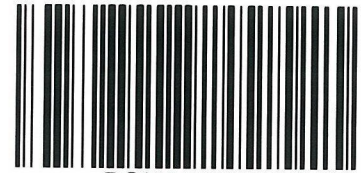
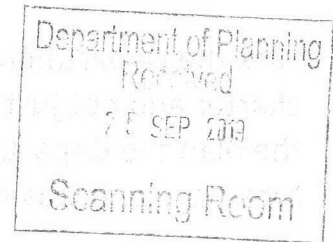


16/9/19



PCU078304

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



Submission Regarding Application SSI-7485-Mod-2

Dear Director Transport Assessments Planning Services,

I object to the proposed Modification 2 to the M4-M5 Link on a number of grounds, the first and foremost being that it represents the worst aspects of ad-hoc design, destroys the intent and functionality of the approved plan, wrecks the balance achieved in the original planning process and represents a betrayal of the promise made to the local community.

### **The Approved GreenLink is Essential**

The GreenLink is the key component of the approved plan that gave something back to the local community in exchange for breathing the toxic fumes from the three unfiltered exhaust stacks and the increased traffic on local roads. Access to the foreshore is treasured by the local community and the open spaces along the waterfront are used by thousands of locals every week for commuting, sports, childcare centres, access to the restaurants and shops at the Tramsheds, or Fish Market and harbourfront recreation.

The Mod 2 proposal would destroy the intent and functionality of the foreshore access provided by the GreenLink contained original approved plan and replace it with either a lengthy and convoluted path unnecessarily crossing the City West link twice on two bridges or quadrupling the time it takes to reach the foreshore at ground level by replacing one pedestrian crossing with four. It represents an utter disregard of the balance achieved by the original approved plan.

The second bridge across the City West Link presented by the Mod 2 proposal risks becoming another embarrassing and expensive "white elephant" akin to the misconceived and underutilised Albert Cotter pedestrian bridge at Moore Park. Why waste taxpayer's money building two bridges across City West Link when the original approved plan had one. Even if a car overpass is deemed to be required to service additional local traffic generated by the Western

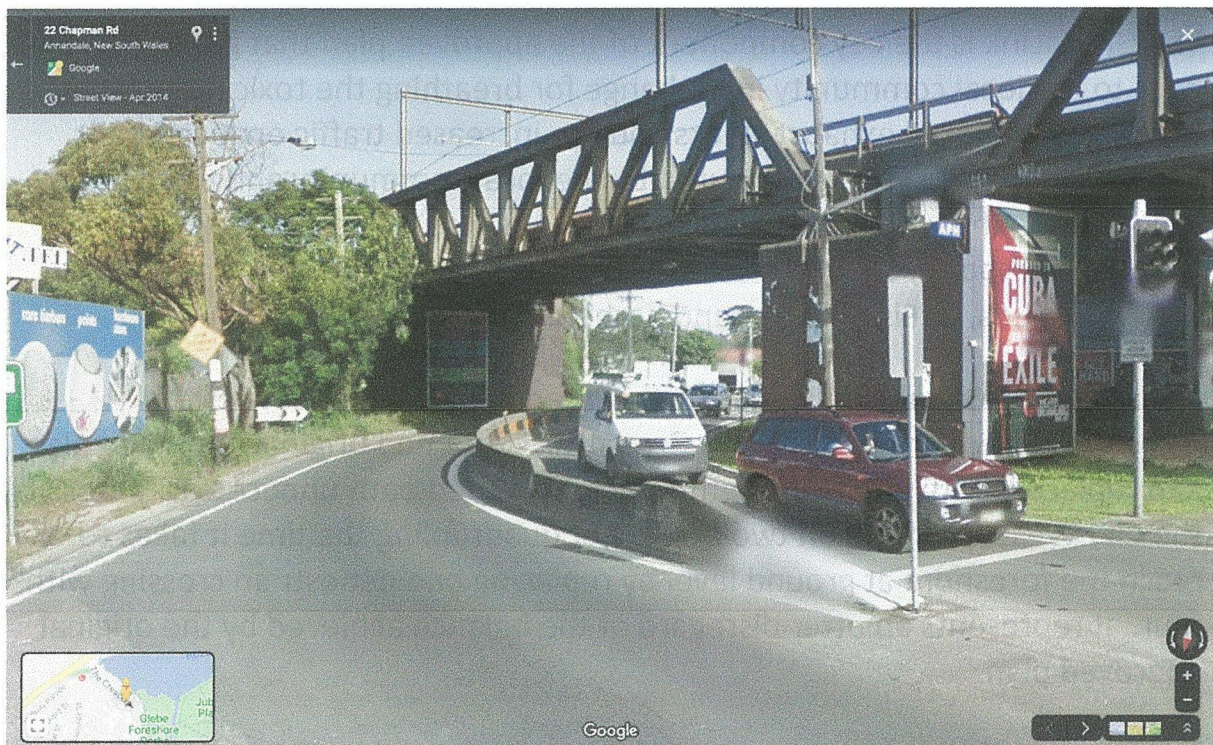
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Harbour Crossing, a more considered design with a re-aligned overpass could retain the GreenLink and avoid the unnecessary cost of a second bridge across the City West Link.

