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**From:** Keith Anderson [<mailto:aandkanderson@ozemail.com.au>]  
**Sent:** Friday, 24 June 2016 5:51 PM  
**To:** DPE CSE Information Planning Mailbox <[information@planning.nsw.gov.au](mailto:information@planning.nsw.gov.au)>  
**Subject:** FW: PACIFIC HIGHWAY / MOWBRAY RD. INTERSECTION - SYDNEY METRO IMPACT / UPGRADE OPPORTUNITY.

MEMO FOR: THE MINISTER FOR PLANNING, HON. ROB STOKES, MP.

This is a copy of my memo addressed to a number of government ministers, including Hon. Rob Stokes, MP.

The auto reply from the Minister's office required completion of a form but I was unable to attach the basic submission which I have copied below.

Would you please forward this important submission to the Minister's office for his attention.

Your assistance will be appreciated.

Thanks,

Keith S. Anderson.

Ph. / Fax. 9411-1082.

37 Burra Rd., Artarmon, NSW., 2064.

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**From:** Keith Anderson <[aandkanderson@ozemail.com.au](mailto:aandkanderson@ozemail.com.au)>  
**Date:** Tuesday, 21 June 2016 at 4:18 PM  
**To:** "Willoughby Council Gen. Mgr. Council Gen. Mgr." <[email@willoughby.nsw.gov.au](mailto:email@willoughby.nsw.gov.au)>, <[lccouncil@lanecove.nsw.gov.au](mailto:lccouncil@lanecove.nsw.gov.au)>, Anthony Roberts <[lanecove@parliament.nsw.gov.au](mailto:lanecove@parliament.nsw.gov.au)>, <[office@stokes.minister.nsw.gov.au](mailto:office@stokes.minister.nsw.gov.au)>, <[office@gay.minister.nsw.gov.au](mailto:office@gay.minister.nsw.gov.au)>, <[office@constance.minister.nsw.gov.au](mailto:office@constance.minister.nsw.gov.au)>  
**Cc:** Peter Egan <[peteregan2001@hotmail.com](mailto:peteregan2001@hotmail.com)>, "[Pres@artarmonprogress.org.au](mailto:Pres@artarmonprogress.org.au)" <[pres@artarmonprogress.org.au](mailto:pres@artarmonprogress.org.au)>, "Giles-Gidney, Gail" <[Gail.Giles-Gidney@Willoughby.nsw.gov.au](mailto:Gail.Giles-Gidney@Willoughby.nsw.gov.au)>, Councillor Stuart Coppock <[stuart.coppock@willoughby.nsw.gov.au](mailto:stuart.coppock@willoughby.nsw.gov.au)>, "[Michelle.Sloane@Willoughby.nsw.gov.au](mailto:Michelle.Sloane@Willoughby.nsw.gov.au)" <[michelle.sloane@willoughby.nsw.gov.au](mailto:michelle.sloane@willoughby.nsw.gov.au)>, "Wright, Nic" <[nic.wright@willoughby.nsw.gov.au](mailto:nic.wright@willoughby.nsw.gov.au)>, Gladys Berejiklian <[willoughby@parliament.nsw.gov.au](mailto:willoughby@parliament.nsw.gov.au)>, Christine Kelley <[cdk@criticalits.com](mailto:cdk@criticalits.com)>, Keith Anderson <[ksa1@iinet.net.au](mailto:ksa1@iinet.net.au)>  
**Subject:** PACIFIC HIGHWAY / MOWBRAY RD. INTERSECTION - SYDNEY METRO IMPACT / UPGRADE OPPORTUNITY.

Memo for:

- \* Member for Willoughby and State Treasurer, Hon. Ms. Gladys Berejiklian, MP.,
- \* Willoughby City Council, General Manager, Mayor & Naremburn Ward Councillors.
- \* Lane Cove Municipal Council, General Manager.
- \* Member for Lane Cove and Minister for Ind., Res. & Energy, Hon. Anthony Roberts MP.,
- \* Minister for Planning, Hon. Robt. Stokes,

\* Minister for Roads & Maritime Services, Hon. Duncan Gay, MP.,  
\* Minister for Transport, Hon. Andrew Constance MP.,  
\* Transport for NSW - Sydney Metro.  
Cc. Pres. Artarmon Progress Assn., Mr. Peter Egan.

