

SMH 8-9 September 2012 report about Mayor Berman's involvement in another matter

My 28 August 2012 summary of why politicians and mayors should hold public meetings to establish what their electorates want

1 March 2013 letter to Minister Gay's Senior Media Adviser

2 April 2013 letter to Minister Gay setting out historical documents

2013 Hornsby Advocate article about Transurban's offer

17 May 2013 letter to Minister Gay about NSROC's support for the tunnel and letter of thanks to Hunters Hill GM for sending me the PwC offer Hornsby Council claimed it did not have. After I sent the Council a copy, the council then claimed it had been misfiled

6. **Monthly Chronicle May/June 2013 A3 'Open Message to Barry O'Farrell'**

Monthly Chronicle August 2013 A5 *'Reasons to reject Transurban's offer.'*

Monthly Chronicle Christmas 2013 A3 *'Transurban: What studies justify your offer?'*

CONCLUSION

This précis is about broken promises and political manoeuvring since 1980 to avoid making a commitment to meet the increasing road transport demands in the Sydney basin.

I have been to meetings in Canberra, with SKM, many MPs and Hornsby Council about these problems. As a member for FROGs (Friends Of Greater Sydney) based at Sydney University. I have been to consultative meetings at places such as Liverpool, Chatswood and Sydney Town Hall where promises are made about many issues and rarely kept.

Assuming the tunnel is built, traffic studies indicate the F3 will have to be widened to four lanes to Mount White with a fifth climbing lane on each side of the Hawkesbury River to be in operation by 2020. To do that would require the F3 to be immediately narrowed to two lanes in each direction to enable the work to be commenced if it is to be completed by 2020.

Whilst this may meet future demands, the widened F3 would not meet the standards for a National Highway.

[REDACTED]
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Peter Waite

SUPPLEMENTARY SUBMISSION 19 March 2014

7. **November 2012 Draft NSW Freight and PORTS STRATEGY** west of the current M7 incorrectly claimed that the Pearlman 2007 report recommended an *"Outer Sydney Orbital Corridor"*. I wrote to Ministers Berejilkian and Gay advising Pearlman's recommended at page 81 was for planning be made for an F3 – M2 corridor. Parliamentary Secretary for Minister Berejuklian Mr Ray Williams MP thanked me and advised the Draft Plan had been amended. I assume that has been done.
8. **12 November 2013 SMH** page 28 Business day, column 3, *"... This isn't the first time Charlton (Transurban boss) has woven his magic, He did it this year when he managed to pull off funding from the state and federal governments by lodging an unsolicited proposal to build an eight-kilometre tunnel toll road between the F3 and M2 in northern Sydney ..."*

Page 9 News *"... Badgerys airport could be used as a catalyst for new north-south roads and rail lines linking western Sydney suburbs. 'It has to create a new reason for creating a more circular movement of goods and services around Sydney' he said."*

9. **SMH Monday 17 March 2014. Pages 1 and 7** *"Trucks will be forced off roads into motorway tunnels. ... Mr O'Farrell provided a guarantee the project would be completed by 2019."* This is opposite to what opposition MPs Barry O'Farrell, Judy Hopwood and Andrew Tink promised a packed meeting at Pennant Hills Community Centre on 13 March 2006 I organised and paid for.
10. **NorthConnex extracts** from its website pages 1-8 No comment except that page 4 Image gallery shows SKM's existing North Interchange instead of what should be an Artist image. Irrelevant at this time.

However page 9 "Preferred route selection process" is the key document as Transurban's offer is based on the flawed 2004 SKM report. At item 1 marked at the top and bottom on page 9 it is admitted that only solutions along the purple corridor have been considered as part of the EIS process. **This must be justified**

*2 Pearlman Inquiry was not a review. It was only to revalidate the SKM findings in response to a request to relocate the southern end of the tunnel closer to Sydney.

*3 Whilst the NorthConnex proposal may be 60% less than the proposed orbital route it does not factor in the need to widen the F3 to Somersby and a possible new Hawkesbury bridge and other issues SKM advised would be needed by about 2020.

*4 The legal practicalities to force large trucks to use the tunnel appear impractical.

*5 Where is the proof that there will be less property impact? Until an impartial EIS is undertaken it would be impossible to justify this statement.

(On 19 March 2014 the proprietor of Jax Tyres at Thornleigh confirmed that RTA's Andre had advised him on 17 March his and others properties would be required at the end of 2014 for the tunnel. I have given him a copy of this submission.)

Today I received MP Ray Williams 3 page letter on behalf of Minister Gay that outlined the progress of this matter. It did not address the issues I raised. The strategic planning documents referred to are irrelevant to this matter and concluded by referring me to Ms Kandice Wright Manager Communications and Stakeholder Engagement Motorways at RMS. I am one of over 20 million stakeholders. [REDACTED]

The Pearlman three day Inquiry into public submissions. DOTARS had two maps on display to assist people show the location of their concerns. (They were given to me after the hearing) I received permission to have my map displayed. M/s Pearlman then advised everyone to use my map because it was clearer. Copy included.

The F7 - M2 route is shown as green. It includes a list of the items others and I spoke about and reasons why the F3 - M7 connection would be required.

The yellow marking shows the new route for the proposed road rail corridor. I have camped, bushwalked and driven through much of the rugged Hawkesbury regions rugged bushland for over 65 years. I have inspected the sites and understand how many geotechnical issues must be overcome to build a rail corridor for the proposed western route.

About 10 years ago the F3, Pacific Highway and rail line were all closed because of bushfires in the Christmas holidays with no practical alternative available. Imagine the chaos if it was during when schools were open and parents could not get home. Common sense demands an alternative route be built as soon as possible.