WestConnex Community Reference Group
Southern – Meeting

Meeting: WestConnex Community Reference Group - Southern

Date: Tuesday 13 November 2018

Time: 5.45 pm for 6.00 pm start

Location: 260 Liverpool Rd Ashfield
Ashfield Service Centre Civic Rooms

Attendees:
- Independent Chair (IC): Stephen Lancken
- Associate: Susan Hayes
- Notetaker: Vivian Shen-Edwards
- Community (Independent Community Member): Lance Butler
- Community (WestConnex Action Group): Rhea Liebmann
- Community (St Peters): Peter Erling
- Roads and Maritime Services (RMS) representatives:
  - New M5 Project Director: Paul Hitchings
  - Community Engagement Manager: Louise Bonny
  - WestConnex Media Manager: Brendan Gullifer
  - Senior Communications and Stakeholder Engagement Officer: Annie Bedroosi
- Department of Planning and Environment (DPE): Rob Sherry
- Environment Protection Authority (EPA): Jacinta Hanemann
- City of Sydney: Elise Webster
- City of Sydney: Asad Rajbhov
- Inner West Council (IWC): Kendall Banfield
Meeting notes

Key matters discussed and presented

1. INTRODUCTION
1.1 Welcome, introductions and purpose of WestConnex Community Reference Group by Independent Chair (IC).
1.2 The Independent Chair presented a summary of the Terms of Reference and meeting protocols.

2. NEW M5 SOUTH PROJECT UPDATE PRESENTED BY RMS

Questions and comments

2.1 Community asked when the photo in presentation Slide 2 was taken.
2.1.1 RMS advised that it was taken in October 2018.

2.2 RMS updated on: 575 bridge segments of which 70 segments have been installed; by Christmas 2018, two bridges will be erected (See Slide 3); preparation for the upcoming traffic switch to Campbell Road (closer to Simpson Park) scheduled for 23 November 2018 with new pavement being laid and the permanent curb lines visible (See slide 4); work continuing on St Peters Interchange (SPI) and on the side of Sydney Park Road; final alignment of Campbell Street and Campbell Road (See slide 5); and removal of the roundabout at the intersection of Sydney Park Road and Euston Road and replacement with traffic lights. This intersection will be a permanent fully signalised intersection.

2.3 Community asked when Campbell Street and Campbell Road will be completed? Will Campbell Street and Campbell Road be completed prior to other works?
2.3.1 Yes. Campbell Street and Campbell Road will be completed before the date of completion of the New M5. Campbell Street and Campbell Road will be handed back upon completion of
the New M5 project. However, they can only be used to their full capacity once the entire project is completed in 2020.

2.4 The Community is concerned with the local impact of the narrowing of Bedwin Road. The reduction to one lane each way is causing heavy traffic impact especially during peak hours, with massive delays. Local community and through traffic are both impacted. Why was the small section of road works at the overpass that goes over the railway line down towards the public school, not prioritised to prevent or lessen traffic impact?

2.4.1 The New M5 contractor follows a methodology of work which is conducted in stages. Scheduled work is coordinated through the Traffic Management Centre (TMC) and approved through the Sydney Coordination Office (SCO).

2.5 When will contractors expect to finish that section of the road? The Community is very concerned and encourages the contractor to complete the works as soon as possible.

2.5.1 RMS will investigate and provide information to update the Community members.
2.5.2 The IWC stated that they also agree that there are issues for pedestrians and cyclists who are inconvenienced by the works.
2.5.3 The Community has safety concerns as the pedestrian crossing is not easily accessible. It is difficult for people with a disability and prams to cross the road.
2.5.4 The IWC agrees that it is fundamentally unsafe at Bedwin Road, specifically at the exit left off Bedwin Road onto Edinburgh Road.

2.6 The Community is very concerned about night work disruptions, impact and inconsistencies in compensation for residents. They believe that night works are making people sick, mentally ill and sleep-deprived, that the interpretation of ‘sensitive receiver’ is too narrow and the resolutions are ineffective for residents that are still impacted. This includes assessments that residents are not eligible for compensation such as alternative accommodation. This issue was raised through the contractor’s claims procedure, with no resolution. What can be done about noise and construction impact? How can we get the contractor to expand their noise attenuation model?