Addressees will be aware of and have roles and responsibilities in traffic management at this key intersection . However, some may not be aware of the adverse effects of constraints on traffic flows at the intersection on the Artarmon community. These include:

- \* unwanted through traffic from Mowbray Rd., (west) because of the lack of a Right Hand Turn from Mowbray Rd. (west,) south into Pacific Highway (PH), and
- \* limited turn right, north, from Mowbray Rd. (east) into PH. Long delays can be experienced.

Addressees are charged with ensuring the best outcome from the pending, long awaited, opportunity to up-grade this intersection.

Opportunity: - All will be aware:

- \* Tunnelling for the NW Sydney Metro projects will involve large scale acquisition by government (Dept.?) of land fronting PH., Mowbray Rd. and Nelson St., adjacent to the western side of the Nth. Shore train line between Mowbray Rd. and Nelson St.
- \* a pending development within the Lane Cove Council area of property on the SW cnr. of PH. / Mowbray Rd. which includes the historic, but now de-consecrated, Uniting Church building, along with its cemetery and gardens.
- \* Closure of Nelson St., and consequent loss of access from PH. for traffic travelling via Mowbray Rd. (west.)
- \* substantial medium / high density residential development in the Lane Cove Nth. area and need for increased public transport.
- \* There is scope to utilise portion of the Sydney Water property on the SE corners of Mowbray Rd. (east) at the intersection with PH.

Proposal:

Planners have the opportunity and responsibility to provide road widening on both PH and Mowbray Rd. (both sides of PH) to include:

- \* Two RH turn lanes from PH, southwards, turning west into Mowbray Rd. (west.) (i.e., Two additional lanes.)
- \* Two RH turn lanes in Mowbray Rd., (east side) turning north into PH., (i.e., one additional lane.)
- \* A new, additional lane for LH traffic turning from Mowbray Rd., (east side) south into PH.
- \* A new, short, additional lane in Mowbray Rd. (west side) for a new, RH turn south into PH.

Supporting Comment:

- \* RH Turn PH (southwards,) west into Mowbray Rd. (west): Closure of Nelson St. and major residential development make this a self-evident, high priority .
- \* Extra RHT lane, Mowbray Rd. (east,) north into PH. Reduce unacceptable delays through multiple traffic light sequences.
- \* Extra lane for LHT traffic from Mowbray Rd. (east,) south into PH. This will allow westbound traffic on Mowbray Rd. to flow without delays caused by LHT traffic stopped at the pedestrian crossing on the south side of the intersection.
- \* New RHT Mowbray Rd. (west) south into PH: Prevailing constraints on providing a dedicated RHT (south) lane can now be overcome with the de- consecration of the church and its incorporation into a proposed re-development of the site without compromising the building / gardens/ cemetery.

*The attached plan prepared by Peter Egan shows the suggested plans in clear, graphic form.*

Issues:

- \* PH Priority: There is a continuing need to maintain maximum traffic flows on PH. Constraining land use at the intersection has made it impracticable / unacceptable to facilitate changes to improve efficiency and access for non direct PH traffic.

Such delays have adverse flow-on impacts on efficiency / productivity of road users for which the whole community eventually pays.

\* Lack of RHT turn, Sth. into PH from Mowbray Rd.(west) and inefficiency of LHT, Mowbray Rd.(east) to PH (sth.) result in excessive traffic using alternative routes, including through Artarmon Village as it seeks access to the Gore Hill Freeway (GHF), Artarmon Ind. Area (AIA) and other Lower Nth. Shore destinations.

Without remedial action, now, this can only become worse with the huge residential developments in Lane Cove Nth. for whom Mowbray Rd. (west) is a major access / egress route.

It is acknowledged that multiple light phases are not popular at major intersections and can hinder traffic flow. However, it is submitted that by providing twin RHT lanes, traffic light cycles can be managed with shortened cycles to maintain acceptable traffic flows on the priority PH route and meet the needs of turning traffic.

The improved efficiency of the intersection should also reduce traffic seeking alternative /“rat” routes, including through Artarmon Village.

Opportunities:

The land acquisition for the NW/ Sydney Metro Rail, the pending redevelopment of the SW cnr. of the intersection and what should be an option, in need, to take a small amount of land from the Sydney Water site, together, provide a "once in a lifetime" opportunity to "fix" this intersection.

