



INNER WEST COUNCIL

Discussion Notes – Meeting on 17.11.16 at Leichhardt Service Centre

**Sydney Motorway Corporation (SMC), Inner West Council (IWC)
& Leichhardt Against WestConnex (LAW)**

7 Darley Road, Leichhardt – Potential M4-M5 Link Mid-Point Tunnel Construction Site

Meeting commenced 4.00pm

In attendance:

Richard Pearson	IWC Administrator
Phil Sarin	IWC
Ken Welsh	IWC
Kendall Banfield	IWC
Jim Holt	Consultant for IWC

Peter Jones	SMC
Kylie Cochrane	SMC
Lisa Chikarovski	Roads & Maritime Services (RMS)

Denise Tierney	Leichhardt Against WestConnex
Jennifer Aaron	Leichhardt Against WestConnex
Catherine Gemmell	Leichhardt Against WestConnex
Christina Valentine	Leichhardt Against WestConnex

Purpose of meeting:

The meeting was arranged by Inner West Council to enable members of LAW to hear about SMC's proposal for a mid-tunnel construction site at Darley Road and to raise their concerns with it.

Matters discussed:

Rationale for 7 Darley Road Site:

SMC:

- minimise construction time (save 12 months) and local disruption across the broader project network
- proximity to major arterial roads (spoil haulage, access)
- best option among other sites investigated, noting that space is constrained across the Inner West and use of parks is not desirable
- land already in public ownership (State Government), avoiding the need to acquire houses and/or businesses
- if there is no mid-point construction dive site, the existing Haberfield dive site would need to be used for a further 12 months
- at some point, it may be possible to run spoil trucks through the tunnel from Darley Road, reducing surface truck traffic impacts in that location

Displacement of current 7 Darley Road tenant (Dan Murphys)

RMS:

- Negotiations confidential
- Details of discussions not finalised and will not be disclosed to group

Customer Service Centres

Ashfield | P (02) 9716 1800 | E info@ashfield.nsw.gov.au | 260 Liverpool Road Ashfield NSW 2131

Leichhardt | P (02) 9367 9222 | E leichhardt@lmc.nsw.gov.au | 7-15 Wetherill Street Leichhardt NSW 2040

Petersham | P (02) 9335 2222 | E council@marrickville.nsw.gov.au | 2-14 Fisher Street Petersham NSW 2049

LAW:

- Concerned that the potential compensation will be in the tens of millions (taxpayers money)
- Operator working to open premises to increase compensation payout
- DA approval for Dan Murphys restricted size of trucks that can service the site because of road capacity and access issues (how, therefore is a tunnel construction site feasible)

Further details of 7 Darley Road site

SMC:

- Traffic data still being modelled (numbers not yet finalised)
- City West Link/Darley Road junction would have to be modified
- Site will not be a 24/7 operation facility (in terms of surface work) – will be normal construction hours: Mon – Fri 7am to 6pm, Sat 8am to 1pm. Tunnelling would continue 24/7
- Truck movements in/out of the site would be phased (trucks held at another site and then brought to and from the work site)
- Tunnelling activity in this location is likely to require use of 3 road headers
- Noise/acoustic wall would be required around the site's perimeter (parts of the existing building could be used – yet to be determined). Site would also require provision of an acoustic shed (like at other construction sites)

LAW:

- Doesn't believe project will work from a traffic perspective
- Will create adverse impacts (further rat running, particularly along Norton Street)
- Location is a 'funnel point' – no one will be able to get out of the area
- Disruptive to too many local residents and commuters from a broader area
- Fatalities and major injuries have occurred in the locality because the roads are inadequate and not constructed to an appropriate standard (tabled former Leichhardt Council report on pedestrian and traffic safety issues in the locality)
- Catchment contains many schools (concern for children's safety)

RMS:

- Offered to have Centre for Road Safety look at local traffic safety issues in the area

Worker Parking

SMC:

- Site will have limited onsite parking
- Doesn't expect huge staff parking demand, and the site has advantage of being adjacent to light rail service – staff could park near an alternative light rail station and travel to Leichhardt North light rail stop
- No parks will be used for staff car parking
- Council could look at a resident parking scheme for the area
- SMC can manage parking, but can't guarantee all contractors/employees will do the right thing (will ensure contractor vehicles are identified as WestConnex related to assist in monitoring activities)

LAW:

- Residents don't necessarily want a local parking scheme as that would restrict their own ability to access local streets

Consultation/Engagement

LAW:

- Lack of trust that SMC will act in the best interests of residents, as there are negative reports on treatment of Haberfield residents in relation to M4 East construction

- Lack of consultation on the Darley Road site to date - want a community workshop, smaller targeted consultation in next phase of work before a final design is released. Discussion should go to options, different scenarios, etc.
- SMC needs to contact local schools/Dept Education regarding the proposal because of its significant implications

SMC:

- Open to the workshop suggestion and would be prepared to make engineers available

Site Suitability

LAW:

- RMS needs to explain its view on the Darley Road site – does it have a concern? Is it aware of existing traffic and safety issues and will more trucks make it worse for safety?
- Is the RMS aware how badly the locality is congested now and what this proposal will do to an already poorly functioning road junction?
- Darley Road is of regional importance as it links Old Canterbury Road with City West Link

RMS:

- RMS will review concerns that have been raised at the meeting (would like residents to provide further information, details of incidents, issues for analysis)
- Is prepared to look at these issues now – acknowledged that it was preferable to look into this prior to finalisation of the EIS to establish if the site was appropriate/viable

(Richard Pearson left the meeting at 5.20pm due to another prior engagement)

Future Site Use

SMC:

- Under legislative requirements the Darley Road site would go back to TfNSW/Railcorp after construction ceased
- Cannot guarantee no infrastructure would remain
- Site will not have any ventilation facility or emergency access provision to the tunnel (i.e. vehicle access to the tunnel from Darley Street)
- Site may contain a sub-station (mostly below ground), however, this is not finalised at this time
- Dan Murphys could come back? – not a decision for the SMC
- SMC understands LAW's key issues are trucks, traffic, noise, dust, contractor parking and end use

LAW:

- Site will be a disaster
- Would be prepared to live with construction activity for a metro station
- May have negative impact on numerous Canal Road businesses by making access more difficult
- Raised compliance issues – current instruments of approval for Stages 1 & 2 too broad and rubbery, hence enforcement has been difficult

Future Meeting

All attendees agreed that a future meeting in 2-3 week's time would be useful to continue dialogue on the matter. SMC agreed to provide Council's consultant, Jim Holt, with information that could assist him in his evaluation of alternative sites. SMC was open to considering an alternative location for the dive site, however, is of the view that there a few, if any, better options in the locality.

Meeting concluded at 5.50pm.