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WCRG – Rozelle Interchange

Meeting: WestConnex Community Reference Groups – Rozelle Interchange Group Meeting

Date: Tuesday 5 May 2020

Time: Zoom meeting available from 5:45pm from 6:00pm to 8:00 pm

Location: Zoom Web conference

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

Transport for NSW Rozelle Interchange Project Team

Project Director	Tarnjit Chahal
Principal Communications Manager	Dan Silburn-Evans
Communications & Stakeholder Engagement Manager	Antoinette Kovach
Senior Environment Officer	Roy Morizzi

Department of Planning, Industry & Environment Rob Sherry

EPA Hala Fua

John Holland and CPB Contractors Joint Venture

Works, Health and Safety Director	Andrew Brooks
Approvals Manager	Ali Gotch
Project Manager, City West Link	Christian Timney
Environmental Approvals Advisor	Katie Baxter
Community Relations Manager – Surface Works	Elle Mursell
Community Relations Manager	Martha Halliday

Inner West Council

Community (Coalition of Glebe Groups – COGG)	Jan Wilson
Community (WestProtects)	Liza - Jayne Loch
Community (White Bay Strata)	Nick O'Dwyer
Community (Sydney Secondary College – P&C President)	Anne-Therese King

Community (Rozelle Public School – P&C Vice President)
Rozelle and Annandale Foreshore Community Group
Lilyfield Resident
Community member
Leichhardt Against WestConnex – LAW

Ben Prag
Sarah Forde
Martin O'Dea
Sharon Laura
Christina J Valentine
Jennifer Aaron

Apologies: Asad Rajhboy
Pieter van Zwieten
Catherine Gemmell

Meeting Notes

Key Matters Discussed and Presented

1. COVID 19 - Safety – Presented by JHCPB. Presentation Attached.

1.1. Why is the project permitted to operate seven days a week? The community has heard media reports that failure to socially distance on construction sites was the reason that WestConnex is now permitted to operate seven days a week. Is this true?

1.1.1. WestConnex is classified as an essential project and is allowed to operate seven days a week with extended hours. While there have been some challenges in meeting social distancing guidelines, WestConnex has been able to work within the rules.

1.2. Are there any plans to re-open community information centres and to recommence installation of air quality monitors inside the homes of community members?

1.2.1. As soon as quarantine restrictions are lifted and there is approval from the government, the community centre will be re-opened.

1.2.2. **Post meeting comment:** The community centre opened on Thursday 21 May.

1.3. Community members have seen WestConnex workers around Moodie Street, Iron Cove and Lilyfield in groups of up to six workers who were not physically distancing as required. Who can the community contact when they see this behaviour?

1.3.1. Please contact the community relations team with photos and evidence. JHCPB strongly encourages the social distancing rules and want to know when their workers are not following the rules. However, there are many instances where workers need to work in close proximity and may not be able to maintain distancing. There are a number of procedures for workers which will be outlined later.

1.3.2. The number to contact is: 1800 660 248 or email info@rozelleinterchange.com.au

1.4. Are WestConnex staff tested for COVID19 and if not will they test them?

- 1.4.1. No, JHCPB do not test staff. The NSW Department of Health oversees testing.
- 1.5. Why is there an inconsistent approach in delivering community updates? Community updates were being hand-delivered but team members were advised at the last meeting that no hard copy notices are being delivered. When will hard copy updates be hand-delivered?
- 1.5.1. A long standing goal of the project has been to move away from hard-copy notifications. Since March 2019, there has been a campaign to communicate effectively with community directly affected by day-to-day construction work without the use of hard copy notifications.
- 1.5.2. As the geographical area for the Modification 2 was much broader it was determined that the best way to reach the community was to utilise hard copy distribution. The distribution companies have advised TfNSW how to deliver hard copies safely.
- 1.5.3. The contractor is set up to be able to send hard-copy notifications for those who need it.
- 1.6. How will residents without internet access information?
- 1.6.1. These residents will receive hard copy updates ensuring that they are informed.
- 1.7. The community is receiving large emails (15-18Mbs) which are inconvenient to access and download. What can be done about this large emails?
- 1.7.1. This issue has been acknowledged and the project is currently looking into ways to reduce file size.
- 1.8. What has JHCPB considered to assist the mental health and safety impacts of residents who are now unable to leave their homes due to quarantine and are subject to construction seven days a week?
- 1.8.1. **Post meeting comment:** The community relations team acknowledges this situation and has worked with residents to identify those with greater needs (studying, working from home, particular circumstances) and provides noise cancelling headphones. Further, respite vouchers to local shops is provided weekly to assist in buying takeaway food and to leave homes, albeit for short periods of time. Construction methodology has also been changed in some instances to lessen the impact. Some highly impacted residents have been relocated. In all, the community relations team maintains regular communication where residents are provided with through and detailed information well ahead of time.
- 2. Traffic Transport Access Management Plan (TTAMP) – Presented by JHCPB. Presentation attached.**
- 2.1. How will the safety of cyclists and pedestrians be ensured when they have to use Gordon Street which is narrow and steep?
- 2.1.1. **Post meeting comment:** Safety measures have been implemented to ensure cyclists and pedestrians are safe. The TTAMP was submitted to the Department of Planning for heavy

- vehicles and cyclists. For the cyclists' safety, line markings, additional ramps (pram-ramps) will be installed so cyclists can mount and dismount.
- 2.2. Can low loader trucks use secondary streets and manoeuvre around Balmain Road to Brenan Street to access the pig tail bridge?
- 2.2.1. **Post meeting comment:** Access to the Whites Creek Link construction site on Brenan Street will be via City West Link and Catherine Street.
- 2.3. How many heavy vehicles are travelling from the Rozelle Interchange project along City West Link (CWL), the M4 East entry tunnels, Haberfield and along main roads such as Wattle Street and Parramatta Road?
- 2.3.1. **Post meeting comment:** This is a difficult question as vehicles can be coming from different directions.
- 2.4. What other types of trucks are there other than truck and dog vehicles?
- 2.4.1. There are four set types listed in the TTAMP. Other than truck and dogs, there are also bogie trucks, concrete agitator trucks (which have the concrete barrel on the back), delivery trucks and spoil trucks.
- 2.4.2. A truck fact sheet will be developed to assist the community understand the different types of trucks used.
- 2.5. What percentage of trucks carrying spoil are included in these four types?
- 2.5.1. **Post meeting comment:** This is difficult to estimate as this is dependent on the type of work taking place on site.
- 2.6. How many vehicles are expected over the three year time frame - as up to forty heavy vehicles a day is a lot of movements over that period of time.
- 2.6.1. **Post meeting comment:** There are expected to be approximately 700 spoil trucks across the project at the peak.
- 2.7. Comment: The community suggests physical supervision of trucks, as they are concerned about the risk and danger that trucks bring to the community.
- 2.8. Will traffic control measures be present on other intersections, such as the intersections that open on Victoria Road?
- 2.8.1. The TTAMP process is separate from the traffic management process. Traffic management focuses on safety.
- 2.8.2. **Post meeting comment:** Unless there are road works there will not be additional traffic control. All drivers are expected to comply with the road rules.
- 2.9. What considerations and support are being given to the mental health and stress for residents around Toelle, Callan and Clubb Streets?

- 2.9.1. **Post meeting comment:** Depending on a particular resident's situation, various measures are discussed with individual residents to determine what mitigation may suit their situation best.
- 2.10. What are the estimated number of vehicles travelling towards Ashfield where the road joins up with the M4 tunnel?
- 2.10.1. **Post meeting comment:** At present, there are 90 to 130 spoil trucks per day. Most trucks, but not all, will use the M4 tunnels.
- 2.11. As cycle options along James Craig drive change regularly, e.g. from one side to the other depending on construction locations, how can the community voice their feedback on the changes?
- 2.11.1. **Post meeting comment:** The community can use the info line either via email or phone. Email info@rozelleinterchange.com.au or phone 1800 660 248
- 2.11.2. Generally, there will be further updates to the TTAMP in line with construction staging as construction progresses. If the community have suggestions or details about the cyclist route they are encouraged to send their comments to the team.
- 2.12. With people working from home during COVID-19 what options are offered to residents affected by seven-day a week construction to help alleviate the construction impact on them?
- 2.12.1. Alternative accommodation and noise-cancelling headphones have been offered to affected residents. There have been some challenges in offering alternative accommodation to some residents due to some residents not feeling comfortable to move into other premises, however the noise-cancelling headphones have been well received.
- 2.12.2. Residents' needs are being considered on a case by case basis and their suggestions are taken into account, resulting in tailored solutions.
- 2.12.3. In some cases, vouchers for groceries, restaurant food and other essential services have also been offered to affected residents.
- 2.13. How many workers are working on Sunday?
- 2.13.1. **Post meeting comment:** Tunnellers are currently working 24/7. On Sundays there are approximately sixty workers per shift across the three sites.
- 2.14. Are there built-in respite periods (a break on noisy work) during the day?
- 2.14.1. Yes, respite periods are included in the condition of approval.
- 2.15. Have utilities work been coordinated with JHCPB? Some residents have noticed utility work during the periods of respite and at night.
- 2.15.1. Utilities work has been coordinated as much as possible. There have been trials for daytime road occupancy licences around the Iron Cove area. This has helped reduce the amount of work carried out at night.

2.16. Is it possible to offer residents alternative places to work from, in addition to alternative accommodation, to alleviate the effects of construction noise?

2.16.1. **Post meeting comment:** This has been considered however it was not pursued as the resident had a change of mind.

2.17. What is the traffic capacity of ANZAC Bridge, and how much additional traffic will be directed onto the bridge?

2.17.1. **Post meeting comment:** The ANZAC bridge is four lanes in each direction and would typically have a reliable capacity for about 6000 vehicles per hour however this varies and depends on the proximity of merge lanes, exit ramp, travel speeds and other road conditions. There is no exact capacity since these factors continue to vary on an ongoing basis

2.18. How often is maintenance carried out on the ANZAC Bridge?

2.18.1. **Post meeting comment:** The ANZAC Bridge is a part of our maintenance schedule for regular sweeping, currently occurring every three weeks.

2.18.2. Litter removal (and other maintenance) on the shared cycleways of the ANZAC Bridge is carried out on a monthly schedule.

2.19. How have walkers and cyclists reacted to the removal of the bridge?

2.19.1. Taken on notice.

2.20. How many people have been caught unaware by the removal of the bridge?

2.20.1. **Post meeting comment:** There have been only a few complaints from stakeholders not knowing that the overhead bridge was being removed.

2.21. Travelling west from the end of ANZAC Bridge, will pedestrian access on the east side of The Crescent leading to the Glebe Foreshore continue to exist?

2.21.1. **Post meeting comment:** There will be a footpath at this location when the project is completed. During construction, there will always be a footpath open on one side of The Crescent depending on the staging.

3. City West Link – Upcoming traffic switches. Presented by JHCPB. Presentation attached.

3.1. How many vehicles heading westbound from the ANZAC Bridge turn right to Victoria Road?

3.1.1. The current traffic flow and lane widths are per the Project Proposal Report (PPR) to maintain current traffic flow. Temporary traffic pavements will be produced to maintain the same number of lanes.

3.1.2. Taken on notice.

3.2. Is there a predicted backlog at Pyrmont for traffic heading west from the ANZAC Bridge?

3.2.1. Taken on notice.

3.3. Has consideration been given for disability groups to access the light rail at Railway Parade?

- 3.3.1. Yes, the new ramp on Railway Parade will become a permanent ramp and will ensure continuous access for disability groups to the light rail.
- 3.4. Will the access path through Buruwan Park be restored when work is completed?
- 3.4.1. The temporary ramp to the light rail will be closed in order to complete the permanent works in June 2021. The City West Link connection at The Crescent intersection will be reinstated for pedestrians. Until this point, pedestrians will have to use Johnson Street to access James Craig Road.
- 3.4.2. In the final configuration, Buruwan Park will no longer be Buruwan Park. A new road turning left will replace it.
- 3.5. Can traffic still turn right from Johnson St to The Crescent?
- 3.5.1. Yes, throughout the stages traffic will be able to turn from Johnson Street to The Crescent.
- 3.6. Will traffic still be able to turn left from Victoria Road to Lilyfield Road?
- 3.6.1. **Post meeting comment:** The ability for traffic to turn left from Victoria Road to Lilyfield Road will depend on the traffic staging. At present Lilyfield Road is closed at Victoria Road but is expected to open again. It may then be closed as further road works are undertaken.
- 3.7. If there is no access into Buruwan Park, what will the walking distance be for the pedestrian detour?
- 3.7.1. **Post meeting comment:** It will depend on where pedestrians are coming from, Annandale or Railway Parade. It will be a few hundred metres.
- 3.8. The Buruwan Park diagrams were unclear, will pedestrians have access to the Glebe Foreshore?
- 3.8.1. Yes, pedestrians will have access to the Glebe Foreshore. A footpath will be installed. There will be a land bridge which will replace the traffic light crossing.
- 3.9. Community Comment: It would be beneficial if signboards with changes and timelines were erected for community members to check in on regularly to see upcoming impacts and explanations.
- 4. Modification 4: Glebe Island surface work assembly area. Information attached.**
- Information was emailed to members but not presented. No questions were asked.
- Upcoming consultation: Urban Design Landscape Plan (UDLP) – Presented by JHCPB. Presentation attached.**
- 4.1. How is the UDLP funded, and how large is the budget?
- 4.1.1. **Post meeting comment:** The development of the UDLP is the responsibility of the JHCPB joint venture
- 4.2. Who will receive letterbox community updates?

- 4.2.1. Letterbox drops will take place around the Rozelle Railyards area as they have the highest impact in this area.
- 4.3. Will there be interactive maps, with graphics including before and after pictures (similar to the Gateway project)?
- 4.3.1. **Post meeting comment:** There will be some interactivity throughout the UDLP exhibition period but not to the extent of the Gateway project.
- 4.4. How will direct consultations and community updates to inform the community take place?
- 4.4.1. Community Reference Groups will be addressed with presentations. Special interest groups will also be directly contacted and consulted with. Letterbox drops, one-on-one virtual Q&A sessions and in-person briefings will be made possible. The online portal will be available with information available to the public linked on the WestConnex website.
- 4.5. Could you include the Rozelle Against WestConnex and Leichhardt Against WestConnex as special interest groups?
- 4.5.1. This suggestion has been taken on board.
- 4.6. The community is interested in land ownership and maintenance arrangements at the completion of the project.
- 4.6.1. This is outside the scope of the UDLP. TfNSW and Council are in ongoing conversations regarding maintenance and ownership.
- 4.7. Will the UDLP also show any work the Inner West Council is required to deliver?
- 4.7.1. Taken on notice.
- 4.8. Are schools included as community groups to be consulted?
- 4.8.1. Currently there is no consultation with schools, however the suggestion is taken on board.
- 4.9. Will there be a way to communicate regarding the UDLP before construction?
- 4.9.1. Yes, communication regarding the UDLP will occur in the Community Reference Group meetings.
- 4.10. When will the residual land management plan be completed?
- 4.10.1. The residual land management plan will be completed towards the end of the project.
- 4.11. Comment: The community would like to receive the residual land management plan with ample time to review, understand and comment on the plan.
- 4.12. Can the community be informed about the expected timeline of each stage of the project?
- 4.12.1. Yes, a summary of the project with a timeline can be shared with the public.
- 4.13. What are the stages and timelines for each stage of the UDLP consultation process?
- 4.13.1. **Post meeting comment:** The pre-consultation period is two weeks with a further three weeks consultation for the UDLP itself. Submissions will be collated and addressed prior to

the overall submission to DPIE. We anticipate that DPIE will be in a position to make a determination in early 2021. However, the timeline has not been confirmed with DPIE.

