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WestConnex Community Reference Groups M4-M5 Link Tunnels

Meeting: WestConnex Community Reference Groups M4-M5 Link Tunnels

Date: Wednesday, 12 August 2020

Time: Meeting available from 5:45pm from 6:00pm to 8:00 pm

Location: Zoom Online Meeting

Attendees: Independent Chair (IC)
Associate
Notetaker

Stephen Lancken
Lynette Edwards
Samuel Cheok

Transport for NSW WestConnex Project Team

WestConnex Project Director
M4-M5 Link Project Director
A/Principal Manager, Communications & Engagement Snr
Senior Communications & Stakeholder Engagement Manager
Communications & Stakeholder Engagement Manager
Principal Manager, Media Government Relations
Senior Media Manager
Senior Project Manager Property

Andrew McKindlay
Struan Wilson
Alison Jones Powell
Dorea Lau
Tanya Kulakovska
Tom Wald
Brendan Gullifer
Alison Tourle

WestConnex

Project Director
Community Engagement Manager

Terry Chapman
Louisa Bertino-Clarke

Lendlease, Samsung and Bouygues Joint Venture

Project Director
Tunneling Director
Environmental & Sustainability Manager
Community Engagement Manager

Andrew Marsonet
Mario Buterin
Grant Sainsbery
Sanjin Muhic

Department of Planning, Industry and Environment

Team Leader Compliance
Team Leader Compliance

Rob Sherry
Thomas Minchin

Compliance Officer
Compliance Officer

Alyssa Norton
Laura Papoulias

Environmental Protection Authority (EPA)

Unit Head, Regulatory Operations Metro South
Snr Operations Officer, Regulatory Operations Metro South

Aleksandra Young
Stuart Clark

Inner West Council

Senior Transport Planner
Traffic and Transport Planning Manager

Kendall Banfield
Manod Wickramasinghe

City of Sydney

Council Traffic and Transport Planner
Manager, Transport Major Projects

Asad Rajbhoy
Elise Webster

Community

Leichhardt Against WestConnex
Leichhardt Against WestConnex
Community Representative
P&C Sydney Secondary College

Christina Valentine
Catherine Gemmell
Cynthia Louise Moore
Ann-Therese King

Apologies

Sharon Laura

Meeting Notes

Key matters discussed and presented

1. Welcome and introductions

- 1.1. Terms of Reference (TOR) and Questions on notice and answers are attached. Negocio did not receive any comments from the community in regard to the 2020/2021 TOR during the timeframe requested. Comments about the TOR were made at the meeting and after the meeting which has been discussed with the concerned community member and noted at the end of these notes.
- 1.2. A Community member expressed feedback that they would rather discuss community raised issues instead of the generic presentation as they do not need to see pictures of the tunnels and that the technical information provided is a waste of time. **Post meeting comment:** LSBJV will not develop a presentation for the next CRG if the consensus from the wider group believes their presentation is a waste of time. Negocio to contact the wider CRG group to canvas their views.

2. M4-M5 Link Project Update by LSBJV. Presentation attached.

2.1. Dog walkers accessing the dog park, near Hawthorne Canal, have been affected by the work in the area and lack of alternatives resulting in delays when accessing the park. The community request assurance that LSBJV will improve access.

2.1.1. To ensure the safe movement of people, plant and equipment there have been occasional temporary changes resulting in short delays to the community accessing the dog park near Hawthorne Canal.

2.2. Recently the news reported properties located at Crown Street are experiencing cracking. Is this due to WestConnex tunnelling under the properties?

2.2.1. Claims of damage are investigated by WestConnex. The investigation is ongoing and WestConnex continues to be in contact with property owners. There is more construction work to be undertaken in this area and contact with owners on a one on one basis will continue until work in the area is completed. Post construction property condition surveys are carried out allowing for any claims to be finalised.

2.2.2. In some properties there is ongoing monitoring to measure movement and cracks.

2.2.3. If at the end of the investigation the property owners disagree with the findings of WestConnex, the property owners will be referred to the Independent Property Impact Assessment Panel (IPIAP). Owners have already been advised of this process.

2.3. Will there be extra safety measures implemented to protect properties that are located six to seven metres above the tunnel depth?

2.3.1. There are no properties located six to seven meters above the tunnel for this Stage of WestConnex (M4-M5 Link Tunnels).

2.3.2. Tunnelling under Crown Street properties ranges between a depth of 12 and 19 metres. The shallowest depth of the M4-M5 Link Tunnel beneath any property is around 12 metres. The Rozelle Interchange tunnel ramps being constructed by JHCPB are located approximately six to seven metres at the shallowest point.

2.4. Crown Street residents are concerned about water ingress through cracks at their properties, resulting in mould and health concerns. What can be done to assist residents while investigations are underway?

2.4.1. Residents should contact the M4-M5 Link Tunnels team via 1800 660 248 with any concerns or email info@m4-m5linktunnels.com.au. In some instances, action will be taken to remedy concerns prior to a claim being finalised.

Tunnelling Progress – Overall Project Alignment

2.5. What work was undertaken on 1 August that required rock breaking at Hawthorne Canal?

2.5.1. LSBJV advised that they did not undertake any rock breaking activities as part of the surface grouting work at Hawthorne Canal on Saturday 1 August and only surface grouting (drilling) work was carried out that day. LSBJV advised the only time jack hammers were used near Hawthorne Canal was over a three day period within the Canal Road Film Centre in late May to break out a concrete slab and the timing was decided in consultation with the Canal Road Film Centre.

2.5.2. It was noted that National Broadband Network (NBN) and Inner West Council contractors have also been working in the area lately, however this has not been confirmed.

2.6. Will the multi-purpose courts located near Hawthorne Canal be completely resurfaced?

2.6.1. Yes, the blue area (multi-purpose courts) seen in slide 11 will be milled off, the surface will be inspected, and the entire court area will then be resurfaced. LSBJV and Inner West Council will inspect the ground conditions prior to resurfacing work starting.

2.7. The community would like an update about remaining construction on the Leichhardt side of Hawthorne Canal. Construction can pose a safety hazard for the community, particularly the dog park in the vicinity.

2.7.1. On the Haberfield side of Hawthorne Canal, restoration work has started and will continue over the coming weeks. There is still more drilling to be completed on the Leichhardt side of the canal and once done will be followed by restoration work. At times access is temporarily blocked and traffic controllers will be on site to ensure pedestrian and vehicle safety. Work should be completed in early September, weather permitting.

2.8. The community requested an update on the outcome of the geotechnical work and surface grouting around Hawthorne Canal.

2.8.1. Extensive geotechnical investigation and groundwater monitoring around Hawthorne Canal was carried out throughout 2019 and early 2020. Surface grouting work is almost complete. Data collected has informed the development of a geotechnical model which assesses the potential groundwater drawdown in the area. This model predicts potential groundwater drawdown and a settlement footprint that extends beyond the usual 50 metre Property Condition Survey (PCS) offer zone applied across the project alignment.

- 2.8.2. As a result, PCS (Pre Construction Property Condition Surveys) will be offered to some properties beyond the standard 50 metres from the alignment of the tunnel on the western (Haberfield) and eastern (Leichhardt) side of Hawthorne Canal.
- 2.9. How far East will the offer of PCS extend?
- 2.9.1. The PCS will extend up to and including Elswick St North.
- 2.10. How much settlement is expected in that area?
- 2.10.1. LSBJV advised modelling predicts between 5 – 20mm of settlement.
- 2.11. Community asserted their concern that properties will be damaged.
- 2.11.1. LSBJV clarified that settlement does not automatically mean properties will be damaged.
- 2.12. Why is there an assumption that there will be no differential settlement in this area?
- 2.12.1. LSBJV advised this is a hard answer to provide in a few sentences as the outcome is based on the extensive geotechnical data collected over 18 months that has been incorporated into the detailed design process which has informed the understanding that no differential settlement is predicted to cause property damage. Irrespective of that, PCS are being offered to the property owners in this area which will record the pre-construction condition of the properties should property owners have concerns down the track about potential damage being caused.
- 2.12.2. Offers for PCS will be sent out to properties in the impacted area over the coming week. Discussion of individual properties is outside the scope of this WCRG.
- 2.13. The community, homeowners and property owners, would appreciate a meeting to discuss the situation and likely impact of the tunnelling in this area.
- 2.13.1. All residents who are receiving a PCS have been door knocked. Any residents who would like a meeting can contact the M4-M5 Link tunnels team to discuss their concerns.
- 2.14. Why are PCS not offered to properties beyond 50 metres to the northwest and northeast of the alignment of the Hawthorne Canal? (This relates to properties the other side of the City West Link)
- 2.14.1. PCS are not offered to properties in these locations because the geotechnical model does not predict impact to this area.
- 2.15. The community near Young Street, Annandale is frustrated with community updates regarding tunnel noise because the updates indicate that noise might be *occasionally* heard. Community members report hearing noise most days, not *occasionally* and would like more accuracy in communicating what noise levels might be expected.

