

# 1 Introduction

---

## 1.1 Purpose of this report

This report provides the environmental assessment for a proposed modification to the M4-M5 Link project (the project) (at the Rozelle Interchange) in accordance with section 5.25 of the *Environmental Planning & Assessment Act 1979* (NSW) (EP&A Act). This report includes:

- An overview of the approved project
- A description of the proposed modification
- An assessment of the potential environmental impacts of the proposed modification
- Details of the changes to the conditions of the project approval potentially required by the proposed modification
- Details of the changes to the approved environmental management measures required by the proposed modification
- Justification for the proposed modification.

The main elements of the proposed modification include:- the construction of new elevated overpass at The Crescent; realignment of the approved pedestrian and cycling links between Rozelle Rail Yards, The Crescent and Rozelle Bay light rail stop; upgrades to the intersection of The Crescent/Johnston Street/Chapman Road; minor changes to the approach roads leading to Anzac Bridge to improve traffic merging arrangements; and use of a construction ancillary facility on The Crescent. The proposed changes are described in **section 1.4.1** and in more detail in **Chapter 4**.

## 1.2 Overview of WestConnex

WestConnex is one of the NSW Government's key infrastructure projects. The WestConnex program of works and 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 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 approved WestConnex projects. NSW Roads and Maritime Services (Roads and Maritime) is the proponent for the program of works.

The WestConnex program of works includes:

- 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 – duplication of the M5 East from King Georges Road at Beverly Hills with tunnels from Kingsgrove to a new interchange at St Peters (approved and under construction)
- M4–M5 Link – Mainline Tunnels connecting to the M4 East at Haberfield and the New M5 at St Peters (approved and under construction)
- M4-M5 Link – Rozelle Interchange and Iron Cove Link (approved and under construction).

