



# Beaches Link

## Community Update

The Western Harbour Tunnel and Beaches Link program is an important part of our vision to create an integrated road and public transport network, balancing the needs of motorists and local communities.

The program consists of:

- **Western Harbour Tunnel** which stretches from the Warringah Freeway at Cammeray, across Sydney Harbour, to the WestConnex interchange at Rozelle.
- **Beaches Link** which provides an alternative to the Spit Bridge and Military Road for the Northern Beaches, connecting through to the Warringah Freeway and Gore Hill Freeway.

We will also be upgrading the connection point of the two tunnels, the Warringah Freeway. Since mid-2018 we have been in a process of community consultation on the Proposed Reference Designs for these projects.

### Beaches Link

We have now updated the Proposed Reference Design for Beaches Link. This includes a number of key construction sites and design features of the project, including:

- Flat Rock Drive temporary tunnelling site
- Wakehurst Parkway temporary tunnelling site
- a refined construction site layout and access road alignment at Balgowlah.

More information on these elements is available in this brochure.

Because of these changes, it will take us more time to finalise the Environmental Impact Statement (EIS) for public exhibition. This will allow us to complete the necessary investigations and assessment work, and prepare the appropriate documentation.

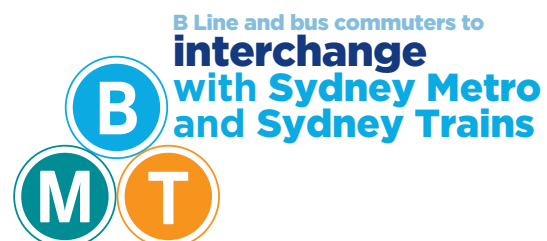
**We expect to have the Beaches Link EIS available for public exhibition from mid-2020. You will have another opportunity during this exhibition process to provide your valuable feedback and we encourage you to have your say during this time.**

### Western Harbour Tunnel and the Warringah Freeway Upgrade

Following consideration of your feedback, we have prepared a detailed EIS for Western Harbour Tunnel and Warringah Freeway Upgrade.

We expect the Department of Planning, Industry and Environment (DPIE) to place this EIS on public exhibition for your important feedback in early 2020. Our commitment is for the public exhibition period to be at least six weeks to allow more time for you to review the information, ask questions of our project team and make a submission to DPIE.

If you would like to be notified once the EIS is on display, and you do not currently receive project updates, please call or email us with your details so you can be kept up to date.



# Project benefits

Oxford Falls

Beaches Link is an integrated transport solution that will improve car and bus journey times to and from the Northern Beaches. It will also provide new connections to St Leonards and Macquarie Park linking people with jobs, education and services.



## Connecting the Northern Beaches, south and west

- bypassing 19 sets of traffic lights through The Spit, Mosman and Neutral Bay
- improved connections to North Sydney and Sydney CBD
- new connections to St Leonards and Macquarie Park
- access to motorway network for faster journeys across Sydney.



## More reliable North Shore trips

- reduced pressure on key main roads - Military Road and Warringah Road
- greater resilience to incidents and delays
- reduced rat-run traffic on local roads - Eastern Valley Way, Frenchs Forest Road and Ourimbah Road.

**opportunities for express buses**

Manly and Northern Beaches

St Leonards  
North Sydney  
City



## Less traffic on North Shore roads

- Spit Bridge - 40% less
- Roseville Bridge - 25% less
- Eastern Valley Way - 35% less
- Military Road - 15% less



## New public transport options

- operation of express bus services on Beaches Link to Sydney CBD and North Sydney
- direct access to North Sydney for interchange with the new Sydney Metro and Sydney Trains
- faster, more reliable bus trips on Military Road and Warringah Road.



## Returning streets to local communities

- less rat-running through local streets
- reduced traffic on arterial corridors.



## Better access to jobs and business

- over 15 per cent more Northern Beaches residents will be within 45 minutes of a commute to work
- local Northern Beaches businesses will benefit from better access to Greater Sydney
- more direct access will be available for movement of goods and services.



## Travel time savings

- 🕒 **Brookvale to Sydney CBD up to 27 minutes**
- 🕒 **Dee Why to Sydney Kingsford Smith Airport up to 56 minutes**
- 🕒 **Frenchs Forest to Rozelle up to 54 minutes**
- 🕒 **Manly to Macquarie Park up to 32 minutes**



## New community open space

- opportunity for new open space at the Balgowlah Golf Course site
- new shared path along the Wakehurst Parkway, connecting Seaforth with the Northern Beaches Hospital precinct.



# Balgowlah



*Balgowlah site post construction once fully grown. Indicative layout only – subject to consultation.*

## Maximising open space

We recognise that providing you with the maximum amount of open space once construction is complete is important to you. We have worked with the community on a number of alternatives to connect Beaches Link with Sydney Road, to identify a solution that provides the best outcome for the community while ensuring our road network operates as efficiently and safely as possible.

As a result, we've designed a permanent access road on the western side of the new recreational precinct for locals to access the new facilities. This has allowed us to maximise the open space we're returning to the community. Working with the Northern Beaches Council, we'll be returning almost 90 per cent of the open space we will use during construction as sporting and recreational facilities. We plan to have the majority of the recreational precinct open for the community to use around two years after we start construction, three years earlier than we originally planned.

