



negocio resolutions

COMMUNICATE INNOVATE COLLABORATE FACILITATE NEGOTIATE MEDIATE EDUCATE

Community Involvement Group –South/M2: Meeting 3

- Meeting:** Community Involvement Group – South/M2
- Date:** Monday, 30 November 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:** Independent Chair
LLBJV representatives
Project Company
representatives
Roads and Maritime
representatives

Negocio Resolutions

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Meeting Notes

Key Matters Discussed and Presented

WELCOME AND INTRODUCTIONS

1. Welcome
 - i. Introductions
 - ii. Please remember to RSVP to the independent chair regarding your attendance at CIG meetings

PRESENTATION ON DUST, VIBRATION, NOISE

1. Presentation on dust, vibration and noise by Environmental Manager, LLBJV
2. Questions and Comments
 - i. Is the presenter responsible for compression braking and monitoring of the trucks?
 - No, this is managed in a different way through induction of suppliers to the project.
 - ii. How do we ensure that LLBJV will enforce the prohibition on the use of compression braking?
 - Subcontractors are contractually prohibited from using compression braking
 - Compliance to date has been really good
 - iii. Where does non-compliance data in relation to compression braking get collected?
 - Non-compliance data gets collected in a compliance tracking program
 - Non-compliance data will be dealt with contractually when it involves subcontractors
 - iv. How does a member of community know whether truck is associated with project if they hear compression braking being used?
 - If it is a b double, it is not a NorthConnex vehicle
 - If it is a truck and dog, it may be a contractor's truck – call the NorthConnex 1800 number and give a description of any markings on the truck and NorthConnex will investigate it
 - v. Suggestion: Can you implement a general restriction on use of compression braking in the area?
 - The CIG meeting is not the forum for this. This is an RMS issue.

- vi. Does LLBJV want members of the community to call every time they hear compression braking?
- Yes, if the person has seen the truck and can offer some kind of description of the truck and believes it may be associated with the project
- vii. Will LLBJV's environmental monitoring extend out of the worksite and include the Blue Gum Creek?
- Yes, LLBJV will be monitoring downstream from construction worksite. It is an ongoing process of the construction phase. Anything discharged in proximity of the drain will be monitored before it leaves the worksite, including further downstream.
 - LLBJV takes water samples for water quality, as well as notes and photographs to observe what is happening around that location.
 - Erosion is also monitored, and project environmental representatives are there to observe what is happening in that area
- viii. What has been done to minimise the amount of muddy water around the worksite after there has been significant rain?
- Construction water is diverted through worksite at the moment through existing drainage systems so that it is not picking up more sediment
 - Water coming from the road is considered to be non-construction water. It does not come through the worksite and as such it is not something that LLBJV is able to work with
- ix. What after-hours operations will be going on at Wilson Road? Will it only be excavations and trucking?
- All works associated with tunnelling have been approved by the Minister to be able to be carried out 24 hours
 - As Wilson Road is a tunnel site, tunnel work associated with the site can be carried out 24 hours
 - Examples of work between now and commencement of tunneling which need to be carried out outside of normal hours include road works for access to Pennant Hills Road, which is expected to be another week's work; haulage of trucks in and out; tunneling/excavations
- x. Will the noise issue be minimal given that the majority of the work will be carried out inside the acoustic shed?

- Yes, the acoustic sheds are designed to minimise noise and a majority of the tunneling work will be done in that shed
- xi. Will people on Wilson Road be subject to any vibration, given that work will be done 93m below ground?
- It is not expected that people on Wilson Rd will feel any vibration during tunneling
- xii. Will trucks be covered to prevent dust from the spoil that will come to the surface?
- Yes, and the road that the trucks will drive on inside the compound is made of concrete to minimise dust
- xiii. How will project workers in the tunnel be protected?
- LLBJV will have a large number of safety officers to ensure that the workforce is looked after and work safely.
 - There will also be an environmental team to provide support
- xiv. How much water will the project discharge into Blue Gum creek?
- At the moment, the worksite is discharging from a small sediment basin and discharge is carried out over a period of days and would be no more than 600 cubic metres at the moment every 3 months
 - After a storm event, LLBJV has to treat the water within 5 days
 - For example, after the recent rain event at West Pennant Hills, the basin filled and some water would have flowed over the spillway, which is in accordance with the design. Over the 5 days, LLBJV would have discharged the total of the 600 cubic metres gradually
 - The water on site is also used for dust suppression, and therefore discharge only occurs when there is a need to clear a filled basin. There is no need at the moment

PRESENTATION ON SOUTHERN AND M2 WORK

1. Presentation on Southern and M2 Work by Senior Project Manager, LLBJV
2. Questions and Comments
 - i. A number of trucks and dog trailers have been seen going west on Castle Hill Road and going down Highs Road. They don't appear to be related to the railway project – are they trucks from NorthConnex?
 - The current route for traffic coming from the north and heading south and entering the worksite is to turn left onto M2 and continue until Christie

Road, then turning around there to head north onto Pennant Hills Road and then left turn to site.