- 4.14. Will there be consultation regarding the impacts at Glebe Island and Modification 4?
- 4.14.1. Yes, this is subject to approval which will occur approximately in the third quarter of 2020. An email briefing pack was sent to members last week summarising the impact.
- 4.15. The community and Council stated that a two-week period is not sufficient time for consultation and submissions. There needs to be postage and signage erected to help notify the community of changes.
- 4.15.1. The consultation and exhibition process are run by the Department of Planning, Industry and Environment (DPIE). Two weeks was deemed enough time for stakeholders and architects to review the information. The nature of the changes was a result addressing the community's key concern.
- 4.15.2. If the community requires more time they can request the extension through DPIE.
- 4.15.3. There are posters at Jubilee Park and further plans to install signage and more posters at strategic locations.
- 4.16. Comment: Erecting posters outside popular grocery stores in Balmain, Leichhardt, and other main suburbs would reach a broad group of the community.
- 4.16.1. This suggestion has been acknowledged and noted.
- 4.17. What assessments have been made regarding trucking routes at Catherine Street and Lilyfield Road intersection towards Balmain Road, and what percentage of spoil is carried on trucks down these routes?
- 4.17.1. **Post meeting comment:** The question of assessments is broad. If the question is in relation to planning assessment the routes are required to be considered in the Transport and Traffic and Access Management Plan (TTAMP) which is approved by either the Environmental Representative or DPIE in accordance with Condition of Approval C4. In relation to other assessments - site specific Traffic Management Plans (TMP) and Traffic Control Plans (TCP) are developed. Information on TMP and TCP processes are outlined in Section 5.13.2 of the TTAMP document, available on the WestConnex website.
- 4.17.2. Lilyfield Road – the approved TTAMP lists Lilyfield Road as a Secondary Restricted route. This route contains a restriction of a total of 30 one-way heavy vehicle movements on cruise ship days only between 7am – 10am. Vehicles permitted on this route include spoil heavy vehicles (no truck and dog), high frequency deliveries and infrequent large span deliveries.
- 4.17.3. Catherine Street/Lilyfield Road intersection – Section 4.5.3 of the TTAMP lists the indicative proposed schedule for heavy vehicles accessing Catherine and Brenan Street to

construct the Whites Creek Link Bridge. Heavy vehicle types using this route will include high frequency and spoil heavy vehicles. A limit of the maximum number of heavy vehicles of 40 one way movements has been approved for this route.

4.17.4. The routes are not divided into a specific percentage of spoil trucks. A limit on the number of heavy vehicles has been approved for each Secondary Restricted route. The Secondary Restricted routes list the heavy vehicle types permitted on each route and the types of heavy vehicles will vary according to the construction program.

4.18. The community received a few emails in with different information prior to this meeting. They wish to receive the meeting presentations in one email prior to the meeting so they can be better prepared.

4.18.1. The IC has accepted this suggestion. Where the presenters release information to the members over multiple emails the IC will collate the information into one email and resend this information to the members, prior to the meeting.

5. Modification 2: Update and Display – TfNSW

Information was emailed to members. No Presentation. No questions were asked.

6. Other Questions and Answers:

6.1. Will there be a presentation on Ventilation outlets?

6.1.1.**Post meeting comment:** The project is happy to provide a presentation on the ventilation outlets.

6.1.2. More detail is required from members to determine exactly the information requested: design, construction or when in operation

6.1.3. The design of the ventilation facilities will be covered in the UDLP.

Meeting closed at 8:31pm

These minutes were accepted on 14 July 2020 by



Stephen Lancken

Independent Chair

ACTIONS ARISING

Item	Actions Arising	Timeframe	Responsibility / Status Update	Response
1.8	What has JHCPB considered to assist the mental health and safety impacts of residents who are now unable to leave their homes due to quarantine and are subject to construction seven days a week?			Answered in notes
2.1	How will the safety of cyclists and pedestrians be ensured when they have to use Gordon Street which is narrow and steep?			Answered in notes
2.2	Can low loader trucks use secondary streets and manoeuvre around Balmain Road to Brenan Street to access the pig tail bridge?			Answered in notes
2.3	How many heavy vehicles are travelling from the Rozelle Interchange project along City West Link (CWL), the M4 East entry tunnels, Haberfield and along main roads such as Wattle Street and Parramatta Road?			Answered in notes
2.4	What other types of trucks are there other than truck and dog vehicles?			Fact Sheet to be developed
2.5	What percentage of trucks carrying spoil are included in these four types?			Answered in notes
2.6	How many vehicles are expected over the three year time frame - as up to forty heavy vehicles a day is a lot of movements over that period of time.			Answered in notes

2.8	Will traffic control measures be present on other intersections, such as the intersections that open on Victoria Road?			Answered in notes
2.9	What considerations and support are being given to the mental health and stress for residents around Toelle, Callan and Clubb Streets?			Answered in notes
2.10	What are the estimated number of vehicles travelling towards Ashfield where the road joins up with the M4 tunnel?			Answered in notes
2.11	As cycle options along James Craig drive change regularly, e.g. from one side to the other depending on construction locations, how can the community voice their feedback on the changes?			Answered in notes
2.13	How many workers are working on Sunday?			Answered in notes
2.16	Is it possible to offer residents alternative places to work from, in addition to alternative accommodation, to alleviate the effects of construction noise?			Answered in notes
2.17	What is the traffic capacity of ANZAC Bridge, and how much additional traffic will be directed onto the bridge?			Answered in notes
2.18	How often is maintenance carried out on the ANZAC Bridge?			Answered in notes

2.19	How have walkers and cyclists reacted to the removal of the bridge?	Next CRG Meeting		
2.20	How many people have been caught unaware by the removal of the bridge?			Answered in notes
2.21	Travelling west from the end of ANZAC Bridge, will pedestrian access on the east side of The Crescent leading to the Glebe Foreshore continue to exist?			Answered in notes
3.1	How many vehicles heading westbound from the ANZAC Bridge turn right to Victoria Road?	Next CRG meeting		
3.2	Is there a predicted backlog at Pyrmont for traffic heading west from the ANZAC Bridge?	Next CRG meeting		
3.6	Will traffic still be able to turn left from Victoria Road to Lilyfield Road?			Answered in notes
3.7	If there is no access into Buruwan Park, what will the walking distance be for the pedestrian detour?			Answered in notes
4.1	How is the UDLP funded, and how large is the budget?			Answered in notes
4.3	Will there be interactive maps, with graphics including before and after pictures (similar to the Gateway project)?			Answered in notes

4.7	Will the UDLP also show any work the Inner West Council is required to deliver?	Next CRG Meeting		
4.13	What are the stages and timelines for each stage of the UDLP consultation process?			Answered in notes
4.17	What assessments have been made regarding trucking routes at Catherine Street and Lilyfield Road intersection towards Balmain Road, and what percentage of spoil is carried on trucks down these routes?			Answered in notes
6.1	Will there be a presentation on Ventilation outlets?			Answered in notes

Transport for NSW

Rozelle Interchange

WestConnex Community Reference Group

5 May 2020



Agenda

JHCPB update

- COVID-19 and safety on the Project –
Andrew Brooks, Works Health and Safety Director
- Traffic Transport and Access Management Plan (TTAMP) –
Ali Gotch, Approvals Manager
- Traffic staging on City West Link and The Crescent –
Christian Timney, Project Manager City West Link
- UDLP consultation –
Katie Baxter, Environmental Approvals
- Modification 4: Glebe Island Assembly Area -
Katie Baxter, Environmental Approvals

COVID-19 and safety on the Project

Andrew Brooks, Works Health and Safety Director

COVID-19

Principles

JHCPB's response to COVID-19 is centred around four key principles:

- ensuring the health and safety of all project personnel through enhanced personal and workplace hygiene and social distancing measures
- keeping the project operating
- complying with government advice on matters of health and business operations
- contributing to the community effort to limit the spread of the virus

COVID-19

Communication

JHCPB's Senior Leadership Team is committed to keeping all key stakeholders informed of the Rozelle Interchange's COVID-19 response strategy and, where relevant, any confirmed cases on the Project.

- email and text messaging
- team meetings, toolbox talks and pre-starts
- intranet subsite containing all key coronavirus information
- posters
- Skype consultation with health and safety representatives

COVID-19

Health and Safety

Maintaining the health and safety of its people and the community is JHCPB's priority in responding to the COVID-19 outbreak.

Government advice confirms that the best protection against infection is practising good personal and workplace hygiene and social distancing.

COVID-19

Isolation Zones

A key mitigation measure for JHCPB is the implementation of isolation zones to limit the spread of the virus if an outbreak does occur on site.

Only essential visitors (e.g. regulators, auditors) are permitted access to site, and are required to adhere to JHCPB's enhanced hygiene protocols.

Visitors are required to complete a COVID-19 visitor questionnaire.

Outdoor work remains unchanged, as (per government advice) individuals are at lower risk of coming into close contact with each other outside. Individuals must still adhere to enhanced hygiene and social distancing protocols.

COVID-19

Flu-like symptoms and close contacts of confirmed cases

- questionnaire developed requiring them to identify their close contacts and site locations visited

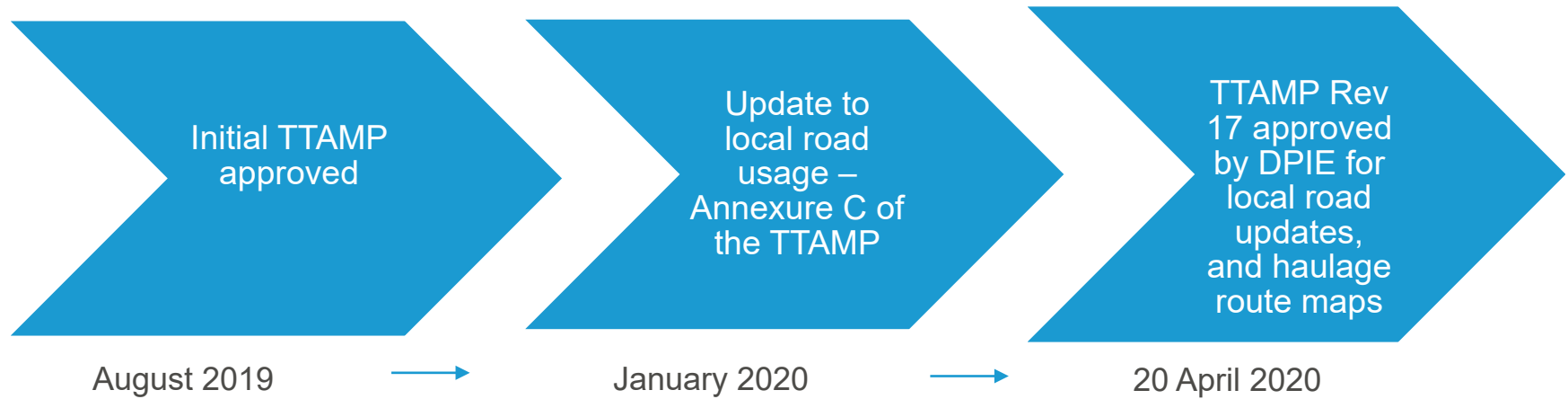
If there is a confirmed case

- checklist developed covering reporting, contact tracing, quarantine and cleaning processes to be undertaken in the event of a positive COVID-19 case
- 'Cleaning and Re-Occupation Notice' developed to alert staff that hospital-grade cleaning and disinfection has occurred in a specific work area

Traffic Transport and Access Management Plan (TTAMP)

Ali Gotch, Approvals Manager

TTAMP timeline



Proposed TTAMP revision

- to ensure the traffic and pedestrian impacts during construction are minimised and are within the scope permitted by planning approval
- proposed revision included 3 main key changes:
 - pedestrian/cyclist shared user path diversions (Victoria Road east bridge removal)
 - heavy vehicle routes
 - inclusion of requests to the Secretary for local road usage (in accordance with CoA E51)

Amendment 1. Heavy vehicle routes

- The current TTAMP version includes heavy vehicle haulage routes with entry and exit routes separately identified for each individual site (i.e. Rozelle civil and tunnel site, The Crescent, Victoria Road and Iron Cove civil sites).
- The next revision of the TTAMP proposed to simplify the heavy vehicle route maps by providing an overall project view of the Primary and Secondary Restricted routes within 2 consolidated maps. Tables outlining the description of the proposed routes and any restrictions accompany the maps.
- Providing two consolidated route maps will provide increased clarity and assist in avoiding the use of unapproved routes.

Example of previously approved TTAMP map



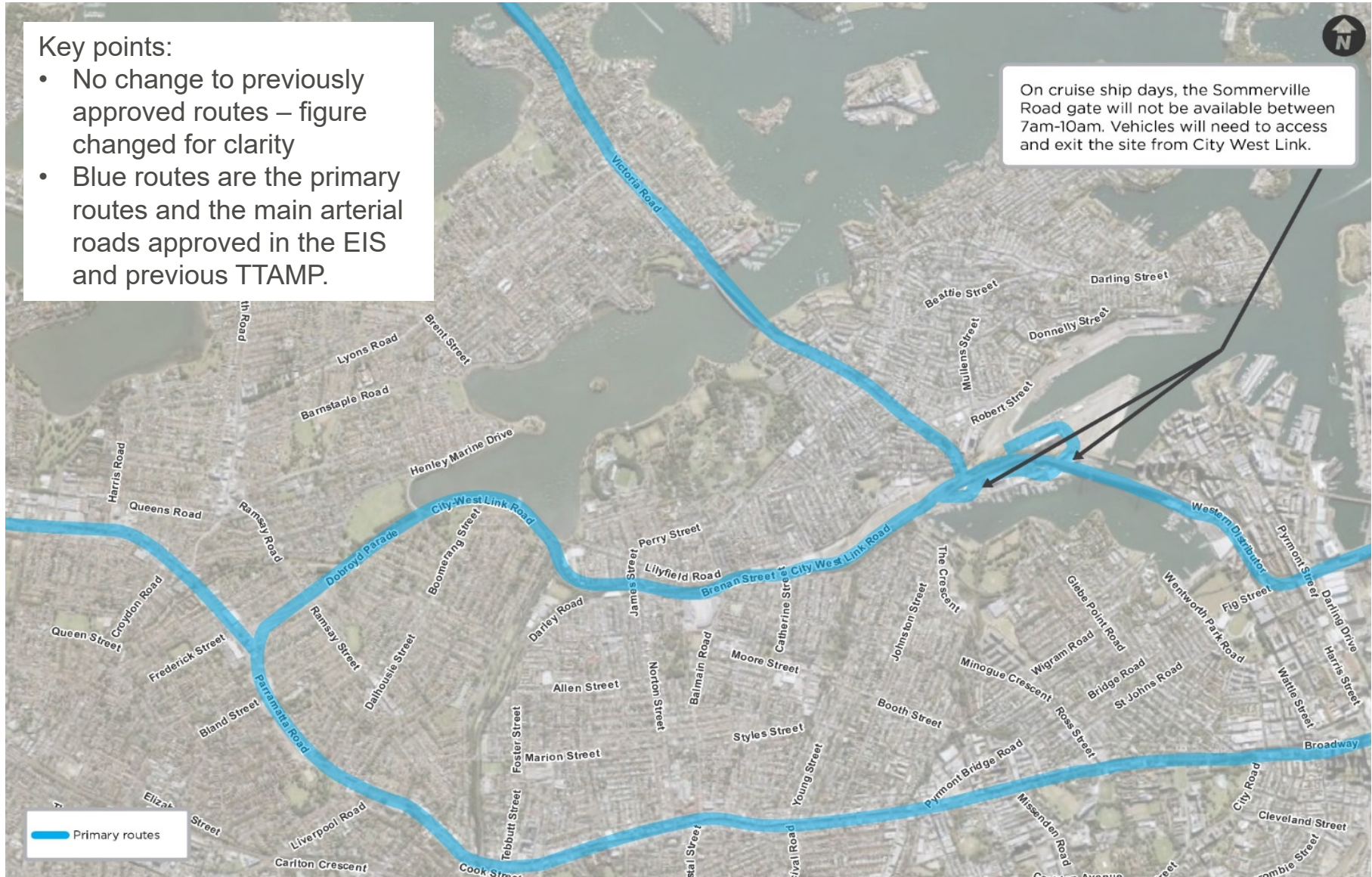
Figure 14 The Crescent civil site(C6) haul routes map

New approved Primary route map

Key points:

- No change to previously approved routes – figure changed for clarity
- Blue routes are the primary routes and the main arterial roads approved in the EIS and previous TTAMP.

