

30 November 2018

The Hon. Melinda Pavey MP  
Minister for Roads, Maritime and Freight  
GPO Box 5341  
SYDNEY NSW 2001

Our Ref: 2018/757084

Dear Minister

**Northern Beaches Council Beaches Link Tunnel Reference Design tunnel submission**

Thank you for the opportunity to provide feedback on the NSW Government's Beaches Link Tunnel Reference design prior to finalising the design and formalising the Environmental Impact Assessment.

The Northern Beaches Council resolved on 27 November 2018 that:

- A. *Council note the community feedback received on the NSW Government's proposed Beaches Link project, including the overall support for Beaches Link as vital infrastructure and also serious concerns about the local construction, traffic, loss of public open space, child health & safety and environmental impacts*
- B. *Council strongly supports:*
  - i) *the inclusion of enhanced public transport in the tunnel as well as the need for the tunnel provide a dedicated public transport link to further enhance the B-Line; and*
  - ii) *the NSW government minimising the impacts on local residents as detailed in Council's submission.*
- C. *Council has serious concerns about both options for construction compounds at Seaforth (Options A and B) due to continued environmental concerns and public safety risk issues associated with each option. Alternate solutions need to be explored by the New South Wales Government and Roads and Maritime Services and the detailed safety and environmental management plans need to be presented to Council for consideration before it supports either option.*
- D. *Council endorse the delivery of the Beaches Link tunnel for the community of the Northern Beaches subject to a refined design that reasonably addresses the concerns noted in A, B & C.*

- E. Council adopt the Council submission to the NSW Government and write to the Hon. Melinda Pavey MP Minister for Roads and Maritime advocating strongly for the community of the Northern Beaches*
- F. Council continue to work with the Community to achieve the best outcomes for the Northern Beaches Community should the NSW State Government advance the project to the next stage - Environmental Impact Statement Assessment.*
- G. Council gives the CEO authority to amend the submission and community engagement report within the sentiment of Council to ensure consistency of language and accuracy of presentation.*

Enclosed is Northern Beaches Council's submission which has been developed following significant community engagement and review by Council's traffic engineers of the reference design in regards to impacts and opportunities for enhancement.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Ray Brownlee', with a stylized flourish at the end.

Ray Brownlee PSM  
Chief Executive Officer

# Beaches Link Tunnel Reference Design

Northern Beaches Council submission November 2018

## Executive Summary

Council recognises that the Beaches Link Tunnel Project would be the largest single investment in infrastructure by the NSW Government on the Northern Beaches. This State Significant Infrastructure project will be the most strategic change to transport on the Northern Beaches for generations.

It is acknowledged that significant improvement is needed in the way our community travels around the Northern Beaches and connects to Greater Sydney. A well-functioning transport network is vital to the future of the Northern Beaches. The current road network is congested, adding to delays that impact local quality of life, economic viability and the way we move around. Council's key priority is improved public transport and it recognises that the NSW Government's B-line has been a welcome addition that has significantly improved public transport patronage.

The community feedback received on the project shows the overall support for Beaches Link as vital infrastructure for the Northern Beaches. It also identifies the need for the tunnel to provide a fast public transport link to further enhance the B-line.

Following significant community engagement and review of the proposed project, Northern Beaches Council endorses delivery of the Beaches Link tunnel for the community of the Northern Beaches.

However, Council also supports the community's concerns about local construction, traffic and environmental impacts of the project. It is critical these concerns be addressed by the NSW Government as it further refines the project design and develops its Environmental Impact Assessment.

Council strongly supports the inclusion of enhanced public transport in the tunnel and the minimising impacts on local residents. Key considerations in revising the project design should include:

- Ensuring that the project caters for appropriate levels of public transport within the tunnel thereby supporting increased mode shift from private to public transport.
- Exploring alternate options to address the community concerns regarding the Link Road and connectivity to the portal
- Maximising the green space at Balgowlah
- Ensuring that independent scientific review of the project's potential air emissions from ventilation outlets is undertaken by the Office of the Chief Scientist and Engineer and is publicly available pre and post monitoring of emissions.
- Potential impacts on flora and fauna
- Location of construction compounds
- Enhanced consultation for future stages of the project.

The staff from Roads and Maritime Services, particularly the Project Director, have been proactive in working with Council and briefing Councillors and are thanked for their efforts to date.

Council looks forward to continuing to work with the RMS and the community to achieve the best outcome for the Northern Beaches Community should the NSW State Government advance the project to the next stage – Environmental Impact Statement assessment.

## **1. Background and alignment with the existing strategic plans**

The Northern Beaches Council area is home to 270,000 residents, 108,000 jobs and generates an economic value for NSW and Australia of almost \$20 billion. Despite this, there are only three arterial roads that connect the Northern Beaches with the rest of Sydney and these all experience heavy congestion. Northern Beaches public transport is currently limited to on road options, hence traffic congestion is a major restriction to efficient public transport. The public transport system has been significantly upgraded with the introduction of the B-Line service. However, it requires further improvement to deliver a real alternative to private motor vehicle use. The community continues to tell Council that transport is the highest priority issue that must be addressed as we plan for the future.

The Northern Beaches Community Strategic Plan was endorsed by Council in April 2018 and concludes that our community shares a vision for *'a safe, inclusive and connected community that lives in balance with its extraordinary coastal and bush land environment'*.

Council's *Move – Northern Beaches Transport Strategy 2028* sets out Northern Beaches Council's policy directions for improving transport during the next 20 years. It includes our vision to. "...enable freedom of movement to, from and within the Northern Beaches using a safe, smart, efficient, integrated and sustainable transport network". The Transport Strategy is supportive of the Beaches Link Tunnel project subject to the inclusion of public transport and minimising the impact on local residents.

Council is committed to working in partnership with key state agencies, neighbouring councils, businesses and community groups to deliver improvements to our public transport, network infrastructure and regional connections.

Council has conducted a significant community engagement exercise as part of its review of the reference design. This public engagement program has included a public forum attended by over 200 residents, an on-line survey, drop in sessions and meetings with community groups. Feedback from the engagement program has informed Council's view on the reference design and this submission.

## **2. Overall endorsement of the Beaches Link project**

It is clear the road and public transport network of the Northern Beaches cannot sustain current needs. The government has highlighted the Pittwater/Spit/Military Road corridor as the most congested in Sydney, and the second slowest morning commute of the major corridors. The B-Line service has provided a significant improvement in public transport. However, only on going investment in roads and public transport will further address the congestion.

Community feedback shows overall support for Beaches Link as vital infrastructure. It also identifies the need for the tunnel to provide a fast public transport link to further enhance the B-Line service.

Following significant community engagement and review of the proposed project, Northern Beaches Council endorses delivery of the Beaches Link tunnel for the community of the Northern Beaches.

### **3. Key issues for consideration and modification of the design**

There were clear common themes in the discussions Council had with its community and through the submissions and feedback it received. Council expects that RMS will carefully review the community engagement summary that is attached to this letter. It represents the views and issues that are important to the community and which Council believes RMS needs to address in progressing the reference design through to the Environmental Impact Assessment phase.

Council notes that there was some confusion around the timeframe and process for the Environmental Impact Assessment and suggests that further engagement with the community be undertaken to identify the key milestones that RMS is working towards and the opportunities for involvement that residents will be afforded in meeting these milestones.

The key issues that Council expects the RMS to address are detailed below and are consistent with concerns, comments and requests made by the community.

1. Link Road and connectivity to the portal
2. Temporary and permanent impacts on green space at Balgowlah
3. Emission – stacks, filters and location
4. Potential impacts on flora and fauna
5. Burnt Bridge Creek Deviation
6. Wakehurst Parkway environmental considerations
7. Necessity of additional road infrastructure
8. Construction impacts on local roads
9. Construction and operational noise and vibration
10. Construction compound locations
11. Traffic modelling and predicted growth figures
12. Future consultation

#### **3.1. Link Road and connectivity to the portal**

The purpose and design of the Link Road and its connectivity to the portal was a key issue for the community, particularly for those communities located within close proximity (Balgowlah, Seaforth, Manly Vale).

Community members were concerned that there was insufficient justification for the Link Road; that it would create potential for congestion (with the introduction of traffic lights); that it could potentially destroy the open space and recreational facilities in this area and that members of the Golf Club would lose an asset that they have worked hard to protect and grow for future generations. They queried what other areas further north had been considered that could have less impact on the community and environment.

Whilst Council supports access to the motorway for local residents Council requests that:

- RMS presents the options that it considered to the community so there is a better understanding as to why the Link Road was determined to be the best option for connecting the local community to the tunnel
- RMS further examines the location of the Link Road so the amount of open space can be maximised and the Link Road can be potentially submerged/ hidden
- RMS further reduce the amount of space required and maximise the space available so that Council can begin to liaise with the community on the best use for this future open space

- RMS considers whether Dudley Street is a viable location (generally) for the Link Road, and RMS advises the community of the results of these investigations/options.

In considering the Link Road Council recognises that the Kitchener Street overbridge will be upgraded and asks that RMS further considers:

- the potential that this upgrade may create a 'rat run' on local roads
- the impact that additional road widening may have on neighbouring properties,
- the wider noise impacts that this overpass upgrade could have on local communities
- whether it could be used to carry further traffic, and
- whether the separation of local and tunnel traffic using the Kitchener Street Bridge has been considered as an option to remove the signalised intersection on Burnt Bridge Creek Deviation.

Since the release of the reference design, local community groups have put significant time in workshopping and developing alternatives to minimise impacts on local communities and provide for better connections to the tunnel entry. Council asks RMS to carefully consider each of these suggestions and model these options against those that it has already prepared to determine if there are any advantages in adopting an alternate solution to accessing and exiting the tunnel entry in Balgowlah. These options should be considered in respect to how much improvement to proposed use, the local environment (including the nearby creek and vegetation), the construction footprint and the long term visual and environmental impacts it would have.

Council recognises that RMS has considered upgrades to the existing road network; however, we understand traffic modelling indicates that existing roads do not have enough capacity and would require significant upgrading to provide the additional capacity needed. It also understands that this would require additional property acquisitions for road widening and intersection improvements at the key intersections along the route. It would be beneficial to share any information about the potential improvements that have been considered in these areas, associated costs, and any impacts they would have on nearby property and overall performance of the road network.

In summary Council's view is that:

- The priority is to minimise the impact on local residents and to maximise the green space
- RMS should further explore the following opportunities to identify if they are feasible:
  - upgrading the existing roads to provide a connection to the tunnel
  - adjusting the Kitchener Street overpass to enable the traffic lights on the Burnt Bridge Creek deviation to be deleted
- If there is no other feasible option, Council supports the Link Road subject to:
  - maximising future green space area, including constructing 'green land bridges' over Link Road and relocating the tunnel facilities onto the tunnel roof
  - deleting the traffic lights at the tunnel portal if an alternative option is available.

### **3.2. Temporary and permanent impacts on green space at Balgowlah**

Construction activities in Balgowlah to support the construction of the Beaches Link will have a significant impact on the current green space in this area. This includes the closure of the

golf course and restricted access to this area during the extended construction period. There is considerable concern from the local community that construction impacts will adversely impact this local area.

Council ask RMS to do further work to understand how the footprint of the construction site and the proposed Link Road can be minimised during the construction period and how the design of the Link Road can be refined to ensure the maximum amount of space is available.

Council further requests that RMS examines the local area of the Link Road to determine how the construction footprint in this area can be minimised.

In regard to the future of the Balgowlah Golf Course land, it is Council's view that all future site redevelopment/ reinstatement costs post construction are the responsibility of the NSW Government. Council will engage with its community to determine what the future redevelopment plans for the green space will encompass.

### **3.3. Emission – stacks, filters and location**

Throughout the feedback period, Council has received considerable correspondence in respect to the location of the emissions stack in Balgowlah, relative to schools and residents. There are concerns that no filtration has been proposed despite the level of investment that would be required to build the tunnel and there have been suggestions that the emissions should be re-distributed from the Balgowlah to the Seaforth stack.

Council has sought advice from the Office of the Chief Scientist and Engineer and understands that for this project:

- The Office of the Chief Scientist and Engineer will coordinate a scientific review of the project's air emissions from ventilation outlets, using two international experts which is made public when the EIS is public
- The NSW Chief Health Officer will issue a statement on the impacts of the outlets at the same time
- The Office of the Chief Scientist and Engineer will conduct a second stage full review of the air quality aspects of the EIS once it's on public exhibition. This includes ambient, in-tunnel air quality and construction impacts.
- Once operational, the EPA will regulate the ventilation outlets to standards set through an Environmental Protection Licence (EPL).

The briefings provided by the Office of the Chief Scientist and Engineer and the RMS on the emissions were informative in regard to the potential impacts and the significant costs involved in filtering the emissions stacks. It is the view of Council that the RMS should publicly release detailed overviews of the emission's studies and reports so that the community can be better informed.

In addition, Council requests the RMS to:

- Investigate the feasibility of the community request to direct the majority of emissions to the Seaforth facility to minimise the impact on air quality in the Balgowlah area.
- Provide a report on the feasibility of the future filtration of the ventilation structures associated with the project and the measures proposed to minimise the impacts, including the visual amenity on the local communities around the portal sites. This should also include a full assessment of emission impacts, not only on the local

scale, but through the supply chain of generation of power to drive the filtration system.

- A cost benefit analysis of the filtration system of the ventilation outlets.

### **3.4. Necessity of additional road infrastructure**

Feedback received through Council's community engagement program raises concerns over the necessity of the tunnel. Specifically, concern is raised that the tunnel will generate increased private vehicle usage at the expense of improved public transport. Northern Beaches requires improved public transport that encourages its increased usage and decreases reliance on the private vehicle. Council Transport Strategy encompasses this objective.

Whilst Council is in support of the tunnel, it must be supported by public transport. Public transport options must be further expanded prior to the completion of the tunnel to create the necessary mode shift from private vehicles to public transport or ride share. Council recognises that the introduction of B-Line services has been a real success and is offering great benefits for the residents of the Northern Beaches. However, investment in transport must continue to ensure it offers on going viable alternative to the private vehicle.

### **3.5. Potential impacts on flora and fauna**

Council recognises that the Environmental Impact Assessment must consider the impacts that the proposal will have on flora and fauna and must identify measures to minimise impacts.

Prior to completing the assessment Council requests that it be given the opportunity to review the proposed controls that will be in place to minimise any risk to flora and fauna. This includes any specialist studies that have been undertaken to identify flora and fauna throughout the extent of the proposal, the potential impacts and how risks are proposed to be mitigated.

Council requests that stringent controls are included as part of the construction tender and that the successful contractor ensures that flora and fauna can be protected throughout the construction of the project. Design should also be refined to ensure that the operation of the tunnel does not have any long-term impacts on the local flora and fauna. Council requests that further information be provided by RMS on how flora and fauna will be managed.

### **3.6. Burnt Bridge Creek Deviation**

Should widening of the road on Burnt Bridge Creek Deviation to incorporate the entrance to the tunnel result in encroachment of riparian areas of Burnt Bridge Creek, Council requests the following:

- The weir on Burnt Bridge Creek (near the proposed Motorway facilities building) functions as a sediment basin. The basin is important, capturing enough sediment that warrants Council cleaning it out every two years. The sediment basin must be retained or replaced if the creek is removed on this section of Burnt Bridge Creek Deviation and its function should not be compromised if it is to be relocated.
- Widening of the road to incorporate ramps to the Beaches Link results in the loss of the current riparian zone for the reach of Burnt Bridge Creek located between the



underpass near Dudley Street and Kitchener Street. This is a 'first order' creek, which means that a 10-metre riparian corridor is required (under the *Water Management Act 2000*). The widening of Burnt Bridge Creek would mean the removal of the majority of the riparian zone of the creek in this section. Therefore, Council asks that RMS re-routes this section of the creek to meander through the new recreational area in order to allow the creek to have a riparian area. This will see creeks that are well incorporated into reserves and increase the recreational value, public amenity and habitat areas.

- There is also an opportunity to redesign this section of creek to incorporate additional water quality treatment, to be located after the sediment basin, to treat the additional road surface run off from the new road through to the reserve area and from the additional impervious surface on Burnt Bridge Creek Deviation.
- Lot 21 DP 836340 owned by RMS appears to have been used as a stockpile location for at least the last ten years. It is included in the area impacted by works, but the future of the lot is unclear. Council notes that having a site like this in a riparian zone of the creek is not ideal due to sediment contribution and requests that further work is undertaken to rectify this concern. Council seeks further clarity on the intended future use of this site.

