

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

**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 object to the car overpass and to the relocation of the Greenlink and*

I request 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 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:

- 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 (**and notes below regarding Option 2**) is asking RMS and the Project Team to:

- 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.
- 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.
- 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

Furthermore I suggest you **revisit Option 2:**

You dismissed Option 2 as having a 'lack of passive surveillance from passing road users and nearby residences' yet I fail to see how the proposed route provides this or how a lack of passive surveillance is overcome in the currently proposed Greenlink. Pedestrians and cyclists will be well above the road, away from any residences, and it is unlikely vehicles will see the pathway clearly in the current Proposal.

Furthermore, the route of Option 2 is much closer to residences and other local businesses which may provide some surveillance. An alternate option to your Option 2, would be to provide an upper level greenlink, over the currently proposed footpath ramp, at a low level providing passive surveillance from passing road users, and some privacy to nearby residences. This Greenlink from the Light Rail stop to Bicentennial Park will be instrumental in providing a clear and accessible path to the proposed Ferry stop at Rozelle Bay. This in turn will ease Light Rail congestion from Rozelle Bay to the CBD and promotes use of public transport for the local community.

The other objection was the visual impact of the ramp/overpass close to the bay and park. I am sure professional urban designers will be able to create a suitable design to integrate the structure into the local area.

Finally, the amenity of having access to the greenspaces of the foreshore and links to the Fish Market, The Tramsheds, and the recreational and sporting facilities of the area will clearly outweigh the two objections suggested in your report.

On reading the full report the emphasis appears to be on finding a solution to road design issues for cars and is dismissive of any other users of this interchange and how the road design issues will affect them.

Should you like any further clarification on the above alternative to Option 2 I would be please to meet with your design team to elaborate, and understand further your concerns raised in design reviews.

Yours Sincerely,

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