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COMMUNICATE INNOVATE COLLABORATE FACILITATE NEGOTIATE MEDIATE EDUCATE

WestConnex Community Reference Groups Special Meeting

Meeting: WestConnex Community Reference Group

Date: Combined Meeting Thursday, 12 July 2018

Time: 5:45pm for 6:00pm start

Location: RMS 33 James Craig Rd Rozelle

Attendees:	Independent Chair	Stephen Lancken
	Notetaker	Vivian Shen-Edwards
	Roads and Maritime WestConnex Project Director	Andrew McKindlay
	Roads and Maritime WestConnex Project Director	Steve Gorton
	Roads and Maritime Services	Dan Silburn (Apologies) Louise Bonny
	Roads and Maritime Services (Aurecon)	Kylie Cochrane
	Department of Environment & Planning (DPE)	Rob Sherry
	EPA	Claire Miles Mike Sharpin
INVITATIONS SENT TO		
Present	Jan Wilson	Coalition of Glebe Groups - COGG
Present	Christina J Valentine	Leichhardt Against WestConnex - LAW

Present	Catherine Gemmell	Leichhardt Against WestConnex - LAW
Apologies	Liza J Loch (LJ)	WestProtects
Apologies	Nick O'Dwyer	White Bay Strata
Present	Murray Jewell	Coalition of Glebe Groups - COGG
	Anne-Therese King	Vice President of P&C Sydney Secondary College
Present	Kate Moriarty	President of Balmain Chamber of Commerce
Apologies and Replaced by Sunil Badami	Ben Prag	Vice President of P&C Rozelle Public School
Present	Lance Butler	Community rep
Present	Rhea Liebmann	WestConnex Action Group
Present	Sharon Laura	Community rep
	Cynthia Louise Moore	Community rep
Apologies	Sherrill Nixon	Haberfield Public School
Apologies	Schon G Condon	President of Parramatta Chamber of Commerce
Apologies	Elise Webster	City of Sydney
Present	Asad Rajbhoy	City of Sydney
Apologies	David Birds	Inner West Council
Present	Kendall Banfield	Inner West Council

Meeting Notes

Key Matters Discussed and Presented

WELCOME AND INTRODUCTIONS

Welcome, introductions. Purpose and Terms of Reference of WestConnex Community Reference Group Independent Chair (IC)

PRESENTATION BY RMS WESTCONNEX PROJECT DIRECTOR

Questions and Comments

1.1 How many properties were door knocked in Ashfield, Haberfield and Leichardt?

1.1.1 RMS: Properties in the region of both "Muir's" sites were door knocked. RMS will provide further details of the properties doorknocked in regarding changes to construction sites proposed for the construction of the M4-M5 Link tunnels.

1.1.2 NB. When the "Muir's sites" are referred to in these Notes that means the Haberfield and Ashfield Parramatta Road sites.

1.2 Did the door knocking process include Wolseley St?

1.2.1 RMS: RMS will provide further details of the streets that were door knocked.

1.3 CM: In regard to the 7 sites to be used, is the option for Haberfield considered to be Option A or B?

1.3.1 RMS: It is neither Option A or B. It is a hybrid option that is been proposed.

1.4 Would Northcote St be described as a tunnelling site?

1.4.1 RMS: Yes. It is both civil and tunnelling site, however, essentially it will be used as a tunnelling site in the future.

1.5 Will the correct slides be provided in the notes?

1.5.1 RMS: Yes. Corrected slides to be provided with the Notes.

1.6 Will there be opportunity for the Community to be consulted on the changes to the extended usage and haulage at the Northcote Site?

1.6.1 Yes, it will go to public exhibition and the Community will be informed well in advance.

1.7 For the residents that are impacted, by the construction activity what is the proposal for property acquisition?

1.7.1 RMS: Depending on individual circumstance, home owners near construction sites may be eligible for acquisition by agreement or acquisition by hardship.

1.8 Is there any assistance proposed or a plan for the Community to ameliorate the effects of construction that has been extended for much longer periods of time than they were initially advised? It is suggested that RMS engage in a process to engage with the impact on the Community.

1.8.1 RMS: Noted

1.9 Will the existing acoustic shed at Northcote Street be improved due to increased impact?

1.10 The acoustic shed will remain in its current form. The contractor will prepare site plans which may involve moving the demountable site sheds to create more acoustic shield, although there will not be a lot of change to the site. CM requests to the community have an opportunity to provide input into the the construction and siting of demountable structures at the Northcote site.

