

**Submission
No 556**

**INQUIRY INTO IMPACT OF THE WESTCONNEX
PROJECT**

Name: Mr Peter Georgiades

Date Received: 11 October 2018

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Name: Theodore Peter Georgiades

Address:

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I, Theodore Peter Georgiades, would be willing to appear as a witness in this parliamentary enquiry if required.

**A submission to the Parliament of NSW Legislative Council Public
Accountability Committee Inquiry into the Impact of the WestConnex Project**

Dear Honourable Members of Parliament and members of the Parliamentary Inquiry,

I would like to make the following comments regarding the WestConnex Project as I have been involved, as a resident of Wahroonga, with NorthConnex since September 2013.

It is my belief that public safety is crucial regarding the design of vehicular tunnels and any such design should incorporate the following:

- A 0% gradient tunnel alignment or as close as possible to 0% gradient to minimise vehicle emissions in the tunnel.
- The installation of 'transverse ventilation' to ensure that all drivers can breathe safely while driving through the tunnel, regardless of traffic congestion.
- All stack emissions must have world best practice filtration, as there is no safe level of exposure to diesel particulates.
- An appropriate toll should cover all associated costs.

The accompanying documentation describes a proposed enhancement to the NorthConnex Tunnel Project that was submitted to Government in November 2013 and included:

- A horizontal tunnel, taking advantage of existing topography.
- The horizontal tunnel would then halve emissions and fuel usage.
- The horizontal tunnel would then extend by 1 kilometre, relocate the portal and stack outside the residential area of Wahroonga and allow the reclamation of 10 hectares of M1 land for housing within walking distance of Wahroonga train station.
- The up-zoned land would then deliver \$500M to Treasury – approximately the same cost for 1 km of tunnelling (including an interchange at Pearce's Corner).

The above Equilibria Proposal was refused without any logical reason and now the 9 km tunnel is almost complete and includes the far less efficient and dangerous 'longitudinal ventilation', no in-tunnel filtration and no stack filtration. The stack is to be located in the middle of the residential area of Wahroonga at the end of Burns Road, only 500m from Abbotsleigh Junior School and within 1.5km of 14 schools, aged care facilities and Hornsby Hospital. It is my belief that the completed project, with 500micrograms per cubic metre of diesel pm2.5 at the end of the tunnel tube, will be too dangerous to use.

I believe this to be important information to be discussed in the light of the current inquiry into WestConnex as it highlights a total disregard for public safety, particularly given the current medical evidence that has exposed the dangers of diesel emissions.

Yours sincerely,

Peter Georgiades
Architect