

NORTHCONNEX

Meeting: Community Involvement Group – South/M2

Date: Monday, 17 August 2015

Time: Arrive at 6.15 pm for a light supper

Meeting from 6.30 pm to 8.45 pm

Pennant Hills Golf Course

Location: Cnr Copeland and Burns Road South, Beecroft

Attendees: Community Involvement Group - South/M2

Independent Chair

Note Taker

Construction company representatives (Lend Lease Bouygues Joint Venture –

LLBJV)

NorthConnex Project Company representatives

Roads and Maritime Services representatives

Minutes

Key matters discussed and presented

WELCOME AND INTRODUCTIONS

- Welcome and introduction by Independent Chair
- Participants introduced themselves

TERMS OF REFERENCE OF CIG'S, CONDUCT, AGENDA AND MINUTES

- Independent Chair summarised the Meeting Protocols and Guidelines for CIG participation (document distributed).
- Questions and Comments
 1. Q: How are decisions made?
 - Project representatives may not be able to answer all questions immediately but we will come up with an action plan. If people at the table can answer those questions, they will
 2. Q: How do you define whether this committee is successful or not?
 - Comments:
 - Ideas and information are exchanged freely and openly
 - Range of stakeholders – pessimistic view would be that a box has been ticked (consultation process done). Optimistic view – this is a constructive forum where the consortium is open to taking ideas from the community and aspects of project change in response to community ideas
 - When something is truly of value it gets listened to and valued
 - Not always measured by returns on investment, needs to be measured by minimising impact on the community
 - Question must be answered. Outstanding questions to be answered in the next meeting if information is not available immediately.

INTRODUCTION TO PROJECT

- Introduction and presentations by Project Director, LLBJV
- Presentation attached
- Questions and comments:

1. Comment from RMS: There is no intention of changing traffic conditions on Pennant Hills Road (will stay at 6 lanes)
2. What happens if M1 is clogged?
 - M1 was recently widened in an attempt to avoid this
3. How many lanes going into M1?
 - It was 2 and has now been widened to 3. There are currently no plans to widen M1 any further
4. Comment: M1 gets clogged because of backlog at lights at Wahroonga
 - The link here should improve flow of M1 significantly going north and south
5. Comment: Traffic data of EIS for Pennant Hills Rd shows that it will get worse. The intention is to take traffic off Pennant Hills Road, but there is a concern that traffic will get worse regardless of NorthConnex
6. Will work be done on the West Pennant Hills side of the M2 before Coral Tree Drive?
 - From a traffic staging and traffic switching point of view (POV) – first stage is on Coral Tree Drive side (westbound on ramp side)
 - From a tunnelling POV – will commence in Southern compound (north side of M2)
7. Why wasn't the southbound exit to Pennant Hills Road located south of the M2 intersection
 - Lots of modelling done to see where the best location would be
 - Traffic movement eastwards to city along M2 would not be possible if portal located south of M2
 - People who made those decisions aren't in this room
 - A proposal would have been put to the government with a cost and that was what was accepted
 - Tolls have been set against the cost of the construction
8. Comment: Tunnels and work have to be future-proofed to ensure long-term benefits
9. Has consideration been given to the backlog of traffic stuck at the traffic lights? Traffic accelerating from a stop position will increase emission. Did the emission and dispersion modelling consider the fact that there will be extended periods in peak hour where there will be a large amount of vehicle exhaust that needs to be dispersed, or is the modelling based on average emissions from vehicles?
 - *Will come back to this*

