WestConnex is part of the Australian and NSW governments’ vision for supporting Sydney’s growing population and keeping our economy strong. The M4-M5 Link is the third stage of WestConnex. It will link the New M4 Motorway at Haberfield to the New M5 Motorway at St Peters, with additional connections to the Iron Cove Bridge and Rozelle Interchange.

Construction sites and programs

Three sites would be required to support construction of the Rozelle Interchange:

1. The Rozelle civil and tunnel site would be located between Lilyfield Road to the north, City West Link and The Crescent to the south, Victoria Road to the east, and the Sydney CBD and South East Light Rail maintenance depot to the west.

2. The Crescent civil site would be located between The Crescent and Rozelle Bay on land owned by Roads and Maritime Services.

3. The Victoria Road civil site would be located on the western side of Victoria Road between Quirk Street and Lilyfield Road.

Keeping you informed

We are committed to keeping you informed and will provide regular information on the M4-M5 Link through direct mail and email notifications, community updates, local papers and face-to-face activities.

You can also contact the WestConnex info line on 1800 660 248, email info@westconnex.com.au or visit westconnex.com.au/m4-m5link for more information.

We speak your language

Need an interpreter? Call the Translating and Interpreting Service on 131 450.

ARABIC
بحاجة إلى مترجم؟ اتصل بخدمة الترجمة الكتابية والترجمة الشفوية على الرقم 131450.

CHINESE
如需 翻译，请拨打翻译与口译热线131450.

GREEK
Χρειάζεστε διερμηνέα; Καλέστε την Υπηρεσία Μεταφραστών και Διερμηνεύων στο 131 450.

VIETNAMESE
Cần thông dịch viên? Hãy điện thoại cho Dịch vụ Thông PhROL dịch ở số 131 450.

ITALIAN
Hai bisogno di un interprete? Chiama il servizio al numero 131 450, d’interpretazione e traduzione.
**Rozelle civil and tunnel site**

The site would be predominantly located on disused land that forms part of the Rozelle Rail Yards. It would support construction of the Rozelle West and Rozelle East operations facilities, including a ventilation facility and substation; and construction of drainage infrastructure. Major construction activities that would take place at this site are outlined in Figure 2.

Roadheaders would be launched from this site to excavate the Rozelle interchange, the Iron Cove Link and the entry and exit ramp tunnels for the proposed Western Harbour Tunnel and Beaches Link.

<table>
<thead>
<tr>
<th>Construction activity</th>
<th>Indicative construction timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site establishment and utility works</td>
<td>2018</td>
</tr>
<tr>
<td>Traffic diversions and intersection works</td>
<td>01</td>
</tr>
<tr>
<td>Construction of cut-and-cover and tunnel portals</td>
<td>01</td>
</tr>
<tr>
<td>Tunnelling</td>
<td>01</td>
</tr>
<tr>
<td>Construction of motorway operational ancillary infrastructure</td>
<td>01</td>
</tr>
<tr>
<td>Civil and mechanical fitout</td>
<td>01</td>
</tr>
<tr>
<td>Site rehabilitation and landscaping</td>
<td>01</td>
</tr>
<tr>
<td>Demobilisation and rehabilitation</td>
<td>01</td>
</tr>
<tr>
<td>Testing and commissioning</td>
<td>01</td>
</tr>
</tbody>
</table>

**Figure 2. Rozelle civil and tunnel site indicative construction program**

**Access routes**

Heavy vehicle access would be via City West Link to minimise local traffic impacts. It is anticipated that construction vehicles would enter the site from the eastbound carriageway of City West Link via new temporary slip lanes and driveways. A temporary signalised intersection would be built along City West Link and a new northern leg added to the intersection with The Crescent to enable vehicles to exit these roads via a right-turn on to City West Link westbound.

Up to five light-vehicle access points would be constructed along Lilyfield Road to enable entry and exit.

**Vehicle movements**

<table>
<thead>
<tr>
<th>Location</th>
<th>Daily vehicles (one way)</th>
<th>AM peak hour (7:30am - 8:30am)</th>
<th>PM peak hour (4:15pm - 5:15pm)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Heavy vehicles</td>
<td>Light vehicles</td>
<td>Heavy vehicles</td>
</tr>
<tr>
<td>Rozelle civil and tunnel site</td>
<td>517</td>
<td>350</td>
<td>Arrive 23</td>
</tr>
</tbody>
</table>

**Figure 3. Indicative construction vehicle movements at Rozelle civil and tunnel site**
The Crescent civil site

The Crescent civil site would be established on land immediately adjacent to Rozelle Bay and Whites Creek to support construction activities.

Key construction activities are outlined in Figure 5. Access to the marina would be maintained during construction.