1.10.1 RMS are awaiting information from the contractor on the proposed layout for the site the at this stage.

1.11 What is the timeframe for exhibition of Modifications to the M4-M5 Link EIS relating to the construction sites for the M4-M5 Link tunnels?

1.11.1 RMS plans to submit a Modification document to the Department of Planning and Environment sometime in August. RMS intends to avoid rushed decisions and to ensure that the Community are well informed about the scope of the Modification to the M4-M5 Link EIS.

The Ashfield and Parramatta Road sites, which includes properties formerly owned by Muirs

2.1 Were all properties acquired for the Parramatta Road Ashfield and Haberfield sites owned by Muirs?

2.1.1 RMS: No, there were some other adjoining properties that were acquired.

2.2 CM and Council expressed concerns and requested further information regarding the construction traffic routes that would be used to and from the Parramatta Road sites. The group asked whether a so called "B loop" route described in the M4-M5 Link EIS would be used?

2.2.1 RMS: The construction routes described and assessed in the M4-M5 Link EIS contemplated the scenario where tunnelling was being undertaken at the Parramatta Road Ashfield and Haberfield sites. RMS can now confirm that these sites will not be used for tunnelling. Tunnelling will be carried out at the Northcote St site. The haulage route

for the Northcote Street site is still being finalised and will be described and assessed in the Modification to the M4-M5 Link EIS. 2.3 Is the Ashfield shopping centre loop proposed as a haulage route? The Council has similar concerns.

2.3.2 RMS: No

Wattle St Haberfield.

3.1 CM: It unclear what the usage of surface land area surrounding the PRVF and the C2a and C1a sites will be during construction of the M4-M5 Link tunnels. Will it be used for construction purposes or incorporated in the Urban Design and Landscape Plan (UDLP)?

3.1.1 RMS: Noted and will provide further details on how the sites are used.

Pymont Bridge Rd.

4.1 The Council and the CM are concerned about the use of Johnston St, Annandale to run trucks?

4.1.1 RMS: The Darley Rd site will no longer be used for construction. As such, RMS will clarify the use of Johnstone Street and provide further details.

4.1.2 CM concerned if the Pymont Bridge Road, Camperdown site is subject to the Modification to the M4-M5 Link EIS currently in preparation?

4.1.3 RMS: No, there are no changes to the use of the Pymont Bridge Road site described in the M4-M5 Link EIS

4.2 Council: Will the alignment of Bignell lane be restored after completion of construction?

4.2.1 DPE: The M4-M5 Link Conditions of Approval require Bignell Lane to be reinstated to its preimpact alignment and length, unless otherwise approved by the Secretary following consultation with the relevant council (see COA E48)..

4.3 Are there any plans to widen or change the Crescent between City West Link and Johnston St?

4.3.1 RMS: Concerns are noted. Will provide further details if there are any such plans.

4.4 CM are concerned with the noise impact during construction at the Camperdown site and whether the acoustic shed can provide affective noise attenuation.

4.4.1 RMS: Pymont Bridge Road works will be covered by an acoustic shed to reduce the impact of noise on surrounding residences.

4.5 CM: Acoustic sheds do not cover all impact. Noise can still be heard on ground level for long distances, for instance machinery and pumps that are not inside the shed. This noise is a constant and can be heard during the evenings.

4.6 Why is noise attenuation not offered to residents impacted by noise in Camperdown area, when it is offered at Rozelle?

4.6.1 RMS: There is not an acoustic shed at Rozelle and most works are completed in the open. Community concerns about noise at Camperdown are noted and will advise further in relation to this in due course.

4.7 Bridge Special School is part of the community that is impacted by the Camperdown site.

4.7.1 RMS: Noted. RMS note that the Bridge Special School need to be informed and consulted about construction impact.

4.8 Council are concerned about the impact on the four terraces on Bridge Road and the possible impact to businesses around the brewery site.

4.9 Council are concerned with buses and pedestrians on Paramatta Rd and request consideration be given to road management and planning.

Campbell Rd, St Peters

5.1 When will tunnelling connecting St Peters interchange commence? Residents raised concern regarding tunnelling in proximity to Church Street. CM asked when information on the final alignment of the M4-M5 Link tunnels be available?

