

Director Infrastructure Projects
 Department of Planning and Environment
 Major Projects Assessment
 GPO Box 39
 SYDNEY NSW 2001



Dear Sir / Madam,

PROPOSED NORTHCONNEX M1 / M2 TUNNEL PROJECT - Application Number - SSI 13_6136

We object to many aspects of this project

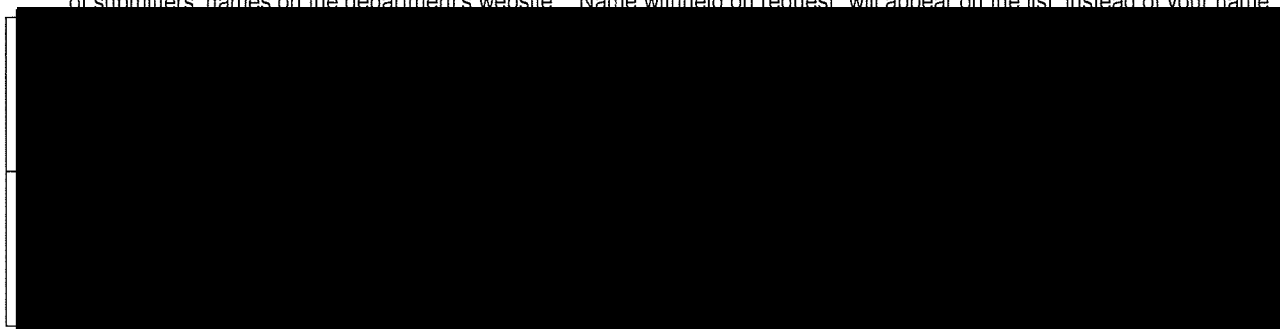
We would like to record that we are in favour of a tunnel linking the M2 with the F3 / M1. We see this as a necessary improvement to The Hills Area and the Sydney road network as a whole. It will clearly benefit most residents along the Pennant Hills Road corridor. It will also greatly benefit the long-haul freight vehicles travelling between Victoria, New South Wales and Queensland. However, we have serious concerns with regard to the tunnel project as it is currently proposed in the NorthConnex Environmental Impact Statement (EIS).

Our concerns fall into six sections. These are:

1. The Environmental Impact Statement (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?
ACTION: Purchase of golf course land to position the stack in its most effective location.
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.

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

☒ Tick this box if you do not want any of your personal information, shown below, to be published with the submission or in the list of submitters' names on the department's website. "Name withheld on request" will appear on the list instead of your name.



Scanning Room