M4-M5 SSI-7485-Mod-2
ROZELLE INTERCHANGE COMMUNITY COMMENT

We would like to see better urban outcomes for its 100 year lifespan

Key issues:

Visual and other impacts from overpass.

Far better urban outcomes from discarded option 2 underpass

Poor pedestrian connectivity.

No tree retention on the southern side of Buruwan Park.

Local traffic movement considerations.

Rozelle Interchange

Key outcomes:

Remove the overpass. Return to option 1 at grade intersection or solve underpass option 2 technical constraints as the preferred option.

Improve pedestrian connectivity.

Halt all further tree removal in Buruwan Park. Urgently review design to adjust roads for maximum tree retention on the southern side of Buruwan Park.

Consider local traffic

Rozelle Interchange

Key outcome 1:
Remove the overpass. Return to option 1 at grade intersection or solve underpass option 2 technical constraints.

Review Option 1 in terms of traffic light phasing. This option provides maximum traffic movement options. Most of the issues stem from the width / heritage constraint at the Crescent/Johnston Street.

Review option 2 with objectives to:

Keep the tunnel shorter than 120m to avoid need for mechanical ventilation and emergency egress to reduce cost and complexity. The remaining areas to be open slots. This is a far better urban outcome.

Consider relocating bus stop south of Johnston Street to have underpass in middle lane to reduce tunnel length.

Ensure northbound tunnel entry starts after Johnston Street.

Solve waterproofing issues with precast box solution with waterstop joints or other appropriate means as has been applied to other Sydney tunnels (LCT and SHT).

Rozelle Interchange

Key outcome 2:
Improve pedestrian connectivity.

Provide for the direct grade separated connection between the Glebe Foreshore and the new Rozelle Parklands via the green bridge.

Simplification of the Johnston Street crossing of the Crescent. Change to a single traffic light crossing in the current location on the Northern side of Johnston Street as currently exists.

Ensure provision of easy “at grade” access from Railway Parade to the Glebe Foreshore. Route via Buruwan Park and the western side of the Crescent (adjacent the mural) with a direct connection to the simplified Johnston Street / The Crescent intersection note above.

Rozelle Interchange

Key outcome 3:
Halt all further tree removal in Buruwan Park. Urgently review design to adjust roads for maximum tree retention on the southern side of Buruwan Park.

The EIS community response committed the consortium to “investigate measures to retain trees of high value adjacent to the Light rail corridor at the Crescent” Community response to the EIS stated under clause C13.2.1. It is essential that tree removal is halted while an urban and landscape design review takes place.

The trees in Buruwan Park against the light rail make a significant visual and environmental contribution - including urban cooling.

We urgently need the landscape architects and urban design team to review the design with the traffic planners to maximise the retention of these trees including the large 30m diameter fig. This can be made to work through good design. This needs urban design thinking “Beyond the Pavement” for pedestrians and urban outcomes. Minor changes to line marking across City West link, reduction in medians and revised curves can all make this happen.

Rozelle Interchange

Key outcome 4:
Consider local traffic

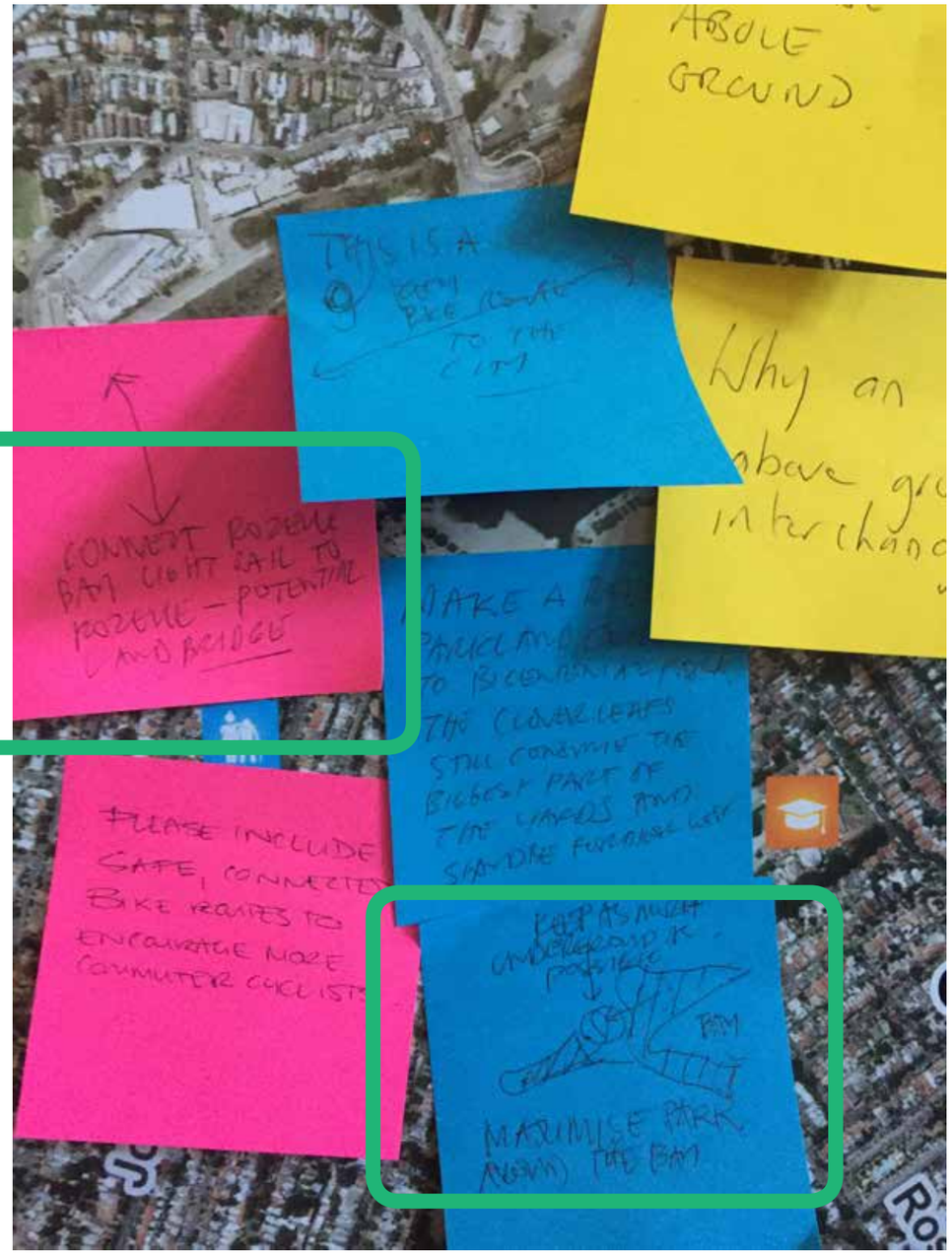
Consider options to retain the right turn lane from Johnston Street to The Crescent in the redesign of the pedestrian intersection and location of the traffic lights.

Rozelle Interchange

The process so far – Community engagement

Rozelle Interchange

land bridge



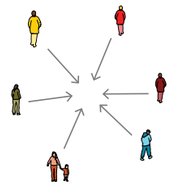
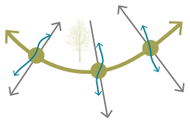
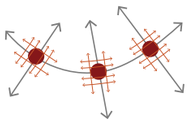
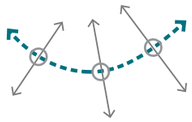
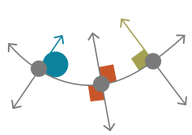
AUGUST 2016

Rozelle Interchange

2016 – Early public comment and input on above ground intersection

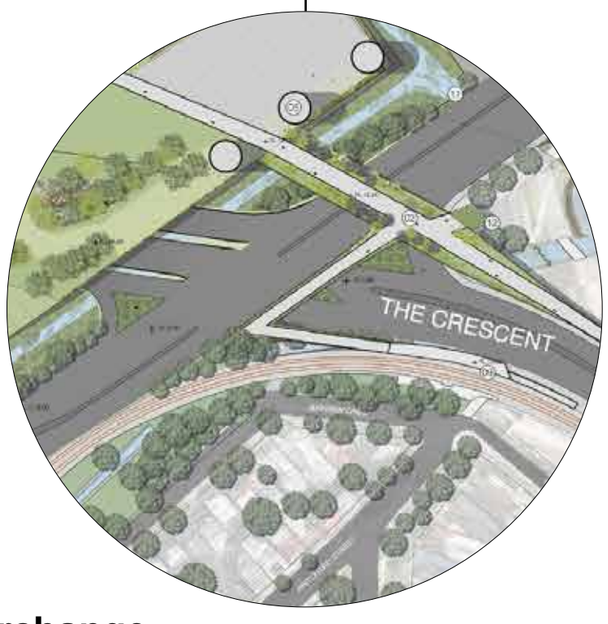
3.2 URBAN DESIGN OBJECTIVES AND PRINCIPLES

The principles, goals, objectives and opportunities from the key guidelines and policies are reflected in the following principles. The principles provide a platform from which the design concepts have been produced.

	Principle	Considerations
1 	*An integrated and collective approach* Create holistic and integrated design solutions generated by collaboration across disciplines, the community, stakeholders and government bodies.	– Working across disciplines – Holding regular stakeholder workshops to contribute to design options – Prioritising community input [see Chapter 7 [Consultation] of the EIS] – Working with all future plans and government bodies – Considering relevant regulatory frameworks on the site and in surrounding areas
2 	*An environmental vision* Create a sustainable and enduring design response which enhances and connects local ecologies, and green spaces.	– Enhancing waterways and creeks – Using WSUD where possible – Connecting green spaces – Enhancing local ecologies and vegetation – Using durable, sustainable and long lasting materials and timeless design
3 	*Cross scale connection of spaces* Prioritise local and regional significant connections that respond to broader issues, and support aims and initiatives of the local neighbourhoods and the city.	– Enhancing connectivity between streets, facilities, neighbourhoods, green spaces, cycle and pedestrian connections across the site and the city – Integrating and connecting transport modes – Connecting local and regional road, cycle, public transport and pedestrian links
4 	*A motorway integrated within its context* Understand the existing landscape and respond in a respectful manner that seeks to enhance and contribute to its context.	– Responding to the natural patterns – Respecting and working with the local landform – Enhancing the interface between existing open spaces and the motorway – Avoiding sterilisation of land by providing connections across motorway infrastructure – Simple unadorned structures
5 	*Place sensitive design* Celebrate and work with the character of each place and destination, responding to their unique histories, materiality, architecture, built fabric, cultural context, landform and topography.	– Incorporating heritage [see section 7 in regards to requirements for a heritage interpretation strategy] – Respecting and responding to cultural contexts – Complementing the existing built fabric – Consulting with local communities [see Chapter 7 [Consultation] of the EIS] – Increasing the legibility of places, buildings, streets and landmarks
6 	*A multidimensional user focus* Consider holistically how a diversity of users experience space including all ages, abilities and transport modes for a truly inclusive, universally accessible and safe outcome.	– Ensuring Crime Prevention Through Environmental Design [CPTED] driven designs – Safe, legible connections with way finding for all users – Ensuring universal design outcomes – Considering the user experience for all modes including drivers, pedestrians, cyclists and public transport.
7 	*Revitalisation, opportunity and economics* Establish opportunities for development that supports and connects existing neighbourhoods, complements and stimulates local economies and provides opportunity for growth across existing and future local industries.	– Contributing to urban structure and revitalisation – Capitalising on traffic reduction to enhance local streets and increase neighbourhood liveability – Creating opportunities for urban renewal

EIS Urban design principles - not just car and traffic focused

Coarse level of detail of the EIS plan



Director Infrastructure Projects

Planning Services

Department of Planning and Environment

Application number SSI 7485

GPO Box 39

Sydney NSW 2001

Dear Sir,

COMMENTS ON WESTCONNEX M4-M5 LINK AND ROZELLE IN

I am writing to provide comments on the current design for the R
WestConnex M4-M5 project EIS.

The re-design of the interchange to largely be placed undergrou
the plans exhibited at the Community consultation sessions in
parkland Landscape plan is largely the same as that released i
detail.

1. Improve Pedestrian / cyclist connectivity in the parkland

The current Rozelle Rail yard design proposes a number of
connectivity across the city west link, including the land br
These were marked on the community consultation maps
is to be commended.

Issues associated with these cross overs however, includ
cycle connections. Please note that the North South lin
parklands and vice versa back to Annandale, will requir

All of the paths through the parklands will form pedes
need to be well lit at night.

Recommendation:

- Ensure pedestrian overpasses are designed
- All pedestrian and bike routes through the
- pedestrian and cyclist safety throughout t
- Consider wider than required shared use

2. Permanent closure of pedestrian access through Buruwan Park (former Crescent connec
Railway Parade) is unacceptable.

The east west link has been improved on the north side, but is heavily compromised for residents on the southern side of the City West link. In particular, White's Creek at Buruwan Park provides an at grade connection through to the City for commuter cyclists. For north Annandale and Lilyfield residents, south of the City West link, it is a major pedestrian connection to the waterfront parkland

destinations of Bicentennial Park and Victoria Park and the Blackwattle Bay foreshore. These also link through to the Tramsheds, Glebe and the fish markets.

The rotation of the Crescent to the west has removed this at grade pedestrian link. The Annandale ridge is a major access barrier and the alternate route through Bayview Crescent has a considerable elevation change. There is a very steep stair barrier at Johnston Street connecting Bayview Street making it impossible for prams, cyclists, mobility scooters and wheelchairs. To have a barrier free route, one is forced up and over onto Kentview avenue. This requires a considerable deviation and climb up and over the Annandale Ridge. This is not desirable for the elderly or people with prams or in wheelchairs.

Recommendation:

- Adjust design of The Crescent diversion to retain this at grade link, by moving it a minimum of 3.5m to the east. Consideration will need to be given to the treatment of the retaining wall required to support the light rail station.

Retain at grade pedestrian connection through Buruwan Park

3. Replacement of Beatrice Bush Bridge with at grade connection reduces long term pedestrian connectivity around the Bays Precinct

Pedestrian connectivity around the Bays Precinct will be greatly reduced by this change. For grade separated access, pedestrians and cyclists will need to make a considerable diversion back to the land bridge and then through the proposed park to connect to Balmain or back to the Anzac bridge. We also note the removal of the existing pedestrian overpass on Victoria Road.

Recommendation.

- Retain Beatrice Bush Bridge by better intersection design or provide a new over bridge.

4. Loss of Johnston Street to Anzac bridge cyclist connectivity and pedestrian access to Bicentennial Park during construction.

The temporary management for this commuter cyclist route, through staged construction needs to be better considered, rather than being removed from the "start of construction" – ie for several years (EIS 8-73). Pedestrian access to Bicentennial Park at the Bottom of Johnston Street needs to be permanently managed through construction.