5.1.1 The Alignment of the M4-M5 Link tunnels is being finalised by the contractor. The alignment of the tunnels will be published on the WestConnex website in the coming weeks. RMS and the contractor will progressively contact owners along the tunnel alignment. Property owners within 50 metres of the edge of the tunnel alignment will be offered a property condition survey prior to tunnel construction starting.

5.2 When will damage to resident's homes be addressed and what is the policy and process offered by SMC and RMS? Concerns expressed that the processes were not clear and could be unfair to those whose properties are damaged by construction.

5.2.1 RMS: There is a policy and process in place offering all home owners within 50 metres of the tunnelling corridor a pre-construction condition report. If there is any damage alleged, then a post construction inspection report will be carried out to determine whether any damage has been caused by construction activities.

5.3 CM: There has been reports of RMS denying responsibility to property damages.

5.3.1 RMS: Responsibility will not be denied unless there are strong cause and RMS are not aware of any such cases.

5.4 Is there a process after the initial dispute if the construction contractor deny liability?

5.4.1 RMS will investigate any complaints regarding this matter. On the M4-M5 Link project unresolved complaints may be escalated to the Community Complaints Mediator.

5.5 CM states that there are only three lines in EIS about property damage. Concern expressed that the details are inadequate and request more details of the processes.

5.5.1 The cause of cracking at properties is not always clear cut and can have a number of contributing factors.

5.5.2 If damage occurs as a result of construction, obligations to repair or compensate for damage is not limited to residential properties and extends to public infrastructure and businesses. An independent assessment process will be in place if the contractor denies responsibility for property damage.

5.5.3 RMS: Contractor will arrange a pre-construction dilapidation report for anyone within 50m of the

tunnelling corridor.

- 5.5.4 DPE: There is a process in relation to property damage claims for Stage 3. IC will provide details with the notes. **NB: THE FOLLOWING PROVIDED POST MEETING BY** Department of Planning

The relevant condition of SSI 7485 which relates to the independent panel to be set up with the ability to review dilapidation reports is Condition E109.

Condition E109:

*The Proponent must establish an **Independent Property Impact Assessment Panel** before works that have the potential to result in property impacts commence. The Panel must comprise geotechnical and engineering experts independent of the design and construction team. The Panel will be responsible for independently reviewing **Condition Survey Reports** undertaken under **Conditions E105 and E106**, the resolution of property damage disputes, and the establishment of ongoing settlement and vibration monitoring requirements.*

The Secretary must be informed of the Panel Members prior to property impact.

Either the affected owner or the Proponent may refer unresolved disputes arising from potential and/or actual property impacts to the Panel for resolution. All costs incurred in establishing and implementing the Panel must be borne by the Proponent regardless of which party makes a referral to the Panel.

Conditions of Approval can be found at

<https://majorprojects.accelo.com/public/5f97265d6e3da061f13b9c86a82e82c2/WestConnex%20M4-M5%20Link%20Instrument%20of%20Approval.pdf>

- 5.6 CM: Why are Property Impact Panels not back dated and made available for Stages 1 and 2 if there is a process for Stage 3?
- 5.6.1 RMS: Conditions do not carry across to earlier stages.
- 5.7 CM expresses concern about the lack of fair process across all stages in relation to property damage and requests investigations as to the different processes applied to stage 1 and 2 in relation to property disputes.
- 5.7.1 RMS: will consider and report back by next WCRG
- 5.8 CM: the issue of improved Conditions of Approval not being available for Stages 1 and 2 is not limited to property damage. Who can require the improved conditions be applied to Stage 3 and will RMS support such changes?
- 5.8.1 RMS: Every approval of approval comes with cost and time impact on the project. Contractors are engaged with a specific set of conditions. To address the issue raised, RMS needs to understand which specific Conditions of Approval the community would like changed for Stages 1 and 2.
- 5.9 CM expresses that the contractors may not incur the cost involved with retrospective approvals, however the government should.
- 5.9.1 RMS: Noted. If there is change it will be an RMS decision.
- 5.10 Construction of the three stages of WestConnex overlaps in a number of geographical locations and will result in extended construction impacts for some residents
- 5.10.1 RMS: Noted and will address specifics.

