



WestConnex M4-M5 Link

Rozelle Interchange - Modification: The Crescent overpass and active transport links

Response to submissions on the Design amendment report

June 2020

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Glossary and terms of abbreviations

Term	Meaning
A	
AECOM	AECOM Australia Pty Ltd
AM peak hour	Unless otherwise stated, this refers to vehicle trips arriving at their destination during the average one hour peak in the AM peak period between 7.00 am and 9.00 am on a normal working weekday
At-grade	At ground level, not on an embankment or in a cutting
B	
Bicentennial Park	Park adjacent to Chapman Road and Rozelle Bay as outlined in the Conditions of Approval
C	
CAD	Computer-aided design
CBD	Central Business District
CNVMP	Construction Noise and Vibration Management Sub-Plan required by Condition C4.
Construction	Includes all physical work required to construct the project
COVID-19	Corona Virus Disease of 2019
CoA	Conditions of Approval
D	
DD Act (DDA)	<i>Disability Discrimination Act 1992 (Commonwealth)</i>
DPIE	NSW Department of Planning, Industry and Environment, formerly DPE
E	
EIS	Environmental Impact Statement
EMM	Environmental Management Measures
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning & Assessment Act 1979 (NSW)</i>
F	
G	
H	
I	
Impact	Influence or effect exerted by a project or other activity on the natural, built and community environment
Interchange	A grade separation of two or more roads with one or more interconnecting carriageways
Iron Cove Link	Tunnel connection providing an underground bypass of Victoria Road between Anzac Bridge and Iron Cove Bridge
ISCA	Infrastructure Sustainability Council of Australia

Term	Meaning
J	
JHCPB	John Holland CPB Contractors
K	
L	
LGA	Local Government Area
LoS	Level of Service. A qualitative measure describing operational conditions within a traffic stream or intersection and the perception by motorists and/or passengers
M	
m	Metres
m ²	Square metres
m ³	Cubic metres
MP	Member of Parliament
N	
NSW	New South Wales
O	
P	
Pedestrian and cycling green link (green link)	The active transport link bridging over City West Link and connecting the Rozelle Rail Yards open space area to the north and the Rozelle Bay light rail stop to the south
PM peak hour	Unless otherwise stated, this refers to trips travelling on the network during the average one hour peak period between 3pm to 6pm on a weekday
Project (M4-M5 Link project)	The approved project that is subject to this proposed modification. A component of the WestConnex program of works. Includes a new multi-lane road link between the M4 East Motorway at Haberfield and the New M5 Motorway at St Peters. The project would also include an interchange at Lilyfield and Rozelle (the Rozelle Interchange) and a tunnel connection between Anzac Bridge and Victoria Road, east of Iron Cove Bridge (Iron Cove Link). In addition, construction of tunnels, ramps and associated infrastructure to provide connections to the proposed future Western Harbour Tunnel and Beaches Link project would be carried out at the Rozelle Interchange
Proponent	The person or organisation that proposes to carry out the project or activity. For the purpose of the project, the proponent is Transport for NSW
Q	
R	
Roads and Maritime (RMS)	Former NSW Roads and Maritime Services, now Transport for NSW
Rozelle Interchange	M4-M5 Link Stage 2 (the Rozelle interchange and Iron Cove Link) is also commonly referred to as Stage 3B of the WestConnex program of works. It will comprise a new underground motorway interchange connecting from the M4-M5 Link mainline tunnels to City West Link and the Anzac Bridge with links to the future Western Harbour Tunnel project. It also connects with the proposed Iron Cove Link which is an underground bypass of Victoria Road between

WestConnex M4-M5 Link

Term	Meaning
	Anzac Bridge and Iron Cove Bridge.
Rozelle Rail Yards	Former rail yards now proposed to be developed as open space as part of the M4-M5 Link project. The site is generally bounded by City West Link and The Crescent (east) to the south, Victoria Road to the east, Lilyfield Road to the north and the light rail stabling and maintenance facility to the west.
S	
s	Second
SEARs	Secretary's Environmental Assessment Requirements Requirements and specifications for an environmental assessment prepared by the Secretary of the NSW Department of the Planning and Environment under section 115Y of the <i>Environmental Planning and Assessment Act 1979</i> (NSW)
SPIR	Submissions and Preferred Infrastructure Report
SSI	State Significant Infrastructure
Shared user path bridge	A proposed horseshoe shaped shared user path bridge located to the east of the City West Link/The Crescent intersection and connecting between the proposed Rozelle Rail Yards open space area to the north and the east side of The Crescent adjacent to Rozelle Bay to the south
Shared user path ramp	A shared use path ramp connecting the Rozelle Bay light rail stop with the west side of The Crescent to the north of The Crescent/Johnston Street/Chapman Road intersection
T	
The Crescent overpass	A proposed elevated vehicular overpass at The Crescent that would allow eastbound traffic from Annandale to bypass the signalised intersection at The Crescent/City West Link and continue east on The Crescent toward Victoria Road and Anzac Bridge
U	
UDLP	Urban Design and Landscape Plan required by Conditions E133 and E134
V	
Visual amenity	Pleasantness or attractiveness of a place or area
VHT	Vehicle hours travelled
VKT	Vehicle kilometres travelled
W	
Western Harbour Tunnel and Beaches Link	The Western Harbour Tunnel and Beaches Link program of works consists of: <ul style="list-style-type: none"> Western Harbour Tunnel which stretches from the Warringah Freeway at Cammeray, across Sydney Harbour, to the WestConnex Rozelle Interchange Beaches Link, which provides an alternative to the Spit Bridge for the Northern Beaches, connecting from Seaforth and Balgowlah under Middle Harbour and through to the Warringah Freeway and Gore Hill Freeway
Western Harbour Tunnel project	Western Harbour Tunnel and Warringah Freeway Upgrade project which stretches from the Warringah Freeway at Cammeray, across Sydney Harbour, to the WestConnex Rozelle Interchange
WestConnex program of works	A program of works that includes the M4 Widening, King Georges Road Interchange Upgrade, M4 East, New M5 and M4-M5 Link projects

WestConnex M4-M5 Link

Rozelle Interchange – Modification: The Crescent overpass and active transport links
Response to submissions on Design amendment report

Term	Meaning
X	
Y	
Z	
Others	

1. Introduction and background

1.1 Background

1.1.1 M4-M5 Link project

The M4-M5 Link project (the approved project) is part of the WestConnex program of works. Approval for the construction and operation of the approved project was granted on 17 April 2018 by the NSW Minister for Planning and Public Spaces (application number SSI 7485) ('Project Approval').

The approval provides for the construction and operation of the approved project in two stages:

- Stage 1- construction of the Mainline Tunnels between the M4 East Motorway at Haberfield and the New M5 Motorway at St Peters. These works commenced in 2018 with the Mainline Tunnels scheduled to open to traffic in 2022
- Stage 2- construction of the Rozelle Interchange and Iron Cove Link. Stage 2 commenced in 2019 and is scheduled to open to traffic in 2023.

The Environmental Impact Statement (EIS) and the Submissions and Preferred Infrastructure Report (SPIR) described and assessed important road network and active transport links at Lilyfield and Rozelle.

1.1.2 Proposed modification

The proposed modification

Since planning approval was granted, John Holland CPB Contractors (the contractor) was appointed to construct Stage 2 of the approved project on behalf of Transport for NSW. The contractor reviewed the concept design for the approved project and together in discussions with Transport for NSW identified a number of potential design and constructability improvements.

In response to the design and constructability improvements, a Modification report was prepared to provide the environmental assessment for a modification to the approved project at the Rozelle Interchange in accordance with section 5.25 of the *Environmental Planning & Assessment Act 1979* (NSW) (EP&A Act).

The key components of the modification included a grade separated vehicular overpass east-bound flyover separating the at-grade intersection at The Crescent and City West Link and relocation of the Rozelle Rail Yard pedestrian and cycling green link.

The proposed modification was placed on public exhibition for a period of five weeks, commencing on 21 August and ending on 25 September 2019. During the public exhibition period a total of 1,278 submissions were received by the Department of Planning, Industry and Environment (DPIE). A Response to submissions report and a Design amendment report were prepared in response to those submissions in April 2020.

The revised design

In response to some of the issues raised in submissions, Transport for NSW proposed a number of design changes (the revised design) to achieve improved connectivity, visual amenity and urban design outcomes.

These design changes included:

- Lowering the height of the proposed overpass by around two metres at its apex so it is a similar height to the green link. This will improve visual amenity and urban design outcomes, resulting in an improved space and outlook toward Rozelle Bay, Anzac Bridge and the city skyline
- Improving the design of the southern section of the green link to improve its amenity and interface with the Rozelle Bay light rail stop
- Increasing the width of the proposed pedestrian ramp from the Rozelle Bay light rail stop to the west side of The Crescent to 4.5 metres to allow for shared use by pedestrian and cyclists
- Retaining, widening and upgrading the existing at-grade signalised pedestrian crossing of The Crescent at its intersection with Johnston Street, including the introduction of paving treatments and bicycle lanterns. As a result of this change, the other multiple crossings of The Crescent and Chapman Road detailed in the Modification report are no longer proposed
- Retaining the right-hand turn movement from Johnston Street to The Crescent (southbound)
- Removing the proposed horseshoe shaped shared user path bridge (shared user path bridge) between the proposed Rozelle Rail Yards open space and the eastern side of The Crescent.

The revised design is presented in **Figure 1-1** and **Figure 1-2**. A Design amendment report was prepared to provide a full description and associated environmental impact assessment of the revised design in April 2020. The Design amendment report was placed on public exhibition for a period of 14 days from 29 April to 13 May 2020 with total of 247 submissions received during this exhibition period.

1.1.3 Consultation process

Following the public exhibition period for the proposed modification in August to September 2019 Transport for NSW considered the issues raised in the submissions and reviewed a number of elements of the proposed design. The design review process involved meetings with DPIE, the forming of a special design review panel consisting of the NSW Government Architect's Office, and consultation with local community groups and other stakeholders. The special design review panel established by the NSW Government Architect's Office was formed as an advisory panel and provided design recommendations during the design review process.

During this process Transport for NSW also undertook further consultation with the following stakeholders:

- Anthony Albanese (Federal Member of Parliament (MP) for Grayndler)
- Annandale Foreshore Community Group
- Annandale North Public-School P&C
- Bicycles NSW
- Glebe Island and White Bay Community Liaison Group Meeting
- Inner West Bicycle User Group,
- Inner West Council
- Jamie Parker (State MP for Balmain)
- Port Authority of NSW
- Rozelle Interchange – Special Community Reference Group Meeting
- WestProtects.

Further detail about the design review process and the issues raised and the responses provided during this consultation are provided in Sections 1.4 and 1.5 of the Design amendment report.

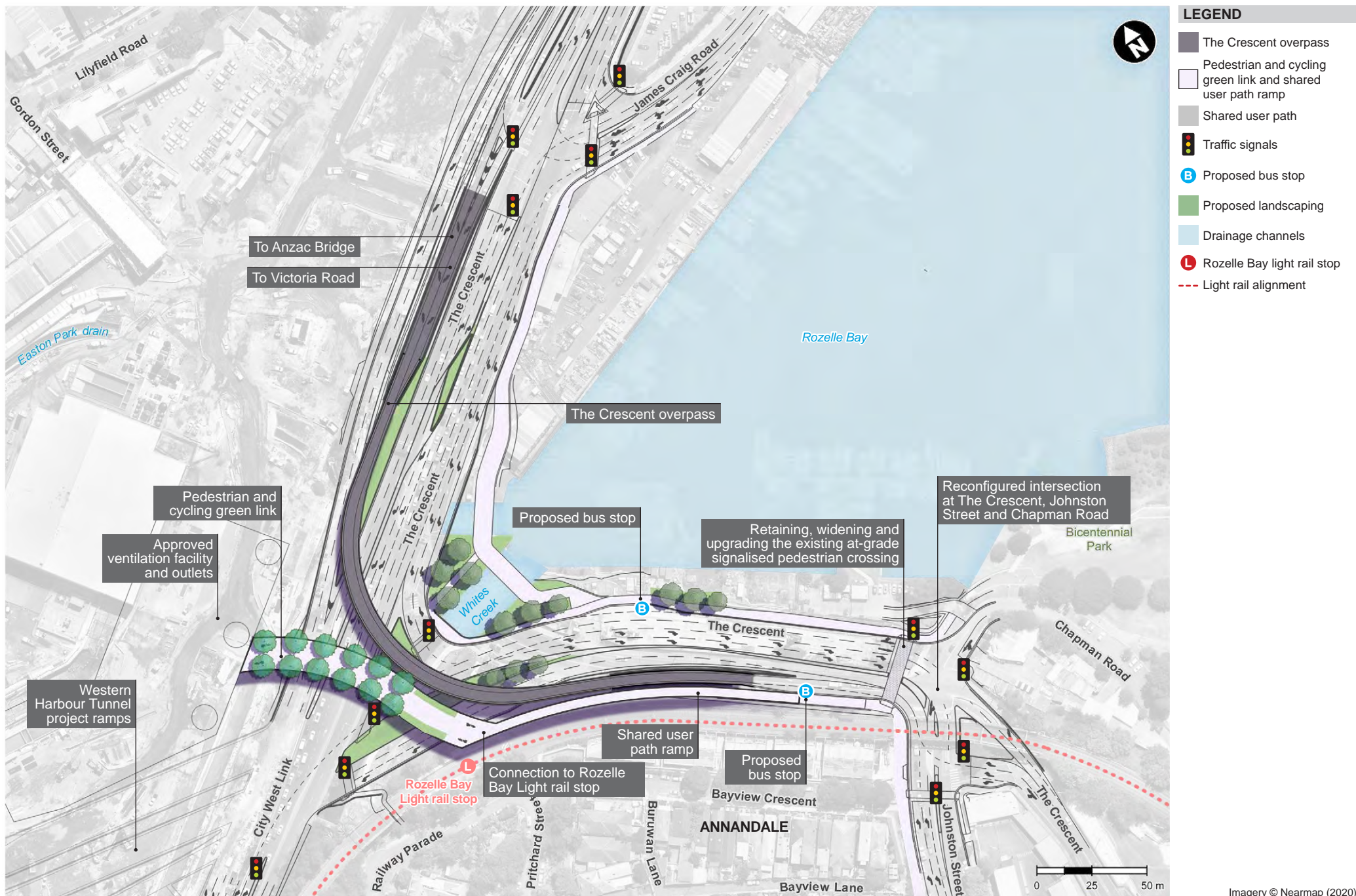


Figure 1-1 Revised design

Indicative view – design elements are subject to the Urban Design and Landscape Plan.



Figure 1-2: Indicative aerial view of the City West Link intersection (10 years following the approved project opening)

1.2 Purpose of this report

This report presents a summary of issues raised in submissions by the community, organisations and agencies associated with the revised design presented within the Design amendment report (April 2020) and provides a response to the issues raised.

