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WestConnex Community Reference Group – Rozelle Interchange Group Meeting 3

Meeting:	Rozelle Interchange WestConnex Community Reference Group	
Date:	Tuesday 06 August 2019	
Time:	5.45 pm for 6.00 pm start	
Location:	Leichhardt Service Centre, 7-15 Wetherill St, Leichhardt NSW 2040	
Attendees:	Independent Chair (IC) Associate to IC Notetaker	Stephen Lancken Lynette Edwards Samuel Cheok
	Roads and Maritime WestConnex, Rozelle Interchange Project Team	Tarnjit Chahal Lynne Machin Tim Kwok Antoinette Kovach Brendan Gullifer Nicholas Francesconi Roy Morizzi
	Environment Protection Agency (EPA)	Jacinta Hanemann
	Department of Planning, Industry and Environment (DPIE)	Rob Sherry
	Rozelle Interchange Contractor John Holland and CPB Contractors Joint Venture	Stephen Keyser John Crane Martha Halliday Charles Scarf
	Inner West Council	Michael Deegan David Birds Kendall Banfield
	City of Sydney	Elise Webster

Community WestProtects
Coalition of Glebe Groups – COGG

LJ Loch
Murray Jewell
Helen Randerson

WestConnex Liaison for P&C Sydney Secondary College
P&C Vice President Rozelle Public School
Local resident
Leichhardt Against WestConnex

Anne-Therese King
Ben Prag
Nicholas Poynder
Peter Hehir (nominated to
replace Christina Valentine)
Catherine Gemmel
Michael McNamara
Kate Moriarty

White Bay Strata
VP Chamber of Commerce Balmain

Apologies

Asad Rajbhoy
Christina Valentine
Jan Wilson
Sharon Laura

Meeting Notes

Key Matters Discussed and Presented

1. **Welcome and introduction by IC.**
2. **Project update Rozelle Interchange – Presented by JHCPB**
 - 2.1. Recently trees were removed along the City West Link. Initially the community was advised that trees were removed for safety reasons. After the trees were removed, the community was advised that the trees were removed to widen the road. Why was the ‘real’ reason for the cutting down the trees not provided to the community in the first instance?
 - 2.1.1. JHCPB acknowledged this miscommunication and will strive to communicate more accurately in the future.
 - 2.2. Will the pavements on William and Henry streets from Leichhardt to Balmain be restored after the power cabling is completed?
 - 2.2.1. The pavements will be reinstated in consultation with Council.
 - 2.3. The community is frustrated with continuing truck traffic along Burt Street. Can anything be done to stop the use of Burt Street by project trucks?
 - 2.3.1. Council has been consulted in relation to truck movements along Burt Street. Truck traffic has been improving, and workers are reminded at the start of each shift to stay off Burt Street. Since the CRG meeting, JHCPB has been in contact with Council Traffic Officer who advised that right hand turn from Burt Street into Lilyfield Road is a legal movement

- 2.4. Are there ramifications for truck drivers who drive on Burt St?
- 2.4.1. No, Burt Street is a public road and it is although it is not illegal to use a public road, workers will be reminded at the start of each shift to stay off Burt Street.
- 2.5. How extensive are the boundaries of the zones around the Project where it has been identified there will be impact and community are being consulted. Is there a map which outlines these zones so residents can see which area they reside in?
- 2.5.1. Iron Cove zone areas are: Moodie Street down to Byrnes Street, and up to Darling Street, Rozelle Railyards – Darling Street, Victoria Road, Lilyfield Road, up to Catherine and Grove Streets. The Crescent to Catherine Street and Annandale Street. There is a distribution area for notifications to be sent to, determined by the environment team. Boundaries of each street can be provided. The question regarding a map for the community has been taken on notice. The use of distribution maps is for internal use only as a guide for the Community relations team to target specific communications to specific residents. If any resident wants to be advised of all work in all areas, JHCPB is more than happy to do so.
- 2.6. Where does the boundary of that zone extend to on The Crescent?
- 2.6.1. The boundary goes up to Johnston Street, but it is possible that residents at Harold Park, Glebe, may also need to be engaged. Residents or business outside the zones who feel they are impacted are welcome to contact the project either through phone 1800 660 248 or email info@rozelleinterchange.com.au
- 2.7. Will the childcare centre on The Crescent be impacted?
- 2.7.1. The childcare centre is some way beyond the work site which stops at the Johnston St intersection. It is not likely that the Centre will be impacted by direct construction work. There may be traffic implications in which case the Centre will be notified.
- 2.8. When will changes to the Iron Cove Ventilation Facility design go on public display?
- 2.8.1. The design will go on public display in approximately six to eight weeks. Residents who are above the proposed modification will be notified in advance of the display going public and the commencement of the consultation period.
- 2.9. Where is the substation for the Ventilation Facility to be located?
- 2.9.1. The substation was originally planned to be installed near Terry Street with the Ventilation Facility on the citybound side of Terry Street. The mechanical systems for the Ventilation Facility are now proposed to go underground.
- 2.10. Where and how big is the proposed tunnel that is needed for the proposed changes to the Ventilation Facility?

