



Transport for NSW

# Beaches Link and Gore Hill Freeway Connection

Environmental Impact Statement



*Artist's impression of temporary construction support site on Flat Rock Drive looking north*

## Northbridge/Willoughby temporary construction support site

### Flat Rock Drive

This fact sheet outlines the key construction activities, timelines and the potential temporary construction impacts in your local area as outlined in the EIS. We encourage you to visit our interactive portal for more information, our interactive map, videos and to view the full EIS chapters.

We will be setting up a temporary construction support site at Flat Rock Reserve, at Northbridge on the eastern side of Flat Rock Drive. We will use this temporary site to support the excavation and fitout of the tunnels west towards Artarmon, east towards Middle Harbour and south towards Cammeray.

We need a temporary site that provides access to the middle section of the project, to allow safe and efficient construction of the tunnel. Due to the size and scale of the project, it is not practical to only carry out tunnelling from the end points of the tunnel.

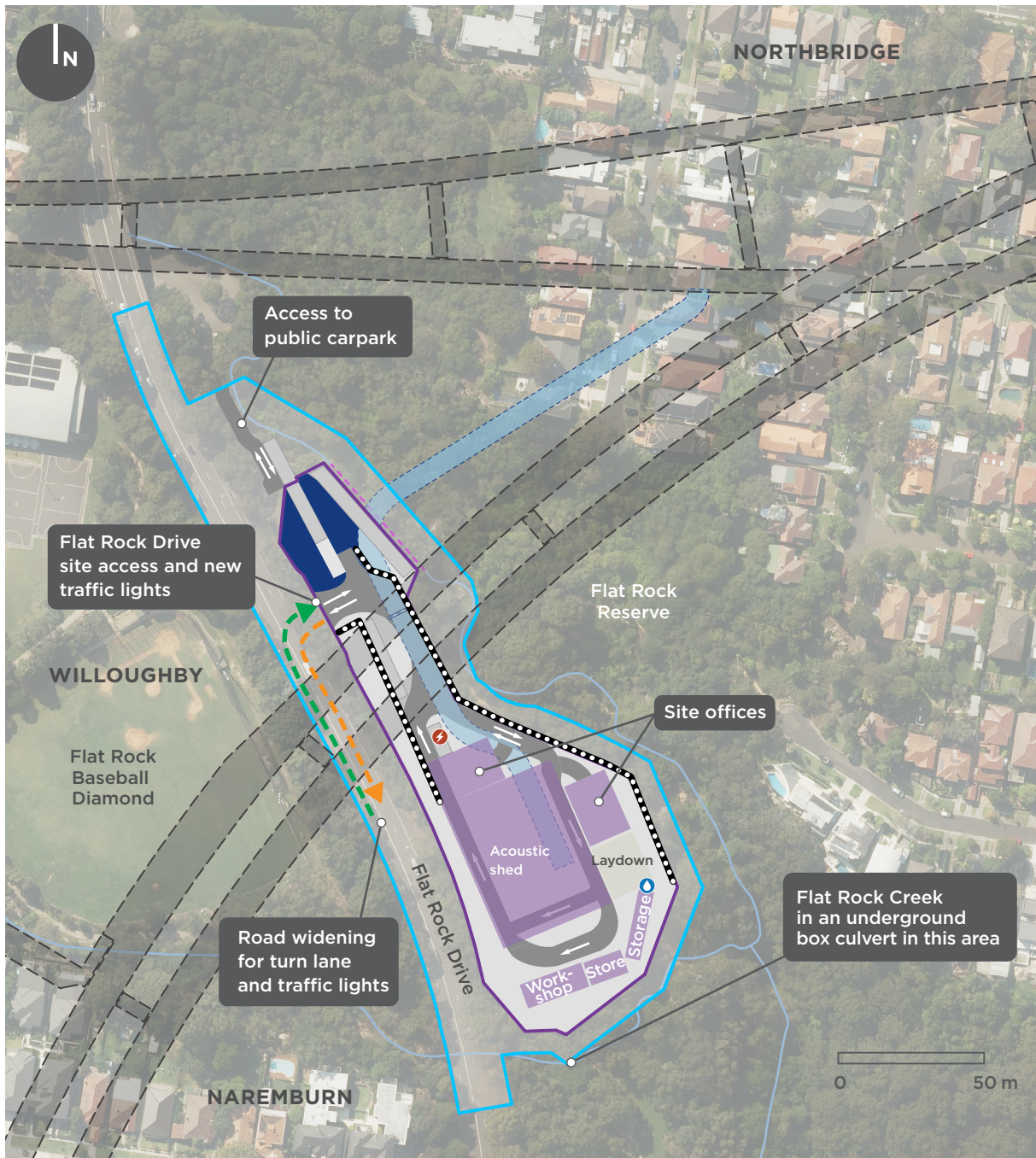
The project team undertook an extensive assessment of the options for the mid-tunnel site and considered community feedback. The eastern side of Flat Rock Drive was selected because it is both technically feasible for the tunnelling work, whilst having the lowest level of community impact.

