

## Willoughby City Council – Community Sentiment Report Beaches Link and Gore Hill Fwy Connection (BL/GHFC) EIS

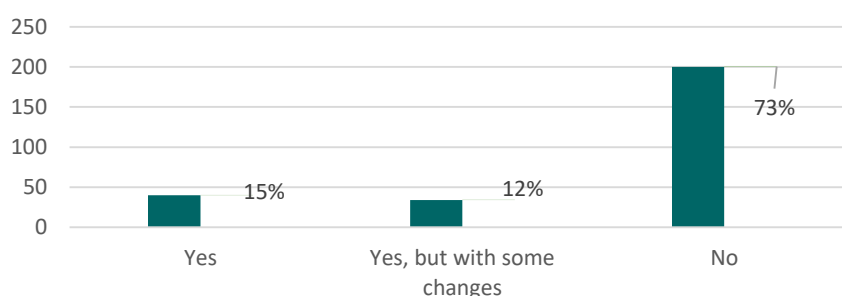
Willoughby City Council (Council) reached out to residents on 18 January 2021 to encourage community members to review and participate in the public exhibition process for the Beaches Link and Gore Hill Freeway Connection Project Environmental Impact Statement by lodging a submission directly with Department of Planning, Industry & Environment (DPIE), the assessment/consent authority for the Project.

As part of that process, Council also conducted a quick poll (to 11 February 2021) to gauge community sentiment to help inform Council's submission.

The poll asked participants if they supported the proposal and to explain their response.

There were 831 visits to Council's *Have Your Say Willoughby* page, with 274 stakeholders participating in the poll. The results of the poll are provided below:

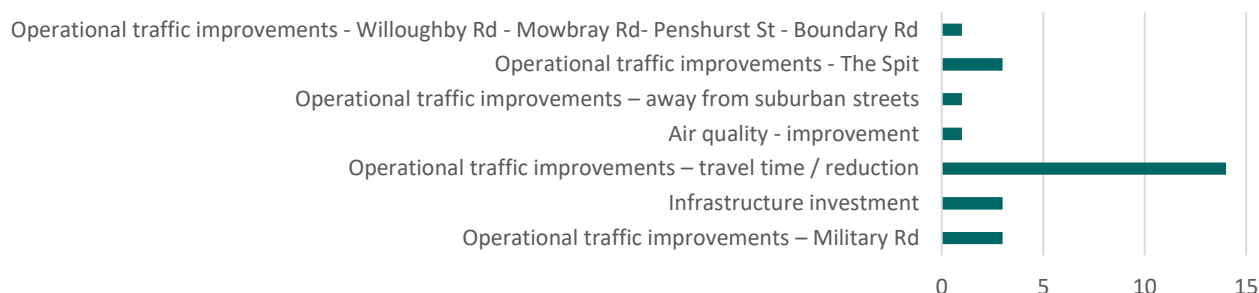
Do you support the proposed Beaches Link and Gore Hill Freeway Connection?



Overall, 73% of respondents to the poll opposed the project and 27% were in support. Of the 27% in support, 15% supported the project as it is currently proposed, while the remaining 12% supported the project if changes were made.

Comments are quoted directly from the respondents and have been collated into similar issue theme areas. The graphs demonstrate the intensity of each issue area and show the number of comments in each issue area.

## Comments (themed) supporting the EIS



### Comments in support

#### **Operational traffic improvements – travel time / reduction**

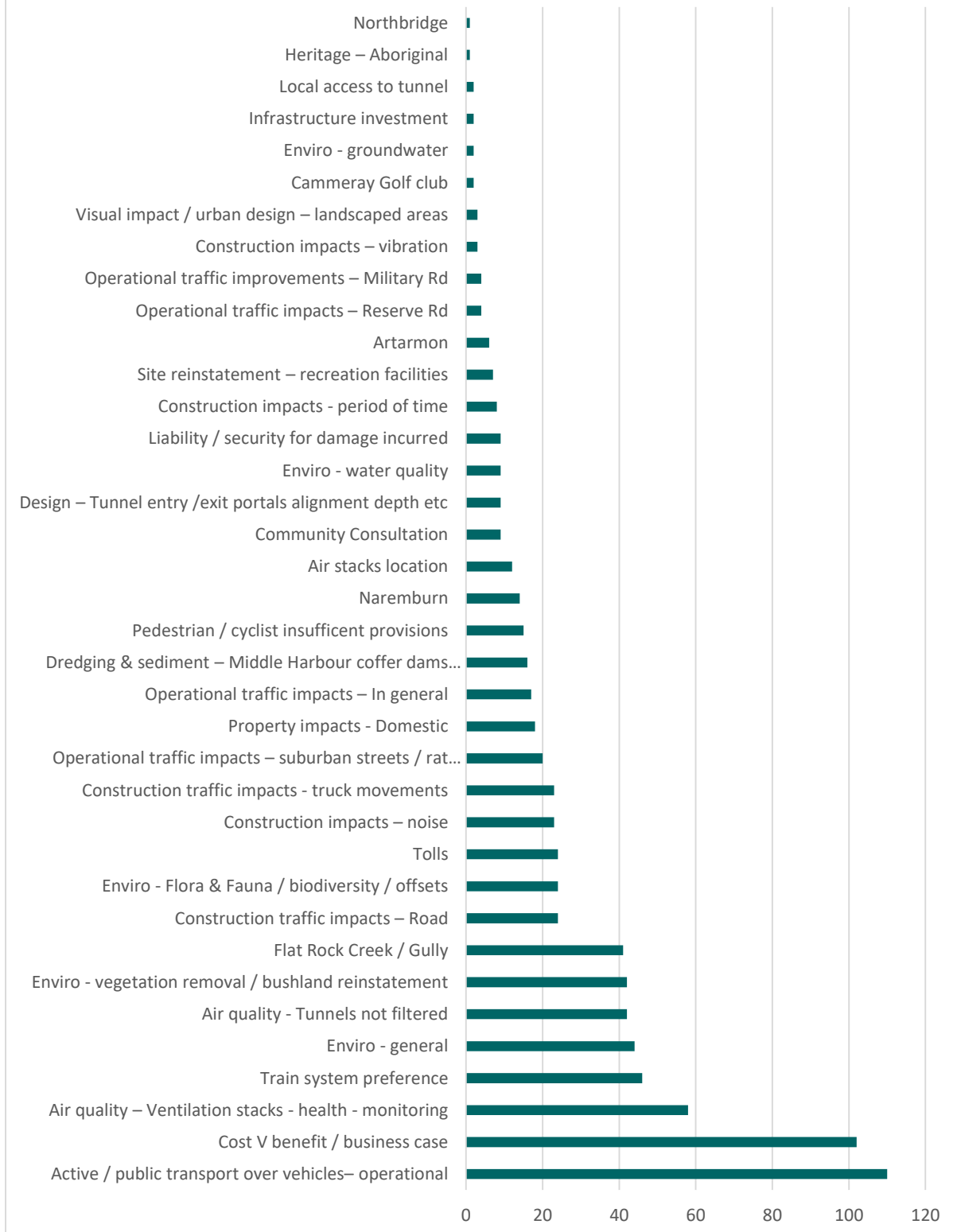
Comments supporting the proposal primarily focused on travel time reduction once operational. A list of issue theme areas raised can be seen in the following chart.

