



**ORDINARY MEETING OF COUNCIL
TO BE HELD ON TUESDAY, 3 APRIL 2007 AT 7.00PM
LEVEL 3, COUNCIL CHAMBERS**

A G E N D A

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NOTE: For Full Details, See Council's Website –
www.kmc.nsw.gov.au under the link to Business Papers

APOLOGIES

DECLARATIONS OF INTEREST

CONFIRMATION OF REPORTS TO BE CONSIDERED IN CLOSED MEETING

ADDRESS THE COUNCIL

NOTE: Persons who address the Council should be aware that their address will be tape recorded.

DOCUMENTS CIRCULATED TO COUNCILLORS

CONFIRMATION OF MINUTES

Minutes of Ordinary Meeting of Council

File: S02131
Meeting held 27 March 2007
Minutes to be circulated separately

MINUTES FROM THE MAYOR

PETITIONS

GENERAL BUSINESS

- i. *The Mayor to invite Councillors to nominate any item(s) on the Agenda that they wish to have a site inspection.*
- ii. *The Mayor to invite Councillors to nominate any item(s) on the Agenda that they wish to adopt in accordance with the officer's recommendation and without debate.*

GB.1 **Depreciation - Annual Financial Statements** **1**

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File: S05983

To provide Council with information regarding the existing and proposed methodologies used to value and depreciate assets in its Annual Financial Statements.

Recommendation:

That the report on the depreciation and valuation of Council's assets in its Annual Financial Statements be received and noted.

GB.2 **Lane Cove National Park - Addition of Lands** **9**

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File: S02464

To seek the approval of Council for the transfer of three (3) parcels of land adjoining Lane Cove National Park to the Department of Environment and Conservation NSW (DEC NSW).

Recommendation:

That Council agree to the transfer of Council land into the Lane Cove National Park as proposed by the Department of Environment and Conservation NSW.

GB.3 **Parks, Sport & Recreation Reference Group - Minutes of Meeting held 8 March 2007** 23

File: S03447

To bring to the attention of Council, the Minutes from the Parks, Sport and Recreation Reference Group meeting held on Thursday, 8 March 2007.

Recommendation:

That the Minutes of the Parks, Sport and Recreation Reference Group meeting held on Thursday, 8 March 2007 be received and noted.

GB.4 **Review of F3 to M7 Corridor Selection** 29

File: S02301

Ward: Comenarra

To seek Council's endorsement to the draft submission to the review of the F3 to M7 Corridor selection.

Recommendation:

That Council endorses the draft submission and covering letter to be forwarded to the F3 to M7 Review Secretariat.

EXTRA REPORTS CIRCULATED AT MEETING

MOTIONS OF WHICH DUE NOTICE HAS BEEN GIVEN

BUSINESS WITHOUT NOTICE - SUBJECT TO CLAUSE 14 OF MEETING REGULATION

QUESTIONS WITHOUT NOTICE

INSPECTIONS COMMITTEE - SETTING OF TIME, DATE AND RENDEZVOUS

*** ** ** ** **

DEPRECIATION - ANNUAL FINANCIAL STATEMENTS

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	To provide Council with information regarding the existing and proposed methodologies used to value and depreciate assets in its Annual Financial Statements.
BACKGROUND:	On 27 February 2007 Council resolved that a report be brought to Council that outlined the methodology used for valuing and depreciating its assets.
COMMENTS:	At present Council uses an 'at cost' method for valuing its assets and a straight line method of depreciation. Recent changes in accounting standards have resulted in the Department of Local Government requiring councils to alter their asset valuation to the 'fair value' method.
RECOMMENDATION:	That the report on the depreciation and valuation of Council's assets in its Annual Financial Statements be received and noted.

PURPOSE OF REPORT

To provide Council with information regarding the existing and proposed methodologies used to value and depreciate assets in its Annual Financial Statements.

BACKGROUND

On 27 February 2007 Council resolved as follows:

That a report outlining the methodology for determining the value of Council's assets to calculate depreciation liability in the annual financial reports, be presented to Council as soon as possible in 2007

Council's infrastructure assets are currently valued 'at cost' which means that their value reflects the cost to Council to acquire the asset. Depreciation is calculated on a straight line basis resulting in the asset being depreciated by an equal amount in each accounting period based on the estimated useful life of the asset. Infrastructure assets were brought onto Council's balance sheet during the period 1995 to 1997. Since that time the value of the assets has been increased by capital expenditure costs and depreciated based on the asset's assessed remaining useful life.

COMMENTS

Except for land under roads all infrastructure assets acquired or constructed prior to January 1993 were capitalised in the annual financial accounts on a staged basis since 30 June 1995. All assets except drainage assets were brought to account as at 30 June 1996. Drainage assets were capitalised in 1997. When infrastructure assets were first brought to account it was done so by estimating the replacement value and the remaining useful life of the asset. Since that time the value of the assets has been increased by capital expenditure costs and depreciated based on the asset's assessed remaining useful life.

Depreciation is recognised on a straight-line basis (an equal amount is depreciated during each accounting period of the asset's useful life) using rates applicable to the local government industry which are reviewed annually. The major depreciation periods used by Council for infrastructure assets are:

Asset Type	Years
Roads	100.0
Drain structures	33.3
Drain grates, inlets and pipes	100.0
Buildings	40.0
Motor vehicles	10.0
Plant	10.0
Office equipment	10.0

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Depreciation expenses for the 2005/06 financial year were as follows:

Plant and Equipment	1,049
Office Equipment	82
Furniture & Fittings	18
Land Improvements (depreciable)	79
Buildings	1,548
Other Structures	227
Infrastructure	
- roads, bridges & footpaths	3,001
- stormwater drainage	455
- Library books	289
Total Depreciation Costs Expensed	6,747

The value of Council's assets in the 2005/06 Financial Statements are as follows:

	Cost/ Deemed Cost	Accumulated depreciation	Written Down Value
	\$'000	\$'000	\$'000
Plant & Equipment	11,001	4,096	6,906
Office Equipment	797	252	545
Furniture & Fittings	180	95	85
Land:			
- Operational Land	7,533	-	7,533
- Community Land	184,522	-	184,522
- Non deprec land improvements	3,862	-	3,862
Land Improvements - depreciable	990	479	512
Buildings	63,108	34,099	29,009
Other Structures	5,024	2,791	2,232
Infrastructure:			
- Roads, bridges, footpaths	305,970	156,149	149,821
- Bulk earthworks (non-deprec)	1,202,844	-	1,202,844
- Stormwater drainage	59,433	38,902	20,531
Other Assets:			
- Library Books	8,138	5,520	2,618
- Other	4,341	4,127	215
Totals	1,857,744	246,509	1,611,235

When infrastructure assets were originally accounted for it was proposed that they would be revalued every five years. However in 2001, in accordance with AAS38 (AASB 1041) councils were required to determine whether they were to value assets on a 'cost basis' or a 'fair value' basis. In most cases councils chose to use the 'cost basis' method. Following that, councils were not required to revalue their assets for a further five years. This meant that most councils would have been required to revalue their assets in 2006. On 14 June the Department of Local Government issued Code of Accounting Practice Update 14 which stated:

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“The Department of Local Government has determined that all infrastructure, property, plant and equipment will be valued at cost in 2006 although in future years revaluations of classes of assets will be prescribed.”

Over the past two financial years councils have moved to adopt Australian Equivalents to International Financial Reporting Standards (AIFRS), which also change the way assets are valued. In December 2006 the Department of Local Government issued Circular 06-75 (copy **attached**) which requires councils to value assets on a fair value basis. The fair value basis will be introduced in a staged approach as follows:

2006/07 Water and sewerage (not for KMC)
2007/08 Property, plant and equipment, land, buildings and other
2008/09 Roads, bridges, footpaths and drainage.

Fair value is defined in Accounting Standard AASB 116 as “the amount for which an asset could be exchanged between knowledgeable, willing parties in an arm’s length transaction”. By nature, Council’s infrastructure assets are almost impossible to value on this basis as no real market for them exists (ie no “willing” buyers or “willing” sellers).

It is yet to be formally determined but discussions with auditors and industry professionals indicate that councils will use replacement value as a means for revaluing many of their classes of assets. Replacement value is considered more relevant for Council’s infrastructure assets than their market value as infrastructure is more likely to be replaced than sold. Replacement, in its broadest sense, includes replacement with an asset redesigned to suit current purposes and built with newer technology. This means that asset values as detailed in Council’s financial statements will closely align with asset management systems used by Council.

The Department of Local Government also recommends that further general revaluation occurs every 3 to 5 years following the initial revaluation as per the above timetable. This is likely to be codified in a future edition of the Accounting Code of Practice and Financial Reporting, which governs Local Government financial reporting standards.

Accounting Standard AASB 136 further requires that councils assess at each reporting date whether there is any indication that a revalued asset’s carrying amount may differ materially from that which would be determined if the asset was revalued at the reporting date. This is known as the impairment test. Impairment can include such factors as site remediation required if an asset is decommissioned and other special factors which can significantly alter an individual asset’s valuation. If any such indication exists, Council should determine the asset’s fair value and revalue the asset to that amount.

As Council does not have water and sewerage assets, asset values and depreciation rates will remain ‘at cost’ for the next reporting period, 2006/07. Revaluations for property, plant and equipment, land, buildings and other assets will occur in 2007/08 and roads, bridges, footpaths and drainage in 2008/09. The specific process of revaluing each class of asset will be determined at a later date as further information is provided from the Department of Local Government and/or industry professionals such as auditors and Local Government Finance Professionals groups. In any case it

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is more than likely that the revaluations that occur will result in more meaningful and accurate values and costs in Council's financial statements.

CONSULTATION

No specific consultation has occurred although published information has been obtained from sources described above, including discussion with industry professionals and Council's auditors.

FINANCIAL CONSIDERATIONS

Revaluation of Council's assets will change annual estimates of depreciation. As asset values will be more closely aligned to estimated future replacement cost of those assets, depreciation provisions charged to the Income Statement will more closely represent the annual "consumption" of asset value and whether Council's operating surplus is sufficient to provide for this. ie a positive or neutral operating surplus after sufficient allowance for future infrastructure asset replacement would represent a healthy financial position.

It may be that costs will be incurred in valuing some classes of assets such as land and buildings as these valuations may be required to be undertaken by professionally qualified valuers. This will be determined as further information from the Department of Local Government or industry professionals is received.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Preliminary discussions have been held with Open Space and Technical Services regarding the fair value methodology with further consultation and discussion required when valuations take place.

SUMMARY

Changes to asset accounting standards will require the adoption of a 'fair value' methodology for asset valuation and result in a revaluation of Council's assets in 2006/07 and 2007/08. These valuations and depreciation expenses will more accurately reflect the value of Council's infrastructure assets and more closely align with the values contained in Council's asset management systems.

RECOMMENDATION

That the report on the depreciation and valuation of Council's assets in its Annual Financial Statements be received and noted.

John Clark
Acting Director Finance & Business

Attachments: Department of Local Government Circular 06-75 - 752567

Circular No. 06-75
Date 22 December 2006
Doc ID. A86977

Contact Marilyn McAuliffe
02 4428 4141
marilyn.mcauliffe@dlg.nsw.gov.au

VALUATION OF ASSETS AT FAIR VALUE

As outlined in Circular 06-43 – Financial Reporting 2006, the valuation of non-current assets at 'fair value' will be introduced in a staged approach as follows:

2006/07 - Water and sewerage
2007/08 - Property, plant and equipment, land, buildings and other
2008/09 - Roads, bridges, footpaths and drainage

Councils are required to report on water and sewerage assets at fair value in their 2006/07 financial reports. This circular provides information relevant to the revaluation of these assets. It does not provide advice on how to account for the revaluation changes. Councils should refer to the Local Government Accounting Code of Practice and Financial Reporting (the Code) and AASB 116 (Property, Plant and Equipment) for this information.

The revaluation of assets to fair value in 2006/07 applies to the entire class of water and sewerage assets. All water and sewerage assets will be carried in the books at their revalued amount, being their fair value at the date of the revaluation less any subsequent accumulated depreciation and subsequent accumulated impairment costs.

'Fair Value' is the best estimate of the price reasonably obtainable in the market at the date of the valuation. As defined in AASB 116 it is *"the amount for which an asset could be exchanged between knowledgeable, willing parties in an arm's length transaction"*.

Generally fair value is the most advantageous price reasonably obtainable by the seller and the most advantageous price reasonably obtained by the buyer. The estimate specifically excludes an estimated price inflated or deflated by special terms or circumstances such as atypical financing, sale and leaseback arrangements, or concessions granted by anyone associated with the sale.

Valuation of specialised plant and infrastructure

Where there is no market-based evidence of fair value, councils may need to estimate fair value using the depreciated replacement cost approach. Depreciated replacement cost *“is the current replacement cost of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset”*. In the case of water and sewerage assets, replacement cost maybe assessed using the Modern Engineering Equivalent Replacement Asset (MEERA) approach, i.e. where the replacement cost of an asset is assessed on the basis of design and construction using modern technology. However where MEERA is used councils need to ensure that they comply with fair value under AASB 116.

In using the depreciated replacement cost approach, careful consideration needs to be given to depreciation and the asset’s useful life. AASB 116 and the Code provide detailed commentary on this.

All new assets are measured initially at their cost of acquisition. Where an asset is acquired at no cost, the cost of the acquisition is deemed to be the asset’s fair value. The cost of acquisition is now defined to include, where relevant, the initial estimate of the costs of dismantling and removing the asset and restoring the site on which it is located. This will impact on fair value where depreciated replacement cost is used.

Future Revaluations

Councils need to assess at each reporting date whether there is any indication that a revalued asset’s carrying amount may differ materially from that which would be determined if the asset were revalued at the reporting date. If any such indication exists, the council determines the asset’s fair value and revalues the asset to that amount. It is recommended that revaluation occur every three to five years, so councils should develop a plan for assessing the need for any revaluations, allowing sufficient time to undertake the revaluation process and meet reporting requirements.

Councils are also reminded that water supply and sewerage asset values are to be annually indexed between revaluations in accordance with page 1 of the *NSW Reference Rates Manual for Valuation of Water Supply, Sewerage and Stormwater Assets, 2003*. National indexing valuations are being developed currently and once completed, indexing for other asset categories will be aligned.

Reporting Requirements

There are a number of financial reporting disclosures that apply in respect to revaluations and these are detailed in AASB 116. Councils should familiarise themselves with these paragraphs in order to meet the financial reporting requirements for the revaluation of water and sewerage assets in 2006/07.

Councils who wish to revalue assets at fair value in other asset categories prior to the dates stated above may do so provided that all assets in the class of assets to which any revalued item belongs are also revalued at fair value. The carrying amount of such assets will be their fair value at the date of revaluation less any subsequent accumulated depreciation and impairment (refer AASB 116, paragraphs 31-42).

It is recommended that relevant council staff attend training on revaluing assets at fair value. Councils may wish to contact their Finance Professionals Group representative to obtain details about appropriate training.



Garry Payne
Director General

LANE COVE NATIONAL PARK - ADDITION OF LANDS

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To seek the approval of Council for the transfer of four (4) parcels of land adjoining Lane Cove National Park to the Department of Environment and Conservation NSW (DEC NSW).

BACKGROUND:

The Department of Environment and Conservation NSW has approached Council to request the transfer of certain parcels of Council lands into the Lane Cove National Park near the vicinity of Lady Game Drive, Lindfield.

COMMENTS:

The land requested to be transferred is currently being treated and managed as part of the Lane Cove National Park. Transferring the land would unify land ownership and provide for consistent management of the bushland in the area.

RECOMMENDATION:

That Council agree to the transfer of Council land into the Lane Cove National Park as proposed by the Department of Environment and Conservation NSW.

PURPOSE OF REPORT

To seek the approval of Council for the transfer of three (3) parcels of land adjoining Lane Cove National Park to the Department of Environment and Conservation NSW (DEC NSW).

BACKGROUND

Council is the owner of certain land parcels either side of Lady Game Drive, Lindfield, in the vicinity of the Lane Cove National Park.

By letters dated 7 December 2006 (**Attachment A**) and 20 March 2007 (**Attachment B**) the Department of Environment and Conservation NSW, has approached Council to request the transfer of certain parcels of Council lands to be consolidated into the Lane Cove National Park. DEC has requested that Council agree to the transfer of these parcels in order to unify ownership and provide consistent management of bushland.

The parcels requested to be transferred are:

TITLE INFORMATION	SQM AREA	ZONING
Lot 20 DP 822305	281	Open Space 6(a)
Lot 7 DP 1041540	0.527	Open Space 6(a)
Lot 8 DP 1041540	6,261	Open Space 6(a)
Lot 11 DP 1041540	276	Open Space 6(a)

Historically, these parcels have been treated and managed as part of the Lane Cove National Park, as they are adjacent to the National Park. The National Parks and Wildlife Service undertakes active management of the parcels by maintaining and mowing grassed areas, weed management programs and supporting volunteer bush regeneration groups who work on the land.

COMMENTS

The land proposed to be transferred is on both sides of Lady Game Drive shown hatched in the plan attached to the DEC letter. Various agencies have tenure over these lands, and DEC has approached all land owners requesting the transfer of these lands into the National Park.

Similar proposals have been approved by both Ryde City Council and Hornsby Shire Council. Collectively these councils transferred approximately 35 hectares of bushland to DEC. Additionally, Transport Infrastructure Development Corporation (TIDC) and Crown land adjacent to Lane Cove National Park is also being transferred to the Department for similar purposes.

The parcels of land proposed to be transferred are classified Community Land under the Local Government Act (LGA) 1993. Section 45 of the LGA 1993, permits the transfer of community classified land for the purpose of enabling the land to become, or added to a Crown reserve or land that is reserved under the National Parks and Wildlife Act 1974 (**Attachment C**).

Item 2

S02464
26 March 2007

The DEC has prepared a Plan of Acquisition to acquire the Lots under the provisions of the National Parks and Wildlife Act 1974 (**Attachment D**).

In addition, Council has advised DEC that the appropriate caveats would be placed on the titles of the land to ensure the land is retained for future open space purposes.

Given the location of the land and its history of use and management, unifying the ownership is considered reasonable and will provide consistent conservation and recreation management, along with clearer land management responsibility in relation to access and use of the areas.

CONSULTATION

Council officers have consulted with officers from Ryde City Council, Hornsby Shire Council and the DEC with regard to the proposal outlined in this report.

FINANCIAL CONSIDERATIONS

DEC has been incurring expenses in relation to the management of the subject land for many years. Should Council not agree to the transfer, DEC has indicated that it would no longer accept this responsibility and the financial burden would revert to Council.

