

WestConnex M4-M5 Link: Rozelle Interchange

Residual Land Management Plan

Transport for NSW

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Internal Review

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Glossary of Terms and Abbreviations

CCM	Care Control and Management
CSSI	Critical State Significant Infrastructure
CoA	Condition of Approval
CoS	City of Sydney Council
DoA	Deed of Agreement
DPE	Department of Planning and Environment
EIS	Environmental Impact Statement
IWC	Inner West Council
LEP	Local Environmental Plan
LGA	Local Government Area
RI	Rozelle Interchange
RLMP	Residual Land Management Plan
TfNSW	Transport for NSW
UDLP	Urban Design and Landscape Plan
WCX	WestConnex

1 Introduction

1.1 Overview of WestConnex

WestConnex is one of the NSW Government’s key infrastructure projects, which aims to ease congestion, create employment opportunities and connect communities. The WestConnex program of works, together with the Sydney Gateway project, will facilitate improved connections between western Sydney, Sydney Airport, Port Botany and south and south-western Sydney, as well as provide better connectivity between the important economic centres along Sydney’s Global Economic Corridor and local communities.

Separate planning applications and assessments have been completed for each of the WestConnex projects. The WestConnex program of works includes:

- New M4:
 - M4 Widening – widening of the existing M4 Motorway from Parramatta to Homebush (open to traffic)
 - M4 East – extension of the M4 Motorway in tunnels between Homebush and Haberfield via Concord (open to traffic)
- King Georges Road Interchange Upgrade – upgrade of the King Georges Road interchange between the M5 West and M5 East at Beverly Hills (open to traffic)
- New M5 (now known as the M8) – duplication of the M5 East from King Georges Road at Beverly Hills with tunnels from Kingsgrove to a new interchange at St Peters (open to traffic)
- M4-M5 Link – tunnels connecting the M4 East at Haberfield and the New M5 at St Peters, and an interchange at Rozelle and a link at Iron Cove (approved and under construction).



Figure 1.1: Overview of WestConnex

1.2 The Rozelle Interchange

Stage two of the M4-M5 Link WestConnex Project consists of an underground interchange at Lilyfield and Rozelle, and a tunnel connection between Anzac Bridge and Victoria Road east of the Iron Cove Bridge (referred to as the Rozelle Interchange). TfNSW was granted approval (SSI 7485) to construct and operate the M4-M5 Link from the NSW Minister for Planning on 17 April 2018 under Division 5.2 of Part 5 of the *Environmental Planning and Assessment Act 1979*. The approval includes conditions which require compliance during construction and operation of the Motorway.

The Rozelle Interchange will integrate with the new multi-lane tunnel link between the M4 East Motorway at Haberfield and the New M5 Motorway at St Peters (Mainline Tunnel) to form part of the WestConnex Motorway. Construction of tunnels, ramps and associated infrastructure will provide connections to the proposed Western Harbour Tunnel and Beaches Link projects. The Mainline Tunnels and the Rozelle Interchange projects are expected to be opened to traffic in 2023.



Figure 1.2: Overview of the Rozelle Interchange Project

1.3 Purpose of this Residual Land Management Plan

The objective of this Residual Land Management Plan (RLMP) is to satisfy the requirements of Minister of Planning Condition of Approval (CoA) E112 of the WestConnex M4-M5 Infrastructure Approval (SSI 7485). This RLMP applies to the Rozelle Interchange project.

The CoAs relevant to this RLMP are listed Table 1.1 below. A cross reference is also included to indicate where the condition is addressed in this Plan.

