

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:

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- The overpass at The Crescent was never part of the approved plans and did not go through the proper planning approval processes nor the community consultation period of 6 months that otherwise would have been required. - The overpass at The Crescent was instead part of the approved plans in the form of an at-ground or underpass.

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- The sudden change to the M4-M5 Rozelle Interchange has resulted in the loss of promised green pedestrian and cycle pathway between Rozelle and the harbour foreshore - this was a condition of consent of the WestConnex Project.

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- The new overpass to be constructed at The Crescent will bring more cars, fumes and traffic congestion to a highly residential area, where there are three primary schools, several childcare centres and two aged care centres that all use Jubilee Park as part of their outdoor and active activity area. Exposing these at-risk members of society to the above effects is dangerous and ill thought out.

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- The purpose of the green bridge was to provide a continuous foreshore link - it is now a tortuously long, indirect route that not only is a visual eyesore to the broader community but is a deterrent of use vs a more direct option. If a more direct route requires the incorporation of stairs into the design, then an elevator access way should be incorporated to avoid the current version. The installation and ongoing maintenance costs would pale in comparison to the cost of a lengthy and indirect concrete link as currently is shown in the modification to plans.

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- The loss of direct access to the foreshore means that - in addition to the able, general public - small children and the elderly will need to navigate through multiple different sets of traffic lights just to get to Bicentennial Park. Currently there is only one traffic light at the Crescent that the public has to use. Instead, this alteration is dangerous and limits the ability for these children and elderly to have safe, direct passage to general, public amenities that by right they should be able to utilise safely.

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- The green bridge has effectively been changed to resemble a cement walkaway, thereby increasing overall surface temperatures and making it a dangerous place for small children and elderly to use, especially during the peak of summer.

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- Part of a heritage preserved mural will be obstructed from view as a result of the construction of the Crescent overpass. Residents of Bay View Crescent and Railway Parade will be significantly impacted by the overpass - not only visually by removing the view from their properties, but will also be severely impacted by the toxic fumes that will be emitted from vehicles directly in front of their residences.

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- The broader local community of Annandale, Forest Lodge and Glebe will be severely impacted by increased congestion, traffic noise and pollution as a result of the new overpass that have been added to the plans. There are three primary schools and two aged care centres on Johnston Street, all of which will be impacted by either an increase in likelihood of accidents as a result, and/or the increase in carcinogens as a result of the traffic flowing to/from the Crescent for access.

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- The stacks at the Rozelle Interchange need to be filtered. Every expert interviewed for this project has agreed that it is irresponsible and dangerous to not protect the public from carcinogenic pathogens that will be emitted. At the very least, protect the health of the community by filtering these stacks. There is no point to a greenlink or even delivering a park on the site if the government expects families to utilise space under stacks that pour out dangerous emissions. If every expert agrees that they are a risk to the health of society otherwise, there is every reason to expect an eventual class action to be mounted against both the contractors and the government for not heeding this advice as the health of the community over time shows signs of its impact.

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- Demolition work has commenced before the community consultation period has even finished - that being, the removal of vegetation from Buruwan Park. This is akin to a private household applying to council for renovation plans for their home, and then commencing them before their public notice period has finished. Private residents would be fined for doing so. The government should legally be required to also be held to the same standards. No removal of vegetation should have occurred until after the community consultation period has been completed.

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The removal of the right hand turn from the corner of Johnston St and the Crescent will create severe backlog and 'rat runs' through the rest of Annandale and Forest Lodge as there will be no direct access towards Glebe. This will severely increase congestion across all residential streets.

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My submission is asking RMS and the Project Team to:

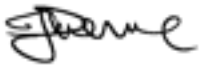
- Reinstall the GreenLink connecting communities and green open space from Rozelle to Bicentennial Park

- 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:

- Incorporate filters into the tunnel stacks at the Roselle Interchange to protect the ongoing health of the community.
- Work with the community to investigate alternative and viable solutions to the now modified Crescent overpass.

Yours Sincerely,

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

James Drewe

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