Northern Beaches Hospital
Road Connectivity and Network Enhancement Project

Stage 2
Environmental Impact Statement: Overview
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1. Background

The NSW Government is planning to upgrade roads around the new Northern Beaches Hospital with work proposed to be completed in time for the hospital opening in 2018. These upgrades would provide customers with a better travel experience, increase the capacity of the road network and improve access throughout the area for all road users including pedestrians and cyclists.

Currently about 80,000 vehicles per day use Warringah Road between Forest Way and Wakehurst Parkway. This will rise with the growing population in the region and as a result of increased traffic related to the new hospital and other developments in the area.

To address the current and future congestion issues, Roads and Maritime Services is planning to deliver essential road upgrades around the new hospital in two stages:

- Stage 1 Connectivity Work would provide essential access to the Northern Beaches Hospital
- Stage 2 Network Enhancement Work would help increase capacity of the road network and reduce congestion.

These upgrades would ensure the road network is able to keep up with demand and service the community’s needs into the future.

Both stages of the project are being assessed in accordance with Part 5.1 of the Environmental Planning and Assessment Act 1979.

Roads and Maritime prepared an Environmental Impact Statement for the Concept Proposal, which gave an overview of the overall project, and the Stage 1 Connectivity Work and sought feedback on this work in late 2014. Planning approval was granted on 29 June 2015. Construction of Stage 1 and utility adjustments associated with the Stage 2 Network Enhancement Work is scheduled to start in the second half of 2015.

Roads and Maritime is now seeking feedback on the Stage 2 Network Enhancement Work and has prepared an Environmental Impact Statement for this part of the project.

The Environment Impact Statement outlines the key features of the Stage 2 Network Enhancement Work and the potential environmental, social and economic impacts during construction and operation. Importantly, it also outlines measures to minimise and manage potential impacts. The NSW Department of Planning and Environment has placed the Environmental Impact Statement on public exhibition from Wednesday 22 July 2015 to Friday 21 August 2015.

You can view the full Environmental Impact Statement and make a submission to the NSW Department of Planning and Environment via its website at [www.majorprojects.planning.nsw.gov.au](http://www.majorprojects.planning.nsw.gov.au)

The exhibition process provides a vital opportunity for you to give input into the development of the proposal.

Extensive consultation has been carried out during the development of the proposal and we thank the community for all the feedback provided.

Benefits

These road upgrades would:

- Improve connections to the new hospital for local residents, hospital staff, patients and visitors by car, bus, bicycle or on foot
- Improve travel speeds and reliability of travel on Warringah Road and the surrounding area after the development of the hospital
- Improve the performance of the road network and reduce congestion around the hospital
- Support future development in the area
- Reduce future traffic congestion around the hospital and on the broader local network
- Provide bus priority measures and facilities to cater for increased bus services
- Improve pedestrian and cyclist facilities including footpaths, shared paths and shared pedestrian and cyclist bridges.

2. The purpose of this document

This document provides an overview of the Environmental Impact Statement for the Stage 2 Network Enhancement Work, including key potential impacts, how the impacts have been assessed and the measures to minimise and manage these.

It provides an overview of the assessments prepared and it also provides you with reference points within the full Environmental Impact Statement so that you can gain a fuller understanding of the potential impacts and how these will be managed. In considering the proposal and preparing a submission, we recommend you refer to the full Environmental Impact Statement.

An explanation of the Environmental Impact Statement process is provided in Section 3 of this overview document.
3. The Environmental Impact Statement process

What is an Environmental Impact Statement?

Major infrastructure development applications, in particular projects which could have a significant environmental impact, will generally be considered as state significant infrastructure. Assessment of state significant infrastructure requires preparation of an Environmental Impact Statement.

An Environmental Impact Statement is a publicly available document which assesses the environmental impact of a proposal and advises how best to manage impacts. Environmental Impact Statements are prepared by the proponent (in this case, Roads and Maritime) and are submitted to the NSW Department of Planning and Environment for review. Consultation with public authorities (agencies) and councils, as well as the community, is required during the review and approval process for an Environmental Impact Statement.

Environmental Impact Statements must include a description of the project, the main effect(s) the proposal is likely to have on the environment, a description of the measures envisaged to avoid, reduce or remedy significant adverse environmental effects and an outline of the main alternatives studied by the proponent.

The complete Environmental Impact Statement for the Stage 2 Network Enhancement Work is available on the NSW Department of Planning and Environment’s website at www.majorprojects.planning.nsw.gov.au

The NSW Department of Planning and Environment has placed the Environmental Impact Statement on public exhibition from Wednesday 22 July 2015 to Friday 21 August 2015. See Section 18 of this overview for details on the display locations, community information sessions and on how to make a submission.

For more information, please refer to the full Environmental Impact Statement.

4. Understanding the project need

The Northern Beaches Hospital site is strategically positioned because of its location in the eastern half of the Northern Sydney Local Health District and within the Northern Beaches road transport network. However, there are existing constraints within the surrounding road network that would limit efficient access to the hospital. Removal of these constraints alone without changes to the surrounding road network would greatly worsen already high levels of congestion that impact on traffic movement, particularly during peak travel periods.

The NSW Government’s Long Term Transport Master Plan (Transport for NSW, 2012a) identifies Warringah Road as a key strategic transport corridor linking Dee Why and Chatswood. Heavy traffic flows and congestion along Warringah Road during commuter peak periods and, to a lesser degree, during business hours result in low average peak travel speeds, unreliable travel times and disruptions to traffic movements. This reduced network performance impacts on both road users and the adjoining community. Warringah Road is already operating at or beyond capacity during peak periods and is expected to experience continued traffic growth and congestion in the future.

As explained in Section 8, as traffic volumes increase, congestion levels would also increase significantly, resulting in lower average travel speeds and an increase in the average delay per vehicle. If no action is taken, in the evening peak period the average travel speed is predicted to reduce by up to 30 per cent between 2012 and 2018. By 2028 travel speeds are predicted to reduce by a further 16 per cent. The average delay per vehicle is predicted to increase by about 70 per cent by 2018 and a further 30 per cent by 2028.

An analysis of the existing conditions indicates that some intersections currently operate at capacity and the predicted increase in future traffic volumes would only increase the level of congestion. A considerable increase in network capacity would be required to maintain, let alone improve, existing service levels given critical intersections are currently operating at or over their effective capacity and that proposed land use changes would exacerbate these conditions.

Existing levels of congestion also affect the reliability of bus services and the achievement of target travel speeds, and are expected to worsen with increased congestion. This would also constrain the introduction of effective bus priority initiatives.

