intersection would be modified to accommodate the westbound off ramp onto Reserve Road*
- + *Lambs Road would be disconnected from the road network between Punch Street and Cleg Street to facilitate the installation of tunnel support facilities. Lambs Road would connect directly onto Cleg Street at its northern end while a cul-de-sac would be installed on Punch Street at its eastern end. Vehicles would be redirected from Lambs Road to Punch Street and Herbert Street. This would not substantially increase the travel time, with the additional distance is limited to around 480 metres*
- + *Traffic signals would be provided for the Pacific Highway/Dickson Avenue intersection to increase safety and connectivity*



**Figure 4 Proposed Changes to the Suburb of Artarmon (Source: Six Maps)**

## 5 Discussion

### 5.1 Construction

The Punch Street and Dickson Avenue Construction Support Sites are likely to create significant traffic and access changes to the area. Access to the Punch Street Support Site will be provided via Cleg Street and Reserve Road, while access to the Dickson Avenue Support Site will be provided via Dickson Avenue and Reserve Road. It can be expected that this will generate significant heavy vehicle traffic through these roads and is likely to have impact on traffic flow in surrounding streets. This is also likely to restrict and create difficulty in accessing existing properties surrounding the site.

### 5.2 Operational

The proposed cul-de-sac on Dickson Avenue and subsequent restrictive access to existing properties on Reserve Road, is likely to have negative implications on the existing road network. The proposal is likely to create increased traffic on surrounding roads including Taylors Lane, Herbert Street, Cleg Street and Frederick Street, as travellers seek to find alternate routes. Additionally, the proposed cul-de-sac on Punch Street will restrict access via Lambs Road to both the motorway and surrounding streets. This change to the road network will create additional traffic generation on existing streets, specifically Herbert Street. These changes are likely to have negative impacts on the accessibility to existing properties, as increased traffic will create difficulty in turning into properties, specifically for heavy vehicles. Subsequently, this is likely to impact future development in the area and the property value of the area.

The restriction of access from Waltham Road to Reserve Road will create an inconvenience to existing property owners and is likely to increase travel time to and from the sites. Travellers will be required to detour by backtracking to Cleg Street, Herbert Road and Frederick Street. This alternate route includes traffic lights and will significantly increase the travel time of road users looking to exit the area and access the motorway. As discussed above, this re-routing will also increase the traffic flow quite significantly on Cleg Street, Herbert Street and Frederick Street, increasing the potential for traffic congestion in the future.

The existing cul-de-sac from Cleg Street to Reserve Road restricts traffic flow between these two streets. It is proposed that a possible alternative to the above discussed issues is the removal of this cul-de-sac to improve accessibility in the area following the development of the two additional cul-de-sacs in surrounding streets. The removal of this cul-de-sac will create a connection between Cleg Street and Reserve Road, which will be beneficial for travellers needing to find an alternate route when travelling from Waltham Road, to enable improved access to Reserve Road and decrease travel time. The removal of the cul-de-sac will also reduce the need for travellers to utilise Herbert Street and Frederick Street, which will assist in preventing increased traffic congestion in the area.

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## 6 Conclusion

This planning submission is lodged in general support of the Gore Hill Freeway and Beaches Link Connection. Keneco Property agree that the proposal will have positive benefits for road users travelling between Northern Beaches and surrounding areas of Sydney. However, Keneco requested that Council take into consideration the recommendations and comments provided within Section 5 of this submission.

Transport for NSW is commended for taking initiative in upgrading the existing road network to create positive benefits for freight, public transport and private vehicles users by creating alternative routes and decreasing travel times in key areas of Sydney. Keneco Property would welcome being involved or consulted further if the opportunity arose.

If there are any questions relating to the above submission, please do not hesitate to contact me on (02) 4940 0442.

Yours sincerely,



GRACE MOSES  
Project Consultant - Planner