

Meeting Notes



Project	F3 to Sydney Orbital Link Study	Project No	IN06111.302
Place of Meeting	Chifley on City View, Pennant Hills	Date	02/09/2003, 7:30pm
Present	John Brewer, RTA (JB) Hari Kishan, RTA Peter Prince, SKM (PP) Jo Moss, SKM Ken Robinson, SKM Brigid Baratta, SKM 8 representatives of the community including: Fox Valley Road; Residents of South Turramurra; local schools; Amaroo and Mahratta Avenue; Kingsley Close, Seaton Avenue and Ludinda Avenue; Coalition against Lane Cove Valley Freeways; Berilda on Guard, Blacktown Transport Coalition.		
Purpose of Meeting	Community Focus Group Meeting Number Three		

Please note that this document presents a summary of the presentation, discussions, questions and answers during the meeting. The meeting was not recorded verbatim and this is not a transcript.

1 Introduction – Jo Moss

- JM welcomed participants and thanked them for their participation
- JM outlined the purpose of the meeting and the agenda
- JM reiterated the purpose of the CFG and it was agreed that while discussion of issues is encouraged, participants will ensure that any communications outside the group are clearly represented as their individual view or that of their particular community group and not being representative of the CFG as a whole.

2 Presentation on study outcomes to date – Peter Prince

PP outlined the study outcomes to date – these are the titles of the aspects presented. The presentation material is contained in the Attachment to the Notes of Meeting.

- Planning Assumptions
- Destination /Origin of light vehicles
- Where do trucks start and finish
- Public transport only option
- Results of PT only option
- Need for a new link
- Scope and Link Objectives
- Broad Corridor Types
- Selection of Corridor Type A



- Four Feasible Type A Options
- Transport Improvements
- Social and Environmental Effects
- Economics and Finance
- Next steps

3 Questions

It is noted that, due to the small size of the group, it was agreed to take questions and comments through the presentation rather than at the end (as had been done at the meetings held on 25/8 and 28/8). This section of the notes summarises the questions and comments raised during the presentation.

- What aspects have been considered in terms of rail improvements?
 - PP responded that discussions have been held with the Rail Infrastructure Corporation in relation to forward programs
- Will study assumptions be released?
 - PP replied that the study assumptions are contained in the working papers that will be submitted to the Minister.
 - PP explained that the assumptions follow traditional planning techniques
- What happens when assumptions are not fulfilled?
 - Uncertainty of assumptions treated through sensitivity tests
- Will technical study reports be provided?
 - JM responded that the study has not been completed. At the conclusion of the study, this work will form the background for the study recommendation. If it is decided to develop one of the options further, the work will also form the background for preparing the Environmental Impact Statement (EIS), which will be subject to full public consultation.
- Assumed controls on freight growth?
 - PP responded that the study has assumed no controls on freight growth
- Shift west for truck transport handling?
 - PP responded that this has been allowed for
- Would link encourage vehicles into city rather than on National Highway?
 - PP responded that this is a national highway link and it would be used by vehicles for different travel requirements
- What is the definition of National Highway?
 - PP responded that a national highway promotes movement of traffic for economic growth but provides for other requirements.
He commented that most traffic on Pennant Hills Road is local, plus commuters. Up to Government to decide how funding is allocated.
- Which roads are National Highways?



- PP responded that the F3 and Sydney Orbital are national highways and that the Pacific Highway used to be a national highway. PP commented that the Cumberland Highway and Pennant Hills Road are designated as the Interim National Highway link.
- JB commented that in 1994 the national highway stopped at Pearces Corner to the north and at CrossRoads to the south. Then there was a decision on the interim highway, to be Cumberland Highway and Pennants Hill Road. Now the national highway will follow the Western Sydney Orbital/M2 Motorway.
- What is the Pacific Highway Program?
 - PP responded that it is a jointly funded State/Federally funded program to upgrade the Pacific Highway from the Queensland border, south to Newcastle.
- What are specific goals/targets in choosing appropriate link
 - PP responded that assessment would be based on a range of criteria including buildability; transport objectives; social benefits; environmental impacts; economics – costs/benefits
- Type A is short term only and Pennant Hills Road will reach capacity again. Criticism that Type C options have been dismissed.
 - PP commented that many submissions have been put to the team on this issue and that community members may comment as they wish, on all options.
 - JB commented that there has been considerable community comment on Type C. Many people have expressed need to address the short term problem on Pennant Hills Road but also look at the longer term.
 - JB also explained that broad corridor options represent a strategic set of choices. The Commonwealth Government is thinking in terms of Type A options for next 20 years. Type C represents a longer term option. Broad conceptual approach is required at this stage
- Does the economic analysis include costs to health etc? Refer to example of reported problems with M5 tunnels – need state of the art technology for tunnels.
 - PP commented that the current EPA air quality standards determine ventilation requirements. No allowance has been made for health costs associated with the effects of air quality
- Cost estimates were queried – ranges for Type B and less than type A. What are Type B and C corridor options? Need to compare with Type A
 - PP explained that ranges of costs were considered and that cost differences arise primarily from tunnelling requirements and interchange arrangements
- There were several comments that the information presented in Newsletter No2 and the Background Report is very general and the community is not sure what it is commenting on. Concern that detailed information will only be available at EIS stage – but decision on preferred option will be locked in at this stage.