### **3.7. Wakehurst Parkway environmental considerations**

It is Council's understanding that the basins, identified at pages 26 – 27 of the August 2018 Project Update, are proposed for treatment/ detention purposes and that more information about these will be provided in the detailed design. Council requests adequate information is provided to demonstrate that these facilities will have enough capacity to offset the increased impervious area along Wakehurst Parkway generated by two additional lanes.

Please note that the basin proposed for the western side of Wakehurst Parkway is close to an Aboriginal Heritage site for rock carvings and the basin should not impact this site.

### **3.8. Construction impacts on local roads**

Any significant infrastructure project will likely to generate a significant increase in construction vehicles transporting spoil and materials to and from the site. The impact of construction vehicles on the local road network and on neighbouring properties is a concern that was raised consistently throughout Council's community engagement program.

Council requests that RMS identifies defined access routes to service the project and all measures to be taken to minimise the impact on local roads and properties located near construction compounds or on the haulage routes.

It further requests that the RMS restricts vehicle movement to the State Road Network and that the Balgowlah site compound is used for local works only. Council believes that this will minimise the impact on properties in Balgowlah and Seaforth and reduce congestion and safety risks on local roads.

### **3.9. Construction and operational noise and vibration**

Residents are concerned about prolonged construction noise and potential vibration (with tunnelling); potential property damage and drops in local property prices associated with construction and operational noise issues.

Council appreciates that the EIS will include specialist studies addressing expected construction noise and vibration levels and outline mitigation measures to minimise these impacts. Council requests that it is briefed on these specialist studies closer to the release of the EIS so that it can better understand how RMS intends to manage these issues and ensure that these expected impacts are communicated with those likely to be impacted.

### **3.10. Construction compound locations**

Council has serious concerns about both options for construction compounds at Seaforth (Options A and B) due to continued environmental concerns and public safety risk issues associated with each option. Alternate solutions need to be explored by the New South Wales Government and Roads and Maritime Services and the detailed safety and environmental management plans need to be presented to Council for consideration before it supports either option.

In regards to the temporary construction site at Balgowlah Golf Course, it is noted that impacts to the creek will be 'minimised'. The creek and riparian zone should be excluded from the designated work site. An alternative option is to divert creek flows around the work site, as used on some of the sites for the Northern Beaches Hospital road upgrades.

In respect to the Middle Harbour tunnel, Council requests confirmation on how stormwater will be discharged from the tunnel to the Harbour waterway, whether it will be treated first and how treatment is intended to be carried out.

### **3.11. Accompanying Infrastructure**

To cater for increased demand as a result of growth, Council welcomes investment in major infrastructure projects such as the Beaches Link. However, there are concerns within some parts of the community that major infrastructure must be supported by upscaling of current public transport. Investing in public transport early will encourage an early mode shift and a more competitive option to car use.

Council recognises that the Beaches Link is designed to meet the current and future demands of the Northern Beaches. However, there is some concern that it is not the only investment necessary to meet expected growth on the Northern Beaches. The community recognises that investment in transport infrastructure must be complimented with investment in social infrastructure, health services, and investment to encourage local industry and business growth.

### **3.12. Future consultation**

Through its community engagement program Council canvassed the views of its the community, many of whom live in close proximity to each of the sites that will be used to build and operate the Beaches Link Tunnel.

Council recognises that RMS has been considering the alignment and the portal locations for the Beaches Link for some time now. To give the community an appreciation and some understanding of the work put into this project to date Council considers it would be advantageous for RMS to:

- Publish a report detailing what options have been considered in reaching the reference design
- Provide a summary of any additional options or refinements that have been made to the proposal as a result of the most recent engagement and feedback received from the community
- Re-engage with the community to explain the expected timeframes for upcoming project milestones including a public display of the EIS
- Continue to liaise with Council and other areas of Transport for NSW to discuss other transport options that are being considered to address future transport needs on the northern beaches.

Release of these supporting documents will give the community a better understanding of future transport on the Northern Beaches and provide Council with an opportunity to partner with the NSW Government to deliver the best outcomes for the Northern Beaches community.

Once again, we appreciate the opportunity to provide our feedback on the Reference Design and look forward to receiving regular updates on how this feedback is being considered and addressed.

# Community Engagement Report

## Beaches Link Tunnel submission

09 November 2018

### Summary

Northern Beaches Council committed to provide feedback on Roads and Maritime Services' (RMS) Western Harbour Tunnel and Beaches Link reference design which was released to Council and community in July 2018.

As part of the submission development process Council facilitated community engagement activities to collect feedback on the reference design. The objective was to listen and collect the views of the Northern Beaches community to help inform Council's submission to RMS. Engagement activities included<sup>1</sup>:

- Stakeholder meetings (6 meetings)
- Receipt of community submissions (64 submissions)
- Community forum (200+ attendees, 21 speakers)
- Public survey (217 responses)

Considered feedback, received via the engagement activities, is discussed in this report and informs part of the submission Council is to send to RMS by 30 November 2018.

### Key Findings

Through our engagement activities we were able to canvass the views of the community, many of which live in close proximity to the sites that will be used to build and operate the Western Harbour Tunnel and Beaches Link.

There were eleven key themes identified in the data we collected through submissions received, via the community forum, stakeholder meetings and in surveys completed.

Themes identified through engagement included:

- Link Road and connectivity to the portal
- Temporary and permanent impacts on green space at Balgowlah
- Emission – stacks, filters and location
- Potential impacts on flora and fauna
- Burnt Bridge Creek Deviation
- Wakehurst Parkway environmental considerations
- Necessity of additional road infrastructure
- Construction impacts on local roads
- Construction and operational noise and vibration

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<sup>1</sup> Throughout the engagement process Council also encouraged interested community members to provide feedback directly to RMS.

- Construction compound locations
- Traffic modelling and predicted growth figures

Overall, we heard that the community was generally supportive of the principle of a tunnel but this support was conditional on the key themes being addressed by RMS in progressing the reference design through to the Environmental Impact Assessment phase.

It was evident from the RMS information sessions and the Northern Beaches Council forum that the community felt underwhelmed by the amount of publicly available information, particularly on the options that had been considered as alternatives to the Link Road.

There was community concern for the proposed method of managing emissions and the long term impacts it would have on nearby properties, education facilities and future green space use. There also appeared to be a lack of understanding of RMS' timeframes and next steps.

## **Background**

Given the strategic significance of the Western Harbour Tunnel and Beaches Link, Northern Beaches Council committed to develop a submission with consideration of the Community Strategic Plan; the draft Northern Beaches Transport Strategy and through engagement with the local community.

In addition, at the August 2018 Northern Beaches Council meeting, a Notice of Motion was passed and resolved to seek community feedback on the Western Harbour Tunnel and Beaches Link reference design by facilitating a community forum.

Subsequent to this Notice of Motion, Council officers received community submissions, reviewed community sentiment in the public domain, met with community groups to discuss alternate solutions, provided a public survey to collect community feedback, and analysed community submissions on the RMS social mapping page.

## **Engagement Findings**

### **Community Forum**

The community forum was an open public event where community members provided and listened to feedback on RMS' reference design. Feedback was captured to inform the submission to RMS.

To raise awareness and attendance, the following promotional actions were implemented:

1. Forum announced 12 days prior to the event on Friday 5 October
2. Council homepage banner carousel (1,458 unique page views; 2:16m av. time on page)
3. Council Your Say website (193 unique page views, 2:48m av. time on page)
4. Council Facebook boosted post (14,476 people reached; 1,447 engaged post; 113 clicked link)
5. Direct email to existing stakeholder lists (38 people; 58 percent clicked link)
6. Advertised in Manly Daily 'Northern Beaches Weekly News' and noted in the 'Message from the Mayor'
7. Media release distributed

The forum was held on Wednesday 17 October 2018 from 6 to 8:00pm at Balgowlah RSL. It was independently moderated and each speaker had three minutes to provide their feedback on the RMS Western Harbour Tunnel and Beaches Link reference design.

Forum participation was:

- 200 attendees (250 RSVP's)
- 14 pre-registered speakers
- 21 speakers (two pre-registered speakers did not attend, however 9 additional speakers registered at the forum)

55 percent of the 21 speakers were opposed to the reference design. Of those that were opposed many questioned the necessity of the Link Road and questioned whether the tunnel was the best transport solution for the Northern Beaches, for example, what alternate major transport options (i.e. heavy rail or light rail) had been considered by RMS.

There were a number of speakers in favour of the NSW Government building the tunnel as soon as possible. There were also speakers who raised issues around the safety of residents and nearby school children and the need to consider the impact the proposal would have on local streets. Some speakers had concerns relating to the expediency of current RMS consultations contrasted with the investment significance and the cost benefit ratio.

At the end of the formal speakers there was a roving microphone taking further comments from the floor. Many of these comments echoed the sentiment and concerns of the speakers before them.

Lastly, while the intent of the forum was to listen to the community, a number of questions were taken on notice by Council. These questions related to Council's ability to advocate for change, Council's timeframe for considering comments and Council's submission development process<sup>2</sup>.

### **Direct Submissions**

A total of 64 submissions were received between August and 6 November 2018. A summary of these submissions is available in the appendix.

Prior to the community forum, over 40 submissions had been received by Council. The majority of these submissions were provided by:

- Balgowlah local residents
- Balgowlah Golf Club members
- Parents and family of Balgowlah area school children

The majority of these submissions were not opposed to the tunnel but strongly objected to the Link Road and the loss of green space. Many respondents were also concerned about the environmental impacts the project would generate during construction and operation.

Furthermore, a recurring theme in these submissions was the potential loss of property value associated with the Link Road.

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<sup>2</sup> Questions put on notice were responded to on Friday October 19, 2018 via direct email to forum participants and made publicly available via the Council's [Your Say Beaches Link Tunnel Community forum webpage](#).

## Survey

A survey was released after the community forum to offer attendees, those who could not attend, and the broader community with an opportunity to provide additional quantitative and qualitative feedback on the identified key themes.

The survey was promoted by:

- Announcement at the community forum (200+ attendees)
- Direct email to forum RSVP and attendee list (254 people; 38% clicked survey link)
- Council Facebook post (2,285 people reached; 26 engaged post; 23 clicked survey link)

A total of 217 survey responses were received. The following table identifies which of the key themes were of most importance to survey respondents:

9.56%	Construction impacts on local roads
8.26%	Construction impacts on flora and fauna
11.98%	Road connectivity (to tunnel portal)
11.05%	Emission stack operation and location
9.75%	Construction impacts on green space
7.52%	Construction and operational noise impacts
10.21%	Traffic modelling
9.66%	Additional road infrastructure
4.74%	Construction compound locations
5.11%	Consultation to date
7.99%	Environmental Impact Assessment
4.18%	Other <sup>3</sup>

Road connectivity to the tunnel was the highest ranking issue, followed by the operation and location of the emission stack. Traffic modelling was considered as the third top issue.

Survey results, including free text comments, are available in Appendix.

## Stakeholder Meetings

Council met with community groups on a number of occasions and has considered the suggestions put forward by these groups. We also understand that similar discussions have occurred with RMS.

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<sup>3</sup> Other comments (sic): Only be for public transport. Reduce car usage. Already overused Hilltop Crescent and its potential to become the local rat run. Loss of existing housing. No car tunnel. We need a rail link. The viability, or otherwise, of the proposal. Toll coasts & increased congestion on the beaches. Addition population plans. Business case weighing public transport alternative and human and social cost of the design proposal that invoke use of the Balgowlah golf course. I am worried about it not going ahead due to a possible change in government. Public transport alternatives. Ongoing increase in traffic. Impact on local streets, impact on walkability. Public transport options! Public transport connectivity. Nothing negative! Trust - Look at the Westconnex inquiry! Cost vs benefit analysis? Is an estimated \$8 billion not better spent on something that makes sense? Property devaluation, loss of amenity where we live. The significant impact on the value of impacted properties. Public / Mass Transport. Financial Loss. Impact on local and main roads of increased traffic re: congestion and required upgrades at council expense. School kids nearby. Public consultation, transparency, predictable modelling of impacts to residents close (e.g. health hazards) and far (further congestion) of the tunnel. Mental health impacts. Overdevelopment.

A total of six stakeholder meetings were facilitated by Council officers between August and November 2018.

### **Next Steps**

Council has reviewed the feedback received during the community engagement period and has prepared a draft submission for consideration by Council at the November 2018 meeting.

The Council report will be available via the Northern Beaches Council website on the Thursday prior to the Council meeting. The Council recommendation will be published as part of the Council minutes and will also be available via the Have Your Say project page.

Council will also continue to meet with RMS to understand how they are considering the submission and what changes are being made to the reference design as a consequence. Council will inform the community once feedback on the submission has been received<sup>4</sup>.

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<sup>4</sup> Council understands that RMS does not intend to release the Environmental Impact Statement on the revised design until mid-2019



## Community Engagement Report

### Beaches Link Tunnel submission

#### Appendix 1 Community Comments

The comments below reflect the themes that arose through the engagement process.

Theme	Community Comment	Recommendations
Supportive of the tunnel	<p>As a supporter of tunnel I did not speak to the forum in fear of being heckled and ridiculed in public. We need to add an additional route into Sydney CBD.</p> <p>I feel strongly that we need the tunnel to ease congestion and improve travel times for those who commute into the city every day.</p> <p>We need this vital piece of infrastructure to commence as it has been postponed too many times. The identified issues are progress blockers, this project needs to be started as soon as possible. Connect the Northern Beaches to Sydney quickly.</p> <p>A tunnel is needed however construction and design have to be conducted in a smart manner that considers community welfare, feedback and impacts of construction on operation on green space, animals, plants and residents.</p> <p>The Beaches Link Tunnel is necessary to the whole of the Northern Beaches to relieve congestion and to speed up the movement between the NB and the rest the city.</p>	<p>The tunnel is consistent with Council's Transport Strategy however all efforts should be made to minimise impacts and consider greater public transport options to benefit further from the tunnel and discourage private car use.</p>
Concerns about Link Road	<p>Rationale around the current reference design, querying whether it's the best option and wanting to better understand what options were considered.</p> <p>The potential for congestion with the introduction of traffic signals on Burnt Bridge Creek Deviation.</p> <p>The Link Road will destroy the open space and recreational facilities in this area</p> <p>Members of the golf club will be losing an asset they have worked hard to preserve and grow for future generations</p> <p>Why other areas further north cannot be considered as entry points to the tunnel</p>	<p>Consider repositioning the Link Road so green space can be maximised.</p> <p>Consider other upgrades to local roads to relieve congestion and minimise the potential for "rat-running"</p>
Emissions – stacks, filters and locations	<p>The proposed location of the emission stack in Balgowlah Valley relative to schools and nearby residents</p> <p>The technology being applied to this scale of tunnel is insufficient to other countries and the level of investment in the project (i.e. more should be spent coming up with a better solution)</p>	<p>Request RMS redistribute emissions to Seaforth stack and relocate motorway facilities (including the stack) to the roof of the tunnel.</p> <p>Minimise any visual impacts from the</p>

Theme	Community Comment	Recommendations
	Suggested re-distribution of emissions from Balgowlah to Seaforth stacks	emissions stack Further consider whether filtration is necessary and the associated cost and benefit
Construction impacts on local roads	Impact construction vehicles will have on local road network and on neighbouring properties (noise, hours of operation, long duration)	Use of State Roads Limiting use of Balgowlah site compound for tunnel entrances only.
Temporary and permanent impacts on green space	The construction works proposed in Balgowlah will have a significant impact on properties in proximity to the golf course The long term plans for the golf course will see a valued green open space lost The construction works in this area will see local flora and fauna at risk	Consider repositioning the Link Road so green space can be maximised. Consider other upgrades to local roads to relieve congestion and minimise the potential for "rat-running" Stringent controls on contractors in areas where flora and fauna is identified
Impacts on flora and fauna	The project will put local waterways and fauna habitat at risk What controls will be in place to minimise risk to flora and fauna	Stringent controls on contractors in areas where flora and fauna is identified
Consultation to date	There's been insufficient consultation with the community on how the reference option was determined, and what other options were considered in determining the best option is being taken forward The speed of the project needs to be slowed down or halted so there is sufficient time for the community to discuss what other options are available to address future transport Publish a report outlining all the other designs were considered prior to releasing the reference design	Explain the upcoming milestones and timeframes Release a report detailing the options (20) that were considered by RMS Release a report detailing what other transport solutions were considered and how these compared to a road tunnel
Construction and operational noise and vibration	Serious concerns about prolonged construction noise and potential vibration (with tunnelling) Concerns around potential property damage associated with tunnelling and vibration Concern around drop in property price for those homes in close proximity to the project	Stringent controls to be placed on the contractor Detailed information in the EIS regarding expected construction and operational noise and vibration
Necessity of additional road infrastructure	Rationale for introducing a Link Road and why existing roadways cannot be utilised Congestion issues associated with introducing further traffic lights Risks that additional roadways will have on nearby schools and local roads	Release of a report detailing what other options were considered (apart from the Link Road) Investigate upgrading local intersections and what benefit they would add to the overall traffic network Investigate whether there is any merit in considering a Link to the tunnel via Dudley Street so the green open space can be retained

Theme	Community Comment	Recommendations
Construction compound locations	The locations of both compounds (A and B) in Seaforth will have impacts on the local community. Alternative locations to access and construct the tunnel should be considered so the Balgowlah Golf Course remain	Restrict use of the Balgowlah Compound Utilise Option A compound in Seaforth
Traffic modelling and predicted growth figures	Concerns around future traffic levels Fears that major infrastructure will create growth too substantial for the area Tunnel cost prohibitive, resulting in low use (and therefore minimal benefit).	

