



COMMUNICATE INNOVATE COLLABORATE FACILITATE NEGOTIATE MEDIATE EDUCATE

NORTHCONNEX

Community Involvement Group – North: Meeting 2

- Meeting:** Community Involvement Group – North
- Date:** Monday, 19 October 2015
- Time:** Arrive at 6.15 pm for a light supper
Meeting from 6.30 pm to 8.30 pm
- Location:** Level 3, Building G, 55 Coonara Avenue (IBM Building)
West Pennant Hills
(Wait at main entrance of building to be taken to the meeting room)
- Attendees:** Community Involvement Group - North
Independent Chair
Minute-Taker
LLBJV representatives
Project Company representatives
Roads and Maritime representatives
Independent environmental representatives from the
Department of Planning

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Meeting Notes

Key Matters Discussed and Presented

WELCOME AND INTRODUCTIONS

1. Welcome
 - i. Introductions
 - ii. Meeting protocols and guidelines summarised
 - Powerpoint attached
2. Review previous meeting notes - questions and comments
 - i. Can the Chair email meeting notes to CIG after LLBJV have uploaded them onto the website?
 - Yes. LLBJV will notify the Chair once meeting notes have been uploaded, and the Chair will then email them out to CIG members.
 - ii. CIG member would like to add to previous minutes the suggestion raised to the communications team to establish a community display and information booth at the Marketplace Shopping Centre, Thornleigh re. Trelawney Street and Pioneer Avenue
 - Noted by the Chair and to be included in the Notes of this meeting as a correction of the notes of the meeting of 24 August 2015
 - iii. Presentations from the previous meeting will be uploaded to the web site.
 - iv. When can we expect tonight's meeting to be up?
 - Monday 26 October 2015 at the latest.

PRESENTATION ON TRAFFIC MANAGEMENT

1. Presentation on traffic management process by Traffic Manager, LLBJV
 - i. Presentation attached
2. Questions and Comments
 - i. CIG is welcome to see how Traffic Control Room operates. When it is fully operational a tour to be organised.
 - ii. Will monitoring occur on Chilvers Rd, Sefton Rd, and The Esplanade, or just Pennant Hills Rd and Duffy Ave? People will use back routes if there is a problem on Pennant Hills Rd.
 - There are cameras at major intersections. There are no cameras on local council roads, but LLBJV has staff constantly driving around and monitoring those roads.
 - Comment: Is LLBJV able to respond to and divert traffic?
 - LLBJV has hundreds of employees who will be able to feed information back to the Traffic Control Room.
 - iii. Where is the Traffic Control Room?

- In this building (Level 3, Building G, 55 Coonara Avenue (IBM Building), West Pennant Hills)
- iv. What can the community do if they see something?
 - The community should call the RMS number if they see an emergency (for example, a big accident). If it is something specific but not an emergency, then they should call the NorthConnex's 1800 number.
 - v. Is it the Council who has responsibility for the back streets?
 - Contractually LLBJV has responsibility for its own vehicles, but not for accidents etc. LLBJV employees will help where they can by monitoring.
 - vi. Who is involved in the Traffic Transport Liaison Group?
 - See presentation attached on page 3
 - vii. How often are you revisiting what you've done after construction of the traffic works
 - Twice daily checks are made of key sites.
 - Traffic will not change to a great extent because of the project. There is growth in the area and already a significant traffic issue at many places on Pennant Hills Road.
 - Control room monitors traffic 24/7
 - If traffic measures are not working there will need to be revision.

