

The Director
Department of Planning, Industry and Environment
GPO BOX 39
Sydney NSW 2001

REF: MOD-2-The Crescent Overpass and Active Transport Links

Dear Director,

I urge you to reject the application on the following grounds:

This amendment continues to remove the direct cycle and pedestrian link from the proposed park to the Annandale foreshore.

Although an indirect link is included in the proposal to construct an elevated flyover, its path is problematic for a number of reasons.

- (i) The proposed elevated route from the Rozelle goods yard park (RGYP) to the foreshore is significantly longer, about 6 times as long, than the originally proposed green link crossing the City West Link in the vicinity of the now hastily and recklessly denuded Buruwan Park.
- (ii) The gradients that ascending and descending this proposed path presents will ensure significantly less accessibility for mothers with prams, and mobility challenged and elderly individuals. This will inevitably mean that they will have to navigate the surface level crossings at the Crescent.
- (iii) Even though the elevation of this flyover has been reduced, both pedestrians and cyclists alike will be exposed to the effluent from the three adjacent exhaust stacks. In periods of atmospheric inversions, common in spring and autumn and especially so in winter months, coupled with a low mixing height - conditions that can persist for days on end - will ensure that the toxic carcinogenic plumes from these three stacks will seriously impact on the health of both pedestrians and cyclists seeking access to and from the RGYP and the Annandale foreshore.

The purposed flyover, is a visual eyesore further alienating Rozelle and Annandale communities.

- The flyover is a physical, psychological and ugly visual barrier that serves to further isolate local communities and it will be terribly noisy. It is completely unnecessary given that there are other alternatives that would solve the anticipated congestion at the Crescent/City West Link intersection. (se recommendations).

- It is important that the active transport greenway and pathways for pedestrians and cyclists be built on the waterfront/foreshore and use a boardwalk(s) if required. The possibilities for improved access to the foreshore, for all active transport users, is indeed endless, and offers exciting opportunities for imaginative planners.
- An underpass to access Johnson St from Bicentennial Park should be added to accommodate the needs of those using active transport.
- The proposed modification has not incorporated integrated active transport planning in its proposal.
- The variation has not identified the need to provide water quality improvement, at the outlet of Whites Creek. Upgrading this concrete channel, to a rock lined surface with appropriate vegetation, should be mandatory, given the extensive earthworks proposed in the immediate catchment. Whites Creek is of significant historical and ecological interest and provides habitat for a variety of plant and animal species, that a greatly enjoyed by locals and visitors alike.

It hardly needs stating that opponents of WestConnex had long ago drawn the Government's, the RMS' and the Department of Transport, Assessment and Planning Services' attention to the obvious problems of traffic congestion at the White Bay/City West Link/Anzac Bridge/Victoria Road junctions that radiating freeways such as WestConnex pose. One can only surmise, that the RMS will now want to add more lanes to the Anzac Bridge, to increase its capacity, as WestConnex and the Western Harbour Tunnel (WHT) projects will only exacerbate this congestion.

This proposal makes a mockery of both the pretext of community engagement and the EIS.

The short exhibition phase gives little time for the community to adequately assess the proposal, to determine and evaluate an acceptable response and to offer a less pernicious alternative.

Recommendations arising from the exhibited proposal. One is aware that the Rozelle Interchange will proceed. We do seek to influence the determination of **MOD-2-The Crescent Overpass and Active Transport Links** however. We therefore ask that the following recommendations and amendments be adopted:

- That the amendment in its present form be rejected.
- That the originally proposed direct green link be reinstated, with more imaginative access of active transport users to the foreshore

- That congestion at the Crescent/City West Link be alleviated by constructing a tunnel network to connect Crescent traffic to both Victoria Road and the Anzac Bridge, thus doing away with the flyover/overpass proposed. 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.
- Simplification of the Johnston Street crossing of the Crescent to a single traffic 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. We suggest that further tree removal be halted in Buruwan Park and that the park be reinstated to again provide a much-needed green space for North Annandale residents and shade adjacent to the Light Rail station.
- Protection of the Whites Creek area.
- Reinstatement of 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.

Thank you for your attention to this matter.

Sincerely

Dorothy Lewis, 11 May, 2020

With assistance from Les Johnson, Peter Hehir, and the Rozelle and Annandale Foreshore Community.

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