

Community guide to *The Crescent overpass and active transport links Modification – Design Amendment Report*

April 2020

Proposed amended Modification design (subject to approval) of The Crescent overpass and green link



Documents referred to in this guide:

Rozelle Interchange Environmental Impact Statement 2017 (EIS)

The Crescent overpass and active transport links Modification Report August 2019 (proposed Modification)

Design Amendment Report April 2020 (amended Modification design)

Response to Submissions Report April 2020

Design improvements to the proposed Modification to the M4-M5 Link (Rozelle Interchange) – we’ve listened and made significant changes

In August 2019, changes were proposed to the design and construction of the M4-M5 Link (Rozelle Interchange) as described and assessed in the 2017 Environmental Impact Statement (EIS). These changes were described in *The Crescent overpass and active transport links Modification Report* (August 2019).

Transport for NSW carried out a number of community and stakeholder workshops during the exhibition of this report, and as a result of the feedback and the formal submissions received, we reviewed the design we initially proposed.

In response to feedback, we have revised the proposed design changes and are now putting on exhibition a *Design Amendment Report* and also publishing a *Response to Submissions Report*.

This Community Guide sets out to:

- provide an overview of the design review process, the proposed improvements to the Modification design and how you can have your say on the *Design Amendment Report*
- provide a summary of the issues raised in your submissions and our response (for a detailed review please see the full *Response to Submissions Report*).

The M4-M5 Link

WestConnex is part of the Government's vision for supporting Sydney's growing population. It will provide safer, faster and more reliable travel, free up local streets for local use and make it easier for businesses and communities to connect.

The M4-M5 Link is the crucial final stage of WestConnex. It will be delivered in two stages:

1. Construction of the M4-M5 Link tunnels which will connect the New M4 tunnels in Haberfield with the New M5 tunnels in St Peters
2. Construction of the underground Rozelle Interchange and the Iron Cove Link. It will connect to the M4-M5 Link tunnels and City West Link, and provide an underground bypass of Victoria Road between the Iron Cove Bridge and the ANZAC Bridge. The Rozelle Interchange also provides a connection to the proposed Western Harbour Tunnel.

The M4-M5 Link EIS was exhibited in August 2017 and received planning approval in April 2018.

The design review process

We sought and received feedback on the proposed Modification through a variety of channels including:

- community and stakeholder workshops
- additional traffic and pedestrian modelling and assessment
- design review and investigation, including the commissioning of a Special Design Review Panel
- additional community and stakeholder workshops to provide feedback on improvements to the Modification design.

What were the main themes from the submissions?

- The community values a safe and direct crossing across The Crescent from Johnston Street to the foreshore and Bicentennial Park
- The community was concerned about the adequacy and quality of the proposed connections between the new park at Rozelle Railyards and the foreshore
- The community is concerned about the visual impacts of The Crescent overpass and horse shoe shaped shared user path bridge
- The community is concerned about the negative impact to active transport links in the local area.

Your opportunity to comment on the proposed design improvements

The improved Modification design is now on exhibition through a *Design Amendment Report*, which can be found on the NSW Department of Planning, Industry and Environment (DPIE) website (further details included on the back of this document).

The *Design Amendment Report* explains in detail the design review process, the proposed design improvements, and the Environmental Impact Assessment undertaken to assess the impacts associated with the proposed design changes (when compared to the original Modification of August 2019 and the original EIS).

The *Design Amendment Report* will be on public display for 14 days, until Wednesday 13 May 2020,

with community and stakeholder submissions sought on elements of the amended design. It proposes a number of design amendments which improve connectivity, environment, visual amenity and urban design outcomes to address community concerns. This solution better balances active transport connectivity, safety and local amenity with appropriate vehicular network performance.

A separate *Response to Submissions Report* acknowledges and provides feedback on the full range of submissions received during the proposed Modification exhibition (August 2019) and is available to view via the DPIE website. We do not require comments on this report.