## **Appendix 2 Survey Responses**

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## Please tell us your general views on the Beaches Link Tunnel project

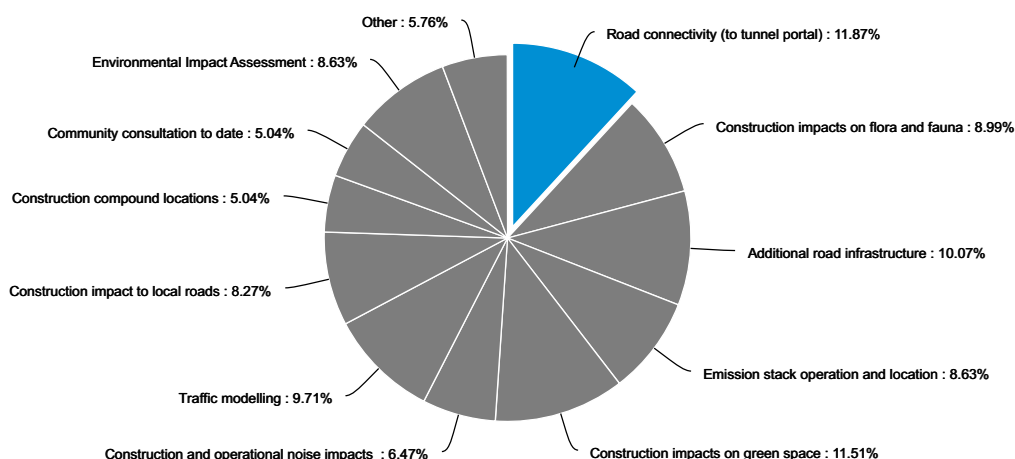
### Please tell us your general views on the Beaches Link Tunnel project

10/26/2018	1605081231	current proposed 4 lane connected road to tunnel causes an issue regarding the capacity for Kitchener street to cope with the increased vehicle build up during construction and used as an alternate route.
10/26/2018	1605077679	The planned road tunnel is not compatible with sustainable transport planning. The immense cost of building the tunnel is not justified and funding would be far better spent on new technology and public transport options. The adverse consequences of the Beaches Tunnel have not been adequately considered. The planned Beaches Tunnel would have multiple lanes that would cater mainly for car travel, not public transport. Priority should be given to public transport improvements rather than road projects that will increase car dependency. The tunnel has the potential to increase reliance on cars, congestion on local roads, convergence of traffic entering the CBD and demand for car parking facilities. The Northern Beaches is likely to be a magnet for cars in summer and additional parking would be required to cope with the influx of cars. The associated at grade road widening along Wakehurst Parkway would mean the irreversible loss of a wide swathe of bushland adjoining Garigal National Park and Manly Dam Reserve.
10/26/2018	1605077893	While necessary to reduce congestion it will only be a short term measure unless fuel prices climb drastically. I suggest that your organisation do not oppose a railway out towards the Northern Beaches which is also necessary now not in 20 years time.
10/25/2018	1605076452	Constructing an expensive and disruptive tunnel to put more cars on the road is not the answer. It would be a better idea if it was a public transport ONLY tunnel. You could more move people more efficiently this way. We know that building more roads just attracts more cars and then we're back at square one, needing another road. Also, by limiting the population on the Northern Beaches, ie limiting development, you eliminate the problem of having to continually providing more infrastructure.
10/25/2018	1605076430	impact on air quality due to unfiltered exhaust stacks. impact on traffic during works, roads already clogged. impact on traffic post completion due to lack of flow and feeder roads.
10/25/2018	1605073230	I fully support the Beaches Link Tunnel project. I anticipate it will alleviate major congestion on the beaches-city route and provide better transport corridors in Australia's busiest and biggest city. It's long overdue.
10/24/2018	1605071895	This project is one of the most vital pieces of infrastructure need for the future of the Northern Beaches
10/23/2018	1605066843	As a resident of Frenchs Forest and only 300 meters from the new hospital, I believe that the tunnel is essential to provide realistic transport for this area. I believe it should be complemented by widening and flood proofing the Wakehurst Parkway to Narrabeen.
10/23/2018	1605066177	Excellent project & long overdue. Please don't drown it in red tape. Commuters and families really need this!
10/23/2018	1605063966	Hurry up and build it.
10/22/2018	1605061063	I think there needs to be multiple approaches to fixing the traffic problems of Northern beaches residents. The tunnel should have been built years ago and it will only get harder to build the longer we wait. Public transport improvements using the tunnel are very important.
10/22/2018	1605060719	I do not want a Tunnel to the Northern Beaches. I feel the infrastructure and the extra traffic will ruin the area.
10/22/2018	1605060592	Stongly in favour. Improve traffic flow. Improve life on the northern beaches. Reduce pollution from idling cars.

10/22/2018	1605060566	Very positive. It will be a vital amenity for the Peninsula.
10/22/2018	1605060435	A tunnel is fine but it has to prioritise public transport. More cars is simply ridiculous and a short term strategy.
10/22/2018	1605060330	Probably a good idea, if it does not cause environmental damage and residents disturbed by the construction are adequately compensated.
10/22/2018	1605060185	
10/22/2018	1605058268	Very supportive!
10/22/2018	1605056210	Council call for a stop on progressing the current proposal until the whole of government genuine engaged with Council and the community to identify was the problem is we are trying to solve, a genuine review of options is considered linked to planning for the wider area, consideration of finding options etc. I do not support a road tunnel.
10/21/2018	1605054641	Supportive of the overall initiative however concerned with traffic management and project delays.
10/21/2018	1605054584	I am sceptical that it will generate a benefit cost ratio of greater than unity if the construction disruption and environmental costs are properly included. I believe we need better public transport connectivity from Dee Why to Chatswood and the beaches to the CBD. The public transport alternatives must be considered and evaluated against the road tunnel alternative.
10/21/2018	1605054433	
10/21/2018	1605054384	There is no need for a tunnel opening at Burnt Bridge, it simply does not work there is not enough land there for a tunnel opening and the emissions are concentrated at the bottom of the valley. If there is to be a tunnel on Burnt Bridge the stack has to be filtered. If no filtering of the stack then only proceed with the tunnel at Wakehurst Parkway and make Military Road a 24 hour clearway this would also reduce the cost of the tunnel. They could still place a toll on Spit Bridge and possibly upgrade Spit Bridge.
10/21/2018	1605054379	I think it's a great plan, and I hope it goes beyond plan and actually happens, in my lifetime.
10/21/2018	1605054373	Very positive
10/21/2018	1605054360	We feel there other alternatives than the tunnel link - such as congestion charges and continues bus improvements. We do not at all like the tunnel portal negatively impacting Balgowlah. We are scared about the impact of traffic changes along Wanganella street, creating rat runs and parking issues near our family home. We are greatly disappointed with the loss of green space around the oval and Balgowlah golf club - we use that all the time and even if they do something new with the space in 7 years it will have a major road hacked through it We are nervous about the loss of value on property in Balgowlah We are worried and unhappy about having the emission stack within 1km of our home We are worried about the construction and impact for such a long period right on our doorstep!
10/21/2018	1605054365	
10/21/2018	1605053066	I do not believe it will be anywhere near economically feasible due to the relatively low population on The Northern Beaches (which I like)so it scares me what overdevelopment will have to occur to massively increase the population to try and fund all these works. If it goes ahead cars will be able to get to the Northern Beaches more quickly but when here won't be able to travel around, even with the stupid idea to make Pittwater Rd a clearway most of the day, which would ruin the day trade of many businesses on Pittwater Rd. Leave the population where it is and we will all have to live with the roads we have, as we have done for the last 20+ years.
10/21/2018	1605052654	
10/21/2018	1605052665	
10/21/2018	1605051821	
10/21/2018	1605051721	Against proliferation of road tunnels and increases in roads across sydney including this one. Against proliferation of toll roads. For massively improved mass transit across Sydney & greater Sydney. For much better active transport. For reduction in roads.
10/21/2018	1605051668	
10/20/2018	1605051523	
10/20/2018	1605051438	Adding another means of entering and leaving the beaches is a must however this should be concentrated towards public transport means and not just private transport.
10/20/2018	1605051414	I'm on the fence. Congestion on Spit and Military Roads is terrible- I drive it every day of the week. However, I already pay more than \$4,000 per year in tolls and don't wish to pay any more. I'm also concerned the Beach Link road will end up causing complete chaos around all the lower northern beaches on the weekend with a massive increase in beach goers.
10/20/2018	1605051340	The only justification for such a tunnel would be if its sole focus was on providing public transport. As simply (a totally expensive) roadway for cars, all it would do would be to further encourage people to use their own vehicles.
10/20/2018	1605051342	I think you need to get cars off the roads and be investing in rail.
10/20/2018	1605051329	I think we need to stop and ask the question - what is the problem they are trying to solve. Then, come up with some solutions - public transport, perhaps a tunnel, or a tunnel for buses or trains only. But to spend \$8Billion of the tax payers money without the community consultation is a crime. Especially when they can't tell us the problem they are solving.
10/20/2018	1605051325	I would prefer investment in improving public transport instead of the tunnel.
10/20/2018	1605051313	
10/20/2018	1605051311	Do not support road link. Support rail or light rail link
10/20/2018	1605051307	we desperately need a solution to our traffic issues

10/20/2018	1605051295	Not keen. Prefer to see money spent on better public transport. High tolls will defeat the object. Concern that will encourage further high rise development.
10/20/2018	1605051302	I oppose a car tunnel totally. A train tunnel should be the only option.
10/20/2018	1605051301	Just want it to go ahead
10/20/2018	1605051294	We have been waiting 35 years for a solution with a tunnel and answer to the problems plagued by the Spit Bridge and Roads to the city for northern Beaches residents. North Seaforth and North Balgowlah residents should have easy access to the tunnels and always seem to be overlooked. There should be loop roads or roundabout at exit / entry points so that these residents don't have to travel backwards to get access. An example is at Wakehurst parkway exit, there should be a loop road to allow north seaforth , North Balgowlah and seaforth residents to exit easily at this point. Similarly the link rd exit should connect with sBurnt Bridge Creek rd from golf course and exit right for seaforth residents at seaforth intersection and left for balgowlah and Manly residents at seaforth intersection. This will also lead to less congestion in the future.
10/20/2018	1605051284	It can't come soon enough!
10/20/2018	1605051178	I welcome the improvement in travel times for beaches residents, but I am concerned that the prime motive is to allow for massive population increase. We must plan for this in a strategic way, to prevent ugly high rise and tacky estates!
10/20/2018	1605051124	In ten years time. Electric vehicles only. Clear way through Mosman till 8pm now. Ask the B1 drivers on the dozen upgrades that would make the roads better. Now When all unit developments over 6 Units have primary sewage primary treatment on site ( Hawaii) now. When there is an understanding of future jobs, majority of office jobs will be done with a few technicians feeding in data. When we take all the Smokey vehicles of the road and ban diesels ( London soon ) When all new houses have charge points for electric vehicles ( London now )
10/20/2018	1605050471	
10/20/2018	1605049644	Concerned about the delivery of the project. Concerned about it being on time and on budget and the disruption to every day traffic! Thanks
10/20/2018	1605049620	While I think it's a good idea to improve traffic along the corridor into the city, I don't think the tunnel will actually alleviate the bottlenecks for traffic getting out of the northern beaches. the pinch points at spit and mosman will remain and the negative impacts (road changes, smoke stacks, cost) outweigh the benefits.
10/20/2018	1605049240	The hospital roads project has been a disaster in terms of impact on local residents. This must not happen for the tunnel. No way the golf course should be used as a construction site.
10/20/2018	1605049222	We don't need it. we need public transport not another road infrastructure. Environment needs to be protected, and people to work in the peninsula.
10/19/2018	1605049075	I am totally opposed to it unless it is for public transport only
10/19/2018	1605049013	A good thing and long overdue.
10/19/2018	1605048978	I think it's a vital and important addition to the Northern Beaches transport infrastructure. The current situation is ludicrous and certainly not sustainable.

### Please select the elements of the project that are most important to you.



Answer	Count	Percent	20%	40%	60%	80%	100%
Road connectivity (to tunnel portal)	33	11.87%					
Construction impacts on flora and fauna	25	8.99%					
Additional road infrastructure	28	10.07%					
Emission stack operation and location	24	8.63%					
Construction impacts on green space	32	11.51%					

Construction and operational noise impacts	18	6.47%	<div></div>
Traffic modelling	27	9.71%	<div></div>
Construction impact to local roads	23	8.27%	<div></div>
Construction compound locations	14	5.04%	<div></div>
Community consultation to date	14	5.04%	<div></div>
Environmental Impact Assessment	24	8.63%	<div></div>
Other	16	5.76%	<div></div>

<b>Total</b>	<b>278</b>	<b>100 %</b>	
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Please select the elements of the project that are most important to you. - Text Data for Other		
10/23/2018	1605066177	Nothing negative!!
10/22/2018	1605061063	Public transport connectivity
10/22/2018	1605060435	Public Transport options!
10/22/2018	1605056210	On going increase in traffic. Impact on local streets, impact on walkability
10/21/2018	1605054584	Public transport alternatives
10/21/2018	1605054373	I am worried about the it not going ahead due to a possible change in government
10/21/2018	1605054365	Business case weighing public transport alternative and human and social cost of the design proposal that invoke use of the Balgowlah golf course.
10/21/2018	1605053066	Addition population plans
10/20/2018	1605051414	Toll coasts & increased congestion on the beaches
10/20/2018	1605051340	the viability -or otherwise - of the proposal
10/20/2018	1605051311	We need a rail link
10/20/2018	1605051295	Loss of existing housing
10/20/2018	1605051302	No car tunnel
10/20/2018	1605051284	Already overused Hilltop Crescent and its potential to become the local rat run
10/20/2018	1605049222	Reduce car usage
10/19/2018	1605049075	as above, should only be for public transport

**Please provide detailed feedback on any of the important elements identified above.**

Please provide detailed feedback on any of the important elements identified above.		
10/26/2018	1605081231	consideration is needed on local roads servicing the tunnel and alternate routes.