- 2.15.1. Noise impacts will vary depending on the tunnel depth, distance a property is from the work, the foundations of the property and the material used to construct the property, along with other factors.
- 2.15.2. While the use of the word 'occasionally' will be removed from notifications, it is also appreciated a number of at-location factors will impact the way noise is received.
- 2.16. Have there been any trends and correlation between complaints and depth of the tunnel and type of property?
- 2.16.1. Based on trends in complaints and feedback received, more residents have complained of impact as the roadheaders approach their properties, compared to when the road headers are directly below or have just gone past their properties. Vibrations have been reported during tunnelling at depths varying from 12m up to 40m while on the other hand, some residents do not report feeling vibration irrespective of the depth. No specific trends regarding tunnel depth and property impact has been observed.
- 2.17. Will there be circumstances in which residents will have to physically move due to noise disturbance or vibration of tunnelling?
- 2.17.1. If tunnelling noise is predicted to be 45 decibels and above over 15 minute average periods between 10pm and 7am, alternative accommodation is offered. Alternative accommodation and other mitigation measures may also be offered for residents with special circumstances such as health concerns or students studying for the HSC etc.
- 2.18. Residents along Parramatta Road at Camperdown towards Newtown have been disturbed by trucks using air brakes at night. Who can the community contact if they hear loud trucks on Parramatta Road?
- 2.18.1. All loud truck noises suspected as working for LSBJV should be reported to the community complaints line. It is imperative that the time, date and location is communicated, so LSBJV can investigate whether the truck is from the WestConnex project and can follow up with the drivers involved. GPS monitoring can be used to help determine correlation with the project. It is also noted that project trucks are not the only trucks using Parramatta Road.
- 2.18.2. All drivers have been instructed to limit compression breaking as much as possible. Spoil trucks do not generally operate between 2am and 5am. It is noted that project trucks are not the only heavy vehicles that use this route, especially at this time of night. The majority of LSBJV spoil is removed during the day.

2.19. The community believe that dangerous driving from spoil trucks is not improving. Aggressive driving and dangerous driver behaviour is frequent on Parramatta Road and City West Link. What measures are taken to prevent this?

2.19.1. The community should report dangerous driver behaviour, along with the time, date and location of the incident, so that it can be investigated. Measures are taken to reduce dangerous driving behaviour such as GPS tracking on all spoil trucks, regular toolbox talks, supervisors following trucks or sitting in the truck with the driver, patrolling routes and correspondence regarding expected behaviours. Where truck drivers have been found to be acting outside these instructions, warning letters are sent to the driver. In some instances, drivers have been stood down or dismissed from the project.

2.20. The community has been advised by the community complaints line that the project has no responsibility for truck driver behaviour for trucks further than one kilometre away from the project, is this true?

2.20.1. M4-M5 Link Tunnels project does not exclude reports of dangerous driving based on a 1km rule. Behavioural issues on trucks from M4-M5 Link Tunnels will be followed up by LSBJV regardless of the distance from the project. **Post meeting comment:** An example as provided of investigating truck driver behaviour in Penrith and Canterbury which is well beyond 1km of the project.

Controlled Blasting

2.21. Will blasting of hard rock continue to be used under Annandale? Will blasting occur under Sydney Secondary College and when will meetings with the college be scheduled to provide the school with specifics of the timing and impact of this work?

2.21.1. Hard rock was found under Annandale and roadheaders have become less effective in this area which has resulted in tunnelling progress slowing down.

2.21.2. On 27 July 2020 a controlled trial blast took place under Reserve Street near Johnston Street, Annandale. There were 16 monitoring stations in place to measure the vibrations from the blast through the local geology.

2.21.3. Two complaints were received about impacts from the trial blast and a further 37 complaints were received in objection to controlled blasting in general.

2.21.4. LSBJV was in contact with the Sydney Secondary College Business Manager a few weeks ago and it was agreed that LSBJV will organise a briefing with the College principal early in Term 4, 2020 as work under the school is not expected until the later part of Quarter 1 of 2021. The briefings will cover whether controlled blasting will be used, and if so, how many controlled blasts will be required during the day along with

what times of the day the blasts might be carried out. Number of controlled blasts per day will determine the timing of the blasts. If more than one blast occurs in the one day, it is likely they will not occur in school hours. Regular ongoing meetings would then be organised with the College to provide them with an update on progress and expected timing.

2.22. Does LSBJV have experience with controlled blasting around old and heritage properties?

2.22.1. Yes, Lendlease, Samsung and Bouygues have all worked on projects where controlled blasting was used. LSBJV has been using the services of expert consultants who specialise in controlled blasting techniques and who have 35 years of experience in this field. As an example, the closest the expert has undertaken a controlled blasting to a property on NorthConnex was within seven metres of the surface. The purpose of the blasting was to excavate shafts. There were no negative repercussions. The M8 tunnel project used production blasting with comparable distances and comparable surface arrangements to Annandale in St Peters/ Sydenham and with similar aged homes.

2.22.2. Have there been any reports of cracks or damage from the trial controlled blast in Annandale?

2.22.2.1. **Post meeting comment:** Not to date.

2.23. If controlled blasting is safe and more effective than using roadheaders, why is it not used throughout the whole project?

2.23.1. LSBJV noted this as a valid point and while controlled blasting is very common around the world in bigger, more densely populated cities with much older buildings than Annandale, in NSW there seem to be an element of hesitation towards controlled blasting amongst the project proponents and regulators when the projects are going through planning and approvals stages. Sydney is often referred to as the 'roadheader capital of the world' because the tunnel geometries preclude other methodologies and blasting is limited in efficacy by regulatory limitations.

2.24. Will the geology reports be available for public reading, and if not, will it be provided in the case of property damage?

2.24.1. Vibration monitoring data results of the controlled blasting is already publicly accessible at: <https://www.westconnex.com.au/media/lgbcbzf2/200812-trial-blast-monitoring-data-4656.pdf>

- 2.24.2. LSBJV is not aware of what is meant by the geology report but is not compelled to provide a copy of the blasting design plans. If any property damage claim is received, it would be assessed on its own merits and on a case-by-case basis.
- 2.25. What other parts of the route are being considered for controlled blasting?
- 2.25.1. Apart from the area currently being looked at in Annandale/Leichhardt, no other areas are currently being considered.
- 2.26. Is there a greater risk of damage using roadheaders or controlled blasting?
- 2.26.1. There is minimal difference in the risk of property damage being caused between roadheaders and controlled blasting.
- 2.27. Residents at Reserve Street and Emma Street are upset about the controlled blasting and would like an independent study of controlled blasting and the impacts on properties.
- 2.27.1. The effects of vibration from blasting is a well-known and researched area of science, carried out by a range of international standards bodies, including the protection of heritage listed properties and structures. The trial blast carried out and any other potential future controlled blasting will be completed in strict adherence to the requirements of the Project's Environment Protection Licence (EPL).
- 2.27.2. Prior to the trial blast occurring, an engagement campaign was rolled out targeting 350 of the closest properties, based on predicted impact. 350 properties were issued notifications in advance of the work while 34 properties nearest the trial blast were door knocked with 31 out of 34 residents having face to face discussions in relation to the trial blast. This is approximately 91% of properties in the area.
- 2.27.3. If controlled blasting is undertaken in the future, a larger engagement program will be rolled out covering a larger catchment of the community.
- 2.28. The community suggests proactively seeking feedback regarding blasting rather than waiting for complaints from the 34 properties that were most likely to be affected.
- 2.28.1. **Post meeting comment:** LSB committed to seeking feedback from those directly impacted by the trial blast.

Property Condition Survey presented by LSBJV. Presentation attached

- 2.29. The community is frustrated with the clarity of the notification of entitlement to a Pre-Condition Survey, in which the words “upcoming months” were used and did not notify the community as to specifically when tunnelling would reach their properties. One resident found it could be as far as five to six months in the future that tunnelling reached the property. The community believe it is in the resident’s best interest to have the PCS carried out as close to the tunnelling date as possible.

2.29.1. This concern has been noted. This use of 'upcoming months' was used as the staged rollout along the alignment is divided into 34 zones and the offer of PCS is based around these zones. The first round of offers starts twelve weeks before tunnelling reaches the start of the zone which means tunnelling can take up to five months to reach properties at the end of a zone.

2.29.2. LSBJV will look into the wording of 'upcoming months' to see if indicating a more accurate time frame of expected tunnelling is possible noting that tunnel progress varies and LSBJV have to allow for enough time to offer, book, carry out and issue surveys to properties in each zone prior to work starting.

2.30. The community believe that the PCS reports commissioned by the contractor are of low quality, and some inspectors did not offer their credentials to residents. Also, some walls are not photographed as part of the PCS, and residents feel this is inadequate. They believe all walls should be photographed. How are the PCS reports quality controlled?