Changes made to the revised design

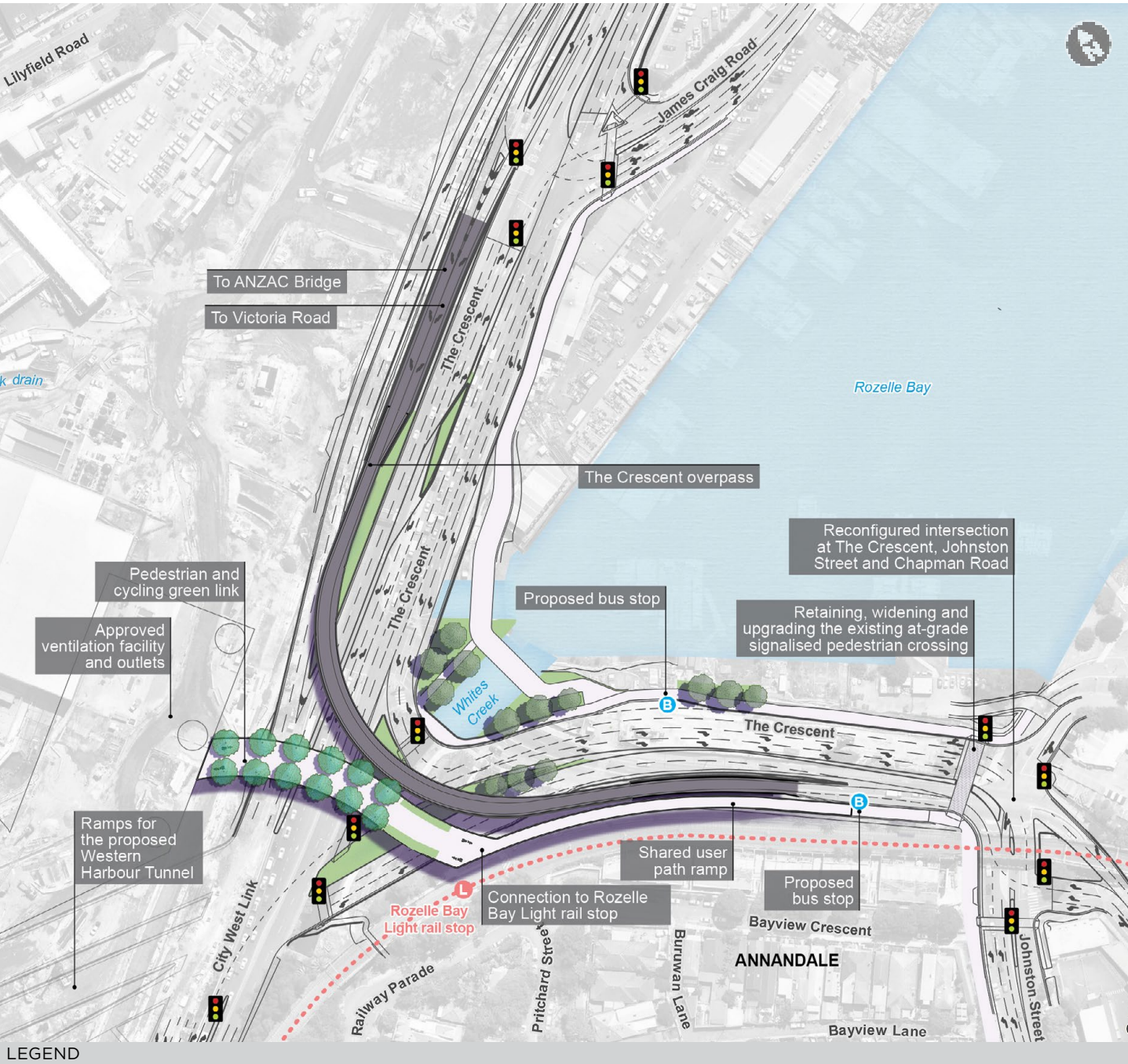


Figure 1-1: from the *Design Amendment Report*: The revised design

Improvements to The Crescent road overpass

The road overpass, put forward in the 2019 proposed Modification, will allow vehicles to travel from The Crescent (northbound) to The Crescent (city-bound) towards the ANZAC Bridge or Victoria Road without using the signalised intersection at The Crescent/City West Link intersection.

In response to the feedback received in submissions and community and stakeholder workshops, the amended design is lower by around two metres at its apex - making it a similar height to the pedestrian and cyclist green link (bridge). This proposed improvement reduces the visual impact of the overpass, and improves the visual amenity and urban design outcomes for people using the pedestrian and cyclist green link (bridge), providing better views towards Rozelle Bay, ANZAC Bridge and the city skyline.



