

WestConnex M4-M5 Link: Mainline Tunnels

Residual Land Management Plan

May 2022 v2.0

transport.nsw.gov.au

Document Control

File Name	20220505 WCX M4M5 Link Mainline Tunnels RLMP Updated For DPE Comments May 2022.docx
Report Name	WestConnex M4M5 Link: Mainline Tunnels - Residual Land Management Plan

Version Control

Revision	Date	Description
0.1	5 October 2021	Preliminary draft for internal review
0.2	December 2021	Revised draft for internal review
0.3	January 2022	Draft for consultation with stakeholders
1.0	March 2022	Amended to address consultation comments and for submission to DPE
2.0	May 2022	Amended to address DPE comments

Internal Review

	Signature	Name	Title	Date
Plan prepared by:		Alison Tourle	Senior Project Manager Property	1/12/2021
Plan reviewed by:		Jack Murphy	WCX 3A Environmental Representative	8/12/2021
		Struan Wilson	WCX 3A Project Director	20/12/2021
Plan approved by:		Simon Cooper	Project Director, WCX	30/03/2022

Table of Contents

1	Introduction.....	1
1.1	Overview of WestConnex	1
1.2	The M4-M5 Link.....	1
1.3	Purpose of this Residual Land Management Plan.....	2
1.4	Principles and Objectives.....	4
1.5	Timing	4
1.6	Location of Residual Land	4
1.7	Residual Land from other WCX Projects	4
2	Stakeholder Consultation	6
3	Environmental Planning Instruments	7
3.1	Parramatta Road Corridor Urban Transformation Strategy	7
3.2	Eastern City District Plan.....	8
3.3	Camperdown-Ultimo Place Strategy.....	9
3.4	Camperdown Alliance Place Strategy	9
3.5	Inner West Council strategies	9
4	Management of Project Residual Land.....	11
4.1	Residual Land.....	11
4.2	Parramatta Road East and West Sites	13
4.3	Pymont Bridge Road Site	14

Appendices

- A: Stakeholder Consultation
- B: Pre-Construction Land Use and Planning Controls

Figures

Figure 1.1:	Overview of WestConnex	1
Figure 1.2:	Overview of M4-M5 Link Mainline Tunnels Project.....	2
Figure 1.3:	Location of Mainline Tunnels Residual Land.....	5
Figure 3.1:	PRCUTS Camperdown Precinct Strategy.....	7
Figure 3.2:	PRCUTS in the vicinity of the Parramatta Road East and West sites	8
Figure 4.1:	Parramatta Road East and West Sites – Locations and LEP Zonings	13
Figure 4.2:	Location of M4E tunnels under PREW Sites 1 and 3.....	14
Figure 4.3:	Pymont Bridge Road Site – Location and Existing Zoning.....	15

Tables

Table 1.1:	CoA Requirements for this RLMP	3
Table 2.1:	Summary of Consultation	6
Table 4.1:	Summary of M4M5 Link Residual Land Management Plan	12
Table 4.2:	Characteristics of the PREW residual land sites.....	13
Table 4.3:	Characteristics of the PBR residual land sites	14

Glossary of Terms and Abbreviations

CSSI	Critical State Significant Infrastructure
CoA	Condition of Approval
CoS	City of Sydney Council
DPE	Department of Planning and Environment
EIS	Environmental Impact Statement
IWC	Inner West Council
LEP	Local Environmental Plan
LGA	Local Government Area
PBR	Pyrmont Bridge Road
PRCUTS	Parramatta Road Corridor Urban Transformation Strategy
PREW	Parramatta Road East and West
PRUAIP	Parramatta Road Urban Amenity Improvement Plan
RLMP	Residual Land Management Plan
TfNSW	Transport for NSW
UDLP	Urban Design and Landscape Plan
WCX	WestConnex

1 Introduction

1.1 Overview of WestConnex

WestConnex is one of the NSW Government’s key infrastructure projects, which aims to ease congestion, create employment opportunities and connect communities. The WestConnex program of works, together with the proposed Sydney Gateway project, will facilitate improved connections between western Sydney, Sydney Airport, Port Botany and south and south-western Sydney, as well as provide better connectivity between the important economic centres along Sydney’s Global Economic Corridor and local communities.

Separate planning applications and assessments have been completed for each of the WestConnex projects. The WestConnex program of works are shown on Figure 1.1 and comprise:

- New M4:
 - M4 Widening – widening of the existing M4 Motorway from Parramatta to Homebush (open to traffic)
 - M4 East – extension of the M4 Motorway in tunnels between Homebush and Haberfield via Concord (open to traffic)
- King Georges Road Interchange Upgrade – upgrade of the King Georges Road interchange between the M5 West and M5 East at Beverly Hills (open to traffic)
- New M5 (now known as the M8) – duplication of the M5 East from King Georges Road at Beverly Hills with tunnels from Kingsgrove to a new interchange at St Peters (open to traffic)
- M4-M5 Link – tunnels connecting the M4 East at Haberfield and the M8 at St Peters, and an interchange at Rozelle and a link at Iron Cove (approved and under construction).

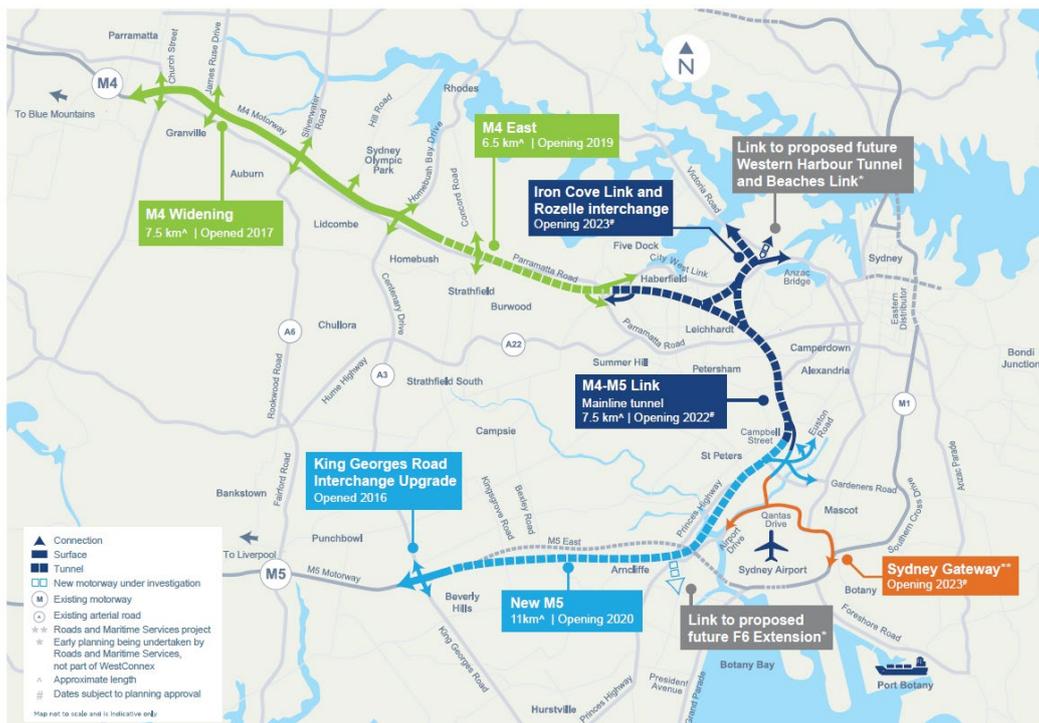


Figure 1.1: Overview of WestConnex

1.2 The M4-M5 Link

The M4-M5 Link is the final stage of the WestConnex project. TfNSW was granted approval (SSI 7485) to construct and operate the M4-M5 Link from the NSW Minister for Planning on 17 April 2018 under Division 5.2 of Part 5 of the *Environmental Planning and Assessment Act 1979*. The approval includes conditions which require compliance during construction and operation of the Motorway.

The M4-M5 Link project comprises a new multi-lane tunnel link between the M4 East Motorway at Haberfield and the New M5 Motorway at St Peters (referred to as the Mainline Tunnels Project) (the Project) (refer Figure 1.2). The M4-M5 Link project also includes an interchange at Lilyfield and Rozelle and a tunnel connection between Anzac Bridge and Victoria Road east of Iron Cove Bridge (referred to as Rozelle interchange). Construction of tunnels, ramps and associated infrastructure to provide connections to the proposed Western Harbour Tunnel and Beaches Link project is also being carried out at the Rozelle interchange. The Mainline Tunnels and the Rozelle Interchange projects are expected to be open to traffic in 2023.

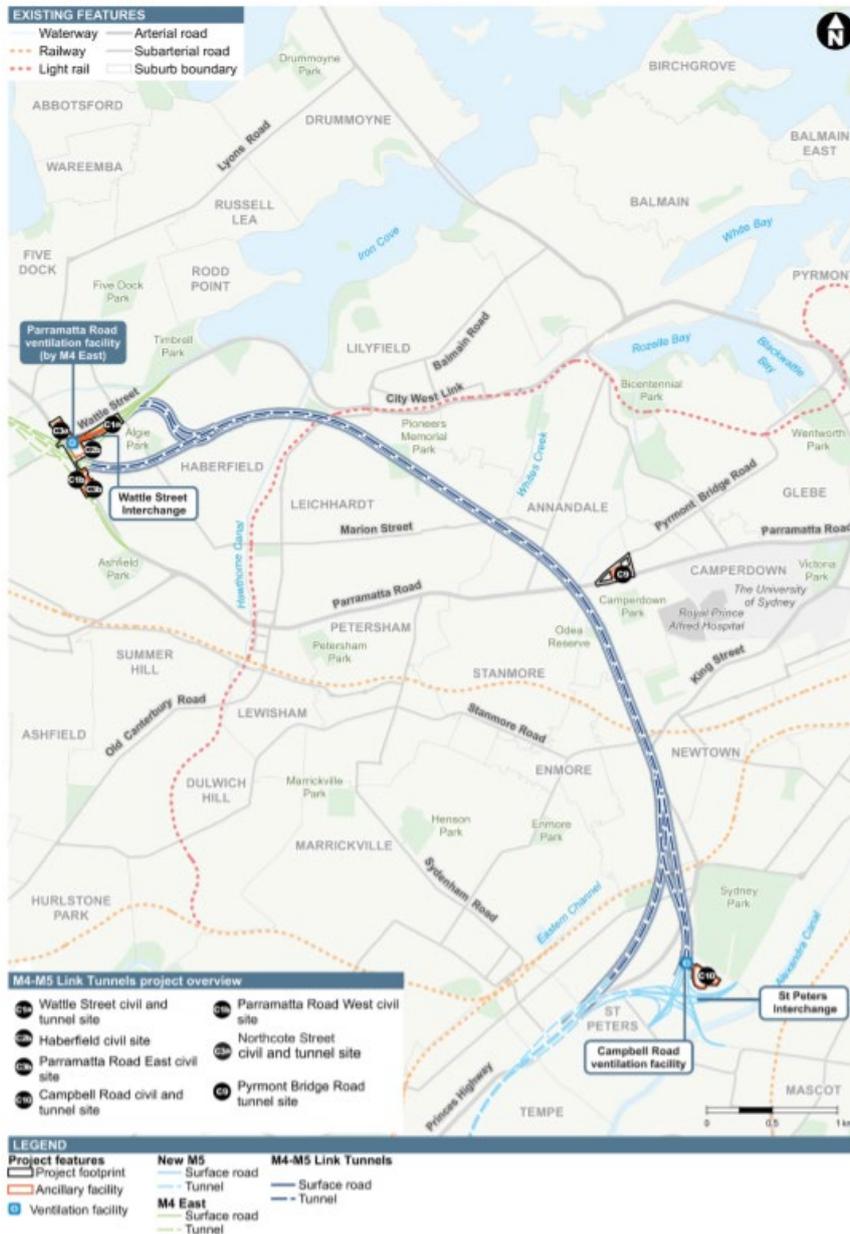


Figure 1.2: Overview of M4-M5 Link Mainline Tunnels Project

1.3 Purpose of this Residual Land Management Plan

This Residual Land Management Plan (RLMP) has been prepared to comply with Condition of Approval (CoA) E112 of the Infrastructure Approval. This RLMP applies to the Mainline Tunnels component (the Project) of the M4-M5 Link project. A separate plan will be prepared for the Rozelle Interchange project.

The CoAs relevant to this RLMP are listed Table 1.1 below. A cross reference is also included to indicate where the condition is addressed in this Plan.