2.30.1. Reports are carried out by qualified inspectors. The inspectors only photograph existing visible defects and damage to walls. Walls with no visible defects or damage are not photographed. **Post meeting comment:** The inspectors photograph all accessible areas within a property including walls or areas with no visible defects or damage (at the time of inspection) for inclusion in the report, however there is no commentary on the condition of these walls/areas.

2.30.2. The LSBJV property team reviews all reports. The reports are just one tool to review damage. A property damage claim would be investigated even if a PCS was not carried out, but the absence of a PCS makes it harder to determine the cause of the property damage.

2.31. When will the final substratum acquisition notices be distributed?

2.31.1. The first of three letters for substratum acquisition will be sent to residents in September 2020. The final Property Acquisition Notice (PAN) for the M4-M5 Link tunnels project will be issued to residents by November 2020.

3. M8 Opening by Transport for NSW. Presentation attached.

3.1. Will the St Peter's Interchange green space alongside and underneath the M8 motorway be open to the public?

3.1.1. The open green space under the roadway is not publicly accessible land.

3.1.2. There is publicly accessible green space located at Campbell Street, Canal Road and the Princess Highway. That area can be seen as the mound in presentation slide 12 of the project update.

3.2. Will there be an elevated shared user bridge along Campbell Road in Alexandria and when will the bridge be completed?

3.2.1. The Conditions of Approval (CoA) stipulate that a land bridge must be constructed, allowing pedestrian and cyclist access between Sydney Park to the north and St Peter's Interchange recreational area. Construction of the land bridge will commence after the roadworks for Stage 3A are completed.

3.3. Community comment – land bridges are considered unsafe as there are no 'escape' option once a person is on the bridge.

3.4. Community comment: The at-grade shared user paths along major roads are considered unsafe as there are no safety barriers or shrubbery between the community and traffic.

3.5. The community, again, request that the artist impression of completed sites depict the vegetation of site on the day the project is delivered. They believe artist impressions are misleading as they show what the green space might look like approximately 10-20 years post completion. It is not possible to replace the mature native trees removed by replanting mature trees of the same age.

3.5.1. Response. Artist impressions are not intended to be misleading. Rather they reflect the best impression of project after the project has been delivered as per the Urban Design and Landscape Plan (UDLP).

3.5.2. Suggestion. Perhaps there could be two artists impressions of the green space, the first image depicting the vegetation at the site on the day the project is opened to the public and a second image depicting the artists impressions 10 - 20 years in the future with some explanation.

3.5.2.1. Transport for NSW has taken the member's suggestions on board.

St Peters Public Space Update

3.6. Was there a "landslide" at the hill at St Peter's Interchange during the recent rain?

3.6.1. There was minor slippage of the land in this location due to rain.

3.6.2. This is because the vegetation that has been planted is not yet established. Vegetation roots assist in stabilising the soil and land. WestConnex assures the public that there are protective layers installed to prevent major erosion or slippage. There are no safety concerns and it was topsoil which was washed away.

3.6.3. The contractor is repairing the damage caused.

3.7. What is the location of the parklands and what will be included at the parklands?

3.7.1. The parklands at the St Peters Interchange are detailed in the UDLP showing the plans, vegetation and utilities for the park. The parklands can be seen from Princes Highway

at St Peters. It will have open green space with a large range of native vegetation, shrubs, trees and a lawn on top of the hill.

3.7.2. These parklands will be accessible to the public.

4. Other business, Q&A

4.1. Did the construction of the tunnel cause damage to *Greentree Estate* in Ashfield which resulted in residents being evacuated?

4.1.1. Damage was not caused by WestConnex tunnelling. **Post meeting comment:** The Department of Public Works confirmed the issue relates to a broken pipe in one of the apartments and was unrelated to WestConnex.

4.2. Community would like to have specific topics of importance listed as individual agenda items. They do not want the topics to be included as general Questions and Answers (Q&A) at the end of the meeting.

4.2.1. Taken on notice by IC.

4.2.2. **Post meeting comment from IC:** The Terms of Reference for WCRGs state that Members of the WCRG may request items to be added to the agenda by contacting the IC no less than seven business days before the scheduled meeting. The IC will review all requests and determine the final agenda one week before the meeting. A copy of the Terms of Reference is included.

4.3. Community members believe *Minutes* of the meeting should be captured, rather than notes, with the process being that the minutes are accepted or amended by the WCRG at the following meeting.

4.3.1. Discussion taken offline.

4.3.2. **Post meeting comment from IC.** The Terms of Reference for WCRGs that have been facilitated by the IC refer to *Notes* not *Minutes*. A copy of the most recent Terms of Reference is attached to these Notes. In relation to this issue the Terms of Reference have been the same since 2018.

4.3.3. Next meeting is 11 November.

5. Close

Meeting closed at 8:10pm

These minutes were accepted on 7 September 2020 by Independent Chair



Stephen Lancken

Independent Chair

ACTIONS ARISING

Item	Actions Arising	Timeframe	Responsibility / Status Update	Response
2.13	The community, homeowners and property owners, would appreciate a meeting to discuss the situation and likely impact of the tunnelling in this area.		LSBJV	All residents who are receiving a PCS have been door knocked. Any residents who would like a meeting can contact the M4-M5 Link tunnels team to discuss their concerns.
2.20	The community has been advised by the community complaints line that the project has no responsibility for truck driver behaviour for trucks further than one kilometre away from the project, is this true?		TFNSW	M4-M5 Link Tunnels project does not exclude reports of dangerous driving based on a 1km rule. Behavioural issues on trucks from M4-M5 Link Tunnels will be followed up by LSBJV regardless of the distance from the project, an example as provided of investigating truck driver behaviour in Penrith and Canterbury which is well beyond 1km.
2.28	The community suggests proactively seeking feedback regarding blasting rather than waiting for complaints from the 34 properties that were most likely to be affected.		LSBJV	LSBJV committed to seeking feedback from those directly impacted by the trial blast.
4.2	Community would like to have specific topics of importance listed as individual agenda items. They do not want the topics to be included as general Questions and Answers (Q&A) at the end of the meeting.		IC	The Terms of Reference for WCRGs state that Members of the WCRG may request items to be added to the agenda by contacting the IC no less than seven business days before the scheduled meeting. The IC will review all requests and determine the final agenda one week before the meeting. A copy of the Terms of Reference is included.

Questions on Noticed received.

An update on the works at Blackmore Oval/Canal (when will they end/impacts on parking, safety and noise, rectification).

- 1. I would like details of the weekend work planned at Hawthorne Parade between now and September (projected end date). I note that the issue of weekend work at this location was raised by me at the last meeting and the feedback from the contractor was that there had been little or no weekend work. However, this has not been my observation as a local living less than 300 metres from Blackmore Oval. I observed rock-breaking being conducted at the site on Saturday 1st August. Not only is weekend work being carried out (during what is meant to be the weekend respite period), it is some of the most intrusive/noisy work such as rick-breaking and of course drilling. I would like to know why rock-breaking needs to be carried out on-site, several metres from homes.**

From time to time, LSBJV undertakes work at Hawthorne Canal on Saturdays in accordance with the project's approvals and as per the notification for the work - https://www.westconnex.com.au/media/sumfjmct/200221_mt163_surface-grout-hawthorne-canal_web-copy.pdf.

Work was carried out on 1 August on the Canal Road side which included drilling and grouting but no rock breaking was undertaken. The only jackhammering LSBJV have carried out in the area was over 3 days in May to remove a concrete slab inside the Canal Road Film Centre. This was completed on a Thursday, Friday and Saturday in consultation with the Canal Road Film Centre and their tenants.

LSBJV have noticed NBN and IWC undertaking work either side of Hawthorne Canal that included use of concrete saws and jackhammers but we do not know if this is the work referred to.

- 2. It would certainly be preferable if Community 'Updates' could be more transparent and honest about likely impacts of Westconnex works, rather than trying to minimise impacts in their communications with the community.**

The use of a vanilla terms such as 'grouting work' does not at all communicate the reality of what is happening at this location. I have many photographs which make clear the level of disruption this works has caused to the community, which includes dog walkers, those using the tram, cyclists and local businesses (this location houses the largest film studio in NSW). The contractors have taken multiple sites, car parks, blocked entrances and exits to both Blackmore Oval and, at various times, to the large off-leash dog reserve. In addition, there are various trucks and worker vehicles in the vicinity. The ongoing minimisation of impacts by hiding the true nature of planned works needs to stop. Will the contractor be more honest and accurate in its Community Updates about the likely impacts of its planned works?

There was no and is no intent to mislead or minimise impacts. Work notifications outline what the expected impact is, what mitigation measures can be adopted and what

equipment will be used. For example, the surface grouting notification advised that work would involve drilling over a 150 holes and filling them with grout. It also outlines expected impact on parking, traffic and pedestrian changes and that it would be noisy. In addition to the notification, all these details have also been discussed in numerous conversations with nearby residents and stakeholders in the lead up to and during the work.

