

28 Warne Street  
Pennant Hills NSW 2120  
8 September 2014

Development Assessment Systems & Approvals  
Department of Planning & Environment  
GPO Box 39 SYDNEY NSW 2001



## Further submission

Dear Manager and staff assessing my submissions,

I apologise for my 29 August 2014 submission being incorrectly dated 5 September 2014.

Because of wet weather I altered my work timetable to do it a week earlier than I planned when I formatted the new document, put it aside, and then finished. Whilst **apologising**, it should make no difference whatsoever to the assessments of my submissions.

The reason for this further submission is explained in this letter and attachments.

My conclusion is that the project is based on false assumptions and '*spin*' to arrive at a pre-determined outcome Transurban incorrectly believes will be a '*cash cow*' for them to make money at the expense of taxpayers who will not benefit from the tunnel if built.

I always believed the offer was a political problem because most politicians do not have the technical knowledge or advisers to make informed decisions on many matters before them.

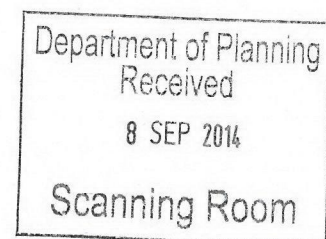
The most shameful example is when the Federal Government rushed to approve the home insulation national project and four people died. The Royal Commission findings indicated the decision was made on a few notes the minister made after being directed by the prime minister to have it rushed through parliament prior to winter closure.

Please advise if any information or clarification is required on my extra submission.

Yours sincerely



Peter Waite





## ***Further reasons to Scrap the M1 – M2 tunnel***

Item numbers continue from previous submission that finished at 239.

In an earlier submission headed '**UNSOLICITED PROPOSAL How can the NorthConnex resolve this?**' I referred to page 248 '**Process**' in NorthConnex Main Volume 1A.

What I hadn't taken into account was the September 2013 "**State of Significant Infrastructure Application Report September 2013.**" This is the document that set out the "**Proposed scope of the environmental impact statement**" to comply with section 115x of the EPA Act etc. (Page v) The following sets out my further serious issues I have become aware of up to 5 September 2014.

- |      |                |   |
|------|----------------|---|
| 240. | 2013<br>9 May  | <p><b>'New Planning system'</b> Department of Planning response to my inquiries and submissions after attending a discussion session.</p> <p><i>"Planning authorities are to make decision in an open and transparent way and provide the community with reasons for their decisions . . . in a user friendly way."</i></p>   |
| 241. | 2013<br>24 May | <p>SMH '<b>ICAC – it really ought not exist – Corruption is behaviour between consenting adults, in secret. It's a crime of the powerful</b>'</p>   |
| 242. | 2013<br>9 July | <p><i>'guardian.com.uk. Australians think media and political parties are most corrupt institutions. Australia's aggregate was 3.6 which puts it in the top 16 of the 107 nations surveyed. More than half of the Australians surveyed said corruption had increased over the last two years.'</i></p> <p>I do not agree that corruption has increased, what has happened is that it has been exposed because the community has turned up the heat on politicians.</p>                          |
| 243. | 2013<br>Sept   | <p>RMS (doc) 13.414 <b><u>State of Significant Infrastructure Application Report September 2013.</u></b> P4 &amp; 5 outlines the requirements;</p> <p>Bullet Point 2: <i>Considers the key potential environmental issues for the project.</i></p> <p>Bullet Point 3: <i>Considers the other potential environmental issues for the project. (page 5)</i></p> <p>Where is it described in the EIS what the differences are in these two statements, or were they to avoid being caught out?</p> |
| 244. | 2013<br>Sept   | <p>P 10 2.2.2 "<b>Preliminary corridor options.</b>" Whilst the description on P10, map 2.1 on P11, and further statements on Ps 12, 13 and 14 appear to be based on the SKM 2004 report, in my opinion this should have clearly disclosed at the start of this section.</p>  |
| 245. | 2013<br>Sept   | <p>Page 14 2.2.3 "<b>Review of the F3 to My corridor selection</b>" does refer to a 2004 report "<b>at the request of the Federal Government to confirm.</b>" This does not disclose that the M2 owners in 2006 requested the RTA have a study made to justify shifting the south end to the Lane Cove route that was open and far cheaper.</p>   |

This is referred to in my 29 August submission at item 234 where a former Deputy Direction of the RTA made it clear he was unaware of the Masson Wilson Twiney March 2006 study.



246. 2013 October **'Australian Government – NSW now The new state of business'** circular heading **"Re: F3-M2 project introduction and community involvement"** sets out dates for **"3 Community events"** and concludes with: **"Transurban NSW Government Transport & Marine Services"** There is no code number.
- I attended the packed Hornsby 'Event' on 24 October 2013 where many were confused with the information given out. I asked for and was sent a copy of the 20 overhead items.
- Item 3 listed the names and roles of RTA, Transurban and AECOM staff would play in the preparation of the EIS and answer questions. Nowhere in this agenda did it disclose it would be subject to the NSW government then 2012 Unsolicited proposal policy, or it would rely on the 2004 SKM tunnel study and or the 2007 Pearlman Investigation.
247. 2013 Dec RMS (doc) 13.566: Community Update No 2. I assume No 1 was item 243.
248. 2014 6 Aug Barry O'Farrell thanks Waite for 2 August email, re **'Flawed NorthConnex EIS'** has been forwarded to Planning Minister Goward *'asking her advice on the issues you have raised.'*
249. 2014 2 Sep SMH **'Tripodi's 'ultimate act of betrayal'**-' This p4 article about former Premier Kennelly's opinion of Tripodi makes it very clear Tripodi could not be trusted by even his Labor colleagues and should never have been appointed.
- Letters p 14;** Kerry Barlow – Ashfield *'Residents disregarded over traffic pollution fears'* raise questions over proposed WestConnex and NorthConnex tunnels exhaust stacks.
- Undated NorthConnex web-site publication *"Addressing misconceptions about the project"*.
- This appears to have been produced to counter community concerns over 15 matters. Refer comment inserted in enclosed NorthConnex undated paper.
250. 2014 March RMS 14.077 NorthConnex Community update 3 Building for the future. Six page A4 X 3 folded pages.
251. 2014 C March RMS 14.079 A5 leaflet setting out 4 *"Community Information Sessions"* at Beecroft Hornsby PH Golf Club and Pennant Hills. I attended three of these.
252. 2014 C March Fact Sheet RMS 14.107 One A4 two sided paper about **"Air quality"**
253. 2014 C March Fact Sheet RMS 14.108 One A4 two sided paper about **"Tunnel ventilation systems"**
254. 2014 C March Fact Sheet RMS 14.109 One A4 two sided paper about **"Safety and incident management"**



255. 2014 NorthConnex Feedback Form.  
3 April
256. 2014 Community update 4 RMS 14.202 A3 folded two sided paper  
July about **"NorthConnex Community Information Centre"** open at Pennant Hills.
- This also advised future *Community drop-in sessions*, where the EIS is on display and projected timetable when the tunnel will be open in 2019.
257. 2014 Twelve page (3A4 two sided pages stapled on heavy paper) Air  
C July Quality Information. In my previous submission I questioned the accuracy of the claim that 50.6% of **'Human made particulate matter PM<sub>2.5</sub> in Sydney is domestic wood fires, at over 50 per cent of emissions'** in this part of Sydney at Wahroonga. They may apply in the West Pennant Hills Valley.
258. 2014 Fact sheet RMS 14.39 4 page A3 **'Northern interchange'** is  
July based on assumptions that the F3 will not be affected by the increasing number of cars and trucks not using the tunnel.
- In my opinion this could result in gridlock on existing roads and stop tunnel or F3 traffic being able to go onto the Pacific Highway or Pennant Hills Road.
259. 2014 Fact sheet RMS 14.304 four page A3 **"Northern ventilation outlet"** "Artists Impressions" of the outlet is misleading as it has  
July been magnified to such an extent that intersections do not appear to be factual.
- [REDACTED]
260. 2014 NorthConnex Air Quality Forum; *Meet the Speakers: Brian Elton*  
29 Jul *(chair), Dr Kuschel (NZ), Jackie Wright, Director Environmental Risk Science PL, Andrew Mattes, David Rolling, Steve Cornish (Transurban) and Tim Parker RTA – Project Director.* It did not mention M/s Karen Jones who is the Department of Planning's manager whose team will assess the EIS who also spoke. There was also a feedback form for those attending this Forum.
261. 2014 NorthConnex two page A4 advice geotechnical drilling will occur.  
2 Sep This started two houses from my home at an angle that will pass our property for the width of the tunnel at about 54 metres below ground level. Drilling finished on 5 September. Well organised and very clean.
262. 2014 Waite paper questioning the credibility of the NorthConnex undated  
3 Sep paper that repudiated claim made in the CAPS.org (Community Against Stack Pollution) 2 page coloured leaflet questioned health risks with vehicle emissions from the proposed tunnel.
- Waite paper inserted into the NorthConnex paper 19 'Comments' about the validity of the NorthConnex paper.



Emailed at 2.14pm to NorthConnex. Acknowledged at 2.14 pm reply will be sent in 5 to 10 days. That will be interesting to read.

263. 2014 5 Sep Waite emailed Baulkham Council at 5.55pm advising its 9 Sept meeting item 4 NorthConnex EIS report is flawed and I was prepared to supply information to support community concerns.
264. 2014 5 Sept ABC NSW 7.30;- Quentin Dempster 7.51 to 7.59pm. Meeting of over 300 concerned people about tunnel pollution.

Dr Greg Miskelly, Dr Ray Nasser anaesthetist (lives near site), Assoc Professor Richard Chard heart specialist, Dr Steven Leader, Public Health expert, and Michelle Goodman Asthma Foundation CEO were briefly shown speaking about their differing concerns, as did Minister Gay who made two statements:

**One:** 7% of emissions come from trucks whilst over 50% of pollution in Sydney is from wood heaters. I have already questioned the validity of that NorthConnect paper as there are now very few in this area that bears no relation to the Sydney basin. (Refer item 257)

**Two:** The only way the tunnel can be built is by a toll that will save users time and costs. **How then does the State propose to build WestConnex that will cost ten times more without tolls?**

Minister Gay's statements have opened a '*Pandora's box*'?