PRESENTATION ON TRAFFIC AT NORTHERN COMPOUNDS (NORTHERN INTERCHANGE COMPOUND, TRELAWNEY STREET COMPOUND, PIONEER PARKING FACILITY, AND PEARCE'S CORNER)

1. Presentation on traffic northern compounds by Traffic Manager, LLBJV
 - i. Presentation in relation to all these issues is attached
2. Questions and comments – Northern Interchange
 - i. At the moment on the expressway, traffic doesn't stop there at all does it?
 - At the moment there are no traffic lights on the M1.
 - The traffic lights we are installing will be phased to minimise traffic disruption.
 - The temporary traffic signals on the M1 that we are installing are for trucks to come in and out of this compound and will be phased and linked to other traffic lights. The temporary traffic lights will not be activated unless there is a truck waiting. It will be a short cycle – enough to get 2 complete trucks out but it will usually just be one truck getting out at a time, but this will depend on the time of the day.
 - ii. Is there going to be considerable notice of these lights? People need a warning that there are lights.
 - There will be large signs with orange flashing lights to warn traffic exiting the M1 about the changing of the traffic lights.

- iii. There is opportunity for the spoil at this compound to go both north and south?
 - Correct (southbound once the temporary signals are operational)
 - iv. What is the code of conduct for truck drivers? There is concern because compression braking will increase noise levels by a lot.
 - The general rule is that no compression braking should be used unless absolutely necessary for safety reasons
 - There are also contractual levers in place with subcontractors to punish/remove from site those who break the rules
 - LLBJV also have teams out there who will look at environmental and traffic matters so it won't take long to identify misbehavior
 - The community can contact the 1800 number if they hear a truck driver using compression braking on sites.
 - v. There are three streets that turn right onto Pennant Hills Rd without lights, and often from those turns you can't see what is happening in the kerb lane because trucks are blocking it. Is there any thought of forcing trucks not to use the kerb lane so that they don't block other drivers' visibility?
 - This is worth considering but the percentage of LLBJV trucks compared to the total number of trucks using the kerb side lane might be negligible. There is no such restriction on normal truck traffic
 - vi. When do you expect the lights be operational?
 - Targeting November for the associated acceleration and deceleration lane roadworks construction to commence.
 - Traffic lights will be operation in February/March next year.
 - vii. How do we get a copy of the presentations in powerpoint format?
 - Contact the community relations team from LLBJV. They will be provided in PDF to members of the CIG
 - viii. Will the speed limit change on the M1 before it gets to the intersection?
 - Yes, the exit speed will drop to 60km/hour rather than 70km/hour as it currently is
 - ix. Trucks can only get into the site from the North is that correct?
 - Yes
 - x. Where are they coming from?
 - Trucks could be coming from anywhere – it is conceivable that trucks can take the motorway north and then turn around to come southbound
3. Questions and comments – Trelawney St Compound
- i. What will be the proportion of North/South truck movements? How many going north, how many going south etc?

- LLBJV does not have an answer to this until all spoilage disposal locations have been confirmed. This is difficult as most of these locations are development sites which will go online and offline. LLBJV would like a percentage to be going north from Trelawney, but this will depend on how many spoilage disposal locations will be in the north.
- ii. Is there a plan B in relation to the entrance and exit of Loch Maree Ave?
 - LLBJV has done modelling for that intersection and the SCATS system is adaptive, so essentially in a practical sense TMC can still make it work
 - There may be a plan B depending on where the spoilage disposal sites are
 - iii. Will the trucks stop in 18 months' time when tunneling is complete?
 - The target for completion of tunneling is 18 months, but realistically it is more likely to be 24 months allowing for the completion of associated ancillary works .
 - At that time some spoil trucks will stop and other delivery trucks will start. For example, after spoil trucks, there will be trucks to deliver concrete for pavements that might use compounds etc., but it won't be the same frequency or size as spoilage trucks (these trucks will be smaller)
 - iv. Is spoil able to go both north and south at this compound??
 - Yes - if the trucks need to go north, they turn right onto Pennant Hills Rd at the lights; and if they need to go south, then they will exit directly out Pennant Hills Rd from the compound.
 - v. Why is that at the Wilson Rd compound, it is said that trucks can come out without encroaching on the middle lane, but in order to get in, trucks need to use the middle lane?
 - Trucks won't be allowed to use the middle lane. They will be using the driveway that is very wide to get in. The road geometry has been designed using the swept paths of quad dog trucks to ensure safe operations can be geometrically accommodated.
 - vi. What are the size of the trucks?
 - LLBJV will be using a mixture of trucks with a 33 tonne capacity and 38 tonne capacity.
 - Swept path analyses have been done using the larger trucks, likely that actual spoil fleet used will be a mixture of trucks.
 - vii. Page 24 of the Traffic Management Plan regarding Beecroft Rd doesn't seem to make sense.
 - LLBJV will need to have a closer look but what it is trying to say is that: if trucks come out of southern compound and need to go on the M2, they can go north up Pennant Hills Rd, turn right into Beecroft Rd and then use Observatory Park.