Issues previously addressed in the Response to submissions report (April 2020) are not discussed again in this report in any detail. A summary of these issues is provided in **Table 2-4** together with a reference to the corresponding section in the Response to submissions report (April 2020) where a response was provided.

2. Response to submissions

2.1 Overview of submissions received

A total of 247 submissions were received from 247 submitters and registered by the DPIE. This included three submissions from government agencies, four submissions from interest groups and 240 submissions from the community. The submissions were divided into the following:

- Eight in support
- 214 objections
- 25 general comments that were supportive of some or all of the changes in the revised design but had suggestions about further design changes.

This report responds to these matters in the following order:

- Response to agency submissions on the revised design – **Section 2.2**
- Response to community and organisation submissions on the revised design – **Section 2.3**
- Response to community and organisation submissions on the proposed modification – **Section 2.4** (these issues have already been responded to in the Response to submissions report (April 2020)).

Analysis of the community and organisation submissions revealed that the following issues were raised on the revised design:

- Desire for the shared user path bridge to be reinstated
- Request to increase the width of the shared user path ramp and green link to allow for pedestrians and cyclist to be separated
- Request for the provision of adequate waiting space and regular light sequencing for pedestrians and cyclist waiting to use the at-grade signalised crossing of The Crescent at the corner of Johnston Street to avoid delays, queuing and bottlenecks
- Concerns that the design of pedestrian and cycling paths is not responsive to changed usage patterns resulting from the COVID-19 pandemic. Submitters suggested that the revised design should include wider paths and separated pedestrian and cycling paths that promote social distancing
- Submitters expressed concern that community involvement in the design and review process was inadequate. In particular, submitters raised concerns about not being notified about the design changes, and only being provided with two weeks to make comments on those changes
- Concern that the information available in the Design amendment report was not adequate to be able to appropriately review and comment on the design
- The revised design lacks creativity with respect to visual treatments, urban design and sustainability considerations
- The revised design requires improved landscaping treatments and the inclusion of public art, especially along the green link
- Amenity issues associated with using the green link because of poor urban design and proximity to the overpass
- The elevated view for pedestrians and cyclists from the green link toward the city and Rozelle Bay would be compromised by the overpass
- The visualisations of the design that were provided in the Design amendment report were inadequate. The visualisations should have been provided from other representative viewpoints
- Changes to active transport links will discourage businesses from relocating to this area.

2.2 Response to agency submissions

This section provides responses to matters raised in the following Agency submissions received on the Design amendment report:

- Inner West Council
- City of Sydney Council
- Sydney Local Health District.

2.2.1 Inner West Council

Justification for the modification

Issue description

Council remains concerned about road widening to serve a possible motorway project which is not yet approved (Western Harbour Tunnel) as well as the proposal for bulky elevated structures given the benefits of this project were premised on underground infrastructure with improved amenity for surface roads.

Response

The proposed modification is required in order to:

- Improve intersection performance on this congested section of the road network, including at the City West Link/The Crescent and The Crescent/Johnston Street/Chapman Road intersections
- Improve capacity at the City West Link/The Crescent and The Crescent/Johnston Street/Chapman Road intersections so that they can maintain performance with traffic generation from future development proposed in the vicinity of the approved project, including the proposed Western Harbour Tunnel and Warringah Freeway Upgrade project (Western Harbour Tunnel project), if that development proceeds.

The introduction of the overpass would result in a free flow of traffic from Annandale, via Johnston Street and The Crescent towards Victoria Road and the Anzac Bridge. This and other benefits from the modification would be achieved even if the Western Harbour Tunnel project does not proceed in the future.

While the Western Harbour Tunnel project is not yet approved, it has been identified as a priority transport infrastructure project in a number of NSW Government strategy documents including *Future Transport Strategy 2056*. The EIS for this project completed public exhibition in early 2020.

As outlined in Section 4.3.1 of the Modification report, three main options were considered to improve the performance of The Crescent and City West Link intersection during operation of the approved project. These options include:

- EIS arrangement (option 1) – an at-grade signalised intersection containing three right turn lanes from The Crescent (northbound) to The Crescent (eastbound).
- The underpass (option 2) – a tunnel underpass connecting The Crescent (northbound) to The Crescent (eastbound)
- The overpass (option 3) – an overpass connecting The Crescent (northbound) to The Crescent (eastbound).

The overpass option (option 3) was considered the preferred option when considering a variety of engineering and environmental constraints including constructability and cost, intersection performance, active transport connectivity, visual impact and urban design outcomes.

The approved M4-M5 Link project had a number of elevated design features in the vicinity of The Crescent/City West Link intersection, such as the green link, tunnel portal, ventilation building and outlets. It is considered that the proposed overpass and realigned green link are reasonably consistent with the existing and emerging built form character in the vicinity of this major intersection.

The proposed overpass forms an upgrade to the arterial road network within Annandale and Rozelle. It does not form part of the motorway interchange associated with the Rozelle Interchange, which remains mostly underground as previously stated and approved.

For further information see Sections B.2.1, C.2.1 and C.2.3 of the Response to submissions report (April 2020).

Traffic congestion

Issue description

Inner West Council has a long-standing position of opposing inner-city motorways and we are opposed to the proposed modification to increase road capacity in Annandale and create a vehicle overpass facilitating more cars into already-congested areas.

Response

Transport for NSW notes Inner West Councils opposition to inner-city motorways and the proposed modification.

The revised design would result in the majority of surrounding intersections performing at a similar or improved level of service (LoS) when compared to the EIS. Improvements in LoS were identified for the intersection of City West Link/M4-M5 link ramps, City West Link/The Crescent, The Crescent/James Craig Road, Victoria Road/The Crescent, The Crescent/Johnston Street/Chapman Road.

Improvements at these intersections are a result of the introduction of the overpass resulting in an improved flow of traffic from Annandale, via Johnston Street and The Crescent towards Victoria Road and the Anzac Bridge.

Traffic increases are forecast on some parts of the network. These include 2,500 additional vehicles per day on Johnston Street (less than 10 per cent change), 1,500 additional vehicles per day on Anzac Bridge (less than one per cent change) and around 400 additional vehicles per day on The Crescent (south) (less than four per cent change). These increases are not considered significant and are expected to have minimal impact on traffic performance and safety on these roads given high existing traffic volumes and the intended function of these roads in the road network

Induced demand as a result of the approved project is predicted to equate to about 0.3 per cent additional daily trips in the Sydney metropolitan area in 2033. This percentage would vary by geographic location and assessment area and is not anticipated to be affected by the proposed modification. The forecast percentage changes indicate that the Inner West Council and City of Sydney Local Government Area (LGA) would experience reductions in both daily vehicle kilometres travelled (VKT), and daily vehicle hours travelled (VHT) as a result of the approved project.

For further information see Sections B.2.1, C.2.1 and C.6.5 of the Response to submissions report (April 2020).

Adherence to strategic plans and policy

Issue description

Motorway projects and integration projects which subsequently follow are resulting in widened roads and intersections, severed walking and cycling access and increased noise and pollution. These projects defy directions outlined in strategic planning documents recently adopted by the NSW Government and Inner West Council questions why significant time and resources were devoted to developing these documents only for them to be ignored.

This modification and subsequent motorway integration projects are not consistent with strategic goals outlined in the Greater Sydney Region Plan 2018 and the Pulse of Greater Sydney which outlines how the goals in the Region Plan would be measured. The Greater Sydney Region Plan 2018 outlines a plan for walking and cycling to become increasingly important in daily travel arrangements and Future Transport Strategy 2056 says “to encourage more people out of their cars we need to make public transport, walking and cycling more attractive options”. Communities throughout the Inner West are again dealing with proposals for road widenings and intersection expansions which defy these strategic intentions by supporting travel by car and reducing local access by walking, cycling and public transport.

Response

The NSW government is investing in a combination of motorway and public transport infrastructure projects as part of an integrated strategy to address the travel demands of a forecast growing population in Sydney over the next few decades. The approved project is included as one of a number of committed new infrastructure projects in Greater Sydney over the next 10 years listed in *The Future Transport Strategy 2056*.

The first objective for *The Greater Sydney Region Plan* is for infrastructure to support the three cities. The plan identifies WestConnex and the approved project as committed projects that provide important, improved and efficient connections between Parramatta and the city. The revised design supports this by providing improved traffic outcomes for the approved project along City West Link, The Crescent and Johnston Street.

The transport and urban design assessments in Sections 3.1 and 3.2 of the Design amendment report provides an analysis of the revised design in relation to active transport connectivity and urban design principles as detailed in the Urban Design Report for the M4-M5 Link EIS (August 2017) and Better Placed: Aligning Movement and Place (Government Architect NSW).

The approved project and proposed modification will result in improved active transport connections between communities in Rozelle and Annandale to public transport including the Rozelle Bay light rail stop, bus stops on The Crescent and proposed ferry wharf near Chapman Road, and to open space within the Rozelle Rail Yards and along the Rozelle Bay foreshore. It would also provide efficient and accessible connections to the broader network of active transport links which already exist or are being developed as part of the approved project.

These links provide north/south and east/west connectivity over City West Link, through future open space at the former Rozelle Rail Yards and under Victoria Road to Anzac Bridge and the White Bay precinct. The approved project would provide up to an additional 10 hectares of public open space within the Rozelle Rail Yards to serve existing residents in the suburbs of Rozelle, Lilyfield and Annandale and future residents within the Bays Precinct.

The revised design has resulted in a design solution which appropriately balances active transport connectivity, safety and amenity with urban design outcomes and the objective of better accommodating traffic flows at this busy section of the arterial road network.

For further information see Sections B.2.1 and C.2.2 of the Response to submissions report (April 2020).

Utilisation of existing road network

Issue description

Similarly, the response to Council's comments in Table B-4 of the Response to Submissions report fails to recognise an objective identified in the RMS Corporate Plan 2018-2021 which specifies increased utilisation of the existing road network. This modification proposes additional road capacity in an area where people walk and cycle significantly more than the Metropolitan Sydney average and yet our communities are constantly faced with road expansion projects that are inconsistent with the strategic aims of the NSW Government.

Response

The approved project would improve the efficiency of existing infrastructure allowing for congestion to be relieved at key intersections on the existing road network. This includes improving on intersection performance on the congested section of the road network around the revised design at the City West Link/The Crescent and Victoria Road/The Crescent intersections.

The revised design seeks to efficiently manage forecast traffic flows from the approved project and future projects such as the Western Harbour Tunnel project, should it be approved. The works associated with the revised design are at a strategic location within the road network where traffic from multiple arterial roads such as City West Link, The Crescent, Victoria Road, Anzac Bridge and the approved M4-M5 Link tunnels converge. Maintaining adequate road network capacity at this strategic location is important in ensuring that future traffic flows on the network can be managed efficiently and safely.

The improvements proposed to City West Link, The Crescent and Johnston Street as part of the proposed modification are located within existing or approved road corridors and no further road widening is required.

The revised design proposes improved active transport routes compared to the design presented in the Modification report that in most cases are similar in travel distance and time to the EIS. In addition, the approved project will provide multiple active transport links which significantly improve the broader connectivity around the area.

For further information see Sections B.2.1, B.2.2, B.2.6, C.2.2, C.4.3, C.6.3 and C.6.7 of the Response to submissions report (April 2020).

Improving local connectivity

Issue description

A path providing seamless walking and cycling access between the future park and the existing foreshore parks needs to be provided, consistent with the EIS.

The EIS showed a green link connecting the future park with the foreshore parks and the light rail stop with a pedestrian ramp from the light rail stop to the western side of The Crescent and the existing crossing of The Crescent at Chapman Road. The EIS states it was designed to maintain and enhance walking and cycling accessibility and connectivity with new and upgraded east–west connections and north–south connections and this needs to be maintained.

The revised design will potentially result in large groups of people including school groups, families, scooters and bicycles waiting on the corner of Johnston Street and The Crescent. Meanwhile access from Railway Parade to the foreshore at street level will require three road crossings beneath the elevated structures among freeway like roads.

A well-designed pedestrian bridge with input from the urban design review panel could provide a park-to-park connection with a continuous grade-separated path between the future parklands at Rozelle Rail

Yards and the existing parks on the foreshore including the new skate park and playground. It would provide connectivity of and access to diverse open spaces as identified by the Eastern District Plan.

Response

The overpass, proposed as part of the modification, has resulted in the need to change the alignment of the green link from that presented in the EIS and therefore the proposed arrangement of active transport connections.

The green link would span from the roof of the Rozelle ventilation facility, over multiple traffic lanes on City West Link and The Crescent before landing at the platform of the Rozelle Bay light rail stop. From there the widened shared user path ramp and the upgraded at grade signalised crossing of The Crescent would complete the connection to the Rozelle Bay foreshore. The revised design would maintain the same connectivity provided in the EIS, albeit in a slightly different arrangement.

The revised design proposes improved active transport routes compared to the design presented in the Modification report that in most cases are similar in travel distance and time to the connections provided in the EIS. The revised design at the intersection of The Crescent/Johnston Street/Chapman Road:

- provides for a direct and safer crossing of The Crescent
- retains and improves the existing connection to the foreshore and Bicentennial Park for pedestrians and cyclists travelling from the south or west
- removes the need to traverse multiple sets of traffic lights at this intersection.

An assessment of the pedestrian and cycling connectivity associated with the revised design is provided in Section 3.1 of the Design amendment report.

Pedestrian and cycling movements at the existing signalised crossing of The Crescent at its intersection with Johnston Street were surveyed in September 2019. The results indicated that pedestrian movements at this crossing are on average:

- Around 700 to 1,000 two-way movements in a 24 hour period
- Around 100 two-way movements in the AM peak and PM peak hours.

The revised design proposes a widening of the pedestrian space adjacent to the north west corner of the intersection of The Crescent and Johnston Street (refer **Figure 2-1**). On the west side of The Crescent the pedestrian space between the mural and the road pavement will be widened from around 3.5 metres to five metres in the area adjacent to the crossing. On the north side of Johnston Street under the light rail bridge the pedestrian path between the bridge abutment and the road pavement will be widened from around 3.5 to 4.2 metres in the area adjacent to the crossing. As a result, there will be an increase in space available for pedestrians and cyclists at this corner of the intersection.

The pedestrian crossing phase will be one of three phases in the operation of the intersection. The final signal-cycle timing will be determined during the detailed design process, however indicative modelling based on current design indicates average pedestrian wait times at this crossing would be approximately 70 seconds. Approximately 20 seconds of green time has been provided for this pedestrian movement.

