



## **OBJECTION FROM WESTPROTECTS**

### **TO THE DEPARTMENT OF PLANNING, INDUSTRY & ENVIRONMENT**

#### **Rozelle Interchange – Modification**

#### **The Crescent overpass and active transport links**

**13 MAY 2020**

**Westprotects stresses the importance of ensuring that Sydney as well as our local community benefits from interconnected, continuous open green space and connected parklands as well as linking key suburbs including Ultimo, Pyrmont, Glebe, Rozelle, Balmain and the New Bays Precinct.**

**This is a unique opportunity to provide a green link connecting the CBD, Western Harbour, Darling Harbour, the Bays Precinct through to Easton Park, and beyond to Callan Park and the Bays Walk and then through Council-owned parkland. This is an opportunity to align parkland from the WestConnex path to the Metro parkland.**

**We were promised a seamless greenlink between Rozelle and Bicentennial Park. This proposed modification no longer delivers that connectivity. This is a major failing and one which if it proceeds will see the missed opportunity to deliver vital connectivity for multiple communities, precincts, pedestrians and cyclists while completely erasing what could be a meaningful, seamless, connected open space.**

We plead with the NSW Government to co-ordinate measures to ensure mitigation and minimisation of:

- Noise (need to containment and prevention; need for mitigation measures for residents; need for co-ordinated respite periods which apply across ALL projects and State Government utilities; need for on-going noise monitoring to capture, benchmark and address noise issues as they happen and track accumulated impact)
- Traffic (including rat-running; safety issues for pedestrians and cyclists; volumes and resulting traffic jams on Anzac Bridge, Western Distributor, Victoria Road and side streets; the need for appropriately sized and resourced truck marshalling yards so that trucks are not idling in residential streets close to homes and Rozelle Public School)
- Dust (cumulative impact in one of Sydney's most polluted air basins with Rozelle at the epicentre)
- Vibration (cumulative impact of all projects and need for ongoing monitoring and transparent reporting)
- Property damage (cumulative impact of all projects and need for ongoing monitoring and transparent reporting)
- Parking issues (which are already hugely problematic as a result of WestConnex Rozelle Interchange not meeting its CoA to provide sufficient parking on site and



which will be further exacerbated as a result of the almost non-existent parking in WHT and Metro Projects).

- Much of the sites subject to construction contain acid soil and other contaminants and mitigation is required.

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## Our ask:

We as a community carry the full brunt of the multiple projects underway and planned as well as several other massive infrastructure projects which make it difficult to function normally for years to come. Our community, ability to sleep, ability to walk and cycle, our everyday experience and our health are completely upended for very little benefit to us at the end of the project.

- 1. In recognition of this, we plead with DPIE to ensure additional money is allocated to compensate us at a community level through:**
  - Dedicated funds to support sporting and local organisations in our community
  - Dedicated funds to support and maintain more parks and sporting fields in our community
  - Dedicated resources to promote health and healthy living within our community
  - Dedicated funds to support the planting of mature trees throughout our community
  - Dedicated funds to allow residents overwhelmed by the cumulative impact of WHT, WestConnex and the other infrastructure projects to receive proper and appropriate sound mitigation and respite measures
  - Dedicated funds to support additional traffic patrols so that non-complying WHT vehicles and worker vehicles are ticketed
  - A co-ordinating unit which ensures co-ordination of construction times, respite periods and minimises impact on our community not just across WHT and WestConnex but across all major projects underway and which includes work conducted by State Government utilities.
- 2. WestProtects notes that where residential areas are predicted to exceed night noise levels, there MUST be respite measures put in place for residents that are accessible, understandable and not hard to access - including an easy access 24/7 phone hotline. These measures need to be an improvement on those implemented with the M4-M5 link.**
- 3. Given the long-term cumulative impact of all proposed State Government infrastructure projects together with Westconnex on the Rozelle Primary School, Westprotects insists that as part of the WHT project, the NSW State Government carry out the necessary works on that School to eliminate all future increased noise and air quality issues. These works must be affected prior to the commencement of the WHT project. This is only reasonable as these impacts are as a direct result of State Government infrastructure projects.**
- 4. Given the wastewater volumes to be discharged into Rozelle Bay, there is a huge opportunity to harvest those wastewaters and utilise them to proactively mitigate the drawdown levels in the area. The wastewaters can be utilised to maintain the urban landscape proposed for the Rozelle Rail Yards and well as maintain the existing environment at Easton Park, and in particular, the significant 80+ year old Sydney fig trees the border the Park. This will become even more imperative when the future impact of climate change is considered.**
- 5. Opportunities must also exist to allow for water trucks to collect wastewater from the water treatment plant for distribution to areas on the Balmain peninsular impacted by groundwater drawdown.**
- 6. As a precondition to the commencement of construction of any part of these projects, either:**