The temporary site at Flat Rock Drive will:

- have no directly impact any private property or family homes
- have no impact on community sports facilities such as the baseball diamond, Willoughby Leisure Centre or the netball courts and car park
- have direct access to Flat Rock Drive, to avoid trucks travelling through local streets
- be surrounded on three sides by bushland minimising visibility of the site for the local community.



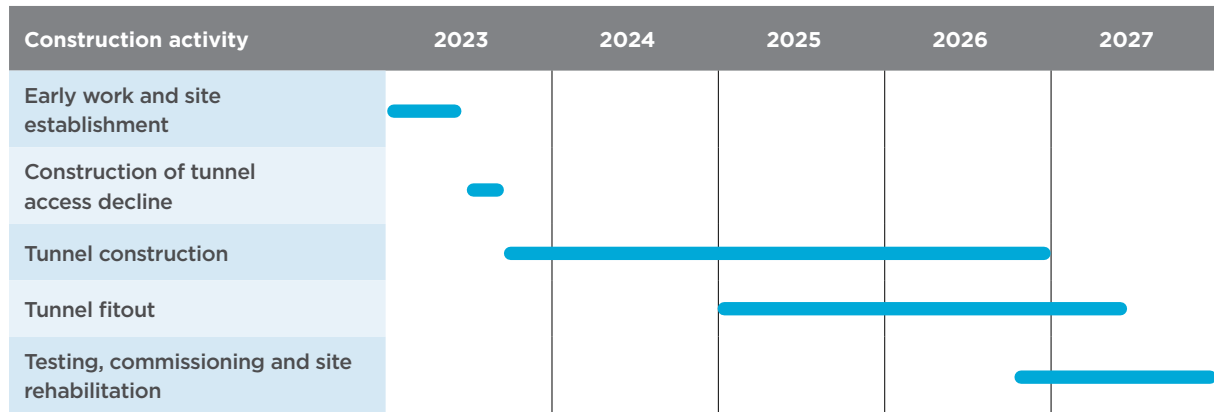
# Flat Rock Drive temporary construction support site



## Legend

- |                                     |                              |                                    |
|-------------------------------------|------------------------------|------------------------------------|
| Construction footprint              | Access decline (underground) | Wastewater treatment plant         |
| Temporary construction support site | Site access - in             | Substation                         |
| Construction site buildings         | Site access - out            | Indicative temporary noise barrier |
| Beaches Link driven tunnel          | New box culvert              | Carpark                            |
| Temporary site access               | Waterway                     |                                    |

## Flat Rock Drive temporary construction support site indicative construction program



### Duration



You may see us in this area for up to five years as we carry out our construction work, then demobilise the site and rehabilitate it for future use.

The construction peak at this site will be when we are tunnelling, which will be for up to three years.

### Hours of work



We will be tunnelling up to 24 hours a day, seven days a week. Once we are tunnelling, the majority of the work will take place deep underground and activity on the surface will reduce. Based on our planned tunnelling rate and depth we expect the impact from tunnelling to be minimal for residents as we will only be working directly under each property for about one week, and will generally be quite deep.

When tunnelling, our work will be as deep as about 105 metres (32 storeys) at Northbridge. Please see pages 28 and 29 for more detail on the indicative depth of tunnel in your local area.

The majority of the tunnelling work on the surface at this site takes place inside the acoustic shed, which manages the potential impacts of noise, dust and light spill. These sheds are closed at night to further reduce noise. There may be occasional deliveries and some light vehicle movements outside of standard construction hours.

General activities and spoil transport will only take place during standard construction hours.

For any work outside the standard construction hours, the community will be notified in advance.

### Traffic/vehicle movements



Access to the site will be via a temporary signalised intersection on Flat Rock Drive. From Flat Rock Drive/Brook Street, heavy vehicles will have access to the Warringah Freeway.

