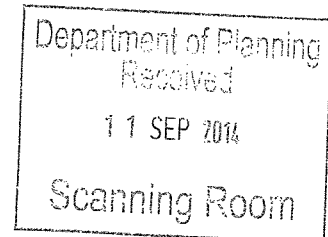




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NSW 2120
8/09/2014

Director Infrastructure Projects
Department of Planning and Environment
Application number - SSI 13_6136
Major Projects Assessment
GPO Box 39 Sydney NSW 2001



Dear Sir

We have reviewed the EIS for the NorthConnex tunnel and have several concerns. Please see our comments below.

1. 100 light vehicles parked on Loch Marie/ Trelawney St Site

- i) For all the local residents from Loch Marie to Stuart Ave there are only two exit points with lights that you can turn left and right at (Loch Marie and Stuart Ave). With the addition of an extra 100 vehicles in and out at shift changes, this will cause further traffic congestion along local streets. The area is home to many families with young children and the addition of extra vehicles along local streets pose a real safety risk to the children.
- ii) An extra 100 vehicles entering and exiting on Loch Marie Ave, especially at peak times will hold up the traffic and make it very hard for local traffic/ residents to exit at the lights. The Loch Marie set of light is already at failure point (as per the EIS) and a further influx of vehicles will make it near impossible to exit/ enter due to the timing of the lights.
- iii) With the site operating 24/7 there are likely to be between a couple of shift changes which will have a continuous impact on local traffic, not just at peak times.
- iv) In addition, traffic from the church on Sundays already causes parking congestion; in conjunction with the extra vehicles this will cause further congestion.

ACTION:

- The 100 light vehicles to access the site directly on and off Pennant Hills Rd.
- No access on / off Loch Marie or Trelawney St for vehicles associated with the site.

- No street parking (for any vehicles associated with the site) to be allowed along local streets (eg Loch Marie and Trelawney St)

2. Trucks entering onto Loch Marie Ave.

- a. The numbers of trucks stated within the EIS indicate a truck will be entering the site every 2.5 mins (within a 12 hr period). With the Loch Marie set of light already at failure point, it will be impossible to enter local streets with that number of trucks queuing across Pennant Hills Rd and Loch Marie, especially in peak hour. This will cause a back log of traffic along Pennant Hills Rd, as no extra "green time" for the set of lights is possible according to the EIS.
- b. Phyllis Ave will also be a back log with trucks trying to turn around and head north. There is no room for more 'Green-Time' at that set of lights (as indicated in the EIS). Fully laden trucks take time to move from a stop and this will cause impacts to the local traffic already using Phyllis Ave and locals wanting to visit Bunnings and MacDonald's.
- c. There is also lack of information regarding where the truck will wait for access for spoilage removal if the site does not operate 24/7 for spoilage removal.
- d. There is insufficient information regarding the numbers of truck / vehicles required for tunnel support operations at night time.

ACTION:

- No trucks to enter via Loch Marie day or night. All trucks to enter on and off Pennant Hills road directly at all times.
- No trucks to turn around or wait along Phyllis Ave.
- No truck parking/ waiting in Loch Marie or Trelawney St.
- Further information to be supplied to residents regarding truck/ vehicle movement at night time.

3. 24/7 Operation

- a. There is conflicting and unclear information within the EIS about the number of heavy vehicles and spoil removal and hours of operation.
- b. It is unclear in the EIS regarding the activities within the acoustic shed and the activities eg truck movements outside the acoustic shed. This has potential to impact significantly on local residents especially at night time. The EIS already indicates that at the Trelawney St site that Noise Management Limits will be exceeded.
- c. It is a significant impact on local residents with the quantity of trucks entering and leaving the site to operate 24/7. Local residents do not want trucks queuing along local streets (Trelawney St, Loch Marie Rd and Phyllis Ave) and impeding their entry or exit from their local street 24/7.

ACTION:

- Restrict hours of operation on the site to EPA guidelines.

- Provide further information on the types of operation happening at what times, especially outside the acoustic shed.

