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WestConnex Community Reference Groups

Meeting: M4-M5 Link Tunnels and New M5

Date: Tuesday 12 November 2019

Time: 5.45 pm for 6.00 pm start

Location: Ashfield Service Centre (Upper) Ground level, Room 4, 260 Liverpool Road, Ashfield NSW 2131

Attendees:

Independent Chair (IC)	Stephen Lancken
Associate	Lynette Edwards
Notetaker	Samuel Cheok
TFNSW WestConnex Project Director	Andrew McKindlay
TFNSW New M5 Project Director	Paul Hitchings
TFNSW M4-M5 Link Project Director	Struan Wilson
TFNSW Communication & Stakeholder Engagement Manager	Tanya Kulakovska
WestConnex Project Director	Terry Chapman
WestConnex Community Engagement Manager & Environment, Planning and Compliance Manager	Verity Turner
WestConnex Community Engagement Manager	Jack McGovern
LSBJV Project Director	Andrew Marsonet
LSBJV Tunneling Director	Mario Buterin
LSBJV Engineering and Design Manager, Tunnels	Albrecht Mueller
LSBJV Environment and Sustainability Manger	Grant Sainsbery
LSBJV Communications Engagement Manager	Sanjin Muhic
Department of Planning, Industry and Environment (DPIE)	Rob Sherry
Environmental Protection Agency	Hala Fua
Inner West Council	Kendall Banfield
City of Sydney Council	Asad Rajbhoy
Haberfield P&C	Sherill Nixon
Leichhardt Against WestConnex	Catherine Gemmell

		Christina Valentine
	Community Representative	Cynthia Moore
	WestConnex Liaison for P&C Sydney Secondary College	Anne-Therese King
Apologies:	Newtown Against WestConnex	Vivien Johnson
		Peter Boyle
		Merilyn Fairskye
	Community Representative	Sharon Laura
	Coalition of Glebe	Jan Wilson
	City of Sydney	Elise Webster
	Environment Protection Agency (EPA)	Aleksandra Young
		Jacinta Hanemann

Meeting Notes

Key Matters Discussed and Presented

1. Welcome and Introductions

The Independent Chair opened and welcomed everyone at the meeting.

2. M4-M5 Link Project Update (LSBJV). Presentation is attached with the notes.

2.1. Is the tunnel under the Campbell Road in shale or sandstone?

2.1.1. Tunnelling from the Campbell Road site is anticipated to be in shale until about where the ramp tunnels cross over the mainline tunnels; from then on it is in sandstone.

2.2. How deep is the tunnel under the homes in the Campbell Road vicinity?

2.2.1. The depth varies between 10 meters and 19 meters.

2.3. Will bolstering be undertaken where the tunnel depth is at 13 meters if tunnelling is through shale?

2.3.1. The support designs contemplate a range of ground conditions and tunnel geometries. In general, the support and constraints are slightly different in shale than in sandstone.

2.4. Has there been any settlement in that vicinity?

2.4.1. Yes, settlements have occurred as predicted and expected.

2.4.2. Excavation work has not finished and there is a need to return to carry out benching. There will be more monitoring and some further settlement is expected as work progresses.

2.5. Is the settlement less than 30 millimetres?

2.5.1. It has varied between 20 millimetres and 30 millimetres. The amount of settlement varies based on the type of sub surface conditions and the nature of the tunnelling.

2.6. Has satellite tracking technology been used, and will the data be provided to residents?

2.6.1. Yes, satellite tracking technology is being used as one part of our monitoring program. There have also been survey points located on buildings and roads that have been used.

2.7. The community commented that they would like the satellite tracking data provided, particularly to the affected residents.

2.7.1. Noted, however this data is owned by LSBJV. The community are welcome to obtain their own data which LSBJV understands is already occurring.

2.8. Members of the community would like some further information at the next meeting in relation to settlement. They are concerned about the depth of the tunnel where shale is located as there is concern that 30 millimetres settlement could result in property damage.

2.8.1. Noted.

2.9. What is the tunnel depth around the Pyrmont Bridge Road tunnel site?

2.9.1. The tunnel alignment is in sandstone under Parramatta Rd and the heading excavation is currently near the McDonald's at Stanmore. The tunnel depth varies between 12 metres and 20 metres.

