

Comparative Effects of Options

Interest Group	Measure	Options			
		Purple Tunnel	Yellow Tunnel	Red Tunnel - Surface	Red Tunnel
Travellers	<ul style="list-style-type: none"> Network Travel and Accident cost savings 	Significant	Significant ⁽¹⁾	Significant ⁽¹⁾	Significant ⁽¹⁾
<ul style="list-style-type: none"> Users of Light Vehicles Long Distance Travellers Users of Heavy Vehicles Pedestrians and Cyclists 	<ul style="list-style-type: none"> Improvement in amenity⁽²⁾ for other users in the corridor 	Significant	Some	Some	Some
Government – Transport Development and Economic Policies <ul style="list-style-type: none"> Transport development Economic development Improve urban amenity 	<ul style="list-style-type: none"> Reduced traffic on interim National Highway, AADT in 2021⁽³⁾ <ul style="list-style-type: none"> All Traffic Trucks 	35-40,000 about 11,000	20-25,000 about 8,000	20-25,000 about 8,000	20-25,000 about 8,000
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	<ul style="list-style-type: none"> Improved access to Sydney ports 	Less direct	Direct	Most direct	Most direct
	<ul style="list-style-type: none"> Improved access to western Sydney 	Most direct	Direct	Direct	Direct
	<ul style="list-style-type: none"> Opportunities to encourage more use of Public Transport⁽⁴⁾ 	Moderate	Few	Moderate	Few
	<ul style="list-style-type: none"> No. of properties directly affected 	20 – 80	20 – 100	50 – 150	20 – 100
	<ul style="list-style-type: none"> Improvement in amenity (as above) 	Significant ⁽⁶⁾	Some	Some	Some
Occupiers <ul style="list-style-type: none"> Residential Commercial/shops Schools 	<ul style="list-style-type: none"> Improvement in amenity (as above) 	Significant ⁽⁶⁾	Some	Some	Some
Users of Facilities <ul style="list-style-type: none"> Community/Sports Centres Parks Churches 	<ul style="list-style-type: none"> Improvement in amenity (as above) 	Significant ⁽⁶⁾	Some	Some	Some
Those concerned with conserving and enhancing the area					
<ul style="list-style-type: none"> Air Quality 	<ul style="list-style-type: none"> Air quality along Pennant Hills Rd 	Significant	Some	Some	Some
<ul style="list-style-type: none"> Water Quality 	<ul style="list-style-type: none"> Impact on water quality 	Low	Medium	Medium	Medium
<ul style="list-style-type: none"> Landscape Urban Design 	<ul style="list-style-type: none"> Visual impacts⁽⁷⁾ 	Moderate	Moderate	Moderate Buffer to Park	Low
Strategic Capital Costs Estimates (in 2012 dollars)⁽⁸⁾					
Dual 3 lane (\$ million)		2,500	2,550	1,900	2,550
Dual 2 lane (\$ million)		2,150	2,100	1,400	2,050
Benefit Cost Ratio (BCR)⁽⁹⁾					
Dual 3 lane		1.1	1.0	1.4	1.0
Dual 2 lane		1.2	1.1	1.8	1.2

- (1) Steep north-bound tunnel grades increase truck operating costs over Purple. Overall network-wide benefits would be similar for all four options.
- (2) Based on traffic relief along interim National Highway and potential to reallocate road space on Pennant Hills Road
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- (7) Makes allowance for impact of tunnel portals.
- (8) Costs are based on the BOOT model of project delivery and are rounded to nearest \$50 million.
- (9) For the Base Case – based on Urban Development Program Scenario A, implementation of major rail upgrades on Main North Rail Line and calculated at 7% real discount rate.

Sydney - Hunter Transport Connections

The Sydney Orbital to F3 Freeway Link

1.

The Justice Mahla Pearlman review in 2007 illustrated the need for two separate connections between the F3 and the Sydney Orbital - an Eastern link between the M2 and the F3 at Pennant Hills and Western link connecting the M7 to the F3 in the vicinity of north Gosford.

Notably, the Pearlman assessment altered the parameters for the previously established single Eastern link proposal by shifting the focus of the alignment to the east – the need for a western alignment for the Eastern link lessening by the future Western link.

This submission solely reviews options for the Eastern link.

THE NEED FOR THE REVIEW

The Sydney Orbital/F3 freeway road link proposal, developed by DoTaRS, sought a single road solution to link the Sydney Orbital to the F3 freeway. It examined a wide range of road options to provide this link, shown as corridor types A, B and C in Figure 1, within the time frame 2005-2021. DoTaRS concluded *“Type A options, linking the F3 at Wahroonga with the M2 at or east of the Pennant Hills Road interchange, would best serve the National Highway transport objectives and best improve local amenity along Pennant Hills Road.”*¹

The DoTaRS study then examined four route options within the type A corridor, shown in Figure 2, and selected the ‘purple option’ as the preferred route for further development as a twin tunnel connection.

