WestConnex M4-M5 - Response to Key Stakeholder Submissions

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To summarize, in general we are satisfied with the responses on the emission modelling, in-tunnel air quality and the construction impact assessment and management parts, thus have few further comments.

A bit of further comment on responses:

B3.2.3 Emission modelling:
- Emission factors used for ventilation design are based on the local fleet and have in addition been calibrated (a separate calibration report is publically available), which largely reduces some of the uncertainties.
- The in-tunnel emission modelling for future years is based on the local fleet, which makes an improvement compared to the previous EIS (M4 East and New M5).
- Emission factors for ambient air quality modelling based on the NSW EPA model have been validated by comparing predicted and observed emission rates in the tunnel ventilation outlets, which indicated that the model overestimates the pollutant emissions by a factor of 1.7 and 3.3, so the assessment at least for baseline years should be on the safe side. After that emissions are likely to drop significantly (see next bullet point).
- It is correct that the future light-duty diesel vehicle fleet will largely consist of Euro 6 vehicles meeting the new RDE-regulation, which is likely to perform much better in terms of NOx emissions than the earlier generation(s) of Euro 6 diesel vehicles.
- Since primary NO_2 is mainly a concern for in-tunnel air quality and the NO_2/NOx-ratios for light-duty diesel vehicles seem to be overestimated in the M4-M5 Link EIS, and the air quality modelling do not rely on the primary NO_2-fraction in the exhaust, but rather on NOx emissions and empirical functions for estimating NO_2, the EIS seems to be on the safe side regarding both the in-tunnel and ambient air NO_2 levels.

B3.2.4 In-tunnel air quality:
- Since our review on the in-tunnel air quality part of the EIS mainly refers to what has been pointed out for the emission modelling part, it's fully ok with the response "noted" here.

B3.2.9 Assessment and management of construction impacts:
- In the first review section, we have only pointed out improvements in the assessment and management of construction impacts in the EIS compared to the previous WestConnex EIS we have reviewed.
- To our satisfaction the proponent has provided a clear explanation to the different risk assessments that have been made in the M4-M5 Link EIS compared to the New M5 EIS.

B3.2.10 Grouping of receptor categories:
- To our satisfaction the proponent has provided a clear explanation to how the grouping of receptor categories is used for the construction impact assessment.