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## Meeting 1 – M5 Link Tunnels and New M5-M4

<b>Meeting:</b>	WestConnex CRG – M4-M5 Link Tunnels and New M5 – Meeting 1	
<b>Date:</b>	Wednesday 26 February 2020	
<b>Time:</b>	Arrive at 5:45, meeting from 6 to 8pm	
<b>Location:</b>	Rozelle Bay Maritime Service Centre (Transport for NSW) 33 James Craig Road, Rozelle	
<b>Attendees:</b>	<p>Independent Chair (IC) Associate of Independent Chair Notetaker</p> <p><b>Transport for NSW</b> WestConnex Project Director Network Integration Director M4-M5 Link Delivery Director Principal Manager</p> <p>Communications &amp; Stakeholder Engagement Manager Senior Communication &amp; Stakeholder Engagement</p> <p><b>WestConnex Transurban</b> Project Director Communications Director</p> <p>Planning, Environment and Compliance Manager Commercial Manager</p> <p><b>LSBJV</b> Project Director Tunneling Director</p> <p>Community Engagement Manager Environmental Approvals Manager</p> <p>Department of Planning, Industry and Environment (DPIE)</p>	<p>Stephen Lancken Lynette Edwards Samuel Cheok</p> <p>Andrew McKindlay Diana Zagora Struan Wilson Louise Bonny</p> <p>Tanya Kulakovska James McKenzie</p> <p>Terry Chapman Alisa Hitchcock</p> <p>Jack McGovern Tanya Vincent for Zoe Taylor</p> <p>Andrew Marsonet Mario Buterin</p> <p>Sanjin Muhic Erran Woodward</p> <p>Rob Sherry</p>

<b>Apologies</b>	Environmental Protection Authority (EPA) Inner West Council  City of Sydney Council  <b>Community</b> Leichhardt Against WestConnex  Newtown Residents Against WestConnex Haberfield Public School Representative Haberfield Public School Representative WestConnex Liaison for P&C Sydney Secondary College WestConnex Liaison for P&C Sydney Secondary College Community Representative  Cynthia Moore Elise Webster Catherine Gemmell	Hula Fua Kendall Banfield Manod Wickramasinghe Asad Rajhboy  Christina J Valentine Catherine Gemmel Jennifer Aaron Vivien Johnson Sherrill Nixon Paul Rupil Anne-Therese King Alison Ryan (observer) Sharon Laura

## Meeting Notes

### Key Matters Discussed and Presented

1. **Welcome and Introduction by Independent Chair (IC).**
2. **Project Update M4-M5 Link Tunnels (Presentation attached) by LSBJV.**
  - 2.1. The community requested visual representations for the on and off ramps at Rozelle Interchange to better understand the implications and impacts.
    - 2.1.1. Taken on notice.
    - 2.1.2. Some maps are in a draft form and cannot be included in the notes.
  - 2.2. Do WCRG members want contractors from the New M5 to attend these meetings?
    - 2.2.1. These meetings are about the M4-M5 Link and New M5 tunnels. One CRG member would appreciate New M5 updates and contractors' attendance at CRGs to provide explanations when questions are asked.
3. **M4-M5 Link Project Update**
  - 3.1. What will happen to the temporary tunnels when the project is finished?
    - 3.1.1. Once the project is completed, the tunnels will be backfilled.
  - 3.2. Is there a plan for the temporary tunnels to be used for emergency exits?
    - 3.2.1. No, temporary tunnels will not be used for emergency exits. There are emergency egress provisions inside the tunnel designed for emergency exits.

- 3.3. Newly constructed multipurpose playing courts at Richard Murden Reserve were opened in September 2019 and will not be available to the community for the next six months. The community is extremely disappointed with the waste of money and materials. The community would like to understand why the project did not advise Council earlier of their need for the land to prevent the waste?
- 3.4. Geotechnical investigation work in early to mid-2019 as well as the groundwater pump testing completed in December, confirmed the Hawthorne Canal area has large deposits of alluvium soils which may impact groundwater drawdown, water ingress into the tunnel and settlement in the area
- 3.4.1. Holes are drilled from the surface into which grout is pumped. This is done to reduce permeability of the horizon through which the tunnel will be excavated, minimising the likelihood of water ingress to the tunnel. The holes are 100 – 150mm diameter, in a grid pattern.
- 3.4.2. At the time of construction of the multipurpose playing courts in mid-2019, the required groundwater pumping test results were not yet available.
- 3.4.3. Since it was confirmed this work is required, the project has been regularly consulting with Council.
- 3.5. Will there be a compensation paid to the Council and who will pay for the remediation of the courts?
- 3.5.1. The contractor will pay for the cancelled hiring fees and reinstate the multipurpose courts.
- 3.6. Will an alternative venue be sourced in the meantime?
- 3.6.1. Council have advised that for 4 netball clubs that planned to use the new courts for training will revert to using the courts from last year. Added post meeting – Netball Association have cancelled all levels of netball due to the COVID-19 situation.  
<https://nsw.netball.com.au/news/updated-advice-covid-19-situation>
- 3.7. Comment by community member: The community has lost trust in the project and would appreciate an apology. They believe that the Contractor and Council must work together with open communication to prevent waste again.
- 3.8. There was a similar situation on the New M5 project with netball courts at Tempe Reserve, it affected a netball competition, but the effect was not as adverse as expected.
- 3.8.1. The contractor and council are working together to ensure that impacts to the local community are being addressed.

