Sydney's north-west has transformed in the last 20 years to become one of the fastest growing areas in the metropolitan region.

The growth of the northern suburbs has placed increasing pressure on key regional roads such as Epping Road and the Gore Hill Freeway, which are reaching capacity.

We need an integrated transport solution to create better road and public transport links.

The Lane Cove Tunnel offers a solution – freeing up city-bound traffic and returning streets to residents living along the route. It is part of Action for Transport 2010 - the Carr Government's ten-year plan to deliver new rail, bus and road links.

The Lane Cove Tunnel would complete a missing link in the Sydney orbital road network, delivering valuable travel-time savings to motorists and reducing fuel, freight and vehicle operating costs for businesses. It would also allow for significant improvements to public transport services throughout Epping, East Ryde, Lane Cove, Willoughby, Artarmon and North Sydney.

The Government has prepared an Overview Report to consult the community about the Lane Cove Tunnel.

I welcome your comments on this major project, which will provide lasting benefits for Sydney residents.

Carl Scully MP
MINISTER FOR TRANSPORT
MINISTER FOR ROADS

<table>
<thead>
<tr>
<th>CONTENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
</tr>
<tr>
<td>Need for the Project</td>
</tr>
<tr>
<td>Transport Planning</td>
</tr>
<tr>
<td>Project Objectives</td>
</tr>
<tr>
<td>Lane Cove Tunnel Proposal</td>
</tr>
<tr>
<td>Connections</td>
</tr>
<tr>
<td>Alternatives Considered</td>
</tr>
<tr>
<td>Ventilation and Air Quality</td>
</tr>
<tr>
<td>Environmental Issues</td>
</tr>
<tr>
<td>Transport Improvements</td>
</tr>
<tr>
<td>Public Transport</td>
</tr>
<tr>
<td>Epping Road</td>
</tr>
<tr>
<td>Community Involvement</td>
</tr>
<tr>
<td>Consultation Process</td>
</tr>
</tbody>
</table>
The NSW Government is committed to improving Sydney’s transport network and has developed Action for Transport 2010 – a fully funded ten year construction plan for new rail, bus and road links.

Action for Transport 2010 includes the proposed Lane Cove Tunnel, a new road link between the M2 Motorway at East Ryde and the Gore Hill Freeway at Artarmon.

The Roads and Traffic Authority has investigated six options for the Lane Cove Tunnel:

**Option H1** a long tunnel from the Lane Cove River under Mowbray Road West to the Gore Hill Freeway.

**Option H2** a short tunnel from Sam Johnson Way under Mowbray Road West to the Gore Hill Freeway.

**Option H3** a long tunnel from the Lane Cove River under Epping Road to the Gore Hill Freeway.

**Option H3A** two short tunnels, one from the Lane Cove River to the western side of Stringybark Creek and the second from the eastern side of Stringybark Creek to the Gore Hill Freeway.

**Option H4** a short tunnel from Johnston Crescent under Epping Road to the Gore Hill Freeway.

**Option H5** a short tunnel from Tantallon Road under Epping Road to the Gore Hill Freeway.
Sydney is Australia’s largest population centre, commercial and industrial development making it a key economic centre in the Asia-Pacific region. Today there are more than four million vehicles on NSW roads, with more than 50 per cent of vehicles located in Sydney.

The expanding commercial centres of Chatswood, St Leonards, North Sydney and North Ryde generate significant jobs growth. An efficient and accessible road network is critical for further business growth in the region.

In particular, the north-west region is one of the fastest growing population centres in the greater metropolitan area. More efficient public transport links are needed to encourage less car usage and improve Sydney’s air quality.

The NSW Government recognises that integrated road and transport improvements are needed along Sydney’s north-west and northern corridors for commuters, businesses and local residents.

The Government’s Action for Transport 2010 includes the construction of the Parramatta Rail Link, a $1.4 billion, 27 km heavy rail link from Parramatta to Chatswood via Epping. The Parramatta Rail Link is the longest rail line to be built in Sydney since the Blacktown to Richmond line was constructed in 1864. It will link universities,
hospitals and business centres along the route. For more details on this project see: www.transport.nsw.gov.au.

For local motorists, traffic congestion along Epping Road and Mowbray Road West is making short journeys to shops, schools and other community facilities increasingly difficult and time consuming.

Heavy traffic volumes make it harder for residents living along Epping Road and Mowbray Road West to enter or leave their driveways safely. Busy roads make it more hazardous for local pedestrians and shoppers to cross the street and increase the risk of accidents for cyclists.

