### WestConnex Community Reference Group

**Western – Meeting 3**

**Meeting:** WestConnex Community Reference Group - Southern

**Date:** Tuesday 27 November 2018

**Time:** 5.45 pm for 6.00 pm start

**Location:** 260 Liverpool Rd Ashfield
Ashfield Service Centre Civic Rooms

**Attendees:**

<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Independent Chair (IC)</td>
<td>Stephen Lancker</td>
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<tr>
<td>Associate</td>
<td>Susan Hayes</td>
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<tr>
<td>Notetaker</td>
<td>Vivian Shen-Edwards</td>
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<tr>
<td>Community (Haberfield)</td>
<td>Cynthia Moore</td>
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<tr>
<td>Community (Haberfield Public School Rep)</td>
<td>Sherrill Nixon</td>
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<tr>
<td>Community (Haberfield)</td>
<td>Sharon Laura</td>
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<tr>
<td>Community (Parramatta Chamber of Commerce)</td>
<td>Schon Condon</td>
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<tr>
<td>Community (Haberfield Chamber of Commerce)</td>
<td>Alfio Musumeci</td>
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<tr>
<td>Inner West Council (IWC)</td>
<td>Kendall Banfield</td>
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<td>Roads and Maritime Services (RMS)</td>
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<tr>
<td>WestConnex Project Director</td>
<td>Andrew McKindlay</td>
</tr>
<tr>
<td>WestConnex Media Manager</td>
<td>Brendan Gullifer</td>
</tr>
<tr>
<td>Senior Manager Stakeholder Engagement</td>
<td>Alison Jones Powell</td>
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<tr>
<td>Senior Stakeholder Engagement Officer</td>
<td>Tanya Kulakovska</td>
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<tr>
<td>Department of Planning and Environment (DPE)</td>
<td>Rob Sherry</td>
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<tr>
<td>Environment Protection Authority (EPA)</td>
<td>Claire Miles</td>
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<td>Lendlease Samsung Buoyage Joint Venture (LSBJV)</td>
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<td>Project Director</td>
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<tr>
<td>Environmental and Sustainability Manager</td>
<td>Andrew Marsonet</td>
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<tr>
<td>Senior Project Engineer</td>
<td>Grant Sainsbery</td>
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<tr>
<td>Campbell Road Civic and Tunnel Site Community Place Manager</td>
<td>Joe Cosentino</td>
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<tr>
<td>Community Place Manager, Haberfield</td>
<td>Joel Annett</td>
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<tr>
<td>Community Place Manager, Haberfield</td>
<td>Amy McDonald</td>
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</tbody>
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Key Matters Discussed and Presented

1 INTRODUCTION

1.1 Welcome, introductions and Purpose of WestConnex Community Reference Group by Independent Chair (IC)

1.2 Review of Terms of Reference and meeting protocols by IC.

2 PROJECT UPDATE PRESENTED BY LSBJV

Questions and Comments

2.1 Is the presentation showing an updated construction schedule that takes into account current construction activities and the Environmental Impact Statement (EIS) modification?
   2.1.1 Yes, current construction activities and EIS modifications are accounted for in the updated schedule.

2.2 Is this indicative program of works consistent with what has been previously published?
   2.2.1 Yes.

2.3 Community Members (CM) are concerned about the noise disturbances that will be caused by utilities relocation at the Haberfield site. What is the extent of noise disturbance likely to occur?
   2.3.1 There will be a small number of intermittent utility activities over the duration of the project. Majority of the activities will happen in the first year of operation.

2.4 Will the utilities relocation occur mainly after hours?
   2.4.1 Yes, that’s when we get access to the roads and footpaths.

2.5 Will there be a Utilities Coordinator as defined by the Condition of Approval?
   2.5.1 There is already an active Utilities Coordinator.

2.6 How can the Community contact the Utilities Coordinator if there are any issues?
   2.6.1 It is not necessary for the Community to have direct contact with the Utilities Coordinator. All enquiries should be directed via the 1800 number and project email. The Community will be provided with notification prior to out of hours work.

2.7 Will there be a utilities plan for the Community to view or is the communication plan limited to notification?
   2.7.1 A Utilities Management Plan (UMP) is currently pending finalisation from the Department of
Planning (DPE) and will be available on the website once approved. Community notification around utilities works are driven by the processes of the CCS.

2.8 Is the Utilities Management Plan a strategy to communicate and how will the Community be informed of the Plan?

2.8.1 The Utilities Management Plan lists the range of works and approach the project will follow to implement the works. It will be published on the website.