**Figure 1-1**, on the following page provides an overview of WestConnex and related projects.

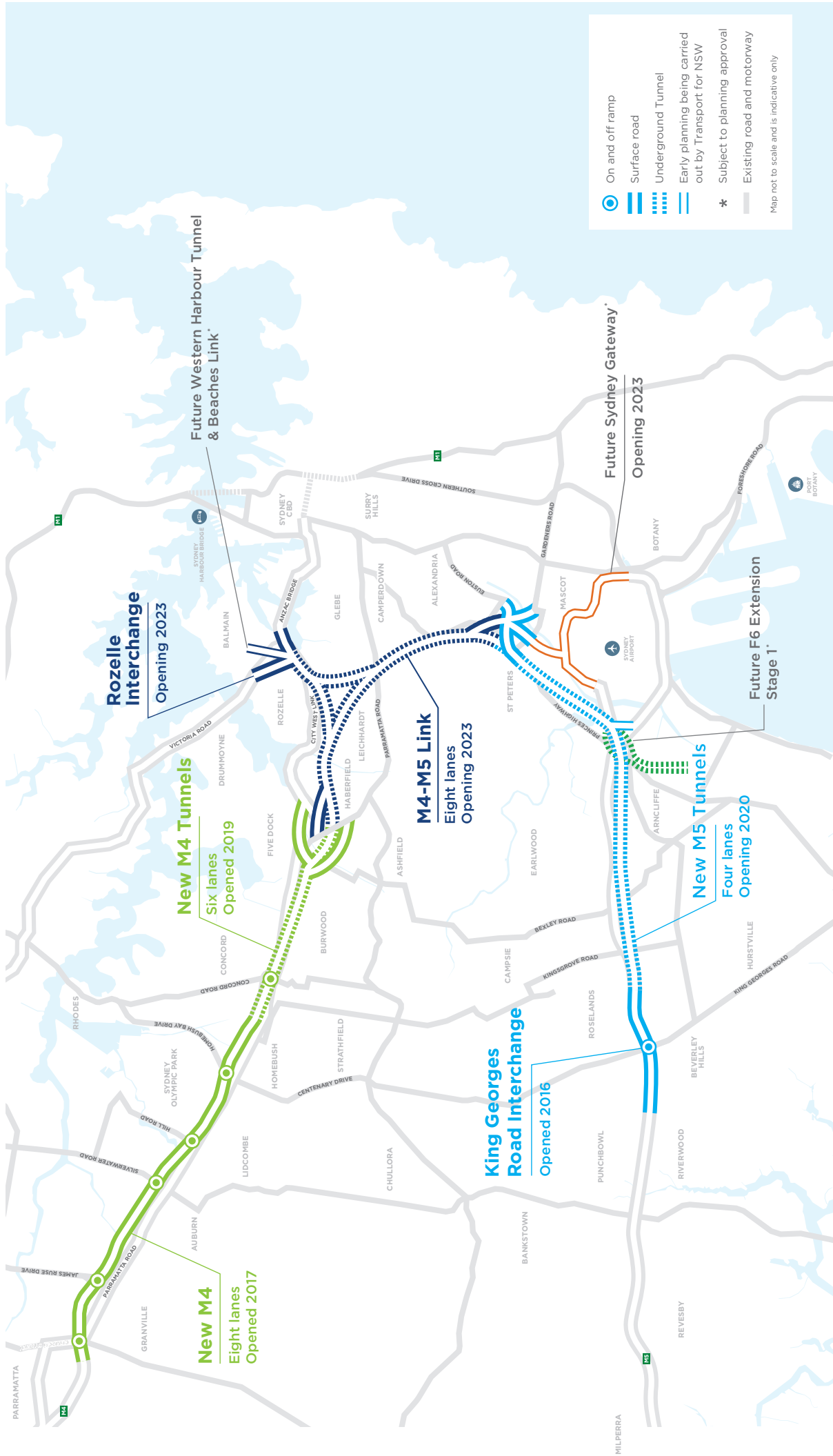


Figure 1-1 Overview of WestConnex and related projects

## 1.3 M4-M5 Link project

### 1.3.1 Overview

Approval for the construction and operation of this project was granted on 17 April 2018 by the former NSW Minister for Planning (application number SSI 7485).

The Environmental Impact Statement (EIS) for this project described construction and operation of the M4-M5 Link in two stages:

Stage 1<sup>1</sup>, as described in the EIS, included:

- Construction of the Mainline Tunnels between the M4 East Motorway at Haberfield and the New M5 Motorway at St Peters, stub tunnels to the Rozelle Interchange (at the Inner West subsurface interchange) and ancillary infrastructure at the Darley Road motorway operations complex (MOC1), which was subsequently removed (refer to **section 1.3.3**) and the Campbell Road motorway operations complex (MOC5)
- These works commenced in late 2018 with the Mainline Tunnels anticipated to open to traffic in 2022.

Stage 2<sup>2</sup>, as described in the EIS, included:

- Construction of the interchange at Lilyfield and Rozelle (Rozelle Interchange) and a tunnel connection between Anzac Bridge and Victoria Road, east of Iron Cove Bridge (Iron Cove Link) including connection to the stub tunnels at the Inner West subsurface interchange, connection to the surface road network at Lilyfield and Rozelle, and construction of tunnels, ramps and associated infrastructure as part of the Rozelle Interchange to provide connections to the proposed Western Harbour Tunnel and Warringah Freeway Upgrade project (Western Harbour Tunnel project). Ancillary infrastructure will be provided at the Rozelle West motorway operations complex (MOC2), the Rozelle East motorway operations complex (MOC3) and the Iron Cove Link motorway operations complex (MOC4)
- Stage 2 works commenced in 2019 with these components of the project anticipated to open to traffic in 2023.

A more comprehensive description of the whole project, as well as other aspects of the WestConnex program of works, is provided within the EIS and the Submissions and Preferred Infrastructure Report (SPIR).

### 1.3.2 Approved activities at Rozelle

Key components of the approved project at Rozelle include:

- Rozelle Interchange works
  - Rozelle Interchange tunnels
  - Iron Cove Link tunnels
- Construction of ventilation tunnels and associated infrastructure
- Rozelle surface works as defined in section 5.6 of the EIS
- City West Link/The Crescent works
- Construction of entry and exit ramps, tunnel portals, tunnels and civil infrastructure for connecting to the proposed Western Harbour Tunnel project including:

---

<sup>1</sup> M4-M5 Link Stage 1 (the Mainline Tunnels)

<sup>2</sup> M4-M5 Link Stage 2 (the Rozelle Interchange and Iron Cove Link)

- Tunnels that would allow for underground mainline connections between the M4 East and New M5 motorways and the proposed Western Harbour Tunnel project (via the M4-M5 Link Mainline Tunnels)
- Entry and exit ramps that would extend north underground from the tunnel portals in the Rozelle Rail Yards to join the mainline connections to the proposed Western Harbour Tunnel project
- A ventilation outlet and ancillary facilities as part of the Rozelle ventilation facility.