On cruise ship days, the Sommerville Road gate will not be available between 7am-10am. Vehicles will need to access and exit the site from City West Link.



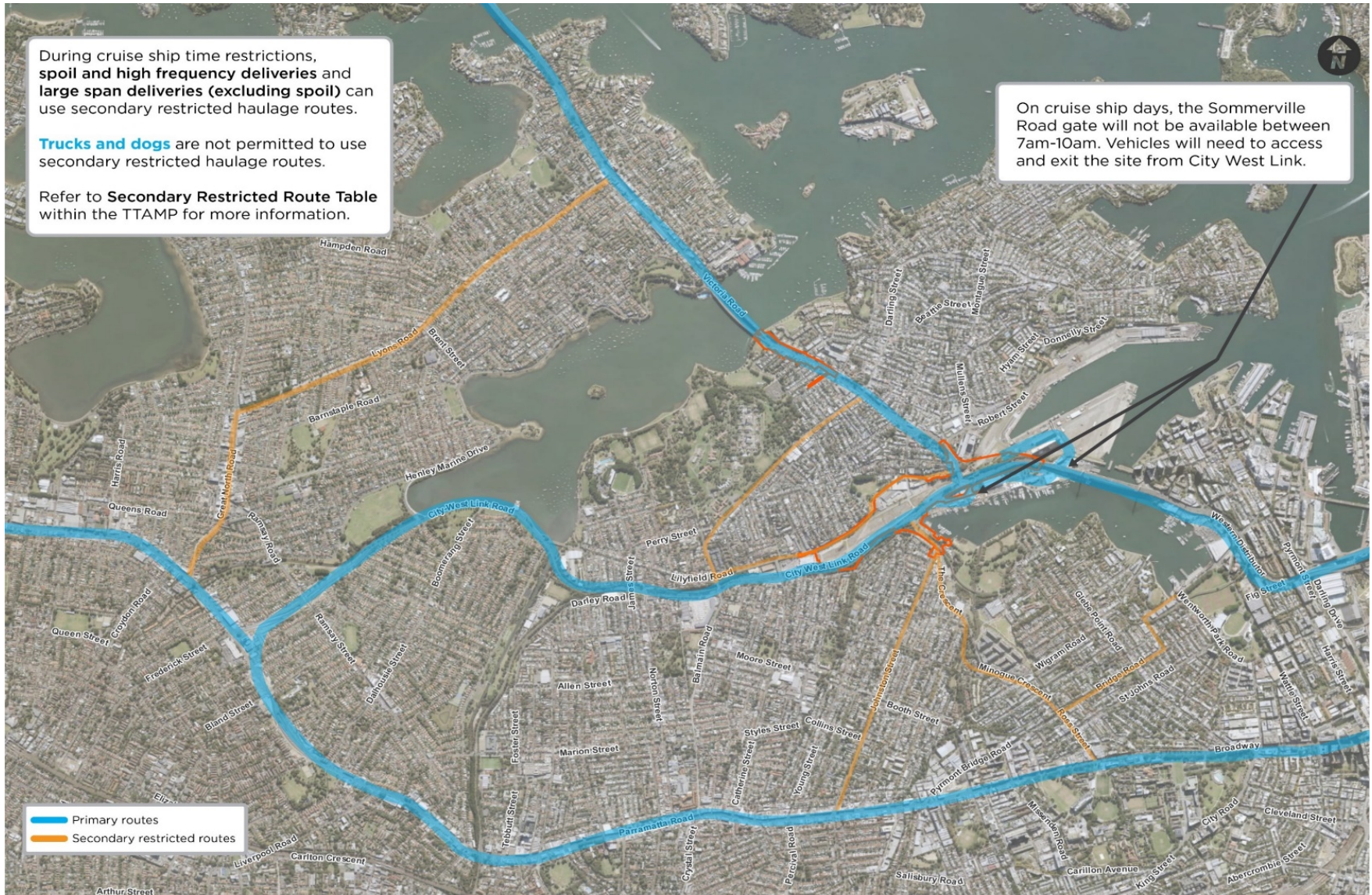
Primary and Secondary restricted route map

During cruise ship time restrictions, **spoil and high frequency deliveries and large span deliveries (excluding spoil)** can use secondary restricted haulage routes.

Trucks and dogs are not permitted to use secondary restricted haulage routes.

Refer to **Secondary Restricted Route Table** within the TTAMP for more information.

On cruise ship days, the Sommersville Road gate will not be available between 7am-10am. Vehicles will need to access and exit the site from City West Link.



Primary routes
Secondary restricted routes

Secondary restricted routes key notes

1. **Balmain Road** – previously approved route. Increase in heavy vehicle numbers for cruise ship restricted* period only and evening period 10.00pm – 7.00am
2. **Lilyfield Road** – new route approved for high frequency vehicles (other than utilities or Other heavy vehicles). Included for use for cruise ship restricted* period only.
3. **Bridge Road** – new route approved for high frequency vehicles only due to the concrete batch plant located at Pyrmont Bay.
4. **The Crescent/Minogue Street/Ross Street** – previously approved for large span deliveries, utilities or Other heavy vehicles. TTAMP revision approved for use of this route. Required for heavy vehicles from Parramatta Road. Not for use during school zone hours, other than during the cruise ship restricted* period.
5. **Johnston Street** - This route is only to be used by vehicles accessing works on Johnston St.

* Cruise ship restricted period – cruise ship days between 7.00am – 10.00am

Amendment 2. Local roads

- Local roads have been included for request for use by heavy vehicles, in accordance with CoA E51.

These include:

1. **The Crescent civil site** – request for use of Catherine and Brenan Street
2. **Victoria Road civil site** – request for use of Gordon Street (and minor update to previously approved Hornsey Street)
3. **Iron Cove civil site** – request for use of Byrnes Street, Manning Street and McCleer Street / Springside Street (and update to previously approved Clubb Street, Callan Street and Toelle Street).

Proposed revision – Local roads Catherine and Brenan Streets



- No truck & dog
- 20 HV / day. Peak – 40 HV / day
- Required for Q2 2020 to Q2 2023.

Proposed revision – Local roads Catherine and Brennan Streets



- No truck & dog
- 20 HV / day. Peak – 40 HV / day
- Required for Q2 2020 to Q2 2023.

Proposed revision – Local roads Gordon and Hornsey streets



- No truck & dog
- 14 max heavy vehicle/ day
- Q2 2020 - Q4 2020

Proposed revision – local roads – ICL site



- No truck & dog
- 7AM – 6PM = a cumulative total of 42 two-way heavy vehicle movements per day across all streets i.e. Routes 8 – 13.

Upcoming traffic staging for Victoria Road East, James Craig Road and The Crescent

Christian Timney, Project Manager City West Link

NORTH

STAGE 1
SUP DIVERSION
CURRENT

Stage 1 - SUP diverted to allow for demolition of SUP bridge on Victoria Rd

NEW SUP DIVERSION

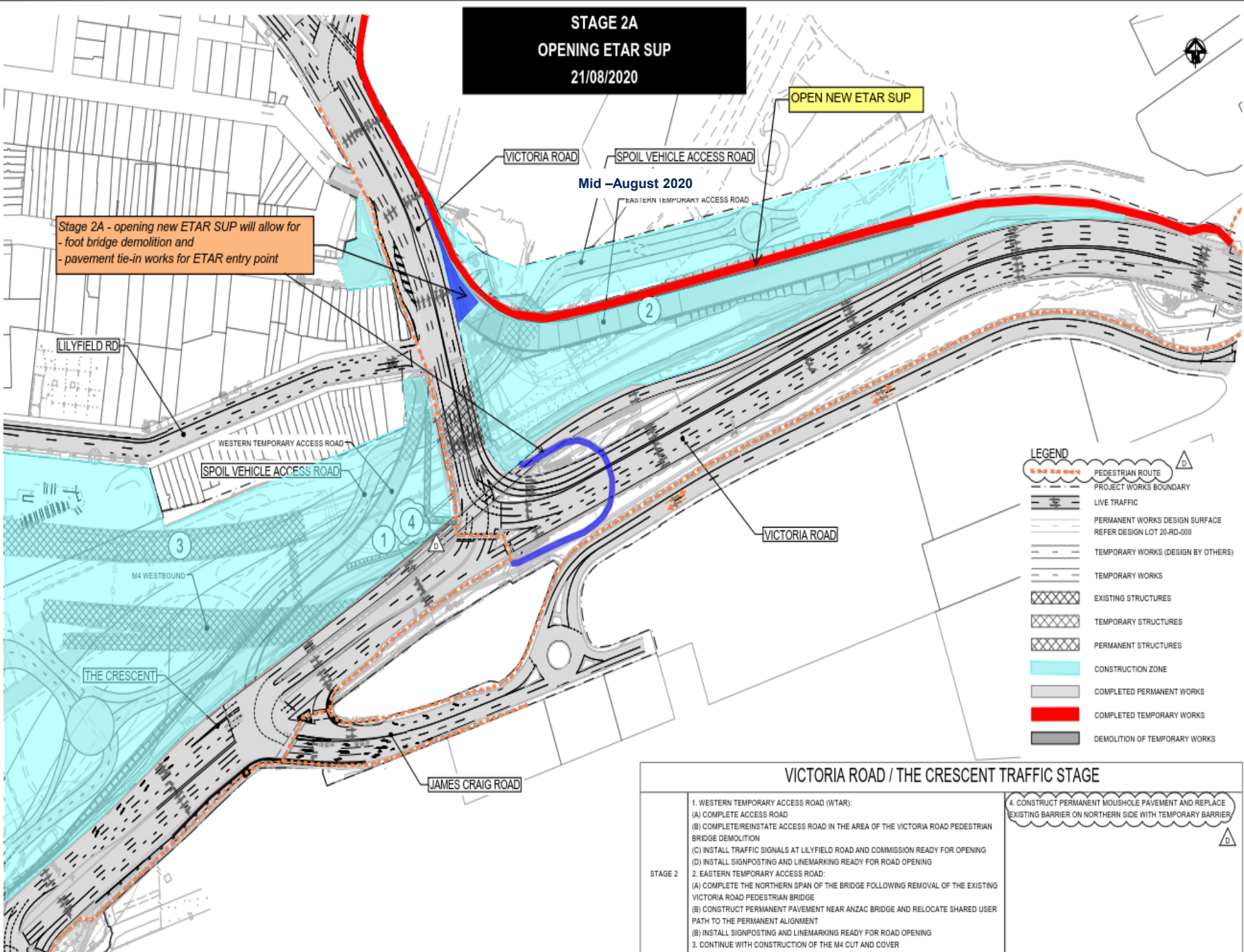


STAGE 2A
OPENING ETAR SUP
21/08/2020

OPEN NEW ETAR SUP

Mid -August 2020

Stage 2A - opening new ETAR SUP will allow for
 - foot bridge demolition and
 - pavement tie-in works for ETAR entry point



- LEGEND**
- PEDESTRIAN ROUTE
 - PROJECT WORKS BOUNDARY
 - LIVE TRAFFIC
 - PERMANENT WORKS DESIGN SURFACE REFER DESIGN LOT 20-RD-000
 - TEMPORARY WORKS (DESIGN BY OTHERS)
 - TEMPORARY WORKS
 - EXISTING STRUCTURES
 - TEMPORARY STRUCTURES
 - PERMANENT STRUCTURES
 - CONSTRUCTION ZONE
 - COMPLETED PERMANENT WORKS
 - COMPLETED TEMPORARY WORKS
 - DEMOLITION OF TEMPORARY WORKS

VICTORIA ROAD / THE CRESCENT TRAFFIC STAGE	
<p>STAGE 2</p>	<p>1. WESTERN TEMPORARY ACCESS ROAD (WTAR):</p> <ul style="list-style-type: none"> (A) COMPLETE ACCESS ROAD (B) COMPLETE/REINSTATE ACCESS ROAD IN THE AREA OF THE VICTORIA ROAD PEDESTRIAN BRIDGE DEMOLITION (C) INSTALL TRAFFIC SIGNALS AT LILYFIELD ROAD AND COMMISSION READY FOR OPENING (D) INSTALL SIGNPOSTING AND LINEMARKING READY FOR ROAD OPENING <p>2. EASTERN TEMPORARY ACCESS ROAD:</p> <ul style="list-style-type: none"> (A) COMPLETE THE NORTHERN SPAN OF THE BRIDGE FOLLOWING REMOVAL OF THE EXISTING VICTORIA ROAD PEDESTRIAN BRIDGE (B) CONSTRUCT PERMANENT PAVEMENT NEAR ANZAC BRIDGE AND RELOCATE SHARED USER PATH TO THE PERMANENT ALIGNMENT (C) INSTALL SIGNPOSTING AND LINEMARKING READY FOR ROAD OPENING <p>3. CONTINUE WITH CONSTRUCTION OF THE M4 CUT AND COVER</p>
	<p>4. CONSTRUCT PERMANENT MOUTHOLE PAVEMENT AND REPLACE EXISTING BARRIER ON NORTHERN SIDE WITH TEMPORARY BARRIER</p>

**STAGE 2B
OPENING WTAR SUP
18/09/2020**

Mid-September 2020

Stage 2B - opening new WTAR SUP will allow for - Pavement widening works at Foot path Victoria Rd

