



negocio resolutions

COMMUNICATE INNOVATE COLLABORATE FACILITATE NEGOTIATE MEDIATE EDUCATE

NORTHCONNEX

Community Involvement Group – North: Meeting 1

Date: Monday, 24 August 2015

Time: Arrive at 6.15 pm for a light supper
Meeting from 6.30 pm to 8.55 pm

Location: Boardroom, Westfield Hornsby - 236 Pacific Highway, Hornsby.

Attendees: Community Involvement Group – North

Independent Chair

Minute-Taker

LLBJV representatives

Project Company representatives

Roads and Maritime representatives

Independent environmental representative from the Department of Planning

Negocio Resolutions

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Meeting Notes

Key Matters Discussed and Presented

WELCOME AND INTRODUCTIONS

1. Welcome and introduction by Independent Chair
2. Questions and comments:
 - i. Is there an easy link on the website to find CIG minutes?
 - The minutes from the CIG South/M2 Interchange are being reviewed and they should be up imminently. The minutes from this meeting will be uploaded next week
 - A new page will be set up for CIG minutes. You will be able to find them on the website in due course. The minutes will be found under the Construction Activities page.
 - ii. Will we be able to furnish a contact list of all the people here?
 - Up to CIG members as to whether people want their contact details to be shared
 - People who have agreed to share their contact details have provided them to the Independent Chair
 - Best way to contact LLBJV or their personnel is to use 1800 number
 - iii. There is a program/project director from LLBJV, NorthConnex Project Company and RMS. What is the difference between their roles?
 - NorthConnex Project Co. is responsible for operating and maintaining the road for the next 30 years and also responsible for building the tunnel in the first place. It represents three companies: Transurban, Canada Pension Plan and Queensland Investment Corporation
 - RMS has no direct contract with Lendlease, the contract is with NorthConnex Project Co. RMS is involved in CIG as RMS is interested that roads are built in a compliant nature and with the best outcome for the community
 - LLBJV is contractor to NorthConnex Project Co. and will build the project.

TERMS OF REFERENCE OF CIG'S, CONDUCT, AGENDAS, MINUTES

1. Steve Lancken summarised the Meeting Protocols and Guidelines for CIG participation.

2. Presentation attached

INTRODUCTION TO PROJECT

1. Introduction by Project Director, LLBJV
2. Presentation attached

SPECIFIC PROGRESS ON TRELAWNEY STREET COMPOUND

1. Presentation on Trelawney Street compound by Construction Director, LLBJV
2. Presentation attached
3. Questions and discussion:
 - i. Is the plan of the Trelawney Street compound on the PowerPoint the final one?
 - No – the sites are planned in more detail as the project progresses. LLBJV has to liaise with traffic control groups, road safety designs, etc. in order to finalise the plans. The final version is close but there is still a process to go through to get the traffic management plan (TMP) signed off.
 - ii. How many truck movements are you accommodating for?
 - At peak there should be 1 spoil truck movement every 4 minutes over a 8-10 hour shift and there will be other movements apart from spoilage trucks.
 - iii. Is the peak time flexible?
 - Advice will be taken from the Traffic Management Centre (TMC). A Traffic Management Plan (TMP) hasn't been approved for this site yet but generally work has to be done while the site is open.
 - iv. Comment: There are concerns regarding the changing impacts of the compound to the residents based on each revised draft of the plan
 - Comment from LLBJV: The intention is to keep trucks as far away from the intersection as possible, but the plans are not finalised yet.
 - v. What are the actual dimensions of the acoustic sheds?
 - They are approximately 15-17m in height, plan dimensions not available at meeting. Can advise at next meeting.
 - vi. Does the community have any input into the TMP?
 - There is a stipulated group that has input and includes the agencies required from a road safety perspective
 - Are there residents on that committee?
 - No