Question:

Can our community rely on our responsible leaders at both State and Local levels to to come together to take advantage of what is a great opportunity to overcome a long standing obstacle to efficient movement of essential traffic with the potential for so many economic, environmental and social benefits for both local and wider communities.

Recommended for acceptance and early action.

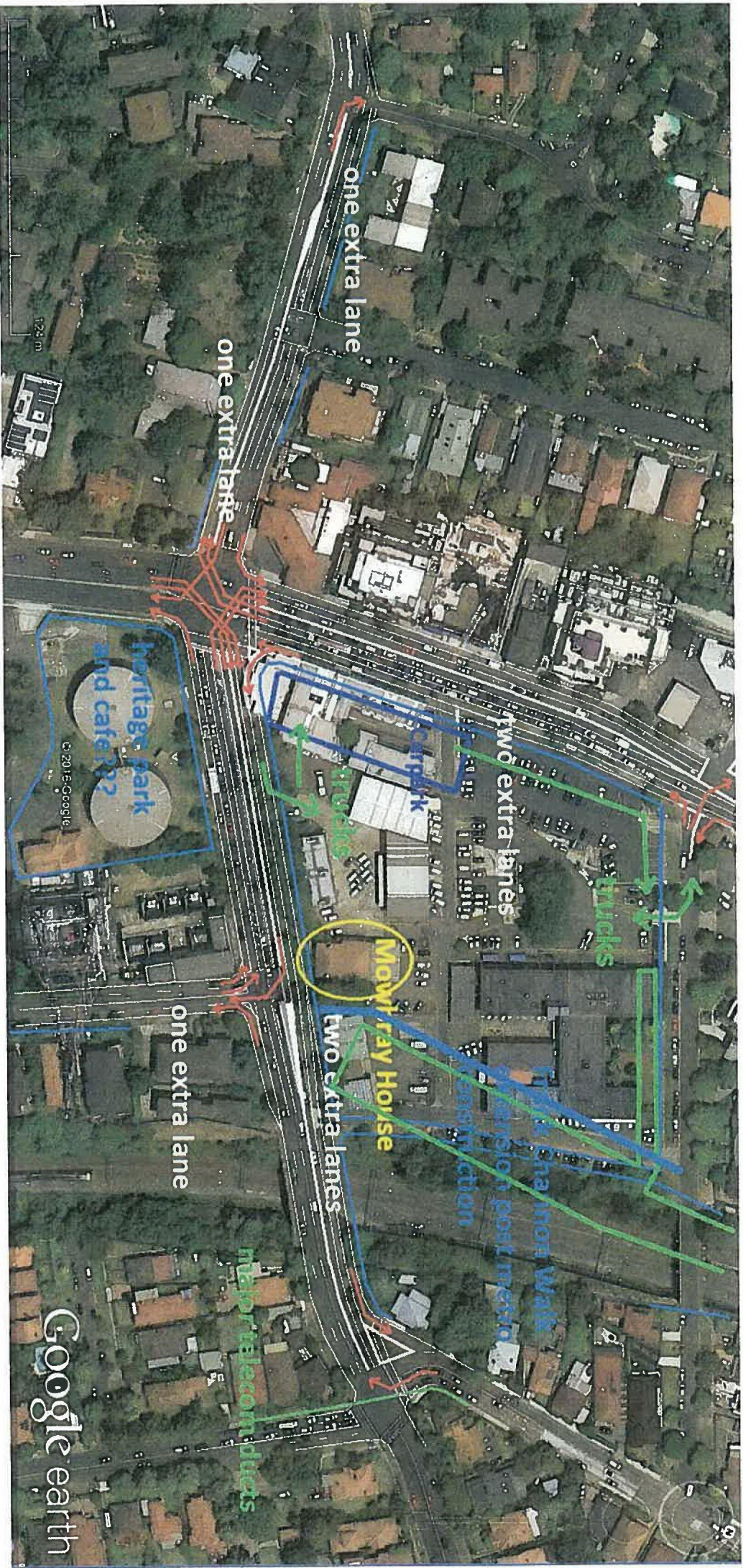
Keith S. Anderson.

Ph./ Fax. 9411-1082.

37 Burra Rd., Artarmon, NSW., 2064.



NORTH



SOUTH