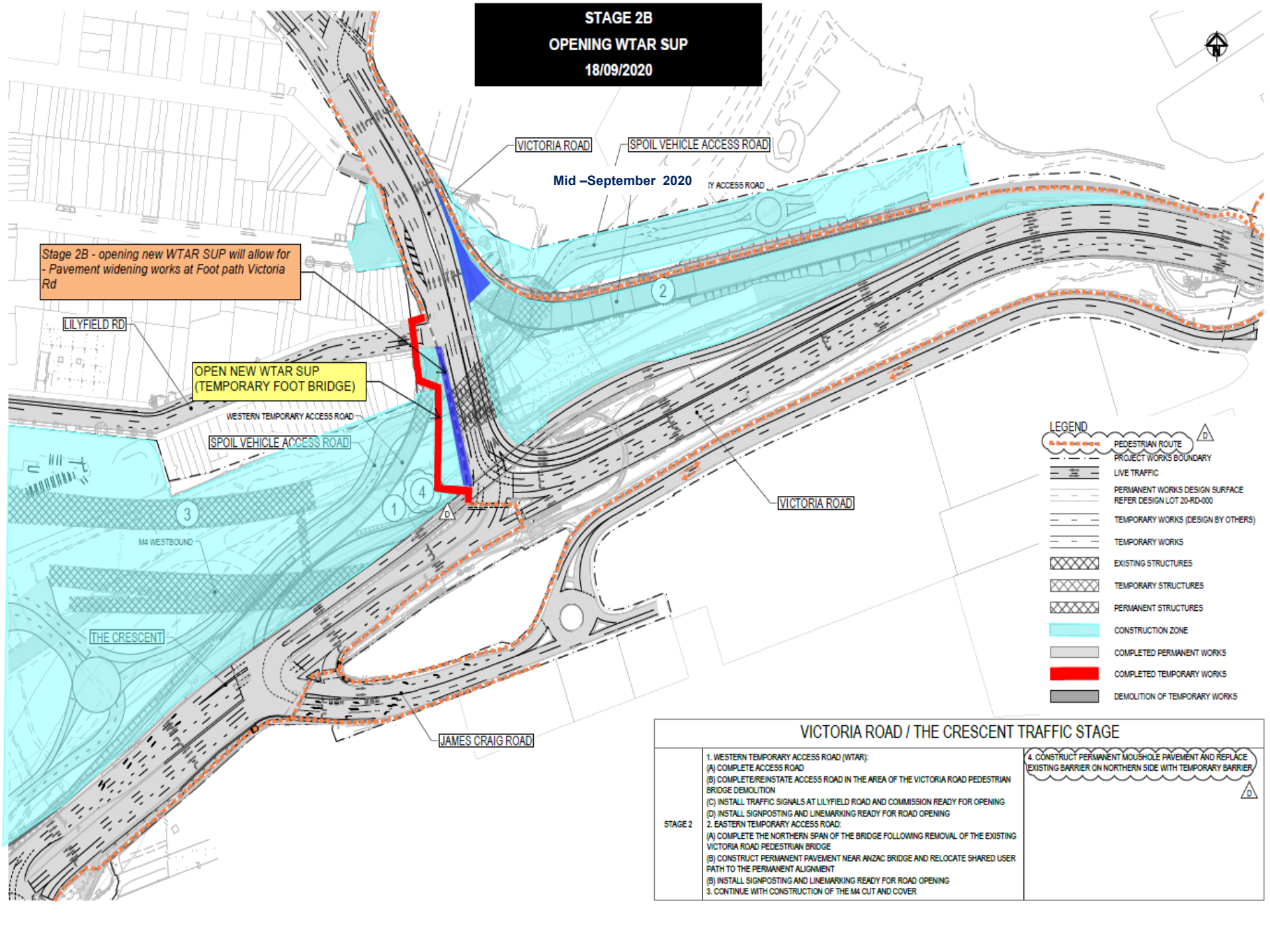
OPEN NEW WTAR SUP (TEMPORARY FOOT BRIDGE)

LEGEND

- PEDESTRIAN ROUTE
- PROJECT WORKS BOUNDARY
- LIVE TRAFFIC
- PERMANENT WORKS DESIGN SURFACE REFER DESIGN LOT 20-RD-000
- TEMPORARY WORKS (DESIGN BY OTHERS)
- TEMPORARY WORKS
- EXISTING STRUCTURES
- TEMPORARY STRUCTURES
- PERMANENT STRUCTURES
- CONSTRUCTION ZONE
- COMPLETED PERMANENT WORKS
- COMPLETED TEMPORARY WORKS
- DEMOLITION OF TEMPORARY WORKS

VICTORIA ROAD / THE CRESCENT TRAFFIC STAGE

STAGE 2	<p>1. WESTERN TEMPORARY ACCESS ROAD (WTAR): (A) COMPLETE ACCESS ROAD (B) COMPLETE/REINSTATE ACCESS ROAD IN THE AREA OF THE VICTORIA ROAD PEDESTRIAN BRIDGE DEMOLITION (C) INSTALL TRAFFIC SIGNALS AT LILYFIELD ROAD AND COMMISSION READY FOR OPENING (D) INSTALL SIGNPOSTING AND LINEMARKING READY FOR ROAD OPENING</p> <p>2. EASTERN TEMPORARY ACCESS ROAD: (A) COMPLETE THE NORTHERN SPAN OF THE BRIDGE FOLLOWING REMOVAL OF THE EXISTING VICTORIA ROAD PEDESTRIAN BRIDGE (B) CONSTRUCT PERMANENT PAVEMENT NEAR ANZAC BRIDGE AND RELOCATE SHARED USER PATH TO THE PERMANENT ALIGNMENT (C) INSTALL SIGNPOSTING AND LINEMARKING READY FOR ROAD OPENING</p> <p>3. CONTINUE WITH CONSTRUCTION OF THE M4 CUT AND COVER</p>	<p>4. CONSTRUCT PERMANENT MOUSHOLE PAVEMENT AND REPLACE EXISTING BARRIER ON NORTHERN SIDE WITH TEMPORARY BARRIER</p>
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**STAGE 3A
OPENING ETAR
24/09/2020**

OPEN NEW ETAR

Early October 2020

NEW TCS

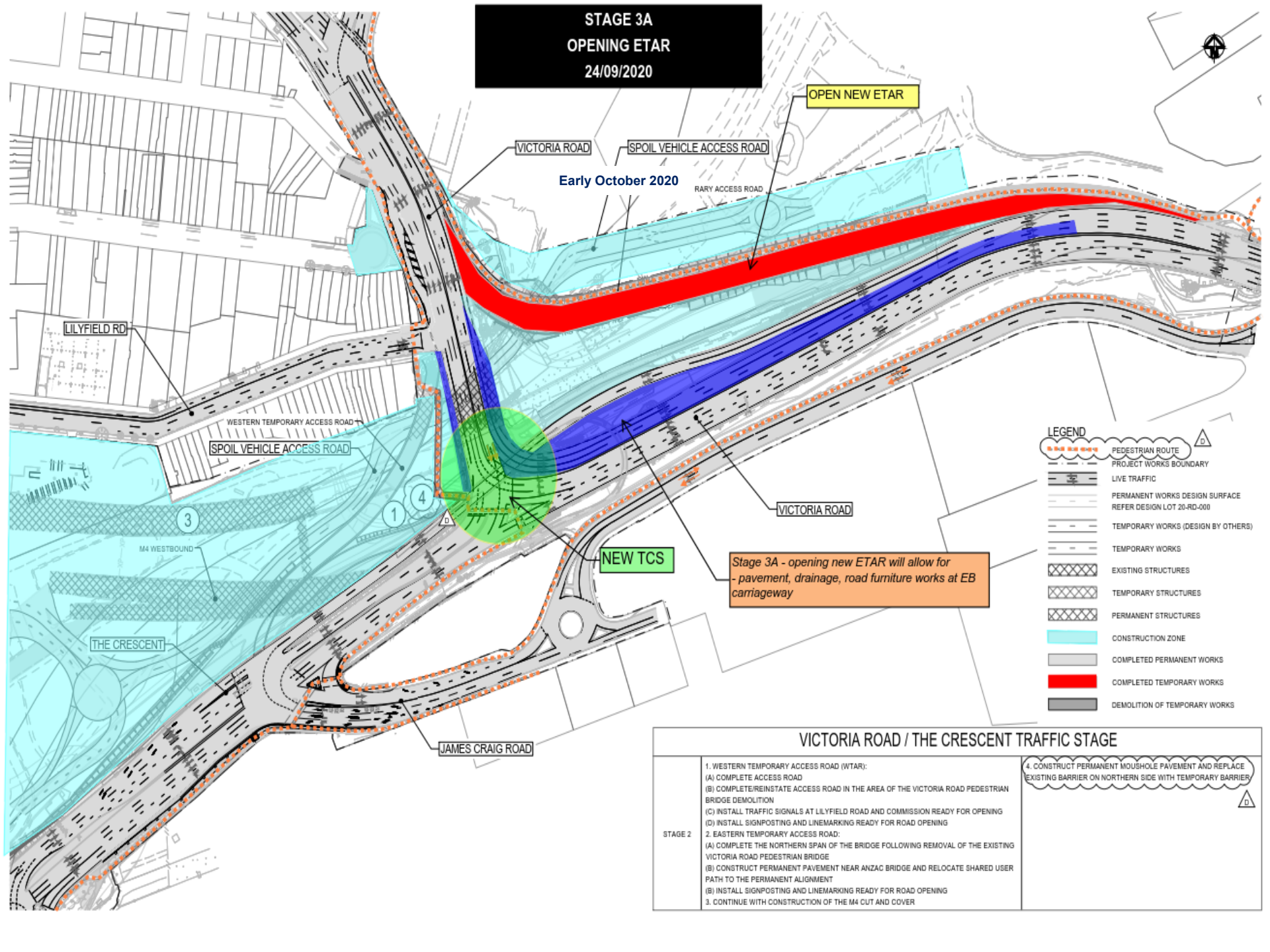
**Stage 3A - opening new ETAR will allow for
- pavement, drainage, road furniture works at EB
carriageway**

LEGEND

- PEDESTRIAN ROUTE
- PROJECT WORKS BOUNDARY
- LIVE TRAFFIC
- PERMANENT WORKS DESIGN SURFACE REFER DESIGN LOT 20-RD-000
- TEMPORARY WORKS (DESIGN BY OTHERS)
- TEMPORARY WORKS
- EXISTING STRUCTURES
- TEMPORARY STRUCTURES
- PERMANENT STRUCTURES
- CONSTRUCTION ZONE
- COMPLETED PERMANENT WORKS
- COMPLETED TEMPORARY WORKS
- DEMOLITION OF TEMPORARY WORKS

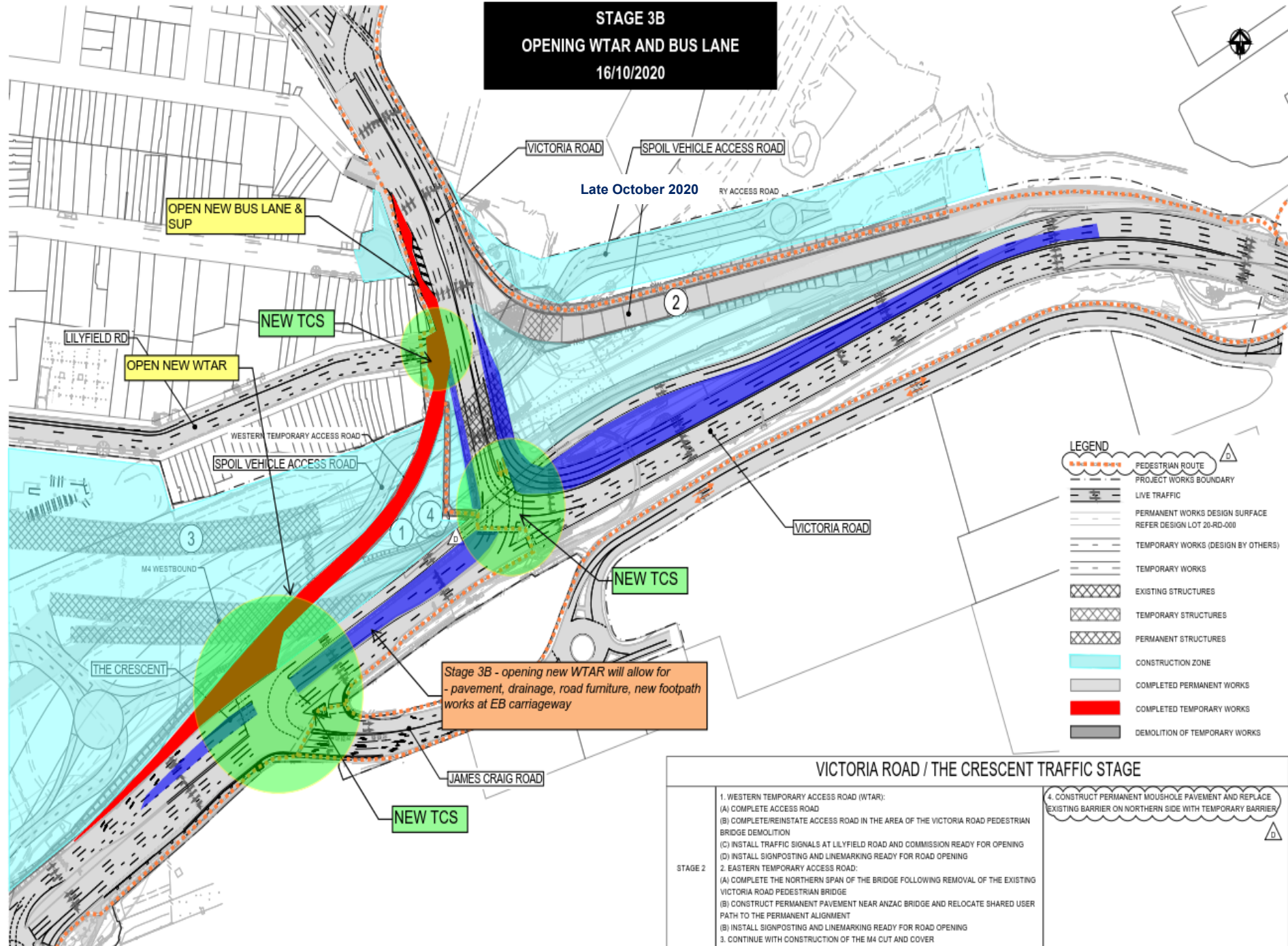
VICTORIA ROAD / THE CRESCENT TRAFFIC STAGE

STAGE 2	<p>1. WESTERN TEMPORARY ACCESS ROAD (WTAR):</p> <ul style="list-style-type: none"> (A) COMPLETE ACCESS ROAD (B) COMPLETE/REINSTATE ACCESS ROAD IN THE AREA OF THE VICTORIA ROAD PEDESTRIAN BRIDGE DEMOLITION (C) INSTALL TRAFFIC SIGNALS AT LILYFIELD ROAD AND COMMISSION READY FOR OPENING (D) INSTALL SIGNPOSTING AND LINEMARKING READY FOR ROAD OPENING <p>2. EASTERN TEMPORARY ACCESS ROAD:</p> <ul style="list-style-type: none"> (A) COMPLETE THE NORTHERN SPAN OF THE BRIDGE FOLLOWING REMOVAL OF THE EXISTING VICTORIA ROAD PEDESTRIAN BRIDGE (B) CONSTRUCT PERMANENT PAVEMENT NEAR ANZAC BRIDGE AND RELOCATE SHARED USER PATH TO THE PERMANENT ALIGNMENT (B) INSTALL SIGNPOSTING AND LINEMARKING READY FOR ROAD OPENING <p>3. CONTINUE WITH CONSTRUCTION OF THE M4 CUT AND COVER</p>	<p>4. CONSTRUCT PERMANENT MOUTHOLE PAVEMENT AND REPLACE EXISTING BARRIER ON NORTHERN SIDE WITH TEMPORARY BARRIER</p>
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**STAGE 3B
OPENING WTAR AND BUS LANE
16/10/2020**

Late October 2020



OPEN NEW BUS LANE & SUP

NEW TCS

OPEN NEW WTAR

SPOIL VEHICLE ACCESS ROAD

NEW TCS

Stage 3B - opening new WTAR will allow for - pavement, drainage, road furniture, new footpath works at EB carriageway

