

Attn: Director of infrastructure Projects
Director Infrastructure Projects
Department of Planning and Environment
Major Projects Assessment
GPO Box 39
SYDNEY NSW 2001

Submitted by:

M. Jackson

9 Loch Maree Ave
Thornleigh
NSW 2120

Dear Sir / Madam,

PROPOSED NORTHCONNEX M1 / M2 TUNNEL PROJECT - Application Number - SSI 13_6136

We object to aspects of this project

We would like to record that we are in favour of a tunnel linking the M2 with the F3 / M1. We see this as a necessary improvement to local roads and the wider Sydney road network as a whole. It will clearly benefit most residents along the Pennant Hills Road corridor once complete. It will also greatly benefit the long-haul freight vehicles travelling between Victoria, New South Wales and Queensland. However, we have serious concerns with regard to the tunnel project and believe that there are a number of aspects which have not been taken into consideration or remain at this stage unclear.

Our concerns fall into two sections. These are:

1. Traffic Management (i.e. spoil removal from Trelawney St site):

- 1.1. The exhibited proposal is that trucks will enter the site from Pennant Hills Rd, via Loch mare Ave and leave directly onto Pennant Hills Rd. Expected traffic would be 1 truck /minute.
- 1.2. Trucks destined to travel north will then enter Phyllis Ave, circle around the roundabout and then make a left hand turn onto Pennant Hills Rd.
- To achieve this, large trucks will have to cross 3 lanes of traffic to turn right into Phyllis Ave. The lights at Phyllis have a right hand turn arrow every 20sec with a 2 – 2.5 min wait.

With existing traffic on Pennant Hills Rd and the timing of the lights it will not be possible to achieve the anticipated rate of truck movements.

- 1.3. Empty trucks from the South will have to turn right from Pennant Hills Rd into Loch Maree Ave. Again, the timing of the lights for this right hand turn is approximately every 20sec with a 2 – 2.5 min wait.

Even assuming the junction is clear with the current phasing the lights will not possibly achieve the projected rate of truck movements. An alternative approach needs to be put in place.

- 1.4. Given the obvious difficulties that the truck drivers will face, there will be an incentive to use local streets for access/egress and parking.

ACTION: Given the site will operate 24/7 it is essential that all trucks be absolutely prohibited from using Trelawney St, Loch Mare Ave & Nelson St below the site entrance for access, egress or parking.

- 1.5. The site will operate 24/7 and as such will cause unbearable and insufferable disturbance to the local houses in these streets especially at night.

ACTION: To alleviate the noise disturbance a suitable acoustic barrier should be constructed across the eastern side of the site covering the truck entry and exit path ensuring that waiting truck noise is kept to a minimum.

2. Parking on the Trelawney St site (i.e. proposed 100 spaces for workers)

The original proposal was that workers would park at the Pioneer St site, which the RMS is taking over, and be ferried to the Trelawney St site (and other sites) by van.

The current plans show parking for 100 cars on the eastern boundary of the Trelawney St site. This parking will be within 6m of houses adjoining the site. Considering the site is proposed to operate 24/7 this solution has completely ignored the impact it will have on local residents.

ACTION: Parking at the Trelawney St site should be kept to a basic minimum for essential staff only and for short term use. Also, workers should be prohibited from using Trelawney St, Loch Maree and Nelson St for parking and the original plan to ferry in workers from pioneer Ave should be installed.

The plans as they currently stand show no regard whatsoever for the families, mostly with young kids, living in the surrounding streets.