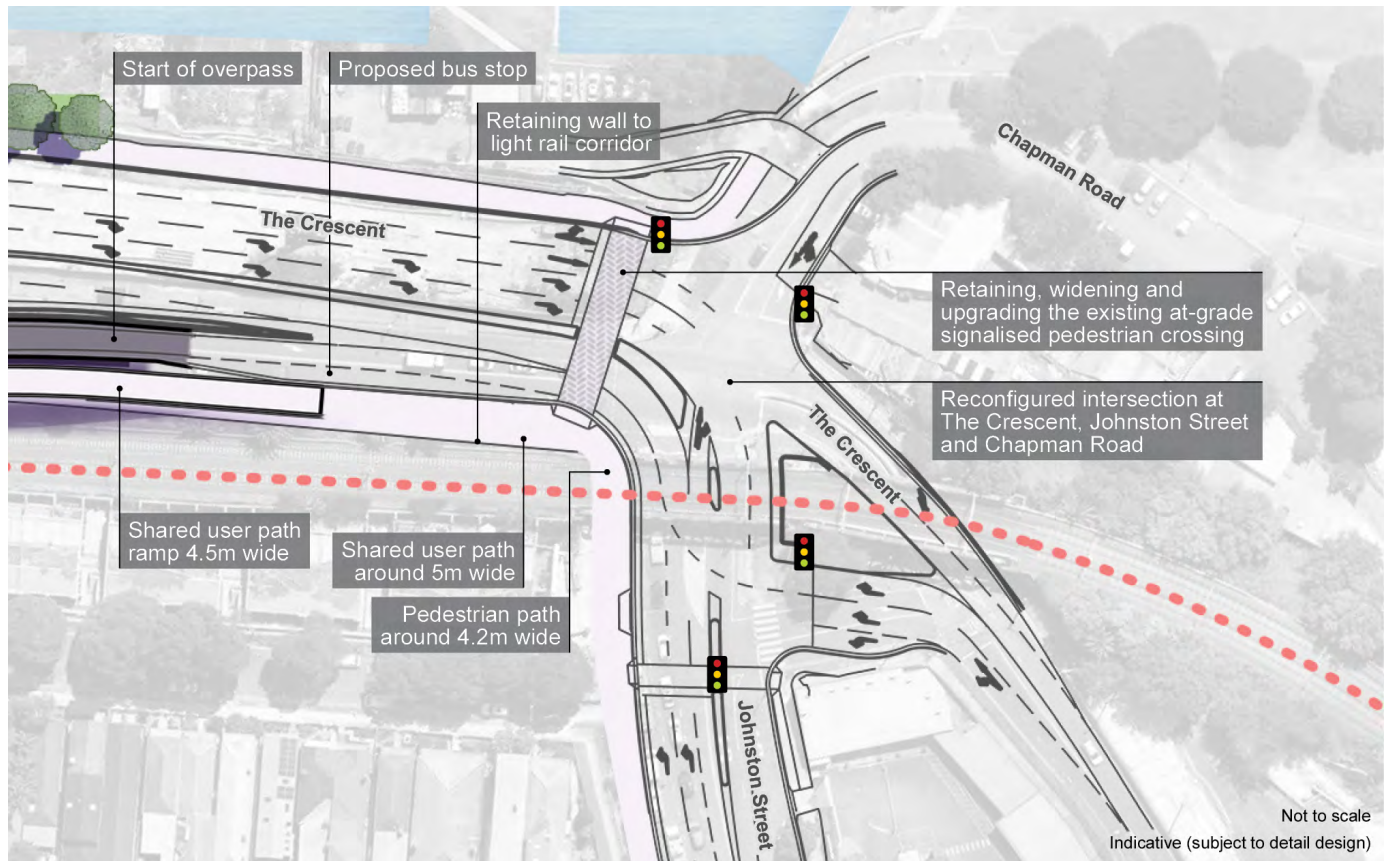


Figure 2-1: Space for pedestrian and cyclists at The Crescent crossing

As part of the proposed modification no changes are proposed to the at grade signalised pedestrian and cycling crossing of The Crescent at its intersection with City West Link and adjacent to Railway Parade. This crossing was already proposed as part of the approved project including running beneath bridge structures albeit the bridges are in a slightly different arrangement to what is now proposed.

Other options for a grade separated path from Rozelle Rail Yards to the existing open space areas along the Rozelle Bay foreshore were assessed in Section 4.3.2 of the Modification report. These options were not supported as they were considered likely to result in:

- negative visual impacts including impacts to heritage items
- longer travel distances and limited passive surveillance
- significant constructability challenges.

Under Condition 134, the Urban Design and Landscape Plan (UDLP) must be prepared in consultation with relevant council(s), Infrastructure NSW (former UrbanGrowth NSW), the community and affected landowners and businesses, and the Design Review Panel.

For further information see Sections C.4.2, C.4.3 and C.6.7 of the Response to submissions report (April 2020).

Consultation for UDLP process

Issue description

Inner West Council understands the Urban Design and Landscape Plan (UDLP) will be publicly exhibited in the coming months and we would like the opportunity to contribute as the UDLP is developed.

Development of the UDLP requires council and community input to ensure the needs of the local community are addressed and to ensure ongoing management of residual lands inherited by Council.

Response

An opportunity will be provided to Inner West Council to contribute to the development of the UDLP. Condition 134 requires that the UDLP must be prepared in consultation with relevant council(s), Infrastructure NSW (former UrbanGrowth NSW), the community and affected landowners and businesses.

Other design suggestions

Issue description

Council staff will continue to work with the Proponent and the project contractor to ensure the M4-M5 Link project minimises impacts on local communities and serves local transport needs. In addition to the comments above Inner West Council requests the following comments be taken into account with development of the detailed design for this modification:

- *Passengers waiting at the bus stop located on The Crescent would be exposed hot sun, rain and fast moving traffic and consideration needs to be given to providing shelter without obstructing the shared path*
- *Consideration should be given to providing stair and ramp access between the Green Link and the pedestrian refuge area at the intersection of The Crescent and City West Link, providing improved connectivity and increased personal safety for pedestrians*
- *Signage for motorists on Johnston Street and The Crescent about using the correct lane to access the overpass should not block footpath access or impose on people's homes.*
- *Shared path markings should be installed in accordance with City of Sydney Shared Pathways Pavement Markings Guide*
- *Bicycle lanterns need to be provided at the Johnston Street pedestrian crossing*
- *Consideration should be given to storage space catering for cyclists at the intersection of Johnston Street and The Crescent*
- *Consideration should be given to the provision of cycling lanes on Johnston Street between The Crescent and Piper Street Annandale.*

Response

There is no need for stairs and ramp access to be provided between the green link and the pedestrian refuge area at the intersection of The Crescent and City West Link. Active transport users on the green link who are seeking to access Railway Parade can use the crossing at the Rozelle Bay light rail stop and then the existing ramp adjacent to Bayview Crescent which connects to Railway Parade. Active transport users seeking to cross to the foreshore can use the shared user path ramp to access the upgraded at grade signalised crossing of The Crescent adjacent to Johnston Street.

In addition, providing stairs and ramp access at this location would not be feasible due to insufficient space being available between the road and light rail corridor. It is also noted that stairs and ramp access were not proposed at this location as part of the approved project.

The active transport connections included in the revised design allow for shared use by pedestrians and cyclists. These connections would be clearly line marked and signage would be provided to ensure the safe movement of pedestrians and cyclists.

Transport for NSW is proposing to provide bicycle lanterns at the following locations:

- The signalised crossing of The Crescent at Johnston Street
- The signalised crossing of The Crescent at City West Link
- The signalised crossing of Johnston Street to the west of the light rail bridge.

The installations of bicycle lanterns would be confirmed during detailed design

Provision for the following would be further investigated during detailed design and having regard to the recommendations of the independent road safety audits required by Condition E56:

- Signage and line marking for motorists
- Shelters for bus stops along both sides of The Crescent but having regard to spatial constraints that exist along the west side of The Crescent as a result of the light rail retaining wall
- Storage space for cyclists at the intersection of Johnston Street and The Crescent.

Public exhibition of the UDLP will provide an opportunity for relevant council(s), Infrastructure NSW (former UrbanGrowth NSW), the community and affected landowners and businesses to be consulted on a range of urban design elements as detailed in Condition E134.

The provision of cycling lanes on Johnston Street between The Crescent and Piper Street Annandale are not within the scope of the approved project or the proposed modification.

2.2.2 City of Sydney Council

The modification would induce traffic

Issue description

...the Modification 2 Design Amendment will bring tangible negative impacts on the function and amenity of the City. It will:

- *induce additional vehicle traffic between Johnson Street and The Crescent, adding to the vehicle traffic accessing the city*

Response

Increases in traffic volumes are forecast on parts of the road network as a result of the proposed modification, however these increases are not considered significant and would have minimal impact on traffic performance and safety on these roads given high existing traffic volumes and the intended function of these roads in the road network. These increases include 2,500 additional vehicles per day on Johnston Street (less than 10 per cent change), 1,500 additional vehicles per day on Anzac Bridge (less than one per cent change) and around 400 additional vehicles per day on The Crescent (south) (less than four per cent change).

Induced demand as a result of the approved project equates to about 0.3 per cent additional daily trips in the Sydney metropolitan area in 2033. This percentage would vary by geographic location and assessment area and is not anticipated to be affected by the proposed modification. The forecast percentage changes indicate that the City of Sydney Local Government Area (LGA) would experience reductions by two per cent in 2033 in both daily VKT and daily VHT as a result of the approved project.

The traffic related impacts of the proposed modification would be mitigated through the Environmental Management Measures (EMM) and Conditions of Approval (CoA) of the approved project including:

- EMM OpTT3: requires Transport for NSW to develop a strategy to ensure appropriate network integration in the areas surrounding the Rozelle Interchange
- Condition E63: requires preparation of a Road Network Performance Plan
- Condition E64: requires preparation of an Operational Road Network Performance Review.

For further information see Section C.6.5 of the Response to submissions report (April 2020).

Amenity impacts

Issue description

...the Modification 2 Design Amendment will bring tangible negative impacts on the function and amenity of the City. It will:

- reduce the amenity and hence the level of active transport connectivity in this area and will significantly impact the residents and visitors of Sydney, particularly in the Glebe and Forest Lodge communities and those walking and cycling between the city and the west*

... Modification 2 Design Amendment will have significant impacts on the 'place' quality of surrounding streets, where the modification will induce significant increases in traffic 'movements' and will impact on the visual amenity of the area. Due to the increase in the project's footprint towards the east, more residences and facilities will be impacted by the construction noise and vibration.

Response

Issues relating to increases in traffic movements have been responded to above.

A landscape character and visual assessment of the revised design was detailed in Section 3.3 of the Design amendment report. The assessment noted that:

"The existing visual character of the area is dominated by heavily trafficked multi-lane arterial roads, several elevated bridge structures, port related maritime uses and an elevated rail corridor. The existing and proposed open space areas within the Rozelle Rail Yards and along the Rozelle Bay foreshore area and The Crescent mural are also important landscape elements.

As detailed in the EIS, most of the mature tree plantings in the former Buruwan Park, within sections of the light rail corridor and along the east side of The Crescent have been removed as part of construction works associated with the approved project. As a result, the character along this section of The Crescent is now more open and exposed. Replacement tree planting will be proposed as part of the UDLP and in accordance with the requirements detailed in Condition E177.

Residential development in Rozelle and Annandale is largely characterised by older style period housing mostly of one and two storeys in height and located on relatively small lots ensuring a compact urban form.

As part of the approved project there are also a number of prominent structures proposed in the Rozelle Rail Yards open space area including a ventilation building, ventilation outlets, tunnel portal and the green link bridge. In the wider area there are a number of visually prominent structures such as the White Bay Power Station, the Glebe Island Grain Silos and the Anzac Bridge.

The overpass and the green link introduce new structural elements into this existing context but not elements which are totally foreign to the character of the area. These new elements are located within the existing road corridor and are physically separated from the closest residential areas by the elevated light rail corridor to the west and the proposed Rozelle Rail Yards open space area to the north. As a result, it is considered that the proposed elevated structures are reasonably consistent with the existing and emerging visual character in the vicinity of this major intersection."

The active transport connections proposed as part of the approved project, which provide important north/south and east/west connectivity, are not impacted by the revised design. The proposed changes to active transport connections in the revised design provide more direct routes compared to the proposed modification and routes that, in most cases, are similar in travel distance and travel time to the corresponding routes in the approved project.

The works associated with the proposed modification extend slightly further to the south and west to allow for the reconfiguration of The Crescent, Johnston Street and Chapman Road intersection. These works will occur within the existing road reservations and generally consist of pavement works including milling and re-sheeting, relocation of traffic signals, kerb adjustments and line marking. Some of these works are likely to be carried out as out-of-hours works.

As a result, additional properties close to this intersection are expected to experience higher construction noise impacts by comparison to the approved project. These properties are predicted to require noise mitigation in the form of at-property treatment to address noise impacts associated with out of hours construction work. On this basis the Condition 87 'treatment zone' shown in Appendix D of the CoA would be extended to include the receivers adjacent to the proposed works in this area.

As well as the additional treatments outlined above, construction noise would be minimised as far as practicable through the preparation of a Construction Noise and Vibration Management Plan (CNVMP) as required by Condition C4(b) of the CoA. The CNVMP would be prepared in consultation with the NSW Environment Protection Authority (EPA) and Council and would contain measures to reasonably and feasibly reduce construction noise exceedances.

For further information see Sections C.6.5, C.7.2 and C.8.2 of the Response to submissions report (April 2020).

Prioritisation of motorist's needs over active transport users' needs and active transport connectivity

Issue description

Reducing vehicle incursion into densely populated inner urban and city centre locations, and improving access to green space, the harbour foreshore and recreational areas by crossing major road barriers, should be a priority for all levels of Government. It should not be traded away for minor improvements for motorists accessing motorways.

The City continues to question the validity of Modification 2 and the Design Amendment as it gives a high priority to vehicle movements between Johnston Street and Victoria Road via The Crescent, at a significant cost to people walking and cycling. This goes against NSW Government policies in relation to movement and place as set out in the NSW Government's Future Transport Strategy 2056.

The City is concerned about the resulting separation of people from the parkland and recreational facilities in the area. We note this is completely at odds with the planning objectives of the Greater Sydney Commission's Eastern City District Plan and the Government Architect's Better Placed which seeks to improve access for people to green and recreational space.

Response

The approved project and the proposed modification would result in improved active transport connections between communities in Rozelle and Annandale to public transport including the Rozelle Bay light rail stop, bus stops on The Crescent and proposed ferry wharf near Chapman Road. The proposed modification would also provide efficient and accessible connections to the broader network of active transport links being developed as part of the approved project. These links provide north/south and east/west connectivity over City West Link, through future open space at the former Rozelle Rail Yards and under Victoria Road to Anzac Bridge and the White Bay precinct.

These active transport links will support improved connectivity for residents in the suburbs of Rozelle and Annandale to open spaces areas, public transport services and regional active transport links, including connections to the city via Anzac Bridge.