Local surface work for road widening, pedestrian and cyclist paths and utility adjustments will be required on Flat Rock Drive to build the signalised intersection and turning lane. Road widening work will be carried out on the eastern side of Flat Rock Drive.

At our construction peak, there will be around 545 heavy vehicle movements and around 355 light vehicle movements per day in this area (a vehicle travelling in and out of the site is counted as two movements). This will increase traffic, in the most impacted locations, by 3.1 per cent per hour during peak construction. Overall, this is a small increase to current traffic volumes. Please see page 38 for information about peak vehicle movements during construction.

## Waste management



Work in former landfill sites is not uncommon in Sydney, and there are established methods for safely constructing within such sites.

We have considered this in the design and planning for our tunnel access ramp, which aims to minimise disturbance of landfill.

Only about one per cent of the landfill material we need to remove at this site is landfill – the rest will be clean sandstone. The landfill is mainly old building materials and the removal will have no impact to local air quality or nearby waterways.

In accordance with the Environment Protection Authority's (EPA) preferred treatment methods, it is likely we would keep the landfill material onsite and re-bury it within a specially designed layer, a process called capping. Any landfill removal will be carried out in a controlled manner by experienced contractors. The work will adhere to well-established policies and procedures for removal of potentially contaminated materials including an Environmental Protection Licence (EPL) regulated by the NSW EPA, and a Construction Waste Management Plan which will be developed for the project. For more information, please see Chapter 16: Geology, soils and groundwater in the EIS.

## Impacts to community use of Flat Rock Reserve



The total site area is just under 1.2 hectares, which is less than five per cent of the Flat Rock Reserve bushland. We have located the temporary site in an area where the vegetation is generally around 20 years old to minimise impacts to old growth trees. The remainder of Flat Rock Reserve will continue to be available for use by the community during construction.

The shared user paths will remain connected around the eastern side of our site and the underpass of Flat Rock Drive will remain open throughout construction.

We will be minimising our impact on Flat Rock Creek and surrounds. Our Environmental Protection Licence (EPL), which is regulated by the NSW Environment Protection Authority (EPA), will include strict measures related to the quality of water leaving our site.

## Final form



We understand the importance of the Flat Rock area to the local community and we are committed to rehabilitating the site once our project is completed.

There will be opportunities to provide new recreation facilities or reinstate the site to bushland, depending on Council and community preferences.

We will work closely with Willoughby Council and in consultation with the local community on the final form of the site.

## Contact us



[nswroads.work/blportal](https://nswroads.work/blportal)



[1800 931 189](tel:1800931189)



[whtbl@transport.nsw.gov.au](mailto:whtbl@transport.nsw.gov.au)



Customer feedback  
Transport for NSW, Locked Bag 928  
North Sydney NSW 2059

Visit our interactive web portal  
Read the EIS, find out more or ask our  
team a question.



[nswroads.work/blportal](https://nswroads.work/blportal)

Our phone line is monitored 24 hours  
when work is taking place.



## Translating and Interpreting Service

If you need an interpreter, please call the Translating and Interpreting Service (TIS National) on **131 450** and ask them to telephone Transport for NSW on **1800 931 189**.

### Chinese (simplified)

若您需要口译员，请拨打 **131 450** 致电翻译与口译服务处 (TIS National)，并要求他们转拨 **1800 931 189** 致电 Transport for NSW。

### Italian

Se avete bisogno di un interprete, chiamate il servizio traduttori e interpreti (TIS National) al numero **131 450** e chiedete di telefonare a Transport for NSW al numero **1800 931 189**.

### Portuguese

Se necessitar de um(a) Intérprete, por favor, ligue para o Serviço de Tradução e Interpretação (TIS National), através de **131 450** e peça o telefone do Transport for NSW, através de **1800 931 189**.

Privacy Transport for NSW is collecting your personal information in connection with Beaches Link and Gore Hill Freeway Connection ("the Project"). In addition to collecting your name and contact details we may collect other information such as your submissions and other communications with us. We will retain and use this information for consultation purposes, including communications and analysis in connection with the Project. We will not disclose your personal information to third parties unless authorised by law and if we include your submissions in any public report we will not identify you. Providing your personal information is voluntary but if you do not provide it we may not include you on our stakeholder database and you might miss further consultation opportunities. Your personal information will be held by us and you can contact us to access or correct it. Please write to us at either [whtbl@transport.nsw.gov.au](mailto:whtbl@transport.nsw.gov.au) or Transport for NSW, Locked Bag 928, North Sydney NSW 2059.