High traffic volumes increase noise levels and reduce air quality in residential areas.

Traffic delays also impact on local businesses wishing to access customers and suppliers. In addition access to essential services such as Royal North Shore Hospital has become more difficult during peak times.

North-facing ramps to and from the Warringah Freeway at Falcon Street were once planned as part of the Gore Hill Freeway, but were never built. This has increased congestion along the Pacific Highway at North Sydney and surrounding local areas.
Between 1981 and 1991, Sydney’s population grew by 12 per cent but was overtaken by 14 per cent growth in car ownership and 20 per cent growth in car use.

The NSW Government is rebuilding the public transport system to encourage the community to use it more often, to reduce traffic congestion and improve air quality. Action for Transport 2010 sets out a plan to deliver a more integrated public transport system well into the next century.

Initiatives such as transit lanes and bus priority measures increase bus patronage and help to improve air quality. The Lane Cove Tunnel would provide further opportunities to expand these public transport improvements.

The Lane Cove Tunnel provides the missing link in Sydney’s orbital road network and will alleviate these problems caused by traffic congestion along the route.

Completion of the Lane Cove Tunnel would enable Local Area Improvement Plans for public transport and traffic improvements to be developed to maximise benefits arising from less through traffic on Epping Road and surrounding local streets, including opportunities for better bike access.

Local Area Improvements

The RTA in consultation with local councils and the community will develop Local Area Improvement Plans (LAIP) to optimise local traffic improvements as part of EIS process. The process will:

- Include Lane Cove, Willoughby, North Sydney and Ryde council areas.
- Maximise benefits to local communities.
- Be part of the EIS process.
- Improve amenity and access in local areas.

Bus patronage has increased dramatically with the introduction of transit lanes and bus priority measures. These initiatives have improved Sydney’s air quality. Above is the highly successful transit lane on the harbour bridge.

Route of the Parramatta to Chatswood Rail Link.
The preferred option for the Lane Cove Tunnel and transport improvements would:

- Reduce traffic congestion along Epping Road and Mowbray Road West.
- Improve travel times for freight, commercial and private vehicles.
- Make traffic conditions safer for local pedestrians and cyclists.
- Improve access to health and education services such as Royal North Shore Hospital, Macquarie University, Macquarie Shopping Centre and Chatswood Shopping Centre.
- Improve access to jobs in business centres at North Sydney, Lower North Shore, St Leonards, Artarmon, North Ryde, Chatswood and Lane Cove.
- Improve public transport links, including transit lanes on Epping Road and the Gore Hill Freeway.
- Reduce through traffic in local streets.
- Provide more residential parking, bus bays and landscaping.
- Reduce the impact of traffic on local streets, improving air quality and reducing noise.

The LCT would provide reduced travel times to important job centres including North Ryde, Chatswood, St Leonards, North Sydney and Macquarie Centre.

Objectives

The Lane Cove Tunnel would:

- reduce traffic volumes on surface roads
- provide a missing link in Sydney’s orbital road network
- improve public transport in north western Sydney
- improve conditions for buses, cyclists and pedestrians
- reduce travel times for motorists, freight and business vehicles
- improve local amenity
- manage and contain the trend for traffic growth in the corridor
- minimise or prevent adverse environmental impacts
- minimise any construction impacts
- minimise any visual impacts
- be developed in consultation with the local communities.
**The Proposal**

Key elements include:

- twin two-lane tunnels between the M2 at East Ryde and the Gore Hill Freeway at Artarmon
- upgrade interchange at Pacific Highway/Gore Hill Freeway/Longueville Road
- upgrade the intersection of Epping Road and Mowbray Road West
- Epping Road reduced from six to four lanes, reinstate right turns and parking
- transit lanes on Epping Road
- widen Gore Hill Freeway with the addition of a transit lane in each direction
- north facing ramps to and from the Warringah Freeway at Falcon Street

**Epping Road/Mowbray Road West**

A signalised intersection at Epping Road and Mowbray Road West would maintain all movements between the two roads, but not between Mowbray Road West, the tunnel and M2.

**Western Tunnel Portals**

Tunnel portals would be located on Epping Road, east of the Mowbray Road West and Epping Road intersection.

**Entrance at Epping Road**

Direct M2 link to the western tunnel portal. Epping Road eastbound traffic would access the tunnel portal via a merge lane. An exit ramp would enable westbound traffic to join Epping Road after the tunnel exit.

