

Responses to community questions: 3pm-4pm live information session

Along the existing The Crescent footpath (will be retained), can we have extensive tree planting please?

Submissions for this Modification are related to structural elements, concept design and road configuration. For questions about landscape, lighting, signage, materials and colours on all areas of the Rozelle Interchange, the Urban Design and Landscape Plan (UDLP) will cover this.

The UDLP is expected to be on public exhibition in the coming months. The community will have the opportunity to comment at that time.

Please reconfirm the most direct pedestrian route from Victoria Road to The Crescent foreshore.

Submissions for this Modification are related to the extent of the design changes proposed as part of the *Design Amendment Report*. Broader active transport connectivity as a result of the Rozelle Interchange will be finalised through the detailed design process and the development of the Urban Design and Landscape Plan (UDLP). The UDLP is expected to be on public exhibition in the coming months. The community will have the opportunity to comment at that time.

The most direct route from Victoria Road to The Crescent and nearby foreshore would be via the proposed pedestrian and cyclist connections through the Rozelle Rail Yard parklands, connecting to the proposed green link bridge and shared user path ramp adjacent to The Crescent, and across the retained single crossing of The Crescent to the Rozelle Bay foreshore and Bicentennial Park.

Alternatively the shared user path proposed along the northern foreshore side of The Crescent would provide a connection to The Crescent northbound, where there would be a signalised crossing at the intersection of Victoria Road and The Crescent (East).

The broader active transport connectivity and approved EIS routes can be seen in Figure 3-3 in Section 3.2 of the *Design Amendment Report*.

The reports are located on the planning portal - <https://www.planningportal.nsw.gov.au/major-projects/project/16516>

What are the plans for Johnston Street and the lane markings? It is not really a proper two lane each way due to the way the cars park.

The final arrangement of line marking along Johnston Street will be finalised through the detailed design process. Work along Johnston Street will be limited to the area described and shown within Section 1.6 and Figure 1-1 of the *Design Amendment Report*.

Is it the case that the ability to cross at Chapman Road is only every third change of lights? What is the expected wait time between crossings?

There would be no ability to cross Chapman Road, as per the existing arrangement. There is no provision for a pedestrian or cyclist path along the southern side of Chapman Road (as per existing conditions).

Access to Bicentennial Park would be via provision of a shared user path along the northern foreshore side of Chapman Road (as shown in Figure 1-1 of the Design Amendment Report).

The reports are located on the planning portal - <https://www.planningportal.nsw.gov.au/major-projects/project/16516>

I have seen the proposed design for the Greenlink. The wider 15m wide section over City-West Link considers artificial canopies with vines and small vegetation. What measures have you considered for the bridge section between the level crossing at The Crescent and the light rail stop? I'm worried it will end up having a bad urban design and pedestrian amenity with over 200m long of only concrete and railing.

The proposed shared user path ramp connecting the Rozelle Bay light rail stop to the at-grade crossing of The Crescent adjacent to Johnson Street would not include vegetated elements. The structure is providing a 4.5m wide clearance and has been designed to maximise the useable space for the purposes of pedestrian and cyclist connectivity.

Final design of landscape, lighting, signage, materials and colours for the shared user path, and on all areas of the Rozelle Interchange, will be further developed in the Urban Design and Landscape Plan (UDLP).

The UDLP is expected to be on public exhibition in the coming months. The community will have the opportunity to comment at that time.

So noise is already bad hence it doesn't matter anymore? We vMoro e noise cancelation around westlink similar to around Leichhardt area

Whilst the inclusion of The Crescent overpass results in changes to the wider traffic network, the elevated structure has minimal change to the number of exceedances near the overpass. This is due to road traffic noise levels at nearby receivers generally being influenced by the high volume of traffic on the City West Link and The Crescent, as opposed to overpass which has lower relative volumes.

Most of the discussion/presentation centred on current monitored movements with little mention of anticipated increased traffic (both road and active) generated by the "out of scope" developments of adjacent projects. Most projections for the West Metro include high rise mixed development which considerably change both active and road traffic movements in the surrounding area. How is this development future proofed?

A traffic and transport assessment of the proposed revised design has been undertaken focusing on the following:

- Design of the overpass including its capacity and functionality
- Changes to pedestrian and cycling connectivity including revised assessment of pedestrian travel distances and times
- Changes to intersection performance at The Crescent / Johnston Street / Chapman Road intersection
- Swept path analysis and preliminary road safety audit of the intersection arrangements proposed at The Crescent / Johnston Street / Chapman Road intersection.

