



Office of the Hon. Duncan Gay MLC
Minister for Roads and Freight
Leader of the Government
Leader of the Nationals
Legislative Council

Mr and Mrs Waite
28 Warne Street
PENNANT HILLS NSW 2120

26 August 2014

Transfer of Information Access Application – Peter and Margaret Waite

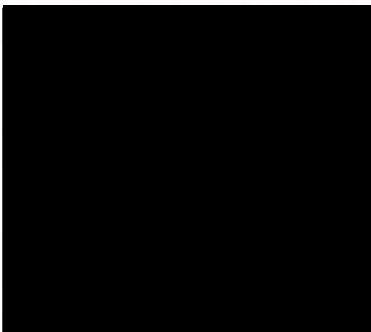
Dear Mr and Mrs Waite,

I write in regard to your applications under the *Government Information (Public Access) Act 2009* (GIPA Act), received at the Office of the Minister for Roads and Freight on 13 August 2014.

I refer to my phone conversation with Mrs Waite on 19 August 2014 agreeing to accept an applicant-initiated transfer of this application under s 44 of the GIPA Act.

I have now formally transferred the application to Roads and Maritime Services because that agency holds, or is reasonably expected to hold, the information being sought. The GIPA Officer at Roads and Maritime can be contacted on 02 8588 4984 or GIPB@rms.nsw.gov.au.

If you have any further queries about this transfer, please feel free to contact me on 9228 4103 or email to [REDACTED]





Ray Williams MP

Parliamentary Secretary for Transport and Roads
Member for Hawkesbury

ML14/08803

Mr Peter Waite
28 Warne Street
PENNANT HILLS NSW 2120

Dear Mr Waite

Thank you for a copy of your submission to the Minister for Roads and Freight about NorthConnex. The Minister has asked me to respond on his behalf.

I have taken note of your comments and your feedback is appreciated. I have asked Roads and Maritime Services to forward a copy of your submission to the Minister for Planning and Environment for her consideration.

Thank you for taking the time to write.

Yours sincerely

Ray Williams MP

Parliamentary Secretary for Transport and Roads
Member for Hawkesbury

21 AUG 2014

28 Warne Street,
Pennant Hills, NSW 2120
27 August 2014

The Hon P Ruddock MP
PO Box 743
Pennant Hills NSW 1715

A political problem:- How credible is the 'NorthConnex' EIS?

Dear Philip

Attached are copies of my advertisement on page 14 of the August/September Monthly Chronicle, and the editors comment on page 1.

I have already submitted a 335 page submission why I believe the Environmental Impact Statement (EIS) should be withdrawn and plans for a western option, including funding, be immediately commenced according to Marhla Pearlman's 2007 report.

My reason's are whoever produced the EIS and relied an the 2004 Sinclair Knight Mertz options report and the 2007 Pearlman report did not know about the Mason Wilson Twiney 26 March 2006 report which states at page vii:

- *Beyond 2021, when the capacity of a six lane F3 is likely to be exceeded in peak periods, a Type C (western) option may become a justifiable project, depending upon the manner in which Sydney, the Central Coast and Lower Hunter develop , , , Conversely, **faster than forecast travel demand growth may require a long term option sooner than 2021.***

Whilst the report was for the RTA, it appears to have been initiated by the then Hills Motorway M2 owners who wanted a different route to make more money from a cheaper project. In December 2006 federal Roads Minister Lloyd agreed to what became the Pearlman Inquiry. None of this is mentioned in the 2014 EIS.

Former RTA deputy director Ken Dobinson made the first submission to the Pearlman Inquiry. After attending the 10,000 Friends Of Greater Sydney (FROGS) on 25 August 2014 I asked Ken if he knew about the MWT report, he replied "NO".

It would be appreciated if you would ensure my concerns are properly assessed.

Yours sincerely



Peter Waite

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?"

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27 August 2014

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Yours sincerely



Peter Waite

Campaigners - The community organizers who are beginning the campaign to expose the health and other risks to result from the proposed NorthConnex project deserve great praise for their organizational efforts.

Many campaigners against the NorthConnex project may not realize that similar campaigns have been put in place to previously stop the M1 to M2 Tunnel connection. Previous campaigns continuously used the No Solution Tunnel as the brand to expose bad planning and highly adverse community impacts. The same project was then presented (circa 2003 and 2007) by NSW Road Planners as the 'Solution' to provide the missing link in the National Highway between the F3 (now called the M1) and the M7 Corridor via the most congested part of the M2 at West Beecroft.

Community reaction from previous campaigns resulted in a review of the same project by the late Mahla Pearlman (the then retired Chief Justice of the NSW Land and Environment Court). In presenting her report from this review held under restricted terms of reference Mahla Pearlman stepped outside the terms of reference and recommended that planning for a western solution to the missing link in the National Highway should be planning now (Jul 2007). As expected no planning has taken place to provide this real solution alternative for the Western Corridor (known as Option C) to connect the M7 at Dean Park near Blacktown with the M1 (previously F3) at Kariong near Gosford via a high level new bridge over the Hawkesbury River located near the Spencer fishing village. It appears that the cost estimate for the NorthConnex project may be greatly under estimated to remove consideration of the Pearlman recommendation (to plan for the western option - Jul 2007) to reject a higher cost real solution alternative.

The current NorthConnex project is being promoted by road construction interests repeating the same myths which are exposed as nonsense in the attached Beecroft Cheltenham Civic Trust Bulletin published in Nov 2007.

A further King's Counsel publication article published in recent months in the King's Counsel property publication in Brisbane Queensland deals with the issue of political road planning in Australia. This research based article by retired academic and planning expert Dr John Goldberg deals with '...the illusion encouraged in Australia by politicians and their lobbyists that building new road space in urban areas is the way to eliminate (road) congestion'. Dr Goldberg predicted the financial collapse of both the River City Motorway and the Airport BrisConnections Link Toll Roads in Brisbane Qld. He also previously predicted the financial failure of the Sydney Cross City Tunnel and the Lane Cove Tunnel due to over optimistic traffic forecasts as explained in his attached referenced published article.

It is hoped that in presenting this information it will assist with understanding the background to methodology used by road building interests to 'get up' projects lacking cost benefit analysis which does not include huge social costs on health from pollution and outcome analysis which avoids urban degradation issues. This information may assist with new campaigns being organized by medical and other community protection interests.

Malcolm Powell

PO Box 139 Beecroft NSW 2119 28 August 2014