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Artarmon, NSW, 2064.

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**MEMO FOR:**        **Dept. of Planning, Industry & Environment.**

**BEACHES LINK & GORE HILL F'WAY CONNECTION.**

I write in support of a very important submission by Artarmon Progress Assn. (APA) on this proposed project.

Whilst the proponents of this link have extravagantly described its perceived attributes, these appear to be very limited, narrowly targeted and come at a considerable "cost" to the Artarmon Community in general and traffic movement in and access to Artarmon Ind. Area, in particular.

Indeed, given the limited destinations on offer, and poor access from Pacific H'way to the city what is the real benefit /purpose of the plans as proposed?

Additionally, the plans defy the "Axim" that main roads traffic should be directed to main road and not secondary roads through residential and small local business "villages."

Unfortunately, this community already suffers from various iterations of RMS from unwanted, and avoidable, traffic from Mowbray Rd., west and poor design elements of the connection from Lane Cove tunnel to Pacific H'way, Nth.

We do not need more unwanted and easily avoidable traffic and one questions whether this particular link, as designed, can be justified when there are better options for moving traffic from the "Peninsular" to the Macquarie area, eg. Boundary St., direct to Delhi Rd.

That said, there are soundly based opportunities being advanced by APA which would facilitate a far better outcome for all concerned.

A personal view is that the exit, west facing, portals, should be moved sufficiently to the east and to the centre of the GHF so that emerging traffic could safely merge / move to GHF lanes providing the full range of destinations as presently available and avoid closing Dickson Ave., east of Reserve Rd.

This would avoid and remove one of the most adverse feature of the whole project which simply directs all PH., and Longueville Rd. traffic into Artarmon.

If there is a negative in this approach, it is that the exit incline in the tunnel may be a little in excess of current standards. Is this really an issue given the overall benefits?

Heavy trucks are unlikely to be a feature of this connection.

Design engineers comments on the practicality of this option would be helpful, including reasons why it could not be supported.

If re-location cannot be supported, APA is demonstrating in its submission how a suite of key enhancements would resolve many of the adverse elements and consequences of the current plan, eg.,

1. Increased /adverse traffic impacts on Artarmon, extending the range of destinations to include PH., Nth., Longueville Rd. and suggest the following improvements to the plans:

- a. Alternate Reserve Rd / Gore Hill Freeway intersection options
- b. Additional southbound lane from Pacific Hwy into Beaches Link
- c. Additional link from Beaches Link to Pacific Hwy & Longueville Rd

2. Environmental Concerns:

- a. Impact on groundwater under Artarmon Reserve and Artarmon Oval
- b. Risk of contamination.

Whatever decisions are made on these matters, the management of traffic into and out of AIA will require changes, including, potentially, traffic lights at PH. / Dickson Ave.

Closure of Dickson Ave., East is a significant negative with adverse consequences, especially with plans for further development on the RNSH site and surrounds. Alternative, Frederick St., is already becoming congested.

#### **CONCLUSION:**

Designers have the opportunity to make worthwhile improvements to current plans and show some respect for the Artarmon community by NOT imposing unacceptable, “easy way out” consequences from the present plan.

I know the executive of APA would welcome the opportunity to work with you to enhance current plans.

**Keith S. Anderson.**