2.10. Will residents be advised how deep the tunnel is under their homes, and if so, how can they find out?

2.10.1. Residents can check the WestConnex website to see if they have a tunnel under their property or phone the WestConnex info line on 1800 660 248 to find out this information.

2.10.2. The tunnel tool is available at: https://stage3a.anzgeo.com/

2.11. How often is the tunnel tool updated?

2.11.1. The tunnelling tool is currently up to date.

2.12. Is there an independent auditor who verifies that the depth of the tunnel is as per the design?

2.12.1. There an independent certifier who verifies that the project is designed and constructed in accordance with the planning conditions of approval and the contract.

2.13. Recently, the tunnel tool displayed was updated.

2.13.1. The online tunnel tool has been updated following design development and geotechnical investigations which is a standard occurrence on any project. We are also showing additional detail on the online tunnel tool including breakdown bays, underground substations and cross passages that were previously not shown. The tunnel tool shows indicative depths.

2.13.2. Approximately 40 residents were personally contacted, prior to the tunnel tool being updated, and advised that the alignment or underground substation would be below their properties.

2.14. What is the outcome of the Blackmore Oval groundwater pump test? Community members are concerned that settlement in the area is likely to be 50 millimetres.

2.14.1. The groundwater pump test commenced pumping on the 21st of October. Pumping is expected to be completed in approximately one week. Monitoring will then take place for four to six weeks.

2.15. What is being monitored and what is the significance of the results?

2.15.1. Groundwater is pumped out for approximately four to five weeks. The ground is then given time to recover. This provides an indication of the conductivity and permeability of the ground. It will show how permeable the substratum is and how much water is coming out of the ground. The result will help inform the design in order to comply with the conditions of approval.

2.16. What is the flood management plan at Blackmore Oval? At the last meeting, it was said that there would be an expected 15 millimetres movement of water.

2.16.1. Ground water is different to flooding. A certain amount of ground water is expected to seep into the tunnel.

2.16.2. Flooding is not a risk in this area. There may be some water affect. Once the pump test is completed further assessments and measurements will be conducted. Where needed, the ground will be made stronger and less permeable with heavier supports put in place such as lattice girders and thicker layers of shotcrete.

2.16.3. Is flooding a risk within the tunnel?

2.16.3.1. Tunnels are designed to have inflow of water. Tests are carried out to ensure the water seeping into the tunnel is within limits.

2.16.3.2. There are many drains in the tunnel for water to be collected and all water is pumped out from the lowest points.

2.17. Residents around Haberfield have noticed markers on the footpaths near Algie Park and Ramsay Street. What are they for?

2.17.1. While we not sure which specific markers the residents are referring to, it was confirmed that M4-M5 Link Tunnels team have placed survey markers in some streets. These markers are a part of traditional survey style method used for surface settlement monitoring regime.

2.18. Is settlement monitoring data collected by satellite? Where can the community find the satellite monitoring data?

2.18.1. The data is provided by a subcontractor to the Contractor.

2.19. Which satellite is providing the monitoring data?

2.19.1. The Contractor has no obligation to disclose to residents the companies with whom agreements have been made

2.20. Slide 17 shows that 230 people were in contact with WestConnex. What did they contact WestConnex about?

2.20.1. Members of the community contacted WestConnex over a variety of topics, such as tunnelling progress, property condition surveys, subsurface acquisition, and the tunnelling tool.

2.21. Slide 17 shows there were 25 complaints. Were all complaints formal, written complaints?

2.21.1. The complaints were both verbal and written. Complaints are not required to be in writing for them to be classed as complaints or investigated/addressed. Verbal complaints are also logged and investigated.

2.22. Why have some Haberfield residents felt vibrations when tunnelling work was occurring deep underground?

2.22.1. Noise and vibrations are not unusual during construction at the depth of the tunnels.

2.22.2. Haberfield residents contacted WestConnex regarding the vibrations that they felt.

2.23. Does the level of noise and vibration experienced correlate to depth at which it occurs? Residents are concerned that if tunnelling work 40 meters underground results in vibration at the surface then shallower tunnelling work will be more disruptive to residents.

