

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

Application SSI 7485 put the people central to the design, maximizing safety, and

Dear Director Transport Assessments Planning Services

I write regarding the proposed modifications to the M4-M5 Link, Mod 2 The Crescent overpass and changes to pedestrian infrastructure in North Annandale, Rozelle and Rozelle Bay and 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 away – it put people central to the design, maximizing safety, and providing much needed accessible open space for the community now and into the future bay's precinct design.

I am requesting RMS put the 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 proposed modifications to the M4-M5 Link 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 the 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 the issues my other concerns include:

- Lack of view corridor towards the city from the Rozelle Bay Light Rail Station
- Increase of traffic noise from the raised road system (which will be an eyesore!. Have we not learnt from the Cahill Expressway?)

My submission is asking RMS and Project Team to:

- Reinstate 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 and 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 connect people and parks with a focus on safety and do not force people onto busier (and unsafe) streets, create 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 reverting to the originally planned road system upgrade and where possible putting the links underground or at the very least on the existing ground plane. The idea of a raised motorway will significantly adversely affect the ambience in and around the crescent, Bayview Cres and Pritchard Street.

A Cahill expressway style of raising the roadway belongs in 1960 NOT 2019. This must be stopped, and a sensible people-oriented interchange needs to be prioritized over the current proposed modification.

I am happy to answer any questions you may have and would be thrilled to be involved in a re-design discussion and assist the RMS and Project Team in coming up with an Alternative solution.

Yours sincerely



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