Rozelle Interchange

Public comment on 2017 EIS identifying all the issues raised here

C4.12.1 Active transport links at Rozelle

Submitters were concerned by the proposed active transport routes at Rozelle and made various suggestions on alternate routes to be considered. Specific issues include:

- Concern about lost access through Buruwan Park and loss of the at-grade link at The Crescent with the alternative route taking no account of the topography

Response

Around The Crescent, while Buruwan Park would be removed for the project, the active transport link between The Crescent and Railway Parade under the light rail bridge would be retained. The link along the west side of The Crescent and connection to the light rail stop would be retained and a connection would be provided to the new active transport bridge which crosses City West Link and The Crescent. Connection to the Glebe Foreshore and Victoria Road/Anzac Bridge that currently exists from the active transport routes at Buruwan Park would be provided through the new land bridge between Rozelle Rail Yards and The Crescent and shared path along The Crescent. The

Rozelle Interchange

Response to community comment C13-9 to provide at grade link

C13.2.1 Visual impacts during construction (general)

- At The Crescent, investigate measures to retain the mature trees of high retention value adjacent to the light rail corridor at the corner of The Crescent and City West Link, and to provide screen planting alongside the retaining wall edge of the light rail corridor, to minimise landscape and visual impacts. Implement options where feasible and reasonable with consideration of site constraints. (see environmental management measure LV18 in **Chapter E1** (Environmental management measures)).

Rozelle Interchange

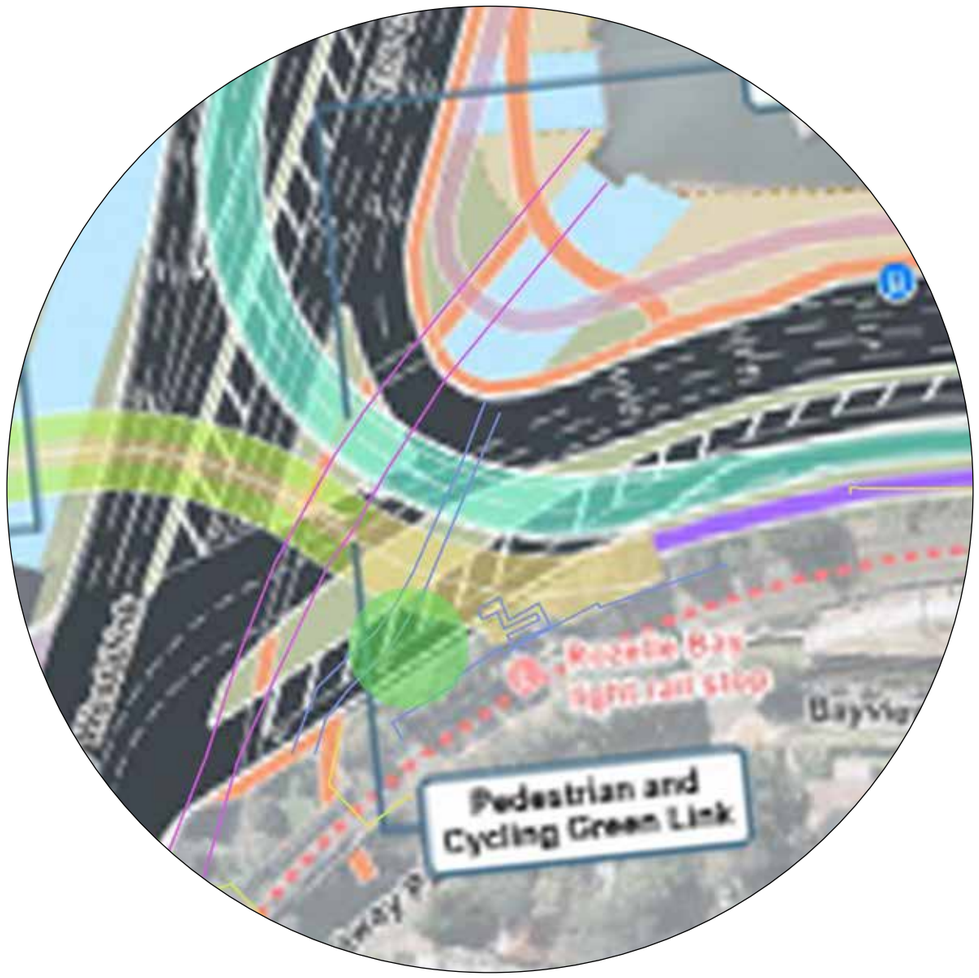
Promised tree retention response to community comment C13-9

terrestrial and aquatic biodiversity. Offsets and/or supplementary measures are assured which are equivalent to any remaining impacts of project construction and operation.	2. The Proponent must assess any impacts on biodiversity values not covered by the FBA. Impacts on species, populations and ecological communities that will require further consideration and provision of information specified in section 9.2 of the FBA include any identified through consultation with the OEH. Species specific surveys shall be undertaken for those species and in accordance with the survey requirements specified by the OEH. The Proponent must identify whether the project as a whole, or any component of the project, would be classified as a Key Threatening Process (KTP) in accordance with the listings in the *Threatened Species Conservation Act 1995* (TSC Act), *Fisheries Management Act 1994* (FM Act) and *Environmental Protection and Biodiversity Conservation Act 2000* (EPBC Act).	Policy and Guidelines for Fish Habitat Conservation and Management – Update 2013 (DPI, 2013) Threatened Species Survey and Assessment Guidelines Why do Fish Need to Cross the Road? Fish Passage Requirements for Waterway Crossings (NSW Fisheries, 2003) NSW Sustainable Design Guidelines Version 3.0 (TfNSW, 2013) Aquatic Ecology in Environmental Impact Assessment – EIA Guideline (Marcus Lincoln Smith 2003)
7. Urban Design The project design complements the visual amenity, character and quality of the surrounding environment. The project contributes to the accessibility and connectivity of communities.	1. The Proponent must: (a) identify the urban design and landscaping aspects of the project and its components to enhance the appearance of ventilation outlets, interchanges, potential connections to the Bays Precinct and transport linkages, tunnel portals, bridges, noise walls, ancillary buildings, and any additional surface infrastructure, 'cut and cover' arrangements; (b) consider resulting residual land treatments, and demonstrate how the proposed hard and soft urban design elements of the proposal would be consistent with the existing and desired future character of the area traversed or affected by the proposal; (c) identify opportunities to utilise surplus or residual land, particularly for the provision of community space (passive and recreational) and utilise key structures (such as ventilation outlets) for multiple uses i.e integration with other structures; (d) evaluate the visual impacts and urban design aspects of the proposal	AS4282-1997 Control of the obtrusive effects of outdoor lighting Beyond the Pavement: RTA urban design policy, procedures and design principles (RMS, 2014) Bridge Aesthetics: Design guidelines to improve the appearance of bridges in NSW (RMS, 2012) NSW Sustainable Design Guidelines Version 3.0 (TfNSW, 2013) Crime prevention and the assessment of development applications (DUAC, 2001) Crime Prevention through Environmental Design (CPTED) (Queensland Government, 2007) Disability (Access to Premises – Buildings) Standards

Key Issue and Desired Performance Outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Current Guidelines
	and its components (such as the ventilation outlets and interchanges) on surrounding areas, taking into consideration the urban and landscape design of the M4 East and proposed New M5 Motorways and WestConnex Urban Design Corridor Framework; (e) explore the use of Crime Prevention Through Environmental Design (CPTED) principles during the design development process, including natural surveillance, lighting, walkways, signage and landscape; (f) identify urban design strategies and opportunities to enhance healthy, cohesive and inclusive communities; and (g) describe urban design and landscape mitigation measures, having regard to the urban design and landscape objectives for the proposal.	2010 Technical guideline for Urban Green Cover in NSW Healthy Urban Development *Checklist* (NSW Health, 2009)
8. Visual Amenity The project minimises adverse impacts on the visual amenity of the built and natural environment (including public open space) and capitalises on opportunities to improve visual amenity.	1. The Proponent must assess the visual impact of the project and any ancillary infrastructure on: (a) views and vistas; (b) streetscapes, key sites and buildings; (c) heritage conservation areas and heritage items including Aboriginal places and environmental heritage; and (d) the local community (including view loss and overshadowing). 2. The Proponent must provide artist impressions and perspective drawings of the project from a variety of locations along and adjacent to the route to illustrate how the project has responded to the visual impact through urban design and landscaping.	AS4282-1997 Control of the obtrusive effects of outdoor lighting Beyond the Pavement: urban design policy, procedures and design principles (RMS, 2014) Bridge Aesthetics: Design guidelines to improve the appearance of bridges in NSW (RMS, 2012) NSW Sustainable Design Guidelines Version 3.0 (TfNSW, 2013) Technical guideline for Urban Green Cover in NSW (OEH, 2015)
9. Socio-economic, Land Use and	1. The Proponent must assess social and economic impacts (of all phases of	Environmental Planning and Impact Assessment Practice

Rozelle Interchange

Genuine community concern



Urban Design issues

Rozelle Interchange

Rozelle Interchange

EIS exhibited scheme

Rozelle Interchange

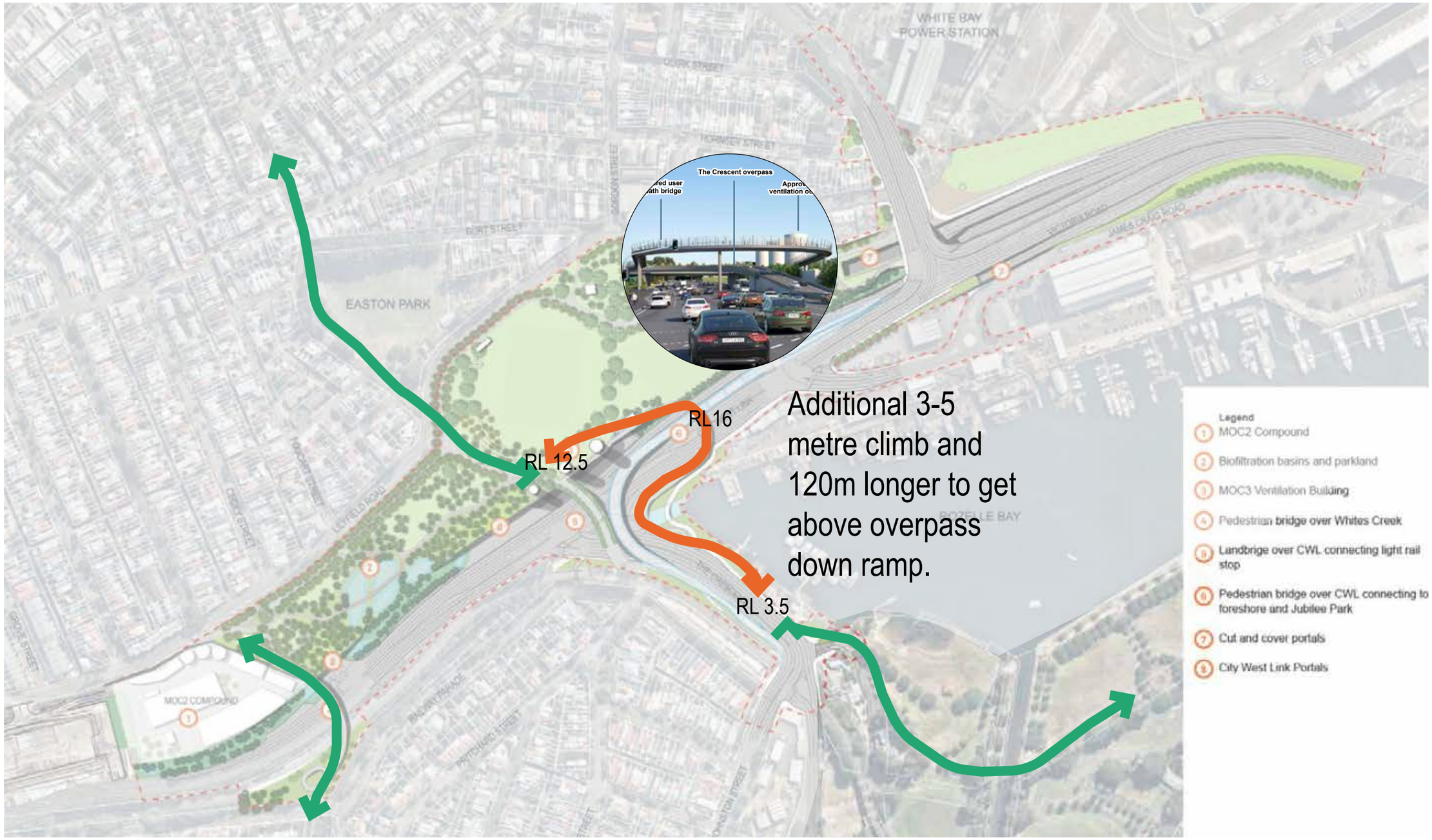
MOD 2 scheme August 2019

Rozelle Interchange

EIS – north south integration – grade separated pedestrian access

Rozelle Interchange

Green bridge link now – not grade separated plus four traffic lights



Rozelle Interchange

Non green bridge route

Rozelle Interchange

Shared user path bridge without overpass

6-8 Photomontage 5: Indicative view west from the corner of The Crescent and James Craig Road (without project)

To provide the necessary clearance over the overpass, the additional cycle / pedestrian bridge is elevated an additional say 3.0m. At 1:21 to include landings that is adding aprox 126m length to the overpass. [2x 63m]

Support beam is likely to look thicker than illustration given existing Beatrice Brush Bridge and similar recent bridges on Warringah Road