3.9. Where are the shallow tunnels located?

3.9.1. Shallow is a subjective term but the M4-M5 Link Tunnels are shallowest at the ramps at either end, Haberfield and St Peters as well as a section in Annandale/Leichhardt where the stubs to the Rozelle Interchange will be built (near Reserve Street, Whites Creek Lane and Styles Street.)

3.10. Where are vibration monitoring points? What do these monitoring devices look like?

3.10.1. Instrumentation monitoring equipment will be installed along the alignment in advance of tunnelling works. They are located in local streets at Whites Creek Lane and Reserve Street, Leichhardt and in local streets and private properties in Newtown. At Newtown, monitors are being installed in locations determined by Sydney Water to monitor their existing underground assets.

3.11. What is being monitored? Do you have any photos of the equipment?

3.11.1. A range of things are monitored across the project including settlement, ground water, and vibration.

3.11.2. Taken on notice. Photos of the equipment and locations will be provided.

3.12. Some residents on Albermale Street, Newtown have received Property Condition Surveys (PCS)

offers, yet they are not in the eligible radius as per the online map. Why have they received a PCS?

3.12.1. Only properties within 50 metres of the tunnel or other tunnel infrastructure such as underground substations will receive a PCS offer. If a property is partially within this zone, the entire property will be offered a PCS.

3.12.2. If a PCS has been offered to a resident and the resident accepts the offer, then the PCS will be carried out.

3.12.3. It is at the discretion of the resident whether to accept the PCS offer.

3.13. In relation to the Noise Insulation Program, do residents have a choice of aesthetics for the style of Noise Insulation treatment they receive, so they can maintain the interior style of their home?

3.13.1. There is some flexibility whereby owners can choose not to accept some aspects of the treatment or vary colour schemes.

3.13.2. Habitable rooms such as bedrooms and living areas are eligible for treatment.

3.13.3. The Noise Insulation Program (NIP) document which is on the project website outlines the several treatments residents may be eligible for. NIP is available here\_

[https://www.westconnex.com.au/sites/default/files/M4-M5%20Link%20Tunnels\\_Noise%20Insulation%20Program.pdf](https://www.westconnex.com.au/sites/default/files/M4-M5%20Link%20Tunnels_Noise%20Insulation%20Program.pdf):

3.14. Does the NIP have a budget per property?

3.14.1. No.

3.15. How is the contractor monitoring settlement?

- 3.15.1. There are different types of monitoring. These include in tunnel monitoring, surface monitoring and satellite monitoring.
- 3.15.2. In line with Ministers Condition of Approval E103, three criteria may apply – Settlement, Angular Distortion or Tensile Strain.
- 3.16. How long will monitoring activity continue after construction?
- 3.16.1. There are many factors that are contingent upon circumstances, such as the nature of activity being monitored. This affects how long monitoring is needed after construction. Settlement monitoring may cease when settlement has stabilised to a situation prescribed in the design.
- 3.16.2. Is there interest in the community to know when settlement, vibrations and monitoring will stop?
- 3.16.3. Yes. The community is very concerned about the structural integrity of their homes
- 3.16.4. There is a process for residents concerned about damage to their homes. Information can be found at: [https://www.westconnex.com.au/sites/default/files/Property%20condition%20fact%20sheet\\_Jan19\\_WEB.pdf](https://www.westconnex.com.au/sites/default/files/Property%20condition%20fact%20sheet_Jan19_WEB.pdf)
- 3.17. Is it possible to have a reference number or ticket ID assigned to the issues and complaints raised to the contact centre to make it easier to follow up? Sometimes queries cannot be answered on the spot and need to be followed up.
- 3.17.1. Calls to the WestConnex call centre are automatically given a reference number but it isn't standard practice to provide this number to the customer as the question is generally closed out during the phone conversation. If the call is not resolved during the phone conversation, a member of the team from TfNSW, WestConnex or the contractor will contact the resident.
- 3.17.2. A community member called and lodged a complaint to the WestConnex call centre after business hours on a weekday. They were told that they could not be put through to someone with the information at the time and to expect a call back later. The community member felt this was unprofessional. The community expressed there are varying responses from the call centre. When call backs to the community occur the call originates from an unidentified phone number, so if the community member is unable to take the call, they are forced to ring the hotline and waste further time awaiting another call back.
- 3.17.3. The call centre will put members through to the relevant project to assist them with their enquiry. If there are no staff members available at the time of the call, the call centre will take a message and the resident called back.
- 3.17.4. When a customer contacts the call centre after business hours their call is recorded and actioned depending on what their enquiry is. If it is an urgent issue they are transferred