Image reflective of The Crescent overpass facing west (approximately 10 years after opening)

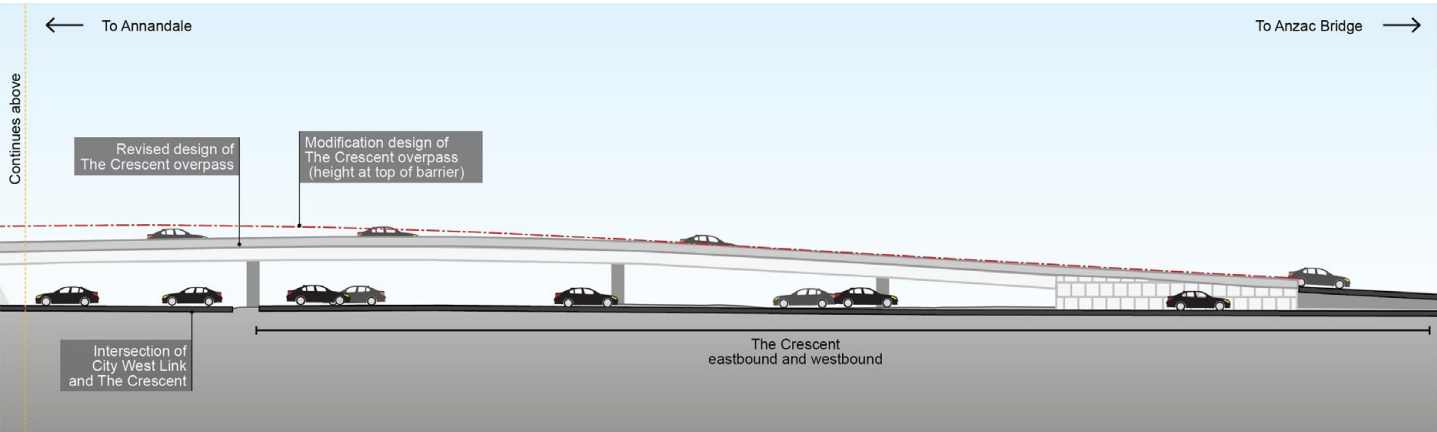


Figure 2-1 from the *Design Amendment Report*: The revised design – the overpass (long section), indicative view north-west of the revised design

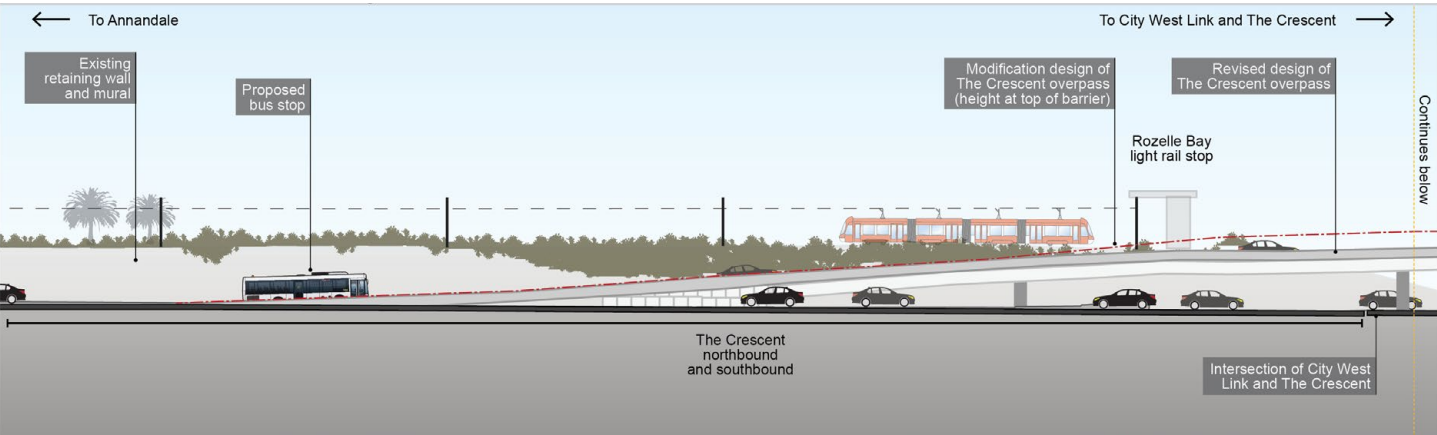


Figure 2-1 from the *Design Amendment Report*: The revised design – the overpass (long section), indicative view south-west of the revised design

Pedestrian and cyclist green link (bridge)

The design of the pedestrian and cyclist green link (bridge) described in the proposed Modification (August 2019) remains the same. The green link provides a direct connection via a bridge over City West Link between the new park at the Rozelle Rail Yards and the Rozelle Bay light rail stop.

The design will incorporate urban design elements into the design of the green link. These elements

would include planted vegetation, shade structures and a cohesive connection to the light rail stop. The final design of these elements and the selection of vegetation and landscaping will be subject to the Urban Design and Landscape Plan (UDLP) for the Rozelle Interchange, which the community will also have the opportunity to comment on in the coming months.