- 2.10.1. An additional 340 metres of tunnel is proposed under Callan Street, Springside Street, Moody Street, Waterloo Street, Cambridge Street and Oxford Street in Rozelle.
- 2.11. What are the depths of the proposed tunnel?
- 2.11.1. The tunnel will range from 8 metres to 25 metres at the deepest point. All the details of the tunnel will be outlined in the plan to be displayed.
- 2.12. How long will modification to the Iron Cove Ventilation Facility be on public display?
- 2.12.1. The display will run for 14 days subject to approval by the Department of Planning, Industry and Environment.
- 2.13. What is the current plan for the trees along Lilyfield Road? Will they be affected by construction?
- 2.13.1. The design needs to be finalised. At this stage an answer cannot be given. The outcome for trees on Lilyfield Rd was taken on notice.
- 2.14. Can you see any reasons why the trees might be removed?
- 2.14.1. The trees might be removed if power connection to the site enters where the trees are located.
- 2.15. Was the proposed tunnel (marked in green on slide number 9) included in the original Conditions of Approval?
- 2.15.1. The proposed tunnel was not included in the original Conditions of Approval, that is why it needs to undergo a Modification, subject to approval. The changes were designed to offer an improvement and so to minimise the long-term impact on the community. Residents will be notified of any additional tunnelling that might affect their residence.
- 2.16. Given that building a new tunnel will cost more what is the reason for locating the ventilation facility underground?
- 2.16.1. The idea of moving the ventilation underground was proposed in the original tender as an option for Roads and Maritime to consider. It is seen as a significant benefit to the community and reduces the impact of the project.
- 2.17. What is the risk of losing the row of Silky Oak trees on the northern side of Lilyfield Road in Easton Park?
- 2.17.1. There is currently no work planned on tree removal in this area. Geotechnical testing will be carried out without impact to the trees. If trees are at risk of removal the community will be advised.
- 2.18. Are the trees on the northern side of Lilyfield Road, towards the western side of Balmain Road threatened in any way by construction?
- 2.18.1. There is no plan to remove trees in this location at present. If tree removal is needed, residents will be notified.

2.19. Can any of the trees along 1 – 3 Clubb Street, Toelle Street and other trees close to construction work at the western side of Victoria Rd at Rozelle be saved?

2.19.1. The widening of the road will result the need for the existing trees to be removed. There is not enough space at that location for them to be saved. New trees will be planted in the area.

3. Roads and Maritime Update – Presented by Roads and Maritime (presentation attached)

3.1. How will pedestrians and cyclists get to The Crescent from Railway Parade?

3.1.1. Pedestrians and cyclists will still be able to utilise the rail underpass across the City-West Link. A new staged crossing will be constructed to facilitate crossing the signalled intersections.

3.2. What alternative options do drivers have when that they cannot make a right-hand turn from Johnston Street to The Crescent in Annandale?

3.2.1. Drivers will have to use City-West Link Road and alternative routes.

3.3. What are the traffic plans for drivers wanting to get to Broadway and the Tramsheds from Johnston Street?

3.3.1. Depending on their origin and destination, motorists who would have made this right turn would in the future travel through Annandale, east of Johnston Street, to access The Crescent / Minogue Crescent / Ross Street or use Parramatta Road, if their origin or destination is further south. Traffic surveys indicate fewer than 100 vehicles currently make this right turn in the AM peak hour and fewer than 50 vehicles in the PM peak hour.'

3.4. Has a traffic analysis been conducted to account for possible increased traffic flow from the Western Harbour Tunnel?

3.4.1. Traffic analysis as part of the Western Harbour Tunnel (WHT) will be assessed and modelled as part of the Environmental Impact Statement for WHT.

3.5. Why has the additional pedestrian and cycleway path been proposed?

3.5.1. The additional pedestrian connections are proposed to provide better active transport in the area for cyclists and walkers and to provide a direct connection between the Rozelle Rail Yards and the park adjacent to Chapman Road, in accordance with the conditions of approval.

3.6. How wide will the cycleway and pedestrian looped path be?

3.6.1. The pedestrian and cyclist green link connecting Rozelle Rail Yards to the Rozelle Bay light rail stop will be about 15 metres wide. The shared user path connecting Rozelle Rail Yards to Rozelle Bay will be about 4.5 metres wide.

- 3.7. The community is concerned about the accuracy of the artist's impression of Rozelle Railyards Park when it is returned to the community. The slide appears to show parkland, fields, lake, greenery and depiction of mature trees. Is this what will be delivered?
- 3.7.1. The blue area on Slide 18 is wetlands which is proposed as part of the project.
- 3.7.2. The Rozelle Railyards Park will form part of the Urban Design and Landscape plan which will go on public exhibition in 2020. It is common practice to use an artist's impressions which shows a design a number of years after a project is complete. It is not expected the artist impression would reflect the park at the end of the Rozelle Interchange project. The current minimum requirements for the park upon opening are trees, cycling and pedestrian paths, amenity blocks and seating. The community and other stakeholders will be consulted on the park's development in 2020 and throughout the project.
- 3.8. Is the current existing overpass pathway crossing ANZAC Bridge and City West Link going to be removed?
- 3.8.1. **This overpass is scheduled for relocation and forms part of the Modification design put on public display on Wednesday 21 August.** There will be alternative connectivity coming from the Glebe side, connecting to the bike path under Victoria Road bridge connected to ANZAC Bridge. The link from Victoria Road coming down the Southern side of City-West Link will remain.
- 3.9. Will there be new pedestrian access and a bus stop replacing the bus stop at The Crescent?
- 3.9.1. There will be no pedestrian access on the overpass itself. A proposed bus stop is closer to Johnston Street, away from the likely traffic congestion.
- 3.10. The concept images refer to sporting grounds. Is the project required to deliver "park ready" space?
- 3.10.1. The contractor is responsible to deliver the "park ready" space.
- 3.11. Will the left turn from The Crescent from the Tramsheds into Johnston Street be allowed?
- 3.11.1. Yes, a left turn will be allowed.
- 3.12. How, on the proposed design, do you drive from Johnston Street towards the East side of Glebe? Is there an alternative option?
- 3.12.1. Taken on notice.
- 3.13. On what grounds is the statement *property value will not be affected by subsurface acquisitions* made?