- *To reduce traffic on Military Rd*
- *while we have the money and to go forward let's build it for tomorrow*
- *Reduced travel times*
- *Quicker access to Northern Beaches and friends there. Long overdue.*
- *it makes sense to me - get to beaches quicker - cmon man.....? no brainer*
- *Major connecting roads without intersections are necessary to facilitate smooth traffic movements and minimise pollution.*
- *Helps to move traffic from suburban streets*
- *It is essential for the future. There needs to be quicker connection between the beaches and city.*
- *I generally support infrastructure investment. And the Spit bridge has been a nightmare for as long as I've lived on the North Shore.*
- *Finally, easier access to and from visiting family on the northern beaches*
- *It's overdue. Take the pressure off Spit*
- *I travel to the northern beaches each day for work. the new proposal will allow a better flow of traffic as well as quicker access to the Manly area.*
- *Road infrastructure and corridors have not kept up with population growth. Eastern Valley Way is a congested mess. This will be great for our area.*
- *It is providing a better transport system for Sydney's future*
- *Faster travel times*
- *It will help reduce traffic congestion across the Roseville bridge and Military road, and is a good step to plan for the future.*
- *Reduce traffic on the roads and put underground. improved travel times*

- *Quicker access to North Beaches. Avoiding the Spit Bridge and Military Road. Decongestion of Roseville Bridge and Boundary Rd.*
- *Decrease traffic*
- *I hope it will take traffic off Willoughby/Mowbray Roads because much traffic will no longer need to use Penshurst St and Boundary Road to travel over the Roseville Bridge.*
- *Hopefully has a designated cycling path but this is hard to determine from the EIS*
- *Reduction of traffic on Military Road*  
*Hopefully reduce thru traffic in Northbridge by encouraging northern beaches traffic to not use the Roseville Bridge and Eastern Valley way*
- *Roseville Bridge and Eastern Valley Way around Smith st a bottleneck. Any traffic lightening measure welcome.*
- *Because it will be easier to get to the northern beaches. And hopefully it will be easier to navigate the areas around the current route, eg Boundary Street, and take the pressure of them*
- *The tunnel will provide accessibility for residents of Northern Beaches and is a better solution than a bridge over Middle Harbour*
- *Will remove traffic from residential areas*
- *Because it is needed.*
- *Reduced traffic and quicker trips*
- *Better for traffic flow. Reduced travel times.*
- *Less traffic congestion*
- *I believe that irrespective of tunnel, the same number of cars will be on the rd and its best they are on the rd for less time. Due to habit, the people that drive will continue to drive and it'd be hard to get them to switch to public transport. Mind you, if the specs change, then my view will change*
- *Reduce traffic near residential areas.*
- *Improve access to northern beaches.*
- *Reduced time to city*
- *I think the Northern Beaches have been given substandard transport until now. Although I think they should also be supported by a rail network*
- *Infrastructure to support future population growth and ease congestion points on existing roads*
- *Need to relieve extreme traffic congestion on Military Rd, Spit Bridge, Roseville Bridge, Warringah Rd. Otherwise they will become impossible as population increases on Northern Beaches.*

Comments (themed) opposing the EIS

## Number of themed comments opposing the EIS



### **Comments opposing the proposal**

Comments opposing the EIS proposal in the poll were primarily focused on a preference to seek alternative traffic solutions through improved public transport, including rail, and a failure to prove up the business case for the significant investment against the local and greater Sydney benefits made.

Other concerns included air quality, the unfiltered air stacks and the location of the stacks; environmental damage to vegetation, bushland, flora and fauna and biodiversity (particularly in the Flat Rock Creek / Gully area); traffic impacts during construction on local roads and Reserve Rd including truck movements and workforce transport and parking; increased tolls; noise and vibration construction impacts; operational traffic impacts in suburban streets and rat running, design exit and entry and lack of local access, insufficient pedestrian and cycling provisions; site reinstatement of bushland and recreation sites; damage to private property and lack of faith in the liability process; dredging in Middle harbour and water quality; community consultation issues around local voices being heard.

### **Active / public transport over vehicles – Train system preference 46 comments**

- *No significant consideration given to public transport options.*
- *Should definitely be for alternative travel from cars and trucks. If it was for buses and bicycles I would support it wholeheartedly. The more infrastructure that you provide for cars the more cars are put on the road. Support our environment by supporting public transport and active transport.*
- *I support a public transport rollout throughout the city of Sydney. Freeways are strangling the city in traffic. Furthermore the traffic is already a nightmare from Manly through to Palm Beach. Imagine what it will be like with even easier car access.*
- *The last thing the Northern Beaches needs is more cars. The roads are close to capacity already and on a weekend the car parks are overflowing. Heavy &/or Light rail is what is needed. In the interim why has the govt got rid of half the buses and is planning same for the ferries??*
- *If the government wants an efficient, healthy city it needs to be investing in rail freight, public and active transport not toll roads through residential, heritage and foreshore areas.*
- *I would support a train line rather than a motorway.*
- *No real positives surely better public transport would be a better option.*
- *Apart from the rail line, public transport in Willoughby and the Northern Beaches is slow, uncomfortable and poorly coordinated. This must be upgraded before massive expenditures on new tollways.*
- *If tunnel does move people to the beaches faster traffic will bottleneck once it reaches Manly Vale; there are better, healthier, more environmentally friendly ways to reduce traffic.*

- *Urban motorways will induce more cars into the roads, cover beautiful places in concrete and will not resolve congestion. We want better public transport - ideally an extension to the growing metro system.*
- *The cost far outweighs the benefits a solution of a fraction of the cost is public transport.*
- *There is no business case put forward by the state government as to why a tunnel and toll way is the preferred option to ease congestion over any other transport options, even though this is a legal requirement.*
- *Now we are seeing a withdrawal of public transport to the Northern Beaches - such as ferries and bus line closures making congestion even worse. We need to be leaders in transport and environmental infrastructure and this just doesn't stack up in the 2020s.*
- *We need better public transport not more cars.*
- *No provisions for growth of the beaches or public transport.*
- *This project has NOT been designed for 2020 most modern cities are using innovative transport infrastructure that works WITH nature NOT against it. PLUS this link doesn't even go to the Northern Beaches. It will simply destroy suburbs like Willoughby.*
- *Bc should be public transport.*
- *Should be public transport/train/metro as more vehicles will not assist movement of people or goods. The current tunnels and toll roads block up with the slightest problem. Being accident or breakdown the result is the same. Gridlock.*
- *There are no public transport options that have been explored; in fact many services have been taken away.*
- *The focus should be on improving public transport infrastructure not building more roads.*
- *There are better options and the fact no rail or bicycle infrastructure is planned is absurd. More cars are not what we need.*
- *The tunnel also makes no provision for public transport.*
- *Better public transport would be far more sustainable in the long term.*
- *Lots of destruction for a very short stretch of road that just will encourage more cars onto the road when we should be looking at active transport solutions.*
- *The road proposal is a waste of resources. Our city Sydney needs to focus on public transport not more roads. The road will offer buses but an alternative with the focus on long-term, public transport and environmental sustainability (ie. not fossil fuels driven transport.) is the ONLY acceptable proposal.*
- *We don't need billion dollar toll road. We need trains or more public transport.*
- *This will encourage private car use instead of public transport.*
- *We should look at improving public transport and getting cars off the road.*
- *Un-necessary when we really need improved public transport to northern beaches.*
- *We want better public transport - ideally an extension to the growing metro system.*
- *Keeping cars on the road is ridiculous - at least make it a rail tunnel.*
- *The project is the wrong concept. What is needed is a rail/metro to the northern beaches, not more cars on the road.*
- *We should prioritise public transport over private toll roads. More roads = more cars.*

- *To actually address transport issues as a first world country we need to look at better transport infrastructure (like train networks and buses). Instead recent bus routes in Willoughby have been cancelled- we are going backwards instead of forward.*
- *I don't think motorway is the answer. More motorways encourage more car users. The best alternative in the long-term is for more public transport, walkways and cycleways. Other cities I've got there acts together to help be sustainable in the long term. We need to move forward and help go about being sustainable.*
- *I think it's a man amazing amount of destruction and encourages the use of private cars.*
- *Mass transit options were excluded from the analysis of alternatives when they would provide much greater relief to peak hour congestion and a lower cost service for commuters.*
- *Its short term focus and flimsy business plan encourage more in environmentally friendly car travel and less public transport.*
- *We should investigate improving all modes of public transport first.*
- *In the original plan it was stated that any solution to the traffic congestion along military road specifically not include rail option!*
- *Better public transport for the beaches will be far better for the public's physical health and it will be far better for the environment with less pollution.*
- *Perfect to get cars off the road and provide a train line.*
- *Need more public transportation.*
- *I do not think the business case stacks up and that the money would be better spent on a rail connection between Chatswood and Dee Why.*
- *Public transport is a much better solution for the environment.*
- *Too many cuts to other areas such as public, and active transport.*
- *I wish to see more investment in public transport options to remove cars from the roads. Eg: train line from Chatswood to dee why. Cheaper or even free public transport to encourage use.*
- *We need public transport solutions not more traffic on the roads.*
- *No public transport options included or considered.*
- *Lack of other options such as public transport*
- *the public has not been provided with alternative ways of moving people to the peninsula*
- *Money could be better spent on a train viability or public transport mode.*
- *We need better public transport, not more congestion on those particular roads.*
- *The tunnel is not "future proofed" and allowing for train lines/bus lanes.*
- *Why bring more cars towards the city with no public transport solution?*
- *Improved public transport would be a better solution but is apparently not possible in this model.*
- *We need trains or more public transport.*
- *No public transport link included.*
- *We should not be encouraging more cars to drive to the northern Beaches on any roads. The train line going through Mosman and Balmoral to service that area could be much more beneficial.*



