

**Draft Minutes of the
WestConnex Community Liaison Forum (WCLF)
held at Leichhardt Service Centre
10:00am-12:30pm, Thursday 1 March 2018**

The meeting commenced at 10:00am

In attendance:

Sharon Laura	Haberfield Resident
Anne Picot	No WestConnex Public Transport, WestCONnex Action Group
Christine Allibone-White	WestProtects
Elizabeth Johnstone	WestProtects
Peter Hehir	Rozelle Against WestConnex (RAW)
Rachel Davies	Ashfield Resident
Graeme McKay	Haberfield Resident
Tom Zelinka	No WestConnex Annandale
Rosemary Webb	Camperdown Against WestConnex
Michael Zarnado	Haberfield Resident
David Birds	Group Manager Strategic Planning Inner West Council (IWC)
Kendall Banfield	Manager WestConnex Unit IWC
Ken Welsh	Strategic Transport Planner IWC
Felix Liu	Engineer WestConnex Unit IWC
Robyn Meakins	Administration Officer WestConnex Unit IWC
Rob Sherry	Principal WestConnex Compliance Officer Department of Planning & Environment (DP&E)
Kathleen Withers	Compliance Officer DP&E
Maria Divis	Compliance Officer DP&E
Mike Sharpin	Unit Head Metropolitan Infrastructure Environment Protection Authority (EPA)
Claire Miles	Operations Officer Metropolitan Infrastructure EPA

1. **Welcome by Group Manager Strategic Planning IWC**
The Group Manager Strategic Planning welcomed all members to the WCLF meeting.

2. **Acknowledgement of Country**

3. **Apologies**

Apologies were accepted for the absence of:

John Warburton	Deputy General Manager Community & Engagement Inner West Council (IWC)
Cynthia Moore	Haberfield Resident
Jennifer Aaron	Leichhardt Against WestConnex (LAW)

Lesley Treleaven
LJ Loch
Rhea Liebmann

Camperdown Against WestConnex
WestProtects
WestCONnex Action Group

4. Items for consideration by WCLF

Item 1: Minutes from 1 February 2018 meeting & update on actionable items

It was determined that:

1. Minutes of the WCLF meeting held on 1 February 2018 be adopted; and
2. The update on actionable items be received and noted.

Key points raised during the discussion included:

- Council was asked if WestConnex Community Liaison Forum (WCLF) meetings could be held in venues around the Council area (including St Peters), and if they could alternate between morning and evening meetings.
- Members were advised an additional 500 corflute signs have been ordered. It was requested Council contact Sydney Motorway Corporation (SMC) to ask that SMC not engage contractors to remove these signs from poles around the Rozelle and Balmain area. It was noted that members have seen these WestConnex signs being removed whilst other advertising signs are left alone. Poles are not owned by SMC and therefore SMC should not be removing the signs.
- *Refer to Actionable Item 1 listed below.*

Item 2: WestConnex update report

It was determined that the report be received and noted.

Stage 1 update report

Key points raised during the discussion included:

- A WCLF community member thought the reopening of Orpington Road was a disaster. Buses were not using the street (believing it was still closed) and residents were waiting at the wrong bus stops, with no buses arriving. Complaints were made to the M4 East Joint Venture (JV), SMC, Transport for NSW and Sydney Buses. There is a need to ensure the next reopening is better managed. The M4 East Traffic and Transport Liaison Group (TTTLG) has advised Council that Inner West buses will be privatised soon, and representatives of the new bus contractors will be invited to future meetings. As two more openings are planned, this matter needs to be addressed now.
- Variable Message Signs (VMSs) are proposed to be installed on the Haberfield side of Parramatta Road by mid-2018. There will be two large signs on Parramatta Road, and the current large sign will be relocated further along Parramatta Road past Dalhousie Street. Signs are meant to be kept away from Ashfield Park to minimise the visual impact on the park, but now there appears to be plans for two signs to be located across from the park. Council staff confirmed that Roads and Maritime Services (RMS) has been notifying Council and the community of this new signage.