DEC has advised that all costs associated with the transfer of the land would be borne by the Department.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Staff from Open Space & Planning and Finance & Business have been involved in the assessment of the request from DEC and the development of this report.

SUMMARY

The proposal to unify ownership of land in the vicinity of Lady Game Drive, Lindfield by adding Council land to the Lane Cove National Park is a reasonable and appropriate approach to the management of this site. The land in question has a total area of approximately 6,818 square metres and mainly comprises of a grassed area adjacent to a main entry to the Park.

It is recommended that Council agree to the proposal submitted by DEC.

RECOMMENDATION

- A. That Council agree to the transfer of Council land to the Lane Cove National Park as proposed by the Department of Conservation NSW.
- B. That the Common Seal of Council be affixed to the documentation as required.
- C. That the Mayor and General Manager be delegated authority to execute all necessary documentation associated with the transfer of lands.

Deborah Silva
Commercial Services Co-ordinator

Peter Davies
Manager Sustainability & Environment

John Clark
Acting Director Finance & Business

Steven Head
Director Open Space & Planning

Attachments: **Attachment A: Letter dated 7 December 2006 from DEC NSW - 708516**
 Attachment B: Letter dated 20 March 2007 from DEC NSW - 751879
 Attachment C: Sect 45 LGA 1993 - 752472
 Attachment D: Plan of Acquisition - 752447



**NSW National Parks
and Wildlife Service**

Our reference : 06/00451

Ms Deborah Silva
Commercial services Coordinator
Ku-ring-Gai Council
Locked Bag 1056
PYMBLE NSW 2073



Dear Ms Silva,

I refer to our discussion on 20 September 2006 regarding the proposed inclusion of the various lots shown by green hatching on the diagram attached to Lane Cove National Park (with the exception of lot 397, which is already reserved as part of the park).

You will recall from that meeting that the Department (DEC) undertook to provide advice regarding the management of the Council-owned land and to provide information about the land transferred from Ryde Council for addition to the park.

Based on information supplied at the meeting and by the Department of Lands, the land held by Council includes lots 7 and 8 DP 1041540, and lot 20 DP 822305. In relation to the management of these areas the following information is provided.

Lot 20:

This area has historically been treated and managed as part of Lane Cove National Park.

Active management of this area has included the removal of weeds and replanting with native species. The replanting of this area has provided an important buffer for the adjacent picnic area (Howitt Flat) by screening the traffic noise from Lady Game Drive.

Addition of this land to Lane Cove National Park would allow Park staff to continue bush regeneration activities such as weeding and replanting. This will assist in the management of the Park by providing an opportunity to improve the recreational value and public use of the Howitt Flat picnic area.

NPWS management of Lot 20 will need to cease if the land is not available to incorporate into Lane Cove National Park.

Lot 8:

Lane Cove National Park staff currently support a volunteer bush regeneration group within this area at College Creek. This group meets once a week and is supported by the Area through staff supervision, training and the provision of tools and herbicide. The NPWS also installed and maintains the volunteer bushcare sign at this location.

NPWS maintains the grassed area within Lot 8 (opposite the Lady Game Drive entrance to the National Park) as part of the contract mowing schedule.

Addition of lot 8 to the Park would allow the NPWS to continue its weed management program on this land through the support of the volunteer bushcare group.

Its addition would also provide consistent and consolidated management of the bushland between Lady Game Drive and the UTS site. This would simplify many management issues such as fire and pest species management. This would also then simplify the public notification process by eliminating the public's confusion when inquiring on land management issues in this area, which are made to the local NPWS office.

As for lot 20, if Lot 8 is not able to be incorporated into the Lane Cove National Park, mowing and maintenance of the grassed area under the NPWS contract will need to cease and the commitment to the College Creek bushcare group will need to be re-evaluated. This would be undertaken in consultation with the bushcare group and Ku-ring-gai Council.

I should also advise of the most recent dealings between DEC and the Department of Lands in relation to the Crown land components of this area.

That Department has agreed that DEC acquire, by compulsory process and at no cost, all of the Crown land associated with Lady Game Drive. To that end we are completing a plan of acquisition to consolidate the suite of Crown lots on the western side of the road. Survey has also been undertaken to enable the same result for all lots on the road's eastern side.

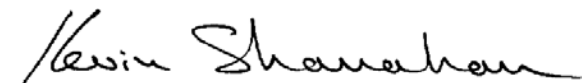
If Council was agreeable, it would be sensible to undertake the acquisition process for all of the subject land. There is however greater urgency for the western Crown lands to be acquired, as there are funds available for upgrading works in this area. A two-stage process is therefore recommended, with the western lots acquired initially.

DEC's dealings with Ryde City Council have involved substantial areas of land transferred and added to the Park at no cost. The dealings have involved a simple transfer signed by both parties. I have attached a copy of the first of those; a second transfer process is currently underway. Hornsby Shire Council has also transferred land it owned for addition to the park.

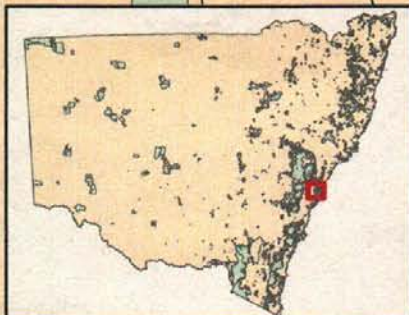
I should also advise that land held by the Transport Infrastructure Development Corporation will shortly be transferred to DEC for addition to the park.

Overall then, there is the opportunity to unify all of the various tenures and land owners associated with the land either side of Lady Game Drive, and that associated with the rail corridor, which adjoin Lane Cove National Park. This would mean consistent management of those areas for both conservation and recreation and clarity for all of the agencies involved, and the public, in relation to the access to and use of these areas.

Yours sincerely



Kevin Shanahan 7.12.06
Manager
Reserve Establishment and Land Information



Lane Cove NP Proposed Additions

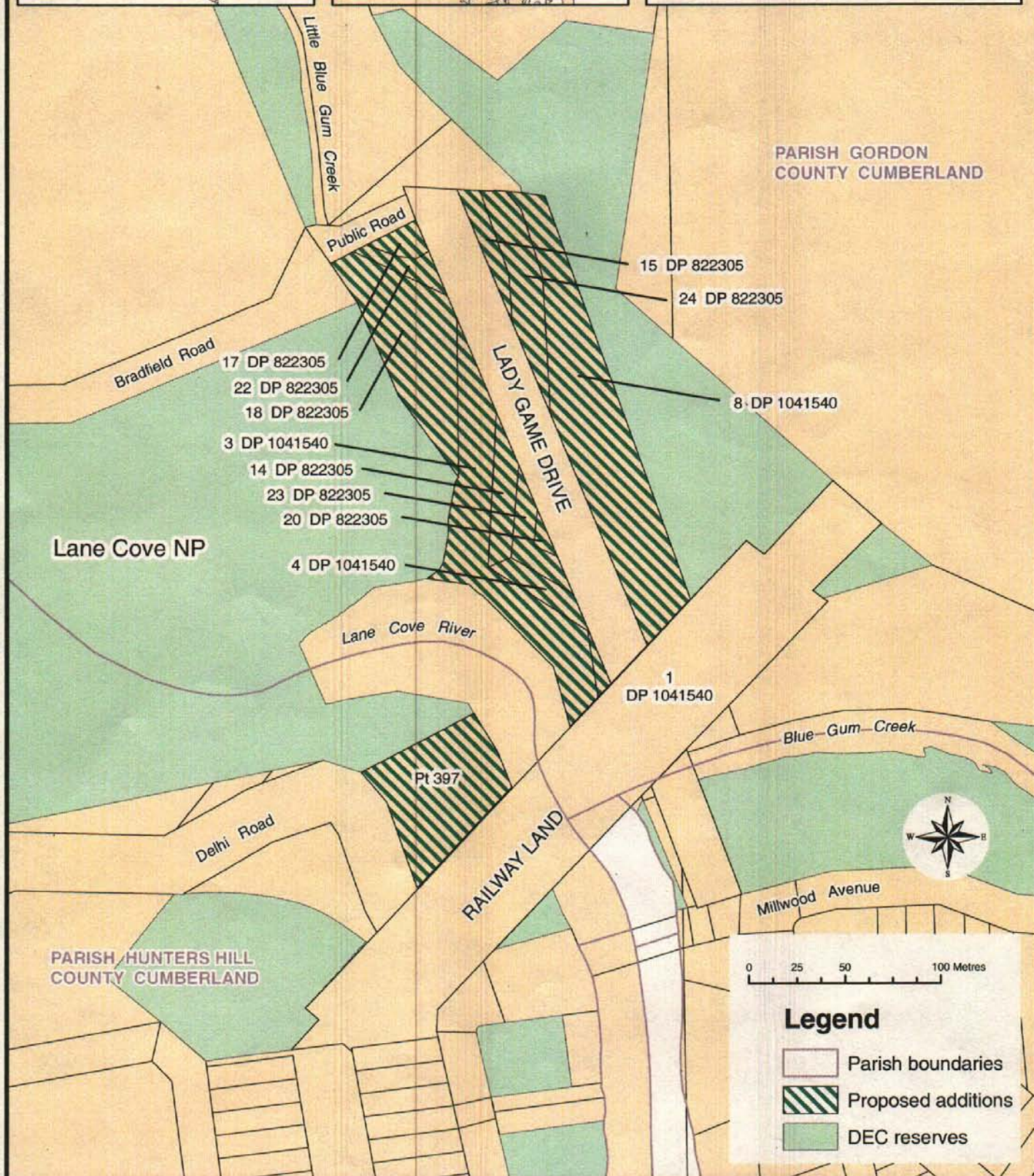
This map was prepared,

In November 2005,

by Reserve Establishment
and Land Information Unit,
Parks and Wildlife Division,
Department of Environment and Conservation, NSW.

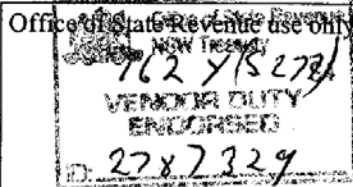


PARISH GORDON
COUNTY CUMBERLAND



PRIVACY NOTE: this information is legally required and will become part of the public record

STAMP DUTY



(A) TORRENS TITLE

See Annexure hereto.

(B) LODGED BY

Delivery Box	Name, Address or DX and Telephone	CODE
688E	LLPN: 688E Pike, Pike & Fenwick DX 521 SYDNEY Tel: 9262 6188 Reference (optional): MJH.R1042.10853	T TW (Sheriff)

(C) TRANSFEROR

THE COUNCIL OF THE CITY OF RYDE (FORMERLY THE COUNCIL OF THE MUNICIPALITY OF RYDE)

(D) CONSIDERATION

The transferor acknowledges receipt of the consideration of \$ 1.00 and as regards

(E) ESTATE

the land specified above transfers to the transferee an estate in fee simple to become or be added to

(F) SHARE

TRANSFERRED

land that is reserved or dedicated under the National Parks and Wildlife Act 1974

(G)

Encumbrances (if applicable):

(H) TRANSFEREE

THE MINISTER ADMINISTERING THE NATIONAL PARKS AND WILDLIFE ACT 1974

(I)

TENANCY:

(J) DATE

..... / /

The Common Seal of the Council of the City of Ryde was hereto affixed this 31st day of January 2005 in pursuance of a resolution passed by Council on the 24th day of February 2004.



Mayor

Chief Executive

Certified correct for the purposes of the Real Property Act 1900 by the corporation named below the common seal of which was affixed pursuant to the authority specified and in the presence of the authorised person(s) whose signature(s) appear(s) below.
Corporation: THE MINISTER ADMINISTERING THE NATIONAL PARKS AND WILDLIFE ACT 1974
Authority: Section 127 of the Corporations Act 2001

Witness:

Signature of authorised person:

Address of Witness:

Name of authorised person:

Office held:

43 Bridge St
Mushroomville

Signature of authorised person

Name of authorised person:

Office held: Tony Fleming, as delegate of the Minister
administering the National Parks and Wildlife Act, 1974

**ANNEXURE TO TRANSFER BETWEEN THE COUNCIL OF THE CITY
OF RYDE (the Transferor) AND THE MINISTER ADMINISTERING THE
NATIONAL PARKS AND WILDLIFE ACT, 1974 (the Transferee)**

FOLIO IDENTIFIER

1. 90/258917 (Volume 13889 Folio 64)
2. F/107718 (Volume 8357 Folio 40)
3. A/393761 (Volume 7167 Folio 74)
4. A/410520 (Volume 7794 Folio 173)
5. 240/752035 (Volume 777 Folio 96)
6. 19/245692 (Volume 12240 Folio 234)
7. 8/245619 (Volume 12204 Folio 35)
8. 20/245692 (Volume 12240 Folio 235)
9. 197/16042 (Volume 7825 Folio 145)
10. 198/16042 (Volume 6856 Folio 176)
11. 205/16042 (Volume 6142 Folio 231)
12. 206/16042 (Volume 4326 Folio 91)
13. 12/841496
14. 10/841496
15. 282/16042 (being part of the land in Certificate of Title Volume
7738 Folio 98)
16. 2/201041 (Volume 9047 Folio 202)
17. 2/1059302
18. 244/752035
19. 320/752035

Addition Lane Cove National Park

Department of
Environment and Conservation (NSW)
Copyright Department of Environment and Conservation (NSW) August 2005
This map is not guaranteed to be the first error or contains
information liability for any and does not constitute a
warranty or representation of any kind or otherwise

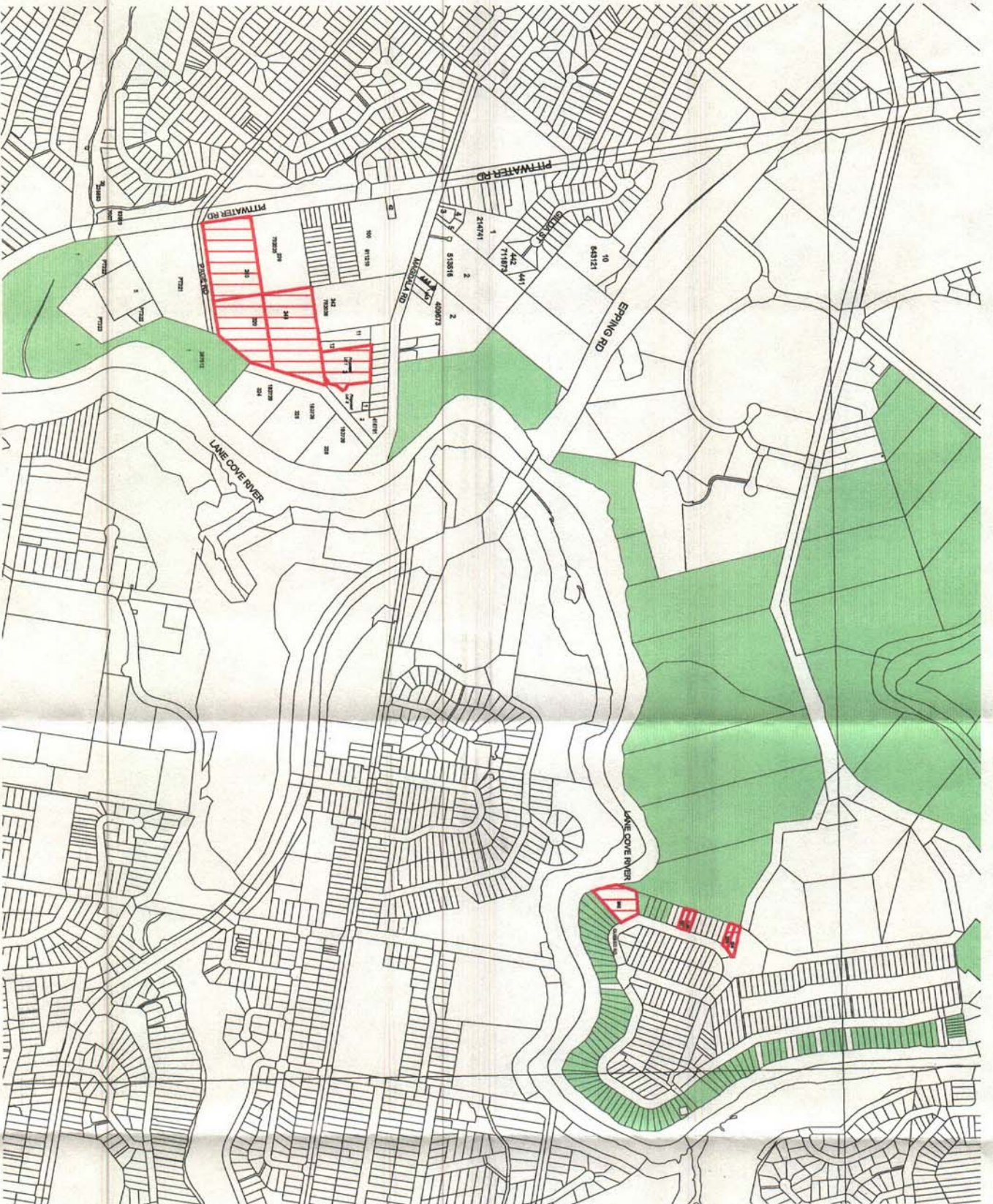
 Addition

 National Park

0 100 200 300 Metres

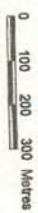
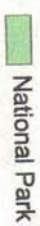


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**Department of
Environment and Conservation (NSW)**

Department of
Environment and Conservation (NSW)



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15 August 2005



NSW **National Parks
and Wildlife Service**

Hurstville Office

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HURSTVILLE NSW 1481
Australia

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Facsimile +61 2 9585 6402
<http://www.environment.nsw.gov.au>

Debra Silva
Commercial Services Coordinator
Kuring-gai Council
Locked Bag 1056
PYMBLE NSW 2073

Our ref: 06/00451

Dear Ms Silva,

I refer to your recent conversation with Kevin Shanahan, Manager Reserve Establishment and Land Information Unit, regarding the transfer of Council land at Lady Game Drive, for addition to Lane Cove National Park.

I wish to confirm that, subject to Ministerial approval, the Department of Environment and Conservation seeks to transfer from Council the following lots:

Lot 20 DP 822305
Lot 7 DP 1041540
Lot 8 DP 1041540
Lot 11 DP 1041540

The department would also have no objections to a caveat being place over the titles ensuring the land remains available for public recreational space and that all legal costs associated with the transfer would be borne by the department. On completion of transfer, the subject lots will be reserved as part of Lane Cove National Park.

In relation to the number of hectares recently transferred from Hornsby and Ryde Councils, the total area so far is 35 hectares.