Residents in Manly, Fairlight, Seaforth and North Balgowlah will also benefit from the new access road as it will make it easier and faster to access the new Beaches Link Tunnel.

## Minimising our construction impacts for your community

You told us the Scout Hall and Balgowlah Oval are important. These facilities will not be impacted by our project.

We'll be directly accessing the main road network to remove tunnel spoil, minimising impacts to local roads. We won't be transporting spoil through local streets in Balgowlah.

We will only be removing trees where doing so is unavoidably required to deliver the project. We are committed to offsetting any trees we remove.

We'll also be reusing rock excavated from the tunnel to adjust the levels of the land on the site to allow the sporting facilities to be provided. This allows us to:

- reuse tunnel spoil locally
- significantly reduce the number of heavy vehicles entering and exiting the site during the first year of construction.

You will have a say in the final layout of the sporting and recreational facilities, which is expected to be led by Northern Beaches Council at a later date.





# Temporary Naremburn / Willoughby construction site

We need a temporary construction site that provides us with access to the middle section of the tunnel, which is in the Naremburn /Willoughby area. This is so we can safely and efficiently construct the tunnel. Because of the size and scale of the project, it is simply not practical to only undertake tunnelling from just the end points of the project.

In July 2018, we released a Proposed Reference Design for the Beaches Link, which identified two options for a temporary intermediate tunnel construction site on Flat Rock Drive at Naremburn:

- 'Option A', at the site of the current Flat Rock Baseball Diamond
- 'Option B', a re-vegetated area on the eastern side of Flat Rock Drive.

We have heard your concerns about these sites and we have taken the time to investigate a number of alternative options.

We already have a construction site at Artarmon and we will be doing some tunnelling from this site. Work from this end however will be limited by a number of technical constraints.

We need a temporary construction site that provides us with access to the middle section of the project. Without it, it would be like trying to renovate a house with the only access being through the front door.

## Preferred location

Following extensive assessment of these options and consideration of community feedback and other impacts, **we have selected the area on the eastern side of Flat Rock Drive (Option B)** as the preferred location for the temporary tunnel site, to remove spoil from the tunnel and provide access for plant, equipment and workers.



**You told us you value open space and sporting precincts. Using this site will mean a greater distance between the site and the sporting facilities and we won't be impacting Willoughby Leisure Centre indoor facilities, netball courts or car park.**

It will also avoid the need to acquire residential property or impact the baseball diamond, and provides trucks with direct access to and from the site via a main road.

## Activity on the site

The site will be set up as a construction site and the majority of the tunnelling work will take place up to 20 storeys underground, with the access ramp designed to minimise disturbance of former landfill.



Visualisation of the Naremburn/Willoughby construction site from Flat Rock Drive looking south.

Once we are tunnelling, the main activity at this construction site is the removal of spoil. This is brought to the surface inside an acoustic shed, where it is loaded into covered trucks which minimises the dust and noise.

The trucks will transport the spoil from the site via Flat Rock Drive and Brook Street to the Warringah Freeway. This will only occur during standard construction hours – from 7am to 6pm Monday to Friday, and 8am to 1pm Saturday.

## Temporary impact to Flat Rock Reserve

The total site area is just under 1.5 hectares, which is around five per cent of the Flat Rock Reserve bushland. We have located the site to avoid impacts to old growth trees.

For the 4-5 years our construction site is here, the remainder of Flat Rock Reserve will be available for use by the community. We will ensure the shared user paths remain connected around the eastern side of our site and the underpass of Flat Rock Drive will remain open throughout construction.

The site will be at road level, with visual impacts largely contained to Flat Rock Drive itself – the images present how the site will appear to drivers. The site will be screened on all the other three sides by trees as part of the bushland.

## Removing waste

We have heard your concerns about using this site because of its history as a waste facility and have designed our tunnel access ramp to minimise disturbance of landfill. Only about one per cent of the material we need to remove at this site is landfill – the rest will be clean sandstone. In accordance with the Environment Protection Authority's preferred treatment methods, it is likely we would keep the landfill onsite and re-bury it with a specially designed layer, a process called capping. Any landfill removal will be carried out under well-established policies and procedures. We will be managing this site appropriately.