**Twin Two-Lane Tunnels (3.4km long)**

Starting just east of Mowbray Road West/Epping Road intersection, the tunnels would continue southeast beneath Epping Road and Stringybark Creek to Longueville Road, joining the Gore Hill Freeway east of the Pacific Highway.
The Lane Cove Tunnel is estimated to cost $550 million funded by a toll. Only traffic using the tunnel and the new ramps at Falcon Street would be tolled – proposed to be about $2 and $1. Electronic tolling would be used. Subject to planning approval the project would open in 2004.

**Pacific Highway Connection Eastbound**
A single lane eastbound tunnel departs near Parklands Avenue and continues along the northern side of Longueville Road and connects to the loop road around the “Northview” apartments (●) and joins the Pacific Highway at the intersection with the Gore Hill Freeway.

**Eastern Tunnel Portals**
The eastern tunnel portals are located on the Gore Hill Freeway east of the Pacific Highway.

**Pacific Highway Connection Westbound**
Traffic from the Pacific Highway wishing to travel westward in the tunnel would enter via a ramp at Broughton Road on the eastern side of the Pacific Highway. The ramp would loop clockwise and enter a tunnel east of Alto BMW (●) and connect to the westbound main tunnel.

**Gore Hill Freeway**
The Gore Hill Freeway widened to create a Transit Lane in each direction from the Pacific Highway to Warringah Freeway. Widening only on the northern side of the Freeway.
Features of the preferred Lane Cove Tunnel option include:

**The Mowbray Road West**
- A signalised intersection at Mowbray Road West is retained, enabling all-direction traffic movements between Mowbray Road West and Epping Road. This intersection would be relocated east along Epping Road.
- There would be no direct connection between Mowbray Road West and the M2 Motorway or the Lane Cove Tunnel.
- A new bridge for Epping Road built over the Lane Cove River, north of the existing bridge to enable the construction of tunnel portals and a new eastbound carriageway.
- Entry to the tunnel would grade down from the eastern end of the Lane Cove River Bridge.

**Pacific Highway**
- Entry and exit ramps constructed at the Pacific Highway are located mostly in tunnel to limit surface impact.
- An exit tunnel under the north-west corner of the Pacific Highway and Longueville Road.
- Additional landscaping to improve the urban amenity at the juncture of the tunnel entrances at the Pacific Highway and the Gore Hill Freeway.
- New noise attenuation structures to extend the current design theme adopted along the Gore Hill Freeway.

**Mowbray Road Connections**
The connections at the western end of the tunnel are designed to:
- link the M2 to the tunnel
- maintain Epping Road links
- provide access from Epping Road to the tunnel in both directions.

**Pacific Highway Connections**
The connections at the eastern end of the tunnel would:
- link with the Gore Hill Freeway east of the Pacific Highway
- provide access to the Pacific Highway via a loop on-ramp from Broughton Road and a loop off-ramp behind the Northview apartments
- provide a new right hand turn from the existing Longueville Road off-ramp onto the Pacific Highway
- merge eastbound traffic on Longueville Road with the Pacific Highway on-ramp
- widen the Pacific Highway from Howarth Road to Longueville Road by an additional lane
- provide a right turn lane from the Pacific Highway to the tunnel on-ramp.

Traffic along Mowbray Road West would be reduced by the tunnel.
**Falcon Street**

- New north facing ramps from Falcon Street to the Warringah Freeway.
- Access to the freeway for Military Road traffic via ramps to reduce through traffic in residential areas.
- Opportunity for a bus lane eastbound on Falcon Street from the existing off ramp to Ben Boyd Road.
- Cyclists travelling south on Warringah Freeway would cross the off ramp and continue south at a dedicated ramp crossing or access Falcon Street via the new off ramp.
- Cyclists from Falcon Street wishing to travel north on the Warringah Freeway would access the northbound shoulder on its western side by the existing stairs and ramp from Falcon Street.

**Gore Hill Freeway**

Key features of the Gore Hill Freeway upgrade are:

- transit lanes which bypass merging Pacific Highway/ Epping Road/ tunnel traffic
- widening on the north/eastern side of Gore Hill Freeway between Reserve Road and Merrenburn Avenue
- widen viaduct by a bridge with noise walls
- transit lanes initially designated as T2 lanes, changed to T3 or Bus Lane as demand requires.

**Falcon Street Ramps**

The new ramps will:

- minimise North Sydney/Crows Nest/St Leonards congestion
- enable southbound traffic from the Warringah Freeway to access Falcon Street and Military Road
- buses and high occupancy cars would benefit from travel time savings by using the transit lanes.