- 3. I would like an assurance that efforts will be made to minimise the ongoing disruption to the community at this site. I have photographs depicting a complete blocking of the only entrance (heading west) to the off-leash dog park by trucks/drill rigs. This is a frequent occurrence.***

For the safety of motorists, cyclists and pedestrians, we have at times held traffic up for a short period of time to allow a machine to track across the road, deliver materials etc in line with the approvals.

- 4. Blackmore Oval remains completely closed at northern end. When will reopening at this end occur?***

LSB is not carrying out work that would limit access to the northern end of Blackmore Oval. LSBJV surface work is on the western end of Blackmore Oval, adjacent to the Canal Road Film Centre. Remediation of this area has been agreed with Inner West Council and should be finished by early September, weather permitting.

- 5. I also note the courts that were newly built last October and destroyed for the 'grouting' work remain full of pock holes and the surface appears damaged/uneven. A time frame for rectification and return to community use is sought, along with an assurance that remediation involves new court surfaces being installed not piecemeal repair of the damaged courts.***

As previously committed to, the entire surface of the multipurpose courts is being re-sheeted. Milling the old court surface starts on 12 August and the courts should be available in early September, weather permitting. Reinstatement of the multipurpose courts and other impacted areas has been agreed to with Inner West Council during multiple conversations, meetings and correspondence.

The outcome of the explosives testing under Reserve street (will it be used/expanded/risks)

- 6. In relation to the Trial blasts, could you confirm that the EPA will be present for future trials at more shallow depths in Reserve Street.***

If any further blasting trials were to be undertaken, LSBJV will send an invitation to the EPA to attend. Please note that DPIE compliance branch were in attendance on site for the trial blast on 27 July.

- 7. Will the same technique be used outside of Reserve street - which areas and when?***

The trial blast were three individual blasts to obtain data on how vibration propagates through the local geology. Controlled production blasting uses multiple individual blasts that are time delayed in order to remove the rock from the face of the tunnel.

8. *If the use of this type of explosives is safe, what was the purpose of the testing?*

These trials are carried out on every infrastructure project that uses controlled blasting for the purpose of determining how vibration propagates through the local geology. That information provides the site law constants which then inform any future controlled blast designs.

Tunnelling

9. *Any cracks reported so far? If so, what location and at what depth?*

LSBJV has received a number of claims of property damage along the alignment. Any and all claims are investigated and LSBJV is in ongoing dialogue with the individual property owners.

10. *Update on timetable for tunnelling.*

Tunnelling progress to date and expected tunnelling over the upcoming period will be included as part of the CRG construction update presentation.

Truck Movements

11. *I would like a map provided of approved primary and secondary routes for Westconnex trucks to share with the community due to the lack of clear information about truck movements reflected in the many inquires we receive in this regard.*

Section 4.7 (and Appendix C) of the Traffic Transport Access Management Plan (TTAMP) include nominated spoil haulage routes. The TTAMP is publicly available on the project website at <https://www.westconnex.com.au/media/hjqfwxua/traffic-and-transport-and-access-management-sub-plan.pdf>.

12. *I have been asked by the residents of Crown St, St Peters to raise the issue of the cracking at homes at this location. I understand the tunnelling is at around 12 metres. Can the contractor provide an update of progress in this area and confirm whether residents have reported cracking.*

Progress of excavation at all sites including in ST Peters will be included in the CRG presentation. LSBJV has received claims of property damage across the alignment including at the St Peters end. All claims are investigated and LSBJV maintains dialogue with the individual property owners.

On and off ramp tunnel depths under Crown Street are between 12m on the Campbell Street end and 18m towards the top end.

13. Can we please receive an update from the contractors as to the results of the test explosive blasting under homes in Leichhardt/Annandale (reserve Street environs) carried out last week.

Kendall from IWC responded by contacting the contractor with the following:

I enquired with the Stage 3A contractor and have received their response (quoted below FYI) – Kendall

“Controlled blasting trials were carried out on Monday 27 July, as planned. The project did not receive complaints at the time the trial blasts occurred, however 2 complaints were registered about impacts from it in the days after it occurred. The project has however received around 30 written complaints objecting to the idea of controlled blasting under houses in Annandale.

The project is currently assessing the trial blast results to determine viability of controlled blasting. If further blasting is planned, Council and the community would be engaged on it in advance.”

Questions on notice regarding historic Pressure Tunnel and Shafts in Station St, Newtown

14. How close to the surface is the Pressure Tunnel at this point (according to the Office of Environment and Heritage website, its depth over the whole 16 kms of its length varies ranges from 15m to 67 m)?

Based on survey data received from Sydney Water, the Pressure Tunnel is at a depth of approximately 60 metres at this location.

15. Will the WestConnex M4-M5 Link Tunnel pass over or under the Pressure Tunnel? If over, how far above Pressure Tunnel and how close to the surface?

The M4-M5 Link Tunnels will pass over the Sydney Water Pressure Tunnel by a clearance of between seven and eight metres.

16. Are there any special risks attached to ground movement and subsidence as the M4/M5 Tunnels pass over or under the Pressure Tunnel?

There are no special risks attached to ground movement or subsidence in relation to the Interface between the Sydney Water Pressure Tunnel and M4-M5 Link Tunnels. The Pressure Tunnel is a heritage item and the M4-M5 Link Tunnels project has been working closely with Sydney Water to appropriately plan excavation over the Pressure Tunnel. This included agreeing on significant geotechnical studies and modelling,

installation of a comprehensive monitoring system and implementation of daily monitoring as work progresses past the Pressure Tunnel.

17. Are any mitigation measures in place eg re-inforcement of the Pressure Tunnel to ensure that there is no damage to the Pressure Tunnel?

Due to the age, depth and the way the Pressure Tunnel operates under pressure, physical protection or alterations to the Pressure Tunnel is not feasible. The Project is working closely with Sydney Water on the design, construction methodology, monitoring and appropriate construction mitigation measures to ensure no damage to the Pressure Tunnel and that its operating condition is maintained.

18. What could happen if there were damage to the Pressure Tunnel?

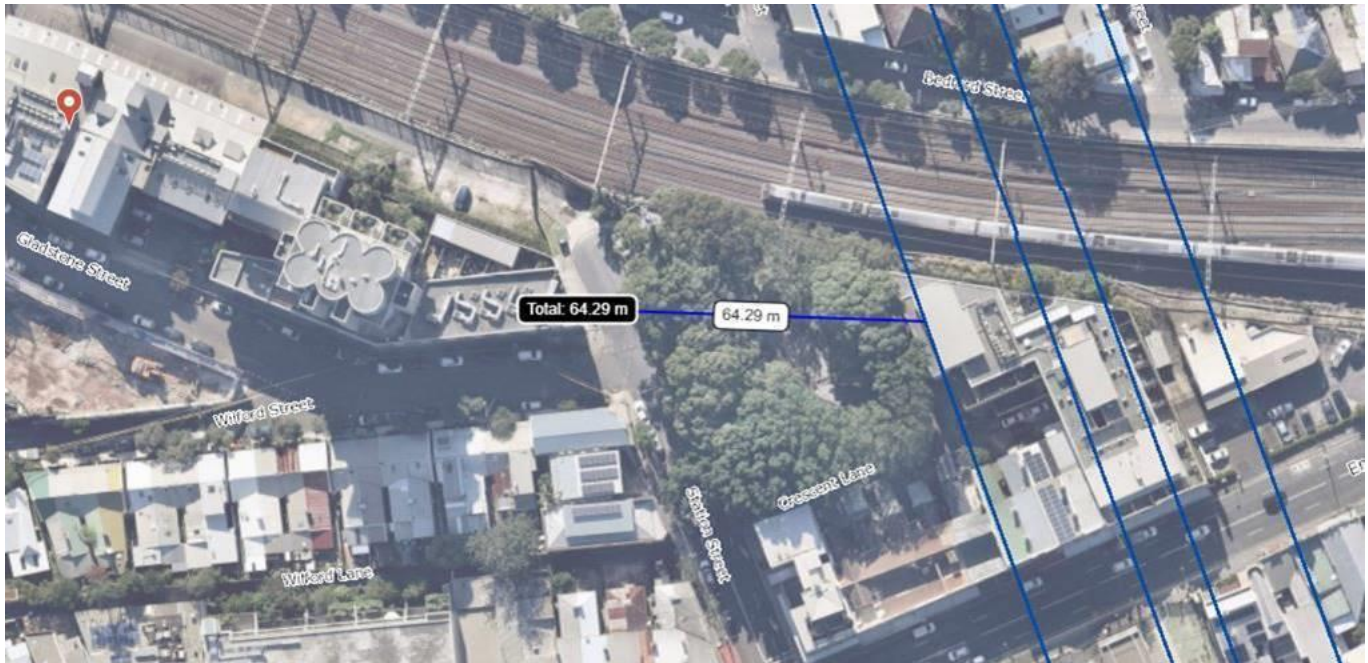
The M4-M5 Link Tunnels team has undergone an extensive design and geotechnical modelling process and based on these outcomes the risk of damage that would be required to render the Tunnel inoperable is extremely low. Ongoing monitoring of the Pressure Tunnel throughout construction will ensure any potential risk to the tunnel is mitigated.

