

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

September 22, 2019

Application: SSI 7485

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 walkway – 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:

- Placing a new major highway above eye level, removing any relationship between the existing suburb and the bay area. This will adversely affect the visual amenity both across the bay towards Annandale and from Annandale towards the city. Low budget infrastructure solutions should by now be a thing of the past, echoing the mistakes of the 1960s and 70s.
- 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.

My submission is asking RMS and the Project Team to:

- Redesign the proposed highway, preferably in a tunnel as per the original scheme, responding to the character of the suburbs, the location of the foreshore and it's potential future development.
- Reinstatement of 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's 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,

Duncan Teevan

[Redacted Signature]