- through to the contractor or for non-urgent issues an email is sent with their details so the project team can respond the next day.
- 3.17.5. There is regular performance evaluation of the call centre and it is possible, due to the complexity of the WestConnex project and the number of transfer options available, that mistakes can be made.
- 3.17.6. Call centre staff undergo a substantial training process to ensure calls are directed through to the correct teams. Calls made to the centre are all traceable and are recorded to ensure mistakes can be identified and rectified.
- 3.18. In January, numerous spoil trucks were observed parking on Parramatta Road near the Annandale post office. How many more years will spoil trucks use Parramatta Road?
- 3.18.1. There are no plans for the staging of trucks for the Camperdown site and it is not intended that spoil trucks wait on Parramatta Rd. An extensive scheduling process is implemented to ensure there is room on site for expected truck movements. While the project is not staging trucks here and it is not a good look, where the trucks were stopping was not breaking any laws however the contractor has reviewed and improved scheduling, increased remote and on-site surveillance and reviewed overflow routes.
- 3.18.2. Follow up visits with the businesses on Parramatta Road over the last 2-3 weeks have confirmed there has been an improvement and monitoring will continue.
- 3.18.3. Tunnel excavation and spoil hauling will continue throughout 2020 and 2021
- 3.18.4. Why are there trucks parking near Blackmore oval, at James Street and Elswick Streets, Leichhardt?
- 3.19. There has been no drilling on Blackmore Oval since November, therefore trucks seen in these streets would not be related to the project. Community members can report this to the 1800 664 248 or report it via [info@m4-m5linktunnels.com.au](mailto:info@m4-m5linktunnels.com.au) including the time, address and truck number plate if they think that it is a WestConnex truck.
- 3.19.1. There has been geotechnical investigation work carried out at Hawthorne Parade, over the last few weeks but that is on the other side of Hawthorne Canal.
- 3.20. Is the truck tracking technology the same technology used for the Rozelle Interchange?
- 3.20.1. The software was developed in-house, so while the tracking could be similar, it is not the same.
- 3.21. If a truck is found to be breaking the rules in the various conditions, or plans, what actions would the contractor take?
- 3.21.1. Action taken is dependent on the severity of the offense once an allegation is investigated. If proven correct, it ranges from warnings to drivers or contractors being dismissed from the project.

- 3.21.2. The community don't want to monitor and police truck driver behaviour ongoing. Why does the contractor not proactively monitor this, so the community don't have to?
- 3.21.3. There is real-time monitoring as well as an investigation process which occurs after complaints are received.
- 3.21.4. Internal monitoring of GPS tracking also assists to identify drivers that are doing the wrong thing.
- 3.22. There have been potential WestConnex marked spoil trucks observed on local streets.
- 3.22.1. These trucks were investigated, and it was confirmed that they were not engaged on the M4-M5 Link Tunnels project at the time of the report.
- 3.23. Can the GPS monitoring technology be explained in the next CRG?
- 3.23.1. Yes. Taken on Notice.
- 3.24. At Pyrmont Bridge Road in Camperdown, if a truck misses the entrance what do they have to do to get back to the entrance?
- 3.24.1. There are approved state roads heavy vehicle drivers can take. The driver would need to turn left onto Wattle Street, Bridge Road/ Pyrmont Bridge Road and then turn left onto Parramatta Road to get back to the Pyrmont Bridge Road tunnelling site entrance.
- 3.24.2. The Department of Planning, Industry and Environment (DPIE) are being consulted on appropriate route to get back to the site entrance.
- 3.25. Who monitors the behaviour of contractors? They have been observed blocking footpaths and leaning on resident's fences.
- 3.25.1. The community can report such behaviour to the hotline on: 1800 664 248 or via [info@m4-m5linktunnels.com.au](mailto:info@m4-m5linktunnels.com.au) however all workers on site are advised of expected behaviours when they join the project at induction as well as reminded of it at regular tool boxes.
- 3.26. Will doorknocking take place for residents living on affected streets and roads near the Richard Murden Reserve multipurpose courts?
- 3.26.1. Doorknocking has already commenced. 22 out of 30 properties closest to Hawthorne Parade have been door knocked to date. There have been multiple attempts to contact the other residents and this will continue.
- 3.26.2. Doorknocking usually targets immediately impacted properties, but notifications will be issued much wider.
- 3.26.3. If residents affected require any information they should contact 1800 664 248 or via [info@m4-m5linktunnels.com.au](mailto:info@m4-m5linktunnels.com.au)
- 3.27. The community is interested in the emergency egress passages and wish to know more about them.
- 3.27.1. Taken on notice for a future meeting, possibly closer to the opening of the tunnel.

3.28. Will there be night work on Hawthorne Parade?

3.28.1. Surface grouting work at Hawthorne Canal will be during standard construction hours between 7am and 6pm Monday to Friday and 8am to 6pm on Saturdays. Any other works will be done in accordance with the Project EPL.

3.29. The community would like to see a planned tunnelling construction timeline for the different suburbs impacted. Could this be included on the website?

3.29.1. Quarterly reports are available on the website that have the most up to date correct information. These reports include a project look ahead.

3.30. If community members have suggestions in regard to the temporary multipurpose courts locations, who should they talk to?

3.30.1. They can speak to the Inner West Council, Recreation Managers. Aaron Callahand.

3.31. Can the Project Gantt chart for the tunnel be shared with the community?

3.31.1. No.

3.32. Could the contractor provide an update in each meeting to include the next round of works that will be occurring in the following two to three months and until the next meeting?

3.32.1. Yes, it can be included as a standing item. Taken on Notice.

3.33. How do the tunnel stubs and the on and off ramps at Rozelle and the mainline tunnels work?

Maps and pictures would help with understanding how they will operate and look when the project is completed.