- *To explain the approval process of a TMP at a future meeting*
- vii. Will anything be done about the Phyllis Ave and Pennant Hills Rd intersection?
- The project will not be coming across from the Bunnings side of Pennant Hills Road
 - There is capacity to optimise the cycle times of traffic signalling etc
 - Comment: It worries me because that crossing is also used by a lot of pedestrians and is a bus stop for children
 - Road safety audits are performed and all designs you see are subject to independent road safety testing.
 - Temporary designs are also subject to same rigour as permanent designs.
- viii. Comment: There are concerns about the lack of community input to the TMP plans.
- It will be finalised in the next quarter before final construction commences
 - Those plans are progressing and what is on the PowerPoint is where it is heading at the moment
- ix. When the TMP is finalised– can the LLBJV communications team organise to make it available to the CIG?
- Yes
- x. Is it possible to enforce a 3 tonne limit on the local roads in the area to prevent trucks from loitering or using those roads as a shortcut?
- The contract nominates which local roads are allowed to be used by heavy vehicles. It is quite prescriptive and it should be sufficient protection
 - If a truck is not following the rules, please call the 1800 number. There is also an email address that you can notify LLBJV.
- xi. What relationship will you have with the local police in relation to any illegal parking or movement of the trucks?
- Police would be the last point of contact in relation to illegal parking and/or movement of the trucks
 - The first point of contact should be the company where the truck driver works. LLBJV will be very strict on contract compliance especially in regards to subcontractors using local roads
 - The ultimate sanction is to terminate the contractor.
- xii. Are the haulage trucks assigned to a particular site from pick up and disposal?

- Yes that would predominantly be the initial routine but there will be multiple tip sites so the trucks could be going to different tip sites rather than just back and forth to one tip site
- xiii. When will the Spoilage Management Strategy be finalised?
- The spoilage management strategy will always be a live document. Facilities open and close quite quickly. There are 6 different options available and their use will be optimised over the next 3.5 years.
 - The traffic presentation will contain information about bulk haulage routes around the sites.
 - *The Spoil Management strategy is required to be approved by Dept of Planning*
- xiv. What is the independent environmental representative's role?
- Their role includes: oversee compliance of the project with conditions of approval set by the Department of Planning, review plans, and listen to the concerns of residents
 - *The role description will be provided at the next meeting but is also contained within the Condition of Approval for the Project, which can be found on the Dept of Planning or NorthConnex Websites. Please refer to Condition D1.*
- xv. With respect to the trees which were mentioned when the site will be rehabilitated, the site at Trelawney will have everything cleared but there are 2 original blue gums which are protected species which are healthy trees with no problems. Can engineers design support for the sheds to save those trees? [this was asked after the presentation on the Northern Interchange and has been moved here for practical purposes]
- *Will come back to this as soon as possible (LLBJV)*
 - Trees will be cleared in the next 2 weeks – need to be addressed before the next meeting.

SPECIFIC PROGRESS ON PIONEER AVENUE COMPOUND

1. Presentation on Pioneer Avenue Employee Transfer compound by Construction Director, LLBJV
2. Presentation attached
3. Questions and discussion

- i. How many employees move at each change of shift?
 - From a tunnelling point of view – about 200 in and out
 - 12 hour shifts (e.g. 5:30am-5:30pm)
 - LLBJV is trying to figure out the best way to work around the evening peak hour in terms of shift starting and finish times.
- ii. Do you have a completion date?
 - The plan is to have Pioneer Ave operational by Christmas 2015.
- iii. With the movement of traffic – is there anything you can do to alleviate the existing problems (e.g. number of trucks in the vicinity regardless of time of day)
 - There is not much that LLBJV can do regarding existing operations of others because they have no control over it but they will definitely try to reduce LLBJV impact.
- iv. Is it possible to enter the compound through Lymore Ave instead?
 - LLBJV will be discussing the traffic modelling with the commercial businesses on Lymore Ave.
- v. What about entering the compound through Terra St?
 - From a practical point of view, anything to do with accessing rail land is problematic because of the lengthy approval process.
- vi. Does the traffic study only focus on Pennant Hills Road?
 - The main focus is on lights on Pennant Hills Road but the team looks at the entire route.
- vii. Does the traffic study include the Chilvers-Duffy intersection?
 - There is still work to be done on the traffic plans around that site
 - *LLBJV will bring traffic presentation at the next meeting to show what has been analysed.*
- viii. What do employees do for their breaks?
 - Pioneer Ave is only for shift change not for breaks.
 - It is not unusual to have a catering van on site. How the final process will be managed hasn't been decided yet but it is usually just 1 vehicle if the catering van is used.
 - The lunchroom is typically underground for the tunnel crews
- ix. Instead of travelling via the car mechanics on Pioneer Avenue is it possible to use the cul de sac and use to Sefton Rd instead?
 - *LLBJV will look at it next time regarding whether it is a possible alternative.*

