



BRIEFING NOTE

JOINT REGIONAL PLANNING PANEL (SYDNEY WEST REGION)

JRPP No	2013SYW013
DA Number	DA/1370/2012 (Lodged 21 December 2012)
Local Government Area	Hornsby Shire Council
Proposed Development	Demolition of existing dwellings and construction of 4 x 5 storey residential flat buildings containing 110 units
Street Address	7-15 Fisher Avenue & 2-6 Trebor Road, Pennant Hills
Applicant	Boronia Estates

INTRODUCTION

This Briefing Note is to advise the Joint Regional Planning Panel of matters that have arisen in respect to the Planning Report JRPP No. 2013SYW013 and includes recommendation for an additional condition.

1. LATE SUBMISSION - MR PETER WAITE

Mr Peter Waite and others have raised issues regarding the methodology and results of the traffic and parking report prepared by Varga Traffic Planning for the proponent of the DA. The list of traffic issues was obtained from a submission to Council made by Mr Waite on 2 November 2013 and an email sent by Mr Waite to Suzie Jattan of Planning NSW on 14 December 2013 (refer copy attached).

Issue 1: My concerns are all about traffic and parking. Whilst VARGA's traffic report recognised St Agathas Primary School, it failed to take into account Pennant Hills Infants school in Trebor Road, Pennant Hills Primary School in Weemala Road or the College opposite St Agathas School. This has not been amended or addressed.

Traffic volumes record all traffic using a road, regardless of where the demand is generated. The traffic volumes used in the Varga report includes vehicles generated by all local schools.

Issue 2: The amended traffic report is virtually the same with five pages of 'R.O.A.R. Data' and five pages of 'Movement Summaries' supplied by 'Akelik' dated 5 March 2013. R.O.A.R's pedestrian data has highlighted the 0700 AM and 1715-1815 PM period whilst the school AM and PM times are often when most of the problems exist at the Trebor Road intersection. Providing data without relevant dates and assessments that laypersons can understand under the statutory community consultative processes are meaningless.

Local school traffic generates considerable volumes in Trebor Road in the period 8:30 to 9:30 and 3:00 to 3:30 while the road network traffic peaks tend to precede the school peaks in the morning and follow in the afternoon. The road network and school traffic peaks often do not coincide.

In addition, school related congestion is not only due to the volume of traffic, there are considerable delays caused by cars and buses manoeuvring in and out of parking spots and pedestrians using pedestrian crossings. The congestion near schools is selectively managed in consultation with the Police and RMS to ensure the speed environment is kept low to reduce pedestrian risk, and non local traffic is deterred from using the road as a short cut. Roads serving schools will always have a high degree of delay for this reason.

While Trebor Road experiences congestion during the school peak, Varga has correctly used the higher road network peak, which captures the worst case scenario for all movements at the intersection with Pennant Hills Road. Delays on Pennant Hills Road cause delays in Trebor Road.

Issue 3: On 26 August 2013 I submitted a GIPA application seeking clarification of Varga's claims. Council determined the application on 24 September 2013. At 2, and 3. Council stated "Council considers the methodology and assumptions made in Varga's report are reasonable and in accordance with accepted engineering practise. At 7 "Documents

independently held by Council to substantiate Varga's claim "the proposed development will be 'statistically insignificant' and will not have any unacceptable traffic implications in terms of road network capacity. Each of these statements are opinions and have not been supported with relevant evidence.

These are professional opinions based on current best practise.

Issue 4: *I accepted council's offer at 5 to the have the modelling data produced by email on 1 October 2013. As yet I have not received that data. As a consequence I cannot finalise my submission. Whilst noting the date for submissions has been extended, I request a further extension of 14 days after I have received Council's Modelling data and any other material to substantiate its opinions.*

Council's traffic data was sent to Mr Waite on 27 November 2013. It appears from his comments that he has reviewed the data.

Issue 5: *The last par on page 25 (Varga Report) refers to the proposed F3 - M2 tunnel and infers it will solve the traffic problems. The 2004 SKM report on which it is based has been selectively edited and used out of context. The tunnel proposal is based on flawed assumptions I have raised with the Minister Gay, Hornsby Council and six other NSROC councils as well as Gosford Council. I have also raised serious issues about fraud in this matter that nobody wants to have investigated. My concerns about the F3 - M2 tunnel were also published in my full page add in the Christmas edition of the '2120 and beyond Monthly Chronicle'.*

In 2012, the NSW Government received an unsolicited proposal from Transurban and Westlink M7 shareholders to design, build, operate, maintain and finance a tolled motorway linking the F3 Freeway, at Wahroonga to the Hills M2 Motorway at West Pennant Hills. The environmental impacts are in the process of being assessed. Construction is scheduled to start December 2014 with completion in 2018. It is anticipated that delays on Pennant Hills Road will be significantly reduced after 2018.

Issue 6: *Under the GIPA Act I established when Council proposed to change the Hornsby LEP it was based on a traffic study that had not been completed. When the study was finalised and released to me in November 2013 it was dated 2008 and the figures for the Pennant Hills - Trebor Road AM and PM traffic counts were greater than those submitted by the applicant that were made in February 2013.*

Council obtained the data in 2008 to assist with traffic modelling for the Housing Strategy. The data showed that the operation of Trebor Road is influenced by the operation of Pennant Hills Road. The variation between the Council's 2008 counts Varga data obtained in 2013 can be due to seasonal fluctuations and day to day variations in traffic flow on Pennant Hills Road. Both counts confirm that when Pennant Hills Road is not flowing freely traffic cannot leave Trebor Road and this extends delays for vehicles trying to exit Trebor Road in the AM peak.

2. SYDNEY WATER REQUIREMENTS

Sydney Water contacted Council following concerns raised by one of its customers regarding the proposed development and impact on existing sewerage mains.

Following receipt of details from Council concerning the proposal Sydney Water provided advice of its requirements for the development (refer copy letter attached). The requirements are addressed by Condition No. 5 g, Condition No. 9 and Condition No. 38.

3. ADDITIONAL CONDITION

The Planning Report at Section 2.12.10 recommends a condition for privacy louvers for proposed units 67, 73 and 79, however a condition is not included under Schedule 1.

The following condition is recommended:

Installation of Privacy Devices

The following device(s) must be installed to maintain an element of privacy.

- a) Balconies for Units 67, 73 and 79 must be fitted with sliding stackable louvered metal screens extendable to the full width of the balconies;
- b) All glass balustrades for units within Blocks A, B, C and D must be translucent glass.

The conditions under Schedule 1 are to be renumbered from Condition No. 47 accordingly.



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