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# WestConnex CRG – Rozelle Interchange Group Meeting 3

**Meeting:** WestConnex Community Reference Groups – Rozelle Interchange Group Meeting 3

**Date:** Tuesday, 4 August 2020

**Time:** 5:45 with Meeting to commence at 6:00pm to 8:00 pm

**Location:** Zoom Online Meeting

**Attendees:** Independent Chair (IC) Stephen Lancken  
Associate Lynette Edwards  
Notetaker Samuel Cheok

### **Transport for NSW WestConnex Project Team**

Project Director Tarnjit Chahal  
Senior Community & Stakeholder Engagement Manager Katie Xia  
Senior Community & Stakeholder Engagement Officer Jenna Barlow  
Senior Community & Stakeholder Engagement Officer Sana El-Hussein  
Senior Media Manager Brendan Gullifer

### **Rozelle Interchange Contractor JHCPB Project Team**

Tunneling Project Manager Site B Sam Diamond  
Shared User Path Senior Project Engineer Koby Boer  
Stakeholder & Community Relations Manager Martha Halliday  
Community Relations City West Link Eleanor Vince  
Community Relations Carla Poggioli  
Community Relations Roos Van Logtesijn

### **Department of Planning, Industry and Environment**

Team Leader Compliance Rob Sherry  
Compliance Officer Thomas Minchin  
Compliance Officer Alyssa Norton

### **Environment Protection Authority (EPA)**

Unit Head, Regulatory Operations Metro South Aleksandra Young  
Senior Operations Officer Kurt Sorensen

**Inner West Council (IWC)**

Senior Transport Planner  
Traffic and Transport Planning Manager

Kendall Banfield  
Manod Wickramasinghe

**City of Sydney**

Manager, Transport Major Projects  
Traffic and Transport Planner

Elise Webster  
Asad Rajbhoy

**Community**

Community (WestProtects)  
Community (White Bay Strata)  
Community (Coalition of Glebe Groups – COGG)  
Balmain Chamber of Commerce  
Rozelle and Annandale Foreshore Community Group

Liza-Jayne Loch  
Nick O'Dwyer  
Jan Wilson  
Kate Moriarty  
Sarah Forde  
Pieter van Zwieten  
Christina Valentine  
Catherine Gemmell  
Ann-Therese King  
Ben Prag  
Sharon Laura  
Nicholas Poynder  
Martin O'Dea

Leichhardt Against WestConnex

Community (Sydney Secondary College – P&C President)  
Community (Rozelle Public School – P&C Vice President)  
Community Members

**Apologies:**

Dan Silburn-Evans  
Helen Randerson  
Jennifer Aaron

## Meeting Notes

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### Key Matters Discussed and Presented

**1. Welcome and Introductions**

No questions asked.

**2. JHCPB Update Rozelle Interchange**

**Responses to questions from CRG members. Presentation attached.**

2.1. Community comment: members believe that enquiries relating to the closure of Lilyfield Road for utilities and completion work of the Western Temporary Access Road (WTAR) have not been adequately addressed.

2.1.1. Comment acknowledged.

2.2. Local business delivery in Rozelle has been negatively impacted because traffic from Victoria Road is currently not permitted to turn left into Maney Street. Is this traffic change permanent?

- 2.2.1. With the exception of Hornsey Street, traffic changes and restrictions are temporary and are scheduled to be restored in October 2020. The current road closures are necessary for tie-in works for the temporary access road to Victoria Road.
- 2.3. How many car spaces are provided for workers at the Rozelle Interchange site? As residents are working from home, parking on local streets is becoming increasingly competitive.
- 2.3.1. **Post Meeting Comment:** JHCPB are equally concerned about the impacts to resident parking. The number of parking spaces on site continues to change depending on the work required. To ease the parking situation, The Project intends to launch a Resident Parking Scheme and to secure additional dedicated parking. Both these initiatives are progressing well.
- 2.4. Can the worker car parking be limited to a 4 hour limit on key parts of the street or a resident permit parking?
- 2.4.1. **Post Meeting Comment:** This will be determined by Inner West Council (IWC) but the Project understands that this is the proposal for the Resident Parking Scheme.
- 2.5. What incentives is the contractor providing for workers to use public transport?
- 2.5.1. Pre-COVID-19 there was a big campaign incentivising workers to use public transport, however due to COVID-19 public transport is problematic.
- 2.6. Community comment – The reduced use of buses has led to increased congestion on local roads as workers look for local parking.
- 2.6.1. Comment acknowledged.
- 2.7. The community has observed workers off-site not practicing social distancing, wearing face masks or using hand sanitiser. What can be done to encourage workers to practice COVID-19 safety recommendations? The community are concerned about the risk of COVID-19 transmission from workers not following recommended guidelines.
- 2.7.1. There has been a big effort to improve the guidelines for social distancing and hygiene. Workers on-site are strongly encouraged to use hand sanitiser and follow social distancing guidelines.
- 2.7.2. It is not possible to enforce behaviour guidelines for workers off-site. The contractor has reinforced the message to the workforce that workers off-site need to follow COVID-19 safety recommendations and suggestions are welcomed.
- 2.8. Community suggestions for hygiene and social distancing: a social distancing Bluetooth app which notifies people when they are not socially distancing, and personal hand sanitiser bottles provided to each worker.
- 2.9. How many workers are on site?
- 2.9.1. There is a total of 800 workers on site.

