

Application Number SSI 7485**WestConnex M4-M5 Link – Modification 2 The Crescent overpass**

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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 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** – I want you to reinstate your own vision as laid out in Transport for NSW Future Strategy 2056. Work with the community 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 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 Alongside these issues my other concerns include:

My submission 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 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.

Furthermore, I suggest:

- Not replicate the Cahill Expressway (debated to be replaced) over Circular in the Inner West. Using roads to block harbour foreshores is a legacy to haunt the responsible minister and surely must be career limiting.
- Include MORE TREES, MORE TUNNELLING, LESS CONCRETE