

Executive summary

The approved project

The M4-M5 Link project (the project) is part of the WestConnex program of works that, together with the proposed Sydney Gateway, would facilitate improved connections between western Sydney, Sydney Airport and Port Botany and south and south-west Sydney, as well as better connectivity between the important economic centres along Sydney's Global Economic Corridor and through local communities.

The project includes the construction and operation of a new multi-lane road link between the M4 East Motorway at Haberfield and the New M5 Motorway at St Peters, an interchange at Lilyfield and Rozelle (the Rozelle Interchange) and a tunnel connection between Anzac Bridge and Victoria Road, east of Iron Cove Bridge (Iron Cove Link).

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

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

- Stage 1¹ - construction of the Mainline Tunnels between the M4 East Motorway at Haberfield and the New M5 Motorway at St Peters. These works commenced in 2018 with the Mainline Tunnels scheduled to open to traffic in 2022
- Stage 2² - construction of the Rozelle Interchange and Iron Cove Link. Stage 2 commenced in 2019 and is scheduled to open to traffic in 2023.

The Environmental Impact Statement (EIS) and the Submissions and Preferred Infrastructure Report (SPIR) described and assessed important road network and active transport links at Lilyfield and Rozelle. Specific to the proposed modification those works involved surface works at Rozelle including the realignment and widening of key roads and intersections at and around the junction of The Crescent and City West Link. Further, works involved 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.

Proposed modification

Since planning approval was granted for the M4-M5 Link, a contractor has been appointed to construct Stage 2 (Rozelle Interchange) of the approved project on behalf of the proponent, NSW Roads and Maritime Services (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 proponent proposes to include the following key components as part of this proposed 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.)

¹ M4-M5 Link Stage 1 (the Mainline Tunnels)

² M4-M5 Link Stage 2 (the Rozelle interchange and Iron Cove Link)

- 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 would provide 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 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 would be 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.

As a result of the changes proposed in the modification, certain conditions of approval will need to be amended.

Consultation

The following consultation activities have been carried out for the proposed modification to date:

- Media releases to Sydney metropolitan news organisations
- M4-M5 Link Rozelle Interchange Community Update Brochure
- M4-M5 Link Rozelle Interchange Community Update Email
- Meetings with WestConnex Community Reference Groups – Rozelle Interchange
- Meetings with:
 - Glebe Island/White Bay Community Liaison Group
 - Transport for NSW – Sydney Light Rail
 - NSW Environment Protection Authority (EPA)
 - Sydney Water
 - Ports Authority NSW
 - Sydney Metro West
 - State Transit Authority
 - Infrastructure NSW (Urban Growth)
- Briefings/discussions with:
 - Inner West Councillors
 - Jamie Parker (Member for Balmain)
 - Anthony Albanese Member of Parliament (MP)
 - Inner West Councillors and Inner West and City of Sydney Council Officers.

The Modification report will be exhibited for 28 days from 21 August to 18 September 2019. The community and other stakeholders will be able to provide feedback on the proposed modification to the NSW Department of Planning, Industry and Environment (DPIE) as submissions.

Following exhibition of the Modification report, Roads and Maritime will review the submissions received and respond to the issues raised in a Response to Submissions Report for the proposed modification. This report will be provided to DPIE and will be assessed prior to a determination being made. If during exhibition or during the response to submissions process further changes to the proposed modification are identified, these changes would also be described and assessed.

Environmental assessment

Potential environmental impacts associated with the proposed modification have been assessed in the Modification report and compared to the environmental impacts assessed in the EIS. Key environmental impacts for the proposed modification are summarised below.

Traffic and transport

A traffic assessment was undertaken for potential construction and operational traffic impacts arising from the proposed modification.

Traffic and transport related construction impacts are expected to be minor with relevant levels of service comparable to that presented for the approved project. The relevant management measures identified in the SPIR and in the conditions of approval for the project would appropriately manage impacts associated with the proposed modification.

Operational impacts of the proposed modification were modelled to assess the traffic impacts of the modification in comparison to the approved project. Two future years (2023 and 2033) were assessed in both 'with project' and 'cumulative' scenarios using WRTM v2.3 to ensure consistency with the EIS traffic assessment.

The key operational impacts resulting from the proposed modification are:

- With the inclusion of the proposed modification, there is minimal change in the daily traffic forecast on the Sydney metropolitan road network. Some increase in vehicle numbers is forecast on Anzac Bridge eastbound and on Johnston Street northbound. A sensitivity test was undertaken which identified that this predicted traffic increase would have a minimal impact
- During both the AM and PM peak hours the overall modelled network performance metrics are comparable or slightly better than those presented in the EIS
- Intersection performances is generally forecast to be comparable with or improved when compared with the EIS results with improvements forecast at the City West Link/The Crescent and The Crescent/Johnston Street/Chapman Road intersections
- Travel times from City West Link to Anzac Bridge are forecast to improve as a result of the proposed modification however, an increase in traffic would enter the network and has the likely potential to impact parts of the network already forecast to be congested such as Victoria Road northbound in the AM peak
- Public transport travel time impacts are consistent with those of general traffic. Generally, travel time impacts are consistent with those reported in the EIS with some additional travel time impacts forecast on Victoria Road northbound in the AM peak as a result of existing constraints north of Iron Cove Bridge in Drummoyne
- Right turn movements from The Crescent overpass into James Craig Road (eastbound) and from Johnston Street into The Crescent (southbound) are not permitted as a result of the proposed modification. However, in both cases the number of traffic movements impacted are limited and alternative traffic routes are available

- Operational traffic impacts would be managed via the existing environmental management measures and conditions of approval including:
 - Condition E63: Road Network Performance Plan
 - Condition E64: Operational Road Network Performance Review
 - EMM OTT3: Roads and Maritime will develop a strategy to ensure appropriate network integration in the areas surrounding the Rozelle Interchange.

Noise and vibration

Construction noise impacts were assessed for three key construction processes: construction of The Crescent overpass, the green link and the shared user path bridge; use of the approved construction ancillary facility (C6a); and The Crescent, Chapman Road and Johnston Street intersection works. Key construction noise impacts from the proposed modification are:

- The construction of the proposed modification would be generally in similar locations to what was assessed for the approved project, meaning the impacts during construction are generally expected to be consistent with the EIS. The works around The Crescent, Chapman Road and Johnston Street may however impact a relatively small number of additional receivers given the need to complete construction work for the proposed modification further to the south and east than was assessed for the approved project. As a result, it is proposed to change the receivers proposed for noise mitigation to address impacts from out of hours construction (as detailed in Condition E87 and Appendix D)
- A number of buildings in the vicinity of proposed construction works have been identified as being located within minimum working distance for cosmetic damage and human comfort and these potential impacts would be managed in accordance with the relevant existing Conditions relating to construction vibration: E81, E83, E84 and E85.

In relation to operational noise impacts, the following key impacts are anticipated:

- Operational road traffic noise levels are expected to generally be comparable to the approved project, with noise levels for the proposed modification being within -0.5 dBA to +0.5 dBA of the EIS noise levels for the majority of receivers in the study area. This relatively small increase is however sufficient to result in additional exceedances of Noise Management Levels on Johnston Street in both the *Do Something* and *Do Something Plus* scenarios
- The Crescent overpass is predicted to increase noise levels at a small number of receivers near Bayview Crescent by between 0.5 dBA and 1.5 dBA. However, noise levels in this area would be influenced by higher volumes of traffic on City West Link and The Crescent, in comparison to the relatively lower traffic volumes on the overpass. Whilst a noise barrier would potentially reduce road traffic noise levels from vehicles on the overpass, it would likely be ineffective in significantly reducing the overall road traffic noise levels at nearby receivers given the relatively low contribution to noise levels from the overpass. A noise barrier also has the potential to result in undesirable visual, urban design and wind loading impacts
- At property treatments for the eligible receivers are considered to be the preferred noise mitigation measure.

Air quality

The proposed modification does not significantly alter the scope and nature of construction works proposed in the vicinity of City West Link, The Crescent and Johnston Street as outlined in the EIS. As a result, the comprehensive mitigation measures identified in the SPIR and conditions of the project approval such as implementation of the Air Quality sub-plan to the Construction Environmental Management Plan (Condition C4(d)) and the Dust Deposition Monitoring Program (Condition C9), are considered appropriate to manage construction impacts associated with the proposed modification.

The operational air quality assessment shows that some receptors are predicted to experience increases in emissions by comparison to the EIS. However, the predicted increases are small and do

not the change the outcomes of the assessment presented for the approved project. As a result no additional mitigation is considered necessary.

Other key benefits and impacts

The proposed modification would result in the following key benefits and impacts:

- The proposed shared user path bridge and green link would maintain pedestrian and cyclist connectivity between Rozelle / Lilyfield and Annandale and key open spaces by comparison to the EIS and would be a significant improvement by comparison to existing conditions. The green link would create a direct connection between the Rozelle Rail Yards and the Rozelle Bay light rail stop facilitating improved access to this mode of public transport, while the shared user path bridge would provide a direct connection between Rozelle Rail Yards and The Crescent /Chapman Road to Bicentennial Park meeting the intent of the relevant CoA
- In relation to public transport, the bus bay on the west side of The Crescent would be relocated slightly further to the south to just north of the Johnston Street intersection. The realignment of the green link to the west would provide an improved connection to the Rozelle Bay light rail stop
- The visual impacts from the proposed modification is generally consistent with the approved project with exception for the residents located in the northern part of the apartments at 300 Johnston Street and Bayview Crescent. As a result of the additional elevated elements from the proposed modification design including the shared user path bridge and The Crescent overpass, the residents at this location would experience an increased visual impact by comparison to the infrastructure assessed in the EIS
- The proposed modification has the potential to result in vibration and visual setting impacts to heritage listed items in the vicinity of the proposed works including the Annandale (Railway Parade) Railway Bridge, Annandale (Johnston Street) Underbridge and The Crescent Mural (potential heritage item). These impacts can be managed via the relevant environmental management measures contained in the SPIR (as modified) and through the relevant CoA (as modified)
- The proposed modification would not impact upon or alter the flooding characteristics of the study area, up to and including, a 100-year ARI flood event. The Crescent overpass, green link and shared user path bridge structures are all elevated above The Crescent and City West Link and above the 100 year ARI flood level. Adjustments to the local drainage design would mitigate any changes to overland flow paths caused by bridge piers or embankment structures required for The Crescent overpass
- The proposed modification would largely be located within the approved project footprint and as result would not result in a material increase in the impermeable surfaces from that previously assessed in the EIS. As such no material increase in run-off and flow rates are likely to be generated
- The proposed modification aims to reduce construction fatigue experienced by the community by reducing the need for further construction activities to accommodate the proposed Western Harbour Tunnel and Warringah Freeway Upgrade project ('Western Harbour Tunnel project') at City West Link and The Crescent, should that project proceed in the future. This would minimise the duration of construction impacts on nearby residents resulting in a positive outcome for the local community.

Matters of national environmental significance

The nature of the proposed modification activities means that no matters of national environmental significance under the *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth) (EPBC Act) are likely to be impacted. As such, the modification application has not been referred to the Australian Government Department of the Environment and Energy for further assessment or approval under the EPBC Act.

Environmental management measures

Most impacts associated with proposed modification can generally be accommodated by the existing environmental management measures provided in the EIS and SPIR. The proposed modification has resulted in potential indirect impact to a non-Aboriginal heritage item (The Crescent Mural) which requires an amendment to the existing environmental management measure (NAH03) to mitigate this impact.

Conditions of Approval

Changes to a number of the Conditions of Approval have been proposed to accommodate the proposed modification. The proposed amendments to Conditions E120, E121 and E134 reflect the proposed realignment of the green link and shared user path bridge.

The proposed amendment to Condition E163 requires archival recording of The Crescent Mural at Annandale.

The proposed amendment to Appendix D (associated with Condition E87) reflects a change to the receivers proposed for noise mitigation to address impacts from out of hours construction work in the vicinity of the Johnston Street/The Crescent/Chapman Road intersection.

All other conditions of approval would continue to apply to the project.