Table 1.1: CoA Requirements for this RLMP

CoA	Requirement	Reference
A6	<p>Where the terms of this approval require a document or monitoring program to be prepared or a review to be undertaken in consultation with identified parties, evidence of the consultation undertaken must be submitted to the Secretary with the document.</p> <p>The evidence must include:</p> <ul style="list-style-type: none"> (a) documentation of the engagement with the party(s) identified in the condition of approval that has occurred prior to submitting the document for approval; (b) log of the points of engagement or attempted engagement with the identified party(s) and a summary of the issues raised by them; (c) documentation of the follow-up with the identified party(s) where feedback has not been provided to confirm that they have none or have failed to provide feedback after repeated requests; (d) outline of the issues raised by the identified party(s) and how they have been addressed; and (e) a description of the outstanding issues raised by the identified party(s) and the reasons why they have not been addressed. 	<p>Section 2 Table 2.1</p> <p>Appendix A</p>
E111	<p>Land considered surplus to needs for the operation of the motorway, as identified in the documents listed in Condition A1, as well as the opportunity sites in Rozelle as identified in Appendix L (Volume 2F of the EIS) and land not occupied by operational infrastructure at construction site C7, and that is not retained by the Proponent, is to be considered residual land and managed in accordance with Condition E112.</p>	<p>Section 4</p> <p>A separate RLMP will be prepared for the Rozelle Interchange project</p>
E112	<p>A Residual Land Management Plan (RLMP) must be prepared in consultation with the relevant council(s) and government agencies.</p>	<p>This Plan Section 2 Appendix A</p>
	<p>The RLMP must be submitted to the Secretary for approval at least 12 months prior to the commencement of operation of the CSSI.</p>	<p>Section 1.5</p>
	<p>The RLMP must identify (and consider), but not be limited to:</p>	
	<ul style="list-style-type: none"> (a) identification and illustration of all residual land following construction of the CSSI, including the physical location, land use characteristics, size and adjacent land uses 	<p>Section 4 Appendix B</p>
	<ul style="list-style-type: none"> (b) identification of feasible uses for each piece of residual land guided by relevant environmental planning instruments and <ul style="list-style-type: none"> i. the Eastern City District Plan ii. The Bays Precinct Urban Transformation Program iii. Parramatta Road Corridor Urban Transformation Strategy iv. other strategic planning documents applicable to any residual land from the CSSI 	<p>Section 4 Section 3</p> <p>The Bays Precinct Urban Transformation Program does not apply to the Mainline Tunnels Project (only RI)</p>
	<ul style="list-style-type: none"> (c) identification of residual land that does not have feasible development potential; and 	<p>All Project residual land has feasible development potential</p>
	<ul style="list-style-type: none"> (d) timeframes for implementing the various components of the RLMP 	<p>Section 1.5</p>
E113	<p>Residual land that is to be used for a public use and/or transferred to a public authority is to be in a condition suitable for end use that does not incur additional cost to the public authority to reasonably rehabilitate the land for the future development identified in the RLMP.</p>	<p>N/A</p> <p>No residual land to be used for a public use</p>
E114	<p>All residual land identified for open space uses in accordance with an approved RLMP must be made available to the relevant council or public authority within 12 months of the completion of construction.</p>	<p>N/A</p> <p>No residual identified for open space uses</p>

CoA	Requirement	Reference
E115	All residual land is to be managed in accordance with the maintenance requirements of the UDLP until such time as it is transferred to a differing owner or authority in accordance with the RLMP, unless otherwise agreed with the Secretary (and any relevant authority to own the land).	N/A No UDLP requirements applicable to the Project residual land

1.4 Principles and Objectives

The RLMP has been guided by the following principles:

- determining the most appropriate use for surplus land not required beyond construction of the Project
- achieving the highest and best use of land along the corridor for social, cultural and economic outcomes with consideration given to the provision of additional community uses, public recreation uses and other related uses
- offering opportunities to divest land in a manner consistent with the policy framework of TfNSW and in accordance with Treasury Directions
- delivering outcomes consistent with the Eastern City District Plan, Parramatta Road Corridor Urban Transformation Strategy and any other relevant policies.

The objectives of this RLMP are to:

- satisfy the requirements of CoA E112 of the M4-M5 Link Infrastructure Approval for the Project
- identify and provide detail on the final land uses of land parcels and sites that are not required for the operation of the M4-M5 Link Mainline Tunnels and therefore will be surplus following completion of the motorway construction
- prepare a plan that outlines what actions need to be undertaken with the residual land and outline how this land will be managed following the completion of motorway construction.

1.5 Timing

In accordance with the requirement of CoA E112, this RLMP will be submitted to the Secretary of the Department of Planning and Environment (DPE) for approval at least 12 months prior to the commencement of operation of the Mainline Tunnels. The commencement date of operation of the Mainline Tunnels is anticipated to be approximately March 2023. The draft RLMP was submitted to the DPE in early April 2022.

1.6 Location of Residual Land

The residual land for the Project includes four sites on Parramatta Road at Haberfield and Ashfield (Parramatta Road East and West (PREW) sites) and two sites at Annandale (Pymont Bridge Road (PBR) site). The location of the Project residual land is shown on Figure 1.3. Further details on the management of these sites are provided in Section 4.

1.7 Residual Land from other WCX Projects

Figure 1.3 also shows the location of the Northcote Street Haberfield site, which was acquired for and used by the M4E project and subsequently used by the Project. Following completion of the Project, this site will be managed in accordance with the M4E RLMP.

The St Peters Interchange site, located south of Campbell Street in St Peters, was acquired for and used by the M8 project and subsequently used by the Project as a construction site. Following completion of the Project, this site will be managed in accordance with the New M5 RLMP and Urban Design and Landscape Plan (UDLP).



Figure 1.3: Location of Mainline Tunnels Residual Land

2 Stakeholder Consultation

The residual land from the Mainline Tunnels Project is located within the Inner West Council (IWC) Local Government Area (LGA) and one site also adjoins the City of Sydney (CoS) LGA. TfNSW has consulted with IWC regarding the Project residual land, specifically the Pyrmont Bridge Road site, since 2019. TfNSW presented a summary of the RLMP and provided the draft RLMP to both Councils for review and consultation in February 2022, prior to submission of the draft RLMP to DPE.

A summary of the consultation undertaken for the preparation of the RLMP is listed in Table 2.1 below and further detail is provided in Appendix A. TfNSW has incorporated the relevant comments from these stakeholders within this RLMP as outlined in Appendix A. There are no outstanding issues raised by the stakeholders to be addressed in the RLMP.

Table 2.1: Summary of Consultation

Stakeholder	Date of Consultation	Consultation Purpose
Inner West Council	3 October 2019	Presentation by IWC to TfNSW on the Camperdown dive site (PBR site)
Inner West Council, DPE	23 April 2020	Presentation by IWC to TfNSW and DPE on the Camperdown dive site (PBR site) Biohub development
Inner West Council	7 April 2021	Discussion between IWC and TfNSW regarding permanent alignment of Bignell Lane following construction
Inner West Council	8 April 2021	Presentation by ASBJV to IWC regarding the permanent alignment of Bignell Lane
Inner West Council	14 February 2022	Issue of draft RLMP to IWC for review and consultation
City of Sydney Council	14 February 2022	Issue of draft RLMP to CoS for review and consultation
Inner West Council	16 February 2022	Presentation by TfNSW to IWC on the draft RLMP
City of Sydney Council	17 February 2022	Presentation by TfNSW to IWC on the draft RLMP
City of Sydney Council	28 February 2022	City of Sydney Manager Transport Major Project advised by email that the city had no comments on the WCX M4-M5 link Mainline Tunnels RLMP
Inner West Council	11 March 2022	Comments provided by IWC on the draft RLMP. Refer details in Appendix A

Appendix A contains a table that summarises:

- the dates of TfNSW's engagement with the relevant stakeholders that occurred prior to submission of the RLMP to DPE
- TfNSW's engagement with the stakeholders
- the issues raised by the stakeholders
- how TfNSW has addressed these issues and the section in the RLMP where each issue has been addressed.

Documentation relating to the consultation, including correspondence, presentations and meeting minutes, is attached to Appendix A.

3 Environmental Planning Instruments

In accordance with the requirements of CoA E112(b), this RLMP has been guided by the relevant plans and strategies outlined in the sections below.

3.1 Parramatta Road Corridor Urban Transformation Strategy

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), approved in November 2016, is the NSW Government's 30-year plan setting out how the Parramatta Road Corridor will grow and bring new life to local communities living and working along the corridor. The vision and principles of the Strategy are designed to optimise the benefits of the NSW Government's investment in WestConnex. The Strategy is enabled by removing significant volumes of traffic from Parramatta Road as a result of the M4-M5 Link project and other WestConnex stages.

The corridor spans 20 kilometres and includes eight identified urban renewal precincts. The Pyrmont Bridge Road residual land site is located within the Camperdown precinct, the eastern most of the urban renewal precincts.

The strategy for the Camperdown precinct identifies the 'Camperdown Triangle' at the intersection of Parramatta Road, Pyrmont Bridge Road and Mallett Street as a potential biomedical hub, as shown in Figure 3.1. One of the key actions for the Camperdown precinct is to prioritise land use for biotechnology and employment uses that support the growth of the nearby institutions, such as RPA Hospital and Sydney University.

Plans for the Camperdown precinct also include reinforcing active transport over private vehicle movements and improving high-capacity public transport connections along Parramatta Road to the Sydney CBD.

The first program under PRCUTS is the Parramatta Road Urban Amenity Improvement Plan (PRUAIP), which has \$198 million in funding being administered via DPE. There is opportunity for the PBR site to be developed in consideration of the objectives of the PRCUTS. Refer Section 4.3 below for further details.

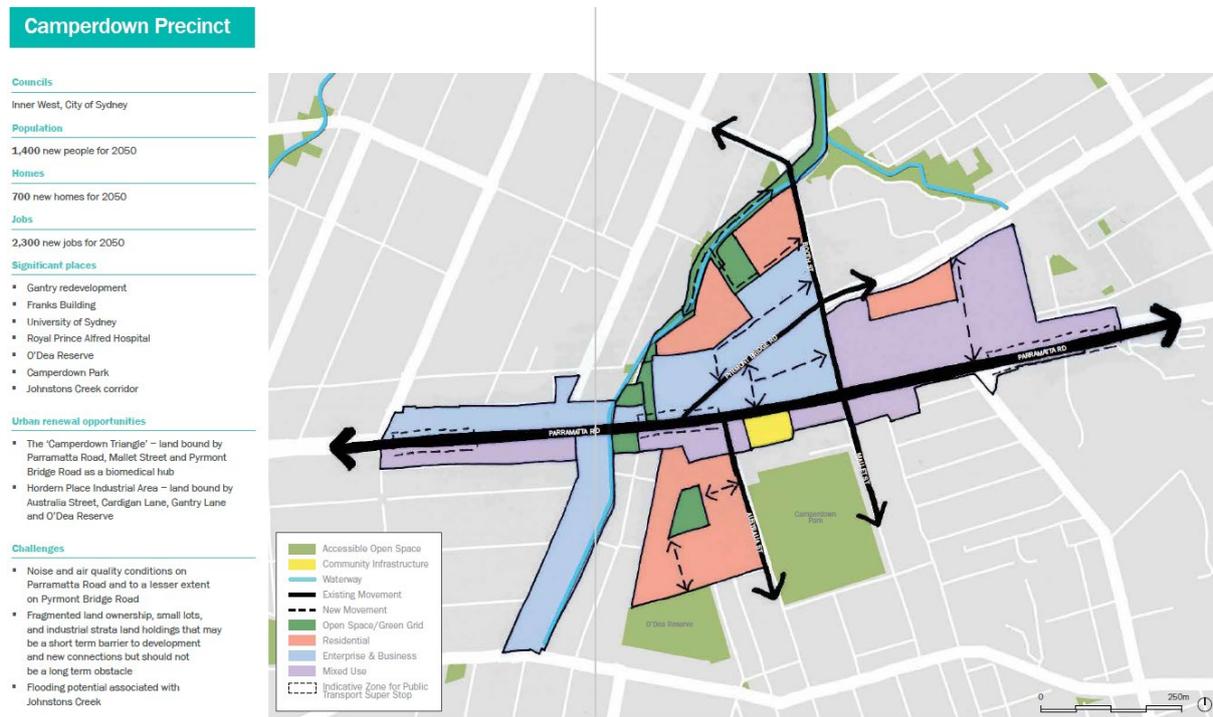


Figure 3.1: PRCUTS Camperdown Precinct Strategy

The Parramatta Road East and West residual land sites are not located in a specific precinct within the Strategy but are shown on the overall strategy map as being part of a “transformation area” within the corridor, as shown on Figure 3.2.



Figure 3.2: PRCUTS in the vicinity of the Parramatta Road East and West sites

The PBR site and the PREW sites will be managed in consideration of the objectives of the PRCUTS.

3.2 Eastern City District Plan

The Inner West LGA is included in the Eastern City District Plan.

This Eastern City District Plan is a 20-year plan prepared by the Greater Sydney Planning Commission to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. It contains the planning priorities and actions for implementing the Greater Sydney Region Plan, A Metropolis of Three Cities, at a district level and is a bridge between regional and local planning.

The District Plan informs local strategic planning statements and local environmental plans, the assessment of planning proposals as well as community strategic plans and policies. The District Plan also assists councils to plan for and support growth and change and align their local planning strategies to place-based outcomes. It guides the decisions of State agencies and informs the private sector and the wider community of approaches to manage growth and change. Community engagement on the District Plan has contributed to a plan for growth that reflects local values and aspirations, in a way that balances regional and local considerations.

In the Eastern City District, the Camperdown-Ultimo health and education precinct, led by the Commission, will bring together the City of Sydney, Inner West Council, the Royal Prince Alfred Hospital, the University of Sydney, University of Technology Sydney, University of Notre Dame Sydney Campus, TAFE Ultimo and medical research institutions. This precinct includes the PBR residual land site.

Other projects in the District which involve a collaborative process between various agencies include the Parramatta Road Corridor Urban Transformation Strategy, initially developed by UrbanGrowth NSW, which will be a collaboration between councils implementing the Strategy supported by the Commission (refer Section 3.1 above for further details).

The PBR and PREW residual sites will be managed in consideration of the objectives of the Eastern City District Plan.

3.3 Camperdown-Ultimo Place Strategy

The Camperdown–Ultimo Collaboration Area Place Strategy (Greater Sydney Commission, February 2019) was prepared to inform public and private policy and investment decisions by identifying and recognising the complex, place-specific issues inhibiting growth and change, bringing together multiple and diverse stakeholders and identifying priorities for growth. It identifies the complexity and interrelatedness of significant challenges and opportunities, which require a deliberate and coordinated effort by many stakeholders to work out a pathway to solutions.

The Place Strategy was collectively designed by the stakeholders involved in planning for the Collaboration Area’s future. Specifically, it:

- establishes a vision and narrative for the Camperdown–Ultimo Collaboration Area
- identifies impediments and opportunities
- sets priorities for the Collaboration Area
- identifies actions to deliver the vision.

The Strategy identifies the importance of the Camperdown Biotechnology Hub in the following “productivity” priorities and actions:

- **Priority 7:** Cultivate an internationally competitive health, education, research and innovation area
- **Priority 8:** Support the role and function of employment lands
 - **Action 27:** Establish a biotechnology hub in Camperdown activity node (Parramatta Road, Mallet Street and Pyrmont Bridge Road area), and safeguard innovative, incubator and research activities from unrelated commercial land uses through planning controls.

The PBR site will be managed in consideration of the priorities and actions of the Camperdown-Ultimo Place Strategy.

3.4 Camperdown Alliance Place Strategy

The Camperdown Alliance has jointly funded a detailed land use investigation by SGS into the biotechnology innovation opportunity presented by the precinct, including outlining the barriers and required enablers to realise its potential. The study concludes that the biotechnology sector needs investment in laboratory space and specialised equipment supported by suitable commercial floor space, to accommodate R&D commercialisation long term horizons.

The PBR site will be managed in consideration of the priorities and actions of the Camperdown-Alliance Place Strategy where appropriate.

