Section 5.9 Air Quality

5.9.2 Air Quality:

With regards to using data from the Holkim operated Lynwood Quarry. This information comes across as somewhat irrelevant, because not only is Lynwood Quarry in a different air shed than the Project Site, but there are fewer operating trucks at Lynwood Quarry compared to what is proposed for the Site. By including this data, it has the potential of providing readers with a potential false sense of the actual impacts on air quality of the Project.

5.9.4.3:

A main concern is the number of trucks (332 vehicle movements per day) on the access road and Hume Highway. The maximum number of truck within the operating hours mean one truck on the Access Road every 4-5 minutes in peak hours. Furthermore it is outlined that in order to avoid peak traffic into Sydney, the maximum number of trucks will operate in the early hours of the day (ie approximately 04:00 – 06:00 am).

The proposal states "*No separate modelling of diesel emissions have been completed*". The proposal assumes that with the existing traffic along the Hume Highway, the added trucks resulting from the Project will be minimal. It has been highlighted elsewhere in the Proposal that the majority of the trucks will be northbound towards Sydney. The northbound trucks (as part of existing traffic) from the south will have the momentum when travelling up the hill past the quarry. However laden trucks leaving the Site will not have the benefit of already travelling at high speed (the speed limit is 110 km/h). Please include the amount of added diesel fumes, mainly as a result of trucks leaving site and accelerating leaving the site (speed limit along Access Road to be up to 70 km/h, before turning left onto Hume Highway).

5.9.7 Assessment of Impacts:

As shown in Figure 5.23 and 5.24, maximum predicted annual average levels of PM_{10} and $PM_{2.5}$ are 32 $\mu g/m^3$ and 15 $\mu g/m^3$ respectively. However, according to the legislation *National Environment Protection (Ambient Air Quality) Measure* the maximum concentration standard are 25 $\mu g/m^3$ and 8 $\mu g/m^3$ respectively. (These figures have also been listed in Section 8.3.1).

Furthermore, with regards to predicted concentration son nearby properties, only Stages 2 and 4 are shown in the Proposal. It is unclear why only two out of eight stages (Stage 0 – Stage 7) have been included, and on what basis Stage 2 and Stage 4 have been selected. Apart from the southernmost part of operational Stage 2, Stage 7 comprises the southern edge of the Site, hence closer to neighbouring properties than Stage 4.

<u>Finally there is no information on predicted ozone pollution.</u>