

16th September 2019

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

Re: Application: SSI -7485 -Mod-2

Dear Director of Transport Assessments Planning Services,

We are Lilyfield residents who are dismayed to learn of a proposed modification to the M4-M5 Link in the form of a car overpass being fitted into the Rozelle Interchange at the expense of the GreenLink that was promised to the community. **We are writing to express our opposition to this** and to explain why we think it is a terrible idea.

The original plan put to the community and which gained overwhelming support was to create a pedestrian and cyclist GreenLink that would provide safe, continuous and direct access to the foreshore. By removing this from the Rozelle Interchange plan not only has the community been misled and betrayed but the modification will create dangerous and tricky situations whereby pedestrians will have to cross four sets of lights to reach the foreshore while cyclists have to navigate a 120 metre intersection in front of a three-lane tunnel. **This is not only a thoughtless design, but it completely cuts the community off from the foreshore with an ugly car overpass ripping through the heart of the neighbourhood.**

What do we want? **We seek 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 is more than just a walk way — it puts people central to the design while maximising safety, and provides much needed accessible open space for the community now and into the future Bays Precinct design.

Our 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 on adjacent streets;
- 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;
- 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 our other concerns include:

- Increased pollution and loss of green space. We were promised everything would be underground and now we are being shown a different reality with a proposed overpass that will eat away at much-needed open space while adding an eyesore to the landscape (on top of the three smokestacks that will already be a blight on the neighbourhood);
- Increased traffic and bottlenecks on Victoria Road if the Crescent and Victoria Road are directly linked.

We ask RMS and the 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;
- Provide pedestrian and cyclist paths that maximise people safety** and do not force us 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.

Please immediately put people back into the plan and reinstate your own vision as laid out in Transport for NSW Future Strategy 2056.

We are confident that you will consider our submission and all those from other concerned members of the affected suburbs to **work with the community to reinstate people at the heart of the design**. Rozelle, Lilyfield, Annandale, Glebe and Forest Lodge are bearing the brunt of the Rozelle Interchange and we rest optimistic that the RMS will work to ensure that the GreenLink, in the form it was promised, will be reinstated for the benefit of the community.

Yours Sincerely,

Sallie Beaumont & Duncan Thomas

Lilyfield NSW 2040