

28 Warne Street
Pennant Hills NSW 2120
29 August 2014



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

Dear Manager,

On 19 July 2014 I sent submission 1 after I had quickly reviewed the EIS and hadn't released there were unsustainable assumptions. On 31 July I withdrew my submission and requested in the last par: "... If policy permits please retain the map and discard submission 1."

This submission has attachments numbered from 206 to 239. Item 206 has further information to that in my previous last items in 1-78 and 1-206 in my 11 August 2014 submission. Apart from references, whilst I referred to the SKM 2004 report and 2007 Pearlman Inquiry in several items, they are about different matters apart from that one item 78 and 206. Otherwise I am not aware that any other items are repeated in my submissions.

Whilst some question my credibility without knowing of my knowledge and experience, I suggest that the information in the four documents about FROGS at 234 should be carefully considered because FROGS guiding force is a former DMR officer then RTA deputy director Ken Dobinson who has a Law Degree as well as a Civil Engineering degree. It should be noted Ken admitted he never knew about the Mason Wilson Twiney 2006 study that led to the Pearlman 2007 Inquiry where Ken was first person, and I was the sixth person to speak.

I doubt NSW Roads and Maritime will determine my 5 and 12 August 2014 GIPA applications in time to include in my submission. I may make a late submission to correct or add to my submissions. On 28 August I received two letters from the Minister's Natalia D'Morias advising my two GIPA applications were transferred to Roads and Maritime.

The Minister's staff that handled those applications did not know what to do until I advised them what the law required.

[REDACTED] Minister Gay must ensure his staff comply with the law, not me.

On 28 August I also received Minister Gay's Parliamentary Secretary Ray Williams MP's advice he asked Roads and Maritime to advise the Minister for Planning and Environment M/s Goward to forward her a copy of my submission for consideration.

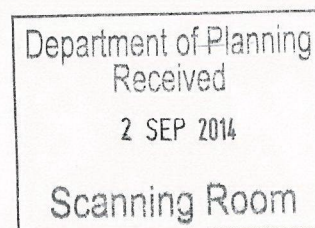
If there are problems I reserve my rights to apply to the Civil and Administrative Decisions Tribunal to have my request granted and a decision that the EIS decision not be made until after my application is determined and any concerns are addressed. That could take several months.

Please advise if any information or clarification is required.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Peter Waite", written in a cursive, flowing style.

Peter Waite



In the Public Interest – Reasons to Scrap the M1 – M2 tunnel

In addition to historical items 1 – 78, numbers, this submission continues from 11 August 2014 submissions ending at 206. 78 and 206 are repeated as it has further information.

206. 2014 Aug/Sep At 78, of 78 in the first table in my 11 August 2014 submission is hard copy of the Waite A3 advertisement the August/September Monthly Chronicle ***"In the Public Interest – Reasons to Scrap the M1 – M2 tunnel"*** The attachments sets out a serious failure to comply with the NSW Governments 2012/2014 policy for ***"Unsolicited proposals"*** NorthConnex EIS claims it has complied with.
- The new information in the Monthly Chronicle is the editor asks on page 1: ***'IS IT WORTH IT'*** about traffic problems that will be created at the Pennant Hills and Thornleigh shafts where all of the excavated materials will be removed and materials to line the tunnel, lighting, drainage, signage and other materials and workers will also use.
- In itself this is one reason why the EIS should be rejected.**
207. 2007 10 Oct Waite comment on Council's 10/08 (October 2008) Pearlman report refers to four immediate critical issues including the 10 March 2008 **FROGS** (FRiends Of Greater Sydney) sixth in a series of forums for the community to learn about Sydney's transport's problems I attended.
208. 2007 Nov Beecroft Cheltenham Civic Trust Bulletin 4 ***"Dispelling the Myths on the Proposed F3-M2 Corridor Link Using a Tunnel Under Pennant Hills Road"***. This four-page paper sets out issues that are far more relevant today than they were nearly six years ago.
209. 2008 29 Jan FROGS PRESS RELEASE about its Transport forum at Castle Hill lists 37 corporate members.
210. 2008 21 Jan Joint Media Statement by Minister Albanese and PM Rudd commitment to overcome Infrastructure lag by coalition government.
211. 2008 6 Feb HSC engineer letter to DOTARS Canberra Minister Albanese re the 'missing link'.
212. 2008 27 Feb HSC report WK10/08 re Proposed F3 – M2 tunnel. No reply from RTA to address Council on the tunnel proposal.
213. 2010 20 July SMH: *"Getting it right on development project - Sam Haddad DG of Department of Planning"*. Column 2 par 3 *"The department continues to strengthen its checks and balances to ensure probity and transparency in process and outcomes"*.
- Whilst Mr Haddad has retired, the DOP should ensure its decision in this matter *"The department continues to strengthen its checks and balances to ensure probity and transparency in process and outcomes"* or explain in detail why it is not appropriate.
214. 2011 8 July PWC submits a 12-page offer to prepare a study to support the F3-M2 tunnel. This was just over a year before Transurban and Minister Gay's media releases on 19 July 2012 announced the offer.