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SSI-8862

BEACHES LINK AND GORE HILL FREEWAY CONNECTION ENVIRONMENTAL IMPACT STATEMENT (EIS)

1. INTRODUCTION

This submission is made by the NBSC Balgowlah Boys P&C Association (Bally Boys P&C), which represents the parents of some 1,220 boys who are being educated at the Northern Beaches Secondary College Balgowlah Boys Campus in 2021. The student population has significantly increased by 25% in the past 3 years (from 970 boys in 2018), in part due to the outstanding academic results the school has achieved over recent years. As the tunnel construction period is estimated at 6 years, this submission considers the impact on students at Balgowlah Boys Campus between 2023 and 2028. The Class of 2028 will be subjected to 6 years of impacts.

The EIS public exhibition period of 9 December 2020-1 March 2021 largely coincided with the end of the school year in 2020, the summer school holidays, the COVID lockdown of the Northern Beaches and the beginning of the school year in 2021. During this time, the NBSC

Balgowlah Boys P&C has met only once, on 9 February 2021. The public exhibition period has not allowed parent volunteers time to scrutinise the EIS documents in detail. We have requested an extension to the submission period from the Premier of NSW and the Transport Minister to allow sufficient time to analyse the 12,000 page EIS in more detail, but that extension has not been forthcoming to date.

The NBSC Balgowlah Boys P&C Association has grave concerns about the expected and unknown impacts of the Beaches Link and Gore Hill Freeway Connection proposal in the vicinity of Balgowlah Boys Campus due to the reasons outlined below.

2. IMPACTS OF THE PROPOSAL ON NBSC BALGOWLAH BOYS CAMPUS

2.1 Background

Balgowlah Boys Campus is located on the corner of Maretimo Street and Sydney Road in Balgowlah, immediately to the south of the proposed Balgowlah Golf Course Construction Support Site (BL10) and access road, as shown in Figure 1 (or EIS Figure 6-38).

We are deeply concerned about the adverse impacts of the construction and operation of the proposed Beaches Link Tunnel on our boys, the teachers, staff, the wider community, the school grounds and on Balgowlah Oval.

These adverse impacts cover both the construction and operational phases of the proposed works which will severely impact on the whole school community in terms of noise, dust, vibration, access, disruption, traffic and road safety, air quality and health, and access to open space and sporting facilities.

Figure 1 - Location of Northern Beaches Secondary College – Balgowlah Boys Campus in relation to the proposal