Yours faithfully

Michael Prentice
Land Information Coordinator
Reserve Establishment & Land Information Unit
20 March, 2007





New South Wales Consolidated Acts

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LOCAL GOVERNMENT ACT 1993 - SECT 45

What dealings can a council have in community land?

45 What dealings can a council have in community land?

- (1) A council has no power to sell, exchange or otherwise dispose of community land.
- (2) A council may grant a lease or licence of community land, but only in accordance with this Division.
- (3) A council may grant any other estate in community land to the extent permitted by this Division or under the provisions of another Act.

Note: The word "estate" has a wide meaning. See the *Interpretation Act 1987*, section 21 (1).

- (4) This section does not prevent a council from selling, exchanging or otherwise disposing of community land for the purpose of enabling that land to become, or be added to, a Crown reserve or to become, or be added to, land that is reserved or dedicated under the *National Parks and Wildlife Act 1974*.

[\[Index\]](#) [\[Table\]](#) [\[Search\]](#) [\[Search this Act\]](#) [\[Notes\]](#) [\[Noteup\]](#) [\[Previous\]](#) [\[Next\]](#) [\[Download\]](#) [\[History\]](#)
[\[Help\]](#)

SIGNATURE AND SEALS ONLY

Department of Lands Approval
 in approving this plan certify
 (Authorised Officer)
 that all necessary approvals in regard to the allocation of the land
 shown hereon have been given.

Signature:
 Date:
 File Number:
 Office:
 Subdivision Certificate
 I certify that the provisions s.109J of the Environmental Planning
 and Assessment Act, 1979 have been satisfied in relation to the proposed
 set out herein
 * (insert 'subdivision' or 'new road')

* Authorised Person/General Manager / Accredited Certifier
 Consent Authority:
 Date of Endorsement:
 Accreditation No.
 Subdivision Certificate No.
 File No.
 * Delete whichever is inapplicable.

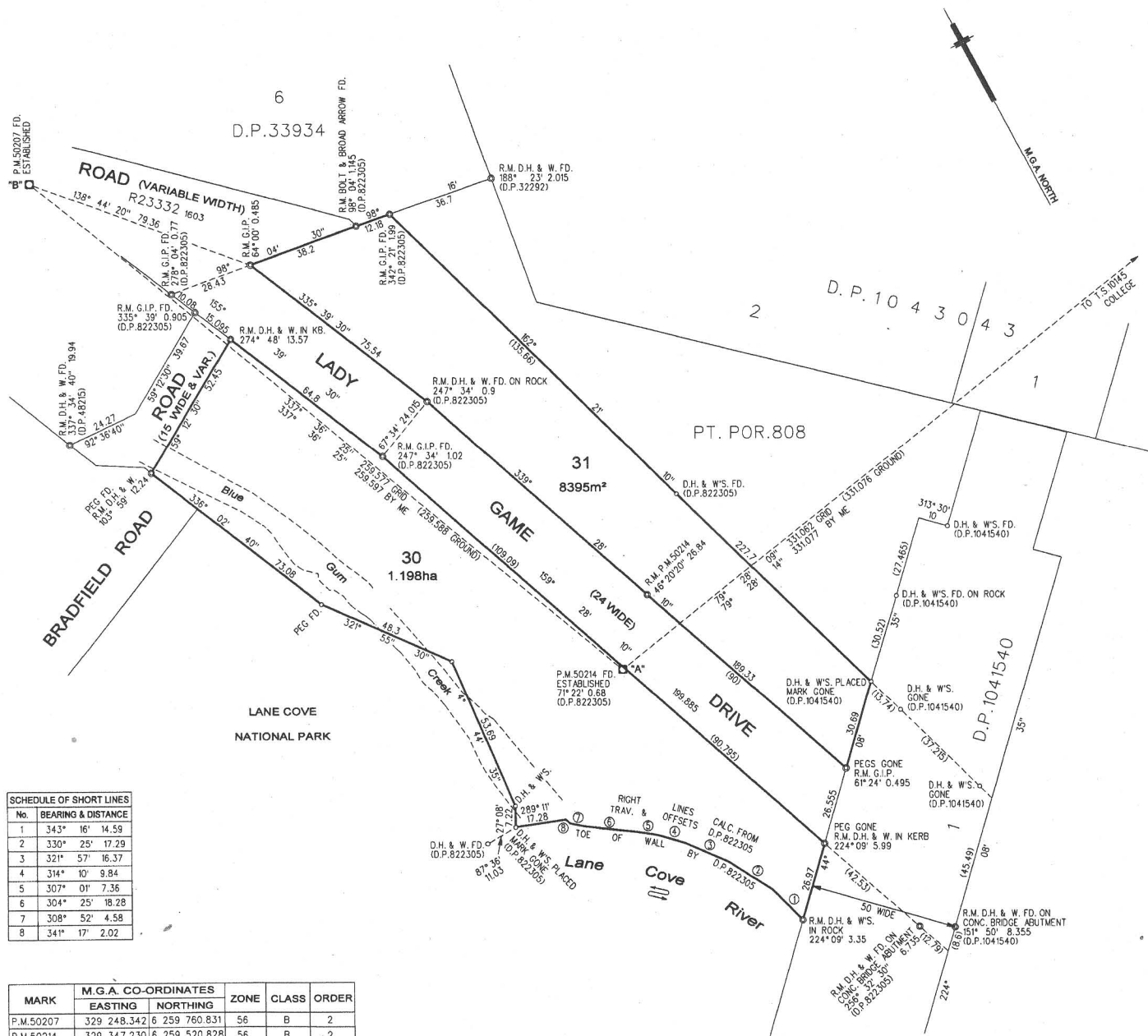
SCHEDULE OF SHORT LINES			
No.	BEARING & DISTANCE		
1	343° 16'	14.59	
2	330° 25'	17.29	
3	321° 57'	16.37	
4	314° 10'	9.84	
5	307° 01'	7.36	
6	304° 25'	18.28	
7	308° 52'	4.58	
8	341° 17'	2.02	

MARK	M.G.A. CO-ORDINATES		ZONE	CLASS	ORDER
	EASTING	NORTHING			
P.M.50207	329 248.342	6 259 760.831	56	B	2
P.M.50214	329 347.230	6 259 520.828	56	B	2
T.S.10145	329 672.716	6 259 581.335	56	B	2

COMBINED SCALE FACTOR: 0.999959

SOURCE: M.G.A. CO-ORDINATES OBTAINED FROM SURVEY
 CONTROL INFORMATION MANAGEMENT SYSTEMS
 11TH MAY, 2006.

Table of mm. 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 210 220 230 240 250 260 270 280 290 300 310 320 330 340 350 360 370 380 390



DP1107844

Registered: 13-2-2007
 C.A.:
 Title System: CROWN LAND
 ACQUISITION
 Purpose: A CURRENT PLAN AT REG'N 5-7A
 (NOT A CORRECTION ACT, 1919)
 Ref. Map: U0952-22
 Last Plan: DP822305, DP1041540

PLAN OF ACQUISITION OF
 LOTS 15, 17, 18, 20, 23 &
 22, 24 D.P.822305 AND LOTS
 PT. 3, 4, 7 & 8 D.P.1041540

Lengths are in metres. Reduction Ratio 1:1000

L.G.A.: KU-RING-GAI
 Locality: WEST LINDFIELD
 Parish: GORDON
 County: CUMBERLAND

This is sheet 1 of my plan in sheets
 (Delete if inapplicable)

Surveying Regulation, 2001
 I, ANTHONY RICHARD WRIGHT
 of RYSGATE & COMPANY PTY. LTD., SYDNEY
 a surveyor registered under the Surveying Act, 2002, hereby certify
 that the survey represented in this plan is accurate, has been made
 in accordance with the Surveying Regulation, 2001 and was completed
 on 12TH MAY, 2006
 The survey relates to LOT 30 & LOT 31

there specify the land actually surveyed or specify any land shown
 in the plan that is not the subject of the survey

(Signature) *Anthony Richard Wright* Dated: 22/5/2006
 Surveyor registered under the Surveying Act, 2002
 Type Urban / Rural

Plans used in preparation of survey/compilation
 D.P.822305, D.P.1041540, D.P.33934,
 D.P.48215, D.P.1043043

PANEL FOR USE ONLY for statements of intention
 to dedicate public roads, to create public reserves,
 drainage reserves, easements, restrictions on the
 use of land or positive covenants.

IT IS INTENDED TO ACQUIRE LOTS 30 & 31
 UNDER THE PROVISIONS OF THE NATIONAL PARKS
 AND WILDLIFE ACT, 1974

OFFICE USE ONLY

PARKS, SPORT AND RECREATION REFERENCE GROUP - MINUTES OF MEETING HELD 8 MARCH 2007

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To bring to the attention of Council, the Minutes from the Parks, Sport and Recreation Reference Group meeting held on Thursday, 8 March 2007.

BACKGROUND:

The role of the Parks, Sport and Recreation Reference Group (PS&RRG) is to provide resident, user group and industry expert advice to Council on matters relevant to the types and standards of service and the content of Council's strategic plans, policies and Plans of Management in relation to parks, sport and recreation.

COMMENTS:

Five (5) items of business were discussed (PSRRG 57 – PSRRG 61). Comments have been provided on items relevant to Council in the Minutes and items not referred to, relate to general business of the Reference Group.

RECOMMENDATION:

That the Minutes of the Parks, Sport and Recreation Reference Group meeting held on Thursday, 8 March 2007 be received and noted.

PURPOSE OF REPORT

To bring to the attention of Council, the Minutes from the Parks, Sport and Recreation Reference Group meeting held on Thursday 8 March 2007.

BACKGROUND

The role of the Parks, Sport and Recreation Reference Group (PSRRG) is to provide resident, user group and industry expert advice to Council on matters relevant to the types and standards of service and the content of Council's strategic plans, policies and Plans of Management in relation to parks, sport and recreation.

COMMENTS

At the meeting held on 8 March 2007, five items of business were discussed. Comments have been provided on items relevant to Council. Items not referred, relate to matters requiring further consideration prior to recommendation to Council, or were items directed towards the sharing of information.

The meeting heard a detailed presentation by Dr Sandra Van de Water on future open space and recreational opportunities for the Gordon Town Centre and surrounds. The Reference Group moved that this presentation be made to Councillors in the near future with specific reference to the implementation of the Town Centre Master Plan.

The Manager Sustainability and Natural Environments addressed the meeting on the preliminary draft Management Plan for 2007/2012 and invited the Group to provide comments. Discussion was also held on the trial of the dog off-leash area at Bert Oldfield oval.

Other matters discussed related to future open space areas and specifically new sportsfield locations.

CONSULTATION

The Reference Group is a consultative forum representing the interest of residents, user groups and industry professionals.

FINANCIAL CONSIDERATIONS

There are no direct financial considerations related to this report.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Consultation with other departments has not taken place in the preparation of this report.

SUMMARY

The Parks, Sport and Recreation Reference Group meeting of 8 March 2007, discussed future open space and recreational opportunities within the Gordon Town Centre, as raised through a presentation by Dr Van de Water. It also discussed the development of the 2007-2012 Master Plan and future opportunities for the expansion and augmentation of sporting facilities across the Kuring-gai Local Government Area.

RECOMMENDATION

That the Minutes of the Parks, Sport and Recreation Reference Group held on Thursday, 8 March 2007 be received and noted.

Peter Davies
**Manager Sustainability and Natural
Environments**

Steven Head
Director Open Space and Planning

Attachments: Minutes of Meeting held on 8 March 2007 - 752644

Ku-ring-gai Council

Parks, Sport and Recreation Reference Group

Minutes from meeting on
Thursday 8 March 2007

Level 3, Council Building.

7.00pm - 8.30pm

Chair: Mayor Nick Ebbeck

Attendees:

Members	Councillors	Staff	Guests
Sandra Van De Water	Nick Ebbeck	Peter Davies	
Hugh Bennett	Mayor	Manager Sustainability & Natural Environments	
John Ceccato		Matthew Drago	
Peter Duncan		Open Space Operations	
Alan Fredericks		Ryan Blouin	
Frank Freeman		Bookings Liaison Officer	
Matthew Horne		Erica Kubizniak	
David Howard <i>(no voting rights)</i>		Recreations Programs Officer	
Ann Smith			
Campbell Wratt			

Apologies:

Members	Councillors	Staff
Craig Bryant	Cr Elaine Malicki	Steven Head Director Open Space & Planning
Andrew Falk		
Nick Farr-Jones		
Birgitte Lund		
Michael Nesteroff		

Meeting Commenced: 7.00pm

Declaration of Pecuniary Interests

No pecuniary interests were declared.

Minutes

Frank Freeman moved that the Minutes from 14 December 2006 meeting be accepted.
Alan Fredericks seconded the motion, with the motion being moved unanimously.

PSRRG 56 - Business Arising

Alan Fredericks raised the issue that "*Council will provide hirers with a leaflet outlining the basic principles that can be implemented for training*" as listed in the previous Minutes. Ryan Blouin, Bookings Liaison Officer, to distribute this information prior to the next Reference Group meeting.

PSRRG 57 - General Business**Development of the 2007/2008 Management Plan**

Manager Sustainability and Natural Environments addressed the meeting on the Development of the 2007/2012 Management Plan. Comments on preliminary draft plan were sought, specifically related to parks sport and recreation area. A further opportunity to comment will be available in April, when Council adopts the draft plan for exhibition.

PSRRG 58 – North Turramurra Recreation Area

Updates on the North Turramurra Recreation Area will be given by the Director of Open Space and Planning at the next meeting of PS&RRG.

PSRRG 59 - Gordon Town Centre Planning

The Group was addressed by Dr Sandra Van de Water on the Gordon Town Centre Planning and open space utilisation opportunities.

The presentation outlined how the aims of the Gordon Town Centre Development Control Plan could be realised with a greater emphasis on developing opportunities for more open space passive recreation areas. The presentation drew on her research as resident, medical professional and mother on parks and recreation.

Mayor Ebbeck moved a motion, which was seconded by Matthew Horne, that Dr Van de Water present this information to Councillors at a special briefing. The Group unanimously supported Sandra promoting the vision of Gordon as soon as possible.

PSRRG 60 - Acquisition Strategy

Peter Davies, Manager Sustainability and Natural Environments, spoke on several key points as they apply to the Acquisition Strategy. Key points included:-

- Identifying core principles
- Disposal, embellishment, consolidation.
- Long term project.
- Funding possibilities from Section 94.

Director of Open Space and Planning will brief the Group on the Draft Acquisition Strategy in detail at the next meeting.

PSRRG 61 - Dog Off-Leash Areas

Mayor, Nick Ebbeck gave an update on WA Bert Oldfield Oval with the trial of this area as a dog off-leash location.

PSRRG 62 - NSROC

A date is yet to be set for the first meeting in 2007 of the deferred NSROC Sportsfield Officers Group. Once a date is set, this will be brought to the attention of the Reference Group.

PSRRG 63 - On-Going Agenda Items

- **Sportsfield locations:-** A brief update on the ongoing negotiations with the Avondale Pony Club was given in addition to the potential options for a new field in South Turramurra.
- **North Turramurra Recreation Area:-** the Group was advised this would be subject to a report to Council in the coming weeks and that the Director Open Space and Planning will discuss this in detail at the next meeting.
- **Bannockburn Oval:-** The Athletics club informed the Group that a 400 metre track could be incorporated on the site and concept plans are being prepared at this stage. Progress on this will continue to be brought to the Group.
- **Sydney Adventist Hospital site, Wahroonga:-** The Group requested Council look to incorporate any open space under the care and control of Council, should any opportunities arise.
- **PS&RRG Charter:-** Under the charter adopted by Council for Reference Groups, membership is valid for two (2) years. In this respect, members were asked to renominate if they wanted to continue as members of this Group. Discussion was also held in relation to including Associate Members that could have a "champion" role for parks, sport and recreation, though not formally be part of the Reference Group and thus no voting rights.

Meeting Closed: 9.30pm

AUTUMN SPORTS FORUM: Monday 30 April 2007

Next Meeting: Thursday 24 May 2007
7.00pm – 9.30pm
Level 3, Council Building, Ante Room.

REVIEW OF F3 TO M7 CORRIDOR SELECTION

Ward: Comenarra

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To seek Council's endorsement to the draft submission to the review of the F3 to M7 Corridor selection.

BACKGROUND:

On 19 February 2007, the Federal Minister for Local Government, Territories and Roads, the Hon Jim Lloyd MP announced the independent Review of the F3 to M7 Corridor Selection (F3 to Sydney orbital). The Review Chair, the Hon Mahla Pearlman AO, has now invited the public to make submissions to the Review.

The review will consider whether the data and assumptions used in the 2004 report on the F3 to M7 link were reasonable and whether recent changes would alter the conclusions reached in the 2004 study. Both the easterly tunnel Type A options, which include the Purple and Yellow options, and the western, Type C options, are being reviewed.

COMMENTS:

The terms of reference of the review are considered to be very restrictive and Council's comments need to address the assumptions made in the 2004 report prepared by Sinclair Knight and Merz.

RECOMMENDATION:

That Council endorses the draft submission and covering letter to be forwarded to the F3 to M7 Review Secretariat.

PURPOSE OF REPORT

To seek Council's endorsement to the draft submission to the review of the F3 to M7 Corridor selection.

BACKGROUND

On 19 February 2007, the Federal Minister for Local Government, Territories and Roads, the Hon Jim Lloyd MP announced the independent Review of the F3 to M7 Corridor Selection (F3 to Sydney orbital). The Review Chair, the Hon Mahla Pearlman AO, has now invited the public to make submissions to the Review.

At Council's meeting of 13 March 2007, Council adopted the following Notice of Motion:

Following the announcement by the Federal Minister for Roads and Local Government to appoint an Inquiry headed by Justice Pearlman into an alternative road link between the F3 and M2, that this Council present a submission to that enquiry on impact of the proposed road through Ku-ring-gai.

Submissions have been invited and close on **13 April 2007**, to the independent review of the F3 to M7 corridor selection. Submissions are required to address the Terms of Reference of the review and must comply with the Submission Guidelines. The Terms of Reference for the review are:

Giving due consideration to the information in the *Interim Report – F3 to Sydney Orbital Corridor Review March 2006*, consider and advise on:

- *whether the assumptions and data used in the F3 to Sydney Orbital Link Study 2004 were valid and reasonable at the time of the study;*
- *whether changes since the report's publication affecting land use and transport flows in Western Sydney would support any significant changes to these projections; and*
- *whether any significant changes to those projections would alter the conclusions reached in the F3 to Sydney Orbital Link Study of April 2004.*

A copy of the Submission Guidelines and full Terms of Reference are **attached**.