2.9 What other types of out of hours work are upcoming?

2.9.1 Disconnecting services, installing hoarding and other works associated with demolition along Parramatta Road.

2.10 Is the strategy in the Utilities Management Plan to schedule works in three-month blocks to allow residents to make plans to cope with night works?

2.10.1 Yes, a three month look ahead of upcoming night work will be provided and further notification of specific work 5-14 days before is starts.

2.11 Will the Wattle Street ramps be used as tunnelling access for removing spoils?

2.11.1 Yes, during the excavation of the Wattle street ramps. After that, access will be subject to modification.

2.12 Where is the fence mesh situated as indicated in the presentation (see Slide 6)?

2.12.1 As per the key in slide 6, fence mesh will be installed along sections of the Parramatta Road sites.

2.13 Will existing vegetation at the fence mesh be retained?

2.13.1 All vegetation is being considered, taking into consideration the community concerns. Project site planning is ongoing.

2.14 The Community is very concerned about entry and exit at Bland Street Ashfield where the construction traffic enters Parramatta Road. The street is very narrow causing dangers for pedestrians crossing. Even the footbridge route is not a safe route for a school-children crossing Parramatta Road.

2.15 The Community is concerned that construction traffic is emerging from driveways where school children are walking along Alt Street and need to cross to get to Haberfield Public School. How will the exits at Alt Street between the two work sites be monitored to prevent construction traffic using those driveways?

2.15.1 Heavy construction vehicles such as trucks will not be allowed access to Alt Street. Once there is further information on the Woolworths development, the community will be advised.
2.16 The Community is concerned about increased traffic impacts to the local roads. Will construction traffic and worker traffic be allowed to access local streets?

2.16.1 The Community concerns were noted. There are a lot of contractors’ vehicles and the Conditions of Approval do not restrict workers from travel in any street. Workers will be encouraged to avoid local streets. Lendlease Samsung Buoyage Joint Venture (LSBJV) agreed to take these concerns on board.

2.17 The Community suggested that construction and worker traffic impacts could be minimised during school zone times. Is it possible for workers not to use the Alt and Bland Street driveways during school zone times and use only Parramatta Road?

2.17.1 A shift change can be considered outside of school zone times which will reduce worker traffic during school zone times.

2.17.2 The Community can provide feedback and suggested solutions to the LSBJV Community Manager.

2.18 What ratio of the traffic is likely to be workforce and construction vehicles?

2.18.1 LSBJV is unable to estimate at this stage.

2.19 Are the estimated 200+ worker parking spaces sufficient for all workers or is there an expected short fall of worker parking spaces in Haberfield and Ashfield?

2.19.1 LSBJV responded that the workforce is approximately 260 and there are 235 carparks. This assumes single drivers and single cars. Carpools and using public transport will be encouraged.

2.20 The Community is concerned that even though there is a dedicated car park for workers, local street parking is untimed and easy to use. The Community is concerned that it will be easier to park in local streets than manoeuvring to the car park and request LSBJV consider how to encourage the use of the carpark and discourage use of local streets.

2.20.1 Noted by LSBJV.

2.20.2 The Community suggests that social media and technology strategies could be utilised to manage car pools.

2.20.3 The LSBJV Place Manager noted that consideration was already being given to how to maximise on-site parking as well as car pools. Planning and tunnelling crew shifts will be organised to consider workers living close to each other to encourage carpools.

2.21 Is it possible to consider an alternative parking site with less community impact, such as Homebush Park where there is car parking at Olympic Park, and run shuttle buses to Haberfield and Ashfield?

2.21.1 The Community’s suggestion will be taken on-board, however, the LSBJV are in a good
position where RMS have provided the project with dedicated land for parking.

2.22 Is the workforce of 260 for the Haberfield precinct operating at peak construction?
   2.22.1 Yes this is our estimate.

2.23 Will this site be used to shuttle workers to other work sites?
   2.23.1 It is not part of the current plans. There is another site used to shuttle workers from White Bay to Pyrmont Bridge Road site.

2.24 The Community is concerned that the footpath and pedestrian bridge at Bland Street poses a major risk for the school children who need to walk past a construction exit that is not controlled by traffic controllers as the condition requires. Will there be any special traffic management plans at Bland Street?
   2.24.1 No. Residents are discouraged from using Bland Street pedestrian path and are encouraged to use the Parramatta Road foot bridge instead.

2.25 The Community commented that the Woolworths development site driveway and traffic is directly opposite the construction site driveway on Bland Street, therefore the community will have to travel with work zones on either side of the road. The footbridge lift often breaks down making the footbridge inaccessible to prams and some pedestrians. The Community requests that a ramp is built for easier and safer navigation for the local community.
   2.25.1 Once there is further information on the Woolworths development, the community will be advised. Residents are encouraged to use the Parramatta Road footbridge. RMS manages and maintains the lifts to ensure they are in working condition.

