

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

Application: SSI 7485-Mod-2

Dear Director Transport Assessments Planning Services,

I write to you to **express my strong objection** to the proposed modification to the M4-M5 Link, Mod 2 The Crescent overpass and changes to pedestrian infrastructure in North Annandale, Rozelle and Rozelle Bay Foreshore area.

I acknowledge that the revised design has addressed some of my initial concerns regarding pedestrian access to Bicentennial Park from the Annandale area but does not fulfil the commitments of the original consent. Specifically, the project was required to provide a greenlink directly between the new parkland being created as part of the Westconnex project and the existing foreshore parkland of Bicentennial Park. The revised design still does not achieve this however it can be achieved.

An elevated shared path can be constructed at the top of the existing retaining wall on The Crescent adjacent to the light rail line. This elevated path would continue on from the Rozelle Bay Light rail stop before crossing The Crescent before ramping down to Bicentennial Park. I expect that this shared path would be of a very high architectural standard which befits the current and proposed development of the Bays Precinct and not a caged walkway that has previously been proposed. A sketch of the proposed link to Bicentennial Park has been attached to this submission.

I am requesting that RMS prioritise the visual amenity and values of the adjoining receivers over the road user experience, which is one of the objectives, principles and standards of the Urban Design and Landscape conditions of consent, Key Issues Condition E134. The proposed modification significantly reduces the pedestrian and cyclist connectivity between Rozelle/Lilyfield and Annandale when compared with objectives and ambition of the approved EIS.

The area is subject to significant development including the new Sydney Fish Markets, Sydney Metro West including a Bays Precinct station, the Rozelle and Blackwattle Bay foreshore walk and the future 10ha of parkland that will be provided as part of the Rozelle interchange. These developments make the area a major attraction and asset for all Sydneyiders and connectivity of

these areas for pedestrians and cyclists should not be compromised for minimal to no gain in road function.

My key concerns with the M4-M5 Modification area:

- The removal of the greenlink between the new public space being created in the old rail yards and Bicentennial Park will have significant negative impact on the safety and amenity of pedestrians and cyclists.
- The intent of Condition E120 is to provide a direct link between the existing and proposed parklands which facilitates planting in accordance with the EIS.
- The proposed modification reduces the quality of the amenity of the area and does not promote the connection of the communities.
- The visual impact on the proposed relocated link from the new Rozelle parkland to the Rozelle Bay light rail stop has not been considered. The EIS approved greenlink created expansive views across Rozelle Bay to the city skyline and the “three bridges view”. The modification blocks this view in its entirety by the proposed elevated roadway.

My submission is requesting RMS and the Project Team to:

- Complete the pedestrian and cycling GreenLink connecting communities and green open space from Rozelle to Bicentennial Park as described in the EIS and envisaged in the Infrastructure Approval dated 17 April 2018.
- Prioritise the urban design principals approved for the project including connectivity of communities and the promotion of safe access to the foreshore for pedestrians and cyclists.

Yours Sincerely,

David Murrant

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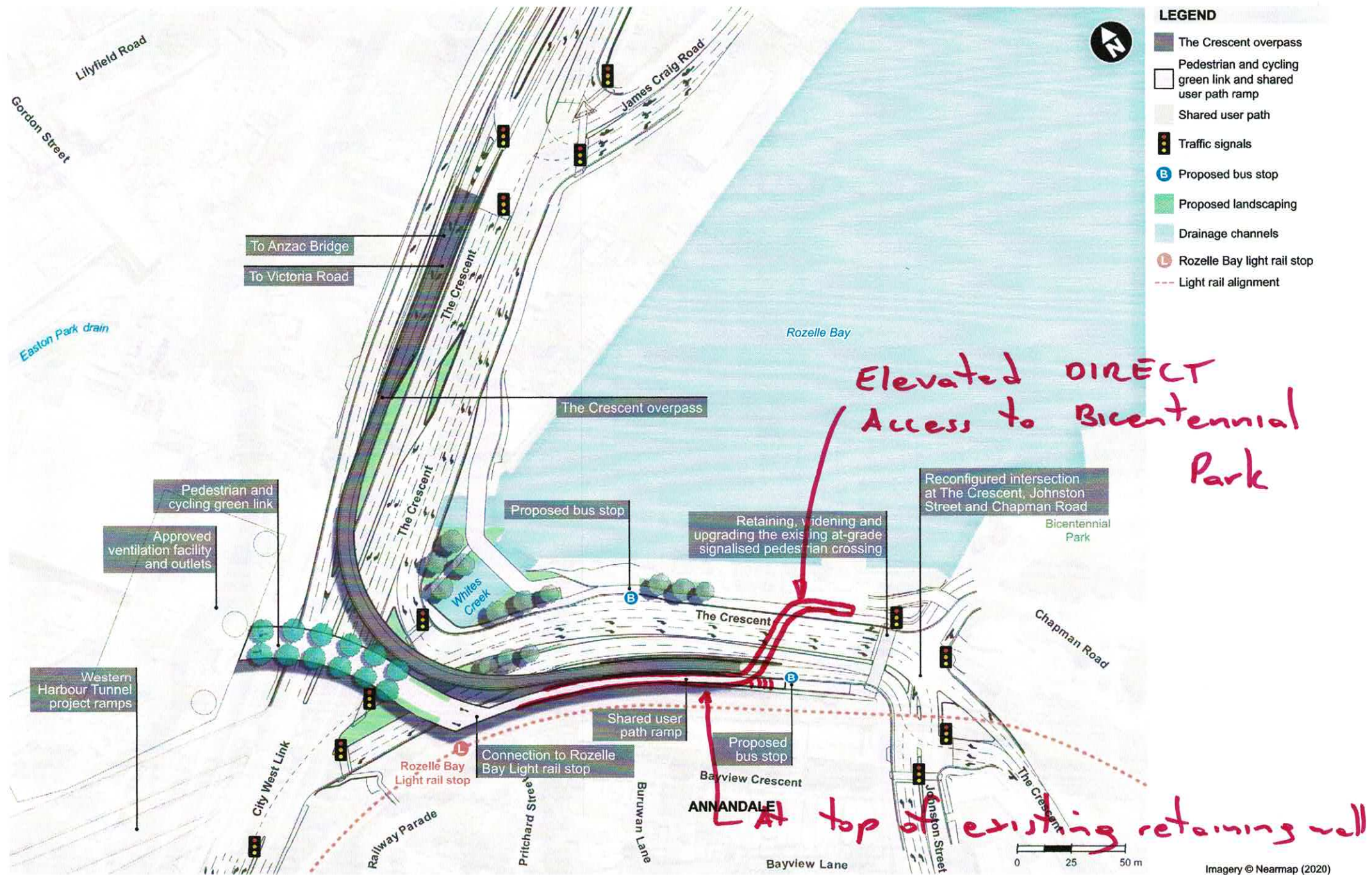


Figure 1-1 The revised design