

MEETING ATTENDANCE RECORD & MINUTES

PROJECT NAME	New Sydney Fish Market (new SFM)
MEETING NAME	Community Consultative Committee (CCC) – Main Works
MEETING NUMBER	15
DATE	Wednesday, 10 August 2022
TIME	4:30 PM – 6:30 PM
LOCATION	Microsoft Teams* and Multiplex Boardroom, Bridge Rd, Glebe

Attendees

NAME	INITIALS	ORGANISATION
David Johnson	DJ	Chair
Nicola Frowen	NF	Stakeholder Rep - Dragon Boats NSW*
Jan Wilson	JW	Stakeholder Rep – Coalition of Glebe Groups
John Faulkner	JF	Community Representative*
Graeme Milton	GM	Stakeholder Rep - Strata Committee, 84 Wentworth Park Road
Lauren Drummond	LD	Sydney Fish Market (Observer)*
Greg Lin	GL	Infrastructure NSW*
Asa Wahlquist	AQ	Stakeholder Rep – The Glebe Society*
Mark Tietjen	MT	Stakeholder Rep - Glebe Rowing Club*
Lindsay Charles	LC	Community Representative
Daniel Saman	DS	Multiplex, Project Manager
Anna Rudd	AS	Multiplex, Stakeholder Engagement Manager
David Maher	DM	Multiplex, Construction Manager
Kieran Murphy	KM	SLR Consultants*
Dan Budai	DB	PTC Consultants*
Micheal Oliver	MO	Ethos Urban
Justin Canceri	JC	Multiplex, Site Engineer

Apologies

NAME	INITIALS	ORGANISATION
Jess Scully	JS	City of Sydney
Jenny Burn	JB	Community Representative
Leiza Lewis	LL	Stakeholder Rep -Sydney Secondary College
Elizabeth Elenius	EE	Stakeholder Rep – Pyrmont Action Inc.
Vlad Popovski	VP	Infrastructure NSW (Observer)
Paul Couani	PC	Multiplex, Project Manager
Michelle Delmage	MD	Multiplex, Stakeholder Engagement Manager

Welcome and introductions

- DJ welcomed everyone to the CCC and provided a welcome to country.

Apologies

- DJ noted apologies

Declaration of Pecuniary and other interests

- DJ asked the committee to declare any pecuniary or other financial interests prior to the commencement of the meeting; none were declared.

Correspondence

- DJ noted there had been no formal correspondence during the previous month.

Business arising from previous minutes

- As per previous agreement, action item 13 remains open with updates provided to the CCC as required
- Note that 2 other outstanding items had been closed off by email to GM
- GM clarified that he felt that the previous minutes did not make it clear that he was seeking if any previous complaints had been escalated; noted that no complaints had been escalated.
- GM noted email response received today regarding his further query about an OOTM delivery during July, GM is disappointed that Multiplex were unable to confirm what roads were used to access the site on that occasion.
- DS responded that it can be difficult to ascertain the route taken to site, but that Multiplex are looking at processes to refine this and have implemented a new policy where trucks will be denied entry to site if they have arrived via routes not approved in the CPTMP.
- GM commented that as trucks exiting the site are under the guidance of traffic control, this should ensure they do not use Wentworth Park Road, as long as they always turn left off the site.
- DS agreed that was correct and that the incident in question was hard to clarify as it was retrospective.
- GM noted that the OOTM referenced in the Action Items was brought to the attention of Multiplex within 12 hours of the event.