(LLBJV's response to the question is correct from review of the question and the TM&SP)

- viii. Quad-dogs need an 11m turning circle – the road was measured by the community to be only 10m. Do the trucks need to go on the wrong side of the road to be able to turn left into the driveway?
- Swept path analysis show that it will and the driveway is 16m across
- ix. Why is there a southbound exit?
- So that it can be used for spoil trucks heading south
- x. If more southern sites available – will trucks be using Pennant Hills Rd entrance and exits?
- Trucks will enter by Loch Maree Ave and go back out using southbound Pennant Hills Rd exit
 - LLBJV will try to minimize amount of time trucks are on Pennant Hills Rd. They are well aware of the issues on Pennant Hills Rd and these are taken into account in the modelling done.
 - If there is a spoil site that is operating at night – LLBJV will try to take advantage of that and avoid peak hour.
 - LLBJV can provide summary updates at each meeting about where trucks are going and what routes the trucks will be using in and out of each site.
- xi. How many trucks will be coming out of Trelawney St Compound
- Approximately 1 every 4 minutes around peak production (i.e. about 15 per hour)
 - Most of the time will be about 10 trucks an hour, but modelling is done at a higher number to make sure it still works
- xii. What do truck drivers do when they are not busy carting spoils? Where will they park up?
- The truck drivers won't be allowed to loiter around the site.
 - If the community sees any issues with the loitering of trucks they should call the NorthConnex 1800 number
- xiii. Why is the proposal in the EIS for Hornsby Quarry to take 37 trucks per hour? Where are those trucks coming from – this seems more than the total coming from the compounds?
- LLBJV is not sure if those numbers are correct on submissions to date, but LLBJV looks at the worst case scenario when coming up with those numbers.
 - When it is certain that Hornsby Quarry has been approved, LLBJV will do a presentation on what is happening at Hornsby Quarry.
- xiv. If LLBJV does not get approval for Hornsby Quarry - what happens?
- LLBJV has other options for disposal sites – most towards the south
4. Questions and comments – Pioneer Parking Facility
- i. How many workers are expected per shift?

- Modelling was done on 200 vehicles per shift – have to allow for overlap between people who arrive early for their shift and those who have not yet finished their shift
- ii. The intersection of Pioneer with Duffy is a blind intersection because it is only 30m from Pennant Hills Rd with big trucks – might it be possible to have someone on duty to make sure people can get in and out safely?
 - Our vehicles can only turn left to get out of the compound. There will be no right hand turning from Pioneer Ave.
- iii. What is the arrangement for concrete? Is it coming from local batching plants such as those in Thornleigh?
 - The batch plants found in Thornleigh are not large or modern enough to supply the concrete needs for NCX. Concrete will need to come from more modern facilities in order to create concrete that will meet the RMS concrete specifications
 - LLBJV are looking at a range of concrete supply options.

