

Dear Sir/Madam,

I will try to make my email as brief as possible. It would seem the NSW and Australian governments are quite keen on the purple option which would require a massively expensive tunnel under the length of Pennant Hills Road from the F3 to the M2.

The last 10 to 15 years shows that Sydney has gone tunnel crazy. Why this is, I do not know? It's not like Sydney has the cramped, confined densities of say Tokyo, London or New York. We have an abundance of wide open spaces and the entire city is surrounded by national parks, nature reserves and bushland on three sides. Unfortunately there seems to be a very vocal and determined minority (such as the Lane Cove Tunnel Action Group) who are hell bent on making sure that most new roads in Sydney are driven underground because they are worried that their backyards or their peace and quiet may be affected by such roads.

In my humble opinion, the M5 East and Lane Cove Tunnels were a huge waste of time and money. Perfectly good above ground options were available, but for political and minority group reasons they were ignored. So we ended up with a 3.6km tunnel that cost \$780 million and doesn't work all that well, and a more recent tunnel of similar length that cost an astounding \$1 billion and seems incredibly hard to justify when the adjacent Epping Road could have been upgraded with flyovers and such for a fraction of that amount.

Now history looks set to repeat itself with the F3 to Orbital link. Tunnelling all the way under Pennant Hills Road is just absurd.....what will that cost anyway? \$2 billion or more? There are whole swathes of bushland to the east of Pennant Hills Road which could be utilised for this road. Don't get me wrong.....I am all for conservation, having grown up in the bush and appreciating flora and fauna from an early age. This roadway could be built with super strict environmental standards and the latest technology without sacrificing the important things. I mean, how is it logical that the F3 can be built through bushland (and national park at that) further north from Wahroonga to the Hawkesbury, but not southwards through similar terrain and surroundings? Isn't that a double standard?

I think the yellow option with a much shorter length of tunnel than previously thought and a high bridge over the Lane Cove River valley would be more appropriate. There are so many reasons for this, but the main one is cost and vicinity to the M2. The M2 operators are right in saying it is a better option. It gives commuters from the city centre and surrounding areas a much better route if they are heading north to the Central Coast or Hunter. It also gives drivers along the Pacific Highway through congested areas like Chatswood a much better deal. Pennant Hills Road should not be the only route that benefits!

I could write more but time does not allow....

Thank you for reading my submission.

Ben Zoffman,