



negocio resolutions

COMMUNICATE INNOVATE COLLABORATE FACILITATE NEGOTIATE MEDIATE EDUCATE

WestConnex Community Reference Group - Rozelle Interchange Group Meeting 2

Meeting: Rozelle Interchange Group Meeting 2

Date: Tuesday 7 May 2019

Time: 5.45 pm for 6.00 pm start

Location: Leichhardt Town Hall, Cnr Marion and Norton Street, Leichhardt NSW 2040

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

Representatives from:

Community (WestProtects)	Liza-Jayne Loch
Community (White Bay Strata)	Michael McNamara
Community (Haberfield)	Sharon Laura
Community (WAG)	Rhea Liebmann
Community (Glebe Community Group)	Murray Jewell
Community (LAW)	Christina Valentine
Community (LAW)	Jennifer Aaron
Community Rozelle	Nick Poynder

Inner West Council	Kendall Banfield
--------------------	------------------

City of Sydney	Asad Rajbhoy
----------------	--------------

Environment Protection Agency (EPA)	Rob Sherry
-------------------------------------	------------

Department of Environment and Planning (DPE)	Maria Divis Timothy Collis
--	-------------------------------

Roads and Maritime Services (RMS)	Tarnjit Chahal Dan Silburn
-----------------------------------	-------------------------------

Rozelle Interchange Contractor
John Holland and CPB Contractors Joint Venture (JHCPB)

Jim Salmon
Stephen Keyser
John Crane
Rebecca Spencer
Martha Halliday
Tim Burns
Stephen Burns
Charles Scarf
Matt Perkins
Elle Mursell
Kevin Parker
Denise McEvoy
Brandon Perrin
Russ Beynon

Apologies: Community (COGG)
Community (White Bay Strata)
Community (LAW)

Jan Wilson
Nick O'Dwyer
Catherine Gemmell

Meeting Notes

Key Matters Discussed and Presented

1. Project Update and Q&A with JHCPB Project Team

1.1. A draft plan of the Rozelle Rail Yards site was presented during the presentation. The plan is not final as there are still design changes being considered. Community members requested that they be provided the final plan ASAP and a map detailing the properties impacted by construction so that they can inform their communities.

1.1.1. The detailed design is progressing and expected to be completed soon. Once the detailed design is finalised, an online interactive tunnelling tool will also be available on the website, outlining properties in the tunnelling corridor and tunnel depths.

1.2. What does “subject to design” mean? Are there going to be more changes to the tunnel alignment?

1.2.1. JHCPB Project Team is finalising the design of the tunnel alignment and depths. There are many technical challenges in the final design. Once the tunnel design is released, there should not be any significant changes to the tunnel alignment.

1.2.2. The footprint of the surface works and roads were fixed by the Environmental Impact Statement (EIS). The tunnel alignment and surface works inform which properties are offered pre-construction condition surveys.

- 1.3. Slide 11 of the presentation refers to Rozelle Rail Yard: Has the proposed height of the ventilation outlets at the Rozelle Rail Yard changed?
 - 1.3.1. The proposed height of the outlet is not changing. The proposed change will be that the Western Harbour Tunnel outlet will be swapped with the eastern most Rozelle Interchange outlet. The contractor intends to move the fans and much of the building underground resulting in more open space above ground.
- 1.4. Is the design change of the ventilation outlets (seen in slide 11 of the presentation) considered a modification and did it need approval?
 - 1.4.1. Approval was not required as it is consistent with the planning approval. The approval has a condition which permits design changes that optimise amenities for the community. Positioning the fans underground is covered by this condition as it improves the open space.
- 1.5. What are road headers?
 - 1.5.1. A road header is a large piece of excavation tunnelling machinery which weighs approximately 100 tonnes and works like a giant drill bit with a cutting head. The road header is the machine that bores the tunnel. More information is available on the tunnelling factsheet available online -
<https://www.westconnex.com.au/sites/default/files/Tunnelling%20Factsheets%20Final%20211218.pdf>
- 1.6. Are the acoustic sheds, shown in the presentation, the same size as the acoustic sheds used on the M4 East?
 - 1.6.1. Yes. They are similar. They are about the same size as the acoustic sheds at Northcote Street, Haberfield.
- 1.7. Slide 14 shows the cycleway along Buruwan Park? Where will cyclists be able to travel during construction?
 - 1.7.1. The cycleway design is being finalised. There is a requirement in the planning approval for cyclist and pedestrian access to be maintained during construction.
- 1.8. When will the cycleway design be finalised?
 - 1.8.1. The cycleway design will be at the “concept stage” in approximately six to eight weeks.
- 1.9. Will the cyclist and pedestrian access from Victoria Road onto ANZAC Bridge be maintained?
 - 1.9.1. An alternative path will be built. There will be a minor diversion to the existing pathway. It will be a shared cycle and pedestrian path as it is now.
- 1.10. When will the four bus stops on Victoria Road be re-relocated and for how long will they continue to be at the temporary position?
 - 1.10.1. The temporary bus stops will be located within about 100 metres of their original position.

1.11. What is a laydown area?

1.11.1. A laydown area is an area where construction materials, for instance scaffolding, are stored.

1.12. There will be about 1000 spoil trucks a day exiting the Rozelle site. These are heavy vehicles. Community concern was expressed about the impact of 2000 heavy vehicle movements a day from the construction site on the residents in Haberfield and Ashfield. They requested that RMS do whatever can be done to mitigate the traffic congestion.

1.12.1. The contractor is currently undertaking traffic modelling to determine the most efficient operation of the site access gate on City West Link (adjacent to The Crescent), to facilitate efficient movements of heavy vehicles from the site. The contractor is also investigating alternate access routes from the site via James Craig Road in consultation with Ports Authority and Sydney Coordination Office.

1.13. Is the marshalling of spoil trucks going to occur behind the power station as shown in slide 16?

1.13.1. Yes, provided we secure approval and access from all the relevant authorities.

1.14. Over what period of day will the heavy vehicle movements occur?

1.14.1. There are two main types of high-volume truck movements – spoil trucks and concrete/shotcrete trucks. The majority of spoil truck movement will be from 7am to 3pm, however will also occur out of these hours. Concrete will be delivered to the site 24 hours a day.

1.15. Will there be heavy vehicles coming from the Iron Cove Bridge heading towards Rozelle along Victoria Road?

1.15.1. Truck routes and final traffic management plans are yet to be finalised and many roads and options are being explored. To be advised when traffic management plans (part of the Construction and Environmental Management Plans (CEMP)) are approved. This will be soon.

