

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

**Application: SS 7845**

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 alternative 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:

1. The significantly reduced safety and increased risk for pedestrian and cyclists with improved access over the Crescent to Bicentennial Park and the increased traffic along Johnston Street.
2. Being required to cross four sets of pedestrian lights at the Crescent areas 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 the Bus stop 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, Lilyfield and Rozelle with no planning to deal with these changes.

Alongside these issues my other concerns are:

- This modification completely ignores the conditions of consent given for this project and threatens to impose unacceptable negative consequences on the landscape and liveability of our local area.
- There has been very little general community consultation with respect to the proposed modifications. We had two people come to the door and deliver a pamphlet and ask if we had any questions. They took our email address so that we could be kept informed but have heard very little.
- At the community consultation meetings we were not provided with answers to a number of our questions. Also the printed literature that has been provided is deceptive and does not give a true picture of the modifications.
- The increased number of crossings required to get from Johnston Street to Bicentennial Park (from one to four) creates great danger for students from the local primary schools in the area who use the park for their athletics carnivals, cross country carnivals etc. It will be very difficult to supervise the number of students to get them safely across the intersection.
- The increased traffic noise from traffic accelerating up the ramp on the overpass. Bayview Crescent is already significantly affected by traffic noise from Johnston Street and the City West Link. This will be greatly increased with traffic accelerating up the new overpass.
- The visual impact of the overpass. This will diminish the views of many residents. Families come from all over the Inner West and beyond come to Bayview Crescent to view the New Years Eve fireworks. This will be no longer possible as the view will be vastly impacted by the new modifications.
- The additional lighting from the overpass will impact on houses in Bayview Crescent as most bedrooms are at the front of the home.
- There appears to be no attempt to soften the impact and provide a buffer between the overpass and housing.
- Any views from the pedestrian bridge will now be blocked by the new vehicle overpass which is almost twice the height of the existing Light Rail bridges.
- There is no longer a right hand turn from Johnston Street to the Crescent towards the Tramsheds and Glebe. Traffic will be forced onto local side streets causing more congestion in narrow local streets.
- Traffic continuing towards the City West Link from Glebe will now have to go through an "S" configuration along The Crescent and onto Johnston Street via a short street next to the TAFE then back onto the Crescent. Already during peak times and on Saturdays the traffic on the Crescent is banked back past Trafalgar Street.
- There will be more traffic on Johnston Street which was designated as an arterial road but as was pointed out at the Parliamentary Inquiry in every true sense it is a residential street. There are also 3 Primary Schools and a Pre-School which would be impacted by the additional traffic.
- If Johnston Street needed to be widened to accommodate the additional traffic, parking would need to be configured from rear to kerb parking to parallel parking. This would cause a



problem for residents who do not have off street parking. They would be forced off Johnston Street into side street causing more congestion and inconvenience for elderly residents and young families.

- Access to Johnston Street from Bayview Crescent. Since the opening of the West Connex Tunnel there has been an increase in the traffic on both Johnston Street and Annandale Street. There have also been many more large trucks using Johnston Street. The increased traffic has made accessing Johnston Street to and from Kentville Avenue almost impossible during peak hour and on Saturdays. Traffic is often banked up as far as Annandale North Public School. With the new intersection configuration at Johnston and the Crescent this will become even worse for residents.
- The overpass will have a negative impact on the heritage mural on The Crescent. This mural has both a historical and social significance for the local residents.
- The tree canopy around the new proposal has been decimated. There is no provision to provide mature trees to replace some of those destroyed during the construction.

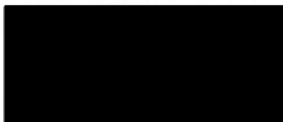
My submission is asking RMS and the Project Team to:

- a. Reinstate the Greenlink connecting communities and green open space from Rozelle to Bicentennial Bay
- b. Relocate and design pedestrian and cyclist connections that are continuous, safe and direct.
- c. 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.
- d. Provide pedestrian and cyclist paths that maximise people safety and do not force them onto busier streets, unsafe concrete plazas and caged walkways.
- e. Integrate active and direct connections to all active transport – including the future Metro West and foreshore Ferry Wharf.

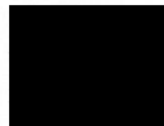
Furthermore I suggest:

- The Planting of mature trees to restore the tree canopy lost during construction
- Provision of sound insulation to all houses affected by the additional noise pollution.
- Completion of the greenspace where the Rail yards used to be.
- Re-instating the right hand turn to The Crescent.
- Ensuring the safety of everyone crossing from Johnston Street to Bicentennial Park by reverting to one crossing.

Yours sincerely



Lynette Derrick  
15 September 2019



Andrew Morris

Email: 