As described in section 5.5 of the EIS, the Rozelle Interchange involves a new interchange at Lilyfield and Rozelle that would connect the M4–M5 Link Mainline Tunnels with the surface road network namely:

- City West Link
- Anzac Bridge
- Victoria Road at Rozelle near the eastern abutment of Iron Cove Bridge via the Iron Cove Link
- The proposed Western Harbour Tunnel project.

These works include the construction and operation of the subsurface interchange and connection with the surface road network at Lilyfield and Rozelle.

Surface works at Rozelle include the following activities:

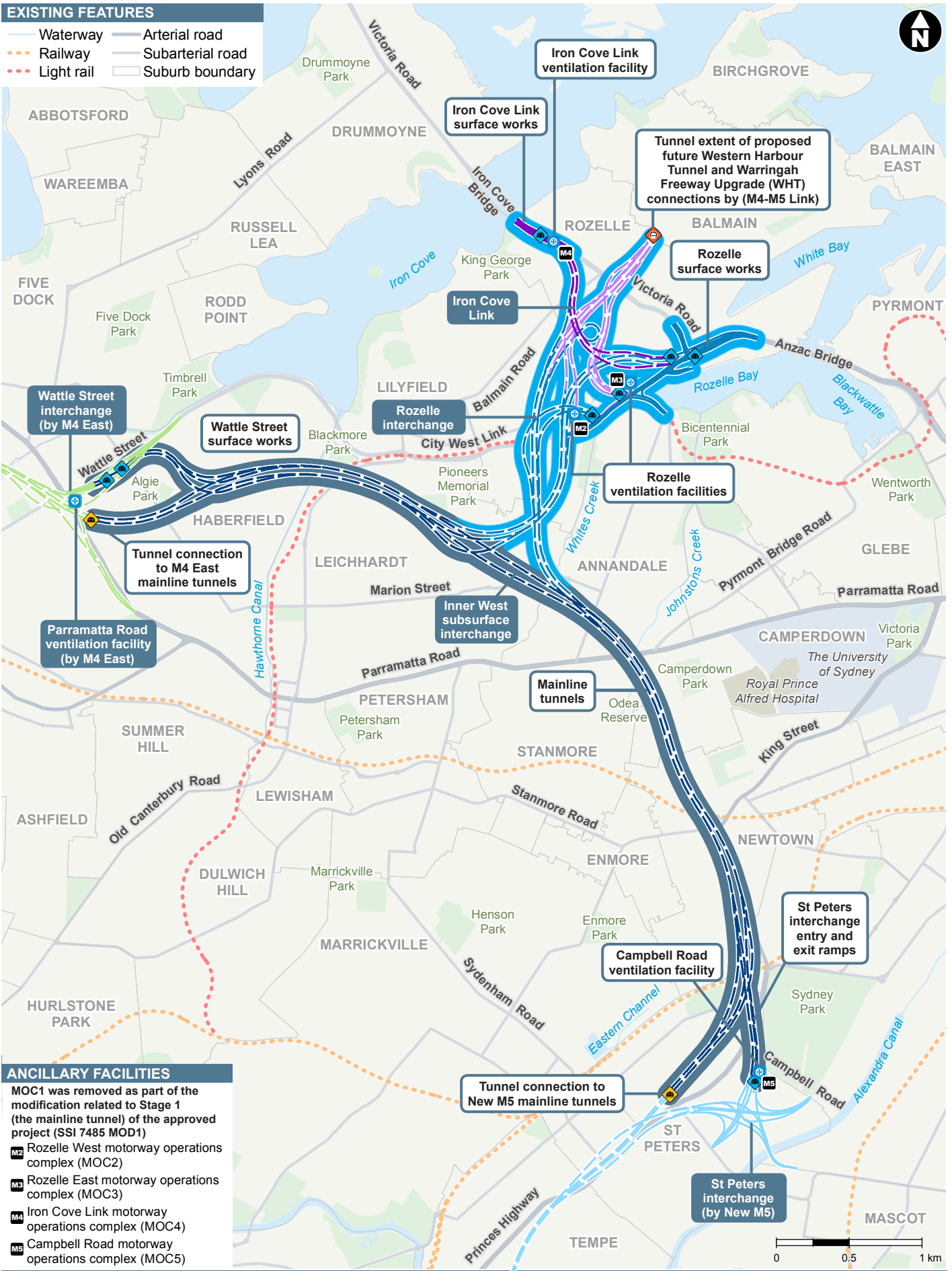
- Realigning The Crescent at Annandale, including a new bridge over Whites Creek and modifications to the intersection with City West Link
- A new intersection on City West Link around 300 metres west of the realigned position of The Crescent, which would provide a connection to and from the new M5 St Peters interchange (via the M4-M5 Link Mainline Tunnels)
- Widening and improvement works to the channel and bank of Whites Creek between the light rail bridge and Rozelle Bay at Annandale, to manage flooding and drainage for the surface road network
- Reconstructing the intersection of The Crescent and Victoria Road at Rozelle, including construction of a new bridge at Victoria Road
- Landscaping, including the provision of new open space within the Rozelle Rail Yards
- New and upgraded pedestrian and cyclist infrastructure including new north south connections between the new open space at the Rozelle Rail Yards, Rozelle Bay light rail stop and Bicentennial Park.