Image reflective of the pedestrian and cyclist green link (approximately 10 years after opening) with The Crescent vehicle overpass and city skyline views to the left



Image reflective of the pedestrian and cyclist green link (approximately 10 years after opening) from City West Link on the ANZAC Bridge approach

Rozelle Bay light rail stop shared user ramp

In response to the feedback received in submissions and community and stakeholder workshops, the proposed pedestrian ramp connecting the Rozelle Bay light rail stop to the western side of The Crescent (alongside The Crescent mural) has been widened from three metres to approximately 4.5 metres to allow for shared use by pedestrians and cyclists.

This is the maximum width available due to the fixed position of the existing light rail retaining wall (and The Mural) along the west side of The Crescent; the position of the bus stop on The Crescent and the width of the road reserve required for both the proposed overpass and the traffic lanes along The Crescent.



Image reflective of the pedestrian and cyclist green link (approximately 10 years after opening) from the Rozelle light rail stop looking towards the future Rozelle Rail Yards parkland



Image reflective of the pedestrian and cyclist green link (approximately 10 years after opening) from the Rozelle light rail stop, with the vehicle overpass in the background

Removal of the horse shoe shaped shared user path bridge

A new horse shoe shaped shared user path bridge was proposed as part of the 2019 Modification, to improve active transport connectivity between Rozelle and Annandale. The bridge was proposed to be located to the east of the green link, providing north-south pedestrian and cyclist connectivity between Rozelle, the Rozelle Bay foreshore and Bicentennial Park. The proposed bridge was to be a significant structure, around 270 metres in length and around 11 metres in height.

Following community feedback and through the design review process, we are no longer proposing to construct this bridge.

Removal of the horse shoe shaped shared user path bridge from the design removes a grade separated connection between the future Rozelle Rail Yards

open space and Chapman Road. This will reduce the visual impact of the proposed Modification as well as the physical (footprint) impact of the bridge structure to the foreshore area around Rozelle Bay.

We believe the proposed horse shoe shaped bridge is no longer required due to the following additional proposed improvements:

- the amended design includes a widened and upgraded signalised crossing of The Crescent to connect with Chapman Road and the foreshore area
- pedestrian and cyclist connection is provided between Rozelle and Annandale via the green link bridge
- the amended design includes a widened 4.5 metre shared user ramp from the Rozelle Bay light rail stop to the west side of The Crescent.