Rozelle Interchange

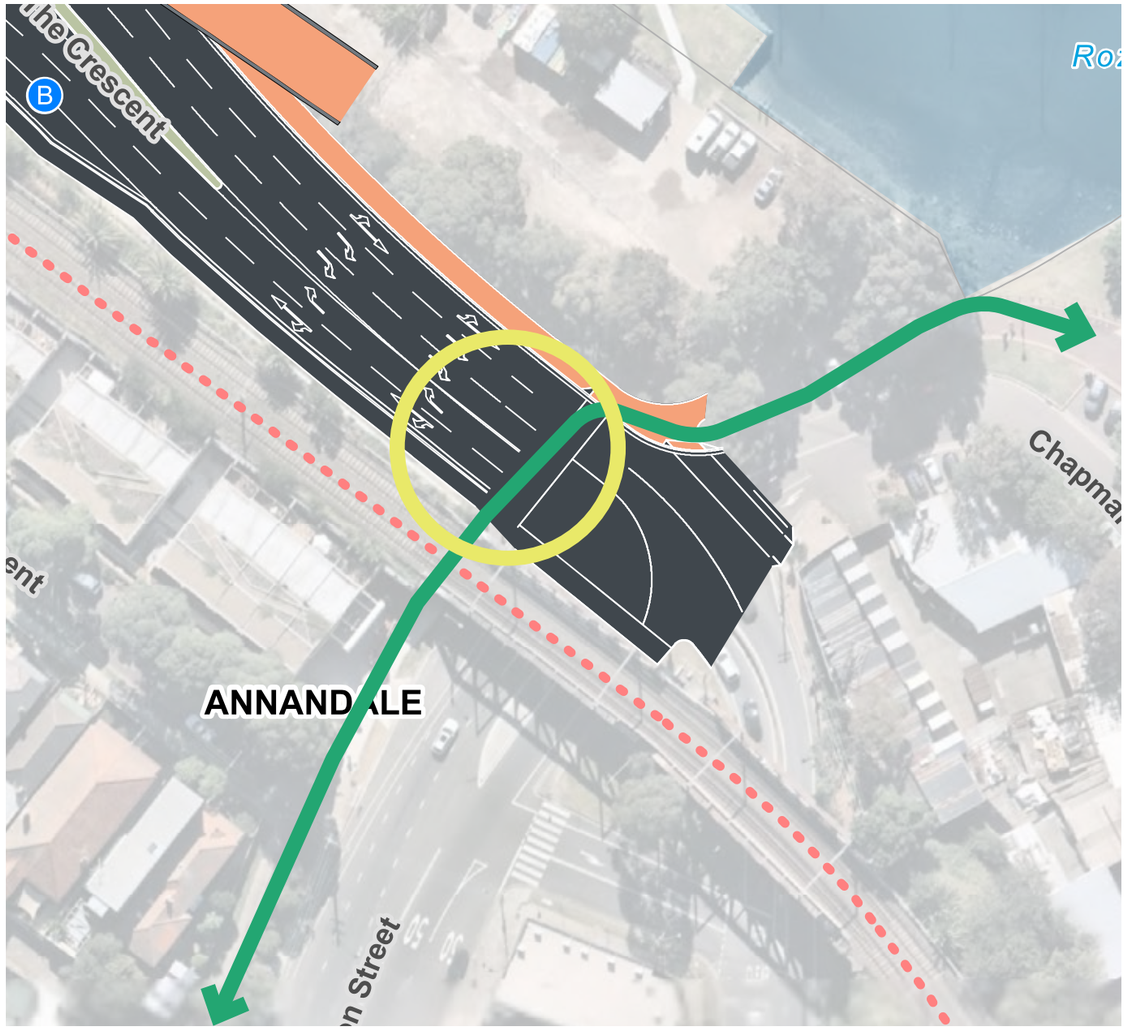
City West link perspective MOD 2 August 2019

6-8 Photomontage 5: Indicative view west from the corner of The Crescent and James Craig Road (without project)

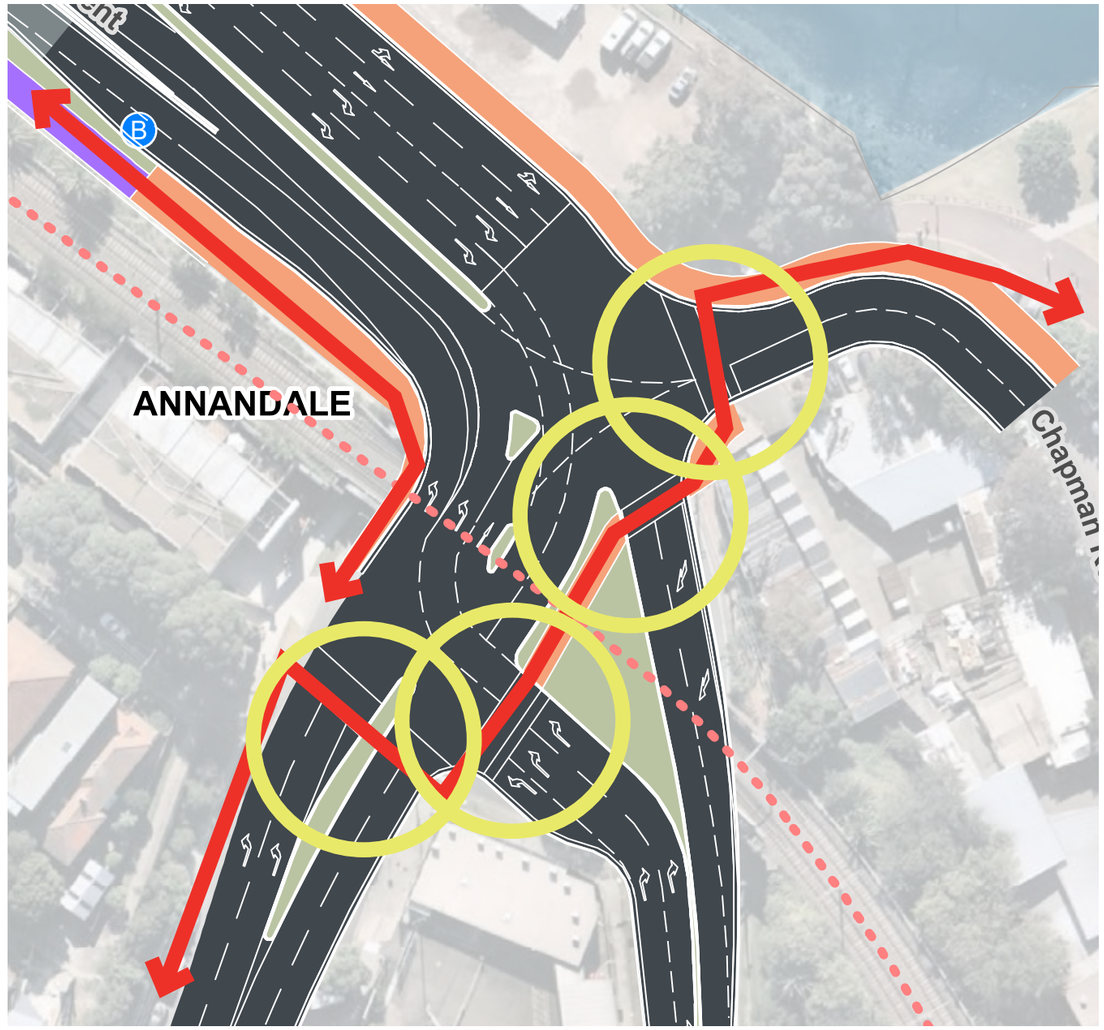
Single green bridge

Rozelle Interchange

City West link perspective MOD 2 August 2019



APPROVED EIS - SINGLE TRAFFIC LIGHT



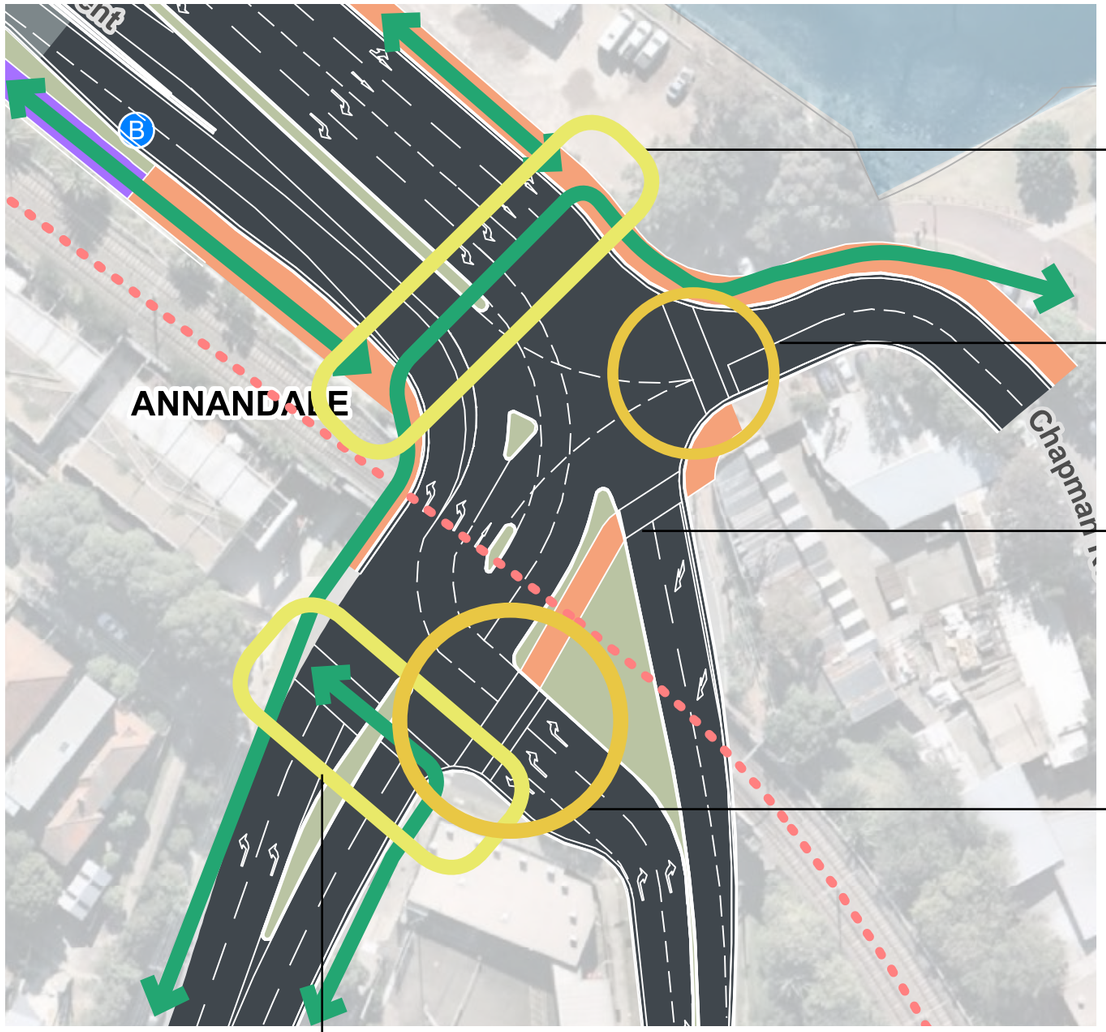
PROPOSED SCHEME
- FOUR TRAFFIC LIGHTS
- 5M CLIMB
- POTENTIAL SIX MINUTES TO CROSS (90 seconds x 4)

