



COMMUNICATE INNOVATE COLLABORATE FACILITATE NEGOTIATE MEDIATE EDUCATE

## NORTHCONNEX

# Community Involvement Group – North: Meeting 5

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- Meeting:** Community Involvement Group – North
- Date:** Monday, 16 May 2016
- Time:** Arrive at 6.00 pm for a visit to  
the Traffic Control Room,  
NorthConnex  
Meeting from 6.40 pm to 8.20 pm
- Location:** IBM Building  
55 Coonarra Road  
West Pennant Hills  
Arrive at reception and contact Anne on 0417142167
- 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

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## **Key Matters Discussed and Presented**

### **WELCOME AND INTRODUCTIONS**

1. The IC asked for permission to record this CIG meeting on the proviso that the recording be destroyed after these notes are uploaded to the NorthConnex website.
  - i. No objections were made.
  
2. Welcome
  - i. Apologies were noted.
  - ii. New attendees were introduced.
  - iii. Members were reminded to refer to meeting protocols and guidelines.
  
3. Review previous meeting notes and action items - questions and comments
  - i. IC was informed that presentation would address majority of action items from meeting 4.
  - ii. There were no questions or comments.
  
4. Drone footage of the entire length of the project, North and South, was screened.

### **UPDATE ON PROJECT CONSTRUCTION SURFACE WORK – NORTHERN INTERCHANGE COMPOUND, M1 PACIFIC MOTORWAY (WIDENING AND DRIVEWAY TIE IN, TREWLAWNEY STREET COMPOUND AND PEARCES CORNER)**

1. Presentation on traffic management process by Construction Director, LLBJV.
2. Time-lapse video of the Northern Interchange was screened.
3. Questions and Comments – Northern Interchange compound
  - i. Will heavy vehicles continue to use back streets around the Northern Interchange Compound after new traffic lights are activated in June?
    - Heavy vehicles were using nominated local during establishment of the site. Heavy vehicles are no longer using the local roads now that the entry and exit lanes of the M1 are operational. The traffic lights will enable heavy vehicles to exit heading north to haul spoil. Light vehicles will continue to use the local roads.
  - ii. Question was asked about the location, permanency and purpose of the two-lane road bridge on the M1 Pacific Motorway southbound.

- The permanent two-lane bridge road will be located on M1 southbound. The bridge will span over the tunnel entry and exit ramps and will carry the M1 Southbound traffic exiting the M1 onto Pennant Hills Road.
- iii. Is the program of acoustic in-house treatments offered to all properties affected by noise?
- The project is assessing which properties are eligible for acoustic in-house treatments through a process of monitoring, modelling, and assessing the impact of the design. The EIS is the beginning of the process.
- iv. Did the project consider offering acoustic in-house treatments before the start of construction?
- The acoustic in-house treatments are offered to properties that will experience operational noise impacts, post construction. The EIS does not require in-house acoustic treatment for construction noise. The at-receiver acoustic treatment for properties identified to be affected by operational noise will be installed as soon as possible.
  - Approximately 170 properties are eligible for acoustic in-house treatments. 33 properties will be treated in the first phase of the roll-out.
  - The team are focusing the efforts to have at-receiver treatments installed at properties which will be impacted first. The design and construction will progress in stages, some homes will not be affected by noise for some time.
4. Time-lapse video of Trelawney Street Compound was screened.
5. Questions and comments – Trelawney Street Compound
- i. Is there an update on the heritage-listed trees on Loch Maree Ave?
- The arborist has inspected and completed their report on the fig and jacaranda trees. The Council has also inspected the trees. The trees will be trimmed. The trimming required is minimal and will be carried out at the same time as night work due to start shortly.
- ii. Why will the trimming of trees be carried out at night?
- A lane has to be blocked-off in order to trim the trees. Blocking a lane has to happen during off-peak period. The trees are in close proximity to PHR and will require PHR lane closures to manage turning traffic.

- iii. What will be the construction of temporary noise hoarding be at the Trelawney Street Compound?
  - The noise wall be 2 sheets of 17mm ply.
  