For the most part the proposed connections are grade separated except for the at-grade signalised pedestrian crossing from the west side of The Crescent to Chapman Road. This existing crossing would be retained, widened and upgraded including paving treatments, installation of bicycle lanterns and a pedestrian refuge to improve safety.

Multiple crossings of The Crescent and Chapman Road as shown in the Modification report are no longer proposed. The crossing arrangements at this intersection have been rationalised and there are now only two signalised crossings proposed – one crossing of The Crescent and one crossing of Johnston Street.

The green link widened shared user path ramp and upgraded at-grade signalised pedestrian crossing of The Crescent will effectively connect the Rozelle Rail Yards open space with the Rozelle Bay foreshore at Chapman Road and Bicentennial Park.

The revised design includes several refinements from the design presented in the Modification report to improve active transport connectivity. However, as a result there will be slightly reduced traffic performance at The Crescent/Johnston Street/Chapman Road intersection. However, the intersection performance will remain similar to or slightly improved by comparison to the EIS.

The revised design has resulted in a design solution which appropriately balances active transport connectivity, safety and amenity, with urban design outcomes and the objective of better accommodating traffic flows at this busy section of the arterial road network.

Within Rozelle Rail Yards the approved project would provide up to an additional 10 hectares of public open space to serve existing residents in the suburbs of Rozelle, Lilyfield and Annandale and future residents within the Bays Precinct. There would also be significantly improved active transport connections provided within this open space area in both a north/south and east/west direction.

For further information see Section C.2.2 of the Response to submissions report (April 2020).

Concerns relating to previous design not addressed

Issue description

...many underlying issues with the previous design (resulting from the introduction of the vehicle overpass) are still prevalent in the latest version. The City's concerns raised in its submission on the original Modification 2 remain valid for the Modification 2 Design Amendment. It will:

- *give high priority to vehicle movements between Johnston Street and Victoria Road via The Crescent, at a significant cost to people walking and cycling, which goes against NSW Government policies*
- *have significant impacts on the 'place' quality of surrounding streets, where the amended modification will induce significant increases in traffic 'movements' and will impact on the visual amenity of the area*
- *increase the project's footprint towards the east, with more residences and facilities being impacted by the construction noise and vibration*

Response

A number of these issues have already been responded to sections above.

The revised design prioritises the following significant active transport desire lines:

- Rozelle Rail Yards open space to Chapman Road and the Rozelle Bay foreshore
- Rozelle Rail Yards open space to Rozelle Bay light rail stop
- Johnston Street Annandale to Chapman Road and the Rozelle Bay foreshore.

The green link widened shared user path ramp and upgraded at-grade signalised pedestrian crossing of The Crescent will effectively connect the Rozelle Rail Yards open space with the Rozelle Bay foreshore at

Chapman Road and Bicentennial Park. As a result, it is considered that the shared user path bridge is no longer needed as the alternative route is more direct and caters for both north/south and east/west pedestrian and cyclist desire lines.

The other key north/south and east/west active transport connections proposed for the approved project, as shown in Figure 3-3 of the Design amendment report, are not impacted by the proposed modification, including:

- Lilyfield Road south through the Rozelle Rail Yards open space and over City West Link to Brennan Street and the Whites Creek corridor and
- Lilyfield Road east through the Rozelle Rail Yards open space and under Victoria Road to link with Anzac Bridge and with the possibility of a future extension to the proposed Metro station at White Bay.

Removal of the shared user path bridge means there will not be a grade separated active transport connection between the Rozelle Rail Yards open space and Bicentennial Park as proposed in the EIS. The alternative route is for the most part grade separated except for the at-grade signalised pedestrian crossing from the west side of The Crescent to Chapman Road. This existing crossing would be retained, widened and upgraded including a different paved surface to the road lanes, installation of bicycle lanterns and a pedestrian refuge to improve safety.

The alternative route is slightly longer in distance (365 vs 330 metres) and travel time (05:56 vs 4:14 minutes) by comparison to the EIS but reduced in distance (365 vs 515 metres) and travel time (05:56 vs 6:36 minutes) by comparison to the arrangements proposed in the Modification report. Calculated pedestrian travel distances and times for each section of the active transport connections are detailed in **Table 2-1**. The calculated travel times include waiting times at signalised intersections and are based on an average pedestrian walking speed of 1.3 metres per second. The active transport connections are shown on **Figure 2-2**.

Table 2-1: Pedestrian travel distances and times

Route	Pedestrian Trip	Distance (metres)			Pedestrian travel time (minutes)		
		EIS	Modification	Revised design	EIS	Modification	Revised design
1	Rozelle Rail Yards open space to Chapman Road	330	515	365	04:14	06:36	05:56
2	Rozelle Rail Yards open space to Rozelle Bay light rail stop	265	155	150	03:24	01:59	01:55
3	The Crescent (west) to Chapman Road	30	155	35	01:23	03:14	01:42
4	Rozelle Bay light rail stop to Chapman Road	205	335	210	03:38	05:33	03:57
5	Railway Parade to The Crescent (east)	120	120	120	02:47	02:47	02:47

For further information on pedestrian and cycling connectivity see Sections 3.1 and 3.2 of the Design amendment report.

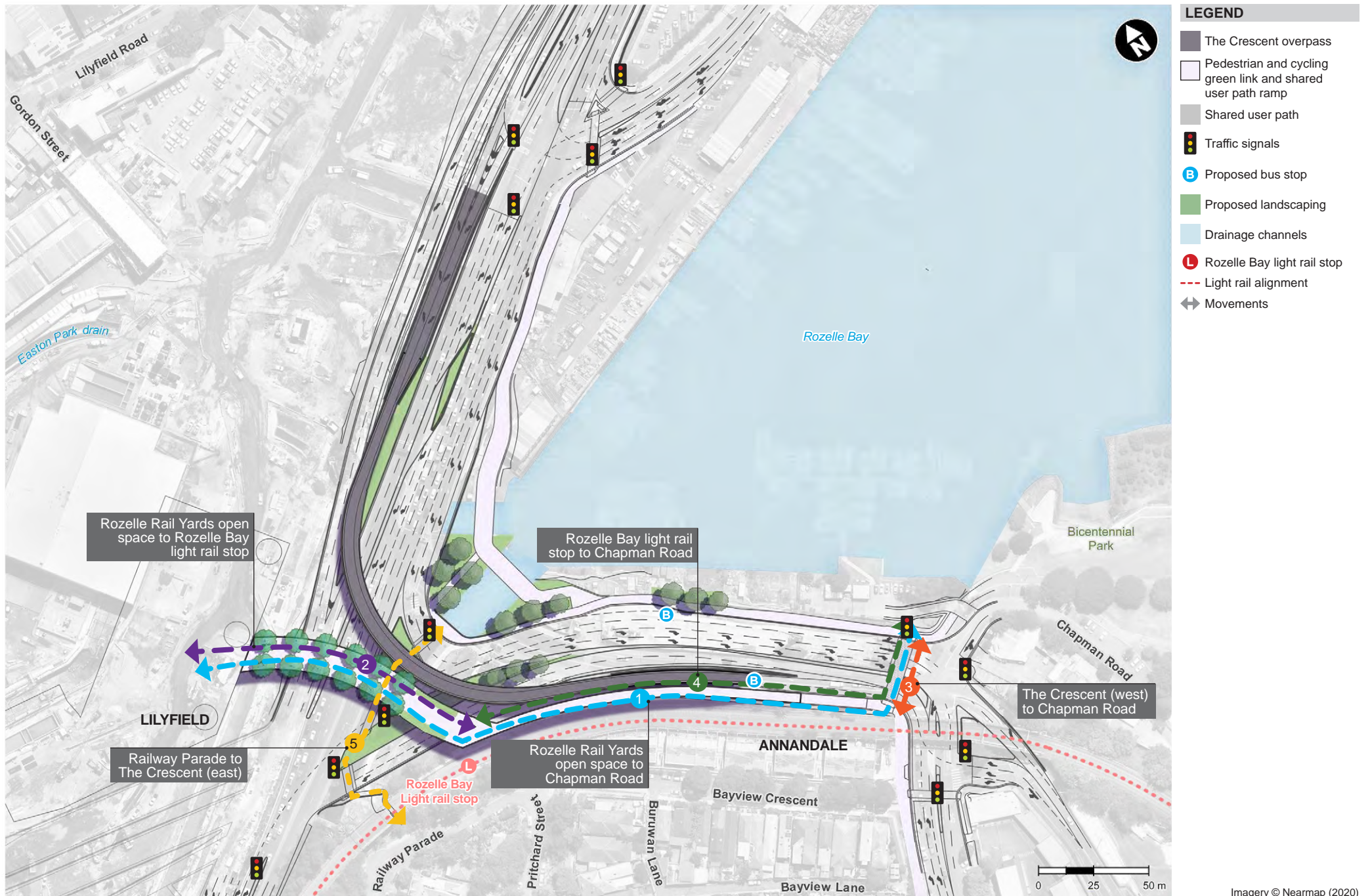


Figure 2-2 Revised design - pedestrian and cyclist active transport connections

Revisit design process

Issue description

Revisit the design process to ensure that residents and active transport users of the area are given a higher priority, with regards to safety and convenience, over vehicular traffic users

Response

Following the public exhibition period for the proposed modification in August to September 2019 Transport for NSW considered the issues raised in the submissions and reviewed a number of elements of the proposed design. The design review process involved meetings with DPIE, the forming of a special design review panel consisting of the NSW Government Architect's Office, and consultation with local community groups and other stakeholders. The special design review panel established by the NSW Government Architect's Office was formed as an advisory panel and provided design recommendations during the design review process.

In response to some of the issues raised in submissions, Transport for NSW revised the design to achieve improved connectivity, visual amenity and urban design outcomes. These design changes include:

- Lowering the height of the proposed overpass by around two metres at its apex so it is a similar height to the green link. This will improve visual amenity and urban design outcomes, resulting in an improved space and outlook toward Rozelle Bay, Anzac Bridge and the city skyline
- Improving the design of the southern section of the green link to improve its amenity and interface with the Rozelle Bay light rail stop
- Increasing the width of the proposed pedestrian ramp from the Rozelle Bay light rail stop to the west side of The Crescent to 4.5 metres to allow for shared use by pedestrians and cyclists
- Retaining, widening and upgrading the existing at-grade signalised pedestrian crossing of The Crescent at its intersection with Johnston Street, including the introduction of paving treatments and bicycle lanterns. As a result of this change, the other multiple crossings of The Crescent and Chapman Road detailed in the Modification report are no longer proposed.

The revised design includes several refinements from the design presented in the Modification report to improve active transport connectivity. A summary of the forecast 2023 and 2033 AM peak and PM peak intersection LoS is presented in **Table 2-2**.

Table 2-2: Summary of The Crescent/Johnston Street/Chapman Road intersection performance

Case/Year	Peak Hours	EIS	Modification	Revised design
2023	AM Peak	C	B	C
	PM Peak	F	C	E
2033	AM Peak	C	C	C
	PM Peak	F	E	F

The revised design would result in a reduced level of intersection performance by comparison to the proposed August 2019 modification design particularly in the PM peak hour. However, it would result in a comparable or slight improved level of intersection performance by comparison to the approved project.

The reduction in performance by comparison to the modification is as a result of:

- Reinstating the at grade, signalised pedestrian crossing to accommodate direct pedestrian and cyclist connectivity between the Rozelle Rail Yards open space, Chapman Road and the Rozelle Bay foreshore
- Maintaining the right turn movement from Johnston Street to The Crescent (south) to maintain local connectivity on the road network.

Overall, the revised design provides a satisfactory intersection performance at this busy section of the arterial road network while taking into consideration the needs of pedestrians and cyclists.

For further information see Section C.2.2 of the Response to submissions report (April 2020) and Sections 1.6 and 3.1 of the Design amendment report (April 2020).

Safety of pedestrians and cyclists

Issue description

The City notes that retaining the northern pedestrian crossing on The Crescent and widening the crossing to six metres is an improvement on the EIS and Modification 2.

It is noted, however, that there is a significant safety issue at the western end of this crossing due to insufficient pedestrian and cyclist storage area along the west side of The Crescent, north of Johnston Street. This issue is exacerbated by the proximity of the bus stop waiting area and the grade of the ramp from the light rail station towards the intersection. The steep downhill grade will result in many cyclists travelling with considerable speed towards the waiting area at the intersection.

Response

The revised design includes increasing the width of the proposed pedestrian ramp from the Rozelle Bay light rail stop to the west side of The Crescent to 4.5 metres to allow for shared use by pedestrians and cyclists. It also includes retaining, widening and upgrading the existing at-grade signalised pedestrian crossing of The Crescent at its intersection with Johnston Street with the introduction of paving treatments and bicycle lanterns.

Pedestrian and cycling movements at the existing signalised crossing of The Crescent at its intersection with Johnston Street were surveyed in September 2019. The results indicated that pedestrian movements at this crossing are on average:

- Around 700 to 1,000 two-way movements in a 24 hour period
- Around 100 two-way movements in the AM peak and PM peak hours.

The revised design proposes a widening of the pedestrian space adjacent to the north west corner of the intersection of The Crescent and Johnston Street (refer **Figure 2-1**). On the west side of The Crescent the pedestrian space between the mural and the road pavement will be widened from around 3.5 metres to five metres in the area adjacent to the crossing. On the north side of Johnston Street under the light rail bridge the pedestrian path between the bridge abutment and the road pavement will be widened from around 3.5 to 4.2 metres in the area adjacent to the crossing. As a result, there will be an increase in space available for pedestrians and cyclists at this corner of the intersection.

The pedestrian crossing phase will be one of three phases in the operation of the intersection. The final signal-cycle timing will be determined during the detailed design process, however indicative modelling based on current design indicates average pedestrian wait times at this crossing would be approximately 70 seconds. Approximately 20 seconds of green time has been provided for this pedestrian movement.

Other measures to improve safety for pedestrians and cyclists at this location such as use of different paving surfaces, line marking, fencing and signage will be considered during detailed design or as part of

the UDLP process and having regard to the outcomes of the independent road safety audits required by Condition E56.

Removal of Chapman Road crossing

Issue description

The pedestrian crossing on Chapman Road, which was proposed as part of the EIS and Modification 2, has been removed as part of the Modification 2 Design Amendment. The City considers the crossing on Chapman Road to be essential in providing a safe crossing to pedestrians along the east side of The Crescent and sees no reason why this crossing should not be provided.

Response

The pedestrian crossing over Chapman Road is not proposed in the revised design as the pedestrian crossing arrangements at this intersection have been improved and the number of crossings have been rationalised.

There is no ability to provide a continuous path along the east side of The Crescent south of Chapman Road as there is restricted space available given that the rail bridge abutments are located very close to the road. To install a path in this location would create a serious safety risk for pedestrians and cyclists. As a result, provision of a pedestrian crossing at Chapman Road is not considered appropriate.