3.5 Inner West Council strategies

3.5.1 Inner West Council Local Housing Strategy

The Local Housing Strategy was adopted by Inner West Council on 03 March 2020. The Strategy identifies what makes parts of the Inner West more or less suitable for housing development, and when and what types of housing might be delivered.

The Strategy notes that increased housing along the Parramatta Road corridor should not occur prior to commitment of upgrades of mass public transport along Parramatta Road, including significant streetscape improvements and active transport links.

The residual land at PBR and PREW is zoned Light Industrial and Enterprise Corridor respectively, as such this would not directly impact on local housing. However, the uses of the sites following completion of the Project may have impacts on local housing.

The PBR site is located within the Camperdown precinct of the draft Local Housing Strategy. The Strategy recognises that, in accordance with the PRCUTS, the area to the north of the Camperdown precinct, including the PBR site, is likely to accommodate biotech and similar industries. It is anticipated that these industries will be able to achieve collaboration and economic agglomeration by locating in that area.

From a housing perspective, the Strategy also recognises that there is an imperative to deliver key worker housing and special needs housing, considering the special functions of the precinct.

IWC will continue to liaise with relevant stakeholders for the Camperdown Precinct and rezone accordingly to protect commercial functions and economic agglomeration opportunities.

3.5.2 Inner West Council Employment and Retail Land Strategy

The Employment and Retail Land Strategy was adopted by Inner West Council on 08 September 2020. The strategy provides a strategic approach for the management of land to maximise productivity, facilitate job growth and to contribute to the long-term prosperity of the Inner West Local Government Area. The Strategy supports the transition of Camperdown into a medical and biotechnology hub. IWC will work with the NSW Government to rectify the loss of employment land and to partner projects such as the Camperdown biotechnology hub.

4 Management of Project Residual Land

4.1 Residual Land

Residual Land is defined as land required for the construction of the Project but not required as part of the operation of the Motorway.

The M4-M5 Link EIS stated that the Project residual land may be contemplated for separate future redevelopment and that areas of land may also be retained by TfNSW for future road infrastructure projects. Where this is the case, the land would be rehabilitated and stabilised in preparation for the potential future use.

The M4-M5 Link EIS identified that residual land for the Project comprises the Parramatta Road West civil and tunnel site, the Parramatta Road East civil site and Pyrmont Bridge Road tunnel site. The EIS stated that the future use of these sites would be decided by TfNSW, and any future development would be subject to separate development assessment and approval. This RLMP identifies the proposed future uses of these sites.

Residual land at the Northcote Street construction site at Haberfield and the St Peters Interchange at St Peters being used by the Project will be managed in accordance with the M4 East RLMP, and the New M5 RLMP and UDLP respectively following completion of the Project. The Project will not impact on the implementation of these plans but may impact on the timing in which the plans are carried out.

The M4-M5 Link residual land sites are summarised in Table 4.1 below. Further details on each of the sites, including the proposed future uses, is provided in the following sections.

Table 4.1: Summary of M4M5 Link Residual Land Management Plan

Residual Land Site	Site No	LGA	Current LEP Zoning	Lot numbers	Site Area (m ²)	Contractor Handback Condition	Final Land use	Timing
Parramatta Road East Haberfield	Site 1	IWC	B6 Enterprise Corridor	50/DP1220795	1,410	Fenced and existing buildings to be retained suitable for redevelopment	Following confirmation of requirements for future TfNSW projects, disposal of remaining viable land to market.	Within 10 years of Project completion (ie 2033)
Parramatta Road West Ashfield	Site 2	IWC	B6 Enterprise Corridor	21, 22, 23 /DP1220552	5,040	Fenced and existing hardstand area to be retained suitable for redevelopment	Following confirmation of requirements for future TfNSW projects, disposal of remaining viable land to market.	Within 10 years of Project completion (ie 2033)
Parramatta Road West Ashfield	Site 3	IWC	B6 Enterprise Corridor	10,11,12,13,14/DP1221218 16,17,18,19,20/DP1221218 1/DP121314, A, B, C/DP337062	1,285	Fenced and existing hardstand area to be retained suitable for redevelopment	Following confirmation of requirements for future TfNSW projects, disposal of remaining viable land to market.	Within 10 years of Project completion (ie 2033)
Parramatta Road East Haberfield	Site 4	IWC	B6 Enterprise Corridor	52/DP1220795, 1/DP171194, 26, 27/DP4568, 1/DP900930, 128, 129, 130/DP131525	6,025	Fenced and existing hardstand area to be retained suitable for redevelopment	Following confirmation of requirements for future TfNSW projects, disposal of remaining viable land to market.	Within 10 years of Project completion (ie 2033)
Pymont Bridge Road Annandale	Site 1	IWC	IN2 Light Industrial	1, 2/DP1108210 250/DP701465	9,960	Existing construction structures to be demolished Temporary adit to be backfilled Bignell Land to be reinstated to pre-construction location Fenced and hardstand area suitable for redevelopment	Following confirmation of requirements for future TfNSW projects, disposal of remaining land to market.	Within 10 years of Project completion (ie 2033)
Pymont Bridge Road Annandale	Site 2	IWC	IN2 Light Industrial	101/DP701466, 1/DP510297, 1/DP80066, 1/DP175657, 1/DP175656, 1/DP776389, 1/DP82718, A & B /DP359751, 2/DP72951, 1/DP567291	2,245	Existing construction structures to be demolished Temporary adit to be backfilled Bignell Land to be reinstated to pre-construction location Fenced and hardstand area suitable for redevelopment	Following confirmation of requirements for future TfNSW projects, disposal of remaining land to market.	Within 10 years of Project completion (ie 2033)

4.2 Parramatta Road East and West Sites

4.2.1 Site Characteristics

The location, zoning and cadastral boundaries of the lots within the Parramatta Road East and West (PREW) residual sites are shown on Figure 4.1 and the characteristics of the sites summarised in Table 4.2. Further details of the pre-construction land use and planning controls is provided in Appendix B (extracted from the M4-M5 Link EIS).

Table 4.2: Characteristics of the PREW residual land sites

Site	Location	Site Area (m ²)	Site LEP Zoning*	Adjoining LEP Zoning*
1	Eastern side of Parramatta Road north of Alt Street in Haberfield	1,410	B6 Enterprise Corridor	B6, R3, SP2
2	Western side of Parramatta Road north of Alt Street, Ashfield	5,040	B6 Enterprise Corridor	B6, R2, SP2
3	Western side of Parramatta Road between Alt Street and Bland Street, Ashfield	1,285	B6 Enterprise Corridor	B6, R3, SP2
4	Eastern side of Parramatta Road between Alt Street and Bland Street, Haberfield	6,025	B6 Enterprise Corridor	B6, R2, SP2

* Ashfield LEP 2013

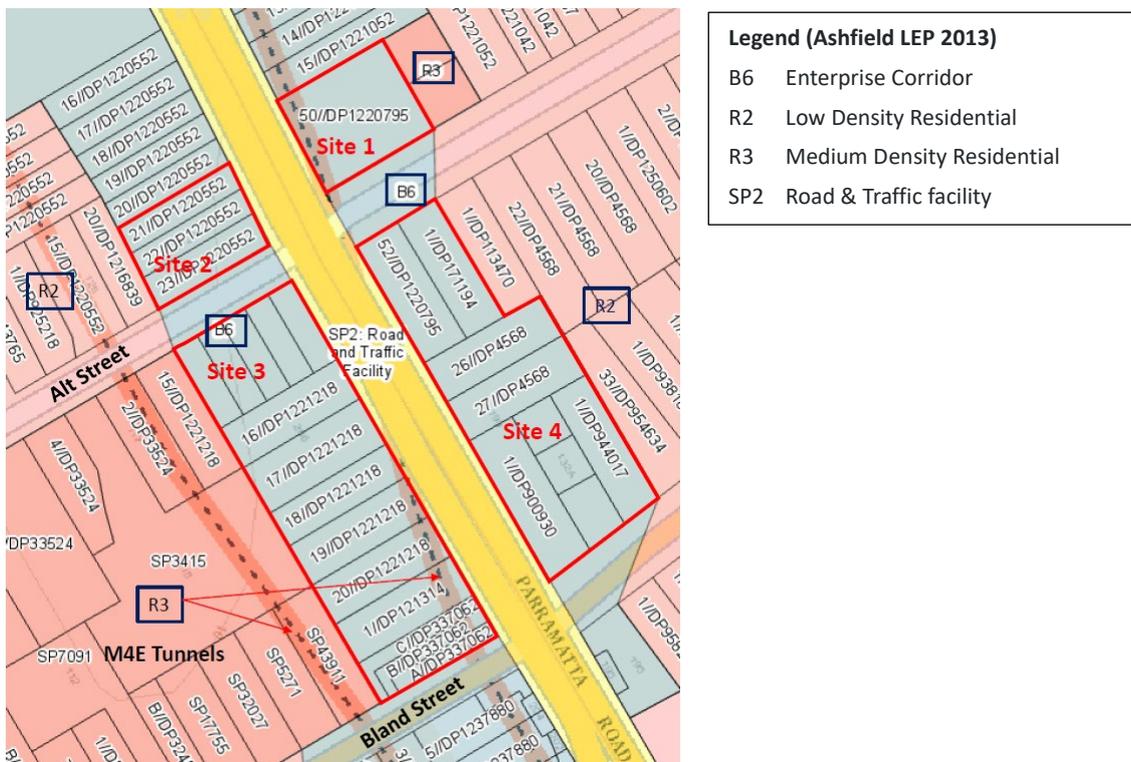


Figure 4.1: Parramatta Road East and West Sites – Locations and LEP Zonings

During construction of the Project, Sites 2 and 3 were used as the Parramatta Road West civil and tunnel site and Sites 1 and 4 were used as the Parramatta Road East civil site. Part of Sites 1 and 3 are underlain by the M4 East tunnels as shown in Figure 4.2.

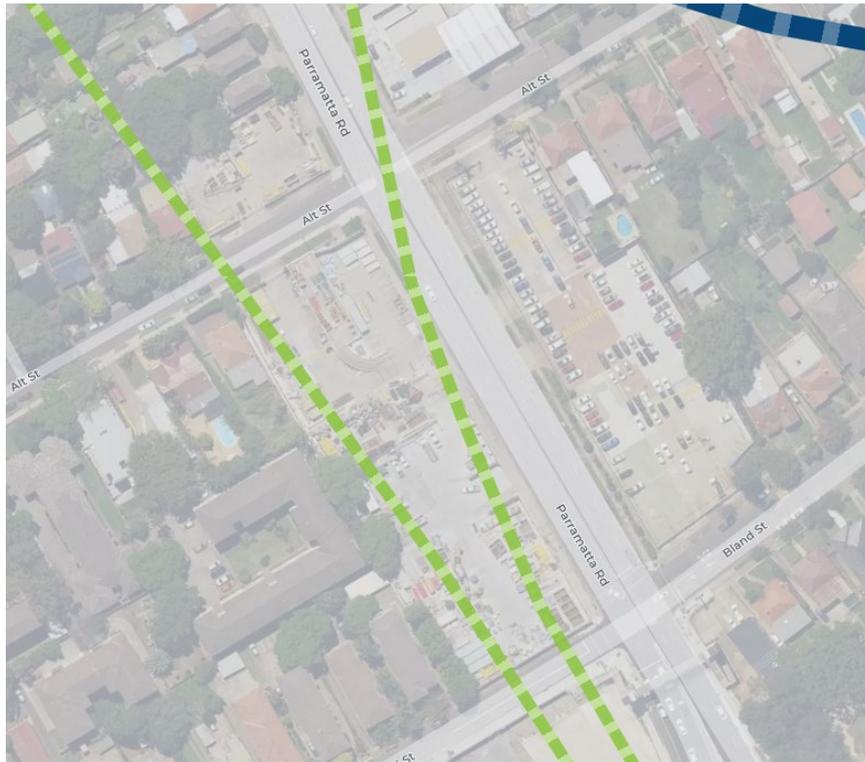


Figure 4.2: Location of M4E tunnels under PREW Sites 1 and 3

4.2.2 Residual Land Management

TfNSW is investigating the use of parts of the sites fronting Parramatta Road for future TfNSW projects. Following identification of the land use requirements for these projects, the remaining residual land will be divested to the market. Following completion of the Project the land will be rehabilitated and stabilised in preparation for the potential future use.

4.3 Pyrmont Bridge Road Site

4.3.1 Site Characteristics

The location, zoning and cadastral boundaries of the lots within the Pyrmont Bridge Road (PBR) residual sites are shown on Figure 4.3 and the characteristics of the sites summarised in Table 4.3. Further details of the pre-construction land use and planning controls are provided in Appendix B (extracted from the M4-M5 Link EIS).

Table 4.3: Characteristics of the PBR residual land sites

Site	Location	Site Area (m ²)	Site LEP Zoning	Adjoining LEP Zoning
1	North of Bignell Lane, between Parramatta Road, Pyrmont Bridge Road and Mallet Streets in Annandale	9,960	IN2 ¹ Light Industrial	IN2 ¹ , SP2 ¹
2	South of Bignell Lane, between Parramatta Road, Pyrmont Bridge Road and Mallet Streets in Annandale	2,245	IN2 ¹ Light Industrial	IN2 ¹ , SP2 ¹ SP2 ² , B2 ² B4 ³

¹ Leichardt LEP 2013; ² Marrickville LEP 2011; ³ Sydney LEP 2012

The current zoning of the PBR sites is IN2 Light Industrial, as shown in Figure 4.3. The cadastral boundaries of the lots making up these sites are also shown in Figure 4.3.

During construction of the Project, the sites formed the Pyrmont Bridge Road tunnel site. Part of Site 2 is underlain by a temporary adit used to access the mainline tunnels. This adit will be backfilled by the WCX Contractor.

