

Director, Transport Assessments Planning Services
Department of Planning, Industry and Environment
GPO Box 39
Sydney, NSW 2001
Tuesday, 17 September 2019

Application: SSI 7485

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 am requesting RMS **return 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:

POOR CONSULTATION

I'm very concerned with the lack of community consultation around this modification which is a complete redesign of this intersection.

This type of behaviour appears as if RMS is trying to sneak through major changes to our local area and only exacerbates the rift between you and the community.

MAKING THE MOST OF WHAT WE'VE GOT

Taking space and access to the foreshore is paramount to social theft of community assets and penalising local residents.

PRACTICING GOOD DESIGN

A good design would optimise around unique and valuable assets (Harbour/Foreshore) and balance the needs of all stakeholders with special attention paid to those most at risk (pedestrians, cyclists).

HONOURING PROMISES MADE TO FUTURE GENERATIONS

**The Approved Environmental Impact Statement at
<https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSI->**

**7485%2120190227T231413.342%20GMT p8 details
several principals which have been completely abandoned
by this modification:**

I expect 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 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**

Yours Sincerely, [REDACTED]

Richard Gould
[REDACTED]

Balmain NSW 2041