- iv. Why does the noise wall stop short of the shed? This results in dust travelling off the site on windy days.
  - The construction of the noise wall is not complete. Access is required in order to finish construction of the site shed.
  - The noise wall will be constructed up to the site shed once the shed is complete.
  - Dust is created during earthworks. There are no major earthworks at this site at the moment as the walls have now been backfilled. The site activities are focused on pavement and shed construction.
  
- ii. What night work is currently taking place and how long will it last?
  - Night work is taking place on Loch Maree Avenue for light vehicle entry into the compound.
  - The night work will start on 16 May and continue for 4 weeks.
  - The work will typically take place on Monday, Tuesday and Thursday nights.
  
- iii. A member commented that the Chinese Church usually has activities on Thursday nights which may affect parking on Loch Maree Avenue during night work.
  - Noted.

## 6. Questions and comments - M1 widening work

- i. What work is carried out at night? How can this be done as safely as possible?
  - Clearing trees and removing barriers on the roadway has been the majority of night work carried out on the M1 to date.
  - We set up the site with concrete barriers to allow us to complete as much of the work during the day as possible. There will however always be the need for some night works.
  - A deflection zone of up to a one metre is required behind the concrete barriers. Workers are required to remain outside this zone for safety reasons.. When required to work within the one metre zone behind the barriers this work will be required to be completed at night when a lane can be closed on the M1.

- Noted that in some places the drainage is right behind the barrier.
- ii. Has the crash barrier been removed?
  - The steel barrier has been removed. The concrete barrier will be removed during day work.
- iii. Is there any imminent night work outside barriers?
  - The majority of the night work will be conducted outside the barriers excepting for work when the median narrows and when people are required to work within the barrier deflection zone.
- iv. A plan for the construction of the M1 widening median work and the Junction Road Compound was requested to help members communicate the work to the community.
  - Plans to be sent to members along with notes from this meeting.

#### 7. Questions and comments – Pearces Corner

- i. Will any trees be moved due to construction?
  - 2 Canary Island Heritage Palms will be relocated so that they are clear of road widening. They will be moved back about 5 m.
- ii. How many dedicated lanes will there be to turn right at Pacific Highway? There is currently only one.
  - There will be 2 dedicated turn right lanes going to Pacific Highway.
  - 4 lanes in total to and from Pacific Highway.

#### 8. Questions and comments – Hornsby Quarry

- i. What are the other spoil disposal sites that will be used apart from Hornsby Quarry?
  - A number of sites have been identified including Schofield, Peat's Ridge and Penrith Lakes. This will change as sites come on and off line depending on what development is taking place. The Spoil Management Strategy identifies the process for evaluation and approval of potential spoil sites as they become available.
- ii. When will the road work at Hornsby Quarry begin?
  - The road work will start once road design is finalised and the Construction Environmental Management Plan (CEMP) approved.
  - CEMP needs to be approved by the Department of Planning.

- iii. Will Roper Road be closed-off?
- Roper Road will be closed periodically for Bridge Road upgrade works subject to TMP approvals. Prior to spoil transport to site traffic lights will be installed at Watson Avenue/Peats Ferry Road to facilitate closure of Roper Lane.
- iii. Request was made that plans produced for haulage routes be sent with notes from tonight's meeting.
- TMP is being finalised with TMC. Plan to be distributed by IC when available.
- iv. Will the idea of haulage routes operating in a circle so that trucks do not have to turn right on Pennant Hills Road be reconsidered?
- Hornsby Quarry will not be operational until after tunnelling commences.
  - From a practical level, trucks will need to travel north from Trelawney Street and Wilson Road Compounds.
  - Some spoil from Trelawney Street and Wilson Road Compounds will need to travel at night to a site in the south.
  - Hornsby Quarry will only receive spoil during the day and this impacts on the plan.
  - Destination of spoil is dependent on availability at the sites.
  - Some material is also being sent to Peats Ridge.
- v. Was Peats Ridge included as a possible site in the Spoil Management Strategy?
- SMS does not mention all sites. Peat's Ridge (for example) only became available in the last month.
  - Wyong is another new disposal site. However, it is too early in the tunnelling process to make full use of this opportunity.
- vi. It takes a long time to turn right from Pete's Ferry Road onto Bridge Rd. Is a right turn lane practical?
- TMC and RMS are currently looking at how to address this. LLBJV to provide information at next meeting.
- vii. The large model of Hornsby Quarry made by a friend of a member may be available for display by LLBJV. That opportunity is to be pursued.

