

23rd September 2019

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 strongly object to the current design proposals for the car overpass and all associated changes to the pedestrian and cyclist links as they will seriously impact on the current ambiance of the existing environment and are a lazy, unimaginative, circa 1960's solution to problems as perceived. Acceptance of this proposal will provide an incomprehensible and community ignorant piece of infrastructure that would be non-compliant with the progressive development of any suburbs anywhere let alone those in the inner city suburbs of Sydney. It will merely add to the on-going uglification of Sydney and, if accepted, will continue now with the Crescent car-overpass that will visually cut-off Annandale from its adjacent harbour foreshore..

I object to RMS undertaking this design without actively obtaining any ongoing community involvement. I want RMS now to genuinely consult and work with the community to explore alternate design options to those currently being proposed. I want RMS to go back to the previously approved EIS Link between the 2 parks being the new proposed park on the Rozelle Railyard site and the existing Federal/Jubilee/Bicentennial Park. 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 request RMS **put people back into the plan** – reinstate your own vision as laid out in Transport for NSW Future Strategy 2056 or come up with something even better.

I object to the modifications to the currently approved layout when there is no approved Urban and Landscape Master Plan.

My objections to and 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.

- No mention or details of a Road Safety Audit having been carried out to determine the impact on safety from removing a direct pedestrian/cycling bridge for residents to and from Annandale.
- No mention or details of a Road Safety Audit having been carried out to determine the impact on pedestrian safety due to the significant increase in traffic generated in Johnston Street. Therefore, it appears that only car optimisation has been considered, not human safety optimisation, safety maximisation being required as a condition of the original approved EIS.
- Being required to cross four sets of pedestrian lights at The Crescent as my only available 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 potential future foreshore Ferry wharf and Metro station.
- 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 this.
- The proposed modification does not meet the conditions of the approved EIS-E120 and E121 requiring continuous connection from the Rozelle Railyards to the foreshore and open space that **maximises the safe movements of pedestrians and cyclists**. The modification increases pedestrian risk, funnelling people down Johnston Street to 5 intersection road crossings (with a new traffic arrangement). It removes the previous safe connectivity link from Annandale across The Crescent to the foreshore to forcing new multiple at grade crossings. **"E120 – The pedestrian and cycling green link as described in the EIS to be provided from Rozelle Railyards and span the City West Link to the park adjacent Chapman Road"** (the foreshore).

My submission is asking RMS and the Project Team to:

- Reinstate the GreenLink as already approved to directly connect communities and green open space from Rozelle to the 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 it's potential future development with associated future transport links.
- Provide pedestrian and cyclist paths that maximise people safety and do not force us 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.

I object to RMS replicating the Circular Quay Cahill expressway in the Innerwest as proposed by traffic engineers. Traffic engineers should not be the people who dictate the design requirements of our suburbs. Design something that will serve and enhance the lives of **all** residents now and in the future

- not just car owners. There is too much emphasis and priority currently being placed on cars in isolation to the detriment of cyclists and pedestrians. The liveability of this city is being steadily eroded by developments of this magnitude

Yours Sincerely,



John Major



ANNANDALE NSW 2038

Email:

