F6 Extension Stage 1
Project overview

To support the public exhibition of the Environmental Impact Statement
The potential environmental impacts and mitigation measures are described in more detail in the F6 Extension Stage 1 Environmental Impact Statement (EIS) and technical working papers. Submissions should be made directly on the EIS and not this document, which provides a summary only.
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Section 1

About the F6 Extension Stage 1

Above: Grand Parade and President Avenue intersection
In October 2017, the NSW Government announced it will proceed with the F6 Extension Stage 1 to provide a new motorway connection between the New M5 Motorway at Arncliffe and President Avenue at Kogarah. The project will be the first stage in completing the missing link from southern Sydney to the Sydney motorway network. At present there is no efficient connection to Sydney’s motorway network from the south.

Following extensive consultation with the community, businesses and stakeholders and detailed environmental investigations an Environmental Impact Statement (EIS) for the project has been prepared by Roads and Maritime Services. The Department of Planning and Environment has placed this EIS on public exhibition and is seeking submissions on the project.

About this document
This document provides summary information about the design of the project, potential construction and operational impacts and the measures that will be put in place to manage impacts.

It contains:
• The indicative alignment of the motorway tunnels
• An overview of plans for Bicentennial Park during construction and once the project is completed
• Information about construction of the project and management of the construction sites
• An overview of the environmental impacts, both during construction and operation, and how these will be managed by Roads and Maritime and their contractors
• Information on where you can view the EIS and how you can make a submission to the Department of Planning and Environment.

The project is subject to further refinement as it progresses through the planning approval process and detailed design.

Submissions about the F6 Extension Stage 1 must be made to the Department of Planning and Environment before close of the exhibition period, visit: majorprojects.planning.nsw.gov.au

Visit our new interactive web portal to find out more about the EIS rms.nsw.gov.au/f6
Figure 1: Key features of the F6 Extension Stage 1
The F6 Extension Stage 1 will deliver the missing link from Sydney’s south to the wider Sydney motorway network, making journeys easier, faster and safer. It will remove more than 2,000 trucks a day from surface roads, and help return local streets to local communities.

**Key features:**

- Twin tunnels linking the New M5 Motorway at Arncliffe to President Avenue at Kogarah
- Ramps between the motorway tunnel and the surface intersection at President Avenue
- Tunnel stubs for a future connection south to extend the F6 Extension
- A new intersection at President Avenue including the widening and raising of President Avenue at this location
- The upgrade of President Avenue/Princes Highway intersection to improve capacity and network integration
- Shared cycle and pedestrian pathways connecting Bestic Street, Brighton-Le-Sands to Civic Avenue, Kogarah including a new bridge over President Avenue
- Motorway support infrastructure including tunnel ventilation systems and motorway control centre
- New service utilities including a permanent power supply line
- Minor adjustments to local roads in the project area.

The majority of the four kilometre motorway will be located underground. The motorway’s operational infrastructure will be on land previously reserved for the F6 Extension. The motorway’s operational infrastructure will be on land previously reserved for the F6 Extension. The ventilation facilities at Rockdale will be located on land within an industrial area, which will be acquired by Roads and Maritime.
The F6 Extension Stage 1 will ease congestion on surface roads by providing an underground motorway alternative, allowing users to bypass up to 23 sets of traffic lights on the Princes Highway between St Peters and Kogarah – meaning less time in traffic and faster trips to the CBD and across Greater Sydney.

Traffic on Grand Parade (north of Bay Street) will reduce by about 10,000 vehicles per day, enhancing the use of surface roads by public transport and cyclists, and improving local air quality.

There will be opportunities to improve local amenity due to the reduction in through traffic, at key locations along The Grand Parade and the Princes Highway.

It will contribute to a more accessible, more liveable and productive Greater Sydney.

The project will give communities and businesses new levels of access across the transport network. It’s an integral part of the Future Transport Strategy 2056 and will keep our city moving as we continue to grow.

### Improving travel times

Stage 1 will provide travel time savings of:

- Kogarah to ANZAC Bridge
  - 15 minutes
- Miranda to Macquarie Park
  - 15 minutes
- Kogarah to South Sydney
  - 13 minutes
- Taren Point to Mascot
  - 12 minutes
- Kogarah to the City
  - 8 minutes.

### Less time in traffic

The project will give communities and businesses new levels of access across the transport network.

It’s an integral part of the Future Transport Strategy 2056 and will keep our city moving as we continue to grow.

### Easier

- **Reduce** traffic on Grand Parade (north of Bay Street) will reduce
- **Built** underground to minimise disruption to the community and property impacts
- **More** direct access from southern Sydney to the wider Sydney motorway network
- **Access** to jobs, education and lifestyle opportunities
- **Bypass** Sydney airport traffic.

### Faster

- **Bypass** up to 23 sets of traffic lights on the Princes Highway between St Peters and Kogarah
- **Less stop-start**, more reliable travel times
- Travel time **savings** between southern Sydney and the Sydney CBD.

### Safer

- **Less traffic** to help return local streets to local communities
- **Improved** pedestrian and cyclist safety through the new shared cycle and pedestrian pathways
- **Tunnels** designed for **free-flow traffic** at 80 kilometres per hour – means less vehicle emissions compared to stop-start traffic
- **Reduced** number of trucks on surface roads by over 2,000 per day.
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| The southern Sydney road network experiences daily congestion and unreliable travel times | Transport<br>  • Improve travel times and reliability for all road users travelling between southern Sydney and strategic centres in Greater Sydney <br>Productivity<br>  • Support future growth and productivity of southern Sydney by improving citywide connectivity <br>City shaping<br>  • Supports opportunities for urban renewal by reducing through traffic along corridors <br>Community and environment<br>  • Minimises adverse impacts on the environment and the community during construction and operation | **Transport**<br>  up to 23 traffic lights bypassed  
**Productivity**<br>  New shared cycle and pedestrian pathways  
**City shaping**<br>  Improving traffic flow over 2,000 <br>**Community and environment**<br>  Over 2,000 Trucks per day removed from nearby surface roads  
**Deliver improvements to local air quality** |
The NSW Government is addressing congestion, improving safety and providing more choice for how you move around Sydney.

Improvements to road, rail and public transport will ensure our transport network enables easier, faster and safer journeys. That’s why we are investing more than ever before on transport infrastructure over the next four years, helping to grow the NSW economy and create tens of thousands of jobs in the process.

The Greater Sydney transport network currently services a population of some five million people with about 15.5 million trips on a normal weekday.

It is anticipated there will be continued growth in traffic on Sydney’s roads, with the number of trips made around Sydney each day forecast to increase by 31 per cent, from 15.5 million to 21 million by 2036. This expected growth will place additional pressure on key southern Sydney roads such as the Princes Highway, The Grand Parade and other Sydney motorways.

Southern Sydney traffic

The southern Sydney road network experiences daily congestion and unreliable travel times. On the Princes Highway between Kogarah and the Sydney CBD, peak hour travel speeds are amongst the slowest for a major arterial road in Sydney.

Princes Highway

The Princes Highway experiences high levels of daily traffic with more than 35,000 vehicles per weekday. It is used by freight, work and leisure travellers who frequently experience congestion and delays, with unacceptably long travel times during peak hours between Princes Highway and Bay Street in Rockdale and Forest Road in Arncliffe.

The Princes Highway is also an integral part of the public transport network servicing several bus routes to and from Rockdale Plaza, Rockdale Station and Sydney City.

The Grand Parade

The Grand Parade experiences high levels of daily traffic with about 67,500 vehicles travelling between Bay Street and the M5 East each weekday.

The Grand Parade is a popular destination for residents and visitors because of its retail and dining precinct, close proximity to Lady Robinsons Beach and views of Botany Bay. Traffic along The Grand Parade also impacts pedestrian safety and recreational use of the area.
Other Sydney motorways

There is currently no motorway between the existing Princes Motorway south of Waterfall and the remaining Sydney motorway network. Motorists are required to use roads such as the Princes Highway, King Georges Road, Heathcote Road or the New Illawarra Road to travel between Waterfall and Sydney. This causes traffic congestion and lengthy travel times.