1.16. Concern was expressed about the safety of motorists travelling from Norton Street to Balmain Road on the City-West Link Road. Motorists turning left from City-West Link, are turning into oncoming traffic which is dangerous. It was suggested that a median strip be built so motorists turning left are aware of the oncoming traffic lanes.

1.16.1. This intersection is outside the WestConnex footprint and has been taken on notice.

1.17. Will spoil be removed from the site 24/7?

1.17.1. There will be some truck movements at night, though most will occur during daytime construction hours. The number of truck movements is still being developed subject to noise modelling. Truck numbers at night will be much lower than in the day.

1.18. Will there be tunnelling towards the ANZAC Bridge from the Iron Cove Bridge area?

1.18.1. No, tunnelling starts from the Rozelle site, all spoil will be removed from the Rozelle

site except for spoil from surface works along Victoria Road.

1.19. What measures are being taken to prevent construction traffic ignoring the posted light vehicle requirements that are signposted on Lilyfield Road?

1.19.1. Each spoil truck has Global Positioning System (GPS) tracking and identification allowing the contractor to monitor truck movements in real time and for complaints of any breaches to be easily investigated. Breaches will result in sanctions or dismissal of truck operators from the project.

1.20. The community have observed a lack of compliance of heavy vehicles using local light vehicle roads during the construction of Stage 2. Who is monitoring truck movements to make sure trucks are complying with the rules?

1.20.1. It is the contractor's responsibility to investigate trucks not complying with the rules. In the past, Sydney Metro, which was also a large tunnelling project, had 100% compliance. JHCPB has past project experience and will utilise GPS technology to ensure trucks are complying.

1.21. What measures will be taken to ensure that the impact from construction and traffic noise will be reduced? There is concern about this because of the experience reported in the St Peter's area.

1.21.1. There are two fundamental differences between this project and the M4 East and New M5 projects.

1.21.2. There will be an acoustic advisor appointed by the DP&E for this project who will review all the noise models and will provide an extra level of oversight and technical experience.

1.21.3. There is also a Noise Insulation Program (NIP) which is separate to the Operational Noise program.

1.22. For those who are impacted by the noise, have they had any visits by the proponent to discuss noise mitigation?

1.22.1. Not yet. Contractor will be reaching out to properties identified as eligible for noise mitigation to offer inspections of their properties soon.

1.23. What does the blue line along The Crescent signify on slide 17?

1.23.1. The blue line signifies light vehicle traffic routes. The green indicates heavy vehicle routes.

1.24. Where is the marshalling yard for heavy vehicles?

1.24.1. The marshalling yard will be behind White Bay power station.

1.25. How many trucks can be marshalled at White Bay?

1.25.1. Approximately 40 trucks can be marshalled near the Sydney Metro site and approximately 50 trucks can be marshalled on the site itself. The marshalling yard cannot be

used from 7am – 10am on the days that are designated as “cruise days”, that is when White Bay is used by cruise ships.

1.26. How many cruise days are there?

1.26.1. In summer there are cruise days every two days and in winter it is every four days.

1.27. How much increased traffic will there be on Gordon Street? There is concern that Gordon Street is the only feeder road onto Victoria Road.

1.27.1. Increase in traffic will be limited to those vehicles previously turning left onto Victoria Road from Hornsey Street. Traffic modelling indicated a small number of vehicles use Hornsey Street for this purpose.

1.28. It was suggested, but not confirmed, that the EIS required there would be 400 dedicated car spaces on site. How many dedicated parking spaces will there be on site?

1.28.1. Parking plans for construction workers is being investigated and planned. The contractor’s operational site layout for Rozelle is still being finalised, the current design includes close to 400 car spaces.

1.29. Community concern was expressed about the impact of parking in the area, and the fact that the plan has yet to be finalised. Local Roads are narrow, and parking is already at a premium. This worries residents.

1.30. Are there figures for projected car parking spaces, and where are parking sites likely to be found?

1.30.1. Various options are being investigated from carpooling to organising shuttle bus services. The project is investigating the additional sites for worker parking and these will be identified in the construction parking and access strategy when they are available.

1.31. The community suggested that all WestConnex workers have visual identification on their cars, so the community are able to identify and report illegal parking.

1.31.1. The suggestion is rejected because it is inappropriate to request employees to identify their private vehicles.

1.32. Are the parking options in addition to the Parking Scheme? Is there currently a discussion with council regarding parking options?

1.32.1. It is in addition to the parking scheme. Taken on notice to be responded to at next CRG.

1.33. Will residents be advised if utilities relocation will affect footpaths?

1.33.1. Utilities relocation is likely to take place in the second half of 2019, subject to approval. There will be further updates to the progress of utilities work as it becomes available. There is a requirement to notify the community affected at least 5 days prior to work commencing. The contractor will be providing advanced notification, so the community can be aware. The

alignment and details to be provided.

1.34. Have businesses on Norton Street impacted by utilities relocation been advised?

1.34.1. No businesses on Norton street are impacted by utilities relocation.

1.35. Is there an assumption that everyone impacted by such works is able bodied?

1.35.1. No.

1.36. Will there be noise impacts on the Sydney Secondary College, Leichhardt Campus during utilities relocation?

1.36.1. Yes, the details are yet to be worked out and the school will be consulted. *The school has since been consulted.*

1.37. Will there be night works for utilities relocation?

1.37.1. Yes, utilities work will take place at night primarily to avoid impact on traffic during the day.

1.38. Will there be off-road diesel generators used in utilities work?

1.38.1. There will be small generators used to minimise noise impact.

1.39. Are there any planned power outages to the community due to the utilities work?

1.39.1. No power outages are planned.

1.40. What does the red outline indicate on slide 22?

1.40.1. The red outline indicates work packages.

1.41. Will Moodie Street traffic be interrupted by utilities work?

1.41.1. Moodie Street will remain open to traffic. However, there will be some disruptions to traffic as part of the road may be used.

1.42. When will the work at Moodie St occur? This is a narrow but busy road in peak hours.

1.42.1. The disruption at Moodie St will occur in 2020, during the daytime. Work will be on the non-peak side of the road to minimise disruption. Work will also be staged to minimise impact during peak hours.

1.43. In relation to property damage claims, when disputes or claims are lodged, how long will it take for the process of determination to be completed?