3.33.1. The ramps are the connection between 3a mainline tunnel and Rozelle interchange which is all underground.

3.33.2. The Urban Design & Landscape Plan (UDLP) is consistent with the Environmental Impact Statement (EIS) and includes the traffic intersections proposes designs. Three-dimensional models are being investigated to assist with the understanding of these connections.

#### **4. New M5 Project Update and Transport Network Update (Presentation attached) by TFNSW**

4.1. Where along the M5 will the recreational park be built?

4.1.1. When work is completed a recreational area, not accessible to the public will be built in the vicinity of Campbell road opposite Sydney Park.

4.2. When water is pumped from the tunnel, where does it go?

4.2.1. It goes to a water treatment facility where it is treated as per the Environmental Protection Agency (EPA) requirements and then pumped into the canal as stormwater, which then leads to the sea.

4.3. Will there be a water irrigation system at the Linear Park?

4.3.1. The park is already landscaped and has existed since the original M5 motorway was opened. There is no water irrigation system in place consistent with most recreational local Parks in



Sydney.

- 4.4. The community believes this is an opportunity to consider the environment and wildlife in urban corridors, particularly because the recent bush fires in NSW have resulted in some wildlife seeking shelter in urban areas.

- 4.4.1. These factors are taken in consideration in the UDLP. There is a requirement to include native grasslands and trees to improve the area. The suggestion has been noted.

- 4.5. On an average day without rain, how much water is pumped out of tunnels and can it be used for irrigation?

- 4.5.1. In relation to the New M5, the rate is one litre per second per kilometre, which is the design limit. Water run-off from the tunnels may include chemicals and salts due to the Sydney sandstone, therefore it is not suitable for irrigation purposes even after it is treated.

- 4.5.2. Groundwater is treated and recycled as part of the construction process and directed into stormwater drains. This water is the same quality as regular rainwater which runs off streets into stormwater drains.

- 5. **Network Integration update** – there will be an extraordinary meeting to be held in the coming weeks when plans will be presented for discussion.

- 5.1. What is the process for action after the extraordinary meeting?

- 5.1.1. Following the completion of the New M4 Tunnels in June 2019, Transport for NSW are looking at areas where improvements can be made to both traffic and pedestrian's accessibility in Leichhardt, Haberfield and Ashfield. TfNSW will take you through the proposed plans in detail and seek your feedback. An extraordinary CRG will be held to present these proposals. We'll also be seeking feedback from the community on these proposals.

- 5.1.2. Post Meeting note - Due to COVID19, this meeting has been postponed and will be held via video conferencing method in the coming weeks.

- 5.2. Could items in the Notes and discussion which refer to the EIS or CoA, include the reference of the document?

- 5.2.1. Yes.

- 6. **Questions on Notice received by email:**

- 6.1. Questions on notice attached with responses.

- 7. **Other business and Q&A**

- 7.1. Outstanding issue: Residents along Wattle Street and Walker Avenue have had project lights shining into homes at night since 2017. When can they expect relief from these lights?

- 7.1.1. A prototype shield has been developed and is currently being tested.

- 7.1.2. It is expected that in six to eight weeks the results of the tests will be known. It is a recognised

ongoing issue that the project is committed to managing with the residents.

- 7.2. Responsibility for areas of maintenance around the New M4 tunnels and its legacy projects is an outstanding item which needs attention by Transport for NSW (TfNSW), WestConnex and Transurban. The community would like documentation showing when and how the handover will occur and who is responsible for ongoing maintenance?

7.2.1. TfNSW acknowledged there are some outstanding items to be completed following the opening of the New M4 tunnels. TfNSW will update the group once the maintenance boundaries have been finalised. Please contact Transport for NSW by emailing any outstanding questions regarding maintenance to [info.westconnex@rms.nsw.gov.au](mailto:info.westconnex@rms.nsw.gov.au) and the team will coordinate with the relevant organisation. Any reports are actioned immediately, particularly if there is a potential safety risk.

7.2.2. Over the next four to six weeks there will be remediation of the area. Trees will be replanted in late autumn or winter to allow every chance for tree roots to establish.

7.2.3. Members thanked and acknowledged Andrew McKindlay and Tanya Kulakovska for meeting with community members in 2019 regarding the proposed Haberfield Local Area Improvements.

## **8. Feedback on the Venue and Meetings and Close of meeting**

8.1. Feedback was that the Transport for NSW – Maritime Office meeting venue at 33 James Craig Drive Rozelle is good for meetings and better than venues used last year.

8.2. Would it be possible to cover Taxi costs associated with getting to the meeting, as public transport options can be limited at times in the area?

8.2.1. Yes. Transport for NSW will provide cab charges to those community members requiring them.

8.3. The IC reminded all members to be respectful of each other when addressing the meeting and requested that members not repeat questions or comments. Both will assist participants exchange as much information as possible in the time allocated for the meetings (2 hours) so that the meeting can end on time.