Traffic congestion impacts communities and businesses by:
- Affecting Sydney’s large and significant freight, service and business operations
- Reducing the reliability and accessibility to public transport
- Constraining the movement of pedestrian and cyclists
- Reducing local amenity for the community.

F6 Extension Stage 1

The NSW Government is committed to improving travel times and easing congestion for motorists travelling between the Illawarra and the Sydney CBD. Delivering the F6 Extension Stage 1 is an important part of the long term travel solution and builds the resilience of the Sydney transport network.

As part of an integrated transport solution the F6 Extension Stage 1 will ease congestion on surface roads by providing an underground motorway alternative, allowing users to bypass up to 23 sets of traffic lights on the Princes Highway between St Peters and Kogarah.

There will also be a reduction in traffic on Grand Parade (north of Bay Street) by about 10,000 vehicles per day. This reduction in traffic will enhance the use of surface roads by public transport and cyclists, and improve local air quality and amenity.

There will be opportunities to improve the amenity of the foreshore precinct at Brighton-Le-Sands and The Grand Parade through a reduction in traffic, returning local streets to local communities.

Planning for the future

In March 2018 the NSW Government delivered the State’s first fully co-ordinated planning and transport blueprint through the release of:

- The Greater Sydney Commission’s Greater Sydney Region Plan – establishing a vision for Sydney as a productive, sustainable metropolis of three cities where people can access jobs and services within 30 minutes by public transport
- The State Infrastructure Strategy 2018–2038 – identifying the policies and strategies needed for NSW to continue to deliver infrastructure to grow the economy and meet the needs of a growing population
- The Future Transport Strategy 2056 – supporting the new planning vision for Sydney and responding to significant changes in how we will live and move around Sydney.

For more information refer to the EIS Chapter 4: Strategic context and project need
Future Transport Strategy 2056

The NSW Government’s Future Transport Strategy provides a 40-year vision for our transport system.

It was developed in close collaboration with the Greater Sydney Commission, Infrastructure NSW, the NSW Department of Premier and Cabinet and the NSW Department of Planning and Environment.

Planning and investment for Greater Sydney will focus around the three cities concept – the Western Parkland City, the Central River City and the Eastern Harbour City, where people can access the jobs, education and services they need within 30 minutes by vehicle, public and active transport.

The vision is for road and transport links to form part of an integrated and connected network across the Greater Sydney region with each of the three cities. The F6 Extension Stage 1 is a key part of this strategy, supporting safe, efficient and reliable journeys for people and freight.

We encourage you to find out more at: future.transport.nsw.gov.au

Figure 2: Greater Sydney’s integrated transport network
Section 2

Our community

Above: Shared cycle and pedestrian pathway
Community engagement for the F6 Extension first started in mid 2016 to support geotechnical investigations along the alignment. More detailed consultation for the project started in October 2017, following the NSW Government’s announcement to proceed with the F6 Extension Stage 1.

Consultation activities between October and December 2017 included:

- Consultation with potentially impacted landowners and residents
- Doorknocks and letterbox drops in the project area
- ‘Pop-up’ community events in local shopping centres
- Briefings to key stakeholders in the project area including Bayside Council, sporting groups, local schools and residents groups.

Further consultation with the community and stakeholders was carried out between June and July 2018 when the new project and design information was released. We met with impacted property and business owners, engaged with residents, environmental groups, local schools, pedestrian and cyclist user groups. We also held community information sessions and pop-up information sessions at shopping centres.

The project carried out extensive doorknocks including Moorefield Estate, Crawford Road, O’Neill Street, O’Connell Street, West Botany Street and the West Botany industrial area.

The consultation activities for both engagement periods included:

- Distribution of 103,000 community updates between Wolli Creek and Loftus
- Five community information sessions in Brighton-Le-Sands, Rockdale and Wolli Creek
- 14 ‘pop-up’ information sessions at shopping centres in the project area where we met with around 3,000 residents
- Doorknocking over 2,500 residences and businesses in Arncliffe, Kogarah, Monterey and Rockdale
- Nearly 300 comments on the online community engagement map
- Presenting to 14 schools.
What you told us
During both consultation phases we received extensive feedback from the community as shown in Figure 3. You told us your key concerns about the project related to:

- Local traffic and increased congestion as a result of the project
- Ecological values and water quality of the Rockdale Wetlands and impacts to Rockdale Bicentennial Park
- Property and land use impacts, particularly the potential loss of homes and green space
- Noise and pollution resulting from increased traffic
- Health and safety of the emissions from the ventilation outlets
- Local business impacts due to changes in access and loss of car parking.

How we have listened
You told us you are concerned about the project impacts on the local amenity of your community – particularly traffic congestion on the local road network and construction impacts on local parks, recreation facilities and local playing fields.

To better understand your concerns we have engaged with directly impacted stakeholders to hear first hand how the project impacts them. We are also working closely with Bayside Council to minimise these impacts.

This feedback has helped Roads and Maritime develop a design for the project that responds to community concerns. This includes:

- Consideration of traffic movements for local residents, especially within Moorefield Estate
- Providing new and upgraded recreational space and sporting fields due to impacts to Bicentennial Park during construction
- Consideration of traffic calming measures along O’Connell Street and Civic Avenue to prevent ‘rat running’
- Consideration of alternative routes for the shared pedestrian and cyclist shared pathways.

Figure 3: F6 Extension Stage 1 community concerns raised during consultation (October-December 2017 and June-July 2018)
Technical Working Groups

With Bayside Council, we have formed a number of Technical Working Groups to further address issues raised by the community during consultation and to develop ways to manage these concerns. The Technical Working Groups cover Traffic and Active Transport, Open Space, Environment and Property. The Groups will continue to be engaged as the project continues to develop.

The Traffic and Active Transport Technical Working Group looked at concerns raised by residents of Moorefield Estate in relation to access to and from President Avenue.

As a result, Roads and Maritime decided to convene a Traffic Workshop to consider local traffic issues within Moorefield Estate and access and safety issues travelling to and from President Avenue. Residents were asked to register an Expression of Interest if they would like to attend the workshop held in late November 2018.

Stakeholder Liaison Group

We received multiple comments and submissions about the impact of the project on the environment and recreational facilities in Rockdale Bicentennial Park and understand the high value the community places on this recreational space.

As a result we formed a Stakeholder Liaison Group, and in consultation with Bayside Council, invited representatives from different user groups to meet to discuss construction impacts in the park and reinstatement and future uses once construction is complete.

The Stakeholder Liaison Group first met on Tuesday 30 October 2018.

For more information refer to the EIS Chapter 3: Consultation
Section 2.2  Preserving community space: Rockdale Bicentennial Park

Roads and Maritime understands community concern about the impact of the project on Rockdale Bicentennial Park and the Bicentennial Park East playing fields.

Through talking to you at doorknocks, ‘pop-ups’ and our community information sessions, you identified to us that impacts to community amenity and recreational areas were a key concern arising from the project.

Our construction activities at Rockdale Bicentennial Park will have temporary impact on how the local community, community groups and sporting clubs access and use the area. We are committed to working with Bayside Council, sporting and community groups and the wider community to minimise impacts during construction and to reinstate the park and the playing fields.

This is why we have formed the Stakeholder Liaison Group to start early discussions with regular users of the park, not only in relation to what will happen during construction, but also what the future of the park may look like at the end of the project.

The project has developed a potential design for the reinstatement of the park. This design will be refined during the development of the Urban Design and Landscape Plan, which will be prepared in consultation with Council, stakeholders and the community.

Providing recreational and sporting facilities during construction

Recognising the impact the project will have on recreational and sporting facilities within Bicentennial Park during construction, Roads and Maritime will be investing around $20 million on new and upgraded facilities to compensate for this loss of recreational and open space and reinstate the facilities at the end of construction. These costs are included in the overall project budget.

Following initial feedback and engagement with key stakeholders, we are proposing permanent upgrades to existing sporting facilities in the area to minimise impact to local sporting clubs and the community during construction. This will include the creation of new grass and synthetic playing fields and the upgrade of existing amenity block facilities.

The proposal to permanently upgrade existing facilities is just one of the options under consideration and will not preclude suggestions raised through ongoing consultation with Bayside Council and the Stakeholder Liaison Group.