Table 1.1: CoA Requirements for this RLMP

CoA	Requirement	Reference
A6	<p>Where the terms of this approval require a document or monitoring program to be prepared or a review to be undertaken in consultation with identified parties, evidence of the consultation undertaken must be submitted to the Secretary with the document.</p> <p>The evidence must include:</p> <p>(a) documentation of the engagement with the party(s) identified in the condition of approval that has occurred prior to submitting the document for approval;</p> <p>(b) log of the points of engagement or attempted engagement with the identified party(s) and a summary of the issues raised by them;</p> <p>(c) documentation of the follow-up with the identified party(s) where feedback has not been provided to confirm that they have none or have failed to provide feedback after repeated requests;</p> <p>(d) outline of the issues raised by the identified party(s) and how they have been addressed; and</p> <p>(e) a description of the outstanding issues raised by the identified party(s) and the reasons why they have not been addressed</p>	Appendix A of this Plan
E111	Land considered surplus to needs for the operation of the motorway, as identified in the documents listed in Condition A1, as well as the opportunity sites in Rozelle as identified in Appendix L (Volume 2F of the EIS) and land not occupied by operational infrastructure at construction site C7, and that is not retained by the Proponent, is to be considered residual land and managed in accordance with Condition E112.	<p>Section 1.6 of this Plan</p> <p>No surplus land identified at construction site C7</p>
E112	A Residual Land Management Plan (RLMP) must be prepared in consultation with the relevant council(s) and government agencies.	<p>Section 2 and Appendix A of this Plan</p> <p>No other government agencies, other than the relevant councils, was consulted as part of this Plan</p>
	The RLMP must be submitted to the Secretary for approval at least 12 months prior to the commencement of operation of the CSSI.	Submitted for approval 12 months prior to operation

CoA	Requirement	Reference
	<p>The RLMP must identify (and consider), but not be limited to:</p> <p>(a) identification and illustration of all residual land following construction of the CSSI, including the physical location, land use characteristics, size and adjacent land uses</p> <p>(b) identification of feasible uses for each piece of residual land guided by relevant environmental planning instruments and</p> <ol style="list-style-type: none"> i. the Eastern City District Plan ii. Bays West Place Strategy iii. Parramatta Road Corridor Urban Transformation Strategy iv. other strategic planning documents applicable to any residual land from the CSSI <p>(c) identification of residual land that does not have feasible development potential; and</p> <p>(d) timeframes for implementing the various components of the RLMP</p>	<p>Section 4 of this Plan</p> <p>Section 3 of this Plan</p> <p>The Parramatta Road Corridor Urban Transformation Strategy does not apply to the Rozelle Interchange Project</p> <p>Table 4.1 of this Plan</p> <p>Table 4.1 of this Plan</p>
E113	Residual land that is to be used for a public use and/or transferred to a public authority is to be in a condition suitable for end use that does not incur additional cost to the public authority to reasonably rehabilitate the land for the future development identified in the RLMP.	Residual land for public use will be rehabilitated as part of the Project scope
E114	All residual land identified for open space uses in accordance with an approved RLMP must be made available to the relevant council or public authority within 12 months of the completion of construction.	Timeframes identified in Table 4.1 of this Plan
E115	All residual land is to be managed in accordance with the maintenance requirements of the UDLP until such time as it is transferred to a differing owner or authority in accordance with the RLMP, unless otherwise agreed with the Secretary (and any relevant authority to own the land).	<p>Sites to be maintained in accordance with the UDLP are identified in Table 4.1.</p> <p>Maintenance agreements to transferring authority are in place</p>

1.4 Principles and Objectives

The RLMP has been guided by the following principles:

- determining the most appropriate use for surplus land not required beyond construction and operation of the Project
- achieving the highest and best use of land along the corridor for social, cultural and economic outcomes with consideration given to the provision of additional community uses, public recreation uses and other related uses
- offering opportunities to divest land in a manner consistent with the policy framework of TfNSW and in accordance with Treasury Directions
- delivering outcomes consistent with the Eastern City District Plan, Bays West Place Strategy any other relevant policies.

The objectives of this RLMP are to:

- satisfy the requirements of CoA E112 of the M4-M5 Link Infrastructure Approval for the Project
- identify and provide detail on the final land uses of land parcels and sites that are not required for the operation of the Rozelle Interchange and therefore will be surplus following completion of the motorway construction
- prepare a plan that outlines what actions need to be undertaken with the residual land and outline how this land will be managed following the completion of motorway construction.

1.5 Timing

In accordance with the requirement of CoA E112, this RLMP will be submitted to the Secretary of the Department of Planning and Environment (DPE) for approval at least 12 months prior to the commencement of operation of the Rozelle Interchange. The commencement date of operation of the Rozelle Interchange is anticipated to be December 2023.

1.6 Location of Residual Land

The Residual Land for the Project is identified across the three Project sites:

- Iron Cove Link, Rozelle
- Rozelle Parklands, Rozelle
- The Crescent, Annandale.

