

NORTHCONNEX

Community Involvement Group – South/M2

Meeting 2

- Date:** Monday, 12 October 2015
- Time:** Arrive at 6.15 pm for a light supper
Meeting from 6.30 pm to 8.30 pm
- Location:** Pennant Hills Golf Course
Cnr Copeland and Burns Road South, Beecroft
- Attendees:** Community Involvement Group – North
- Independent Chair
- Minute-Taker
- LLBJV representatives
- Project Company representatives
- Roads and Maritime representatives
- Independent environmental representative

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Meeting Notes

Key Matters Discussed and Presented

WELCOME AND COMMENT ON PREVIOUS MEETING NOTES

- Opening by Steve Lancken
 - Introductions.
 - Apologies noted.
 - Meeting protocols and guidelines summarised
 - Powerpoint attached

PRESENTATION ON TRAFFIC MANAGEMENT DOCUMENTS AND APPROVAL PROCESS

- Presentation on traffic management documents and approval process by Traffic Manager, LLBJV
 - Presentation attached

PRESENTATION ON TRAFFIC AT WILSON ROAD AND SOUTHERN INTERCHANGE COMPOUNDS

- Presentation on traffic at Wilson Road and Southern Interchange compounds by Traffic Manager, LLBJV
- Presentations attached
- Questions and discussion:
 1. Comment: For the Wilson Road site, there is a slip-lane entrance to the site but not a slip-lane exit from the site. This is exactly the same at the Southern Interchange. The temporary traffic arrangements for these sites are not sufficient for all hours of the day to minimise the impacts of the trucks coming out.
 - This arrangement has been through the vigorous approval process
 - There is a 4 second window between traffic signal changes at Beecroft Rd.
 2. Could it be practical for trucks not to operate during peak hours?
 - Unlikely but we will take it on notice. All options are being considered operationally.
 3. Can LLBJV confirm that trucks can turn out without impeding the middle lane?
 - Yes, if the roads have been designed correctly

4. What actually happens in practice with regards to the planning process? How will the project team audit and verify the actual impact on the congestion versus assumptions and models?
 - RMS are experts in the field and they will logically review model data – there are scenarios where practical input is needed.
 - Verification of the model is done on an ongoing basis, particularly with the heavy vehicle fluctuations
5. Could LLBJV commit to provide the CIG with baseline data and also pass on feedback on what auditors are saying about the data, especially in regards to traffic impact?
 - Yes
6. Do we have baseline data in peak hour to use for audit? The most important KPI for residents is how long it would take me as a driver to get from point A to point B.
 - Baseline travel time information available now – this was done in 2014
 - We are actively installing a radar system and will have traffic surveys done.
7. Are you contractually obliged to remove the temporary traffic lights after construction is complete?
 - They will definitely be removed after construction is complete.
8. Comment: There is a small roundabout at the Victoria Rd Loftus Rd Intersection where there is not much vision which can be dangerous for kids crossing the road
 - LLBJV will take this comment on board, but note that trucks have better visibility than buses and cars.
9. Comment: Nothing has been done to try and alleviate the impact of trucks on the already existing heavy congestion on Pennant Hills Rd – this project will only add to it
 - At peak there are currently 4,500 vehicles on Pennant Hills Road per hour in one direction. The project will only add 10-15 trucks out of Wilson Rd and Southern Interchange at the very peak time of the project. This is not a significant number and modelling shows that there will not be much impact
 - Comment: These trucks are either slowing down to get in or interrupting traffic to come out, so it is unlikely to be a small impact.
 - Realistically speaking – of course there will be an impact from this project, but we are trying to minimise them as much as we can. We are trying to take on board local knowledge to try to make the project better and safer.

- Suggestions: maybe if trucks can only go one way and then circles back to go another way; or maybe if it's possible, minimise truck movements during peak hour
 - The spoilage management strategy will be more of an overarching document about how spoilage will be managed across the job. We need a dynamic document that can reflect changes e.g. tip sites will change throughout the project.
 - In terms of minimising truck movements during peak hour, there are conflicting things that we need to manage e.g. tip sites aren't open at night so spoils needs to be sorted out during the day; and even if tip sites are open, traffic noise needs to be managed, etc.
 - With that said, contractors need to deliver in the quickest, cheapest and most efficient way so LLBJV also wants trucks to spend less time on the roads etc.
 - The contraflow idea will be looked at subject to location of tip sites and other issues to be addressed.

10. The new turning circle at Boundary Rd, Victoria Rd, New Line Rd and Castle Hill Rd – these are local roads that will be impacted. Why are we not looking to move, for example, spoilage from Wilson Rd north? So if exiting spoils are on the west side, they should go north. If they are on the east side, they should go south. Then you can avoid impact on local roads.

- If you take trucks from Wilson Rd, they have to come back to Wilson Rd – and the only way would be to go through those roads.

11. Why don't you link Wilson Rd with Trelawney St?

- This was considered and the project will need flexibility because things will change quite regularly out there (e.g. opening and closing of tip sites)
- LLBJV will be starting to look at alternative routes. This suggestion is one that we are considering with many others to address the needs of the project and minimise impact.

12. Is a key principle of spoilage management plan to minimise impact on local residents?

- Yes

13. How is impact on local residents and roads measured? Drivers will increasingly try to use side streets (e.g. Murray Farm Rd, Oakes Rd, etc.) to avoid congestion on

Pennant Hills Road. Are there any baseline data available on whether the project negatively impacts these roads?

