
Project:	F3 to Sydney Orbital Link Study		
Place of Meeting:	Dural Country Club, Dural	Date of Meeting:	12 June 2002, 7pm
Present:	Hari Kishan (HK) Peter Prince (PP) Margaret Harvie Leonie Delisser David Holst (DH) 11 representatives of the community including people from the following organisations; Galston Chamber of Commerce, Quarry Road Action Group, Jessica Place Bushcare Group, Galston Area Residents Association Inc, Carter Road Action Group, Round Corner Village Residents Association Inc.	Organisation:	Roads and Traffic Authority (RTA) Sinclair Knight Merz team

Purpose of Meeting Community Focus Group Meeting Number One

1) **Welcome and Introductions**

- DH welcomed the participants and thanked them for their participation
 - DH gave overview of the agenda and the outcome being sought, including the following:
 - the identification of the issues that are important to the community
 - sense of the importance of those issues to the community
 - some ranking of which issues are most important
 - output that could be used by the study team in the identification of feasible options
 - There was an introduction of all of the participants including the RTA and Sinclair Knight Merz team members.
 - DH presented an overview of the community consultation program and how participation in the CFG fits into that process. It is planned to have two more rounds of meetings. These are currently scheduled for the week beginning 29 July 2002 and the week beginning 23 September 2002 (during the options display period). These meetings will; report on feedback from the community; update on the studies for the feasible scheme options; provide opportunity for community participants to discuss the implications of any particular option; provide feedback to the study team on the options.
 - The participants agreed to the Community Focus Group key activities and responsibilities, these being to;
 - be given information on the project and its progress
 - act as reference point for the study
 - provide input and comment on the study process
 - input to social, environmental and economic aspects of the study
 - assist the project team disseminate information to the wider community
 - encourage broader participation from the groups/ people the membership represents
 - bring forward to the study team issues of concern and community needs with respect to the study.
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2) Project Update

- HK gave the background to the Study and an overview of the role of key team members including Sinclair Knight Merz, The RTA and the Department of Transport and Regional Services (DOTARS).
 - PP outlined the need for the project. The points made in his presentation included.
 - Study has been initiated in response to current poor National Highway connection.
 - Commonwealth Government is funding the study.
 - RTA is coordinating the study on behalf of DOTARS.
 - Sinclair Knight Merz is undertaking the study.
 - Explanation of the fact that the study will be robust, comprehensive and that community consultation is an integral and important part of the study
 - Report on the Preferred Scheme(s) is planned to be submitted to the RTA/DOTARS in November 2002.
 - Start of construction in 2007 has been announced by the Deputy Prime Minister and the Minister for Transport and Regional Services, Mr John Anderson, subject to a feasible and environmentally acceptable route being found.
 - PP spoke about the project objectives, including the following
 - To provide a new National Highway Link between F3 and Orbital
 - Improve the safety for the National Highway
 - Relieve congestion, including on Pennant Hills Road
 - Remove long-distance traffic off local roads
 - To enable long term growth for Sydney
 - To improve accessibility from the North
 - Enable improvement in public transport
 - PP gave an overview of the approach to route identification and selection and described some of the criteria for assessment of various route options
 - PP gave overview of the technical studies including
 - Land use (now and future)
 - Traffic demand (now and future)
 - Public transport studies
 - Engineering and urban design
 - Environment
 - Social
 - Economic
 - Finance
 - PP outlined the consultation activities conducted to date and indicated the outcome;
 - 205 Emails
 - 760 Comment forms from Newsletters and Public Information Displays
 - 155 Telephone calls to 1800 number
 - 35 Letters/Faxes
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Issues Identified

- Air quality
- B2/B3 corridor
- Community identity/values
- Consultation
- Design (mostly suggestions around route options)
- Flora and fauna
- Noise
- Property value

□ Future planned consultation activities

- CFG meetings (x2)
- route options display
- further newsletter
- website update
- stakeholder meetings

3) **General group discussion** followed the presentation. Most of the discussion focussed on the study scope and the process.

4) **Issue Identification and ranking**

- Each person was asked to identify the key issues they believe need consideration for corridor selection. The CFG participants then worked in groups of 4 or 5, to discuss these issues and create a larger, combined list. These issues were documented on the whiteboard for group review. To develop some sense of priority or importance of these issues, three “dots” were given to each person to allocate to those issues they considered most important to the community (from their perspective). The outcome of this activity is shown below.

Issues Raised	Order of priority based on allocation of dots
1) Avoid adverse impacts on Berowra Valley Regional Park – no road through park (eg impacts include erosion of sandstone into water courses)	6
2) Northern access using the Putty Road corridor should be considered as a feasible option.	4
3) Sustainable development principles should be applied to the study.	4
4) Link should also relieve traffic on roads in eastern and central Sydney including Pacific Highway. Study needs to measure this relief for each option.	3
5) Need to bypass Hornsby in the long term to avoid bottlenecks	3

Issues Raised	Order of priority based on allocation of dots
6) Same study criteria which ruled out B2/B3 route should be applied in the current study.	3
7) Decentralisation of Sydney is required to cater for growth.	2
8) Road should not go through Dural/Galston/Arcadia etc because the current local road systems protects rural areas (bushland & greenbelt) and a large road threatens them.	2
9) Affordability of high cost options.	1
10) Link should provide improved access to western Sydney where the future growth will occur.	1
11) Current recreation areas should be preserved and maintained as heritage areas.	1
12) Avoid noise impacts in rural low-density areas.	0
13) Building roads through built environments is preferable to roads in unbuilt areas in order to preserve the bushland and greenbelt.	0
14) Change of air quality and effects on the health of people in affected residential areas, schools etc	0
15) Long term effectiveness of short tunnel link from Wahroonga to M2? Study should report this.	0
16) New technology to reduce car travel should be a key factor.	0
17) Separation of close communities.	0
18) Study should take into account impacts from previous construction examples (eg F3)	0
5) Where to from here?	
<input type="checkbox"/> DH re-capped on community consultation activities planned through to the end of the study.	
6) Close/ thank you	
<input type="checkbox"/> PP gave an overview of the next steps in the study and the consultation process	
<input type="checkbox"/> PP thanked the participants and recapped on the fact that there would be two more CFG meetings.	