

[REDACTED]
Glebe NSW 2037
16th September 2019

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

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 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.

I am requesting RMS **put the people focus into the plan** – we want you to reinstate your own vision as laid out in Transport for NSW Future Strategy 2056.

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.
- The removal of the right turn from Johnson St into the Crescent. This route from North Annandale to Glebe is a key component of current traffic routes. The only alternative is along Booth St Annandale, overloaded with traffic already, to Wigram Road, Glebe, a major thoroughfare.
- Being required to cross a significant number of pedestrian lights at The Crescent 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.
- The proposed “modifications” are so significant that the proposed overpass will dominate and destroy the local landscape.

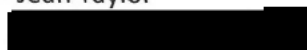
My submission is asking RMS and the Project Team to:

- Revert to the already approved design for The Crescent/Johnston St/Chapman Rd intersection to reinstate the right turn option from Johnston St to the Crescent.
- Revert to the *original tunnel option* that apart from its construction phase would have little impact on the area.
- 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.
- 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,

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Jean Taylor

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