NEW TCS

- LEGEND**
- PEDESTRIAN ROUTE
 - PROJECT WORKS BOUNDARY
 - LIVE TRAFFIC
 - PERMANENT WORKS DESIGN SURFACE REFER DESIGN LOT 26-RD-000
 - TEMPORARY WORKS (DESIGN BY OTHERS)
 - TEMPORARY WORKS
 - EXISTING STRUCTURES
 - TEMPORARY STRUCTURES
 - PERMANENT STRUCTURES
 - CONSTRUCTION ZONE
 - COMPLETED PERMANENT WORKS
 - COMPLETED TEMPORARY WORKS
 - DEMOLITION OF TEMPORARY WORKS

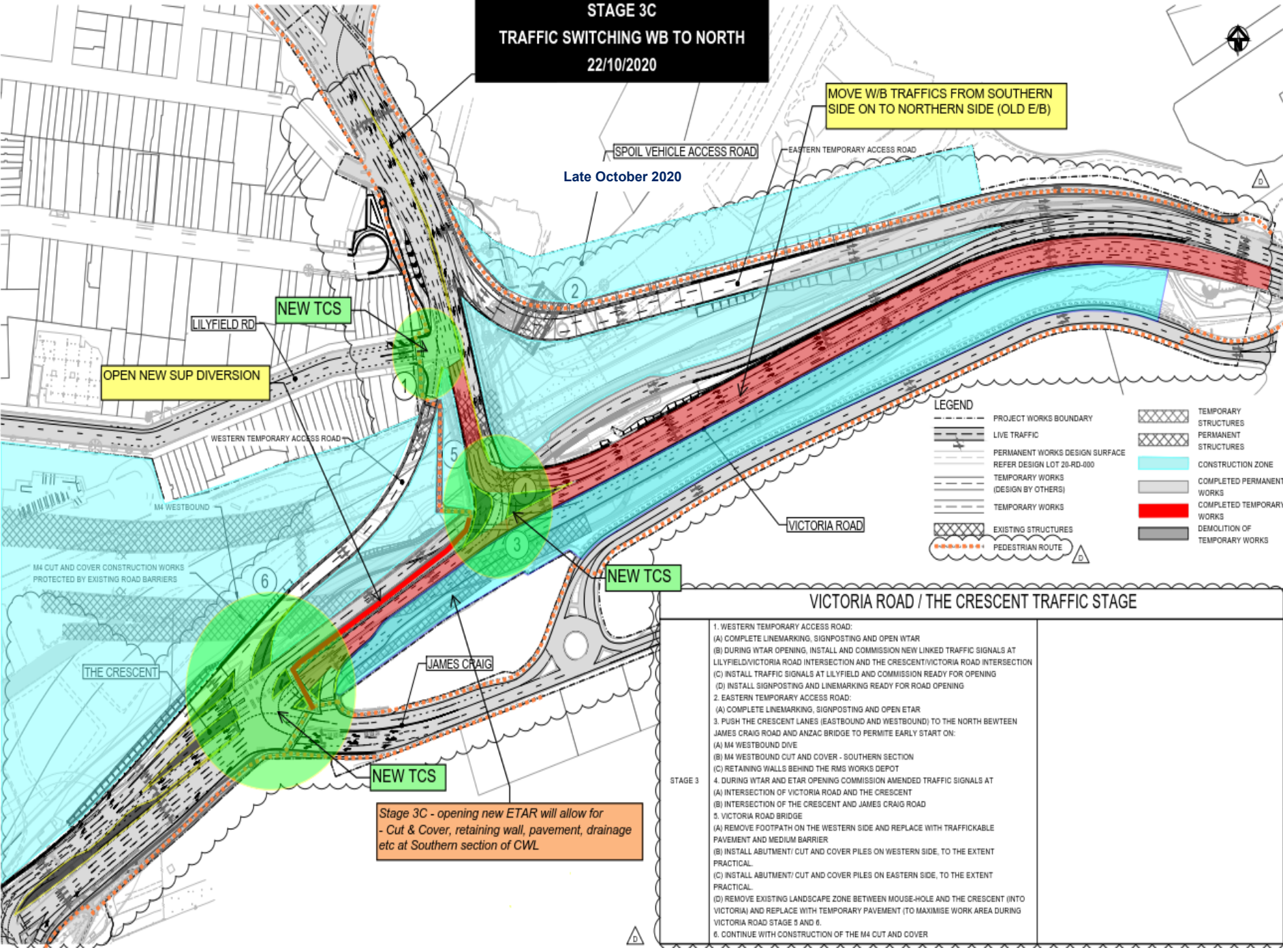
VICTORIA ROAD / THE CRESCENT TRAFFIC STAGE

- | | |
|---|--|
| <p>STAGE 2</p> <p>1. WESTERN TEMPORARY ACCESS ROAD (WTAR):
 (A) COMPLETE ACCESS ROAD
 (B) COMPLETE/REINSTATE ACCESS ROAD IN THE AREA OF THE VICTORIA ROAD PEDESTRIAN BRIDGE DEMOLITION
 (C) INSTALL TRAFFIC SIGNALS AT LILYFIELD ROAD AND COMMISSION READY FOR OPENING
 (D) INSTALL SIGNPOSTING AND LINEMARKING READY FOR ROAD OPENING</p> <p>2. EASTERN TEMPORARY ACCESS ROAD:
 (A) COMPLETE THE NORTHERN SPAN OF THE BRIDGE FOLLOWING REMOVAL OF THE EXISTING VICTORIA ROAD PEDESTRIAN BRIDGE
 (B) CONSTRUCT PERMANENT PAVEMENT NEAR ANZAC BRIDGE AND RELOCATE SHARED USER PATH TO THE PERMANENT ALIGNMENT
 (B) INSTALL SIGNPOSTING AND LINEMARKING READY FOR ROAD OPENING</p> <p>3. CONTINUE WITH CONSTRUCTION OF THE M4 CUT AND COVER</p> | <p>4. CONSTRUCT PERMANENT MOUSHOLE PAVEMENT AND REPLACE EXISTING BARRIER ON NORTHERN SIDE WITH TEMPORARY BARRIER</p> |
|---|--|

STAGE 3C
TRAFFIC SWITCHING WB TO NORTH
22/10/2020

MOVE W/B TRAFFICS FROM SOUTHERN SIDE ON TO NORTHERN SIDE (OLD E/B)

Late October 2020



LEGEND

[Symbol: Dashed line]	PROJECT WORKS BOUNDARY	[Symbol: Cross-hatch]	TEMPORARY STRUCTURES
[Symbol: Solid line]	LIVE TRAFFIC	[Symbol: Cross-hatch]	PERMANENT STRUCTURES
[Symbol: Dotted line]	PERMANENT WORKS DESIGN SURFACE REFER DESIGN LOT 20-RD-000	[Symbol: Light blue fill]	CONSTRUCTION ZONE
[Symbol: Dashed line]	TEMPORARY WORKS (DESIGN BY OTHERS)	[Symbol: Grey fill]	COMPLETED PERMANENT WORKS
[Symbol: Solid line]	TEMPORARY WORKS	[Symbol: Red fill]	COMPLETED TEMPORARY WORKS
[Symbol: Cross-hatch]	EXISTING STRUCTURES	[Symbol: Grey fill]	DEMOLITION OF TEMPORARY WORKS
[Symbol: Dashed line with dots]	PEDESTRIAN ROUTE		

VICTORIA ROAD / THE CRESCENT TRAFFIC STAGE

1. WESTERN TEMPORARY ACCESS ROAD:
 - (A) COMPLETE LINEMARKING, SIGNPOSTING AND OPEN WTAR
 - (B) DURING WTAR OPENING, INSTALL AND COMMISSION NEW LINKED TRAFFIC SIGNALS AT LILYFIELD/VICTORIA ROAD INTERSECTION AND THE CRESCENT/VICTORIA ROAD INTERSECTION
 - (C) INSTALL TRAFFIC SIGNALS AT LILYFIELD AND COMMISSION READY FOR OPENING
 - (D) INSTALL SIGNPOSTING AND LINEMARKING READY FOR ROAD OPENING
2. EASTERN TEMPORARY ACCESS ROAD:
 - (A) COMPLETE LINEMARKING, SIGNPOSTING AND OPEN ETAR
 3. PUSH THE CRESCENT LANES (EASTBOUND AND WESTBOUND) TO THE NORTH BETWEEN JAMES CRAIG ROAD AND ANZAC BRIDGE TO PERMITE EARLY START ON:
 - (A) M4 WESTBOUND DIVE
 - (B) M4 WESTBOUND CUT AND COVER - SOUTHERN SECTION
 - (C) RETAINING WALLS BEHIND THE RMS WORKS DEPOT
- STAGE 3
 4. DURING WTAR AND ETAR OPENING COMMISSION AMENDED TRAFFIC SIGNALS AT
 - (A) INTERSECTION OF VICTORIA ROAD AND THE CRESCENT
 - (B) INTERSECTION OF THE CRESCENT AND JAMES CRAIG ROAD
 5. VICTORIA ROAD BRIDGE
 - (A) REMOVE FOOTPATH ON THE WESTERN SIDE AND REPLACE WITH TRAFFICKABLE PAVEMENT AND MEDIUM BARRIER
 - (B) INSTALL ABUTMENT/ CUT AND COVER PILES ON WESTERN SIDE, TO THE EXTENT PRACTICAL
 - (C) INSTALL ABUTMENT/ CUT AND COVER PILES ON EASTERN SIDE, TO THE EXTENT PRACTICAL
 - (D) REMOVE EXISTING LANDSCAPE ZONE BETWEEN MOUSE-HOLE AND THE CRESCENT (INTO VICTORIA) AND REPLACE WITH TEMPORARY PAVEMENT (TO MAXIMISE WORK AREA DURING VICTORIA ROAD STAGE 5 AND 6.
 6. CONTINUE WITH CONSTRUCTION OF THE M4 CUT AND COVER

Stage 3C - opening new ETAR will allow for
 - Cut & Cover, retaining wall, pavement, drainage
 etc at Southern section of CWL

POTENTIAL STAGE 3D OPTION 1 - DOUBLE LANES

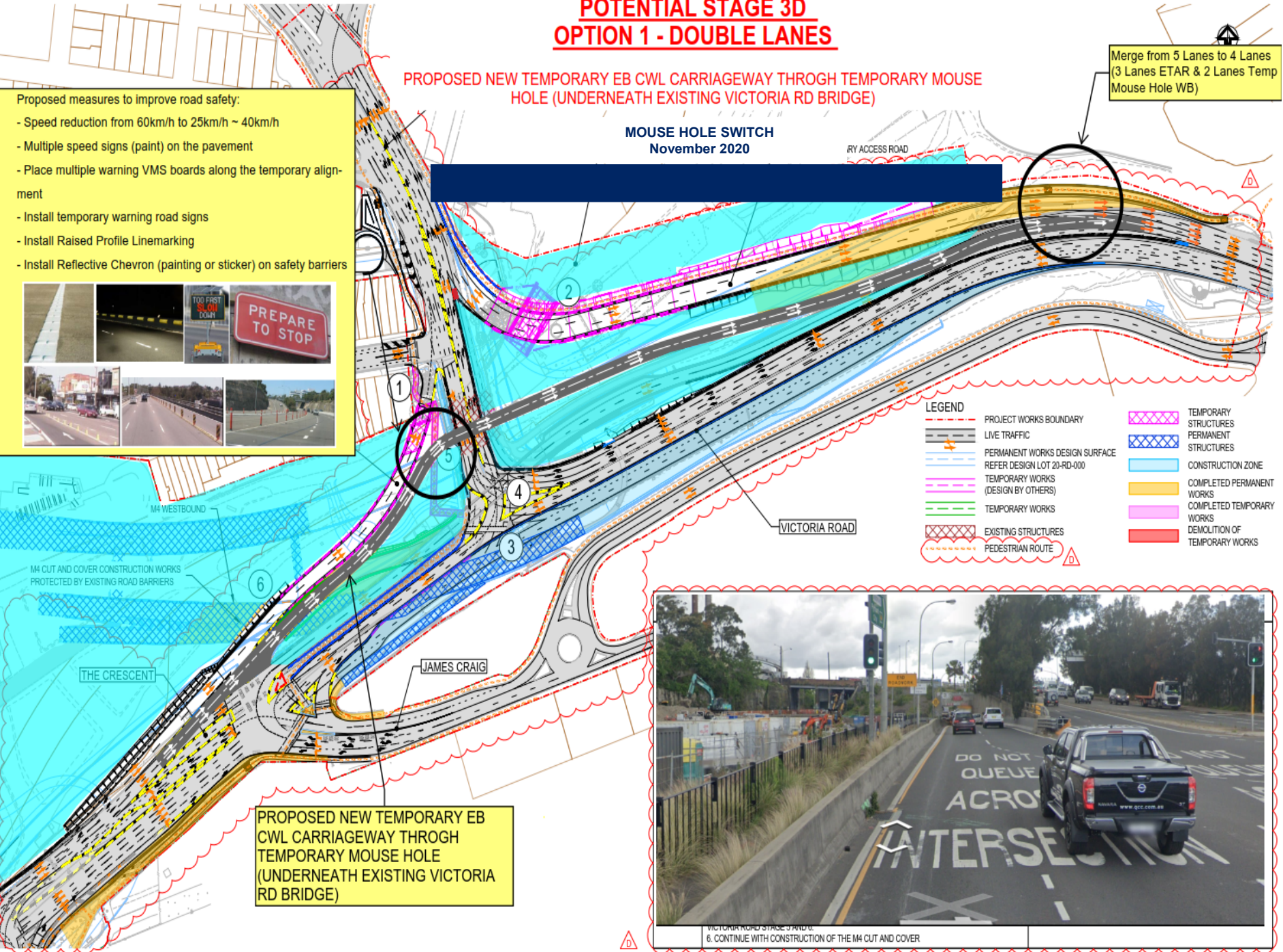
PROPOSED NEW TEMPORARY EB CWL CARRIAGEWAY THROUGH TEMPORARY MOUSE HOLE (UNDERNEATH EXISTING VICTORIA RD BRIDGE)

Merge from 5 Lanes to 4 Lanes
(3 Lanes ETAR & 2 Lanes Temp Mouse Hole WB)

MOUSE HOLE SWITCH
November 2020

Proposed measures to improve road safety:

- Speed reduction from 60km/h to 25km/h ~ 40km/h
- Multiple speed signs (paint) on the pavement
- Place multiple warning VMS boards along the temporary alignment
- Install temporary warning road signs
- Install Raised Profile Linemarking
- Install Reflective Chevron (painting or sticker) on safety barriers