For more information regarding the need for the project, please refer to Chapter 3 of the Environmental Impact Statement.
5. Key features of the Stage 2 Network Enhancement Work

**Proposed Warringah Road underpass**

The Stage 2 Network Enhancement Work would involve widening on the southern side of Warringah Road from west of Fitzpatrick Avenue East to west of Allambie Road and include:

- Providing four through lanes on Warringah Road (two lanes in each direction for east-west traffic) within a grade separated underpass (open slot) for about 1.3 kilometres. The underpass would be below ground level and below the intersections with Forest Way, Hilmer Street and Wakehurst Parkway.
- Providing entry and exit points to and from the underpass at:
  - Warringah Road near Fitzpatrick Avenue East (western side)
  - Warringah Road about 350 metres east of the Wakehurst Parkway grade separated intersection (eastern side)
- Providing a two-lane on-ramp (merging into one lane) from Wakehurst Parkway (southbound) into the underpass (westbound).

**Proposed Warringah Road surface roads**

The Stage 2 Network Enhancement Work would involve widening on the southern side of Warringah Road from west of Fitzpatrick Avenue East to west of Allambie Road to have surface level lanes for the length of the proposal including:

- Westbound travel lanes on the southern side of Warringah Road
- Eastbound travel lanes on the northern side of Warringah Road
- Traffic using the Warringah Road underpass would travel below the intersections with Forest Way, Hilmer Street and Wakehurst Parkway. These intersections would form a surface level bridge for local access.
- Upgrading/adjusting existing intersections of Warringah Road with Fitzpatrick Avenue East, Rodborough Road and Allambie Road.

**Other proposed surface road upgrades**

The Stage 2 Network Enhancement Work would also include:

- Widening Wakehurst Parkway from the intersection of Warringah Road to south of Aquatic Drive
- Providing a new connection at Aquatic Drive including the following movements:
  - Right in from Wakehurst Parkway (northbound)
  - Left in from Wakehurst Parkway (southbound)
  - Left out from Aquatic Drive onto Wakehurst Parkway (southbound).

**Proposed upgrades for pedestrians and cyclists**

The Stage 2 Network Enhancement Work would also include:

- Providing new shared bridges (pedestrian and cyclist):
  - Across Warringah Road west of the intersection of Forest Way (removal and replacement of the existing pedestrian bridge)
  - Across Warringah Road on the western side of the intersection with Hilmer Street (new pedestrian bridge)
- Removing the existing pedestrian crossing on Warringah Road at Hilmer Street
- Providing shared paths (pedestrian and cyclist) and footpaths on sections of Warringah Road, Wakehurst Parkway, Forest Way, Aquatic Drive and Allambie Road.

A detailed map of the Stage 2 Network Enhancement Work has been provided on pages 10–13.
Key features of the Stage 2 Network Enhancement Work

1. Western entry and exit points to and from the underpass for through traffic
2. Removing the bus stop and relocating to the bus stop at Maxwell Parade
3. Changing the access at Fitzpatrick Avenue East
4. New shared pedestrian and cycle bridge
5. Lengthening the bus bay
6. Intersection of Forest Way and Warringah Road remains at surface with underpass extending beneath for through traffic
7. Warringah Road widened to the south to provide two through lanes in each direction in the underpass and three lanes at the surface in the westbound direction for access to the local road network
8. Breakdown bay in underpass
9. New shared pedestrian and cycle bridge
10. No straight across access from Hilmer Street to the hospital (and vice versa)
11. Intersection of Hilmer Street and Warringah Road remains at surface with underpass extending beneath for through traffic
Key features of the Stage 2 Network Enhancement Work

12. Intersection of Wakehurst Parkway and Warringah Road remains at surface with underpass extending beneath for through traffic

13. Westbound on-ramp into the underpass from surface (traffic travelling south from Wakehurst Parkway)

14. Eastern entry and exit points to and from the underpass for through traffic

15. Widening Wakehurst Parkway to two lanes in each direction

16. New connection to/from Aquatic Drive

17. Retain existing pedestrian bridge

18. Widening of Allambie Road and upgrading the intersection with Warringah Road
6. Stage 2 Network Enhancement Work at a glance

Timeframe

All work (being both Stage 1 and Stage 2 of the project) is scheduled to be completed in time for the opening of the hospital which is planned for 2018. The Stage 2 Network Enhancement Work would be delivered in a single construction program starting in early 2016 and would take about 30 months to complete (completion is planned for mid-2018 based on a dry weather program). The construction program would be staged to minimise disruption to traffic and access. The construction of the Stage 1 Connectivity Work and the utility relocations for both Stages 1 and 2 will start this year and will take about 24 months to complete. It is understood that construction of the hospital will take about 40 months (construction started in early 2015). Roads and Maritime together with Health Infrastructure (the hospital proponent) have formed an interface reference group to assist with proponent) have formed an interface reference group to assist with the construction planned for mid-2018 based on a dry weather program.

Construction hours

Most construction activities would be carried out during standard working hours, which are between 7am and 6pm from Mondays to Fridays and between 8am and 1pm on Saturdays. However, a number of construction activities would also be required outside of standard work hours to:

- Minimise unacceptable traffic disruptions to the road network.
- Minimise disturbance to surrounding businesses and residents.
- Ensure the safety of construction workers, road users and the community.

The activities would need to be carried out at night when traffic flows are lower, to minimise disruption to traffic and potential safety risks to construction workers and road users. The types of activities that would need to be carried out at night include:

- Laying of asphalt (including milling and re-sheeting) and other pavement work including temporary medians and line marking.
- Completion of tie-ins and temporary diversions and traffic switches.
- Large ‘oversize’ deliveries.
- Project support and site compound operation, refuelling operations and maintenance.
- Erection of components such as shared pedestrian/cyclist bridges and cover sections for the slot.

There would generally be no construction work on Sundays or public holidays, with the exception of those activities required outside of standard construction hours.

A number of measures would be used to minimise noise and other types of disturbance when work is carried out at night including:

- Advance notification to residents of proposed work.
- Minimising work in residential areas where possible.
- Providing ‘respite periods’ (stopping noisier activities for a period of time).
- Use of noise shielding for noisy equipment where feasible.
- Carrying out noisy activities during daytime hours where reasonable and feasible.

Traffic management measures

Traffic management measures to minimise impact to the road network would be documented in the construction traffic management plan and implemented during construction. Typical traffic management measures would include:

- Staging construction activities to reduce traffic impact.
- Implementing temporary speed restrictions within construction work zones.
- Reducing lane widths within construction work zones.
- Reducing shoulder widths and erecting traffic barriers along construction work zones.
- Providing appropriate warning and advisory signposting.
- Providing measures to ensure disruptions to emergency services are minimised.

Construction of the Stage 2 Network Enhancement Work may also affect access to individual properties and adjacent connecting roads. Property access would be maintained throughout construction of the project, unless otherwise agreed with property owners and businesses, and any impacts would be short term.

Information for motorists and residents

Roads and Maritime would manage traffic in the area during construction. Traffic changes would be communicated to motorists through tools including notifications, electronic variable message signs, advertising and information via www.livetraffic.com and Roads and Maritime’s website.

