

# **ASHFIELD COUNCIL**

## **SUPPLEMENTARY AGENDA**

**ORDINARY MEETING - 26 APRIL 2016**

### **ITEM**

### **PAGE**

#### **MAYORAL MINUTES**

MM14/2016 TAXI RANK AT ASHFIELD MALL.....	1
MM15/2016 PASSING OF EVELYN THORN .....	3

#### **NOTICES OF MOTION**

NM19/2016

PROMOTION OF AND IN KIND SUPPORT FOR REHOMING CATS AND DOGS FROM FAIRFORD ROAD POUND AND LOCAL DOMESTIC ANIMAL RESCUE GROUPS .....	4
--	---

#### **STAFF REPORTS**

10.9 WESTCONNEX M4 EAST - FURTHER UPDATE ON PROPOSED ACTIVITIES.....	6
10.10 GEOTECHNICAL INVESTIGATIONS FOR WESTCONNEX M4-M5 LINK (STAGE 3) - FURTHER UPDATE .....	135

## **MAYORAL MINUTE**

### **TAXI RANK AT ASHFIELD MALL**

Ashfield Mall is a very popular shopping complex in the centre of the Ashfield CBD. It is surrounded by very busy streets, Liverpool Road, Norton Street, Knox Street and Holden Street. The entry and exit points feature a number of one-way street systems with varying street levels. There is no practical location on the surrounding streets to install a taxi rank.

The Mall is the subject of a DA which will deliver more retail outlets and hundreds of residential units.

The Mall in collaboration with the main supermarkets, Coles, Woolworths and K-Mart installed a wheel locking system on trolleys so that shopping trolleys could not leave this complex. This was a great initiative as it keeps trolleys off our streets and footpaths which was a major safety and environmental issue.

There is currently a taxi rank on the roof top at Ashfield Mall, with a phone to call for a taxi. Whilst this taxi rank is well promoted within the Mall, it is unpopular with shoppers.

Shoppers complain that taxis do not respond to their calls. This is understandable as the taxis can get caught up in a one-way system of streets. Many shoppers are faced with the dilemma of catching a taxi to get their shopping home.

The taxi rank is located at the exit from the escalator to the roof, which does not suit many people with a disability who need to catch the elevator to the roof. However, this is a circuitous route for older people and people with a disability.

It would be much more sensible to have a taxi rank on Level 2, [entrance](#) from Norton Street and exit to Knox Street, permitting exit either east or west. Whilst the taxi driver may have to take a ticket from the Parking Machine, and tag out to exit, there would be no cost involved for the taxi driver, and the waiting time can be up to 2 hours at no cost. A suitable taxi rank could be located next to the elevator on Level 2, with a trolley bay nearby. If well promoted, this could be a great promotional option for both shoppers and residents of the complex.

With the increased number of retail outlets, hundreds of residential units and the need to provide an accessible taxi rank for people with disabilities, older people and parents with prams, this would make good sense.

The other nearest taxi rank is some distance away on Hercules Street, which is a considerable distance for shoppers, with heavy shopping bags, older people and parents with prams. Hailing a taxi on any surrounding street, surrounding the Mall, is almost impossible, either on Liverpool Road, Norton Street, Holden Street or Knox Street.

**TAXI RANK AT ASHFIELD MALL**

---

**ATTACHMENTS**

There are no supporting documents for this report.

**RECOMMENDATION**

That Ashfield Council write to the owners of the Mall requesting that they install a more user friendly taxi rank on Level 2, Ashfield Mall adjacent to the western lift.



**COUNCILLOR L MCKENNA OAM**  
Mayor

## **MAYORAL MINUTE**

### **PASSING OF EVELYN THORN**

It is with regret and sadness that that I move this motion of condolence for the family of Mrs Evelyn Thorn, the mother of Ms Kerrie Bush, a tireless advocate for our business community and co-proprietor of Bush Leadlight in Summer Hill.

Evelyn Thorn (nee Ryan) was born in Cowra in 1920. Like a lot of families at the time her family moved to Sydney in the mid 1930's to find work. They lived at Forest Lodge. Evelyn moved to Summer Hill in 1944 having purchased a property (in Spencer St) with her new husband. They raised their family of 3 children in Summer Hill until 1961 when they moved to larger premises in Kingsgrove. They returned to Summer Hill for 6 months in 1966. Evelyn always maintained her ties to Summer Hill through her many friendships and especially with the opening of her daughter and son-in-law's business in Summer Hill in 1986. Evelyn recently said just before her death her happiest memories were the time she spent in Summer Hill.

The extended family of Evelyn Thorn maintains strong connections with our community.

### **ATTACHMENTS**

There are no supporting documents for this report.

### **RECOMMENDATION**

**Therefore I move:**

**That Council write an appropriate letter of condolence to Ms Kerrie Bush, to be sent with flowers.**



**COUNCILLOR L MCKENNA OAM**  
**Mayor**



---

**NOTICE OF MOTION OF WHICH DUE NOTICE HAS BEEN GIVEN BY**

**COUNCILLOR MONICA WANGMANN**

**PROMOTION OF AND IN KIND SUPPORT FOR REHOMING CATS AND DOGS FROM  
FAIRFORD ROAD POUND AND LOCAL DOMESTIC ANIMAL RESCUE GROUPS**

To move Notice of Motion No. NM19/2016

Ashfield Local Government Area and region has a small number of not for profit community groups and Council pound at Fairford Road Vet Clinic for lost and rescued local domestic animals. Where possible, animals are reunited with their owners including those that have been micro chipped however, as well known, thousands of lost, surrendered and abandoned cats and dogs are put to sleep in Council pounds each year. I therefore move that Council

**ATTACHMENTS**

There are no supporting documents for this report.

**Accordingly, I move:-**

That Council:

- 1/10 provide local animal rescue groups and our pound with a shared, free stall and in kind assistance at the annual Ashfield Carnival of Cultures;
- 2/10 expand information on local domestic animal rescue and adoption services on our web site, local papers and in Council letterbox community notices;
- 3/10 encourage and promote on our web site and in our local newspapers, that pet owners to desex their pets;
- 4/10 provide desexing cost discounts for residents in Ashfield LGA who are adopting rescued animals or have existing undesexed pets;
- 5/10 provide more cat and dog re-homing and rescue information and education on our web site, in the local newspapers and in our posted newsletters;
- 6/10 contact not for profit incorporated domestic animal rescue groups working in Ashfield LGA including Mini kitty Commune registered charity, Monikas's Doggie Rescue, Fairford Rd Animal Hospital (Council's pound) and enquire how Council may be able to help with the re-homing of rescued animals.;
- 7/10 post on Council's website via a dedicated page, photos, information, Facebook links, website addresses and contact details of animals available for re-homing from Council's pound and surrounding incorporated rescue and re-homing groups. Update this information on a weekly basis;

**PROMOTION OF AND IN KIND SUPPORT FOR REHOMING CATS AND DOGS FROM  
FAIRFORD ROAD POUND AND LOCAL DOMESTIC ANIMAL RESCUE GROUPS**

---

- 8/10 include an expanded proactive strategy in Council's management plan including desexing of domestic pets incentives, increased publicity and assistance with adoptions services.;
- 9/10 establish and fund a feral cat desexing and rehoming program, similar to Sydney City Council;
- 10/10 carry out as many of the provisions and strategies as possible. Report back to Council within six months and annually on progress and success of items 1 to 9 since January 2014, including State and local LGA statistics on total monthly numbers of cats and dogs rehomed in the LGA, returned to owners and put to sleep.



---

Monica Wangmann

---

<b>Subject</b>	<b>WESTCONNEX M4 EAST - FURTHER UPDATE ON PROPOSED ACTIVITIES</b>
<b>File Ref</b>	SC545
<b>Prepared by</b>	Cathy Edwards-Davis - Director Works & Infrastructure
<b>Reasons</b>	To update Council on proposed WestConnex M4 East activities
<b>Objective</b>	To update Council on proposed WestConnex M4 East activities

---

**Overview of Report**

**To provide the Council with a further update on various proposed WestConnex activities by the Joint Venture.**

Since preparing the Council report and closure of the agenda, several additional WestConnex M4 East matters have arisen. Further details are provided in the report below.

**Property Clearing**

The Joint Venture has sent a notice to residents stating that “property clearing” work will soon commence to establish a construction site on Parramatta Road. This will require properties on Parramatta Road and Chandos Street, Ashfield to be cleared from Tuesday, 26 April 2016.

Further information is provided in Attachment 1.

**Road Dilapidation Report**

The Condition of Approval B43 for the project requires the Joint Venture to prepare a Local Road Dilapidation Report.

This has been submitted to Council and is provided in Attachment 2.

**Service Locations & Water Trunk Main Relocation**

As was previously reported, it is proposed to undertake a number of service locations in the area, including in Reg Coady Reserve. The original plans were conceptual and the scope of works was unclear. It is also proposed to relocate a water trunk main, through Reg Coady Reserve, Waratah Street and Alt Street.

Further detailed plans have now been provided and further information is in Attachments 3 and 4.

## **WestConnex M4 East - Further Update on Proposed Activities**

---

It is clear from the more detailed plans that the impact on Reg Coady Reserve, for residents and for pedestrians in the area is much more significant than originally understood. The Joint Venture is proposing temporary fencing which will cut off most of Reg Coady Reserve and it would force pedestrians to make large detours, over Iron Cove Creek and along Henley Marine Drive. Further, it is proposed to have a 700m<sup>2</sup> stockpile area on the Reserve.

It is noted that RMS own property at the corner of Ramsay Street and Dobroyd Parade. It is unclear why this land cannot be used for these purposes.

Urgent legal advice has been sought and this has been provided in Attachment 5.

A letter was sent to the Joint Venture on the 22 April 2016, objecting to these proposed works. A copy of the letter is provided in Attachment 6.

### **Conclusion**

The WestConnex M4 East project is due to commence shortly. There will be significant impacts associated with the project, as detailed in the report.

### **ATTACHMENTS**

<b>Attachment 1</b>	Property Clearance	2 Pages
<b>Attachment 2</b>	Road Dilapidation Report	121 Pages
<b>Attachment 3</b>	Service Locations - Notification to Residents	2 Pages
<b>Attachment 4</b>	Temporary Site Sheds in Reg Coady Reserve	1 Page
<b>Attachment 5</b>	Legal Advice on the use of Reg Coady Reserve - - <b>CONFIDENTIAL ATTACHMENT</b> - It is recommended that the Council resolve into closed session with the press and public excluded to allow consideration of this item, as provided for under Section 10A(2) (g) of the Local Government Act, 1993, on the grounds that the matter relates to advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege.	2 Pages
<b>Attachment 6</b>	Council letter to Joint Venture 22 April 2016 - - <b>CONFIDENTIAL ATTACHMENT</b> - It is recommended that the Council resolve into closed session with the press and public excluded to allow consideration of this item, as provided for under Section 10A(2) (g) of the Local Government Act, 1993, on the grounds that the matter relates to advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege.	1 Page

**WestConnex M4 East - Further Update on Proposed Activities**

---

**RECOMMENDATION**

- 1/3 That Council staff review the Road Dilapidation Report and provide appropriate comments to the Joint Venture.**
- 2/3 That Council oppose the fencing off and use of Reg Coady Reserve for temporary site sheds and stockpile areas.**
- 3/3 That Council oppose the closure of the footpath in Reg Coady Reserve during works.**

CATHY EDWARDS-DAVIS  
Director Works & Infrastructure



M4 East

Notification | April 2016

20 April 2016

Dear Resident

**Property clearing – Ashfield**

Work is underway on WestConnex which involves widening and extending the M4 and M5 and joining them to create a free-flowing motorway network.

The M4 East will extend the existing M4 from Homebush to Haberfield via underground twin tunnels, each 5.5 kilometres in length and among the widest in the southern hemisphere. They will allow for three lanes of traffic in each direction, saving travel time for motorists and taking traffic off local roads. For more information, visit [westconnex.com.au/M4East](http://westconnex.com.au/M4East).

As part of this project, work will soon commence to establish a construction site on Parramatta Road. This will require properties on Parramatta Road and Chandos Street, Ashfield to be cleared from **Tuesday, 26 April 2016**. A map of the work area is provided overleaf.

To minimise impacts to the local community, works will take place between **7.00 am and 6.00 pm from Monday to Friday and 8.00 am and 1.00 pm on Saturday**. No work will be carried out on Sunday or public holidays.

The work will take approximately six weeks to complete, weather permitting, and will include:

- installing temporary security fencing
- identifying and removing hazardous materials, as required
- demolishing buildings
- clearing the area and removing debris.

Equipment that will be used during the works will include excavators, trucks, saws, drills, hammers and forklifts.

Every effort will be made to minimise the impact of work, including by using non-tonal reversing beepers on all machinery, turning off equipment and vehicles when not in use and, where possible, directing noisy equipment away from residences.

**Heritage items**

Each property has been assessed by a specialist heritage consultant to identify items of heritage significance. These items will be dismantled and removed by hand during the property clearing process and securely stored for future use. Your local Council will be consulted on how these items could be reused in your local community.

If you would like further information about the upcoming work, please contact 1300 660 248 or [info@westconnex.com.au](mailto:info@westconnex.com.au).

Notification reference: N039d

**ABOUT WESTCONNEX**

WestConnex is part of a broader transport plan for Sydney which includes improved public transport, such as Sydney Metro and light rail, as well as better, more reliable motorway solutions. More than two-thirds of WestConnex will be built underground. Once complete, motorists will be able to avoid up to 52 sets of traffic lights and enjoy significant travel time savings.

For more information

✉ [info@westconnex.com.au](mailto:info@westconnex.com.au)  
☎ 1300 660 248  
🌐 [westconnex.com.au](http://westconnex.com.au)







Easing  
congestion



Creating  
jobs



Connecting  
communities

Location of property clearing work for the Parramatta Road construction site.



We speak your language

#### ENGLISH

To learn more, simply visit [westconnex.com.au/yourlanguage](http://westconnex.com.au/yourlanguage). Need an interpreter? Call the Translating and Interpreting Service on 131 450.