- *Insufficient analysis and research has done about the options and the idea of public transport has not been sufficiently explored.*
- *We need good public transport instead of more roads.*
- *Further implementation of public transport is for the betterment of all (environment and people) and should be explored. A train line could be the most effective form of transportation and has always been rejected by Northern Beaches residents for decades.*
- *Wrong transport - should be metro or heavy rail, not road. Road will only bring more cars through the area and eventually feed demand for even more roads.*
- *It is extremely short-sighted, ignoring the need for better public transport options.*
- *Cars should be off the road hence a train line would be better pay back.*
- *Building the transport link makes sense. But not as a road. It should be a Metro. A road will "fix" traffic congestion for a few years at best. A metro will do so for a century or more.*
- *I think it's a shame to put more cars on the road. The beaches need a transport solution*
- *The project perpetuates the use of the private car; the taxpayer should be investing in public transport and not more roads.*
- *The NSW government should be investing in future focused public transport*
- *I would be happy if the project was simply a train line of another public transport option*
- *Could improve travel times for all with targeted public transport investment that could be in place far quicker.*
- *No business case was given for it - why wasn't an alternative public transport connection properly considered and made available to the community?*
- *If it was a metro tunnel I would be less oppositional but a commuter tunnel is an unnecessary waste of tax payer money*
- *We should be exploring options of better public transportation instead, not more cars on roads.*
- *There is no inclusion of public transport in the proposal.*
- *Has no public transport options*
- *Public transport like a train line to the NB is the answer not More roads.*
- *We need public transport options.*
- *No option for public transport.*
- *Wrong transportation method. Trackless trams are less expensive and would move more people.*
- *Why not better more frequent public transport with parking hubs along the route. More ferries please.*
- *A Public transport corridor would be much more efficient and environmentally friendly in moving thousands of commuters and other travellers, either commencing at North Sydney or Chatswood.*
- *Terrible idea..invest in public transport instead rather than more roads and pollution.*
- *I think it's a lot of pain for a gain that has a quick sell by date as Military Road will get congested again in not a very long time. More roads for more cars cannot be the solution.*
- *More trains and buses.*



- *We need a train system that carries more people not another road with tolls that no one will use because no one can afford it.*
- *We need better public transport (with parking at key points), not more expensive roads we will only fill up with more cars.*
- *Lacks public transport options on mass.*
- *I am not convinced it is the solution to the traffic problems. I would rather see a mass transport system Dee Why to Cwood to link up with the metro.*
- *Need cost-effective public transportation alternatives to individual motorized transport.*
- *Make cities safer by design through sustainable transport projects and policies that aim to reduce car traffic, improve mass transport.*
- *Excluded comparisons of public transport solutions and offers little of no benefit to active transport users during or after the construction.*
- *Has not been a valid business case put forward. As a taxpayer we deserve to know that this is a good use of our money. If the government was serious about the reduced reliance on cars in Sydney they'd build a rail line or metro up the northern beaches.*
- *I would prefer public transport to be upgraded.*
- *No consideration for public transport e.g. a metro line or buses in the tunnels. No consideration for active transport.*
- *Very short sighted project that put more cars on the road rather than a long-term solution that better solves for public transport and environmentally sound infrastructure.*
- *The money projected to be spent on this project would be far more community friendly and sustainable if it were to be spent on an extension of the Metro system serving the Northern Beaches at least as far north as Mona Vale.*
- *Building more roads is not the answer, segregated public transport such as metro or heavy rail is the long term solution.*
- *The construction of more road infrastructure, whether above or below ground, is old thinking. We should be moving away from the private car. In the long term, technology will enable us to move away from the individual private car, with driverless share vehicles, and this will probably be sooner than we think. This will greatly reduce the volume of road traffic. I would prefer to see more investment in public transport.*
- *No rail transport option was properly considered.*
- *It is a short sighted and a very expensive approach...we need less cars on the roads, not more. More buses/cycle ways are needed.*
- *I don't believe anyone has looked at alternate options, eg. quicker smaller rail tunnel or electric vehicle only tunnel.*
- *The money could be used for building a rail line to the Northern Beaches. Encourage public transport and less cars on the road.*
- *Only encourage more use of private transport at the expense of encouraging public transport use.*
- *Need a dedicated public transport / bus lane*

**Cost V benefit / business case / Covid-19 changes in need – 102 comments – Local access to tunnel**

- *Lack of a viable business case for the public.*
- *Waste of money, and won't be built if Libs loose in March.....just 2 months away.*
- *No cost benefit analysis to justify the multi-billion dollar white elephant project (minimum projected reduction in traffic)*
- *It's going to cause so much irreversible harm to the community, health and environment.*
- *No business case to support it.*
- *An immensely expensive project for very little to no demonstrated benefit.*
- *Locks us into the need for growing vehicle reliance and increased pollution for decades (data shows our second hand vehicle market is growing.*
- *Some of the greatest impacts fall to Willoughby: Willoughby Council has a responsibility to oppose this project in the strongest possible terms.*
- *A decade of construction disruption for little benefit.*
- *I am sick to death of the power of the private car, and the rubbish put out by the state govt.to justify its actions...which as usual is only about development BUT at a massive cost to the community...I am also VERY disappointed in councils lack of opposition to the proposal, merely kowtowing to the state's position. This survey is WAY TOO LATE!*
- *No evidence of adequate social, economic, or productive benefits from the substantial economic, time and political capital been invested. Can only assume liberal politics at play - and I'm a liberal voter. There are so many important things we need to invest in to advance our ecological and economic capabilities. A tunnel to a small number of beaches and people does not progress us in any meaningful way.*
- *The cost is enormous at an estimated \$15bill.*
- *The beaches link is not a through road and only leads to the other side of the Spit Bridge, it is not a beaches link at all as it doesn't go to the northern beaches.*
- *In the time of Covid and after the NSW bushfires, this is an unnecessary infrastructure and priorities are elsewhere. The whole project needs to be reassessed as modelling for this project was done in 2016, even before the B Line buses came online.*
- *It is a huge project with little value. It does not take cars off the roads. also more people will now be working from home permanently due to flexible working introduced by many companies since COVID. This project is not needed. Circumstances have changed since the project inception and needs to be taken into account. Not so many people will be commuting into the city anymore.*
- *We could do so much more with \$20b*
- *I don't think a reduction of 10-15 minutes to commute to the CBD or other parts Sydney from the Northern Beaches is worth the billions of \$ Transport wants to spend. Covid-19 has exposed the flaws of such business case.*
- *It's busy enough already. The tunnel isn't necessary; it's not worth the environmental toll it will take.*

