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Rozelle NSW 2039

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**This correspondence is my objection to M4-M5 LINK -
CRESCENT OVERPASS application number SSI
7485**

I ~~will~~ agree with Jamie Parker MP member for Balmain's assessment and objections the above development and copy his recommendations as follows:

Change the overpass to a short tunnel We 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. An underpass provides the best visual and urban outcomes and should allow the retention of the green bridge in a location to best connect the parklands together. This underpass needs to be designed to also facilitate the single pedestrian crossing at Johnston Street. 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. Maximise pedestrian connectivity including: Simplification of the Johnston Street crossing of the Crescent to a single traffic • SUBMISSION GUIDE WestConnexM4-M5Link-Modification2TheCrescentoverpass PAGE4 light crossing in the current location on the Northern side of Johnston Street as currently exists. Ensuring 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. Provide 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 as per the EIS consideration The road design needs be altered to provide protection of mature vegetation including Sydney blue gums, and Moreton bay figs. These will provide some immediate pedestrian and visual amenity given that most of Buruwan Park will be removed. Reinstate the right hand turn lane at the Crescent from Johnston Street This will limit traffic through local Annandale streets to Glebe and key local destinations such as The Tramsheds. Protect the people's mural Careful consideration is needed to protect this much loved local artwork. Refer to the outline of issues for more detail and a discussion of impacts, options and reasons. Outline of Issues Review of the new overpass The above ground road overpass is what has primarily changed from the original EIS design, with multiple flow on effects. It has led to the relocation of the green link, the addition of a new pedestrian bridge, and associated visual impacts and destroys pedestrian connectivity. All these negative impacts are being driven by the exclusive focus on improved vehicle movements (level of service).

This proposal could be replaced with a slot cut and covert trench running under Whites Creek
 SUBMISSION GUIDE WestConnexM4-M5Link-Modification2TheCrescentoverpass
 PAGE5 to push traffic underground instead of overground and avoid the massive imposition
 of an overpass and obscuring of the 'people's mural'. The Modification report in table 4.1
 identified that alternate options, including The Crescent underpass – option 2. This option
 provided the greatest urban design outcomes and is the preferred community solution.
 This option needs to be carefully re-evaluated with the following criteria. 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. Existing and proposed Indicative view from Rozelle Bay
 light rail stop showing how the overpass will block views. EXISTING VIEW
 PROPOSED MODIFICATION SUBMISSION GUIDE WestConnexM4-M5Link-
 Modification2TheCrescentoverpass PAGE6 Improvements to 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. In line with the
 urban design principles in the EIS, pedestrian connectivity needs to be greatly improved.
 This unequivocally demonstrates the incredible bias against pedestrians by the RMS and
 worship of private motor vehicles by this agency. Pedestrian access to Bicentennial Park
 and Jubilee Park at Johnston Street Pedestrians walking from the Western side of
 Johnston Street will have to use an
 astonishing four pedestrian crossings in order to reach Bicentennial Park (see diagram below).
 This pedestrian arrangement should be returned to the existing arrangement and the EIS
 scheme to allow pedestrians to cross direct from Johnston Street to the Park via The
 Crescent with a single traffic light Relocation 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 pedestrian 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. The Option 1 and Option 2 in table 4.2 of
 the Modification Report allow for the single green SUBMISSION GUIDE
 WestConnexM4-M5Link-Modification2TheCrescentoverpass PAGE7 link to still serve
 that function. Relocating that green link to the west of the intersection of The Crescent
 and City West Link puts the needs of motorists ahead of pedestrians and cyclists. By
 having it on the western side, you now need to cross the four lights at the Crescent rather
 than no road crossings at all. The original intent was safer and allowed for greater
 connections in and around the parklands. To overcome this lack of a direct link, the
 modification has added a second pedestrian bridge. As this has to get over the new
 vehicle overpass, it is another three metres higher than a direct connection. This is adding
 about 120m length to the walkway to meet accessible grades. An undergrounded tunnel
 connection would avoid the need for this second bridge. Destruction of mature fig trees at

Buruwan Park This EIS proposal and this design modificationripsupBuruwanPark andallthe vegetationatthatsiteincluding over 70 trees and several beautiful mature fig trees. 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 is 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 beencompleted. No right turn at The Crescent will lead to increased local traffic in Annandale This modification would remove the option to turn right out of Johnston Streetinto the CrescentwhichwillincreasetrafficthroughlocalstreetsincludingPiperStreetandBooth Street. These changed conditions will mean increased noise and emissions for residents in Annandale. Intersection redesign should investigate the ability to easily turn right to access Glebe, The Tramsheds and other local destinations. Visual impact and obstruction of 'people's mural' This modification will impose hugely on the local landscape in the inner west. The new elevated overpass is completely at odds with local development standards and will have a significant negative visual impact on Annandale and its surrounds

I protest the imposition of three levels (underground, ground level and overpass) of traffic at this location and the degrading of the promised amenity of the Rozelle Goods Yard green space

Yours sincerely

Rhys Cumbers

