



Matt Kean MP

MEMBER FOR HORNSBY

12 September 2014

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

Via online form:

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6136

NorthConnex Application Number: SSI 13_6136

I make this submission on the NorthConnex Environmental Impact Statement (EIS) as the State Member for Hornsby.

Firstly, I would like to place on the record my strong support for the proposed tunnel linking the M1 Pacific Motorway at Wahroonga to the Hills M2 Motorway at West Pennant Hills.

The proposed route has been studied extensively commencing in 2003 with the F3 to Sydney Orbital link study (SKM, 2004) and confirmed in the 2007 review by the Honourable Mahla Pearlman AO.

Pennant Hills Road is one of the worst roads in Sydney. It suffers from chronic congestion, high crash rates as well as causing severe local amenity impacts for local residents.

The project is needed to provide a safer and more efficient link between the M1 and M2 that would better service current and future road users.

Notwithstanding my support for the project, I would like to raise a number of questions and concerns which need to be addressed in relation to the air quality assessment contained in the EIS.



These questions and concerns are as follows:

1. What assurance can be provided that data used to develop the Digital Elevation Model (DEM) was sufficiently accurate to be used in air quality modeling around the ventilation stacks. Has the DEM considered the terrain around the stacks and the site specific meteorological conditions?
2. What assurance can be provided that the background air quality estimates especially at the northern portal and stack are representative of the air quality in the Wahroonga/Hornsby area given that the two air quality monitoring stations used to establish ambient air quality were located at Lindfield and Prospect? Can sufficient site specific ambient air quality information be used as the basis of background air quality estimates?
3. What confidence can I have regarding the assessment of the quality of "fresh" air entering the northbound entry tunnel portals at the Pennant Hills/M2 interchange when it unclear what data or assumptions have been used for the quality of the "fresh air" entering the tunnel. If the quality of "fresh air" entering the northbound tunnel at the Pennant Hills Road and M2 Interchange entry portals has been based purely on the air quality monitoring undertaken in residential areas in Prospect and Lindfield, then I am not sure that this is reflective of reality. The "fresh air" quality at Pennant Hills/M2 interchanges needs to be remodeled to include emissions from the southern vent stack and surface emissions from the M2 and Pennant Hills Road.
4. There appears to be no modeling or assessment of air quality impacts from discharges from the portals, stacks and emergency discharge locations for emergency situations. Can NorthConnex provide modeling of a variety of emergency situations including an assessment of the resultant air quality and human impacts under the various scenarios?.



Matt Kean MP
MEMBER FOR HORNSBY

5. The EIS claims that there will be no portal emissions from the project. A review of the ventilation design should be undertaken to verify the claim that there will be no portal emissions.
6. The current NorthConnex air quality and meteorological monitoring stations are not in appropriate locations to assess the impacts of ventilation and portal discharges. In the area around the proposed northern stack, one monitoring station has been located at James Park which is 1.2 km distant from the proposed north ventilation stack. There should be appropriately located monitoring stations installed as soon as possible to enable the validation of the air quality modeling.
7. I am concerned that NorthConnex has not proposed community involvement in the development of appropriate monitoring programs. To address community concerns about air quality and human health impacts, the community should be involved in the development of monitoring programs for these aspects. This has been successfully undertaken on other Sydney tunnel projects via an Air Quality Consultative Group. An Air Quality Consultative Group should be formed consisting of representatives from the community (including schools and health professionals). The consultative group should be involved in the developing the long term monitoring program as well as assessing the results of monitoring.

This project has my full support but must meet the appropriate health and air quality standards as assessed by appropriately qualified experts.

Should you wish to speak to me about any of the matters raised, please don't hesitate to contact me on 9476 3411.

Yours Sincerely,

Matt Kean MP
Member for Hornsby