- *The traffic is only moving from one place to another puts the \*\*\*\* Damage to flat rock gully fight either end of it Just look at the expressway Int'l town on a busy Friday night it is a parking lot and u are going to pump beaches traffic into this you are kidding.*
- *I don't believe my community or the local environment will benefit from it.*
- *It's not needed. Improve PT options. Will just create congestion at other points. The impact on my suburb is significant with no benefit to those that live there.*
- *It will not solve the fundamental traffic problem. The business case for the Beaches Link Tunnel is very weak.*
- *No requirement given more people are working from home.*
- *The traffic flow reports are pre Covid and outdated.*
- *Many of the time savings quoted are not accurate - e.g. how can you save 15mins on a trip to the city that only takes 15minutes?*
- *Massive cost that could perhaps be better spent elsewhere.*
- *State government has consistently refused to provide the business case in parliament which means either it doesn't exist or it isn't actually worthwhile.*
- *Significant cost, environmental impact, minimal traffic benefit but particularly for residents the construction will impact.*
- *This tunnel will negatively impact communities for too many people for not enough gain.*
- *Since it was proposed the world has changed.*
- *The way people work has changed post covid impacts - the information underpinning this tunnel is out of date.*
- *Unnecessary disruption to our local area for no benefit.*
- *There is no proven benefit to this ridiculously expensive project, pushing more cars on an already overflowing Warringah Fwy.*
- *The benefits to our suburb are nil and the costs immense.*
- *It's too expensive and will not reduce travel times significantly.*
- *The original business case, flimsy as it was written in pre-'covid-19 times and is this out of date now. We no longer need to travel to work in peak hour. Many of us work from home or can choose to travel in non-peak times. Population increase through migration that was proposed before covid, is not a viable option now.*
- *The EIS is out of date wet covid. The plan is short sighted and wasteful.*
- *As it's such a long tunnel, it will pose an immense fire and traffic hazard risk - an accident just waiting to happen! It's a complete black hole of a project. Not worth the islet it's written on. I'm ruptured the financial backers still think it's a worthwhile venture. It seems like the state is running down the current bus services to manipulate data and/ or falsely create demand due the tunnel. It's a really shonky business and not in anyone's best interests.*
- *The tunnelling is directly under our house, potentially causes excessive noise and pollution and it a substantial cost for us with no direct benefit.*
- *The ROI doesn't stand up at all, such a waste of money for negligible gain. Plus post covid, work related travel will change which will make this project even less necessary.*
- *More 'unsure' than 'no'. Yet to be convinced it's a good idea.*
- *Not the most effective way of moving people.*

- *land reserved for an above ground freeway torn through Castlecrag to Seaforth was released nearly 40 years ago. What has changed?*
- *The year 2020 is a valid reason to reassess the business case for roadworks due to the forced changes in the way that workplaces and therefore vehicular traffic flows operate. I believe that a new post 2020 needs analysis should be carried out.*
- *It's not that hard to get to the beaches.*
- *The easy access to the beaches will destroy that area - already too hard to park to go to beach why would northern beaches want more people!*
- *Fresh analysis of the costs v benefits need to be undertaken, our lives and daily behaviours have changed dramatically due to covid.*
- *Putting MORE cars on the road just make no sense. There are minimal benefits. Nothing I have read has outlined any remarkable benefit. A waste of tax payer money.*
- *The cost cannot be justified in a post covid world.*
- *The business case does not stack up for a small population on the Northern Beaches, the cost is exorbitant, it is a waste of taxpayers' money that could be spent in far more useful areas. It is a complete White Elephant.*
- *This is an old solution to a future problem. Designing a tunnel to push car traffic into a city does not help the movement of people for work in 2021 and beyond. Peoples behaviours have changed. Not all work in 'downtown' and not all have or want a car. This project needs to be paused and some great thinkers need to step back and show some leadership on finding another 'solution'. But to do so, one must define the problem first. Basic logic. Define the problem in detail and then find the solution. The problem has not been properly defined and building a tunnel is just a waste of money.*
- *Environmental and amenity impacts of the project, both during construction and operation phases, far exceed the benefits. The State Government has failed to justify the need for the project, which will take years to build, at a huge cost - the money would be far better spent elsewhere.*
- *The environmental impact outweighs any improved traffic benefits, and it only cuts out military road & Spit Bridge.*
- *Now in the light of the pandemic, there is currently a move to sprawl out of the city centre so an alternative project is required.*
- *This is ludicrous and to have tax payers pay for this and only benefit a very small minority of northern beaches residents who will gain value uplift but do not pay for it. What should be done is encouragement of generation of diverse services jobs on the northern beaches so that it becomes an employment hub.*
- *Doesn't actually go to supposed destination, but rather merely relieves congestion on spit road. Why not impact the people it benefits instead of the precious flora and fauna, marine and land that live here?*
- *I am concerned that it will have an adverse impact on the health of local communities with absolutely no local benefit. I am convinced that another motorway is not the most effective way of connecting the northern beaches to the rest of the city. This is a project of huge investment with minimal reward.*

- *Tunnel goes nowhere at the end. Outdated EIS as Life and work habits have dramatically changed with Covid. No benefit for our municipality at all.*
- *Our beautiful suburb will lose out in every way. No gain just years of pain.*
- *The tunnel will take traffic off Military road and benefit those in certain areas of the northern beaches. The business plan is laughable for broader Sydney... The times they quote are for dees why residents getting to the airport and tradies travelling to their worksites out around the other western Sydney tunnels...? The only justification given was that it connects in with the other tunnels that have already been built!? Who cares, put in a train line up the beaches so people can enjoy the beach and use the tunnel for this.*
- *There is absolutely NO benefit to Willoughby residents, who are the ones putting up with the majority of the disruption. Spend 100m more on the Willoughby acq centre, slow down Flat Rock, put in lights at the top of Grafton Ave and look at changing the zoning to R3 on the eastern side of Brook Street, so at least residents have something positive. At this stage you're asking a pocket of residents to wear the brunt of the pain 500 trucks per day going past their houses with NO gain, this is not progress, this is just other areas with more political clout (such as North Sydney and Mosman) pushing back and Willoughby rolling over and playing dead.*
- *With the way the world is changing and more opportunities to work from home etc., is this still necessary? And if residents choose to live on the Beaches they have always had full disclosure of knowing the difficulties of travel times to the city - this is not new.*
- *Years of upheaval for the Willoughby area which will ultimately benefit in no way from the tunnel.*
- *There is no business case put forward by the state government as to why a tunnel and toll way is the preferred option to ease congestion over any other transport options.*
- *No business case; alternative transport options not considered.*
- *The cost far outweighs the benefits.*
- *A complete waste of money we could spend on public transport*
- *There is no proven business case or cost/benefit analysis.*
- *Environmental damage caused by works and unfiltered stacks outweighs benefit.*
- *The enormous unrecoverable environmental impact, the outrageous cost, and the finished product is not guaranteed to fix the problem. There are alternative ideas available with far less environmental impact that will service the city more efficiently long term.*
- *The changes in needs for such massive infrastructure since the original assessments in light of the radical changes to work behaviour and peak hour demands that have occurred in 2020 and Covid*
- *Covid has significantly altered commuting and this has not been taken into account. 5 years of living next to a dig site is an eternity for a transport system that hasn't been reassessed based on the new era of working remotely.*
- *It is a waste of money. Benefits have yet to be identified and are far from the 15bil price tag.*

- *Absolutely no benefit to those areas affected by the construction eg no on-ramp/off ramp benefits without major detours.*
- *Doesn't improve travel outcomes for our area. Benefits are overstated.*
- *The b line buses have been a huge success. What about a metro line? I have not seen any evidence that all options have been considered.*
- *The Beaches Link Tunnel is not needed or wanted.*
- *No alternatives ever presented e.g. light rail, world class public transport/ no business case/ outdated data still being used*
- *It doesn't address Sydney's most pressing traffic needs. Traffic analysts say better public transport to the Macquarie Park work hub is a higher traffic priority than the Beaches link.*
- *The costs and viability of this project need to reassessed as the recessionary effects of covid become more apparent.*
- *There are major disruptions planned for the local area during construction with no benefits for the local area.*
- *The business case does not stack up. There are a number of structural and civil engineers who live in our suburbs and have built very significant road projects in NSW who have clearly stated the business case is flawed.*
- *The tunnel assumes we only travel to the city - most of us don't as research has shown but this is ignored. The ability to access areas of Mosman and Cremorne will become difficult with the loss of the Ourimbah road turn off as one example. With people now demonstrating a desire to continue to work from home at least part of the week even after Covid there will be even less demand on the roads.*
- *Based on traffic outdated modelling.*
- *Cost - disruption- not that necessary for a limited amount of traffic. More important use of public money elsewhere. Covid 19 should direct public funds in a better way right now.*
- *Zero benefit to local residents. 8 years of disruption (a la westconnex) Economic benefit is highly questionable (lane cove and cross city tunnels). Regional infrastructure is more critical (if people are moving to regional areas because of covid - divert critical funds there)*
- *No strategic thinking in creating such a big havoc to add more roads without a sustainable long term option (train, metro) attached to it.*
- *A rail service would be more cost effective, more environmentally friendly and appeal to a wider group of users. Last thing we need is more cars on the road.*
- *Metro or rail is better option - eliminates air pollution cause by exhaust and tyre strike on road.*
- *The risk to Health, community and our environment outweighs its value. It is wasting time & money, time & money that should be spent focusing on better improvements for public transport and community projects to improve everyone's mental health.*
- *Beyond this, the question of economics and genuine traffic flow are a major consideration. Is this the best use of public funding, when it is one of the world's most expensive tunnels and costs more than 4-5 other projects like Westconnex? What is the support for this?*



