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

NORTHCONNEX Application Number: SSI 13_6136

Please find below our submission in response to the exhibition of the Environmental Impact Statement (EIS) for NorthConnex. Firstly we would like to state **we object to the project** as described in the EIS. We have serious concerns with regard to the tunnel project as it is currently proposed in the NorthConnex EIS.

Our concerns fall into seven sections. These are:

1. The EIS does not show any connection between the ventilation stack and the southbound tunnel which is 250 metres away. Will the polluted air be allowed to flow like an invisible sewer through West Pennant Hills, North Rocks, Carlingford and Beecroft?
ACTION: Provision of diagrams and detailed description of what ventilation is proposed for the southbound tunnel at the Southern Interchange. We would like the opportunity to lodge further submissions once that has been provided.
2. The ventilation stack should be located immediately above the tunnels on the corner of the Pennant Hills Golf Course and the M2. NorthConnex admit that this is the most efficient location for the stack. Why is the stack not being correctly located and positioned as far as possible away from homes? A simple search of the NSW Land and Property Titles and confirmed by the Hills Shire Council, revealed that the RMS owns FOUR blocks of land in the exact position where the Stack needs to be.
ACTION: Position the Stack on the land owned by RMS at the south west corner of Pennant Hills Golf Course.
3. The ventilation stack must be filtered. It is accepted scientifically and medically that there are no safe levels of diesel emissions which are a Group 1 carcinogen.
ACTION: Filtration of the ventilation stacks to provide a safe and sustainable environment.
4. The NorthConnex proposal to use Aiken, Oakes, Eaton and Karloon Roads for construction traffic is totally unacceptable. We propose that construction vehicles turn right on to the M2 from Pennant Hills Road, drive to the Windsor Road Passover, double back along the M2 and access the construction compound directly by the creation of a ramp from the M2 straight into the construction compound. Trucks heading north should also exit via this ramp onto the M2 if they do not have direct access to Pennant Hills Road.
ACTION: Adoption of our proposal as detailed above. The route proposed by NorthConnex must not be used.

5. The restoration and preservation of the landscape around residential properties, especially along the M2 and those homes immediately close to the construction compounds and boundary walls, is of vital importance.

ACTION: Landscaping on the residential boundary of NorthConnex buildings, walls, compounds, etc. to maintain the leafy outlook of homes and the parkland look of our suburbs.

6. The general public and the local community in particular, must be kept informed of the changes made to the EIS as a result of the submissions sent by concerned residents and consulted going forward.

ACTION: As the EIS does not provide sufficient detail, on-going community consultation is seen as important and necessary. More information and detail must be provided.

7. The RMS are in the process of compulsory acquisition of the Public Reserve on the Northern side of the M2 behind the residences of Lisle Court and Savoy Court, West Pennant Hills (Lot 15 DP 841778) for the purpose of extending the detention basin on the Western end of the Reserve. This Public Community facility is well used by local residents and their children for numerous activities, from riding bikes and ball games to walking dogs. It is valued for being separated from local roads with access only via two pedestrian laneways and is therefore safer, particularly for small children. There is a natural creek line that flows through the Reserve. It should also be noted that this creek provides for a considerable population of birds, frogs, ducks etc. Vegetation screens the very high wall of the M2 at this point, but the centre area has been left open for use by local residents. No doubt the Design Engineers for the detention basin are also aware that the main sewer line for this area runs through the centre of the Reserve.

ACTION: That any extension to the existing detention basin must be minimised as far as possible so that it does not unduly encroach on this Council Reserve. Furthermore, it is imperative that the residual land, after completion of the works, is not denied to the local community.

We would appreciate a detailed review of our concerns and we await the supply of the requested additional information.

Yours sincerely,



Kay and Tony De Luca