The location of the Project Residual Land is shown in Figures 3 - 5. Further Details on the management of these Lands are provided in Section 4.



Figure 3: Location of Residual Land – Rozelle Parklands



Figure 5: Location of Residual Land – Iron Cove Link

2 Stakeholder Consultation

Most of the residual land is located within the Inner West Council (IWC) Local Government Area (LGA) and one site is located within the City of Sydney (CoS) LGA. TfNSW has consulted with IWC regarding the Project residual land since 2020. TfNSW has also provided the draft RLMP to both Councils and relevant stakeholders for review.

A summary of the consultation undertaken for the preparation of the RLMP is listed in Table 2.1 below and in more detail in Appendix A. TfNSW has incorporated the relevant comments from these stakeholders within this RLMP as outlined in Appendix A.

Table 2.1: Summary of Consultation

Stakeholder	Date of Consultation	Consultation Purpose
Inner West Council	11 August 2020	Execution of Deed of Agreement for Care Control and Management agreement for King George Park and Victoria Road pocket parks
Transport for NSW – Divestment section	27 September 2021	Strategy for divestment of land above Rozelle Parklands escarpment
Transport for NSW – Maritime branch	24 May 2022	Transfer of Maritime owned land at The Crescent and Chapman Road
Transport for NSW – Maritime branch	5 December 2022	Consultation regarding intended use for residual land
Council of the City of Sydney	6 December 2022	Confirmation of continuation of management of residual land at Chapman Road, Annandale
Inner West Council	15 December 2022	Consultation regarding residual land sites identified in RLMP
Transport for NSW – Maritime branch	20 December 2022	Final review of RLMP
Transport for NSW – Maritime branch	5 April 2024	Consultation regarding Site 2 extension of lease till 30 June 2025

3 Environmental Planning Instruments

In accordance with the requirements of CoA E112(b), this RLMP has been guided by the relevant plans and strategies outlined in the sections below.

- i. the Eastern City District Plan
- ii. Bays West Place Strategy

3.1 Eastern City District Plan

The Greater Sydney Commission's Eastern City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. It contains the planning priorities and actions for implementing the Greater Sydney Region Plan, A Metropolis of Three Cities, at a district level and is a bridge between regional and local planning. The District Plan is focused on identifying the Planning Priorities to achieve a liveable, productive and sustainable future for the District, which includes the Inner West and City of Sydney local government areas.

Within the District Plan, the WestConnex Program, particularly the Rozelle Interchange, is identified as part of an integrated transport plan to provide a western bypass to the Sydney CBD, keeping Sydney moving by easing congestion, creating jobs and connecting communities.

Planning Priority E5 relates to providing housing supply, choice and affordability with access to jobs, services and public transport. This Priority acknowledges that city-shaping projects such as WestConnex will provide opportunities for urban renewal around regional transport links and strategic centres, such as the Harbour CBD (includes the Bays West Precinct). Such opportunities include walking and cycling links promoting healthy lifestyles and contribute to liveability. The Planning Ministers' Condition of Approval (CoA) E60 regarding the development of a detailed Pedestrian and Cycle Implementation Strategy addresses this Planning Priority.

Planning Priority E10 focuses on delivering integrated land use and transport planning, and a 30-minute city. An action of this Priority is to plan for urban development, new centres, better places and employment uses that are integrated with, and optimise opportunities of, the public value and use of Sydney Metro City and South West, CBD and South East Light Rail, and WestConnex. The Project's CoA E133 outlines the requirement to develop an Urban Design and Landscape Plan (UDLP) in accordance with the Project's objectives and commitments made in the WestConnex M4-M5 Link Environmental Impact Statement (EIS).

3.2 Bays West Place Strategy

The Bays West Place Strategy sets out a vision for a connected, vibrant and activated precinct – a new kind of Sydney urbanism that respects and celebrates Country, drawing on natural, cultural, maritime and industrial stories to shape an innovative and sustainable new place for living, recreation and working.

The Strategy establishes a series of 10 distinct sub-precincts, which includes the Rozelle Rail Yards, White Bay Power Station (and Metro) and Robert Street sub-precincts. Chapter 12 of the EIS relates to land use and property which considered the land use and zoning provisions within the vicinity of the former Rozelle Rail Yards, to be transformed into the Rozelle Parklands. This transformation is to be integrated into the adjacent sub-precinct plan at the White Bay Power Station.