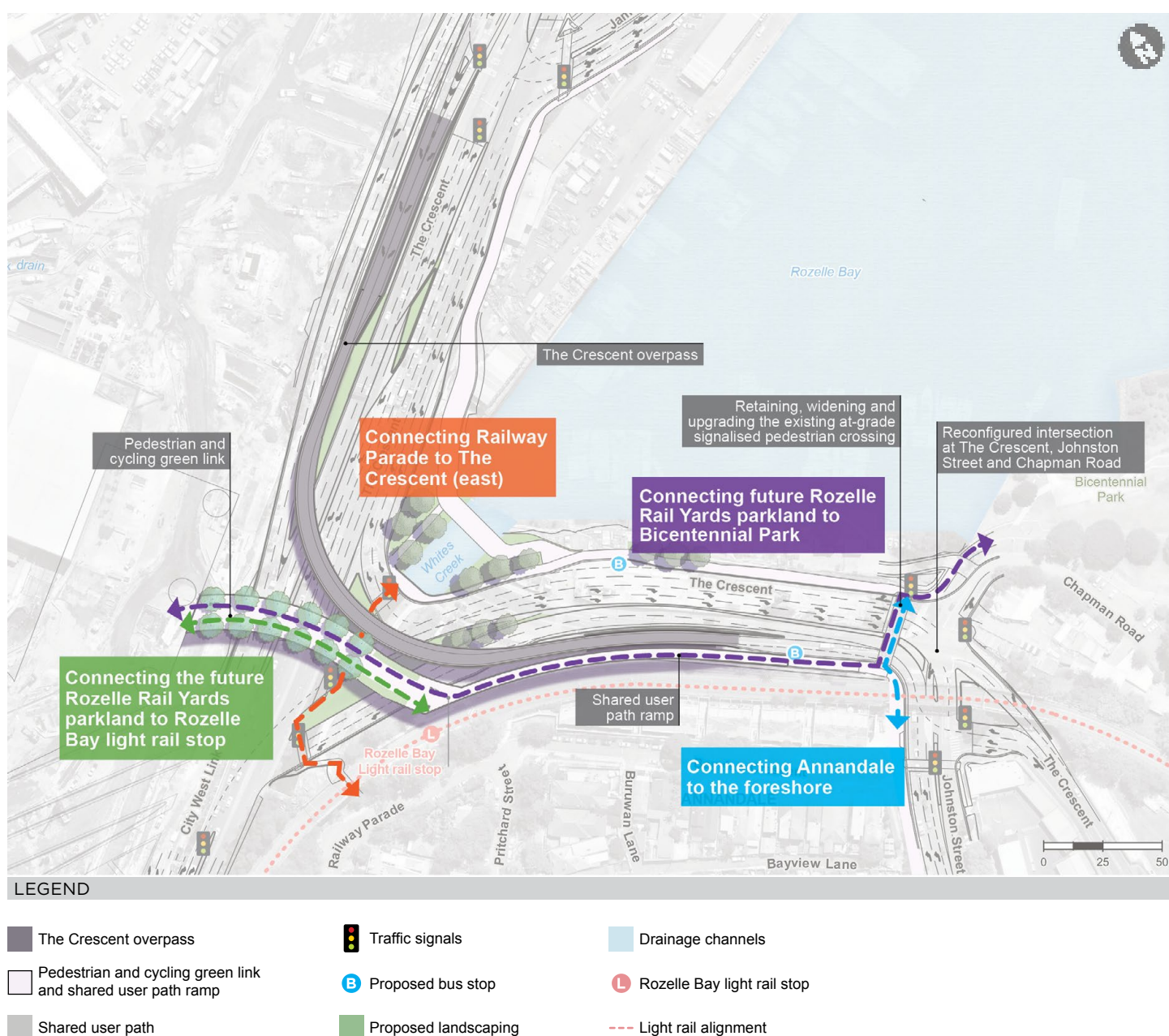


Figure 3-1 from the *Design Amendment Report*: Revised design - pedestrian and cyclist active transport connections

Upgrades to the intersection at The Crescent / Johnston Street / Chapman Road

In response to the feedback received from submissions and community and stakeholder workshops, a design improvement is proposed for The Crescent / Johnston Street / Chapman Road intersection enabling a direct crossing for pedestrians and cyclists. We are proposing to retain and upgrade this crossing to provide the final section of the active transport link between the new park at the Rozelle Rail Yards, Rozelle Bay light rail stop, the west side of The Crescent and Chapman Road and the Rozelle Bay foreshore. This will also maintain the important existing connectivity between Annandale and the Rozelle Bay foreshore. These upgrades include:

- where possible, widening footpath and shoulder areas in the vicinity of the crossing to provide additional capacity for pedestrian groups waiting to cross The Crescent
- widening the crossing to six metres, including a pavement change and bicycle lanterns to highlight the pedestrian and cyclist zone
- an indented bus bay on The Crescent providing an area for bus passengers and improving the safety of motorists turning left from Johnston Street onto The Crescent.

Due to this proposed improved design, the multiple crossings at The Crescent and Chapman Road, detailed in the proposed Modification report, are no longer required. There are now only two signalised crossing changes proposed:

- west side of The Crescent to Chapman Road (described above)
- north side of Johnston Street to the south side of Johnston Street.

The right-hand turn from Johnston Street to The Crescent southbound has also been retained, following feedback received during the August 2019 exhibition.