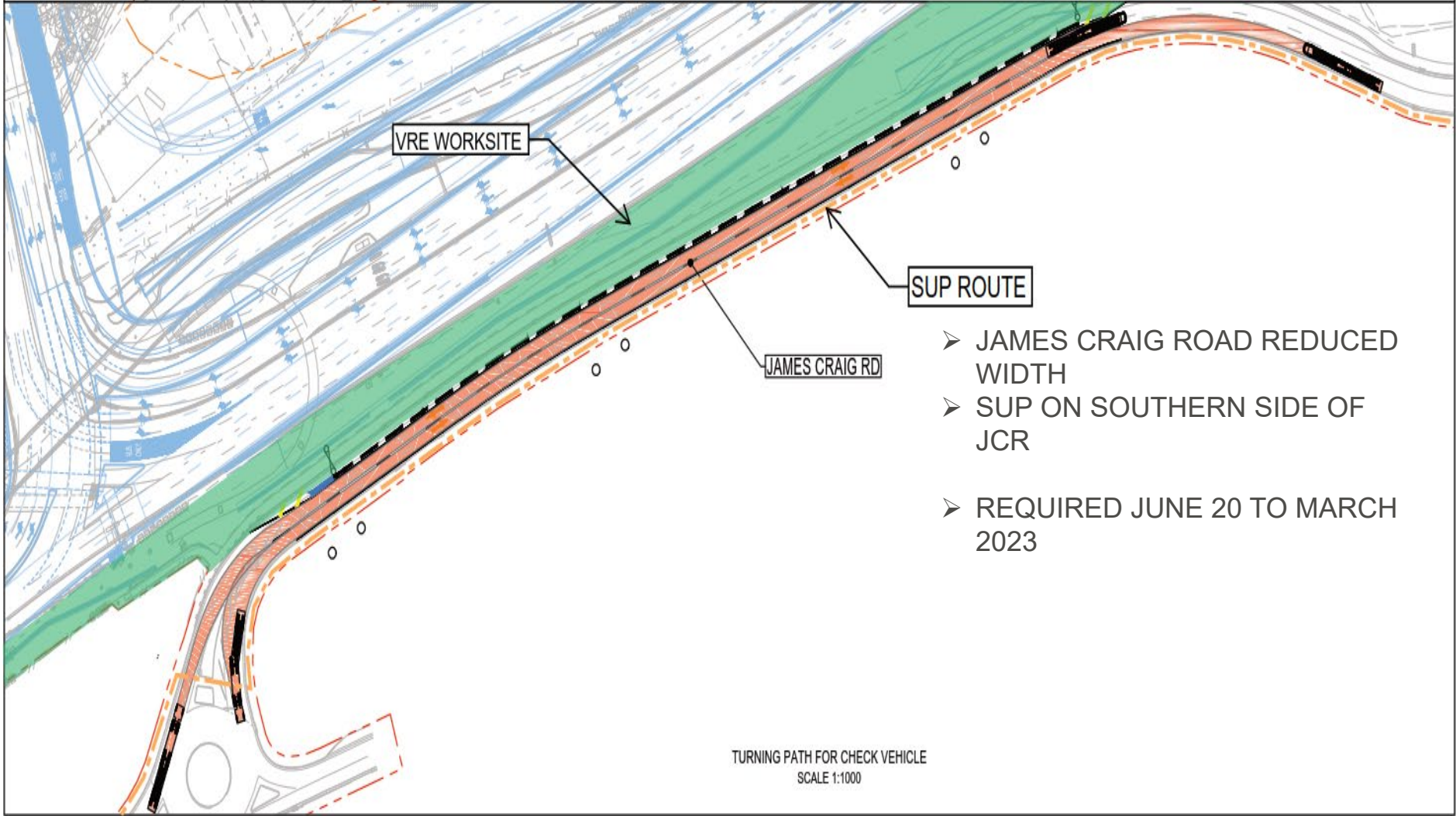
LEGEND	
	PROJECT WORKS BOUNDARY
	LIVE TRAFFIC
	PERMANENT WORKS DESIGN SURFACE REFER DESIGN LOT 20-RD-000
	TEMPORARY WORKS (DESIGN BY OTHERS)
	TEMPORARY WORKS
	EXISTING STRUCTURES
	PEDESTRIAN ROUTE
	TEMPORARY STRUCTURES
	PERMANENT STRUCTURES
	CONSTRUCTION ZONE
	COMPLETED PERMANENT WORKS
	COMPLETED TEMPORARY WORKS
	DEMOLITION OF TEMPORARY WORKS

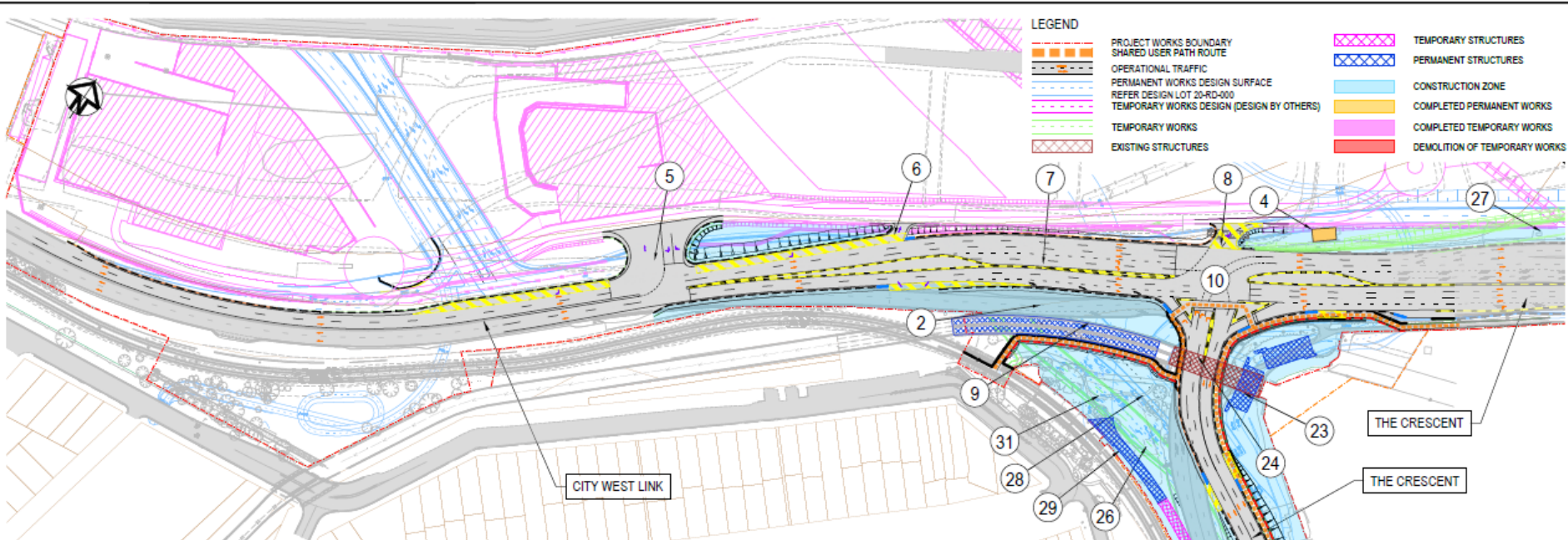
PROPOSED NEW TEMPORARY EB CWL CARRIAGEWAY THROUGH TEMPORARY MOUSE HOLE (UNDERNEATH EXISTING VICTORIA RD BRIDGE)



6. CONTINUE WITH CONSTRUCTION OF THE M4 CUT AND COVER

James Craig Road – westbound cut & cover and dive works

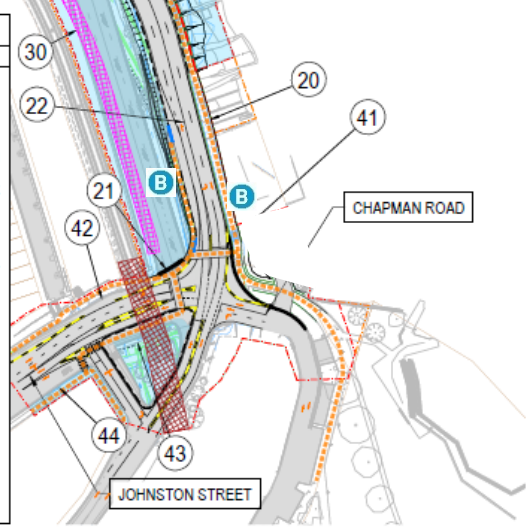




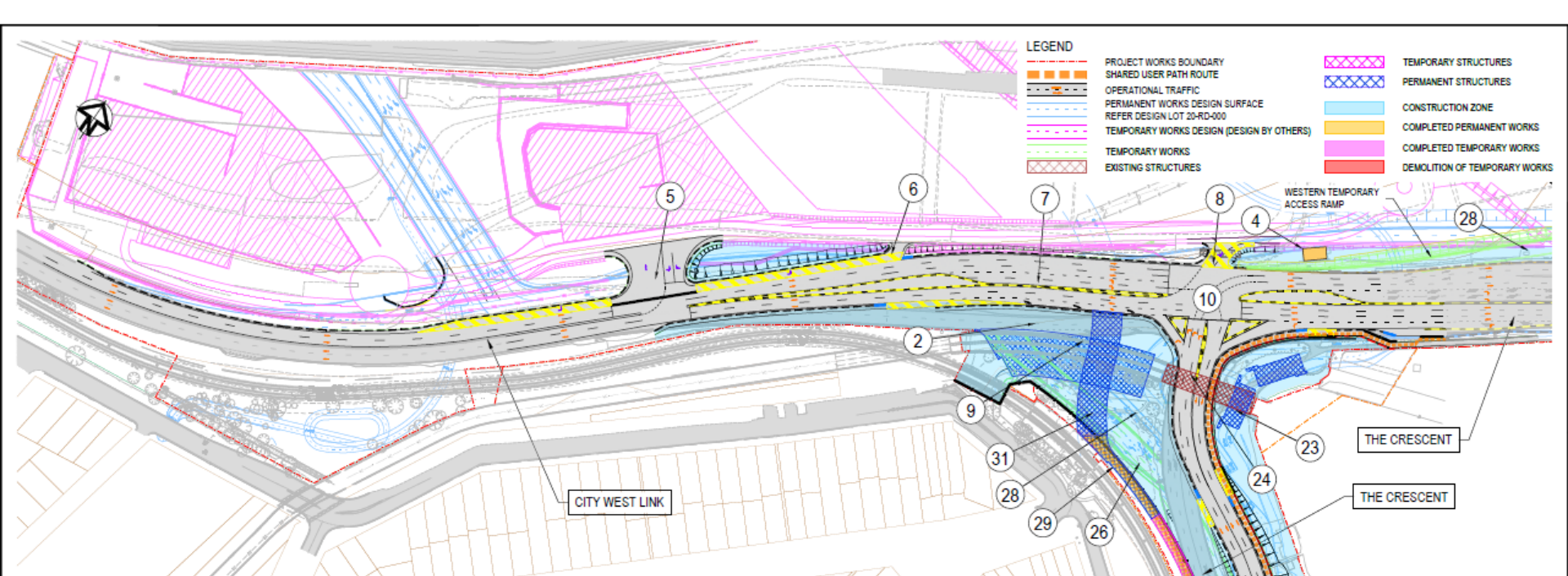
LEGEND			
	PROJECT WORKS BOUNDARY		TEMPORARY STRUCTURES
	SHARED USER PATH ROUTE		PERMANENT STRUCTURES
	OPERATIONAL TRAFFIC		CONSTRUCTION ZONE
	PERMANENT WORKS DESIGN SURFACE		COMPLETED PERMANENT WORKS
	REFER DESIGN LOT 20-RD-000		COMPLETED TEMPORARY WORKS
	TEMPORARY WORKS DESIGN (DESIGN BY OTHERS)		DEMOLITION OF TEMPORARY WORKS
	TEMPORARY WORKS		
	EXISTING STRUCTURES		

CITY WEST LINK & THE CRESCENT TRAFFIC STAGE

	CITY WEST LINK & THE CRESCENT (EAST)	THE CRESCENT (SOUTH)	JOHNSTON STREET
STAGE 2B	1. REMOVE AND RELOCATE REGULATORY AND DIRECTIONAL SIGNAGE AS REQUIRED	20. DIVERT PEDESTRIANS AND CYCLISTS TO EASTERN FOOTPATH OF THE CRESCENT (BETWEEN CHAPMAN ROAD AND THE CRESCENT) ADJACENT TO PERMANENT SHARED RETAINING WALL AND KERBS CONSTRUCTED DURING STAGE 1	40. JOHNSTON STREET TRAFFIC REALIGNED NORTH TO FACILITATE PERMANENT WIDENING
	2. REMOVE EXISTING ITS AND LIGHTING AS REQUIRED. CONSTRUCT PERMANENT INFRASTRUCTURE AND TEMPORARY LIGHTING AS REQUIRED	21. CONSTRUCTION GATE TO PROVIDE ACCESS FOR LARGE DELIVERIES UNDERTAKEN DURING TRAFFIC CONTROL	41. PERMANENT CATAMARAN DOCK IN USE
	3. INSTALL PERMANENT AND TEMPORARY STORMWATER DRAINAGE AS REQUIRED BY THE STAGING	22. THE CRESCENT TRAFFIC TO BE REALIGNED EAST	42. EXISTING KERBS AND PEDESTRIAN ACCESS TO BE MAINTAINED ALONG JOHNSTON STREET
	4. MAINTAIN AN EXCLUSION ZONE AROUND THE EXISTING LIGHTING RAIL POWER SUPPLY SUB-STATION UNTIL DECOMMISSIONED	23. CONSTRUCT PERMANENT UTILITIES AND SHARED PATH AND UTILITIES BRIDGE	43. PERMANENT WIDENING AND DRAINAGE/UTILITIES TO BE CONSTRUCTED IN WORK ZONE. PEDESTRIANS TO BE MANAGED THROUGHOUT CONSTRUCTION.
	5. WESTERN CONSTRUCTION ACCESS IN ROZELLE RAIL YARD TO BE MODIFIED FROM STAGE 1 AS REQUIRED	24. TRAFFIC TO BE REALIGNED ACROSS EXISTING WHITES CREEK BRIDGE TO ALLOW CONSTRUCTION OF UTILITIES BRIDGE AND MAXIMISE WORK ZONE IN BURUWAN PARK	44. PERMANENT DRAINAGE AND UTILITIES TO BE CONSTRUCTED ALONG JOHNSTON STREET SOUTHERN KERBS, WEST OF LINK ROAD. EXISTING KERBS TO BE RECONSTRUCTED.
	6. EASTERN CONSTRUCTION ACCESS TO BE RELOCATED WEST	25. REMOVE EXISTING STREET LIGHTING AS REQUIRED AND INSTALL TEMPORARY STREET LIGHTING	45. COMMISSION MAKE OPERATIONAL NEW TRAFFIC SIGNALS AT JOHNSTON STREET AS PER TCS 1540 STAGE 2
	7. CITY WEST LINK TRAFFIC REALIGNED NORTH TO ALLOW 12m CONSTRUCTION WIDTH FOR WHITES CREEK BRIDGE	26. CONSTRUCT PERMANENT AND/OR TEMPORARY PAVEMENT, DRAINAGE AND UTILITIES WITHIN BURUWAN PARK	
	8. EASTERN CONSTRUCTION ACCESS EGRESS FROM ROZELLE RAIL YARD TO BE MODIFIED FROM STAGE 1 AS REQUIRED	27. CONSTRUCTION OF WESTERN TEMPORARY ACCESS ROAD (WTAR) AS PER DESIGN LOT 70-TW-431.	
	9. SITE SETUP, REMOVAL OF EXISTING RETAINING WALL AND INITIAL WHITES CREEK BRIDGE CONSTRUCTION ACTIVITIES.	28. WORK ZONE TO CONSTRUCT WHITES CREEK BRIDGE FROM BURUWAN PARK DURING STAGE 2C	
	10. MODIFY TRAFFIC SIGNAL ARRANGEMENT FOR STAGE 2B AT THE CRESCENT AND CITY WEST LINK INTERSECTION AS PER TCS 1208 STAGE 2B. PEDESTRIANS TO ACCESS ROZELLE LIGHT RAIL STATION VIA TCS 1208 STAGE 2 THROUGH BURUWAN PARK.	29. NORTHERN PORTION OF THE PERMANENT PEDESTRIAN LANBRIDGE UNDER CONSTRUCTION	
		30. SOUTHERN PORTION TO BE TEMPORARY SCAFFOLDING RAMP TO PROVIDE ACCESS TO ROZELLE BAY LIGHT RAIL STATION IN STAGE 2C	
	31. LANDBRIDGE CONSTRUCTION ACTIVITIES IN WORK ZONE (PILING, DELIVERIES ETC.)		

