

As soon as I received Mr Gay's letter I can remember that I immediately sent an apology to Mr Gay, Andrew Tink cc other MPs. Andrew later thanked me for this.

Again this is why I want to make sure that Minister Gay does not become another victim if there has been any impropriety with the Transurban offer,

- 28 Aug 2003 SKM meeting notes page 2. *'RTA John Brewer commented this is a transport study and RTA/DoTARS cannot dictate policy to the DIPNR.'* Comment on page 3 reflects the statement that was not in the minutes *'Option C is not to be recommended as it encroaches on National Parks.'* Governments agreed on the Terms of Reference. [REDACTED]
- Sept 2003 SKM's VM Workshop No2 Record page 22. *'Following lengthy discussion, the instructions from DTOARS was that the Australian Government felt that examination of longer term options was outside the scope of the Link Study and the issue should be addressed in another forum. Who allowed DOTARS to make that decision?*
- These are matters Minister Gay and the Federal Minister should have investigated.
- 2003 SKM WP2_APPXA_F3 WIDENING.DOC. Page A 16 explains how if the tunnel is built the F3 will need to be widened to eight lanes plus climbing lanes for trucks from the Hawkesbury River, speed limits lowered and why the Berowra to Mount White sections do not meet National Highway standards. *The extra climbing lanes would be required by 2025.*
- Whilst not Transurban's direct problem, how will the extra climbing lanes be funded and built by 2025? Another issue for the NSW and Federal Governments.
- 15 Mar 2007 As a result of the Masson Wilson Twiney Report about the SKM report and how the M2 operator wanted to shift the proposed junction of the M2 and Pennant Hills Road to the East that resulted in the June 2007 Pearlman Review of the SKM recommendation, the mayor requested I give their traffic manager a copy of my papers that lead Hopwood, Tink and O'Farrell supporting my recommendations.
- 16 Mar 2006 MPs Hopwood, Tink and O'Farrell support M7-F3 link and seek tunnel inquiry after a packed public meeting of over 200 residents I organised at Pennant Hills on 13 March 2006 where a unanimous vote was passed to support the M7 – F3 terms of reference that SKM were directed to ignore.
- NB 2006
- 22 Jan 2007 MP Hopwood calls for second crossing after the F3, Pacific Highway and rail line were all cut for three days by a bushfire. Fortunately this was in the post Christmas holidays when a lot of people were on holidays. However it did cause a lot of problems for those who were on regular medication that used at night or in the morning before going to Sydney.
- Governments and the community have ignored the dangers that exist if one of the two bridges across the Hawkesbury collapsed or required major works because of a serious accident.
- 28 Jun 2007 **MP Michael Richardson media release 'LIBS CHALLENGE IEMMA GOVERNMENT TO FAST-TRACK NEW ROAD NORTH'** He also stated **MPs Ray Williams** and **Chris Hartcher** supported the M7 and Kariong connection.
- I have little doubt Richardson's 28 June media release was prompted by media reports about the Pearlman review hearing of the SKM findings in 2004 she found was the best option, based on Terms of Reference SKM [REDACTED] not to comply with.
- 31 Aug 2007 **Pearlman Inquiry** Public hearings 18 – 20 June 2007. Page 4; the Secretariat visited the *'Transport Data Centre (TDC), at which I outlined the material that I was seeking and discussed with them the best method of providing it. Subsequently, the TDC provided the Review with the data it had furnished to SKM, and its 2006 data for the period 2001 to 2031.'* SKM could not have been given the 2006 data but had probably been supplied data from say 1996 to 2026. **Facts must be proven.**

