

PCU55516

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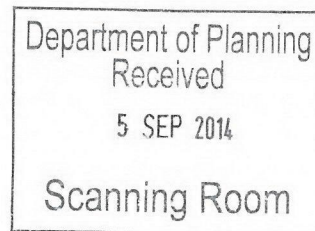
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By Mail and uploaded at [www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)

Attn:  
Director – Infrastructure Projects  
Dept. of Planning and Environment  
Application Number SSI 13\_6136  
Major Projects Assessment  
GPO Box 39  
Sydney NSW 2001



**Subject:**

**North Connex M1to M2 Project Environmental Impact Statement**

Dear Sir/Madam,

We are residents at 25 Loch Maree Avenue Thornleigh. Thank you for the opportunity to make a submission to raise concerns over the proposed tunnel linking the M1 to the M2, and in particular the proposed Trelawney Street Support Facility and the tunnelling activity associated with this site. Our concerns are highlighted and explained below:-

**Proposed location of Trelawney St Support Facility**

Whilst we understand the need to have support facilities for a tunnel of such length, **it is disappointing to have such a proposed facility located between residential streets adjacent to Pennant Hills Road.** It would seem that there are **more appropriate sites** nearby that would not impact residents, sites such as the Pioneer

Street Industrial Area or the land around and including the Ibis Hotel/Kennards Self Storage, or indeed areas adjacent to the Brickpit Park - all of which we believe should be explored in greater detail. This may mean some realignment of the proposed tunnel route but we do not see why this proposition could not also be considered.

### **Construction Vehicles**

If the proposed Trelawney Street facility does proceed however, we have **serious concerns about the movement of construction vehicles** (both heavy and light) as well other vehicles related to the construction project, in and around the local streets of Loch Maree Avenue, Nelson St and Trelawney St. We also have **serious concerns about the heavy vehicles (removal of spoil) movements** to and from this site given the **pre-existing limitations and safety concerns** associated with the intersection at Pennant Hills Road/Loch Maree Avenue/Phyllis Avenue (PHR/LMA/PA).

We read with interest, in the EIS, details of the number of heavy vehicle movements proposed in relation to the Trelawney St Compound. As residents of the area and habitual users of local roads as well as Pennant Hills Road, we are concerned that these vehicle movements **cannot be incorporated into the current traffic flow** on Pennant Hills Road without negatively contributing to the **already unacceptable congestion** on that road.

We are equally **concerned about the ability of the PHR/LMA/PA intersection to cope** with the introduction of in excess of 1,300 heavy vehicle movements per day. In fact, it is our strong view that **the intersection will not cope**. As local residents and habitual users of Pennant Hills Road, we **witness** on an almost daily basis, instances of **heavy vehicles crossing the PHR/LMA/PA intersection after the PHR lights have turned red**. We are **extremely concerned** that the already hazardous nature of this intersection is likely to be compounded by the introduction to the area of



additional heavy vehicle movements around one of the most dangerous and busy intersections on Pennant Hills Road. We strongly believe that the **safety of local residents is likely to be put at an unacceptable risk.**

The **traffic lights sequence** at the PHR/LMA/PA intersection has a short turning sequence from local roads onto Pennant Hills Road. In addition, the right turning lights sequence from Pennant Hills Road onto Loch Maree Ave is also relatively short. Given the number of proposed additional traffic movements to the area as part of this construction project, we are firmly of the view that **access to and from Loch Maree Ave is likely to be significantly disrupted for local residents** as the area tries to absorb the additional traffic burden during the proposed construction period at Trelawney Street.

We would like to see **an alternative temporary traffic light intersection** identical to the Loch Maree Ave intersection (ie, with a left turn on red and right turning green arrow) put in place to alleviate the congestion and disruption for local residents.

**Nelson Street** is currently without a traffic light at its intersection with Pennant Hills Road and would seem like a suitable alternative.

