



Parks Precinct Committee

Meeting Minutes 21st July 2021

Meeting was held via Zoom from the Ros Crichton Pavilion

Meeting Opened: 7.31pm.

- 1.) **Attendees:** 15 attendees via zoom, 8 Guests and 4 attendees from Transport for NSW to make a presentation on the Waringah Freeway upgrade and WHTBL projects (As per attendance sheet).
- 2.) The meeting went straight to the presentation from TfNSW.
The meeting consisted of a presentation followed by a question and answer session. The meeting appreciated the time taken by the WHTBL to provide the update and the Q&A session. A summary of the Q&A session is given at the end of these minutes.
- 3.) **Confirmation of Minutes and Matters Arising:** Moved by SM/GD that the minutes from last meeting be approved and accepted. Motion was carried unanimously
 - a. **Summary of Actions (SOA).**
As the minutes of meeting from the 24th June were submitted on the 19th July, the council had not had adequate time to consider these and respond with their Summary of Actions. These will be considered at the next meeting.
- 4.) **Traffic Follow-up**
 - i. Grosvenor Lane was again discussed and a motion was moved by SM and seconded by PS that "The Precinct Committee write to the Traffic Committee of the NSC and request that Grosvenor Lane not be used as a thoroughfare and that Parks Precinct be invited to attend the MSc Traffic Committee meeting". The motion was carried unanimously.
 - ii. The status of the Young St Plaza was discussed further, with MK noting there was minimal usage yesterday and with comment that PS sees people using it. GD made comment that the report to council as tabled on the NSC website didn't consider all commentary on the trial equally. In particular all social media comments were counted whereas the petition from the residents of Bougainvillea which could only be presumed to be negative didn't feature in the assessment and was not appended to the report.

Meeting adjourned: 8:48 pm.

Next Meeting: Wednesday 18th August 2021 7:30 PM. (Zoom only)

Meeting Summary Note

Rather than give a chronological Q & A discussion this note summarises the major points arising. Questions and Answers have been grouped and combined under a common heading. Comments have been added after the meeting to provide extra clarification

Works Notification

Residents who have any problem with works should call **1800 931 180**. This number is manned during construction hours. Outside hours it will be redirected to an out of hours response but more than likely you will need to leave a message. You should leave a message so the issue can be logged and audited, even if you decide on another course of action.

The meeting thought that there needs to be longer lead times for communication about works commencing.

Q: who would be responsible for the fine if there was a breach

A: It depends on the type of breach. The breach would be a Contractual Issue between TfNSW and the Contractor

Comment: There seems no clear line of responsibility. There is a compliance team, but they only do occasional monitoring. Similarly, the Environment Protection also has a compliance team, but they only check every 6 months due to limited resourced

Q: How long will the additional lanes involved in the High St works be out of action for the community?

A: Various times

Works Area

The Works Area has begun construction at Cammeray Golf course and the golf course is reconfiguring its layout. The eventual Works Area will take out the lake to reach to the edge of the golf club. There has been no reduction in the final area even though the Operations building has been moved to Artarmon. Note that there will be a permanent impact on Cammeray Golf Course. The existing lake and work sheds will become part of the permanent works area.

Comment: There is a loss of 30,000sqm or 3 holes

The entrance to the Works area is between the Ernest St Bridge and Merlin St. Ernest St is a divided Rd at this point so vehicles entering the compound have to do so from the west along Ernest St and exit east along Ernest St. To go west, vehicles need to progress to Ben Boyd Rd, turn left then right at Sutherland then right at Parks then re-enter Ernest St from Parks. There is no suitable route for heavy trucks.

Experience to date has been that vehicles have preferred to turn left into Park St and perform an illegal three point turn at the entrance of Oaks Avenue. This is a corner with limited visibility. This does show that construction workers will take the most convenient option especially when there is no enforcement. The WHTBL team will investigate.

The WHTBL team was committed was to evaluate the performance of contractors and would raise this issue of current truck routes.

