

Minutes

WestConnex M4-M5 Link Tunnels AQCCC Meeting #11

Date	23/05/2023		
Time	6.00pm – 6:51pm		
Venue	WestConnex Motorway Control Centre: 33 Burrows Road, St Peters and videoconference		
Independent Chair	Abigail Goldberg	Chair and Director	GoldbergBlaise
Invitees	Brian Smyth King Steve O'Brien Alistair Wardrope	Community representative Community representative Community representative	Haberfield Haberfield St Peters (<i>online</i>)
	Manod Wickramasinghe Sarah Guan	Traffic and Transport Planning Manager Graduate Strategic Transport Planner	Inner West Council Inner West Council
	Matthew Callander Verity Turner Peter Redwin Kris Hinks Desiree Mousavi-Azizi	Fire Life Safety and Integration Environment and Planning Manager Head of Operations OEMP Specialist Snr Communications and Engagement	WestConnex WestConnex WestConnex WestConnex WestConnex (<i>online</i>)
	Justin Hazelbrook	HSEQS Manager	Fulton Hogan Egis
	Dr Ian Longley	Independent Air Quality Specialist	NIWA NZ (<i>online</i>)
	Courtney Moran	Senior Environment Officer	Transport for NSW (<i>online</i>)
	Rob Sherry	Team Leader Compliance	DPE
	Aleksandra Young	Unit Head, Regulatory Operations Metropolitan	EPA (<i>online</i>)
	Peter Bridge Karyn Hemming Kendall Banfield Scott Hodder	Community representative Community representative Traffic and Transport Planning Manager Project Director	Haberfield St Peters Inner West Council WestConnex

Agenda Items		Action
1.0	Welcome and actions from previous meeting The Chair welcomed participants and put forward an Acknowledgement of Country. Apologies were noted. As no comments had been received on the Minutes from meeting 10 and associated action, these were confirmed and closed. Disclosures of interest No disclosures of interest were advised.	
2.0	Community update No community matters were raised.	

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<p>3.0 Project and air quality update</p> <p><u>Project update</u></p> <p>Peter Redwin advised that overall the opening of the motorway is considered to have resulted in a successful addition to the WestConnex network. Significant changes to commuter habits have been observed for a large number of commuters, and forecasts for usage have been exceeded.</p> <p>Peter noted that even though the motorway is new, maintenance operations are already required and two nights of maintenance are in progress this week.</p> <p>Peter observed that, while anticipated, wayfinding was an issue for more commuters than expected at the outset. This has since been addressed by improving signage. Desiree Mousavi-Azizi also noted that driver animations have been provided online to assist with route planning and wayfinding. Moreover, as commuters are now repeating the same route, they are becoming more familiar with wayfinding.</p> <p>Peter advised that joins ('stubs') to the Rozelle Interchange network are now beginning to be opened up. This is anticipated to result in spikes in air quality in the next 2 – 3 months as air moves through the tunnels, bringing construction dust into the operating tunnels.</p> <p><u>Air quality update</u></p> <p>Desiree advised that no complaints regarding air quality had been received in the preceding reporting period. She observed that the project construction sites are now in the final stages of being handed back.</p> <p>Kris Hinks reported on one recorded exceedance of NO₂ at the Campbell Road Ventilation Outlet. On investigation the exceedance was found to have been caused by a faulty air quality analyser, which has since been rectified.</p> <p>Matt Callander advised that once 6 months of data subsequent to opening of the motorway is available, Dr Ian Longley would assess air quality outcomes focusing on air quality in tunnels as well as impacts on ambient sites. The same exercise was undertaken for M4 East, which confirmed improvements to air quality at the surface level.</p> <p>Preliminary results of this analysis are expected to be available for the Q3 meeting of the AQCCC (September).</p> <p>Discussion ensued where community members raised questions regarding visible emissions in the tunnels. In this regard, project team members advised:</p> <ul style="list-style-type: none"> • Construction dust remains visible to drivers in the tunnel. These particles are relatively large compared to particulate matter (PM) from vehicle emissions and would have been stirred up by maintenance activities the preceding night. • Real time reporting was checked and it was confirmed that there was indeed a spike in dust levels following maintenance activities. 	

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<p>Discussion continued regarding the use of ventilation fans, and whether these were either increased when dust was elevated, or subject at times to cost cutting initiatives?</p> <ul style="list-style-type: none"> • Project team members advised that fan usage was not increased for the level of dust presently being experienced unless further dilution was required to prevent a breach of the air quality limits. • With regard to the question about cost cutting, the ventilation system is operated to meet all air quality limits, goals and requirements within the tunnel and outside of the tunnel. The system automatically responds to the changes in air quality within the tunnels to meet required air quality limits. • Over time the construction dust will dissipate. In the interim it is monitored as well as regulated in accordance with the conditions of approval. <p>Further discussion ensued regarding ways of minimising the construction dust?</p> <ul style="list-style-type: none"> • Project team members advised that the tunnels have been washed repeatedly and that additional deluge testing to that required has also been undertaken to assist with dust removal. • Sweepers regularly clean the tunnels, and maintenance such as that currently underway includes clearing of drains / leaves and the like so that dust can dissipate. <p>A question was raised regarding the temperature in the tunnel, and whether this was consistent over time?</p> <ul style="list-style-type: none"> • Noted that over time the temperature in the tunnels becomes warmer and more consistent due to the tunnel walls and ceiling absorbing heat over time. 	
<p>6.0 Other business</p> <p>Forward meeting dates were proposed as:</p> <ul style="list-style-type: none"> • Meeting #12: Tuesday 26 September 2023 (in person / hybrid) • Meeting #13: Tuesday 28 November 2023 (online) <p>Members to advise the Chair of any concerns regarding the forward calendar.</p> <p>A final question not related to air quality was put to Council by the community regarding the state of work around the Haberfield stack. Council undertook to respond directly to community representatives prior to EOFY.</p>	<p>Members to advise the Chair of any concerns regarding the forward calendar.</p>
<p>7.0 Thanks and close</p> <p>The Chair thanked members for their participation. As above, next meeting will be 26 September 2023.</p>	

Agenda Items	Action
<p>The meeting was closed at 6:51pm. Community, Council and agency representatives who were present at the meeting as well as the Independent Chair proceeded to a site visit of the motorway control room and ventilation facility hosted by WestConnex project team members and Fulton Hogan Egis staff.</p> <p>Thanks were expressed by participants to the project team on conclusion of the site visit and tour, which was considered very informative and a helpful way of understanding the 'back-of-house' facilities required by the motorway.</p>	