

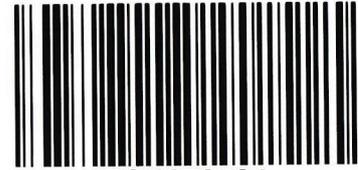


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JAMIE PARKER MP
Member for Balmain



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



PCU079594

Department of Planning
Received
22 MAY 2020
Scanning Room

Wednesday, 13 May 2020

Dear Director,

Objection: MOD 2 - The Crescent overpass and active transport links, SSI 7485.

I am writing to make an objection to the design amendment for WestConnex M4-M5 Link – Modification 2 The Crescent overpass. Application number SSI-7485-Mod-2.

While I recognise that this amendment has removed a number of the least favourable aspects of the design, what is being proposed remains overbearing and unnecessary.

Global experience of major toll road construction has demonstrated conclusively that projects like this increase air pollution, encourage more car use, fleece road users with exorbitant tolls and eventually fill the increased road capacity they claim to create.

This modification won't solve congestion problems in Annandale but it will have huge negative impacts on our community and the local area.

All these negative impacts are being driven by the exclusive focus by Transport for NSW on improved vehicle movements. I encourage you to prioritise the needs of local residents, pedestrian access and the retention of vegetation and greenspace over and above the imperative to funnel traffic efficiently into WestConnex and the Western Harbour Tunnel.

This proposal requires significant amendment in order to be satisfactory. In particular I support the following:

Change the overpass to a short tunnel

I strongly 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.

This option provides the greatest urban design outcomes and is the preferred community solution. An underpass provides the best visual and urban outcomes and should allow the retention of the green link in a location to best connect different areas of greenspace together.

I urge you to listen to the community and scrap the overpass design in favour of a tunnel.

Reinstate the connection between Rozelle Goods Yard and the Glebe foreshore

This modification retains the alteration of one 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 community wants a seamless grade separated connection for pedestrians between the Glebe foreshore parkland and the new Rozelle parklands. But the relocation of the green link to the west of the overpass and now the removal of the horseshoe footbridge will force pedestrians and cyclists travelling from Balmain, Rozelle and Lilyfield to cross The Crescent at the lights.

These users will be forced to share a 2.25 metre wide path along the green link then be pushed into a bottleneck at the corner of Johnston St and the Crescent to wait for the traffic lights.

This arrangement puts the needs of motorists ahead of active transport users. The original intent was safer and allowed for greater connections in and around the parklands and any modification should return to those outcomes.

Protect the people's mural

The proposed overpass will partly obstruct Rodney Monk's heritage mural which decorates the northern side of the light rail viaduct along The Crescent.

That mural was commissioned by the Leichhardt Council in 1980 and inspired by political and social movements in the inner west. It is a dearly loved and historically important local artefact that should be protected.

I hope you will consider this submission carefully. Should you have any questions about this submission, please contact my office on 02 9660 7586 or balmain@parliament.nsw.gov.au

Yours sincerely,



Jamie Parker
Member for Balmain