## CONCLUSION

Most of the community do not have the time, resources or ability to collect the chequered history of this proposed tunnel back to the 1980's.

Commercial operators have the resources to produce volumes of submissions to justify getting what they want from governments.

Equally so, governments (politicians) do the same, but do not necessarily have the technical knowledge to make informed assessments and rely on advisers. Whilst the TV series "*Yes Minister*" was funny, it could also be seen as a pathetic documentary. I believe the above are 17 '*spin doctor*' items and possible answers to community questions by the RTA may have been intended to justify approval of the tunnel EIS.

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Whilst smart, it is unacceptable for what would be a \$multi billion national project that could result in the community paying tolls, for the benefit of a public company, at their personal cost over which they have no control, and may still be subject to delays.



I look forward to receiving an impartial assessment of my submissions that should advise the EIS be rejected because it cannot be justified as even being a short-term resolution of existing problems or what will occur if the F3 (M1) is not widened as SKM set out in 2004 and Masson Wilson Twiney advised in March 2006.

I have not included most of these documents as they should be held by the RTA and disclosed to the Department of Planning with the EIS before it was made public.

At 241 to 243 are reports about the current ICAC Inquiry into NSW Labor and Coalition member's rorting the political donations policy to get rid of honest politicians. The 'guardian.com.uk' survey placed Australia in the top 16 of 107 nations surveyed where more than half of Australians said corruption had increased over the last two years.

Former Premier Kenneally's evidence, at 243, goes to the core of Labor's problems. Kenneally was dumped because she didn't want to compromise herself or the Labor Party. At least Premier Barry O'Farrell did right by resigning when caught out. Many others are trying to avoid the same fate by claiming '*I don't remember*'.

**POLITICIANS made the decision to accept Transurban's unsolicited offer.**

**ALL NEW SOUTH WALES POLITICIANS must prove:**

**They understood the many problems, and**

**Justify to the community that they made the correct decision, or**

**Publicly call for the EIS to be withdrawn, or**

**APOLOGISE AND IMMEDIATELY RESIGN**

Subject to legal advice, my submissions will be on my web site M1TunnelVision.org when it goes on-line in late September or early October.

I also propose to write to every NSW State and Federal MP about this disgrace to they and or their staff can read my submissions and act on it, IF they choose.

Peter Waite, 8 September 2014



**Subject:** Response - White Paper Enquiry  
**From:** newplanningsystem@planning.nsw.gov.au  
**Date:** Thu, 9 May 2013 12:44:35 +1000  
**To:** waitepeter@bigpond.com

Dear Mr Waite,

Thank you for your inquiries and submissions on the new planning system and for attending the community discussion session last week.

You have raised some very important issues in your email. Set out below are responses to some of the key issues you have raised.

### **Decision making**

Good decision-making informed by community participation is central to the new planning legislation.

The Community Participation Charter in the Planning Bill 2013 sets out key principles to guide planning authorities in decision making and the rights of the community. Those principles include transparency and better access to information for the community. Planning authorities are to make decisions in an open and transparent way and provide the community with reasons for their decisions (including how community views have been taken into account). The community has a right to be informed about planning decisions, and must have greater access to information that is presented in a user friendly way.

In addition, under the new planning system, delegation of decision making to professional planning staff and expert panels will continue to occur and will be encouraged. The new system promotes involvement of independent experts in decisions, making use of the Planning Assessment Commission, Regional Planning Panels and Independent Hearing and Assessment Panels.

One of the key transformative changes proposed is to deliver cultural change within planning, including creating a planning system where decisions are underpinned by principles of integrity, fairness and transparency. As you suggest, publication of submissions during the planning process is one way of fostering a culture of accountability and transparency. The Department is leading the way in this respect by publishing all White Paper submissions online and continues to publish all submissions on major projects and strategic plans.

### **Appeals**

There are no changes proposed to appeal rights in the new planning system. Appeal rights available in the current system will continue to be available under the new rules.

There will however be a new low cost, quick appeal track in the Court which will provide better access to reviews of decisions.

### **Infrastructure**

The new planning system aims to deliver infrastructure that is integrated with land use planning so that the community has confidence that areas of growth and change will be adequately supported by transport, infrastructure and services.

To achieve this, there are legislative requirements and policies to ensure that all strategic plans are prepared with an understanding of existing and approved infrastructure priorities.

In particular, the new growth infrastructure plans will bring local councils and government together to identify the transport and other regional infrastructure that is needed in an area.

I hope that these responses assist your understanding of the new planning legislation. If you have more questions or would like to make a submission, please contact us again.



Kind regards,

New Planning System Team  
NSW Department of Planning & Infrastructure  
T 1300 305 695  
E [newplanningsystem@planning.nsw.gov.au](mailto:newplanningsystem@planning.nsw.gov.au)



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# ICAC – it really ought not to exist

SMH MAY 24, 2013 PAGES 24/33

**G**ary Sturgess may not be a household name, but it should be. As the architect and father of the NSW Independent Commission Against Corruption his legacy has been longer lasting than he expected, or wanted.

I caught up with Sturgess this week and asked him whether his baby has fulfilled his expectations.

By now, he thought, "it really ought not to exist". It should have had such a marked effect on the culture of public life that no one would dare put a foot out of line.

He believes that for a time ICAC lost its way and after the fiasco of the Greiner affair it became risk-averse.

"Clearly, Eddie Obeid or Ian Macdonald had no fear of ICAC. They seemed to operate with impunity."

The public hearings that have just concluded would have gone a long way to changing perceptions. Everyone in town is talking about the Obeid-Macdonald hearings and Sturgess thinks that has helped people to better appreciate the values required for public office. "It has been a useful outcome."

It was the Greiner government



Richard Ackland

that gave birth to ICAC in 1989 and it was ICAC that destroyed the Greiner government three years later in 1992. Needless to say, there was a lot of pain in that for Sturgess. He was head of the cabinet office at the time and in charge of all the big policy reforms.

The concept of a standing anti-corruption body was hatched while the Liberals were in opposition and the Wran government was in full swing. There was lots of fertile material that fuelled the need, including the Rex Jackson affair (a minister accepting bribes for the early release of prisoners) the Age tapes and Lionel Murphy, chief magistrate Murray Farquhar and case fixing, and the Street royal commission, which cleared the then premier of allegedly trying to influence the outcome of the pro-

secution of rugby league administrator Kevin Humphreys.

Intertwined through this was the continuing sleaze and corruption of Kings Cross with its drug lords and bent coppers.

In Sturgess' view, corruption in NSW was institutionalised and systemic and what was needed was a permanent organisation with royal commission powers in its DNA to look at cases, causes and education.

Sturgess and then attorney-general John Dowd went to Hong Kong to look at the colony's Independent Commission Against Corruption. What they found was a truly terrifying body that had enormous powers and could lock up people.

Sturgess' instincts in designing NSW's ICAC were different. His own background is that of a somewhat conservative civil libertarian.

At Queensland University law school he was influenced by Paul Finn, who went on to become a Federal Court judge, then a lecturer in equity who had a special interest in "public trust".

You can see Finn's presence in one of the essential provisions of the ICAC legislation, section 8 dealing with what constitutes "cor-

rupt conduct": any conduct of a public official that "constitutes or involves a breach of public trust".

This was also the era of Ralph Nader, civil liberties and police brutality.

The famous Brisbane barrister Des Sturgess, a cousin of Gary's father and a leading campaigner against police verbals, became a significant mentor.

The young blade arrived in

event or one that intruded into political behaviour that was not inherently dishonest.

"While we may not like some political behaviour, if it's purely political it ought to be judged by the electorate, not a lawyer or a judge making it up as they go along."

That is precisely what happened to Sturgess' boss, Premier Nick Greiner, who was implicated in a scheme to offer Terry Metherall,

## 'Corruption is behaviour between consenting adults, in secret. It's a crime of the powerful.'

Gary Sturgess, ICAC architect

Sydney and a job at *The Bulletin* under the baton of Trevor Kennedy, where he found Bob Carr, Rob Drewe and David Armstrong also scribbling out stories. It was here that he got his first whiffs of police corruption in Sydney.

So all these threads came together in the design of ICAC. Wide definitions of "corruption" at the top, narrowed in the next breath to more specific details about criminality and disciplinary offences. He didn't want a body that could invent offences after the

a former Liberal MP who became an independent, a job at the Environment Protection Authority and so free his seat for a winnable byelection.

The first ICAC commissioner, Ian Temby, a former Commonwealth Director of Public Prosecutions, found that Greiner's conduct did not constitute a criminal offence or bribery, yet was corrupt conduct as he knew Metherall was being favoured for the job and that it would be advantageous for the Liberal government.



ist

This was politics and party politics at that, and the Court of Appeal overturned Temby's finding. By that stage, with a finding of corruption over his head, Greiner was gone as premier. The idea that governments could not jockey to strengthen their position was not part of the original ICAC concept. This was stuff on which the voters should be making judgments.

According to Sturgess, the consequence of the Greiner case was a conservatism by politicians towards ICAC and what it should be allowed to investigate and a degree of risk averseness on the part of subsequent ICAC commissioners.

Consequently, for a time "corruption prevention struggled", which explains the audaciousness of the politicians now under investigation. Sturgess says: "Corruption is behaviour between consenting adults, in secret. It's a crime of the powerful."

Because it is secret it is often difficult to get evidence and to prosecute successfully.

"What we have is a process of shame, exposure and cleansing. It's a morality play, to be played out in public."

