

23 February 2021

Planning and Assessment
Department of Planning, Industry and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Attention: Director, Transport Assessment

Mosman Municipal Council
Civic Centre
Mosman Square
PO Box 211
Spit Junction 2088
Telephone 02 9978 4000
Facsimile 02 9978 4132
ABN 94 414 022 939

council@mosman.nsw.gov.au
www.mosman.nsw.gov.au

Dear Sir/Madam

Re: Submission on Beaches Link and Gore Hill Freeway Connection EIS Exhibition

On 16 December 2020 Council received a letter of notification from Transport for NSW (TfNSW) that the Beaches Link and Gore Hill Freeway Connection Environmental Impact Statement (EIS) had been placed on public exhibition.

Mosman Council at its meeting on 2 February 2021 considered the exhibition of the EIS for the Beaches Link and Gore Hill Freeway Connection and resolved that:

1. Council provide in principle support for the Beaches Link Project.
2. The Beaches Link and Gore Hill Freeway Connection Environmental Impact Statement (EIS) dated December 2020, prepared by Transport for NSW be received and noted.
3. A Councillor workshop be arranged in February 2021 with TfNSW to discuss the relevant matters highlighted in this report and any other matters to allow Council to finalise its submission.
4. Council's submission in relation to the Beaches Link and Gore Hill Freeway Connection EIS include the following:
 - a. A working Group to be established by TfNSW and include Mosman and North Sydney council with a view to including in the Beaches Link Project the revitalisation of the Spit-Military Roads Corridor to improve the corridor's function, amenity and accessibility as per the NSW Government's 'Movement and Place Framework' approach.
 - b. Adequate funding be provided in the Project Budget to fund all works in revitalising the Spit-Military Roads Corridor.
 - c. Details of the occupancy of Spit West Reserve be subject to a formal lease with Mosman Council and/or a Works on Council Property Application by TfNSW. TfNSW should seek to minimise any impacts as a result of this occupancy on adjoining stakeholders in the area.
5. Council seek support from North Sydney Council to establish the Working Group referred to in 4a above.
6. The General Manager be Delegated Authority to finalise the submission to TfNSW after the Councillor Workshop and finalise any details on a Working Group and potential occupancy of Spit West Reserve.

Mosman Council supports the Beaches Link Project in principle and understand that the project comprises a new underground motorway bypass of the Spit-Military Road and Warringah Road corridors. The proposed motorway tunnel will connect the Warringah Freeway at Cammeray and the Gore Hill Freeway at Artarmon to the Burnt Bridge Creek Deviation at Balgowlah and Wakehurst Parkway at Seaforth. The project also includes a surface upgrade of Wakehurst Parkway from Seaforth to Frenches Forest and upgrade and integration works to connect to the Gore Hill Freeway and Reserve Road at Artarmon.

Following are the main items raised in this submission:

Spit-Military Roads Corridor Improvements

Though the Beaches Link project is supported, Council is concerned about the failure to identify opportunities to improve the "Place" function of Spit-Military Road corridor.

A commonly understood principle in road-based transport is that the construction of additional road capacity encourages a corresponding increase of road traffic until the level of driver convenience achieves a new equilibrium. The EIS model predicts that daily traffic volumes along the Military Road corridor will effectively return to the volumes of daily traffic we currently experience today. In practice, it is possible that this may occur by 2027 or sooner if insufficient intervention is made to motivate the desired volume of through-traffic to use the Beaches Link.

The Mosman Local Strategic Planning Statement (March 2020) identifies the Western Harbour Tunnel and Beaches Link as offering the opportunity to revitalise the Spit-Military Roads Corridor, to improve amenity for residents and businesses, reduce traffic congestion and facilitate greater access for cycling, walking and public transport. The LSPS includes the following planning priority and actions of relevance:

- Planning Priority 10: Reimagine the Spit-Military Roads Corridor to improve function, amenity and accessibility in response to the Western Harbour Tunnel and Beaches Link.
- Action 1: Advocate to the NSW Government that the Western Harbour Tunnel and Beaches Link must include measures that improve the amenity for the local community whilst still recognising the role the corridor plays in cross-regional journeys.
- Action 2: Collaborate with North Sydney Council, the NSW Government and the community in revitalising the Spit-Military Roads Corridor to improve function, amenity and accessibility considering the NSW Government's 'Movement and Place Framework' approach.

Council would like to take the Beaches Link project as an opportunity to revitalize the Spit-Military Roads corridor. It is requested that the Spit-Military Roads corridor improvements be included in the overall project proposal.

Funding for revitalization of Spit-Military Roads Corridor

It is requested that adequate funding be provided in the Beaches Link Project Budget to design and implement all works in revitalizing the Spit-Military Roads Corridor.

