

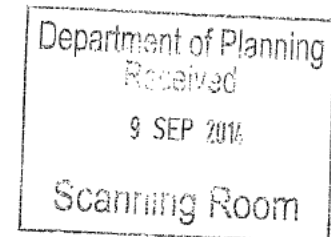
Please delete all our personal information before publication.



PCU55591



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



Northconnex Application No SSI 13_6136

Following is our submission in relation to the EIS for the Northconnex Tunnel project. We wish to formally lodge our objections to the project and raise our concerns regarding the EIS proposal.

By way of background my wife and I purchased our home in Lochville Street Wahroonga about 14 years ago. Our home is located approx 200 - 250 metres from the proposed northern ventilation stack and tunnel portal. We have attended a number of the consultation forums organised by Transurban, CAPS and the recent independent forum on Health Impacts of Air Pollution arranged by concerned medical and scientific experts.

After considering all the information presented in these forums and the EIS proposal, we are greatly concerned about a number of issues that do not appear to have been adequately covered in the EIS modelling for the Northconnex tunnel. Our concerns and comments will focus primarily on aspects of the proposal which will have a direct impact on ourselves and other residents in the Wahroonga area.

1 The location of the northern tunnel portal and ventilation stack is totally inappropriate as it is sited in a densely populated residential area with a high concentration of schools, aged care facilities and hospitals. The tunnel and portal should be extended further north into the industrial area of Hornsby to minimise the impact of air pollutants, especially fine particulates, on the residents of Wahroonga and Hornsby.

2 The air quality and air dispersion modelling in the EIS is incomplete, misleading and grossly inadequate. The correlations/simulations drawn from weather station patterns at Terrey Hills, Mascot Airport, Prospect and Lindfield do not represent the actual topography, wind patterns and

conditions at Wahroonga. No further action on the proposal should be taken until detailed air quality assessments representative of the local Wahroonga area are undertaken. In addition the ongoing monitoring of air quality must be a precondition of any consent to ensure that emissions are within acceptable and specified standards. Such monitoring must be undertaken independently of the project proponents and published regularly.

3. Public health must be the overriding priority when considering the health impacts of this proposal. We consider that the EIS is remiss in summarily dismissing the need for/effectiveness of filtration in the EIS for this unprecedented 9 Km tunnel. Given that the tunnel is claimed to remove 5000 trucks per day from Pennant Hills Road, it seems to us that it would be negligent for the Government to not remove as much of the pollutants via filtration as possible rather than relying on their dispersion through a stack at each end of the tunnel. As many medical professionals have highlighted, the stacks do not remove the pollutants from the tunnel. The pollutants will simply be concentrated at the portals/stacks and dispersed untreated into the surrounding atmosphere and residences, schools etc. The known risks to health are too great and conclusive to simply rely on the air dispersion methods proposed in the EIS.

4. It is unreasonable for the construction of the project to operate in residential areas, in the vicinity of the portal/stack, 24 hrs per day. Operating hours in adjoining residential areas (particularly the access road off Coonabarra Road and the surrounding streets including Lochville Street where we live) should be restricted to working days Monday to Friday between the hours of 7am to 5pm and Saturdays 8am to 1pm. In addition a detailed Construction Traffic and Noise Mitigation plan, with appropriate protocols regarding the noise/traffic impact on local residents during the construction phase, needs to be developed in conjunction with the Local Councils as a precondition of any approval.

5. Due to the above concerns, we ask the Department not to approve the project in its current form. We also request that the Department adopt a longer term perspective to the resolution of the current traffic problems in this area and reconsider the option of an orbital surface route that has previously been recommended for this Region.