Pedestrians wishing to travel south along The Crescent can either use the footpath on the opposite (west) side of The Crescent or the existing shared path in the open space area along the foreshore of Rozelle Bay.

Provision of bicycle lanterns

Issue description

The City notes that bicycle lanterns will be included on the northern pedestrian crossing at the intersection of The Crescent and Johnston Street. However, the City stresses that bicycle lanterns need to be provided on pedestrian crossings at all intersections impacted by the project.

Response

Transport for NSW is proposing to provide bicycle lanterns at the following locations:

- The signalised crossing of The Crescent at Johnston Street
- The signalised crossing of The Crescent at City West Link
- The signalised crossing of Johnston Street to the west of the light rail bridge.

The installations of bicycle lanterns would be confirmed during detailed design.

CAD drawings

Issue description

The City requested that TfNSW provide the CAD drawings for the intersection of The Crescent and Johnston Street so that we could comment in detail on this part of the design. TfNSW did not provide the CAD drawings, subsequently the City has not been able to comment in detail about the changes to the intersection of The Crescent and Johnston Street as proposed in the Modification 2 Design Amendment.

Response

Transport for NSW acknowledges the request for CAD drawings. The revised design is based on a concept design and would be further refined during the detailed design process. Detailed design drawings of the revised design are not available at this stage.

Design recommendations

Issue description

That the proponent:

- *Remove the vehicle overpass, as proposed in Modification 2, and revert back to the EIS design where the Green Link is located along the waterfront. Alternately, the following options should be investigated:*
 - *remove one vehicle lane along The Crescent (southbound) to provide wider footpaths and waiting areas along the west side of The Crescent, north of Johnston Street*
 - *provide better median treatments (such as Elsholz redirective kerbs) along The Crescent*
 - *acquire properties on the west side of The Crescent to provide space to widen footpaths*
- *Provide the pedestrian crossing on Chapman Road, as proposed in the EIS and Modification 2*
- *Provide bicycle lanterns on pedestrian crossings at all intersections impacted by the project*
- *Provide a crossing to a new footpath on the east side of The Crescent under the light rail viaduct*
- *Provide detailed plans to the City to review at the detailed design stage, should the project be approved to proceed.*

Response

To improve the performance of The Crescent and City West Link intersection during operation of the approved project, three main options were considered and included:

- EIS arrangement (option 1) – an at-grade signalised intersection containing three right turn lanes from The Crescent (northbound) to The Crescent (eastbound).
- The underpass (option 2) – a tunnel underpass connecting The Crescent (northbound) to The Crescent (eastbound)
- The overpass (option 3) – an overpass connecting The Crescent (northbound) to The Crescent (eastbound).

The overpass (option 3) was considered the preferred option when considering a variety of engineering and environmental constraints including constructability and cost, intersection performance, active transport connectivity, visual impact and urban design considerations.

The revised design was prepared following the review of a number of elements of the design presented in the Modification report. The revised design included increasing the width of the proposed pedestrian ramp from the Rozelle Bay light rail stop to the west side of The Crescent to 4.5 metres to allow for shared use by pedestrian and cyclists. The design also includes widening of the footpath at the corner of Johnston Street and The Crescent to increase the storage for pedestrians and cyclists.

Removing an additional vehicle lane along The Crescent (southbound) would have a significant detrimental effect on traffic flow at this part of the road network and the performance of adjacent intersections. It would also remove capacity to accommodate traffic from future projects such as Western Harbour Tunnel project.

Landscaping at road surface level is proposed within some of the traffic islands at the intersection of City West Link/The Crescent and in association with the overpass structure. This would help to soften views of the infrastructure and improve the pedestrian and motorists experience at ground level. There are also opportunities to incorporate lighting of the bridge structures to create visual interest.

Within the UDLP area along the east side of The Crescent opportunities exist to establish landscape plantings which will help to soften the extent of road pavement and provide a demarcation between the road and the active transport links proposed on this side of The Crescent. Landscaping treatments will be detailed in the UDLP which is being prepared in accordance with Condition E134.

There is no opportunity to acquire properties on the west side of The Crescent as the road reserve directly adjoins the elevated light rail corridor. To acquire additional land in this location would require realignment of the light rail corridor which is not feasible.

Responses to suggestions regarding provision of bicycle lanterns, provision of a pedestrian crossing on Chapman Road and a pedestrian path along the east side of The Crescent to the south of Chapman Road have been discussed above.

Public exhibition of the UDLP will provide an opportunity for the relevant council(s), Infrastructure NSW (former UrbanGrowth NSW), the community and affected landowners and businesses to be consulted on urban design elements such as landscaping, lighting, wayfinding signage and public art opportunities.

For further information see Sections C.4.1 and C.4.5 of the Response to submissions report (April 2020).

Poor amenity experience for active transport users

Issue description

The active transport experience proposed is very poor. The Modification 2 Design Amendment represents a small improvement from Modification 2 but viewed on its merits represents an unacceptably low amenity experience for pedestrians and cyclists, particularly when compared to the EIS design.

Pedestrians moving between the new parkland west of the City West Link and Federal Park will have to walk along a path which, in part, is sandwiched between the shear retaining wall of the light rail and the free right turn overpass viaduct carrying fast moving vehicles, with no views to the bay and poor surveillance. In addition, towards the crest of the Green Link, the vehicle overpass is at a similar grade but at a perpendicular direction. This will result in vehicle exhaust directed towards the pedestrians and cyclists on the green link. This is in contrast to the potential for pedestrians to have a direct link between the parkland areas beside the bay.

Response

The revised design has resulted in a design solution which appropriately balances active transport connectivity, safety and amenity, with urban design outcomes and the objective of better accommodating traffic flows at this busy section of the arterial road network.

The overall width of the green link would be around 15 metres, inclusive of two planting zones on either side of the bridge. This leaves a central shared user path of at least seven metres wide which is considered to be sufficient to provide a good level of amenity for pedestrians and cyclists. The approved pedestrian path ramp from the Rozelle Bay light rail stop to the western side of The Crescent is to be widened to 4.5 metres to allow shared use by pedestrians and cyclists. All shared user paths would be designed to meet or exceed relevant Australian Standards and Austroads guidelines.

These paths also are direct and safe with good surveillance available from the Rozelle Rail Yards open space, the Rozelle Bay light rail stop and motorists and pedestrians/cyclists. Lighting would be provided to the proposed active transport links for surveillance and security.

The revised design included lowering the height of the proposed overpass by around two metres at its apex, so it is a similar height to the green link. This will improve visual amenity and urban design outcomes, resulting in an improved space and outlook toward Rozelle Bay, Anzac Bridge and the city skyline from the green link.

By increasing the width of the pedestrian ramp from the Rozelle Bay light rail stop to The Crescent, retaining and upgrading the existing at grade signalised pedestrian crossing of The Crescent and removing the multiple crossings proposed at this intersection active transport connectivity and the amenity and safety of pedestrians and cyclists have been improved. Removal of the shared user path bridge and lowering the height of the overpass will result in improved urban design outcomes and reduced visual impacts.

For further information see Sections C.2.2, C.7.1 and C.7.2 of the Response to submissions report (April 2020).

Insufficient shared path width

Issue description

The City notes that the shared path along the west side of The Crescent, from the Green Link to Johnston Street, has been widened from 3 metres to 4.5 metres. However, this width is still considered insufficient due to the high volume of pedestrians and cyclists anticipated to use the shared path. In addition, the presence of a bus waiting area alongside this path will further constrict the available space on the shared path, resulting in conflicts between pedestrians and fast-moving cyclists – specifically the people cycling downhill. The City also notes that the storage area for pedestrians and cyclists at the southern end of the shared path from the Green Link is insufficient and will result in significant safety issues for active transport users.

Response

The revised design proposes to widen the pedestrian ramp from the Rozelle Bay light rail stop to the western side of The Crescent to 4.5 metres which will allow for shared use by pedestrians and cyclists. The increase in width has been achieved by refining the traffic lane widths within the adjacent road corridor and reducing the setback between the ramp and light rail retaining wall. The widened ramp would be designed to meet and exceed relevant Australian Standards and Austroads guidelines for shared user paths, which specify the minimum width as four metres.

The revised design proposes a widening of the pedestrian space adjacent to the north west corner of the intersection of The Crescent and Johnston Street (refer **Figure 2-1**). On the west side of The Crescent the pedestrian space between the mural and the road pavement will be widened from around 3.5 metres to five metres in the area adjacent to the crossing. On the north side of Johnston Street under the light rail bridge the pedestrian path between the bridge abutment and the road pavement will be widened from around 3.5 to 4.2 metres in the area adjacent to the crossing. As a result, there will be an increase in space available for pedestrians and cyclists at this corner of the intersection.

The shared user path ramp cannot be widened further due to the fixed position of the existing light rail retaining wall along the west side of The Crescent, the position of the bus stop, and the width of the road reserve required for both the overpass and surface traffic lanes along The Crescent. The option of realigning the road corridor further to the east toward the Rozelle Bay foreshore is not considered appropriate as it would:

- result in the road corridor encroaching further on the foreshore land adjacent to Rozelle Bay and
- create challenges in aligning the revised road corridor to connect with City West Link and the tunnel portal for the proposed Western Harbour Tunnel project.

Other measures to improve safety for pedestrians and cyclists at this location such as use of different paving surfaces, line marking, fencing and signage will be considered during detailed design or as part of the UDLP process and having regard to the outcomes of the independent road safety audits required by Condition E56. For further information see Sections 2.2 and 3.2 of the Design amendment report.

Lack of detail provided

Issue description

There is insufficient detail in the Modification 2 Design Amendment about whether bus shelters will be provided at the bus stops along both sides of The Crescent, and if so, how much of the shared zones it will occupy. It is important that any new active transport corridors are unencumbered with road related infrastructure that causes obstructions and safety hazards.

It is also unclear what:

- *safety measures will be put in place to separate motorists and the shared pathway, noting that there are no safety barriers indicated before the ramping begins*
- *the width of the shared path will be along the eastern (waterfront) side of The Crescent*
- *safety measures will be put in place to prevent conflict between active transport users and vehicles, noting this side of The Crescent will still likely be frequently used by pedestrians and cyclists heading east towards James Craig Road and the Anzac Bridge/CBD*
- *connection will be provided between the Green Link bridge down to the pedestrian refuge area near the former Buruwan Park*
- *if no connection is proposed, the City requests that a connection be put in place to shorten the path of pedestrians travelling from Victoria Road towards the Rozelle light rail station.*

Response

Provision for the following would be further investigated during detailed design and having regard to the outcomes of the independent road safety audits required in accordance with Condition E56:

- Shelters for bus stops along both sides of The Crescent but having regard to spatial constraints that exist along the west side of The Crescent as a result of the light rail retaining wall
- Safety measures to prevent conflict between active transport users and motorists.

The width of the shared user path along the eastern side of The Crescent would be around four metres which would meet relevant Australian Standards and Austroads guidelines.

There is no need for stairs and ramp access to be provided between the green link and the pedestrian refuge area at the intersection of The Crescent and City West Link. Active transport users on the green link who are seeking to access Railway Parade can use the crossing at the Rozelle Bay light rail stop and then the existing ramp adjacent to Bayview Crescent which connects to Railway Parade. Active transport users seeking to cross to the foreshore can use the shared user path ramp to access the upgraded at grade signalised crossing of The Crescent adjacent to Johnston Street.

In addition, providing stairs and ramp access at this location would not be feasible due to insufficient space being available between the road and light rail corridor. It is also noted that stairs and ramp access were not proposed at this location as part of the approved project.

The revised design would provide efficient and accessible connections to the broader network of active transport links being developed as part of the approved project. These links provide north/south and east/west connectivity over City West Link, through future open space at the former Rozelle Rail Yards and to Victoria Road and Anzac Bridge.

Recommendations concerning the active transport network

Issue description

That the proponent:

- *Relocate the Green Link adjacent to the waterfront to provide a better experience for the active transport users*
- *Widen all shared user paths to allow for the increased active user demands in the area*
- *Provide a separated cycleway and footpath on the Green Link with:*
 - *at least three metres for the cycleway*
 - *at least three metres for the footpath*
 - *some separation between the cycleway and footpath, using medians or different pavement treatments*
- *Provide details on whether bus shelters will be provided at the bus stops along both sides of The Crescent*
- *Clarify what safety measures are to be in place to separate motorists and the shared paths on both sides of The Crescent*
- *Provide a connection between the Green Link bridge down to the pedestrian refuge area near the former Buruwan Park.*

Response

As outlined in Section 4.3.1 of the Modification report, three main options were considered to improve the performance of The Crescent and City West Link intersection during operation of the approved project. These options include:

- EIS arrangement (option 1) – an at-grade signalised intersection containing three right turn lanes from The Crescent (northbound) to The Crescent (eastbound).
- The underpass (option 2) – a tunnel underpass connecting The Crescent (northbound) to The Crescent (eastbound)
- The overpass (option 3) – an overpass connecting The Crescent (northbound) to The Crescent (eastbound).

The overpass option (option 3) was considered the preferred option when considering a variety of engineering and environmental constraints including constructability and cost, intersection performance, active transport connectivity, visual impact and urban design outcomes. It is not possible to relocate the green link further to the east adjacent to the waterfront as its horizontal and vertical alignment will conflict with the proposed overpass and due to difficulties in providing the necessary support structures within this part of the road corridor.

All shared user paths proposed as part of the modification have been designed to meet or exceed the relevant Australian Standards and Austroads guidelines. The overall width of the green link would be around 15 metres, inclusive of two planting zones on either side of the bridge. This leaves a central shared user path of at least seven metres wide which is considered to be of sufficient width to allow for both pedestrians and cyclists to share the green link safely. Line marking and signage would be provided to ensure appropriate separation of pedestrians and cyclists

Responses to suggestions regarding bus shelters on The Crescent, safety measures to separate active transport users and motorists, and provision of a connection between the green link and the pedestrian refuge area adjacent to the intersection of The Crescent and City West Link (the former Buruwan Park) have been discussed above.

For further information see Sections C.4.1, C.4.2 and C.4.5 of the Response to submissions report (April 2020).

2.2.3 Sydney Local Health District

Noise and vibration

Issue description

With regards to noise and vibration impacts, we are pleased to see that the new amendments are assessed as not negatively impacting on overall operational noise levels experienced at nearby receivers. We are also pleased that the construction noise and vibration impacts are assessed as similar to or slightly reduce by comparison to the assessment carried out in the original Modification 2 report. Further, we support the extension of the noise treatment zone to include additional receivers identified in the Modification report for out-of-hours construction works, in particular as this project occurs in an area that is likely to see a confluence of concurrent and consecutive projects.

Response

The support of the revised design noted and the proposal to extend the noise treatment zone to include additional receivers impacted by out-of-hours construction work is noted.

Air quality

Issue description

With regards to air quality, we note that the amended design may result in a minor reduction in air quality impacts during the construction phase and may have minor benefits in terms of vehicle emissions due to the reduced gradient of the overpass. We support any changes in design that reduce air quality impacts.