The Interim Report – F3 to Sydney Orbital Corridor Review March 2006, referred to in the Terms of Reference, was prepared by Masson Wilson and Twiney Traffic and Transport Consultants (MWT). This report reviewed the work undertaken by SKM in its 2003/2004 study in which the Purple option was identified as the preferred option for linking F3 with the M2/M7 at its interchange at Pennant Hills Road. The MWT interim report also reviews data and other information provided by Transurban, owners of the M2, which indicates that the Yellow option could provide a better solution than the Purple option based on updated travel and growth data.

The MWT desktop study was agreed to by the Federal Minister for Local Government, Territories and Roads, to independently review the traffic forecasts used by both SKM and Transurban in reaching their respective conclusions about the Type A Purple and Yellow options and the reasons

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for any discrepancies. The review also considered Type C options (range of options that would connect the Central Coast to the western part of the Sydney Orbital).

The broad corridor route option types are:

- Corridor Type A: More easterly options, mostly in tunnels, connecting the M2 to the F3 at Wahroonga. Four Type A options previously identified, include the Purple and Yellow options. The Red option, which is not a preferred option, was proposed to pass under South Turramurra.
- Corridor Type B: Central options, which are currently not proposed and which would connect the Sydney Orbital between Pennant Hills Road and Dean Park, to the F3 between Hornsby and the Hawkesbury River.
- Corridor Type C: Western options, connecting the orbital as for Type B options, with the F3 north of the Hawkesbury River.

The MWT review considers that a Type A corridor option is needed now, but a Type C option, would have insufficient demand until perhaps 2021 because it would be unlikely to make a substantial contribution to the objectives of the overall F3 to Sydney Orbital corridor. The interim report considers that beyond 2021, when the capacity of a six-lane F3 is likely to be exceeded during peak periods, a long term solution would revolve around either an eight-lane F3 or a Type C option, with a capacity augmentation in the Sydney road network.

MWT suggest that differences between the lane use scenarios and trip tables used by SKM and Transurban in assessing the Purple and Yellow Type A options, are likely to explain most of the differences in the traffic forecasts. The comparison of traffic changes in the two scenarios in its review is broadly consistent with the traffic volume effects and travel times reported by SKM.

The Purple option is considered by the interim report to provide better travel time savings for traffic than the Yellow option. The relative attractiveness of the Purple option in SKM's analysis stems from:

- *Better alignment with desire line of major increases in demand – i.e. to/from Sydney's west.*
- *Increase in cross traffic in the Pennant Hills Road corridor compared with Pacific Highway.*
- *A direct connection to Sydney's untolled surface road network at Pennant Hills Road (near North Roads Road).*

COMMENTS

Council at its meeting of 13 March 2007, adopted a Notice of motion to make a detailed submission to the Inquiry to provide its own alternatives to alleviate the increasing devastating traffic congestion of State Highway No. 1 (Pacific Highway) between the F3 and Ring Road No. 3 (Lane Cove Road) and the current through traffic from and to the Central Coast is having on the welfare and health of the residents in the Ku-ring-gai Local Government Area, detrimentally affected by the State Highway traffic.

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Essentially, while the increasing traffic on the Pacific Highway caused by increased development is causing major traffic issues throughout the region, Council's submission needs to address the Terms of Reference and submission guidelines. Consequently, the review will examine the data presented by SKM at the time the report was prepared and any changes since that time.

The Terms of Reference for the review are considered to be too narrow, restricted to considering or reviewing technical data and assumptions made in the 2004 SKM study.

Council's previous submission focused on a number of issues such as planning, public transport, environmental impacts, social impacts and design characteristics. The interim report focuses on traffic and transport data and provides an independent assessment of both the SKM and Transurban submissions. Given the relatively short time frame for submissions and the narrow terms of reference, Council's proposed draft submission will concentrate on the changes in planning and traffic since the SKM report was prepared. It appears that the inquiry will focus on the relative merits of both Type A options being the Purple and Yellow options.

The absence of a freeway connection between the F3 and the M7/M2/Orbital, results in unacceptable traffic congestion and safety impacts on a wide area of northern Sydney, including on Pacific Highway and numerous local roads. It also does not provide a direct link to heavy truck traffic to western and southern Sydney, where the majority of this traffic originates or is destined. This lack of road infrastructure impacts on many local communities in terms of safety, economics and the environment. For example, in Ku-ring-gai, the community in Wahroonga and Turramurra have significant traffic intrusions by motorists heading to/from the F3. This impacts heavily on the Pacific Highway and other roads with the local area, in terms of congestion, amenity and safety.

The 2000 GHD Traffic & Transport Base Study, commissioned by Council, addresses the inadequacy of the current road network (Section 5.1):

Pacific Highway is the only arterial road joining the Central Coast and the Sydney CBD, and as developments occurred in areas north-west of Ku-ring-gai, alternative routes to bypass the congested sections in Ku-ring-gai began to develop. The Burns Road / Killeaton Road / Arterial Road connection (Regional Link) has become an alternative route for through traffic during the peak periods.

A major deficiency of the arterial network is the termination of the F3 Freeway at Pacific Highway and Pennant Hills Road. Most Sydney-bound traffic from the F3 in the AM peak uses Pacific Highway, forcing much of the Hornsby and Wahroonga local traffic to use the parallel Regional Link . . .

Based on traffic and transport considerations, the missing link is considered to have a very significant impact on traffic operations along Pacific Highway and access to Ku-ring-gai. The F3-M2 link should not necessarily be considered as a road link through the Fox Valley. It could be an indirect link with restricted access traffic conditions (such as an additional lane along Pennant Hills Road joining F3 and M2 interchanges) . . . During AM peak this link would be expected to carry over 1,150 vph in the peak direction, most of which would be diverted from Pacific Highway.

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However, it could be equally argued that traffic congestion on Pennant Hills Road also experiences similar levels of congestion and the review will need to consider what options best resolves the congestion and traffic safety issues with the greater Sydney road network.

The independent MWT review considers that a Type A link is needed now. Purple and Yellow options are being considered. Both consist of two- or three-lane tunnels, connecting at their northern end, directly with the F3. The Purple option is more westerly, approximately following the alignment of Pennant Hills Road. The Yellow option is more easterly, with an alignment between the Purple option, and the eastern-most Red option. At its northern end, the Yellow option would be located under a greater number of Ku-ring-gai properties than the Purple option. The Yellow option is shown also to be under more bushland than the Purple option. A copy of the various Type A options is included as an **attachment** to this report.

In 2003, Council made a submission to SKM on the options for the F3 to Orbital link.

In that submission, Council did not support any Type A option as all options impact on the Wahroonga area. Council also considered that the Yellow and Red options may give rise to a legal challenge as they are adjacent to the abandoned corridors, and residents of this area have been misled by the advice of the State Government that there will be no road through this area. Council's submission concluded that further consideration needs to be given to locating the corridor further west, to cater for the expected growth of this area. It also argued that the link should be located further north of the F3 intersection with Pennant Hills Road to avoid major traffic congestion at this area and impact on nearby communities.

Council's previous submission supported the Type C option which is the westerly connection from the M7 to the F3 around Kariong.

However, it appears from the Terms of reference and the interim report that the review will focus on the relative merits of the Purple and Yellow options.

With regard to the terms of reference and possible issues for Council to address in its submission, the following comments are provided:

- The assumptions and data used in the F3 to Sydney Orbital Link Study 2004 were considered relevant at the time but since then there has been the implementation of the Metropolitan Strategy, changes in land use patterns and the opening of the M7 – Sydney Orbital Link. The impacts of these changes need to be assessed against the assumptions made in the previous study. Under the Metropolitan Strategy, it is anticipated that Ku-ring-gai Council will experience an increase of approximately 10,000 dwellings over the next 25 years that will be concentrated along the Pacific Highway and railway corridor and Council's traffic studies have shown that traffic generation from the proposed development will heavily impact on the Pacific Highway. The figures shown in Table 9 of Section 3.6 of the Interim Report is inconsistent with the anticipated growth along the Pacific Highway Corridor.
- The proposed lower predicted levels of growth on the Pacific Highway and Ryde Road during peak traffic conditions could be attributed to the roads being at

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saturation levels and any traffic growth is diverted to alternative links such as regional and local roads. The broader road network needs to be included in the modelling and the assessment should not be limited to the main road network.

- The assessment of the preferred option should not focus on optimising tolling revenue and the Transurban study appears to have this criterion as one of its main objectives. The Sydney road network is now heavily dependant on toll roads. The State Government has provided minimal improvements to the road network because of the toll roads and relies on local government to upgrade and maintain its road network to overcome the deficiencies created by the inadequate main road network. The State Government places controls on Local Government with regard to proposed traffic changes and consequently Councils are facing added pressure on issues associated with increased development, damage to local roads, road safety and residential amenity. Any new link needs to be sufficiently wide enough to help cater for the inefficient main road network and the likely growth expected over the next 20 years.
- The opening of the M7 – Sydney Orbital link has now created additional traffic on the M2 because of the inefficient M4 and changes are soon to be implemented on the M2 to enable widening from 3 lanes to 2 lanes west bound to help cater for the deficiencies caused by constructing the M2 as a 4 lane road.
- Major improvements to the public transport system are not likely to eventuate in the northern Sydney Region for a significant number of years and the growth in the north western and western Sydney regions and the Central Coast region will place added demand on the road and transport network of the Northern Sydney region.
- The terms of reference are limited to traffic data and population assumptions but any proposed change of route selection will also raise other related issues of environmental and social impacts. Therefore, if the outcome of the review was to recommend a change to the preferred option, then these other factors need to be considered.

CONSULTATION

This report is prepared in response to consultation being undertaken by DOTARS, in undertaking the review into the F3 to M7 - Orbital corridor selection.

Consultation with residents and State Government authorities has not been possible given the short time frame available in making submissions to the Inquiry.

FINANCIAL CONSIDERATIONS

The proposed work on the road link would be undertaken at the cost of the Australian Government. Due to the limited timeframe available in making a submission, it has not been possible to critically assess the data provided in the interim reports and assistance would be required from an

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independent traffic and transport consultant to assess the predicted travel demands based on the proposed land use redevelopment stemming from the Metropolitan Strategy.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Council's Planning Department has been consulted in the preparation of this report and draft submission to the Inquiry.

SUMMARY

Submissions are invited to the Review of the F3 to M7 corridor selection. The review will consider whether the data and assumptions used in the 2004 F3 to orbital link study were reasonable and whether changes would alter the conclusions reached in the 2003 study. Both the easterly tunnel Type A options, which include the Purple and Yellow options, and the western, Type C options, are being reviewed. The review has specific terms of reference and will essentially concentrate on the preferred Type A options of the purple or yellow links.

A draft submission, based on Council's 2003 submission and updated information is attached to this report. Council's submission is required to be submitted by 13 April 2007 which does not allow time for a detailed examination of the data and interim reports.

RECOMMENDATION

That Council endorses the draft submission and covering letter to be forwarded to the F3 to M7 Review Secretariat.

George Koolik
Manager Traffic and Transport

Greg Piconi
Director Technical Services

Attachments: **A. Submission Cover sheet, Guidelines, Terms of Reference, SKM Newsletter July 2003 and Interim report by Masson Wilson and Twiney Traffic Consultants - 752433, 752435, 752436, 752438, 746666 and 752479**
 B. Proposed draft Submission to the Review and covering letter - 752304, 752630 and 752249



Australian Government

Review of the F3 to M7 Corridor Selection

CALL FOR PUBLIC SUBMISSIONS REVIEW OF F3 TO M7 CORRIDOR SELECTION

On 19 February 2007, The Federal Minister for Local Government, Territories and Roads, the Hon Jim Lloyd MP announced the independent Review of the F3 to M7 Corridor Selection (F3 to Sydney Orbital). The Review Chair, a former Chief Judge of the New South Wales Land and Environment Court, the Hon Mahla Pearlman AO, has now invited the public to make submissions to the Review.

The Terms of Reference for the Review are:

Giving due consideration to the information in the *Interim Report – F3 to Sydney Orbital Corridor Review March 2006*, consider and advise on:

- whether the assumptions and data used in the *F3 to Sydney Orbital Link Study 2004* were valid and reasonable at the time of the study,
- whether changes since the report's publication affecting land use and transport flows in Western Sydney would support any significant changes to these projections, and
- whether any significant changes to those projections would alter the conclusions reached in the *F3 to Sydney Orbital Link Study of April 2004*.

All Submissions must meet the Submission Guidelines. These guidelines and further information on the Review and the public submission process can be found at www.dotars.gov.au/F3toM7review. Alternatively you can contact the F3 to M7 Review Secretariat on 1800 661 904 or by email at ReviewF3toM7@dotars.gov.au or by post at the following address:

F3 to M7 Review Secretariat
PO Box 593
Canberra ACT 2601

All submissions received will be treated as public documents and will be placed on the Review's website for public viewing. People who make a submission may also be invited to attend a meeting, which will be open to the public, to provide further clarification of the content in their submission.

Submissions **must** be received by **5.00pm (AEST) 13 April 2007** to be considered.

www.dotars.gov.au/F3toM7review

Review of F3 to M7 Corridor Selection – Submission Coversheet

Please complete the following table and sign the declaration below.

Please note: If you are submitting this submission electronically, you are also required to mail a hard copy of the signed and completed cover sheet to the Review Secretariat as soon as possible after that date. The Review Chair retains the right to reject submissions which do not meet the requirements set out in this paragraph.

Name:
Address:
Phone Number:
Email:
Submission on behalf of (if applicable):

Declaration

If submitting this submission on behalf of an organisation, group or someone else mentioned above, I warrant that I am duly authorised to put in the submission on their behalf.

I and any parties to the submission understand that the submission will be treated as a public document and will be available on the review website and may be quoted in the final report.

I and any parties to the submission also understand that I/we may be invited by the Review Chair to attend a meeting, which will be open to the public, to clarify points or answer questions the Chair may have in relation to points raised in this submission.

Signature: _____ Date: _____



REVIEW OF THE F3 TO M7 CORRIDOR SELECTION SUBMISSION GUIDELINES

1. The Chair, the Honourable Mahla Pearlman AO, invites written submissions from interested parties (individuals or organisations) to the 2007 independent Review of the F3 to M7 Corridor Selection (“The Review”).
2. Submissions should seek to directly address the Review’s Terms of Reference (see below) and comply with these guidelines. They must not contain defamatory statements. Some further tips for making your Submission more effective are contained below.
3. Submissions can be lodged via email, facsimile or post. Electronic submissions should be saved in rich text format (.rtf) or as a MS Word document (.doc). Other submissions should be written or typed clearly, preferably in black ink. One copy of the submission is sufficient.
4. **Submissions must also attach a completed and signed submission cover sheet** (see attached document), which includes your name, postal address, telephone number and if possible an e-mail address to enable the Review Chair to verify details of the submission. If the submission made is on behalf of an organisation, please indicate this clearly in the cover sheet. Where a Submission is lodged electronically you are also required to mail a hard copy of the signed and completed cover sheet to the Review Secretariat as soon as possible after that date. The Review Chair retains the right to reject submissions which do not meet the requirements set out in this paragraph.
5. **For the purposes of the Review, submissions will be treated as public documents. All submission will be posted on the Review’s website** (www.dotars.gov.au/F3toM7review) for other members of the public to view.
6. The Chair of the Review may also invite those making written submissions to attend a meeting, which will be open to the public, to enable her to follow up or clarify any issues or questions she may have in relation to material contained in their submission.
7. **Please note**, final decisions on potential public fora including meeting dates and locations will only be made by the Review Chair following consideration of Submissions received.
8. Submissions will be acknowledged electronically or in writing. If you have submitted a submission and you do not receive a formal receipt acknowledgment within 5 working days, please contact the Review Secretariat on 1800 661 904.
9. Submissions should be sent by

E-mail to:

reviewF3toM7@dotars.gov.au

Or in writing to:

**The Independent Review of the F3 to M7 Corridor Selection
PO Box 593
CANBERRA ACT 2601**

Or by facsimile on:

(02) 6274 6916

10. The **CLOSING DATE** for receiving submissions is **5.00PM, 13 April 2007**. Acceptance of submissions received after this date will be at the sole discretion of the Review Chair.
11. For any other information or queries about preparing submissions please use the contact details above.

Review of The F3 To M7 Corridor Selection – Terms Of Reference

The Terms of Reference for the Review are listed below (bolded). To assist with the preparation of your submission you may wish to consider the particular areas of interest associated with each Term of Reference.

Giving due consideration to the information in the *Interim Report – F3 to Sydney Orbital Corridor Review March 2006*, consider and advise on:

1. Whether the assumptions and data used in the *F3 to Sydney Orbital Link Study 2004* were valid and reasonable at the time of the study;

Areas of interest for Term of Reference 1 may include, but not necessarily be limited to:

- a. The appropriateness of the analysis and methodology used by the consultant, Sinclair Knight Merz (SKM);
- b. The appropriateness of the options selected for further examination;
- c. The validity of the models used;
- d. The accuracy and appropriateness of assumptions made in the study;
- e. The accuracy and appropriateness of the data used;
- f. Other models and data that were available;
- g. The adequacy of the consultation process and the methodology used to consider and incorporate the input provided.

2. **Whether changes since the report's publication affecting land use and transport flows in Western Sydney would support any significant changes to these projections;**
3. **Whether any significant changes to those projections would alter the conclusions reached in the F3 to Sydney Orbital Link Study of April 2004.**

Areas of interest for Terms of Reference 2 and 3 may include, but not necessarily be limited to:

Changes which might affect the projections, assumptions or conclusions in the report, such as changes to:

- government planning and policy;
- timing of planned project implementation, including cost implications;
- environmental and heritage considerations;
- societal effects, including health impacts;
- provision of public transport;
- economic indicators/benefits;
- transport mix and flows;
- toll arrangements;
- surrounding networks;
- demographics;
- industry and freight/logistics;
- land use.

How To Make Your Submission More Effective

Here are some points to help make your submission more effective.

- Read the Sinclair Knight Merz and Masson Wilson Twiney Reports and relevant background and other material found on the Review web site
- Be brief, simple and clear.
- Be specific, rather than general in your comments.
- Where possible, address each term of reference separately.
- Use dot points and headings to help organise your ideas.
- Attach any factual information you may wish to include which provides further evidence or information in support of the points being made in your submission. Make sure your information or other data is accurate.
- Where a Submission may be lengthy, please include an Executive Summary of the main points.