2.23.1. Noise and vibration do not necessarily only correlate to the depth of the tunnel underground. It is related more to the resistance or 'competency' of the rock but also the type of foundations of the house / building.

2.23.2. At 40 meters, the rock is very competent. A house built on rock will experience more vibration and noise.

2.23.3. At shallower depths, rock may not be as hard. At a shallower depth if soil is present the soil may act as noise and vibration insulation for the house.

2.24. When are residents made aware of whether their residence is built above shale or sandstone?

2.24.1. This information is not necessarily provided to individual residents however most of the alignment is in competent sandstone and with shale at the St Peters ramps.

2.24.2. The contractor (LSBJV) conducts predictions of noise and/or vibration impacts that might be expected whilst tunnelling is taking place under a residence. This information is then used to apply the appropriate mitigation measures as set out in the Noise and Vibration Management Plan which is located on the webpage.

2.25. How are noise predictions made?

2.25.1. An industry accepted algorithm is used to predict the noise and vibration levels. The prediction is then ground truthed by monitoring. Predicted levels of ground-borne noise and vibration are generally higher than the reality.

2.26. How far in advance of tunnelling are residents advised whether they will be impacted?

2.26.1. High level tunnelling progress expectation is issued quarterly with a more detailed and specific program issued as part of the monthly progress notifications while weekly doorknocks are also carried out to individual houses 2-3 weeks out from work taking place.

2.27. Where has shale been found?

2.27.1. St Peters has been identified with significant amounts of shale.

2.28. What is the process for noise mitigation from tunnelling?

2.28.1. If noise levels are predicted to be above defined acceptable levels then we (LSBJV) will discuss a suitable solution which meets the need of the individual resident. Some solutions have been tailored on a case by case basis, for example, where a pre-existing medical condition has been exacerbated by lack of sleep the resident has had their expenses covered to seek specialist advice and treatment for their condition. Different solutions have been offered for families with small children or students undertaking their HSC for example.

2.29. How are residents notified?

2.29.1. During the three-week look-ahead period, the team confirms which homes of affected residents need to be doorknocked. If the door knock is not responded to, cards with contact details are left advising residents to get in touch with the M4-M5 Link Tunnels team.

2.29.2. Quarterly newsletters are sent to residents along the 7.5-kilometre length of tunnel. The newsletters cover progress and a "look ahead" of what work is expected in the coming months. Monthly progress notifications are issued to more specific areas to advise of upcoming work areas.

2.29.3. The website https://www.westconnex.com.au/M4-M5LinkTunnels is also regularly updated with details of upcoming work.

2.30. Will there be any noise impact on residents after the tunnelling is completed?

2.30.1. It's possible there might be some noise when tunnelling work is completed as there will be other work such as electrical and mechanical fit outs and digging sumps to be completed.

2.30.2. There will be approximately 750 people working underground in the tunnel.

2.31. Will noise levels be monitored after the tunnel is opened? What reports will be made available to the community?

2.31.1. Condition of Approval (CoA) E92 states that the contractor LSBJV must prepare an Operational Noise and Vibration Review (ONVR) for the operation of the asset. Vibrations and noise from the whole asset including noise from the fans, portals, vehicles, water treatment plant etc are all to be included in the Review.

2.31.2. The ONVR is currently being drafted and is anticipated to be completed in early 2020 at which time it will be sent to the Department of Planning, Industry and Environment (DPIE) for approval. Once approved it will be publicly available.

2.31.3. The CoA also states that noise monitoring continues for 12 months after the tunnel becomes operational to compare actual noise level performance against the noise performance predicted in the ONVR. This report will be provided to the DPIE.

2.31.4. Where actual noise levels are higher than the predicted levels LSBJV will be required to investigate and fix the noise differences.

2.32. What is the prediction for noise and vibration for residents living above the tunnel?

2.32.1. Residents located above the tunnel are not expected to hear any noise or feel any vibrations on the surface from the operation of the tunnel. Those that live near a portal or a fixed facility such as the ventilation building at St Peters may be able to hear some noise. The noise levels will need to comply with the noise objectives that are detailed in the ONVR which are based on the requirements of the conditions of approval.

