

The Director – Infrastructure Projects  
 Department of Planning and Environment  
 Number: SSI 13\_6136  
 Major Projects Assessment  
 GPO Box 39  
 SYDNEY NSW 2001

10 September 2014

## NorthConnex Application Number: SSI 13\_6136

I am a retired Highway and Traffic Engineer: MSc Eng (Traffic and Transportation), and have designed motorways and traffic systems both locally and overseas.

I live approximately 250m from the proposed NorthConnex northern exhaust stack and am very concerned that 9km of exhaust fumes will be pumped out untreated, and concentrated into the Wahroonga residential area where I live.

***I object to the project as described in the EIS*** and as explained at public meetings, for the following reasons, and request that these be considered by NorthConnex and particularly the Department of Planning.

1. The ***health effects of not using a total ventilation and air-purification system*** to clean the exhaust fumes emitted from the tunnel is my main concern; a raw exhaust stack should be in an industrial area. Breathing in even minimally polluted air around my home (within a retirement village), is totally unacceptable, and even more so after attending an informative forum conducted by members of the medical profession. I believe 260 doctors have protested about this potential pollution hazard.
2. The ***traffic projections done for the future can't be relied upon***; traffic prediction is a very inexact science. In 25, 50 and 100 years from now the volumes will continue to grow and, from my experience, the tunnel could well end up carrying twice the predicted traffic flows. (When Bradfield designed the harbour bridge he allowed for far more capacity than could ever be expected and even then the tram lanes had to be taken over for traffic expansion). Remember, a tunnel can't be expanded. After how many years will two three-lane tunnels reach their capacity?
3. NorthConnex ***does not provide an attractive route for traffic*** from the north wishing ***to gain access to the CBD of Sydney***, thus relieving the congestion on Pacific Highway. (SKM's F3 to Sydney Orbital Link Study, clearly demonstrates that more traffic from the M1 travels down along Pacific Highway, rather than along Pennant Hills Road). This is not catered for by the design produced.

To address my concerns I request that the ***following actions*** be undertaken:-

1. That the Department of Planning ***does not approve the project*** in its current form.
2. That a ***total ventilation and air-purification system***, embracing electrostatic precipitation and denitrification ***be included in the basic design*** of the tunnel, to remove dangerous gases and micro-particles from the fumes. As road networks expand, user demands for upgrading the road environment increase more and more.
3. That an ***attractive relief be provided for the Pacific Highway*** via direct off-ramps to the M2 east and vice versa.
4. That ***additional motorway options*** be considered, such as a future crossing of the Hawkesbury River to the west, linking to the M7 via an outer surface route.

Regards,

Peter Edwards BSc (Eng), MSc (Eng) Dip TP.  
 108/9 Woniora Avenue,  
 Wahroonga 2076.