Local residents, schools and businesses would be notified in advance of the details of construction activities, any work planned out of hours, traffic management procedures and any changes to access arrangements.

We are committed to minimising the impact of our work on the community and maintaining a safe environment for road users, the community and our workforce during construction activities.

For more information on the proposed work and the general approach to construction, please refer to Chapter 5 of the Environmental Impact Statement.
7. Next steps for the Stage 2 Network Enhancement Work

- PRELIMINARY INVESTIGATIONS AND PLANNING
- COMMUNITY CONSULTATION ON STRATEGIC DESIGN
- SUBMIT STATE SIGNIFICANT INFRASTRUCTURE APPLICATION TO NSW DEPARTMENT OF PLANNING AND ENVIRONMENT
- NSW DEPARTMENT OF PLANNING AND ENVIRONMENT ISSUE SECRETARY’S ENVIRONMENTAL ASSESSMENT REQUIREMENTS (GEARS)
- CONTINUE STUDIES ON OPTIONS FOR WARRINGAH ROAD
- NSW GOVERNMENT DECISION ON PREFERRED OPTION / ANNOUNCE PREFERRED OPTION AND PREPARE ENVIRONMENTAL IMPACT STATEMENT
- DISPLAY ENVIRONMENTAL IMPACT STATEMENT FOR COMMENT
- PUBLISH SUBMISSIONS REPORT RESPONDING TO ALL ISSUES RAISED IN FORMAL SUBMISSIONS / UPDATE COMMUNITY ON AVAILABILITY OF SUBMISSIONS REPORT
- STAGE 2 NETWORK ENHANCEMENT WORK CONSIDERED FOR APPROVAL BY THE MINISTER FOR PLANNING
- UPDATE COMMUNITY ON APPROVALS OUTCOME
- IF APPROVED, UNDERTAKE DETAILED DESIGN AND PROJECT CONSTRUCTION / ONGOING CONSULTATION WITH COMMUNITY ABOUT FINAL DESIGNS AND CONSTRUCTION IMPACTS
- COMPLETE CONSTRUCTION

8. Managing impacts – Traffic and transport

Context

There is a high level of congestion on the existing road network around the hospital site, with several of the major intersections operating beyond their capacity. The road network frequently enters gridlocked conditions (especially the morning peak period) and often results in ‘rat running’ along local streets.

In particular, the intersection of Warringah Road and Wakehurst Parkway directly adjacent to the hospital site has very high levels of delay and queuing for motorists as vehicles converge from three major arterial roads into one (Warringah Road east and west, Wakehurst Parkway north and south, and Allambie Road) and are again added to at Forest Way.

Increasing population and employment across the Northern Beaches area is expected to result in increased background traffic volumes in addition to traffic associated with the operation of the hospital (about 900 vehicles during a typical peak hour). This would result in peak period increases of about 12 per cent by 2018 with around a further five per cent by 2028.

As traffic volumes increase, congestion levels would also increase significantly, resulting in lower average travel speeds and an increase in the average delay per vehicle. If no work is carried out, in the evening peak period the average travel speed is predicted to reduce by up to 30 per cent by 2018 (from 28 km/h to 20 km/h per hour) and a further 16 per cent to around 17 km/h per hour by 2028. The average delay per vehicle is predicted to increase about 70 per cent by 2018 (from about 3.5 minutes to about six minutes) and a further 30 per cent by 2028 (to almost eight minutes).

Construction

Construction of the Stage 2 Network Enhancement Work would generate about 490 heavy vehicle and 260 light vehicle movements on average per day. The construction of the Stage 1 Connectivity Work would generate about 100 heavy vehicle and 130 light vehicle movements per day, together with further traffic related to the hospital construction which would use the same arterial road network (for example, Warringah Road, Wakehurst Parkway and Forest Way) for construction access.

Construction related traffic and transport impacts would generally include increased travel times due to:

- Road work restrictions and potential reduced speed limits around the construction site
- Additional truck and construction machinery movements, including in the vicinity of construction compounds and work sites
- Potential re-routing/diversion to alternative routes, including for pedestrians and cyclists.

Other impacts include:

- Temporary closure of roads (partial or full) and altered property access during construction
- Temporary changes to bus access arrangements, including stop relocation, resulting in increased walk distance for certain bus customers
- Temporary or permanent decrease in kerbside parking

Assessment

A detailed traffic and transport assessment was prepared by specialists (the assessment is included in full in Appendix C and is summarised in Chapter 7 of the Environmental Impact Statement).

Detailed traffic modelling has informed the assessment based on updated future population and employment land use scenarios developed by the Bureau of Transport Statistics. It was further refined and updated to reflect conditions specific to this area, including anticipated traffic generation patterns of the new hospital and The Forest High School, which is next to it to the west.

Traffic modelling was carried out and used to predict and compare traffic conditions with and without the Stage 2 Network Enhancement Work at the year of opening (2018) and 10 years after opening (2028).

An assessment of construction traffic impact was also prepared. Both consider impacts on through traffic, localised traffic and access, impacts on bus operations and the potential for diversionary effects during construction.

Impacts and findings

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Other impacts include:

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- Temporary changes to bus access arrangements, including stop relocation, resulting in increased walk distance for certain bus customers
- Temporary or permanent decrease in kerbside parking
Operational

• Temporary impacts to pedestrian access arrangements to The Forest High School from the Warringah Road frontage particularly during school peak activity periods such as start and finish times
• Other changed pedestrian access arrangements within the construction site
• Potential safety matters relating to increased heavy vehicle movements, as well as to higher traffic flows temporarily traversing lower-capacity road sections.

Figure 1

- **Improved travel speeds** – The Stage 2 Network Enhancement Work would also increase average vehicle speeds in peak periods. Improvements by as much as 13 km/h to 29 km/h in 2028 and 19 km/h to 31 km/h in 2018 could be expected on some routes (compared to the ‘Do Minimal’ scenario). While more modest changes to travel speeds are anticipated on other routes, most can expect substantial improvements from the Stage 2 Network Enhancement Work when compared to the Do Minimal scenario.

- **New infrastructure** – New shared pedestrian and cyclist bridges are also proposed across Warringah Road to better connect communities and facilities

- **Other traffic improvements** – The above traffic improvements would also benefit road based public transport with average bus speeds expected to increase due to the overall network improvements. Other public transport changes include extending the southbound bus stop on Forest Way and changing the location of some bus stops. A number of new shared pedestrian and cyclist paths are proposed which would connect to and complement others in the area and also connect to the new shared pedestrian and cyclists bridges

- **Wider regional road network** – The Stage 2 Network Enhancement Work is predicted to have only a minor effect on the wider/regional road network, including slight increases in traffic along Warringah Road resulting from slight diversions from Mona Vale Road and Spit Road. It would also change the operation of a number of local roads and their intersections with main roads, including changes to access arrangements and increases in traffic. These and other changes to traffic and access are explained in further detail in Chapter 7 of the Environmental Impact Statement.