1.43.1. The Conditions of Approval provide that if a property damage claim is denied by the Contractor, the property can refer the claim to the Independent Property Impact Assessment Panel (IPIAP). As this is a new condition details cannot be provided at this stage about how long the IPIAP process will take. The IPIAP process is being developed. This is taken on notice to advise further regarding IPIAP process and time frames.

1.44. Has the IPIAP been convened? How does the community find out who the members are and is there any community representation? The community would also like the Terms of Reference.

1.44.1. IPIAP has been convened.

- 1.44.2. There is no community representation.
- 1.44.3. Members and the terms of reference are to be advised.
- 1.45. In stages one and two the community had to prove damage was caused by the Contractor, often at a high cost. How will the process for this stage of WestConnex be better and different to the previous stages? The community want to be assured that the assessors are independent.
- 1.45.1. The IPIAP is one improvement. There are also to be two independent reviewers on this project that were not provided in Stages 1 and 2. There will be an independent acoustic engineer who will review noise and vibration reports, and the other, an independent EPA member. There is also an endorsed process for the terms of reference.
- 1.46. Preconstruction property survey reports are offered within the 50 metre “zone of influence”. It has been suggested that properties as far as 400 metres have been affected. Why has the zone then been restricted to 50 metres?
- 1.46.1. Properties 400 metres away should not be impacted. The Contractor has an obligation to offer a survey to properties that are within 50m of the project works.
- 1.47. The community requests that images from the satellite technology be provided to all residents as there is no other way for the community to prove settlement of ground movement.
- 1.47.1. Vibration and settlement monitoring will be discussed with residents who make a property damage claim where required.
- 1.48. How can homeowners prove their claims without access to the vibration monitoring data, the Geotech survey reports or the satellite image technology. If residents have concerns will their experts and advisors be given access to the data needed to support their claim?
- 1.48.1. Property owners in the first instance should request the data from the contractors. If there is no resolution, then they are free to take their case up with the IPIAP panel at no cost to the property owner.
- 1.49. Is there a Geotechnical engineer on the IPIAP panel?
- 1.49.1. Yes.
- 1.50. Community members are reporting that the broader community is not being contacted about construction impact to their homes. Members expressed the community desire is to be given clear and early information to prevent residents drawing their own conclusions. They also expressed a desire for more transparency about impacts.
- 1.50.1. It is difficult to communicate to the community without information available until plans are finalised. Lilyfield Road, Bourke Street and some other streets near Iron cove Bridge have been door knocked, but the residents were not interested because the door knockers had no information to provide. There is a 24/7 phone service that residents can access. The phone number is 1800 660 248 and the Rozelle Interchange email is info@rozelleinterchange.com.au

1.51. The community requested that a tailored response be created as there are reports that call takers do not appear to be well informed about this project.

1.51.1. The Contractor is working with RMS to develop a street by street tailored response. There is a formal method to lodge complaints required by the Conditions so that complaints can be monitored.

1.52. What does the Noise Insulation Program (NIP) Package contain? Is it just the aero pack, window treatment or double glazing?

1.52.1. This is a Contractor responsibility and will be tailored to each property. It is a separate program that will be implemented at a later date and subject to DP&E approval.

1.52.2. Letters are being sent to residents prior to DP & E approval of the NIP so that residents can get early notice that they may be impacted. The letters will include contact details of the Contractor's staff.

1.52.3. After the DP & E approves the NIP, residents affected will be sent the approved and detailed information. The approved NIP will also be provided to the WCRG.

1.53. Does the package include temporary accommodation?

1.53.1. Temporary accommodation is not included in the package.

1.54. What type of assistance will homeowners be able to ask for if they are impacted by construction noise?

1.54.1. This will be based on the Construction Noise and Vibration Impact Statement. Individual considerations may be taken into account where necessary.

1.55. Is there a map indicating what properties will be impacted by construction noise?

1.55.1. Properties potentially impacted by construction noise were identified in the EIS. Properties eligible for noise mitigation impacted because of out of hours work are identified in appendix D of the Conditions of Approval.

1.56. Does the noise impact modelling apply to institutions, like schools, or only private dwellings?

1.56.1. Only private dwellings.

1.57. More detail was requested on how noise will affect schools, and how noise can be avoided or mitigated during the full school day, not just during exams.

1.57.1. Information will be provided after the precise tunnel alignment is settled. When completed, Rozelle and Leichhardt schools will be consulted in relation to noise impacts. Contractor intends to start communication with the schools in the next three to four weeks. *Yet to be completed*

1.58. What is the average, deepest and shallowest depth of the tunnel?

1.58.1. As the tunnel design is not completed, a precise answer cannot be provided at this stage. Near the tunnel portals the depth will be between five and ten metres. The deepest

sections of the tunnel will be up to 70 metres deep. The average tunnel depth is 30 to 40 metres.

1.59. Concern was expressed about the effectiveness of the 1800 contact number for complaints etc due to experiences with previous projects.

1.59.1. The community can also visit the temporary visitor location at 84 Lilyfield Road, Rozelle. The permanent centre will be 68-72 Lilyfield Road, Rozelle. Contractor staff will be available 24/7 to staff the contact line.

1.60. Community also noted that there are no compliance officers to investigate noise complaints at night.

1.60.1. The process for noise complaints at night is that the Community Relations team member taking the complaint will call the Site Supervisor and/or the Enviro team member on call to confirm work and noise level.

2. Project Update by RMS Project Team

2.1. Will any part of the ventilation outlet structure at Victoria Rd Rozelle be moved underground?

2.1.1. The location of the ventilation outlet will not change. It is proposed that the design will change so that there is less impact above the ground.

2.2. Why is the modification approval required for this change at Victoria Rd Rozelle, but not for Rozelle Rail Yards?

2.2.1. The design for the Victoria Road Rozelle ventilation outlet is to remove the building on the surface. The shaft is now no longer required for the building. The teal coloured line (indicated on the slide number 12 is a tunnel which must be constructed. This tunnel is currently not in the planning approval, so an approval is required.

2.3. Slide 32 has an error on it. The park name needs to be amended from Pioneer Park to Jubilee Park.

2.3.1. NOTED and amended.

2.4. What traffic will be impacted by the overpass across The Crescent?

2.4.1. The overpass roadway will be available for all traffic moving east, improving traffic and catering for future traffic. A 15-metre-wide land bridge will be built, catering for pedestrians and cyclists. There will be enough depth for small trees and shrubs to be planted. More details will be provided during the consultation for the modification to the EIS dealing with the proposed overpass.