- *It is not needed. I can drive to Newport in 35 mins. Build a better bridge at the spit. Make military road no stopping. Turn the shops around and make shopping hubs Facing away from military rd.*
- *Naremburn does not benefit from it.*
- *While purporting to consider the impact of public transport alternatives the EIS doesn't actually do so as it refers to Greater Sydney's travel patterns rather than Northern Beaches travel patterns. It also fails to properly consider the impact of COVID19 by ignoring available data in relation to wfh.*
- *The impact this will have on the environment and ultimately on traffic flows will be counter-productive to what it is trying to achieve. I don't believe it will reduce traffic on local roads. COVID makes this feedback difficult to justify as more people use their cars than ever before but I believe public transport is the better option.*
- *Given the change in how people work, with more people working from home these days and the aim to decrease pollution the state government should be looking to do any improvements to roadways that encourage public transport and bike riding.*
- *There has never been a business case released to support this project. And even if there had been, Covid has changed work patterns and driving to the city.*
- *I believe the huge expenditure on this project is not warranted, given the relatively small stated benefits in reduced travel times, etc. I expect the "real" reason for the government pushing this proposal is to support their developer mates and opening up the northern beaches for massive new development.*
- *Money would be better spent on health and education.*
- *Think outside the square and stagger peak times - more people work from home anyway.*
- *It represents the policy approach of the current NSW conservative Government to force through unnecessary large projects that are not needed and not in the public interest.*
- *With the western harbour crossing seems to be a lot of vents and construction disruption for the next 10 years in a relatively small area.*
- *It's my understanding that the tunnel is more about facilitating already planned development and a huge increase in the Northern Beaches population. Traffic is likely to get significantly worse rather than better.*



**Air quality – Ventilation stacks - health - monitoring - Tunnels not filtered – location of stacks**

- *Exposing young school children to unfiltered fumes is unacceptable.*
- *Lack of filtering on vent stacks.*
- *Huge negative impacts from unfiltered carcinogenic smoke stacks (including one at Artarmon)*
- *Unfiltered stacks near kids are simply dangerous.*
- *Pollution, diesel fumes.*
- *Lack of stack filtration.*
- *Smoke stacks too close to schools.*
- *Unfiltered ventilation stacks 600m away from my son's school. Increased pollution and particles in the air.*
- *Destruction of local communities and the next asbestos with unfiltered stacks.*
- *The ventilation stacks will not be filtered and add more pollution.*
- *Air vents near Anzac park public school where kids go everyday.*
- *Pollution stack.*
- *Concerns for the health of my children from unfiltered smoke stacks.*
- *Unfiltered stacks in a high density area - unacceptable.*
- *Unfiltered smokestacks in residential areas and near so many schools.*
- *I'm very concerned about the smoke stacks near Anzac and Cammeraygal schools.*
- *The Emmy sun stack will not be filtered and therefore are not works best practice.*
- *No reliable data on increased air pollution around emission points at Cammeray and north Sydney.*
- *I am worried about the emissions from the tunnel.*
- *Unfiltered exhaust stacks.*
- *The unfiltered stacks are irresponsible.*
- *The impact from ventilation stacks.*
- *The tunnel has no filtration and lots of smoke stack around schools.*
- *MORE unfiltered stacks for Artarmon.*
- *The exhaust stacks will damage children being close to schools.*
- *Another stack may be needed. Not a ridiculous thought considering the length of the tunnel.*
- *Worse case if it goes ahead please provide advance filtration for the exhaust stacks.*
- *The long term impact of unfiltered smoke stacks, is an absolute disgrace and unforgivable.*
- *Smoke stacks near schools.*
- *This tunnel will cause unfiltered pollution.*
- *increase air pollution where stacks are proposed; stacks to be built too close to schools*
- *Unfiltered stacks for tunnels of this length are not best practice.*
- *No filtration of smokestacks.*
- *Lack of proper tunnel ventilation makes the tunnel a health hazard for both drivers and people living and working near the exhaust stacks.*

- *There will be horrendous pollution associated for a large area around the stacks which we know are not designed to world's best standards. This is unconscionable. We know air pollution to be a major contributor to lung disease and poor health outcomes.*
- *The lack of particle filtration on the stacks spewing over local schools is frankly criminal and would not be acceptable in any first world country.*
- *Unfiltered smoke stacks next to 6 (at a minimum) schools.*
- *I'm especially concerned about the fume exhausts without filters.*
- *It poses massive safety risks to the local community, in particular school children - through increases in diesel fumes, as well as unfiltered ventilation.*
- *I do not agree to unfiltered stacks surrounding many schools. My daughter has chronic lung disease, we moved from Cammeray to Northbridge because of this tunnel. Now it's in Northbridge!*
- *The unfiltered stacks afterwards.*
- *Pollution and health issues that the tunnel will cause to our community which is an area with a lot of young families and a lot of schools.*
- *It will add to air pollution.*
- *The unfiltered stacks. My three young children have asthma and have all been hospitalised on numerous occasions. The added pollution will inevitably result in poor outcomes for their health and development.*
- *There is a growing body of research that points to safety benefits of sustainable transport, as well as its many co-benefits. ranging from reducing air pollution, curbing climate change, and decreasing traffic congestion.*
- *Not using filtration systems on the proposed stacks concerns me and my family.*
- *Increased pollution.*
- *Ongoing air quality from smoke stacks.*
- *Unfiltered stacks. By the time people start suffering from associated diseases from the unfiltered air it will be too hard to prove association.*
- *Unfiltered stacks.*
- *Emissions from tunnel ventilation outlets do not seem to be of high standard, they need to guarantee outstanding air quality in what already is a busy community, especially considering council and NSW Government keeps on approving more high rises.*
- *The height of the smoke stacks.*
- *I believe it does make sense for the long term impact to add some form of filtration or particle precipitation to any exhaust stacks on the underground sections.*
- *Health implications are immense.*
- *Pollution.*

**Enviro – general - vegetation removal / bushland reinstatement - Flora & Fauna / biodiversity / offsets - Flat Rock Creek / Gully**

- *Destruction of habitat and parklands in Flat Rock Reserve.*
- *The destruction of bushland in Willoughby City is to be deplored.*
- *Destruction of flat rock.*
- *Huge environmental loss to build it.*
- *Destroys local environments. Opening contaminated site at Flat Rock.*
- *Destroys valuable green space.*
- *Impacts on wildlife and amenity in Flat Rock Gully.*
- *Environmental impacts are too great.*
- *I am deeply concerned at the environmental impacts, both in the construction phase and once built.*
- *The destruction of the local breathing space at Flat Rock Reserve is another major concern - the damage is underplayed by the EIS and there appears to be no commitment to restoration.*
- *Terrible for the environment.*
- *Environmental impact has not been fully considered*
- *Concerns about environmental impact of this link. Why subject an area of Sydney that has so much wildlife and nature compared with other parts to degradation when we should be preserving, conserving? Should surely use this area as an example to how the rest of Sydney is built up and developed - with consideration to the flora and fauna etc and where the community can readily access green space and diversity in landscape.*
- *A contaminated tip site is being excavated and this will leach into Flat Rock creek and Long bay. Loss of 1000s of trees in Flat Rock Gully and loss of greenspace as a result - right when we need more bushland for walking and in the interests of climate change and biodiversity.*
- *It will destroy a much-loved bushland area and local biodiversity forever!*
- *No guarantee that the bushland will be returned to bushland - I am extremely concerned that the acoustic shed in Flat Rock Gully will remain.*
- *It is an environmental disaster and should not go ahead.*
- *Flat rock drive, destroying nature/ digging up old waste from tip.*
- *The tunnel will also be an environmental nightmare for decades to come; the submerged tunnel and digging up an old tip in flat rock gully - unacceptable.*
- *The whole project is an environmental disaster, destroying Flat Rock Gully which is a wild life protection area where 30+ threatened species live! Why isn't Flat Rock Gully a National Park?*
- *This awful project causes me deep emotional stress, after last years Bush fires and now the NSW govt CHOOSING to destroy even more trees and nature is just mentally damaging. The DIVE SITE MUST be moved to an already cleared area such as a car park. If this project goes ahead - I will be moving out of my lovely suburb of Willoughby where I have lived for 10 years as I cannot bare to watch the destruction of Flat Rock Gully.*
- *Environment impact.*

