

15 September 2019

Director, Transport Assessments Planning Services  
Department of Planning, Industry and Environment  
GPO Box 39  
Sydney, NSW 2001

**Application: SSI 7485**

Dear Director Transport Assessments Planning Services,

We write regarding the Westconnex M4-M5 Link Rozelle Interchange – Modification: The Crescent overpass and active transport links (August 2019).

*A Metropolis of Three Cities*, the regional plan prepared by The Greater Sydney Commission, seeks to enhance Sydney's status as one of the most liveable global cities. The plan consistently identifies that key drivers to liveability are the ability of people to have walkable access to core services (such as schools, recreation, transport, community and health facilities, social infrastructure and local services) and open space that brings people together. It also recognises that key to encouraging people to walk and cycle is ensuring there are safe, direct and comfortable pathways for all people. To quote the report (p.48):

*Great places are walkable - they are designed, built and managed to encourage people of all ages and abilities to walk or cycle for leisure, transport or exercise.*

The proposed new car overpass design and changed pedestrian and cyclist links for the M4-M5 Link gives priority to the road network performance and fails to give due regard to the importance of people in its design<sup>1</sup>. In particular, the modifications fail to recognise the importance of providing safe, direct and comfortable pathways for all people and we dispute they improve the connectivity of surrounding communities, in particular those from Annandale and further west, to Bicentennial Park and its foreshore.

Our key concerns with the proposed modifications:

- Reduced safety and increased risk for pedestrians and cyclists coming from Annandale and further west as a result of removal of direct access over The Crescent to Bicentennial Park via the GreenLink.
- Both at-grade level crossing options between Annandale/Lilyfield and Bicentennial Park and the foreshore – The Crescent/Johnston Street/Chapman Road and The Crescent North/The Crescent East – place pedestrians and cyclists in areas of high-volume traffic and involve a crossing with up to five sets of pedestrian lights.
- Removal of direct active links to the foreshore, divorcing the Annandale/Lilyfield community from this area and the proposed revitalisation of the entire Bays Precinct, including linking the Light Rail and Bus stops to a Ferry wharf and Metro station.

We request Roads & Maritime Services (RMS) work with the community to explore alternate design options to the proposed new car overpass design and modified pedestrian and cyclist links to achieve road network performance and amenity for all pedestrians and cyclists.

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<sup>1</sup> Westconnex M4-M5 Link Rozelle Interchange – Modification: The Crescent overpass and active transport links (August 2019), p.4-12

We seek the reinstatement of the safe, direct access from the approved EIS GreenLink to create a continuous green open space connection from the Rozelle Rail yards and Annandale/Lilyfield to the foreshore. The GreenLink was more than just a walkway – it put people central to the design, maximising safety, and providing much needed accessible open space for the community now and into the future Bays Precinct design.

Yours sincerely,



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