



PCU55784

7 Eaton Road,  
WEST PENNANT HILLS 2125  
September 7, 2014

*The Assessing Officer*  
Department of Planning and Environment  
Application Number – SSI 13\_6136  
GPO Box 39  
SYDNEY NSW 2001



Dear Sir,

Reference: NorthConnex Southern Interchange

I have attended two events at Pennant Hills Golf Club concerning the proposed construction of a tunnel connecting the M1 and M2 motorways. The first meeting gave a broad outline of the proposed project and discussed many of the community concerns that were raised. The second event was the drop-in session to view the EIS display information. I used this event to discuss a number of points regarding the Southern Interchange with members of the project team. I have also directed a number of questions to the information line.

Based on the information available, my understanding of the current plans to remove the tunnelling material from the Southern Interchange site is :-

1. Heavy vehicles taking tunnelling material south on the M2 will enter and leave the site via Eaton Road during standard construction hours.
2. Outside standard construction hours, heavy vehicles taking tunnelling material south on the M2 will enter and leave the site via Pennant Hills Road. This approach is dependent on a suitable solution being found that allows the heavy vehicles to leave the site via Pennant Hills Road and enter the M2 without using local residential streets.
3. Heavy vehicles from this site will not travel north towards Hornsby until a suitable return route that does not use residential streets is found to replace the original route via Aiken, Oakes, Karloon and Eaton Roads. Even if such a route is found, north bound movements would be minimised where practical

The questions relating to heavy vehicle movements that were not answered are :-

1. On average, what proportion of the expected 1480 heavy vehicle movements per day will be completed during standard construction hours (7am to 6pm)?
2. On average, how many hours will be required outside standard construction hours to complete the remaining number of heavy vehicle movements?
3. Are heavy vehicle movements required to remove material whenever tunnelling is occurring or can the tunnelling material be stockpiled for later removal?
4. What restrictions will the movement of heavy vehicles during standard construction hours have on local traffic using Eaton, Karloon, and Pennant Hills Roads?

There are many other questions that will arise as more operational details are released.

To date, most of the criticism levelled against the project has concentrated on air quality near the two ventilation outlets that will be used to disperse gases pumped from the tunnels. Community update 5, which deals exclusively with air quality, arrived today. My comments on this area are:-

1. The Project Overview in Figure 2.18 shows the sources of human made particulate matter for the Greater Metropolitan Region in 2008. I doubt that these figures are relevant to Pennant Hills Road in 2014, given that it is the second worst road in Sydney.
2. Much is made of the decrease in particulate matter that this project will bring to Pennant Hills Road. I am sure that areas around 8 of the 9 kilometres of the tunnel will experience significant reductions in particulate matter. I am not sure that those residing near the ventilation outlets will be as fortunate.
3. There are two points along the tunnels where smoke can be extracted if there is a fire. Why not use these facilities to extract particulate matter during normal operation so that it is spread more evenly over the length of the tunnel?

You will note from the above address that our house is one of the three at the top end of Eaton Road that are closest to the entry and exit points that the heavy vehicles will use during standard construction hours. We are very concerned about the severe impact that the planned 24 hours a day 7 days a week operations across the road from our property will have on our lives through noise, dust, vehicle pollution, and traffic safety and dislocation. We have lived here for over 43 years and have no plans to move but the prospect of having 740 heavy vehicles a day operating very close to our home for a period of 3 years with the accompanying problems noted above is unacceptable.

I note on your website that property acquisition depends on the need for Roads and Maritime Services to acquire part or all of a property to complete the road project. It appears that there is no consideration given to the effects that the work may have on people living near the work site. I believe that this is not a normal RMA road project in that :-

- The project site is very close to houses
- Planned construction hours at the site are 24 hours a day 7 days a week
- The removal of tunnelling material at this site is planned to run for 3 years
- There are 1480 heavy vehicle movements per day involved in the removal of the tunnelling material at this site (i.e. more than 1.6 million movements over the three years)

Because of the site workload described above, I suggest that consideration be given to the purchase of the three properties at the top of Eaton Road (Numbers 3, 5 and 7) that are across the road from this construction site. This would provide the project with much greater flexibility and increased efficiency in the staging of heavy vehicle movements during standard construction hours. This may also result in fewer movements being required outside standard construction hours.

Yours faithfully,



T.M.Gallagher