Early Works Update

- No further update to early works were noted

Main Works Update

- DM commenced the main works update and referred to the recent drone image of the site, noting main building marine piles are now complete while promenade piling continues intermittently and the cofferdam around perimeter of the site is 85-90% complete. All barges and equipment are now outside the building footprint and the cofferdam is now ready for completion, with the sheet and tubular piling progressing well.
- DM explained that sand backfilling (as per Mod 7) had now commenced, with the clean sand coming to site via hopper barge from Glebe Island and then being combined with sea water before being placed on the seabed using a diffuser to spread it in the correct location. DM explained that the sand will be placed in layers, with 3 passes across the site.
- JW asked if the sand finds its own level. DM explained that a diffuser is used to spread the sand out and mixing with water allows the sand to settle.
- DM provided an update on land-based activities, Grid A piles almost complete, restoration works of the eastern revetment now underway as well as completion and commissioning of the new site amenities and overhead bridge. This has enabled decommissioning of old amenities compound on site so work can commence in that area.

- DS provided an update on the 11kV works, services location has taken longer than expected and saw cutting night works are now expected to commence 21st August. Noisy works will take place on a max of 2 nights in each zone and notifications will be sent out to indicate location and schedule of works.
- DS provided an update regarding materials handling, which has been reviewed following issues over the past few weeks regarding logistics, particularly OOTM deliveries. Toolbox talks and meetings have been held with all subcontractors and their principles to reinforce the approved routes to site. PTC consultants presented a summary of the guidelines of the CPTMP. Multiplex also continues to look for areas of improvement in the processes regarding logistics, for example traffic controllers have been advised to turn trucks away if they have come to site via the wrong route. Also investigating more effective ways of communicating with subcontractors, transport companies and truck drivers, including potential use of an app to streamline the protocols. Multiplex will continue to issue notifications for OOTM deliveries.
- JW asked if all trucks are coming from the same place. DS explained that they are coming from multiple suppliers, contractors and with a variety of materials and that they are organised with a delivery timetable to ensure staggered arrivals. DS summarised the four week look-ahead for the project.

Tower Cranes

- Justin Canceri (JC) from Multiplex then gave a presentation about the tower cranes that will be installed on site in coming months. There will be three cranes installed, with approximately 71m reach, at that furthest reach they can lift 6 tonnes. Essentially the structure that supports the cranes will sit between the basement and lower ground levels of the building and the cabin (or machine deck) will sit above the roofline of the new building (approx. 26m) and the top of the cranes will be at 108m.
- JC provided detail about the support of the cranes, each utilising a grid of four existing main building piles as a base for the support structure which is constructed with approximately 90t of structural steel per crane with very large beams and a complex design structure.
- DS explained that usually cranes require their own temporary piles to establish a crane base, but in this case the methodology has been changed to utilise permanent building piles which will be filled with concrete. The size of the grillage or base structure has been increased to allow for this, allowing 12 less piles to be installed on site.
- JW asked what will happen to those piles when the crane is taken away and DS explained that they stay as supports for the building and become part of the structure.
- JW asked if all piles are fully filled with concrete and DS explained that some of the piles are fully filled, however many are only partly filled with a “plug” of concrete at the top with the bottom being hollow.
- DM explained that the 100-year design life determines the thickness of the steel piles and allows for corrosion, keeping in mind that the low oxygen environment that these piles will be in means that corrosion will be reduced.
- GM asked for a clarification regarding promenade piling.
- DM explained that the promenade piles are installed using crane mounted equipment with a limited reach, so to date a small number of piles within reach have been installed, keeping in mind the need to retain access to the piles for building the promenade areas that they support. This means the promenade piles will be installed as the building of the promenade progresses.

Modification 8 (Mod 8)

- Michael Oliver (MO) from Ethos Urban then provided a presentation regarding Mod 8, ensuring consultation with the CCC prior to submission of the proposal to DPIE.
- Mod 8 is a proposed modification to the approved construction hours specifically for the concrete finishing works, to allow for a variety of circumstances, for example slab size, inclement weather, emergencies, traffic, or equipment breakdowns.
- The proposed extension of hours would be applicable to the duration of the major concrete slab pours that will be required across 5 levels of the new building. This is currently estimated to be November 2022 to June 2023, however schedules may change. It's anticipated that the extended hours would be applicable on approximately 30 occasions and that there are specific defined works that would be allowed to occur during the extended hours operations.