- *It will mean partial destruction of an old tip site that has regenerated native wildlife and plant life.*
- *Increase in pollution in residential areas.*
- *Damage to flat rock gully.*
- *Destruction of the environment and pollution of many sensitive ecosystems.*
- *Destruction of amenity and environment.*
- *The destruction to natural habitat including walking tracks must be avoided.*
- *Will cause environmental damage to Flat Rock Creek, taking natural bush & parks away from the community.*
- *It will destroy local amenities and parkland including endangered species habitat in order to build a road that is not a solution to the actual issues.*
- *Digging through flat tuck drive dump site will expose the whole region to noxious gases abs other toxic substances- another environmental risk not worth taking.*
- *Concerned about the construction phase and the loss of flat rock gully.*
- *The impact to the environment is also frightening - the extent of wildlife loss in Flat Rock Gully.*
- *Will ruin local flora and fauna of the be centeenial reserve willoughby which has taken many years to reach the current level of wildlife.*
- *This disruption will be detrimental to the community and the construction is significantly harmful to the environment. I DO NOT SUPPORT THIS.*
- *I do not think environmental concerns have been adequately addressed. The degradation to Northbridge Baths, Flat Rock Gully and to air quality is unacceptable.*
- *Excessive environmental damage/impact.*
- *Environmental destruction, more pollution, better alternatives available.*
- *The negative impact on the environment is going to be huge.*
- *The impact on the Willoughby community during the building i.e. flat rock road dive site and the destruction of bush land and walking tracks.*
- *The tunnelling disruption and the upheaval of the beautiful bush land at Flat Rock Gully is just the beginning.*
- *Environmental impact is unreasonable.*
- *Loss of natural spaces.*
- *The environmental destruction of sensitive areas is alarming around Cammeray / Naremburn.*
- *The building process will hurt our wildlife in Willoughby. Drenching up the old Willoughby dumping site is dangerous with the toxic, especially to residents living in that area.*
- *The environmental impact will be huge air pollution, noise pollution, reduction of parkland and bushland, impact on the harbour, etc. It is alarming to consider this project is continuing.*
- *Disruption to precious bush land and coast.*
- *I have significant concerns over the environmental consequences of the project, which will destroy much of our local native habitat. I am devastated about losing our beautiful bushland at Flat Rock Gully.*

- *Destruction to existing bush land and green open space.*
- *Destruction of much needed green space. Digging into dangerously contaminated soil in sea and old tip.*
- *The impact on parklands and water front around Northbridge is devastating where the suburb gets little benefit.*
- *The loss of a much used walking/bike track forever (yes RMS say for the construction period but history tells me it won't be restored)*
- *Disruption of the tranquility and wildlife in flat rock gully.*
- *The irreversible damage to the environment this will cause.*
- *Flat Rock reserve will be turned in to a dumping ground.*
- *It destroys flat rock.*
- *We have limited amounts of accessible green space in Sydney and Flat Rock Gully's ecology is something which I have been mindful of for years. I would be extremely disheartened to see the project damage this area.*
- *The construction will have detrimental effects on the local environment, especially on Flat rock gully and Clive park/middle harbour.*
- *Loss of green space.*
- *The loss of our green space, including to the waterways, large trees so important in mitigating heat and pollution will be lost.*
- *The environment such as the soil will face a lot of disruption, further damaging our planet.*
- *Huge environmental destruction.*
- *It will cause considerable environmental damage.*
- *It is environmentally destructive in the extreme.*
- *Environmental destruction of flat rock gully.*
- *The waste facility on the Flat Rock gully site will destroy that environment that has taken 30 years plus to mature.*
- *The project has significant serious impact on the local people and the environment.*
- *Environmental devastation, destroys character of suburbs en route, more tree cutting in a time of climate and extinction crisis. Compromised air quality.*
- *From an environmental perspective is an absolute disaster.*
- *We need to work towards reducing our carbon footprint not encouraging people to get in their cars. Climate action should be a priority for 2023 not more roads.*
- *The bushland and natural habitats of our wildlife will be destroyed.*
- *Impact on surrounding environment including vegetation areas for digging.*
- *Environmental destruction of bushland, digging up contaminated land...*
- *Flat rock gully being so disturbed.*
- *Damage to Flat Rock Gully, flora and fauna.*
- *Destruction of vegetated bushland, changes to ground water flow and the ecosystems that rely on this, the disruption of potential acid sulphate soils around Northbridge*
- *The negative environmental impact, including on the park and bush land areas of Naremburn and Willoughby areas during construction.*
- *Loss of a valuable green space.*

- *Current dive site location near Flat Rock Drive will destroy regenerated bushland that has taken over 20 years to rejuvenate.*
- *Flat Rock Gully is being used as the dive site.*
- *Public transport - less pollution, caring for the environment and helping climate change.*
- *Will destroy beautiful remnant bushland in Willoughby.*
- *My home is located \*\*\* from the proposed acoustic shed at Flat Rock Gully and I am extremely concerned about the following issues in relation to the construction site:*
  1. *air quality due to the construction site previously being used as a tip for asbestos and other highly toxic building materials - they will be digging through highly toxic fill and I am extremely concerned that I will get a serious illness such as Mesothelioma cancer from breathing in the asbestos fibres during the construction period as my home is merely metres from the tunnelling site. The ground is unstable and the tip is known to contain asbestos so there will be risks of air, land, noise and water pollution from the tunnel activities not only to residents but also to all the native animals that are native to the area.*
  2. *noise from the construction of the tunnel- the 70 truck movements an hour carrying contaminated spoil operating from 7am to 11pm Monday to Friday and for the first half of Saturday every week for 6 years or more, the tunnelling noise 24x7, the night deliveries of concrete - this will have a huge impact on 'Quiet enjoyment' and the ability to experience a reasonable level of peace, comfort, privacy and sleep.*
  3. *visual impact of the site - in particular the acoustic shed and the removal of trees surrounding the site making the acoustic shed, tunnelling equipment and other buildings highly visible from my home.*

*I would prefer that the construction site be moved to the other proposed location at the baseball diamond area in Bicentennial Reserve as team sports such as football games and other leisure activities can easily be diverted to local sporting grounds such as the north sydney oval/st leonards park, shore playing fields in northbridge or naremburn park - and this will have far less of an impact on local residents of northbridge.*
- *I strongly disagree with your disturbing regenerated bushland which is used all day everyday by bikes, runners, walkers when a patch of grass (baseball diamond) could be used so readily and there would be access to Willoughby road for the dive site as well.*
- *My objection is to using the hard-won community-revegetated area off Flat Rock Drive as an extraction zone. This will ruin the park.*



**Construction and traffic impacts – Road – Truck movements - period of time - noise and vibration**

- *Huge disruption to traffic due to amount of trucks for over 7 years*
- *The increase in truck traffic and its impact.*
- *Traffic congestion to Northbridge, Cammeray, Naremburn and Willoughby while the works are being carried out will be disruptive for years.*
- *Will swallow a generation of childhoods via very serious construction impacts (noise, dust, trucks across school zones ie Brook St, loss of amenity.*
- *Truck movements on Flat Rock Rd.*
- *Years of noise, truck movements.*
- *The increased heavy vehicle movements on Flat Rock gully 6 days per week for 5 years - 70 truck movements an hour.*
- *Lack of parking in surrounding streets as tradesmen will use the spots available in our area.*
- *Increased noise from tunnelling in local area.*
- *Traffic congestion on flat rock drive.*
- *Is it really human and decent to expose more than a thousand school kids (Bally High School) to noise, pollution and huge traffic of trucks? This is a selfish project from Andrew Constance and Gladys, they don't care about the wellbeing of children, residents who will be impacted.*
- *Heavy vehicle traffic increase in the area over many years.*
- *Loss of access to SHT from Brook St. Unacceptable risk from trucks on Brook St during ten years of construction. Brook St is not a main road. It is in a suburban area.*
- *Increased traffic during construction.*
- *Many local roads will become rat runs.*
- *The amount of noise during school hours.*
- *We are left with 6 years of 70 truck movements an hour, and a whole lot of extra traffic around our local area - for what? a quicker car journey to the Northern Beaches, a journey that most Willoughby residents would hardly ever do.*
- *Residents of Willoughby Council will be significantly impacted by long term road closures and re-routing of traffic during construction plus all the pollution (air, noise, dust etc.) It appears from reading the Government documentation that our local area will experience significant issues, especially during construction with minimal long term benefit at all. This project is unacceptable.*
- *Trucks, pollution, destruction of our green space and waterways .., Northbridge Baths possibly.*
- *Destructive to our local area during construction and in operation and provides no new benefits.*
- *I am worried about the noise and vibration during drilling that I may experience for long periods, which will not give me quiet in my home when I am unwell.*
- *I don't believe the government when they say there will be no noise and vibration as the tunnel is further underground than West Connex.*