The Terms of Reference for the Review of the F3 to M7 Corridor Selection are as follows:

Giving due consideration to the information in the *Interim Report – F3 to Sydney Orbital Corridor Review March 2006*, consider and advise on:

- whether the assumptions and data used in the *F3 to Sydney Orbital Link Study 2004* were valid and reasonable at the time of the study;
- whether changes since the report's publication affecting land use and transport flows in Western Sydney would support any significant changes to these projections; and
- whether any significant changes to those projections would alter the conclusions reached in the F3 to Sydney Orbital Link Study of April 2004.

F3 to Sydney Orbital Link Study

Newsletter No. 2 - July 2003

Have your say on the options

The purpose of this newsletter is to provide information on the outcomes of the study to date and invite your comments on four route options that are now under consideration. **Your comments will help the study team develop its recommendations.**

The study

In March 2002 the Federal Government announced the commencement of a study into options for a new National Highway route between the Sydney to Newcastle Freeway (F3) and the Sydney Orbital. The new route would replace Pennant Hills Road as the National Highway.

The aim of this study is to identify a new route that would:

- Alleviate traffic congestion and improve travel reliability on the National Highway.
- Reduce the operating costs of long-distance commercial and freight transport.
- Improve road safety on the National Highway.
- Improve local amenity (reduce traffic, air and noise emissions and severance) for people living and working along Pennant Hills Road.
- Minimise social and environmental impacts during construction and operation.
- Provide opportunities for improved public transport.
- Integrate with the regional transport network.
- Serve the future growth needs of long-distance transport.
- Be economically justifiable and affordable to government.

Pennant Hills Road currently has poor roadside and travelling conditions, with traffic congestion and low traffic speed for long periods of the day. There are large numbers of vehicles on this road, including a high proportion of heavy vehicles, resulting in high noise levels, poor road safety and a general loss of amenity for the local community and road users.

Sinclair Knight Merz is undertaking the study, which is being funded by the Federal Government and coordinated by the New South Wales Roads and Traffic Authority (RTA).

What has happened since Newsletter No 1

An initial newsletter, in April 2002, described the study's scope and invited comments and suggestions.

Since then, environmental, social, economic, transport and engineering studies have been undertaken to identify opportunities and constraints in the study area for developing a new road connection between the F3 and the Sydney Orbital.

A comprehensive community involvement program has been an important part of this process. To date, this has involved:

- Distribution of *Newsletter No 1* to 115,000 households and businesses.
- Information days at five locations in May 2002, attended by about 2,000 people.
- Two rounds of meetings of Community Focus Groups (more are planned).
- More than 2,000 phone calls, e-mails and letters to the study team, expressing community views.

The feedback so far generally supports the construction of a new link that would reduce congestion on Pennant Hills Road. Of concern are potential impacts on properties (including property acquisitions), noise generation, air quality impacts and other impacts on the general amenity of communities.

There is also concern that any new route should avoid impacts on National Parks, bushland reserves and other sensitive environmental areas, such as Berowra Valley Regional Park and Galston Gorge, and impacts on indigenous heritage sites.

IN THIS ISSUE:

The study so far

Why a new link is needed

Process for identifying options

The feasible options

Invitation to comment on the options under consideration

How to submit your comments



Figure 1 - Study Area. The study area extends from the Sydney to Newcastle Freeway (F3) at Kariong, on the Central Coast, to the northern section of the Sydney Orbital, from Dean Park in the west to the M2 Motorway at Macquarie Park in the east.

Facts about Pennant Hills Road:

8 km between the F3 and the Sydney Orbital

Up to 75,000 vehicles per day

10-12% trucks (about half are long articulated vehicles)

Average traffic speeds as low as 14 km/h in peak periods

Road accident rate nearly twice the Sydney average for arterial roads

Why a new link is needed:

- To alleviate poor travelling conditions (traffic congestion, high number of road crashes) on the interim National Highway and surrounding network.
- To improve quality of life and local amenity for people living and working along Pennant Hills Road.
- To improve travel reliability and to reduce vehicle operating costs for long-distance commercial and freight transport.
- To serve the future growth needs of long-distance transport.

Study process for identifying options

Three broad corridor types

In such a large study area, stretching from Kariong on the F3 Freeway in the north to the M2 Motorway and the Western Sydney Orbital in the south, there are numerous possible routes. Many route suggestions have come from the community.

Route options may be grouped into three corridor types:

- **Corridor Type A:** more easterly options, mostly in tunnel, connecting the M2 to the F3 at Wahroonga.
- **Corridor Type B:** central options, connecting the Sydney Orbital between Pennant Hills Road and Dean Park with the F3 north of Hornsby but south of the Hawkesbury River.
- **Corridor Type C:** western options, connecting the Sydney Orbital between Pennant Hills Road and Dean Park with the F3 north of the Hawkesbury River, necessitating a new crossing of the Hawkesbury River.

Assessment of the three broad corridor types

Corridor Types A, B and C have been assessed against a comprehensive range of criteria, including land use characteristics, urban design considerations, economic costs and benefits, environmental and social impacts (beneficial and adverse), transport and traffic conditions and engineering requirements (topography, design considerations, space requirements, relationship with existing roads, interchanges, etc).

Further information has been prepared to provide a more detailed explanation of the assessment of corridor types. This information can be viewed on the study website and at the displays and Council libraries shown on the last page of this newsletter.

The study findings indicate that corridor Type A options are preferred, as they would best meet the project objectives by:

- Reducing traffic volumes and congestion on Pennant Hills Road, potentially by up to 40,000 vehicles per day in 2021.
- Minimising community impacts. All of the corridor Type A options have been developed with most of their length in tunnel. This would minimise the impacts of land acquisition, severance of communities, noise generation and impacts on natural areas. By diverting the highest proportion of traffic off Pennant Hills Road, Type A options would also significantly improve social amenity for existing residents.

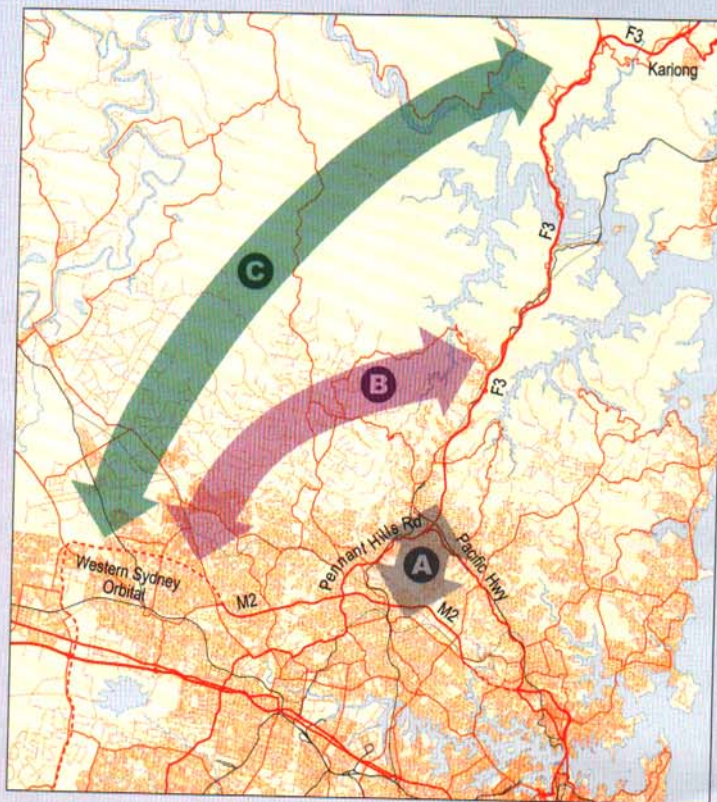


Figure 2 - Broad Corridor Types

Corridor Type A options would generally be less expensive than corridor Type B and C options, with preliminary construction capital cost estimates of between \$1.5 billion and \$2.2 billion in 2003 dollars.

By comparison, Corridor Types B and C would:

- Remove less traffic from Pennant Hills Road (fewer than 10,000 vehicles per day in 2021).
- Require significant land acquisition, sever a number of communities and require greater noise and other environmental mitigation measures.
- Potentially have greater impacts on National Parks, reserves and other bush-land areas, endangered ecological communities and indigenous heritage sites.
- Cost between \$1.6 billion and \$3.6 billion in 2003 dollars to construct.

All three corridor types have potential environmental issues that would need to be fully evaluated and managed.

Public transport and rail freight

The study has also assessed the likely impacts of planned and proposed improvements to local, regional and long-distance public transport and rail freight infrastructure and services between Sydney and the Central Coast.

These initiatives would contribute to sustainable transport, permitting rail to play a much greater role, especially for freight.

Even with large-scale shifts to use of public transport and rail freight however, total road freight transport demand is still forecast to nearly double over the next 20 years.

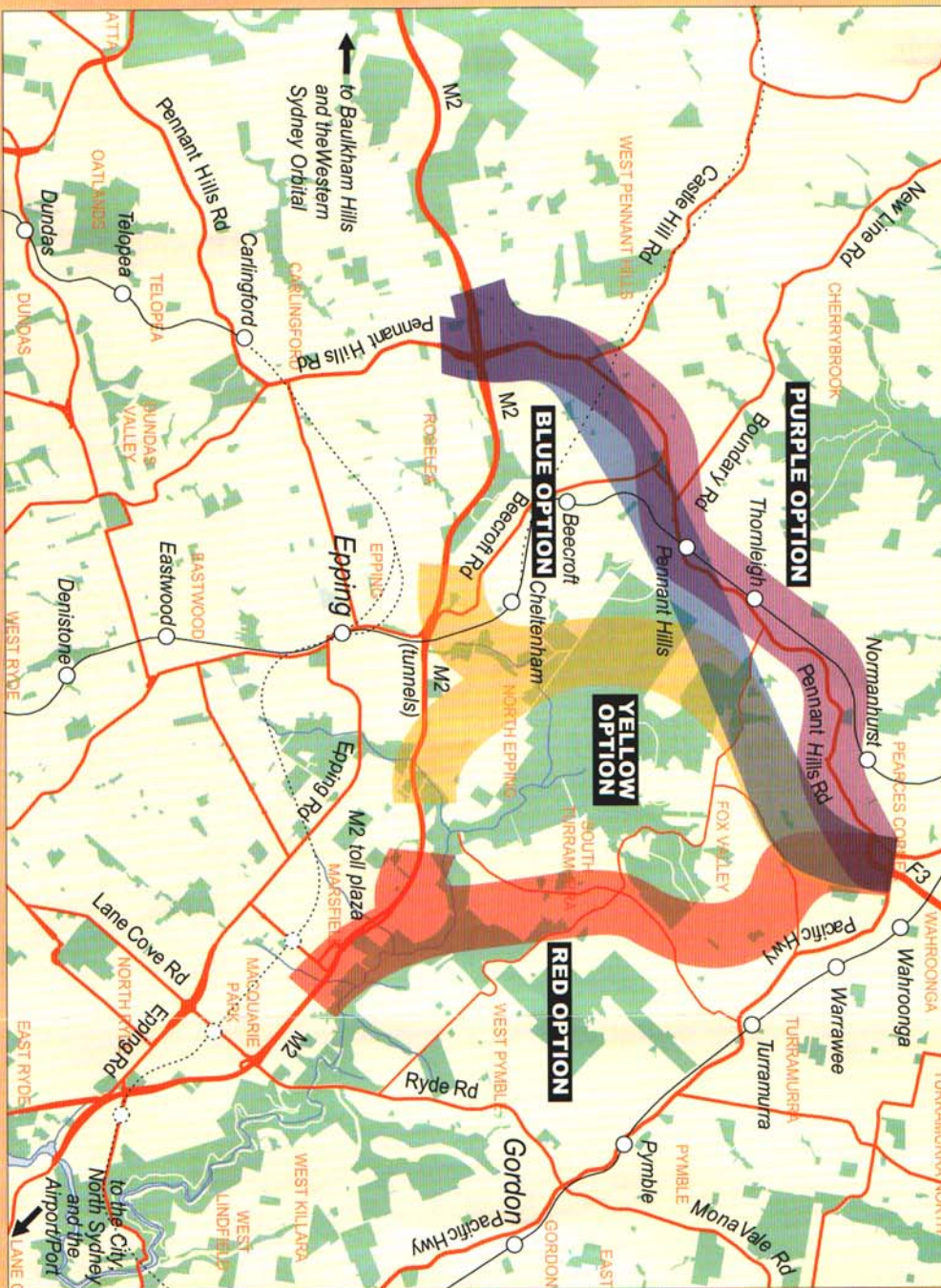
This means that the public transport and rail freight initiatives, by themselves, would not overcome the congestion on Pennant Hills Road.

Four feasible "Type A" tunnel route options

Four feasible corridor "Type A" options have been identified. All four options would mostly be in tunnel. These route options (Purple, Blue, Yellow and Red) are marked on the map below. Each of the options is shown as a wide band, because there is no defined route at this stage.

The final route alignment would be defined as part of detailed environmental impact assessment studies that would be undertaken after a decision on a preferred route. These studies would be documented in the form of an Environmental Impact Statement (EIS), which would be publicly exhibited, and community consultation would continue through that stage.

Each Type A option has differing potential benefits and impacts. Preliminary comparisons, based on investigations carried out and community input to date, are summarised in a Table on the other side of this newsletter. We invite your views on the four "Type A" route options.



Project cost and timing

So far, the study's investigations suggest the capital cost of building the new National Highway link could be up to \$2.2 billion in 2003 dollars.

The study team is investigating ways of achieving value for money, including, for example, dual two-lane rather than dual three-lane tunnels.

Construction of a new link is intended to commence in 2007 following the completion of the Western Sydney Orbital, assuming an acceptable link option can be found, all environmental approvals are obtained, and suitable funding is available. Construction would take approximately four years.

Tunnel options and ventilation stacks

All of the feasible Type A options would mostly be in tunnel and would need to be ventilated through ventilation stacks.

The number and potential locations of these stacks would be assessed as part of the detailed investigations and EIS process following a decision on a preferred route.

Features of the Type A Purple option from the M2 Motorway at Penrith Hills Road to the F3 Freeway at Warragoba

Approximately 7.5 km of dual two or three-lane tunnels plus approximately 500 metres of 4 or 6 lane trench in the vicinity of the Brickyard PI at Thornleigh.

The southern interchange (with the M2) would directly connect the new National Highway link with the M2 (to and from the west only) and Penrith Hills Road (to and from the south). Connections with the M2 to and from the east would be via Penrith Hills Road.

The northern interchange (at Warragoba) would directly connect the new link with the F3 with new links to and from Penrith Hills Road.

Options for these interchanges are still being investigated.

The tunnels would not pass under any major waterways along the route.

Features of the Type A Blue option from the M2 Motorway at Penrith Hills Road to the F3 Freeway at Warragoba

Approximately 8 km of dual two or three-lane tunnels.

The southern interchange (with the M2) would directly connect the new National Highway link with the M2 (to and from the west only) and Penrith Hills Road (to and from the south). Connections with the M2 to and from the east would be via Penrith Hills Road.

The northern interchange (at Warragoba) would directly connect the new link with both the F3 and the Pacific Highway /Penrith Hills Road.

Options for these interchanges are still being investigated.

The tunnels would pass under Coups Creek.

Features of the Type A Yellow option from either side of the M2 Motorway tunnels at North Epping to the F3 Freeway at Warragoba

Approximately 6.5 km of dual two or three-lane tunnels, including a 2.5 km eastern tunnelled connection with the M2 at Terry's Creek, and a 2 km western tunnelled connection with the M2 near Beecroft Road.

The southern interchange (with the M2) would directly connect the new National Highway link with the M2 to and from both the east and the west. Connections with roads to and from the south, such as Lane Cove Road and Penrith Hills Road, would be via the M2.

The northern interchange (at Warragoba) would directly connect the new link with both the F3 and the Pacific Highway /Penrith Hills Road.

Options for these interchanges are still being investigated.

The tunnels would pass under Devils Creek, Lane Cove River and Coups Creek.

Features of the Type A Red option from either side of the M2 Motorway toll plaza at Macquarie Park to the F3 Freeway at Warragoba

Approximately 6.5 km of dual two or three-lane tunnels.

The southern interchange (with the M2) would directly connect the new National Highway link with the M2 to and from both the east and the west. Connections with roads to and from the south, such as Lane Cove Road, would be via the M2, which would need to be widened between Herring Road and Lane Cove Road.

The northern interchange (at Warragoba) would directly connect the new link with both the F3 and the Pacific Highway /Penrith Hills Road.

Options for these interchanges are still being investigated.

The tunnels would pass under Lane Cove River and Coups Creek.

Preliminary comparison of the corridor Type A options

Summary of effects	Purple option	Blue option	Yellow option	Red option
These are <i>not</i> final conclusions by the study team, but may be among the issues you might like to address in your comments and suggestions.				

Transport improvements (based on untolled scenario)

Total vehicles per day on the new link (2021)	80-85,000	80-85,000	70-75,000	70-75,000
Vehicles per day taken off Pennant Hills Road (2021)	35-40,000	35-40,000	about 20,000	about 20,000
Vehicles per day taken off Pacific Highway (2021)	fewer than 1,000	fewer than 1,000	fewer than 5,000	about 5,000
Heavy vehicles per day taken off surface routes (2021)	12,000	12,000	7,000	7,000
Reduction in the number of fatal and serious road crashes per year on arterial roads in the study area (2021)	15	15	10	15
Traffic relief on local roads	All four options would provide some traffic relief on local roads.			
Public transport opportunities	Improved bus access to railway stations and opportunities to introduce transit lanes etc on Pennant Hills Road.		Improved bus access to railway stations.	

Social effects

Relief from existing community severance	Significant relief along Pennant Hills Road.		Some relief along Pennant Hills Road.	
Approximate number of properties potentially directly affected on the surface	20-80	50-130	20-100	20-100
Improvements in amenity and community well-being along Pennant Hills Road	Severance in the vicinity of the Brickyard Pit. Some improvement in noise and air quality.	Most improvement in noise and air quality.	Improvement such as reductions in exhaust emissions and noise.	

Environmental effects

Impacts on flora and fauna, natural areas, waterways, heritage, air quality and noise and vibration	For all four options, similar minimal impacts from the tunnelled routes once they are in operation. Construction impacts would be minimised through the boring of tunnels. Potential impacts and their mitigation would be defined at the environmental impact assessment stage, but no heritage sites or threatened species would be directly affected by these options.			
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Economic effects

Project capital cost (preliminary estimates only)*	\$1.6 - 1.8 billion*	\$1.7- 2.2 billion*	\$1.5 - 1.8 billion*	\$1.5 - 1.8 billion*
Access to ports and markets	Improved access to western and southern Sydney markets.		Improved access to Port Botany and Sydney Airport.	

