

217. 2014 14 M1-M2 confirm meeting with Tim Parker at RTA Miller Street North Mar Sydney office on 20 March.

2013

2013

215.

216.



219. 2014 Undated NorthConnex email in response to my 7 questions. Item 2 is C April about accidents and evacuations.

> (At the Pennant Hills Thornleigh Uniting Church NorthConnex presentation on 11 August at 6pm I attended, several people raised concerns about accidents and were assured plans were in hand for all eventualities, and meetings had been held with the Police. Fire Brigades and SES.

It was then conceded that the two access shafts may be used to vent unfiltered fumes from the tunnel if necessary. As yet no one has explained how a disabled driver or passenger would be identified and assisted to leave the tunnel.)

220. 2014 NorthConnex acknowledged receipt of my 6 March email in which I 6 Mar explained to Tim Parker that SKM was directed not to recommend an F3-M7 link and Hornsby Mayor Berman had PWC prepare a report 2.50pm supporting the tunnel and requested NorthConnex to be careful.

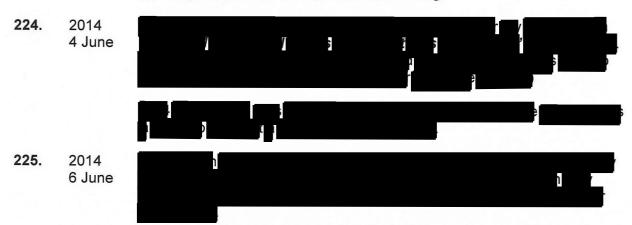


222. 2014 I noted I supplied a triple A4 plan on how NorthConnex proposes to 1 May overcome the convoluted plan at Pearces Corner SKM suggested in its 2004 report as being "This is a very smart solution". At that stage I had not considered the problems that would be encountered.

> I also referred to the sound barriers and NorthConnex statement the existing ones were OK. Why then has high concrete sound barriers been installed on the M2?

## EIS SSI 6136 NorthConnex M1 - M2 Tunnel; Waite 5 September 2014 submission

223. 2014 "Probity of how the offer was made, assessed and accepted." This list sets out my concerns from 11 November 1975 to 7 May 2014 sent to MP Ray Williams for our 6 June 2014 meeting.



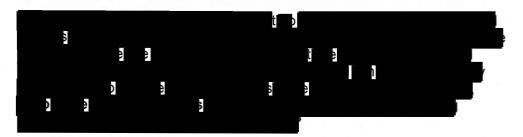
Letter of thanks to Williams suggesting "the State must ensure the consultative process is 100% open and transparent to prove the offer is the best short and long tem solution, and there is nothing untoward that could embarrass the Coalition."

This 28 page booklet sets out "Why the proposed M1 tunnel is NOT the best short or long-term option." The booklet briefly set out 29 issues. Item 27 is "Political issues". This lists politicians who supported the western option in 2006 and again in 2007. The DOP officers assessing my submissions will be in a very difficult position to justify why the proposed tunnel should be built.

Winter

King's Counsel issue 41 winter 2014 four page paper about "Political Road Planning In Australia" refers to 17 papers that question the ability of politicians to make decisions and uses former NSW Premier Griener as an example with the M2's inability to handle peak hour traffic after it had been widened to three lanes. If approved, the current proposal will require the M2 to be widened again from West Pennant Hills to Windsor Road. To do this will again require the M2 to be narrowed to two lanes to enable the extra lane to be built.

228. 2014 Email to Tim Parker re 10 issues. I now know that my assessment of item 7 was incorrect because the artist's impression on the locations of roads had been enlarged to such an extent they appeared to be incorrect. Staff at the PH office provided the detail from another map.



229. GIPA application to Minister for copy of 7 items. Items 1, 2, and 3 now irrelevant.

This was sent to the RTA to address in accordance with the Act.

**230.** 2014 6 Aug

SMH p21 & 26 featured "*Transurban's tolled gold*" where its new CEO Scott Charlton's expertise in ensuring his employer obtains the best outcome from having someone else building projects for maximum income for the shareholders regardless of the fact that the public pay tolls to Transurban.

Page 7 reports how "*Transurban keeps its tax burden low*" to maximise its profits at taxpayers expense.

Pages 28 "Transurban cruising to even greater profits". The ATO admits that many \$high profile business operators using loopholes and registration in other countries to pay tax at very low rates avoid billion dollars in tax.

Also attached is the MWT 22 March 2006 p vii that makes it clear "Beyond 2021, when capacity of a six-lane F3 is likely to be exceeded in peak periods . . . This will revolve around an 8 lane F3 – A Type C option – Both will require capacity augmentation in the Sydney Road network. The RTA and or the DOP should produce the evidence this has been done, or reject the EIS as it has not addressed the MWT report to prove it is right or wrong.

Also, there does not appear to be any genuine action by Australian governments to force these companies to pay their tax in Australia.

The flaw in this process is that governments forget their obligations are to their constituents. The Federal and NSW Parliaments must accept responsibility for their collective dereliction of their duties under the Federal and all States and Territories under the relevant Constitutions.

Also enclosed is the SMH 5 August electronic edition about the above articles.

**231**. 2014 11 Aug

Waite 19:57 email to Tim Parker about the NorthConnex presentation to the Pennant Hills Thornleigh Uniting Church where my wife and I are members.

I suggested Parker immediately advise Minister Gay about the meeting and remind him of my previous advice.

**232**. 2014 12 Aug

Second GIPA application to Minister re 7 items referred to RTA in accordance with the GIPA Act the ministers staff did not know existed.

**233.** 2014 21 Aug

Elizabeth Farrelly's SMH article "Greedy politicians made of hot air, not heroics" on pages 20 and 29 The article names politicians and opportunists who are profiting from illegal deals. As yet few have been charged.

Farrelly quotes Ted Mack's recent comment "political parties are like two mafia families seeking control of the public purse for distribution to themselves, supporters, the special interests who fund them."

Ted Mack is the only person to have served in Local, State and Federal Governments as an independent. I invited to attend a joint meeting of the Pennant Hills Rotary Club and Pennant Hills Business Group on 10 June 1999. His address was about "THE AUSTRALIAN POLITICAL SYSTEM"