**Meeting closed at 8:13pm**

These minutes were accepted on 16 April 2020 by



Stephen Lancken

Independent Chair

## ACTIONS ARISING

Item	Actions Arising	Timeframe	Responsibility / Status Update	Response
2.1	The community requested visual representations for the on and off ramps to better understand the implications and impacts.		TFNSW	TFNSW will investigate options.
2.2	One CRG Member has requested for the New M5 contractors to be present at meetings		TFNSW	If there are any concerns about the New M5 project, please email TFNSW and the team can discuss with WestConnex and the New M5 contractor to provide the relevant information. <a href="mailto:info.westconnex@rms.nsw.gov.au">info.westconnex@rms.nsw.gov.au</a>
3.11	What is being monitored?		LSB JV	Answered in notes
3.17	Is it possible to have a reference number or ticket ID assigned to the issues and complaints raised to make it easier to follow up?		TfNSW	Answered in notes
3.23	Can the GPS monitoring technology be explained in the next CRG?	Next CRG	LSB JV	LSBJV have agreed to discuss GPS monitoring further.
3.27	The community is interested in the emergency egress passages and wish to know more about them.	Prior to the tunnel opening	WestConnex	On hold until end of the project

3.32	Could the contractor provide an update in each meeting to include the next round of tunnelling works that will be occurring in the following two to three months and until the next meeting?	Next CRG	LSB JV	Answered in notes
7.2	The community would like documentation showing when and how the handover will occur and who is responsible for its ongoing maintenance? Also, who is responsible for maintenance?		TfNSW	Answered in notes
8.2	Cab charges for future meetings	Next CRG	TfNSW	Answered in notes

## Questions on Notice

<p><b>1. To M4-M5 Link (LSBJV): Haberfield Noise Insulation Program.</b> Please provide an update on how many of the eligible Haberfield property owners have been: contacted, responded, accepted, rejected, and had treatments installed?</p>	<ul style="list-style-type: none"> <li>• Out of 72 identified – 59 agreed to an inspection; 8 declined to have an inspection; 5 have not responded after numerous attempted contacts</li> <li>• Out of 59 inspected – 53 were confirmed as eligible and offered treatment</li> <li>• Out of 53 offers made – 28 have been accepted; 5 have rejected it and the remainder have not responded after several attempted follow ups (these offers remain open for the duration of the project)</li> <li>• Out of 28 acceptances – 24 have installations been completed; 2 are under way; 2 are on hold at owner's request</li> </ul>
<p><b>2. To M4-M5 Link (LSBJV) : Geotechnical drilling and closure of new Basketball Courts, Hawthorne Parade, Haberfield.</b> Please provide an explanation as to why this work is occurring, when, duration, consultation with Council, remediation of courts - and provision for teams unable to use the courts during the winter season.</p>	<ul style="list-style-type: none"> <li>• M4-M5 Link Tunnels project carried out the following ground investigation work around Hawthorne Canal: <ul style="list-style-type: none"> <li>○ geotechnical investigation from January to July 2019</li> <li>○ groundwater pump tests and follow up monitoring from October to December 2019</li> </ul> </li> <li>• Completion of the groundwater pump test confirmed the Hawthorne Canal area has large deposits of alluvium soils which may impact groundwater drawdown, water ingress into the tunnel and settlement in the area.</li> <li>• Surface grouting is to be carried out in the Hawthorne Canal Area before tunnel excavation to assist with reducing groundwater flow into the tunnel as well as mitigate the likelihood and consequence of settlement in the area</li> <li>• Surface grouting work involves: <ul style="list-style-type: none"> <li>○ Drilling primary holes from the surface in a grid pattern to the depth necessary to intersect horizontal and vertical features in the rock surrounding the tunnel</li> <li>○ Injecting cement grout through the holes into the ground in an effort to reduce the permeability of the rock surrounding the tunnelling horizon</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Secondary and tertiary holes (more holes in denser grid patterns) may be required to be drilled and grouted if the desired reduction in permeability is not achieved with the drilling and grouting of primary holes</li> <li>• Surface grouting work is planned to start in March 2020 and will take around 6 months to complete</li> <li>• Surface grouting work will take place on both sides of Hawthorne Canal in Richard Murden Reserve, Canal Road and a small area at Blackmore Oval</li> <li>• The work will impact the newly constructed multi-purpose courts which will not be available for the duration of the work</li> <li>• M4-M5 Link Tunnels contractor will reinstate the multipurpose courts to their current condition following completion of the work</li> <li>• M4-M5 Link Tunnels contractor has been liaising with Inner West Council about the work over the last 2 months and this consultation is ongoing</li> </ul>
<p><b>3. To M4-M5 Link (LSBJV): Investigations and Location of proposed VMS signage and sensors along Wattle St.</b> Has all night utility investigation been completed? Is further night time work required? How many extra signs, poles and cabinets are likely to be installed along Wattle St later this year? When? Nightwork? Duration of works? Will these signs, poles and sensors be located on the foot path, the verge or within Wattle St middle of road entry ramps, where lighting is currently located? What consideration and guarantee that future M4-M5 Link signs, poles and any communication cabinets will NOT obstruct footpaths - as occurred in various location as a result of the M4 East project?</p>	<p>The February night work along Wattle Street has been completed however further utility location and installation will be required along Wattle Street in mid-2020 and some of it will be carried out at night. Details of exact timing and duration will be provided closer to the time. New signs, sensors and other road furniture required to operate the motorway will be installed within the road verge and road surface. Some of this work will occur later this year and some prior to project opening. There is no intent to place infrastructure in locations that obstruct footpaths.</p>
<p><b>4. To TfNSW: Subsurface acquisition and changes to property Land Title.</b> Have all impacted property owners in Haberfield now been contacted about subsurface acquisitions. Has there been widespread and/or isolated problem with the issuing of adjusted Land Title statements, resulting in incorrect tax liability?</p>	<p>The first letter from TfNSW advising of substratum acquisition has been sent to all residents in Haberfield. Please note – further correspondence from Transport for NSW will continue until August 2020 when all Property Acquisition notices (PAN's) are issued and gazetted ( for Haberfield residents specifically).</p>

