

Subject: RE: POSTAL ADDRESS ETC 1.30pm 12 December 2013
From: M1-M2 Enquiries <m1-m2enquiries@transurban.com>
Date: Fri, 20 Dec 2013 17:32:50 +1100
To: Peter Waite <waitepeter@bigpond.com>

Hello Mr Waite,

Thank you for your email and your submission. We will provide your submission to Transurban and RMS project representatives.

As requested, below is the correct postal address to send a hard copy of your submission to the Project Director at RMS.

Mr Tim Parker
M1-M2 Project Director
Roads and Maritime Services
Locked Bag 928
North Sydney NSW 2059

Please note that the project office will be closed for the holiday period from the 21 December 2013 through to 6 January 2014. We will endeavour to respond to any correspondence during this period early in the new year.

Regards
M1-M2 Project Team

From: Peter Waite [mailto:waitepeter@bigpond.com]
Sent: Thursday, 12 December 2013 1:31 PM
To: F3-M2enquiries
Subject: POSTAL ADDRESS ETC 1.30pm 12 December 2013

On Tuesday I rang your 1800 997 057 number for contact details for the RTA Project Team member, his name and title. I was advised he was not answering his phone and he would reply ASAP.

On 8 August 2012 I wrote to Mr Ballantyne, Transurban, Level 3, 505 Little Colins Street Melbourne VIC 3000.

I have not received a reply, nor was my letter returned to sender.

It would be appreciated if Transurban provided a postal address for this project 'team' and contact details for the RTA Project Team member, his name and title by return email.

Thank you.

Peter Waite 02 9484 3471

28 Warne Street

Pennant Hills NSW 2120
8 August 2012

Mr Ballantyne
Transurban
Level 3
505 Little Collins Street
Melbourne, VIC 3000

M2 – F3 tunnel proposal construction and disruption problems

Dear Mr Ballantyne

On 6 August I met with my federal MP The Hon Phillip Ruddock about Transurban's unsolicited proposal to part fund the construction of a tunnel to link the M2 and F3.

Having lived near Pennant Hills Road for over 55 years and Epping over 25 years, being a Hornsby councillor from 1980 to 1987 and a builder, developer and investor I have seen traffic increase at a far greater rate than successive government and consultant projections.

In 1980 Lyle Marshal & Associates conducted a survey for Hornsby Council. The draft recommended Pennant Hills Road be eight lanes and Boundary Road six lanes. The then DMR instructed Council to have the report amended to reduce Pennant Hills Road to six lanes with no alteration to Boundary Road. History has shown Lyle Marshal was correct.

After SKM completed its comprehensive report in April 2004 it was later confirmed that there was political interference and SKM was directed not to recommend Option C for a second Hawkesbury River crossing.

After I went to Canberra in a futile attempt to obtain support papers for some information in SKM's report Mr Ruddock organised a meeting with SKM, DOTARS, RTA and three members of the Concerned Citizens Group. This 3 hour meeting became very heated as it became clear some '*papers*' did not exist and also that traffic counts used were out of date.

A new factor probably not taken into account is that there are no large sand and blue metal sources left in the Sydney basin and are no longer shipped to Glebe for city construction. As a regular traveller on the F3 there has been a dramatic increase of 10 wheel trucks with bogy trailers from Kulnura onto the M2 or Pacific Highway to the North Shore and Palm Beach.

Another factor is over the last two or three years street commuter parking at Pennant Hills has nearly doubled as there are inadequate bus services for young people in the expanding Hills district. Even if there was I doubt they would be used as they have bought or given cars to travel at night and weekends as there are no practical safe alternatives.

Page 16 of SMK's Summary Report Table 3; '*Summary of Environmental Impacts as low for the tunnel and improve most with 'Effect On Air Quality'*'. RTA's '*expert*' advised SKM the tunnel may not have filtration systems on exhaust vents. This infers nearby residents will be subjected to more pollution.

SKM's '*Indicative cost estimates of the preliminary options average*' for the recommended F3 – M2 9K link was \$1.7-2.0 billion whilst the Type C 51K link was \$2.7-3.0 billion. However, as a stand alone link Option C is the total cost whereas the F3-M2 link also required the widening of the F3 to 8 lanes with additional climbing lanes at an estimated cost of \$1 billion.

This requires a second bridge over the Hawkesbury River and necessitates a reduction in speed limits

meaning the F3 did not comply with National Highway policy. Greenfield sites are usually more cost effective and quicker to complete. Necessary works at tunnel ends require congested lanes to be closed. That will increase both traffic delays and accidents.

Political implications. For several years there were large meetings of concerned residents from Berowra to Epping. They identified many reasons why an M7-F3 link should be constructed. Some of the reasons are set out in former Hornsby State MP Judy Hopwood's 22 January 2007 attached Media Release.

Judy's concerns were based on concerns for over 2,000 residents who could not be evacuated. Apart from the fire fighters already in Berowra there was no way to save Berowra and many residents except for a wind change that came. As a former chairman of the Sydney Region Bushfire committee whose members were all of the Councils from Broken Bay to the Blue Mountains and Wollondilly Shire Bushfire Brigades I shared Judy's concerns.