- 2.10. How many workers are expected at the peak of construction?
- 2.10.1. **Post Meeting Comment:** 1100 workers are expected at the peak in August 2021. This number will be maintained for approximately nine months. In April 2022 it is estimated that numbers will return to 800 workers.
- 2.11. When is the peak number of workers on site expected?
- 2.11.1. **Post Meeting Comment:** Peak number of workers on site is expected in August 2021 for approximately nine months.
- 2.12. How many car spaces will be provided on site in total when the project reaches its peak?
- 2.12.1. **Post Meeting Comment:** The contractor will be required to provide parking as required under the Planning Approval.
- 2.12.2. Taken on notice.
- 2.13. Community suggestion: Look into 'on demand' shuttle buses to reduce single occupancy vehicles.
- 2.14. What is the timeframe for rectification of the contaminated sites?
- 2.14.1. **Post Meeting Comment:** Rectification of the contaminated sites can commence after excavation of the vent shafts are completed.
- 2.14.2. Taken on notice.
- 2.15. Is it true that noise levels can vary with different types of vac trucks and noise levels are louder if water is not used?
- 2.15.1. The environment team collects all noise data information on all types of plant to determine whether to issue night work permits. The team also monitors noise levels during plant use.
- 2.15.2. Noise levels vary according to the equipment used.
- 2.16. Community Comment: Please ensure water is being used with Vac trucks to reduce noise levels.
- 2.17. The residents on Callan street have been impacted by digging on their street and have asked whether further digging will be undertaken by to the Sydney Metro West project?
- 2.17.1. JHCPB cannot comment on the Metro project. The Metro team are in contact with residents on Callan Street
- 2.17.2. JHCPB have met with residents from Callan Street to understand the impact of future WestConnex work on their street. The contractor may need to undertake trenching on Callan Street, however options to avoid trenching on Callan Street are currently being explored.

2.18. The community believe upper levels of noise, approved in the Environment Impact Statement (EIS), are too loud for nearby residents and when the contractor informs the community of upcoming noisy works there is no way for the community to understand how noisy the work might be because the wording used does not provide any noise measurements.

2.18.1. As it is difficult to convey noise levels, the contractor uses the Environment Protection Authority (EPA) guidelines to convey levels of sound. They list the equipment used, such as rock saws or jackhammers, the location and proximity to the property along with the date and time of expected noise.

2.18.2. The contractor is open to suggestions on how noise levels might be conveyed better.

2.19. Could a map of approved primary and secondary routes for spoil trucks be provided to the community?

2.19.1 **Post Meeting Comment:** This was provided at the last CRG meeting on Page 28 and 29 of the May presentation. The 'New Approved Primary Route' map is on page 28 and the 'Primary and Secondary Restricted Route' map is on page 29 of the PDF.

2.20. How do residents make a request the Incident Response Team to assess an issue?

2.20.1. **Post Meeting Comment:** The Project has a Traffic Control Room that monitors traffic on local roads via CCTV cameras the Project has installed at various vantage points. The Incident Response Team can be alerted by Traffic Control Room staff or they may pick up incidents as they continuously roam all areas within the project boundary. Community members can contact the Info line and the Community Relations team can also trigger the Incident Response Team.

#### **Tunnelling Update by JHCPB, Presentation attached**

2.21. Have there been any reports of cracking and settlement as a result of tunnelling?

2.21.1. There have been fewer than 10 reports. To date no reported structural damage.

2.22. The Community are concerned about the tunnel depth and damage to property. Is there a correlation between property damage complaints and the depth of the tunnel under the property?

2.22.1. **Post Meeting Comment:** There is no correlation.

2.23. Up to what distance from the alignment is JHCPB required to measure ground movement and vibration? Is this measurement a requirement of the Conditions of Approval (CoA)?

2.23.1. There is no set distance for measuring ground movement and vibration associated to the tunnel alignment. Engineers select areas to measure based on design modelling.

2.23.2. The Conditions of Approval state there must be geotechnical modelling with ground monitoring, but the CoA does not include a prescribed distance from the tunnel.