The identified locations are:
1. Ador Park/McCarthy Precinct

A Recreational Needs Analysis is also being carried out to better understand future recreational requirements in the Local Government Area to be considered as part of the future use for the park.
Ador Park/McCarthy Park Precinct

Ador Park has recently been upgraded to a synthetic surface, and is located approximately one kilometre from Bicentennial Park.

Roads and Maritime is proposing to:

- Upgrade McCarthy Park (also known as J. Graham Field) field from grass to synthetic
- Construct a new ‘midi’ sized synthetic field next to West Botany Street
- Establish new car parking and new crossings over Muddy Creek
- Install new lighting to improve security and extend the usage of the facilities
- Install new drainage to improve water flow
- Provide new amenity block facilities
- Build a new skate park or play equipment to be used during construction.

Skate park and play equipment relocation

The existing skate park and play equipment at Bicentennial Park is well utilised by members of the community therefore it is important for these facilities to be relocated close by. While we have indicated the Ador Park/McCarthy Park Precinct as a potential location, the final location will be determined in consultation with local Council and the Stakeholder Liaison Group, as well as input from the local community.

Note: The proposal to fix the upgrades to Ador Park/McCarthy Park and Brighton Memorial Playing Fields are not detailed in the Environmental Impact Statement and will require additional environmental investigation. We will continue to engage with Bayside Council, the Stakeholder Liaison Group and local community to refine this proposal.
Brighton Memorial Playing Fields

Brighton Memorial Playing Fields is used by local football clubs and Brighton-Le-Sands Public School as an extension of the outdoor playing area for the students. We are proposing to re-configure the playing fields into a mix of grass and synthetic fields. This design will be developed in consultation with all stakeholders including the school, as we understand it is important to maintain the schools current use of this recreation space.

Roads and Maritime is proposing to provide the following facilities. The design proposes to:

- Construct a new full size synthetic field
- Establish new smaller sized grass fields
- Install new lighting to improve security and extend the usage of the facilities
- Install new drainage to improve water flow
- Provide new amenity block facilities.

Figure 5: Brighton Memorial Playing Fields proposed upgrade and facilities
Reinstatement of East Bicentennial Playing Fields

The reinstatement of Rockdale Bicentennial Park and the East Bicentennial Playing Fields will be finalised through consultation with Bayside Council, community and sporting groups, the Stakeholder Liaison Group and through community input.

We are committed to returning land not required for the F6 Extension Stage 1 back to the community and will work with Council to develop a design and landscaping outcomes that meet the recreational needs of the community into the future.

We are proposing to reinstate the playing fields and see the potential to provide:

- One full size grass field
- One mini size grass field
- Two small size grass fields.

Figure 6: Proposed design for East Bicentennial Playing Fields following construction
Section 3 Our environment

Above: Aerial of President Avenue looking towards Grand Parade
What is an Environmental Impact Statement?

The Environmental Impact Statement (EIS) helps the community understand the main features of a project as well as potential environmental and social impacts that may occur during construction and operation, and it is used by the Department of Planning and Environment to inform development consent decisions.

Some of the key areas the EIS has considered include:

- Needs and objectives of the F6 Extension Stage 1
- Community consultation
- Construction work
- Air quality
- Noise and vibration
- Traffic and transport
- Shared cycle and pedestrian pathways
- Aboriginal and non-Aboriginal heritage
- Environmental management and mitigation.

The EIS process

The approach presented in the EIS is indicative only and may be subject to change through detailed design and construction planning to be carried out by the successful contractor.

We have used a conservative approach with modelling and investigation of potential impacts based on worse-case scenarios. The final design presented by the contractor will need to be consistent with any environmental management measures and conditions of approval for the project.

Issues raised during the EIS public exhibition will be responded to in a Submissions Report and considered by the Department of Planning and Environment during their assessment of the project, and in their decision on whether the project should be approved.
Figure 8: Location of project construction sites

Legend
- Construction boundary
- Haulage routes
- Vehicle access
- Temporary signalised intersection

0 250 500 Metres
Roads and Maritime is committed to minimising impacts of the F6 Extension Stage 1 on the community. The EIS for this project assesses all potential environmental and social impacts that may occur during construction and operation, and proposes mitigation measures to reduce these impacts.

Key environmental planning and management mitigations to support construction of this project include:

- Preparation of a Construction Traffic and Access Management Plan to manage construction traffic
- A Construction Noise and Vibration Management Plan to manage construction noise and vibration, including out-of-hours work procedures
- Preparation of a Construction Air Quality Management Plan to manage construction air quality impacts
- Preparation of a Construction Flora and Fauna Management Plan to manage biodiversity impacts
- A Biodiversity Offset Strategy to compensate for losses to biodiversity values
- Ongoing consultation with affected community members.

**Construction activities**

The main activities include:

- Establishing construction sites
- Tunnelling
- Surface work, including building the shared cycle and pedestrian pathways
- Building permanent operational infrastructure such as ventilation facilities
- Building new or adjusting existing drainage and water management infrastructure
- Road pavement work
- Finishing work such as line marking new roads, installing signage and street lighting and landscaping.

**Construction sites**

The F6 Extension Stage 1 would use the following six locations, which are described in further detail on pages 25 to 37, to support construction activities.

- **Arncliffe** - Marsh Street currently being used for the New M5 construction
- **Rockdale** - within a Roads and Maritime depot at West Botany Street
- **President Avenue** - north and south of President Avenue within Rockdale Bicentennial Park and part of Scarborough Park North, and a site west of West Botany Street
- **Princes Highway** - corner of President Avenue
- **Shared cycle/pedestrian construction site** - two sites within the recreation area between West Botany Street and Francis Avenue, near Muddy Creek.

The design and construction approach for the F6 Extension Stage 1 is subject to change and will be finalised by the contractor(s) delivering the project. The following information is based on the concept design used for the Environmental Assessment of the project.
Construction hours

Construction hours for the project will aim to reduce the length of construction time as well as minimise noise and traffic related impacts to the local community. Below is an outline of typical construction hours.

<table>
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<tr>
<th>Work hours</th>
<th>Activity</th>
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<tr>
<td>24 hours a day, up to seven days a week</td>
<td>• Tunnelling and tunnelling support</td>
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<td></td>
<td>• Spoil handling and removal</td>
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<td></td>
<td>• Underground construction</td>
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<tr>
<td>Standard construction working hours of:</td>
<td>• Surface work</td>
</tr>
<tr>
<td>7am to 6pm on weekdays,</td>
<td>• Construction of permanent operational infrastructure</td>
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<tr>
<td>8am to 1pm on Saturdays</td>
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<tr>
<td>No work on Sundays or public holidays</td>
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<tr>
<td>24 hours a day, up to seven days a week</td>
<td>Non-disruptive work, repairs, maintenance or minor activities that are</td>
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<td>under the applicable noise levels.</td>
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<tr>
<td>Between 9am and 5pm, weekdays and 9am to</td>
<td>Controlled underground blasting (if required). Blasts will be limited to</td>
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<td>1pm on Saturdays</td>
<td>one per day unless otherwise agreed by the Environment Protection Authority.</td>
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Table 1:  Project construction hours

Spoil removal

A key objective of the project is to minimise the volume of spoil generated by the project. Of the spoil that is generated, a target of 95 per cent beneficial reuse of clean spoil has been set. This reuse would either be within the project area or at other locations. The locations outside the project area have not been finalised, but it could be up to 70 kilometres away.

Construction traffic to transport spoil to the typical reuse locations have been identified and assessed in the EIS, with a priority to avoid local or residential streets; minimising possible safety impacts on pedestrians and road users.

Spoil will be removed from the following construction sites:
• Arncliffe and Rockdale.

Where practical, spoil will be stored on site and removed on the arterial road network during standard construction hours which are 7am to 6pm on weekdays and between 8am to 1pm on Saturdays.

On occasion we may need to remove spoil outside of these hours and we will notify the community in advance if this is required.