The attached 'Disclaimer' page from PriceWaterhouseCoopers 32 page 2012 'Report for the Northern Sydney Regional Organisation of Councils and Gosford City Council' accepts no responsibility for the content of the report and does not allow it to be used for any purpose. Without support evidence the report is meaningless political gobbledygook.

That is an example of a waste of public money to support the F3-M2 link without taking into account the facts. When in opposition the now Premier O'Farrell and several other MPs at a packed Pennant Hills meeting all supported the F3-M7 link for many reasons explained to the meeting by Ken Dobinson who was a former Deputy Director of the RTA. Ken lives in the area and was the DMR's Divisional Engineer for widening Pennant Hills Road to six lanes.

State and Federal governments waste time, money and resources seeking ways to avoid funding works or services unless they will help being re-elected. This is exacerbated by governments creating an environment where they have privatised many services where both the government and community are 'ripped off' by opportunists to make a quick profit as politicians no longer have impartial advisers with practical experience in relevant disciplines.

Option C is now the only practical long term alternative. It is too late to build a tunnel. The SKM and Pearlman reports and experts who contributed to those reports all generally agreed Option C should be in operation about 2021. In reality it should be in operation before 2015.

I realise Transurban is not a construction company and relies on contractors for its projects. I am suggesting Transurban seeks a transparent joint venture with the State and Federal Governments for a tolled F3-M7 connection with competitive tenders.

If further information is required please let me know.

Yours faithfully

Peter Waite OAM JP

02 9484 3471

waitepeter@bigpond.com

CC The Premer, The Hon Barry O'Farrell MP
The Hon Philip Ruddock MP
The Hon Greg Smith SC MP for Epping
Mr Matt Kean MP of Hornsby
Media

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Subject: Meeting confirmation with Tim Parker
From: WRIGHT Kandice <Kandice.WRIGHT@rms.nsw.gov.au>
Date: Fri, 14 Mar 2014 17:18:52 +1100
To: "waitepeter@bigpond.com" <waitepeter@bigpond.com>

Hi Peter

Further to our telephone call this afternoon, please find below the details of the meeting next week with Tim Parker:

Date: Thursday, 20 March
Time: 2.30pm
Venue: Level 9, 101 Miller Street
North Sydney

Please note: you need to select level 9 from the touch screen panels located near the entry to the lifts. The screen will indicate what lift you need to enter to access the floor.

Please register at the reception desk on arrival, who will confirm with Tim that you have arrived.

Best regards
Kandice

Kandice Wright
Manager, Communication and Stakeholder Engagement
Motorways and Maritime | Communication & Stakeholder Engagement
M 0477 725 009
www.rms.nsw.gov.au

Roads and Maritime Services
101 Miller Street North Sydney NSW 2060

 Logo

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[Handwritten scribble]

TRANSURBAN'S unsolicited offer to build a tunnel to connect the F3 – M2

To NSW Roads and Maritime Service's representative Mr Tim Parker

From Peter Waite, 28 Warne Street, Pennant Hills NSW 2120 – 9484 3471

At RMS 101 Miller Street, North Sydney, 2.30 pm, Thursday 20 March 2014

- **Documents submitted for consideration and recommendation to reject offer**

BRIEFLY

1. **SKM's April 2004 report Appendix A:- 'F3 Widening report'**
This sets out future necessary works if the F3 – M2 tunnel is built
2. **Waite 4 A3 February/March Monthly Chronically add for 16 March 2006 Public Meeting** in Pennant Hills to "Demand a review of the proposed tunnel link between the M2 and F3 and a proper re-evaluation of 'Option C' – An above ground alternative north-south route linking with the M7 and providing a second crossing of the Hawkesbury River."

Hornsby Advocate; 20 March 2006 MPs Tink, Hopwood and Tink seek tunnel inquiry and support over 200 residents who all supported the M7 – F3 link
3. **Waite 6 December 2012 paper listing reasons Transurban's proposal be rejected.**
2.6 and 5.2 are key issues are at items where SKM was directed by bureaucrats not to comply with its Terms of Reference and recommend a short term solution

10 Pearlman "Review of the F3 to M7 Corridor Selection Submission Guidelines" was done at the request of the M2 owner who wanted the recommended Pennant Hills Road tunnel to be shifted further east. Review wasn't to determine if the Terms of Reference were altered

10.10 Transcript extract of hearing. DOTARS rejected my claims the Terms of Reference was altered. [REDACTED]

11: PwC disclaims responsibility for its report supporting the F3 - M2 tunnel April 2012

12: Minister Lloyd's Media release. Pearlman findings /2: Option C be planned now

13: Waite 8 Aug 2012 letter to Transurban re problems with proposal. No reply
4. **State MP Richardson 28 June 2007 Media Release for F3 to M7 link to be built**
5. **PwC 12 page offer to Hornsby Mayor Berman/NSROC President to prepare a report supporting the F3 – M2 tunnel based on information supplied by Berman**

May 2012 16 page A4 booklet with April 2012 "The F3-M2 connector: Supporting research"

19 June 2012 Pennant Hills Civic Trust letter to Hornsby Councillors about PwC report.

24 July 2012 Berman website photo with Transurban's General Manager of NSW Assets Darren Moy assisting with bush regeneration on M2