## **UPDATE ON TUNNELLING – NORTHERN INTERCHANGE COMPOUND AND TRELAWNY STREET COMPOUND**

1. Update on tunnelling, Northern Interchange and Trelawney Street Compounds by Construction Manager for Tunnelling, LLBJV
2. Questions and comments – Northern Interchange Compound
  - i. Will blasting be conducted 24/7?
    - No.
3. Questions and comments – Trelawney St Compound
  - i. What security is in place around the shaft (to prevent falling accidents)?
    - There is a high fence with gates around the perimeter. There will be an Alimac hoist (lift) for workers to go in and out of the deep shaft area. A safe access way will be built, enabling access during the tunnelling phase.
    - The shaft will be secure. The northern end of the shaft will be closed-off.
    - A swipe-accessed turnstile gate will be installed, limiting access to authorised personnel only.
  - ii. Could animals and local pets such as cats access the shaft?
    - We put in place a range exclusion measure to minimise the possibility of this occurring.
  - iii. The project will use 19 road headers – why odd number?
    - The project will use 17 large roadheaders and two smaller roadheaders: 4 large roadheaders will be used at the northern site. Eight will work (4 in each direction from the middle of the project). 5 roadheaders will work at the southern sites.
    - The extra smaller roadheaders are more for enabling works.
    - The large roadheaders cut ground quickly. The smaller roadheaders do the finer cutting. The smaller roadheaders will be used for cross over passages and the like and can be moved from site to site more easily.

## **COMMUNITY COMMUNICATIONS AND SUSTAINABILITY UPDATE**

1. Update on Community Communications by Community Engagement Manager, LLBJV
  - i. Concern was raised that not all properties that were listed to receive notification of night work received notification.

- A delivery service is used for large volume distribution.
  - The mentioned notification was distributed to 1,000 households by delivery service.
  - Delivery was verified by GPS tracking system. Tracking system confirmed distribution to the mailboxes mentioned.
- ii. It was suggested that some properties would like to receive real-time updates on night work via SMS when night work is cancelled, for example, due to rain.
- Taken on notice. Some household may prefer not to receive SMS update after 9pm.
- iii. Who receives SMS alerts?
- The SMS was introduced in response to suggestion at a CIG meeting. The SMS alert system has been rolled out in Wairoa. A door-knock and mail drop was conducted to properties in the area. These households could then elect to receive the service.
- iv. It was commented that it would be helpful for residents if they had specificity in relation to scheduled night work.
- The SMS alert is still being trialed. LLBJV is looking to make SMS alerts more reliable.
- v. What are the viable alternatives for respite accommodation which is commensurate with current standard of accommodation?
- LLBJV has a bank of 2 bedroom accommodations at the Waldorf Apartments in Pennant Hills, Waitara and Wairoa.
  - Some affected residents have elected to be relocated to the city, close to their work.
  - LLBJV endeavour to accommodate individual needs. This is not always possible and limited by availability of accommodation.
  - LLBJV is looking to expand their suite of accommodation offerings. This includes the possibility of renting a property which will be serviced. Update will be provided at next meeting.
  - Complaints regarding respite accommodation can be made through the enquiries hotline.
- vi. Is it possible to make alerts about high noise levels more accurate?