2.26 The Community stated that notifications have not extended to the east side on Alt Street nor on Ramsay Street. Can the distribution area be extended to both sides of Alt and Chandos Street?
   2.26.1 Yes. Distribution of notifications currently extends to Haberfield and consideration will be given to distribution on both sides of Ashfield and Haberfield.

2.27 The community are impacted by five sites in Haberfield: Wattle Street Civil and Tunnel, Walker Avenue ventilation site, Northcote and Parramatta Road East and West civil sites. Can the street names be included in community communications to minimise confusion, for example Wattle Street Civil and tunnel site?
   2.27.1 Noted.

2.28 Is there an underground connection between the existing Wattle Street civil site and the temporary access tunnel?
   2.28.1 No. At Wattle Street the intention is to enter onto the ramp, turn underground and exit out of the ramp, entering and exiting from Parramatta Road. Works are primarily underground.
2.28.2 RMS commented that existing works from the M4 East will be handed back to the M4-M5 Link contractors and works will be restricted to the boundary of the ventilation facility.

2.29 Is there a connector tunnel at Wattle Street and Northcote Street and where will the spoil be removed from?

2.29.1 It will be subject to a modification approval where spoil will be removed from the tunnel. The spoil from the ramp construction will be removed from Wattle Street and spoil from the mainline tunnel will be removed from Northcote Street.

2.30 How long is it expected to take for all the ramp spoil to be removed from Wattle Street?

2.30.1 Due to ground conditions and because it is near the surface it is likely to take a longer period of time than originally anticipated.

2.31 The tunnel from the ramps to the mainline near Dobroyd Parade will be close to the surface and impact high rises nearby. The Community is concerned about how close the tunnel is at Wattle Street and Dobroyd Parade. The Community has already been impacted by the M4 East construction and are concerned with the continuing impact. There are surface tunnelling impacts and the Community would like to know the grading of the ramps and how deep it will be?

2.31.1 The grade will be in line with the scope of works terms and technical criteria. Further details will be provided and confirmed at a later date.

2.32 Will the project footprint be extended from 50 meters to 100 meters either side of the tunnel line for assessments of property impact, noise and alternative accommodation?

2.32.1 For construction impact there is no geographical limit. The meterage applies to property condition survey zones. No boundary or meterage for noise and vibration applies as it is about where impacts are received and appropriate mitigation being in place.

2.33 Will only the noise and vibration impact be reviewed?

2.33.1 It will be a focus on ground noise and vibration. Surface works from the M4 East is not considered at the moment.

2.33.2 RMS comments that LSBJV works are almost purely tunnelling, therefore utility and road works impacts are very minimum.

2.34 What height are the emissions from the ventilation outlet expected to reach before they disperse into the atmosphere?

2.34.1 Question taken on notice.

2.35 There are two outlets. What is the volume, velocity and height and what happens to the emissions when the M4-M5 outlet starts?

2.35.1 Question taken on notice.
3.36 Will there be any noise as the air leaves the outlet and is released into the atmosphere?
   3.36.1 Question taken on notice.

3 NEW M4 CONSTRUCTION PROJECT UPDATE PRESENTED BY RMS

Questions and Comments

3.1 When will the Wattle Street noise wall be completed and why has the clear plastic not been installed?
   3.1.1 The clear plastic is expensive, pre-fabricated Perspex from Germany and is used to prevent noise and allow light. This should be installed in the next month. The installation was delayed due to waiting for shipment and customs clearance.

3.2 When will the fixed cranes at the Parramatta Road ventilation facility be decommissioned?
   3.2.1 There were two cranes at that location and one remains. This will be decommissioned within the next two weeks.

3.3 How many mobile cranes will replace the decommissioned cranes?

Information added post-meeting:
   3.3.1 CSJ will have on average two to three mobile cranes working within Parramatta Road Ventilation Facility at any time; however there is always a possibility that more may be required at a later stage for specific activities.

3.4 When will the scaffolding be dismantled?

Information added post-meeting:
   3.4.1 Weather permitting, the crane will come down at the Parramatta Road Ventilation Facility (PRVF) on the 15th of December 2018
   3.4.2 The Acrylic noise wall will be completed by the 21st of December 2018.
   3.4.3 The scaffolding will be removed at Parramatta Road Ventilation Facility by the 1st of March, 2019.

3.5 When will the construction compliance report be available?
   3.5.1 Construction compliance reports will be published to the WestConnex website early 2019.