2.6.1 RMS stated that they cannot comment on individual cases and circumstances at this meeting. They will however investigate and respond after discussing with SMC and CPB (the contractor).
2.6.2 The Community stated that individual cases raised are examples of many similar issues.
2.6.3 The Community would like to emphasise that that this is a time-sensitive issue and requires a broader, community focused approach.
2.6.4 RMS provided an assurance that they will work to resolve this issue.
2.7 Is there anything systemically being done to improve or manage the impact around St Peters? Can there be a contingency fund for dire needs and reasonable requests for residents impacted by night works and construction impacts?
2.7.1 RMS will investigate and provide further information to the IC for distribution to Community members after raising the issues with the SMC and the contractor.

2.8 The Community commented that the construction and traffic control measures are having a major impact, e.g. in one instance Brown Street was closed off preventing garbage collection trucks from entering.
2.8.1 The IWC noted that they have received complaints about the unsafe exit left from Bedwin Road into Edinburgh Road.
2.8.2 Community believe traffic control measures are needed as a matter of urgency to ensure safety.

2.9 The Community is very concerned that RMS are not acting on complaints because the Community do not see any relief or action.
2.9.1 The Community requests RMS as the proponent responsible, to negotiate with the Contractor to make changes and have these safety issues addressed.
2.9.2 The Community noted that these issues are recurring and that ‘nothing seems to be resolved’.
2.9.3 The Community requested a presentation at the next meeting to update on what has been done to address these issues.

3. M4-M5 LINK TUNNEL PROJECT UPDATE PRESENTED BY LENDLEASE SAMSUNG BOUYGES JOINT VENTURE (LSBJV)

Questions and comments

3.1 When will the M4-M5 Link tunnels be completed?
3.1.1 LSBJV responded that the project is expected to be completed in early 2023.

3.2 The water treatment plant is not considered part of the project until approved by the Department of Planning and Environment (DPE).

3.3 Has final alignment been approved?
3.3.1 Information regarding the final alignment of the M4-M5 Link Mainline Tunnel is available on the WestConnex website.

3.4 Can Community members check how close the tunnel is to their house?
3.4.1 Yes. The detailed design is finalised and the tunnelling tool will be available in the coming
weeks. The tool indicates the depth of the tunnel at any given point of the alignment and the distance from the properties. (Additional information provided post meeting) The tunnelling tool is now available on the WestConnex website at


3.5 Has the depth and distance of the tunnel been finalised?

3.5.1 The design described in the Environmental Impact Statement (EIS) is a concept/reference design. The design has since evolved and while the current alignment of the tunnel is available on the website the tunnel depth tool will be made available over the coming weeks.

3.5.2 RMS will advise the Independent Chair (IC) once this information is available and the IC will pass the information to the Community.

3.5.3 Numerous existing features along the tunnel alignment fix depths of the tunnel such as the St Peter’s Interchange, the new Sydney Metro tunnel, two Sydney Water tunnels that supply water to Sydney etc.

3.6 How many lanes will be in the tunnel?

3.6.1 The number of lanes in the tunnel varies depending on your location in the tunnel. Tunnel lanes vary and the tunnel width is between two to four lanes depending on the location.

3.7 Is the tunnelling mainly through sandstone?

3.7.1 The majority of the tunnel is through good quality sandstone with the St Peters ramps being mainly in shale until the depth increases.

3.8 When can the Community expect specific details of tunnelling to be published?

3.8.1 LSBJV will provide updates and details to the IC via RMS and keep the Community informed. The timelines that are presented today are high-level timelines. These are mirrored for the three sites.

3.9 There is space for around 30 parking spots at the Campbell Road civil and tunnel site at this point in time. Once the second parcel of land (currently used by the New M5 team) is handed over to the M4-M5 Link Tunnels project team there will be more spaces available for worker parking. A shuttle bus will be provided to and from Mascot station to encourage workers to use public transport. As the tunnelling activity increases from late 2019/early 2020, there will be more demand for worker parking on site but by that stage the second parcel of land would be made available to the project.