* These preliminary cost estimates are in 2003 dollars and based on dual three-lane tunnels. Cost estimates would be less if dual two-lane tunnels were constructed. They also depend on the type of interchange with the F3 at Wahroonga and at the intersection with the M2 Motorway.

Longer term needs and options

One of the key messages from consultation with the community has been the need to plan, in an integrated way, for Sydney's land use and transportation requirements, particularly as Sydney grows to a predicted 5 million people over the next 20 years.

The Type A corridor options would best meet the objectives of the project. Importantly, a link of this type would provide earlier traffic relief to Pennant Hills Road once it is constructed. Such a link would integrate with existing transport and land-use plans and effectively service long-distance transport needs until at least 2021.

There are significant uncertainties in predicting population growth, employment patterns and transport needs beyond 2021. An assessment of longer-term transport strategies would need to occur in conjunction with other planning processes for the growth of Sydney.

KU-RING-GAI COUNCIL



SUBMISSION ON THE REVIEW OF THE F3 TO SYDNEY ORBITAL LINK

March 2007

KU-RING-GAI COUNCIL

SUBMISSION ON REVIEW OF F3 TO SYDNEY ORBITAL LINK

INTRODUCTION

Ku-ring-gai Council has resolved to place a submission to review of the F3 to Sydney Orbital Link called in February 2007. Ku-ring-gai Council also forwarded a submission in 2003 based in the original study undertaken by Sinclair Knight and Merz outlining its concerns with the study and lack of proper traffic and transport planning for the northern Sydney Region. Council's submission will relate to the terms of reference, submissions guidelines and information provided to date, however, Council would like to be consulted on any changes to the preferred route that may stem from the review.

The announcement of the proposed link and particularly the apparent dismissal of options Type B and C along with the preference for option Type A has caused great concern in Ku-ring-gai Council and surrounding areas.

Council's concerns have been summarised in this submission but it should be stressed that the responses are general concerns as insufficient detail has been supplied and there has been insufficient time allowed to obtain additional data.

It would be appreciated if Council could be regularly informed and consulted throughout the project so that further responses and submissions can be made when more information is made available.

Below is a list of various issues, suggestions and objections to the proposal that require further assessment and investigation by the review panel:

SUMMARY – COUNCIL'S KEY CONCERNS

- 1. The Carr Government abandoned the B2 Option in 1996, yet all of the Type A Options cover part of that proposal. This is a breach of promises made to our community and presents issues of the legality of the A Options.*
- 2. There has been no indication as to how a link fits into overall planning for Sydney and for NSW. The Parry Report indicates that recently completed tunnels are actually taking patronage from the rail network, which clearly is against sustainability and indicates a lack of overall planning for traffic and transport in NSW and Sydney.*
- 3. The link road is only expected to have a "20 year horizon" and likely to cost of over \$1.6 billion. This cost as well as degradation of the local community amenity is not sensible for a mere 20 year horizon.*
- 4. Previous advice indicated that the exhaust emission stacks will not be filtered. This is clearly unsatisfactory in the light of the poor performance of other recently built Sydney tunnels, and it is unacceptable in terms of community health. Along the route of several of the Type A Options, there are schools, kindergartens, churches, a hospital and shopping centres as well as ovals, aged care facilities and other community facilities.*

5. *There are many serious amenity issues for our residents, and anticipated degradation of our bushland and the National Park and Lane Cove River.*
6. *All Type A options impact on Urban Conservation Area 26 in Wahroonga.*
7. *The options need to address the issues of saturated traffic conditions on the State Road network such as the Pacific Highway and Ryde Road and the consequent diversion of traffic to the regional and local road network. Hence, any decision on the preferred route needs to take into account the reasons why growth levels on main roads is not as high as expected and it can be reasonably assumed that this is because the state roads are at saturation levels. This is evidenced by all major intersections on the Pacific Highway operating at Levels of Service F during peak traffic periods.*
8. *The review should consider the recent changes implemented by the State Government with the Metropolitan Strategy and the proposed future increases in development in the northern Sydney Region.*
9. *The review should not focus on the optimisation of toll roads and should consider the recent impacts that the opening of the M7 Sydney Orbital Link is having on the traffic conditions on the M2 Link.*
10. *Whilst submissions guidelines dictate that any submission should address the terms of reference, it should be noted that the any change from the previously approved link will need to consider the environmental and social impacts associated with any change.*

1. Inadequate time available for Councils and the public to make comments.

The Public Notification calling for submissions was very limited and therefore it is difficult for the public and Councils to be able to make informed and detailed comments on the issues covered in the terms of reference.

2. Previous abandonment of freeway options in the area.

On the 19th June 1996, the then Minister for Roads, the Hon. Michael Knight MP advised the abandonment of the B2/B3 road corridor. Various other options in the Turramurra and South Turramurra area had been abandoned and rezoned earlier. (C1,B1)

In his statement, the Minister stated that abandoning the road corridor would allow 11 hectares of bushland across the Lane Cove River Valley and near Fox Valley to be protected and that the decision reaffirmed the commitment of the Labor Government to the environment.

The Minister also stated that the decision also brought to an end decades of uncertainty for home owners along the route and abandoning the corridor dispelled the fears of residents and environmentalists once and for all by removing the possibility that any future Government could build a road which would destroy this bushland.

The decision to include the Type A Yellow and Red options is totally contrary to this decision. Council has always opposed any road through this environmentally sensitive area whether it is a surface road or a tunnel.

In particular, those residents that have bought since the abandonment of the corridor are likely to suffer a loss in property values with the construction of this link. There may be as many as hundreds of residents living in properties purchased after the abandonment.

All Type A options impact on the Wahroonga area in the B1/B2/B3 corridor area and any road option in this area will severely impact on property values and quality of life. Each of the A options covers a part of a previously abandoned corridor, whether above or below ground.

Acquisitions may occur, yet residents of the area have been previously advised that there will be no road to be built in this area and have purchased properties with this understanding. Consequently, their property values will be affected by these options.

♦ Impact on property values

Any road option that passes under properties will have impact on property values as there are likely to be impacts of vibrations and potential structural impacts from both construction and operational activities. Residents should be compensated for any stratum acquisition as this will impact on property values. Precedent for this has been set with the construction of the M5 east where a buy-back scheme was offered to residents.

Reopening parts of the corridors raises issues of equity and the potential for legal redress on the part of owners and residents, who have a reasonable expectation that the corridors will not be reopened even in part and even if underground. The community has the right to expect that they will be free from exhaust stacks, portals, and damage to the bushland and National Park.

Another issue is that if the B2/3 had been built 7 years ago instead of the corridor's being abandoned, that road would now be at or close to saturation.

All Type A Options represent short term planning.

3. Overall Planning for Sydney

A. Sustainable Cities 2025 Discussion Paper

The proposals do not fit the Visionary Objectives for a Sustainable City and fails to adequately address community expectations of a socially, environmentally and economically sustainable project in that:

- i. The proposals are for a 20 year horizon, and thus in no way provide a sustainable transport network.
- ii. The study is constructed around the motor vehicle and will encourage a culture heavily dependent on the motor vehicle. This leads to urban sprawl, smog and air pollution.

With the focus on removing traffic from Pennant Hills Road, the project does not adequately address the need to expand the use of public transport and less dependence on private transport or of increased rail freight.

The proposal does not cater for the long term public transport needs of the growth areas of the north-west sector of Sydney and the Central Coast.

Consideration needs to be given on how this link will assist access to railway stations or freight rail lines. Further information is required on how this link will connect with public transport to substantiate the information claimed in the background report.

The link should take into consideration access to the Liverpool-Parramatta transit link and the proposed Parramatta Rail link and connection to the north-west sector of Sydney.

- iii. The proposals do not preserve bushland, significant heritage and urban green zones as per the document. Urban Conservation Area 26 will be reduced in size and richness, and urban green zones will contain exhaust stacks and lose their attractiveness for users because of the unfiltered emissions.
- iv. There is not a commitment to green construction as the exhaust stacks are not to be filtered, and there is the stated possibility of bridging the Lane Cove River.

A sustainable city enhances and integrates the economic, social and ecological well-being of current and future generations. This can be implemented by a) reducing smog and greenhouse gases from transport, b) reducing the sprawl of cities in rural and bushland areas, c) reducing the physical, social and emotional damage from traffic in our cities and d) making our cities more people-oriented and less car-oriented.

According to the Australian Greenhouse Office, transport contributed almost 15% of the net national greenhouse gas emissions in 2000 and emissions from trucks and light commercial vehicles increased by more than 32% over the last decade. This was the fastest growth of any sector. This growth is expected to continue with emissions expected to rise by 35% in a 'business-as-usual' case by 2010.

It is inherently unsustainable to have urban development strategies based on continuous growth in the use of cars.

National Greenhouse Strategy developed by the Commonwealth and State and Territory Governments (1998), states that:

“Australia will actively contribute to the global effort to stabilise greenhouse gas concentrations in the atmosphere at a level that would prevent dangerous interference with the climate system and within a time frame sufficient to:

- allow ecosystems to adapt naturally to climate change;*
- ensure that food production is not threatened; and*
- enable economic development to proceed in a sustainable way.”*

The promotion of linear or even exponential growth in road transport through additional road development is contrary to the government's undertaking to actively contribute to the global effort toward reducing greenhouse gas emissions.

B. Findings of the Parry Report

- i. That there is very little evidence of a long-term strategic approach to transport planning. This is patently evident in the present study.
- ii. Authorities have not considered multiple transport modes.
- iii. New tunnelled roadways such as the M5 east are taking patronage from existing rail lines.
- iv. New motorways such as the M5 East have been big generators of additional road traffic.

None of the above situations is sustainable and the links proposed, especially the YELLOW and RED Options, will likewise take people from the rail network and create additional road traffic.

C. Existing traffic congestion

Ku-ring-gai Council has always been concerned about the volume of through traffic that passes through the Council area and in 1999, Council commissioned a study of the Traffic and Transport throughout Ku-ring-gai. Whilst the study mainly addressed the impact of increased residential development throughout the area, it also took into account the current and future trends of traffic and public transport. A copy of the executive summary is attached to this submission as **Appendix A**.

The findings indicated that the public transport system is nearing saturation during peak conditions and there is extensive rat-running of traffic through the local road network because of the inability of the arterial and sub-arterial road network to cater for the current traffic and expected growth. Outlying areas of Sydney's north west and the Central Coast are continuing to grow at rapid levels and a high proportion of the traffic generated from these areas passes through this area.

Traffic congestion on the Pacific Highway, Mona Vale Road, Ryde Road, the M2 and Pennant Hills Road are at saturation levels during peak periods and the proposal does not consider the future traffic growth of these outlying areas sufficiently enough.

The State Government has recently abandoned the fast link train proposal for the Central Coast and instead seems to be content to rely on road transport to cater for a massive

predicted population growth on the Central Coast over the next 20 years. This is shortsighted planning and is unacceptable.

D. Growth areas and traffic generations

The preferred type A options are further away from the growth areas of the north-west sector and the Central Coast and further investigation should be carried out to determine a better link for these areas and better freight transport.

The actual link study was to investigate a link between the new Sydney Orbital with the F3. The preferred option utilises the connection to the M2 to either Pennant Hills Road or further east rather than a more direct link with the F3. The F3 from Gosford to the Pacific Highway is already congested in peak periods so the direct connection at Wahroonga is only expected to worsen the situation in the future and serious consideration should be given to connecting to the F3 further north to avoid this major congestion area. Instead State and Federal Governments are widening the F3 to 3 lanes in each direction and we are informed there will be a need to further widen the F3 within approximately 25 years. Again this is not sensible planning.

Forcing traffic at these squeeze points will not solve the future traffic needs of Sydney as the demand from these growth areas get greater.

The link with the Sydney Orbital needs to be more direct and further investigation needs to be given to connecting the end of the Sydney Orbital closer to Old Windsor Road and to the F3 north of Hornsby rather than diverting traffic back onto the M2 and then through a parallel route to Pennant Hills Road.

The preferred option does not appear to address the likely future congestion on the M2 from the expected traffic growth from the north-west sector and the travel patterns of traffic from these areas. This is evidenced by the recent changes to the M2 where altered line marking has created an extra west bound lane.

The study and the traffic figures are also based on freeway conditions and further investigation needs to be given if the link becomes a tollway. As such, the volume of traffic using the link will be significantly less and will not meet the objectives of the project, as users will look to alternatives to paying tolls. The road will not be cost effective if tolls are applied.

E. Project Objectives

The original project objectives tend to be too focused on the relief of traffic on Pennant Hills Road and there is no information that enables a proper assessment of the traffic patterns and origins and destinations. Whilst it is recognised that Pennant Hills Road is heavily congested, the proposal does not address the other problem areas on the state arterial network.

One of the reasons given for not selecting options B and C as the preferred option is based on the lower volumes of traffic using the link and the lower volumes of traffic taken off Pennant Hills Road. There is no indication on how these traffic figures in the study are obtained and further justification needs to be given on how this assessment was obtained. Conversely, a connection closer to the end of the Sydney Orbital near Baulkham Hills may take more traffic off Pennant Hills Road and the M2 and this needs further investigation.

4. Environmental Impacts

A. Ventilation Stacks and Air Quality

i. Size and location

Residents need to know more information on the likely location of ventilation stacks and intake chambers as stacks at other locations are known to be more than 30 metres high and their presence will have a major visual impact on the area.

Residents were previously advised by the Member for Bradfield's staff that the ventilation stacks are only 10 metres high and while this will place less visual impact on the environment, it will cause greater air quality issues.

It is clear this information is known at this level, so why is the information not included in the background information or newsletters.

The inclusion of ventilation stacks for this proposal particularly around the Lane Cove Valley will have a cumulative effect on the environment of this area given that ventilation stacks are to be installed as part of the Lane Cove tunnel.

ii. Vulnerable communities

Council is concerned about the potential location of ventilation stacks near vulnerable facilities such as hospitals, pre-school centres, schools, aged care facilities, churches and residential properties.

Air pollutants such as carbon monoxide, nitrous oxide and benzene are likely to cause health hazards for nearby residents and therefore it is important that ventilation stacks are filtered. The Local Federal Member for Bradfield has supported the installation of filtering of ventilation stacks.

Also, noise generation from mechanical equipment will impact on nearby residents and therefore, ventilation stacks and intake chambers need to be located well clear of residential properties.

The EPA guidelines of 50ppm over 30 minutes for carbon monoxide concentrations and other pollutants in tunnels will result in more ventilation stacks. Hence more visual pollution and impact on the amenity of the area.

iii. Effect on environment

a. Air quality

Proposed exhaust stacks could potentially cause a significant environmental impacts including human health and on the natural bushland of the area. The exhaust fumes will be concentrated at point sources that would cause acute localised effects from chemical and particulate pollution. The effects would be direct from gas and particle emissions and indirect from being dissolved in rainfall and through biological magnification through local ecosystems (Eg. heavy metals).

Exhaust emissions would potentially impact on wildlife via toxicity of gasses such as carbon monoxide and cyclic carbon compounds such as benzene. Fauna such as frogs including the

threatened Red-crowned Toadlet would be adversely effected by such pollutants. Aquatic life would also be impacted on as more pollutants made their way into waterways. Exhaust pollutants can also be corrosive to geological features such as sandstone cliffs common in this area so impacts on the scenic value of natural places. Local aboriginal sites would also suffer from similar effects.

The strong anabatic/katabatic wind systems of the upper Lane Cove and Warrawee Valleys would be expected to spread exhaust stack emissions into residential areas along valleys, including the Lane Cove Valley, particularly on relatively still and air inversion nights.

b. Noise Impacts

It is anticipated that further traffic noise will be generated at tunnel entrances particularly around the Wahroonga area and may result in further or increased heights of noise walls and therefore may be difficult achieving noise attenuation criteria.

Should the Lane Cove River be bridged there will be major noise impacts for hundreds of households in West Pymble and South Turramurra.

Recreational use of the Lane Cove Valley including use of the Great North Walk will be impacted upon adversely.

There will also be noise from intake chambers, whose location and number we do not know.

c. The Sydney Harbour Catchment Blueprint

Proposals for the YELLOW and RED Options do not accord with the Sydney Harbour Catchment Blueprint first order objectives:

1. In association with the community, to ensure that natural resource and environmental management of the Sydney Harbour Catchment Management Board area is integrated and consistent with the preservation, maintenance and enhancement of the natural environment, scenic values and appropriate recreational activities of and for the catchment.
2. In association with the community, to achieve the preservation and enhancement of biodiversity throughout the catchment area including aquatic and terrestrial environments.
3. In association with the community, to recognise and preserve cultural heritage as it relates to our natural environment.
4. In association with the community, to support and promote urban communities with Ecologically Sustainable Development.

This is yet another NSW Policy Document that has been ignored in formulating these options.

d. Environmentally Sensitive Areas and Vulnerable Species

As indicated above, the bushland throughout this area has been identified as an environmentally sensitive area with identified threatened species of both flora and fauna. A list of the threatened species is attached as **Appendix B**

As part of the rezoning process following the abandonment of the B2/B3 corridor, PlanningNSW engaged Gareth McKenzie and associates to undertake an environmental assessment of the corridor and the recommendations of this report resulted in 40% of the corridor remaining as open space (natural bushland).

Formal assessment of the options should address:

1. To what degree the final works will impact environmental values and attributes of the area.
2. What impacts will occur and to what extent will they occur during the period of access and construction.
3. Specific approvals required in terms of access onto Council's Crown and National Parks may be required.

The proposed routes in the Type A options, particularly the Yellow and Red Options, for the Sydney orbital have a high potential for causing environmental damage. The proposed routes will pass through an area containing the largest remaining bushland reserves in the upper Lane Cove Valley (Pennant Hill Park and Twin Creeks reserve for example). This area contains a relatively high biological diversity including at least 25 threatened fauna species, 13 threatened plants, one threatened bird population and 4 threatened ecological communities. Due to its key position the area provides important biological linkages and natural buffer between the upper and lower north shore. Attachment details list of specific endangered communities and threatened species within the area covered by the options.

All the proposed Type A options could significantly impact upon two endangered ecological communities at the entry point off the F3 as they required large entry trenches that would clear or greatly disturbs local vegetation. Bluegum High Forest and Sydney Turpentine Ironbark Forest both occur in the area of the proposed tunnel entrances to all route options. If the tunnels disturb the local hydrology below these and all other native plant communities along the proposed routes it could have major impacts on the viability of the bushland.

The construction and operation of the proposal could potentially affect the watercourses through erosion and transportation of material, generation of pollutants during operation and disturbance of groundwater.

