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WestConnex Community Reference Groups M4-M5 Link Tunnels

Meeting:	WestConnex Community Reference Groups M4-M5 Link Tunnels	
Date:	Wednesday 11 November 2020	
Time:	6:00pm to 8:50pm	
Location:	Microsoft Teams (digital platform)	
Attendees:	Independent Chair (IC) Notetaker	Stephen Lancken Samuel Cheok
	Transport for NSW WestConnex Project Team WestConnex Project Director M4-M5 Link Project Director Communications & Stakeholder Engagement Manager Communications & Stakeholder Engagement Manager Government, Stakeholder and Media Relations Media Manager	Andrew McKindlay Struan Wilson Katie Xia Tanya Kulakovska Tom Wald Brendan Gulliver
	WestConnex Project Director Community Engagement Manager Environment, Planning & Compliance Manager	Terry Chapman Louisa Bertino-Clarke Verity Turner
	Acciona, Samsung and Bouygues Joint Venture (ASBJV) Project Director Environmental & Sustainability Manager Community Engagement Manager	Andrew Marsonet Grant Sainsbury Sanjin Muhic
	Department of Planning, Industry and Environment (DPIE) Team Leader Compliance Team Leader Compliance Compliance Officer Compliance Officer	Rob Sherry Thomas Minchin Alyssa Norton Laura Papoulias

Environment Protection Authority (EPA)

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

Aleksandra Young
Stuart Clark

Inner West Council

Senior Transport Planner
Traffic and Transport Planning Manager

Kendall Banfield
Manod Wickramasinghe

City of Sydney Council

Manager, Transport Major Projects

Elise Webster

Community

Leichhardt Against WestConnex – LAW

Jennifer Aaron
Christina Valentine
Catherine Gemmell

Liaison for P&C Sydney Secondary College
Community Representatives

Ann-Therese King
Sally Virgoe

Haberfield Public School Representative

Sharon Laura
Paul Rupil

Apologies

City of Sydney
Negocio Resolutions

Asad Rajbhoy
Lynette Edwards

Meeting Notes

Key Matters Discussed and Presented

1. Welcome and Introductions

New member introduced to the WCRG.

2. M4-M5 Link project update including community questions – LSBJV. Presentation attached.

2.1. Community members reported that residents are hearing unexpected noise under Waratah, Alt and Wattle Street. What is happening in this location? Is there ongoing tunnelling or benching work occurring?

2.1.1. (Refer to Haberfield Slide 3 in presentation). The blue section on the slide is the “cut and cover”, heading towards Leichhardt. This work has not been completed. There are a few incomplete cross passages that are still being excavated. Civil work, installation of drainage, and other infrastructure work is currently in progress..

2.2. What is the current state of the ventilation tunnel built along the Princes Highway at the Sydney Park end of tunnel?

2.2.1. The ventilation tunnel is mostly complete and will join with the mainline tunnel.

Excavation of the tunnel heading is finished in this location but the benching work is

ongoing and should be completed over the coming months. (Refer to slide Number 6, *St Peters towards Newtown*, of work progress in this area.)

2.3. How is excavation of the tunnel tracking against the original schedule?

2.3.1. The excavation is generally on schedule.

2.4. Is controlled blasting going to be used in other areas of the tunnel?

2.4.1. Controlled blasting is currently only being considered for a section of potentially hard rock within the tunnel between the 36th Battalion Park and the Pioneers Memorial Park in Leichhardt. Tunnel excavation is expected to reach this location in February 2021.

2.5. Community members expressed opposition to the use of controlled blasting and concerns about risk of damage, noise and other impacts.

2.6. Community members asked the contractor to ensure that there is adequate communication, and consultation early in the process if controlled blasting is being considered. This includes early notification that controlled blasting is being considered in a particular area so that the community can have their say. The Contractor advised it will start within the next fortnight.

2.7. Community members expressed concern about the location of signs and overhead detectors at Wattle Street, as they are large and obstruct the footpath.

2.8. What are the dimensions of the electrical cabinet that will be installed within the Wattle Street verge and what width will the footpath deviation be?.

2.8.1. The footings for the signs at the Kingdom Hall property are up against the property boundary, and there is a verge between the footpath and road. The signs are large; however, there are standards as to how far they must be away from traffic lanes.

2.8.2. **Post meeting comment:** The Contractor advised the footpath would be diverted around the signs and existing 1.5m width would be maintained.

2.8.3. **Post meeting comment:** The Contractor advised the dimension are 80cm wide, 60cm deep and 2.1m high.

2.9. Did the contractor make an application for more day work near Wattle St to reduce the amount of night work?

2.9.1. There is standing approval for short day time work hours due to high traffic volume on Wattle Street. The contractor paid for a new traffic count study in October to check whether traffic volumes may have reduced due to the pandemic. The data failed to show any traffic reductions and as a result of not being able to show any facts that would justify longer day time hours, no new application for extended day time work was made. Work can only continue in the previously approved work hours.

2.9.2. **Post meeting comment:** Saw cutting of concrete driveways was moved to daytime work hours to further reduce night-time impacts.

2.10. When will M4/M5 project work be completed and construction vehicles leave the area outside Hawthorne Parade netball courts, and the nearby dog park?

2.10.1. Acciona Samsung Bouygues Joint Venture (ASBJV) handed this area back to Inner West Council (IWC) in September 2020. No work has been carried out in the area since then and no construction vehicles from the contractor have been at the site since September 2020.

2.10.2. **Post meeting comment:** ASBJV visited the site on 12 November and can confirm there is no project fencing on site.

2.10.2.1. The following was observed on the Canal Road side of the courts:

- a) There is no fencing near the dog park.
- b) There is fencing around the gym equipment that Council is installing between Canal Road Film Centre and Blackmore Oval.
- c) The football club has some shade cloth up along their fence.

2.10.2.2. The following was observed on the Hawthorne Parade side of the courts:

- a) There is temporary fencing, flagging and water filled barriers in a number of locations along Richard Murden Reserve around IWC work areas.

2.11. Is IWC carrying out work in the area of Hawthorne Courts and when will it be completed?

2.11.1. Work in Richard Murden Reserve will be completed next week (18 December, 2020), with a defects and maintenance period to follow.

2.12. A photograph of the truck and rock loading taken on 1 August 2020 was sent to Negocio and Transport for NSW for the contractor to investigate. There was assurance that rock breaking would not occur on the site. Did rock breaking occur on 1 August 2020?

2.12.1. The photo provided shows an excavator loading a truck next to Hawthorne Parade netball courts, with machines loading broken up shotcrete to be carted away. ASBJV advised that no rock breaking attachments were used on the excavator, only a bucket.

2.13. A community member advised that they witnessed rock breaking at the site on 1 August 2020.

2.14. Is there a depth limit at which controlled blasting can occur or does the vibration limit govern the requirement?

2.14.1. There is a degree of flexibility about how the limits can be achieved. Achieving compliance with the Environment Protection Agency (EPA) limits is “reverse engineered” for example, a blast in a deeper area might have a higher charge, while the charge may be reduced in a place where excavation is closer to the surface.

- 2.14.2. The areas identified are at adequate depth for controlled blasting. Project approval by Department of Planning, Industry and Environment (DPIE) requires preparation of a blast monitoring programme and blast management strategy to be submitted to DPIE.
- 2.15. How much time is saved in the construction schedule by using controlled blasting compared to the use of road headers?
- 2.15.1. The time that could be saved would depend on the conditions, the rock make up, and geology at the proposed sites.
- 2.16. Will the community be consulted in relation to any proposal for controlled blasting and when is the blasting likely to occur?
- 2.16.1. If controlled blasting proceeds this will start around February 2021. Consultation and planning will start within the next two weeks. The contractor will know in January whether controlled blasting will be used at this location. **Post meeting comment:** Consultation commenced on Monday 23rd November 2020 and community information sessions will be held in early December.
- 2.17. Community members advised that they would prefer consultation not take place over the Christmas period.
- 2.17.1. Refer to 2.16 above regarding community consultation.
- 2.18. Does the proposed area for controlled blasting include Sydney Secondary College in Leichhardt?
- 2.18.1. Yes and the contractor has already organised a meeting with the school for 17 November.
- 2.19. Why did the proposal for controlled blasting in Annandale not proceed?
- 2.19.1. During excavation, the project encountered hard “Class 1” sandstone underneath Annandale. It was determined that vibration levels that would occur would have exceeded the EPA limits referred to earlier in the meeting and notes.
- 2.20. Will vibration be kept at an acceptable level in Leichhardt? And what is the provision of the vibration limits and criteria?
- 2.20.1. Yes. The depth of the work in this area means vibration will be less than 10 millimetres per second, which is the standard for vibration allowed by the regulations and is in accordance with the EPA conditions for the project. By comparison, the City & Southwest Sydney Metro project Conditions of Approval (CoA) allowed vibration of up to 20 millimetres per second in some locations.
- 2.21. Is tunnelling possible without explosives?

- 2.21.1. Yes, however, it is difficult to definitively state that tunnelling would be faster or slower until tunnelling activity gets to a point where the conditions suggest controlled blasting might be preferable to use instead of roadheaders.
- 2.22. Is controlled blasting proposed to save money and time for the contractor?
- 2.22.1. Controlled blasting was approved as part of the overall project approval and in the Environmental Impact Statement (EIS) and has always been possible subject to appropriate conditions. The Contractor is working to the CoA.
- 2.23. Community members were told that there was only minimal vibrations from the controlled blasting tests that have occurred. Community representatives have been told that this is not the case; people within the vicinity of the controlled blasting felt vibrations and the blasting.
- 2.24. Is the decision to use blasting necessary, to keep up with the project schedule, or other reasons?
- 2.24.1. The decision to blast would be based on necessity and rock strength. It is more feasible to blast in the area proposed than in Annandale as the tunnel depth is deeper in Leichhardt. It is not possible to know until the excavators reach that area.
- 2.25. The community are concerned about noise, property damage and other impacts if blasting is used as a tunnelling method.
- 2.25.1. Any proposal will meet the requirements of the 10 millimetres per second of vibration as which has been approved by DPIE and EPA. This limit is not based on the risk of structural or damage concerns, rather it is a limit that is applied in relation to human comfort. The project team understand there is anxiety surrounding the notion of blasting. The contractor would like to reassure the community that the required limits will be met, and the impacts of any blasting that occurs will be minimal.
- 2.26. Why is 10 millimetres per second the vibration limit?
- 2.26.1. The EPA has applied this criterion since 1990. Refer to notes above regarding human comfort levels.
- 2.27. Why is blasting not the project's preferred method to tunnelling?
- 2.27.1. The preferred method is roadheaders, as the project is geared for this. Changing to controlled blasting would require significant changes to methodology and with it bring new safety and preparation logistics to consider. Switching from using roadheaders to controlled blasting would be a very detailed, and significant process.
- 2.28. Community representatives have heard from members of the community that the impacts of the project on quality of life is profound. People have said that there is a lack of

empathy and understanding of the community. How long, on average are homes impacted by tunnelling activity?

2.28.1. The impact at any site will vary due to several factors including rock conditions, equipment being used, property type, proximity to tunnel and personal sensitivity. Some residents in Annandale have felt tunnelling vibration and while other residents above similar tunnelling depths e.g., in Hawthorne Parade, Haberfield did not feel the vibration. This was confirmed through data obtained from proactive noise monitoring as well as speaking with residents directly. It is difficult to give an average time impacted at any point due to the varying conditions.

2.29. Have there been studies on impacts of tunnelling on homes?

2.29.1. Yes, in the EIS there is an industry accepted algorithm indicating what vibration is anticipated, based on tunnel depths and equipment being used. This algorithm is used in modelling impact and was presented in the EIS. The constants of this algorithm are changed based on continuous monitoring of the data from the actual work. Factors that can affect the model include geology, hardness of the rock and depth.

2.30. Will older homes be more likely to suffer more impact from the tunnelling than newer homes?

2.30.1. Not necessarily. Tunnelling impact on homes is mostly determined from aforementioned factors such as geology and depth. There have been cases in which homes are close to the tunnelling and did not experience vibration and those further away that did experience vibration. It is thought this is because the vibration may have been channelled through a fault line in the sandstone rather than directly upwards to the surface.

2.31. How can property owners have vibration monitors installed, especially those where there are likely to be in areas with water drawdown?

2.31.1. Settlement is more likely to be the impact of water drawdown not vibration.

Settlement is monitored with surveying not vibration monitoring. Vibration monitoring would not provide useful data in relation to concerns about settlement.

2.31.2. Individual properties can be fitted with vibration monitors. A sensitivity test in relation to vibration focuses the provision of vibration monitors on those directly above the tunnel. The contractor has asked some residents along the alignment to install monitors for feedback loops and modelling. When residents complain about impacts of vibration, vibration monitoring is sometimes provided.

2.31.3. If community members would like to request a vibration monitor in advance, they can phone the 1800 number. Requests will be subject to the modelling and a reasonability

test i.e. someone living 100m from the alignment would not be offered vibration monitoring.

2.32. Is there any public information notifying the community that they can receive vibration monitors?

2.32.1. It is in the LSBJV's noise and vibration management plan.

2.33. If people are worried about damage to their property, can they request a vibration monitor is installed in their home??

2.33.1. Vibration from tunnel excavation is not expected to cause any property damage. All tunnelling equipment has a nominated safe work distance zone within which if the equipment is used, vibration could be a concern. There is no place along the tunnel alignment in which the tunnelling equipment is within these safe work distance zones and therefore no damage is expected from vibratory works. Irrespective of that, if anyone has concerns about damage to their property they should contact the project.

2.34. What is the reason to install vibration monitors to properties if they are not for measuring property damage?

2.34.1. Vibration also transforms into ground borne noise, thus measuring vibration can be useful to model noise impact.

2.35. What data can be given to the community to allow further understanding of potential damage caused by water drawdown?

2.35.1. In the event of a claim; surface monitors, satellite monitoring and water wells on either side of Hawthorne Canal will be considered and assessed. In the case of a property damage claim this data along with timing, pre-construction and post construction surveys will be considered. An opinion would be formed as to whether construction work on the project contributed to the alleged damage and a response provided outlining whether a claim for damage is accepted or declined. The Independent Property Impact Assessment Panel (IPIAP) has been set up to consider property damage disputed and it is completely independent of the contractor.

2.36. What data is given to the independent property assessment panel if someone alleges damage?

2.36.1. The data provided is based on what is requested. The contractor has not been asked yet by IPIAP to provide data relating to any specific property damage claim. The data may include pre and post construction surveys, photographs of the damage, monitoring data, construction timing etc.

- 2.37. How much faster is blasting as a means of tunnelling as compared to road headers for tunnelling?
- 2.37.1. The speed of tunnelling is dependent on the location, however in Annandale blasting could have been twice as fast compared to road headers. However, blasting in this area would have caused 25 millimetres per second of vibration and was therefore not compliant with the EPA's standards and as such blasting for construction did not proceed.
- 2.38. The community would like more information regarding complaints made about impacts to the community. Specifically, is there data about whether complaints are satisfactorily addressed and how complaints are managed.
- 2.38.1. Determination of whether complaints are satisfactorily addressed is a subjective measure. The complaints management process is included in the Community Communications Strategy which is available on the project website at <https://www.westconnex.com.au/media/txug0kyu/m4m5-lsbj-prw-gen-mp01-pln-0004-14-ndifi.pdf>.
- 2.39. Community members sought more specificity and "granularity" regarding how complaints are managed, and the community wish to be informed or advised about the management of complaints. Comment: The number of complaints is only one measure of the effectiveness of the complaints handling process.
- 2.40. Is there a Condition of Approval to publicly release the details of lodged complaints?
- 2.40.1. The Condition of Approval requires the number of complaints, a summary of the main areas of the complaint, action taken, response and proposed strategies for reducing the recurrence of the complaint be reported on. The next reporting period ends on 28th of November, and the next report is expected to be published on the WestConnex website in January 2021.
- 2.41. Community members requested that the online map be updated to highlight the area in which approximately 240 additional homes near Hawthorne Canal are being offered Property Condition Surveys (PCS). Why can the map not be updated with this information? The map referred to is the tunnel tool located: stage3a.anzgeo.com
- 2.41.1. **Post Meeting comment:** Transport for NSW requested WestConnex to update the tunnel tool to include the shaded properties near Hawthorne Canal however this request was declined. The Contractor advised the tunnel tool map does not show which properties are eligible for PCS – this is not the purpose of this tool. The tunnel tool map shows properties within 50 metres of the tunnel and how close the property is to the

tunnel alignment. Outside the 50 metres zone, properties that modelling shows might be impacted are also offered a PCS.

2.42. Have PCS offers been offered along the whole alignment that is for the 6270 homes within 50 meters of the alignment?

2.42.1. The first offer has recently been made to the last group of eligible properties. Property owners are contacted three times to take up the offer of a PCS.

2.43. Will there be more concrete trucks servicing the project in the Haberfield area in the future as was the case with the New M4 project?

2.43.1. Concrete trucks have been accessing the tunnel for concrete pours over the last several months already. This project carries out tunnelling, civil work and M&E installation work concurrently. The impact of concreting work and the volume of trucks is expected to generally remain consistent in the near future, as it has been for the last several months.