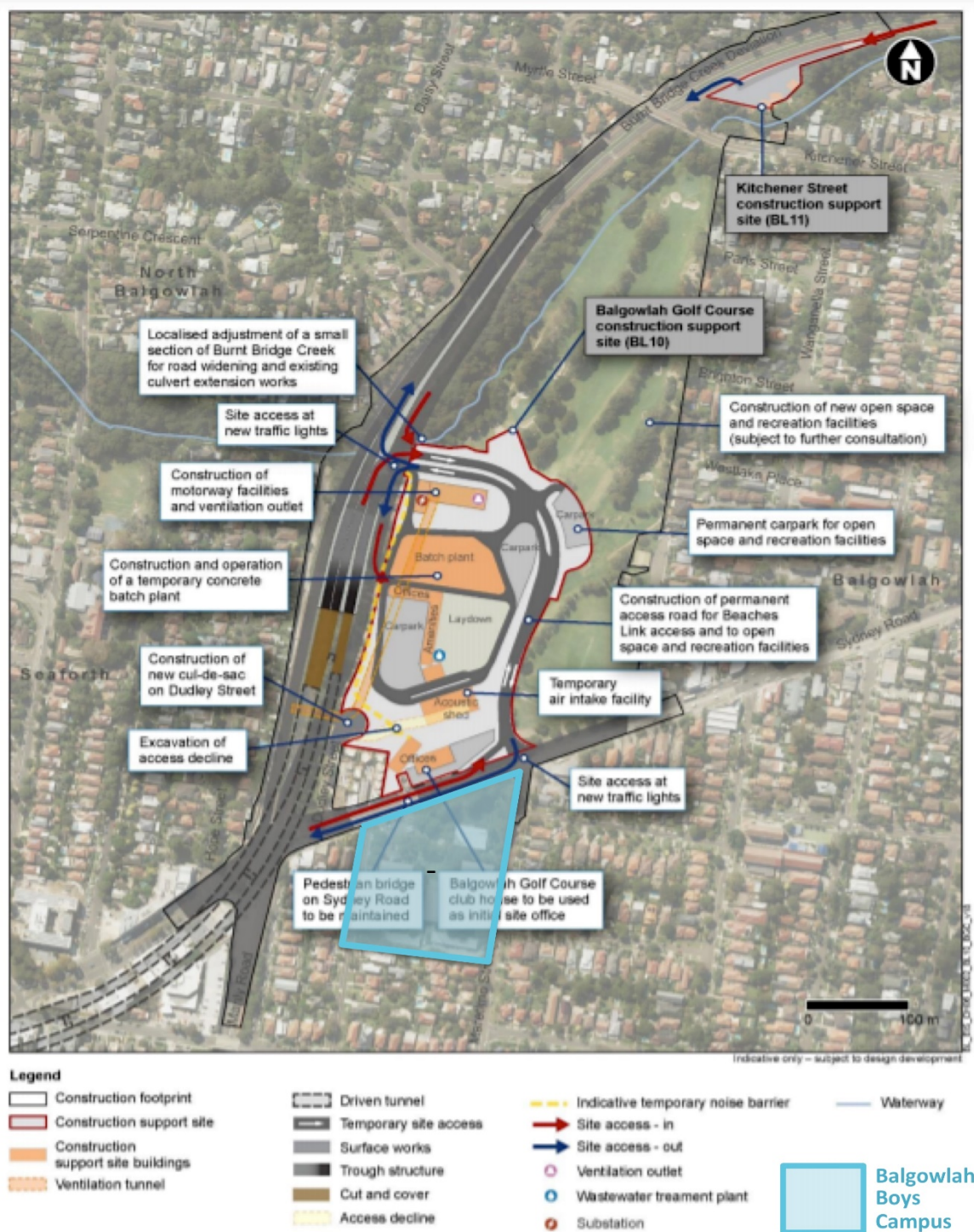


Figure 6-38 Indicative layout – Balgowlah Golf Course construction support site (BL10)

2.2 Construction

2.2.1 Noise and vibration impacts

Construction of the access road, use of Balgowlah Golf Course as a temporary construction site, truck movements and changes to the Sydney Road-access road intersection will result in noise and vibration impacts on the school.

We are particularly concerned about noise from construction activities severely disrupting teaching and learning activities and adversely affecting the concentration and learning of students, teachers and staff in the school. Imagine sitting in a classroom trying to listen to your teacher, while noisy construction activities are occurring across the road. The school has achieved enviable academic results under the stewardship of the current Principal and his team. We do not want this record adversely impacted because the students are unable to concentrate due to the construction site across the road.

The noise assessment (EIS Chapter 10) does not include any measurements for the school itself and therefore does not sufficiently address the impacts on the school. We understand that Balgowlah Boys Campus will be subject to a cumulative exceedance of acceptable noise levels during construction.

The Noise Management Level (NML) in an internal classroom, independent of background noise, is 45 dB. Balgowlah Boys Campus is predicted to experience noise levels above the noise management level during various project stages by up to 16 dB, and multiple buildings on the school grounds will be affected.

We are concerned that continued noise levels above the NML will have long-term impacts on the mental health of staff and students.

The closest school building to the construction support site and access road is the school Assembly Hall, used for school assemblies, exams (HSC and trials, Year 7 Gifted and Talented classes, and Years 7-11 exams), school functions, presentation events, open days for potential students and parents, Year 6 orientation day, primary school presentations, and community

uses such as book stalls and voting booths for federal, state and local council elections. All of these activities will be affected by noise, assuming that construction and truck movements will occur day and night. The school population has exceeded the capacity of the hall, so whole-school assemblies are held outside in the quadrangle. Noise and vibration from construction activities will be more noticeable in this outdoor setting and disrupt these assemblies.

Physical education classes, as well as students using the informal open space especially on the northern side of the campus before school and during recess and lunch breaks, will be adversely affected by noise and vibration. We expect that merely being outside on the school campus during construction will be an unpleasant experience for teenage boys who need to exercise and expend energy, or want some peace and quiet, throughout the day. This situation will have broader implications on the physical and mental health of the boys, not to mention that of teachers and staff.