**Upcoming pedestrian and cyclist changes in Rozelle and Annandale by JHCPB. Presentation attached.**

- 2.24. Community Comment: Slide 17 shows that cyclists would dismount at the crossing of Sommerville Road to James Craig Road near Maritime Court, however cyclists would not dismount here as the path is wide enough road to be a shared user path.
- 2.24.1. The dismount for cyclists is shown for safety reasons.
- 2.25. Is a shared user path a path shared by pedestrians and cyclists?
- 2.25.1. Yes.
- 2.26. Is the new shared user path on the Bay side of The Crescent, going to be a permanent path?
- 2.26.1. Yes, this shared user path will be permanent.
- 2.27. Is the shared user path from Rozelle Bay light rail stop to Johnston Street crossing going to be permanent?
- 2.27.1. Yes, the ramp between Rozelle Bay light rail stop and Johnston Street will be permanent.
- 2.28. Referring to slide 17 of the presentation, will the crossing located west of The Crescent, towards the east to the bus stop be reinstated?
- 2.28.1. Yes, a signalised crossing will be reinstated and will be a direct, signalised crossing. Future traffic will continue to turn left into City West Link (CWL) and straight ahead into the tunnel portals.
- 2.29. The community is concerned about safety for cyclists at James Craig Road, at the Eastern roundabout, under the bridge, near NSW Maritime, as there have been previous incidents at this location due to loose gravel.
- 2.29.1. The Project has not been advised of any complaints of loose gravel at this location. However, the area is monitored and rectifications are made when required.
- 2.30. Community is concerned about shared paths and believe it is not safe for pedestrians and cyclists to share a path.
- 2.31. Will there be signalised lights at the intersection of City West Link and The Crescent, near Buruwan Park?
- 2.31.1. Yes, there will be signalised lights at the City West Link and The Crescent intersection.
- 2.32. Will there be a signalised light at The Crescent and James Craig Road?
- 2.32.1. Yes, there is already a signalised light at The Crescent and James Craig Road intersection.
- 2.33. Will pedestrians have to cross the Rozelle Bay light rail tracks to get to the bus stop on the other side of the road at The Crescent?
- 2.33.1. Yes, pedestrians will have to cross the Rozelle Bay light rail tracks to access The Crescent bus stop.

- 2.34. How does the community walk or cycle from Railway Parade to the ANZAC Bridge?
- 2.34.1. The community would travel East along Railway Parade, cross the Rozelle Bay light rail track, travel South East on the shared user path along the west side of The Crescent, cross the road at Johnston Street to the east side of The Crescent, travel North East on the shared user path along The Crescent, cross James Craig Road and continue to Sommerville Road to access the ANZAC Bridge.
- 2.34.2. The community could also use the 3 stage traffic lights through Buruwan Park and cross The Crescent at the intersection at of the City West Link (CWL) to continue via the shared user path along James Craig Road.
- 2.35. Community Comment: The map on Slide 17 of the presentation should show a green signalised intersection graphic at Johnston Street and The Crescent.
- 2.36. How long will the community have to use the 'U' shape option from Railway Parade to access the ANZAC Bridge until the signalised crossing at The Crescent near the Rozelle light rail stop is open to the community?
- 2.36.1. **Post Meeting Comment:** At this stage, the community will have to use 'U' shape option until the end of 2021.
- 2.37. Community Comment: The 'Alternative' route as marked on the map on Slide 19 of the presentation should be marked as a 'new' route.
- 2.38. Are there any plans for reinstating greenery and trees around the Buruwan Park area?
- 2.38.1. Information will be released in the Urban Design and Landscape Plan (UDLP).

**Upcoming Changes for Motorists: Eastern Temporary Access Road (ETAR) and Western Temporary Access Road (WTAR). Presentation attached.**

- 2.39. How many lanes will there be on the ETAR and WTAR?
- 2.39.1. The temporary access roads will have two lanes on the WTAR and three lanes on the ETAR, the same number of lanes as the road they are temporarily replacing.
- 2.40. How will motorists travelling from the City get to Balmain?
- 2.40.1. Motorists will be able to turn right from the ANZAC Bridge to Victoria Road. Motorists will also be able to turn right from Victoria Road to the CWL.
- 2.41. Community comment – the maps are difficult to understand and need to be much clearer. It would also help to have a time frame for each temporary change on the maps.
- 2.42. When will the temporary road changes be publicised?
- 2.42.1. Each temporary road change will be announced and publicised individually as they are on different timelines. The Project provides a minimum of 10 days' notice for each change.

### 3. TfNSW Update - UDLP pre-exhibition consultation results – Katie Xia, Communications

3.1. Does the priority list determine the order of content for the report?

3.1.1. The priority list does not change how the 15-chapter UDLP will be presented, rather it communicates what people are interested in learning about.

3.2. The community comments that a 14 day submission timeframe is too short for the community to read, understand and provide feedback on a complex UDLP document.

3.2.1. Consultation period starts on 10 August.

3.2.2. Website for Consultation UDLP: - <http://rozelleinterchange.com.au/UDLP>

3.2.3. The 14 day timeframe may be extended. Taken on notice to provide information about what the consultation process will look like, what the community will be consulted about and the results of the pre-consultation process. **Post Meeting Comment: The consultation period has been extended to 28 days until midnight 6 September.**

3.3. Is there a risk that at the completion of Rozelle Interchange, portions of the park will not be completed, and new construction works will commence?

3.3.1. No, the contractor will complete all portions of the park they are responsible for. The UDLP will be delivered by the contractor.