3.6 The Community is concerned about the footpath along Parramatta Road at Chandos Street. The Community considers this area a safety hazard as without barriers, a car could easily mount the footpath. Will there be any barrier between the footpath and Parramatta Road and between Orpington and Bland Streets?
   3.6.1 RMS will investigate and provide further details.
3.7 The Community is concerned about the lack of barriers between the widening of the road near the UTS Rowing Club at the City West Link and the cycleway. This is considered a major safety issue for pedestrians and cyclists. What safety precautions are in place there?

3.7.1 The speed limit has been reduced from 70 to 60 Km from the M4 East to the Anzac Bridge.

*Information added post-meeting:*

3.7.2 The distance between the new traffic lanes and the shared path is consistent with general roadside environments however Roads and Maritime acknowledges the traffic has moved closer and will be undertaking a post opening road safety audit to determine the most suitable course of action.

3.8 The Community is also concerned about traffic as a result of the City West Link road-widening improvement works.

3.8.1 The City West Link improvement work will reduce congestion and queuing to improve travel times along City West Link, particularly during morning peaks.

3.9 What is the update on the “street furniture” along Parramatta Road in front of Ashfield Park? Has a review been conducted? If so, what is the outcome of the review?

3.9.1 Variable message signs (VMS) were to be relocated from in front of Ashfield Park to MacDonald’s on Parramatta Road.

3.9.2 Further investigations by RMS will be undertaken regarding street furniture at Ashfield Park and Parramatta Road.

4. **RESIDUAL LAND UPDATE PRESENTED BY RMS**

4.1 Will the Residual Land Management Plan be available with the Meeting Notes?

*Information added post-meeting.*

4.1.1 Following the CRG, RMS has engaged with various Councils and is in the process of receiving feedback on the Residual Land Management Plan for the M4 East. Once the review process has been completed, the presentation will be available. A hard copy of the Residual Land Management Plan for the M4 East has been distributed to Inner West Council, Strathfield Council and Canada Bay Council.

4.2 What percentage of acquired land is returned?

4.2.1 The estimated return across the project is an additional hectare of new open space.

4.3 Is the residual land returned as public space connected or separate to Haberfield Gardens?

4.3.1 The proposed public space and Haberfield Gardens will be connected. However, it is still owned by RMS and will be maintained by either Sydney Motorway Corp (SMC) or Council.
4.4 Who will manage Legacy Gardens? Is it a combination of Council and RMS?
4.4.1 Until land acquired by the project is accepted by Inner West Council, this will be the responsibility of SMC to maintain.

4.5 There is a small piece of land at the Ramsay Street g-loop. Is this considered residual land?
4.5.1 This land is owned by RMS and was not acquired by the project; therefore it is not in the Residual Land Management Plan.

4.6 Can the Community make any claims on the RMS-owned land at the Ramsay street g-loop?
4.6.1 Yes.

4.7 When will the concrete barrier at the end of Walker Avenue be decommissioned?
Information added post-meeting:
4.7.1 In the first quarter of 2019.

4.8 What is happening with other houses adjacent to the site (not included in the presentation) that were purchased as ‘hardship’ acquisitions?
4.8.1 All houses purchased under ‘hardship’ acquisition conditions will be returned to the market and are not considered residual land.

4.9 How many houses were purchased as ‘hardship’ acquisitions?
4.9.1 The hardship acquisition process is ongoing for the M4 East project therefore final figures cannot be advised.

5. ACTIONS FROM LAST MEETING NOT COVERED IN THE PRESENTATIONS

5.1 The IC stated that the Issues Registers for each WCRG are currently being consolidated into one Register. This will be used to track progress on ongoing and long-term issues of concern for Community members.

6. OTHER BUSINESS

6.1 The RMS proposal to consolidate the three CRGs into two in 2019 was discussed.
6.1.2 Community members were encouraged to provide feedback on the proposal to the IC on the proposal over December.

6.2 The Community is confused about the three agencies involved with WestConnex. i.e. SMC, RMS and contractors. Would it be possible to invite SMC to WCRG future meetings?
6.2.1 Noted. It was explained that the WestConnex Group consists of Sydney Transport Partners which is partly owned by Transurban and the government. An invitation to 2019 meetings will be extended to SMC.
6.2.2 The Community requested a structure chart for the agencies and contractors involved in WestConnex, their relationship to each other and how they interact and communicate.

6.2.3 CRG members have details for key contacts at each organisation and a structure chart for each organisation is not required.

