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# WestConnex Community Reference Group M4-M5 Link Tunnels and New M5 - Meeting 3 Notes

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**Date:** Tuesday 13 August 2019, 6pm

**Location:** Ashfield Service Centre, 260 Liverpool Road, Ashfield NSW 2131

**Attendees:**

Independent Chair (IC)	Stephen Lancken
Associate to IC	Lynette Edwards
Notetaker	Samuel Cheok
<b>Roads and Maritime Services</b>	
WestConnex Project Director	Andrew McKindlay
WestConnex New M5 Project Director	Paul Hitchings
WestConnex M4-M5 Link Tunnels Project Director	Struan Wilson
Communications	Brendan Gullifer
Senior Comms & Stakeholder Engagement Manager	Alison Jones Powell
Senior Comms & Stakeholder Engagement Officer	Mehrdad Doushabchizadeh
<b>WestConnex Transurban</b>	
Project Director	Terry Chapman
Community Engagement Manager	Verity Turner
<b>Lendlease, Samsung and Bouygues Joint Venture (LSBJV)</b>	
Project Director	Andrew Marsonet
Environment and Sustainability Manager	Grant Sainsbery
Public Liaison Manager	Sanjin Muhic
Tunneling Director	Mario Buterin
Engineering and Design Manager, Tunnels	Albrecht Mueller
<b>Department of Planning, Industry and Environment (DPIE)</b>	Rob Sherry
<b>Environment Protection Authority (EPA)</b>	Jacinta Hanemann
<b>Inner West Council</b>	Kendall Banfield
<b>City of Sydney</b>	Elise Webster
<b>Leichhardt Against WestConnex</b>	Christina Valentine
	Catherine Gemmell

**Apologies:**

Sharon Laura, Community Member  
Sherrill Nixon, Haberfield Public School  
Asad Rahbhoy, City of Sydney

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## **Key matters discussed and presented**

### **1. Welcome and introductions**

1.1. The IC advised that the Notes of the last meeting had now been distributed but that the distribution was very late and not acceptable to community members who have constantly requested that Notes be provided in a timely manner. The IC will continue to work with project personnel to achieve timely distribution of Notes while ensuring accuracy.

### **2. New M5 project update – presentation attached**

2.1. No questions from the community.

### **3. M4-M5 Link Tunnels project update - presentation attached**

3.1. It is noted that around 48% of residents have taken up a Pre-Construction Property Condition Survey (PCS). Question: how is it proposed that LSBJV (the Contractor) will communicate with property owners to ensure that those who haven't taken up the offer are aware of their right to a PCS?

3.1.1. For properties within the 50 metre corridor of the tunnel alignment the Contractor is engaging with owner's corporations, strata body corporates and property owners. Three rounds of written offers are issued and on the third attempt a physical doorknock of all the properties who have not responded is carried out. For tenanted properties, where possible the Contractor is working with real estate agents to contact property owners.

3.1.2. It is common for some strata blocks to have a delayed uptake of the PCS. When an Owner's Corporation responds, it is on behalf of all owners in the strata and that coordination often takes time.

3.1.3. There is an element of distrust for some of the community which makes it difficult for the Contractor to engage with some property owners. The Contractor is working to overcome this mistrust by continuing to make contact to explain the process and benefits to the property owners. This is done at various meetings, door knocks, community information sessions and email updates.

3.2. What is the time lag between the heading and benching work for the tunnel? (Note: heading work is the process of road headers digging the top section of the tunnel including installation

of support – rock bolts and shotcrete. Benching is the excavation of the bottom section of the tunnel.

3.2.1. Benching work generally occurs two months after heading work.

3.3. What is the function of temporary access tunnels (slide 15)?

3.3.1. Temporary access tunnels provide access from the tunnelling sites to the mainline tunnel.

The temporary access tunnels will be backfilled when the tunnel construction is completed.

