

**Draft Minutes of the  
WestConnex Community Liaison Forum (WCLF)  
held at Leichhardt Service Centre  
10:00am-12:30pm, Thursday 5 October 2017**

The meeting commenced at 10.00am

**In attendance:**

LJ Loch	WestProtects
Liz Johnstone	WestProtects
Jennifer Aaron	Leichhardt Against WestConnex
Matthew Janssen	Rozelle Public School Parents & Citizens (P&C)
John Warburton	Deputy General Manager Community & Engagement Inner West Council (IWC)
Ken Welsh	Transport Planner IWC
Kendall Banfield	Manager WestConnex Unit IWC
Robyn Meakins	Administration Officer WestConnex Unit IWC
Jacinta Hanneman	Manager Metropolitan Infrastructure Environment Protection Authority (EPA)
Claire Miles	Acting Unit Head Metropolitan Infrastructure EPA
Bert Prinsloo	Senior Consultant Transportation, Beca
Mathew Noonan	Air Quality Consultant, Beca
Rob Sherry	Principal WestConnex Compliance Officer Department of Planning & Environment (DP&E)
Elizabeth Williamson	Compliance Officer DP&E

1. **Welcome by Deputy General Manager Community & Engagement IWC**  
The Deputy General Manager welcomed all members to the WCLF meeting.

2. **Acknowledgement of Country**

3. **Apologies**

Apologies were accepted for the absence of:

Mike Sharpin	Unit Head Metropolitan Infrastructure EPA
Sharon Laura	Haberfield resident
Cynthia Moore	Haberfield resident
Jozefa Sobski	Haberfield Association
Christine Allibone-White	WestProtects
Peter Hehir	Rozelle Against WestConnex (RAW)
Lesley Treleaven	Camperdown Residents Against WestConnex (CRAW)
Anne Picot	WestCONex Action Group

#### 4. Items for consideration by WCLF

##### **Item 1: Minutes from 7 September 2017 meeting & update on actionable items**

**It was determined** that:

1. Minutes of the WCLF meeting held on 7 September 2017 be adopted; and
2. The update on actionable items be received and noted.

Key points raised during the discussion included:

- Concerns were raised by community members about the possibility that the level of support provided by Council to WestConnex advocacy groups and the community would decrease.
- Council staff stated that based on the first meeting of the newly-elected Councillors, it is apparent that Inner West Council could be considered “hostile” to WestConnex.
- Item 2 point 6 from the Mayoral Minute to the 3 October 2017 Extraordinary Council Meeting was noted: *“Commit to ongoing coordination of and support for the work of the WestConnex Community Liaison Committee in order to allow for the transparent flow of information between Council and the various WestConnex community groups”*.
- Council staff stated they felt that Council is committed to fighting WestConnex and the same level of support for the community would continue.

##### **Item 2: Discussion of Stage 3 Environmental Impact Statement (EIS)**

**It was determined** that the report be received and noted.

Key points raised during the discussion included:

- The Beca representative presented an overview of points raised in their EIS assessment for Council, and presented an Excel spreadsheet with detail of their analysis on a chapter-by-chapter basis.
- It was noted the Concept Design was on exhibition from 12 May to 4 August 2017, whilst the EIS was on exhibition from 18 August to 16 October 2017.
- The main sources of information for the Beca assessment were: State Significant Infrastructure Application Report (SSIAR); Secretary’s Environmental Assessment Requirements (SEARs), Inner West Council and City of Sydney Concept Design submissions, BECA specialist staff comments and community comments.
- The Infrastructure Australia report on WestConnex claims the project will only work if the Western Harbour Tunnel is built.
- The EIS modelling appears to show that some roads around WestConnex can take more traffic than they are physically able to. The modelling also does not take into account mode-shifting to a future Sydney Metro West.
- Community members called for Council to take a position of stopping the project altogether, demanding a public enquiry into the escalating costs, decreasing air quality in Sydney and the fact that the project will not achieve what it is designed for.