3.9.1 RMS stated that information is not limited to CRG meetings and aim to provide as much information as possible to inform the Community in advance.

3.10 Property condition surveys will be offered to all properties within 50 metres of the tunnel alignment. Property condition surveys have started around the three construction sites. To date, 800 properties
have been offered property condition surveys with more than 120 acceptances so far.

3.11 How is the 50 metre distance defined? Is it from tunnel to boundary?

3.11.1 It includes all structures within 50 metres on the surface, regardless of tunnel depth and includes every property above and within 50 metres of tunnel alignment.

3.12 The Community is concerned that pre-construction property condition surveys were only offered for a period of time and after that time period expires, residents who did not sign up will miss out. The Community requests offers to be available at all times.

3.12.1 LSBJV explained that there is a three-attempt process to encourage people to take up the offer prior to construction, however, these timeframes are not treated as expiry dates. People who do not take up the offer within the initial time frame will not be excluded, unless the work has been completed. Considerations are made on a case by case basis. The pre-construction property condition surveys is conducted to establish a baseline of which the post-construction dilapidation assessment can be compared to. The contractor completing the pre-construction property condition surveys is Osterman Consultants.

3.12.2 The IWC noted that they are considering establishing a register for property damage issues.

3.12.3 The Community requested if this register can apply to nightworks equally in relation to disruptions to the residents.

3.13 The Community stated that piling at night causes major disruptions to residents.

3.13.1 LSBJV confirmed that they are currently installing borred piles, not driven piles which generates the “thumping” noise as the hammer hits and drives the pile into the ground. Borred piling is used wherever possible and is generally less disruptive to residents.

3.14 The Community is concerned that there is a passing of responsibilities and issues falling through the cracks. Is there an accountability process?

3.14.1 There is a ongoing coordination and interface at all levels of the project.

3.15 What is the status of the Construction Environmental Management Plan (CEMP) and subplans?

3.15.1 LSBJV advised they are waiting on final approval from DPE and that the CEMP and subplans should be available on the website within two to three weeks. The CEMP is the main plan and specific subplans that cover such matters as water, noise and parking matters sit within that plan.

3.15.2 (Information provided post-meeting) The M4-M5 Link CEMP was published on 27 November. Follow the link: https://www.westconnex.com.au/sites/default/files/M4-M5%20Link%20Tunnels_Construction%20Environmental%20Management%20Plan.pdf
3.16 Who can the Community consult if there are problems related to removal of spoil and truck movements?

3.16.1 Spoil trucks will carry stickers with a number on them, identifying them with the M4-M5 Link project but community can always call and email the M4-M5 Link Tunnels community team with any questions or concerns.

3.17 What can the Community do if they miss the sticker identification? Who can they contact?

3.17.1 LSBJV are exploring further options such as GPS tracking on spoil trucks. The Community can also contact the WestConnex hotline on 1800 660 248. All calls to the hotline will be dispatched to the relevant area and followed up accordingly.

3.18 If community members call and it is not an LSBJV truck, will the issue be passed on to the correct team and be accountable?

3.18.1 If residents record the licence plate number it can be investigated. Individual projects have mechanisms in place to track and manage their own contractors. However, once a complaint is made, the combined 1800 line allows for one contractor to pass the concern onto the other via SMC/RMS if the truck is not one of their own.

3.19 Where is the spoil haulage route at Campbell Road site?

3.19.1 Spoil sites will periodically change as they become available. The haulage route is dependent on the locations of these sites however in order to minimise impact on local streets and as per the presentation slides, the shortest route is proposed to be followed to get to the nearest state road, in this case the Princes Highway.

3.19.2 DP&E confirmed that Council will be notified depending on the nature of movements.

3.20 Is it correct that trucks are not allowed to use local roads?

3.20.1 Yes. Trucks are not allowed to use local roads unless there is no other appropriate route. Some local roads in Haberfield will be approved as it is the only way for hauling spoil.

3.21 Do haulage routes have to be approved by the relevant Council?

3.21.1 No, provided that broader information is included in the Environmental Impact Statement (EIS) which was assessed and approved by DP&E. DP&E may engage with the local Councils in unique and exceptional cases.

