

To whom it may concern,

RE: Application No SSD-9912 – Roseville College Sport and Wellbeing Centre

I am writing as I have concerns with the proposed traffic management plan that has been proposed with this development. I am not opposed to the development itself, but just how they plan on bringing very large trucks into the work site. The core concern that I have is that these massive trucks will cause undue disturbance and danger to the residents living in and around Wandella Ave and seek to have the intended travel routed changed or additional mitigating controls put in place (e.g. traffic marshals).

What is proposed is to bring 19m long “truck and dog” trucks as part of the demolition and excavation works on the site. The intended route is the they drive down Bancroft Ave (turning in from Archbold Rd), turn left in Wandella Ave and then turn right into Victoria St. Stated working hours is between 6:30am to 5:30pm Mon to Fri and 8:30am to 1:30pm on Saturday. They have indicated that there may be up to 8 trips per day during Demolition and 16 trips per day during excavation.

Following are the specifics of my concerns:

1. The intended route is through narrow residential streets. These trucks are very large and visibility will be a major concern for both the truck drivers and any other vehicles that may be following them. This lack of visibility will cause dangers to residents who may be crossing the streets near them. We have lots of kids in our neighbourhood, so this poses a serious danger to them.
2. During the recent construction of the numerous apartment buildings in Victoria St, these same trucks ended up queuing in Wandella Ave while waiting to enter the site. With these trucks stopped on the side of the street in Wandella Ave, this significantly narrows the street causing potential disruption to the through traffic driving up the street (which is a common short cut taken by vehicles heading to Boundary St from the north). I recall numerous occasions when I saw at least two of these massive trucks waiting in Wandella Ave at around 6am. The traffic management plans indicates that they will not be allowed to wait/queue, but how is this going to be enforced? I'm quite sure that similar conditions were applied to the apartment building development plans, but clearly they were ignored.
3. These massive trucks need very large turning circles. The Traffic Management Report provides aerial photos of the respective intersections and the expected turning circles needed for these 19m trucks. I think that these are “best case scenarios” rather than a true reflection of reality. They have not catered for the cars which park in the streets at or near these intersections and how these would impact the trucks having the access they need to successfully navigate these intersections. I am especially concerned about the turn from Wandella Ave into Victoria St. It shows that the trucks need to hug the curb in front of No 5 and 7 and only then will they just be able to squeeze on the left of the concrete median as they enter Victoria St, and this is on the assumption that no cars are parked at or near the front of these houses. Due to this, the result will be extensive delays as trucks need to make additional manoeuvring to complete the turns. This additional movement (including potential reversing) will cause serious safety issues to cars behind these trucks as well as people on or near the footpath. Aside from this, these trucks will need to slow down to a stop before they attempt to turn at these intersections resulting in excessive noise generated from their very loud brakes and acceleration of the engine to start moving again.

I am seeking a complete review of the traffic management plan for the construction period for this development to address the concerns raised above. I acknowledge that the trucks need to enter the

site through some means, but the traffic management plan makes assumptions based on a best case scenario rather than reality, so is not appropriate.

Regards

Eric Kwong

(9 Wandella Ave, Roseville)

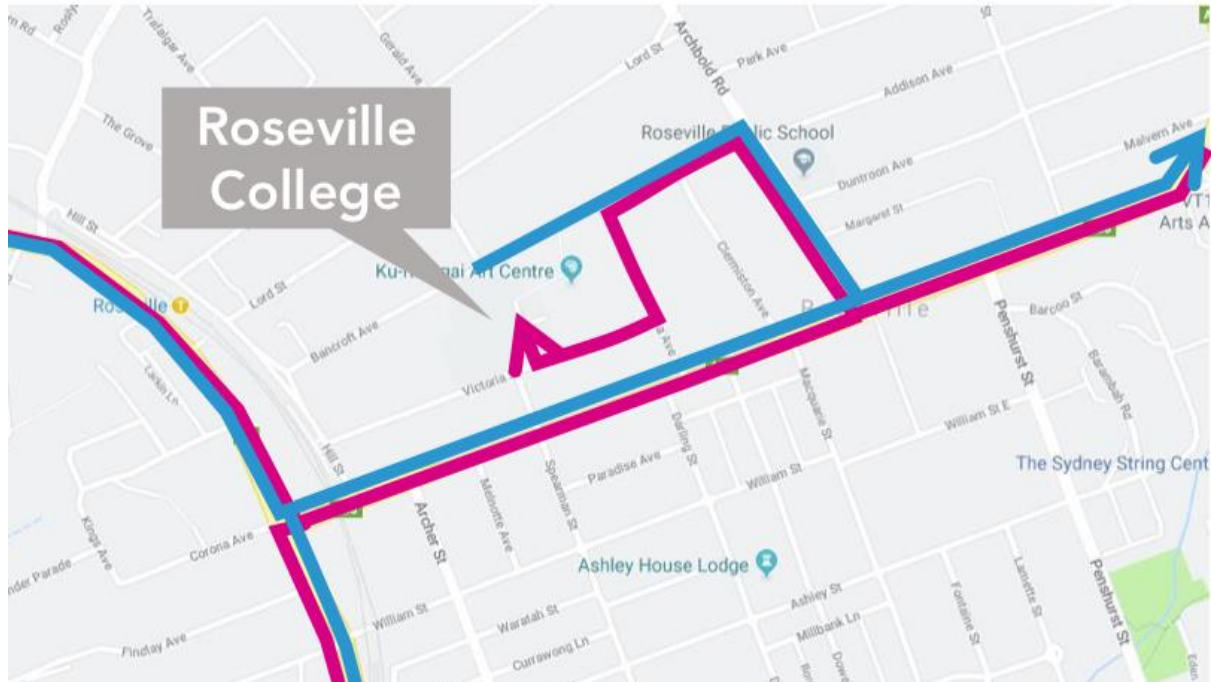


Fig. 1 – Access route



Fig. 2 - Turning circle – Archbold to Bancroft



Fig. 3 - Turning circle – Bancroft to Wandella



Fig. 4 - Turning circle – Wandella to Victoria