For more information about active transport links and temporary construction site maps have a look at our guide to the EIS - https://ca-v2.s3-ap-southeast-2.amazonaws.com/rms/whtbl/wht/about_the_eis/WHT_EIS%20Guide-140220-single-pages.pdf

The WHTBL Design

When asked about the impact of two extra lanes on the width of the freeway at Ernest St and the Ernest St Bridge, the WHTBL replied that they do not have the measurements. The design process is the construction of graphics which are then provided the tenderers. The tenderers then work out how to do it.

The meeting thought that some measurements must be available.

Q: May I have more detail on the fate of the current ramps on and off the freeway from Ernest St

A: The ramps are remaining.

Comment: There will no longer be bridge access from the Ernest St Ramps. They will access the Sydney Harbour Tunnel south bound and be exits from the SHT and WHT northbound

The Lake

The Lake on the golf course will be lost to the works area and the WHTBL team stated that it would be relocated along with the storage tanks although the timeframe and location are yet to be determined. Maintaining the North Sydney recycled water program is a priority. Measures will be taken during construction to ensure no pollution run off to flat rock creek.

The conditions of approval (E209) have more information about the Golf Course Dam on page 66, a copy of this is on the project portal.

Comment: The WHTBL team will clarify if the new lake and retention tanks are to be completed before the current lake is lost.

Noise Management

If you are assessed as needing noise mitigation you will be contacted by TfNSW. This process has commenced. Works have commenced and some residences have been completed. These are permanent fixes. The noise walls are separate to the WHTBL project.

More information about managing noise can be found on the project portal - <https://caportal.com.au/rms/wht/noise>

Property Condition surveys are also available to affected properties who have been notified.

Property Condition Survey frequently asked questions -

<https://caportal.com.au/rms/wht/documents-and-notifications?hview=media-1567a2-property-condition-survey-frequently-asked-questions-november-2020>

Comment: Residents may also choose to fund a Property Dilapidation Report themselves

North Sydney Council Roads

There will be a Dilapidation assessment of North Sydney Council roads (i.e. a before and after assessment) and compensation will be paid for any dilapidation caused by the tunnel works.

Cycleway

Q: There are cycle paths in the plan but not a separate cycleway. Is it too late to retrofit?

Q: Can I suggest that you look at an elevated SUP Cycleway and Pedestrian way from Cammeray down to the Bridge - similar to the Harbour View proposed project of 2010 - only 6-8m wide ... We need to get the cyclist and pedestrians onto the bridge, off our local streets, and out of cars, and with all this additional costs to the community of cars, pollution, additional traffic issues for locals to get through our own suburbs - we need to get some benefits ... as per Steve's comments!

A: The WHTBL team will take on board the feedback regarding the cycleway and will respond in due course.

Air Quality

Q: With environmental issues in particular in relation to air quality and contamination for the early works what generally are the proposed mitigation measures and who will manage them?

A: The best place to learn more about the project including construction, air quality, open space and public transport please visit our interactive map - <https://caportal.com.au/rms/wht/map>

For more information on air quality please see Section 3 of the guide to the EIS or Chapter 12: Air quality in the EIS, located on our project portal - <https://caportal.com.au/rms/wht>

Environment and Legacy

It is important that the project leaves a legacy for the local area.

The WHTBL team are working hard to improve Greenspace and ensure it is returned. They understand that the Project Legacy is an Issue and advised there is still an opportunity to contribute to the Urban Design Plan. The project considers Legacy from different angles and includes the economic benefit from different perspectives.

A Waverton group has been established by the member of North Sydney to investigate improvements to Berrys Bay as part of the legacy of the WHTBL. The project team is working on having two indigenous persons on this group

Q: How many trees will go. Where will new plantings go? I presume all trees in the freeway are going??? Trees in the median strip of the freeway - there is quite a large stand of trees there

A: Appendix B of the EIS references the Urban Design Package. There is a 2 for 1 tree planting requirement and preferably within the project footprint.

Upper House Enquiry

Q: If the Upper House Inquiry finds against construction of the WHT or BL, what would be the next steps?

A: Question taken on Notice

A list of follow up questions was sent to the WHTBL team. When the answers are received a sperate note will be prepared.