

PCU55742



September 2014

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



To Whom it Concerns

NorthConnex Environmental Impact Statement - submission on behalf of Bunnings

As a business, Bunnings appreciates the benefits that a project of this scale will provide to the people and businesses of NSW, however we are concerned about the impacts construction could have on both the local community amenity and local business. We write to indicate concerns and, in some instances, suggest alternative options.

Thornleigh Bunnings Warehouse

Bunnings has operated a store located on the south west corner of the intersection of Pennant Hills Road and Phyllis Avenue which is situated diagonally opposite the proposed Trelawney Street compound (C7) since 1993 and currently employs 144 team members.

Commercial Impacts

Bunnings works hard to ensure traffic movements in and around our warehouses across the country are as practical as possible for all road users; we are confident that the proposed north bound u-turn movement for spoil haulage construction vehicles on Phyllis Avenue will directly impact on Bunnings Thornleigh business, thus threatening the long term viability of maintaining the above employment numbers.

Bunnings strives to be an active member of the local community; whilst we feel the proposed transport route directly impacts our business, we are also extremely concerned for the adjoining commercial/community users along with commuters trying to access Thornleigh railway station throughout the construction process, if the proposed north bound construction vehicle movement is adopted.

Bunnings would prefer to see the removal of the bulk of spoil from this compound undertaken outside of AM/PM and weekend peaks.

Impacts of construction heavy vehicle access/egress to the Trelawney Street Compound(C7)

Being located so close to the proposed (C7) construction site, we write to raise a number of concerns regarding details provided within the Environmental Impact Statement (EIS) concerning heavy vehicle movements.

There are several excerpts from the EIS that clearly identify some of the key issues we would like to raise including:

- Table 7-17 on page 339 of the EIS shows an indicative 570 heavy vehicle movements per day (or 23 and 26 per hour on the AM/PM peak vehicles per hour)
- Table 7-19 on page 345 identifies that in 2016 the intersection of Pennant Hills Road/Phyllis Avenue/Loch Maree Avenue without construction traffic would function at 'B' level of service in the AM and a 'C' level of service in the PM peak. Including construction traffic, it is estimated that the levels of service at this intersection will decrease to an 'F' in the AM peak and an 'E' in the PM peak which is a significant impact
- Paragraph 2 on page 341 states *"Difficulties may arise for construction vehicles attempting to cross three lanes of Pennant Hills Road in a short distance to turn right into Phyllis Avenue. In addition further assessment may be required to determine whether the existing geometry of the Phyllis Avenue/Central Avenue roundabout can accommodate the anticipated heavy vehicle U turn manoeuvre"*
- Paragraph 5 on page 346 states *"The significant deterioration in performance at the intersection of Pennant Hills Road and Phyllis Avenue is the result of an increase in right turn movements from Pennant Hills Road onto Phyllis Avenue associated with the Trelawney Street Compound(C7)"*

Bunnings strongly objects to the prospect of Phyllis Avenue being used as an option to turn construction traffic so they may head north for the following reasons:

Unnecessary Traffic Movements

It is proposed that fully laden articulated spoil haulage construction vehicles from a standing start will need to cross three lanes of south bound Pennant Hills Road traffic to wait at the traffic lights in a slip lane that is approximately 70 metres long. Bunnings believes this provides an unsafe and impractical outcome for all road users and creates two turning movements that appear unnecessary.

Bunnings suggests that proponents investigate an outcome whereby construction vehicles enter Trelawney Street compound via a left in directly off Pennant Hills Road and exit the compound onto Loch Maree Avenue followed by a direct right hand turn onto Pennant Hills Road to head north. This intersection could be further controlled with phased traffic lights to separate local traffic and construction vehicles on Loch Maree Avenue.

This proposed solution provides that construction vehicles will queue within the compound waiting to head north on Pennant Hills Road rather than queuing in two critical turning bays on Pennant Hills Road and Phyllis Avenue. See below mark-up of the spoil haulage routes figure below indicating an alternative design via red arrows.

