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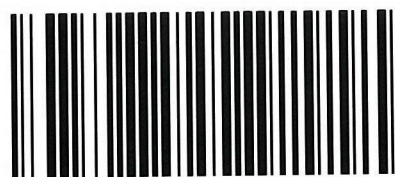
Attention: Director- Infrastructure Projects

Dept of Planning and Environment

Application No.SS1 13_6136

Major Projects Assessment

GPO Box 39, Sydney NSW 2001



PCU55786



Dear Sir/Madam,

Re; North Connex Tunnel Submission- Suggested Solution to traffic and construction impact.

I refer to the above and in particular to the movement of trucks during the construction program.

I am a local resident and reside at 4a Trelawney St Thornleigh, approximately 20 metres to the East of the site's Eastern Boundary (shown in blue on the attached plan). I am aware that the large adjacent area marked in yellow on the attached map, is actually owned by the NSW Dept of Housing.

It would seem to make considerable sense to have large dump trucks traverse through this area, which could seemingly be temporarily leased by one Dept of the State Government from another dept, for a few years, to facilitate a simple common sense solution to this upcoming monumental site management problem.

An inspection of this adjacent site will show a clear passage via a 6.0m wide roadway directly through that site, from Pennant Hills Road to the Tunnel Support Facility site, (please have a look on Google Earth), accessed conveniently from Pennant Hills Rd. The exit for trucks from the Tunnel site could be back on to Pennant Hills Rd. The top of Trelawney Street could be blocked off completely with a high Sound Barrier wall to keep noise and dust at bay. A light water spray barrier across and above the acoustic wall would pull the dust down (water spray perimeter barrier) and contain dust largely within the site.

A similar Sound Barrier with water sprayer could be constructed across the entire Western, Eastern and Southern edge of the Tunnel site and continued right across Trelawney Street at Pennant Hills rd intersection and run right through to the end of the Dept of Housing site and returned around the Eastern side. (i.e. as marked in pink on the attached sketch plan).

This plan would contain the entire site AND its access and egress points to a safe and acceptable management regime without interfering with Trelawney St or Loch Maree Avenue. Residents would then be far less affected. Some of the current buildings on the Dep't of Housing site might conceivably remain as site offices for the Project Director and site managers etc. The property could then be remediated and returned to the Dept of Housing once the project was completed. A hand

full of residents would have to be relocated, but could be given first option to return when the project was completed. This would seem to be a very small price to pay for such a solution.

Any alternative plan is likely to see the impact of many hundreds of heavy vehicles (with trailers) a day moving quickly through narrow streets and braking hard at the bottom of Loch Maree Ave and Trelawney Street, in a rush to maximise the commercial nature of their involvement, which residents will respond to by encouraging the Police Dept to fine operators for speeding, supported by the media. With cars parked on both sides of Trelawney St, trucks at the bottom will need to queue whilst those coming down the street pass the intersection and turn left up Nelson Street. If they have to back up with a trailer to allow for a truck coming down the hill, there will be considerable congestion as there is no turning point. Trucks with trailers at the top and bottom will both need to back up and those behind them as well (with trailers) (i.e. grid lock-requiring temporary battery operated traffic lights at those bottom corners) (the battery operated traffic lights should be up on the Tunnel site to call trucks across from the Dept of Housing site to be loaded) . A marshalling yard for waiting trucks should be provided in the nearby industrial estate and they should be called across by two marshals; one in the marshalling yard and one in the Dept of Housing site.

If these trucks are not redirected away from local streets, Constant Police presence will slow the project considerably and thus increase the construction program and consequent costs, but will quite rightly increase the safety for the residents, which must be preserved at all costs. (I respectfully note that we are not residing in a third world country)

Two years (and much longer when Police are slowing trucks down) is a long time to have heavy trucks speeding constantly through narrow suburban back streets and accidents will certainly occur and some may even be fatal, given the steep nature of the terrain to the East of Pennant Hills Road. A ban on trucks entering these suburban streets would seem to be legally responsible and politically prudent, as well as morally well founded. The Police Commissioner and his road safety team should be professionally consulted for advice before any such intention was contemplated, given the "State Significance" of this important and long awaited project.

Worker's vehicles should also be excluded from Trelawney Street and Loch Maree Ave, noting the very large car park that is largely unused in Phyllis Ave, at the rear of the IBIS hotel, which is the Macdonald's restaurants overflow car park, and is situated only 130 meters to the West of the site. This car park is always empty, and contains 100 marked car parks and 12 motor bike parking spots on a relatively new, sealed hard-stand. This could conceivably be rented for a 3 year period (a ground lease) at a very reasonable rate (it is returning its owner nothing at present) and workers would have to walk up the slight incline for 110meters and cross one set of lights at Loch Maree intersection to be on site. (Surely not too far to walk- less than 3 minutes to be on site)

Thank you kindly for reading this submission.

Yours sincerely,



Mark Milne; (Seriously concerned resident).

4a Trelawney Street, Thornleigh. NSW 2120 -Mobile-0412-048-660

PROPOSED
SITE CONTAINMENT
PLAN

CAR
PARK

Phyllis Ave

Pennant Hills Road

DUFFY AVE

INDUSTRIAL
ESTATE

MARSHALLING
YARD *
FOR
DUMP
TRUCKS

To move this way AROUND the Block

LOCH MARKEE AVE

TRUCKS OUT

TUNNEL SUPPORT FACILITY
Site

High BARRIER CONTINUED

DEPT OF HOUSING
NSW

High
BARRIER
CONTINUED

TRUCKS IN

TRELANNEY ST

No 2

No 4

No 4A

No 6