- 5.11 CM expresses that project is being built in 3 stages for the convenience of RMS not the community and that communities' concerns are not heard by RMS. The relationship between RMS and contractors should not impact residents and become the community's issues. Approval would not be an issue if the project was built in one stage.
- 5.12 The Community not only want to be heard but to have issues addressed and acted on as there has been no actions so far.
- 5.13 CM: Are there portions of the New M5 UDLP being held over until after stage 3 completion?
- 5.13.1 RMS: Yes, some of the works always were intended to be done after completion of Stage 3. Further information to be provided.
- 5.14 CM disagrees and observes that the plans were included in Stage 2 plans but moved to Stage 3 and the community understands. However, concerns are raised on the lack of communication to plan modifications, to residents well in advance.
- 5.14.1 RMS: Noted.

White Bay

- 6.1 There has been reports of sites usage overlapping with other government agencies (e.g. Sydney Metro), exactly where will the parking and trucks for WestConnex be located at the White Bay site?
- 6.1.1 RMS: There are other projects that are using other parts of White Bay, for instance the Sydney Port Authority and Sydney Metro. RMS are aware of potential overlap and the combined impacts.
- 6.2 CM concerned with phasing of traffic lights and extra traffic causing problems in the area?
- 6.2.1 RMS: There are no traffic light phasing plan. Traffic impact is currently reviewed by the Transport Management Centre. At this stage there is no certainty about any traffic management changes.
- 6.3 Will workers be bused to Camperdown site? What are the plans for worker and subcontractor parking and how is it to be policed?
- 6.3.1 RMS: Yes, it is part of the contractors plan and will provide further details. There is a possibility of busing workers to other sites from White Bay.
- 6.4 CM: When will we find out details?
- 6.4.1 RMS: Parking is provided either at construction site including Muirs or at the White Bay site. The contractor is making facilities available so that workers have enough space to park on site and avoid parking in residential areas. Further details will be provided about onsite parking plans and how parking in residential areas will be be policed.
- 6.5 CM concerned with truck marshalling facility at White bay that is adjacent and overlapping with Sydney Metro property usage.
- 6.5.1 RMS There are separate pieces of land allocated for South West Metro and WestConnex at White Bay to prevent conflicts or overlaps.
- 6.6 Council: Can technology (e.g. no access to site unless workers park in allocated sites) be used to ensure workers park in allocated spaces at White Bay?

6.6.1 RMS: Noted.

6.7 Council expresses concerns that there are likely to be cumulative impact from all construction and that effects the congestions in White Bay area and will impact traffic flows to the Crescent and the City West Link.

6.8 CM is concerned with the development of the Fish Markets causing additional truck flow and traffic congestion and that projects are phased simultaneously.

6.8.1 RMS: The NSW Government has an interagency steering committee looking at the cumulative impact to the bays precinct area.

6.9 When will RMS be informed of the reduction of truck flow out of White Bay.

6.9.1 RMS will provide further information in response to this question.

6.9.2 DPE: Strategy for shuttling of workers is subject to Approved Construction Parking and Access Strategy (ACPAS). Currently local councils are consulting with Sydney Coordination Office and Ports and will keep the Community updated.

6.10 Exactly how many working car parking spaces, construction vehicles, marshalling spoil trucks and worker parking are available?

6.10.1 RMS: Will provide further details.

6.11 Will there be shuttle buses for Haberfield and Ashfield sites?

6.11.1 RMS: not sure, however there are potential shuttle buses for "Muir's" site.

6.12 Will there be shuttling to Haberfield, Ashfield and to other sites?

6.12.1 RMS: Yes

6.13 What is the parking "shortage" for each option A, B and the now proposed Hybrid and can the difference between the hybrid option and option A and B be identified? Is there likely to be a parking shortage and if so how much?

6.13.1 RMS: Not sure. Further details will be provided in the ACPAS.

6.14 Council are concerned with potential for light rail spur and interactions between other transport infrastructure on WestConnex and requests information about "cross impacts" of these projects.

Process for approval of Construction changes

7.1 CM: Are the timelines for the project still current or is completion going to be pushed out?

7.1.1 RMS: 2023 is the current project completion date, therefore the timeline has been pushed out by 3 months.

7.2 CM: Are the Construction Environment Management Plan (CEMP) and Site Establishment Management Plans (SEMP) separate?

7.2.1 RMS: Site Establishment Management Plans is a subset CEMP.

7.3 What is SEMP timeline and process?

7.3.1 Plans are submitted for approval through SMC and RMS, in development process and will be submitted to Department of Planning as soon as possible.