- The extended hours would be Monday – Friday from 5:30pm to 8:00pm during which time slab finishing works using helicopter floats and hand tools would be allowed. In the case of an emergency the activities would include concrete deliveries and slab finishing with vibrators. There would be no change to the approved hours on a Saturday.
- The benefits of the proposal are that it would allow for contingency arrangements during emergency situations, that it could potentially reduce the number of slab pours (and thus potentially reduce traffic impacts), it would mitigate the risk of inclement weather.
- JW asked when the concrete pours would start and MO clarified that it's estimated they will occur between Nov 2022 and June 2023.
- LC asked if the submission would detail that work is limited to the specific allowable activities that have already been mentioned.
- DM confirmed that yes the submission would detail the allowable activities such as hand finishing.
- Kieran Murphy (KM) from SLR then summarised the assessment of noise and vibration impacts which have been done for the Mod 8 submission. KM explained that 3D noise monitoring has been completed for the extended hours of 5:30-8:00pm which is regarded as the evening period. All activities have been assessed including the use of helicopter floats and other specified equipment to allow for all emergency scenarios. The results show that the noise will be clearly audible at the four closest residential receivers and that noise levels are expected to be up to 10dB above noise management levels. Regarding vibration it was found that no vibration intensive equipment has been proposed.
- Next steps for noise and vibration are that if the proposal is approved then noise monitoring will take place to confirm levels are within predictions, the repetitive nature of the work means that early verification will be reliable, meaning monitoring will only occur at the start of the work and again if new equipment or methodology is introduced. An update or appendix to the current CNVMP will be prepared for this element of the project that will detail the specific equipment and scenarios being proposed.
- Dan Budai (DB) from PTC then summarised the traffic assessment that has been undertaken for Mod 8, firstly clarifying that all TfNSW and CoS standards and requirements relevant to the project CPTMP remain unchanged. The assessment for this submission found that there was no change to vehicle types or volumes and that hourly truck volumes do not exceed previous forecasts, in fact as trucks may be slightly more spread out the traffic impact could be slightly reduced. There will be no change to the approved routes as per the current CPTMP and that the potential benefit of decreased slab pours could have positive outcome for traffic impacts. DB explained that the final conclusion was that there would be minimal impact of the submission in term of traffic.
- MO then explained that the modification and associated documents will now be submitted via Section 4.55 Modification Application to the SSD-8925 to the NSW DPIE for assessment as per DPIE protocols. It is expected the process will take 2-3 months.
- GM asked if there would be another modification this year to allow for HSC exams (like last year)
- DM said that would not be required this year as that was directly related to the piling noise which is now complete.
- GM asked for clarification of the paragraph: *Implementation of various mitigation measures as defined in the Construction Noise and Vibration Guideline (CNVS), including specific notification, project notification, verification monitoring and duration reduction.* And specifically what "duration reduction" means and why it is a mitigator.
- KM said that as a mitigation measure, sometimes it is possible to reduce the duration of more noisy activities, that noise is measured in 15 minute intervals and that by essentially providing short periods of respite (thus reducing duration within the 15 minute interval) the overall noise levels can be mitigated.
- DM suggested the example that there could be management of how much time is spent hand finishing and how much with helicopter floats to mitigate noise impacts.
- GM asked if notifications would be issued for the nights when out of hours work would be done. DM confirmed that notifications similar to those issued for OOTM deliveries would be issued. GM had a question regarding traffic and the CoS requirements that the approved routes be distributed to all drivers

and whether we were doing that. DS explained that correct routes were being communicated, however we are always looking for more effective ways to do this (as detailed above).

