

28 Warne Street
Pennant Hills NSW 2120
10 September 2014

Development Assessment Systems & Approvals
Department of Planning & Environment
GPO Box 39 SYDNEY NSW 2001



Very good reasons for a Public Inquiry

Dear Manager and staff assessing my submissions,

268. 2014 NorthConnex reply to my 30 August submission that set out reasons
10 Sep why the tunnel will **NOT** be built stated is *"Thanks for your interest in the NorthConnex project. Your concerns are noted."*
269. 2014 Whereas NorthConnex Community update 5 September 2014 delivered
10 Sep late on Wednesday 10 September to our and nearby homes, stated in the first boxed par on page 1 *'... has received and heard community comment and community concerns'* about air quality health impacts.
- Par 2 ***'We are aware some information presented in the community has been incorrect and misleading'***. It then encourages us to visit NorthConnex for further information. **That is to late for most people.**
270. 2014 Hornsby Advocate article: *'Doctors' tunnel vision - Forum discusses
11 Sep potential health impacts of project'* by more concerned professionals.

'TransUrban's admission' displays an outrageous arrogant contempt for the State 'Unsolicited proposals 2012 / 2014 policy demanding Probity be a major issue. That policy required the public know what occurred when the offer was received so it can be shown everything is open and transparent. Why wasn't that at the beginning of the EIS?'

As indicated in earlier submissions, this project, whether approved or rejected, will be a credibility issue for all candidates at the March 2015 State elections regardless of them being independents, Country, Greens, Labor, Liberal parties or other group candidates.

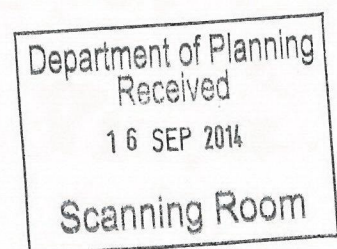
Earlier I referred to former RTA's chief executive Bruce Loader's 2008 comment about the inability of bureaucrats to provide informed advice to anyone. Later I referred to Loader's former Deputy Ken Dobinson who makes similar comments. They are also experts.

Does Department of Planning staff assessing submissions have the knowledge or access to impartial technical experts to advise on every issue raised?

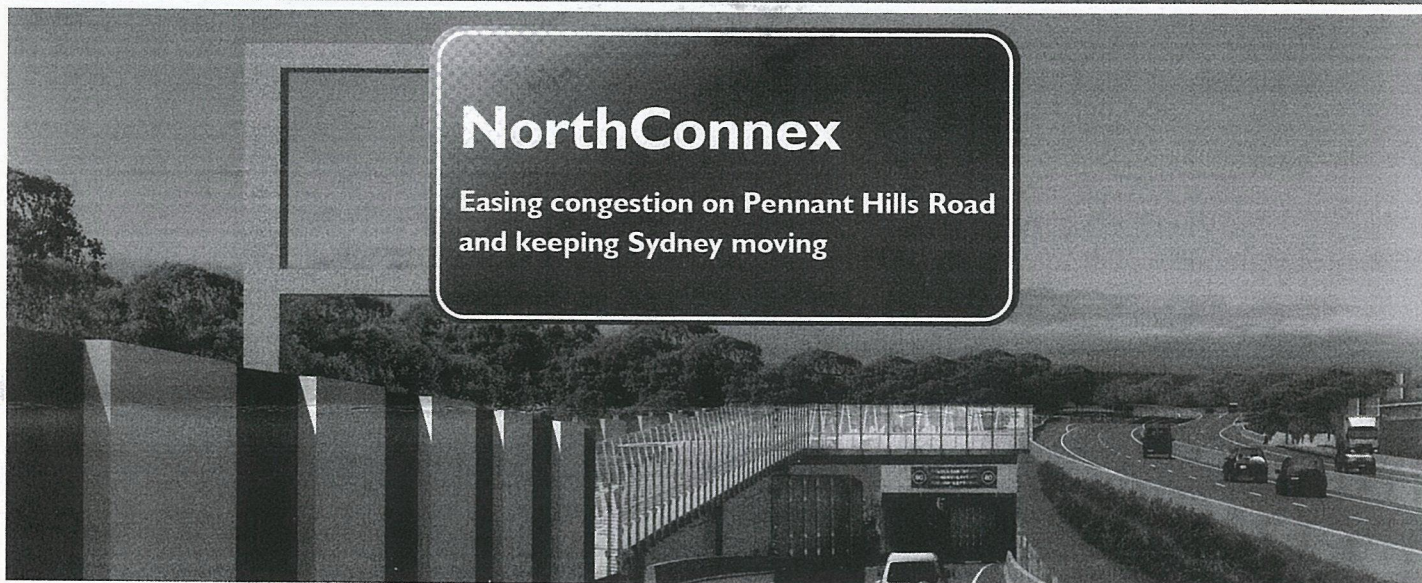
If not, the only way would be a public inquiry where the assessing officers appeared and proved they understood evidence from people such as Dr John L Goldberg, former Honorary Associate, University of Sydney and Ray Kearney PhD, OAM, Hon. Assoc. Professor (Retired) Dept. Infectious Diseases & Immunology, University of Sydney, those in the Hornsby Advocate as well as every other submission to make informed decisions.