The DoTaRS study was thorough in its approach to selecting a single road solution, but it focused solely on the Pennant Hills Road corridor – despite the surrounding network being modelled. It ignored future operation of the Sydney Orbital between Western Sydney and Hornsby, the Pacific Highway south of Hornsby and the F3 freeway between Wahroonga and Gosford. The study was also constrained from examining low cost surface solutions or routes in the ‘red option’ corridor.

Figure 1: Three broad corridor types

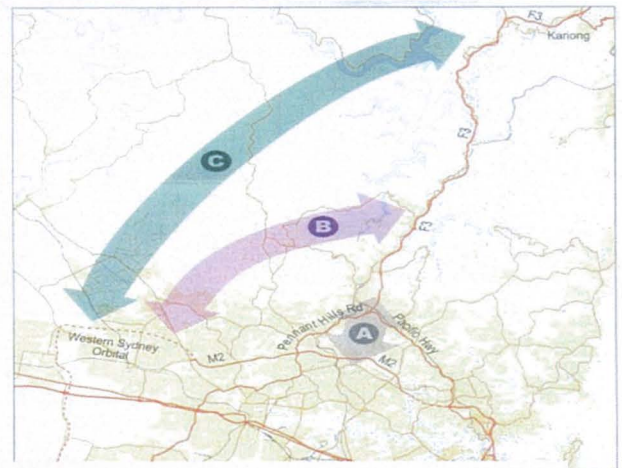
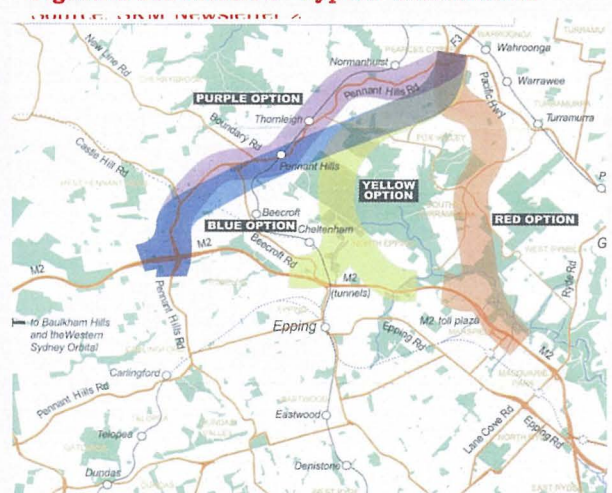


Figure 2: Four feasible “Type A” tunnel route



Source: SKM Newsletter 2

¹ Sinclair Knight Merz (SKM), Newsletter No. 2 July 2003 and Newsletter No. 3 May 2004, *F3 to Sydney Orbital Link Study*, Sydney.

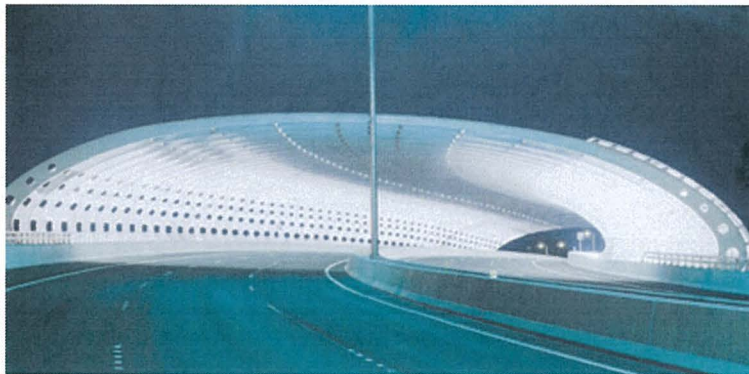
With the advancement of the western route much of the movement between the F3 and western Sydney will be accommodated, thereby reducing movement between the F3 and the Pennant Hills Road corridor.

This change calls for the review of the Eastern Link.

OPTIONS FOR THE EASTERN LINK SYDNEY ORBITAL TO F3 FREEWAY

With both links to be developed, options for the Eastern Link must consider the movements between the Orbital and the F3 at Wahroonga while allowing for optimum performance of the overall road network in this region of Sydney. It must aim to both ease movement to the south to the CBD along the Pacific Highway as well as the link to the west along Pennant Hills Road. Based on the study work by Sinclair Knight Merz the 'red option', in Figure 2 above, becomes an attractive option.

Two alternatives are available for this link, a full tunnel connection or a partial tunnel and surface connection. The full tunnel connection provides the road in a tunnel from the existing F3 at Wahroonga to the M2 at Marsfield; the partial tunnel connection tunnels under residential areas to eliminate impact and is built on surface across the National Park length, enclosed in tunnel to inhibit environmental impacts of noise and emissions as shown in the following example.