4 ACTIONS FROM LAST MEETING NOT COVERED IN THE PRESENTATIONS

4.1 The Community requested that the public space at Canterbury Park is returned by WestConnex so that once Bedwin Bridge alignment is completed, the Council can proceed with park development.

4.1.1 The IWC will provide details of progress and updates on this to the Community.
4.2 City of Sydney Council is responsible for St Peters Interchange (SPI) recreational area once the M4-M5 Link project is complete, in association with RMS as requested by DP&E. Detailed information was provided in the presentation at the last meeting.

4.3 A Community member noted that Item 6.2 Other Business section of Meeting 2 Notes (speed reduction from 60 kms per hour to 50 kms per hour through Campbell Street) has not been resolved.

4.3.1 RMS confirmed that there has been no change to the design and the construction of the medians underway and Community feedback was taken into account in the design of this local road.

4.4 The IC stated that work is being undertaken to consolidate the Issues Register to include issues from the three WCRGs.

5 OTHER BUSINESS

5.1 RMS presented a proposal for consolidating the current three WCRGs into two groups for 2019, with four meetings each group in 2019. This plan is to ensure consistency over the coming years of construction and maximise the time the Community representatives have with project directors responsible for work in your communities. It is proposed that in 2019 the WCRGs continue into two consolidated groups based on their geographical proximity to WestConnex projects:

- Representatives from Haberfield, St Peters and Glebe /Camperdown - focusing on M4 East, New M5 and M4-MS Link Tunnels projects; and
- Representatives from Lilyfield, Rozelle and Balmain – focusing on the Rozelle Interchange and Iron Cove Link project.

5.1.1 Community noted that this arrangement makes sense in terms of having two sets of contractors involved in projects.

5.1.2 Some Community members commented that it was a good idea however as the Rozelle Interchange design and tender is not expected to be finalised prior to the next proposed meeting (26 February 2019). In light of that, the Community requested that the 26 February meeting date be utilised for Haberfield, St Peters, Glebe, Camperdown group.

5.1.3 It was agreed that the RMS proposal and 2019 meeting dates would be distributed to all WCRGs by the IC.

6 NEXT MEETING

Subject to confirmation, the next meeting will be 5 March 2019.

Meeting closed at 8pm
## ACTIONS ARISING

<table>
<thead>
<tr>
<th>Item</th>
<th>Actions arising</th>
<th>Timeframe</th>
<th>Responsibility / status update</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>RMS to provide information about the property damage claim process at the next meeting.</td>
<td>At next meeting</td>
<td>RMS</td>
</tr>
<tr>
<td>2.</td>
<td>Applications by community members to be part of WCRG to be addressed by IC.</td>
<td>When received</td>
<td>IC</td>
</tr>
<tr>
<td>3.</td>
<td>Details on delivery of open and public space next to Bedwin Bridge.</td>
<td>CLOSED</td>
<td>RMS and IWC</td>
</tr>
<tr>
<td>4.</td>
<td>RMS to provide information about when the contractors expect to finish the Bedwin Road section of roadworks.</td>
<td>Before next meeting</td>
<td>RMS</td>
</tr>
<tr>
<td>5.</td>
<td>RMS to notify the Community via the IC when tunnel depth is finalised and information is on website.</td>
<td>When tunnel depth is finalised</td>
<td>RMS</td>
</tr>
<tr>
<td>6.</td>
<td>What is the spoil haulage route from the Campbell Road site?</td>
<td>Once the information is available</td>
<td>LSBJV</td>
</tr>
</tbody>
</table>

These minutes were accepted on 14 January 2019 by

![Signature]

Stephen Lancken

Independent Chair
Roads & Maritime Services
Faster. Safer. More reliable

WestConnex Southern CRG
13 November 2018
View of the SPI site from the corner of Canal St and Princes Highway
New M5
St Peters Interchange - Bridges

Bridge construction underway at St Peters Interchange, October 2018
Campbell Street and Campbell Road looking towards Mascot, image taken 8 November 2018. Realignment of traffic (switch) on Campbell Street scheduled for Friday 23 November 2018.
New M5
Campbell Street and Campbell Road

