

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 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.

Safe and direct access to use greenspaces positively enhances overall community health and contributes to building strong quality social infrastructure. The design needs to put people back into the planning and consider the overall health benefits of these important links within communities.

By over complicating pedestrian access to the greenspace the new design not only is more dangerous but reduces the accessibility and restricts access by locking out so many in the community, like young children, elderly and parents

The design should be incorporating the United Nation Sustainable Development Goals which along with using more sustainable materials and processes has goals 3 and 11 which specifically target health and cities. As the capital city of Australia, we should be designing and building our cities to incorporate these goals to show we recognise the issues the world is facing and show how we as a community, city and Government can work together to better our future for all.

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:

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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

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'Rebecca Cadorin', written in a cursive style.

Rebecca Cadorin  
Unit 6 11/13 Wells Street  
Annandale  
Mobile: 0424 508 151  
Email: rebeccacadorin@gmail.com