- x. The present plan of 368 car spaces is less than the original plan – is that final?
 - It is the present number and it is unlikely to increase as the site cannot accommodate more.
- xi. What are the final intentions for Pioneer Ave – what happens to it afterwards?
 - The site is owned by RMS so when construction is finished RMS will dictate the state in which they want the site back.
 - RMS: It will be secured and we will probably try to sell it off afterwards. It will remain as an industrial zone and we have no intention of changing the zoning as it has some heritage buildings.
- xii. What size is the bus that will carry the workers to the site?
 - Contracts for bus services are still being finalised
 - Expecting 25-seaters, medium sized buses. This is still subject to review.
- xiii. Will there be about 8 buses for 200 staff
 - Tunnelling will occur from M1 interchange, Trelawney St, Wilson Rd and down at Southern Interchange so buses would be going in all directions and coming back in all directions. The final number of buses will be dependent upon the size ultimately chosen, the buses will be going in different directions to each of the sites at times to suit shift changes. There could be 8 buses or there could be 12 buses, the plans are not finalised.
- xiv. Comment from LLBJV: We recognise that putting in this employee transfer facility will be a challenge for the traffic but we have scrutinised for a year trying to decide where to best place the employee transfer facility to minimise traffic impact. We want to avoid employees parking on local streets.
- xv. Is there a process in place where, should problems arise after construction starts, necessary changes can be made? E.g. if more lights are needed
 - From a traffic point of view – there is a weekly traffic control group monitoring what is being done and what changes need to be made to get the best outcome.

SPECIFIC PROGRESS ON NORTHERN INTERCHANGE COMPOUND AND M1 CONNECTIONS

1. Presentation on Northern Interchange compound and M1 connections by Construction Director, LLBJV
2. Presentation attached
3. Questions and discussion

- i. What will the remnant land be used for after the houses are demolished?
 - It is being purchased by RMS and used as compound. The plan is to plant trees and make a vegetated area following construction
 - Ultimately that land is owned by RMS at the moment and during construction it will form part of the concession for the NorthConnex Co
 - The walkway through Woonona Ave to Benson Close will remain open
 - *LLBJV will bring Urban Design of M1 connections to next meeting.*
- ii. What is the program regarding the appearance of the ventilation stack and how will it be undertaken?
 - An urban design plan needs to be done which needs to go to Department of Planning. It is a requirement that the urban design plan is open for consultation
 - One of the mechanisms for the consultation will include this CIG group
 - It is a staged process and will probably be in 2 parts:
 - Permanent noise wall as close to the start as viable., then
 - Trees and vegetation to grow over the next few years.
 - *To update CIG about timeline at next meeting*
- iii. Will there be temporary noise walls put up before permanent noise walls? There is concern that there will be a lot of construction happening prior to temporary noise walls
 - There is some clearing and demolition work to be done prior to putting up the temporary noise walls, so as soon as site is cleared and prior to construction starting (other than demolition or clearing) those temporary noise walls will be built
- iv. Do we have an approximate year for when we will get permanent sound walls?
 - Next year (2016). The first thing is to get through the utility relocations program.
- v. Is the only construction on the western side of M1?
 - There is also construction on the eastern side.
- vi. Can we change the colour of the hoardings?
 - LLBJV will be consulting the community about hoardings
 - *Speak to communications team from LLBJV*
 - Comment: those residents adversely affected will feel better if it was a neutral colour rather than green