Balgowlah Oval, located across Sydney Road to the north-east of the school, is essential active open space for our students. Due to limited open space for 1,200 boys on the campus, the school heavily relies on use of the oval for organised school sport, over 30 Year 7-10 PE classes per week, Year 11-12 HSC PDHPE classes, and for informal use by the boys at recess and lunchtime. Although the EIS states that Balgowlah Oval will be relocated to the west and upgraded, with access to the existing Oval maintained until the new one is complete, the noise, dust and vibration will have a detrimental impact on the health and wellbeing of the boys and teachers using Balgowlah Oval during construction.

If the proposal proceeds, we support maintaining access to Balgowlah Oval at all times during construction, with mitigative measures put in place to suppress noise, dust and vibration during school hours for the boys to use Balgowlah Oval safely.

2.2.2 Traffic and road safety impacts

Traffic congestion will be experienced on Sydney Road and adjoining streets including Maretimo Street during the construction phase. The recent congestion around The Forest High School when the Northern Beaches Hospital and the associated roadworks were underway, showed us what is in store for Balgowlah Boys Campus along Sydney Road and at the corner of Sydney Road and Maretimo Street.

The EIS states that:

- vehicle access to the Balgowlah construction compound (expected to be operational for a five-year period) will be from Sydney Road via the new Link Road opposite the intersection with Maretimo Street
- the intersection of Sydney Road and Burnt Bridge Creek Deviation was operating at near capacity in 2016, and it appears that it is most probable that congestion will be increased to 'very unsatisfactory' when work commences.

Students accessing the school on foot, by bicycle and skateboard, and by school and public buses and private vehicles, will experience traffic delays and reduced safety in the vicinity of the intersection of Sydney Road and Maretimo Street.

The EIS states that 1,195 light truck movements, and 495 heavy truck movements per day will occur at the corner of Sydney Road, Maretimo Street, and the link road. This equates to 2.5 truck movements per minute, assuming movements occur during standard construction hours. We are concerned about the safety of students using the intersection of Sydney Road, Maretimo Street and the access road if construction trucks continuously use that intersection.

Road construction typically involves fencing and other barriers to pedestrian access and limiting access to existing footpaths. Because school families come from the local catchment area, there are many students who walk or cycle to school. We are concerned that pedestrians and cyclists will find it difficult to navigate a safe route to and from school in the vicinity of the Sydney Road and Maretimo Street intersection.

As the construction will occur during exam periods, we are concerned that particularly Year 12 students sitting their Higher School Certificate exams will experience unnecessary stress and inconvenience to arrive at school before the starting time for their exams. We expect significantly higher impacts to those experienced by students at The Forest High School due to the roadworks in Frenchs Forest, as NBSC Balgowlah Boys is located so much closer to a major construction site. The Forest High students were requested to register with RMS (now TfNSW) so RMS could undertake measures, such as changing the phasing of traffic lights, to assist students travelling to school to arrive at their exams on time. Any option which

removes this disruptive impact on students at a particularly stressful time in their lives will be essential.

We are also concerned about safe pedestrian crossing of Sydney Road and the access road to ensure safe passage of the boys between the school and Balgowlah Oval. The boys would have to cross Sydney Road via the existing footbridge, then somehow safely negotiate a construction site and cross the access road to get to the oval. Safe pedestrian access between the school and Balgowlah Oval via the Sydney Road footbridge should be maintained and a safe method for pedestrians to cross the access road during the construction phase should be implemented.

Please note that the Sydney Road footbridge is also used as a major component of NBSC Balgowlah Boys emergency evacuation plan and therefore needs to be available to always provide safe egress.

2.2.3 Air quality impacts

We understand that Balgowlah Boys Campus is in Zone 4 in terms of air quality. As such, Balgowlah Boys Campus will have a high sensitivity to dust settlement effects and high risk of human health impacts given the short distance to the demolition, earthworks and surface construction works.

