

**Notes from a meeting between Inner West Council (IWC)  
& Sydney Motorway Corporation (SMC)**

**regarding public exhibition of  
WestConnex Stage 3 (M4-M5 Link) design plans**

**4-5pm Tuesday 7 February 2017  
at Council's Leichhardt Service Centre**

**In attendance**

Richard Pearson (RP)	Administrator, IWC
John Warburton	Deputy General Manager Community & Engagement, IWC
Kendall Banfield	Manager WestConnex Unit, IWC
Felix Liu	Engineer WestConnex Unit, IWC
Ken Welsh (KW)	Transport Planner, IWC
Jim Holt (JH)	Engineering consultant for IWC
Peter Jones (PJ)	Project Director M4-M5 Link, SMC
Kylie Cochrane (KC)	Stakeholder Engagement M4-M5 Link, SMC
Tom Kennedy	Development Director M4-M5 Link, SMC

**Notes**

PJ explained that although the project team is ready to commence the public exhibition of the M4-M5 Link design plans, this has been delayed to enable the team to brief the new Minister for WestConnex and other relevant ministers on the project. The exhibition will commence in coming weeks, and SMC will inform Council of the exhibition start date ahead of its commencement.

RP informed PJ that he has sent a letter to the new Minister for WestConnex to inform him of Council's main issues.

RP explained to PJ that Council does not support any of the mid-tunnel construction dive sites being considered by SMC in the Leichhardt area. Council's position at this stage is that there should be no dive sites in this area.

PJ acknowledged that Council's engineering consultant had investigated the western end of the Rozelle Rail Yards (RRY) site and had expressed a preference for this site due to lower impacts overall compared to the other sites being considered. PJ confirmed that SMC had ruled out the RRY site. This is due to the arrangement of 'live' light rail tracks and light rail depot works underway that can't be altered, so the necessary truck access to any dive site in this location cannot be achieved.

JH asked PJ if it was possible for SMC and light rail operators (Transport for NSW) to co-operate to determine if works could be altered to allow for a dive site at this location. PJ responded by stating that even with co-operation, truck access to a dive site at this location can't be physically achieved.

JH explained that in addition to the Darley Road and the RRY sites, he had examined the merits of the Derbyshire Road option recently proposed by SMC as a potential dive site (located on NSW Government land between the Sydney Secondary College Leichhardt Campus and the Sydney Buses Leichhardt Depot). JH considered a suitable arrangement for spoil truck movements to/from this site could be achieved if there was a co-operative arrangement with Sydney Buses for use of part of the depot site. After construction, it would be possible to leave the site in a state that is useful to the school and local community. Notwithstanding, JH was of the view that use of this site presents issues, such as traffic and other impacts on the school, on bus operations, and on residents near the site and along a nearby section of Balmain Road.

PJ acknowledged JH's commentary on this site and pointed out that the Balmain Road / City West Link Road intersection is easier and safer for trucks to negotiate than the Darley Road / City West Link Road intersection. This is a further point SMC considers in favour of the Derbyshire Road site over the Darley Road site. PJ also pointed out that the Derbyshire Road site is smaller than the Darley Road site, but would involve less in the way of compensation as there is currently an active use on the Darley Road site – i.e. liquor store.

PJ advised RP that SMC has discussed use of the Derbyshire Road site with the Department of Education, who has not raised any significant issues at this stage. A meeting is planned shortly between representatives of the Department and the school to discuss the site.

KW advised PJ that local residents have opposed a prior proposal to use the Derbyshire Street site as a local area police command. Residents are therefore likely to immediately oppose the Derbyshire Street option.

PJ stated that at this stage SMC prefers the Derbyshire Road site over Darley Road. SMC would likely publicly exhibit these two sites without expressing a preference for either. PJ stated that the RRY site and 'no dive site' options will not be presented as they have been ruled out by SMC. The reason for ruling out the 'no dive site' option is that it would extend the construction period by one year, add considerably to costs and would lengthen impacts to residents living near portals at Haberfield and Rozelle.

KC pointed out that exhibition of the Derbyshire and Darley Road options would be for discussion by the community - not for a 'vote'.

RP pointed out to PJ that community members opposing the Derbyshire Road site will highlight impacts on the school as a sensitive land-use in arguments against this option.

RP expressed disappointment about the RRY site option being ruled out, as it had appeared from JH's analysis that this would be the 'least worst' option. PJ reiterated that it was not physically possible for SMC to use the RRY site.

RP re-stated Council's position of not supporting any of the mid-tunnel construction dive sites in the Leichhardt area, based on the likely unacceptability of impacts from the sites under consideration by SMC.