

SUBMISSION: NSW Department of Planning & Environment SSI 7485

WestConnex M4-M5 Link – Modification 2 The Crescent overpass

We implore the decision-makers in this process to think about the legacy of their decisions and the direct and long-lasting impact of this appalling modification on the liveability of our city and this particular area of it and the capacity of future generations to walk, ride and enjoy the local amenity.

Overriding the needs of pedestrians, bike-riders, and local residents will make Sydney an uglier and unliveable city. Think of how your decision will be regarded by future generations – your children and children’s children etc.

Is your legacy to be – what possessed them? ...

No consideration of the environment, of connectedness, community, and what it means to be able to enjoy walking around the bay and to the Fish Market. How thoughtless and vapid were these planners and decision-makers!?

MAIN ISSUES:

Overtakes and ignores the conditions of consent given for this project

This modification completely ignores the conditions of consent given for this project and threatens to impose unacceptable negative consequences on the landscape and liveability of our local area. It is not what was promised. It is totally unacceptable.

It has no consideration for proposed revitalisation of the entire Bays Precinct, including linking the Light Rail and bus stops to a ferry wharf and Metro station.

Pedestrian access to Bicentennial Park and Jubilee Park

This modification prioritises the needs of motorists, trashing the experience of local pedestrian traffic and making harder for residents to access the public waterfront. The proposed construction of an overpass will separate Glebe Forest Lodge & Annandale from Bicentennial Park and the foreshore.

Pedestrians walking from the Western side of Johnston Street will have to use four pedestrian crossings to reach Bicentennial Park. It will significantly reduce safety and increase the risk for pedestrians and cyclists with changed direct access across the Crescent to Bicentennial Park.

This pedestrian arrangement should be modified to allow pedestrians to cross directly from Johnston Street to the Park via The Crescent.

Relocation of the green link

This modification would abandon one of the centrepieces of the original design: a pedestrian and cycling green link to connect the Rozelle Goods Yard to Bicentennial Park.

Relocating this green link to the west of the intersection of The Crescent and City West Link ignores the original conditions of consent given for this project and puts the needs of motorists ahead of pedestrians and cyclists. The proposed pedestrian bridge further north up the City West Link creates an unnecessarily long walk for pedestrians and an unnecessarily high climb of 5+ metres. RMS and the contractors should reconsider other design options for a continuous green link from Rozelle Goods Yard, across the City West Link into Jubilee Park, including a link to Annandale and the Rozelle Bay light rail stop.

Visual impact and amenity

This modification will impose hugely on the local landscape in the inner west. A new elevated overpass is completely at odds with local development standards and will have a significant negative visual impact on Annandale and its surrounds.

These changes will result in a lack of visibility of the foreshore, loss of amenity , physical and social alienation. The overpass will be a visual blight - blocking sight lines to the waterfront and will have a huge impact on the community's relationship with the foreshore.

Increased local traffic in Annandale

This modification would remove the option to turn right out of Johnston Street into the Crescent which will increase traffic through local streets including Piper Street and Booth Street. These changed conditions will mean increased noise and emissions for residents in Annandale. It is time we learnt from the consequences of major toll road construction 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 create.

Changed traffic routes (No RH turn north) on Johnston Street will make it difficult for people wanting access to the Tramsheds. It will increase cars on local roads. It will also directly affect us and our friends since this is the main route between our homes.

Obstruction of 'people's mural'

The overpass will also 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.

In summary, this modification is unconscionable.

This proposal could be replaced with a slot cut and cover trench running under Whites Creek to push traffic underground instead of overground and avoid the massive imposition of an overpass and destruction of the liveability and amenity of the area.

Do not let this be our legacy.

Judy Cashmore AO

25 September 2019