- GM asked if Mod 8 will be a separate CNVMP.
- KM explained that it is an addendum to the currently approved CNVMP and DS clarified that it will not be a separate document, that the current CNVMP will be submitted with Mod 8 and will have an addendum relating to the out of hours work. KP further clarified that there will not be a separate document, that it is expected to be Appendix G of the CNVMP. KM explained that the 11kV power upgrade has a separate report because of the amount of work and level of detail required.
- GM applauded the 11kV CNVMP document, the mammoth task and extensive results regarding noise levels; asked if Facade Noise Results were undertaken for the main project CNVMP.
- KM said that he would take that question on notice.
- DJ asked if Mod 8 would be placed on public exhibition. - MO expects Mod 8 will be processed as per DPIE process which should allow for submissions.
- GM expressed thanks that Mod 8 has been presented to the CCC early in the process.
- JF questioned whether all concrete deliveries would arrive by road. - DS confirmed yes, all by road.
- JF asked how many truck deliveries per slab. DM explained that this would vary, but that deliveries would not happen in the extended hours, only if there was an emergency such as a breakdown and that overall trucks would not increase with this proposal.
- DS clarified that it is currently forecast that the number of concrete trucks per day won't exceed the maximum number of trucks allowable under the current CPTMP.
- JF asked for clarity around why Mod 8 is required, what has changed or why did this not get applied for initially.
- MO explained that the original project approvals were done prior to a construction contractor being appointed and were based on standard construction hours. Now that Multiplex is on board and planning the methodology in detail, requirements such as this are becoming clear. He also commented that extension of work hours such as this are not unusual on larger projects.
- DM explained that the progression from preliminary design to detailed construction planning and methodology have highlighted the need for Mod 8. Additionally the state of the seawall and introduction of revetment has created less space and more constraints on the project.
- JF suggested a more clear explanation of "why" should be included in the submission as he didn't think it was clear. DJ agreed that there should be a clear explanation of why the mod is needed.
- GM questioned the forecast timing in the current CPTMP which estimated the concrete pours would occur between Jan 2022 and Jan 2023, and that this is wrong and has now been extended.
- DS answered that it is not an extension, that the time taken may actually be reduced, however the start date has been pushed back.
- MO clarified that the dates included in the CPTMP are indicative only as projects often vary schedules when they are up and running, that dates are only ever indicative.
- GM commented that things don't happen in isolation and that the change in schedule may affect the noise impacts as well.

General Business

- JW asked whether Bridge Rd upgrade timing also been pushed back. DM explained that the Bridge Road design and methodology is going through the approval process and that the CCC would be kept up to date with timelines.
- JF commented that he, and most likely other members of the committee, had received correspondence from City of Sydney regarding the vision for Wentworth Park community consultation. Given there is a physical link between Wentworth Park and new SFM, JF suggests there be a level of communication

between those responsible for new SFM and Wentworth Park - although he did comment that no specific action is needed at this time.

- GL acknowledged JF's suggestion and said that INSW would keep abreast of the Wentworth Park plans.
- JW gave an update following the visit to CCC by Dave Higgon. Jan has been assisting in "joining the dots" between local stakeholders and has connected with a number of local community groups including the homeless unit of CoS, UTS, Rainbow Lodge, Glebe Youth Service, local police, Glebe House and Common Ground. Jan said that everyone is keen to be involved and that she and Dave Higgon will work together to organise to meet with two of these groups in the first instance to see if they can get people involved.
- JW also gave an update regarding her request to TfNSW to close Railway and Darling Street near Bridge Road to prevent "rat running" of vehicles around that route. Since Multiplex will require closure of that area for the 11kV work, Jan asked if Multiplex would support the proposal on a trial basis, and has committed to email details of the issue.
- DS said that the subcontractor responsible for the power upgrade works asked CoS (Council) to close the road for night works to take place and have asked to extend the hours of closure to daytime. The decision is up to CoS.