3. Update from Transport for NSW including community questions – TfNSW (Presentation attached)

3.1. What is the status of the St Peters land bridge, planned to connect Sydney Park with the future public open space at St Peters Interchange which will be completed after the M4-M5 Link Tunnels are opened?

3.1.1. The New M5 (now named M8) Conditions of Approval B62(a) require the provision of the land bridge. The land bridge is planned to be built after the M4-M5 Link Tunnels are opened in 2023. A portion of land at St Peters Interchange, approximately 2.5 hectares in size is currently being used to construct the M4-M5 Link Tunnels, after construction is completed, work can commence on the land bridge. TfNSW, City of Sydney and DPIE will continue to discuss delivery of the land bridge and Condition of Approval requirements.

3.2. Concern was expressed that the future open space at St Peters Interchange (currently being used to construct the M4-M5 Link Tunnels) may be contaminated and hence may not be suitable for public open space.

3.2.1. TfNSW confirmed that the land will be remediated so that it is safe for use as a public recreational space, in much the same way that Sydney Park (also a former landfill site) has been remediated for public use. The remediation of this land and its transformation to public open space will occur after the M4-M5 Link Tunnels project is completed in 2023.

3.3. How many claims have been made by property owners for property damage resulting from tunnel construction? How many have been accepted, rejected, and settled?

3.3.1. The total number of claims that have been referred to TfNSW and the IPIAP is approximately 40 across Stages 1, 2 and 3.

3.3.2. People who are not satisfied with the outcome of the claim offered by the contractor can have their claim determined by the IPIAP process.

- 3.4. A community member advised that a community based register contains details of over 250 property damage claims. The community requests that the contractor publishes information detailing whether these claims have been settled.
- 3.4.1. The contractor maintains a register with the number of claims.
- 3.4.2. The contractor of the M4-M5 Link Tunnels (stage 3a) project cannot comment on claims made in relation to the M8 or M4 projects, nor can they comment on claims that were resolved by the contractors on these projects.
- 3.5. Community members are being told that people in the community are frustrated and have lost trust with the project team generally, because when property owners reported property damage no organisation wanted to take responsibility for the damage which owners believe had been caused as a result of tunnelling.
- 3.5.1. TfNSW has established a process for property damage claims where the owner is dissatisfied with the contractor's assessment of their claim. It has taken time to get this process right and TfNSW acknowledges the patience of owners who are going through this process.
- 3.5.2. TfNSW does not discuss the status of individual property damage claims that have been escalated to the organisation. If the IPIAP has determined some damage may have been caused by WestConnex work, Transport for NSW will arrange a building contractor to prepare a scope and costings for the repairs. The owners will then have a choice of proceeding with the repair works or receiving compensation to the same value as the repairs.
- 3.6. Leichhardt residents on Fowler Street have received sub stratum acquisition notices. They have found it difficult finding people who can answer questions and provide information. Fowler Street is not an area that is on the tunnel alignment. What is happening in this area?
- 3.6.1. Underground excavation will occur below the street in this area to create an electrical substation.
- 3.7. Residents on Crown Street experience the shallowest tunnelling on their street, 10 metres under their property. Is there compensation for sub stratum acquisitions where the tunnel is close to the surface?
- 3.7.1. **Post meeting comment:** As per the questions on notice, please refer to the Land Acquisition (Just Terms Compensation Act) 1992. Section 62 (1) and (2):
<https://www.legislation.nsw.gov.au/view/html/inforce/current/act-1991-22#statusinformation>
- 3.7.2. The Valuer General makes final determinations on compensation relating to substratum acquisition, not Transport for NSW.

3.8. Are there any circumstances under which compensation for sub stratum acquisition will be offered?

3.8.1.**Post meeting comment:** See response to 3.7 above.

4. Other Business

4.1. A community representative advised that residents want to know why *Traffic Incident* response vehicles are performing U-turns on residential streets around Alt and Waratah Street and then have their vehicles idling?

4.1.1. Incident response vehicles and their lay by spaces are purposed to respond to incidents in the tunnel quickly. WestConnex are trialling positions for these vehicle spaces.

WestConnex has contacted the resident with a direct response.

4.2. Who is responsible for vegetation, such as trees, watering, and weeds in the public land created on completion of the M4 tunnel? Can a map be provided with further detail?

4.2.1. Transport for NSW and WestConnex are finalising maps which will be shared with the WCRG after the maps are completed.

4.2.2.**Post meeting comment:** The completed maps are attached below the Actions Arising table.

Meeting closed at 8:46pm

These minutes were accepted on 16 December 2020 by



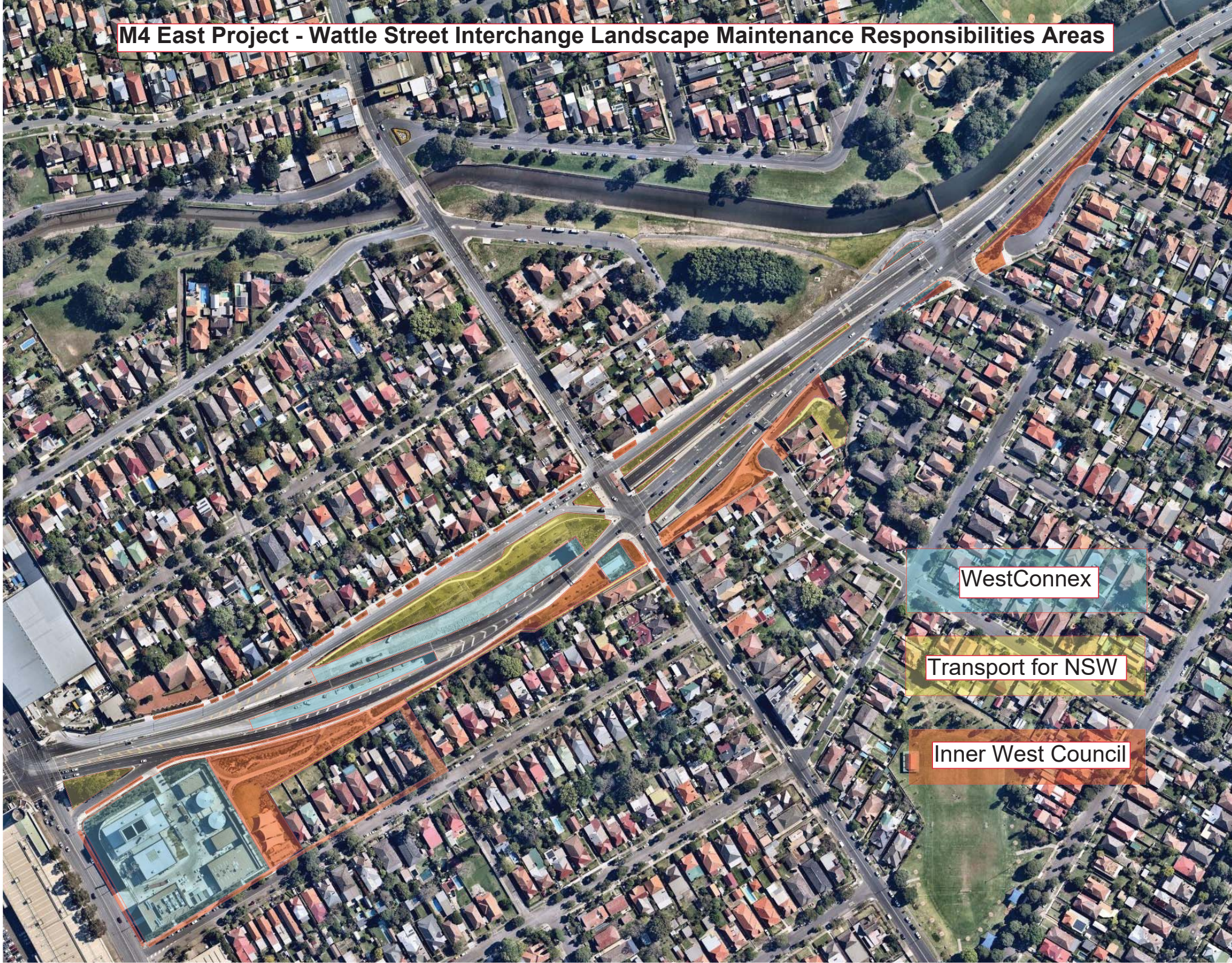
Stephen Lancken

Independent Chair

ACTIONS ARISING

Item	Actions Arising	Timeframe	Responsibility / Status Update	Response
2.1.	Community members reported that residents are hearing unexpected noise under Waratah, Alt and Wattle Street. What is happening in this location? Is there ongoing tunnelling or benching work occurring?			Responded in notes
2.11	Is IWC carrying out work in the area of Hawthorne Courts and when will it be completed?		IWC	Responded in notes
2.8	What are the dimensions of the electrical cabinet that is proposed at (Wattle Street)? And what is the deviation allowed for sign spacing?			Responded in notes
2.42	Community members requested that the online map be updated to highlight the area in which 240 additional homes are to be offered Property Condition Surveys (PCS). The request was refused. Why can the map not be updated with this information? The map referred to is the tunnel tool located: stage3a.anzgeo.com			Responded in notes

M4 East Project - Wattle Street Interchange Landscape Maintenance Responsibilities Areas



WestConnex

Transport for NSW

Inner West Council

M4 East Project - Parramatta Road Interchange Landscape Maintenance Responsibilities Areas



WestConnex

Transport for NSW

Inner West Council

M4-M5 Link Tunnels Meeting 11 November 2020 – Questions on notice

Q1. M4M5 Alignment

How many households along the whole M4-M5 alignment:

1. are within the zone of influence?
2. have been offered dilapidation reports?
3. have taken up these offers?

