

4.3.1 Site layout Parramatta Rd East and West Civil sites.

There are significant problems with this site use and layout and there must be a better traffic management solution than is proposed for more than 200 light and heavy vehicles entering and exiting the site 24/7. Residents should not have their safety and amenity jeopardised due to a significant increase in traffic on local residential streets around these Civil sites.

1) It is stated that any of these vehicles may travel between the East and West Parramatta rd civil sites. If this is allowed, then they will have to use local suburban residential roads, Alt St, Denman Ave and Bland Streets to get to Parramatta rd West civil site for example.

2) If parked in Parramatta Rd East civil site, light and heavy vehicles will have come from the West. To return to the West, that means vehicles will have to drive around the block (Alt, Denman and Bland St) to turn right onto Parramatta Rd and head West at shift end or to get into Parramatta Rd West Civil site in Bland St., or to get to Northcote Street tunneling site.

3) There must be no entrance or exits onto any part of Alt Street and Bland St in Ashfield and Haberfield. More traffic on local roads will cause traffic jams at Bland St lights and danger to school children, bicycles and pedestrians. Traffic will increase significantly around Haberfield School. As well, vehicles from this site will presumably drive down Alt Street to turn left onto Ramsay st and head west. There will be an unacceptable increase in traffic on these local roads. It is currently dangerous for pedestrians as there is a hill crest at Allum st and cars already drive fast along here making it unsafe for pedestrians and cars coming out of driveways, as they have little warning of cars approaching from the other side of the hill.

Table 4-5 Indicative construction vehicle numbers, shows heavy and light vehicles movements in peak hour. Additionally but not included in this table, will be many more movements at the beginning and end of workers' shifts.

These Parramatta rd Civil sites must not be allowed to operate 24/7.

A) There must be a restriction on weekends for using this site

B) There must be restrictions on using these sites out of business hours particularly involving heavy vehicle parking and maintenance.

c) Day shift times must be organized so they do not coincide with School zones and traffic must be stopped from using local streets during these times.

Therefore there must be no facility for Heavy vehicle parking and no workshop for maintenance at the Civil sites. This will prevent heavy vehicles using local roads 24/7 and another site must be found.

There needs to be a restriction on speed on Alt Street, Denman Avenue and Bland Street for the duration of the project for safety and amenity reasons. The same should be done on the Ashfield side of the Parramatta Rd Civil site.

A Shuttle bus is proposed to get workers to construction site at Northcote St. It would have to leave from Parramatta Rd West site. How will they reach the Northcote site if the shuttle bus cannot turn right from Parramatta Rd into Northcote or Wattle Streets as is the current situation?

Stop the plan to have a Shuttle Bus. Workers only have to walk two blocks to Northcote St site from the car park.

Haulage routes

All spoil trucks must use the G Loop and the M4East tunnel to get to the West. This Change of conditions proposal is to use Ramsay, Fairlight and Great North Road in case of congestion on the G loop route. The experience for motorists when the M4East trucks have used this route in the last two years has been abysmal. If Trucks are allowed to use this route, they will block the kerb side lane. As well, traffic making a right hand turn from Ramsay Rd into Five Dock streets will hold up 'through' traffic when trucks are on the kerbside lane.