Twitter: @JustinianNews



# Australians think media and political parties are most corrupt institutions

Global Corruption Barometer puts Australia in top 16 nations in terms of how serious a problem people perceive corruption to be

[Global Corruption Barometer: get the data](#)

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- 
- [Helen Davidson](#)
- [guardian.co.uk](#), Tuesday 9 July 2013 16.40 AEST



58% of Australians thought the media was corrupt or extremely corrupt. Photograph: Sarah Lee

Australians rank political parties and the media as the most corrupt institutions in the country, according to the latest [Global Corruption Barometer](#).

The Barometer, by the corruption watchdog [Transparency International](#), surveyed more than 100,000 people worldwide about their perceptions of, experiences with, and responses to corruption in their daily life.



"Our results show around the world that people see corruption when there is corruption," Dr Robin Hodess, group director of advocacy and research for Transparency International told Guardian Australia.

When a survey asked how serious a problem respondents believed corruption was in their own country, the global average was 4.1 on a scale of one to five, where one means "not a problem at all" and five is "a very serious problem".

Australia's aggregate was 3.6, which put it in the top 16 of the 107 nations surveyed. More than half of Australians surveyed said corruption had increased over the last two years.

Around the same proportion – 58% – ranked political parties and the media as guilty of being corrupt or "extremely corrupt", a higher percentage than for all other institutions the survey asked about.

The key institutions respondents were asked to choose from were: political parties, police, judiciary, public officials or civil servants, parliament or legislature, medical and health services, media, religious bodies, and business or private sector, education systems, the military, and NGOs.

On a scale of one to five, five being "extremely corrupt", the media and political parties scored 3.6 among Australians, up 0.3 on the last survey in 2010/11.

"We see a real problem that links to a lack of transparency, particularly in terms of political funding. There are too few enforced rules around the world," said Hodess.

"Companies and individuals need to report what they're contributing. It's up to parties to open up about what interests are involved in the policy-making process."

Prof Charles Sampford, author and director of the Griffith University Institute for Ethics, Governance & Law, believes the Australian results are about perceptions of the risk, more than the materialisation of corruption in Australian institutions.

Sampford said there was a risk of corruption "where electioneering requires high levels of expenditure".

He said: "The risk [there] is obvious. The question of whether the risk has materialised or not is another question. I'm not at all surprised that a lot of voters would be concerned that the risk had materialised."

When it came to media, Sampford said the industry had a long history of "barons" being frank about why they like owning media empires: the power.

"It's a really important power because most media are both part of the market and part of democracy. They have a critical role in democracy and providing information for people to make their reasoned or otherwise choices at elections, but it's also part of the market," he said.

"Most of the biggest corruption risks we have is where those two intercept ... The media has the capacity, not to control, but to influence political decision, which means that politicians feel they actually have to anticipate what media owners want and avoid getting them cross."

It is not just the media that Australians see as having an unsavoury connection with government.

More than half of Australians surveyed thought the government was run by big business. They weren't alone in their suspicions; 55% of people across the globe believed the same thing about their own government. There were only two nations in the single digits for this: Norway and Rwanda.

The survey also found that one in four people on the planet reported paying a bribe in the last year, a figure Hodess said was "phenomenal".

"Bribery costs lives around the world," she said.

"This is about what people report. Probably a lot more bribery is happening."

The bribery results varied widely country to country.

Of the services listed (education, judiciary, health, police, registry and permits, utilities, tax revenue and/or customs, and land services), police were the most often bribed institution, followed by the judiciary.

The issue of bribery corruption is a much bigger problem in the developing world, with Sierra Leone and Liberia reporting over 75% of people had paid a bribe to a service.

In Australia on average just 1% of people who had come into contact with any of the eight services reported paying a bribe.

Of those Australians who did, 36% did it for a cheaper deal, 32% because it was the only way to obtain the service, and 28% as a gift or thanks.

The report did not just measure the global population's dissatisfaction with corruption – it also looked at what they would do about it.

There was little tolerance for corruption in Australia – 92% of Australian respondents said they would report an incident. It was slightly above the world average.

Almost nine in 10 people across the globe told Transparency International they would act against corruption.

"I think people are sufficiently frustrated now with the perception of corruption around them in society that they now want to act, they want to be a part of change," said Hodess.

"We do see people around the world taking to the streets. We hope for constructive change, and the anger around the world is something that politicians have to pay attention to.

"The challenge for both of us – government and civil society – is to now take action and really put some of the remedies in place to make sure the situation improves."

Hodess called on G20 nations – who are meeting in Australia next year – to keep corruption on the agenda. She said while most G20 nations had signed the OECD anti-bribery convention, which deals with bribery in international business, there was a lack of prosecutions.

"We now need them to take action," she said, "and really do abroad what you do at home. You can't have two standards for business or government."



# Barry O'Farrell MP

State MP for Ku-ring-gai



6 August 2014

248

Mr Peter Waite  
28 Warne Street  
PENNANT HILLS NSW 2120

Dear Mr Waite

*Peter,*

Thank you for your email dated 2 August 2014 concerning the NorthConnex Environmental Impact Statement.

I have read your email and have noted your concerns.

I have written directly to Hon Pru Goward MP, the Minister for Planning, asking for her advice on the issues you have raised.

I will be back in touch when I hear back from the Minister.

Yours sincerely

Barry O'Farrell

*Working for our community*



248

**Subject:** Flawed NorthConnex EIS

**Date:** Sat, 02 Aug 2014 12:19:57 +1000

**From:** Peter Waite <waitepeter@bigpond.com>

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

Dear Minister Gay and MPs O'Farrell, Kean, Hon Ruddock, Smith and Williams,

**Please ensure Planning Minister Goward receives a copy of your replies as well of my email.**

This morning I advised in writing an NorthConnex employee that the EIS is incomplete and should be withdrawn and represented with an attachment to address important matters that haven't been addressed, are incorrect or missing.

The important issue was about my complaint that the **NorthConnex Factsheet - July 2014 - Northern ventilation outlet road design** has not been completed because there is a **pinch point problem** they are trying to overcome.

How many more are there? **Every Factsheet and public document should be numbered and dated to ensure 'transparency of process'.**

**The EIS should not have been released until this matter was resolved and shown in detail in the EIS for public comment.**

On Thursday at that office other staff advised me to wait for the 8 August Pennant Hills meeting where the responsible officer will answer my question.

This morning I was advised he will not be there.

**It has also been suggested that this is not a normal EIS and can be amended due to unforeseen problems.**

That is the very purpose of the EIS process. People have the right to submit their concerns to the DOP to assess. **The NorthConnex should be requested to advise how the problem can be overcome, possibly refer the matter back to the complainant for further comment, or reject the EIS in accordance with procedural fairness.**

Based on many evasive replies by the NorthConnex team at several meetings I have attended, it is obvious the EIS still has many flaws to be overcome.

The biggest flaw is that the EIS is supported by extracts from the 2004 SKM report and 2007 Pearlman Inquiry, both of which I have extensive knowledge. Whilst I have discussed this with Mr Williams in his office for about 90 minutes on 6 June 2014, I did not know then that NorthConnex would misrepresent **key issues** in both of these matters. In all probability those involved were not aware of, or had access to all material. However that is a problem for NorthConnex to overcome.

Based on that I will recommend the EIS be rejected by the DOP if the Minister doesn't do that first. In my submission I will also set out objective and practical options for a far better route Transurban or other entities that may be interested in submitting offers.

I respectfully suggest relevant parts of this email be addressed at the Pennant Hills 8 August 2014 meeting to ensure all present from NorthConnex, advisers and the public understand how the EIS submissions will be handled that raise technical matters that have not been addressed in the EIS or during the submission period by letter or email.

This email is being CC to some media, and BCC to known concerned groups and citizens for the **public record**.

Yours sincerely





# Tripodi's 'ultimate act of betrayal'

2 Sep 2014  
249

Michaela Whitbourn,  
Kate McClymont

"It is the ultimate act of betrayal," former premier Kristina Keneally told a corruption inquiry.

That was her damning assessment of her former factional ally Joe Tripodi's involvement in a dirty tricks campaign against their Labor colleague Jodi McKay.

The Independent Commission Against Corruption has heard that Mr Tripodi orchestrated an anonymous leaflet-drop which made damaging claims against the then Newcastle Labor MP days before the 2011 state election.

"Goodness, no," Mrs Keneally said on Monday when asked if she was aware at the time of Mr Tripodi's involvement in the campaign.

"What would have been your response as premier if you'd heard that?" junior counsel assisting the inquiry, Greg O'Mahoney, asked.

"I'm not entirely sure the language I would have used should be repeated in this room," she said.

"It is the ultimate act of betrayal as a member of the Australian Labor Party to campaign against or work against the endorsed member, the endorsed candidate. It just is unthinkable."

It was an all-star line-up of Labor witnesses on Monday as the ICAC probed allegations that Mr Tripodi and the then NSW treasurer Eric Roozendaal "quite improperly took steps directly to benefit Buildev", a company part-owned by embattled coal mogul Nathan Tinkler.

The company, which funded the leaflet campaign against Ms

McKay, was pushing for a coal terminal in the Newcastle suburb of Mayfield. The project was fiercely opposed by Ms McKay and was contrary to government policy.

Mr Roozendaal said it was Mr Tripodi who was "advocating" for Mr Tinkler's proposal.

Mr Roozendaal's former adviser, economist Sam Crosby, has given evidence that the coal loader was a "dog of a project" and "truly woe-ful" but he could not dampen the then treasurer's enthusiasm for it.

"Like Lazarus, this thing just kept climbing back up out of the ground," Mr Crosby has said. "The treasurer kept asking me to look at it again."

Mr Roozendaal told the inquiry he regarded a project which was a rival to the coal loader as a "marginal project at best".

Asked who was the source of that opinion, he said it was Mr Tinkler's company, Buildev.

Mr Roozendaal, who will return to the witness box on Tuesday, was asked in the final minutes of the hearing if either he or anyone else had "erased" his emails relating to the coal loader proposal. "I don't recall giving any instructions," he replied.

