

Meeting Notes

Key Matters Discussed and Presented

1 INTRODUCTION

1.1 The Chair welcomed everyone to the meeting and facilitated introductions

2 NORTHCONNEX CIGs REVIEW REPORT Presented by Independent Chair

2.1 The IC spoke briefly to the Report on the Review of the NorthConnex CIGs conducted in 2018.

2.2 The IC noted that feedback noted in the Report was that project personnel were interested in understanding more about how Community members gathered input and provided feedback to their local communities about the work of the CIG.

2.2.1 Community members outlined the various processes they use to communicate with their communities, including emails to request questions before meetings, distribution (letterboxing) of newsletters (one community member had distributed 13 newsletters to date to 300 households), word of mouth, face-to-face individual and community group meetings, and emails.

2.2.1 The Chair commended the Community representatives on their significant efforts in representing their communities over a long period of time .

3 UPDATES ON PROJECT CONSTRUCTION SURFACE WORK – NORTHERN SITES Presented by Lendlease Bouygues Joint Venture (LLBJV)

Questions and Comments

3.1 The Community asked for an update on the project completion timeline.

3.1.1 LLBJV reported that the project will be completed in 2020.

3.1.2 It was noted that the Community would like a more specific timeline and completion date to be provided when known.

3.2 LLBJV provided an update on the recent restructuring of the project personnel in relation to a geographical split between North and South at approximately the Trelawney Street Compound, and delineation of responsibilities between two Directors responsible respectively for the civil works and mechanical and electrical fit-out.

- 3.3 In response to drone footage of the Northern Compound shown, the Community asked about access and egress arrangements for the concrete trucks to and from the Northern Compound.
- 3.2.1 LLBJV explained currently, concrete trucks come through the Northern Compound. Portals. Works on the Northern M1 portal is almost complete. Once completed, there will be less congestion (fewer trucks moving concrete at the Northern compound) as trucks will be entering the tunnel from the M1 portals when ready.
- 3.3 Where are the concrete trucks going to and from?
- 3.3.1 They are going to and from the concrete batching plant at Mount Ku-ring-gai.

Bareena Avenue northern ventilation outlet

- 3.4 LLBJV noted that the Bareena Avenue northern ventilation outlet structure has been completed, is now at its maximum height, and ready for mechanical and electrical fit-out and cladding.
- 3.5 Given recent controversies about cladding, the Community is concerned about what materials are being used. Is the cladding fireproof?
- 3.4.1 The cladding on the ventilation outlets will be fire-proof. In the unlikely event of a fire, there will be more than adequate warning systems in place.

Hornsby Quarry

- 3.5 Is the Hornsby Quarry now decommissioned?
- 3.5.1 The Hornsby Quarry is currently in the process of being rehabilitated and decommissioned.
- 3.6 When will the noisy, disturbing work be completed at Hornsby Quarry?
- 3.6.1 This work will be completed in approximately three months.

Pearces Corner

- 3.7 The Community would like it noted that they are pleased with the current state of Pearces Corner. The general traffic conditions, including flow of traffic and traffic light sequencing has greatly improved. The [community asked for final traffic linemarkings for Pearces Corner and M1 Intersection to be provided.](#)

Trelawney Stree

- 3.8 The Community asked what the jackhammers are doing at Trelawney Avenue and how long works will be ongoing there?
- 3.8.1 There is currently pneumatic excavations for trenches, and the removal of the conveyor systems. This tunnelling and excavation work is likely to be completed within three months.

4 UPDATES ON TUNNELLING – PAVING AND FITOUT Presented by LLBJV

Questions and Comments

4.1 The Community is interested in the evacuation procedures in the tunnel, in case of an incident.

What are the procedures for getting people out of the tunnel?

4.1.1 The evacuation procedures operate on the same principles as other Sydney tunnels. In the case of an evacuation, people walk from the tunnel where there is a problem through cross passages to the other tunnel and then exit the tunnel. Further information can be found on the RMS website <https://www.rms.nsw.gov.au/roads/using-roads/sydney-tunnels/index.html>. There are egress cross passages every 120 metres and holding bays and refuge spaces for people with disabilities etc.

4.2 The Community is concerned about road noise in the tunnel resulting from material used for road surface. Will the final road surface be bitumen or concrete? The Community believes concrete creates more noise than bitumen.