19. Will there be any special measures eg reinforcement of the M4-M5 Link at this point or contingency plans in case of an accident to protect residents and motorists against the consequences of damage to the Pressure Tunnel?

The project has a robust emergency management plan to manage any consequences of damage along the alignment however as outlined above, the risk of this occurring is extremely low.

20. The multi-storey Flour Mill apartment block built in 2001 has six levels of car parking beneath the surface. At what depth will the M4-M5 Link Tunnels pass underneath them? What mitigation measures will WestConnex put in place to protect them from ground movement during tunnelling and subsequent subsidence?

The M4-M5 Link Tunnels do not pass under the property at 3 Gladstone Street. The M4-M5 Link Tunnels are approximately 64m to the east of the closest façade of this building and around a depth of 43metres. Refer below image.



- 21. The three storey block of flats in Crescent Lane, is immediately adjacent to the Pressure Tunnel and Shaft. At what depth will the M4-M5 Link Tunnels pass underneath it?**

The M4-M5 Link Tunnels are approximately 45 metres below ground at this location.

- 22. What mitigation measures will WestConnex put in place to protect the building from ground movement during tunnelling and subsequent subsidence?**

Potential ground movement at this location has been assessed as minor and well below the limits included in the conditions of approval. The overall tunnel design has also been developed conservatively to limit potential for damage.

- 23. Did the geotech surveys find any hard rock in the Newtown substratum such that they might consider blasting?**

The project has not encountered rock conditions that have required consideration of controlled blasting under Newtown.

- 24. What is the current schedule for excavating the Newtown section of the M4-M5 Link Tunnels?**

Excavation is already occurring under parts of Newtown and will continue into next year. The CRG presentation will show expected excavation progress but in summary, excavation of the mainline tunnels from the Camperdown end is around Bishopgate Street and heading south into Newtown. From the St Peters end, excavation of the on and off ramps is currently under Holmwood Street and Darley Street, Newtown respectively heading north while excavation of the mainline tunnels is under Lord Street, Newtown also heading north.

Updated Information:

25. Residents of Newtown whose properties, many of them "sensitive" heritage listed properties, lie directly above the M4/M5 Link tunnels or within their "zone of influence" are concerned about recent media reports (SMH July 29 2020 "Evacuated Sydney building named as at risk from WestConnex tunnelling").

In the case of the evacuated Ashfield properties, the EIS on the basis of which WestConnex were given approval to proceed states: "Should the geotechnical model in condition D6 identify exceedances of the criteria established in condition D7 or in Table 1 (whichever is the lower), the Proponent must identify and implement mitigation measures such as appropriate support and stabilisation structures in consultation with the relevant land and/or infrastructure owners prior to the commencement of construction to ensure where possible that underground services, infrastructure and adjacent buildings will not experience settlements exceeding the criteria".

Table 1 - Settlement Criteria

Beneath Structure/Facility	Maximum Settlement	Maximum Angular Distortion
Buildings - Low or non-sensitive properties (i.e. ≤ 2 levels and carparks)	30 mm	1 in 350
Buildings - High or sensitive properties (i.e. ≥ 3 levels and heritage items)	20 mm	1 in 500
Roads and Parking areas	40 mm	1 in 250
Parks	50 mm	1 in 250

The residents ask that they be supplied with details of the exceedances identified by the geotechnical modelling for the area along Chelmsford and Probert Streets Newtown and also on the other side of the railway line (where there is the added complication of the Pressure Tunnel adjacent to a very deep car park for the Flour Mills apartment complex) and any mitigation measures that WestConnex proposes to implement in the light of them.

Please note there are no exceedances of the criteria as defined by [Ministers Condition of Approval](#) (MCoA) E102 - E103 (SSI 7485) in this area. Therefore no further mitigation measures apart from the typical measures of undertaking property conditions surveys pre and post-construction in accordance with MCoA E105 are required.

Should property owners identify potential property damage, they should lodge a claim via info@m4-m5linktunnels.com.au

Please also note that in accordance with E109, an Independent Property Impact Assessment Panel (IPIAP) has been established for the resolution of property damage disputes, should property owners not agree with the outcome of their initial claim.

For further information on the property condition survey and property damage claim process, please refer to the [factsheet](#) on the WestConnex website.

E102 The Proponent must undertake a review of surface and sub-surface structures at risk from damage to determine appropriate criteria to prevent damage, prior to excavation and tunnelling works that may pose a settlement risk. Criteria for surface and sub-surface structures which are not included in **Condition E103 (Table 9)** must be determined in consultation with the owner(s) of the surface and sub-surface structures prior to commencement of any excavation or tunnelling works potentially affecting the surface and sub-surface structures.

E103 In the case of buildings, roads, parking areas and parks, the appropriate criteria which governs the greatest risk of damage are to be selected from **Table 9** (Maximum Settlement, Maximum Angular Distortion or Limiting Tensile Strain) unless the Proponent has determined more stringent criteria as a result of **Condition E102**.

Table 9: Settlement criteria

Surface and Sub-Surface Structures	Maximum Settlement	Maximum Angular Distortion	Limiting Tensile Strain (percent)*
Buildings – Low or non-sensitive properties (i.e. ≤ 2 levels and carparks)	30 mm	1 in 350	0.1
Buildings and pools – High or sensitive properties (i.e. ≥ 3 levels and heritage items)	20 mm	1 in 500	0.1
Roads and parking areas	40 mm	1 in 250	n/a
Parks	50 mm	1 in 250	n/a

* As defined in Burland et al. 'Building response to tunnelling – Case studies from construction of the Jubilee Link Extension', London, Thomas Telford (2001)

26. Can the letter offering a report be more specific about timing of tunnelling? eg not “in the coming months” but 5-6 months? Does LSB explain people have the right to defer the inspection until closer to time of tunnelling?

The project has a program to roll out Property Condition Surveys (PCS) progressively ahead of tunnel excavation. To do this, the alignment has been divided into 34 zones. As excavation approaches a zone, properties in that zone are offered PCS. Each zone is offered a PCS a minimum of 12 weeks prior to excavation entering the zone. This allows enough time for people at the start of the zone to be contacted; surveys to be booked and completed and reports to be prepared and provided to owners before tunnelling enters the zone. As it can take up to three months for us to progress through a zone some owners whose property is at the end of a zone will have a longer lead-in time prior to the expected excavation in the area hence the use of term ‘over the coming months’.

PCS offers can be accepted and booked closer to tunnelling occurring as long enough time is allowed to carry out the survey and issue a completed report before work approaches the property.

27. An update on the investigation into the fatal accident with a spoil truck and a cyclist that occurred on Parramatta Road.

This matter was investigated by police. Transport for NSW and our contractors take all incidents or fatalities seriously.

28. Spoil Trucks using air brakes on Parramatta Rd

LSBJV has formally asked truck drivers to limit use of compression brakes.

29. Inaccurate information on tunnelling impacts in tunnelling updates

Tunnelling updates explain that each individual's experience of tunnelling can vary due to a number of conditions and variables and that vibration and noise levels experienced depend on ground conditions, building types, existing background noise levels and the materials used to build the property, individual sensitivities as well as the distance the property is from the tunnelling work. While impacts from tunnelling vary from property to property and person to person, in response to a separate complaint, LSB have agreed to remove the word 'occasionally' from future notices in the following section: *'In some instances, you may experience the following: Ground borne noise – this is created when vibration from tunnel excavation travels through the ground and causes a building's flat surface to vibrate, occasionally creating an audible 'rumbling' noise.'*

30. Lack of awareness of progress of tunnelling and existence of tunnelling map and how to find it on the website

Quarterly newsletter to the entire alignment which includes a high level progress update

Monthly tunnelling progress notifications (printed and via email) with more detailed progress to date and expected progress over the coming month to the communities (the monthly notifications also include a link to the tunnelling tool map)

Weekly doorknocks to properties to advise of specific impacts

The tunnel tool is referenced on all monthly tunnel updates and can be found on the website: Explore WestConnex>Tunnelling progress>both RI and M4-M5 Link tunnel tools are located here.

31. I would like to add as an issue the mislabelling of street names on project documents. 3 instances have been noted, the latest being 2 Florence streets in the attached.

One of the St Peters notifications distributed on 31 July incorrectly labelled one street twice - this has been corrected. While LSBJV notes this is in addition to a similar map

label issue in an Annandale notification on 31 July as well as within the final version of the UDLP in June, these are not meant to be misleading events but mistakes which have been corrected.

32. Is blasting (as seen under Annandale recently) going to be used under Sydney Secondary College when tunnelling arrives there in possibly January? This answer is either yes, no or maybe –so should not take much time.

