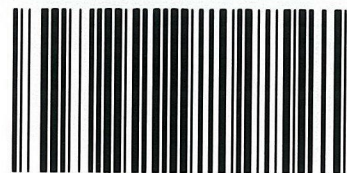




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**JAMIE PARKER MP**  
Member for Balmain



PCU078254

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

Department of Planning  
Received  
23 SEP 2019  
Scanning Room

Tuesday, 17 September 2019

Dear Director,

**WestConnex M4-M5 Link – Modification 2 The Crescent overpass**

I am writing to make an objection to the WestConnex M4-M5 Link – Modification 2 The Crescent overpass. Application number SSI 7485.

Global experience of major toll road construction has demonstrated conclusively that projects like this increase air pollution, encourage more car use, fleece road users with exorbitant tolls and eventually fill the increased road capacity they claim to create.

The evidence demonstrates that this modification won't solve Sydney's congestion problem but it will have huge negative impacts on our community.

The modification changes many of the favourable urban design features of the original proposal by the addition of a new massive overpass. This modification is also at odds with the original promise of all the interchange being underground.

All these negative impacts are being driven by the exclusive focus by the RMS on improved vehicle movements. I want to encourage the RMS to weigh the level of service considerations with the needs of local residents, pedestrian access and the retention of vegetation and greenspace.

In particular I support the following:

**Change the overpass to a short tunnel**

I strongly oppose the proposal to build an overpass at The Crescent in Annandale.

The plan for an overpass should be replaced by a short (less than 120m) tunnel under the City West Link with slot trench approaches.



This option provided the greatest urban design outcomes and is the preferred community solution. An underpass provides the best visual and urban outcomes and should allow the retention of the green bridge in a location to best connect different areas of greenspace together.

The intention should be to maximise the open slot trench to ensure the underpass section itself is no longer than 120m, so that it does not need to be mechanically ventilated. This will greatly reduce cost and complexity. This might include the ramp from the centre lane, which may require the relocation of the bus stop location.

The gradients of the down ramps should be considered so that the ramp allows the existing pedestrian crossing at Johnston Street to remain.

Concerns about constructability should be reviewed to investigate alternative construction options – e.g. pre-cast or other technology and temporary traffic diversions through the goods yard site.

The overpass solution is not our preferred outcome but if it is adopted, the bulk and scale must be reduced. One way to do this would be to reduce the allowed speed limit to reduce the curve of the proposal. Lowering the height of the overpass should also be considered.

### **Change the location of the green link**

This modification alters one of the centrepieces of the original design: a pedestrian and cycling green link to connect the Glebe foreshore and Bicentennial Park to the new Rozelle parklands in the former Rozelle Goods Yard.

The green link was originally intended to provide a seamless grade separated connection for pedestrians between the Glebe foreshore parkland and the new Rozelle parklands. The relocation of the green link to the west due to the overpass now necessitates the crossing of the Crescent via a new, cumbersome pedestrian bridge.

Relocating the green link puts the needs of motorists ahead of pedestrians and cyclists. The original intent was safer and allowed for greater connections in and around the parklands and any modification should return to those outcomes.

### **Maximise pedestrian connectivity**

This modification prioritises the needs of motorists, trashing the experience of local pedestrian traffic and making harder for residents to access the public waterfront. This unequivocally demonstrates the incredible bias against pedestrians by the RMS and worship of private motor vehicles by this agency.

In line with the urban design principles in the EIS, pedestrian connectivity needs to be greatly improved.

The Johnston Street crossing at The Crescent should be simplified to a single traffic light crossing in the current location on the Northern side of Johnston Street as currently exists. This would also ensure provision of easy at grade access from Railway Parade to the Glebe Foreshore with a direct connection to the simplified Johnston Street/The Crescent intersection.

There should also be a provision for the direct grade separated connection between The Glebe Foreshore and the new Rozelle parklands via the green bridge.

### **Retain and protect trees adjacent the light rail station**

The road design needs be altered to provide protection of mature vegetation including Sydney blue gums, and Moreton bay figs at Buruwan Park.

Removing this vegetation impacts on the liveability of our suburb by removing shade, making our local area warmer and destroying the green barrier it provides between the City West Link and residences. The visual impact of this will be considerable as evidenced by the removal this week of trees in the park along White Creek canal.

The Modification design should make every possible effort to save these trees and vegetation immediately beside the light rail line, including the large fig tree to the west of the Rozelle Bay station stairs. At a bare minimum, these trees should not be removed until a full Urban Design and Landscape Plan has been completed.

### **Reinstate the right hand turn lane at the Crescent from Johnston Street**

This modification would remove the option to turn right out of Johnston Street into the Crescent which will increase traffic through local streets including Piper Street and Booth Street.

These changed conditions will mean increased noise and emissions for residents in Annandale. The intersection redesign should investigate the ability to easily turn right to access Glebe, The Tramsheds and other local destinations.

### **Protect the people's mural**

The proposed overpass will partly obstruct Rodney Monk's heritage mural which decorates the northern side of the light rail viaduct along The Crescent.

That mural was commissioned by the Leichhardt Council in 1980 and inspired by political and social movements in the inner west. It is a dearly loved and historically important local artefact that should be protected.

I hope you will consider this submission carefully. Should you have any questions about this submission, please contact my office on 9660 7586 or [balmain@parliament.nsw.gov.au](mailto:balmain@parliament.nsw.gov.au)

Yours sincerely,

Jamie Parker  
**Member for Balmain**