For more information refer to the EIS Chapter 7: Construction
### Table 2: Indicative construction timeline

<table>
<thead>
<tr>
<th>Construction activity</th>
<th>Year Quarter</th>
<th>2020</th>
<th>2021</th>
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</table>

**Table 2:** Indicative construction timeline
Construction of the Rockdale ventilation facility and substation

Diaphragm wall support site

Temporary haulage access

Temporary/flood detention

Temporary diversion of the waterbody

Temporary water treatment plant

Temporary intersection

Retain existing Roads and Maritime operations

Trees to be retained

Legend

Construction tunnel decline
Construction boundary
Construction ancillary facility
Building
Car park

Spoil site
Acoustic shed
Access route
Sediment basin
Vehicle access

Water treatment plant
Haulage route

Figure 9: Rockdale construction site layout
Section 3.2 1. Rockdale construction site

Rockdale construction site will be located on Roads and Maritime land in the West Botany Street industrial area, to minimise impacts to the community and surrounding property.

Key construction activities include:
- Construction of an acoustic shed to minimise impacts from noise and dust
- Tunnel excavation and other tunnelling work
- Stockpiling of spoil and spoil haulage
- Construction of an access point (decline) leading into the tunnels
- Construction of the Operational Motorway Control Centre, including car parking, offices, deluge tanks, a pump station and a work yard.

Tunnelling and spoil management will be carried out at this site 24 hours a day and seven days a week.

Spoil will be stored on site and removed during standard construction hours.

Where we may need to remove spoil or take delivery of material that cannot be transported during standard construction hours, the community will be notified in advance.

Site layout may change as the project is further refined or when the contractor is engaged.

Land not required for motorway facilities will be returned for use as a working depot at the end of construction.

For more information refer to the EIS Chapter 7: Construction

<table>
<thead>
<tr>
<th>Location</th>
<th>Daily vehicles (two-way)</th>
<th>AM peak hour</th>
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</table>

Table 3: Indicative vehicle numbers

Note: Vehicle numbers include the total movements to and from the site (i.e. two way) in the time period specified. Indicative construction vehicle numbers (daily and for the AM and PM peak hour) would vary based on the final construction methodology and program.
Figure 10: Arncliffe construction site layout
The project will move into the Arncliffe construction site (Marsh Street) once work on the New M5 has finished. Using this site will minimise impacts to the community and surrounding property and save time establishing a new site.

Key construction activities include:
- Construction of an acoustic shed to minimise impacts from noise and dust
- Tunnel excavation and other tunnelling work
- Stockpiling of spoil and spoil haulage
- Construction of an access point (decline) leading into the tunnels
- Construction of a substation and water treatment facility
- Fit-out of a ventilation facility being constructed as part of the New M5 motorway project.

Tunnelling and spoil management will be carried out at this site 24 hours a day and seven days a week. Spoil will be stored on site and removed during standard construction hours. In the instances, Where we may need to remove spoil or take delivery of material that cannot be transported during standard construction hours, the community will be notified in advance.

Site layout may change as the project is further refined and/or when the contractor is engaged. However we will aim to remove spoil outside peak times.

For more information refer to the EIS Chapter 7: Construction

<table>
<thead>
<tr>
<th>Location</th>
<th>Heavy vehicles</th>
<th>Light vehicles</th>
<th>AM peak hour (7-8am)</th>
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</table>

Note: Vehicle numbers include the total movements to and from the site (i.e. two way) in the time period specified. Indicative construction vehicle numbers (daily and for the AM and PM peak hour) would vary based on the final construction methodology and program.
Figure 11: President Avenue construction site layout
The F6 Stage 1 Extension project is utilising an area of Bicentennial Park, and the western side of West Botany Street. The construction site will not directly impact Illinden Sports Centre or Brighton Memorial Playing Fields.

Key construction activities include:
- The cut and cover structures for the entry and exit ramps and the tunnel portal
- A new intersection with President Avenue, Kogarah
- The shared cycle and pedestrian pathway through Rockdale Bicentennial Park and the construction of the new bridge over President Avenue
- The upgraded intersection at President Avenue and Princes Highway
- The reinstatement of Rockdale Bicentennial Park including landscaping and the provision of new playing fields.

Construction activities at this site will be limited to standard construction hours, where feasible and reasonable. Some work on President Avenue will need to be carried out at night outside of these hours and the community will be notified in advance of these activities.

Site layout may change as the project is further refined or when the contractor is engaged.

At the completion of construction, Rockdale Bicentennial Park will be rehabilitated and landscaped and returned to community use. Recreational facilities will also be reinstated.

For more information refer to the EIS Chapter 7: Construction

### Table 5: Indicative vehicle numbers

<table>
<thead>
<tr>
<th>Location</th>
<th>Daily vehicles (two-way)</th>
<th>AM peak hour</th>
<th>PM peak hour</th>
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<tr>
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<td>Heavy vehicles</td>
<td>Light vehicles</td>
<td>Heavy vehicles</td>
</tr>
<tr>
<td>Arrive</td>
<td>Depart</td>
<td>Arrive</td>
<td>Depart</td>
</tr>
<tr>
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<td>642</td>
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</table>
Figure 12: Shared cycle and pedestrian pathways construction sites layout
Section 3.2 4. Shared cycle and pedestrian pathways

There will be two construction sites located in the recreation area between West Botany Street and Francis Avenue, near Muddy Creek.

The sites will be used to support the construction of the shared cycle and pedestrian pathways between Bestic Street and Bruce Street.

Key construction activities include:

- Vegetation clearing and removal, stripping topsoil and preparing the land for the construction of the pathways
- Excavation of spoil and offsite removal
- Installation of utilities for lighting
- Concreting of the new pathways
- Installation of lighting, line marking and signage.

Work at this site will occur between standard construction hours. The site will be remediated and landscaped and returned as open space and recreation area at the end of construction.

For more information refer to the EIS Chapter 7: Construction

Table 6: Indicative vehicle numbers

<table>
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<tr>
<th>Location</th>
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<td>(7-8am)</td>
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<td></td>
<td>Heavy vehicles</td>
<td>Light vehicles</td>
<td>Heavy vehicles</td>
</tr>
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<td>Arrive</td>
<td>Depart</td>
<td>Arrive</td>
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Note: Vehicle numbers include the total movements to and from the site (i.e. two way) in the time period specified. Indicative construction vehicle numbers (daily and for the AM and PM peak hour) would vary based on the final construction methodology and program.
7.2.6 Princes Highway construction ancillary facility (C6)

The Princes Highway ancillary facility (C6) would be located at Kogarah, on the north-east corner of Princes Highway and President Avenue. This land is currently occupied by 7-Eleven Kogarah. This construction ancillary facility would be around 1,500 square metres and would support the construction of the Princes Highway and President Avenue intersection upgrade. The site would include offices, amenities and workshops. Key construction activities to occur at this site would include:

- Property adjustment and demolition of the existing 7 Eleven service station
- Relocation of utilities, stormwater infrastructure and substation
- Laydown and parking of construction vehicles and equipment
- Pavement works along Princes Highway and President Avenue
- Rehabilitation and landscaping.

An indicative site layout for the Rockdale construction ancillary facility is shown in Figure 7-67. Access to C6 would be gained from President Avenue.

7.2.7 Other construction sites

Additional construction sites would be required. These would include sites located:

- Construction boundary
- Construction ancillary facility
- Building
- Access route
- Haulage routes

Figure 7-67 Princes Highway construction ancillary facility (C6) indicative layout
Section 3.2 5. Princes Highway construction site

The construction site will be located at the north-east corner of the Princes Highway and President Avenue.

The construction site will be used to support the construction of the Princes Highway and President Avenue intersection upgrade. The site will include offices, amenities, and workshops.

Key construction activities include:

- Removal of the current buildings including the fuel storage tanks and the rehabilitation of the site to treat potential contaminants
- Relocation of current utilities, stormwater infrastructure, and the substation
- Laydown and parking of construction vehicles and equipment
- Road upgrade work along the Princes Highway and President Avenue
- Rehabilitation and landscaping work.

Access to this site will be from President Avenue through a ‘left-in, left-out’ traffic arrangement.

For more information refer to the EIS Chapter 7: Construction

<table>
<thead>
<tr>
<th>Location</th>
<th>Daily vehicles (two-way)</th>
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<th>PM peak hour (5-6pm)</th>
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Table 7: Indicative vehicle numbers

Note: Vehicle numbers include the total movements to and from the site (i.e. two way) in the time period specified. Indicative construction vehicle numbers (daily and for the AM and PM peak hour) would vary based on the final construction methodology and program.
Tunnelling is a safe and frequently used construction method that significantly decreases impacts to local properties while allowing major infrastructure to be delivered in built-up residential areas.