Despite any measures to suppress dust during construction, we expect that dust will be experienced on the school grounds especially on windy days. Dust will affect boys during recess and lunch breaks, outdoor school assemblies, PE classes, and use of Balgowlah Oval for sport and during recess and lunchtime. Indeed, Chapter 12-22 of the EIS states that even with rigorous air quality management in place and effective best practice management measures, there is the risk that land uses near construction works might experience dust impacts. These impacts are heightened for students and community members with existing respiratory issues and allergies.

Chapter 12-22 of the EIS goes on to state that there is the potential for dust emissions to contain contaminants mobilised through the disturbance of contaminated soils, and other

hazardous materials (such as asbestos fibres or organic matter) during demolition of buildings and other structures.

The use of on-site diesel-powered vehicles, generators and construction equipment, and the handling and/or on-site storage of fuel and other chemicals, would result in increased concentrations of airborne particle matter, carbon monoxide, nitrous oxide, sulfur dioxide and volatile organic compounds. In addition, diesel fuel exhausts from construction trucks travelling up the incline of the access road to exit the construction support site at Sydney Road will add to air pollution at this intersection.

2.2.4 Access to open space

The NBSC Balgowlah Boys campus does not include any grassed open space for the 1200 boys at the school. Balgowlah Oval is the only active open space within a short walking distance of the school. The school relies on Balgowlah Oval for school sport and PE classes.

After negotiation with the Department of Education and Member for Manly, James Griffin MP, the space limitations of the Balgowlah Boys campus have been recognised - the school population has outgrown its capacity. Northern Beaches Council has given permission for the boys to use Balgowlah Oval at recess and lunch times to supplement the limited open space on campus for an increasing number of boys in recent years.

We understood that access to Balgowlah Oval would not be directly impacted and would be available for use in some form during construction. However the exhibited plan implies that Balgowlah Oval will be unusable until 2025 at the earliest. The school has no other viable options for field sports in the vicinity of the school, and we are very disappointed in this unannounced change to the plans.

2.2.5 Removal of vegetation on school grounds

We understand that a narrow strip of trees on the boundary of the school with Sydney Road are highlighted for removal during construction. These trees are a valuable source of shade and noise attenuation especially for the Year 7 boys who use this area of the school during

breaks. The removal of the trees will also have a visual impact on the frontage of the school to Sydney Road, as well as implications for carbon emission capture from existing Sydney Road traffic as well as from the proposed construction.

2.3 Operation

The proposed intersection of Sydney Road, Maretimo Street and the access road will result in increased traffic using this intersection which is a major access point to the school. Increased traffic brings concerns about noise, traffic management and pedestrian safety, air pollution and health concerns.

2.3.1 Noise impacts

We understand from the EIS that the new signalised intersection at the corner of Sydney Road, Maretimo Street and the access road will result in an increase in maximum noise levels and the number of noise events experienced on the Balgowlah Boys Campus compared with the existing situation.

Increased traffic on Maretimo Street will result in increased traffic noise being experienced in school buildings close to Maretimo Street, particularly the school administration offices, classrooms next to Maretimo Street, and the school hall.

2.3.2 Traffic management and pedestrian safety

The northern section of Maretimo Street is already particularly busy before and after school. We are concerned that an increase in traffic on Maretimo Street threatens traffic and pedestrian safety in the vicinity of Sydney Road.

Sydney Buses services Balgowlah Boys' Campus with dedicated school bus services which requires the boys to cross Maretimo Street to catch and/or dismount from school buses both before and after school. Buses also use Maretimo Street to collect students for school sport on Wednesday afternoons and for excursions at other times. The Northern Beaches Secondary College (which includes the campuses of Mackellar Girls, Manly Selective, Freshwater Senior and Cromer and our own school) operates minibuses to take senior

Balgowlah Boys Campus students to other college campuses for classes, as well as students from other campuses taking subjects at Balgowlah Boys Campus.

Staff and teachers currently have great difficulty turning right into and out of the staff car park off Maretimo Street south of the main administration block due to traffic volumes and poor sightlines up and down the Maretimo Street hill at peak traffic times.

Parents often park in Maretimo Street, narrow Audrey and Violet Streets (where only one car can travel along the road at a time), and Upper Beach Street to drop off and pick-up boys, and to attend appointments and events at the school. Upper Beach Street is constantly busy with buses and through traffic to Seaforth and Mosman.

