

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 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 — 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

As a designer myself, 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**

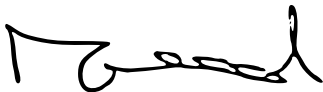
My submission is asking RMS and the Project Team to:

- 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 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:

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'M. Ford', with a stylized, cursive script.

Name: MARTIN FORD

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