Rozelle Interchange

Johnston Street / The Crescent – Poor pedestrian connectivity

Rozelle Interchange

The route



Single traffic light for pedestrians consolidated on northern side

Chapman Road vehicle exit lights - no pedestrian crossing

Remove pedestrian crossing on southern side

Northbound vehicle lights

Northbound vehicle lights and pedestrian crossing

Rozelle Interchange

Johnston Street / The Crescent pedestrian crossings

Rozelle Interchange

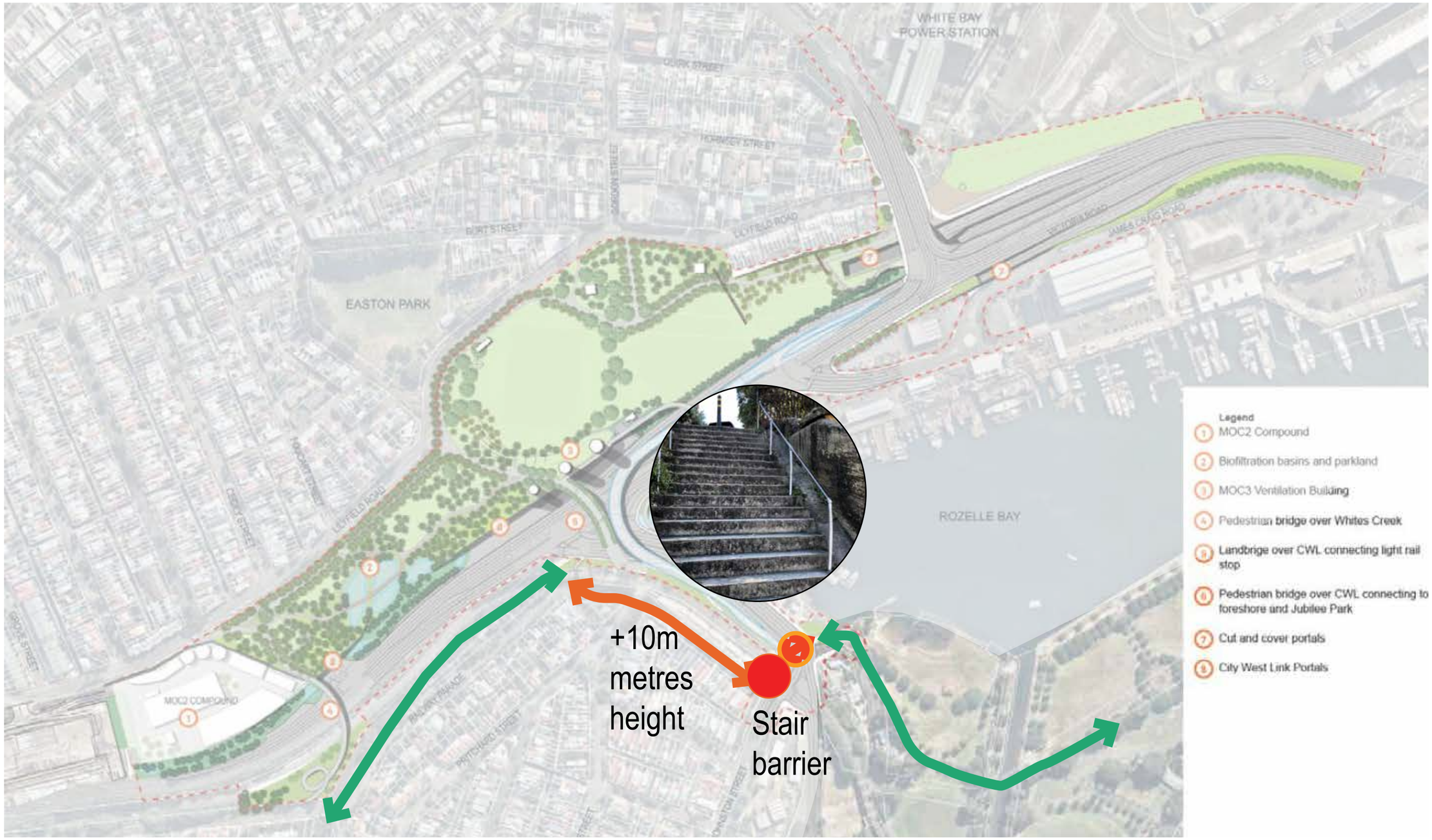
Preferred green bridge route

Rozelle Interchange

Current at grade route -Retention noted in C4-12

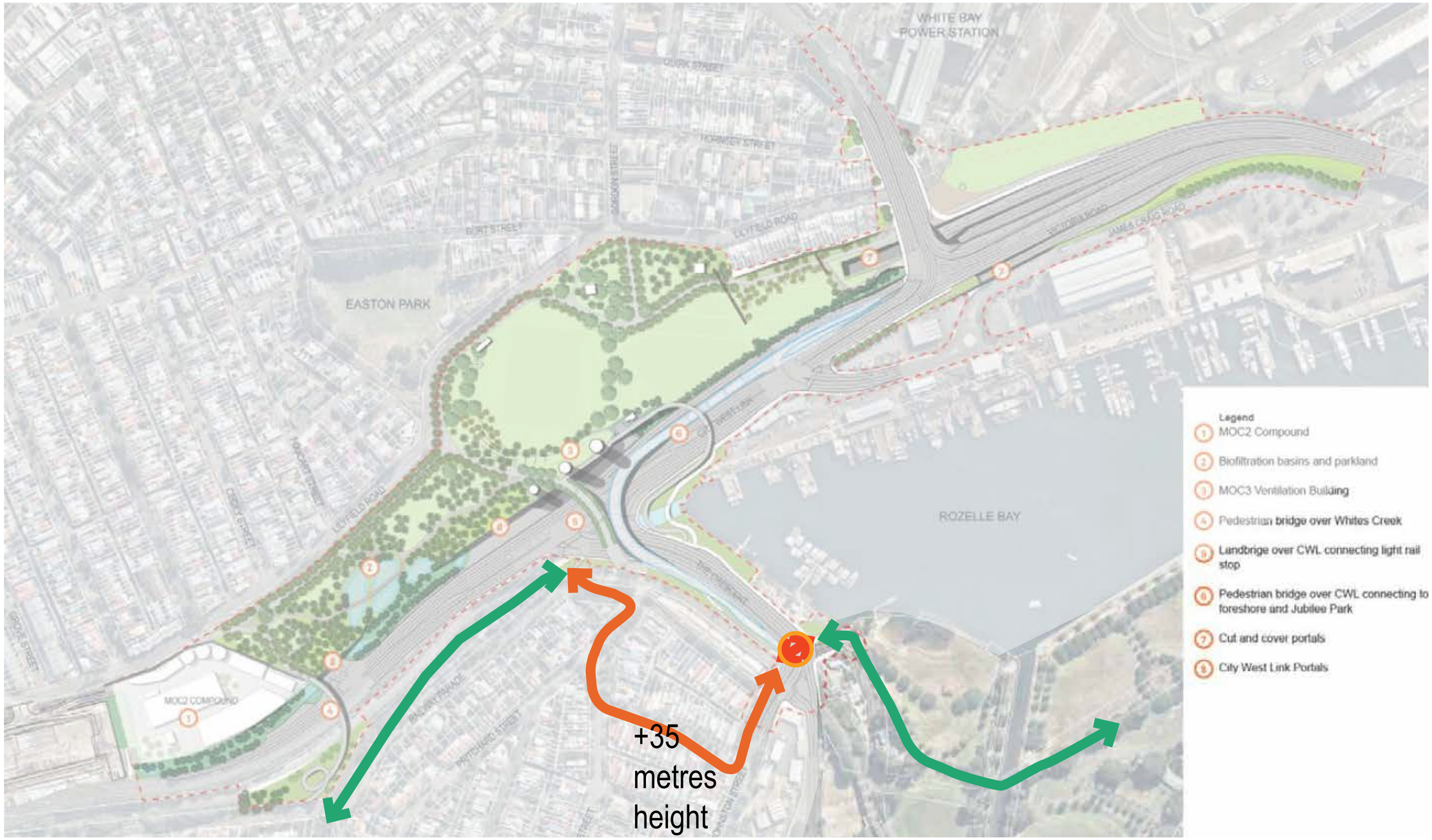
Rozelle Interchange

At grade pedestrian connectivity now via a freeway environment



Rozelle Interchange

Alternative route is a 3 storey climb with steep stair barrier



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Barrier free pram route is a long 10 storey climb up and down

Rozelle Interchange

Preferred at grade route – west side of The Crescent

Vehicle Overpass issues

Rozelle Interchange

Key issues with the overpass

The introduction of the overpass has had multiple flow on effects, including moving the green bridge, poor pedestrian connectivity, and visual impact issues.

The overpass has been driven by level of service issues. However it is only improving it from F to C, and is likely to degrade further over time. Both option 1 and 2 were better urban outcomes.

Rozelle Interchange

It has forced the relocation of the green bridge impacting all the related connectivity issues outlined in the previous section. It has also forced the introduction of a second bridge that is very long and high to get over the down ramp.

It has significant visual impact issues itself. Its design speed is making it higher than the Green bridge. It blocks views to the harbour from the relocated green bridge. Light poles will further add to its visual height. It also impacts the mural.

The 165m tunnel option 2 was discarded due to constructability and other concerns. Options to simplify it by limiting the tunnel to 120m should be addressed. The long length drives a requirement for mechanical ventilation, and therefore a deeper trench and a longer tunnel, all adding greatly to the cost. Option 2 needs to be revisited.

6-5 Photomontage 2: Indicative view east from Rozelle Bay light rail stop (without project)

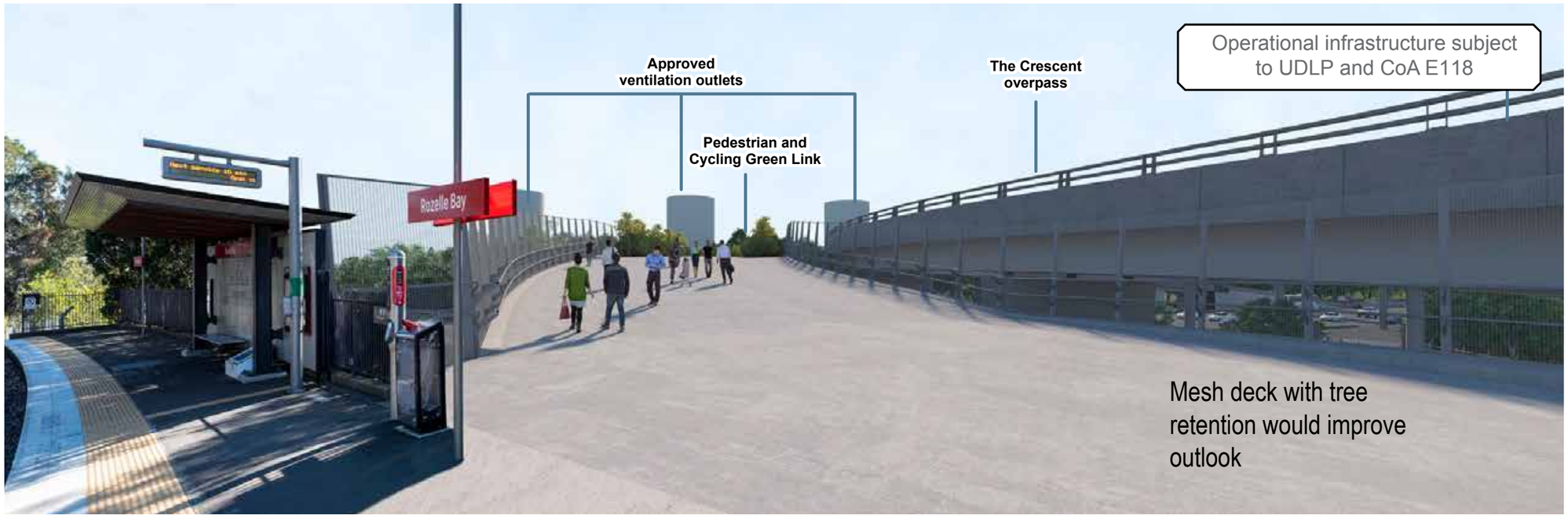
Overpass blocks views from Green Bridge to water

Rozelle Interchange

Rozelle Bay Light Rail Station – Green Bridge MOD 2 August 2019

Green Bridge removes edge vegetation

6-6 Photomontage 3: Indicative view north from Rozelle Bay light rail stop (without project)

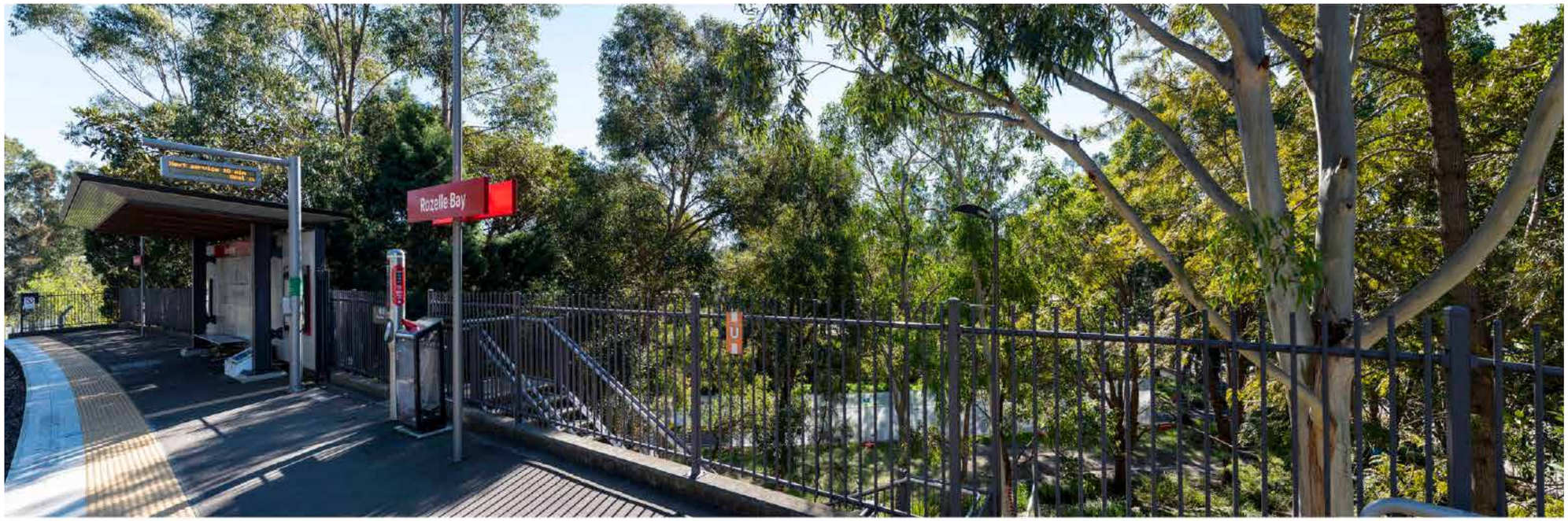


Green Bridge not very green

Overpass blocks views from Green Bridge

Rozelle Interchange

Rozelle Bay Light Rail Station – Green Bridge MOD 2 August 2019

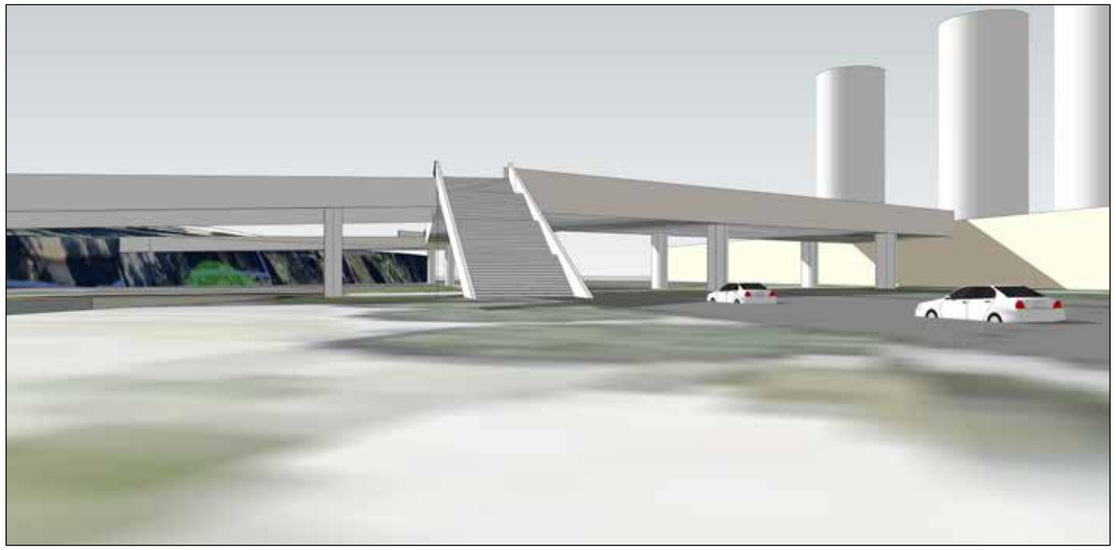


6-6 Photomontage 3: Indicative view north from Rozelle Bay light rail stop (without project)

Rozelle Interchange

Embankment trees retained

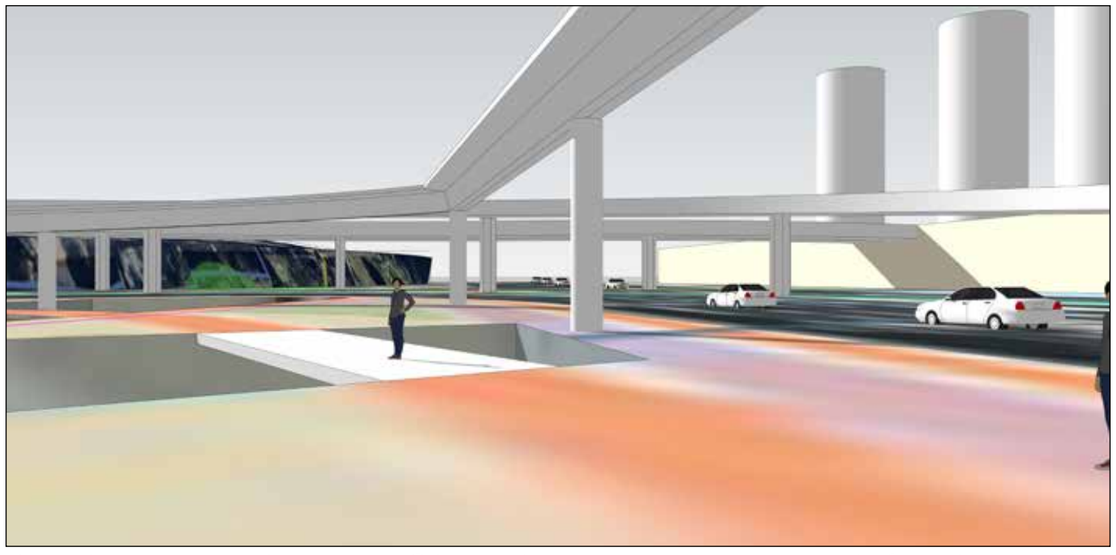
EIS



EIS

MOD 2

View west bound on City West link showing visual impact of additional overpass and footbridge



Pedestrian view west bound on City West link showing visual impact of additional overpass and footbridge