2.5. Where does the land bridge go?

2.5.1. The land bridge will connect the new park at the Rail Yards directly to the light rail station.

- 2.6. What is the connection across City-West Link, and how does it link to Jubilee Park? Is there a cycle path planned along the western edge of Rozelle Bay?
- 2.6.1. It currently goes over Victoria Road; the new connection will go over City West Link.
- 2.7. What part of the new park will be delivered by the contractors? Whose job is it to do which part of the park landscaping? What responsibilities/role does the contractor have in building the park? Whose responsibility is it to finish building the park?
- 2.7.1. The contractor will deliver the green park including drainage. The end state of the park will be managed by community, council and other stakeholders. There will be an Urban Design and Landscape Plan (UDLP) which will be the subject of community consultation.
- 2.8. Who is going to pay for the trees and other parts of the park and who will maintain it?
- 2.8.1. This is still being discussed within RMS and with other government agencies. Once we have some decisions made on this, we will inform the CRG.
- 2.9. Frustration was expressed about the imagery of the proposed park and belief was expressed that the images provided in and previous information are not indicative of the final product, which has not been designed yet. A suggestion was made that images that mislead the public should not be published.
- 2.9.1. It is common practice to provide artist impressions of future open green space for all infrastructure or development projects
- 2.10. The Community wants to be consulted about the UDLP and every iteration of it.
- 2.11. When the final design of Rozelle Interchange is presented to the community, they would like it to be presented with the changes outlined side by side so they can see what was promised in the EIS and what is delivered. The community were consulted at the EIS stage and comparative designs will make it easier to understand if the EIS requirements are being delivered.
- 2.11.1. The detailed design is being finalised. Once it can be made public, the online tunnelling tool will be available on the WestConnex website. A brochure is being developed which will be distributed to residents along the alignment. It will show the difference between the EIS and detailed designs.
- 2.12. In relation to traffic survey in the EIS, when will RMS publish the survey?
- 2.12.1. As part of the Construction and Environmental Management Plan (CEMP) which will be approved soon, the sub plan Transport and Traffic Management Plan will address traffic impacts and mitigation measures.

3. Q&A and Responses to Questions on Notice

- 3.1. Will the questions on notice be answered in the notes?
- 3.1.1. Due to time restraints some questions on notice have not been answered in this meeting. Answers will be included in the notes where possible.

4. Action items review did not take place due to time constraints

5. **Close.** Meeting closed at 8:26pm

These notes were accepted on 1 August 2019 by

A handwritten signature in black ink that reads "Steve Lancken". The signature is written in a cursive style with a long, sweeping underline.

Stephen Lancken

Independent Chair

ACTIONS ARISING

Item	Actions Arising	Timeframe	Responsibility / Status Update	Response
1.15	Will heavy vehicles from the Iron Coe Bridge on Victoria Road?		RMS	Truck routes and Traffic Management Plan to be made public when Construction and Environmental Plans are approved
1.16	Concern for Eastbound motorists turning left from City-West Link onto Balmain Road. Community suggest a median strip be built.		RMS to consider independent of this committee	This is outside the WestConnex footprint
1.32	Are the parking options in addition to the Parking Scheme and is there currently a discussion with council regarding parking options	Next CRG	RMS	It is in addition. Taken on notice
1.36	Will there be noise impacts on Sydney Secondary College, Leichhardt Campus?		RMS	Answered in Notes
1.44	Who are the members of IPIAP and what are the Terms of Reference (ToR)?		RMS	Members and ToR to be advised
1.57	How will noise affect schools and how can it be mitigated during the full school day, not just during exams		RMS	Answered in Notes. Information to be provided after precise tunnel alignment is settled.
2.8	Who will pay for trees and park and who will maintain it?		RMS	Answered in Notes