- The VMSs proposed for Dalhousie and Waratah Streets are expected to be reduced in size to reduce their impact. Once RMS finalises the design, this will be communicated to the local State Member (Jo Haylen), then Council. A WCLF member thought that too many signs were proposed overall.
- As previously raised at the 1 February 2018 WCLF meeting, there is a need to arrange a meeting with RMS to discuss pedestrian crossings and pedestrian safety, currently viewed by the community as not safe or satisfactory. The M4 East JV has confirmed it does not have the in-house skills to undertake a safety audit, and nothing has happened since the last walking pedestrian safety audit with DP&E in 2017. It has been months since then and still nothing has happened.
- The M4 East Urban Design and Landscape Plan (UDLP) does not identify the Buddhist-owned parcel of land on Parramatta Road at Ashfield. It is reported that the Buddhists have negotiated the return of their land once the motorway opens. There is a need to investigate this further as there is the possibility that the overall size of the residual lands could be increased. This would benefit this part of Ashfield which has traditionally had a shortfall of open space. Comments previously made by Council on the UDLP were from former Ashfield Council staff. Relevant staff will now investigate this matter.
- Forum members commented on SMC's recent M4 East community information session for the UDLP. There were no landscape designers in attendance despite the flyer for this session saying there would be. Community members were advised by SMC that approximately \$10M has been allocated for all WestConnex legacy projects. At the session it was apparent that the UDLP is not dealing with sites next to the ventilation facilities. There is at this stage no design in the UDLP for the Bland Street / Parramatta Road intersection.
- SMC is currently working with Canada Bay Council's landscape architect to obtain better outcomes for the community on WestConnex residual lands. If this is successful, SMC will look to implement a similar process other councils. There is potential for good outcomes from this process, and Inner West Council should be involved in a similar process as soon as possible.
- The former Brescia Furniture site at 202 Parramatta Road at Ashfield borders the main cycleway/pedestrian link between Haberfield and Ashfield. Trees around this site were originally shown in the UDLP, but Fabcot's (Woolworths) submission called for the removal of all landscaping and planter boxes around the site. This appears to have been adopted by SMC with no further consultation with the community. Even trees originally shown in the UDLP in Bland Street have been removed. The M4 East Project Director advised community members at the UDLP community session that there was a need to 'make it good for business'. What about the community? Woolworths and SMC should not be deciding on the streetscape of Ashfield.
- Fabcot's development application to construct a Woolworths was approved in 2014, but it is likely they will need to resubmit another application. Will Council be able to have a say on this application if it is over \$5 million?
- Not all UDLP sub-plans are approved yet. The M4 East legacy project and social response sub-plans are expected to be submitted to DP&E for approval by mid-2018. Once approved, there will be no further opportunity to argue for change. Council needs to be proactive and consult with community in the final stages of the UDLP
- UDLP maps are incorrect, as they have identified Alt Street as a bicycle route when it should be Bland Street.

- The UDLP proposes a no left-turn into Rogers Avenue at Haberfield, but the design is not yet final. The service station will lose one lane and the street will be used as a rat-run. This is currently being investigated by RMS.
- Concerns were raised about the temporary wooden barriers on the footbridge crossing on Parramatta Road being unsafe. DP&E compliance staff undertook to investigate.
- Consultation over the noise wall that is being erected between Crane and Waratah Streets at Haberfield has been poorly managed. Currently there are three options: five metres of Hebel; three metres Hebel and two metres Perspex; and no noise wall at all. Council staff mentioned that SMC is still negotiating options. This illustrates how poorly managed the community consultation process has been.
- *Refer to Actionable Items 2 - 6 listed below.*

Stage 2 update report

- The repetitive clanging pile-driver noise at St Peters continues. At times this was out-of-hours, which made it far worse. Residents have been advised by the New M5 JV that works are currently on the high part of the St Peters Interchange (SPI) site, and the noise is coming from the rapid compacting of the landfill. In April 2018 the clanging will move from the Canal Road to the Campbell Road side of the SPI site. There are no buildings to buffer the noise and it will be unbearable. There is a need to build some sort of buffer on Princes Highway to reduce the noise impact on St Peters residents. Sydney Metro (rail) is also contributing to the overall level of construction noise in St Peters.
- Dust is an ongoing issue in St Peters. Not enough is being done to manage it on the SPI and Campbell Street construction sites. EPA has advised that it cannot regulate unless dust is visibly leaving the project footprint, and this can be difficult to capture in a photo or video. A WCLF member asked if EPA could install cameras to manage this. The EPA staff response was that dust particles are difficult to detect in a photo or video, this is not an effective way to monitor dust.
- A WCLF member mentioned that independent air quality monitoring is being undertaken for the White Bay passenger cruise terminal. Could Council undertake similar monitoring of the SPI site? DP&E staff advised that multiple monitoring stations would need to be set up, otherwise it would be difficult to determine the source of noise or air pollution. Baseline data from key locations such as Church and St Peters Streets and Simpson Park would ideally be collected before the clanging noise starts again.
- The community recognises Council's lack of ability to undertake noise and dust monitoring. If the project's noise monitoring is ever questioned, then DP&E or EPA would direct the project to engage further (independent) consultants to verify monitoring results. There are also instances where EPA would undertake its own independent monitoring.
- The Clean Air & Urban Landscapes (CAUL) Hub could be an option for independent monitoring, as they have equipment and credibility in the field of air quality monitoring.
- New M5 construction plans for Campbell Street previously showed plantings on the southern side, between Brown and Florence Streets. Recent plans however show these have been removed and replaced with concrete. Trees and plantings are needed to buffer residents from the future increase in noise and air pollution the extra traffic will inflict on the suburb.
- It was questioned whether Campbell Street will be a regional or State road once Stage 2 is completed. Council staff stated that they have not been advised of the future status of this street.