The project does not include the operation of the components of the Rozelle Interchange (i.e. the tunnels, ramps and associated infrastructure) being constructed to provide connections to the proposed Western Harbour Tunnel project.

**Figure 1-2** provides an overview of the approved project.

**EXISTING FEATURES**

- Waterway
- - - Railway
- - - Light rail
- Arterial road
- Subarterial road
- Suburb boundary



**ANCILLARY FACILITIES**

- MOC1 was removed as part of the modification related to Stage 1 (the mainline tunnel) of the approved project (SSI 7485 MOD1)
- M2 Rozelle West motorway operations complex (MOC2)
- M3 Rozelle East motorway operations complex (MOC3)
- M4 Iron Cove Link motorway operations complex (MOC4)
- M5 Campbell Road motorway operations complex (MOC5)

**LEGEND**

Project features	New M5	M4 East	M4-M5 Link	Rozelle interchange	Iron Cove Link	Proposed future WHT connections (civil construction only)
<span style="color: blue;">◆</span> Tunnel portal	<span style="color: blue;">—</span> Surface road	<span style="color: green;">—</span> Surface road	<span style="color: blue;">—</span> Surface road	<span style="color: blue;">—</span> Surface road	<span style="color: purple;">—</span> Surface road	<span style="color: purple;">—</span> Surface road
<span style="color: blue;">◻</span> Tunnel extent	<span style="color: blue;">- - -</span> Tunnel	<span style="color: green;">- - -</span> Tunnel	<span style="color: blue;">- - -</span> Tunnel	<span style="color: blue;">- - -</span> Tunnel	<span style="color: purple;">- - -</span> Tunnel	<span style="color: purple;">- - -</span> Tunnel
<span style="color: blue;">◆</span> Tunnel connection	<span style="color: blue;">■</span> Stage 1	<span style="color: green;">■</span> Stage 2				
<span style="color: blue;">⊕</span> Ventilation facility						

Figure 1-2 Overview of the M4-M5 Link approved project

### 1.3.3 Approved modification to M4-M5 Link project

Following approval on 17 April 2018, Roads and Maritime submitted a Modification report for the project under section 5.25 of the EP&A Act (application number SSI 7485 MOD1). The modification related to Stage 1 of the approved project (the Mainline Tunnels) and was approved by the former NSW Minister for Planning on 25 February 2019. Key features of the modification included:

- The Northcote Street civil site (C3a) will become a civil and tunnel site. This will result in 24 hours, seven days a week tunnelling works being carried out from this location within an existing acoustic shed
- The Parramatta Road West and Parramatta Road East civil sites (C1b and C3b) will be used as civil sites. The sites will be used for site offices, light vehicle car parking, shuttle bus services, workshop and storage of equipment, materials and construction vehicles
- Removal of the Darley Road civil and tunnel site (C4) from the project (MOC1)
- The relocation of the operational water treatment plant from the Darley Road site to the Campbell Road motorway operations complex at the St Peters Interchange.

