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

Via online form:

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=6136](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6136)

**NorthConnex Application Number: SSI 13\_6136**

Please find below my submission in response to the exhibition of the EIS for NorthConnex.

I have a high level of concern regarding the following issues and request that these be considered by NorthConnex and the Department of Planning. In regards to the NorthConnex tunnel, I am concerned about:

1. Reposition of cul-de-sac at Hewitt Avenue
  - i. Extension of lanes on M1 Pacific Motorway
    - Due to the extension above, a new noise wall will be build nearer to properties 9, 9A, 9B Hewitt Avenue and houses in the vicinity.

**Suggestions**

- a. Suggestion 1 (prefer suggestion): No extension to existing M1 Pacific Motorway. Existing 2 lanes of M1 Pacific Motorway (for respective direction) can be combined into one lane, and the tunnel entrance and exit can use the other lane. Hence, no extension will be required and no new noise wall will be built nearer to the properties 9, 9A and 9B Hewitt Avenue and houses in the vicinity.
- b. Suggestion 2 (if extension of lanes do carry out):  
 An integrated new noise / safety barriers need to be built. Absorptive surfaces may need to be considered for high noise barriers in close proximity to properties. Consideration should be given to inter-relationship between noise barriers and traffic safety features.

Trees or landscaping should be taken into account to mitigate some of the visual impacts of the large and nearer barriers on the residential side. This can help to anti-graffiti or vandalism.

The plan should range from basic trees planting in front of the noise barriers to construction of separate frames adjacent to noise barriers for climbing plants.

**Consequences**

- a. Consequences of extension lanes on M1 Pacific Motorway and new noise / safety barriers built:
- Construction phase:
    - Residents feel they cannot leave their windows open due to pollution and noise.
    - Limit family time outside.
    - Constant truck traffic is noisy, spills waste and destroys the road – as reposition of cul-de-sac and building new noise wall will be carried out in the neighborhood and at Hewitt Avenue.
    - The constant truck movements will cause serious dust, exhaust and noise pollution.
    - The constructions trucks or vehicles will be parked in the local neighborhood – more traffic in the local neighborhood.
    - Resident safety exposed to risk – kids and pets cannot play outside the compound of houses.
    - Property values may fall dramatically when the project commences.
    - It is likely to be very difficult to sell or lease homes affected by construction noise and dust.
    - Possibility of flash flood if the constructions are not handling well.
  - Operation phase:
    - Existing trees will be cut down – no more greenery – the habitat of birds will be gone.
    - The properties 9, 9A and 9B Hewitt Avenue will live next to the motorway: will be exposed to increased noise and pollution – major ongoing health risks.
    - The motorway noise may “bounce” between the properties and the noise wall, creating an echo like sound.
    - Echoing through the night as speeding trucks and utes with trailers.
    - Expect to wake in terror, thinking it’s either a vehicle crash , or that one has come through your house – all these because of the motorway is too near to the properties.
    - This exposure represents major ongoing health risks, including cancer and chronic lung disease as nearer to the motorway.
    - Traffic air pollution causes acute lung disease, asthma attacks, increased blood clotting, strokes, heart attacks, lung cancer, chronic blood vessel disease.
    - It is especially hazardous to children, pregnant women and the aged.

## NorthConnex EIS Submission

- Blocking the sunlight to the properties – high safety/noise barriers.
  - Properties value decreased.
- ii. The cul-de-sac will be moved nearer to property 9 Hewitt Avenue.
- A lot of vehicles make U turn at the cul-de-sac. If the cul-de-sac is going to be repositioned, more cars will be making U turn in front of property 9 Hewitt Avenue.

### Suggestions

- a. Suggestion1 (prefer suggestion): No reposition of cul-de-sac. Cul-de-sac remains unchanged.
- b. Suggestion 2: No through road sign put up - not allow cars to make U turn. Please refer to diagram for suggestions.



HewittAvenue\_proposed\_2.png

The proposed curve of cul-de-sac should be landscaping; pedestrian footpath in front of the properties should be remained and connect to the small lane to bus station. Sitting benches can be put up as well. Some suggestions:-



Landscaping\_1.jpg



Landscaping\_2.jpg



Landscaping\_3.png

- c. Suggestion 3: Build the fences for 9 Hewitt Avenue to block the headlights glazing from the vehicles and protect privacy for the residents.

### Consequences

- a. Consequence of reposition of cul-de-sac:
  - Construction phase:
    - Residents feel they cannot leave their windows open due to pollution and noise.
    - Limit family time outside.
    - No privacy as the construction trucks and workers in front of properties.
    - Constant truck traffic is noisy, spills waste and destroys the road – as reposition of cul-de-sac and building new noise wall will be carried out in the neighborhood and at Hewitt Avenue.
    - The constant truck movements will cause serious dust, exhaust and noise pollution.
    - The constructions trucks or vehicles will be parked in the local neighborhood – more traffic in the local neighborhood.

- Resident safety exposed to risk – kids and pets cannot play outside the compound of houses.
  - Property values may fall dramatically when the project commences. It is likely to be very difficult to sell or lease homes affected by construction noise and dust.
  - Possibility of flash flood if the constructions are not handling well.
- Operation phase:
- More traffic in front of property 9, 9A and 9B Hewitt Avenue – making U turn at the cul-de-sac as it repositions nearer to the junction.
  - More vehicle noise pollution.
  - Residents safety – children cannot play or cycle along the footpath in front of property or if more vehicles making U turn at the cul-de-sac.
  - Residents in the vicinity get difficult to get in and out from the properties where there is more vehicles using the cul-de-sac / front road of 9, 9A and 9B Hewitt Avenue to make U-turn.
  - Reposition of electric pole.
  - Head-light glazing to the property, especially at night – sleep disturbance – ultimately affects health.

iii. Keeping pedestrian footpath during construction and operation phases.

### **Suggestions**

a. Keeping the pedestrian footpath and small lane (towards the motorway and bus station) during construction and operation phases.

- Construction phase
  - Residents are using the pedestrian footpath to get to the bus stations, i.e. working adults and school children.
  - Prefer the pedestrian footpath to be remained during construction period – temporary footpath or small lane if possible.
  - Otherwise, residents will need to use other route which is inconvenient at all.
- Operation phase
  - Re-store the pedestrian footpath so that working adults and school children can walk to the bus station conveniently.
  - Otherwise, residents will need to use other route which is inconvenient at all.