The F3 already creates a severance of the community and the inclusion of any of the type A options will worsen this situation.

5. Social Impacts

a. Acquisitions and Property Values

The determination of the final route will determine the location of stacks and portals and as such which does not give any indication of where houses may be resumed. This has led to lowering of property values over a very large area of Wahroonga, Warrawee, Turramurra and South Turramurra. The uncertainty is also causing great distress to local residents who do not know the full impact on their properties or their local facilities. This situation may continue for some months or even years.

As well, people will be reluctant to spend money on upgrades to their properties for fear of this money being wasted.

Acquisitions should be at full pre-announcement market value, and there should be compensation for those who have a tunnel beneath their property also.

The issue of the abandonment of various motorway corridors is also leading to serious social impacts on those who bought after the abandonment.

b. Local Amenity

The local community is incensed at this proposal and the impact it will have on their community. The close proximity of the Sans Hospital, local schools and aged care facilities will be adversely affected by the air pollutants from the nearby ventilation stacks.

All of the Type A options impact on the local amenity of the area.

c. Recreation Needs Survey

The Recreation Needs Survey conducted by KMC in 1989 indicates that 1 in 5 households use the bushland of Wahroonga (Postcode 2076) and South Turramurra (Postcode 2074) at least once a week for recreation ie bushwalking, walking the dog etc. Exhaust stacks in the Lane Cove Valley, or a bridge over the Lane Cove River, would severely curtail these leisure activities of local residents. This is unacceptable also in terms of the Sustainable Cities 2025 Discussion Paper.

d. Loss of Local Character – Urban Conservation Area 26

A section of the Wahroonga area is currently being investigated as a Draft Urban Conservation Area (UCA 26) and any road through this area will impact on this proposed conservation area.

The Ku-ring-gai Urban Conservation Precinct No. 26 was identified by the National Trust in 1996- it consists of an area of large single storey 1920's, 1930's and 1940's houses with some post World War II houses in the centre of the precinct.

The uniform appearance of the area stems from its well-established landscape. Housing in the area consists predominantly of houses on medium to large –size lots. There are a few unsympathetic alterations or intrusions into the area.

The area possesses streetscape integrity due to the established nature of well-landscaped gardens and street planting.

The area has uniformity of housing style including colour, form and architectural detail that gives the area a harmonious appearance.

The predominance of the 1930's and 1940s housing styles illustrates the important influence of British housing ideals and styles on Australia and the large houses reflect the increasing affluence of the middle class

Council, is currently undertaking a review of the proposed National Trust Conservation Areas including Precinct No.26 to include the areas as formal heritage conservation areas under the Ku-ring-gai Planning Scheme Ordinance.

Report of Heritage Advisory Committee on UCA 26- in part:

Boundary Description Commencing at the intersection of the Sydney-Newcastle Freeway and the North Shore Railway line proceed east along the railway line to the rear boundaries of the properties on the east side of Neringah Avenue South. Proceed south along those boundaries to the rear boundaries of the properties on the north side of the Pacific Highway. Proceed west along those boundaries to Neringah Avenue South then proceed south along Neringah Avenue South to the Pacific Highway. Proceed east and south along the highway to the east boundary of 1498 Pacific Highway and proceed south

along that boundary to the rear boundaries of the properties on the south side of the Pacific Highway. Proceed west along those rear boundaries and the rear boundaries of the properties on the south side of Fox Valley Road to the west boundary of 120 Fox Valley Road. Proceed north along that boundary to Fox Valley Road then proceed east along Fox Valley Road to the rear boundaries of the properties on the west side of Cyrus Avenue. Proceed north along those boundaries to the creek. Follow the creek north to the rear boundaries of the properties on the west side of Lucinda Avenue then proceed north along those boundaries to the Pacific Highway. Continue north along the east boundary of the Freeway to its intersection with the North Shore Railway line.

The area most affected by the Orbital link will be those properties along either side of Lucinda Avenue from both sides of Fox Valley Road up to Warwilla Avenue bordering Exeter Rd and Strone Avenue; and both sides of Bundarra Avenue South commencing at the Pacific Highway; and a length of Fox Valley Road commencing at Strone Avenue and terminating at a point level with Koora Avenue.

History – Captain John Hunter and Captain Arthur Phillip led the first expeditions north of Sydney Cove into the tribal lands of the Gurringai soon after the landing of the first fleet, searching for suitable agricultural land and fresh water. Rock carvings are the only evidence of Aboriginal habitation. In 1896 a large expanse of bushland was reserved as parkland and named Ku-ring-gai Chase for the original inhabitants. This name was also adopted by the shire that was established in 1906 and the municipality, which was gazetted in 1928.^[1]

Description The Ku-ring-gai Urban Conservation Area Precinct 26 consists of an area of large single-storey 1920s, 1930s, and 1940s houses with some post-World War II houses in the centre of the precinct. One of the most significant landmarks of this precinct is the interwar mansion, Mahratta, constructed at the corner of the Pacific Highway and Fox Valley Road.

The uniform appearance of the precinct has developed from its well-established landscape marked by remnant eucalypt stands and exotic trees in well-established private gardens.

Housing in the precinct consists predominantly of houses on medium-sized to large-sized lots. There are a few unsympathetic alterations and intrusive developments in the precinct.

The precinct epitomises the character of Ku-ring-gai in the excellent intact nature of its houses, their gardens and generous street planting.

Statement of Significance Ku-ring-gai Urban Conservation Area Precinct 26 is significant because:

- § The area possesses streetscape integrity due to the established nature of the well-landscaped gardens and street planting harmonising with stands of remnant native trees.*
- § The area has uniformity of housing style including colour, form and architectural detail that gives the area a harmonious appearance.*
- § The precinct contains houses designed by notable architects such as Hardy Wilson, Bruce Dellit, Agnew and Power and Adam as well as fine examples of interwar architecture.*

- § *The predominance of the 1930s and 1940s housing styles illustrates the important influence of British and in some cases, American, housing ideals and styles on Australian architecture*
- § *The large houses reflect the increasing affluence of the middle class particularly before and during the interwar years*
- § *It reflects the availability of finance enabling the middle class to borrow money and finance the purchase of a house.*
- § *It epitomises the great diversion of funds in Australia from private investment in industry and infrastructure to 'non-productive' investment in private housing.*

6. Design Characteristics

i. Design grades

The topography of the area through the Lane Cove Valley and Coups Creek is considered to be steep and preliminary investigation appears to indicate that the grades to achieve tunnelling under the Lane Cove Valley will be greater than 8% to gain access to the M2 and therefore may force bridging over the valley.

Council will strongly object to any bridging of the valley because of its adverse environmental impacts on both the natural bushland and the nearby residential community.

The long length of tunnel will have an impact on evacuation particularly in the event of a major bushfire.

ii. Natural features

The location of watercourses and creek beds will create construction difficulties and also impact heavily on the environment.

Tunnelling may also result in effects on the groundwater table and therefore impact on the natural bushland. There is also a volcanic diatreme and breccia in the area, which need to be avoided at all costs because of the geological rarity of these formations.

Areas of geological faults are considered to be present in areas around the red and yellow options and this needs to be investigated. Early investigation may determine that these routes are unsuitable for construction of a tunnel and if so this advice needs to be communicated to residents as soon as possible.

7. CONCLUSION

Council does not support any of the type A options as all options impact on the Wahroonga area. Council also consider that the yellow and red options may give rise to a legal challenge as they are adjacent to the abandoned B1/B2/B3 and C1 corridors and residents of this area have been misled by the advice of the State Government authorities that there will be no road through this area particularly those which purchased their properties after the 1996 announcement.

Further consideration needs to be given to locating the link closer to the end of the Sydney Orbital road to cater for the expected growth of this area. Also, the link should be located further north of the F3 intersection with Pennant Hills Road to avoid major traffic congestion at this area and impact on nearby properties.

Council and the residents want to be kept regularly informed as the project develops and be given the opportunity to input into the decision making process.

Whilst Council understands that there is further opportunity to comment when the Environmental Impact Statement is placed on exhibition, it is normally too late to object to the preferred option. Therefore, Council wants to be continually kept informed on the project as it develops.

Ku-ring-gai Municipal Council

Traffic & Transport Base Study

Study Report

January 2000

EXECUTIVE SUMMARY

BACKGROUND

The purpose of this study is to provide Ku-ring-gai Council with base information upon which to develop a Residential Development Strategy for Ku-ring-gai.

The Residential Development Strategy will need to consider the changes occurring in Sydney's transportation system as a whole. It is stressed therefore, that traffic problems in Ku-ring-gai cannot be addressed in isolation of surrounding areas and the greater Sydney area because of the significant impact of through traffic on local areas.

Demographic Data

- The estimated resident population based on the 1996 census was approximately 105,000. Over the fifteen year period between 1981 and 1996, there was an approximate 2% decrease in Ku-ring-gai's population.
- The most common family type is a couple with children.
- Residential properties in Ku-ring-gai are predominantly single detached houses.
- Managers, administrators and professionals are the major occupational groups.
- 1996 Census data shows that 57.5% of households in Ku-ring-gai own two or more vehicles, with only 6% of households not having a vehicle. Average vehicle ownership is 1.44 persons per vehicle.

Journey-To-Work Data

- A quarter of JTW trips are destined within Ku-ring-gai, and a significant proportion are destined to the Sydney CBD area, including South Sydney.
- Approximately 23.3% are public transport trips and 70.5% car trips.
- Analysis of the modal use of residents in various locations at different distances from railway stations indicated a significant reduction in public transport usage as people live further away from a station.
- Employment areas in close proximity to rail stations show significantly higher public transport use than those located 1,500 m from a rail station.
- The inclination to catch public transport to work is determined more by location / distance parameters than socio-economic levels.

Home Interview Survey

- Most of the trips generated in Ku-ring-gai are local trips with destinations in Ku-ring-gai. Apart from a small amount of transit trips (about 5%) in week days, almost all other trips are car trips.

- The modal share for transit trips destined to the Sydney CBD on weekdays is relatively high but drops to less than half the weekday value for weekend travel.
- Where there is little or no penalty to car use, Ku-ring-gai residents use their vehicle. The weekday survey data shows high levels of car use to nearby locations within the municipality or to Hornsby and Ryde. The weekend survey data, however, shows almost universal car use to many areas.
- To destinations where Ku-ring-gai residents are obliged to travel through congested areas, and where there is limited scope for parking, people are more likely to use public transport.
- When travelling to destinations that are poorly served by public transport, Ku-ring-gai residents are more likely to drive rather than endure the public transport service.

ROAD NETWORK / TRAFFIC ISSUES

Existing Conditions

The study area is dominated by two major (regional) arterial roads, with a number of regional roads and major local roads. Some local roads carry substantial amounts of traffic and play an important function in the road network, typically as 'rat-runs' which bypass the congested regional roads.

Major roads in Ku-ring-gai generally have below average levels of service during peak periods, LOS D to E (see *Table 3.3*).

A significant proportion of local roads, where traffic counts are available, have traffic flows exceeding the residential environmental capacity, while some are performing functions beyond their official classification of a local road (see *Table 3.4*).

A number of intersections have been identified to have degree of saturation (DS) values exceeding those for optimum operation, 0.80 - 0.85 (see *Table 3.5*). These are mainly along arterial Roads. The following table shows those intersections with DS values over 0.85. Generally in metropolitan Sydney, RTA would prefer, where possible, to keep intersection at a level of service (represented by DS values) at D or better.

Intersection	DS Value (>0.85)	
	AM Peak	PM Peak
Pacific Highway/Fox Valley Road	0.87	-
Pacific Highway/Kissing Point Road	1.01	-
Pacific Highway/Rohini Street	1.03	1.01
Pacific Highway/Telegraph Road	-	0.98
Pacific Highway/Livingstone	1.02	1.05
Pacific Highway/Park Avenue/Dumaresq Street	0.98	1.09
Pacific Highway/Clanville Road	1.0	-
Pacific Highway/Boundary Street	1.0	0.97
Pacific Highway/Balfour Street	0.97	-
Mona Vale Road/Yanko Road	0.89	-
Mona Vale Road/Lady Game Drive	0.89	0.87
Archibold Road/Boundary Street	0.85	-

Road Network Deficiencies / Local Issues

A number of major deficiencies of the road network and/or problem areas in Ku-ring-gai have been identified. These include:

- lack of defined sub-arterial roads and road connectivity
- termination of the F3 Freeway at Pacific Highway / Pennant Hills Road
- lack of direct connections between the eastern and the western sides of Pacific Highway
- Peak hour local traffic congestion is mainly caused by 'rat-running' due to access restrictions onto the arterial road system as a result of increases in external traffic
- railway station access
- pedestrian related accidents located at busy commercial centres
- school related traffic congestion

Current RTA road network upgrade proposals within the Ku-ring-gai area are few and will have minimal direct effect on Ku-ring-gai's road network performance. It is considered, however, that road proposals (see Transport Network Modelling Working Paper) within the whole Sydney-wide road network, will have an indirect effect on road network performance within Ku-ring-gai.

PARKING ISSUES

Council controls 52 car park areas in Ku-ring-gai, providing 2,944 car parking spaces.

Provision for customer parking in commercial centres is perceived as closely linked to profitability while at the same time, each short term parking space can potentially generate 16 or more car trips per day. Therefore, commercial centre parking strategies will need to be based on available resources and local politics agreed upon by Council, formulated to achieve both short term and long term transport objectives.

Currently there are no resident parking schemes operating in Ku-ring-gai and it is considered to be inappropriate for Council to introduce resident parking permits (see *Section 6.3*). However, it is recommended Council examine the feasibility of introducing time restrictions for parking along streets within short walking distance to railway stations.

Surveys indicate the majority of occupants of parking spaces at or near railway stations in Ku-ring-gai are local residents.

As a general policy, Council should consider minimising employee parking in major centres by including strategies such as:

- limiting available free on-street parking spaces within and around commercial / employment centres; and
- limiting the amount of employee parking provision for any development at locations where public transport facilities are available.

RAIL TRANSPORT

Existing Conditions

The existing North Shore rail services are considered to be operating at an acceptable level of service to cater for the needs of Ku-ring-gai residents. Passenger survey results generally indicate there is spare capacity at various times during the peak period.

During peak periods, the North Shore Line is limited to its *operational* capacity of 14 trains per hour due to the fact that it is running mixed services. There is substantial opportunity to increase the spare capacity by modifications to operating patterns which would permit the line capacity to approach its *physical* capacity of 20 trains per hour. The line capacity down stream and loading conditions at City stations will limit the amount of trains that can be introduced on the North Shore Line.

There is scope for quadruplicating the line, effectively doubling capacity to 40 trains per hour, when future increases in demand occur. Because of line capacity issues it is likely that quadruplication will take place on the Lower North Shore line sooner than on the Upper North Shore line. However difficulties still exist due to limitations on the number of rail lines the Harbour Bridge can support.

Future Rail Proposals

The Parramatta-Chatswood Rail Link (PCRL) is scheduled to commence operation in 2006. In general, while the line will be at capacity between Chatswood and Central, there will be an increase in spare passenger capacity on the trains within Ku-ring-gai.

The "*Parramatta Rail Link EIS*" indicates there will be a substantial reduction in regional traffic as a result of the proposed link, although traffic on local streets around proposed stations may increase. It is considered existing local streets around proposed new stations are able to cater for the expected traffic growth although increase congestion due to parking and kiss-n-ride may occur.

CityRail has indicated that the Epping-Castle Hill Rail Link will probably rely on quadruplication of the North Shore Line between Chatswood and Central due to an increase in train travel demand from Epping.

All future rail proposals will provide an attractive alternative to a large number of motorists and could be expected to reduce car travel demand along arterials within Ku-ring-gai.

BUS TRANSPORT

Three major bus operators run 15 routes within and into the Ku-ring-gai area.

Bus services in Ku-ring-gai suffer predominantly from traffic congestion associated with high levels of car use. Furthermore, the provision of attractive levels of bus service in Ku-ring-gai is hampered by low residential densities, hilly topography, a non-grid street layout and high levels of car ownership.

There are ways to improve bus services, such as additional routes and smaller buses serving all stations. However, apart from school routes, bus services in Ku-ring-gai are currently operating well below capacity and additional bus services may not be economically viable.

A number of proposals have been made. These include:

- Councillor Tony Hall's suggested bus services between Terry Hills/Warriewood and Macquarie Centre/North Ryde.
- A community bus service financed by Shop-keepers for the elderly.

TRANSPORT NETWORK MODELLING RESULTS

While this transport study focuses on the Ku-ring-gai LGA, the NETANAL modelling encompasses the greater Sydney Metropolitan area to effectively evaluate the traffic generations from existing and future regional land use variations and developments for each specific model year.

For this study, metropolitan road networks have been developed and include all completed and programmed RTA roadworks up to 2016.

The model developed for this study includes all major roads and relevant local roads, including recognised 'rat runs', which carry significant traffic through the Ku-ring-gai area.

The model also identified critical intersections and intersections which will be affected by natural traffic growth and growths due to various housing choice strategies assumed for the study.

PROPOSED DEVELOPMENT SCENARIOS

The three scenarios of geographical development distribution are outlined as follows:

1. Existing development pattern with current population growth (base case);
2. Development along the railway corridor and St Ives; and
3. Development along the rail corridor, St Ives and local commercial nodes.

Growth sub-scenarios were adopted for the two latter scenarios, as follows:

- 'low' growth (5% over 25 years);
- 'medium' growth (10% over 25 years); and
- 'high' growth (15% over 25 years).

It is assumed existing trip generation rates will not significantly change in the short and medium terms. To forecast transport demand, the following generation rates were used for each scenario:

- Scenario 1: 22% (current average rail mode split in Ku-ring-gai)
- Scenario 2: 40% (high rail mode split for residences close to rail line)
- Scenario 3: 28% (average of a 40% rail mode split for the rail corridor and St Ives and an 18% mode split for local centres)

SUMMARY OF ROAD NETWORK / TRAFFIC IMPACTS

Scenario 1: Existing Land Use and Current Population Growth

The current land use and population growth of Sydney region will have serious traffic impact on the road network in Ku-ring-gai resulting in significant reduction in intersection performance along the main arterial roads in 2016, particularly Pacific Highway. This is the case even with the improved network proposed by the RTA as well as any traffic measures introduced with the Ku-ring-gai Municipality.