M4-M5 Link Tunnels project is still assessing if controlled blasting will be used on the project but if it is, it could also be used under the Sydney Secondary College based on the ground conditions encountered there. It should be noted that if blasting is carried out, it would occur either first thing in the morning and/or later in the day.

33. With tunnelling round 1 expected to arrive under high school in Q 2021, what is the time range (no earlier than, no later than) when the school principal will be contacted for a meeting (as pledged 18mths ago in this process) to discuss the imminent arrival at the school?

The M4-M5 Link Tunnels community team was recently contacted by the Business Manager from the College recently about tunnelling progress and in response was advised that tunnelling is not expected until next year. During that conversation M4-M5 Link Tunnels team advised that a briefing would be offered to the College towards the end of the year as we get closer. Tunnelling excavation progress depends on the ground conditions and progress could be slower or quicker than anticipated and as such a briefing in Term 4 would seem appropriate as we will have more of an idea of progress at that point. At that briefing, we would like to schedule a regular update, at a frequency the College is comfortable with to ensure progress is communicated as tunnelling approaches.

WestConnex Community Reference Groups

2020/2021 Terms of Reference

1. Purpose

a) The purpose of the WestConnex Community Reference Groups (WCRGs) is to provide a forum for discussion and feedback between the Transport for NSW WestConnex project team, representatives from WestConnex/Transurban and their contractors involved in the development and construction of WestConnex projects. Local councils, representatives from various state government departments, stakeholder groups and appointed members of the community also form part of this group.

b) There are two WestConnex Community Reference Groups (WCRGs) which reflect the various stages of the delivery of WestConnex. These are:

i. **WCRG (1) – M8 and M4 – M5 Link Tunnels** (*including community representatives and officers from the City of Sydney and Inner West Councils, NSW Department of Planning, Industry and Environment, WestConnex/Transurban representatives, the M4-M5 Link contractor; Lendlease Samsung Bouygues Joint Venture and the project team at Transport for NSW*).

This group provides project updates and facilitates discussions relating to the M8 and M4-M5 Link Tunnels. Following the opening of the M8 in July 2020, discussions will be focussed on the M4-M5 Link tunnels project.

ii. **WCRG (2) – Rozelle Interchange** (*including community representatives and officers from the City of Sydney and Inner West Councils, NSW Department of Planning, Industry and Environment, the Rozelle Interchange contractor; John Holland CPB Joint Venture and the project team at Transport for NSW*).

This group facilitates project updates and discussions relating to the WestConnex Rozelle Interchange project.

c) The purposes of the WCRGs include:

i. To explore opportunities for the impact on the communities affected by WestConnex to be ameliorated and the amenity of the community improved including, but not limited to the design and construction methods adopted for the project.

ii. To enhance information sharing between the Transport for NSW WestConnex team, community and council members.

iii. To provide additional channels for the exchange of information between the Transport for NSW WestConnex team and the community, council members and the Department of Planning, Industry and Environment.

iv. To allow the Transport for NSW WestConnex team to seek feedback and provide proactive responses to matters of interest or concern from the community.

v. To allow community and council representatives to seek information and provide feedback about project matters including:

- the development of new project information or changes to existing projects
 - issues of interest or concern to the community
 - response to community complaints
 - community initiatives and programs
 - how design and construction decisions might impact on the amenity of the community.
- d) The WCRGs are not decision-making bodies; they perform an advisory and consultative role only.

2. Timing and duration

- a) This document establishes the Terms of Reference for eight WCRG meetings to be coordinated in 2020 and eight WCRG meetings in 2021.
- b) The purpose and effectiveness of the group will be evaluated by Transport for NSW and the Independent Chair (IC) annually to determine whether to continue or change the format of the WCRG meetings.
- c) Each group will meet four times in 2020, totalling eight meetings of two hours per meeting across the two WCRGs.
- d) Each group will meet four times in 2021, totalling eight meetings of two hours per meeting across the two WCRGs.
- e) The length of meetings may be reduced as projects are delivered and there is less content to be discussed.
- f) Current COVID-19 restrictions will dictate where meetings are convened. Meetings will be held either online or at Transport for NSW's offices in Rozelle.
- g) Extraordinary meetings will be arranged if requested by the group.

3. Chairperson

- a) An Independent Chair (IC) has been appointed to facilitate the two WCRGs.
- b) The IC is appointed and funded by Transport for NSW
- c) Preference has been given to a candidate who can facilitate the concerns of a variety of interest groups equally with the objectives of the project.
- d) Selection criteria included:
- i. Ability to convene and facilitate stakeholder committees in an independent manner
 - ii. Experience in community relations, facilitation, mediation and/or public advocacy.
 - iii. The IC will report at least annually to the Principal Manager, Communications, Transport for NSW, on the operation of the committee.

4. Membership of the WCRGs

The community reference groups will comprise of:

- a) The Independent Chair (IC).
- b) Community representatives (from the relevant geographic project area – where matters of relevance to their local area are being discussed). The number of

community representatives is at the discretion of the IC. The total number of community representatives will be decided based on the need for broad representation balanced with the effective working of the groups.

- c) Nominations of persons wishing to participate as members in the WCRGs should be emailed to the IC at wcrq@transport.nsw.gov.au.
- d) Community representatives may bring one Observer to WCRG meetings provided that:
 - o The agreement of the IC is obtained in advance
 - o The WCRG member provides a copy of these Terms of Reference to the Observer and the observer agrees to abide by the Terms of Reference.
 - o The Observer's role is not to participate in discussion (without the agreement of the IC), rather to observe and learn for the possibility that the Observer may replace a Community Member or, at some time in the future, become a member.
- e) Up to two Council officers from local Councils in the project corridors (where matters of relevance to their Local Government Area are being discussed).
- f) Representatives from the Transport for NSW WestConnex team.
- g) WestConnex/Transurban and project contractors will be invited to attend as required
- h) The Department of Planning, Industry and Environment and the Environment Protection Authority will be invited to send representatives.

5. Appointing community representatives

- a) Transport for NSW will oversee the selection of community representatives for the committee in liaison with the IC
- b) Members of the 2020 Community Reference Group will be automatically approved for membership in 2021, if they wish to continue their involvement
- c) Community representatives and Observers must be:
 - i. current residents or landowners within the WestConnex project corridor and/or members of community groups or cultural representatives for a geographic area impacted by WestConnex
 - ii. able to represent and communicate the broad positions, interests and issues of the project corridor community they represent
 - iii. able to report back to the project corridor community they represent
 - iv. able to demonstrate involvement in local community groups or activities such as progress associations, business, school, sporting, environmental or heritage groups
 - v. be willing to adhere to these Terms of Reference, the committee's standards of behaviour and maintain an outcome focused approach.
- d) No elected representatives of Local, State or Federal politics are permitted to apply.
- e) Community representatives may apply to sit on more than one WCRG. Their application will be assessed based on their geographic location and relevance to each specific WCRG.
- f) Please note, successful applicants will be asked to share their email addresses with other Community members and authorise having these contact details listed on the WestConnex website. Names of Community members attending meetings are listed in

published Meeting Notes. Members may opt to *not* have their email addresses published online.

- g) In the event a community representative steps down from the WCRG, or the IC considers that a larger community representation is needed, Transport for NSW may seek a new panel member via reserve list or new expressions of interest process. Community representatives that choose to resign from WCRG are requested to advise the IC in writing.
- h) All community representatives will need to demonstrate their ability to meet these criteria in their application.
- i) Members of the WCRG should attend each meeting. No substitutes can be referred to the meeting unless they submit a nomination form, meet selection criteria and are approved by the IC. An application for a substitute should be submitted to the IC at least two weeks prior to meeting attendance.
- j) Committee members should not make improper use of their committee membership to gain an advantage for themselves or another person.
- k) Members may be asked by the IC to resign from the WCRG under the following circumstances:
 - i. Failure to attend meetings on a regular basis.
 - ii. Failure to disclose a conflict of interest and/or developing a conflict of interest during the project construction.
 - iii. Perform ongoing and substantial breaches of the WCRG Terms of Reference in the opinion of the IC, WestConnex and Transport for NSW
 - iv. Become an employee of the project team or a significant provider of goods or services to WestConnex.

6. Agenda and reporting

- a) The IC will prepare a detailed agenda at least five working days ahead of each meeting following a standard format. Supporting papers or materials may be distributed ahead of meetings.
- b) Members of the WCRG may request items to be added to the agenda by contacting the IC no less than seven business days before the scheduled meeting. The IC will review all requests and determine the final agenda one week before the meeting.
- c) Notes will be taken of the questions, answers and outcomes of meetings. In the event of any controversy the IC will approve the Notes for publication. A list of Actions Arising from each meeting and an Issues Register will be maintained by the IC.
- d) WCRG members are able to take their own notes.
- e) Meetings will not be recorded (except at the request of the IC and with the approval of the WCRG). Meeting notes will be published on the WestConnex website.
- f) Unless the IC is requested to do so by the speaker the Notes will not attribute questions or comments to any named individual.