3.3.2. It is proposed that there will be one oval and one rectangular pitch for organised sport.

3.4. Who has the financial responsibility for maintaining the parklands?

3.4.1. **Post Meeting Comment:** The financial responsibility for the maintenance of the Parklands will be determined by the Technical Working Group.

3.5. A committee member has heard that Government is committing funds to maintain the park and to include local clubs and state-wide sporting bodies in the planning of the park. Is this true?

3.5.1. The Technical Working Group will be set up to allow dialogue to take place so clubs and sporting clubs know where they can be heard.

3.6. The community comments that the technical working group concept is very good and urges people to engage in the working group.

3.7. Community comment: a physical 3 dimensional model would help with the consultation process of UDLP and eight weeks would be a better consultation period. **Post Meeting Comment::** *The consultation period has been extended to 28 days*

### 4. Other items:

4.1. Before COVID-19, the contractor spoke of an application (app) with notifications of updates. Where is the development of the app up to?

4.1.1. The application is still being developed. Email notifications are now more regular and clearer. There is no estimated time of delivery for the application.



4.2. The community would like more signage advising community members how to sign up for email newsletters around Annandale.

4.2.1. JHCPB thanks the community for the reminder.

4.2.2. There will be a letterbox campaign to reach people who have not responded online.

**Meeting closed at 8:02pm**

These minutes were accepted on 1 September 2020 by

A handwritten signature in cursive script that reads "Steve Lancken".

Stephen Lancken

Independent Chair

## ACTIONS ARISING

| Item | Actions Arising  | Timeframe                        | Responsibility / Status Update | Response           |
|------|--|----------------------------------|--------------------------------|--------------------|
| 2.3  | How many car spaces are provided for workers at the Rozelle Interchange site? As residents are working from home, parking on local streets is becoming increasingly competitive. |                                  |                                | Answered in notes. |
| 2.4  | Can the worker car parking be limited to a 4 hour limit on key parts of the street or a resident permit parking?   |                                  |                                | Answered in notes. |
| 2.10 | How many workers are expected at the peak of construction?   |                                  |                                | Answered in notes. |
| 2.11 | When is the peak number of workers on site expected?   |                                  |                                | Answered in notes. |
| 2.12 | How many car spaces will be provided on site in total when the project reaches its peak?   | By the next meeting              | JHCPB                          | Taken on notice.   |
| 2.14 | What is the timeframe for rectification of the contaminated sites?   | To be confirmed at a later date. | JHCPB                          | Taken on notice.   |
| 2.19 | Could a map of approved primary and secondary routes for spoil trucks be provided to the community?  |                                  |                                | Answered in notes. |
| 2.20 | How do residents make a request the Incident Response Team to assess an issue?   |                                  |                                | Answered in notes  |

|      |  |  |  |                   |
|------|--|--|--|-------------------|
| 2.22 | The Community are concerned about the tunnel depth and damage to property. Is there a correlation between property damage complaints and the depth of the tunnel under the property?                                 |  |  | Answered in notes |
| 2.36 | How long will the community have to use the 'U' shape option from Railway Parade to access the ANZAC Bridge until the signalised crossing at The Crescent near the Rozelle light rail stop is open to the community? |  |  | Answered in notes |
| 3.4  | Who has the financial responsibility for maintaining the parklands?  |  |  | Answered in notes |



# Rozelle Interchange WestConnex Community Reference Group

4 August 2020

# Agenda

## JHCPB update

- Questions from CRG members  
Martha Halliday, Stakeholder and Community Relations
- Tunnelling Update  
Sam Diamond, Tunnelling Project Manager Site B
- Upcoming pedestrian and cyclist changes in Rozelle and Annandale  
Koby Boer, Shared User Path Senior Project Engineer
- Upcoming motorist changes in Rozelle and Annandale  
Eleanor Vince, Community Relations City West Link team

## TfNSW update

- UDLP pre-exhibition consultation result  
Katie Xia, Communications
- Technical Working Group overview  
Katie Xia, Communications

# Questions from members prior to meeting

- 1a. What modelling and consultation has taken place in regard to the proposed permanent closure of Lilyfield Road at the Victoria Road end?
- 1b. Could the community please be reassured that:
  - This feedback (on the effects of closure of Lilyfield Road) both on content of the issue and the process of community engagement has been taken on board by Transport for NSW?
  - That all reasonable attempts will be made to discuss major new proposals such as these in the WCRG to collect valuable feedback and gauge the temperature of proposed changes before going public with such notifications. After all this is, in large part, the purpose of the consults.
  - That this item is specifically addressed as a reasonably prioritised agenda item at the next meeting i.e. not in the last 20 minutes?

## Questions (continued)

- 1c. Could we please be assured that every possible effort will be made to construct the ramps around the Victoria Rd/Lilyfield Rd intersection to accommodate this left hand turn into Lilyfield as it is a CRUCIAL pressure release valve for the entire Lilyfield/west Rozelle area and will put pressure on other intersections and other streets if it is permanently closed?