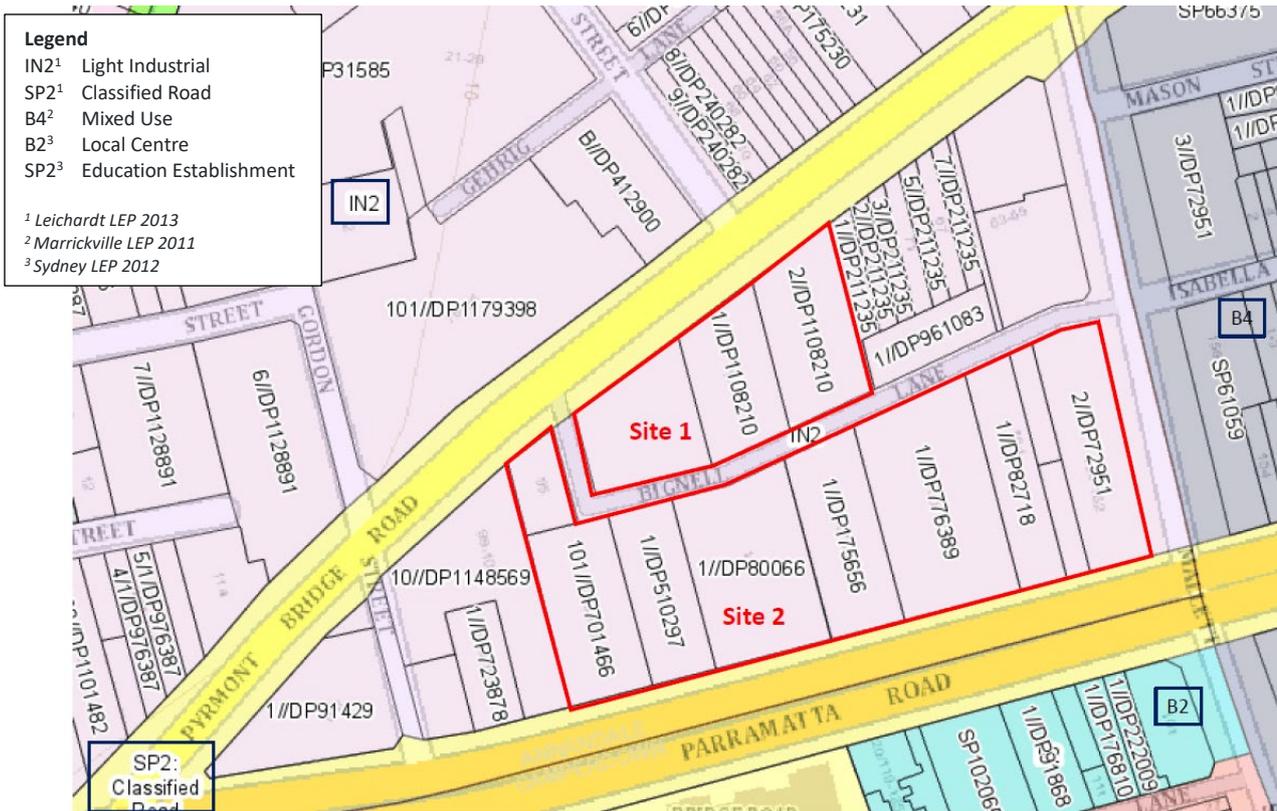


Figure 4.3: Pyrmont Bridge Road Site – Location and Existing Zoning

4.3.2 Residual Land Management

TfNSW is investigating the use of parts of the site immediately adjacent to Parramatta Road for future TfNSW projects. Following identification of the land use requirements for these projects, the remaining residual land will be divested to the market. Following completion of the Project the land will be rehabilitated and stabilised in preparation for the potential future use.

The PBR site has been identified as having a whole of government interest as a potential Biomedical Research Hub, as discussed in Section 3. The whole of government collaboration includes the CoS, which has also identified Mallett Street (to the east of the site) as a potential active transport extension. In this regard, CoS will be able to guide this requirement throughout the whole of government development should the site be adopted for this purpose.

The Pyrmont Bridge Road site is part of the PRUAIP project (refer Section 3.1). At this location IWC is proposing to reduce the number of traffic lanes and on-street parking to install on-road uni-directional separated bicycle paths and landscaping/tree planting to improve the urban amenity of the corridor. This project has been on hold while WestConnex was being delivered, however Council is revisiting the project and potentially delivering it in 2022/23.

Appendices

Appendix A Stakeholder Consultation

Stakeholder	Date of Consultation	Form of Engagement with Stakeholder	Log of points of engagement / Outline of issues raised	TfNSW response / where addressed in RLMP
Inner West Council DPE	3 October 2019	Presentation (refer attachment to Appendix A)	Presentation by IWC to TfNSW on the Camperdown dive site (PBR)	TfNSW acknowledged the biohub proposal. The RLMP references the PRCUTS (refer Section 3.1).
Inner West Council DPE	23 April 2020	Meeting (refer minutes attached to Appendix A)	Meeting organised by IWC with TfNSW and DPE to discuss the Camperdown dive site - Biohub site (PBR) and provide an update on the Camperdown Land Use study. TfNSW provided an update on the RLMP preparation.	TfNSW acknowledged the biohub proposal and Land Use Study. The RLMP references the PRCUTS (refer Section 3.1).
Inner West Council	7 April 2021	Teams Meeting	Discussion between IWC and TfNSW regarding permanent alignment of Bignell Lane following construction Council advised that they did not support the reinstatement of Bignell Lane in its construction location and required the lane to be reinstated in its pre-construction location due to stormwater drainage issues.	Bignell Lane will be reinstated in the pre-construction location in accordance with Council's requirements as documented in this RLMP.
Inner West Council	8 April 2021	Presentation	Presentation by ASBJV to IWC regarding the permanent alignment of Bignell Lane Council advised that they did not support the reinstatement of Bignell Lane in its construction location and required the lane to be reinstated in its pre-construction location due to stormwater drainage issues.	Bignell Lane will be reinstated in the pre-construction location in accordance with Council's requirements as documented in this RLMP.
Inner West Council	14 February 2022	Letter (refer attachment to Appendix A)	Issue of draft RLMP to IWC for consultation and review	n/a
City of Sydney Council	14 February 2022	Letter (refer attachment to Appendix A)	Issue of draft RLMP to CoS for consultation and review	n/a
Inner West Council	16 February 2022	Presentation (refer attachment to Appendix A)	Presentation by TfNSW to IWC on the draft RLMP	n/a
City of Sydney Council	17 February 2022	Presentation (refer attachment to Appendix A)	Presentation by TfNSW to CoS on the draft RLMP	n/a

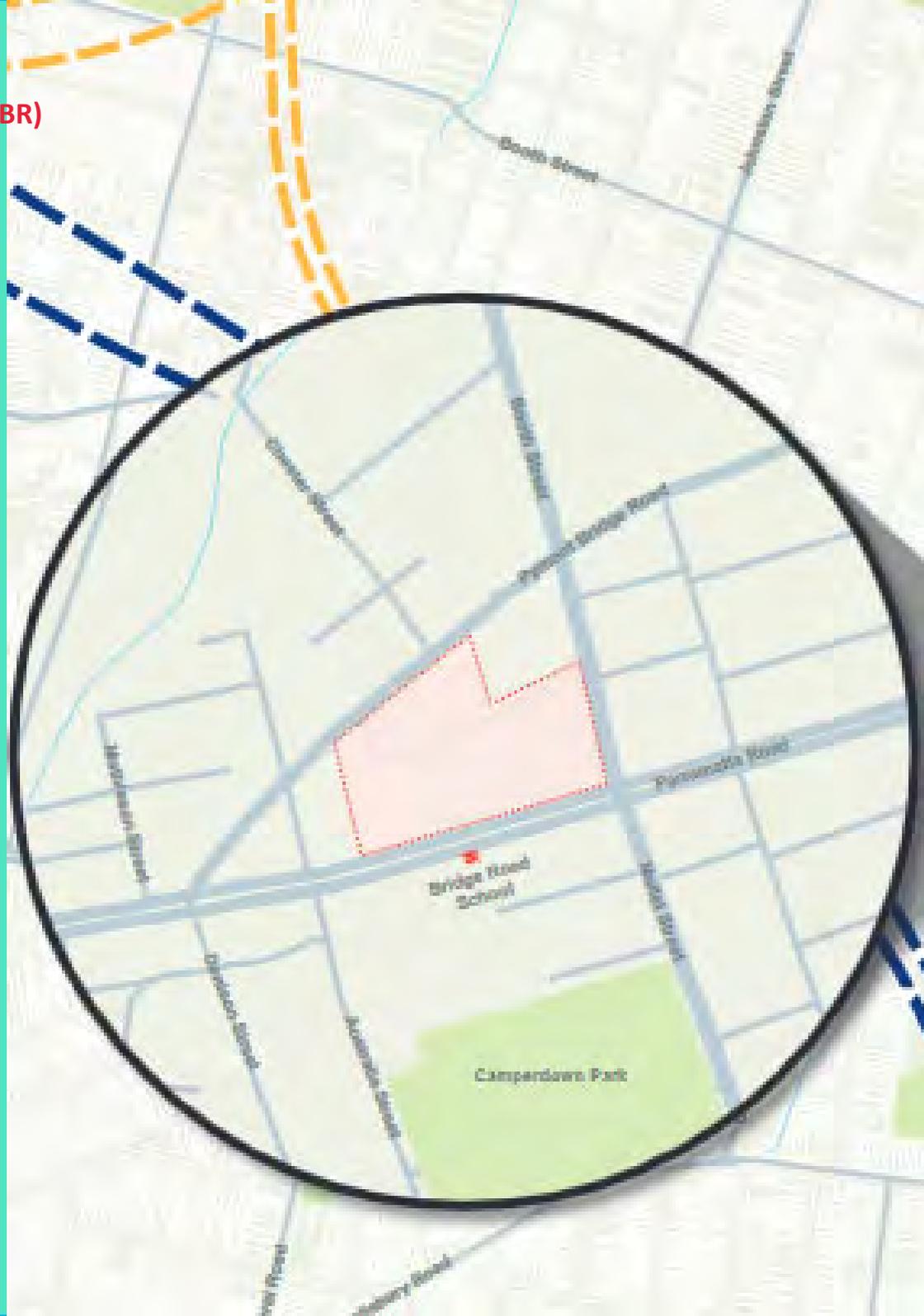
Stakeholder	Date of Consultation	Form of Engagement with Stakeholder	Log of points of engagement / Outline of issues raised	TfNSW response / where addressed in RLMP
City of Sydney	28 February 2022	Email (refer attachment to Appendix A)	City of Sydney Manager Transport Major Project advised by email that the city had no comments on the WCX M4-M5 link Mainline Tunnels RLMP.	Noted
Inner West Council	11 March 2022	Letter (refer attachment to Appendix A)	IWC supports the comments regarding the residual land management strategy for PBR and the whole of government interest to use the site as a Biomedical Research Hub.	Noted
			While the RLMP focuses on the PRCUTS from 2016, a greater emphasis should be given to the site's location within 'Tech Central precinct'. Greater Sydney Commission's "Camperdown Ultimo Place Strategy" identifies the importance of the Camperdown Biotechnology Hub in "productivity" priorities and actions.	The RLMP has been updated to reference Priority 7 and Priority 8 - Action 27 in Greater Sydney Commission's "Camperdown Ultimo Place Strategy" Refer Section 3.3
			A Place Study for the precinct was prepared for the Camperdown Alliance by SGS and issued to the Minister of Transport in September 2020. Any future land uses on the dive site should be informed by the Place Strategy.	The RLMP has been updated to reference the Camperdown Alliance Place Strategy Refer Section 3.4
			On page 14, there is an inconsistency in the description of the Adjoining LEP Zoning that references the Leichhardt LEP 2013. The adjoining land use zones are IN2 Light Industrial, SP2 Infrastructure under Leichhardt LEP and B2 Local Centre under Marrickville LEP. There is not B6 or R3 land use zones nearby.	RLMP has been updated to correctly reference the appropriate zonings and LEPs. Refer Table 4.3 Section 4.3.1
			The site should be sold as one comprehensive area to enable holistic redevelopment opportunities.	TfNSW notes that IWC required Bignell Lane to be reinstated in its pre-construction location (refer consultation dated 7 and 8 April 2021), which precludes TfNSW selling the site as one comprehensive area. TfNSW will package the sites for disposal in consideration of market requirements.

3 October 2019

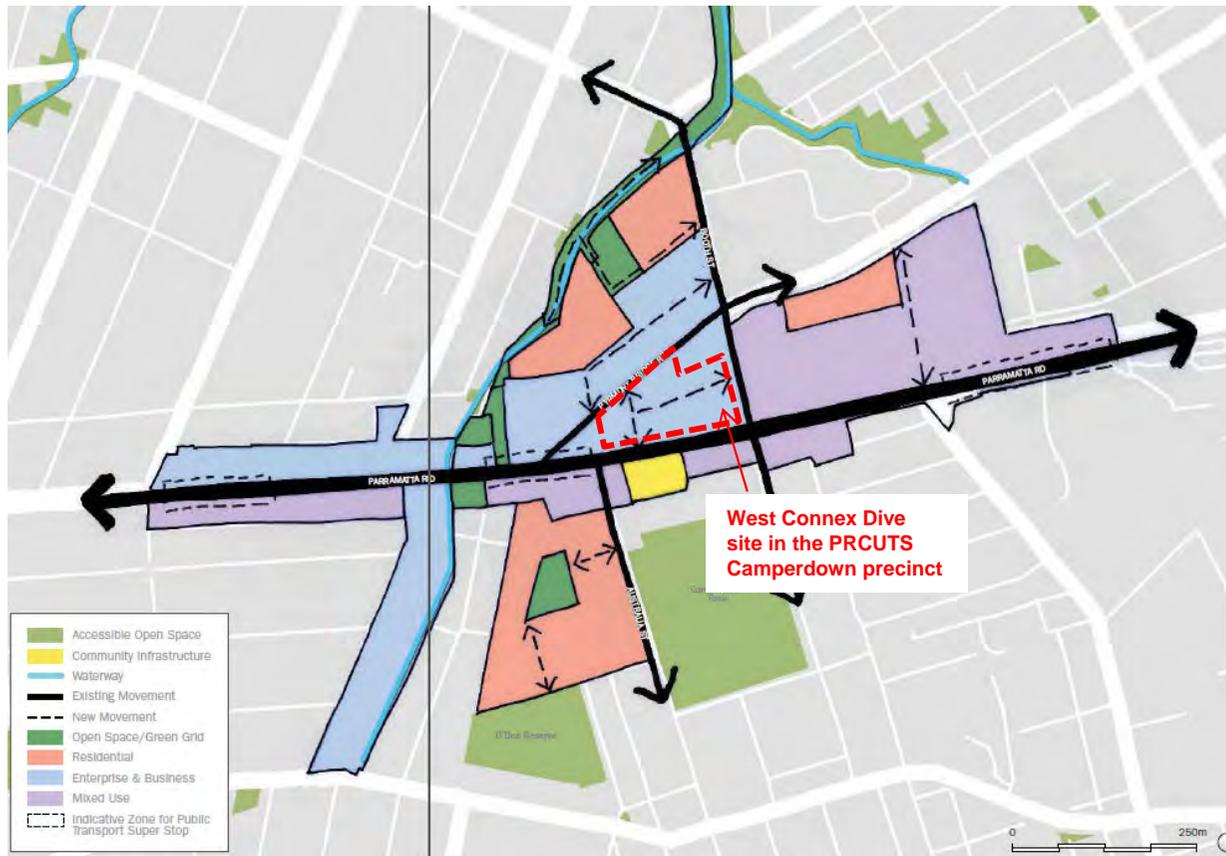
Presentation by IWC to TfNSW on the Camperdown dive site (PBR)