As the Rozelle Parklands is due to be completed prior to the implementation of the objectives of the Strategy, the opportunities identified under this Strategy are to be weaved into the existing and proposed new open space links and social infrastructure, including those proposed with the Rozelle Interchange Project.

The Strategy provides opportunities for a promenade foreshore and some public open space around Rozelle Bay which sets out the potential long-term plan for residual land Sites 2, 3 and 4. Although providing connectivity and integration to existing places is a key focus of the Strategy, it is also acknowledged that it is critical to retain, manage and allow the essential strategic port and maritime industry uses to grow and evolve, to ensure that they support the NSW economy. Under this Plan, residual lands under TfNSW's Maritime portfolio will be managed in accordance with these objectives to ensure the existing working harbour use at Rozelle Bay as a leased zone.

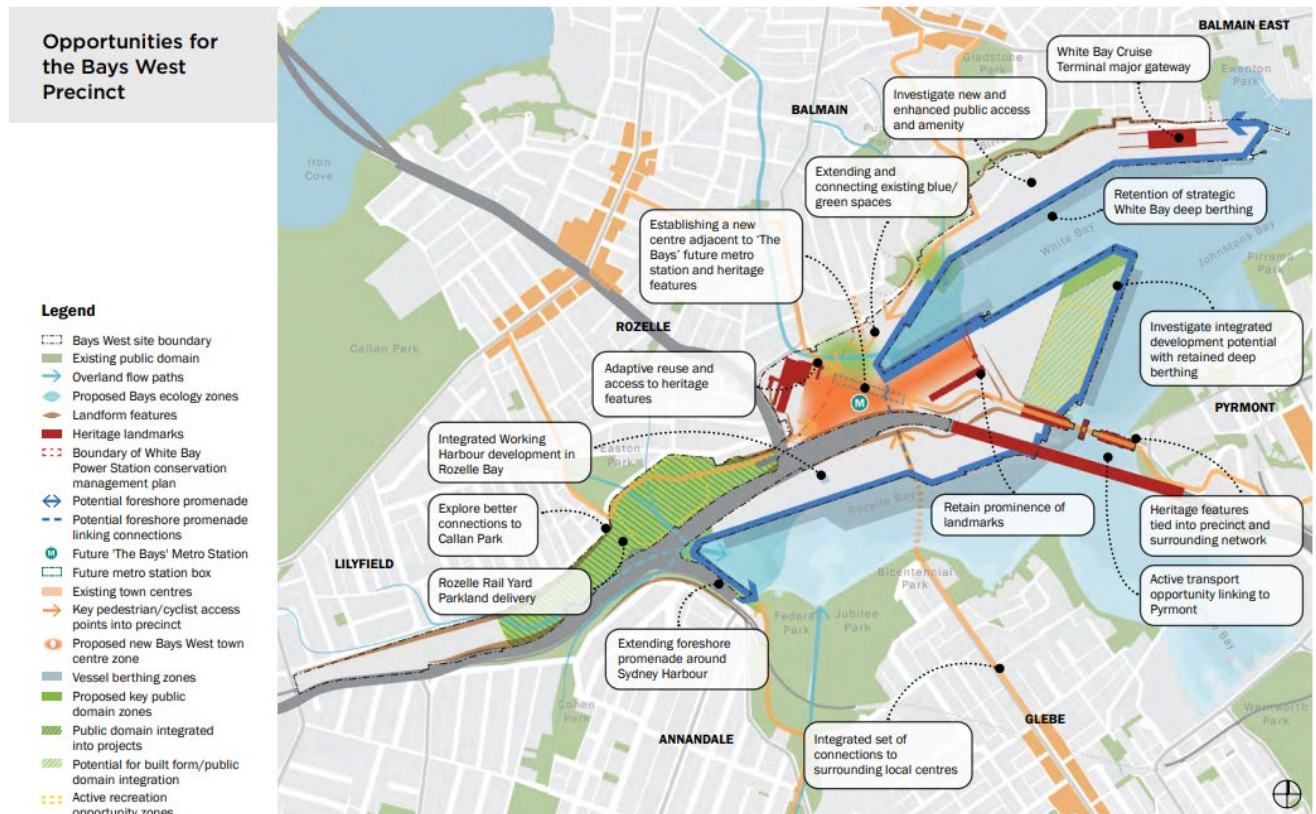


Figure 6: Opportunities for Bays West Precinct (source: Bays West Place Strategy November 2021)