- LLBJV has noticed the increased traffic around Castle Hill Road/Highs Road and will be looking into whether the trucks using those roads are related to the project.
- ii. Where is spoil being taken at the moment?
- Spoil is currently being taken to Pioneer Ave from the Southern Compound. Approximately 6000 cubic metres will be moved out of there.
 - Pioneer Ave is a transfer facility at Thornleigh for the project
- iii. There was an accident at the intersection of Eaton Road and Karloon Road on 16 November 2015. Was that one of NorthConnex's trucks?
- No
- iv. Between the site and Larchmont PI (along Eaton Road), there are many NorthConnex vehicles parked such that other cars can't get through or see oncoming traffic. It seems that not enough employees are taking the shuttle bus. This is a safety concern, particularly residents who are scared of haulage trucks and traffic parked on both sides.
- LLBJV is conscious of this and have recently completed a secondary carpark on site which is designed to cope with the additional capacity of staff coming on board
 - Staff is being encouraged to take the shuttle bus.
 - Addressing this issue is a work in progress
- v. Traffic is banking up onto Oakes Road due to the parking of staff between the site and Larchmont PI (along Eaton Road).
- LLBJV has looked at traffic there a couple of times – once due to traffic control signs not placed on footpaths which was then rectified
 - Majority of the other times has been due to congestion on Eaton Rd
 - “No staff parking on local roads” will be enforced, and there are traffic controllers who look at traffic that shouldn't be there and are taking down registration details so that LLBJV can address it with perpetrators and subcontractors
 - LLBJV is looking at other means of turning people away from parking near the site
- vi. Can you do something stronger than “encourage” people to use the shuttle buses?

- LLBJV are policing people to use the buses
- vii. Is it part of the contract for staff to use the buses?
- It is part of project rules and there is contractual obligation that they should follow it
- viii. What will removing the M2 onramp involve?
- The process of lowering the ramp was described by the presenter
 - The work is commencing now and will be completed by end of next year
 - Traffic will switch back onto the lanes by the end of 2016 and then LLBJV will start working on other end to give access mid-2017 to a portal where the roadheader can break through
- ix. What is the distance between the M2 intersection and the new temporary intersection/traffic lights on Pennant Hills Road?
- About half way – 250 m
- x. There are 3 sources of traffic going north towards that intersection – Pennant Hills Road to go south, M2 heading west, and M2 heading east – all sitting there waiting for lights to change – how does this synchronisation actually work with the temporary lights?
- When those lights turn red, the other lights turn red; same as they turn green so that cars don't need to make an extra stop at the intersection
 - LLBJV will get back to this when the traffic team is available at the CIG
- xi. You mentioned that you need the temporary intersection so that traffic can turn right into the site – is that for construction purposes only?
- Yes

PRESENTATION ON SOUTHERN TUNNELLING

1. Presentation on southern tunneling by Project Manager, LLBJV
2. Questions and Comments
 - i. How deep is the shaft at southern interchange?
 - The shaft will provide access to both the northbound and southbound tunnel. It will be about 20m deep.
 - ii. Is the situation regarding controlling staff and pedestrians similar to those at the Southern and M2 interchange?
 - Yes, but one benefit of this worksite is that all the employees will be a direct hire rather than subcontractors

- All employees at this worksite will start their shift at Pioneer Avenue so that they will park their car and get on a bus and get taken back and forth to the site and Wilson Road and Trelawney St, etc.
 - However, as Pioneer Ave is still currently being established, the policing of parking is still in a planning phase that involves a lot of staging associated with the site.
 - This is being investigated further and traffic controllers are also being used
 - Pioneer Ave should be available by early 2016
- iii. Comment: I don't see many people on the NorthConnex bus at the moment
- Staff have been told not to park on the site but there are human factors involved and some people might not listen
- iv. What can people do if NorthConnex staff are seen to park on site?
- LLBJV will come back to this question to report on what is being done to make sure people are parking in the right places
- v. Are there clock on/clock off technologies involved?
- Yes

PRESENTATION ON WILSON ROAD SURFACE AND TUNNELLING

1. Presentation on Wilson Road surface and tunneling by Construction Manager, LLBJV
2. Questions and Comments
 - i. Where does spoilage coming out of the shaft go?
 - LLBJV have contractors who will take the spoil to tip sites in the north
 - What disposal sites are being used?
 - A combination is currently being used. LLBJV will come back to this at a later meeting
 - ii. What is the purpose of having cross tunnels every 120 metres between the 2 tunnels?
 - It is for safety reasons. For example, if there is an incident in the tunnel in one line, workers can access the other line.
 - It is a pedestrian tunnel but there are also 2 vehicle cross-overs

