

The design for the Westconnex Rozelle interchange project was developed, put through the planing process and approved.

The EIS for the approved plan was not clear on the detail of the project while on exhibition. We were told that some details would be worked as contracts were developed.

The proposal however was quite clear that new road construction would be underground. The shift to an above ground overpass over the Crescent and the removal of Burawon park is not a 'detail' it is a significant and very negative redesign.

While all informed evidence across the world indicates that building car reliant infrastructure is environmentally negative and has no long term sustainability NSW continues down this road bringing negative social and environmental impacts. In addition these new 'assets' are being sold to private for profit companies. This drives the design and business case not environment, sustainable or public good factors as clearly demonstrated in the Parliamentary Inquiry into the Westconnex.

The change in the design is being driven by cost issues and will only add to the negative impacts on people and the environment.

1. Impacts on green space and safe cyclist and pedestrian access to the Crescent, Bicentennial park and the foreshore.

Buruwan park is a green link from Annandale to the Crescent and is a cycling and walking link to Rozelle, Balmain, Bicentennial Park, Glebe and the city via the Anzac bridge and the foreshore along Rozelle and Blackwattle Bays. The proposal is a major change that will delete these greenlinks. It is not a 'detail' as advised when the EIS on the Rozelle interchange was exhibited.

The Westconnex 2015 updated business plan states that the "former Rozelle Rail Yard in The Bays Precinct, adjoins major road and proposed light rail infrastructure, which will be transformed by the Stage 3 Rozelle Interchange. In addition to the transport infrastructure planned, future uses of the Rozelle Rail Yard could also include a mix of housing, including affordable housing, as well as public spaces and employment uses."

The 2015 Sustainability Strategy includes the following:

"Objective 2: Protect and enhance the natural environment and local heritage.

- Avoid and minimise impacts first
- Mitigate impacts where avoidance is not possible
- Offset where residual impacts cannot be avoided."

Buruwan Park is a natural environment with trees that date from 20 to 50 years old.

The trees provide protection for the local community. pedestrians and cyclists from the pollution generate by the city west link. the park provides safe and healthy access as outlined previously in my description of the greenlink. In addition the design proposed is such that it will also reduce liveability by cutting off safe and sustainable connections across major roads.

2. The concrete pathway between Annandale and Lilyfield.

In addition to the flyover the proposal includes a concrete pedestrian connection to the rail yards. This concrete bridge is factor in destroying Buruwan park and is argued as a positive connection between Annandale and Lilyfield. It is certainly the case that the construction of the city west link created a significant barrier between Lilyfield and Annandale. Re creating the link is in principle a good idea. However the location of the overpass not only destroys Buruwan park it also has a significant negative impact on the community mural along the Crescent. this mural is the result of community design and involvement over decades. To have it obscured and made inaccessible ignores the significant history of the mural. I wonder if those behind the proposal even understand how much the community is linked to the creation and maintenance of this public art? A report on

the history and importance of this public art is here: [http://localnotes.net.au/wp-content/uploads/2010/10/The Mural Investigation sversion.pdf](http://localnotes.net.au/wp-content/uploads/2010/10/The_Mural_Investigation_sversion.pdf)

The importance of the mural for the local community and beyond is clearly outlined in this history of this important public art.

If a connection from Lilyfield to the rail yards is to be included surely it would be better located on the other side of the Crescent where there is state owned land that is part road reserve and part work site for the Westconnex, thus saving Buruwan park.

From the information to date I understand the main reason for the change is a cost issue. Putting cost above environment, safety and liveability clearly ignores the first part of the natural environment objective. The argument put in the proposal is that the proposed open space to be provided in the Rozelle rail yards will make up for this significant impact. However this is a spurious argument given the environmental and health impacts of the unfiltered smoke stacks in the Rozelle rail yards. The science on the negative impacts of unfiltered stacks is now well known. Despite the NSW Parliament Public Inquiry recommendation that "filtration systems be installed on all current and future motorway tunnels" no filtration is proposed thus undermining the public and social benefits of any public open space on the old rail yards.

The other issue which is a longstanding culture in NSW government agency since at least the RTA days is prioritising traffic over pedestrians and cyclists. This clearly negates the Sustainability Strategy of the Westconnex project.

Finally given the reasons given in the proposal it is very unclear that such issues were not known from the early stages of the project brief, business plan etc. and certainly by the time the EIS for the interchange was exhibited.

Recommendation 1

That Westconnex make public the assumptions, methodology and judgements for the proposed changes so the public is fully informed.

Recommendation 2

That Westconnex commence open discussion with council and the communities in (at least) Lilyfield and Annandale on the proposal to identify more sustainable and less negatively impactful options for any proposed changes to the approved plans.