- 3.13.1. The statement is based on conversations with local real estate agents. They have been engaged and will be briefed on the impact of tunnels on real estate. RMS is not aware of any evidence which indicates property value is impacted by subsurface acquisition.
- 3.14. The community is concerned about the impact of subsurface acquisitions on property value and have requested anecdotal evidence not be used. They ask if there is any other evidence to support this statement.
- 3.14.1. Noted. When residents ask if property values are impacted by subsurface acquisition, RMS tell residents they are not aware of any evidence which suggests this.
- 3.15. How many additional subsurface acquisitions will be required as a result of the modifications to Rozelle?
- 3.15.1. Taken on notice. There are no extra subsurface acquisitions needed for the Crescent overpass modification. For the Iron Cove Link modification, this number can not be disclosed as the Modification is not been approved by DPIE.
- 3.16. When will the subsurface acquisitions for the project be completed?
- 3.16.1. The acquisitions will be completed by 2021.
- 3.17. When the subsurface is acquired will there be an amendment to the owner's property title?
- 3.17.1. Yes, the title will be updated.
- 3.18. Will owners of properties whose property is subject to subsurface acquisition be compensated?
- 3.18.1. No. In accordance with the Land Acquisition (Just Terms Compensation) Act 1991 (NSW) property owners will not be eligible for compensation for subsurface acquisition of land, unless specific circumstances apply, including potential damage done to the property as a result of project construction. In most cases, owners can still build extensions or swimming pools or use the land as they would prior to the subsurface acquisition. In the majority of cases, the land acquired under the property is at a depth that owners could not otherwise use.
- 3.19. Will there be compensation for property owners if quality of life is affected by subsurface acquisition?
- 3.19.1. If there is damage to the property due to the construction of the tunnel, compensation is payable. If there is no resolution between The Contractor and the owner on a damage claim, an independent review process will take place via the Independent Property Impact Assessment Panel (IPIAP). If the outcome of that review is that damage occurred as a result of tunnelling, then compensation will be paid.

- 3.20. Will there be a new or altered approval process for property owners affected by subsurface acquisition if they want to build extensions such as swimming pools?
- 3.20.1. Development proposals where the land is impacted by subsurface acquisition still follow the same process through Council.
- 3.21. Are there studies that demonstrate that a tunnel does not impact property values?
- 3.21.1. RMS are not aware of any evidence which indicates subsurface acquisition or tunnelling impacts property value.
- 3.22. Does Roads and Maritime have legal advice for asserting that property value is not affected by tunnels?
- 3.22.1. See above. This is the advice RMS gives to residents.
- 3.23. When will the tunnelling tool be available to the public on the website?
- 3.23.1. The tunnelling tool is expected to be live in September, if not the IC will be informed so members can be notified.
- 3.24. If the tunnelling tool is delayed, does it delay the actual plans for construction?
- 3.24.1. No.
- 3.25. What measures are being put in place during construction for pedestrians crossing Gordon Street and Lilyfield Road safely. The community concern is that there is increased danger as a result of construction activity.
- 3.25.1. All workers are taken through a project induction which includes care to be taken regarding pedestrians in the area.

Q&A and Responses to Questions on Notice

- 3.26. Last Monday 5 August at 12:40pm disruptive noise and continuous vibration was observed at Lilyfield Road and the Goods Yard. What caused this, was it Project related?
- 3.26.1. The project works within project approvals. Noisy work and vibration work will be taking place inside the Rail Yards. For continuous high impact noise work inside the Rail Yards, there will be a one hour quiet respite period every three hours.
- 3.27. Why were Casuarina trees that were cut down on City-West Link left unfinished? They looked terrible after they were cut down.
- 3.27.1. Trees along Lilyfield Road were cut with electric chain saws. This was done at night to reduce the impact on peak hour traffic. Accommodating peak hour traffic needs so as to not close City West Link and resident noise impact resulted in reduced work time and felling of the trees took 2 days to complete and clean up.
- 3.28. What is the current state of parking for workers on the site, specifically, the Balmain site?

- 3.28.1. Taken on notice as parking is still being assessed.
- 3.28.2. Inner West Council is pursuing residential parking permits. The priority is residents.
- 3.29. Will the resident parking schemes apply to residents of South Rozelle?
 - 3.29.1. South Rozelle Residents will have the same amount of resident parking they had prior to this project.
- 3.30. What is the current update on the completion time of the project?
 - 3.30.1. Plans are going as expected. It is still anticipated that the project will be completed within timeframe – by 2023.
- 3.31. Will the overpass at The Crescent be built before the tunnel is completed?
 - 3.31.1. The Crescent overpass is still subject to approval. If the Modification is approved, The Contractor will work on the detailed design and work schedule which will inform the construction schedule.
- 3.32. Are there any plans to tidy up the acquired properties which are now in a dilapidated condition at Rozelle on Victoria Road? The neglected properties impact the street scape and quality of the area.
 - 3.32.1. Those properties will be demolished throughout August and September.
- 3.33. When will the acquired properties be demolished?
 - 3.33.1. August and September
- 3.34. What is the earliest projected start date for tunnelling of Rozelle Rail Yards?
 - 3.34.1. January 2020.
- 3.35. Who should residents contact when any type of construction issue occurs?
 - 3.35.1. Anyone can contact the Rozelle Interchange project team with complaints or enquiries through the email info@rozelleinterchange.com.au or phone 1800 660 248 or sign up to updates via the website: <https://www.westconnex.com.au/contact-us>
- 3.36. What are the plans to ensure students of Sydney Secondary College are not impacted by construction work, especially noise and vibration during the school day?
 - 3.36.1. Meetings will be held with the College for information sharing.
- 3.37. Boreholes are reported going down to a depth of 68 metres, does this imply the tunnel depth will be 68 metres?
 - 3.37.1. No. Borehole depth is independent of tunnel depth. Bore holing is used to find the base level rock underground and for other geotechnical investigations not to indicate the depth of the tunnel.
 - 3.37.2. The tunnelling tool when it is live will show the actual depths proposed at all points of the tunnels.
- 3.38. When can slides from this meeting be released to the public?