Mitigation measures

Construction

• A Construction Traffic Management Plan would be developed and implemented as part of the Stage 2 Network Enhancement Work. The plan would focus on maintaining general traffic flow, specifying appropriate site accesses, construction traffic routes and hours of use (or potential closure). Together with other management plans for the project, it would be submitted to the NSW Department of Planning and Environment for approval, and would require consultation with a number of stakeholders including Warringah Council

• Consultation and collaboration across the other construction projects would also minimise any potential combined traffic impacts across the concurrent projects

• Access for properties near building zones would be maintained during construction. The need for any temporary access changes would be discussed with property owners in advance

• Pedestrian and cyclist management plans would be developed.

Operational

• An operational traffic review will be carried out within 12 months of the Stage 2 Network Enhancement Work opening. The review will confirm the operational traffic impact of the project on Warringah Road, Forest Way and Wakehurst Parkway close to the hospital. The outcome would be used to identify any possible additional measures necessary where the Level of Service has significantly deteriorated as a result of the Stage 2 Network Enhancement Work compared to those predicted in the Environmental Impact Statement.

For more information, please refer to Chapter 7 of the Environmental Impact Statement.
9. Managing impacts – Noise and vibration

Context
There are a range of ‘noise-sensitive receivers’ in the project area. All residential premises are considered to be sensitive receivers for both construction (due to noise and vibration impacts) and operation (due to traffic noise when the road is constructed and operational). Commercial properties, educational institutions including The Forest High School and Frenchs Forest Public School, child care centres, places of worship and areas of open space used for recreational purposes are also considered sensitive receivers.

Like most urban and suburban areas where ambient noise is mainly influenced by road traffic, noise levels during the day tend to be much higher than at night. Existing levels of road traffic noise adjacent to Forest Way, Warringah Road and Wakehurst Parkway are, in the majority of cases, already above criteria identified in Roads and Maritime’s Noise Criteria Guideline.

Assessment
- A detailed noise and vibration assessment was prepared by specialists (the assessment is included in full in Appendix D and is summarised in Section 8 of the Environmental Impact Statement). The assessment followed relevant noise and vibration guidelines and policies.
- Detailed noise models were prepared to predict levels due to construction noise of the Stage 2 Network Enhancement Work, as well as the traffic noise associated with its operation in 2018 and 2028 (10 years after opening). These noise models were informed by noise measurements across the project area over different periods together with traffic counts and inputs including future traffic volumes from the traffic modelling.

Impacts and findings

Construction
- Construction along Warringah Road is anticipated to affect the greatest number of receivers as it is located in a more densely populated area. The Stage 2 Network Enhancement Work will also require some night work.
- Vegetation clearing and construction of the slot/underpass would cause the highest noise levels, although this would be partially mitigated as work on the slot/underpass increases in depth and the associated construction activities are below the ground surface. These construction activities would result in the greatest number of properties that would be classified as ‘highly noise affected’.
- These activities are also among those most likely to affect The Forest High School and Frenchs Forest Public School. However, the influence of construction noise differs across school grounds. For example, noise levels in the undercover assembly area of The Forest High School are not predicted to change significantly as a result of the Stage 2 Network Enhancement Work compared to existing noise levels. Lower construction noise levels are also predicted at the soccer fields and multi-purpose courts due to greater setback from construction work and intervening buildings. The greatest impacts are likely to be perceived as moderately to highly intrusive at buildings nearest to construction activities. Management measures to mitigate these impacts are described below and include ‘respite’ time during examination periods.
- Construction of the Stage 1 Connectivity Work and Stage 2 Network Enhancement Work occurring concurrently with the hospital construction are not anticipated to result in significantly increased noise impacts for surrounding receivers (that is, cumulative noise impacts). Road corridor work, which in many cases occurs adjacent to properties, would be the dominant noise source and the hospital construction site would be comparatively less significant due to greater separation distance to properties.
- Regarding vibration, the separation distances between construction activities and receivers would generally be sufficient. Vibration from construction equipment is therefore unlikely to cause damage to nearby buildings. Vibration monitoring or vibration trials would ensure that vibration remains at acceptable levels. Building condition surveys would be completed both before and after the work to identify the existing condition and any damage due to the construction of the Stage 2 Network Enhancement Work.

Operation
The traffic noise assessment considered changes in areas affected by both the Stage 1 Connectivity Work and Stage 2 Network Enhancement Work at the year of opening (2018) and 10 years later (2028). For both timeframes the Stage 2 Network Enhancement Work would result in fewer properties with predicted noise levels above noise criteria compared to existing levels. This is due to reduced traffic volumes on Frenchs Forest Road where road users would use Warringah Road in preference following the upgrades. Additionally, the slot/underpass would partly reduce its own traffic noise emissions due to the depth below the ground surface for most of its length. At most properties, the Stage 1 Connectivity Work and Stage 2 Network Enhancement Work are predicted to result in a minor decrease in noise levels during the daytime and a minor (that is, not noticeable) increase in noise levels during the night time.

Mitigation measures

Construction
- A Construction Noise and Vibration Management Plan would be prepared for the Stage 2 Network Enhancement Work. This Plan would provide details of noise and vibration management measures and procedures to be carried out during construction to minimise and manage noise impacts on sensitive receivers.

Operation
- Noise barriers are proposed along sections on the southern side of Warringah Road and acoustic treatment of properties would be further considered to minimise traffic noise at affected properties as the detailed design is progressed.

For more information, please refer to Chapter 8 of the Environmental Impact Statement.

An image of the proposed road upgrades on Warringah Road west of Forest Way looking east.
10. Managing impacts – Biodiversity

Context
The Stage 2 Network Enhancement Work is within an urban precinct with areas of remnant native vegetation, roadside plantings and landscaped road verges. The majority of the existing vegetation is of high biodiversity value being Duffs Forest, an endangered ecological community protected under State Government Legislation. It is also located in a Priority 1 Wildlife Corridor as mapped by Warringah Council and contains habitat for a number of threatened flora and fauna species including the Red-crowned Toadlet, Powerful Owl, Grey-headed Flying-fox, Swift Parrot and White-bellied Sea-eagle.

Assessment
A detailed biodiversity assessment was prepared to determine the Stage 2 Network Enhancement Work’s potential impact on threatened flora, fauna and ecological communities (the assessment is included in full in Appendix E and is summarised in Section 9 of the Environmental Impact Statement). This included field surveys to determine the presence or likelihood of threatened species, populations and endangered ecological communities. The biodiversity assessment has been carried out by experienced ecologists in accordance with relevant biodiversity guidelines and policies.