Yours sincerely

Peter Waite OAM JP 1953



Community update 5 | September 2014



NorthConnex

Easing congestion on Pennant Hills Road
and keeping Sydney moving

The number one priority for the project team and the NSW and Federal Governments is to ensure the project is safe, during both construction and operation for the local community and users of the tunnel.

Key facts

- Pennant Hills Road was voted the second worst road in Sydney and the third worst road in NSW behind the Pacific Highway at Urunga and Parramatta Road (in the annual NRMA worst roads survey)
- Each year there are around 360 incidents on Pennant Hills Road – almost one per day which all have an impact on travel times and freight movement for both local residents and through traffic. Modelling predicts the crash risk will be five times lower when NorthConnex is complete
- NorthConnex has taken lessons learnt from other Sydney tunnels – it will be flatter, higher and wider
- There will be air quality monitoring stations in locations like schools operating 24/7 before and after the tunnel opens. These results will be publically available
- 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 particulate matter 2.5 microns and less for Pennant Hills Road).

During consultation on the proposed project, NorthConnex has received community comment and heard community concerns, particularly regarding potential air quality and health impacts.

We are aware some information presented in the community has been incorrect and misleading. To address these concerns and ensure the community is informed correctly we have prepared this community update to focus on those misconceptions regarding air quality and health. We would encourage you to also visit northconnex.com.au under – 'Your thoughts - Addressing misconceptions about the project' for further information.

The health and safety of residents and road users is a priority

The NorthConnex health assessment was carried out in accordance with NSW and international health guidelines and used conservative assumptions such as: calculated health outcomes based on an exposure to the worst-case possible concentration for 24 hours a day, 7 days a week, 365 days a year when the tunnel opens in 2019 and after ten years of operation in 2029.

It also assessed the potential impacts on more vulnerable members of the community including young children, the elderly and individuals with pre-existing respiratory health conditions.

In all cases, the assessments have demonstrated acceptable air quality and human health outcomes can be achieved.

The health assessment concluded that across the project corridor there would be a net health benefit as a result of NorthConnex.

We have learnt the lessons from the M5 East project and have ensured the shortcomings are not repeated. The M5 East project in Sydney's south was the cheapest option on the table at the time. NorthConnex takes account of the lessons learnt, it is not the "cheapest option", as has been suggested, but is wider, higher and flatter with a more efficient ventilation system ensuring both in tunnel and external air quality will be of an acceptable standard to address community safety requirements.

Road tunnels and ventilation outlets do not generate pollution; vehicles using both surface roads and tunnels are the cause of the emissions, and the Government continues to work with industry to address emissions at the source

The NorthConnex ventilation outlets will more effectively redistribute vehicle emissions away from ground level for dispersion high into the atmosphere.

