

WESTERN HARBOUR & BEACHES TUNNEL PROJECTS

MOVEMENT & PLACE REVIEW – 1ST OCTOBER, 2021

INTRODUCTION

This review has been completed to support the submissions made to the Parliamentary Enquiry by the North Sydney Precincts. The review has been prepared by a group of urban design professionals, all residents of the Lower North Shore.

The design of the Tunnels projects precede the Movement & Place document, however for it to proceed, it would be logical to assess it against the qualities and outcomes identified as supporting “Future Transport” and “Delivering a well-designed built environment”.

WESTERN HARBOUR TUNNELS AND WARRINGAH FREEWAY UPGRADE (WHTWUFU)

Movement and Place is a cross-government framework for planning and managing our roads and streets across NSW. The framework delivers on NSW policy and strategy directions to create successful streets and roads by balancing the movement of people and goods with the amenity and quality of places.

Movement and Place Framework TfNSW

Utilising the Practitioners Guide to Movement and Place, Evaluators Guide, WHTWUFU has been reviewed to assess if the project delivers shared outcomes set out in TfNSW’s **Future Transport, Our 10 Year Blueprint**, and **Better Placed** objectives. Based on the assessment, recommended actions for consideration have been identified to align with the *Movement and Place Framework*.

This review reveals a set of critical failings of the proposed projects. The set of issues that cause the proposal to fail the review are the same design issues that have been raised repeatedly since the first Environmental Impacts Assessment for the Western Harbour Tunnel by a range of parties, including North Sydney Council Precinct Committees; the Australian Institute of Architects and various concerned community groups and individuals.

In our assessment, the project does not meet Transport’s own urban design criteria to assess projects at the Planning stage, so we are requesting a review of the project because the project planning of the Tunnels and Beaches Link predates this framework.

We request a Stop and Reassess, the preferred approach, or to seek a detailed review of local impacts beyond the construction boundaries and incorporate corresponding improvements to facilitate the Movement and Place principles.

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Key Considerations to demonstrate alignment with strategic intent.

EVALUATING THE PROJECT SUPPORTING FUTURE TRANSPORT, alignment with Policy

STRONG ECONOMY AND QUALITY OF LIFE		
Key consideration Movement and Place Framework	Where WHT does not align with consideration	How can WHTWPU support consideration
1 Support sustainable development <ul style="list-style-type: none"> protecting our networks of urban green spaces and waterways providing access to green spaces and waterways for physical and mental wellbeing providing access to daily needs and essential services providing cleaner and space-efficient modes of transport, such as walking and cycling 	<p>The removal of open space at Cammeray Golf Course and St Leonards Park reduces the available network of green space.</p> <p>Increased traffic congestion within North Sydney and local approaches caused by redirecting of traffic into the CBD reduces the accessibility to daily needs and essential services.</p> <p>Project does not promote walking and cycling within North Sydney's CBD.</p>	<ol style="list-style-type: none"> 1. Replace and increase green space that has been acquired as part of the project through the creation of a land bridge connecting Cammeray Golf Course to Anzac Park and utilising the roof spaces over the motorway facilities buildings as recreation open space that is connected to the adjoining pedestrian and cycling networks. 2. Holistic traffic access and circulation review across impacted suburbs to improve the quality of the public realm through widening footpaths, increase street tree planting and slowing speeds where appropriate. 3. Ensure connected cycle networks for both commuters and local users to green spaces.
2. Use space efficiently <ul style="list-style-type: none"> The project considers all modes of transport and whether the balance is right for managing current and future conditions. Where modes share the same space, they are prioritised in a way that balances the needs of the different transport users and the needs of the communities they pass through 	<p>A balanced response to current and future needs has not been met based on projected pedestrian numbers within the CBD as identified in the following:</p> <ol style="list-style-type: none"> 1. North Sydney Council's Local Strategic and Planning Statement identifies 15,600-21,00 additional jobs for North Sydney's CBD by 2036 (North District Plan, Greater Sydney Commission). 	<ol style="list-style-type: none"> 1. Undertake a holistic traffic access and pedestrian circulation review to minimise impact on local connectivity and environments. Ensure that the needs of all users are considered and included. (e, g. elderly, school children). 2. Ensure the environment is safe for all users. Assess the safety implications of increased