Impacts and findings

Construction
- **Duffs Forest** – The Stage 2 Network Enhancement Work is likely to remove up to 6.1 hectares of Duffs Forest vegetation, which is an endangered ecological community. About 4.5 hectares of this is a modified form of the vegetation (mown or landscaped components). The removal of Duffs Forest is considered a significant impact largely because less than 16 per cent of the original area of Duffs Forest currently exists in the region as fragmented remnant patches. The Stage 2 Network Enhancement Work would also contribute to cumulative impacts from other developments such as the hospital and Stage 1 Connectivity Work. ‘Biodiversity offsets’ for the removal of Duffs Forest are proposed which could include measures like protection and conservation of an area of land with similar conservation value.

- **Flora and fauna** – There is unlikely to be a significant impact on any threatened flora or fauna species with the implementation of appropriate mitigation measures.

Operation
- **Fauna connectivity** – Wildlife connectivity is already affected by the existing road network which acts as a deterrent to the movement of some fauna. The recent removal of five hectares of vegetation at the hospital site combined with increasing the width of road corridors as a result of the Stage 2 Network Enhancement Work is likely to limit movement further. Fauna connectivity and roadkill reduction measures like fauna fencing, rope bridges and culvert crossings would be implemented to reduce the probability of vehicle strike.

- **Red-crowned Toadlet** – Some fauna, such as the Red-crowned Toadlet, are sensitive to changes in surface water quantity and quality. The Stage 2 Network Enhancement Work is predicted to increase peak flows from several drainage outlets including one outlet on Aquatic Drive that drains into potential breeding habitat for the Red-crowned Toadlet (please see Appendix E of the Environmental Impact Statement for the full Surface Water Assessment Report). Mitigation measures incorporated into the drainage design include a detention basin, at Aquatic Drive near Wakehurst Parkway which would reduce these peak flows back to existing levels and therefore have little impact on the flow regime. Based on the findings of the groundwater and surface water assessments (discussed further in Section 13 of this overview document and Chapter 16 and Chapter 17 of the Environmental Impact Statement) any discharges to surface water would meet existing water quality requirements and, as such, the risk of water quality impacts to Red-crowned Toadlet habitat would be low. If required, appropriate mitigation measures, treatment systems or similar would be investigated during the detailed design stage.

Mitigation measures

Construction
- A Construction Flora and Fauna Management Plan would be prepared for the Stage 2 Network Enhancement Work. This Plan would provide details of biodiversity management measures and procedures to be carried out during construction to minimise and manage impacts on flora and fauna. This would include the need for:
  - Pre-clearing surveys
  - The establishment of exclusion zones
  - Other measures.

Operation
- Ongoing water quality monitoring would identify any emerging problems that may affect the Red-crowned Toadlet habitat
- Fauna fencing, culverts and rope bridges would also be implemented where appropriate.

For more information, please refer to Chapter 9 of the Environmental Impact Statement.
In addition to some noise and traffic impacts, the Aurora Business Centre and Forestridge Business Park would be affected by property acquisitions to accommodate widening along Warringah Road. While the acquisition of Bantry Bay Road shops would initially impact the local community, it is noted that alternative locations for similar businesses, services and facilities exist in the Frenchs Forest locality, including Forestway Shopping Centre. These alternative locations would also provide good meeting places for local residents thereby reducing impacts regarding social cohesion and interaction.

The acquisition of residential, business or community properties can also substantially impact property owners and/or tenants as well as clients or user groups. This includes potential anxiety which can be created due to uncertainty, timing, perceived or actual effects on property value, the need to find suitable alternative properties and the cost and inconvenience associated with relocation.

Roads and Maritime remains committed to make every effort to negotiate mutually acceptable compensation with affected property owners and all acquisition would be carried out in accordance with:
- The Roads and Maritime Land Acquisition Guide
- The Roads Act 1993

A list of property that would be required for the proposal is provided in Section 5.1.13 of the Environmental Impact Statement.

There are also social impacts resulting from property acquisition including the loss or disruption of community linkages, cohesion and services. It can be a concern for residents if they are required to relocate away from local communities and cultural networks leading to isolation and social severance. Partial acquisition of public open space, such as Karingal Reserve and Brick Pit Reserve, may also contribute to social impacts.

Mitigation measures
- Roads and Maritime will carry out ongoing communication with local land owners and businesses impacted by the Stage 2 Network Enhancement Work with specific attention given to the duration, location and timing of construction and the potential impact on business operations.
- Communication will also be ongoing with residents and businesses that would be affected by acquisition to minimise uncertainty and impacts, and a direct contact with Roads and Maritime for affected residents and businesses would also be provided.
- Roads and Maritime will also provide compensation to those property owners directly impacted by the project in accordance with the Land Acquisition (Just Terms Compensation) Act 1991.

For more information, please refer to Chapter 10 of the Environmental Impact Statement.
12. Managing impacts – Urban design, landscape character and visual impacts

Context
The Frenchs Forest area and surrounds includes a combination of natural bushland, cultural tree planting, low-density residential and open space exhibiting the visual and landscape qualities that are consistent with the Northern Beaches region of Sydney. The historical development of the area has resulted in recognisable cultural patterns on the landscape, combined with development that responds to natural landscape features (such as topography).

Road users on Warringah Road experience the bushland character immediately after crossing Roseville Bridge to the west of the study area, an experience that continues in an easterly direction, as well as to the north and south. Wakehurst Parkway generally comprises a densely enclosed bushland character that is consistent with the Northern Beaches region and similar to other arterial connections in the region including Forest Way and Mona Vale Road.

Assessment
A detailed landscape character and visual impact assessment has been prepared in accordance with Roads and Maritime guidelines by specialists (the assessment is included in full in Appendix G and is summarised in Section 11 of the Environmental Impact Statement). The assessment includes:
- A visual impact assessment for key viewpoints in the surrounding area
- A landscape character assessment to evaluate the impact of the Stage 2 Network Enhancement Work on the combined built, natural and cultural character or sense of place of the area
- Consideration of the magnitude, sensitivity and impact likely on the viewpoints and the landscape character
- Consideration of how the road corridor is used and how it functions as part of the region.

Impacts and findings
Construction
Construction of the Stage 2 Network Enhancement Work would result in reduced visual amenity for a number of residents and businesses as construction work and new road infrastructure would be clearly visible during construction. The greatest visual impacts would occur following the removal of existing vegetation and before landscaping work. Construction work would also impact on the users of the existing road network that is to be upgraded. Road users may experience a loss of views to the adjacent landscape during the construction period.

Landscape character and visual impacts associated with construction machinery, materials and fencing would be temporary in nature and are in keeping with the impacts associated with similar road construction activities.

Operational
The Stage 2 Network Enhancement Work would provide a more efficient road transport system along all corridors, and would maintain and improve overall access for pedestrians and cyclists. However, it would result in substantial impacts on both landscape character and visual impact, as experienced by road users and sensitive receivers.

Residents along Karingal Crescent that back onto Karingal Reserve, which is adjacent to the southern side of Warringah Road, would experience the highest impacts. Large sections of vegetation in Karingal Reserve would be removed and the road would be constructed closer to their properties.

The removal of the Bantry Bay Road shops would also impact the local community, as well as motorists, due to the loss of convenient shops and a local landmark.

