

For Transurban's offer and the EIS to be impartially considered they should address the entire SKM report and not just rely on sections for the benefit of shareholders at the cost to those who will be affected by the construction works and traffic congestion until a western route is built.

11. **NorthConnex Community Information Sessions.** Pennant Hills Golf Club 26 March 7-9 pm and 3 April 7-9 pm, Hornsby RSL 7-9 pm and Pennant Hills Community Centre 2-4 pm. *"At these sessions a brief presentation will be delivered, followed by an opportunity to meet with members of the project team. They will be available to answer your questions regarding the scheme and collect your feedback."*

Is this '**scheme**' an underhand plan to mislead the community or impartially inform the community about the many problems I identified that the Minister, RTA and Transurban have failed to address?

What technical knowledge and skills did each of the "**project team**" have that couldn't answer any of my questions I raised at the Hornsby RSL Hall last November?

12. **Environmental Impact Statement** expected May 2014. How can decisions have been made to acquire JAX Tyres and other property before the proposal has been finalised, and a specific route is approved? [REDACTED]
[REDACTED]

Conclusion

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

The second issue may be should the project be abandoned in favour of the F3 – M7 corridor, or the "**Outer Sydney Orbital Corridor**"?

As with many issues the **KIS principle applies**; '**Keep It Simple**'.

Whilst Governments, the RTA and Transurban may choose to ignore my many submissions, I have other options available to ensure '*justice has been seen to have been done*'. I reserve my right to exercise any or all of those options.


Peter Waite

Dear Mr Waite,

Thank you for contacting NorthConnex, and apologies for the delay in responding.

You will be aware that the Environmental Impact Statement (EIS) is placed on public display, planned for late May 2014, there will be further community information sessions and the opportunity to provide a formal submission.

Q1 Noting the depth that the proposed tunnel will reach, is it correct to assume that the gradient from the M1 to the M2 will be the same or nearly the same for the whole length apart from transition points to join with the M1, M2 and Pennant Hill's Road? If not, what will the grades be?

Response: The main alignment tunnels maximum grade is 4%; minimum grade is 0.7% (which avoids flat areas and poor drainage).

Q2 SKM's 2004 reports did not address the necessary 'evacuation plans' that will be required to be used in the event of simple, bad and disaster accidents in the proposed tunnels that are about 9kms long.

Response: NSW Government, through Roads and Maritime Services, has managed the design, construction and operation of many tunnels in Sydney and across the state. Transurban and its technical advisors have significant experience in the safe design, maintenance and operation of tunnels.

As the design of the tunnel and the associated fire, life and safety systems are developed, NSW Fire and Rescue have been consulted throughout the design process and will continue to be consulted.

The preferred scheme includes multiple systems and equipment to deal with incidents. These include visual and audible communication systems; emergency escape passages, access for emergency vehicles to reach the incident; a water deluge system to suppress fire and a ventilation system to manage smoke.

Q3 Whilst there may be cameras in each tunnel connected to the Control Centre near the M2, if there was serious accident and fire near the F3 that demanded the complete tunnel be evacuated, how would this be arranged especially if there were 'disabled' drivers who cannot walk more than a few metres and are unable to climb stairs?

Response: Any incident within the tunnel would be rapidly identified by automatic systems and by the CCTV cameras which would be monitored 24 hours a day by trained operators located in at the Motorway Control Centre. In the event of an incident, Incident Management Plans would be initiated immediately to reinstate traffic movements. In the rare event of a fire, motorists may be requested to leave their vehicles and evacuate the tunnel via egress passages connecting to the non-incident tunnel whilst fire suppression systems put out the fire, and rapid response emergency services attend the incident. The Motorway Control Centre would maintain constant communication with motorists in the tunnel via communication through vehicle radios and a Public Address system located in the tunnel.

Q3.1: Noting points 3 and 4 are for 'Tunnel support facilities' is it correct to assume that this is where there will be 'access shafts' where the proposed tunnels start?

Response: Access shafts where road headers would be lowered to excavate the tunnel would be located at the southern and northern interchange and the Wilson Road and Trelawney Street tunnel support facilities.

