

Dear Judge Pearlman

I seek to place my dissenting submission to that of Ku-ring-gai Council to your Review in the terms below, supporting the Purple option of type A from the 2004 Study.

Under the NSW Government's urban consolidation policy and the Metropolitan Strategy for Sydney, Ku-ring-gai Council was directed under s.55 of the EP&A act , ((gazetted 28 May 2004), to provide Local Environment Plans (LEPs' 194/200) to accommodate a further 10,000 dwellings mainly along the Pacific Highway corridor from the F3 south to the Willoughby City council border. These projected increases in population over the next 20 years in the Ku-ring-gai LGA were not known when the 2004 study was completed.

However due to this change the effectiveness of SH1 will be seriously eroded by local traffic alone if nothing is done as submitted by Ku-ring-gai Council.

In 2000, as part of a GHD traffic study that Ku-ring-gai council commissioned for its housing strategy, modelling clearly demonstrated that a single two way road link between the F3 at Wahroonga and the closest point to the M2 would reduce the through traffic on the Pacific Highway between Wahroonga and Ryde Road Pymble by up to 60% . This modelling is available from GHD and the council.

This significant improvement to the future quality of life of residents in Ku-ring-gai with its attendant traffic safety opportunities cannot be dismissed and must be taken into account by your Review.

I would appreciate these dissenting comments being considered and I am prepared to address the Review if deemed necessary.

Yours sincerely



Cr Tony Hall
Ku-ring-gai Councillor since 1987.
(Mayor 1999/2000)

Former senior advisor to the NSW Minister for Local Government and Highways 1965/72.

Public Statement by Cr Hall

It was not unexpected that Ku-ring-gai Council again voted to reject all of the options under Type A to be reviewed as an alternative road link between the F3 and M2 motorways.

The North Shore Times' report of 28 March, 2007 "Alternatives now in orbit" aptly describes this Council's "take no action" submission to the Pearlman Review.

I dissented from this recent decision on the same grounds I did so in October 2003, on the basis that the purple option of Type A was the best option for Ku-ring-gai residents. In fact the Federal Member for Bradfield Dr Brendan Nelson came to the same conclusion in 2003 when submitting his views to the 2004 Inquiry into the missing northern link to complete the Sydney Orbital Road network.

Ku-ring-gai Council on the other hand has again voted for the review to consider the options (discounted in 2004) for a ring road around Hornsby that optimistically could be built next century.

It is mind-boggling that we have the NRMA calling for the state government to fix Sydney's severe traffic congestion,

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the federal government seeking to reduce northern Sydney's traffic problems at its cost and a large Council on the north shore with "its head in the sand" attitude rejecting the tunnel/surface route along Pennant Hills Road to connect the F3 at Wahroonga to the M2 , the "missing link."

The Ku-ring-gai Transport and Traffic Study committee I chaired in 2000 for Ku-ring-gai's Housing strategy direction clearly demonstrated that through traffic using the Pacific Highway from the F3 at Wahroonga to Ryde Road Pymble could be reduced by up to 60% if the alternative route was constructed.

Cr Tony Hall
Ku-ring-gai mayor 1999/2000)
St Ives

Submission by Councillor Tony Hall, Ku-ring-gai Council.

I enclose the Ku-ring-gai Council's resolution of 23rd September 2003 in response to your advertisement for submissions.

In so doing I stand by my amendment:

"A. That Council endorses the submission to Sinclair Knight Merz on the proposed link and the preferred options and forwards the submission to SKM before 3 October 2003. *Obvious*

B. That Council writes to the Local, State and Federal Members, and the Greens Party their support for opposition to the Type A options. "

and dissent from the submission resolved by this Council.

I also take issue in the submission relating to number 4. Environmental Impacts and the views expressed by the Council relating to "the Member of Bradfield's staff that the ventilation stacks are only 10 metres high" and submit the Members' letter in the matter as the correct view expressed by Dr Nelson to his constituents.

A transport corridor as proposed in the Type A Purple option and supported by S.T.E.P. personnel rather than a commuter use corridor is to my mind the appropriate one.

Submitted for your kind consideration.

Cr Tony Hall
St Ives Ward
Ku-ring-gai Council

Why not GTD who did the 2000 Report?

Attachment 1

Extract from the Traffic and Transport Study, Traffic Modelling Working Paper produced by Sims Varley Traffic Systems for Ku-ring-gai Council dated 18 January 2000. (Available from Ku-ring-gai Council, Mr Piccoli). On page 5, Executive Summary, this report concluded;

"Pennant Hills Road and Ryde Road currently provide access to the M2 motorway. The modelling reveals that a direct connection, under freeway conditions, would relieve congestion on the Pacific Highway and Ryde Road, improving the ability of the road network to support the population growth proposed."

Note: This working paper has never been disclosed until this letter, since its publication in 2000. Further analysis in this report demonstrates a significant reduction of traffic congestion for Yanko Road and Comenarra Parkway as well by a direct F3 to M2 link. I was responsible as Chair, for initiating this report.

Attachment 2

In the conclusions of the Ku-ring-gai Traffic and Transport Base Study published January 2000 copy enclosed and the supervisory report to attachment (1), the following comment at p.107 was made:

"The absence of a link between the F3 Freeway and the M2 Motorway exerts a significant amount of traffic load (through traffic) on Pacific Highway Traffic modelling has shown that this link, if connected today (2000), would reduce south bound flows by 1,150 vph on Pacific

Highway in the peak hour." Therefore it is clear that a link would improve traffic flows and further investigations will be required to determine, appropriate connections.

In this Report produced by G.H.D. for the Council's Residential Development Strategy, a precursor to the requirements for the NSW Government's Metropolitan Strategy 2007, the Network Modelling Link Volumes (National Growth) of the Road Section – East of F3 Freeway, Wahroonga was 3,629 vph at AM Peak (page 91).

Therefore the F3 to M2 direct link modelled demonstrated a reduction of 60% of through traffic in this Section at 2000.

This conclusion was suppressed by successive Ku-ring-gai Council and not provided officially by Council resolution to the 2004 Review to my knowledge.

As explained in my submission I support the purple option (Type A) as it represents the most appropriate link for the benefit of Ku-ring-gai LGA residents as well as for Hornsby Shire residents. This is a minority view not shared by Ku-ring-gai Council.

Attachment 3

Ku-ring-gai Council's resolution of 7 April 2007 (Minute No. 102/07) rejecting my motion for the Purple option.

Attachment 4

Ku-ring-gai Council's resolution of 23 September 2003 (Minute No. 777 of 2003), rejecting my motion for the Purple option.

Note: In neither of the staff reports to these resolutions were the Transport & Traffic Study conclusion and the working paper disclosed to Council in 2003 nor 2007 decisions.

Attachment 5

Copies of recent local press articles relating to the Review. I believe, in providing this submission I am acting on behalf of the majority of Ku-ring-gai residents and in the public interest.