I ask the Department of Planning, Industry and Environment to live up to its charter and not just rubberstamp a proposal that demolishes key elements of the plan the Department originally approved, isolates the community from the foreshore and wastes public funds.

### **The Mod 2 Proposal misrepresents facts and the physical situation**

The Mod 2 proposal is poorly presented, often lacks supporting evidence for its arguments and misrepresents that actual physical situation on the ground. For example; most of the plans in the proposal do not include the substantial structure of the railway bridge and supporting structures that dominate the corner of Johnston St and the Crescent.



## Dangerous proposal to merge lanes on blind corner

The Mod 2 proposal would create an extremely dangerous situation at the tight corner under the railway bridge (see image above and point A in the image below). The Mod 2 proposal plan proposes that two lanes of traffic would merge into one on a sharp blind corner with huge brick columns that support the railway bridge.



This is a clear project risk and also pointless. The Crescent is one lane each way under the railway bridge and for the next half a kilometre (see image below).



### **Four pedestrian crossings instead of one is poor planning**

The approved plan retained the single pedestrian crossing to the foreshore however the Mod 2 proposal misrepresents the proposal's quadrupling of the time it would take for pedestrians to reach the foreshore at ground level with the following dismissive, unquantified and inaccurate statement.

*"This option would result in a **slightly longer** pedestrian movement to cross The Crescent near Johnston Street. The at-grade crossing would be removed from its existing location. Pedestrians would be required to cross at the existing at-grade crossing over Johnston Street to a new at-grade crossing at The Crescent, and then cross Chapman Road at the existing at-grade crossing. "*

Nothing is gained by this proposed change. The proposed car overpass is totally unaffected if the single street level crossing of the Crescent is retained as per the approved plan. At present the single pedestrian crossing of the Crescent is timed to coincide with the movement of traffic exiting Chapman Road. In the Mod 2 proposal traffic on Johnston St and the Crescent would still have to stop to allow cars and trucks to exit Chapman Rd, so the proposed change is pointless and the time for pedestrians to reach the foreshore and park would be quadrupled not just "slightly" as the proposal proports.

### **Traffic Flow Worsened and Community Isolated.**

The Mod 2 proposal proposes to have northbound traffic along the Crescent make three awkward sharp turns to continue along the Crescent instead of the single corner under the railway bridge as per the current situation and approved plan. (see item B on the image below)



Again this poorly conceived change reduces traffic flow rather than enhances it. Large trucks and buses would have difficulty navigating the snaking path proposed and since **the Crescent is one lane each way heading South** there is nothing to be gained by the convoluted proposal.

There is also a major traffic flow loss from the proposed change, a loss that cuts off the community from access to the Crescent from Johnston St. Currently cars and trucks can turn right from Johnston St to the Crescent and this was also part of the approved plan. This access is used by traffic to reach Glebe, The Tram Sheds shopping centre, The University of Sydney and other locations.

The Mod 2 proposal blithely states:

*This option removes the right-turn movement from Johnston Street onto The Crescent southbound. Only a limited number of traffic movement would be impacted, and alternative traffic routes are available.*

Again the Mod 2 proposal provides no evidence for its assertions and misrepresents the reality. The proposed change is totally unnecessary and in fact trebles the driving distance required. As an example to reach a location like the Tram Sheds shopping centre from the corner of Johnston St and Kentville Ave., Annandale the current journey is 900m whereas the Mod 2

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proposal would treble the distance to 2.7km and require a driver to undertake a large diversion and battle the heavy traffic on already congested Booth St.

The Mod 2 proposal presents this reduction of traffic amenity as required because of a proposed second turning lane, however the second turning lane is pointless because the Crescent is single lane. (see image below of car turning right into the Crescent)



I call on the Department to reject Mod 2 as it is currently designed and seek substantial modifications that maintain the integrity of the approved plan and achieve improved traffic flows without the destruction of the approved plan's balanced approach.

Yours Sincerely,

Jason Wheatley

[REDACTED] Annandale

Email: [REDACTED]