The planning balance sheet below compares these two options together with the current 'purple option' and 'yellow option'. This balance sheet shows alternative costs of the three proposals, benefit to cost ratios and relative social and environmental benefits and costs.

The Planning Balance sheet shows that:

- There is little difference between the options for travelers with some slight advantage in amenity along Pennant Hills Road with the purple route;
- While the purple option provides greatest traffic relief on Pennant Hills Road (pending development of the Western Link) the red options provide by far the greatest improvement in relief to the road network overall;
- The number of properties directly effected is similar for each option, except the red surface-tunnel option which will have a greater impact;
- The red options give more direct access to Sydney ports, and of these the surface-tunnel option provides the best opportunities for improved public transport. All options improve access to Western Sydney;
- The environmental impacts are assessed to be similar for all options with the red surface-tunnel option assisted by the surface road section through the National Park being enclosed;

- The overall cost is similar for each option except the red surface-tunnel option which is up to \$900 million cheaper;
- Given the relative cost difference, the red surface-tunnel option is 40-50% more cost efficient than the other options which have a similar Benefit Cost Ratio.

8th October 2008

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NorthConnex acknowledgment received attached

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Subject: Two GIPA applications (Old FOI Act)

From: Peter Waite <waitepeter@bigpond.com>

Date: Sat, 23 Aug 2014 14:20:24 +1000

To: Tim Parker <m1-m2enquiries@transurban.com>, Duncan Gay <duncan.gay@parliament.nsw.gov.au>, "Ray Williams" <"Ray Williams" >, Barry O'Farrell <barry@barryofarrell.com>, Matthew Kean <hornsby@parliament.nsw.gov.au>, Greg Smith <epping@parliament.nsw.gov.au>, Philip Ruddock <philip.ruddock.mp@aph.gov.au> <hawkesbury" @parliament.nsw.gov.au>

Hi Tim,

This email is being BCC to many concerned people.

On 11 August I emailed you, four politicians, and BCC many concerned residents about the NorthConnex 6pm meeting at the Pennant Hills Thornleigh Uniting Church. I also advised I gave Richard a copy of Barry O'Farrell's letter to Planning Minister Prue Goward to which I had attached 39 pages of evidence proving the SKM report was compromised.

Shown below is a copy of my **12 August 2014** GIPA application to Minister Gay for information. On the same day I emailed you a copy.

On 17 August 2014 his office stated it didn't have the information and I should send a new application to the RMS. The same applied to my **5 August 2014** GIPA application they had done nothing with contrary to the GIPA Act requirements. On 18 I was advised it would be sent to the RMS to determine.

Yesterday I posted my 335 page submission to the DOP that concluded:

The State should take notice of this submission and:

1. **reject Transurban's tunnel,**
2. **prepare a study for a second Hawkesbury River crossing six lane National Highway without any tunnels to link with the M7, with**
3. **provision for the National Highway to be part of the "an Outer Sydney orbital west of St Marys" as outlined in the "Draft 2012 NSW Long Term Transport Master Plan to connect the Central Coast, Western Sydney and Wollongong"**
4. **that will provide the basis of a more practical route to the future Badgerys Creek airport, for Sydney, central, south coast and western regions.**

OR

maybe go back as the opposition next year

I think you will appreciate that the questions I have raised with the Minister could result in the EIS being immediately rejected if the evidence cannot be produced to prove I am wrong.

The latest time to reply will be after the close of submissions on 12 September.

It would be appreciated if the information was supplied earlier, or the DOP be advised of the situation and agree to receive and consider a late submission.

I also included in my submission another GIPA application and undated cheque for a copy of the DoP assessment as soon as it has been made so that I can ensure it is impartial, and if not, submit an internal review application and depending on that outcome, I may apply to the Civil and Administrative Decisions Tribunal to have the DoP decision of my submission amended. That process could take several months.

Please let me know if you require any further information.

Regards

Peter

"Free options will stay as WestConnex puts line through fines"

SMH pages 2/3 26 Aug 2014

This article is a pathetic attempt to justify not having tolls on the proposed WestConnex \$15 billion motorway 33 kilometre tunnel when it is finished because **"A free alternative was already operating along the route . . . Most trucks using Pennant Hills Road are not delivering on Pennant Hills Road."**

My John Sands 1890 City of Sydney and Suburbs map shows *The Great Western OR Parramatta Road* then becomes *Arundel Terrace* near *Sydney University* then *George Street* to *George Street North* to Dawes Point.

