

Beaches Link

Flat Rock Drive

Beaches Link is an integrated transport solution that will make it easier, faster and safer to get around Sydney.

This new tunnel from the Northern Beaches, under Middle Harbour, Northbridge and Willoughby will connect with the Warringah and Gore Hill Freeways – delivering widespread traffic benefits and improving journey times.

It will reduce pressure on key routes - including Willoughby Road, Reserve Road, Flat Rock Drive, Eastern Valley Way and Ourimbah Road. This will improve these routes for users and will also reduce rat running, returning local streets to local people.

Beaches Link benefits public transport across the Northern Beaches, the North Shore, North Sydney and around the CBD by opening up new express bus connections between the Northern Beaches, North Sydney, the CBD, Macquarie Park and Chatswood. It also offers the opportunity for bus interchanges with Sydney Trains and Sydney Metro at North Sydney.

We also expect improved efficiencies to surface bus routes when traffic is redirected off surface roads and into the new Beaches Link Tunnel via an upgraded Wakehurst Parkway at Seaforth and the Burnt Bridge Creek Deviation at Balgowlah.

Beaches Link will be in deep tunnels (75 metres beneath Bicentennial Reserve at Willoughby and over 100 metres beneath Northbridge). There will be no permanent facilities such as tunnel ventilation outlets away from the tunnel entry and exit points.

The proposed reference design is currently available for community input until Friday 9 November.

Should the NSW Government decide to proceed further with the proposal, it will be subject to a rigorous and extensive environmental assessment – including more community engagement.

Construction sites are temporary

Temporary construction sites are needed to deliver this project and we will be working with councils and local communities to identify their future use when work is complete.

Construction sites have been carefully selected taking into account community and industry feedback.

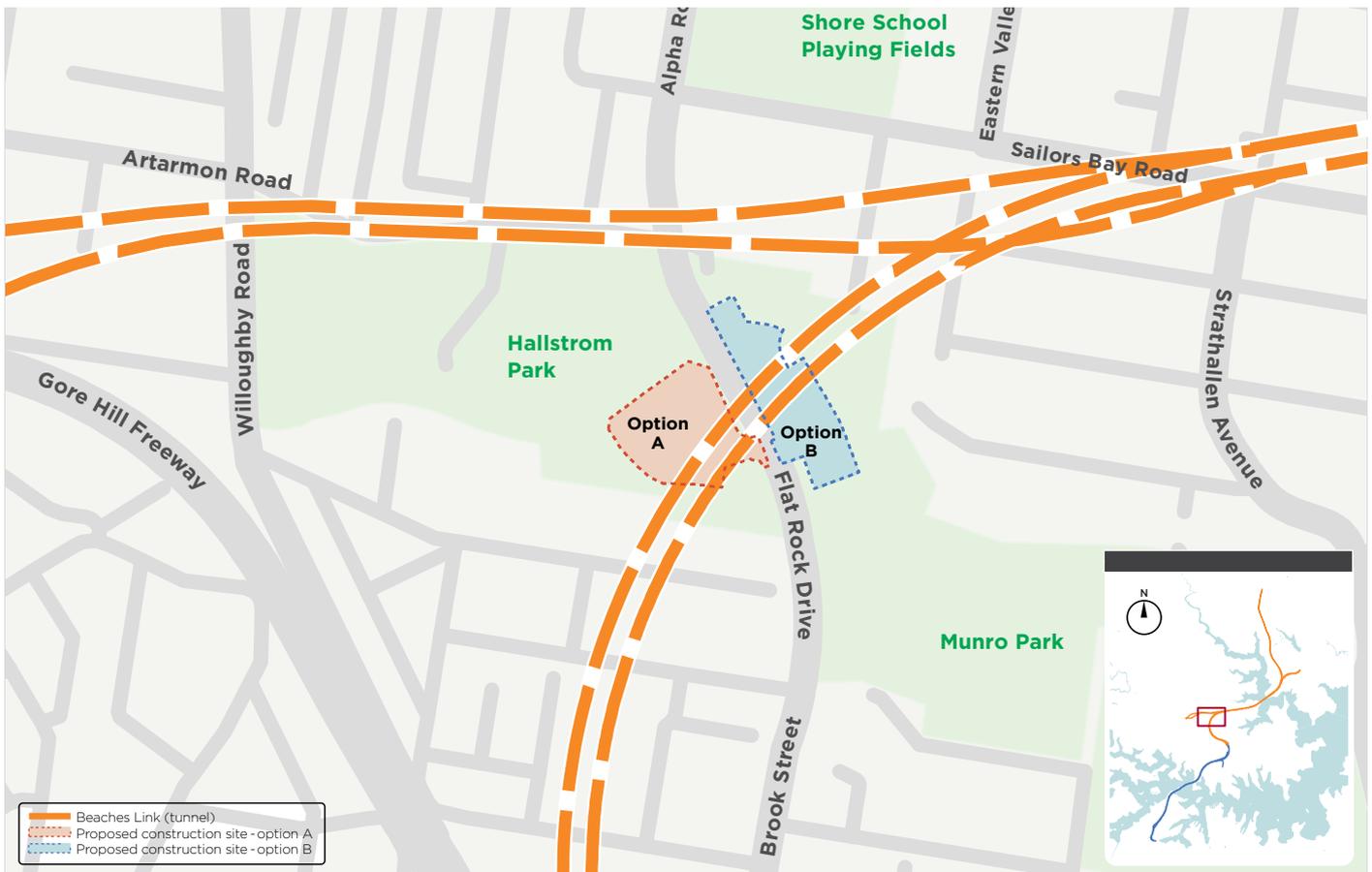
The sites aim to:

