



PCU078135



Director – Transport Assessment Planning Assessments,  
Department of Planning, Industry and Development  
Number: SSI 6136 MOD3  
GPO Box 39  
Sydney NSW 2001

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We would like to submit our objection to the request to amend the condition of approval for VOC emissions at the ventilation outlets of the NorthConnex tunnel joining the M1 and M2.

- This is the longest tunnel in the Southern Hemisphere with an incline from the Sydney Basin to the northern suburbs of Sydney.
- The tunnel design was decided so that it would be beneath the Metro Rail tunnel, so the gradient is steeper than originally intended. There is no cross-section now available on the website that gives this diagram.
- Having said that, the tunnel heading south feeds into the Sydney Basin, which is probably the most polluted area in Australia, because of the topography.
- The height of the stacks was increased after EIS comments – can't find the final heights after construction. Do they conform to requirements?
- What will be the effect on emergency emissions at Wilson Rd and Trelawney St., both with no stacks?
- In the Public Health Association of Australia submission on the EIS, 12<sup>th</sup> September, 2014, the following statement was made – *"As the epidemiological data is complex, and interactions between particulates and other compounds are unknown, The PHHA questions the conclusion as stated in the EIS that there are negligible impacts from such a long tunnel, with large amounts of diesel emissions, two ventilation stacks and no filtration."*
- This has been a concern to the community, that the Cost/Benefit analysis for Medical outcomes have not been addressed. This is covered in the above report.
- A particular instance of future usage has been brought to our attention. A truck delivering product from Rosehill to Karingra will make the trip 5 times every night. That is 10x through the tunnel. This would mean that the driver would be subjected to breathing diesel emissions that are 40 times more dangerous than smoking cigarettes. The original limit was not enough.
- Will the visual checking of exhaust emissions from trucks be efficient and will there be stringent follow-up against offending vehicles?

There are many factors involved. The plans for construction of each major project such as this have a flow-on effect for future developments.

The NSW Parliament Legislative Council Public Accountability Report (Dec 2018) on the WestConnex Project stated in Recommendation 13 that ventilation outlet emissions should be filtered before release into the air.

This alone is a good reason why the proposed modification is not approved.

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