

FAST Meeting

Location:	Belmont Library	Date:	11 March 2020
Chair:	Neil Keene	Time:	2-4pm
Attendees:	Project Manager Dayne Harris, Infrastructure Assets Strategy Coordinator Simon Gulliver, Engineering Designer Tim Bunt, Community Planner Youth and Safer Communities Tony Ellitt, Communications and Engagement Officer Neil Keene, Newcastle Cycleways Movement President Sam Reich, Bahtabah Local Aboriginal Land Council CEO Carol Proctor, Peter Speirs, Kurt Speirs, Jason Hetherington, Julian Larkin, Neil Koller, Chris Koller, Peter Ross		
Folder No:			

Meeting Record

Agenda Item Ref	Agenda Item	Responsibility
1	Apologies – Tom Boyle	NK
2	Viability of alternative northern FAST section routes: 1. Yellow 2. Green 3. Blue 4. Red 5. Pink	DH, SG, TB, TE
	<ul style="list-style-type: none"> • Peter Speirs read “It is worth the effort”, summing up overall stance of community stakeholders he is representing • Dayne Harris noted that the \$12m overall cost is not solely covering the “slab on ground” (IE the track hard surface). Cost also covers public art, amenities, boardwalks, wildlife viewing areas etc. • Green route – likely to be heaviest impact on wetland • Yellow route – goes behind homes, not wanted by residents; needs to be more than a route A-B; no view of lagoon; noise issues; proximity to homes • Dayne Harris – Two eastern-most route proposals affected by cost, land ownership, Hunter Water plans and assets in the area and requirements for biodiversity offsets. Carol Proctor concurred with some of these issued raised. • Simon Gulliver – plans for route have been in works since 2010-12; variety of factors contribute to design and route selection, including: safety, cost, amenity, accessibility, aesthetics. • Council to investigate viability of using existing bridge footings – this could provide route for more easterly route. • Council committed to investigate alternative routes tabled by group. BLALC raised particular concerns about two eastern routes and their impact on culturally sensitive areas. • Additional potential alternative route discussed – boardwalk over lagoon from approx. Gateway Lifestyle. Council committed to investigate this option. • Route options to be included in project assessment/EIS • Dayne Harris noted that cons provided by residents did not include costs associated with any options. Estimated cost of Blue or Yellow route likely 2-3 times of Yellow • Height of planned boardwalk approx. 1.5m – needs to be above flood level. • Peter Speirs noted he had not walked in northern zone where boardwalk is earmarked to see view from that point. 	

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	<ul style="list-style-type: none"> Dayne Harris noted he had walked this area and that there would be views. Residents raised concerns about the growth of mangroves at the northern end of proposed boardwalk and how they would obscure views. 	
3	Crime prevention through environmental design (CPTED) and its incorporation into the FAST project	TE
	<ul style="list-style-type: none"> Tony Ellitt explained that while he appreciated residents' concerns, from a purely safety-based perspective, having the shared pathway as close to residential areas is safer because it provides natural surveillance opportunity, reducing likelihood of crime. From a purely crime prevention perspective the ideal route for the pathway would be along highway but that presents other safety issues. Not recommended to have a long one-way in, one-way out style of track due to potential for track user being 'trapped'. Having multiple exit / entry points is a much safer design. Residents raised point that proposed route has similar one-in, one-out issue anyway. Tony responded by indicating that Council will need to consider additional measures to ensure a design promotes safety of users and reduces opportunity for crime. 	
4	Bahtabah LALC position on proposed route and overall project	CP
	<ul style="list-style-type: none"> Carol Proctor – overall support for project and its benefits in terms of environmental tourism and showcasing artwork and Aboriginal culture, but understood residents' issues regarding proximity to properties and potential impacts. Belmont Lagoon is very significant for Aboriginal people; Dreamtime story – The night the moon cried- as well as a being a historical corroboree site. Cultural survey to be conducted to further investigate impacts etc. Pink and red route would not be acceptable; Western route options preferred BLALC Cultural centre planned for Blacksmiths – Fernleigh Track link would be advantageous to this project. Minimising impact on lagoon is desirable. Carol will report back to BLALC board and seek their input. 	
5	Community engagement and provision of information	NK
	<ul style="list-style-type: none"> Engagement will continue through detailed design phase Information to continue to flow through various channels throughout project Open to ideas from community about how to communicate best with residents Potential for a community survey around Brandt/Andra precinct to gauge opinion re formal track entry point off Brandt Cl. 	
6	Social impact assessment as part of project planning	DH
	<ul style="list-style-type: none"> Social impact assessment will be part of the development application 	
7	Access points – location, need, potential removal of	SG

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	<ul style="list-style-type: none"> • Simon Gulliver – experience is that people desire local access to track • Most people drive only to main ingress/egress points • Sam Reich – experience shows only minor traffic would use smaller access points to cycle, however different story with pedestrian traffic from local area. • Simon – concerns about cyclists diverting onto track via Brandt CI off Pac Highway are unlikely to be realised; cyclists won't usually switch from highway to cycleway as highway riders are a different type of cyclist than those traversing a more scenic, longer route. • Council agreed it would consider eliminating this access point pending assessment of community sentiment. 	
8	Environmental impact statement – what's the timeframe and will it be available publicly	DH
	<ul style="list-style-type: none"> • Consultant to be engaged within the next 1-2 months • EIS process will be complicated and lengthy – likely requirement to gauge environment in multiple seasons. Could be 12+ months. 	
9	Traffic/parking issues related to track access points in Brandt CI precinct	SG
	<ul style="list-style-type: none"> • Referred to previous points already raised in meeting 	
10	Plans for car park and amenities off Ocean Park Rd	DH
	<ul style="list-style-type: none"> • Car park and amenities off Ocean Park Rd not part of FAST project • Site earmarked for long term provision of car park and amenities to cater for projected growth but no formal plans for this development currently 	
11	General business	
	<ul style="list-style-type: none"> • Sam Reich – Everyone wants this track, the only question is where it will go. Tragedy if it goes where residents don't want it. There is a greater good but it has to be established by compromise. Issues need to be addressed. Good Council is engaging with community and taking it seriously. • Chris Koller – Funding has come from tourism and art so project needs to respond to that. It should not just be a path. • Simon Gulliver – We don't necessarily want to just build the cheapest possible option. • Sam Reich – Will there be access points to see lagoon if the western route is selected? Tim Bunt responded that detailed design of this section not yet commenced 	

Action Item Log

Action Item Ref.	Action Item Description	Listed Date	Due Date	Completed/Status	Resp.
1	Investigate viability of alternative routes	12/3	TBC		DH

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2	Investigate potential for Brandt/Andra community survey re access	12/3	TBC		NK
3	Consult with BLALC re cultural impact and other factors	12/3	TBC		CP