MOD 2

Rozelle Interchange

comparitive views of EIS scheme and Modification

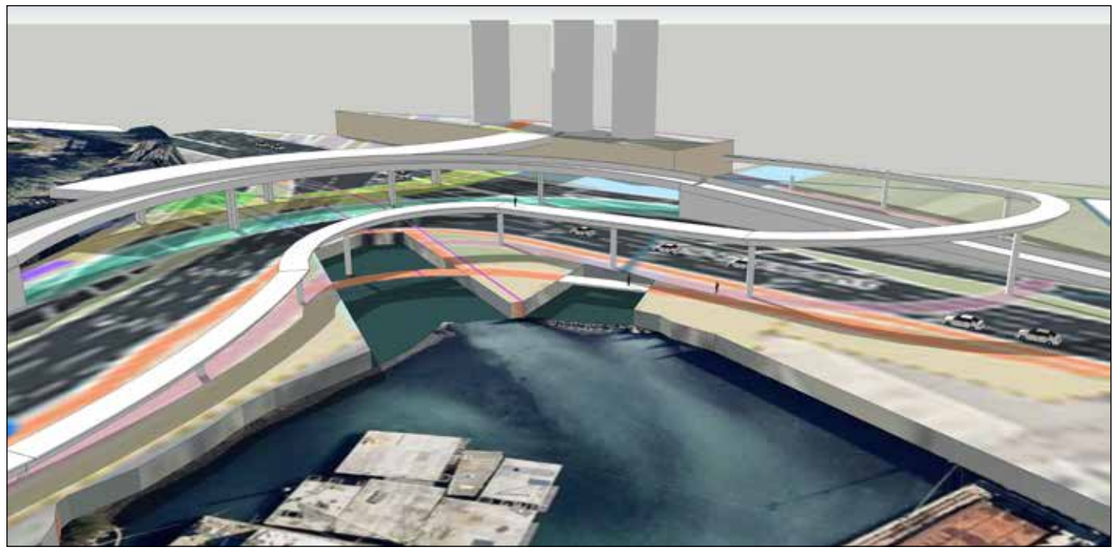
EIS

Aerial view looking north west Illustrating complexity and lngth of new footbridge

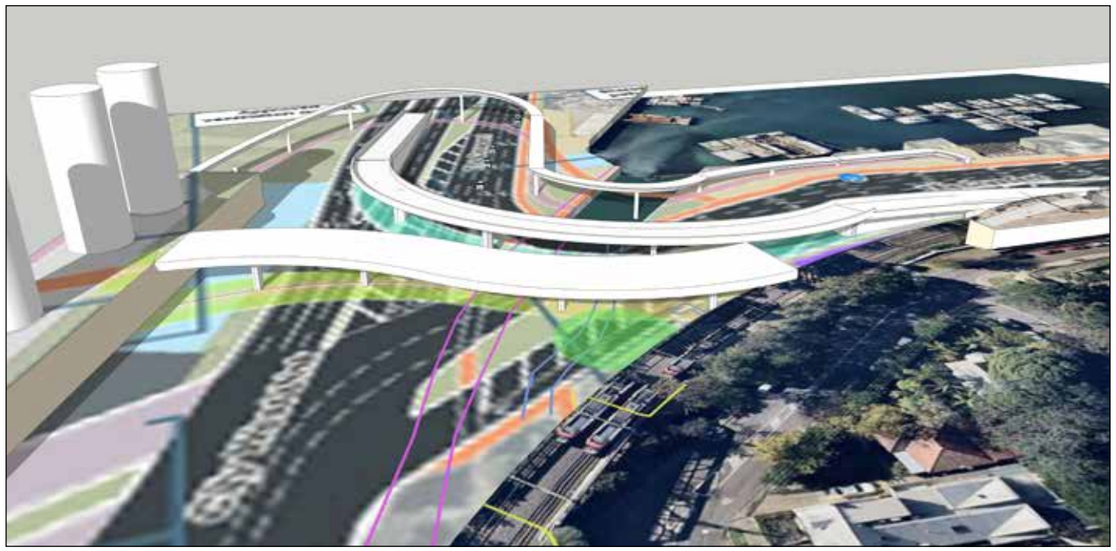
EIS

Aerial view looking east showing additional viaual impact of the overpass and additional footbridge

MOD 2



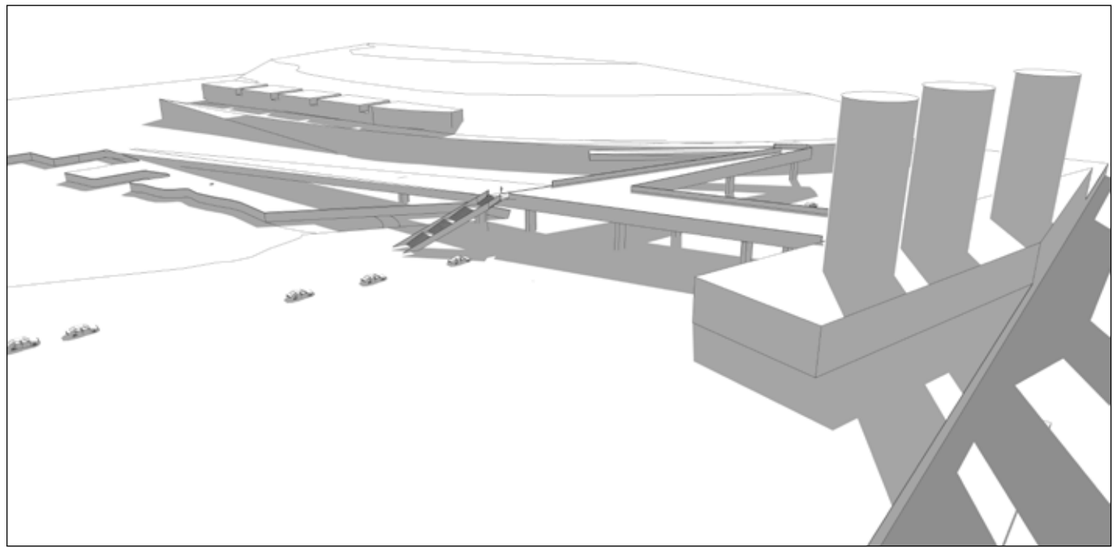
MOD 2



Rozelle Interchange

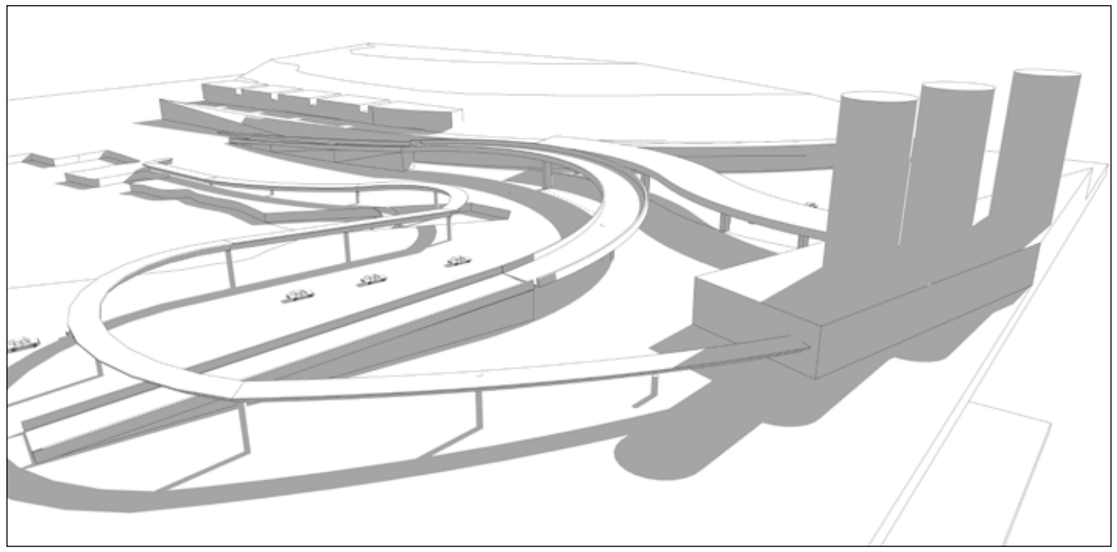
comparitive views of EIS scheme and Modification

EIS

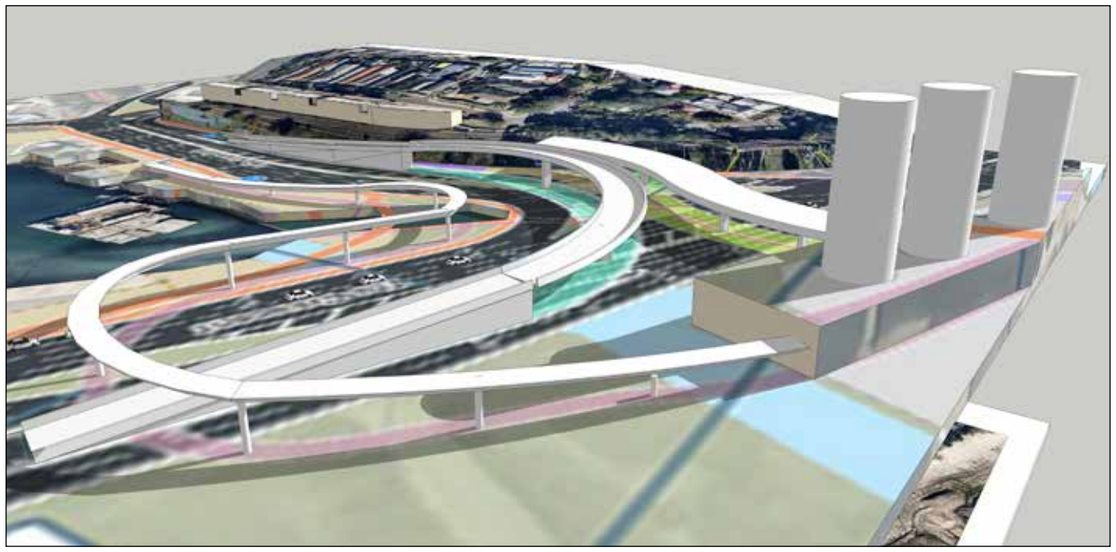


EIS

MOD 2



White model Aerial view looking south west showing additional visual impact of new overpass and footbridge