- *I am worried about the years of traffic congestion we locals will have to endure because of the works site, noise and truck movement Flat Rock Creek Rd.*
- *The amount of trucks over the next ten years of construction phase down the street I use every day hard to handle*
- *Major traffic congestion before and after construction in the local area.*
- *Highly disruptive to local communities during both the build and completed stage.*
- *Trucks to the bridge for six years will cause major traffic hazards and blockages. Barges from Tunks park would at least eliminate that major safety issue.*
- *Lack of additional safety on the roads and significant increase in heavy vehicles, trucks near to schools like APPS etc.*
- *Construction for five years in an already built up area is unacceptable.*
- *To live with the trucks, noise.*
- *Congestion during construction.*
- *Brook Street rear end collisions and potential deaths are a high risk of the project, as truck drivers stretch to complete the project 'on time and under budget'. There are various solutions to this: (1) Reduce Brooke Street to 40-50 km/h. (2) Install traffic lights at Slade / Grafton avenue to avoid rear end collisions. (3) Install sound and noise barriers*
- *Hundreds of trucks on the roads.*
- *The Willoughby community, in particular, will be disadvantaged by disruption during construction.*
- *Of real concern is the disruption to current traffic in the Willoughby area, especially around Northbridge and Naremburn, during construction. When the major dig site on Flat Rock Drive is fully operational, it will have a huge impact on traffic flows with its predicted volume of heavy vehicle movements. How is all the current traffic to flow? How will Strathallen Road and the suspension bridge manage when people try to avoid Flat Rock Drive?*
- *Willoughby residents will be subjected to extreme inconvenience during construction for very little long term gain.*
- *Naremburn does not benefit from it but experiences all the noise, traffic.*
- *Traffic congestion from the road works.*
- *What is the benefit for Naremburn and surrounding areas. Why did WCC not support \*\*\* when she has put through her proposals. WCC you have not support Naremburn in pushing back on this development and moving the dive site to another suburb.*
- *Extra noise and traffic during the construction.*
- *Create traffic mayhem around the lower north shore.*
- *Traffic congestion.*
- *The anticipated increase in local traffic impacting on access to the planned Herbert Street Precinct.*
- *Concentration of and too many truck movements on Flat Rock Drive throughout the construction.*
- *Increased noise and congestion during build on Brook St Naremburn and surrounding.*
- *It will destroy the quiet peace enjoyed by residents for years.*

- *The thinking on this tunnel is not rational and Willoughby residents have to take all the noise and potential damage to our homes without any benefit.*
- *Noise levels on Flat Rock/Brooke Street due to overnight truck movements and extended road works will make homes unliveable.*
- *Noise during construction. My three young children all suffer hearing loss. Background noise of trucks will severely impact their speech and language development.*
- *I don't want tunnelling under my apartment block, no matter how deep, as I'm concerned about damage to the building, vibrations and noise.*

### **Tolls**

- *Sydney is a joke as a world city with an exorbitantly expensive tollway based transport system when everywhere else is going in the entirely opposite direction - efficient, people friendly public transport.*
- *The project is clearly for the TOLL lobbyists to make money.*
- *It seems to be designed to funnel toll paying traffic into Westconnex.*
- *Exorbitant cost of using these tunnels - we are the most tolled city in the world.*
- *It's grossly expensive at around \$16 billion dollars tax payers money - for not much gain and a lifetime if Tolls!*
- *Private Toll road paid for by community public taxes.*
- *Sydney does not need more tolls.*
- *On top of all that you are going to charge us to use it. Collective my household spends \$1000 a month in toll under our business this will just be another financial burden.*
- *Will increase rat runs to avoid tolls.*
- *Cost of tunnel. Locks commuters into a toll rise for 34 years I believe.*
- *Yet another toll road in the most tolled city in the world. We don't need billion dollar toll road.*
- *Poorly planned. Does not reflect the need for better public transport infrastructure rather than more tolls. Waste of money.*
- *The last thing we need in Sydney are more toll roads*
- *Given the toll for North Connex is \$4 and it cost \$3 billion to build, the price tag for WHT and Beaches link \$15 billion is too high to be covered by just by a toll.*
- *Costs will go up on northbound bridge and tunnel to pay for it.*
- *The tolls will be expensive.*
- *The cost is exorbitant and a high toll will follow.*
- *Ridiculous cost user to justify sunk cost if existing toll roads.*
- *The ridiculous cost - funds which could do so much good if spent more wisely.*
- *Just cars and tolls.*
- *It only seems to serve to funnel traffic (\$\$\$) into other toll ways and enable more development of the Northern Beaches.*
- *Bad outcome for the NSW constituents locking in overpriced tolls with little benefit.*

**Operational traffic impacts – in general - suburban streets / rat running. Design – Tunnel entry /exit portals alignment depth etc.**

- *Gore hill freeway can't cope with the traffic that already uses it. Crossing should continue under the harbour.*
- *Going to pour lots of traffic into Artarmon, specifically in the Reserve Road area. Reserve Road was never intended to take such a volume of traffic and be a major intersection.*
- *The impacts on Artarmon, Naremburn will be detrimental to residents.*
- *The changes to the exit points of the Warringah Freeway will mean it is not possible to exit onto Brook St but push more traffic onto Willoughby Road or Strathallen Avenue.*
- *It will destroy the suburb of*
- *Cammeray in both the short and long term.*
- *It should have been built through the spit with a bridge linking the tunnels through to the Warringah expressway. Other than theory it makes no sense having the northern exit and entry point on the plateau above the beaches.*
- *It will bring more traffic and pollution into the Artarmon Industrial area and Herbert Street.*
- *It will significantly increase the traffic and congestion on Willoughby roads.*
- *Traffic congestion during construction, and after construction traffic congestion due to people rat running and avoiding the tolls. No guarantee that it will reduce traffic congestion over 10 years.*
- *The connection going vis Gore Hill is madness, should have crossed under harbour from Mosman.*
- *Will add more traffic to & from the city, creating longer commute times & worse quality of life.*
- *The traffic that it would bring to our neighbourhood would be extreme and I am concerned that it will be noisy and dangerous for my children.*
- *Brings congestion to local streets.*
- *It will increase traffic flow through the north shore.*
- *people who would have travelled to work via Roseville bridge to the city from Forestville, Frenches Forest, Belrose will be encouraged to use this tunnel as it will be perceived as being a faster route. This tunnel will encourage more cars on the road, coursing more congestion and bottle necks at the entrances such as Wakehurst parkway. Areas such a North Balgowlah do not have easy access to the tunnel under the plan and they squashed between two entrances.*
- *The impact on traffic in Reserve Rd will be extraordinary.*
- *Increased congestion to an already congested area.*
- *All this results in new restrictions on Willoughby Residents, here are some:*
- *1. Restricting motorist access to Brooke st and Miller street from the SHT and WHT (forces traffic onto Willoughby Rd creating a traffic jam which can only be avoided by taking the beaches link and paying the toll).*