Intersection performance was assessed using existing microsimulation (VISSIM) traffic models previously used to assess operational intersection performance for the Rozelle Interchange in the EIS and Modification report. This modelling factored in predicted traffic volumes in the years 2023 (date of opening) and 2033 (ten years after opening). The proposed revised Modification design ensures the level of service of the intersections, subject to the Modification, continue to perform at an acceptable level into the future.

Responses to community questions: 5pm-6pm live information session

With a government target of increasing active transport, can you modify the design to reduce existing commute times for pedestrians and cyclists from Victoria Rd to Glebe, rather than lengthening and limiting them with traffic light crossings?

The changes to active transport connections proposed in the revised Modification (April 2020) design create more direct routes compared to the proposal in the Modification report (August 2019) and routes that, in most cases, are similar in travel distance and time to the EIS. The revised design at the intersection of The Crescent / Johnston Street / Chapman Road provides for a direct crossing of The Crescent, retains and improves the existing connection to the Rozelle Bay foreshore and Bicentennial Park for pedestrians and cyclists travelling from the south or west, and removes the need to use multiple sets of traffic lights at this intersection. The pedestrian travel times and distances from the Rozelle Rail Yard parklands through to the Rozelle Bay foreshore, adjacent to Chapman Road, have been assessed and are included in the *Design Amendment Report*.

The revised design provides for a reduced travel distance of 150m and travel time reduction of 40 seconds when compared to the previously proposed design in the Modification report (August 2019).

The results of this assessment can be found in Section 3.1 Table 3-1 of the *Design Amendment Report*.

The reports are located on the planning portal - <https://www.planningportal.nsw.gov.au/major-projects/project/16516>

What will you be doing to ensure the design is in keeping with the leafy intimate style of Annandale and surrounds and stop this development looking out of place for the area?

Submissions for this proposed Modification are related to structural elements, concept design and road configuration. For questions about landscape, lighting, signage, materials and colours on all areas of the Rozelle Interchange, the Urban Design and Landscape Plan (UDLP) will cover this.

The UDLP is expected to be on public exhibition in the coming months. The community will have the opportunity to comment at that time.

Will all the commuter routes be tree lined to shade people using them in a warming climate?

Submissions for this proposed Modification are related to structural elements, concept design and road configuration. For questions about landscape, lighting, signage, materials and colours on all areas of the Rozelle Interchange, the Urban Design and Landscape Plan (UDLP) will cover this.

The UDLP is expected to be on public exhibition in the coming months. The community will have the opportunity to comment at that time.

Your modelling does show increased wait times though?

In regards to The Crescent crossing, traffic modelling has demonstrated that the overall wait time has reduced with only one crossing versus the 4-way crossing previously proposed in the Modification report (August 2019).

What is the proposed wait time at the pedestrians waiting to cross if it is every third cycle?

The pedestrian crossing phase will be one of three phases in the operation of the intersection. The final signal-cycle timing will be determined during the detailed design process, however indicative modelling based on current design indicates average pedestrian wait times at this crossing would be approximately 67 seconds.

Encouraging safe direct quick active transport is more important than a mural. Statement, not a question.

The preservation of the existing mural along the existing light rail retaining wall was addressed in the EIS and forms a part of the approved Project.

Was there consideration to move the bus stop to beside TAFE to provide more space on the footpath beside the Mural?

The relocation of the bus stop to beside the TAFE NSW facility was considered. The bus route servicing this bus stop originates from the city via Forest Lodge along The Crescent (South), so a relocated bus stop would have to have been situated on The Crescent behind the TAFE NSW building.

Relocating the bus stop to this location was not considered a viable option due to constraints in having a suitable and safe location, and due to significant distance from the current bus stop location on The Crescent, and due to the extended distance from the Rozelle Bay light rail stop.

In addition, the removal of the proposed indented bus bay would only facilitate widening of the shared user path at the location of the bus stop. The existing spatial restrictions moving towards the Rozelle Bay light rail stop would remain.

Secondly was any review made of moving the road overbridge to the centre lane to provide more space for the pedestrian connections along beside the mural? It would also make for a more logical layout for vehicles – right lane to turn right, left lane to turn left.