Mr Tripodi, who claimed he did not recall events 74 times on Monday, admitted he had a role in the anti-Jodi McKay smear campaign but distanced himself from the anonymous flyer.

"This is not my pamphlet," Mr Tripodi said. "I didn't sign off on it, I didn't commission it."

Asked whether he felt any sense of duty to the ALP, Mr Tripodi rep-



"It just is unthinkable": Kristina Keneally and Joe Tripodi at the

lied: "Of course."

"Did you feel any sense of loyalty to Jodi McKay?" counsel assisting the inquiry, Geoffrey Watson, SC, asked.

"No, none at all," Mr Tripodi replied.

Mr Watson repeatedly put it to Mr Tripodi that he leaked a highly confidential Treasury document to Buildev executive Darren Williams, who then leaked it to the New-

castle Herald to cruel re-election prospects.

"I have no recollection that Treasury doc no recollection of giving body," Mr Tripodi said.

"Mr Tripodi, it will be sion in due course that to deny that you leaked t document," Mr Watson

The commission will focus back to Liberal P



## Residents disregarded over traffic pollution fears

SMH 2 Sep P14 letters

It was a relief to read that doctors are again speaking out about the adverse health impacts of road tunnel pollution ("Doctors fear health impacts over north shore tunnel", September 1).

I live near one of the proposed WestConnex ventilation stacks, have twice asked the WestConnex Development Authority for a copy or access to the *Air Quality in Tunnels* guidelines published by the NSW Health Advisory Committee on tunnel air quality and have had no response. It cannot be found by any search engine and is not at the relevant NSW Health website. It

should be publicly available as an important resource for those residents putting together submissions to the NorthConnex and WestConnex environmental impact statements.

The proposed WestConnex stacks at Ashfield and Haberfield will be in locations with much higher population densities than at Wahroonga and West Pennant Hills (the NorthConnex stack locations). The Ashfield postcode has a population density of 6300 people a square kilometre.

Given the wealth of research now available (and growing by the

month) showing the adverse health effects of traffic pollution, how can our elected representatives continue to ignore concerned residents' pleas for a longer-term and healthier solution to traffic congestion rather than just more poorly ventilated tunnels? It has already been conceded by people working on the WestConnex project that there will be as much traffic on Parramatta Road as there is now within a couple of years of the tunnel opening. We will have twice as much dangerous traffic pollution.

Kerry Barlow Ashfield

LIC MEETING S  
NEY SQUARE T

it is considering a Bill by  
ng by giving businesses  
ndamental principles of

ive greater rights to vote  
!

8 September at 11am  
sage to the Governm



# NorthConnex Tunnel. If you don't think it will affect you, read on:

Hello, we're your neighbours. Sorry for intruding on your time, but there's a development in our community that I think you will want to know about.

Transurban and the State And Federal Governments are turning our community into an industrial area.

## THEIR PLAN:

Two 9km tunnels to connect the M2 at West Pennant Hills to the M1 at Wahroonga. Northern exit and entries (portals) opposite Woonona Avenue and Burns Road in Wahroonga. The tunnels are more than twice as long as any in Australia. There is a single unfiltered exhaust stack on each tunnel.

## THE FIRST STAGE – CONSTRUCTION:

- The tunnels require the excavation, transport and disposal of more than 4 million tonnes of waste crushed rock. The volume is bigger than the Great Pyramid in Egypt.
- The proponents have not confirmed where the rock will be dumped.
- Rock will be transported through our communities by thousands of heavy truck movements.
- Construction will go on for a minimum 5 years, 7 days per week, and 365 days per year.
- The workers will park their cars in the local neighbourhoods in multiple shifts, 7 days per week. Large car parks are planned, such as a 160 car parking area beside Carrington Oval.
- The constant truck movements will cause serious dust, exhaust and noise pollution.
- Sydney sandstone yields silica dust, as dangerous as asbestos but causes disease faster.
- Exhaust from diesel trucks is full of particulates and gases which are toxic and cause cancer.
- Constant truck traffic is noisy, spills waste and destroys the road. Rock breakers and excavation add to the discomfort. Underground works creating significant ground vibration.
- Trees and sound walls concealing the M1 motorway will be removed, along with houses in the vicinity. Neighbourhoods will be exposed to increased noise and pollution.
- **THIS IS A BLIGHT ON THE ENTIRE AREA FOR MORE THAN 5 YEARS.**

Construction ...

**5 years+**  
**seven** days a week  
**365 days** a year



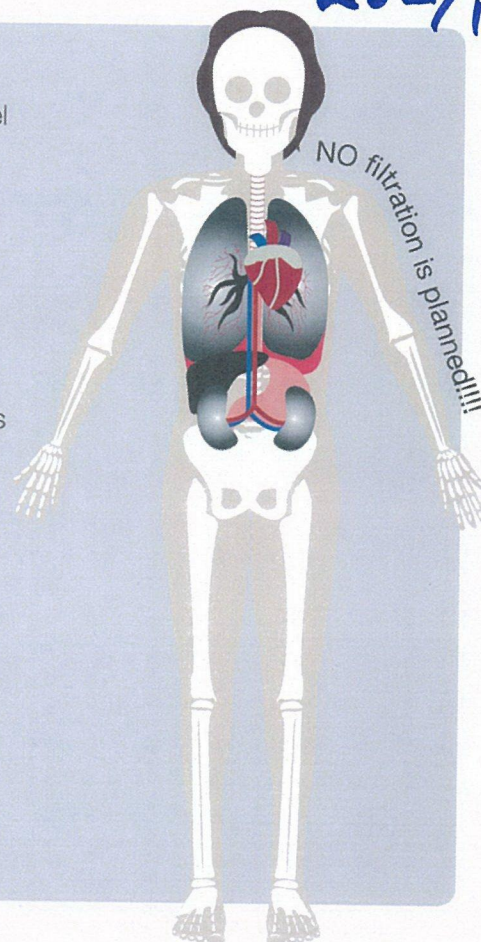
Exposure to pollution represents major **ongoing** health risks including **cancer** and chronic **lung disease**.





## THE SECOND STAGE – ROAD AND TUNNEL OPERATION:

- A single 23 metre high stack (about 8 'stories') will pump 9kms of tunnel pollution into our air.
- Not all pollutants are dispersed, a significant proportion will expose the community.
- The worst impact extends from Hornsby Station to Warrawee Station, to the Sydney Adventist Hospital and to North Wahroonga.
- No air pollution is treated. **NO FILTRATION IS PLANNED.**
- The tunnel ventilation design hopes to reduce the hazards in the tunnel from the daily pollution from 9000 cars and 5000 trucks. Doubts exist as to whether it can achieve this. More doubt surrounds the effectiveness of dispersing these toxins and carcinogens from the stack.
- Future pollution will increase with up to 100,000 car and truck movements daily.
- **THIS EXPOSURE REPRESENTS MAJOR ONGOING HEALTH RISKS, INCLUDING CANCER AND CHRONIC LUNG DISEASE.** Traffic air pollution causes acute lung disease, asthma attacks, increased blood clotting, strokes, heart attacks, lung cancer, chronic blood vessel disease. It is especially hazardous to children, pregnant women and the aged.
- **THERE IS NO SAFE LEVEL OF EXPOSURE!** (see CAPS website [www.capsgroup.org](http://www.capsgroup.org))



## THE EXPECTED OUTCOMES:

- Advice is that property values may fall dramatically when the project commences.
- It is likely to be very difficult to sell or lease homes affected by construction noise and dust.
- Home values around the stack and portals may drop up to **25% or more**.
- Homes within sight to the stack will most likely lose the most value. It seems that homes worst affected by construction may not recover on project completion.
- It is expected that tunnel pollution emissions will keep adjacent house prices depressed.
- Advice is that M5 East Stack residents cannot sell their properties. There are reports of adverse health impacts. Residents feel they cannot leave their windows open due to pollution and noise, and limit family time outside.
- Our suburbs will be progressively degraded by construction then ongoing noise and air pollution.
- **DON'T THINK YOU ARE SAFE. THIS PROJECT THREATENS THE WHOLE AREA.**

## WHAT YOU CAN DO:

- ✓ **Respond to the EIS by the 12th of September deadline. It is critical that you respond individually to the EIS as the number of responses matters. CAPS can help you do this (see below Workshop).**
- ✓ CAPS has commissioned expert reports to challenge the validity of the EIS.
- ✓ **Speak up. Be heard. Join C.A.P.S. (Community Against Polluting Stacks).** We're not radicals, just concerned informed residents.
- ✓ Legal advice received indicates Court action is possible if the EIS process is not fair and just.
- ✓ Advocate shifting the proposed tunnel portals and stack to the Hornsby/Asquith industrial area as a minimum.
- ✓ Write to your State and Federal Members, to the Premier and to the Prime Minister. They are legally bound to respond and are obligated to their constituents Reject the current destructive plan for an established, heritage listed residential area. (visit [www.capsgroup.org](http://www.capsgroup.org) for contact details).

## EIS Submission Workshop

Wednesday, 20 August 2014, 7-9pm  
 Venue: Beatrice Taylor Hall, 25 Edgeworth David Avenue, Hornsby (next to Willow Park)  
 Email [info@capsgroup.org](mailto:info@capsgroup.org) for the workshop notes on how to write a submission.

## Independent Forum on the Health Impacts of Air Pollution from the NorthConnex tunnel

Thursday, 4 September 2014, 7-9pm  
 Venue: TBA (visit [www.capsgroup.org](http://www.capsgroup.org))  
 RSVP: Not required (free forum)



## Proposed M1 to M2 tunnel at West Pennant Hills:- EIS

### NorthConnex web-site:- '**Addressing 'misconceptions' about the project**'

The project team would like to clarify some misconceptions about the project that have been made publicly to ensure the community is informed correctly as part of the Environmental Impact Statement (EIS) public exhibition phase.