Camperdown Dive Site (M4-M5 Link Tunnels)

Meeting with Roads Maritime Services
3 October 2019



Parramatta Road Urban Transformation Strategy



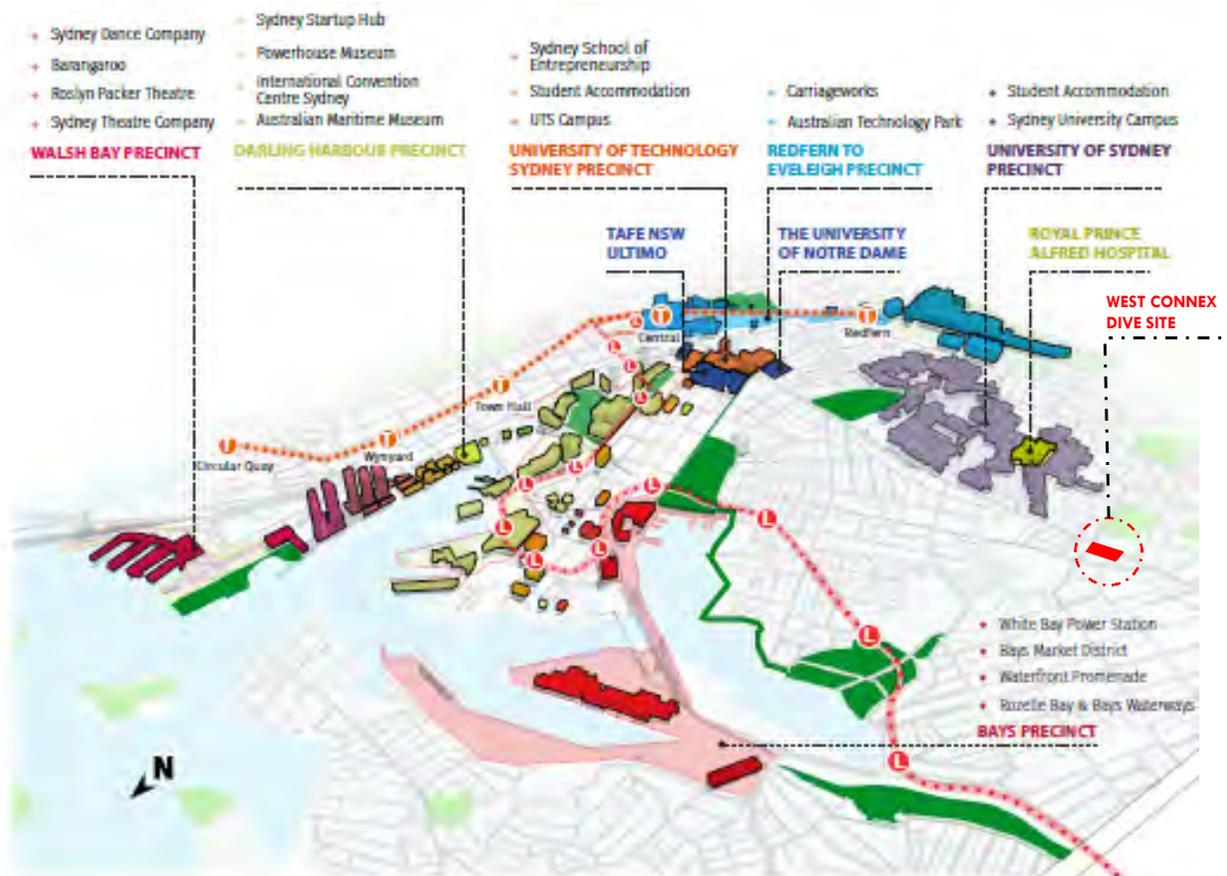
PRCUTS Key Land Use Action

Prioritise Camperdown precinct for biotechnology and employment uses that support the growth of the nearby institutions.

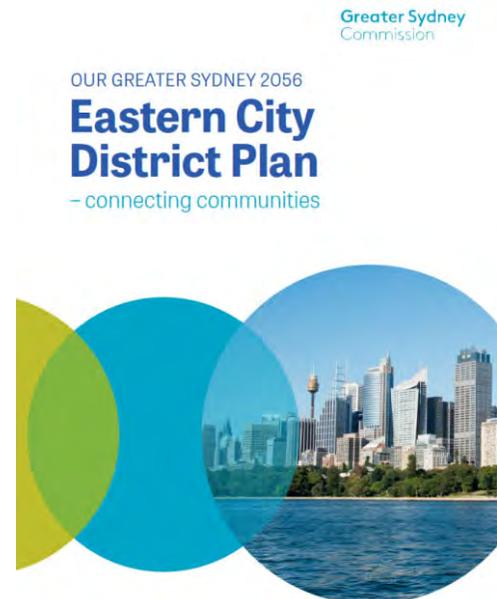
Council Resolution C1018 (2) Item 10
October 30, 2018

Council prioritise preparation of a Masterplan for Camperdown Precinct in collaboration with health and education stakeholders to support the development of innovative and incubator biotechnology activities in the area.

Eastern City District Plan (March 2018)



Eastern City District Plan
 Planning Priority E8
Growing and investing in health and education precincts and the Innovation Corridor



- Plan for the diversification and expansion of these precincts
- Protect surrounding employment areas for health, education, research, innovation and creative industry land uses

Camperdown-Ultimo Collaboration Area

‘Largest and most comprehensive health and education precincts in Greater Sydney.’

Led by the **Commission** with key stakeholders (Camperdown Alliance):

- City of Sydney
- **Inner West Council**
- State Government agencies
- Sydney Local Health District (RPA)
- University of Sydney
- University of Technology
- University of Notre Dame Sydney
- TAFE Ultimo
- Medical research institutions

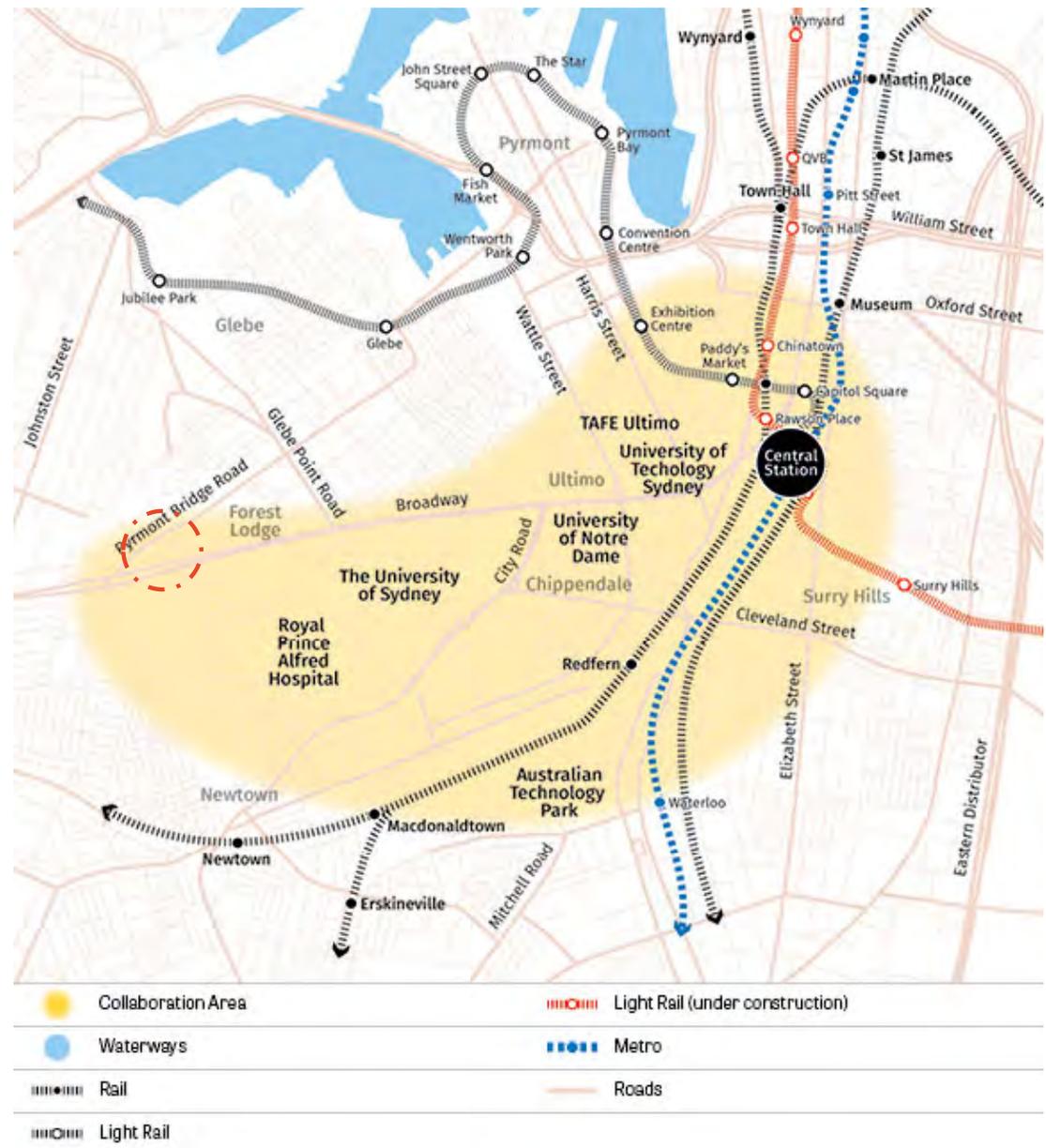


Figure 1: Location of Camperdown Collaboration Area

Camperdown-Ultimo Place Strategy (February 2019)



Camperdown Ultimo Collaboration Area
Place Strategy Action 27

Establish a biotechnology hub in Camperdown activity node (Parramatta Road, Mallett Street and Pyrmont Bridge Road), and safeguard innovative, incubator and research activities from unrelated commercial land uses through planning controls.

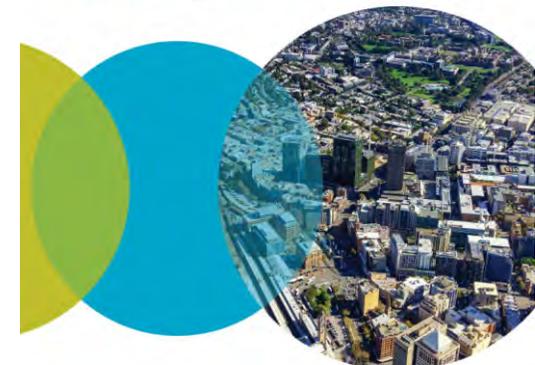
Greater Sydney
Commission

CA Collaboration
Area



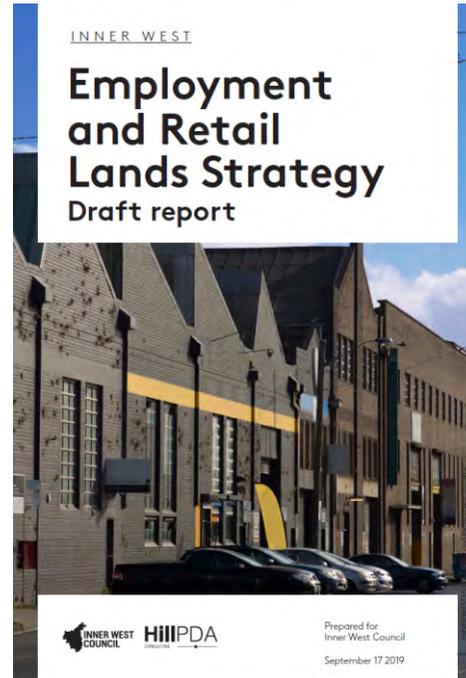
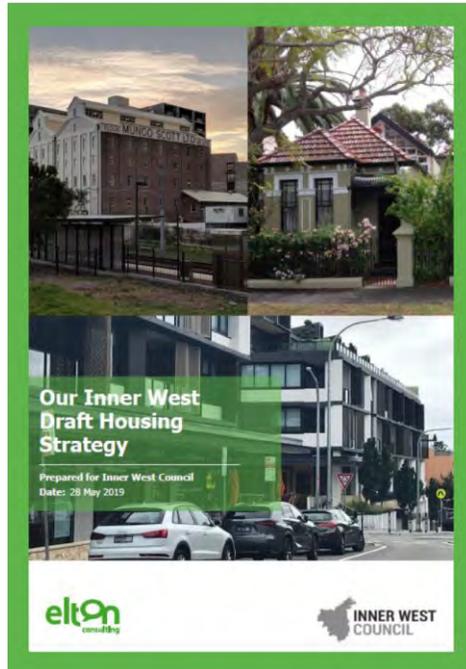
Camperdown-Ultimo

Collaboration Area
Place Strategy



October 2018

Council strategies



Inner West Council Draft Local Housing Strategy

Continue to liaise with relevant stakeholders for the Camperdown precinct and rezone accordingly to protect commercial functions and economic agglomeration opportunities.