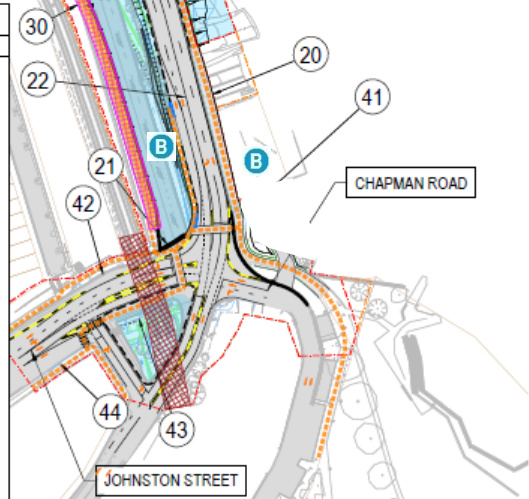


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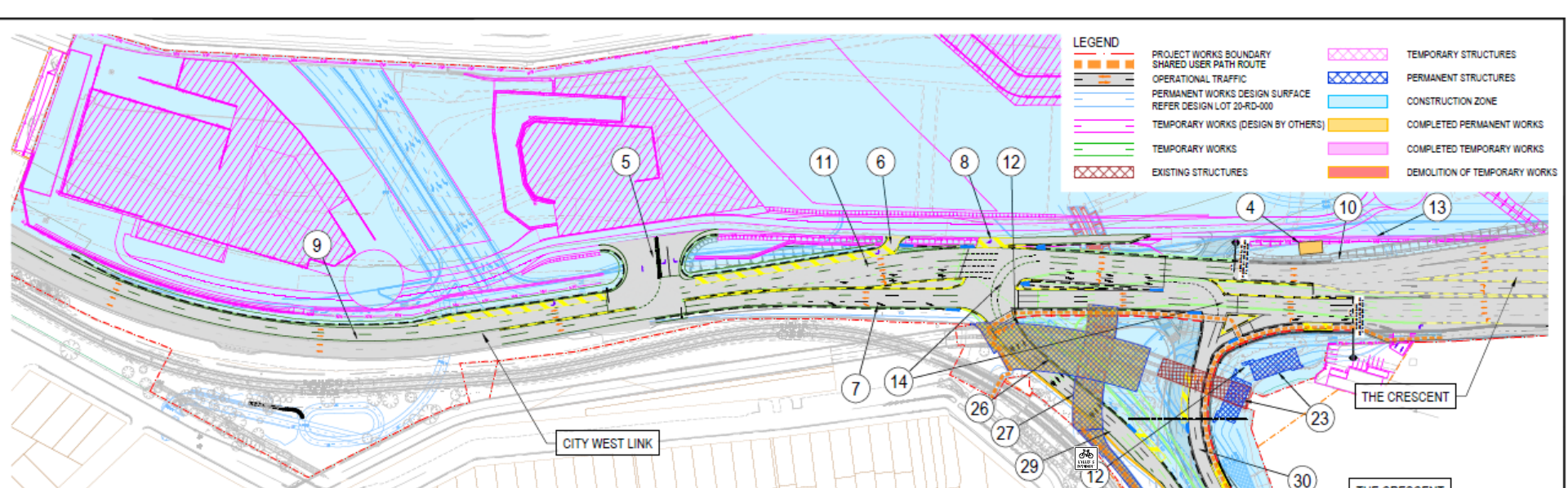


CITY WEST LINK & THE CRESCENT TRAFFIC STAGE

CITY WEST LINK & THE CRESCENT (EAST)	THE CRESCENT (SOUTH)	JOHNSTON STREET
1. REMOVE AND RELOCATE REGULATORY AND DIRECTIONAL SIGNAGE AS REQUIRED	20. DIVERT PEDESTRIANS AND CYCLISTS TO EASTERN FOOTPATH OF THE CRESCENT (BETWEEN CHAPMAN ROAD AND THE CRESCENT) ADJACENT TO PERMANENT SHARED RETAINING WALL AND KERBS CONSTRUCTED DURING STAGE 1	40. JOHNSTON STREET TRAFFIC REALIGNED NORTH TO FACILITATE PERMANENT WIDENING
2. REMOVE EXISTING ITS AND LIGHTING AS REQUIRED. CONSTRUCT PERMANENT INFRASTRUCTURE AND TEMPORARY LIGHTING AS REQUIRED	21. CONSTRUCTION GATE TO PROVIDE ACCESS FOR LARGE DELIVERIES UNDERTAKEN DURING TRAFFIC CONTROL.	41. PERMANENT CATAMARAN DOCK IN USE
3. INSTALL (PERMANENT AND TEMPORARY STORMWATER DRAINAGE AS REQUIRED BY THE STAGING.	22. THE CRESCENT TRAFFIC TO BE REALIGNED EAST	42. EXISTING KERBS AND PEDESTRIAN ACCESS TO BE MAINTAINED ALONG JOHNSTON STREET
4. MAINTAIN AN EXCLUSION ZONE AROUND THE EXISTING LIGHTING RAIL POWER SUPPLY SUB-STATION UNTIL DECOMMISSIONED	23. CONSTRUCT PERMANENT UTILITIES AND SHARED PATH AND UTILITIES BRIDGE	43. PERMANENT WIDENING AND DRAINAGE/UTILITIES TO BE CONSTRUCTED IN WORK ZONE. PEDESTRIANS TO BE MANAGED THROUGHOUT CONSTRUCTION.
5. WESTERN CONSTRUCTION ACCESS IN ROZELLE RAIL YARD TO BE MODIFIED FROM STAGE 1 AS REQUIRED	24. TRAFFIC TO BE REALIGNED ACROSS EXISTING WHITES CREEK BRIDGE TO ALLOW CONSTRUCTION OF UTILITIES BRIDGE AND MAXIMISE WORK ZONE IN BURUWAN PARK.	44. PERMANENT DRAINAGE AND UTILITIES TO BE CONSTRUCTED ALONG JOHNSTON STREET SOUTHERN KERB, WEST OF LINK ROAD. EXISTING KERBS TO BE RECONSTRUCTED.
6. EASTERN CONSTRUCTION ACCESS TO BE RELOCATED WEST	25. REMOVE EXISTING STREET LIGHTING AS REQUIRED AND INSTALL TEMPORARY STREET LIGHTING	45. COMMISSION MAKE OPERATIONAL NEW TRAFFIC SIGNALS AT JOHNSTON STREET AS PER TCS 1540 STAGE 2
7. CITY WEST LINK TRAFFIC REALIGNED NORTH TO ALLOW 12m CONSTRUCTION WIDTH FOR WHITES CREEK BRIDGE.	26. CONSTRUCT PERMANENT AND/OR TEMPORARY PAVEMENT, DRAINAGE AND UTILITIES WITHIN BURUWAN PARK.	
8. EASTERN CONSTRUCTION ACCESS EGRESS FROM ROZELLE RAIL YARD TO BE MODIFIED FROM STAGE 1 AS REQUIRED	27. CONSTRUCTION OF WESTERN TEMPORARY ACCESS ROAD (WTAR) AS PER DESIGN LOT 70-TW-431.	
9. WORK ZONE TO CONSTRUCT WHITES CREEK BRIDGE FROM CITY WEST LINK.	28. WORK ZONE TO CONSTRUCT WHITES CREEK BRIDGE FROM BURUWAN PARK	
10. MODIFY TRAFFIC SIGNAL ARRANGEMENT FOR STAGE 2C AT THE CRESCENT AND CITY WEST LINK INTERSECTION AS PER TCS 1208 STAGE 2C. PEDESTRIANS TO ACCESS ROZELLE LIGHT RAIL STATION VIA CHAPMAN ROAD AT TCS 1540 STAGE 2.	29. NORTHERN PORTION OF THE PERMANENT PEDESTRIAN LANDBRIDGE IN OPERATION TO PROVIDE ACCESS TO ROZELLE BAY LIGHT RAIL STATION IN STAGE 2C.	
	30. SOUTHERN PORTION TEMPORARY SCAFFOLDING RAMP IN OPERATION TO PROVIDE ACCESS TO ROZELLE BAY LIGHT RAIL STATION IN STAGE 2C	
	31. LANDBRIDGE CONSTRUCTION ACTIVITIES IN WORK ZONE FOR SOUTHERN PORTION (SPAN 1) OF PEDESTRIAN LAND BRIDGE	



NOT FOR CONSTRUCTION

















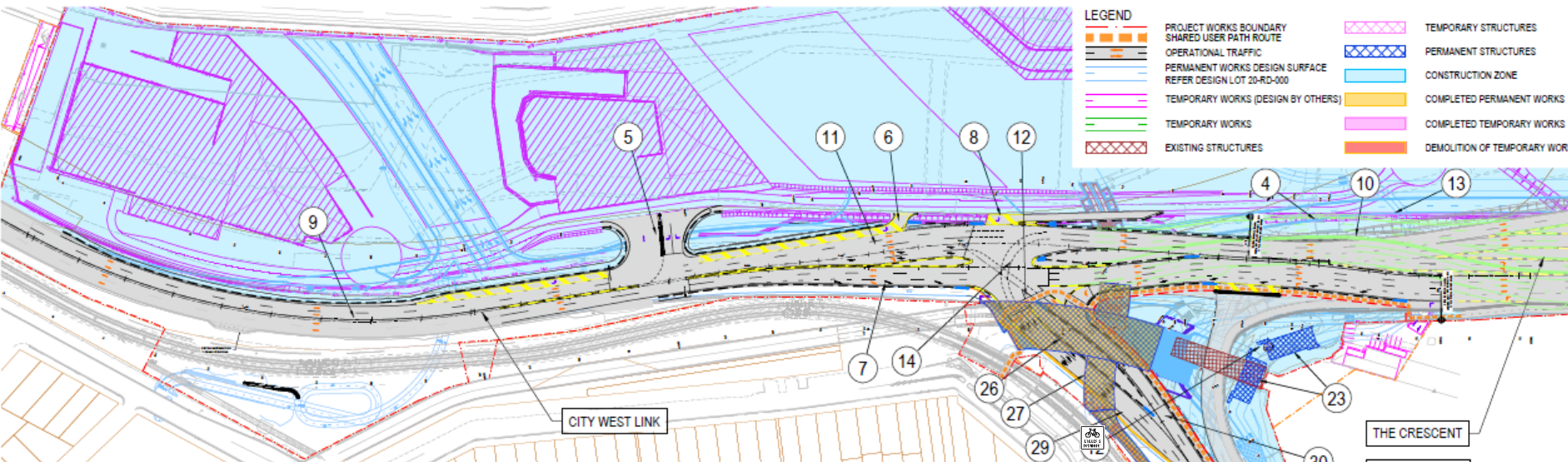
CITY WEST LINK & THE CRESCENT TRAFFIC STAGE

CITY WEST LINK & THE CRESCENT (EAST)	THE CRESCENT (SOUTH)	JOHNSTON STREET
1. REMOVE AND RELOCATE REGULATORY AND DIRECTIONAL SIGNAGE AS REQUIRED	20. PEDESTRIANS AND CYCLISTS TO BE LOCATED ADJACENT TO THE SOUTHBOUND CARRIAGEWAY BETWEEN CHAPMAN ROAD AND THE CRESCENT.	40. JOHNSTON STREET TRAFFIC REALIGNED SOUTH TO FACILITATE CONSTRUCTION ALONG NORTHERN KERBS (DRAINAGE, UTILITIES ETC.)
2. REMOVE EXISTING ITS AND LIGHTING AS REQUIRED. CONSTRUCT PERMANENT INFRASTRUCTURE AND TEMPORARY LIGHTING AS REQUIRED	21. CONSTRUCTION GATE TO PROVIDE ACCESS FOR LARGE DELIVERIES UNDERTAKEN DURING TRAFFIC CONTROL.	41. PERMANENT CATAMARAN DOCK IN USE
3. INSTALL PERMANENT AND TEMPORARY STORMWATER DRAINAGE AS REQUIRED BY THE STAGING.	22. THE CRESCENT SOUTHBOUND BUS STOP TO REMAIN UNCHANGED	42. EXISTING KERB AND PEDESTRIAN ACCESS TO BE MAINTAINED ALONG JOHNSTON STREET
4. MAINTAIN AN EXCLUSION ZONE AROUND THE EXISTING LIGHT RAIL POWER SUPPLY SUB-STATION UNTIL DECOMMISSIONED. TEMPORARY PAVEMENT IN THIS VICINITY TO BE CONSTRUCTED FOLLOWING DECOMMISSION.	23. CONSTRUCT PERMANENT UTILITIES AND SHARED PATH AND UTILITIES BRIDGE	43. PERMANENT WIDENING AND DRAINAGE/UTILITIES TO BE CONSTRUCTED IN WORK ZONE WEST OF THE LINK ROAD BETWEEN JOHNSTON STREET AND THE CRESCENT. ALIGNMENT TO BE LOCATED ADJACENT TO PERMANENT EASTERN KERB. PEDESTRIANS TO BE MANAGED THROUGHOUT CONSTRUCTION.
5. WESTERN CONSTRUCTION ACCESS INTO ROZELLE RAIL YARD TO REMAIN UNCHANGED	24. TEMPORARY SCAFFOLD RAMP CONSTRUCTED DURING STAGE 2B TO REMAIN TO PROVIDE ACCESS TO ROZELLE BAY LIGHT RAIL STATION.	43. JOHNSTON STREET (SOUTH OF SIGNALS) TO REMAIN UNCHANGED
6. EASTERN CONSTRUCTION ACCESS ENTRY INTO ROZELLE RAIL YARD TO REMAIN UNCHANGED	25. REMOVE EXISTING STREET LIGHTING AS REQUIRED AND INSTALL TEMPORARY STREET LIGHTING	44. COMMISSION MAKE OPERATIONAL NEW TRAFFIC SIGNALS AT JOHNSTON STREET AS PER TCS 1540 STAGE 3
7. CITY WEST LINK WESTBOUND TO BE MOVED SOUTH FROM STAGE 2 TO PERMANENT INTERSECTION WITH THE CRESCENT AT TCS 1208	26. WESTERN PORTION OF WHITES CREEK BRIDGE COSSTRUCTED DURING STAGE 2 TO BE TRAFFICKED	45. CHAPMAN ROAD TO REMAIN UNCHANGED
8. EASTERN CONSTRUCTION ACCESS EGRESS FROM ROZELLE RAIL YARD TO BE RELOCATED WEST FROM STAGE 2C	27. SPAN 1 OF PEDESTRIAN LANDBRIDGE CONSTRUCTED DURING STAGE 2 TO BE SUPPORTED BY TEMPORARY PIERS AS REQUIRED	
9. CITY WEST LINK WEST OF WESTERN CONSTRUCTION ACCESS TO REMAIN UNCHANGED.	28. THE CRESCENT NORTHBOUND BUS STOP TO REMAIN UNCHANGED	
10. DESIGN TO TIE IN TO WESTERN TEMPORARY ACCESS ROAD (WTAR) ALONG THE CRESCENT EASTBOUND	29. THE CRESCENT NORTHBOUND ALIGNMENT TO BE LOCATED WEST ONTO PERMANENT ALIGNMENT BETWEEN CITY WEST LINK AND STAGE 2 TIE IN NORTH OF JOHNSTON STREET	
11. LINEMARKING ALONG CITY WEST LINK WESTBOUND TO BE MODIFIED FROM STAGE 2C (PRIOR TO CITY WEST LINK AND THE CRESCENT SIGNALS) TO DEVELOP THIRD LANE ALONG CITY WEST LINK EASTBOUND FURTHER EAST	30. THE CRESCENT SOUTHBOUND ALIGNMENT TO REMAIN ON STAGE 2 ALIGNMENT BETWEEN CITY WEST LINK AND CHAPMAN ROAD	
12. PEDESTRIAN ACCESS THROUGH TCS 1208 FROM THE CRESCENT (EAST) THROUGH TO BAYVIEW CRESCENT INCLUDED	31. PERMANENT PAVEMENT CONSTRUCTION TO BE UNDERTAKEN TO FACILITATE TRAFFIC SWITCH TO STAGE 3B IN AREA INACCESSIBLE DURING STAGE 2C.	
13. CONSTRUCT PERMANENT PAVEMENT BETWEEN THE CRESCENT AND THE HAUL ROAD TO FACILITATE THE TRAFFIC SWITCH TO STAGE 4.		
14. MODIFY TRAFFIC SIGNAL ARRANGEMENT FOR STAGE 3A AT THE CRESCENT AND CITY WEST LINK INTERSECTION AS PER TCS 1208 STAGE 3A. TWO PHASE SIGNAL ARRANGEMENT TO BE IMPLEMENTED.		

