

Final Submission from Inner West Council on M4-M5 Link MOD 7 – Received 1.06.22

- Although Council opposes WestConnex, it continues to work with TfNSW, contractors and other stakeholders to minimise impacts and gain benefits for the community. Accordingly, Council seeks to minimise negative impacts and maximise benefits for the community from this modification
- The current proposal has been presented as an *interim* proposal, with a permanent solution to follow. This should be made explicit in the current modification report
- It is appropriate that this proposal is interim as it will allow for an appropriate/flexible response to future planning considerations that are now not known, e.g. nature of future development, ownership and access to service the business zoned site(s) on Parramatta Road
- There is a need to clarify the process for involvement/approvals from the local traffic committee
- In August 2021 Council pointed to the need for a comprehensive traffic study to determine the full range of traffic impacts – in particular, potential through-traffic impacts on Wolseley and Northcote Streets. Whilst such a study has been included in the current modification, it concludes the Northcote Street closure will not create negative traffic *capacity* impacts, but no conclusion on the *amenity* impacts on Wolseley Street is included. The feedback summary in the modification report confirms Council's understanding that the closure is supported by Northcote Street residents but opposed by Wolseley Street residents. The traffic study should specifically address Wolseley Street residents' *amenity* concerns about the closure
- Consideration of walk, cycle and vehicular traffic generation and access requirements of the proposed new development(s) will be needed – in particular, motor vehicle access to the development site bounded by Wattle Street, Parramatta Road and Northcote Street, which could be problematic if Northcote Street is re-opened
- The need for direct cycling access through the currently proposed interim closure, where cyclists are not be required to dismount
- The need to identify future possibilities for creating new and improved active transport links and public domain enhancements at this location and in the general vicinity
- The need to resolve flooding, drainage and any contamination issues associated with the current interim proposal and future permanent proposals – it is noted in minutes of the abovementioned meetings that Council staff will continue to be consulted on issues such as these
- Relevant to the above point, Council staff have to date viewed concept plans but not detailed designs. It is expected the abovementioned issues will be resolved when these designs are made available
- The elected Council has not considered either the August 2021 or current proposals. It is expected that when a future permanent proposal is developed this would considered at a Council meeting