7.4 Does Council or Community have input?

7.4.1 No, they are submitted to Department of Planning for approval, in accordance with the Conditions of Approval.

7.5 Would RMS be willing to engage with the Community who can contribute to the process of planning?

7.5.1 RMS: Noted and will take into consideration.

7.6 Is there no further consultation with the community in regard to SEMP?

7.6.1 RMS: There will not be a consultation unless there are changes to what was approved.

7.7 CM are concerned with the approval of the Rozelle interchange and request to be consulted prior to approvals rather than accepting unconsulted concepts.

7.7.1 RMS enquires how the DPE will decide to present new concepts if the final design is different to concept design?

7.7.2 DPE: There will be public consultation if final plans are significantly different to the concept that has approval.

7.8 CM: Was the iron cove link taken out of the Rozelle Interchange?

7.8.1 RMS: The Iron Cove link is part of stage 3B and is approved.

7.9 In relation to the hybrid option at Haberfield, will there be comparative analysis on the proposal?

7.9.1 RMS: No. In the submission to DPE, a comparative analysis had to be shown to prove that the hybrid option would be more beneficial than either option A or B and have a better outcome for the Community.

7.10 Given hybrid option in Haberfield/Ashfield, according to condition 20 and 21, site establishment and impact be included in comparative analysis?

7.10.1 RMS will provide further information in relation to this question.

7.11 CM: Can site establishment impact be included in the comparative analysis to show that the assessment of the hybrid option is the better of the two?

7.11.1 RMS: RMS will provide further information in relation to this question.

POST MEETING. RMS will provide more information in due course.

Community Complaints Mediator

8.1 Can the community complaints be applied for Stage 1 and 2?

8.1.1 RMS: Noted and will be taken into consideration.

8.2 CM asks if there is a plan for a joint public meeting for those effected by two projects and if so when will it be? If no plan in place, CM express an urgent concern in the Community and requests meetings for both ends of the Stage 3 project, where the projects intersect to indicate how the two projects overlap and interact.

8.2.1 RMS: Noted.

8.3 CM: can we please have Traffic comparison survey, particularly for Glebe and Forest Lodge RMS roads, as a bench mark to compare with traffic upon completion?

8.3.1 RMS states that traffic comparisons are conducted frequently and measured figures can be published.

8.4 Council and CM are concerned if trucks missed turnoffs that they will end up in Glebe and Forest Lodge.

8.5 Issues with stage 1 and 2 is in compliance by contractors and subcontractors. Responsibilities of issues are shifted between SMC and subcontractors where no one wants to take responsibility. What additional measures are in place for compliance with condition of approval. Community expect RMS to maintain compliance.

8.5.1 RMS: Noted

8.6 What is the ratio of contractors, subcontractors and employees on the project?

8.6.1 RMS: Will provide further details.

OTHER BUSINESS

Question & Comments

8.7 CM are concerned that RMS is shifting burden and often the community are required to detail conditions of approval in order to make complaints and have issues addressed and as an RMS project, this should be RMS responsibilities.

8.7.1 CM are concerned with time and cost to raise issues for volunteer CM and requests RMS to minimise CM delving into the conditions by providing them.

8.7.2 RMS: will look at Terms of Condition that are approved on Stage 3 and review what can be applied to Stage 1 and 2.

8.8 CM commented that RMS should address public interest rather than commercial, contract, or government interest. When information is not forthcoming it is perceived to be hidden. It is appreciated that RMS are taking steps towards communication by participating in these meetings.

8.9 When will we receive notes from last meeting?

8.9.1 IC: Previous meeting notes have been provided and will be posted to the website. IC will advise when posted.

FUTURE MEETING DATES

9.1 Unless IC advised of any significant clashes the future meetings will be on the flowing dates as was emailed to members before the meeting.