- *There is flexibility for some hoardings not facing public areas to be a neutral colour. Hoardings on the streetscape are a colour set by RMS*
- vii. TMP – there is a proposed turning circle for trucks using Duffy, Sefton, Chilvers etc. coming back onto Pennant Hills Road
- *Will be addressed at a CIG traffic briefing*
- viii. Does all spoil come up from the tunnel site?
- 95% of the spoil will come from the tunnel sites
 - There will be 4 shafts and approximately 18 roadheaders across the project
 - Some spoil will come from cut and cover at entrances.
- ix. Carrington Park compound – when is it happening?
- An option to potentially move the compound to the playing fields of Carrington Park has been put forward to the Council
 - Community consultation hasn't happened yet and the Council has said that they will only support if the community supports it
 - If it is not supported, then the original plan as set out in the EIS will be followed.
- x. When is this community consultation regarding the Carrington St compound going to happen?
- The community consultation is going to happen within the next 3 months.
- xi. When are you looking at building this compound?
- After completion of the consultation and approval if granted.
- xii. Is there a separate engagement with Councils?
- Yes
- xiii. *Comment from LLBJV: This compound will be discussed in the future* – it is not in the presentation because it is not finalised and will be subject to further consultation including consultation with the CIG.

CIG MEMBERS EXPECTATIONS AND ISSUES

1. Main concern is about traffic movements.
 - *Will be addressed at a CIG traffic briefing*
2. There are concerns regarding communication with NorthConnex via phone and email, especially in regards to response time

- Since last week – technical issues with 1800 number (messages came through a couple days later). LLBJV is having discussions with the provider at the moment with a view to fixing it asap
 - The line is manned 24 hours and gets checked everyday
 - The property conditions survey number will be separated from the 1800 number
 - *LLBJV will update the CIG on what has been done to fix the 1800 line as soon as possible.*
3. Is there a guaranteed response time?
 - LLBJV will usually answer immediately or call back straight away once messages have been picked up
 - For noise and vibration complaints, the response time is within 2 hours.
 4. Who do we call when there are emergency incidents, such as when a truck rolls over and chemicals spilt etc.?
 - Call the emergency numbers first (000) and then the 1800 number
 5. Could you put on the newsletter that the 1800 number is available 24/7?
 - Yes.
 6. Which properties will have property condition surveys?
 - Houses 50m from the edge of the tunnel are typically subject to property condition surveys.
 7. What changes can we make to improve these meetings?
 - 3 month period is quite a long time between meetings and there ends up being too much of a rush to try and cover everything.
 - It is possible to have more than 1 meeting every 3 months.
 - *Suggestions for improving future meetings will be in the agenda for the next meeting*

NEXT MEETING

1. October 19, 6:30-8:30
2. *Venue TBA* – want to try and find a bigger venue e.g. Hornsby RSL, Thornleigh Community Centre were suggested
3. Will try to schedule the next two meetings at that meeting

MEETING CLOSED AT 8:55PM

ACTION PLAN:

Actions Arising	Timeframe
1. Presentation on approval process of a Traffic Management Plan (TMP)	Later meeting
2. TMP for sites to be available to the CIG when finalised	When finalised
3. Make available the role description of the independent environmental representative from the Department of Planning	Next meeting
4. Update the CIG as soon as possible regarding whether the two original blue gums at the Trelawney site can be saved	As soon as possible
5. Traffic briefing to address traffic concerns and explain the traffic modelling process	Next meeting
6. Investigate whether the cul de sac at Sefton Rd is a possible alternative to going down the car mechanics on Pioneer Ave	Next meeting
7. Make available urban design plans for M1 connections	Next meeting
8. Update the CIG on the timeline regarding the design of the ventilation stack at the Northern Interchange	Next meeting
9. LLBJV to consult community about the appearance of hoardings	Case by case basis
10. To update the CIG regarding the Carrington St compound	Later meeting
11. To update the CIG on what has been done to fix the 1800 line and to explicitly state on the NorthConnex newsletter that the 1800 line is available 24/7	As soon as possible
12. Suggestions for improving future meetings to be included in the agenda for the next meeting	Next meeting

These minutes are taken live and have been accepted on: 25 August 2015



Stephen Lancken
Independent Chair