

# Rozelle Interchange

## WestConnex

### Whites Creek Link factsheet | 05 December 2019

The Rozelle Interchange will provide connectivity to the M4-M5 Link Tunnels and City West Link and connect to the proposed Western Harbour Tunnel.



#### Whites Creek Link

A new pedestrian and cycle bridge (the Whites Creek Link) will be built over City West Link. It will connect the future parklands in the Rozelle Rail Yards with Lilyfield and Annandale at Brenan Street.

#### Work around Brenan Street and Railway Parade

Work to establish the site has begun and construction of the bridge will take place in stages over a period of approximately 18 months. Some of the upcoming site establishment activities in this area include:

- vegetation removal and tree clearing
- investigating the area to determine ground conditions and locate services and relocating these if necessary
- installing fencing around our work area, establishing temporary site access over Whites Creek, leveling the surface and implementing worker amenities and environmental controls

Site establishment activities will continue next year and will be followed by work to allow for future bridge construction, including piling to prepare for the construction of bridge support structures.

Work will also begin towards the middle of next year to install an underground Sydney Trains infrastructure between the light rail track and the noise wall on City West Link. This will involve some further tree and vegetation removal.

Construction vehicles for this work will enter via Catherine Street and Brenan Street as this is our only access point. This means there will be an increase of traffic control and construction vehicles on these streets while we are working.

#### For more information

Drop in to the Community Information Centre:  
84 Lilyfield Road, Rozelle

Open 9am to 5pm Monday to Friday (excluding public holidays)

1800 660 248

[info@rozelleinterchange.com.au](mailto:info@rozelleinterchange.com.au)  
[westconnex.com.au](http://westconnex.com.au)

#### Useful definitions:

**Piling:** an activity involving a piling rig used to drive piles into the ground to provide foundation support for the bridge.

**Piling pad:** a type of working platform used for piling rigs to travel on, providing a stable base on which they can operate.

**Flood flow path:** the natural path along which flood water travels

We speak your language



Visit [westconnex.com.au](http://westconnex.com.au)  
Need an interpreter?  
Call the Translating and Interpreting Service on 131 450

Notification No: 0056

**When will work happen?**

Work will take place during our standard construction hours and will mostly be during the day:

- 7am to 6pm Monday to Friday;
- 8am to 6pm on Saturdays; and
- 7pm to 6am Monday to Friday for night work

At times our work will be noisy and temporary changes to current traffic and parking conditions along Brenan Street and Railway Parade will be required to accommodate construction vehicle access and deliveries.

We apologise in advance for any inconvenience this may cause.

Further information about this work including start dates will be provided in our monthly updates. To receive weekly updates on the progress of this work and other work in your area please provide us with your email address and we'll subscribe you to our distribution list.

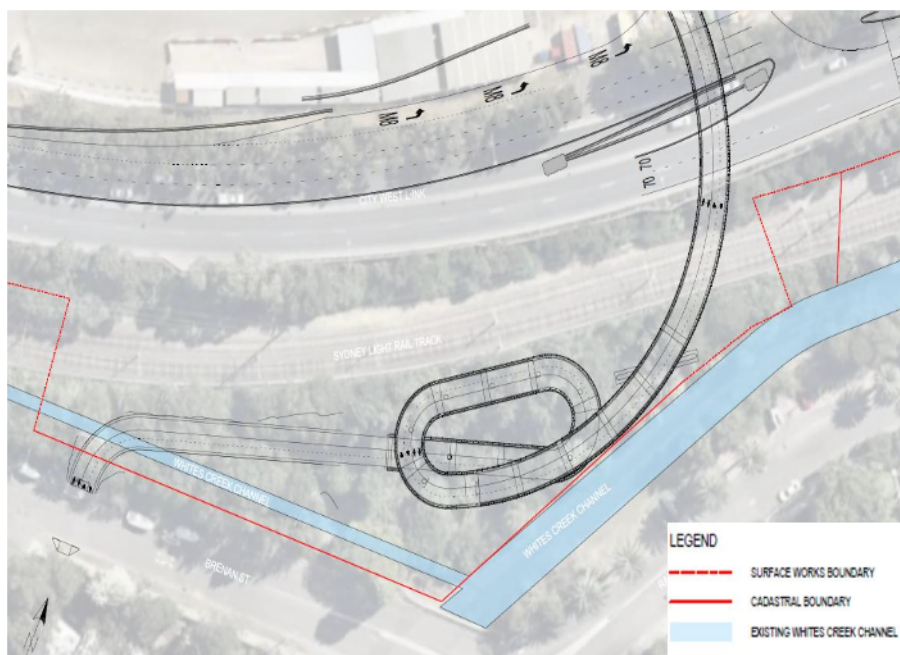
**What will the Whites Creek Link look like?**

Below is the concept design of the Whites Creek Link that was included in the Environmental Impact Statement (EIS). You can see that it is a fairly linear structure with sharp corners and two entry/exit points:

1. at street-level on Brenan Street and
2. stairs onto Railway Parade



We have made some improvements to the design which now looks like the image below. It is a spiral or 'pigtail' shape and has one entry/exit point at street level on Brenan Street.



- The shared user path will begin at street level on Brenan Street.
  - It will loop around at a steady gradient to reach an elevation of just over 12m from Brenan Street.
- At this point it will be approximately 6m above the light rail tracks.
- Safety screens and handrails will be installed along the edges of the bridge.



### Why has the design changed?

During the detailed design process different design options and construction methodologies are analysed to identify potential design improvements when compared to the original EIS design. Analysis of the EIS design for the Whites Creek Link identified that the proposed alignment interfered with existing flood flow paths and would result in an increase in flood levels if constructed. Additionally the sharp corners of the EIS design did not meet the specific requirements for cycling safety standards on a shared user path.