The F6 Extension Stage 1 will include excavating two tunnels, entry and exit ramps to the tunnels and various connected ancillary tunnels and cross passages. The depth of the tunnels below ground level will depend on ground conditions.

The deepest point of the tunnel will be more than 80 metres below ground level, with shallower points of the tunnel for the entry and exit ramps at the President Avenue intersection.

### Tunnelling will involve:

#### Stage 1: Excavation

The tunnels are likely to be excavated using roadheader machines and drilling and blasting methods which will shorten the duration of the excavation process.

A roadheader is an excavation machine that has a rotating rock-cutting head at the front, mounted to a boom. When the rock is cut, a loading device transfers the rock onto a conveyor belt onto trucks.

Roadheader excavation will involve excavating the top section ‘header’ of the tunnel and then the lower section ‘bench’. The tunnel will be progressively lined with typical cement grout after the tunnel excavation.

Blasting may also be used to excavate the bench of the tunnel which will significantly decrease the noise and vibration exposure for residents and businesses above the tunnel.

Blast patterns will be designed and sequenced to decrease vibration impacts on properties above the tunnels and on existing below ground infrastructure such as utilities.

Blasting will only be carried out below ground and only in locations where ground conditions are suitable.

A Blast Management Strategy will be prepared in line with relevant guidelines before blasting begins.

As the tunnels are excavated, the inside of the tunnels will be stabilised with ‘rock-bolting’ (where long bolts are driven into the surrounding rock mass) and ‘shotcrete’ (a construction method where concrete is sprayed onto a surface).

The tunnel excavation methods will be confirmed by the contractors engaged to construct the project.

Above: Sandvik Roadheader MT720 tunnelling roadheader
Stage 2: Finishing work
Once the tunnel is excavated, finishing work will include:

- Installing stormwater and groundwater drainage systems
- Building road pavements
- Line markings
- Installing electrical pipes, road signage, street lighting and electrical panels.

Stage 3: Fitout
The tunnels will then be fitted with operational infrastructure, including:

- Connecting power and lighting
- Installing systems to support tunnel ventilation, fire safety, tolling and traffic controls.

Before the tunnel is opened to traffic, it will go through an extensive testing process, to make sure it is fully operational.

What to expect during construction
Most of the construction work for the project will take place underground, with tunnelling activities carried out 24-hours a day, seven-days a week.

The impact to properties above the tunnels is expected to be both minimal and temporary.

For more information refer to the EIS Chapter 7: Construction
Supporting Sydney’s growth requires efficient connections across Greater Sydney, the city and freight terminals. Part of this solution is the F6 Extension Stage 1, providing new motorway access.

Assessment

A traffic and transport assessment was carried out as part of the EIS. This enabled traffic modelling and forecasting to make predictions about future traffic conditions. The traffic modelling considers future population growth, land use and other major road network and public transport projects to anticipate the impact of the project on the network.

The assessment covered the following scenarios:

• **Base case (2014/2015)** - this model replicates the existing traffic conditions and road network without the project or any other network improvements.

• **Construction (2021)** - this was assessed based on a ‘worse-case’ construction traffic situation which was assumed to be a period of spoil removal from tunnel construction in 2021.

• **Operation (2026)** - the project will be fully operational by 2026

• **10 years after operation (2036)** - the assessment of the future operation of the project and the transport network ten years after opening.

Easing congestion in south Sydney

The southern Sydney road network experiences daily congestion and unreliable travel times. The base case traffic model showed that without the project congestion will increase on Princes Highway, General Holmes Drive, The Grand Parade, Bestic Street, Bay Street and President Avenue as well as the surrounding local road network.

Developing the F6 Extension Stage 1 will reduce traffic demand on these major roads and remove 10,000 vehicles a day from Grand Parade (north of Bay Street) and over 2,000 trucks a day from surface roads. On opening, the project is forecast to reduce traffic volumes on General Holmes Drive, The Grand Parade, President Avenue (to the east of the new intersection), Princes Highway, West Botany Street and King Georges Road (north of the Princes Highway).

**40% Reduction in Heavy vehicle traffic on sections of the Princes Highway (north of President Avenue)**

The F6 Extension Stage 1 will deliver improvements to bus travel times and reliability on these key roads.

Construction traffic

During construction, the project may affect the surrounding road network as a result of:

• Heavy/oversized vehicle movements

• Temporary lane closures and traffic diversions

• Temporary changes to speed limits

• Temporary changes to on street parking.

To minimise impacts to the community, road work on President Avenue will be carried out in stages to maintain existing through lanes and turning movements. Truck movements and haulage routes will be restricted to main roads, including access to and from construction sites.
The detailed design for the project will determine traffic management measures during construction. This may include building temporary road pavements to separate motorists from construction zones and phasing traffic signals to help the movement of vehicles during construction.

These measures will be documented in a Construction Traffic and Access Management Plan.

The contractors carrying out the work will be required to make every effort to minimise the impact to road users, pedestrians, cyclists and the local community.

Other changes may include the temporary relocation of bus stops in the construction area. Bus stops will be relocated in consultation with Bayside Council, Transport for NSW and the bus operators.

The relocation of bus stops will not impact bus services or operations. Distances between existing and relocated bus stops will be minimal.

**Permanent traffic and parking changes**

The project will result in some permanent traffic changes along President Avenue and to the local road network.

Traffic modelling shows an increase in traffic on President Avenue and O’Connell Street due to a future increase in demand and as a result of the project. There will also be reduced entry and exit movements to and from President Avenue for residents of Moorefield Estate.

To facilitate traffic flow on President Avenue the project will introduce peak hour clearways along President Avenue to increase capacity between Princes Highway and O’Connell Street. The availability of on-street parking will also be reduced with the introduction of three new ‘No Parking’ zones on President Avenue.

Other changes to the road network could include:

- Additional turning lanes from Princes Highway to President Avenue
- Extended right turning lanes from President Avenue to O’Connell Street and from President Avenue to West Botany Street
- Lachal Avenue becomes two-way
- Right turn bays from President Avenue to TAFE, and to Lachal Avenue
- Calming measures for O’Connell Street (for example, speed bumps to reduce speed and vehicle numbers)
- No right-turns from Cross Street into President Avenue westbound, Civic Avenue into President Avenue eastbound, and President Avenue into Traynor Avenue southbound.

These changes will be further investigated and refined as we continue to work closely with Bayside Council and the local community to manage traffic impacts from the project.

The F6 Extension Stage 1 will reduce through traffic along The Grand Parade and the Princes Highway supporting opportunities for urban renewal and improved amenity.
Shared cycle and pedestrian pathways

The NSW Government is committed to supporting healthy communities through the delivery of shared cycle and pedestrian pathways (active transport) which is a key outcome for major infrastructure projects.

The shared cycle and pedestrian pathway for the F6 Extension Stage 1 will be developed from Bestic Street, Brighton-Le-Sands south to Civic Avenue, Kogarah through the reinstated Rockdale Bicentennial Park.

As part of the project a new bridge will be built across President Avenue providing improved connectivity and safe cycle and pedestrian access between Rockdale Bicentennial Park and Scarborough Park North and Civic Avenue, Kogarah.

The provision of shared cycle and pedestrian pathways will increase amenity for cyclists and pedestrians by providing safe and direct routes and connections to local centres, schools, public transport and other destinations. The Bestic Street to Civic Avenue shared pathway will provide access to several existing and proposed routes including:

1. Bestic Street and cycleways north of Bestic Street, along Muddy Creek
2. West Botany Street, opposite Ador Avenue Reserve
3. Bruce Street, Francis Street, Bay Street and England Street, Brighton-Le-Sands
4. West Botany Street, next to Rockdale Bicentennial Park
5. Rockdale Bicentennial Park
6. Civic Avenue Kogarah and Scarborough Park North.

Above: Grand Parade shared cycle and pedestrian pathway
The potential noise and vibration impacts during construction and operation of the project have been assessed in accordance with relevant NSW noise and vibration guidelines, and within the context that the existing noise environment is generally dominated by high levels of traffic noise.

