

This is an OBJECTION to the NorthConnex proposal concerning the Southern Interchange, in particular the following pages of Chapter 7 of the EIS:

p.340 and Figure 7-7 Due the fact that there is no right turn provision from Pennant Hills Road to Eaton Road, construction vehicles approaching from the north would access the southern interchange compound (C5) from Eaton Road via Aiken, Oakes and Karloon Roads. Construction vehicles approaching from the south would access the southern interchange compound (C5) from Eaton Road via Pennant Hills Road. Construction vehicles leaving the site would re-join Pennant Hills Road at the signalised intersection with Copeland Road and Eaton Road. This compound is anticipated to attract significant additional heavy vehicle trips to the surrounding local road network. Local widening works on Eaton Road and Karloon Road are proposed to accommodate heavy vehicle movements at the southern interchange compound.

p.352 Rail services in the vicinity of the project and surrounding areas are not expected to be affected by construction of the project.

*p.308 Intersections susceptible to decreases in performance following relatively small growth in traffic demand include:
Pennant Hills Road / Copeland Road intersection (AM and PM peak).*

MY OBJECTION:

The NorthConnex proposal to use Aiken, Oakes, Eaton and Karloon Roads for construction traffic is totally unacceptable. I am very concerned about the impact that construction will have on local residents trying to use the traffic lights at the top of Eaton Rd to cross Pennant Hills Rd into Copeland Road (or turning right onto Pennant Hills Rd).

We depend upon this intersection to take our children to school in Epping, get to Beecroft, Cheltenham or Epping Stations and get to work every weekday. It is *already* a bottleneck during the morning peak from 7am to 9am. The *existing* volume and flow of traffic requires the formation of two lanes of traffic along Karloon Rd. It only takes one car parked on the side of Karloon Road to cause traffic to bank up back to the roundabout where Eaton Rd and Karloon Rd meet. We often have to wait several cycles of the traffic lights just to get across Pennant Hills Rd in the morning peak. It is the most frustrating and time-consuming part of our whole journey from West Pennant Hills to Epping EVERY morning. If it is bad now, what will it be like during the five years of construction of the tunnel? It could take us up to an hour just to cross Pennant Hills Rd each morning. Not only will local traffic be extremely inconvenienced, but construction vehicles will also find it inefficient, frustrating and time-consuming. The heavy construction trucks will also struggle to drive up Karloon Road's very steep hill.

Regarding the statement on p.352 of the EIS that "*Rail services in the vicinity of the project and surrounding areas are not expected to be affected by construction of the project*":

This is misleading, as rail commuters from our local area will be extremely affected by the increase in time it will take to drive through the construction area of the Southern Interchange in order to get to the Rail services of the Northern Line.

MY PROPOSAL:

Change the route of construction vehicles at the Southern Interchange to avoid use of local roads

Option 1: Construction vehicles heading south on Pennant Hills Road should turn right onto the M2, drive to the Windsor Road Passover, double back along the M2 and access the construction compound directly by the creation of a ramp from the M2 straight into the construction compound. Trucks leaving the construction compound heading north should also exit via this ramp onto the M2 and then turn left onto Pennant Hills Road.

Option 2: Alter the traffic lights at the Pennant Hills Road - Eaton Road intersection to permit a right-hand turn from Pennant Hills into Eaton Road which would back up the trucks on Pennant Hills Road but minimise the impact on residents and local traffic. Trucks leaving the construction compound heading north should exit via a direct ramp to be created onto the M2 and then turn left onto Pennant Hills Road.

Make the following changes to Karloon Rd and the Pennant Hills Road/Eaton Road intersection:

1. Create a No Parking Zone along the full length of Karloon Rd on the northern side of the road for the morning peak period 7am to 9am.
2. Clearly mark two lanes (or three if widened) along Karloon Rd on the northern side of the road.
3. Change the signal timing at the lights to give a longer time for traffic crossing Pennant Hills Rd from Eaton Rd into Copeland Rd.
4. Prohibit construction vehicles from using Karloon Rd and Eaton Rd during the morning peak 7am to 9am.