

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 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.

Alongside these issues my other concerns include:

POOR CONSULTATION

I'm very concerned with the lack of community consultation around this modification which is actually a complete **redesign** of this intersection.

Few people in the community have been made aware of this revision and the consultation has been poor. It feels that the RMS not genuinely engaging with communities and trying to sneak through a major change that will have impacts on our local community and use of.

MAKING THE MOST OF WHAT WE'VE GOT

As a local I use the harbour foreshore area daily for exercise and dog walking. All activities that maintain health for myself and countless others in the area. This revised design makes exercising and accessing this much needed open space more difficult. It prioritises cars over people. To encourage healthier communities and people active and public transport should be encouraged over cars. You need to **change the priorities and put people back as a priority stakeholder in this plan.**

PRACTICING GOOD DESIGN

A good design would optimise around unique and valuable assets (Harbour/Foreshore) and balance the needs of all stakeholders with special attention paid to those most at risk (pedestrians, cyclists). Like the Cahill express way, I fear this decision is an unfortunate and long lasting scar on a beautiful landscape.

HONOURING PROMISES MADE TO FUTURE GENERATIONS

The approval had promised to do the following but has not:

- **Connect and provide for communities** The concept offers a parkland destination that works to stitch together previously separated communities by providing a range of social infrastructure at a central, easily accessible location. **MOD 2 fails this principal**
- **Enhance green links** The concept reactivates closed-off land through new green spaces and links. These links strategically establish a new green "interaction" connecting a series of significant yet fragmented [future and existing] green spaces in and around White Bay, Rozelle Bay, Rozelle, Balmain, Glebe and Annandale. **MOD 2 removes direct access**
- **Respond to the local character** Respecting and maintaining the unique heritage, industrial character and topography of the Rozelle Rail Yards through interpretation. **A massive concrete overpass obstructing a historically significant local mural and concrete plaza — really?**
- **Revitalise streets for equality of mobility** New public spaces and much-needed universally accessible links establish entirely new "public streets" and enhance the surrounding neighbourhood. **If, like me, you've pushed a heavy pram up long, steep ramps, looked after two kids on scooters on their way to the park or volunteered to supervise 60 school kids on their way to the park MOD2 is NOT an enhancement**

My submission is asking RMS and the Project Team to:

- Reinststate 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 it's 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:

Re-design pedestrian and cycle access from Johnston Street to the harbour foreshore. Pedestrians should not have to cross 4 roads in order to access this area. The design should prioritise active and public transport over cars. This is healthier for communities and people.

Maintain a thin strip of greenery behind the Rozelle Light Rail stop between the overpass from the crescent to the City west Link. Preserving this instead of the proposed cement walkway.

Yours Sincerely,

Name: Sarah Smith

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Email: [REDACTED]