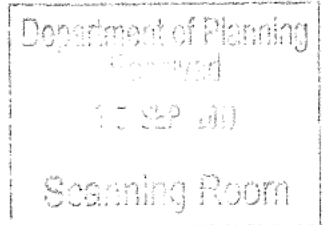


Annandale
NSW 2038
9th September 2019



Director,
Planning Assessment Services
GPO Box 39
Sydney NSW 2001



**Re: WestConnex
Rozelle Interchange
The Crescent Overpass & Active Transport
Links Modification**

I wish to make several points in regard to this modification, but before doing so I thought that a major advantage of the WestConnex M4/M5 series of tunnels was to take traffic off our local roads. If this is correct why is it necessary to build the outrageous complex road system involving the City West Link Road, The Crescent and Johnston St, Annandale? Simply does not make sense.

The Anzac Bridge at peak times has already reached capacity, despite extra lanes and the Beattie pedestrian/cycleway being added several years ago. This plan will not reach its objective of improving traffic flows at the intersection of Johnston St and The Crescent, will be a failure and a great waste of money. What is the price for local residents and pedestrians and cyclists? More complex routes, ugly concrete infrastructure, loss of Buruwan Park, more traffic and loss of the positive visual outlook to the bays and the city.

1) The intersection of City West Link Road (CWR) & The Crescent

The original proposal for the intersection of The Crescent and The City West Road approved in the EIS is a much better proposition than the modification which involves a ramp from The Crescent over the intersection onto the CWR heading towards the city.

The overpass is not only all pervasive, ugly, resulting in excessive noise for the nearby residents but also will not reduce traffic banking up along Johnston St and The Crescent as there is **only one (1) lane at the approach before becoming 2 lanes on the overpass**. At the moment it is possible to use 3 lanes from The Crescent onto the CWR to the city. The plan shows only one lane from Johnston St and The Crescent entering the overpass before becoming two, and one heading west onto the CWLR. Makes one wonder if there have been any traffic counts carried out particularly, at the morning & evening peak periods.

The intersection in the future will involve the portals for the **Western Harbour Tunnel (WHT)**. Has there been any consideration of the impact of these entrances/exits on this modified plan? Is this a planning step too far at this stage? Surely planning for the future saves money and time.

2) The intersection The Crescent and Johnston St.

This is a shocker for the following reasons.

* There is no right hand turn from Johnston St into The Crescent heading towards Glebe which will involve rat running through the streets of Annandale and Forest Lodge .

* There are 4 pedestrian crossings (5 if one does not make it across Johnston St the first time) needed to be negotiated to cross from Johnston St to Chapman Rd and the foreshore park. How long is that going to take, as I presume each will be controlled by traffic lights and traffic light settings favour vehicles, not pedestrians. Also what implications are there for safety, particularly for the less mobile and groups such as school children from the local schools using the park for sport and other related educational activities?

* There is also a problem for high vehicles as the rail line is only 4.3metres above the roadway. Large long vehicles would also need to negotiate a sharp "S" bend, slowing traffic in the process.

* I just love the S bend around the rail line pylon. Who is responsible for this, people who have been watching or been to too many Formula One races? The young rev heads are going to speed around this one, simply because it is there and race the lights at the same time, all of which makes it more unsafe for pedestrians.

* Has any thought been given for the residents who live in the town houses 300 Johnston St? How are they going to enter and leave the property and also how are garbage trucks going to make safe pick ups? **Seriously the plan at this intersection needs a lot more thought and planning.**

3) The bus stop on the western side of The Crescent which is planned further towards Johnston St. Forty years ago the stop was there and because it impacted on the traffic flow at the intersection of The Crescent and Johnston St, it was moved towards the middle of the mural before finally moving again near the entrance of Buruwan Park where it became less of a problem

Yours truly,
David Lawrence

