

Our ref: 19688

18 December 2019

Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Belinda Scott

Dear Belinda,

RE: Submission – Sydney Gateway Road Project (SSI-9737)

We wish to make a formal submission on behalf of our client McDonald's Australia Ltd to the Department of Planning, Industry and Environment (DPIE) in relation to the proposed Sydney Gateway Road Project (SSI-9737). The submission below is reliant on the information available on the Major Projects page of the NSW Planning Portal on 16 December 2019.

McDonald's Australia do not object to the proposed improvements to traffic circulation and travel times within the vicinity of the Sydney airport precinct, however wish to request DPIE consider the impacts of the proposal to the existing McDonald's operation at Sydney Airport, at 9 Ross Smith Avenue, Mascot (hereon referred to as the McDonald's – refer Figure 1).

Figure 1 - The Site and Surrounds (Source: Google Maps)



McDonald's appreciate that the key features of the project include:

- + Road links to provide access between the Sydney motorway network and Sydney Airport's terminals, consisting of the following components:
 - o St Peters interchange connection – a new elevated section of road extending from St Peters interchange to the Botany Rail Line, including an overpass over Canal Road
 - o Terminal 1 connection – a new section of road connecting Terminal 1 with the St Peters interchange connection, including a bridge over Alexandra Canal and an overpass over the Botany Rail Line
 - o Qantas Drive upgrade and extension – widening and upgrading Qantas Drive to connect Terminals 2/3 with the St Peters interchange connection, including a high-level bridge over Alexandra Canal
 - o Terminal links – two new sections of road connecting Terminal 1 and Terminals 2/3, including a bridge over Alexandra Canal
 - o Terminals 2/3 access – a new elevated viaduct and overpass connecting Terminals 2/3 with the upgraded Qantas Drive
- + Road links to provide access to Sydney Airport land:
 - o A new section of road and an overpass connecting Sydney Airport's northern lands on either side of the Botany Rail line (the northern lands access)
 - o A new section of road, including a signalised intersection with the Terminal 1 connection and a bridge, connecting Sydney Airport's existing and proposed freight facilities on either side of Alexandra Canal (the freight terminal access)
- + An active transport link, about 1.3 kilometres long and located along the western side of Alexandra Canal, to maintain connections between Sydney Airport, Mascot and the Sydney central business district
- + Intersection upgrades or modifications
- + Provision of operational ancillary infrastructure including maintenance bays, new and upgraded drainage infrastructure, signage and lighting, retaining walls, noise barriers, flood mitigation basin, utility works and landscaping.

Of particular note to the McDonald's is the proposed changes to traffic circulation and flow in and around the Ross Smith Avenue precinct. The lodged application contains no assessment of the predicted changes to the vehicular access to the Ross Smith Avenue precinct, nor does it propose any mitigation measures to ensure that customers will continue to have convenient and logical access to the McDonald's site.

The following excerpts (Figures 2 and 3) from the Environmental Impact Statement indicate the proposed changes to the Terminals 2/3 ingress and egress.