My paper is about 'NorthConnex' pathetic attempt to discredit:-

**'capsgroup.org'** two page colour leaflet about air pollution and construction issues etc.

Boxed **Comment** on **NorthConnex's (19) verbatim 'Statements'** is for readers, politicians and Dept. of Planning staff to make objective conclusions. My assessment is made on the basis I have detailed knowledge of the history of this project going back to the 1980's, and how unknown public servants directed Sinclair Knight Mertz to recommend a short term eastern route instead of a second Hawkesbury River crossing to link the F3 and M7 contrary to the 2001 Terms of Reference. **NorthConnex has never challenged this:- Peter Waite**

### **Statement 1: 'The proponents have not confirmed where the rock will be dumped.'**

#### **Clarification**

A number of potential sites have been identified in the EIS with the necessary capacity to receive the spoil generated by the project. Potential disposal sites identified in the EIS Section 5.3.18, page 210 include:

- The ADI site, St Marys, with a capacity for between two and 2.5 million cubic metres
- Gosford Quarry with a capacity of around 2.5 million cubic metres
- Hornsby Quarry with a capacity of around 3.3 million cubic metres
- The CSR Quarry with a capacity of around 1.16 million cubic metres (**Where is it?**)
- The Defence Precinct Schofields (HMAS Nirimba) with a capacity of 500,000 cubic metres.
- The Great southern Rock Quarry, Sandy Point with an anticipated capacity of around five million cubic metres.

**NOTE:** Traffic modelling to assess potential impacts from transportation of spoil has considered theoretical worst case examples for heavy vehicle movements travelling either northbound or southbound from the project area. This covers the potential use of any of the proposed sites. Further details regarding spoil management are provided in Section 7.1 (Traffic and transport) and Section 8.3 (Resource management and waste minimisation).

A spoil disposal strategy would be developed before construction starts to identify the spoil disposal locations and describe the management of spoil in detail. Where possible, spoil would be beneficially reused. In all cases spoil disposal sites would be operated in accordance with an approval under the Environmental Planning and Assessment Act 1979 (EP&A Act) and other applicable environmental legislation.

**Comment** like "it is anticipated" indicate rubbery estimates. EIS p346 states '*The significant deterioration in performance at Trelawney Street compound,*' NorthConnex staff tried to play down at the Pennant Hills Thornleigh Uniting Church meeting on 11 August 2014, is a clear indication residents are being treated with contempt. And where is the CSR Quarry located?

### **Statement 2: 'Rock will be transported through our communities by thousands of heavy truck movements.'**

#### **Clarification**

The majority of traffic movements would be carried out from the four key tunnel worksites onto Pennant Hills Road, which is currently the main thoroughfare for heavy vehicle movements along the corridor:



- Southern interchange
- Wilson Road
- Trelawney Street
- Northern interchange

Spoil would be moved during the day where practical; however vehicle movements would occur up to 24 hours a day, seven days a week during peak construction tunnelling work. Heavy vehicle movements outside of standard construction hours associated with tunnelling support work would occur only from sites with direct entry and exit to Pennant Hills Road and M1 Pacific Motorway, not through local streets.

This is addressed in Section 5.3.15, page 205 of the EIS.

**Comment** *'Where practical'* leaves the door open for trucks to go anywhere 24/7. Nowhere is mention made of the ETTT vehicles that are already creating problems, or the NW rail twin tunnels that are to be bored from Cherrybrook to Epping and possibly Castle Hill that will possibly using Pennant Hills Road from 2015 to 2018. Site works are nearly completed.

Where does the EIS state how this will be co-ordinated, controlled and policed noting that NW rail is already in trouble for carrying heavier loads on public roads greater than allowed?

**Statement 3: 'Construction will go on for a minimum 5 years, 7 days per week and 365 days per year.'**

**Clarification**

The total period of construction work is expected to be around four years, with around nine months of commissioning; however 24-hour construction work would not be carried out throughout this period.

The only activity that will be continuous, up to 24 hours per day and seven days per week, is below ground tunnelling work which is expected to take around 2 years 9 months, and will have minimal impact on residents.

This is addressed in Section 5.3.3 Construction program, page 160 – 161 in the EIS. The construction program is shown in Table 5-5.

A more detailed breakdown of proposed construction activities and work hours is outlined in **Table 5 -20**.

This is addressed in Section 5.3.13 Construction workforce and construction work hours, page 206 of the EIS.

**Comment:** *"is expected"* leaves the door open to take 5 years for any of the above 24/7.

**Statement 4: 'The workers will park their cars in the local neighbourhoods in multiple shifts, 7 days per week. Large car parks are planned, such as 160 car parking area beside Carrington Oval.'**

**Clarification**

To minimise parking impacts on local roads, on-site parking has been proposed at a number of construction sites within the project area, specifically the Junction Road compound (near Carrington Oval) and the Pioneer Avenue compound.

The Junction Road compound would be a temporary facility to provide construction site personnel parking (up to 50 spaces) and amenities as well as for material and equipment storage.

- The Pioneer Avenue compound would generally consist of:
- Up to 600 light vehicle parking spaces

- A bus transfer area for up to 12 buses
- Employee change rooms and showers
- A statutory first aid station for the workforce

The compound would be primarily used as a car parking location for construction personnel. A shuttle bus would be used to transfer workers to and from construction sites throughout the construction footprint. This would limit the amount of workforce parking required within the construction compounds and in the surrounding streets.

The site would be established at the start of the construction period and would remain in use until construction is complete. The employee car parking and shuttle bus would operate up to 24 hours per day and seven days per week.

This is addressed in Section 5.3.12 Construction ancillary facilities, pages 172, 174, 177-180 of the EIS.

**Comment:** Shuttle bus 24/7. How would this be enforced 24/7?

**Statement 5: 'The Constant truck movements will cause serious dust, exhaust and noise pollution'**

**Sydney sandstone yields silica dust as dangerous as asbestos but causes disease faster**

**Exhaust from diesel trucks is full of particulates and gases which cause cancer'**

**Clarification**

Sydney is built on sandstone which is excavated across the city as part of infrastructure and other developments, and is used extensively as a building material throughout Sydney. Management of spoil on NorthConnex will be in line with NSW Environment Protection Authority (EPA) standards and industry best practice, developed over many years of tunnelling and major projects in Sydney.

Spoil at the four tunnelling support compounds would be primarily managed within enclosed acoustic sheds which would limit the dust generation. Spoil trucks would enter the site on sealed access roads, loaded within the acoustic sheds and leave the site on sealed roads. Any damage to local roads would be repaired by the project.

All loads would be covered when spoil trucks leave the acoustic sheds and when on public roads.

Use of diesel truck and cars are common and widespread in the city. The project is restricting the use of trucks to existing arterial routes wherever practical. The four tunnelling sites are positioned next to main arterial routes like Pennant Hills Road and the M1 Pacific Motorway.

This is addressed in Section 7.3.4 Assessment of potential impacts, pages 479 and 480 of the EIS.

**Comment:** Will all trucks have tied down covers, or 'dome' type on 'rails' where dust can be sucked out the back by the vacuum caused when travelling at speed? How will it be controlled 24/7? And who will check 24/7?

**Statement 6: 'Rock breakers and excavation add to the discomfort. Underground work creating significant ground vibration.'**

**Clarification**

Potential impacts of tunnelling vibration is limited to sections of tunnel where the tunnel is relatively shallow (less than 25 metres) whereas most of the NorthConnex tunnel is deeper.



This noise is commonly referred to as ground-borne noise. Ground-borne noise is typically low frequency and if audible, is perceived as a 'rumble'.

Potential impacts from ground-borne noise would be short in duration and would only affect receivers while tunnelling activities were being conducted directly beneath and / or in proximity to the receivers.

Residents would not experience vibration on a continuous basis and would only be affected for a relatively short period while tunnelling activities are conducted below or near the property.

Vibration management measures, including consultation with affected property owners, would be detailed in the Construction Noise and Vibration Management Plan(s) for the project.

This is addressed in Section 7.2.4 Assessment of potential impacts, page 424 of the EIS.

**Comment:** I understand there were some noise problems on the Epping to Chatswood rail link where they weren't expected. I know for a fact the ETTT consortium are paying residents at Cheltenham to stay in hotels or motels when rock is being excavated near their homes 24/7. Will the same apply with NorthConnex at Wahroonga and West Pennant Hills?

**Statement 7: 'Trees and sound walls concealing the M1 motorway will be removed, along with houses in the vicinity. Neighbourhoods will be exposed to increased noise and pollution.'**

**Clarification**

Sound walls concealing the M1 will not be removed permanently, however some will need to be relocated with new noise walls as part of construction. To construct the project there will need to be some properties and trees removed, but there is also a commitment to carry out landscaping and other urban design treatments.

Permanent noise walls would be scheduled for completion as early as possible in order to mitigate construction noise. Where possible, the use of temporary noise hoardings would be considered where ancillary construction facilities are in close proximity to sensitive residences.

The existing noise walls along the M1 Motorway have been assessed in the EIS. As an outcome of this assessment, the existing barrier height would be maintained. This is shown in Figure 7-12 noise barriers – north, page 439 of the EIS.

**Comment:** Will these sound walls be replaced with timber, or higher ones similar to the coloured concrete ones on the M2 from West Pennant Hills to Windsor Road?

**Statement 8: 'A single 23 metre high stack (about 8 stories) will pump 9 kilometres of tunnel pollution into our air.'**

**Clarification**

The northern ventilation outlet would be around 15 metres in height, relative to nearby houses and located 23 metres in height relative to the motorway which is lower than the surrounding local roads. This is shown in Section 5.2.5, Table 5-2 in the EIS. Air quality within the tunnel is maintained to ensure it is safe for users and the same air is dispersed high into the atmosphere through the ventilation the outlets.

NorthConnex provides a direct link for motorists from the M1 Pacific Highway and the Hills M2, without having to travel on Pennant Hills Road, which experiences heavy traffic flow and congestion. NorthConnex is a continuous, free-flowing, flatter grade tunnel compared to the undulating Pennant Hills Road, which has 21 sets of traffic lights resulting in stop/start traffic movements and associated emissions from idling traffic. Vehicles will travel within the tunnel for about six minutes, which is a significantly shorter travel time than Pennant Hills Road. As



a result fewer emissions would be generated by vehicles using the tunnel compared to the stationary traffic currently releasing emissions at surface level in the local area for most of the day.