### **Construction Site Access via Loch Maree Ave**

We refer you to page 176 of the EIS where it is proposed that heavy vehicles, including those used for spoils removal, are to access the Trelawney St site via Loch Maree Ave by turning left or right off Pennant Hills Road. You may not be aware that at the point where Loch Maree Ave meets Pennant Hills Road, there are three lanes – two exiting onto Pennant Hills Road (one left-turning and one for straight ahead/ right-turning) and **one** for traffic turning onto Loch Maree Ave). It is inconceivable to us that heavy construction vehicles are going to be able to **safely** turn onto Loch Maree Ave from either direction. We do not think that this local road is

wide enough to cope with the size and manoeuvrability requirements of such large vehicles. We are **very concerned that the safety of local traffic will be severely compromised** at this intersection during the proposed construction project and feel that, in the interest of safety, **site access entry and egress points should be via Pennant Hills Road only.**

#### **Onstreet parking on Loch Maree Ave**

While we understand, from reading the EIS, that there will be onsite parking at the Trelawney Street facility and at the Pioneer Ave facility, we would like to **raise your awareness of the existing on-street parking issues** faced by some residents of Loch Maree Ave (LMA).

**Limited street parking** is available on the steep incline section of LMA due to townhouses at 10-14 Loch Maree Ave. In addition, **weekend street parking** by church goes to the Chinese Baptist Church at the corner of LMA and PHR means that the whole of the Ave (upper and lower) is parked out.

This already poses a **safety risk** for us at no. 25 when exiting and entering our driveway as our house is located just after a sharp, blind bend at the bottom of the steep decline on LMA. When exiting our driveway, we are often impeded by cars parked on the both sides of the street and have, unfortunately, witnessed traffic accidents caused by undue care being taken when approaching the bend. The accidents have happened on the road **outside our house.**

We would like **guarantees** that construction related vehicles **will not be allowed to park to street park on the lower half of Loch Maree Ave** in the interests of **our safety** while exiting and entering our driveway.

## **24/7 Tunnelling**

Of particular concern is the fact that tunnelling activities will run 24 hours/7 days a week meaning heavy vehicles will be regularly entering/exiting the Trelawney Street Compound. Whilst it is stated in the EIS that heavy vehicle movements outside of standard construction hours would only occur via access and egress directly to and from Pennant Hills Road, we have **concerns** that vehicles (both heavy and light), as well as other vehicles related to the construction project will, nevertheless, use Nelson Ave/Trelawney St to access the lower part of Loch Maree Avenue as a **loop/short cut** – as an alternative to using the proposed access/egress points - or as a route to turn right to head North on Pennant Hills Road. We request a guarantee that local streets will NOT be used by vehicles in any way related to the construction project (of any size) and that this limitation on construction vehicle movements will be policed.

## **Egress onto Pennant Hills Road/Phyllis Ave turning**

It is also proposed, in the EIS, that heavy vehicles removing spoil from the Trelawney Street Compound will be required to enter and move across 3 lanes of traffic on Pennant Hills Road to join the right turning filter lane onto Phyllis Ave. It is then proposed that they will then do a 180 dg turn at the local road-sized roundabout on Phyllis Ave and head back up the Ave, turning left at the lights onto Pennant Hills Road to head North.

For most of the day, we see this as a **logistical nightmare and virtually an impossible task** given

1. the size of the roundabout in question,
2. the current traffic conditions on Pennant Hills Road,
3. as well as the current traffic demands on Phyllis Ave with Bunnings, McDonalds (as well as McDonalds HQ), IBIS Hotel and local bus routes traffic.



If it is not already common knowledge, we would like to bring to your attention the fact that the intersection encompassing PHR/LMA/PA is already determined by the Roads and Maritime Services as a **failing** intersection. It is acknowledged in the EIS that further assessment may be required to determine if this manoeuvre is suitable. We are strongly of the view that it is **not** suitable and we have **concerns** that this scenario may again result in vehicles using the local roads of Trewlaney St and Loch Maree Avenue as an **alternative loop manoeuvre**. Again, we request a guarantee that this will not occur.