Landscape character impact and visual impact would be greatest along the east-west road corridor (Warringah Road), primarily due to the magnitude of the work proposed as well as the close proximity of residential viewers to the work. The north-south road corridors (Wakehurst Parkway, Forest Way and Allambie Road) have a lesser magnitude of work proposed and are more resilient to change.

As the development of the project continues, special consideration would be required across the landscape to minimise visual impacts within this urban bushland setting, particularly where resident views and bushland would be impacted.

Mitigation measures
Construction
- Landscape plan – A detailed landscape plan would be prepared for the project. The landscape plan would build on the findings of the Landscape Character and Visual Impact assessment (Appendix G of the Environmental Impact Statement) and would include detailed set out, species and planting guides
- Retaining walls – Due to the urban nature of the project, retaining wall finishes would be of a high quality and a combination of sandstone cladding, stone block (or other material sensitive to the local context) would be provided where either facing the road or where associated with residential properties
- Noise walls – The ultimate form, material, colour and texture of noise walls would be sensitive to the local context, and in consideration of nearby residents and road users
- Vegetative screening – Where possible, vegetative screening would be provided to minimise the visual impact of fencing during construction
- Landscaping – Landscaping would be progressively introduced to provide screening between adjacent houses and the road corridor.

For more information, please refer to Chapter 11 of the Environmental Impact Statement.
13. Managing impacts – Aboriginal and historic heritage

Context
While there are no Aboriginal archaeological sites (or areas of potential archaeology) within the Stage 2 Network Enhancement Work area, there is one non-Aboriginal (historic) heritage item listed as locally significant on the Warringah Local Environmental Plan. The remnant pear tree of the former Holland’s Orchard is located within the footpath reservation on the northern side of Warringah Road. The listing also extends to a Commemorative Grove located within the grounds of The Forest High School.

Assessment
Aboriginal and non-Aboriginal (historic) heritage assessments were prepared by specialists. They followed all relevant assessment guidelines and policies including Roads and Maritime’s Procedure for Aboriginal Cultural Heritage Consultation and Investigation (PACHCI) and The Burra Charter.

The assessments identified the Aboriginal or non-Aboriginal (historic) heritage likely to occur within the area and assessed the potential impacts to heritage values or to Aboriginal objects and potential archaeological deposits. They included extensive literature reviews and site investigations to inform the assessments (the assessments are included in full in Appendix F and I, and summarised in Sections 12 and 13 of the Environmental Impact Statement).

Impacts and findings
Given that there are no Aboriginal archaeological sites present in the area, the Stage 2 Network Enhancement Work presents no potential impact to Aboriginal archaeological heritage.

The former Holland’s Orchard and Commemorative Grove would be partially impacted, in that the only remaining pear tree on Warringah Road from the former Holland’s Orchard is within the construction footprint. As identified in Section 13.4 of the Environmental Impact Statement, Roads and Maritime will further investigate ‘propagating’ the tree (taking cuttings) within the Commemorative Grove in the boundaries of The Forest High School subject to discussions with Warringah Council, the Department of Education and Communities and Health Infrastructure.

The widening of Warringah Road to the south would also impact the area surrounding the former Hevs Brick Pit. The heritage assessment has noted that there is not likely to be much left in the archaeological record to demonstrate its former purpose. The archaeological potential of the brick pit is therefore considered to be nil to low and the impact is therefore also considered to be low (the Stage 2 Network Enhancement Work would not diminish its significance).

Other than the potential impacts associated with excavation and construction activities identified above, and potential archaeological disturbance, no further heritage impacts are anticipated due to vibration, or altered historical arrangements and access.

Mitigation measures
- A Construction Heritage Management Plan would be prepared for the Stage 2 Network Enhancement Work. This Plan would provide details of management measures and procedures to be carried out during construction to minimise and manage impacts on Aboriginal and non-Aboriginal (historic) heritage
- The pear tree would be propagated further and photographically recorded based on consultation with Warringah Council, the Department of Education and Communities and Health Infrastructure.
- Should any unexpected Aboriginal or non-Aboriginal (historic) finds be uncovered during construction, their management would follow the Roads and Maritime Standard Management Procedure: Unexpected Heritage Items. All staff would be made aware of their obligations under various Federal and State heritage legislation during their site induction.

For more information, please refer to Chapter 12 and Chapter 13 of the Environmental Impact Statement.

14. Managing impacts – Air quality

Context
The air quality of the Stage 2 Network Enhancement Work area is considered to be typical of an urban area within the Sydney metropolitan region. The main contributors to air quality are emissions from high volumes of traffic (carbon monoxide, oxides of nitrogen and particulate matter) on the existing road network, increased use of private vehicles and increased traffic congestion. Other contributors to air quality include background and burning, domestic wood fire hearers, smoke from bushfires, domestic and commercial aerosol and solvent use.

Assessment
A detailed air quality assessment was prepared by air quality specialists, which is explained in Section 14 of the Environmental Impact Statement and attached in full in Appendix J.

Construction impacts were assessed using a semi-quantitative risk-based approach following guidance developed by the UK Institute of Air Quality Management’s (IAQM) Guidance on the assessment of dust from demolition and construction.

Air quality dispersion modelling was used to assess operational air quality impacts associated with changes to traffic from the Stage 2 Network Enhancement Work. Modelling scenarios were developed to represent current operational conditions with and without the project.

The models used were designed specifically for the assessment of road traffic emissions and have been widely used in road traffic pollution studies across Australia, having been validated for Australian conditions. The modelling was used to predict changes to concentrations of air pollutants such as of oxides of nitrogen (referred to as NOx) and fine particulates which are very small dust particles (such as PM10 and PM2.5, referring to the size in microns of particulate matter, where a micron is 0.0001 centimetres). While many different air pollutants are emitted directly from road vehicles these are called `primary` pollutants in terms of local air quality and potential health impacts.

Impacts and findings
Construction
During construction, the main impact on air quality would be the generation of dust during earthwork and other construction activities. The potential for dust to be generated would depend on the silt and moisture content of the soil, the types of operations being carried out, the size of exposed areas and wind conditions.

Exhaust emissions from on-site plant and equipment are unlikely to have a significant impact on local air quality during construction. Cumulative air quality impacts are possible as a result of overlapping construction activities for the Stage 1 Connectivity Work, Stage 2 Network Enhancement Work and construction of the hospital. However, construction dust would present a low risk to human health and would have no ecological risk impacts. Any effects would be temporary and relatively short-lived, and would be managed through the implementation of appropriate mitigation measures.

Operation
During operation, after the Stage 2 Network Enhancement Work is built, concentrations of air quality pollutants for sensitive receivers are expected to be well below the relevant air quality criteria set by the NSW Environment Protection Authority ( EPA). In 2028 (10 years after opening) a number of air quality pollutants are predicted to reduce to levels below those in 2014 due largely to improvements in emission-control technology and fuel in newer cars. The impact of the Stage 2 Network Enhancement Work on regional air quality would also be negligible and undetectable in any ambient air quality measurements.