- Minimise private property impacts
- Minimise impacts to the community and the environment
- Have good main road or water access – keeping trucks off local streets
- Maintain functionality of open space as much as possible
- Provide opportunities for improvement of the sites after construction
- Ensure the works can be delivered safely and efficiently.

These measures ensure the project can be delivered effectively while minimising construction times and levels of impact to communities, the road network and the environment.



Proposed Flat Rock Drive construction site options



We need a primary (temporary) tunnelling site south of Middle Harbour to tunnel north, south and west from the site.

The options are:

Option A is at the current Flat Rock Baseball Diamond, west of Flat Rock Drive.

Option B is east of Flat Rock Drive in an area re-vegetated by Willoughby Council over the past 20 years.

Construction site activities

- Entry site for roadheader tunnelling machines tunnelling north, south and west
- Tunnel fit-out
- Tunnel spoil removal by truck directly onto Flat Rock Drive to the Warringah Freeway
- There would be a large noise and dust acoustic shed with all tunnel spoil management contained inside it. This is standard practice on modern major tunnelling sites
- Parking and amenities for construction workers would be contained on-site, with no worker parking on surrounding streets.

Reducing our impact - Option A

- We will work with Willoughby Council and local sports clubs to minimise the impact on sporting activities in the area while the baseball diamond is unavailable during construction
- No impact to Willoughby Leisure Centre indoor facilities, netball courts or car park
- Shared user path remains open for the duration of construction
- Opportunity for major refurbishment of the area following construction
- Single large site in a strategic location reduces the need for additional intermediate sites
- Allows safe, signalised road access directly onto Flat Rock Drive to keep trucks off local streets
- No direct impact to private properties
- Acoustic shed for tunnelling works to contain noise and dust.

There will be strict controls on trucks travelling to and from the site. Truck movements will generally be limited to 7am - 6pm Monday to Friday and 7am - 1pm Saturdays. No trucks on Sundays or public holidays.

Reducing our impact - Option B

- Impact on bushland is limited to an area that has been re-vegetated by Willoughby Council over the past 20 years
- Old growth bushland will not be impacted
- Shared user path to be re-routed and remain open during construction
- Opportunity to provide new recreation facilities, or re-vegetate the site after construction
- We will work with Willoughby Council on the final form of the site in consultation with residents and the community
- No impact to baseball diamond, Willoughby Leisure Centre indoor facilities, netball courts or car park
- Single large site in strategic location reduces the need for additional intermediate sites
- Allows safe, signalised road access directly onto Flat Rock Drive to keep trucks off local streets
- No direct impact to private properties
- Acoustic shed for tunnelling works to contain noise and dust.

Environmental safeguards

The project team understands community concerns and environmental sensitivities associated with the Flat Rock Creek and surrounding bushland.