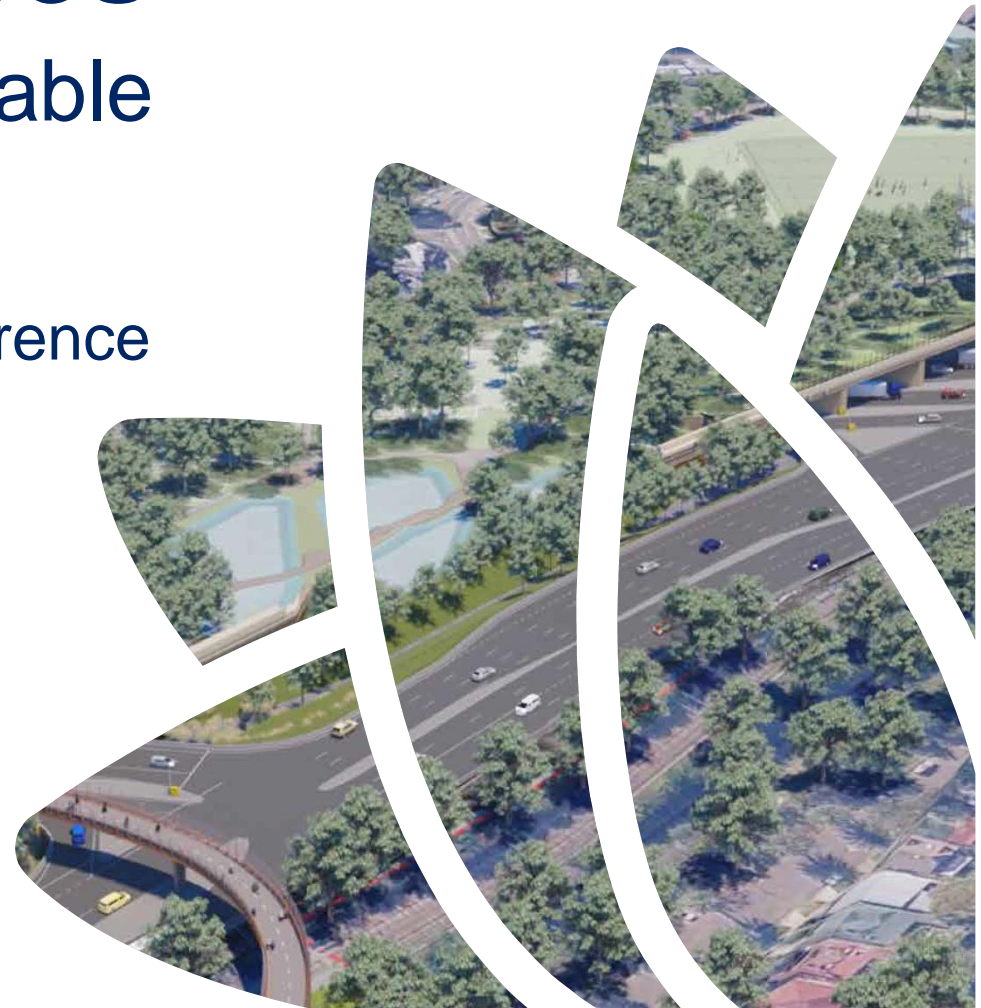
Roads & Maritime Services

Faster. Safer. More reliable

WestConnex Community Reference Group

Rozelle Interchange

7 May 2019



JHCPB Project Update

Introduction

Jim Salmon – Project Director

JHCPB Project Update

Rozelle Interchange overview



JHCPB Project Update

Key milestones

December 2018: Contract awarded

January - June 2019: Approval of management plans

February 2019 - January 2020: Design investigation work

April 2019: Start Pre-construction property condition surveys

May 2019 - March 2020: Site establishment work

January 2020: Start tunnelling

December 2022 - late 2023: Commence development of up to 10 hectares of community green space

Late 2023: Rozelle Interchange opens to traffic

JHCPB Project Update

Overview of the Project Scope

Jim Salmon – Project Director

JHCPB Project Update

Overview of the project scope



Project design is subject to design development

JHCPB Project Update

Overview of the project scope



ROZELLE INTERCHANGE_
Concept Plan

FOR DISCUSSION ONLY

Project design is subject to design development

JHCPB Project Update

Overview of the project scope



Project design is subject to design development

Roads & Maritime Services

JHCPB Project Update

Overview of the project scope



Figure 144: Anzac Bridge exit portal - View from Victoria Road Bridge - (Artists impression)

Project design is subject to design development

Roads & Maritime Services

JHCPB Project Update

Design Developments

Jim Salmon – Project Director



JHCPB Project Update

Design developments - Rozelle Rail Yards ventilation facility

EIS design



Our solution



Project design is subject to design development

JHCPB Project Update

Overview of Construction

Steve Burns – Surface Works Director



JHCPB Project Update

Overview of construction

Rozelle Rail Yard tunnel and civil site:

- All 20 roadheaders supported at Rozelle
- Construction of permanent ventilation facility and tunnel portals
- Construction operational facilities
- Parkland creation



Construction sites are subject to change

JHCPB Project Update

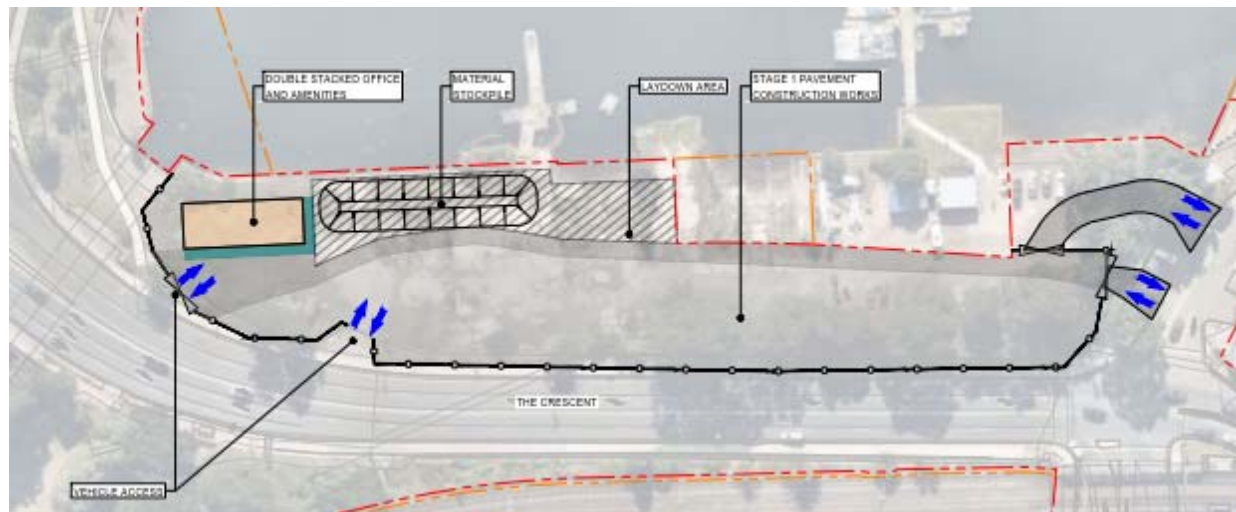
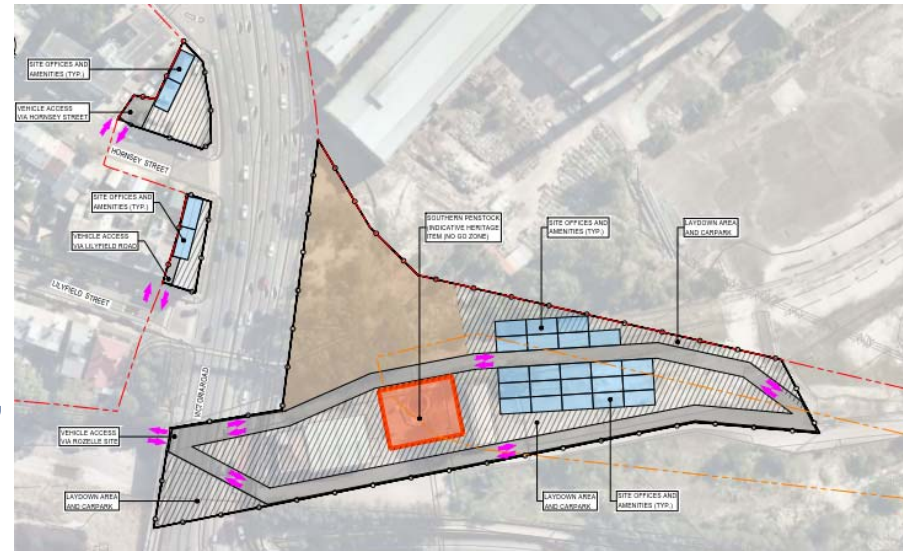
Overview of construction

The Crescent (below):

- Support for general surface works, e.g. road realignment, bridge construction, works along Whites Creek.

Victoria Road (right):

- Support for general surface works, e.g. road reconstruction, bridge construction.



