



PCU078326

[REDACTED]
Annandale NSW 2038

25 September

To: Department of Planning

To whom it may concern,

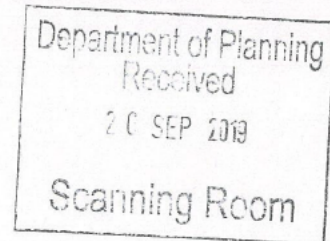
This Submission is being mailed after an unsuccessful attempt to lodge online. It has been prepared prior to today's deadline, and is being sent in this manner at the suggestion of Planning Office [REDACTED], in a phone conversation at 2 pm today.

Sincerely,

[REDACTED]

Ian Perlman

ph: [REDACTED]



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

25 September 2019

Application SSI 7485

To the Director, Transport Assessments Planning Services,

We, residents of Annandale, write regarding the proposed modification to M4-M5 Link, Mod. 2 The Crescent overpass and changes to pedestrian infrastructure in this area.

We request that RMS work further and more closely with the community towards improving design options to the proposed new car overpass design and pedestrian/ cyclist links. Out the outset we urge reinstatement of the safe and direct access from the approved EIS GreenLink to create a continuous green open space connection from the former Rozelle rail yards and north Annandale to the foreshore. The GreenLink concept promised to put people central to the design, maximising safety and amenity to local residents and visitors alike. It offered accessible open space for the community, now and also into the future Bays Precinct development.

The current modification proposal is a step backward. The published images depict an austere functional townscape significantly less harmonious than the deep-rooted North Annandale ambience that exists currently. Regardless of quality the new greensward being prepared in the former railway yards can not in any way compensate for what we are losing in our immediate neighborhood in amenity, health and common comfort.

In broad terms we request that RMS put people back into the foreground in accord with the vision as laid out in Transport for NSW Future Strategy 2056. It is in the interests of all parties that more energetic consultation be made with affected residents towards a feasible option that brings the best elements from the approved EIS design into the modification.

The following are our key concerns.

1. Air quality

We are extremely concerned about the air to emanate from the proposed tunnel ventilation towers, and demand inclusion of filtration.

2. Compensatory landscaping for the demolition of Buruwan Park:

The now-executed demolition of Buruwan Park has immediately presented an undesired impact on residents within a 250m radius of Rozelle Bay station. The grouping of mature trees presented a pleasing green "wall" that was for three decades our collective environment and defined the unique ambience of the station. The removal of this natural buffer has exposed homes along Railway Parade, Bayview Crescent and Pritchard Street to inferior views and, more alarmingly, increased noise and air pollution from the City West link around the clock.

3. Cycleway provisions, lighting and signage

The new pedestrian/ cycleway proposed to abut Rozelle Bay Station on its northern side will effectively create a public gathering zone, with the likelihood of noise, rubbish and vandalism typical of raised public spaces separated from sites of habitation or commerce. The intersecting roads on the south entrance of the station, currently a quiet virtual cul-de-sac situation, will become a transit corridor. We believe that these harsh inevitabilities can yet be softened.

Sound barriers, signage and lighting are not shown in a realistic manner in published images. Our experience in urban design practice teaches us to expect signage and night lighting along the raised motorway and pedestrian ramp and bridge. We seek assurance that RMS is mindful of these issues.

4. The Crescent/ Johnston Street traffic light changes

The inability to turn driving northward on Johnston Street into The Crescent will restrict car access to Glebe and The Tramsheds, forcing further congestion on Booth Street (which is already clogged) and Pyrmont Bridge Road.

5. Pedestrian/ disabled/ bicycle access into Jubilee Park

Being required to cross multiple sets of traffic lights at The Crescent to reach the foreshore is no improvement from the current single crossing. For elderly or disabled residents and families with young this will be particularly serious. Cyclists and joggers will also be aggravated.

6. Safety for pedestrians and cyclists

The more complicated access to Federal/ Bicentennial Park and increased traffic along Johnston Street will significantly reduce safety with increased risk for pedestrians and cyclists.

7. Removal of active links to foreshore

The proposed plan removes or reduces direct active links to the foreshore, cutting the community off from the area and the proposed development of the bays Precinct, including linking the LR and bus stops to a ferry wharf and Metro station.

8. Access into The Bays Precinct (White Bay)

Road access to the Bays Precinct (current White Bay/ James Craig Road) from Annandale must be facilitated in the design. The current proposal does not allow city-bound traffic from Annandale to turn right into James Craig Road. As Bays Precinct will be a place of leisure and employment for some Annandale residents this problem must be resolved.

In this submission we asking the RMS and Project Team to return to principles approved in the GreenLink connecting communities and green open space from Rozelle to Bicentennial Park. Specifically, we request:

- Filtering of the tunnel ventilation towers.
- Provision of landscaping to both sides of Rozelle Bay station, including trees that can grow to heights of 4+ metres, that will at least partially redress the disappearance of Buruwan Park. The park cannot be replaced, but a natural buffer can be created.
- Design and detail of infrastructure and active links with sensitivity to the character of the suburb, the location of the foreshore and its potential future development.
- Provision pedestrian and cyclist paths that maximise safety and do not force us into busier streets, unsafe concrete plazas and 'caged' walkways.
- Integration of active and direct connections to all active transport, including the future Bays Precinct, Metro West and foreshore ferry wharf.

Sincerely,

[REDACTED]

Ian Perlman and Ruth Shteinman

[REDACTED], Annandale 2038

email: [REDACTED]