- A WCLF member asked - will the drainage design for Campbell Street be adequate to deal with the long-standing flooding issues? Council staff stated that Council and Sydney Water engineers have been involved in the UDLP consultation process.
- Local residents are concerned about the future speed limit on Campbell Street. Council has been arguing for a 50kph general speed limit with a 40kph school zone, but expects RMS to set a limit of 60kph. Council is seeking to have speed limits reduced on all local roads across the Council area.
- *Refer to Actionable Items 7 - 10 listed below.*

Stage 3 update report

- A WCLF member stated that although the Stage 3 Environmental Impact Statement (EIS) attracted 13,000 submissions, there are few changes within the Submissions & Preferred Infrastructure Report (SPIR). So many issues were repeatedly raised by the community and Council, yet the SPIR has few changes. Council staff explained they would soon meet with the DP&E's Assessments Director to discuss the SPIR. Council is also drafting its response to the SPIR. A WCLF member requested the 'B-loop' be raised in the meeting, as it is a new truck route. The B-loop is a project truck route around Tebbutt Street, Leichhardt and surrounding streets.
- The *Fix NSW Transport* rally was held on Saturday 17 February 2018. With 2,000 people attending and a number of notable speakers that were highly critical of the NSW Government, it was considered to be a success. Speakers raised issues such as the privatisation of bus and rail services and the extent of toll-roads in Sydney.
- There is speculation that the former Balmain Leagues Club (Tigers) site is about to be compulsorily acquired by RMS, to be used as a dive-site for the Western Harbour Tunnel (WHT). The WHT spur (to be constructed as part of WestConnex Stage 3) will actually go all the way under Rozelle and stop at the boundary of Rozelle and Balmain. We were originally led to believe that all spoil would be removed from the Rozelle Rail Yards (RRY) site, but now it appears most WHT spoil will be removed from the Tigers site. If this eventuates, truck access to/from Victoria Road would be a disaster.
- A WCLF member asked if Council would hold a joint rally (with community groups) against the compulsory acquisition of the Tigers site and WestConnex Stage 3. In excess of 1,000 people could be expected and King George Park would be a suitable rallying point. First it needs to be confirmed that RMS is going to acquire the Tigers site.
- It was noted by WCLF members that as Stage 3 was discussed after Stages 1 and 2 at WCLF meetings, discussion time was constrained. It was agreed that at the next meeting (and alternate meetings) the running order be reversed to start with Stage 3.
- A query was raised about SMC being sold – after that, what power would RMS have over a private company?
- Council was asked to arrange a bus tour to view existing and proposed construction sites for all three stages of WestConnex.

Refer to Actionable Items 11 – 12 listed below.

Item 4: EPA update

EPA's Unit Head Metropolitan Infrastructure provided a verbal compliance report.

Stage 1 (M4 East)

- A number of unannounced inspections for out-of-hours work (OOHW) have occurred. There have been a number of complaints relating to OOHW, which are predominantly utility works.
- A warning letter was issued to the M4 East JV as a result of an inadequate notification process. The JV is now required to provide notification between two weeks and five days before work commences. Follow-up communication is also required when changes occur to dates and times.
- A WCLF member stated that on other RMS-managed projects, there is a guarantee that there will be no more than six nights of OOHW in a month.
- EPA is drafting a formal response on the Stage 3 SPIR and will confirm if this response will be publicly available or not.

Stage 2 (New M5)

- The biggest issues for the construction sites are noise and dust. A number of unannounced inspections have been scheduled to investigate noise and dust issues.
- EPA's investigation of odour at the SPI site is continuing.
- EPA staff were asked by a WCLF member if there was a method of noise monitoring residents could undertake that would be recognised by the EPA. EPA's response was that noise monitoring can be an onerous process requiring trained and experienced staff. As with any monitoring, there is a large amount of background noise (e.g. aircraft noise) and it can take 30 minutes to obtain a 15 minute recording. EPA specialists attend a three-day course on how to use the monitoring equipment.