Inner West Council Draft Employment and Retail Lands Strategy

Support the transition of Camperdown into a medical and biotechnology hub

Work with State Government to rectify loss of employment land from State infrastructure projects and to secure first right to use residual land for Council and partner projects such as the Camperdown biotechnology hub

23 April 2020

Meeting organised by IWC with TfNSW and DPE to discuss the Camperdown
dive site



MINUTES

Date	Tuesday 23 April 2020
Time	11:00 AM - 12:00 PM
Location	Zoom conference
Subject	Camperdown dive site Biohub development
Attendees	<ul style="list-style-type: none">• RMS - Alison Tourle (AT), Struan Wilson (SW), Andrew McKindlay (AM)• DPIE - Brendan Metcalfe (BM), Kris Walsh (KW)• TfNSW – Jennifer Adam (JA)• IWC – Daniel East (DE), Roger Rankin (RR), Gunika Singh (GS)
Apologies	<ul style="list-style-type: none">• Debra Berkhout
Purpose	Progress discussions on the WestConnex Camperdown dive site

Agenda Item for discussion	Action
1. Camperdown Land use study update: <ul style="list-style-type: none">• GS presented an update on the land use study and biohub feasibility testing results:<ul style="list-style-type: none">○ Study close to completion.○ Three land use scenarios – all feasible.○ Ongoing partnership with TfNSW/DPIE to develop structure plan.• JA advised reviewing the scenario 3 which relies on mass-transit ('M' for metro investigation area in the Camperdown structure plan) as it is not part of any committed future transport plans.• BM noted that this could form part of the review of PRCUTS.• RR advised that Council intends to prepare a masterplan to set the urban design framework.	BM to facilitate discussion with DPIE's urban design lead – David Birch for Council to develop the masterplan scope.
2. Camperdown Alliance projects (Governance/ Transport Strategy): <ul style="list-style-type: none">• GS presented an update on the Alliance's governance arrangements.• JA provided an update on the Place based Transport strategy:	Noted



- Consultants have been commissioned.
- Expected to be completed later this year.
- JA confirmed that there is/will be alignment with the strategic business case which is being developed by TfNSW for Parramatta Road corridor.

3. WCX Residual land management strategy (RLMS) update:

- AT advised that TfNSW has not commenced the preparation of the RLMS. Council's work will be useful to inform the RLMS.
 - AM advised that the WCX team has no preconceived ideas regarding the future use of this site.
 - AM advised that this work would be valuable for TfNSW/State property groups. The latter has overall responsibility for determining the future uses of State residual lands.
- AM to facilitate discussions with the relevant TfNSW/State gov property groups.
-

14 February 2022

Issue of draft RLMP to IWC for consultation and review

WestConnex M4-M5 Link Tunnels: Residual Land Management Plan
Draft for consultation



Mr Peter Gainsford
General Manager
Inner West Council
PO Box 14
Petersham NSW 2049

Attention: Cathy Edwards-Davies, Director Infrastructure

By email: council@innerwest.nsw.gov.au
Cathy.Edwards-Davis@innerwest.nsw.gov.au

Re: WestConnex M4-M5 Link Tunnels Residual Land Management Plan: draft for Council Consultation

14 February 2022

Dear Mr Gainsford

TfNSW attaches for your review the draft WestConnex M4-M5 Link Mainline Tunnels Residual Land Management Plan (RLMP). This plan is provided for consultation with Council in accordance with the requirements of Condition of Approval E112. TfNSW requests that Council provides any comments on the draft RLMP to TfNSW in writing by **28 February 2022**.

An overview of the RLMP will be presented to Council at the monthly TfNSW and Inner West Council property forum to be held on 16 February. There will be an opportunity for Council to raise any questions at this time.

Please contact Alison Tourle on 0414 428 109 if you have any queries regarding the RLMP.

Sincerely

A handwritten signature in black ink, appearing to read "Simon Cooper".

Simon Cooper
Project Director - WestConnex
Eastern Sydney Project Office
Infrastructure and Place
Transport for NSW

14 February 2022

Issue of draft RLMP to CoS for consultation and review

WestConnex M4-M5 Link Tunnels: Residual Land Management Plan
Draft for consultation



Chief Executive Officer, City of Sydney
GPO Box 1591
Sydney NSW 2001

Attention: Monica Barone, Chief Executive Officer
Elise Webster, Manager Transport Major Projects

By email: council@cityofsydney.nsw.gov.au
EWebster@cityofsydney.nsw.gov.au

Re: WestConnex M4-M5 Link Tunnels Residual Land Management Plan: draft for Council Consultation

14 February 2022

Dear Ms Barone

Please find attached the draft WestConnex M4-M5 Link Mainline Tunnels Residual Land Management Plan (RLMP). This plan is provided for consultation with Council in accordance with the requirements of Condition of Approval E112. TfNSW requests that Council provides any comments on the draft RLMP to TfNSW in writing by **28 February 2022**.

An overview of the RLMP will be presented to Council at the TfNSW and City of Sydney monthly catchup to be held on 17 February. There will be an opportunity for Council to raise any questions at this time.

Please contact Alison Tourle on 0414 428 109 if you have any queries regarding the RLMP.

Sincerely,

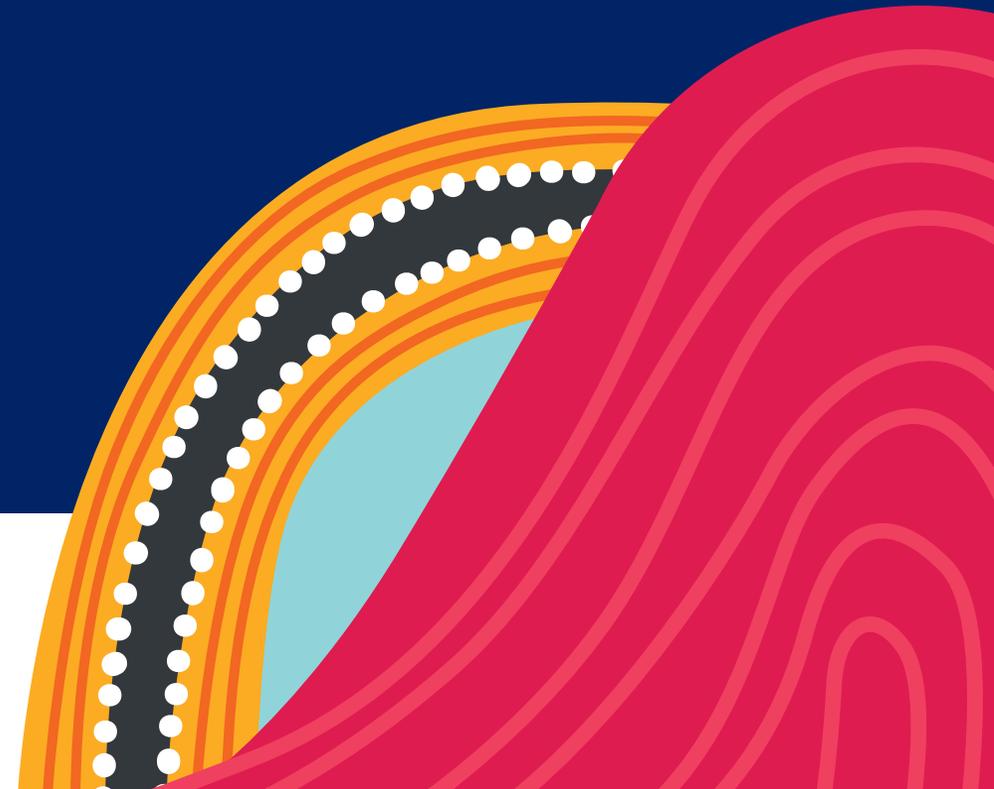
A handwritten signature in black ink, appearing to read "Simon Cooper".

Simon Cooper
Project Director - WestConnex
Eastern Sydney Project Office
Infrastructure and Place
Transport for NSW

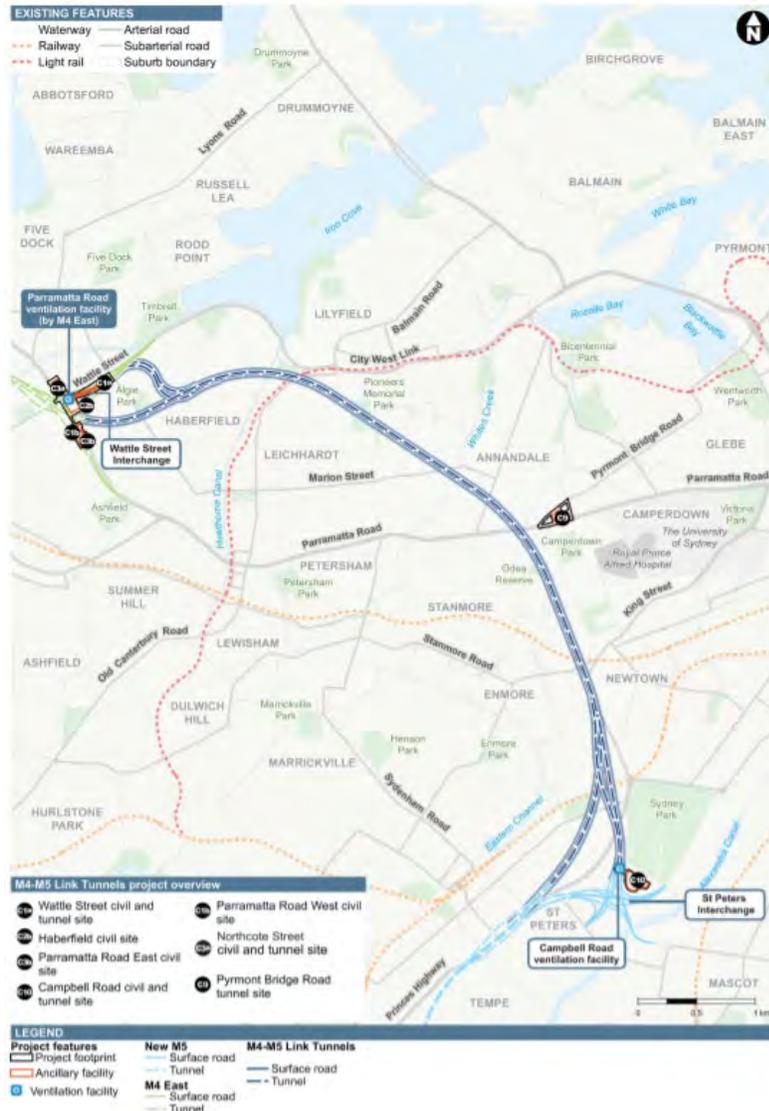
WestConnex M4-M5 Link: Residual Land Management Plan Consultation with Inner West Council

February 2022

Alison Tourle
Senior Project Manager Property
Infrastructure and Place



M4-M5 Link: Mainline Tunnels RLMP



- The M4-M5 Link Mainline Tunnels project is a multi-lane tunnel link between the M4 East at Haberfield and the New M8 at St Peters
- Transport for NSW has prepared a draft Residual Land Management Plan (RLMP) for the Mainline Tunnels project in accordance with the Project Approval
- This presentation is to provide a summary of the RLMP and forms part of the consultation with Council
- The RLMP has been sent to Council for review and to provide comment

RLMP objectives

The objectives of the RLMP are to:

- satisfy the requirements of CoA E112 of the M4-M5 Link Project Approval
- identify the residual land parcels
- outline how the residual land will be managed post construction

Residual land sites

The WestConnex 3A residual land sites are located at the:

- western side of Parramatta Road, Ashfield (2 sites)
- eastern side of Parramatta Road, Haberfield (2 sites)
- Pyrmont Bridge Road, Annandale

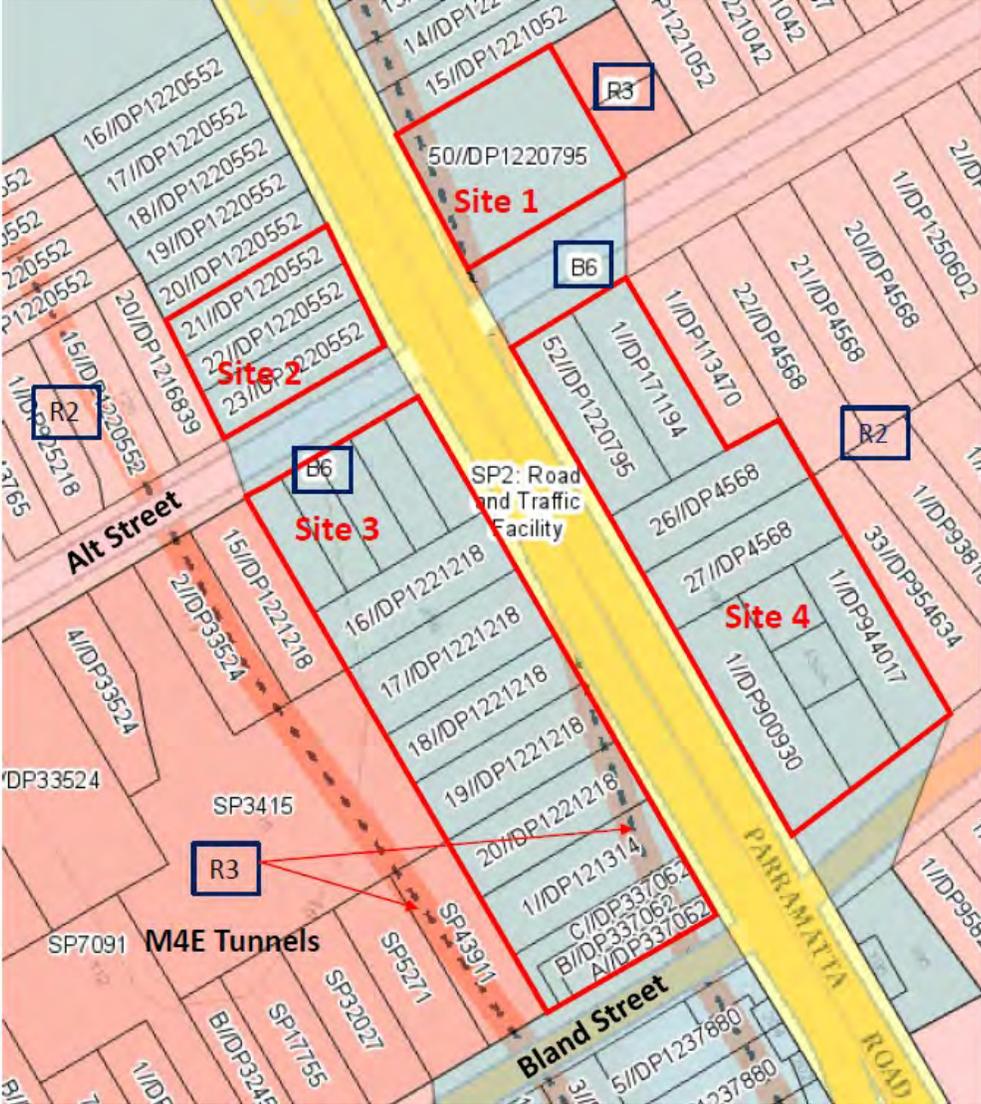
The sites are currently being used as construction sites.