Whilst people can manipulate fact to suit an end result, Pennant Hills Road was never intended to be the major northern access to and from the Central Coast. The first route was the Great Northern Road from Five Dock to what is now Victoria Road at Ryde and at some point became the Old Northern Road to Wisemans Ferry. As its name indicates, New Line Road is a short cut from West Pennant Hills to the Old Northern Road at Dural.

It is ironic that Mr Shepherd's CEO's replacement on the WestConnex Delivery Authority address to the 'Industry Partnership Australia' is a Mr Cliché who said *"Five years, ten years down the road, who knows, the world could be a very different place."* This sounds very much like the NorthConnex team that is supporting a project that cannot resolve the problems it claims it will resolve.

AustLink's 2004 paper states it is important to build the right road. And why is 10,000 Friends Of Greater Sydney (FROGS) (Warren Centre Sydney University) preparing **"Shaping Sydney 2051"** that is referred to in my submissions.

Free options will stay as

Leesha McKenny
Urban Affairs

Trucks will not be forced off Parramatta Road and into the WestConnex tunnel once the \$15 billion motorway is completed, the project's chairman said.

The approach is a departure from the system planned for Sydney's northwest, where trucks are likely to face heavy fines if they continue to drive along Pennant

Hills Road once the NorthConnex tunnel linking the M2 with the M1 is completed by 2019.

The government had considered applying the same measures to WestConnex, which also may have boosted the motorway's revenue stream.

But WestConnex Delivery Authority chairman Tony Shepherd said on Monday that "I don't think that's government policy".

A free alternative was already

WestConnex puts line through fines

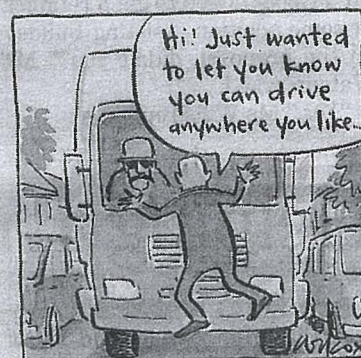
operating along the route, Mr Shepherd said, and would remain in place. "Most of the trucks using Pennant Hills Road are not delivering on Pennant Hills Road," he said.

"But our road is 33 kilometres with plenty of on and off ramps, and people are just getting on and off the whole time so it's very hard to control truck movements."

Mr Shepherd made the remarks following an Industry Partnership Australia lunch, where he ap-

peared alongside the authority's new chief executive, Dennis Cliche.

Mr Cliche told the industry gathering that WestConnex would use distance-based tolls rather than a variable model - where road users were charged more to travel during peak periods - even though the latter was "where the world is moving". "Five years, 10 years down the road, who knows, the world could be a different place," Mr Cliche said.





Office of the Hon. Duncan Gay MLC
Minister for Roads and Freight
Leader of the Government
Leader of the Nationals
Legislative Council

237

Mr and Mrs Waite
28 Warne Street
PENNANT HILLS NSW 2120

26 August 2014

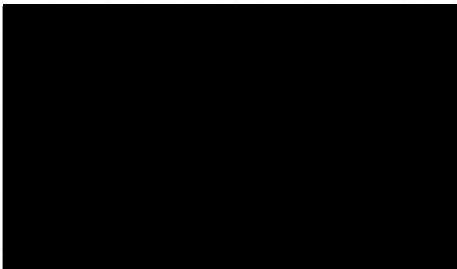
GIPA Receipt – Peter and Margaret Waite

Dear Mr and Mrs Waite,

Thank you for your applications under the *Government Information (Public Access) Act 2009* (GIPA Act), received at the Office of the Minister for Roads and Freight on 13 August 2014 regarding NorthConnex.

Both applications were accompanied with the required \$30 fee. Please find a receipt/tax invoice enclosed for your reference.

If you have any further queries, please feel free to contact me on 9228 4103 or email to [REDACTED]





Premier
& Cabinet

RECEIPT/TAX INVOICE

ABN: 34 945 244 274

Receipt Number R220814-003

Date 22/08/2014

Funds received from: **PETER WAITE**

Payment Type

CHEQUE

002579 NAB

Description	Amount	GST	Total Amount
GIPA REQUEST	30.00	0.00	30.00
MINISTER GAY'S OFFICE			

Total Fund received

\$30.00

Signed

If payment has been made by cheque, this receipt is issued subject only to the cheque, on account of which is given, being duly cleared.



Premier
& Cabinet

ABN: 34 945 244 274

RECEIPT/TAX INVOICE

Receipt Number R220814-002

Date 22/08/2014

Funds received from: **PETER WAITE**

Payment Type CHEQUE 002575 NAB

Description	Amount	GST	Total Amount
GIPA REQUEST	30.00	0.00	30.00
MINISTER GAY'S OFFICE			

Total Fund received

\$30.00

Signed

If payment has been made by cheque, this receipt is issued subject only to the cheque, on account of which is given, being duly cleared