#### ARABIC

لمعرفة المزيد، ما عليك سوى زيارة [westconnex.com.au/yourlanguage](http://westconnex.com.au/yourlanguage). تحتاج إلى مترجم؟ اتصل بخدمة الترجمة الكتابية والترجمة الشفوية على الرقم 131 450.

#### CHINESE

如需了解更多详情，请访问 [westconnex.com.au/yourlanguage](http://westconnex.com.au/yourlanguage)。如需翻译，请拨打翻译与口译热线131 450

#### GREEK

Για να μάθετε περισσότερα, απλά επισκεφθείτε το [westconnex.com.au/yourlanguage](http://westconnex.com.au/yourlanguage). Χρειάζεστε διερμηνέα; Καλέστε την Υπηρεσία Μεταφραστών και Διερμηνέων στο 131 450.

#### HINDI

अधिक जानने के लिए केवल [westconnex.com.au/yourlanguage](http://westconnex.com.au/yourlanguage) पर देखें। क्या आपको दुभाषिए की जरूरत है? अनुवाद व दुभाषिया सेवा को 131 450 पर फ़ोन करें।

#### ITALIAN

Per saperne di più, vai semplicemente al sito [westconnex.com.au/yourlanguage](http://westconnex.com.au/yourlanguage). Hai bisogno di un interprete? Chiama il servizio d'interpretazione e traduzione al numero 131 450.

#### KOREAN

더 자세히 알고 싶으시면, 바로 [westconnex.com.au/yourlanguage](http://westconnex.com.au/yourlanguage) 를 방문하시면 됩니다. 통역사가 필요하십니까? 번역 및 통역 서비스에 131 450으로 연락하십시오.

#### VIETNAMESE

Để biết thêm, chỉ cần tới trang mạng [westconnex.com.au/yourlanguage](http://westconnex.com.au/yourlanguage). Cần thông dịch viên? Hãy điện thoại cho Dịch vụ Thông Phiên Dịch ở số 131 450.

Phone: 1300 660 248

[info@westconnex.com.au](mailto:info@westconnex.com.au)

[westconnex.com.au](http://westconnex.com.au)

WCX M4E

# Pre-construction Asset Condition Survey – Ashfield Council

Rev 01

Mitchell Stevens  
2/5/2016



Table of Contents

Overview ..... 2

Property Dilapidation..... 3

Road Condition Survey..... 4

Stormwater Condition Survey..... 4

Miscellaneous Structures Dilapidation Survey ..... 5

Appendix A.1 ..... **Error! Bookmark not defined.**

Appendix B.1 ..... 7

Appendix C.1 ..... 8

Appendix D.4..... 10

## Overview

The following document has been carried out to identify assets that lie within the footprint of the West Connex M4 East Project to develop a report documenting the pre-construction condition of them. This footprint has been extended to include a 50m buffer zone outside of the Project Works to ensure the impact of the project on the surrounding area can be easily assessed and managed for the benefit of all stakeholders.

Following the completion of construction, a subsequent Report shall be prepared to assess any damage to assets that may have resulted from the construction of the Project

The Dilapidation Report has documented the assets under the following headings;

- Property Dilapidation
- Road; in this report Council Roads will only be included. RMS roads have been documented separately.
- Utilities
- Stormwater
- Miscellaneous Structure



*Ashfield Council Boundary and Project Area*

### **Property Dilapidation**

Dilapidation of properties has been carried out on the current conditions of buildings at risk of settlement or vibration. Residential and Commercial property have been recorded photographically highlighting any existing damage and will be presented as individual reports to the property owner.

### Road Condition Survey

The condition survey has been carried out on all roads within the designated 50m buffer zone, any road being utilised for Project Construction works whether this be light construction vehicle access or for haulage, and roads where adverse risk of settlement has been identified.

The condition survey has been recorded from a vehicle mounted CCTV camera and will be presented as such. This video has been supplied on the USB provided along with the Hawkeye Data Viewer Program on CD, which will need to be installed to view the videos. An installation guide has been provided to aid in this process.

The vehicle also obtains data determining values for roughness, texture, rutting and roughness which has also been provided in excel spread sheet format via soft copy. Reports have then been generated based on this information. These reports have been included in Appendix A.2 – Pre Construction Road Condition Surveys

Refer to Appendix A.1 for map of Road Condition Survey Schedule.

### Stormwater Condition Survey

Stormwater assets could potentially be subject to concentrated flows and volumes, as a result of overflow from sediment tanks following significant rain events. These locations labelled “Discharge Points” have been documented and as a result, the following dilapidation survey has been carried out to assess the existing condition of these assets in particular, those which are downstream from discharge points shown in Appendix B.1 “Stakeholder Plans Water Discharge Map” drawings. This has allowed us to identify any potential blockages or impediments as well as the conditions pre-construction of stormwater pits and their associated drainage. . Photographic documentation can be seen in Appendix B.2.

### Miscellaneous Structures Dilapidation Survey

Miscellaneous infrastructure such as bridges has been be photographically surveyed along with the location and date when the photo has been taken. This has been carried out to gather pre-construction conditions of structures which may be at risk of settlement or vibration within the Project footprint or designated 50 buffer zone. Structure location is shown in Appendix C.1 “Property Condition Surveys Miscellaneous Infrastructure.”

#### Parramatta Rd – Bland Street Pedestrian Bridge

The following Dilapidation report has been carried out on the Bland St – Pedestrian Bridge. The report has been carried out on from walking the Northern and Southern Stairs and Bridge Span. As a result the photographic report has been documented and captioned to accordingly. *See marked up reference plan A7 for dilapidation are.*

Photographic documentation can be seen in Appendix C.2.



Reference Plan A7



Wattle Street – Iron Cross Creek Pedestrian Bridge

The following Dilapidation report has been carried out on Wattle St – Iron Creek Pedestrian Bridge. The report has been carried out by documenting the condition of the Northern and Southern Abutment, Pier Supports and Span structure and Walkway. As a result the photographic report has been documented and captioned accordingly. *See marked up reference plan A15 for dilapidation area*

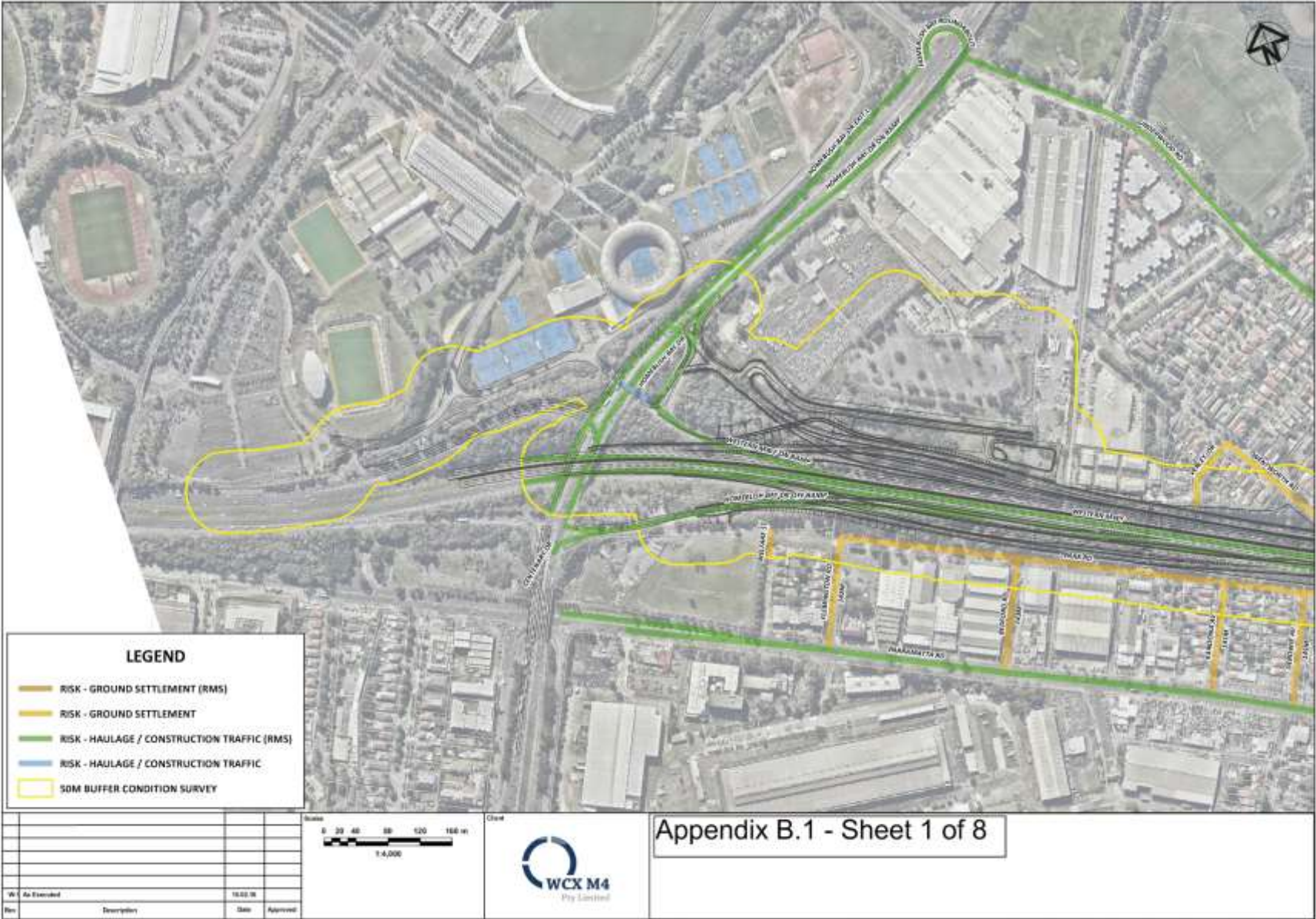
Photographic documentation can be seen in Appendix C.3.



Reference Plan A15

**Appendix A.1**

Appendix A.1 map of Road Condition Survey Schedule.































**Appendix A.2**

Appendix A.2 – Pre construction road condition report



# CONTRACT REPORT

## Pre-Construction Road Condition Report- Ashfield Council Road

Project No: PSS15352

by Huimin Moore

for LSJH JV



ARRB Group Ltd

[www.arrb.com.au](http://www.arrb.com.au)

ACN 004 620 651  
ABN 68 004 620 651

- Research and Consulting
- Systems

TC-423-1-3-2

Commercial in confidence

Trusted advisor on roads and transport

April 2016





## Pre-Construction Road Condition Report- Ashfield Council Road

for LSJH JV

	Reviewed
Project Leader	 Stuart Cassin
Quality Manager	 Ranita Sen

PSS15352-1  
April 2016

**ARRB Group Ltd**  
ABN 68 004 620 651

**Victoria**  
500 Burwood Highway  
Vermont South VIC 3133  
Australia  
P: +61 3 9881 1555  
F: +61 3 9887 8104  
info@arrob.com.au

**Western Australia**  
191 Carr Place  
Leederville WA 6007  
Australia  
P: +61 8 9227 3000  
F: +61 8 9227 3030  
arrob.wa@arrob.com.au

**New South Wales**  
2-14 Mountain St  
Ultimo NSW 2007  
Australia  
P: +61 2 9282 4444  
F: +61 2 9280 4430  
arrob.nsw@arrob.com.au

**Queensland**  
123 Sandgate Road  
Albion QLD 4010  
Australia  
P: +61 7 3260 3500  
F: +61 7 3862 4699  
arrob.qld@arrob.com.au

**South Australia**  
Level 5, City Central,  
Suite 507, 147 Pirie Street  
Adelaide SA 5000  
Australia  
P: +61 8 7200 2659  
F: +61 8 8223 7406  
arrob.sa@arrob.com.au

**International office**  
770 Pennsylvania Drive  
Suite 112  
Exton, PA 19341  
USA  
Tel: 610-321-8302  
Fax: 610-458-2467



TC-423-1-3-2

Commercial in confidence

April 2016

## PRE-CONSTRUCTION ROAD CONDITION REPORT- ASHFIELD COUNCIL ROAD

VERSION CONTROL					
ARRB Project No	PSS15352	Client Project No			
Path	h:\west connex 20160406\v2\pre construction report draft west connex -ashfield council road.docx				
Author	Huimin Moore	PL	Stuart Cassin	QM	Ranita Sen

Task	Date	Technical/Quality Checks	Responsibility	By (Initials)
1	3/04/2016	Initial Draft	Author	HM
2	4/04/2016	Spell checked	Author	HM
3	4/04/2016	All tables and figures/images checked for source and permission for use (where appropriate/applicable)	Author	HM
4	4/04/2016	Library references and superseded references checked, library comments addressed	Author	HM
5	7/04/2016	Checked by Quality Manager	QM	RS
6		Author addresses Quality Managers comments	Author	
7		Checked by Editor	Editor return to Author	
8		Author addresses the Editor's comments	Author	
9		DA format check	DAr	
10		Release to client	Author release to client	

COMMENTS
----------

## SUMMARY

ARRB Group was commissioned by LSJH JV (Leighton Samsung John Holland Joint Venture) to survey and assess the current condition of the nominated roads associated with the construction of the West Connex M4 East project.

Surface condition survey of the road network was conducted by ARRB in February 2016 to collect surface condition distresses including rutting, roughness, texture, cracking information.

The scope of the report includes:

- collection and processing of pavement condition data into various data categories including roughness (IRI m/km), rut depth (mm), texture depth (mm) and cracking (% area).
- preparation of a report evaluating the overall condition of each road by direction which are of Ashfield City Council's concern.

The findings from the condition evaluation are as follows:

- rut depth: all roads are about 3mm rutted or worse and BLAND ST is the most rutted road with 6.6mm and 5.4mm rut depth in either direction.
- roughness: almost all roads present roughness value of 3 IRI or higher and BLAND ST B is the roughest road showing an IRI value of 5.8.
- texture depth: all of the roads have texture depth less than 0.6 mm.
- cracking: majority of the road has larger than 15% of the area cracked and WALKER AV is heavily cracked, presenting about 60% of cracked area.



Although the Report is believed to be correct at the time of publication, ARRB Group Ltd, to the extent lawful, excludes all liability for loss (whether arising under contract, tort, statute or otherwise) arising from the contents of the Report or from its use. Where such liability cannot be excluded, it is reduced to the full extent lawful. Without limiting the foregoing, people should apply their own skill and judgement when using the information contained in the Report.