In regards to the two options:

- The creek and downstream areas will be protected
- Site works will be controlled through well-understood, best practice environmental procedures including water run off, erosion and sedimentation controls
- Site will be limited to the regrowth area located on man-made landfill
- Old growth areas will not be impacted and will be specifically protected – for example the steeper slope running to the east of the existing creek
- Access off Flat Rock Drive will be via a new intersection with turning bays and controlled by traffic signals
- High level screening of the site from a biodiversity and heritage perspective has been undertaken and further studies would be conducted as part of an Environmental Impact Statement (EIS)
- Major activity and spoil transfer will be inside the acoustic shed – greatly reducing noise and dust
- Any contaminated materials in existing man-made fill will be assessed and treated via stringent environmental management methods
- Should the project receive planning approval by the Department of Planning and Environment (DPE), there would be stringent environmental safeguards to protect these areas.

Environmental Impact Statement

Once we have received community and stakeholder feedback on the proposed reference design we will refine the design and prepare the EIS for public exhibition.

The EIS exhibition and the accompanying community submissions process will be conducted independently by DPE.

The EIS will include a comprehensive assessment of key environmental issues, including a description of the existing environment, assessment of potential direct and indirect impacts of the project from construction through to operation.

This assessment will include any and all impacts on local flora and fauna, water quality, traffic, spoil transport, noise and vibration, air quality and community impacts.

Should the proposal be approved by the Minister for Planning, DPE will impose a series of conditions which will require us to eliminate, manage or mitigate impacts.



Noise attenuation shed at Bella Vista

Local benefits of Beaches Link and Western Harbour Tunnel

Taking traffic off some of Sydney's most congested roads will have local benefits:

- Less traffic on key local roads – Flat Rock Drive, Eastern Valley Way and Miller Street
- Greater resilience to incidents and delays on North Shore roads
- Reduced rat-running on local streets
- Improved travel times via surface road network
- Better amenity of Naremburn, Northbridge and Crows Nest
- Continuous southbound bus lane on the Warringah Freeway to rail and Metro stations at North Sydney and for the Sydney Harbour Bridge providing faster, more reliable bus trips
- Western Harbour Tunnel takes pressure off existing crossings – faster and more reliable trips
- Under Option A, future opportunity for major refurbishment of the area
- Under Option B, opportunity to leave a permanent, positive legacy
 - We will work with Willoughby Council on possible plans for this site in consultation with the local community
 - The impact on bushland is limited to the area re-vegetated over the past 20 years
 - We could leave our acoustic shed on site to be re-purposed as an indoor multi-use sports facility – with extra outdoor sports areas such as netball courts or an open playing field
 - Construction site parking could become sports area parking.

Key EIS conditions

Key EIS conditions would likely include:

- Comprehensive safeguards for the treatment and disposal of any contaminated soil
- Strict water run-off and storage conditions
- Limiting spoil truck operations to 7am to 6pm Monday to Friday and 7am to 1pm Saturday
- Limit construction impacts on weekend sports
- All tunnel spoil management will be contained inside an acoustic shed
- Mandating truck operations – keeping trucks to defined routes on arterial roads and ensuring all trucks are covered
- Pre-condition surveys of all buildings near tunnelling sites – any faults later identified would be rectified fully by the tunnelling contractor at their expense.

Local air quality

We have more than 20 years' experience in the efficient building and maintenance of tunnel ventilation systems. Ventilation systems will be designed to meet stringent air quality criteria set by the NSW Department of Planning and Environment, NSW Environment Protection Authority (EPA) and NSW Health.

- On 17 February 2018, the NSW Government announced even stronger protections on tunnel ventilation facilities. Under these new reforms, the EPA requires tunnel operators to meet air quality limits and carry out air quality monitoring.
- There will also be additional checks for new motorway tunnels before they progress to the Environmental Impact Assessment stage. These include a scientific review of air emissions from ventilation outlets carried out by the Advisory Committee on Tunnel Air Quality (ACTAQ), and a statement by the NSW Chief Health Officer on the impacts of these emissions
- The Minister for Planning will not approve a motorway tunnel project until the ACTAQ review has been considered.