UPDATE ON PROJECT CONSTRUCTION (NORTHERN INTERCHANGE, PIONEER AVENUE, NORTHERN VENTILATION OUTLET, AND TRELAWNEY STREET COMPOUNDS)

1. Update on Project Construction (Northern Interchange, Pioneer Avenue, Northern Ventilation outlet and Trelawney Street compounds) by Construction Director, LLBJV
 - i. Presentation attached
2. Questions and comments – Northern Interchange
 - i. What is the situation with the road headers?
 - Two road headers have been factory accepted so should be on the sea shortly.
 - The third road header is a bit behind– we are looking at March/April for shipping of the third header.
3. Questions and comments – Trelawney Street
 - i. How will revegetation be happening and how can locals be involved?
 - At this stage, the landscaping is covered in the Urban Design and Landscape Plan which will be subject of consultation. The CIG will be a key part of that consultation
 - Will come back to his issue when the Urban Design and Landscape plan is ready for consultation (hopefully around February next year)
 - ii. What is the time frame for tunneling?
 - Trelawney is looking at similar time frame to Northern Compound (for tunneling) – so not within next 3 months. LLBJV will give a better time estimate at the next meeting.
 - The shaft will be 60m deep and will be the last one to be built. Shaft construction will commence early next year.

- iii. How will the shaft be constructed?
 - There are many options available and LLBJV haven't yet finalised which option they will use. Noise and vibration will be taken into account when finalising the most appropriate method.
 - CIG will be informed when the options have been evaluated.
4. Questions and comments – Pioneer Ave
- i. How many buildings are heritage listed at this compound?
 - The germination buildings are heritage listed
 - The silos are not part of the site and will not be knocked down.
5. Questions and comments – Pearce's Corner
- i. What will happen to the compound after the project is completed?
 - Land reverts to RMS
 - RMS advised that changes to land zoning is not planned.
 - ii. There are some palm trees located at Pearce's Corner that LLBJV are investigations options to relocate as they are heritage listed. What makes a tree heritage listed?
 - The garden is listed and the tree is part of that garden.
6. Questions and comments – Northern Ventilation Building
- i. When will the offices be operational?
 - Early next year. They will have lunch rooms, offices etc.
 - ii. Trees won't be preserved?
 - LLBJV will work around trees if possible
 - CIG to be shown which trees are staying when known. That will not be until final plans are approved.
 - iii. Will permanent noise walls be installed?
 - Yes – they will be put in as soon as possible, hopefully in the next 6 months
 - Temporary noise wall/hoarding will go up first
 - LLBJV will provide further update on next meeting
 - Permanent noise walls will be part of the Urban Design and Landscape Plan
 - iv. It appears that trees that were promised to stay will now be removed. Could Project Co please explain?
 - Project Co to explain what vegetation will remain to cut down on visual impact of stacks at the next meeting.
 - The site has gone through a lot of changes subject to various consultations
 - v. Who does the community contact in relation to questions regarding noise walls, vegetation and other environmental impacts?
 - LLBJV

- vi. How will you get heavy vehicles in and out? There are cars always parked on Woonona Avenue
 - There won't be heavy usage by heavy vehicles used there but there will be some trucks. It won't be a heavy use site – maybe 1 truck per hour. The trucks will be tradesmen's trucks/deliveries mostly, not spoil haulage.
- vii. Mobile cranes will be used for work on the M1 side

OTHER MATTERS RAISED BY CIG MEMBERS

1. Questions and comments

- Will shafts be reduced in size and covered by the end of the construction period? What will happen to them after construction?
 - i. At the Northern compound, the shaft will be backfilled and land will be returned to RMS – there is no permanent facility there
 - ii. At Wilson and Trelawney, both those shafts will become emergency smoke extraction points there so the shafts will come up underneath the buildings and will be permanent. There will be modifications to the temporary shafts we are using the access the tunnels To accommodate the permanent situation.
 - iii. You won't see the shafts because they will be completely covered by the building
 - LLBJV to bring design of building to CIG when finalised – probably not for another 18 months.
 - iv. Pipes are just temporary ventilation and will be removed when tunneling is finished
- Do other CIG members want to share contact details?
 - i. CIG members to email Chair if they want their contact details shared.
- Are live minutes necessary?
 - i. No
- Can we find a venue more to the north than West Pennant Hills as that is where most of us live?
 - i. LLBJV will look into it
- What is the point of doing work at the Carrington carpark when there is another plan being put to the Council regarding the park?
 - i. There is a fair bit of work to do on M1 (e.g. all the tie-in work and services relocations.) A site will be required on the east of the M1 to accommodate the workers to undertake the tie in works..)
 - ii. Will need to get this site up and running in 4-6 months and are working to this timetable to decide which proposal is to go ahead. The Community will be consulted about the new proposal.

