

Director – Infrastructure Projects
Department of Planning and Environment
Application number – SSI 13_6136
Major Projects Assessment
23-33 Bridge Street, Sydney NSW 2000
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NorthConnex Application Number: SSI 13_6136

Please find below my submission in response to the exhibition of the EIS for NorthConnex.

Firstly I would like to state I **object** to the project as described in the EIS.

I have a high level of concern regarding the following issues and request that NorthConnex and the Department of Planning consider these. In regards to the NorthConnex tunnel, I am concerned about:

Traffic Flow: Pennant Hills Road

The current traffic along Pennant Hills Road is currently over capacity and often exceeded a IoS (level of service) "F". The introduction of an additional 1340 vehicle movements (not including construction staff) from NorthConnex for the duration of the project will completely gridlock the already fragile system. Irrespective of the traffic modelling that NorthConnex has undertaken, the flow-on effect to the minor arterial roads feeding into Pennant Hills Road will be catastrophic.

The additional travel times experienced by road users and trucks within the corridor will also have a significant impact on businesses as staff and deliveries will be further delayed.

Slower and increased traffic levels along Pennant Hills road (and arterials) will also significantly increase the pollution levels within the surrounding areas and therefore risk the health even further of vulnerable citizens.

NorthConnex's required vehicle movement of 1340 vehicles per day (1 vehicle every 64 seconds – during peak times) is unlikely to be achievable given the already loS on Pennant Hills Road. This delay in removal of the waste (spoil) from the construction sites will significantly extend the budget and timeframe of the project.

To address my concerns I request that the following actions are undertaken:

- Exclude construction vehicles from Pennant Hills and use the M1 and M2 only.
- Remove and extract the spoil from the ends of each tunnel. This would result in financial savings, shorter construction time and reduced dust and emissions.

Traffic Flow: Emergencies Services / Safety

Pennant Hills Road is a major arterial thoroughfare for many essential services such as the Police, Fire brigade and hospitals in the local government area. Placing additional stress on the road network will impact the response times of these services and potentially lead to unnecessary deaths or accidents that would have otherwise been prevented.

To address my concerns I request that the following actions are undertaken:

- Exclude (reduce) construction vehicles from Pennant Hills and use the M1 and M2.
- Removal and delivery of materials and equipment to be done via the M1/M2 tunnel headers.

Traffic Flow: Public Transport

A significant number of public and private buses operated along and around Pennant Hills road with many transporting students to the various primary and high schools that are located within the LGA. Further delays in traffic movement will

result in students being late for class and getting home later. Many parents will be forced to transport their children in private cars thereby increasing the traffic on Pennant Hills Road and side streets.

One particular bus route operates from the SAN Hospital to Waitara via Phyllis Ave and Loch Maree Ave. The suggested geographical placement of the Trelawney Street support facility will see the blockage and delay of buses along Loch Maree Ave and cause a significant and dangerous hazard for students alighting and boarding buses at the intersection of Pennant Hills Rd and Loch Maree Ave.

To address my concerns I request that the following actions are undertaken:

- All construction traffic enters and exits the Trelawney Street support facility in a southern direction from Pennant Hills Road only.

Access/egress arrangements: Loch Maree Ave

Access to the Trelawney Street tunnel support facility for northbound vehicles is expected to be from Loch Maree Ave (right turn) and then an immediate hard left turn into the complex. Loch Maree Ave is only one of two arterial roads that permit right turn access onto Pennant Hills road to head north.

At the intersection of Loch Maree Ave and Pennant Hills Rd (the complexes south west corner) there are 3 very narrow lanes: left most lane to turn left (south bound), centre lane to go straight ahead (into Phyllis Ave) or right turn (Pennant Hills Rd) and the right most (and narrowest lane) for inbound traffic (travelling east). Irrespective of the skill of the driver it will be virtually impossible for a large truck to turn right into the narrowest lane of Loch Maree Ave without colliding with traffic in the 2 adjacent lanes. Further to this is the added challenge/impossibility of then attempting to turn 90 degrees immediately into the southern access point of the complex. This is why NO trucks enter Loch Maree Ave from Pennant Hills Rd (right turn) but rather come directly opposite (straight ahead) from Phyllis Ave.