7. Standards of behaviour

In meetings of the WCRG, attendees will:

- a) be respectful to fellow members and not engage in unconstructive, threatening, intimidating or disorderly behaviour

- b) refrain from any form of conduct which may cause any reasonable person unwarranted offence or embarrassment
- c) follow good meeting practices
- d) accept direction and advice from IC
- e) make points succinctly
- f) enable all members to be equally heard, not speak over each other and listen to all other member points of view
- g) take all relevant information into consideration
- h) treat members and project staff with respect and courtesy
- i) not attribute comments or opinions expressed by other WCRG members including Transport for NSW and contractors to an individual
- j) agree that should confidential information be shared within the WCRG, this information remains confidential. WCRG will be advised, in advance, when information is confidential. Should confidential information shared at a WCRG be distributed externally, any responsible WCRG members will be removed from the WCRG
- k) agree that it is not a requirement that consensus be reached on issues discussed as the committee is not a decision-making body,.
- l) The IC will, if necessary, determine if any member is not conducting themselves in accordance with the standards of behaviour or in the spirit of these Terms of Reference.

Each WCRG:

- i. In consultation with the IC may agree to adopt any set of standard meeting practices if it wishes to do so
- ii. The IC shall determine the agenda items in accordance with the Terms of Reference
- iii. Any member may propose a matter for inclusion on the agenda, either before or during a meeting, providing the matter is within the purpose of the committee. Members are requested to provide agenda items in advance, wherever that is possible.
- iv. The IC will ensure that issues of concern raised by community representatives on behalf of the community are properly considered. Late items may be deferred to a following meeting or agreed to be actioned or responded to in between meetings.

8. Media and public comment

WCRG members are not restricted from discussing issues with or providing their own opinions to the media. When doing so members should not:

- a) Attribute comments, questions or answers to questions to an individual. (NOTE. It is suggested that members attribute comments to “A Community Representative”, “a Representative of Transport for NSW”, etc).
- b) As a courtesy the IC requests that the IC be informed of engagement with the media in relation to WCRG business.
- c) Members are welcome to distribute copies of the Notes that are posted to the WestConnex website to community organisations, groups or individual and to refer community questions or concerns to the IC for inclusion in the Agenda of the next meeting.
- d) Use logos or the intellectual property of Transport for NSW or any other stakeholder in any

media, without consent.

- e) Speak on behalf of or purport to speak on behalf of the WCRG or the Project, noting representatives are permitted to disclose their Community Group is a member of the WCRG.

9. Site visits

If site visits are conducted, members agree to take direction from project staff at all times and agree to refrain from taking images and distributing images publicly through press or social media.

WestConnex

M4-M5 Link Tunnels

Project update

12 August 2020

WestConnex M4-M5 Link Tunnels



Project update

- 28 road headers with >50% excavation and >4 million tonnes of spoil removed



Project update

- Almost a quarter of a million picks will be used and recycled



Project update

- Bench excavation under St Peters



Project update

- Cross passage work



Project update

- In-tunnel civil work around 8% complete



Project update

- In-tunnel civil work – around 4% of tunnel has final road surface



Project update

- Mechanical & Electrical work has now also started inside the tunnel



Project update

- Excavation inside the Wattle St ramps



Project update

- Sandstone from the tunnel used for subgrade layer



Project update

- Surface grouting and reinstatement on schedule to be completed over coming weeks



Project update

- Campbell Road civil and tunnel site



Project update

- Campbell Road ventilation facility work progressing



Project update

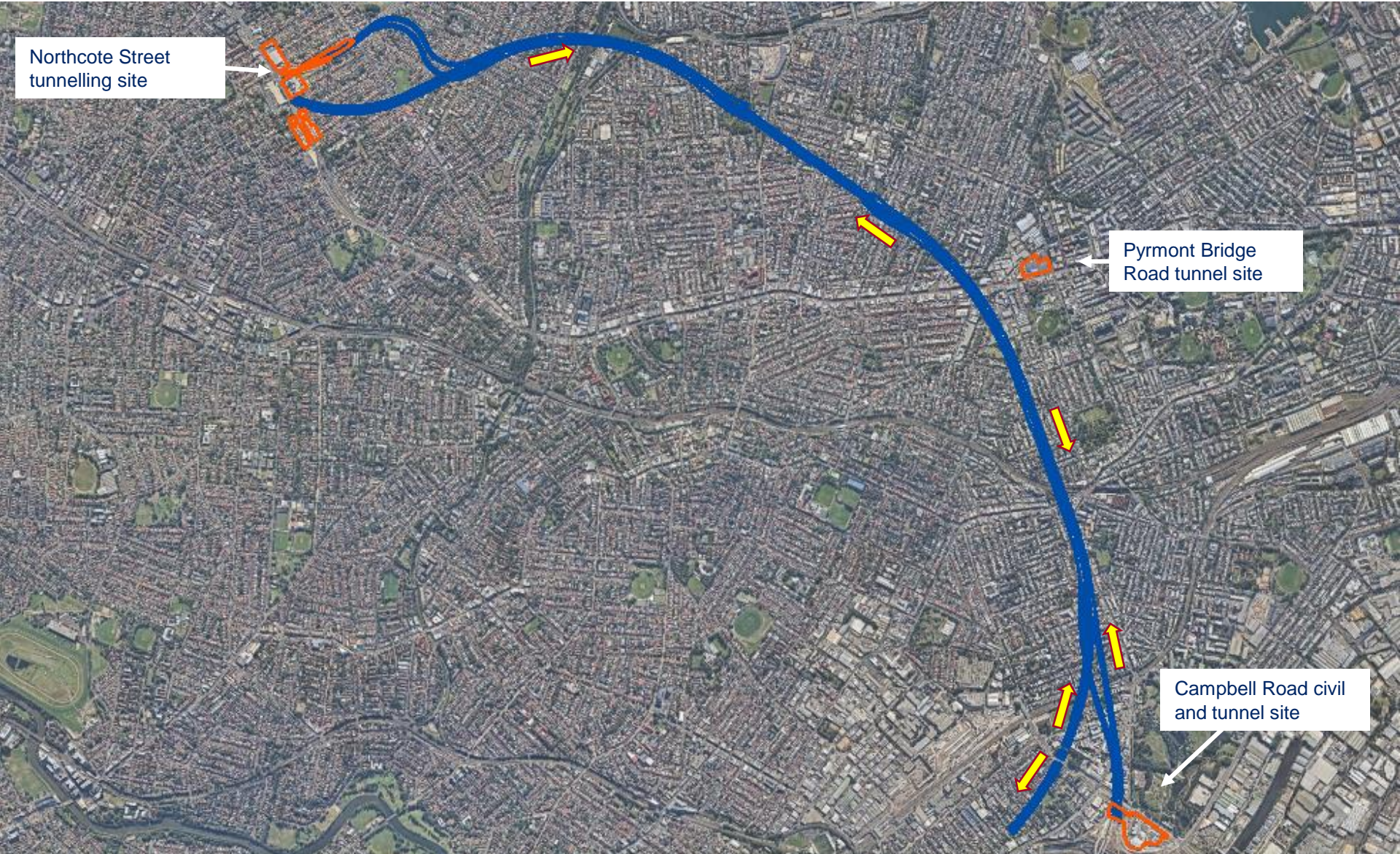
- 35m concrete beams being cast in northern NSW