NOT FOR CONSTRUCTION

LEGEND

-  PROJECT WORKS BOUNDARY
-  SHARED USER PATH ROUTE
-  OPERATIONAL TRAFFIC
-  PERMANENT WORKS DESIGN SURFACE
-  REFER DESIGN LOT 20-RD-000
-  TEMPORARY WORKS (DESIGN BY OTHERS)
-  TEMPORARY WORKS
-  EXISTING STRUCTURES
-  TEMPORARY STRUCTURES
-  PERMANENT STRUCTURES
-  CONSTRUCTION ZONE
-  COMPLETED PERMANENT WORKS
-  COMPLETED TEMPORARY WORKS
-  DEMOLITION OF TEMPORARY WORKS



CITY WEST LINK & THE CRESCENT TRAFFIC STAGE

CITY WEST LINK & THE CRESCENT (EAST)	THE CRESCENT (SOUTH)	JOHNSTON STREET
1. REMOVE AND RELOCATE REGULATORY AND DIRECTIONAL SIGNAGE AS REQUIRED	20. PEDESTRIANS AND CYCLISTS TO BE LOCATED ADJACENT TO THE SOUTHBOUND CARRIAGEWAY BETWEEN CHAPMAN ROAD AND THE CRESCENT.	40. JOHNSTON STREET TRAFFIC REALIGNED SOUTH TO FACILITATE CONSTRUCTION ALONG NORTHERN KERB (DRAINAGE, UTILITIES ETC.)
2. REMOVE EXISTING ITS AND LIGHTING AS REQUIRED. CONSTRUCT PERMANENT INFRASTRUCTURE AND TEMPORARY LIGHTING AS REQUIRED	21. CONSTRUCTION GATE TO PROVIDE ACCESS FOR LARGE DELIVERIES UNDERTAKEN DURING TRAFFIC CONTROL.	41. PERMANENT CATAMARAN DOCK IN USE
3. INSTALL PERMANENT AND TEMPORARY STORMWATER DRAINAGE AS REQUIRED BY THE STAGING.	22. THE CRESCENT SOUTHBOUND BUS STOP TO REMAIN UNCHANGED	42. EXISTING KERB AND PEDESTRIAN ACCESS TO BE MAINTAINED ALONG JOHNSTON STREET
4. MAINTAIN AN EXCLUSION ZONE AROUND THE EXISTING LIGHT RAIL POWER SUPPLY SUB-STATION UNTIL DECOMMISSIONED. TEMPORARY PAVEMENT IN THIS VICINITY TO BE CONSTRUCTED FOLLOWING DECOMMISSION.	23. CONSTRUCT PERMANENT UTILITIES AND SHARED PATH AND UTILITIES BRIDGE	43. PERMANENT WIDENING AND DRAINAGE/UTILITIES TO BE CONSTRUCTED IN WORK ZONE WEST OF THE LINK ROAD BETWEEN JOHNSTON STREET AND THE CRESCENT. ALIGNMENT TO BE LOCATED ADJACENT TO PERMANENT EASTERN KERB. PEDESTRIANS TO BE MANAGED THROUGHOUT CONSTRUCTION.
5. WESTERN CONSTRUCTION ACCESS INTO ROZELLE RAIL YARD TO REMAIN UNCHANGED	24. TEMPORARY SCAFFOLD RAMP CONSTRUCTED DURING STAGE 2B TO REMAIN TO PROVIDE ACCESS TO ROZELLE BAY LIGHT RAIL STATION.	43. JOHNSTON STREET (SOUTH OF SIGNALS) TO REMAIN UNCHANGED
6. EASTERN CONSTRUCTION ACCESS ENTRY INTO ROZELLE RAIL YARD TO REMAIN UNCHANGED	25. REMOVE EXISTING STREET LIGHTING AS REQUIRED AND INSTALL TEMPORARY STREET LIGHTING	44. COMMISSION MAKE OPERATIONAL NEW TRAFFIC SIGNALS AT JOHNSTON STREET AS PER TCS 1540 STAGE 3
7. CITY WEST LINK WESTBOUND TO BE MOVED SOUTH FROM STAGE 2 TO PERMANENT INTERSECTION WITH THE CRESCENT AT TCS 1208	26. WESTERN PORTION OF WHITES CREEK BRIDGE CONSTRUCTED DURING STAGE 2 TO BE TRAFFICKED	45. CHAPMAN ROAD TO REMAIN UNCHANGED
8. EASTERN CONSTRUCTION ACCESS EGRESS FROM ROZELLE RAIL YARD TO BE RELOCATED WEST FROM STAGE 2C	27. SPAN 1 OF PEDESTRIAN LANDBRIDGE CONSTRUCTED DURING STAGE 2 TO BE SUPPORTED BY TEMPORARY PIERS AS REQUIRED	
9. CITY WEST LINK WEST OF WESTERN CONSTRUCTION ACCESS TO REMAIN UNCHANGED.	28. THE CRESCENT NORTHBOUND BUS STOP TO REMAIN UNCHANGED	
10. DESIGN TO TIE IN TO WESTERN TEMPORARY ACCESS ROAD (WTAR) ALONG THE CRESCENT EASTBOUND	29. THE CRESCENT NORTHBOUND ALIGNMENT TO BE LOCATED WEST ONTO PERMANENT ALIGNMENT BETWEEN CITY WEST LINK AND STAGE 2 TIE IN NORTH OF JOHNSTON STREET	
11. LINEMARKING ALONG CITY WEST LINK WESTBOUND TO BE MODIFIED FROM STAGE 2C (PRIOR TO CITY WEST LINK AND THE CRESCENT SIGNALS) TO DEVELOP THIRD LANE ALONG CITY WEST LINK EASTBOUND FURTHER EAST	30. THE CRESCENT SOUTHBOUND ALIGNMENT TO BE RELOCATED TO THE WEST ADJACENT TO THE NORTHBOUND ARRANGEMENT	
12. PEDESTRIAN ACCESS THROUGH TCS 1208 FROM THE CRESCENT (EAST) THROUGH TO BAYVIEW CRESCENT INCLUDED		
13. CONSTRUCT TEMPORARY AND PERMANENT PAVEMENT BETWEEN THE CRESCENT AND THE HAUL ROAD TO FACILITATE THE TRAFFIC SWITCH TO STAGE 4. DESIGN TO TIE IN TO WTAR TO THE EAST.		
14. MODIFY TRAFFIC SIGNAL ARRANGEMENT FOR STAGE 3B AT THE CRESCENT AND CITY WEST LINK INTERSECTION AS PER TCS 1208 STAGE 3B. TWO PHASE SIGNAL ARRANGEMENT TO BE REMOVED AND COMBINED INTO SINGLE SIGNAL PHASE.		

STAGE 38

NOT FOR CONSTRUCTION

Upcoming UDLP consultation

Rozelle Interchange
WestConnex

JOHN
HOLLAND | CPB
CONTRACTORS

Katie Baxter, Environmental Approvals

Proposed consultation on the UDLP

What is the UDLP?

- Urban Design and Landscape Plan as required by Minister's Conditions of Approval E133 and E134
- Rozelle Interchange project's proposal for urban design and landscaping
- does not include elements already approved (EIS, SPIR, etc)
- does not apply to areas outside of the project

What will be in the UDLP?

- objectives, principles and standards
- Urban design concept for the Rozelle Rail Yards and Iron Cove Link
- landscaping design
- tunnel portals and approach design
- tunnel services building design
- bridge design
- retaining walls design
- public realm elements
- pedestrian and cyclist access
- lighting and wayfinding
- heritage
- monitoring and maintenance

What is available for consultation

Design considerations such as...

- Materials and finishes (e.g. facades on buildings and retaining walls, tunnel portals)
- Public furniture (e.g. benches)
- Playground equipment
- Outdoor gym equipment
- Types and design of lighting
- Wayfinding and connectivity elements (e.g. footpaths, signage)
- Planting species
- Planting locations
- The way heritage elements are incorporated

What is not available for consultation

Design considerations such as...

- location of buildings, bridges, support and/or technical structures (e.g. water treatment plants, bridge piles, etc)
- height of the ventilation outlets
- filtration of the ventilation outlets
- location of the entrances and exits to the tunnels
- location of the tunnels
- anything else that does not have an urban design element

Who the project consults with and how (COVID-19 approach)

Who	How
Community and affected businesses	<ul style="list-style-type: none"> • community update style notification (approx. 10,000) • corflute posters around project at relevant points • online Ad • email updates • social media campaign • online dedicated platform, incl.: <ul style="list-style-type: none"> ○ feedback form ○ FAQ's ○ pre-recorded presentations ○ high level UDLP summary • virtual Q&A available
<ul style="list-style-type: none"> • Inner West Council • City of Sydney Council • Chamber of Commerce • State and Federal MPs • Mayor and relevant Ward Councillors • Department of Planning, Industry and Environment • Community Reference Group • Bicycle NSW 	<ul style="list-style-type: none"> • virtual briefings • virtual Q&A
Special interest groups: <ul style="list-style-type: none"> • WestProtects 	<ul style="list-style-type: none"> • virtual briefings • virtual Q&A

Modification 4 – Glebe Island Ancillary Facility






Briefing for the M4-M5 Link Community Reference Group

22 April 2020

Proposed modification

The proposed modification would involve:

- Utilising an area (4000m²) of Port Authority land at Glebe Island to establish an ancillary facility in accordance with the Minister's Conditions of Approval (Table 1 of CoA)
- Utilising already approved heavy vehicle routes to access the ancillary facility
- Storing large-scale construction materials (e.g. drainage pipes, utility/ITS pits, and bridge girders)
- Utilising the ancillary facility for rigging girders and pre-preparing materials prior to installation (e.g. "dressing" bridge girders with add-ons such as hand rails and decking)
- Temporarily using the area from Q3 2020 – Q2 2023
- Significantly improving what was proposed under the EIS for the surrounding communities

-  Approved Project footprint
-  Proposed Surface works area footprint
-  Light/Heavy Vehicle Route
-  Access Point
-  Visual Reciever



Benefits

Consistent land use

Proposed temporary use of the land consistent with current land use

No ground disturbance

No ground disturbance required for the modification

Increases safety on-site

Removes assembly activities from surface works sites

Reduction in Out of Hours Work

Remove approx. 75% of OOHW girder shifts

Reduction in heavy vehicle movements OoH

Remove approx. 75% of heavy vehicle movements

No premises (residents and businesses) above background noise level

Noise assessment shows no impact to local residents

Construction traffic and transport

- Parking available on the proposed site for those working at the ancillary facility
- Moving the work to Glebe Island will not require any additional heavy vehicles or any more workforce
- Heavy vehicles and light vehicles would access the area via City West link, Victoria Road, Sommerville Road, Solomons Way and James Craig Road (already approved routes)

Activity	Heavy vehicle no.	Timing
Site establishment	5 per shift	Day time only
Girder preparation	11 per shift	Day time only
Girder import/export for installation works	20 per shift	Day time, evening and night time
Site demobilisation	5 per shift	Day time only

Visual amenity

- The proposed scope is minor in nature
- Modification will not block or impede on the Glebe Island Silos
- Plant and equipment, including temp. fencing and lighting, is consistent with the current use of the land for port related facilities
- The proposed area may be visible from:
 - Anzac Bridge footpath or roadway
 - Solomons Way
 - Port Access Road
 - Jacksons Landing
 - Sommerville Road
 - Roberts Street



Noise and vibration

- Site establishment and facilitation works (daytime only)
 - Equipment delivery (e.g. drainage pipework/girders) (OOH and daytime)
 - Equipment preparation works (daytime only)
 - Girder export and installation under Road Occupancy License (OOH)
 - Site demobilisation (daytime only)
- ✓ No premises (residential homes or businesses) identified as exceeding background noise level = no noise impact

Heritage



Glebe Island Silos are listed on S170 Register and managed by Ports Authority.



✓ No impacts anticipated due to minor works

Socio-economic, land use and property

- The proposal is temporary (Q3 2020 – Q2 2023)
- The proposal is consistent with current land use for port facilities (which includes loading or unloading of freight, land transport, storage facilities, lighting and parking)
- The closest residential premises are approx. 300 - 350m away
- There would be no changes to amenity access or impacts to recreational users (e.g. cyclists and pedestrians)
- Proposal represents a significant improvement on EIS scenario

Consultation to inform modification (COVID-19 approach)

Stakeholder group	Proposed activity
<p>Nearby residents (Roberts St, Jacksons Landing) and businesses (James Craig)</p>	<ul style="list-style-type: none"> • Email Community Guide to identified residents and businesses with information on the proposed modification, including the benefits, and how to make a submission • Feedback mechanisms: <ul style="list-style-type: none"> ○ Email ○ 1800 660 248 ○ Post (not preferred due to COVID-19 risk) ○ Virtual briefing
<p>Government agencies and departments:</p> <ul style="list-style-type: none"> • DPIE • Inner West Council • City of Sydney Council • Port Authority of NSW • Local state member Jamie Parker • Mayor, Clr Darcy Byrne • NSW EPA 	<ul style="list-style-type: none"> • Virtual briefings • Email briefings
<p>Special interest groups:</p> <ul style="list-style-type: none"> • Chamber of Commerce • WCX M4-M5 Link CRG • Jacksons Landing Coalition • Glebe Island and White Bay Community Liaison Group 	<ul style="list-style-type: none"> • Email Community Guide with information on the proposed modification, including the benefits, and how to make a submission and/or ask further questions • Feedback mechanisms: <ul style="list-style-type: none"> ○ Email ○ 1800 660 248 ○ Post (not preferred due to COVID-19 risk) ○ Virtual briefing