4.2.1 There will be asphalt surfaces at the entrance and exit portals. The road surface inside the tunnel will be concrete. Concrete road surface provides a better ride for cars, higher consistency and longevity of the road surface. This concrete will not be noisy as it is reinforced with steel mesh, having the effect of reducing noise because there are fewer joins in the concrete. Where joins are necessary, they will be angled diagonally to ensure only one wheel at a time travels over it. Panels on the side of the tunnel are specially shaped for noise attenuation. The design features will manage the noise in the tunnel.

4.3 What about the noise of exhaust brakes in the tunnel?

4.3.1 The tunnel is designed with minimum gradient to minimise the use of air braking systems.

5 MECHANICAL AND ELECTRICAL INSTALLATION Presented by LLBJV

Questions and comments

5.1 Where are the sub stations located in the tunnel?

5.1.1 The seven sub-stations are roughly equally spaced along the tunnel.

5.2 What will the roof of the tunnel look like when it is finished?

5.2.1 The roof will be painted black to hide cabling and cause least distraction to motorists.

6 COMMUNITY COMMUNICATIONS UPDATES Presented by LLBJV

6.1 The community is concerned with NorthConnex parking arrangements with the Chinese and Australian Baptist Church on Pennant Hills Road. Cars and trucks are now parking at Loch Maree Avenue rather than in the Church parking spots.

6.1.1 LLBJV is in direct contact with the Church. Twelve car parks have been allocated in the grounds of the Church for NorthConnex, so cars should not be parking on Loch Maree Avenue.

6.1.2 The question was taken on notice for LLBJV to follow up and advise if any arrangements had changed.

6.2 How do people know where the mobile displays are? For the community that do not use the internet, is there any other way to know about these?

6.2.1 The location and timing of mobile displays are only advertised on the internet. However, they are in public places such as shopping centres which allows everybody to view them.

7 OTHER MATTERS RAISED BY CIG MEMBERS

Questions and comments

7.1 the community members asked that RMS attend a meeting to provide a presentation on traffic management issues when the tunnel is operational. RMS representative and LLBJV to liaise to arrange such a presentation, perhaps to a combined meeting of the two CIGs.

7.2 A Community Member noted that few weeks ago a noisy incident involving work at Hornsby Quarry occurred. The community member complained by directly calling the Community Complaints Adviser at LLBJV and the matter was resolved within fifteen minutes. The Community would like it noted that they appreciate and are pleased with the rapid action and resolution of their complaint.

7.3 The Community would like it noted that they are interested in the results of the environmental monitoring being conducted through the installation and use of 'possum boxes' in Old Man Valley and would like to know if this information is made public.

7.3.1 Further information can be communicated with the public regarding the use of the possum boxes and ongoing environmental monitoring. If the community would like to know more, they can call the community enquiries line on 1800 997 057.

7.4 When will the parking lot at Hornsby TAFE be reopened?

6.5.1 It is anticipated that it will be reopened at the beginning of May.

7.5 What is the status of the Urban Design and Landscape Plan (UDLP) for Loch Maree Avenue, Wilson Road and Trelawney Street? When will these works be underway?


6.6.1 A revised design of the Wilson Road and Trelawney Street permanent facilities is currently being prepared. Directly impacted residents and property owners will be consulted on the revised design before construction starts this year. See <http://northconnex.com.au/environment-and-approvals/udlp>.

8 ACTIONS ARISING

Item	Action Arising	Timeframe
1	LLBJV to advise on the final road layout from the tunnel onto Pennant Hills Road?	At next meeting
2	LLBJV to follow up on issue of contractor vehicles parking on Loch Maree Avenue, instead of in 12 car spaces allocated within the grounds of the Chinese and Australian Baptist Church on Pennant Hills Road.	
3	LLBJV to advise if more information about environmental monitoring of possum boxes in Old Man Valley can be made public.	When information is available
4	RMS representative and LLBJV to liaise to arrange presentation, perhaps to a combined meeting of the two CIGs relating to operational traffic plans.	During 2019.

Meeting closed at 8:30pm

These notes are taken live and have been accepted on 2 April 2019.



Stephen Lancken

Independent Chair

Please see Attachments:

- 1 Presentation slides**