

BRIGHTMORE PRECINCT

MINUTES OF MEETING HELD: **WEDNESDAY 11 MAR 2020** **COMMENCING at 7.00 PM**

ATTENDANCE: 24 people attended the meeting
APOLOGIES: MTJ

MINUTES OF PREVIOUS MEETING

Minutes for the 12th FEBRUARY 2020 meeting were adopted.

CH opened the meeting.

GUEST ATTENDING: BW, CFO & Company Secretary, Redlands School

BW attended the meeting for the presentation on *"Impacts of the Western Harbour Tunnel (WHT) and Warringah Freeway Upgrade (WFU)"*, but also listened to residents' concerns about Student Parking.

REDLANDS' STUDENTS PARKING IN LOCAL STREETS

Local residents stated that some Redlands' senior students are parking all day in Waters Road, Reynolds Street, Ada Street and Illiliwa Street.

Comments from attendees:

- Some residents have no-off street parking, several are elderly, and this forces them to park in adjoining streets when they return home.
- At the western end of Reynolds Street, residents applied to Council for a 2-hour parking limit to prevent "all day" parking. This has shifted the problem further east along Reynolds Street and into neighbouring streets.
- Some residents have contacted Redlands on previous occasions and various responses have been:
 - there is a policy on student parking
 - that students require permission from the school
 - that only a handful of students drive to school
- Many of the cars, mostly P-platers, have Northern Beaches Council Resident Parking permits on the windscreen. Cremorne has suffered the impact for the past few years with the construction of the B-Line bus. These students could be catching the bus to school, leaving their cars close at B-Line stop parking stations on the northern beaches.
- Students should be encouraged to catch public transport and discouraged from driving cars.
- There is often only 1 occupant of the car – which indicates a limited use of carpool strategies.
 - JG commented that Redlands has the opportunity to be a good corporate citizen and foster good relationships with the local area.
 - CH commented that with a new Principal at the school and the presence of BW at the meeting that this was a welcome new chapter for both the school and the Precinct.

BW kindly stated that he would take the comments on board and take up the issues raised with the Principal and report back to the Precinct.

Specific questions from attendees were:

Q: In Waters Road, contractors from the Redlands' building site park all day, in 2 hour parking zones. Council rangers sometimes come and book them in response to phone calls. Do contractors need parking permits from North Sydney Council?

A: Don't know. The main building should be finished in 1-2 months. There will be 80 car spaces for teachers and staff, none for students.

Q: Does Redlands have a policy on student parking?

A: Unsure of this currently but will check and report back.

Q: In Council's Strategic Plan for the area and the push for shared use of recreational facilities, part of the Redlands development was designated as a public space? However, this appeared to be located on top of one of the new buildings?

A: Will check on this.

The meeting thanked BW for attending, listening and answering the Precinct's questions.

PRESENTATION

Proposed Impacts of the Western Harbour Tunnel (WHT) and Warringah Freeway Upgrade (WFU) - (Unfiltered Ventilation Stacks, loss of 3 hectares of Green Space - Cammeray Golf Course - and 6 years of Heavy Plant Construction)

CH gave a presentation using information and slides from the Public Forum, organised by a number of Precincts, on 26 February 2020 at Hutley Hall, North Sydney Council Chambers

Post-construction impact on local traffic, ventilation stacks, and the loss of green space.

The Environmental Impact Statement (EIS) for Western Harbour Tunnel (WHT) and Warringah Freeway Upgrade (WFU) was released on 29 January 2020 and objections to the 9,000 page document could be lodged until 12 March. This date has now been extended until 30 March 2020.

Noted that you can only write submissions/objections to what has been presented in the EIS and not on other matters i.e. the fact that a rail option wasn't considered.

Main points were:

- This is part of the "Orbital" Sydney road plan
- Ventilation stacks, at the Ernest St overpass on the Warringah Freeway, are unfiltered, increasing pollution. North Sydney LGA has the highest density of schools in Australia.
- 2.6 hectares of Cammeray Golf Course, which is Crown Land, will be lost for the building of the Western Harbour Tunnel Motorway Facilities, and the Future Beaches Link Motorway Facilities.
- The loss of green space goes against the Greater Sydney Commission's "Greater Sydney Green Grid", a strategy linking parks, open spaces, bushland and walking and cycling paths.
- Suggestion that these facilities could be located underground, with green space above.
- If the project goes ahead, there should be no net-loss of green space. Examples shown of overseas tunnels and motorways with green space built over them.
- The EIS for the Beaches Link will be released in about 6 months. Request North Sydney Council to question why this EIS has not been released at the same time as the EIS for WHT. The two projects, and their impacts, should be assessed as one.
- Concern over lack of access to/from Ernest St, which will only be able to use the Sydney Harbour Tunnel, not the Sydney Harbour Bridge or Cahill Expressway, leading to rat-running and congestion on feeder roads such as Ben Boyd Rd, Merlin St, Military Rd, Miller St, Falcon St and the Cammeray on-ramp.
- North-bound traffic from the WHT can only exit west-bound at Falcon St, not eastbound, creating backtracking along Miller St and Ernest St for Neutral Bay, Cremorne and Mosman traffic.

- There is no north-bound dedicated bus lane on the Warringah Freeway.
- Monitoring of pollution will only be done for 1 year before completion, and 2 years after. This monitoring should be ongoing. North Sydney Council in conjunction with the CPC have begun pollution monitoring of the existing road infrastructure. This will hopefully provide a useful base for data.
- Ventilation stacks currently have no provision for retrofitting filtration if pollution reaches a certain level.
- The proposed Shared User Bridge for cyclists and pedestrians is on the northern side of the Ernest St overpass, directly next to the unfiltered Ventilation Outlets.
- A Short consultation time for EIS impacted by COVID-19 restrictions. e.g. cancellation of community programs.
- There is a need to be better informed on the impact of both the Western Harbour Tunnel and the future Beaches Link on local area traffic and pollution, which is not modelled in the Western Harbour Tunnel EIS.

Unanimously resolved: The Precinct requests that North Sydney Council ask Transport for NSW why the Beaches Link EIS has not been released at the same time as the EIS for WHT, as the Beaches Link will have a cumulative effect on both. The two projects, and their impacts on local area traffic and pollution, should be assessed as one.

- BW, from Redlands School, will recommend to the Principal and Board of Directors that they lodge submissions regarding the Western Harbour Tunnel.
- CH encouraged the Precinct to make personal submissions regarding the current design of the WHT.

GENERAL BUSINESS

Corona Virus

JG reported that his information on the Corona Virus is that it will last for at least 6 months and requested that Council respond with their proposal for meetings, such as Precinct meetings, of 10 people or more.

NEXT MEETING: To be held on 8th April 2020
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