Figure 2 - Proposed Intersection Layout - Terminals 2/3 Ingress

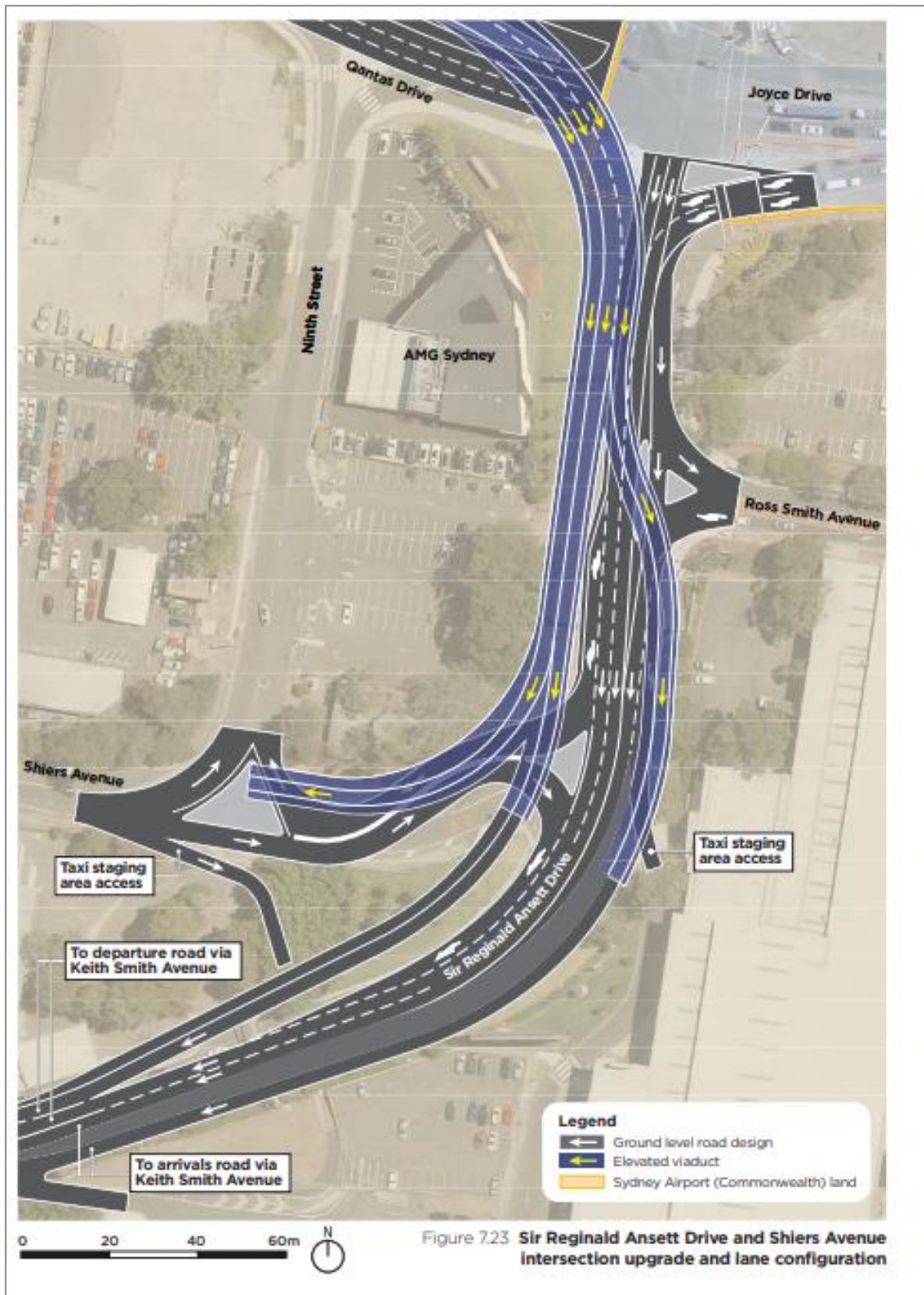
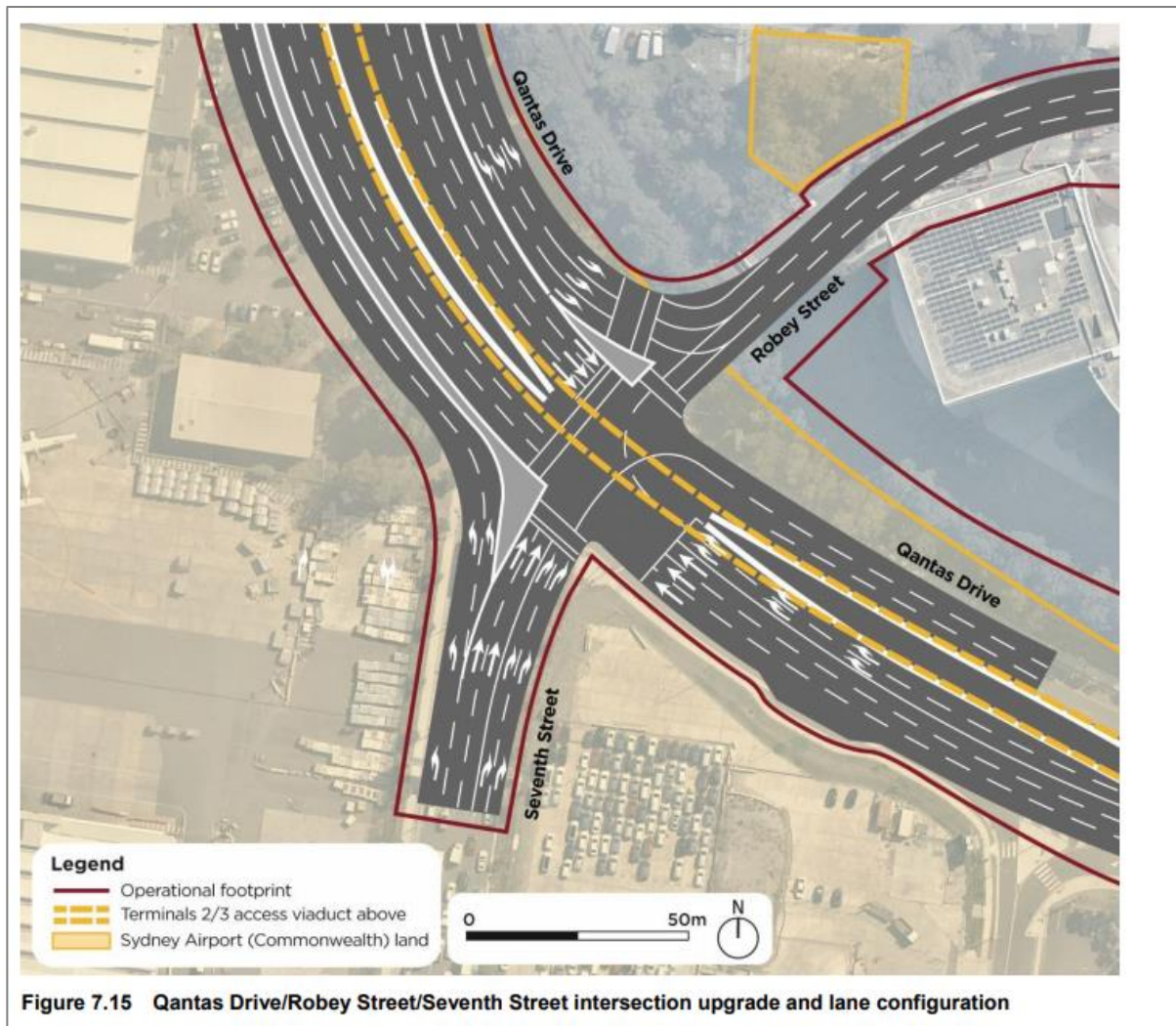