# Quirk Street and traffic changes






# Answer

- The closure of Lilyfield Rd is in place until October to enable the completion of utilities work and tie in work for the WTAR.
- The project makes application to TMC - assessment on whether or not to approve the application.
  
- Feedback from the community regarding the closure is as follows:
  - Lilyfield Road (6 - 66) residents continue to be very positive
  - Quirk Street residents very negative
  - General Rozelle and Lilyfield residents – minimal number of complaints
  
- In response: No Left Turn at Quirk Street
- As of yesterday: No Left Turn at Maney Street
  
- Lilyfield Road will be reopened around October for left hand turn from Victoria Road into Lilyfield Road. More detail can be provided to the CRG ahead of each major change.

## Questions (continued)

- How many shuttle buses are in operation? What is their frequency, route, and usage?
  - Shuttle bus options have been proposed:
    1. Shuttle bus trial between sites and offices – not currently operating due to COVID-19.
    2. We are continuing to seek off site parking options and may use a shuttle bus at this time.
    3. The Project believes STA buses provide adequate services between the city and Rozelle for staff to commute.
- 

# Questions (continued)

2. What is the proposed budget for landscaping of the parkland?

This is commercial in confidence.

However, we can say that as the UDLP is not yet finalised (community consultation required as well as DPIE approval), the project can be asked to do more or less, so at this stage, it's actually difficult to determine the spend.

4. Where are we at in the decision making process re facility allocation in the parkland? Who has been consulted?

- TfNSW - Response included at end of presentation

## Questions (continued)

5. A report on noise and vibration or other complaints and how these have been dealt with.

The project has a series of Construction Noise and Vibration Impact Statements (CNVIS) per location endorsed by the Acoustic Advisor (AA).

All noise and vibration complaints are investigated within two hours of being received to determine if noise is within our predicted range (and mitigations are appropriate) and if further mitigation is an option.

If there is an issue (rarely), we change our methods eg: changing the vac truck for Balmain Sewer works.

However as we have already undertaken noise and vibration monitoring both through modelling before the work and monitoring at the start of each package of work, we are generally certain that we are working within the accepted levels.

All complaints are reported daily to the EPA and the ER, AA and the client, and weekly to DPIE, the ER, AA and the client.

## Questions (continued)

6. A report on monitoring of construction vehicles, spoil or otherwise as we are getting reports and complaints about these in the Lilyfield area Balmain Rd and City West Link.

Our heavy vehicle routes are identified in the TTAMP.

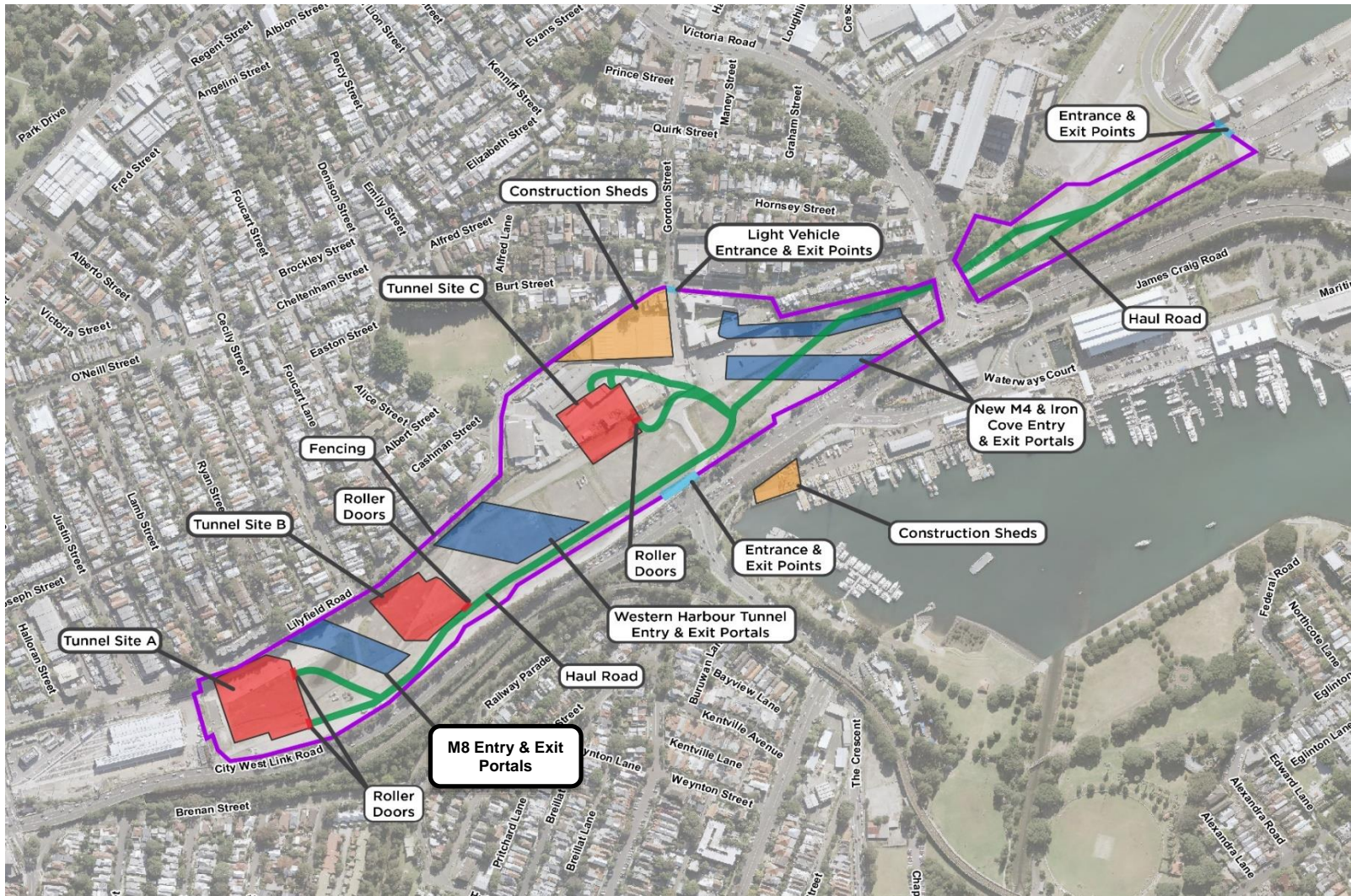
We monitor complaints according to specific areas and report monthly to the ER (who reports monthly to DPIE). We're also putting in place a process whereby our Incident Response Team will monitor areas at any given time for a specified duration.

