

**WestConnex**



# M4-M5 Link

Submissions and  
Preferred Infrastructure Report

January 2018





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# I Executive summary

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NSW Roads and Maritime Services (Roads and Maritime) is seeking approval to construct and operate the WestConnex M4-M5 Link (the project), which would comprise 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 (the Iron Cove Link). In addition, construction of tunnels, ramps and associated infrastructure to provide connections to the proposed future Western Harbour Tunnel project would be carried out at the Rozelle interchange.

The project is the final stage of the WestConnex program of works, which, together with the other components of WestConnex and the proposed future Sydney Gateway project, will facilitate improved connections between western Sydney, Sydney Airport and Port Botany and south and south-western Sydney, as well as better connectivity between the important economic centres along Sydney's Global Economic Corridor and local communities. WestConnex is one component of an integrated solution to meet Sydney's growing transport and infrastructure needs and is consistent with NSW Government transport and planning policies and strategies. Roads and Maritime has commissioned Sydney Motorway Corporation (SMC) to deliver WestConnex on behalf of the NSW Government. However, Roads and Maritime is the proponent for the project.

It is expected that the project would be constructed and opened to traffic in two stages:

- Stage 1: the mainline tunnels between the M4 East at Haberfield and the New M5 at St Peters, stub tunnels to the Rozelle interchange and operational ancillary infrastructure. These works are anticipated to commence in 2018 and be open to traffic in 2022
- Stage 2: the Rozelle interchange and Iron Cove Link including connections to the stub tunnels at the Inner West subsurface interchange, operational ancillary facilities, connections to the surface road network and connections to the proposed future Western Harbour Tunnel project. These works are anticipated to commence in late 2018 and be open to traffic in 2023.

The total construction period for the project is expected to be around five years.

The project has been declared by Ministerial Order to be State significant infrastructure (SSI) and critical SSI under section 115U(4) and 115V of the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act). The Ministerial Order also amended Schedule 5 of State Environmental Planning Policy (State and Regional Development) 2011. The project remains subject to assessment under Part 5.1 of the EP&A Act and requires the approval of the NSW Minister for Planning.

## Environmental Impact Statement

An Environmental Impact Statement (EIS) for the project was prepared to address the Secretary's Environmental Assessment Requirements (SEARs) issued by the Secretary of the NSW Department of Planning and Environment (DP&E). In accordance with Part 5.1 of the EP&A Act, the EIS presents an assessment of all potential environmental issues identified during the planning and assessment of the project. The EIS, including detailed technical studies, was reviewed by DP&E and its independent technical peer reviewers as well as key NSW Government agencies, to confirm that the EIS addressed the SEARs, prior to it being finalised and placed on public exhibition.

As determined by the Secretary of DP&E, the EIS was placed on public exhibition for 60 (calendar) days, from 18 August to 16 October 2017. During this period, the community, interest groups and key stakeholders (including local councils and relevant government agencies) were invited to provide submissions on the EIS for consideration by DP&E as part of the planning assessment process.

Consultation activities undertaken during exhibition of the EIS included community information sessions, a series of briefings and meetings and distribution of a range of information materials. The EIS is available to view and download on the DP&E Major Projects website and hardcopies were made available to the public at 19 locations across the project area. Five community information sessions were held to address queries on the EIS and multiple meetings and briefings were held with key stakeholders to present an overview of the EIS and discuss any issues of interest or concern.

## Submissions and preferred infrastructure report

This Submissions and preferred infrastructure report outlines Roads and Maritime's response to submissions received on the M4-M5 Link EIS during the public exhibition period. To prepare this report, Roads and Maritime has reviewed all submissions and prepared clarifications and responses to the issues raised. Amendments to the project have also been identified to further reduce environmental impacts and address stakeholder and community concerns.

This report sets out the following key information:

- An introduction is provided in **Part A, Chapter A1** (Introduction and background)
- A summary of community and stakeholder involvement prior to and during the EIS exhibition, as well as consultation proposed for the future, is outlined in **Part A, Chapter A2** (Community and stakeholder involvement)
- A summary of the submissions received is provided in **Part A, Chapter A3** (Submissions received)
- Clarifications in response to issues raised as well as minor errors and discrepancies noted in the EIS are addressed in **Part A, Chapter A4** (Clarifications)
- Issues raised in submissions received from government agencies and councils are addressed in **Part B** (Response to key stakeholder submissions)
- Issues raised in submissions received from the community are addressed in **Part C** (Response to community submissions)
- The preferred infrastructure report, which identifies the changes made to the project since exhibition of the EIS, is presented in **Part D** (Preferred infrastructure report)
- A revised list of environmental management measures is provided in **Part E, Chapter E1** (Environmental management measures)
- Conclusions and next steps are summarised in **Part E, Chapter E2** (Conclusion and next steps)
- Appendices, comprising:
  - Technical assessment reports to support the preferred infrastructure report in **Part D** (**Appendix A** and **Appendix B**)
  - A summary table of community submitter identification numbers and the relevant section of the report where each submitter's issues are addressed (**Appendix C**).