New Falcon Street ramps would reduce traffic in local streets.
The envelope of the tunnel route options lie between Epping Road (H3) and Mowbray Road West (H1). The preferred route H3A is generally under Epping Road.

Mowbray Road West Intersection

Two arrangements for the Mowbray Road West and Epping Road Intersection were considered:

- **Option 1:** All movements at Mowbray Road West would be allowed to Epping Road at a signalised intersection. There would be no access from the M2 or tunnel to Mowbray Road West.
- **Option 2:** Mowbray Road West would be closed in a cul-de-sac at Epping Road.

---

ALTERNATIVES CONSIDERED

Tunnel Route Options

Mowbray Road West Intersection

Preferred Option 1
H3A - Epping Road

Option 2
H3 - Epping Road

Option 3
H1 - Mowbray Road West

Legend
- Most Preferred
- Less Preferred
- Unacceptable

Capital Cost
Property Effects
Construction Vibration
Environmental Effect
Air Quality
Community Support

Legend
- Most Preferred
- Less Preferred
- Unacceptable

Mowbray Road West Intersection

Preferred Option 1
All Movements at Mowbray Road West

Option 2
Close Mowbray Rd West

Legend
- Most Preferred
- Less Preferred
- Unacceptable
Two options for Epping Road were considered:

- Narrow Epping Road and reinstate right hand turns
- Maintain Epping Road and no right hand turns.

The preferred location for tunnel entrance/exit to the Pacific Highway is at Broughton Road (entry only) and Loop Road (exit only).

Burley Street entry/exit was not selected due to the high cost and impact of property acquisition and high noise levels.
Three possible options for tunnel ventilation are:

- A single vent stack near the main western portal at E(w) or F(w)
- A single vent stack near the eastern portal at C(e), E(e) or F(e)
- Both a western and eastern stack but smaller versions.

### Western Vent Stack Position

- **Preferred Option 1**: E(w) South of Shell Service Station
- **Option 2**: F(w) Sam Johnson Way

### Eastern Vent Stack Position

- **Option 3**: E(e) Marden St (West)
- **Option 4**: F(e) Marden St (East)
- **Option 5**: C(e) Pacific Highway (Gore Hill)
The tunnels would be mechanically ventilated to maintain air quality in the tunnels and in the surrounding areas, consistent with other current road tunnel projects in NSW.

The ventilation system would be designed to meet stringent air quality goals set by the Department of Urban Affairs and Planning (DUAP) on advice from the Environment Protection Authority (EPA).

Fresh air would enter the tunnel at portals or through fresh air inlets. Emitted air would be discharged through a vent stack.

There are three options for tunnel ventilation:

1. A single stack near the main western portal south of Epping Road
2. A single stack at Marden St, Artarmon
3. Both (1) and (2) but smaller stacks.

Based on initial air dispersion modelling current air quality goals would be easily achieved and additional air treatment systems would not be required to meet health goals.

An examination of possible air treatment systems and emerging world’s best practice in tunnel ventilation will be undertaken during the preparation of the EIS.

The currently preferred option, subject to a full environmental assessment, is a single stack near the western portal south of Epping Road.

Further air dispersion modelling will be undertaken during the early stages of the EIS process to confirm that the ventilation system proposed would achieve the set goals.

Further community consultation will occur before a decision is taken on the preferred option for the ventilation stack's location.
Urban Design

The construction of the Lane Cove Tunnel would enable improvements in urban design in areas along the route. Ramps and tunnel portals would be designed to complement the built and natural environment.

New road connections and entryways to the tunnel would be located in a landscaped setting using colours of local shales and sandstones where possible.

Reducing through traffic along Epping Road would better accommodate local traffic, public transport, cyclists and pedestrians by integrating Epping Road into the local surroundings at the Lane Cove shopping precinct, parks and Tantallon Oval.

Local Environment

The Lane Cove Tunnel would be located along the densely populated residential and commercial areas of northern Sydney. The local environment is characterised by urban development along ridgelines and plateau areas. Bushland is present along deeper creek lines such as Stringybark Creek and foreshore areas of the Lane Cove River.

The EIS will provide a comprehensive assessment of all environmental issues.

Social Effects

People living in the vicinity of the proposed Lane Cove Tunnel have a strong sense of community and identity. Many residents actively participate in community affairs and have contributed to the development of the Lane Cove Tunnel proposal to date.