## Improving open spaces

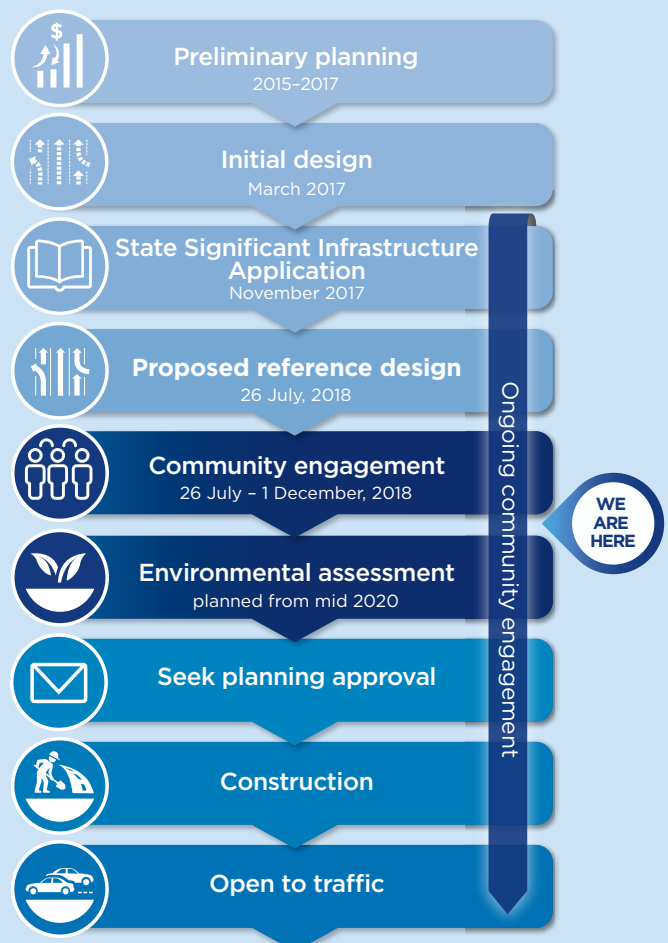
When we are done, there will be opportunities to provide new recreational facilities or reinstate the site to bushland, depending on community preferences. We will work closely with Willoughby Council on the final form of the site in consultation with the local community.

# Next steps for Beaches Link

Thank you for your patience while we refined the design. This gave us the opportunity to consider community feedback and wherever possible reduce the impact of the project.

Now we have updated the Proposed Reference Design for Beaches Link, it will take us more time to finalise the EIS for public exhibition. This will allow us to complete the necessary investigations and assessment work, and prepare the appropriate documentation.

The EIS for the Beaches Link is expected to be available for public exhibition from mid-2020.



# Temporary Wakehurst Parkway construction site

The Beaches Link Proposed Reference Design has the tunnel entry and exit ramps at Seaforth, including the ventilation outlets, about 500 metres further north along Wakehurst Parkway. This significant design change was adopted following community engagement on the concept design in 2017.

Our Proposed Reference Design in 2018 included two options for temporary tunnelling construction sites at Seaforth:

- 'Option A', on the western side of Wakehurst Parkway beside Seaforth Oval
- 'Option B', on the eastern side of Wakehurst Parkway, behind the Bantry Bay reservoir to the north of Kirkwood Street.

A construction site in this area is important so we can excavate the tunnel south and meet the tunnel being constructed from Balgowlah.

Following our engagement with the local community in the Seaforth area, **we have selected the site at 'Option B' on the eastern side of Wakehurst Parkway.** We chose this site because it is further from people's homes and Seaforth Oval. After construction, we will hand this land to the Manly Dam Reserve for the community to enjoy.

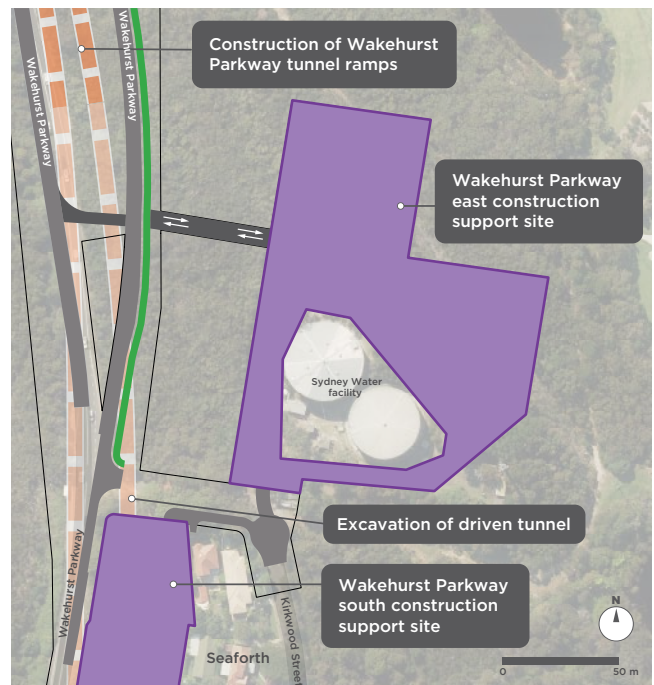


## Construction traffic changes

Your feedback has also helped us refine how our construction vehicles will access the site. Heavy vehicles will access the site directly from Wakehurst Parkway to the north of Kirkwood Street rather than via Kirkwood Street itself to reduce construction traffic on local roads. Construction vehicles will leave the site and travel north up Wakehurst Parkway.

Based on your feedback, we are also proposing to keep the intersection of Wakehurst Parkway and Judith Street open and close the intersection of Wakehurst Parkway and Kirkwood Street for the duration of construction.

## Option B: the Wakehurst Parkway - east side



## Contact the Western Harbour Tunnel and Beaches Link team


### Never miss an update

Please be sure to sign up to our distribution list. By signing up you'll never miss an update about the project. You can call, email or write to us to let us know your details.

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