4. Compressor

- a. The map of the site indicates a compressor will be located outside the acoustic shed close to the Trelawney St side. It is unclear what the compressor/ transformers will be operating and the extent of the noise.
- b. It is unsatisfactory to leave these details of the noise and air emissions from the compressor and transformers to the “Detailed Design Stage” by employing some “engineering solution” to supposedly solve any problem then.

ACTION:

- Move the compressor inside the acoustic shed and provide further details on noise and air quality at the site.

5. Size and height of the Trelawney St Site

- a. The plans indicate the eastern side of the site will be leveled and have a height of 7-10m above current level. With the addition of the shed/ building of up to 15 meters on top of that will make it considerably higher than the current landscape. Concerns are raised over the visuals of the hill and building looking west towards Pennant Hills Rd from Trelawney St.
- b. Concerns are raised over the ongoing maintenance/upkeep of the site.

6. Noise, Dust and air quality

- a. There is no modeling on the emergency smoke extraction fan system. Therefore, to say it will have no significant impact as it will only operate infrequently is unknown and therefore incorrect. With the speed of extraction required in an emergency (3-4 times greater than normal operation) and given the types of fumes generated in an emergency and the proximity to Trelawney St (the stack within the shed), it is likely to have a significant effect at that point on air quality and human health.
- b. The impact from noise is unclear for local residents. The EIS mentions that some properties will be “highly noise affected” and Trelawney St site was included in the area for “exceeding night noise management limits” and the “criteria for sleep disturbance is exceeded”. A details construction Noise and Vibration Management Plan need to be developed to address this significant issue before approval is given.

c. There is a lack of information about the air quality and odour effects on residents from the cumulative effect of :

- Dust from ventilation during construction,
- Blasting during tunneling
- Waste Water treatment system. No information on how this system will work at this stage and no plans to deal with the odors or where the site will be.
- Exhaust from over 570 heavy vehicles each day, especially if they are queuing on site to enter the shed.

ACTION:

- Air modeling to be undertaken for the emergency smoke extraction system prior to approval.
- Filtration to be added to the emergency smoke extraction system.
- Provide details of the waste water treatment plant, ensuring no negative odor impact.
- Provide a Construction Noise and Vibration Management Plan with details prior to approval.
- Cumulative effects of air quality and odor to be addressed prior to approval.

6. Footpath access along Pennant Hills Rd

- a. Currently many residents walk to the station and use the footpath along Pennant Hills Rd between Trelawney and Loch Marie. This will potentially become unsafe with trucks exiting onto Pennant Hills Rd from the site.

ACTION: Alternative safe path to be defined.

7. Pioneer Ave Car park

- a. 650 vehicles entering and exiting from one site will have a huge impact on local traffic. In addition to the 13 or so busses to transport the workers to the various other sites. While the intention of saving traffic movements in local streets by carpooling is good, however the impact on the local streets nearby is significant. Duffy Ave traffic lights are already at failure point (as stated in EIS). It can take us up to 3 sets of lights to exit right from Duffy. With the addition of extra vehicles it will cause catastrophic failure at this set of lights for local traffic. Extra vehicles will flow to Dartford rd traffic lights causing this set of lights to reach failure point (as stated in EIS). There is also the Brickpit sports centre, guide hall and church along Dartford rd that already receive considerable traffic.

The extra vehicles will cause major inconveniences to this local traffic accessing these sites.

- b. Lymoore St is stated to be the main exit and entrance. This is a one lane laneway that currently has trucks from local businesses parked in it. Lymoore st exits onto a school zone for Normanhurst West Public school. If shifts begin and finish near school hours then the traffic congestion around Lymoore st will be catastrophic and unsafe for children.
- c. The intersection of Sefton and Chilvers Rd plus further up the road at The Esplanade currently cause traffic issues and congestion and the addition of extra light vehicles from the pioneer Ave parking site will increase this congestion for local traffic from Normanhurst and Thornleigh.

ACTION:

- Establish a direct link on and off Pennant Hills Road for vehicle use from the Pioneer Ave site.

Thank you for consideration in these matters. We look forward to hearing from you prior to approval of the project.

Kind Regards



Linda Higgins-Reid



Merryn Reid