3.4. How deep is the temporary access tunnel under Parramatta Road from the Camperdown site?

3.4.1. The depth ranges from around seven metres to around 19 metres.

3.5. Are PCSs offered to residents within the 50 metre corridor of a temporary access tunnel?

3.5.1. Yes, those properties have been offered PCSs. Most of the temporary access tunnel is under Parramatta Road. The properties on either side have been offered PCSs. The temporary access tunnels go about as far as the McDonalds at Stanmore which is on the tunnel alignment.

3.6. The community were not aware of “tunnel stubs” from the mainline tunnels to the Rozelle Interchange and questioned whether they were in the EIS.

3.6.1. A description of the tunnel stubs from the mainline tunnels to the Rozelle Interchange are in the Environmental Impact Statement (EIS).

3.6.2. The tunnel stubs will form the link for the mainline tunnels to connect to the Rozelle Interchange and the proposed Western Harbour Tunnel.

3.7. What is the depth of the tunnel stubs being dug as part of the project?

3.7.1. The four stubs being excavated by LSBJV are between 25m and 35m underground at the point of interface with the Rozelle Interchange project.

3.8. Which project will be completed first, the M4-M5 Link Tunnels or the Rozelle Interchange?

3.8.1. M4-M5 Link will be completed first, followed by the Rozelle Interchange.

3.8.2. Work has already commenced on the M4-M5 Link Tunnels from where the M4 East contractor finished their work at Haberfield, and from the new Pymont Bridge Road tunnel site at Camperdown/Annandale as well as from the Campbell Road civil and tunnel civil site in St Peters.

3.9. Some residents were told that both projects would be tunnelling under their property at the same time. Is this true?

3.9.1. Exact timelines for tunnelling at these sites are not able to be provided at this time. It is unlikely that tunnelling will occur at the same time.

3.10. How will residents know which contractor is responsible for any damage if there are two contractors working in close proximity to a property?

- 3.10.1. The Rozelle Interchange contractor and LSBJV both have obligations to use safe tunnelling methods. The tunnelling tools will outline the location of tunnelling work and when this work is being undertaken.
- 3.11. It is important to understand where each contractor's responsibility lies, particularly where there is cross over between projects and contractors in the event that there is a dispute or legal proceedings about property damage.
- 3.11.1. Property owners within the 50 metre corridor will be offered a PCS by the contractor from each project if they are both working in those locations. It is recommended that owners take up the offer of a PCS from both contractors.
- 3.11.2. The construction timelines of the Rozelle Interchange have not been finalised and will be subject to the usual uncertainties of major construction work.
- 3.12. The community requests a meeting to focus on the cross over between the M4-M5 Link Tunnels and Rozelle Interchange projects and responsibilities of each contractor? The community advises that this will provide them with more clarity about work in the area.
- 3.12.1. Taken on notice with a view to providing more information at the next WCRG meeting.
- 3.13. Which contractor is responsible for construction of the subsurface interchange at Leichhardt?
- 3.13.1. Both the M4-M5 Link Tunnels contractor and the Rozelle Interchange contractor will work in this area at separate times.
- 3.14. What is the timeframe for the substratum acquisition in the Leichhardt area?
- 3.14.1. Substratum acquisition is acquired as tunnelling progresses and therefore depends on the tunnelling schedule. It is expected that the balance of property owners will be notified in 2020.
- 3.15. Is the project still on track to be completed within the proposed dates?
- 3.15.1. The M4-M5 Link Tunnels project and the Rozelle Interchange project are due to open to traffic in 2023.
- 3.16. What communication strategies are being used to inform the community of tunnelling progress in their communities and to advise them what is coming up that may affect them?
- 3.16.1. Monthly letterbox drop notifications inform of expected tunnelling progress over the coming month and progress to date. Door knocking is then carried out of individual properties under which the tunnelling will occur before it reaches those properties. For instance, affected residences in Alt Street and Miller Street in Haberfield were door knocked to inform them of upcoming work in their area.
- 3.16.2. In the fourth quarter of 2019 the project newsletters will change from being geographically site-specific newsletters to a project-wide newsletter providing project

progress information. This will be distributed via email, letterbox drops along the alignment of the tunnel and will be posted on the website.

3.16.2.1. The format of newsletter communication has been modified to reflect feedback received from the community to date.