Figure 3 - Proposed Intersection Layout - Terminals 2/3 Egress



The proposal has not acknowledged that currently all traffic entering the Terminals 2/3 access point passes the intersection of Sir Reginald Ansett Drive and Ross Smith Avenue. The current arrangement facilitates access to the McDonald's for the passing trade arriving to the terminal. Motorists leaving the airport can also access the McDonald's by traveling east on Qantas Drive, and utilising the right hand turn into Sir Reginald Ansett Drive.

The Sydney Gateway Road Project will impact the ability for passing trade to access the McDonald's, noting the following constraints that result from the current design:

- + The proposed elevated overpass connecting Terminals 2/3 with the upgraded Qantas Drive terminates after the intersection of Sir Reginald Ansett Drive and Ross Smith Avenue. Consequently, a significant catchment of passing trade will not be in a position to access the businesses along Ross Smith Avenue in a convenient fashion.
- + The ability for east bound traffic on Qantas Drive to turn right into Sir Reginald Ansett Drive is unclear. Should traffic movement be restricted in this regard, it further restricts the ability for passing trade, including east bound motorists leaving Terminals 2/3 from being able to access the McDonald's via Sir Reginald Ansett Drive and Ross Smith Avenue.

- + The scope of this current proposal should include upgrading to the Ross Smith Avenue/Joyce Drive/General Holmes Drive intersection, as a means to provide alternative access for businesses in the Ross Smith Avenue precinct.

It is anticipated that the proposed traffic circulation changes will have a detrimental impact to the existing McDonald's, as it would significantly restrict the ability for passing trade to access the McDonald's.

The *Sydney Gateway road project – Road Technical Advisory and Environmental Advisory Services Sydney Gateway Road Project: Technical Working Paper 12 – Business Impact Assessment* has not addressed these impacts, but rather notes that:

The higher throughput of traffic on Qantas Drive may increase passing trade for take-away food and car services along Ross Smith Avenue in Sydney Airport precinct – north-east sector. It would also enhance the exposure of businesses fronting Joyce Drive and Qantas Drive, including hotels at the intersection of O'Riordan Street and Sir Reginald Ansett Drive.

Based on the available information, it is not considered that this statement is correct, and that further consideration of the impacts to the existing McDonald's is required.

Whilst acknowledging that future directional signage can be utilised, it is not considered that it is reasonable or practical to direct motorists leaving the airport, wishing to locate the McDonald's, to travel via Robey Street to O'Riordan Street. This alternative route is too disjointed and will cause confusion for cars. It is also not practical for cars utilising the overpass to have to circulate through the Terminal, back onto to the road network to access the McDonald's.

McDonald's request that the proposal be amended to address the following matters:

- + The existing right hand turn from Qantas Drive into Sir Reginald Ansett Drive be maintained. The congestion currently experienced at this intersection will be alleviated by the creation of the overpass. It is considered that this right hand turn can be maintained in the amended traffic environment.
- + The proposed direct right hand turn into Ross Smith Avenue from Joyce Drive is important, and should form part of the current proposal. This will require a large monolith blade/tower sign to properly identify the entrance and businesses within the Ross Smith Avenue precinct to passing traffic.
- + Consideration should be made to providing a direct access from Joyce Drive for the existing restaurants in the Ross Smith Avenue precinct.
- + Consideration should also be made for a direct exit from the overpass road onto Ross Smith Ave. The projected overpass road feeds into the Domestic terminal via a series of ramps which feed traffic directly to different sections (Car Park; Arrivals; Departures etc) however there is no opportunity to access Ross Smith Ave. Ross Smith Ave has two hotels in addition to the freestanding restaurants and it is important to provide vehicles an opportunity to access Ross Smith Ave via the overpass.
- + Further consideration of the impacts to the Ross Smith Avenue precinct is required during the construction phase, and it is requested that the following measures be implemented:
 - o No closure of roads during the day throughout the construction period. Any closure of roads must be limited to night time.

- At all times, access must be maintained through the main entrance to the Domestic airport at Sir Reginald Ansett Drive and cannot be completely closed.
- Appropriate traffic control and management of trucks on the road during the construction period, including truck movements and access times, to prevent trucks causing congestion on the road.
- Clear signage be installed and maintained throughout the construction period to avoid confusion.

We thank DPIE for this opportunity to make a submission in relation to the Sydney Gateway Road Project, and trust that the concerns raised will be addressed as part of the final design.

Yours sincerely



Benjamin Young
Managing Director
KDC Pty Ltd