3.3 Inner West Council – *Our Place Inner West* – Local Strategic Planning Statement (LSPS)

The LSPS sets out the vision for the area in 2036 and the actions that will be taken to achieve this vision. It provides the land-use planning framework for the Inner West, providing a link between the Greater Sydney Commission's Eastern City District Plan and the priorities of *Our Inner West 2036 – A Community Strategic Plan for the Inner West Community*.

In the LSPS, it has been identified that access to high quality open space is problematic for the Inner West and it has been estimated that the Inner West has the second lowest amount of open space across all Sydney councils. Some challenges experienced by Council is the nature of the inner-city council being a highly dense and built-up area with high land prices.

Planning Priority 11 outlines the Council's objective to provide accessible facilities and spaces that support active and healthy communities, including providing high quality open spaces. Some key targets of this Priority include:

- Provide access to open space to residents of high-density development within 200m of their dwelling

- Provide access to open space and recreation facilities for workers
- Seek innovative options to increase access to open space, including co-location and increased flexibility of facilities, use of non-traditional spaces, shared and joint use agreements.

While many of these objectives are generally supported by the transformation of the former Rozelle Railyards into the Rozelle Parklands, the Project has also acknowledged the need to support Council's priorities to provide more accessible open space by returning residual land Sites 5 and 6 as parklands.

4 Management of Project Residual Land

4.1 Residual Land

Residual Land is defined as land owned by the Proponent and used for the purposes of constructing the CSSI that the Proponent considers is no longer required for the construction and or/ of the CSSI, or any other road project.

The EIS stated that the Project residual land should facilitate future urban renewal in precincts adjoining the project, including along Victoria Road (between Iron Cove Bridge and The Crescent).

The urban design and landscaping works to be implemented as part of the project within the Rozelle Rail Yards and the Iron Cove Link surface works (as described in Chapter 5 (Project description)) would assist in creating opportunities for improved connectivity to these possible future urban renewal projects, including improved connectivity and permeability for pedestrians and cyclists to locations such as The Bays Precinct.

The Rozelle Interchange residual land sites are summarised in Table 4.1 below. Further details on each of the sites, including the proposed future uses, is provided in the following sections.

Table 4.1: Summary of Rozelle Interchange Residual Land Management Plan

Residual Land Site	Site No	LGA	Current LEP Zoning	Lot numbers	Site Area (m ²)	Handback Condition	Final Land use	Timing	Adjacent Land Uses
Lilyfield Road, Rozelle (Rozelle Parklands escarpment)	Site 1	IWC	Port and Employment (SREP 26 – City West)	Lot 24 / DP 1194941	420	Project utilised this site as a location for vibration monitoring, which has since been decommissioned and land condition has been rectified. Site was accepted by the TfNSW's Land Management team	<ul style="list-style-type: none"> Site is land-locked and inaccessible to the public. Access to site would be via adjoining properties along Lilyfield Road, numbers 38 to 54. Final land use subject to negotiations with adjoining owners by TfNSW's Divestment team As this site is land-locked, it does not have feasible development potential 	Project handed over site to TfNSW's Land Management team in July 2021. Long-term management of the land expected to be complete 18 months post operation	Adjacent properties at-grade of the site are R1 zoned. The land below the escarpment is SP1 zoned and will form part of the future Rozelle Parklands

