

a) Northconnex quote some vague statements in the what they called Key facts:

"There will be air quality monitoring stations in locations like schools operating 24/7...
" but do not mention where the schools are within 1 km of the stack, entries and exits or not.

"By reducing the travel times vehicles and trucks are spending in this community, our modelling predicts air quality improvements of up to 38 per cent (for particle matter 2.5 microns and less for Pennant Hills Road" and again do not mention which part of the Pennant Hills Road where the reduction of the 38 per cent are.

If Northconnex are clean, they will mention the locations of the monitoring stations which will be installed and which parts of Pennant Hills Road where their modelling is based on.

What we concern about are the residence, schools etc within 1km of the Northern and the Southern stacks if the stacks are not filtered. You don't need to be a scientist to understand if the whole of the pennant hills road traffic exhaust are all discharged into the atmosphere by these 2 stacks, the traffic pollution in those areas around 1km of the stacks will significantly increase. Anyone with half a brain will know those who live far away from the stacks (e.g. Pennant Hills Road, Thornleigh) will benefits significantly from the tunnel because all the trucks will be in the tunnel and the trucks exhaust are not released into the air around Thornleigh (fyi, trucks will be fined if they do not use the tunnel, ABC 7.30 report noted this point).

b) Northconnex use the cross harbour tunnel stacks as the aerial again is trying to mislead the community because there will always be (i am almost certain) sea breeze at the sea shore because the air temperature at the sea surface and at the land surface are always different (secondary school physics).

As the sea breeze disperse the stacks pollution almost immediately when they reach the outside, pollution of course will be significantly less in areas around the stacks.

c) Northconnex quoting why filtration system are required for the tunnels in Japan.
"In Japan they are required to address the combination of a high fraction of diesel powered cars and a very high percentage of heavy goods vehicles"

This is exactly the scenario for the Northconnex tunnels which are mainly used by uphill and downhill trucks and Northconnex are still trying to bend the fact of not providing filtration. Hence filtration for the Northern and Southern stacks are required based on the Japan experience.

I hope this will better help our fellow residence to understand simple facts and not be drawn into trying to understand those seemingly scientific statements put up by the Northconnex.

Regards,

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