

**Application Number SSI 7485****WestConnex M4-M5 Link – Modification 2 The Crescent overpass****Tony & Kathy Smithies**

We have been unable to log on to your official portal, so are sending this email instead.

This is our submission regarding the proposed modifications to the Rozelle Interchange. Please forward our comments to the appropriate person/place.

Our interest in the planned works arises from the following:

- we have lived in Annandale Street for almost 50 years
- two generations of our family have attended Annandale North Primary School, and we expect that other generations will follow shortly
- we are regular users of the interchange area:
  - by car, in all directions from/to Johnston Street
  - on foot, usually with a dog, from Johnston Street to Bicentennial Park and return
  - by bicycle, in all directions from/to Johnston Street
  - by light rail in both directions.

We have a number of concerns about the planned developments.

At this stage our major concerns include:

1. The exhaust stacks. We have previously raised concerns about these and understand that State policy is to use unfiltered stacks. However our extensive reading of local and overseas literature suggests that the issue of health hazards from unfiltered stacks is anything but finally settled. Policy can be changed if sufficient evidence emerges and public pressure is applied. At this stage we would simply observe (again) that all the planned stacks are in valleys, running the risk of temperature inversions and subsequent hot spots; and that all the stacks are quite close to schools as well as to heavily populated areas.
2. The proposed overpass replaces a previously planned underpass. The new proposal is visually dominating, is inconsistent with the general amenity of the area and in particular will reduce visibility of an important piece of community art on the embankment flanking the light rail line. The proposed road development will generate additional traffic pollution. The need to remove a number of significant fig and other trees from Buruwan Park will obliterate the current amenity of this heavily-used precinct, with no recompense to the residents of Annandale for this loss.
3. The 'Greenway' pedestrian/cycle access between Rozelle Bay Light Rail and the planned railyards park. It seems that this will be quite wide enough to carry separate pedestrian and cycle lanes. As pedestrians we are well aware of the threat of cyclists sharing the same lane. As cyclists we are also well aware that pedestrians often are inattentive, and many are deaf to cycle bells because of their use of headphones. The separated lanes around Iron Cove are not perfect (too narrow), but they are a great improvement on the previous single shared lane. It would be a

retrograde step to build another shared lane, especially when there seems no space restriction on the use of double lanes.

4. The revised traffic flows and traffic lights at the intersection of Johnston Street, The Crescent and Chapman Road is a real dog's breakfast (and a potential dog killer). The need for this revised traffic flow arises from the planned overpass. The pedestrian route from Johnston Street to Bicentennial Park is heavily used by pedestrians, often with dogs and/or with prams and small children. School children also use this route to/from schools in Glebe and Annandale. Cyclists also use this route heavily both for recreation and for commuting to the city. The revised plan will require all this non-vehicular traffic to navigate at least four sets of traffic lights in each direction, instead of the current one set of lights.