Residual Land Site	Site No	LGA	Current LEP Zoning	Lot numbers	Site Area (m ²)	Handback Condition	Final Land use	Timing	Adjacent Land Uses
James Craig Road, Rozelle	Site 2	IWC	Waterfront (SREP 26 – City West)	Lot 23 / DP1151746	690	This site will be rehabilitated to pre-construction condition by the Western Harbour Tunnel Project Team	Return to TfNSW's Maritime land portfolio for commercial lease/licence	This site will be used by the Western Harbour Tunnel Project Team to complete the Southern Tunnel Works Package until 30 June 2025. Subsequently, this site will be handed back to TfNSW's maritime section.	This site is between the Rozelle Bay and City West Link corridor (SP2 Classified Road). The adjacent sites are under the TfNSW Maritime land portfolio for commercial use
The Crescent, Annandale	Site 3	IWC	Waterfront (SREP 26 – City West)	Lot 20, 21, 22 / DP1151746	1,700	Rehabilitated to pre-construction condition	Return to TfNSW's Maritime land portfolio for commercial lease/licence	Land to be handed over to TfNSW's Maritime section no later than six months post operation	This site is between the Rozelle Bay and The Crescent corridor (SP2 Classified Road). The adjacent sites are under the TfNSW Maritime land portfolio for commercial use
Chapman Road, Annandale	Site 4	CoS	RE1	Lot 5 / DP873379	370	Pre-construction condition as land was not utilised for the Project	Return to TfNSW's Maritime land portfolio as open space to Council of the City of Sydney	Site currently open to public as open space	This site is adjacent to the Glebe Foreshore Parklands and forms part of the park

Residual Land Site	Site No	LGA	Current LEP Zoning	Lot numbers	Site Area (m ²)	Handback Condition	Final Land use	Timing	Adjacent Land Uses
King George Park, Rozelle	Site 5	IWC	RE1	Lot 2 / DP1236217	1,640	Site remediated, landscaped and maintained as per design outlined in Urban Design Landscape Plan	Open space handed over to IWC under DoA for CCM in July 2021	Site currently open to public as open space	This site is part for the greater King George Park which connects to the Bay Run pedestrian link. The land is adjacent to Victoria Road (SP2 Classified Road) and Byrnes Street (local road)
Springside Street to Callan Street, Rozelle	Site 6	IWC	B2	Lot 1 / DP960705, Lot 1 / DP1100072, Lot 29 / DP815, Lot 1 / DP511900	1,190	Site remediated, landscaped and maintained as per design outlined in Urban Design Landscape Plan	Open space to be handed over to IWC under DoA for CCM	Site expected to open for public use within 12 months of opening	This site is adjacent to Victoria Road (SP2 Classified Road) and R1 properties

Appendices

Appendix A Stakeholder Consultation

Date of Consultation	Stakeholder	Form of engagement	Comments Received	Project's response	Documentation
11 August 2020	Inner West Council	Litigation settlement	Through the litigation settlement over King George Park (KGP) acquisition, IWC stated that the loss of open space at KGP would affect their community.	Through Deed of Release and Deed of Agreement for the Care Control and Management agreement (under S159 of the Roads Act), TfNSW would reinstate part of KGP not utilised for road infrastructure and adjacent pocket parks along Victoria Road into their management to be used as Public Reserve	Attachment A - Deed of Agreement for Care Control and Management Agreement
27 September 2021	Transport for NSW – Divestment section	Online meeting	Requested details on handback condition and construction activities carried out on land. Provided Project advice on how land could be managed given the unique circumstances	Project stated that land was not utilised for invasive works and would be returned in pre-construction condition	Attachment B – Presentation to TfNSW Divestment section
24 May 2022	Transport for NSW – Maritime branch	Online meeting	No comments	N/A	No evidence – informal discussion

5 December 2022	Transport for NSW – Maritime branch	Online meeting	Confirmed that sites 2, 3 and 4 would remain within the ownership of the Proponent and sites 2 and 3 would be leased/licenced to commercial operators under TfNSW's Maritime portfolio	N/A	No evidence – informal discussion
6 December 2022	Council of the City of Sydney	Email	No comments, confirmed that land would be continued to be utilised as open space	N/A	Attachment C – email to CoS
15 December 2022	Inner West Council	Online meeting	No comments, confirmed sites 5 and 6 would be managed by IWC under DoA for CCM	N/A	Attachment D – presentation to IWC
20 December 2022	Transport for NSW – Maritime branch	Email	Confirmed that site 4 will be returned to CoS	Changes made to RLMP as per comments	Attachment E – email to TfNSW Maritime
5 April 2024	Transport for NSW – Maritime branch	Email	Agreement with lease extension of site 2 till 30 June 2025	Changes made to RLMP as per comments	Attachment F – email to and from TfNSW Maritime