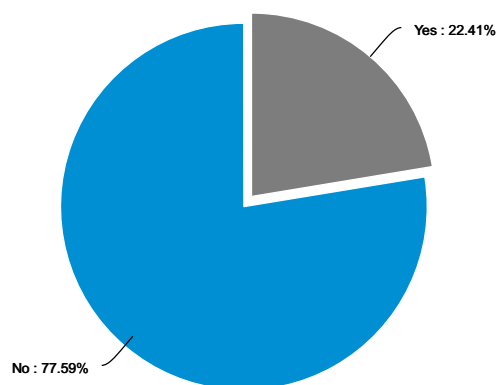


10/26/2018	1605077679	<p>Impact on southern suburbs of Northern Beaches In order to access the tunnel, heavy traffic is likely to converge on the southern suburbs of the Northern Beaches. This includes Seaforth and Balgowlah, where tunnel openings would be located, as well as surrounding suburbs, such as Manly Vale and Brookvale, which would be affected by through traffic. Local traffic The motorway tunnel is likely to cause more congestion on local roads. A faster travel time via the motorway will encourage travel by car and generate more traffic. It will also increase the demand for car based infrastructure including parking. Traffic forecast Traffic predictions are based on current peak hour traffic. The traffic modelling apparently does not factor in the influx of traffic to the Northern Beaches, particularly in summer. This inevitable influx in traffic will lead to an increased demand for car parking near the beaches. Wakehurst Parkway It is important to give priority to the long term social and environmental benefits of a viaduct (above ground) road to avoid the extensive widening at grade and the loss of bushland and habitat. Along the stretch of Wakehurst Parkway between Seaforth and Warringah Road side turn offs are not currently provided or required. Nearly all the traffic would continue to be through traffic, except for cars that require local access for recreation purposes. Recreation Use The reserves on either side of Wakehurst Parkway are well used for recreation, walking and cycling. A raised road would allow for the land underneath to be used for this purpose i.e. for local access and recreation. This would have a substantial long term benefit for residents, visitors and the environment, including native fauna. Wakehurst Parkway North The northern section of Wakehurst Parkway a raised road would be the best option to avoid the flood prone sections and avoid the devastating clearance of bushland that would be required if the road was widened to 4 lanes. A raised road would allow for a predominantly recreation use and access at ground level. It would also avoid the significant problem of road kill along this stretch of road. Public Transport Public transport initiatives should be given first priority to reduce car dependency. An East to West public transport service could be introduced at minimal cost. An express bus service would be easily implemented without additional road infrastructure. Other initiatives include flexible intra-urban routes and shuttle bus services to provide circuit routes and a link to facilities and transport nodes. Balgowlah Golf Course The proposed tunnel feeder road through the Balgowlah Golf Course would have multiple adverse impacts. The traffic lights required on the Burnt Bridge Deviation would interrupt traffic flow. The proposal would fragment existing open space, result in loss of riparian habitat, and require relocation of the creek and the bike path. The connecting road would have a constant stream of traffic entering and emerging opposite Balgowlah Boys High School. This would result in air and noise pollution affecting health and stress levels. Short term solution The motorway is not a sustainable transport solution for the Northern Beaches. Constructing motorways that feed more cars into the CBD and urban areas is outdated transport planning. It has been demonstrated in many locations that constructing motorways in urban areas increases car dependency. The tunnel project ignores the lessons learned in Europe and elsewhere. Public transport should be given priority and car based motorways avoided in urban areas. Open Space The tunnel and connecting roads would severely impact on Balgowlah Golf Course, Burnt Bridge Creek and riparian area as well as bushland along Wakehurst Parkway adjoining Garigal National Park and Manly Dam Reserve. The impact of the tunnel and connecting roads on open space area is unacceptable. Warringah Freeway The widening of Warringah Freeway and inclusion of additional traffic lanes to accommodate the tunnel would create a confusing network of lanes. It would be another stressful scenario for drivers, particularly inexperienced drivers and those who are unfamiliar with the area. Public consultation The Department of Transport has decided on a road tunnel and motorway without any prior public consultation, including with residents on the Northern Beaches. The motorway option was an announcement made in conjunction with a State election; it was not subject to any prior community consultation about sustainable and public transport options. Air pollution The air vents would be located at either end of the tunnel, which would be 7 or 8 km long. These vents would disperse exhaust emissions over the surrounding area. Fans would operate to blow the exhaust fumes out of the tunnel. However, air pollution and haze could also build up inside the tunnels. Safety Breakdowns in a tunnel is always a risk. Heavy vehicles, such as trucks and buses, would share the same lanes as lightweight vehicles. Confinement in a tunnel is claustrophobic for many people, particularly in a long tunnel under water. Tunnels can also be a target for terrorist attacks, which has to be taken into account as a potential safety risk. East West Corridors Public transport could be greatly improved with additional bus services, including express services and east to west along Mona Vale Road, Warringah Road and connecting links via Forest Way. Innovative and equitable options to reduce car dependency is the preferred transport strategy for the Northern Beaches. Fossil fuels The tunnel will increase the demand for fossil fuels, even though we have already passed the peak oil phase of supply. Compared with public transport, including buses, the increase in car dependency will mean higher dependency on fossil fuels. Transport options that reduce fossil fuel use would also reduce air pollution. Stressful scenario The tunnel has the potential to become a stressful scenario with additional traffic flooding into the Northern Beaches, particularly in summer. Other adverse impacts include increased air pollution, loss of open space and bushland, reduced urban amenity etc. It is a scenario that we should not wish for, let alone impose upon, the next generation. The 'insular peninsular' has hitherto provided some protection from road tunnels and motorways. Cost The billion dollar cost is exorbitant and would eclipse other transport priorities. It would also compromise public transport opportunities. The ongoing maintenance of the tunnel would be very expensive ensuring that a toll would be imposed for the foreseeable future.</p>
10/26/2018	1605077893	The tunnel Construction will cause congestion as all works projects do. Exhaust sites need to be properly filtered and away from schools and dense residential areas. Wildlife safety needs to be considered too. Don't get caught in the "Yes Minister" syndrome.
10/25/2018	1605076452	
10/25/2018	1605076430	
10/25/2018	1605073230	
10/24/2018	1605071895	
10/23/2018	1605066843	The construction process should be part of long term planning for the Northern Beaches and the construction should be planned to minimize disruption.
10/23/2018	1605066177	I don't have concerns. Not sure why feedback necessarily has to be negative? This is a piece of Infrastructure that is long overdue! Please consider that there may be people who just want to get on with it rather than everyone complaining about it and delaying it. Council should be supporting this.
10/23/2018	1605063966	
10/22/2018	1605061063	Building new roads will not resolve the problem. As a result of the new tunnel other services should not be cut (public transport timetables) and walking and cycling paths should not be compromised.
10/22/2018	1605060719	
10/22/2018	1605060592	
10/22/2018	1605060566	The tunnel will draw more traffic into the area and it is vital that roads around the tunnel area can cope.
10/22/2018	1605060435	I am interested in seeing significant priority given to public transport, lanes etc.

10/22/2018	1605060330	It is not close to me so will not affect me. But I am concerned about environmental impacts and loss of green spaces and the impact of construction on people who live near the construction works.
10/22/2018	1605060185	Great idea, well overdue, hope all can agree on this
10/22/2018	1605058268	
10/22/2018	1605056210	Rats runs increased in traffic Problem with parking Impact on manly - visitors currently travel by PT will come by car, Consultation has been a sham - no information shared, always in school holidays in areas where the impact will be felt, no engagement on establishing real problem or developing option. Induced demand - tunnel will attract more people to drive. Should just charge for existing road and spend money on PT
10/21/2018	1605054641	My biggest concern is how road closures and the associated traffic management will be handled. The experience with the roadworks around the new Northern Beaches hospital has been so disruptive and resulted in at least an extra 1 hour in traffic everyday! While I appreciate there will be some disruption it needs to be better than the hospital. I am concerned that we are looking at another 10 years or longer of traffic pain before things get better on completion.
10/21/2018	1605054584	When will the traffic modelling be released to the public and when will the draft business case be published with assessments of the public transport alternative schemes to the road tunnels
10/21/2018	1605054433	
10/21/2018	1605054384	The stack has to be filtered. Even if our air at Seaforth is very clean that is no reason to make it dirty and have emissions concentrated at the bottom of the Valley at Burnt Bridge. Either filter the stack at Burnt Bridge or do not put the tunnel there just have it at Wakehurst Parkway. The only other solution to reduce pollution is to have the stack up on top of the hill at Sydney Rd and not have it at the bottom of the valley. I really do not want to have to live with 5 plus years of construction in my local area. This is right in the heart of Seaforth. The construction on Wakehurst parkway seems feasible as it is in the bush. The Burnt Bridge site has been allowed to be come too populated over the years and is not suitable for a tunnel and 6 years of construction.
10/21/2018	1605054379	Community meetings are important so all voices can be heard. People living near construction sites are naturally very anxious about noise, obstructions and loss of property value. They need answers.
10/21/2018	1605054373	
10/21/2018	1605054360	See above.
10/21/2018	1605054365	
10/21/2018	1605053066	It really scares me what population growth plans the NSW government has for The Northern Beaches
10/21/2018	1605052654	
10/21/2018	1605052665	
10/21/2018	1605051821	Balgowlah Golf Course is a most necessary reconational facility especially with the densification of the Shire
10/21/2018	1605051721	
10/21/2018	1605051668	
10/20/2018	1605051523	
10/20/2018	1605051438	
10/20/2018	1605051414	
10/20/2018	1605051340	The disadvantages (see above selected elements) of attempting to build this tunnel far outweigh any possible benefits. Has a cost benefit study been done at all, to justify this ridiculous project?
10/20/2018	1605051342	
10/20/2018	1605051329	Again, there has been no community consultation. If we lose the golf course, we won't get back the green space. It is most important not to lose the trees and the green space. The trucks on our roads will destroy them plus be a major hazard to all traffic and pedestrians. All of the above are seriously important and need to be considered.
10/20/2018	1605051325	Very concerned about the impact of unfiltered smoke stacks on the health of my young family. Also worried about the impact of the building works on our currently quiet and safe suburb.
10/20/2018	1605051313	I am very concerned regarding the widening of Warringah Road and subsequent impact on Manly Dam and loss of bushland
10/20/2018	1605051311	the tunnel will only relocate congestion points. Where is the cost benefit study?
10/20/2018	1605051307	
10/20/2018	1605051295	Construction inconvenience is of concern but long term emission stack location should not be an eyesore and not near properties. 2 Lanes for Wakehurst parkway is overkill at this stage. Miniinal loss of housing and construction near housing is a priority.
10/20/2018	1605051302	
10/20/2018	1605051301	
10/20/2018	1605051294	Please note my suggestions in general comments of entry and exit points for North Seaforth and North Balgowlah residents. Provide a loop rd at exit of Wakehurst parkway that leads south for these residents. Connect link Rd to burnt Bridge rd instead of another exit at Maretimo rd for natural links to seaforth.

10/20/2018	1605051284	Sydney Road shops between Balgowlah and Fairlight already suffer from excessive noise because of the terrible condition of Sydney Road. It is so bad for business and residents alike. How can they be assured noise and pollution won't increase because of traffic flow. Keep general Manly traffic along Kenneth Road away from already congested Sydney Road.
10/20/2018	1605051178	The design of the link road in Balgowlah needs review. At the info session I learnt that over 20 options were considered - surely this is not the best one? Loss of golf course green space, more traffic near Bally Boys and busy Sydney Rd intersection, etc. Is it needed at all?
10/20/2018	1605051124	The state government will override council and take all the stamp duty for many more Meritons that will choke the beaches. Like they shoved the Warriewood developments down our throats.
10/20/2018	1605050471	
10/20/2018	1605049644	
10/20/2018	1605049620	The proposed location of the smoke stacks don't seem to consider negative health impacts. Too close to schools and hosing - surely in this modern age, filtering should be a better option - if we can carbon capture coal surely we can clean the air.
10/20/2018	1605049240	Keep Balgowlah golf course. No construction adjacent to residential areas. Spoil to be trucked out of area not stockpiled
10/20/2018	1605049222	The environment impact of the construction and operations of such project will ruin our lives and our environment. Will vote for anyone who stops it!
10/19/2018	1605049075	
10/19/2018	1605049013	
10/19/2018	1605048978	Impact to flora and fauna is an inevitable part of the construction process. However every effort should be maintained to recreate greenery in the affected area post construction work

### Did you attend the Northern Beaches Council Beaches Link Tunnel Community Forum?



Answer	Count	Percent	20%	40%	60%	80%	100%
Yes	13	22.41%	<div></div>				
No	45	77.59%	<div></div>				
Total	58	100 %					

### Are there any additional items you would like Council to consider in its submission to the RMS?

Are there any additional items you would like Council to consider in its submission to the RMS?

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10/26/2018	1605077679	Beaches Link Tunnel I do not support the Beaches Link Tunnel. It will create a serious imbalance in favour of car travel and will greatly increase car dependency. The tunnel will adversely affect air quality and the environment. The road infrastructure will affect local amenity, alienate active travel options and allow car travel to become an overly dominate transport mode. The proposal is for three lanes of traffic each way in the tunnel, which will be 7.2km long. No dedicated public transport lane is proposed. Public transport options should be given priority in terms of investment. This includes public transport options that do not require additional roads. Issues / concerns include: • Traffic congestion on local roads • Car parking demand, especially at beaches • Environmental impacts • Air quality • Balgowlah Golf Course • Seaforth temporary depot Wakehurst Parkway: The project would have an extensive environmental impact on adjoining bushland areas and reserves. The long term benefit of protecting the bushland warrants a high rating in any cost/benefit analysis. If the project proceeds, at grade widening should be avoided by extending the tunnel or constructing an elevated road. The Beaches Tunnel project is likely to overwhelm all other transport projects in terms of cost, traffic generation, environmental impacts and quality of life. This road infrastructure will have a major impact on the Northern Beaches and result in many changes, including negative impacts, over which the Northern Beaches Council and residents will have little control. The tunnel will bring to closer fruition the nightmare reality depicted in the Manly Daily headline: The Cars that Ate the Northern Beaches. Residents who support the tunnel appear do so primarily because they want to shorten their driving time to the CBD and across the city. By the same token the tunnel will also provide a wide open passage for a high volume of traffic emerging from 3 lanes. This will result in a significant increase in the number of cars converging on the Northern Beaches, particularly at weekends and in summer. The consequent increase in traffic is likely to cause congestion in local streets, which in turn will become more hazardous for pedestrians and cyclists. An increased demand of parking, particularly near the beaches in summer, is inevitable. The existing problem of coping with parking demand will be exacerbated multiple times. This will result in increased hard surfaces and conflict between residents and visitors for limited on-street parking. The Beaches tunnel will encourage car travel to the Northern Beaches from all Sydney metropolitan areas to the west of the tunnel entrance. A far better alternative is to invest in public transport, including buses. This will avoid / reduce problems associated with traffic and parking. It will also be more compatible with active travel options. Public transport is an equitable and sustainable transport option that is strongly aligned with the strategy objectives of reducing car dependency and carbon emissions. The funding priority for the Northern Beaches should be public transport. Further road expansion, which will encourage car usage and generate more traffic, is inappropriate and will exacerbate existing problems.
10/26/2018	1605077893	The need to move cars rather than people
10/25/2018	1605076452	Why not build a tunnel under the existing infrastructure, eg under the Spit Bridge. There would be less impact on surroundings.
10/25/2018	1605076430	the main bottleneck for traffic is the Mosman area of Military road. Fix the Spit Bridge and clear way through Mosman. Use tunnel for train into metro.
10/25/2018	1605073230	Addition of a dedicated bus lane both ways. So, the tunnels would be three lanes each way : bus and 2 x other vehicles.
10/24/2018	1605071895	A B Line service from Dee Why to Chatswood.
10/23/2018	1605066843	No
10/23/2018	1605066177	Please get on with it without delay.
10/23/2018	1605063966	
10/22/2018	1605061063	
10/22/2018	1605060719	
10/22/2018	1605060592	
10/22/2018	1605060566	Additional tunnel space for expansion in the future such as a light rail or T-Way bus lane.
10/22/2018	1605060435	
10/22/2018	1605060330	It will reduce the pressure on the harbour bridge and existing tunnel. This will benefit my area in Belrose as we use Warringah Road to get into town and will continue to do so.
10/22/2018	1605060185	Not sure if the buses to city will use tunnel, some buses would be good
10/22/2018	1605058268	
10/22/2018	1605056210	Metro or other Pt optionsshould be consider linked to development of large sites including Big Bear, Spit Junction, Balgowlah, manly Vale, part of Warringah Golf Course, mixed use redevelopment of Warringah Mall to create a town centre with reduced car parking, redevelopment of bus depot, redevelopment of car yards, stop at Dee Why and the to new hospital.
10/21/2018	1605054641	Restricted traffic on local roads once the tunnel in complete. Local traffic only, particularly want to avoid increased traffic due to people trying to avoid paying the toll.
10/21/2018	1605054584	
10/21/2018	1605054433	
10/21/2018	1605054384	What business case is there for a tunnel at Burnt Bridge given the Spit Bridge needs to be upgraded at some stage. Spit Bridge is a more urgent priority.
10/21/2018	1605054379	Make it happen.
10/21/2018	1605054373	
10/21/2018	1605054360	