	<p>Subsurface acquisition for other areas along the tunnel alignment will continue until the end of 2020.</p> <p>There has been one enquiry about an incorrect land tax notice which is issued by Revenue NSW. TfNSW has requested the resident send their account details so the team can investigate with Revenue NSW. TfNSW have not received any other complaints regarding land tax issues.</p>
<p><b>5. To WestConnex Transurban and TfNSW: Haberfield Gardens.</b> Please detail the process and timelines for Haberfield Gardens handover from WestConnex TransUrban and TfNSW, to Inner West Council. Please provide information about the Care, Control and Maintenance contract, which I believe is the legal instrument required for the 'handover' of Haberfield Gardens to Inner West Council.</p>	<p>TfNSW will update the group once the maintenance boundaries have been finalised. Please contact Transport for NSW by emailing any outstanding questions regarding maintenance to <a href="mailto:info.westconnex@rms.nsw.gov.au">info.westconnex@rms.nsw.gov.au</a> and the team will coordinate with the relevant organisation.</p>
<p><b>6. To WestConnex Transurban: Waratah St cabinet.</b> When will the relocation of this cabinet be completed? Is the Overhead Height Detector going to be removed? If not, is the pole for the Overhead Height Detector going to remain in situ where it also obstructs the footpath? What plans are in place to 'wrap', and soften the impact, of the Waratah St cabinet, - or any other cabinets throughout Haberfield? What consultation will be undertaken with Inner West Council, given that Haberfield is a Heritage Conservation Area - and when, if such proposal were to proceed</p>	<p>Work to relocate the cabinet was unfortunately delayed due to a few items that required sign off taking longer than expected. Work to relocate the cabinet will take 5 days, however we have allowed for 10 days in case of inclement weather. Only the cabinet is being relocated as part of this work. In relation to softening the visual impact of the cabinet, we have been in contact with an agency who have worked recently with Inner West Council, TfNSW (RMS) and Lendlease Tyco on a similar project. <a href="https://www.innerwest.nsw.gov.au/live/living-arts/public-art-and-placemaking/previous-public-art-projects">https://www.innerwest.nsw.gov.au/live/living-arts/public-art-and-placemaking/previous-public-art-projects</a></p> <p>Internal approvals will be required, as well as consultation with relevant stakeholders including TfNSW and Inner West Council.</p>
<p><b>7. To WestConnex Transurban: Intrusive Light Trespass from Wattle St lighting (at the rear of Walker Avenue homes).</b> When will appropriate lighting be installed? This problem has been under</p>	<p>WestConnex has and continues to work with the residents impacted by the street lighting. A shield has previously been fitted, and found not to have been successful. WestConnex had a lighting specialist attend the impacted properties,</p>

<p>investigation for some years. Current lighting is unacceptable and recognised as such by WCX. To date, all attempts at fixing the lighting have failed. Walker Avenue residents are extremely concerned by the lack of resolution to this problem.</p>	<p>and from that a prototype has been developed. Photometry testing was recently undertaken, and we are awaiting the results. The results will be reviewed by the lighting expert, who can give the green light on installation. WestConnex will then need to notify Ausgrid and apply for ROL's to undertake the work. We hope to have this rectified in the coming weeks.</p>
<p><b>8. To WestConnex TransUrban and LinkT (motorway operator): New M4 Incident Response vehicles idling</b> on Dobroyd Pde Haberfield and Ormond St, Ashfield, both local streets. Drivers in these vehicles lay over, in front of homes and Ashfield Park, for extended period with their engines idling ( or heating, cooling or charging electronic devices). Causing both noise and air pollution. This problem has been acknowledged by WestConnex. A proposed solution, by Transurban LinkT, was the retrofitting of New M4 motorway Incident Response Vehicles with extra battery back-up. When will this occur?</p>	<p>WestConnex and our O&amp;M Contractor are still working on procuring and installing the units that will enable the air-conditioning to run without the vehicle idling. Looking at 6-8 weeks for implementation.</p>



# Transport for NSW

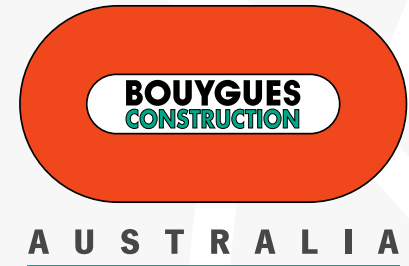
## **WestConnex** **Community Reference Group** New M5 and M4-M5 Link Tunnels

Wednesday 26 February 2020



# WestConnex M4-M5 Link Tunnels

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# Campbell Road civil and tunnel site

- Some land transferred from New M5 (more over coming months)