Tunnel design aspects are discussed in Section 5.2.3 and the indicative tunnel ventilation system design for three different traffic conditions is shown in Section 5.2.5, Figure 5 -14.

Experience from other motorway tunnels and studies of ambient air quality data from existing Sydney tunnels has confirmed emissions from ventilation outlets have a negligible impact on local and regional air quality, and are so small they cannot be measured. A discussion of the NorthConnex tunnel performance relative to other Sydney motorway tunnels and lessons learned from the M5 East tunnel are included in Section 7.3.4, page 517 in the EIS.

**Comment;** As yet, NorthConnex has not made an objective comment about what happens if gridlock occurs at the large 'roundabout' formed by the junctions of the M1 with the Pacific Highway and Pennant Hills Road that will have an extra sequence of traffic lights to allow north bound tunnel vehicles turning right to the Pacific Highway at Pennant Hills Road.

**Statement 9: 'Not all pollutants are dispersed, a significant proportion will expose the community.'**

**Clarification**

Modelling has shown the effect of the vehicle emissions from the tunnel via the ventilation outlets to be negligible. Tunnels do not create new emissions. They take existing emissions from traffic, dilute them with fresh air and more effectively disperse them higher in the atmosphere through a ventilation outlet (rather than at roadside where they are currently dispersed).

As indicated above, total emissions generated by vehicles using the tunnel would be less than those vehicles using Pennant Hills Road. This is discussed in Section 7.3.4, page 504 of the EIS.

Well-designed ventilation outlets are very effective at dispersing vehicle emissions so they have a negligible impact at ground level. Tunnel air will be efficiently dispersed into the atmosphere via the NorthConnex ventilation outlets, with exit speeds up to 19 metres per second (almost 70 kilometres per hour). Once high up in the atmosphere, tunnel air continues to dilute and disperse, mostly over many kilometres. The majority of emissions disperse to background levels. Some emissions return to ground level, however these are highly diluted and as modelling shows with a negligible impact to local air quality. This is discussed in Section 7.3.4 and in Table 7-97 in the EIS.

To validate the air quality modelling, air quality in the vicinity of the project (including near ventilation outlets) would be monitored before and after the tunnel is operational for a minimum of 12 months following the project opening. Air quality monitoring would remain in place for a specified time as part of planning conditions of consent. This commitment is made in the Project Overview document, page 30. The exact location and numbers of monitors would be resolved after discussions with Department of Planning and Environment and are expected to form part of the planning conditions if the project gets approved.

Furthermore, requirements for ongoing monitoring of both in tunnel air and emissions from ventilation outlets will be set by the Department of Planning and Environment. This monitoring data will be publicly available. Conservatism in modelling has shown that outlets on other recent tunnel projects are operating well below their acceptable criteria.

**Comment:** What will be done each time when the M1 traffic is stationary or very slow in the tunnels and open sections at peak hours, or there is a breakdown or accident?



**Statement 10: 'The worst impact extends from Hornsby Station to Warrawee Station, to the Sydney Adventist Hospital and to North Wahroonga.'**

**Clarification**

The air quality modelling for the project was comprehensive and used conservative assumptions to predict the changes in air quality as a result of the tunnel operating. The predicted change to air quality in the areas described above is less than two per cent of the relevant impact assessment criteria, which is below the normal variability experienced and is undetectable from existing background conditions. This is discussed in Section 7.3.4 and shown in Section 7.3.4, Figures 7 -28 and 7-29 in the EIS.

Air monitoring before and after the tunnel is operational is expected to demonstrate negligible impact to local air quality, consistent with studies carried out for the M5 East and Lane Cove tunnels.

**(Comment:** Statements like *'Air monitoring before and after the tunnel is operational is expected to demonstrate negligible impact to local air quality, consistent with studies carried out for the M5 East and Lane Cove tunnels'* is for very different length tunnels and locations. Also locations of monitoring equipment only give an indication as to what may or may not happen. **FACT:** Having travelled in the M5 East I am personally affected by pollution when traffic is congested. Many with allergies do not need monitors to know pollution exists.

**Statement 11: 'No air pollution is treated. No filtration is planned.'**

**Clarification**

There is no tunnel ventilation outlet in Australia that has filtration.

Filtration would not deliver any measurable benefits to the surrounding community. As shown in the air quality assessment for NorthConnex, emissions from the ventilation outlets would cause a negligible change in local air quality, and levels of particulate matter are within all relevant guidelines and standards. An analysis of the need for filtration is included in Section 7.3.1 of the EIS.

In addition, the NSW Government is continuing to target emissions at the source – the vehicles themselves – through a range of education, compliance and regulation measures including better fuels, improved technology and stringent emission standards. This strategy has proven very effective and benefits the community as a whole as vehicles and trucks travel throughout the state.

**Comment: So what?** Is there any tunnel as long as the proposed M1 to make objective comparisons. **Glib comments by nameless persons are meaningless.**

**Statement 12: 'The tunnel ventilation design hopes to reduce the hazards in the tunnel from the daily pollution from 9,000 cars and 5,000 trucks. Doubts exist as to whether it can achieve this. More doubt surrounds the effectiveness of dispersing these toxins and carcinogens from the stack.'**

**Clarification**

Sydney has a number of tunnels with ventilation systems that have been built and are operating to provide effective and efficient air quality both in tunnel and locally. The proposed tunnel ventilation system has been designed using international standards and tried and trusted technology and there is confidence about how it will perform. The ventilation system has been designed to meet stringent in-tunnel, local and regional air quality criteria, and to operate under normal and low speed traffic conditions and in emergency situations. The tunnel ventilation system design is discussed in Section 7.3.1 in the EIS.

The air quality modelling detailed in the EIS took into account the tunnel ventilation design and how it performed under two different scenarios – the maximum number of vehicles within the tunnel at one time and having to meet applicable air quality criteria while emitting the



maximum concentration of pollutants on a continuous basis. A discussion of the air quality impact assessment scenarios is included in Section 7.3.2, page 462 of the EIS.

The modelling predicted the northern and southern ventilation outlets would have a negligible impact on local air quality. The air quality impact assessment methodology is outlined in Section 7.3.2 of the EIS. The assessment included the in-tunnel traffic volume forecasts for the project in 2019 and 2029. This is shown in Figures 7-16 and 7-17, respectively, in the EIS.

The Department of Planning and Environment has engaged its own air quality specialist to review the air quality modelling assessment for NorthConnex. The Department of Planning and Environment would specify the air quality criteria the tunnel would need to adhere to as part of the planning conditions of consent, otherwise the tunnel could not operate.

To ensure the tunnel meets minimum standards set by the Department of Planning and Environment, an air quality management plan would be developed with continuous monitoring of in-tunnel air quality. Air quality readings would be sent to the automatic controls of the modern ventilation system which makes real time adjustments to the air flows to make sure the air quality in the tunnel meets minimum standards.

In addition, monitoring stations would be established at least 12 months before the tunnel is operational and would remain in place for a specified time to validate the air quality modelling, and provide assurance to the community that the ventilation outlets have a negligible impact on local air quality.

**Comment:** 'a negligible impact' is no longer good enough. Hard evidence is **FACT**.

**Statement 13: 'Future pollution will increase with up to 100,000 car and truck movements daily.'**

**Clarification**

It is expected around 30,000 vehicles will use the tunnel on opening which will increase to around 40,000 by 2029. This is outlined in page 9 of the Project Overview document and detailed in Appendix E, Table 8-4 of the EIS.

Data has shown that despite the number of vehicles on the road increasing vehicle fleet emissions continue to decrease and this trend is predicted to continue.

The air quality modelling has taken into account predicted tunnel traffic volumes, and the maximum number of vehicles that can be in the tunnel at one time. It is important to note that vehicle emissions data for 2020 was used for the air quality modelling predictions for tunnel operation in 2029. This is a conservative approach due to the expected continual improvements in vehicle emissions beyond 2020. This is discussed in Section 7.3.2, page 471 in the EIS.

**Comment;** Vehicle estimates can be misleading. Both the SKM and Masson Wilson Twyney studies estimated the F3 would have to be widened to four lanes by about 2021. The EIS does not disclose this. Replies from NorthConnex staff have been that is not their problem.

**Politicians must publicly justify why they support Trabsurban's unsolicited offer.**

**Statement 14: 'This exposure represents major ongoing health risks including cancer and chronic lung disease. Traffic air pollution causes acute lung disease, asthma attacks, increased blood clotting, strokes, heart attacks, lung cancer, chronic blood vessel disease. It is especially hazardous to children, pregnant women and the aged.'**

**Clarification**

Road tunnels do not generate pollution; vehicles using both surface roads and tunnels are the cause of the emissions. It is well known air pollution can be harmful to health, especially



for more vulnerable members of the community. At the levels measured in Australia, the effect of air pollution on any individual's health is generally very small and Sydney has very good air quality by world standards. This is discussed in Section 7.4, page 535 in the EIS.

Changes in air quality are assessed against criteria established by the EPA and the National Environment Protection Council. The criteria are generally in line with, or more stringent than relevant international criteria established by the World Health Organisation.

The human health risk assessment for NorthConnex took into account conservative assumptions such as calculated health outcomes based on an exposure to vehicle emissions for 24 hours a day, seven days a week, 365 days a year when the tunnel opens and in 2029. It also assessed more vulnerable members of the community including young children, the elderly and individuals with pre-existing health conditions. The assessment methodology is discussed in Section 7.4.1 in the EIS.

The human health risk assessment found the health risk due to emissions from the motorway outlets would be very low. It found that for one extra adverse health outcome to occur, the entire population of the suburb would need to live in the most affected location for 24 hours a day for 50 years.

