

10 September 2014

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.

Areas for concern

1. Reposition of cul-de-sac at Hewitt Avenue
2. 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.
 - Decreasing the distance between the property lines (of 9, 9A and 9B, Hewitt Avenue, Wahroongah), and the proximity to the M1. Currently there is approximately 20 meters of distance between the M1 and the property line. Furthermore, this distance is separated by excellent green trees and foliage that give the impression of privacy, distance and noise reduction.
 - By moving the laneways closer to the properties, the trees will be cut down and the distance between the properties will be decreased. **Despite requesting, no information of the new distance between the M1 and property lines has been shared with the residence.**

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 retention of as many existing trees as possible that currently divide properties and the M1.**

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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

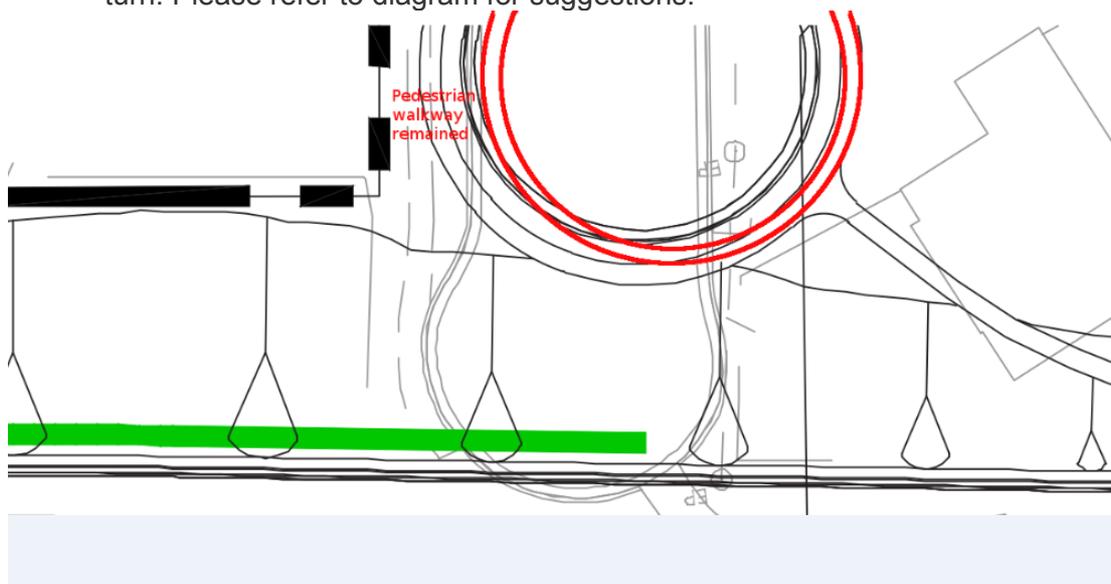
- a. Consequences of extension lanes on M1 Pacific Motorway and new noise / safety barriers built:
 - o **Construction phase:**
 - Residents feel they cannot leave their windows open due to pollution and noise.
 - Limit family time outside.
 - Constant truck traffic is noisy, spills waste and destroys 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.
 - o **Operation phase:**
 - Existing trees will be cut down – no more greenery – the habitant 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.
 - Blocking the sunlight to the properties – high safety/noise barriers.
 - Properties value decreased.
- i. The cul-de-sac will be moved neared to property 9 Hewitt Avenue.

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- 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.



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:



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Consequences

a. Consequence of reposition of cul-de-sac:

o **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.

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o **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.

ii. 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.

o **Construction phase**

- Residents are using the pedestrian footpath to get to the bus stations, i.e. working adults and school children.

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- Prefer the pedestrian footpath to be remained during construction period – temporary footpath or small lane if possible.
- **Operation phase**
 - Re-store the pedestrian footpath so that working adults and school children can walk to the bus station conveniently.

Kind Regards,

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