2.33. Who makes the noise predictions?

2.33.1. The contractor uses appropriately qualified and experiences acoustic consultants. The ONVR report is provided to the DPIE for approval.

2.34. Slide 18 shows sustainability categories and targets for the contractor. Who sets the sustainability targets?

2.34.1. LSBJV are required by Condition of Approval E199 to achieve an "Excellent" Sustainability Score under the Infrastructure Sustainability Council of Australia program https://www.isca.org.au. In that

program the contractor can select a range of targets that needs to come together to give them an overall score of at least 50 points.

2.34.2. We invite comments on the targets presented tonight.

2.34.3. An annual report will be published on the website at which time the contractor will seek further comments and feedback from the community regarding sustainability.

2.34.4. Feedback can be provided via 1800 660 248 or via info@m4-m5linktunnels.com.au

2.35. Will the LSBJV Environment and Sustainability Manager return for these meetings next year?

2.35.1. Yes.

3. **Questions for WestConnex and Transport For NSW (formerly RMS)**

3.1. When will Haberfield Gardens and Haberfield Community Centre be completed?

3.1.1. Haberfield Gardens is currently under construction, targeting completion at the end of February 2020.

3.1.2. Haberfield Community Centre DA has a target completion time of the end of Q4 2019. There is a briefing on 13 November with the Council Projects Working Group. [Post meeting note, this DA now has a targeted completion of Q1 2020].

3.2. Vegetation and trees around Haberfield are dying. How will they be maintained?

3.2.1. Transport for NSW (formerly Roads and Maritime) acknowledges that some vegetation has died. NSW is currently in a drought, making watering of vegetation problematic. A number of trees which were damaged or vandalised have been removed and/or replaced.

3.2.2. Wattle Street interchange will be maintained by Transport for NSW. The perimeter around Parramatta Road Ventilation Facility to the footpath is maintained by WestConnex. Other grassed areas from the footpath to the curb are maintained by Inner West Council.

3.3. How often does the contractor water the vegetation?

3.3.1. This is dependent on rain fall, weather conditions and water restrictions.

3.4. Who pays for planting of new trees and the removal of dead trees?

3.5. This depends on location and type of trees. Either RMS or WestConnex depending on which location.

3.6. The community are upset over the lack of maintenance provided to vegetation in the area.

3.6.1. Acknowledged.

3.7. Why was someone seen mowing a lawn with a regular lawnmower at 2am?

3.7.1. The project team is not aware that this occurred. No complaints have been received regarding lawn mowing at this time.

3.8. What will happen to the properties that were acquired for the project and were not used, such as houses on Walker Avenue?

3.8.1. One of the houses is being used as a site office for Haberfield Gardens. All properties will be handed back to Transport for NSW.

3.8.2. Transport for NSW will clean the properties and make them ready for sale.

3.9. Will the previous owners from whom the houses were compulsory acquired for the project get the first opportunity to buy back their property?

3.9.1. Taken on notice.

3.10. Incident response vehicles were observed idling in Ormond Street. They should not be on this street.

3.10.1. Added Post Meeting – Incident response vehicles are parked in a designated bay which is for incident response vehicles. This space is marked with yellow chevron paint and is signposted.

3.11. Signage in the WestConnex tunnel directs eastbound traffic to the City West Link to get into the city. The result is the City West Link has become congested. What will be done to alleviate the congestion on the City West Link?

3.11.1. Changes to the network are currently being investigated by Transport for NSW (formerly Roads and Maritime) to offer improvements, particularly for crossing opportunities from side roads. There are a significant number of considerations required when considering any network changes in this location. Transport for NSW are currently assessing a number of options and aim to commence engagement with the wider community in early 2020 to allow community feedback about any proposed changes to be included in the development of any network changes. Community consultation will start sometime in the first half of 2020.

3.12. Why does signage in the tunnel not provide motorists with the option to take Parramatta Road as an alternative to the City West Link to access the City?

3.12.1. Response noted in actions.

3.13. How can community members communicate their concerns and issues?

3.13.1. Community members can email: info.westconnex@rms.nsw.gov.au for any safety concerns or to raise any other issues.

3.14. The intersection between James Street and Darling Road, Norton Street, Catherine Street, Balmain Road all have congestion issues. Congestion is creating safety risks for nearby childcare facilities.

