

**Summary notes from meeting between
Inner West Council (IWC) & Sydney Motorway Corporation (SMC)
Regarding pre-Environmental Impact Statement (EIS) planning for
For WestConnex Stage 3: M4-M5 Link**

**2:30-3:30pm Tuesday 15 November 2016
at Inner West Council - Leichhardt Service Centre**

In attendance:

Richard Pearson (RP)	Administrator IWC
Phil Sarin (PS)	Director Planning & Environment IWC
Ken Welsh (KW)	Transport Planner IWC
Kendall Banfield (KB)	Manager WestConnex Unit IWC
Peter Jones (PJ)	Project Director M4-M5 Link SMC
Kylie Cochrane (KC)	Stakeholder Engagement M4-M5 Link SMC

Summary notes

Purpose of meeting

The primary purpose of this meeting is for Council to be briefed by SMC and discuss issues associated with:

- recent changes to preliminary designs for the M4-M5 Link; and
- mid-tunnel construction dive-site options – in particular, whether there were suitable alternatives to the 7 Darley Road Leichhardt site currently being considered by SMC

Recent changes to M4-M5 Link preliminary designs

- PJ briefed the Council reps on the recently announced changes to early design components of the M4-M5 Link
- The key change is deletion of the proposed traffic portal with entry/exit ramps at Parramatta Road Camperdown – now there will be no traffic portal between St Peters and Rozelle
- PJ explained the change has resulted from a realisation that increased traffic activity in that location did not fit with transport plans for the Parramatta Road strategy and plans for development of the University of Sydney / Royal Prince Alfred Hospital (RPAH) as a medical/education hub
- As a result of the change, the M4-M5 Link tunnel alignment would be moved about 500m to the west
- This change of alignment would mean there is no potential for vibration impacts on RPAH
- SMC is now investigating acquisition of commercial properties in the area bounded by Parramatta Road, Pyrmont Bridge Road and Mallet Street for a construction dive-site
- There is no need to retain this site post-construction for an emergency vehicle entry/exit point, so it can revert to an alternative use when the M4-M5 Link is operational

Customer Service Centres

- PJ confirmed that all construction and operational impacts related to the Iron Cove link can be contained within the Rozelle Railyards site – therefore there will be no construction or operational impact on Easton Park, Rozelle
- tunnel capacity has been increased from three to four lanes in each direction to account for a future western harbour tunnel crossing and future traffic growth, and there is potential for the M4-M5 Link to be completed ahead of the initial schedule
- KC explained that SMC will shortly undertake a non-statutory public exhibition of a draft Review of Environmental Factors (REF) for a surface cleanup of the Rozelle Railyards, and the community has been notified by letterbox drop, e-notices etc.
- KC explained that SMC is continuing to work with Council staff and other stakeholders on the development of an active transport plan for the M4-M5 Link

Options for mid-tunnel construction dive-sites

- PJ admitted 7 Darley Road Leichhardt was not an ideal location for a construction dive-site, but would appear to be the best option from a limited range of alternatives
- PJ noted the Darley Road site appears to meet most of the key criteria SMC uses to select a construction dive-site – most importantly, the site is owned by Transport for NSW, so there would be no need for compulsory acquisition, and it is adjacent to a major arterial road (City West Link), so trucks would not need to use residential streets
- It is acknowledged that with the Darley Road site there are a number of issues that would need to be carefully managed, including potential noise/dust impacts on residents and traffic impacts
- The western end of the Rozelle Railyards would have limited use as a dive site as it is near the Rozelle portal and not in a mid-tunnel location
- The ‘no dive-site’ option is not preferred by SMC as it would result in a significantly longer construction timeline – with the potential that impacts on Haberfield residents would be extended
- PJ indicated that SMC is investigating the possibility of running spoil trucks through the tunnels from the mid-point dive to the western portal at Haberfield at some point in the construction process – this could potentially reduce surface truck traffic – although it is noted that little is known about the viability of this option at this stage
- It was noted that a meeting to discuss mid-tunnel construction dive site options with Leichhardt Against WestConnex (LAW) and other local residents was planned for 17 November 2016
- RP explained that Council, in representing its residents, did not support a dive site in the Darley Road location – in this regard, Council had recently appointed a consultant to undertake a desktop assessment of Darley Road and other construction dive site options (including the ‘no dive-site’ option).