The submissions are available to view and download on the DP&E Major Projects website.

## Issues raised in submissions

Nine submissions were received from NSW Government agencies and three from local councils. The submissions were categorised by key issues and are responded to in **Part B** (Response to key stakeholder submissions).

A total of 13,000 community submissions were received by DP&E from 7,950 submitters. Issues raised in each submission were analysed in a database and then extracted for detailed consideration and response by the EIS team and proponent. **Part C** (Response to community submissions) presents summary descriptions of issues raised in submissions and the corresponding responses.

The subjects most commonly raised in the community submissions (in order of total number of issues raised) relate to:

- Traffic and transport
- Project development and alternatives
- Noise and vibration
- Social and economic impacts
- Consultation
- Air quality

- Strategic context and project need
- Assessment process
- Human health
- Land use and property.

## Clarifications in response to submissions

This section identifies general clarifications and minor errors and discrepancies identified in the EIS and appendices.

## Changes to the project since exhibition of the EIS

### Preferred infrastructure report

**Part D** (Preferred infrastructure report) of this Submissions and preferred infrastructure report describes the design changes and refinements that are proposed to minimise environmental impacts, further address design and constructability issues and address issues raised during public exhibition of the EIS and the assessment of the project. These include issues relating to:

- Trucks queuing on local roads around construction ancillary facilities and associated amenity impacts such as pedestrian and motorist safety, traffic noise and disruptions to the local road network
- Construction workforce using on-street parking on local roads around construction ancillary facilities thereby reducing the availability of parking for local residents and businesses
- The undetermined Aboriginal Land Claim in the area of the bioretention facility adjacent to Manning Street in King George Park (as described and proposed in Chapter 5 (Project description) of the EIS)
- Temporary impacts of the project on the informal car park within King George Park adjacent to Manning Street during construction of the bioretention facility (in the location described in the EIS).

**Part D** (Preferred infrastructure report) provides a description and assessment of the following proposed changes to the project as assessed in the EIS to address the issues raised above:

- An additional construction ancillary facility at Rozelle near White Bay, to the east of the White Bay Power Station on land owned by the Port Authority of NSW, to support truck marshalling and construction workforce parking for the project and confirmation of heavy vehicle routes as a result of the improved truck marshalling provisions. This change is further described and assessed in **Chapter D2** (White Bay civil site (C11))
- Relocation of the bioretention facility at Rozelle from within the informal car park adjacent to Manning Street as proposed in the EIS, to around 150 metres north within King George Park adjacent to Victoria Road at the eastern abutment of Iron Cove Bridge, to address the issues raised above. This change is further described and assessed in **Chapter D3** (Relocation of the bioretention facility at Rozelle).

### Environmental management measures

A full list of the environmental management measures proposed for the project, including any additional measures to mitigate potential impacts associated with the changes identified in **Part D** (Preferred infrastructure report) and to address issues raised in stakeholder and community submissions received on the EIS, is provided in **Chapter E1** (Environmental management measures).

Should the project be approved, detailed investigations, planning and surveys will be undertaken by the appointed design and construction contractor(s). The design presented by the design and construction contractor(s) will need to satisfy all technical road design requirements and road functionality as described in the EIS and this Submissions and preferred infrastructure report, and be consistent with the approved scope of the project, including the environmental management measures and conditions of approval issued for the project.

## Ongoing consultation with community and stakeholders

Roads and Maritime, as the proponent for the project, is committed to undertaking further consultation with communities and stakeholders about proposed changes to the project and opportunities to provide future input, prior to and during construction. Should the project be approved, certain aspects of the detailed design of the project would be made available to the public for input including the Urban Design and Landscape Plans and the Social Infrastructure Plan. Further, the Construction Environmental Management Plan and associated sub-plans will be prepared in consultation with relevant stakeholders as described in **Chapter E1** (Environmental management measures) and as required by the conditions of approval.

The appointed design and construction contractor(s) would also prepare a Community Communication Strategy, outlining consultation with stakeholders and the community during construction. This would include protocols for providing notifications and updates on construction activities and program, responding to enquiries and concerns in a timely manner and minimising potential impacts where possible.

These requirements for further consultation are captured in the environmental management measures proposed for the project.

## Conclusion

The project, as outlined in the EIS, has been refined in response to consultation, submissions and further work conducted since the preparation of the EIS. DP&E will, on behalf of the NSW Minister for Planning, review the EIS and this Submissions and preferred infrastructure report. Once DP&E has completed its assessment, a draft Environmental Assessment Report will be prepared for the Secretary of DP&E, which may include recommended conditions of approval.

The assessment report will be provided to the NSW Minister for Planning who will then make a determination on the project. If the determination is to approve the project, it is anticipated to include conditions of approval considered appropriate.

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