3.15. The community requests that someone from the Network Integration team attend the next CRG meetings.

3.15.1. Response noted in actions.

3.16. When will the community see data for traffic numbers following the opening of WestConnex M4 East Tunnel?

3.17. The Community can access M4 tolled data information on the two websites below. https://nswtollroaddata.com/data-download/ or https://www.transurban.com/about-us/reporting (FY19 Financial Results Excel)

4. **New M5 Project Update (Transport for NSW)**

4.1. What is the building on Burrows Road?

4.1.1. The building is the Motorways Operations Centre 5 (MOC5).

4.1.2. The motorway will be controlled from the MOC5.

4.2. Will motorists have to pay a toll to get to the airport?

4.2.1. Motorists will not be forced to use roads with tolls. There are non-tolled routes available.

4.3. Is it going to be harder to get to the airport from Leichhardt?

4.3.1. The same routes will be available; however there will be some traffic changes which may affect travel times.

5. **Property Damage Update (Transport for NSW)**

5.1. Given there are two contractors (Rozelle Interchange and M4-M5 Link Tunnels), will the two contractors ever be constructing in the same location at the same time?

5.1.1. It is unlikely the two contractors will be excavating in the same location at the same time. Refer to slide 25 of the presentation which indicates indicative timeframes for Rozelle Interchange and the mainline tunnels.

5.2. If property damage becomes evident after all tunnelling works are completed, who is accountable for the damage?

5.2.1. If there is property damage, it must first be determined whether tunnelling caused the damage or whether the cause was from a different source. If damage was caused as a result of tunnelling, the identified contractor will be responsible for the damage.

5.2.2. It is important for all residents who are eligible obtain pre and post construction surveys from both contractors.

5.2.3. Property owners will need to approach the contractor first in relation to their damage. If an owner is dissatisfied with the outcome of their property damage claim, they can contact Transport for NSW (formerly Roads and Maritime) to request their claim is reviewed by IPIAP.

Other Business

5.3. The Independent Chair (IC) announced this is the last meeting for 2019.

5.4. The IC provided proposed meeting dates for next year: 25 February, 26 May, 18 August and 17 November 2020. If members would like to comment on the dates, please provide feedback within one week of receiving the notes.

5.5. Finalisation of the meeting dates will be advised to members via email.

5.5.1. A community member requested the dates be different to IWC meeting dates. Post-Meeting: Inner West Council has since provided the Council meeting dates for 2020. The proposed CRG meeting dates will be reviewed against Council dates.

5.6. The IC advised he will prepare an annual report relating to the meetings in a similar format to the annual report prepared last year. This would be facilitated by a survey to all community members and project personnel who participate in the meetings. The survey will be emailed prior to the end of the year.

5.7. The IC thanked everyone for their commitment, attendance and participation at the meetings in 2019.

Meeting closed at 8:00pm

These minutes were accepted on 25 November 2019 by

Steve Lancken Stephen Lancken Independent Chair

ACTIONS ARISING

Item	Actions Arising	Timeframe	Responsibility / Status Update	Response
3.8	Do the previous owners from whom the houses were compulsory acquired, for the project, get the first opportunity to buy back their property?	Next CRG	TFNSW to investigate	
3.9	Incident response vehicles were observed idling in Ormond Street. They should not be on this street		Answered in notes	
3.11	Community consultation regarding traffic congestion at City West Link needs immediate action due to safety issues for childcare centres in the area.			Additional discussions on-going with CRG members regarding network integration concerns.
3.12	Why does signage in the tunnel not provide motorists with the option to take Parramatta Road as an alternative to the City West Link to access the City?			The most direct route to the city is via Wattle Street. Motorists have the option the take either route to access to city. Signage in the tunnel is intended to provide the most direct route to avoid confusion for motorists. When Stage 3 of WestConnex opens (including the Rozelle interchange), the most direct route to the city will be via the Rozelle interchange.
3.15	The community requests that someone from the Network Integration team attend the next CIG meetings.	Next CRG	The Network Integration team will present	
3.16	When will the community see data for traffic numbers following the opening of WestConnex M4 East Tunnel?			New M4 Tunnel data can be located on the Transurban website and is published quarterly.