- Community members asked about Council's independent traffic modelling - when it would be completed and whether it will be used in Council's EIS submission? Beca staff confirmed that traffic overflow onto local roads can be predicted from the EIS and confirmed that consultation on results of the traffic modelling would be undertaken with affected residents before the end of this year.
- Although Roads & Maritime Services (RMS) will review traffic volumes at 12 months and five years post operation, Council is taking a proactive approach to identify traffic impacts before WestConnex opens.
- Clear process issues surround the Stage 3 EIS. The Minister for Planning can approve the EIS, but the appointed contractor then has the ability to make design changes - which is clearly unfair to residents. This raises the issue of the lack of community/stakeholder engagement in the development of the Preferred Infrastructure Report and the many management plans that are subsequently produced.
- There are safety issues around the proposed construction sites, and these issues are not mentioned in the EIS. Whilst various committees will be established to develop construction plans, design plans and other plans, all are reactive to situations that develop in the community.
- A comment was made about a resident meeting where RMS had no knowledge there had been fatalities on Darley Road in Leichhardt. It is apparent RMS's level of understanding of traffic conditions and the history of Darley Road is poor. Beca suggested a full road safety audit on Darley Road should be carried out.
- A community member advised that when Woolworths put in a development application to build a supermarket on the 7 Darley Road site, one of the reasons it was refused was the site's inability to accommodate 60 delivery truck movements a week. The EIS is proposing more truck movements than that per day.
- Anzac Bridge and Iron Cove Bridge already have traffic capacity issues.
- The EIS is missing information on truck haulage routes. This level of detail is to be supplied after approval in the traffic management plan, but it should be available now.
- A question was asked about whether the DP&E would look into every submission (which could be in the thousands) and whether they would action valid queries and concerns. The DP&E representative confirmed that every submission will be reviewed.
- The EPA representative stated that EPA's technical division is reviewing the EIS and looking into contamination concerns in Rozelle to determine conditions for licencing. With the Sydney Metro project, sleep disturbance criteria are part of the construction work licencing. EPA will send relevant Metro conditions to Council to distribute to WCLF members.
- A community member stated that the impact of Stage 1 on public housing residents in Haberfield is disgraceful - the decline in the quality of life for these community members should not be allowed. Reduced sleep, increased stress levels and feelings of helplessness are felt from the constant strain of the living with construction. RMS should have a moral and social responsibility to ensure these residents have the same living conditions as others.
- A Council representative explained that Council staff had recently met with public housing tenants and it will be recommended in Council's EIS submission that a case officer be assigned to oversee vulnerable community members. Although Stage 1 will be completed next year, Stage 3 will continue in Haberfield until 2023, so conditions in Haberfield need to be improved.

- The EPA representative advised there is always an option to review a current licence for Stages 1 and 2, although it can be difficult to tighten licenses once approved.
- The DP&E representative confirmed that at monthly State agency post-approval meetings, compliance officers are in attendance to facilitate a better understanding of construction issues affecting residents. The need for residents to continue to make complaints was stressed.
- A community member asked what action is taken on complaints, as residents feel disappointed with lack of change from complaints. Apparently a class action has been launched in the UK concerning emissions from vehicles – could this happen in relation to WestConnex? The community member will send information on this to Council.
- Beca staff continued their presentation, with Beca's air quality specialist giving an overview of air quality issues raised by the EIS.
- Beca staff stated that the main source of emissions during construction will be dust from construction itself and diesel emissions from heavy vehicles.
- EPA plans undertake random site checks for dust emissions, but acknowledged that monitoring of dust can be difficult. EPA often relies on residents to capture breaches in a photo or video, where dust must be seen leaving construction sites. For the M4 East, EPA has been able to issue warnings from residents' videos showing dust leaving sites. Investigations of excessive dust are currently underway for WestConnex Stages 1 and 2.
- Beca staff suggested that new technologies for dust monitoring be applied to WestConnex. This would include real-time dust monitoring, where a signal would be automatically sent to project managers to highlight when breaches were occurring.
- Community members thought it was important that air monitoring stations are located in relevant areas, such as at local schools. Council staff pointed out that schools were being prioritised for monitoring around the St Peters and Haberfield interchanges.
- Community members thought the EIS supported the redistribution of emissions rather than trying to improve air quality. The EIS seemed to accept a certain level of air pollution now and into the future.
- A community member stated that if the ventilation facilities were filtered, 80-90% of emissions would be removed, making a significant impact in reducing cumulative emissions.
- Community members thought RMS was intentionally not making public the financial analysis of filtered versus unfiltered ventilation facilities. It would be useful to express the cost of filtration as a % of the cost of the whole project. Even if filtration was costly, it may end up being a low percentage of the project's overall cost.
- Community members expressed concern about surface road air quality significantly decreasing around the portals. SMC is relying on emissions from the stacks blending into the regional air-shed.

*Refer to Actionable Items 1 & 2 listed below.*

### **Item 3: WestConnex update report**

**It was determined** that the report be received and noted.

#### **Stage 1 update report**

Key points raised during the discussion included:

- Further to earlier discussions, the EPA representative suggested that the advocacy groups lodge submissions seeking to change licencing conditions for Stage 1 and 2.
- The EPA representative explained that the community needs to continue to make complaints, to understand that every complaint can make a difference and that changes can be initiated from community action.
- The DP&E compliance officer explained that EPA and DP&E staff meet fortnightly to discuss WestConnex compliance issues. From DP&E's perspective, complaint numbers for Stages 1 and 2 have declined, however it is acknowledged that this is not the perspective or experience of WCLF members and the general community.