3.16.2.2. The most recent newsletter is found here:

[https://www.westconnex.com.au/sites/default/files/190827\\_Pyrmont%20Bridge%20Newsletter\\_WEB%20COPY\\_0.pdf](https://www.westconnex.com.au/sites/default/files/190827_Pyrmont%20Bridge%20Newsletter_WEB%20COPY_0.pdf)

3.17. When will the next newsletter be issued?

3.17.1. A Pyrmont Bridge Road site newsletter will be sent out this month, and the new format newsletters will start in October/November this year.

3.18. Concern was expressed about the recent method of removal of trees along the City West Link and the inconsistent communication of the reasons for the tree removal.

3.18.1. This work was part of the Rozelle Interchange project, not the M4-M5 Link Tunnels project. The RMS team members present have passed this feedback on to the Rozelle Interchange team.

3.19. Why are there no signs on Parramatta Road at Camperdown, near Marion Street, or Pyrmont Bridge that inform that this is a WestConnex site?

3.19.1. Required signage is in place on the site however community feedback received from other WestConnex projects was that residents did not want extensive WestConnex signage displayed.

3.19.2. LSBJV will ensure work sites continue to comply with signage requirements.

3.20. Lack of signage has resulted in some residents thinking the WestConnex site is a property development site for apartments. They did not realise the site is a major public infrastructure worksite due to lack of signage.

3.20.1. The comment was noted. Signage is in place on this site and will be reviewed to ensure it is still intact but there are currently no plans to erect additional signage.

3.21. Why were WestConnex geotechnical drills in Leichhardt not clearly identified? At Blackmore Oval there was clear signage on the sites.

3.21.1. This feedback was received at the last CRG and in response, additional signage in the form of large laminated notifications were erected to all geotechnical sites to further identify WestConnex work.

3.22. Comment: Residents don't feel fully informed about the interchange under Leichhardt. They do not know the extent of tunnelling for WestConnex and what stubs or work may be done for future projects.

- 3.22.1. The Inner West subsurface interchange was described in the EIS. The interchange provides connections from the mainline tunnels to the Rozelle Interchange, as well as to the future Western Harbour Tunnel.
- 3.23. Comment: Residents are concerned that because there will be a subsurface interchange underneath Leichhardt with tunnels one above the other that the top tunnel will not be deep enough underground and that this will magnify the risk of property damage for residents.
- 3.23.1. Noted.
- 3.24. There are some property owners who have not received letters in relation to the substratum acquisition to satisfy the Land Acquisition Just Terms Act?
- 3.24.1. Substratum acquisition is an ongoing process along the tunnel alignment. Distribution of letters is staged according to the tunnel construction program.
- 3.25. To date, only 48% of property owners have accepted the offer of a PCS. Is there a reason for this?
- 3.25.1. Property owners are notified of their right to a PCS before work starts in their area.
- 3.25.2. Some property owners choose not to act on the offer until a date closer to work commencing. Some owners refuse the offer of a PCS. Some do not provide reasons; others just do not respond.
- 3.25.3. Some owners are arranging their own property condition surveys.
- 3.25.4. Property owners are strongly encouraged to take up the PCS offer from the project. The take-up rate on this project is roughly consistent with that observed on the M4 Widening and M4 East projects.
- 3.26. What percentage of property owners who are entitled to a PCS have not been able to be contacted?
- 3.26.1. Taken on notice.
- 3.27. Please provide an update on the groundwater monitoring around Hawthorne Canal and Blackmore Park.
- 3.27.1. The previously advised groundwater pump test has been delayed and is expected to now start in early to mid-September 2019.
- 3.27.2. 20 boreholes have been drilled in this location. The borehole depths are up to 40 metres and 18 of the boreholes will be used for the groundwater pumping tests.
- 3.27.3. The tests should be finished in October 2019 and it will take around four to six weeks to incorporate the results into the design. The objective of this test is to assess the permeability of the ground, connectivity between rock and soil interface and to understand how groundwater will be impacted by tunnelling work.