Response - Over 6,200 properties along the alignment have been offered PCS with around 58% having been accepted. Not all of these properties are within the zone of influence because the 50m zone for Property Condition Surveys (PCS) is a contractual requirement and it is not typical of the actual zone of influence along the alignment. In many cases it is not predicted to even reach half of that 50m extent.

Q2. Hawthorne Canal works in Leichhardt/Haberfield - I request an update on drilling works being undertaken at the Hawthorne canal site, including when the courts will be handed back to the community and all of the vehicles/equipment removed from the site.

Response - Surface grouting work has been completed and the work site including the multipurpose courts were handed over to Council in September.

1. I would like a report on the outcome of the nearly 12 month long investigations. We understood that the grouting work was to ensure there was no water ingress into the tunnel.

Response - ABJV will not provide a report on the investigations in this area, or in other areas. The grouting work was carried out within a known paleochannel (ancient water body) in order to improve the conditions of the rock within the tunnelling horizon. With the aim of minimising the likelihood of unacceptable inflow. At this stage, excavation has entered beneath the paleochannel beyond Hawthorne Parade and the face is beneath the centre of the canal. The water inflows and rock conditions remain satisfactory.

2. I have attached a photograph taken on Saturday 1 August 2020, which shows rock breaking being conducted. You may recall I raised this as an issue previously as we had been assured works were not being carried out on weekends. The contractor stated at the last meeting this was not their works. The photograph is provided to give the contractor an opportunity to confirm whether this is their work that was being undertaken, contrary to their earlier statements.

Response – As per the response provided in advance of the last CRG and then at the CRG, which is appended to the CRG meeting minutes, ASB did not advise that no weekend work was carried out. The response states: *‘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.

With regards to rock breaking - the supplied photo shows material including grout pieces being loaded into a truck by an excavator. As advised previously, the only time ASB used rock breakers/hammers at Hawthorne Canal site was over a few days in May inside the Canal Road film studio.

Q3. Additional homes impacted by Westconnex - refusal to update the online map

At the last meeting we were informed that, due to likely water draw down, an additional 200 homes in Leichhardt and 40 in Haberfield were at risk of movement of up to 20mm (the usual being up to 5 mm). I have previously raised issues with residents not receiving notification of the availability of a property condition report and consider that the efforts made to date to contact owners are not adequate, which accounts for the historically low take-up by owners of the offers. I would like an update on the number of homes that have been offered the report and the take-up rate in the newly impacted zone outlined above.

Response- 227 offers were made with around 60% acceptance rate.

1. I would like to know what efforts were made to ensure the owners in the area impacted were contacted. I experienced a door knock from Westconnex contractors and handed a letter that was not personally addressed, was not in an envelope, but simply had the street address. How would an owner be reached in the event the house was tenanted? Is the contractor relying on tenants to forward notices to their real estate?

Response - PCS offer process has been explained in detail in this forum on a number of occasions to date - at least 3 physical attempts were made at individual addresses as well as checking RP data, liaison with real estates, strata managers etc.

2. I would therefore like an update on steps that have been taken to ensure all owners are aware of their right to a property condition report, along with an update on the percentage of owners who have taken up the offer.

Response - Refer to above.

Refusal to update online map - one of the means by which owners can be notified of the fact their home is at risk and that they are eligible for a property condition report is via the online map (<https://stage3a.anzgeo.com>). This map has not been updated to reflect the additional homes impacted and now eligible for such a report. On 15 September 2020 I wrote to Westconnex asking for the map to be updated and received the following response; "There is no plan to update the interactive map with the additional properties being offered PCS." No further explanation was offered. The further responses are as set out in the **attached** email (*PostComment by IC: A screenshot of the referenced attached email is provided below*).

Thank you for your email.

The interactive map does not reflect expected settlement and is in place to provide information on tunnel location and depth relative to properties within 50m. While the 50m zone for Property Condition Surveys (PCS) is a contractual requirement, it is not typical of the actual zone of influence along the alignment. In many cases it is not predicted to even reach half of that 50m extent. The project has a robust process in place that ensures property owners eligible for a PCS are made aware of that and are encouraged to take up the offer however as previously advised, irrespective if a PCS was accepted or not, the project will investigate and respond to any asserted property damage claim on its own individual merit and circumstances.

Regards,

3. I would like an explanation as to why the contractor is keeping secret and refusing to publicly disclose those homes now at risk of additional movement and eligible for a property condition report. Given their difficulty in contacting owners as to the availability of the report, it seems nonsensical to not update the map as requested.

Response- The interactive map does not reflect expected settlement and is in place to provide information on tunnel location and depth relative to properties within 50m. While the 50m zone for Property Condition Surveys (PCS) is a contractual requirement, it is not typical of the actual zone of influence along the alignment. Irrespective if a PCS was accepted or not, the project will investigate and respond to any alleged property damage claim on its own individual merit and circumstances.

Q4. Use of explosive blasting

I understand from media reports that the contractor has now abandoned these plans for tunnelling in the Annandale/Leichhardt section of the tunnel - [SMH report - WestConnex abandons blasting plan beneath inner west homes](#). I would like an update on why the blasting will not proceed in the subject area (Leichhardt/Annandale) and whether there are plans to use blasting at other locations along the route.

Response - ASBJV cannot comment on narrative a media outlet chose to write their articles with. ASBJV can confirm that blasting at the previously identified location between Annandale St, Annandale and Catherine St, Leichhardt is not proceeding because approval of vibration levels suitable to make blasting viable in that area could not be obtained, however controlled blasting may be considered in other locations.

Q5. Westconnex workers exposed to dangerous contaminants

Various media reports and statements by the CFMEU suggest that dozens of workers on the WestConnex Project may have been exposed to a toxic cocktail of poisonous chemicals including asbestos, silica dust and lead in a safety breach uncovered by the CFMEU NSW - [Link to media report - WestConnex workers exposed to deadly contaminants](#). Media reports state that workers at the M4-M5 Link Tunnels site at St Peters raised concerns about their health and safety after drilling works turned up a black sludge material they said “stank” and ate away at the rubber soles of their work boots. An independent review, commissioned by the Lendlease Samsung Bouygues joint venture identified risks of “contaminants of concern” including asbestos, lead, carcinogenic polycyclic aromatic hydrocarbons and dioxins. A separate SafeWork NSW notice issued in August found workers “*may be exposed to a risk to their health and safety due to the inhalation of asbestos fibres or other hazardous material while contaminated soil is being excavated*”. I would like an update on this matter from the contractor. I would also like a report from the contractor as to whether there have been any similar risks and exposure to contaminants on this part of the route and any involvement of WorkCover with respect to managing any such identified risks.

Response - ASBJV takes safety of our workers, contactors and the communities we work in very seriously and has in place stringent health and safety protocols.

ASBJV has an ongoing working relationship with SafeWork NSW and unions representing its workforce and will continue to engage and work with SafeWork NSW and workforce representatives to identify and implement improvement throughout the project.

ASBJV will not debate union claims in this forum and will continue engagement with Unions and SafeWork NSW through the relevant and established channels.

Q6. Tunnelling noise and vibrations

We have received multiple reports of residents impacted by the 24/7 tunnelling in their home. I would like a report from the contractor as to the number of complaints they have received and whether they have offered residents additional mitigation to manage noise impacts, including offers of alternative accommodation.

Response - As previously advised, ground borne noise can be felt in properties and it is more noticeable at night when background noise levels are lower. ASBJV have received around 50 ground borne noise complaints from properties in Annandale/Leichhardt since the last CRG in August. A number of residents have been offered alternate accommodation in line with the projects Construction Noise and Vibration Management Sub-Plan where the predicted or measured noise levels exceed the criteria for alternate accommodation.