Response

The support of the revised design in reducing air quality impacts is noted.

General

Issue description

We refer you to the Sydney Local Health District guidelines Building Better Health, which can be found at: <https://www.slhd.nsw.gov.au/planning/pdf/BuildingBetterHealth.pdf>. We recommend that these guidelines are used as a reference when considering major development within the Sydney Local Health District.

Response

The recommendation to use the *Sydney Local Health District Guidelines Building Better Health* is noted and referenced in Section B.5.1 of the Response to submissions report (April 2020).

2.3 Response to community and organisation submissions

This section provides a response to the issues raised in submissions received on the revised design presented in the Design amendment report. The responses are grouped under the following categories:

- The revised design
- Consultation and community engagement
- Urban design and representative viewpoints
- Traffic and transport modelling
- Health and safety of pedestrians and cyclists
- Socio-economic impacts.

2.3.1 The revised design

Issue description

47 submissions raised matters on the revised design regarding the following:

- *Reinstating the horseshoe shaped bridge*
- *Increase the width of the shared user path ramp and green link to allow for pedestrians and cyclists to be separated*
- *Provide adequate space and regular light sequencing for pedestrians and cyclists waiting to use the at-grade signalised crossing of The Crescent at the corner of Johnston Street to avoid delays, queuing and bottlenecks.*

Response

Reinstating the horseshoe shaped bridge

A significant number of submissions on the proposed modification expressed concerns with the design of the shared user path bridge. In particular, submitters questioned the need for the shared user path bridge when a connection to Annandale and the Rozelle Bay foreshore is already provided via the green link and shared user path ramp. Submitters also expressed concern about the visual bulk and scale of the shared user path bridge and the usability of the shared user path bridge because of its length, alignment and limited width, potentially leading to safety issues.

Following the public exhibition period for the proposed modification in August to September 2019 Transport for NSW considered the issues raised in the submissions and reviewed a number of elements of the proposed design. The design review process involved meetings with DPIE, the forming of a special design review panel consisting of the NSW Government Architect's Office, and consultation with local community groups and other stakeholders. The special design review panel established by the NSW Government Architect's Office was formed as an advisory panel and provided design recommendations during the design review process. For further information about the design review process see **Section 1.1.3**.

Through this design review process, it was suggested that Transport for NSW consider the need for, and potential removal of, the shared user path bridge.

The green link would span from the roof of the Rozelle ventilation facility, over multiple traffic lanes on City West Link and The Crescent before landing at the platform of the Rozelle Bay light rail stop. From there the widened shared user path ramp and the upgraded at grade signalised crossing of The Crescent would

complete the connection to the Rozelle Bay foreshore. The revised design would maintain the same connectivity provided in the EIS, albeit in a slightly different arrangement.

The revised design changes the proposed active transport connections to create improved routes compared to the proposed modification and routes that in most cases are similar in travel distance and time to the approved project (with exception of Rozelle Rail Yards and The Crescent (west) to Chapman Road). As a result, the shared use path bridge is considered to be no longer required.

Removal of the shared user path bridge reduces the number of elevated structures at the intersection from three to two and importantly removes the longest and highest of the three proposed structures. This would also reduce the physical (footprint) impact on the proposed open space area within Rozelle Rail Yards and the foreshore area adjacent to Rozelle Bay and improve the views from and to these areas. This would also provide an opportunity for the residual land along this foreshore area to be developed in the future as an extension of the open space network which exists to the south of Chapman Road.

An assessment of the pedestrian and cycling connectivity associated with the revised design is provided in Sections 3.1 and 3.2 of the Design amendment report.

Width of the shared user path ramp and green link

The revised design proposes to widen the approved pedestrian path from the Rozelle Bay light rail stop to the western side of The Crescent to 4.5 metres wide which will allow for shared use by pedestrians and cyclists. The increase in width has been achieved by refining the traffic lane widths within the adjacent road corridor and reducing the setback between the ramp and light rail retaining wall. The widened ramp would be designed to meet and exceed relevant Australian Standards and Austroads guidelines for shared user paths, noting that these guidelines specify the minimum width of a shared user path as four metres.

The shared user path ramp cannot be widened further due to the fixed position of the existing light rail retaining wall along the west side of The Crescent, the position of the indented bus stop, and the width of the road reserve required for both the overpass and surface traffic lanes along The Crescent.

The overall width of the green link would be around 15 metres, inclusive of two planting zones on either side of the bridge. This leaves a central shared user path of at least seven metres wide which is considered to be of sufficient width to allow for both pedestrians and cyclists to share the green link concurrently and safely. Line marking and signage would be provided to ensure appropriate separation of pedestrians and cyclists.

Adequate space at the intersection and regular light sequencing

The revised design proposes a widening of the pedestrian space adjacent to the north west corner of the intersection of The Crescent and Johnston Street (refer **Figure 2-1**). On the west side of The Crescent the pedestrian space between the mural and the road pavement will be widened from around 3.5 metres to five metres. The pedestrian path between the bridge abutment and the road pavement will be widened from around 3.5 to 4.2 metres in the area adjacent to the crossing. As a result, there will be an increase in space available for pedestrians and cyclists at this corner of the intersection.

The pedestrian crossing phase will be one of three phases in the operation of the intersection. The final signal-cycle timing will be determined during the detailed design process, however indicative modelling based on current design indicates average pedestrian wait times at this crossing would be approximately 70 seconds. Approximately 20 seconds of green time has been provided for this pedestrian movement.

This intersection crossing is to be widened and upgraded with pavement treatments and bicycle lanterns to improve the safety of pedestrians and cyclists. During detailed design, and subject to the outcomes of a road safety audit, consideration would be given to installing pedestrian fencing to provide appropriate separation of pedestrians, cyclists and traffic at this location.

The revised design achieves a more holistic design solution which better balances the needs of motorists for improved traffic capacity and efficiency with the needs of active transport users for improved connectivity, safety and amenity. By comparison with the arrangements for the proposed modification, the revised design results in slightly reduced traffic performance at The Crescent, Johnston Street, Chapman Road intersection. This is as a result of retaining the at grade signalised pedestrian crossing of The Crescent and retaining the right turn movement from Johnston Street to The Crescent south. Nonetheless the intersection performance remains similar, or slightly improved by comparison, to the approved project.

2.3.2 Community consultation and engagement

Issue description

16 submissions raised matters on consultation and engagement process associated with the Design amendment report including:

- *Community involvement in the design was inadequate including notification to all relevant community members and the period to make submissions only being two weeks*
- *Amount of information to review the design was inadequate.*

Response

Community involvement in design was inadequate

Public exhibition of the Modification report in August 2019 resulted in the receipt of 1,278 submissions from 1,211 submitters. Many of the submissions made comments on the proposed modification which were taken into consideration in preparing the revised design.

Following the public exhibition period for the proposed modification in August to September 2019 Transport for NSW considered the issues raised in the submissions and reviewed a number of elements of the proposed design. The design review process involved meetings with DPIE, the forming of a special design review panel consisting of the NSW Government Architect's Office, and consultation with local community groups and other stakeholders. The special design review panel established by the NSW Government Architect's Office was formed as an advisory panel and provided design recommendations during the design review process.

The process is summarised below:

- Transport for NSW held a number of meetings with DPIE to discuss issues raised by submissions during the public exhibition for the Modification and to further analyse the various design options considered for the intersection of City West Link/The Crescent
- An independent special design review panel was convened by the NSW Government Architect's Office, comprising members of the State Design Review Panel, to consider the proposed modification and provide recommendations in relation to the proposed design
- Based on issues raised by submissions and the feedback received from the Special design review panel, Transport for NSW proposed a series of design changes
- The proposed design changes were then presented to the Special design review panel who provided further feedback
- The proposed design changes were further refined in response to the feedback provided by the Special design review panel

- A number of meetings were held with local community groups and other stakeholders to present the proposed design changes and to obtain further feedback. The details of the issues raised, and the responses provided during this consultation are provided in Table 1-2 of the Design amendment report.
- The revised design was confirmed, further environmental assessment was carried out.

During this process Transport for NSW also undertook further consultation with the following stakeholders:

- Anthony Albanese (Federal MP for Grayndler)
- Annandale Foreshore Community Group
- Annandale North Public-School P&C
- Bicycles NSW
- Glebe Island and White Bay Community Liaison Group Meeting
- Inner West Bicycle User Group,
- Inner West Council
- Jamie Parker (State MP for Balmain)
- Port Authority of NSW
- Rozelle Interchange – Special Community Reference Group Meeting
- WestProtects.

Further detail about the design review process and the issues raised, and the responses provided, during this consultation are provided in Sections 1.4 and 1.5 of the Design amendment report.

In relation to the exhibition period for the revised design, under the EP&A Act, the Secretary of DPIE is responsible for determining the timing and duration of public exhibition periods. For the Design amendment report, the public exhibition period was 14 days.

Inadequate amount of information supplied

The Design amendment report was prepared in accordance with the requirements of the EP&A Act and presented a balanced, merit-based environmental impact assessment of the revised design in accordance with the EP&A Act, and applicable NSW assessment guidelines.

The revised design provides an indicative concept design of The Crescent overpass, revised active transport links and changes to the intersection of Johnston Street, The Crescent and Chapman Road. Should the modification be approved it would be subject to further detailed design and refinement. This would include further development via the UDLP for the Rozelle Interchange which is currently being prepared in accordance with Conditions E133 and E134.

The UDLP will provide further information in relation to urban design elements such as landscaping, lighting, wayfinding signage and public art opportunities. The UDLP is to be prepared in consultation with the relevant councils, Infrastructure NSW (former UrbanGrowth NSW), the community and affected landowners and businesses.

The location of assessment information relevant to the proposed modification is detailed in **Table 2-3**.

Table 2-3: Location of assessment information

Environmental assessment information	Modification report section	Response to submissions report section	Design amendment report section
Statement of project need and justification	1.4.2	C.2.1	
Analysis of design options	4.3	C.4.1	
Technical assessments for key issues (traffic & transport, noise and vibration and air quality)	6.3, 6.4 & 6.5 Appendix B, C & D		3.1, 3.4 & 3.5
Other assessments (urban design, landscape & visual and non-aboriginal heritage)	6.6, 6.7 & 6.8		3.2, 3.3 & 3.6

2.3.3 Urban design and representative viewpoints

Issue description

27 submissions raised matters on urban design of the revised design:

- The revised design is lacking in creativity in respect to visual, urban design and sustainability considerations
- The revised design requires improved landscaping and inclusion of public art
- The green link design provides a low level of amenity for its users
- The elevated view for pedestrians and cyclists from the green link would be compromised by the overpass
- The visualisations of the revised design were inadequate and other representative viewpoints should have been included.

Response

Revised design lacking in creativity

The overpass and the green link structures have been designed to complement each other in terms of overall height, curvilinear form and structural elements (similar girder and pier types). The structures are simple, refined and elegant with minimal piers and abutments to maximise permeability and visual transparency.

The green link has been designed to connect the elevated platform of the proposed ventilation building within the Rozelle Rail Yards with the existing light rail platform. Given its width, height and the depth of its deck structure, the green link will be a prominent structure. This bridge will accommodate landscape plantings along the majority of its length which will soften the structure and provide enhanced amenity for active transport users.

The revised design has resulted in a design solution which appropriately balances objectives about active

transport connectivity, urban design outcomes and traffic performance at this busy section of the arterial road network. Removal of the shared user path bridge, rationalisation of the at grade pedestrian crossing arrangements at the intersection of The Crescent, Johnston Street and Chapman Road and retention of the right turn movement at this intersection to provide for more direct local traffic movements are examples of how the proposed design has prioritised efficiency of movement and achieved more sustainable design outcomes during both the construction and operational phases.

There are a number of CoA which relate directly to the achievement of more sustainable design outcomes including:

- Condition E198 – preparation of a Water Reuse Strategy which sets out options for reuse of collected stormwater and groundwater during construction and operation of the project
- Condition E199 – preparation of a Sustainability Strategy to achieve a minimum Excellent Design and As Built rating under the Infrastructure Sustainability Council of Australia (ISCA) rating tool
- Condition E201 – investigate opportunities to reduce operational greenhouse gas emissions during detailed design.

Section 3.2 of the Design amendment report details further information about urban design elements of the revised design.

Improved landscaping and inclusion of public art

The revised design is conceptual only, with further detail of urban design elements such as landscaping, lighting, wayfinding signage and public art opportunities to be provided as part of the UDLP process detailed in Condition E134. The UDLP will be prepared in consultation with the relevant councils, Infrastructure NSW (former UrbanGrowth NSW), the community and affected landowners and businesses and the Design Review Panel.

Green link provides a low level of amenity for its users

The green link over City West Link would significantly improve pedestrian and cyclist connectivity between surrounding suburbs, recreational spaces and the foreshore compared to the existing conditions. Existing connectivity is constrained by significant physical barriers such as the Rozelle Rail Yards, City West Link and The Crescent.

The green link has been designed to connect the elevated platform of the proposed ventilation building within the Rozelle Rail Yards with the existing light rail platform. The overall width of the green link would be around 15 metres, inclusive of two planting zones on either side of the bridge. This width will provide a good level of amenity for both pedestrians and cyclists.

The bridge deck will have sufficient depth to accommodate landscape plantings along the majority of its length. The landscaping will soften the structure and provide enhanced amenity for active transport users. The southern section of the green link tapers down to meet the lower level of the light rail platform and as a result the structure is not able to provide the required depth of soil to support landscaping plantings at this end of the green link. Transport for NSW is reviewing the design of the southern section of the green link to improve its amenity and interface with the Rozelle Bay light rail stop.

The active transport links are direct and safe with good surveillance available from the Rozelle Rail Yards open space, the Rozelle Bay light rail stop and motorists and pedestrians/cyclists. The active transport links will be well lit and designed to the requirements of the *Disability Discrimination Act 1992* (Cth) (DDA).

Pedestrians and cyclists using the green link would be generally be in similar proximity to the ventilation outlet locations by comparison to the arrangement proposed in the EIS. It is noted that the top of the ventilation outlets are located at a height of between 39.2 – 43 metres Australian Height Datum in accordance with Condition E12. This height is significantly higher (around 30 metres higher) than the indicative level of the green link.

Further design refinements to the green link are being explored as part of the UDLP process to provide improved level of amenity for active transport users.

View from the green link compromised by the overpass

The design of the overpass has been revised to reduce the height of the structure by approximately two metres at its apex. The overpass road surface would be around nine metres above ground (around 10 metres with barriers), which is similar to the height of the adjacent green link over City West Link.

Lowering the height of the overpass would reduce the visual impact of the structure and improve the amenity and outlook for pedestrians and cyclists using the green link in an easterly and north easterly direction toward Rozelle Bay, Anzac Bridge and the city skyline. The indicative views from the green link are illustrated in Figure 3-8 of the Design amendment report.