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	<ol style="list-style-type: none"> 2. North Sydney is well served with public transport, including trains, buses, and the future Metro service. Amenity for current and projected pedestrian activity, including school children, will be impacted by the increased volume of traffic generated by proposed traffic conditions. 3. Traffic Impacts (delays) for vehicles and pedestrians will occur at the following intersections: <ul style="list-style-type: none"> ▪ Amherst/West Street ▪ Amherst/Miller Street ▪ Miller/Ernest Street ▪ Military Road/Ben Boyd Road ▪ Falcon Street/Merlin Street ▪ Berry Street/Walker Street 4. The Metro at Victoria Cross Station is expected to discharge 15,000 per hour in peak hours people, fronts onto Berry and Miller Street intersection. 	<p>traffic volumes within high pedestrian activity zones and mitigate unacceptable risks. Review and implement alternative route options that improve safety and reduce conflict. Provide management systems to deal with changes in risk at different times of day/week.</p> <ol style="list-style-type: none"> 3. Improve public realm through widening footpaths, increase street tree planting to create a continuous cover and green corridors and slow speeds where appropriate 4. Ensure safe connected cycle networks for both commuters and local users. Networks to be incorporated into Green Grid for amenity. 5. Mount Street Bridge modification to improve pedestrian walking environment that links Kirribilli to North Sydney to focus on pedestrian amenity. 6. Proposed shared user bridge connecting Cammeray Park and Anzac Park to be designed as a generous green link as part of the local Green Grid.
<p>3.Support the economy by enabling the movement of goods</p> <ul style="list-style-type: none"> ▪ The project supports local economies by enabling the movement of goods. It considers last-mile freight strategies e.g. delivery hours, consolidation centres, or electric freight vehicles. At the same time, impacts of long-distance freight through places has been minimised 	To be assessed with further traffic impact assessments.	Refer to item 2 for supporting actions.

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SUCCESSFUL PLACES		
Key consideration Movement and Place Framework	Where WHTWFO does not align with consideration	How can WHTWFO support consideration
<p>4 Improve the amenity of places</p> <ul style="list-style-type: none"> The project distinguishes between movement-supporting places (such as public transport connecting places), and movement best separated from places (such as long-distance travel). The potential impacts on the amenity of adjacent places – public spaces and land uses – have been minimised 	Does not align with the criteria. Refer to item 2 above	Refer to item 2 for supporting actions.
<p>5. Support the needs of all users</p> <ul style="list-style-type: none"> The whole street has been assessed, including footpaths, from property line to property line. Interfaces with land use and the adequacy of the solution for each component (existing and proposed) has been assessed. The needs of all users, including people of all ages and abilities, people walking and cycling, making deliveries, and using public transport and rideshare, as well as the broader community, people spending time in places, going to school, shopping, dining, exercising or waiting for a bus, have been evaluated and assessed. Users with differing needs and abilities have been provided with travel options for greater choice and a more resilient and equitable system 	Does not align with criteria; refer item 2 above	Refer to item 2 for supporting actions.

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CONNECTING OUR CUSTOMERS' WHOLE LIVES		
Key consideration Movement and Place Framework	Where WHT does not align with consideration	How can WHTWFO support consideration
<p>6 Balance movement within, to and from, and through place</p> <ul style="list-style-type: none"> Analysis of the proportion of trips within, to and from, and through places has been made. Alternatives have been explored such as rerouting through-movement where it conflicts with those places, and managing the road or street differently by time of day, week and season 	Does not align with criteria, refer item 2 above	Refer to item 2 for supporting actions.
<p>6 Make safer environments</p> <ul style="list-style-type: none"> Personal safety has been considered, including Crime Prevention Through Environmental Design (CPTED). The project has contributed to a Safe System approach to improve safety for all users and create a street environment free from death and serious injury. Transport networks have self-explanatory speed zones and infrastructure that aligns with the surrounding context. Places of high activity have been separated from through traffic at high volumes and at higher speeds to mitigate unacceptable risks to people walking and cycling. 	Does not align with criteria, refer to item 2 above	Refer to item 2 for supporting actions.