10/21/2018	1605054365	Yes, could the RMS envelop a design that does not involve the use of the Balgowlah golf course and ensures that tunnel portals stacks and construction site are located well away from residential areas and that any smoke racks are filtered to ensure safe air quality on completion. In addition traffic survey need to be performed to ascertain the impacts of all the vehicles that will pass from the tunnel onto the northern beaches one it is complete, - will existing surface roads be able to handle this capacity and where will all these additional vehicles park. Also where is the RMS business case that examines public transport alternatives for the northern beaches and the social and human cost of the current design that use the golf course. Could the council please ask that any further approvals or pursuit of the current proposed design be stayed until all these issues are properly addressed . Thank you
10/21/2018	1605053066	They need to be very upfront about the amount of the expected toll and how they think it will be enough based on the current number of road users and how they will restrict the use of Military Rd (like they did when the Lane Cove Tunnel was put in) to force drivers to use the tunnel (if they don't and half the drivers (35,000) use the current route and only half use the tunnel, it cannot pay for itself. The RMS say that 100,000 cars use the Eastern Distributor (ED) each day for a tunnel that is one quarter the length of this proposed tunnel and that costs \$7.46 each way.
10/21/2018	1605052654	One of the speakers at the forum, Mr Lee Furlong, is the current vice-president of the Liberal Party Warringah FEC. I am concerned that he was permitted to speak representing himself as an ordinary resident, and not made to disclose his clear conflict of interest in regards to the tunnel project and its support by the Liberal Party. It must be appropriate to publish his office holder status when reporting his comments from the forum and in submission to RMS.
10/21/2018	1605052665	
10/21/2018	1605051821	
10/21/2018	1605051721	Pause the tunnel. Invoke a moratorium. Give up the 'roads over public transport' policy.
10/21/2018	1605051668	
10/20/2018	1605051523	
10/20/2018	1605051438	
10/20/2018	1605051414	
10/20/2018	1605051340	Focus should be primarily on the provision of a variety of public transport options and a variety of links, eg the east/west link between DY and Chatswood past the new NB Hospital, as well as any new harbour crossing by public transport.
10/20/2018	1605051342	
10/20/2018	1605051329	The huge impact on the environment and the residents if the tunnel was to proceed. If there is a study done, and the best option is the tunnel - then fine. Make it happen. But get experts involved, not the RMS who have identified the Link Road as a solution. That is just absurd.
10/20/2018	1605051325	
10/20/2018	1605051313	No negative impact on Burnt Bridge Creek or loss of trees on Balgowlah Golf Course.
10/20/2018	1605051311	Links to second harbour tunnel, bicycle access. rail link.
10/20/2018	1605051307	make it big enough for future generations and we need to take deli rd as an option for northern beaches people to head west with this project.
10/20/2018	1605051295	Council's priority is it's residents. it seems more people would prefer better public transport than encouraging more car use. Encourage RMS to concentrate on this first. There appears to have been no 'big picture' consideration of this tunnel project with the stage 2 hospital roadworks which concentrates on free flowing west & east traffic movement yet the tunnel traffic coming south up wakehurst parkway will need to stop at lights at a major junction. Consider postponing the tunnel project until full effects of stage 2 are monitored. Motorists currently using spit bridge may now use roseville bridge if traffic moves quicker.
10/20/2018	1605051302	
10/20/2018	1605051301	
10/20/2018	1605051294	Please give North Seaford and North Balgowlah residents exit and entry close access by providing loop rd or roundabout to their residential homes. Stop ignoring these residents.
10/20/2018	1605051284	Thank you for considering our concerns and we look forward to the next forum. Please try and keep more traffic away from Balgowlah, it currently is a frustrating experience on any given day to get from Manly to Seaford.
10/20/2018	1605051178	
10/20/2018	1605051124	Stop and think. Just leave it for ten years. Clear way through neutral bay to Narrabeen till 8pm now. And minor fixes to roads.
10/20/2018	1605050471	
10/20/2018	1605049644	
10/20/2018	1605049620	how about there is some study and research performed on current road / traffic flows and ensure they are optimal, before spending tax payers money. there are so many obvious changes that could be made to improve traffic before a major project is started.
10/20/2018	1605049240	
10/20/2018	1605049222	Do a proper traffic modelling for the NB traffic during week and WE days, tell us the real impact for our network here. Do the same for demographics with impact on population growth.
10/19/2018	1605049075	
10/19/2018	1605049013	

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## Please tell us your general views on the Beaches Link Tunnel project

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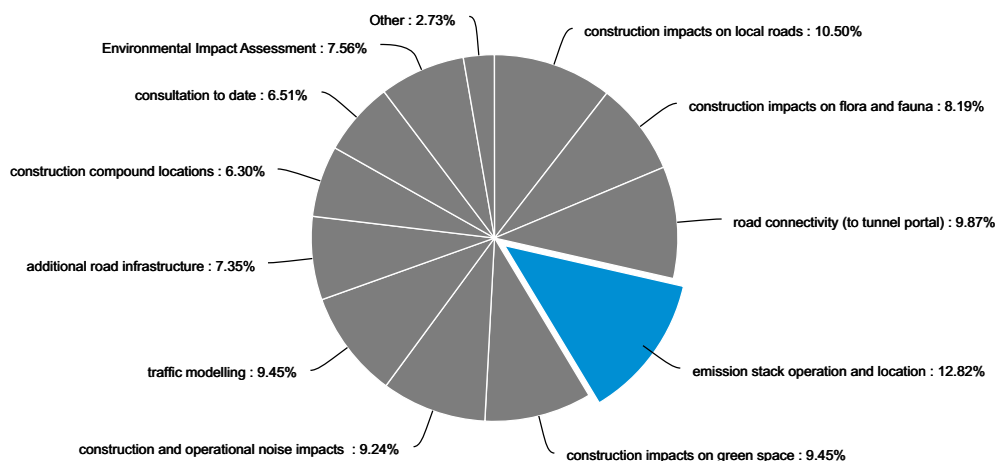
10/26/2018	1605078335	The current plan has been hastily devised with a lack of meaningful or timely consultation with the community. There must be a moratorium placed on this project so that the best long term solution can be delivered. The RMS must design and evaluate a number of other possible alternatives particularly those utilising light rail. The RMS must allow the Northern Beaches Council time to fully discuss and evaluate the concerns of local residents. No destruction of Balgowlah Golf Course. No link road. No unfiltered stacks.
10/25/2018	1605076553	Public Transport should be improved first, perhaps free transport would be cheaper than a tunnel. If it must happen it must be filtered for the sake of all residents and nearby Schools and Kinder garden schools Once the green space is gone it is gone forever also!!!
10/25/2018	1605076428	Although I think a tunnel is a valid idea to reduce congestion the current designs seem rushed and designed without any real understanding of the local area. The use of unfiltered stacks is abhorrent and will greatly impact the health of locals. If you can't afford filtered stacks you can't afford the tunnel. The planned placement of the tunnel near Balgowlah Golf course seems a cost cutting exercise when moving that entrance further down towards the start of the Bypass would have less impacts on residents and would not require the creation of a surplus feeder road from Sydney Rd cutting through the current golf course/ future green space.
10/25/2018	1605072448	While I think it will alleviate some of the traffic gridlocks in some areas, I am concerned that the construction will have detrimental affects in my local area near Seaforth Oval.
10/24/2018	1605072230	I think that there should be an alternative solution as there are SO many single drivers commuting to the city in their cars. Surely it's better to introduce a congestion charge and invest the money into more buses into the city?
10/24/2018	1605072128	I am against the tunnel. I feel that it is a costly short term solution. Traffic will not improve for long. Building density will increase. There is poor consultation with locals on what they want. The environment is important to the northern beaches. Pollution and noise from the tunnel and smokestacks will negatively impact thousands of residents. The RMS has a terrible track record of consultation, environmental management and noise pollution. They are not under any oversight.
10/24/2018	1605068469	100% against this project and the way it is being conducted.
10/23/2018	1605067056	I understand the logic of the need for the tunnel however the 2 things that I find most disturbing are: the loss of the green space of Balgowlah Golf Club and the Balgowlah Valley location of a (one?) non filtered tunnel air stack. It would also make sense to me for there to be some form of railway incorporated into the tunnel to make it more future proof.
10/23/2018	1605066824	Completely against the link road 100%. Completely against the construction site on the golf course. In regards of the tunnel - maybe it could be a good project, BUT needs to be filtering properly as we live in the area and it is going to affect our children and elder people. Needs to be done in a clever way. I would love to see more initiatives as in rail work, or public transport options - that's the future
10/23/2018	1605062208	I understand that traffic has increased over the years - particularly from the Northern Beaches to the city. Whilst I'm not opposed to improvement and progress - I'm very against smoke stack pollution in particular (current proposition appears very close to our home and our son's school) but also the impact the link may have on local businesses, toll implications and concerns around whether it's a solution that caters for the long term.
10/23/2018	1605062178	Against the loss of green space and added cars on Balgowlah residential streets this proposal brings. Concerned regarding the emmison stacks so close to schools and children's sports grounds.
10/23/2018	1605061944	
10/22/2018	1605060546	Generally support tunnel to remove through traffic from spit bridge however I am concerned over proposal for link toad at expense of local recreational resource, impact on local roads particularly maretimo street and impact on balgowlah boys school
10/22/2018	1605060512	I have serious concerns over the ventilation stacks not being filtered.
10/22/2018	1605060487	The Link Tunnel will be useless in the scheme of things because all it does is get people more quickly to another area of traffic jam. Further, for the northern beaches, it does not address the congestion from Seaforth heading north in afternoon peak period, or Saturdays and Sundays. What we need is better public transport options. B LINES to North Sydney and Chatswood to get people to trainlines. Dedicated roads to Buses, no cars or cyclists in bus lanes. If they then choose to sit in their cars to drive to work, to sit in an office all day, then sitting in traffic is the consequence and price of not going public transport. The children of Balgowlah and Seaforth, and home owners should not have to bear the pollution brunt of the entitled class who believe they are too good for buses.
10/22/2018	1605060354	another encouragement for people to use their cars instead of public transport
10/22/2018	1605060348	Totally unnecessary Better public transport is needec
10/22/2018	1605060300	My main concern about the project is that the exhaust stacks will not be filtering the exhaust fumes, and that one is located very close to Seaforth Public School
10/22/2018	1605060096	I support it but the pros and cons of the different configurations need to be more clearly explained

10/22/2018	1605059753	I oppose the construction of the tunnel and consider it to be a short term solution for the congestion problems in the NB. It will increase car dependency of residents and make the NB an increasingly "unwalkable" region with substantial air pollution issues. Please refer to the recent studies where two NB suburbs are the least walkable in Sydney. A solution must be found for better less polluting public transport options, not only is it equitable and affordable for the masses but will increase the liveability of our region.
10/22/2018	1605059741	Supportive but want confidence it will minimise impact on our neighbourhood, particular Seaforth Public School. We have also just endured nearly 24 months of BLine construction, much of it right outside our house so further work in the near vicinity will be very difficult for us.
10/22/2018	1605057885	
10/22/2018	1605056882	I have never thought the tunnel was a good idea - endless international research shows that creating road space encourages more cars to use the roads and congestion is not solved. In fact, in a successful city, congestion is unavoidable - a sign of success! But public transport must improve. Invest in new public transport and making the best use of existing road space.
10/22/2018	1605056470	It is an enviromentally damaging hugely expensive and very poor solution to present and future transport needs
10/22/2018	1605056377	Concerned that it is not a future proff option for increasing populations since a train won't be put through. Much prefer improved public transport
10/22/2018	1605056199	If it is to be built, there should be rail/light rail incorporated into the plan.
10/21/2018	1605054787	We are totally desperate for it to happen ASAP
10/21/2018	1605054657	I am opposed to a road tunnel. I believe public transport options, private car disincentives need to be explored.
10/21/2018	1605054626	I support the tunnel fully. There has been a lot of supposed knowledgeable comments which to me are not supported by facts. The disruption to BBHS is a little over done. I was a student at the school during the building of Manly road and my son also attended the school during the construction of the "Bypass" neither of us were effected by the activities. I often travel down the bypass, northward, after 9am and observe the traffic going towards the spit, its like a parking station how much pollution from idling vehicles compared to traffic travelling at 60 kph.
10/21/2018	1605054517	It should not be going ahead. End of story
10/21/2018	1605054494	An improvement to the 4-lane Spit Bridge and travel through Mosman as a means of getting to the Northern Beaches is long overdue. I agree with one of the speakers on Wednesday that perfect should not get in the way of good.
10/21/2018	1605054475	I think it is a wonderful transaction which will be of significant benefit to all commuters on the Northern Beaches as well as residents and commuters in the Mosman to Neutral Bay region and beyond
10/21/2018	1605051565	The tunnel is not a solution to the future transport needs of the Northern Beaches. Induced demand will result in the tunnel being a carpark like all other Sydney motorways, pushing traffic congestion to the next bottleneck. Even projected travel times advertised by RMS are a modest 15 minutes for an expensive toll. If built at such great expense of \$8-10M, the Northern Beaches will see minimal spending on transport from NSW government after that. For the same amount of funding, the equivalent of 16-20 BLines could be paid for that would revolutionize public transport, and be built in a fraction of the time to improve travel times sooner. Council's own transport surveys prove how popular public transport improvements are. The east-west connection through Frenchs Forest is desperately needed, and will impact on the business case for the tunnel, but has not been factored in. When operational, I worry our public transport spend will be downgraded to push more people into cars to boost the tunnel patronage and profits. The tunnel is a short-sighted political solution not suited for the future of transport on the Northern Beaches or anywhere.
10/20/2018	1605051343	I believe it is a good thing for the area and a solution to the traffic woes is warranted. There needs to be extensive future proofing/planning done though before it is green-lighted.
10/20/2018	1605051324	I am generally in favour of the tunnel. However I am concerned about the location of the stacks and the impact on air quality for those living nearby. I am totally against the link road as it completely ruins the existing green space. There are superior options available. I do not want the cheap option that ruins our community and smashes property values.
10/20/2018	1605051322	I believe it is essential to the continued health and growth of the Northern Beaches in General. It will help to provide employment opportunities by encouraging more businesses to locate on the Northern Beaches. It will also make life a lot easier for thousands of residents and workers.
10/20/2018	1605051314	
10/20/2018	1605051315	I feel the project is ill conceived and poorly planned. The Nothern beaches needs a better public transport system rather than a tunnel that will become a parking lot at peak times. The link road constructed at the expense of the green space that is currently Balgowlah Golf Course (and should remain so) is EXTREMELY poorly designed. The construction phase will severely affect the physical and mental health of local residents. The nano particles from the exhaust stacks WILL impact the health of the young and the elderly in particular. You really should be trying to reduce the number of vehicles on the roads not increasing them.
10/20/2018	1605051316	While there is need for transport improvements in our area the tunnel proposal has no appropriate analysis that would benefit the majority of travelers in the congested peak periods and concentrates the negative aspects of the project like air pollution and congestion on specific areas like Balgowlah.
10/20/2018	1605051297	We need a traffic solution, but we should to put the tunnel on hold & develop a fully integrated plan that is the best solution, not just an expensive car tunnel. Public transport needs to be considered as a high priority
10/20/2018	1605049725	The Beaches Link Tunnel is necessary to the whole of Northern Beaches to relieve traffic congestion and to speed up movement between the NB and the rest of City.
10/20/2018	1605049534	Seems like the Council is promoting rapid development? Does this stack up for the generations to come?