Item 5: DP&E compliance update

The DP&E's Principal WestConnex Compliance Officer provided a verbal compliance update, as follows:

- The DP&E has appointed a new Senior WestConnex Compliance Officer who will be working solely on WestConnex, and another compliance officer will be starting in the next few weeks. This brings the total WestConnex compliance team to four staff.
- RMS will soon be issuing expressions of interest for the new-format WestConnex Community Reference Group (WCRG). This will be advertised in local newspapers. The first meeting is expected in late April or early May 2018.
- In answer to a WCLF member's query about trucks having WestConnex identification, the DP&E representative stated that Stage 1 is required to have identification labels, but not Stage 2. For Stage 1, investigations are ongoing into complaints about trucks that may have departed from approved routes.
- Compliance monitoring is divided into two categories - contestable works (i.e. core project works enforced through Conditions of Approval (CoA)) and non-contestable works (i.e. project-related utility works that are enforced through EPA licenses, not CoAs).
- DP&E continues to hold monthly interagency meetings with relevant NSW Government agencies, noting that some of these agencies have no formal compliance role with WestConnex.
- An official caution was issued over work that occurred in Hutchinson Street at St Peters that twice extended beyond the notified time limit.

- DP&E was involved in the investigation into asbestos on a Brown Street property owned by RMS. This issue is not related to WestConnex.

Item 6: Other Business

No matters of other business were raised.

Summary of actionable items

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

General actions

1. Council to contact RMS to request the Council WestConnex corflute signs on poles in the Rozelle and Balmain areas not be removed.

Current situation: Council staff have contacted RMS, who has responded as follows: "RMS will not remove corflutes in Balmain/Rozelle. The poles are Ausgrid assets and RMS does not have authority to place or remove items on these assets. Ausgrid may decide to remove the corflutes, however".

Stage 1 actions

2. Council to contact SMC to express dissatisfaction with road reopening arrangements, particularly in relation to the recent reopening of Orpington Street at Ashfield.
Current situation: Council staff contacted SMC, who has responded as follows, "The project team observed this and contacted STA (State Transit Authority) immediately to re-notify the bus depots and drivers to refer to their route maps, which indicate that Orpington Street was open. This was rectified quickly and buses returned to their original routes accordingly".
3. Council to write to the Stage 1 Project Director and relevant RMS representatives advising of potential discrimination against the visually impaired in Haberfield by SMC not providing compliant pedestrian access within the project's footprint.
Current situation: Council to write to SMC and RMS and the response will be reported to a future WCLF meeting.
4. Council to request that RMS provide the exact size of the Buddhist land parcel on Parramatta Road at Ashfield, and how much of the site will be returned to the Buddhists.
Current situation: Council staff to contact RMS and the response will be reported to a future WCLF meeting.
5. Council to undertake consultation with key Haberfield-Ashfield residents to ensure all possible opportunities are identified for the legacy project and residual lands components of the M4 East UDLP.
Current situation: Council staff to arrange a meeting with community members and feedback will be reported to a future WCLF meeting.
6. Council to request SMC to provide print copies of M4 East UDLP in relevant public libraries and Council Service Centres

*Current situation: Council staff have contacted SMC, who has responded as follows:
"The M4 East can be found online on either our website or the website of the
Department of Planning, and is available at the Burwood Information Centre 5 days per
week between 9am and 5pm. The project team will provide hard copies to Inner West
Council service centres at Haberfield, Croydon, and Ashfield in coming weeks."*

Stage 2 actions

7. Council to request that appropriate steps be taken to minimise the continuous clanging noise from pile-drivers when this equipment is relocated to the Campbell Road side of the SPI site.

Current situation: Council staff have received the following response from the New M5 JV: "The project can minimise the clanging noise by orientating the rig with the noisiest direction (hammer plate) to face into the site for most of the work. This will be monitored by the project".

8. Council to contact the New M5 JV to confirm that plantings on the southern side of Campbell Street will remain as per the UDLP.

Current situation: Council staff have been advised by New M5 JV that the current UDLP does identify plantings in this area. Construction plans do not show green space as they are focused on construction.

9. Council to request copies of recent noise monitoring that is occurring in the St Peters area.

Current situation: Council staff have been advised that reporting is made available to the EPA for review.

10. Council to contact the Clean Air & Urban Landscapes (CAUL) Hub to discuss options for independent noise and air quality monitoring.

Current situation: Council to contact CAUL Hub and the response will be reported to a future WCLF meeting.

Stage 3 actions

11. Council to make its response to Stage 3 SPIR available on Council's website once it has been submitted to DP&E.

Current situation: Council staff to ensure its SPIR response is available on Council's website once submitted.

12. Council to make enquires regarding the possibility of co-ordinating a bus tour for WCLF members (and invite Councillors) to visit all three Stages of WestConnex.

Current situation: Council staff are currently making enquiries about the bus tour, and the response will be reported back to a future WCLF meeting.

The meeting concluded at 12:30pm.

Next meeting: Friday 6 April 2018, 10:00am to 12:30pm
Level 6, Council Chambers
260 Liverpool Road, Ashfield