

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

The meeting commenced at 10:00am

In attendance:

Sharon Laura	Haberfield Resident
Cynthia Moore	Haberfield Resident
Paul Jeffery	No WestConnex Public Transport, WestCONnex Action Group, Save Ashfield Park
Chris Nash	No WestConnex Public Transport, WestCONnex Action Group
Christine Allibone-White	WestProtects
Peter Hehir	Rozelle Against WestConnex (RAW)
Rachel Davies	Ashfield Resident
Graeme McKay	Haberfield Resident
Catherine Gemmel	Leichhardt Against WestConnex
John Warburton	Deputy General Manager Community & Engagement 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)

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 Environment Protection Authority (EPA)
Claire Miles	Operations Officer Metropolitan Infrastructure Environment Protection Authority (EPA)
Kathleen Withers	Compliance Officer DP&E
Anne Picot	No WestConnex Public Transport, WestCONnex Action Group
Elizabeth Johnstone	WestProtects
Jennifer Aaron	Leichhardt Against WestConnex (LAW)
Lesley Treleaven	Camperdown Against WestConnex

Tom Zelinka
LJ Loch

No WestConnex Annandale
WestProtects

4. Items for consideration by WCLF

Item 1: Minutes from 7 December 2017 meeting & update on actionable items

It was determined that:

1. Minutes of the WCLF meeting held on 7 December 2017 be adopted subject to a minor amendment – that Action Item 13 be amended to read: *Council to submit an addendum to its Stage 3 EIS submission pointing out that structural damage is more likely to occur to properties where tunnelling is less than 35 metres beneath them - therefore no tunnels less than 35 meters in depth should be located beneath residential areas;* and
2. The update on actionable items be received and noted.

Key points raised during the discussion included:

- Council staff requested a meeting with Roads and Maritime Services (RMS) as per Action Item 10. RMS staff have advised their preference is to meet with community members individually as they find result is generally more productive. Forum members voiced concerns and felt little would be gained from this approach based on previous meetings in this format. WCLF members wanted these meetings to include appropriately qualified representatives of RMS, not just project representatives.
- The lack of productivity of these kinds of meetings is evident by the fact that M4 East staff have yet to undertake an independent pedestrian safety audit, which was promised from a meeting on 16 December 2017. There needs to be an *independent* assessment, and the M4 East team has acknowledged that it does not have the skills to do it internally.
- Sydney Motorway Corporation (SMC) has verbally advised that the Preferred Infrastructure Report has been completed and sent to the DP&E, but the DP&E is saying it has not been received. There is a need to clarify this.
- The Lilyfield Road cycleway project is being managed by Council's traffic services team, who has commissioned GHD consultants to assist. A draft plan for the cycleway needs to be reworked as Council and RMS are not satisfied with the design. Concerns were raised that at a recent community session, the consultants appeared to lack knowledge of local roads and the likely impacts of WestConnex.
- A WCLF member asked if Council's traffic modelling covers the potential for rat-running in the western part of Rozelle. Council staff's response was that these areas were not identified as rat-runs in the modelling. As these streets do not provide direct connections, it is not expected that WestConnex would generate additional traffic.
- An update was provided on Action Item 1, where Council's traffic services team is finalising identification of streets for the proposed temporary resident parking scheme in Haberfield. A program of surveying and consultation with residents is expected to commence in March 2018. The report will then be put to a Traffic Committee meeting and then a Council meeting for endorsement.

- A WCLF member suggested that as part of Council's investigation of parking issues in Haberfield, consideration should be given to parking permits for teaching staff at Haberfield Primary School. A business permit system could be used.
- It was confirmed that Council's Group Manager Strategic Planning would chair the remaining three Stage 3 construction impact meetings. These are to be held to consider the Haberfield/Ashfield, Annandale/Camperdown and St Peters construction sites. An explanation of RMS's current tunnel filtration policy should be included in the presentation. It is important that one full hour be allocated to the open mic session.
- *Refer to Actionable Items 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:

- It is disappointing to see so much vegetation and so many mature trees being removed along Dobroyd Parade, although it is noted that the noise wall in that location was redesigned to include the landscaping on the residents' side of the road.
- Council's operational modelling study has progressed, with the Veitch Lister model being recently reviewed by Council and Beca staff. Council staff explained that once Stage 1 opens, more traffic is expected on certain local roads, making it necessary to implement traffic calming as soon as possible, particularly along Bland, Chandos and Alt Streets. If left to SMC, there would have been no examination of traffic impacts until 12 months after opening. Council will apply for funding from RMS based on the modelling results to implement traffic calming, with priority given to local roads. The first step is for Council to make a compelling case to RMS. Whether or not funding is provided by RMS, approval for all traffic calming is required from the Traffic Committee. Council has the ability under legislation to install temporary traffic calming measures until a budget is available to install these permanently. It is expected the results of the traffic modelling will be reported to the April 2018 Council meeting.
- The Haberfield and Ashfield communities have been subjected to a "blitz" of out-of-hours works in January 2018. Even during the shut-down period over Christmas, road generators were operating 24 hours a day even though it appeared no other work was occurring. Residents were told the generators were needed to power street lights, but the generators were also operating during the day.
- The Haberfield community has been active, with a number of street groups forming. An example is the Bland-Alt Neighbourhood Group (BANG2045), with close to 60 households joining forces.
- M4 East has a new out-of-hours complaints line. During January 2018, the M4 East team admitted complaints have been lost and residents argue that those that are recorded by the team are not pursued.
- Changes to construction site managers have occurred, with the C10 site manager moving to a Concord site. A new influx of workers is expected in February 2018 and worker behaviour still an issue.
- With the scheduled relocation of utilities along Parramatta Road, concern continues to be raised over tree roots in front of the Yasmar Training Facility at 185 Parramatta Road. At

least two mature heritage figs are at risk. M4 East has advised the solution has been to relocate works further away from the current footpath to minimise any risk to the trees. The Construction Management Plan (CMP) is not specific enough in detail. Work proposed to occur at the front of Yasmar has been delayed to March 2018. Council staff will investigate further.

- A WCLF member made a complaint about a lost truck/trailer, giving photo evidence, including the registration plate. M4 East has advised that trailers have a different registration plate to the truck and they are therefore unable to investigate further.
- A M4 East traffic management contractor continues to obstruct footpaths by placing signs in inappropriate places. Excuses are given – for example, that the only signs they have are large and it is difficult to place them in a way that doesn't obstruct the footpath. Smaller signs are being stolen and often the signs are flat on the footpaths, as the wind blows them over. Council and Police have power to ensure footpaths are accessible, but if it is considered the signs benefit public safety they are allowed. It is a requirement within the project's Conditions of Approval that the public be kept safe.
- The DP&E representative mentioned that four terraces located near Reg Coady Reserve have had their access blocked. DP&E has argued that it is not "*reasonable or feasible*" that this occurs and an investigation has been launched. Council staff will raise this at the February 2018 interface meeting with M4 East.
- WCLF members noted the WestConnex Unit Engineer has been particularly active during January 2018 inspecting issues raised by residents as they occur. An example is machinery blocking access to a house at 86 Chandos Street, Ashfield. There were also issues with notification and noise associated with this complaint. M4 East has responded by saying they give notifications for out-of-hours works and are not required to issue notifications for day works.
- A WCLF member raised concerns over concrete saw-cutting on Bland Street (Ashfield side) during school travel times, where dust and noise made it difficult to walk on the footpath. At a meeting with Haberfield Primary School in 2016, project staff advised they would not perform certain construction activities during school travel times. WCLF members to provide evidence of these works for DP&E to follow up.
- A WCLF member commented about the G-loop being unsafe because cars are sharing this detour with trucks. There is not adequate advanced signage about access to the G-loop, which is forcing cars to make unsafe lane changes. Also needed is improved sequencing of lights and consideration of realigning the G-loop to improve egress onto Dobroyd Parade.
- A WCLF member asked if DP&E is investigating the accidental 'loss' of complaints by the M4 East project team and issues around notification. EPA is investigating inadequate notification and a meeting between EPA and M4 East is scheduled for 2 February 2018 to discuss construction issues, including notification.
- *Refer to Actionable Items 2 - 4 listed below.*

Stage 2 update report

- Residents of the St Peters community (particularly in Brown and Hutchinson Streets) feel the New M5 project "*displays clear vindictiveness*" when dealing with certain home owners. Some residents are moving out due to what is considered minimal compliance with the EPA's Environmental Protection Licence, specifically with the level of night noise.