TC-423-1-3-2

Commercial in confidence

- i -

April 2016



## CONTENTS

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
1.1	General.....	1
1.2	Scope .....	1
<b>2</b>	<b>CONDITION DATA.....</b>	<b>2</b>
2.1	Rut Depth .....	4
2.2	Roughness .....	5
2.3	Texture Depth.....	6
2.4	Cracking .....	7
<b>3</b>	<b>CONCLUSIONS .....</b>	<b>8</b>
<b>4</b>	<b>SURVEY RESULTS .....</b>	<b>9</b>
	<b>REFERENCES .....</b>	<b>10</b>

## TABLES

Table 1.1:	Road for reporting .....	1
Table 2.1:	Average road network condition .....	2
Table 2.2:	Worst condition on the network .....	3
Table 2.3:	Current industry Level of services .....	3
Table 2.3:	Categories of condition .....	3
Table 4.1:	Files with survey results .....	9

## FIGURES

Figure 2.1:	Network survey vehicle (NSV).....	2
Figure 2.2:	Rutting condition .....	4
Figure 2.3:	Roughness condition .....	5
Figure 2.4:	Texture depth.....	6
Figure 2.5:	Cracking condition .....	7

## 1 INTRODUCTION

### 1.1 General

ARRB Group was commissioned by LSJH JV (Leighton Samsung John Holland Joint Venture) to survey and assess the current condition of the nominated roads associated with the construction of the West Connex M4 East project.

Pavement surface condition survey of the road network was undertaken by ARRB in February 2016 to collect surface condition distresses including rutting, roughness, cracking, and texture depth. The survey scope has included a series of roads and those of haulage and construction are requested for the pre and post construction condition reporting.

This report summarises the current surface condition of the following road list, which are managed by Ashfield Council. A code of "C" or "P" has been used to distinguish the opposing direction of each road along with the intersecting street/road to help define the specific road and direction.

Table 1.1: Road for reporting

Road name	From	To
BLAND ST A-P	Parramatta Road	144m from start (towards Julia Street exit)
BLAND ST A-C	144m from start (towards Julia Street exit)	Parramatta Road
BLAND ST B-P	Parramatta Road	49m from start (towards Denman Avenue exit)
BLAND ST B-C	49m from start (towards Denman Avenue exit)	Parramatta Road
ORPINGTON ST-P	Parramatta Road	107m from start
ORPINGTON ST-C	107m from start	Parramatta Road
WALKER AV-P	Parramatta Road	Ramsay Street
WALKER AV-C	Ramsay Street	Parramatta Road

### 1.2 Scope

The scope of the report is as follows:

- collection and processing of pavement condition data including roughness (IRI m/km), rut depth (mm), cracking (%) and texture depth (mm)
- preparation of a report evaluating the current condition of the road and describe outstanding defects in terms of rutting, roughness, texture depth and cracking



## 2 CONDITION DATA

ARRB used Hawkeye 2000 survey vehicle to capture surface condition data of the road pavement network including:

- rut depth (inner, outer and lane)
- roughness (IRI, NAASRA)
- surface texture including sand patch texture depth (SPTD) and sensor measured texture depth (SMTD) for outer and between wheel paths.



Source: ARRB Group Ltd Figure

Figure 2.1: Network survey vehicle (NSV)

- automatic crack detection was used to collect cracking data and results available as percentage cracked area.

Table 2.1 shows the average condition of IRI, rutting, texture depth and cracking for the nominated roads of reporting. Table 2.2 presents the worst condition on each of the selected roads.

Table 2.1: Average road network condition

	IRI (m/km)	Rut (mm)	Texture depth (mm)	Cracking (%)
BLAND ST A-C	4.415	3.275	0.4	11.5%
BLAND ST A-P	3.27	2.94	0.44	5.3%
BLAND ST B-C	5.76	6.56	0.56	25.5%
BLAND ST B-P	4.32	5.4	0.36	8.2%
ORPINGTON ST-C	2.71	4.085	0.585	16.5%
ORPINGTON ST-P	3.825	3.705	0.56	26.2%
WALKER AV-C	2.924	3.312	0.556	36.7%
WALKER AV-P	3.322	2.882	0.538	36.3%

Table 2.2: Worst condition on the network

	IRI (m/km)	Rut (mm)	Texture depth (mm)	Cracking (%)
BLAND ST A-C	4.68	3.95	0.4	12.7%
BLAND ST A-P	4.06	3.1	0.43	7.2%
BLAND ST B-C	5.76	6.56	0.56	25.5%
BLAND ST B-P	4.32	5.4	0.36	8.2%
ORPINGTON ST-C	2.97	4.39	0.47	25.7%
ORPINGTON ST-P	4.43	4.19	0.44	41.3%
WALKER AV-C	3.29	4.31	0.5	59.7%
WALKER AV-P	3.78	3.78	0.44	54.0%

To help communicate between engineers and management teams, condition data is further grouped in to “Very Good”, “Good”, “Fair”, “Poor”, and “Very poor” based on current practice of the industry, see Table 2.3.

Table 2.3: Current industry Level of services

Class name	Very Good	Good	Fair	Poor	Very poor
Rut depth (mm) range	0–2.5	2.5–5	5–10	10–15	>15
Roughness (IRI) range	0–1.5	1.5–3.0	3.0–4.2	4.2–5.33	>5.33
Texture range (mm)	>1.2	1.2–0.8	0.8–0.4	0.4–0.2	0.2–0
Cracking (%) range	0–5	5–10	10–15	15–20	>20

According to the definition shown above, the following condition statement is made for each of the surveyed road. Please be mindful that the condition statement could vary depending on the definition. The following condition categories are for the benefit of dilapidation instead of a customised local condition assessment.

Table 2.4: Categories of condition

	IRI group	Rut group	Texture group	Cracking group
BLAND ST A-C	Poor	Good	Poor	Fair
BLAND ST A-P	Fair	Good	Fair	Good
BLAND ST B-C	Very poor	Fair	Fair	Very poor
BLAND ST B-P	Poor	Fair	Poor	Good
ORPINGTON ST-C	Good	Good	Fair	Poor
ORPINGTON ST-P	Fair	Good	Fair	Very poor
WALKER AV-C	Good	Good	Fair	Very poor
WALKER AV-P	Fair	Good	Fair	Very poor

Each of the individual physical parameter (rut depth, roughness, texture depth and cracking) has been described separately in the following sections.

## 2.1 Rut Depth

A rut is a pavement defect in the form of a longitudinal depression of the surface, usually in a wheel path (Austroads 2006b).

Rutting is considered one of the most critical parameters on bituminous pavements in urban environments, as it reflects the deformation of the pavement. Rutting also has implications for road safety due to the potential for water ponding and subsequent loss of skid resistance.

The deformation (rutting), of the asphalt may be functional or structural distress, depending on the pavement's base. Signalised intersections with asphalt pavements are particularly prone to rutting under heavy traffic.

For the current project, rutting data was collected based on the 13-point laser which measures a 2-metre transverse profile across the lane. A full transverse profile was measured every 20 mm of longitudinal travel and the processing software allowed both lane and wheel path rutting to be measured using the string line and straight edge model.

Figure 2.2 presents the average rutting of each road direction and the most rutted is BLAND ST B-C where the worst spot presents rut depth of 6.56mm (Table 2.2 ).

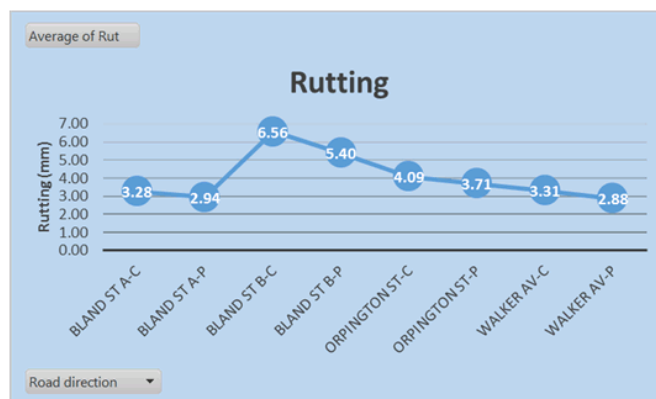


Figure 2.2: Rutting condition

## 2.2 Roughness

Roughness is considered to be an important indicator of drivers comfort and its change is accepted as an indicator of condition deterioration. Roughness data is presented as the International Roughness Index (IRI), the average of the left and right wheel path values for the surveyed lanes. Austroads has endorsed the International Roughness Index (IRI) as the reporting unit for road roughness in Australasia (Austroads 2006a).

All roads present roughness value of larger than around 3 IRI or higher, while BLAND ST B-C holds the worst section of roughness with 6.56 IRI (Table 2.2 ). Figure 2.3 shows the average roughness condition of each road and BLAND ST B-C is of the most concern in terms of roughness.

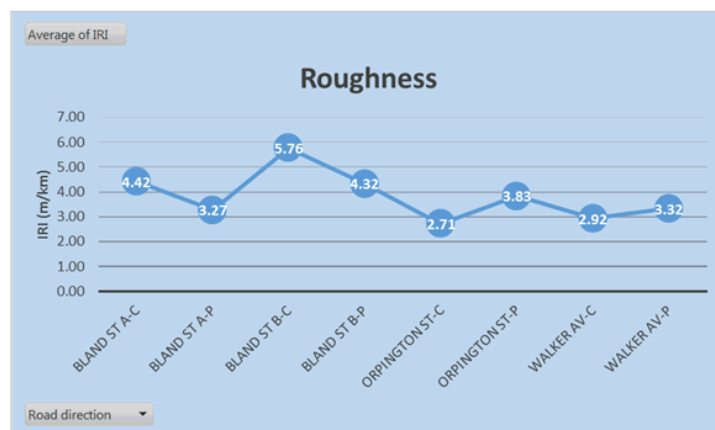


Figure 2.3: Roughness condition

## 2.3 Texture Depth

Texture depth refers to the amplitude of deviations from the surface plane of the road and is influenced by the size, shape and spacing of the aggregate of the surfacing material.

Texture is an important contributor to safety as adequate texture depth is required to maintain skid resistance, particularly under wet conditions. On bituminous surfaces, it may indicate the loss of texture or appearance of bitumen on the surface. Both the outer (where trafficking is greatest) and inner wheel paths (where trafficking is minimal) were measured. It should be noted that a comparison of both can indicate texture loss which should be monitored against future measurements to determine the rate and extent of deterioration. In the analysis, texture was taken from the survey data as the minimum of SPTD (mm) of the left wheel path and right wheel path.

As indicated in Figure 2.4 , all roads present similar texture depth while BLAND ST B-P appears to be higher than the rest in terms of average values, and the most concerned spot also exists on BLAND ST B-P. Table 2.2 shows the worst condition spot over the selected roads.

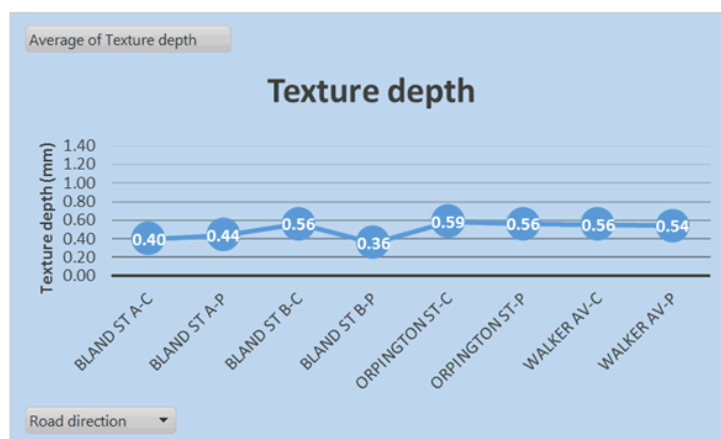


Figure 2.4: Texture depth

## 2.4 Cracking

A crack is an unplanned break or discontinuity in the integrity of the pavement surface, usually a narrow opening or partial fracture, often indicating vertical splitting of the pavement, not necessarily extending through the entire thickness of a course or pavement (Austroads 2006C).

Cracks may be linear (transverse or longitudinal), interconnected (crocodile or block), or irregular, single and isolated or in groups, with varying spacing between them. Once cracking is initiated, the potential is much greater for accelerated deterioration of the pavement (Austroads 2006C).

For the current project, cracking data was collected using automatic crack detection system fitted within the NSV which measures and classifies different types of cracking, their extent, severity etc. While analysing the network condition, percent of area cracked, which is an aggregation of values for all types of cracking taken from the surveyed data.

While all four roads are cracked, WALKER AV in both directions appear to be the most cracked road with an average cracked area of 36.5% and the mostly cracked section is also found on WALKER AV with 60% area cracked (Table 2.2).

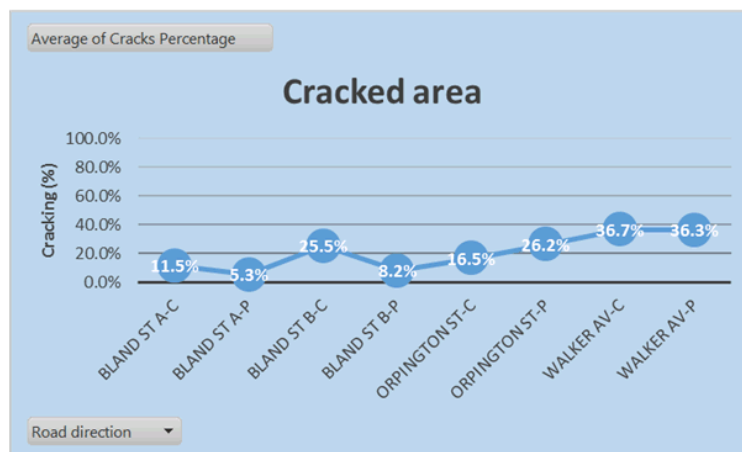


Figure 2.5: Cracking condition

### 3 CONCLUSIONS

ARRB Group was commissioned by LSJH JV (Leighton Samsung John Holland Joint Venture) to survey and assess the current condition of the nominated roads associated with the construction of the West Connex M4 East project.