A more comprehensive description is provided within the Modification report for these works. The Modification report can be found at the following webpage:

<https://www.planningportal.nsw.gov.au/major-projects/project/11001>

## 1.4 The proposed modification

### 1.4.1 Description of modification

The proposed modification relates to Stage 2 of the project and would occur within the Inner West and City of Sydney Local Government Areas. Roads and Maritime is proposing to include the following key components as part of this modification:

- A new elevated vehicular overpass ('The Crescent overpass') that would allow eastbound traffic heading north on The Crescent from Annandale to bypass the signalised intersection at The Crescent/City West Link junction and continue east on The Crescent towards Victoria Road and the Anzac Bridge
- Modifications to the eastbound lanes of the City West Link and The Crescent on either side of the intersection and northbound lanes on The Crescent at Annandale to provide space for the tie-in of The Crescent overpass
- Upgrades to the intersection of The Crescent/Johnston Street/Chapman Road (including lane reconfiguration and marking, signal phasing, adjusting positions of traffic signals kerb works etc.)
- Realignment of the Pedestrian and Cycling Green Link ('green link') to the west of The Crescent, providing a connection between the Rozelle Rail Yards and the Rozelle Bay light rail stop
- A new shared user path bridge ('shared user path bridge') spanning The Crescent to the east of The Crescent/City West Link intersection. The shared user path bridge provides a connection between the Rozelle Rail Yards and the at grade surface connection (the 'shared user path') to Bicentennial Park along the east side of The Crescent and adjacent to Rozelle Bay. The shared user path bridge and shared user path would provide the pedestrian and cyclist connectivity required by Conditions E120 and E121 for the project albeit in a different arrangement to that shown in the EIS
- Minor changes to the layout of the approach roads leading to the Anzac Bridge from Victoria Road, The Crescent and the Rozelle Interchange to improve traffic merging arrangements
- Use of a minor construction ancillary facility, established in accordance with Condition C24, as a construction ancillary facility. The proposed C6a construction ancillary facility site is located on the south side of The Crescent to the west of James Craig Road and adjacent to Rozelle Bay. The proposed modification would allow use of the site for a limited number of additional purposes which are not permitted by Condition C24 including:

- Light vehicle parking for workers (around 9 spaces) and
- Material laydown areas and a limited number of associated vehicle movements (small delivery vans and rigid trucks).

These additional purposes would support the various construction activities at the C6 civil site.

### 1.4.2 Need for this modification

Since Planning Approval (April 2018 Infrastructure Approval) was granted, a contractor has been appointed to construct Stage 2 of the approved project on behalf of Roads and Maritime. The contractor has reviewed the concept design for the approved project and together in discussions with Roads and Maritime has identified a number of potential design and constructability improvements.

The proposed modification is a result of these design and constructability improvements. It aims to improve intersection performance and optimise active transport connections. The proposed modification would:

- 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
- Adjust the alignment of active transport links to avoid conflict with The Crescent overpass while improving the overall connectivity proposed within the EIS and Conditions of Approval (CoA) for the project by providing a direct connection between the suburbs of Rozelle and Annandale and public transport infrastructure including the Rozelle Bay light rail stop
- Improve the efficiency of construction and minimise the duration of construction impacts on nearby residents by reducing the need for further construction activities to accommodate the proposed Western Harbour Tunnel project at City West Link and The Crescent, should that project proceed in the future
- Improve capacity at the intersections so that they can maintain performance with traffic generation from future development proposed in the vicinity of the project including the proposed Western Harbour Tunnel project if the development proceeds.

## 1.5 Structure of this report

This report is structured as follows:

- **Chapter 1** (Introduction) provides an overview of the modification, scope and purpose
- **Chapter 2** (Assessment process) outlines the statutory assessment requirements and explains the steps in the assessment and approval process
- **Chapter 3** (Approved project) provides a description of the approved project with a more detailed focus on the elements that are proposed to be changed by the proposed modification
- **Chapter 4** (Proposed modification) provides a detailed description of the proposed modification to the approved project including options considered
- **Chapter 5** (Consultation) outlines the consultation activities undertaken to date and in the future
- **Chapter 6** (Environmental assessment) identifies the relevant environmental issues, assesses the potential impacts of the modification and presents environmental management measures in response to those impacts
- **Chapter 7** (Conditions of approval) identifies the conditions of the project approval that are required to be amended as part of the proposed modification
- **Chapter 8** (Environmental management measures) details changes to the approved environmental management measures as a result of the proposed modification
- **Chapter 9** (Justification and conclusion) presents the justification for the proposed modification and provides a summary of the key assessment findings

- **Appendix A** (Environmental assessment requirements for the proposed modification)
- **Appendix B** (Traffic and transport assessment)
- **Appendix C** (Noise and vibration assessment)
- **Appendix D** (Air quality assessment).