NEXT MEETING

1. Next meeting: 7 December 2015 6:30pm

Meeting closed at: 9:03PM

PREVIOUS ACTION PLAN:

Actions Arising	Status
1. Presentation on approval process of a Traffic Management Plan (TMP)	Addressed
2. TMP for sites to be available to the CIG when finalised	Addressed
3. Make available the role description of the independent environmental representative from the Department of Planning	Addressed
4. Update the CIG as soon as possible regarding whether the two original blue gums at the Trelawney site can be saved	Project team has met several times with resident since the last CIG and arborist report was provided. Trees could not be saved. Addressed
5. Traffic briefing to address traffic concerns and explain the traffic modelling process	Addressed
6. Investigate whether the cul de sac at Sefton Rd is a possible alternative to going down the car mechanics on Pioneer Ave	Reviewed but not be worth pursuing as it involves privately owned land and traffic modelling indicates not required
7. Make available urban design plans for M1 connections	Will be done in due course as part of the Urban Design and Landscape Plan
8. Update the CIG on the timeline regarding the design of the ventilation stack at the Northern Interchange	Addressed
9. LLBJV to consult community about the appearance of hoardings	Hoarding consultation has been undertaken at northern interchange compound, Pearce's Corner and Trelawney Street compound Ongoing
10. To update the CIG regarding the Carrington St compound	The project team has prepared a consultation newsletter which will be

	distributed to people living within a kilometre of the park to provide feedback on the compound proposal. It hasn't been distributed yet.
11. To update the CIG on what has been done to fix the 1800 line and to explicitly state on the NorthConnex newsletter that the 1800 line is available 24/7	The 1800 number technical issues have been resolved. The number is included on all communications.
12. Suggestions for improving future meetings to be included in the agenda for the next meeting	No suggestions offered.

ACTION PLAN:

Actions Arising	Timeframe
<ul style="list-style-type: none"> ○ LLBJV to notify Chair when meeting notes are uploaded ○ Chair to email meeting notes to CIG 	Each subsequent meeting
<ul style="list-style-type: none"> ○ Chair to liaise with LLBJV to correct Notes from 24 August meeting ○ CIG to visit Traffic Control Room 	As per these Notes Later meeting
<ul style="list-style-type: none"> ○ LLBJV to provide summary updates at each meeting about where trucks are going and what loops they will be doing ○ Presentation on Hornsby Quarry once it has been approved 	Each subsequent meeting In due course
<ul style="list-style-type: none"> ○ LLBJV to provide update on Urban Design and Landscape Plan re local input on revegetation of Trelawney Street once it is ready ○ LLBJV to update CIG on time frame for tunneling on Trelawney ○ LLBJV to inform CIG about shaft excavation methods once finalised 	In due course Next meeting In due course
<ul style="list-style-type: none"> ○ LLBJV to inform CIG about which trees are staying at the Northern Ventilation Building site once known ○ Project Co to explain what vegetation will remain at the Northern Ventilation Building site will remain to cut down on the visual impact of the stacks 	In due course Next meeting
<ul style="list-style-type: none"> ○ LLBJV to update CIG on design of Northern Ventilation Building once it has been finalised 	Will be done in due course as part of the Urban Design and Landscape Plan

These minutes are taken live and have been accepted on 21 October 2015



Stephen Lancken

Independent Chair