As a part of the process for the proposed revised Modification design a number of options were assessed, including having the overpass located more centrally near the median, and away from the shared user path. This was not considered a viable option as it would have precluded the bus bay at the proposed location, since all buses are headed for Victoria Road and required to use the overpass itself, as well as making significant changes to the arrangement of The Crescent / City West Link intersection, including key in-ground infrastructure, already approved in the EIS and forms a part of the approved project.

Why have you chosen to include another walkway on Railway Parade when two access areas already exist at the Lilyfield light rail intersection and the Johnston Street areas only a few hundred metres apart. Meaning there are three access areas in very close proximity but this walkway will have a negative visual impact as a corkscrew design.

The shared user path across Whites Creek is not an element being proposed as a part of this Modification. The shared user path across Whites Creek was approved in the EIS and forms part of the approved Project.

Why can't we have a pedestrian/cycle bridge from the light rail stop to near Chapman Road?

Options for grade separated connection between the Rozelle Bay light rail stop and Chapman Road were assessed as a part of the options assessment undertaken for the proposed Modification. The options assessed were not preferred due to both significant constructability constraints, and increased visual impacts.

A detailed options assessment and analysis is available in Section 4.3.2 and Table 4-2 of the *Modification Report* (August 2019).

This options assessment is also discussed further in the modification *Response to Submissions Report*.

The reports are located on the planning portal - <https://www.planningportal.nsw.gov.au/major-projects/project/16516>

Can the expert panel letter be made public?

The Special Design Review Panel (SDRP) was established upon a recommendation by the Department of Planning, Industry and Environment for the project team to gain an independent perspective. The views and recommendations of the SDRP were assessed and taken into account and are reflected in the design changes proposed as part of the *Design Amendment Report*.

The reports are located on the planning portal - <https://www.planningportal.nsw.gov.au/major-projects/project/16516>

Many people are asking about the final active transport connections and Figure 3-3 shows them clearly. (FYI - Figure 3-3 in Design Amendment Report shows the final walking / cycling paths in and around the site.)

Figure 3-3 of the *Design Amendment Report* shows the broader active transport connectivity as approved in the concept design EIS.

The reports are located on the planning portal - <https://www.planningportal.nsw.gov.au/major-projects/project/16516>

Submissions for this Modification are related to the extent of the design changes proposed as part of the Design Amendment Report. Broader active transport connectivity as a result of the Rozelle Interchange will be finalised through the detailed design process and the development of the Urban Design and Landscape Plan (UDLP).

The UDLP is expected to be on public exhibition in the coming months. The community will have the opportunity to comment at that time.

Why did the design panel suggest removal of the horseshoe bridge when the only crossing left now requires us to cross a very wide road to get between the parks?

As a result of a significant feedback received during the public exhibition period and as a result of a collaborative design review process which involved input from DPIE, the NSW Government Architect's office and consultation with local community groups and other stakeholders, it was recommended to review the configuration and purpose of the horse shoe shaped shared user bridge, and consider its potential removal.

It was recommended that options to reduce the height, bulk, and length of the horse shoe shaped shared user bridge be explored, or alternatively consider its integration into the green link bridge.

A detailed assessment of opportunities to reduce the height, length and bulk of the 'horse shoe' shaped bridge were explored. Due to spatial and structural constraints it was not possible to refine the bridge design further than what had been proposed in the original Modification design.

As a result it is proposed to remove the horse shoe shaped bridge from the Modification design. The revised design will provide a more direct connection from the Rozelle Rail Yards open space to the Rozelle Bay foreshore via the green link, widened shared user path ramp and the improved at-grade signalised crossing of The Crescent.

The changes to active transport connections create more direct routes compared to the proposal in the August Modification report and routes that, in most cases, are similar in travel distance and time to the EIS. Details of the travel distance and time comparisons can be found in Table 3-1 of the *Design Amendment Report*.

The reports are located on the planning portal - <https://www.planningportal.nsw.gov.au/major-projects/project/16516>

Do you have comparative views of the previous MOD 2 version and this one?

The comparative views of the Modification 2 design and the revised design were presented during the online information sessions.