- PP reiterated the strategic nature of the study at this stage, and the involvement of the community in making the recommendation to the Minister.
- Is there a preferred option at this stage?
 - PP responded that in relation to the project objectives, Type A options best satisfy the objectives over the next 20 years. No decision or conclusion has been reached on a preferred Type A option at this stage.
- Question on costing assumption
- PP responded that standard costs have been used – not costed to detailed level at this stage
- Will the community be able to comment on the working papers or final report?
 - PP responded that the decision on a preferred route will be made by the Federal Minister. The timing and nature of the decision will be his prerogative.
- What is the location of the northern portal?
 - PP responded that it is likely to be north of the Pacific Highway, but that could change during the detailed design phase
- Would there be access through the National Park?
 - PP responded that there is no intention to have a portal in the National Park
- How many ventilation stacks would there be?
 - PP responded that details on ventilation stacks would be decided at the next stage. At least 1 stack per tunnel. Location not decided. Stacks could be at some distance from tunnel. Would be determined through detailed assessments at EIS stage.
- Has Type A been chosen because it is the least cost option?
 - PP responded that the study must address the objectives, one of which is to provide relief to Pennant Hills Road. Cost is only one consideration.
- What about impacts of pollution on Pennant Hills Road? Tunnel would remove pollution from Pennant Hills Road and put it elsewhere.
 - JB commented that tunnel options have been selected on the basis that they minimise impacts on property, reduce noise and severance. Noise and severance effects are significant on Pennant Hills Road now.
- Diesel fuel standards should be in terms of reference.
- JB commented that this is not part of the scope of this study. Other studies are looking at diesel fuel standards
- What type of filtration system would be used in the ventilation stacks?
- JB commented that stacks would be based on world's best practice and would have to meet the standards set by the EPA at that time. At this stage the study costings include assumptions to this effect
- Has there been a triple bottom line assessment for the study?



- PP responded that the study is incorporating environmental, social and economic considerations.
- Comment that traffic figures on P 17,18 of the background report are exaggerated. Should show traffic with and without toll
 - PP responded that the numbers shown are for without a toll. The team is also investigating effects of a toll on a new link.
- It was queried whether information on tolled options could be provided?
 - PP commented that information on tolled options is not yet available as they are still under investigation. The information provided should be sufficient for making strategic judgements
- Accuracy of information was queried, for example in relation to route length.
 - PP responded that information is correct as stated. Total lengths of tunnel depend on the length of exit/entry tunnels.
- Can we have information on the road grades?
 - PP responded by saying that the designs will look to keep grades to +/- 4.5%. Exit/entry ramps can be higher/
- What would the depth of tunnel be below creeks? What is the effect of the gradient? Is a bridge across the Lane Cove River an option?
 - PP commented that a tunnel would be at least 20 to 30 m deep
 - JB commented that while the team had considered the possibility of a bridge over the Lane Cove River it had been dismissed as being unacceptable to the community and the Red option as proposed is entirely in tunnel.

4 Summary comments from community group representatives

Representative of residents of South Wahroonga (summary of comments received after the meeting)

- Absence of effective community consultation among residents of Wahroonga and Turramurra
- Residents have been misled about potential for option through Ku-ring-gai area
- Lack of balance in consideration of all available options, particularly Types B and C
- If attention confined to Type A, general preference in this area for Purple option

Berilda on Guard

- Impact on creeks
- Vent stacks – pollution
- Vibration from tunnel
- Unhealthy area caused by change in air quality
- Powerful Owl – need to talk to Cumberland Bird Observers Group

Representative of residents of South Turramurra



- Complaint that area was not consulted adequately
- Only contact has been from Ku-ring-gai Council
- Air quality impacts of concern
- Noise from M2, Comenarra Parkway and Lane Cove Road
- Concern if Red option includes a bridge over the Lane Cove River
- Potential impacts on vulnerable species eg, Powerful Owl
- Impact on catchment management – Lane Cove River
- House resumptions and property values, and uncertainty

Representatives of residents of Exeter Road, Eastbourne Avenue, Kingsley Close, Seaton Avenue and Lucinda Avenue

- Impact on property values
- General preference for Purple option – but with portals located further north on the F3
- Concern about time for submissions and the level of information available
- Claim that no newsletters delivered in this area
- Concern for impacts on flora/fauna including the Sydney Blue Gum High Forest, Powerful Owl, effects on land south of F3 corridor
- Air quality
- Location of ventilation stacks
- Impacts of interchange with Pennant Hills Road/Pacific Highway including noise, air pollution and property acquisition

Representative of residents near the brickyard pit and Normanhurst Primary School

- Claim no information received in this area
- Purple option has an opening next to school
- Brickyard is proposed for sports facilities
- Track record on ventilation stacks is not good

Coalition against Lane Cove Valley Freeways

- Complaint in relation to the restriction of information
- Coalition has requested access to working papers
- Lack of strategic planning
- No tolled version available for comment

Representatives of Fox Valley Kindergarten, residents of Amaroo Ave and Mahratta Ave

- Red option would affect 11 schools
- Health of children a concern
- RTA policy is currently no filtering on stacks
- Lack of information is appalling
- Pollution and impacts of inversion layers etc trapping pollution into valleys
- Lack of communication



- Lack of clarity in objectives

Blacktown Transport Coalition

- Has provided comment previously

5 Thank you and meeting close

- JM outlined the next steps. Team working towards finalising the study to submit a recommendation by the end of the year. No further rounds of CFG meetings are planned but consultation will continue through next stages of project.