10/20/2018	1605049447	I object to tunnels being built and sold to Transurban, then residents being funneled into the tolled tunnel because RMS and state government have done "deals" with Transurban to ensure profits from tolls. The RMS will close lanes on Sydney Rd in order to ensure maximum patronage to tunnel. Similarly Ernest St Cammeray access to Harbour Bridge and Eastern Distributor will be closed to ensure cars use tunnel and not Military Rd. I object to government rushing this project through before the election in March 2019. I believe alternative public transport must be investigated more buses, possible trains and more ferry services. What about a service from Clontarf to city? I object to chaos it's going to cause the NB. I object to the governments lack of transparency. They have not provided any cost benefit analysis. For such an expensive project all other options of public transport will full cost benefits must be provided.
10/20/2018	1605049511	
10/20/2018	1605049435	I like the idea of the tunnel and reduced travel time to the city and Lane Cove tunnel. I don't like the idea of the link road proposed to run through Balgowlah golf course.
10/19/2018	1605049141	It is a dangerous, badly thought out project. There has to be a better way to improve our traffic issues and not enough thought has been directed towards options

### Please select the elements of the project that are most important to you.



Answer	Count	Percent	20%	40%	60%	80%	100%
construction impacts on local roads	50	10.5%					
construction impacts on flora and fauna	39	8.19%					
road connectivity (to tunnel portal)	47	9.87%					
emission stack operation and location	61	12.82%					
construction impacts on green space	45	9.45%					
construction and operational noise impacts	44	9.24%					
traffic modelling	45	9.45%					
additional road infrastructure	35	7.35%					
construction compound locations	30	6.3%					
consultation to date	31	6.51%					
Environmental Impact Assessment	36	7.56%					
Other	13	2.73%					
<b>Total</b>	<b>476</b>	<b>100 %</b>					

### Please select the elements of the project that are most important to you. - Text Data for Other

10/25/2018	1605076553	Flora and Fauna
10/24/2018	1605072128	Overdevelopment
10/22/2018	1605060354	Mental health impacts
10/22/2018	1605059753	Public consultation, transparency, predictable modelling of impacts to residents close (eg health hazards) and far (further congestion) of the tunnel
10/21/2018	1605054517	School kids nearby
10/21/2018	1605051565	Impact on local and main roads of increased traffic re: congestion and required upgrades at council expense



10/20/2018	1605051324	Financial Loss
10/20/2018	1605051314	property devaluation, loss of amenity where we live
10/20/2018	1605051315	The significant impact on the value of impacted properties
10/20/2018	1605051316	Public / Mass Transport
10/20/2018	1605049534	Is an estimated \$8 billion not better spent on something that makes sense?
10/20/2018	1605049447	Trust. Look at the Westconnex inquiry!
10/20/2018	1605049511	Cost vs benefit analysis?

### Please provide detailed feedback on any of the important elements identified above.

Please provide detailed feedback on any of the important elements identified above.

10/26/2018	1605078335	<p>The current RMS tunnel proposal is a seriously flawed plan. Construction zones are much too close to houses, childcare centres and schools, particularly Balgowlah Boys High School and Seaforth Public School. The safety and health of students, teachers and parents would be at constant risk. They would be exposed to up to 7 years of constant noise, dust, pollution, traffic congestion and exhaust emissions. A 6 to 7 storey high unfiltered ventilation stack is to be placed on the site of Balgowlah Golf Course, pumping out pollution and carcinogenic particles. The Seaforth stack is to be constructed at the bottom of a valley. A NSW Government planning document identifies a risk of 'plume downwash' where pollution is drawn close to the ground. Engineering maps show a 500 metre radius around homes, schools and green space where dispersed pollution will mix with air - entering schools, houses and other buildings. This unfiltered stack will then cause health issues for local residents, particularly impacting the students of Balgowlah Boys H.S., Seaforth P.S. and several local childcare centres - Seaforth Childcare, Northside Preschool and Balgowlah Kinder Haven. The need for a link road is strongly refutable. The current link road plan is ill-conceived and poorly designed. Credible alternatives to the current link road proposal must be explored. The proposed link road through the Balgowlah Golf Course will mean the destruction of a popular golf course. Its destruction would impact strongly on the physical, emotional and mental health of the club members. It would also impact on the social fabric of the community. The current link road proposal would mean the destruction of over 500 mature trees, the destruction of a natural wildlife habitat and the destruction of a flourishing creek ecosystem. Over 40 species of birds can be found in this habitat. Balgowlah Golf Club has been the responsible custodians of this precious wildlife habitat for 90 years. The members of Balgowlah Golf Club and many dedicated regeneration volunteers have spent years rehabilitating the creek which runs through the course. The destruction of the aquatic life in the creek would unbalance an entire ecosystem. The destruction of the creek ecosystem would also have a flow-on environmental impact on the ecosystems of Manly Dam and Garigal National Park. The existing green space is a popular multi-purpose space used by schools, sporting clubs, dog walkers, runners, scouts, golfers and regeneration volunteers. This precious and greatly used area must be preserved for future generations. The RMS proposal would place a busy main road through the middle of a greatly reduced green space. The people and animals using this space would be put at great risk by the constant volume of traffic. The current proposal would have a catastrophic affect on the lives of the residents who live near the proposed link road. Property values in this area have already plummeted by up to 25%. The proposal would also have a significant impact on Balgowlah Boys High School. The students and staff would be exposed to constant noise and pollution for a significant number of years - for some students through their entire time at high school. The streets around the high school are already very busy. Large numbers of gridlocked trucks would be waiting in nearby roads and causing traffic chaos. The greatly increased traffic in the area, particularly in Maretimo Street, would make it extremely difficult for students, teachers and parents to safely access the school. To avoid the construction zone at Seaforth, traffic would use rat runs through Balgowlah and Balgowlah Heights. These rat runs would increase traffic through narrow local streets not designed to handle this volume of traffic. They would impact the streets around Balgowlah Heights Public School and St Cecilia's Primary School, putting the students' safety at risk. A reduction in house values along the rat runs would be created. The tunnel proposal does not include a dedicated lane for public transport. This would mean a very high volume of traffic with an imbalance in favour of cars. This would have negative effects on air quality. The ever increasing number of cars would then mean an increased demand for parking. Studies both here and overseas have shown that new motor vehicle tunnels and motorways have a positive impact on travel times for only a short period. Within a couple of years the increased volume of traffic becomes increasingly gridlocked as more cars have been encouraged onto the roads. The proposed tunnel will add to traffic congestion rather than reducing it. A projected 40% increase in the population of the northern beaches would also contribute to the future gridlock of the tunnel and of the wider road system. The government must invest in public transport which is more equitable and sustainable. Government has a social responsibility to lessen carbon dioxide emissions. Frequent, affordable and non-polluting public transport is needed. The government must seriously consider the development of a light rail corridor along the northern beaches. The RMS proposal is already archaic as it does not take into consideration the transport of the near future. Electric road vehicles are increasing in usage and driverless vehicles are already being road tested in Australia. This proposal is seriously flawed, not best practice and must be reconsidered.</p>
10/25/2018	1605076553	Exhaust Filtration is essential
10/25/2018	1605076428	<p>The placement and plan for unfiltered stacks seems reckless and poorly thought out. Would it not make more sense to place these at the highest point (rather than the current plan of off Sydney road. So the pollutants have some chance of being blown away). Unfiltered stacks are a huge health hazard. The danger of these particulates are well known and The govt of NSW already has data suggesting an increase in respiratory complaints from locals living near and not so near existing stacks so why would you continue to install them? The topography, especially in the valley bordering Seaforth and North Balgowlah becomes clogged with smoke for days after bush fires and burn offs as far away as the Blue Mountains so one can only presume that sandwiched between the 2 planned stacks the air in the valley will be in a constant state of contamination with devastating short and long term effects on residents. The traffic modelling also appears to be remiss. Locals surveyed from Seaforth, North Balgowlah, Balgowlah Heights have strongly indicated they are unlikely to use the tunnel yet an unneeded filter road has been designed to cut through the current Balgowlah golf course impacting on green space and with likely local bottlenecks occurring it appears a cynical move to shunt residents onto a pay for service toll road. Moving the tunnel entrance further down to Manly Vale a predominantly industrial area would greatly reduce the impact on residents, no new feeder roads would need to be created as the few locals from surrounding suburbs (Manly, Balgowlah Heights, Seaforth and North Balgowlah) who wished to use it could access it from Condamine St as they currently do the Bypass rd to the Spit Bridge. Making Condamine St a no parking from Sydney Rd to the bypass would open it up into a four lane road at considerably less cost and upheaval than a new feeder road 300 (?) meters further up Sydney Rd.</p>
10/25/2018	1605072448	<p>If the proposed construction site A is used at Seaforth Oval, this will have a huge impact on residents in this area. I believe a separate exit road will be used by trucks which will create a dangerous situation for traffic and residents living opposite the site.</p>

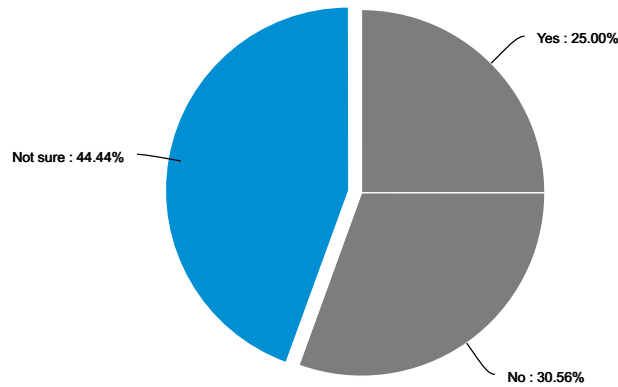
10/24/2018	1605072230	I am most concerned about the singular unfiltered emissions stack for such a long tunnel and the impact it will have on our children as they grow up. No other tunnel in the world has one stack for such a long tunnel...
10/24/2018	1605072128	the proposed smokestacks should be filtered to the best available technology. Tunnelling should minimise noise and disruption to residents. True community consultation and representation is vital. The pollution from road run-off to manly dam should be managed better. The risk to health from motor vehicle pollution is enormous. We should be investing in trains, electric cars and electric buses.
10/24/2018	1605068469	Completely against the project for following reasons: 1) Process has not been transparent with regards to assumptions and business case, which don't stack up. 2) Pollution impacts on our community, schools and children. 3) Destruction of green space in the area 4) Huge impact to the community during construction 5) Non-scalable solution - we should only be entertaining mass transport options like train and bus. No more cars. 6) There are infinitely better places to spend \$8m plus 7) Negative impacts to traffic congestion in arterial roads and population growth requirements of the peninsula to justify business case.
10/23/2018	1605067056	I've documented my summarised concerns in the general views section above.
10/23/2018	1605066824	I am aware of most of the issues above, I think the construction and operational impacts are the most important together with the link road killing the golf course
10/23/2018	1605062208	I'm concerned about loss of flora and fauna to the Northern Beaches - however we're mostly concerned about the emission stack operation and location. I'm certain that no North Balgowlah resident wishes to be impacted by this.
10/23/2018	1605062178	Loss of green space, in a suburb that doesn't have a lot.
10/23/2018	1605061944	Negative impact (noise, pollution, increase traffic) so Close to Balgowlah Boys school. Traffic changes, road closures to burnt bridge means bad access to North Balgowlah.
10/22/2018	1605060546	Traffic modelling and need for link road - what evidence is there that directing traffic through Mona vale and Condamine street isn't the best choice? What traffic calming measures are proposed for local roads if link roads goes ahead? Maretime street is already congested with parking for school and limited room for passing buses- needs speed restrictions and footpath on eastern side of road to improve safety - if link goes ahead General road safety and pedestrian safety around proposed traffic light junction at bottom of maretime street Air quality and unfiltered emissions impact on local area including school
10/22/2018	1605060512	I have looked through the report that the RMS used to do their cost benefit analysis on filtering the ventilation stacks and I have found that they have incorrectly used the report in arriving at the \$280k per tonne health cost of not filtering the tunnel. The area around the tunnel is much more dense than what has been assumed in arriving at the \$280k figure and as such the health costs have been grossly understated.
10/22/2018	1605060487	There is nowhere where the unfiltered stack will not affect the community - the area is too densely populated. The works will create noise and dust close to the school. The entrance at Condamine St will be just as bad - there are the lights for Stocklands, the lights for Balgowlah Rd and the crossing for the school children to Manly West. There would be even more problems relocating the stack to Condamine St.
10/22/2018	1605060354	Construction impacts will not simply be a little pain now for big gain later. The Berejiklian govt CANNOT be trusted to efficiently carry out anything, not even a fire services levy let alone major infrastructure. People's lives will be ruined here just as lives have been ruined from George Street to St Peters
10/22/2018	1605060348	It is unnecessary Use the money for public transport Schools and hospitals
10/22/2018	1605060300	I understand that the exhaust stacks will not be filtering the exhaust fumes, and that one is located very close to Seaforth Public School
10/22/2018	1605060096	I'm concerned about Burnt Bridge Creek environment
10/22/2018	1605059753	I oppose the stacks particularly as they're unfiltered. I oppose the link road and the destruction of our green spaces. I demand that better more equitable solutions be found for the masses, in particular trains and better bus connections and other public transport options.
10/22/2018	1605059741	-
10/22/2018	1605057885	Proposed smoke stack location at the Balgowlah golf course is way too close to residential area and nearby schools. Major health concern for our children and the elderly. And construction noise and traffic noise post construction will have major impact on peaceful living in the surrounding areas.
10/22/2018	1605056882	I am more concerned about the long term outcome in terms of wasted money, destroyed green space and ever increasing car traffic than in imminent construction issues. However, my boys will suffer the construction nightmare throughout their high school years and I feel very sorry for residents adjacent to the new roads.
10/22/2018	1605056470	Disingenuous so called community consultation. Community concerns ignored.
10/22/2018	1605056377	Tunnel is not the best option
10/22/2018	1605056199	My biggest concern (apart from not having any mass public transport system with the tunnel) is the refusal to filter the stacks. Every major country now building tunnels filters the emissions.
10/21/2018	1605054787	Keen to know where we can enter this wonderful tunnel!
10/21/2018	1605054657	--
10/21/2018	1605054626	Many speakers spoke about plans they had submitted but nothing was produced for discussion.
10/21/2018	1605054517	None
10/21/2018	1605054494	Ideally, an improvement to Northern Beaches access should have minimal environmental impact and represent best use of funds available.
10/21/2018	1605054475	I think the project is a great compromise to cover all interested groups enabling good connectivity from the Balgowlah, Clontarf and Seaforth side as well as from further north as well as providing a sensible level of additional public space (rather than sacrificing additional private property). Giving the community back a large part of the existing golf course in Balgowlah represents a win win for the community

