

Subject: Application SSI 7485

Date: September 18, 2019

Dear Director Transport Assessments Planning Services,

I am writing 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 strongly request on behalf of my family and community that 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 Green link to create a continuous green open space connection from the Rozelle Rail yards and Annandale to the foreshore and provide much needed accessible open space for local communities, the people of Sydney and tourists now and into the future Bays Precinct design.

I am requesting RMS put people back into the plan. Please reinstate your own vision as laid out in transport for NSW Future Strategy 2056 and 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:

1. The significantly reduced safety and increased risk for pedestrians and cyclists with removed access over The Crescent to Bicentennial arak and the increased traffic along Johnson Street.
2. Being required to cross 5 sets of pedestrian lights at The Crescent as my option to reach the foreshore from Annandale or from Rozelle Bay light rail stop.
3. 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.
4. Urban and landscape design that is being built before a finalised Masterplan for the area.
5. Traffic changes that limit movements around the suburb and create further congestion in the local streets of Annandale, Forest Lodge, Glebe, Lily field and Rozelle with no planning to deal with these.

Alongside these issues my other concerns conclude:

*The logic of putting a car ramp effectively on Sydney harbour in a city known globally for it's **natural beauty**.*

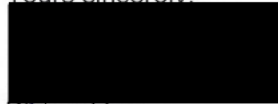
Yes cars need to move seamlessly and safely through this junction but I beg you to consider the solution that will stand the test of time not just for our community but for the city of Sydney.

As mentioned, please work with the people and reinstate you own vision as laid out in Transport for NSW Future Strategy 2056. Please work with us to design a feasible option that brings the best elements from the approved EIS design into the modification.

My submission is asking RMS and the Project Team to:

1. Reinstate the Greenlink connecting communities and green open space from Rozelle to Bicentennial park.
2. Relocate and design pedestrian and cyclist connections that are continuous, safe and direct.
3. 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.
4. Provide pedestrian and cyclist paths that maximise people safety and do not force us onto busier streets, unsafe concrete places and caged walkways.
5. Integrate active and direct connections to all active transport - including the future Metro West and Foreshore Ferry Wharf.

Yours sincerely,

A black rectangular box redacting the signature of Richard Lee.

Richard Lee