- The design has been based on a range of scenarios including congestion mode
 - Comment: 67% of the traffic using the tunnel will be joining or leaving the tunnel north of the M2 (as per EIS). This emphasises the size of the potential issue
10. Can traffic light durations be varied?
- All the traffic lights etc. will be optimised to run as smoothly as possible. This is done quite regularly
11. West Pennant Hills valley to North Coast – have to go underneath M2 and then up Murray Farm Rd then Pennant Hills Road then into the tunnel. Is that right?
- Yes. Or use existing Pennant Hills Road route in lieu of tunnel
12. What happens at the end of the tunnels?
- Connections onto M1 and M2 are 2 lanes
13. How long will these entry/exit lanes be?
- *Will provide drawings at next meeting. Detailed design is not finalised*
14. Is there a detailed diagram of where the lanes are actually supposed to interact?
- *Will provide drawings at next meeting. Detailed design is not finalised*
15. Is there no breakdown lane when all 3 lanes are used?
- There are breakdown bays along the tunnel at regular intervals but no shoulder in the 3 lane configuration
16. Why is 80km/hr the speed limit?
- Safety reasons
17. Is there a landscape plan?
- Yes, but not available yet. An Urban Design and landscape Plan will be prepared for consultation. Initial design focus is on structural elements. Urban Design and Landscape Plan will be prepared later in the design process
18. Are there any updates on the fencing situation on the boundary line on Coral Tree Drive?
- The Hills M2 Motorway will consult residents shortly about fencing

SPECIFIC PROGRESS ON WILSON ROAD

- Construction Director, LLBJV presented on specific progress on Wilson Road
- Presentation [attached](#)

- Questions and comments:
 1. How many trucks per hour will be coming in and out of Wilson Road?
 - 8-10 hour shift, 5.5 days a week – looking at 1 spoil truck every 4 minutes
 - Key concern: how to get spoil out without affecting peak hour traffic
 2. Comment (from RMS/LLBJV): Pedestrian drop off area to be moved to Killaloe Ave
 3. Comment (from RMS/LLBJV): Site layout on presentation for Wilson Rd is the most recent
 4. Comment: A major concern regarding noise at the Southern Interchange is the use of engine braking by heavy vehicles
 - It is a Condition of Approval that compression engine braking will not be used
 5. Can current traffic be banned from using engine braking coming off the M2?
 - *RMS to provide update on enforcement measures*
 6. Will remedial work to roads be done if required?
 - Yes – a pre condition survey on nominated haul roads is done prior to work starting, LLBJV are required to maintain during construction and reinstatement to pre existing conditions
 7. Comment: There is a slipway entrance to the site but not a slipway exit from the site. The area between Beecroft intersection and Comenarra Parkway is the busiest area on the whole of Pennant Hills Rd and the most accident prone area. Every effort should be made to make sure that trucks leave the safest way possible from that site.
 - *The sites are subject to design by traffic specialists in consultation with relevant road agencies and the RMS TMC to ensure the safest options available are adopted. The designs are subject to road safety review prior to implementation and then road safety audit post implementation. LLBJV will have a traffic presentation at a later meeting*
 8. Why does the traffic management plan tell us that 600 vehicles will go in and out of the Wilson Rd site per day? It doesn't compute to 1 truck every 4 minutes. Why does the same plan say that out of hours protocol will be sought to do work 12 hours a day. In peak hour there will be 23-26 trucks per hour.
 - *Will have a traffic presentation at a later meeting*

- It is 1 spoil truck every 4 minutes, but more than just spoil trucks will use access the site. For example there are also light vehicles, utes, cars, deliveries of concrete and materials, etc
 - '600 vehicles per day' is an aggregation of all vehicle movements
9. Comment: We are very interested in how you get out of the site and what is your destination? What is with the turning circle at Boundary Rd, Victoria Rd, New Line Rd and Castle Hill Rd that turns back onto Pennant Hills Rd?
- *This route is considered as an option for traffic exit Wilson Road to compound travel to travel southwards along Pennant Hills Road. Will have a traffic presentation at a later meeting*
10. What is one day's capacity for excavation?
- Excavation will take place 5 days a week (not on weekends), except in special circumstances (e.g. bad weather)
 - The capacity is 100 cubic m per hour
11. What chemicals will be stored on the site?
- Typical chemicals would be diesel, for concrete admixtures, lubricants, acids and other chemicals for the water treatment plant.
12. What is the noise specification within the residential boundary?
- Varies at all the sites
 - At the moment the specification is that during the night it will be background plus 5 decibels and during the day it will be background plus 10 decibels