10/21/2018	1605051565	The impacts of both tunnel construction and operation are very significant to local residents, and are too high a price to be paid for any infrastructure project. Residents will be forced to live within 100m of exhaust stacks, be subjected to significant decreases in air quality and are condescendingly told that they will not be affected, and receive no compensation. Leaked cabinet documents early on in the project revealed issues with exhaust dispersal in low-lying areas and plume downwash, yet these issues are now denied by RMS. Some residents will be forced to live next to construction sites with noise and dust pollution for years - with nightwork construction required for a significant period. Rat-runs around the Balgowlah portal will be extensive - impacting 10-20 streets in the nearby areas, even down to Manly as traffic diverts from Sydney Rd to Condamine St, Balgowlah Rd and Kenneth Rd.
10/20/2018	1605051343	Stacks should be filtered - no question. As much replanting/green space should be reinstated where possible. Extensive thought should be given to surrounding traffic flow both during and after construction.
10/20/2018	1605051324	The North Balgowlah community raised their concerns about the original plans so "the problem" was shifted to our community (those who live on or around the golf course). The Link Road will destroy the existing green space, cause massive traffic jams on Sydney Road, the Link road itself and the tunnel exit. peak hour traffic will be chaos. There are superior options available. The link road is the ill consider, cheap option. I also wonder about the impact of a 9km tunnel and all the exhaust coming out two exits.
10/20/2018	1605051322	I am against the residents alternative proposal for ingress and egress of the tunnel at Balgowlah.
10/20/2018	1605051314	As advised above, all these issues are important to me. As a very long term resident who stayed living in our house due to the amenity of the Balgowlah Golf Course and Burnt Bridge Creek environs, I believe there has been a distinct lack of transparency, empathy and honesty regarding the Beaches link proposal. There has been no consideration given to the impact of the proposal on the local community and environs, either during the proposed project or on completion. During the 5 + years of construction we will be impacted by construction noise, pollution and dust, road chaos, gridlock caused by multiple construction trucks and other issues yet to be revealed. We will lose our local amenity with the proposed link road, deviation widening, ventilation stack and construction site destroying the Balgowlah Golf Course and BBCreek wildlife habitat. Post construction we will be permanently left with the noise, pollution, health issues especially related to the unfiltered stack and property devaluation with no compensation likely. Already our properties have devalued by the proposal by hundreds of thousands of dollars. All the short and long term impacts will bring little benefit to us. I believe this project is mostly for the benefit of people living further up the Northern Beaches who will not be detrimentally impacted. More cynically, the main beneficiaries will be developers and possibly council. I implore Council to say no to the current poorly thought out proposals to allow time to develop the best long term solution for transport on the Northern Beaches. The latter must include effective community consultation.
10/20/2018	1605051315	See above. I feel so strongly about this that I cannot support a council or a state government that will push this project ahead in its current form. Thankfully elections are not that far off.
10/20/2018	1605051316	Basically as said above this proposal Doesn't provide good transport options for the majority who use public transport in the peaks and concentrates negative impacts of congestion and pollution on the Balgowlah area
10/20/2018	1605051297	The current plans appear to only increase congestion around Balgowlah & Seaforth, with no likely benefits to traffic. The construction timeline is incredibly long & the unfiltered stacks are madness.
10/20/2018	1605049725	See first comment
10/20/2018	1605049534	Anyone who has travelled like me, mysister, an engineer living Germany who visits often laughs at how naive people here are. Would love to refute some detail if only the RMS would provide some?
10/20/2018	1605049447	This government can not be trusted. They are selling our public assets including roads before any of the community knows about it. Then decide to build car tunnels, sell it to private multi national companies, then create contacts with these companies for decades to charge tolls. The proposed design of the tunnel and portal entrance is in the wrong place. It should be further north and not in Burnt Creek Deviation. Perhaps down near Millers Reserve where there are no properties nearby. Then the overpass at Kitchener St would not need to be made higher nor would you need to widen Burnt Creek Deviation.
10/20/2018	1605049511	This tunnel proposal does not meet any health, cost, benefit, amenity measure. The community deserves better from elected officials than a tired old pre last election stunt.
10/20/2018	1605049435	My main concern is the link road through the golf course as the golf course is my back yard. The local community have developed some outstanding solutions to avoid this, and I have no doubt that if modelled there would be a positive impact on traffic levels. Having worked on road projects in the past, there is no foreseeable way that traffic lights at the entrance to the tunnel is the best solution.
10/19/2018	1605049141	The tunnel will be choked with traffic within a short time of opening. Toxic fumes will spew into local schools. Open spaces and biodiversity will be decimated.
10/19/2018	1605048954	no need for the proposed "Link Road" - use the existing Burnt Ck Rd Deviation to access the tunnel. Maintenance of existing green space is mandatory.
10/19/2018	1605048925	Loss of green space and pollution. Dudley st will be surrounded by expressways. No respite for noise and pollution. We will be an island in a sea of roads.
10/19/2018	1605048798	A tunnel is needed, however construction and design have to be conducted in a smart manner that considers community welfare, feedback and impacts of construction and operation on green space, animals, plants and residents. Northern beaches hospital and associated road works are examples of poorly designed work pushed through without consideration.
10/19/2018	1605048752	I don't understand the need for more roads when we don't have a train line.
10/19/2018	1605048687	The requirement for a filtration system and location

10/19/2018	1605043795	<p>Current proposal concerns ( most likely copied of a project design 50 years ago when it was initially reviewed 1. Excessive overflow of traffic on Sydney Road, including number of traffic lights between Balgowlah Boys and Burnt Bridge Road to allow turns for road leading to entrance of tunnel, parking in community green space and intersection of Sydney Road and Burnt Bridge Road. Also issues surrounding traffic flow right next to a school 2. Single lane on Burnt Bridge Road over the tunnel . This will create traffic jams for people wishing to avoid the tunnel ( in tough economic time they will even more ) hence the so called green space that is being created on top of tunnel will most likely be removed within 6 mths to create extra lanes and or the trees on the kerb removed to make space for additional traffic lanes. 3. There has been several suggestions for tunnel to start at Warringah golf course and have a link to Manly utilizing Condamine Street. This will mean Manly ferries can be used more rather than currently half empty ferries going to and from the city. Also its better to have improved road system further out in northern beaches so people can afford to live further out and yet be able to travel to cbd and other central locations creating Warringah as a hub and using public shuttle buses rather than more and more cars on the road creating more pollution and affecting peoples health , Overall government revenue collected from tolls will be spent on healthcare resulting in zero benefit. Whilst Warringah area is flood prone , it can be dealt with a higher spend on construction costs 4. I feel post construction of this tunnel there will be a lot more people travelling to Manly and Northern beaches due to reduced travel time which will eventually mean Sydney Road and surrounding roads will become traffic jammed even in the weekends hence all car parking spots on this road will become clearways and affect businesses on this road all the way from Seaforth to Manly. 5. My view on alternate road system is 1. Like everyone else - create the shortest route from point A to point B impacting the community greatly or 2. Create an alternate longer route underneath the existing road such that traffic flow is shared on both roads, the tunnel needs to have public transport lanes. this will encourage people to use public transport rather than drive 6. Finally , the biggest appeal for the north shore is the green space, I don't understand why we need to save 20 minutes in travel time and destroy the existing ecosystem that needs to be protected for future generations, The cost of the project is massive and we only get one chance to do it right, a green and sustainable solution not for cars but for public transport.</p>
10/19/2018	1605043512	<p>The identified issues are progress blockers. This project needs to be started as soon as possible... connect the Northern Beaches to Sydney quickly. I think you are asking questions that could potentially slow everything down.</p>
10/19/2018	1605042445	<p>Proposed construction of roads close to both St Cecilia's and Balgowlah Boys Schools worries me greatly seeing as we, like many others in our area, have three children who will be attending both schools. The link road through Balgowlah Golf course is a poor and hastily hatched proposal. Placing a major intersection on the corner of an already congested road (Sydney Rd) which houses a school filled with 1,000 students simply beggars belief. Wanganella and Maretimo Streets will become car parks if they aren't already with traffic filtering down from Balgowlah Heights. Health issues caused by fumes from unfiltered exhaust stacks. I honestly cannot believe that these would be considered in this day and age. Has the Government not considered the potential legal implications they will likely face from those people whose health is adversely affected by this pollution? I guess there will be a new Government by then so why would they worry.</p>
10/18/2018	1605042010	<p>I think it is a pity that the State Government rushed into this project when it did rather than waiting for the Northern Beaches Council to get established and then developing something with Council that would have taken much greater heed of the transport needs of the Northern Beaches. Councillor Harris recently said that "The Community...want to know we're working in partnership with the State Government" –let's hope we haven't lost the opportunity for that. Councillor Sprott, in commenting on Council priorities, recently said We need to take the time to plan correctly. If we spend more time now in the design phase we can build a future that works but if we buckle to pressure and rush things through without proper consultation we can get it wrong and then we will be stuck with it for the next 50 years. Had that collaboration occurred, the outcome might well have included a tunnel – but one with more focus on public transport rather than one that just encourages drivers to get back into their cars. There is no priority for buses in the tunnel under the current plans. With the current reference design there are some glaring issues that need to be highlighted. The Link Road was not in the 2017 preliminary designs. It appeared from nowhere and all sections of the local community were blindsided with this. RMS says it's necessary to get motorists from Manly, Fairlight, Balgowlah, Clontarf and Seaforth into the toll road. It's ill-conceived, not necessary and poorly designed. RMS says it's only designed for light traffic but there are already feeder roads from the areas mentioned that will cope with "light traffic" particularly if some of the junctions are upgraded. The Link Road will have major junctions at each end with traffic lights. One junction will be right outside Bally Boys and will present additional and unnecessary risks to the 1,000 or so pupils, which will include my grandchildren. The other junction in BBCD is so close to the tunnel exit, it has the potential to cause tailbacks into the tunnel. The Link Road and Tunnel works will have a devastating impact on the local environment. Despite our local MP, James Griffin, and the Minister for Planning saying government policy is there should be no loss of green space, over 550 trees will be removed and the creek bank ecology destroyed. The Link Road and the RMS site with an exhaust stack will take at 30% of the green space – this will be lost to the community for ever. Councillors Sprott and McTaggart in particular, have supported the current initiatives of Council with its Urban Tree Canopy Plan. Very laudable objectives – but removing 550 trees, most of which are mature natives, doesn't seem to fit well into that Plan. A commitment to plant at least 2 trees for every one removed sounds good but it takes far more than that to replace the environmental benefits of the mature trees that have been destroyed. Another issue is exhaust emissions – the current design has an exhaust stack at just about the lowest point of the Balgowlah Valley – and just where over 550 trees will have been removed with their amazing properties to absorb carbon and other toxins. In September last year Councillor Bingham penned a very well prepared article pointing out the concerns for Seaforth Public School with the then proposed exhaust stack and other local groups supported those views. All RMS did was move the stack 200 metres to the other side of BBCD without advising anyone – but that, as the Clean Air Seaforth Group recently pointed out, does nothing to address the issues raised by Councillor Bingham and it moves the stack closer to Bally Boys and other schools. RMS claim the emissions will be forced upwards and will disperse – as the stack sits at the bottom of the valley, that dispersal should just be about at the right height for the schools and residents that sit on the ridges surrounding the course. RMS claim the emissions are harmless but other studies have very different results - I think there is still a lot more work needed on this issue. RMS propose to realign the creek – that means move it. RMS states it will be retaining the bush along the creek bank but then admits it will only be a small section on the Deviation side – the rest, and the habitat for over 40 species of birds that frequent the creek bank and the course, will go. In recent years, Manly and Warringah Councils, the State Government and Manly and Balgowlah golf clubs have spent millions of dollars rehabilitating the health of Burnt Bridge Creek and Manly Lagoon. These improvements to water management and water quality are likely to be reversed with the current plans. BUT there are viable alternatives that RMS must consider that will produce a much better outcome for the local residents and the environment. These alternatives are well conceived, designed and costed. Council should acknowledge this and require RMS advise how it would implement the alternatives – not merely to dismiss them as "impractical: or "too expensive". If we're going to have a tunnel, let's have the best we can. Balgowlah Golf Club is a vital community asset and its history and contribution should not be sacrificed for an unwanted and unnecessary link road. Councillors Grattan and De Luca have said that local residents must be listened to and our Mayor has pledged that Council will do that. James Griffin says he does that and the Premier said she did that recently in her electorate in relation to development in St Leonards. I just hope these people really are listening to what the community affected by this project wants!</p>

10/18/2018	1605041967	I am worried about the pollution and especially its effects on children and the elderly. Also there are safety issues with the link road and work site on the golf course. By moving part of Burnt Bridge creek habitats eill be destroyed and many animals also use thr golf course. There is a dam on the golf course that is an important part of Manly lagoon catchment and any new work around there and the creek will lead to a dangerous increase in level of sedimentation. Just visit Manly Environment Centre. The Manly and Warringah reports from 2003 are there as proof. I cannot believe the RMS would place the link road right opposite Balgowlah Boys High and an unfiltered stack within a kilometre of several schools and preschools. Really I think tunnel planning is too hasty and is encouraging cars on road when we should be doing the opposite. Finally I went to several RMS sessions and got different answers to similar questions and details were sadly lacking. I disagree with their traffic modelling or lack thereof. I disagree with their pollution acceptable levels as there are many experts disputing them and I fail to see why a link road is needed at all and why our local community should lose valuable green space.
10/18/2018	1605041960	All of these need to be carefully addressed by RMS. Most important is traffic modelling. I do not believe that the tunnel will assist in relieving traffic congestion.
10/18/2018	1605041953	Having lived in Clareville for 22 years, we have experienced unprecedented development and increase in population - with virtually no improvement in infrastructure, roads or traffic management. It now takes up to 2 hours in the morning to travel from Clareville to North Sydney or the CBD, depending on the time and traffic and road closures such as the Wakehurst Parkway which is frequently flooded
10/18/2018	1605041947	I believe the emission stacks should be filtered, so the health of the residents surrounding the stacks are not adversely affected.
10/18/2018	1605041938	I feel strongly that we need the tunnel to ease congestion and improve travel times for those who commute into the City every day. However, it is vital that as part of that project, there is a flyover or underpass constructed for Wakehurst Parkway as it intersects with Warringah Road - travel times are INSANELY impacted for those traveling from the beaches by having to negotiate that intersection. It is also IMPERATIVE that the section of Wakehurst Pky from Warringah Rd to Narrabeen is upgraded to two lanes in each direction. Please ensure that the residents who live on the Beaches side do not feel forgotten and second-class citizens.
10/18/2018	1605041910	1. I think the exhaust stack being placed in a semi enclosed valley should not be allowed without a filter. 2. The Link Road design and outcome will cause many more problems than it solves. 3. The Link Road appears to just be an easy solution to deal with the construction trucks, rather than finding an alternate solution. 4. Doing a major construction over 5+ years in the bottleneck deviation will cause untolled delays 5. The tunnel exit should be moved north 1.5km to Millers or Passmore Reserve where disruption is less, main roads are still close for the final link, and the exhaust can be spread over a wide flat distance closer to sea breezes, rather than trapped in a valley.
10/18/2018	1605041922	Especially opposed to the link road through the golf course and the unfiltered smoke stacks. Would like to see more emphasis placed on public transport and less on cars.
10/18/2018	1605041917	A simplistic suggestion, wouldn't a bridge be cheaper with less complications ???
10/18/2018	1605041913	Excellent night with good speakers
10/18/2018	1605041909	We need upgrades to local roads - balgowlah, Kenneth & Sydney rd to keep the traffic moving I support the golf course link (unless a better alternative can be found) Emissions stack should be in bushland.
10/18/2018	1605041901	My comments will be part of the Submission by the North Harbour Community Group to the RMS and the Council
10/18/2018	1605041905	Overall I agree with the proposal however my only concern is where the exhaust stacks will be places and if they will be some form of filter to minimize the impact on the nearby community
10/18/2018	1605038951	Xx
10/17/2018	1605037100	Lack of an overall transport plan for the Northern Beaches supposedly by the RMS and NBC given the population projections and current lack of east west transport which is then published so people can see what the future for the area looks like.
10/17/2018	1605034101	Thank you to council for facilitating this forum for many voices to be heard. It was clear from tonight's meeting where the groundswell of public opinion lies - but I was expecting level of involvement on some level, and a clear "next steps" from the council. Thanks to Ben at the end for some clarity on this. Michael Regan's non engagement over a couple of direct questions towards the end of the evening ..."questions taken on notice" did not paint him in a good light and was devoid of respect for the attendees in an otherwise respectfully led forum. A clear indication of what the council can, and will ACTUALLY do with the feedback was not forthcoming. How much influence do council have on the state governments' plans? How much influence will they exert? I look forward to receiving answers to those questions "put on notice" within the next 24/48 hours as advised by ? Phillip.? We are clearly being given the chance to talk... but are our opinions going to make any difference or is it just ticking boxes? I await eagerly the next steps of action out of this.
10/17/2018	1605034075	I would like to see the stacks filtered to ensure air quality and i believe it is important to take into consideration impacts on local roads.
10/14/2018	1605017443	

Were there any issues not covered in the forum that are important to you? Please detail these below.