Southern	Central	Western
11 September	POST MEETING 2 OCTOBER 2018	18 September
6 November	4 December	27 November

Meeting closed at: 8.10pm

ACTIONS ARISING:

Item	Actions Arising	Timeframe	Responsible
1.	Provide details of number of properties that were doorknocked in Haberfield Ashfield and Leichardt.		RMS
2.	Investigate and advise processes across the whole WestConnex project in relation to property damage claims especially different processes applied to stage one and two	By next WCRG	RMS
3.	Advise the ratio of contractors, subcontractors and employees on the project		RMS
4.	Provide notes from last meeting	ASAP. Provided to Committees, to be uploaded on website.	IC
5.	Provide further details on how the surface land area surrounding the PRVF and the C2a and C1a sites are to be used during construction.		RMS
6.	Clarify the truck routes to be used for the Camperdown site, particularly the use of Johnston St and Darley Rd		RMS
7.	Advise and provide any plans to widen or change the Crescent between city west link and Johnston St		RMS
8.	Investigate noise attenuation offered to residents impacted by noise in area of Bridge Rd Camperdown site		RMS
11.	Approved Construction Parking and Access Strategy. Provide plans in relation to parking for workers at the Camperdown site and proposal for policing the rules. Provide details about workers car parking spaces, construction vehicles, marshalling spoil trucks and worker parking.		RMS
12.	Explore improved Conditions of Approval that are applied on Stage 3 and review whether those improved Conditions of Approval can be applied to Stage 1 and 2.		RMS

Roads and Maritime Services

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Extraordinary Community

Reference Group Meeting

12 July 2018



WestConnex M4-M5 Link

Design changes and modifications

Contract commitment deed signed

- Lend Lease Samsung Bouygues Joint Venture announced as contractor for M4-M5 Link tunnels on 13 June, 2018
- Roads and Maritime Services and Sydney Motorway Corporation are working with LSB Joint Venture to refine the design and construction plans for the M4-M5 Link tunnels to determine construction site choice and further reductions to community impacts
- In June 2018, the design changes and modifications were announced to the community and stakeholders. The community update newsletter was distributed to over 60,000 residents and 500 properties in the Haberfield and Leichhardt area were doorknocked.
- RMS, SMC and LSB will work with the Department of Planning to ensure each proposed change to the EIS is managed appropriately.

WestConnex M4-M5 Link



M4-M5 Link tunnel – Haberfield to St Peters Interchange

7.5 kilometre tunnels, each accommodating up to four lanes each way.

WestConnex M4-M5 Link

Design changes – construction sites

- Eight construction sites were described and assessed in the M4-M5 Link Environmental Impact Statement (EIS) and Submissions and Preferred Infrastructure Report (SPIR) to support the construction of the M4-M5 Link tunnels
- LSB Joint Venture will use seven of these sites:
 - Northcote Street, Haberfield (existing New M4 site)
 - Parramatta Road, Haberfield (formerly Muirs)
 - Parramatta Road, Ashfield (formerly Muirs and other adjoining properties)
 - Wattle Street, Haberfield (existing New M4 site)
 - Pyrmont Bridge Road, Camperdown/Annandale
 - Campbell Road, St Peters (existing New M5 site)
 - White Bay
- The Parramatta Road sites at Ashfield and Haberfield will not be used for tunnelling and will be used for low impact activities, in accordance with the M4-M5 Link Conditions of Approval (C19)
- Roads and Maritime Services proposes to use the existing New M4 tunnelling site at Northcote Street, Haberfield as a tunnelling and civil site for the M4-M5 Link tunnels. The construction site at 7 Darley Road, Leichhardt (Dan Murphy's) described and assessed in the EIS will not be used to construct or operate the M4-M5 Link.

WestConnex M4-M5 Link

Use of construction sites – Northcote Street, Haberfield

The Northcote Street civil and tunnel site at Haberfield will be located between Wattle Street and Wolseley Street on land currently used to construct the New M4 tunnels.

Key construction activities include:

- The M4-M5 Link EIS described and assessed Northcote Street as a civil site. The purpose of this site will change to a tunnelling and civil site. This change will be described and assessed in a Modification to the EIS and will include a formal exhibition period where community and stakeholders can make submissions.
- The spoil haulage route for this site is being determined and will be assessed as part of the Modification to the EIS.
- The existing New M4 acoustic shed, site hoarding and access and exit points are planned to remain the same

WestConnex M4-M5 Link

Use of construction sites – Parramatta Road, Ashfield and Haberfield

- **The Parramatta Road, Ashfield** civil site will be located the western side of Parramatta Road between Alt Street and Bland Street, Ashfield and comprises of properties formerly owned by Muirs and some adjoining properties.
- **The Parramatta Road, Haberfield** civil site will be located on the eastern side of Parramatta Road between Alt Street and Bland Street, Haberfield. This site comprises of properties formerly owned by Muirs.
- To minimise impact on the community, these sites will not be used for tunnelling. The sites will be used for low impact activities, which could include site offices, construction workforce parking and support activities at the nearby civil and tunnel sites. LSB must continue to meet all requirements under Condition of Approval C19.
- A temporary pedestrian overpass will be built between the two Parramatta Road sites to encourage workers to walk between sites and to lessen the need for light vehicle movements. This will be assessed in the modification to the EIS.
- No vehicles can access or exit the Parramatta Road, Haberfield site to Bland Street to minimise disruption to the Haberfield Public School. The site will be accessed from Alt Street or Parramatta Road.

