

I have approached this response from a personal viewpoint at a local level as I am able to comment by lived experience.

The concept of the project as a whole to alleviate peak hour traffic is positive and a great idea however when viewed as a sum of it's parts in the EIS the project has far more issues in the negative column than the positive.

I've taken the opportunity to highlight the follow select issues:

1. The Construction footprint.

- Being involved in the construction industry personally, I have to deal with site constraints on a daily basis. The identified site footprint and construction footprints are too large.
- Wakehurst Parkway east temporary construction support site needs to be re-aligned. Compulsory acquisition would be a better result for all than extending into Manly Dam bushland and catchment.
- The Balgowlah golf course site needs more protection zones to protect mature trees currently present between fairways. These trees are harder to replace.

2. Operational facilities

- a. With improvements in telecommunications why is there the need to locate an operation facility immediately at the tunnel exits? They would have reduced impact on the environment if located somewhat remotely.
- b. They could be housed in existing buildings or be purpose built in existing urban environments rather than requiring removal of vegetation in greenfield sites requiring removal of vegetation.
- c. The Balgowlah operational facility could be located at either Seaforth shops or Manly Vale industrial area, both existing commercial areas. This would allow even more of the Balgowlah golf course to be returned as green space to the community.
- d. The Wakehurst parkway operational facility could be located at Frenches Forest industrial park, conveniently located to also services the existing Warringah Rd.

3. Widening Wakehurst Parkway

- a. The impact of widening of Wakehurst parkway has been understated throughout the EIS. A four lane road which steals additional bushland from a national park and Manly Dam reserve is obtrusive and has arguably one of the biggest impacts on the environment.
- b. Underpasses for fauna as mentioned in the EIS need to be a priority. There needs to be multiple and they need to allow for animals as large as wallabies to pass through. Wallabies are by far the most regular road kill spotted along the parkway.
- c. Have overpasses been considered? They would allow for animals to pass and for vegetation grow and the two sides to be re-connected once more.

- d. Mountain biking is an important pastime in the Northern Beaches. A current issue which has the ability to be rectified or improved is the traversing of the parkway whilst going from one MTB track to another. Whatever crossing is constructed for fauna should also facilitate the crossing of mountain bikers, trail runners and bushwalkers. A four lane parkway would not be an easy obstacle to cross at ground level for man or beast.
4. Air quality
- a. The ventilation stacks should be filtered.
 - b. Condensing traffic into a confined and controlled environment provides an opportunity to capture exhaust fumes and improve air quality. The cost of filters should be seen as a community asset.
 - c. Gases and particles will disperse but the fact that the ventilation stacks will be a point of concentration. Although the models show the increased pollution with a do nothing approach that doesn't mean that the new concentrated locations are acceptable or welcomed.
 - d. As residents of Balgowlah and Manly Vale can attest from recent bushfires the valley which runs along Burnt Bridge Creek traps smoke, smog and air-borne particles. Relocating the exhaust of thousands of cars from a large surface area to a cauldron like valley does not make sense.
5. The next re-iteration of reports and planning for this project should move away from wishy washy language and provide certainty. The current language provides too large a scope for the government, planners, contractors to ignore important constraints, treat the environment with contempt and change the project to suit. This includes language such as
- a. Where feasible.
 - b. Where reasonable.
 - c. Acknowledge.
 - d. Best efforts.
6. The amenity and health of the cycleway and adjacent green corridor running alongside Burnt Bridge Creek has not been specifically addressed. This is a particular area of concern which I was not able to assess the impact to my satisfaction.
7. The public display process is flawed in that all the information sessions for each area were held on the same day and time each week, this did not allow me to attend my local session due to an existing weekly commitment.
8. Chapter 23 of the EIS, Hazards and Risk does not list the selection of head contractor. The attitude and skill of the head contractor and employees will impact the scope creep of negative impacts identified in the EIS.

Thank you for allowing myself to provide a response to the EIS.

Regards,
Nick Freeman