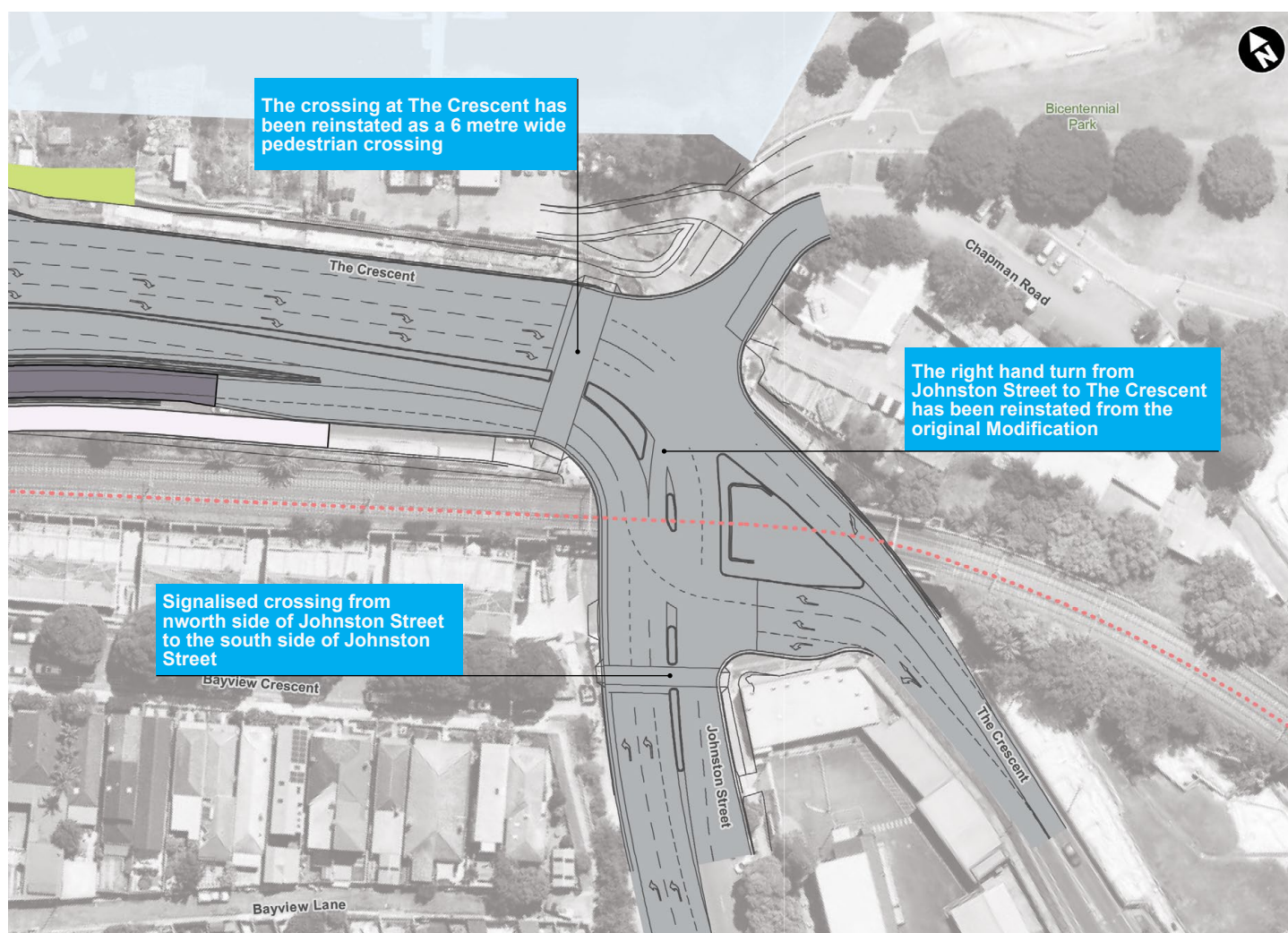


Figure: Improvements at The Crescent / Johnston Street / Chapman Road intersection

Community impacts raised through submissions

The following information provides a summary of the non-design related factors raised in the submissions to the NSW Department of Planning, Industry and Environment on the proposed Modification (2019), and a summary of our responses.

Pedestrian and cyclist connectivity

A number of proposed improvements see the active transport connections creating more direct routes compared to those in the proposed Modification report (2019). In most scenarios, travel distance and travel time are similar to or improved on the EIS.

The revised design at the intersection of The Crescent/Johnston Street/Chapman Road retains and improves the existing connection to the foreshore and Bicentennial Park for pedestrians and cyclists travelling from the north or west and removes the need to traverse multiple sets of traffic lights at this intersection.

The removal of the horse shoe shaped shared user path bridge is balanced by the other design improvements which together provide a direct connection from the new park at the Rozelle Rail Yards to the Rozelle Bay foreshore via the green link, widened shared user path ramp and the upgraded at-grade signalised crossing of The Crescent.

Potential impacts to pedestrian and cyclist routes during construction were noted in the EIS and a number of plans and strategies will be developed in accordance with the relevant requirements of the project approval.

Urban design

The improved design has been proposed in response to feedback received during the public exhibition period and as a result of a collaborative design process which has involved input from DPIE, the NSW Government Architect's office and consultation with local community groups and other stakeholders.

The improved design has resulted in a design solution which appropriately balances active transport connectivity, safety and amenity, with urban design outcomes and the objective of better accommodating traffic at this busy section of the arterial road network.

Active transport connectivity and the amenity and safety of pedestrians and cyclists has been improved by:

- increasing the width of the pedestrian ramp from the Rozelle Bay light rail stop to The Crescent; and
- retaining and upgrading the existing at-grade signalised pedestrian crossing of The Crescent and removing the multiple crossings proposed at this intersection.

Removal of the horse shoe shaped shared user path bridge and lowering the height of the overpass will result in improved urban design outcomes and reduced visual impacts.

The revised design is a holistic design solution with a focus on the connection of spaces, accommodating pedestrians, cyclists and vehicles in a way that is appropriate to the existing character and context of the area.