Construction sites are subject to change

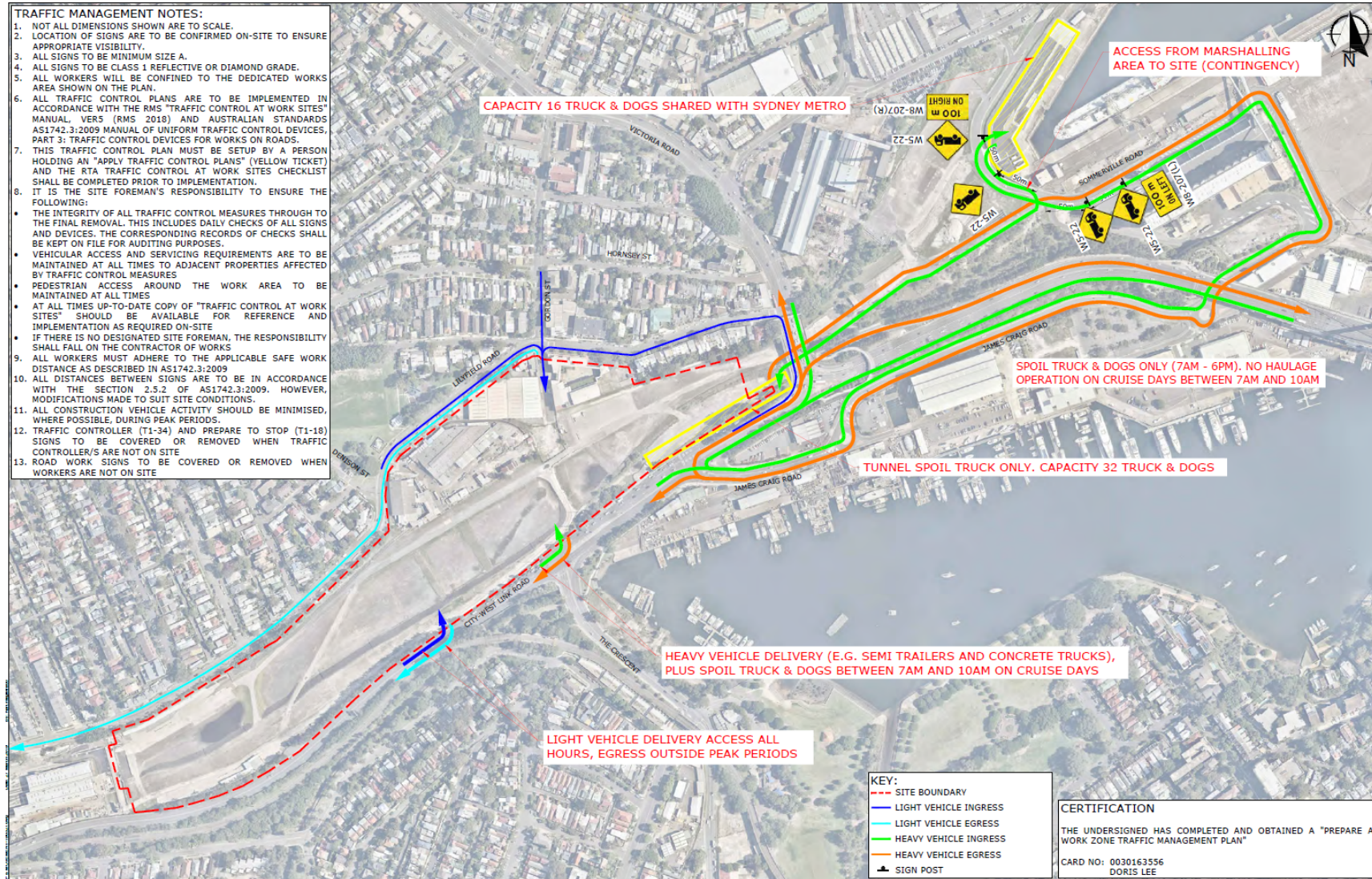
JHCPB Project Update

Spoil management

- Implement a spoil management strategy which prioritises:
 - Avoid and reduce spoil generation
 - Reuse within the Project
 - Reuse for environmental works (limited options)
 - Reuse on other development Project and / or for land restoration
 - Dispose offsite as waste
- Maximising truck marshalling / storage areas within compound sites
- GPS system and signage on trucks
- Lilyfield Road light vehicles only
- Over 1,000 heavy vehicles per day entering and leaving the Rozelle Rail Yard site at peak production (two years over a five year program)
- All vehicles will arrive from the west on City West Link and leave in same direction

JHCPB Project Update

Spoil management



JHCPB Project Update

Tunnel acoustic sheds



JHCPB Project Update

Parking

- At peak 1500 workers per day at Rozelle Rail Yard over a 24 hour period (two year peak over a five year program)
- Access and parking strategy being developed – subject to DPE approval
- Strategy will include:
 - Dedicated bus services from stations such as Central
 - Investigating developing parking areas nearby to site
 - Encouraging use of car pooling and preference to multi passenger vehicles
 - Managing worker behaviour while in the community
 - Discussions with Council regarding parking options

