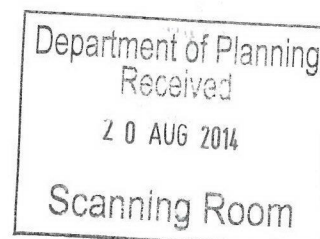




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18 August 2014

Attn: Director – Infrastructure Projects  
 Department of Planning and Environment  
 Application Number – SSI 13\_6136  
 Major Projects Assessment  
 GPO BOX 39  
 SYDNEY NSW 2001



Dear Sir/Madam,

**SUBMISSION REGARDING  
 PROPOSED NEW WESTBOUND M2 DISTRIBUTOR LANE  
 AS PART OF THE NORTHCONNEX TUNNEL AND ROADWORKS**

Thank you for allowing submissions in relation to this project. Our submission relates only to the proposed widening of the M2 to create a westbound distributor lane from the south exit of the Northconnex Tunnel to the Windsor Road exit.

**BACKGROUND**

Our home backs onto the reserve alongside the M2 between the Barclay Road bridge and the Windsor Road exit. The M2 opened in 1997 and we moved to our current home in December 1998. We have lived beside the M2 for nearly 16 years. The vegetation alongside the M2 has grown during that time, providing a welcome visual screen, although the noise walls can clearly be seen from the northern aspect of our home nonetheless.

In that time the M7 was constructed and joined to the M2, and so the noise from the M2 has increased as the volume of traffic, particularly trucks, has increased as they use the M2 to access the M7 and vice versa. Our section of the M2 westbound is on a downhill gradient and many truck-drivers employ their exhaust brakes despite signs exhorting them not to do so.

When the M2 was widened only a couple of years ago, we were dismayed to find that the “bright orange” noise walls along the inside of the M2 could clearly be seen from our home, disrupting the bush

view that we had been enjoying up until that time with what we considered a harsh and violent colour along the horizon. When we objected, we were told that it was too late; we should have objected to the colour at the planning stages; however, it had never occurred to us that we would have visibility of the far inside noise walls since previously we had not – the noise walls on our side had previously been just high enough to obscure the far noise walls from our vision on the lower level of our home. We believe this visual impact has had a seriously detrimental effect on the value of our home.

From our lower level, we can see the higher vehicles on the M2; and from our upper level we can see more of the traffic on the M2. The noise wall on our side is too low and is completely ineffective. *If we can see the traffic, we can most certainly hear it.*

With the previous M2 widening roadworks, our home was identified as qualifying for architectural treatment against noise. However, upon visiting our home and establishing that we have airconditioning already installed, the M2 team decided against offering us any treatment.

#### **ISSUES RELATING TO NEW PROPOSED WESTBOUND LANE**

1. **Our main concern is around visual impact.** We have about 25 metres of bushland between our home and the southern noise wall along our section of the M2. Our bush outlook has been a major benefit when weighed against the inconvenience of living next to a motorway, helping to filter noise and pollution while providing a pleasant outlook. We understand that with the widening to accommodate the proposed new lane, the noise wall will be moved approximately 5 metres further south, ie. 5 metres *closer to our home*. We have been advised that the bush will be extensively cleared along that section between the Barclay Road bridge and the Windsor Road off-ramp and this is the most distressing part of the proposed works. The current bush strip has taken about 17 years to grow and will need another 15-20 years to grow back to its current state.

❖ **Our first request is that we will not lose all of the vegetation along that section, as this to us is the most distressing impact of the proposed works.**

We understand that higher noise walls have already been agreed in the preliminary plans but we are unclear as to how much higher they will be in absolute terms compared to the existing noise walls.

- ❖ **Our second request is that the noise walls be built considerably higher than they currently are, in absolute terms, so that we have NO visibility from the lower level of our home of the visually jarring orange noise walls on the northern side opposite.**
- ❖ **Our third request is that the new westbound noise walls on the side facing our homes be painted in sympathetic greens and/or browns which will provide a natural backdrop for the vegetative regrowth in the years to come.**

2. **Our second concern is around increased noise impact.** Clearly there will be a large volume of traffic travelling along this new westbound lane, particularly large trucks moving in and out of the lane as it distributes traffic coming out of the tunnel on to Windsor Road to access Parramatta and the Hills District. As mentioned, truck-drivers are prone to ignoring signs asking them to desist from using their exhaust brakes at all hours of the day and night, and the traffic can be quite noisy, particularly when heavy or in wet weather, which interferes with our peaceful enjoyment of our home when entertaining friends, studying or watching television.

Having been denied any architectural treatment during the last round of M2 treatments, we respectfully submit that our home must qualify for treatment.

- ❖ **Our fourth request is for double glazing to be offered to us to mitigate the noise impact of the distributor lane as ultimately this heavy traffic will be several metres closer to our home.**

Finally, we refer you to our second request, that is to build significantly higher noise walls on the southern boundary of the M2 between the Barclay Road Bridge and the Windsor Road exit, to mitigate both the noise and visual impact which will result from the new distributor lane.

We hope you will consider our requests which we feel are reasonable under the circumstances.

Yours faithfully



PAUL AND STEPHANIE MILLER  
Homeowners