SPECIFIC PROGRESS ON SOUTHERN INTERCHANGE

- Construction Director, LLBJV presented on specific progress on Southern Interchange
- Presentation attached
- Questions and comments:
 1. Comment (from RMS/LLBJV): There will be temporary traffic lights put in place to allow trucks to get out. It is approximately 200m between the traffic lights. These lights have been put through a lot of scrutiny and rigorous assessment to ensure they are safe and to ensure they will have the least impact on traffic as possible..
 2. Why can't trucks come off the freeway?
 - This was considered but in the end it was decided that having these lights on Pennant Hills Road is the safest way for trucks to get out

3. No engine braking is allowed?
 - It is a Condition of Approval that the trucks involved in the construction do use compression braking
4. Will there be any enforcement regarding engine braking?
 - Suppliers are aware under their contracts that no compression braking is to be used
 - Dismissal of contractors is the ultimate sanction if this rule is breached
 - Trucks will be disciplined if compression braking is being used
 - LLBJV environmental team will monitor the behavior of trucks regarding this and other issues.
5. Will traffic only go in and out of Pennant Hills Rd and when will it start?
 - Yes, as soon as traffic lights operational on Pennant Hills Rd
 - When will it start? LLBJV will provide a traffic staging presentation to outline the various traffic stages. It will be in place for spoil haulage during stage 2, approx. 2.5 month's time. Will come back with more detail on timing
6. Comment (from RMS/LLBJV): There should be few workers parking on the road now as they are being bused to site from off site parking facilities
7. How long will the lights be there for?
 - During construction of the project (approx. 4 years)
 - *This will be clarified as part of traffic staging presentation.*
8. How long will excavation go for?
 - The excavation phase and major spoil haulage phase is approximately two years
 - After the excavation phase there will still be concrete works and pavement work to do, lights, etc
9. Comment from group, "There is a high potential for fatality in relation to traffic movement. The temporary lights will compound the risk of road rage etc."

LLBJV advised that:

 - Rigorous safety assessment has been done
 - Those lights are temporary for the construction phase only and not part of the final configuration of the road
 - *Will have a traffic presentation at a later meeting outline processes of road safety management*
10. What are the hours of operation?

- Main activities will take place between 7am-6pm. Tunneling will happen 24 hours a day underground so there will be vehicles and workers going around the site
 - Surface construction will take place 5.5 days a week generally 7.00am to 6.00pm Monday To Friday and 8.00am to 1.00pm Saturdays but some night works will be required when working on major arterial roads such as Pennant Hills Rd and M2
 - We will try to keep the noise down but works typically involve removing linemarking, removing medians, re-asphalting, pavement construction, etc. so there will potentially be noise. We will try to do noisy activities before in the early part of the shift where possible
11. There is a concern that after the removal of trees and residences around Pennant Hills Road, the noise will resonate down the valley and flashing lights can be seen.
- Site Hoardings and acoustic sheds are in the process of being built around site. A noise wall will be constructed to shield haul trucks after the haul roads are constructed.

SPECIFIC PROGRESS ON HILLS M2 MOTORWAY INTEGRATION

- Construction Director, LLBJV presented on specific progress on Hills M2 Motorway integration
- Presentation attached
- Questions and comments:
 1. Is there a detailed diagram of post-construction layout?
 - *Will present this at the next meeting* – detailed drawings are being prepared
 2. Comment (from RMS/LLBJV): There will be an extra lane westbound on southern side of M2.
 - Comment (from RMS/LLBJV): Oakes Rd bridge will not be widened and NorthConnex would welcome those affected groups to join the CIG. Bridges are being altered at Yale Close, Barclay Road and Darling Mills bridge
 3. Does the actual digging of the shafts take place before or after acoustic sheds are put up?
 - During (at the same time). They are in place for spoil handling and tunnelling at night
 4. The shafts will always be there once built?