The health assessment concluded that across the project corridor there would be a net health benefit as a result of NorthConnex. This is discussed in Section 7.4.4, page 548 in the EIS.

We would not be building NorthConnex unless it was safe for the local community and the environment.

We've carefully considered the issues surrounding the health of residents, carried out a comprehensive health risk and the proposed design will ensure there were be no adverse impacts either to health or to local air quality.

To ensure these measures are effective will be undertaking comprehensive monitoring 24 hours a day before the tunnel operates and after it opens with monitoring results freely available.

**Comment: What will be done if results are unsatisfactory and filtration is required?**

**Statement 15: 'There is no safe level of exposure.'**

**Clarification**

It is acknowledged that for fine particulate matter there is no level identified below which adverse health effects no longer occur.

This is why the EIS not only compared changes in particulate matter to all relevant standards, it also presented the results of a comprehensive human health risk assessment that draws upon all available health evidence. This is included in the quantitative and qualitative human health risk assessment in Section 7.4.4 and Section 7.4.5, respectively, in the EIS.

The findings of the EIS were that the ventilation outlets would cause a negligible change in local air quality and that there would be a small improvement in air quality across the project area when taken as a whole. This is due to the tunnel outlets improving the dispersion of vehicle emissions up into the atmosphere reducing ground level pollution across the project area.

**Comment:** If *'it also presented the results of a comprehensive human health risk assessment that draws upon all available health evidence,'* why are there experts prepared to challenge the statements made in the NorthConnex EIS? The reason probably is because there are many factors that are still to be conclusively resolved. **What are the FACTS? I believe, prevention is always better than trying to cure a problems after the event.**



**Statement 16: 'Various points regarding impacts to property values.'**

**Clarification**

In Sydney and elsewhere around Australia large infrastructure projects have been shown to add value and better amenity to the area in which they are built and as such property prices have increased accordingly.

The statement that home values around the stack and portals may drop up to 25 per cent or more and that it will be difficult to sell houses near the outlets appears to have no credible supporting evidence.

For example the property at Gum Grove Place, West Pennant Hills (adjacent to the southern ventilation outlet) was put on the market on 22 May 2014 with a guide price of 'over \$980,000. The property sold by mid June 2014, less than four weeks later, at a price of \$1,370,000 (around 40 per cent over price guide). In the north there has been four properties sold in Woonona Avenue since the end of May with the recent sale of 54 Woonona Avenue, which sold on 30 July 2014 eight days after being put on the market and 56 Woonona Avenue sold on 14 July 2014 only five days after being put on the market and both higher than the price guide provided.

With respect to the statement that M5 residents near the stack in Turrella cannot sell their property, again this appears not to have credible evidence; research indicates in the last 10 years the average median price in Turrella has increased 4.6% per year in line with neighbouring suburbs of Earlwood (4.3 per cent) and Arncliffe (4.5 per cent) and in excess of Wolli Creek (3.6 per cent). Further, in the last five years the median price has increased almost 70 per cent which is 20 per cent more than Earlwood and Arncliffe.

**Comment;** Whilst accepting the figures are accurate, it is not disclosed if the purchasers were aware of the NorthConnex proposal. As a builder, developer and property investor for over 50 years I have seen both sellers and buyers taken down by unscrupulous agents who know how to mislead people into believing they can be trusted and their 'FACTS' are correct.

**Based on the many flaws I have identified in the EIS NorthConnex cannot be trusted.**

**Statement 17: 'Advocate shifting the tunnel portals and stack to the Hornsby/Asquith industrial area as a minimum.'**

**Clarification**

As demonstrated by the air quality monitoring in the EIS, the current locations of the portals and ventilation outlets are safe and have a negligible impact on local air quality.

Moving the ventilation outlet and tunnel portals two kilometres further north would likely mean the current ventilation system design would not be appropriate and an additional outlet required. It would also require an additional tunnel support facility to be constructed around Wahroonga, more private land acquisition and more trucks during construction to remove the additional spoil for the extra length.

We also note that the Hornsby/Asquith area suggested also has residents living around this location. The recommendation to relocate the location of the ventilation outlet and tunnel portals, only moves construction to a different community.

**Comment:** Relevance is critical. How can air monitoring on the top of a hill at Observatory Park Pennant Hills be compared with concentrated emissions at both ends of the 9k tunnels?

**Statement 18: 'There are no tunnel ventilation stacks in Australia in residential areas.'**

**Clarification**

There are ventilation outlets in residential areas across Sydney and Australia. These include the Cross City, Lane Cove, EastLink, CityLink, Airport Link and Clem 7 tunnels.

For details please see the Tunnel ventilation systems near residential properties fact sheet.



**Comment;** Ventilation outlet and stack are different. Tunnels have outlets. A stack is a chimney to take smoke or fumes away from people. A 200 metre plus stack was demolished at Port Kembla a few years ago. As stated at 11, unless there is a tunnel anywhere that NorthConnex's could be compared with and works, NorthConnex response is irrelevant.

**Statement 19:** 'A local study by Cowie et al looked at the health effects of the Lane Cove Tunnel, which found residents living around the tunnel ventilation stack reported more upper and lower respiratory symptoms and had lower lung volumes after the tunnel opened.'

#### **Clarification**

The assertion above is a partial outcome from the paper by Cowie et al (2012). It is correct the study did report more upper and lower respiratory tract symptoms and lower lung volumes after the tunnel opened, however this was only for the first year and did not persist after the first year of operation. The study could also not be correlated with any change in air quality in the same area.

Some reasons for the observations made in the study were speculated but could not be determined. The lead author for the study has provided further clarification on the outcome of this study in the media this year (Cowie 2014) stating the study showed no increase in air pollutants, and did not show a significant effect that could be attributed to the ventilation outlets.

**Comment;** Without viewing the Cowie et al local study, knowing how many were involved, and where they lived in relation to the ends of the tunnel, informed comment cannot be made. However, one possibility may be that there was more above ground local pollution in windy conditions when Epping Highway and Lane Cove Road was being altered.

**Andrew Mattes** is NorthConnex's air quality expert. **No mention is made of his advice** in a 2008 Report "Air Quality In & Around Traffic Tunnels" commissioned by the National Health and Medical Research Council (NHMRC) in response to a request for health advice from the Australian Government Minister for Health and Ageing where the Minister had been informed high-level exposure to vehicle exhaust may occur in and around vehicle tunnels.

#### **CONCLUSION**

**'NorthConnex' is not a statutory authority.**

Whilst a service is provided to reply to email or other communications, it is not known if the person who responds has the technical knowledge to make an objective assessment about the totality of the EIS. This poses a major problem for the Department of Planning to determine submissions on merit, not presentation.

Most importantly, if built, the tunnel will only be a short-term solution. There is little point in building it despite NorthConnex issuing this paper in an attempt to justify the EIS as against the best option that SKM was told not to recommend in 2003 by unknown bureaucrats.

The EIS should be referred back to the NSW Cabinet to determine, **before it is in election mode**, if the project should be abandoned and fast track a second **six lane Hawkesbury River National Highway** crossing from around Somersby to the M7 or further west as set out in the draft 2012 proposal, for completion by 2021. This will then alleviate traffic problems on Pennant Hills Road.

Peter Waite, Pennant Hills



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----- Original Message -----

**Subject:** ITEM-4 NORTHCONNEX EIS

**Date:** Fri, 05 Sep 2014 17:55:50 +1000

**From:** Peter Waite <waitepeter@bigpond.com>

**To:** clr.byrne@thehills.nsw.gov.au

Dear Cr Byrne, Deputy Mayor

I have sent a 335 page submission to the DoP I believes shows beyond reasonable doubt that the proposed tunnel will not solve the problems on Pennant Hills Road.

Having been on a coach that went onto the M2 at about 4.05 this afternoon the traffic was moving smoothly until the 2k to Pennant Hills Road sign where the left lane was stationary.

The coach driver then went into the next lane, passed the stop go traffic and illegally made a left turn onto Pennant Hills Road from the right turn lane after the light had turned red.

We then crawled to Pennant Hills and arrived at the Bowling Club at 4.35pm.

Whilst I do not want to criticise council's officers report as being factual on the basis of material he had before him that is in the EIS, the EIS is fatally flawed because it does not disclose that in 2002 SKM was directed by unknown Canberra bureaucrats to recommend a **short term option**. Then in 2003 SKM was directed by an unknown bureaucrat not to recommend a Western option.

Whilst the Masson Wilson Twiney is referred to, it has not been noted that it indicated that by 2021 the F3 would probably have to be widened to 8 lanes as did SKM.

Attached is my draft 8 September further submission that makes it clear on the last page this is a political matter.

Please let me know if you require further details.

If necessary I am prepared to meet with Council officers on Monday or Tuesday to clarify any concerns they may have.

BCC SouthCaps

Yours sincerely

Peter Waite 9484 3471



<b>ITEM-4</b>	<b>NORTHCONNEX - ENVIRONMENTAL IMPACT STATEMENT</b>
<b>THEME:</b>	Balanced Urban Growth
<b>OUTCOME:</b>	6 Safe, convenient and accessible transport options that enable movement through and within our Shire.
<b>STRATEGY:</b>	6.1 Facilitate the provision of integrated transport alternatives that link residents to their home, places of work and services and facilities.
<b>GROUP:</b>	<b>STRATEGIC PLANNING</b>
<b>AUTHOR:</b>	<b>MANAGER – COMMUNITY PLANNING &amp; SPECIAL INFRASTRUCTURE PROJECTS</b> MICHAEL LATHLEAN
<b>RESPONSIBLE OFFICER:</b>	<b>GROUP MANAGER – STRATEGIC PLANNING</b> MICHAEL EDGAR

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**EXECUTIVE SUMMARY**

The Environmental Impact Statement (EIS) for the NorthConnex tolled motorway tunnel linking the Hills M2 Motorway at West Pennant Hills to the M1 Pacific Motorway (formerly F3 Freeway) at Wahroonga, has been placed on public exhibition. Submissions on the EIS can be received up until 12<sup>th</sup> September 2014.