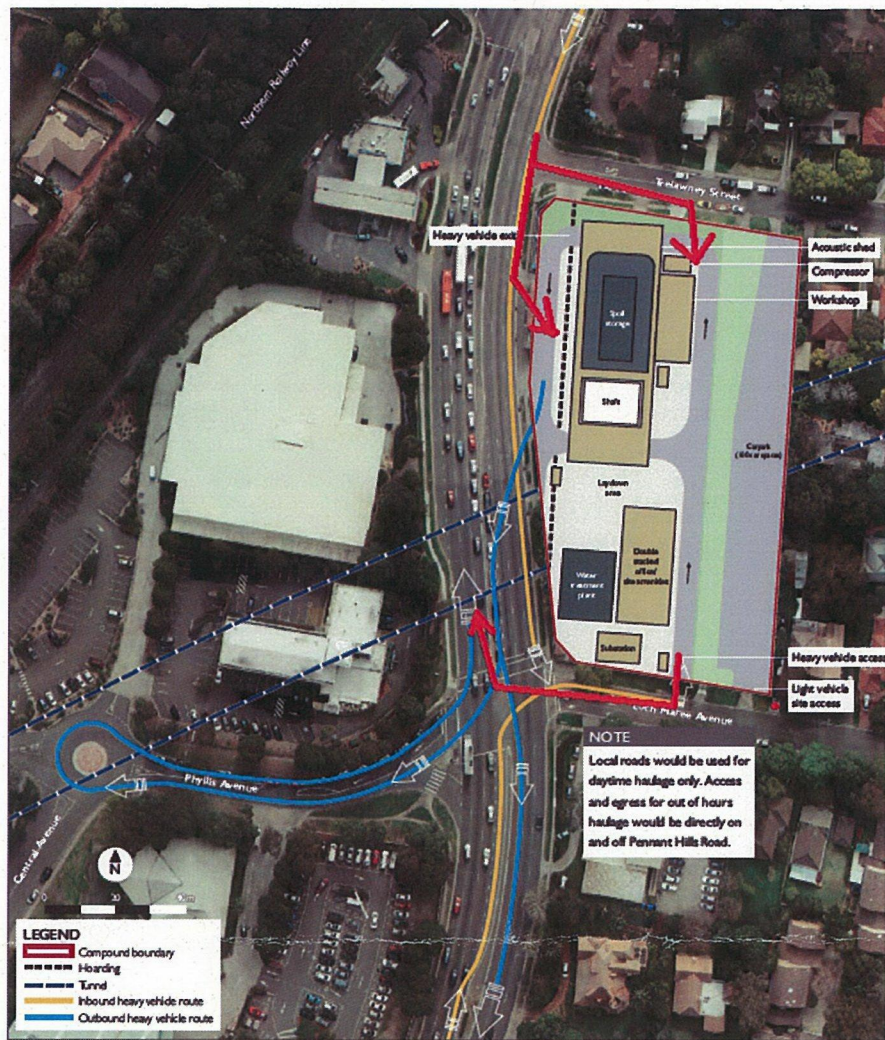


Figure 7-5 Trelawney Street construction compound spoil haulage routes

Insufficient Analysis of Road Geometry

Adopting the proposed access route without further assessment of the road geometry of Phyllis Avenue appears short sighted. A simple survey of the road users that utilise this roundabout will confirm that the u-turn of trucks at this round about is not only impractical but would destroy the accessibility to what is an integral commercial/community and transport hub.

Confirmation of whether proposed heavy vehicles are proposed as semi-trailers or B- doubles is also sought.

Phyllis Avenue is approximately 90 metres long from the roundabout on Phyllis Avenue to the intersection of Pennant Hills Road; the logic to unnecessarily send 570 heavy vehicles a day without undertaking further studies into the road geometry does not make sense considering the flow on impacts for all commercial operators within the Thornleigh commercial area.

Level of service for this intersection shown in 2016 with construction vehicles (Table 7-19 on page 345) proposes an average delay of >100 seconds in the AM peak. Given

the critical nature of this intersection, Bunnings believes it is in the public's interest to quantify the seconds delay rather than only showing it at >100 seconds so that considered feedback can be provided.

Based on the above, Bunnings feels it necessary that the project review an alternate spoil haulage route from the Trelawney Street compound as the one proposed is not practical and has the potential to cost jobs within the Thornleigh business precinct.

Regards

A handwritten signature in black ink, appearing to be 'BF' or similar initials, written in a stylized, cursive manner.

Ben Fogarty
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