WestConnex M4-M5 Link

Use of construction sites – Wattle Street, Haberfield

The Wattle Street civil and tunnel site will be located above and below ground along Wattle Street in Haberfield, between Parramatta Road and Ramsay Street, on land that is currently being used for constructing the New M4.

Key construction activities include:

- establishment of site offices, amenities and temporary infrastructure, including temporary fencing and noise reduction measures
- completion of excavation and stabilisation works in the New M4 tunnel and cut-and-cover structures
- tunnel excavation and stockpiling materials from spoil haulage
- pavement and drainage works within the tunnels and installation of mechanical and electrical services within the tunnel and ventilation outlet
- civil works to integrate the M4-M5 Link tunnels with the surface road network at the Wattle Street interchange.

It is expected the work at this site for M4-M5 Link will be of a lower intensity than the current M4 East work.

WestConnex M4-M5 Link

Use of construction sites – Pymont Bridge Road, Camperdown/Annandale

The Pymont Bridge Road tunnel site will be located between Parramatta Road and Pymont Bridge Road at Annandale on land currently occupied by commercial and light industrial businesses, which are to be acquired.

Key construction activities include:

- temporary realignment of Bignell Lane
- establishment of site offices, amenities and temporary construction hoarding
- construction of an acoustic shed
- construction of a temporary access tunnel, tunnel excavation, spoil handling and haulage.

WestConnex M4-M5 Link

Use of construction sites – Campbell Road, St Peters

The Campbell Road civil and tunnel site will be located within the St Peters Interchange site on the southern side of Albert Street and Campbell Road, St Peters. The Campbell Road civil and tunnel site will use land currently being used as a construction site for the New M5 project.

The site will support mainline tunnel excavation and ramp construction to connect the St Peters Interchange with the M4-M5 Link mainline tunnels. A portion of the site will be used for the Campbell Road operations and ventilation facility.

WestConnex M4-M5 Link

Use of construction sites – White Bay, Rozelle

The White Bay civil site will be located within the White Bay area at Rozelle, on land owned by the Port Authority of NSW.

The White Bay civil site will provide parking for heavy and light vehicle construction workforce parking and will be accessed via Sommerville Road, James Craig Road and The Crescent/City West Link.

The facility will also provide a truck marshalling area that will primarily service tunnelling sites where truck queuing on-site is limited.

Due to the removal of the construction site at Darley Road, the demand for truck marshalling at this site will be significantly reduced.

WestConnex M4-M5 Link

Planning Approvals process prior to construction

A modification to the M4-M5 Link EIS will include the assessment of:

- Change in purpose of the Northcote Street site from civil (as described in the M4-M5 Link EIS) to tunnelling and civil
- A new temporary overpass between the Parramatta Road Ashfield and Haberfield sites

Areas of assessment will include:

- Noise and vibration
- Construction air quality
- Construction traffic including haulage
- Visual amenity
- Cumulative impacts
- Worker parking

All sites

- LSB must now begin submitting plans to DP&E in order to meet the Conditions of Approval, Section C, such as the Construction Environment Management Plan and Site Establishment plans

WestConnex M4-M5 Link

Community Complaints Mediator overview

- A Community Complaints Mediator is independent of the design and construction personnel.
- The role of the Community Complaints Mediator is to address any complaint where a member of the public is not satisfied by Roads and Maritime Services' response
- A complaint must first be registered and managed through the Complaints Management System
- The Community Complaints Mediator will not act before Roads and Maritime Services has provided the initial response
- The Community Complaints Mediator will review the disputes between the project and members of the public and make recommendations to Roads and Maritime Services to satisfactorily address complaints, resolve disputes and mitigate future occurrences of disputes.
- The Community Complaints Mediator cannot review a complaint in the first instance – it must be referred to the CCM only once it has not been resolved through the Contractor's complaints management process.