


Modification of Infrastructure Approval

Section 115ZI of the *Environmental Planning & Assessment Act 1979*

As delegate of the Minister for Planning under the Instrument of Delegation dated 16 February 2015, I approve the modification of the State significant infrastructure approval referred to in Schedule 1, subject to the conditions in Schedule 2.


Karen Jones
Director
Infrastructure Projects

Sydney

30 July

2015

SCHEDULE 1

Infrastructure Approval:

SSI 6148 granted by the then Minister for Planning on 21 December 2014.

For the following:

The widening and upgrading the M4 Motorway generally between Pitt Street, Parramatta and Holroyd and Homebush Bay Drive, Homebush West.

Modification:

Construction of a permanent westbound off-road cycleway diversion at the Homebush Bay Drive Interchange with the M4 Motorway, Homebush West (SSI 6148 MOD 1).

SCHEDULE 2

1. Delete Condition A2 and replace with new Condition A2 as follows:

- A2 The Proponent shall carry out the SSI generally in accordance with the:
- (a) State significant infrastructure application SSI-6148;
 - (b) *WestConnex M4 Widening Environmental Impact Statement*, prepared by SMEC Australia and dated 7 August 2014;
 - (c) *WestConnex M4 Widening Submissions Report*, prepared by SMEC Australia and dated October 2014;
 - (d) *WestConnex M4 Widening State Significant Infrastructure Approval (SSI_6148) Modification Report Cycleway Diversion*, prepared by the WestConnex Delivery Authority and dated May 2015; and
 - (e) conditions of this approval.

2. Delete Condition A3 and replace with new Condition A3 as follows:

- A3 In the event of an inconsistency between:
- (a) the conditions of this approval and any document listed from condition A2(a) to A2(d) inclusive, the conditions of this approval shall prevail to the extent of the inconsistency; and
 - (b) any document listed from condition A2(a) to A2(d) inclusive, and any other document listed from condition A2(a) to A2(d) inclusive, the most recent document shall prevail to the extent of the inconsistency.

3. Delete Condition B14 and replace with new Condition B14 as follows:

- B14 In relation to new or modified local road, parking, pedestrian and cycle infrastructure, the SSI shall be designed:
- (a) in consultation with the relevant roads authority;
 - (b) to take into consideration existing and future demand, road safety and traffic network impacts;
 - (c) to meet relevant design, engineering and safety guidelines, including *Austroads Guide to Traffic Engineering Practice*;
 - (d) not to preclude future connectivity of the off-road cycleway diversion at Homebush Bay Drive with future cycleways; and
- be endorsed by a suitably qualified and experienced person that has considered the above matters.

4. Insert new conditions B14A and B14B following Condition B14 as follows:

B14A An independent **Bicycle Road Safety Audit** shall be undertaken prior to the commencement of construction of the cycleway by an appropriately qualified and experienced person in accordance with the *Austroads Guide to Traffic Engineering, Part 14 – Bicycles* and the *Austroads Road Safety Audit Manual*. The Audit will assess the safety performance of the permanent westbound off-road cycleway diversion at the Homebush Bay Drive Interchange, and ensure that it meets the requirements of condition B14(c). The audit shall also consider factors including grades, hazards, comfort, convenience, consistency and connectivity of the off-road cycleway. The Audit findings and recommendations shall be actioned prior to construction and shall be made available to the Secretary on request.

B14B Signage shall be installed on the Motorway south of the Homebush Bay Drive Interchange to advise westbound cyclists of the changed access conditions and to direct them to the off-road cycleway. The signage must also indicate that cyclists are prohibited along the Motorway at the Homebush Bay Drive Interchange.

5. Delete Condition B26 and replace with new Condition B26 as follows:

- B26 Prior to the commencement of permanent built works and/ or landscaping, or as otherwise agreed by the Secretary, an **Urban Design and Landscape Plan** shall be prepared and implemented (following approval) for the SSI. The Plan shall be prepared by suitably qualified and experienced person(s), in consultation with the Relevant Council and community, for the approval of the Secretary. The Plan shall present an integrated urban and landscape design for the SSI, and shall include, but not necessarily be limited to:
- (a) identification of design objectives, principles and standards based on:
 - i) local environmental and heritage values,
 - ii) urban design context,
 - iii) sustainable design and maintenance,
 - iv) community safety, amenity and privacy, including 'safer by design' principles where relevant;
 - v) relevant design standards and guidelines; and
 - vi) the urban design objectives and principles outlined in *WestConnex M4 Widening, Pitt Street, Parramatta to Homebush Bay Drive, Homebush, Urban Design Concept, Landscape Character and Visual Impact Assessment Report, Ki Studio, July 2014*;
 - (b) landscaping opportunities to mitigate visual impacts of the viaduct section and the permanent off-road westbound cycleway diversion at the Homebush Bay Drive interchange;
 - (c) the location of existing vegetation and proposed landscaping (including use of endemic and advanced tree species where practicable). Details of species to be replanted/ revegetated shall be provided, including their appropriateness to the area and habitat for threatened species (including rehabilitation of riparian and wetland vegetation);
 - (d) a description of disturbed areas (including compounds) and details of the strategies to progressively rehabilitate, regenerate and/ or revegetate these areas;
 - (e) design features, built elements, lighting and building materials(including noise walls);
 - (f) opportunities for use of space underneath viaducts for community or public recreation purposes;
 - (g) an assessment of the visual screening effects of existing vegetation and the proposed landscaping and built elements. Where receivers have been identified as likely to experience high visual impact as a result of the SSI, the Proponent shall in consultation with affected receivers, identify opportunities for providing at-receiver landscaping to further screen views of the SSI. Where agreed to with the landowner, these measures shall be implemented during the construction of the SSI;
 - (h) graphics such as sections, perspective views and sketches for key elements of the SSI, including, but not limited to built elements of the SSI;
 - (i) monitoring and maintenance procedures for the built elements (including the off-road cycleway), rehabilitated vegetation and landscaping (including weed control) including performance indicators, responsibilities, timing and duration and contingencies where rehabilitation of vegetation and landscaping measures fail;
 - (j) evidence of consultation with the Relevant Council and community on the proposed urban design and landscape measures prior to its finalisation.

Note:

- *The Plan may be submitted in stages to suit a staged construction program of the SSI.*