Public meeting
Wednesday 22 November 2017

WestConnex Stage 3 (M4-M5 Link)
Environmental Impact Statement (EIS)
Meeting 1: Rozelle, Lilyfield
& North Annandale
construction & traffic issues

Jimmy Little Community Centre, Lilyfield
Presentation to public meeting
Wednesday 22 November 2017

WestConnex Stage 3 (M4-M5 Link)
Environmental Impact Statement (EIS)
Rozelle, Lilyfield & North Annandale
construction & traffic issues

John Warburton
Deputy General Manager
Community & Engagement
The purpose of this meeting:

• Act on Council’s resolution to consult
• Inform communities around each of the Stage 3 worksites of Council’s issues (approx. 30 min)
• Hear the community’s issues and send these to the DP&E for information (approx. 1 hour)

This is the first of five public meetings to be held in late 2017 & early 2018
WestConnex Stages 1, 2 & 3

- Widened M4: Eight lanes | Opened 2017
- M4 extension: Six lanes | Opening 2019
- Rozelle Interchange and Iron Cove Link: Opening 2023
- M4-M5 Link: Eight lanes | Opening 2022
- King Georges Road Interchange: Opened 2016
- New M5 tunnels: Six lanes | Opening 2020
- Sydney Gateway: Opening 2023
- Link to future Western Harbour Tunnel and Beaches Link
- Link to proposed F6 Extension

Map not to scale and is indicative only.
Progress of the three stages

• **Stage 1** – M4 Widening completed & M4 East about 50% complete (opening 2019)

• **Stage 2** – King Georges Rd interchange completed & New M5 about 35% complete (opening early 2020)

• **Stage 3** – in planning – EIS submissions being assessed. Minister’s determination expected early 2018. If approved, construction would commence in mid-2018. Stage 3(a) main tunnel would open 2022 & Stage 3(b) Rozelle Interchange would open 2023
WestConnex
Stage 3
Stage 3 consultation
Council remains opposed to WestConnex

Council resolution from 3 October 2017 meeting:

“Inner West Council formally adopts a position of continued opposition in the strongest terms to the WestConnex project, both approved and future stages including Stage 3, consistent with the opposition of the former councils of Ashfield, Leichhardt and Marrickville.”
Council’s ‘process’ issues from EIS

- Need for extension of exhibition period
- Likelihood that designs will further change
- Need for public exhibition of Submissions Report & Preferred Infrastructure Report
- Concerns that the Rozelle Interchange is technically difficult to construct – a separate planning process may be needed for this part
- Lack of detail in EIS on several key issues, with detail deferred to later stages
Council’s ‘strategic’ issues from EIS

- Increased traffic, reduced liveability/health and poor transport outcomes
- Project not consistent with several NSW Govt plans & initiatives
- Poor economic case - opportunity cost of $17B & equity impact of tolls
- Preference for public transport, demand management & transit-oriented development options
Council’s ‘local impact’ issues from EIS

- **Construction impacts** – noise, vibration, dust, truck traffic, worker parking etc.
- **Operational traffic impacts**
- **Operational air quality impacts**
- **Compulsory acquisitions**
- **Rozelle Rail Yards – clean up, design & delivery**
- **Possible loss of public transport corridors**
Construction issues from Stages 1 & 2

- Noise, vibration, dust, truck traffic, parking demand, night works etc.
- Cumulative impacts from project works & service works
- Health problems from stress & sleep deprivation
- Poor construction practices
- Vague, unenforceable conditions of approval
- Poor responses to complaints
- Complex complaints procedures
- Inadequate compliance resources
- Proponent’s lack of willingness to resolve issues
Council’s demands in EIS submission:

• WestConnex inquiry, with all lessons learned from Stages 1 & 2 to improve Stage 3
• Construction details to be publicly exhibited with Preferred Infrastructure Report
• Council & community to be involved in development/approval of construction/management plans
• Health study to be undertaken for Stages 1 & 2
• Strict conditions of approval & environmental licensing with adequate resources for enforcement
• Better management of cumulative impacts, particularly utility works
• Filtration of stacks & tunnels
• Night curfew on construction noise
• No heavy vehicles on local roads
Stage 3 construction sites

1. Haberfield/Ashfield (C1 – C3)
2. Darley Road (C4)
3. Rozelle Rail Yards (C5)
4. The Crescent (C6)
5. Victoria Road (C7)
6. Iron Cove (C8)
7. Bridge Road (C9)
8. St Peters Interchange (C10)
Rozelle-Lilyfield construction sites

- Rozelle civil and tunnel site
- The Crescent civil site
- Victoria Road civil site
- Iron Cove Link civil site
C5, C6 & C7: Rozelle, The Crescent & Victoria Rd - issues

- Cumulative impacts from three sites in close proximity
- Rozelle site is large with many activities & truck movements
- All three sites have residential areas nearby
- Truck marshaling location not confirmed, so routes from marshaling sites to construction sites not known
- Facilities to remain permanently on some sites, e.g. large vent stacks at the Rozelle Rail Yards site
- Acquisition of commercial properties next to Rozelle Rail Yards & on Victoria Road
- Acquisition & occupation of part of Buruwan Park
- Local walk/cycle access issues
- Potential for cracking of buildings, particularly where tunnel depths are shallow
- Potential for flooding & water quality impacts on Whites Creek & Rozelle Bay
- Potential for cumulative impacts from Western Harbour Tunnel (if built)
## C5, C6 & C7: Construction traffic

<table>
<thead>
<tr>
<th></th>
<th>C5 Rozelle</th>
<th>C6 The Crescent</th>
<th>C7 Victoria Rd</th>
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</thead>
<tbody>
<tr>
<td><strong>Vehicle access</strong></td>
<td><strong>Heavy vehicles</strong> enter and exit site via new leg at City West Link / The Crescent intersection. Truck marshalling location not confirmed</td>
<td><strong>Heavy &amp; light vehicles</strong> enter and exit the site via The Crescent. Truck marshalling location not confirmed</td>
<td><strong>Heavy vehicles</strong> enter and exit the site via left-in-left-out access off the NB Victoria Rd. Truck marshalling location not confirmed</td>
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<td><strong>Light vehicles</strong> – five access points will be created along Lilyfield Rd</td>
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<td><strong>Vehicle volumes</strong></td>
<td><strong>Heavy</strong> – 517 daily</td>
<td><strong>Heavy</strong> – 10 daily</td>
<td><strong>Heavy</strong> – 42 daily</td>
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<tr>
<td></td>
<td><strong>Light</strong> – 350 daily</td>
<td><strong>Light</strong> – 20 daily</td>
<td><strong>Light</strong> – 140 daily</td>
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<td><strong>Parking</strong></td>
<td>400 worker spaces on-site</td>
<td>Minimal worker spaces on-site</td>
<td>Minimal worker spaces on-site, with four kerbside spaces removed along Hornsey St eastbound</td>
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<tr>
<td><strong>Duration</strong></td>
<td>End-2018 to end-2023</td>
<td>Early-2019 to end-2021</td>
<td>Early-2019 to end-2022</td>
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<td><strong>Working hours</strong></td>
<td>Standard hours for surface works: 7am-6pm M-F &amp; 8am-1pm Sat (no work Sun &amp; public holidays). Tunneling works 24/7.</td>
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Buruwan Park, North Annandale
Cnr Hornsey St & Victoria Rd, Rozelle
Rozelle Rail Yards
C8: Iron Cove Link Civil Site

Includes:
- Utility treatments
- Traffic management changes and measures
- Installation of safety and environmental controls
- Establishment of temporary pedestrian and cyclist diversions (if required)

Existing connection of the Bay Run under Iron Cove Bridge would be retained.

Heavy and light vehicle ingress and egress to/from Victoria Road.

C8: Iron Cove Link civil site.

Iron Cove Link ventilation outlet.

Heavy and light vehicle ingress and egress to/from Victoria Road.

Springside Street to remain open at all times. No permanent changes to this intersection.

Temporary closures of one lane of Muddle Street to enable utility adjustments. No permanent changes to Muddle Street.

No impacts to trees on boundary of existing carpark.

Temporary closures of one lane of Byrnes Street to enable utility adjustments. No permanent changes to Byrnes Street. Pedestrian access would be maintained at all times.

Construction of bioretention facility and car park improvement works.

Temporary realignment of the Bay Run.

Clubb Street closed permanently at the beginning of construction.

Toole Street and Callan Street would generally remain open during construction. Temporary, short term closure of these intersections would be required to construct the permanent design.

Site offices.

Light vehicle parking.

Workshop and storage.

Light vehicle cross over.

Temporary water treatment facility and sediment basin.

Iron Cove Link ventilation facility.

Iron Cove Link ventilation outlet.
C8 Iron Cove Link: construction issues

- Dwellings close to construction activities
- Acquisition of commercial & residential properties along Victoria Road
- Reduced local vehicle access to King George Park via Clubb, Toelle & Callan Streets
- Removal of some kerbside parking spaces on Clubb, Toelle & Callan Streets
- Vent stack and bio-retention facility to remain permanently
- Acquisition & occupation of part of King George Park
- Victoria Road walk/cycle route detour
C8 – Iron Cove Link construction vehicle impacts

- Heavy & light vehicles enter/exit the site via left-in-left-out access off Victoria Rd northbound
- Truck marshaling area not confirmed
- Heavy vehicles: 42 movements daily
- Light vehicles: 140 movements daily
- Some kerbside parking removed on Clubb, Toelle & Callan Streets
- Standard daytime working hours for surface works
- Duration of construction: end-2018 to end-2023
- Road access: Clubb St permanently closed at Victoria Rd and Toelle St & Callan St temporarily closed for construction
Cnr Victoria Road & Toelle St, Rozelle
Cnr Victoria Rd & Clubb St, Rozelle
Victoria Rd over Iron Cove Bridge, Rozelle
Operational traffic – general issues

• General traffic growth (induced traffic)
• Increased traffic in specific areas around the three interchanges – Haberfield, Rozelle & St Peters
• Council seeks to traffic-calm all local roads that may be affected by additional traffic from WestConnex

Operational traffic – Lilyfield/Rozelle issues

• Increased traffic on Johnston Street, The Crescent, Anzac Bridge & Victoria Road (north of Iron Cove Bridge)
• Need for certainty in reclaiming traffic space on Victoria Road & Parramatta Road
Operational traffic – Council’s areas of concern
Operational traffic: air quality

Surface & vent stack impacts

Stage 3 stacks:
1. Haberfield
2. Rozelle Rail Yards
3. Victoria Road
4. St Peters
Three vent stacks, Rozelle Rail Yards

One vent stack, Victoria Road, Rozelle
Next steps

- Comments noted at this meeting will be sent to DP&E for information
- Similar community meetings to be held in Leichhardt next week, and at Haberfield/Ashfield, St Peters & Annandale/Camperdown in Feb/March 2018
- Send your further issues to Council: westconnex@innerwest.nsw.gov.au
- Decision on Stage 3 EIS expected in the first quarter of 2018
Further information

To view the EIS & associated documents, visit the Department of Planning website: www.majorprojects.planning.nsw.gov.au

For updates from Sydney Motorway Corporation, visit: www.westconnex.com.au

For updates from Council, visit: www.innerwest.nsw.gov.au/news---hot-topics/hot-topics/westconnex