The school gym is located in the centre of the school. The gym is used before school for rowing (6-9am) and in the afternoons, evenings and on weekends for basketball by students who access the school from Maretimo Street through the gate just south of the school hall.

The footbridge which provides pedestrian access between the school and the northern side of Sydney Road is essential for the safety of pedestrians crossing Sydney Road. If the link road is constructed, the retention of this footbridge and the provision of safe pedestrian and active transport access to cross the link road, Sydney Road and Maretimo Street is vital for pedestrian safety.

2.3.3 Air pollution and health concerns

In addition to air pollution from the exhausts of increased traffic on Sydney Road and Maretimo Street, we are concerned that the tunnel ventilation outlet, located some 200 metres from the closest point of Balgowlah Oval and 322 metres from the closest point to the school, will result in poorer air quality, breathing difficulties and increased asthma experienced by users of the oval and the school population as the tunnel emissions flow up the valley.

The EIS states that the unfiltered tunnel air will be ejected from an elevated ventilation outlet high into the atmosphere through buoyancy and speed and will be diluted as it mixes with the

surrounding air and becomes indistinguishable from background levels. Although the tunnel operators will be required to meet air quality limits and the air quality will be monitored, we call on Transport for NSW (TfNSW) to filter or capture and store the tunnel air before it is ejected from the ventilation outlet.

2.3.4 Loss of open space

The proposed conversion of Balgowlah Golf Course to an access road through proposed active and informal open space would remove a golf course which is used by boys for school sport every Wednesday afternoon during term. Boys who choose golf for sport will need to travel further to access another golf course that can accommodate them for school sport.

We support the proposal to retain an upgraded Balgowlah Oval and to provide additional active open space because of the proposal. However, we would prefer that Balgowlah Oval and Balgowlah Golf Course remain in their current locations.

3. MITIGATIVE MEASURES

The NBSC Balgowlah Boys P&C Association has grave concerns about the expected and unknown impacts of the Beaches Link and Gore Hill Freeway Connection proposal in the vicinity of Balgowlah Boys Campus due to the reasons outlined above.

Should Transport for NSW and DPIE continue with its planning for and implementation of the Balgowlah Golf Course Construction Support Site, the access road and ventilation outlet, then we request that the NSW Government adopts the following mitigative measures to ensure the health, amenity and safety of the Balgowlah Boys school students, teachers, staff and the school community.

It is difficult to foresee all the adverse impacts a project of this nature will have on NBSC Balgowlah Boys Campus. This list below provides mitigative measures for the impacts we can foresee but we expect other unknown issues to arise and would like the opportunity to request and negotiate additional mitigative measures in these circumstances.

3.1 Consultation

- TfNSW must establish a Working Group with NBSC Balgowlah Boys Campus and its P&C to provide a forum to identify and appropriately manage construction and operational issues for the Beaches Link Tunnel. These include (but are not limited to):
 - Noisy construction works
 - Dust emissions
 - Access arrangements
 - Impacts on utilities
 - Long-term operational issues
 - Implementation procedures and timeframes for new transport infrastructure (e.g. road widening, bus bays, parking, intersections, pedestrian lights, pedestrian pathways etc)
- Ongoing community engagement and involvement.
- The mitigation measures requested must be included in the Scope of Works for the contractor and be regularly reviewed/monitored by the Working Group.
- The Conditions of Approval for the project must include a requirement that the community communication strategy identifies Balgowlah Boys Campus and its P&C as key stakeholders on the list of people and organisations to be consulted during the design and work phases.
- TfNSW provides funding for a paid Project Manager/Liaison Officer who will work with and on behalf of the school to manage Working Group activities, community consultation and engagement, media releases, and compensation/mitigation works and funding.
- We are concerned that the design shown in the EIS is not necessarily the final design and that changes can be made by contractors. Therefore, we ask that a process be put in place where we are notified of any changes affecting the school and given the ability to request amendments where appropriate before the design is finalised.

- A compensation fund for children and staff directly injured or affected by pollution and other safety hazards must be established in case of claims as a result of adverse health and safety effects caused by construction and pollution.