Q7. Substratum acquisition – compensation

I would like a report from TfNSW as to why they are refusing any compensation for residents who have experienced a drop in market value of their property as a consequence of substratum acquisition under their homes. The Government is well aware that there is provision for compensation under the Land Acquisition (Just Terms) Compensation Act 1991. [Link to ABC article addressing this issue](#). I am also aware that refinancing or selling, where a notice has been issued, as it impacts the owner's title, may cause a delay in such sale or refinancing.

Response - As previously discussed, please refer to the Land Acquisition (Just Terms Compensation Act) 1992. Section 62 (1) and (2)

<https://www.legislation.nsw.gov.au/view/html/inforce/current/act-1991-022#statusinformation>

The Valuer General makes final determinations on compensation relating to substratum acquisition, not Transport for NSW.

1. I would like TfNSW to advise of the period of time between the placing of the interest on title and the finalisation of the register/reissue of the title deed. What is the usual period and what has been the actual period in respect of the substratum acquisitions for the M4-M5 Link properties.

Response - TfNSW lodges (within 3 days) a Request with NSWLRS upon the giving of the Proposed Acquisition Notice, and a Request upon the compulsory acquisition of substratum land. It is then a matter for NSWLRS to process the Request. TfNSW responds in a timely manner to any requisitions received from NSWLRS in respect to the lodged documents.

Q8. Property damage claims - update on independent property panel

I have been contacted by several residents who allege that have experienced property damage from Westconnex tunnelling. They have not been able to access any ground data from the contractor who has deemed the data 'commercial in confidence' or has stated that there is no relevant data available. That same data (which they refuse to provide or state does not exist) is the basis for the contractor's decision to refuse compensation and make a determination that any damage was not caused by Westconnex.

I am aware of at least one property impacted near Lennox Street tunnelling and various homes in Haberfield that are in this situation. We are also receiving reports that residents are passed from contractor to contractor, with each claiming they are not responsible. TfNSW should step in as it is a Government project and irrelevant from the resident's perspective as to which contractor is responsible. I also note that the Government has 'promised' to 'fix' any damage it causes through this project. In this regard I note the recent comments made by Andrew Constance, the responsible Minister - [Link to Channel 9 report - 'Smoking gun' in residents' fight against Westconnex](#).

I am also hearing reports of unacceptable delays by the independent panel in resolving outstanding claims that are referred to it. This is very disappointing as the panel was a form that the community representatives pushed really hard for, given the obvious conflict wherein the contractor determines in each case whether it was responsible for any damage caused. I would like an update on:

- the number of claims for property damage received by the contractor and their status (settled/outstanding/denied).
- the number of matters now before the property panel and the status of these matters.

I am not seeking any detail of individual cases, nor personal information. I reject that this information is commercial in confidence - there should be no impediment to this information being provided noting this is a Government project.

Response - Property owners can escalate their WestConnex property damage claim to Transport for NSW if they are dissatisfied with the contractors' determination.

Transport for NSW may use the Independent Property Impact Assessment Panel (IPIAP) to review these property damage cases. The information about individual cases are confidential and are only shared between the owner, Transport for NSW and the IPIAP.

The Panel considers each case individually and will only provide its findings after careful and lengthy consideration of a range of data. Depending on the case, the IPIAP may consider a range of information to assist them in making a determination on the likely cause of damage at a property.

This includes satellite data, property condition inspections carried out by an independent forensic engineering firm, contractors' information, and their own investigations.

The panel often requests that Transport for NSW utilises the services of additional independent specialist contractors as well as obtains information from WestConnex and its contractors to assist it in its work.

Procuring these services and information requests can increase the time required to make a determination. Transport for NSW aims to carry out these tasks as quickly as possible and will continue to support the IPIAP provide determinations progressively on cases.

Q9. St Peters Interchange

There have been recent media reports stating that the City of Sydney has deemed St Peters Interchange to be highly contaminated - [Link to SMH article](#) - Promised WestConnex park site in Sydney's inner west 'highly contaminated'. The Article states that the City of Sydney has warned that land the state government has earmarked for a new park at a motorway junction for the WestConnex is polluted and unsuitable as a recreation spot. The Council states it has investigated the proposed site and found the land to the south of Campbell Road to be "*highly contaminated, of variable compaction and requiring leachate control structures to be managed*". The Council further states: "*Remediation of the site would be extremely expensive and the land was found to be not suitable as a recreational area.*" The City has also urged abandonment of the land bridge.

There are also reports that the opening of the park is to be delayed as it is almost a year behind schedule after heavy downpours washed away soil from a large hill formed out of waste.

[Link to SMH article - WestConnex Park's opening delayed after rain erodes hill built from waste](#)

I would like an update on the status of the parklands, due to be provided to the community, including addressing the contaminant issue, delays in its opening, the construction of the land bridge and the status of discussions with the City of Sydney.

Response - Many landfill sites, including Sydney Park, have been successfully remediated and made suitable for recreation. The future park (referenced in the SMH article) will sit over land formerly occupied mainly by residences and industrial buildings, not the former Alexandria site landfill site. Currently, this area at St Peters Interchange is being used to construct the M4-M5 Link Tunnels. Remediation to enable it to be used for recreation will be paid for by Transport for NSW, as we have done with other sites.

Transport for NSW is in discussions with the City of Sydney regarding the most effective way to manage this parkland. We are not considering alternative sites, however, we remain committed to working with local stakeholders, including council.

After the M4-M5 Link Tunnels are completed, this will be a new 2.5 hectare park for the Inner West connecting to Sydney Park via the new land bridge over Campbell Road. Early concepts for the future land bridge were developed in consultation with Bicycle NSW as well as local stakeholders and councils.

Q10. Truck issues

We have yet again received several reports of dangerous driving by Westconnex trucks along the City West Link and illegally along local streets. One resident complained to Westconnex and provided photos of number plate and sticker - this is the response received:

Trucks are owned by contractors and their sub-contractors who at one point over the last 15 months may have worked on our project however when they no longer work on the project, we do not have a way of forcing them to remove a sticker from their truck. The stickers are an indication that a truck may be engaged by the project but the confirmation is obtained by checking the list of currently engaged trucks based on their number plates as well as our GPS tracking system.

Can the contractor explain why they cannot enforce a system whereby stickers are moved from trucks no longer servicing this site. The stickers serve an important purpose in enabling residents to be aware that the truck is the responsibility of the contractor.

Response - ASBJV can and does request that truck operators who no longer work on the project remove the sticker however ASBJV does not have a mechanism under which it can force a private operator what to do with their vehicle once they are no longer engaged. ASBJV will continue requesting stickers are removed by those no longer working on the project.

1. I would also like an update on what steps are being undertaken by the contractor to monitor the behaviour and practices of its contracted and subcontracted truck drivers.

Response - As discussed at previous CRG meetings, various steps are taken to reduce dangerous driving behaviour such as GPS tracking on all spoil trucks, regular tool boxing, supervisors following trucks or sitting in the truck with the driver, patrolling routes and correspondence for expected behaviours. Where truck drivers have been found to be misbehaving, warnings and letters are sent to the driver. In some instances, drivers have been stood down or dismissed from the project.

Q11. St Peters Additional Questions

1. The St Peters interchange parkland, landscaping and cycle way...when will that work be finished? Is there an opening date for the cycleway through the interchange? Much of the landscaping near the M8 already looks sad/tatty ("*half dead palms trees*" says one resident). How much maintenance is being done to establish the new planting in the interchange and parkland areas?

Response - Refer to Q9 St Peters Interchange above

2. Traffic issues in St Peters at the Unwins Bridge Road intersection of Campbell Rd, described as “gridlocked” much of the time. One resident says, for example, current lane management doesn’t allow for enough traffic flow in northbound lanes from Unwins Bridge Rd into Campbell. There needs to be straight ahead traffic in both lanes, according to one local, but currently one lane is right turn only and this results in banked up traffic “over the hill” on Unwins Bridge Rd. Traffic issues are a concern for residents living south of King St and near the Marrickville metro.

Response - Transport for NSW acknowledges that with the opening of all major infrastructure assets driver behaviour and new habits take time to settle. Our team continues to monitor the local road network surrounding the M8 including reviews of traffic light phasing. As part of the M8 Project, (*Minister’s Conditions of Approval E40*) further traffic modelling will be undertaken by Transport for NSW at both 12 months, and 5 years after the opening of the M8. This review will include the wider road network and any findings related to the safety, performance and efficiency of the network relating to the M8 Project must be addressed in a Road Network Performance Review Plan.

3. How is the air quality in the St Peters area in the last 6-12 months? How often are air quality readings reaching high levels and when this does happen, what is the strategy to manage the risk to residents?