- 3.38.1. The slides showing the Iron Cove Link Modification are still subject to change and approval by The Department of Planning, Industry and Environment. Details of the Iron Cove Link Modification will be shared with the CRG members when the Modification is on display. Iron Cove residents affected by the proposed design will be consulted with ahead of this display.
- 3.39. **The next Community Reference Group for the Rozelle Interchange project will be on 19 November 2019.**
- 3.40. JHCPB noted a member of their community relations team has been target of personal attack on social media. JHCPB requests that CRG members remind communities who they are in contact with to be respectful of personnel involved in the project. The Committee acknowledge the respectful nature of the discussion at WCRG meetings and will pass on the reminder to their communities.
- 3.41. Post-Meeting Comment by a community member to clarify an issue that was unclear at the meeting regarding compensation for substratum acquisition under the *Land Acquisition (Just Terms Compensation) Act 1991*. A community member expressed a view, different to that expressed by Roads and Maritime that property owners whose land is subject to subsurface acquisition may be entitled to claim under the Land Acquisition (Just Terms Compensation) Act 1991 No 22
<https://www.legislation.nsw.gov.au/#/view/act/1991/22/part3/div4/sec62>
- 3.42. The community member referred to **Land Acquisition (Just Terms Compensation) Act 1991 No 22 Section 62** that is reproduced below.

Section 62 Special provision relating to acquisition of easements or rights, tunnels etc

(1) If the land compulsorily acquired under this Act consists only of an easement, or right to use land, under the surface for the construction and maintenance of works (such as a tunnel, pipe or conduit for the conveyance of water, sewage or electrical cables), compensation is not payable except for actual damage done in the construction of the work or caused by the work.

(2) If land under the surface is compulsorily acquired under this Act for the purpose of constructing a tunnel, compensation is not payable (subject to subsection (1)) unless:

- a) the surface of the overlying soil is disturbed, or*
- b) the support of that surface is destroyed or injuriously affected by the construction of the tunnel, or*
- c) any mines or underground working in or adjacent to the land are thereby rendered unworkable or are injuriously affected.*

- 3.43. Note from Independent Chair. Landowners affected by sub-stratum acquisition should obtain their own legal advice in relation to this issue.

Meeting closed at 8:00pm

These minutes were accepted on 27 August 2019 by

A handwritten signature in black ink that reads "Steve Lancken". The signature is written in a cursive style with a long horizontal stroke at the end.

Stephen Lancken

Independent Chair

Roads & Maritime Services

Rozelle Interchange

WestConnex Community Reference Group

6 August 2019



Agenda

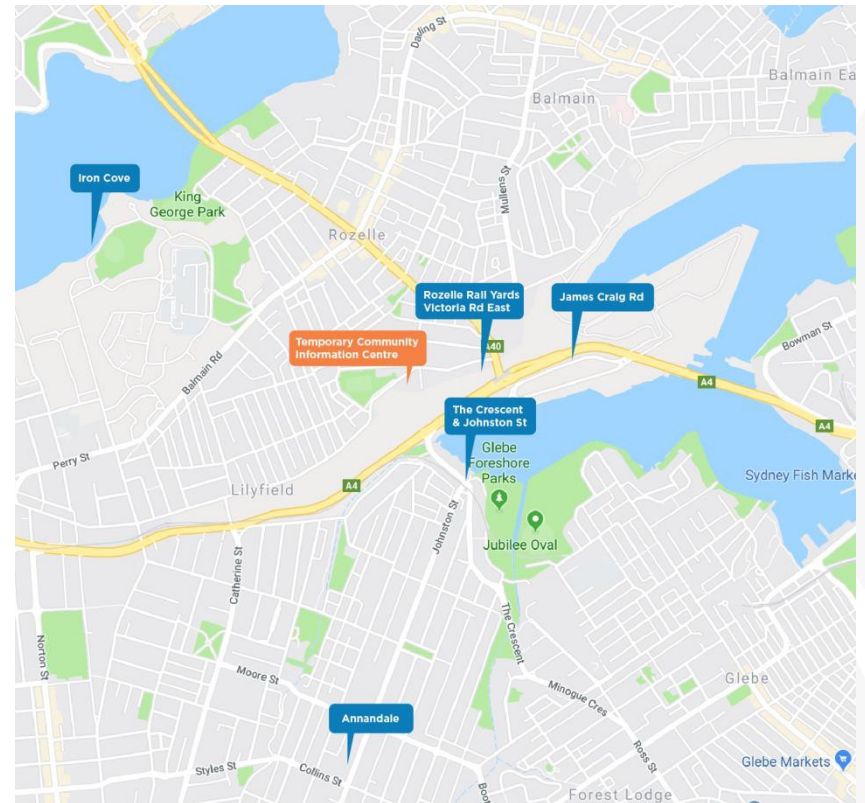
- Community engagement overview
- Your feedback and our actions
- Iron Cove Link Design Modification
- Questions for contractor
- The Crescent Overpass and Active Transport Links Modification
- Subsurface acquisition update
- Questions for RMS
- Action items from previous CRG

