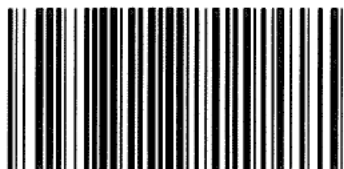



Re application number SSI 7485

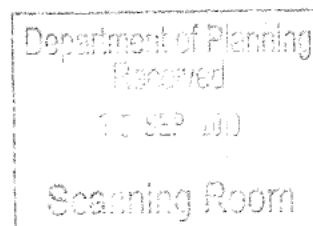


PCU078163

  
Broadway NSW 2007

Wednesday, 11 September 2019

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



Dear Director,

The proposed Modification is all about moving cars with total disregard for community and the people who live there. I can understand that it would be easy for your staff to forget about the community when you are working all day to work out how to get cars and trucks from one place to another efficiently, but at the end of the day you are doing it for the betterment of the community, not the detriment.

The proposed construction of an overpass creates a separation of Glebe/Forest Lodge and Annandale from Bicentennial Park. This results in a lack of visibility of the park and the foreshore, loss of amenity and increased alienation. This impacts on the community's relationship with the park and the foreshore.

I request 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, Annandale to the foreshore. The GreenLink was more than just a walk-way - it puts people central to the design, maximising the safety of all, and providing much needed accessible open space for the community now and in the future Bays Precinct master plan.

In short, this was a crucial part of the original concept and should not be removed at the last minute for less than venerable reasons.

The building of an overpass to benefit car access to Victoria Road and Anzac Bridge means increased congestion on The Crescent for Glebe and Forest Lodge but will NOT solve the traffic problem on City West Link (lose/lose).

There will be reduced safety and increased risk for pedestrians and cyclists with the removal of access over The Crescent to Bicentennial Park and the increase in traffic flow along Johnston Street.

Pedestrians will be required to cross four sets of pedestrian lights at the Crescent/ Johnston Street to reach the foreshore. This not a safe or pleasant way for people to move around the community. These are families – very often they are adults walking with young children and/or dogs.

The proposed modification has the potential to result in vibration (and consequent long-term damage) and visual impact to heritage listed items in the vicinity of the proposed works including the Annandale (Railway Parade) Railway Bridge, and Annandale (Johnston Street) Underbridge, as well as The Crescent Mural which is a potential heritage item.

The additional elevated elements included within the proposed modified design, including the shared user path bridge and The Crescent overpass, mean that residents living in the northern part of the apartments at 300 Johnston Street and Bayview Crescent would experience an increased visual impact, compared to the infrastructure as assessed in the EIS.

Consideration of this significant modification should include a good hard look at the effect of removal of direct active links to the foreshore. Cutting off the community from the area of the proposed revitalisation of the entire Bays Precinct, including links to future public transport, goes against all of the stated aims of that project, which is first and foremost about people, not vehicles.

Yours faithfully,

A large black rectangular redaction box covering the signature of Lucinda Loane.

Lucinda Loane  
Glebe

A small black rectangular redaction box covering contact information, likely a phone number or email address.