Surface condition survey of the road network was conducted by ARRB in February 2016 to collect surface condition distresses including rutting, roughness, texture, cracking information.

The scope of the report includes:

- collection and processing of pavement condition data into various data categories including roughness (IRI m/km), rut depth (mm), texture depth (mm) and cracking (% area).
- preparation of a report evaluating the overall condition of each road by direction which are of Ashfield City Council's concern.

The findings from the condition evaluation are as follows:

- rut depth: all roads are about 3mm rutted or worse and BLAND ST is the most rutted road with 6.6mm and 5.4mm rut depth in each direction.
- roughness: almost all roads present roughness value of 3 IRI or higher and BLAND ST B is the roughest road showing an IRI value of 5.8.
- texture depth: all of the roads have texture depth less than 0.6 mm.
- cracking: majority of the road has larger than 15% of the area cracked and WALKER AV is heavily cracked, presenting about 60% of cracked area

Detailed data report as per 100m is submitted as electronic files as listed in Table 4.1 .

## 4 SURVEY RESULTS

Surface condition survey data results have been supplied to LSJH JV separately in electronic format. The file names and contents are as follows (Table 4.1):

Table 4.1: Files with survey results

File Name	Content
PSS15352 - WestConnex_100m Condition Data	Roughness, rut depth and Texture depth data
PSS15352 - WestConnex_ACD Data	Cracking data



Pre-Construction Road Condition Report- Ashfield Council Road

PSS15352-1

---

## REFERENCES

Austroads 2006a, *Guide to Asset Management Part 5B: Roughness*, AGAM05B/07, Austroads, Sydney, NSW.

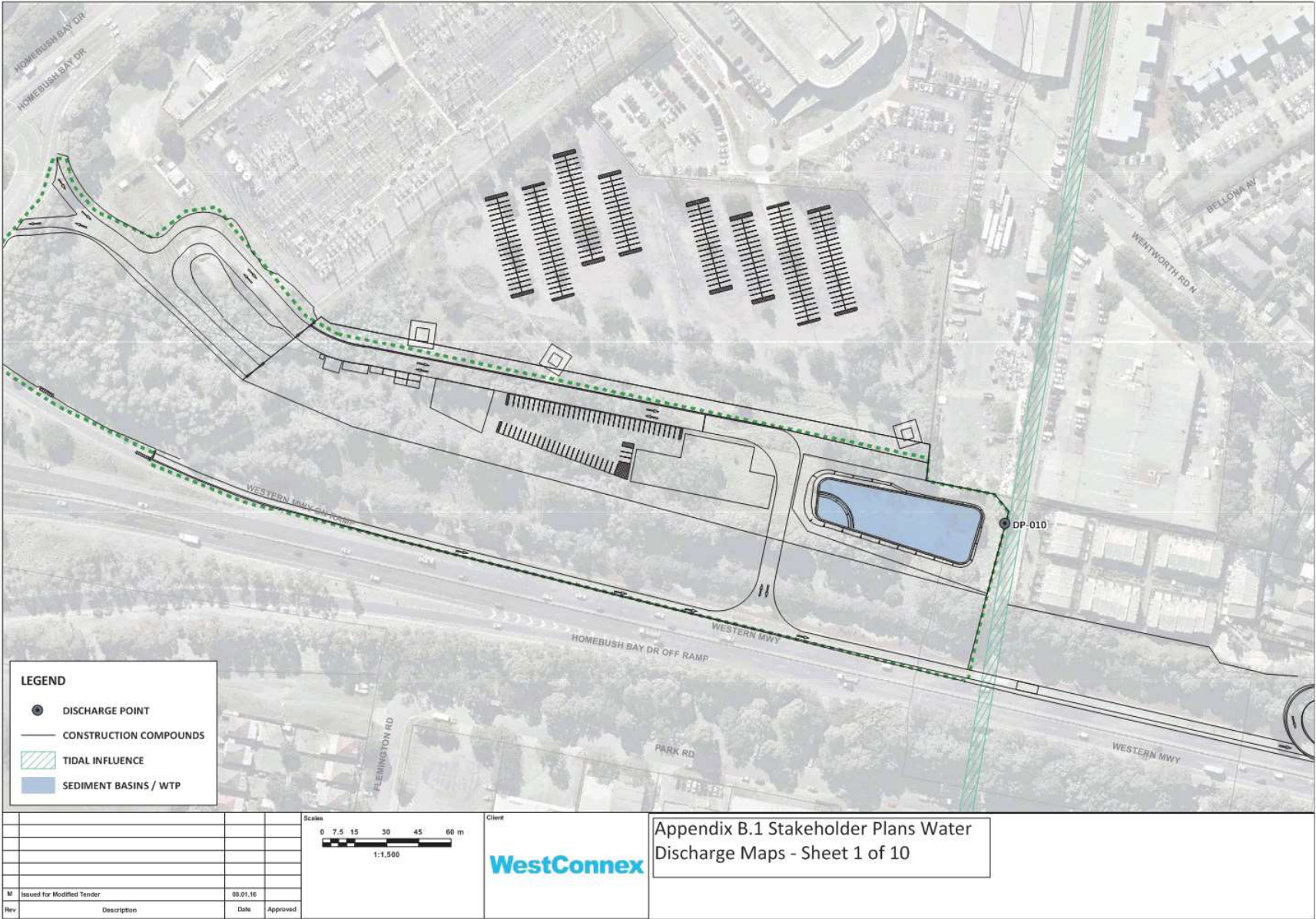
Austroads 2006b, *Guide to Asset Management Part 5C: Rutting*, AGAM05C/07, Austroads, Sydney, NSW

Austroads 2006C, *Guide to Asset Management Part 5C: Cracking*, AGAM05E/07, Austroads, Sydney, NSW.

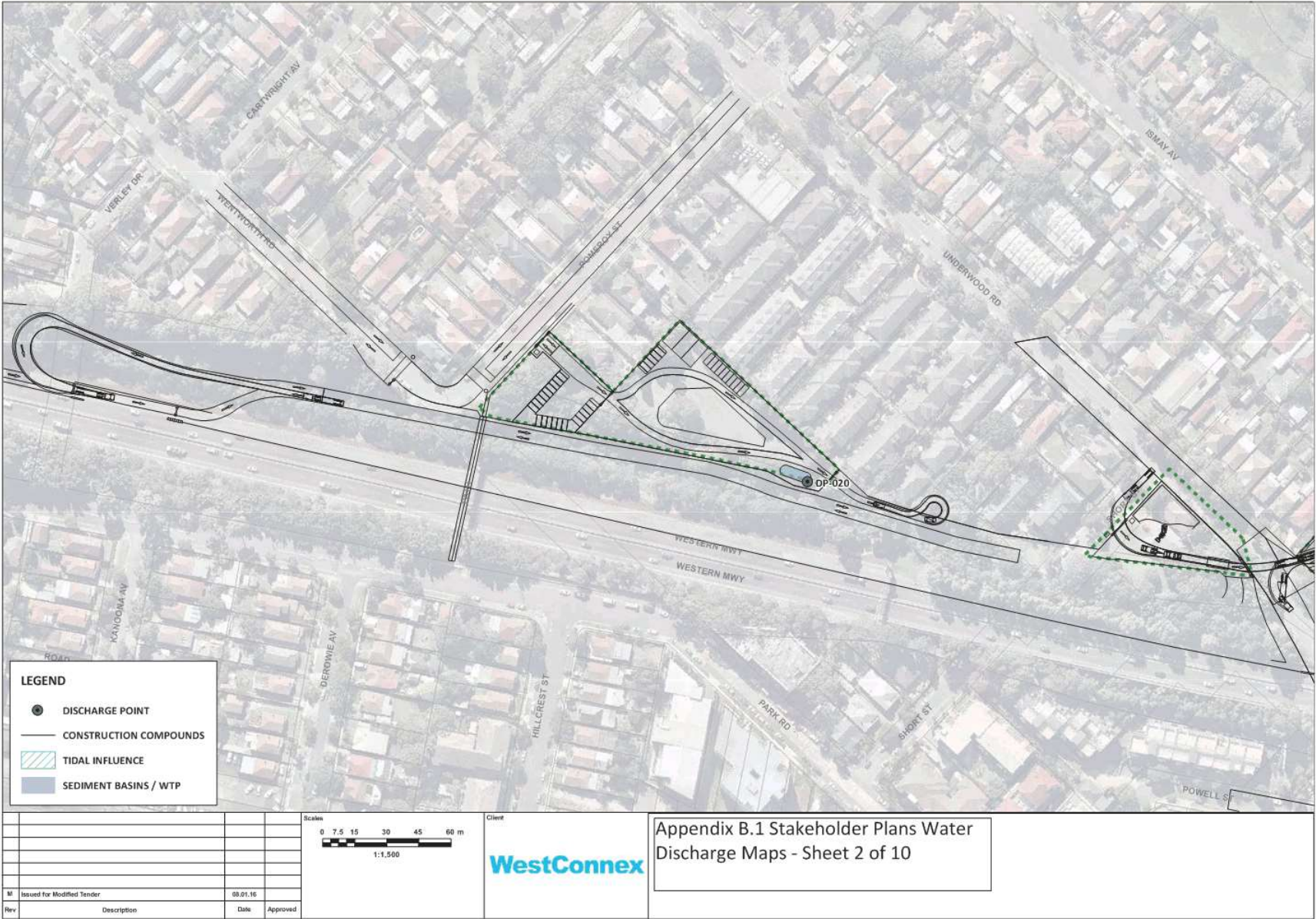
DRAFT

**Appendix B.1**

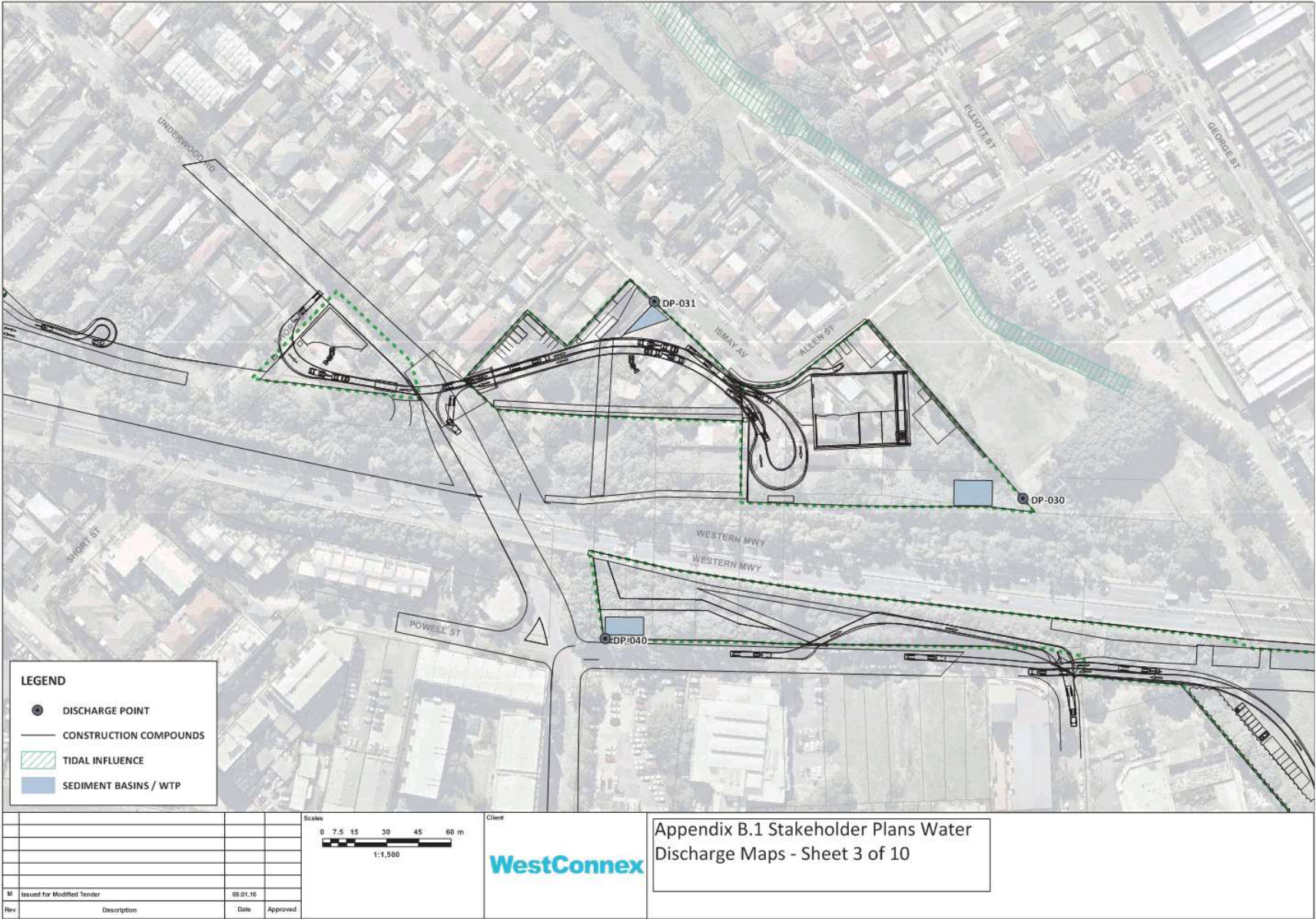
Appendix B.1 Stakeholder Plans Water Discharge Maps