Q3.2: *If excavated material is proposed to be removed from these tunnels, has it been established that it will not clash with material being removed from the ETTT and NW rail link?*

Response: A list of possible disposal sites for excavated materials will be identified in the EIS. NorthConnex has not yet commenced the process of assessing and seeking approval for any particular disposal facility.

Q3.3: *Have there been any negotiations with Hornsby Council to dump material into Hornsby quarry?*

Response: Please refer to Q3.2 response.

Q3.4: *If the answer to 3.3 is yes, how is it proposed to obtain consent to do that when as far as it is known, nobody has established how it can be safely, and obtain consent?*

Response: Please refer to Q3.2 response.

Q4 *What are the timeline projections that the tunnel and existing F3 (M1) will carry increasing capacity before a second route will need to be operating?*

Response: The results of a detailed traffic study will be provided as part of the Environmental Impact Statement which is due for public display end of May 2014.

Subject: COMMUNITY CONSULTATION AT HORNSBY 2013

From: Peter Waite <waitepeter@bigpond.com>

Date: Thu, 06 Mar 2014 14:50:09 +1100

To: Tim Parker <m1-m2enquiries@transurban.com>

CC: Matthew Kean <hornsby@parliament.nsw.gov.au>, Duncan Gay <duncan.gay@parliament.nsw.gov.au>, Philip Ruddock <philip.ruddock.mp@aph.gov.au>, Lance Northey <office@gay.minister.nsw.gov.au>

Hi Tim

On 24 October 2013 we met at the Hornsby War Memorial Hall. I advised you about my concerns over Transurban's unsolicited offer to build a tunnel to link the then F3 to M2.

My concerns were that I had advised the Minister for Roads and Ports Duncan Gay MLC that the 2004 SKM study to link the F3 and M2 was compromised because SKM was advised not to recommend a F3-M7 link and also only recommend a short term option.

It was my understanding that you would contact me about this after you had returned from holidays. Perhaps you have forgotten.

I am now preparing a detailed complaint that when President of the Northern Sydney Region of Council's Hornsby Mayor Berman had PwC prepare a report claiming all the NSROC Councils and Gosford supported the proposal it appears to have been a political stunt to enhance Berman's standing in the community.

I now hold the evidence that PwC relied on information supplied by Berman and PwC disclaimed any responsibility for the accuracy of the information in the report it prepared at Berman's direction.

To ensure my complaint is as accurate as possible, it would be appreciated if you and other recipients of this email advised the current status of the Transurban offer to the best of their knowledge and supplied any further information to include in, or amend my complaint.

Regards

Peter Waite - 9484 3471

Copy Woolf Associates solicitors by mail

Hon Duncan Gay MLC

Hornsby MP Matt Kean MP

Berowra MP Hon Philip Ruddock MP

Hornsby Mayor Russell

Lance Northerly, Minister Gay's senior Media Adviser

Subject: RE: COMMUNITY CONSULTATION AT HORNSBY 2013
From: Email Acknowledgment <do_not_reply_here@minister.nsw.gov.au>
Date: Thu, 6 Mar 2014 03:50:15 +0000
To: 'Peter Waite' <waitepeter@bigpond.com>

Thank you for contacting the Office of the Minister for Roads and Ports.

Your inquiry is being attended to and a response will be forwarded to you in due course.

Please be aware that this inbox receives a high volume of correspondence so it may be some weeks before you receive your reply.

Regards

Office of the Minister for Roads and Ports.
The Hon. Duncan Gay MLC
Level 35, Governor Macquarie Tower
1 Farrer Pl, SYDNEY NSW 2000

Email: office@gay.minister.nsw.gov.au NSW
Tel: 02 9228 5271

This message is intended for the addressee named and may contain confidential information. If you are not the intended recipient, please delete it and notify the sender. Views expressed in this message are those of the individual sender, and are not necessarily those of the office of the Minister.

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

From: Peter Waite [<mailto:waitepeter@bigpond.com>]
Sent: Thursday, 6 March 2014 2:50 PM
To: Tim Parker
Cc: Matthew Kean; Duncan Gay; Philip Ruddock; Public Gay's Office_Email
Subject: COMMUNITY CONSULTATION AT HORNSBY 2013

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