Same Aerial view looking south west

MOD 2

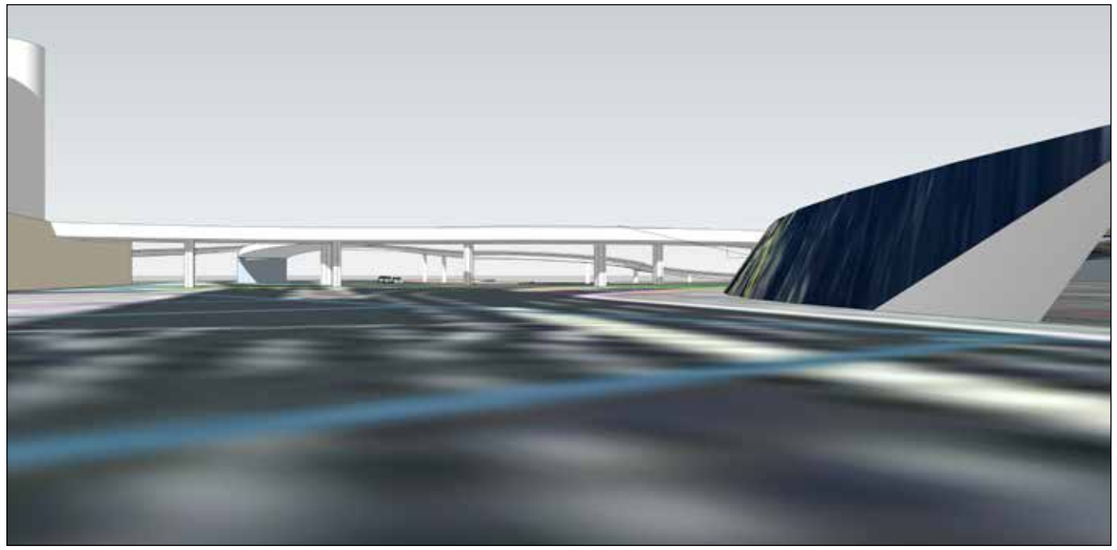
Rozelle Interchange

comparitive views of EIS scheme and Modification

EIS

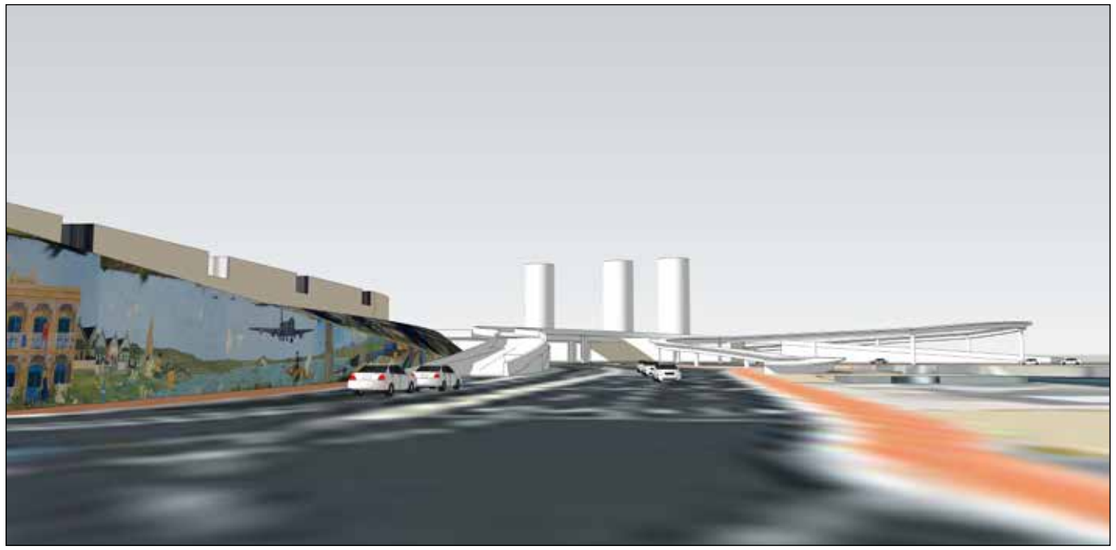
EIS

MOD 2



View eastbound on City West link

MOD 2



View northbound on The Crescent

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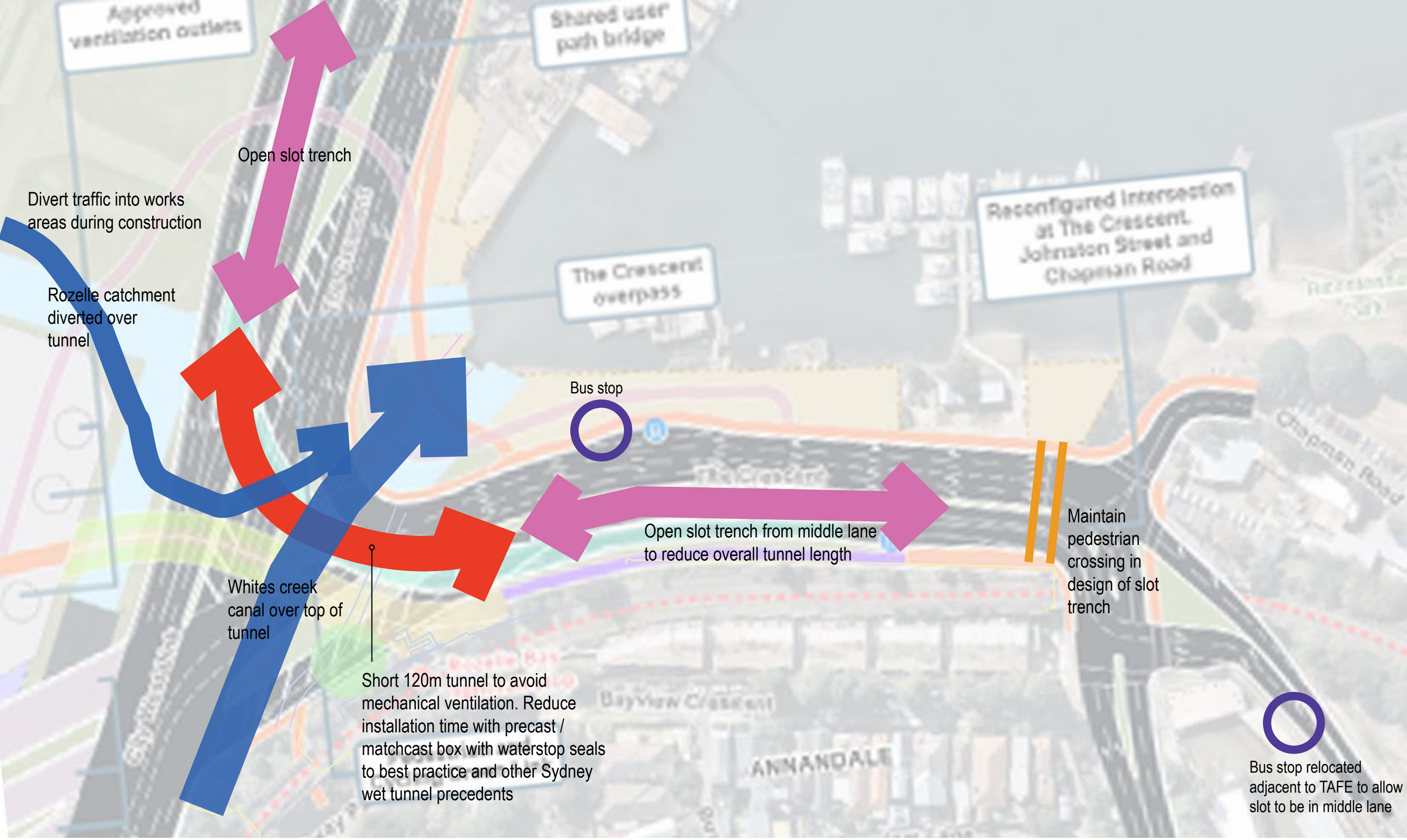
comparitive views of EIS scheme and Modification



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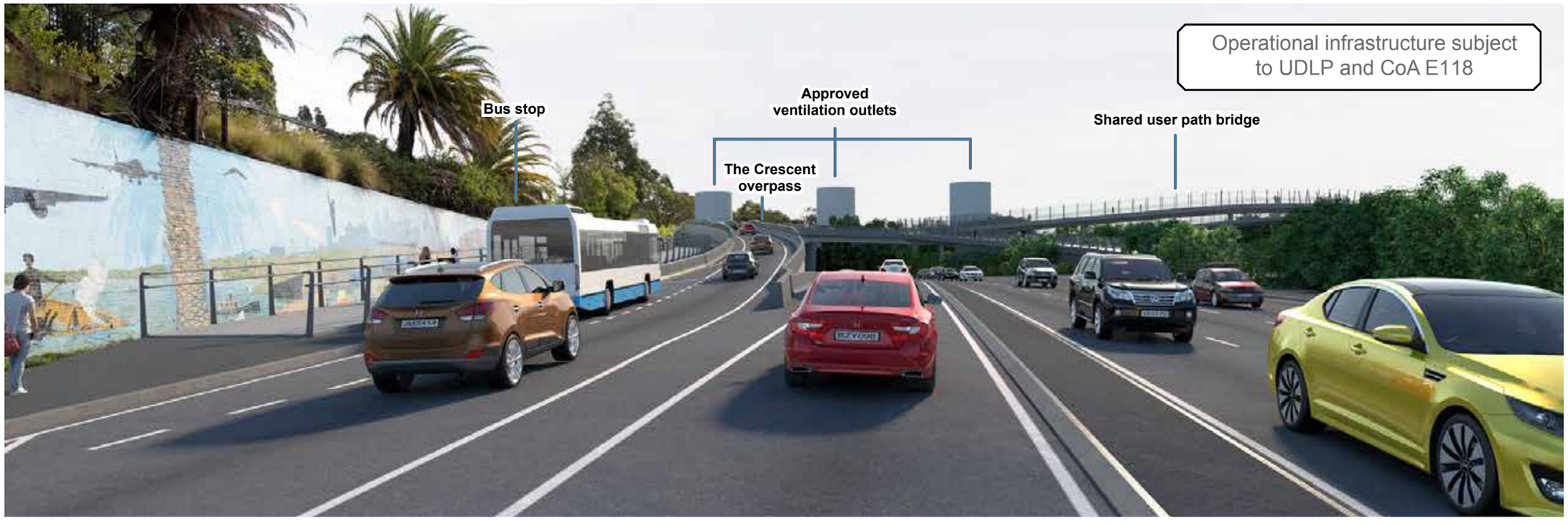
Option 2 is a better urban outcome

6-4 Photomontage 1: Indicative view north-west from the corner of The Crescent and Johnston Street (without project)



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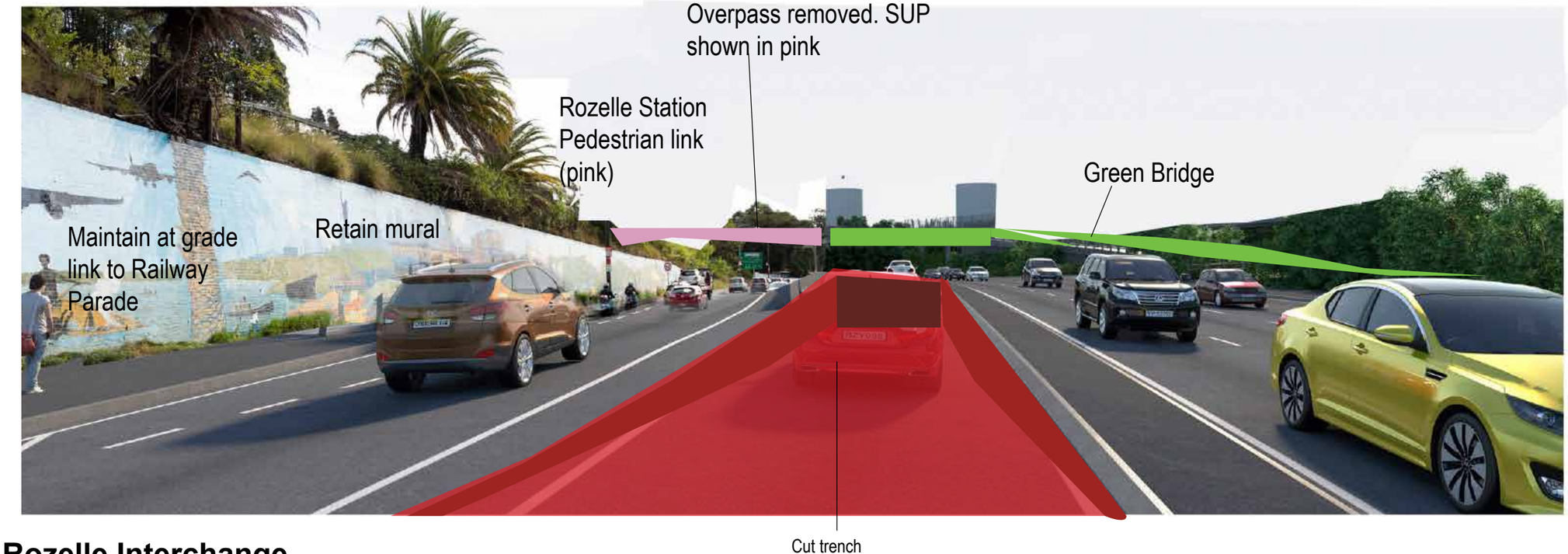
Crescent perspective views MOD 2 illustrations August 2019

6-4 Photomontage 1: Indicative view north-west from the corner of The Crescent and Johnston Street (without project)



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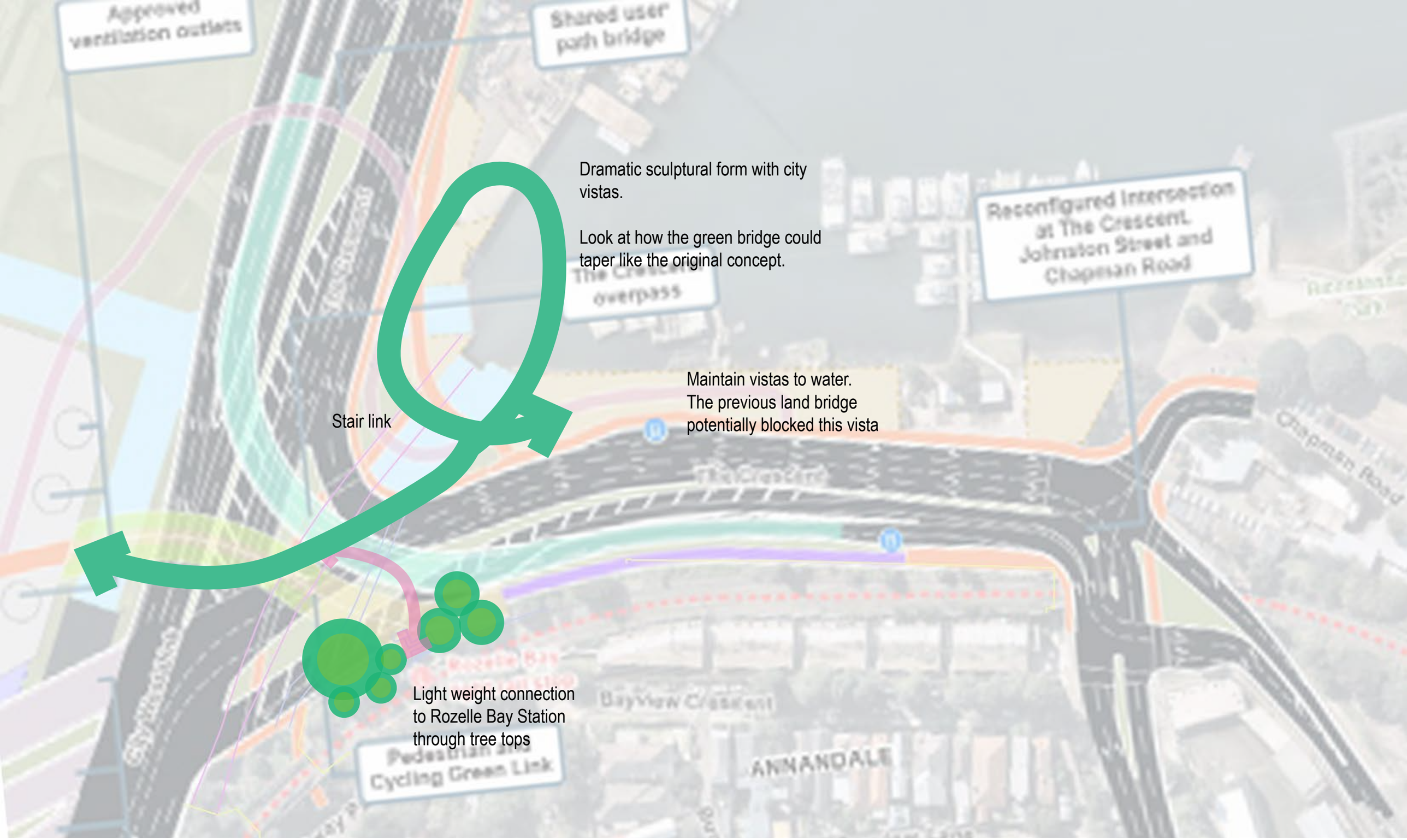
Proposed Slot trench in centre to short tunnel



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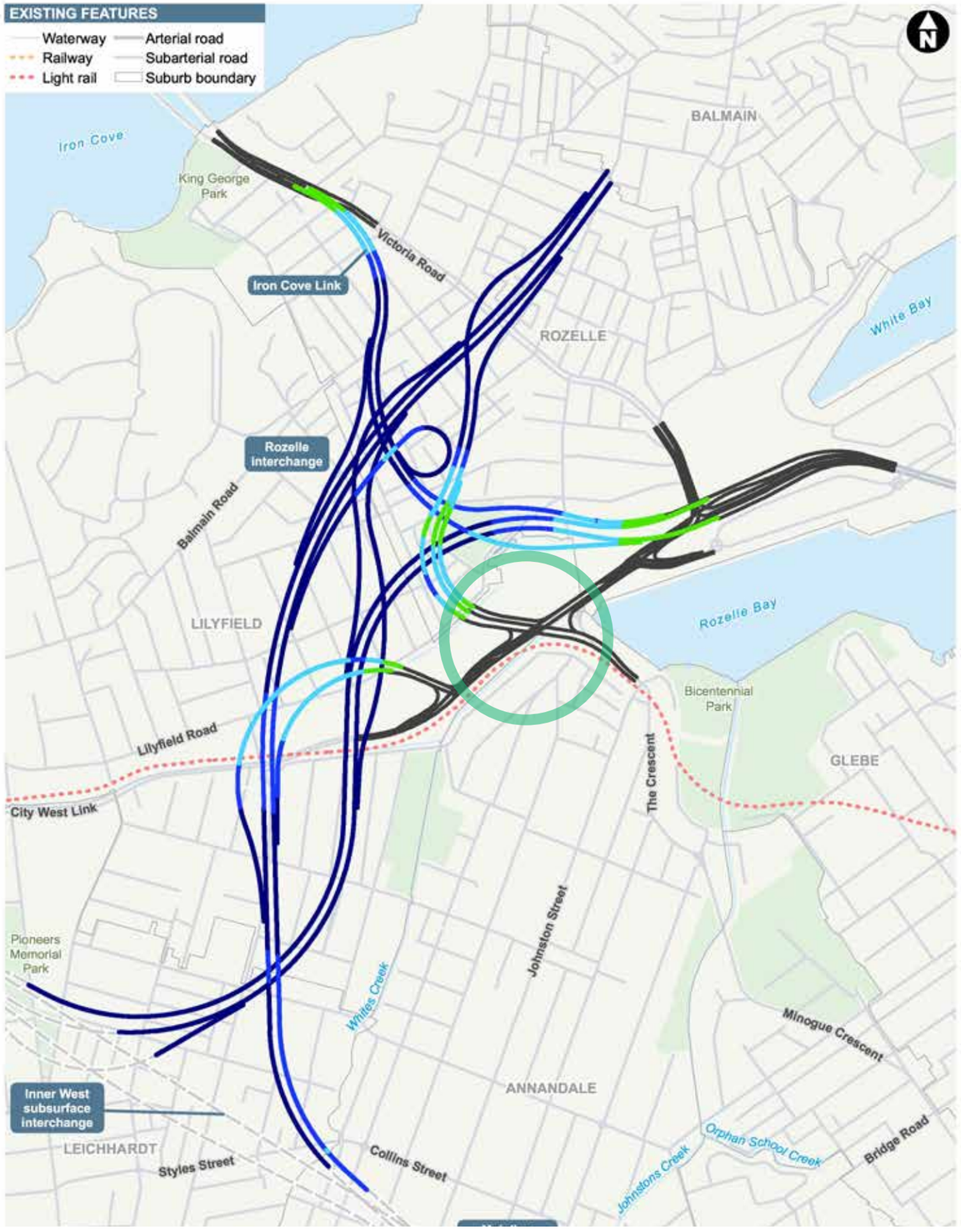
Allows Green bridge to connect park to park

