

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

16 Sept 2019

Application: SSI 7485

Dear Director Transport Assessments Planning Services,

I am a resident of Lilyfield, the Rozelle side, and my family (my husband, son (12), daughter (8)) are anxious and upset to learn of the proposed changes to the Greenlink plan. 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.

We love this area. Please don't let it become a featureless, dangerous, concrete spaghetti junction.

My family and neighbours feel that we are about to be trapped in a small triangle of land locked in by major road arteries, and the Greenlink is therefore hugely important for us. We are already affected by the increase of traffic interrupting our use of our suburb since the opening of the M4 tunnel at Haberfield, with long queues of traffic on roads that previously flowed freely. We can no longer cross CityWestLink to or from Annandale or Leichhardt without significant delays at any point between Catherine Street and Darley Rd. We are afraid that RMS will allow the next phase of the Westconnex at Rozelle to turn the area into an enormous spaghetti junction and that would be a terrible mistake for NSW.

We want better planning for the next phase, and desperately want RMS to maintain our local links between Annandale and Rozelle. It would be wonderful if you can manage the expansion of the road traffic without destroying the links we have between our communities and locations. For example, we love to take our dog to Jubilee Park at Annandale, but fear that this will be further restricted if the Johnston St/ Crescent overpass goes ahead. We often walk, cycle or drive between these suburbs, and this area is vibrant and beautiful. We use the shops and parks, meet friends and take part in community events in this area. Please look after it.

In addition, I fully endorse the Rozelle and Annandale Foreshore Community letter.

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** – I want you to reinstate your own vision as laid out in Transport for NSW Future Strategy 2056. Work with the community 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 Johnston 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.

My submission is asking RMS and the Project Team to:

- Reinstate 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 its 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
- Maintain access from Johnston St direct to Jubilee Park; maintain the right hand turn from Johnston St to the Crescent
- Maintain the link and bike route between Rozelle Light Rail and the Glebe foreshore
- Protect the mural and its open aspect.

Find another way to manage the traffic between the Crescent and City Westlink without compromising the Greenlink!

Yours Sincerely,

[Redacted Signature]

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