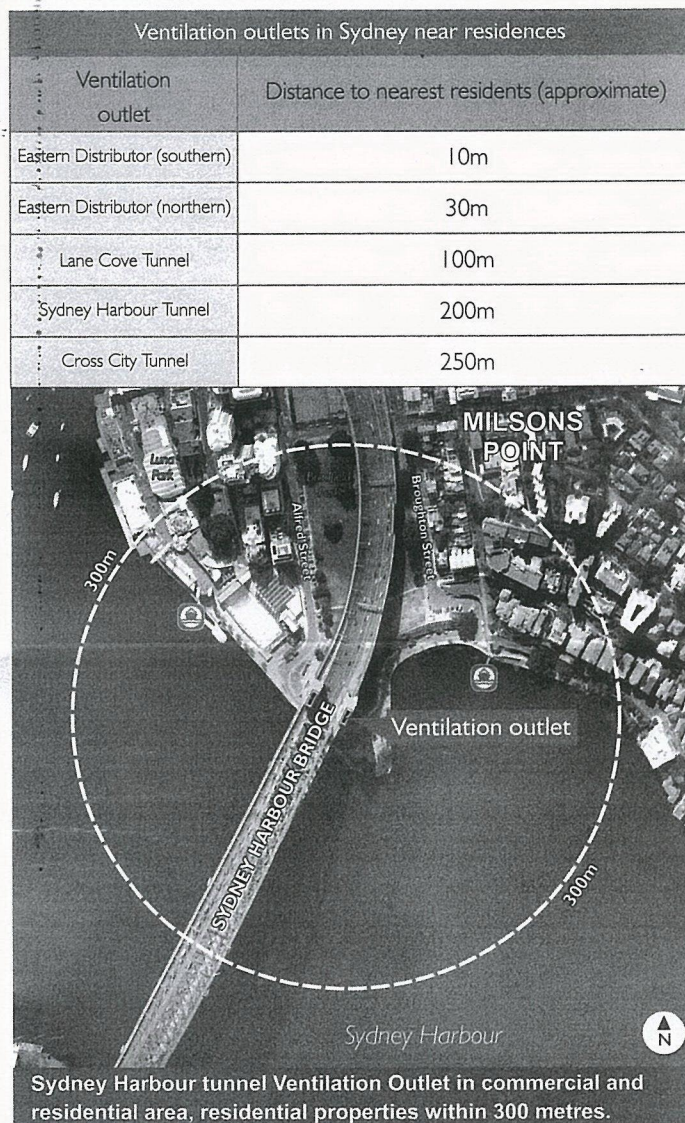
Providing through traffic, particularly trucks, with a continuous free flowing motorway instead of the existing stop start conditions on Pennant Hills Road will cut travel times by up to half.

This means they will be travelling through the area for half the time they are currently, in some cases even less time with the associated reduction in emissions.

The single biggest contributor of pollution in the Sydney basin is wood fired heaters, which account for more than 50 per cent of particulate matter. By comparison cars and trucks combined account for seven per cent.

Existing outlets near residential areas

The use of ventilation outlets is common in urban areas, both in Sydney, across Australia and internationally. By way of example:



Modelling has shown the effect of the ventilation outlets on local air quality will be negligible. In the case of small particulate matter (PM_{2.5}), worst case scenario modelling indicates a change of around one per cent to existing background levels. This is negligible in comparison to the current daily and seasonal variations in air quality in the area.

The reason the change is so small is that ventilation outlets take existing emissions from traffic, dilute them and more effectively disperse them high into the atmosphere (rather than at roadside where they are currently dispersed).

Vehicles will travel within the tunnel for an average of six minutes, which is a significantly shorter travel time than currently experienced on Pennant Hills Road. As a result, fewer emissions would be generated by vehicles using the tunnel compared to the idling traffic currently releasing emissions at surface level in the local area for most of the day.

Air quality modelling for the ventilation outlets does consider local conditions

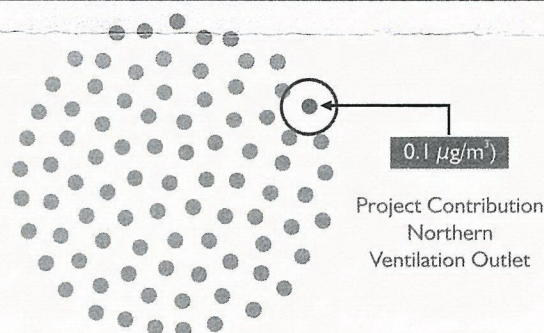
The air quality modelling has taken into account local topography, including the height of the ventilation outlets relative to surrounding land. Modelling of air-flow and emissions for NorthConnex was carried out using an advanced, US Environment Protection Authority approved modelling package. The air quality assessment includes detailed, in depth observations and recordings of hourly weather patterns at all locations throughout the study area. It also predicted hourly air flow over three years at 60,000 locations in the study area.

The modelling includes detailed consideration of how local terrain influences both air flow and dispersion of emissions and concluded emissions from the ventilation outlets would cause a negligible change in local air quality.

PM_{2.5} refers to particulate matter 2.5 microns and below including ultra fines

There is no evidence that air quality or people's health has been adversely affected from existing tunnels which have outlets located in residential areas. Ultra-fine particulates are included in the measurement and assessment of PM_{2.5}, which includes all particulate matter 2.5 microns in size and smaller. Very large populations across Australia and throughout the world are exposed to varying levels of particulates from vehicle emissions every day including residents living on the Pacific Highway and Pennant Hills Road.