Traffic and transport

Operational traffic impacts were modelled to assess the proposed Modification (August 2019) in comparison to the project as originally approved. Following design improvements, further modelling assessed the impacts of the amended design (April 2020) which are described below:

- minimal change in the daily traffic forecast on the Sydney metropolitan road network. Some increase is forecast on ANZAC Bridge city-bound and on Johnston Street northbound. This predicted increase has been assessed as a minimal impact.
- during both the AM and PM peak, the modelled network performance is comparable or slightly better than presented in the EIS.
- intersection performances are forecast to be comparable with or improved when compared with the EIS results particularly at 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. An increase in traffic able to enter the network is likely 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.
- right turn movements from The Crescent overpass into James Craig Road and from Johnston Street into The Crescent are not permitted as a result of the proposed Modification. However, in both cases the number of movements impacted are limited and alternative traffic routes are available.
- the single traffic lane on the overpass is able to accommodate the forecast traffic demand in 2023 (year of opening) and 2033 (10 years after opening). Where the overpass diverges to two lanes near its exit adjacent to James Craig Road, the length and number of lanes provides sufficient room for queuing on the approach to this leg of the intersection without any impact on the operation of the upstream intersection at The Crescent/ Johnston Street/ Chapman Road.
- the entry of the overpass (southern end) will have line marking and signage to advise northbound motorists on Johnston Street and The Crescent south to use the correct lane to access the overpass. The exit of the overpass (northern end) will have line marking and signage to advise motorists that traffic in the left-hand lane will travel to the ANZAC Bridge and the traffic in the right-hand lane will travel to Victoria Road (northbound).
- a shoulder area on the inside curve of the overpass has been provided to provide appropriate driver visibility and space in the event of an emergency.

The posted speed of The Crescent and the overpass will be 60 km/hr.

- the overpass improves the at-grade right turn movement at City West Link/ The Crescent intersection which should improve safety at this intersection as the right turn movement would be segregated from other conflicting at-grade traffic movements.
- a swept path analysis and a preliminary road safety audit have been carried out to focus on the design of The Crescent/ Johnston Street/ Chapman Road intersection. The recommendations will be considered during the detailed design process.

Operational traffic impacts will be managed via the existing environmental management measures and Conditions of Approval through the Road Network Performance Plan and Operational Road Network Performance Review. In addition, Transport for NSW will develop a strategy to ensure appropriate network integration in the areas surrounding the Rozelle Interchange.

Traffic and transport-related construction impacts associated with the proposed Modification are expected to be minor and comparable to that presented in the EIS. The relevant management measures identified in the Conditions of Approval for the project will also appropriately manage impacts associated with the proposed Modification.

Air quality

There are no major changes to air quality as a result of the revised design. Air quality impacts expected from the amended design are consistent with those in the proposed Modification (August 2019) and those assessed for the approved project, meaning the impacts on air quality are generally expected to be consistent with the EIS:

- the proposed Modification does not significantly change the scope of construction work proposed in the vicinity of City West Link, The Crescent and Johnston Street outlined in the EIS. As a result, the comprehensive mitigation measures identified in the conditions of the project approval are considered appropriate to manage construction impacts associated with the proposed Modification.
- the removal of the horse shoe shaped shared user path bridge reduces the extent of construction work required to complete the proposed Modification. This may result in a minor reduction in air quality impacts during the construction phase.

the proposed modification will not increase operational air quality impacts associated with the Project. The lowering of the overpass at its apex by around two metres may slightly reduce vehicle emissions, especially from heavy vehicles and buses to impacts proposed in the original modification design.

Landscape character and visual impacts

Landscape character and visual impacts expected from the amended design are consistent with those in the proposed Modification (August 2019) and those assessed for the approved project, meaning the impacts on visual and landscape character are generally expected to be consistent with the EIS:

- the visual impact of the proposed Modification will generally be consistent with the visual impact assessed in the EIS for the areas surrounding the Rozelle Interchange. However, the visual impact will likely be increased for some residents located in the vicinity of Bayview Crescent, Annandale as a result of the proposed introduction of The Crescent overpass and pedestrian and cyclist green link.
- the proposed design improvements reduce this level of impact by reducing the height of the overpass by around two metres at its apex and bringing into alignment the heights of the green link and this structure.
- the removal of the horse shoe shaped shared user path bridge reduces the visual impact of the proposed Modification when viewed from a number of vantage points in the local area.