JHCPB project update

Working with the community

We have dedicated community engagement specialists for these precincts:

- Iron Cove
- Rozelle Rail Yards and Victoria Road East
- The Crescent and Johnston Street
- James Craig Road
- Annandale



JHCPB project update






Community engagement activities snapshot

- Over 4500 properties entered into database
- Weekly e-updates
- Quarterly forums per area: Iron Cove May 28 (2 sessions); Rozelle Rail Yards June 27 (2 sessions);
- One on one meetings
- Doorknocks
- Notifications/fact sheets/slips
- Feedback from Community group regarding engagement in the Rozelle area
- Meetings with local schools
- Meeting with Bicycles NSW
- Responding to enquiries and complaints



JHCPB project update

You said... we did

- Too many notifications  • Mostly one notification for the month's work
- Traffic controller vehicles too noisy  • Traffic control vehicle trays fitted with padding
- Not enough information in notification regarding parking take-out  • Information included in notifications and bollards with signage placed in local roads prior to work
- Implement resident parking permits  • In discussions with Council; community relations team use bikes or walk to local road areas
- Messages are unclear  • Now using clearer language for updates

JHCPB Project Update

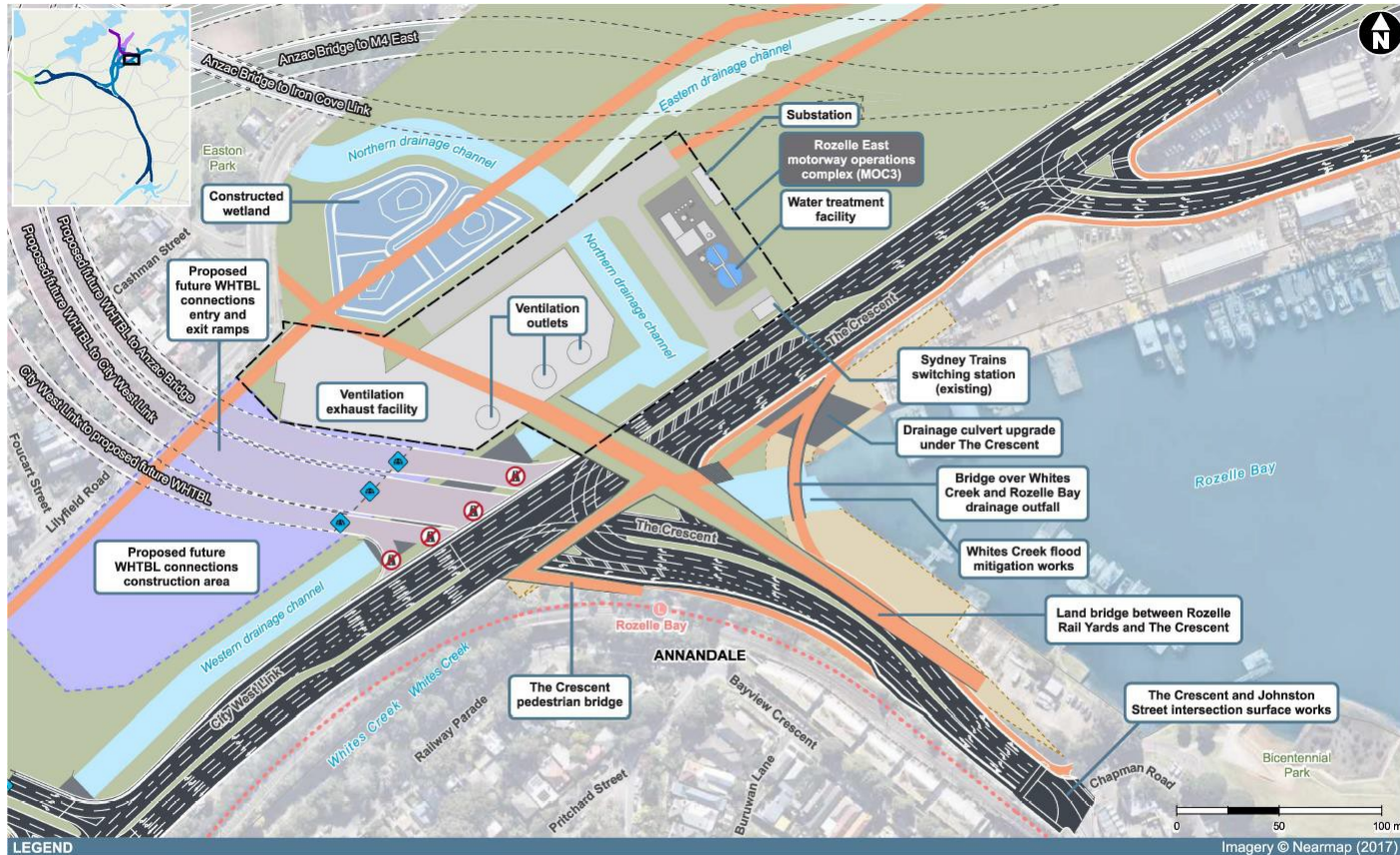
Where is the project up to?