Both the *Modification Report* (August 2019) and the *Design Amendment Report* remain available on the Department of Planning, Industry and Environment Major Project website for comparison. You can access the reports via the planning portal - <https://www.planningportal.nsw.gov.au/major-projects/project/16516>

Why are the smoke stacks putting out unfiltered fumes. Overseas stacks like these filter pollutants the health of the inner west community is compromised

The operation of the ventilation outlets are not subject to this Modification. The ventilation outlets form a part of the approved Project as approved in the EIS.

Very concerned about the removal of the pedestrian connectivity of the horseshoe bridge. The park to park connections was the key selling point of the original EIS. Can the expert panel letter be made public? Can you provide advice as to how the reduction from approx. 9m combined width down to only 4.5m for all was resolved?

The revised design has been proposed in response to feedback received during the public exhibition period and as a result of a collaborative design process which has involved input from the NSW Government Architect's office and consultation with local community groups and other stakeholders. The revised design has resulted in a design solution which appropriately balances active transport connectivity, safety and amenity, with urban design outcomes and the objective of better accommodating traffic flows at this busy section of the arterial road network.

By increasing the width of the shared user path ramp from the Rozelle Bay light rail stop to The Crescent, retaining and upgrading the existing at-grade signalised pedestrian crossing of The Crescent and removing the multiple crossings proposed at this intersection, active transport connectivity and the amenity and safety of pedestrians and cyclists will be improved

The width of the shared user path along the green link bridge is expected to be approximately 8 – 9m in width, the green link bridge provides connection to a large plaza area adjacent to the Rozelle Bay light rail stop, where active transport users have the option of accessing North Annandale via the light rail stop to Bayview Crescent or continuing along the 4.5m wide shared user ramp to the single crossing of The Crescent and on to the Rozelle Bay foreshore. The shared user ramp has been widened as far as possible to 4.5m in width due to surrounding constraints, including The Crescent mural and light rail line.

Regarding section 1 is there going to be a bus shelter?

The features of the bus stop on The Crescent will be included in the Urban Design and Landscape Plan (UDLP) which will also cover landscape, lighting, signage, materials and colours on all areas of the Rozelle Interchange. The UDLP is expected to be on public exhibition in the coming months. The community will have the opportunity to comment at that time.

I am concerned that the horseshoe bridge has been removed in reaction to visual impact. Who made this decision? The visual impact of the modification is still significant and we have lost the separate pedestrian/ cycle link as a result.

The revised design has been proposed in response to feedback received during the public exhibition period and as a result of a collaborative design process which has involved input from the NSW Government Architect's office and consultation with local community groups and other stakeholders. The revised design has resulted in a design solution which appropriately balances active transport connectivity, safety and amenity, with urban design outcomes and the objective of better accommodating traffic flows at this busy section of the arterial road network.

By increasing the width of the shared user path ramp from the Rozelle Bay light rail stop to The Crescent, retaining and upgrading the existing at-grade signalised pedestrian crossing of The Crescent and removing

the multiple crossings proposed at this intersection, active transport connectivity and the amenity and safety of pedestrians and cyclists will be improved. Removal of the shared user path bridge and lowering the height of the overpass will result in improved urban design outcomes and reduced visual impacts.

Can cyclists travelling east on Railway Parade access the new Pedestrian/Green link bridge directly?

Cyclists travelling from Railway Parade will be able to access the green link bridge via the Rozelle Bay light rail stop. This connection is consistent with the EIS proposal, which would have required cyclists to also access the green link via this light rail stop.

Given connectivity of people is a primary TfNSW remit very concerned about the independent design review panel agreeing to the removal of the horseshoe bridge given the now below sub-par solution crossing being impacted by bunching up at Johnston Street/ The Crescent lights.

The revised design has been proposed in response to feedback received during the public exhibition period and as a result of a collaborative design process which has involved input from DPIE, the NSW Government Architect's office and consultation with local community groups and other stakeholders. The revised design has resulted in a design solution which appropriately balances active transport connectivity, safety and amenity, with urban design outcomes and the objective of better accommodating traffic flows at this busy section of the arterial road network.

By increasing the width of the pedestrian ramp from the Rozelle Bay light rail stop to The Crescent, retaining and upgrading the existing at-grade signalised pedestrian crossing of The Crescent and removing the multiple crossings proposed at this intersection, active transport connectivity and the amenity and safety of pedestrians and cyclists will be improved. Removal of the shared user path bridge and lowering the height of the overpass will result in improved urban design outcomes and reduced visual impacts.