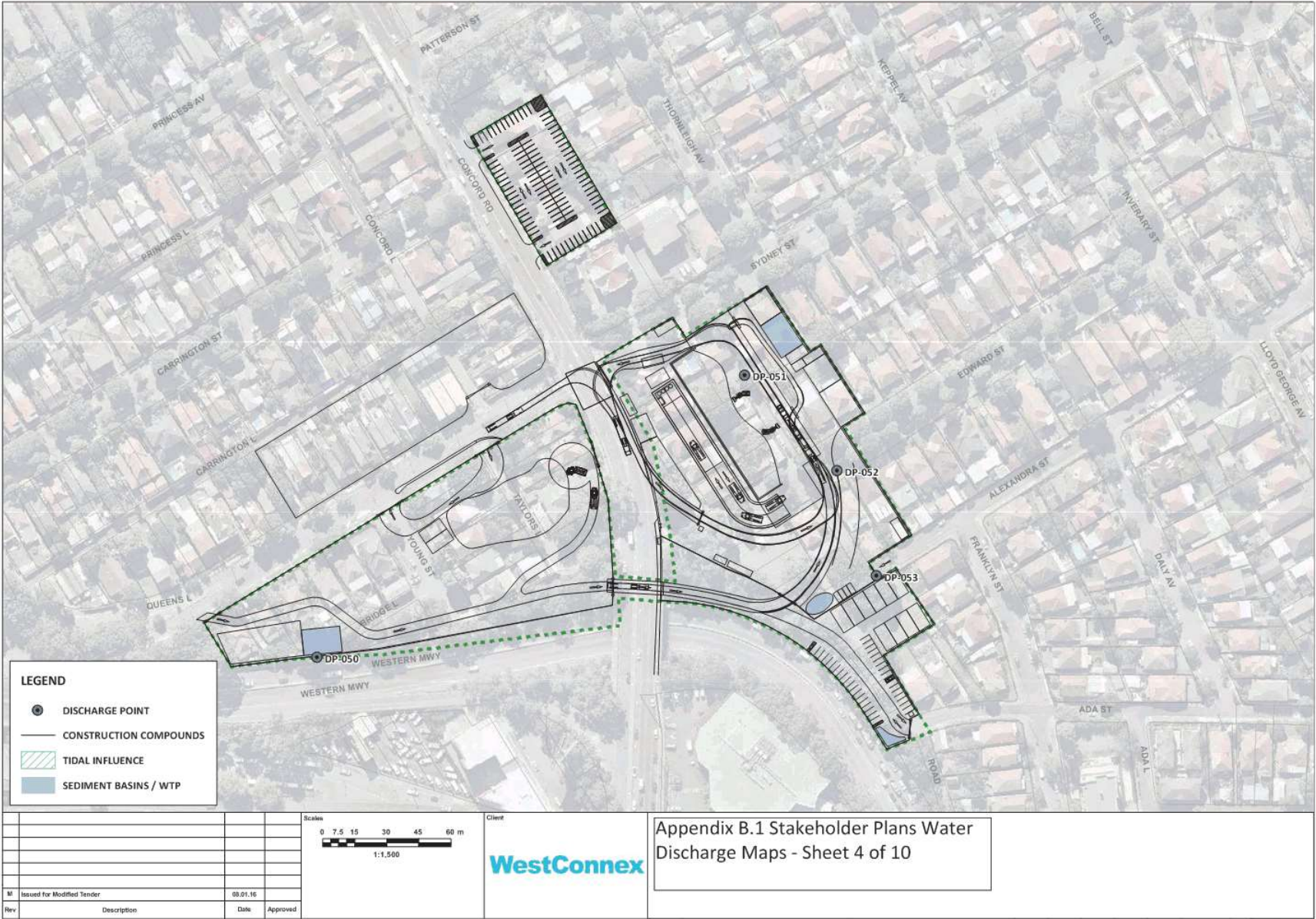








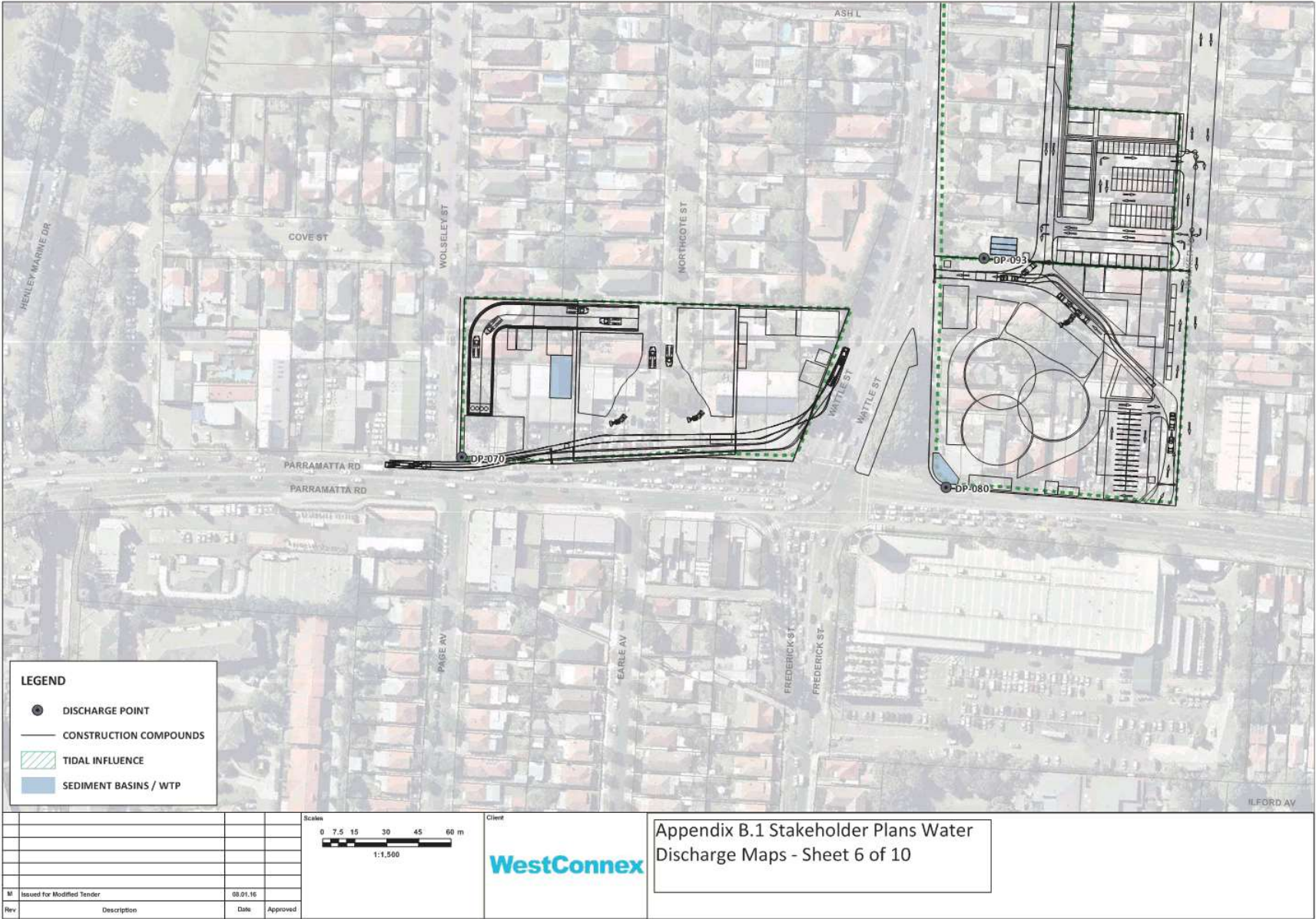




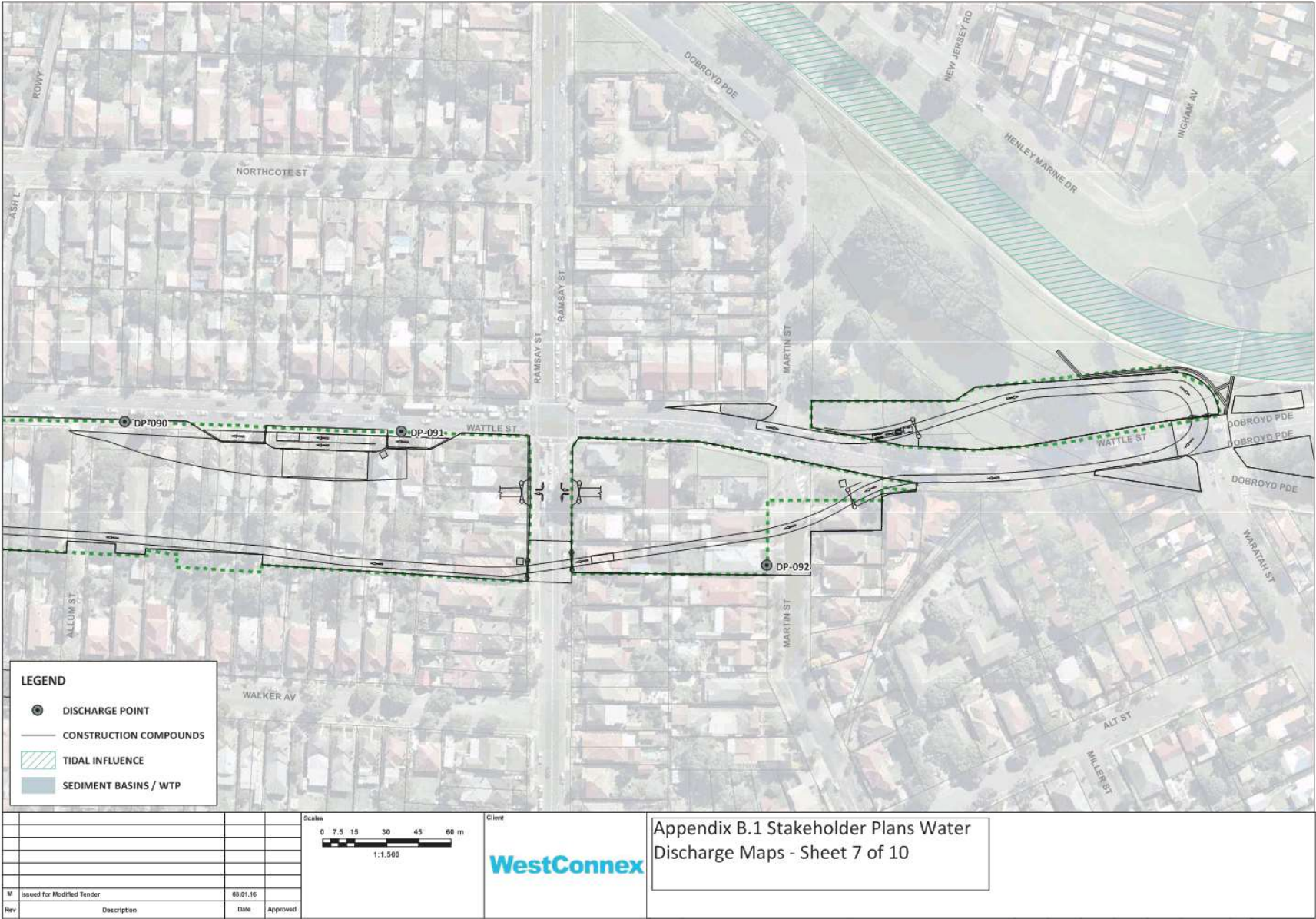




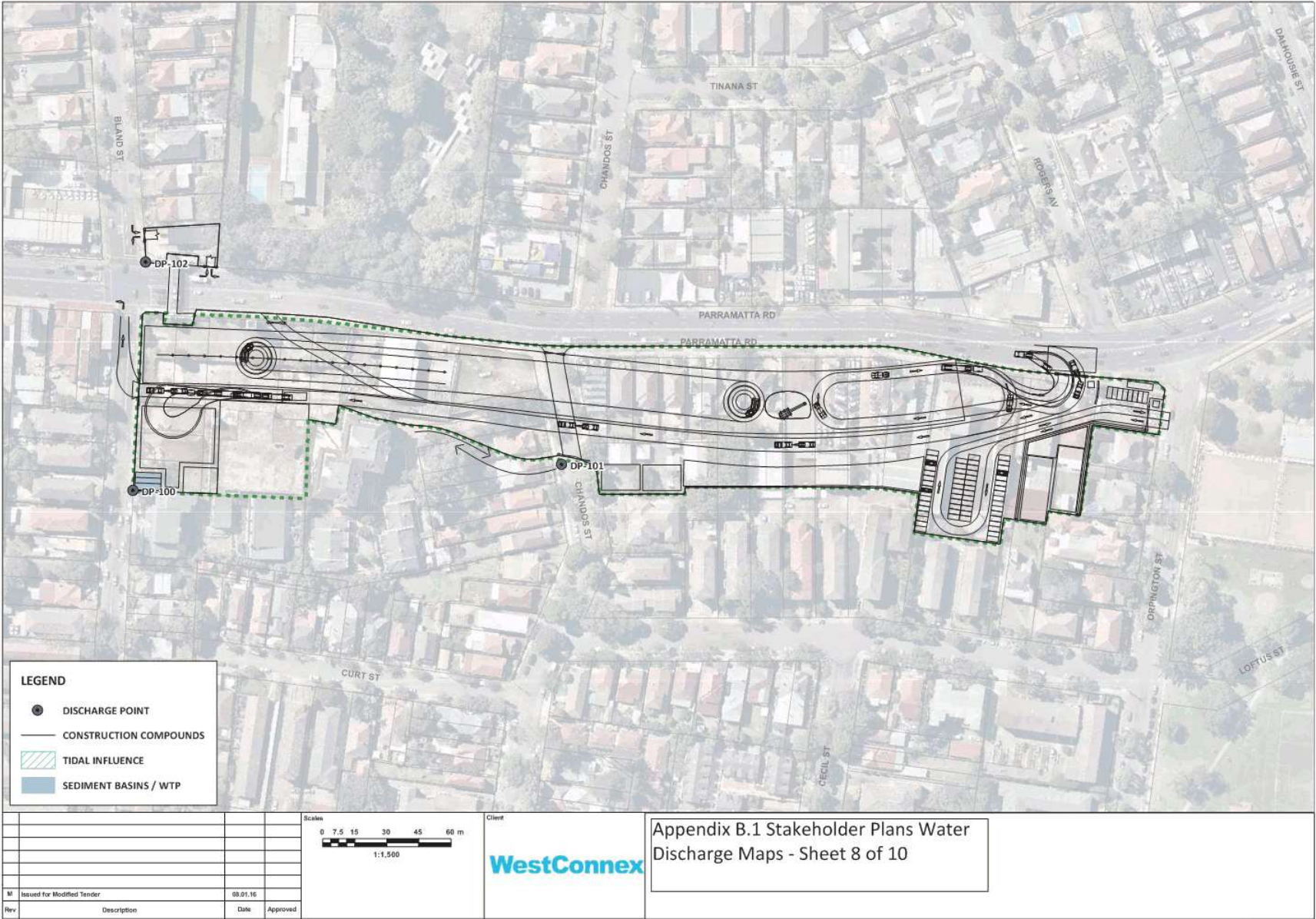




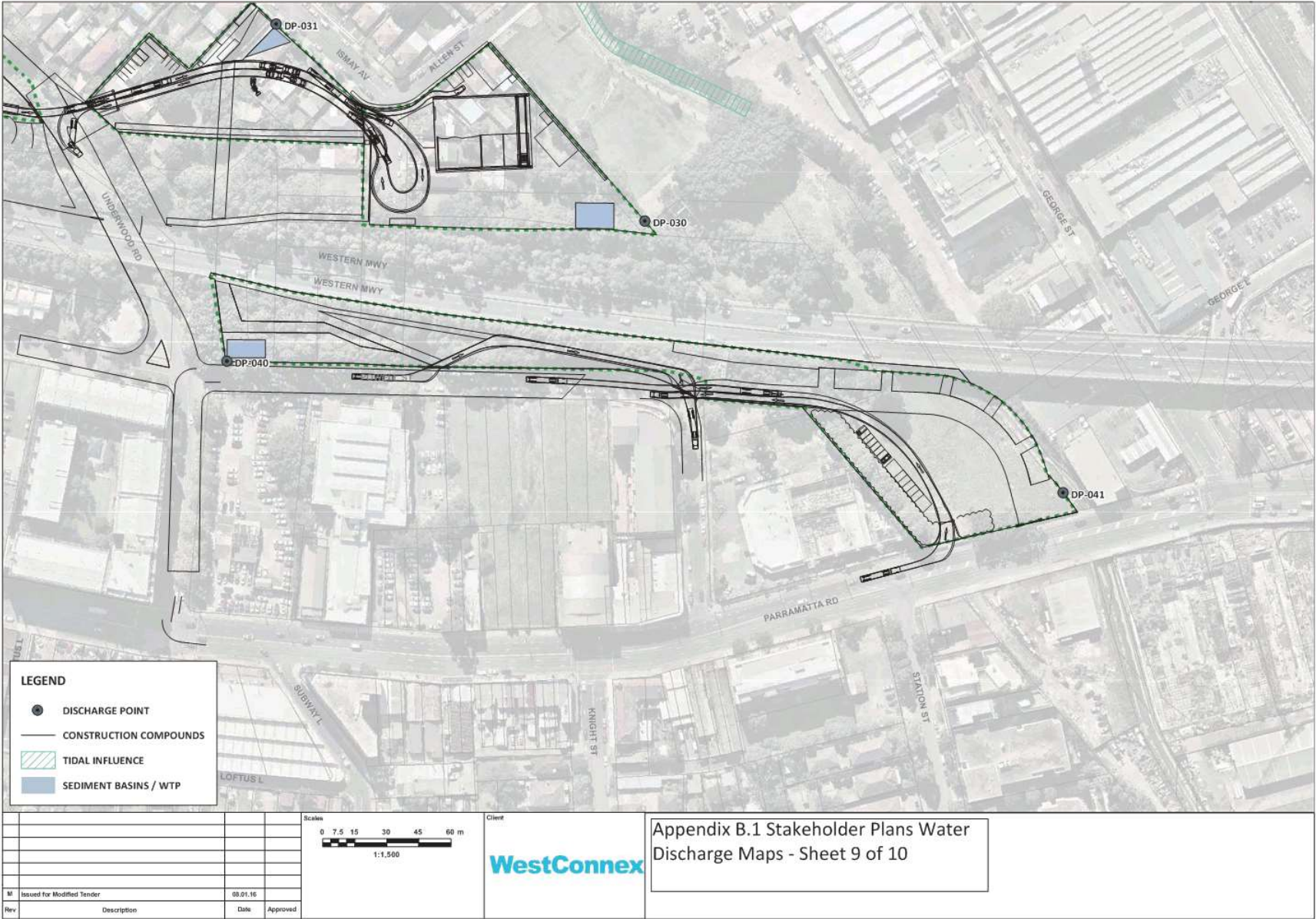




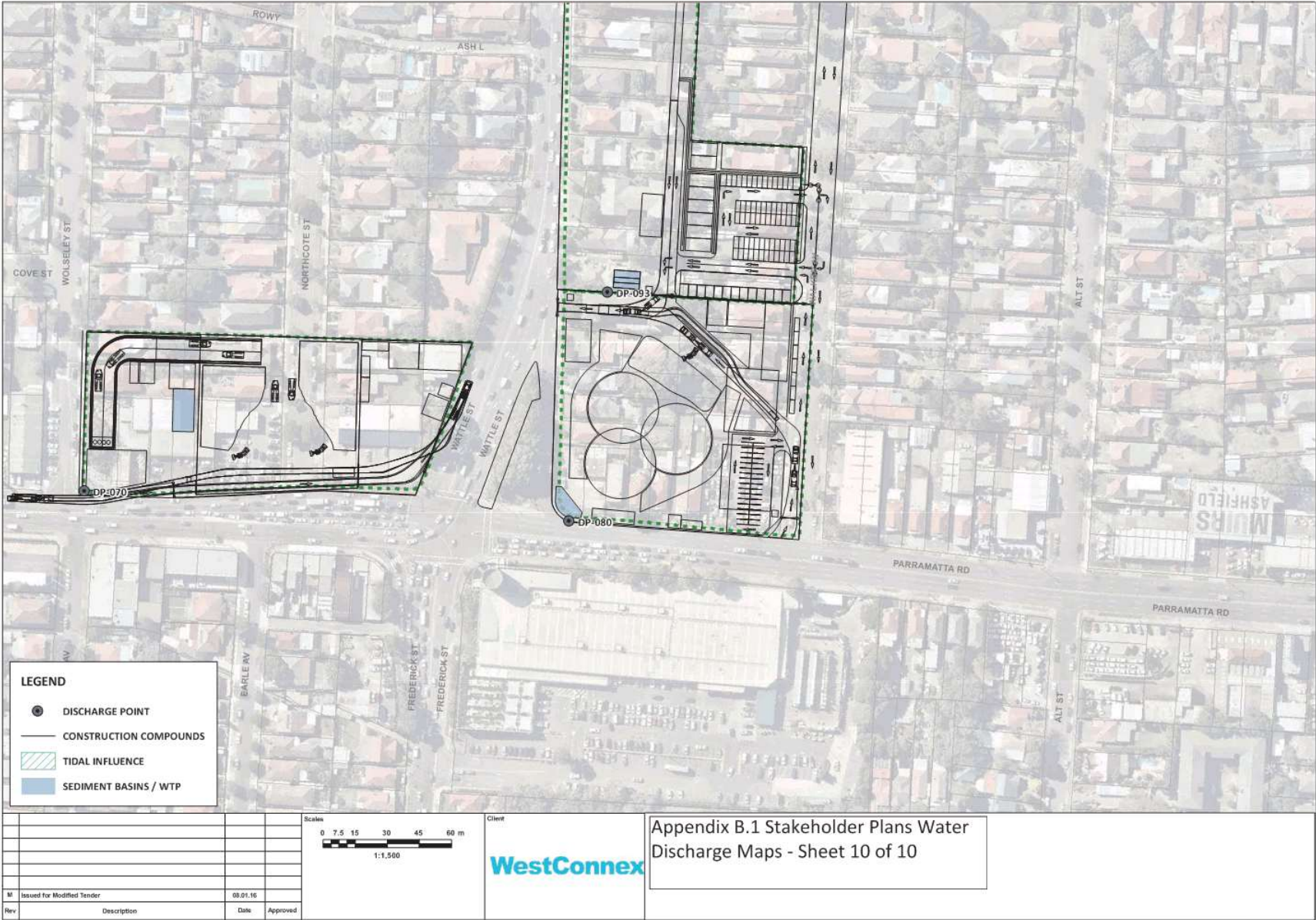












**Appendix B.2**

Appendix B.2 - Stormwater – Pre condition report.

**Stormwater Condition Survey**

Stormwater assets could be subject to concentrated flows and volumes, as a result of overflow from sediment tanks following significant rain events. As a result, the following dilapidation survey has been carried out to assess the existing condition of these assets in particular, those which are downstream from discharge points shown in "Stakeholder Plans Water Discharge Map" drawings.

DP-070



Stormwater drain at DP-070 - Wolseley southbound and Parramatta Road intersection





Stormwater drain at DP-070 - Woleseley southbound and Parramatta Road intersection



Stormwater drain at DP-070 western corner end of Woleseley and Parramatta Road.



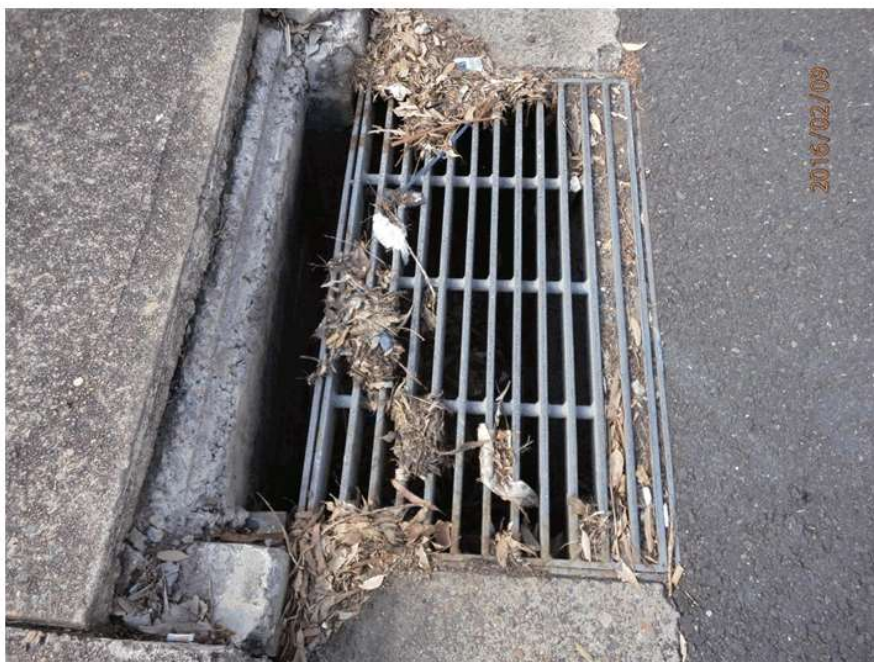
Stormwater drain at DP-070 western corner end of Wolseley and Parramatta Road.

DP-080



Stormwater drain downstream from DP-080 – Parramatta Rd median strip





Stormwater drain at DP-080 – Wattle Street southbound and Parramatta Road westbound junction



Stormwater drain at DP-080 – Pit and outlet



Stormwater drain downstream from DP-080 – Wattle Parramatta Road westbound



Stormwater drain downstream from DP-080 – Pit and outlet



DP-090



Drain at DP-090 – Wattle Street Westbound



