Beecroft-Cheltenham Civic Trust

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NorthConnex EIS
Submission from the Beecroft Cheltenham Civic Trust.

Department of Planning and Environment, Major Project Assessment, Attn: Assessing Officer, Application No SSI136136, GPO Box 39 Sydney 2001
www.majorprojects.planning.nsw.gov.au

The Beecroft Cheltenham Civic Trust (BCCT) has been established for 50 years and represents the residents of Beecroft and Cheltenham. We have examined the EIS exhibition, and the main significant item of concern, is the effect on air quality near the tunnel entrances and exits.

Air Quality

1. **Monitoring**

The EIS has stated that air quality inside the tunnel will be monitored continuously throughout the operational life of the tunnel, while the air quality on the surface along Pennant Hills Road will only be monitored for a period of twelve months after it opens. This will not allow data to be collected verifying the claim in the EIS that air quality will not be significantly affected.

It was stated verbally at one of the meetings the Trust attended that the outside air monitors, such as the one at Observatory Park, cost approximately $3000 per week to operate, and that this a principal reason for limiting the duration of the monitoring. Considering that the five external air monitors along the route can be re-located adjacent to surface NorthConnex facilities, resulting in no additional site rental cost, and that the units are fully automated, it seems hard to understand how it could be so expensive, and a cost breakdown is requested.

The Trust considers it imperative that the data collected by these outside air monitors be fully independent and accessible to the public so they cannot simply be turned off if the results become inconvenient. It would seem essential, if credibility in the safe operation of the tunnel is to be established, that if any health problems are ever alleged along the tunnel route, full air quality records are available to show that the tunnel is not the cause.

2. **Impacts of Emission Drift**

It is well known that microparticles under 1 micron from Diesel fumes are carcinogenic and that the stacks concentrate the emissions from the tunnels. These emissions cascade down and are spread by the wind onto nearby properties. These emissions are responsible for many health related impacts including cancer and lung diseases. The impact is greatest in growing children. Within 1km radius of the proposed southern stack are a large number of family homes and three high enrolment schools, St Gerard's Primary, Carlingford High and Roselea Public. Why was no modelling included in the EIS to show the likely drift patterns and assess the health impacts of these emissions? The residents and public insist that the stacks be filtered.

3. **Emergency Stacks**

Again no modelling has been included to show the impact of emissions if there was a fire in the tunnel and the emergency stacks had to be used.

4. **Claimed reduction in overall pollution**

The benefits of pollution reduction in the tunnel are quickly diminished if the traffic slows. It appears that the figures quoted in the EIS are based on wishful thinking and the best case scenario.

Construction Traffic
Residents are concerned about the impact of construction traffic in already busy and congested streets such as Copeland Rd and Eaton Rd. No information is included on the dumping of spoil.

Carolyn Watt
Acting Secretary BCCT 12/09/14