Recreational and community facilities and services within the area are extensive and include Lane Cove shopping precinct, large areas of bushland and the Lane Cove River, neighbourhood centres and sporting facilities. Parks within the area include Tantallon Park, Batten Reserve,
Goodlet Reserve and Helen Street Reserve.

The Lane Cove Tunnel would provide the opportunity to reunite Lane Cove North and Lane Cove for residents living between Centennial Avenue and Longueville Road.

**Natural Environment and Heritage**

The area surrounding the Proposal is largely an urban environment. Aquatic habitats within the corridor include Stringybark Creek, a small lake south of Epping Road and north of Sam Johnson Way, and the Lane Cove River on the western boundary of the corridor.

Terrestrial habitats are also present including bushland areas along the Lane Cove River National Park, Batten Creek Reserve and Stringybark Creek. These natural areas are habitats for a number of species including those protected by State and Commonwealth legislation. There are many aboriginal sites, heritage items and conservation areas within the Lane Cove and Willoughby areas.

The EIS will assess the need for any measures to mitigate adverse impacts.

**Noise**

The Lane Cove Tunnel would reduce traffic noise along the route with through traffic placed in tunnel.

A number of residential, commercial and industrial areas lie in close proximity to the proposed eastern and western portals of the tunnel and the access ramps on Falcon Street and the Pacific Highway. These areas may experience some noise impact during the construction and operational phases of the project.

The future environmental assessment phase would include an extensive noise and vibration monitoring program during the construction and operational phases. An environmental management plan would be prepared detailing noise and vibration monitoring measures to ensure goals are complied with during all phases of the project.

**Air Quality**

- The Lane Cove Tunnel would reduce traffic congestion and improve air quality along Epping Road and Mowbray Road West where traffic levels would decrease.
- Public transport improvements will improve air quality.
- For further information about air quality see Ventilation and Air Quality (page 15).
Dedicated Cycle Lane
Extending from Mowbray Road West to Moore Street.

Cycle Lane
A lane from Moore Street to Centennial Avenue could be provided where car parking was not required.

Dedicated Cycle Lane
The lane from Centennial Avenue to Longueville Road would be dedicated to cyclists.

Right hand turns along Epping Road
Reinstate right hand turns and parking along Epping Road.

Transit Lanes along Epping Road

Benefits
- Improved public transport.
- Improved travel times and access for local residents.
- Improved quality of life for residents due to improved amenity and reduction in local traffic noise and air pollution.
- Regional environmental improvements through reduced noise and improved air quality.

New arrangements along Epping Road and the Gore Hill Freeway would improve bus access and provide safer routes for cyclists and pedestrians.
The Proposal

Key features include:

- transit lanes east and westbound on Epping Road from Pacific Highway to west of Lane Cove River
- transit lanes east and westbound on the Gore Hill Freeway from Pacific Highway to the Warringah Freeway
- bus bays on Epping Road to improve transit lane travel times
- bus priority signals on Epping Road at Centennial Avenue and Longueville Road
- cycle facilities on Epping Road from Mowbray Road West to Pacific Highway
- improve local roads through traffic calming or closures
- Falcon Street north facing ramps would reduce traffic in Crows Nest and North Sydney.
Rail Services

The Parramatta Rail Link will begin operation in 2006 and will provide vital extra capacity to the CityRail network, allowing more services to be introduced between Western Sydney and the CBD. Five new train stations will be built at Macquarie University, Macquarie Park, Delhi Road in North Ryde, UTS Ku-ring-gai and a new Rosehill-Camelia station.

Buses

State Transit and private bus operators provide more than 480 bus services every week along the Lane Cove-Gore Hill corridor and in Ryde, Baulkham Hills and Castle Hill.

The Lane Cove Tunnel would reduce travel times on existing bus routes as traffic congestion eases. It would allow new commuter bus services to be introduced on the Lane Cove Tunnel or Epping Road and the upgraded Gore Hill Freeway Transit Lanes. The tunnel would also allow additional bus priority measures to be implemented.

Cyclists and Pedestrians

Reduced through traffic on Epping Road would make it safer for pedestrians. The needs of pedestrians will be considered in detail during the design for each area.

Cyclists currently using the M2 access Epping Road via the Delhi Road on/off ramps. It is proposed that this arrangement be maintained. Cyclists using the Gore Hill Freeway would join Epping Road without crossing on/off ramps.

The transit lane crossing would be marked for cyclists at Pacific Highway on/off ramps.

On the Gore Hill Freeway cyclists would use the road shoulder next to the transit lane.