JHCPB Project Update

Utilities Relocation Program

Steve Burns – Surface Works Director

JHCPB Project Update

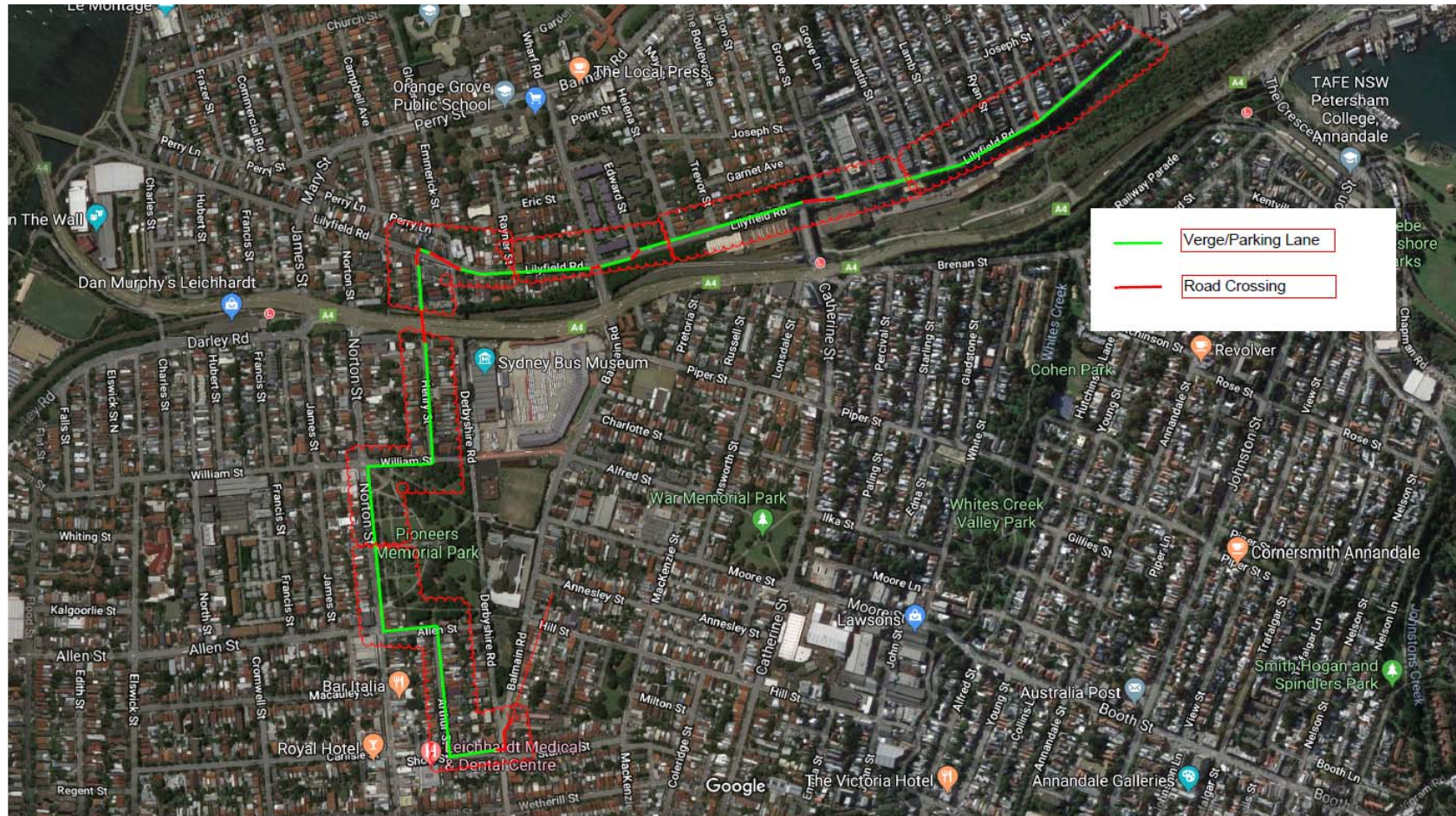
Utilities relocation program

- Work will be undertaken at Iron Cove, Rozelle, Annandale, Lilyfield and Leichhardt and will comprise of electrical, gas, sewer and telecommunication line construction and relocation.
- Generally carried out during standard construction hours, however some work may be required outside of these hours. Respite periods will be incorporated in the work program.
- Reducing impact of construction by completing utility work prior to major construction.
- Utility relocation work to commence in mid-2019.