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DELIVERING A WELL-DESIGNED BUILT ENVIRONMENT		
Key consideration Movement and Place Framework	Where WHTWUFU does not align with consideration	How can WHTWUFU support consideration
1. Create healthy environments <ul style="list-style-type: none"> The project creates built environments that are walkable for people of all ages and abilities. The project improves the health and wellbeing of Country. The project maintains or improves access to quality public open space, public transport, and local fresh food 	<p>WHTWUFU impacts on the local healthy environment. The quality of the local healthy environment is impacted through the proposed increase in traffic to adjoining suburbs and in particular to North Sydney's CBD. The impacts are caused by the elimination of existing access and egress points to the motorway and the redirection of traffic through the CBD. The street environment quality and functionality will be lowered due to the number of intersections that will carry additional traffic loads and additional congestion.</p>	<p>Develop project criteria to include local needs and aspirations relating to Place - economic, environmental, amenity, health and cultural.</p> <p>Measure project against criteria and implement measures to achieve desired benchmarks.</p>
2. Integrate public space and land uses <ul style="list-style-type: none"> The project considers not only transport users but also the role of the street within the network of public space and the interface between the street (above and below ground, including utilities) and adjacent land uses and public space. 	<p>The project does not include a response or documents impacts for the street network in North Sydney's CBD or local streets where an increase in vehicular traffic will occur. The quality and pedestrian movement within North Sydney's public space which is limited and congested will be impacted by WHTWUFU. Access and connectivity at street level to the different modes of public transport will be impacted.</p>	<p>Develop project criteria to include local needs and aspirations relating to Place - economic, environmental, amenity, health and cultural.</p> <p>Measure project against criteria and implement measures to achieve desired benchmarks.</p>
3. Respond to context <ul style="list-style-type: none"> The project considers the outcomes sought for specific places through which the project passes, and to people's needs and aspirations relating to those places, throughout the process. The project has been informed by Indigenous cultural values including cultural expression, relationship with Country, learning from Country, and knowledge sharing 	<p>The project does not include a response or documentation of impacts for the network's suburban context, the local amenity of North Sydney's public domain or local places outside of the construction boundaries.</p> <p>Connection and Caring for Country process to be embedded into project and incorporated.</p>	<p>Develop project criteria to include local needs and aspirations relating to Place: economic, environmental, amenity, health and cultural.</p> <p>The WHTWUFU at North Sydney is on Cammeraygal lands and connection to special places and stories should be considered in conjunction with Caring for Country and incorporated as identified in the Government Architect NSW <i>Connecting to Country</i> and <i>Designing with Country</i> Draft Frameworks.</p>

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<p>3. Create resilient environments</p> <p>The project contributes to adaptation to a changing climate, including:</p> <ul style="list-style-type: none"> ▪ mitigating against very hot days through increased shading ▪ mitigating against flash flooding by implementing Water-Sensitive Urban Design [WSUD]. 	<p>The increased pavement areas of the Warringah Expressway corridor, loss of tree canopy and removal of open space at Cammeray Golf Course and St Leonards Park have not been locally (within construction boundaries) offset or mitigated. The loss contributes to the heat island effect in the LGA.</p>	<p>Review and consider the following for incorporation:</p> <ol style="list-style-type: none"> 1. Reinsert connecting ridge landscape over freeway to provide open space offset and a key link in the Green Grid network in alignment with the <i>Green Grid</i> values identified by the Government Architect NSW, through connecting across the Warringah Expressway with a green land bridge linking Cammeray and North Sydney. 2. Western Harbour Tunnel and Beaches Link motorway facilities buildings to include accessible recreational open space on the building's rooftop by lowering height of proposed sheds through integration with adjacent landform to ensure accessibility to pedestrian and cycle networks linking Cammeray to North Sydney. 3. Proposed shared and pedestrian paths and local access networks to be reinforced with planting to contribute to Green Grid network.
<p>4. Create equity through collaboration</p> <ul style="list-style-type: none"> ▪ The project has sought the active participation of multiple people with differing knowledge, so outcomes are more equitable and not biased towards a specific skill set – by adopting a workshop model, participatory decision-making and documenting outcomes. ▪ Recognising users including those on transport and within the place at different times of day, the project minimises inadvertently detracting from the experience and productivity of overlooked users, or the place as a whole 	<p>A comprehensive local area (all suburbs impacted by WHTWEU) multi criteria analysis and operational impact assessment in collaboration with local knowledge holders has not been undertaken or documented.</p>	<ol style="list-style-type: none"> 1. A comprehensive Impact Assessment to determine local network impacts with a detailed review of the impacts on local residential neighbourhoods, vehicle connectivity and amenity specifically impacting North Sydney's CBD. 2. Assess impacts and determine if they meet project criteria.

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Recommendations

WHTWTFU project to have clear project specific indicators according to its context and objectives, assessed and measured to achieve performance against the Built Environment Indicators as identified in the *Movement and Place Framework* to align with TfNSW **Future Transport** and **Our 10 year Blueprint**.

