

KU-RING-GAI COUNCIL



SUBMISSION ON THE REVIEW OF THE F3 TO SYDNEY ORBITAL LINK

March 2007

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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, submission 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 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 submission guidelines dictate that any submission should address the terms of reference, it should be noted that 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 Turrumurra and South Turrumurra 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 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 fail 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 significant environmental impacts on 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. 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 it may be difficult to achieve 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 on 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 Land and National Parks.

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. Appendix B details 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 it requires large entry trenches that would clear or greatly disturb 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 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 SAN 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 Ku-ring-gai Municipal Council 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.

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 considers 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 who 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.

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 Sheathtail Bat	
<i>Mormopterus norfolkensis</i>	Eastern Freetail Bat	
<i>Phascolarctos cinereus</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>Tetratheca 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)