# Tunnelling Update

Sam Diamond, Tunnelling Project Manager Tunnel Site B



# Tunnelling sites



# Progress to date





1

Excavation of tunnel arch (heading)



2

Rock bolting



3

Shotcreting



4

Excavation of tunnel floor (benching)



# Facts and figures

Property Condition Surveys (PCS) completed to date:

| <b>Properties identified to date</b> | <b>1<sup>st</sup> Offer Letter</b> | <b>2<sup>nd</sup> Offer Letter</b> | <b>3<sup>rd</sup> Offer Letter</b> | <b>PCS Completed</b> | <b>PCS No response /close out</b> |
|--------------------------------------|------------------------------------|------------------------------------|------------------------------------|----------------------|-----------------------------------|
| 4267                                 | 3239                               | 2449                               | 1367                               | 2170                 | 738                               |

Percentage of tunnelling complaints vs total complaints: 5%

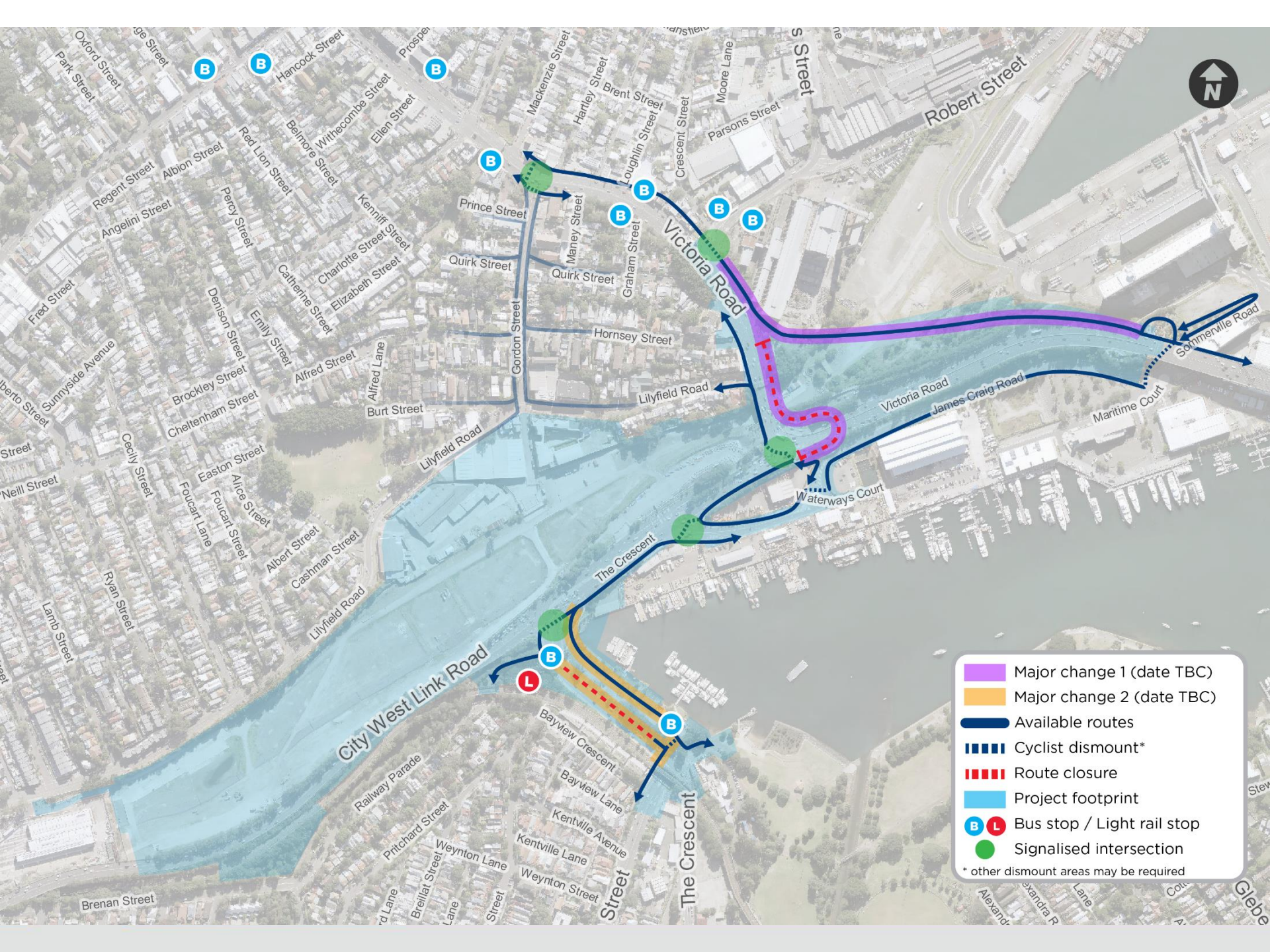
Number of road headers in the ground: 15