OTHER MATTERS RAISED BY CIG MEMBERS

1. Questions and comments
 - Have we got a schedule for the project overall?

- i. Yes
- Can we see an overall snapshot with 5-6 key milestones of the project so that people can see how the schedule of the project is tracking along?
 - i. Yes. LLBJV will come back to this.
- Do we have any disposal sites decided at this point?
 - i. Yes – there are 7 sites currently available to LLBJV and 3 that LLBJV are targeting to take their disposal to
- Where is the Hornsby Quarry in this debate?
 - i. Hornsby Quarry is still going through the approval process. LLBJV hopes to know by early 2016 whether the site has been approved. If approved, spoil is expected to be taken there in 2016.
 - ii. Hornsby Quarry is in addition to one of the 3 disposal sites that LLBJV is targeting (mentioned above).
- Does the spoil management strategy come after sites have been decided?
 - i. No – the spoil management strategy will provide for a range of sites and a mechanism to add new sites
 - ii. Other than Hornsby Quarry, all other sites are Southwest
 - iii. If Hornsby Quarry is approved, it will be a 50/50 split in terms of where the spoil goes such that half will go Hornsby and half will go southwest
- Why do trucks taking spoil going out of Wilson Road have to come back to Wilson Road?
 - i. This is because there are multiple contracts for different sites such that different operators might be used for different compounds
- Is the strategy currently to set up contracts by site?
 - i. Yes.
 - ii. Comment: This removes flexibility and adds impact to residents
 - This adds certainty so that LLBJV knows where trucks are going so that they can be better controlled and monitored
- How much spoilage is Hornsby Quarry expected to take?
 - i. This will depend on the timeline of getting the approval in place. If approval is obtained by April, then Hornsby Quarry will take approximately 1 million cubic metres (the project will involve about 2.3 million cubic metres). If approval is delayed, then Hornsby Quarry will take less than 1 million cubic metres of spoil.

- What happens after this project finishes? How will impact on local traffic be monitored? Can we have some time at next meeting to find out how post-construction traffic impacts on local roads (including noise, environmental and access to the tunnel) will be addressed?
 - i. LLBJV will pass this suggestion on to RMS – however, LLBJV is not sure whether the CIG is the right forum for discussing post-construction issues
 - ii. Suggestion: It would be good to have a session on local road impact during construction
 - iii. Suggestion: Maybe local councils can also get involved
- If Hornsby Quarry is approved, why can't empty trucks going back to Wilson Road use the Beecroft Road sliplane near Observatory Park?
 - i. LLBJV is looking into that – it is a more direct route
- Did LLBJV receive local road concerns submitted by CIG members?
 - i. Yes, they have been forwarded by the Chair and circulated to RMS and LLBJV
- Would it be possible for presentations to be made available to CIG members prior to the meeting so that members can come to the meeting prepared with questions?
 - i. This would be quite difficult as putting the slides together takes time. It would be impossible to get it out a week in advance
 - ii. They are finalised on the day of the meeting so that the most up-to-date information can be provided at the meeting
 - iii. Comment: even one day in advance would be helpful
 - LLBJV will come back to this
- Meeting notes are uploaded on NorthConnex's website and the link is on the agenda that gets sent out to CIG members.
- Can we book usual room at Pennant Hills Golf Club next time?
 - i. Yes
- Should we continue taking live minutes?
 - i. Yes

NEXT MEETING

1. Next meeting: 22 February 2016

Meeting closed at: 8.28PM

PREVIOUS ACTION PLAN:

Actions Arising	Status
1. LLBJV to provide baseline data, especially in regards to traffic impact	To be addressed
2. LLBJV to pass on feedback from auditors regarding baseline data collected	To be addressed
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	Baseline data to be provided when available
4. LLBJV to plan a time for CIG to visit the Traffic Control Room at West Pennant Hills	To be addressed
5. Noise monitoring study plan to be provided to CIG	Addressed
6. Outcomes from noise monitoring study to be provided to CIG	Addressed
7. Timeline for total project and updates on how the project is tracking against the timeline to be provided to CIG	To be addressed
8. Presentation on noise, dust and vibration monitoring	Addressed
9. Has the emissions and dispersion modelling taken into account stop-start traffic which will produce more emissions than average? 10. Can those directly affected by the tunnel get assistance with getting DA approvals?	To be addressed
11. Presentation: Monitoring data (dust, vibration, sound) to be provided and explained once collated	Addressed

ACTION PLAN:

Actions Arising	Timeframe
1. LLBJV to find out how synchronisation of temporary lights at M2 intersection works	When traffic team is available at CIG meeting
2. LLBJV to report on what is being done to make sure staff are parking in the right places (i.e. off local roads)	When available

3. LLBJV to report on which disposal sites are currently being used for Wilson Road spoils	By next meeting
4. LLBJV to report on whether it would be possible to make presentations available at least 1 day prior to CIG meeting	By next meeting

These minutes are taken live and have been accepted on 18 December 2015.

Stephen Lancken

Independent Chair