<table>
<thead>
<tr>
<th>Construction activity</th>
<th>Indicative construction timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2018</td>
</tr>
<tr>
<td></td>
<td>Q1</td>
</tr>
<tr>
<td>Site establishment and utility works</td>
<td></td>
</tr>
<tr>
<td>Surface road and intersection works</td>
<td></td>
</tr>
<tr>
<td>Whites Creek widening and improvement works</td>
<td></td>
</tr>
<tr>
<td>Drainage works including construction of the culvert below City West Link and upgrades to the drainage outfall to Rozelle Bay</td>
<td></td>
</tr>
<tr>
<td>Construction of Whites Creek Bridge and demolition of existing bridge</td>
<td></td>
</tr>
<tr>
<td>Rehabilitation and landscaping</td>
<td></td>
</tr>
</tbody>
</table>

Figure 5. The Crescent civil site indicative construction program

Access routes

It is anticipated that construction vehicles would enter the site via a left-hand turn from The Crescent (southbound). They would then travel through the site, turn around and exit back onto The Crescent northbound via a right-hand turn.

Vehicle movements

<table>
<thead>
<tr>
<th>Location</th>
<th>Daily vehicles (one way)</th>
<th>AM peak hour (7:30am - 8:30am)</th>
<th>PM peak hour (4:15pm - 5:15pm)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Heavy vehicles</td>
<td>Light vehicles</td>
<td>Heavy vehicles</td>
</tr>
<tr>
<td>The Crescent civil site</td>
<td>10</td>
<td>20</td>
<td>Arrive 2</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2</td>
</tr>
</tbody>
</table>

Figure 6. Indicative construction vehicle movements at The Crescent civil site
Access to Rozelle Bay light rail stop would be maintained at all times.

Access to marina from Chapman Road would be maintained during construction.

Temporary traffic management measures would be required to enable egress to The Crescent northbound.

Access routes

It is anticipated that construction vehicles would enter the site via a left-hand turn from The Crescent (southbound). They would then travel through the site, turn around and exit back onto The Crescent northbound via a right-hand turn.

**Figure 6. Indicative construction vehicle movements at The Crescent civil site**

**Figure 7. Indicative layout for The Crescent civil site**

The Crescent civil site

LEGEND

- **Existing infrastructure**
  - Light rail
  - Light rail stop

- **M4-M5 Link**
  - Boundaries
  - Surface construction
  - Access and egress
  - Vehicle movements

- **Site office**

- **Includes**
  - Utility works
  - Traffic management changes and measures
  - Installation of safety and environmental controls
  - Establishment of temporary pedestrian and cyclist diversions (if required)

**Figure 5. The Crescent civil site indicative construction program**

**Figure 6-22 The Crescent civil site (C6) layout**

**LEGEND**

- **Existing infrastructure**
  - Light rail
  - Light rail stop

- **M4-M5 Link**
  - Boundaries
  - Surface construction
  - Access and egress
  - Vehicle movements

- **Site office**

- **Includes**
  - Utility works
  - Traffic management changes and measures
  - Installation of safety and environmental controls
  - Establishment of temporary pedestrian and cyclist diversions (if required)
Victoria Road civil site

The existing buildings and other structures on this site would be demolished to enable temporary site offices, a laydown area, workforce amenities and car parking to be established. A portion of this site would be occupied by operational road infrastructure during operation.

Major construction activities at this site are outlined in Figure 8.

<table>
<thead>
<tr>
<th>Construction activity</th>
<th>Indicative construction timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2018</td>
</tr>
<tr>
<td></td>
<td>01</td>
</tr>
<tr>
<td></td>
<td>02</td>
</tr>
<tr>
<td></td>
<td>03</td>
</tr>
<tr>
<td></td>
<td>04</td>
</tr>
</tbody>
</table>

Figure 8. Victoria Road civil site indicative construction program

Access routes

Heavy and light vehicles would enter and exit the site to and from the northbound Victoria Road carriageway.

Vehicle movements

<table>
<thead>
<tr>
<th>Location</th>
<th>Daily vehicles (one way)</th>
<th>AM peak hour (7:30am - 8:30am)</th>
<th>PM peak hour (4:15pm - 5:15pm)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Heavy vehicles</td>
<td>Light vehicles</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Heavy vehicles</td>
<td>Light vehicles</td>
</tr>
<tr>
<td>Victoria Road civil site</td>
<td>42</td>
<td>Arrive 2</td>
<td>Depart 2</td>
</tr>
<tr>
<td></td>
<td>140</td>
<td>Arrive 0</td>
<td>Depart N/A</td>
</tr>
</tbody>
</table>

Figure 9. Indicative construction vehicle movements at Victoria Road civil site.

