

I have attached a copy on his speech to enable it to be given to anyone who wants to read it. I suggest NorthConnex executives and Transurban's directors be directed to read it and advise the DOP why Mack is wrong.

234. 2014 22 Aug I attended the AGM of FROGS (10,000 Friends Of Greater Sydney). At that meeting the Enclosed email **"FROGS Shaping Sydney 2015"** was distributed as an 8 page A3 booklet. Pages 4 and 7 shows the shape of the city including projections for the NW region.
- A key FROGS member Ken Dobinson was Deputy Director of the RTA for many years. I first met Ken when he was divisional engineer responsible for widening Pennant Hills Road when he addressed Hornsby Council about the plans just after I had been elected in 1980. Since then we have been in regular contact.
- After the meeting I asked Ken if he knew about the Mason Wilson Twiney 2006 traffic study that became the basis of the 2007 Pearlman inquiry. He replied NO.
- He sent me copies of his FROGS submission to the Pearlman four page submission, and three page FROGS **"Sydney – Hunter Transport Connection The Sydney Orbital to F3 Freeway Link at a billion saving in cost"** which is the open option the M2 owners wanted built and led to the Pearlman Inquiry.
- This shows how even a very informed and experienced group of people can be misled because they didn't know the real reason behind the Pearlman Inquiry which at that time I and many other believed was to review all options.
235. 2014 23 Aug I emailed Tim Parker to advise I had given Transurban's Richard Merritt a copy of Barry O'Farrell's letter to (Minister) Prue Goward to which I had attached 39 pages of evidence [REDACTED]
236. 2014 26 Aug SMH p2-3 : **"Free options will stay as WestConnex puts line through fines."**
- This article tries to defend the decision not to include tolls on the WestConnect tunnel. Refer to my comment on page with Herald extracts and the Warren Centre preparing **"Shaping Sydney 2051"** with Mr Cliché's statement **"Five years, 10 years down the road, who knows, the world could be a different place."** If that is ok for WestConnex, it must be OK for NorthConnex.
237. 2014 26 Aug Minister Gay's office send receipt for one of two GIPA applications.
- Second letter advises applications transferred to Roads and Maritime Services.
238. 2014 27 Aug Waite to Ruddock and others **"A political problem:- How credible if the 'NorthConnex EIS?'"**
239. 2014 28 Aug Malcolm Powell's 1 page paper refers to King's Council and Dr Goldberg's expert evidence that cannot be ignored. He also questions politician's capabilities.

CONCLUSION

Whilst Mr Cliche may be correct (236), if everyone adopted the same attitude thousands of years ago we would not have the benefit of informed people making decisions to improve our standards of living with many amazing achievements such as electricity, water, cars, mobile phones, aeroplanes and computers to improve our quality of life. The list may now change every few minutes and could never be kept up to date. How could anyone know?

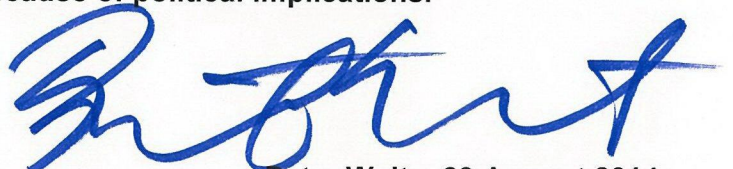
Having been born in the great depression (1932) and was very aware of how WW2 affected so many nations, I have also seen so many changes such as sewerage instead of sanitary pans, and amazing advances in surgery to identify two

I do care about the future, and planning to enable society to exist instead of irresponsible people misusing finite resources to mistakenly control how they believe society should exist. That is why revolutions occur. Hitler's attempts to control Europe and Russia failed, as have many other know dictators over 2,000 years ago.

As Ted Mack is recorded as saying at 233: *"political parties are like two mafia families seeking control of the public purse for distribution to themselves, supporters, the special interests who fund them."* Little has changed even in Australia except that it has not become bad enough, yet, for a revolution to take place.

Unless there is compelling evidence to prove the *NorthConnex* project will be a viable solution for say 25 years after it has been opened it should be rejected in favour of a longer term western option that Minister's Gay and Berejuklian proposed in their Draft 2012 plan, and FROGS *"Shaping Sydney 2051"* outlines on page 5 of its priorities including access to the proposed Badgerys Creek airport.

In making my submissions and comment elsewhere, there is no malice intended about anyone as I do not know all of the facts. However, whilst I would like to be proven wrong, I doubt that the Department of Planning's published assessment of every submission will reveal all of the facts because of political implications.