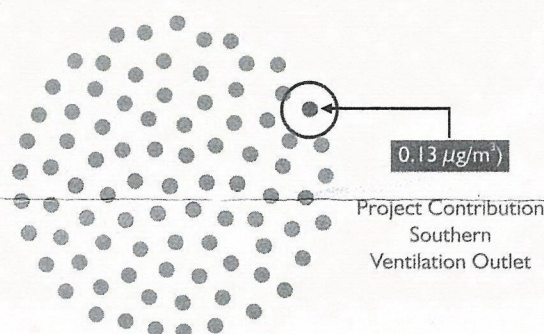
Predicted project annual average contribution of PM_{2.5} at the northern ventilation outlet in 2029



8.61 µg/m³

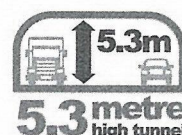
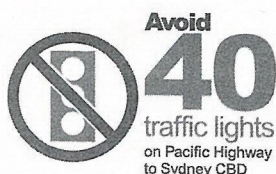
Annual Average Background Conditions 2029

Predicted project annual average contribution of PM_{2.5} at the southern ventilation outlet in 2029



10.16 µg/m³

Annual Average Background Conditions 2029



Filtration has not been proposed as it would not provide any significant benefits and is not necessary to meet air quality guidelines

Filtration has not been proposed because it is not required to achieve acceptable in-tunnel and external air quality outcomes and it would not provide any significant benefit to the community. The design is optimised to ensure air quality standards are met.

Modelling has shown the effect of the NorthConnex ventilation outlets on local air quality would be negligible. In the case of small particulate matter ($PM_{2.5}$), modelling indicates a change of around one per cent in comparison to the background levels.

No road tunnel in Australia uses filtered ventilation outlets to reduce emissions.

Internationally, there are a very small number of road tunnels with filtration systems chiefly in Japan and Norway and they are provided mainly to assist in maintaining in-tunnel visibility. 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.

The Norwegian system was required for the high dust concentration related to the use of spiked tyres used in icy conditions and large amounts of sand and salt dispersed in wintertime. Sydney tunnels do not have these issues and as such conventional ventilation systems without filtration have been proven to work very safely and effectively.

The Lane Cove Tunnel study did not find a correlation between air quality and the health of residents living around the tunnel ventilation outlet

The paper by Cowie et al (2012) reported an initial increase in upper and lower respiratory tract symptoms and lower lung volumes by residents involved in the study, however this was only for the first year and did not persist after the first year of operation. This anomaly could not be explained by Cowie et al (2012). **The study showed no increase in air pollutants and did not show a significant health effect that could be attributed to the ventilation outlets.**

This study, along with other studies of ambient air quality data including the M5 East and Cross City Tunnel has confirmed emissions from ventilation outlets have a negligible impact on local and regional air quality.

The 60-day public exhibition period for the Environmental Impact Statement (EIS) finishes on 12 September 2014. Submissions on the proposed project are welcome and should be addressed to the Department of Planning and Environment.

DP&E prefers to receive written submissions online via their website:



www.planning.nsw.gov.au



Additional information can be viewed via the project website

www.northconnex.com.au

If you would like further information, to register to receive project updates, would like to provide feedback or discuss the project, you can contact the project team by email enquiries@northconnex.com, or call the project information line (free call) 1800 997 057.



If you need an interpreter, please call the Translating and Interpreting Service (TIS National) on 131 450 and ask them to telephone the project information line on 1800 997 057. Our business hours are 9am to 5pm Monday to Friday.

Arabic

إذا كنتم بحاجة إلى مترجم، الرجاء الاتصال بخدمة الترجمة الخطية والشفوية (TIS National) على الرقم 131 450. والطلب منهم الاتصال بوكالتكم project information line على الرقم 1800 997 057. أوقات عملنا هي 9am-5pm.

Cantonese

若你需要口譯員，請致電 131 450 聯絡翻譯和口譯服務署 (TIS National)，要求他們致電 1800 997 057 聯絡 project information line。我們的工作時間是 9am – 5pm。

Mandarin

如果你需要口译员，请致电 131 450 联系翻译和口译服务署 (TIS National)，要求他们致电 1800 997 057 联系 project information line。我们的工作时间是 9am – 5pm。

Korean

통역사가 필요하시면 번역통역서비스 (TIS National)에 131 450 으로 연락하여 이들에게 1800 997 057 번으로 project information line 에 전화하도록 요청하십시오. 저희의 근무시간은 9am – 5pm 입니다.

Vietnamese

Nếu cần thông ngôn viên, xin quý vị gọi cho Dịch Vụ Thông Phiên Dịch (TIS Toàn Quốc) qua số 131 450 và nhờ họ gọi cho project information line qua số 1800 997 057. Giờ làm việc của chúng tôi là 9am – 5pm.

Subject: RE: ACQUISITION OF SITE FOR PROPOSED TUNNEL WORK SITE
From: Enquiries NorthConnex <enquiries@northconnex.com.au>
Date: Wed, 10 Sep 2014 16:19:09 +1000
To: Peter Waite <waitepeter@bigpond.com>

Thank you for your interest in the NorthConnex project.

