

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

REF: Application: SSI 7485

Dear Director,
I urge you to reject the application on the following grounds:

SSI 7485 is a significant breach of a promise given by the then Premier Baird in 2016.

The community was given a firm promise by Premier Baird that the Rozelle Interchange would be constructed underground.

This was in response to the community outrage at the originally proposed LA style spaghetti junction.

There are hundreds of thousands of Sydney residents who are genuine in their belief that radial freeways, tolled or otherwise, will actually worsen congestion in those suburbs on the edge of the CBD and do little to improve Sydney's overall traffic congestion.

Many of these people were reassured by Premier Baird's promise that the Rozelle Interchange would be entirely constructed underground; and so took no further part in the continuing community opposition to this ill-advised project.

This amendment flies in the face of the premier's promise. It is a major breach of trust and can only be seen as completely disregarding the wishes of the local and the wider Sydney community.

SSI 7485 removes 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 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 destroyed Buruwan Park.
- (ii) The gradients that ascending and descending this proposed path presents will ensure significantly less accessibility for mothers with prams. This will inevitably mean that they will have to navigate the surface level crossings at the Crescent.

- (iii) The elimination of the originally proposed short and direct green link forces pedestrians to cross 5 sets of traffic lights to access either the RGYP (Rozelle Goods Yard Park) or the Annandale foreshore. This significantly reduces safety and increases the risk to pedestrians (including parents with prams, the elderly and those with special needs) and cyclists, and removes access over the Crescent to Bicentennial Park and increases traffic along Johnson St
- (iv) The elevation of the flyover brings both pedestrians and cyclists near to the level of the top of 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.

SSI 7485 proposes 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. It is completely unnecessary given that there are other alternatives that would solve the anticipated congestion at the Crescent/City West Link intersection.

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.

SSI 7485 has been part of the RMS's plans for months but was never brought to the attention of the public.

Buried in the EIS for the Western Harbour Tunnel were plans indicating that this flyover was essentially a fiat accompli. The legality of this deceit needs to be challenged and the exhibition phase be put on hold until the matter is investigated and the issue resolved.

SSI 7485 makes a mockery of both the pretext of community engagement and the EIS.

Proposing such a major change at the last minute is in essence a denial of justice. 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 **SSI 7485** however. We therefore ask that the following recommendations and amendments be adopted:

- That the amendment in its present form be rejected.
- That an investigation be undertaken to determine why **SSI 7485** was included in the WHT EIS before **SSI 7485** was exhibited and approved.
- That the originally proposed direct green link be reinstated.
- 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 in **SSI 7485**. 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.
- 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, 24 September 2019

With assistance from Peter Hehir and the Rozelle and Annandale Foreshore Community
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