JHCPB Project Update

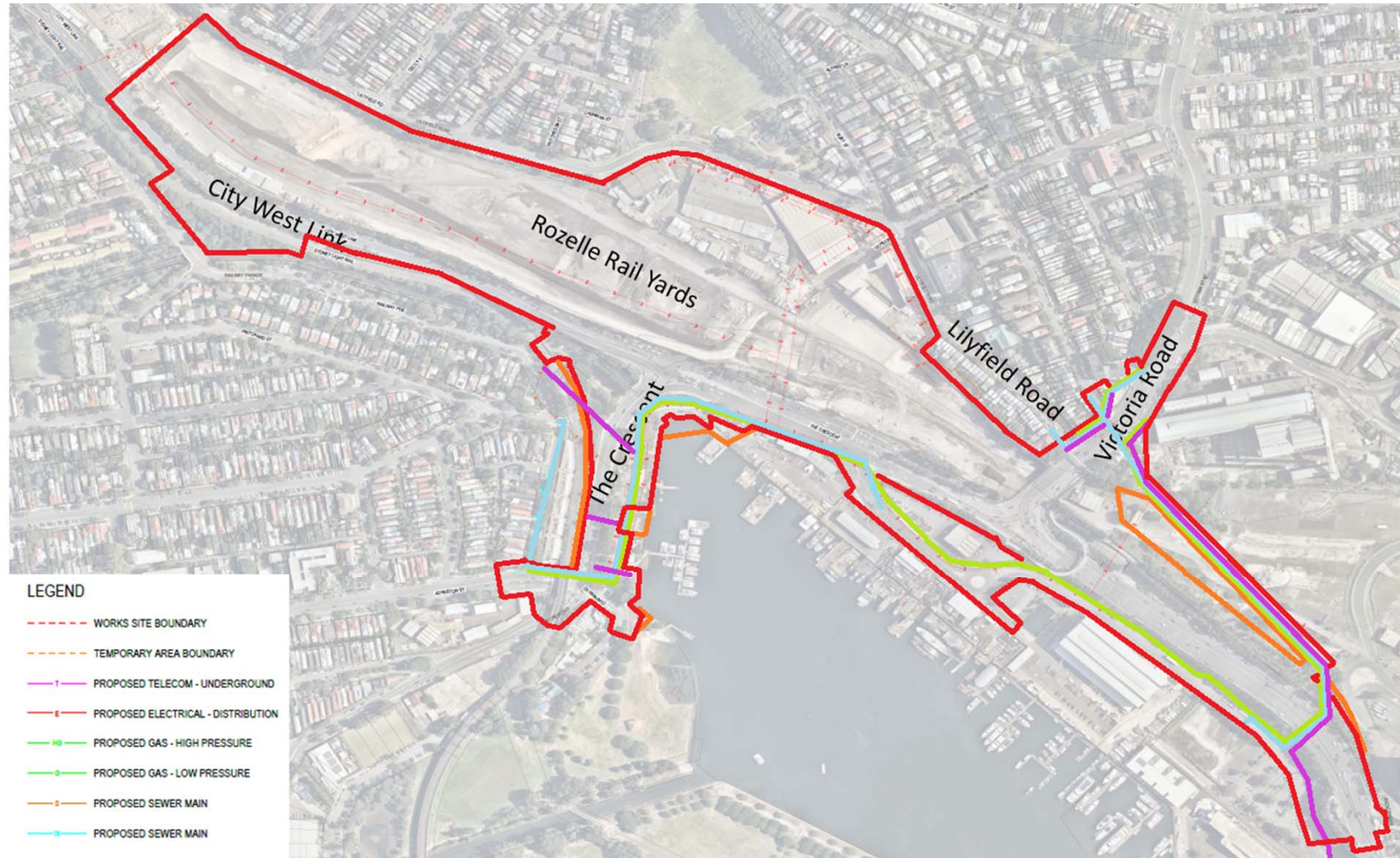
Utilities relocation program

Power connection for Rozelle Rail Yards Site



JHCPB Project Update

Utilities work around the Rozelle Rail Yards



JHCPB Project Update

Utilities work around Iron Cove



JHCPB Project Update

Property Condition Surveys

Kevin Parker – Project Manager

JHCPB Project Update

Property condition surveys



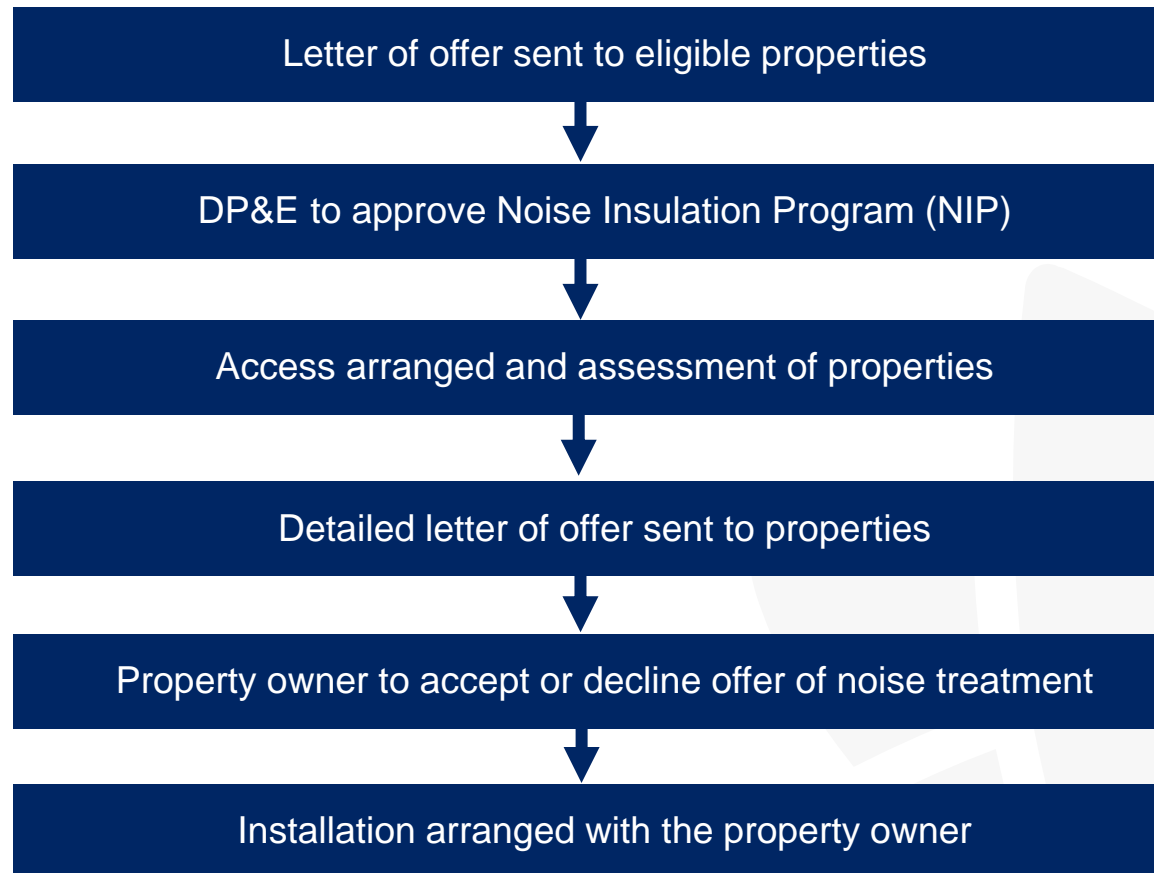
JHCPB Project Update

Noise Mitigation Program

Kevin Parker – Project Manager

JHCPB Project Update

Noise reduction property treatment – construction out-of-hours work



JHCPB Project Update

Community Engagement

Rebecca Spencer – Stakeholder and Community Relations Manager

JHCPB Project Update

Community engagement

- The permanent Community Information Centre will be set up at the old Desane building on Lilyfield Rd.
- Community forums commencing in May/June in Iron Cove and Rozelle.
- The community team will be surveying local residents in the coming weeks
- Public Liaison Officers (Place Managers) allocated to Iron Cove and Rozelle sites, for tunnelling and surface works
- Community team available:
 - 1800 660 248 (24/7)
 - info@rozelleinterchange.com.au
 - In person at the temporary Community Info Centre - 84 Lilyfield Road, Rozelle
 - One-on-one meetings arranged in advance

Project Related Q&A



RMS Project update

Overview of upcoming Project improvements

- Two modifications to the M4-M5 Link Environmental Impact Statement will be lodged in 2019 relating to the Rozelle Interchange project
 - One Modification will seek to modify the ventilation design at the Iron Cove site, to move infrastructure identified as above ground in the EIS to below ground
 - The ventilation outlet location will not change
 - One Modification will seek to modify the design of the land bridge between the Rozelle Railyards and Jubilee Park, and to construct a one way vehicle overpass for traffic making a right-turn from The Crescent to the City West Link
 - The land bridge will be built, connecting the Rozelle Railyards park to the western footpath (near the light rail station) on The Crescent
 - A separate cycling and pedestrian bridge will be constructed, connecting the Rozelle Railyards park to the eastern footpath (near Rozelle Bay) on The Crescent
 - This is **in addition** to the cycling and pedestrian bridge that will be constructed connecting the Rozelle Railyards Park to Brennan Street near Catherine Street.
- Each Modification will be placed on public display and the community will be invited to provide formal submissions

RMS Project update

Sub-stratum (underground) acquisition

- RMS has begun informing residents that it has started the process of acquiring land beneath their property for WestConnex
 - We are required to acquire land no shallower than 5m beneath the surface property
 - Generally, no compensation is paid for sub-stratum acquisition
 - Initial Notice of sub-stratum acquisition takes place 6-9 months before tunnelling
 - RMS manages all administration of the process; including notifying Land Registry Services and creating new titles
 - No payment or fee should be requested from an affected landowner's bank/mortgage holder