6.3 Who will deliver the project if Lendlease fails and will the Joint Venture collapse if Lendlease fails?

6.3.1 Lendlease Engineering (LLE) is contracted as part of LSBJV to deliver the project. A review of the LLE business is currently being undertaken with further information anticipated in March 2019. In addition to RMS’s step in rights, there is a parent company guarantee issued by the Lendlease parent company of LLE to RMS.

7 NEXT MEETING
The following meeting dates are to be confirmed, subject to reorganisation of WCRGs:

- 26 February 2019 for WCRG 1 (Lilyfield, Rozelle and Balmain) - focus on Rozelle Interchange and Iron Cove Link
- March 2019 for WCRG 2 (Haberfield, St Peters and Glebe/ Camperdown) – focus in 2019 on M4 East, New M5 and M4-M5 Link Tunnels

Meeting closed at 8.33 pm
## ACTIONS ARISING

<table>
<thead>
<tr>
<th>Item</th>
<th>Actions / Questions Arising</th>
<th>Timeframe</th>
<th>Responsibility / Status Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>What height are the emissions from the ventilation facilities expected to reach before they disperse into the atmosphere?</td>
<td>Before next meeting</td>
<td>SMC/RMS</td>
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<tr>
<td>2.</td>
<td>There are two ventilation facilities. What is the volume, velocity and height of the structures and what happens to the emissions when the M4-M5 ventilation facility is in operation?</td>
<td>Pending detailed design</td>
<td>SMC/RMS</td>
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<tr>
<td>3.</td>
<td>Will there be any noise as the air leaves the ventilation facility and is released into the atmosphere?</td>
<td>Before next meeting</td>
<td>SMC/RMS</td>
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<td>4.</td>
<td>Review design of footpath width on Parramatta Road between Orpington and Bland Street and Chandos Street.</td>
<td>Ongoing</td>
<td>RMS</td>
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<td>5.</td>
<td>Review of Street furniture outside Ashfield Park</td>
<td>Ongoing</td>
<td>RMS</td>
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These minutes were accepted on 14 January 2019 by

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

WestConnex Western CRG
27 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

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 – western end

- M4 East – Northcote Street & Wattle Street tunnelling sites
- Ventilation Facility fit out
- Dobroyd Canal
- Parramatta Road East and West civil sites
- Ramsey Street
- Hawthorn Canal
- To Pyrmont Bridge Road site
Construction program – western end

Program

<table>
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<tr>
<th>2018</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
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<td>Q4</td>
<td>Q1</td>
<td>Q2</td>
<td>Q3</td>
<td>Q4</td>
<td>Q1</td>
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Demolition
Utilities relocation
Site establishment
Tunnelling equipment deliveries
Tunnel entry ramp works
Tunnelling (Northcote and Wattle Street sites)
Civil fit-out (tunnel)
Mechanical & electrical fit-out
Opening of Tunnel

*Indicative schedule of work. Timeframes are subject to change

Roads & Maritime Services
Parramatta Road East and West civil sites layout

Planned site layout

Over 200 parking spaces will be provided to employees for the duration of the M4-M5 Link Tunnels Project.

- 4m high hoarding
- 3m high hoarding
- Pedestrian pathway
- Speed humps
- 1.8m fence mesh
M4-M5 Link Tunnels

Current focus

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

Northcote Street Civil and Tunnel Site
- Subject to EIS modification approval
- Take ownership of the civil and tunnelling sites in March 2019 (TBC)
- Preparing for tunnelling 24/7
- Finalise workforce parking at the Parramatta Road East and West civil sites

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 with Councils, Utility owners, and adjacent projects
- Notifications
- Community Information Centre
- Meetings, briefings and doorknocks
M4-M5 Link Tunnels
How to contact us

Phone 1800 660 248
Email info@m4-m5linktunnels.com.au
Project Update New M4

Concord Road Interchange

New M4 Tunnel portals - Homebush
Project Update New M4

- Parramatta Road Ventilation Facility has reached its full height. Work to finish the surrounding walls, install the façade and fit-out is ongoing.

- Mechanical and electrical fit-out of the tunnels is nearing completion.

- The structure and façade of the Underwood Road Ventilation facility has been completed and the systems are being tested.

- Restoration of footpaths and driveways is ongoing across the whole of the M4 East project.

- Excavation work at Concord Interchange is coming to an end with road surfaces being laid and landscaping commencing.

- Landscaping is approximately 60% complete across the project, with more works progressing in the lead up to the opening of the motorway.

- Dobroyd Parade noise wall nearing completion.

- Franklyn Street noise wall under construction.

- Cycle way at SOPA in the final stages of construction.
Residual Land update

To be presented at the CRG.
WestConnex CRGs
2019 meeting schedule

- RMS commits to at least eight 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:**

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