Mitigation measures
Construction
- An Air Quality Management Plan would be prepared for construction. This Plan would detail air quality control measures and procedures including dust control measures to be implemented and monitored, and the need for construction machinery to be well maintained and fitted with pollution reducing devices where practical.
- Other measures would include:
  - Switching off machinery and equipment when not in use
  - The use of dust suppression measures, such as water carts or soil binders.

For more information, please refer to Chapter 14 of the Environmental Impact Statement.
15. Managing impacts – Surface water

Context
The stormwater drainage network carries stormwater flows for minor storm events throughout the Stage 2 Network Enhancement Work area. Stormwater runoff is predominantly generated by roads, roofs and pavements, which discharges into the major waterways being Middle Creek, Curl Curl Creek and Bantry Bay. The waterways are affected by tides in their lower reaches but are dominated by rainfall-runoff on the upper reaches in the vicinity of the Stage 2 Network Enhancement Work.

Surface water sampling was carried out for the project at five locations across the wider area over a four month period. The results indicate some exceedances of water quality criteria, including copper, iron and zinc concentrations although these exceedances could be natural background concentrations.

Assessment
A detailed assessment of impacts to surface water quality, hydrology and flooding for the Stage 2 Network Enhancement Work was prepared by specialists (explained in Chapter 16 of the Environmental Impact Statement and attached in full in Appendix L). The assessment included detailed hydrologic and hydraulic modelling and analysis of the existing and proposed drainage network. It also included water quality modelling and analysis under existing and proposed conditions, including estimating nutrient, sediment and gross pollutant loads to assess water quantity and quality impacts. This informed development of surface water management strategies for construction and operation.

Impacts and findings

Construction
Soil erosion and sedimentation are risks posed to water quality throughout the construction period where earthwork, vehicle access and changes to waterways can lead to increased soil and sediment travelling downstream. Appropriate erosion and sediment controls minimise the potential for nutrient loads to increase significantly during construction.

The release of harmful chemicals is also a risk to downstream environments during construction. Substances may include acids and chemicals from washing processes, fuels, oils, lubricants and hydraulic fluids. Surface water interacting with groundwater may be contaminated from the adjacent service station on Warringah Road and pose a risk to downstream waterways and receiving environments. However, with the implementation of appropriate mitigation and monitoring measures, it is expected that chemical contamination water quality risks posed by construction activities would be low.

Operation
Post-construction (during operation), some areas within the Stage 2 Network Enhancement Work construction footprint may remain susceptible to erosion while revegetation takes place. Generally, an increase in the velocity of water flows would increase the risk of erosion. However, the Stage 2 Network Enhancement Work would be designed to incorporate drainage structures, including stormwater detention tanks, that minimise that risk. Water modelling carried out for the Stage 2 Network Enhancement Work indicates that the risk of scour and erosion is either no worse or presents only a minor increased risk of erosion compared to the existing situation. Where necessary, some drainage outlets will be monitored for evidence of erosion and scour as part of regular maintenance. Suitable erosion control measures would then be adopted such as rock armouring, gabion baskets, matting or concrete lining.

Water quality modelling indicates there would be no significant increases in total suspended solids, total phosphorus or gross pollutants from the Stage 2 Network Enhancement Work. Some localised increases in nitrogen loads are expected but these would fall to existing levels before entering waterways. The modelling results suggest the Stage 2 Network Enhancement Work would result in a net reduction in nutrient loads from the Stage 2 Network Enhancement Work area as a whole.

Mitigation measures

Construction
- A Soil and Water Management Plan would be prepared and implemented in accordance with the relevant guidelines. The primary focus of this Plan is erosion and sediment control during the land disturbance phase of the project. Measures would include sediment barriers, bunds or fences, as well as staging to minimise the extent of disturbance at any one time.

Operation
- Operational water control measures would also be considered, including the need for spill containment and temporary holding tanks.

For more information, please refer to Chapter 16 of the Environmental Impact Statement.

16. Managing impacts – Groundwater

Context
Groundwater is water that is located below the surface of the ground. Over time, water from rain and rivers migrates through the ground and is stored underground in soils and rock.

Based on monitoring data the average depth to groundwater is between 2.9 and 6.2 metres below ground level across the Stage 2 Network Enhancement Work area and there is an average fluctuation in the groundwater levels of about one metre. Groundwater contours indicate that groundwater typically flows southward across and toward the Bantry Bay and Curl Curl Creek catchments.

Based on the relatively shallow groundwater levels recorded in some locations there is a high potential for some groundwater seepage to the creek systems including an area of Red-crowned Toadlet habitat.

Contamination investigations also identified a number of potential groundwater contamination matters including elevated levels of heavy metals which exceed adopted criteria.

Assessment
An assessment of groundwater impacts has been prepared by specialists (explained in further detail in Chapter 17 of the Environmental Impact Statement and attached in full in Appendix M). The assessment includes groundwater modelling and considers the flow of groundwater into the subsurface slot located on Warringah Road (known as inflow). It also considers ‘recharge’ of groundwater and the effect of the project on groundwater levels, known as ‘drawdown’ or ‘lowering the water table’. This informed an assessment of the magnitude of potential changes in groundwater conditions and surface flow changes.

As discussed above, a contamination assessment has also been prepared which included soil and groundwater sampling at a number of areas. This was used to consider potential water quality impacts associated with groundwater.

Impacts and findings

Construction
Changes to groundwater levels can affect groundwater wells (used by registered groundwater users) as well as some fauna and vegetation types that depend on groundwater flows. Deep excavations such as the subsurface slot and detention tanks may cause drawdown and affect groundwater levels and flows in the surrounding area. Excavation of the subsurface slot and other construction activities that change land use (such as vegetation removal) also have the potential to locally reduce groundwater recharge and lower groundwater levels.

During construction there would also be an increased potential for groundwater quality impacts from potentially contaminated groundwater or from construction activities potentially migrating contaminants into the groundwater.

Operation
Ongoing impacts may also continue during the long term operation of the Stage 2 Network Enhancement Work. These impacts may include changes to groundwater quality and groundwater levels. Groundwater modelling predicts groundwater inflow volumes into the slot up to 0.5 litres per second. This could cause drawdown of as much as 10 metres – based on worst case estimates. However, the maximum drawdown is less than one metre at registered groundwater wells in the vicinity of the site. The biodiversity assessment has also concluded that there are no groundwater dependent fauna or vegetation types (groundwater dependent ecosystems), and the drawdown would have no adverse impacts to the Red-crowned Toadlet habitat.

The current preferred method of ongoing operation is therefore to allow groundwater inflow into the slot. This water would then be collected and treated prior to being discharged to surface water systems.