All sites are located within the Inner West Council's (IWC) LGA.



Parramatta Road sites

Site	Location	Site Area (m ²)	Site LEP Zoning	Residual Land Management Plan
1	Eastern side of Parramatta Road, north of Alt Street, Haberfield	1,410	B6 Enterprise Corridor	Disposal of remaining residual land to market within 10 years of Project completion (2033), following completion of possible future TfNSW projects
2	Western side of Parramatta Road north of Alt Street, Ashfield	5,040		
3	Western side of Parramatta Road, between Alt Street and Bland Street, Ashfield	1,285		
4	Eastern side of Parramatta Road, between Alt Street and Bland Street, Haberfield	6,025		



Timing

- The RLMP will be submitted to DPE at least 12 months prior to opening the Mainline Tunnels to traffic
- Transport is aiming to submit the RLMP to DPE in March 2022, following consultation with Inner West Council and the City of Sydney Council
- The residual land will be disposed to the market within 10 years of project completion

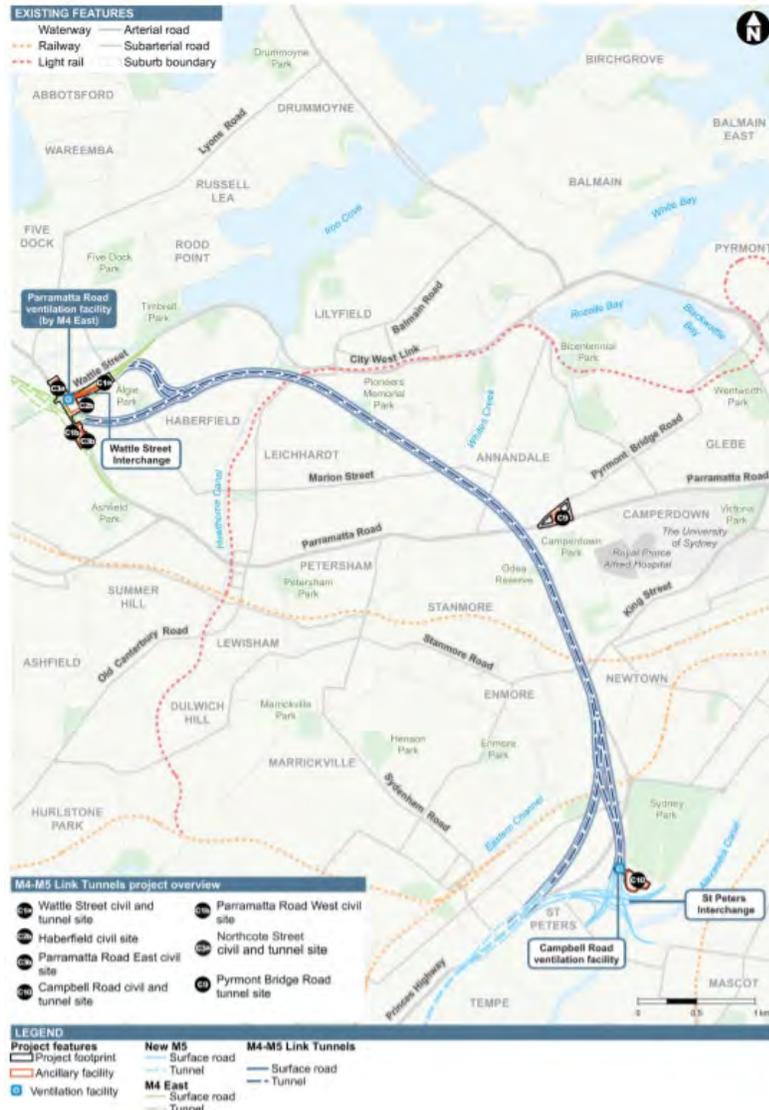
WestConnex M4-M5 Link Residual Land Management Plan Consultation with City of Sydney

17 February 2022

Alison Tourle
Senior Project Manager Property
Infrastructure and Place



M4-M5 Link: Mainline Tunnels RLMP



- The M4-M5 Link Mainline Tunnels project is a multi-lane tunnel link between the M4 East at Haberfield and the New M8 at St Peters
- Transport for NSW has prepared a draft Residual Land Management Plan (RLMP) for the Mainline Tunnels project in accordance with the Project Approval
- This presentation is to provide a summary of the RLMP and forms part of the consultation with Council
- The RLMP has been sent to Council for review and to provide comment

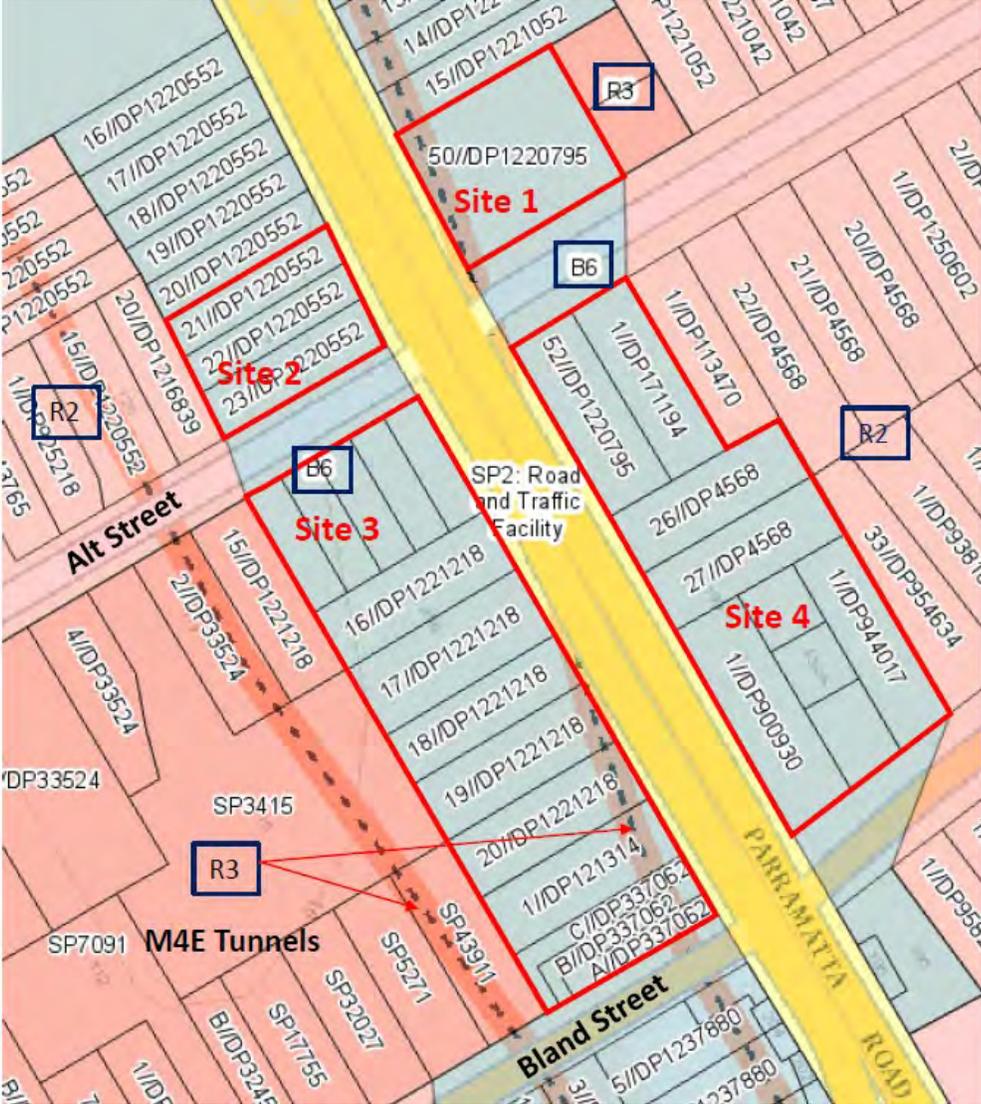
RLMP objectives

The objectives of the RLMP are to:

- satisfy the requirements of CoA E112 of the M4-M5 Link Project Approval
- identify the residual land parcels
- outline how the residual land will be managed post construction

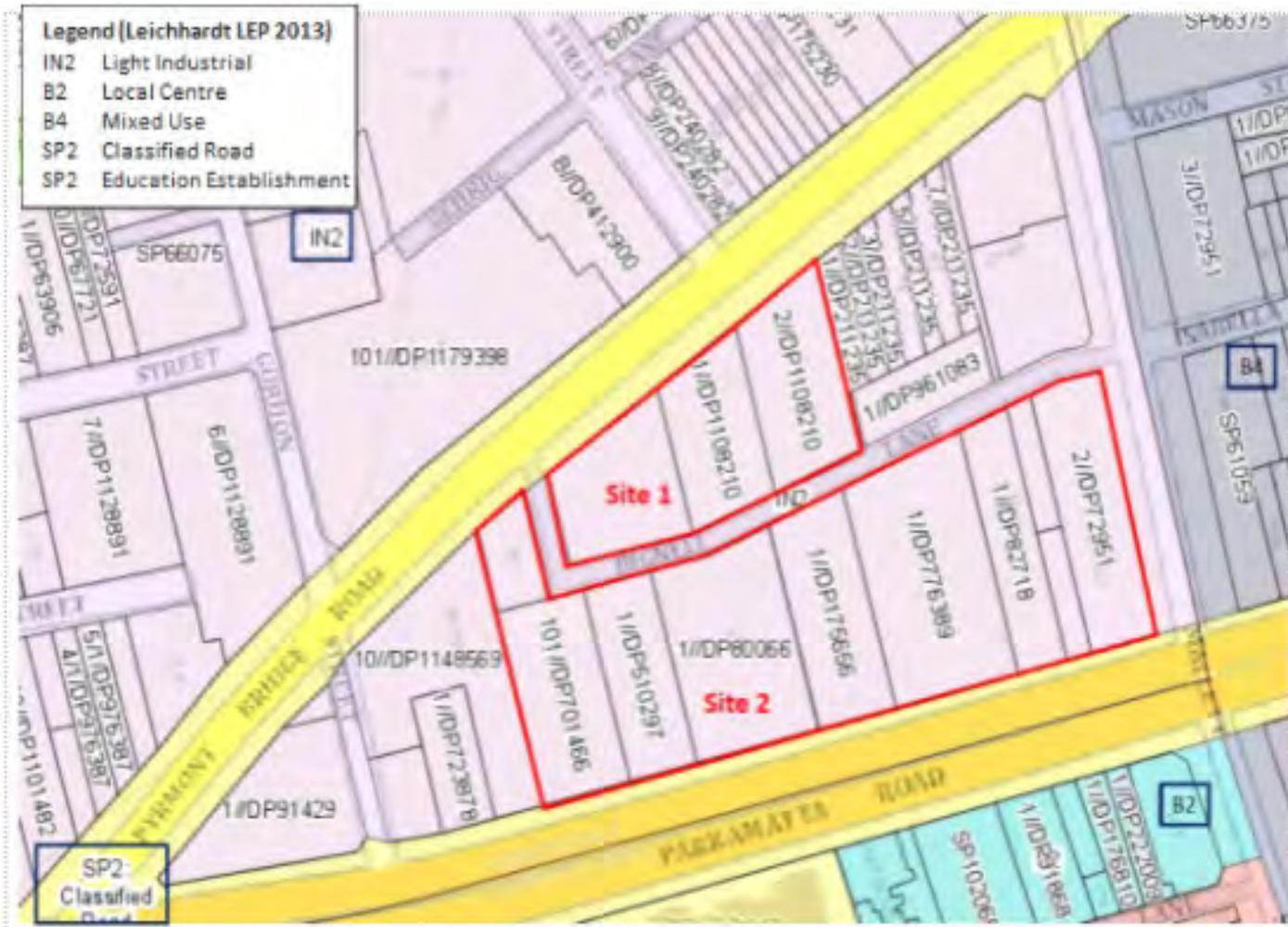
Parramatta Road sites

Site	Location	Site Area (m ²)	Site LEP Zoning	Residual Land Management Plan
1	Eastern side of Parramatta Road, north of Alt Street, Haberfield	1,410	B6 Enterprise Corridor	Disposal of remaining residual land to market within 10 years of Project completion (2033), following completion of possible future TfNSW projects
2	Western side of Parramatta Road north of Alt Street, Ashfield	5,040		
3	Western side of Parramatta Road, between Alt Street and Bland Street, Ashfield	1,285		
4	Eastern side of Parramatta Road, between Alt Street and Bland Street, Haberfield	6,025		



Pyrmont Bridge Road site

Site	Location	Site Area (m ²)	Site Zoning	RLMP
1	North of Bignell Lane, Annandale	9,960	IN2 Light Industrial	Disposal of remaining land to market within 10 years of Project completion (2033), following completion of potential future Transport projects
2	South of Bignell Lane, Annandale	2,245		



Timing

- The RLMP will be submitted to DPE at least 12 months prior to opening the Mainline Tunnels to traffic
- Transport is aiming to submit the RLMP to DPE in March 2022, following consultation with Inner West Council and the City of Sydney Council
- The residual land will be disposed to the market within 10 years of project completion

28 February 2022
CoS consultation response to draft RLMP

From: [Elise Webster](#)
To: [Simon Cooper](#)
Subject: RE: WestConnex M4-M5 Link Tunnels Residual Land Management Plan: draft for Council Consultation
Date: Monday, 28 February 2022 7:12:52 PM
Attachments: [image001.png](#)

Hi Simon, no comment from the City on the WestConnex M4-M5 Link Tunnels Residual Land Management Plan.

As you know our interest lies with the WestConnex M8 RLMP. Following the discussion at our meeting on 17 February, could you please send me the report relating to the M8 RLMP.

Thanks Simon
Elise

Elise Webster
Manager Transport Major Projects
City Access



Telephone: [+612 9288 5967](tel:+61292885967)
Mobile: [+61 472 866 193](tel:+61472866193)
cityofsydney.nsw.gov.au



The City of Sydney acknowledges the Gadigal of the Eora nation as the Traditional Custodians of our Local Area.