Response - The community can review the air quality readings by accessing the link below with any exceedances reported at the bottom of each tab. The tunnel ventilation system has been designed to minimise impacts on the community by controlling and monitoring the performance of this system to ensure that air quality limits are not breached. [Air Quality readings](#). The latest notes from the AQCC can be located here. [AQCC notes](#)

4. One resident expressed concerns about heavy vehicle traffic near schools as a result of WestConnex (for example on King St, Edgeware Rd, Stanmore Rd).

Response – Refer to page 6 and 7 of [August 2020 CRG](#) and question 9 response above.

5. King Street gateway project, which was promoted as part of the WestConnex development and promised to residents to protect/assist access to Newtown ...this was meant to have commenced by now but seems to have fallen off the radar. What is the timeline for the King St gateway project? Can community contribute or provide comment on the design?

Response - Transport for NSW continues to work closely with Inner West Council and City of Sydney to finalise the design and program. The community will be kept informed as the project progresses including opportunities for consultation.

6. The new playground at Simpson Park with demolished houses as the theme. Many people had their homes demolished in this exact location, due to compulsory acquisition for WestConnex. The playground theme is an affront to many residents. Why was this signed off, as a design concept?

Response: The Simpson Park project was the result of a collaboration between WestConnex, Inner West Council, local artist Mike Hewson and the wider community, including local school children. Students from St Peters Public School worked with artist Mike Hewson in the design of the playground.

The name draws reference to the actual location of the playground, at Simpson Park, St Peters, however the ‘Fences’ draws reference to the heritage salvaged items from Australian homes which have not been sourced exclusively from homes in the immediate area and on Campbell Street. Each fence is built brick-for brick from archive images recreating the front fences of homes that have been acquired for various infrastructure projects over the last 30 years, including the Airport Expansion Project. Some of the structures in the playground are also

recreations of fences that the artist connected with that are still today.

The St Peters Fences Playground features climbable fence structures and playground equipment, made from recycled materials, and pays homage to the character of the St Peters area. The contrasting aesthetic of fences throughout the Inner West reveals the cultural diversity of the area and how fence designs were influenced by the cultural background of immigrating families. The recreation of these heritage artefacts allows them to be celebrated as markers of local identity and diversity.

Each individual element of the 750 square metre playground is handcrafted from materials including salvaged brick, heritage sandstone and Victorian terrace fencing. The aim of St Peters Fences Playground was to revitalise a popular community recreational space at Simpson Park, St Peters.

We understand construction of major projects is challenging for communities hence the importance of delivering high-quality, user-friendly public open space to the local community. The artist, Mike Hewson, has also acknowledged that the name and the structure of the playground allows a holistic representation and does not ignore the history of the large infrastructure projects that have impacted and shaped the area. As such, the park has been designed with open interpretation in mind.

7. What is the timeline for repairs on damage done to homes affected by the shallow tunnelling near the St Peters interchange (Crown St, Campbell St, Barwon Park Road) and also, the timeline for repair for damage done to homes in Newtown?

Response – Refer to question 10 response below.

8. Has the new toll on the M5 east (implemented with the tolled M8) resulted in an increase of traffic on surface roads, and a decrease of traffic in the newly tolled part of the M5 east? One resident notes that local roads (parallel to M5 and M4) are "*absolutely hammered with additional traffic yet the toll road is near empty*" and the goal of getting traffic off local roads and returning the streetscape to the community is failing. When did the NSW govt first make it clear that this previously untolled part of the M5 east would incur a toll to coincide with the M8 opening?

Response – Prior to construction of the M8 (formerly known as the New M5), an Environmental Impact Statement (EIS) was undertaken which can be located on the DPIE website below. [EIS Approval](#)

Traffic modelling in the EIS indicated that as a result of the duplication of the M5 corridor east of King Georges Road (as a result of the opening of the M8), the M5 East tunnel will experience significant benefits in time savings and travel speed. This is reflected in the new toll implemented on the M5 East.

We recognise that some motorists will choose toll-free alternatives to the M5 East and some network changes have already been implemented to assist in the smooth flow of traffic. For example, clearways have been added on Stoney Creek Road to increase the capacity of this road during peak time.

Additionally, as part of the M8 Project, (*Minister's Conditions of Approval E40*) further traffic modelling will be undertaken by Transport for NSW at both 12 months, and 5 years after the opening of the M8. This review will include the wider road network and any findings related to the safety, performance and efficiency of the network relating to the M8 Project must be addressed in a Road Network Performance Review Plan.

9. We now have two matching tolled roads heading into St Peters/Tempe (M8 and M5 East) but we still don't have an improved access road or rail link directly into Sydney airport? What has happened to that initial goal?

Response - This project will be delivered under Sydney Gateway, which is a new, above ground, toll-free connection from St Peters Interchange to the International and Domestic terminals, and beyond. The NSW and Commonwealth governments have approved the construction of Sydney Gateway and will be designed and delivered by John Holland Seymour Whyte Joint Venture.

10. There have been many complaints from the community about damage to their properties, construction noise and vibrations from tunnelling on the M4-M5 route. How many complaints have been received to date abouta) Construction and tunnelling noise and vibration b) Damage to property. How many of the claims for damage have been denied by the Contractor and how many are under investigation?

Response – The project receives around 30 complaints per month which includes noise, vibration, dust, parking, truck related matters etc. In line with the Minister’s Conditions of Approval for the project, ASB provides a summary of complaints as part of the 6 monthly construction compliance report which is available on the project [website](#). The next 6 monthly compliance report will be uploaded early in the new year.

With regards to claims of damage to properties due to project construction, while ASB can confirm it has received property damage claims along the project alignment there is no relevance in providing statistics on how many have been received, accepted, rejected etc as statistics are not a factor considered in determining a claim. ASB assesses each claim on its individual merit and facts and discussions about property damage claims will continue to be limited to the property owners and not in public forums.

Q.12 Micellaneous

1. Please provide details and exact location of any M4M5 Signage (fixed or VMS); Height detector poles; Communication or Electrical cabinets; to be erected within and around the Haberfield interchange along Wattle St - on any footpaths, verges, roads.

Response - A notification outlining the required work, locations and duration can be found on the project website https://www.westconnex.com.au/media/v0wblo2o/mt250-wattle-street-night-work_approved.pdf

2. Will any further signage, detector poles or cabinets for M4M5 tunnel infrastructure be located in other locations along Frederick St (Ashfield), Parramatta Rd, or Ramsay St- or elsewhere?

Response - Several signs, an over height detector, traffic lights and electrical cabinet will be installed along Wattle Street between Parramatta Road and Ash Lane as outlined in the above notification. There are no plans to install new signs on Fredrick Street Parramatta Road or Ramsay Street. Some existing wayfinding signs in Mascot, Alexandria and Waterloo will be updated closer to the tunnel opening. Transport for NSW will be working with the Guidance and Delineation team, TMC, SCO and Network Safety to identify the most appropriate locations for any VMS or CMS on Parramatta Road and Frederick Street.

3. When and how will the work on installation of signs, poles or cabinets start and finish.

Response - As outlined in the above notification, the work will be carried out in stages from November and continuing into 2021.

4. How much night work, how much day work, weekdays or weekends?

Response - As outlined in the above notification, due to the high volume of traffic during the day, work along Wattle Street must be scheduled outside of standard construction hours to ensure the safety of pedestrians, motorists and workers. Noisy night work will occur for a maximum of two nights in a row at one location, no more than three nights per week and no more than ten nights per calendar month.

5. Has the Transport Management Centre (TMC) approved extended day work, which might reduce night work required for the installation of signs, poles and cabinets?

Response - ASBJV commissioned a new traffic count during the September school holidays to assess the viability of extended day time lane closures on Wattle Street. The results of the count show that daytime traffic volumes remain too high for extended daytime closures.

6. Will residents nearby be offered alternative accommodation if night work is required?

Response - In line with the project's Construction Noise and Vibration Management Sub-plan (CNVMP) approved by the Department of Planning, Industry and Environment (DPIE), where noise is predicted or measured to be highly intrusive as defined by the TfNSW Construction Noise and Vibration Guideline (CNVG) and NSW Government's Interim Construction Noise Guidelines (ICNG), residents will be proactively offered alternate accommodation for the duration of that activity.

7. When will the 3 Walker Avenue, Haberfield properties, acquired but not required for the building of the New M4, be put onto the private property market for sale?

Response - There are a number of residue parcels of land (including these sites) which will be transferred out of the WestConnex Project when survey and road dedication is complete for the project, in accordance with Treasury guidelines.

8. When will New M4 residual land in Parramatta Rd between Chandos St and Orpington St (Ashfield), and M4 residual land along Dobroyd Parade/Wattle St (behind Martin St), be released and available for private sale or community use?

Response - Refer to question 7 response.