- Site establishment: Rozelle Rail Yards and Iron Cove Demolition
- Potholing and drilling for design investigation work
- Utilities relocation
- Construction power from Balmain substation to rail yards

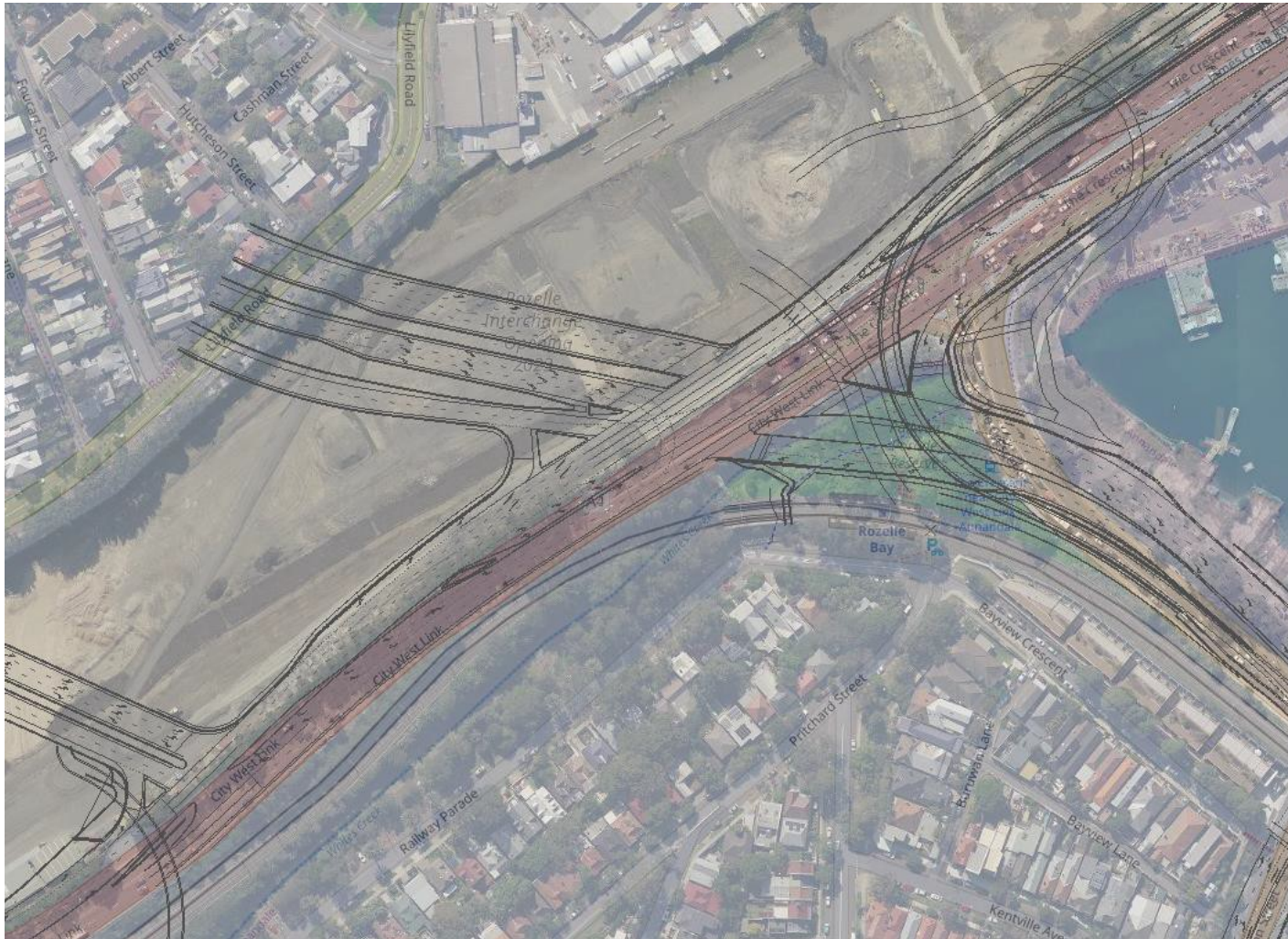
Rozelle Rail Yard Update

Vegetation



Rozelle Rail Yard Update

Vegetation



Questions?

The Crescent Overpass and Active Transport Links Modification (RMS lead)

The Crescent Overpass update

Proposed modification

What is it?

- New overpass at The Crescent for traffic turning right toward Victoria Rd or Anzac Bridge
- Re-alignment of the proposed active transport bridge(s) connecting RRY to The Crescent and Rozelle Bay Light Rail stop
- Revised traffic flow arrangements for the intersection of Johnston St / The Crescent
- Changes to traffic merging arrangements on the city bound approach to Anzac Bridge
- Change to boundaries of construction site (C6) at The Crescent

Need and Benefits

- Improved traffic flow and intersection performance at The Crescent / City West Link and the adjacent road network
- Future proofs the intersection to accommodate traffic flows associated with the proposed Western Harbour Tunnel project
- Avoids the need for consecutive construction programs and therefore minimises the associated disturbance of the local community
- Maintains all of the active transport connectivity proposed in the EIS, including the land bridge, albeit in a different arrangement