Number of road headers still to be commissioned: 7

# Upcoming changes for pedestrians and cyclists

Koby Boer, Shared User Path Senior Project Engineer





- Major change 1 (date TBC)
  - Major change 2 (date TBC)
  - Available routes
  - Cyclist dismount\*
  - Route closure
  - Project footprint
  - Bus stop / Light rail stop
  - Signalised intersection
- \* other dismount areas may be required

City West Link Road

Victoria Road

The Crescent

Robert Street

Street

The Crescent

Victoria Road

Prince Street

Quirk Street

Lilyfield Road

Lilyfield Road

Victoria Road

James Craig Road

Maritime Court

Waterways Court

Sonnenville Road

Maney Street

Quirk Street

Hornsey Street

Gordon Street

Loughlin Street

Mackenzie Street

Harley Street

Brent Street

Crescent Street

Parsons Street

Moore Lane

S Street

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Kentville Lane

Kentville Lane

Weynton Lane

Bayview Crescent

Bayview Lane

Railway Parade

Pritchard Street

Weynton Lane

Kentville Lane

Weynton Lane

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# Beatrice Bush Bridge

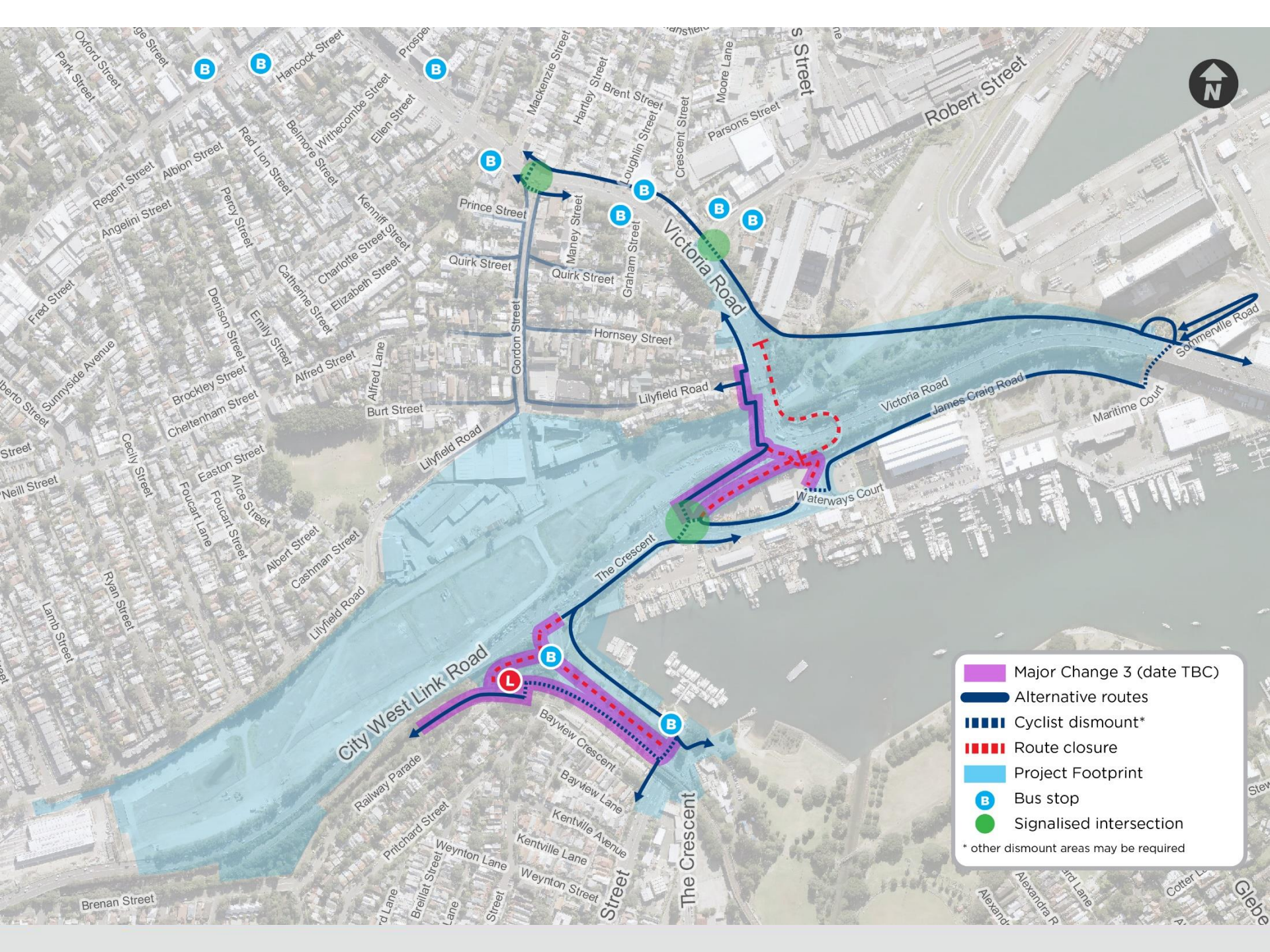
- The Beatrice Bush Bridge will be closed in the coming months and demolished in about four stages.