The comprehensive noise and vibration assessment throughout the project has:

- Measured existing background noise
- Modelled potential noise and vibrations levels as a result of construction activities
- Identified mitigation measures to minimise impacts to neighbouring properties.

The noise and vibration assessment includes consideration of:

- Potential construction and operational traffic, including on local roads
- Sensitive receivers, both air and ground borne intensity and duration of noise and vibration
- Mitigation measures, hours of construction, including the potential of work outside standard hours of construction
- Impacts to structural integrity and heritage significance of items.

**Mitigation measures included in the assessment**

A Construction Noise and Vibration Management Plan will be implemented for the duration of the construction of the project, and an Operational Noise and Vibration Review (ONVR) will identify noise and vibration mitigation measures. Feasible and reasonable work practices will be investigated to minimise noise impacts. Construction noise mitigation measures include:

- Use of acoustic sheds at Arncliffe and Rockdale (north) providing for 24-hour tunnelling works
- Site hoarding at Arncliffe and Rockdale (north)
- Consideration of site layout and equipment selection
- Advanced community notification of work outside standard construction hours.

Noise levels will be regularly monitored to determine their impact on surrounding properties.

Within 12 months of the start of the operation of the project, actual operational noise performance will be compared to predicted operational noise performance. The need for additional mitigation or management measures to address identified operational performance issues and meet relevant operational noise criteria will be assessed and implemented where reasonable and feasible.

Requirements for at-property noise treatments in properties identified as ‘eligible’ in the EIS will be reviewed as part of the ONVR and progress of the detailed design. The implementation of treatments will be carried out in accordance with Roads and Maritime Guidelines.
**Construction noise**

Construction road traffic noise will be generated by construction vehicles, including heavy vehicles transporting spoil, delivery of materials, and light vehicle movements generated by construction workers.

The predicted increase in road traffic noise is generally expected to be less than the recommended construction traffic noise goal of 2 Db (A) as outlined in the Roads and Maritime Services Road Noise Policy.

While Roads and Maritime will seek to limit construction activity to standard construction hours some construction activities need to be carried out outside of these hours.

This includes 24 hour tunnelling, which significantly reduces the overall duration of the project as well as other work for safety reasons, to prevent traffic congestion on major roads during peak periods, or for particular construction requirements.

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**Construction vibration**

**Structural damage**

Before construction starts, properties within 50 metres of the construction sites and within 50 metres of the outer edge of the underground tunnels, will be offered a property condition survey where there is a potential for construction activities to cause cosmetic or structural damage. 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. This approach is consistent with other motorway projects currently in construction.

**Human comfort**

People are sensitive to vibrations, and can detect vibration levels well below those required to cause any risk of damage to a structure, or its contents. The criteria to avoid annoyance to humans are therefore more stringent than those to prevent structural damage.
Operational noise and vibration

The assessment of operational noise and vibration includes noise from traffic and industrial noise from the fixed facilities associated with the operation of the project. Noise generated from the project’s operational road traffic will only be noticeable at locations surrounding the project, where it is at the surface. This includes President Avenue and the Princes Highway.

Fixed facilities that will generate noise include:

• In-tunnel jet fans along the tunnel alignment;
• Ventilation facilities at the surface
• Motorway control centre
• Electrical sub-station and water treatment plant within the Arncliffe Motorway Operations Complex
• Electrical sub-station within the Rockdale South Motorway Operations Complex.

Noise level comparison

People’s perception of noise is strongly influenced by their surrounding environment. A noise that is observed as loud in one situation, may appear quiet in another. For example, people may observe that some noises seem louder at night or early in the morning.

Generally a change of less than 3dB is difficult for most people to detect. A 10dB change is an approximate doubling or halving of noise.

Properties that have been identified for at-property construction or operational noise mitigation will be offered treatment before construction works that affects them starts, in accordance with Roads and Maritime Guidelines.

The EIS has identified 109 properties who may be eligible for consideration of at-property noise attention. Property owners will be contacted by Roads and Maritime.

For more information refer to the EIS Chapter 11: Noise and vibration
Section 3.5  Air Quality

Sydney’s air quality is good by national and international standards

Despite there being more cars on the road, a number of initiatives and technological developments in both engine emissions and fuel quality have resulted in substantial reductions to Sydney’s vehicle emissions over the past two decades.

In NSW, the Office of Environment and Heritage (OEH) monitors, analyses and publishes information about air quality.

The Environment Protection Authority (EPA) regulates air quality and implements measures for managing and reporting air pollution.

Assessing air quality

An air quality modelling assessment was carried out to measure impacts on air quality during construction and operation of the F6 Extension Stage 1. Air pollutants including carbon monoxide, nitrogen dioxide and particulate matter are generated by a number of sources:

• Background concentration - all sources other than road traffic, for example natural sources, industry and domestic activity
• Surface road concentration - the contribution of pollutants from the surface road network
• Ventilation outlet concentration - the contribution of pollutants from tunnel ventilation outlets.

In February 2018, the NSW Government announced stronger measures on emissions from motorway tunnels. These measures include the EPA regulating the ventilation facilities of all current and future operating motorway tunnels to ensure they meet air quality limits.

As part of these measures additional checks are required involving:

• The Advisory Committee on Tunnel Air Quality (ACTAQ) coordinating a scientific review of the project’s air emissions from ventilation facilities
• The NSW Chief Health Officer releasing a statement on the potential health impacts of emissions from tunnel ventilation facilities.

The F6 Extension Stage 1 is the first tunnel project that was required to implement these measures. The ACTAQ review and Chief Health Officer statement is available to view on the Department of Planning and Environment’s website: majorprojects.planning.nsw.gov.au.

By 2036 there will be a 48% decrease in PM2.5 vehicle emissions since 2003

For more information about air quality and how ventilation systems work visit our interactive air quality portal: rms.nsw.gov.au/airquality
Managing construction air quality impacts

A Construction Air Quality Management Plan will be developed and implemented to monitor and manage potential air quality impacts associated with the construction of the project. The Plan will include measures to minimise dust from stockpiles, reduce vehicle emissions and modify dust generating work during windy weather conditions.

Managing operational air quality

The assessment of operational air quality impacts also took into account emissions from vehicles on both surface roads and tunnel roads.

We also modelled the cumulative impacts on air quality from other major infrastructure projects including Western Harbour Tunnel and Beaches Link and the future stages of the F6 Extension.

Of all the pollutants assessed, particulate matter PM$_{2.5}$ is considered to present the greatest potential impact to our health. Our national standards for PM$_{2.5}$ are the most stringent in the world.

Figure 17 from the air quality assessment demonstrates how:

- Most of the air pollution is existing background concentrations
- The changes in air quality are driven by changes in surface road traffic
- The ventilation outlets make a very small contribution to local air quality.

The modelling also predicts a noticeable decrease in PM$_{2.5}$ along several roads in the area, including Botany Street, Southern Cross Drive, General Holmes Drive, The Grand Parade (to the north of President Avenue), President Avenue (to the east of the project), and Marsh Street due to the reduction of surface traffic (see Figure 18).
Under expected traffic conditions for the project, the predicted contribution of tunnel ventilation outlets to local air quality was negligible. Any predicted changes in concentrations were driven by changes in the traffic volumes on the modelled surface road network, not by the tunnel ventilation outlets.

Figure 18: *Contour plot of change in annual mean PM$_{2.5}$ concentration in the 2036 Do Something scenario (2036)*
Managing operational air quality

The F6 Extension Stage 1 tunnel will have ventilation facilities in place that will meet the strict in-tunnel air criteria to be prescribed in the Conditions of Approval if the project is approved.

The project will have two ventilation facilities located at:

1. Arncliffe Motorway Operations Complex

The northern ventilation outlet will be integrated with the ventilation facilities for the New M5 Motorway located near the M5 East and Marsh Street intersection. This location creates efficiencies with the New M5 Motorway project and minimises the project footprint on open space and the surrounding community.

The ventilation building will be constructed as part of the New M5 Motorway project. If approved, the F6 Extension will fit out and provide connection to this ventilation outlet during the construction of Stage 1.

2. West Botany Street

The southern ventilation outlet will be constructed in the industrial zone on West Botany Street. This location minimises impact to the residential community, schools and education facilities and the surrounding open space.