Visualisations and viewpoints

A visual impact assessment of the revised design was undertaken in Section 3.3 of the Design amendment report. The assessment included analysis of views from various sensitive receiver locations including:

- Residential properties located to the west in Annandale along Bayview Crescent and at 300 Johnston Street
- Residential properties located to the north in Rozelle along Lilyfield Road
- Rozelle Bay light rail stop
- Recreational users in Bicentennial Park
- Pedestrians and cyclists travelling near the intersection of City West Link and The Crescent adjacent to the foreshore areas of Rozelle Bay
- Motorists travelling along City West Link and The Crescent in both directions.

The following information was provided in the Design amendment report to illustrate the visual appearance of the revised design:

- Indicative aerial view in Figure 1-2
- Long sections and cross sections in Figures 2-1, 2-2 and 2-3
- Indicative views in Figures 3-6 to 3-10.

The Modification report and Design amendment report provide sufficient information to assess the visual impact of the overpass, realigned green link and shared user path ramp when viewed from a range of sensitive receptor locations. While the views from each individual receptor will be slightly different, the viewpoints selected are considered to be reasonably representative of the views from the most sensitive receivers.

2.3.4 Traffic and transport modelling

Issue description

Three submissions raised matters on the traffic modelling being based on outdated data and is not responsive to current conditions, for example the changed traffic conditions from COVID-19.

Response

Sections 2.1, 2.2 and 2.3 of the Appendix B (Traffic and transport assessment) of the Modification report outline the relevant guidelines and policies, key assumptions and methodology for the assessment. The assessment was carried out to meet the relevant Secretary's Environmental Assessment Requirements

(SEARs) relating to traffic and transport as outlined in Appendix A (Environmental Assessment Requirements) of the Modification report.

A traffic and transport assessment of the revised design was undertaken and focused on the following:

- Design of the overpass including its capacity and functionality
- Changes to pedestrian and cyclist connectivity including revised assessment of pedestrian travel distances and times
- Changes to intersection performance at The Crescent / Johnston Street / Chapman Road intersection using a similar modelling approach to that used for the EIS and Modification report and the same traffic demands
- Swept path analysis and preliminary road safety audit of the intersection arrangements proposed at The Crescent / Johnston Street / Chapman Road intersection.

The outcome of this assessment is presented in Section 3.1 of the Design amendment report.

The revised assessment and modelling for that assessment was undertaken in accordance with the relevant guidelines and policies applicable to traffic and transport assessments.

Four future year scenarios were modelled to assess the traffic impacts of the proposed modification in comparison to the approved project:

- Future case with the Project (2023)
- Future case with the Project and including other motorway projects (2023)
- Future case with the Project (2033)
- Future case with the Project and including other motorway projects (2033).

These scenarios are consistent with those that were assessed in the EIS, enabling a comparison in performance to be made to the approved project. The practice of modelling for the year of project opening and 10 years after the year of opening is consistent with that adopted for all major road projects in NSW.

Transport infrastructure modelling is designed to forecast travel demands over a long timeframe. It is not considered appropriate to model travel demands having regard to significant short-term changes in travel patterns resulting from the COVID-19 pandemic, which is an unprecedented and rare event.

2.3.5 Health and safety of pedestrians and cyclists

Issue description

39 submissions raised matters relating to the health and safety of pedestrians and cyclists and were concerned that the design of pedestrian and cyclist paths was not being responsive to current COVID 19 conditions. The suggestions were that a design with wider paths and which included separated paths for pedestrians and cyclists should be provided.

Response

Information concerning the design of paths, including consideration of path widths and separation of pedestrian and cyclists is provided in **Section 2.3.1**.

The overall width of the green link would be around 15 metres, inclusive of two planting zones on either side of the bridge. This leaves a central shared user path of at least seven metres wide which is considered to be of sufficient width to allow for both pedestrians and cyclists to share the green link safely. The

approved pedestrian path ramp from the Rozelle Bay light rail stop to the western side of The Crescent is to be widened to 4.5 metres to allow shared use by pedestrians and cyclists.

All shared user paths would be designed to meet relevant Australian Standards and Austroads guidelines. Line marking and signage would be provided to ensure appropriate separation of pedestrians and cyclists.

It is not considered appropriate to design active transport infrastructure in response to significant short-term changes in movement patterns arising from the COVID-19 pandemic, which is an unprecedented and rare event.

2.3.6 Socio-economic impacts

Issue description

One submission raised that changes to active transport discourages businesses from relocating to this area.

Response

The revised design changes the active transport connections to create improved routes compared to the previous modification design. In most cases, the travel distance and time of those routes are similar in travel distance and time to the approved project (with exception of Rozelle Rail Yards and The Crescent (west) to Chapman Road).

The revised design at the intersection of The Crescent, Johnston Street, Chapman Road provides for an improved and safer crossing of The Crescent, retains and improves the existing connection to the foreshore, Bicentennial Park and the proposed ferry wharf adjacent to Chapman Road for pedestrians and cyclists travelling from the south or west, and removes the need to traverse multiple sets of traffic lights at this intersection. The reduced number of crossings lowers the likelihood of pedestrian and cyclist collisions.

The widened shared user path ramp would also provide improved connectivity to the Rozelle Bay light rail stop and bus stops on either side of The Crescent.

The approved project is delivering multiple active transport links, which provide broader connectivity including:

- An east/west link through the Rozelle Rail Yards and under the Victoria Road bridge to link with the Anzac Bridge and potentially connecting with a new Metro station at White Bay
- A north/south link from Lilyfield Road through the Rozelle Rail Yards and over City West Link to the Rozelle Bay light rail stop and Rozelle Bay foreshore (also part of the modification)
- A further north/south link from Lilyfield Road through the Rozelle Rail Yards and over City West Link and the light rail corridor to Brenan Street where it will connect with the Whites Creek corridor.

The green link, in combination with the shared user path ramp and upgraded crossing of The Crescent, provides links with the wider network, including along the Rozelle Bay foreshore to Bicentennial Park and through the Rozelle Rail Yards open space and under the Victoria Road bridge to Anzac Bridge.

An assessment of the pedestrian and cyclist connectivity associated with the revised design is provided in Sections 3.1 and 3.2 of the Design amendment report.

Changes proposed to active transport connections in the revised design are not considered likely to impact on access to existing businesses or to discourage future businesses from locating in this area.

2.4 Submissions received on matters addressed in the Response to submissions report

Submitters raised a number of concerns regarding matters on the proposed modification which have previously been addressed in the Response to submissions report (April 2020). These matters and the location where they were addressed in the Response to submissions report (April 2020) are provided in the table below. Where appropriate further clarification has been provided on some of these matters.

Table 2-4: Matters addressed in the Response to submissions report

Matter	Section where addressed in the Response to submissions report (April 2020)	Further clarification
General support		
<i>General support for the approved project.</i>	Section C.1.1	
Strategic context and justification		
<i>Questioning the justification of the modification.</i>	Section B.2.1 Section C.2.1 Section C.3.2	
<i>The modification prioritises motor vehicles over public transport and limits connectivity for pedestrians to public transport, community facilities and public open spaces.</i>	Section B.2.1 Section B.2.6 Section C.2.2	
<i>The modification is not consistent with NSW Government strategic plans and policy including:</i> <ul style="list-style-type: none"> <i>Greater Sydney Commission's: Greater Sydney Region Plan: A Metropolis of Three Cities</i> <i>Transport for NSW Future Strategy 2056</i> <i>Better Placed: Aligning Movement and Place</i> <i>The Bays Precinct Urban Transformation Plan</i> <i>The Australian Infrastructure Audit 2019.</i> 	Section B.2.1 Section C.2.2	

Matter	Section where addressed in the Response to submissions report (April 2020)	Further clarification
<i>The overpass is not consistent with the WestConnex commitment to minimise visual impacts by placing roads underground.</i>	Section C.2.3	
Approval process		
<i>The approvals process should not allow for major changes to be considered as modifications to a project approval.</i>	Section C.3.1	
<i>The modification design is proposed prior to completion of the UDLP.</i>	Section C.7.1	
<i>Concerns about works being carried out before the modification is approved.</i>	Section C.14.1	
The proposed modification		
<i>Questioning the location and alignment of the overpass and the justification for selecting an overpass option rather than at-grade or tunnel options.</i>	Section C.4.1	
<i>Questioning the location and alignment of the green link.</i>	Section B.1.4 Section B.2.6 Section C.4.2	
<i>Suggestion to continue the elevated pedestrian bridge from Rozelle Bay light rail stop over The Crescent and to the foreshore near Chapman Road.</i>	Section 4.3.2 of the Modification report	

Matter	Section where addressed in the Response to submissions report (April 2020)	Further clarification
<i>The pedestrian and cycling connection from Rozelle Rail Yards to the Rozelle Bay foreshore is not direct, involves crossing a number of traffic lanes and will be a longer journey.</i>	Section B.1.4 Section B.2.6 Section C.4.2 Section C.4.3 Section C.6.7 Section C.7.2 Section C13.2	
<i>The proposal should reserve a corridor for a future light rail connection to the Bays Precinct.</i>	Section C.4.5	
<i>An at grade footpath connection should be retained along the west side of The Crescent between City West Link (Railway Parade) and Johnston Street.</i>	Section C.4.5	
<i>Connectivity to Gordon Street, Victoria Road and The Bays Precinct and from Anzac Bridge and Victoria Road to the Rozelle Bay foreshore need to be improved.</i>	Section C.4.5	
<i>Impacts to property access and on-street parking.</i>	Section C.6.9	
Safety of pedestrians and cyclists		
<i>Safety concerns given that pedestrians and cyclist will be located in close proximity to busy road corridors.</i>	Section C.6.3	
Road intersection performance		
<i>The proposed pedestrian and cyclist crossings at The Crescent / Johnston Street / Chapman Road intersection will disrupt traffic flow.</i>	Section C.6.4	The performance of the intersection as a result of the reintroduction of the at-grade crossing at this location was discussed in Section 3.1 of the Design amendment report.

Matter	Section where addressed in the Response to submissions report (April 2020)	Further clarification
<i>Only one traffic lane being available at the start of the overpass, potentially causing traffic queues on Johnston Street and The Crescent.</i>	Section C.6.4	The one traffic lane on the overpass is able to accommodate the forecasted traffic demand in 2023 (year of opening) and 2033 (10 years after opening). Where the overpass diverges to two lanes near its exit adjacent to James Craig Road, the length and number of lanes is forecast to provide sufficient room for queuing on the approach to this leg of the intersection without any impact on the operation of the upstream intersection at The Crescent/Johnston Street/Chapman Road. For further information see Section 3.1 of the Design amendment report.
<i>Reinstate the right-hand turn lane at The Crescent to Johnston Street.</i>	Section B.1.1 Section B.2.1 Section B.3.2 Section B.6.1 Section C.6.6	The revised design proposes to maintain the right turn movement from Johnston Street to The Crescent (south) to maintain local connectivity on the road network. The impact of this change on the performance of The Crescent, Johnston Street and Chapman Road intersection is discussed in Section 3.1 of the Design amendment report.
Impact on existing character of the area		
<i>The overpass is not consistent with the existing character and urban fabric of the surrounding area.</i>	Section B.1.3 Section B.2.5 Section C.7.2	

Matter	Section where addressed in the Response to submissions report (April 2020)	Further clarification
Noise and air quality impacts from additional traffic using the overpass		
<i>Noise impacts from traffic using the overpass.</i>	Section B.1.2 Section B.2.3 Section B.4.1 Section B.5.2 Section C.8.3	
<i>Air quality impacts from traffic using the overpass.</i>	Section B.2.4 Section B.5.3 Section C.9.3	
The amenity of pedestrian and cyclists using the green link		
<i>Pedestrians and cyclists using the green link would be impacted by noise and air quality emissions given the proximity of the green link to the ventilation outlets and the overpass.</i>	Section B2.4 Section B5.3 Section C9.3	
Listed heritage items		
<i>The overpass detracts from the amenity of the Annandale Heritage Conservation area.</i>	Section B1.3 Section B2.5 Section C10.1	

Matter	Section where addressed in the Response to submissions report (April 2020)	Further clarification
<i>The overpass will obstruct the view of the mural and would result in an increased impact by comparison to the EIS design.</i>	Section B2.1 Section B2.5 Section B2.6 Section C10.1	Along the west side of The Crescent the shared user path ramp and overpass would impact on views from motorists, pedestrians and cyclists toward the northern section of the existing mural, however, views to the central and southern sections of the mural would not be impacted. In the EIS there was a pedestrian ramp proposed in this same location which would have a similar impact on views to the mural (see Figure 2-3). For further information see Section 3.6 of the Design amendment report.
Contamination		
<i>No substantiation that the tunnel option would encounter contaminated materials beyond what would be encountered in the overpass option.</i>	Section B2.4 Section C.4.1 Section C9.2	Contamination impacts within the footprint of the proposed modification were assessed in Section 6.10 of the Modification report. The tunnel option would involve excavation over a distance of around 400 metres. By comparison the overpass option would involve limited excavation for foundations and piling at discrete locations along the alignment of the overpass. As a result, the tunnel option would be more likely to encounter contaminated materials over a wider excavation footprint, by comparison to the overpass option.
M4-M5 Link Project		
<i>Removal of vegetation in Buruwan Park.</i>	Section C.14.1	
<i>The overpass would contribute to the urban heat island effect and global emissions.</i>	Section C.14.1	

WestConnex M4-M5 Link

Rozelle Interchange – Modification: The Crescent overpass and active transport links
Response to submissions on Design amendment report

Matter	Section where addressed in the Response to submissions report (April 2020)	Further clarification
<i>The modification is not consistent with water sensitive urban design and does not propose to upgrade the water quality treatment proposed for the Whites Creek outlet to Rozelle Bay.</i>	Section C2.2 Section C13.1 Section C14.1	
<i>Concerns regarding elements of the approved project including the ventilation facilities, tunnel portals and imposition of tolls.</i>	Section C.14.1	
Matters related to the WestConnex program of works		
Matters related to the WestConnex program of works.	Section C14.2	
Non-project related matters		
<i>Suggested changes to roads and pedestrian and cycling paths that are not within the scope of the proposed modification.</i>	Section C.14.3	