3.2 Noise impacts

- Inclusion of the NBSC Balgowlah Boys Campus as a Noise Monitoring Location (NML).
- A detailed background noise modelling study is to be undertaken taking into consideration the various areas and uses of the school (e.g. What are the predicted noise levels for areas used for school assemblies and outdoor activities? Which classrooms would be most impacted due to their location on campus?)
- A Construction Noise Management Plan must be developed by the contractor to:
 - influence the programming of work (e.g. undertaking very noisy works outside of school hours, and not during exam periods)
 - ensure that the various means available to reduce noise impacts are used, both at source:
 - use of low noise power tools or hydraulic or electrically controlled equipment instead of petrol or pneumatic equipment
 - use of broadband alarms instead of 'beepers' which typically result in many complaints from the community
 - construction noise barriers
 - and at receivers:
 - provision of architectural treatments where NMLs are exceeded
- The Working Group must be a key stakeholder, actively engaged in the development of the CNMP.
- Noise levels to be monitored before, during and after construction by independent consultants. Construction operations to be continually modified as required (in consultation with the school) to ensure noise levels are kept within acceptable NMLs as defined by independent consultants.
- Noise mitigation to be implemented where noise management levels (NMLs) are exceeded (NSW Interim Construction Noise Guideline).
- All windows to classrooms and spaces used for exams (the hall and the library) to be double-glazed to reduce noise. Air conditioning has now been installed in the majority

of classrooms so windows can be kept closed on hot days. Installation of double-glazing to take place in the school holidays before Beaches Link construction begins to minimise disruption to the school. Other forms of acoustic protection to be considered as appropriate.

- Construction of a stone wall along the Sydney Road and Maretimo Street frontages before work commences to provide some protection from the acoustic and visual impacts of the construction phase and help mitigate the increased traffic noise and pollution when construction is complete. In addition, there will be more privacy for the boys from pedestrians and car/bus passengers and the wall can contain ball games.
- Fair and reasonable steps must be taken to ensure that noise generating construction works in the vicinity of affected buildings are not timetabled during examination periods.
- Provision of alternative off-site venues as close to the school as possible for exams for ALL year groups to be organised if the need arises, with bus transport provided, at no cost to the school or students. It is not yet known how bad the noise, dust and vibrations will be at exam times but plans need to be in place for unbearable conditions.
- TfNSW to provide regular and comprehensive information and notifications to the school in the event that noise and vibration levels are raised to unsafe levels.
- Penalties to be imposed on the contractor(s) when acceptable noise and vibration levels are exceeded.

3.3 Air quality

- Inclusion of the school as a 'Community Receiver' site to reflect its sensitive location opposite the construction site and 322 metres from an unfiltered ventilation stack.
- Air quality to be monitored before, during and after construction by independent consultants. Construction operations to be modified as required (in consultation with the school) to ensure pollution levels are kept within acceptable limits as defined by independent consultants.
- Fine particle dust from surface work sites and along main transport routes to site has been a problem on other projects. Balgowlah Boys is considered to have a high sensitivity to dust settlement effects (Zone 4). High-capacity dust filtration units must be installed in every classroom at the school to help prevent fine particle pollution

affecting and endangering the students' or teachers' health or exacerbating pre-existing conditions.

- TfNSW to publish regular and comprehensive information and notifications in the event that air pollution levels are raised to unsafe levels.
- Penalties to be imposed on the contractor(s) when acceptable dust levels are exceeded.
- If operational air quality does not meet safe standards, following robust assessment by independent consultants, filtration devices must be retrofitted to the ventilation stack.
- Development of a plan to capture and store carbon and other emissions, which may include but is not limited to a perpetual tree planting plan and the use of technology.

3.4 Traffic

- The Balgowlah Boys Working Group must be actively involved in the development of the Construction Traffic Management Plan and any subsequent revisions. This should include (but not be limited to):
 - Pedestrian and cyclist management plans
 - Hours of operation, including prohibitions on construction vehicles queuing outside work and construction support sites prior to commencement of work. Programming of works to ensure that construction vehicle movements to and from the site avoid sensitive periods such as the beginning and end of school days, and other times/days such as examination periods and school sports days
 - Road safety audit requirements.
- An independent traffic study is to be prepared with TfNSW funding to look at particular issues affecting traffic and access around the school and the proximity of the BL10 construction site. Careful planning to be undertaken to identify safe locations for crossing roads, car drop-offs, bus bays, car parking and cycle/scooter access and ensure that access is seamless before, before, during and following construction of the Beaches Link Tunnel.
- Heavy truck movements at the Sydney Road entrance to the construction site to be paused completely from 8am-9:30am every day, and 2:30pm-4pm (in line with 40km/hr school zone timings) to avoid conflicts with students arriving at and departing school on foot, by bike, skateboard, bus or car. On Wednesday afternoons when buses

arrive at school to transport the boys to sport the restricted time for heavy vehicles to be extended to 1:30-3:30pm.