Elevated ventilation facilities are very effective at ejecting tunnel air high into the atmosphere through a combination of buoyancy and speed.

Once in the atmosphere, the ejected tunnel air dilutes hundreds of times as it mixes with the surrounding air and becomes indistinguishable from background levels.

For more information refer to the EIS Chapter 9: Air quality
Extensive surveys have been carried out as part of the EIS to understand the environmental impacts of the project and a detailed Biodiversity Development Assessment Report has been prepared. The study area included a 500 metre area on either side of the project footprint along the full length of the tunnel alignment.

Assessment of biodiversity impacts

The key elements of the assessment included:

- Desktop analysis to describe the existing environment and landscape features of the area
- Identification and likelihood of threatened species and their habitat occurring within the construction boundary or being impacted by the project
- Qualitative assessment of potential impacts of the project on biodiversity values, including threatened species.

Assessment findings

The investigations identified two threatened ecological communities present in the study area:

1. Swamp Oak Floodplain
2. Forest Swamp Sclerophyll Forest.

The study also identified that threatened animals such as Green and Golden Bell Frogs, Southern Myotis (bat) and the Grey-headed flying fox have the potential to occur in the area.

Targeted surveys in the study area were carried out to locate Green and Golden Bell Frogs (in accordance with Commonwealth guidelines) but no frogs were found. Studies also did not identify the Southern Myotis.

While the project area is identified as a foraging ground for the Grey-headed flying fox, no roosting sites or breeding camps occur in the study area.

Managing biodiversity

A Biodiversity Offset Strategy will be developed to compensate for the unavoidable loss of the Swamp Oak Floodplain and Swamp Sclerophyll Forests.

A Construction Flora and Fauna Management Plan will be prepared before construction to outline the processes and responsibilities to avoid, manage or mitigate biodiversity impacts during construction.

The New M5 Motorway Green and Golden Bell Frog Management Plan will continue to operate in line with planning approval requirements for that project.

For more information refer to the EIS Chapter 12: Biodiversity
Section 3.7 Landscape and visual

A landscape and visual assessment was carried out as part of the EIS. The assessment considered the potential for impacts to the overall landscape, and visual amenity as a result of the construction sites and permanent facilities.

The project will have an impact on the local landscape character and visual amenity during construction and operation, most notably Rockdale Bicentennial Park and President Avenue. To minimise these impacts:

- The project has been designed with consideration of the visual impact on the surrounding landscape
- Key active recreational facilities impacted by the project, in particular the sporting facilities, playground and skate park at the Bicentennial Park will be reinstated to maintain the level of amenity
- The architectural treatment of the motorway’s operational facilities and landscaping, including the shared cycle and pedestrian pathways, will be guided by the urban design objectives as well as the operational requirements and community consultation
- The tunnel has been located to avoid the Kings Wetland and Ilinden Sports Centre, and maximise the future functionality of the Memorial Sports Fields and remaining areas of the Rockdale Bicentennial Park
- Where possible existing trees will be retained and protected within construction areas where reasonable and feasible, with supplementary tree planting and screening provided along President Avenue to offset the tree removal
- The area surrounding the tunnel portal and entry and exit ramps will be planted with a variety of vegetation to reflect the nearby wetlands and parkland species
- Construction and operational lighting will be oriented to minimise glare and light spill impacts on nearby properties
- An urban design and landscape management plan will be developed as part of the detailed design in consultation with Council.

For more information refer to the EIS Chapter 13: Landscape and visual

Above: F6 Extension Stage 1 President Avenue and tunnel intersection (artist’s impression)
Around 3,250 jobs will be created onsite during construction between 2020 and 2024 and another 2,050 jobs will be generated off-site in each year of construction.

Over the duration of construction the project will generate around $4.3 billion of local activity.

The social and economic impact assessment evaluated the potential impact of the F6 Extension Stage 1 on businesses and the local community. The assessment considered demographics, connectivity, community liveability, employment, property, traffic and transport, parking, and accessibility. It also considered the immediate project area as well as a broader area to assess the economic and employment opportunities that may result from the project on a regional scale.

During operation, active transport pathways will benefit pedestrians, cyclists and dog walkers in the area and local business will benefit from reduced congestion on local roads.

### Mitigation measures

A range of management plans and mitigation measures will be developed before construction of the project. They include:

- **Construction Ancillary Facility Management Plan** – to manage the impacts to residents and businesses near construction sites such as noise, dust, traffic, lighting, overshadowing and visual
- **Business Management Plan** – to reduce impacts on businesses during construction work
- **Relocation of social infrastructure** – relocation of sporting and recreational facilities during construction.

For more information refer to the EIS Chapter 15: Social and economic

Above:  *Brighton-Le-Sands beach*
A human health risk assessment was carried out, informed by the air quality impact and noise and vibration assessments for the project.

Key findings include:

- The effective management of dust, odour and other emissions during construction will avoid human health impacts.
- Exposures to nitrogen dioxide within the tunnel will be below the health based criteria levels under all conditions and exposures will be further reduced in vehicle cabins with vehicle windows closed and ventilation on recirculation. Even in congested conditions inside the tunnels, no significant adverse health impacts are expected to occur.
- Construction and operational noise management measures will ensure noise impacts are managed to comply with relevant criteria and therefore minimise the potential for health impacts.
- For both construction and operational aspects of the project, no issues were identified that had the potential to result in significant safety risks to the community.

The risk assessment found that the potential health impacts associated with changes in air quality, including near the ventilation outlets, are considered to be tolerable/acceptable.

For more information refer to the EIS Chapter 10: Health, safety and hazards.

Section 3.10 Property and landuse

The property and landuse assessment considered the potential impacts of the project on directly affected properties; social and economic impacts on the area, as well as the cumulative construction and operational impacts from other projects in the vicinity. It also considers the potential impacts and opportunities for future development.

The F6 Extension Stage 1 involves the acquisition of 12 privately owned properties and the partial acquisition of three privately owned properties. Some below surface land will also need to be acquired for the tunnels.

Land in Bicentennial Park not required for the project will be re-instated for open space use, in consultation with Bayside Council, the Stakeholder Liaison Group and the community.

A Residual Land Management Plan will also be prepared in consultation with local councils and key stakeholders. The Plan will identify all remaining project land and identify feasible future uses for the residual land.

For more information refer to the EIS Chapter 14: Property and landuse.
Aboriginal heritage

The F6 Extension Stage 1 upgrade is within the Aboriginal language group of the Eora, which ranges from Port Jackson in the north to La Perouse in the south.

Detailed studies were carried out, in consultation with Aboriginal stakeholders, within and near the project area. This includes above and below ground level as well as the construction site, ventilation facilities and motorway operation centres, to understand and mitigate any impact to Aboriginal cultural heritage.

If an Aboriginal object is discovered during construction it will be managed in accordance with Roads and Maritime procedure.

No Aboriginal sites or objects were identified in the area.
This is likely because of the previous development of residential and industrial buildings, parks, ovals, playing fields and other recreational areas and facilities.

For more information refer to the EIS Chapter 20: Aboriginal cultural heritage
Non-Aboriginal heritage

Extensive archaeological and historical reviews and surveys were carried out to locate non-Aboriginal heritage items near and within the extension area. Five non-Aboriginal heritage items were identified in the area including:

1. Arncliffe Market Gardens
2. Wilsons Farm House
3. Kings Wetland
4. Patmore Swamp

The project will directly impact local heritage listed Kings Wetland and Patmore Swamp.

The impact to Kings Wetland will include clearing vegetation next to Brighton-Le-Sands Public School to allow for the construction of a haul road. Once construction is finished, the trees will be replanted to the original pre-construction state of the wetlands.

The impact to Patmore Swamp will include the acquisition of a 30 metre strip south of President Avenue and removing existing vegetation to construct the shared cycle and pedestrian pathway.

Overall, the F6 Extension Stage 1 has been assessed as having a minor non-Aboriginal heritage impact. This is because of the underground tunnels which avoid impact to heritage items above ground, and the use of existing road infrastructure for above ground motorway operations.

For more information refer to the EIS Chapter 19: Non-Aboriginal heritage.
An assessment has been carried out to understand the vulnerability of the project in relation to climate change through changes in rainfall intensity and sea-level rise. The assessment also considers the contribution of the F6 Extension Stage 1 to future climate change generated by the construction and operation of the project.