9. Who is the team responsible for the maintenance and future use of this surplus land and 3 properties? Can I please have contact details.

Response - Transport for NSW (TfNSW) maintains and manages properties within its care and control, until the property and/or land is appropriately disposed of. If you have any further questions, please contact the community engagement team at Transport for NSW at info.westconnex@transport.nsw.gov.au.

10. What work is being done, and how many M4M5 Link workers are currently working in Haberfield/Ashfield? Below ground and on the fitout of the M4-M5 link ventilation facility?

Response - In addition to the Wattle St work outlined above, tunnel excavation is nearing completion in Haberfield. Both Civil and Mechanical & Electrical work is underway in the tunnel and the Parramatta Road Ventilation Facility.

Around 350 people are currently engaged to work across the Haberfield sites.

11. What are the shift hours for current workers on the M4- M5 Link project in Haberfield?

Response - The main tunnelling shifts at Haberfield are from 6am – 4pm and 8pm – 6am.

12. How many workers are currently using the M4-M5 Link car-parks along Parramatta Road and Alt St and Bland St (Ashfield & Haberfield)?

Response - During the day, around 180 vehicles use the carparks at the Parramatta Road East and West sites and

up to a 100 at night.

13. When is the fitout of the M4-M5 Link ventilation stack at the Parramatta Road Ventilation Facility (PRVF) expected to be completed?

Response - Fit out of the PRVF is expected to be completed in 2022.

14. Please confirm or update whether New M4 motorway Traffic Incident Vehicles have had an alternative energy source installed, to stop polluting noise or fumes whilst laying over, and idling near resident homes? Note; the issue of noise and fumes was raised earlier this year, and an alternative battery was to be considered, so drivers could heat or cool the vehicles, and power their mobiles without unduly disturbing residents in Ormond St, Ashfield, or Dobroyd Parade/Wattle St, Haberfield.

Response- WestConnex|Transurban are looking to fit a battery or evaporative cooler (or the like) to the Incident Response Vehicle to avoid idling on local streets in designated bays. Until this is complete, the vehicle will temporarily lay-over elsewhere.

15. When will maps of the Wattle St and Parramatta Rd interchanges, and around the Parramatta Road Ventilation Facility (PRVF), be provided, as promised, to Haberfield community members? These maps identify the different areas and responsibilities by TfNSW, WestConnex Transurban and Inner West Council, for the watering, weeding and maintenance of trees and vegetation along Parramatta Rd, Wattle St, and Dobroyd Parade. These areas of responsibility have now been finalised, so final maps would be appreciated.

Response - The formal agreement has not been signed off. For any concerns around maintenance please contact info.westconnex@transport.nsw.gov.au with the specific location, issue and photo and the team will coordinate with Inner West Council, Transport for NSW's contractors or WestConnex|Transurban.

16. What watering, weeding and maintenance program does TfNSW have in place for verges, trees, vegetation and noise walls around the Haberfield/Ashfield interchanges?

Response – Maintenance activities are outsourced to contractors who regularly maintain these sites in accordance with TfNSW's maintenance specifications and requirements.

17. What watering, weeding and maintenance program does WestConnex Transurban have in place for verges, trees, vegetation and noise walls around and inside the Haberfield/ Ashfield interchanges and the PRVF?

Response - In accordance with Section 11 of the UDLP, weekly inspections of all landscaped areas are undertaken with monthly weeding and maintenance activities such as mowing taking place for areas within the WestConnex|Transurban maintenance areas.

18. Can community members please be advised of these schedules, as well as be provided with contact details for relevant teams responsible for each section?

Response - For any concerns around maintenance please contact info.westconnex@transport.nsw.gov.au with the specific location, issue and photo and the team will coordinate with Inner West Council, Transport for NSW's contractors or Transurban. If the community know the area is maintained within the WestConnex|Transurban scope, please email: customerresolutions@transurban.com or info@westconnex.com.au.

19. What measures can be taken now, to further improve the Waratah St, Wattle St/Dobroyd pedestrian crossing, given the recent car accident at this location?

Response - An understanding of the community's and council's preferences for a long term solution is required before further development of any proposal can proceed.

20. Could the left turn out for vehicles from Waratah St, be held on stop for longer (by extending the time of the green walking person traffic signal), so pedestrians have more time to cross over the split crossing - and not get stranded in the middle island? The middle island is narrow and does not easily accommodate more than 2 people - let alone if they are accompanied by dogs, bikes, pushers, walkers or mobility scooters.

Response - The pedestrian protection delay used at traffic lights is a standard time based on the crossing distance and direction of pedestrian movement. The current protection time used at the Waratah Street traffic lights is in accordance with the relevant guidelines.