Peter Waite, 29 August 2014

IS IT WORTH IT?

By Bill Aitken

At a recent information session held at Thornleigh Hillcrest Uniting Church attended by parishioners and members of NorthConnex, those gathered were told that 2.5 million cubic metres of fill will be removed to create the four-lane tunnel linking the M1 and M2 freeways.

The removal of this extraordinary volume of material will require 1500 truck movements per day on Pennant Hills Road for three years.

The fill will be taken out via two shafts located at Loch Maree Avenue, Thornleigh and at Wilson Road in Pennant Hills.

Despite the attitude that Pennant Hills Road already copes with 80,000 vehicles per day and therefore 1500 extra trucks a day is sustainable, the impact on traffic flow of this number of truck movements particularly in peak periods must surely be significant.

While the eventual home for this fill is still to be decided, the gyrations needed to be made by the trucks leaving Wilson Road if they are travelling south will cause enormous disturbance to traffic flow.

Presently, Wilson Road offers only a left-in, left-out turn. To go south,

vehicles need to cross three lanes of traffic to make a right turn into Beecroft Road. They then will go either south or go around Observatory Park to turn at the lights to go west. If a truck is travelling from the north to return to this destination it would need to turn left at Beecroft Road, go around the park and then turn right at the lights and left at the site.

Loch Maree Avenue also has similar problems, not the least, one would assume is approval from Hornsby Council and RMS to allow access for this number of trucks on a residential street.

To travel north, the trucks would turn right at the Loch Maree Avenue lights but if approval is not forthcoming then the option would be to access Pennant Hills Road, cross over into the right lane, turn right, go to the roundabout at Central Avenue and return to the lights to turn left.

While projections claim that by 2029 the number of vehicles on Pennant Hills Road will have increased to 104,000 per day and while it is accepted that there can be no gain without pain, locals must surely scratch their heads with this knowledge and ask: "Is it all worth it?"

Reasons to Scrap the M1 – M2 tunnel

Lack of *probity* by politicians accepting an 'Unsolicited proposal'

Unsolicited proposals and guidelines that govern their assessment are published on the NSW Government website (<http://www.nsw.gov.au/yourgovernment/unsolicited-proposals>).

I DO NOT AGREE with the following statement made at page 248 of the **NorthConnex** EIS: *The unsolicited proposal received by Government from Transurban and the Westlink M7 Motorway Sponsors in relation to the NorthConnex project has been conducted strictly in accordance with published guidelines that govern unsolicited proposals.*

PROBITY in the NSW State guide at 3.5 is referred to by **NorthConnex**. Like political donations, it is a name, not a legal entity. (Two NorthConnex staff agreed I am right on 8 Aug 2014)

The EIS clearly states the Minister is the proponent.

Not Transurban and Westlink.

EIS EXTRACTS:

Government seeks to conduct its commercial dealings with integrity. The assessment of Unsolicited Proposals must be fair, open and demonstrate the highest levels of probity consistent with the public interest. . . .

Maintaining impartiality a clearly defined separation of duties and personnel between the assessment and approval functions.

Maintaining accountability and transparency . . . Accountability and transparency are related concepts. The demonstration of both is crucial to the integrity of the assessment. Accountability requires that all participants be accountable for their actions.

Transparency refers to the preparedness to open a project and its processes to scrutiny' debate and possible criticism.

Maintaining confidentiality there is a need for high levels of accountability and transparency . . . at least for a specified time.

That time has long passed.

4.9 Probity adviser may be appointed for large-scale projects or where probity risk is considered to be important – usually at Stages 2 and 3 of the assessment process.

PROCESS FLOWCHART does not make provision for an EIS or community consultation.

If this is the case Where Does this put Probity?

At an 11 Aug 2014 meeting it was said it has not been resolved as to how tunnel spoil can be removed at the Pennant Hills and Thornleigh shafts* 24/7 without causing grid lock in AM and PM peak hours for about three years. (*Also most tunnel material will go in there.)

As with the Lane Cove tunnel, whilst there are many more unsubstantiated inflated assumptions in the 3,000 plus page EIS, the above is more than sufficient to prove the EIS should be withdrawn.

If you share my concerns, send yours to your MP and Department of Planning, GPO Box 39, SYDNEY NSW 2001 before the 12 September 2014 and quote **Application SSI 6136**.

Peter Waite