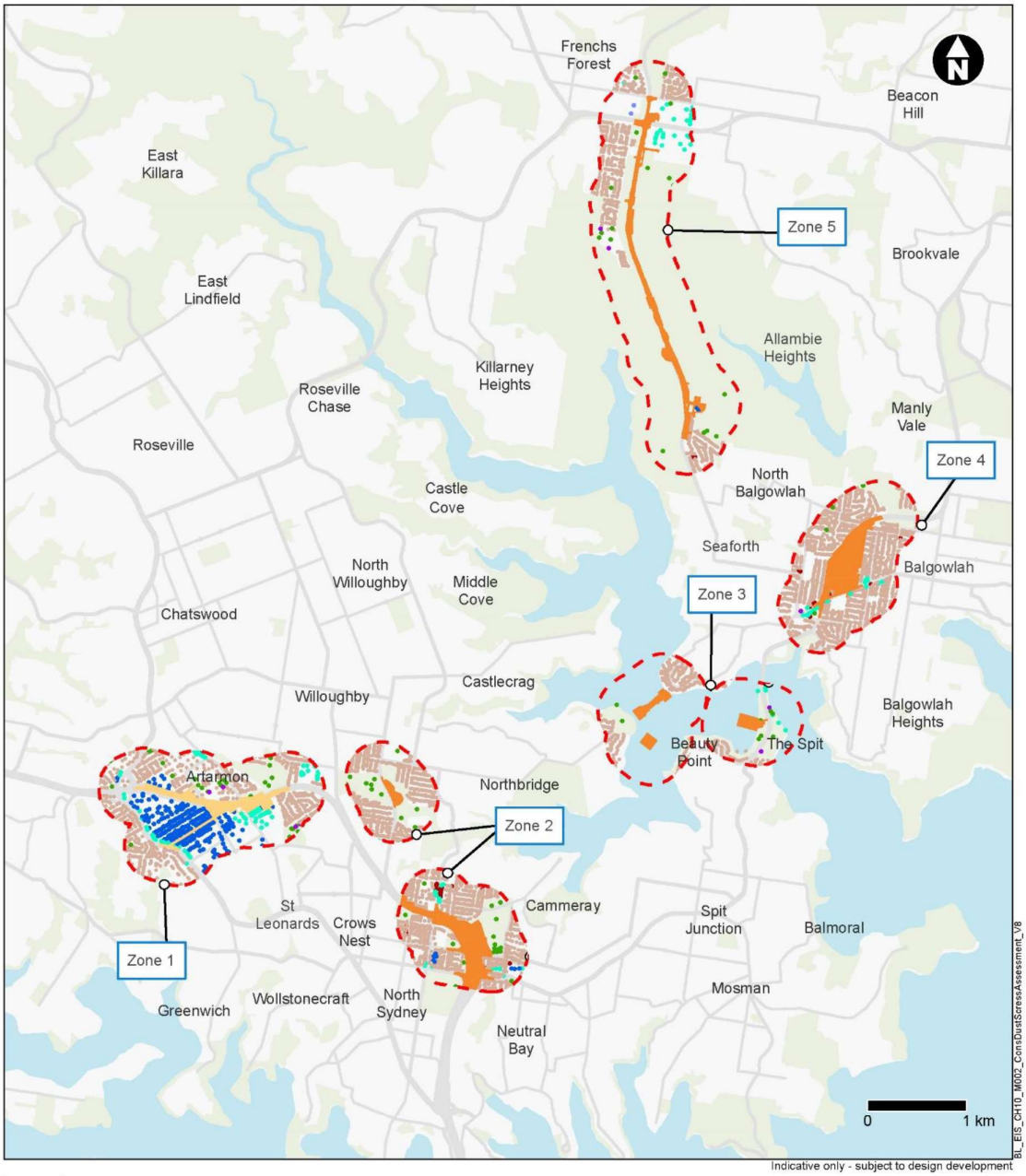
12.6.4 Ambient air quality (elevated receivers)

The assessment predicted some exceedances at heights above 30 metres within 300 metres of the project's ventilation outlets for $PM_{2.5}$ and PM_{10} maximum 24-hour average concentrations, which might impact any future buildings at these heights. This would not necessarily preclude such development and further consideration at rezoning or development application stage would be required.
In addition, land use considerations would be required to manage any interaction between the project and future development for buildings with habitable structures above 20 metres and within 300 metres of a ventilation outlet.
Transport for NSW would assist councils and the Department of Planning, Industry and Environment (as appropriate) in determining relevant land use considerations applicable to future development in the immediate vicinity of the project's ventilation outlets for inclusion in Local Environmental Plans or Development Control Plans, where required, to manage interactions between the project and future development. This may include procedures for identifying the requirement for consultation with Transport for NSW for proposed rezoning or development applications.

There does not seem to be a detailed review based on the topography of the area . Between the Burnt Creek at the end of Dudley street and Sydney Road there is a 28 metres difference and for the high school it is 37 metres. If the ventilation stack and toll facilities is situated over the tunnel entry / exit then the difference is reduce substantially ie to 21 metres . Hence the reference to restricting "habitable structures above 20 metres and within 300 metres of a ventilation outlet" is questionable for the the proposed Burnt Creek entry exit ventilation stack.

Further, given the requirement for pushing air in the opposite direction to the traffic flow, positioning ventilation outlets close to tunnel exit portals has been found to be the most cost-effective and energy-efficient approach, as this minimises the distance over which this 'reverse flow' is needed

Hence move ventilation stack from BGC and have it above tunnel exit or on land parallel in Dudley street. If the Government is spending 60 million dollars to acquire houses in Dudley Street then this is where the Ventilation stacks and motorway facilities should be located



Legend

- Beaches Link construction footprint
- Gore Hill Freeway construction footprint
- Assessment zone

Reciever type

- Residential
- Commercial
- Community
- Hospital
- Recreation
- Industrial
- Mixed use