Noise and vibration

Key construction noise impacts expected from the amended design are consistent with those in the proposed Modification (August 2019) and those assessed for the approved project, meaning the impacts during construction are generally expected to be consistent with the EIS:

- the work around The Crescent, Chapman Road and Johnston Street may impact a relatively small number of additional residents, given the need to complete construction work for this proposed Modification further to the south and east than was assessed for the approved project. As a result, it is proposed to update the list of properties eligible for noise mitigation to address potential impacts from out-of-hours construction.
- a number of buildings in the vicinity of the proposed construction work have been identified as being located within the minimum working distance for potential cosmetic and human comfort impacts. These potential impacts will be managed in accordance with the relevant existing Conditions of Approval relating to construction vibration.

- the proposed Modification will result in an expansion of the project footprint along Johnston Street, further south along The Crescent and along Chapman Road for general pavement work.
- additional noise receivers have been identified within the treatment zone.
- construction noise will be mitigated as much as possible through the implementation of a Construction Noise and Vibration Management sub-plan.

Key operational noise impacts expected from the amended design are consistent with those in the proposed Modification (August 2019) and those assessed for the approved project, meaning the impacts during operation are generally expected to be consistent with the EIS:

- 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 residents. This increase is sufficient enough to result in a slight increase in road traffic noise levels on Johnston Street.
- The Crescent overpass is predicted to increase noise levels for a small number of residents near Bayview Crescent by between 0.5 dBA and 1.5 dBA. Noise levels in this area are, however, influenced by higher volumes of traffic on City West Link and The Crescent, in comparison to the relatively lower traffic volumes on the overpass.
- operational noise treatment requirements will be reviewed and confirmed as part of the Operational Noise and Vibration Report. Subject to detailed design, at-property noise treatment will be the preferred noise mitigation measure for eligible residents. Lowering the height of the overpass will not change the overall operational noise levels experienced by nearby receivers.

Heritage

Heritage impacts expected from the amended design are consistent with those in the proposed Modification (August 2019) and those assessed for the approved project, meaning the impacts to heritage are generally expected to be consistent with the EIS:

- the proposed Modification has the potential to result in vibration impacts to heritage-listed items in the vicinity of the proposed work, 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 and Conditions of Approval for the Project (as modified).

Reviewing and commenting on the *Design Amendment Report*

How to make a submission

Community members are invited to make a submission on the *Design Amendment Report* to the Department of Planning, Industry and Environment (DPIE). All submissions will be considered and responded to in a second Response to Submissions Report.

Submissions must be in writing and can be lodged:



Online: www.planningportal.nsw.gov.au/major-projects/projects/on-exhibition



Mail to: Attention: Director, Transport Assessments Planning Services, Department of Planning, Industry and Environment

GPO Box 39
Sydney, NSW 2001

The submissions should state the application number **SSI 7485**.

DPIE respects your right to privacy. Before lodging your submission online you will be asked to confirm that you have read the terms of the Privacy Statement available from planning.nsw.gov.au/privacy.

Submissions are not accepted by DPIE via email.



Submissions must be received by Wednesday 13 May 2020.

Guidelines for a submission for this Modification compared to the Urban Design and Landscape Plan (UDLP)

We understand you may have comments and feedback about a range of items and elements of the Rozelle Interchange which are subject to public exhibition. You are able to provide your feedback about this Modification via the submissions process explained above.

If you have feedback on elements covered by the Urban Design and Landscape Plan (UDLP), this will be placed on public exhibition in the future, and will be your opportunity to provide feedback on landscaping, lighting, signage, materials and colours on all areas of the Rozelle Interchange.

Theme of feedback	Modification or UDLP
Structural elements and design	Modification
Concept design and road configuration	Modification
Ventilation facility design elements	UDLP
Lighting	UDLP
Separation of users on the shared user paths	UDLP
Location of signage	UDLP
Throw safety screen on green link bridge	UDLP
Pavement types and structural material options	UDLP
Landscape and plant species selection	UDLP

We expect the UDLP will be on public exhibition in mid-2020.



Our project experts are presenting on the refinements to the Modification design via video link on **Thursday 7 May 2020**.

Date	Time	Link
Thursday 7 May 2020	3pm-4pm	https://westconnex.com.au/projects/m4-m5-link-rozelle-interchange
Thursday 7 May 2020	5pm-6pm	https://westconnex.com.au/projects/m4-m5-link-rozelle-interchange

Go to the WestConnex website for the video link or call **1800 660 248** (toll free) if you do not have access to the internet.

More information

For more information on the Rozelle Interchange project, please call **1800 660 248** (toll free) and ask to speak to a member of the Rozelle Interchange project team or email us at info@rozelleinterchange.com.au



We speak your language

To learn more, visit westconnex.com.au Need an interpreter? Call the Translating and Interpreting Service on **131 450**.