Standard hours of work

Surface works

Above-ground construction work would be carried out between the following standard construction hours:

- 7am to 6pm Monday to Friday
- 8am to 1pm Saturday
- Generally, no work on Sundays or public holidays
- Where work is required outside of these hours it would be conducted in accordance with conditions of approval and Environmental Protection Licence conditions.

Tunnelling work

Tunnelling work and support activities, including transporting excavated material, will take place up to 24 hours a day, seven days a week.

More information on tunnelling can be found in the M4-M5 Link - Tunnelling fact sheet at westconnex.com.au.
Traffic and transport
The M4-M5 Link project will create improved cycling and pedestrian links – especially in and around the Rozelle Rail Yards. This will connect the suburbs of Lilyfield, Rozelle, Annandale and Glebe, and provide better connections to The Bays Precinct.

During construction we expect there would be some modifications to the road network or pedestrian and cyclist facilities. Unless outlined below, alternative routes and diversions would be determined by the contractor in consultation with the council and community.

Rozelle civil and tunnel site
Temporary diversions would be put in place at City West Link and The Crescent to allow for construction of temporary intersections, slip lanes and temporary driveways at the Rozelle civil and tunnel site.

At the Rozelle interchange, there may be periodic footpath closures during construction on the southern side of Lilyfield Road; the southern side of City West Link; and the northern side of James Craig Road.

Two pedestrian and cycle bridges at Rozelle would be closed during construction - one over City West Link and the other over Victoria Road. Alternative arrangements are proposed to maintain these key connections across Victoria Road and City West Link.

The Crescent civil site
Temporary changes to the intersection of The Crescent and Chapman Road may be required. However, access to the commercial premises that use Chapman Road would be maintained.

There would be periodic, short-term closures of the footpath between City West Link and Johnston Street during construction, and permanent closure of the shared path through Buruwan Park connecting The Crescent with Bayview Crescent.

During construction, there would be alternative access to the Rozelle Bay Light Rail stop from The Crescent and Bayview Crescent.

Victoria Road civil site
At Victoria Road, temporary diversions would be put in place at the intersection with The Crescent to allow for construction of a new bridge. This could include the construction of a temporary bridge onto which traffic would be switched temporarily.

Gordon Street between Lilyfield Road and the Rozelle Rail Yards would be permanently closed as part of the project. No properties are impacted by this closure.

At Lilyfield Road in Rozelle, there would be temporary closures to one lane for short periods to allow for construction.
Access to Lilyfield Road from Victoria Road may be temporarily restricted to allow for road alignment works. Closures would be outside of peak periods where feasible, and alternate access to Lilyfield Road would be available from Hornsey Street and Gordon Street.

Access to Hornsey Street and Quirk Street from Victoria Road would be closed for short periods during upgrade works. There would be alternative access to Hornsey Street from Lilyfield Road and Gordon Street, and alternative access to Quirk Street from Hornsey Street and Gordon Street.

Minimising impacts on the community
WestConnex is working to minimise the impact of construction on the community, with most of the proposed work to occur underground. However, some work would need to occur on the surface to construct the entry and exits to the tunnels and to build tunnel support facilities. WestConnex would work directly with affected residents to minimise any impact.

The M4-M5 Link Environmental Impact Statement outlines in detail the measures to mitigate any potential construction impacts.

Minimising noise
To minimise noise impacts during construction, several mitigation measures will be in place. These include:

- Providing noise barriers and an acoustic shed to house tunnelling activity
- Undertaking noisy work during core work hours, where appropriate
- Ensuring all equipment is shut down when not in use and non-tonal reversing beepers used
- Ensuring there are periods where construction work is not scheduled to give residents respite from the works.

Future land use
The Rozelle Interchange will be almost completely underground, allowing us to deliver new active transport options in Rozelle and up to 10 hectares of new open space.

A draft masterplan has been developed to guide the design of above-ground facilities within Rozelle. Consultation on the plan will provide significant opportunities for the local community to influence the outcomes for the new public space.

A section of the Rozelle Rail Yards around the proposed Western Harbour Tunnel and Beaches Link entry and exit ramps would be kept as a paved area, in anticipation of it being used to support construction of the proposed Western Harbour Tunnel and Beaches Link project. As part of the project, this area would be physically separated from the remainder of the open space to restrict access. The possible future use of this area would mean that landscaping and revegetation works would need to be staged.

Protecting property
To provide peace-of-mind to local residents and businesses, all properties within 50 metres of the outer edge of the underground tunnels will be offered a property condition survey before construction, with a follow-up survey (for the property) after construction. This will ensure there is a clear record of the property’s condition before and after construction. In the unlikely event there is any damage attributed to the project it would be repaired at no cost to the property owner.