

1) Roper Lane Closure

If Roper Lane is closed at Bridge Road and there is no new safe (signalised, roundabout or manually traffic controlled) access to Peats Ferry Road then there would be an unacceptably high risk of a serious – possibly fatal – road accident during the 3 year spoil transport period. Access from Summers Avenue or Watson Avenue onto Peats Ferry Road is difficult in peak periods and it is very challenging to do a right hand turn. That manoeuvre is best left for people with great judgement, excellent driving skills and a very good vehicle – most of my neighbours are not blessed with these attributes.

The problem is not confined to residents in Roper Lane, Summers Ave, Ferntree Cl, Silvia St and Watson Ave. Access to Galston Rd from Carrington Rd, Clarinda St, Ethel St and Spedding Rd is also very difficult in peak periods and will be much worse by the end of the project. Many residents from this wider catchment use Roper Lane to gain safe access to Hornsby. Residents from Manor Rd, Rosamond St, Alan Ave and Meredith Ave together with their feeder roads will have no option but to gain access to Galston Rd or Peats Ferry Rd via non-signalised intersections as the EIS currently stands (Section 4.3.3).

In my opinion this is not an inconvenience to be endured by these residents in support of a longer-term benefit for the Community but rather an ill-considered compromising of their safety.

I have discussed this issue with my immediate neighbours in Summers Ave and Roper Lane and we are all agreed that safe access to Peats Ferry Road from Summers Ave and Watson Ave does not currently exist and **it is critical for us that it is provided prior to closure of Roper Lane.**

2) Traffic Generally

At the moment traffic can be quite congested in Bridge Road during morning and evening peak periods. We can expect this situation to get considerably worse during the next few years as a result of natural increase (traffic from outside the area (Galston, Dural, further up towards Berowra)) together with all the residents who will come to Hornsby as a result of the current spate of unit construction. I doubt the traffic modelling adequately addresses this over the full 3 year project period. The trucks coming in or out of the quarry at less than 60 second intervals will make it quite chaotic. It is not clear to us whether sufficient thought has gone into moving traffic from Peats Ferry Rd onto Jersey Street North. A roundabout at the Jersey St North/Meredith Ave intersection may assist.

3) Quarry Access Road

I also have concerns about the design of the access road from the bottom of Bridge Rd near the TAFE down into the valley. I have not found the full details yet but whilst it may be 'possible' to provide a safe and reasonably graded 2 lane road for large trucks and their dog trailers which minimises impacts on bushland (State Environmental Planning Policy 19) I doubt it would be practical or

economic. The temptation to compromise to the detriment of the bushland or truck driver safety is high.

4) Inconvenience Generally

The 70 truck movements per hour, the noise in excess of daytime noise goals, the lack of pedestrian access to the valley, the dust, the considerably longer times to gain access to Peats Ferry Rd (after a safe access point is provided) are all inconveniences which I am willing to suffer in the short term for the long term benefit of my community. Compromising safety as outlined in points 1 and 3 above is not an inconvenience and I will not support the project if the issues are not resolved satisfactorily.