

The Chair,
Review of the F3 to M7 Corridor Selection,
P.O. Box 593
Canberra. ACT. 2601.

Dear Madam

I respectfully offer the following submission to your enquiry. It is arranged as follows:-

1. Previous submission
2. Western alternative.
3. Access/egress each end of the tunnel.
4. Ventilation shafts.
5. Local media.
6. Summary.
7. Personal details.

1. Previous Submission.

Several months ago when the coloured alternatives were submitted for comment, I supported, and still do, the "purple" option, i.e. a tunnel under Pennant Hills Rd. It would be the shortest, most direct route between the F3 at Wahroonga and the M2/M7 at Beecroft. It would relieve Pennant Hills Rd. of the maximum amount of traffic, which locals like myself are crying out for.

2. Western alternative.

The "Western" alternative would be far more expensive, i.e. from Dean Park (?) via Schofields,

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Maralya, Marramarra National Park, new river crossing at Spencer, to Kariong. This would involve the destruction of much natural bushland and the considerable expense of a new river crossing.

It would take much of the traffic from the North too far west of many of Sydney's industrial areas and therefore not provide maximum relief to Pennant Hills Rd.

3. Entrances and Exits.

At both the Wahroonga and Beecroft ends of the tunnel, it is recommended that full access, both on and off the existing associated roads should be provided. The acquisition of additional properties should be minimal.

4. Ventilation Shafts.

Besides exhaust ventilation being provided at both ends of the proposed tunnel, the following sites appear practicable:-

- (a) Between Pioneer Av. and Lymore Av., Thornleigh (industrial area).
- (b) Vicinity of Railway St., Pennant Hills (commercial / light industrial area).
- (c) Vicinity of Thompsons Corner shops (strong wind area).

Exhaust fumes (total) would be less than those experienced along Pennant Hills Rd. at the moment. See blackening of existing overhead street signs.

5. Local Media Comments.

These are 95% political. For example, the journalist writer of virtually all articles in the Monthly Chronicle is obviously biased as

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he lives off Malsbury Rd., one of the roads that could be affected during the construction phase.

The newly elected member Greg Smith, is also putting forth an irrational viewpoint. See Item 2 above. The same applies to the previously unheard-of "Civic News" dated March 2007, which also has commercial interests.

6. Summary.

It is to be hoped that logic and commonsense prevail in this important matter of completing the orbital link around Sydney.

Yours faithfully,
N. Jones

(Norman A. Jones, Retiree)