Tunnelling progress - August 2020



Overall project alignment

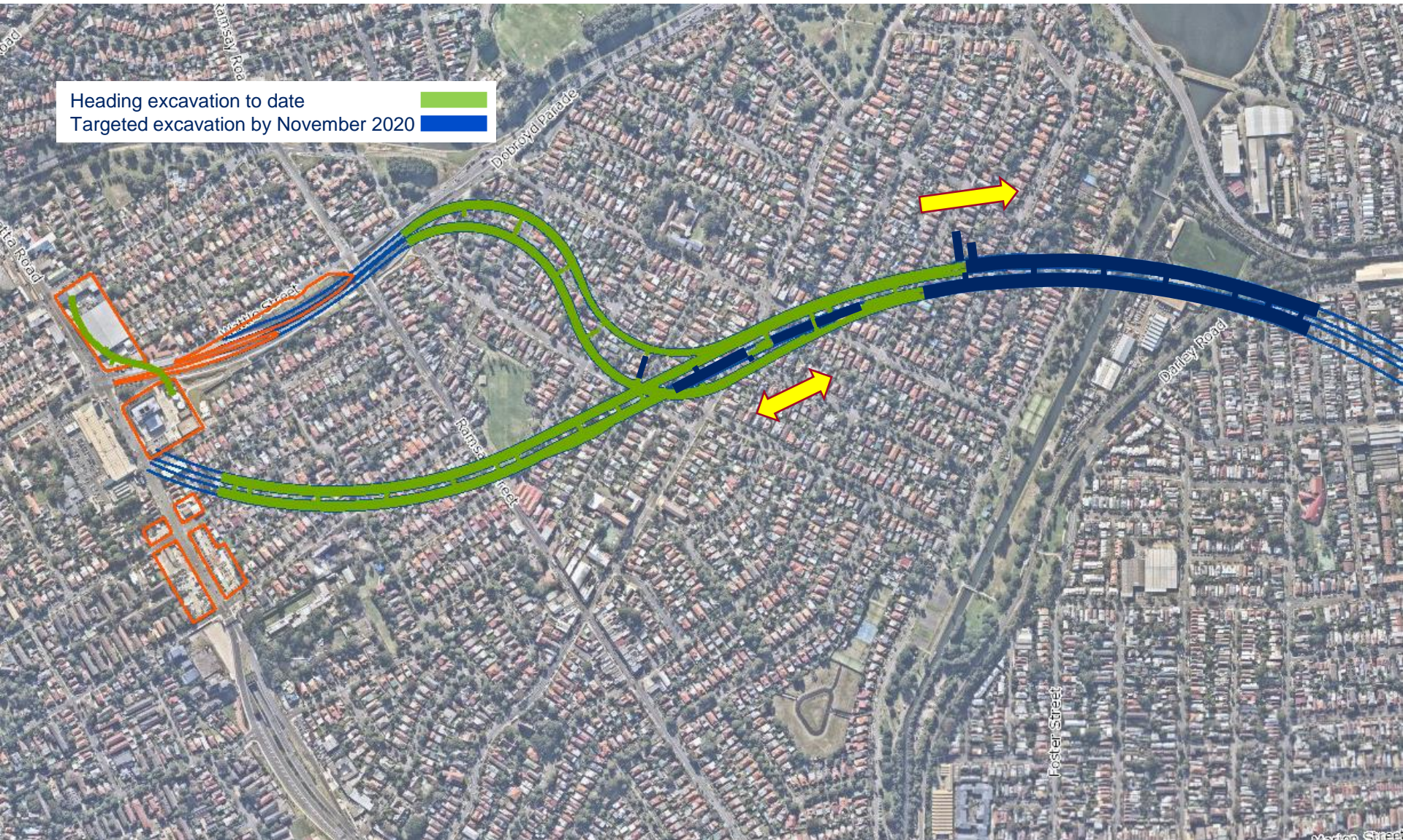


Northcote Street
tunnelling site

Pyrmont Bridge
Road tunnel site

Campbell Road civil
and tunnel site

Haberfield towards Leichhardt



Annandale towards Leichhardt



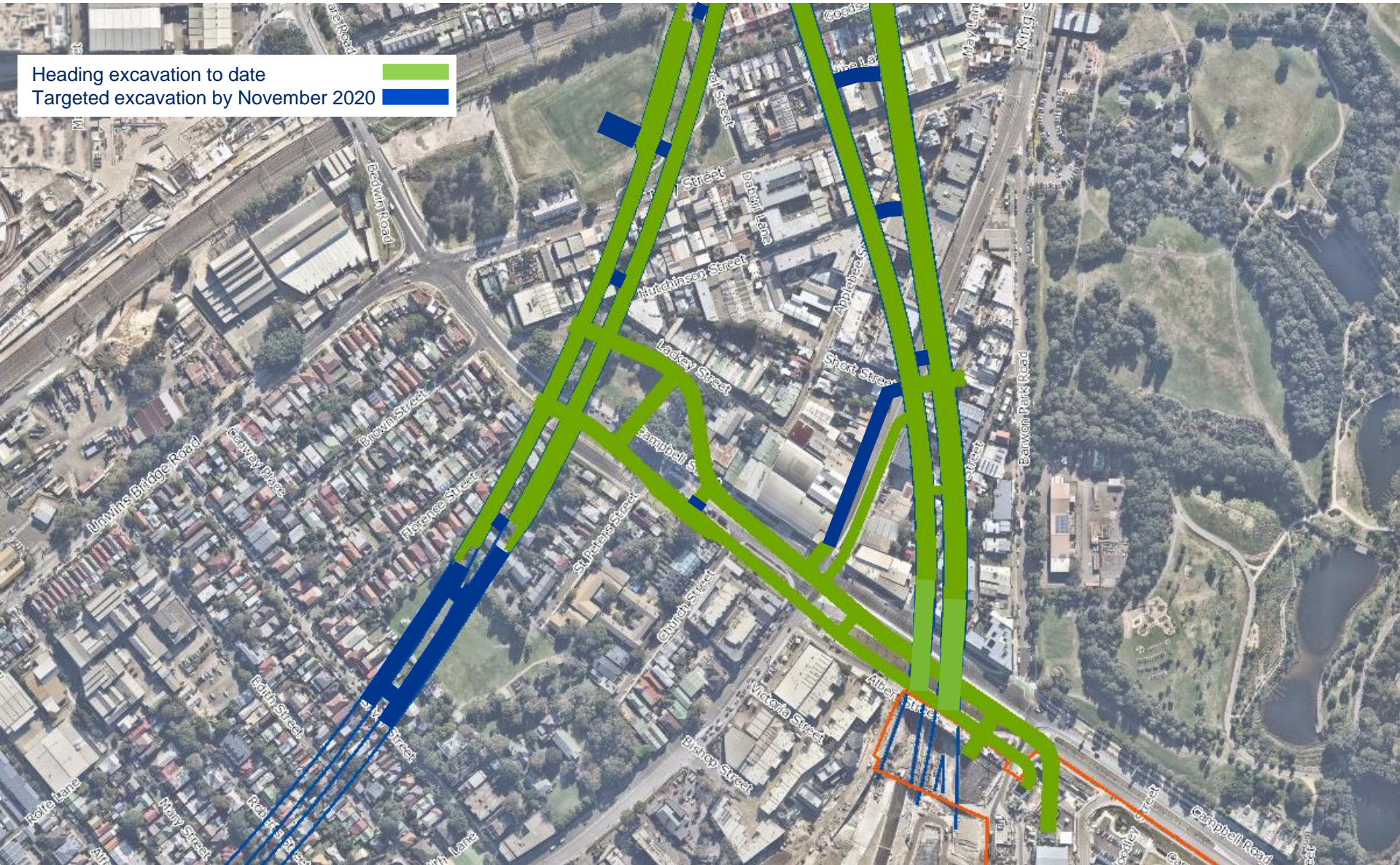
Camperdown towards Newtown



St Peters towards Newtown



St Peters



WestConnex

M4-M5 Link Tunnels

Other items

WestConnex M4-M5 Link Tunnels



Hard rock under Annandale

- Ground conditions hard and on the limit of effectiveness for roadheader excavation prolonging excavation and impact duration
- Rock breakers used on central pillar excavation
- Controlled blast trial on 27 July
- 16 monitoring locations - all readings under 10mm/s
- 2 complaints about impact from trial blast
- 34 written complaints objecting to potential future controlled blasting



Controlled Blasting

- Was contemplated in the EIS and approved as part of project.
- CoA provide a mechanism through which it can be carried out.
- Does not create vibration at levels that pose risk to properties, including heritage properties and structures.
- Can result in overall lower impact compared to other excavation methods, including duration of ground borne noise.
- Is a common tunnel excavation method safely used on major tunnel projects all over the world, Australia and on comparable projects in Sydney including the old M5, M8, Sydney Metro etc.
- Controlled blast designs take into account the varying depth of the tunnel to comply with any set vibration goal.
- The project is currently assessing if controlled blasting will be pursued.
- Engagement would include information sessions before any production blasting.

Property Condition Surveys (PCS)

- ~5,600 PCS offered to properties within 50m of project to date.
- Acceptance around ~58%.
- Offers yet to be made in parts of Leichhardt.
- PCS to additional properties either side of Hawthorne Canal
 - 40 additional PCS already offered on Haberfield side
 - Around 200 additional PCS to be offered on eastern side from tomorrow
- Planning for a staged roll out of post construction property condition surveys

M4-M5 Link Tunnels

How to contact us

Phone **1800 660 248**

Email **info@m4-m5linktunnels.com.au**



Transport for NSW

WestConnex Community Reference Group
M8 and M4-M5 Link Tunnels

Wednesday 12 August 2020



Agenda

- Welcome and Introduction - Negocio
- M8 opening – Transport for NSW
- M4-M5 Link presentation – LSBJV
- Questions on notice – All

M8 Key Facts

- The deepest point is 70 metres below ground (average depth is 40 metres).
- More than 18,000 people have worked on the M8 project including almost 5,500 workers from Western Sydney.
- More than 900,000 trees, shrubs and plants planted, including 650,000 at St Peters Interchange.
- New and upgraded 12km shared path and cycle paths around St Peters.
- WestConnex public art program – Canal to Creek a program of 18 commissioned artworks that will help activate new and existing parklands between St Peters and Beverly Hills.

St Peters Interchange portal



St Peters Interchange



Tunnel signage at Bexley