- No parking of motor vehicles by any contractors or site workers is allowed in the residential streets surrounding the school in order to protect parking and access for residents, teachers and students.
- Fencing and other barriers around the construction site must not interfere with pedestrian access to ensure that pedestrians and cyclists can navigate a safe route to and from school in the vicinity of the Sydney Road and Maretimo Street intersection.
- Although the overpass across the Sydney Road will remain operational, boys must cross the access road to access Balgowlah Oval. It is anticipated that 495 heavy truck movements a day will occur at this junction with another 1,195 light vehicle movements. It is essential that a safe pedestrian crossing of the access road is installed at the outset with safety and performance monitored and the design and light phasing changed as needed.
- Rebuilding the overpass so that it meets current universal access standards (to include wheelchair access), including widening to allow faster and safer access by students to the green space across Sydney Road, lifts at both ends, and better access and amenity of the bridge into the school grounds. This overpass must be maintained as an essential part of the school's Emergency Evacuation Plan.
- Maretimo Street is congested and dangerous for pedestrians. A new pedestrian crossing was installed near the junction with Violet Street in 2018. However many boys leaving the school at the lower northern exits and heading to the Sydney Road and/or the BP service station follow the "line of desire" and make dangerous crossings of Maretimo Street close to Sydney Road. As part of the initial works to create the junction of Sydney Road and the access road, we request that a safer pedestrian crossing is installed near the bottom of Maretimo Street, using traffic signals and narrowing the mouth of the road to improve visibility.
- When exams do occur on-site we request that TfNSW undertakes measures, such as changing the phasing of traffic lights, to assist students travelling to school to reach their exam room on time. This occurred during the roadworks around The Forest High School and helped mitigate stress caused by travel difficulties for HSC students throughout the Northern Beaches.

- Measures to be implemented to reduce rat-running via Maretimo Street, Ethel Street and nearby sides streets as vehicles try to avoid congestion at the Sydney Road/Burnt Bridge Creek Deviation junction.

3.5 Public transport

- The inbound and outbound bus stops along Sydney Road near Coral Street to remain operational during and after construction.
- We urge TfNSW to install new bus stops for the B-Line and other express buses as they travel north and south through Seaforth along the Burnt Bridge Creek Deviation and Manly Road. Space could be created for a proper bus interchange around the entrance to Dudley Street, with a safe pedestrian crossing across the green space above the tunnel portal to the northbound stop. This would dramatically improve access to the bus network for Balgowlah Boys students and local Seaforth and Balgowlah residents.

3.6 School facilities

- An independent structural analysis of all school buildings to take place before construction starts.
- TfNSW to guarantee to mitigate and compensate for any damage to the buildings and grounds of Balgowlah Boys Campus.

3.7 Access to open space and sports facilities

- Balgowlah Oval to remain operational until the new sporting field is completed to the west of the access road, with appropriate measures in place to suppress noise, dust and vibration for boys using the oval.
- Northern Beaches Council and the NSW Government to collaborate with NBSC Balgowlah Boys Campus when designing the future facilities for the new open spaces. As the school is very constrained on its current site and has little open space, the creation of multi-purpose facilities for both sport and education that can be used by the school must be a key outcome (e.g. community rooms could be used as teaching spaces, toilet blocks as changing rooms for PE). The open space development, if

executed well, provides an opportunity to address some of the problems with the school's existing campus.

In summary, the primary purpose of this submission by the NBSC Balgowlah Boys P&C Association is to ensure the short and long term health (both physical and mental), amenity and continued high level of education for current and future students of the NBSC Balgowlah Boys campus (and the school community as relevant) is not compromised owing to the construction and operation of the proposed Beaches Tunnel Link.

Please contact me if you require any further information.

Yours sincerely



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