

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 the relocation of the GreenLink and I request*
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 finalized 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

— if you're honest with yourselves — is a complete redesign of this intersection. Nearly everyone I talked to a week ago knew NOTHING about this change.

This type of behaviour appears as if RMS is trying to sneak through major changes to our local area and only exacerbates the rift between you and the community.

MAKING THE MOST OF WHAT WE'VE GOT

As a parent of two kids who attend Annandale North Primary and as a local resident of over 10 years myself, my family and friends are all frequent users of our local green spaces. We are particularly lucky to be able to walk down to the water on the Glebe Foreshore to exercise, participate in junior cricket or just walk around the bay to clear our minds. This open space is of huge importance to us and the wellbeing of the people that live in this busy city. Sydney is SO lucky to be on the harbour and we should be doing everything we can to sensitively design infrastructure around this asset — not compromise access through lazy design. The overpass has been dumped in the middle of the plan and everything has been changed to fit around it. You need to change the priorities and put people back as a priority stakeholder in this plan.

PRACTICING GOOD DESIGN

I understand that there are constraints in every design but what I'm seeing in the MOD2 reports is table after table of optimisation for cars and roads and a huge number of disadvantages for pedestrians, cyclists and the internationally recognised asset that is the Sydney Harbour.

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).

HONOURING PROMISES MADE TO FUTURE GENERATIONS

The Approved Environmental Impact Statement at

<https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSI-7485%2120190227T231413.342%20GMT>

p8 details several principals which have been completely abandoned by this modification:

- **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:

- **Remove the overpass.**

We object to the proposed overpass option. It has limited improvements to

vehicle waiting time, but these are outweighed by significant visual and pedestrian connectivity impacts.

It did not adequately address the far greater urban design outcomes of options 1 and 2 (at grade and overpass options).

It blocks views of the water from the relocated green bridge.

The proposal bottlenecks the majority of vehicle movements turning right to Victoria Road and the Anzac bridge from three lanes down to one lane with likely traffic impacts up Johnston street and The Crescent.

It doesn't allow a right hand turn into James Craig road.' From The Crescent heading city bound.

The overpass has significant visual and urban impacts. It has forced the relocation of the green bridge west of The Crescent requiring a pedestrian crossing of four traffic lights.

It has added another elevated pedestrian crossing from the same starting point in the new Goods yard parklands. This crossing is longer than it needs to be due to extra height required to get over the new vehicle overpass. These changes have greatly added to the visual impact and clutter.

The overpass should be replaced with an at grade intersection as per the EIS or a short 120m tunnel option with a single land bridge option.

Change the overpass to a short (less than 120m) tunnel under the city West link with slot trench approaches rather than the proposed overpass. This underpass needs to be designed to also facilitate the single pedestrian crossing at Johnston's Street. An underpass provides the best visual and urban outcomes. It allows the retention of the green bridge in a location to best connect the parklands together.

- **Reinstate the GreenLink connecting communities and green open space from Rozelle to Bicentennial Park**

- **Improve pedestrian connectivity.**

Return the Johnston Street / The Crescent pedestrian crossing to a single traffic light as per the current situation, and location.

Provide an at grade pedestrian route from Railway parade to, via Buruwan park and the Crescent mural.

Directly connect pedestrians from the new Rozelle parklands with Rozelle bay and the Glebe foreshore.

- **Tree management issues.**

Retain and protect trees adjacent the light rail station as per the EIS promise from the Community outcomes report (C13.2.1 on p13.)

The road design needs be altered to provide protection of mature vegetation including Sydney BlueGums, and Moreton bay Figs. Minor median changes, edge alignments and line marking across the city west link could retain and protect these trees.

These trees provide immediate pedestrian shade and significant visual amenity particularly since most of Buruwan Park has been removed.

- **Local traffic** Reinstate the right hand turn lane at the Crescent from Johnston Street.
- 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.

Yours Sincerely,

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Email: