

ATTACHMENT 1:

Summary of WestConnex Stage 3 (M4-M5 Link) Concept Design Plan Review

Facilitated by Beca Australia for Inner West Council (IWC)

July 2017

1 Introduction

Roads and Maritime Services (RMS) proposes to construct and operate the M4-M5 Link (the project); which would comprise a new, tolled multi-lane road link between the proposed M4 East at Haberfield and the proposed New M5 at St Peters. The project would also include an interchange at Rozelle.

The project is one component of the WestConnex program of works as undertaken by Sydney Motorway Corporation (SMC). WestConnex is a 33 kilometre motorway that is intended to link Sydney's west with the airport and the Port Botany precinct. The WestConnex program of works is proposed to be delivered as a series of projects, each subject to a stand-alone planning assessment and approvals process in accordance with the requirements of the Environmental Planning and Assessment Act 1979 (EP&A Act) and other relevant legislation.

The M4-M5 Link Concept Design Plan (WestConnex Stage 3) was released by WestConnex for community feedback on 12 May 2017. The design has been informed by the results of technical investigations and community feedback to date.

"WestConnex is seeking feedback on the M4-M5 Link Concept Design Plan from stakeholders and the community. All feedback will be considered and, wherever we can, we will use your ideas to help create better outcomes for the community. Feedback on the Concept Design should be made on or before the 4th of August to be considered as part of the EIS preparation. Formal submissions on the M4-M5 Link EIS can be made during the EIS consultation period, which will commence upon its release in mid-August".

Beca has been appointed to assist Inner West Council (IWC) with the drafting of its feedback on this Plan to SMC.

2 IWC's Strategic Position on the proposed M4 – M5 Link Concept Design Plan

Whilst the IWC is opposed to urban motorways on a strategic and environmental basis it recognises that both Stage 1 and Stage 2 of WestConnex have been approved by the NSW State Government and that construction has commenced on both of these projects. IWC opposes inner-Sydney motorways, but recognises creation of an outer ring-road around inner-Sydney via the M2-Eastern Distributor-M5-M7 outer-ring road may be appropriate. Creation of an inner-ring road that provides access to Port Botany and the Airport may also be appropriate.

WestConnex argues that the proposed M4–M5 Link Concept Design Plan is the required solution to provide this inner-city ring road, but IWC would argue that the M4–M5 Link could better achieve this function by a redesign and a multifaceted transport solution includes all transport options and the careful selection of priority projects for implementation. In the context of these priorities consideration should be given to:

- **Firstly**, increase public transport and reduce car demand by implementing metro-rail projects first. Encourage commuter private trips towards rail and bus trips.
- **At the same time** assess the benefits of what the implementation of travel demand management measures; reduction in car dependency; balancing station access fees; road pricing; freight movement; carparking; opportunity cost, and the removal of possible barriers to the implementation

of current planned public transport projects to ensure the implementation of this M4–M5 Link will not jeopardise the long-term viability of these other schemes.

- **Also** making use of upgraded existing roads connections to improve connectivity.
- **Then** find, test and compare other alternative inner ring road links as an alternative to the M4–M5 Link to establish a better connection to the Airport and Port and create improved south-west connections.

It is IWC's view that the current M4-M5 Link Concept Design Plan does not provide the transport solution that will best serve the movement of vehicles and people in the Inner West of Sydney and therefore requests that, in view of the limitations of the current Plan, SMC and the State agree to engage and take Inner West Council's alternative proposal and other stakeholder comments and requests on board to develop a better plan.

In response to the WestConnex M4 – M5 Link Concept Design Plan, IWC therefore has a three-tier response as summarised below:

2.1 IWC Strategic Position – First Tier Response

Council's continued opposition to WestConnex and preference for public transport and other 'demand management' (traffic reduction) solutions to Sydney's traffic problems.

Public transport solutions should be the State Government's priority to improve transport in Sydney and for Inner West residents.

2.2 IWC Strategic Position – Second Tier Response

Council acknowledges that WestConnex Stages 1 and 2 have been approved and are under construction, but Council is of the view at this stage that the current M4-M5 Link Concept Design does not provide the transport solutions that will best serve the movement of vehicles and people in Sydney's Inner West. IWC therefore requests that, in view of the limitations of the current Plan, SMC and the State agree to engage and take Inner West Council's alternative proposal and other stakeholder comments and requests on board to develop a better plan.

IWC's re-thinking and input to such an alternative proposal should include consideration of the following:

- In the absence of knowledge on detailed traffic modelling it can be assumed that, should Stage 1 (M4 Extension) and Stage 2 (New M5) be completed without a link between them the potential exists for a significant increase in vehicle numbers on local roads in Sydney's inner western suburbs, negatively impacting quality of life and damaging existing dense urban fabric in areas such as Haberfield, Rozelle, St Peters and Marrickville. Additionally, should a subterranean link be provided, Council could work with WestConnex and the State to capitalise on opportunities to provide environmental and public domain improvements to adjacent surface roads such as Parramatta Road and Victoria Road.
- With a view to minimising the impact of Stages 1 and 2 on Sydney's inner western suburbs, IWC proposes the following concepts to be considered for the development of a better plan, as indicated in **Figure 2.1**:
 - The proposed new M5 be realigned to provide direct subterranean connection to Sydney Airport and Port Botany. Associated with this IWC would consider the opportunity to work with the City of Sydney and State Government to find an appropriate site for a relocated and downgraded St Peters Interchange.

- A new motorway tunnel be built to connect the Stage 1 tunnel at Haberfield to the realigned New M5 Tunnel. This new “link tunnel” should not have any surface access at Rozelle Railyards and should not be constructed using any mid-tunnel construction sites other than Rozelle Railyards.

The central point is that the Rozelle Interchange should have no portals to the surface at Rozelle. This means that traffic will not spilled onto local streets at Rozelle and should reduce traffic to the Anzac Bridge which is already at capacity. It will encourage the whole motorway to be primarily used for what it was designed for - access to the Airport and Port;

- Upon completion of the “link tunnel” construction, the entire Rozelle Railyards site should be delivered as fully operational parkland designed in conjunction with Council and the community. This parkland would assist in off-setting the existing low rate of provision of open space, particularly active open space, in the area and in catering for the increased demand resulting from the Bays Precinct redevelopment proposals.
- The proposed Iron Cove Link should be constructed between Iron Cove Bridge and the proposed subterranean junction in Rozelle Railyards and resultant spare capacity on Victoria Road should be used to provide enhanced public transport, active transport and public domain improvements. The opportunity should also be ceased to use the benefits of less traffic on surface roads to invest in improving amenity on Parramatta Road and Victoria Road, in a way similar to King Street Gateway at St Peters. This should include the investigation of opportunities to reduce traffic flow and provide more on-street parking to support local business;
- Included in the public transport opportunities, presented by the construction of the proposed Iron Cove Link and removal of surface road access at Rozelle Railyards, should be extension of bus lanes on Anzac Bridge;
- Coinciding with completion of this proposed new Stage 3 tunnel, enhanced public transport, active transport and public domain improvements should be introduced along the Parramatta Road Corridor between Strathfield and Central Station;
- Preservation of public transport corridors on both Parramatta Road and Victoria Road for future light rail or new technology services;
- Provide Local Area Improvement Schemes for all local neighbourhoods in the vicinity of WestConnex Portals and tunnels to protect adjacent areas and encourage through-traffic to use appropriate roads (including WestConnex). These improvements should be included in the State budget.
- Whilst it is recognised that the removal of surface connection to the motorway at Rozelle will inhibit local access to the motorway it is considered that the resultant environmental improvements, reduction of potential “rat runs” and reduced demand on surface roads will provide the local community with an improved environment and readily available alternative routes on the surface road network.

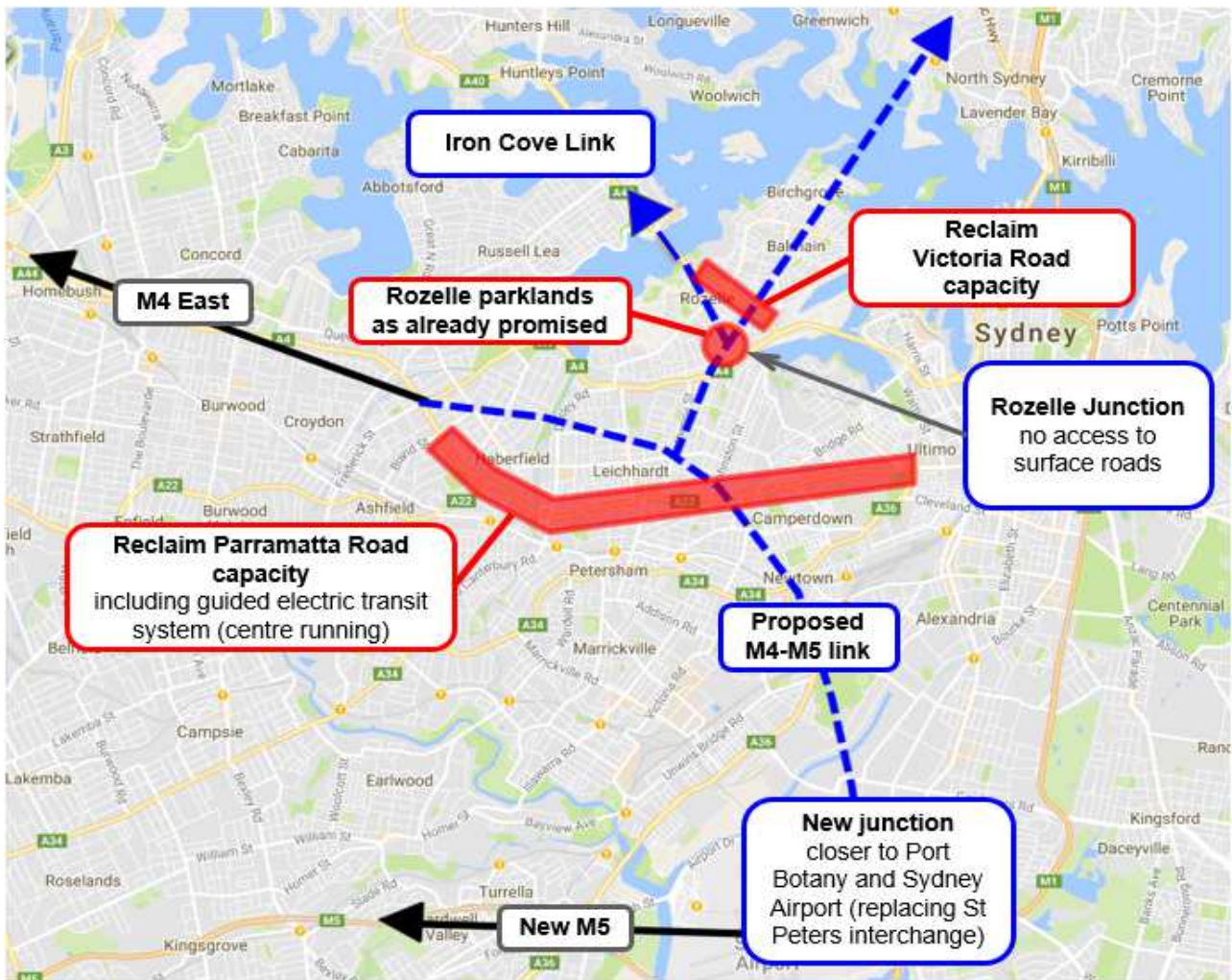


Figure 2.1 IWC's proposal for a better M4 – M5 Link

2.3 IWC Strategic Position – Third Tier Response

Should the project proceed as proposed in the M4-M5 Link Concept Design Plan, there are numerous local issues to be addressed and taken on board in the finalisation of the EIS and Final Design of this link.

A response to specific issues are provided in more detail in Section 4 and **Attachment 1** of which some prominent issues are listed below:

- Concern is expressed over increased traffic (both construction and operational) in the area around the Rozelle Interchange. This traffic will impact on local amenity, accessibility and pedestrian/cyclist safety. Additionally, it is highly likely that the construction phases of the M4-M5 Link will extend the duration of the already highly disrupted environment that the Inner West Community has been attempting to deal with for the past 3+ years;
- The SMC's proposal for the M4-M5 Link also has significant impacts for residents and business along Victoria Road, Rozelle, many of which are in the process of having their properties acquired; consequently, impacting on both those directly affected and the broader community;
- There is no definitive statement regarding the future of Victoria Road, post construction of the Iron

Cove Link. This may present an opportunity for environmental and safety enhancements, however it has the potential to simply increase road capacity in Sydney's Inner West. The rationale for SMC is to improve amenity on surface roads such as Parramatta Road and Victoria Road to revitalize streetscape. There appears to be very little commitment to actually doing this on Victoria Road, and the concern is that RMS will encourage the same or greater traffic volumes in the future;

- The proposed location of portals and ramps has the potential to encourage increased traffic on Johnston Street and The Crescent - particularly as these streets would provide direct access from the Inner West to a future Western Harbour Tunnel. Additionally, it could result in increased traffic on connecting streets such as Booth Street, Mallet Street and Northumberland Avenue;
- The development of mid-tunnel construction sites at Darley Road, Leichhardt and Pymont Bridge Road, Camperdown is likely to result in truck traffic, noise and dust in the vicinity of these sites. These will impact on local residents, businesses, pedestrians, cyclists and bus operations. (Noting that the document briefly states that Rozelle Rail Yards (western end) will be considered as a possible alternative to Darley Road, Council has proposed that containing the mid-tunnel construction operations within the Rozelle railyards would be preferable, however given the site is likely to result in issues for residents on Lilyfield Road and will have potential consequences for traffic congestion on the City West Link).
- Mid-tunnel construction sites are also likely to result in reduced safety (vehicle, cycle and pedestrian), increased traffic congestion and noise associated with the stabling and queuing of heavy vehicles;
- The proposal creates and provides open space, within the Rozelle Railyards site, however it provides only very limited pedestrian access from the south (Annandale and Leichhardt) via two small pedestrian bridges. In order to best serve the community significant land bridges should be provided to physically link the open space to adjacent suburbs.
- No consideration appears to have been given to the heritage aspects of the Rozelle Rail Yards site;
- Concern is expressed over the proximity of the Iron Cove Link ventilation facilities to adjacent residential areas (particularly noting existing medium-density residential developments at and around Balmain Shores and Terry Street) and the potential air quality impacts of the proposed ventilation towers on Rozelle Railyards Park; the bulk and scale of the proposed ventilation facilities will result in a significant visual impact on the park. This is particularly a problem for the stack in Terry Street adjacent to the Iron Cove Bridge where the stack is very close to local residential property;
- The implementation of new directional signage and changes to existing signage for driver guidance for all road users along connecting roads and paths to and from new connections to the M4 – M5 Link should be investigated in detail and submitted to IWC for review.
- In general, it seems that none of the ventilation stacks have filtration. This can potentially have a huge impact on people's health with a motorway that brings more cars to the Inner West which brings more particulates, more nitrous oxide, more carbon monoxide and other polluting gases.

3 City of Sydney WestConnex Alternative Proposal – DRAFT

The City of Sydney has similar suggestions from their document released on 5 June 2017 - *WestConnex Alternative Proposal DRAFT, and the WestConnex Challenge - Public summary report, June 2017 (DRAFT)*.

The essence of this alternative proposal is shown in **Figure 2.2** for information. The proposal entails:

The City proposes alternative solutions and is calling on the NSW Government to:

1. Shift demand from roads in peak hours by bringing forward Sydney Metro projects; removing the station access fees at airport line stations; bringing forward the Western Sydney Airport; tolling the existing M5 to reduce demand; improving freight control at Port Botany; and applying time controls to freight deliveries to the Sydney CBD;
2. Upgrade the A3 connection between the M4 at Homebush and the M5 at Canterbury by grade separating intersections;
3. Align the New M5 directly to Port Botany and the Airport; and
4. Create a New M5 connection to the Eastern Distributor to better distribute demand and manage existing congestion.

If these measures were implemented, the St Peters Interchange site would no longer be needed and could be sold for much needed housing close to the city. The Sydney Motorway Corporation could recoup its costs.

Greater transparency should be provided through the establishment of an independent WestConnex ombudsman, protecting commercially confidential information, but making sure the public know what is being spent, on what and why.

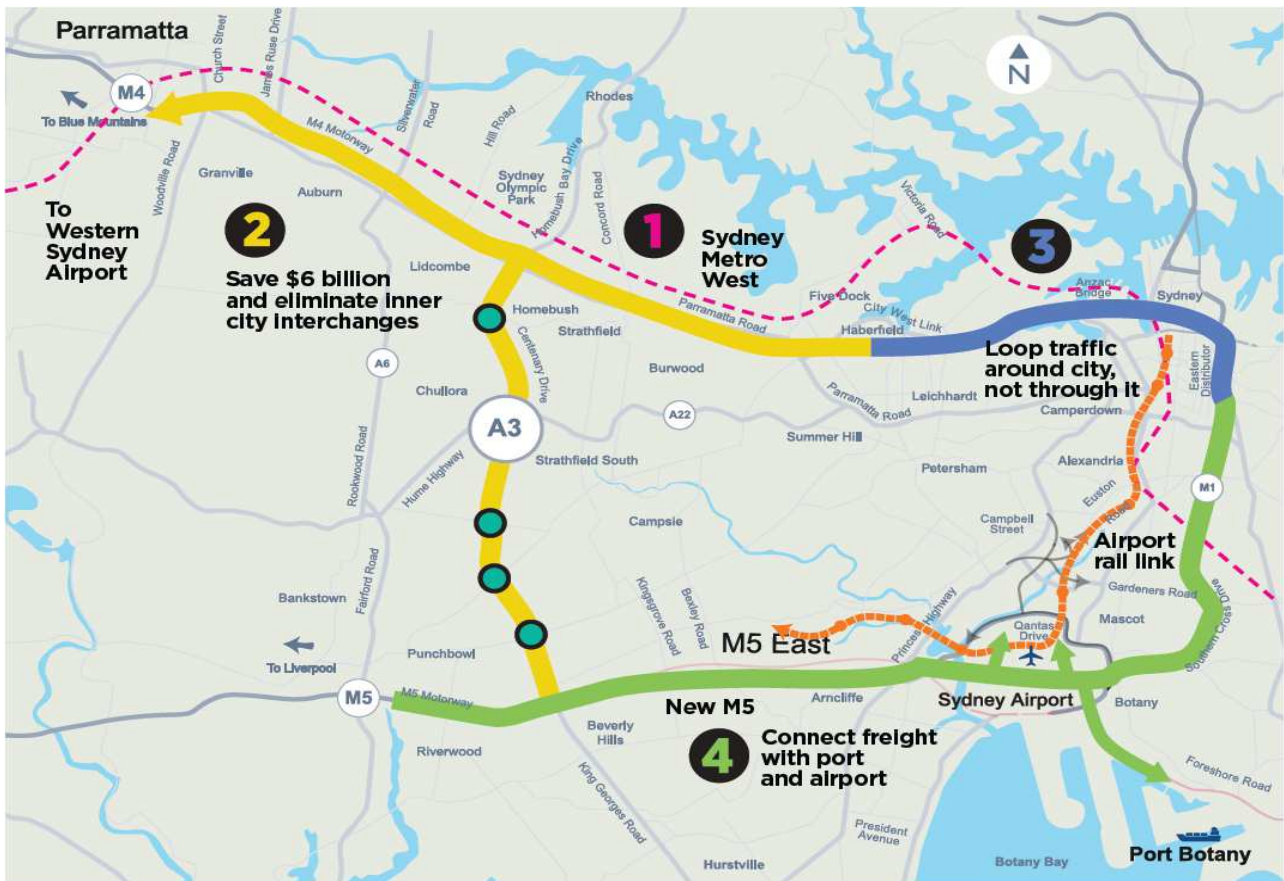


Figure 2.2 The City of Sydney's alternative proposal to the M4 – M5 Link

There are significant similarities between the views expressed by Inner West Council and City of Sydney proposals for a better M4 – M5 Link. There could be merit in promoting a joint effort between the Councils to work with SMC and State Government to re-assess these proposals in detail, update the business case and EIS, and deliver a better outcome for the people that will live, work, commute, travel, deliver, cycle, play and walk in this space for many decades to come. We deserve a better Plan for Sydney's Inner West.