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Director, Transport Assessments Planning Services
Department of Planning, Industry and Environment
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By email: info@rozelleinterchange.com.au

To whom it may concern

WestConnex Stage 3b M4-M5 Link Rozelle Interchange draft Urban Design and Landscape Plan

Thank you for the opportunity to comment on the WestConnex Stage 3b M4-M5 Link Rozelle Interchange draft Urban Design and Landscape Plan (draft UDLP).

Introduction

The City of Sydney (the City) continues to oppose WestConnex. Within the context that the WestConnex Stage 3b M4-M5 Link project (the project) is continuing, the City's focus is on mitigating the negative impacts of WestConnex and ensuring the best outcomes for residents of, and visitors to, the city. Although the draft UDLP is largely outside the City's LGA, it is within the City's transport catchment, with many residents who live in the area working and recreating in the city.

From a first principles perspective, the City continues to question the validity of the overall design of the project and, with specific reference to the draft UDLP, the imposition of a pedestrian overpass which perpetuates the status quo of prioritising vehicle movement over people and places. The City remains of the view that the vehicle overpass should be removed, with a reversion back to the Environmental Impact Statement design where the Green Link is located along the waterfront.

The Green Link

With regard to the current design of the Green Link in the draft UDLP, the City is concerned that the Green Link is a shared path. To improve safety and amenity we urge the proponent to provide a separated cycleway with:

- at least three metres for the cycleway
- at least three metres for the footpath
- some separation between the cycleway and footpath

The City also seeks good visual connection to the water in the design of the Green Link and requests that it not be visually isolated from the surrounding area or exposed to very high levels of noise from vehicles.

Recommendation

That the Green Link:

- be separated for users walking and riding
- have at least three metres for the cycleway
- have at least three metres for the footpath
- have some separation between the cycleway and footpath
- have good visual connection to the water
- not be visually isolated from the surrounding area
- not be exposed to very high levels of noise from vehicles

Pedestrian and Cycle Implementation Strategy

The City notes that:

- the design speed of the bridge to Brennan Street is 15km/h
 - the NSW Bicycle Guidelines states that local bike routes should have a design speed of 30km/h; the proponent should be following these guidelines
- the Victoria Road shared path bridge, in both east and west directions, is only four metres wide
 - for safety and amenity reasons these paths should be five metres, reflecting the fact that they will be well used
- the draft UDLP states in relation to links C1 and C3 on Victoria Road that “a separated path which is compliant with (the former) RMS requirements cannot be provided without extending beyond the project boundary”. This is incorrect - it could be achieved by using a traffic lane for a separated cycleway on each side of Victoria Road for these two links. The City recommends that:
 - this be built immediately when the project opens, noting it can easily be implemented given the project objective of significantly reducing surface traffic on Victoria Road
 - while it is outside the project scope, Transport for NSW (TfNSW) should secure the traffic lanes on Victoria Road for use as cycle ways and implement this as a separate project in conjunction with Inner West Council, initially using temporary barriers on the C2 link of Victoria Road when the project opens
- the reference at section 11-5 to the City’s *Cycling Strategy and Action Plan* should be the 2018-2030 version, not 2007
- the northern half of link E3 is City of Sydney and the southern half is Inner West Council

Recommendation

That the proponent:

- follows the NSW Bicycle Guidelines and implements a design speed of 30km/h on all local bike routes covered by the draft UDLP
- builds all bike paths to a width of five metres
- builds links C1 and C3 as separated cycleways by using a traffic lane on each side of Victoria Road for these two links
- seeks to secure the traffic lanes on Victoria Road for use as cycle ways as a separate TfNSW project, in conjunction with Inner West Council, using temporary barriers initially on the C2 link of Victoria Road when the project opens

Landscape

It appears from the information available that the soil depths over the cut and cover structures are only around one metre in depth and there is a risk that the proposed canopy structure and maturity level will not be achieved. The City recommends that the proponent draws on expert technical advice about soil mix and drainage engineering to ensure a successful canopy establishment.

The draft UDLP seeks to achieve a 25 per cent canopy cover within the park area. The City recommends that the proponent should be aiming for 40 per cent cover as per the *Urban Tree Canopy Guide* produced by the Government Architects Office. The City also requests that the proponent follows the City's *Street Tree Master Plan*.

Recommendation

That the proponent:

- draws on expert technical advice about soil mix and drainage engineering to ensure a successful canopy establishment
- aims for 40 per cent cover as per the *Urban Tree Canopy Guide* produced by the Government Architects Office
- follows the City's *Street Tree Master Plan*

Designing with Country

To ensure that the Designing with Country engagement is genuinely meaningful, the proponent will need to invest significant time and effort to devise an acceptable process. This will need to be designed in conjunction with recognised Aboriginal knowledge holders for the locality.

Recommendation

That the proponent:

- invest significant time and effort to devise an acceptable process for engagement in relation to Designing with Country, in conjunction with recognised Aboriginal knowledge holders for the locality

Should you wish to speak with a Council officer about the City's submission, please contact Elise Webster, Manager Transport Major Projects on 9265 9333 or at ewebster@cityofsydney.nsw.gov.au.

Yours sincerely



Graham Jahn AM
Director

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