Campbell Street and Campbell Road looking towards Mascot, image taken 8 November 2018. Realignment of traffic (switch) on Campbell Street scheduled for 23 November 2018.
Traffic lights are now in place at Sydney Park Road/Euston Road intersection. This is part of the next stage of work for the WestConnex New M5 local road upgrades. This configuration will remain in place until the middle of next year, when the next stage of work is expected to be carried out. Image taken 8 November 2018.
WestConnex M4-M5 Link
Exhibition of the M4-M5 Link Modification report

The M4-M5 Link Modification was on public exhibition from 12 September – 26 September 2018. 41 submissions were received by the Department of Planning and Environment (DPE) for consideration. A submissions report responding to each submission has been submitted to DPE.

To view the M4-M5 Link Modification report visit: [www.majorprojects.planning.nsw.gov.au](http://www.majorprojects.planning.nsw.gov.au)

The proposed changes described and assessed in the Modification report include:

- Relocating an operational water treatment plant from 7 Darley Road, Leichhardt to the Campbell Road motorway operation complex at St Peters Interchange.
- Using the existing M4 East construction site at Northcote Street, Haberfield as a tunnelling and civil construction site
- Using trucks and other vehicles to service the Northcote Street site for activities such as hauling tunnel spoil, delivering material and transporting workers
- Constructing a temporary access tunnel between the Northcote Street site and the mainline of the M4-M5 Link tunnels
- Using the Parramatta Road, Haberfield and Parramatta Road, Ashfield sites (formerly owned by Muirs and others) as civil construction sites with offices, worker parking, workshop and storage
- Constructing a temporary pedestrian walkway above Parramatta Road to connect the Parramatta Road, Haberfield and Parramatta Road, Ashfield civil construction sites, reducing vehicle movements and allowing workers to walk between the sites
- Removing all construction activities and operational facilities from 7 Darley Road, Leichhardt.
WestConnex M4-M5 Link Tunnels
M4-M5 Link Tunnels

Tunnel alignment
M4-M5 Link Tunnels

Tunnel alignment – Southern area
Campbell Road Civil and Tunnel site
Program

*Indicative schedule of works. Timeframes are subject to change*
Campbell Road Civil and Tunnel site

Planned site layout
M4-M5 Link Tunnels

Current focus

Construction
- Demolition
- Site establishment
- Site investigation (drilling)
- Planning
- Procurement

Campbell Road Civil and Tunnel Site
- Site establishment
- Piling
- Installation of site sheds and offices

Planning and approval
- EIS modification
- Construction Environmental Management Plan
- Environmental Protection Licence
- Construction parking and access strategy

Consultation
- Community Information Sessions
- Property condition surveys
- Interface meeting with Councils, Utility owners, and adjacent projects
- Notifications
- Resident meetings, briefings and doorknocks
M4-M5 Link Tunnels

How to contact us

Phone 1800 660 248
Email info@m4-m5linktunnels.com.au
WestConnex CRGs
2019 meeting schedule

• RMS commits to at least 8 meetings in 2019.
• RMS is in the process of securing a chairperson for these meetings.
• Negocio Resolutions is completing a review of the 2018 meetings to help inform the operation of the CRGs moving forward.
• M4 East opens in early 2019, reducing construction impacts in this corridor.
• Potential opportunity to consolidate into two groups, to provide consistency over the coming years of construction and maximise the time that community representatives have with project directors responsible for work in their community. For example:
  • Representatives from Haberfield, St Peters and Glebe/Camperdown (focussing on M4 East, New M5 and M4-M5 Link Tunnels)
  • Representatives from Lilyfield, Rozelle and Balmain (focussing on Rozelle Interchange and Iron Cove Link)

Potential dates for 2019:

<table>
<thead>
<tr>
<th>Haberfield, St Peters and Glebe/Camperdown</th>
<th>Lilyfield, Rozelle and Balmain</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 March</td>
<td>26 February</td>
</tr>
<tr>
<td>14 May</td>
<td>7 May</td>
</tr>
<tr>
<td>13 August</td>
<td>6 August</td>
</tr>
<tr>
<td>12 November</td>
<td>5 November</td>
</tr>
</tbody>
</table>