



INNER WEST COUNCIL – RESPONSE TO DESIGN AMENDMENT REPORT

WESTCONNEX STAGE 3 (M4-M5 LINK – ROZELLE INTERCHANGE)

SSI-7485-MOD-2 APRIL 2020

Introduction

Inner West Council is pleased to see changes made to Modification 2 in response to community feedback. Reinstatement of the direct pedestrian crossing between Johnston Street and parks on foreshore is critical to support local access and Council supports the reduced height of the overpass roadway. The involvement of an independent urban design review panel has resulted in better outcomes and Inner West Council urges Transport for NSW to ensure improved urban design and local connectivity are the lens through which all road projects are viewed in this inner city area. Council would like to see the seamless links originally proposed between existing and proposed open space provided as part of the modification.

Council remains concerned about road widening to serve a possible motorway project which is not yet approved (Western Harbour Tunnel) as well as the proposal for bulky elevated structures given the benefits of this project were premised on underground infrastructure with improved amenity for surface roads.

Inner West Council has a long-standing position of opposing inner-city motorways and we are opposed to the proposed modification to increase road capacity in Annandale and create a vehicle overpass facilitating more cars into already-congested areas. Motorway projects and integration projects which subsequently follow are resulting in widened roads and intersections, severed walking and cycling access and increased noise and pollution. These projects defy directions outlined in strategic planning documents recently adopted by the NSW Government and Inner West Council questions why significant time and resources were devoted to developing these documents only for them to be ignored.

Strategic intentions for Greater Sydney

Inner West Council is concerned that road infrastructure proposed in the LGA is failing to address the long term goals for Greater Sydney adopted by the NSW Government.

This modification and subsequent motorway integration projects are not consistent with strategic goals outlined in the *Greater Sydney Region Plan 2018* and the *Pulse of Greater Sydney* which outlines how the goals in the Region Plan would be measured. The *Greater Sydney Region Plan 2018* outlines a plan for walking and cycling to become increasingly important in daily travel arrangements and *Future Transport Strategy 2056* says “to encourage more people out of their cars we need to make public transport, walking and cycling more attractive options”. Communities throughout the Inner West are again dealing with proposals for road widenings and intersection expansions which defy these strategic intentions by supporting travel by car and reducing local access by walking, cycling and public transport .

Similarly the response to Council’s comments in Table B-4 of the Response to Submissions report fails to recognise an objective identified in the *RMS Corporate Plan 2018-2021* which

specifies increased utilisation of the existing road network. This modification proposes additional road capacity in an area where people walk and cycle significantly more than the Metropolitan Sydney average and yet our communities are constantly faced with road expansion projects that are inconsistent with the strategic aims of the NSW Government.

Improving local connectivity

A path providing seamless walking and cycling access between the future park and the existing foreshore parks needs to be provided, consistent with the EIS.

The EIS showed a green link connecting the future park with the foreshore parks and the light rail stop with a pedestrian ramp from the light rail stop to the western side of The Crescent and the existing crossing of The Crescent at Chapman Road. The EIS states it was designed to maintain and enhance walking and cycling accessibility and connectivity with new and upgraded east–west connections and north–south connections and this needs to be maintained.

The revised design will potentially result in large groups of people including school groups, families, scooters and bicycles waiting on the corner of Johnston Street and The Crescent. Meanwhile access from Railway Parade to the foreshore at street level will require three road crossings beneath the elevated structures among freeway like roads.

A well-designed pedestrian bridge with input from the urban design review panel could provide a park-to-park connection with a continuous grade-separated path between the future parklands at Rozelle Rail Yards and the existing parks on the foreshore including the new skate park and playground. It would provide Connectivity of and access to diverse open spaces as identified by the Eastern District Plan

Other issues

Inner West Council understands the Urban Design and Landscape Plan (ULDLP) will be publicly exhibited in the coming months and we would like the opportunity to contribute as the UDLDP is developed. Development of the UDLDP requires council and community input to ensure the needs of the local community are addressed and to ensure ongoing management of residual lands inherited by Council.

Council staff will continue to work with the Proponent and the project contractor to ensure the M4-M5 Link project minimises impacts on local communities and serves local transport needs. In addition to the comments above Inner West Councils requests the following comments be taken into account with development of the detailed design for this modification:

- Passengers waiting at the bus stop located on The Crescent would be exposed hot sun, rain and fast moving traffic and consideration needs to be given to providing shelter without obstructing the shared path
- Consideration should be given to providing stair and ramp access between the Green Link and the pedestrian refuge area at the intersection of The Crescent and City West Link, providing improved connectivity and increased personal safety for pedestrians

- Signage for motorists on Johnston Street and The Crescent about using the correct lane to access the overpass should not block footpath access or impose on people's homes.
- Shared path markings should be installed in accordance with City of Sydney Shared Pathways Pavement Markings Guide
- Bicycle lanterns need to be provided at the Johnston Street pedestrian crossing
- Consideration should be given to storage space catering for cyclists at the intersection of Johnston Street and The Crescent
- Consideration should be given to the provision of cycling lanes on Johnston Street between The Crescent and Piper Street Annandale.