Buruwan Park edge tree retention

Rozelle Interchange



Rozelle Interchange

Above ground tunnel portal alignment is driving tree loss in park

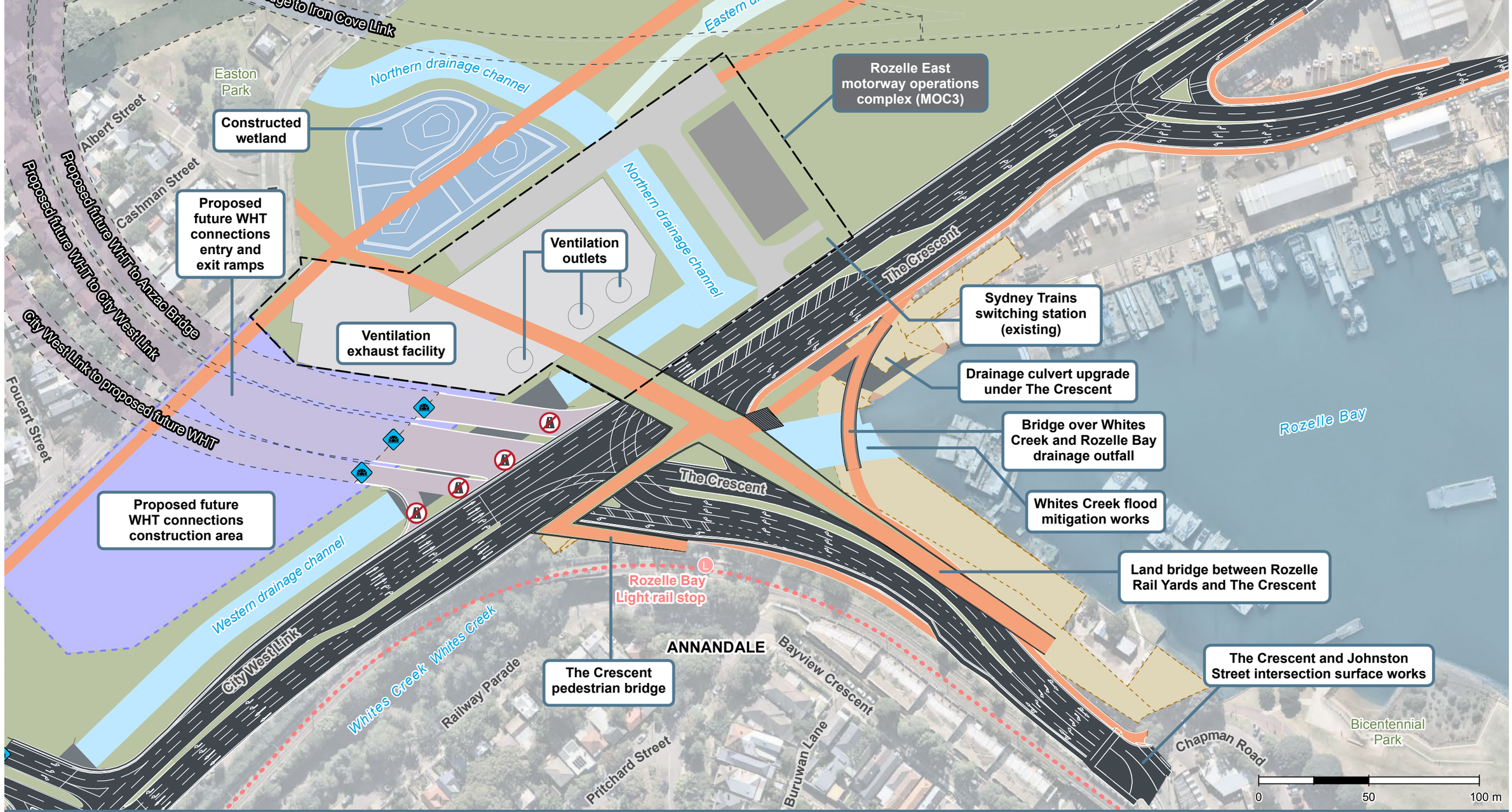
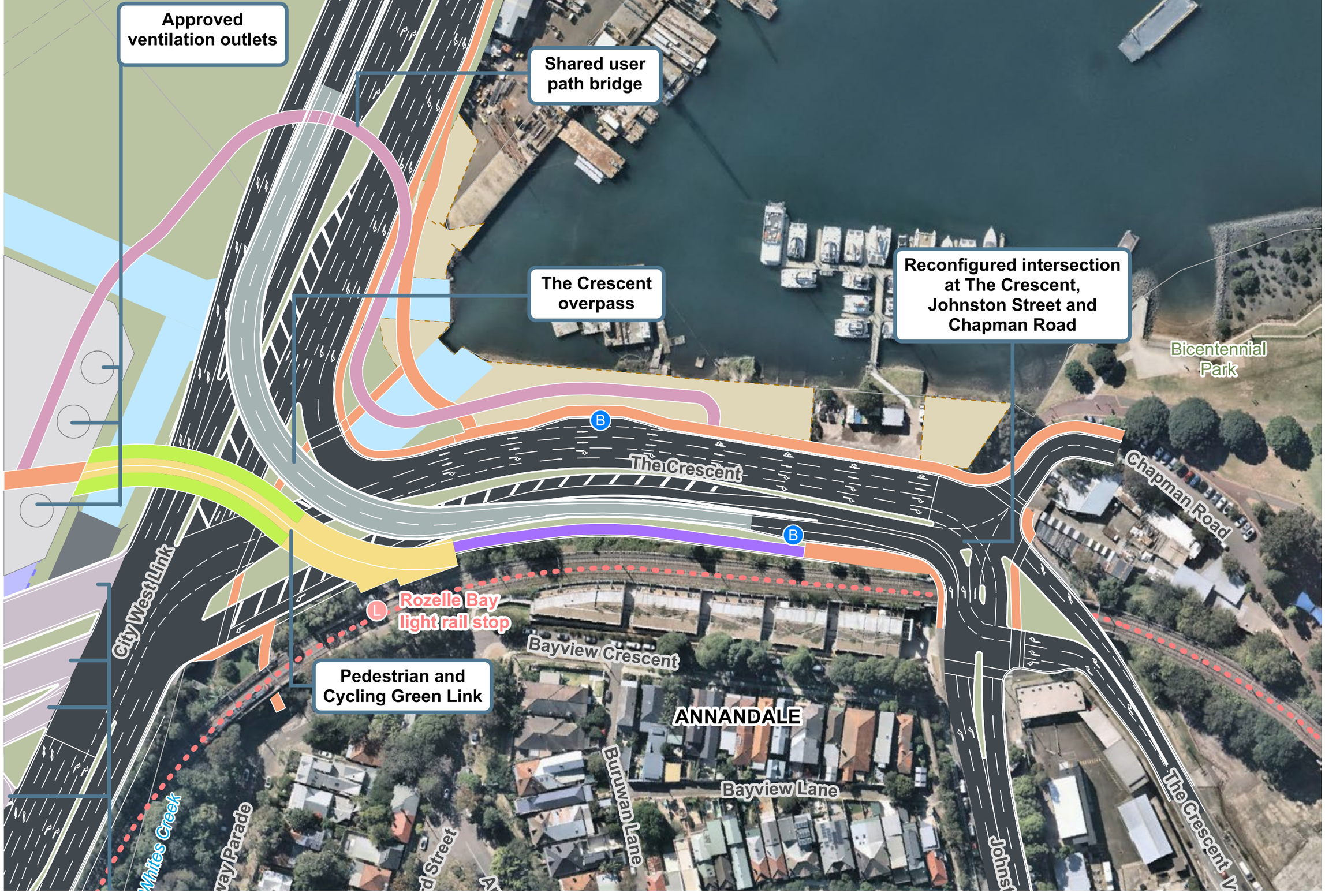


