

Director - Infrastructure Projects
Department of Planning and Environment
Number: SSI 13_6136
Major Projects Assessment
GPO Box 39
SYDNEY NSW 2001

Re: NorthConnex Trelawney Street tunnel support facility.

Some points of concern for us as residents.

It is my view that the proposed location of the Thornleigh site on the eastern side of Pennant Hills Road is inappropriate and construction would be better sited on the western side occupying land bound by the railway line, Pennant Hills Road, and Phyllis Avenue.

- I have been told that the facility will be “no taller than Jax Tyres”, but this building, whilst 2-storey height at Pennant Hills Road end, does not stay that height. The current buildings and structures cascade down in height as the buildings progress down the hillside. If the structure stays consistent in height, as it appears on the diagrams, it will be very high at the eastern side of the structure. This will be an extremely high embankment, and people down the hill from the structure will feel like they are living at the bottom of a cliff.
- Entry to the facility by trucks heading south on Pennant Hills Rd will considerably slow traffic. We are wondering if the kerbside lane southbound would end up with a backlog of trucks entering, effectively reducing that section of roadway to 2 lanes. Will the trucks take up 2 lanes as they turn left into Loch Maree Avenue?
- Will the roadway in Loch Maree Avenue be built up higher to facilitate trucks entering, then have a steeper slope down the hill, making it more convenient for the trucks, but causing an adverse impact on the houses towards the top of Loch Maree Avenue?
- The diagram showing the trucks leaving the facility shows them leaving almost exactly halfway between Trelawney Street and Loch Maree Avenue, which is where the right turn lane begins. To join the back of the queue turning right, which is often full, the trucks would have to come out at 90 degrees and go across to the right turn lane, effectively blocking all lanes southbound on Pennant Hills Road until they had completed their manoeuvre, which could take up to 2 ½ minutes depending on the traffic light cycle. Once they get to the round-about on Phyllis Avenue, very few trucks (or buses) can manage a U-turn, and will be forced to do a 3-point turn at the round-about.
- If the Trelawney Street tunnel support facility was built on the other side of the road, it would solve a lot of problems. If it took up the triangular piece of land between the railway line, Pennant Hills Road and Phyllis Avenue, there would be buffers on all sides for all residents. This land is still directly over the tunnel, so we expect it would still comply with all requirements for the site.
- There would only be 3 businesses displaced – the Caltex station, Millers storage facility, and the Ibis Hotel. The majority of the hotel's customers are busloads of Korean tourists, and it probably would not matter if they were in Thornleigh, or

Parramatta, or Hurstville, or anywhere else within a set distance from Sydney CBD.

- We were told that it's too late to change the site as the purchase of the site properties had already taken place, but this was done well before the consultation time-frame expired. This gives the impression that the consultation process with the residents is merely an exercise in public relations and our views have no bearing on the outcome. If the site was moved to Phyllis Avenue, the land purchased on the Trelawney street/Loch Maree Avenue site could then be sold for town houses and units at a profit.
- Trucks would be able to position themselves further up Pennant Hills Road to be in the turning lane at Phyllis Avenue. Doing a right-hand turn onto the facility site at the round-about in Phyllis Avenue is manageable, and trucks would have lights to get them back into the traffic on Pennant Hills Road. The only people disturbed by the noise would be Bunnings, McDonalds and the Community centre.
- The trucks will be disturbing the Phyllis Avenue traffic anyway. Why do double manoeuvres and disturb both sides of Pennant Hills Road? A Phyllis Avenue site would streamline and speed up truck movements, and make entry and exit to the site much easier.
- Because the trucks would not be disturbing residential areas as directly, trucks could possibly come and go 24 hours/day. They would have lights to get trucks in and out of Phyllis Avenue where the facility entrance could be sited at the roundabout..
- When work is completed and the tunnel is in use, the facility would be less visible, and could be made to blend into the surrounding area especially if the trees were maintained and added to. On the Trelawney Street site, the facility will always stand out and look like an industrial site sharing a fence with residential houses.

If the construction goes ahead on the currently proposed site, the following points will be of concern.

- Parking – although parking for the workers is proposed to be sited in Pioneer Avenue, many staff, especially if they are running close to time for the commencement of their shift, will simply park in the streets nearby. Parking is already increasing in the residential streets, and this worksite will make it a nightmare for residents if workers park on the local streets. What guarantees can you give that workers will not park in the adjoining streets?
- Noise – the acoustic shed shown on the diagram is only around the shaft and the spoil storage. This means that the noise of every vehicle will be carried throughout the valley. What steps are being taken to mitigate the noise of all the vehicles on the site, as well as the noise of them coming and going? If the Phyllis Avenue site was chosen, the noise would be buffeted by Pennant Hills Road.
- Noise Compliance – what guarantees do we have that noise will be kept to a reasonable level, and what penalties will be imposed if levels are breached? We need independently verifiable sound monitoring with the results available on the internet in real-time. We also need significant penalties, eg. shutting the site down when these levels are exceeded

- Perceived Danger – having an extremely high surface where heavy trucks are working, with a huge drop to space below, with suburban houses and residents at the base, gives the impression of risk. You may say that the chances of a vehicle ever going over the edge is minimal, but if you live at the bottom of drop, you will NEVER feel safe in your own home.
- Aesthetics – if it was separated from residential buildings, especially as it is a permanent facility, the long-term damage to our residential area would be minimised. In this day and age, no other heavy industry building is permitted to be built directly against residential housing – there is always a road between housing and industry, then an area of greenery, eg grass and trees. This structure is not just for the duration of the tunnel building, it is there permanently.
- Level building site – the site between Trelawney Street and Loch Maree Avenue will have to be raised the equivalent of a multi-storey building to work viably, whereas the Phyllis Avenue site is relatively level.

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