# Campbell Road civil and tunnel site

- Ventilation facility work ongoing





# Tunnelling progress – 20 Feb 2020





# Construction

- In-tunnel survey monitoring



# Construction

- Roadheader in operation under St Peters





# Pymont Bridge Road tunnelling site

- Site set up complete and 100% operational





# Tunnelling progress – 20 Feb 2020





# Construction

- Bullhorn excavation under Annandale





# Construction

- Fresh air supply ducts





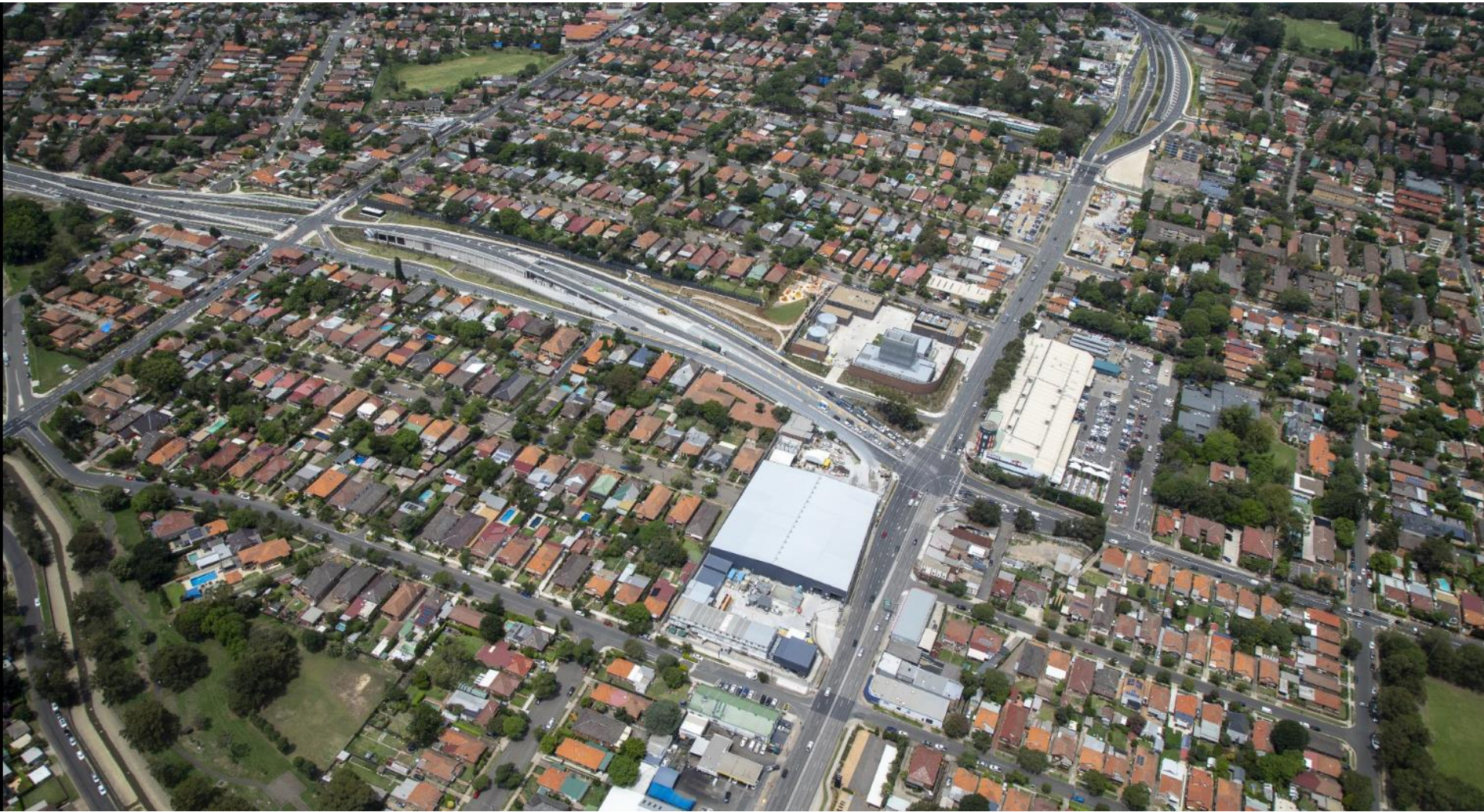
# Construction

- Maintenance of roadheader cutter head





# Haberfield/Ashfield sites





# Tunnelling progress – 20 Feb 2020





# Construction

- Rock bolting and heading excavation in Haberfield





# Construction

- Wattle Street ramps





# Site wide

- Surface grouting planned on either side of Hawthorne Canal
- Instrumentation and monitoring equipment installation in Leichhardt and Newtown
- Property condition surveys – 4,700 offered to date with ~55% acceptance
- Noise Insulation Program – 28/53 properties accepted treatment (24/28 installed)
- Settlement observed to date is in line with MCoA
- 75 attendees at community information sessions - 7 UDLP submissions
- 38 complaints registered so far this year (6 were not project related)
  - 13 re noise/vibration
  - 9 re truck parking / trucks in local streets