11 March 2022

Mr Simon Cooper
Project Director – WestConnex
Level 22 101 Miller Street
NORTH SYDNEY NSW 2060

By email: simon.cooper2@transport.nsw.gov.au

Dear Mr Cooper

Re: WestConnex M4-M5 Link Tunnels Residual Land Management Plan: Draft for Council Consultation

Thank you for your letter to Council dated 14 February 2021.

Inner West Council supports the comments on page 15 regarding the residual land management strategy for Pyrmont Bridge Road and the whole of government interest to use the site as a Biomedical Research Hub. While the Residual Land Management Plan focuses on the Parramatta Road Urban Transformation Strategy (PRCUTS) from 2016, a greater emphasis should be given to the site's location within 'Tech Central precinct'. Greater Sydney Commission's "Camperdown Ultimo Place Strategy" identifies the importance of the Camperdown Biotechnology Hub in the following "productivity" priorities and actions:

- Priority 7: Cultivate an internationally competitive health, education, research and innovation area
- Priority 8: Support the role and function of employment lands
 - Action 27: Establish a biotechnology hub in Camperdown activity node (Parramatta Road, Mallet Street and Pyrmont Bridge Road area), and safeguard innovative, incubator and research activities from unrelated commercial land uses through planning controls.

The Camperdown Alliance of which Council is a member has jointly funded a detailed land use investigation by SGS, into the biotechnology innovation opportunity presented by the precinct, including outlining the barriers and required enablers to realise its potential. The study concludes that the biotechnology sector needs investment in laboratory space and specialised equipment supported by suitable commercial floor space, to accommodate R&D commercialisation long term horizons. It also highlights the importance of retaining the publicly owned WestConnex dive site as a key enabler in addressing development capacity shortfalls. A copy of the land use study was issued to the Minister of Transport in September 2020. Any future land uses on the dive site should be informed by the Place Strategy.

On page 14, there is an inconsistency in the description of the Adjoining LEP Zoning that references the Leichhardt LEP 2013. The adjoining land use zones are IN2 Light Industrial, SP2 Infrastructure under Leichhardt LEP and B2 Local Centre under Marrickville LEP. There is not B6 or R3 land use zones nearby. The site should be sold as 1 comprehensive area to enable holistic redevelopment opportunities.

Yours sincerely,



Cathy Edwards-Davis
Director Infrastructure



Appendix B Pre-Construction Land Use and Planning Controls

Source: Section 12 of M4-M5 Link EIS

Parramatta Road West civil and tunnel site and the Parramatta Road East civil site

Pre-Construction Land use

The Parramatta Road West Ashfield civil and tunnel site and the Parramatta Road East Haberfield civil site is located on the western and eastern sides of Parramatta Road between around Alt Street and Bland Street at Ashfield and Haberfield. The site primarily comprised of a car dealership that encompassed land on both sides of Parramatta Road, with several smaller commercial premises on the western side of Parramatta Road near Bland Street.

The area around the Parramatta Road West civil and tunnel site and the Parramatta Road East civil site consists of predominantly residential land uses, comprising attached and detached dwellings and some residential apartments. A mixture of commercial and light industrial land uses front onto Parramatta Road north of the sites. South of Bland Street, there is vacant land on the western side of Parramatta Road that was previously a construction site for the Parramatta Road portals as part of the M4 East project.

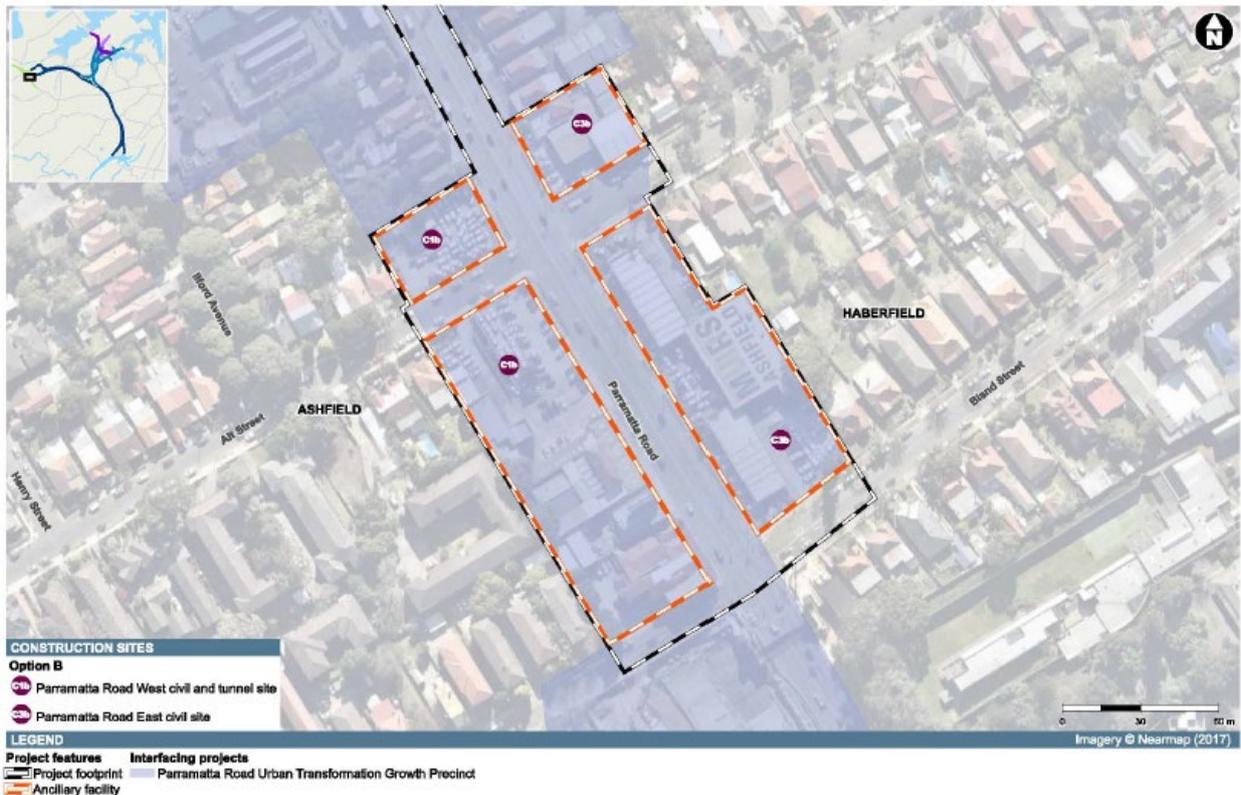
Haberfield Public School is located on Bland Street about 100 metres east of the intersection of Parramatta Road and Bland Street. The Yasmar Juvenile Justice training facility is east of Parramatta Road south of Bland Street and the Guardian Early Learning Centre is located further south on the corner of Parramatta Road and Chandos Street. There is a small group of commercial and retail properties on Ramsay Street, at the intersection with Alt Street, including a restaurant. Bunnings Warehouse is located on the corner of Parramatta Road and Frederick Street to the north. The Infants Home (childcare centre) is located on Henry Street behind the Bunnings Warehouse. A place of worship is located near the intersection of Wattle Street and Parramatta Road to the north. There is also a place of worship around 300 metres west of Parramatta Road along Alt Street.

Planning controls

The Ashfield LEP 2013 defines the land use zoning surrounding the Parramatta Road West civil and tunnel site and the Parramatta Road East civil site as a mix of the following zones: B6 Enterprise Corridor, SP2 Infrastructure and R3 Medium Density Residential. The Parramatta Road West civil and tunnel site and the Parramatta Road East civil site is located on land zoned B6 Enterprise Corridor. The objectives of this zone include to promote businesses along main roads and to provide a range of employment uses. Land use zoning surrounding the Parramatta Road West civil and tunnel site and the Parramatta Road East civil site is shown in Figure 4.1.

Strategic planning context

Future development is proposed in the vicinity of the site in accordance with the Parramatta Road Corridor Urban Transformation Strategy (UrbanGrowth NSW 2016) including maintaining an employment focus along main roads, encouraging appropriately scaled residential development and providing increased connectivity for pedestrians and cyclists. The strategic planning context in the vicinity of the Parramatta Road West civil and tunnel site and the Parramatta Road East civil site is shown in the figure below.



Source: Figure 12-4 M4-M5 Link EIS

Strategic planning context – PREW sites

Pymont Bridge Road tunnel site

Pre-Construction Land use

The PBR tunnel site is located near the intersection of Pymont Bridge Road and Parramatta Road, around Gordon Street and Mallett Street. Pre-construction, the site comprised of commercial and light industrial land uses including a storage warehouse, fitness facility, mechanic and retail stores.

Land uses in the surrounding area include a mix of light industrial, local centre, mixed use and special purpose infrastructure (educational) land uses fronting on to Parramatta Road, which predominantly consists of commercial properties and apartment buildings. A small number of terrace houses are immediately adjacent to the east of the site, fronting Pymont Bridge Road. A number of mixed density residential dwellings are located to the east on the northern and southern sides of Pymont Bridge Road.

The area north of Parramatta Road consists of light industrial land uses in the immediate vicinity of the PBR tunnel site and extending to the north and northwest. There is an area of mixed use (primarily commercial properties and medium density residential dwellings) located immediately to the east along Parramatta Road and an area of public recreation along Johnstons Creek to the west. There are general residential areas located around 100 metres and 150 metres to the northeast and northwest respectively.

Commercial and residential properties are located on the southern side of Parramatta Road as well as an educational establishment directly south of the PBR tunnel site (Bridge Road School). Camperdown Park and O’Dea Reserve are located around 100 metres and 300 metres to the south of Parramatta Road respectively. Other land uses south of Parramatta Road are primarily residential and light industrial.

The Royal Prince Alfred Hospital (RPA) and the University of Sydney are located around 700 metres southeast on Missenden Road and Parramatta Road respectively. The land use zoning surrounding the PBR tunnel site is shown in Figure 4.3.

Planning controls

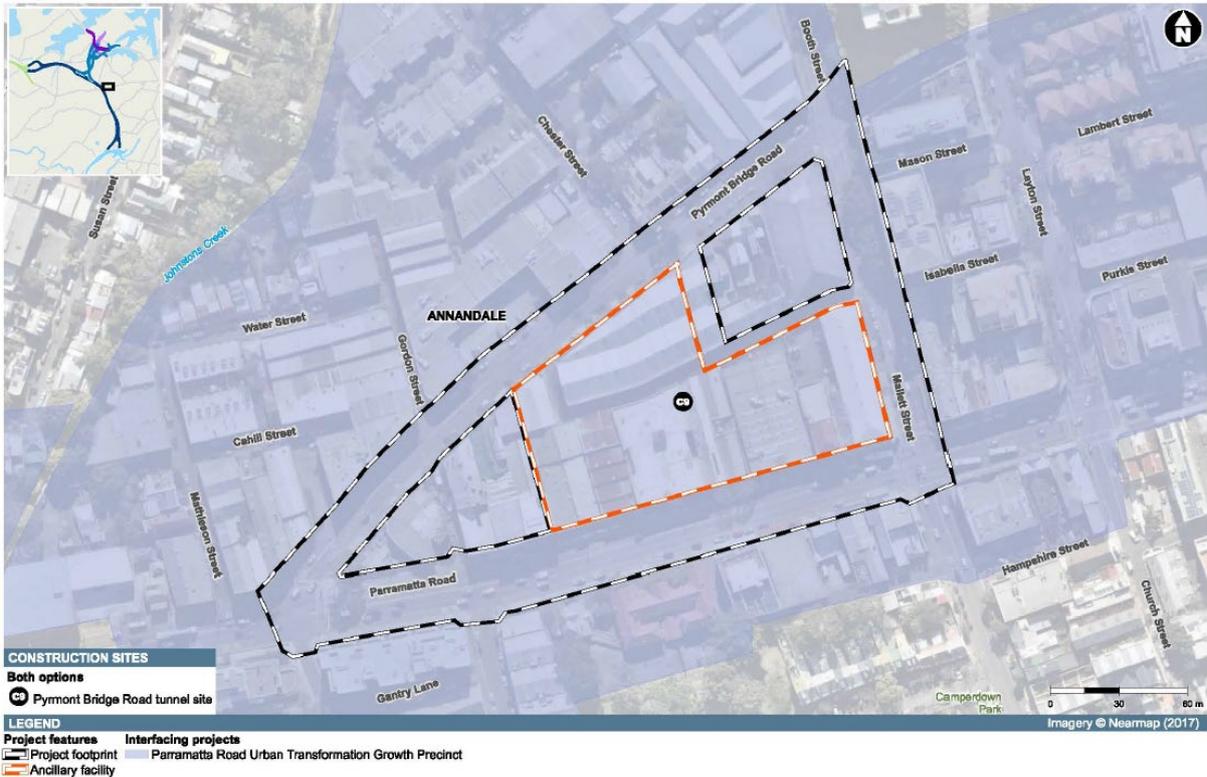
The Leichhardt LEP 2013, the Sydney LEP 2012 and the Marrickville LEP 2011 define the land use zoning surrounding the Pymont Bridge Road tunnel site. These comprise:

- Leichhardt LEP 2013: IN2 Light Industrial, SP2 Infrastructure, B7 Business Park and RE1 Public Recreation
- Sydney LEP 2012: B4 Mixed Use, SP2 Infrastructure, R1 General Residential, SP2 Educational Establishment and RE1 Public Recreation
- Marrickville LEP 2011: SP2 Infrastructure, B2 Local Centre, SP2 Educational Establishment, R1 General Residential, R2 Low Density Residential, R4 High Density Residential and B4 Mixed Use.

The Pymont Bridge Road tunnel site is located on land zoned IN2 Light Industrial under the Leichhardt LEP 2013. The objectives of this zone are to provide a wide range of light industrial, warehouse and related land uses.

Strategic planning context

Future development is proposed in the vicinity of the site to be consistent with the Parramatta Road Corridor Urban Transformation Strategy including upgrades to pedestrian and cyclist infrastructure along Pymont Bridge Road and urban revitalisation along Parramatta Road and Mallett Street. The strategic planning context in the vicinity of the Pymont Bridge Road tunnel site is shown in the figure below.



Source: Figure 12-11 M4-M5 Link EIS

Strategic planning context – PBR site

This page deliberately blank



© Transport for New South Wales

Users are welcome to copy, reproduce and distribute the information contained in this report for non-commercial purposes only, provided acknowledgement is given to Transport for NSW as the source.