The alignment of the final detailed design avoids the flood flow paths by bringing the structure to street level further east on Brenan Street than the original EIS design. The design was also improved to minimise the gradient of the structure and maximise the curve radius of corners by creating a loop, or 'pigtail', which satisfies the cyclist requirements for a shared user path. It also provides a comfortable incline for pedestrians including wheelchair users, making it compliant to accessibility standards. The construction footprint and environmental impacts of the final detailed design is consistent with that of the EIS design.

### What trees will be removed and what trees will be retained in this area?

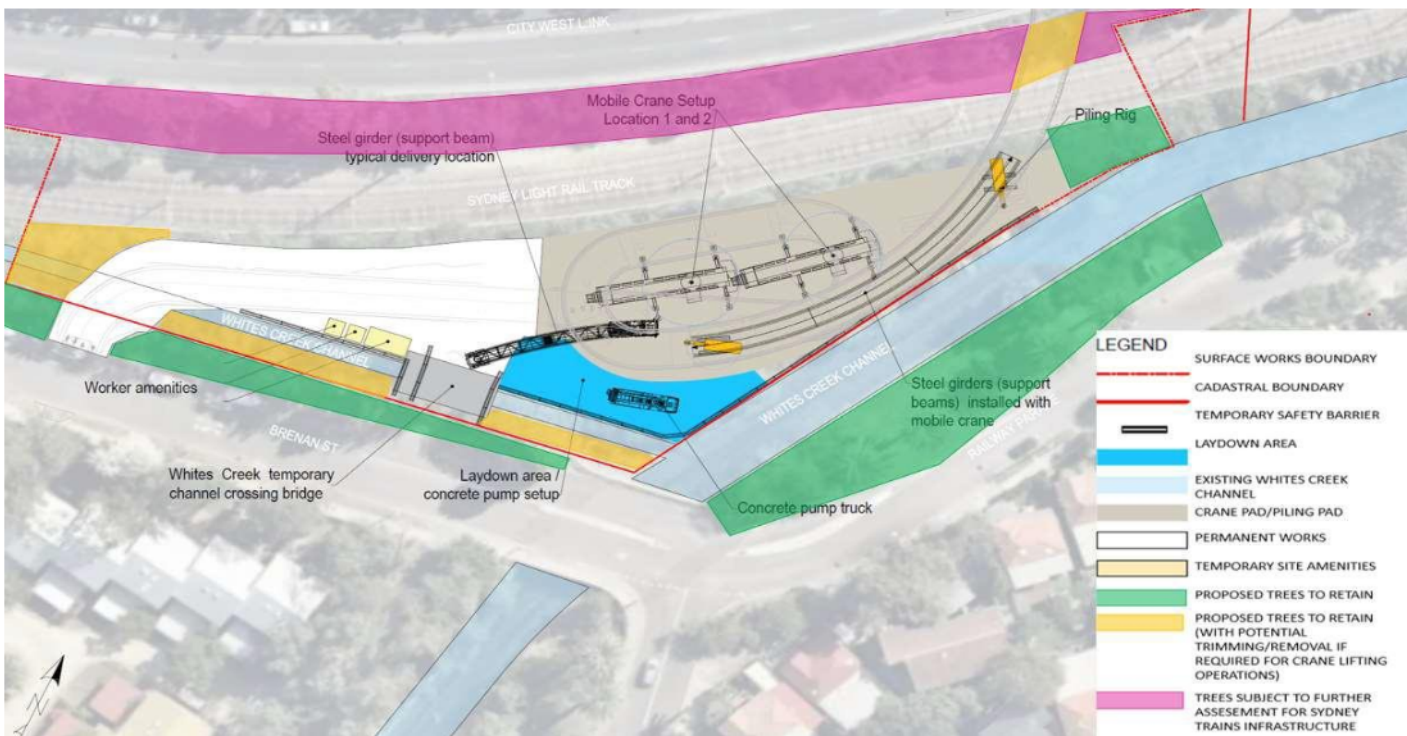
Tree removal is required for various reasons including to create space for the bridge structure and allow for utility work, safety considerations and to provide room for plant and equipment to work in the area. Careful consideration is given to these factors when finalising the detailed design and method of construction in order to retain as many trees as possible.

We have identified some trees in this area that can likely be retained including along Brenan Street and Railway Parade. We'll continue to assess the retention possibility of more trees as the stages of construction progress. The site layout at the bottom of this page indicates the areas for proposed retention (green and yellow) and investigation (pink).

The removal of trees and vegetation is carried out by a fully qualified arborist in accordance with our approved Flora and Fauna Management Plan (FFMP). Prior to any removal a pre-clearance survey is carried out and guidance provided by the independent Project Ecologist. During this survey the Project Ecologist will identify any trees which may be retained as well as any trees which contain wildlife hollows or nests. Environmentally sensitive areas and limits of clearing will be marked out and fenced off to indicate the trees that will be retained.

At the end of the project we will provide a net increase in the number of replacement trees. This tree planting program will be delivered as part of the Urban Design and Landscaping Plan (UDLP) which we expect to release for community consultation and feedback towards the middle of next year. The UDLP will provide a visual depiction of how the planting and landscaping around the project is likely to look in end state and will detail the type, size and location of trees and vegetation to be planted.

### What will I see inside the site?



The image above shows the indicative site layout for the construction of the bridge structure. Temporary worker amenities will be positioned and temporary safety barriers installed around them along Whites Creek channel. A piling pad will be built to provide a stable base for the piling rig to operate and move around the site in order to build the bridge support structures.

Steel support beams, known as girders, will be delivered and stored in a laydown area before being lifted into position with a mobile crane. Other plant and equipment, including a concrete pump, will be mobilised and maneuvered around the site as the work progresses.

