

Director, Transport Assessments Planning Services
Department of Planning, Industry and Environment
GPO Box 39
Sydney, NSW 2001

Application: SSI 7485

Dear Director Transport Assessments Planning Services,

I write regarding the proposed modification to M4-M5 Link, Mod 2 The Crescent overpass and changes to pedestrian infrastructure in North Annandale, Rozelle and Rozelle Bay Foreshore area.

I request RMS work with the community to explore alternate design options to the proposed new car overpass design and the changed pedestrian and cyclist links. I am seeking the reinstatement of the safe, direct access from the approved EIS GreenLink to create a continuous green open space connection from the Rozelle Rail yards and Annandale to the foreshore. The GreenLink was more than just a walk way - it put people central to the design, maximising safety, and providing much needed accessible open space for the community now and into the future Bays Precinct design.

I am requesting RMS put people back into the plan - we want you to reinstate your own vision as laid out in Transport for NSW Future Strategy 2056. Work with us to design a feasible option that brings the best elements from the approved EIS design into the modification.

My key concerns with the M4-M5 Modification are:

- The significantly reduced safety and increased risk for pedestrians and cyclists with removed access over The Crescent to Bicentennial Park and the increased traffic along Johnson Street.
- Being required to cross five sets of pedestrian lights at The Crescent as my option to reach the foreshore from Annandale or from Rozelle Bay light rail stop.
- Removal of direct active links to the foreshore, cutting the community off from the area and the proposed revitalisation of the entire Bays Precinct, including linking the Light Rail and Bus stops to a Ferry wharf and Metro station.
- Urban and landscape design that is being built before a finalised Masterplan for the area.
- Traffic changes that limit movements around the suburb and create further congestion in the local streets of Annandale, Forest Lodge, Glebe, Lilyfield and Rozelle with no planning to deal with these.

Alongside these issues my other concerns include:

the complete disregard of previously approved plans that include fair and acceptable compromises between the requirements of Westconnex road usage and pedestrian safety, amenity & visual design. replacing the Greenway with a stark concrete platform will only encourage littering, graffiti and crime. Other mayor cities of the world manage to provide safe and beautiful walkways without changing their designs at the final hour.

My submission is asking RMS and the Project Team to:

- Reinststate the GreenLink connecting communities and green open space from Rozelle to Bicentennial Park
- Relocate and design pedestrian and cyclist connections that are continuous, safe and direct.
- Design the modification infrastructure and active links in response to the character of the suburbs, the location of the foreshore and it's potential future development.
- Provide pedestrian and cyclist paths that maximise people safety and do not force them onto busier streets, unsafe concrete plazas and caged walkways.
- Integrate active and direct connections to all active transport - including the future Metro West and Foreshore Ferry Wharf

Furthermore I suggest:

that serious consideration is given to pedestrian safety & long-term thinking & planning of pedestrian needs & amenity. It seems unreasonable that pedestrians are being put at the bottom of the priority list. I walk along these paths on a daily basis and they are very well-frequented by a variety of pedestrians and cyclists. To withdraw an agreed design for no reason (except probably cost) is unreasonable and mean-spirited. The encouragement of pedestrians and cyclists should be a priority for this project not simply a side effect. Please reconsider this short-term decision & provide the design is agreed.

Yours Sincerely,

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