

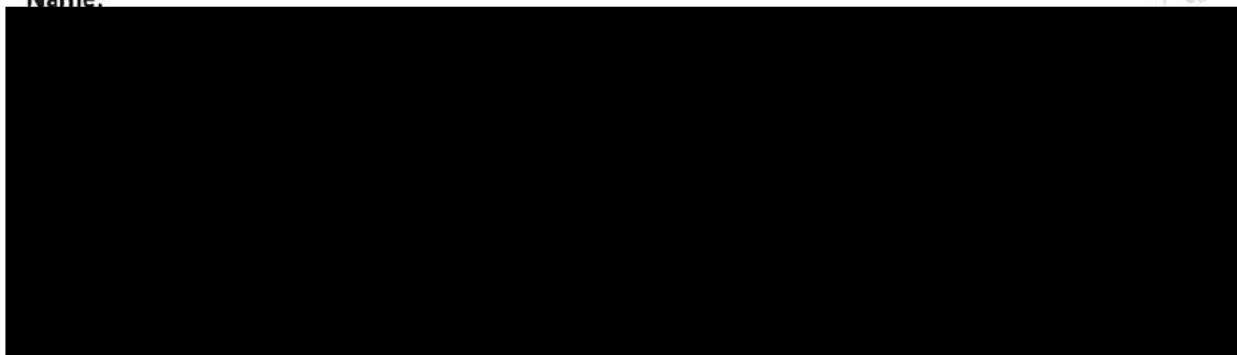
NorthConnex Feedback Form

Thursday 27th

SUBMISSION ON EIS

9 SEPTEMBER 2014

Name:



Project Area of Interest (please tick as appropriate)

PLEASE DO NOT PUBLISH THE
ABOVE NAME, ADDRESS AND
PHONE DETAILS.

- | | |
|---|--|
| ☐ Northern ventilation outlet | ☐ Trelawney Street Facility |
| ☐ Junction Road Compound | ☒ Northern interchange |
| ☐ Southern Interchange/
ventilation outlet/motorway control complex | ☐ Wilson Road Facility |
| ☒ General/other → local traffic flow | |

Comments:

Currently, the intersection at Pacific Hwy & Pennant Hills Rd (ie Pearce's Corner) is seriously congested south to Normanhurst Boys High and north to Ingram Rd, Waitara. This is primarily an issue during school days from 7-30am to 9-30am, and then again from 2-30pm to 4-30pm. An added right hand turn at the junction of the M1 & Pennant Hills Rd, as per your design, will indeed add further congestion & impede traffic flow. The provision of a "through lane" between the junction & Pacific Hwy will not allow vehicles the opportunity to head north, to Hornsby as the two lanes already existing aren't enough to accommodate the increased traffic flow.

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9 SEPTEMBER 2014

Topic of Interest (please tick as appropriate)

☐ Construction☒ Traffic & Transport☐ Project Planning & Approvals☐ Property☒ Tunnel design☐ Environment☐ General☒ Air Quality☐ Consultation☐ More information required

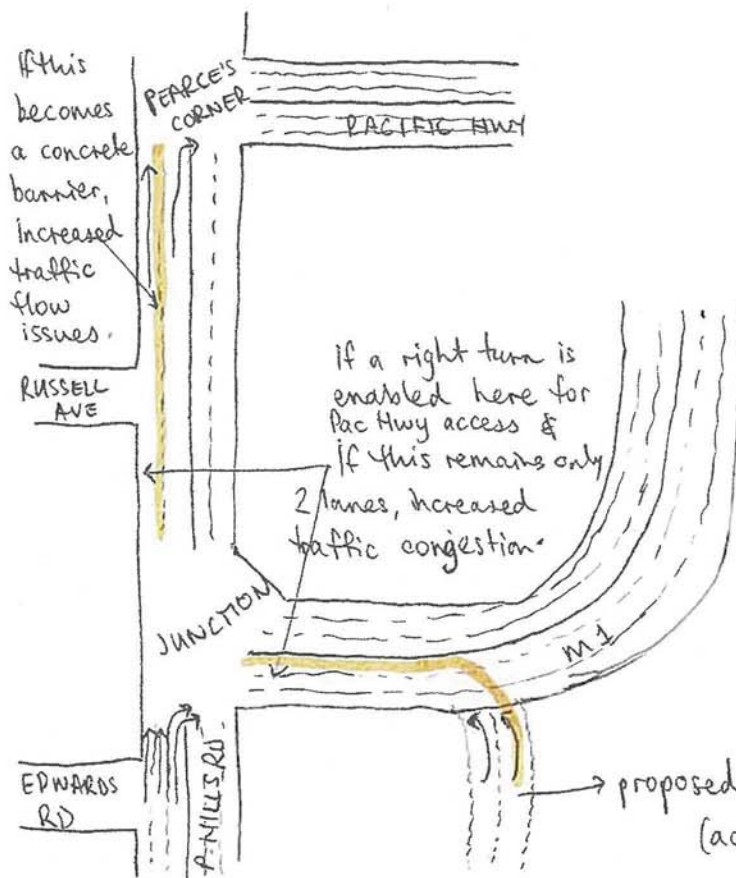
Comments:

④ Another concern is the design's location of the northern ventilation system. A more suitable location would be within the industrial area located on King Rd, Hornsby/Nth Wahroonga, rather than the suburban area of Fern Ave/Woonoona Ave. Lane Cove Tunnel made such considerations in the location of their ventilation facility.

④ Finally, if the tunnel is designed for 3 lanes both ways, why not mark it as such from the outset? If a truck breakdown were to occur (which is highly likely) having 2 other lanes to allow for better traffic flow makes a lot more sense than the 1 currently proposed.

No doubt these above requests would have a price variation on the costs currently submitted & exceed the cap the Gov't has placed on this project. However, the public would prefer it, tax payers fund it & the costs saved in the future will be noted.

9 SEPTEMBER 2014



- * Currently, P. Hills Rd is 4 lanes at Junction (2 for M1 access, 2 for H'by direction)
 - * Currently, no turn right at Junction for northbound traffic
 - * Traffic heavily congested. Increased use of tunnel will further impede traffic flow at this junction.
 - * P. Hills Rd between Junction & Pearce's Corner only 2 lanes. One must turn right for Pac Hwy.
- proposed tunnel design/entry to P. Hills Rd.
(access to P. Hills Rd)