Figure 3-1 Overview of the approved project



Rozelle Interchange

MOD 2 scheme has not adequately reviewed landscape opportunities

1:1000 @ A3 Nearmap aerial image 2019

Rozelle Interchange

Significant embankment trees and fig that could be retained

1:1000 @ A3 Nearmap aerial image 2019

Rozelle Interchange

Modification 2 overlay

Rozelle Interchange

Light rail embankment trees

Rozelle Interchange

Large Ficus macrophylla – 30m diameter 15m tall

Rozelle Interchange

Valuable Green edge

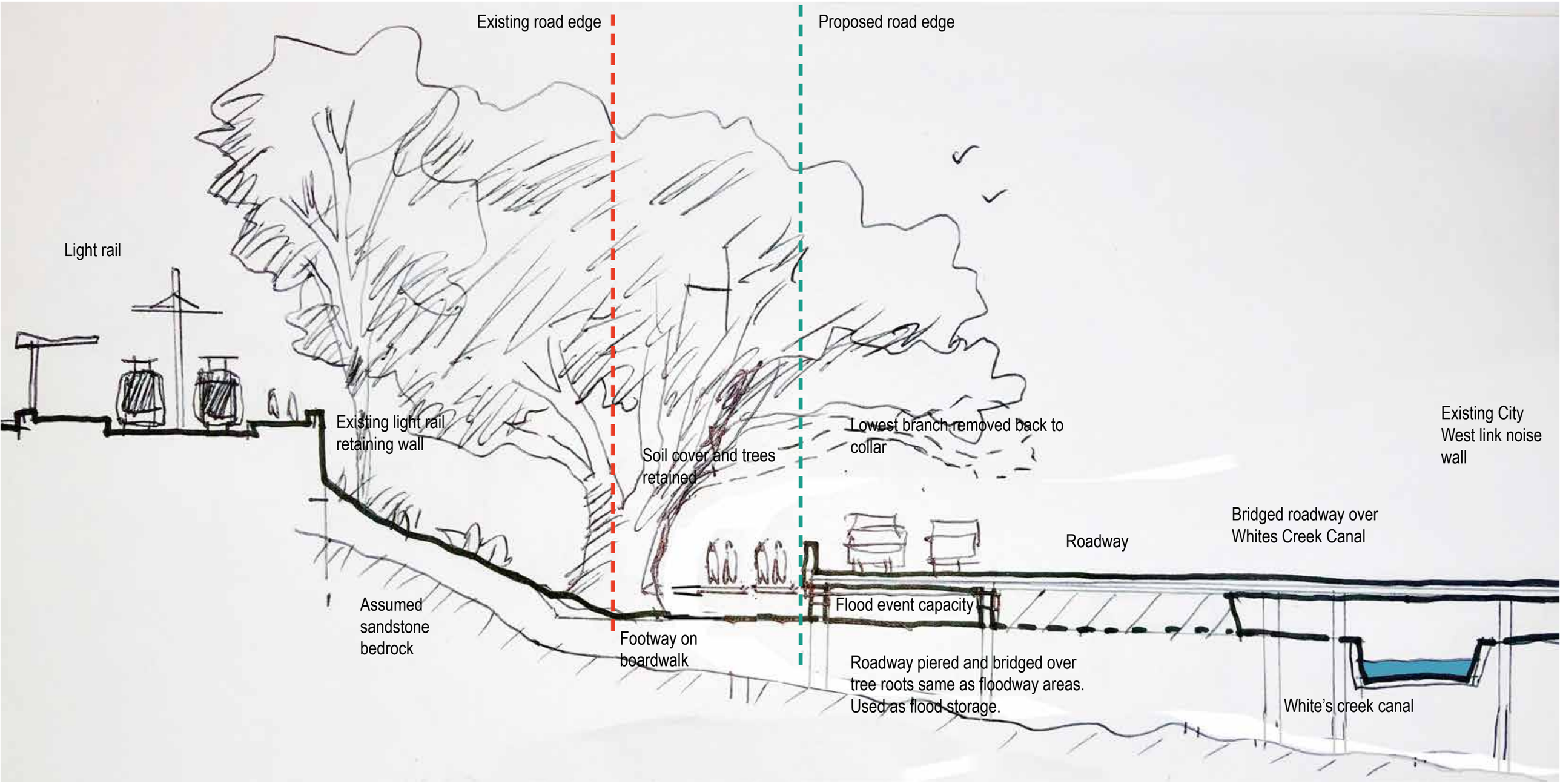
Rozelle Interchange

Light rail embankment trees - 15m tall Sydney Blue Gums

1:1000 @ A3

Rozelle Interchange

Road alignment and line marking adjustments to retain trees



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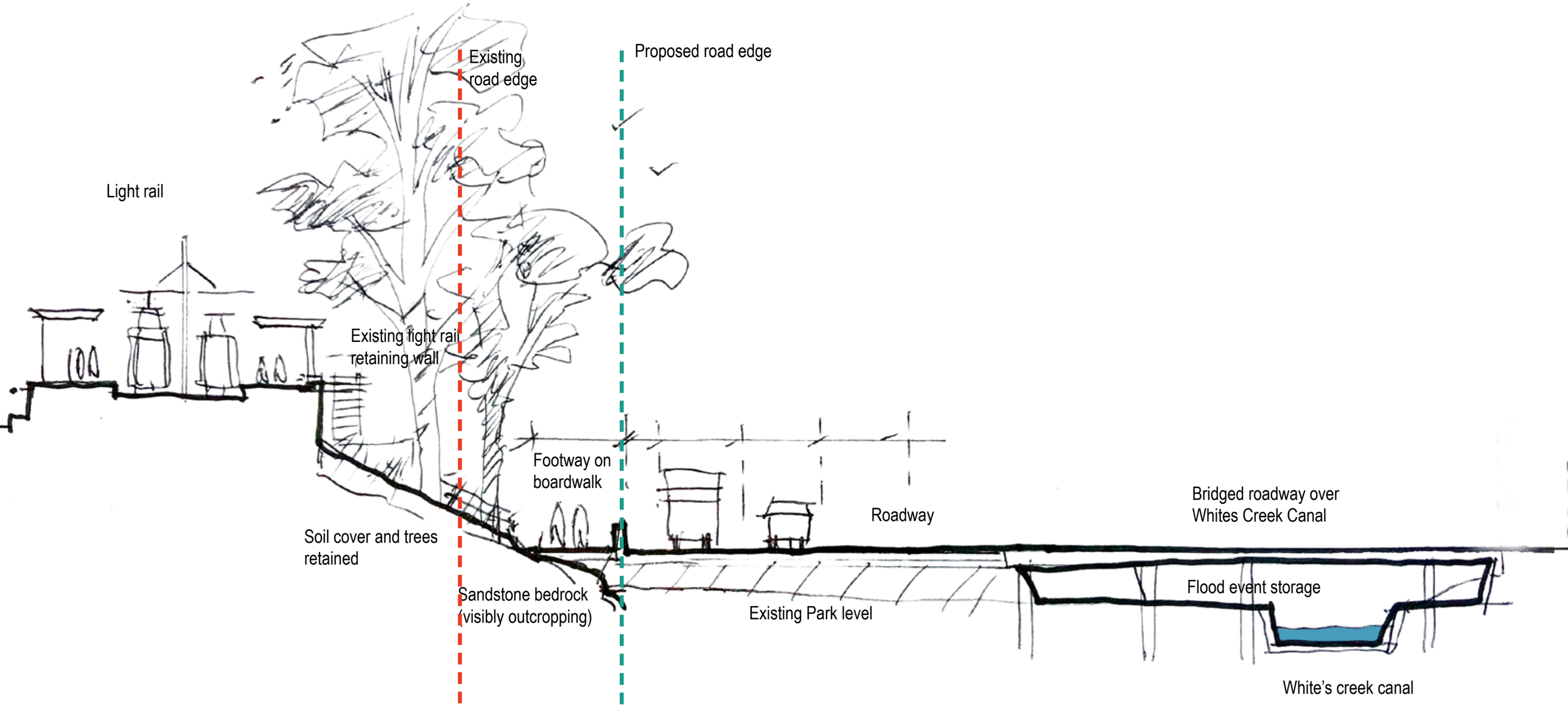
Section AA – west of stairs – Through Fig



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Section BB – east of stairs

Traffic movements

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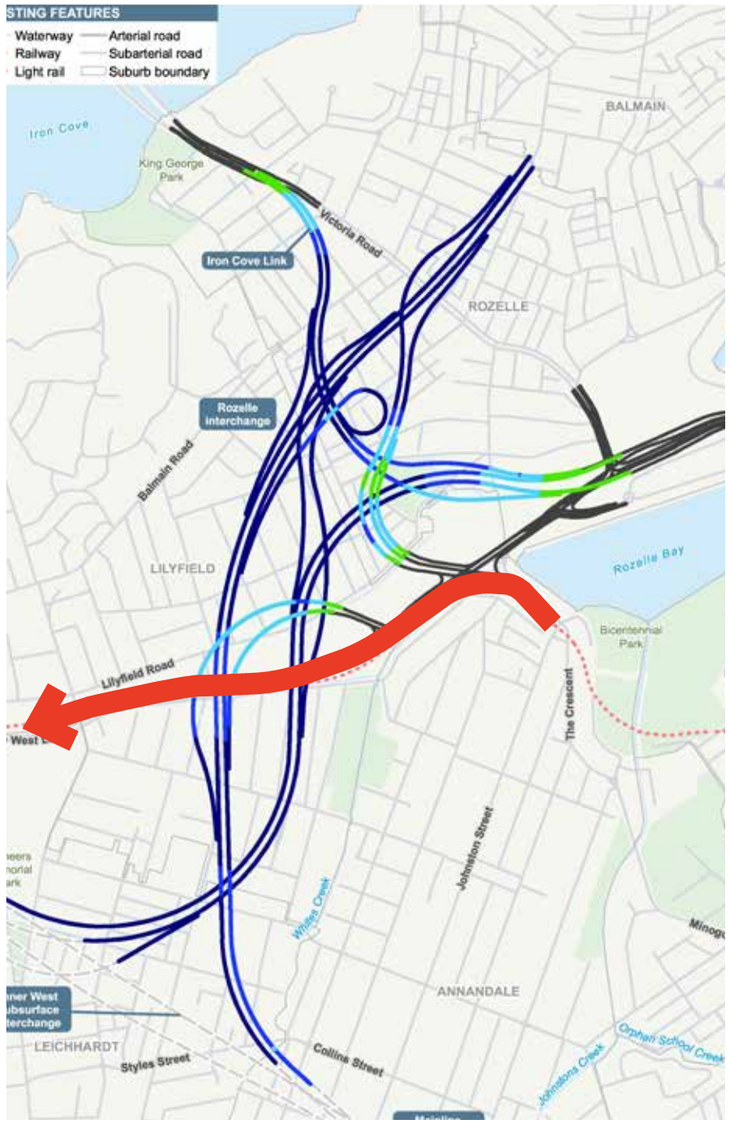
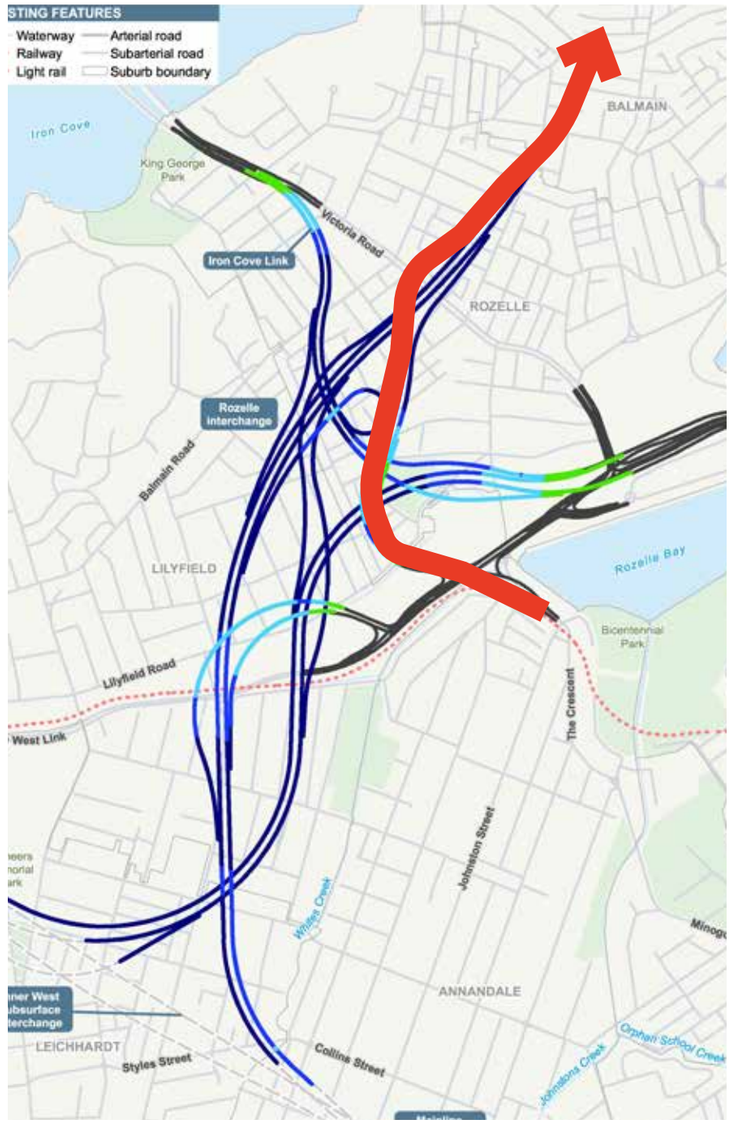


To Habberfield / Parramatta.
City west link to Wattle street West connex tunnel

To Victoria Road / Anzac Bridge
(currently only via the overpass)



To Northern beaches - if and when future tunnel built

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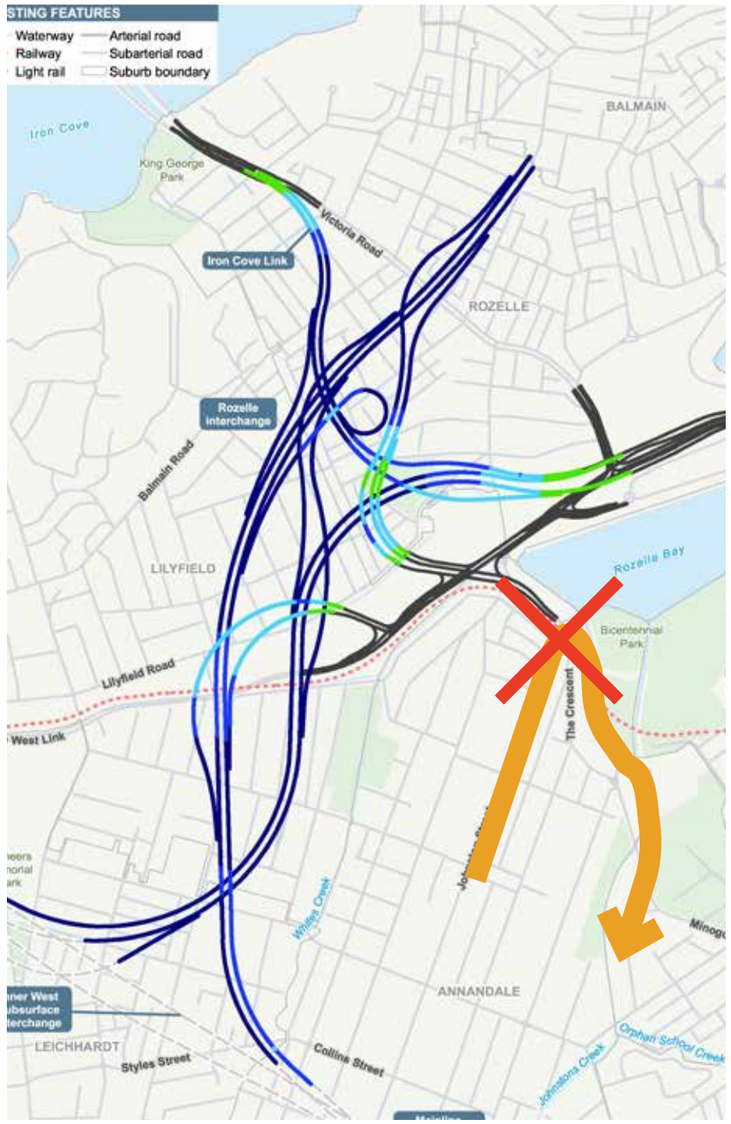
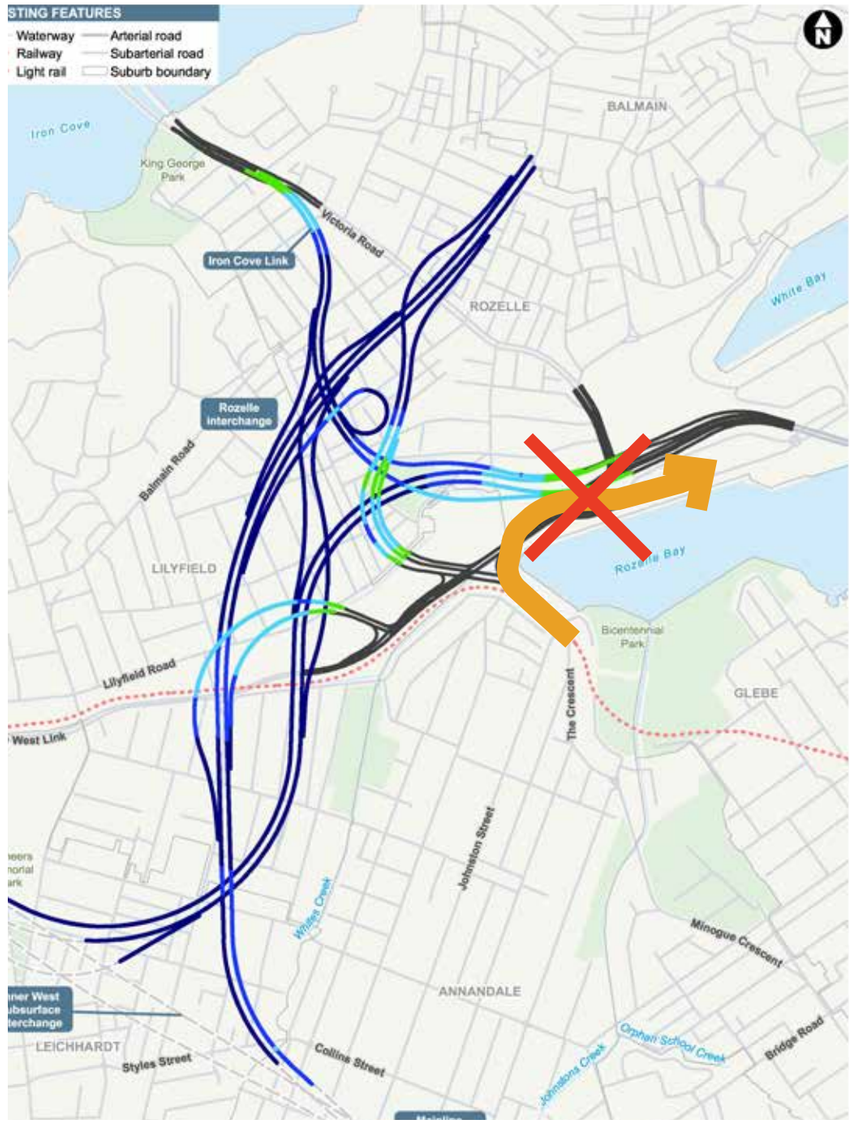
From Annandale / Glebe

To St Peters / Airport via West Connex Tunnels



Now no right turn from Johnston Street to the Tram sheds, Glebe, Sydney University and other destinations.

This should be reinstated



Now no right turn from The Crescent into James Craig Drive and possible future residential communities.

Only option 1 maintained this

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From Annandale / Glebe

We would like to see better urban outcomes for its 100 year lifespan

Key outcomes:

Remove the overpass. Return to option 1 at grade intersection or solve underpass option 2 technical constraints so it is the preferred option.

Improve pedestrian connectivity.

Halt all further tree removal in Buruwan Park. Urgently review design to adjust roads for maximum tree retention on the southern side of Buruwan Park.

Rozelle Interchange

Consider local traffic