- appropriate residential parking schemes must be implemented to ensure that such disastrous worker parking impacts are not replicated again, or
  - where residential parking schemes already exist, that central off-road parking facilities will be provided for workers from where they will be bused to the relevant construction site.
- 7. A real time monitoring and recording system to be established which would automatically record and feedback to the relevant authority the details of any noise or vibration exceedances. The relevant authority will then be able to act on that information rather than relying on the public to act as their watch dog and notifier of breaches.**

## Specific Feedback on Mod 2 – The Crescent overpass and active transport links

**Irrigation Capabilities:** Westprotects notes the volumes of wastewater that the Western Harbour Tunnel EIS projected will be discharged during the construction phase, as disclosed in Table 17-14, and during the operational stage for the Rozelle Rail Yards as detailed in Table 17-15.

Given the wastewater volumes to be discharged into Rozelle Bay, there is a huge opportunity to harvest those wastewaters and utilise them to proactively mitigate the drawdown levels in the area. The wastewaters can be utilised to maintain the urban landscape proposed for the Rozelle Rail Yards **including (with the necessary hydraulic systems included in the design of the Crescent Modification):**

- **all landscaping for the Crescent Modification, and**
- **the provision of an irrigation distribution point for Jubilee Park,**

and well as maintain the existing environment at Easton Park, and in particular, the significant 80+ year old Sydney fig trees the border the Park. This will become even more imperative when the future impact of climate change is considered.

**Westprotects requests that such necessary hydraulic systems be designed and incorporated into the Crescent Overpass for the delivery of these additional irrigation services.**

**Landscaping Maturity:** The images portrayed in the Design Amended Report dated April 2020 for the Rozelle Interchange community guide to The Crescent overpass and active transport links modification are footnoted as being 10 years after opening. As part of the greater UDLP process for the whole project, Westprotects requests to understand the level of maturity of all proposed plantings and when maturity levels for those plantings will be attained. Our concern stems from the level of radiant heat that users of the Greenlink will be exposed to while waiting for adequate foliage growth to develop, especially given that the footpath seems to be tarmac which further absorbs and radiates heat due to its dark colour.



**Westprotects requests investment in sufficiently mature planting, plus dedicated resources to ensure any plantings are appropriately maintained**

**Landscaping Operational Management and Responsibility:** The landscaped images contained in the April 2020 Amended Report certainly look “lovely”. However, the practical reality is how does Transport NSW and the NSW Government intend to maintain the integrity of the landscaped environment? This is not only in relation to the Crescent Overpass but for the landscaped works for the Rozelle Interchange site.

It is our opinion that the NSW Government has a very poor track record of maintaining the integrity of any of the infrastructure landscaping works. We only have to look at Stages 1 and 2 of the Westconnex project to see how the integrity of once beautiful concepts are now slowly but surely degrading and or dying.

**Westprotects requests that the purchase, delivery and maintenance model for landscaping be re-evaluated for the Rozelle Interchange Project in order that the integrity of the landscaped works is not only maintained but that it will flourish into the future. A responsible entity must also be appointed with the appropriate skills, resources and funding to make this possible.**

**The Crescent / Johnston Street / Chapman Road intersection:** Westprotects acknowledges the improved outcome for pedestrians of reinstating a 6-metre-wide pedestrian crossing at this intersection. However, we still challenge the philosophy of putting pedestrians in the path of road vehicles, especially when this is a feeder to and from a major transport route.

**Westprotects believes such a solution can be found.**

Where the Greenlink adjoins The Rozelle Bay light rail station an appropriate height to be one side of a bridge to cross over the road below will already exist. A shared user path can then be constructed to continue along from the station at that height running next to the light rail heading east.

# West Protects Rozelle



The path may well be physically connected to the existing railway bridge and would continue on the northern side of the railway bridge above the heritage wall, thus having the additional benefit of saving the mural from being permanently compromised.



The path would continue alongside the bridge over the intersection of Johnston, The Crescent and Chapman Streets.



Once the bridge and therefore the shared user path are adjacent to Bicentennial Park, a shared user path ramp would be placed to take users down to ground level. There is certainly ample room to place such a ramp into the Park.