



WestConnex M4-M5 Link

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

Modification report

Appendix A

Environmental assessment requirements



1 Environmental assessment requirements

1.1 Environmental assessment requirements for the proposed modification

The modification report would address relevant environmental assessment requirements set out for the M4-M5 Link EIS in May 2017 and presented in **section 1.2**. Other relevant matters determined by DPIE in May 2019 are to be addressed in the proposed modification and are presented in **section 1.3** to follow.

1.2 Environmental assessment requirements for the proposed modification as proposed by RMS

Table 1 presents environmental assessment requirements as proposed by RMS for the M4-M5 Link Rozelle Interchange - Modification: The Crescent overpass and active transport links.

Table 1 Environmental assessment requirements for the proposed modification as proposed by RMS

Matter	Environmental Assessment Requirement	Where addressed
1. Construction Transport and Traffic	(a) Confirmation that car parking arrangements for the construction workforce is as per the EIS and that construction vehicles would be parked in previously approved locations as provided in the EIS.	Modification report: section 6.3.4 Appendix B: Section 3.3
	(b) In comparison with the assessment provided in the EIS, a quantitative assessment of the proposed modification's traffic impacts associated with the proposed heavy vehicle and light vehicle estimates during the AM and PM peak hours in the forecast peak construction year (2021) would be completed. This would be consistent with the construction traffic modelling methodology used for the EIS and the Preferred Infrastructure Report and would include assessment of mid-block road capacity and performance of signalised intersections in the vicinity of the proposed works.	Modification report: Section 6.3.3 Appendix B: Section 3.2
	(c) In comparison with the assessment provided in the EIS, quantitative and qualitative assessments of other potential traffic and transport impacts including access, on-street parking, pedestrians and cyclists, public transport services and infrastructure and traffic crashes.	Modification report: Sections 6.3.3 and 6.6.3 Appendix B: Sections 3 and 4
	(d) Outline the need to close, divert or otherwise reconfigure elements of the road, cycle and pedestrian network associated with construction of the modified design. Where the closure, diversion or reconfiguration would be temporary, provide an estimate of the duration of the altered access arrangements.	Modification report: Section 6.3.3 Appendix B: Section 3.6

Matter	Environmental Assessment Requirement	Where addressed
	(e) A review of the potential cumulative traffic impacts of other key infrastructure projects preparing for or commencing construction, including but not limited to other stages of WestConnex where potential impacts are likely to differ from those that were previously assessed under the EIS for SSI 7485.	Modification report: Section 6.3.3 Appendix B: Section 4.2
	(f) Assessment of safety impacts associated with the construction of the three bridge structures for pedestrians and traffic (including public transport) using City West Link and The Crescent. This assessment would also consider the Rozelle Bay light rail stop.	Modification report: Section 6.3.3 Appendix B: Sections 3.6, 3.7 and 3.8
2. Operational Transport and Traffic	Provide an assessment of the operational transport impacts of the proposed modification as compared to the EIS including, but not necessarily limited to:	Modification report: Section 6.3.3 Appendix B: Section 4
	a. changes to the forecast travel demand and traffic volumes (expressed in terms of total numbers and heavy and light vehicle numbers) for the modified design and the surrounding road, cycle and public transport network relevant to the proposed modification;	Modification report: Section 6.3.3 Appendix B: Sections 4.1.3, 4.1.7 and 4.1.8
	b. travel time analysis compared to the approved Project;	Modification report: Section 6.3.3 Appendix B: Section 4.1.5
	c. performance of the modified intersection and road network in close proximity to the City West Link / Crescent Intersection by undertaking a level of service analysis at key locations, for peak periods;	Modification report: Section 6.3.3 Appendix B: Sections 4.1.3 and 4.1.4
	d. the redistribution of traffic and impacts on traffic volumes and levels of service on the road network in close proximity to the Rozelle Interchange precinct resulting from the proposed modified design;	Modification report: Section 6.3.3 Appendix B: Sections 4.1.3 and 4.1.4

Matter	Environmental Assessment Requirement	Where addressed
	e. operational implications for existing and proposed public transport (particularly with respect to the Light Rail and bus services) and consideration of opportunities to improve access to public transport; and	Modification report: Section 6.3.3 Appendix B: Sections 4.1.5 and 4.1.7
	f. potential impacts on cyclist and pedestrian access and safety, including on known routes and future proposals in close proximity to the proposed modification.	Modification report: Section 6.3.3 Appendix B: Sections 4.1.8 and 4.1.10
3. Noise and vibration	(a) Assessment of construction and operational noise and vibration impacts including sleep disturbance associated with the proposed modification. This assessment must be in accordance with relevant NSW noise and vibration guidelines and potential noise and vibration mitigation measures should be identified.	Modification report: Sections 6.4.1 and 6.4.3 Appendix C: Sections 4, 5 and 6
	(b) An assessment of construction noise and vibration impacts which addresses:	Modification report: Section 6.4.3 Appendix C: Section 5
	a. the nature of construction activities (including transport, tonal or impulsive noise-generating works as relevant);	Modification report: Sections 4.3.1 and 6.4.3 Appendix C: Sections 5.2.1, 5.3.1 and 5.4.1
	b. the likely intensity and duration of potential noise and vibration impacts (both air and ground-borne);	Modification report: Section 6.4.3 Appendix C: Tables 5-3, 5-4, 5-6, 5-7, 5-9, 5-10)

Matter	Environmental Assessment Requirement	Where addressed
	c. the potential for works outside standard construction hours, including estimated duration and timing, predicted levels, exceedances and number of potentially affected receivers and justification for the activity in terms of the Interim Construction Noise Guideline (DECCW, 2009);	Modification report: Section 6.4.3 Appendix C: Sections 5.2.2, 5.3.2 and 5.4.2
	d. figures illustrating the existing, previously assessed and predicted noise levels related to the modification; and	Modification report: Figures 6-1 and 6-2 Appendix C: Figures 5-2 to 5-7, 5-9 to 5-11, 5-12 and 5-13
	e. As relevant to the proposed modification, a cumulative noise and vibration assessment of other key infrastructure projects preparing for or commencing construction, including but not limited to other stages of WestConnex where potential impacts are likely to differ from those that were previously assessed under the EIS for SSI 7485.	Modification report: Section 6.13.3 Appendix C: Sections 7.2.1 and 7.2.2
4. Air Quality	(a) Assessment of potential air quality impacts during the construction period. This would be a risk-based assessment consistent with the assessment prepared for the EIS.	Modification report: Section 6.5.3 Appendix D: Sections 2.2.1 and 3
	(b) Consideration of potential changes to the predicted operational air quality impacts for the approved project as a result of the proposed modification.	Modification report: Section 6.5.3 Appendix D: Sections 2.2.2, 4, 5, 6 and 7
5. Visual Amenity and Urban Design	(a) Assessment of visual impacts associated with the proposed modified design for the Rozelle Rail Yard Pedestrian and Cycling Green Link (also referred to as the land bridge), the shared path and The Crescent Overpass when viewed from residential receivers and public vantage points including open space and vehicular and pedestrian traffic along The Crescent and City West Link.	Modification report: Sections 6.7.2 and 6.7.3
	(b) Where relevant, consider any urban design opportunities or changes resulting from the proposed modification in relation to the urban design principles and objectives as assessed under the EIS.	Modification report: Section 6.6.3

Matter	Environmental Assessment Requirement	Where addressed
6. Heritage	(a) Assessment of the potential impact of the proposed modification on State Heritage Listed and locally listed heritage items.	Modification report: Section 6.8.3
7. Socio-economic, Land use and property	(a) Assess the potential impacts, by comparison to that assessed in the EIS, from the construction and operation on potentially affected property, businesses, and recreational users, including property acquisitions/adjustments, access amenity, and relevant statutory rights resulting from the proposed modification.	Modification report: Sections 6.3.3, 6.7.3 and 6.11.2
	(b) Assess potential impacts, by comparison to that assessed in the EIS, on utilities (including communications, electricity, gas, and water and sewerage) and the relocation of these utilities.	Modification report: Section 6.12
8. Flooding	(a) Qualitative assessment of potential drainage and flooding impacts, by comparison to that in the EIS, associated with the construction and operation of the proposed modification in the vicinity of the intersection between The Crescent and City West Link.	Modification report: Section 6.9.3

1.3 Other relevant matters to be assessed as proposed by DPIE for the proposed modification

Table 2 presents other relevant matters for assessment for the M4-M5 Link Rozelle Interchange - Modification: The Crescent overpass and active transport links.

Table 2 Other relevant matters to be assessed as proposed by DPIE for the proposed modification

Other relevant matters		Where addressed
Environmental Impact Assessment Process	The assessment process must provide a description of how options were analysed to inform the selection of the overpass over The Crescent and the shared pedestrian and cycle link.	Modification report: Section 1.4.3
Transport and Traffic	<p>The construction traffic impact assessment must assess the potential impacts on traffic, parking and property access arising from road closures, road and intersection upgrades, road reconfigurations and diversions during construction. Any impacts to public transport must also be addressed.</p> <p>The operational impact assessment must address the wider traffic and transport interactions.</p>	<p>Modification report: section 6.3.3</p> <p>Appendix B: Sections 3 and 4</p>
Noise and Vibration – Amenity and Structural	The construction and operational noise and vibration assessment must be quantitative assessments. The assessments must identify any sensitive receivers not previously affected by the modified activities and those where the level of impact is predicted to increase. The assessment must describe the management measures that will be implemented to mitigate noise impacts. In particular, it must indicate whether noise barriers will be required on the overpass to reduce operational traffic noise and if so, any requirements that would be placed on the types of barriers e.g. wind shear strengths, transparent barriers to reduce visual impacts.	<p>Modification report: Sections 6.4.3 and 6.4.4</p> <p>Appendix C: Sections 6.3.2 and 6.4</p>
Visual Amenity and Urban Design	<p>The assessment must be supported by elevations and relevant perspective photographs / drawings / and or artists impressions, including views from the most affected sensitive receivers on Bayview Crescent, Annandale.</p> <p>The assessment should identify how Crime Prevention Through Environmental Design principles have been incorporated into the design of the shared pedestrian and cycle link.</p>	Modification report: Section 6.7.2
Socio-economic, Land Use and Property	The assessment must assess and describe the actual impacts and not be limited to a comparison assessment as proposed.	Modification report: Section 6.11.2
Water	The assessment of operational impacts must describe the measures for conveying pavement drainage from the overpass to the receiving environment and any potential impact on receiving water bodies	Modification report: Section 6.9.3
Flooding	The assessment of potential drainage and flooding impacts in the vicinity of the intersection between The Crescent and City West Link must be quantitatively assessed, including the conveyance capacity of the existing stormwater system. The assessment should detail the measures that would be implemented to reduce flooding impacts. The estimated frequency and duration of flooding should be described.	Modification report: Section 6.9.3