*Refer to Actionable Item 3 listed below.*

### **Stage 2 update report**

- Concerns were raised over Stage 3 investigative drilling which is occurring in streets in and in local parks already affected by Stage 2.
- There have been recent odour events in the St Peters area due to works at the St Peters interchange site.

### **Stage 3 update report**

- A community member expressed concern about the EIS not providing any detail on the proposed water treatment near Blackmore Oval. It was feared the discharge would be pumped straight into Iron Cove Bay. The EPA representative advised there would be strict conditions on water discharges in the project's operating licences. Discharges could only be pumped into Iron Cove Bay if the water quality was of a defined acceptable standard. EPA is proactive in ensuring that discharge standards are maintained.
- There were calls for Council to initiate contact with the Clean Air and Urban Landscapes Hub and begin discussions on how this organisation might be able to assist in assessing air quality issues in the Inner West council area.

*Refer to Actionable Item 4 listed below.*

### **Item 4: EPA update**

A verbal update was given by EPA's Manager Metropolitan Infrastructure on issues related to the project.

**It was determined** that the report be received and noted.

The main points raised during the discussion included:

- EPA has issued a formal letter to the proponents of Stage 1 over dust emissions at the Parramatta Road construction site. E-mailed complaints that have included videos have provided the evidence for this action.
- EPA has also issued a formal letter to the Stage 1 proponents over sediment and erosion control issues.
- EPA has found the number of complaints about WestConnex construction has declined, particularly in relation to noise. Dust has recently become an issue on major infrastructure sites across Sydney due to dry conditions.

- There have been three recent complaints related to Stage 2 tunnelling, and these are currently under investigation.
- For Stage 2, investigations continue into odour issues between April and June 2017. Investigations take time to process as they require thorough investigation and usually require witness statements.

#### **Item 5: DP&E compliance update**

The DP&E's Principal WestConnex Compliance Officer provided a compliance update.

**It was determined** that the report be received and noted.

The main points raised during the discussion included:

- The DP&E representative confirmed that the project's management plans must be drafted and implemented in compliance with the conditions of approval.
- The DP&E representative pointed out that the Stage 1 traffic access plan has changed with regard to the G-loop, which is to be closed for six weeks and scheduled to re-open on 1 November 2017. For the required amendment to the traffic plan, alternative routes were proposed on the grounds of exceptional circumstances. The DP&E always ensures that changes to conditions of approval such as this undergo a one-week trial.
- The DP&E has made all WestConnex construction managers aware of the dust issue that is prevalent at this dry time of year.
- A community member asked if all submissions received by the DP&E on Stage 3 would be reviewed. The DP&E representative confirmed that all submissions would be reviewed.
- The DP&E publishes monthly compliance reports on its website. These reports list actions taken, including official cautions.
- The DP&E representative stated there has been a reduction in the number of complaints, and the WestConnex proponents have also commented on this trend at project meetings. Notwithstanding, the DP&E is aware residents are not satisfied with construction and other general issues such as noise, dust, traffic management and notification processes. There is a need for residents to maintain momentum by making formal complaints (if complaints are warranted).

#### **Summary of actionable items**

The following actionable items were an outcome of discussions of the above items.

#### **General actions**

1. EPA to make available to Council (for circulation to WCLF members) the recently-issued Sydney Metro City and Southwest Environment Protection Licence (EPL) in relation to a condition that includes a sleep disturbance limit for low-impact works occurring out-of-hours.

*Current situation: Council has received the information and forwarded this to WCLF members on 13 October 2017.*

2. Council to communicate the importance of lodging complaints and give advice on the best way of doing so.

*Current situation: Council staff are working on this item and will report progress at a future WCLF meeting.*

#### **Stage 1 actions**

3. Council to prepare a submission on licencing conditions issues for Stage 1 and 2, and submit this to the EPA.

*Current situation: Council staff to working on this item and will report progress at a future WCLF meeting.*

#### **Stage 3 actions**

4. Council staff to make contact with the Clean Air and Urban Landscape Hub with a view to learning more about air quality issues in the Inner West Council area.

*Current situation: Council staff to contact Clean Air and Urban Landscape Hub, and the response will be reported to a future WCLF meeting.*

The meeting concluded at 12.30pm.

**Next meeting:** **Thursday 7 December 2017, 10:00am to 12:30pm**  
Level 6 Ashfield Council Chambers, Ashfield Service Centre  
260 Liverpool Road, Ashfield