Stormwater drain pit and outlet



Stormwater drain downstream from DP-090 – Wattle Street westbound and Allum Street



Stormwater drain pit and outlet downstream from DP-090





Stormwater drain past Allum Street Wattle street junction. \*Unable to photograph outlets as lid opening too small.

DP-091



Stormwater drain downstream from DP-091 (across Ramsey Street Intersection)



Stormwater drain downstream from DP-091 (across Ramsey Street Intersection)



Stormwater drain downstream from DP-091 (before Ramsey Street Intersection)



Drain Pit and outlet



Drain Pit and outlet





Approximate location of DP-091 upstream from documented drains

DP-092



Approximate location of discharge point DP-052



Downstream of DP-052



Stormwater drain downstream from DP-052





Drain outlet appears to be unblocked.

DP-093



Location of DP-093 – Closest Drain that at DP-080

DP-100



Stormwater drain downstream from DP-100.



Stormwater drain downstream from DP-100.



Stormwater DP100 - Drain outlet



Stormwater DP100 – Drain pit





Stormwater DP100 - Drain inlet

DP 101



Location of DP-101



Stormwater drain downstream from DP-101 – Chandos Street Curt Street junction



Drain inlet



Drain outlet



Tributary area around drain



DP-102



Stormwater drain at DP-102 on Bland Street and Parramatta Road Intersection



Downstream from DP-102



Outlet in stormwater drain at DP-102 on Bland Street and Parramatta Road Intersection



Downstream from DP-102



Stormwater drain downstream from DP-102 (opposite side of Parramatta Road)