The EIS has been assessed by a number of Council officers during the exhibition period and this report provides a history and description of the project, outlines the issues as they relate to The Hills Shire, provides some assessment of those issues and gives recommendations for Council to consider that will assist to mitigate and manage the impacts of the project. Critically, issues surrounding the impacts of air quality, noise and vibration, water management, construction traffic, ecology and built form have been identified in this report.

It is essential that the project delivery incorporates engagement activities that allow the community and other key stakeholders such as the affected Councils to be involved in the project's actual delivery. This will help manage the impacts on residents by providing an opportunity for them to influence and feel part of the project. Community liaison or reference groups similar to other recent major infrastructure projects such as the Westlink M7 Motorway, Hills M2 Motorway widening and North West Rail Link all provide successful models.

**HISTORY****1980s**

DMR/RTA undertakes a study to investigate route options for a road network bounded by the Pacific Highway, Pennant Hills Road, Beecroft Road and Epping Road. Proposed surface route options developed by the study, known as the B2/B3 routes, were abandoned by the NSW Government in 1996 because of environmental impacts on Lane Cove Valley bushland.



<b>1993</b>	Commonwealth Government announces its intention to extend National Highway links across major cities.
<b>January 1994</b>	Commonwealth Government declares the Cumberland Highway – Pennant Hills Road to be considered as the Interim National Highway route through Sydney until an alternative route is available for traffic.
<b>1990s</b>	RTA investigates route options for the Western Sydney Orbital (WSO), now known as the Westlink M7 Motorway. As part of the investigation, a 1993/94 study identified a route that would by-pass Pennant Hills Road and connect the proposed WSO from Dean Park to Mount Colah on the then F3 Freeway. The NSW Government did not adopt the proposal because of high environmental impacts and low traffic demand. However the NSW Government received representations from the community at that time, seeking provision for a link to be made between the then F3 Freeway and the WSO and for relief of traffic pressures on Pennant Hills Road. The WSO replaced most of the Cumberland Highway section of the Interim National Highway south of the Hills M2 Motorway.
<b>December 2000</b>	WSO Environmental Impact Statement recognises a need for a National Standard Highway link between the WSO or the Hills M2 Motorway and the then F3 Freeway, suggesting the need to <i>'initiate a study into the options for the long term development of a high standard road link between the M2 Motorway and the F3 Freeway.'</i>
<b>4.01.2001</b>	Commonwealth Government and the NSW Government agree (through a Memorandum of Understanding) to undertake a study to identify a route for the interim National Highway from the then F3 Freeway to the WSO or the Hills M2 Motorway.
<b>8.02.2002</b>	Sinclair Knight Merz (SKM) is contracted by the RTA to identify a preferred option to link the WSO with the then F3 Freeway.
<b>21.05.2002</b>	Briefing by SKM received at Council's Corporate Development & Planning Services Review Committee.
<b>19.08.2003</b>	Further briefing by SKM received at Council's Corporate Development & Planning Services Review Committee. SKM indicates that three broad corridor types are being examined: <ul style="list-style-type: none"><li>• Type A corridor included more easterly options that generally formed an extension of the Hills M2 Motorway to the then F3 Freeway</li><li>• Type B corridors that connected the Sydney orbital between Pennant Hills Road and Dean Park to the then F3 Freeway between Wahroonga and the Hawkesbury River</li><li>• Type C corridors that included more westerly options which connected the Sydney orbital between Windsor Road and Dean Park with the then F3 Freeway north of the Hawkesbury River.</li></ul>



The Type A corridor included four more detailed options as follows:

- 'Red' corridor alignment which extended from the Hills M2 Motorway at Macquarie Park to the then F3 Freeway at Wahroonga
- 'Yellow' corridor alignment which extended from the Hills M2 Motorway near North Epping to the then F3 Freeway at Wahroonga
- 'Blue' corridor alignment which extended from the Hills M2 Motorway at the Pennant Hills Road interchange to the then F3 Freeway at Wahroonga
- 'Purple' corridor alignment extended from the Hills M2 Motorway at the Pennant Hills Road interchange to the then F3 Freeway at Wahroonga and generally followed the alignment of Pennant Hills Road.

The Committee resolved:

- '1. The briefing on the Options for the F3 to Sydney Orbital Link from Sinclair Knight Merz be noted*
- 2. The Director Services Delivery provide a further report after additional investigation and research of all options, to the briefing on options for the F3 to Sydney Orbital Link at the next Council Meeting recommending a preferred option for Councils consideration*
- 3. Council write to all relevant State and Federal Departments, all Local State and Federal Members of Parliament and the Minister for Transport and Regional Services advising them of Councils dissatisfaction regarding the limited exhibition period and request them to support an extension of time to at least mid-October 2003.*
- 4. Once Council has determined it's preferred option all adjoining Councils and WSROC be advised.'*

**26.08.2003**

Report considered by Council following briefing. Council resolved:

- '1. Council indicate its preference for the Purple Option (Type A Corridor) for the F3 Sydney Orbital connection with three lanes in either direction and based on the untolled option.*
- 2. The Government be encouraged to further investigate providing a reservation along the Type C Broad Corridor so that the longer term planning of vehicle movements between Western Sydney and the Central/Northern Coast can be adequately planned.*
- 3. Items 1 and 2 be now conveyed to the relevant organisations as set out in the resolution of the 19 August 2003.'*

**6.05.2004**

Commonwealth Government announces its endorsement of the Type A corridor 'Purple' option based on social, environmental and economic grounds as recommended in the SKM Study.



<b>October 2004</b>	Hills Motorway, the then owners of the Hills M2 Motorway, presents a case to DOTARS and the RTA for the Type A corridor 'Yellow' option and requests that the route selection decision between the 'Purple' and the 'Yellow' options be re-opened.
<b>June 2005</b>	Transurban acquires the M2 from Hills Motorway and carries out its own assessment of the 'Purple' and 'Yellow' options.
<b>September 2005</b>	Transurban confirms the assertion made by Hills Motorway that it prefers the Type A corridor 'Yellow' option.
<b>December 2005</b>	Commonwealth Government appoints Masson Wilson Twiney (MWT) to undertake a desktop review of assumptions, models and data used by SKM and Transurban in relation to the Type A corridor 'Purple' and 'Yellow' options.
<b>14.03.2006</b>	Motion moved at Council meeting that: <i>'A report be prepared and brought back to Council within three (3) months, on recent developments and possibly revised options for the M7-F3-M2 link.'</i> The Motion was lost.
<b>23.03.2006</b>	MWT submits the Draft Interim Report to the Commonwealth and NSW Governments. It is "interim" on the basis that MWT is awaiting further data from Transurban.
<b>19.02.2007</b>	Commonwealth Government announces that it is establishing an independent review of the corridor selection to be undertaken by the Honourable Mahla Pearlman AO, former Chief Justice of the NSW Land and Environment Court.
<b>12.06.2007</b>	Motion moved at Council meeting that : <i>'This Council review its current policy on the F3 to M7 link.'</i> The Motion was carried.
<b>17.07.2007</b>	Council considers a report on options for the F3 to Sydney orbital link and resolved: <ol style="list-style-type: none"><li><i>'1. Council receive the report.</i></li><li><i>2. Council strongly indicate to the Federal and State Governments that it supports the "C" Option being built as National Highway No. 1 - the Sydney Orbital Freeway and be Toll Free, as soon as possible.</i></li><li><i>3. Council co-operate with all agencies to facilitate the construction as a matter of urgency.'</i></li></ol>
<b>August 2007</b>	Pearlman Review released recommending that the Type A 'Purple' option should be the preferred route and should progress to the next stage of design and development.
<b>March 2012</b>	NSW Government receives an unsolicited proposal from Transurban to design, build, operate, maintain and finance a tolled motorway linking the Hills M2 Motorway at West Pennant Hills to the M1 Pacific Motorway at Wahroonga, based on the Type A 'Purple' corridor option.



- 14.05.2013** Commonwealth Government announces it would contribute \$405 million to help deliver the project in partnership with the NSW Government in the 2013-14 Budget.
- 30.05.2013** NSW Government announces the proposal had progressed to Stage 3 of the unsolicited process, which would include a competitive tender to select a design and construction contractor.
- 8.08.2013** NSW Minister for Roads and Ports announces that three consortia have been invited to tender for the project. The consortia were Thiess John Holland Joint Venture, Lend Lease Bouygues Joint Venture and GlobalLink Joint Venture consisting of Ghella Pty Ltd and Acciona Infrastructure Australia Pty Ltd. The tendering period closed at the end of November 2013.
- 25.10.2013** NSW Minister for Planning and Infrastructure declares the project to be 'Critical State Significant Infrastructure' under the *Environmental Planning and Assessment Act 1979* providing environmental, economic and social benefits for NSW.
- 29.10.2013** Director General of the former Department of Planning & Infrastructure releases the Director General's Environmental Assessment Requirements (DGRs) for the project. These requirements must be addressed in the EIS.
- 15.10.2013** Initial briefing on NorthConnex at Councillor Workshop by project team.
- 16.03.2014** Lend Lease Bouygues joint venture announced as the preferred contractor. The tenderers were assessed in terms of innovation, cost effectiveness and environmentally responsible design.
- 11.04.2014** Amended DGRs released.
- 2.05.2014** Further briefing on NorthConnex at Councillor Workshop by project team
- 15.07.2014** EIS placed on public exhibition.
- 5.08.2014** Further briefing on NorthConnex EIS at Councillor Workshop by project team.

**REPORT****1. PROJECT BACKGROUND**

Roads and Maritime Services (RMS) is proposing to construct a tolled motorway tunnel, known as NorthConnex, linking the Hills M2 Motorway at West Pennant Hills to the M1 Pacific Motorway at Wahroonga. The route of the motorway is based on the Type A 'Purple' corridor option which largely follows the existing Pennant Hills Road alignment.