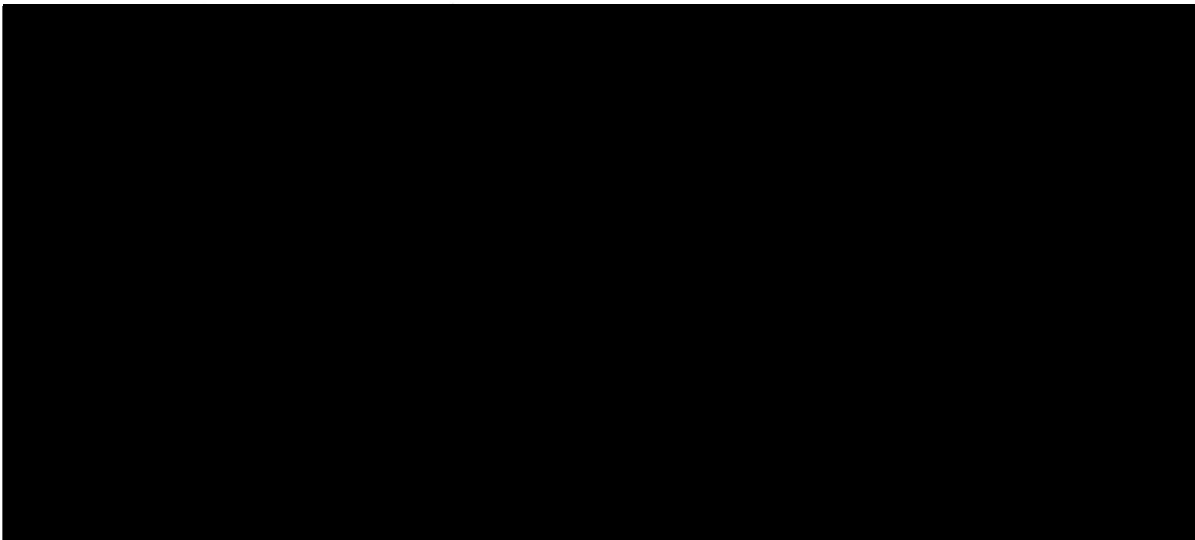
27 Sep 2007 I wrote to Philip Ruddock about the Hon Marla Pearlman report **This is both incredible and outrageous** an Independent Review taking public submissions about the status of the SKM report, and no one knows what the 'terms of reference' were!

I then incorrectly stated that the terms of reference were altered. DOTARS M/s Riggs correctly advised M/s Pearlman I was wrong. [REDACTED] Refer August/Sept 2003 items above.

8 Aug 2012 I wrote to Transurban's Mr Ballantyne about the proposed tunnel and raised several issues. No reply was received to my letter or phones calls returned.

26 Oct 2012 Waite to Gay re GIPA application to him re Hornsby Council's advice it did not have the PWC agreement.

29 Oct 2012 Waite to Gay re GIPA application etc.



3 Feb 2013 SMH 3 Feb Greiner article 'Sydney transport plan 'arse-about' – Greiner'. I found it interesting when the Greiner government made a secret deal with the then M2 developers. **This is another reason for my concerns.**

24 Jan 2013 Waite to [REDACTED] re our meeting and Regions of Councils not being accountable and request for more details.

9 Feb 2013 Waite to [REDACTED] re Greiner's comments on 3 Feb 2013.'

19 Feb 2013 DLG to Waite re accountability of Regions of Councils avoids the issues of accountability I raised. My concerns were that I had proved Councils could misuse funds to avoid accountability under both the Local Government and GIPA Acts.

As Mr Orr is the Deputy Chief Executive of the Division of Local Government, in my opinion he does not have the knowledge to properly carry out that role, or prefers not to 'rock the boat'.

14 Mar 2013 Waite to [REDACTED] re NSROC and recent accidents/breakdowns on Pennant Hills Road.

7 June 2013 Waite to Gay re GIPA application and NSROC.

14 Jun 2013 Waite to Albanese and Gay re Transurban and seeking information about the SKM report and ETTT.

20 Jun 2013 Waite to [REDACTED] re PWC's booklet I sent on 17 May and his advice the office was busy with the Budget and he would ring me again to suggest some amendments re my GIPA application.