

Submission
No 22

INQUIRY INTO IMPACT OF THE ROZELLE INTERCHANGE

Organisation: Pymont Action Inc.

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Chairperson,
Committee of Inquiry into the Rozelle Interchange,
NSW Legislative Council,
Macquarie Street,
SYDNEY NSW 2000

Submission on the Impact of the Rozelle Interchange on Traffic Congestion in Pyrmont

Around 10 years ago, when the initial “consultation” on this major roadway project was being conducted, a question was asked of the Transport for NSW person attending as to what impact the Interchange would have on the already congested Pyrmont streets. The reply was “It will have no impact as the Anzac Bridge is already at capacity”. There was absolutely no analysis of traffic impacts on the streets of Pyrmont among the papers provided to the public.

In October, 2022, the Pyrmont Peninsula community was invited to make submissions on the Western Distributor “Improvements” proposed to improve the traffic flow on the Anzac Bridge and Western Distributor (WD). Whilst we supported the proposal for an additional lane to reduce the need for traffic merging and lane changing, we proposed a number of changes to reduce the impact on the amenity of Pyrmont and Ultimo (copy attached). So far, none have been implemented.

In particular, we are concerned about the loss of the right hand turn into Bank Street from the first Anzac Bridge off-ramp, especially as the City of Sydney, in its revision of the LEP/DCP planning parameters for developments associated with the Pyrmont Peninsula Place Strategy, is proposing a massive increase in both commercial and residential density in the NW corner of the Peninsula. The NSW Government is also proposing large-scale state significant developments on the current Sydney Fish Markets site and on the privately-owned sites along the Blackwattle Bay foreshore.

It is proposed that when the Sydney Fish Markets moves to its new site in the first quarter of 2025, the right hand turn will be removed, with all traffic heading for home or work in the NW precinct required to travel South to Pyrmont Bridge Road, turn left, then left again into Harris Street, some proceeding further north to Bowman Street, others proceeding West down Miller Street. At the same time the City is proposing to expand the footpaths on both sides of Harris Street, leaving one lane of traffic each way; and is also proposing to close one lane of Pyrmont Bridge Road between Harris Street and Murray Street.



A major impact on traffic will be generated by large vehicles associated with the Hymix concrete batching plant which will no longer be able to drive directly from the off-ramp into its very busy facility. We are advised that at least 120 such vehicles each day use this off-ramp to reach their home destination in Bank Street. Hymix has also indicated strongly that there is no intention to close this near-CBD plant any time soon, in their submission on the Blackwattle Bay State Significant Precinct Strategy produced by Infrastructure NSW.

The impact on the route of the 501 bus service of the prohibition on driving North along Bank Street from the off-ramp was also addressed in our earlier submission (attached). We asked that TfNSW work with Pyrmont/Ultimo residents and businesses to ensure a continued bus service from the Western suburbs through Pyrmont to Central station. The 501 bus service is vital, not only for workers and visitors from the Western suburbs, but is the only public transport option for Pyrmont and Ultimo students to reach the Balmain Junior High School, noting that the Education Dept has excluded them from access to the Inner City HS, easily reached by the Dulwich Hill Light Rail service. There has been absolutely no consultation with TfNSW on the future route of the 501 bus service ensuring it continues to access Pyrmont on its City-bound journey.

We will be happy to attend hearings of the Committee of Inquiry to further elaborate our concerns about the proposed Western Distributor "Improvements" being implemented as a consequence of the major changes to traffic associated with the Rozelle Interchange .

Ken Loudon, Deputy Convenor