# M4-M5 Link Tunnels

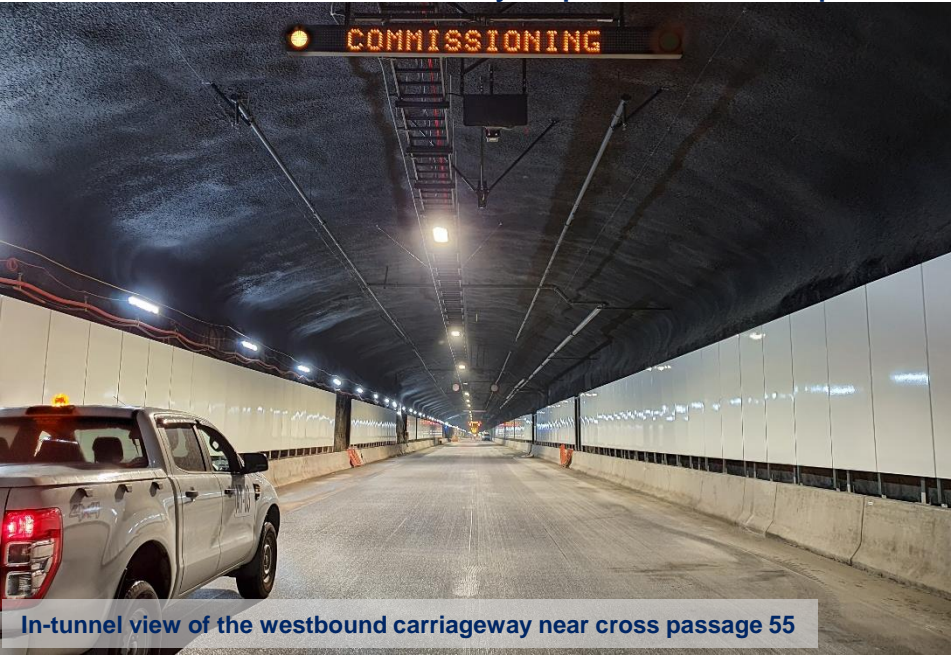
How to contact us

Phone **1800 660 248**

Email **[info@m4-m5linktunnels.com.au](mailto:info@m4-m5linktunnels.com.au)**

# New M5 – Project update

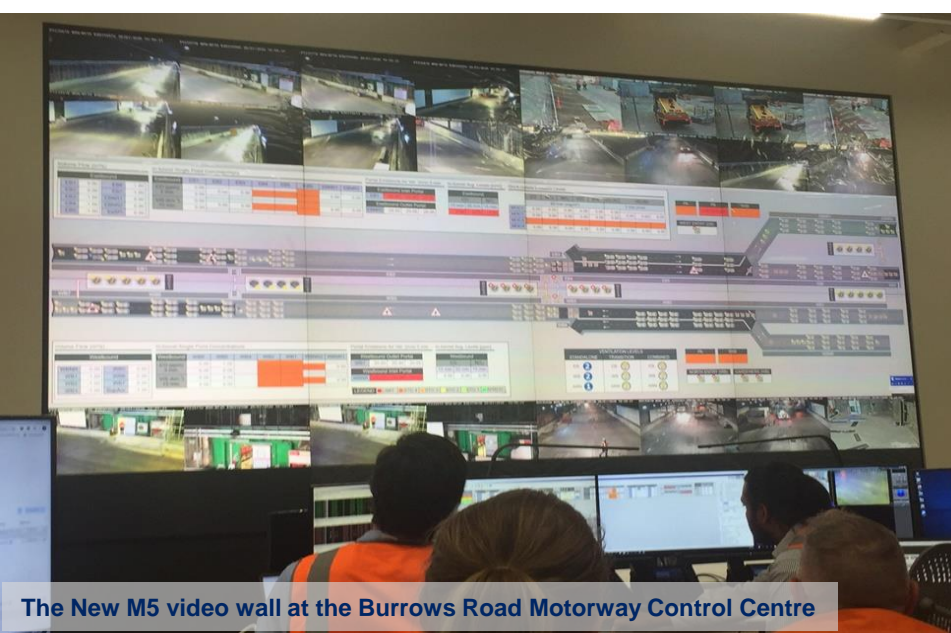
Tunnel works / Motorway Operation Complexes



In-tunnel view of the westbound carriageway near cross passage 55



Motorway Operation Centre 4 at St Peters



The New M5 video wall at the Burrows Road Motorway Control Centre



Motorway Control Centre 3 at Arncliffe



# New M5 – Project update

St Peters Interchange



View from the shared path to the T2 mound, overlooking the New M5 tunnel portal entry and exit

# New M5 – Project update

St Peters Interchange



View from Bridge 1 overlooking the ramps to Euston Road

Transport for NSW



# New M5 – Project update

Western Surface Works – Kingsgrove / Beverly Hills



View from atop Motorway Operation Complex 1 at Kingsgrove

# New M5 – Project update

Western Surface Works – Kingsgrove / Beverly Hills



Motorway Operation Complex 1 at Kingsgrove, adjacent the M5 East



# New M5 – Project update

## Local road upgrades





# M5 Linear Park – King Georges Road to Bexley Road



Work underway at Tallawalla Reserve to install new fitness pods



Work underway at Tallawalla Reserve to install new fitness pods

- Work has started on the M5 Linear Park project.
- Work has progressed at Forester Reserve.
- 60% of the work at Tallawalla Reserve is completed.



View south from Lundy Avenue underpass entry

Artists impression