- 2. Restricting motorist access to Northbridge, Castlecrag, Middle Cove and Killarney heights by (1) here Willoughby residents get caught up in a scheme to get folk to pay toll even if it makes no sense for them to use the Beaches Link.
- 3. Restricting access to good public transport on Willoughby Road by adding traffic to the road, making bus trips longer, less reliable and encouraging transport operators to reduce rather than add new services.
- 3a, Restricting motorist access to local shops by adding pressure on the RMS to introduce longer clearway times on Willoughby Rd.
- Bringing forward the privatisation of buses operating out of the Willoughby Depot (to save money needed for the WHT and Beaches Link, with the expected loss of bus stops, services and a deterioration in on-time running already experienced by other depots where buses have been privatised).
- 5. Restricting access to Cammeray Golf Course for members and guests (as real estate is used for the WHT and Beaches Link)
- 6. Restricting access to clean air, particularly by young students at Anzac Public School where an unfiltered exhaust stack is to be built.
- 7. Restricting safe bicycle access to Lane Cove, Macquarie Park and Macquarie University by closing the excellent off-road bike path along the Gore Hill Freeway.
- 8. Restricting carpool access to the Gore Hill Freeway by removing the eastbound T2 lane.
- 9. Restricting motorists access Beaches from Manly to Palm Beach by encouraging more people to drive to these destinations and filling up available parking.
- 10. Restricting bushwalking access to flat rock gully by using it as a dive site for the Beaches Link.
- 11. Restricting affordable motorist access to the Harbour Bridge and beyond by raising extra toll revenue on existing crossings, and avoiding the scenario where motorists will use these crossings to avoid paying a higher toll on the WHT.
- 12. Restricting access to the Netball in Willoughby for members of the Mosman netball club (and others) by removing the 257, and 340 buses (some teams come from the eastern suburbs as do Sydney Girls High Students).
- 13 Restricting access to parking at Willoughby Leisure Centre by encouraging more netball players to drive to netball rather than use the discontinued 257 or 340 buses. The removal of the 257 may also affect parking at Balmoral Beach
- 14. Restricting efficient access to Manly, Dee Why, Balmoral and Bondi Beaches by discontinuing the 136, 257 and 340 direct bus services and forcing bus commuters to make one or more interchanges and catch 2 or more buses to get to a beach.
- 15. Restricting students currently accessing to their school with the 257 bus. This includes Queenwood, Mosman High, Redlands, Neutral Bay Public, Cammeragal Senior Campus, Willoughby Girls High and Chatswood High.
- Regarding 14 and 15 this process has commenced in advance of the tunnel projects with the 257 and 136 already discontinued. Journeys can still be made but take longer due to the need to change buses and this would appear to be an effort to reduce the cost of running the services. While the money saved may not directly be used to help pay the

*\$15 billion needed for the tunnels, it would appear that if the services were to be reinstated the Department of transport would need to find the money somewhere else.*

- *This will just move the traffic gridlock to our area making our local traffic worse (as it will encourage more cars from northern beaches to drive). I think Willoughby council should strongly oppose this project.*
- *Likely to be increased local traffic in Willoughby LGA*
- *Why won't Willoughby Council advocate for the interests of Naremburn?*
- *It will disrupt people's travel to distances as we will have to take other routes, causing more traffic.*
- *Willoughby rd will be choked, as one won't be able to exit freeway at Brook St*
- *Increase traffic congestion, particularly in parts of the City of Willoughby.*
- *Putting additional pressure on local roads.*
- *What happens to the already poor link between Naremburn & West St. The Area around Reserve Rd is rerouting traffic thru the industrial area & is all very hilly & on road next to heavy vehicle movements for 5 years.*
- *They are only replacing existing infrastructure adjacent to Cammeray Golf Course. No traffic studies done within Willoughby LGA, e.g. EVW & Willoughby Rd Nth & Street. What benefit to Willoughby LGA?*
- *I want a new bridge from cnr Alpha Rd & Sailors Bay Rd to cnr of Grafton Rd & Flat Rock Drive. Thus will make the park whole & allow a proper level cycleway adjacent to the new elevated roadway.*
- *Traffic being pushed onto Willoughby Road.*
- *Greatly increased traffic on Willoughby Rd.*

**Property impacts – Domestic - Recreation facilities -Liability / security for damage incurred**

- *The damage to houses and very poor way homeowners on the WestConnex route have been treated.*
- *Tunnelling under residences in Northbridge and cracking and subsidence issues.*
- *I now get to have a tunnel built directly below my home zero compensation from the government on the impact to my home's value.*
- *The tunnel would also run directly under our home and I am very concerned about damage occurring.*
- *The tunnel will destabilise sections of Northbridge and Cammeray.*
- *Nervous about building risks.*
- *Concerned about damage to local area and sporting grounds.*
- *Dip in house prices*
- *I'm concerned about damage to the building.*
- *You will be tunnelling next to playing fields where thousands of kids play sport.*
- *All this drilling underneath our houses is going to cause movement on our land and cracks in our houses which no one will take responsibility for.*
- *Will make many homes in Willoughby unliveable, unrentable and potentially unsellable.*
- *Drop in house values. They should offer us some compensation; reduction/subsidized rates for 10 years or so.*
- *Compensate homes for lost income, rent, sale due to the works or costs to soundproof homes.*
- *Impact on my residence in Naremburn due to the works.*
- *Willoughby parkrun route affected!!*
- *House price drops associated whilst it is being built. How about subsidised rates by the government whilst it is being built.*
- *Possible house prices being lower.*
- *Reduce my land value.*
- *It's going to ruin an area that I go through every morning on my daily walk - namely the dive site in Willoughby just near the Leisure Centre.*
- *The Tunnel from Seaforth to Northbridge should be moved further to the North so it goes under the water way rather than the houses in Northbridge*
- *Understand that the dive site for the tunnel spoil will be baseball diamond at Willoughby sports area. It is wrong to wipe out a much-needed sports facility, which I understand is one of few in Australia.*
  - *No improvement to the appeals process for compensation that saw horrific outcomes for inner west residents.*
  - *Worried about the tunnel directly underneath my home which may cause ongoing cracking and building issues that may appear in the future, which will be ignored by the State Government and Council. This was experienced by West Connex residents.*



**Dredging & sediment – Middle Harbour coffer dams and tunnel units – water quality**

- *Impacts on Middle Harbour.*
- *Water contamination.*
- *The coffer dams in Middle Harbour - disturbance of the sea bed, and the sea ecosystem.*
- *Dredging waterways.*
- *Dredging on the harbour floor.*
- *Waste dumped out to sea.*
- *There will be much destruction of green discs and degradation of waterways near Clive park Northbridge. The half-submerged tunnel will disrupt silt paths and native sea ecosystems irreversibly.*
- *The sediment and water pollution from dredging.*
- *Will push toxic silt into middle harbour poisoning the waterway.*
- *You will be polluting Middle Cove.*
- *Damage to waterways.*
- *Environmental destruction of bushland and Middle Harbour.*
- *The dredging of the waterways.*

**Pedestrian / cyclist insufficient provisions**

- *Does not even provide side benefits of new cycling and walking infrastructure. The project at very least should include a walking and cycling bridge from the end of the existing cycleway in Naremburn to West Street in North Sydney.*
- *Better bike paths not more roads for cars.*
- *Need to offer ways to walk and bike as integral parts of transportation systems.*
- *Promote cycling and walking.*
- *Loss of the Artarmon bike path on the gore hill freeway.*
- *How about a klipon cycleway attached to the existing Warringah freeway commencing at Naremburn & finishing at the Pacific Hwy. Part of this can be elevated to avoid construction underneath, with 1:40 ramps at take-off points along the way.*
- *Disruption to bike paths.*
- *Safe bicycle routes to city decimated.*
- *Should definitely provide more access for cycling. The way it is now there is next to no cycling infrastructure included.*

**Community Consultation**

- *Shambolic public consultation process that ignored all the feedback.*
- *The Government (ie Gladys) is not listening & it is simply a case of giving in to vested business interests.*
- *You already know all the reasons. You have heard them ALL before; my words and concerns, like so many other people's have been intentionally ignored.*
- *No real public consultation, but a sell job throughout.*
- *The proposals are arrogant and disregarding public consultation.*



- *Cut all of our direct buses with no notice. Government is approving unit developments all over Willoughby, and sticking us with this tunnel as well without any proper consultation or consideration of community views on her ideas.*
- *The project has been objected to by community groups in the areas affected and no notice has been taken of this. Even the communities that this is supposed to help have objections.*
- *Transport for NSW are not asking for feedback on whether the people want the tunnel or not, just comments about the design*

**Cammeray Golf Club**

- *Restricting access to Cammeray Golf Course for members and guests*

**Heritage – Aboriginal**

- *Shell middens in tunks park will be damaged.*