

25th September 2019

Attention:
Director,
Transport Assessments Planning Services,
Department of Planning, Industry, Environment

Re: SSI 7485
WestConnex M4-M5 Link – Modification 2 The Crescent Overpass

I strongly object to the modification 2 of WestConnex M4- M5 Link for the following reasons:

I object to breach of promise caused by Modification 2. Approval for the Rozelle interchange was given on the basis that the motorway would be built entirely underground, with no above ground fly-overs. Modification 2 now proposes a massive motor overpass above, as well as a pedestrian and bike overpass above The Crescent.

It is unreasonable and unacceptable that Government promises made to the local and wider community, about a major infrastructure project are broken almost immediately after approval for the project is granted. The community was repeatedly told that there would be no above ground motorway for the Rozelle Interchange, and that a deep, multi layered underground interchange was feasible - and would be designed and constructed.

It is inappropriate that the project builders, who tendered and received the contract for the WestConnex M4-M5 Link Stage 3B, have now re-designed and seek permission to build overpasses that were never part of the original tender and contract specifications.

This breach of promise results in a serious lack of community trust in Government and governance. The cumulative and ongoing impacts of repeated breaches of promise about WestConnex infrastructure projects, erodes community engagement and ultimately, civil society.

I object to too few community information sessions. There was only one opportunity for the community to attend a general information session about Modification 2. This was on Wednesday 28th August 2019, between 4pm-7.30pm in Lilyfield. This was a single session split into two parts, with a half hour break between 5.30pm and 6pm.

I object that this single session has been portrayed as two sessions. Effectively it was only one session, on one day.

Given the significance of the modification, there should have been more opportunity and sessions for the general public to attend and ask questions of the project's technical team members.

I object to the inaccurate community guide - *The Crescent Overpass and active transport links Modification report (August 2019)* The photo on the front page of

community guide, identifies the location of the Rozelle Rail Yards incorrectly- being on the wrong side of Victoria Road and approaching Anzac Bridge. This may seem to be a trivial, however, it should not have occurred, given the thousands of guides distributed, and the significance of the modification to both local and NSW wide residents and taxpayers. Information needs to be accurate.

I object to the lack of a 3D model of the Modification 2 overpasses (motorway, and pedestrian/cycle). Once again, a WestConnex project does not provide a 3D model showing exactly what is proposed. 3D models help residents make sense of what is proposed and better understand associated documentation. 3D models are invaluable for residents who are blind or vision impaired. I am not aware of any information about Modification 2 that was targeted or suitable for residents who are blind or vision impaired.

I also object to overall lack of adequate community information for people with various disabilities. Those responsible for major infrastructure projects and modifications should better inform and engage all members of the community. Information and community engagement should be properly accessible to all members of our community.

I object that the original approved Green link, between Rozelle Rail Yards and Bicentennial Park, is to be altered and compromised by Modification 2.

I object that Modification 2, including various options, fails to comply with the EIS and Conditions of Approval E120 and E121

The proposed green link path is to be shortened crossing only City West Link Road to Rozelle Bay light rail stop.

In order to get to Bicentennial Park, pedestrians and cyclists will now have to scramble and negotiate their way either across an intersection with more traffic lights and traffic, or a dangerous shared pedestrian/cycle path.

I object that the shared cycle and pedestrian path will be too narrow.

I also object that a ramp is going to obscure a heritage mural.

I strongly object to the proposed narrow and steep shared pedestrian/cycle path, because, as a regular walker with children and/or dog, I am often forced to use shared paths and have experienced their associated dangers. What is proposed with Modification 2 is absolutely not safe for pedestrians or cyclists.

I strongly object to the shared pedestrian/cycle path (Option 4) that is incredibly high at 8 metres above the ground. The wind at this level is likely to be significant, and will increase the danger to pedestrians and cyclists alike.

I object to the overall community disconnect that will be caused by Modification 2. The loss of a direct green link, as promised in the EIS, and by Government with the approval of WestConnex M4-M5 Link (Rozelle Interchange), will dislocate the communities of Annandale, Lilyfield and Rozelle, from promised green parklands and

connectivity at Rozelle Rail Yards across to Bicentennial Park. I object to this significant community loss.

I object that more communities are going to suffer through this unnecessary WestConnex major infrastructure project and Modification 2.

With the construction and opening of the M4 East tolled motorway, the communities of Haberfield and Five Dock now suffer considerable disconnection due to enlarged intersections and widened roads at Ramsay St and Wattle Street, and at Dobroyd Parade and Waratah St. Pedestrian and cyclist movements around Timbrell Park, and Bill Jegerow Park have been made dangerous. As well, local connections between Haberfield and Ashfield have been disconnected across and all along Parramatta Road. The Parramatta Road shared pedestrian/cycle path obstructed by inappropriately communication cabinets and WestConnex signage, endangers all users.

I object that the communities of Rozelle, Lilyfield, Annandale and Glebe are likely to unnecessarily suffer even greater community loss, connectivity, public activity and green space than did Haberfield, Ashfield and Five Dock residents, if Modification 2 is approved.

I object that the redesign of the Rozelle Interchange, proposed by Modification 2, for increased traffic on Anzac Bridge approaches, Victoria Road, Johnson St, and other roads in Annandale and Glebe.

I object that there will be no right turn from Johnston St into The Crescent, causing rat running through the Annandale St, similar to the rat running we now see in Haberfield and Ashfield, caused by the toll avoidance on the M4 East motorway.

I object to increased traffic noise, surface pollution and light spill caused by the elevated overpass.

I also request that the Inner West Council, Sydney Council and community representatives, directly participate in the Design Review Panel required under Condition of Approval E129.

It has been the experience of residents impacted by other stages of WestConnex, that without formal mechanisms for early and direct participation by relevant Councils and local community representatives, in detailed design and review of plans, that planning errors are made, resulting in serious and often unnecessary, local adverse impacts.

Finally, I object that justification for M4-M5 Link Rozelle Modification 2 seems to be to enable to operation of the proposed Western Harbour Tunnel, which is currently an unapproved project. I object to this current planning process which means that decisions are being made and rolled out in ad hoc and unwanted manner.

Sharon Laura