Drain inlet and outlet



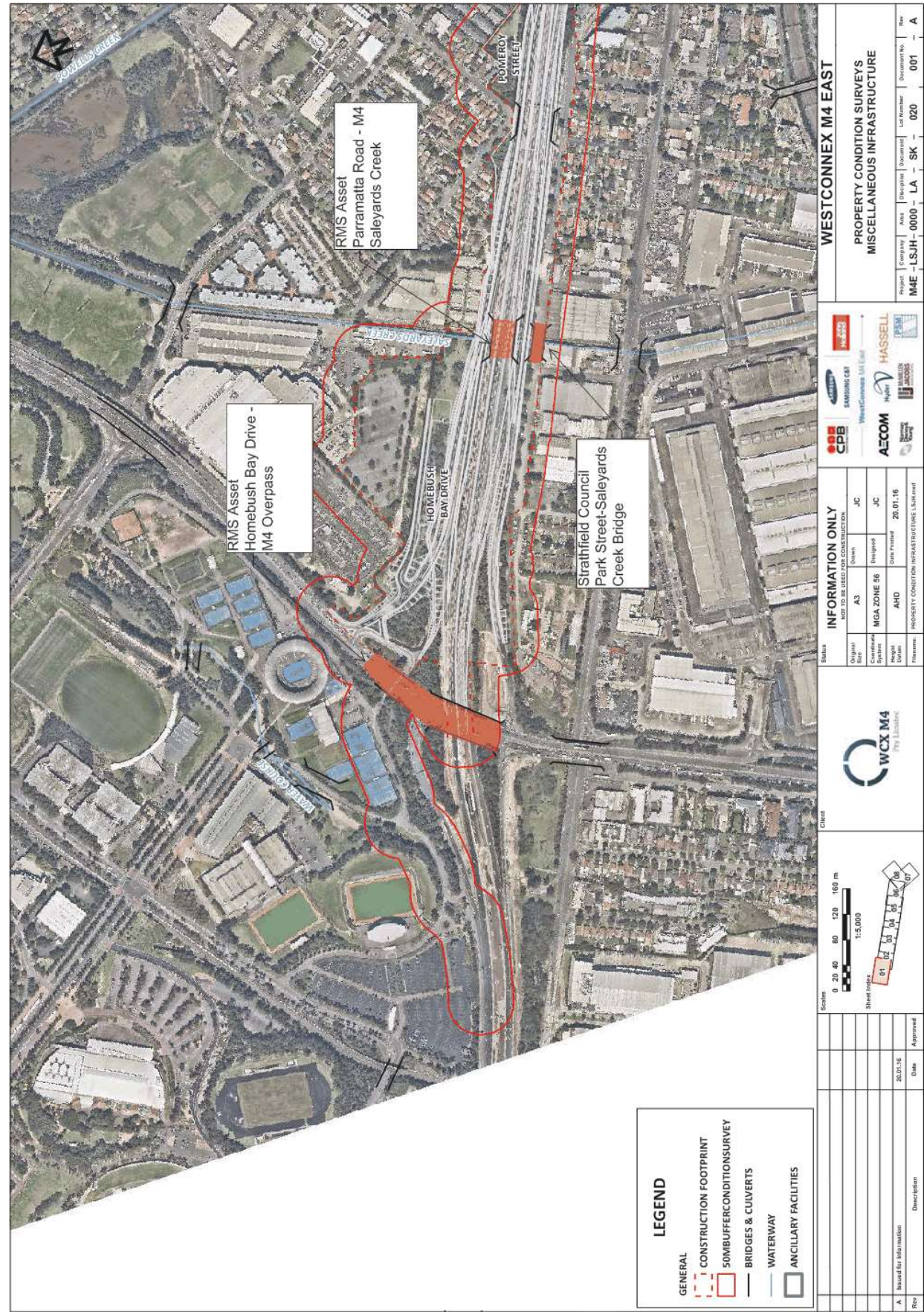


Drain inlet

### Appendix C.1

Appendix C.1 - Property Condition Surveys Miscellaneous Infrastructure.



































**Appendix C.2**

Appendix C.3 - Parramatta Rd – Bland Street Pedestrian Bridge

### M4 East - Structures and Landmarks Dilapidation Report (excluding property and roadways)

The following Dilapidation report has been carried out on the Bland St – Pedestrian Bridge. The report has been carried out on from walking the Northern and Southern Stairs and Bridge Span. As a result the photographic report has been documented and captioned to accordingly. *See marked up reference plan A7 for dilapidation are.*

#### Parramatta Rd – Bland Street Pedestrian Bridge



Reference Plan A7





Bland Street Pedestrian Bridge – Northern access support



Bland Street Pedestrian Bridge – Northern access support



Bland Street Pedestrian Bridge – Northern access structure



Bland Street Pedestrian Bridge – Northern abutment



Bland Street Pedestrian Bridge – Northern abutment



Bland Street Pedestrian Bridge – Northern abutment





Bland Street Pedestrian Bridge – walkway span 1 of 4



Bland Street Pedestrian Bridge – walkway span 2 of 4



Bland Street Pedestrian Bridge – walkway span 3 of 4



Bland Street Pedestrian Bridge – walkway span 4 of 4

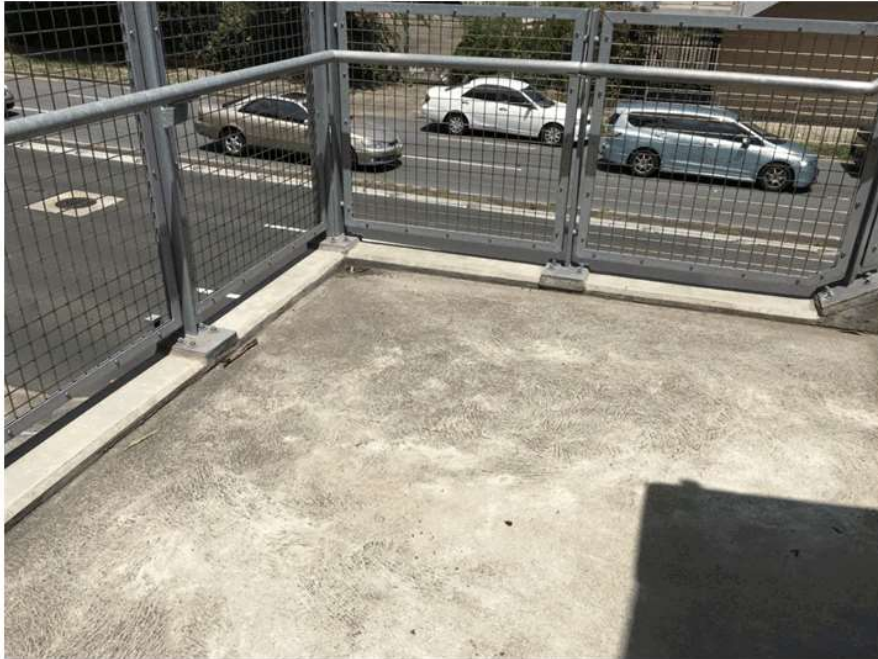


Bland Street Pedestrian Bridge – Northern access stair

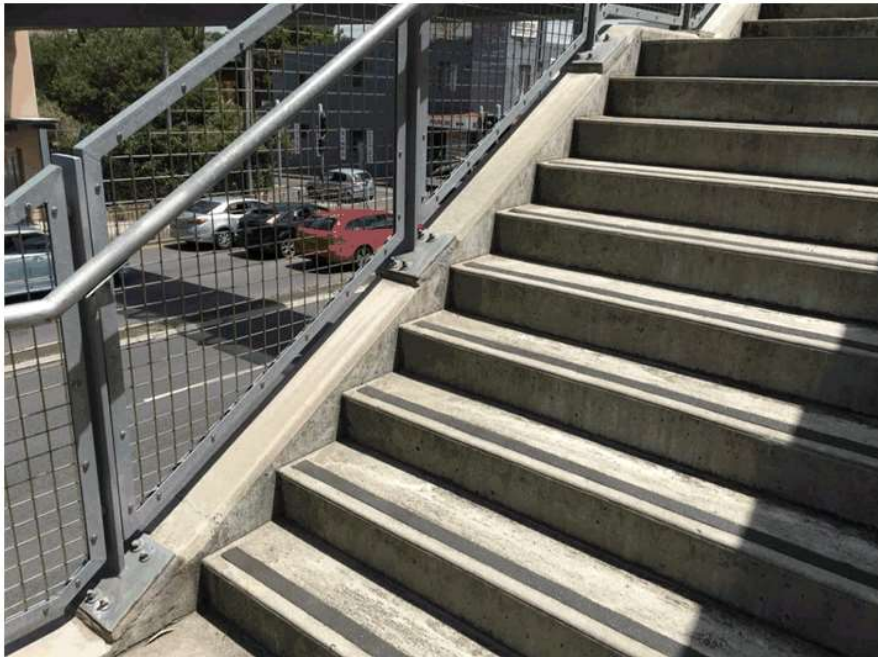


Bland Street Pedestrian Bridge – Northern access stair





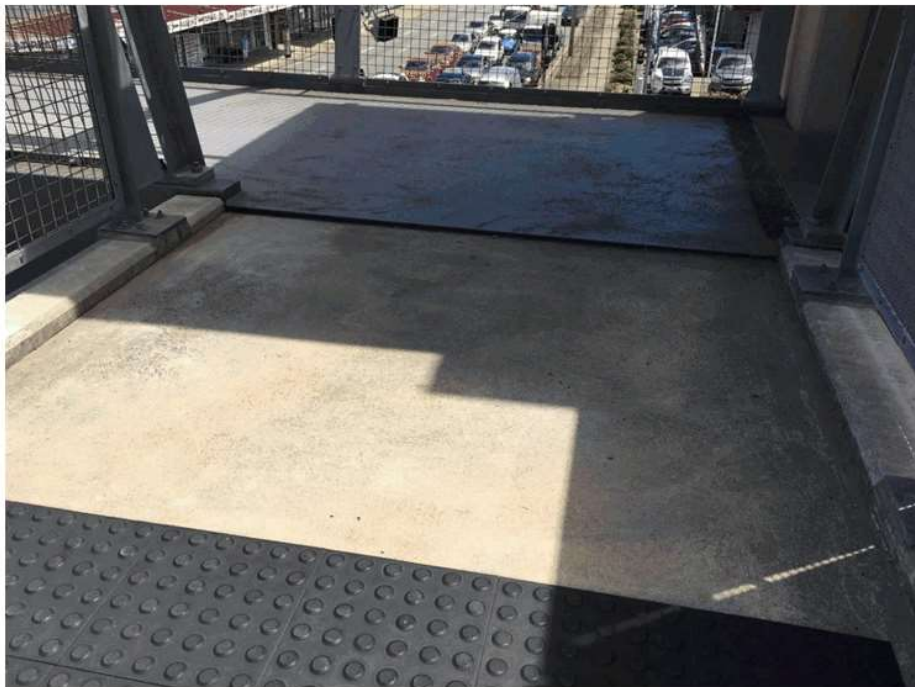
Bland Street Pedestrian Bridge – Northern access stair 1<sup>st</sup> landing



Bland Street Pedestrian Bridge – Northern access stair



Bland Street Pedestrian Bridge – Northern access stair



Bland Street Pedestrian Bridge – Northern access 2<sup>nd</sup> stair landing



Bland Street Pedestrian Bridge – Northern abutment top view



Bland Street Pedestrian Bridge – Northern abutment top view





Bland Street Pedestrian Bridge – Northern abutment top view



Bland Street Pedestrian Bridge – Southern abutment top view



Bland Street Pedestrian Bridge – Southern abutment top view



Bland Street Pedestrian Bridge – Southern access stair



Bland Street Pedestrian Bridge – Southern access stair



Bland Street Pedestrian Bridge – Southern access stair





Bland Street Pedestrian Bridge – Southern access stair



Bland Street Pedestrian Bridge – Southern abutment



Bland Street Pedestrian Bridge – Southern abutment



Bland Street Pedestrian Bridge – Northern abutment and bearing



Bland Street Pedestrian Bridge – Southern abutment



Bland Street Pedestrian Bridge – southern access stair support





Bland Street Pedestrian Bridge – southern access stair support



Bland Street Pedestrian Bridge – southern access stair



Bland Street Pedestrian Bridge – Southern abutment and bearing



Bland Street Pedestrian Bridge – northern abutment



Bland Street Pedestrian Bridge – northern abutment



Bland Street Pedestrian Bridge – northern abutment





Bland Street Pedestrian Bridge – northern abutment



Bland Street Pedestrian Bridge – northern wall



Bland Street Pedestrian Bridge – northern abutment



Bland Street Pedestrian Bridge – northern abutment



Bland Street Pedestrian Bridge – southern wall



Bland Street Pedestrian Bridge – northern staircae





Bland Street Pedestrian Bridge – northern staircae



Bland Street Pedestrian Bridge – cracked northern staircase



Bland Street Pedestrian Bridge – cracked northern staircase



Bland Street Pedestrian Bridge – cracked northern staircase



Bland Street Pedestrian Bridge – cracked northern staircase



Bland Street Pedestrian Bridge – cracked northern staircase





Bland Street Pedestrian Bridge – southern abutment



Bland Street Pedestrian Bridge – southern abutment



Bland Street Pedestrian Bridge – southern wall



Bland Street Pedestrian Bridge – southern wall



Bland Street Pedestrian Bridge – southern wall



Bland Street Pedestrian Bridge – southern wall





Bland Street Pedestrian Bridge – southern wall



Bland Street Pedestrian Bridge – southern wall



Bland Street Pedestrian Bridge – southern abutment



Bland Street Pedestrian Bridge – southern abutment



Bland Street Pedestrian Bridge – southern abutment



Bland Street Pedestrian Bridge – southern abutment





Bland Street Pedestrian Bridge – southern abutment



Bland Street Pedestrian Bridge – southern abutment



Bland Street Pedestrian Bridge – southern abutment

[Appendix C.3](#)

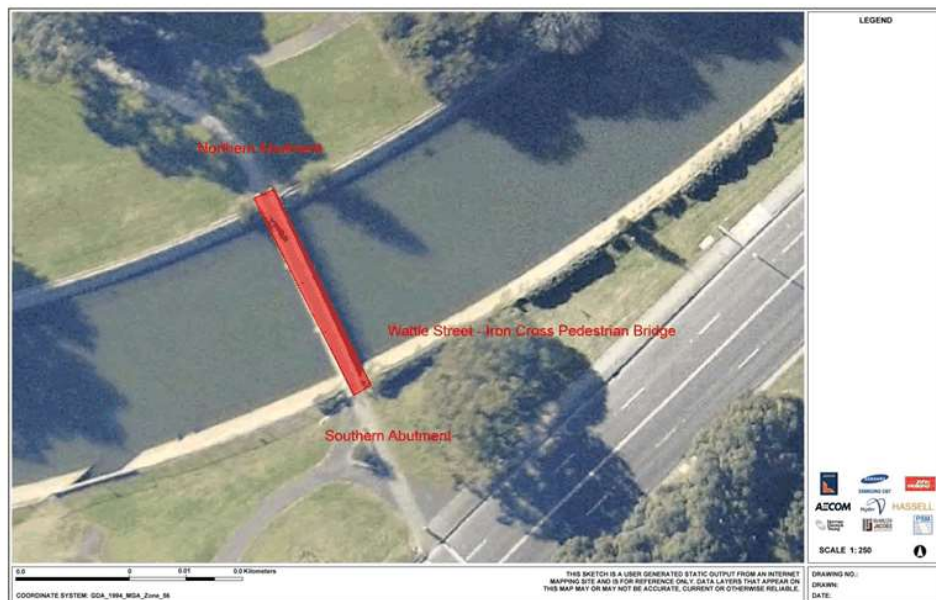
Wattle Street – Iron Cross Creek Pedestrian Bridge