Other Agenda Items

- GM asked if the monthly documentation that is uploaded to the project website could please be available online before the monthly CCC meeting.
- DS committed to working towards this, that there should not be any issue with the complaints register, however the more technical reports such as acoustic reports could be more difficult at times.
- GM raised the issue of project contractors parking illegally in local streets (with a photo example)
- JW suggested that this is an issue for the local ranger rather than police and that rather than raising issues after the fact, the best course of action was if someone sees an illegally parked vehicle they should immediately contact the CoS complaint line so that the rangers could act. If Multiplex are doing the right thing and asking their contractors not to park locally, then this is a ranger issue.

Meeting closed at 6.00pm

Next meeting: Wednesday 14 September 2022

Actions Register

No	Action Item	Owner	Status
1	MD to send through link of minutes and presentations on project website via email to CCC members	MD	Closed
2	MD to follow up with Seabin to further explore some of the environmental aspects on behalf of CCC	MD	Closed
3	MD to follow up with Seabin to discuss potential opportunities with SSC students	MD	Closed
4	MD to discuss with the site team the opportunity and timing for a guided silt curtain tour and explanation for interested CCC members	MD	Closed

5	MD and Senversa to provide follow-up information relating to water quality testing, locations and possible collaboration opportunities for SSC students	MD	Closed
6	MD to connect Dave Higgon and LC to further discuss indigenous pathway opportunities and our APIC plan for the new SFM project	MD	Closed
7	MD will make a library of photos available for committee members to utilise	MD	Closed
8	Multiplex to follow-up on PM's question regarding test pile location	MD/DM	Closed
9	DM / GL to provide an update on timeline for the installation of Traffic Lights on Bridge Road at future meeting	DM/GL	Closed
10	Present RMS Plans to CCC for future meeting	DM/GL	Closed
11	DM to respond to GM enquiries re: working hours for Bridge Road Investigation and Tree Removal Works.	DM	Closed
12	MD/MPX to inform CCC of plans for information boards around the new SFM site	MD	Closed
13	MPX to provide ongoing update on planning for Bridge Road Cycling Pathway	DM/MD	Open/ongoing
14	MPX to review the occurrence with environmental consultants pertaining to smoke from the new SFM site	DM/MD	Closed
15	MD/DM to supply GM with the anticipated noise levels for the receivers at 84 Wentworth Park Road in relation to the Giken Technology sheet piling.	DM/MD	Closed
16	MD/DM to seek detailed advice from SLR surrounding noise expectations and mitigations relevant to residents at 84 Wentworth Park Road for the temporary kiosk installation works	DM/MD	Closed
17	MD/DS to email JS the link for applying for a permit to transport wide loads on specific roads	MD/DS	Closed
18	MD to follow up on noise measurement information to explain in simple terms why noise data is captured over a 15-minute average	MD	Closed
19	MD to follow up with LL to make arrangements to participate in Sydney Secondary College information session	MD	Closed
20	MD/AR to follow up on behalf of Multiplex, clarification on the 3-hour maximum duration of	MD/AR	Closed

	equipment in the Construction Noise and Vibration Management plan		
21	MD/AR to circulate link to project website where environmental monitoring reports are published monthly	MD/AR	Closed
22	MD to circulate the response to queries raised by JS on behalf of local resident at the February CCC meeting to all CCC members	MD/AR	Closed
23	Action: PC to investigate if silt curtain performance had been submerged or impacted by recent weather conditions	MD/AR	Closed
24	GL to respond to the latest email from EE regarding EV stations at the new SFM	GL	Closed
25	MD/AR to circulate basement construction methodology presentation to members	MD/AR	Closed
26	MD/AR to advise of protocols and environmental considerations when the gates of the silt curtain are opened	MD/AR	Closed
27	DS to confirm access roads used by OOTM referred to in Other Agenda Items, above	DS	Closed
28	Multiplex to respond to GM regarding issues raised at July CCC meeting	DM, PC, DS, MD	Closed
29	SLR to advise on the query of façade noise mapping raised in relation to the CNVMP	SLR	Open