You can read more about air quality management on the NSW Government air quality portal:

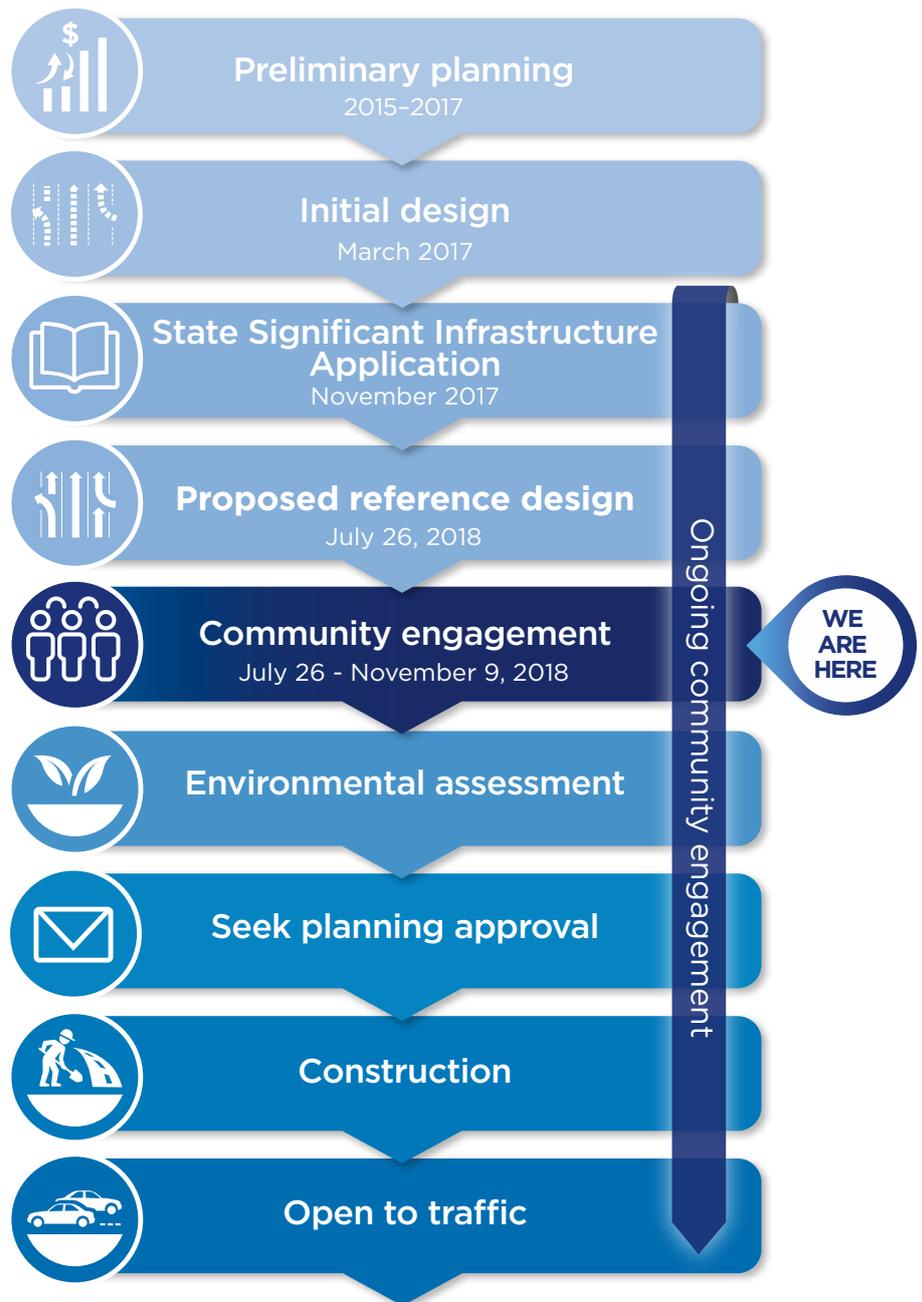
<https://v2.communityanalytics.com.au/rms/air-quality>

The ACTAQ initial report on Tunnel Air Quality (2014) can be found at:

<http://www.chiefscientist.nsw.gov.au>

We will continue to engage extensively with the community and Council about this important project.

Next steps



Join us at a community feedback session, see our website for dates and times.

You can contact us at any time to learn more about the project or to provide your feedback.

 rms.nsw.gov.au/whtbl

 1800 931 189

 whtbl@rms.nsw.gov.au

 Customer feedback
Roads and Maritime Services
Locked Bag 928, North Sydney NSW 2059



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