Major intersections identified to be of serious concern are:

Pacific Highway with:

1. Fox Valley Road
2. Rohini Street (Eastern Rd)
3. Livingstone Avenue
4. Park Avenue
5. Balfour Street / Havilah Road

6. Clanville Road

Mona Vale Road / Ryde Road with:

1. Pentecost Road (AM peak)
2. Telegraph Road (AM peak)
3. Yanko Road
4. Lady Game Drive

Scenario 2: Development Along Rail Corridor and St Ives (40% average mode split)

The impacts on the network operation of the proposed growth scenarios are significantly minor compared with the assumed natural traffic growth of Sydney. While there is not a great deal difference between the sub-scenarios (5% - 10% growth) in terms of network impact, the 15% growth scenarios will affect the operation of some intersections which could be sustained with lower growth rates.

The network modelling identifies the following critical intersections (in 2016 network with assumed natural traffic growth) which are affected significantly with the different growth rates:

5% Growth

Pacific Highway with:

1. Coonanbarra Road
2. Kissing Point Road
3. Mona Vale Road
4. Park Avenue
5. Boundary Road

Mona Vale Road / Ryde Road with:

1. Yanko Road

10% Growth

Pacific Highway with:

1. Coonanbarra Road
2. Kissing Point Road
3. Mona Vale Road
4. Park Avenue
5. Boundary Road

Mona Vale Road / Ryde Road with:

1. Link Road
2. Pentecost Road

3. Telegraph Road

4. Yanko Road

15% Growth

Pacific Highway with:

1. Coonanbarra Road

2. Kissing Point Road

3. Bobbin Head Road

4. Mona Vale Road

5. Park Avenue

6. Boundary Road

Mona Vale Road / Ryde Road with:

1. Telegraph Road

2. Pentecost Road

3. Yanko Road

***Scenario 3: Development Along Rail Corridor, St Ives and Local Centres
(28% average mode split)***

This scenario has significant less effect on the network operation than Scenario 2, despite a lower mode split to rail assumed. The following intersections have been identified to be critical:

5% Growth

Pacific Highway intersections:

1. Boundary Road

Mona Vale Road / Ryde Road with:

1. Pentecost Road

2. Yanko Road

10% Growth

Pacific Highway with:

1. Kissing Point Road

2. Mona Vale Rd

3. Boundary Road

Mona Vale Road / Ryde Road with:

1. Telegraph Road

2. Pentecost Road

3. Yanko Road

15% Growth

Pacific Highway with:

1. Kissing Point Road
2. Mona Vale Rd
3. Boundary Road

Mona Vale Road / Ryde Road with:

1. Link Road
2. Telegraph Road
3. Pentecost Road
4. Yanko Road

SUMMARY OF RAIL IMPACTS

Scenario 1: Existing Land Use and Current Population Growth

The impacts of existing land use and current population growth are minimal in the short term but medium and long term impacts will depend on the projected travel demand originated from Hornsby and beyond.

The “*Parramatta Rail Link EIS*” shows a moderate projected increase and the proposed improvements to the North Shore Line are considered to provide adequate service to cater for the existing growth, although with a minor reduction in level of service.

Scenario 2: Development Along Rail Corridor and St Ives (40% mode split)

5% Growth

This level of increase is sustainable in terms of impacts on rail services, without significant reduction in existing levels of service.

10% Growth

This level of increase is sustainable in terms of impacts on rail services, with some reduction in existing levels of service. The seating capacity will be reached in 2025, or when full increase is reached.

15% Growth

This level of increase can be accommodated with a significant reduction in existing levels of service. The seating capacity may be reached before maximum population increase is reached.

Scenario 3: Development Along Rail Corridor, St Ives and Local Centres (28% mode split)

5% Growth

This level of increase is sustainable.

10% Growth

This level of increase is sustainable with some reduction in existing levels of service.

15% Growth

This level of increase can be sustained, albeit with a significant reduction in existing levels of service.

BUS OPERATION IMPACTS

Based on existing travel data, bus operations would not be adversely affected by increases in population because the number of trips made by bus would only increase marginally.

However, any improvements to bus services would be appropriate, whether population growth takes place or not, in order to attract patronage and reduce private vehicle mode split.

Improvement options include the creation of fully or semi-dedicated transit lanes (eg. bus lanes, T2 or T3 lanes) and bus priority at signalised intersections.

PARKING & RAIL STATION IMPACTS

There will be an increased demand for parking facilities at railway stations due to an increase in population and mode split to rail. It is recommended that Council should not increase parking provisions for development in the vicinity of the rail line. Free on-street parking spaces should be limited within and around commercial / employment centres, and for any development at locations where public transport facilities are available.

Any additional trips to railway stations should be encouraged to either be walk trips, bicycle trips, bus link trips or, less optimally, kiss'n'ride trips.

There will be a need therefore, to plan for the provision of better transport interchange facilities such as kiss'n'ride bays, bicycle parking and bus bays at most stations within Ku-ring-gai.

OVERALL IMPACTS OF INCREASE IN HOUSING CHOICE

- There will be minimal impact on the rail service with up to a 10% overall increase in population, for Scenario 2 (concentrating along rail corridor and St Ives). For a 15% population increase, a significant reduction in level of service would be experienced. To maintain the existing level of service, between 4 to 7 trains will be required in the future during the peak two hour period. This requirement will not exceed the existing line capacity, but will put pressure on the section of the North Shore Line south of Chatswood, mainly due to the impact of the Parramatta Rail Link.

The impact on Scenario 2 will be less significant. This scenario can be sustained in terms of public transport up to 10% growth.

- Increased mode split due to increased housing choice along the railway corridor and other major centres may increase the need for parking near the railway stations, unless most of the increased trips are either walk, kiss-n-

ride, or bus link trips. Provision of parking at railway stations will affect traffic growth near the stations as demonstrated in the network modelling.

- The network modelling indicates that the natural growth will be critical. Intersections identified as critical intersection will need to be improved under the natural growth scenario before considerations can be given to provide housing choice scenarios in Ku-ring-gai.
- There is not a lot of difference in traffic impact between Scenarios 2 and 3. Most impacts occur in Scenario 1 (natural growth). In terms of network operations, Scenario 2 and 3 with up to 10% growth may be sustained with improvements in intersection operation of those critical intersections identified.

RECOMMENDATIONS FOR GREATER HOUSING CHOICE

The following recommendations for housing choice developments are appropriate:

- Appropriate actions should be taken by road authorities to minimise impacts due to external natural traffic growth. These actions include both improvements to intersection access and appropriate transport policy to improve public transport usage and minimise the use of the private vehicle for commuting.
- Generally up to 10% growth in population within the municipality can be sustained in terms of transport impact, provided impacts due to natural growth can be suitably resolved.
- Scenario 2 for concentrated development along the rail corridor and at St Ives is generally favoured for future development of greater housing choice in terms of more convenient access to rail transport. The locations and the types of housing should be restricted to those suitable for people without use of the car.
- Scenario 3 for dispersed development will have less public transport impact but in general, have similar traffic impact than Scenario 2. Development in local centres may occur as long as local traffic impact studies do not reveal major effects on the local road network operation.

Details of recommended areas potentially suitable for greater housing choice are shown in *Figure 10*.

SUMMARY OF RECOMMENDED ACTIONS

The following is a summary of actions by Council as conditions for greater housing strategy at major centres and along the railway corridor:

1. Limiting available free and un-restricted on-street parking within and around commercial centres and at railway stations
2. Review of existing parking code for development of residential units at, or near railway stations to limit the parking provision to one space per unit with two bedrooms or more. No parking space should be permitted for

studios and one-bedroom apartments. Sufficient off-street visitor parking should be imposed.

3. Revise Council Section 94 plan to ensure developers would bear the cost of transport infrastructure provision directly affected by any future development.
4. Council strictly imposes a traffic impact study report be provided by an independent Traffic Consultant, preferably appointed by Council, to examine issues and impacts of every development proposal under the housing strategy.
5. Council ensure that future development be dispersed and not concentrated in one or two particular areas. Cumulative effects of multiple development proposals must be taken into consideration.
6. Future Sepp5 proposals should be restricted to areas where public transport is within 5 minutes of walking time by people over 55 (topography and distance taken into account) and parking restrictions apply. Sepp5 housing must not be rented out to people below 55.

APPENDIX B

Threatened species that occur or are likely to occur in the upper Lane Cove Area NSW Threatened Species Conservation Act (1995) (NB others are recorded for other parts of Ku-ring-gai Council area and may occur here)		
Scientific Name	Common Name	Species of National Significance (* EPBC listed)
Birds		
<i>Nettapus coromandelianus</i>	Cotton Pygmy-Goose	
<i>Callocephalon fimbriatum</i>	Gang-gang Cockatoo (Endangered Population)	
<i>Calyptorhynchus lathami</i>	Glossy Black-Cockatoo	
<i>Ptilinopus regina</i>	Rose-crowned Fruit-dove	
<i>Ptilinopus superbus</i>	Superb Fruit-Dove	
<i>Xanthomyza phrygia</i>	Regent Honeyeater	Yes
<i>Dasyornis brachypterus</i>	Eastern Bristlebird	Yes
<i>Stagonopleura guttata</i>	Diamond Firetail	
<i>Lathamus discolor</i>	Swift Parrot	Yes
<i>Neophema pulchella</i>	Torquoise Parrot	
<i>Polytelis swainsonii</i>	Swift Parrot	Yes
<i>Ninox connivens</i>	Barking Owl	
<i>Ninox strenua</i>	Powerful Owl	
<i>Tyto novaehollandiae</i>	Masked Owl	
Fish (Freshwater)		
<i>Macquaria australasica</i>	Maquarie Perch	
Frogs		
<i>Litoria aurea</i>	Green and Golden Bell Frog	Yes
<i>Heleioporus australiacus</i>	Giant Burrowing Frog	Yes
<i>Pseudophryne australis</i>	Red-crowned Toadlet	
Mammals		
<i>Dasyurus maculatus</i>	Spotted-tailed Quoll	Yes
<i>Saccolaimus flaviventris</i>	Yellow-bellied Sheath-tail Bat	
<i>Mormopterus norfolkensis</i>	Eastern Freetail Bat	
<i>Phascogalea cinerea</i>	Koala	
<i>Pteropus poliocephalus</i>	Grey-headed Flying-fox	Yes
<i>Chalinolobus dwyeri</i>	Large Pied Bat	Yes
<i>Miniopterus schreibersii</i>	Eastern Bent-wing Bat	Yes
<i>Scoteanax rueppellii</i>	Greater Broad-nosed Bat	
Plants		
<i>Acacia bynoeana</i>		
<i>Acacia gordonii</i>		Yes
<i>Acacia pubescens</i>	Hairy Wattle	Yes
<i>Callistemon linearifolius</i>		
<i>Darwinia biflora</i>		Yes
<i>Deyeuxia appressa</i>		Yes
<i>Dillwynia tenuifolia</i>		Yes
<i>Epacris purpurascens</i> var. <i>purpurascens</i>		
<i>Grevillea caleyi</i>	Caley's Grevillea	Yes
<i>Haloragodendron lucasii</i>	Hal	Yes
<i>Leptospermum deanei</i>		Yes
<i>Melaleuca deanei</i>	Deane's Melaleuca	Yes
<i>Tetradlea glandulosa</i>		Yes
* EPBC = Environment Protection and Conservation Biodiversity Conservation Act (1999) Environment Australia		

Threatened Ecological Communities that occur or upper Lane Cove Area NSW Threatened Species Conservation Act (1995)
Bluegum High Forest
Duffys Forest Vegetation Community
Sydney Turpentine Ironbark Forest
Hygrocybeae of Lane Cove Park (fungal community)

Contact: Greg Piconi

Reference: S02301 /
26 March 2007

~~130101200230121302301230008013~~
F3 to M7 Review Secretariat

GPO Box 593
CANBERRA ACT 2601

Dear Sir

REVIEW OF F3 TO M7 CORRIDOR SELECTION

Reference is made to the call for public submissions on the Review of the F3 to M7 Corridor Selection and enclosed is a copy of Ku-ring-gai Council's submission to the review panel.

The main points of Council's submission can be summarised as follows:

- The assumptions and data used in the F3 to Sydney Orbital Link Study 2004 were considered relevant at the time but since then there has been the implementation of the Metropolitan Strategy, changes in land use patterns and the opening of the M7 – Sydney Orbital Link. The impacts of these changes need to be assessed against the assumptions made in the previous study. Under the Metropolitan Strategy, it is anticipated that Ku-ring-gai Council will experience at least a 10% population increase along the Pacific Highway and railway corridor and Council's traffic studies have shown that traffic generation from the proposed development will heavily impact on the Pacific Highway. The figures shown in Table 9 of Section 3.6 of the Interim Report is inconsistent with the anticipated growth along the Pacific Highway Corridor.
- The proposed lower predicted levels of growth on the Pacific Highway and Ryde Road due peak traffic conditions could be attributed to the roads being at saturation levels and any traffic growth is diverted to alternative links such as regional and local roads. The broader road network needs to be included in the modelling and the assessment should not be limited to the main road network.
- The assessment of the preferred option should not focus on optimising tolling revenue and the Transurban study appears to have this criterion as one of its main objectives. The Sydney road network is now heavily dependant on toll roads. The State Government has provided minimal improvements to the road network because of the toll roads and relies on local government to upgrade and maintain its road network to overcome the deficiencies created by the

inadequate main road network. The State Government places controls on Local Government with regard to proposed traffic changes and consequently Councils are facing added pressure on issues associated with increased development, damage to local roads, road safety and residential amenity. Any new link needs to be sufficiently wide enough to help cater for the inefficient main road network and the likely growth expected over the next 20 years.

- The opening of the M7 – Sydney Orbital link has now created additional traffic on the M2 because of the inefficient M4 and changes are soon to be implemented on the M2 to enable widening from 3 lanes to 2 lanes west bound to help cater for the deficiencies caused by constructing the M2 as a 4 lane road.
- Major improvements to the public transport system are not likely to eventuate in the northern Sydney Region for a significant number of years and the growth in the north western and western Sydney regions and the Central Coast region will place added demand on the road and transport network of the Northern Sydney region.
- The terms of reference are limited to traffic data and population assumptions but any proposed change of route selection will also raise other related issues of environmental and social impacts. Therefore, if the outcome of the review was to recommend a change to the preferred option, then these other factors need to be considered.

If you require any additional information on Council's submission, please contact Council's Director, Technical Services, Mr Greg Piconi on 9424 0796.

Yours sincerely

Cr Nick Ebbeck
MAYOR

ALTERNATE DELEGATE TO THE HORNSBY/ KU-RING-GAI BUSHFIRE MANAGEMENT COMMITTEE

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

For Council to nominate an alternate delegate to the Hornsby/ Ku-ring-gai Bushfire Management Committee.

BACKGROUND:

Councillor Andrew is currently the delegate for the Hornsby/ Ku-ring-gai Bushfire Management Committee. This Committee meets twice a year to discuss and approve various strategies and programs affecting the management of bushfire in the region. No alternate has been nominated to this Committee.

COMMENTS:

The next meeting of the Hornsby/ Ku-ring-gai Bushfire Management Committee is on Wednesday 18 April 2007. Councillor Andrew has recently indicated she is unable to attend. As there is no alternate, Ku-ring-gai Council will not have formal representation in accordance with the membership arrangements of the Committee.

RECOMMENDATION:

That Council nominates an alternate delegate to the Hornsby/ Ku-ring-gai Bushfire Management Committee.

PURPOSE OF REPORT

For Council to nominate an alternate delegate to the Hornsby/ Ku-ring-gai Bushfire Management Committee.

BACKGROUND

On the 7 September 2006 Council gave consideration to a report on Councillor representation on community committees and organisation. At this meeting it was resolved that Councillor Andrew would be appointed the representative to the Hornsby/ Ku-ring-gai Bushfire Management Committee. The terms of membership to this Committee require a Councillor community representative with staff representation via the subordinate Committees such as the Fuel Management Committee. One of the significant roles of the Hornsby/ Ku-ring-gai Bushfire Management Committee is to approve the forthcoming year's fuel management program. A draft of this program was reported to Council on 27 March 2007 as part of the minutes of the Bushland Catchments and Natural Areas Reference Group meeting of Monday 19 February 2007.

COMMENTS

The next meeting of the Hornsby/ Ku-ring-gai Bushfire Management Committee is on Wednesday 18 April 2007. Councillor Andrew has indicated that she is unable to attend and as such there will be no official representation by Ku-ring-gai Council. This report recommends that Council appoint an alternate to the Committee to represent Ku-ring-gai Council. This alternate would need to attend the next meeting on Wednesday 18 April 2007 and a copy of the agenda for this meeting is attached to this report.

CONSULTATION

The NSW Rural Fire Service has been consulted on this matter.

FINANCIAL CONSIDERATIONS

Not applicable

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Not applicable

SUMMARY

Council does not currently have an alternate for the Hornsby/ Ku-ring-gai Bushfire Management Committee. As Councillor Andrew is unable to attend the meeting of Wednesday 18 April 2007, an alternate is required to represent Council on matters relating to bushfire within the region.

RECOMMENDATION

That Council appoint an alternate to the Hornsby/Ku-ring-gai Bushfire Management Committee.

Peter Davies
**Manager Sustainability & Natural
Environments**

Steven Head
Director Open Space & Planning

Attachments: **Agenda for meeting of Wednesday 18 April 2007 - 756750**

HORNSBY/KU-RING-GAI BUSHFIRE MANAGEMENT COMMITTEE

AGENDA

FOR THE 63RD MEETING TO BE HELD ON WEDNESDAY 18TH OF APRIL 2007, COMMENCING AT 1030 HOURS AT THE HORNSBY DISTRICT OFFICE

1. WELCOME AND INTRODUCTIONS
2. APOLOGIES
3. CONFIRMATION OF MINUTES OF SIXTY-SECOND MEETING 2006 HELD ON THE ON 5TH OF APRIL 2006
4. BUSINESS ARISING FROM THE PREVIOUS MINUTES
 - A. GENERAL
5. CORRESPONDENCE
6. OTHER BUSINESS
 - A. PROGRESS ON BFRMP STRATEGIES/TASKS (REPORT FROM EACH ORGANISATION/AGENCY)
7. GENERAL BUSINESS
 - A. S44 MT KURING-GAI FIRE DEBRIEF FROM BFMC MEMBERS
 - B. 2007/2008 FGUEL MANAGEMENT PROGRAM
 - C. TASK REGISTER (NEW)
8. DATE OF NEXT MEETING
9. CLOSE

ATTACHMENTS:

- A. PREVIOUS MINUTES
- B. CORRESPONDANCE REGISTER
- C. REPORT ON BFRMP STRATEGIES (TO REPORTED ON BY EACH BE ORGANISATION/AGENCY)
- D. 2007 -2008 FUEL MANAGEMENT PROGRAM (CD TO BE MAILED)