

Our Ref: MA008238

Mr Peter Watson

Dear Mr Watson

**Air Quality - North East Link**

Thank you for your emails of 5 September and 17 September 2019 regarding air and noise emissions for the North East Link project. I have provided responses below to concerns outlined in your emails and submission to the EES of 2 September 2019.

Air quality

*Impact assessment method*

The approach to assessing roadside impacts from major roads development has recently changed from assessing and comparing the predicted cumulative impacts against an Intervention Level to assessing the risk of the incremental contribution to potential health impacts above current general health risks in the area.

The previous convention was to compare air monitoring data and predicted modelling estimates against the Intervention Levels specified in Scheduled B of the State Environment Protection Policy (Air Quality Management). Given the recent research findings on health impacts for traffic related air pollution, EPA no longer supports the previous convention, as it uses Intervention Levels that are arbitrarily 20% above the ambient air quality guideline/standard. In the absence of an approved road impact assessment protocol, the approach used for North East Link estimated the contribution of incremental levels to the local area and assessed the risk to human health associated with the incremental increase of air pollution. This impact assessment approach is similar to the approach used in Sydney tunnels.

*Assessment approach for exceedances of PM2.5 and PM10*

As you point out, there are some areas where there are elevated vehicle emissions under some worst-case scenarios. EPA notes that the predictions of highest PM2.5 levels are estimated to increase to 136%, and 130% for PM10 as outlined in Table 79 of the Air Quality Technical report. As stated in the Air Quality technical report, this equates to PM2.5 levels of 2.3 ug/m<sup>3</sup> (note PM2.5 24-hour air quality guideline is 25 ug/m<sup>3</sup>) and 2.8 ug/m<sup>3</sup> for 24-hour PM10 (note the PM10 24-hour air quality guideline is 25 ug/m<sup>3</sup>). This incremental contribution of 2.3 ug/m<sup>3</sup> for PM2.5 and 2.8 ug/m<sup>3</sup> for PM10 is used to assess the potential risks to health.

*Averaged*

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*SEPP  
QUANTIFIES  
THE HEALTH  
IMPACT.  
Only safe level  
for PM2.5 is  
zero*

*HEALTH IS  
SEPP415  
HERE FOR  
REASON*

*We want to  
know the  
impact on top  
existing.  
don't know  
sting*

*% of?  
at  
d data  
ngton*

*In valley or tunnel or flat terrain  
Averaged across board. This is  
shit.*