- 3.28. Satellite reports show there has been some ground movement in the area where tunnelling will be conducted for the project.
- 3.28.1. Seasonal ground movement is normal. During the dry season the ground settles or subsides, during the wet season the ground may swell or lift.
- 3.29. What time is the shift changeover for the tunnelling site at Haberfield?
- 3.29.1. Currently the shifts are 6.00 am to 4.00 pm and 4.00 pm to 2.00 am. There is no tunnelling work currently between 2.00 am and 6.00 am.
- 3.30. Since the opening of the M4 East tunnels there is traffic congestion in Haberfield at Alt Street and Waratah Street where traffic queuing up for Dobroyd Parade to the City West Link is especially bad.
- 3.30.1. Monitoring is being conducted by RMS and the Traffic Management Centre. The results and findings of the monitoring are used to inform any changes required to traffic signals and possible future improvement work.
- 3.31. Is there traffic monitoring at the intersection of Darley Road and the City West Link at Leichhardt? RMS should speak to bus companies to receive feedback about changes to traffic.
- 3.31.1. Noted.
- 3.31.2. The RMS Network Integration team is investigating and implementing changes to the traffic signal timings, to help improve the flow of traffic.
- 3.31.3. RMS will talk directly with concerned community representatives regarding the traffic changes as a result of the opening of the M4 East tunnels.

#### 4. **Actions from last meeting**

- 4.1. What is a compliance review?
- 4.1.1. Every six months, a compliance report is provided to the Department of Planning, Industry and Environment (DPIE). The first reporting period, between 28 November 2018 and 28 May 2019, shows 11 non-conformances. One was in relation to flora and fauna; two were related to procedural internal notifications; seven were traffic related e.g. trucks using local roads and one was early arrival of trucks to the Pyrmont Bridge Road tunnel site. LSBJV carried out a campaign to ensure trucks do not use local roads which also included targeted signage in some local Haberfield streets
- 4.2. What was the flora and fauna non-conformance about?
- 4.2.1. Approval to remove some exotic trees in Haberfield had been given but the trees were removed before the approval permit was signed.
- 4.3. Is Darley Road part of the approved route for trucks?
- 4.3.1. Darley Road is not an approved road for WestConnex spoil trucks.
- 4.4. Why are trucks with WestConnex stickers using Darley Road?

4.4.1. Spoil trucks with WestConnex stickers are not solely used on WestConnex project work.

These spoil trucks are also used on other major and minor projects throughout Sydney. Sometimes truck owners fail to remove the WestConnex stickers when they are no longer working on WestConnex projects.

4.4.2. Community members are encouraged to contact LSBJV and provide the registration numbers of suspected M4-M5 Link Tunnels spoil trucks seen on local roads. GPS tracking is installed on all of the spoil trucks used on WestConnex on the days they work on the project. When raised, LSBJV can investigate instances of project spoil trucks using unauthorised roads.

4.5. Why are there vacuum suction trucks on James Street through to Allen Street when they are banned on this street?

4.5.1. Taken on notice and LSBJV will liaise with Council to understand which specific streets fall in this category and then advise workers before the groundwater pump test starts.

4.6. What were the results of the community engagement survey offered by the contractor?

4.6.1. The survey continues to be distributed. Around 140 responses have been received so far. Respondents expressed interest in receiving updates on the whole project, not just specific sites. Respondents have also encouraged more use of email communication, and this is being addressed. The survey is still open and community feedback will be sought on an ongoing basis.

## 5. Other business

5.1. Do you have an update on the Independent Property Impact Assessment Panel (IPIAP)?

5.1.1. An independent panel is established and the Terms of Reference are finalised.

5.1.2. The Panel will meet to review cases as required.

5.2. Have any claims been settled or determined?

5.2.1. This information is confidential and will not be disclosed by RMS.

5.3. Community member comment: Some property owners are considering whether to commence a class action seeking compensation for damages to their properties.

## 6. Close

### Meeting closed at 7:32pm

These minutes were accepted on 16 August 2019 by



Stephen Lancken

Independent Chair



## ACTIONS ARISING

Item	Actions Arising	Timeframe	Responsibility / Status Update	Response