The Crescent Overpass

Approved EIS design for Rozelle Rail Yards precinct

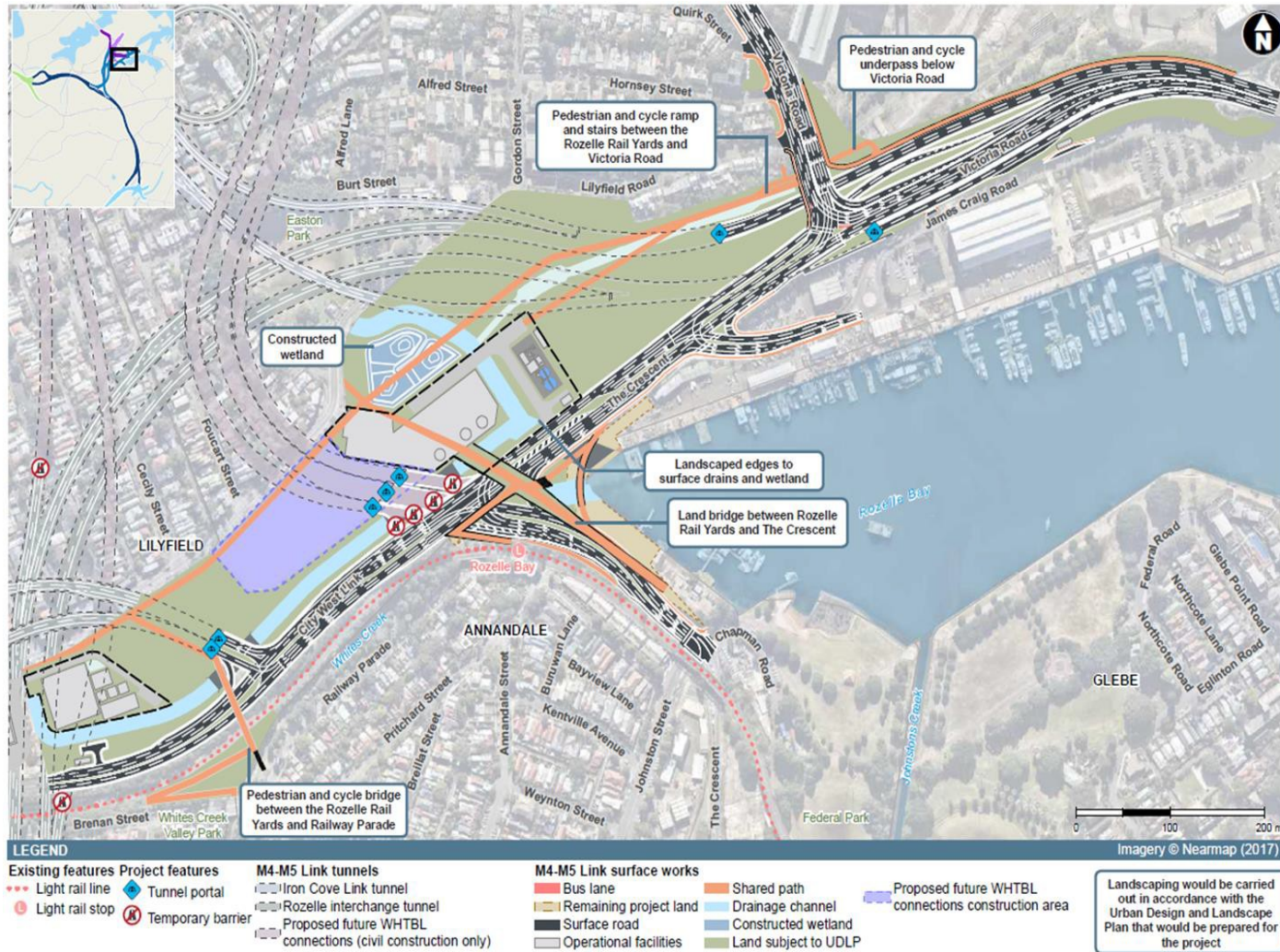
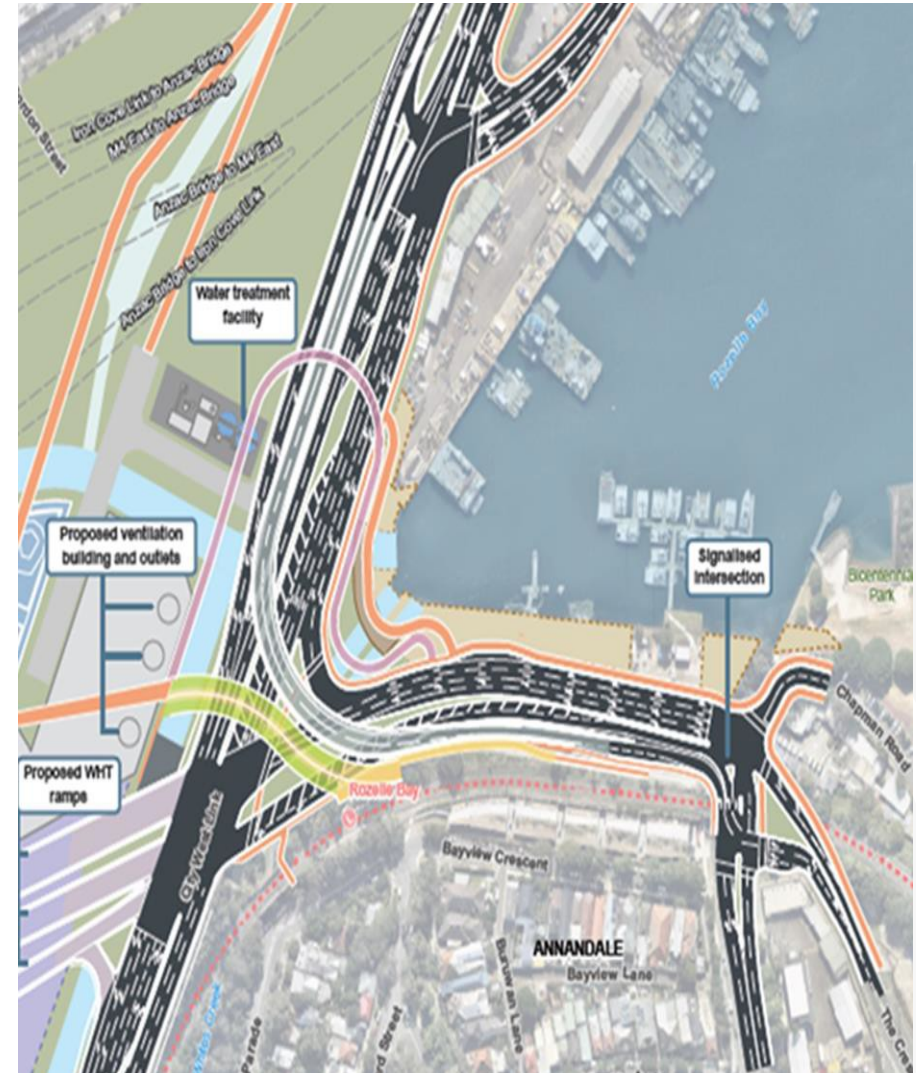
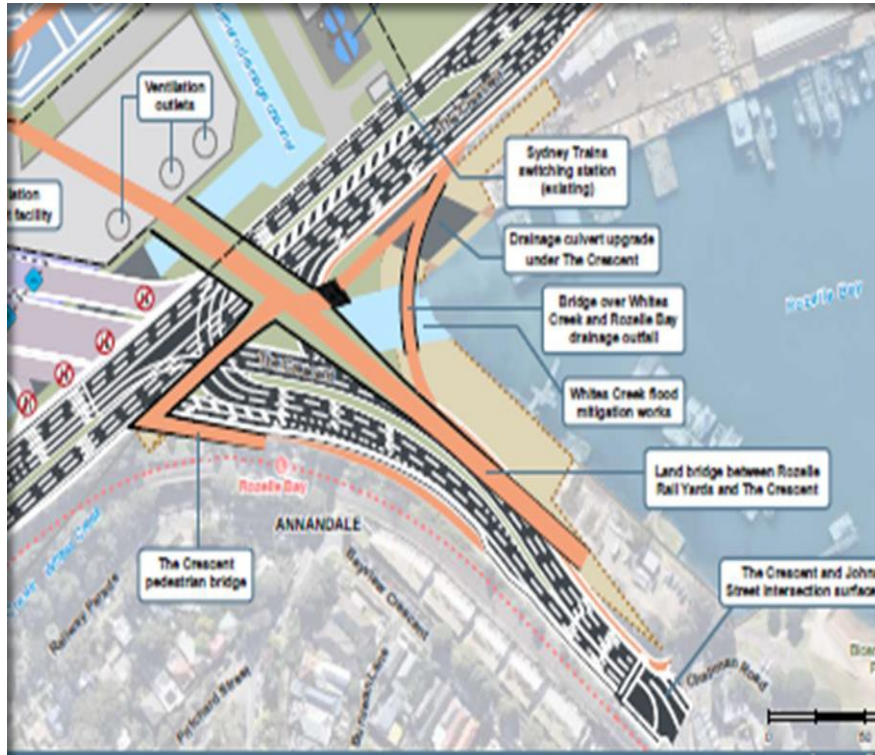