- The modelling is informed by what equipment the engineer believes is required for the work to be carried out that night. Sound levels of each piece of equipment is measured individually. Then in combination. This provides a worst case scenario. Sometimes, the equipment is not used concurrently or not all the equipment is required to get the job done. This will result in a noise level below what was communicated. It is not possible to predict noise levels any more accurately.
- vii. Is it possible to carry out work so that the worst noise is early in the night? This is similar to what is in place for day work when the work with the biggest impact is scheduled when it is less likely to be a problem?
- This is already part of the process. We program high noise impact work to occur earlier in the night as far as is possible. Quieter work is carried out after midnight or 1am where possible but this opportunity is not always available to us.
2. Sustainability update presented by the Sustainability Coordinator, LLBJV
3. Questions and comments – Sustainability
- i. In what ways does the sustainability program engage local schools?
- The program is still being established.
  - 18 primary and secondary schools will be invited to become involved in the project in a variety of ways including naming road headers and offer expertise and education on topics such as tunnelling and the environment.
  - The schools can provide more information on how they would like to be involved.
- ii. What are the sustainability targets measured against?
- The estimates provided in planning document.
  - For example: the project aims to cut the predicted energy consumption by 20%. This will be achieved through initiatives such as the use of L.E.D. light. It is expected this will halve energy use for lighting. Water use will be cut back through installing water tanks and recycling. Little changes can have a big impact on a project of this size.
  - Annual results will be published on the website.

#### **OTHER MATTERS RAISED BY CIG MEMBERS**

1. Questions and comments
- i. What are the protocols for talking to the media?

- Members may speak to the media in their own private capacity. Members may not speak on behalf of the CIG or the joint venture. Discussions at CIG meetings are not confidential unless advised.
  - Charter will be re-sent with notes from this meeting.
- ii. Where is the concrete sourced?
- Concrete will generally be sourced within 20kms of the project.
  - Some of the concrete for the initial establishment of sites was sourced from the Sefton Park Industrial site at Thornleigh. It was noted that this site does not have the capacity to provide the high quantities required for bulk of the construction.
  - Concrete will therefore be sourced from other sites including Artarmon and Blacktown in addition to occasional supply from the Thornleigh plants.
  - The project is looking at setting-up a dedicated concrete plant at Mount Ku-ring-gai.
- iii. A discussion took place about the process of CIG meetings and the emphasis of the discussion at the meetings. The IC advised that there is to be an annual review of the CIG operation that will commence at the next meeting.

#### **NEXT MEETING**

1. Next meeting: 15 August at Hornsby RSL.
2. Annual review of how CIG process is working will be on the agenda for the next meeting.

**Meeting closed at: 8:50pm**

#### **PREVIOUS ACTION PLAN COMPLETED:**

<b>Item #</b>	<b>Actions Arising</b>	<b>Status</b>
1	Visit to the Traffic Control Room to be arranged for the next meeting.	Addressed and completed.
2	LLBJV obtaining arborist report regarding trees on Loch Maree Ave before the next meeting.	Addressed
3	LLBJV to advise at next meeting if Loch Maree House is within the 120m of the blasting.	Addressed
4	LLBJV to investigate ways to better notify local residents of noisy works that go over the original planned time or impact on local residents. A plan of notifications/updates to be provided at next meeting.	Addressed
5	LLBJV to provide a map of the roads that will be used to access Hornsby Quarry	Addressed

	at the next meeting.	
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**ACTION PLAN ONGOING:**

<b>Item #</b>	<b>Actions Arising</b>	<b>Status</b>
1	LLBJV to provide update on Urban Design and Landscape Plan re local input on revegetation of Trelawney Street once it is ready.	When ready
2	LLBJV to advise IC of the trees planned to be retained and those to be removed at the Northern Ventilation Building site. The IC will send this information to the CIG Members.	When ready
3	LLBJV to contact the council about the request to put footpaths on the south side of Watson Ave and advise the IC of the result. IC to distribute that information onto CIG members.	Prior to next meeting
4	Plans for M1 widening median work and the Junction Road Compound sent to CIG with meeting notes	Prior to next meeting
5	Meeting protocols and guidelines for CIG re-sent with meeting notes	Prior to next meeting
6	LLBJV to provide update on availability of serviced rental property	Next meeting

These minutes were accepted on 24 May 2016

**Stephen Lancken**

Independent Chair