## M4 East - Structures and Landmarks Dilapidation Report (excluding property and roadways)

### Wattle Street – Iron Cross Creek Pedestrian Bridge

The following Dilapidation report has been carried out on Wattle St – Iron Creek Pedestrian Bridge. The report has been carried out by documenting the condition of the Northern and Southern Abutment, Pier Supports and Span structure and Walkway. As a result the photographic report has been documented and captioned accordingly. *See marked up reference plan A15 for dilapidation area*



Reference Plan A15



Wattle Street – Iron Cross Creek Pedestrian Bridge – Piers



Wattle Street – Iron Cross Creek Pedestrian Bridge – Southern Piers



Wattle Street – Iron Cross Creek Pedestrian Bridge – Walkway



Wattle Street – Iron Cross Creek Pedestrian Bridge – Walkway





Wattle Street – Iron Cross Creek Pedestrian Bridge – Walkway



Wattle Street – Iron Cross Creek Pedestrian Bridge – Southern Piers



Wattle Street – Iron Cross Creek Pedestrian Bridge – Northern Piers



Wattle Street – Iron Cross Creek Pedestrian Bridge – Northern abutment





Wattle Street – Iron Cross Creek Pedestrian Bridge – Northern abutment



Wattle Street – Iron Cross Creek Pedestrian Bridge – Walkway support beams





Wattle Street – Iron Cross Creek Pedestrian Bridge – Walkway support beams



Wattle Street – Iron Cross Creek Pedestrian Bridge – Walkway support beams



Wattle Street – Iron Cross Creek Pedestrian Bridge – Southern abutment



Wattle Street – Iron Cross Creek Pedestrian Bridge – Southern abutment





Wattle Street – Iron Cross Creek Pedestrian Bridge – Southern abutment



Wattle Street – Iron Cross Creek Pedestrian Bridge – Southern abutment





M4 East

Notification | April 2016

20 April 2016

Dear Resident

**Geotechnical and utilities investigations – Haberfield**

Work is underway on WestConnex which involves widening and extending the M4 and M5 and joining them to create a free-flowing motorway network.

The M4 East will extend the existing M4 from Homebush to Haberfield via underground twin tunnels, each 5.5 kilometres in length and among the widest in the southern hemisphere. They will allow for three lanes of traffic in each direction, saving travel time for motorists and taking traffic off local roads. For more information, visit [westconnex.com.au/M4East](http://westconnex.com.au/M4East).

As part of this project, work will soon commence to conduct geotechnical and utility investigations at a number of locations in Ramsay Street, Alt Street and Reg Coady Reserve, Haberfield as part of the detailed design process for upcoming works to relocate a water main in this area. A map showing the work area is provided overleaf.

Work will take place **between 7.00 am and 6.00 pm on from Thursday, 28 Friday until 6 May 2016.**

To ensure the safety of workers and motorists, night work will also take place **between 9.00 pm and 5.00 am at:**

- the corner of Alt Street and Ramsay Street from **Tuesday, 26 to Friday, 29 April 2016**
- the corner of Dobroyd Parade and Ramsay Street on **Tuesday, 26 and Wednesday, 27 April 2016.**

The work will involve:

- identifying underground services and utilities and marking out locations for each borehole
- collecting borehole soil and rock samples.

Equipment used during the work will include a concrete saw, vacuum truck, lighting equipment and a small excavator or drill rig to locate underground services and confirm ground conditions. This work may generate intermittent noise.

Traffic control and pedestrian management will be in place to ensure the safety of motorists, residents and workers. Access to properties will be maintained at all times. If you travel along the work route, please allow extra travel time and follow the direction of traffic controllers and signage.

Every effort will be made to minimise the impact of work, including by using non-tonal reversing beepers on all machinery, turning off equipment and vehicles when not in use and, where possible, directing noisy equipment away from residences. All work sites will also be restored to their previous condition.

If you would like further information about the upcoming work, please contact 1300 660 248 or [info@westconnex.com.au](mailto:info@westconnex.com.au).

Notification reference: N051

**ABOUT WESTCONNEX**

WestConnex is part of a broader transport plan for Sydney which includes improved public transport, such as Sydney Metro and light rail, as well as better, more reliable motorway solutions. More than two-thirds of WestConnex will be built underground. Once complete, motorists will be able to avoid up to 52 sets of traffic lights and enjoy significant travel time savings.

For more information

✉ [info@westconnex.com.au](mailto:info@westconnex.com.au)  
☎ 1300 660 248  
🌐 [westconnex.com.au](http://westconnex.com.au)





Easing  
congestion



Creating  
jobs



Connecting  
communities

Location of geotechnical and utility investigations.



We speak your language

**ENGLISH**

To learn more, simply visit [westconnex.com.au/yourlanguage](http://westconnex.com.au/yourlanguage). Need an interpreter? Call the Translating and Interpreting Service on 131 450.

**ARABIC**

لمعرفة المزيد، ما عليك سوى زيارة [westconnex.com.au/yourlanguage](http://westconnex.com.au/yourlanguage). متوجهاً؟ اتصل بخدمة الترجمة الكتابية والترجمة الشفوية على الرقم 131450.

**CHINESE**

如需了解更多详情，请访问 [westconnex.com.au/yourlanguage](http://westconnex.com.au/yourlanguage)。如需翻译，请拨打翻译与口译热线 131 450。

**GREEK**

Για να μάθετε περισσότερα, απλά επισκεφθείτε το [westconnex.com.au/yourlanguage](http://westconnex.com.au/yourlanguage). Χρειάζεστε διερμηνεία; Καλέστε την Υπηρεσία Μεταφραστών και Διερμηνέων στο 131 450.

**HINDI**

अधिक जानने के लिए केवल [westconnex.com.au/yourlanguage](http://westconnex.com.au/yourlanguage) पर देखें। क्या आपको दुभाषि की ज़रूरत है? अनुवाद व दुभाषिया सेवा को 131 450 पर फ़ोन करें।

**ITALIAN**

Per saperne di più, vai semplicemente al sito [westconnex.com.au/yourlanguage](http://westconnex.com.au/yourlanguage). Hai bisogno di un interprete? Chiama il servizio d'interpretazione e traduzione al numero 131 450.

**KOREAN**

더 자세히 알고 싶으시면, 바로 [westconnex.com.au/yourlanguage](http://westconnex.com.au/yourlanguage) 를 방문하시면 됩니다. 통역사가 필요하십니까? 번역 및 통역 서비스에 131 450으로 연락하십시오.

**VIETNAMESE**

Để biết thêm, chỉ cần tới trang mạng [westconnex.com.au/yourlanguage](http://westconnex.com.au/yourlanguage). Cần thông dịch viên? Hãy điện thoại cho Dịch vụ Thông Phiên Dịch ở số 131 450.

Phone: 1300 660 248

[info@westconnex.com.au](mailto:info@westconnex.com.au)

[westconnex.com.au](http://westconnex.com.au)







---

<b>Subject</b>	<b>GEOTECHNICAL INVESTIGATIONS FOR WESTCONNEX M4-M5 LINK (STAGE 3) - FURTHER UPDATE</b>
<b>File Ref</b>	SC545
<b>Prepared by</b>	Cathy Edwards-Davis - Director Works & Infrastructure
<b>Reasons</b>	To update Council on proposed WestConnex M4-M5 Link (Stage 3) activities
<b>Objective</b>	To update Council on proposed WestConnex M4-M5 Link (Stage 3) activities

---

**Overview of Report**

**To update Council on proposed WestConnex M4-M5 Link (Stage 3) activities.**

Since preparing the Council report and closure of the agenda, further correspondence has been received regarding geotechnical investigations for the WestConnex M4-M5 Link (Stage 3).

**Alt Street & Hawthorne Parade**

RMS have advised that they will be undertaking geotechnical investigations on public roads within the Ashfield LGA. These investigations will be occurring in Alt Street and Hawthorne Parade, Haberfield and were due to commence on the 18 April 2016.

RMS has advised that this information is provided to Council as a courtesy, for information purposes only.

The RMS letter is in Attachment 1.

**Algie Park**

RMS have advised that they will be undertaking geotechnical investigations in Algie Park. They have stated that the works are due to commence on the 26 April 2016 and continue until 10 August 2016.

The RMS letter is in Attachment 2.

Urgent legal advice has been sought and this has been provided in Attachment 3.

A letter was sent to the Minister for Roads on the 22 April 2016, objecting to these proposed works. A copy of this is provided in Attachment 4.

**Geotechnical Investigations for WestConnex M4-M5 Link (Stage 3) - Further Update**

**Conclusion**

RMS are proposing to proceed with geotechnical investigations within the Ashfield LGA.


**ATTACHMENTS**

<b>Attachment 1</b>	RMS Letter regarding geotechnical investigations	1 Page
<b>Attachment 2</b>	RMS Letter regarding use of Algie Park	3 Pages
<b>Attachment 3</b>	Legal Advice regarding use of Algie Park - - <b>CONFIDENTIAL ATTACHMENT</b> - It is recommended that the Council resolve into closed session with the press and public excluded to allow consideration of this item, as provided for under Section 10A(2) (g) of the Local Government Act, 1993, on the grounds that the matter relates to advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege.	2 Pages
<b>Attachment 4</b>	Council letter to Minister for Roads - - <b>CONFIDENTIAL ATTACHMENT</b> - It is recommended that the Council resolve into closed session with the press and public excluded to allow consideration of this item, as provided for under Section 10A(2) (g) of the Local Government Act, 1993, on the grounds that the matter relates to advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege.	1 Page

**RECOMMENDATION**

**That the information be received.**

CATHY EDWARDS-DAVIS  
Director Works & Infrastructure

<p>ASHFIELD COUNCIL</p> <p>RECORDS SECTION SCANNED</p> <p>DATE 19.4.16</p>	<p> Transport Roads &amp; Maritime Services</p>
--	--

The General Manager  
Ashfield Council  
260 Liverpool Road  
ASHFIELD NSW 2131

Dear Ms Chan

**WestConnex Stage 3 – M4-M5 Link (Project) Geotechnical Investigations**

I refer to previous discussions and correspondence between Council and Sydney Motorways Corporation as representative of Roads and Maritime Services (Roads and Maritime) in relation to the above.

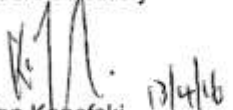
The purpose of this letter is to let Council know as a courtesy, for information purposes only, that Roads and Maritime will be carrying out geotechnical works (investigations) on public roads within the Council's Local Government Area. The investigations are to assist in the design for the Project.

In order to undertake the investigations, Roads and Maritime will be exercising its powers under the Roads Act 1993, including under sections 71, 72 and 253. The affected roads are identified below.

Alt Street, Haberfield	
Hawthorne Parade, Haberfield	

The investigations are expected to commence on 18 April 2016. If you require any further information, please contact Peter Jones, Project Director M4-M5 Link on 8588 5504.

Yours sincerely

  
Ken Kanofski  
Chief Operating Officer

Roads & Maritime Services

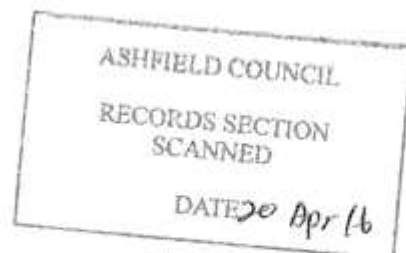
Level 9, 101 Miller Street, North Sydney NSW 2060 |  
Locked Bag 928, North Sydney NSW 2059 |

[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au) | 13 22 13





The General Manager  
Ashfield Council  
260 Liverpool Road  
ASHFIELD NSW 2131



Dear Ms Chan

**Notice of intention to use and occupy land under Section 175 of the Roads Act 1993**  
**Property: Part of Algie Park Lot 10 DP 6310**

We refer to previous discussions between Council and Sydney Motorway Corporation as representatives of Roads and Maritime Services (**Roads and Maritime**) concerning Roads and Maritime's proposed use and occupation of the Property to carry out road work.

As previously discussed, the road work comprises geotechnical investigations in connection with the design and/or environmental assessment of the proposed WestConnex M4-M5 Link road project.

The approximate locations of the affected parts of the Property are shown on the **attached** plans.

**Section 175 of the Roads Act 1993**

As you may be aware, for the purposes of carrying out road work on a road or a proposed road, Roads and Maritime is authorised under section 175(1) of the Roads Act to use and occupy, for as long as may be reasonably be necessary in the circumstances, any land along or near the line of the road.

Under section 175(2) of the Roads Act, Roads and Maritime is required to provide the occupier of the land with at least seven days' written notice of its intention to exercise the power under section 175(1).

Under section 175(3), as the recipient of this notice, Council may appeal to the Minister within seven days of receipt of this notice against the proposed use and occupation of the Property as set out in this letter by lodging with the Minister a written notice of appeal specifying the grounds of the appeal.

Pursuant to section 175(4), the decision of the Minister in respect of such an appeal is final and binding on Council and Roads and Maritime.



**Roads and Maritime Services**

Level 9, 101 Miller Street, North Sydney NSW 2060 |  
Locked Bag 928, North Sydney NSW 2059 |

[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au) | 13 22 13

By this letter, Roads and Maritime gives Council seven days' notice of its intention to use and occupy the Property for the purpose of carrying out road work. Roads and Maritime provides this notice to Council in its capacity as the owner and, in effect, the occupier, of the Property.

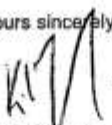
Roads and Maritime, by its contractors, will be carrying out the road work, commencing on 26 April 2016. The works are expected to be completed by 10 August 2016.

Roads and Maritime will endeavour to cause as little disturbance as possible and promptly repair any damage to the Property caused by the Roads and Maritime works or access.

Under section 175(7), Roads and Maritime is required to pay compensation to the owner of the Property for any loss or damage arising from the exercise of its power under section 175(1).

If you require any additional information please contact Peter Jones, Project Director M4-M5 Link on 8588 5504.

Yours sincerely



Ken Karbowski

Chief Operating Officer