Figure 5-33 Urban design and landscaping works to be carried out by the project – Rozelle Rail Yards

Comparison of EIS and proposed modification designs



Modification timeline

Modification process



Communications and engagement

- Meetings with key stakeholders including:
 - Inner West Council and City of Sydney
 - EPA, Sydney Water, Ports Authority and Light Rail / TfNSW
 - Bicycle user groups

- Door-knocking of local residents potentially impacted by the modification
- Preparation and circulation of a 'community guide to the modification report'
- Update of Rozelle Interchange project website
- Modification displayed at the Community Information Centre and local libraries

Subsurface acquisition update

April - July 2019 - 240 property owners contacted regarding the upcoming sub-surface acquisition. Process will continue over the next 12-18 months

Owner occupiers were door knocked and investors received information via post.

Key messages:

- sub-surface land will be required to construct the Rozelle Interchange
- formal Property Acquisition Notice (PAN) will be issued in the coming months.
- details of the final tunnel design will be available once the tunnelling tool is made publically available
- residents will be offered pre and post condition surveys and are protected by the IPIAP

Subsurface acquisition update – community responses

Question/concerns	Response
How will potential property damage be managed?	Property Condition Surveys will be offered and carried out for properties within the tunnel alignment. An Independent Property Impact Assessment Panel (IPIAP) independent from the contractor has been established to assess any escalated claims.
Why is compensation not offered for sub-surface acquisition?	The Land Acquisition (Just Terms Compensation) Act 1991 (NSW) explains that property owners are not eligible for compensation for sub-surface land unless specific circumstances apply. However, a Claim for Compensation form will be attached to the PAN.
Will the value of my property be affected by sub-surface acquisition?	The property on the surface of the land is unlikely to be affected and in most instances, developments to properties will still be able to be carried out, such as building a swimming pool and extensions. RMS are not aware of any evidence which suggests property values are impacted by sub-surface acquisition.
How can sub-surface acquisition be carried out without a final detailed design?	A detailed design is not available yet, however we know that due to the proximity of their property to the tunnel portals that we will be required to tunnel underneath their property.

Questions?