

TO: THE DIRECTOR  
TRANSPORT ASSESSMENTS PLANNING SERVICES  
DEPARTMENT OF PLANNING, INDUSTRY AND ENVIRONMENT

IN THE MATTER OF: THE PROPOSED ROZELLE OVERPASS MODIFICATION

OBJECTIONS TO PROPOSALS CONTAINED IN THE  
CRESCENT OVERPASS AND ACTIVE TRANSPORT LINKS  
MODIFICATION  
REPORT, AUGUST 2019  
DATED: 2019

Jane Cameron  
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OBJECTIONS TO PROPOSALS CONTAINED IN THE  
CRESCENT OVERPASS AND ACTIVE TRANSPORT LINKS  
MODIFICATION REPORT, AUGUST 2019

**I, the undersigned wish to formally object to the proposal replacing a tunnel with an overpass contained in *The Crescent Overpass and Active Transport Links Modification Report, August 2019*, “the proposal”, on the following grounds:**

1. VISUAL IMPACT

1.1. The original proposal that was agreed was a tunnel, which, apart from its construction phase would have had little impact on the area.

1.2. The proposed “modifications” are so significant that the proposed overpass will dominate and destroy the local landscape.

1.3. This is in an area that has over two hundred years of history. It is listed as a heritage conservation area. The Inner West Council states on its website, “Little change can be expected other than modest additions and discrete alterations”.

(<https://www.innerwest.nsw.gov.au/develop/planning-controls/heritage-andconservation/heritage-conservation-areas>. Accessed 11/9/19). In view of these guidelines to residents, how can a massive overpass be justified?

1.4. The modifications are so different from the original proposals that they fly in the face of conditions of the original consent.

1.5. There will be a massive, and purely negative, visual impact on a large number of residents in Annandale.

## 2. NOISE POLLUTION

2.1. The prevailing winds in Sydney are Westerly;

2.2. There will be significant noise pollution to persons and property in a large area, predominantly but not limited to, the west of the proposed overpass. This will adversely affect Annandale.

## 3. RELOCATION OF THE GREEN LINK

3.1. Consent for the original proposal (by way of a tunnel) was conditional upon the "Green Link" connecting the Rozelle Goods Yard to Bicentennial Park.

3.2. The proposal seeks to "re-locate" this link, thereby removing the direct connection.

3.3. Anyone wishing to walk or cycle from the Rozelle Goods Yard to Bicentennial Park will now need to walk for an estimated minimum of 20 minutes, alongside a raised motorway overpass, beside the traffic on the crescent, eventually crossing four pedestrian crossings. This is farcical and dangerous. It shows no consideration of residents, pedestrians and cyclists.

## 4. DESTRUCTION OF BURUWAN PARK

4.1. As Annandale residents, one of the things that makes our suburb so desirable is its parks and established trees. They are used by families throughout the year, they link us to the two hundred year history of the suburb and they provide us with a green barrier between the City West Link and residences.

4.2. Our Council and State governments normally support measures to combat global warming: it seems extraordinary that at a time when the whole world is decrying the destruction of trees in the Amazon, a serious proposal is made that would cause the loss of well over 70 trees, some of which are beautiful, mature fig trees, and which cannot be compensated for with new planting.

4.3. The creeping destruction of Sydney's green spaces, little by little, risks the loss of amenities that are essential for a city's health.

## 5. REMOVAL OF RIGHT TURN OUT OF JOHNSTON ST INTO THE CRESCENT

5.1. This is crucial for local residents and removing this right turn will mean increased traffic through local streets.

5.2. Currently, children play on local streets. The removal of the right turn into the Crescent will cause an increase in traffic in local streets. The proposals, should they proceed, will either force them inside or endanger them. In addition, there will be an increase in noise and emissions in local streets.

## 6. DESTRUCTION OF COMMUNITY

6.1. Annandale and its environs has a strong sense of community, it is in many respects like a village. This is due in part to its quiet atmosphere. The construction of an inherently noisy overpass will have a significant adverse effect on the area.

6.2. One of the reasons people love living in Annandale is this sense of community and the easy access to parks and water.

6.3. People greet each other in the street, businesses know the local residents, it is safe for children to play outside and everyday residents throng to Jubilee and Bicentennial Parks.

6.4. It is a healthy, friendly and supportive community with values the government should be fostering. We believe the proposed modifications will change this detrimentally in every way.

6.5. We understand that the reason the modification is sought is a financial one. However, a

proper cost/benefit analysis that fails to take into account the above listed objections will give a flawed result. It is only by taking into account the intangible benefits that will be destroyed by an overpass, that a proper accounting can be done. The loss of property values and lifestyle of thousands of people in Annandale and its environs seems to have been omitted from the calculations.

7. For the reasons detailed above we oppose the proposed modification from a tunnel to an overpass, and we look forward to your reply.

Dated 17<sup>th</sup> of September 2019

Jane Cameron