Your concerns are noted.

Regards

NorthConnex Project Team
www.northconnex.com.au
Project information line: 1800 997 057 (free call)
Email: enquiries@northconnex.com.au

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From: Peter Waite [waitepeter@bigpond.com]
Sent: Saturday, 30 August 2014 9:45 AM
To: Jax Tyres; Enquiries NorthConnex; Matthew Kean; Barry O'Farrell
Subject: ACQUISITION OF SITE FOR PROPOSED TUNNEL WODear Mr Waite,

Hi,

As previously advised, I do not believe the tunnel will be built.

I have submitted over 400 pages of documents I believe set out why it cannot overcome the many problems that exist.

It contains compelling evidence that the EIS deliberately avoids addressing major problems.

The most important being the F3 will need to be widened to 8 lanes probably by 2021 - 2025. Masson Wilson Twiney March 2006 traffic study for the RTA that is not mentioned in the EIS.

My friend Ken Dobinson who was the Deputy RTA Commissioner advised me he was unaware of that report that was done after he retired, even though he made submissions to the 2007

Pearlman Inquiry about the proposed tunnel in June 2007.

I have know Ken since 1981 when he attended a Hornsby Council meeting about widening Pennant Hills Road. I was a councillor at that time. I often see him at meetings, or his home on a few occasions about traffic issues, the last being on 22 August 2014 when we briefly discussed the EIS at an AGM for the 10,000 Friends of Greater Sydney I have been a member of for many years. (FROGS is associated with the Warren Centre at Sydney University.)

Attached is a copy of my add in the August/September Monthly Chronicle that is one compelling reason to reject the application because it does not comply with the Government 2012/2014 policy for assessing "Unsolicited proposals" NorthConnex claims it does in its EIS.

This is a political issue and why I am also including Barry O'Farrell and Hornsby MP Matt Kean to ensure they are aware of my concerns as it may affect the outcome of the 2015 State elections in March.

On page 1 the editor has set out serious issues about your and the Wilson Road site that will increase traffic delays especially in the AM - PM periods and at weekends.

If you want to see copies of what I have submitted you could come here.

In my opinion what has been done is tantamount to fraud or gross incompetence by several people who assessed the offer and did not have adequate knowledge to advise the Minister to accept Transurban's offer. I would like to think it was incompetence and not another matter for ICAC.

I am also sending this to RTA's Tim Parker who is one of the head people in NorthConnex.

If Tim wishes he may also come here to see the evidence I have sent to the Department of Planning to consider. Whilst he was appointed to have the tunnel approved I believe once he sees my evidence he will advise the RTA to withdraw the EIS.

If Jax wishes to make a submission, they close on Friday 12 September. If requested I could assist.

Regards

Peter Waite 28 Warne St, Pennant Hills 9484 3471

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NORTHCONNEX

Doctors' tunnel vision

Rohan Smith

FORUM DISCUSSES POTENTIAL HEALTH IMPACTS OF PROJECT

DOCTORS concerned about the impacts of air pollution from the NorthConnex project gathered at Barker College on Thursday night to "do what doctors do best".

Professors Stephen Leeder and Richard Chard from Sydney University, Fiona Davies from the Australian Medical Association's NSW branch and Asthma Foundation chief executive

Michele Goldman spoke at an independent forum to an audience of more than 600 concerned locals.

The medical professionals were invited to speak by a group of their peers – local doctors from Sydney Adventist, Westmead and Royal North Shore hospitals.

They spoke for over an hour on potential health

impacts from the 9km twin tunnels to be built beneath Pennant Hills Rd starting early next year.

"This is an important social matter and discussion of issues is a critical component of making sure we arrive at the correct decisions," Professor Leeder said. "Air pollution is problematic. The vehicles that

we drive are chief sources of pollutants that we know are not free of consequence.

"When standards declare that pollution causes no harm we need to exercise a measure of scepticism."

AMA NSW chief Fiona Davies said doctors should be applauded for standing up for residents.

"I applaud doctors who

have taken the effort to do what doctors do so well, which is to stand up and represent the issues in their community," she said.


"Air pollution still has an enormous amount of research that needs to be done before we can be certain about the health outcomes."

The State Government has said the tunnels, which

are expected to take 5000 trucks off busy Pennant Hills Rd each day, will not be built unless they are safe.

Residents have until September 12 to make submissions on the project's environmental impact statement.

Visit northconnex.com.au for information.

 What do you think of the health risks? Tell us on Facebook

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