Part 1 Guidance for Decision-Makers | 21

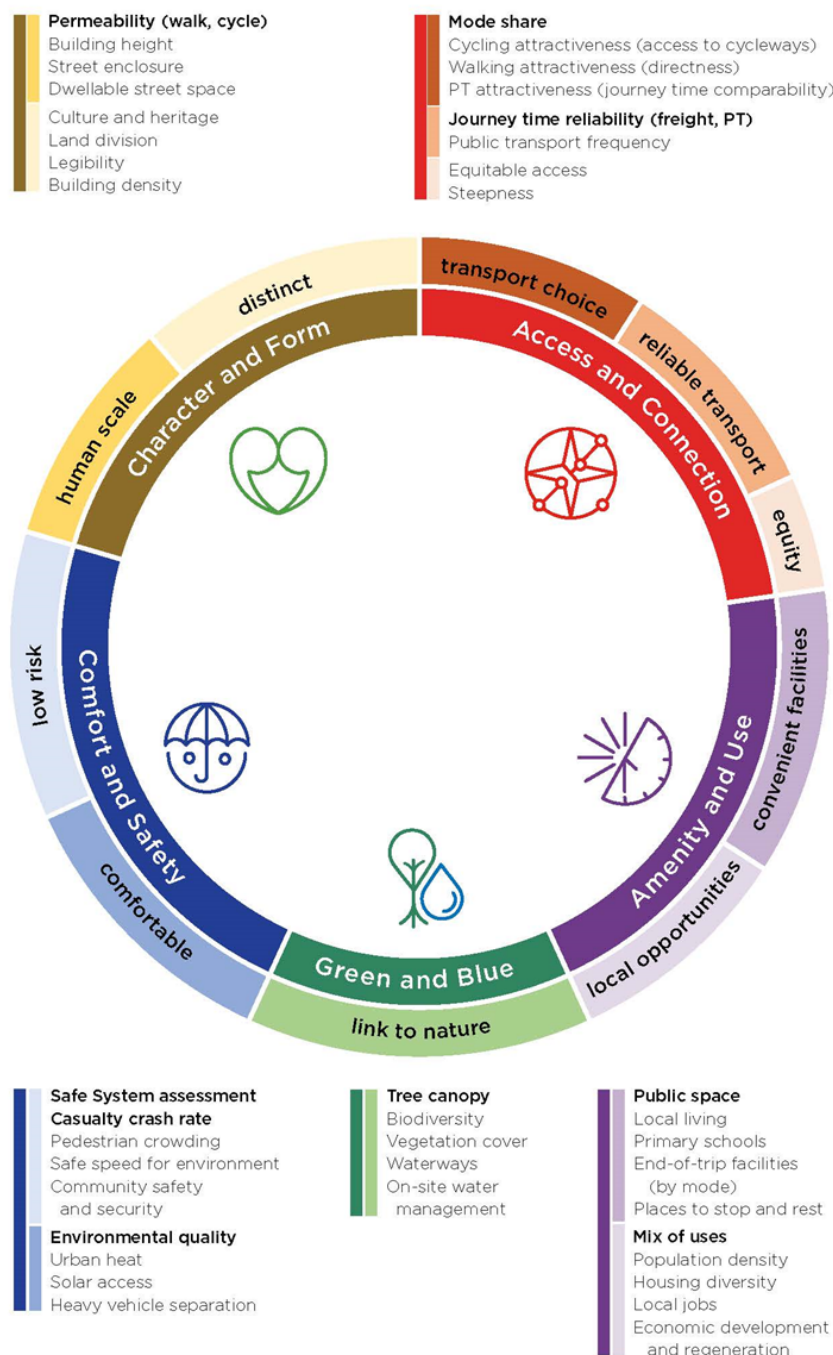
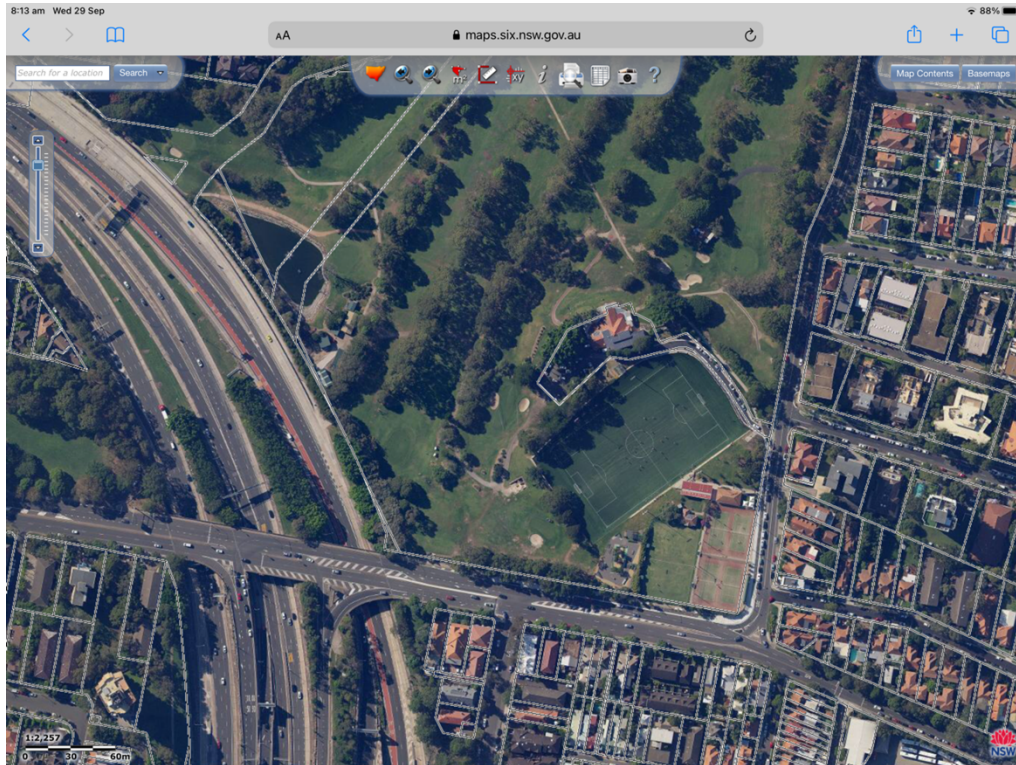