Establishment of a Working Group

It is requested that a Working Group be established between Mosman, North Sydney Council and TfNSW. The aim of this group would be to work with TfNSW to develop designs for Spit-Military Roads corridor and have them built and undertaken as part of the Beaches Link Project.

Occupation of Spit West Reserve & Construction Site Impacts

It is proposed to establish a construction support site at Spit West Reserve (known as BL9) for a period of approximately 4.5 years. The site would occupy a considerable portion of Council-managed reserve (4,500m²) and a large portion of adjacent maritime area (26,000m²) under the jurisdiction of TfNSW.

There are a number of implications associated with the occupation and operation of BL9. These implications are listed below:

- Potential safety and operational implications for Spit Road and Military Road, as a result of increased construction traffic and temporary Spit Bridge openings
- Potential noise impact on local businesses in The Spit area as a result of construction noise.
- Potential operational impact on Mosman Rowers Club
- The Spit West cycleway will be required to detour around the proposed site.
- Potential environmental consequences for the adjacent salt marsh
- Potential amenity impacts on Spit West Reserve
- BL9 configuration will conflict with organised sports in the area, including summer netball and winter soccer
- A number of Council assets will require restoration/rehabilitation, including Council's seawall, footpath, car park, affected trees and grassed area

Many of these implications have already been considered by TfNSW within the EIS, however, further consultation with Council is considered necessary to ensure that works can be carried out with minimal impact to the locality.

The concept of BL9 is generally supported and the above details should be clarified and resolved prior to any occupancy arrangement and lease of the area. Details of the occupancy of Spit West Reserve will be subject to a formal lease with Mosman Council.

Mosman Council appreciates the opportunity to comment on the Environmental Impact Statement (EIS) for the Beaches Link and Core Gill Freeway Connection. If you have any further questions, please contact Council's Senior Traffic Engineer, Sam Sathanesan on 9978 4022.

Yours sincerely



Dominic Johnson
GENERAL MANAGER

26 March 2020

Planning and Assessment
Department of Planning, Industry and Environment
Locked Bay 5022
PARRAMATTA NSW 2124

Attention: Director, Transport Assessments

Dear Sir/Madam

Submission on Western Harbour Tunnel & Warringah Freeway Upgrade EIS Exhibition

On 3 March 2020, Mosman Council considered the exhibition of the Environmental Impact Statement (EIS) for the Western Harbour Tunnel and Warringah Freeway upgrade and resolved that:

- A. In light of information recently presented to Council prioritise a submission to the State Government on the EIS for the Western Harbour Tunnel.
- B. This submission will be developed by the General Manager in consultation with the Mayor and will raise Council's concern that the closure of the Ernest Street Ramp to traffic seeking access to the Harbour Bridge will have impacts for Mosman residents and be greatly exacerbated by a failure to proceed with the Beaches Link Tunnel.
- C. Further that the Mosman Council submission raises concerns about air quality and the current absence of filtering technology.
- D. Council write a letter to the RMS indicating that a post Beaches Link Tunnel Strategy will be presented to them.

Mosman Council does not oppose the project in principle and understands that the Western Harbour Tunnel will connect the M4-M5 Link in Rozelle to the Warringah Freeway at North Sydney/Cammeray. From Cammeray, it will also connect to the Gore Hill Freeway and Beaches Link tunnel, if it were to proceed.

Council is concerned about the failure to proceed with the Beaches Link Tunnel and the exclusion of improvements to the Spit-Military Road corridor. It is our view that the EIS for the Western Harbour Tunnel Project and the Beaches Link Tunnel Project should be prepared, published and considered together in order to achieve the cumulative environmental benefits.

The EIS states that a key benefit of the project will be supporting the sustainability of local town centres by returning streets to local communities. This is consistent with Council's Vision for the Spit-Military Road corridor.

It is our view that the EIS lacks the means to achieve this benefit as it fails to address the road networks surrounding the proposed motorways. For the motorways to function as intended, it is essential to include practical measures to discourage traffic to use local road corridors. The project scope should be expanded to include local road corridors. This is the essence of the "Movement and Place" principle of transport planning that is currently being championed by Transport for NSW.

Ernest Street Interchange

The EIS Chapter 7 – Stakeholder and Community Engagement states that the ramps at Ernest Street interchange will remain. Mosman Council supports this design outcome and seeks confirmation. Council is concerned about the impact on Mosman residents if the ramps were permanently closed.

Air Quality

The effect of emissions from the tunnel's ventilation stacks on the health and wellbeing of surrounding community is a concern for Mosman Council. Council is seeking confirmation that air quality will be considered to ensure that health and amenity of surrounding local neighbourhoods is maintained.

If you have any further questions, please contact Council's Senior Engineer, Polly Makim on 99784047.

Yours sincerely



Dominic Johnson
General Manager