WestConnex

M4-M5 Link Tunnels

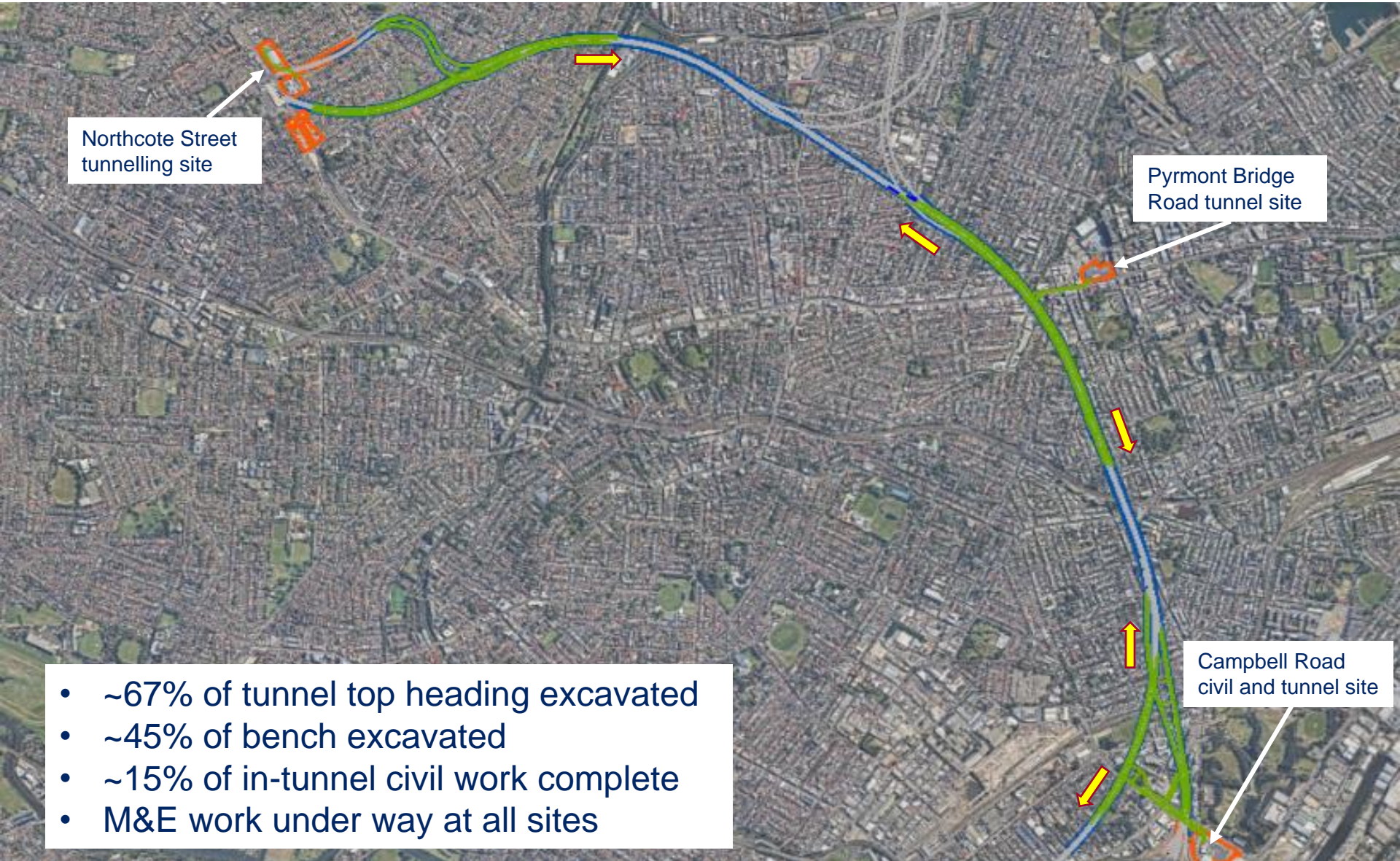
Project update

11 November 2020

WestConnex M4-M5 Link Tunnels



Tunnelling progress – November 2020



Haberfield towards Leichhardt



Annandale towards Leichhardt

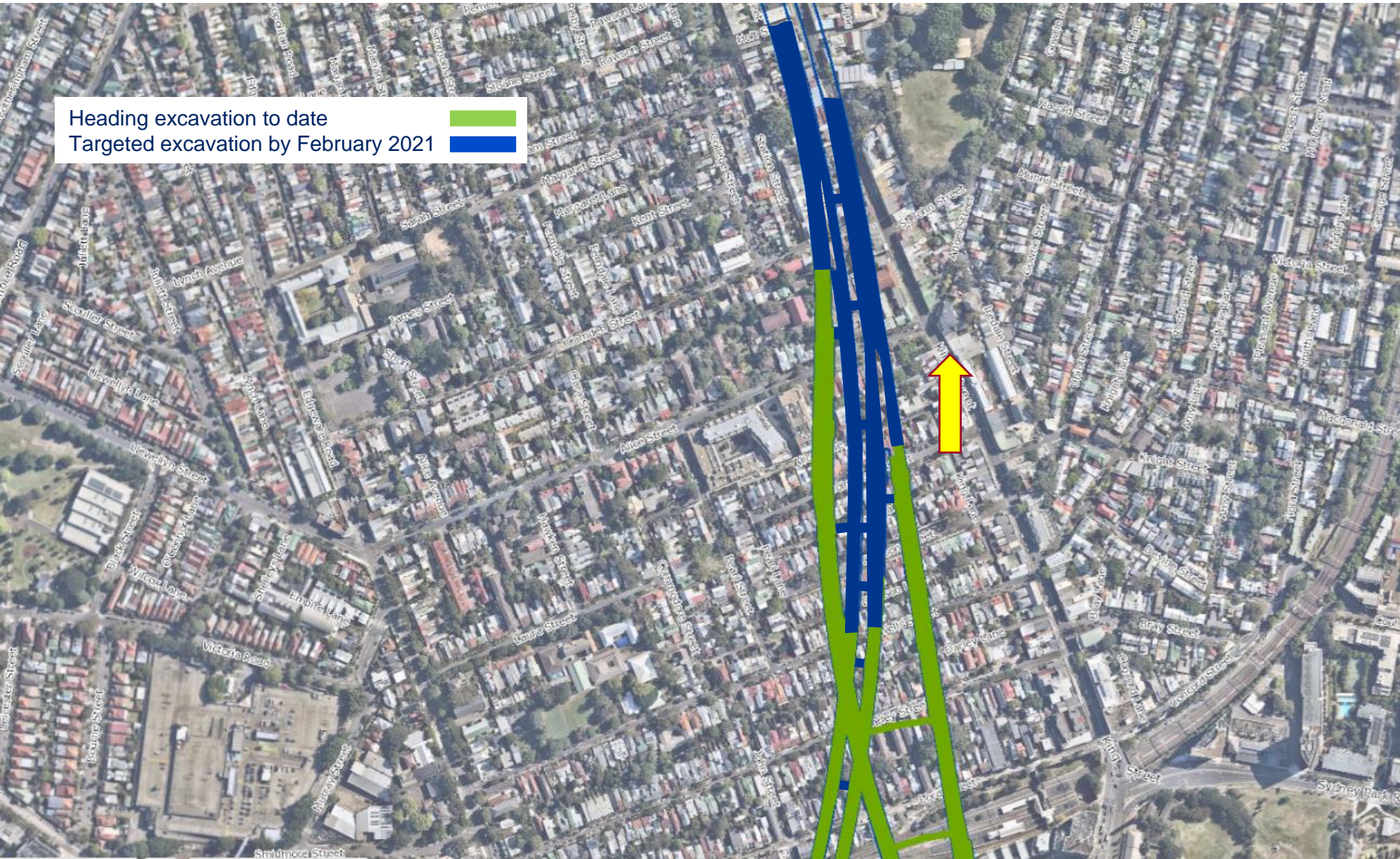


Heading excavation to date █
Targeted excavation by February 2021 █

Camperdown towards Newtown

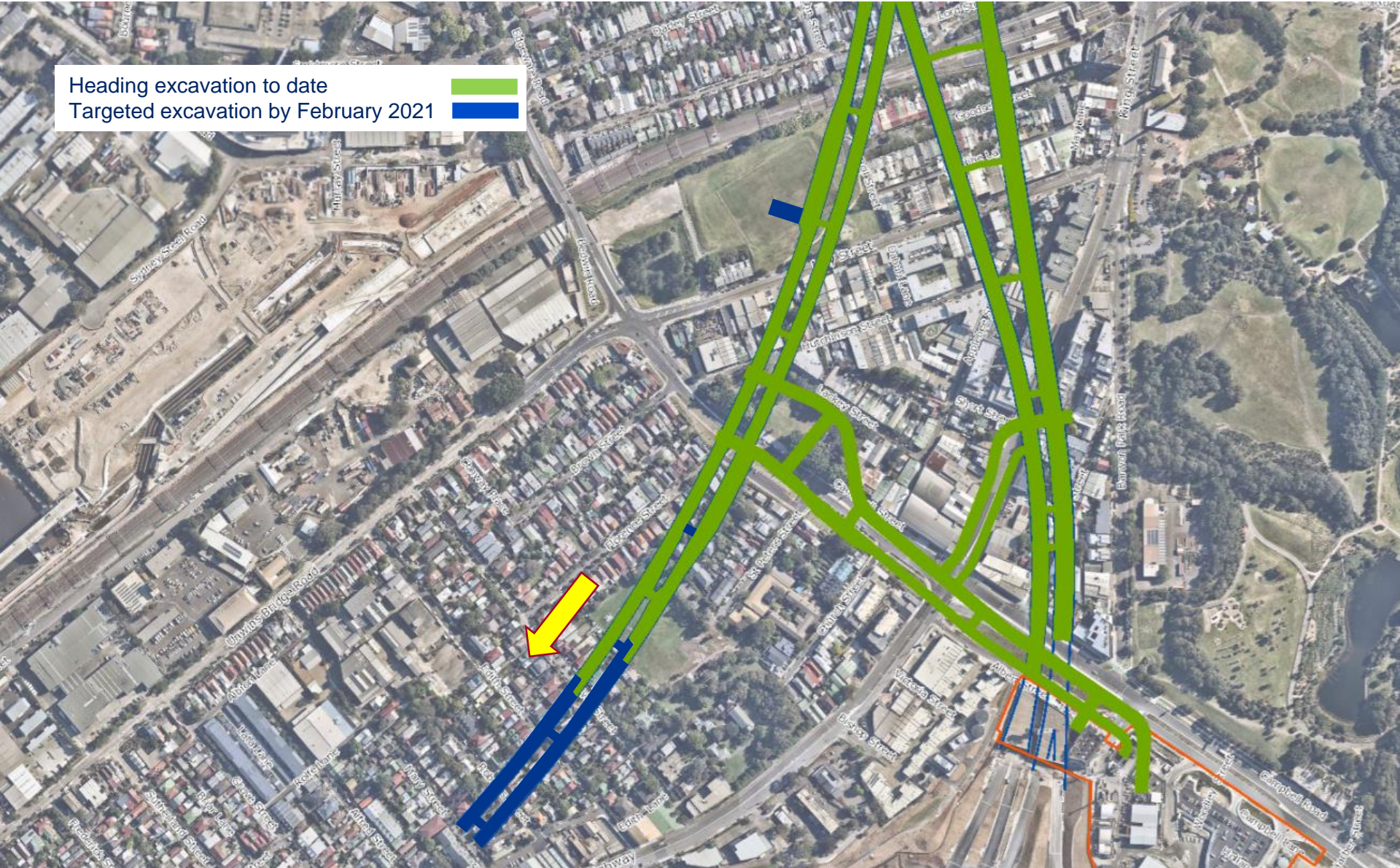


St Peters towards Newtown



St Peters

Heading excavation to date █
Targeted excavation by February 2021 █



Surface work - Haberfield

- Intermittent night work at Wattle Street over next 6 months



Surface work – St Peters

- Cut and cover structure completed and ventilation facility work continuing



Hawthorne canal surface grouting

- Completed - work area including multipurpose courts handed back to IWC



Other items

- Controlled blasting
 - still being considered for use in 2021
 - if proceeding, community consultation will be carried out
- On average ASB receives ~30 complaints per month
- Since last CRG, most complaints were about noise - 77
 - 53 from Annandale/Leichhardt
 - 25 from Haberfield/Camperdown/Newtown/St Peters
- Property Condition Surveys (PCS)
 - > 6,200 properties along the alignment offered with ~ 58% accepted
 - 227 PCS offered around Hawthorne Canal with ~ 60% acceptance
 - Post construction surveys to be rolled out progressively from end of the year

M4-M5 Link Tunnels

How to contact us

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