- Trelawney Rd – yes
 - Wilson Rd – yes
 - Others are temporary
5. Tunnelling Construction – what is the emissions specification?
- CIG was referred to the EIS
6. Is there a dust loading that we need to be mindful of?
- Dust LLBJV noted that it would target tighter construction dust emissions than what is required in the EIS
7. Will the specifications be monitored?
- Yes
 - There will be dust monitoring, vibration monitoring and sound monitoring - yes
8. Can monitory data be shared with CIG?
- *Yes. Perhaps a presentation can be done on this.*
 - Needs to be measured against baseline. Incremental impact on community
 - LLBJC have installed dust deposition gauges to determine background levels for construction
9. Why were air monitoring stations removed?
- The monitors that have been removed are not required for construction. They were in place for the EIS process
 - There is an approval condition requirement to install 6no ambient air quality monitoring stations 12 months before opening of tunnel to form base line
10. What about air monitoring before we put in traffic lights at Pennant Hills Rd?
- From a construction POV LLBJV will monitor dust with dust deposition gauges. It is no specific to traffic lights
11. Is concrete made on site or delivered?
- Concrete will be batched offsite and delivered in agitator trucks. Consideration is being given to establishing a concrete batchplant at Mt Kuring-gai for the project.

OTHER QUESTIONS AND COMMENTS

1. Those who are directly affected, for example those who have the tunnel going directly under their properties, have more difficulty and expenses in getting DA approvals etc. Can they get any assistance from NorthConnex on this?
 - *Will come back to this*
2. How is the general public be informed?
 - Construction updates, website, emails, etc.
3. When are we going to see the community communication strategy which was approved in May?
 - We are taking out private and confidential information in the strategy and then it will be available
4. When will we see the spoilage management strategy?
 - It should be available in a couple of months, and definitely prior to tunnelling

CIG MEMBERS EXPECTATIONS AND ISSUES

- Are there ways to manage the next CIG meeting better?
 - Send questions to Independent Chair in advance
 - Keep in mind that the forum is about influencing how to build the tunnel, not what is being built (i.e. the infrastructure can't be changed, but can try to mitigate impact of the building process)
 - Many ways to contact NorthConnex if anyone has any personal questions
 - Questions that can be easily answered through email will be done by email rather than waiting until the next CIG meeting
- Communication to this group from Independent Chair will be by email
- Minutes can be shared with public and will be on the website
- No names will be on minutes (just titles)

NEXT MEETING

1. Monday, 12 October 2015, 6:30pm-8:30pm

ACTION PLAN:

Actions Arising	Timeframe
Questions still to be fully addressed: <ol style="list-style-type: none">1. How do you define whether this committee is successful or not?2. Has the emissions and dispersion modelling taken into account	Later meetings

<p>stop-start traffic which will produce more emissions than average?</p> <ol style="list-style-type: none"> 3. How long will the connection lanes for M1 and M2 be; and is there a detailed diagram of where the lanes are actually supposed to interact? 4. Can current traffic be banned from using compression braking coming off the M2? 5. When will traffic be limited to only going in and out of Pennant Hills Rd in relation to the Southern Interchange? 6. How long will the temporary lights be there for at the Southern Interchange? 7. Is there a detailed diagram of post-construction layout for the Hills M2 Motorway integration? 8. Can those directly affected by the tunnel get assistance with getting DA approvals? 	
<p>CIG requests the following presentations:</p> <ol style="list-style-type: none"> 1. Monitoring data (dust, vibration, sound) to be provided and explained once collated 2. Traffic modelling during and post construction to be explained 	<p>Later meetings</p>

These minutes are taken live and have been accepted on: 19 August 2015



Stephen Lancken
Independent Chair