**Key findings**

The assessment showed that greenhouse gas emissions from traffic volumes on the road network will be reduced due to less congestion and stop-start driving.

Average speeds will increase due to the operational efficiency of the tunnels.

**Management of greenhouse gas emissions**

Greenhouse gas emissions targets will include where feasible using green power and other renewable energy sources as part of the Sustainability Management Plan.

Where feasible the design of mechanical and electrical systems will be energy efficient and low emission construction materials will be investigated.

Locally produced goods and services where feasible will be used to reduce transport fuel emissions.

The project is part of the *Future Transport Strategy 2056* and is designed to contribute to long-term environmental, social and economic outcomes while being committed to the NSW Government’s target to achieve net-zero emissions by 2050.

**Building a sustainable project**

The project will implement a Sustainability Management Plan to protect and enhance the natural environment and local heritage. It will contribute to a more liveable, local community, ease congestion and revitalise urban areas. It will provide faster connections to other communities and contribute to Sydney’s long-term transport goals while improving land use.

Principles in the Sustainability Management Plan will extend across the project’s detailed design, construction and operational phases of the project.

The Plan will be revised and updated regularly to reflect changing designs and sustainability initiatives.

The Plan will consider whole-of-life environmental, social and economic factors and ensure the efficient use of energy, land and water. Waste management will be treated in an environmentally-friendly manner.

For more information refer to the EIS Chapter 22: Climate change and greenhouse gas and Chapter 23: Sustainability.
Desk top studies were carried out to consider the potential waste likely to be generated by the project during construction and operation. The study considered types and quantities of waste generated, waste handling requirements, management of waste stockpiles, waste minimisation and re-use and waste disposal.

The most significant waste associated with the project is spoil generated from the tunnel excavation. It is anticipated around 1.1 million cubic metres of spoil will be generated during the construction of the tunnels.

Spoil reuse is a priority and can be used within the project or at other locations.

During operation the tunnels will include a drainage system to capture stormwater, groundwater and any fire operation spills will be treated and discharged to the Cooks River.

**Waste management**

Waste can be managed through the development of construction and operational management plans including a Construction Waste Management Plan. This Plan will document waste types and volumes, the process for managing waste including spoil haulage and disposal. A Spoil Management Plan will also be developed.

A key objective of the project is to minimise the volume of spoil generated by the project.

Of the spoil that is generated, a target of 95 per cent beneficial reuse of clean spoil has been set. This reuse would either be within the project area or at other locations.
Section 4
Next steps

Section 4.1 How to view the Environmental Impact Statement

The EIS for the F6 Extension Stage 1 is on public exhibition between 7 November and 14 December 2018.

EIS display locations:
Bayside Council Rockdale Library
446 Princes Highway, Rockdale NSW 2216
Canterbury Bankstown Council
Campsie Customer Service Centre
137 Beamish Street, Campsie NSW 2194
Department of Planning and Environment
320 Pitt Street, Sydney NSW 2000
Georges River Council
Kogarah Library and Service Centre,
Kogarah Town Square, 2 Belgrave Street,
Kogarah NSW 2217
Inner West Council
Petersham Customer Service Centre
2-14 Fisher Street, Petersham, NSW 2049
Roads and Maritime Services (Head office)
20-44 Ennis Road, Milsons Point NSW 2061
An electronic copy may be viewed free of charge at a Service NSW Centre located near you (see service.nsw.gov.au/service-centre/service-nsw for locations)

Libraries
Arncliffe Library 11 Firth Street, Arncliffe NSW 2205
Brighton-Le-Sands Library 1 Moate Avenue, Brighton-le-Sands NSW 2216
Earlwood Library and Knowledge Centre
Cnr Homer and William Streets, Earlwood NSW 2206
Eastgardens Library and Customer Service Centre 152 Bunnerong Road, Eastgardens NSW 2036
Sans Souci Library 104 Russell Avenue, Sans Souci NSW 2219
St Peters/Sydenham Library 39 Unwins Bridge Road, Sydenham NSW 2044

Join us at one of our community information sessions where you can drop-in to meet the project team and find out more about the project and key information from the EIS.

Community information sessions

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Time</th>
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<tbody>
<tr>
<td>Thursday 15 November</td>
<td>The Auditorium, Rockdale Salvation Army, 432 West Botany Street, Rockdale</td>
<td>4pm to 8pm</td>
</tr>
<tr>
<td>Saturday 17 November</td>
<td>The Highwater Room, Rowers on Cooks River, 1 Levey Street, Wolli Creek</td>
<td>10am to 1pm</td>
</tr>
<tr>
<td>Wednesday 14 November</td>
<td>The Auditorium, Rockdale Salvation Army, 432 West Botany Street, Rockdale</td>
<td>4pm to 8pm</td>
</tr>
<tr>
<td>Saturday 24 November</td>
<td>The Highwater Room, Rowers on Cooks River, 1 Levey Street, Wolli Creek</td>
<td>10am to 1pm</td>
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Community pop-up sessions
You can also visit us at the Rockdale Plaza, 1 Rockdale Plaza Drive, Rockdale. We will have a pop up display (near Williams Shoes) from 10am and 5pm on the following days:
- Thursday 8 November
- Friday 9 November
- Saturday 10 November (10am to 4pm)
- Tuesday 20 November
- Wednesday 21 November
- Thursday 22 November

Visit our new interactive web portal to find out more about the EIS
rms.nsw.gov.au/f6
Section 4.2  How to make a submission

Once the public exhibition period has closed, the Department of Planning and Environment (DPE) will provide Roads and Maritime with a copy of all submissions received.

Roads and Maritime will then prepare a submissions report to respond to the issues raised during the public exhibition. This report will include any proposed changes to the project in response to the submissions received.

The submissions report will be made publicly available for stakeholders and the community to view.

The report will be submitted to the NSW DPE, and helps to inform the Minister for Planning’s decision on the project.

If the project is approved by the Minister for Planning, it will be constructed and operated in accordance with the mitigation measures described in the EIS, and the Minister’s Conditions of Approval.

The plans proposed in the EIS may evolve depending on several factors including community feedback, and the construction methodologies developed by the contractors once appointed.

How to make a submission

EIS submissions must be made directly to the DPE. Your submission can be lodged as an online form on the DPE website at:

majorprojects.planning.nsw.gov.au

Submissions can also be made by mailing a letter to:

Attention: Director, Transport Assessments
Department of Planning and Environment
GPO Box 39 Sydney NSW 2001

All written submissions must include:
1. Your name and address
2. The name of your application
3. The SSI Application number: **SSI_8931**
4. A brief statement detailing whether you support or object to the proposal
5. The reasons why you support or object to the proposal.

Submissions must be received by:

11.59pm on Friday 14 December 2018

Disclosure

Anyone lodging submissions must declare reportable political donations (including donations of $1000 or more) made in the previous two years. For more details, and a disclosure form, go to:

planning.nsw.gov.au/donations

Privacy

Under section 1152(5) of the Environmental Planning and Assessment Act, 1979 (NSW), the Director General may provide copies of submissions received during the exhibition period, or a summary of the submissions, to Roads and Maritime Services.

All submissions and information obtained during the public exhibition period will be used in accordance with the Privacy Act 1988. All submissions received will be regarded as public documents and any information contained in them can be published in subsequent assessment documents.
Privacy Roads and Maritime Services (“RMS”) is subject to the Privacy and Personal Information Protection Act 1998 (“PPIP Act”) which requires that we comply with the Information Privacy Principles set out in the PPIP Act. All information in correspondence is collected for the sole purpose of assisting the assessment of this proposal. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published. Otherwise RMS will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by RMS. You have the right to access and correct the information if you believe that it is incorrect.

Contact us:

rms.nsw.gov.au/F6
1800 789 297
F6Extension@rms.nsw.gov.au
Customer feedback
Roads and Maritime Services
Locked Bag 928, North Sydney NSW 2059

This document contains important information about transport projects in your area. If you need an interpreter, please call the Translating and Interpreting Service on 131 450 and ask them to call the Project Team on 1800 789 297. The interpreter will then help you with translation.