

Submission  
No 424

## INQUIRY INTO IMPACT OF THE WESTERN HARBOUR TUNNEL AND BEACHES LINK

**Organisation:** Parks Precinct

**Date Received:** 17 June 2021

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## **Parks Precinct Submission on the Beaches Link**

Parks Precinct is a member of the precinct system of North Sydney Council. It runs from the Warringah Expressway Neutral Bay Exit (including the Island) , along the north and south side Military Rd, to the west side of Young St. Then north along the west side (i.e. even numbers) of Young St, down the hill and stopping at Wonga St, then across Primrose Park to Grafton St (but not the houses in Lambert St), along Fall St (including Creek Lane) then up Park Avenue and along Ernest St to the Warringah Expressway

### **Modelling**

The EIS needs to consider changes since 2016, in particular: -

- Anzac Park School is now fully operational which has significantly increased pedestrian traffic in Ernest St and surrounding streets
- The B Line success means less demand for car usage. The impact of new bus lanes in 2017 needs to be included
- Changes in working habits as more people work from home

In addition: -

- There should be an offset for the loss of three hectares of green space
- Many existing trees on Cammeray Park and Golf Course could be preserved with care. Current plans are to remove all trees
- There needs to be an analysis of options for local streets as people use alternative routes to access the harbour bridge. Anzac Park Public School drop off and pick up causes major traffic congestion in the morning and afternoon. At these times Ernest St cannot take extra traffic. There is also concern for all the streets in Cremorne and Neutral Bay in particular Merlin St, Lytton St, Moodie St, Park Ave, Sutherland St, Grasmere Rd, Ben Boyd Rd, Grafton St, Amherst St and Cammeray Rd. These roads cannot take extra traffic

### **Construction**

- Street Parking needs to be preserved as this is a recreational area for local residents. Workers need to have onsite parking or follow existing parking restrictions. North Sydney Council should have funds to monitor parking on a daily basis
- Truck movements need to be monitored and have strong penalties against the lead contractor should they not be followed. They should not be able to pass the problem on to the individual subcontracted truck driver
- All environmental controls during construction should not be weakened from the standard set in the EIS/ There needs to be strong enforcement and real time publishing of data.
- The Tunnel facilities should be underground as far as feasible – at least built into the hill. Car parking should also be underground
- There should be independent assessment of damage and compensation cause to buildings during construction

- The TBM dive site is proposed to be in Flat Rock Gully, which has been used previously as a landfill. Pollution mapping surveys need to be undertaken in advance of any site disturbance and strict controls in place to treat the contaminated groundwater that will be released.

### **Operational**

- Ongoing operation requirements should not be weakened during contract negotiation and have strong enforcement
- All data should be available on line in real time
- There needs to be a solution to the treatment of water runoff from the motorway and the North Sydney Council water recycling system.
- The Tunnel should not be opened until all environmental requirements are met including motorway water management
- There needs to be independent supervision of the pollution performance to ensure approval guidelines are met

Steve Miles – Chair Parks Precinct