- Dust has been a major issue during the past month and concerns have been raised by residents about the health impacts of cumulative exposure to dust and other pollutants.
- Council was advised that parking signs have been removed from Hutchinson Street.
- In St Peters, road detours are poorly managed, and residents generally don't understand where to go or how long the diversions are in place. Although notifications issued by New M5 include maps for all detours, there is still lack of awareness of the changes by many residents. Many project employees are leaving vehicles running (often longer than 15 minutes) to keep the air-conditioning on, creating further noise impacts.
- Confusion and frustration continues on changing classifications for noise attenuation treatments to properties. DP&E explained that the original classification in the EIS was based on noise modelling, but once the project was approved and actual monitoring took place, some classifications were changed. New M5 had already made offers, and some residents took up the offer at a higher level of treatment. Some residents who didn't act on the first offer have subsequently had their classification level changed. This is a problem wherever the change is a downgrading. In a meeting facilitated by Council in December 2017, New M5 undertook to take this issue to RMS, who has the ability to alter any classification. Some residents feel the quality of noise attenuation being offered is below the quality that was offered in relation to Sydney Airport's third runway. St Peters residents feel there is a history of substandard noise attenuation offered to them by State and Federal governments.
- A WCLF member mentioned the Crossrail Project in the UK, where residents are given a range of options for noise attenuation upfront. DP&E is looking into the broader issue of noise attenuation.
- A call was made for Council to consider in-situ testing to identify if operational noise attenuation being installed into St Peters houses does in fact work. It was noted that the motorway would need to be operational for this to occur.
- *Refer to Actionable Items 5 -7 listed below.*

Stage 3 update report

- The Darley Road Dan Murphy liquor store will be vacated in May 2018, so it is expected that (subject to approval of Stage 3) works will commence on the site soon after. Residents need to be prepared for this, and they need protection from the rise in truck usage along Darley Road. There is speculation that properties in Hubert Street have been acquired and there is a high level of anxiety in the community.
- Surveyors have been seen working in the area between Blackmore Oval and the Leichhardt North light rail stop. This activity could be part of an investigation of the alternative "*hopper option*" for spoil removal from the Darley Road site. SMC will not comment on this until a contractor has been appointed and the project is approved.
- Is there a possibility the Rozelle Interchange will be constructed above ground? Council staff commented that the Stage 3 design appears to be 'fluid', and the alignment could very well change. If the interchange was to be constructed above-ground, this would make connections to WestConnex tunnels and the Western Harbour Tunnel (WHT) difficult. An above-ground interchange would also have a negative impact on the Bays Precinct. It is therefore unlikely that the surface interchange option will be considered.
- A WCLF member raised concerns over the current tender process for Stage 3 and noted the tender for the Rozelle Interchange is currently being advertised on RMS's website. There are concerns over: use of the term "*up to 10 hectares*" when referring to the open

space at the Rozelle Interchange; the 'lump sum' payment RMS has made available for design and construction; the need to include a provisional sum for rectification of structural damage; and the RMS advertisement stating that experience is required with at least one other major urban civil or transport infrastructure project "*similar in scale and nature to the Rozelle Interchange*". How is it possible to meet this requirement when such a project has not been attempted on this scale elsewhere else in the world?

- A point was made by a WCLF member that if there was a change in government in March 2019, there was real chance the WHT will not go ahead. In that case, Council should argue that the WHT spurs should not be built.
- A WCLF member asked if there was any possibility of an injunction related to the Dan Murphy's site that could delay the start of Stage 3. A LAW member confirmed that this was being undertaken through ICAC.
- In Haberfield there is a truck route along Bland Street even though Haberfield Public School is on this street. Can Stage 3 be undertaken without a construction site running from Bland to Alt Streets fronting Parramatta Road?
- Council was asked to print the remaining 500 corflute signs as per the Council resolution. Forum members would still like Council to pursue the idea of holding competition run through local schools for a future corflute sign design.
- Dobroyd Parade has been renamed Martin Street at the western end near Five Dock. The Haberfield Association has asked for Council to request the M4 East project to return this sign.
- Council staff were asked by a WCLF member when the Council dilapidation reporting process would commence. Council staff responded that a report will go to the April 2018 Council meeting outlining the feasibility of this process.
- A WCLF member raised concerns over the apparent lack of residual lands identified for Ashfield in the M4 East *Urban Design and Landscape Plan* (UDLP). Council advised there had been preliminary discussions with RMS on the handover of residual lands and nothing has been decided or agreed to.
- WestConnex Community Reference Group (WCRG) members have received an email from RMS about WCRG meetings for 2018. There will be separate meetings for each affected area, and in total six meetings per year - two meetings for each stage of WestConnex. Once the new terms of reference are finalised, meetings will be scheduled.

Refer to Actionable Items 8 - 14 listed below.

Item 4: EPA update

As the EPA's usual representatives were unable to attend the meeting, a written update report was presented by the DP&E compliance manager in attendance. A summary of this report is as follows:

- EPA continues to investigate noise complaints across the project, although complaint numbers continue to decline;
- EPA issued a formal warning to the M4 East project in relation to out-of-hours works (OOHW) notifications. Discussions are ongoing between the EPA and the licensee about how the project will comply with licence requirements for OOHW notifications;
- EPA continues to conduct announced and unannounced inspections of the project, with a focus on noise from OOHW works activities; and

- EPA is continuing its investigation into odour incidents from the St Peters Interchange site.