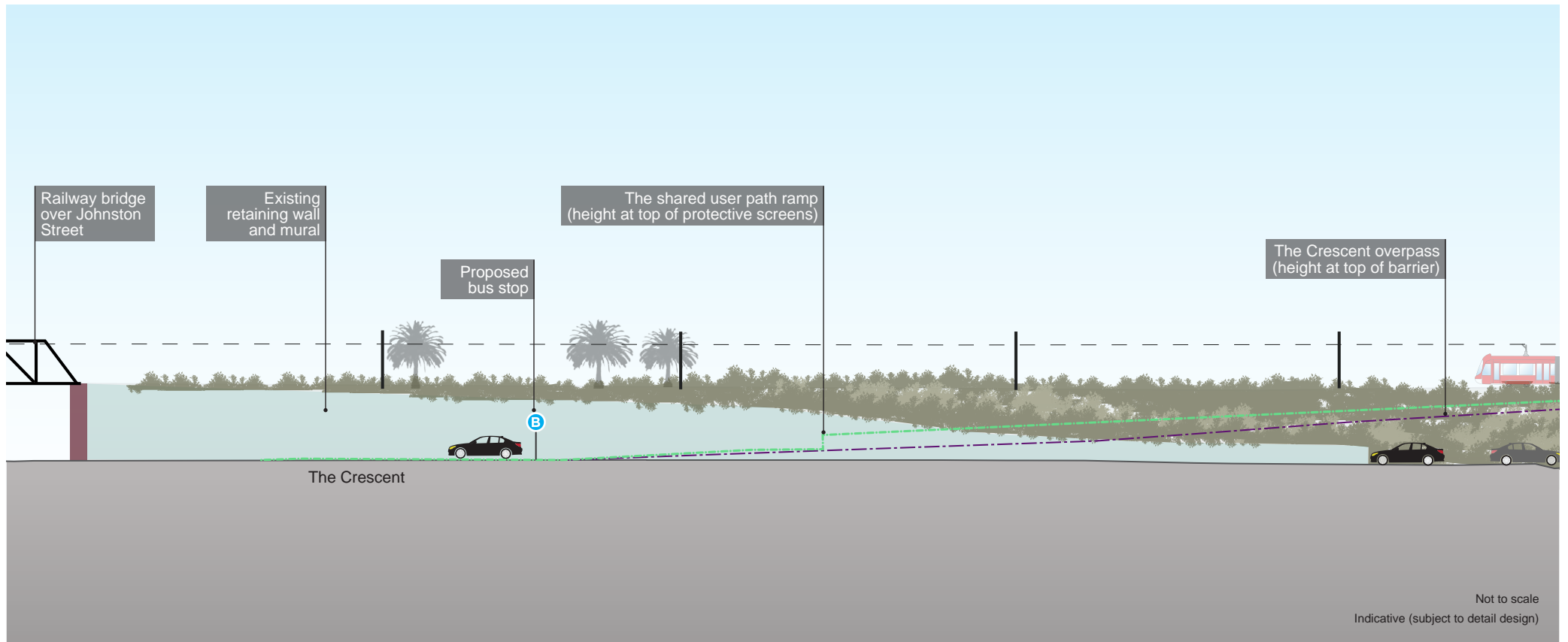


Figure 2-3 Indicative elevation: The Crescent mural

3. Submitter identification table

Table 3-1: Community and organisation submission number and where addressed in this report

Submission number	Section where addressed in this report
The revised design	
S-125235, S-125253, S-125257, S-125258, S-125329, S-125348, S-125382, S-125385, S-125386, S-125389, S-125416, S-125422, S-125434, S-125455, S-125460, S-125468, S-125496, S-125501, S-125507, S-125512, S-125516, S-125541, S-125566, S-125576, S-125579, S-125592, S-125597, S-125612, S-125614, S-125618, S-125636, S-125638, S-125639, S-125645, S-125648, S-125650, S-125651, S-125653, S-125655, S-125663, S-125668, S-125669, S-125675, S-125691, S-125693, S-125704, S-125711	Section 2.3.1
Community consultation and engagement	
S-125348, S-125419, S-125426, S-125479, S-125500, S-125573, S-125615, S-125618, S-125627, S-125636, S-125637, S-125639, S-125650, S-125652, S-125668, S-125676	Section 2.3.2
Urban design and representative viewpoints	
S-125235, S-125253, S-125419, S-125426, S-125446, S-125455, S-125478, S-125482, S-125486, S-125489, S-125496, S-125509, S-125513, S-125516, S-125541, S-125566, S-125575, S-125579, S-125587, S-125602, S-125610, S-125618, S-125627, S-125637, S-125639, S-125650, S-125655	Section 2.3.3
Traffic and transport modelling	
S-125588, S-125623, S-125626	Section 2.3.4
Health and safety of pedestrians and cyclists	
S-125212, S-125235, S-125253, S-125348, S-125353, S-125382, S-125383, S-125389, S-125422, S-125426, S-125463, S-125487, S-125500, S-125516, S-125518, S-125538, S-125562, S-125582, S-125587, S-125588, S-125595, S-125597, S-125605, S-125613, S-125614, S-125615, S-125618, S-125627, S-125630, S-125636, S-125637, S-125639, S-125640, S-125648, S-125651, S-125665, S-125669, S-125691, S-125692	Section 2.3.5
Socio-economic impacts	
S-125692	Section 2.3.6

Table 3-2: Community and organisation submission number and where addressed in the Response to submissions report (April 2020)

Submission number	Section where addressed in the Response to submissions report (April 2020)
General support	
S-125248, S-125261, S-125348, S-125389, S-125393, S-125395, S-125468, S-125612, S-125631, S-125636, S-125639, S-125693	Section C.1.1
Strategic context and justification	
S-125265, S-125267, S-125384, S-125389, S-125419, S-125426, S-125429, S-125430, S-125431, S-125432, S-125434, S-125435, S-125436, S-125437, S-125438, S-125439, S-125440, S-125443, S-125444, S-125446, S-125448, S-125449, S-125455, S-125460, S-125461, S-125462, S-125463, S-125464, S-125465, S-125466, S-125471, S-125472, S-125476, S-125479, S-125480, S-125481, S-125482, S-125484, S-125486, S-125488, S-125489, S-125490, S-125495, S-125499, S-125504, S-125506, S-125507, S-125508, S-125509, S-125510, S-125512, S-125513, S-125516, S-125518, S-125522, S-125524, S-125527, S-125528, S-125530, S-125531, S-125533, S-125534, S-125537, S-125538, S-125539, S-125540, S-125541, S-125542, S-125544, S-125545, S-125546, S-125548, S-125549, S-125550, S-125551, S-125552, S-125553, S-125554, S-125557, S-125559, S-125562, S-125564, S-125565, S-125566, S-125567, S-125570, S-125571, S-125572, S-125573, S-125574, S-125575, S-125576, S-125577, S-125578, S-125579, S-125583, S-125584, S-125585, S-125587, S-125588, S-125590, S-125591, S-125593, S-125596, S-125597, S-125598, S-125599, S-125600, S-125601, S-125602, S-125604, S-125605, S-125607, S-125608, S-125609, S-125610, S-125614, S-125615, S-125617, S-125618, S-125619, S-125620, S-125621, S-125622, S-125623, S-125624, S-125626, S-125627, S-125628, S-125629, S-125630, S-125633, S-125638, S-125639, S-125640, S-125641, S-125642, S-125643, S-125644, S-125645, S-125647, S-125649, S-125650, S-125652, S-125654, S-125656, S-125657, S-125658, S-125659, S-125660, S-125661, S-125662, S-125663, S-125664, S-125665, S-125666, S-125668, S-125669, S-125670, S-125671, S-125672, S-125673, S-125674, S-125676, S-125677, S-125678, S-125680, S-125691, S-125692, S-125693, S-125694, S-125704, S-125709, S-125710, S-125711, S-125712, S-125713, S-125714	Section B.2.1 Section B.2.6 Section C.2.1 Section C.2.2 Section C.2.3 Section C.3.2
Approvals process	
S-125455, S-125573, S-125579, S-125588, S-125590, S-125593, S-125610, S-125618, S-125637, S-125652	Section C.3.1 Section C.7.1 Section C.14.1
The proposed modification	
S-125176, S-125198, S-125212, S-125235, S-125253, S-125257, S-125258, S-125264, S-125266, S-125329, S-125330, S-125348, S-125350, S-125353, S-125355, S-125357, S-125382, S-125385, S-125386, S-125389, S-125415, S-125419, S-125422, S-125426, S-125429, S-125430, S-125432, S-125434, S-125435, S-125436, S-125437, S-125438, S-125439, S-125440, S-125441, S-125443, S-125444, S-125445, S-125448, S-125449, S-125455, S-125458,	Section B.1.4 Section B.2.6 Section B.2.6 Section C.4.1

Submission number	Section where addressed in the Response to submissions report (April 2020)
S-125460, S-125461, S-125462, S-125463, S-125464, S-125465, S-125466, S-125467, S-125468, S-125472, S-125476, S-125479, S-125480, S-125481, S-125482, S-125484, S-125486, S-125487, S-125488, S-125489, S-125490, S-125495, S-125496, S-125499, S-125500, S-125504, S-125506, S-125507, S-125508, S-125509, S-125510, S-125512, S-125513, S-125517, S-125522, S-125524, S-125527, S-125528, S-125529, S-125530, S-125531, S-125532, S-125533, S-125534, S-125535, S-125538, S-125539, S-125540, S-125541, S-125542, S-125544, S-125545, S-125546, S-125548, S-125549, S-125550, S-125552, S-125553, S-125554, S-125557, S-125559, S-125560, S-125562, S-125564, S-125565, S-125566, S-125567, S-125569, S-125571, S-125572, S-125573, S-125574, S-125575, S-125576, S-125577, S-125578, S-125579, S-125582, S-125583, S-125584, S-125585, S-125587, S-125588, S-125590, S-125591, S-125592, S-125593, S-125594, S-125595, S-125596, S-125597, S-125598, S-125599, S-125601, S-125602, S-125604, S-125605, S-125607, S-125608, S-125609, S-125610, S-125611, S-125612, S-125613, S-125614, S-125615, S-125616, S-125617, S-125619, S-125620, S-125621, S-125622, S-125623, S-125624, S-125625, S-125626, S-125627, S-125628, S-125629, S-125630, S-125632, S-125633, S-125637, S-125638, S-125639, S-125640, S-125642, S-125643, S-125644, S-125645, S-125646, S-125647, S-125648, S-125649, S-125650, S-125651, S-125652, S-125653, S-125654, S-125655, S-125656, S-125658, S-125659, S-125660, S-125661, S-125662, S-125663, S-125664, S-125665, S-125666, S-125667, S-125668, S-125671, S-125672, S-125673, S-125674, S-125676, S-125677, S-125678, S-125680, S-125691, S-125692, S-125693, S-125694, S-125704, S-125709, S-125711, S-125712, S-125714	Section C.4.2 Section C.4.3 Section C.4.5 Section C.6.7 Section C.6.9 Section C.7.2 Section C.13.2
Safety of pedestrians and cyclists	
S-125389, S-125438, S-125441, S-125455, S-125573, S-125593, S-125634, S-125647, S-125652, S-125693	Section C.6.3
Road intersection performance	
S-125426, S-125468, S-125482, S-125486, S-125642, S-125645, S-125665	Section B.1.1 Section B.2.1 Section B.3.2 Section B.6.1 Section C.6.4 Section C.6.6
Impact on existing character of the area	
S-125212, S-125264, S-125265, S-125267, S-125330, S-125355, S-125382, S-125384, S-125389, S-125426, S-125431, S-125436, S-125437, S-125438, S-125439, S-125445, S-125446, S-125450, S-125458, S-125461, S-125466, S-125471, S-125481, S-125487, S-125500, S-125505, S-125507, S-125508, S-125513, S-125517, S-125518, S-125539, S-125550, S-125553, S-125559, S-125562, S-125564, S-125567, S-125569, S-125574, S-125578, S-125582, S-125583, S-125584, S-125587, S-125590, S-125591, S-125595, S-125597, S-125598, S-125602, S-125615, S-125618, S-125621, S-125630, S-125633, S-125634, S-125637, S-125639, S-125641, S-125643, S-125645, S-125647,	Section B.1.3 Section B.2.5 Section C.7.2

Submission number	Section where addressed in the Response to submissions report (April 2020)
S-125650, S-125659, S-125662, S-125663, S-125665, S-125666, S-125667, S-125668, S-125674, S-125677, S-125692, S-125693, S-125694, S-125709, S-125711, S-125713, S-125714	
Noise and air quality impacts from additional traffic using the overpass	
S-125264, S-125330, S-125431, S-125438, S-125445, S-125478, S-125488, S-125518, S-125541, S-125550, S-125552, S-125575, S-125590, S-125639, S-125645, S-125647, S-125659, S-125693, S-125694, S-125709, S-125711, S-125713, S-125714	Section B.1.2 Section B.2.3 Section B.2.4 Section B.4.1 Section B.5.2 Section B.5.3 Section C.8.3 Section C.9.3
The amenity of pedestrian and cyclists using the green link	
S-125257, S-125426, S-125458, S-125579, S-125602, S-125627, S-125637, S-125639, S-125650, S-125668, S-125691	Section B2.4 Section B5.3 Section C9.3
Listed heritage items	
S-125330, S-125426, S-125429, S-125431, S-125432, S-125435, S-125436, S-125437, S-125438, S-125439, S-125443, S-125444, S-125449, S-125461, S-125462, S-125464, S-125465, S-125466, S-125471, S-125476, S-125478, S-125479, S-125480, S-125481, S-125482, S-125484, S-125486, S-125488, S-125490, S-125499, S-125504, S-125505, S-125506, S-125507, S-125509, S-125510, S-125512, S-125513, S-125527, S-125530, S-125531, S-125533, S-125534, S-125539, S-125542, S-125545, S-125546, S-125548, S-125550, S-125552, S-125553, S-125554, S-125559, S-125560, S-125565, S-125571, S-125572, S-125574, S-125575, S-125578, S-125590, S-125596, S-125597, S-125599, S-125601, S-125605, S-125607, S-125608, S-125610, S-125615, S-125617, S-125619, S-125620, S-125622, S-125628, S-125629, S-125637, S-125639, S-125640, S-125643, S-125648, S-125654, S-125658, S-125659, S-125660, S-125663, S-125664, S-125666, S-125667, S-125671, S-125672, S-125673, S-125678, S-125704, S-125711	Section B.1.3 Section B2.1 Section B.2.5 Section B2.6 Section C.7.2 Section C10.1
Contamination	
S-125647, S-125656	Section B2.4 Section C.4.1 Section C9.2
M4-M5 Link Project / Matters related to the WestConnex program of works / Non-project related matters	
S-125176, S-125348, S-125355, S-125426, S-125435, S-125466, S-125471, S-125472, S-125507, S-125533, S-125534, S-125539, S-125562, S-125564, S-125575, S-125578, S-125585, S-125602, S-125627, S-125630, S-125633, S-125634, S-125637, S-125639, S-125647, S-125648, S-125662, S-125676, S-125691, S-125692, S-125693, S-125710, S-125711, S-125712, S-125713, S-125714	Section C2.2 Section C13.1 Section C.14.1 Section C14.2 Section C.14.3

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WestConnex M4-M5 Link
Rozelle Interchange – Modification:
The Crescent overpass and active transport links
Response to submissions on the Design amendment report



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