Chapter 1 – Introduction

This chapter provides a brief overview of the F6 Extension Stage 1 from New M5 Motorway at Arncliffe to President Avenue at Kogarah (the project), including its location and key features.

1.1 Project overview

Roads and Maritime Services (Roads and Maritime) is seeking approval to construct and operate the project. This project would comprise a new, twin motorway tunnel between the New M5 at Arncliffe and President Avenue at Kogarah.

The project would be located mainly within the Bayside local government area (LGA), with a small area in the Canterbury Bankstown LGA around nine kilometres to the southwest of the Sydney Central Business District (CBD). The project would be predominately located underground, with the majority of the motorway operational surface infrastructure located within land that has been previously reserved for the F6 Extension (the existing F6 reserved corridor).

Figure 1-1 depicts the project and its surrounding location. Project features are outlined in section 1.2, and are provided in greater detail in Chapter 6 (Project description).

Once complete, it would improve connections and travel times between the A1 Princes Highway and other arterial roads, south of President Avenue, and the Sydney CBD. It would also improve connections for residents and businesses within the broader regional area, promoting and supporting economic development in areas to the south such as Sutherland and the Illawarra.

The project would form the first stage of the F6 Extension. The existing F6 reserved corridor between Arncliffe and Loftus was reserved in the 1950s to ensure land was available to accommodate the required road infrastructure for a future connection to link the existing A1 Princes Highway at Loftus with the Sydney motorway network at Arncliffe. Much of that same reservation remains in place today and forms part of the study area being considered in investigations for the F6 Extension.

Approval for the project is being sought under Part 5, Division 5.2 (State significant infrastructure) of the Environmental Planning and Assessment Act 1979 (NSW) (EP&A Act), requiring an environmental impact statement (EIS). If approved, it would be carried out generally in accordance with its description in this EIS and any conditions issued upon approval of the project, taking into account subsequent response to submissions and any preferred infrastructure report.
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Figure 1-1 Project overview and location

LEGEND
- The project in tunnel
- The project on surface
- Permanent power supply line
- On-road cycleway
- Shared cycle and pedestrian pathways
- Parks and recreation

- Road
- Railway line
- Waterway
- Waterbody
- 0.5 km

Figure 1-1 Project overview and location
1.2 Project features

Key components of the project would include:

- An underground connection to the existing stub tunnels at the New M5 at Arncliffe
- Twin motorway tunnels (around four kilometres in length) between the New M5 at Arncliffe and President Avenue, Kogarah
- A tunnel portal and entry and exit ramps connecting the tunnels to the surface
- An intersection with President Avenue, including widening and raising of President Avenue
- Intersection improvements at the President Avenue / Princes Highway intersection
- Mainline tunnel stubs to allow for connections to future stages of the F6 Extension
- Shared cycle and pedestrian pathways connecting Bestic Avenue, Rockdale to Civic Avenue, Kogarah via Rockdale Bicentennial Park (including an on-road cycleway)
- An Operational Motorway Control Centre to be located off West Botany Street, Rockdale
- Ancillary infrastructure and operational facilities for signage (including electronic signage), ventilation structures and systems at Rockdale, fire and safety systems, and emergency evacuation and smoke extraction infrastructure
- A permanent power supply connection from the Ausgrid Canterbury subtransmission substation to the operational facility at West Botany Street
- Temporary construction ancillary facilities and temporary works to facilitate the construction of the project.

Project features are shown on Figure 1-2.

1.3 Project benefits

The project would deliver the following key benefits and opportunities:

- Improved network productivity on the metropolitan network, with more trips forecast or longer distances travelled on the network in shorter timeframes
- Reduced congestion on surface roads, including Princes Highway and The Grand Parade, by providing an underground motorway alternative. This would also enhance the use of surface roads for public transport and cyclists
- Improved accessibility and connectivity for active transport modes
- Improved travel times for some bus services by decreasing traffic along the Princes Highway, and other arterial roads, particularly towards the Sydney CBD, and improved accessibility to the nearby local train stations, thereby supporting greater use of public transport
- Improved intersection operation and traffic flow, leading to a reduction in traffic incidents. Changes to surface road layouts and provision of additional pedestrian and cyclist links would make it safer for pedestrians and cyclists
- Enabler of place making along sections of the Princes Highway and The Grand Parade due to the reduction of the number of vehicles on these roads, resulting in improvements to urban amenity.

Further transport outcomes and social and economic benefits associated with the project are discussed in this EIS.
1.4 Goal of this environmental impact statement

This EIS has been prepared in accordance with the relevant provisions of the EP&A Act. This EIS has been prepared to address the Secretary’s Environmental Assessment Requirements (SEARs) issued by the Planning Secretary on 23 January 2018 and the relevant provisions of Part 3 of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 (NSW).

In accordance with Division 5.2 of the EP&A Act, this EIS presents an assessment of potential environmental issues identified during the planning and assessment of the project. The assessment considers the area directly or indirectly affected by construction and operation of the project, as relevant to each technical assessment. This EIS also provides the proposed management and mitigation measures to mitigate impacts both during construction and operation.

This EIS will be placed on public exhibition and will provide an opportunity for the community, government agencies and other interested parties to comment on the project. Roads and Maritime will consider this feedback and respond to issues raised in a submissions report. Further details on the assessment process for the project are provided in Chapter 2 (Assessment process).

The SEARs are provided in Appendix A (Statutory requirements), along with a reference to where these have been addressed in this EIS.
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