Item 5: DP&E compliance update

The DP&E Principal WestConnex Compliance Officer provided a compliance update. A summary is as follows:

- DP&E is liaising with EPA over OOHW issues in Haberfield and Ashfield, with a focus on areas where OOHW is being notified;
- DP&E will investigate the use of dry saw cutting and resulting dust levels affecting Bland Street in Ashfield; and
- A WCLF member asked if independent noise monitoring could be carried out by Council. The DP&E representative advised that the project is required to undertake this. Council staff advised that Council does not have the skilled staff or equipment to perform noise monitoring on this scale. Verification of the proponent's noise readings is a mainly an EPA responsibility. WCLF members questioned whether EPA has the resources to undertake this.

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 confirm with DP&E that the Stage 3 *Submissions & Preferred Infrastructure Report* has been received.

Current situation: The Submissions & Preferred Infrastructure Report was placed on the DP&E website on 5 February 2018.

Stage 1 actions

2. Council to arrange a meeting with M4 East, Friends of Yasmar, the Haberfield Association, DP&E and relevant Council staff to undertake a site visit to inspect the trees bordering the footpath at the front of the Yasmar Training Facility prior to any works taking place.

Current situation: Council staff have arranged a meeting for March 2018.

3. Forum member to forward to DP&E for investigation evidence that M4 East works are blocking footpaths and dust is being produced by saw works in Ashfield.

Current situation: DP&E to investigate and provide update to a future WCLF meeting.

4. Council to raise concerns over the safety of the G-loop and suggest installation of more advanced signs and a request that realignment be considered for trucks on the G-loop.

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

Stage 2 actions

5. Council to undertake an audit of approved parking signs along Hutchinson Street in St Peters and co-ordinate replacement of these signs if required.

Current situation: Council staff have undertaken an audit and found all residential parking scheme signs are in place.

6. Council to contact New M5 and request RMS's response to reversing noise attenuation classifications in St Peters where some properties have had their classification lowered.

Current situation: The New M5 project has advised that RMS is still to make a decision on noise attenuation classifications, and no timeframe on the decision has been advised. Council will continue to pursue this matter and will inform WCLF of progress.

7. Council to investigate the possibility of conducting in-situ noise monitoring of properties where noise attenuation has been installed.

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

Stage 3 actions

8. Council to contact SMC to request that specific management plans, such as Traffic Management Plans, need to be developed early. All relevant parties, including Council's traffic management team, should be advised as soon as plans are made available.

Current situation: SMC has responded as follows: "A Construction Traffic and Access Management Plan (CTAMP) will be prepared as part of the Construction Environmental Management Plan (CEMP). The CTAMP will include the guidelines, general requirements and principles of traffic management to be implemented during construction. It will be prepared in accordance with Austroads Guide to Road Design (with appropriate Roads and Maritime supplements), the RMS Traffic Control at Work Sites Manual and AS1742.3 Manual of uniform traffic control devices – Part 3: Traffic control for works on roads, and any other relevant standard, guide or manual. The CTAMP will be prepared in consultation with relevant transport stakeholders and local councils".

9. Council to contact RMS and request the exact size of the Rozelle Interchange open space for Stage 3, as it is identified as "up to 10 hectares of new public open space located at the site of the disused Rozelle Rail Yard" in the recent RMS tender.

Current situation: Council has contacted RMS and the response will be reported to a future WCLF meeting.

10. WCLF to adopt a position that should the Rozelle Interchange go ahead, WHT spurs should not be constructed.

Current situation: Council has informed RMS and DP&E of this position statement.

11. Council to proceed with ordering the remaining 500 corflute signs (as per the Council resolution) and distribute these to community groups.

Current situation: Council has ordered the corflutes and will inform WCLF members when they are ready for distribution.

12. Council to request the return of the Dobroyd Parade street sign that has been replaced by a Martin Street sign by WestConnex.

Current situation: Council to first confirm that WestConnex has replaced the sign, and if so request its return.

13. Council to contact EPA to request that pre-construction noise monitoring be undertaken within identified dwellings for Stage 3, subject to project approval.

Current situation: Council to write to EPA and the response will be reported to a future WCLF meeting.

14. Council to investigate organising a competition for future WestConnex corflute designs through local primary schools.

Current situation: Council staff to investigate and will provide an update at a future WCLF meeting.

The meeting concluded at 12:30pm.

Next meeting: Thursday 1 March 2018, 10:00am to 12:30pm
Level 2 - meeting rooms 2 & 3 Leichhardt Service Centre
7-15 Wetherill Street, Leichhardt