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25th August 2014

Attn. Director-Infrastructure Projects
Dept. of Planning and Environment
Application No. SSI 13_6136
Major projects Assessment
GPO Box 39
Sydney NSW 2001
Ref. North Connex Tunnel Construction
Trelawney St. Support Facility.

Department of Planning
 Received
 27 AUG 2014
 Scanning Room

Dear Sir,

My wife and I are generally in support of the Proposed Tunnel to hopefully minimise the current peak hour chaos on Pennant Hills Road (Cumberland Highway) and reduce the incredible number of 'B-double Trucks' using this route 24/7, however on inspection of the proposed (illustrated) support facility at the Pennant Hills Road end of Trelawney St. we are amazed that this facility will be used as a Construction site from 2015 to 2019 (the projected completion date).

The impact on Loch Maree Ave., Trelawney St. and Nelson Street will be of monumental disruption with 'trailer' dump trucks operating 24 hours per day, 7 days per week.

There are obvious important impacts which do not seem to have been addressed as follows:

- 1. The three streets are all residential and other than the local bus route, large and heavy vehicles above 5 tonnes should not be allowed access 24/7 due to noise pollution especially as these streets have a substantial incline causing low gears to be used at all times.**
- 2. These streets have not been constructed to a standard to support such vehicles for such an extended number of years.**
- 3. The intention to remove of the order of 400,000 tonnes of 'spoil' during construction in our area is alarming, to say the least.**
- 4. Considering the peak hour impact from 7.00am to after 9.00 am during the week on Pennant Hills Rd travelling South in this area for the duration of construction (min. 4 years) and the traffic growth over this time I fail to see how trucks can enter and leave the site onto Pennant Hills Road at '1 minute intervals' from the Loch Marie traffic lights. One assumes that trucks will be entering Pennant Hills Rd. to turn either South or cross 3 lanes of traffic to turn North ! This will be impossible with the current traffic light sequence of 20 seconds from Lock Marie Avenue, with Pennant Hills Road phased for over 2 minutes. The queue to access and egress**

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from Loch Marie Ave. would be intolerable, impacting heavily on the residential amenity of the area, especially with the high number of Townhouses on the Southern side. The peak traffic can also occur at weekends.

5. The intersection at the bottom of Trelawney Street and Loch Marie Ave is quite dangerous, being almost a 'Y' profile with no traffic control signs. With Loch Marie Ave. blocked there would then be an attraction for these trucks to divert left and travel up the Nelson St. hill (noise) to access Pennant Hills Road. This is a dangerous intersection with no lights, hence the recent installation of a pedestrian refuge island. One could almost expect trucks coming back from the 'North' to use Nelson St. as an easy route to Trelawney St. rather than approaching from the Loch Marie lights.
6. Notwithstanding all the above, the Australian/Chinese Church on the South corner of Loch Marie Ave and Pennant Hills Road fills both sides of Loch Marie Ave. with parking on a Sunday from early in the morning until mid-day. It would be impossible for trucks to safely use this Street during this period.
7. The illustration looking up Trelawney St. shows the structure of the Support facility on a massive embankment (Landscape notwithstanding) so the facility can be level with Pennant Hills Road. This is an unbelievable impact on residences on the other side of Trelawney St. and further East of the site. What effect will this have on adjacent land values?
8. I understand that provision has been made in the E.I.S. for the parking of up to 100 contractors vehicles East of the Construction site for the 4 years of work. This specifically refers to Trelawney Street, the Eastern section of Loch Marie Ave. Nelson St. and the associated 'Cul-de-sacs'. If this happens 24/7 –for instance- how do the garbage contractors access kerbside bins early on a Tuesday morning? Due to the hilly nature of the area visitors to many of the Townhouses use the kerbside outside Residences and Townhouses for parking. (a daily visit to the streets will confirm this)
9. I am assuming that the illustration of the Trelawney St. Support Facility represents an acoustic screen round the whole site. If not then what is shown is a permanent vertical panelled wall for the end building. What then will the construction site look like for 4 years. Will it have a dust and noise screen round it?

SUGGESTIONS.

- All construction related vehicles be banned from using Nelson St., Trelawney St. and/or Loch Marie Ave. below the construction site for access and parking.
- Consideration be given to re-locating the Support Facilities on a more appropriate site well away from the residential neighbourhood.
- Pioneer Ave has a 'staging' site allocated in the E.I.S. It is noted that this area will be used for parking up to 650 vehicles which should be used instead of impacting on the amenity of the local residents. It is not far away and it is noted that contractors can be bussed to and from the Support facility/Construction Sites.
- With the number of contract workers on the site I assume that a canteen facility will be provided otherwise there will be a 'trail 'of workers to and from the site to

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the McDonald's Centre, using the pedestrian facility at the traffic lights, slowing down Pennant Hills Road through traffic further.

- Whilst it is obvious that the whole of the above concerns cannot be resolved quickly or even long term I am hopeful that some of the above comments can be more carefully assessed than appears to have been the case to date. It would seem more logical to me to have a certain length towards the centre of the tunnel exposed to air to significantly aid in natural ventilation, similar to that on the Eastern Distributor out to the Airport. Surely we have not gone so far as to decide that this is an impossibility as it would save enormous infrastructure and running costs.

A handwritten signature in black ink, appearing to read 'G. Gordon Fuller', with a stylized flourish at the end.

GORDON AND MARGARET FULLER.

- cc. Member for Ku-ring-gai The Hon. Barry R. O'Farrell MP
 Member for Bradfield The Hon. Paul Fletcher MP
 Member for Hornsby Mr Matt Kean MP
 Member for Berowra The Hon. Philip Ruddock MP
 Member for Epping Mr Greg Smith MP