Access to the Lane Cove Tunnel by cyclists and pedestrians would be prohibited for safety reasons.
The Lane Cove Tunnel would reduce through traffic on Epping Road and create opportunities for improved public transport links, transit lanes and enhanced local amenity. Epping Road would be designed to include a cycleway where car parking is not required, new bus stops and additional landscaping.

**Further Opportunities**

- Redesign Epping Road streetscape, allow on-street parking, landscaping and improved public transport.
- Improve access across Epping Road, especially at Longueville Road, Elizabeth Street and Johnston Crescent.
- Maintain and widen existing footpaths where possible.
- Introduce bike lanes or parking lanes along Epping Road.
- Improved bike access to bushland and creek areas behind Tantallon Oval and Stringybark Creek and a safer route for cyclists to Macquarie University.
- Reunite the local community currently divided by through traffic on Epping Road.
- Opportunities on Mowbray Road West for councils to introduce further local traffic calming measures.
Stakeholder, local council and community consultation has been an important element in the development of the preferred option for the Lane Cove Tunnel.

In February 1997, the community was asked by the RTA to comment on schemes for improvements to Epping Road at Lane Cove. The response indicated considerable support for a longer tunnel. The Minister for Roads, the Hon Carl Scully MP set-up the M2-Epping Road Task Force comprising the mayors of Lane Cove, Willoughby, North Sydney and Ryde Councils to further examine tunnel options.

Six tunnel schemes were placed on public display in early 1998. The schemes involved long and short tunnel options along the Mowbray Road West or Epping Road corridors. Community feedback was obtained through discussions with the task force, public meetings and a questionnaire.

The consultation process indicated support for:

- A long tunnel.
- Preference for a western vent stack.
- No restrictions to traffic movements between Mowbray Road West and Epping Road.
- Narrow Epping Road to four lanes (two through lanes in each direction).
- Reinstate right hand turns along Epping Road.
- Minimise any environmental impacts.

The Lane Cove Tunnel Overview Report will provide the basis for the next stage in community discussion and the development of the EIS.
Community and Stakeholder Consultation
Public display, questionnaire and public feedback

Councillors
Asked for comments

Public Display
Questionnaire and public feedback

Community and Stakeholder Consultation
Public meetings, letters and telephone hotline, public display, questionnaire and public feedback

Written Comments
Public meetings, letters and telephone hotline, public display, questionnaire and public feedback

STAGES

Feasibility Study
Analysis of issues
Justification of proposal
Development of tunnel scheme
Traffic studies
Economic analysis

Route Strategy Summary Report
Preliminary environmental studies for key issues.
Refinement of design

Preparation of Environmental Overview Report
Selection and development of preferred scheme.
Outline of preferred scheme and key environmental issues
Outline opportunities for further community and stakeholder consultation

The Current Stage

The Next Step
More Consultation
This Environmental Overview Report outlines the preferred scheme for the Lane Cove-Gore Hill Corridor. The Roads and Traffic Authority will seek public, business and local government comment on the preferred scheme before proceeding to the next stage. Please complete and return the attached questionnaire by End February 2000

APPROVALS

RTA Review of Submissions and Proposal
Review of proposal in light of submissions received

Department of Urban Affairs and Planning
Assessment by Department of Urban Affairs and Planning of proposal

Project Approval
Consideration for Approval by Minister for Urban Affairs and Planning, subject to any conditions
Your comments on the proposed Lane Cove Tunnel would be greatly appreciated by the RTA. After you have read this Overview Report please fill out the short questionnaire below.

► Do you think the proposed Lane Cove Tunnel will benefit your local area?  
   YES ☐  NO ☐  
   Please give your comments:

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

► Do you support the proposed scheme?  
   YES ☐  NO ☐  
   Please give your comments:

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

► Do you think the proposal can be improved?  
   YES ☐  NO ☐  
   If yes, please give your suggestions.

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
Do you have any other comments?

Name:  
Address:  
Telephone: (optional)

Please return your comments by end of February 2000.

Displays can be viewed from 23 December 1999 to 11 February 2000 at:

Your local library or the following Council Chambers:

Lane Cove Municipal Council  Willoughby City Council  
48 Longueville Rd, Lane Cove  31 Victor St, Chatswood

Ryde City Council  North Sydney Council  
35-41 Blaxland Rd, Ryde  200 Miller St, North Sydney

To return this Questionnaire fold in the places indicated and seal. Mail your completed questionnaire (no stamp needed) to the address below or contact us on:

Telephone: 9831 0064  
Fax: 9831 0036  
Internet: www.rta.gov.au