Assuming that spoil disposal sites will be used both North and South of the tunnelling points then a **possible solution** to the problem outlined in the paragraphs above is to have all heavy vehicles removing spoil from the Trelawney Street site exit south on Pennant Hills Road and continue south to their spoil disposal destination site to the South or West of Sydney, whilst spoil from the Wilson Street compound can be directed North, thus making egress from that site also simpler.

We are also very concerned about comments on page 340 of the EIS stating that **heavy vehicles egressing the Northern Interchange** and travelling North would need to travel South along Pennant Hills Road and perform the same Phyllis Ave turning manoeuvre outlined above. We believe **it is ill-conceived and inconceivable that the PHR/LMA/PA intersection can accommodate further additional heavy vehicle movements**, possibly in the hundreds. Again, we expect guarantees that the local roads - Nelson & Trelawney Sts and Loch Maree Avenue - will not be used as an alternative to this proposed manoeuvre.

## **Noise levels**

We also have concerns over levels of noise that will be generated during the period of construction. This is an issue that could be avoided with the use of an alternative tunnelling compound away from residential areas. However, if the Trelawney Street compound does proceed then we would like to draw your attention to page 408 of the EIS. This indicates that there will be **highly noise affected levels** at the Trelawney Street compound.

We would like **assurances that adequate mitigation measures** will be in place to ensure that local residents are not unduly affected by construction-related noise pollution. We live in a valley and noise travels down the valley and can vary in intensity with wind direction. This should be borne in mind when assessing adequacy of mitigation measures.

Giving further cause for concern about noise at the Trelawney Street compound is the statement on page 422 of the EIS that there will be relative 15.9 dB(A) increase at Trelawney Street. This is almost double the impact of the next highest noise increase at the Southern Interchange compound. There is further evidence of this issue contained on page 75 of the Technical Working Paper: Noise and Vibration, which shows relative noise level increases at Loch Maree Ave of 11.8 dB(A), more than double that of the next highest area measured.

Again, we would like assurances that noise mitigation measures will be introduced to **reduce this to a level that is considered safe and unlikely to cause undue disruption to local residents**. If adequate measures cannot be proposed, then we feel that this gives further reason to consider alternative sites for tunnelling activities.

## **Ventilation**

Whilst the Trelawney Street facility is been proposed in the EIS to be used as an emergency smoke extraction outlet only, this would be an obvious place to adapt to a full ventilation facility should the need arise in the future. We request a guarantee that this possibility will never eventuate.

## **Residential Area**

Lastly, we cannot finish without commenting on the fact that the area in question is, first and foremost, a residential area. A residential area with local roads built for local traffic, a residential area of families with young children as well as a number of senior citizens. As you would expect of a residential area, we go about our business of getting to school, work and everyday activities. We have mentioned earlier in this submission but feel it needs repeating, it is regrettable and disappointing that a long-standing residential area is being ear-marked for such a major construction project.

We are supportive of any measures that ease congestion and improve safety on Pennant Hills Road, and we accept that there would be some unavoidable disruption during a construction project of this size. However, we are highly concerned that the level of disruption will be intolerable and unacceptable, especially if the local area around Trelawney St is unwittingly brought into the construction “zone”.


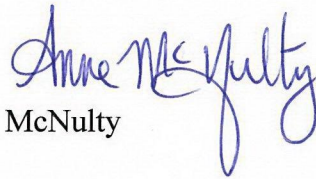
The current proposals in relation to the Trelawney Street Compound as set out in the EIS give us little comfort. We foresee significant disruption, increased safety risks (especially for the elderly and young children) and a diminished quality of life.

We hope that the concerns and issues we have raised will be given proper and due consideration and will be addressed, as it is the quality and safety of our daily lives



that stand to be greatly affected for an extended period of time. Please contact us by telephone at the numbers listed above or by email if our further input is required.

Yours sincerely,

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Michael Frith & Anne McNulty

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Thornleigh 2120