A cumulative groundwater impact assessment was also prepared to consider the combined impacts of the Stage 2 Network Enhancement Work and the hospital. These overall impacts are predicted to be around the same as those for Stage 2 Network Enhancement Work alone and are considered acceptable.
Mitigation measures

Construction

• Groundwater monitoring as part of a broader water quality monitoring program would be developed and implemented for construction and operation. This would build on pre-construction monitoring of surface water and groundwater quality, groundwater flows and groundwater levels that began in late 2014 to establish existing baseline conditions for comparison during and after construction.

• A Groundwater Management Plan would also be prepared to manage the impacts of groundwater drawdown into the slot during construction.

• The ongoing design process will further consider the slot drainage system and confirm the capture, treatment and discharge methods for groundwater.

For more information, please refer to Chapter 17 of the Environmental Impact Statement.

17. Community and stakeholder consultation

Roads and Maritime has embarked on a comprehensive community consultation program with the Northern Beaches community and key stakeholders.

We recognise the importance of involving the community in every stage of development of our projects and believe that meaningful and engaging community consultation is an essential component of our work.

Stakeholders consulted to date include:

• Australian and NSW government Members of Parliament
• Affected local councils
• Local businesses
• Aboriginal groups and representatives
• Community groups
• Schools
• Transport operators
• Emergency services
• Individual community members.

Key consultation activities carried out so far include:

• Thirteen community information sessions (attended by almost 2000 people)
• Six community updates and flyers distributed to an area covering 20,000 residents and businesses
• Door knocking more than 500 properties
• Meetings with government and industry stakeholders
• Face-to-face meetings with individual business and property owners and residents
• Distributing feedback forms to ensure comments can be easily captured and considered
• Print advertising in local and metropolitan media.

To date, we have been able to make a number of improvements to the project based on your feedback and we thank the community for its participation in this process.

For more information, please refer to Chapter 6 of the Environmental Impact Statement.

20,000 residents consulted
18. Have your say

Environmental Impact Statement display

The NSW Department of Planning and Environment has placed the Environmental Impact Statement for the Northern Beaches Hospital Stage 2 Network Enhancement Work on display until Friday 21 August 2015.

We welcome your feedback on the Environmental Impact Statement and, as part of the assessment process, you are invited to make a formal submission to the Department of Planning and Environment. Written submissions must be received by the Department of Planning and Environment by Friday 21 August 2015.

Submissions should be made through the NSW Department of Planning and Environment website, or by fax or mail:

Online via the NSW Department of Planning and Environment website at www.majorprojects.planning.nsw.gov.au

Fax submissions to (02) 9228 6366

Written submissions to:
Director of Infrastructure
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

All submissions received will be placed on the Department’s website. Before making your submission, please read the Privacy Statement at www.planning.nsw.gov.au/privacy

The NSW Department of Planning and Environment will publish your submission on its website in accordance with the privacy statement. The Department of Planning and Environment requests that your submission includes:

- Your name and address, at the top of the letter only. If you want the NSW Department of Planning and Environment to delete your personal information before publication, please make this clear at the top of your letter
- The name of the application and the application number (SSI 14_6434)
- A statement on whether you support or object to the proposal
- The reasons why you support or object to the proposal
- A declaration of any reportable political donations made in the previous two years. To find out what is reportable, and for a disclosure form, go to www.planning.nsw.gov.au/donations

Environmental Impact Statement display locations

During the display period, printed copies of the Environmental Impact Statement are available to view at the following locations:

- Nature Conservation Council, Level 2, 5 Wilson Street, Newtown
- Warringah Council, 725 Pittwater Road, Dee Why
- Dee Why Library, 725 Pittwater Road, Dee Why
- Belrose Library, Glenrose Place, Belrose
- Forestville Library, 6 Darley Street, Forestville
- Warringah Mall Library, Shop 650, 2nd Floor, Warringah Mall, 145 Old Pittwater Road, Brookvale
- Department of Planning and Environment, Information Centre, 23-33 Bridge Street, Sydney
- Roads and Maritime Services (Head Office) Level 9, 101 Miller Street, North Sydney

A copy of the Environmental Impact Statement on CD is available by contacting 1300 367 459 or nbhroadwork@rms.nsw.gov.au, or can be downloaded from the NSW Department of Planning and Environment website.

Community information sessions

Roads and Maritime will also hold three community information sessions. The information sessions will enable community representatives to ask questions. We encourage you to find out more about the proposal and meet our team at one of the sessions. A formal presentation will not be given, so please feel free to drop in at any time during these sessions:

- Saturday 25 July, midday to 2pm, Forestville Memorial, Hall Corner of Starkey Street and Warringah Road, Forestville
- Tuesday 28 July, 5pm to 7pm, Galstaun Function Centre, 5 Grattan Crescent, Frenchs Forest
- Saturday 1 August, midday to 2pm, Forestville Memorial, Hall Corner of Starkey Street and Warringah Road, Forestville.

Next steps

Following the display of the Environmental Impact Statement, the Secretary of the NSW Department of Planning and Environment will provide Roads and Maritime with copies of any submissions made. Roads and Maritime will consider all submissions received and provide responses to matters raised through a submissions report.

In addition to this Report, the Secretary may also require a preferred infrastructure report to outline any proposed changes to the Stage 2 Network Enhancement Work. If significant changes to the Stage 2 Network Enhancement Work are proposed, the Secretary may make the preferred infrastructure report publicly available.

The Secretary will prepare a Secretary’s environmental assessment report and provide it to the Minister for Planning. The Minister for Planning will then decide whether or not to approve the Stage 2 Network Enhancement Work and the conditions to be attached.

If approved by the Minister for Planning, the project would be constructed and would operate in accordance with the mitigation measures outlined in the Environmental Impact Statement, the submissions report and the conditions of approval. Communication with the community would be ongoing throughout construction.

Roads and Maritime will continue to identify and manage matters of interest or concern to the community during the assessment and approval process and, if the Stage 2 Network Enhancement Work is approved, during the detailed design process and construction.
For more information

For more information or queries about the project, please contact our team:

**Phone:** 1300 367 459  
**Email:** nbhroadwork@rms.nsw.gov.au  

Please note, any submissions received by Roads and Maritime will be forwarded to the NSW Department of Planning and Environment. All submissions will be posted on the NSW Department of Planning and Environment’s website. If requested, your name can be removed to protect your privacy but you must state this in your submission.

This document contains important information about road projects in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on 131 450 and ask them to call the project team on 1300 367 459. The interpreter will then assist you with translation.

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**Privacy** Roads and Maritime Services ("RMS") is subject to the Privacy and Personal Information Protection Act 1998 ("PPIP Act") which requires that we comply with the Information Privacy Principles set out in the PPIP Act. All information in correspondence is collected for the sole purpose of assisting in the assessment of this proposal delivering this project. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published. Otherwise RMS will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by RMS at 27 Argyle Street, Parramatta NSW 2150. You have the right to access and correct the information if you believe that it is incorrect.