## Heritage

- Beatrice Bush's family and custodians of her legacy/memorial have been informed
- Details of the final location for the plaque and any future dedication to Beatrice is being determined and will involve consultation with her family and custodians.

## Technical

- The new ANZAC Bridge Shared User Path for pedestrians and cyclists will be opened at the same time as the Beatrice Bush Bridge is closed
- There will be lane closures on and around ANZAC Bridge to facilitate the demolition work. Demolition will take place at night.



-  Major Change 3 (date TBC)
  -  Alternative routes
  -  Cyclist dismount\*
  -  Route closure
  -  Project Footprint
  -  Bus stop
  -  Signalised intersection
- \* other dismount areas may be required

# Timeline (indicative only)

| Date                 | Change  |
|----------------------|---|
| 19/20 August         | Opening of ANZAC Bridge Shared User Path  |
| End August           | Move pedestrians and cyclists onto bay side of The Crescent   |
| Mid September        | Closing access through the former Buruwan Park and opening of ramp connection to light rail platform; remove pedestrian crossing at The Crescent for public movements |
| September            | Opening of Western Shared User Path   |
| October/<br>November | Movement of Victoria Road/The Crescent two-phased traffic lights to James Craig Road  |
| October/<br>November | Closure of stairs to James Craig Road   |

# Upcoming changes for motorists

Eleanor Vince, Community Relations Lead City West Link





# ETAR and WTAR (September and October)



# Timeline (indicative only)

| Date                 | Change   |
|----------------------|--|
| End August (TBC)     | The Crescent north and southbound traffic lanes move to bay side |
| Late September (TBC) | Opening of Eastern Temporary Access Road (ETAR)                  |
| Mid October (TBC)    | Opening of Western Temporary Access Road (WTAR)                  |

# Discussion, comments and questions



# UDLP pre-exhibition consultation results

Katie Xia, Communications



# UDLP pre-exhibition consultation activities

- Pre-exhibition consultation for the Urban Design and Landscape Plan (UDLP) was carried out from 20 July until 2 August.
- Information was gathered through an online values survey which asked community members to rank in order of importance topics they would like to hear about during the public exhibition period.
- A factsheet was also distributed to inform and raise awareness in the community of the UDLP.
- The online values survey and factsheet were distributed to the community via email, on the NSW Roads facebook page and e-weekly work updates.

# UDLP pre-exhibition consultation results

- A total of 898 surveys were submitted.
- The five top rated topics include:
  1. Design principles
  2. Ventilation facilities, tunnel portals and dive locations
  3. UDLP approvals process
  4. Vegetation and landscaping
  5. Pedestrian and cyclists connections.
- Based on this feedback, information provided during the exhibition period will be catered to the community with the understanding they are most interested in the above topics.

# Discussion, comments and questions



# Technical Working Group

Katie Xia, Communications





# Technical Working Group

- A Technical Working Group will be formed and comprise of NSW Government agencies and community representatives. Further details including how community members can be involved will be released in the coming weeks.
- The purpose of the group is to decide on the future care and management of the Rozelle Parklands.

# Discussion, comments and questions



# UDLP consultation

- All consultation will be done virtually with all the information housed in an online portal.
- You can view the Community Guide, Frequently Asked Questions, Virtual Information Sessions and submit formal feedback through the portal.
- Public exhibition starts on Monday 10 August.