Answer	Count	Percent	20%	40%	60%	80%	100%
Yes	18	25%	<div></div>				
No	22	30.56%	<div></div>				
Not sure	32	44.44%	<div></div>				
<b>Total</b>	<b>72</b>	<b>100 %</b>					

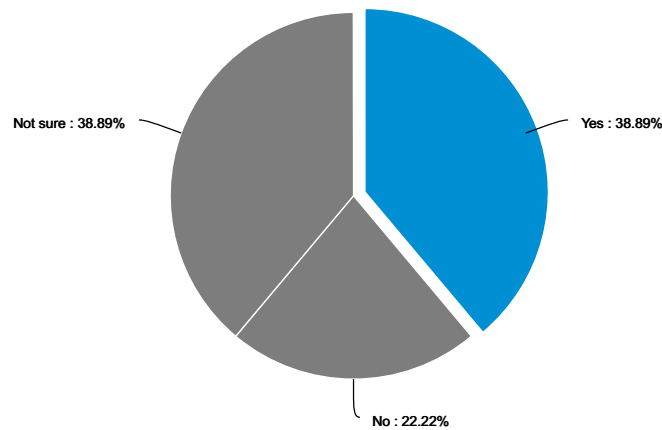
Were there any issues not covered in the forum that are important to you? Please detail these below. - Dynamic Text / Comments

10/22/2018	1605060354	[Yes] Property values & state govt's record of grossly inadequate compensation to those affected
10/22/2018	1605060096	[Yes] Stricter vehicle emission standards should be enforced, particularly in urban areas
10/21/2018	1605051565	[Yes] RMS consultation processes are entirely unsatisfactory to give the community confidence in the project. When attending sessions, residents have found that the answers received are inconsistent or contradictory – if you talk to different people, or even the same person on different days, you will get a different answer. We have received different answers about why houses were acquired, been told different figures of traffic data and projected demand (and also told this info was cabinet in confidence so we couldn't be told this info), been told traffic signals were both final and not final in the design, and that air quality from the exhaust stacks would be both indistinguishable from surrounding air quality and be a measurable reduction – and many other examples. Necessarily this means that some residents are being told incorrect information, which cannot be acceptable in this process. RMS process also does not answer anything but basic queries in writing, making residents suspicious that they do not want to be held to account for the information they give out.
10/20/2018	1605051314	[Yes] In you own words, Council is meant to be an advocate for the best outcome for the Northern Beaches community. In my opinion there has been an apparent lack of interest in providing this role. I gather Sarah Grattan organised the Council Forum held last Wednesday night despite resistance from Council. The Forum was the perfect opportunity for Councillors to interact with the community yet we were essentially left with silence. Several important questions were directly asked but none were answered on the spot. NOT GOOD ENOUGH COUNCILLORS. REMEMBER WE ELECTED YOU TO BE THE VOICE OF THE COMMUNITY, OF US.
10/20/2018	1605051315	[Yes] The mental and physical health implications of the construction phase on surrounding communities were barely mentioned.
10/20/2018	1605051316	[Yes] I believe the proposed tunnel system would provide a significant target for terrorist activity as in busy periods large numbers of people would be trapped by such activity which could be easily undertaken. Harmful activity could be easily undertaken now, but done even easier when self drive vehicles become usable, which is expected to be around the time the tunnel could come into use.
10/20/2018	1605049534	[Yes] The engineers seemed unable to address basic “need” questions. As a retired businessman I felt their insincerity in addressing the impacts on the community. No mention of costs, of health and the need for development to match a new six lane toll road, make it pay for itself. No mention of recouping costs? How sadly naive.
10/20/2018	1605049447	[Yes] Property prices in areas of Balgowlah will decrease. Unfiltered stacks. Loss of green space loss of animal habitats. Construction for too long. Health risks associated with construction. Toll costs not being told to residents. Safety to students and young children. Lack of Trust in NSW State government. Lack of faith in contractors doing the “right thing “ by residents living near construction - proof in Westconnex inquiry. Closure of “free” non tolled roads to make it difficult for cars to use forcing you to use expensive tunnels. Pollution includes noise, dust etc due to construction. Tradesmen parking and clogging up narrow local streets. Feeling unsafe. Opening NB to more high rise over development. Moratorium on high rise development. No high rise apartments!
10/20/2018	1605049511	[Yes] All issues. The RMS are clearly protecting their jobs.



10/19/2018	1605049141	[Yes] Alternative solutions: More ferries, changes on military Rd, free public transport.
10/19/2018	1605048752	[Yes] Alternate transportation models
10/19/2018	1605043795	[Yes] I felt people who supported the project (very few infact) had personal reasons in reducing travel time because they needed to get home to family/kids , they came across a bit selfish, this project needs to be viewed from a community's perspective and has to be the right and best solution for everyone including the animals, bird life etc living amongst us. A few years ago there was a strong govt initiative to have people move jobs away from cbd and hence areas such as Macquarie business park , paramatta got a real boost . We need to look at creating a similar hub somewhere in the northern beaches so we can have a business park and a central hub in northern beaches which means less people will travel to cbd. During school holidays the run into the city is 20 minutes shorter on existing roads. If the council looks at initiatives in pulling cars off the road and get people to start using public transport (and yes there should be a peak hour toll at spit bridge) , we wont have traffic congestion on Military Road
10/19/2018	1605043512	[Yes] Independant local project management... don't let this turn out like the city mess.
10/18/2018	1605042010	[Yes] Unfortunately, the necessarily short speaking time and absence of a question and anser session, meant that most topics were only touched on (albeit some quite often). With Council's own initiatives on public transport, it would have been very useful for Council to explain how that fits with the Tunnel plans. The B-Line has been working very well but may well lose some of its benefits having to share road lanes with other vehicles.
10/18/2018	1605041947	[Yes] A lot of people were concerned about the environmental impact on the golf course, but no one mentioned that the tunnel will dramatically reduce the overall total amount of emissions. By avoiding the stop/start 18 sets of traffic lights on Military Road, there will be a large positive impact on the amount of total emissions.
10/18/2018	1605041909	[Yes] More info on emissions & impact on balgiwlahboys high school
10/18/2018	1605041901	[Yes] The issue of transparency. What was the role or contribution of Council staff in the development of the Link Road through the Balgowlah Golf Course ?
10/17/2018	1605034075	[Yes] The state government has invested \$500 million into rapid transport connections on the northern beaches but it has done very little to ease congestion and traffic times. You cannot simply add more buses onto the same road and expect drastic changes. We need to add an additional route into the Sydney CBD.

### Did the community forum meet your expectations



Answer	Count	Percent	20%	40%	60%	80%	100%
Yes	28	38.89%	<div></div>				
No	16	22.22%	<div></div>				
Not sure	28	38.89%	<div></div>				
<b>Total</b>	<b>72</b>	<b>100 %</b>					

### Are there any additional items you would like Council to consider in its submission to the RMS?

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10/26/2018	1605078335	No thank you but may I please say that I appreciate Council running the forum as I learnt a great deal from the well- informed and eloquent speakers.
10/25/2018	1605076553	If it goes ahead Exhaust Filtration is essential
10/25/2018	1605076428	Filtering stacks near residents and schools is imperative if this is to go ahead.
10/25/2018	1605072448	It is absolutely essential that Option B site is chosen which is north of the oval and away from residents.
10/24/2018	1605072230	An alternative congestion charge and increased city bus option to be proposed
10/24/2018	1605072128	Please stand for your local community values and the environment.
10/24/2018	1605068469	Toll roads are not the answer to long term transport requirements for the Northern Beaches. It is almost like building new coal fired power stations. Council should reject this project with all of it's powers.
10/23/2018	1605067056	I think asking the RMA for an extension to allow continued community involvement. It seems rushed to me. If it's going to take 7-10 years surely another month or two delay is not going to significantly impact the process.
10/23/2018	1605066824	Please listen to the community, we all want to progress, but do it in a clever way. And support the people who can be affected, business, children, a whole area will be destroyed.
10/23/2018	1605062208	Emission stacks must be located in a place where residents are not impacted.
10/23/2018	1605062178	Added road pressure to local streets. Danger for young families with additional traffic issues. Change of how Balgowlah suburb feels and is seen.
10/23/2018	1605061944	Non
10/22/2018	1605060546	No
10/22/2018	1605060512	Ensuring cycleways link up.
10/22/2018	1605060487	Yes - for the government to consider alternatives to getting single passenger vehicles off the road.
10/22/2018	1605060354	Listen to the electorate not the developers
10/22/2018	1605060348	Yes standing up to this government
10/22/2018	1605060300	No
10/22/2018	1605060096	No
10/22/2018	1605059753	Public transport over more roads and tunnels, and preservation of our green spaces
10/22/2018	1605059741	-
10/22/2018	1605057885	Why can't the tunnel entrance and smoke stack located near wakehurst parkway few kms away from residential areas?
10/22/2018	1605056882	Please spend much more time considering every aspect of this project, put forward properly costed alternatives including dedicated public transit corridors and keep talking to the community.
10/22/2018	1605056470	No
10/22/2018	1605056377	Would like to have released the business case and future modelling of the tunnel as we feel the beaches are better served instead by better public transport
10/22/2018	1605056199	Push for a better public transport option.
10/21/2018	1605054787	Please look at her long term picture. We have needed improvements in infrastructure on the northern beaches forever and now have the chance and cannot let it slip us by. We need to improve transport links desperately
10/21/2018	1605054657	I couldn't attend the whole forum, I arrived late. I am very grateful to council in managing the forum, a much better result than RMS organised "forums".
10/21/2018	1605054626	The community Forum was stacked with small single minded NIMB.
10/21/2018	1605054517	None
10/21/2018	1605054494	Priority be given to options facilitating improved public transport infrastructure.
10/21/2018	1605054475	No I am very happy with what is currently proposed.
10/21/2018	1605051565	The process has been very stressful for residents and mental health has been affected, with one resident I know hospitalised for depression/anxiety. We need to know that government appreciates our concerns and will action them, not just "tick-the-boxes" for community consultation and leave us to suffer the consequences of this ill-conceived project.
10/20/2018	1605051343	No
10/20/2018	1605051324	Deliver the best possible solution to our community. The cost will be the cost. Cutting corners to save costs is not in the best interests of our community.
10/20/2018	1605051322	It is appropriate for Balgowlah Golf Club to be used as the off ramp for the tunnel.



10/20/2018	1605051314	Look long term consider a comprehensive Public transport strategy rather than short term vehicle management which just encourages more people to drive. With a growing community, the emphasis must be on public transport. You are also developing tree preservation strategy yet 600+ trees including a magnificent mature fig tree will be destroyed.
10/20/2018	1605051315	Unfortunately I have little faith that Council's submissions on a State Significant Infrastructure (SSI) project will have any impact at all. However I hope you prove me wrong and prove to be a strong advocate for the people you represent. I also hope that Council does not have it's own (undisclosed) agenda on some aspects of the proposed project.
10/20/2018	1605051316	As I explained at the meeting the RMS modelling for sustainability for this project expects a 40% population increase by the mid 2030ies. I would like Council and the State Government to explain How this is to take place and where.
10/20/2018	1605051297	Public transport needs to be incorporated in any plan & the RMS traffic modelling included a substantial increase in car volumes & population, this needs to be queried. If the numbers are correct, it appears that the state govt is planning on a massive increase in population for the beaches & this must be challenged.
10/20/2018	1605049725	No
10/20/2018	1605049534	Council might take community concern more seriously given the lack of details RMS provide.
10/20/2018	1605049447	A halt to the proposed tunnel until a full open investigation with cost benefit analysis of all options for public transport for the NB is performed. Honesty from the NB Council and the NSW State Government with transparency as to why they want to build a car ltunnel instead of other more efficient public transport solutions. Just as a comment why didn't the new general manager introduce himself at this meeting? I would have thought this would have been a good opportunity for him to speak?
10/20/2018	1605049511	Population densities & public transport. Cost vs benefit analysis. Toll road costs, full journey to the city? Exit, access to the city. Filtration of pollution to global best practice. Load or relief to local roads. Cost to bring Spit Bridge up to standard. Loss of green, open space. Impact of development.
10/20/2018	1605049435	No. Thank you for the opportunity to voice my opinion.
10/19/2018	1605049141	Yes. Don't do it!
10/19/2018	1605048954	no
10/19/2018	1605048925	No unnecessary link road. More consultation time.
10/19/2018	1605048798	Listen to community. I object to the tunnel in its present form.
10/19/2018	1605048752	Train line
10/19/2018	1605048687	No
10/19/2018	1605043795	Yes please lets not rush this project. I really feel there should be more community sessions to look at alternate solutions. that is the only way we will achieve something that is visionary and forward thinking, something people 100 years in the future will appreciate the foresight todays individuals had.
10/19/2018	1605043512	Take control of this now or you will not be effective at any point.
10/19/2018	1605042445	I simply ask for a longer period of more thorough consultation with the community. An alternative to the link road is an absolute must.
10/18/2018	1605042010	Balgowlah Golf Club will be making a detailed submission to RMS and James Griffin and will copy this to NBC
10/18/2018	1605041967	Maybe question the time frame and ask why our local area only had 3 months consultation with no option b when other areas had at least 12 months. Surely they dont want another West Connect debacle
10/18/2018	1605041960	All of the above are of concern to me. My main issue is that the State Govt have just decided on a tunnel with a toll, and have not considered any other options. The RMS were detailed with providing a tunnel solution, and not whether a tunnel would be suitable. They do not deal with public transport and were not tasked with looking into this. The State Govt fast tracked this, as a means to winning the byelection in Mosman, where voters were particularly unhappy about council amalgamation. My opinion is that the tunnel is a complete waste of money which will cause huge disruption and environmental damage and will not improve traffic flow.
10/18/2018	1605041953	We need dual lane roads for the entire length of Mona Vale Road and Wakehurst Parkway - this is essential to having access to the new hospital within the "Golden Hour" - necessary for life saving treatment. WakeHurst Parkway needs to be raised in the flood prone area, with an animal corridor beneath the road. We also need the tunnel from Seaforth to Warringah Freeway to be committed to and commenced - this vital piece of infrastructure has been post poned too many times. Without the tunnel traffic gridlock and delay will become even worse across the Northern Beaches. We look forward to your full commitment and timing on all these items.
10/18/2018	1605041947	I feel the demographics of the meeting was very skewed to retired people living in Balgowlah, and is not representative of the whole Northern Beaches. For the Council submission to be properly informed, a much wider method is required, such as a random phone survey. The meeting was severely under-represented by commuters, younger people, and those living further north on the Northern Beaches - population groups I believe will all be heavily in favour of the tunnel.
10/18/2018	1605041938	Yes as mentioned above, it is vital that as part of that project, there is a flyover or underpass constructed for Wakehurst Parkway where it intersects with Warringah Road - travel times are INSANELY impacted for those traveling from the beaches by having to negotiate that intersection. It is also IMPERATIVE that the section of Wakehurst Pky from Warringah Rd to Narrabeen is upgraded to two lanes in each direction. Please ensure that the residents who live on the Beaches side do not feel forgotten and second-class citizens.
10/18/2018	1605041910	1. Look at an alternate exit like Millers and Passmore Reserves. 2. Insist stacks are filtered or other solutions are sought like cross tunnels rather than longitudinal. 3. Don't allow the Deviation and Link Road to happen as the traffic congestion for 5+ years will cripple the beaches and reflect poorly on the Council for not doing more to change it.

10/18/2018	1605041922	Would like Council to take a stronger position in support of the residents who are opposing this tunnel - the unfiltered stacks and the link road in particular. This is going to destroy Balgowlah and the Council are just standing by and letting it happen. It's one thing to listed to feedback etc but quite another to actively support residents.
10/18/2018	1605041917	Transparency
10/18/2018	1605041913	NO
10/18/2018	1605041909	Emissions requirements need to be stronger . Making sure traffic Keeps flowing along Sydney, balgowlah & Kenneth roads is very important. Personally I support the link through the golf course to ease congestion. Also make the tunnel toll free for electric cars, or let them travel in the transit lane. There are heaps of good initiatives in Europe.
10/18/2018	1605041901	Support for the long term retention of the green open space that is currently the Balgowlah Golf Course
10/18/2018	1605041905	no
10/18/2018	1605038951	Just worried that as I couldn't attend in the end that from what I hesr the last few people were shouting for a pause in the project. That's the last thing we need. Another 50 yr delay!
10/17/2018	1605037100	Alternatives to the Link Road. There appear to other options which should be considered, cost benefit analysis prepared and shared with the community Upgrading of Condamine St, Kenneth Road access points to Burnt St deviation and their feeder roads of Balgowlah rd and Wanganella st Clearly after hearing Balgowlah Boys high school reps presentation some works needs to be done on their current traffic problems
10/17/2018	1605034101	A moratorium/pause button on the entire process - to thoroughly research and consider the consequences of this proposal and present the business case that deems the tunnel and the link road essential.
10/17/2018	1605034075	As a supporter of the tunnelli didnt feel as though i good speak at the forum in fear of being heckled and ridiculed in public. I dont believe the forum provided an opportunity for those in favour to speak freely. It was more of an opportunity for those against the tunnel to gather support.
10/14/2018	1605017443	