Figure 7: The built environment performance indicators are grouped under five themes, linked to ten user outcomes. "Core" indicators are shown in bold; the others listed are "supplementary" indicators.

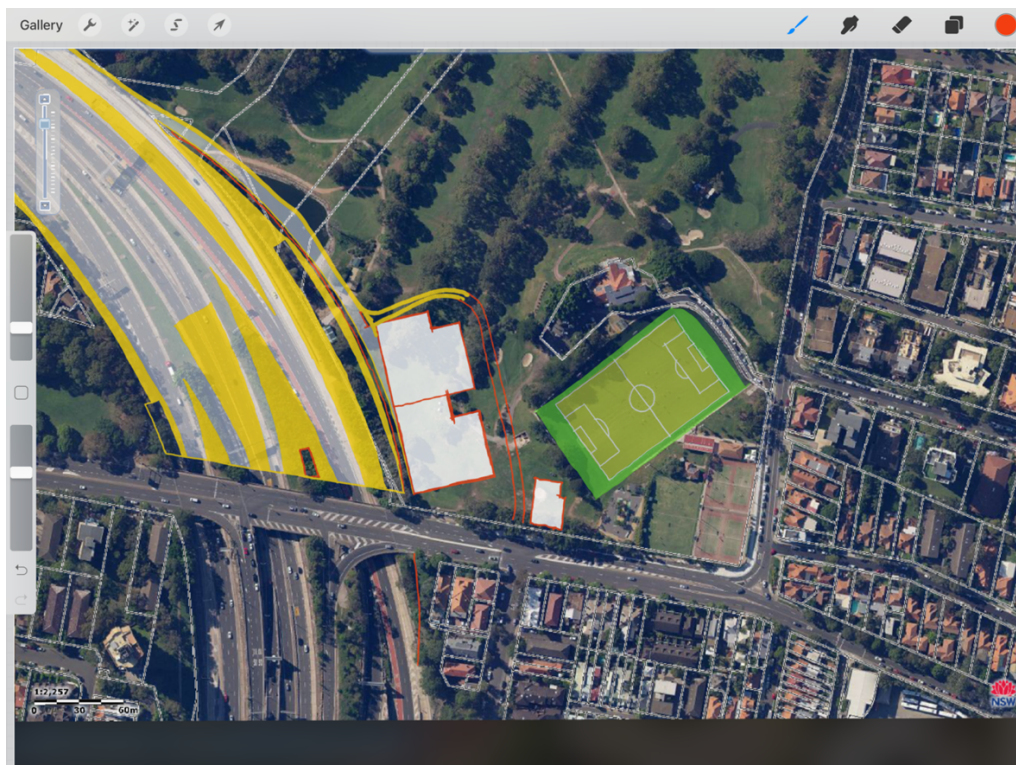
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SIMPLE DIAGRAMS ILLUSTRATE HOW SOME IMPACTS COULD BE MITIGATED:



EXISTING CONDITION AT CAMMERAY PARK



WHTWTFU PROPOSED CONDITION AT CAMMERAY PARK (1.5 Ha Green space removed)

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POSSIBLE FUTURE CONDITION AT CAMMERAY PARK