Compounding the problem is the long traffic light cycle when turning right into Loch Maree Ave. Typically it takes approx. 150 seconds for a complete cycle with average of 8 seconds permitted turn time (green light). It will be impossible for

trucks to move from a standing start, turn right and enter the compound at their projected rate of 1 every 64 seconds.

To address my concerns I request that the following actions are undertaken:

- All construction traffic enters and exits directly the Trelawney Street support facility in a southern direction from Pennant Hills Road.

Access/egress arrangements: Phyllis Ave

North bound trucks after exiting the support facility at Trelawney St are expected to cross 4 lines of traffic to turn right and do a u-turn in Phyllis Ave. During peak periods it will be impossible to cross 4 lanes of traffic to turn right. In addition, the round-about in Phyllis ave is very small/tight and will not permit vehicles over 6 meters from doing a u-turn.

To address my concerns I request that the following actions are undertaken:

- All construction traffic enters and exits directly the Trelawney Street support facility in a southern direction from Pennant Hills Road.

Trelawney Street Facility: Noise / Air Quality / Safety

Noise: The mitigation methods proposed include the use of acoustic sheds to contain noise. Whilst these measures may help reduce noise a significant amount of noise/spill will still occur and echo down into the valley (eastern side of Pennant Hills Road). This excessive and sustained noise will affect nearby residents, local schools and the nearby SAN hospital.

Air Quality: Northconnex will use various methods such as onsite carts, sprinklers etc to mitigate dust emissions. Due to the extraction method employed, dust and particles will still escape locally and travel long distances into the valley and adjoining properties. Vulnerable residents will be placed at risk via the increase in dust and emissions.

To address my concerns I request that the following actions are undertaken:

- Remove and extract the spoil from the ends of each tunnel. This would result in reduced dust and emissions.
- The use of appropriate acoustic materials to ensure that noise does not exceed the national standards or more than typical road noise on Pennant Hills Road.
- Continuous and open monitoring and reporting of noise and emissions around the compound.
- The use of appropriate dust and emissions controls to ensure that emissions are within Protection of the Environment Operations (Clear Air) regulation (2010) act.
- Establishment of significant fines and penalties if/when agreed standards are not met.

Trelawney Street Facility: Location

Currently the proposal for the northern support facility location is an area that bounds Trelawney St, Pennant Hills Rd and Loch Maree St. It is previously noted that originally the facility was to be located in the old 'Brickpit' – located further north along Pennant Hills Rd. The present location of the facility has a significant number of issues.

To address my concerns I request that the following actions are undertaken:

- That the tunnel support facilities are located away from residential areas.
- That the tunnel support facilities are located in industrial areas (which already have the necessary utility infrastructure).
- That the tunnel support facilities are located away from fire hazard zones (such as service stations).
- That the construction and operation of the tunnel does not risk any damage to local heritage items, aboriginal artefacts, vegetation and native fauna
- That the tunnel support facilities do not create a shadow across adjacent properties
- That the tunnel support facilities use a smaller footprint by removing and extracting the spoil from the ends of each tunnel.

Some recommended more cost effective alternatives: (Trelawney Street Facility)

- The BrickPit: significant open space area with immediate access to Pennant Hills Road
- 182 – 184 Pennant Hills Road: significant open space area with immediate access to Pennant Hills Road
- 10-12 Phyllis Avenue: significant open space area (currently a car park) with clear access to Pennant Hills Road and rail line
- Kenley Park: significant open space area with immediate access to Pennant Hills Road
- Pioneer Ave industrial complex: significant heavy industrial space area with clear access to Pennant Hills Road
- Central Ave industrial area (adjacent to the rail network): light industrial space with clear access to Pennant Hills Road