- CIG members to let Independent Chair know which local roads they are concerned out. The Independent Chair will then pass these on to the LLBJV, who will see if any baseline data is available for those roads, and bring them to the next CIG meeting.

14. Comment from LLBJV: LLBJV have not attained approval yet for Hornsby Quarry so cannot use that facility yet for disposal of spoilage.

15. What happens after construction is completed? Who will look at the impact of the project?

- The project company has to do a review on how things are operating and also report back to RMS. RMS will be responsible for monitoring local roads during and after construction.
- All have been modelled and results are in EIS on how we believe the modelling will occur

— Comment: M2 changed everything and nothing was done

16. Questions: Has the above modelling looked at impact on local roads?

- It is in the EIS

— Comment: EIS only contains general statements, which is why we need baseline data

17. If any of these local roads are to be used by trucks – will any changes be done to them? E.g. any thoughts to put in a crossing or the like?

- Don't know yet, but it could be a possibility

18. Were TMC involved in approving the turning circles? For example, at New Line Rd – that road is a nightmare in and out.

- Yes, TMC is involved, but haven't given final approval for the alternate route yet. LLBJV is still working out and doing consultation regarding the turning circles

19. At the last meeting, we were told that the footpath around Wilson Rd will go through around the back, but the plans seem to show that they are going around the front?

- The plans have not been changed. The walkway is indicated on the drawings. The walkway for school kids will stay and go around the back.

- There will also be a gatekeeper to separate pedestrians from the interface as much as possible.
- 20. Will cameras be looking at the Wilson Rd compound and its interaction with the Beecroft intersection and build-up of traffic, etc?
 - Yes
- 21. Will we be able to see the CCTV footage?
 - Yes, the CIG is welcome to visit the Traffic Control Room at West Pennant Hills

UPDATE ON PROJECT CONSTRUCTION AND HILLS M2 MOTORWAY INTEGRATION AND TIMING

- Update on project construction and Hills M2 Motorway integration and timing by Construction Director, LLBJV
 - Presentation attached
- Questions and Comments
 1. How will compression braking be monitored?
 - The environmental team will be monitoring the compliance of truck drivers
 - There is an audit program that is refined on an annual basis, and spot checks will be carried out
 - People on site can also audit
 2. What is the incremental impact of ramp adjacent to Coral Tree Dr?
 - The whole ramp from where we steepen to the area heading west will come down to make room for westbound exit
 - There is more work to do regarding how far we will move south in terms of existing alignment, for example, drainage, additional embankment
 - Until we have designs, it is still fluid
 - The tunnel comes out of existing ramp so no additional land take
 3. Comment: CIG are concerned about this project having the same impacts as M2. The same residents will cop more construction.
 4. Any thoughts of widening the M2 overpass on Oakes Rd?
 - No, this is not in scope nor required
 5. Could noise cameras be implemented to monitor truck noise?
 - RMS will study noise monitoring to determine what device to use
 - Study plan will be sent to CIG and the outcome of the study will be reported

6. What will be the total spoilage for the whole project?

- 2.3 million cubic metres
- 55,000 cubic metres for M2 works

PRESENTATION BY ENVIRONMENTAL MANAGER REGARDING NOISE, DUST AND VIBRATION

MONITORING;

- By agreement this report was deferred to the next meeting.

OTHER MATTERS

- CIG would like a timeline for the total project and an update on how the project is tracking on the timeline. Agreed that this could be provided at each meeting.

NEXT MEETING

- Next meeting: 30 November 2015. Venue to be confirmed. Time 6.30pm

MEETING CLOSED AT 8:35PM

Actions Arising	Timeframe
1. LLBJV to provide baseline data, especially in regards to traffic impact	When available
2. LLBJV to pass on feedback from auditors regarding baseline data collected	When available
3. CIG members to let Independent Chair know which local roads they are concerned out. The Independent Chair will then pass these on to the LLBJV, who will see if any baseline data is available for those roads, and provide them at a later CIG meeting	Various
4. LLBJV to plan a time for CIG to visit the Traffic Control Room at West Pennant Hills	Later meetings
5. Noise monitoring study plan to be provided to CIG	Next meeting
6. Outcomes from noise monitoring study to be provided to CIG	When available
7. Timeline for total project and updates on how the project is tracking against the timeline to be provided to CIG	Each meeting
8. Presentation on noise, dust and vibration monitoring by	Next meeting

Environmental Manager, LLBJV	
9. Review operation of committee and whether it is achieving its objectives	Each meeting

Actions From Previous Meeting	Status
<p>Questions still to be fully addressed:</p> <ol style="list-style-type: none"> 1. 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? 2. Can current traffic be banned from using compression braking coming off the M2? 3. What is one day's capacity for excavation? 4. When will traffic be limited to only going in and out of Pennant Hills Rd in relation to the Southern Interchange? 5. How long will the temporary lights be there for at the Southern Interchange? 6. Is there a detailed diagram of post-construction layout for the Hills M2 Motorway integration? 	Addressed
<ol style="list-style-type: none"> 7. Has the emissions and dispersion modelling taken into account stop-start traffic which will produce more emissions than average? 8. Can those directly affected by the tunnel get assistance with getting DA approvals? 	To be addressed
<p>CIG requests the following presentations:</p> <ol style="list-style-type: none"> 1. Traffic modelling during and post construction to be explained 	Addressed
<ol style="list-style-type: none"> 2. Monitory data (dust, vibration, sound) to be provided and explained once collated 	To be addressed

These minutes are taken live and have been accepted on: 13 October 2015

Steve Lanck

Stephen Lancken

Independent Chair